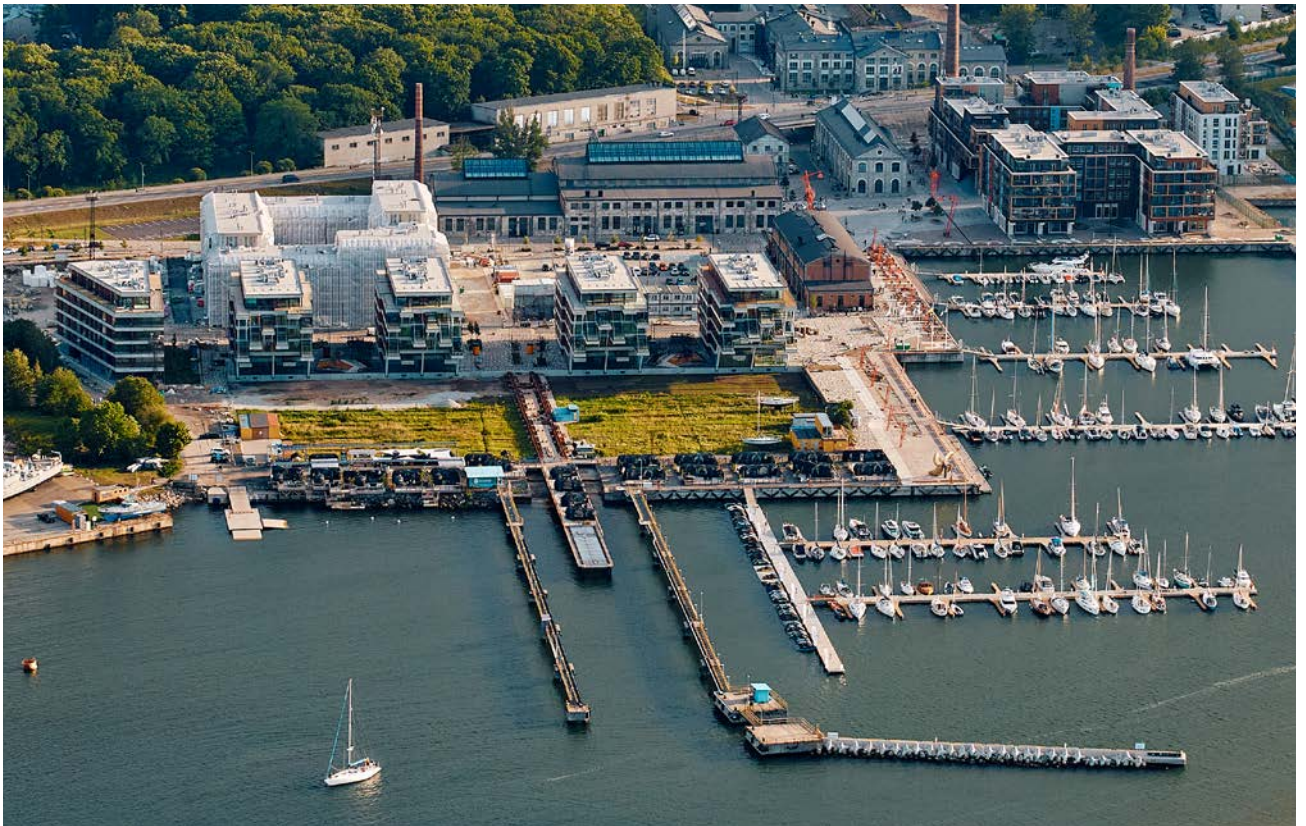

Architectural competition for seaside buildings and urban space in NOBLESSNER

(COMPETITION TASK AND COMPETITION RULES)



The competition is organised by **Kodusadam OÜ**.

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The terms and conditions for the competition were prepared by Kodusadam OÜ in collaboration with Toomas Paaver, Chartered Principal Architect (OÜ Linnalahendused).

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COMPETITION RULES

COMPETITION TASK

1. GENERAL PART

1.1 Objective

The architectural competition is aimed at finding the best, integral spatial solution for the buildings and outdoor spaces of the Competition Area.

The Competition Area is situated in Noblessner, district of Põhja-Tallinn, city of Tallinn.

Further information about Noblessner is available at <https://noblessner.ee>

1.2 Objects of competition

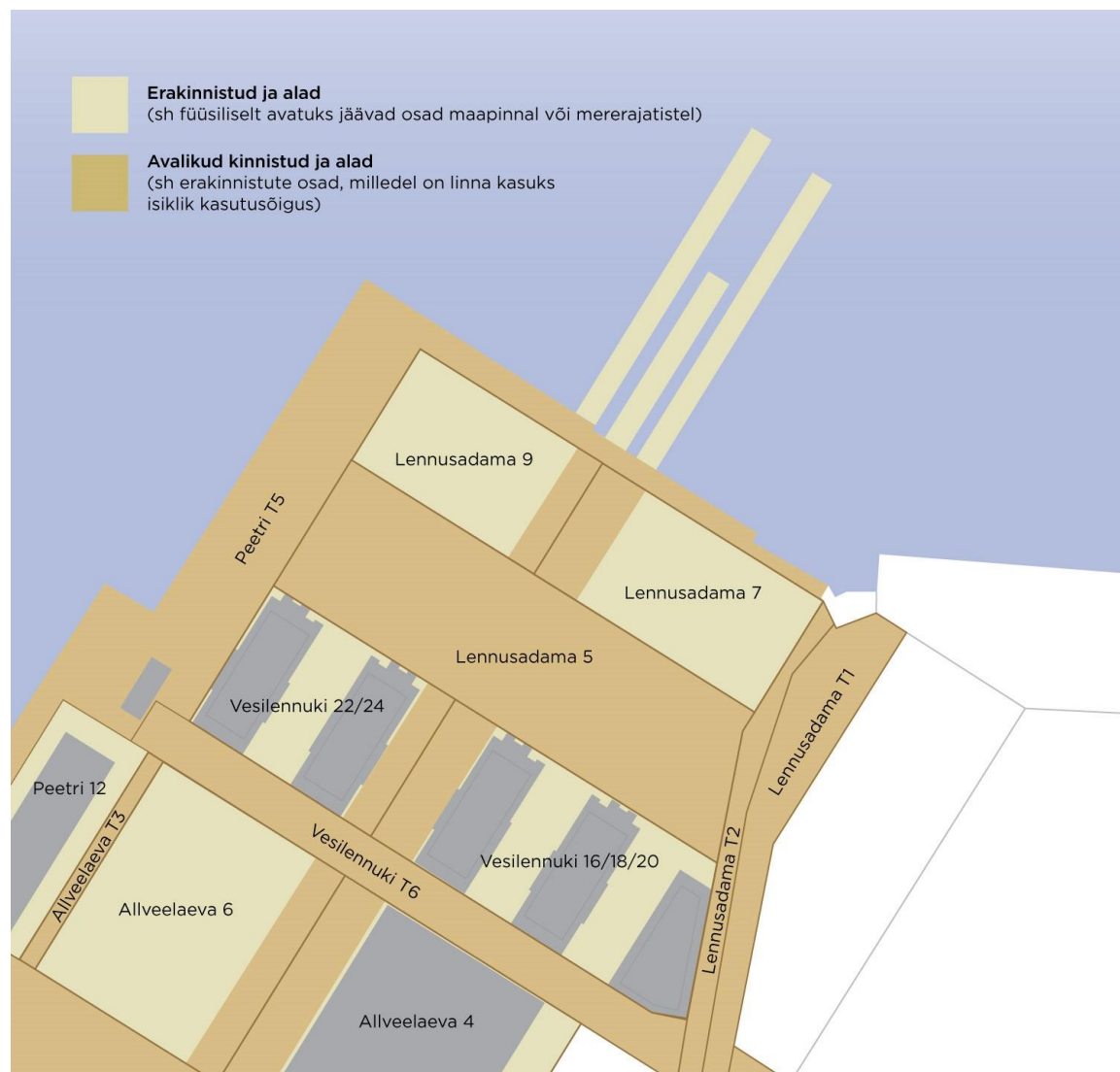
[Appendix 1: Boundaries of the Competition Area](#) (EST: Võistlusala piirid)



1.3 Competition Area and ownership

The Competition Area is made up of private properties, and of personal rights of use to be established with regard to the private properties for the purpose of public use, and of publicly used properties that will be transferred to municipal ownership.

