

NURTURE NATURE!

Nurture Nature! makes space for a renewed generous and responsible human culture that can shepherd and foster nature in various aspects of the built environment. This design proposal champions the eco-cultural transition through stronger integration of different ecosystems, uses, and spaces.



Palmanova (IT) built in 1593

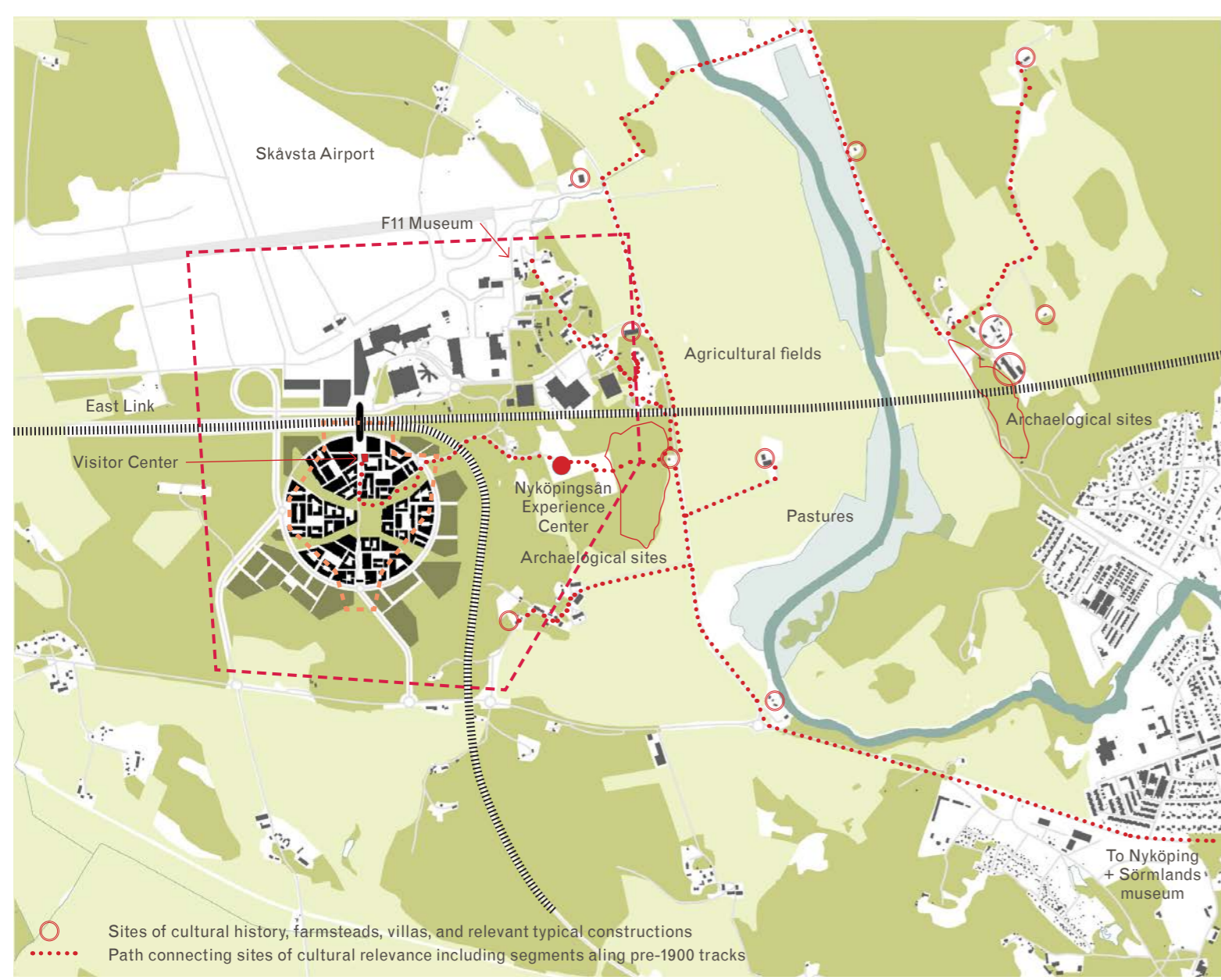
Following up to the vision "Innovative Skåvsta," the project will tackle spaces to attract and retain a new generation of talents, travellers, and commuters. Flexible typologies, healthy lifestyle infrastructures, and a beautiful yet connected context are the leading strategies.

