

# Studio Lofoten

| Process documentation |

Åsne Kvalnes

AAR4515 / AAR4905  
Urban design and Architecture

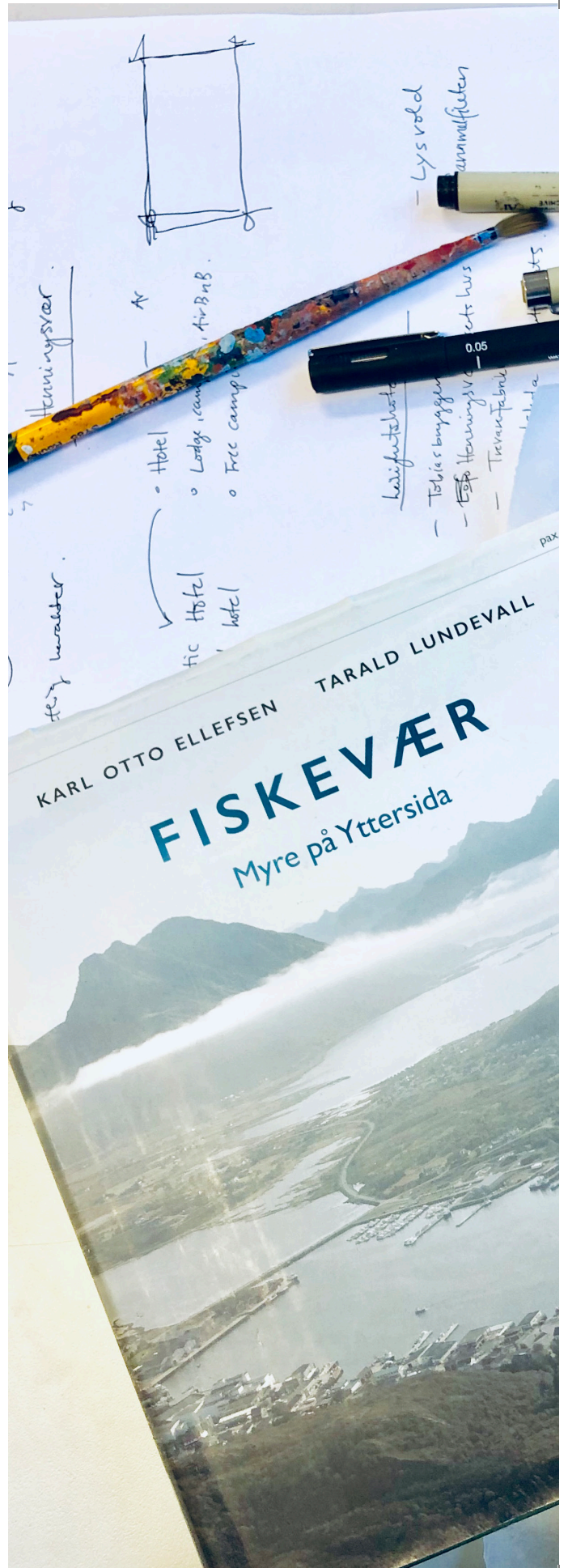


# Content

<u>Phase 1</u> <i>Exploration</i> - Settlements in Lofoten - Task presentation	s. 4-15
<u>Phase 2</u> <i>Vision &amp; Concept</i> - Study trip - Tourism in Lofoten - Task presentation	s. 16-65
<u>Phase 3</u> <i>Rural &amp; Urban design</i> - Urban lab, Task A - Design/model work - Task presentation	s. 66-105
<u>Phase 4</u> <i>Architecture &amp; Landscape</i>	s. 106-121
<u>Phase 5</u> <i>Presentation &amp; Exhibition</i> - Layout - Reflections	s. 122-125

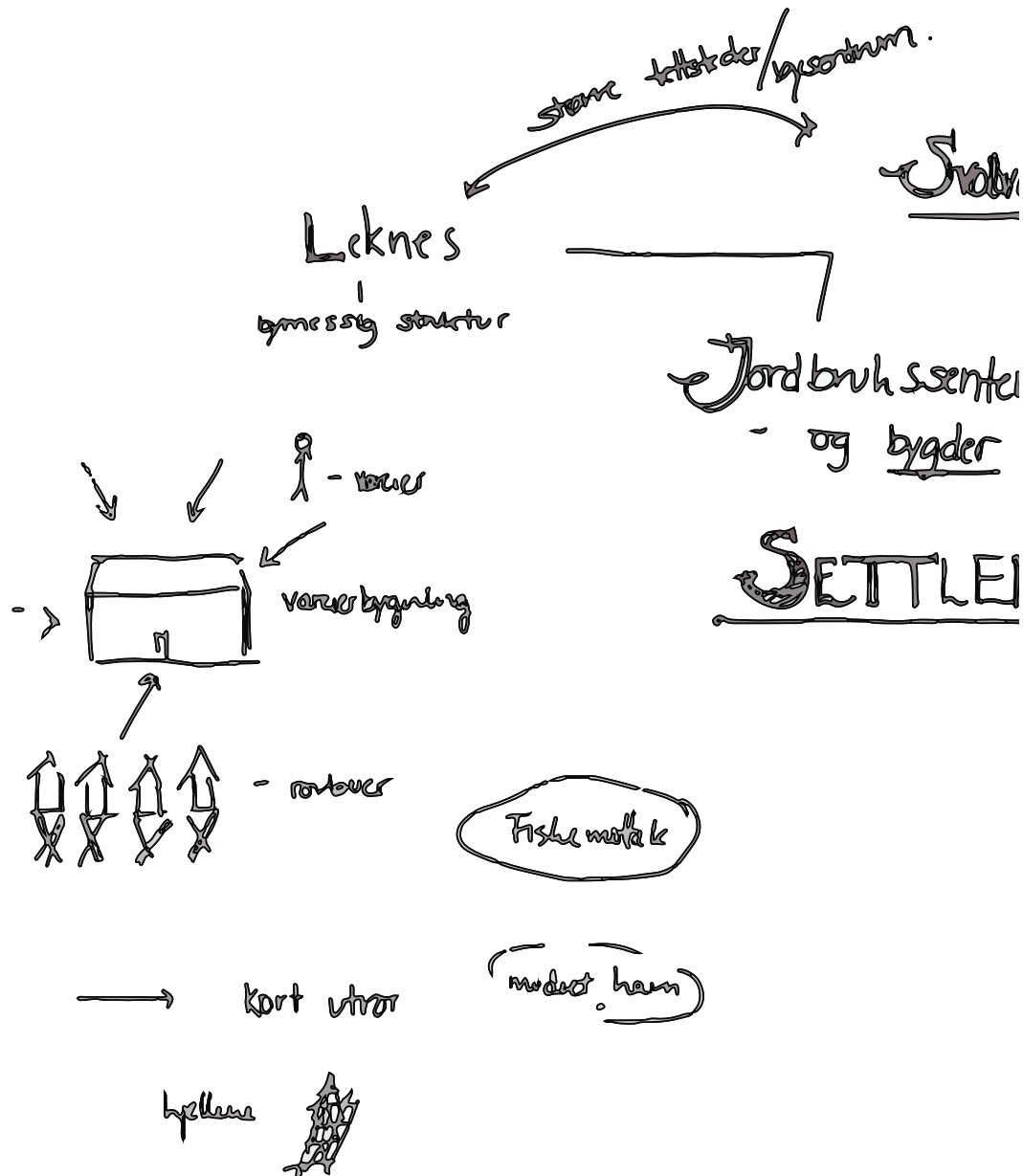
Phase 1

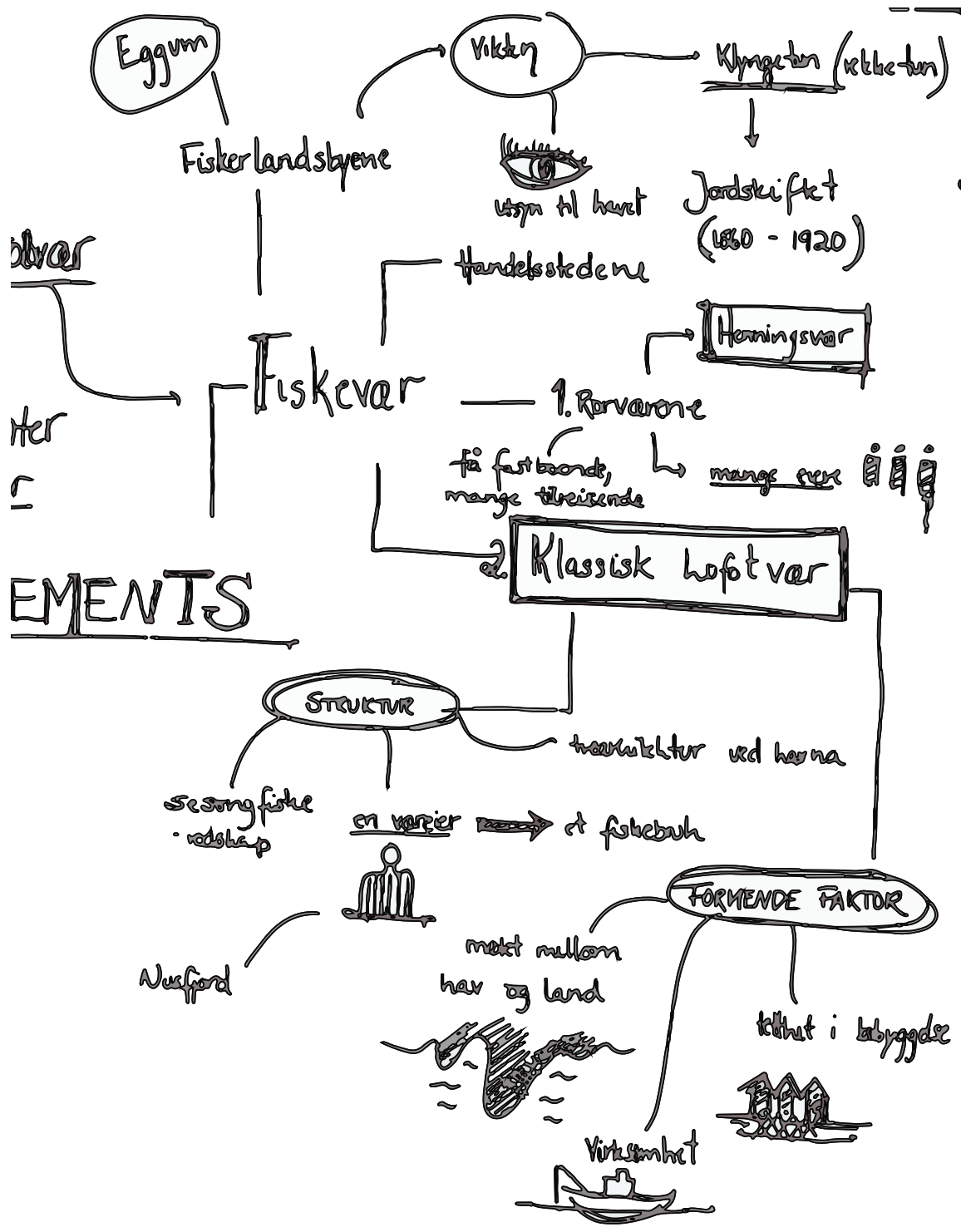
# Exploration



## W34

Starting up with an introduction to the course and the assignment. Planning of the trip to Lofoten. We got divided into groups for the first task – mapping. I starting working with the theme "Settlements". Discovering the different kinds of settlements, and trying to find a way of cathegorization. Reading the book Fiskevær by Karl Otto Ellefsen was very helpful. Lofoten consists both of fishing and agriculture. This reflects in the way the settlements have appeared and created their villages. In the first part of the mapping I would like to focus on these different kinds of settlements.