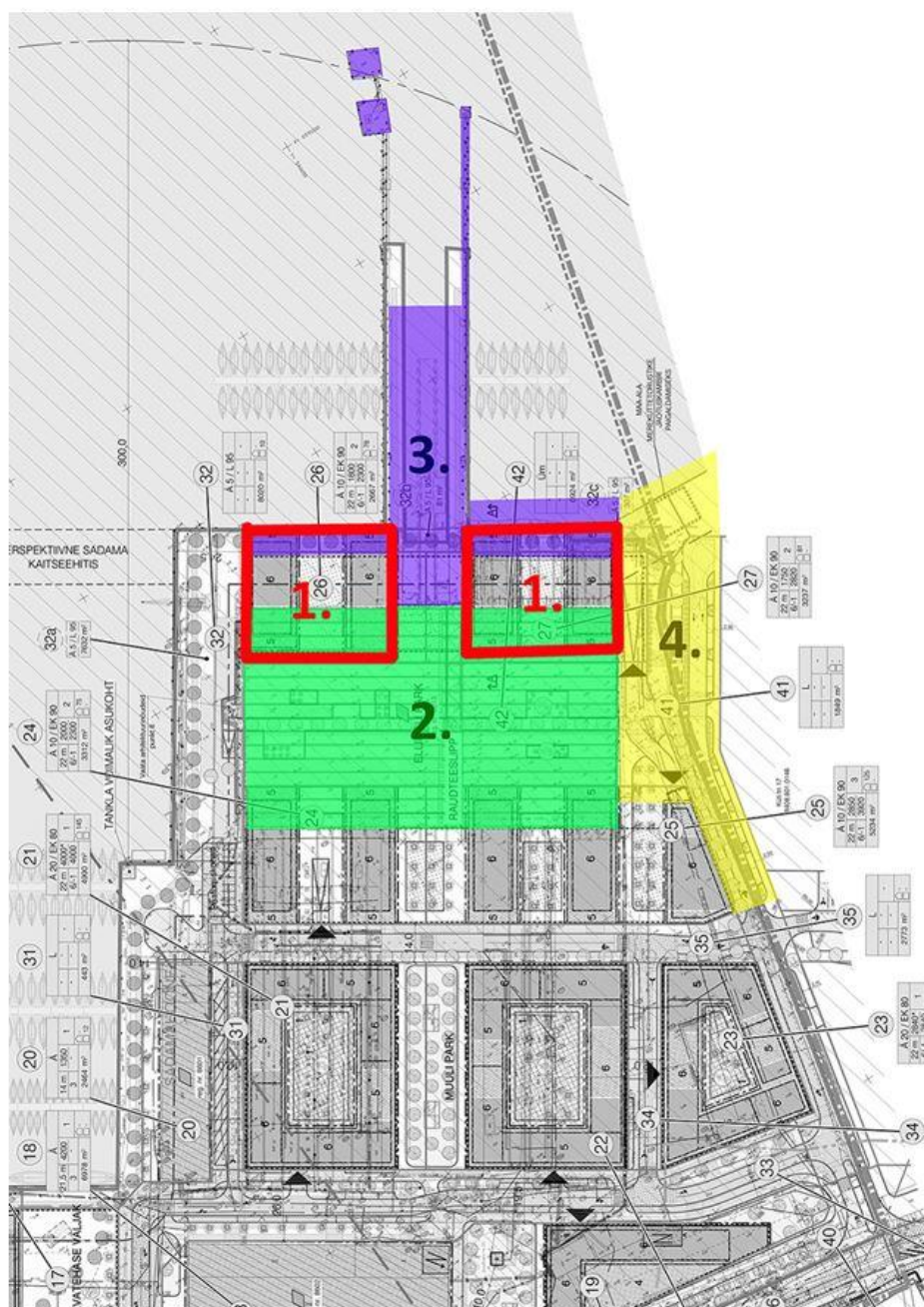
Appendix 5: Private properties and public areas (EST: Erakinnistud ja avalikud alad)



Light beige – Private properties and areas (including those parts that will remain physically open on the ground or on structures in the sea)

Darker beige – Public properties and areas (including those parts of the private properties that have personal rights of use established on them for the benefit of the city)

Appendix 4: Objects of competition (EST: Võistluse objektid)



1. **Elu- ja ärihooned** (Lennusadama 7 ja 9)
2. **Staaipelplats koos liikuva sillaga** (Lennusadama tn 5)
3. **Rööbasslipp koos muulide, betoonplattvormide, mereala ja merepromenaadiga** (Peetri tn T5)
4. **Noblessneri ja Lennusadama vaheline välisruum** (Lennusadama tn T1 ja T2 ja sellega seotud Lennusadama tänav 5)

1. **Residential and commercial buildings** (Lennusadama 7 and Lennusadama 9)
2. **Dry Storage Area for boats, with the moving bridge** (Lennusadama 5)
3. **Railway Slip with breakwater piers, sea area and the Promenade** (Peetri T5)
4. **Outdoor space between Noblessner and the Seaplane Harbour** (Lennusadama T1 and Lennusadama T2 as well as the related Lennusadama 5)

1.4 Specifications of the Competition Area

- Total size of the Competition Area: approximately 25,000 m²;
- Total area of the properties of the residential and commercial buildings: 5904 m².

Parameters of the residential and commercial buildings in accordance with the detailed land-use plan:

- Gross area of the buildings on the ground level and above: up to 14,330 m² (7310 m² for Lennusadama 9 and 7020 m² for Lennusadama 7);
- Area occupied by the buildings: up to 3550 m² on the ground level (1800 m² for Lennusadama 9 and 1750 m² for Lennusadama 7) and up to 5120 m² underground;
- Number of floors: 6 floors on the ground level and above, plus Floor -1 underground;
- Absolute height: up to 24.5 metres above the Kronstadt datum;
- Height from the ground level: 22 metres;
- Intended use: 10% commercial and 90% residential;
- Number of apartments in accordance with the detailed plan: up to 118;
- Maximum area of the common underground floor of the building complex: 5120 m².

1.5 Form and size of entries

Entries must be in the Estonian language. File names should reflect the contents as concisely as possible (e.g. *Asendiplaan.pdf*). Digital material can be submitted with the following limits: video files up to 400MB in total, and all other files up to 100MB in total.

Entries must be submitted in the following volumes and forms.

(A) Digitally in PDF, size A1, orientation Landscape (considering that the file must be printable on an A1-sized board).

1.5.1 Up to six visualisation images on up to three boards. The images should be created with, inter alia, the following considerations:

- at least one of the images with buildings should be a view from the sea towards the land, from the viewing height of a person on board of a boat;
- at least one image should be a view of the Promenade, from the viewing height of a walker;
- a comprehensive image of the Dry Storage Area.

1.5.2 A brief summary text about the ideas and sources of inspiration underlying the entry.

1.5.3 Site plan at a scale of 1:500. The site plan must cover the Competition Area as shown on the drawing; the breakwater piers being in a vertical direction (placed similarly to e.g. [Appendix 6: Locations of the existing structures in the Competition Area \(EST: Vöistlusala olemasolevate rajatiste asukohad\)](#)).

The site plan must indicate:

- property boundaries;
- existing and planned buildings and structures, including the extent of cantilevered elements;
- vegetation to be preserved and planned;
- planned shoreline;
- key height reference marks for the ground, and depth reference marks for the seabed;
- a scheme of pavements or other ground cover methods for the area;
- roads and places where vehicles can stop; access to the underground parking area;
- pathways, crossings, stairs, bridges, railings, steps and other relevant elements.

1.5.4 Sections of the outdoor space and buildings (at least one section in both directions), scaled at 1:200.

The sections should cover solutions for the shoreline, the Promenade, the water surface, the seabed, the moving bridge and the Dry Storage Area, and the buildings, their cantilevered elements and the underground parking area. The sections must indicate key height reference marks.

1.5.5 Building elevations from all directions at a scale of 1:200.

1.5.6 Plans of all floors of the buildings (with the same direction and same floor arrangement as on the site plan) with the room layout (rooms, kitchen, bathroom, etc.) of the apartments and commercial areas, at a scale of 1:200. All apartment plans must also include the positions of furniture.

The plans for all floors must, inter alia, indicate the locations of the planned utility chases and technical rooms.

1.5.7 Other elements of the work that do not fit in the prescribed framework can be presented at a scale of the contestant's choice.

(B) Other files:

1.5.8 A brief comprehensive video (as MOV or MP4) that would focus on all objects of the competition task, emphasising the architecture of the buildings, the solutions for outdoor spaces and their connections with the buildings. The video should be taken from the viewing height of a person who is outdoors.

1.5.9 An explanatory memorandum (in PDF) containing descriptions and reasoning for the architectural and structural solution.

1.5.10 A summary of the technical specifications (in PDF and Excel formats), in the aggregate for all four buildings: fill in the table of [Appendix 18: Technical specifications](#) (*EST: Tehnilised näitajad*).

1.6 Criteria for evaluating entries

The jury will evaluate the solutions proposed in the entries on the basis of the following criteria:

- consideration of the existing space and cultural resources; consideration of the surroundings; quality of fitting into Noblessner;
- presentability, playfulness and visibility of the entire architectural solution, its impact as a landmark;
- coherence of the public space: options for movement between different parts of it and the buildings; intelligibility and convenience of routes for different users;
- feasibility of the structures in economic as well as engineering terms;
- practicalness and friendliness of the spatial solutions for apartments and commercial spaces;
- presumed cost of construction.

2. THE PAST, PRESENT AND FUTURE OF NOBLESSNER

2.1 General

The Competition Area is situated in Noblessner, Tallinn.

