



EUROPEAN
NORWAY

17 LIVING
CITIES 2

COMPETITION
BRIEF

ÅRE

ÅKREHAMN

COMPETITION FACTS

Prize money:

- 1st prize: 12 000 EUR
- 2nd prize: 6 000 EUR

Commission for winners:

- Urban development strategy for downtown Åkrehamn and possible architectural commissions from private developers
- Commission value 500 000 NOK, with an option of an additional 500 000 NOK

Site representative:

- Karmøy municipality
- Private developers
- Rogaland county

Actors involved:

- Karmøy municipality, The Department of Cultural Heritage Rogaland County, private investors

Team representative:

- Architect, urbanist, landscape architect

Expected skills:

- Multidisciplinary teams with strong skill sets in architecture, heritage, urban design, participatory design and mobility

Communication:

- Online publication and local exhibition

Jury

- 1st evaluation with site representatives

Post competition immediate procedure:

- National workshop with the winners, runners-up and site representatives of Norwegian sites following the award ceremony
- Invited, on-site workshops for winners



Create bold plans for how Åkrehamn can develop from a fragmented, car-based landscape into an attractive, urban town centre.

[Click here for a virtual tour of Åkrehamn](#)

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European 17 - Care

"When you look at someone through rosy glasses, all the red flags just look like flags."

- From Netflix show Bojack Horseman

After a long era of technooptimistic industrialization, the rosy glasses have come off and the flags are everywhere. They are not just red, they are on fire.

As we face unprecedented challenges of climate change, social inequality, and ecological degradation, designing cities that are considerate for the entire biosphere has become an urgent necessity.

However, such a task is fraught with dilemmas. How do we prioritize our needs and desires? How do we balance economic sustainability with social and environmental justice?

Enter care: an approach that doesn't shy away from these challenges. Care is about acknowledging the intrinsic value of everything that surrounds us, from humans to non-humans, and recognizing that they all have the right to exist and flourish. It's not just about understanding, it's also about action. That everything is interconnected and that our actions, or inaction, have far-reaching consequences. Under the paradigm of Care, we can't shy away from taking decisions and acting.

In a culture that celebrates creation, speed and growth, maintenance is often overlooked. But without it, nothing can last. Care takes maintenance to the next level, infusing it with creativity and dedication. We actively care for our children, our gardens, our friends, and communities, and do so with the hope of seeing them flourish. When we apply this same level of care to the design of our cities, they too can become healing, evolving, and make positive contributions to the climate.

It's only by caring that architecture can become regenerative. It's about creating processes and places that give back more than they take, that enhance the well-being of all living beings, and that leave a positive legacy for future generations. Within the framework of care, sustainable solutions that are only "less bad than the alternative others," are not good enough.

Behind the five competitions that make up European 17 in Norway, are coalitions of dedicated people that care. Some of the sites ask for solutions that are almost impossible to fully "solve". It is an acknowledgment of the increasing complexity of urban planning, and that's why they look to European to find new approaches and solutions that lie in the marginal space between what is just, comfortable and safe for humans, and the ceiling of what the ecological and climatic systems of our planet can sustain.

The five Norwegian sites in European 17 have challenges that may be difficult to solve. That is precisely why the five cities choose to ask you, the young architects, landscape architects and urban planners to solve them. They trust that you will dare to care. Dare to take risks, choose to test out new solutions, and see the places as they are for what they can become in the future.

European Norway



COMPETITION PREMISE

Åkrehamn is formally classified as a town, but does not feel like one. It lacks a clear urban structure, and has no discernable centre. The development of Åkrehamn has not followed the prescribed plan and instead has become characterised by conglomerations of independent projects. These have, over time, responded to changing needs without any consideration of the unique qualities of the place as a whole. Many of the streets even lack sidewalks and there is very little separation between pedestrians and cars. At the moment, parking lots take up an inordinate amount of surface space in the centre. Åkrehamn lies amidst a beautiful coastal landscape, where you find some of Norway's best beaches. It is also directly exposed to the North Sea and thus has a rough climate with intense wind and plenty of rain which has only further contributed to a car-centric urban development and lifestyle.

Åkrehamn grew as a coastal community, and its identity is closely linked to its relationship with the sea. From an urban perspective though, it has turned its back on the water. The historic centre is located by the older fishing harbour, but since the 1950s, new development has spread along the main road passing through the town. Now, the main road functions as a kind of high street.

Both the municipality and major business owners in Åkrehamn have come to realise that the city cannot keep uncontrollably and aimlessly sprawling without a clear plan. It is in everyone's interest to make a holistic vision, so that new projects will allow Åkrehamn to develop more sustainably and systematically. The residents feel a great deal of pride in the beautiful landscape surrounding their town and the time has come to elevate Åkrehamn to a place where people can meet, live and feel safe in their everyday lives. A place that people can be proud of.

The municipality wants to incorporate co-creation into its plans and has taken the initiative to partner up with local stakeholders as well as the county to participate in European. This competition will form the backbone of a plan for a future Åkrehamn and be an integral part of a broader co-creation process. The final goal is a legally binding plan and public-private partnership that will be used as a tool to guide the process of transforming the centre from ambitious vision to reality.



COMPETITION ASSIGNMENT

The goal is to give Åkrehamn a vital and functional centre that promotes more walking and biking. The town needs a plan for how the existing urban structure can be defined and how the centre can be enlivened and strengthened through developing the connections between the harbour and the main road.

The site has potential for both new construction and transformation of existing structures. We see this area as the key for achieving a sustainable urban environment in Åkrehamn and create stronger continuity in the urban fabric.

How can the site be developed to create an attractive town centre? How can the sustainable city simultaneously be a place for businesses, retail, and a preferred place to live in an area currently dominated by suburban housing?

How can we create high-quality and inclusive outdoor areas and urban spaces? How can the town be better connected to the sea, the beach and its natural surroundings?

The task is to make an overarching urban plan, one that can convincingly allow room for ambitious visions and realistic processes for implementation. Show how the vision can be implemented in the immediate, short, medium and long term.



Project site definition



Mix of housing and businesses along the seafront

Historical harbour

Library and culture house

Kanutta, popular hot dog stand

Cultivated land

Main road and shopping street

School

Mix of housing and businesses along seafront

Main square

Park

Old church

New church and graveyard

Sports hall

Location for the new school

Public functions: kindergarten, nursing home



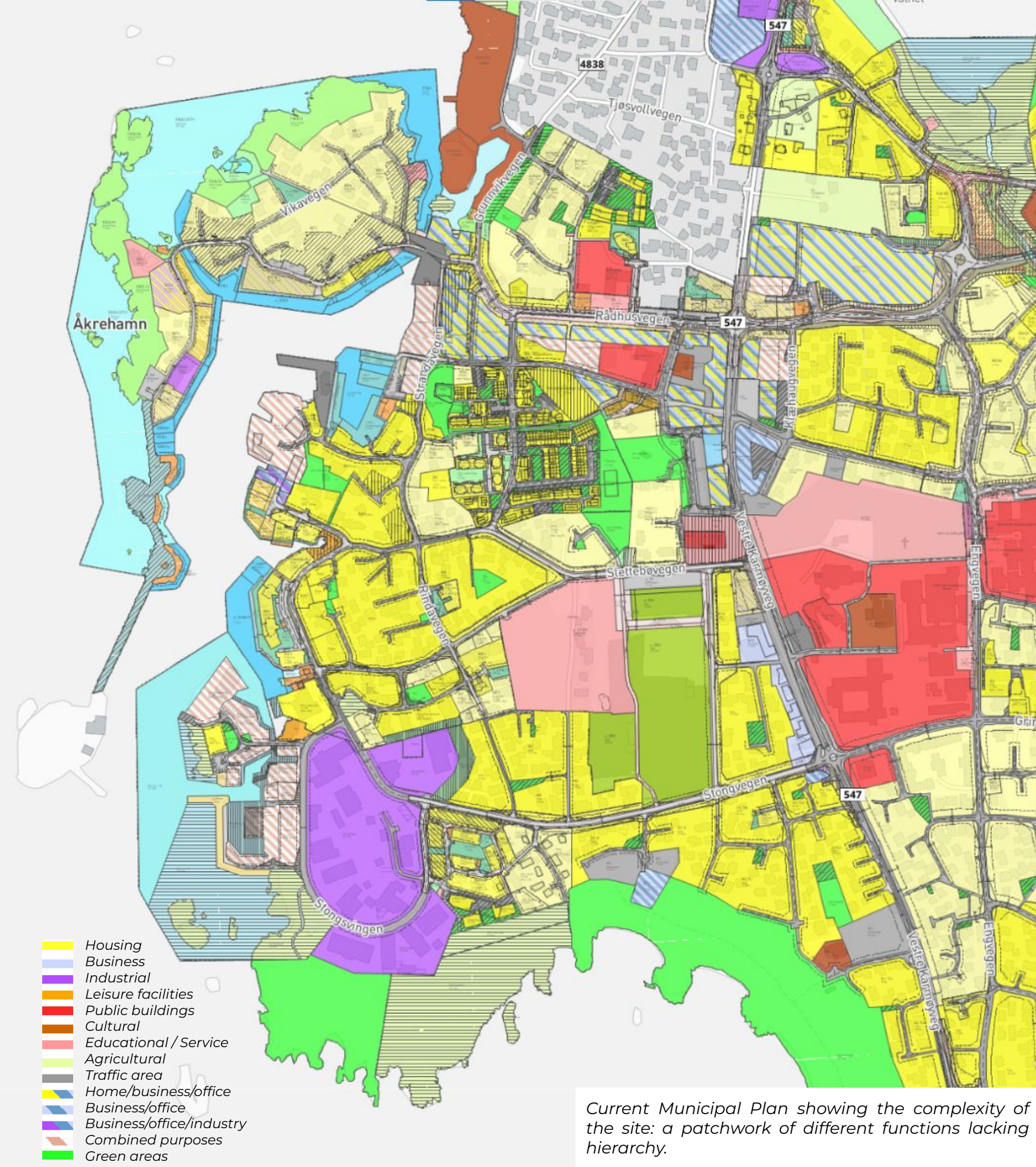
COMMISSION FOR THE WINNER(S)

Karmøy municipality will invite the winning team for a workshop on site in the spring of 2024.