1.1 Rorvær

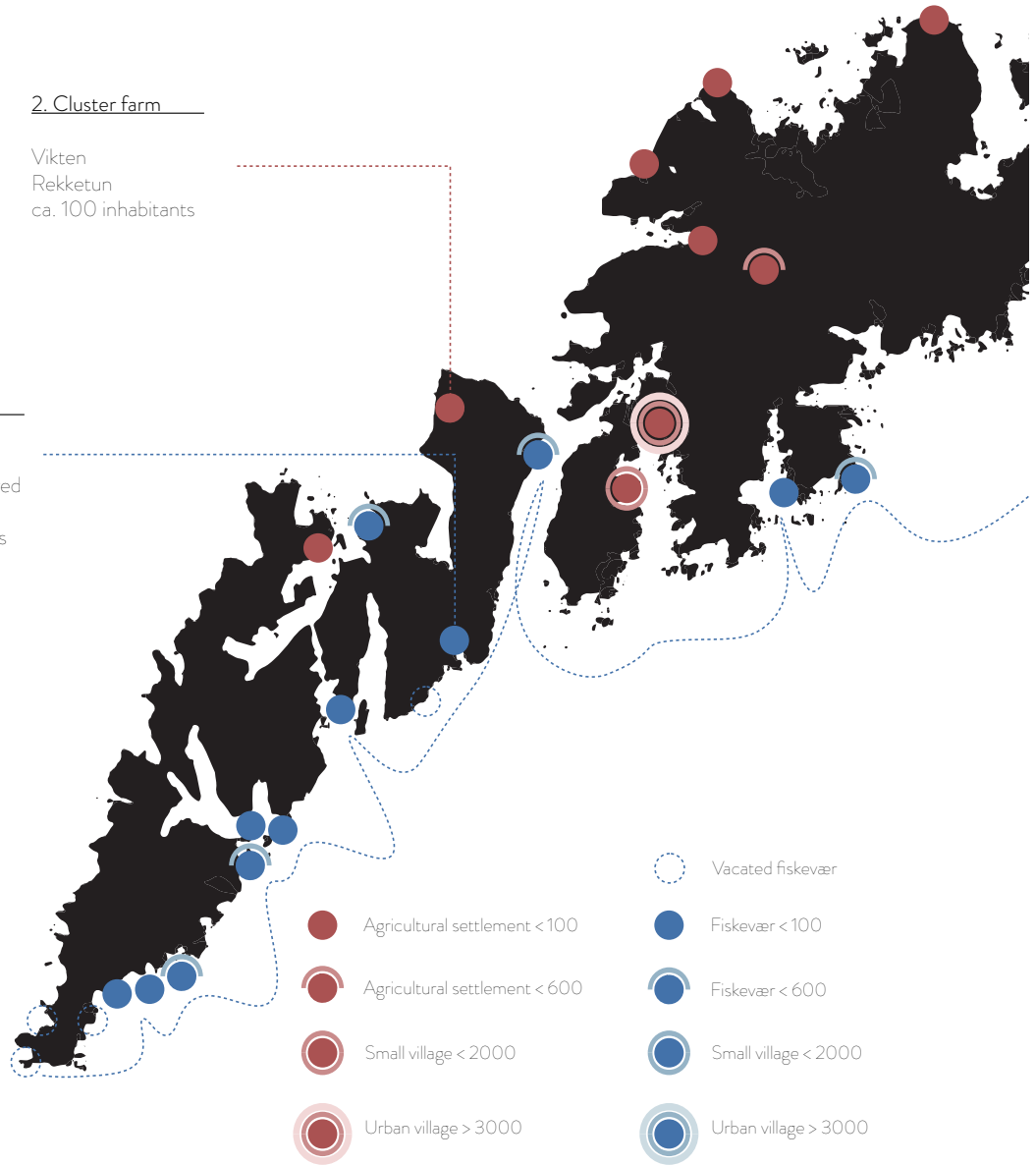
Henningsvær  
Active fiskevær  
510 inhabitants

2. Cluster farm

Vikten  
Rekketun  
ca. 100 inhabitants

1.2 Classical Lofotvær

Nusfjord  
Oldest and best preserved  
fiskevær  
few permanent residents







# Settlements.

The settlements in Lofoten is based on a living where the agriculture used to be the main income to stay self-sufficient. The villages were located wherever it was possible to do farming, and appeared in shapes according to the variation of natural conditions, production and building traditions.

The first signs of settlements related to the fishing industry can be traced back to the 12th century, and the industry became a decisive factor of settlement. The fishery along the coast in Lofoten was especially good, and with the *fiskevær* that appeared all over Lofoten, the settlements was no longer only related to the agriculture.

The localization of the *fiskevær* was mainly determined by the natural conditions. Common for these places was that it was a short distance to the fishing areas and a safe harbour with room to leave to boats. In addition to this they also had to have enough pasture and farming areas.

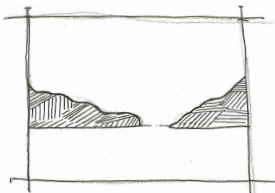
As a principle, one separated between *rorvær*, with an economy based on visiting fishers in the seasons, and the year-round resident *Lofotvær* with a highly specialized economy and concentrated population. Many of the *fiskevær* had elements of both kinds, and today most of them is a combination of Rorvær and Lofotvær.



*Nusford 1: 2500*

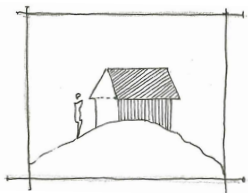
# Lofotvær.

Natural harbour



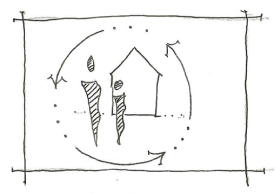
The *fiskevær* is often localized in extreme landscape situations, chosen to be close to the fishing area. The narrow bays had little area for building and the pattern of settlement is made to adapt to the natural harbours.

«Væreier»



The *Lofotvær* could have a private owner, who lived in the white main building, called: *væreierboligen*. Visiting fishermen were accommodated during the season in *rorbuer*, owned by the *væreier*.

Year-round resident



The old *fiskevær* appeared as independent communities, with all the necessary functions, from sawmill to bakery. In the year-round resident *fiskevær* it was also common to combine fishing and agriculture.



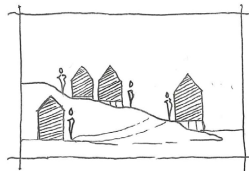
*Henningsvær I: 5000*

# Rorvæer.

*The rorvæer was based on many of the same principles as the classical Lofotvæer, and had the same shaping factors. Many of the fiskevæer were a combination of the two kinds. Anyway it was mainly seperated between the two kinds, and especially the property relations had a big impact on how the fiskevæer was arranged. Some kind of hierarchy is visible in the architecture.*

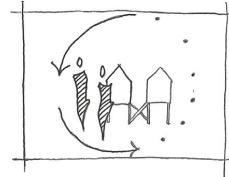
*Today many of the fiskevæer are run as touris center and the rorbuer is very popular to use as rental housing*

Several owners

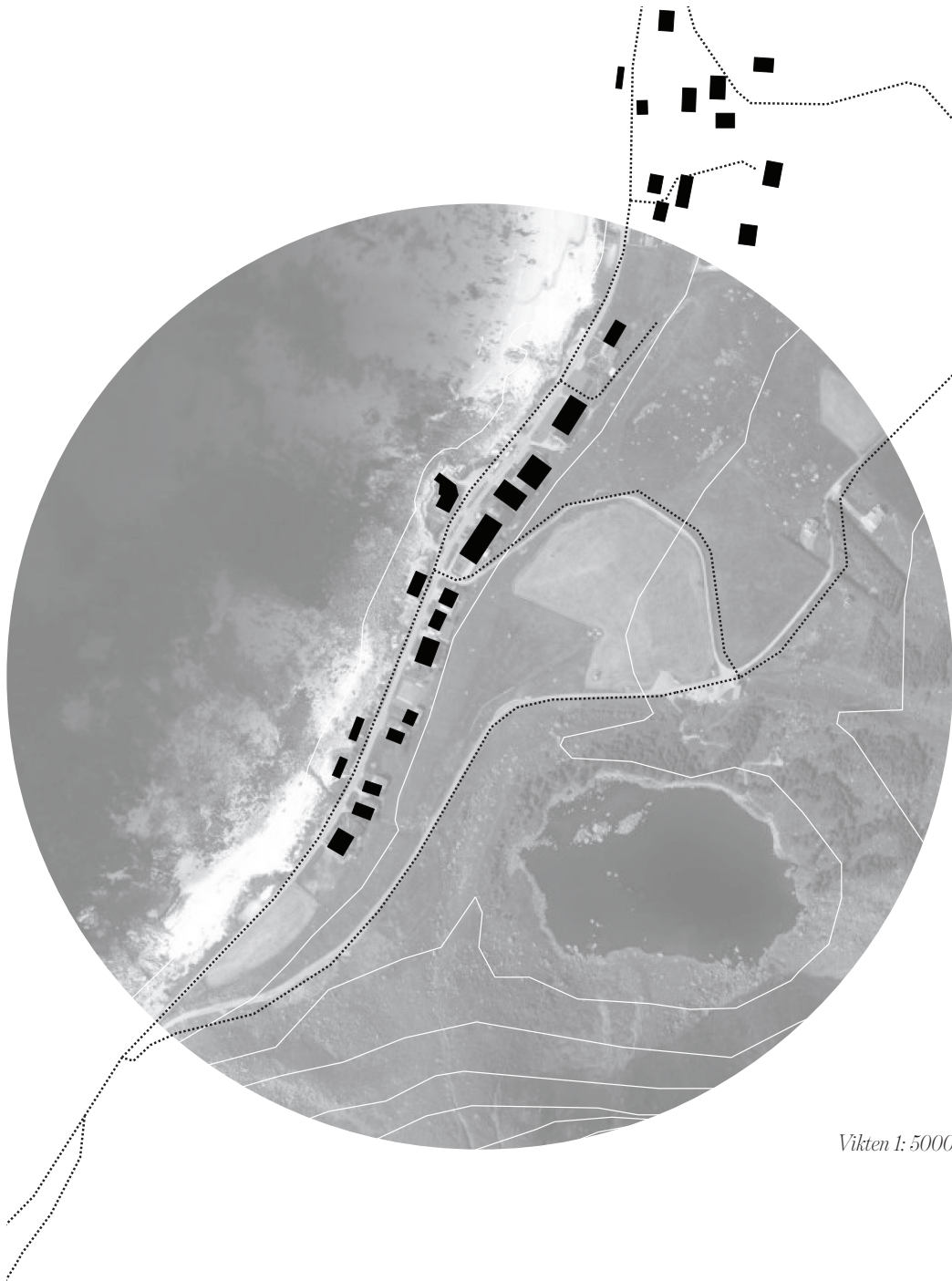


The *rorvæer* could have many owners and producers all over the harbour. The property relations made it possible for more people to come and establish their business. Henningsvæer was at one point the largest of the *rorvæer*.

Seasonal use



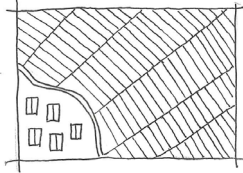
Basically the *rorvæer* was an uninhabited place where the fishers did their departure to the fishing areas in the season, and it was great variations in the population. These places got more permanent residents in the good years of the industry.



*Vikten 1: 5000*

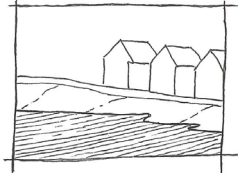
# Rekketun.

High density



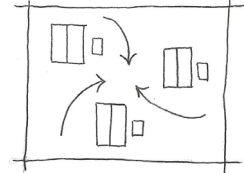
The traditional farm was localized in areas where it was dry, but also access to water. To make sure that as little farm land as possible was used for building, the houses were placed close to each other, which also provided climatic shielding.

Linear



Along the coast in Norway, as in Lofoten, the farms were often organized along a linear road. It was important that all of the farm houses had an open view to the ocean. This it made it possible for them to look after the fishermen.

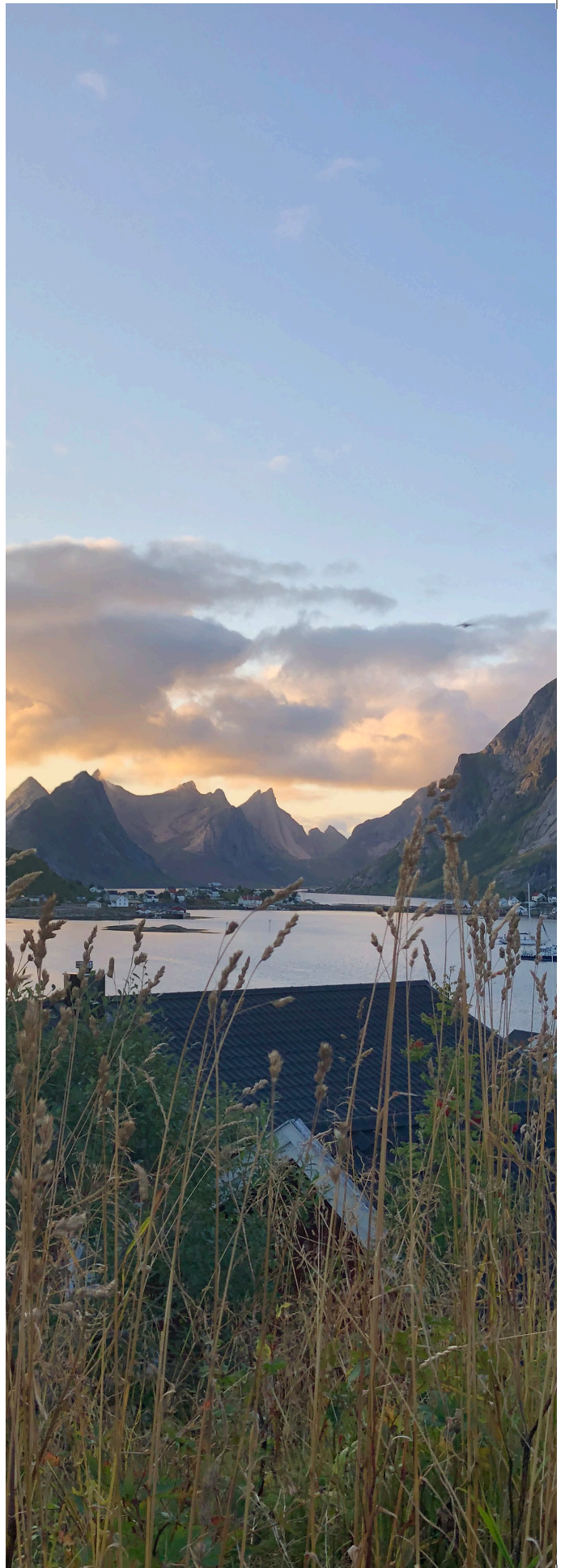
Cluster of individual farms



Especially in areas where the agricultural resources were generous, villages consisting of several individual farms got established. During the great transformation in the 19th century, big parts of these collections of farms got dissolved.

