

Public Condenser

-A common ground for the communities of Askøy

Diploma program: Stein- Atle Juvik

Bergen Arkitekthøgskole

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-A common ground for the communities of Askøy

Current State

The site is located within the pier and seafront area in Kleppestø on Askøy, an island on the western coast of Norway, in north-western Europe. In the current land use plan from 2017 the site is set aside for a public building with cultural functions and a square with limited access for motorized vehicles on the land side. To the west the reminds of the previous islet Granholmen is scheduled as a park area. Both the site and all the surrounding pier area is currently publicly owned by the municipality. In a larger context there is planned a center development for Kleppestø as a regional center.

Askøy traditionally consisted of many small settlements or “grender” in Norwegian. Churches, prayer houses and other houses for community purposes were built by local initiative. These buildings often covered the need of one specific organization that built and owned the building. At the same time, these buildings served as gathering places for the local community. This has led to the existence of approximately fifty buildings used for cultural purposes on Askøy today. However, many of these are small, in need of maintenance, and technical upgrade towards today's modern standard. There are no multi-functional buildings for cultural purposes, and the nearest municipality run youth club is in the neighboring municipality. Consequently, there are for all practical purposes no offers for recreational activities for youths not involved in organized after-school activities on Askøy

Aim of the intervention

To create new spaces available for the public where people can meet, recreate, socialize and interact. The intervention aims to contribute towards the vision of shaping the pier area in Kleppestø into an attractive, active and environmentally friendly center area for the whole of Askøy. Demographically the island has a relatively young population where twenty-nine (29) percent of the population is younger than twenty years. This public condenser will provide outdoor and indoor spaces where youths can engage in recreational activities and hang out with friends. This will be the first recreational offer for youths that are not involved in organized after school activities. Despite having a relatively young population the percentage of the elderly population is increasing on Askøy, as in the rest of the country. Thus, the public condenser will also provide a meeting place for a growing elderly population with more time available. Just like the unorganized youths, they have a limited and scattered offer when it comes to places to meet and socialize.

Description

Taking advantage of the placement of the site, it is already a place close to the main traffic junction of the public transportation network on the island, and therefor easily accessible from all settlements on the island. This means that it is convenient to visit both for young people and the elderly, the to demographical groups that most frequently rely on public transport for their mobility needs. During daytime, beginning in the late morning towards the afternoon, the arranged activities in the public condenser will be targeted towards the elderly. Scheduled activities could include yoga classes, dance events and exercise classes for seniors. The digital workshop would be open for editing home videos, photographs and even soundtracks, being anything from recorded interviews done by members of the local history group to younger elderly who pursue their musical interest. Group rooms / workshops will provide spaces for activities ranging from a meeting place for international women groups, interest groups ranging from bird watchers who compare their observations and pictures from Herdla to so called “breastfeeding groups” and more. The café will open from around early lunch time and provide tasteful dishes based on local ingredients. After school hours the public condenser will be dedicated to the younger population. Scheduled activities will now include homework assistant, art courses and digital workshops. It will also be possible to rehearse with your band, hang out with friends, work out in the fitness room and use the game room. As for the overall public square or site area I envision a place that can be used for outdoor markets and public events ranging from outdoor music events to election campaign stands. On the public square there is room to place a canopy that will provide a sheltered area for all the outdoor activities. This will be useful when celebrating New years eve or Midsummer in a town where it rains 200 days of the year.



Photo: Kleppestø town hall 1962, askøymuseumslog.no

*“The Street is a Room by agreement A community
Room the walls of wich belongs to the donors
It’s ceiling is the sky”
- Louis I. Khan*

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Introduction

The following texts in this diploma project should be read and understood in a context where exploring current and historic converging spaces as well as the history of the community on Askøy has been a part of the creative process. The aim has been to find a site that through an architectural intervention could be molded into a new common ground for the island community. My research led me to the conclusion that I should do something in the municipality center area as this does not fill its role as a common ground for the entire island community in a sufficient way. In the current zoning plan a site within the pier and seafront area in Kleppestø is set aside for a building with public functions. Furthermore, during my exploration of the local community, I realized that when it comes to recreational activities there are two neglected groups in the island community. These are the youths and elderly not involved in organized sports or other organized recreational activities. The aim of the intervention is to create new spaces open for the public as a contribution towards creating a common ground for the entire island community. The indoor and outdoor spaces should create opportunities for people to meet, recreate, socialize and interact.

Tutors:

APP: Cristian Stefanescu Teacher APP

DAV and sustainability: Marco Casagrande, Professor APP

TTA: André Fontes, Professor APP

“An architectural structure gives us the occasion to build a site, not to build on a site”

-Mario Botta

ABSTRACT

This Diploma project will explore converging spaces on Askøy, comparisons with places and spaces elsewhere in Norway and beyond and propose a new architectural structure that will enhance the value of a current place where people meet or create a new place where the inhabitants can gather together.

Askøy is a island community northwest of Bergen. Previously life here mostly revolved around fishing, industries related to fishing and small scale farming. Products were transported with boats or ships on the fjord and sold in Bergen. In the era of sailships and steamboats the most important converging spaces were found in the village of Strusshamn, which then was the community center. Modernization of economy and technology from the 1950’s and onward has transformed the communities on the island. Building roads and the use of cars to transport people and goods instead of ships on the fjord is perhaps the single change that has transformed the communities on Askøy. In 1955 a new era started when a regular car -ferry lined opened between Nøstet in Bergen and the village of Kleppestø on Askøy. This line made the site closest to the newly built car-ferry doct the most important converging space on Askøy. Many inhabitants on Askøy found their work in Bergen. At it’s peak this was the most used car-ferry line in the country, and 60 % of the work force on Askøy travelled to work in Bergen. Consequently sites in close proximity of the car-ferry dock were the most important converging spaces in the lives of people on Askøy. In a majority of the housulds at least one family member made the travel with car-ferry every day. Many meetings were generated between people both on the ferry and in spaces related to the car ferry. Remember that people always had time to spend before entering the ferry and often also after, before further transport with bus or car to their home. This situation lasted for nearly four decades until an old dream came true with the opening of the bridge «Askøybrua» linking the island to the mainland. On the very same day as the bridge opened the car-ferry line closed. Very symbolically on era were over as a new one started. A new high-speed ferry opened shortly after and continued with transport of people between Kleppestø and Bergen. However the importance and use of Kleppestø in the lives of the inhabitants were for ever changed. Most people and especially those living on the western and northern part of Askøy now longer has any reason to travel to and spend time in Kleppestø. Since the opening of the bridge there has been an ongoing debate among politicians, inabitants and interest groups on how to develop a living «center» for the Askøy municipality.

