

REFORMING

# ØRNES HARBOUR

PROCESS DESCRIPTION  
EMMA REINIKAINEN  
REFORM - MASTER COURSE 2022  
BERGEN SCHOOL OF ARCHITECTURE



# ØRNES, MELØY

66.8688°N 13.7058°E



Administrative centre of the municipality of Meløy in Nordland county, Norway

**Area** in total 1.53 km<sup>2</sup>

**Population** (2018) Total 1,624 Density 1,061/km<sup>2</sup>

**Businesses:** Public and private service production, industry, agriculture, forestry and fishing.

**Port of call** along the Hurtigruten ferry route

**Challenges:** The average age of the citizens is increasing, young people are moving to bigger cities.

Too few leisure opportunities and meeting places

The municipality is slightly divided into two parts: the old and the new center: ornes 1 and ornes 2



## SITE

The planning area is a Harbour building and its surroundings on the west shore of the village within walking distance of the center of Ornes.

The building, with its surroundings, serves the village's cargo and passenger traffic. Hurtigruten also stops at the pier. The facility includes the main building and a separate storage building.

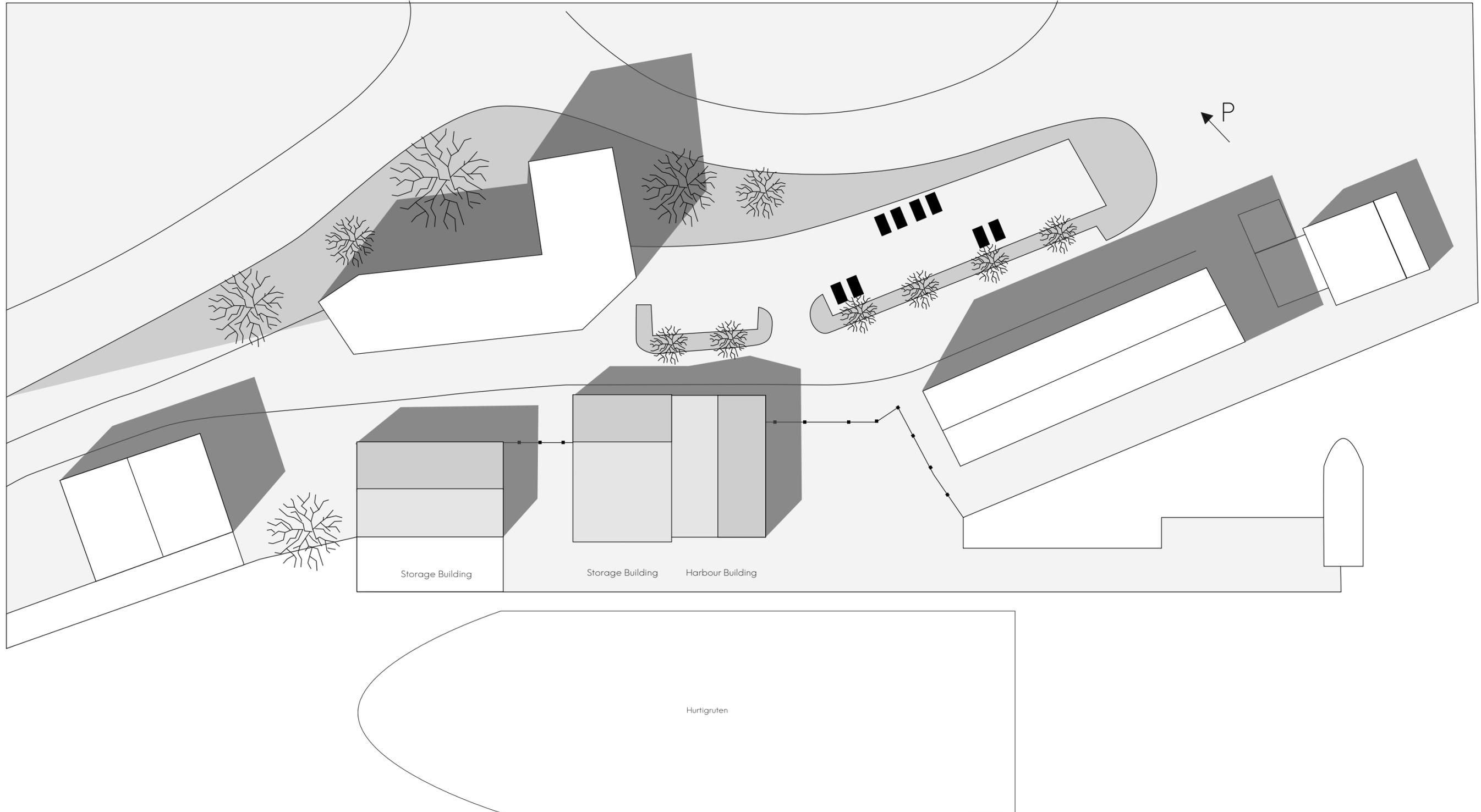


This view is the first contact with the harbour for most people arriving in the village. Many of the spaces are for storing various goods, and some spaces in the buildings are waiting for new programs. The building provides shelter for passengers every now and then, but there are no actual waiting areas; instead, only cargo functions operate in the buildings. So far travelers have been waiting in the lobby of the storage room.

Different parts of the buildings have been built in different decades and have been repaired and modified according to the needs of freight traffic. Due to the location and the size of the premises, the buildings have considerable potential for reprogramming.

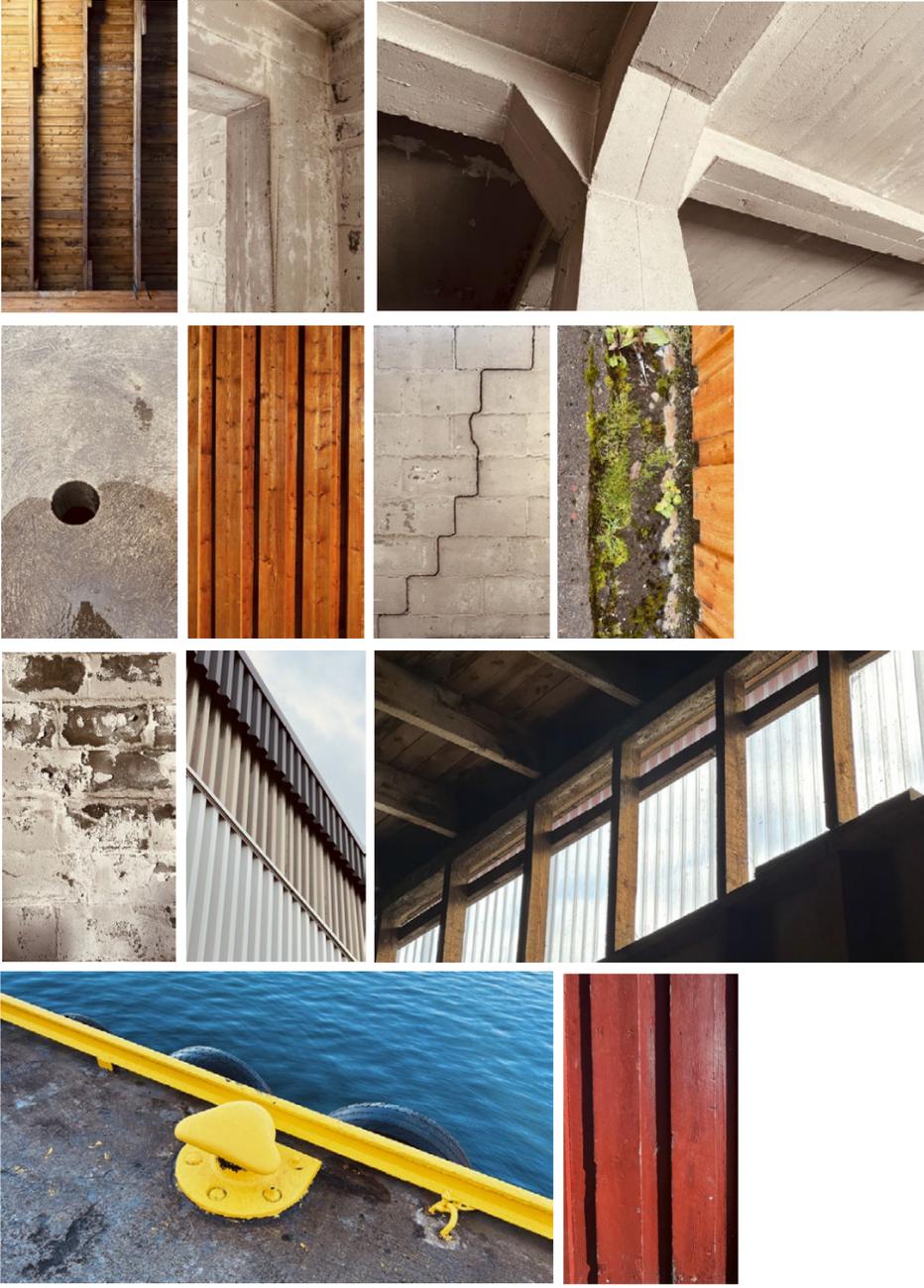
There has been discussions about walking route to the shore line that would pass in front of the buildings, connecting City center to the harbour. Thus, accessibility would be improved.