Phase 2

# Vision & concept

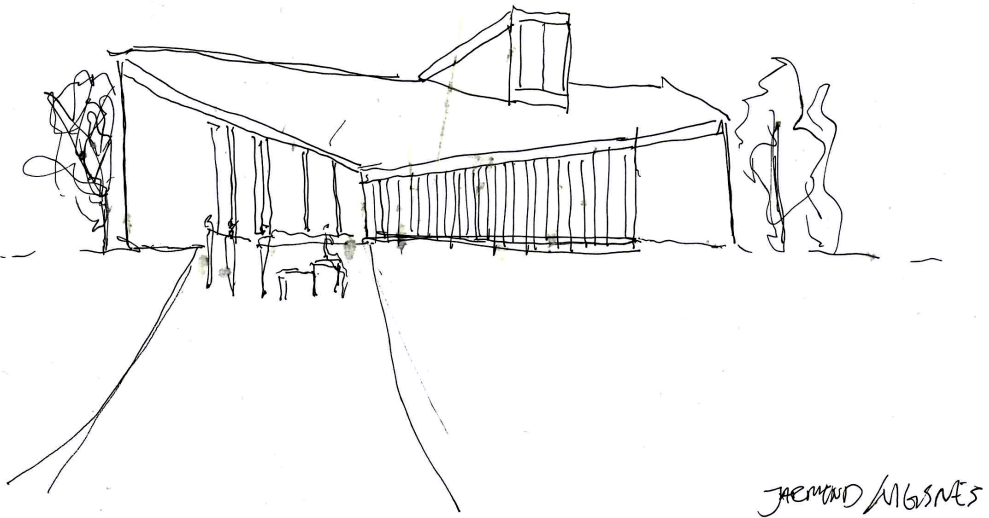


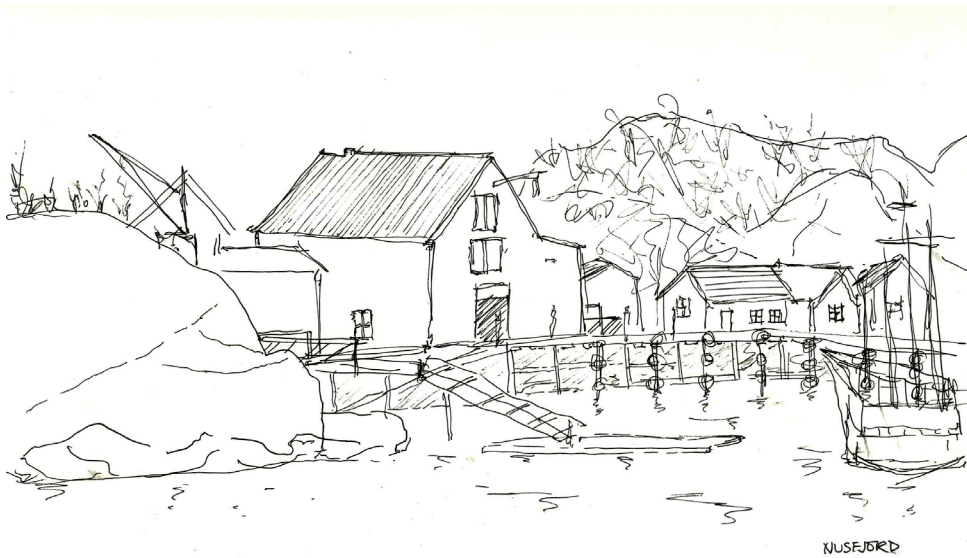


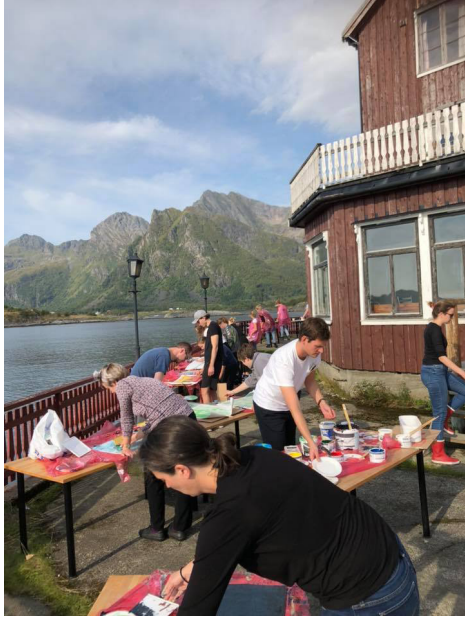


## W37

The study trip to Lofoten gave us an impression of the place and the organization of the different villages that we are working with. While visiting the different sites, Vågard presented to us the different challenges that the municipality are working with. The landscape in Lofoten is unique and we also got to experience the changing weather conditions. The high mountain peaks that end dramatically into the open sea was maybe the thing that made most of an impression to me. But also the fact that both Henningsvær and Kabelvåg already have a lot of urban qualities, even though they seem quite isolated.

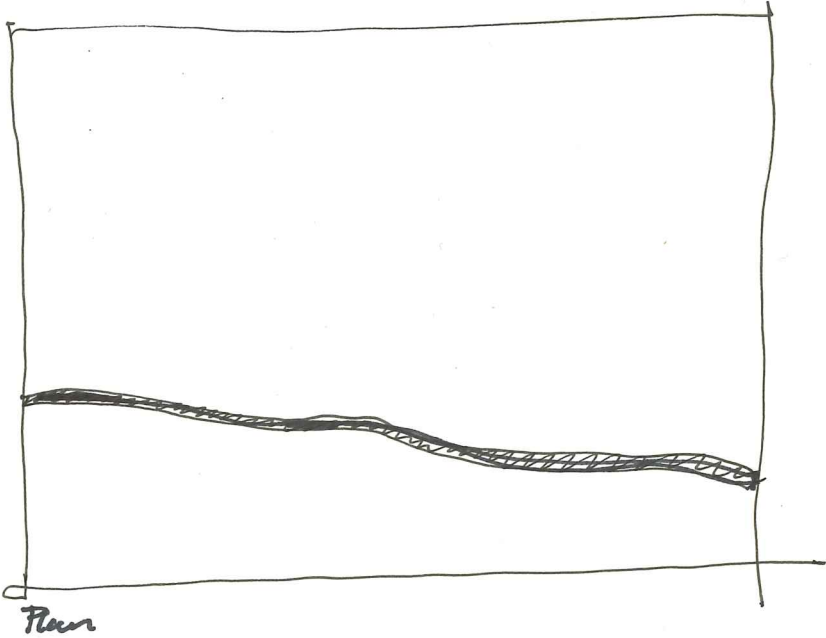
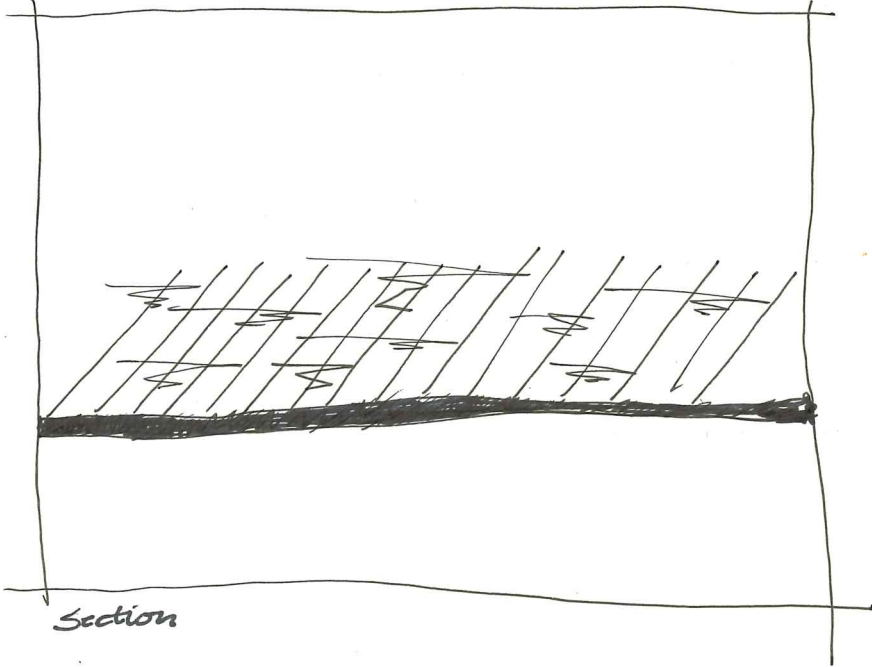








BLANT GRESSET.



## W38

As a task during the stay in Lofoten, we were asked to find a special place in Lofoten and illustrate it in plan and section. It could be some place that gave us an special feeling or just somewhere we really enjoyed.

I found my place during a walk with a friend an afternoon. Just going for a stroll we ended up at a path leading into the forrest. It was really close to the center of Kabelvåg, but still we felt we were deep into the forrest. It was really quiet and the vegetation surrounding us was very high. All we could hear was the plants dancing in the wind. I really enjoyed the feeling of beeing surrounded with nature - but still be close to human settlement. Among the grass.

28.09.19

Tourism

sporlos ferdsel

PROBLEMS

- parking
- trash
- toilet
- tearing down the mountains

how to make the tourism industry less traces in the nature.

consequences

"Give something back to Lofoten"

- the plants get mined
- the nature get filled with plastic
- angry locals
- difficult for the locals to keep staying there.
- the environment between the locals get tested

Romantikken

(tilbake til naturen)

munnesket var underkasta naturen

munnesket  
↑  
kaster naturen  
↓  
opp

Idag

MAPPING

INFRASTRUCTURE

- Different kinds of tourists
- Traffic problems
- How do the tourists travel?
- Where does the traffic stop?
- Nasjonale turistveger.

USERS

- Tourist-types
- Local people
- "Uav lokal"
- People working with tourism.

DIFFERENT WAYS OF MAKING PEOPLE CARE MORE

- Examples
- Allmenninger
- "Rom"
- Holdingskapsende

□ Don't destroy the nature.

□ look for sights

□ Effect on Solvær.

□ what kind of tourism? where do they go.

□ could be a infrastructure assignment.

BIOLOGY

- Plants
- Fishing.
- Birds
- Mountains

[ Coexistence tourism + housing . ]

Rural qualities

Shrinkage ↔ scenario.

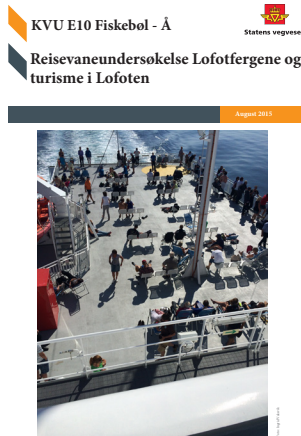
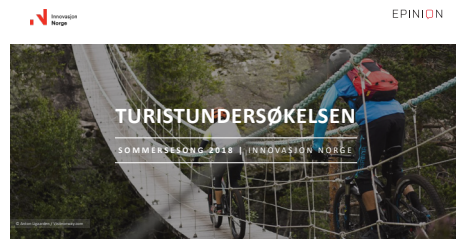


## W39

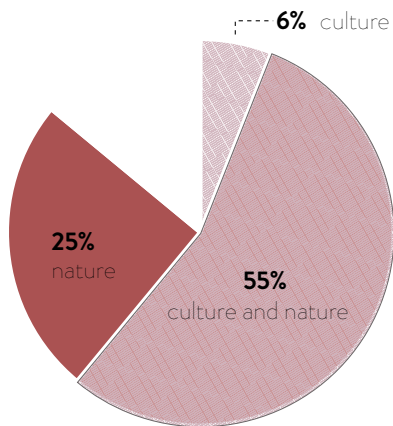
I find the tension between tourism and small local communities very interesting. Myself I come from a place that struggle with many of the same issues as Lofoten and Vågan does. The tourism industry has developed so quickly and the districts do not manage to keep up with developing infrastructure and basic facilities in the same speed. How can we help to create the base that this industry needs to be able to use tourism as a factor of growth for the people living there. How can we also be kind to the nature, but still use it as an important part of our recreation? Working with tourism will therefor be my main goal in this course. Mapping out information about the tourists: who are they and what do they was therefor relevant for my next phase.



