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Detailed Roadmap for the Waterfront Pilot in Ålesund

Re-Value Deliverable D2.1



Report information

Deliverable: D2.1: Detailed Roadmap for the Waterfront Pilot in Ålesund

Submission date: November 2024

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Horizon Europe Grant Agreement No: 101096943



**Funded by
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Executive Summary

This report describes the work to develop the area "Sørsida" ("The south side") in the centre of the town Ålesund, located on the west coast of Norway. Particular focus is directed at Kulturhavna (The cultural harbor), a pilot area for the Re-Value project. When it is finished, the area will house several cultural institutions, but in its temporary form, it serves as a site for co-creation. The history and current status of Sørsida and adjacent areas are described in detail.

Through Re-Value, various methods for activating the area have been tested, both using temporary infrastructure and activating old buildings. The project is also influencing the ongoing discussions around future permanent infrastructure by highlighting the value of the existing infrastructure and industrial heritage of the area.

Re-Value is helping to shape many measures taken to activate the area and get input from the city's population, particularly focusing on young people through Innovation camps organised by Junior Achievement Europe (JAE). The roadmap for Re-Value and Sørsida is described in detail with plans for further work at various levels.

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1 Description of the pilot area

1.1 Introduction

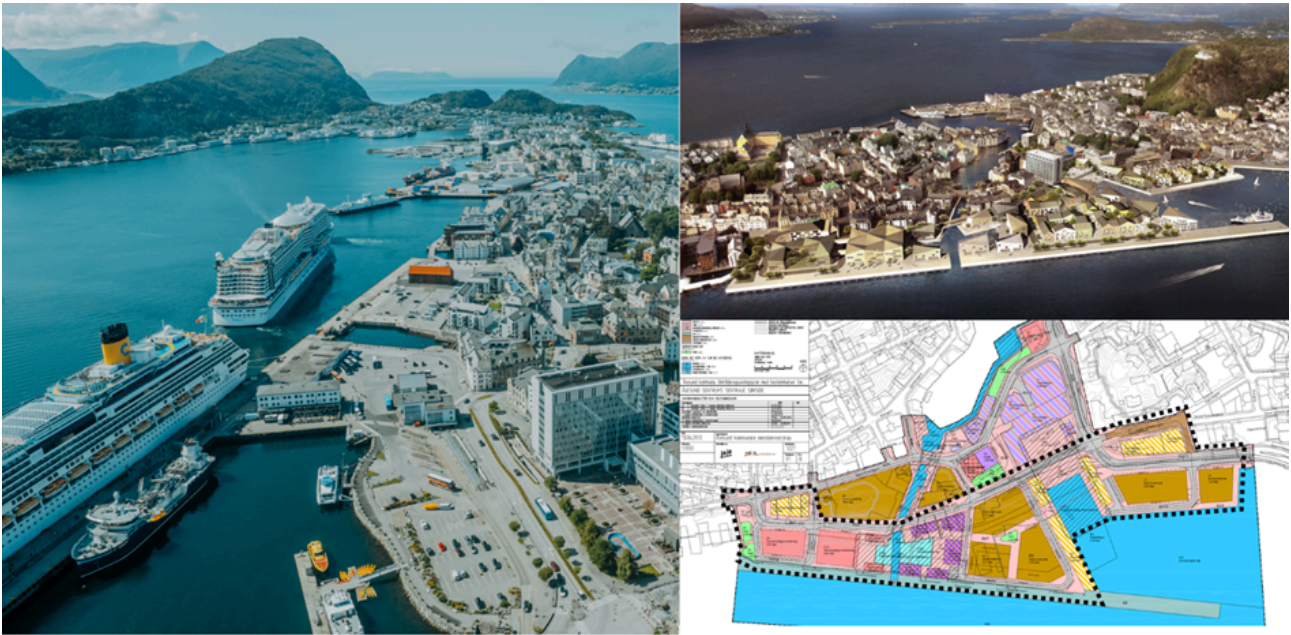
This document is delivered from Ålesund municipality and Sørsida AS in the EU project Re-Value. The project follows the development of Sørsida in Ålesund with a particular focus on Kulturhavna. During the project period, several temporary measures will be carried out while planning and activities take place in the entire area of Sørsida.

The Re-Value project aims to demonstrate how climate neutrality and urban quality can be aligned by revaluing their connection to the waterfront and strengthening the co-benefits between urban qualities and climate neutrality. The project also aims to make the transformation more accessible and engage citizens and professional stakeholders.

In this document, Sørsida is described in general, while we will later look at Kulturhavna and the role of this area as a pilot in Re-Value. We generally distinguish between three different areas when we talk about Sørsida in Re-Value:

1. *The planning area*: The zoning plan for Sørsida. In addition to Sørsida itself (the development area), this includes larger parts of the city centre that have already been developed.
2. *Development area*: land owned by Ålesund municipality, transferred to and developed by Sørsida AS. The primary functions to be arranged for are housing and culture-related activities.
3. *Kulturhavna*: Area linked to Brosundet intended for many cultural functions. Also referred to as "Area C" in the zoning plan.

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Today's situation, illustration from an architect, zoning plan from 2015 with Sørsida marked within the dashed line (JAJA Architects/Ålesund Municipality)

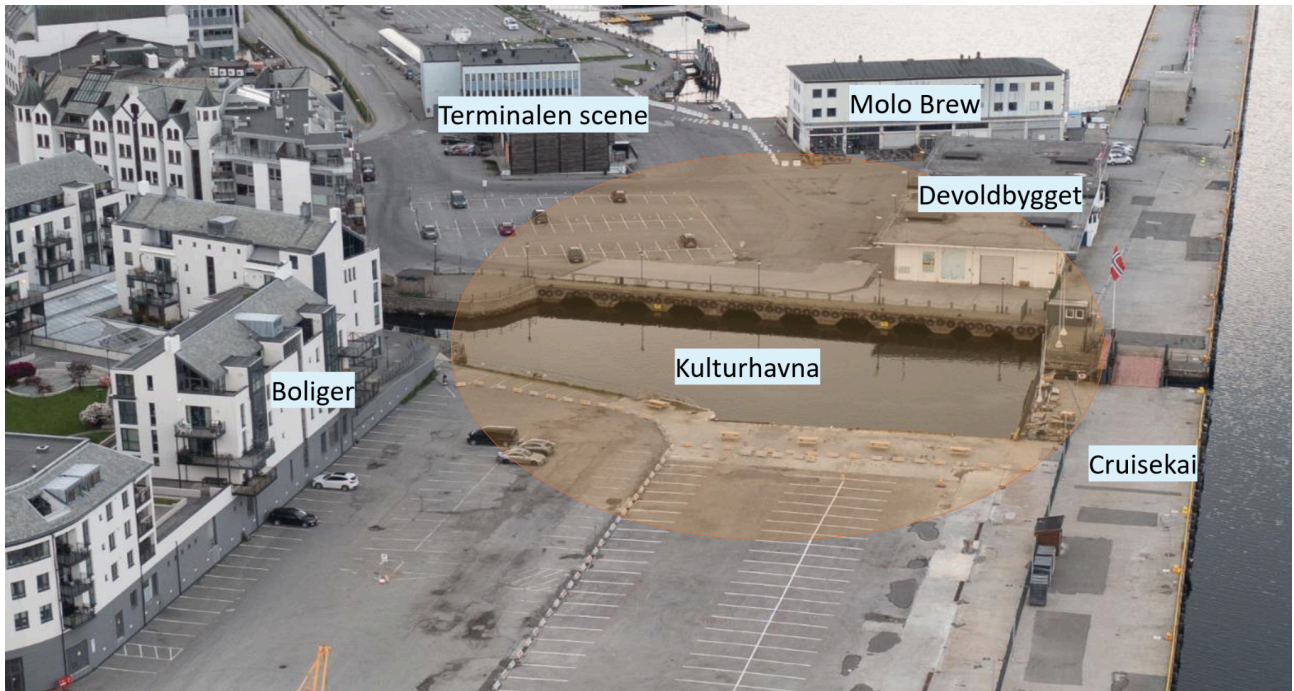


The development area of Sørsida is within the dashed line, and Kulturhavna is within the oval marker.

1.2 Description of the area

Today, Sørsida is characterised by large parking areas, traffic infrastructure, port operations, and industrial buildings. Between the buildings, the area opens up towards the Borgundfjord and provides a great view of the ocean. The sound connecting the ocean on the north and south sides of the city centre (Brosundet)

contributes to the further presence of water. Together with the quay areas and larger and smaller boats, the area is experienced as a maritime harbor environment characterised by water and coastal climate.



Kulturhavna 2023 (ÅK)

North of Sørsida lies the existing town centre. The area between Sørsida and the city centre is characterised by traffic infrastructure, and at street level, the area appears dominated by traffic. The area is increasingly dominated by various construction projects and major changes, and a new street terminal for public transport is under construction (2024). Completion of a plot outside the Pir building on the eastern end of Sørsida will start soon, together with road development linked to a major road infrastructure development (Bypakken).

Sørsida is also an important port for cruise ships, the fishing fleet, and a port of call for high-speed ferries and tourist boats. Cruise traffic dominates the area in the summer, and Ålesund was 2023 Norway's most visited cruise port with over 650,000 passengers.

There are no green parks within the planning area, and none of the urban spaces have a park-like character.

1.4 Current use and infrastructure

The area near Sørsida includes several different functions. The area north of Keiser Wilhelms Street mainly contains shops, offices, and homes. In addition, there is a former hotel now used as student housing, Arbeideren (cultural building), and the City Hall complex with the public library. Furthermore, culture-related functions adjacent to the development area have been established in the form of the Aggregat artist community and the DaVinci room, a cultural offer/workshop for 5th graders throughout the municipality. Artists have also established themselves with studios next door to Aggregat.



Keiser Wilhelms street

The development area south of Keiser Wilhelms Street mainly consists of port-related functions. In addition, there is a large bus station, parking area, taxi rank, and quay for high-speed ferries. Furthermore, a new charging station for ships and cars/heavy transport has been built in the western part of the area. Warehouse functions are partially being phased out. The bus station will be discontinued when the new street terminal is ready (2024).

The zoning plan approved in 2015 assumed that all existing buildings in the harbor area were to be demolished and a completely new district was to be established. In the following years, the desire and need to reuse buildings from a sustainability perspective has become stronger, and several of the existing buildings have been given new functions. This applies to the Molobygget, where a microbrewery and burger restaurant have been established at street level, and the terminal part of the bus station, where the Terminalen Byscene has been established as a genre-free stage. The Aggregat artist community and DaVinci room were also established after the zoning plan was adopted. Overall, around the planned cultural harbor,

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there has been a substantial build-up of culture-related functions, even though none of the planned physical development has been realized so far.



New charging station for ships in the western part of Sørside

Terminalen is run by the Momentum group, which is a very central cultural actor in Ålesund. The stage opened in 2015, and is one of the most active concert organizers in Norway, with around 200 cultural events a year.



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Terminalen Byscene (Terminalen, OK contractor AS).

The Molo building, located right next to Sentralen, has been partially rebuilt and converted into a restaurant/bar/brewery: "Molo Brew," which is also run by Momentum.



Molo Brew (Multikulde, Kristin Støylen).

There is also an older warehouse on the site (Devoldbygget). This is a 1961 building in uninsulated concrete of approximately 1200m². SUAS owns the building and makes it available for temporary measures. The work to establish a skate hall in the Devold building was completed and opened in the autumn of 2024.

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Devold building before renovation (photo: ÅK)

The harbor areas have been important throughout the city's development. The conditions relating to port functions have changed in recent years, as large port areas have been developed on the city's north side. The harbor functions previously located on the city's south side have been moved, and the areas have been released for future urban development both at Sørsida and in Skutvika further west. The cruise port and quai for the fishing fleet will initially remain at Sørsida.

Ålesund is the country's largest fishing port and an important cruise port in Norway. In recent years, cruise traffic has increased steadily, and an investigation is underway to look at possible alternatives for cruise traffic in the future.

1.5 Mobility

The area experiences heavy traffic today, and Hellebroa (the bridge over Brosundet) is the only road connection between the eastern and western parts of the city. Due to the high traffic, the stretch of Sjøgata —Keiser Wilhelms gate towards Sørsida appears as a barrier for pedestrians and cyclists. There is also a large car dominance on other streets, even if the traffic is lower and there is a large amount of street parking.

There is a limited offer for shared cars in the city centre, but private cars dominate. Rental bicycles are also not available for large parts of the year.

The bus terminal takes up large areas on Sørsida, and the new public transport hub, which is under construction, will only be for getting on and off instead of the buses waiting and taking up space. The establishment of the new public transport hub is a prerequisite for the realization of Sørsida.



New street terminal/collective hub, illustration: Dronninga landscape

The city centre is currently not designed for bicycle traffic. There are no separate cycle paths, and the pavements are too narrow for cyclists to ride there. Cyclists must therefore use the street network.

Pavements have been built along all developed blocks, but there is still much to be done to improve walkability in the city centre. The pavements are narrow, and in general, the car has been given a lot of space in the street network at the expense of space for soft road users and vegetation.

Universal design is important at Sørsida. The zoning plan states, *“Universal design must be the basis for all measures within the planning area. Buildings, facilities, and outdoor areas must have a design that ensures good accessibility for all groups.”*

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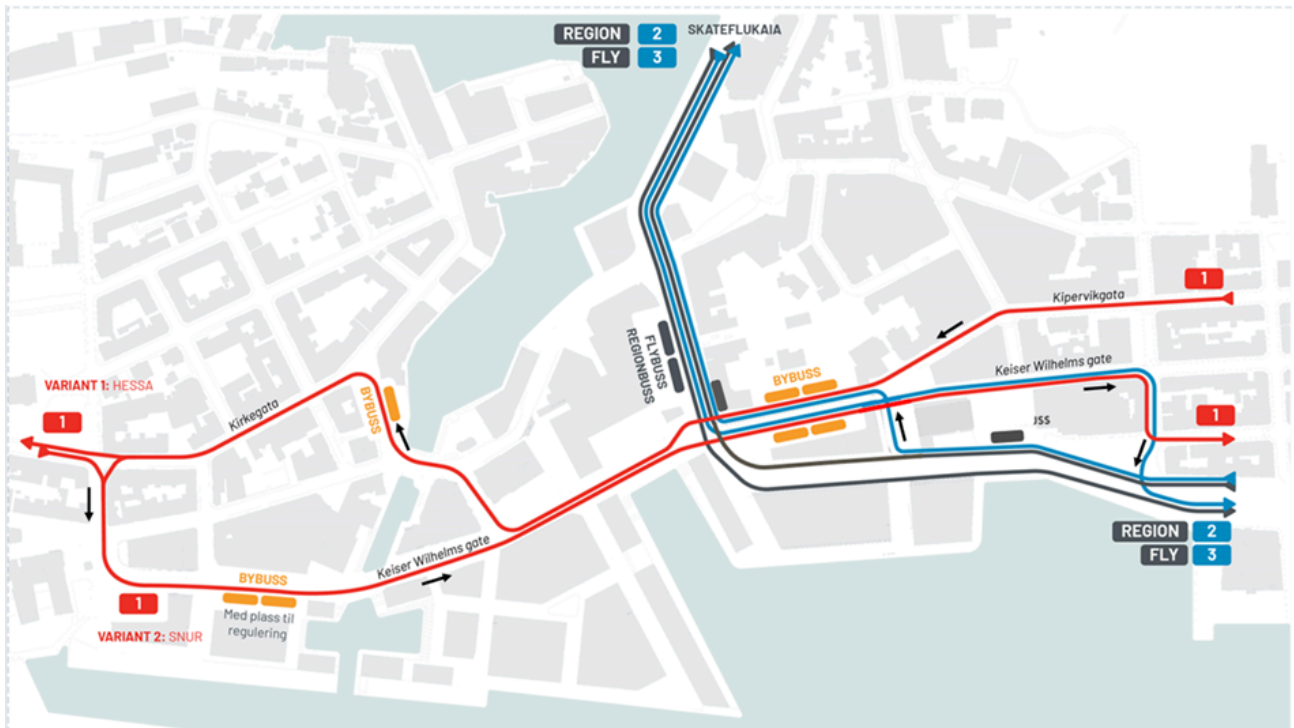
At Sørsida, there are currently no facilities for pedestrians, as the area has been established for the port, logistics, and parking. The lack of provision for pedestrians creates challenges for the many cruise passengers who must cross the area to get to the city centre.

The ongoing road infrastructure projects will improve the situation around Sørsida considerably. The zoning plan for Sørsida facilitates better solutions for soft road users throughout the area.

The exact energy mix for Sørsida is not known, but the area's zoning plan requires that all new buildings be connected to district heating.