The estate of Noblessner is located near the Seaplane Harbour, within walking distance from the centre of Tallinn and the Old Town. Once the principal submarine shipyard in the Russian Empire, it is now becoming a friendly urban space, open to the sea. It features historical industrial buildings with stately architecture, a marina, art galleries, cafés and restaurants, a vivid cultural scene and new residential and business developments. In the summer season, a beautiful view of the sunset can be admired from the quays. The estate and the marina have been developing rapidly in recent years. Noblessner is also home for the NYC Sailing School, one of the most successful of its kind in Estonia.

Not far from the marina are PROTO Invention Factory, Kai art centre, Põhjala brewery and a number of the best eating places in town, such as Lore Bistro (Michelin), Põhjala Tap Room, Kampai and the 180° fine-dining restaurant (Michelin**).

In 2020, Noblessner was awarded the Best Urban Regeneration prize at the Baltic Real Estate Awards.

The most important part of Noblessner is comprised of the production buildings of the historical submarine shipyard, established in 1912 (see Peetri 3, Peetri 5, Peetri 7, Peetri 10, Peetri 11, Peetri 12, Staapli 10). Those buildings have been renovated in accordance with the principle of architectural conservation: no sizeable modern architectural elements have been added, the original elements have been preserved and restored to the maximum extent. The historical buildings feature diverse solutions: although with a rectangular floor plan, they are rather dominated by arches, triangles and circles.

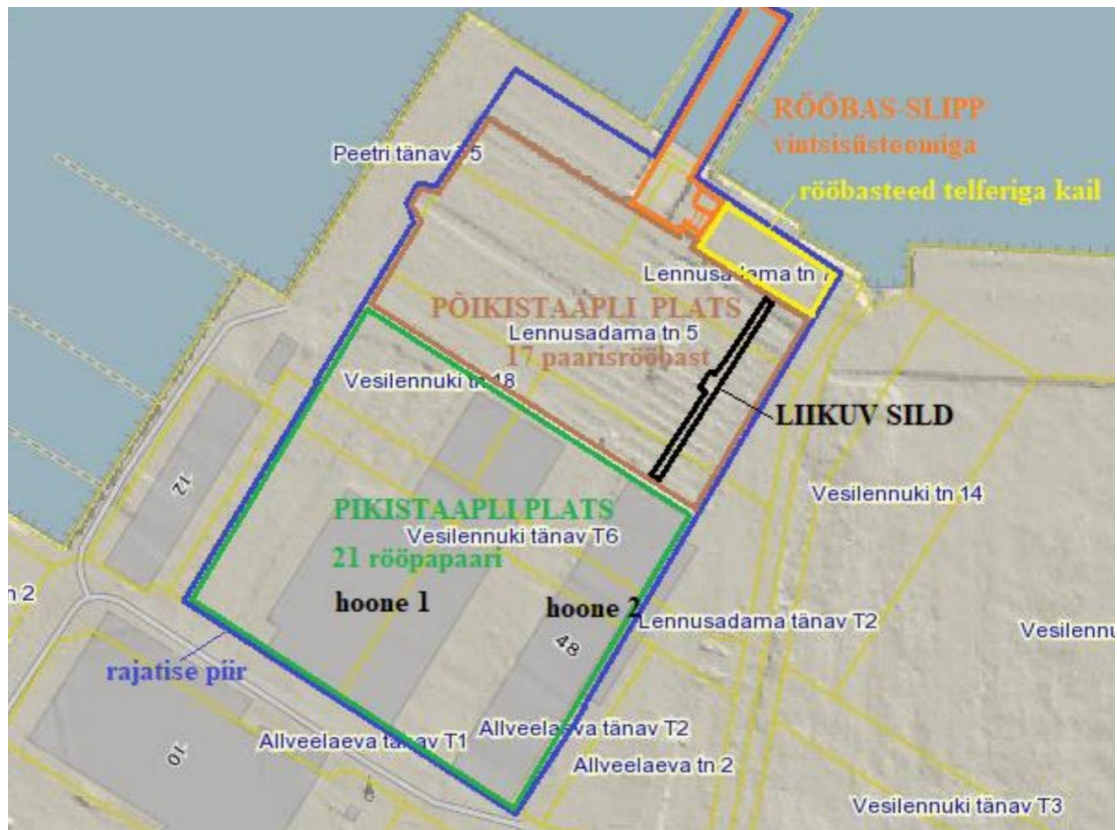
In addition to humans, the Noblessner area is also home to a number of animals, including e.g. otters and hares. Vegetation in the Dry Storage Area is abundant in species and diverse.

The website of Noblessner is <https://noblessner.ee>

History of Noblessner at the website: <https://noblessner.ee/en/explore-noblessner/about-noblessner>

2.2 Current situation in the Competition Area

- Comprehensive information about the valuable and protected facilities in the Noblessner area can be found in the Special Conditions of Heritage Conservation, see [Appendix 9: Special Conditions of Heritage Conservation](#) (*EST: Muinsuskaitse eritingimused*). The slipway of Noblessner shipyard is protected as heritage (1914–1915, architectural monument registered under No. 8613) and is composed of a number of different structures. Among others, the transverse Dry Storage Area, the moving bridge, the Railway Slip with the winch system (part of the winch system is accommodated in the present winch shed, see point 3.1.2) etc. are located within the Competition Area.



An extract from the Special Conditions of Heritage Conservation

PÕIKISTAAPLI PLATS – Transverse Dry Storage Area

LIIKUV SILD – moving bridge

RÕÖBAS-SLIPP vintsisüsteemiga – Railway Slip with the winch system

rööbasteed telferiga kail – rail tracks with a trolley at the quay

rajatise piir – facility perimeter

- There is a concrete quay in the western part of the present shoreline of the Competition Area; the sea is about 5 metres deep near the quay. There is no concrete quay as a whole in the eastern part; the adjacent sea area is shallow and deepens smoothly. For more details on the depth of the seabed, see <https://gis.vta.ee/nutimeri/>
- There are also breakwater piers and two concrete platforms in the sea area.
- In addition to the protected structures, there is a railed electric trolley hoist on the eastern quay within the Competition Area.
- A stormwater collector (*EST: sadeveekollektor*) opens into the sea at the boundary between Noblessner and the Seaplane Harbour.
- The topography is flat but on two levels: the higher part is on the quay and the lower part, i.e. the Dry Storage Area, is approximately one metre lower. The concrete floor under the Dry Storage Area, mentioned in point 3.6 of the Special Conditions of Heritage Conservation has not been found during the excavation works, and does not have to be taken into consideration.

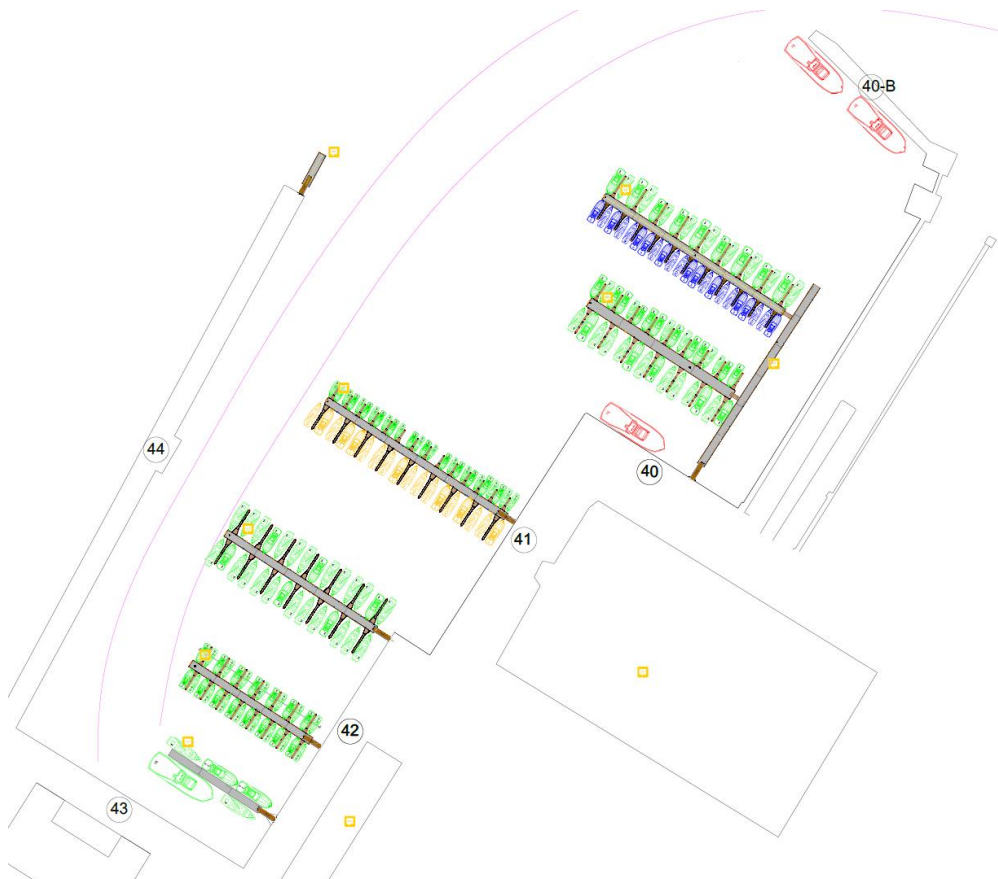
- There is an 'Iglupark', composed of modular houses and saunas within the properties at Lennusadama 7 and Lennusadama 9. This will be removed and can be ignored.
- The containers and warehouse of the marina (*EST: jahisadama konteinerid ja ladu*), located in the Dry Storage Area will be removed and can be ignored.
- There are the terrace of the sailing school and containers in the eastern corner of the Dry Storage Area. At the end of the Promenade nearest to the Seaplane Harbour, there is a pedestrian bridge to the slipway of the sailing school; the pontoon slipway is anchored in the sea. These facilities are temporary but the sailing school will continue its activities there after the winning project of the competition has been carried out.