Karmøy municipality and the winning team will negotiate a timeline and follow up commission valued at 500.000 NOK (ex VAT) in 2024/25 for developing the project further through involving users, giving feedback to the zoning plan and revising designs.

Karmøy municipality retains the option to increase the commission's size and scope with another NOK 500.000 at a later stage.

The winners will also meet local stakeholders and developers with possibilities of negotiating private commissions.



Current Municipal Plan showing the complexity of the site: a patchwork of different functions lacking hierarchy.

WHAT'S AT STAKE!

As private developers, we want to participate in European in order to organise ourselves and get a unifying plan for Åkra so we can avoid more "patchwork" urbanism.

The urban fabric of Åkrehamn appears without a clear identity, an indistinct centre has to be sharpened. European can be part of setting the conditions on the future development of the centre - to expose and enhance the existing qualities while reducing the weaknesses of the current must be our goal.

Our hope and expectation is that European can help us speed up the development, not slow it down. We need something tangible, yet visionary.

Utopian dreams, that cannot be achieved in the short nor long term, should be avoided.

Åkrehamn wishes to be a pleasant coastal town - where the link from the historical harbour up towards the new centre is well maintained. A clearly defined centre must be established. The vision must be to develop a town that both residents and visitors enjoy.

The goal is to take Åkrehamn from a "village town" to a "real" town in as short of a time as possible.

Kind regards,
 Andor Rasmussen
 Major landowner, and site partner.



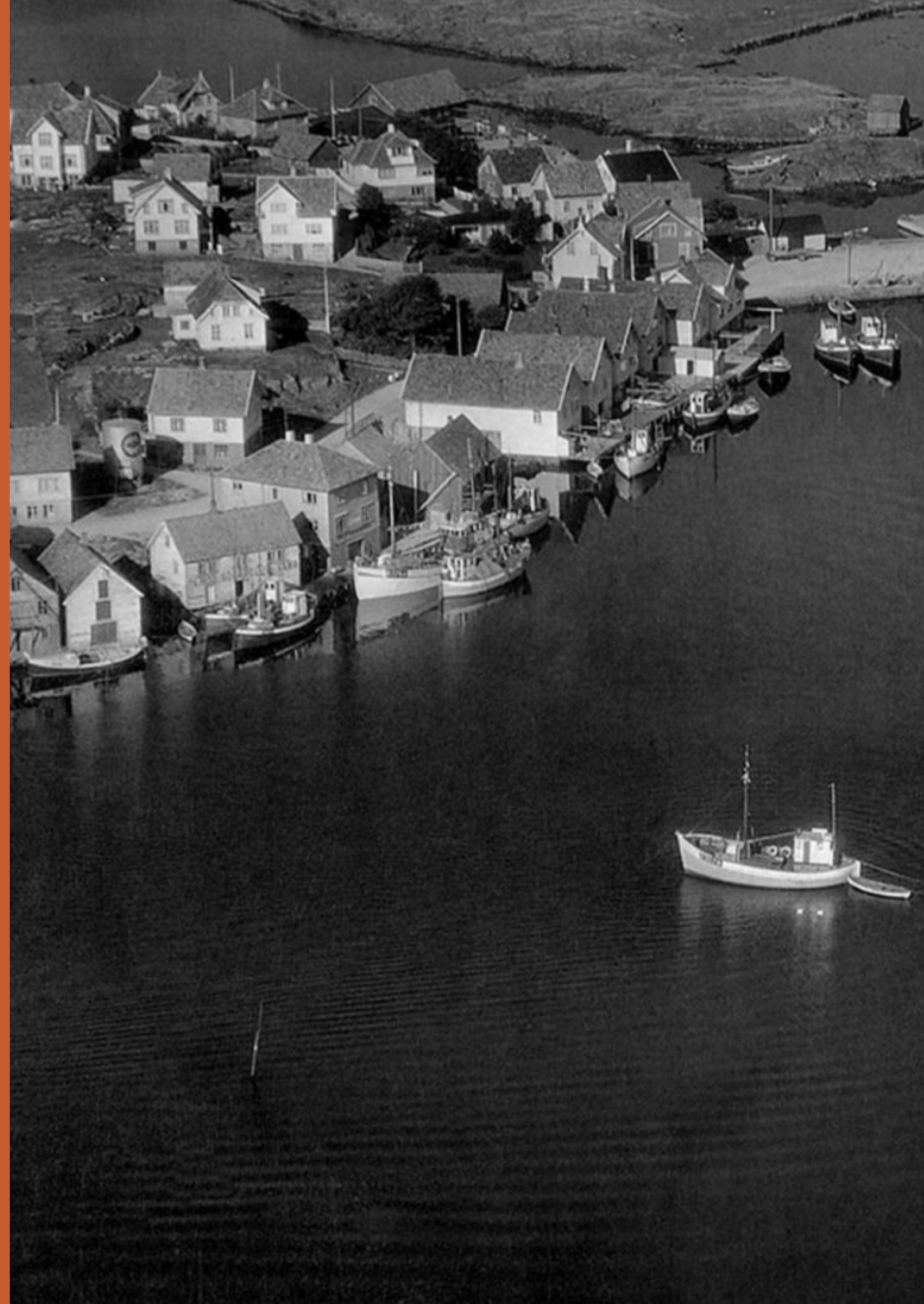
COMPETITION GUIDELINES

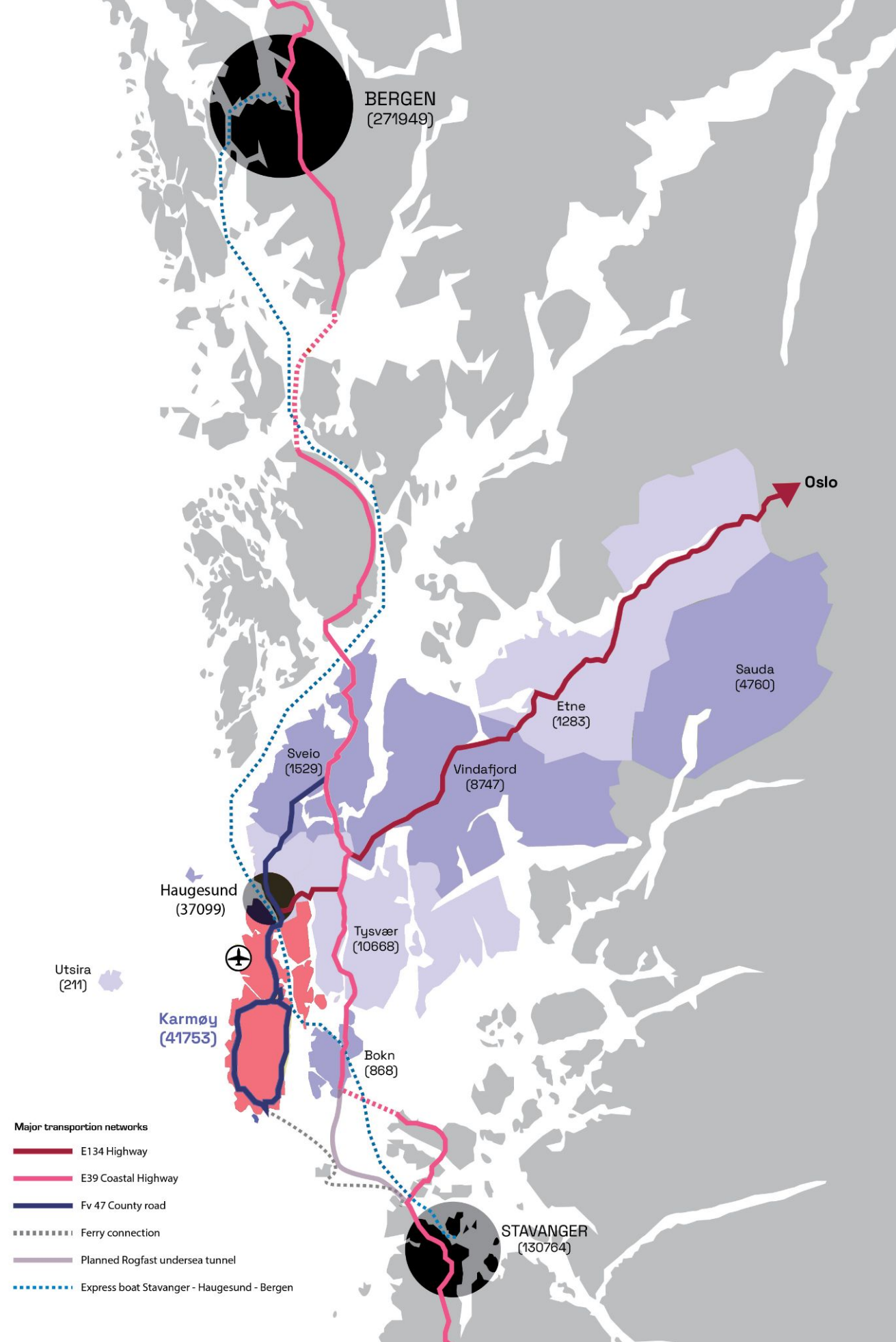
- A strong, varied mix of functions in the centre. Programming should include, but is not limited to, housing, business, retail and offices.
- Flexibility and adaptability to different uses. There is will to invest in Åkrehamn, but it is still a small place where each new building is a considerable investment. New proposals should explore flexible uses for buildings such as housing that can easily be converted to commercial use and vice versa.
- Lively facades. How can all types of facades, even ones without storefronts be attractive and contribute to urban life?
- Attractive and lively outdoor spaces. How can streets, squares and urban outdoor spaces be activated through planning and how can these be tied into the existing urban context?
- Continuous green structure. Propose green structures that contribute to strengthening biodiversity, stormwater management and the wellbeing of humans.
- Soft mobility. Sketch a strategy for mobility that takes into consideration all types of road use, but prioritises soft mobility such as foot traffic, cycling and other forms of light traffic.
- Parking and vehicular access. Find ways to resolve parking and delivery access for businesses without compromising the quality of urban spaces.
- Improved accessibility. Public transport must be given a better position in the urban fabric to improve the feeling of accessibility.
- The library. Today the library is located in the “Culture House” together with many other cultural programmes. The Culture House is proposed moved to the neighbouring town though, and apart from the library, many of the cultural programmes are moving along with it. Decide whether it is better to keep the library in the same building or move it to another location in the town.
- Implementation strategy. Show what steps are needed to reach the goals outlined by the plan. What short term improvements can be set up so that the area remains attractive during the implementation period?
- Identity. How can architecture create and strengthen identity in Åkrehamn?

