

Site:

The Skoltegrunnen and Bontelabo area is located at the north side of the entrance to Vågen. When standing at the tip of Skoltegrunnen you have full visual control over both byfjorden and Vågen. The area has for many years been a site with fish-packing, goods handling and passenger traffic as main activities. Today the area functions as Bergens main cruise ship and offshore vessel quay, appropriating approximately 1,4 km of seafront in close proximity to Bergen centrum. The building mass on land is mainly used for office space, storage and activities related to running the port/dock. As it stands today the area offers little to nothing to the inhabitants of Bergen.

Port of Bergen:

Bergens seafront is in many ways the foundation of the city. Its protected location from the elements and ideal geographical position on the west coast of Norway, between continental Europe and the rich fishing waters of the Atlantic sea made it an ideal place for establishing a trading port. It is believed that trading from Bergen started as early as in 1020.

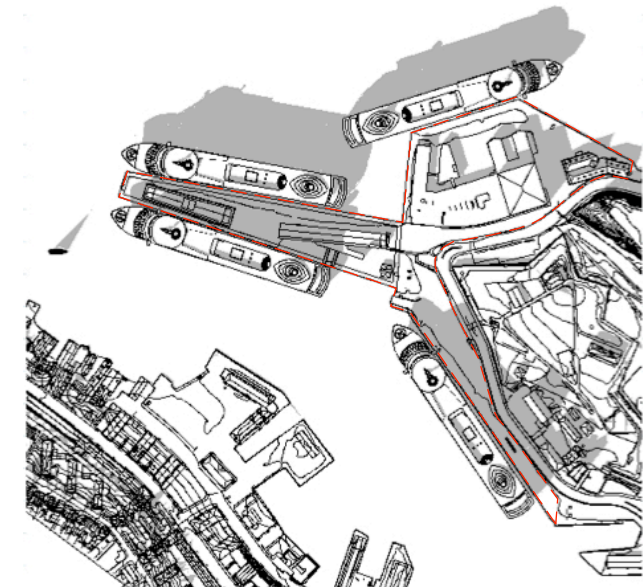
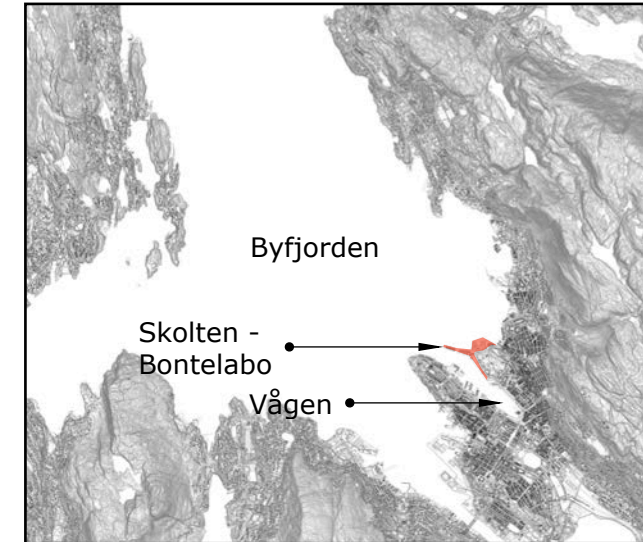
Today Bergen port is by far Norway's most busy port in terms of passengers. In 2019 Bergen port had over 340 cruise ships docking in Bergen port, carrying with them about 610,000 passengers. In 2020 it is estimated that visiting cruise ship passengers will exceed 700,000. For Bergen city centrum the cruise industry is a very important source of income to the city. On average each passenger spends about 860 nok on land. 860 nok times 700,000 adds up to 602 million nok. In the high season from May until August, cruise tourists let go of about 460 million nok. (the numbers on how much cruise tourists spend on land are quite debated and varies from 200 not to 3000 nok.)

What and why:

Bergen City has about 20 km of seafront where only 30% of it is publicly available. The 30% or 6 km of publicly available seafront is quite fragmented and it is in many places impossible to navigate along the seafront for longer stretches. A lot of the available seafront are basically just gaps between buildings. The gaps can be quite nice to walk by and look through out on the ocean, but the majority of them are not facilitated for longer stays and public life.

The main reason for challenging this area in particular is that I think it's a bit wrong that approximately 1,4 km of city centrum near seafront is fenced off and dedicated to activities that give little to nothing back to the city's inhabitants. I also believe that there is a need for Bergen to expand its heavily populated city centrum to avoid Venetian circumstances in the tourist high season.