2.3 The neighbourhood and its development

Noblessner Marina (in the sea area adjacent to the Competition Area)

- Noblessner Marina is situated between the Miinisadam Naval Base and the Seaplane Harbour. The waters of the marina are protected from waves by two breakwaters. In the season of 2023, there are 190 berths, and there will be 400 when the marina is completed.
- Further information: <https://noblessner.ee/en/noblessner-marina/#/>

Scheme of quays and floating docks: [Appendix 3: Site plan of Noblessner Marina 2023](#)
(*EST: Noblessneri sadama asendiplaan*)



The Environment Building (neighbouring property)

- The Competition Area is adjacent to the property at Vesilennuki 12. That is presently an empty plot of land that will accommodate the architecturally impressive wooden Environment Building in the near future.
- The public spaces planned for the Competition Area (the Dry Storage Area, the Promenade and the eastern boundary of Noblessner) should relate to the Environment Building as fittingly as possible.
- The winning entry of the architectural competition for the Environment Building: <https://www.kavakava.ee/en/project/environment-building/>
- Traffic scheme of the Environment Building: [Appendix 14: Traffic scheme for the Environment Building](#) (EST: *Keskkonnamaja liikluskorraldus*).

Property at Vesilennuki 14 (situated between the Competition Area and the Environment Building)

- The Competition Area is adjacent to the state-owned property at Vesilennuki 14, the applicable detailed land-use plan of which (see [Appendix 13: Detailed land-use plan of the Patarei and Seaplane Harbour area, main drawing](#) (EST: *Patarei ja Lennusadama piirkonna detailplaneering põhijoonis*)) provides for public buildings in particular, with a gross floor area of up to 14,780 m². The state's plans regarding that property are not known as of now. Presently, the exhibition of the Seaplane Harbour partly extends to that property, which also contains a smaller natural green area.
- Considering the development of the Seaplane Harbour, the strong architectural solution of the Environment Building, the impact and burden of the buildings and outdoor spaces to be addressed in the competition task and the public areas of Tallinn, it is necessary to deliberate whether and in what form that part of the detailed land-use plan should reasonably be implemented in the future. Entries need not take the detailed land-use plan strictly into consideration but they should rather connect with the Competition Area 'organically', offering proposals to modify the planning solution where this is justified, including for solutions as part of the public space so that different public areas would together form a balanced and well-functioning urban space that is friendly for people and nature.

3. EXPECTATIONS FOR SOLUTIONS

Entries must be based on the expectations described below but smaller derogations from those expectations are allowed, if that is necessary because of the objective of the competition or substantial circumstances and convincingly reasoned.

Entries are expected to propose a stately, elegant and timeless architectural solution for the buildings and outdoor spaces, that would add value to, and enrich, Noblessner Estate and be in tune with the existing historical industrial buildings and the urban space created in recent years.

Noblessner's historical industrial buildings of the submarine shipyard and a number of modern buildings feature diverse solutions concerning various parts of the building (such as the shape of roofs or windows) as well as materials and colours. Diversity and playfulness are also expected from entries. The buildings to be constructed in the Competition Area will also be a landmark for those arriving Noblessner Marina by sea.

For different parts of the outdoor space, a friendly solution is being sought that would enrich and connect the public space of Tallinn, while relating to the buildings and the history and specifics of Noblessner.

In addition to humans, the Noblessner area is also inhabited by a number of animals, including otters and hares.

Vegetation in the Dry Storage Area is abundant in species and diverse. Entries are expected to respect biodiversity and enhance it, if possible.

Entries are expected to be based on the fundamental principles of quality space: <https://www.kul.ee/media/60/download>

Expectations are described in more detail per object of the competition:

- residential and commercial buildings (Lennusadama 7 and Lennusadama 9);
- the Dry Storage Area with the moving bridge (Lennusadama 5, partly Lennusadama 7 and Lennusadama 9, Vesilennuki 16, 18, 20 and Vesilennuki 22, 24);
- the Promenade and the Railway Slip with breakwater piers, concrete platforms and the sea area between the breakwater piers (Peetri T5);
- outdoor space between Noblessner and the Seaplane Harbour (Lennusadama T1 and Lennusadama T2 and the related Lennusadama 5).

When preparing the competition entry, it is important to bear in mind the facilities of future developments around the Competition Area: in particular, Noblessner Marina and the Environment Building. Moreover, the impact of the sea (winds, salt water, sea fog, etc.) on the buildings and the outdoor spaces must be taken into account.

3.1 RESIDENTIAL AND COMMERCIAL BUILDINGS

3.1.1 General expectations for buildings

The buildings must be designed in accordance with the solution provided in the applicable detailed land-use plan. If it is considered to be reasonable in the entry to further specify, to a small extent, any conditions (in particular the boundary of the building zone) provided in the detailed land-use plan, this must be reasoned, and in interpreting that particular condition, it should be considered so that the modification would be feasible in the design specifications procedure (on the basis of the provisions of § 27 of the [Building Code](#)).

- The maximum gross floor area and height as described in the detailed land-use plan may not be exceeded.
- The orientation of walls of the buildings and concordance between them should be considered carefully, thinking about the views that would open from the apartments. If possible, avoid any direct views into windows of the opposite building.
- Similarly to the historical industrial buildings of Noblessner and e.g. the new buildings of the Staapli block, the façade solutions of the planned buildings on different exterior sides should be playful and distinctive for different buildings.
- The ratio between the 'salable area' (the total net area of apartments and commercial spaces) and the gross floor area above the ground should be at least 0.75.
- It is important that the ceilings of the apartments are as high as possible. In order to ensure apartments and commercial spaces with as high ceilings as possible, both of the outermost buildings (the one closest to the sea and the one closest to the Seaplane Harbour) should be planned to have five storeys. The two middle buildings should be designed with the maximum number of storeys permitted.
- Minimum height of rooms in the outermost buildings: 310 cm on Floors 2–4; 380 cm on Floor 5. Minimum height of rooms in the middle (6-storey) buildings: 280 cm on Floors 2–5; 320 cm on Floor 6. The ceilings of the commercial spaces on Floor 1 should be as high as possible.
- The commercial spaces may be planned partly with mezzanines, if that is justified. Apartments should generally not be planned to extend through different floors.
- Commercial spaces should be planned for Floors 1 and 2 of the buildings. Smaller commercial spaces may be partly planned for Floor 2. The insulation conditions need not be taken into account for commercial spaces on Floor 2. Crossing of paths of users of the commercial spaces on Floor 1 and paths of users of the residential spaces should be avoided.
- Larger apartments should be planned with windows opening into two different directions, if possible. The standard insulation conditions should be followed for all apartments.
- Walls between apartments must be massive and soundproof to at least the level of 58 dB.

- A separate bicycle storage room for up to 15 bicycles, close to the foyer and the exit, should be planned for each building.
- The gross floor area prescribed by the detailed land-use plan may be implemented to an extent of up to 10% less. In that case, better views, architectural quality and urban architectural solution must be ensured, with reasoning.

3.1.2 Preservation of the existing elements in outdoor spaces

Railed electric trolley hoist (*EST: telfer*)

- There is a railed electric trolley hoist on the property of Lennusadama 7, partly within the volume planned for buildings. Entries are expected to solve the matter of whether and how to preserve and exhibit the trolley hoist in its existing or some other location in the indoor or outdoor space so that the building is functional.

Winch shed (*EST: peavintsikuur*)

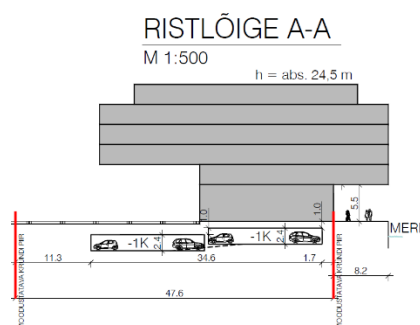
- There is a winch shed in the quay area (partly within the volume planned for buildings), accommodating a protected launch mechanism of the Railway Slip that must be preserved in the same location. Entries must provide for a solution of how to integrate the mechanism safely with the building and the Promenade so that it would not excessively disturb the building's functions or free movement on the Promenade.