01

Site context

- Regional context
- Demographics
- Business development
- Historical processes
- Ecological challenges
- Topography and climate





Map showing municipalities and their population in the western coast of Norway
 European 11 - Flotmyr. Haugesund municipality (updated 2023)

Haugalandet

Karmøy municipality is part of the region called Haugalandet, in the Rogaland county. The municipality mostly consists of a large island, but also a part on the mainland and several smaller islands belong to it. The city Haugesund is the regional centre.

Important regional infrastructure

County road 547 is the main connection on Karmøy between Skudeneshavn in the south and the bridge to the mainland. The county road passes through Åkrehamn.

Regional plans

Estimates show that the population of Karmøy will increase by 805 people between 2020 and 2050 and from 42 186 to 42 991 in 2050. We also expect a certain change in where people live within the municipality.

The regional plan for land use and transport indicates that the population growth should be directed towards cities and urban areas in an attempt to prevent further urban sprawl and promote sustainable development.

In the regional plan, Åkrehamn has received the status of local centre, meaning that the town can be densified with housing, business and retail.



European 16 - Risøy. Haugesund municipality



Cars **19461**

Electrical cars **2197**



Reverse commuters **8568**

Commuters **4285**



Population 2020 **42310**
 Population 2030 **42186**
 Population 2050 **42991**

Feasibility study for sustainable development of Kopervik . Vill Arkitektur

Demographics

Karmøy municipality has 42 541 inhabitants and Åkrehamn 7 855 inhabitants in 2022. Like elsewhere in Norway, it is expected that the proportion of elderly people in the population will increase. This is one of the largest societal challenges that the municipality must tackle in the upcoming years. The graph below shows the projected population age structure for the whole municipality towards 2050. An important part of dealing with this challenge is having housing that is more accessible and suited for the elderly. In Karmøy most homes are single family houses meaning major transformations and new housing will still be needed despite relatively low population growth overall.

Business development

Historically, Åkrehamn's commerce has centred around the fishing industry, including fishing, refining fish products and shipping. The town has had a large culture of entrepreneurship, displaying a willingness and ability to create business and value.

Åkrehamn is known as an important centre of retail in the municipality. Cities in the region have seen a large degree of retail moving from smaller shops in the centre to big box stores and malls on the urban fringes. Åkrehamn is not as affected by this as other places.

The centre of Åkrehamn has a surprisingly large turnover and broad product selection despite having a sizeable mall within walking distance.

Industry and area intensive businesses are spread all around, with some clusters. There are also several places where industry and housing are very close together.

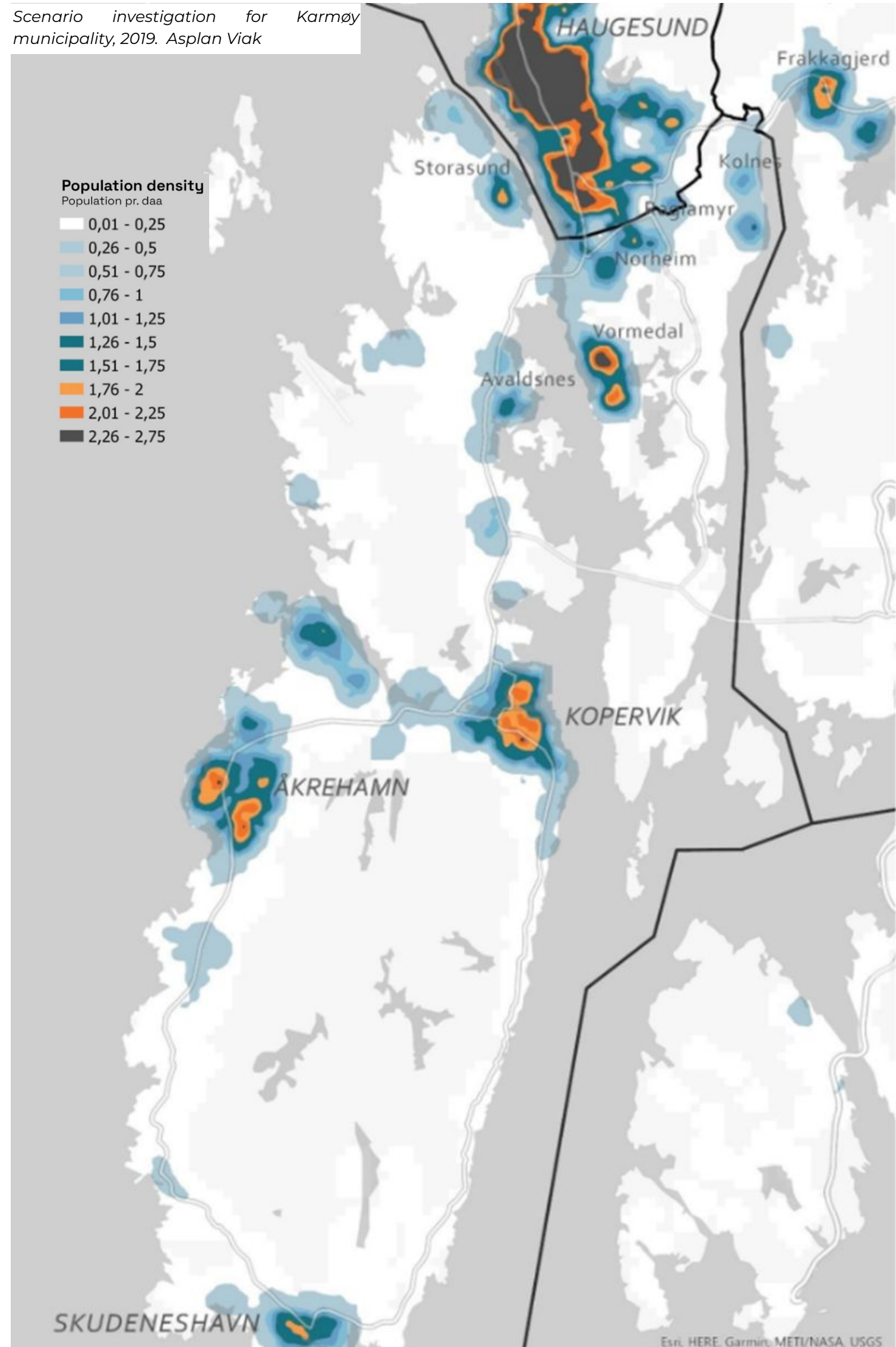
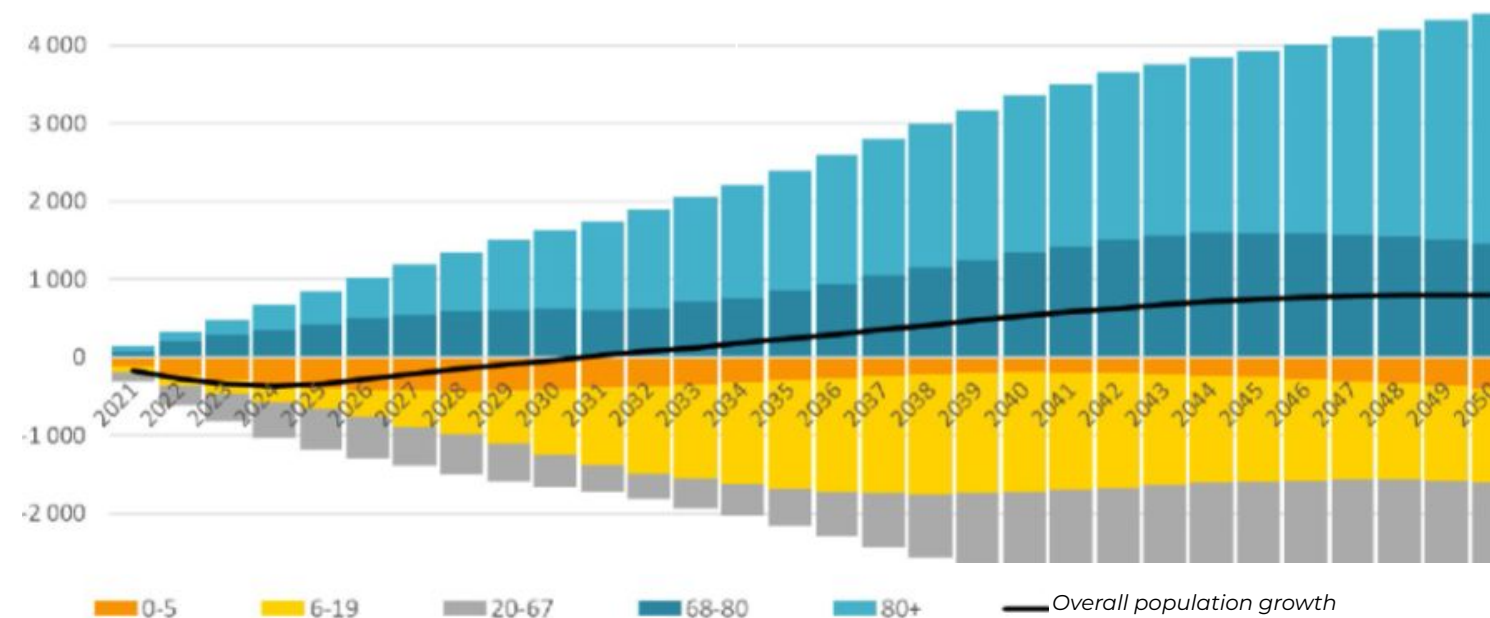
There are around 40 shops in the centre, including hairdressers, cafés, supermarkets and clothes retailers. The mall Amfi is situated 1 kilometre north of the centre and has 29 shops. There is a total of 4 supermarkets in the centre and another at the mall with a turnover of about 300-400 million NOK.