The core goal for this project is to give the city near seafront back to the inhabitants of Bergen and enable for urban activities along the seafront, without neglecting the importance of cruise tourism and offshore activity.



How:

Dealing with international regulations.

Due to international regulations (ISPS) all quays with international traffic must be fenced off for security reasons. So first step to making the area publicly available was to figure out a way to organise and place the international quays in a way so they have as little impact as possible on its surroundings. I made it a precondition to sustain the capacity of the current harbour, since there are no indication that cruise traffic will decrease in the near future. My first thought was that I needed to relocate the international traffic out of the city, to a more remote place. I tried out some different options where I relocated the maritime activity to more remote places. The problem with relocating to a new place was that the logistics of transporting passengers and crew from the ship to their desired destinations would demand huge investments in new infrastructure that would have limited use. Secondly, relocating the international quay would most likely demand huge interventions on untouched coastline.

Negotiating space with giants:

How do you hide a giant? It turns out it is impossible to hide a giant completely, but you can make a giant look a bit smaller viewed from the right angles.

Creating a 24/7-365 place:

To enable for the urban life intended the programs and different actors on site consists of a mix of both regular daily activities and more leisurely/special occasion activities. Also to ensure for a steady turnover of people passing through and making the area a part of daily life I have planned for a “blue light rail” stop at the tip of Skoltegunnen.

Proposed programs on site:

Black box theatre, restaurants, cafe, public sauna, ocean swimming pools, office space, food court, playground, guest harbour, short term apartment rental, artist galley, promenade etc.

Comment to the diploma programme:

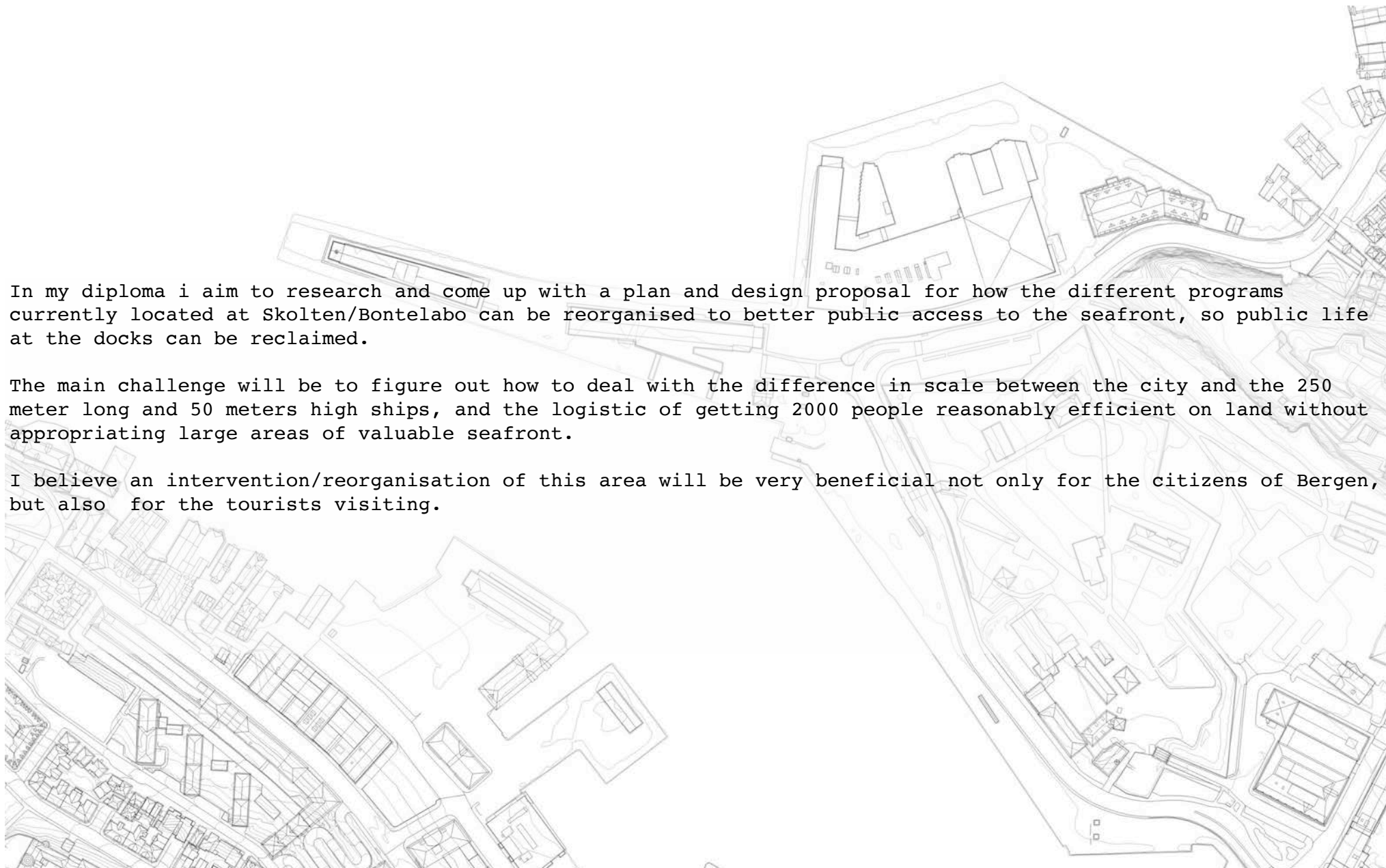
When I wrote the diploma programme in January it wasn't quite clear which direction the project would take. If it would be an urban plan project, a design project of an inshore cruise terminal or a new cruise terminal located outside Bergen centrum. I just knew that I wanted to come up with a solution that would make it possible for public access and life along festningskaaien, Skoltegrunnen and Bontelabo. When I decided on keeping the international quay in more or less the same area, just organised in an other way, the challenge of the project became more clear.: *Enable for public life at the docks in coexistence with Bergen Harbours current activity.*