3.1.3 Design of cantilevered elements and structures

Entries are expected to provide an integral structural solution for the buildings that is based as much as possible on the conditional cross-section A-A, described in the detailed land-use plan. However, it need not be followed in all details, since the cross-section contains inaccuracies: the left-side 'boundary of the plot of land to be formed' (*EST: moodustatava krundi piir*) is at the wrong place and is actually located about 7 metres closer to the building. The Dry Storage Area (*EST: staapelplats*), situated left of the building is actually about 1 metre lower than the surroundings and the surface of the quay situated right of the house.

Entries are expected to provide for a new cross-sectional solution based on the entire solution, considering all substantial circumstances (reasonable structures, friendly promenade, high-quality apartments and commercial spaces). The solution must be convincing as regards reasonable feasibility of the cantilevered elements. Preferably, buildings of the side of the Dry Storage Area should not have any cantilevers longer than ten metres. That length may be exceeded by lightweight structural elements of a building. Entries are expected to consider, as regards cantilevers on the side of the Promenade, that the Promenade would retain the clearance and spaciousness for those in the public space.

CROSS-SECTION A-A



In the event of lack of further knowledge, design for the height solution of the cantilevered elements facing the side of the Dry Storage Area may be based on the height of the existing residential buildings located on the other side of the Dry Storage Area at Vesilennuki street. The Dry Storage Area must retain sufficient airiness and spaciousness.

Look for structurally feasible options for the design of side balconies, in particular for the outermost buildings, with views of the sunset and the Seaplane Harbour.

3.1.4 Structure and size of apartments

The detailed land-use plan provides for up to 118 apartments; the number of planned apartments may be smaller.

Panoramic sea views should be planned for as many apartments as possible. Windows in the sea-view directions should be designed to be as large as possible. Avoid planning narrow windows 'fragmented' by wall surface in the direction of panoramic views. In general, larger apartments should be planned for the direction of sea views.

Approximate percentages of planned apartments by the number of rooms, of the total number of apartments, and their approximate sizes:

- 2-room apartments – about 40% of the total number of apartments, sized about 45–60 m²;
- 3-room apartments – about 25% of the total number of apartments, sized about 70–100 m²;
- 4-room apartments – about 20% of the total number of apartments, sized over about 100 m²;
- 5-room apartments – about 10% of the total number of apartments, sized over about 120 m²;
- penthouse apartments – about 5% of the total number of apartments, size as large as possible. One apartment should be planned for the top floor of each of the three buildings with the same gross area; two apartments should be planned for the larger building at the Lennusadama 9 property.

3.1.5 Layouts of apartments

The general principles for layout are as follows:

- In larger apartments (with 3 or more rooms), the sleeping zone and living zone must be separated from each other (guests in the living room should not disturb the use of toilet and bathroom in the sleeping zone). Long corridors should be avoided.

Rooms must have plenty of light; larger window sizes should be preferred. Heating will be solved by means of water underfloor heating, and therefore windows can extend down to the floor. All windows must be easily washable (windows inaccessible from outside must open inwards, or have some other functioning solution).

Entrance hall / corridor

- Built-in wardrobes or a separate wardrobe should be planned for the entrance halls of the apartments:
 - depth of the built-in wardrobe should be at least 70 cm;
 - in apartments with 1 or 2 rooms, it should be at least 1.5 m wide;
 - in apartments with 3 or more rooms, it should be at least 2 m wide;
 - in apartments with 4 or more rooms, it should be at least 2.5 m wide.
- A wardrobe elsewhere than in the entrance hall should be planned to be at least as wide as an entrance hall wardrobe, according to the number of rooms in the apartment.
- The entrance hall and corridor should be at least 120 cm wide.

Living room and kitchen

- In smaller apartments, the living room should be at least 25 m². The living room should include a (corner) sofa, armchair(s), a coffee table, a place for TV, and in penthouse apartments also a position for a fireplace.
- The kitchen may be open to the living room but should be separable with an imaginary line.
- The open kitchen and living room should be at least 30 m² in total, in larger apartments, 35–50 m², and in penthouse apartments at least 60 m².
- Furniture for the kitchen or kitchen corner should be planned according to the number of rooms in the apartment. For 2-room apartments, the kitchen front should be at least 3.5 m long and include a dining table for at least four persons. For 3-room apartments, the kitchen front should be at least 4.0 m long and include a dining table for at least six persons. For 4-room apartments, the kitchen front should be at least 4.5 m long and include a dining table for at least eight persons. For 5-room

apartments, the kitchen front should be at least 5.0 m long and include a dining table for at least ten persons.

- For larger apartments, high positions for kitchen fittings and/or a kitchen island should be planned, if possible.
- If the front of kitchen cupboards extends to an external wall, the distance of the external wall from the inside corner of the front to the window must be at least 70 cm to prevent the cupboard front from blocking the window.

Bedroom

- Each apartment must have at least one bedroom, sized at least 14 m². If an apartment has more than one bedroom, each of the other bedrooms may not be smaller than 10 m².
- A built-in wardrobe with a depth of at least 70 cm must be planned for each bedroom: in the larger bedroom it must be 2.0 m wide as a minimum, and in smaller bedrooms it must be 1.5 m wide as a minimum.
- For the larger bedroom, plan a bed at least 160 cm wide with bedside tables; for smaller bedrooms (for children or guests) plan a bed at least 90 cm wide, and a desk.
- For apartments with 3 or more rooms, plan a larger master bedroom with a wardrobe and a washroom, if possible. Plan a bed at least 180 cm wide with bedside tables.

Bathroom/toilet

- Bathrooms and washrooms must be sufficiently spacious (5 m² as a minimum). When planning the size, take into consideration the number of rooms in the apartment and, if possible, plan the rooms with a window. A solution must be provided for an optimal placement of bathroom furniture.
- 2-room apartments may have a toilet in the bathroom. Plan the bathroom so as to enable the installation of a shower cubicle (900 × 900 mm) instead of a bath. Allow also for the installation of a washing machine, the placement of which must be in accordance with the electrical safety requirements.
- For 3-room apartments, the bathroom must be planned with a toilet bowl, and additionally there must be a separate toilet room.
- For 4-room apartments, plan one bathroom with a bath, one washroom with a shower and two toilets, of which one toilet should be in the washroom of the master bedroom and the other should be in a separate room.
- The washrooms of larger apartments must have saunas, which could alternatively be replaced with an additional ancillary room or a wardrobe.

Ancillary room

- For 4- and 5-room apartments (and also for smaller apartments, if possible), plan a separate ancillary room (washing machine, dryer, cupboard for cleaning equipment, ventilation device), sized 3–5 m².

Balcony/recessed balcony

- For smaller apartments, plan balconies/recessed balconies sized 5 m², for larger apartments up to 10 m², at least 2 metres wide, and located preferably in the living room/kitchen zone.
- Considering exposure to sea winds, the balconies/recessed balconies must be glazed. For 2-room apartments, the recessed balcony or balcony must be spacious enough to accommodate balcony furniture for at least four persons; for apartments with 3 or more rooms, for at least six persons. If possible, partially avoid views into lower or neighbouring recessed balconies or balconies, using architectural methods – recesses, etc.

3.1.6 Commercial spaces

- Commercial spaces must be planned for the first floor and partly for the second floor of each building. For the outermost buildings and for the sea-facing parts of the middle buildings, commercial spaces suitable for catering businesses must be planned for the first floor.
- Harbourmaster's rooms with a closed balcony, overnighting, toilet and washing facility, sized approximately 60 m² in total plus the balcony, must be planned for the seaward corner of the Lennusadama 9/2 building (the westernmost). There must be a duplicated access from the harbourmaster's rooms directly (not through the common corridor) to the Promenade on the quay. The balcony (balconies) should provide a view of different parts of the water territory of the Marina.
- Sanitary facilities (toilet/changing rooms/shower/sauna) sized approximately 100 m² must be planned for the underground floor of the Lennusadama 9/2 building for clients of the Marina. The sanitary facilities must be easily accessible from outdoors. The same area must also include the warehouse of the Marina, sized at least 50 m².

3.1.7 Underground parking

- Car parking must be planned for the underground floor. The developer is planning to join the properties of Lennusadama 7 and Lennusadama 9 into one property.
- The parking solution is, in terms of structure and construction, complicated by the fact that in accordance with the cross-section A-A of the detailed land-use plan, the parking area has been planned on two non-congruent planes, one of which extends to below the Dry Storage Area, which is under protection. As a general principle, that cross-section must be taken into consideration, but later in the design process, the

option of moving the parking level below the Dry Storage Area to another location, which is under the parking level below the buildings (Floor -2) is also worth considering.

- The parking spaces must be planned in accordance with the standards applicable in Tallinn for the number of parking spaces (see Appendix, point 9) and they may not exceed the standard-compliant number of spaces indicated in the detailed land-use plan (for plots of land Nos. 26 and 27), which is a total of 142 spaces.
- The entrance ramp of the parking area must be planned as part of the volume of the building. Provide a solution for the outdoor space so that cars entering the parking area will not compromise the human-centred solution of the Promenade and the Dry Storage Area or the safety of pedestrian traffic.