## References/ Tourism in Lofoten and Nord-Norge



# What do they do?



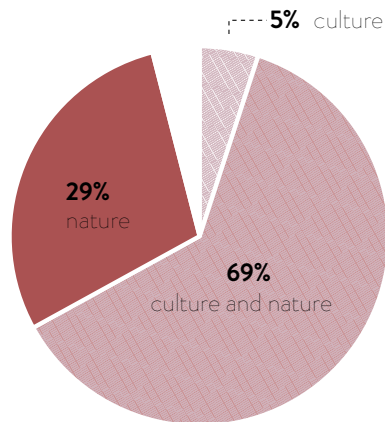
Norwegian tourists



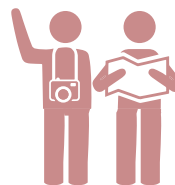
## Nature tourists

\*tourists that finds at elast two of the following activities “highly important” during the vacation:

- experience the nature
- experience the mountains
- experience the fjords
- visit national parks
- experience the midnight sun
- experience the animal life



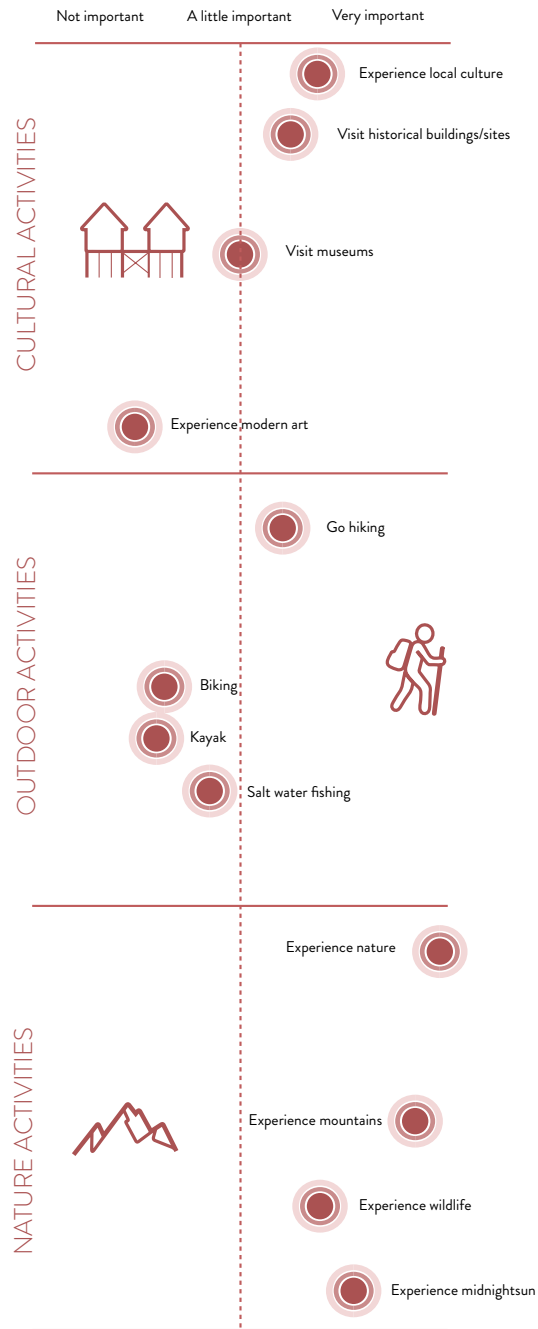
Foreign tourists



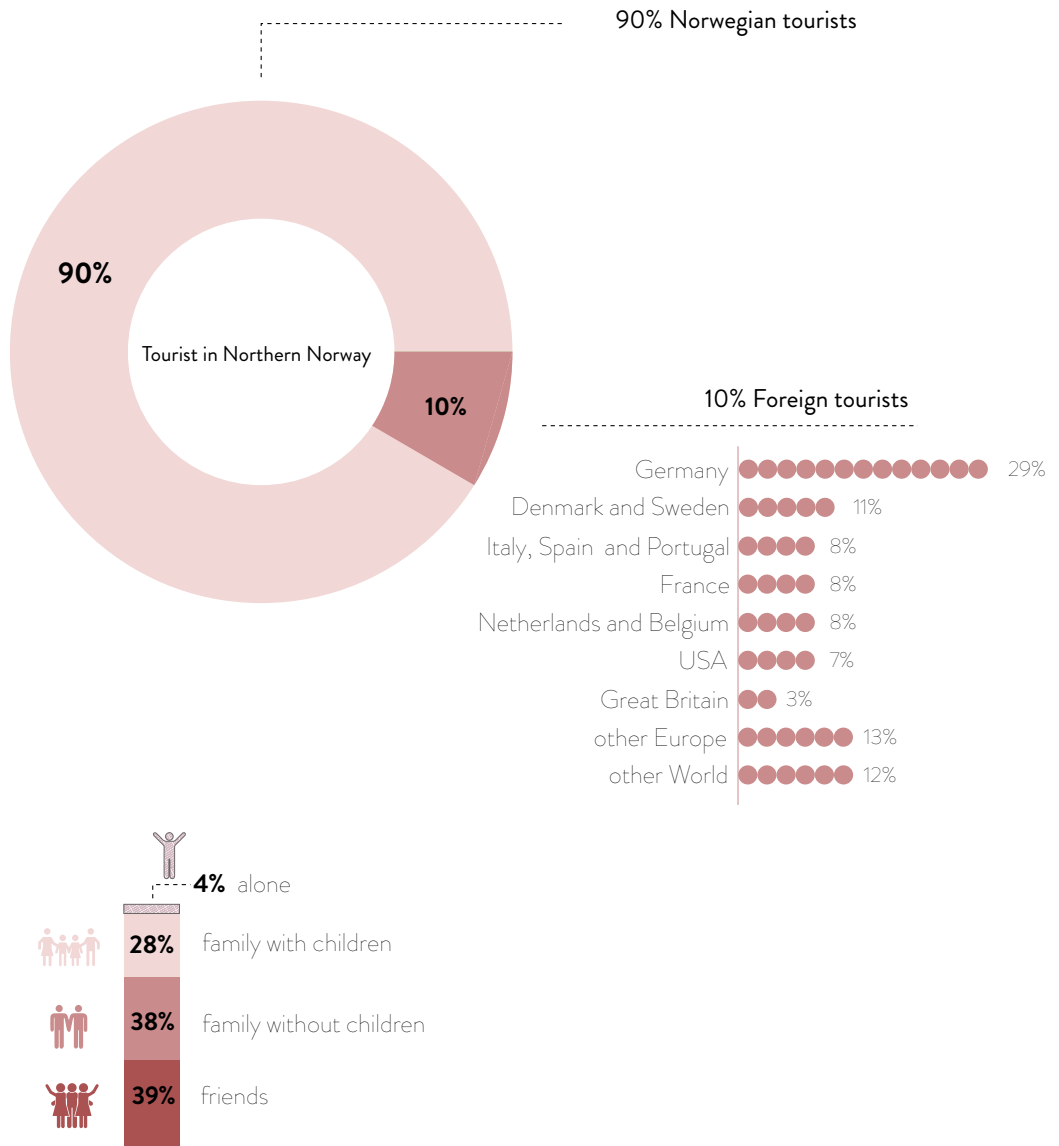
## Culture tourists

\*tourists that finds at elast two of the following activities “highly important” during the vacation:


- culinary experiences and food experiences
- visiting historical buildings/sites
- experience modern art
- experience festivals and nastional celebrations




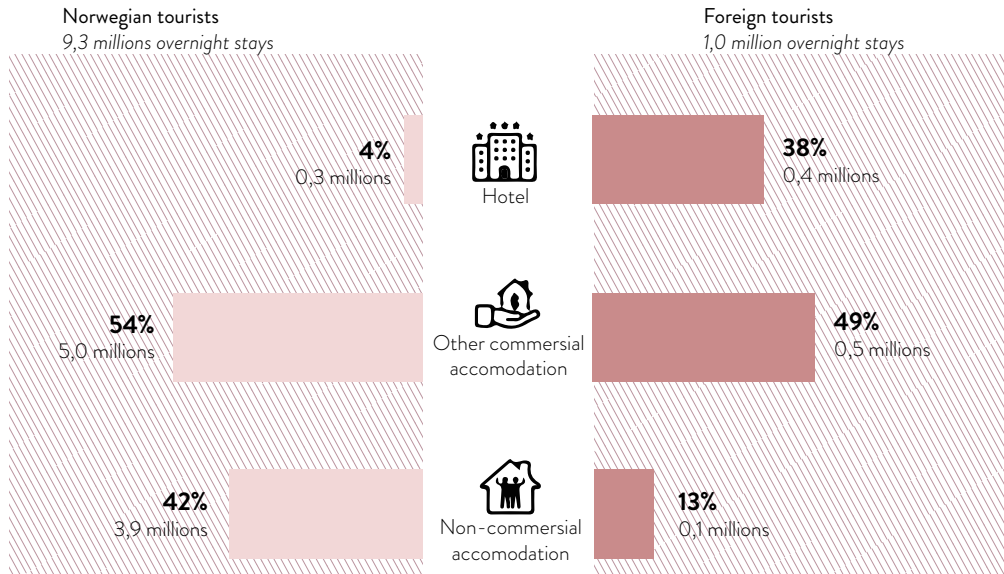
# Who are they?



*\*norwegian travelers, average travel groups*

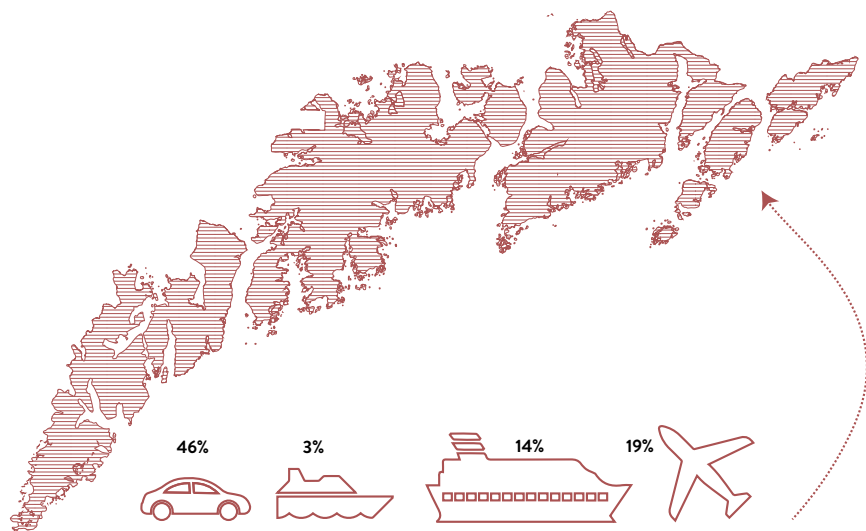
 **2,8** persons  
average number of persons in travel group

 **8,1** overnight stays  
average number of stays



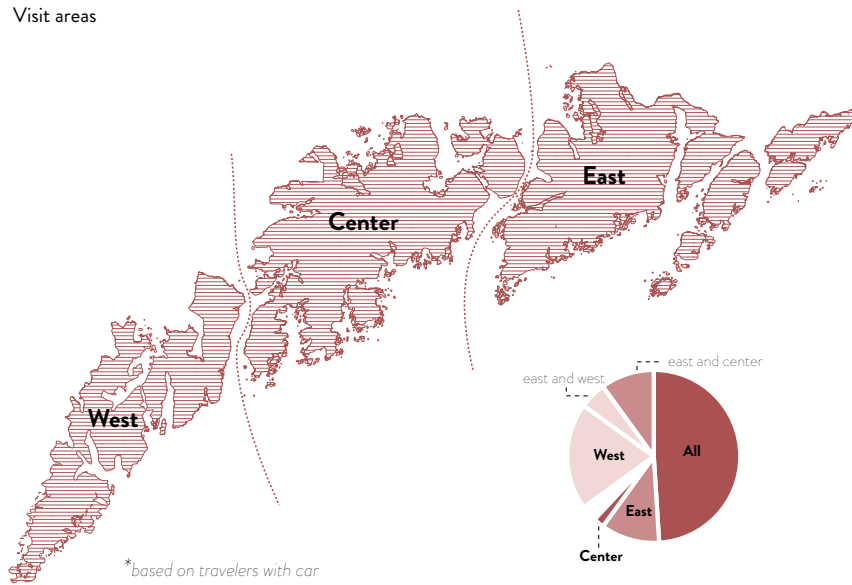
 Hotel, motel etc.  Lodge, camping, cabin, Hurtigruta, AirBnB  Private or borrowed cabin/house, freecamping