The way I see the project now is a hybrid or mix of urban plan and design. A vision study.



Revitalizing life at the docks

A vision for a publicly available seafront



In my diploma i aim to research and come up with a plan and design proposal for how the different programs currently located at Skolten/Bontelabo can be reorganised to better public access to the seafront, so public life at the docks can be reclaimed.

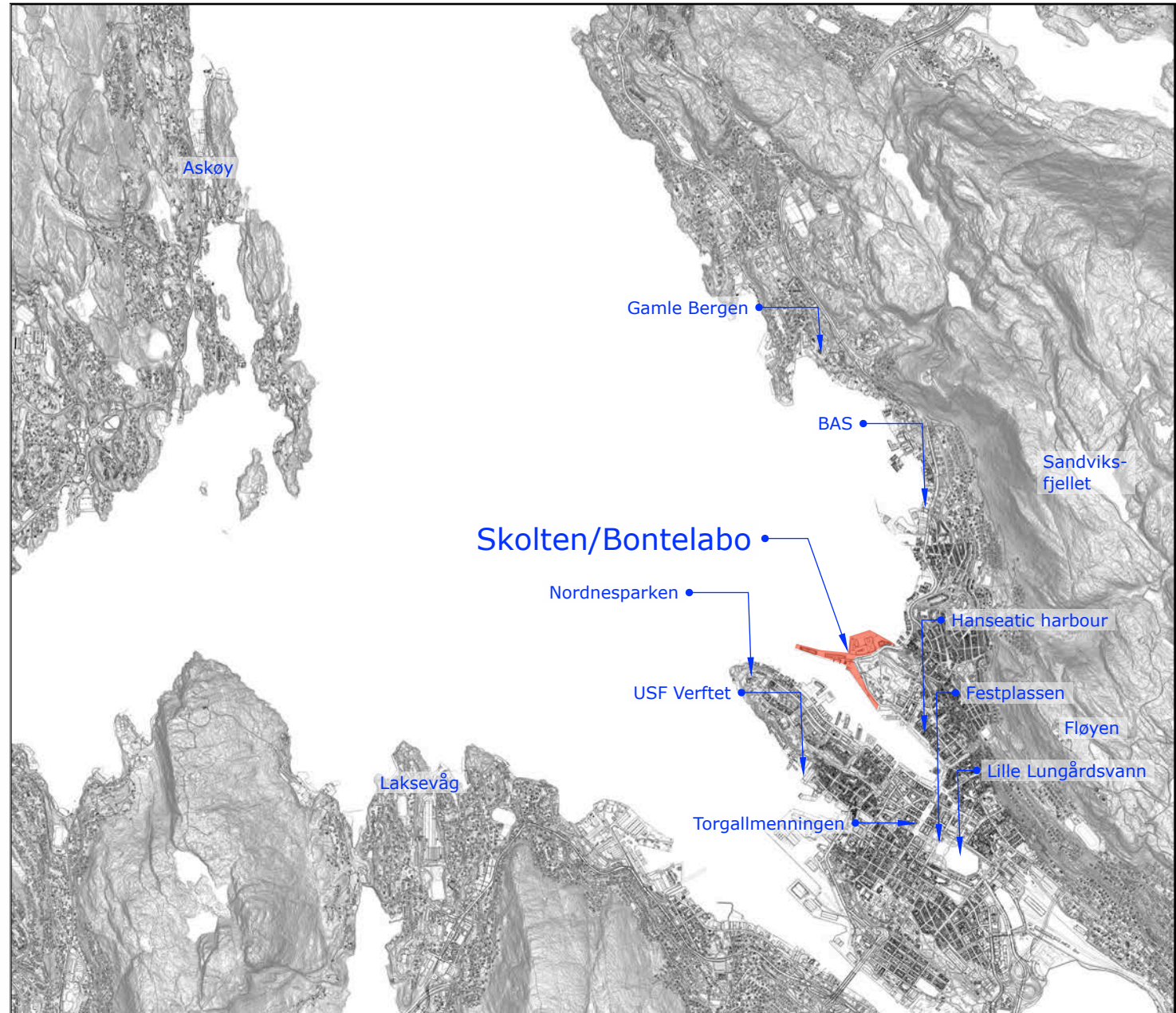
The main challenge will be to figure out how to deal with the difference in scale between the city and the 250 meter long and 50 meters high ships, and the logistic of getting 2000 people reasonably efficient on land without appropriating large areas of valuable seafront.