Transportation hub, offices, logistics, and temporary housing will be backed with other uses. These will include high street conveniences, F&B, services to the family, and to the travellers, on the pathway of a future complete neighbourhood.

A destination in itself, it will be a regional reference point for innovative ideas and communities, with a knowledge hub, conference centre, and fast prototyping centres.

Narratives of land stewardship culture and farming in the Nyköpingsån valley, as well as of archaeology of nearby sites will converge in a visitor centre. An attraction in itself from which walking and cycling trails can depart. This could be set up in partnership with cultural institutions and programmes of Nyköping.

Seen from the sky upon landing at Skåvsta airport, the district will appear inscribed by a circular green boulevard. The circle, that symbolises the unity of all things, is yet another reminder of the infinite connections between humans and nature. Much like a beautiful Renaissance's ideal city, or a piece of land set in an already idyllic countryside, it will further symbolically mark this productive cluster as the creative South gateway to Stockholm, a gateway to the future.



Siteplan scale 1:25 000 - Connecting to cultural landscapes

- ▲ Bus & Driverless Shuttle stop
- Shared Micromobility Point (bicycles, scooters, gyropodes)
- 1 Arrivals Airport Terminal
- 2 Departures Airport Terminal
- 3 Drop-Off
- 4 Bus Terminal
- 5 School
- 6 Hotel
- 7 Customs-Police
- 8 Parking
- 9 Hangar Cargo
- 10 Logistics Cargo
- 11 Water Feature
- 12 Business and Offices
- 13 Logistics and Workshops
- 14 Student Housing
- 15 Neighborhood Hub
- 16 Market
- 17 Sorting Facilities