Southwest of the centre there is another business and industry cluster called Stongsvingen, comprising a total of 30 companies. By the harbour there is a large hardware and fishing equipment store called Åkrehamn Trålbøteri.

There are several companies with offices in Stongsvingen, but few in the centre. There is a desire for more offices on the second floors of buildings in the centre, as more centrally located jobs could improve the economic sustainability of surrounding shops and services.

One main characteristic in Åkrehamn is that there are many small independently run businesses.

Population projection for Karmøy, MMMM (SSB 2020)



Historical processes

The name Åkrehamn is made up of the words for field (åker) and harbour (hamn). This pair of words describes the history of the town succinctly. Åkrehamn grew from farms characterised by large fields as well as good access to the sea and fishing spots. There are plenty of small islands creating a sheltered harbour making Åkrehamn a natural local node. The oldest buildings are from the mid-1800s and are found around the harbour.

There are traces of inhabitation going back as far as 400-600 CE. Åkrehamn was a local centre of power during the Viking Age, probably because of the harbour and fertile soils. The first church was built around the 1300s.

The population was small until the 1800s, when a boom in the fishing industry led to a large increase in population.

The harbour was improved in the early 1900s, but soon the advent of cars meant the sea became a less significant mode of transport and the town began developing around the road instead of the sea. This created a void between the traditional centre and the new construction along the county road. When overfishing decimated the herring population in the 1960s, the importance of the harbour decreased even more notably.

While the post-war era saw decentralised patterns of development in Norway, the trend has shifted over the past 20 years. Today, there is a tendency to construct new housing closer to the city centre or within its boundaries. One of the explanations for this trend can be an increase in elderly populations. This has created a market for alternative types of housing to counter the proliferation of large, single family detached homes.

Åkrehamn was formally recognised as a city in 2002.



Dense construction along the harbor, and beginning urbanisation along the main road. Town hall stands alone in between. Site 1965



All rights reserved: Åkrehamn Coastal Museum





2002

The centre around the county road has grown significantly and there are many new single family houses built on former farmland. Large institutions like schools and kindergartens are built southeast of the centre in their own district.

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2019

More areas are now used for single family detached housing. Some row houses and apartment buildings are. A sports hall and football fields are established southeast. A large area in the southwest has been used to build industrial and apartment buildings. The town park has been established on the outskirts of the centre. More and more areas have been paved and green space is under threat in all directions.

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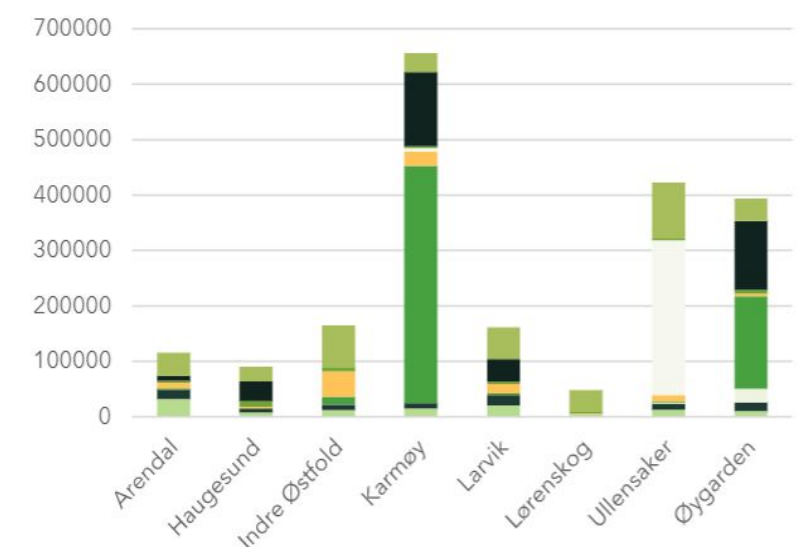
Ecological challenges

After the Second World War, deconstruction of nature and agricultural land has taken place, which has led to the degradation of biological diversity in the area. Several species have deteriorating living conditions. There are endangered habitat types such as Coastal Heather in the area and several red-listed species, such as *Hubro*, *Vipa* and *Åkerrikse*. It is estimated that 90 percent of species end up on the red list because human land use threatens their habitats.

There is an increase in light pollution due to increased urban and technological development introducing stronger and cheaper light sources in the form of LED lighting. Emissions of greenhouse gases from transport, heating, construction etc. contribute to climate change, which leads to worsening conditions for many species. According to WWF, the number of species in Norway threatened by climate change has almost tripled from 87 to 211 between 2015 and 2021.

- Road traffic
- Shipping
- Heating
- Aviation
- Agriculture
- Industry, oil and gas
- Energy supply
- Waste and drainage
- Other mobile combustion

Emissions from different municipalities, 2019. Asplan Viak





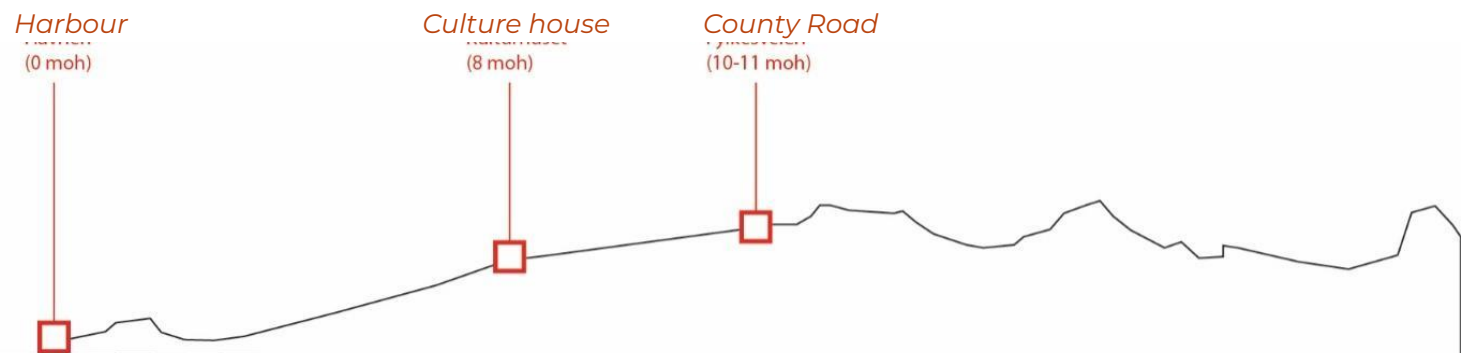
Topography

The topography of Åkrehamn is characterised by small differences in height and a slightly hilly coastal landscape where this has been preserved. The relationship between the buildings and the landscape follows some patterns, but not consistently.

The historic buildings are concentrated around ridges, but newer buildings do not follow this pattern. The buildings by the sea follow the coastline, but there are also buildings built on infilled land on islets and reefs in the harbour. The highest point is in Åkrakrossen: the intersection between Rv 549 and Åkravegen.

This is also where the centre of Åkra developed from, and Åkravegen was the original road that led down to the harbour. Rådhusvegen is located in a valley, in contrast to Åkravegen, which is located on a ridge.