I believe an intervention/reorganisation of this area will be very beneficial not only for the citizens of Bergen, but also for the tourists visiting.

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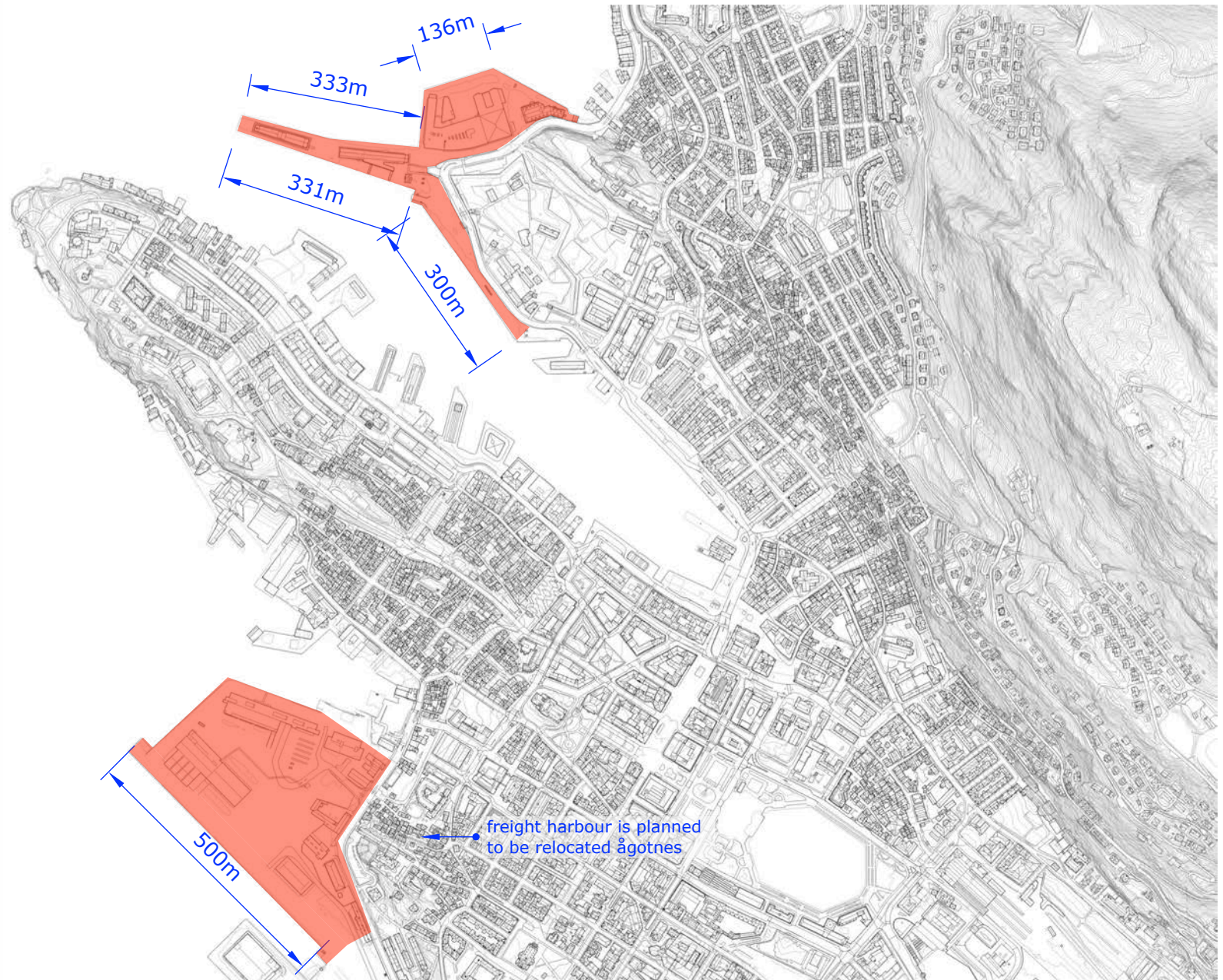
started as early as in 1020. At the end of the 13th century Bergen became a bureau city of the Hanseatic League. Only the major cities of the Hanseatic League had status as bureau city (office city). Life at the dock must have been vivacious. After the break-up of the Hanseatic League in 1789, Bergen port continued its activities successfully under Norwegian leadership.