Assume that some of the parking spaces will be cross-usable by citizens and by apartment owners. A person must be able to get outdoors conveniently from this part of the parking area, preferably to a spot somewhere in the property of Lennusadama 9. The cross-usable part of the parking area would serve the clients of the commercial spaces and the Marina, guests of the residents, bathers and other citizens: if possible, that part of the parking area should be separated from the parking area reserved for the apartments. A number of separate entrances for vehicles from outdoors should not be planned.

- Bicycle parking spaces and bicycle rooms must be planned in accordance with the standards described in point 8 of the Tallinn Bicycle Strategy 2018–2028. The standards must be interpreted so that the number of bicycle parking spaces is the same as the standard-compliant number of car parking spaces provided for in the detailed land-use plan, i.e. 142 spaces for bicycles. A room should be planned for bicycle washing and maintenance.

3.1.8 Storage and technical rooms

- A storage room on the underground floor of the building must be provided for each residential apartment. The depth of the storage room must be at least 1.9 m.
- The technical rooms of the buildings must be located on the underground floor of the building. The garbage room must be placed within the volume of the building near the entrance to the garage. Rooms that do not need natural lighting should be placed in such parts of the building that offer little view or no view.

3.1.9 Energy efficiency

- It is expected that the energy efficiency index of the building will not exceed the limit for the energy efficiency indices of nearly Zero Energy Buildings, which is 105 kWh annually per square metre (Class A).

3.1.10 Outdoor spaces between buildings

Outdoor spaces, sized approximately 200–300 m², which is not intended to be fully public space, will be planned between the two buildings at Lennusadama 7 and the two buildings at Lennusadama 9. This does not necessarily mean the installation of any railings but at the same time, those spaces are intended for the use of residents of the buildings and owners of the commercial spaces on Floor 1. Entries are expected to offer a conceptual solution providing, in particular, for planting areas and vegetation.

3.1.11 Access for rescue machines

Considering that such a layout of buildings (the Dry Storage Area being closed for car traffic and located below the rest of the ground) and volume solution (cantilevered) may restrict reasonable access and passthrough of rescue cars, two criteria must be taken into consideration:

- An automatic fire detection system is needed in every apartment, for which the access of rescue machines is restricted.
- In addition, these apartments must have an exit to another fire cell, through which a person can escape further to the next fire cell until they can exit the building.

ELEMENTS OF OUTDOOR SPACES

3.2 Transverse Dry Storage Area (EST: *põikistaapelplats*) with the moving bridge (EST: *liikuv sild*)

The Dry Storage Area is heritage (the slipway of the Noblessner Shipyard, 1914–1915, architectural monument registered under No. 8613), which forms a single integral area physically. The system of the Dry Storage Area, the moving bridge and the Railway Slip is further described in the Special Conditions of Heritage Conservation, Chapter 3, pp. 13–14 (Appendix 4). In this competition task, the Railway Slip is considered together with the Promenade (see point 3.3 of the competition task). The transverse Dry Storage Area and the moving bridge crossing that area are also planned to be in public use.

- The ground between the rails of the Dry Storage Area is presently uneven and unfit for walking; the ground is covered by grass and other vegetation. The concrete floor mentioned in point 3.6 of the Special Conditions of Heritage Conservation has not been found during the excavation works.

The Dry Storage Area (EST: *staapelplats*) is divided between a number of properties: Lennusadama 5 (will be transferred to municipal ownership), partly also Lennusadama 7 and Lennusadama 9 (private properties intended for development) and the properties of Vesilennuki 16 // 18 // 20 and Vesilennuki 22 // 24 (private properties with buildings).

The Dry Storage Area extends partly below the cantilevered parts of the existing buildings at Vesilennuki 16–24 and partly below the cantilevered parts of the buildings at Lennusadama 7 and Lennusadama 9.

- Entries are expected to offer a conceptual solution for the Dry Storage Area that would function as integral public space and relate to the adjacent buildings and public areas.
- Expound on the purpose of the Dry Storage Area. Various types of opportunities for sitting and hanging out are expected, e.g. on the grass, on a bench, on structures related to the rails, etc. Offer solutions that would enable to conveniently move in any direction, including to cross the obstacles posed by the protected structures (rails, moving bridge, boundary wall).
- Consider planning the ground to be on the same level as the rails, which would enable convenient movement in the Dry Storage Area. This should be solved e.g. so that the rails would remain visible and it would be possible to understand the nature of the Dry Storage Area and how it historically worked.
- It is preferable to provide for varied vegetation, rich in species, also considering windbreaks. For example, apple and cherry trees, currants, lilacs. If possible, take into consideration the existing vegetation, e.g. the ash trees growing in the Dry Storage Area. The environment as a whole should have a natural and slightly wild, not overly orderly effect. The amount of vegetation should be such that it would not detract from the spatial integrity of the Dry Storage Area.
- Plan a public playground of approximately 600 m² for children of different ages in the Dry Storage Area.
- The small water basins indicated in the detailed land-use plan do not have to be taken into consideration necessarily in the design.
- The moving bridge or some other pathway in the same direction must be planned so that it would enable pedestrians to move from between the buildings in the directions of Vesilennuki 20 and Vesilennuki 22 and Allveelaeva 4 and Allveelaeva 6 (specified as 'Muuli park') in the detailed land-use plan) directly to the sea; there should also be a bridge or a pathway in the same direction from both sides to the Dry Storage Area and vice versa. The moving bridge with all its original elements and the systems in the control compartment (*EST: juhtimiskabiin*) attached to the bridge must be preserved. Design a solution that would keep the mechanism of the control compartment visible but, for safety purposes, inaccessible at the same time.
- Entries must take into consideration the sailing school (*EST: purjetamiskool*) working on an area of approximately 400 m² in the eastern corner of the Dry Storage Area (terrace approximately 250 m², temporary pavilions approximately 150 m² in total) and provide for a new solution in keeping with the needs of the sailing school.

3.3 Promenade and Railway Slip with the breakwater piers and the sea area between them (Peetri T5)

3.3.1 Solution for the Promenade (*EST: merepromenaad*)

A publicly usable Promenade area is planned for the property at Peetri T5, which is partly completed and runs alongside the concrete quays of the Marina. In the corner of

Quays 41 and 40 there is the sculpture 'Lessneri vint' (depicting a ship's propeller), see [Appendix 15: Quay 41 and Lessneri vint](#) (EST: *Kai 41 ja Lessneri vint*). In the Competition Area, the Promenade will run partly under the cantilevered floors of the planned buildings.

- West of the Railway Slip, the Promenade will run on the existing concrete quay, the adjacent sea area being about 5 m deep. Entries are expected to provide for a more precise solution for the space on the quay. Any extension of the Promenade into the sea area should not be planned.
- The shoreline east of the Railway Slip differs from that provided for in the detailed land-use plan: there is no concrete quay as a whole. The adjacent sea area is shallow and deepens smoothly. In that place, it will be possible to offer gently sloping and graded solutions with bathing opportunities. Entries should be based, as a general principle, on the shoreline as shown in the detailed land-use plan but it may also be corrected to a smaller extent for the sake of a better integral solution.
- Entries are expected to provide for a smooth connection of the western quay of the Promenade and the concrete quay of the Seaplane Harbour as a single Promenade (see in more detail point 3.4 of the competition task). This does not necessarily mean physically connecting those concrete quays into one structure; it can be a more playful solution based on all specific features and needs of the location. Take into consideration the combined effect of sea forces (storm waves, ice, sea fog, rises in the water level of up to 1.5 m).
- Offer an architectural conceptual solution for the Promenade that would be in tune with the completed Promenade and planned new buildings and that would respect the width indicated in the detailed land-use plan. When planning the Promenade, the needs of the Marina must be taken into account, preserving free access to Floating Dock J (EST: *J-ujuvkai*) (located west of the breakwater piers), the slipway of the sailing school and the breakwater gates; the option to use bollards of the Marina for mooring larger vessels must also be preserved.
- The Promenade should be passable by a rescue machine along its entire length but that is not an imperative condition. The opportunity of turning the machine around need not be taken into consideration imperatively. Check that outdoor furniture or other facilities do not detract from the usability the Promenade.
- Today, there are passes from the Promenade to the floating docks and floating slipway of Noblessner Marina (with restricted access). Entries are expected to propose a solution for Floating Dock J, breakwater piers and gates of the slipway of the sailing school. The height of the gates is at least 2.2 m and they should be planned so that a person would not get over or round them. The gates must be safe but at the same time block the view as little as possible.
- Safety railings must be planned for the edge of the quay alongside the Promenade. It is also possible to use the existing solution, i.e. squared larch logs of 30 × 30 cm (at about 40 cm from the ground). The distance of the railing from the edge of the quay should be approximately 1.2–1.5 metres.

- The winch shed is partly within the area of the Promenade, see further in point 3.1.2.