Tourists way of arriving Lofoten

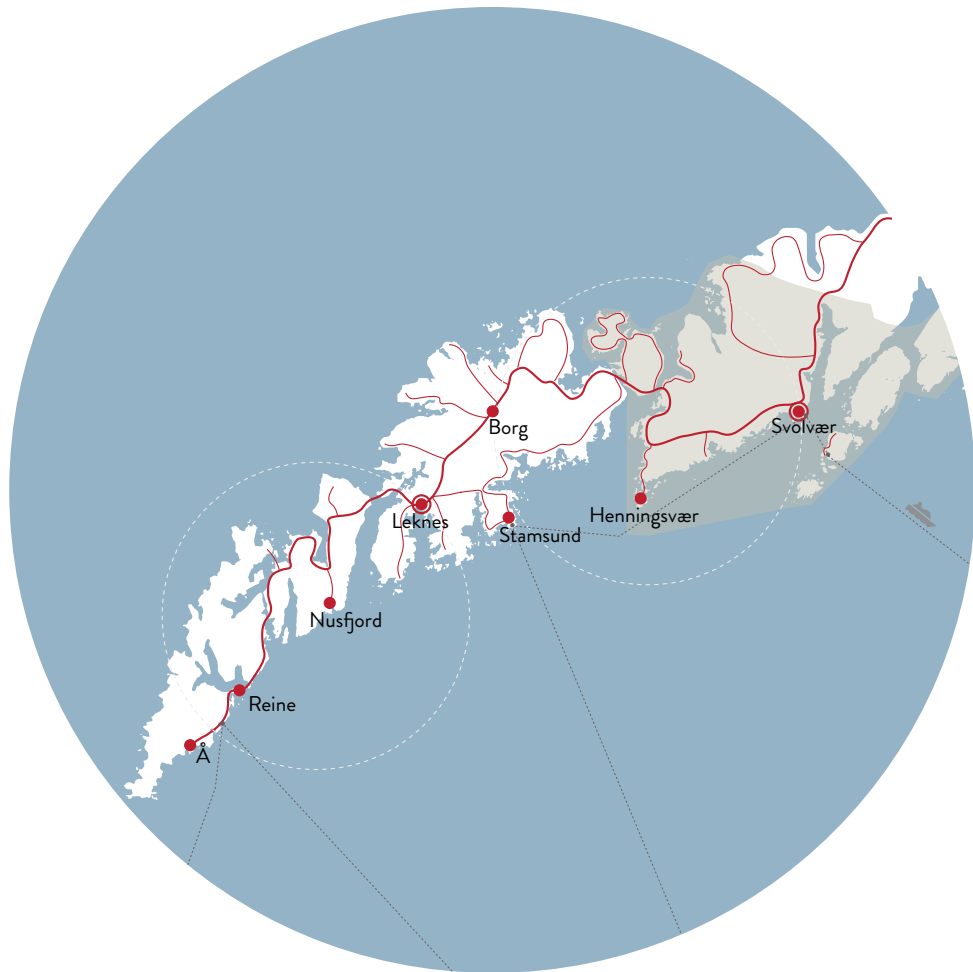




Visit areas



# Mobility



- Airport
- E10
- Small roads
- - - Radius ca. 1 hour by car
- ⋯ Ferry/Hurtigruta
- Vågan kommune



- Airport
- E10
- ⋯ Future E10
- Small roads
- Biking path
- Main bus route
- ⋯ Radius ca. 15 min by car



*Wear and tear of the nature*

*Garbage*

## **Debatt: – Er turisme en velsignelse eller forbannelse for Lofoten?**

Hvert år strømmer det tusenvis av turister til Lofoten. Det gir penger i kassen for den lokale reiselivsnæringa, men også forsepling av naturen samt store trafikale utfordringer. I kveld var dette tema i en direkteendt debatt i Svolvær.

### **Her frykter ordføreren flere turister: – Det er fullt!**

Ordfører advarer mot uforsvarlig turisttrykk til Lofoten.

Turistperlene odelegges

## **Professor er bekymret for norsk turisme**

Det er ikke bare miljøet som blir påvirket av den store turiststrømmen.

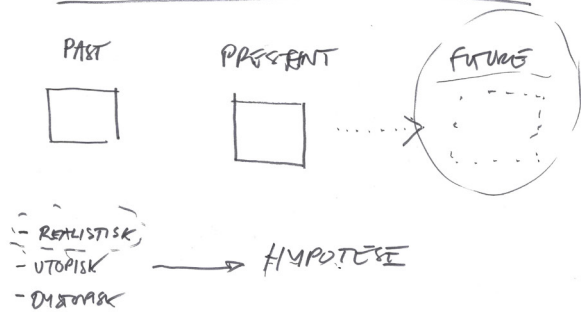
*Traffic issues*

*Seasonal differences*

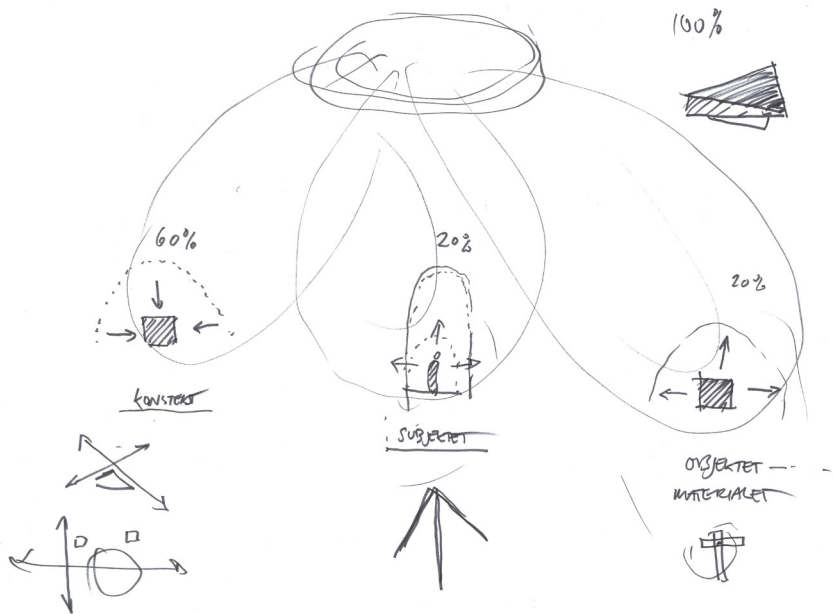
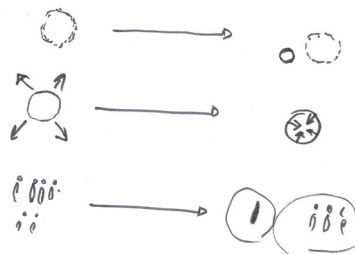
*Higher risks of accidents*

*Expensive living for the locals*

PROBASTULING / INNHOLD / HYPOTESE

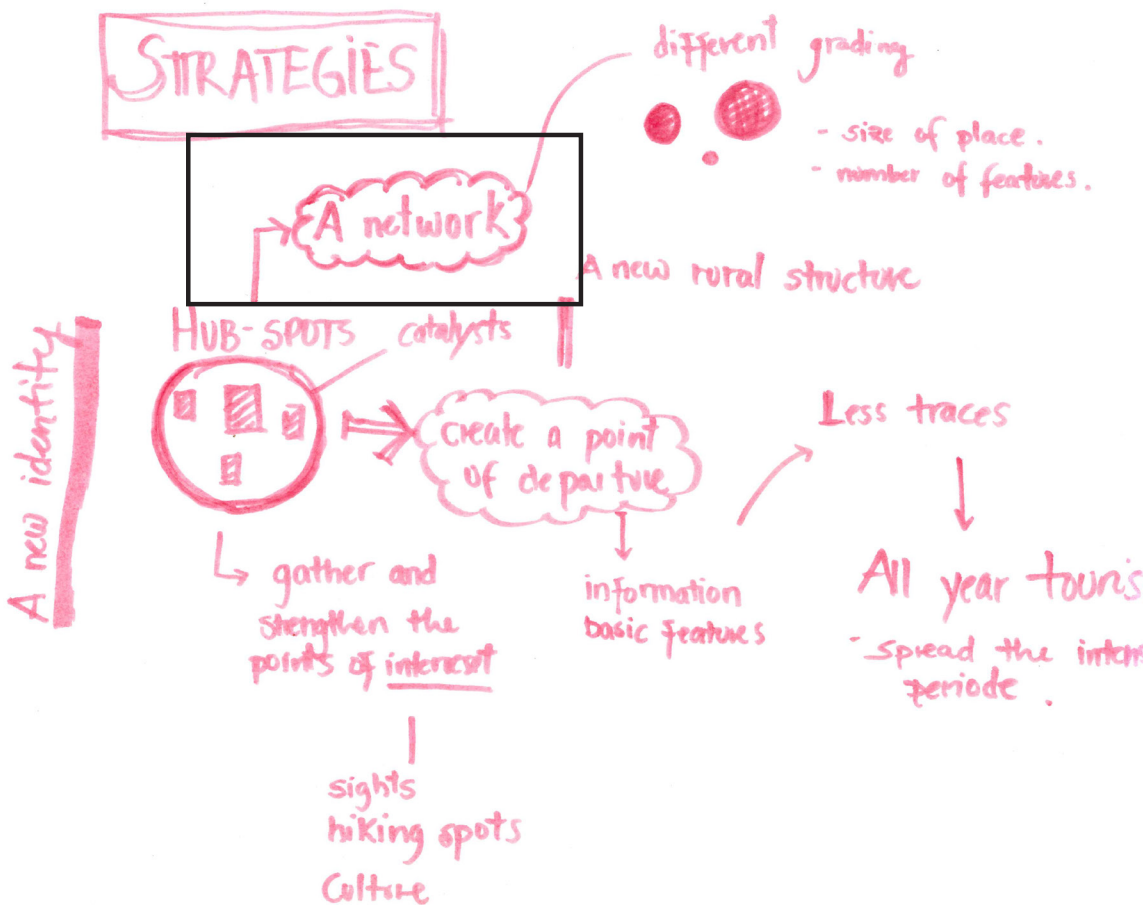


HOW TO PROCEED / ~~TRAFF~~ AMBITIONS



## W40

Marius presented his diploma and made us think about how to develop a clear and defined concept. There are different ways of approaching an assignment, and everything can be a good concept - as long as you follow it closely. The concept I am working on now is very much realistic and developed from the context - referring to a social issue. Different ways of working could be to start with either myself - or the building/structure itself. Very often we work with a combination of all of them - but we present one as the main strategy. Related to this it is also important to define ambitions and ways of proceeding in the task.





# Vision

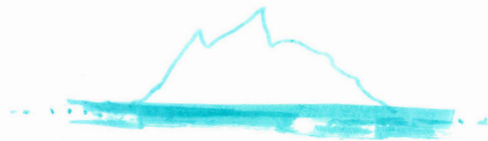
- Create a new identity that relates to a new industry - not parody the old one.
- The nature is dominant



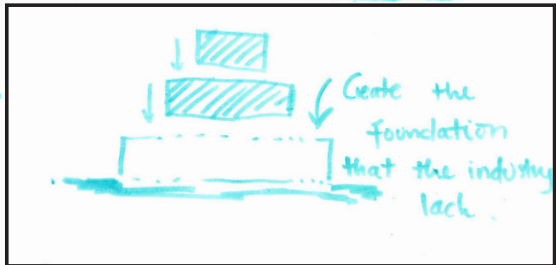
- Without a trace



- Keep the small-scale environment



- Create value for the locals



- Solve the tourism-issues basic needs

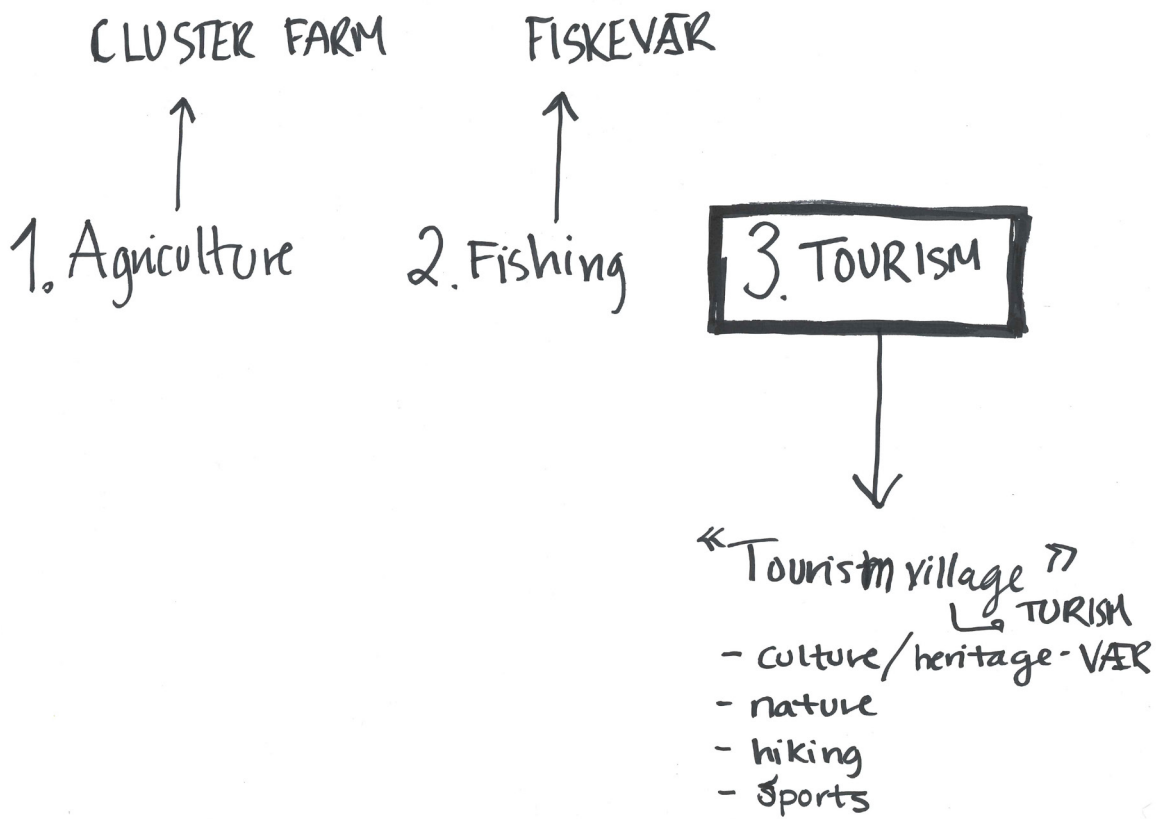


- Spread knowledge and create ownership



- Make tourism something positive both for people and nature

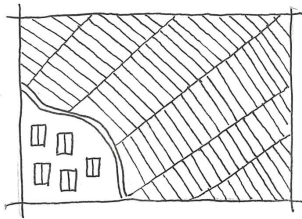




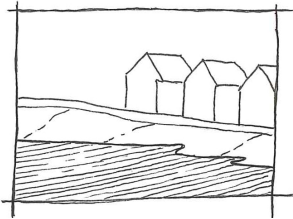
In the first phase when I was working on different kinds of settlements in Lofoten connected to the industry of both fishing and agriculture, I was interested in the fact that they appear wherever they could find resources. The fiskevær is located in the natural harbours close to the fishing areas. They are organized in relation to the natural harbour and the few places that are possible to build. The same with the agriculture villages. What is common for them is the tradition of building as a part of a specific need. Today in Lofoten tourism is the industry that has a need for building and facilities - maybe also their own typology. How would a tourism-vær be?