Today Bergen is an international centre for aquaculture and offshore and-subsea technology. Bergen port is by far Norway's most busy port both in terms of freight and passengers. In 2019 Bergen port had over 340 cruise ships docking in Bergen port, carrying with them about 610000 passengers. In 2020 it is estimated that visiting cruise ship passengers will exceed 700000.



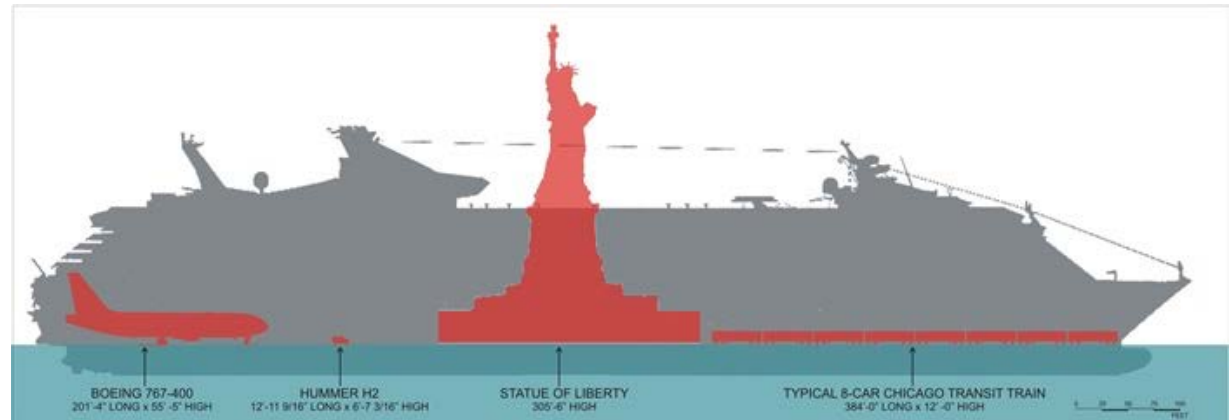
The downside with these important and traditional activities is that they make claim for a vast amount space both on land and along the shorefront. They also bring with them a lot of pollution both chemical and visual. Although chemical pollution should decrease a lot in near future when ships run either fully electric or on hybrid propulsion, the visual pollution and the need for large amount of shorefront and still remains the same or increased.

Due to Bergens increasing population and increased popularity among tourists, there is a need to rethink how centrum near shorefront is used and distributed. Bergen has about 20 km shorefront. Today very little of the 20 km shorefront is accessible to the public due to commercial and industrial activities along the shorefront. Many of the activities has already been relocated, or are planned relocated out of the inner port of Bergen to more appropriate industrial areas such Ågotnes harbour at Sotra.



Scale

Modern cruise ships are massive things. They are on average between 200 - 300 meter long and ca. 40 - 60 meters high. So when docked in a city like Bergen with mostly low rise buildings they are quite intimidating. The tallest building in bergen is Media city with its 61,5 meters of height. The average cruise ship docking in Bergen have on average 2000 passengers.



