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1. COMPETITION INVITATION



1. Competition Invitation

1.1 Organisers, Nature and Purpose of the Competition

During 2011, the municipality of Sipoo will host an open international planning competition for a sustainable community in Sibbesborg. The competition will be organised in co-operation with the Aalto University Department of Architecture, the Finnish Association of Architects, RYM Ltd and the OSKE Centre of Expertise, and is supported, through its sustainable community programme, by Tekes, the Finnish Funding Agency for Technology and Innovation.

The competition area is situated in the municipality of Sipoo, around Söderkulla urban district and the Sipoonlahti area. The aim of the competition is to put forward a plan for a community of up to 70,000 – 100,000 residents, with the main emphasis on the centre. In addition to this, the target is to outline the first steps in the extensive implementation process.

The competition and its scope are based on the Sipoo 2025 Master Plan and the municipality's expansion strategy which is a response to the overall development targets for the Helsinki region, an area which is one of the fastest growing urban regions within the European Union. The development of Sibbesborg, which lies at the heart of the region's eastern development corridor, will be based on future rail connections. The development of the area as a compact and functioning community, building on its powerful landscape and cultural identity, offers a rich opportunity for the region as a whole.

The topicality of the competition and its vision is underlined by the ongoing revision of the land use plan for the entire region. The Regional Council of Uusimaa is currently drawing up a new regional land use plan, which should be ratified during 2012 (The Regional Councils of Itä-Uusimaa and Uusimaa merged at the beginning of 2011).

The municipality of Sipoo hopes that one outcome of the competition will be to identify the best possible partners for the future planning and development of the area. Co-operation on overall and detailed plan-

ning of the area will be pursued with the award-winning competitors. The aim of the competition organisers is to establish how Söderkulla and the surroundings of Sipoonlahti should be developed in order to respond to local and international demands of sustainability both now and in the future. It is hoped that the experience gained through the competition may also be utilised in the planning of other communities and that it will aid in the development of new and advanced concepts for future urban areas.

1.2 Location of the Competition Area

The competition area is located in southern Sipoo, about 30 kilometres east of the centre of the country's capital, Helsinki. The competition area forms a part of the rapidly expanding eastern Helsinki metropolitan area.

Situated on the coast of the Gulf of Finland, midway between the metropolitan areas of Stockholm and St. Petersburg, the Helsinki region looks south across the Gulf, towards Estonia and its capital Tallin. Connections to southern Europe are offered by the Port of Helsinki and the Helsinki-Vantaa International Airport, whilst the area is connected to the north and east, and to Russia, by high quality road and rail links.



Location of the competition area within Finland/Europe.



SIBBESBORG SUSTAINABLE COMMUNITY COMPETITION as a part of the overall development of Sipoo



THE SIPOO "TEAM FOR THE FUTURE" WILL UTILISE NEW TYPES OF WORKING METHODS AND INTERACTION IN THE FOLLOW-UP PLANNING STAGES

**OPEN
PLANNING
COMPETITION
14.3.2011
- 30.9.2011**

Evaluation Process Ends: 31.12.2011

Energy

Habitation

Transport

Jobs & Services

Ecological Values

Interaction

Intermediate Target

**Inter-
action**

Interaction

Intermediate Target

Intermediate Target

Intermediate Target

Interaction



Intermediate Target

Intermediate Target

1. Competition Invitation

1.3 Eligibility and Competition Team Formation

The competition is open to citizens of all nationalities. At least one of the team members must have the right to practise as an architect in his own country.

Such an extensive competition assignment demands competence in many fields, and competitors are encouraged to form multidisciplinary planning teams, with expertise in fields such as land use, habitation, transport, community management, ecology and landscape design, as well as in structural engineering, energy technology, the development of services and business operations, and in the fields of area development processes.

1.4 Prizes

The €150,000 prize money for the competition will be divided up as follows:

1st Prize €50,000

2nd Prize €40,000

3rd Prize €35,000

In addition to this, €25,000 will be awarded in the form of special prizes, in any manner in which the jury sees fit. These special prizes will acknowledge submissions in which a certain sector of the competition has been dealt with in an especially outstanding manner. Honourable Mentions may also be awarded. An Honourable Mention may be awarded to a submission that, for example, provokes lively dialogues and novel approaches within the public discussion on the competition website.

The jury may also decide, by unanimous agreement, to distribute the prize money in a different manner. The prizes will be distributed by the Association of Finnish Architects, and, in accordance with its competition rules, the Association will receive 7% of all the competition prizes. All of the prizes are tax free in Finland.

1.5 Jury

The jury appointed by the competition organisers

- Board Chair, Christel Liljeström, Municipality of Sipoo
- Board Member, Hanne Aho, Municipality of Sipoo
- Board Member, Caspar Berntzen, Municipality of Sipoo
- Development Manager, Architect Mikko Aho, Municipality of Sipoo
- Area Development Architect, Landscape Architect, Sirkku Huisko, Municipality of Sipoo
- Senior Architect, D.Tech. Aulis Tynkkynen, Ministry of the Environment

International members of the Jury:

- Professor Wulf Daseking, Director of the Freiburg City Planning Office, Freiburg, Germany
- Professor Patricia McCarney, Founding Director of the Global Cities Program, Toronto, Canada

Members of the jury appointed by the Association of Finnish Architects:

- Architect Marja Sopanen
- Professor, Architect Panu Lehtovuori

The Chairman of the Jury will be the Development Manager of the Municipality of Sipoo, Mikko Aho.

The Secretary of the Jury will be Architect Ilona Mansikka

The jury will consult with a group of experts, which will include at least the following:

- Chief Research Scientist Pekka Lahti: Eco- and Energy Efficiency
- Professor Jari Niemelä: Environment and Landscape
- Dr. Marketta Kyttä, Ph.D.: Living and Life-Styles
- Professor Seppo Junnila: Economic Life, Area Development and Implementation
- Dipl. Eng. Mauri Heikkonen: Transport and Mobility

In addition to this, a research group at the Aalto University has been invited to monitor, assess and report on the competition process. The group consists of the following members: Architect Aija Staffans, D.Sc., Landscape Architect Tiina Merikoski and architecture student Susa Eräranta, M.Sc.(Economics). An extremely wide range of interested parties, including experts and members of the public, have participated in the planning of the competition, by means of workshops etc.

Neither the group of experts, the Aalto University research group nor the secretary of the jury will take any part in the decision-making process, however.

1.6 Approval of the Competition Programme

The competition programme has been approved by the organisers, the jury and the Competition Committee of the Finnish Association of Architects.

1.7 Obtaining the Competition Documents

The competition documents are available free of charge.

The programme and attachments can be downloaded from www.sibbesborg.net from where all of the other information relating to the competition will also be distributed (this includes the information package containing more detailed information for the basis of planning, which can be found at www.sibbesborg.net/documents).

In addition to this, the website offers an opportunity to explore material related to the preparation of the competition. It is recommended that competitors monitor the competition website throughout the whole competition period, in case there are any updates on the competition programme or other supplementary information. Participation in the competition does not require registration.

The competition will be launched and the programme introduced during the course of an expert seminar in Sipoo on Monday 14.3.2011, at 13:00.

1.8 Competition Timetable

The competition will be open between 14.3.-30.9.2011. The outcome of the competition will be announced at the latest during December 2011.

2 TECHNICAL INFORMATION RELATING TO THE COMPETITION



2 Technical Information Relating To The Competition

2.1 Competition Documents

The competition documents can be downloaded from the competition website:

www.sibbesborg.net/program

The competition documents are as follows:

- Competition Programme (pdf)
- Delineation of the competition area (dwg, mapinfo, pdf)

Maps

- Ortho-images (Vertical Photographs) (mapinfo, jpg)
- Site Map (dwg)
- Terrain properties (mapinfo)
- Street Map (mapinfo)
- Regional Map (mapinfo)

Research and Background Materials

- Developed Areas and Heritage Sites (information package, pdf)
- Areas of Natural Interest (information package, pdf)
- Geology (information package, pdf)
- Topography (information package, pdf)
- Water Balance and Climate (information package, pdf)
- Geological Suitability for Construction (information package, pdf)
- Bedrock: Construction Suitability (information package, pdf)
- Bedrock: Zones of Weakness (information package, pdf)
- Landscape Structure (information package, pdf)
- Municipal Land Ownership and Areas for Project Co-operation (information package, pdf)
- Local Municipal Engineering Networks (information package, pdf)
- Green and Recreational Areas in Sipoo (information package, pdf)
- Recreational Trails (information package, pdf)
- Public and Commercial Services in the Area (information package, pdf)
- Quality of Existing Public Transport Services (information package, pdf)

Plans and Programmes

- Local Master Plan 2025 for the Sipoo Area, Extract (information package, pdf)
- Structural Models for the Development of the Eriksnäs Area (pdf)
- MAL (Land Use, Habitation and Transport) Strategic Objectives (pdf)
- Extracts from the Helsinki-Porvoo Environs Plan (HEPO Report) (information package, pdf)
- Structural Models for the Regional Plan for the Uusimaa Area and Outlook for the Development of Land Use (information package, pdf)
- The Helsinki Region Transport System Plan (HLJ 2011) Extracts (information package, pdf)
- National Land Use Objectives (information package, pdf)
- Transport Vision for the South of Sipoo (information package, pdf)
- Other Related Land Use Plans (information package, pdf)

Other Material

- Map Compilation Depicting Land Use Plans for the Area and its Surroundings (information package, pdf)
- Compilation of the Material Collected from the 2010 Sipoo Council Spring Seminar, Workshops for Experts and Residents, and Local Residents' Responses to Questionnaires (information package, pdf)
- Details from Historic Maps (information package, pdf)
- Statistical Details Concerning the Area (information package, pdf)
- Photographs and Aerial Images (information package, pdf)

2.2 Questions Concerning the Competition

A seminar concerning the competition will be held in Sipoo on Monday 14.3. at 13:00 in the Artborg 35 Cultural Centre, address: Pilvilinnantie 2 b, Itäinen jokipuisto, Nikkilä. The seminar can be followed on-line, via the competition website, and competitors will have the opportunity to post questions or comments on-line to the seminar panel and the competition organisers. This material will also be available later, on the competition website. An English translation of the entire seminar programme will be available on the competition website.

Competitors have the right to request clarification of and additional information on the programme. Written questions relating to the competition must be submitted anonymously (the identity of the correspondent must remain secret), in English, and should be sent to the following address:

Sipoon kunta
"Sibbesborg"
PL 7
FI-04131 Sipoo
FINLAND

or emailed to (the identity of the sender being concealed): sibbesborg@sipoo.fi

The subject of the email should be marked "Sibbesborg".

All questions must be received by 15.4.2011. The questions and the jury's responses will be published on the competition website on Friday, 13.5.2011.

2.3 Competition Outcome, Publication of Results and Exhibition of Submissions

The aim is to conclude the competition in December 2011. All of the awarded competitors will be informed immediately of the results, and the media will be briefed at an official press conference. The jury's report will be published on the competition website.

Before the jury makes its final decisions, the submissions will be published on the competition website for public evaluation. The jury will utilise this public feedback as a factor in support of their decision-making.

2 Technical Information Relating To The Competition

2.4 Follow-Up

As one outcome of the competition, the municipality of Sipoo hopes to find partners for the future planning and development of the area. Based on the results of the competition, the jury will make its recommendations on follow-up operations.

The competition is part of the procurement process linked to the land use development of the municipality of Sipoo. This process is regulated by public procurement law. The Sibbesborg competition will function as a quality evaluation phase of the tendering process.

The municipality of Sipoo is committed to co-operation with the prize-winning teams. The relevant timetable

and procedures will be defined at a later date.

2.5 Submission Rights

The organiser of the competition reserves the right of ownership of all submissions that are awarded prizes or special prizes, whilst the competitors retain copyright. The material of all the prize-winning submissions becomes the property of the organiser, who reserves the right to use the material for any further planning of Sibbesborg. All submissions will be recorded and exhibited on the competition website.

2.6 Retrieving Submissions

The submissions will not be returned to the competitors by the organisers. After the conclusion of the competition, the submissions may be collected from the organisers within one month. Detailed instructions on this will be displayed on the competition website after the competition has been resolved.

2.7 Insurance of Submissions

Submissions will not be insured by the organiser. Competitors should retain original copies of the plans.

2.8 Competition Rules and Languages

The competition rules of the Finnish Association of Architects (SAFA) and the recommendations for design contests of the Architects Council of Europe (ACE) will apply in the competition www.safa.fi.

The competition languages are English and Finnish. All submissions are to be made in English. In the event of any differences of interpretation in the competition programmes, the wording of the English language version will be observed.