3.3.2 Railway Slip (EST: rööbasslipp) and the sea area between the breakwater piers (EST: muulidevaheline mereala)

- There is a Railway Slip on wheels as an extension of the moving bridge, located between the breakwater piers on the Promenade; the Railway Slip can be moved towards the sea. The Railway Slip must be preserved and exhibited as a whole and has been further described in point 4 of the Special Conditions of Heritage Conservation.
- Today, the part of the Railway Slip that is on the ground is located partly on the property at Peetri T5; if necessary, it can be moved towards the sea so that the western and eastern parts of the Promenade could be connected smoothly. Entries are expected to provide for a structure needed for such a connection that would, ideally, allow rescue machines to pass through, although that is not an imperative condition.
- The Railway Slip is intended to be part of the public space as an extension from the pathway of the moving bridge and the Promenade to the sea area between the breakwater piers.
- The Railway Slip must be solved in such a manner that it would be convenient to move and stay on.

Offer a conceptual solution for the Railway Slip and the adjacent sea area for a summer and winter bathing spot (with temporary saunas/service pavilions, recreation area etc.), including a safe handrailed path of descent into the water. Provide locations of a place for changing clothes and a public toilet so that the public space will be functional and convenient for bathers.

- The moving bridge is on the same axis as the Railway Slip; in the future, those two historical elements should form a direction of movement from the Promenade towards the land.

3.3.3 Breakwater Piers (EST: muulid)

Two breakwater piers located on two sides of the Railway Slip begin from the property at Peetri T5.

- The eastern breakwater pier (EST: idapoolne muul) is public; the western breakwater pier can be closed by means of a gate. Offer a solution to adapt the eastern breakwater pier into a public promenade.
- Access paths to the breakwater piers must be closeable by means of safe gates that block the view as little as possible. Offer a conceptual solution for the gates.
- There are two concrete platforms, about 100 m² each, at the end of the western breakwater pier (EST: läänepoolne muul); they are planned to accommodate temporary marina pavilions.

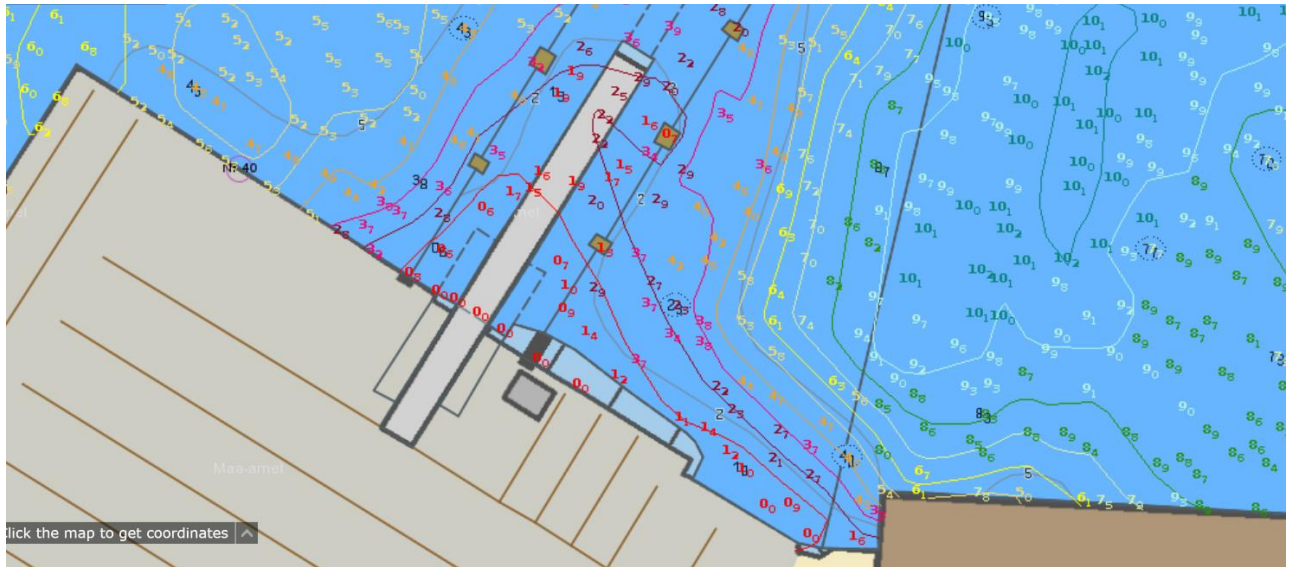
3.3.4 Marina pavilions on the concrete platforms (EST: *betonplatvormid*) of the breakwater pier (in the sea area)

- Offer an outdoor architectural conceptual solution for the pavilions to be constructed on the concrete platforms: either one pavilion to each of the platforms or one pavilion for two platforms.
- Possible use of the pavilions: marina rooms, saunas, etc. When planning the pavilions, consider the views opening from the residential buildings and the sea views that will open from the pavilions.

3.4 Outdoor space between Noblessner and the Seaplane Harbour (Lennusadama T1 and Lennusadama T2 and the related Lennusadama 5)

There is outdoor public space between the Noblessner development area and the Seaplane Harbour; the solutions provided by designs and plans for that area so far are not of a sufficiently good quality and do not provide for integral, coherent public space. Therefore, a solution for that area is being sought in this competition.

- Solve the shoreline and its structures as a whole. The existing shoreline differs from that provided in the detailed land-use plan. Entries should be based, as a general principle, on the shoreline as shown in the detailed land-use plan but it may also be corrected for the sake of a better integral solution. The Promenade must be smooth and sufficiently wide for movement in each of its sections. The combined effect of sea forces (storm, ice, sea fog, rises in the water level of up to 1.5 m) should be taken into account.
- The land area and the respective shore section of competition object 4 have historically been a border area between the Noblessner shipyard and the Seaplane Harbour. For the both of those territories, which were historically separate establishments and closed to the public, it has been an unimportant in-between space, delimited by a wall, which was not reached by any roads, railways or harbour quays. Those areas were connected first in 2016, when the temporary 'Beta-Promenade' was created as a public initiative (see <http://www.linnalabor.ee/beetapromenaad>). This provided, for the first time, an opportunity to move between the Seaplane Harbour and Noblessner alongside the shore. Entries should offer a solution for marking spatially, in terms of landscape, the historical differentiation between the two different territories.
- Take into account the existing depths of the sea and changes thereof within the Competition Area. An extract from the Nutimeri [web app](#):



- The slipway of the sailing school for launching training boats and sailboards (*EST: ujuvslipp*) (dimensions: minimal width of the footbridge 4 m; platform above the water 16 × 7 m, two side slipways 6 × 6 m each) must be united with the Promenade solution.
- The solution must take into consideration the existing and functioning stormwater piping and its endpoint, and specify, if necessary, its location according to the new solution.
- Preserve the existing high vegetation and bushes, which should be integrated into the solution as a whole. In addition, new vegetation should be planned. Entries should be based on the objective to develop a green corridor between Noblessner and the Seaplane Harbour, which would also connect the seaside area and Kalamaja Park.
- Solve access to the underground parking in the buildings. The ramp need not be placed in accordance with the detailed land-use plan. Attribute importance to preventing the car traffic on the ramp from overly disturbing pedestrian and bicycle traffic on the Promenade and the connections between the Promenade and the publicly used Dry Storage Area. The activities of the sailing school, access to the shoreline and convenient functioning of the public space in all other aspects are also important. The solution must be linked to the solution of underground parking described in point 3.1.7.
- On the ground, plan for 5–7 stopping places for automobiles and a possibility of turning the vehicle around.
Solve the space for vehicle traffic so that the speed would not exceed 20 km/h. In addition, provide for bicycle parking opportunities.
- Preserve the existing lighting tower (*EST: valgustorn*) (on the boundary of the green area on the property at Lennusadama T1).
- The distribution chamber of sea-based heating pipes, indicated in the detailed land-use plan, does not have to be taken into consideration.

4. APPENDICES TO COMPETITION TASK AND USEFUL LINKS

Survey data

3D model

The 3D model contains survey data about the entire space in question and the models of the existing and designed buildings. In order to gain access, please contact Siim Mäeots, telephone +372 5344 4037. Please send the list of persons needing access to siim.maeots@teamexact.com, referring to 'Noblessner architectural competition'. Link: <https://www.exactstudio.com/project/747>

Appendix 1

Boundaries of the Competition Area: [Lisa 1 Võistlusala piirid](#)

Appendix 2

Geodetic base map (DWG file): [Lisa 2 Geodeetiline alusplaan](#)

Appendix 3

Base map of Noblessner Marina: [Lisa 3 Noblessneri sadama asendiplaan 2023](#)

Drawings explaining objects in the Competition Area

Appendix 4

Scheme of competition objects: [Lisa 4 Võistluse objektid](#)

Appendix 5

Private properties and public areas: [Lisa 5 Erakinnistud ja avalikud alad](#)

Appendix 6

Locations of the existing structures in the Competition Area:
[Lisa 6 Võistlusala olemasolevate rajatiste asukohad](#)

Underlying conditions

Appendix 7

Current detailed land-use plan: <https://tpr.tallinn.ee/DetailPlanning/Details/DP019130>

Appendix 8

Base drawing of the detailed land-use plan (DWG and PDF):
[Lisa 8 Detailplaneeringu põhijoonis](#)