In a damp climate, it is an advantage to add outdoor areas and build urban spaces on ridges with a view to runoff and drainage. The main contrasting features found in the topography of Åkra are the distinction between sea and land and built-up and undeveloped areas.



The plot is gently sloping downwards to the west. Ridge to the south.

Climate and green structures

Åkrehamn's location gives the city a mild coastal climate, with occasional heavy wind and rainfall. The average annual temperature is 8.5 degrees Celsius. The average amount of precipitation is 1840 millimetres per year.

The average temperature is at its highest in July and August, at 15 degrees Celsius, and at its lowest in the period from December to March, at below 5 degrees and as low as 2.6 degrees in February. There is plenty of rainfall throughout the year, with the period February-June being the driest and August-January being the wettest.

The number of hours of sunshine per day varies widely, from 2.9 hours in December to 10.9 hours in June.

The climate sets a number of conditions for how outdoor spaces can be used throughout the year. During the summer months, a cold northerly wind can reduce the usability of otherwise well-planned outdoor spaces.

02

Project Site

- Road structure
- Land use
- Cultural / historical values
- Ecological systems
- Planned development
- Access to the sea
- Barriers
- Potential for reuse
- Local actors and network



Road structure

County road 547 is the main road on Karmøy. In Åkrehamn, the road runs through the town in a north-south direction. From the county road, there are several connecting roads for traffic within the city area. There is also a finer network of neighbourhood roads.

Since the city has seen most of its development during the modern era, with the car as the premise for planning, the roads are relatively straight and wide. There are a few examples of streets and roads that have been developed with a scale and design based on pedestrian movement. These types of roads can be found in the neighbouring town of Skudeneshavn, which had its first period of growth in the 19th century.

The fact that the car has set the tone means that today the city appears to have been designed for cars and not people. A pedestrian in the city will find it difficult to locate uninterrupted footpaths and routes that are safe to travel by foot or bicycle. Conflict situations between pedestrians and cars arise constantly in several places, because little space has been allocated for light traffic. With its multitude of parking spaces, it is clear that the city is designed for the car and for people to drive from shop to shop with minimal walking.



[1] Most places are accessible by car, even the end of Mortholmen island.



Plenty of parking and hard surfaces



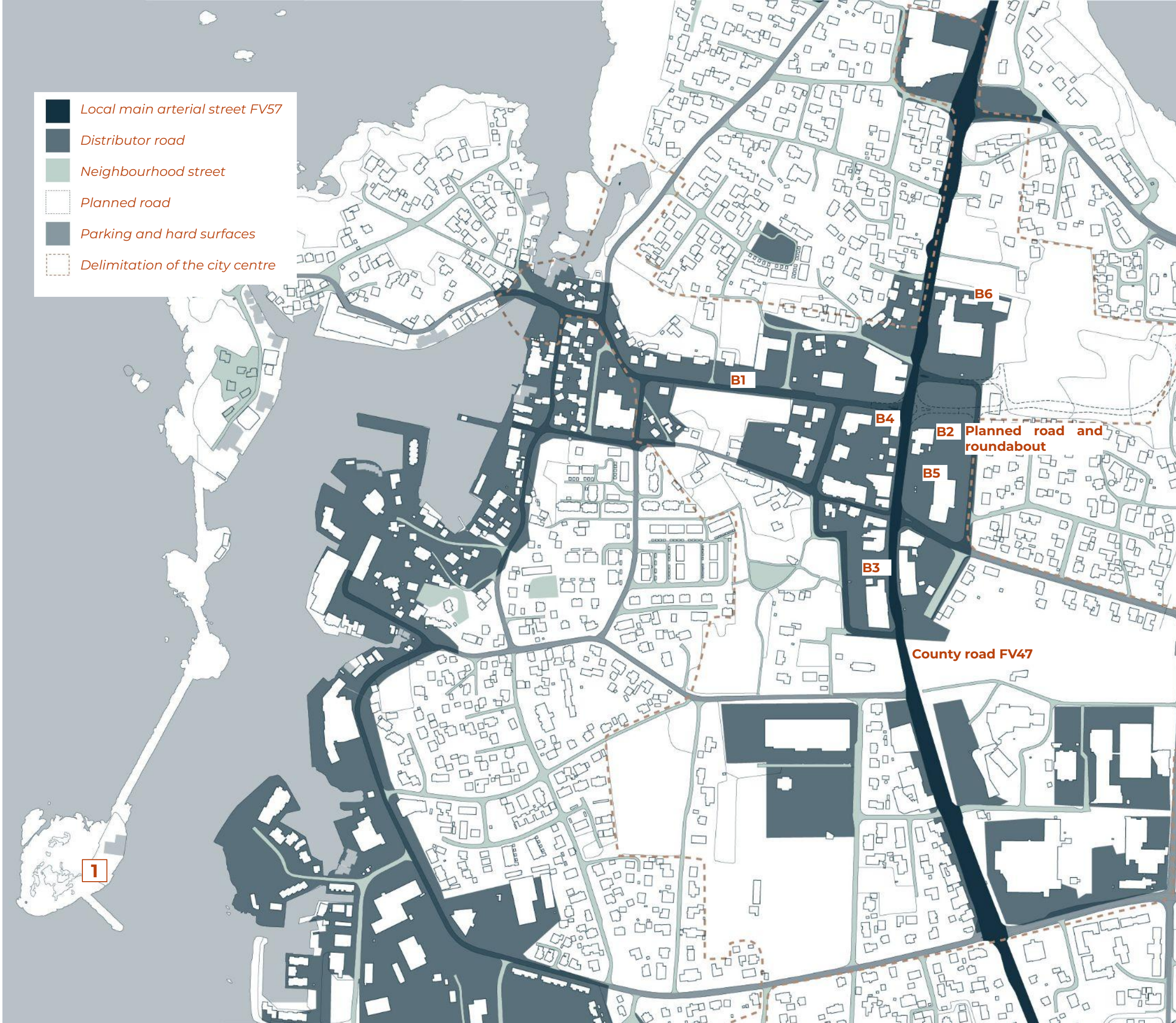
Dangerous situations with no sidewalks



Narrow and disconnected sidewalks



Access to the main square through the parking lot. The main square can be driven through.



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B5- Åkrabua, Thai food



B4 - Sawardee, Thai Food



B3 - India Gate, Indian food



Key typologies - Street food

The abundance of take-away food stalls reflects how the city subordinates itself to the predominance of vehicles.

B3 - India Gate, Indian food



B1 - Kanutta, Hot Dog



B2 - Jelsa jordbær, strawberries



B6 - Paad Thai Lataza



B6 - Paad Thai Lataza

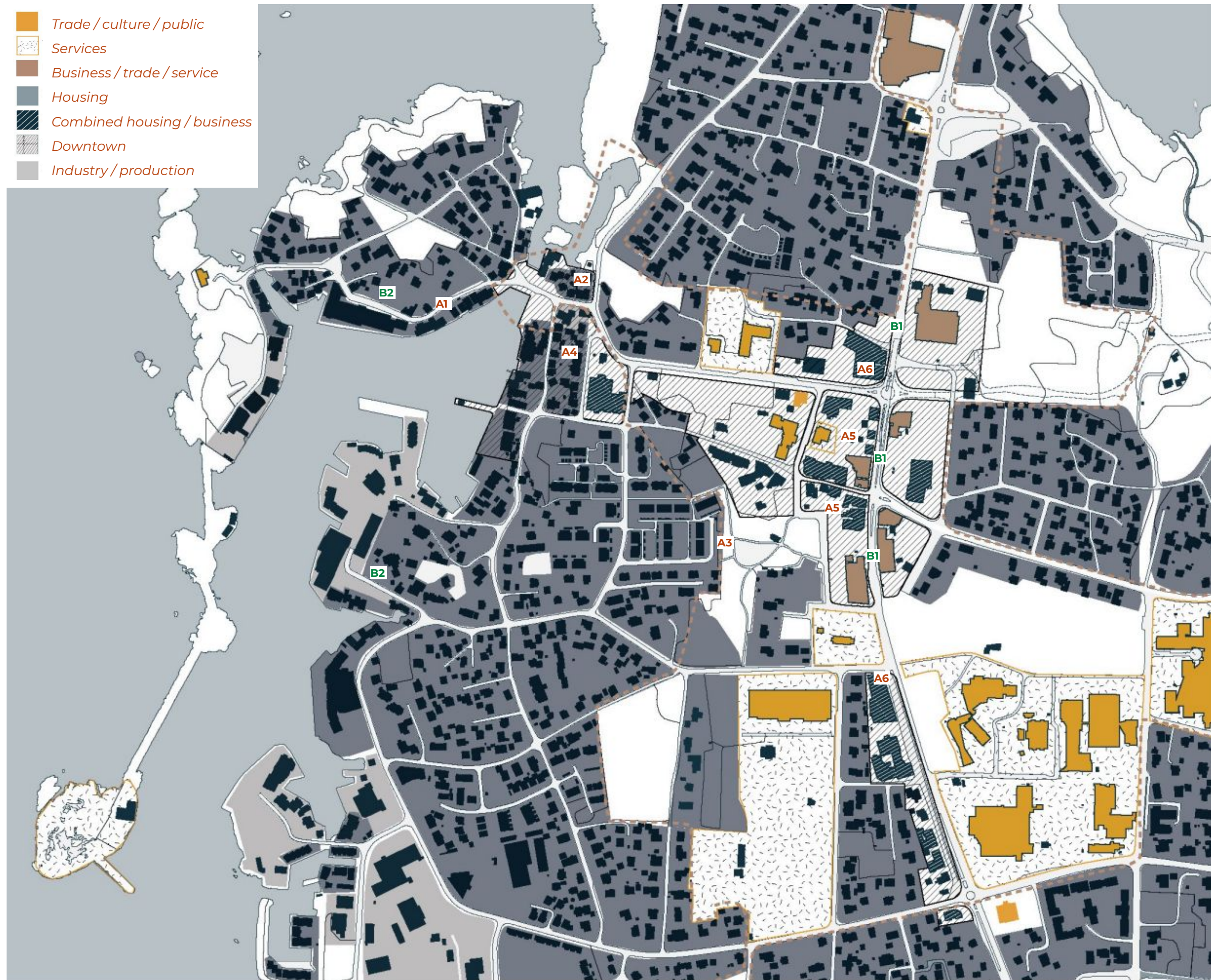


Land use

A very high proportion of the homes in Åkrehamn are detached houses. In the city centre, some other types of housing have been built in recent decades, such as terraced houses, low-rise buildings and apartment buildings. Despite this, the detached house is the dominant typology and with an aging population, there will be a growing need in the municipality for other types of housing that are more adapted to the new age structure. It is expected that there will be increased demand for apartments in the city centre, close to important services and amenities.