Cruise Ships landings in Bergen 2020

January	-	0
February	-	5
March	-	9
April	-	15
May	-	52
June	-	74
July	-	79
August	-	67
September	-	30
Oktober	-	12
November	-	0
December	-	1



Site:

Skoltegrunnskaaien and Bontelabo

Area: ca. 56000 m²

Shoreline: ca. 1.4 km
marked area is fenced off
for public access

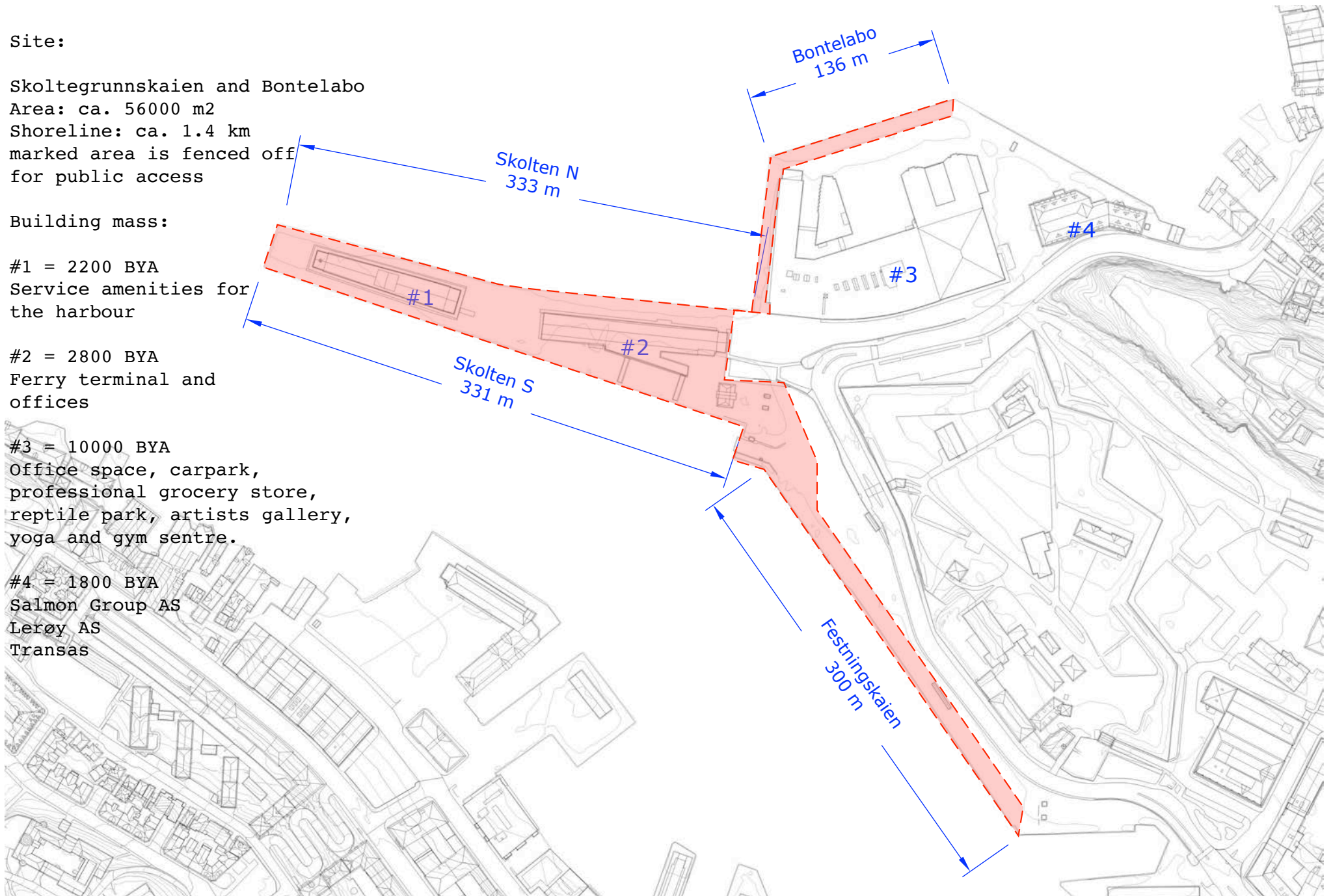
Building mass:

#1 = 2200 BYA
Service amenities for
the harbour

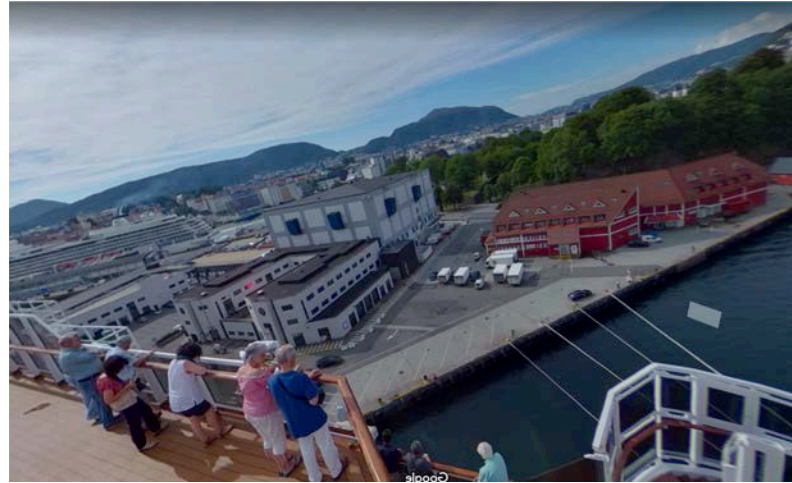
#2 = 2800 BYA
Ferry terminal and
offices

#3 = 10000 BYA
Office space, carpark,
professional grocery store,
reptile park, artists gallery,
yoga and gym sentre.

#4 = 1800 BYA
Salmon Group AS
Lerøy AS
Transas



For Bergen city centrum the cruise industry and offshore vessels are an important source of income to the city. On average each passenger spends about 860 nok on land. 860 nok time 700 000 ads up to 602 million nok. In the high season from may until august, cruise tourist let go of about 460 million nok. Restaurant owners I've talked to says that they most likely wouldn't survive the summer months without the cruise tourist. In other words this means that Bergen is dependent on a quite vast amount of tourist visiting Bergen every year to sustain its cultural offer. So finding a solution that is functional for cruise ships, while enabling for public seafront access is vital.



Possible locations for new harbour for international traffic

Alt.1

Move everything to
Ågotnes harbour
Sotra. Buss
connection to Bergen
centrum.
Establish ferry
connection to city
centrum

Alt.2

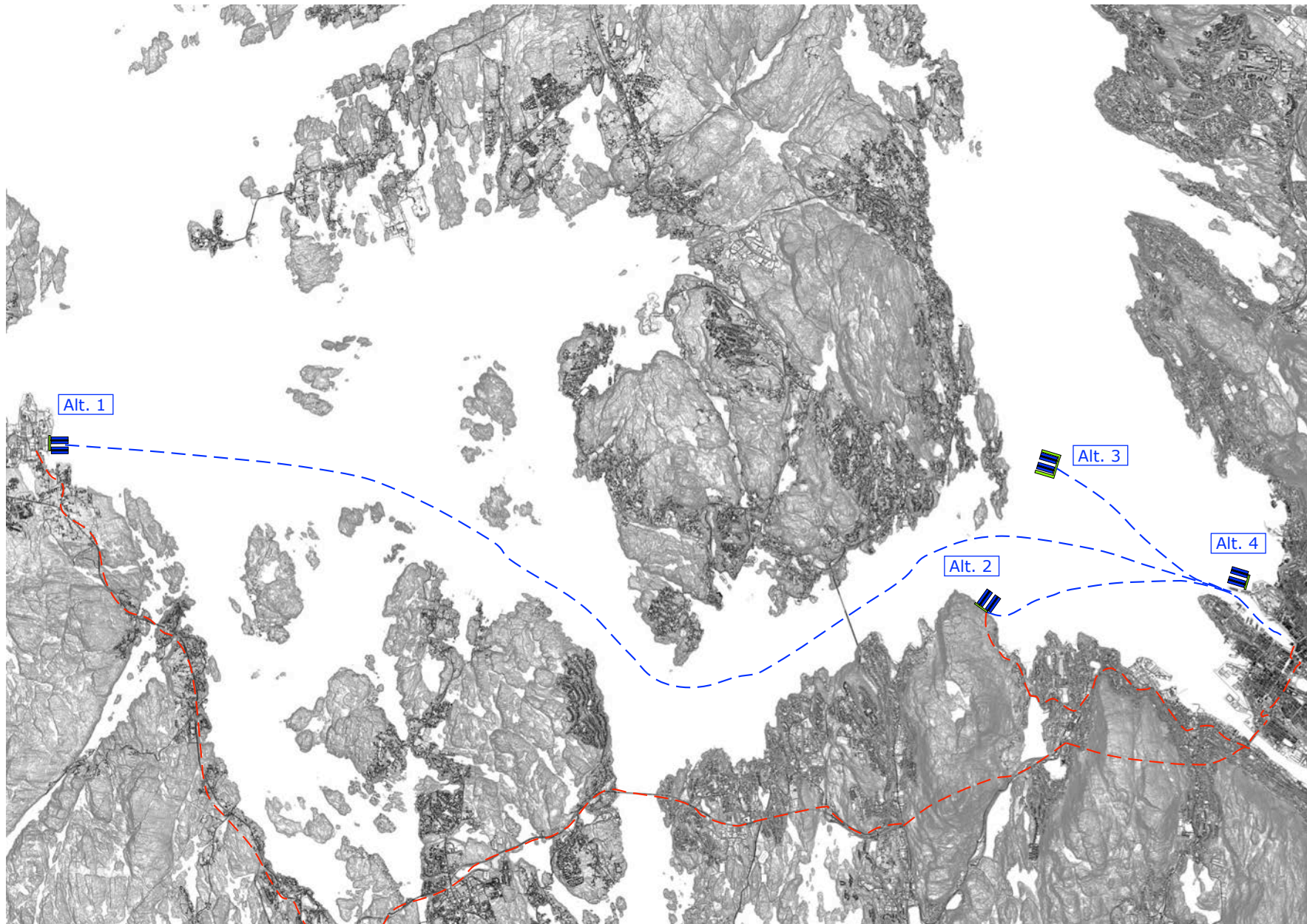
New harbour at
Gravdal. Buss
connection to Bergen
centrum.
Establish ferry
connection to city
centrum