This project aims to propose a design for both an indoor and outdoor converging space located on a relevant site on Askøy. The quality of the proposed architectural structure should aspire to relate itself to the local identity, strengthen local affiliation and be a pride of the community.

Converging spaces of Askøy

Trough the times

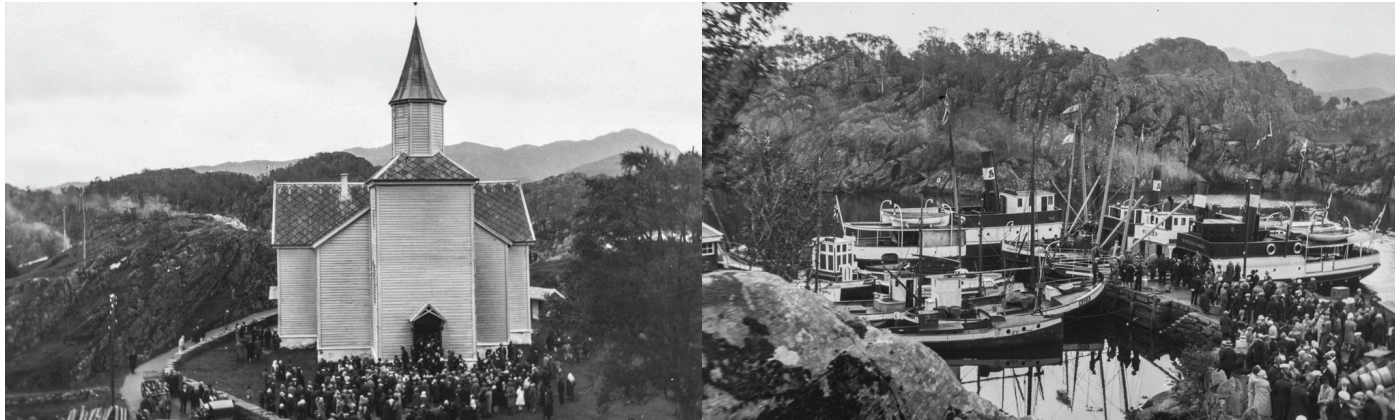


Photo: Strusshamn church(left) 1920-1939, marcus.uib. Photo: Strusshamn on a church sunday 1920-1930(right) marcus.uib.

Strusshamn

In the past the main civic spaces on Askøy were in Strusshamn. It was perhaps not the most central place. However it was the municipal center from 1837 until 1956. Strusshamn has a good harbour and when the fjord were the most important line of transport this were a central feature. Citiuated in Strusshamn were a mill, scandinavias largest shoddy factory, a general store, post office, bakery and most importantly in the terms of meeting ot ers this was the place where the church was situated since 1741. Only the very oldest generations today have a remembrance from their childhood or their early youth of the end of this era.

Bergheimdance and car ferry

After the second world war the society on Askøy went through major transformations. Economic growth, an expanding population and new cultural habits are only a few of the factors transform- ing society. An expanding web of roads were built across the island and in 1955 the first and most useful car ferry dock opened in Klepppestø. This marked the beginning of a new era with Klepppestø as the most important junction point on the island. One devastating fire of the old town hall in Strusshamn in 1956 cleared the ground for building a new town hall. Two hectic years intense politcal debate, planning and building resulted in the opening of a new and in the contemporary time a relatively large town hall in Klepppestø. Thus three years after the opening of the car ferry dock the center of political power also shifted to Klepppestø. In relative proximity to Klepppestø lies Bergheim where Florvåg football club built the first footballfield on the island. When this large and modern clubhouse opend it was an important place for a vaiety of events that gathered people to- gether. As an example it may be mentioned that in its heydays of the 60 and 70's the dance events (bygdedans) on Bergheim on saturdays were such an attraction that there where discount tickets sold on the ferry for people travelling there from Bergen. (Virkesdal s308).

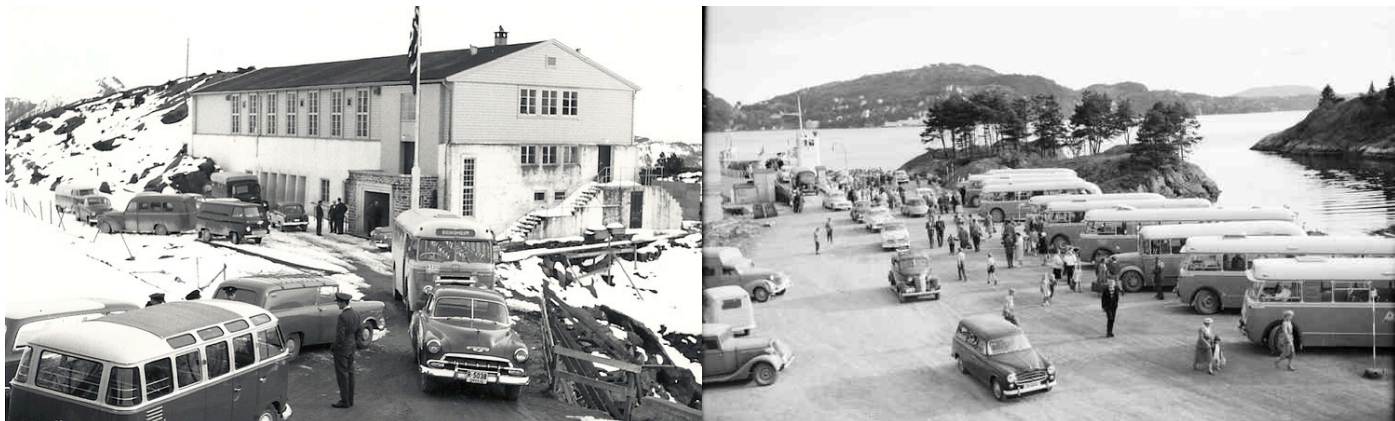


Photo: Bergheim(left) in the 1950s, Askøy Museumslag. Photo: Klepppestø ferry docks(right),