## 1. Agriculture: Cluster farm

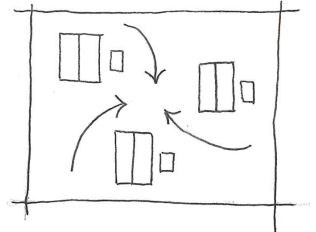
High density



Linear

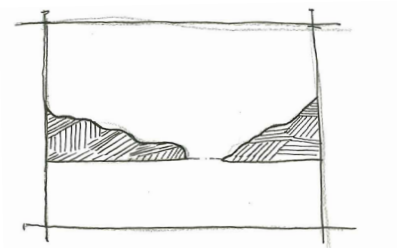


Cluster of individual farms

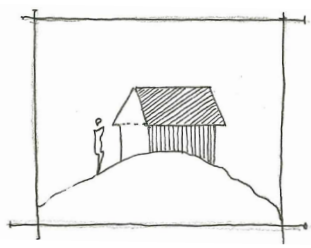


## 2. Fishing industry: Fiskevær

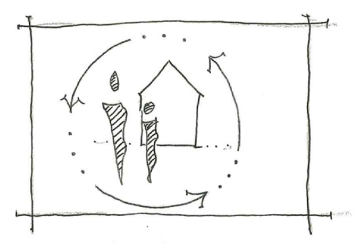
Natural harbour



«Væreier»

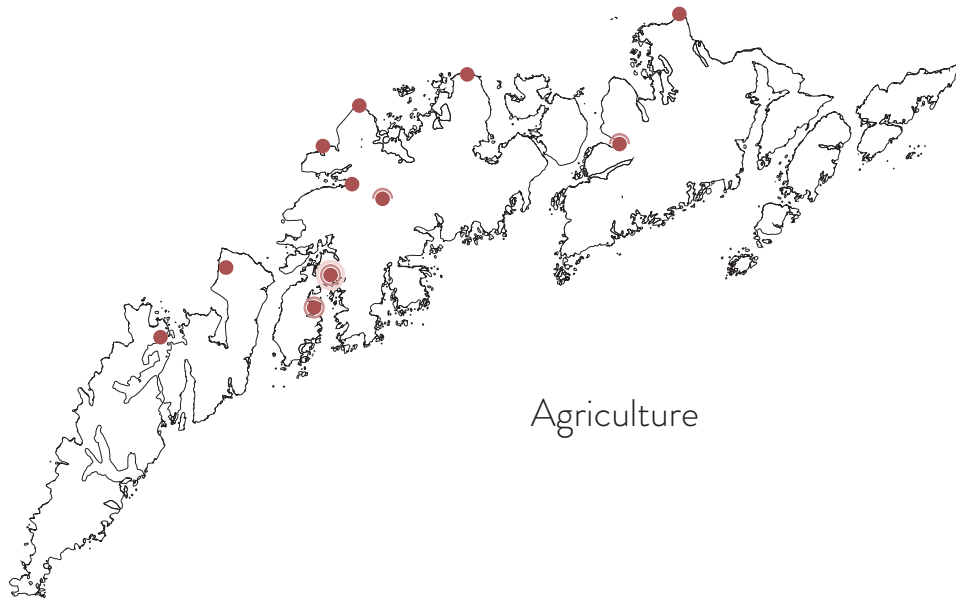


Year-round resident

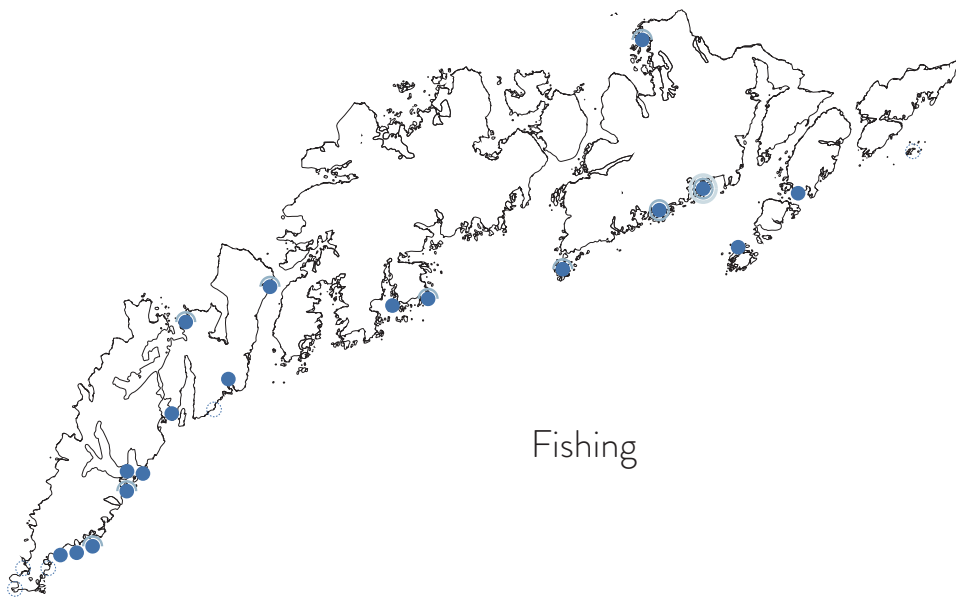


# 3. Tourism: Tourism-vær?

[A community based on the needs and demands of the tourism industry]



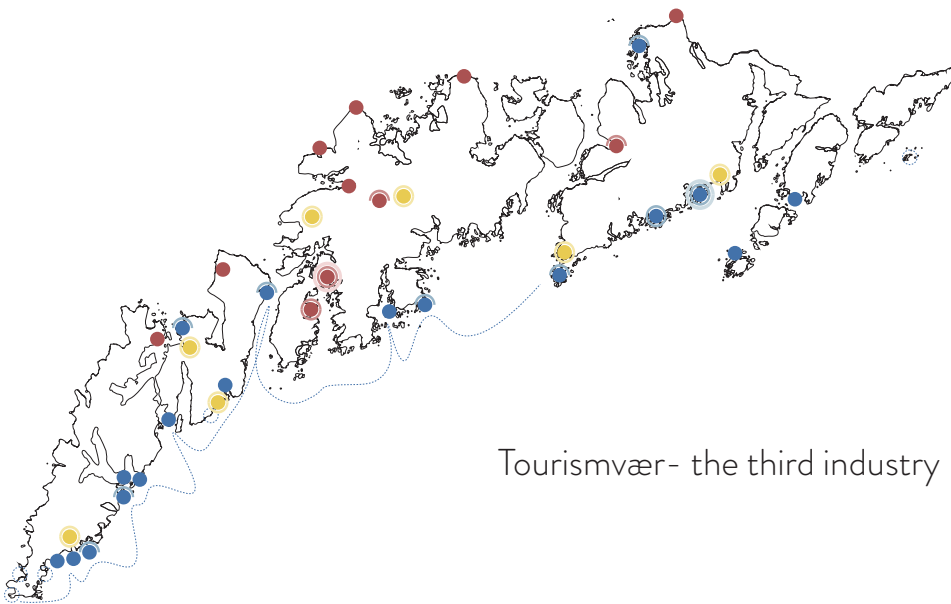
Agriculture



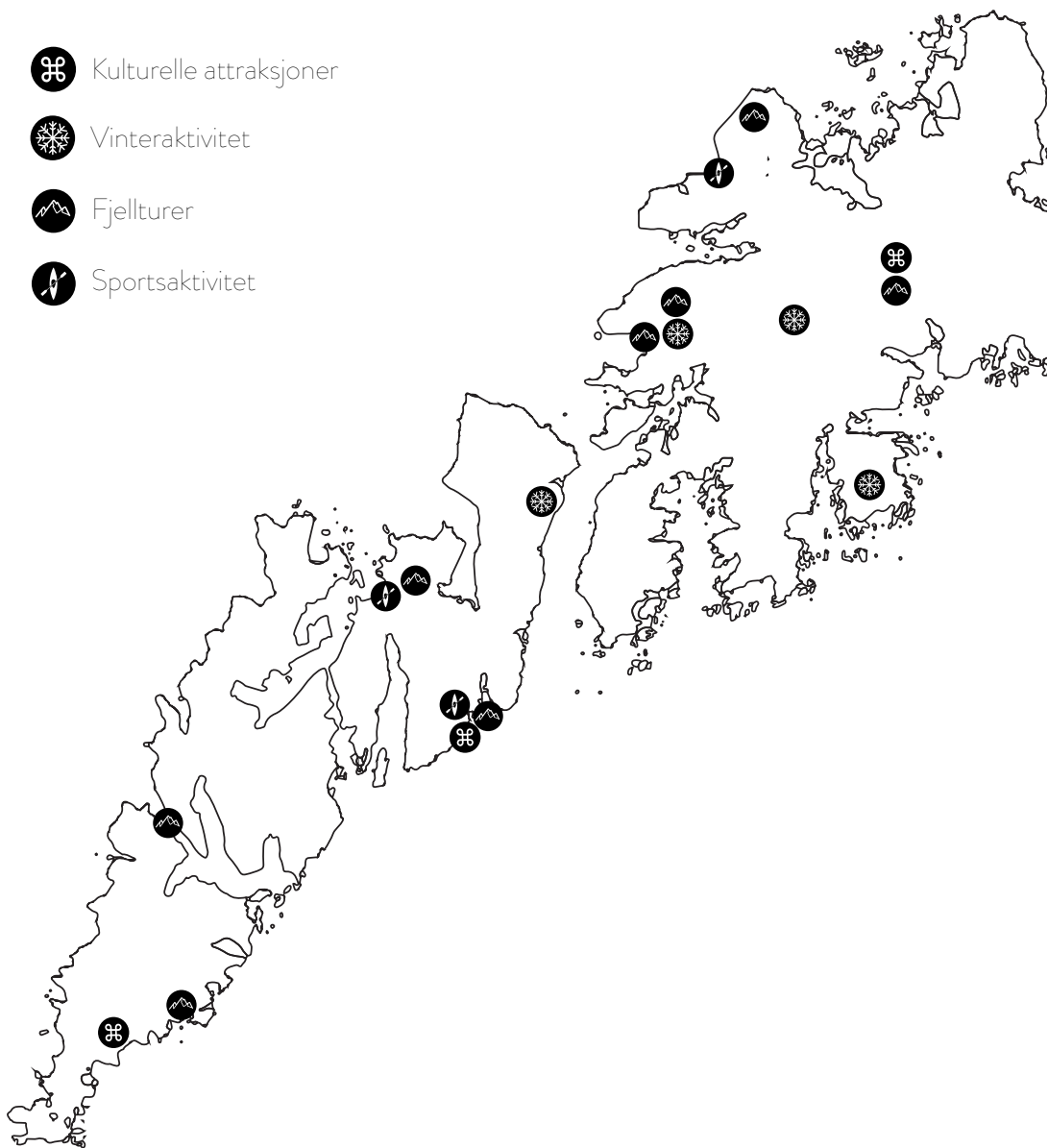
Fishing



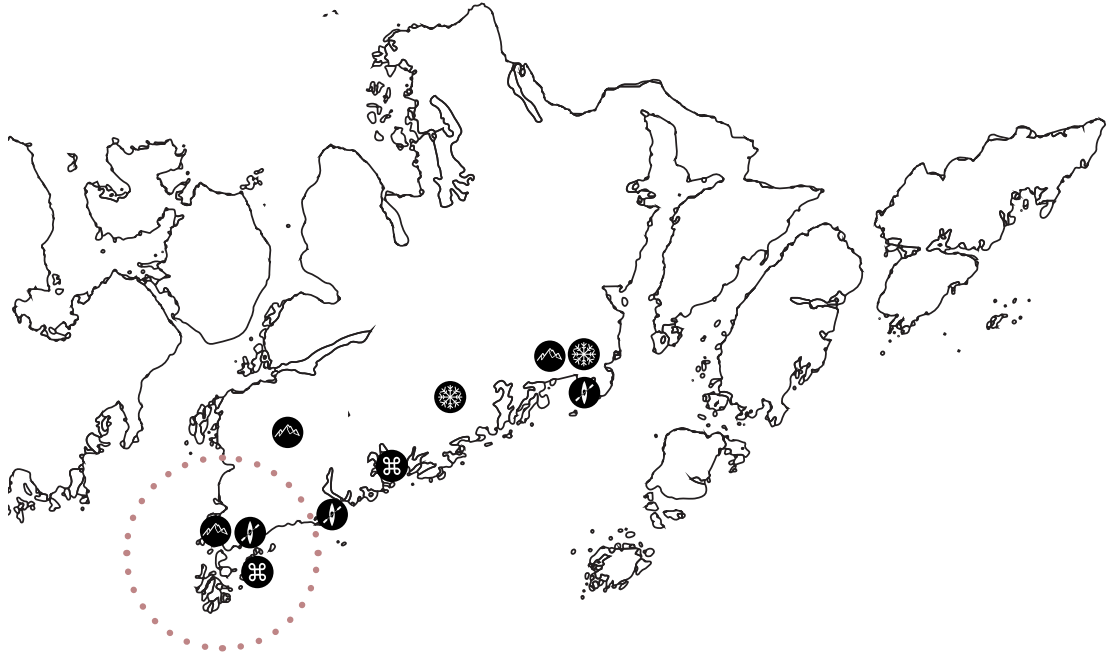
Important tourist spots



Tourismvæ- the third industry









# Festvåg/Henningsvær



Issues to solve

- parking in the road
- too much garbage
- Lack of information
- issue with drinking water
- "wear and tear" of the mountains