Businesses and services are spread out a little, but are mainly organised along the county road, with a centre of gravity in the area at the intersection between the county road and Rådhusveien. The Amfi shopping centre is located on the west side of the county road north of the city centre.

Public and general functions are partly scattered, but there is a clear concentration of these in the south of the city. Here you will find a junior high school and a high school on the east side of the county road, and a new sports hall with outdoor courts on the west side. The primary school is currently located in the site area at Rådhusveien, but is planned to be moved to a new building by the sports hall. In the north of the city, you will find the cultural centre and religious meeting spaces.



Land use: Feasibility study for sustainable development of Kopervik . Vill Arkitektur

Representative housing examples in the project site

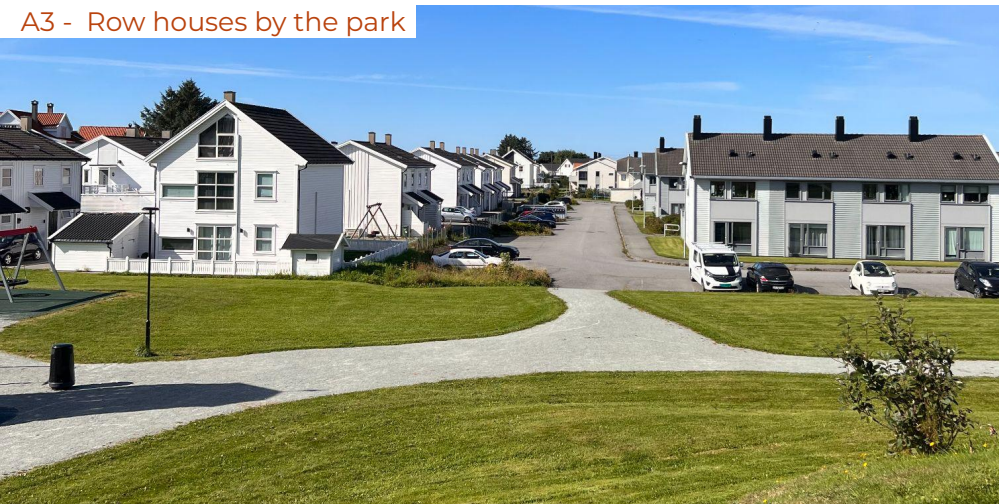
A1 - Mixture of old and new coastal housing typologies



A2 - Historical wood housing by the harbour



A3 - Row houses by the park



A4 - Mixture of new and old housing buildings around the harbour



A5 - Mixed typologies in downtown Åkrehamn



A6 - New mixed use buildings in downtown Åkrehamn



Business / industrial typologies

B1 - Commercial / business buildings by the county road



B2 - Mixture of housing and industrial buildings by the coast



Cultural - historical values

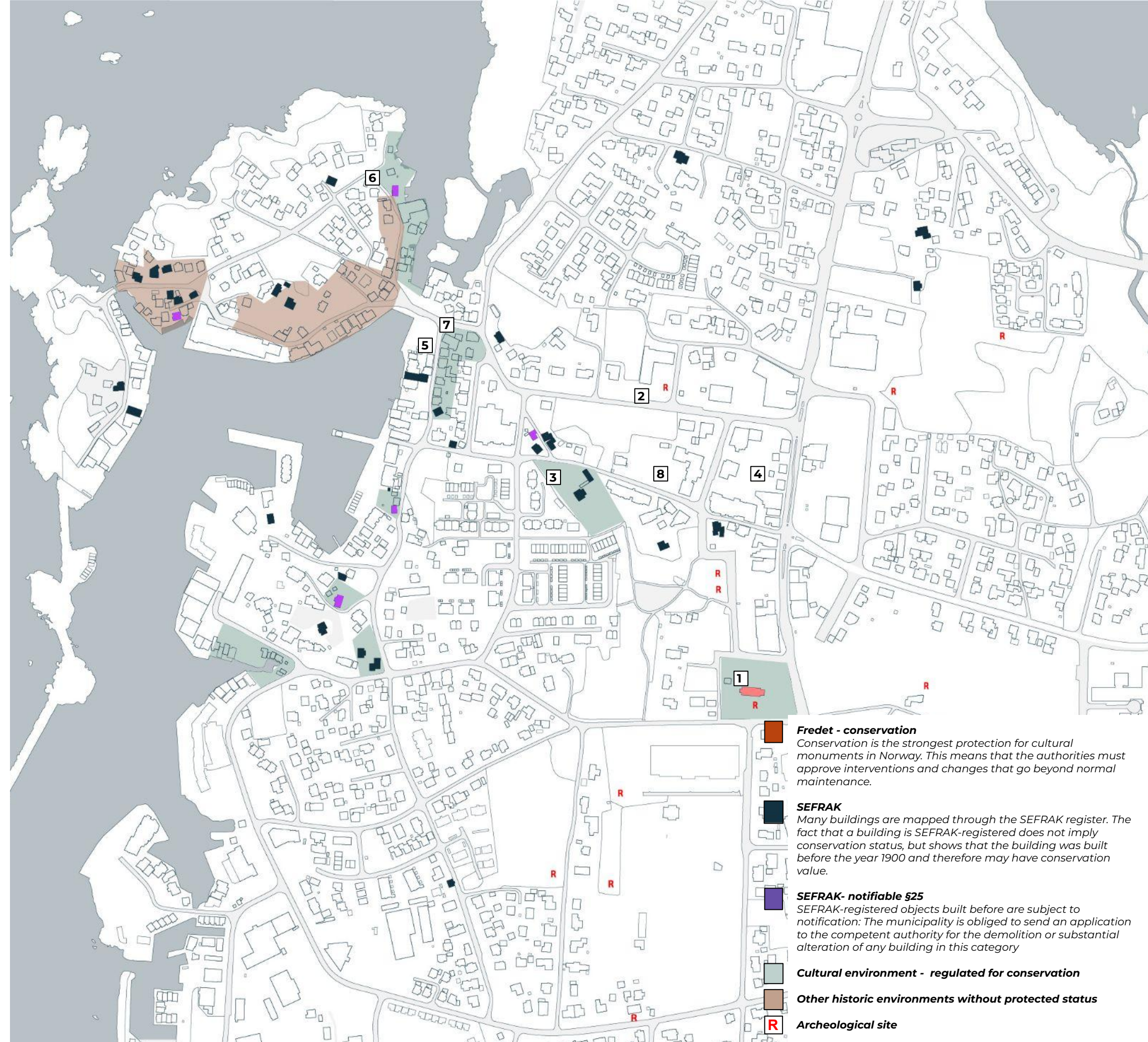
The area has several cultural monuments and cultural environments of value. There are certain larger cultural environments that are worthy of preservation, such as the historic port facility and much of the buildings in and around the port. There are also some smaller built environments in and right next to the site perimeter. Some are regulated for conservation, while some do not yet have formal protection.

Some buildings have a special status as cultural monuments. Today's Cultural Centre is the largest building worthy of preservation in the area. The building was used as the town hall in Karmøy municipality until 1986, after which the new town hall in Kopervik was put into use. Åkra School is the second major public building in the site area, with cultural and historical value. The building has housed a school since its completion in 1913, but it has been decided that a new school will be built further south in the centre. All school functions will be moved to the new building.

Åkra Church, dating from 1821, is located along the county road and is surrounded by a medieval cemetery. There have previously been two other churches here.

The area also has some cultural monuments that are not in use as buildings. There are several underground cellars, historically used mostly for storing potatoes and vegetables. Most are no longer in use for storing root crops, but are important traces of former agricultural practices. Outside the town hall there are 3 large upright stones, which used to mark the Viking court

In addition to the above, buildings from several eras of building history can be found within the boundaries of the site. There is an older wooden building, typical to the late 1800s and early 1900s, smaller commercial farms from the 20th century and more recent, larger mixed-use buildings. The difference in scale brought on by these different architectural periods is evident in the cityscape.



Feasibility study for sustainable development of Karmøy, Vill Arkitektur. Updated in 2023 by European Norway.