Existing facilities for pedestrians at Sørsida



Proposal for new bus routes after the establishment of a street terminal

1.8 Cultural and Spatial Qualities

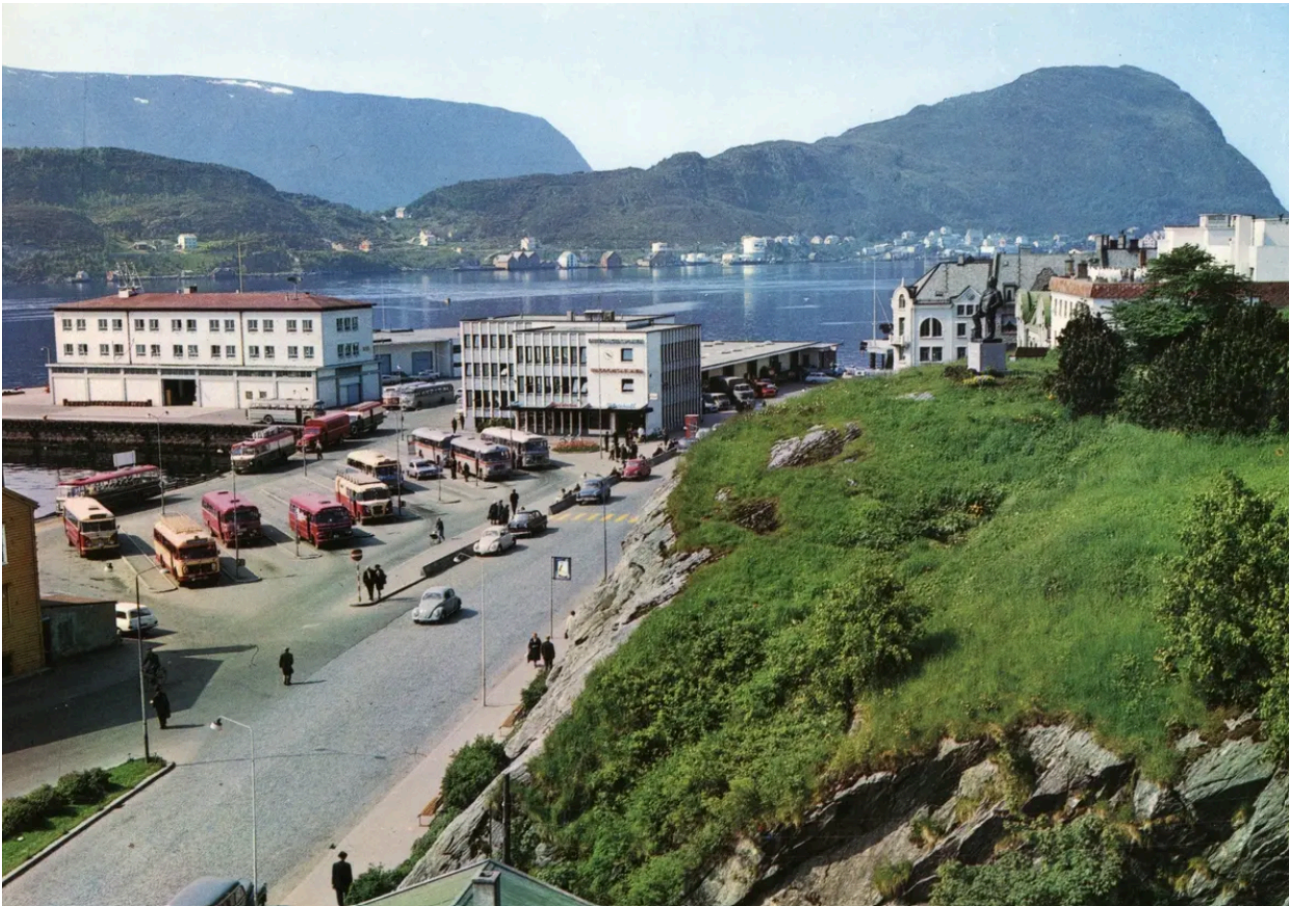
Many existing buildings in the area have already been used for various cultural and economic purposes:

- A microbrewery and pub has been established in Molobygget
- The Byscene terminal is established in the terminal part of the bus station
- Aggregat artist community, the DaVinci Room, Mottaket, and artist studios are located in Torghallen along Brosundet.

In addition, we find the Art Nouveau Museum and Kube, as well as the Arbeideren Theatre.

The adjacent quarter structure on Aspøya has architectural and spatial qualities, which are assumed to be more closely connected to future development at Sørsida.

Existing buildings on the harbor have a special character and can help convey Ålesund's history. The buildings represent architecture from the post-war period, which has many good qualities. Some of the concrete buildings do not have the same structural standards as today, and it can be demanding to reuse them in some cases. During the development of Sørsida, it is natural to evaluate existing buildings and to preserve/reuse them for as long as possible. In the different development phases, these buildings can be programmed with cultural purposes and give a development area content and character from the start.



Sørsida 1960s: From left to right: Molobygget, Devoldbygget (partially hidden), Terminalen and Rønneberghaugen (green area), Foto: Mittet and co.

There are few buildings on Sørsida itself today, but historical and spatial qualities are linked to the Molo and Devold buildings. The west wall of the Devold building has qualities that make it a nice place to stay already: roof overhang, good solar conditions, and views towards Kulturhavna and the west, and with great potential for further development.

The walkway from Langevågsbåten to Posthuskrysset also offers qualities such as proximity to the sea, screening from car traffic, and some green areas.

2. Regulatory Guidelines

2.1 Introduction

This chapter presents a selection of important regulatory guidelines. It is not a complete list and will likely change throughout the project. The documents are only described briefly as they will be included in *D2.3 Updated long-term Territorial Transformation Plan*. See [Section 2.9 Re-Value and the term Territorial Transformation Plan](#) for more details.

2.2 Zoning Plan

The zoning plan for Sørsida has been carried out according to §12-2 of the Norwegian Planning and Building Act. A zoning plan is a type of municipal plan that is legally binding for the municipality. The plan consists of three documents that are all available online¹:

- Plan Map (*Plankart- over og under bakken*) - Legally binding
- Plan Provisions (*Planbestemmelser*) - Legally binding
- Plan Description (*Planbeskrivelse*) - Not legally binding

The plan description is a mandatory part of the plan, but it is not legally binding in the same way as the plan map and the provisions. When plan maps and planning provisions mutually harmonise but conflict with the plan description, it will usually be correct to place the greatest emphasis on the two former parts.

The municipality is a local planning authority, and both the administration and political committee/municipal board are involved in processing plans and building matters. A plan is a document that describes what kind of building projects are allowed within the planned area. The municipality may allow projects that conflict with the plan through a dispensation. Any project that meets the requirements in the plan should be allowed.

2.3 National and regional frameworks and guidelines

When the current plan is to be interpreted, and detailed regulations/building matters are processed, several national frameworks and guidelines must be assessed, including:

- The Planning and Building Act and relevant technical regulations
- The Port Act and the Waterways Act (for measures at sea)
- Directorate for Cultural Heritage

¹ <https://esunmore.isy.no/webkart/Content/plandialog/planinfo.aspx?KOMM=1508&PLANID=15042012001784>

2.4 The social element of the municipal master plan

The social element of the municipal master plan defines the municipality's overall management goals. In Ålesund, three investment areas have been decided;

- Quality of life for the residents, where an age-friendly society, health-promoting surroundings, and participation are central.
- Sustainable environment, focusing on reducing greenhouse gas emissions, protecting natural diversity, and smart and sustainable urban and local development.
- Competitive power/growing society, with emphasis on, among other things, attractiveness for business and citizens, innovation and digitalization, and diverse cultural life.

2.5 Municipal master plan Ålesund

The municipal master plan is an overarching spatial plan for the entire old Ålesund municipality (before the merger in 2020). The plan facilitates significant changes in land use along Aspøya and the south side of the city centre, tunnel and cover solution in Voldsdalen, and a continuous sea promenade from west to east. A main cycle route from Skarbøvika through the city centre to Moa and Blindheim has also been included.

2.6 Conservation and the Urban Plan (1993)

Mapping the conservation values in the reconstruction buildings in Ålesund. Provides guidelines for protection, adaptation of new buildings, re-streeting, street furniture, and material use. Has functioned as an indicative appendix to regulatory plans. Work is underway to revise the plan and make it legally binding.

2.7 Plan for climate, land, and transport in the Ålesund region (2022)

Plan for land use, climate, and transport PAKT² - is a long-term strategic plan for sustainable growth in the Ålesund region. Land use and transport are seen in context, from a climate perspective, and with the UN's sustainability goals as a foundation.

PAKT defines goals and strategies for future regional development, assesses where growth should be prioritized, and how the transport system can best tie different areas together. It aims to strengthen and develop Ålesund as the urban centre of gravity in the region, among other things, through the provision of more housing in the centre. Furthermore, arrangements for sustainable and efficient mobility must be made by strengthening public transport, climate-friendly sea-based transport, and better arrangements for pedestrians and cyclists.

² <https://alesund.kommune.no/politikk-og-samfunnsutvikling/planane-til-kommunen/fag-og-handlingsplanar/tema-og-fagplanar/pakt-plan-for-areal-transport-og-klima-i-alesundregionen.6916.aspx>

2.8 State aid rules in the EEA Agreement

The state aid rules target Norwegian authorities, municipalities, and public enterprises and prohibit state aid that has not been approved by the EFTA Surveillance Authority ("ESA") through individual decisions or group exemptions. The state aid rules are, among other things, included in §§ 1 and 2 of Act of 27 November 1992 no. 109 on the implementation of the EEA Agreement (the "EEA Act")

Ålesund municipality is subject to state aid rules, and the Sørsida project will be able to "affect trade between the parties to the agreement." Ålesund municipality must therefore take account of the state aid rules when carrying out all phases of the project. This applies particularly when the municipality disposes of public property, chooses collaboration partners, engages contractors, and takes ownership positions together with private parties.

2.9 Re-Value and the term Territorial Transformation Plan

In Re-Value, the term "*Territorial Transformation Plan*" is used when describing a delivery from Ålesund municipality. This is not an incorporated term in international or national planning, our interpretation of this delivery and important guidelines are therefore mentioned here.

The term "Plan" has a specific meaning in a municipal context, with associated guidelines in, among other things, the Planning and Building Act. The project cannot therefore create its own plan but has the opportunity to contribute to agreed plans and strategy processes with relevant themes for Re-Value. At the present time (2024), the following plans or processes have been identified as relevant:

- PULS, pre-project for Cultural Strategy for Ålesund municipality
- Centre strategy for Ålesund
- The municipality's climate budget and Green strategy
- Revision of the land-use part of the municipal master plan

This situation may change during work on the new planning strategy for 2024-2028. In addition, the project maps relevant plans in nearby areas. Especially plans along the south side of Aspøya are relevant, as well as plans along the sea east of Sørsida.

3. Establishment of Sørsida Utvikling AS

3.1 Introduction

To drive the development of Sørsida, a model has been chosen where a separate company is established to which the municipality delegates responsibility. The prerequisites for choosing a model for the company were:

- The municipality wants to take an active part in the urban development of Sørsida.
- The municipality must participate in the value creation of the development.
- The municipality has a moderate risk profile.
- It is necessary and desirable for the municipality to develop the area in collaboration with the private sector.
- The municipality's ambition is to ensure good urban development and quality for the city and create economic values that benefit the municipality's residents.
- Establishing cultural buildings, public buildings, and a secondary school in Kulturhavna is desirable.

3.2 Experience with using the development model

Ålesund municipality had no experience with similar transformation projects and has obtained information about other such projects in Norway. The model in which a municipality or municipal enterprise sets up a company structure is well-known, tried, and tested.

An early example is the development of the Bjørvika area in Oslo municipality. Approximately two-thirds of the properties within the Bjørvika area were originally owned by Oslo Havn KF and formerly constituted port properties. When the port operations were closed down and the transformation was to be carried out, a joint-stock company owned by the municipal enterprise was established. This company (HAV Eiendom AS) is a commercial development company that operates on the same lines as other players in the market.

Together with another main developer in Bjørvika, HAV Eiendom AS has created the companies Bjørvika Utvikling AS and Bjørvika Infrastruktur AS. A subsidiary has also been set up per property/sub-area, which is responsible for the actual development of the properties. As they have sold off properties, more investors and developers have entered Bjørvika. Some collaborate on development, and all have a joint responsibility for infrastructure construction, where everyone pays a proportionate contribution. The development of Bjørvika has been going on for many years, and the model has proven to work over time with flexibility and the possibility of changes.



Bjørnvika in Oslo (Illustration: Bjørnvika utvikling AS).

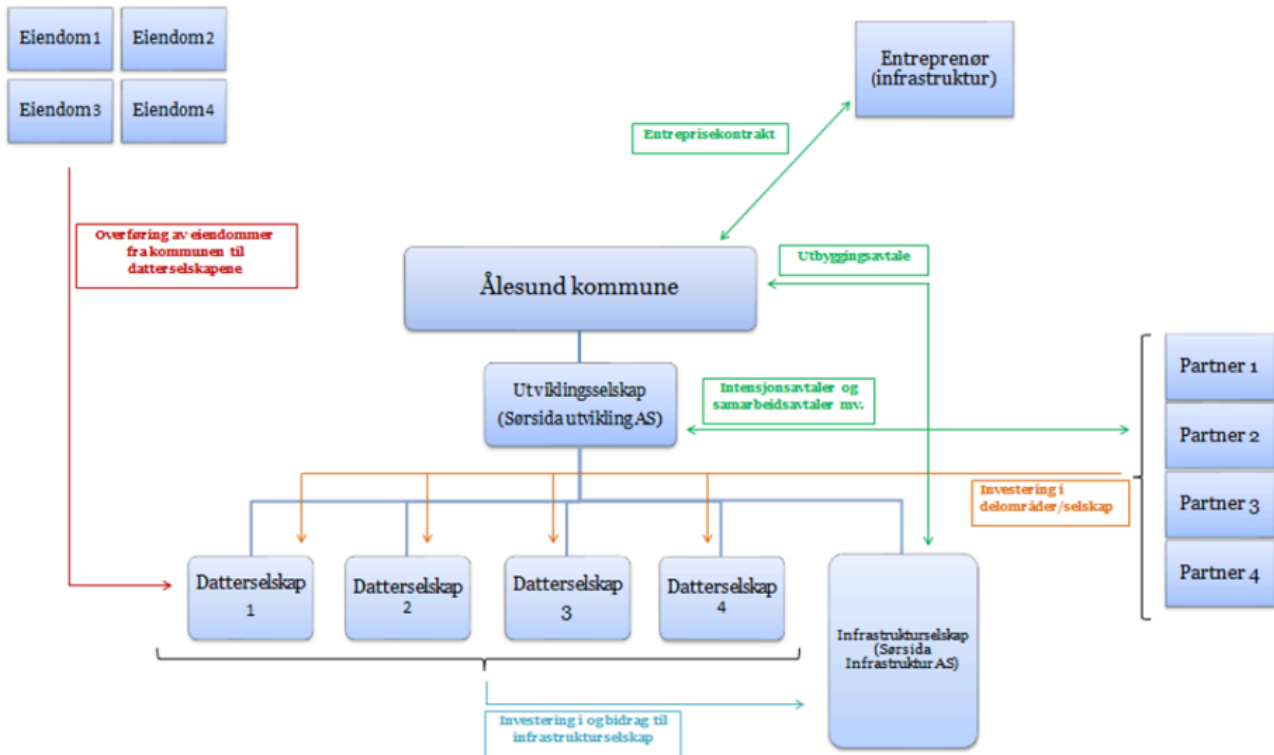
The model has also been tested in Kristiansand and Stavanger. The Kanalbyen project in Kristiansand is being developed by a limited company owned by Kristiansand Havn KF and a private investor. Together, they have invested in the project in the same way as for the subsidiaries to be established for Sørsida.

In Stavanger, Stavanger Development KF has established two separate companies to develop Jåttåvågen 2. There, a superior development company has been established, and a company that will represent the ownership interests of the municipal enterprise/municipality in the area. For this project, it was decided to collaborate with private investors in the individual properties/sub-areas, among other things, to get the necessary resources and expertise into the project.

Other examples are Drammen Municipality Real Estate Development AS and the newly established Fredrikstad Municipality Real Estate Development AS. The companies have been set up to drive commercial property development and create a financial return for the municipality.

The figure below shows the chosen development model for SUAS. This structure develops over time, for example, with the creation of a company when plots are sold and cooperation with new partners.

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Model for establishing SUAS (SANDS 2019).

This model has several advantages compared to, for example, organizing the project as a unit within the municipality: - A framework is established that enables cooperation with private actors to realize the desired expansion/development of the area, while the municipality retains a large degree of flexibility to make adjustments as the project progresses within the framework of the adopted regulatory plan.

- The model implies that the municipality's contribution is initially limited to the value of the sub-area to be developed. The company form also means that the municipality is not liable for the company's/companies' obligations beyond the paid-up capital.
- The municipality itself retains ownership of the sub-areas until binding development agreements have been entered into for the individual sub-areas and the subsidiaries are ready to "put the shovel in the ground."
- The municipality ensures that a large part of the value development takes place during its ownership period and also secures the opportunity to participate in a share of the value development after the transfer of the sub-areas to the subsidiaries by virtue of being a shareholder in the Development Company.

For the development of Sørsida, it does not appear relevant that a developer alone ensures the implementation of the infrastructure measures. With such extensive infrastructure measures, it would be appropriate to establish a collaboration between the various developers/companies. A possible solution is to establish a joint infrastructure company, as in the example from Bjørvika.