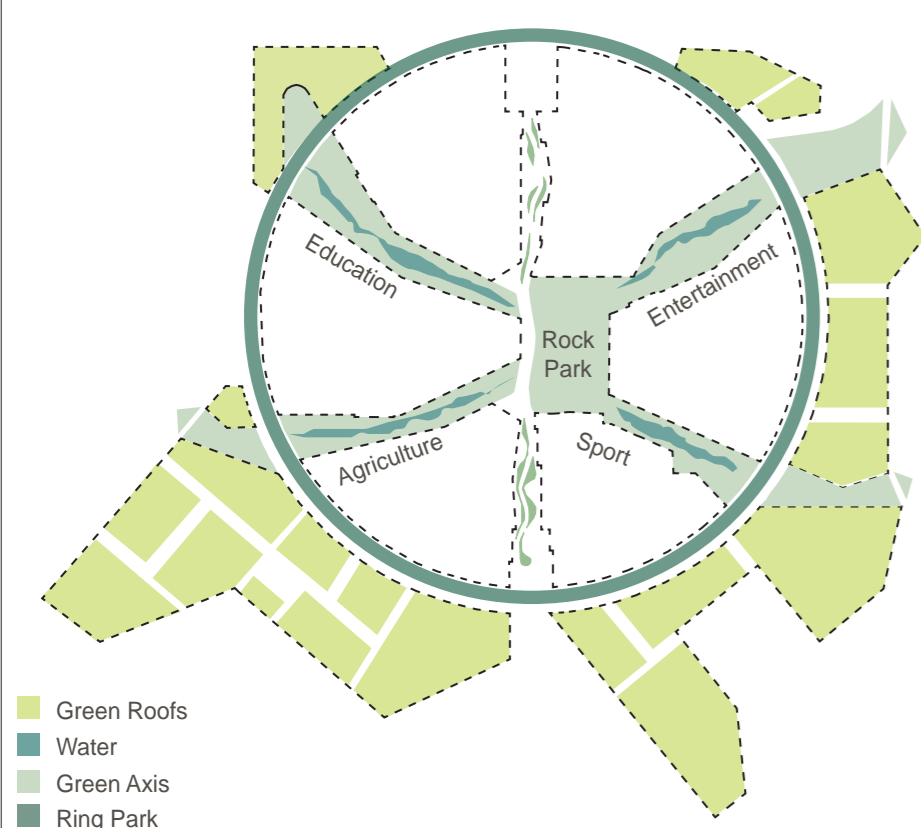


Siteplan scale 1:3750

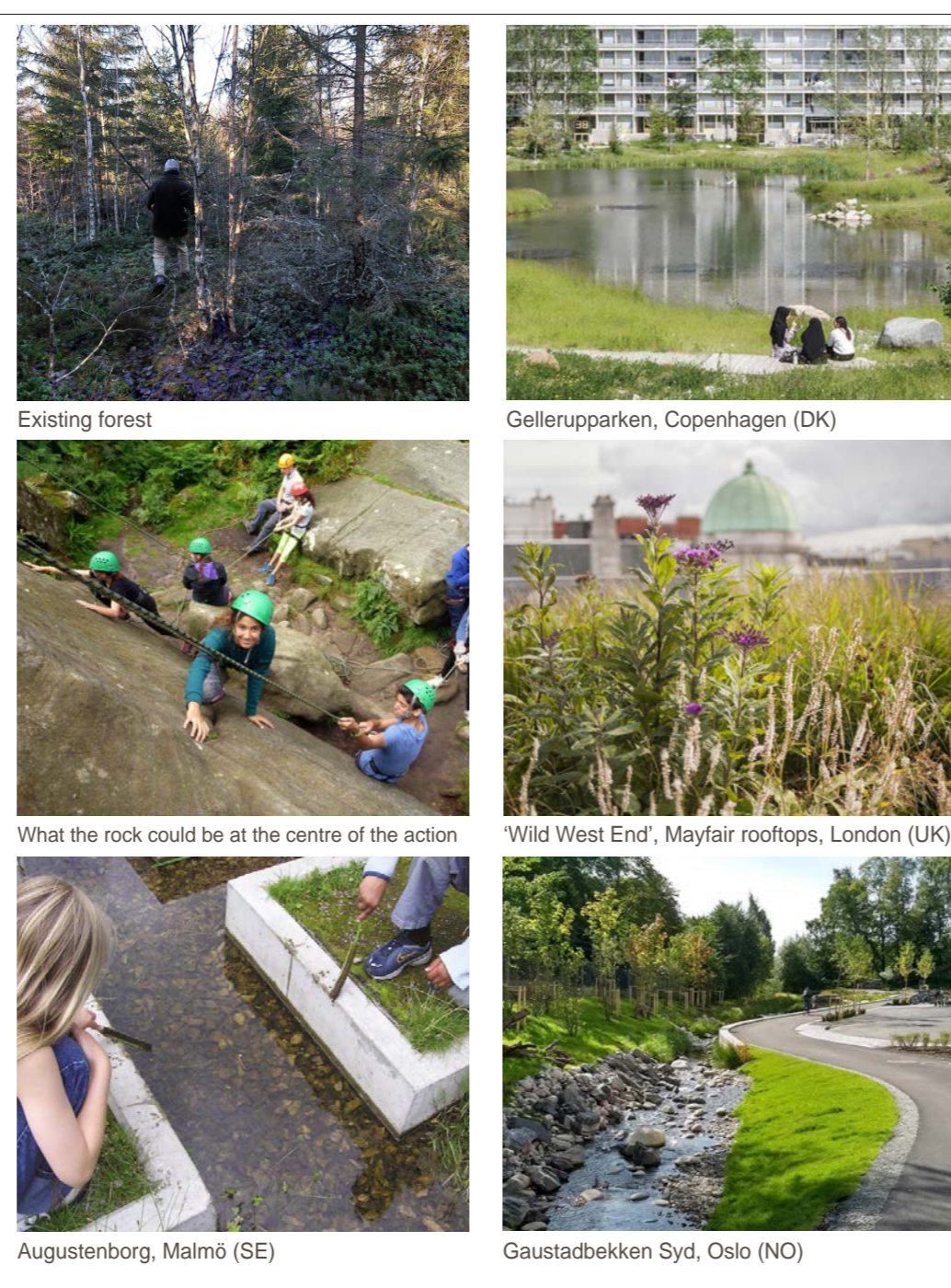
SOFTSCAPE AND WATER NETWORK (GREEN AXIS)

As the forest is the pre-existing heritage on-site, the masterplan moves from a position of 'guest of nature,' and strives to conserve it as much as possible. Hence four green axis act as generating elements of the plan. Their soft surface facilitates water absorption, and especially storm water overflow management will

create ponds and landscaped conditions. The heart of the system is the park, a clearing of buildings to celebrate the rocky ground. A soft system continues on the roof levels where intensive green participate to biodiversity attraction and as passive design elements, as well as it contributes to food production.