SITE







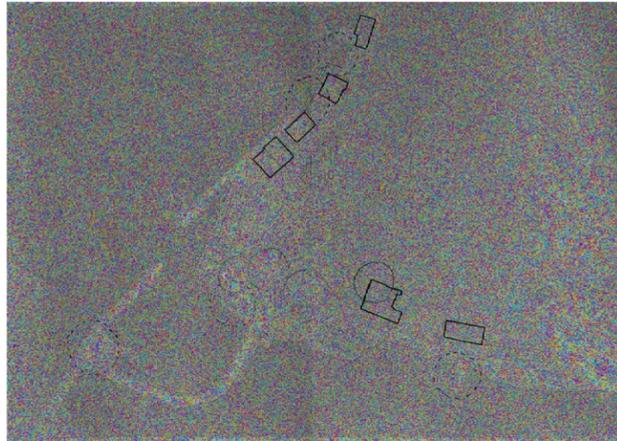




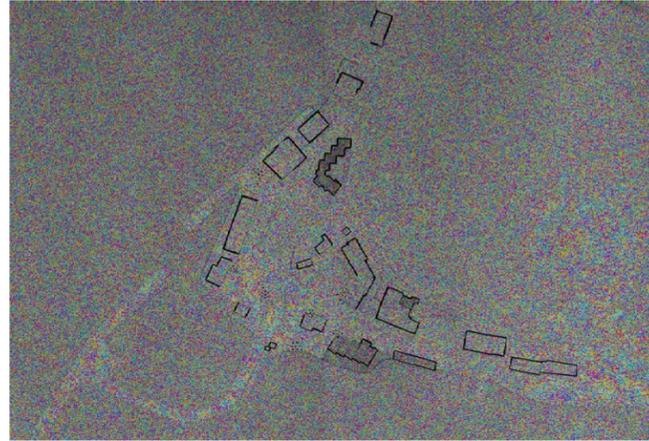
MAPPING

# Site Mapping

Hot Spots



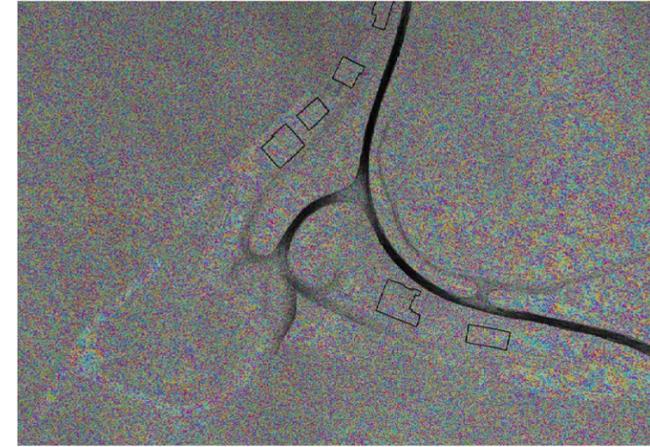
Open and closed facades  
Gathering spots



Arriving

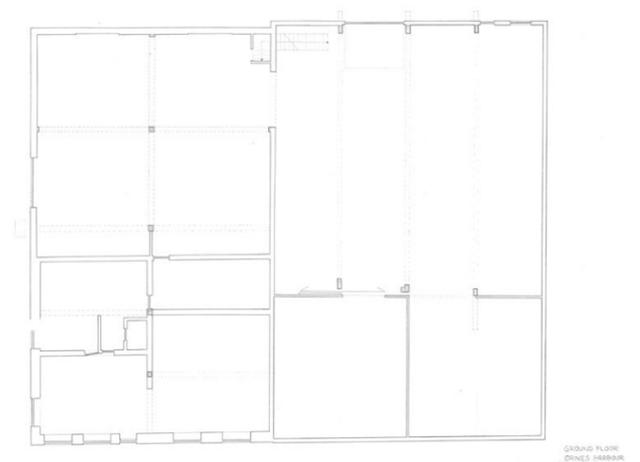
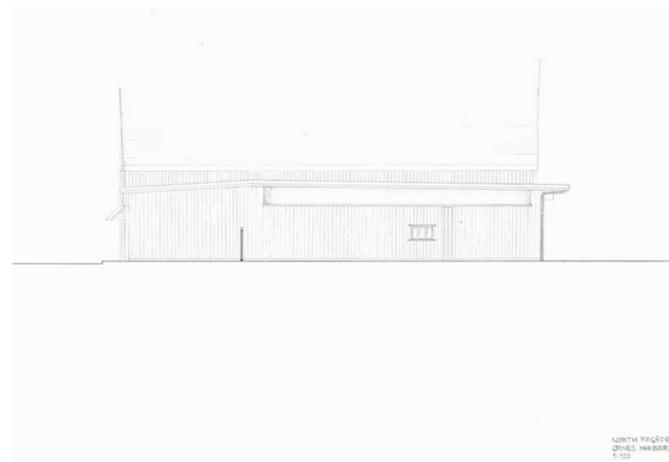
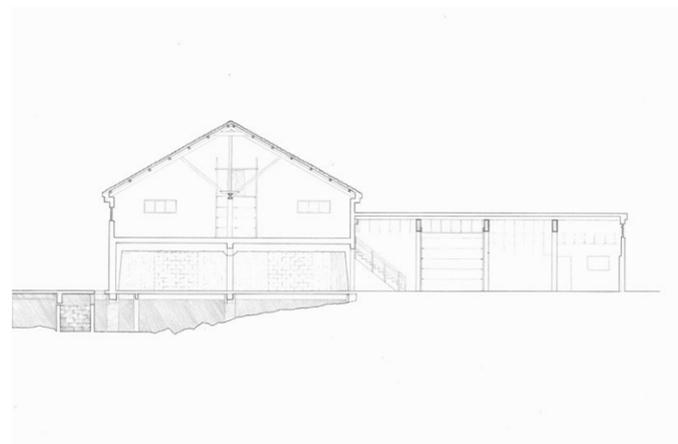