More cars and improved bus connections

From the 80's and onward more and more people owned their own car, the car ferries extended their timetable into the night and the bus connections were improved. This togheter with a shift in attitude, including how far people are willing to walk, again lead to changes in where people gather togehter. During this era,the role of Bergheim and Klepppestø as places for gathering people were diminished. More and more people instead choosed to travel to the city center of Bergen. This pro- cess accelerated with the opening of the bridge connecting Askøy to the mainland in 1992. On the same day as the bridge opend the car ferry were closed and an era ended. Since then it has been an ongoing discussion about how to develop Klepppestø as a community center for Askøy.

From my own experience young people on Askøy are in the weekend often going out to a bar in Bergen. Often ending up in the same pub in town. In Scotchman (a bar wich no longer exists) you could encountrer primeraly people from Sotra on the first floor, and in the basement there were a clientell primarily of people from Askøy. Slightly older people (40-50 year olds) are often found at Zachen on Torget with people from oth- er Bergen surrounding municipalities.



Photo: Scotchman Pub and Steakhouse(left) BA article , Skjalg, Ekeland, Picture:Klepppestø "ferry-dock"(right) today, Juvik, S.A.

Askøy an island on the west coast of in Norway

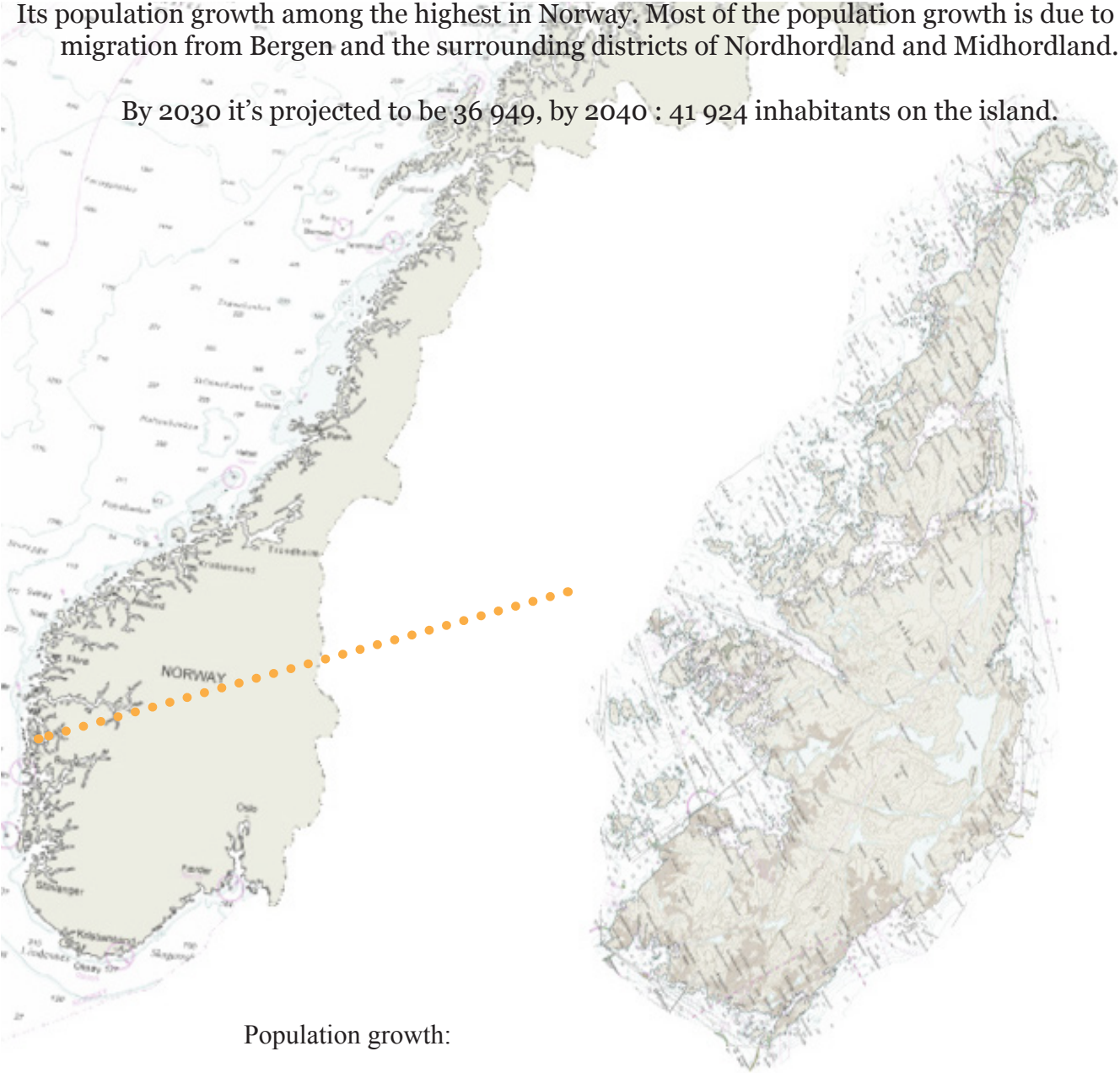
From small settlements revolved around fish industrie to a larger subur-

With a population of 29,095, Askøy is the most populous island in Norway. The municipality’s population density is 305.3 inhabitants per square kilometre and its population has increased by 25.2% over the last decade. Since the opening of the Askøy Bridge connecting it to the mainland of Bergen in 1992, the population has increased rapidly.