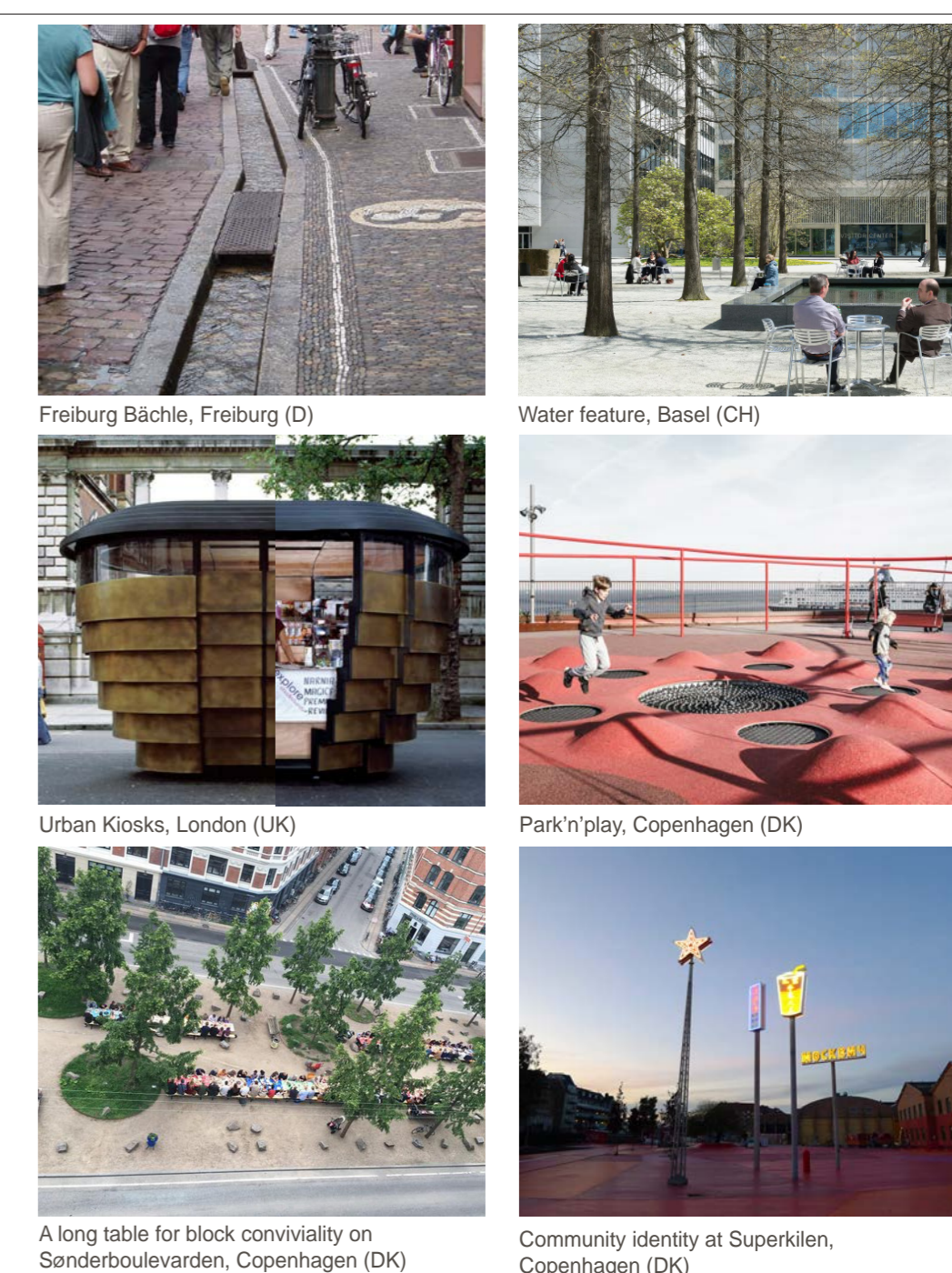
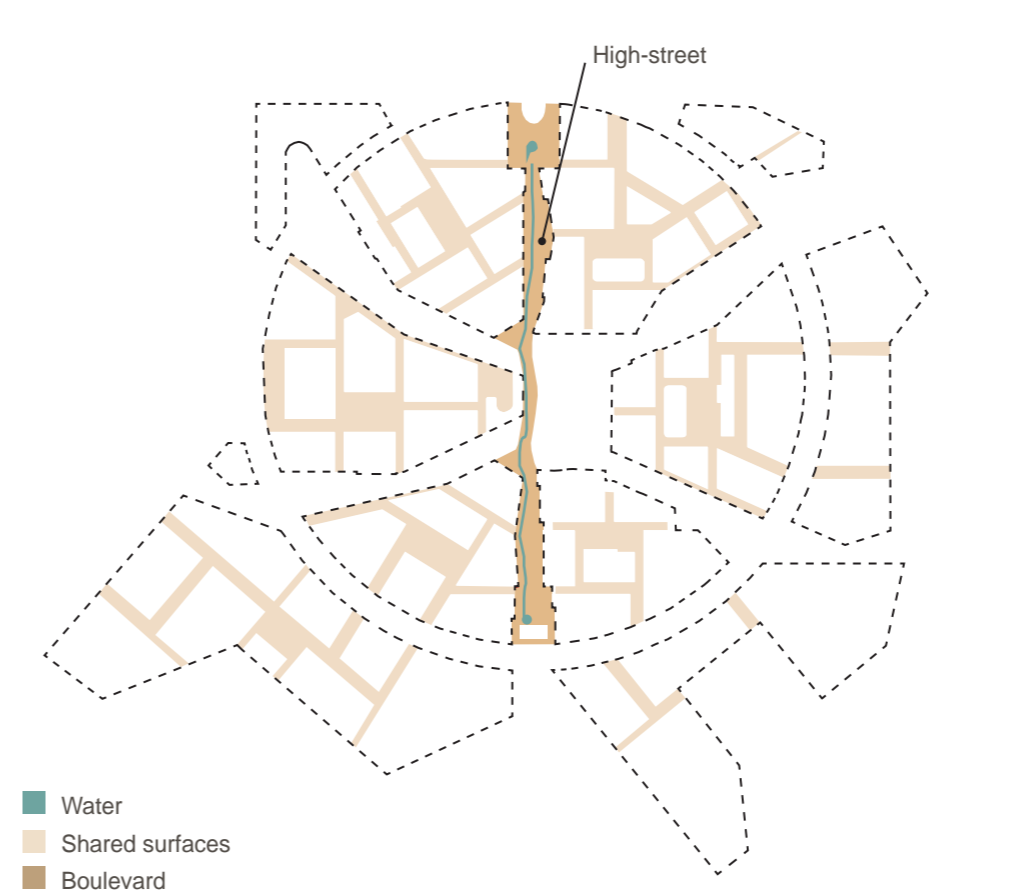
Green Roofs, Water, Green Axis, Ring Park