Speed & Intensity



# Registration drawings

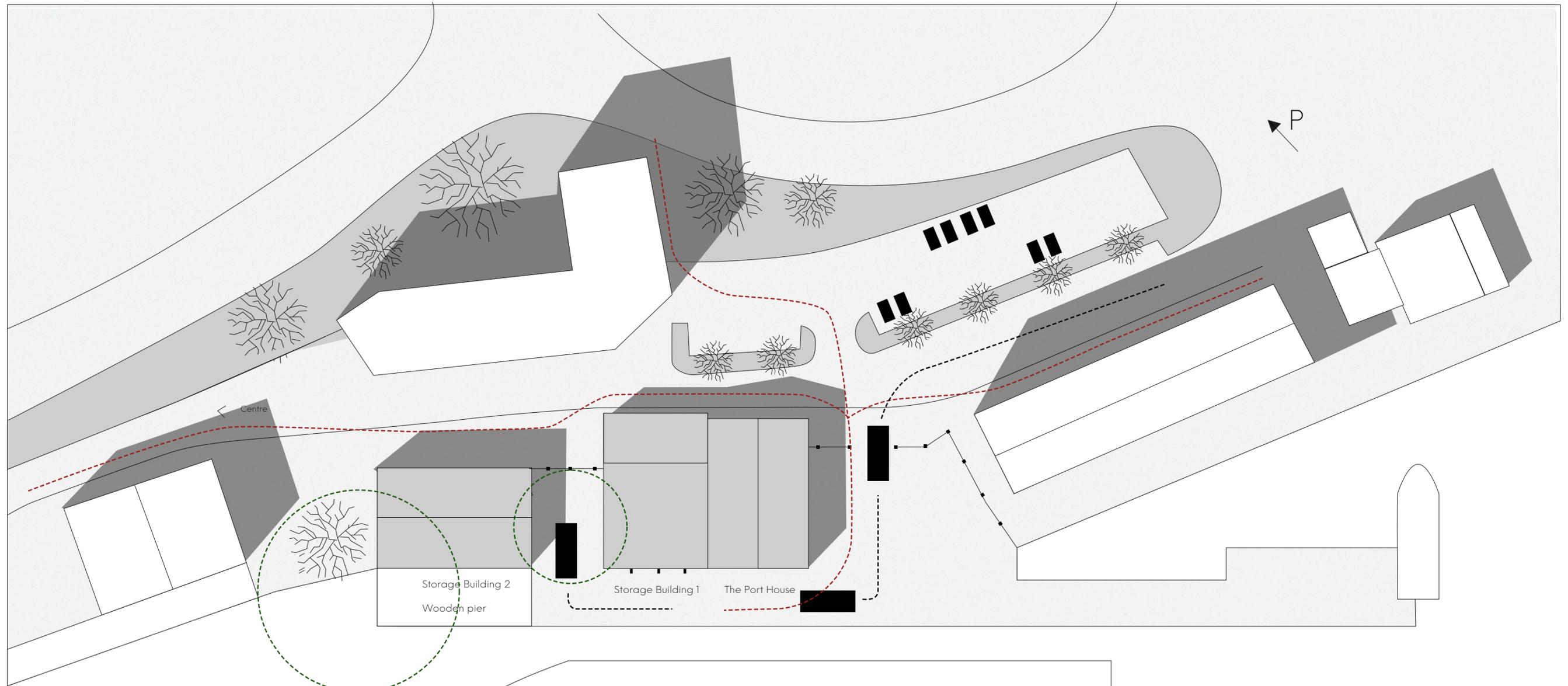
by Fredrik Dikvold & Veronica Olsen



EXPLORING  
ENVIRONMENT AND ATMOSPHERE

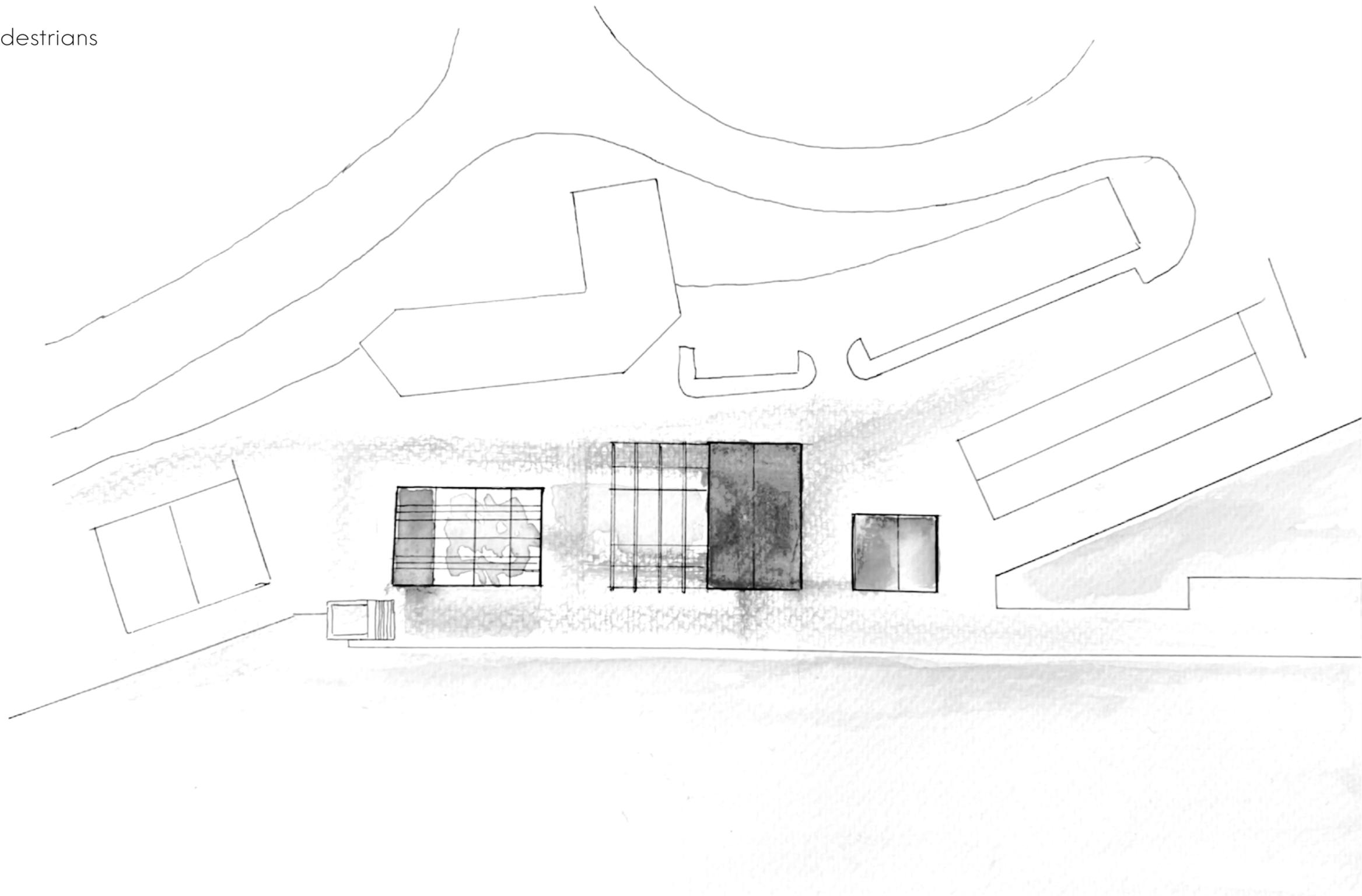
DAV & TECTONIC  
-WORKSHOPS

MAPPING



- PEDESTRIAN
- CARS
- POTENTIAL HOT SPOT

IDEAL  
FLOW  
for pedestrians



DAV  
TASK.

FOUND  
OBJECTS



Object found: **pleated curtain**

Exploring the interaction between  
public and private space.

Who has the power to close the view  
and in which direction?

Objects found:  
**plastic flower + petrol**  
**kanister** placed to an asphalt

An installation about the  
aesthetics of environmental  
crime.



TECTONIC  
TASK.

CHARACTER  
OF THE  
BUILDING



Uncle Ørnes (The harbour)

CONCEPT  
CREATION

RE-VERBS  
to guide the design process



RETUNE

By retuning the building's tectonics and atmosphere to a new frequency, the interaction between building and its users is (both locals and visitors) could be strengthened.

My aim is to find the original tone of voice of the site and by retuning it has a chance to be heard more clearly and therefore to resonate better with the rest of the municipality.

RESOUND

By adjusting the atmosphere to the right frequency, it is possible to communicate better with surroundings and other buildings in the area and create a more lively environment.

The word RESOUND is a symbol of the resonance of the area. It would be ideal would to find the common melody, the sound of community and the common narrative to be told. Create a new melody for Meløy which could echo around and tell the world Ornes' distinctiveness.

REMEMBER

A note to be aware of the memory of the place and place related memories while designing.

Usually a place is remembered well if you experience something powerful there, for better or for worse. The port and situations in general where people are saying goodbye, waiting for someone or arriving home can contain strong emotions and emotional memories. Those memories can be related to spaces but also objects and colors. Also the experience of the space can change depending on the emotional state.