3 THE COMPETITION'S BASIS AND AIMS



3 The Competition's Basis And Aims

The following chapter introduces the basis and aims of the competition.

These are extensively elaborated on in the information package, which may be downloaded from the competition website, at www.sibbesborg.net/documents. The information package will be supplemented during the spring and the competitors are required to monitor the competition website in case of these information updates.

3.1 The Competition's Aims

The aim of the competition is to examine how Söderkulla and the Sipoonlahti areas could be developed in accordance with both locally and globally sustainable objectives, now and in the future. It is hoped that the experience gained through the competition may be utilised in the planning of other communities and will help to develop new and advanced concepts for future urban areas.

The competition seeks to discover a vision for a sustainable community and a long-term overview for the Söderkulla area. It is anticipated that competitors will submit ideas for a sustainable and controlled implementation process, which would facilitate the gradual and flexible development of the area. By means of the competition, the municipality of Sipoo is aiming to identify the best possible partners for future development planning.

The target of the Sibbesborg sustainable planning competition is to create a practical plan and a means of developing Söderkulla and the Sipoonlahti area into a sustainable new town of up to 70,000-100,000 inhabitants. The basis of the planning should be the unique environmental and landscape values, together with those of Sipoo's own locality, and universal values for sustainable development. The proximity of Sipoonkorpi, which may well be awarded National Park status in the future,

and the Sipoo archipelago, will, for their part, increase the appeal of the Sibbesborg area. In the competition assignment, it is assumed that the main public transport to the area will be some form of rail connection, either metro or local trains.

It is the aim of the competition organisers that the planning of the Sibbesborg sustainable community will proceed in an interactive and multidisciplinary fashion, and that the resulting low-carbon, pleasant city, with an environment supporting a sustainable life-styles, will be implemented in stages. The most important targets of the competition include the creation of a well-balanced urban structure and a small-scale cityscape ideally suited to the locality. The greatest challenge will lie in defining the path that would take the sustainable community from vision to reality.

In the planning of the area, and its implementation, targets of sustainability and indicators related to these, as well as a follow-up process capable of monitoring the realisation of these targets, will act as the objectifying elements of a sustainable development. The competition has been influenced by many current projects and criteria connected with the implementation of sustainability. These include the Eco-Efficiency Tool for land-use planning in Helsinki (the HEKO-criterion) developed by the VTT Technical Research Centre of Finland and the City of Helsinki City Planning Department, and the SEU-TUKEKE Report (Sustainable Urban Regions – Criterion and Indicators: Tools to Aid Planning) managed by the Finnish Environment Institute (SYKE).

Sibbesborg will act as a living laboratory for urban development in the capital region and also for the whole of Finland. The aim is that the area will serve as a pilot project for a sustainable community, thereby enhancing the competitive edge and attraction of the metropolitan area in inter-regional competition.

3.2 Competition Preparation Process

The Sibbesborg competition process will yield a novel, interactive and open concept for a planning competition. From its inception, the public and experts have been offered the opportunity to influence the aims, programme and basis of evaluation of the competition.

Preparation of the Sibbesborg competition has been carried out by means of an extensive interactive process with experts from various fields and with local residents. Agreement on the need to formulate long-term policies for land use planning and implementation emerged during the Sipoo Council 2010 Spring Seminar, which defined the values associated with Sipoo that should be used as building blocks for its future. Later that Spring, the Sibbesborg competition project was drawn up in co-operation with the Aalto University Department of Architecture and TEKES, and in June 2010, once the funding had been secured, the project was launched.

The multidisciplinary project is based on accepting and applying various fields of expertise and different points of view. During the autumn of 2010, a series of four workshops was organised. The first three were for experts, who examined urban planning from various angles. The fourth workshop was aimed at local residents and other involved parties. All of the workshops, which were recorded and could be followed live on-line, can still be viewed at www.sibbesborg.net. The discussions held during the workshops produced views on the organisation of the competition, on the results that should be pursued and on the aims that should be responded to. A compilation of these is included in the competition programme.

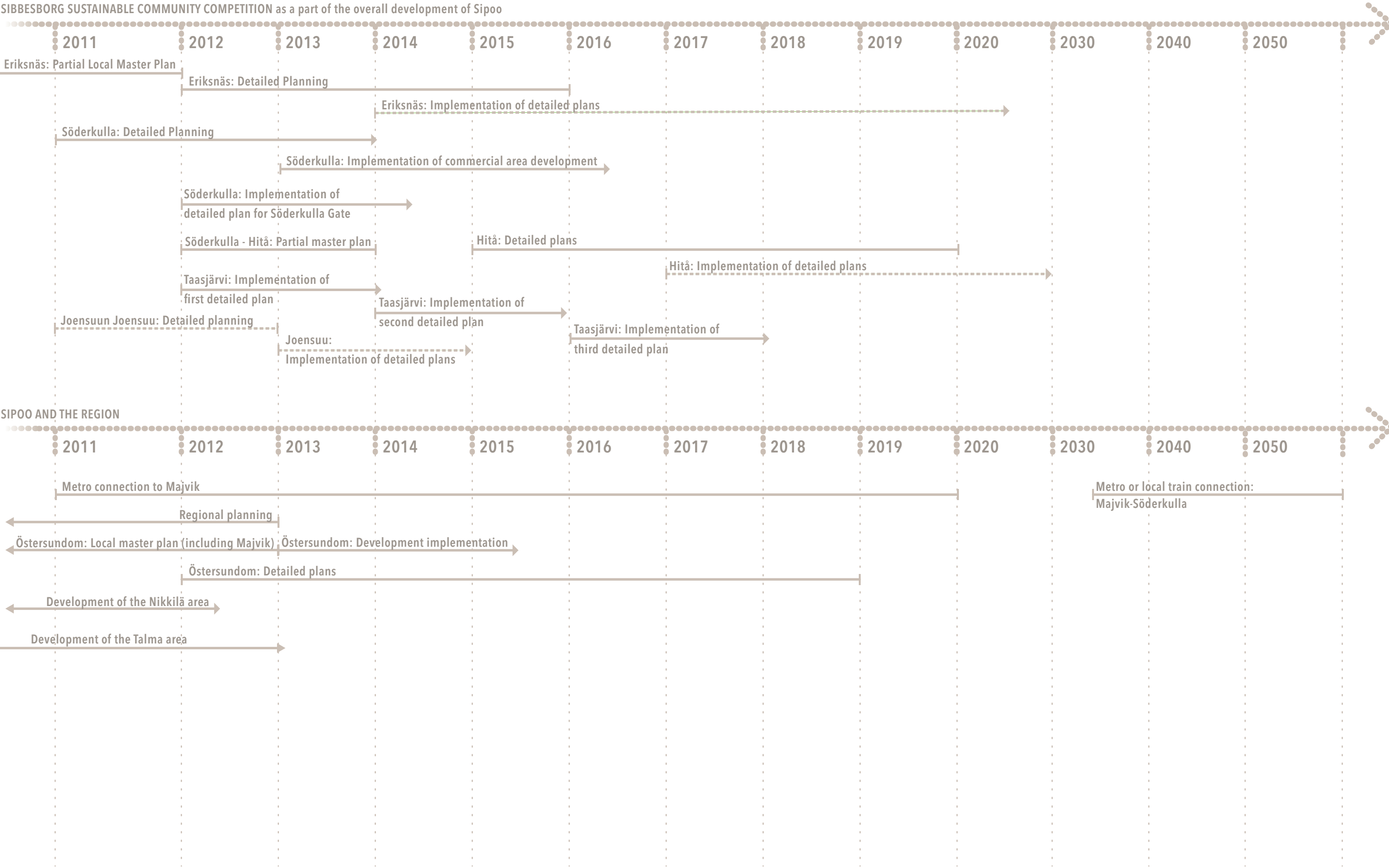
3.3 Land Use Planning in Finland

At a national level, land use is directed by national land use guidelines, which, in turn, influence the lower levels of land use planning. In the first place they are responsible for regional planning (the regions are made up of a number of municipalities) but in addition to this, both directly and via the medium of regional planning, they also influence local planning, which consists of local master- and detailed planning.

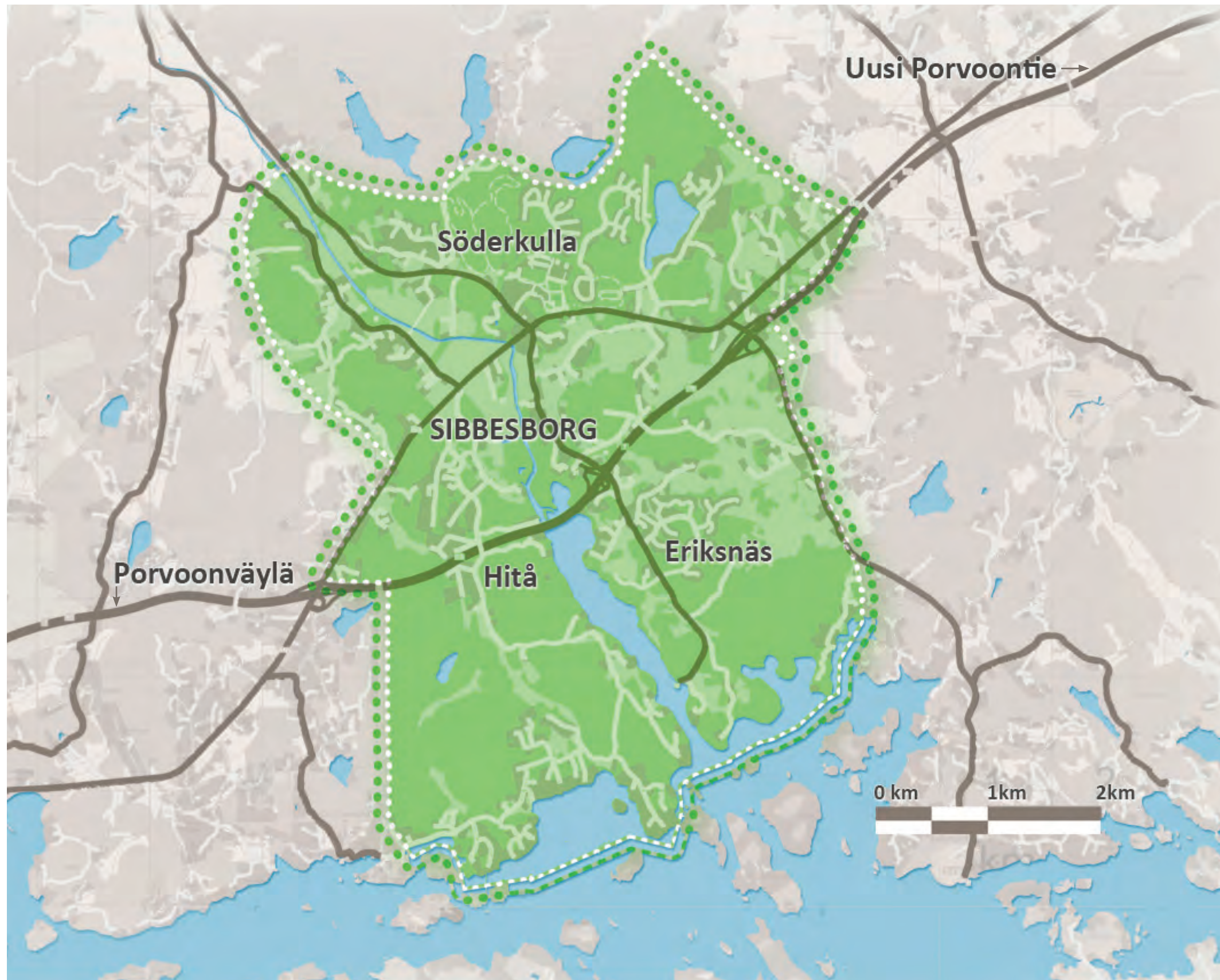
In Finland, municipalities have land-use planning autonomy within their own boundaries, and municipalities themselves decide on the drawing up and approval of local master- and detailed plans. This endows municipalities with a significant amount of authority over decisions relating to land use. Legislation, however, obliges municipalities to participate in broad-based and multi-phase dialogues with residents, other involved parties, and various authorities. In addition to conferring the right to extensive participation, legislation also grants the right of appeal. Objections raised, in relation to any proposed plans, are processed in administrative courts. Ultimately, the Supreme Administrative Court may have to make a decision on the legal outcome of a plan.

In practice, this has led to a lengthening of the whole process. The worthwhile intention of increasing co-operation has led to a situation in which, participation frequently only begins at the appeal stage. By developing methods of co-operation for the preliminary phases of area development and planning projects, the needs and wishes of interested parties can perhaps be genuinely taken into account, thereby accelerating the whole process, and e.g. decreasing the number of appeals emerging during the final stages of the process.