HARDSCAPE AND WATER NETWORK (BOULEVARD)

Boulevard, neighbourhood networks, and plazas form a hard scape of social, shared surfaces across the masterplan. They are the complementary system to the green network. Like the green network, the boulevard also hosts a system for collection of rain water that will appear like a playful water feature.

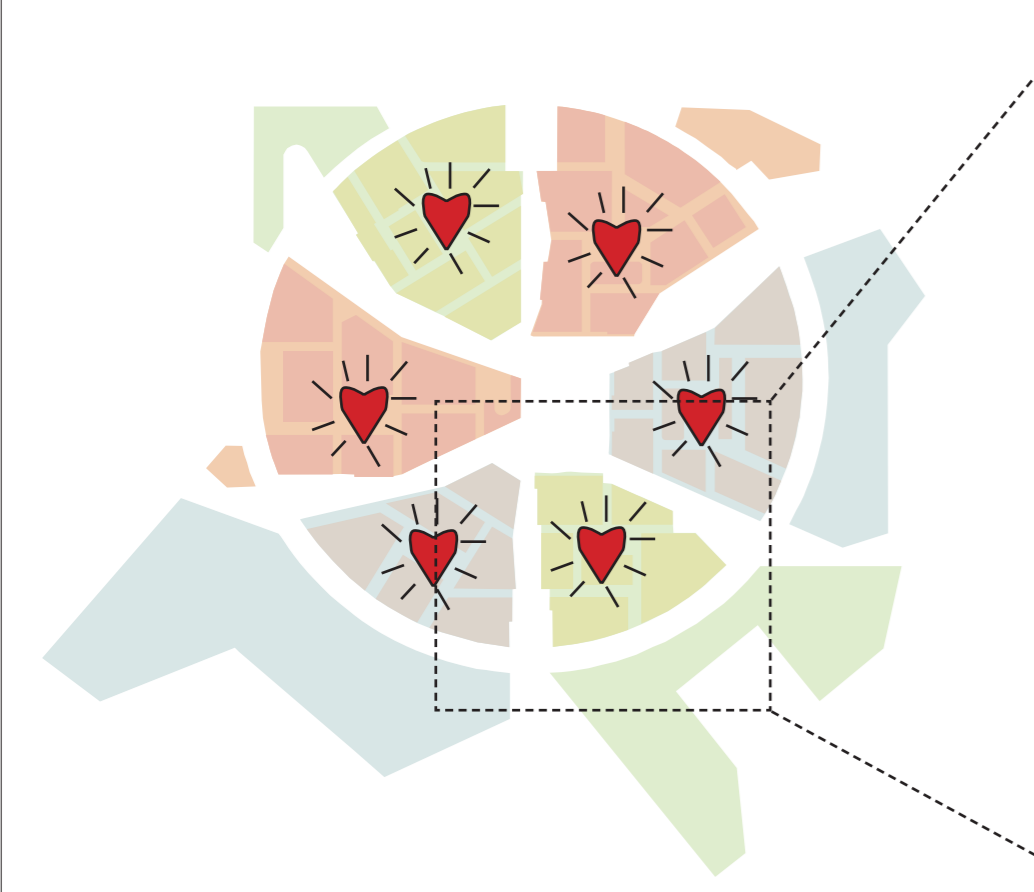
Other programming on the surfaces is made possible by occasional change of paving, kiosks and pavilions, as well as provisional occupations for convivial events. Art and identity of the places can be built through participatory design.