# WHY WHAT HOW

## REFORMING

### WHY

Due to its central location and function, the site is one of the most visible and vital in the municipality. The development of the harbor area as a whole would strengthen the identity of Ørnes - Meløy needs a new melody.

There is a need to make the harbour area meet the needs of both residents and visitors of the village. There is a challenge to combine terminal/waiting space and cargo operations functioning in the same environment.

The city lacks also freetime opportunities, -as well as places that one might commit. So it would be beneficial to reprogram the half-functioning spaces.

At the moment the harbour building and its surroundings feel a bit closed and pushing away instead of welcoming. Even though the building and its surroundings are the first you see when you reach the village by boat. Movement in the area is not so clear and the signs are weak. The buildings do not communicate with their surroundings or with their users, and in addition, they block the landscape with their masses.

### WHAT

The aim is to bring the harbour area to life and create a lively coastline, by bringing activities and functions that gather both local residents and visitors together and strengthens the sense of community. The goal is to create a harbour area that you don't just pass by, but where a new kind of actions takes place. Often, a person is best committed to a place, environment or activity when they get to participate. The aim is to create spaces that the locals could take over and make it their own. This would bring out the strengths of the municipality, so it would be easy for those who come to the municipality to sense it and join in.

### Questions:

How to create a multifunctional space that activates people and also serves cargo functions?

## CONCEPT CREATION

### HOW / PROGRAMMING

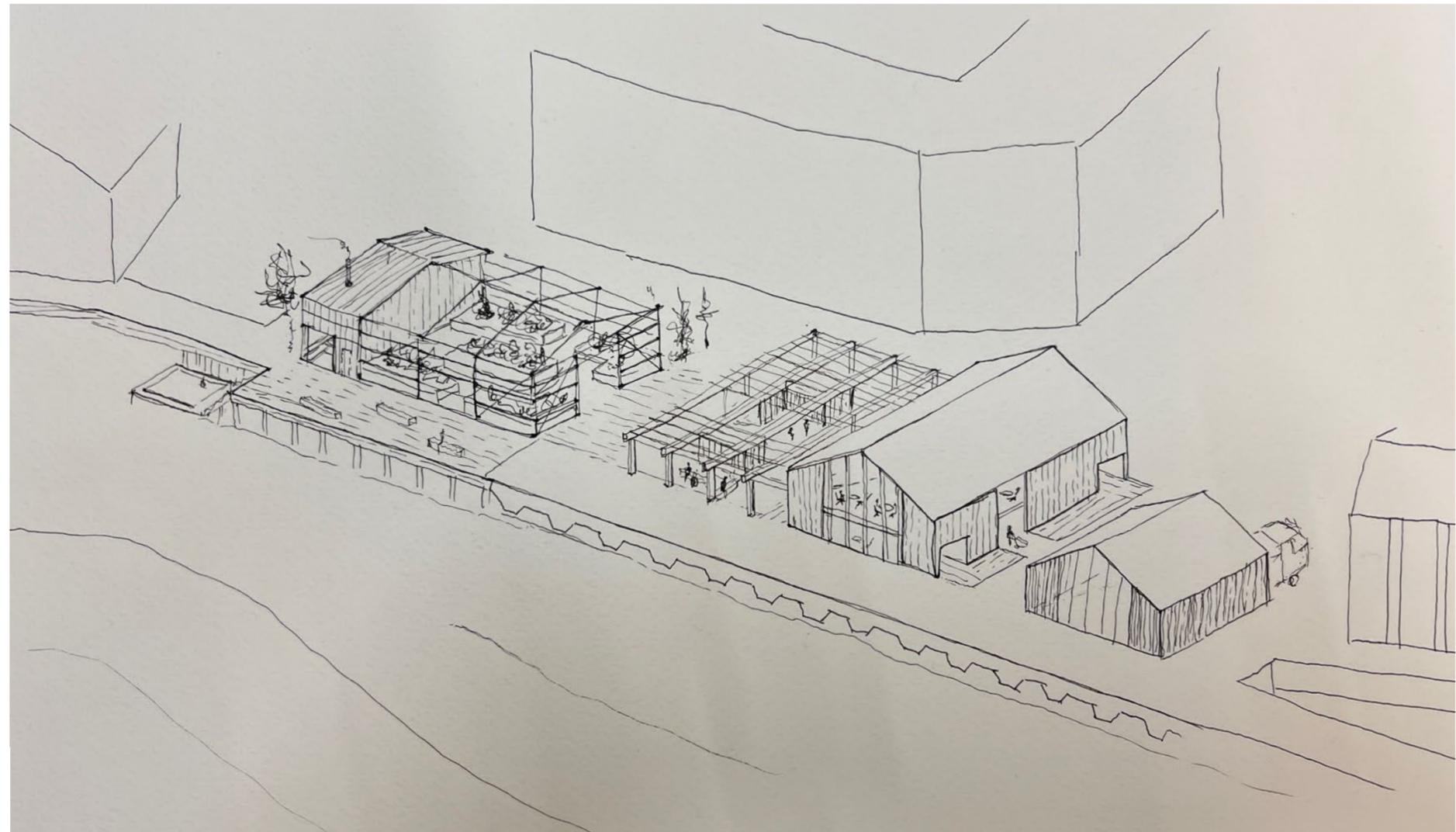
1. After transformation the main building aka Port house contains cargo operations on the 1st floor and a landscape restaurant/café on the 2nd floor. The facade of the second floor is opened at both ends, allowing views of the sea and the mountains. The space in use is quite large and can be adapted for different needs. Since the wall structures are block concrete, the biggest changes only concern the end facades.

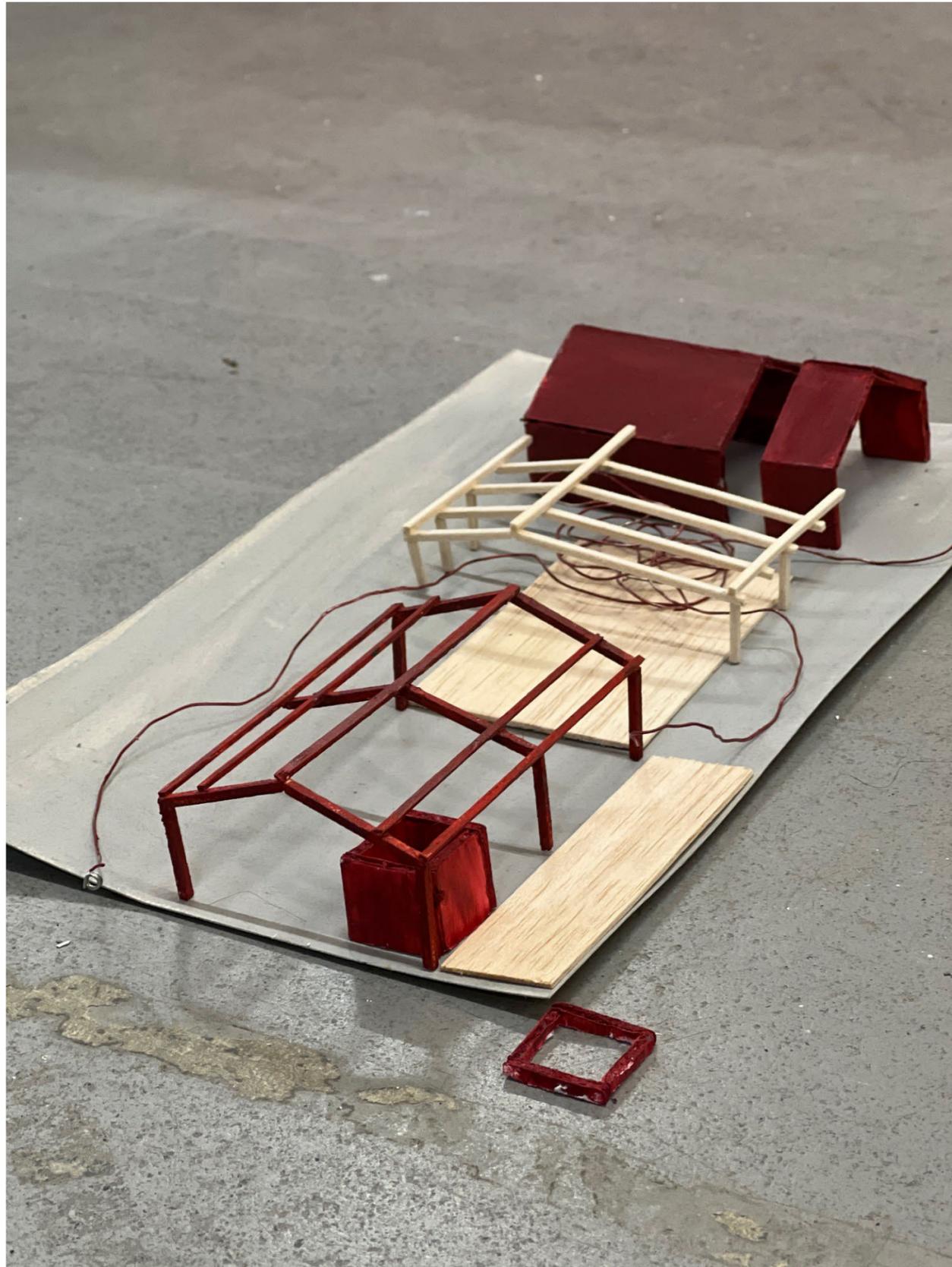
2. Storage building 1 is transformed to a terminal pavilion/plaza. Aim is to open up the view and the mass of the building to its wooden skeleton, to make the area more airy and transparent. The idea would be to create modular walls of the existing structure and seats that would enable a versatile purpose of use. The space could be used for market events, outdoor galleries etc but especially for waiting the ferry, spending time and meeting other people.