"Festvåg" tourism village today

- camping
- parking
- house rental
- hiking - "Festdagtind"
- climbing
- Watersport
- close to culture - Henningsvær





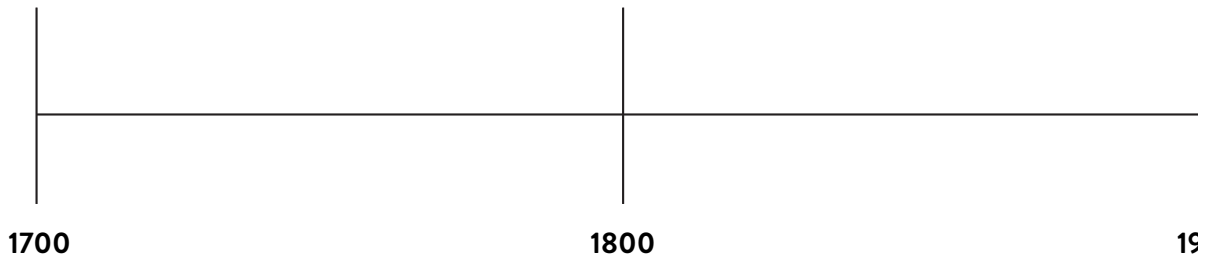
Festvåg 1930 (digitaltmuseum.no)



Festvåg has existed as “fiskevær” since early 18th century.

1866: The area is bought by Peder Nitter, and experience an increase in population and economical growth.

The popul  
fiskevær r





Ferry connection



Festvåg today

Population in the  
Festvåg reaches 37

Ole J. Teigene & Sønner  
Festvåg takes over the  
"fiskevær", and runs it to  
the end of the 70s.

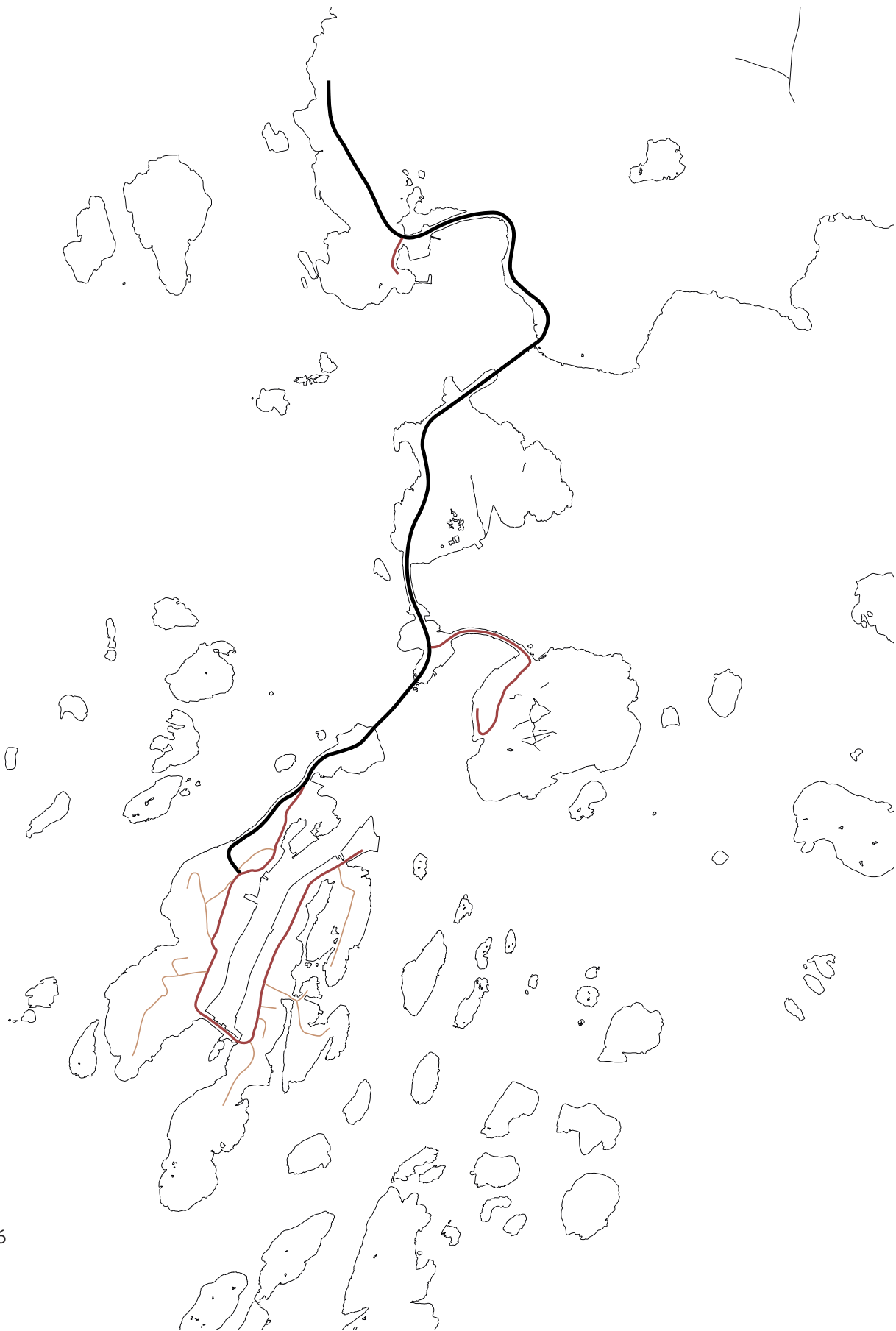
1963: the ferry  
terminal opens,  
between Festvåg  
and Henningsvær

1983: the bridges  
between Festvåg and  
Henningsvær opens,  
the ferry stops

Today:  
The area is owned by XX  
Lofoten, a company working  
with tourism.




1900

2000





# Analysis: Roads

- Fv 816 
- Secondary roads 
- Smaller streets 



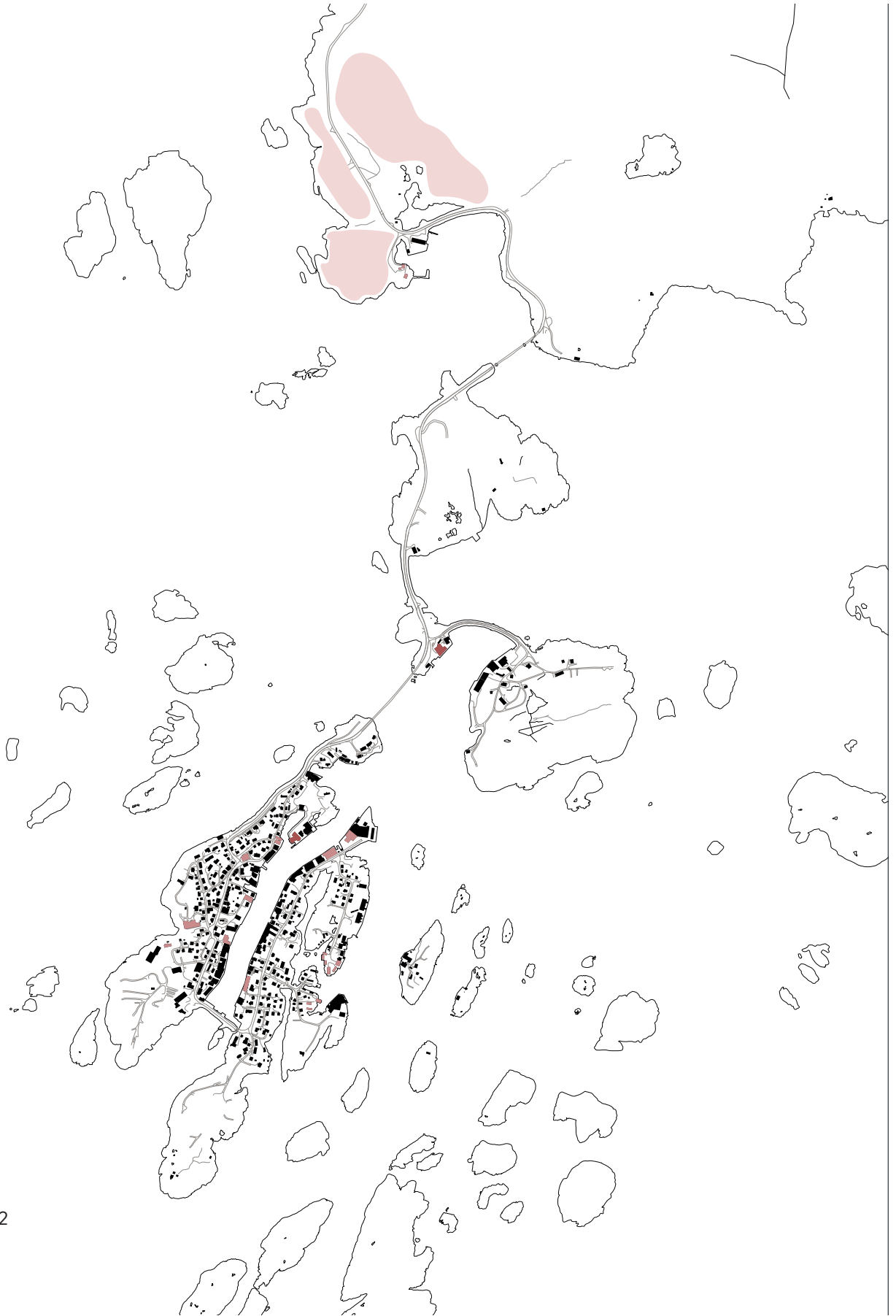
2,4 km  
Festvåg-Hinningsvær  
30 min 5 min