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However, organization as a limited company (AS) is most appropriate, as this is a well-known and well-regulated form of company. A limited liability company has limited liability in the sense that responsibility for the company's obligations is limited to the company's own funds, and the shareholders' liability is limited to what the individual shareholder has contributed to the company. For Sørsida, a limited company is considered expedient.

4. Development of the Sørsida Zoning Plan

4.1 Past and Present Plan

Ålesund is the largest city between Bergen and Trondheim and an important regional growth area. To maintain and strengthen this position, Ålesund must prepare for future challenges and new developments. In that context, the south side of the centre of Ålesund is a very important area with great potential.

In 2007, the municipality started a regulatory process for Ålesund's central south side with the aim of developing an attractive and urban extension of the city centre. The process led to an adopted plan in 2009. Following the decision, a number of stakeholders spoke out critically about several aspects of the plan. The main objections were the dimensions of the town hall square, the road facilities with large roundabouts, and the fitting of a larger bus terminal that requires a lot of space in the centre. Many believed such an important urban area should be assessed through an international town planning competition.



Adopted plan from 2009

Shortly after approving the "2009 plan", the city council decided to launch an open competition, opening up the possibility for re-evaluation of the adopted plan. The winning proposal, "Sundbyen," was chosen for the plan's strengthening and continuation of the city's already existing qualities. The winning proposal was used

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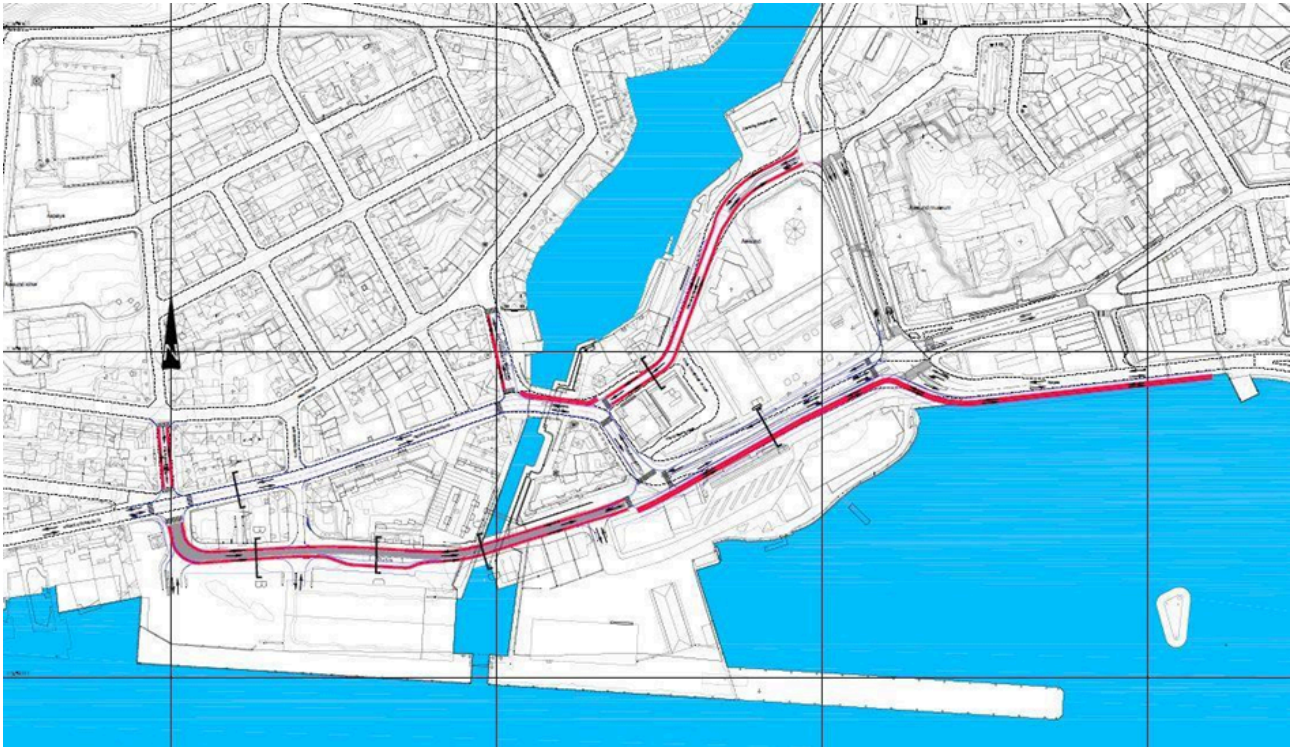
as the basis for preparing a new zoning plan. On 16/04/2012, the Municipal board decided unanimously that planning work should be started based on the results of the ideas competition. The planning area was based on the competition and includes Ålesund's southern city core. The area stretches from Kiperviktorget to the new Waterfront Hotel and up along Brosundet to Dronning Sonjas Square. In total, the planning area covers an area of approx. 160 acres.

The purpose of the zoning plan was to establish new frameworks and content for Ålesund's central south side. The objectives were, among other things, to:

- Ensure a sustainable framework for the city's future growth and development opportunities. Strengthen the city core as the region's growth centre and centre of gravity for trade, business, and tourism.
- Strengthen and continue Ålesund's special identity and character based on the existing urban structure, art nouveau style, and special relationship with the fjord and the sea.
- Create a harmonious transition between the Jugend architecture and Sørsida, where sightlines and outdoor spaces emphasize the city's contact with the fjord and sea. The outdoor spaces and buildings must be executed with world-class quality and design.
- Facilitate good and robust traffic solutions that can be gradually expanded to accommodate future growth. Traffic solutions must not weaken the city's central street and urban environment and must harmonize with the city's scale and usage pattern.
- Slow down and control traffic growth, focusing on alternative transport, including strengthening the city's public transport services and infrastructure. The aim is to develop a public transport system that can become an equal alternative to the car. To facilitate alternative transport, new cycle routes and pedestrian connections are to be strengthened.
- Strengthen and develop a cultural strategy for the centre of Ålesund to maintain historical identity and create diversity and coherence. The strategy must include existing and new cultural offerings in a comprehensive plan with areas set aside for cultural functions.
- Traffic must occur in a street structure. Traffic solutions must be acceptable but not necessarily optimal. The goal is that traffic conforms to the city structure rather than setting the conditions for the city.

Part of the concept is to further develop and create new water spaces in the city, this requires filling in the sea in some areas.

The Norwegian Public Roads Administration will build a new street through what will in the future be the new Sørsida district. The new street will run from Keiser Wilhelmgate by the current bus station to Nedre Strandgate by the Waterfront Hotel with a new bridge over Brosundet. The municipal council in Ålesund has decided that the new street will be one-way to the east and will be a public transport and bicycle street with wide pavements.



New street with a bridge over Brosundet (SVV)

The main measure for discontinuing traffic through the city centre is downscaling and spreading the traffic out onto several streets rather than a large thoroughfare. A new bridge connection south of Hellebroa is planned, which supports this idea and creates greater capacity through the city.

The project will be supplemented with a footpath along Brosundet. This could become an attractive connection and a footpath rich in experiences for both tourists and residents. The walkway will also become an important relief for the road network when many tourists are in the city centre.



Illustration of Brosundet with a new walkway and bridge, seen from the north towards Kulturhavna (JAJA architects)



Illustration from Rådhusplassen (JAJA Architects)

4.2 The plan's description of Kulturhavna

The building in Kulturhavna must consist of free-standing buildings along or in the water, as we know it from the other buildings along Brosundet. Together, they create a sheltered and intimate water space with several varied rooms and niches in close relation to the water.

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Illustration of Kulturhavna (JAJA Architects)



Illustration of Kulturhavna and Brosundet

The buildings in Kulturhavna have been broken down into 8 smaller buildings. Instead of a unified cultural building, where all life occurs inside a large volume, the activity is distributed in several smaller buildings. The free-standing buildings have a maximum boundary surface with the water space, where the life in the buildings spills over into the life in Kulturhavna, which functions as the building's foyer and gathering point.

The western side of Kulturhavna is regulated for service provision/teaching. Teaching is planned here as a combined cultural school and upper secondary school. The 2 buildings C1-2 and C1-3 are planned as support functions for the main building C1-1, such as a canteen, school library, etc. Kulturhavna's southern outdoor area is planned to function as the school's schoolyard, creating a unique setting for the teaching environment.

The eastern part of Kulturhavna is regulated for business/service provision, and plans are being made for cultural purposes such as cultural production, library, mini cinema, museum, galleries, etc. In addition, it opens up for related food and hospitality, with cafés and restaurants with outdoor seating facing the water.

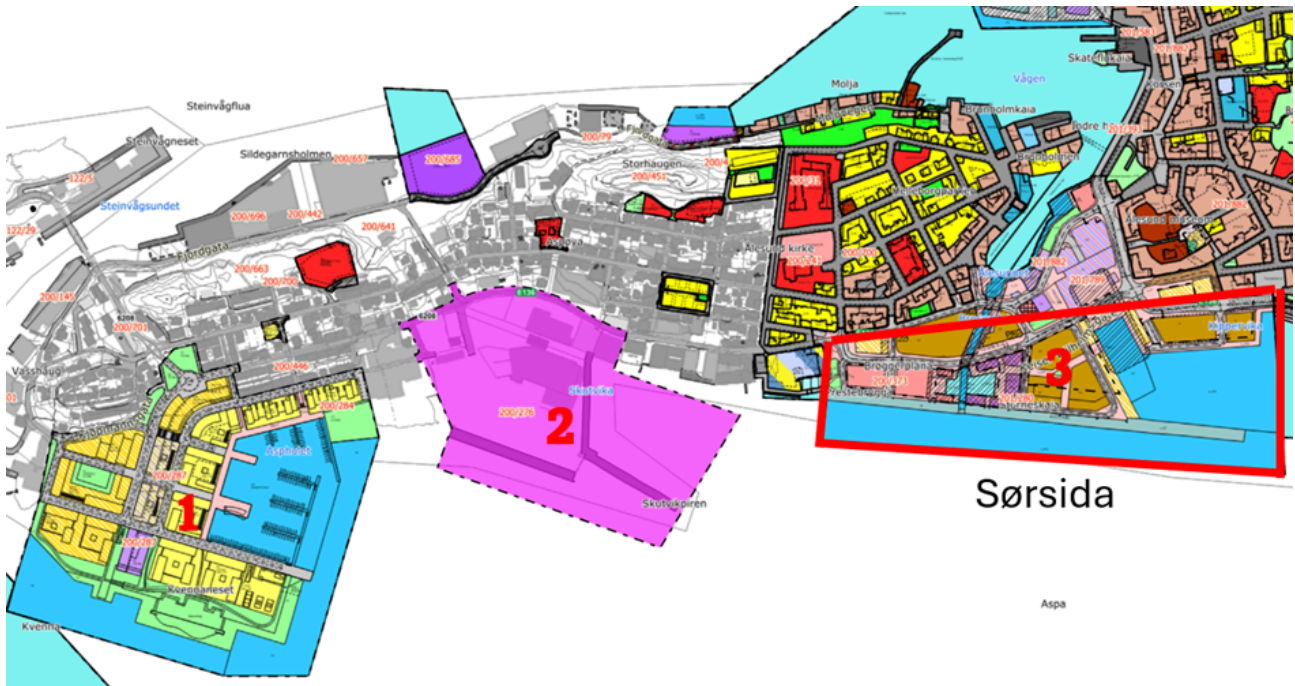
The area is conceived as a concentrated centre and an important part of the cultural strategy. Several cultural and educational offerings will create a broad and exciting offer in the town centre.

4.3 Other projects in Ålesund

The south side of Ålesund city centre and Aspøya has three plans that set major guidelines for the city's development: Kvenneset, Skutvika, and Sørsida. The plans have been drawn up independently of each other but relate to overall guidelines, for example, the land-use part of the municipal master plan. Together,

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these plans form an important piece in the development of the city centre and have great potential to lift the whole of Aspøya as a district. In addition, the plans together form a large part of the room for action to achieve sustainability and climate goals for Ålesund municipality through urban development.



Major plans affecting the centre of Ålesund, 1: Kvenneset, 2: Skutvika, 3: Sørsida

4.3.1 Kvenneset

The regulatory plan for Kvenneset was already ready in 2010, so there is an overlap with the planning work at Sørsida. The plan description shows a large and exciting project and a great understanding of the area's history, connection to the centre, and significance for urban development in Ålesund. Contact with the sea is emphasized, and the illustrations show great ambitions for housing and the harbor area.

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Illustrations from plan description, Kvenneset (Slyngstad Aamlid architects)

Today, Kvenneset is still not developed. It is the particularly polluted masses and remediation of the area that make development demanding. Ålesund municipality, through the parking company and a separate company (Ålesund Bobilparkering AS), has entered into an agreement with the landowner to operate mobile home parking on parts of the site. This required a dispensation from the zoning plan, which Ålesund municipality chose to extend to 9 years. Normally, a building is considered to be temporary for up to 2 years.



Skjerva motorhome parking, Photo: Ole-Martin Sæthermoen/Memoria

4.3.2 Skutvika

Skutvika is in 2024 partially in operation as a container terminal, and the Ålesund Region's Port Authority is gradually moving to the new facility on Flatholmen. Skutvika will then be freed, and the area will be made available to the city's population through housing and open spaces. The Ålesund Region's Port Authority has commissioned a zoning plan for the area, which is expected to be finally approved in 2024. The plan has many similarities with the Sørsideplan; it *“wants to make the seaside accessible to the general public and help ensure that the population of Aspøya has access to much-needed open spaces. It is also a goal to be able to pass on some of the site's history through the new use so that the area is woven together in time and space with the rest of the city”*.

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Illustration of the Skutvika area plan (Slyngstad Aamlid Architects)

The timeline for the plan and statements from the Port Authority indicate that there may be construction work in parallel in Skutvika and on Sørsida. Illustrations from the plan show a desire for many of the same ambitions for urban spaces and water spaces.

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Illustration from Skutvika area plan (Slyngstad Aamlid Architects)

5. The story behind Sørsida

5.1 Introduction

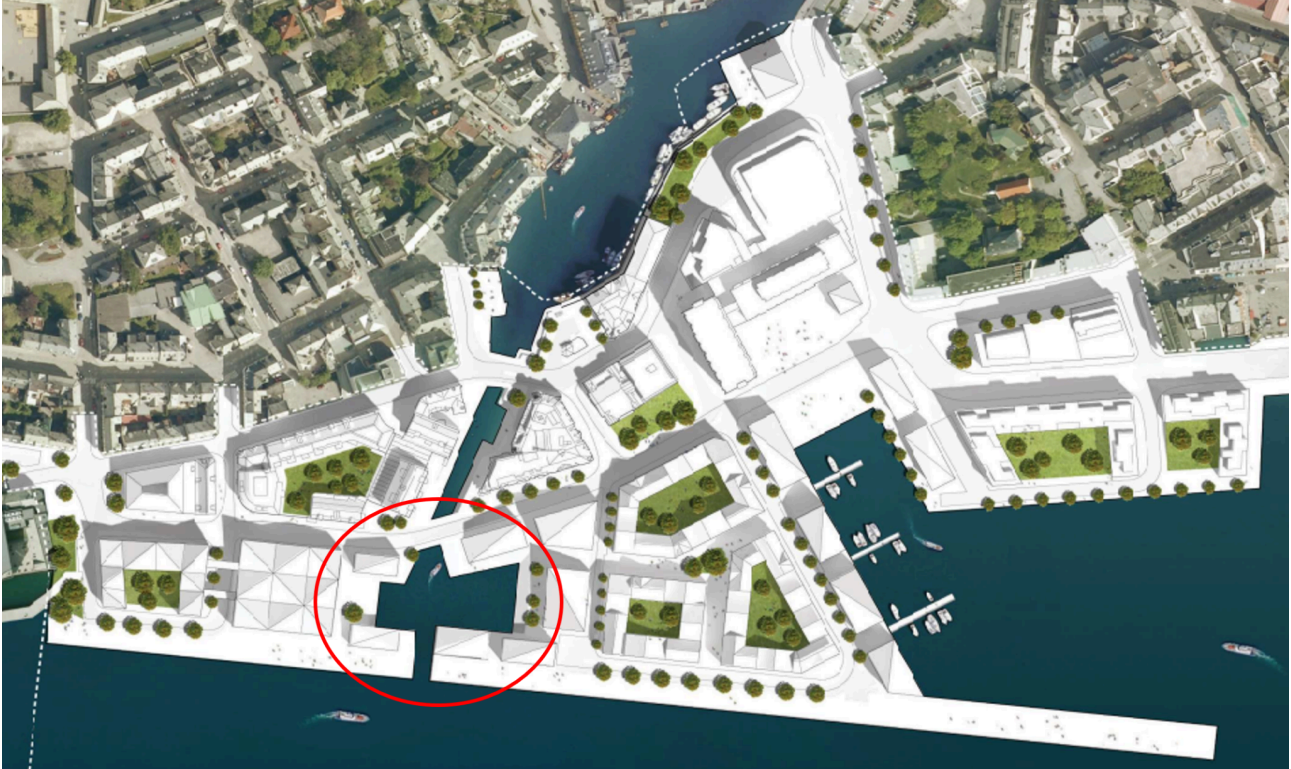
Re-Value follows the development of a port area in the centre of Ålesund which has been named Sørsida, and the name originates from the orientation towards the South. The area has historically arisen by gradually filling the sea to the south on both sides of Brosundet to the extent that the original coastline has been completely removed.