Key buildings



1. Old Åkra church



4. The Culture House with the archaeologically catalogued Menhirs (bautasteiner) stones in front



5. Strandveien is characterised by a valuable grouping of wooden houses



6. Åkrehamn coast museum. Photo: Visitnorway.com



4. Business/mercantile buildings from the early 20th century display traces of the original settlement from the town formation around Åkrakrossen.



7. Historic wooden housing by the harbour



7.



3. Åkrehamn parsonage



8 Åkra school



Landscape systems

The dunes on Åkrasanden are an endangered nature type that can only be found a few places in Norway. The vegetation is unstable and naturally affected by wind and wave action. The vegetation can withstand little disturbance before it is damaged. Human activity such as walking, cycling and playing ball etc. leads to the destruction of the plants, erosion and wounds in the landscape. It is therefore necessary to guide walkers to follow prepared paths, and not walk in the terrain.

The coastal zone along the land is very much influenced by human development. Much of the area has been developed into a quay. This means that natural terrain on the seashore with variations in natural conditions has been replaced with smooth, straight concrete walls. It may therefore be desirable to have an artificial reef to compensate for the uniform quayside.

The park in Åkra is a green lung. Here are trees, fresh water, bushes, flowers and more that are valuable for biodiversity.

-  Park
-  Outlying fields / uncultivated
-  In fields / arable land
-  Lawn
-  Graveyard
-  Rough landscape



Feasibility study for sustainable development of Kopervik . Vill Arkitektur

Public amenities

1. The beach



2. The park



3. The main square



4. The harbour



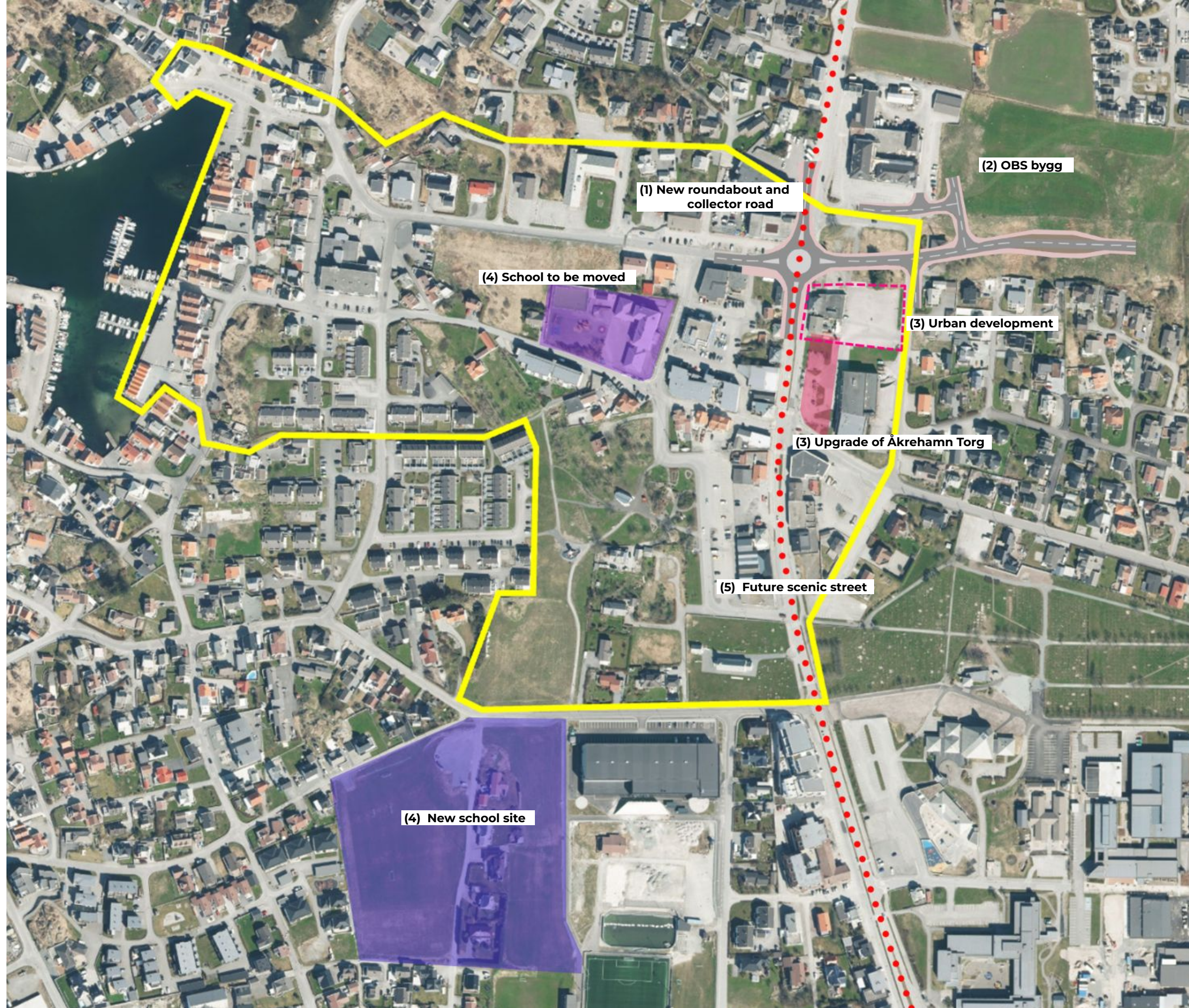
5. Meeting place next to the park

6. Bench grouping close to the harbour

Planned development

There are several projects and plans that must be taken into account or that may otherwise affect the design of proposals:

- **(1)** New roundabout and collector road. Work has started on a new collector road that connects the Fv 547/Rådhusvegen intersection to Engvegen and Tostemvegen east of the county road. The intersection at Rådhusvegen will be changed into a roundabout.
- **(2)** OBS Bygg: The new road and the roundabout are a prerequisite for building the planned OBS Bygg - a big box store for building materials and retail.
- **(3)** Upgrade of Åkrehamn Torg. An upgrade of the square is planned, which will be realised during 2023-2024. Planning work has also been initiated for the development of the properties north of the square, turning them into a more urban development.
- **(4)** The primary school is planned to be moved to a new site further south in the city.
- **(5)** Rogaland County administration, which owns the county road, has prepared a feasibility study for upgrading the Åkra centre intersection. The purpose of the study is to look at how conditions can be improved for pedestrians and cyclists, while also making the street more attractive. The study proposes new walking and cycling areas, cleaning up the parking situation and new vegetation. The study has not been adopted as part of concrete planning, but shows that the road can become a lively street for pedestrians, cyclists and city life.



Access to the sea

Access to the sea varies. In some places, it is easy to walk down to the water for the general public. Such places can be found both inside the harbour and along undeveloped open areas. However, it is not a continuous accessible shoreline as there are several places where the shoreline is partially or completely inaccessible.

The shoreline can be inaccessible in several ways. The place may not feel public due to privatisation, such as piers in front of housing developments. Sometimes purely physical barriers such as fencing or buildings that extend all the way to the shore block passage.

The reasons why access has been blocked to the shoreline can vary. Historically, warehouses and boathouses were sometimes built to extend all the way to the sea. Also, private landowners may have put up fences to avoid traffic on their property. Additionally, there may have been a lack of regulation to provide appropriate public walkways or access points to the shore.

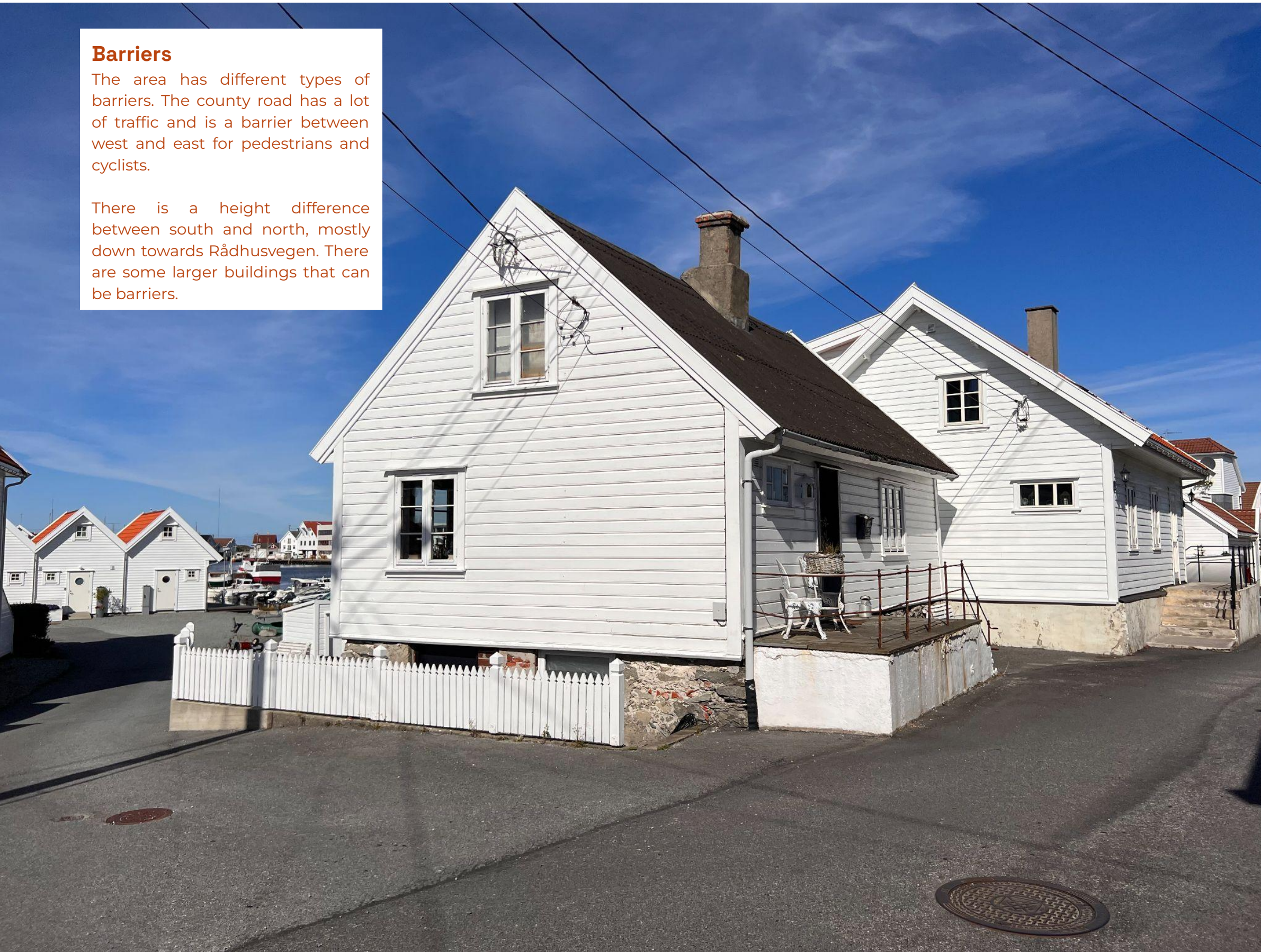
-  Traffic barrier
-  Building
-  Height barrier
-  Accessible shoreline
-  Partially accessible shoreline
-  Inaccessible shoreline