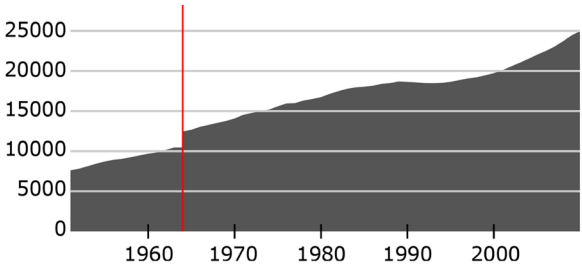
Its population growth among the highest in Norway. Most of the population growth is due to im-migration from Bergen and the surrounding districts of Nordhordland and Midhordland.

By 2030 it’s projected to be 36 949, by 2040 : 41 924 inhabitants on the island.

*“If you want to get rich, build a road”
- Chinese proverb*



Population growth:

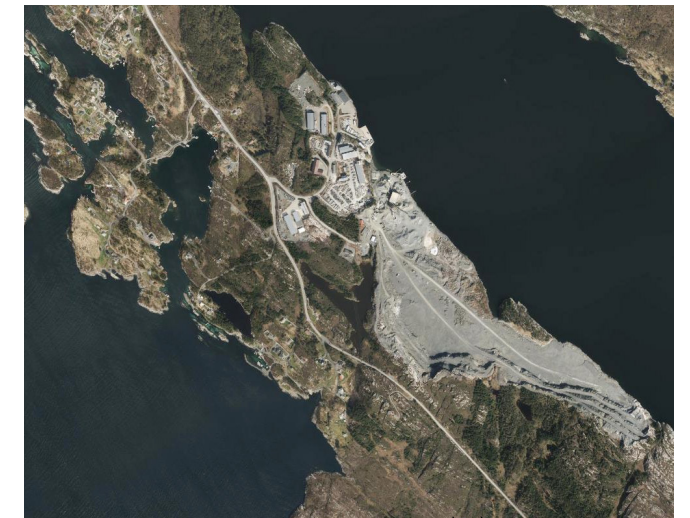




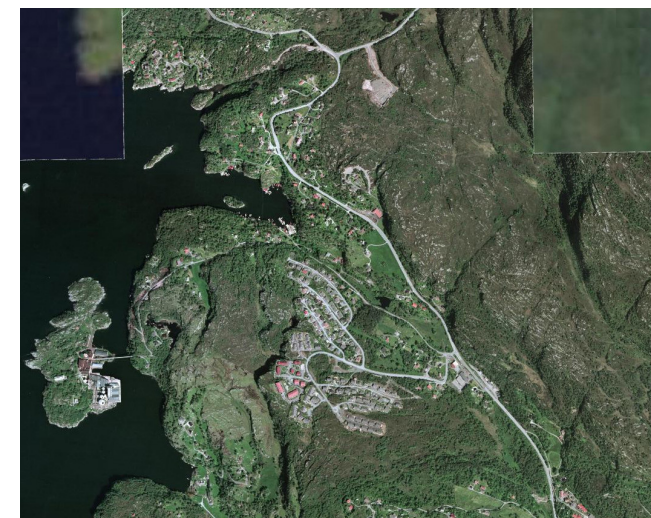
Mjølkevikvarden



Nor stone quarry started up in 1986 -2005 and 2015



Juvik and Storebotn



1999

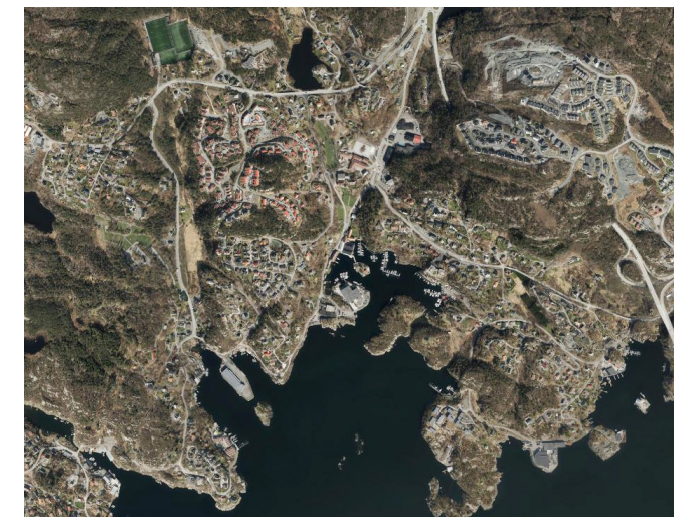


2017

Strusshamn



1999



2017

Proposals for Kleppstø:

For several decades there have been discussions and numerous proposals about how to develop Askøy as a municipality. Local and regional politicians agree that Kleppstø should remain the administrative center and be developed into a regional center for the municipality. However the details are not clear yet. Neither does there exist any agreement on how to utilize and develop the remaining part of the urban region of southern Askøy.

Different type of qualities can be seen in the different proposals, but the overall discussions seem to be conserved for the most part with how many housing units can we fit into it and how much comerscial space can the area sustain.



Selection of propsals from the left; Illustration: Askøy Kommune(municipality), Eriksen Skajaa Arkitekter for Kleppstø Vel, 3RW, Askøy kommune

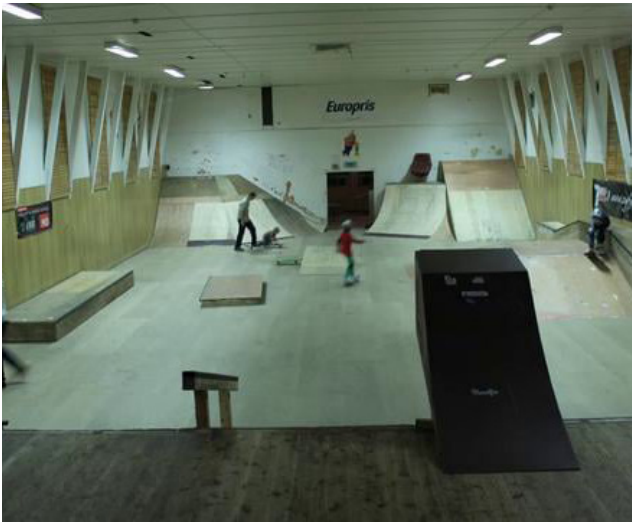
Houses in Kleppestø used for community gathering such as club meetings, parties, weddings etc.

