

IMPLEMENTATION

The transformation of previously industrial nodes into urban areas has become a common issue for many cities worldwide. Trondheim is not an exception and has in the last decades experienced an increase in population resulting in the need of available areas for residential and commercial activities. This process has put a great pressure in centrally located areas. Districts such as Nedre Elvehavn have gone from being deserted brownfields with little or non activity to dynamic mixed use neighborhoods. This urbanistic trend has extended to other areas such as Ilo vika, Nyhavs and Battara, which are also undergoing important changes in program, structure and accessibility.

Sluppen is also experiencing this pressure from the real estate market, and due its high levels of accessibility it is becoming an even more attractive area for companies and investors. Single plans have already been drawn for the partial transformation of the area into a business centre; however, they don't include a holistic approach that can exploit the potential of the area to become a subcentre within the city.

Our proposal studies the possibility some major infrastructural changes that will connect this part of the city back to the urbanized axis and make it an important urban junction point for public transport.

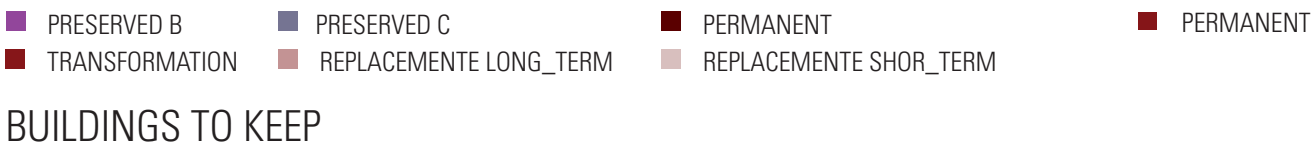
The realization of such a project requires a huge public and private investment, in terms of infrastructure and building works, and involves a high number of stakeholders. These parameters make such projects a fairly long term adventure, creating the necessity for a complex phasing development in order to achieve success. The preservation, transformation and/or demolition of buildings has to be done through democratic mechanisms that take in consideration environmental, economical and social issues. It is therefore important to involve all the interested parties on an early stage, so that interests and conflicts can be negotiated and alternative solutions can be withdrawn.



UNDERTUNNELING THE E6

Based on the analysis of the site and feedback from authorities and users of the E6 highway, the existing road infrastructure needs to be upgraded in order to meet the future needs of motorized traffic. Many half way solutions have been proposed, but all of them end up are temporary solutions which only increase the number of lanes but don't solve the overall problem.

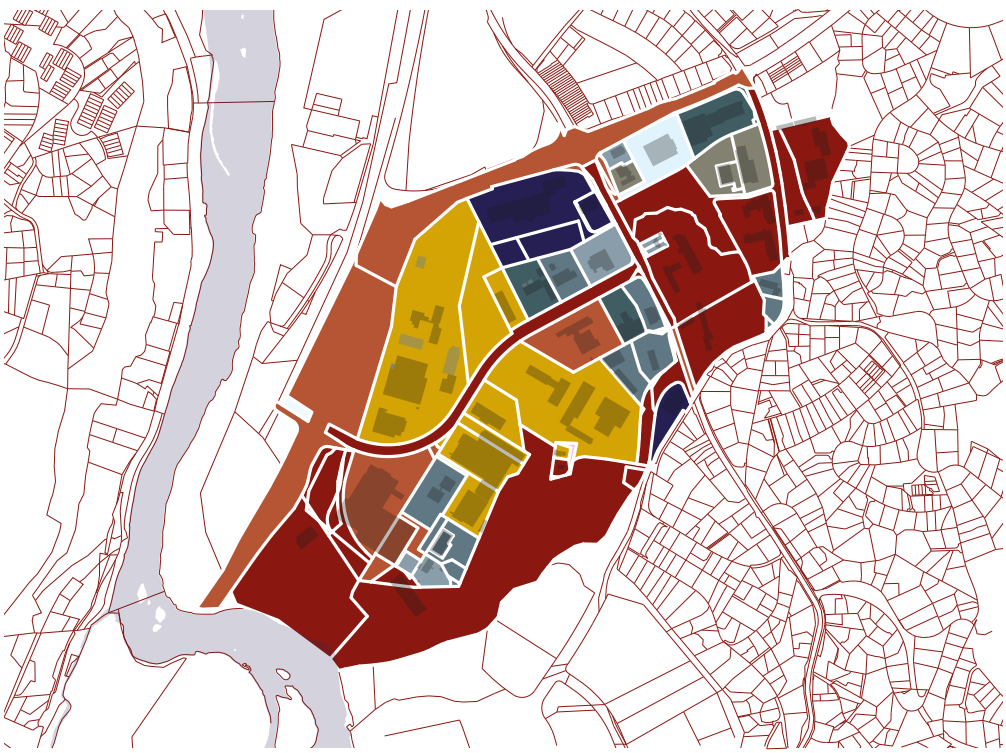
We therefore propose the simple but most expensive solution, the undertunneling of the E6 from the bridge and up to roundabout closest to Siemens. Such a move will require a major investment from the authorities, about 500 mill., something they are not willing to take. For that reason we propose that this project should be a cooperation together with private investors where the area which can be freed from the ground level, approx. 60.000 m2, can be built and in that manner cover some of the investment.



BUILDINGS TO KEEP

Featuring a large assortment of building types, materials and sizes, the urban structure at Sluppen is characterized by big scale warehouses and office buildings dating all the way from the early 60s to the late 2000s.

Many of the storage buildings are lightweight structures that can be replaced, demolished or transformed in the short-term, while some of the office buildings have a more permanent character and should be included in the transformation process of the site. This will also be done to meet economical restraints and keep some of the identity of the area.



PLOT OWNERSHIP

The chosen working area belongs to 24 land owners. This number is small taking in consideration the size and location of the area along one of the city's most trafficked junctions.

Kjeldsberg Eiendom, Trondos, Posten and Trondheim kommune own the biggest and most attractive build plots, and a possible cooperation among them will make it possible to create a holistic masterplan for the site.

However, they are also dependent on the active participation of Statens vegvesen, since they own most of the traffic infrastructure. Especially the highway undertunneling is dependant on the will of Statens Vegvesen. They do not have a history in operating as real estate developer, and will be reluctant to let such project diminish the future flexibility of the traffic situation.