SIBBESBORG Development Process



3 The Competition's Basis And Aims



3.4 Basis for the Planning

Important starting points for planning include:

- Sibbesborg's unique environment and landscape
- Local development targets and building blocks for the vision, assembled specifically for the competition
- The 2025 Sipoo Local Master Plan, together with its associated expansion strategy

The Municipality of Sipoo is aiming, through this competition, to respond to the increasing pressure on land use within the Helsinki region, thereby rebalancing the regional structure by expansion towards the east. The aim is to sustainably direct new urban structures towards, for example, rail transport development corridors and existing urban centres, such as Söderkulla. Söderkulla is situated only 30 kilometres from the centre of Helsinki and its location, close to both a river valley and the sea, as well as alongside a projected rail transport corridor, makes it an extremely attractive proposition for development.

The notion of extensive development of the Söderkulla area into one of Sipoo's three main centres adjacent to the projected rail network has been a feature of several regional plans and visions, including:

- the HEPO Helsinki-Porvoo Environs Plan
- the Helsinki Region Land Use and Rail Transport Report (in connection with transport system planning) (HLJ 2011)
- the METKA "Sustainable Structure for the Metropolitan Area" Research Project
- regional structural models for Uusimaa
- the awarded submissions of the Greater Helsinki Vision 2050 Competition.

Of the regional plans, the most important background material is provided by the HEPO Helsinki-Porvoo Environs Plan and the transport system plan for the Helsinki region, that has been referred to in the Transport Vision for the South of Sipoo, as well as the structural regional models, which have been created in preparation for the revised Uusimaa Region Land Use Plan. National land use targets and the Strategic Objectives for the Helsinki Region offer additional planning guidance.

More on regional plans in chapter 3.4.3

3 The Competition's Basis And Aims

3.4.1 Local Development Targets and the Vision for the Sibbesborg Area

During 2010, the building blocks, targets and values providing a framework for the Sibbesborg vision were compiled from various sources. In addition to canvassing local residents, these comprised discussions held during the 2010 Sipoo Council Spring Seminar and workshops for experts and residents. An outline of this material can be found in the competition background material.

A workshop for local residents and other interested parties within the community was organised at Sipoonlahti School in November 2010. The workshop and a follow-up internet survey collected information on the community's hopes, aspirations, and ideas for the new town of Sibbesborg. The workshop and survey made use of imaging and other visual aids.

The Expert Workshops were conducted by the Aalto University, on campus, in October 2010. Three separate workshops were held, on the following themes:

- Workshop 1 25.10.2010: "Defining a Sustainable Sibbesborg"
- Workshop 2 27.10.2010: "Defining a Competition for a Sustainable Community"
- Workshop 3 28.10.2010: "Defining the Organisation of a Competition for a Sustainable Sibbesborg"

A group of Finnish and international experts, working in a variety of fields linked to the subject, such as urban planning and area development, were invited to participate in the workshops. The public was able to follow the workshops live in either Finnish or English, via an internet video-link, with back-up transcripts of the discussions also available. They were also able to comment and ask questions in real time.

The competition organisers have summarised the results of the workshops into the following Vision for Sibbesborg.

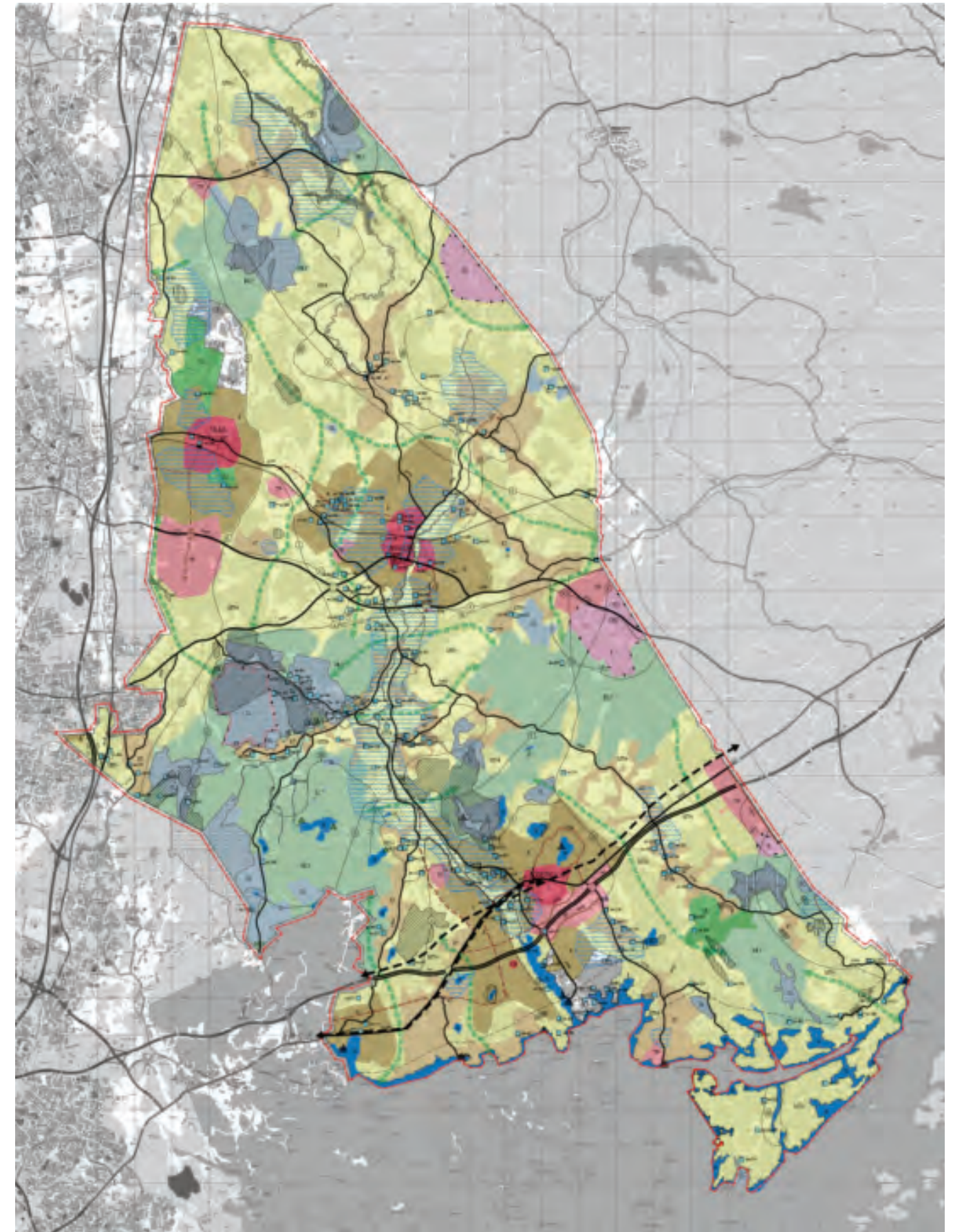
The Vision for Sibbesborg

The future Sibbesborg will be a unique, sustainable and humane area. Up to 70,000-100,000 inhabitants will enjoy a well-balanced combination of a functional urban structure, natural surroundings and a traditional cultural landscape. The development of Sibbesborg as a part of the Helsinki region will be implemented in stages in an organic and interactive process, evolving continuously so as to respond to the future requirements of sustainability. Sibbesborg will be a pleasant area in which life can be enjoyed and everyday activities run smoothly.

3.4.2 The 2025 Sipoo Local Master Plan and Expansion Strategy

The expansion strategy is Sipoo's response to the increasing pressure on land use within the Helsinki region. With the aid of the 2025 Master Plan, Sipoo aims to direct growth towards urban areas, specifically towards those along the rail transport development corridors. In accordance with the expansion strategy, Sipoo has plans to increase its population by 35,000 by 2025, though even greater development is envisioned in the 2025 Local Master Plan. This also indicates potential development areas, although such development would obviously increase the overall development period.

Area development must be considered as a whole so as to facilitate the seamless implementation of individual projects. Söderkulla, an existing urban area, is one of three centres included in the expansion strategy. Although the expansion process itself may well extend over several decades, the area should be studied with regard to its overall potential. In order to ensure the controlled development of Söderkulla and its surroundings.



Sipoo Local Master Plan 2025, not yet finalised (jpg, 20.10.2010)

3 The Competition's Basis And Aims

3.4.3 Regional Plans and Projects Relating to the Competition Area

Strategic Objectives of the 2050 Helsinki Region Land Use, Habitation and Transport (MAL)

The municipality of Sipoo is in co-operation with the organisation which has prepared the strategic objectives for land use, habitation and transport for the Helsinki Region up to 2050 (MAL). These were approved in a regional assembly on 22.4.2010, and are based on the Vision for the Helsinki Region, which was one outcome of the 2008 Greater Helsinki Vision 2050 Competition. The Sibbesborg competition aims to fulfil these strategic objectives.

Helsinki Region Transport System Plan HLJ 2011

The Helsinki Region Transport System Plan HLJ 2011 takes an overall view of the transport system, covering people's mobility needs, the transport network and services related to it. The plan covers all modes of travel, i.e. public transport, vehicle traffic, cycle and pedestrian.

With its transport system development plan, HLJ 2011 sets out common goals for such development. The HLJ 2011 development plan has been divided into 3 phases:

- 1. *Holding Phase 2011–2020*
- 2. *Infill Phase 2021–2035*
- 3. *Expansion Phase 2035-2050+*

The situation of Sibbesborg's transport development and thus the overall development of the area is dependent on the implementation of the HLJ 2011 Transport System Plan.

The Regional Land Use Plan

Until the end of 2010, the municipality of Sipoo belonged to the Regional Council of Itä-Uusimaa. At the beginning of 2011, however, the Regional Council of Itä-Uusimaa joined the Regional Council of Uusimaa, and preparations are currently being made for a joint regional plan. In December 2011, the regional governments of Uusimaa and Itä-Uusimaa agreed on a basic structure, defining the planning principles in the preparation of the regional plan.

The timing of the Sibbesborg competition, during the initial phase of the regional plan's revision, means that information and ideas linked to the eastern development corridor will also be fed from the competition into the the regional plan. This will be undergoing changes since emphasis will be placed on the development of eastern areas, thereby significantly affecting the position of Sipoo.

The Helsinki-Porvoo Environs Plan, HEPO

In 2010, the Helsinki-Porvoo Environs Plan and its strategic land use targets, according to which the municipalities will prepare to accommodate a fifth of the overall future regional population growth, were approved by Helsinki, Porvoo and Sipoo. At the same time, the municipalities also undertook to comply with regional structural policies of increasing building density within existing settlements, thereby facilitating the organisation of a good public transport system and enabling the construction of a rail network. Provision for the preservation of extensive areas of green belt was also made.

During the early stages of the work on the HEPO plan, attractive areas between Helsinki and Porvoo, well-suited to habitation were pinpointed, resulting in a group of possible locations for community expansion. Based on these, three structural models, with different emphases were drawn up: A Coastal City, Greater Östersundom and Sibbesborg. The total population target guidelines for all of these alternatives amounted to 150,000 new inhabitants.

In the Sibbesborg competition, the Sibbesborg structural model is examined in greater detail.

3 The Competition's Basis And Aims

3.4.4 Other Plans and Programmes Concerning the Competition Area

Söderkulla and its surroundings form one of the three centres delineated in the 2025 Local Master Plan for Sipoo. Although the plan has not yet been finally approved, work on the local detailed plan for the centre of Söderkulla, based on the expansion strategy and an existing partial local master plan for Söderkulla, is already under way. Plans recently finalised include the local detailed plans for the Taasjärvi and Hansas areas, which consist predominantly of detached housing. Local detailed plans, either ongoing or about to be started in the near future, are those for the Söderkulla Post, a dense apartment block development, and for expansion of the Taasjärvi area, which aims to offer highly desirable building plots for detached houses. In the vicinity of the centre, extensive local detailed planning for a business area and services is about to commence.

Within the competition site, the only area currently undergoing partial local master planning is Eriksnäs. With the aid of the local master plan for Eriksnäs, the strategic local master plan for the entire municipality will be refined, in order to offer better guidance for local detailed planning. In addition to this, the use of some currently undefined areas will be determined. Partial local master planning for the the Hitå and Söderkulla areas is to begin after the competition. The aim of the Hitå plan will be to offer guidelines for local detailed

planning and determining the use of as yet undefined areas in Hitå.