Bergheim:

Former club house of Florvåg IF (football club)- merged with Kleppestø football club in 1999, becoming Askøy football club. Long traditions as local party event place on Askøy, many people met their future husband or wife on «Bergheimdans», there was even discount tickets on the ferry from Bergen for people going to the dance at Bergheim. It has since been turned into a indoor skating range.



Photo: Bergheim exterior and interior, skatesite.no



Myrane:

Clubhouse of Askøy footballclub, rented out for birthdayparties and oteher gateherings. White House overlooking the field.



Photo: Myrane exterior,

Folkets Hus:

Askøy Folkets Hus opened l 1. mai 1984. Central location Kleppestø, Askøy utenfor. One of many Norways labor partys buildings with communety house functions for rent.



Photo: Folkets hus exterior and interior, folketshus.no



Social antropology main points

Askøy

A homogeneous society? one of the common perceptions of Norway is that we live in a very homogeneous and therefore peaceful society: Julian Kramer from South Africa disputed this and made some claims that he could see some comparisons with Norway and other formerly oppressed colonial states.

Norwegians being very firm about where they are from, with the “bunad” and their local dialect and pride in them, reminiscent of tribal pride in his own country

As you can see in this map Askøy was previously an divided Island not only in its division of different municipal lines but there was also very few roads between the different settlements and contact was limited to the weekly Sunday meeting at the Church in Strusshamn and trade at torget in Bergen.

Strilen:

People living on the outskirts of the City of Bergen, the term was previously used as a derogatory slur against them, and thereby in a sense confirming Kramer’s claims about tribal and class divisions

The steam boat marked a huge technological breakthrough, not only as it shortened and eased the travel to Bergen, but also the social connection between the different settlements was improved (a lot of social meeting was on the boat itself)

The disputes

First of the described disputes between the different settlements was about the main ferry connection to Bergen from the island. The ferry companies was numerous and competition was fierce. In 1955 it was decided with 12 against 12 votes (the mayor had a plural vote) to put the Car ferry docks in Kleppestø, and it was built the same year.

In 1956- the town hall in Strusshamn burnt down. In 1958 a new town hall was erected in Kleppestø and this marked the time when it started to become the main junction point on the island.

Florvåg:

The people of Florvåg was not happy.(the place where the politicians had been situated in the meantime). They built their own car-ferry dock, but with a new tunnel towards Kleppestø and improved bus connections, more and more people chose to travel from Kleppestø.

In 1961 with a declining Ferry offer from Florvåg(to Bergen); Christian Netland made his feelings clear:

“During the war we had sheep on øen,(a peninsula in Florvåg) towards the south and east there was no need for a fence, to the north we had a fence, but towards west and Kleppestø, not even the sheep would go there”

The Askøy bridge

The most significant issue in the history of Askøy. Was It even possible to achieve? Before the first propositions were made the director of roads In Hordaland Olav Torpp had stated: “Technically it Is possible, but economically it is impossible.

Luckily for Askøy, people like Johan Sørensen believed it was possible. He explored the possibilities on his own already in the 1950’s. Later on formed the bridge company’s board.

Which place/settlement should get the connection point was the next big dispute, this meant the shortest distance to the city and the most important junction point on the island . (a large number was also against the bridge altogether)

As to why option three was chosen it was most likely decided by the politicians and industries of Bergen. Brøstaneset was the point where they could have the highest sailing height under the bridge.

Høyres: Borge Bergersen stated in Olsvik: ”We will choose the bridge connection most beneficial for the people of Bergen, even if that is not what is best for the people of Askøy.

In 1983, when pre-toll payments for the bridge was introduced: People against the bridge(most likely) mobilized and formed a party (AMF, Askøy people against pre toll payments) They got 4 representatives in the town hall, but was not able to stop the process. In 1992 the bridge was finished.

Kleppestø-the main junction point

Since the closing of the ferry few changes has been made in Kleppestø, “Ølhaugen” or “the beer hill” in popular terms has been flattened out and masses of stone poured out in the ocean, expanding the parking lot.

Gradually Kleppestø has lost its importance, people living on the west side or the north side of the island no longer has a reason for giving Kleppestø a stop on their day to day schedule.

In 2015 new plans for the development of Kleppestø was proposed. The new plans was not well received and a new party led by Kleppestø native Bård Espelid was formed. Officially not solely against the Kleppestø plans. They got 3 representatives in the town hall and effectively stopped the proposed plans.

In terms of relating this to my diploma plan, I plan to work with community spaces, places where people can meet connect, find common ground and hopefully a more Askøy based common identity rather than. Each “Bygd” or settlement for oneself.