The South side Ålesund Harbour. From photographer Håkon Haug's archive

Due to its location, Sørsida is, in many ways, a very attractive area in the centre of Ålesund. Throughout history, the area has primarily been used for port and logistics functions, which, for various reasons, are gradually being removed. The areas are then released for various residential, business, and cultural purposes.

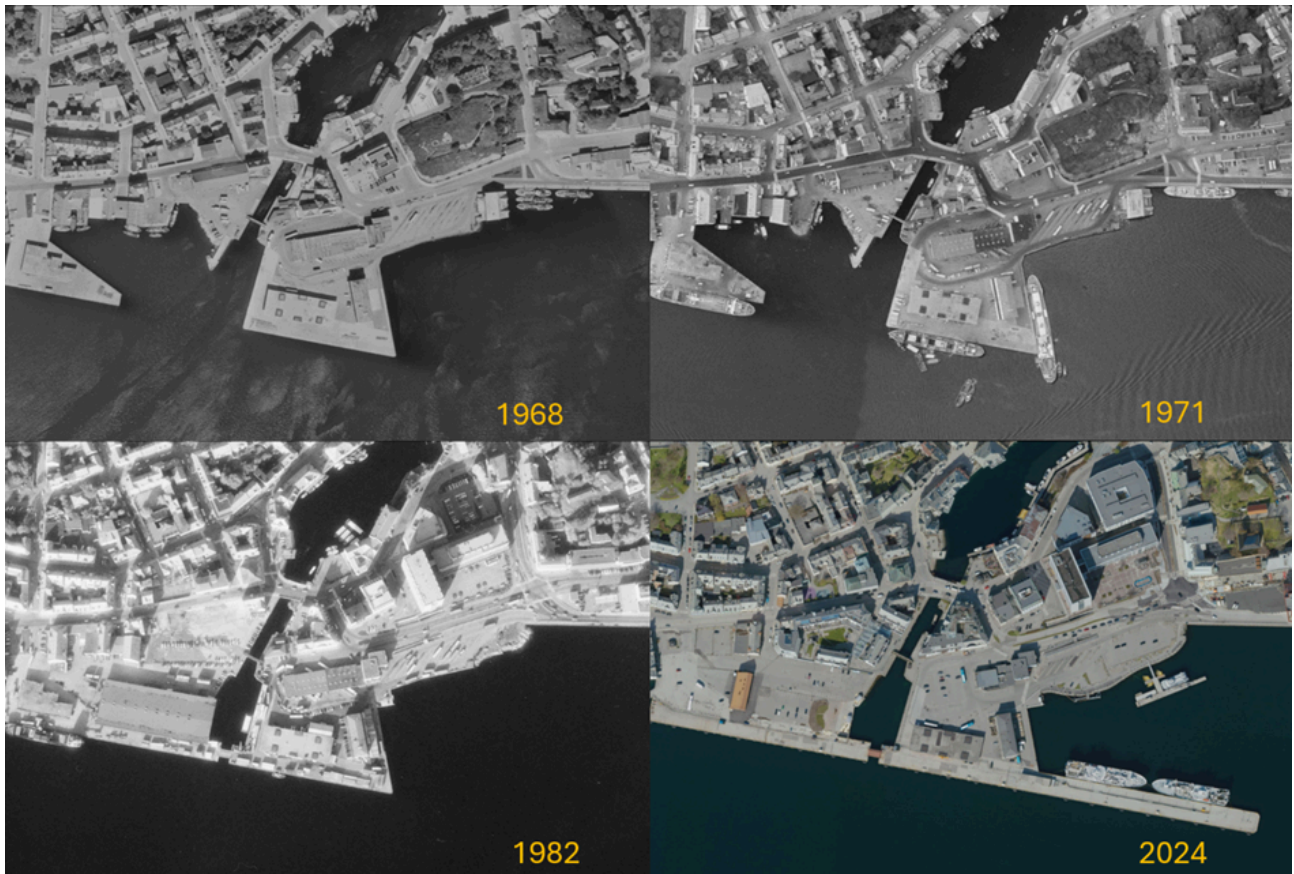
This document has a particular focus on Kulturhavna as an arena for many different activities during the project period, and this is what will, in practice, be the pilot area for Re-Value. The area is a limited part of Sørsida but will, at the same time, be used to explore the future of the entire Sørsida and, to a certain extent, the city centre in general. Sørsida, together with the development in Skutvika, is a project that has the potential to lift both the city centre and Aspøya. To a large extent, these projects represent room for action in the city centre to achieve important climate goals and create an attractive city centre for the future. We are therefore discussing how Sørsida can affect this and other projects and neighboring districts.



Location of Kulturhavna (Pilot area) within Sørsida

5.2 Sørsida and adjacent urban areas

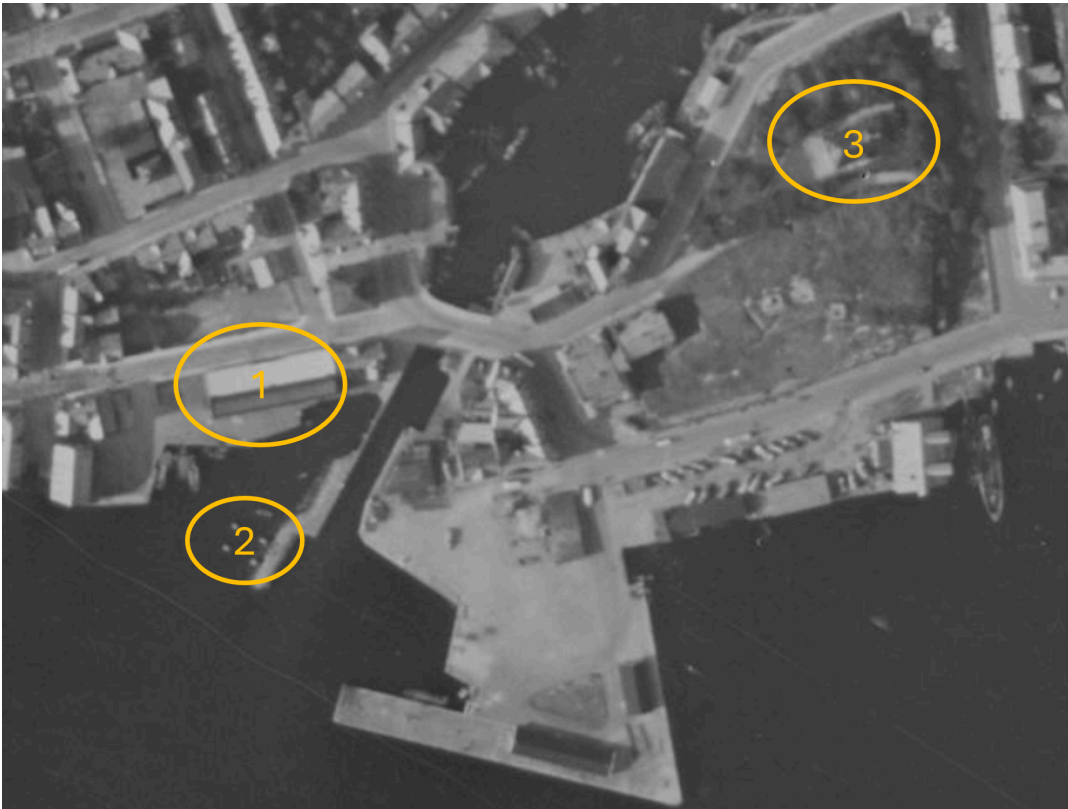
The history of Sørsida is linked in many ways to the history of Rønneberghaugen and Rønnebergvillaen. The area where Ålesund town hall is located today was a small hill until the beginning of the 70s. Rønneberghaugen was a large green area located in the centre of the city, and there was also a park-like area. The area was also referred to as a bird mountain and an important nesting place. On the north side of the hill was the Rønneberg villa. The fight for the preservation of this building was the first major action for the preservation of the city's architecture. Many see this campaign as a turning point, and in the time since, there has been a great focus on the preservation of Ålesund's Art Nouveau buildings.



Development of Sørsida, 1968-2024

Based on historical aerial photos, it can look like the masses that were blown out when Rønneberghaugen was removed were probably filled in and make up parts of Sørsida today.

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Sørsida 1947: location of 1: Torghallen, 2: Badehuset, 3: Rønnebergvillaen

Another important meeting place that used to be close to Sørsida, just west of Brosundet, was Torghallen. This building was originally intended as an exhibition hall for the flourishing silver fox industry on Sunnmøre in the 1920s and was also to function as a market hall. Sports events, concerts, dances, fairgrounds, and shop premises were arranged here. The building was demolished in 1981, and the town centre has not since had a building that covered the same functions.

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Rønneberghaugen 1971-2009. Photo: Egil Røssaak/GangerRolf, CC BY-SA 3.0



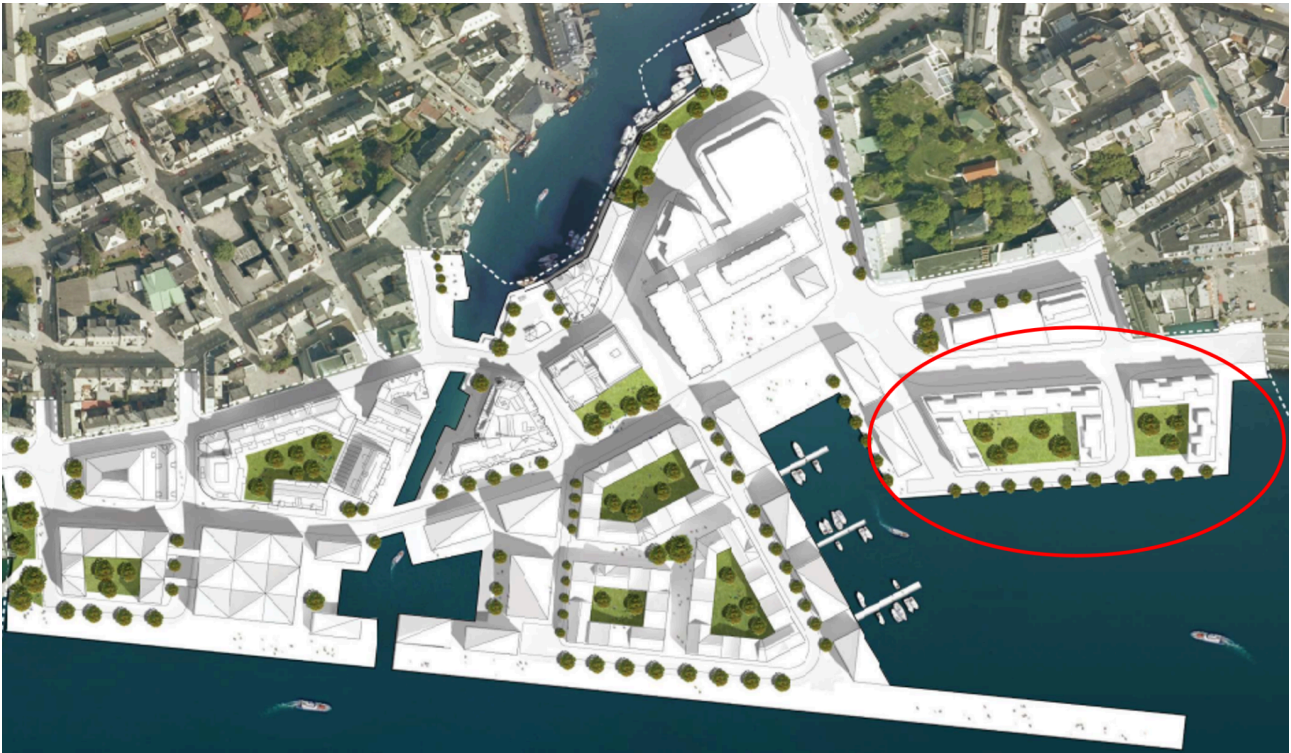
Boxing match and fair in Torghallen 1946/1929, Photo: Håkon Haug/Sigvald Moa

5.1 Today's situation and important challenges

Today, Sørsida is characterised by large parking areas, traffic facilities, port operations, and larger warehouse and industrial buildings. There is a lot of activity within the planning area related to the

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Bypakken, which includes a new street terminal for public transport and a new road and bridge over Brosundet, just south of Kulturhavna. Other synergies with the Bypakken include the completion of the area to the east on Sørsida, which facilitates the sale of a plot of land for residential purposes. Here, surplus mass from tunnel construction in the Bypakken will be used, which ensures local reuse and a minimal transport route for the mass. At the same time, the road within the area is being repaired, which is in very poor condition and has a failing foundation. In this area to the east of Sørsida, the Kipervika housing project is being developed, which will facilitate 200 new homes in the city centre in addition to a harbor promenade, outdoor dining, and unique proximity to the sea. This project will be one of the first opportunities to implement the methods described in this report in permanent infrastructure.



Location of Kipervika within the planning area

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Digital illustration of possible development in Kipervika, Illustration: JAJA architects



Digital illustration of possible development in Kipervika, view to the south. Illustration: JAJA architects

Kipervika illustrates several of the challenges that must be solved continuously by SUAS, but also the many opportunities where one can trigger great synergies with the right measures in the early phase:

- Coordinating with Bypakken, Road Authorities, and other actors. This is continuous work and negotiations linked to coordinating progress in various parallel projects.
- Financing: Negotiations are ongoing related to the distribution of costs and services within Sørsida. This is particularly demanding when many partners have uncertain funding, and sub-projects can be stopped or postponed at short notice. Many municipalities and county councils are now (2024) in a demanding period due to high financial costs, which increase uncertainty.
- Ambitions related to climate, mobility, and urban qualities must be continuously clarified in connection with each individual land sale and associated requirements. At the same time, the entire area must be seen as a whole. Part of the area that is developed early may have to consider the future needs of other plots that are developed much later. Consideration must also be given to overall goals and strategies in other plans, for example, the plan for climate, land, and transport in the Ålesund region (PAKT).

The plan for Sørsida from 2015 promotes several goals, including:

- Create a sustainable framework for the city's future growth and development opportunities. Strengthen the city core as the region's growth centre and centre of gravity for trade, business, and tourism.
- Slow down and control traffic growth, focusing on alternative transport, including strengthening the city's public transport services and infrastructure. The aim is to develop a public transport system that can become an equal alternative to the car. To facilitate alternative transport, new cycle routes, and pedestrian connections are to be strengthened.
- Strengthen and develop a cultural strategy for the centre of Ålesund to maintain historical identity, (and) create diversity and coherence. The strategy must include existing and new cultural offerings in a comprehensive plan with areas set aside for cultural functions.

The 2015 plan bears the stamp of the time it was drawn up and does not mention conditions related to sustainability, circularity, and reuse of existing buildings. The Sørsida plan recognizes the area as important for the development of the entire city centre, and ripple effects are assumed far beyond the plan area. There is an expectation that the plan will contribute to an attractive urban environment, which is often the case in this type of document.

6. Today's situation and important challenges in Ålesund

6.1 The municipality's challenges

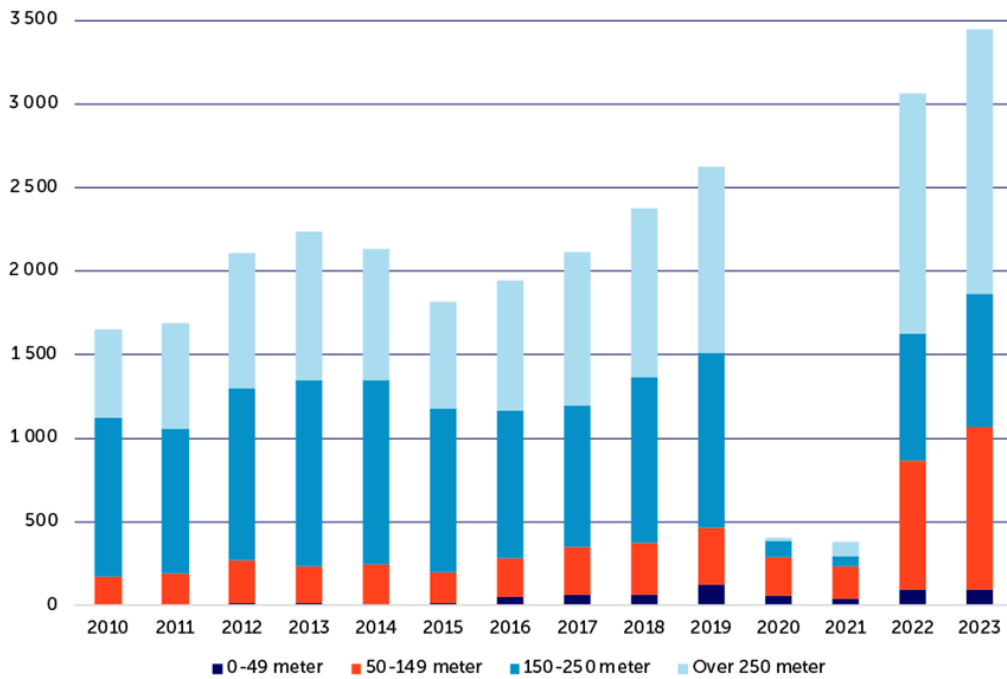
In 2024, Ålesund has several challenges that are also shared with city/town municipalities of similar size and centrality:

- Climate change and climate adaptation: it is a demanding exercise to reduce greenhouse gas emissions and, at the same time, maintain a sustainable economy. The solutions are often complex, and the technology is immature. In many cases, there are demands for a changed lifestyle on the part of the citizens, which is difficult to defend politically. At the same time, climate change and the need for climate adaptation are beginning to take effect. This results in an increased workload for the municipalities as local emergency response and planning authorities.
- Like the rest of the world, Norway is facing major changes in demographics. In the coming years, the population in Ålesund will only increase slightly, while the proportion of elderly people will increase dramatically.
- Young people are experiencing an increase in mental health problems and alienation.
- The districts are losing the competition for young residents and skills that are disappearing to the big cities.
- The balance between urban development and other interests, such as tourism in various forms, is not optimal. There is also a lack of updated plans and strategies for the city centre.

