

# RISØY - LIFE IN ALL ITS SETTINGS

## 1. INTRO

Risøy stretches out through Karmsundet, in the closest proximity to the North Sea – a location which has had great importance for the development and identity of the island. One of Haugesunds largest and most vital workplaces, the Aibel shipyard, takes up most of the western half of Risøy, and the first thing you see as you arrive over the Risøy bridge is Aibels headquarters.

The identity of Risøy is inseparable from Aibel. The shipyard and its industry has changed the shape of the island, natural coastline has been blown away and landfill has extended the size of the island, to the west.

Aibel takes up large spaces for parking on the edge between the shipyard and the town. This long open parking zone in asphalt creates a backside to Risøy and it feels as if the town has turned its' back to the shipyard.

Towards east a different problem appears: the residents and visitors of the town are only, to a small extent, allowed access to Smedasundet, due to the private businesses and housing towards the strait.

The development must happen in close dialogue with the municipality, Aibel and other private actors, so that the common vision of a strengthened settlement at Risøy, as well as a more vital Risøy, can unfold in the best possible way.

## 2. THE VISION

With the right development Risøy can once again become a thriving neighbourhood of Haugesund.

Life on the edge of Risøy is limited because of its privatized south-, east- and westside. This current development must be changed! The residents of the town should be invited closer to the edge, closer to the water and the industry. The edge holds one of the greatest unexploited potentials of the island.

We believe that many small interventions together will create a coherent, more attractive and vital Risøy. We suggest to do this by implementing a new recreational connection all the way around Risøy which will link together existing meeting places with new ones.

Risøy needs a stronger connection to the mainland – both visually and physically. A new pedestrian and bicycle bridge crossing Smedasundet will link the island to the Haugesund centre and will create opportunities for new patterns of mobility.

## 3. THE PROJECT – THE STRATEGY

We propose to implement a new recreational connection on the edge of Risøy. The Risøy Route has experiential variation, and can be divided into an urban part, a harbour part and an industrial part.

By making the nature, the sea, and the industrial cultural heritage accessible, the edge of the island and the island itself will become a destination for Haugesund, potentially the entire Haugeland. Everyone will have more access to the common area which surrounds the island: the water. Residents and visitors can watch and follow the fascinating industry of Aibel and the structures which are under development: a facilitation of the story of a century long cultural heritage and still to this day vital workplace in Haugesund. The combination of nature and large-scale industry so close to a city center is simply unique, and if the town stops turning its back to the shipyard, but includes it as an exciting urban element, we believe Risøy can become an important destination in Haugelandet.

### *THE GRID AND BUILDING LOTS*

An important intervention is to reestablish the grid at Aibel's area at John Risøensgate and Peder Høydalsgate (1920, Kartverket). Today the area seems borderless, and only shaped according to the needs of the heavy traffic. By creating a new T-junction better traffic safety and more clear structure is obtained. We think this intervention should be established in relation to the new bridge on the south tip, as the whole infrastructure of the island will change. The future heavy traffic to the shipyard will, as much as possible, be lead towards south-west, so that John Risøensgate only will allow for smaller trucks related to Risøy Town and Garpeskjær, busses and private cars, to pass. By re-establishing the grid and create a T-junction at John Risøensgate and Peder Høydalsgate the speed will be lowered, thereby enhancing the character of a town and improve the experience and safety for soft mobility. The park around Aibel's formal reception can be expanded in size and a new building plot can be laid out. We suggest calling the park, Risøy Park.

Building plot (A) is proposed at Aibel's land and can be developed as a multifunctional center. As an example, it could contain a new Haugesund Shipyard Museum with a showroom for Aibel. The building could also contain office space for Aibel.

In Sundgate 102-104 we propose the layout of building plot (B) on the existing parking lot. We suggest a new building with commercial space on the ground floor and dwellings on the first floor. To make Risøy an attractive place for settlement, the goal should be to create a minimarket on the ground floor. A minimarket will be able to maintain the current residents, and at the same time attract newcomers. This will help move Risøy away from the brand as a food desert.

### *THE MUNICIPALITY BLOCK*

In the future The Municipality Block will contain both housing and a new multi purpose Community Centre for the residents of Risøy. We propose a shared open courtyard, but with the option of smaller pockets and niches for privacy. Around the edge of the courtyard, we propose a randomized slate paving, inspired by the original slate pavings of the island. Slate is found locally in the underground of Haugesund and is a traditionally used material – for example in the entire roofscape of the block. The courtyard will be a green area with different zones and activities for all age groups. The Community Centre has access to a more open and active part of the courtyard. Towards south is an orchard which the whole block can enjoy. Towards north a green house is proposed, a winter garden element directed towards a more elderly crowd. To optimize the layout of the courtyard, differences in the terrain is met by establishing steps and sitting edges along the western side. The idea is to allow for people to meet across ages, gender and physical abilities. We think this creates a living and safe courtyard. As The Municipality Block will be the starting point of Risøy's new development, it is important to include all of the profiles of the island's diverse residents. In line with The Community Centre we propose a series of kick-starter pavilions placed around Risøy.