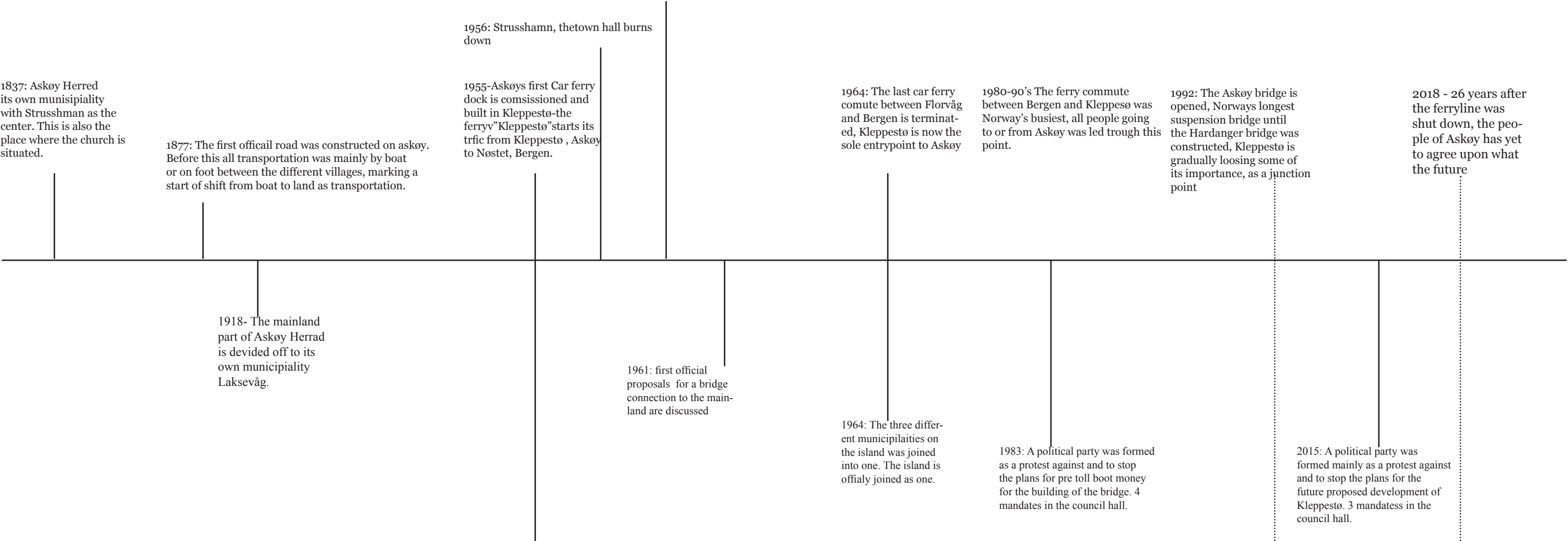
Timeline of shift in important junctionpoints



Photo: Strusshamn church(left)
1920-1939, marcus.uib.



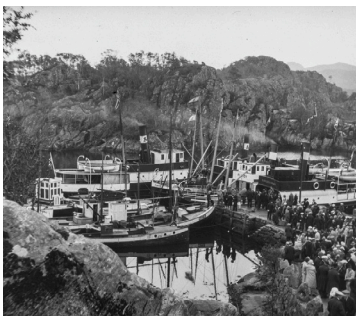
Photo: Nøstet, Bergen, BT
archive



From rowing boat to steamboats

-motorised ferries and car ferries -

bridge and personal car

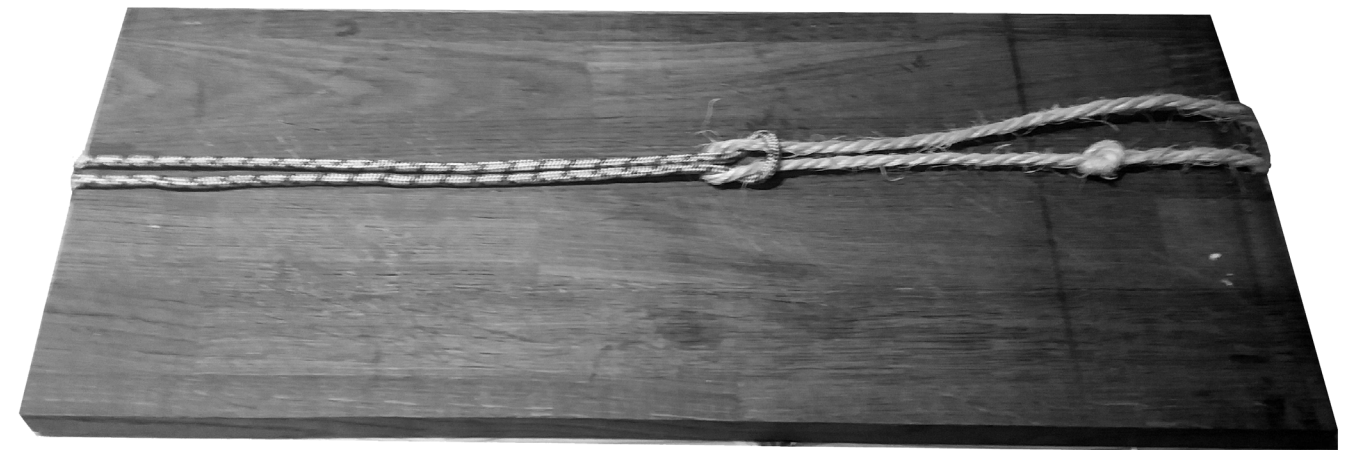


Photo(from left): Fishsales at Torvet,Bergem 1920-30, Strusshamn 1920-39, Kleppestø ferry 1956.60, marcus .uib.no

Photo(from left): Johan Sørensen, “the catwalk”, Askøys Historie III, Askøy bridge, snl.no. Kleppestø ferry terminal, Juvik.



Connecting the knots



“The reef knot is unique in that it may be tied and tightened with both ends. It is universally used for parcels, rolls and bundles. At sea it is always employed in reefing and furling sails.”

— The Ashley Book of Knots

Nature of Askøy:

The bed rock is mainly of groundmountain age, but considerably influenced of the Caledonian mountain-folding. Mainly consisting of gneiss with some input of gabbro in a thin belt from Ask northwest onwards to Herdla and in an area in between Lavik and Hetlevik, southwest on the island. The bedrock is strongly influenced by the «Bergensbuenes»(Bergen arches) stroke-directions, which for the most part is directed to northwest-southeast. The coastline is strongly «chopped up», many small islands and bays/strays. The terrain is hilly, sloping upward from the east with steep cliffs towards the west. Large areas of the southern has since the end of war been turned into a “suburban typology”, single family villas with hedges and fences, accompanied by a garage.

Few peaks are over 100 m.a.s.l, the highest peak is Kolbeinsvar den (231 m.a.s.l) on the southern part of Askøyna. In between the cliffs are marsh landscape in valley bottoms with some pine wood forest.

The landscape flattens out on a «Jærenlike» landscape, consisting of a flat area of stone and gravel left by the iceberg after the last ice age.