3. Storage building 2 is transformed to a Winter garden. Where it would be possible to cultivate and grow both plants and vegetables. The space would be intended for collaboration and it would also be open to the public for spending time and quieting down. At the northside of the winter garden, there is space for a public sauna and access to ocean pool.

All these three functions would support each other and enable a natural circulation between the buildings, as if their own ecosystem: In the greenhouse, you can grow plants that you can sell at the market, but also use as raw material in the restaurant.

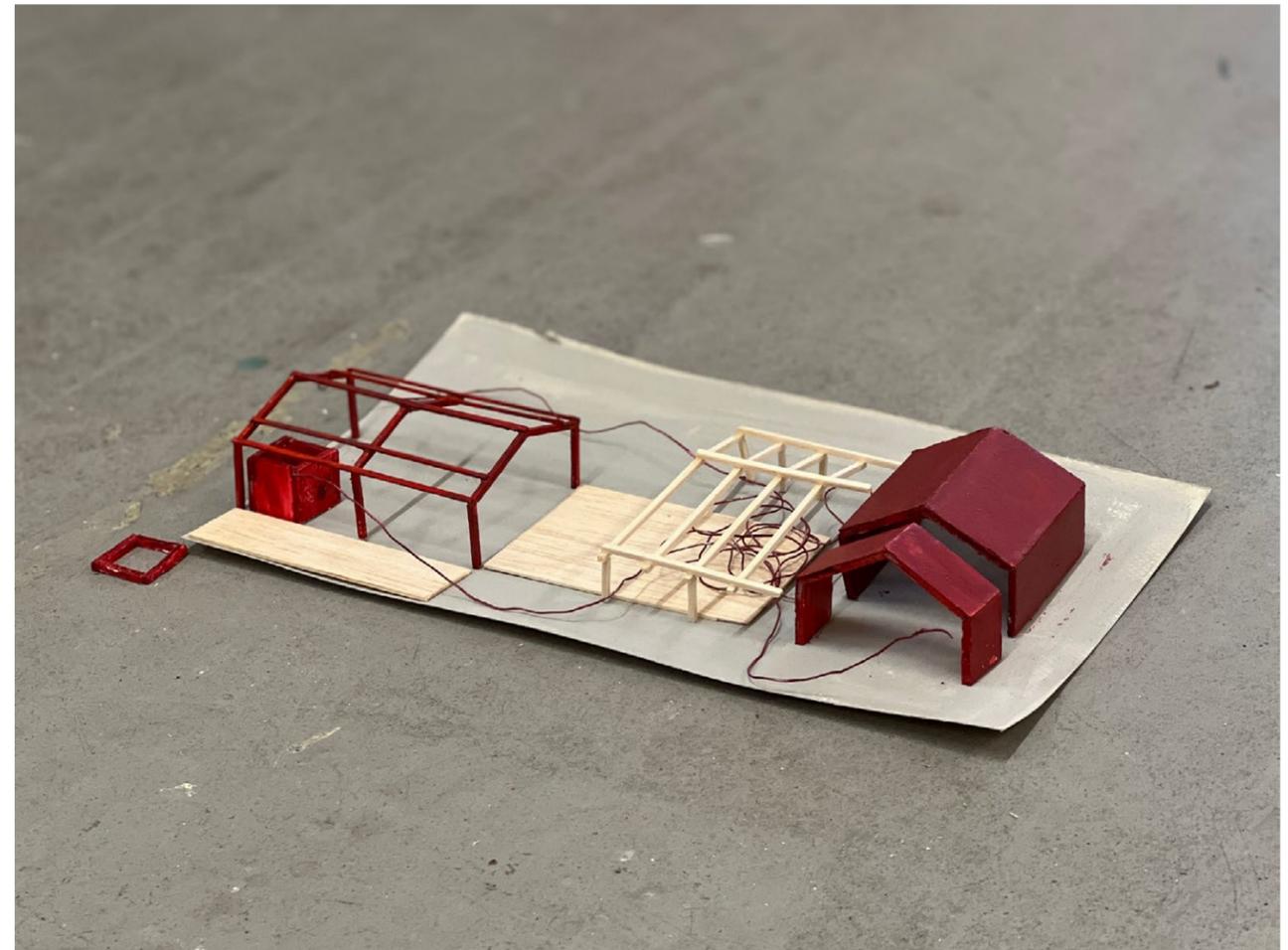
The transparency of the structures enables all public functions to be visible and accessible to everyone. Together these actions would enable a vibrant waterfront and activating community activities for both locals and visitors.