### *THE KICKSTARTER PAVILLIONS – LONG TERM 'TEMPORARY'*

The kick-starter pavilion is thought as simple wooden structures which is easy to establish, and which will be able to create living urban areas on a short term base, but which also could contribute to a long-term development and vitalization for Risøy. They are mobile and can thereby easier cross borders between landowners. It will be easier for a private landowner to accept a temporary solution which will contribute to the development of the island.

We propose establishing three kick-starter pavilions on Aibels parking area in the south. These contain different equipment accessible via The Community Centre. Staff from the centre can take local kids and youngster to the parking lot after closing hours or during the weekend to play street hockey, basketball or skate with the equipment from the pavilion. In that way the large asphalt areas will, during certain hours, be transformed into vital areas of play, learning and leisure and will help make Risøy more attractive for young people.

Other pavilions can be established as food stalls on weekends or during festivals. Focus should be on the food scene of Risøy – this is an island in such close proximity to the Northern Sea, that the diversity and access to fantastic products must be explored!

### *SMEDASUNDET BRIDGE AND THE CENTER ROUTE*

A new cycle and walking bridge over Smedasundet from Balastkaaien to Knut Knutsen O.A.S Gate connects Risøy to Haugesund town centre and creates better opportunities for new patterns of moving. Only having one bridge to Risøy creates a need of a reason to go. Having two bridges creates the opportunity of routes. We suggest to link the new bridge to a cultural track in the center which can be linked to new anchor points on Risøy – e.i. the new Aidel multi-functional centre, the historic warehouses, HVM Shipyard, Kobeinsen former herring export, and it could potentially partner or collaborate with the cultural institution on the mainland, Kulturhuset i sentrum. We propose that the cultural track is linked to mainland institutions such as Kulturhuset i centrum, Rådhuspladsen, Festivitetten, Formbar Glassverksted, Haugalandmuseet and Karmland Civic Museum. The cultural track will create a new flow in the Haugesund centre, and a new synergy between Risøy and the mainland.

### *THE GREEN RIDGE*

The green connection going north-south generates a new re-creational ridge on Risøy. This Green Ridge connects Dalen in the north with Risøy park centrally located on the island, and the viewing point at Stoltenberg, where we propose to maintain the green as a southern pocket park 'Kringsåås' (In Kartverket 1920 Kringsåås Plass as a southern square is mentioned), instead of its current use, which is storing cables. The Green Ridge forms an arch linking Krossen in the north with Risøyvågen in the south.

Dalen in the north should be revitalized. The current path system should be kept, and benches placed on the steep west side to allow for sunset views as well as a views towards Krossen, Skagen, Hasseløye, Vibrandsøya and Karmsundet. The playground towards west is strengthened as a new destination as a shipyard playground. The new identity will facilitate the history of the island for kids through playing.

By creating the new T-junction at John Risøensgate – Peder Høydalsgate the Risøy Park can be expanded. Towards south the Kringsåås park is built with a playground and viewing platform. Play and activity for all ages is an important theme in the green ridge.

### **THE RISØY ROUTE / THE LIVING EDGE OF RISØY**

The Risøy Route links together the different anchor points. The connection must be for both residents and visitors – we want to encourage meetings in-between people of different social groups, as this will create safe and living urban spaces for all.

Kortanes in the north is a vital workshop. The area around the old Kortanes has a messy charm to it. We would like to keep this, but make the area accessible and let it be part of the Risøy Route. On the square surrounding Kortanes plinths for comfort and play can be placed, and we would like to suggest a new agenda for the red house on the edge of the boat landing site as a café. This will strengthen Kortanes as a destination of Risøy. With small adjustments and additions this very special and vital place can be strengthened even further.

The Risøy Route continues towards west to Teineskjærnet and Søyilå, where a series of sitting steps allows for you to hang out and watch the sunset. In relation to this, a sauna is established, which will allow for the opportunity for a dip all year around. Along the Risøy Route hang outs are encouraged – e.g. fishing and kayak launching from the steps and harbour.