Alt.3

Ocena hub. Floating
harbour in Byfjorden.
Tender connection to
city centrum.
Establish ferry
connection to city
centrum

Alt.4

Reorganise existing
harbour.



Timeline spring semester 2020

January:

07.01

Clearance meeting/Hand in
portfolio

09.01 - 20.01

Social anthropology essay

31.01

Present Essay

February

06.02

Hand in diploma program

- Meeting with Bergen Havn

- Meeting with NCE

Maritime clean tech

- Study trip to

Kristiansand

- Decide location for new
dock.

- Situational model of site

- conceptual model studies

March

05.03 - 06.03

2. presentation

- Decide on different
programs and actors for
the site. What to keep,
what to introduce.

05.03 - 06.03

2. presentation

- conceptual model studies

April

23.04 - 24.04

3. presentation

-Programming and design
phase.

-Physical and digital
model.

-sections, plans,
situation

May

14.05 - 15.05

External review

-Programming and design
phase.

-Physical and digital
model.

-sections, plans,
situation

June

08.06

Final design finished.

Start building exhibition

15.06

hand in project
description

18.06

exhibition preview

27.06 - 30.06

Exam

Master courses

50/50 A question of continuity - autumn 2016

The course consisted of three case studies.

The first case was a study of the government quarter in Oslo.

The second was a study of the work and life of Nikolai Astrup.

The last case was an open plan and design assignment.

My Group decided to propose a new reception building for Gamle Bergen museum.

Layered Landscapes Lofoten - spring 2017

Through an analytic approach to the landscape inspired by Henry Lefebvre method of progressive and regressive thinking, the course set out to investigate and understanding the Lofoten Islands in northern Norway.

Through several different task investigating the past and present both theoretically and analytically i could propose a possible future.

I ended up zooming inn on the small fishingvillage of Henningsvær. After establishing what Hennongsvær was like inn the past and how it is and works today i decided to prepose a new function to an existing fish-landing/slaugter house.

Master courses

Complex Context - autumn 2019

With the idea of the "age friendly city" city in mind, we wanted to add something to Sandviken that would make commuting on foot easier. We also wanted to create something that could be a catalyst for bringing back the local urban life that once used to exist.

Our proposal is a new modern common/allmenning stretching from the fjord to the mountain. The new common is equipped with several modern aids such as escalator, lifts and diagonal lifts. The common is both under and over ground. At key points there are view points and resting places.

A key part of the project is the integration to the newly proposed light rail stop underneath Møhlen. In direct connection to the new light rail stop we have proposed an underground square.