In the immediate vicinity of the Sibbesborg competition area, a joint municipal master plan for the Östersundom area is currently under way, with Helsinki, Sipoo and Vantaa co-operating in the planning of their municipal boundary areas. The idea behind the creation of a joint municipal master plan was put forward during the relocating of the border between Helsinki and Sipoo, in which Helsinki took over certain areas of north-western Sipoo. The aim will be to create in the Östersundom area, a city district of 60,000-80,000 residents. This would be adjacent to Sibbesborg. The Östersundom master plan includes the Sipoo land areas of Majvik and the island of Granö.

The municipality of Sipoo has made project co-operation agreements with local land-owner groups concerning both Majvik and the competition area.

As part of the joint municipal master plan for the Östersundom area, the possibility of extending the metro as far as Majvik is being investigated. Potential connecting services and the extension of the metro to Sibbesborg itself have been discussed in the Transport Vision for the South of Sipoo.



Land owned by the municipality (grey), and project co-operation areas (green).

3 The Competition's Basis And Aims

3.5 Description of the Competition Area

3.5.1 Delineation of the Competition Area and Description of its Different Sectors

The competition area which is situated in southern Finland, in the southern coastal area of the municipality of Sipoo, covers about 26 km². The centre of Söderkulla, located within the competition area, and adjacent to good transport connections, has gradually developed into the centre of southern Sipoo. The administrative centre of Sipoo, Nikkilä, lies in central Sipoo, about 10 km north of the competition area. Nikkilä and Söderkulla are Sipoo's main urban centres. Central Helsinki, with all of its services, is situated about 30 km west of the competition area. The city of Porvoo, with its attractive historic centre, lies 20 km to the east.

Porvoonväylä (Highway 7, E18) and Uusi Porvoontie (Road 170) running east from the Helsinki region towards Porvoo, form the principal road communications. The possibility of a regional rail network (the so-called HELI-track) has been mooted for decades. However, in-depth investigations into its implementation have only recently been carried out, in connection with various regional studies e.g. as a part of the Helsinki-Porvoo Environs Plan and the ongoing research on the Helsinki-St. Petersburg rail corridor.

Currently, the centre of Söderkulla boasts the highest concentration of population and services within the competition area. Söderkulla offers good health and social services, a dental practice, a library, schools and day-care services. However, the health-care centre is located in Nikkilä. Söderkulla also has a few supermarkets and restaurants. A petrol station, situated on the Porvoonväylä, also offers restaurant services. According to statistics from 2009, just over 3,000 people reside within the competition area.

In addition to the centre of Söderkulla, the competition area includes other developments such as the Eriksnäs Estate which is situated to the east of Sipoonlahti. Eriksnäs is currently undergoing local master planning. Also worth mentioning is Hitå, to the west of Sipoonlahti, which is to undergo partial local master planning after the competition. The land within the competition area is mainly under private ownership, with the exception of the centre of Söderkulla, where the municipality owns a significant amount of the land. In order to control the planning and implementation of the area, the municipality of Sipoo has made co-operational contracts with local landowner groups, in the Eriksnäs, Hitå and Joensuu estate areas.



Site map and delineation of the competition area

3 The Competition's Basis And Aims

3.5.2 History and Cultural Environment

Because of its long history and its location in the centre of the planning area, the Sibbesborg hill fort has given its name to the competition. A castle was situated on Sibbesborg Island as early as the late 14th century, and since its abandonment, the area has remained virtually unaltered. Only the shoreline has receded with time, and today the area is surrounded by farmland. In Sipoo, as elsewhere in Finland, community development has been based on access. Historically, the main arteries to the competition area were provided by Sipoonjoki (Sipoo River) and Sipoonlahti (Sipoo Bay) which even today offers important connections for coastal areas. The Söderkulla, Eriksnäs, Skräddarby (or Joensuu) and Hitå estates were all established along this north-south access.

The Sipoonjoki valley is dotted with a number of ancient sites, from historic and pre-historic times.

Planning of the Söderkulla area began in the 1960's, with the bulk of the development taking place during the 1980's and 90's. The first stage of the implementation of the Eriksnäs local detailed plan will take place during the early 21st century. Local detailed land use plans expanding the areas were approved last year, and several areas are currently in the planning phase



Heritage sites

3 The Competition's Basis And Aims

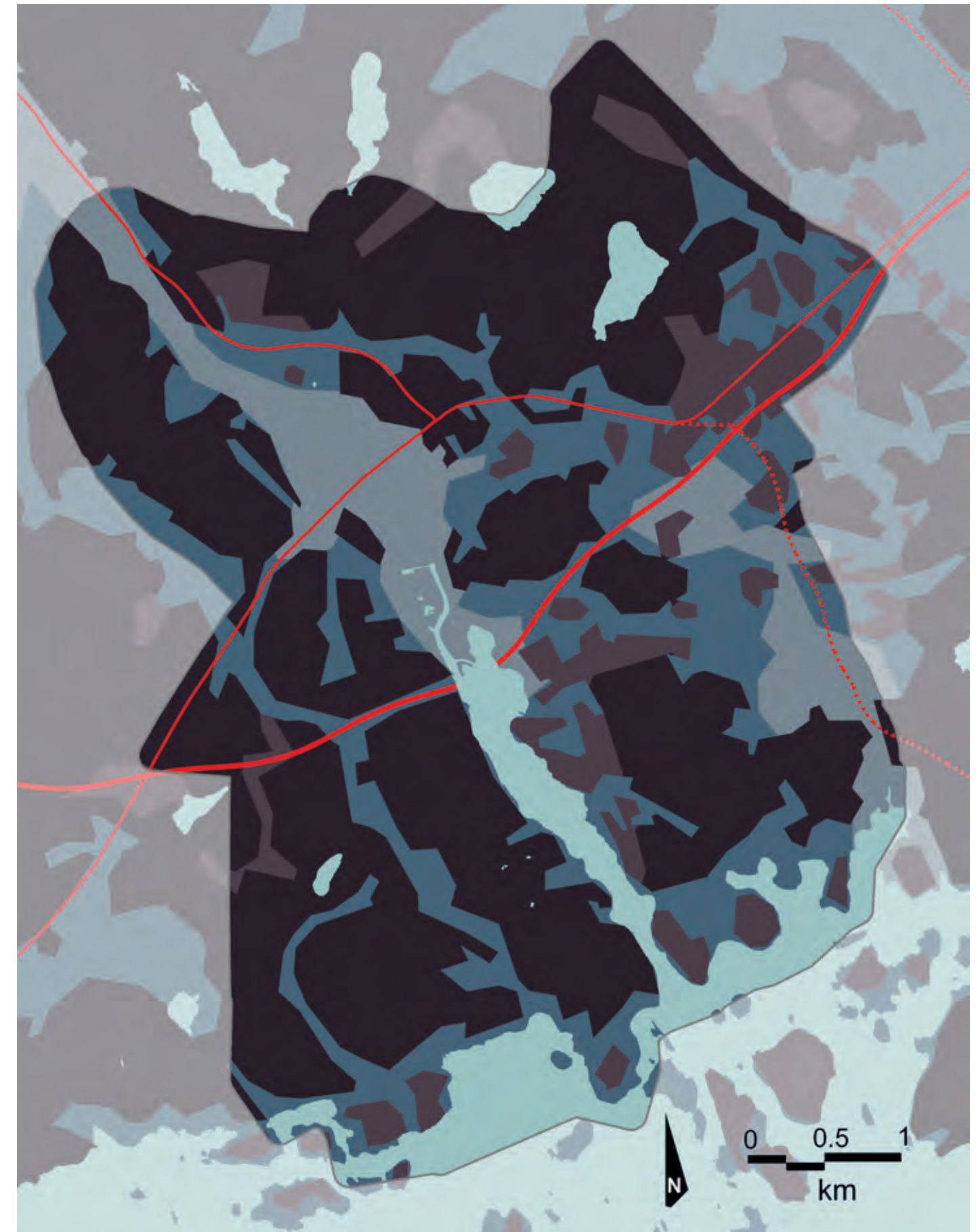
3.5.3 Natural Surroundings, Landscape and Environment

Sibbesborg's landscape and nature are among the area's main assets, both now and in the future. The landscape is dominated by the Sipoonjokilaakso (Sipoo River valley) and Sipoonlahti (Sipoo Bay), introducing the element of water right to the very heart of the competition area. Typical features of the local landscape are small rocky outcrops. The area encompasses several important places of natural interest, which together form a unique entity. The proximity of the archipelago and the sea further enhance the character of the competition area. The Sipoonkorpi Forest and the possibility of developing this into a national park offers another important attraction.

Landscape Character

The landscape in Sibbesborg is variable and fine-featured. Large unbroken landscape elements are hard to find as lines of sight are interrupted by wooded ridges of rock and moraine. The Sipoonlahti bay with the valley of the Sipoonjoki river extending north of the bay is the principal continuous landscape feature in the area. However, the long views are interrupted even here by the Porvoonväylä highway and the older Uusi Porvoontie trunk road. The longest views open up along the Sipoonlahti bay to the south towards the sea. The competition area is bounded in the south by the coastal zone and the mosaic of islands. The cliffs on the western shore of the bay are more linear and broken by narrow offshoot valleys. On the eastern side, the terrain is more variable and in places quite open. Ridges in the northern part of the area rise up to a height of more than 60 metres above sea level, and are bounded by the Söderkulla settlement.

The Sipoonlahti bay is an important landscape area, also nationally. Valuable areas in terms of the landscape and the cultural environment are found near the Eriksnäs manor and in the north in the Sipoonjoki river valley.



Landscape structure of Sibbesborg

3 The Competition's Basis And Aims

The Natural Environment

The natural environment in the Sibbesborg competition area is very rich and variable. The Sipoonlahti bay is one of the very few fjord-like formations in Finland. At the bottom of the bay is the mouth of the Sipoonjoki river and its estuary, which belong to the Natura 2000 network. South the Porvoonväylä highway the bay is bounded on both sides by old, pristine or semi-pristine forests, herb-rich deciduous woods and high cliffs. In the midst of these natural formations there are some settled areas, including the Hitå manor, and also some cultivated fields.

All shores along the bay to the south of the motorway are part of a valuable landscape area which continues unbroken all the way to the Eriksnäs manor on the eastern side of the bay. The lands of the manor include woods with hardwood trees, herb-rich forests, flood meadows, old-growth areas of heathland forest and forested rocky areas, as well as the manor itself with its parks, fields and pastures. The area also includes several kilometres of undeveloped shoreline, a very rare feature in areas near the towns of Sipoo and Porvoo.

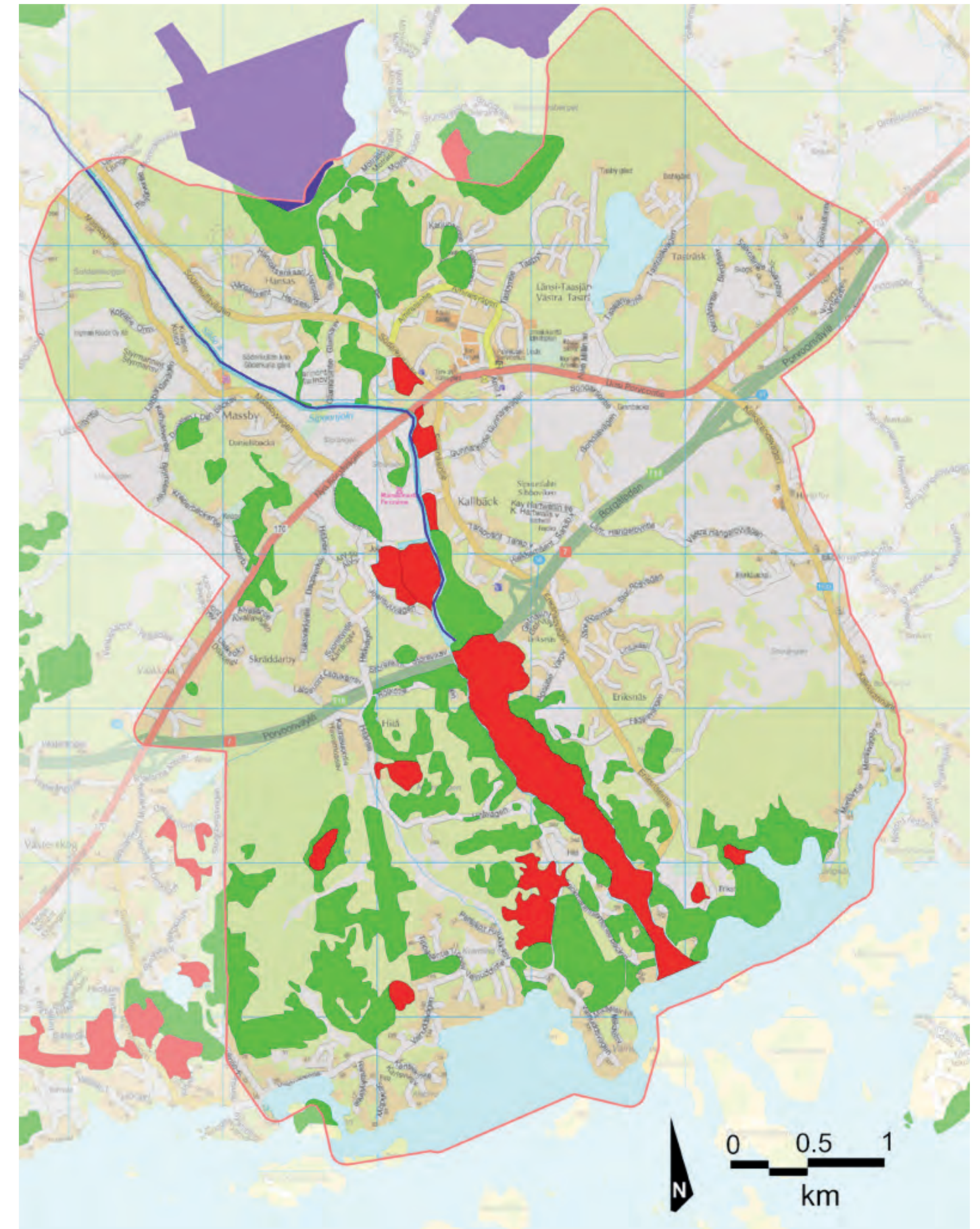
The interconnected natural sites around the Sipoonlahti bay and Eriksnäs areas constitute a nationally valuable whole. The cultural as well as landscape values in the area are important nationally.