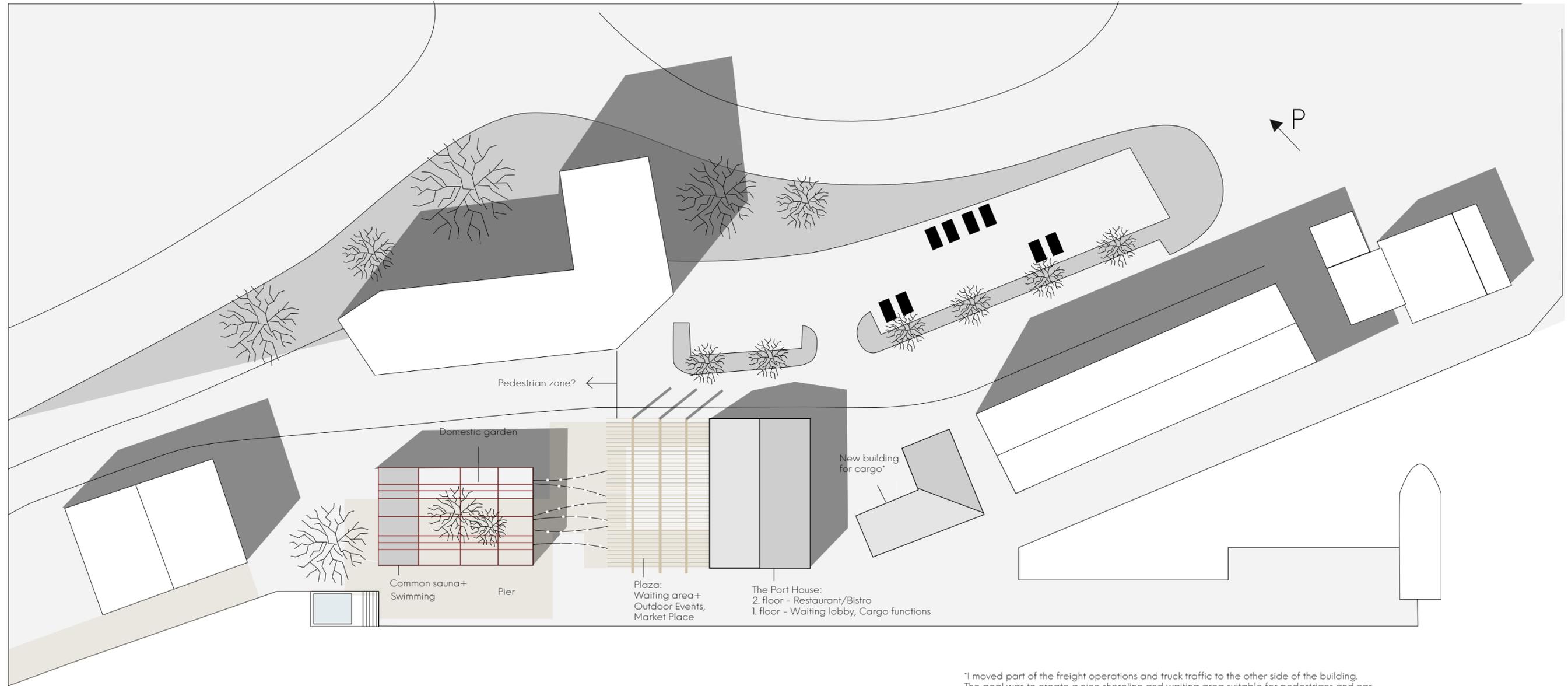


CONCEPT  
CREATION

SKELETON  
MODEL



CONCEPT  
CREATION



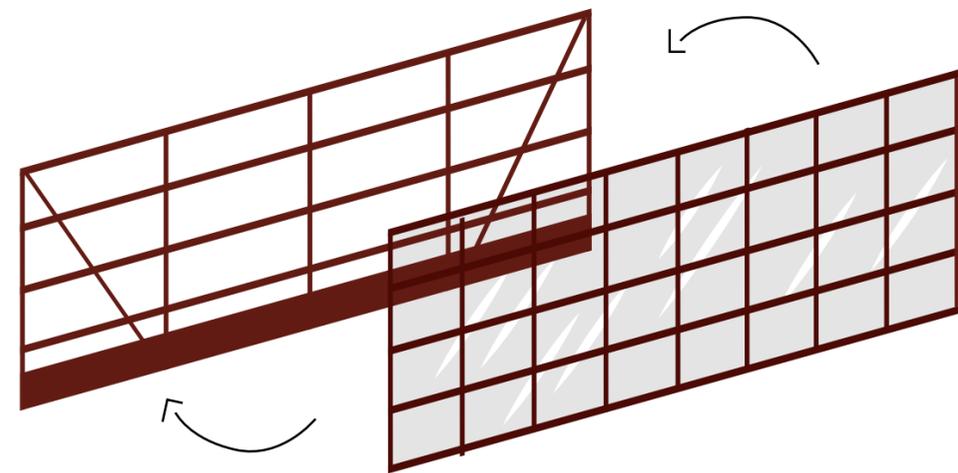
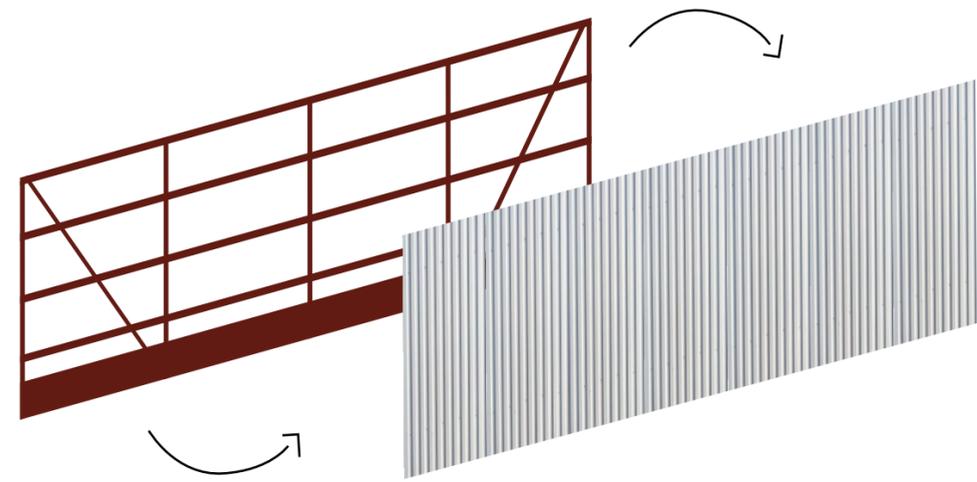
\*I moved part of the freight operations and truck traffic to the other side of the building. The goal was to create a nice shoreline and waiting area suitable for pedestrians and car traffic on the pier seemed to be going a bit in the wrong place.