The Risøy Route runs all the way to the Aibel Cafeteria and the hang out spot near the vending machine, on to Ola Flytts Gate to Jens Risøens Gate. From this point it is possible to take a western route to Garpeskjær, which stretches to the furthest western point on Risøy, which is also where the Haugesunds-Utsira and Cruise-terminal is located. Here it is proposed to establish shelter and seating for people waiting on the ferry, waving good-bye or those who wish to follow the activities on Karmsundet.

Along Jens Risøens Gate the planting is thinned, and new plinths for play and comfort are added. In the intersections with Fresvigs Gate the planting is carefully cut, and a bastion is created, allowing a great view of the industry and life of the western part of the island.

At Vågsgata a viewing point towards Aibel stretches out over the cliffside.

The Risøy Route continues towards south to the Municipality Block and invites the visitor into the courtyard for The Community Center.

Further towards south the Risøy Route passes the new facilitation center – a new attraction at Risøy! The Risøy Route crosses the T-junction at Jens Risøensgate and Peder Høydalsgate (1920, Kartverket).

In the intersection of John Risøens Gate and Skarventhuns Gate the Risøy Route invites the visitor to a viewing and facilitation platform. From here the viewer can observe the shipyard's activities. Information boards can tell the story of the shipyard. Along the edge of the cliff the connection continues towards south. Along the open parking lot area the Risøy Route follows the edge a build area to one of the new anchor points: Kringsåås Parken - named after Kartverket 1920, in which Kringsåås was planned as a square in the south.

From Kringsåås Park the Risøy Route runs south to the new Smedasund Bridge. At Hønå a square slightly steeping towards south is created, which will be sheltered by the island. In the early spring this will have a mild climate and therefore be perfect for launching kayaks picked up from a kick-starter pavillion.

The Risøy Route crosses the last original coastline on Tronaberg to Smedasundet. From here it is proposed to follow the route along Smedasundet, on to which several boats and marinas connects to the promenade. The harbour promenade runs along the historic warehouses HVM shipyard, Kobeinsen former herring export. We propose that a part of the old warehouses is developed into a new culture hub on Risøy. The Smedasundet Bridge connects to Ballastkaien. Steps lead the visitors to the center of the island, which is also fully accessible from the existing northern ramp. The square surrounding the bridge is one of Risøy's new active and vital meeting places. There is an obvious opportunity of opening and developing the warehouse south of Ballastkaien into a cafe or dining hall.

On Ballastkaien we propose to place several kick-starter pavilions, with e.g. boat workshops, a scene for jazz events and a café which could be rentable for events, private events etc.

Towards the north we suggest that the Risøy Route continues along the shore to the common at Vågsgate. An alternative route, should this not be possible due to the landownership, would be to draw the route along Sundgate. The common at Vågsgate is expanded into Smedasundet with a plateau and steps into the Smedesundet. Here the future ferry could launch. Sitting plinths for comfort for waiting and visitors are placed. From here the Risøy Connection continues to the Activity Day Center, which will have a paving of its own, as it will cross the street, lower the traffic and create a little front square for the Activity Day Center.

From the Activity Day Center the Risøy Route continues to another common at Fløttmannsgate. Here is also an expanded plateau so the visitor can 'enter' the strait and thereby obtain a great view towards both north and south. From the common we propose to continue the Risøy Connection along the sound all the way to Kortanes, of course with distance and respect to the private houses. An alternative route along Sundsgate is an option. At every common kick-starter pavilions are placed, with content chosen from collaborations with the municipality and locals establishments, e.g. the Activity Day Center.

## *PARKING*

Aibels parking area creates a backside on the island. By developing the Risøy Route the parking area is, at times, reprogrammed. A new recreational urban connection on the edge between the town and industry is created. Furthermore, we propose a double-use function of the large parking areas, so that on weekends when the shipyard is (more) closed, the opportunity of using the large areas for play and activities occur, such as ball games, running events (Risøy Rundt), markets etc. We propose this can be supported with kick-starter pavilions with gear from the Community Center.

## **4. LIVING CITIES**

Risøy can be said to be an island where there is more work and less liveability. Risøy is not so much a destination, despite the island having many hidden cultural and recreational values. These values must be strengthened, so that Risøy can be a naturally and livable part of Haugesund. Risøy should be strengthened as a place for inhabitants of all ages. Risøy should be a place for everyone, where residents and visitors are invited closer to the edge. The green ridge will enhance biodiversity and microclimate on the island. The Risøy Route creates physical connections to the water, and through this amplifies the contact and attention to this element which has not only created the foundation for the industry and workplaces of the island, but is also the world's largest natural element. The privatized edge of Risøy must be made accessible for everyone, despite age and physical abilities - to facilitate the cultural history, to recreate the connection to the water and to make people come together.