NEIGHBOURHOODS

The neighbourhoods are the real building blocks of the district. Each one will have its own identity in terms of lead programmes and character of their public areas. Each neighbourhood is complete of independent accesses, a balanced mix of typologies, commercial and logistic/light industry, retail, and

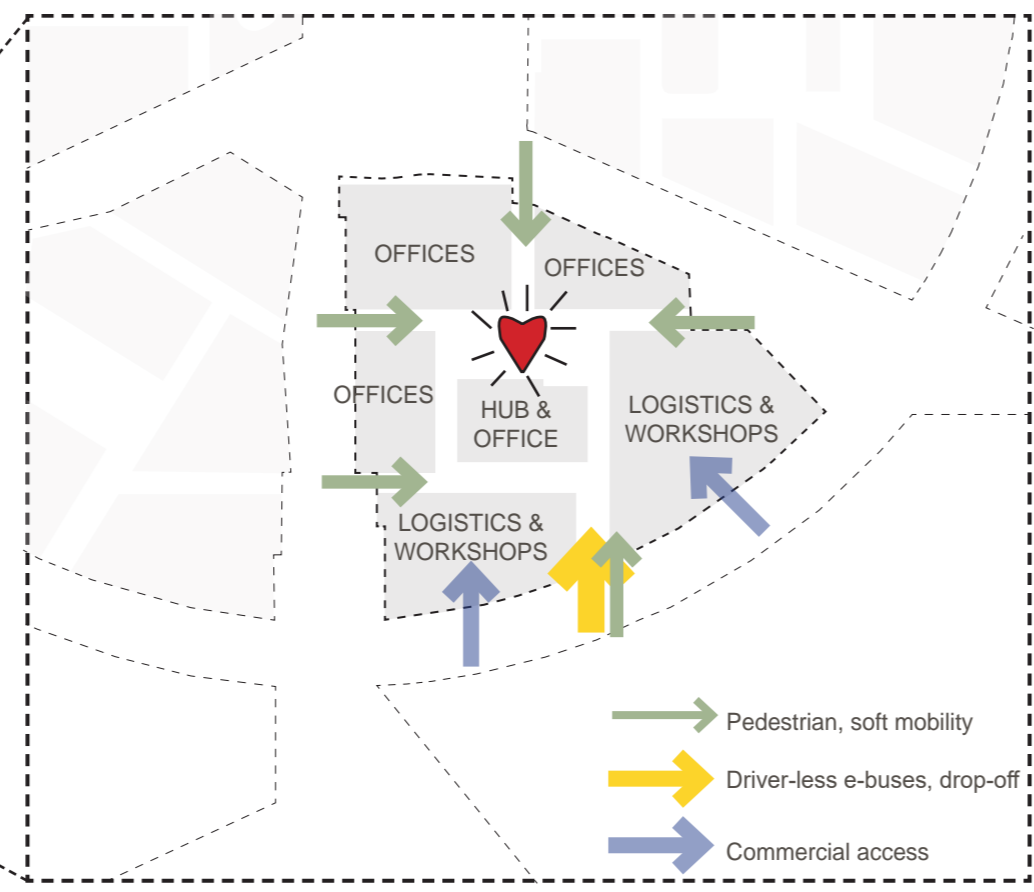
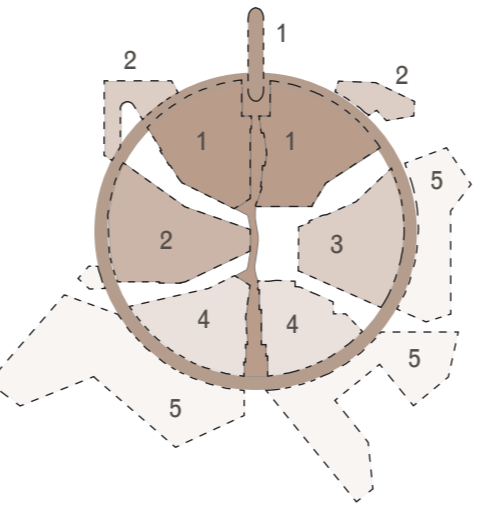
adjacency to green. This makes them holistic mini-verses, which result particularly suitable for phased construction. Each neighbourhood has a central heart, a local square, activated by ground floor uses, public transit hubs, and soft mobility storages.