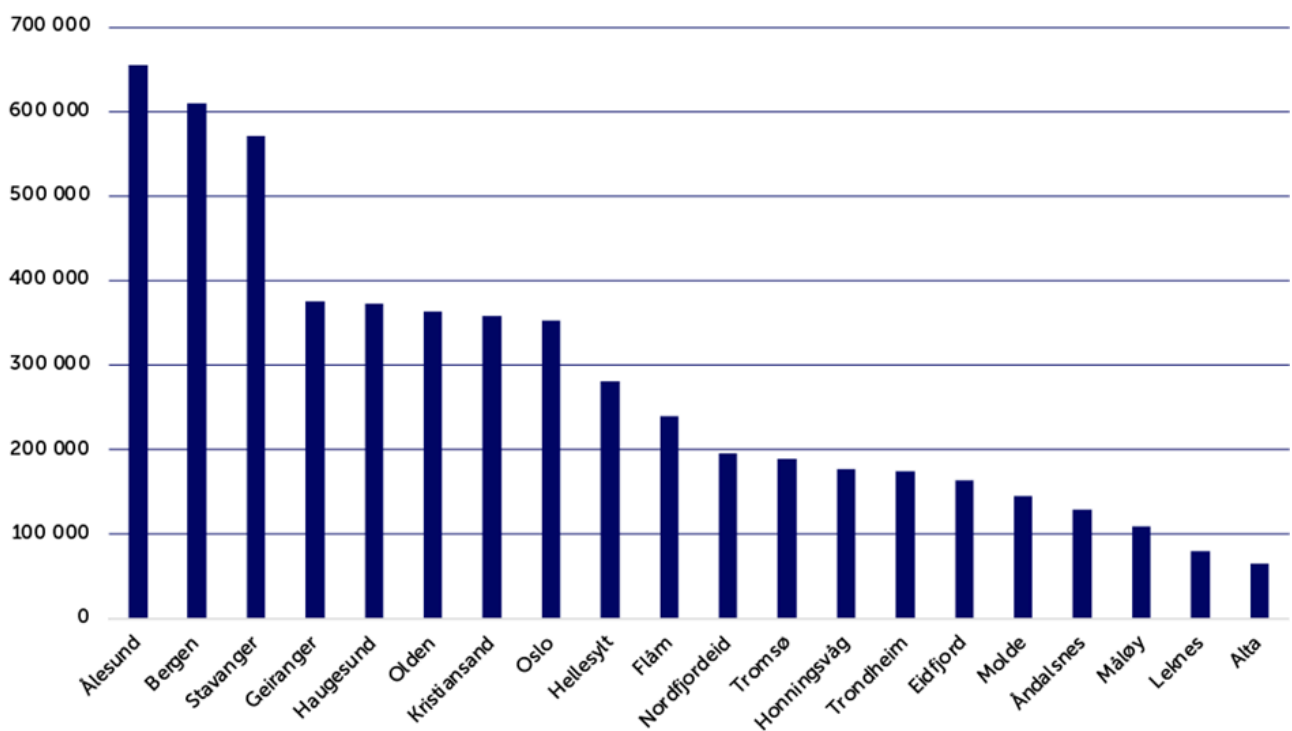
6.2 Cruise tourism in Ålesund

Cruise tourism has seen strong growth in Norway, especially in Ålesund, which in 2023 was the country's most visited cruise port in terms of number of passengers. This development has several drivers, and the Norwegian cities have very different responding approaches. Compared to other forms of transport, cruises are the least climate-friendly passenger transport, with emissions many times higher than, for example, airplanes or buses, and expedition cruises are the worst (Kystverket). Cruise therefore has a not insignificant contribution to greenhouse gas emissions in Norway.

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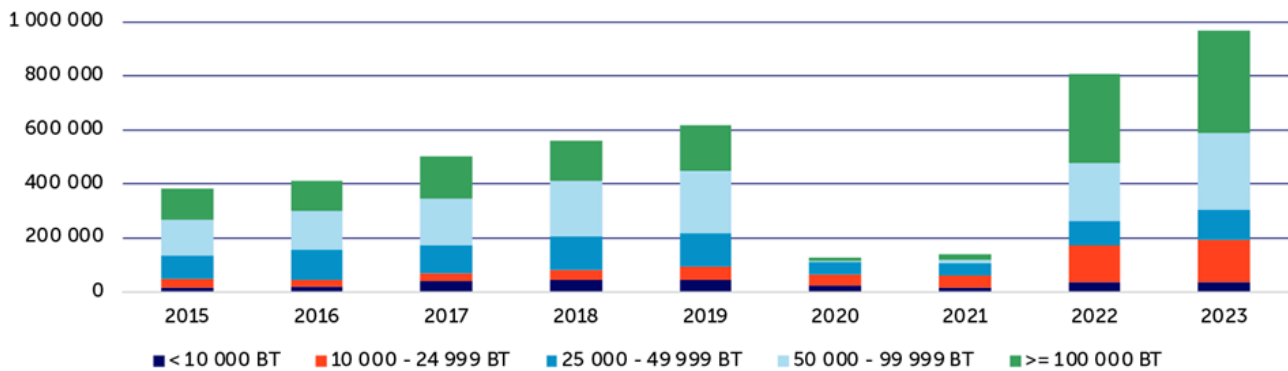


Number of cruise calls to ports in mainland Norway divided by ship length, 2010–2023 (Kystverket).



Number of cruise passengers distributed among the 20 largest individual ports, 2023. (Kystverket)

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Greenhouse gas emissions from cruise ships in Norwegian coastal and marine areas by ship size, 2015–2023. In tonnes of CO₂ (Kystverket)

The Ålesund municipal council has decided that a feasibility study for moving the cruise port in the centre of Ålesund will be carried out. This study, which will be delivered in 2024, looks at the possibility of fully or partially moving the cruise port. The report should provide a good knowledge base for further processes related to the operation and location of the cruise port in the future. The study will look at the possibilities for, in the long term, balancing considerations for the cruise business and urban development.

The Sørside plan was adopted in 2015 and sets out a coexistence between cruise tourism and developing culture, business, and housing at Sørsida. At the time, the Sørside plan was based on an annual visitor number of 90,000 cruise tourists. In 2023, Ålesund had 650,000 cruise tourists, and at the same time, the size of the ships also increased considerably.

The development in recent years, where Ålesund has become Norway's largest cruise port, provides an opportunity for the business world and a lot of activity in Ålesund during a long cruise season. On the other hand, it has major consequences beyond neighboring districts, for example in the form of overloading of the road network in connection with bus transport. The municipality does not have a plan for tourism or handling goal conflicts between tourism and urban development, but there is an expressed political desire to create a tourism plan.

The Sørside plan provides 400 new homes in the city centre and will develop Kulturhavna, which creates a lot of activity and new meeting places for those who live in the city and those who visit it. The plan also provides for new commercial areas that create jobs in Ålesund. The response from the market is that the current volume of cruise traffic is incompatible with the development of housing at Sørsida.



Cruise ship outside Kulturhavna (ÅK, 2024)

6.3 Organization of the municipality and underlying companies

In 2024, an evaluation of the organization of Ålesund municipal property KF (ÅKE), Ålesund parking AS, and Sørsida Utvikling AS (SUAS) was carried out to identify opportunities for improved efficiency and strengthened interdisciplinary implementation power. The Norwegian Port Authority is not part of the evaluation, but its role is also mentioned.

Emphasis is placed on the fact that the roles of the various actors should be clarified in an overarching strategy for urban development, which is lacking today. All the businesses have tasks related to the municipality's property activities and have vested interests that may conflict with the municipality's overall needs and holistic approach.

6.4 Contact with the sea in Ålesund

Ålesund has contact with the sea on all sides and a long and rich maritime history. Large parts of the region's industry are still linked to the maritime sector.

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Sørsida in 2023, with Brosundet and the Devold building in the background. The sea line to the south is cordoned off with an ISPS fence (ÅK).

Sørsida has a long sea line and many important sea-related functions, such as a harbor for cruise ships and fishing boats, speedboats, and sightseeing trips. However, the population's access to the sea is poor on this side of the city. Most of the harbor area is blocked off with an ISPS fence, and there is contact with the ocean only at the Waterfront Hotel in the west and along the Bus Station and Sjøgata. There is a lack of outdoor recreation areas near the sea, and the sea line is characterised by large ships and high traffic.



Access to the water at the Waterfront Hotel (ÅK).

Fishing and access to the sea were the very basis for establishing the town, with Brosundet as a natural harbor. The sea was the means of transport, and along the entire shoreline were quays and sea stairs with good access between land and sea. At Sørsida, the natural beach zone is gone after extensive filling in in the latter part of the 20th century.

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The inhabitants of the centre of Ålesund currently have little direct access to the sea. This is particularly visible on Aspøya, where only small areas have been prepared so you can get right down to the water's edge. Filling in and establishing closed industrial areas has, over time, limited access for residents. There have previously been several bathhouses in the city centre, with the last one disappearing as early as 1944. There is a growing trend to establish saunas and sea baths in Norwegian cities; we also see this at Sørsida. An important function for the development of Sørsida is to make the harbor front accessible and to cooperate with other public and private players to succeed in this. Temporary measures at Sørsida, such as establishing a sauna, facilitate exploring this function. The lack of contact with the sea in port cities is not a unique situation for Ålesund; the areas are attractive in terms of business and residential land. We find many comparable situations in other Norwegian cities with different approaches to establishing contact with the sea and similar development of port areas, for example, Bjørvika in Oslo and Brattøra/Nyhavna in Trondheim.

Ålesund's Sjøbadehus (1912-1944) stood on Badehuspiren facing Aspevågen on the west side of the strait, almost exactly where the temporary sauna at the cultural harbor is now established. Club members became, among other things, Norwegian champions in artistic diving in 1927 and received the king's trophy. Competitions were arranged against Trondheim and Kristiansund in the annual championships. A storm in the winter of 1944 destroyed the bathhouse.



Bathhouse in Ålesund, probably at Brosund pier, unknown year (Sunnmøre Museum)



Diver at Ålesund Sjøbadehus, where Kulturhavna is today. Oscar Larsens Sjøbu can be seen in the background (Photo: Unknown/Kvenneset plan description).

The plan for Sørsida emphasizes proximity and access to the sea and the historical importance of the sea for the city's identity and most important natural resource. It is planned to consistently strengthen the city's relationship with the sea by providing better access and creating new water spaces. The most important areas are Kulturhavna, which is part of Brosundet, as well as Rådhushavna in front of Rådhusplassen.

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Important urban spaces/water spaces in the plan for Sørsida: Kulturhavna on the left and the town hall square on the right.



Temporary sauna on the site of the future Kulturhavna and the previous bathhouse (Photo: SUAS)

7. Kulturhavna

7.1 Status of the pilot area

Kulturhavna has been chosen as the pilot area for Re-Value. The area has two phases: one temporary and one permanent. In this document, we focus on the temporary because of the project's time horizon and because the temporary will provide decisive input into how the permanent Kulturhavna will be developed and managed. The temporary Kulturhavna will be an important arena for bringing together the actors who will shape the permanent infrastructure in the long term. At Kulturhavna, a new temporary infrastructure has also been established while existing buildings are being changed in function.

Today, Kulturhavna consists of two main elements. East of Brosundet is the former Devold building, where a large skate hall has now been established, which is also used as an event space. The hall has been rehabilitated with local businesses, secondary schools, and voluntary organizations. Many of the inputs from the Re-Value innovation camp in 2023 have been taken into account in the design of the building, and several areas of use are being assessed on an ongoing basis. The building is painted in a strong orange color that was not randomly chosen. It represents the area's maritime history where this type of signal color is an important visual element. In addition, orange is the color of ÅFK (the local football club).

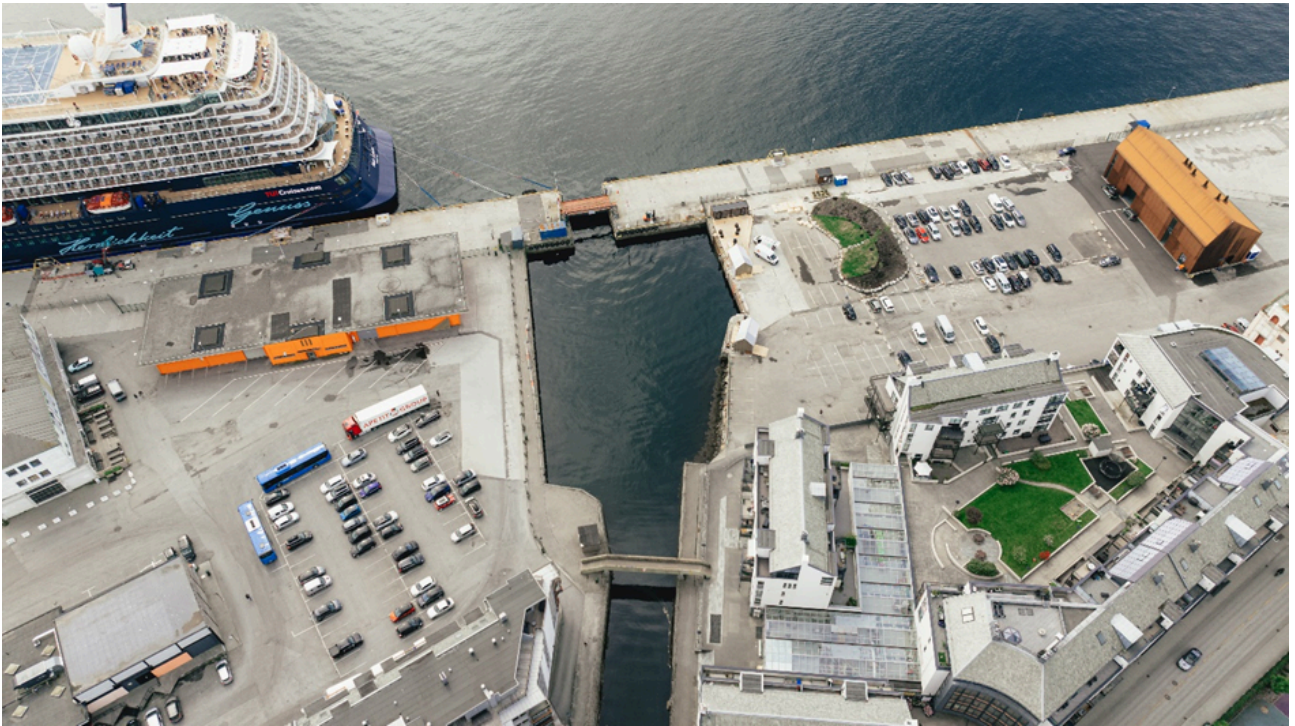
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Devoldbygget/Skatehallen at Kulturhavna (Photo: ÅK)

The area west of Brosundet was formerly a parking lot. Now, it has been established as a car-free recreation area with activities and functions for various target groups. The functions have been created through physical participation and input in a digital participation portal. Here, we have used the visual identity to create interest in participation. The idea is that Kulturhavna should have a recognizable identity while also inviting individual expression and development.

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Kulturhavna seen from above: The Devold building and temporary infrastructure are located on opposite sides of Brosundet (Photo: SUAS)



An event at Kulturhavna, Summer 2024 (Photo: Marina Franco Photo)



An event at Kulturhavna: Inside/Outside (Photo:ÅK)

7.2 The role of the pilot area

The cultural harbor is intended to supplement the existing cultural life in the city and region. Stages, small houses, a playground, a basketball court, a sauna, and a small green park have been established, now inviting Ålesunders and visitors to stay in and use the area around Brosundet. This gives an idea of the function Sørsida may have in the future with increasing access to the sea. The area also invites discussion and reflection about how the area can become when former functions are gradually moved.