In the estuary of the Sipoonjoki river, which extends from the mouth of the Sipoonlahti bay all the way to its bottom and also some way up along the river, there are some individual valuable areas such as the Sibbesborg fort and the woods with hardwood trees in Joensuu. There are also important traditional rural biotopes in the Sibbesborg fort area.

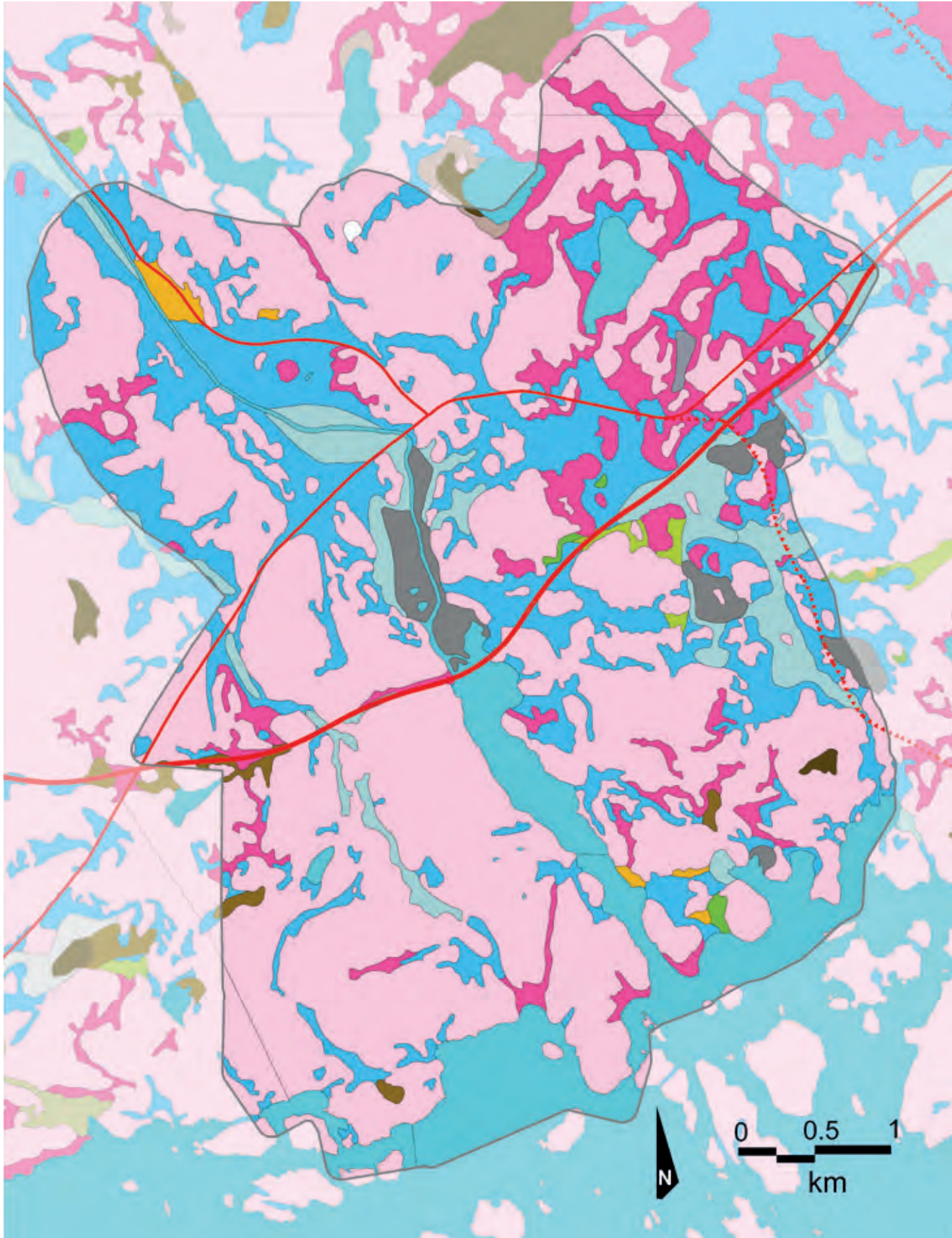
In the western part of the competition area, the mostly untouched forests comprise together a nationally valuable entity.

Most of the forests in the Söderkulla area are valuable for nature conservation, and as a whole the area comprises a nationally valuable whole.

(Inventory of nationally valuable natural sites in the Itä-Uusimaa region, 2009)



Natural sites



Sibbesborg is largely made up of rocky areas



Water areas

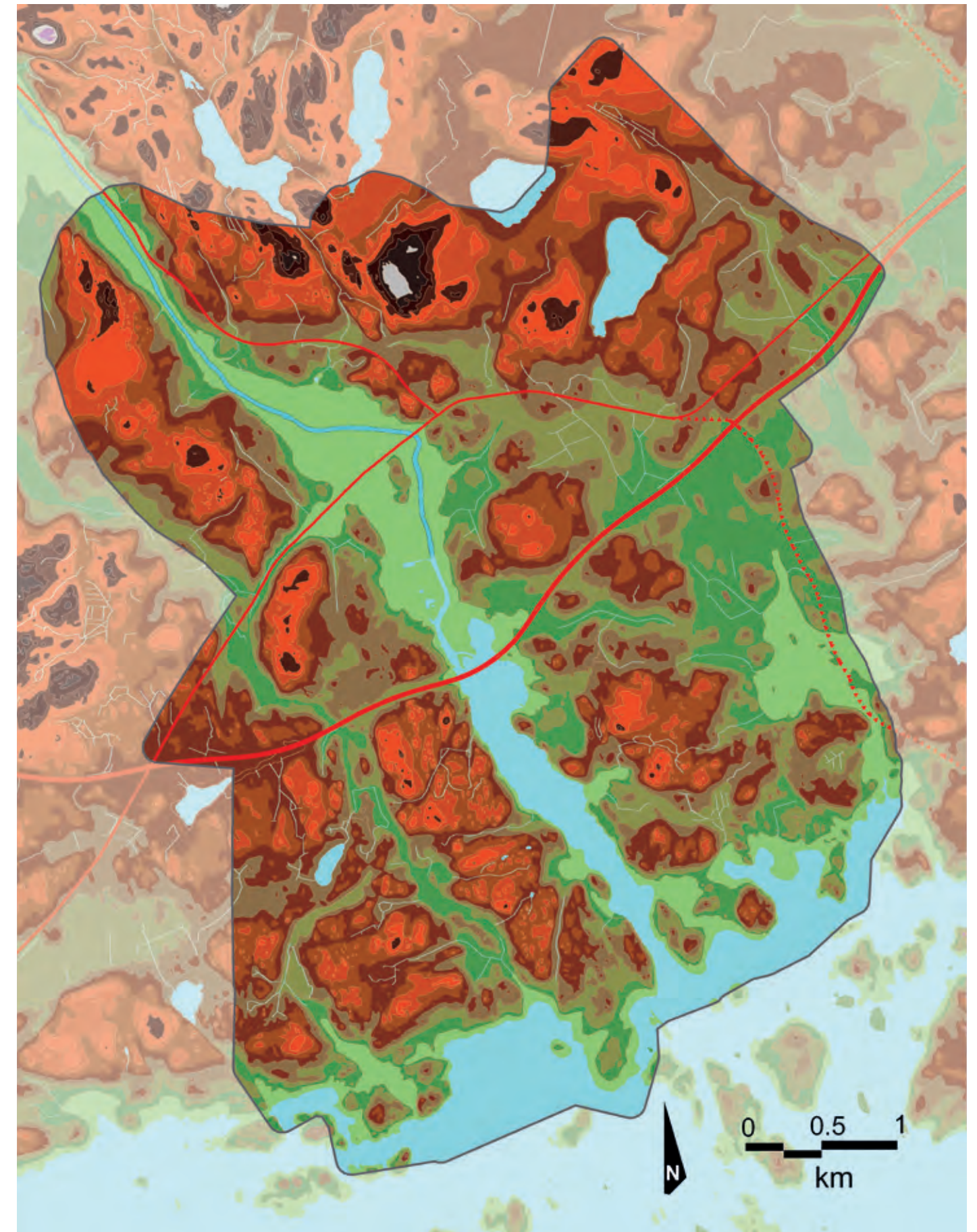
3 The Competition's Basis And Aims

Soil and Bedrock, Topography

Sibbesborg is largely made up of rocky areas, surrounded by a certain amount of moraine. The river valleys are formed mainly of clay, with some mud and mud clay. The Geological Survey of Finland has produced a general survey on the suitability for building in the area. Suitability for building is extremely poor on heavy peat, clay and silt formations and poor in valley areas. As regards the rocky areas, their suitability for rock construction has been investigated. The areas of rock within the competition area are principally granite, garnet or cordierite and quartz-feldspar gneiss. The topography of the competition area varies, occasionally as a result of substantial variations in altitude. Sipoonjokilaakso (Sipoo River valley) forms a prominent transition area towards the north.

Water Table and Climate

The topography of the competition area compels Sipoonjoki (Sipoo River) and several smaller parallel streams to flow in a north-south direction, into narrow catchment basins, which also contain a number of lakes and ponds. There are two significant groundwater basins in the area. All of the water from the area flows into the Gulf of Finland.



Topography

3 The Competition's Basis And Aims

Recreational Areas and Green Networks

Sipoo has substantial tracts of undeveloped land and thus a great deal of potential green and recreational area. As the municipality has only limited resources, there are, in comparison with its surface area, relatively few managed green and recreational areas. Built park areas, for example, can be found only in Nikkilä and Söderkulla. The planning of recreational routes is also hindered by the municipality's limited land ownership.

Fitness and ski trails maintained by the municipality are mainly situated on the Nikkilä estate and around Taasjärvi in Söderkulla. Each year, sufficient snowfall permitting, the Susihiihto (the 'Wolf Skiing' event) is held in the environs of Nikkilä and Söderkulla. Byabäcken, a nature trail, has been constructed in the Sipoonkorpi Nature Reserve. Sipoonjoki (Sipoo River) is suitable for canoeing, at least on the stretch between Nikkilä and Söderkulla. Pedestrian and cycle tracks are to be found mainly in Nikkilä and Söderkulla, but also alongside the eastbound routes out of the centres.

There are over one thousand horses and some twenty stables in Sipoo, and riding is a popular recreational activity. Stables can also be found within the Sibbesborg competition area. There have been plans to establish bridlevays in Sipoonkorpi, although an overall plan for a municipal bridlevay network is also required

In connection with the ongoing development of a green and recreational area strategy, a survey was carried out amongst users, other involved parties and administrative personnel responsible for the development of the areas. According to this survey, the most popular uses for the areas were leisure, the opportunity to spend time out-of-doors, exercise and observing nature. Sipoo contains a considerable number of forested areas, and their popularity is apparent from the responses. Pedestrian and cycle tracks are valued, as are recreational trails, and an increase in their number is desired. A recreational trail or pedestrian and cycle track between Nikkilä and Söderkulla is also sorely needed.