Appendix 9

Special Conditions of Heritage Conservation: [Lisa 9 Muinsuskaitse eritingimused](#)

Normative standards

Appendix 10

Bicycle strategy: <https://www.tallinn.ee/et/media/299234>

Appendix 11

Norms for the number of parking spaces in Tallinn:
<https://teele.tallinn.ee/documents/108105/view#metadata>

Plans and designs concerning the surrounding areas

Appendix 12

Zoning plan of Põhja-Tallinn district (in the process of adoption):
<https://www.tallinn.ee/et/ruumilooma/pohja-tallinna-linnaosa-uldplaneering>

Appendix 13

Detailed land-use plan of the Patarei and Seaplane Harbour area:
<https://tpr.tallinn.ee/DetailPlanning/Details/DP030970>

Based drawing of the detailed land-use plan:
[Lisa 13 Patarei ja Lennusadama piirkonna detailplaneering põhijoonis](#)

Appendix 14

Traffic scheme for the Environment Building: [Lisa 14 Keskkonnamaja liikluskorraldus](#)

Winning competition entry for the Environment Building:
<http://www.kavakava.ee/project/keskkonnamaja/>

Appendix 15

Design of the Promenade (Quay 41) adjacent to the Competition Area and the sculpture 'Lessneri vint': [Lisa 15 Kai 41 ja Lessneri vint](#)

Photos

Appendix 16

Existing structures in the Noblessner Competition Area:
[Lisa 16 Võistlusala olemasolevad rajatised – fotod](#)

Appendix 17

Historical photos of Noblessner: [Lisa 17 Noblessneri ajaloolised fotod 1913–1916](#)

Table of areas

Appendix 18

Technical specifications, area: [Lisa 18 Tehnilised näitajad](#)

Other important links

Sea depths in the Competition Area and its surroundings: <https://gis.vta.ee/nutimeri/>

Basic principles of quality space: <https://www.kul.ee/media/60/download>

Instructions for Architectural Competitions in Estonia:

[Arhitektuurivõistluste juhend 2013.pdf](#)

COMPETITION RULES

The competition is organised and all activities in it will be carried out in accordance with the Instructions for Architectural Competitions in Estonia 2013. Key information is described in the following rules.

Time schedule

The competition was announced on 1 September 2023.

Deadline for asking questions about the terms and conditions of the competition: 1 December 2023 at 17.00 Estonian time

Deadline for submitting entries: 15 December 2023 at 17.00 Estonian time

Announcement of competition results: no later than in March 2024

Jury and experts

The entries will be evaluated by a jury, composed of:

- Mark Berman (BLRT Grupp AS)
- Tõnu Toomik (Merko Ehitus AS)
- Ann Virkus (Noblessner Arendus OÜ)
- Architect Jaak-Adam Looeer (Tallinn Strategic Planning Services Dept.)
- Architect Toomas Tammiss (Chartered Principal Architect, Level 8)
- Architect Marika Lööke (Chartered Principal Architect, Level 8)
- Landscape architect Kerttu Kõll (Chartered Principal Landscape Architect, Level 8)

Secretary of the jury: Ivar Piirsalu (Kodusadam OÜ)

If any of the above-listed jury members cannot participate in the work of the jury, the Organiser will find a substitute member with the same qualifications who is not associated with any of the contestants.

The jury will engage experts, who will be asked to evaluate entries in special matters. The experts will have no right to vote in the jury.

Heritage protection: Diana Haapsal (Tallinn City Planning Dept.)

Construction: Peeter Paane (Chartered Civil Engineer in Buildings and Structures, Level 8 / Merko Ehitus Eesti AS)

Conformity of entries to the original task: Toomas Paaver (Chartered Principal Landscape Architect, Level 8 / OÜ Linnalahendused)

Plans for buildings, construction costs: Tiit Kuusik (Chartered Civil Engineer in Buildings and Structures, Level 8 / Merko Ehitus Eesti AS)

Contestants

- This is an open architectural competition with no preliminary qualification round. However, the Organiser has the expectation that the contestants will be professionals with a professional certificate of Chartered/Principal Architect and that the legal person representing them has no tax arrears and is able to continue its economical activities.
- Any legal persons operating in the field of architecture may participate in the competition. By submitting an entry for the competition, the contestant confirms that it has sufficient resources and abilities to complete the project and it will find, for that purpose, experts with the necessary licences and professional qualifications for designing all objects of the competition.
- For preparing the entry, the contestant may, and it is even recommended to, form a workgroup that includes professionals with professional certificates of different fields. This would mean participation of architects and landscape architects in the workgroup, and engagement of a civil engineer in the creative process.
- A contestant may also submit a number of entries, in which case these entries must be in separate packages and with different anonymous identifiers. Such entries must contain clearly different solutions as a whole: one may not be an extension or partial modification of another submitted entry.

Prizes

The prize fund for the competition will be €155,000 in total. If the participant is liable to VAT, then VAT will be added to the amount.

Prizes:

- 1st prize – €50,000
- 2nd prize – €35,000
- 3rd prize – €20,000
- Five consolation prizes, €10,000 each

The jury has the right to change the distribution of the prizes, leaving the total amount of the prize fund unchanged. If the number of qualifying entries is less than 11, the jury may consider leaving some prizes unawarded.

That said, works in which a smaller derogation from the competition task is necessary because of the objective of the competition or substantial circumstances, and convincingly reasoned, will be considered by the jury to be compliant with the terms and conditions described in the competition task.

The Organiser will pay the prizes within 30 days after the announcement of the results of the competition. The amounts will be transferred on the basis of account numbers notified by the contestants.

Questions

Any questions regarding the terms and conditions of the competition should be sent to ivar.piirsalu@noblessner.ee

The period allowed for asking questions will end on 1 December 2023, i.e. two weeks before the deadline for submitting entries.

Answers to the questions will be sent within five working days.

Submission of entries

Entries will be anonymous; contestants will submit the materials of their work digitally. All parts of the entry will be marked by an anonymous identifier. The identifier must be understandable and as short as possible. The identifier may not contain any logos, numbers, symbols, emoticons, etc.

The competition's entries submission platform and all related documentation are located in Bauhub, where each competition participant will have their own account created.

To gain access to your account, please send the following information to kristjan.tyvi@merko.ee :

- The anonymous identifier;
- Email addresses of all individuals who require access.

Requirements of anonymity must be followed when uploading all files of the entry.

Each entry will be submitted in two parts: ENTRY and CONTESTANT.

In technical questions, contact Kristjan Tüvi; telephone +372 56 805 205; email kristjan.tyvi@merko.ee

ENTRY

Requirements of anonymity must be followed when uploading all files of the entry.

CONTESTANT

Two separate PDFs must be submitted about the authors of the entry (the filename must begin with 'Nimekaart' or 'Osaleja andmed', followed by the anonymous identifier in the file name).

1. The file with 'Nimekaart' will contain the following information:

- the anonymous identifier;
- the name and contacts (email, telephone) of the contestant (legal person);
- the names, roles and contacts (email, telephone) of the authors and/or makers of the entry;
- a note on who is the owner of the economic rights of the author(s) as regards the entry.

2. The file with 'Osaleja andmed' will contain the following information:

- the anonymous identifier;
- the name and contacts (email, telephone) of the contestant (legal person).

Announcement of results

The prize winners will be announced at a public event, the time and place of which will be notified to all contestants at the addresses specified in the file with 'Osaleja andmed'.

At the event, the name cards (in files with 'Nimekaart') will be opened, and the names of companies who submitted the winning entries as well as the authors of those works will be announced. The results of the competition and the winning entries with the names of their authors will be announced in the media and on the websites <https://noblessner.ee> and <https://merko.ee/>

The Organiser plans to open a public exhibition of the entries that complied with the competition task.

Use of entries

- The architectural competition is intended to find a designer for all objects of the competition. The Organiser aims at commissioning at least the site plan, architectural, landscape architectural and outdoor (including the sea area) parts of the building design documentation from the winner. For that purpose, the Organiser and the winner of the competition will conclude a contract, and the price of the works will be determined by negotiation.

If the Organiser and the winner cannot reach an agreement about the conditions of continuing the project, the Organiser will proceed on the basis of point 116 of the Instructions for Architectural Competitions in Estonia, under which the Organiser is entitled to begin negotiations with the contestant who won the 2nd prize, and, if those negotiations fail too, with the contestant who won the 3rd prize.

- As a derogation, the Organiser may choose different designers for different objects from the entries.

Rights of use, copyrights and rights of ownership of entries

- The contestant affirms that it has concluded agreements with the authors of the entry for the use of the author's moral and economic rights related to the design for the purpose of participating in the architectural competition, implementing the design and carrying out author's supervision.
- The right of ownership in the entries that won any prizes and/or consolation prizes, and the author's economic rights, which do not include the right to implement the entry, will pass to the Organiser of the competition, Kodusadam OÜ, as from the moment of paying the prizes and/or consolation prizes.

- By submitting the entry, the contestant will also give its consent for the publication and exhibition of the entry.