The temporary nature provides the opportunity for real participation over time. The residents help shape the area digitally, physically, and through use. Through Kulturhavna, Sørsida becomes a place you actually want to visit and stay over time. Without the temporary Kulturhavna, Sørsida would, for many, be an abstract concept that is difficult to relate to, and inviting real co-creation would be demanding. Planning processes and area development are time-consuming and often closed processes that can be difficult for residents to understand. Kulturhavna is intended to signal that something is happening in the area and should invite everyone who wants to participate and create discussion around the area.

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Voluntary work at Kulturhavna (Foto: SUAS)



Opening of the skate hall in the Devold building, 2004.10.05 (Foto: ÅK)

7.3 The permanent Kulturhavna

The permanent Kulturhavna will be developed as a collaboration between several future users and will include a theatre, a secondary school, and a cultural school. In 2023, Møre og Romsdal County Municipality (MRFK) and Ålesund Municipality agreed to buy Sørsida Eiendomsselskap from Sørsida Utvikling. The company owns the development plot called C1 in the zoning plan.

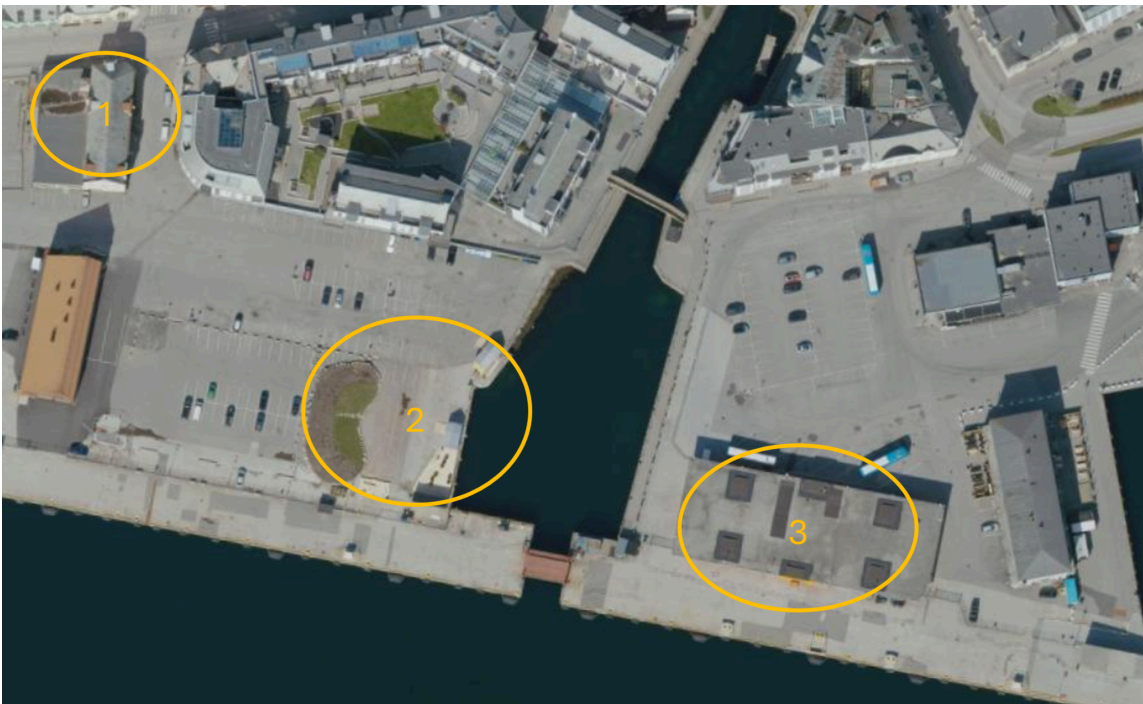
With the purchase, the county council and the municipality want to contribute actively to the development of Kulturhavna with the establishment of parts of Ålesund upper secondary school, including culture-related subjects, building for Teatret Vårt and Ålesund cultural school. Other functions, such as a possible new library, will also be added to Kulturhavna. The goal is for Kulturhavna to become a gathering place and a meeting place for those interested in art and culture locally, regionally, nationally, and internationally. Together with activities, organizations, and artist collectives located there today, it will become a *"powerhouse within culture, urban development, and sustainability"* and *"contribute to sustainable and good urban development in Ålesund."*

The property is regulated to 15,935 square meters, and MRFK/ÅK has committed to realize the project within five years with a takeover in January 2024. In addition to the purchase price, MRFK/ÅK must contribute its share of the infrastructure costs for Sørsida.

In addition to the land sale of C1, Sørsida Utvikling, Møre og Romsdal County Council, and Ålesund Municipality entered into a cooperation agreement for development fields C1 and C2. These areas are part of Kulturhavna, and it is natural to consider them in context when planning further. Here, the parties will consider, among other things, joint use of stage and other functions. The collaboration has started and will continue through autumn/winter 2024-2025.

7.4 Other buildings that can be transformed

At Sørsida, we also find an older building used for various business/storage functions: The pink building. The building formed a quarter with a building that shared an architectural design (see historical photos below). Similar architectural details can also be found on buildings that were built at the same time by the owner outside Sørsida. The neighboring building was most likely demolished sometime in the 1980s. Here, several temporary measures are considered to activate the building as a continuation of the temporary Kulturhavna.



Sørsida 2024: 1: The pink building, 2: Temporary infrastructure, 3: Devold building/skate hall

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Oscar Larsen's Sjøbu, "The pink building" on Sørsida in 2024 (Photo: ÅK)



Historical photos of Oscar Larsen's Sjøbu, the neighboring building to the remaining "Pink building" (Ålesund Museum)

8. The climate plans in Ålesund Municipality

8.1 Ålesund Municipality's climate goals

The most important strategic document for Ålesund municipality's work with climate targets is the *Green strategy*. This is the most important strategy for reducing greenhouse gas emissions and preventing the loss of natural diversity. The strategy focuses on Sustainability Goals 6, 13, 14, and 15, which represent nature:

- Clean water and good sanitation
- Stop climate change
- Life in the sea
- Life on land

In 2019, Ålesund municipality measured various KPIs related to sustainability; the result showed that the municipality scored low in the following areas:

- High energy consumption
- High water consumption
- Low source sorting rate
- A high degree of incineration of waste
- Emissions from drains
- Little protected area and little recreational area
- A high share of private cars
- Low share of public transportation use
- Low rate of bicycle use
- Little sharing of cars and bicycles

According to the climate ranking of Norwegian municipalities (2024, [Noradapt](#)), Ålesund is the municipality with the fifth highest climate risk in the country. Møre and Romsdal County is also in a bad position, with a high score for climate risk and a low score for climate adaptation.

8.2 Status of greenhouse gas emissions in Ålesund

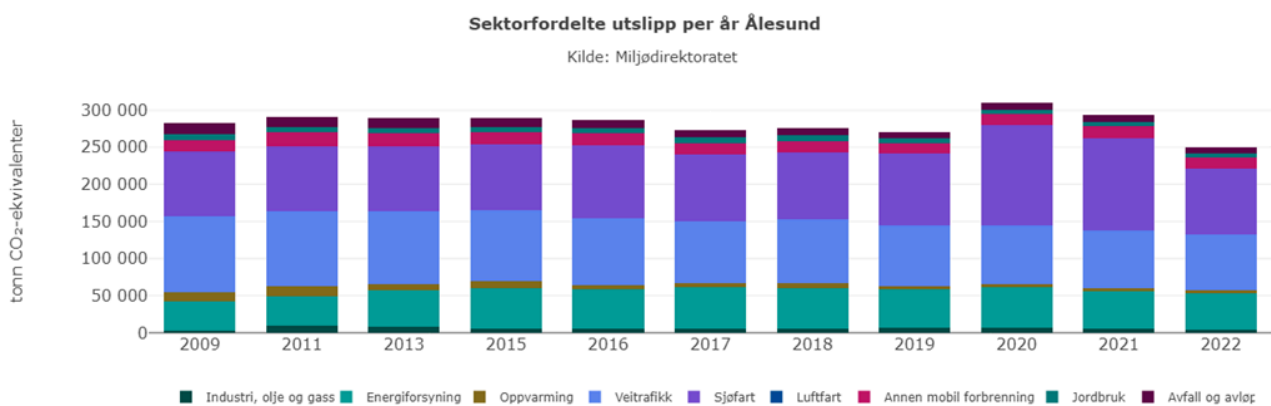
In 2019, direct emissions in the municipality were approximately 297,000 tonnes of CO₂, the largest sources being shipping (45%), road traffic (21%), and energy supply (18%). Direct emissions are the emissions that occur within the municipal boundaries. For example, we do not include emissions from imported goods and services, such as flights, clothing, and building materials, which significantly contribute to the total emissions.

The municipal organization's climate footprint has also been mapped and is partially followed up through the Environmental Lighthouse Scheme.

The social element of the municipal master plan (2021-2024) confirms the goal: *(that) Ålesund municipality has reduced its greenhouse gas emissions in line with the EU's objectives.* That is, a reduction of 55% measured from the reference year 1990.

The Green strategy's goals are even more ambitious: *The goal for 2030 is to reduce emissions by 60 percent compared to 2009.*

The reason why 2009 is used as the reference year is that the statistics at the municipal level do not go further back than this. Reducing emissions by 60 percent compared to 2009 means an emissions cut of 177,000 tonnes of CO₂ equivalents (169,260 according to updated figures from MDIR, 2024). The status in 2022 is a reduction of approximately 11.5%. The climate budget shows that there is still a large gap between the effect of the measures and the municipality's target of reducing direct emissions by 60 percent by 2030.



Sector-distributed emissions per year for Ålesund (MDIR)

The Green Strategy identifies the most important management tools, climate accounting and a climate budget, to achieve greenhouse gas reductions. It also stresses the need to preserve carbon storage in forests and bogs.

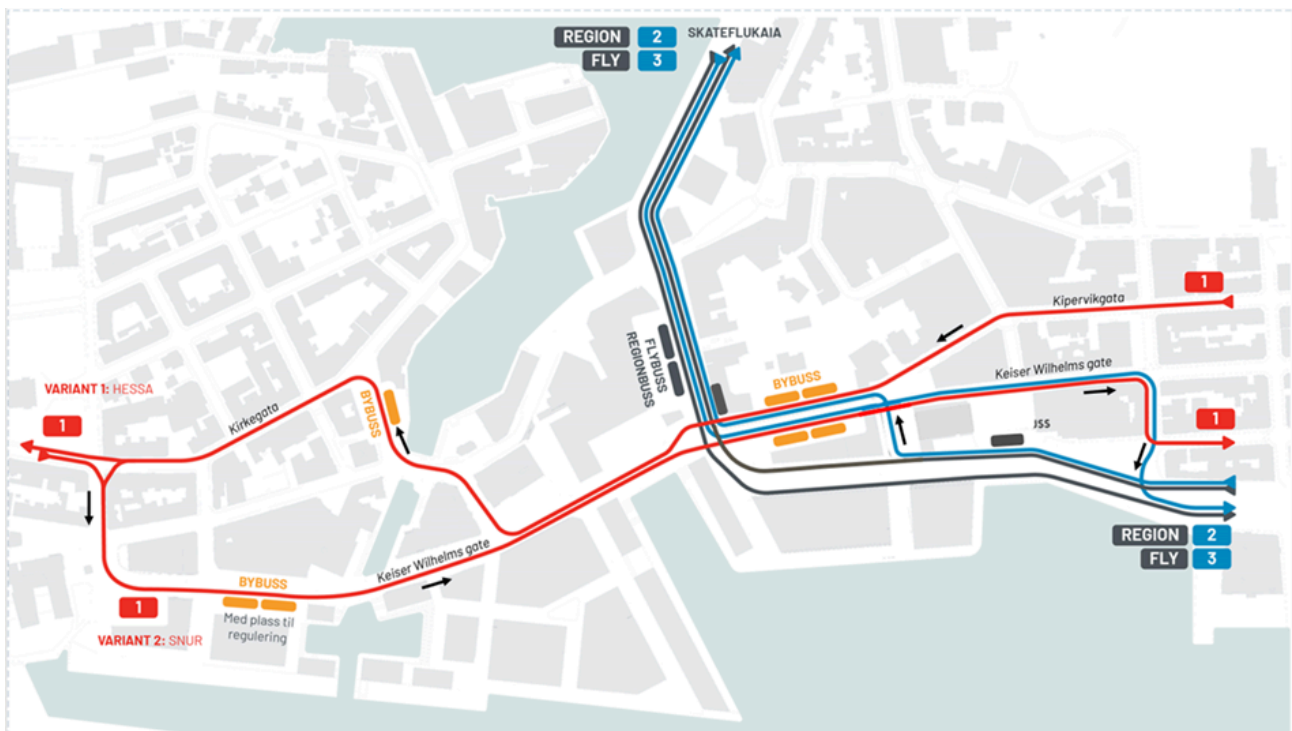
8.3 Sørsida's contribution to reducing greenhouse gas emissions

SUAS has many different roles and opportunities to contribute to reduced greenhouse gas emissions when the plots are sold and developed. In addition to contributing to environmental sustainability, the company has an important role in balancing the sustainability dimensions. SUAS wants to have a clear focus on, and requirements for, environmental and social sustainability vis-à-vis potential land buyers for development.

Although Ålesund municipality has sustainability goals as a comprehensive management tool in its Master plan, the transfer to long-term plans in the land-use section and individual cases dealing with development is deficient. The regulation plan on Sørsida is still exposed to rematches many years after it was adopted. This is not unique to Ålesund but a consistent challenge in Norwegian municipalities.

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SUAS sees the zoning plan for the area in connection with the plan for climate area and transport for the Ålesund region (PAKT). Moving the buses to the new public transport hub is an important prerequisite for the area's development. Also, it provides an opportunity to make mobility in the centre more efficient and facilitate easy access to public transport, walking and cycling. The public transport terminal and new bus stop in the centre also help make public transport available to the whole of Ålesund. The collection of activities and functions for children and young people centrally in the town centre and down in the harbor area makes it possible to get to training, school, and leisure activities without being transported by private car. It will be important that consideration is given to the movement patterns of future users of all ages: children, young people, and the elderly, in particular, who have special needs here.



New bus routes after the introduction of a new public transport hub (Bypakke Ålesund)

SUAS is conducting a feasibility study on temporary and permanent bicycle repair, electric bicycle rental, and safe bicycle and pedestrian crossings in the development areas.

Kulturhavna is an arena for testing various aspects of environmental sustainability. The recreation areas built up in the harbor area are movable and can be reused.

Kulturhavna is conducting a pilot project on garbage sorting with local actors. Sorting garbage at the source should be easy and cool, and those who collect deposits should not have to rummage through rubbish to find bottles and cans. This pilot will be carried out from December 2024.

When land is sold, energy efficiency can be demanded in new buildings, and SUAS wants to take advantage of this opportunity in the future.

The Sørsida plan basically assumes that the existing buildings are to be demolished. The focus on reuse and the circular economy has increased considerably since 2015, and similar transformation projects see increased value in reusing old buildings. Assessment of older buildings for reuse is a complicated process. The buildings can give the area increased value and new economic, cultural, and social uses. By identifying a vision for Kulturhavna, it can be easier to see the value and possible functions of the buildings that are already there. The construction sector accounts for a large share of global energy use and greenhouse gas emissions. Environmental considerations are an important argument for the preservation and reuse of the buildings on Sørsida, but this will probably result in extra work in connection with regulation, planning, and challenges related to economically sustainable operating models. Municipal property companies provide the opportunity for a more holistic portfolio approach, both within the development area and within the municipality. Preserving buildings can be a way of creating and preserving the identity of the place in the area, even before the site is developed, by highlighting buildings that have been "forgotten" in the cityscape, as done with the Devold building. There is a growing awareness of the potential for the building to add something more by creating an environment that gives identity to the area and contributes clear value to future residents and users there.

8.4 Sørsida's contribution to climate adaptation

According to the Norwegian Climate Service Centre, the climate changes in Møre and Romsdal will, in particular, lead to a need for adaptation to heavy rainfall and an increased problem with stormwater. There will be changes in flood conditions and size of floods, landslides, sea level rise, and storm surges. To be precautionary, high alternatives from national climate projections must be considered when assessing the consequences of climate change. This will place stricter requirements on logistics and execution planning for new construction and upgrading buildings. Optimal location and orientation become even more important.

As responsible for infrastructure at Sørsida and with some influence through land sales, SUAS has an important role in climate adaptation. Important topics are:

- Location and orientation of buildings.
- Stormwater management and possible positive synergies with blue-green solutions both on roofs and between buildings.
- Permeable surfaces.
- Ensure that solutions work in all seasons.

With a location close to water, adequate protection against storm surges is also important.

8.5 Participation in the Cities mission: 100 climate-neutral cities by 2030

Ålesund municipality originally applied to become part of the EU's mission "Climate neutral and smart cities," where the goal is for 100 cities to become climate neutral by 2030, supported by NetZeroCities. Although ÅK was not selected as a mission city, it has been chosen to follow the work of the Norwegian mission cities closely through participation in forums for Norwegian mission cities facilitated by DOGA (Design and Architecture Norway). Here, ÅK will be able to closely follow the work of the Norwegian mission cities. These cities are Stavanger, Trondheim, and Oslo.

re-value

The mission cities follow the process of the support platform NetZeroCities, where Drammen also participates in the pilot program. In Norway, KDD is responsible for following up on this social mission and has delegated the facilitation to DOGA.