The survey found that Söderkulla and especially the Taasjärvi area are extremely popular, as are the Eriksnäs and Nikkilä estate recreational routes. Users are mainly concerned about preserving the forest and other natural areas from building development. It is hoped that the green areas will remain close to areas of habitation, as this has been one of the reasons why many people

have moved into the municipality.

The results of a survey aimed at different organisations indicate that area development should include the endeavour to preserve as much forested area as possible. Guidance is needed in order to encourage the sustainable recreational use of forests. Such use must not disturb the mobility of animals, and ecological corridors must therefore be of sufficient width. Existing management resources should be targeted at the most well-used green and recreational areas. Habitat types that are endangered or significant for the increasing of biodiversity must be protected by management. On the other hand, biodiversity can also be increased by means of controlled neglect.

It is hoped that Sipoonkorpi will be developed in such a manner, as to preserve its natural features as well as possible, although recreational use must also be taken into account. Green connections towards the south and east of Sipoonkorpi are perceived as especially important. Co-operation with private land-owners will be of importance already during the planning phase. The ecological management of run-off water must be improved. Protective green areas along the banks of Sipoonjoki are necessary, in order to prevent the leaching of surplus nutrients.

The administration's response to the survey highlighted the following areas for development:

- development of the archipelago into a high-quality tourism and recreational area by 2025
- consideration of the development of recreational trails, especially in Sipoonkorpi and along Sipoonjoki
- the planning and construction of parks and recreational routes concurrently with that of new residential areas.
- parks to be planned to in such a manner as to attract users of all ages, and recreational routes to offer challenges of varying difficulty
- management resources for green and recreational areas to be upgraded as the level of use increases with population growth
- co-operation between those involved in preservation, recreational use and area development to be increased.

(The green and recreational area strategy of the municipality of Sipoo, draft 2009)





Winter scene



Lakeside view



Snow-covered hillside in Eriksnäs

3 The Competition's Basis And Aims

3.5.4 Living and Life-Styles

Up until the 21st century, Sipoo was developed in a measured fashion, but the municipality now faces extensive changes and challenges. Due to the municipal reform project initiated by the government, and expansion pressures on the metropolitan area, it has become necessary to revise population targets. At 31.12.2009, the population of Sipoo was 17,783, comprising 7,107 households. Since the start of the new millennium, relative population growth has been slightly higher (at around 1.1-1.9 % per annum) than in the rest of the Helsinki region. According to the expansion strategy of the municipality of Sipoo, its current population of 18,000 is set to triple by the years 2025-2030, an increase of 36,000. The local master plan for Söderkulla anticipates an increase of 12,000 in the population, while in 2009, the population of the competition area was just over 3,500. The expansion targets laid out by the strategy are extremely challenging, and in order to be realised, demand active and controlled management from the municipality, although all of the prerequisites to facilitate the expansion are already in place.

Sipoo has a strong community-based local culture. Traditions, nature and the cultural landscape are important to its current residents, and they are also perceived as assets for the future. Island culture features strongly in Sipoo, even today, although it is less evident in daily life than in earlier times. 60 % of the population is Finnish-speaking, a smaller percentage than in other regional municipalities. Swedish-speakers make up a comparatively large share, 38% of the population. Nature and the rich local and island cultures are assets that are to be nurtured in Sibbesborg too.

Sipoo currently offers small-scale housing, in close proximity to nature. In accordance with the expansion strategy, there will be infill around existing dwellings,

and habitation will be concentrated around the larger urban centres. Due to its tranquil location and proximity to Helsinki and large centres of employment, the municipality is a most appealing proposition. Sipoo is especially attractive to families with young children. During the next decade, it is anticipated that the nursery and comprehensive school age group will exhibit the greatest increase in population growth, whereas the rise in the number of elderly is expected to fall below the regional average. These trends will also characterise the competition area, and aiming for a balanced age distribution at different stages of expansion will present a challenge.

The major urban areas in Sipoo are its centre, Nikkilä, and Söderkulla. Although habitation in village centres is of a slightly higher density, the majority of the population live in detached houses within a rural environment. In 2009, 81 % of the population lived in detached houses, 8 % in terraced houses and 11 % in apartment buildings. Within the competition area there are a significant percentage of apartment blocks and terraced houses in the centre of Söderkulla; otherwise dwellings are predominantly rural detached houses.

Habitation in Sipoo is characterised by a high level of owner-occupation. In 2009, 85 % of the population lived in owner-occupied houses, 10 % in rented housing and 1 % in right-of-occupancy homes. This is partly due to a shortage of rented accommodation. The rented housing which is owned by Kunta-asunnot Ltd and managed by the municipality, is in great demand, with permanent waiting lists. According to an interim agreement between the municipality and the government, subsidised rented accommodation should make up at least 20 % of all housing. This is also the target within the competition area.

Sizes of Household

The average household size in Sipoo in 2009 was 2.6, compared with a corresponding value in the Helsinki region of 2.0. The majority of Sipoo's population live in small households, a feature which, over the last decades, has been characteristic of the overall development in habitation. In 2009 60 % of the population lived in single or two-person households, whereas 34 % lived in 3- to 4-person households figure 3) and 9 % lived in 5-person or larger households. In the future, the number of small households is expected to increase still further. The decrease in household sizes is creating new demands on the housing market, and this too poses a challenge in the development of Sibbesborg.

Habitation of Groups with Special Requirements

Groups with special housing requirements, such as the elderly, students, the disabled, substance abusers and the less well-off, typically require smaller-sized rented accommodation.

Offering those elderly, who wish and are able to, the possibility to live at home for as long as possible, is a challenge for the future. Most apartment blocks, for example, currently lack elevators, something which frequently poses a problem for elderly residents. In 2009, the number of elderly (>70 years of age) living in Sipoo was 1,450, or 8 % of the population. Almost half of the elderly live in single family households, with a majority residing in the countryside. Around 20% of these live in houses that are inadequately equipped. The competition area should be able to offer the elderly moderately-priced dwellings that are close to services.

Many young people move away from Sipoo during their student years, because the municipality cannot offer them suitable rented accommodation. Charges in the private rental market are generally perceived as being too high, although students are often eligible for housing benefit. Sipoo does not offer sufficient housing suitable for disabled residents, or appropriate housing alternatives for residents suffering from substance abuse, mental disorders or homelessness. In the Sibbesborg area, as elsewhere, habitation solutions for special needs groups present a challenge, which should met by, among other things, the construction of subsidised housing.

Existing Building Stock

The buildings in Sipoo are among the oldest in the Helsinki region, and Sipoo has the highest number of owner occupiers. House sizes are the largest in the region, with over 40m² per resident. Almost three-quarters of all dwellings are detached, while a fifth are in apartment blocks and the rest are mainly terrace houses.

Construction has been dominated by the building of detached houses, which make up over half of all dwellings completed each year. The number of completed apartment blocks and terrace houses was at its lowest in 2009 and highest in 2007. Over the past years, most of the construction has taken place in Söderkulla

The number of completed dwellings decreased considerably during the economic recession, but it is once again on the increase, and is expected to show a further rise during the coming years.

3 The Competition's Basis And Aims

3.5.5 Transport and Mobility

More than 60% of the inhabitants of Sipoo rely on private cars for transport. One of Sipoo's most significant future transport projects, which thus also forms one of the starting points of the competition, will be the rail network servicing the eastern sector, which aims to decrease local dependency on private cars. The rail network will also connect the competition area to the regional and national transport systems. From the competition's point of view, the most important rail transport features will be the metro connection via Östersundom and the local train connection between Helsinki and Porvoo.

Sipoo is fairly well provided with outdoor recreational paths and has excellent ski trails in winter; cycle paths between centres of population are, however, sometimes lacking. The pedestrian and cycle network covers urban areas, such as Nikkilä and Söderkulla, providing primarily for mobility within the urban areas themselves.

Major motor traffic connections include the Porvoonväylä highway, that provides a connection between the area and the capital and, as a part of the E18 route, offers connections onwards towards Russia and Turku. Uusi Porvoontie is an important regional road connection, linking the existing Söderkulla centre to Porvoo, Östersundom, Itäkeskus and the centre of Helsinki. Söderkullantie, running between Söderkulla and Nikkilä, functions as an internal connection within the municipality.

The competition area, and specifically Söderkulla, due to its location along the Porvoo-Helsinki bus route, offers more frequent bus services than Nikkilä. Both Söderkulla and Nikkilä offer good bus services in the direction of Porvoo. Villages in mid-Sipoo, remote from the direct connection between Söderkulla and Nikkilä have only infrequent public transport services and variable bus routes. Residential areas along the shoreline also have relatively infrequent bus services, and these operate on school days only.

Porvoonväylä is classified as a corridor of public transport quality, and its public transport service is held to be of passable quality at least (*UrbanZone Research*).

Transport Development Predictions

The volume of motor traffic in Sipoo is on the increase, especially around the more significant expansion areas connected with land use in southern Sipoo, along Porvoonväylä and Uusi Porvoontie, and on the eastern side of Nikkilä along Jokivarrentie, Keravantie and Matinkyläntie. In the event of the realisation of the expansion strategy, by 2025 the requirements for motor traffic are expected to triple in comparison with the present situation. There will also be a considerable increase in the demand for public transport: around five times the present-day demand. The share of public transport is currently some 7 % within the whole municipality. The target set for the competition is to increase the share of public, cycle and pedestrian transport by 50 % in the future. Both currently and in the future, the share of public transport will be highest for journeys to and from the capital.

Both work- and domestic-related traffic gravitates from Sipoo towards Helsinki and the rest of the capital region. Most of Sipoo's traffic is transient, crossing its municipal boundaries. The high increase in land-use adjacent to major traffic routes towards the capital region will permit substantial development of the public transport system also within the competition area.

(Service Network Report by Strafica Ltd and Sito Ltd, 2010)

Emphasis within the region will be placed on both pedestrian and cycle connections and their possibilities, and supporting public transport. Emerging themes include connections and services related to public, pedestrian and cycle transport, road safety and sustainable modes of transport, as well as the use of transport solutions to underpin the competitive edge and vitality of the area. These targets will also be used to direct the development of the competition area.

(*The Helsinki Region Transport System Plan 2011; Uusimaa Regional Land Use Plan 2035, Basic Structure; Strategic Objectives for Transport and Infrastructure Operations by the Centre for Economic Development, Transport and the Environment, Uusimaa*)

3.5.6 Employment and Services

In Sipoo, the average household income is higher than that of Finland as a whole. According to income tax returns, Sipoo is the second wealthiest municipality in the Helsinki region. In 2009, it also had the lowest unemployment figures in the region, at around 4%. Despite this, however, Sipoo's share of the long-term unemployed was above the regional average.

The competition area forms part of the greater metropolitan area with its expanding labour market. Sipoo is clearly linked to the community structure of Helsinki, whereas connections towards Porvoo are significantly weaker. These connections are very apparent in the movement of commuter traffic. In 2005, 38 % of all Sipoo's commuter traffic was internal, 36 % was directed towards Helsinki, 12 % towards Vantaa, 3 % towards Espoo and Kauniainen and 7 % towards other locations within the Helsinki region. Only 4 % of workers commuted to Porvoo or other areas in Itä-Uusimaa (Statistics Finland). According to similar statistics from 2007, apparently, no significant changes in the trends in commuter travel had taken place.

Commuter traffic from southern Sipoo to other municipalities flows predominantly towards the centre and east of Helsinki. The implementation of the 2025 Master Plan for Sipoo will increase employment self-sufficiency, but commuter travel is still expected to gravitate mainly towards Helsinki and elsewhere outside the municipality.

Employment self-sufficiency, i.e. the number of jobs as a percentage of the employed labour force is 62.5 %. Less than 1 % of employment in the Helsinki region is situated in Sipoo. Health care and social services, industry, the building sector and commerce are the largest employers, offering 54.5 % of all jobs in the area.

The main business and industrial areas within the competition site are the Arla-Ingmann area, and the Sipoonlahti Industrial Area, which in the future will stretch from Sipoonlahti as far as Kalkkiranta, alongside the motorway. There is also employment available in the service sector, within the competition area, especially in the centre of Söderkulla.

Commercial Services

In 2009, there were a total of ten grocery stores in Sipoo, and 61 speciality stores. For each grocery store, there were about 2,200 inhabitants in Sipoo (speciality stores not included). The figure in Sipoo was clearly greater than the national average. The supermarkets in Sipoo are found in Nikkilä and Söderkulla. The majority of the department stores and self-service department stores in the neighbouring municipalities are in Vantaa and Helsinki. Towards Helsinki, the most important shopping centre as regards the competition area is Itäkeskus. The major trade centres in Porvoo are the town centre with its many services and the developing Kuninkaanportti business park to the west of the town centre.