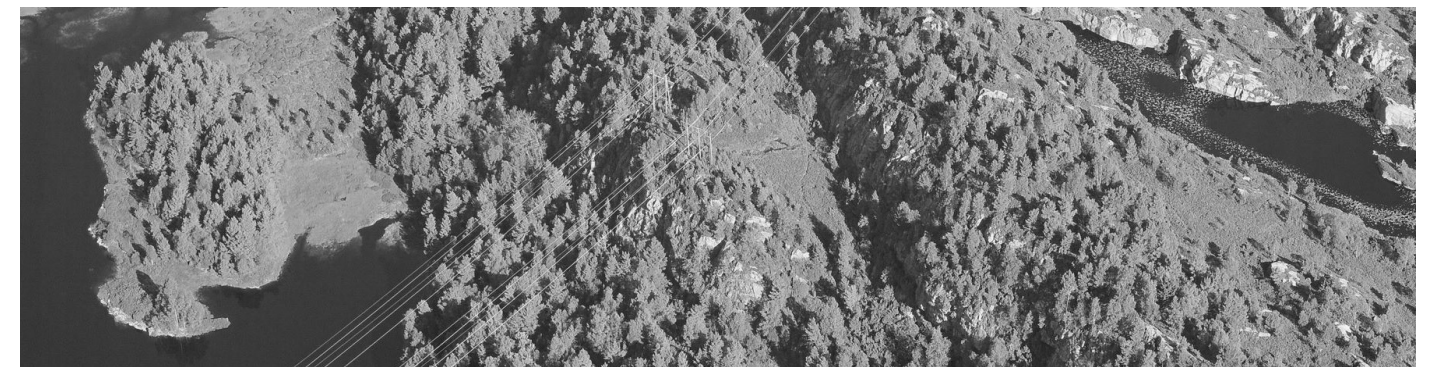
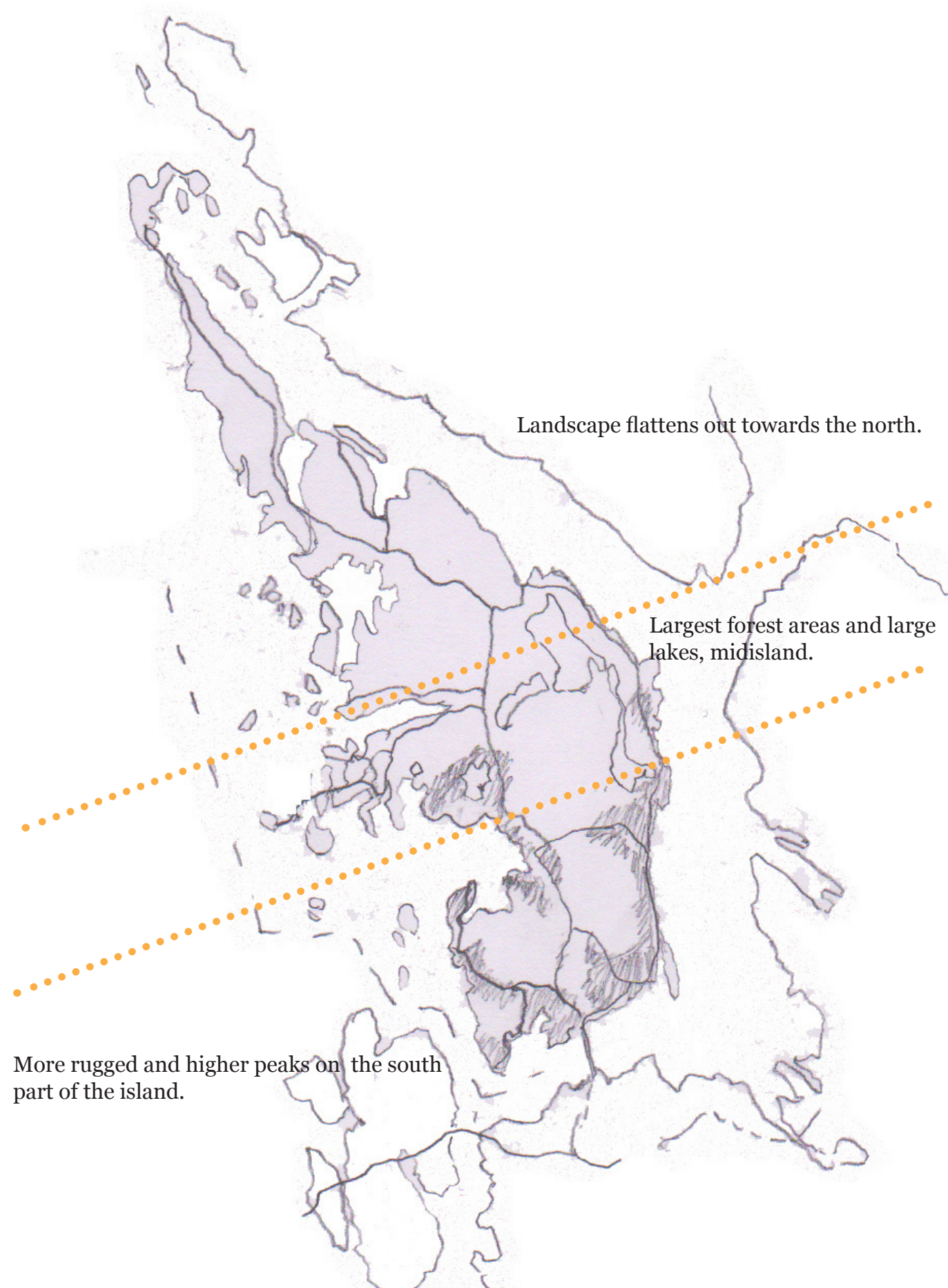


Photo: Herdla(top), digitalt.museum.no. Pictures: Kleppevann (middle), bing.com. Kleppstø childrenschoo l(bottom), bing.