Each Neighborhood has a 'heart' and individual identities

Phasing

Should phasing be necessary the optimal order of construction would see first the creation of a 'critical mass' of offices, knowledge hub, and other principal programmes (1). While neighbourhoods work well independently, it is advisable to complete the boulevard in one tranche (4) to activate the necessary urban relationships.

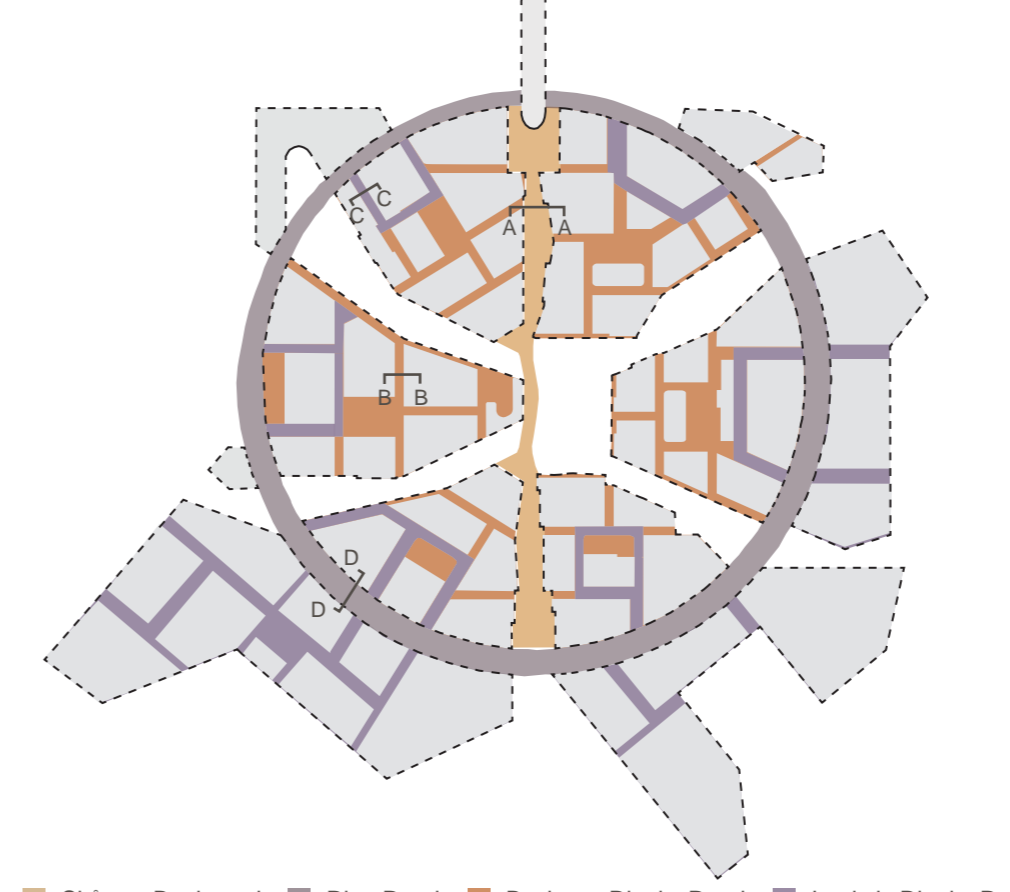
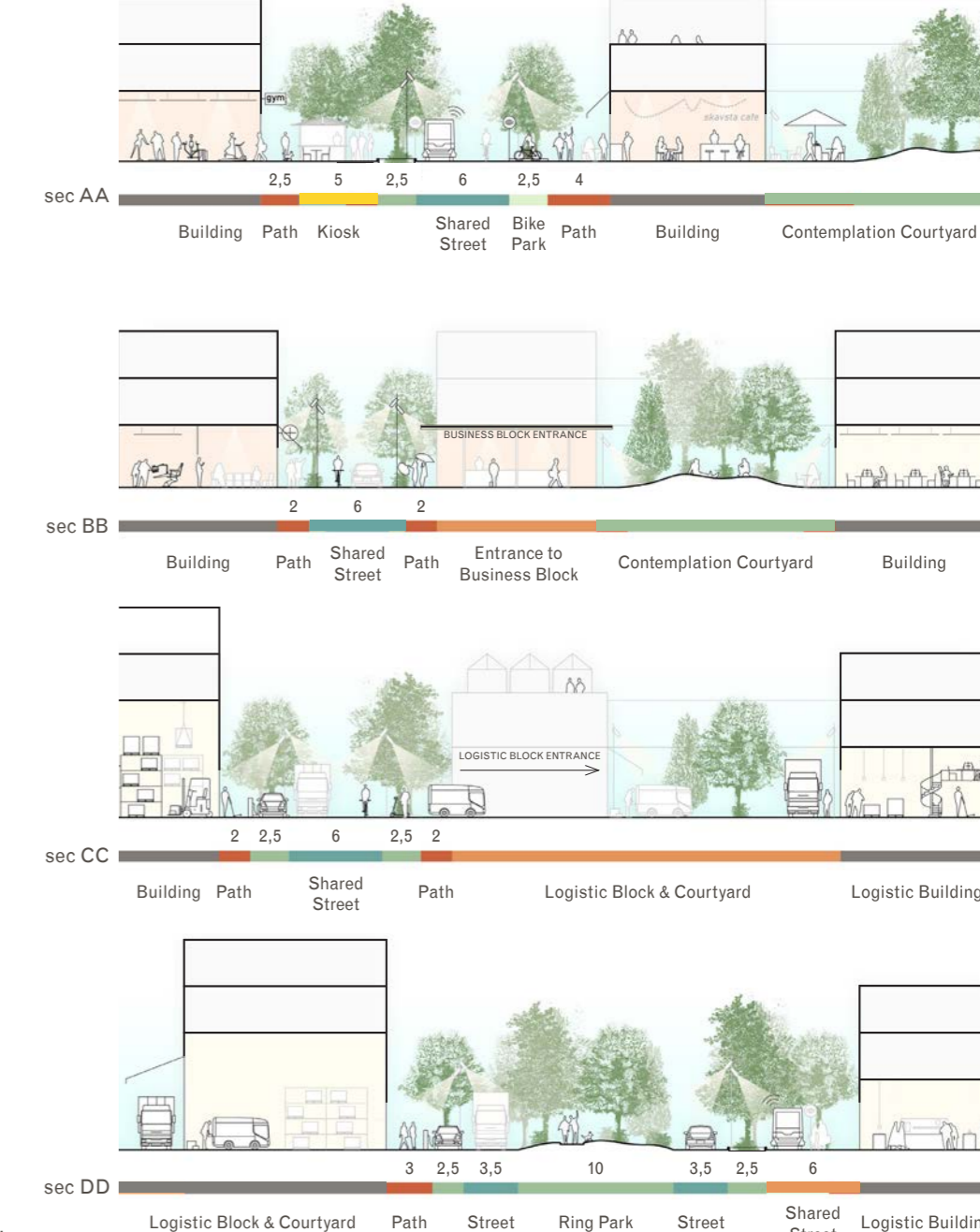


The Neighborhood 'mini-verse' with dedicated accesses

STREET NETWORK

Ring road. Principal conveyor belt for mobility on wheel, it directly serves all neighbourhoods. Additionally, it hosts a circular fitness park. In the future the ring road could be electrified to top-up, recharge vehicles on the go.

Logistic road. Accessible to commercial vehicles, it is wider and more segregated.



Skåvsta Boulevard, Ring Road, Business District Road, Logistic District Road