The per capita grocery sales in 2009 in Sipoo were clearly lower than the national average, whereas sales efficiency the same year was higher than the national average. High sales efficiency is generally an indication that the floor area in grocery stores is undersized, and that there is no competition.

Of sales in speciality stores in Sipoo, 45% was in bulky goods, and 55% in other specialities. The largest sales were in the categories of hardware and other specialities.

In 2009, the purchasing power of Sipoo in the retail sector was approx. EUR 118 million , of which 46 million was spent on groceries and EUR 72 million on speciality goods. Out of the total for the speciality trade sector, bulky goods accounted for EUR 26 million of the purchasing power, while other speciality trading accounted for 46 million. The location of commercial services in the whole of Sipoo, competition area included, is shown in the background information package.

(*Survey of the services network in Sipoo, 2010*)



Location of the Sibbesborg Hill Fort



Aerial view from the south-east towards the centre of Söderkulla



Residential buildings in Söderkulla



Söderkulla Manor



Central Söderkulla

3 The Competition's Basis And Aims

Public Services

There are currently two schools in the Sibbesborg area, a Finnish-language school for 0-9 graders, and a Swedish-language comprehensive school with grades 1–6, as well as seven daycare centres. Söderkulla also has a library, a health centre and a dental clinic. With growth, the demand for public services will also increase. For example, an increase of 2000 inhabitants would bring about 200 pre-school-age children into the municipality. In Sipoo, about 78% of this age group would be in need of a place in daycare, which translates to about 160 new places. The increase in basic education would be about 340 students, or 15 new classes of 23 students each.

Growth calls for changes not only in the use and dimensions of existing facilities, but also the construction of new ones. The basic principle in the construction of new facilities is that they must be flexible and modifiable, suitable for several purposes and also serve as community centres. Development is spearheaded by centres of excellence and their role in safeguarding future growth. One particularly important area is the development of a uniform path for growing and learning. In the case of Sipoo, functional bi-lingualism is also an important consideration. As the rural municipality grows and becomes more urbanised, it will also see an increase in multiculturality, social inequality and marginalisation. Growth will also increase the demand for services, which calls for new resources and new competences. On the other hand, advances in technology and the knowledge society will also bring new opportunities and increase cooperation and partnerships between municipal and other actors.

The mission of social and health services is to improve the wellness and health of the population in the municipality by providing effective social and health services. The inhabitants of Sipoo will need to have increasing access to these services regardless of where they work or live. Summer and holiday residents will also increasingly make use of these services in Sipoo.

(Research reports on two-tier local government, the Service Network Plan of the Sipoo Education and Cultural Services Department. and Sipoo Strategy for the Purchase of Social and Health Services 2025)

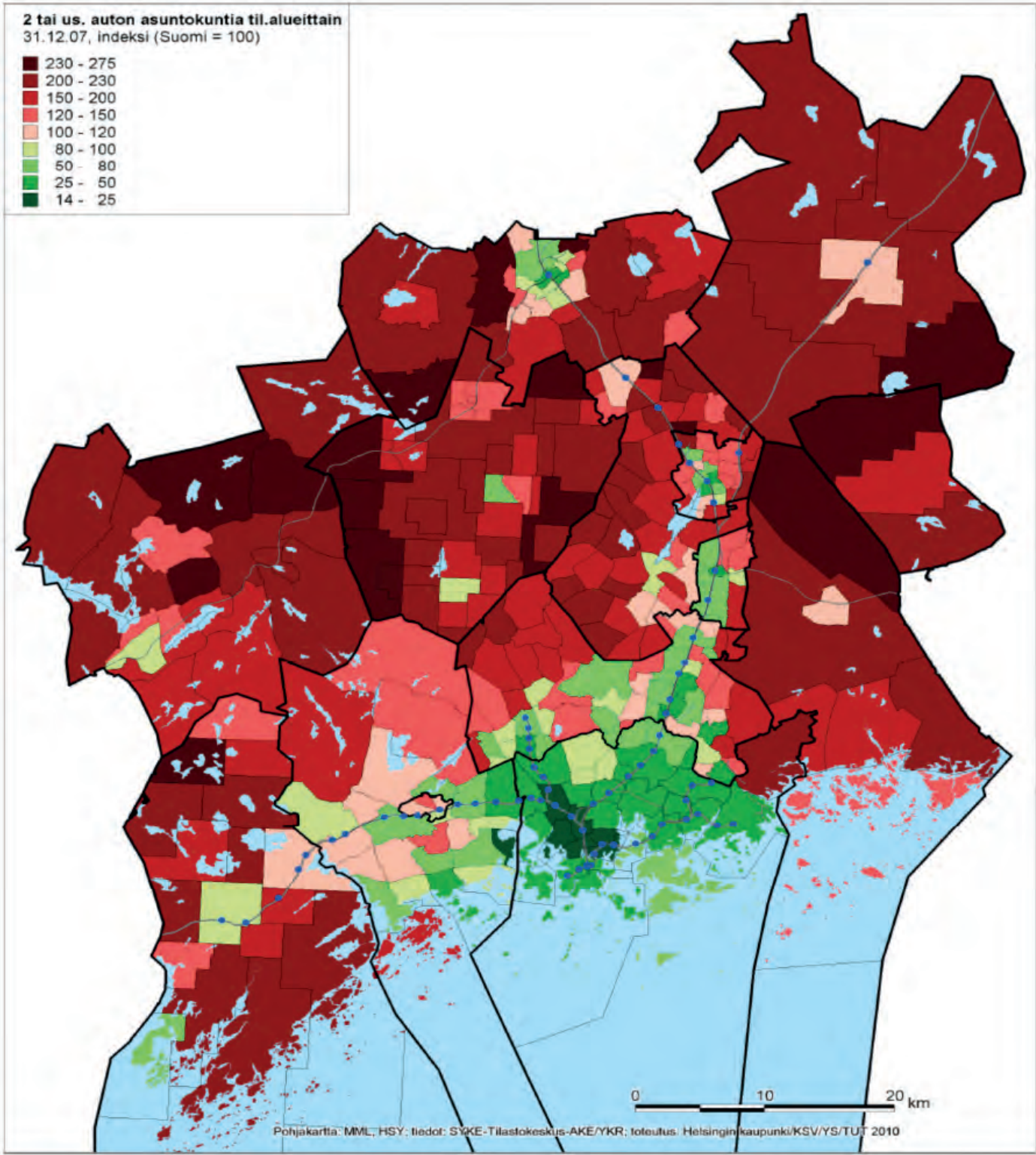
3.5.7 Infrastructure and Energy

Civil Engineering and Energy Supply

The electricity market in Finland is free just as it is in the other Nordic countries. Everyone is free to choose their supplier of electricity. Electric power in Finland is produced using a wide range of technologies, including water, wind, nuclear and cogeneration plants. Cogeneration power stations are best suited for combined heat and power production in urban areas, as well as for peak and auxiliary power production. Wind power is becoming a profitable investment also in Finnish climate conditions. It is also eligible for a significant investment subsidy of about 40%. The Kerava Energy Group operating in the Sipoo region will increase the use of renewables in its production by utilising local sources of bioenergy. The group aims to acquire 10–20MW of wind capacity in the near future.

Within the competition area, Söderkulla in particular, the Kerava Energy Group currently offers natural gas and district heat distribution, in addition to providing the electricity. Local solutions, such as geothermal heating, are used in places.

The water and sewage network coverage in the competition area is good. The current capacity of the networks is quite small, however, in the face of a potential population of 70,000–100,000 inhabitants. A cable television grid is in place in the centre of the Söderkulla area, as well as a broadband network for Internet connections. The location and coverage of the civil engineering networks in the area is shown in detail in the background information package.



Car ownership (excluding company cars).
Statistical area index of households with 2 or more cars, 31.12.2007 (Finland=100).
(Fom the Helsingin seudun toimintaympäristöselvitys 31.5.2010 -report)

3 The Competition's Basis And Aims

Energy Consumption

The per capita residential power consumption in Sipoo was 5,958 kWh in 2009. The total consumption in 2008 with services, construction and industry was 10,118 kWh. This was the third greatest consumption figure in the region. From 1996 to 2006, greenhouse gas emissions increased 10% in the Uusimaa region. In 2006, the total was 11,910.2 tonnes. Due to the rapid population growth in the region, however, per capita emissions in the Uusimaa region decreased by eight percent between 1990 and 2006. Emissions in Uusimaa came from heating (37%), transport (23%), other use of electricity (21%), industrial processes and fuel use (17%), with sewage disposal and agriculture both accounting for one percent. (Helsinki Region Operating Environment Survey)

From January 2008 onwards, all new buildings are required to have an energy performance certificate. Under the Energy Performance of Buildings Directive (EPBD), the certificate is required for all new buildings, whether for sale or rental. The lower the energy consumption of a building, the better its energy performance. Under the same directive, all new buildings will need to have 'nearly zero energy' consumption from the beginning of 2021.

The Energy Performance of Buildings Directive is based on the Kyoto Treaty, which stipulates that between 2008 and 2012 European countries must reduce their greenhouse gas emissions by 8% below 1990 levels.

A passive house is a midway point on the way to zero-energy and plus-energy houses. The general definition is that a passive house needs no energy for heating or cooling. In the Finnish climate, there are currently no cost-effective ways to build a house with no heating at all. Under the definition of the Technical Research Centre of Finland (VTT), a passive house in South Finland needs approximately an annual heating budget of 20 kWh/m²a, and about 30 kWh/m²a in the north. (Motiva)

Road and Rail Network

As regards road transport, the main arteries in the competition area are the Porvoonväylä motorway and the Uusi Porvoontie trunk road running in parallel with it. Within the competition area, the Söderkulla and Erik-snäs areas have some municipal roads, although most of the roads are either private roads or maintained by the State. The road network in Sibbesborg is described in Chapter 3.5.5 Transport.

Rail connections have been planned for the area in various contexts. The nearest rail connection is the line to the Kilpilahti oil refinery that runs north of Nikkilä, but the line does not currently carry any passenger traffic. Possibilities to use it for passenger traffic have been studied. Road and rail connections are covered in the background information package.



The road from Söderkulla Manor towards the river



Apartment blocks in the Taasjärvi area



Lövhyddan beach area



Forest in Spjutsund

4 COMPETITION ASSIGNMENT



4 Competition Assignment

4.1 Description and Content of the Assignment

The fundamental objective of the competition is to identify planning solutions that will carry the Sibbesborg sustainable community from vision to reality. The competition assignment is to envisage the future town of Sibbesborg, its functions, urban structure and cityscape. This should also include a description of the stages of implementation required in order to attain this vision. The competition and development plan ultimately involve a process, whereby, from Sipoo’s position, significant and rapid expansion will take place in a sustainable manner.

The competition forms part of the Sipoo procurement process and regional development plan. The future town of Sibbesborg must be viewed as both a self-sufficient small town, possessing its own strong identity and a lively city centre, as well as a component of the collective Sipoo centres.

Sibbesborg acts as a hub not only towards the sea and the archipelago, but also towards Nikkilä and Talma further to the north. The Helsinki region must also be taken into consideration in the planning process; as well as being an independent town, Sibbesborg will also constitute part of the network formed by the different centres within the entire metropolitan area.

A Vision for a Sustainable Sibbesborg

The competition assignment is to design, for the Sibbesborg area, a plan which will function as the basis for future developments and local master plans, and which:

- will comprise an overall vision for the future Sibbesborg (a city of 70,000 to 100,000 inhabitants) supplemented by detailed localised solutions, and fulfilling local and global objectives of sustainability
- defines what the role and character of Sibbesborg will be in the future, as the metropolis expands towards the east
- determines what the centre of Sibbesborg will be like and where it will be situated
- defines the development solutions at local master plan level and the sustainable principles for the development of Sibbesborg
- will have an urban structure and cityscape well suited to the location, and based on local conditions and values
- will be based on high-quality innovative solutions and urban planning
- will ensure the development of Sibbesborg into a unique, pleasant small town, that functions as a part of the overall metropolitan area
- will be based on high-quality pedestrian, cycle and public transport facilities
- is technically and financially viable

A Sustainable Path Towards Implementation

The competitors must also produce a description of a multi-disciplinary, self-regulating area development process, which will cover the following points:

- a sustainable, flexible and interactive process of implementation
- the preliminary steps and the subsequent intermediate stages
- the sequence of implementation and target schedule
- the operators and organisations participating in the process
- the relationship to other regional development processes
- the changing regional role of the area as the process progresses
- the means of interaction with local residents and other operators within the local community

4.2 Themes of Sustainability

In the Sibbesborg competition, there are five unique themes, all linked to sustainability

- unique methods of organising transport
- unique ways of living and a unique life-styles
- a unique environment and landscape
- unique forms of eco- and energy efficiency
- unique methods of organising employment and services

The following lists of aims elaborate on the five themes linked to sustainability. These themed aims have been collected from experts aiding the jury and will be utilised in the evaluation of the submissions.