The Norwegian Mission and accompanying cities (figure: DOGA)

The national forum's first focus in 2024 will be the Mission Cities' work to deliver the climate contracts by September 2024. A collaborative forum for information and learning across the social mission has been established. More and more European countries are developing national cooperation platforms linked to the Cities Mission to support the cities' work towards climate neutrality and coordinate local, regional, and national measures.

The project closely follows the work on the climate contracts in Trondheim, Stavanger, and Oslo, which will be delivered in autumn 2024.

9 Vision for Sørsida

9.1 Introduction

For SUAS and ÅK, Re-Value is an important project to realize the full potential of the development for Sørsida and ensure a future-oriented, attractive, and sustainable area that contributes positively to adjacent areas such as the city centre and Aspøya. Property development is a demanding exercise where many different actors and considerations must be weighed.

Re-Value will raise awareness in SUAS and AK about the connections between the three dimensions of sustainability and the importance of environmental and social sustainability in achieving economically sustainable solutions. In traditional property development, economic sustainability will often be the dominant consideration, and the planning work ends as a discussion to find acceptable solutions around one dimension. In Re-Value, room for action is achieved to find synergies (Co-benefits), which, to a greater extent, open up a wider discussion around the topic. Ideally, we want to find solutions that strengthen economic sustainability overall.

Kulturhavna has several important functions for Sørsida and draws inspiration and experiences from similar temporary areas. SALT in Bjørvika (Oslo) is perhaps the best-known example from Norway. Here, the Port Authority (V/Hav Eiendom) sees the area as an important learning arena for nearby real estate projects under development. Although it is difficult to quantify the contribution the work has made to local development, we can look at other examples, such as Bjørvika, which is about 10 years ahead of Sørsida if we consider the time the plan was adopted.

9.2 Co-creation around Kulturhavna

Co-creation as a method is central to the development of Sørsida. We want co-creation by creating together, not just talking together. It is a goal that all participation should lead to at least one concrete measure after each time we carry out a survey or workshop. The terms thin co-creation (Co-creation) and thick co-creation (Co-production) are used in the literature. There is a desire to turn the activities around Kulturhavna towards thick co-creation, characterised by close and continuous collaboration with a long-term perspective where we continuously challenge roles and positions of power. This also means that we must constantly be open to the fact that the roadmap is changing and that this report provides a snapshot of where Kulturhavna and Sørsida are headed.

The temporary infrastructure has created great enthusiasm and commitment. We have succeeded in highlighting both opportunities and challenges. The temporary nature has also enabled private-public cooperation with a clear environmental profile.

9.3 Our Vision for Sørsida

For the entire area to be developed on Sørsida, SUAS has defined the following vision:

"We will develop Sørsida to become a leading example of sustainable urban development that balances economic, social, and environmental sustainability for the good of everyone who lives in, visits, and experiences Ålesund."

This vision is also based on input from several actors in the course of Re-Value.

In this lies a desire to deeply understand all three dimensions of sustainability. The financial sustainability of the projects will always be a prerequisite; if the projects are not financially sustainable, it will not be possible to attract investors. SUAS has ambitions beyond looking at the economic sustainability of each individual plot. You want to see Sørsida as a comprehensive portfolio where, for example, an investment in one area impacts a completely different area and perhaps far beyond Sørsida. There is also a desire to cultivate Sørsida's role in urban development for the whole of Ålesund and to see the "big picture" across actors, projects, and districts.

For Kulturhavna, the vision is:

"Kulturhavna will be an innovative area that preserves and develops Ålesund's unique identity as a port town and cultural diversity."

Kulturhavna has allowed Ålesund to make the sea and the sea accessible to the city's residents and visitors. Socio-cultural site analyses, extensive participation through co-creation, workshops, innovation camps, and inspiration from the other cities in Re-Value have acted as drivers for seeing all the sustainability dimensions in context. The establishment of the temporary Kulturhavna is a direct result of the cooperation and knowledge developed and shared through Re-Value.

Examples of the physical co-creation platforms we have developed are:

- Voluntary work ("Dugnad") in several rounds.
- Several events that draw people to Kulturhavna.
- Kindergartens, School pupils, and students who draw and design their own urban space.
- Low-threshold offers that unite people regardless of financial resources.
- Innovation Camps through Re-Value.
- PULS workshops with cultural stakeholders.
- Workshop series for the actors around Kulturhavna (SUAS)
- Impact model workshop.

All these activities have given us some insight into what people in Ålesund want from Sørsida. We have now followed certain people for three years to map changes in wishes and opinions. Segment displacement, where new parts of the population are engaged, and activating Sørsida also has a commercial value in terms of the establishment of housing and the spaces between the buildings.

Re-Value has contributed to the circular economy model that has been developed for Sørsida. This applies to both the temporary measures and to fully developed areas. A desired measure is for office tenants to pay

a slightly higher rent, which is used towards the 24/7 usage of the buildings. Premises can then be lent out free of charge for social initiatives. Arrangements must be made for good common areas and co-creation arenas in the building. Office tenants gain an advantage through reputation-building and recruitment processes by offering a workplace with a social profile, sustainable operations, and attractive functions beyond normal office hours.

Green roofs are planned where possible, and the sharing economy of cultivation and production is considered. This can positively influence stormwater management while at the same time contributing to the city centre's getting much-needed green areas. This type of measure can also provide more attractive projects and strengthen economic sustainability.

The establishment of small-scale industry on Sørsida, both temporary and permanent, is a bridge-builder to the port use that is located there today. This includes workshops, craft workshops, the production of smaller units, shared spaces for repairing clothes, electrical items, etc. This type of industry belongs in the city centre and also has the potential to reduce private car use in and out of the city centre. The harbor culture in Ålesund is strong, and Sørsida must balance urban development with previous understanding and utilization of harbor areas in the city.

The actors involved in the Sørsida project include business, voluntary organizations, academia, various cultural actors, non-commercial art and cultural activities, the port authority, municipality, county council, trade and the catering industry, developers, researchers, the tourism industry, and the fishing industry.

9.4 Culture as a strategy for urban development

In most development projects linked to Norwegian port areas, culture is mentioned in one form or another. Often, the term is not explained in more detail, and strategies for implementation are unclear at best. SUAS has defined Kulturhavna as the most important arena for co-creation in this development phase on Sørsida. Although, in the future, the area is intended for specific functions within cultural life, the co-creation and exploration that takes place here will include culture in a much broader sense.

Although several publications discuss the role of culture in local development, it is generally difficult to quantify this contribution. It is also difficult to define a universal method, perhaps precisely because one must start from the local culture and history of the place.

Another term repeated in almost all plans and correspondingly difficult to define is attractiveness; this is also often mentioned in connection with culture and probably has a strong link. In Ålesund, it makes sense to discuss the balance in attractiveness for permanent residents (current and future, in and outside the city centre), tourists, and local visitors. Should priority be given to tourists, immigrants, or already permanent residents when discussing culture and attractiveness?

The methods used at Kulturhavna are relatively new, but we can look at several national examples that are relevant to compare with. In Oslo, we find Økern, which will soon, after several rounds, be regulated. Here, the use of participation and culture is absolutely central. Økern is also seen as an important piece in the development of a larger area, Hovinbyen, in the same way that Sørsida can positively influence the centre of Ålesund. The temporary Kulturhavna also has many similarities with Salt in Bjørvika, Havet in Trondheim, and Molobyen in Bodø.

Re-Value gives Sørsida room to work with these concepts and collect data to better assess how Sørsida can use culture to contribute to a more attractive city centre.

9.5 Sørsida and the city's relationship with the sea

The historical development of Sørsida reflects the major changes the city has been through and how the population's relationship with and access to the sea has changed. Today, large parts of the coast have been privatized or industrialized, and access to the water has been removed in whole or in part. Sørsida and Kulturhavna are an ideal place to highlight the history and contribute to redefining Ålesund's relationship with the sea.

Sørsida's ambition is to give more *physical* access to the sea. In addition, residents and other actors can redefine the city's relationship with the sea. Why have we ended up with the infrastructure we have, and how do we want to distribute the limited access between residents, visitors, industry, and others in the future?

9.6 Overall Goals for Sørsida in Re-Value

SUAS has several overall goals in addition to those defined in the Sørsida plan:

- The carbon footprint of construction projects at Sørsida must be reduced. Concrete goals and standards must still be defined. It may be relevant to look at Futurebuilt³ as a framework.
- Gain more knowledge about using the spaces in spatial planning for zones that equalize social inequality. The focus is often on the buildings, which is also the case in Ålesund. At Sørsida, you have the opportunity to use the spaces actively and make arrangements for informal meeting places. We can create arenas that no one owns or controls fully. This has direct financial consequences through higher office and residential prices. This requires a property portfolio approach where contributions are considered across buildings, needs, and sustainability dimensions.
- Temporary use of the areas must consist of reusable materials and constructions. The temporary Kulturhavna must have an environmental footprint that is as low as possible.
- Participation must lead to at least one concrete measure after each time we carry out a survey or workshop.
- Making the seafront available to the residents of Ålesund

Re-Value has contributed several methods to explore relevant KPIs and measure progress on Sørsida related to the themes in Re-Value. The methods and preliminary results are presented in the next chapters.

9.7 KPIs from the Impact Model Workshop

An Impact model workshop was held in Ålesund in April 2024. Here, the participants had to answer the following questions:

³ <https://www.futurebuilt.no/English>

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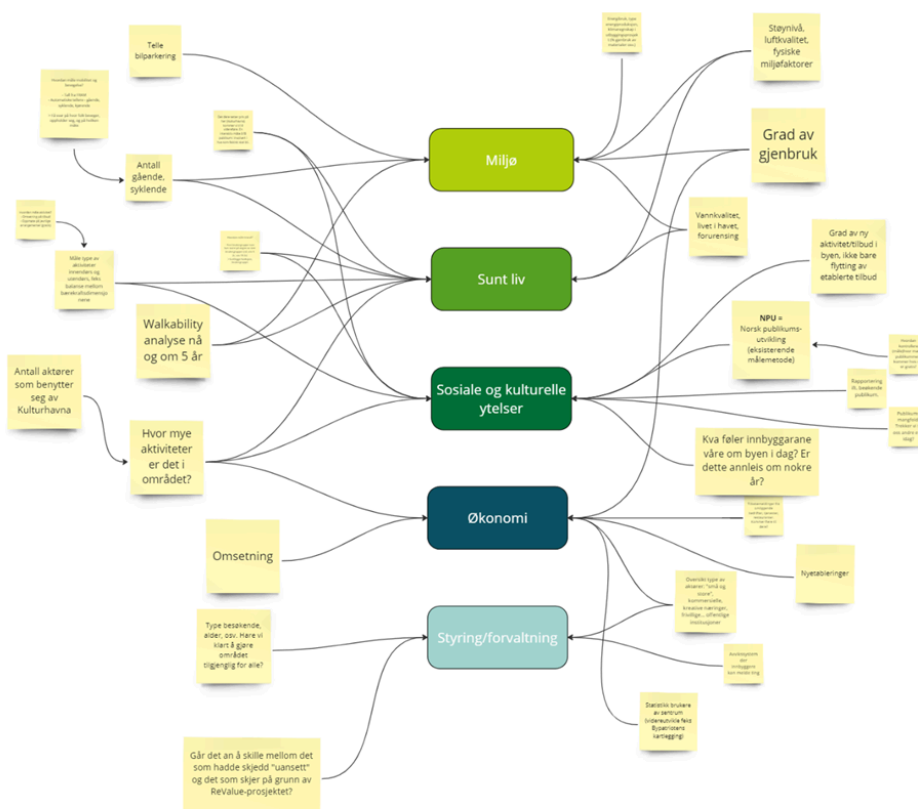
- What measures, tools/instruments can be used to achieve a climate-neutral area development at Sørsida?
- What are the possible synergies that create good urban spaces? (or has the opposite effect).
- How do we measure that we are on the right track regarding climate and urban development?

The participants represented several departments in Ålesund municipality (culture, climate budget, project, innovation), Sørsida development, Teateret vårt, NTNU, and observers from Re-Value. Most of the participants were also residents.

The workshop's most important goal was to find proposals for KPIs to measure whether Sørsida is on the right track in terms of climate and urban development. The participants also suggested which data should be collected to track developments.

Some examples of the input on how we can collect measurement points/KPIs from the Impact model workshop:

- Measure the inhabitant's feelings about the city. Take different groups to different areas of the city and ask how they feel. What do they feel is missing? How do you use the city? Are you comfortable there?
- Check whether other cities have carried out similar measurements.
- Try to get both quantitative and qualitative research done.



Proposals for KPIs linked to themes in the Impact model

Several KPIs were proposed for Sørsida; note that many apply to several of the pillars in the Impact model, illustrated in the figure above.

Environment

- Energy use, type of energy production, climate accounting in development projects (% reuse of materials, etc.)
- Noise level, air quality, and physical environmental factors.
- Degree of reuse.
- Water quality, marine life, and marine pollution.
- Number of parking spaces.
- Number of pedestrians and cyclists, as well as general movement patterns.

Healthy life

- Ask the same group about well-being in the area over several years.
- Measure the number of indoor and outdoor activities and how they relate to the sustainability dimensions.
- Analysis of walkability, now and in a few years.

Social and cultural benefits

- Number of players who use the area.
- Number of events in the area over time.
- Use Norwegian audience development (NPU), which is an existing method.
- The diversity of the audience, do we attract others than today?
- How do the residents feel about the city, will it be different from today?

Economy

- Turnover
- Feedback from nearby businesses/services, increased turnover?
- Statistics for the use of the city centre.

Governance and management

- Type of visitor/resident: is the area accessible to everyone?
- Deviation system where residents can register

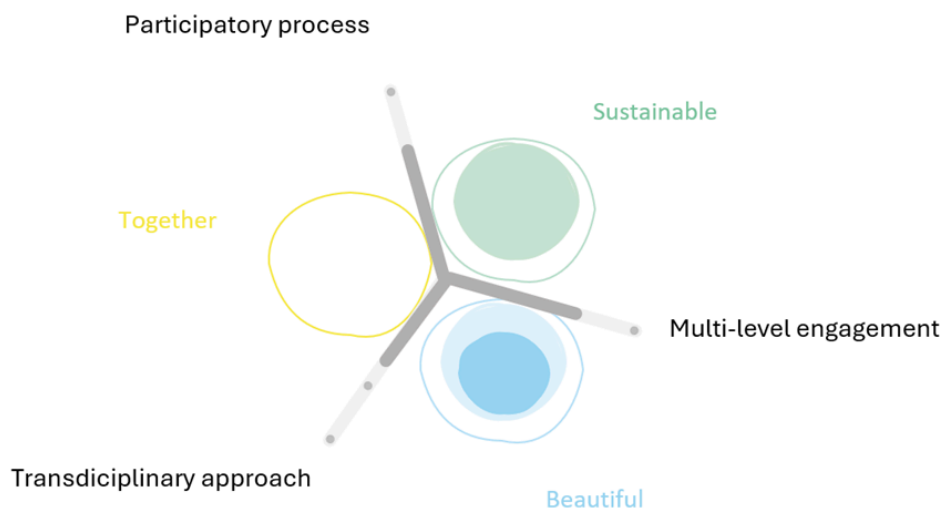
9.8 NEB-Compass

The NEB (New European Bauhaus) compass is a framework for projects that wish to use the NEB principles as criteria for their activities. The compass suggests the project's direction and lays the foundation for more detailed tools. The compass describes three core values and three principles across the values. The compass:

- Shows what beautiful, sustainable, attractive, and inclusive means at three levels of ambition.
- Describes the three principles that define NEB work processes:
 - Participatory processes
 - Participation across levels
 - Transdisciplinary approach

The compass shows three levels of ambition for each value and working principle, which can inspire and guide a project. We can assess where Sørsida and Kulturhavna are today and use the compass to adjust direction.

Below is an initial assessment of Sørsida and Kulturhavna based on the NEB compass. This first measurement points to some areas where the project can be improved. The values of community and sustainability should receive extra focus, in addition to improvement in all forms of work: participatory processes, transdisciplinary approach, and participation across levels. A detailed evaluation can be found in the appendix.



NEB compass for Sørsida/Kulturhavna, 2024.

10. Strategy for stakeholder involvement and governance

10.1 Important actors and target groups

Residents who use and live in the city centre are the most important stakeholders and target group for the temporary Kulturhavna. Potential new users of the city centre and newcomers are also important as potential users and residents at Sørsida. For this group, the temporary Kulturhavna is the most important communication channel, both as a physical meeting place for co-creation and a communication platform for Sørsida.

Sørsida is owned by Ålesund municipality and has a board. The number of companies and actors involved increases for each plot sale. Property developers and home buyers/tenants also appear. For the permanent Kulturhavna, the most important are the County Municipality, Ålesund Municipality, and the actors (tenants) who establish themselves there. In addition, there are several important actors linked to Sørsida:

- The Port Authority/The Coastal Administration
- The fishing industry
- The tourist industry
- Municipal companies

Sørsida is involved in a number of processes where formal channels are important. More informal forums can also be set up; for example, the actors at the permanent Kulturhavna have their own series of meetings with different themes.