Barriers

The area has different types of barriers. The county road has a lot of traffic and is a barrier between west and east for pedestrians and cyclists.

There is a height difference between south and north, mostly down towards Rådhusvegen. There are some larger buildings that can be barriers.



Potential for reuse

Existing buildings in the plot area have varying degrees of quality, cultural-historical value and suitability for new use.

There are several buildings that must be included further in the proposals because they have a high cultural-historical value. This particularly applies to the old town hall and Åkra school, but also to the many individual buildings and built environments from the 19th and early 20th centuries. This does not mean that these buildings cannot be touched, but rather that transformation and new construction should not significantly reduce the buildings' uniqueness and cultural-historical value. Today, many buildings from this period are dilapidated and altered with unsightly additions and façade alterations, but there is great potential for uncovering their aesthetic value and turning these buildings into cultural-historical treasures.

Many of the newer buildings from the 1970s onwards are in use and are suitable for long-term use. For reasons of economy and the preservation of accumulated energy in the building stock, these should be included and not demolished. To some extent, this also applies to buildings from the early 20th century, but their suitability should be assessed case by case, as some may not be easy to adapt to current and future requirements. In general, all buildings should be seen as part of the city's history and identity, as well as a collection of already spent energy and resources. There should always be good arguments for demolishing, rather than transforming and adding to the existing.

There are some detached houses within the area from the 1970s onwards, which lack cultural and historical value and inefficiently utilise the plots they sit on. Being so close to the centre, replacement of these by more urban buildings in the future can be justified. The fire department is planning to move from the fire station, so that demolition or reuse of this building can be considered as well.



Buildings from the 19th and 20th centuries that have cultural-historical value and should be preserved.



Existing fire station will be moved.



The two nearest buildings (county road FV547) are business buildings from the early 20th century and represent traces of the original settlement from the town formation around Åkrakrossen.



There is a lot of potential for development of the project site. There are larger plots that have not been built on at all even though these are located centrally in the city. The scope and size of these provide a rare opportunity for the development of the city centre.

In addition to the undeveloped properties, there are several buildings that can be given new functions and several buildings that can be transformed. Old Åkra school does not have a planned new use as of today and is a larger building with relatively large outdoor areas, which opens up exciting possibilities in the development of the area.

For anyone visiting the site, the abundance of large paved areas is striking. These spaces offer great potential for varied and rich uses in the future.



There is plenty of infill potential!



A larger area on the competition site is agricultural land.

Site qualities

The plot slopes gently to the west, facing towards the sea and the evening sun. The area also generally has good sunny conditions. Rådhusveien is a very important axis in the city as the main connection between the harbour and the county road, although today it is somewhat underdeveloped. There is therefore also a lot of land available for new construction, providing great potential.

Situated within the site area is Kanutta, a hot dog stand that has a distinctive status locally. The stand is small in physical terms, but holds an important place in the identity of Åkrehamn.

Local actors and networks

There are several players and networks that are key for the development of the land area.

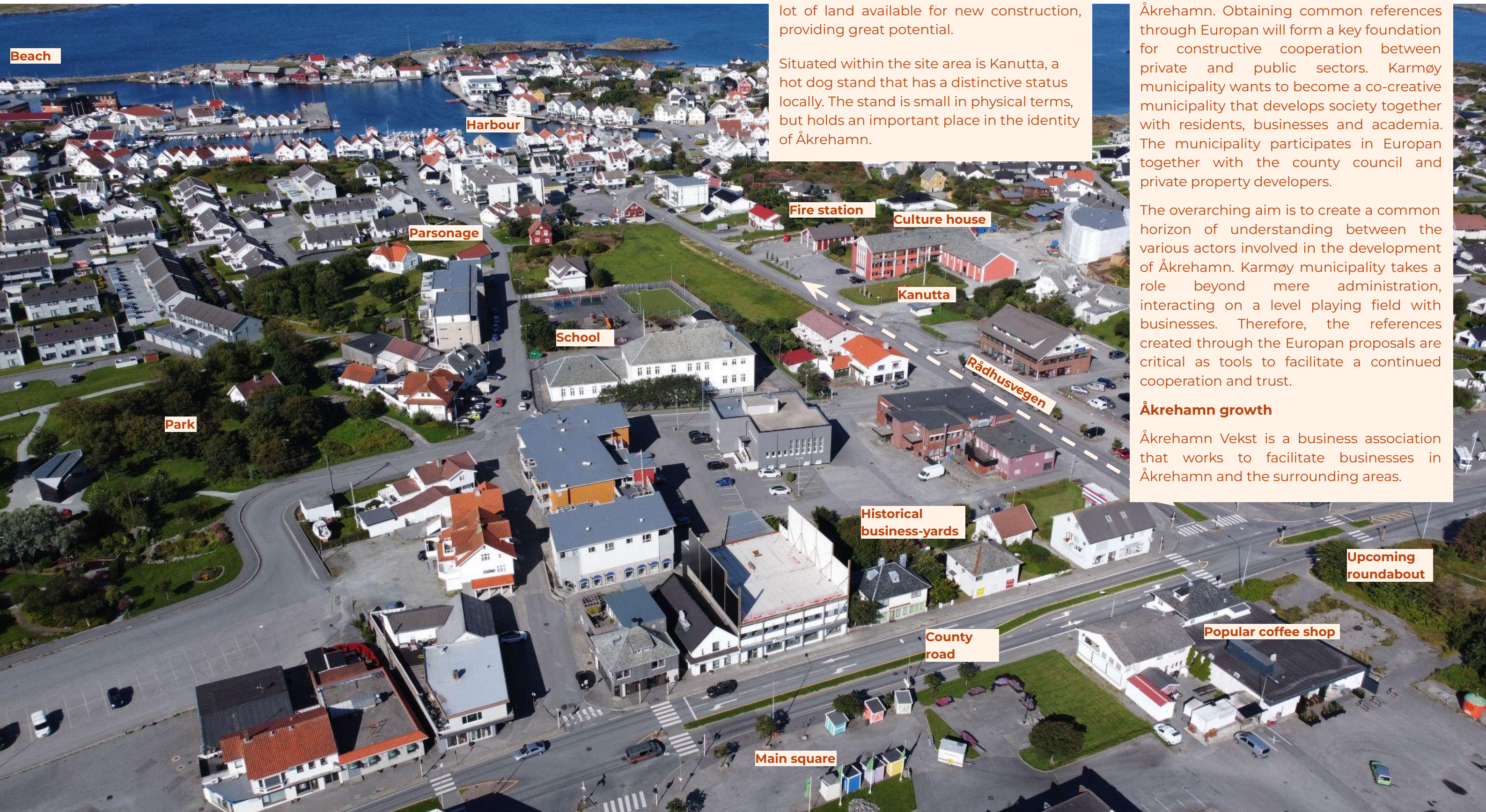
Cooperation with landowners

Karmøy municipality has started a constructive collaboration with local businesses and property owners in Åkrehamn. Obtaining common references through European will form a key foundation for constructive cooperation between private and public sectors. Karmøy municipality wants to become a co-creative municipality that develops society together with residents, businesses and academia. The municipality participates in European together with the county council and private property developers.

The overarching aim is to create a common horizon of understanding between the various actors involved in the development of Åkrehamn. Karmøy municipality takes a role beyond mere administration, interacting on a level playing field with businesses. Therefore, the references created through the European proposals are critical as tools to facilitate a continued cooperation and trust.

Åkrehamn growth

Åkrehamn Vekst is a business association that works to facilitate businesses in Åkrehamn and the surrounding areas.



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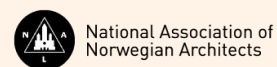
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