REFORMING  
STRUCTURES

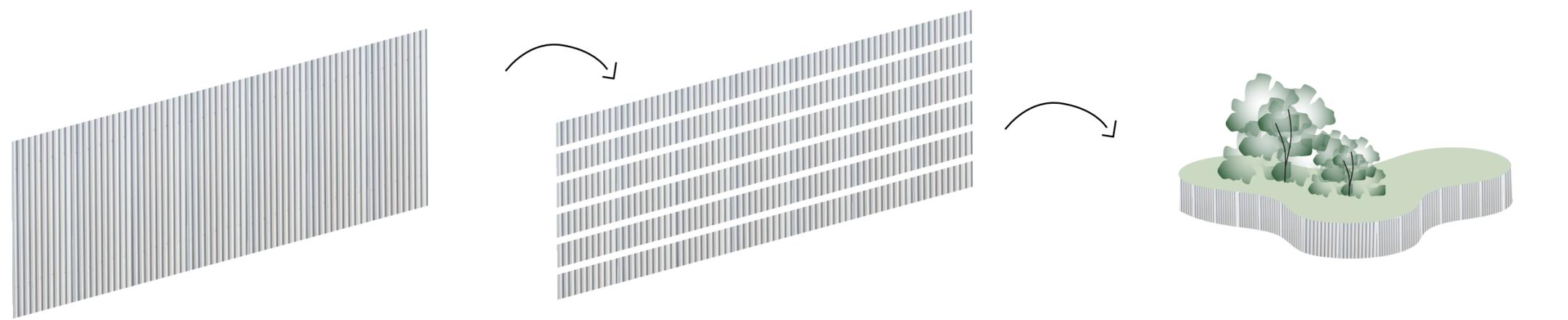
STRUCTURES - STORAGE BUILDING 2



CORRUGATED STEEL COVER  
REPLACED BY GLASS



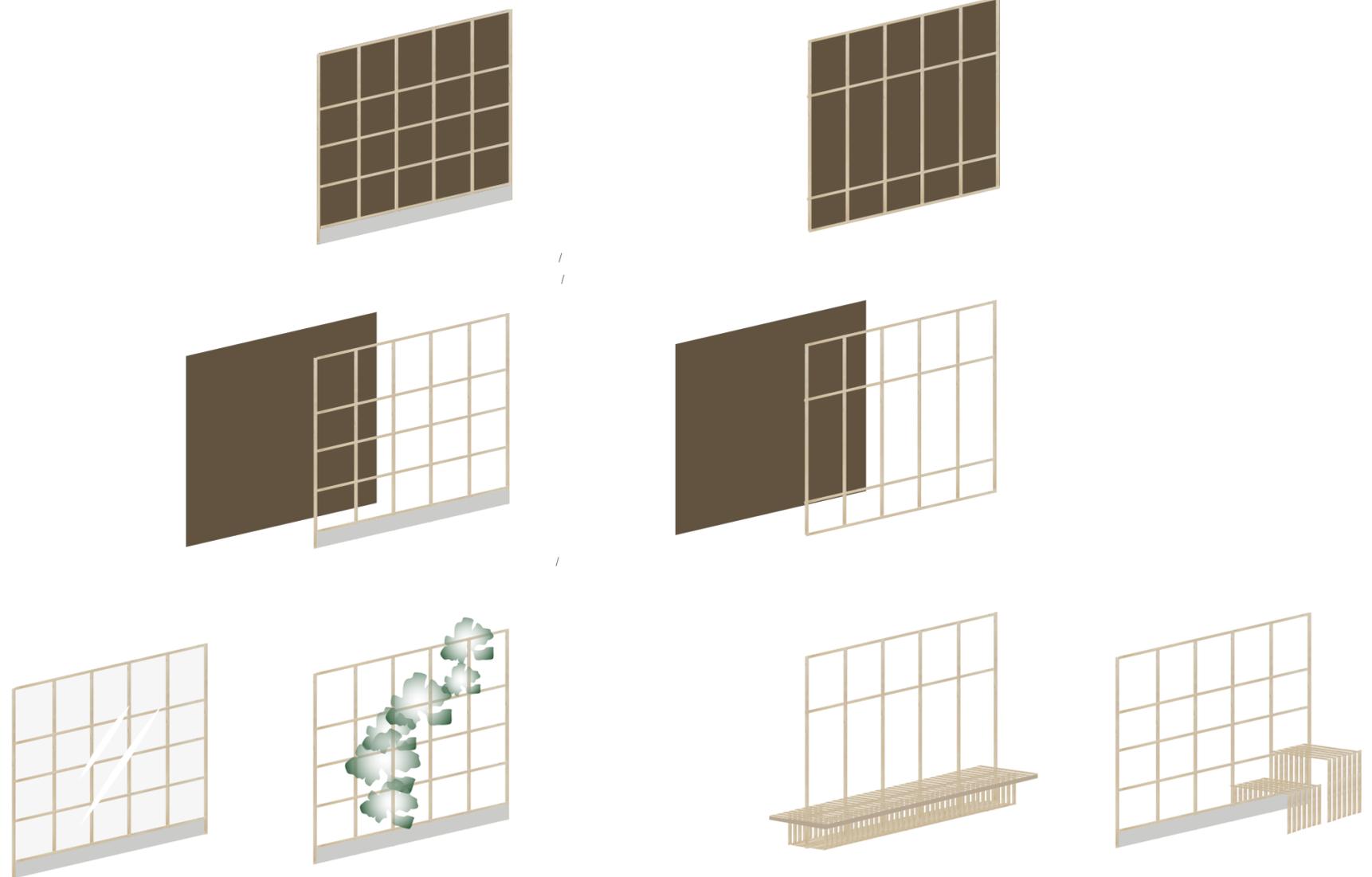
REUSING LEFTOVER MATERIALS



STRUCTURES : STORAGE BUILDING 1

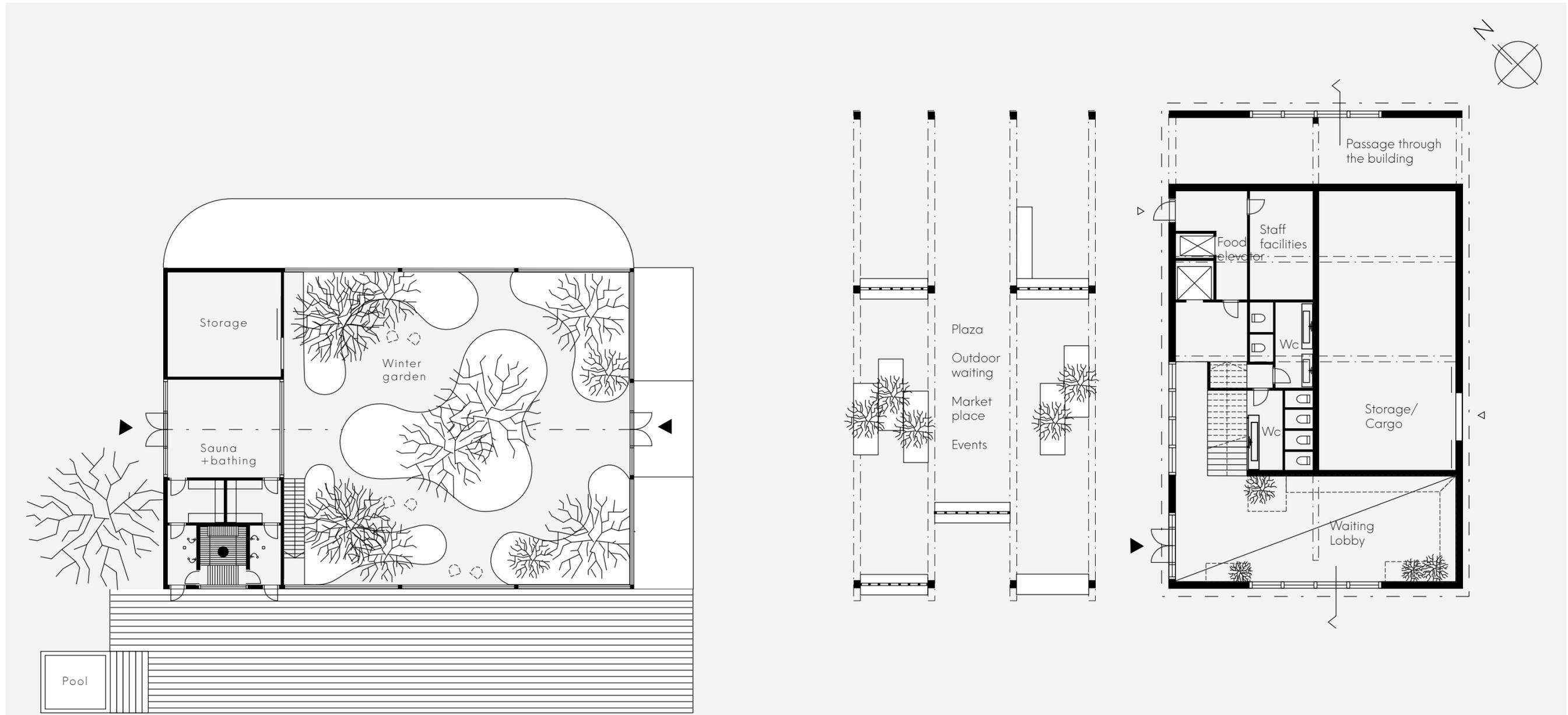


DIFFERENT EXAMPLES  
TO USE WOODEN FRAME