Co-creation around the temporary Kulturhavna has an important function, as the most important target groups and future users of the area are largely those who traditionally are not sufficiently involved in and informed about formal processes.

10.2 PULS and Work with the Cultural Plan

The PULS project is a series of meetings for and with the arts and cultural life in Ålesund. The Department of Culture in Ålesund municipality initiated the meeting series in 2023-2024. The main task is to investigate how art, artists, and culture can stand together to build a stronger professional environment and contribute to site and service development. The series of meetings brought together representatives from 43 different companies, teams, associations, organizations, and individuals. The aim was, among other things, to establish a common direction for cultural life and find out how the cultural field in Ålesund can contribute to local development and take a clear role in community development. PULS also contributed with a detailed survey of the cultural actors in the city, many (all?) relevant to Kulturhavna.

Two workshops were directly linked to Re-Value:

- 3/5: Art and the artist's role in society, how to work with local development
- 4/5: Audience development, with Kulturhavna as a case

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Clear frameworks, respect, and understanding of different perspectives were identified as key success factors for good collaboration between artists and those who work with site and service development.

Experience from other projects (nationally) involving art and culture highlights the importance of

- Do not enter a process late.
- Sufficient time.
- Strong interdisciplinary teams.
- Local anchoring and good anchoring in the municipality.
- A shared understanding of language and the meaning of working with art in urban development projects.

11. Re-Valuing the Ålesund Waterfront Pilot: new and updated plans

11.1 Re-Values' Contribution to Sørsida and Kulturhavna

We systematize and summarize here Re-Value's contribution to Sørsida and Kulturhavna based on several frameworks:

- 6 systemic challenges defined in Re-Value
- Impact model
- New European Bauhaus Compass
- Innovation camp

Collectively, this gives us an overview of what we have contributed within the framework of Re-Value. It is a demanding exercise to measure when we do not have the opportunity to compare with an alternative development *without* Re-Value. In addition, major synergies have arisen with other projects, and support has been triggered from other funding sources that would otherwise not be possible to utilize. The Pilot area in Kulturhavna is a good example. The application process around Re-Value shaped the idea of Kulturhavna and other funds were applied for, which together laid the foundation for the infrastructure and meeting places we see today. We, therefore, cannot attribute the entire temporary Kulturhavna to Re-Value, but without the project, it would not have been feasible in its current form.

11.2 6 Systemic Challenges

Management, regulation, decision-making structure and influence

- Through Re-Value and preparation of the knowledge base for TTP, large gaps were uncovered in plans and strategies that affect Sørsida and the city centre in general. Work was started early on to establish a new strategy for the city center, and it was decided politically that this work would start in the autumn of 2024. The fundamental problem that Re-Value encounters is a lack of capacity and ability to work long-term across the planning system internally in the municipality, across various departments and municipal companies. This finding is supported by an independent report published by BDO on behalf of the municipal council in 2024. The project should contribute to a better link between the climate budget and land-use planning through work on our TTP.
- ÅK owns several municipal companies, including Sørsida, Port Authority, a Parking company, and a municipal property company. There are also several underlying property companies. Ownership management is very demanding when the owner has to balance various special interests against urban planning; this situation is not unique to Ålesund.
- The media and social media have some influence on elected politicians, and decisions are often made on a weak basis, with plans and legislation not given the most weight. Kulturhavna helps to make the area more visible and reminds all players of the long-term plans.

Cultural and spatial quality

- Sørsida and similar development projects face the same challenge: good spatial qualities often lead to higher prices. Setting aside land for parks and communal areas is expensive while building tall, dense, and cheap is the most profitable option in the short term. Finding the right solutions that balance economic sustainability with cultural and spatial quality requires expertise.
- Kulturhavna is an arena for testing, demonstrating possible solutions, and drawing inspiration from similar projects nationally and internationally.

Financial and circular economy value chains

The plan for Sørsida is from 2015 and does not mention sustainability or the circular economy. All current buildings are basically intended for demolition. Re-Value and the temporary Kulturhavna can help show the value of the buildings. It should also be better documented during the project period what old buildings, combined with new ones, contribute to spatial qualities and what is possible within the plan's provisions.

Data and knowledge-driven co-creation

There is a lot of technology available, for example for visualization and participation. It is challenging to find technology that actually contributes positively without being too expensive or having too many requirements for use. Several technologies and data sources have been assessed in collaboration with the project's technology partners. A mobility survey will most likely be carried out in collaboration with other regional cities. AK, SUAS, and NTNU will look at how the available tools can be applied at Sørsida in a planned workshop series starting in early 2025.

Energy and mobility

Many of the routes for Sørsida have been laid through a new street terminal and relocation of the bus station. On Sørsida, arrangements must be made to make it easy to choose public transport, walking and cycling over the car.

Nature-based solutions

- Sørsida is today characterised by large asphalt surfaces. The land-use plan facilitates more green areas, and Kulturhavna indicates what more permanent solutions might look like. In developing the plots, biological diversity and nature-based solutions should be considered. In recent development projects, you can see the use of roofs for food production is becoming more common, and it is possible to envisage waste composting, food production, and use within Sørsida in the future.
- Although Sørsida is located close to the sea, nature-based solutions should be considered in handling stormwater.

11.3 Impact model

The impact model workshop contributed several KPIs to measure synergies between climate work and area development (see chapter on [Impact model workshop](#)). Another important contribution of the Impact mode work was that it revealed a gap between the ambitions in the municipalities' climate strategy/climate budget and the plans at Sørsida. Re-Value should strengthen this link.

11.4 NEB-Compass

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Evaluation of Kulturhavna with the NEB compass is included in a [separate chapter](#). Based on the evaluation, we can both see contributions from Re-Value and where we can improve with help from the project:

- We score high on the value "beautiful" but can improve inclusion and sustainability.
- We consistently score high for the core values that define NEB work processes, but we can still improve on all three (participatory processes, cross-level participation, and transdisciplinary approach).

11.5 Innovation cycles

ÅK, SUAS, and WP2 as a whole have contributed to all three innovation cycles in Re-Value through contributions in the Re-Value rounds. WP2 will start 2025 with a problem-structuring workshop with Augment City and NTNU to specify a pilot for Sørsida within Innovation Cycle #2. The application of Digital Twin and related technologies will be connected to work on the TTP.

12 Transformation activities in the pilot

This chapter describes the main activities on Sørsida related to Re-Value. We use the term "transformational activities" here and have sorted them into two "portfolios": *Site development in Kulturhavna* and *Other plans and Aspøya*.

The different portfolios allow us to "zoom" between different levels:

- Kulturhavna
- Sørsida (development area)
- Sørsida (planned area)
- The entire city centre and interaction between Sørsida and neighboring areas
- Regional/national: Ålesund as an attractive city, regionally and nationally.

12.1 Site development in Kulturhavna

Kulturhavna is now a temporary arena for site development at Sørsida. Here, Sørsida development engages in extensive participation and activates the area. This has been the main focus of the project up til now. The aim is to:

- Inform about Sørsida and the opportunities available in the area
- Create discussions and get input on how the area should be shaped

Stakeholders

The activities are primarily aimed at the entire city's population and everyone who visits the area. Everyone who has a formal role in the current or future use of the area (Municipality, County, Port Authority, Parking Company, Theater, etc.) has its own forum but is a collaborative partner.

Need for data, expertise, and competence

The methods used in Kulturhavna are part of an emerging trend in activating areas to be transformed by actively using culture and co-creation. This requires interdisciplinary expertise that is very specific to place and context and difficult to standardize. There are starting to be more examples nationally that can be used for inspiration and learning:

- Molobyen, Bodø
- Økern, Oslo
- Havet, Trondheim
- Salt, Oslo

It is important that Kulturhavna is not a copy of any of these projects but is actually funded on local co-creation.

Timeline and dependencies

The temporary cultural harbor was established in 2024. The main infrastructure includes temporary installations in Kulturhavna and the refurbished Devold building. It will be active throughout the project period of Re-Value and gradually transition to permanent infrastructure.

Funding and partnerships (existing or being established)

Funds from SUAS, the County, and Re-Value finance the temporary cultural harbor. The two main activities that are completed are the temporary infrastructure and the renovation of the Devold building. These projects had to be finished faster than anticipated due to a lack of funding from the County after 2024. Applications for alternative funding have started, including applications for cultural activities and technical equipment for the Devold building (Norwegian Department of Culture, Art Council of Norway). The local skating association is an important partner in developing the Devold building into a skating hall ("Rullehallen"). The Devold building has several sections that are still undeveloped. New partnerships with cultural and voluntary organizations will be established to develop these spaces further and fill the building with activities.

Need for change in policy, regulation

The development of port areas shows a general need for better coordination of the municipality's departments and companies to work more purposefully for good urban development. This has resulted in many public discussions around the current plan and balance between port activities and urban development.

Completed activities (as of September 2024)

Kulturhavna has seen a lot of construction and activities since opening in 2024:

- Park/Green Island
- Sauna
- Micro-housing
- The Devold building/Rullehallen
- Playground
- Sports events (basketball, football, etc.)
- About 15 events in the summer of 2024
- Use of the place for informal events, lunch, etc.

Planned activities

- "The pink building" described earlier in this report is empty at the time of writing. It is a listed building with an interesting history and architectural qualities. There are various proposals and plans for use. SUAS is exploring temporary office spaces that can be used during the roadworks in the area, among other things.
- Skating rink winter 2024/2025 (requires climate accounting and sustainability assessment).
- Further development of the Devold building.

- Funding applications (EU, Norwegian Arts Council, Norwegian Research Council, private funding)

12.2 Other Plans and Aspøya

It is an ambition for Sørsida to contribute to urban development outside the planning area. The other projects in the harbors of Aspevågen and Aspøya, in addition to areas in the centre that Sørsida borders, are especially interesting.

The Territorial Transformation Plan (D2.3) will be an important document for informing and structuring this work as it will describe all the plans and strategies that are relevant to the ambitions at Sørsida. Sørsida can have an active role in promoting synergies between the various plans described in [4.3 Other projects in Ålesund](#) and inform the ongoing work on updating the land-use element of the municipal master plan.

This portfolio is still at an early stage but will be fleshed out through collaboration and project development. Important collaborators that have been identified include the United Future Lab, which has already started an initiative on Aspøya. Plans are in place to deliver several applications for EU funding in addition to private funding around this portfolio.

13 Conclusions and next steps

This report describes the activities in Ålesund related to Sørsida and Kulturhavna, the pilot area for Re-Value. The history of Sørsida and related plans in Ålesund have been described in detail. Important milestones related to Re-Value include:

- Kulturhavna has been established as a pilot area for the project as a subset of Sørsida. SUAS has built temporary installations that activate the area and refurbished the Devold building, which is currently being filled with activities.
- 14 workshops locally directly linked to Re-Value, extensive participation from the Re-Value team in other activities related to urban development in Ålesund.
- The first Innovation Camp was held in the fall of 2023, and the second in the fall of 2024. The participants' input has already been incorporated into the temporary infrastructure at the Cultural Harbour.
- AK has worked extensively with the Impact model, adapted it to the local context, and translated terminology into Norwegian.
- AK is participating in the newly formed national network for Net Zero Cities.

ÅK and SUAS now enter a new phase of the project, where the existing initiatives, like the Devold building and the temporary infrastructure, must be further developed. At the same time, new initiatives, like activating the listed “Pink building,” present a great opportunity for Re-Value. Establishing (new) funding for these activities will be a first priority.

Work on the TTP will continue in 2025. It is an important step for implementing the results from Re-Value in the municipality's long-term plans and formalising the climate ambitions and co-benefits that have been identified.

Appendix 1 NEB-evaluation

Core value: Beautiful		
Ambition I	Ambition II	Ambition II
Activate	Connect	Integrate
<ul style="list-style-type: none"> •The project is user-centric at its core. •Strong visual elements are used to engage visitors, for example, the signal color used for the Devold-building •Strong local engagement when building the temporary spaces through «dugnad» •The project has a graphical profile and bold colors that stand out but at the same time connect to local topics such as sport-teams and maritime heritage 	<ul style="list-style-type: none"> •The project aims to create new spaces that can be used throughout the year in diverse settings through supporting many different functions (from sauna to concert stage), and at the same time being flexible for new uses. •Engaging the local community through co-creation is important: innovation camps, «dugnad,» designers from high schools, and open workshops are only a few examples. •The Cultural Harbour is a site designed for interactions; participation is at the core of the project. 	<ul style="list-style-type: none"> •The cultural harbor should allow visitors to imagine the future of Sørsida and the city centre beyond. The area should showcase how climate ambitions can be implemented and new ways of life. •The permanent infrastructure at Sørsida should facilitate a sustainable lifestyle, including the ease of selecting public transport, social meeting places, available services, and housing. •The project should take into account the demographic changes that are coming

re-value

Core value: Sustainable		
Ambition I	Ambition II	Ambition II
Re-Purpose	Close the loop	Re-Generate
<ul style="list-style-type: none"> •The temporary infrastructure is made in such a way that it could be moved, re-used, and re-purposed •There is a large potential in re-using and re-purposing buildings at Sørsida that will be evaluated. •District heating is planned for Sørsida. 	<ul style="list-style-type: none"> •The area is activated through the use of old buildings that have been falling into disrepair for decades. This also activates them in the minds of inhabitants and opens up for evaluations regarding re-purposing and refurbishment. 	<ul style="list-style-type: none"> •The project ambitions to support behavioral change towards increased use of the city centre, new forms of mobility, and a sustainable lifestyle.

re-value

Core value: Together		
Ambition I	Ambition II	Ambition II
Include	Consolidate	Transform
<ul style="list-style-type: none"> •Kulturhavna is easily accessible by several modes of transport and also for those who require universal access. •Most activities at the cultural harbor are free or have a very low cost of admission •The project has a goal of including groups that are not often heard in planning processes but, at the same time, have a strong interest in the future of Ålesund. This includes children and young adults. The project should also aim to include the viewpoints of neighboring areas in the city where inhabitants may not be strongly invested in the planning process, such as Aspøya. 	<ul style="list-style-type: none"> •The project could contribute to creating awareness of the social element of planning, the need to see the whole city as a whole, and the potential for one project to have both positive and negative impacts on other sites. 	<ul style="list-style-type: none"> •New forms of social co-living are starting to emerge that take into account future demographic changes and social challenges. Sørsida has great potential for addressing these issues by encouraging these new forms of living.

RE-VALUE

Participatory process	Consult	Co-develop	Self-govern
	<ul style="list-style-type: none"> •Stakeholders are kept informed through social media and open meetings •No known groups that are excluded and not allowed to participate 	<ul style="list-style-type: none"> •The project has included stakeholder input directly in the infrastructure and type of events that are arranged •Stakeholders are included in shaping the vision of the area and physically creating/building it. 	<ul style="list-style-type: none"> •The project aims to inform and engage stakeholders in formal (planning) processes •The aim is to enable the stakeholders to self-organize around long-term initiatives

Trans-disciplinary approach	Multidisciplinary	Interdisciplinary	Beyond Disciplinary
	<ul style="list-style-type: none"> •The project connects multiple disciplines by intentionally setting up a team across departments in the municipality and consulting a wide range of stakeholders •The problem definition is largely defined in the roadmap, which is co-written by AK and SUAS •The project should aim to include the planning department better 	<ul style="list-style-type: none"> •Communication is mainly through open and internal workshops and cooperation around deliveries (documents, events, etc.) •The methods that are applied around the co-creation efforts are, to some extent, new and should be documented properly 	<ul style="list-style-type: none"> •Most of the activity is around non-formal partners •Efforts are made to inform about formal processes so that stakeholders can understand their role and influence better

Glossary of Terms

Dugnad	Meeting for combined voluntary work and enjoyment
SUAS	Sørsida Utvikling AS (development company)
AK	Municipality of Ålesund
TTP	Territorial Transformation Plan

About Re-Value – Re-Valuing Urban Quality & Climate Neutrality in European Waterfront Cities

The Re-Value partnership consists of nine European waterfront cities and selected European organizations that work to make the urban transition irresistible for everyone. It does this by demonstrating how climate neutrality and urban quality can be aligned by re-valuing the cities' connection to their waterfronts, strengthening co-benefits, and mitigating potential adverse impacts.

Ålesund (Norway), Bruges (Belgium), Burgas (Bulgaria), and Rimini (Italy) demonstrate how integrated urban planning and design can be optimally deployed to achieve climate neutrality and significantly reduce GHG emissions by 2030. In addition, Cascais (Portugal), Constanța (Romania), İzmir (Türkiye), Písek (Czech Republic), and Rijeka (Croatia) learn, replicate, and develop their own participatory story-building, data-driven scenarios, and financial and partnership models on integrated urban planning and design to accelerate their journeys to climate neutrality.

The partnership is coordinated by the Norwegian University of Science and Technology (NTNU) and funded by the European Union's Horizon Europe Research and Innovation funding program under grant agreement 101096943.

Learn more about the partnership and the outcomes on re-value-cities.eu.

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