4 Competition Assignment

THEME 1 -UNIQUE METHODS OF ORGANISING TRANSPORT

- **National and regional connections;**
- dovetailing local transport solutions with the national and regional transport grid in a practical manner
- seamless connections with rail transport
- the gradual development of the transport system in conjunction with land use development
- **Internal transport arrangements;**
- an urban structure that supports the use of public, pedestrian and cycle transport
- a wide choice of transport opportunities
- a comprehensive and safe pedestrian and cycle network
- good outdoor recreation facilities
- water transport and harbours
- **The impact of traffic arrangements on the surroundings;**
- impacts on safety and living environment
- impacts on nature and the landscape

THEME 2- UNIQUE WAYS OF LIVING AND LIFE-STYLES

- **A sense of community and a quality of life;**
- a sense of community – a resident-orientated approach
- ease of maintaining a balanced, ecological lifestyle
- diversity and multiculturalism
- a diverse housing stock
- individual living solutions; the possibility to impact one's surroundings
- life-long living solutions; the flexibility and versatility of the area
- **Aesthetics and comfort;**
- small-scale, down-to-earth urban structures
- an emphasis on utilising the river valley, sea and archipelago
- the uniqueness of the cityscape, e.g. emphasizing the countryside
- **A rejuvenating, healthy and safe environment;**
- enhancing the proximity of the sea and nature
- a balance between compact development and the natural environment
- promoting an active lifestyle
- **Functionality and smoothly-running daily operations;**
- diverse local services and local food supplies
- the opportunity for outdoor recreational activities, including hunting, fishing, gardening and berry and mushroom gathering
- **Culture and tradition in the planning process;**
- utilising traditions, the landscape and other local strong points
- a unique and inspiring narrative

THEME 3 - A UNIQUE ENVIRONMENT AND LANDSCAPE

- **Preservation of valuable natural and landscape features;**
- the preservation and development of biodiversity
- utilisation of the landscape and topography in planning
- ecological corridors to remain undisturbed whenever possible
- preservation of valuable natural and cultural sites
- preservation of extensive, unbroken natural areas and cultural landscape areas
- **Safeguarding of ecosystem services;**
- suitably large, diverse and accessible recreation areas
- the possibility for residents to cultivate plants and vegetables for their own use (gardens or allotments)
- waterfront areas open to everyone
- quiet areas and noise reduction
- natural air purification (green areas)
- natural carbon storage (forests, marsh areas)

THEME 4 - UNIQUE FORMS OF ECO- AND ENERGY EFFICIENCY

- **An energy efficient city;**
- an unbroken urban structure
- efficient use of energy within the area
- development favouring passive energy buildings, especially zero energy and energy-plus buildings
- development promoting walking, cycling and public transport
- integration of energy solutions into the urban planning process
- adequate area density, all aspects of daily life located nearby
- **A low carbon footprint;**
- energy production using renewable sources of energy, such as solar and wind power, as well as types of bio-energy that have a positive effect on the environmental carbon balance
- a bias towards building materials that function as carbon sinks, e.g. wooden and wood-based materials
- **Ecological water resources management; Water production and water supply favouring solutions that:**
- do not endanger valuable subterranean water sources,
- dispose of run-off water by absorption rather than along with other sewage,
- redirect rainwater for suitable household use (eg. flushing toilets, watering gardens, washing transport areas),
- purify sewage water utilising environmentally friendly methods.

4 Competition Assignment

- **Eco-efficient recycling of materials and waste management;**
- development utilising local building materials; large-scale excavations to be avoided
- local foundation conditions, geology and suitability for building, to be taken into account in the planning
- building waste to be reused locally
- waste management that allows sorting and utilisation locally or in the immediate vicinity
- energy recovery from waste water (heat recovery, bioenergy from sewage sludge); local biodegradable waste utilised in green areas such as gardens and allotments

THEME 5-UNIQUE METHODS OF ORGANIZING EMPLOYMENT AND SERVICES

- **Creation of prerequisites and concepts for the generation of employment and services;**
- ideas on how to attract private entrepreneurs and services
- an emphasis on services and employment located within residential areas
- **Accessible, high-quality basic and local services**
- **Support for private enterprise, tele-commuting and working from home**
- **Innovative concepts for local and virtual services;**
- including pilot projects on the decentralisation of larger units; transferable services; integration of public and private services
- **Development of economic business in the sustainability, welfare and health services and tourism sectors;**
- clusters, drivers and innovators
- imaginative concepts for business activities
- **Application of innovations and new technologies;**
- an emphasis on fields of business that support the area and its image
- an emphasis on innovations related to social interaction and services; sustainable concepts

A Sustainable Path to Implementation

Subjects related to the sustainable path of implementation, to be addressed in the submissions:

- the submission's potential for further development
- a process capable of stage-by-stage implementation – flexible and with the possibility for adaptation
- an open, interactive, multidisciplinary process, capable of influence
- an organic and self-adapting city expansion programme
- a viable and economically feasible area and process
- a process for monitoring and recording results, linked to the implementation of the area and experimental building projects
- definitions of sustainability supplemented with explicit instructions and a follow-up process – together with tangible instruments for this
- an interesting and attractive image for the area, the area's value and desirability
- taking into account, in the planning process and solutions, the financial resources of the municipality
- a sustainable process, with high-quality overall planning and scheduling, and minimization of unnecessary work
- utilisation of partnership-based modes of operation

4.3 Planning Guidance

Planning guidance related to the Sibbesborg competition area;

- The plan must indicate how the Sibbesborg area relates to the municipality of Sipoo as a whole, e.g. to other centres in Talma and Nikkilä.
- The plan must indicate where the centre of Sibbesborg will be located and how it relates to existing structures.
- Emphasis should be placed on local connections to Nikkilä and the sea.
- Regional connections to Helsinki and Porvoo must be clarified.
- Preservation of the cultural and natural environment should form the basis for planning, as these are perceived to be the area's main attractions.
- Valid solutions for functional ecological corridors should be put forward.
- The extensive, open landscape formed by the old cultivated areas should be retained, wherever possible
- New build should be thoughtfully located within the old housing stock and cultural landscape.
- As regards the cityscape, the aim should be for a city constructed mainly of wood, with small-scale features, compatible with Finnish building traditions.
- Mooring space must be assigned for water traffic.
- The archipelago and the Sipoonkorpi Nature Reserve are to be regarded as local attractions.
- Local services must be accessible by foot or bicycle and within a safe environment.

Quantitative guidance for planning the competition area

- The submissions may present a scheme encompassing 70,000-100,000 residents and workplaces, but fulfilment of the competition programme’s qualitative targets will be regarded as of greater important than that of the quantitative ones. The competitors may, in their plans, define the extent of development suitable to the area and define the principles of its gradual implementation.
- The competition does not define an exact timetable for implementation, as the expansion is expected take place over a longer period of time. It is essential to recognise the factors that will allow expansion, and to which the expansion should be linked. These include the development of rail transport in the region. The competitors may, however, define a projected development timetable in their plans, based on the extent of development.
- The aim is for the highest possible rate of employment self-sufficiency. Employment areas should be located within the urban framework.
- Local services must be accessible by foot or bicycle and within a safe environment.
- According to the municipality’s targets, government-subsidised rented accommodation should make up at least 20 % of all new housing.

4.4 Basis of Evaluation of the Competition Submissions

When examining the submissions, the jury will put the emphasis on the following:

- the functionality of the overall plan for the area
- the innovative nature, high quality and originality of the solutions concerning the cityscape and urban structure
- the development of the ideas in accordance with the five themes of uniqueness, responding to the target themes
- solutions relating to sustainability and credible reasoning for these
- the viability for implementation and further development

During the evaluation process, the jury will assess the submissions on the basis of the above evaluation criteria. In addition to this, the experts will evaluate the submissions in accordance with the themed aims linked to their own fields of expertise. The assessments of the experts will be used to supplement the work of the jury. The detailed list of the themed aims from Section 4.2.1 will be utilised as an aid to evaluation by the experts, and should be used as a check list of the competition’s aims by the competitors too.

The functionality of the overall solution for the competition area and the suitability for implementation and further development will form the principal basis for evaluation.

5 SUBMISSION REQUIREMENTS



5 Submission Requirements

Drawings are to be mounted on A1-size (840 x 594 mm) horizontal stiff display boards. The maximum number of boards permitted is 6 per submission. The submission must also include a CD disk, which contains, as separate pdf files, an A4-size written description and abstract, as well as A3-size reductions (300 dpi) of the A1-size boards. Competitors must remove all material related to the identity of the competitor from the files on the CD.

5.1 Required Documents

Overall plan, scale 1:15,000

An illustration depicting the overall plan for the competition area, the urban structure and its centre and area details, general land use, general transport solutions and how new development would relate to the landscape and existing structures.

Relationship of the Competition Area to the Region as a Whole, scale 1:250,000

A depiction of how the land use and transport system of the competition area would relate to the Helsinki region, the municipality of Porvoo and the rest of Sipoo.

Detailed Partial Plan for the Centre

A detailed plan of a section of the centre of Sibbesborg, of scale 1:2,000, depicting the overall structure of the centre, comprising principal functions, transport system and green areas. This plan may be supplemented by various materials depicting the centre and its functions; these could include perspective illustrations, diagrams, section drawings and written explanations.

Written Description of the Content of the Submission

A written description, consisting of a maximum of seven (7) A4 pages, of the main principles of the planning solution, its aims and the overall extent of development, as well as a description of the process of implementation. In addition to this, a description of how the area interfaces with the rest of the region, the operating principles of the centre of the area and ideas relating to the five themes of uniqueness.

The written description should be presented as a separate A4-size pdf file. It may also be distributed throughout the display boards, adjacent to the relevant illustrations. The font used should be Arial, with a font size of 12 pt and a spacing of 1.5 (approx 2,500 characters/page).

In addition to this, an abstract, describing the main idea of the submission should also be included. This should have a maximum length 1,000 characters, including spacing. The organiser will publish the abstract and the written description on the competition website, alongside the reductions of the display boards.

Description of the Implementation Process

The written description must include, as a separate section (max. length 2 pages), a description of the implementation process. This must include a detailed description of at least one intermediate stage (within the implementation process) relating to the expansion strategy of the municipality of Sipoo and expansion plans expressed in the 2025 Local Master Plan for Sipoo (further details included in the background material), and the first three stages of the implementation phase. The phasing should take into account any ongoing local detailed and master plans.

Themed Material

Five Unique Themes: Transport, Living & Lifestyles, Environment and Landscape, Eco- and Energy Efficiency, Employment and Services

The competitors must also depict ideas related to the five themes of uniqueness, using illustrations, graphs and written descriptions (these should be included within the permitted overall quantity of written material and display boards). Material should be submitted on all five themes, although the competitors may place more emphasis on a particular theme.

Material on transport should include descriptions of regional and local connections as well as ideas on sustainable mobility. Ideas on public transport organisation regarding the transition from bus to rail transport will be considered as especially useful. Material on living and life-styles should include ideas on promoting a sense of community and a sustainable life-styles. Material on environment and landscape should include an illustration or written description of concepts for the management of landscape and the environment, and an analysis of how the development would affect them. Material on eco- and energy efficiency should at least cover building density and energy solutions for the area. Material on services and employment should include ideas on how to increase employment in the area and proposals as to viable types of economy.

5.2 Competition Confidentiality

Each competition document must carry a pseudonym selected by the competitor. The submission must include an opaque sealed envelope containing the pseudonym and the competitor's name and contact details. Information on all those who hold the rights to the submission and a list of any assistants should also be included. If any competitor gives the name of a company, this will be published alongside the competitor's name.

The submission deliveries will be opened by a technical assistant, independent of the jury and sworn to secrecy.

5.3 Submission Timetable

The competition will end on 30.9.2011. Submissions must be left by 14:30 at

Sipoon kunta
Kirjaamo
Kuntala, Iso Kylätie 18,
PL 7
FI-04131 Sipoo
FINLAND

or deposited for dispatch by post or other courier during the same day, to the same address.

The competitor must ensure that the delivery is marked with the date of posting, and it should also bear the text "Sibbesborg Sustainable Community Competition".

All submissions must have been received by 14.10.2011 at the latest. Those which have arrived by this date will be published on the competition website, www.sibbesborg.net, together with the estimated date of the jury's decision. Any submissions arriving after this date will be automatically disqualified