

Hovedpunkter i KUVÅ/HIA (delrapport III samlerapport 2022)

Heritage Impact Assessment

- The implementation of light rail traffic will have negative impacts due to the length and height of light rail cars, as well as the frequency of light rail traffic.

- At Finnegården, where the Quay is very narrow, the relation of the Hanseatic Office with its quay is compromised due to the high frequency of Bybanen traffic combined with the length and height of Bybanen cars the impact on walkability and accessibility was assessed as moderate negative.

- Functional barriers appear due to the planned cycle paths combined with tram track in the immediate vicinity of the entrance of Hanseatic Museum, leading to an assessment in total as moderate negative

- Due to the length, height and frequency of light rail cars, barrier effects appear compromising the maintained built structure of the Hanseatic Quarters and their relation to the quay, leading to an assessment of moderate negative in total.

- Visual barriers were identified for the iconic view of Bryggen from Strandkaaien, where the upgraded public spaces cannot be seen, thus leading to a large negative impact

- The night view from Strandkaaien was assessed as moderate negative as the new lighting system, balancing and sharpening the contour of illuminated Bryggen which can still be perceived as one coherent property, is assessed as moderate negative. Similarly, visual impacts are assessed as moderate negative from all other view-points.

Risk assessments

- At Finnegården, where a concrete basin around the foundations has been established potential impacts due to groundwater changes have been assessed as slight negative.

- At Bryggen Quay, a stabilizing pile wall is meant to minimise risks due to Groundwater changes. But archaeological surveys are not yet completed and potential risks due to vibrations caused by operational activities of Bybanen cars are still to be investigated. Consequently, remaining risks are assessed as large negative (Note: These remaining risks also exist at Bryggen Quay at Finnegården)

- At Øvregaten heavy traffic might increase during constructions, but the load bearing capacity has been already investigated and considered as adequate. Potential risks due to vibrations caused by operational activities are still to be investigated. Consequently, the impact has been assessed as moderate negative.

- At Sandbrogaten / Sandbrogaten Tunnel archaeological surveys on cultural layers of very high value are not yet completed. Ground investigations for Sandbrogaten tunnel show very low permeable bedrock, there is a risk for leakage and changes in the groundwater levels without mitigation methods. A larger pit will be required during the construction phase and potential risks due to operational activities are still to be investigated. Consequently, potential risks have been assessed as large negative.

- With regard to potential impacts due to sea water rise and flooding, the planned Establishment of a pile wall was assessed as slight positive.