Week one	January	February	March	April	May	June
		Research/ mapping spaces of interest, typologies	Lecture: statistic and building physic 06.03 Exploring possibilities Tutoring/ process	Toutoring/ process	Finalizing Project: (Completing models, drawings,)	Exhibition period
	Hand in portfolio Clearence meeting 05.01					
Week two	Social antropology	Lecture: statistic and building physic Research/ mapping spaces of interest, typologies (shorter trips to surrounding municipalities of Bergen)	Exploring possibilities Tutoring/ process	Toutoring/ process	Finalizing Project: (Completing models, drawings,)	
Week three	Hand in Social antropology Workshops and program	Research/ mapping spaces of interest, typologies (shorter trips to surrounding municipalities of Bergen)	Exploring possibilities Tutoring/ process	3 presentation 19.04-20.04 Project review: models, drawings etc.	Individual presentation 14.05 (with externals) Finalizing Project: (Completing models, drawings, adjustments)	Exhibiton preview Monday 18.06 Exhibiton finalized by Saturday 24.06 at kl. 12.00
Week four	Workshops and pro- Social antropology, concept and program Presentation 25.01-	2 presentation 22.02-23.02 Conseptually elaborated material; models, draw- Lecture: "the relationship btw Construction and architecture" 27.02	Toutoring/ process 26	Finalizing Project: (Completing models, drawings, adjustments)	Finalizing Project: (Completing models, drawings,)	Dugnad/cleanup Monday Rest/prepare presantation EXAM WEEK Wedensday 27.06 - Friday 29.06

CURRICULUM VITAE

Name: Stein- Atle juvik
Nationality: Norwegian
Date of birth: 28.11.1987
Phone: +47 91684649
Email: steinatlejuvik@gmail.com



Education :

08.2012 – 06.2020: Sivilarkitekt, Bergen Arkitekthøgskole
Architecture, Bergen school of Architecture

08.2011 – 06.2012: Samfunnsøkonomi, Universitetet i Bergen
Social economics, University of Bergen

08.2010 – 06.2011: Kunstfagskole, Asker Kunst & Design College
Art school, Asker Kunst & Design College

04.2009 – 04.2010: Verneplikt, Hans Majestet Kongens Garde
Military service, His Majesty The Kings Guard

08.2008 – 12.2008: Studiespesialisering, Danielsen Intensivgymnas
Studyspecializing, Danielsen Intensivgymnas

08.2007 – 06.2008: Studiekompetanse, Danielsen V.G.S
Admission studies, Danielsen V.GS

08.2005 – 08.2007: Murer, Murmester Aksel Hansen A/S (lærling)
Bricklayer, Murmester(stonemacent) Aksel Hansen A/S (apprenticee)

08.2004 – 06.2005: Murerlinjen, Årstad V.G.S
Bricklayer school, Årstad V.GS

08.2003 – 06.2004: Byggfag, Askøy V.G.S
Construction, Askøy V.G.S

Work experience:

06.2014 – Present: Assistent- pleie, S1 avdeling stemning, Sandviken sykehus
Assistent-care, Department for mental disorders , Sandviken Hospital, Psyciatric clinic, Haukeland Hospital

06.2017 – 08.2017: Assistent- pleie PAM 1, Sandviken sykehus, Psykriatisk Klinikk Haukeland Sykehus
Assistent-care, Emergency Department (PAM 1), Sandviken Hospital, Psyciatric clinic, Haukeland Hospital

04.2009 – 04.2010: Gardist, Hans Majestet Kongens Garde
Military service, Gardis, His Majesty The Kings Guard

Courses :

01.02.2013 – 28.02.2013 Vekterkurs, Sikkerhets Akademiet
Vekter

02.09.2011 – 16.09.2011 Trener 1, Norges Kampsport Forbund
Norges kampsportforbund

14.04.2009 – 08.05.2009 Kvalifisert førstehjelp nivå 2, Terningmoen
Førstegangstjenesten

15.10.2006 – 15.12.2006 Idrett og Ledelse, Bergen Atlet Klubb
,Bergens Atletklubb

Voluntary experience :

06.2014 – Present Styremedlem Bergen Atletklub
Member of the board, Bergens Atletklubb (Bergen Athletes club,boxing and wresteling)

06.2013 – 06.2014 Nestleder Bergen Atlet Klubb
Deputy Chairman , Bergens Atletklubb (Bergen Atlhetes club,boxing and wresteling)

06.2011 - 06.2013 Styremedlem Bergen Atletklub
Member of the board, Bergens Atletklubb (Bergen Atlhetes club,boxing and wresteling)

06.2009 – 06.2011 Varmedlem Bergen Atlet klubb
Deputy member of the board, Bergens Atletklubb (Bergen Atlhetes club,boxing and wresteling)

10.2007 – 12.2008 Trener bokseskolen Bergen Atletklubb
Coach boxingshool, Bergens Atletklubb(Bergen Atlhetes club,boxing and wresteling)

Master Courses :

09.2017 – 12.2017 Complex context, Bergen Arkitekthøgskole
Toutors: Arild Wåge, Andre Fontes, Tom Chamberlain, Kalle Grude

01.2017 – 06.2017 Sentralbadet, Bergen Arkitekthøgskole
Toutors: Cristian Stefanescu, Andrea Spreafico, Guillaume

09.2016 – 12.2016 50/50, Bergen Arkitekthøgskole
Toutors: May Elin Bjerk, Endre Steen Nielsen, Mathilde Sunes-Skarsgaard, Eilif Bjørge

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<http://askoymuseumslag.no>

www.finn.no

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Culkins, D. Douglas 1998 Norwegians: Cooperative Individualists chapter in the book Portraits of Culture

Ethnographic Originals Volume III Europe, Africa and Middle East. Editors Melvin Ember, Carol R. Ember and David Levinson.

Kramer, Julian: 1986, Norsk identitet- et produkt av underutvikling og stammetilhørighet, Den norske væremåten

Fossen, Anders Bjarne: 1996 , Askøy Hhistorie Bind I

Fossen, Anders Bjarne: 1996 , Askøy Hhistorie Bind II

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