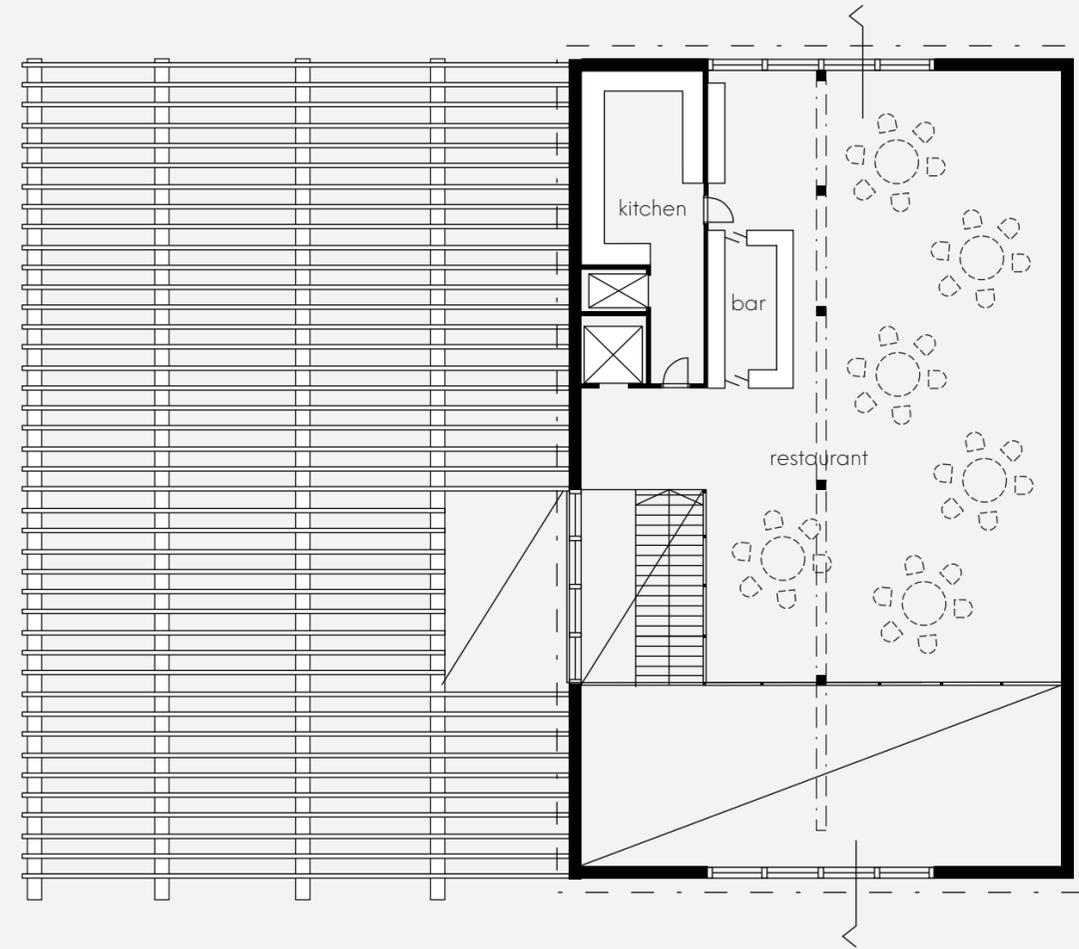
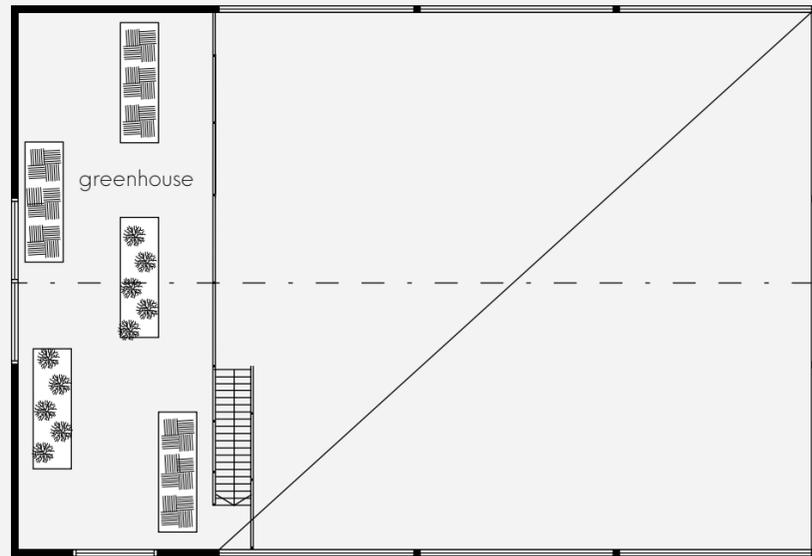


FINAL  
DRAWINGS

FLOOR PLAN  
1.ST FLOOR  
1:200



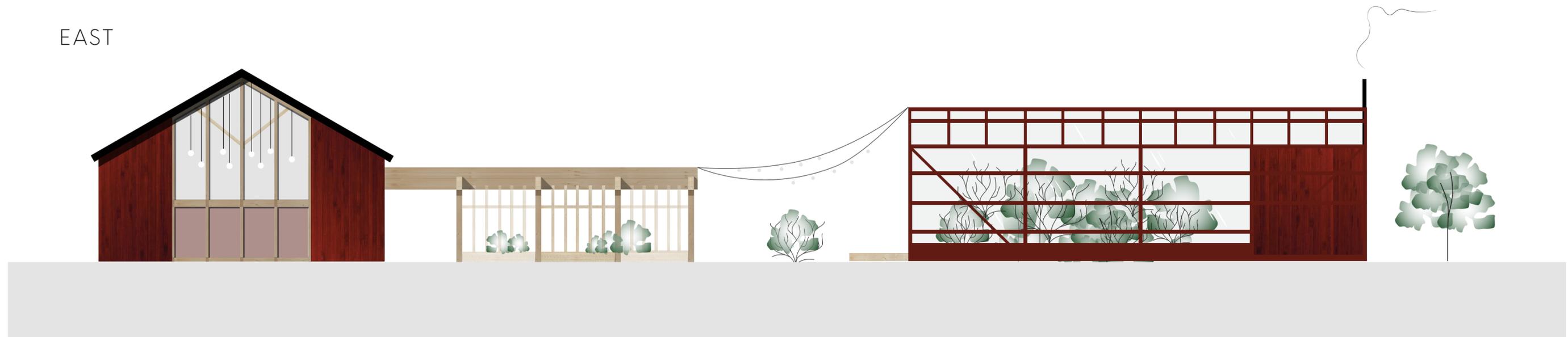
FLOOR PLAN  
2.ND FLOOR  
1:200



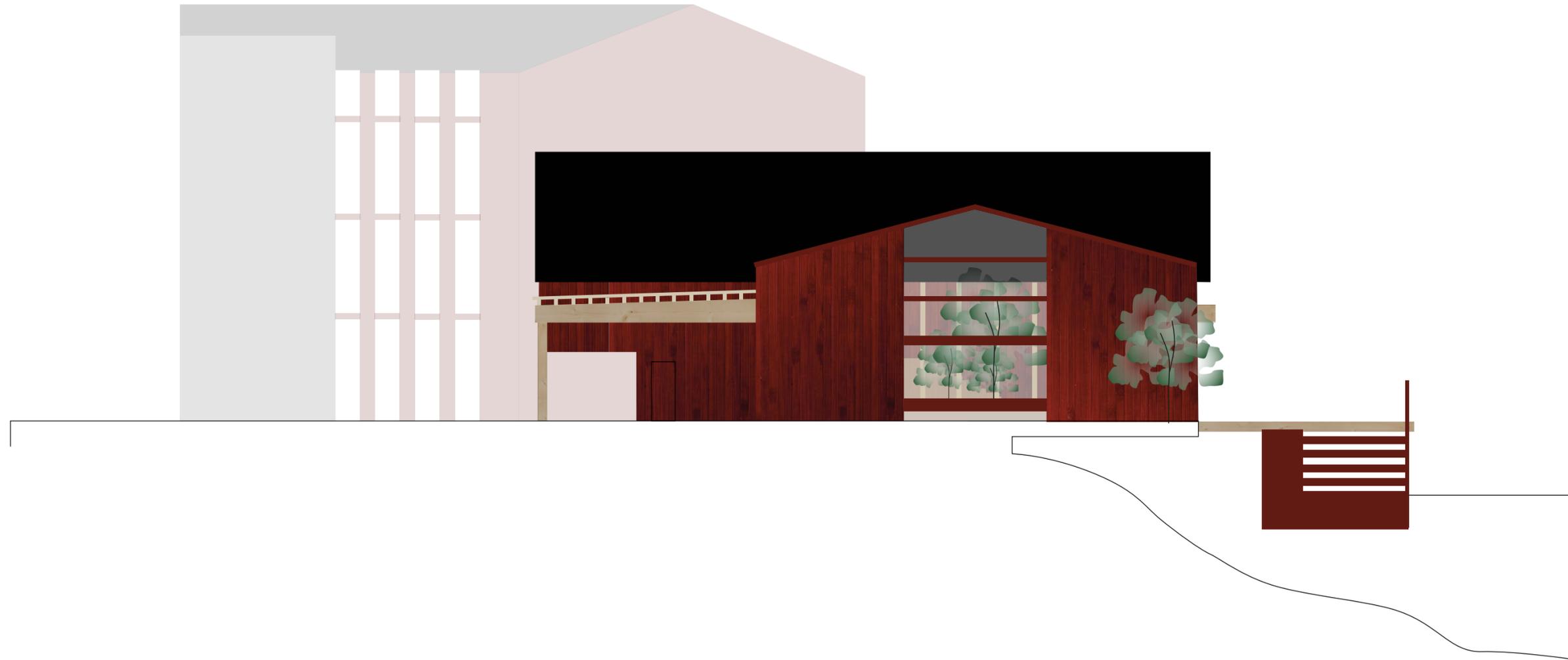
FACADE  
WEST



EAST



FACADE  
NORTH



SECTION  
DRAWING  
1:100



MODEL  
MAKING