1,5 km  
Hinningsvær  
20 min 5 min

# Analysis: Distance



# Analysis: Parking



# Analysis: Accomodation

Hotel

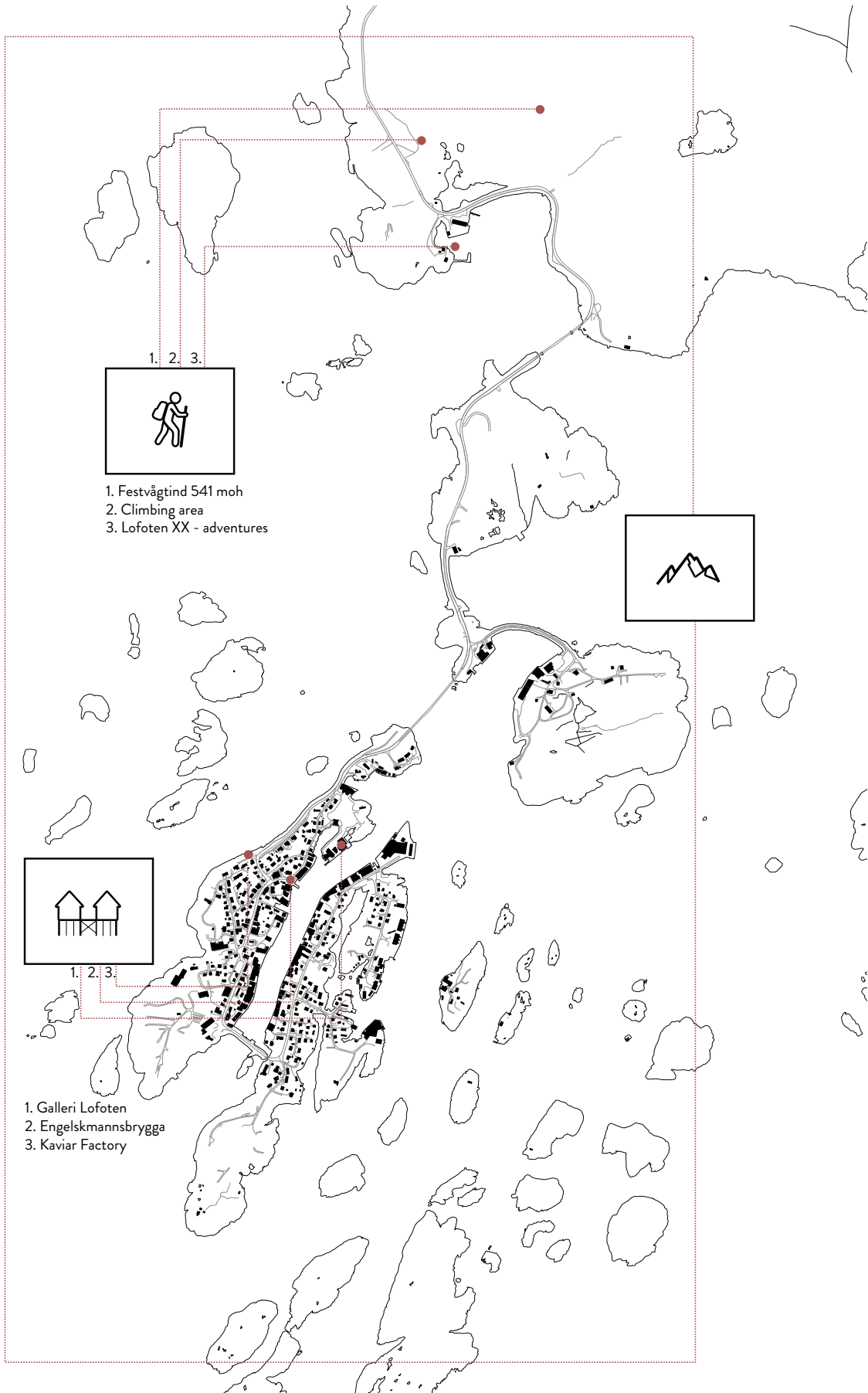


Other commercial  
accomodation



Non-commercial  
accomodation





1. Festvågtdind 541 moh
2. Climbing area
3. Lofoten XX - adventures



1. Galleri Lofoten
2. Engelskmannsbrygga
3. Kaviar Factory



# Analysis: Activities

Outdoor Activities



Nature Activities



Cultural Activities



Phase 3

# Rural & urban design



## W41

As an introduction to the next phase we will start to work with, Fredrik Lund presented some of his works in a very inspiring lecture. Further we will work with translating our strategies and visions in a urban and rural plan. Working in model will also be an important part of this phase. One of the projects from Lunds lecture, a farming-project, is a very good reference for my work. Hopefully this can give me some inputs working with the organization of the village. Lund is also very inspiring in the way he works artisticly - both in designing and in showing moods and atmosphere in his projects. It does not have to be complicated, as long as what is important is highlighted.

Foreslesning : Fredrik Lund

10.10.19.

Project in Surnadal, north-west in Norway.  
Develop them into "andelsjordbruk",  
different people can come and live and  
do farming.

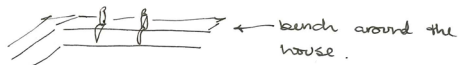
Åsgardsfjord

The site : make a scheme for 40-50 people.  
Maybe we can make 4 houses -  
2 common houses, and 2 houses to live  
+ 2 sauna houses.

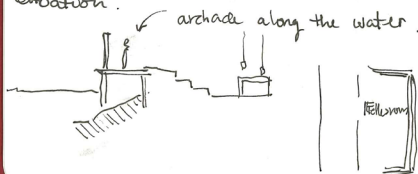
Felleshuset

20-50 sth can cook together.

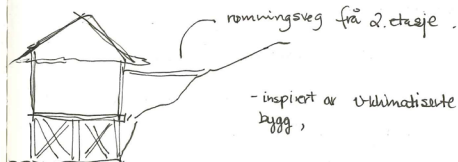
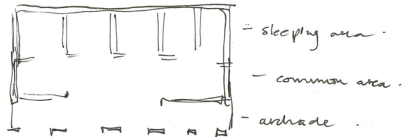
The private cabin is to private.



Inside the houses they have a modern  
situation.



Notes : working with balsa.  
one lamp in dark room.





LANDSCAPE  
AS A  
CABINET OF  
CURIOSITIES

Günther Vogt

Edited by  
Rebecca Bornhauser and  
Thomas Kisling

Lars Müller Publishers

## W42

As a part of the Urban LAB we all read one book each about different topics. I read the book “Landscape as a cabinet of curiosities”, about landscape architect Günter Vogt and his works. The book was very inspiring in the way he approach the landscape and the material in his work, and how he do his research when working with a site. He works like an investigator and go very deep in the material. He thinks that if you are going to enjoy a place, you need to know how it has become as it is. Reading about how he works with the different scales, finding plants and materials and placing it in an urban scale - was very inspiring. Looking into the vegetation is something i would like to work with.

# Landscape as a cabinet of curiosities

Günter Vogt

Edited by Rebecca Bornhauser and Thomas Kissling



Knowledge-based design: research wall | Vogt Landschaftsarchitekten AG | Zürich



The workplace as 'the scene of crime' | Vogt Landschaftsarchitekten AG | Zürich



Cabinet of curiosities, Museum Wormianum | 1672 | University Library Erlangen-Nürnberg





Roof Garden, | 2014 | Metropolitan Museum of Art, New York



Rectorry Farm, London | 2011 | Vogt Landscape Limited London



The mediated motion with Olafur Eliasson | 2001 | Vogt Landschaftsarchitekten AG, Zurich

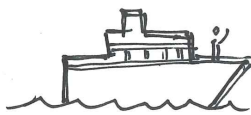


Lake Zürich as common space | 1963 | Peter Marki

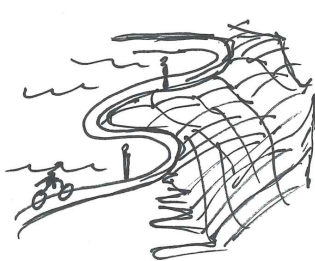
# LARGE

HENNINGSVÆR / FESTVÅG  
(1:5000)

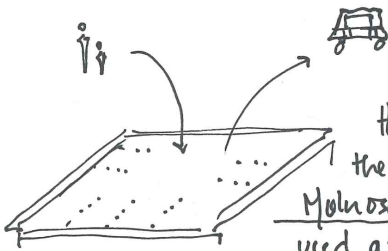
## INFRASTRUCTURE



Ferry from Festvåg/Henningsvær.  
- where should it go?



Coastal path  
between  
Henningsvær +  
Festvåg.



How much of  
the space in  
Molnosen needs to be  
used as parking,  
- can it be a public space?

# MEDIUM

FESTVÅG  
(1:500)

## STRATEGY



point of departure

area of

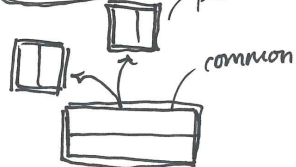


highlight the established  
features.

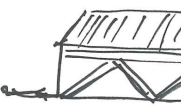
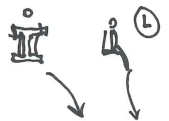


connect  
with

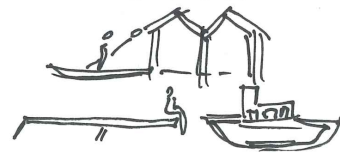
## PROGRAM



Accommodation



Activity levels  
transport



Waterfront



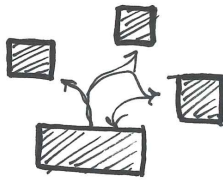
camping fee

JM

SMALL

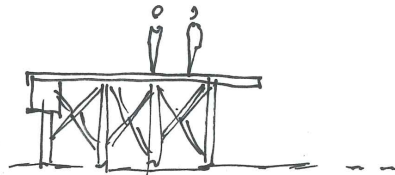
ARCHITECTURE / DESIGN  
(1:200)

DESIGN STRATEGIES



clusters for private areas

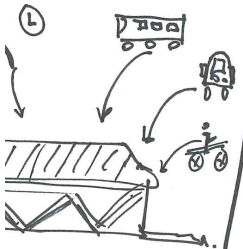
pier as common space.



of relief



nect the nature  
th Henningsvar.



building /  
port hub.

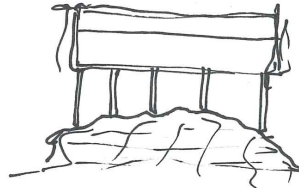


facilities



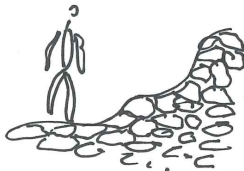
A new identity  
of the architecture

pillars to save the nature.



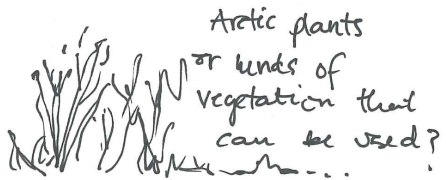
possibility of temporary  
buildings.

MATERIAL

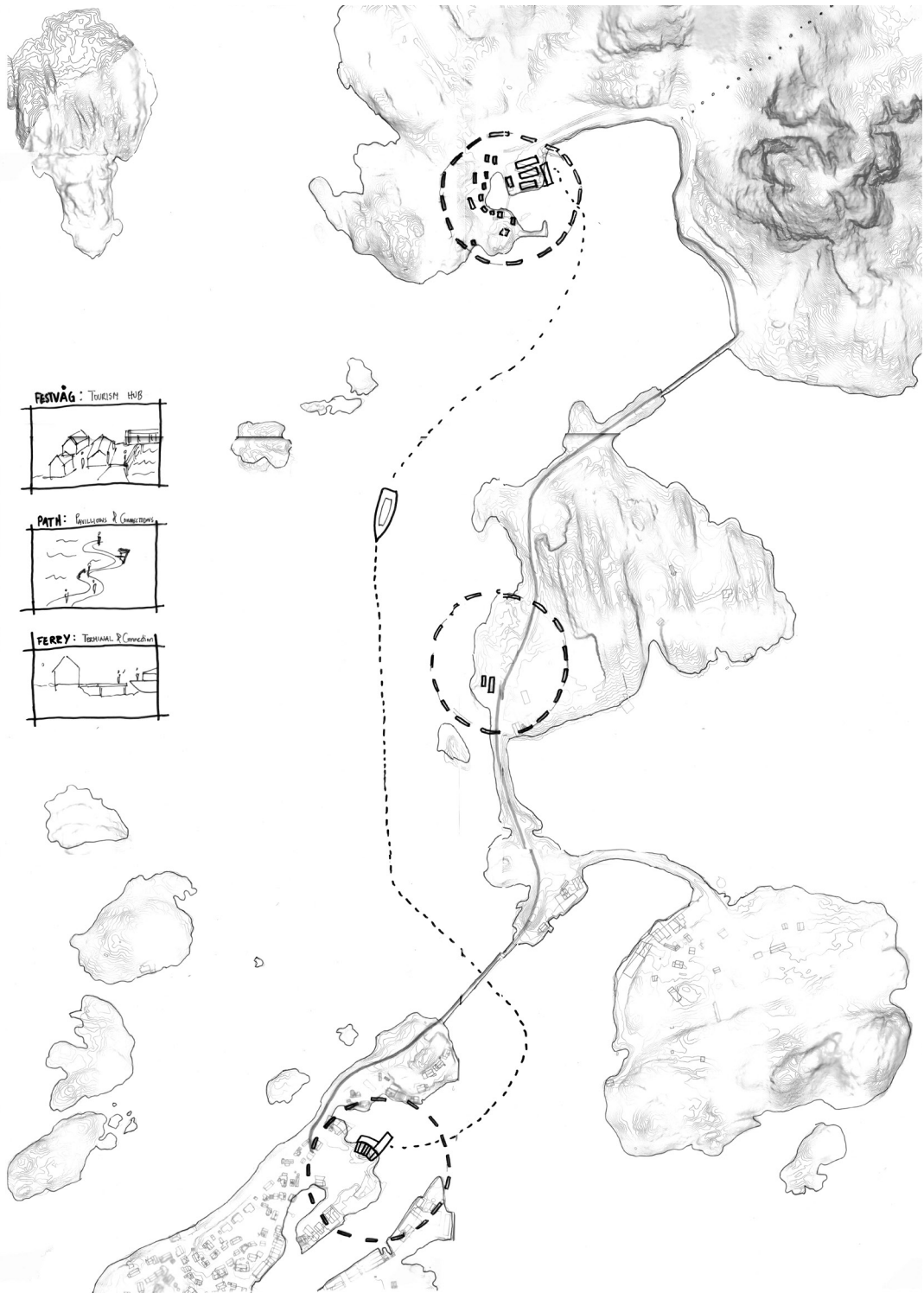


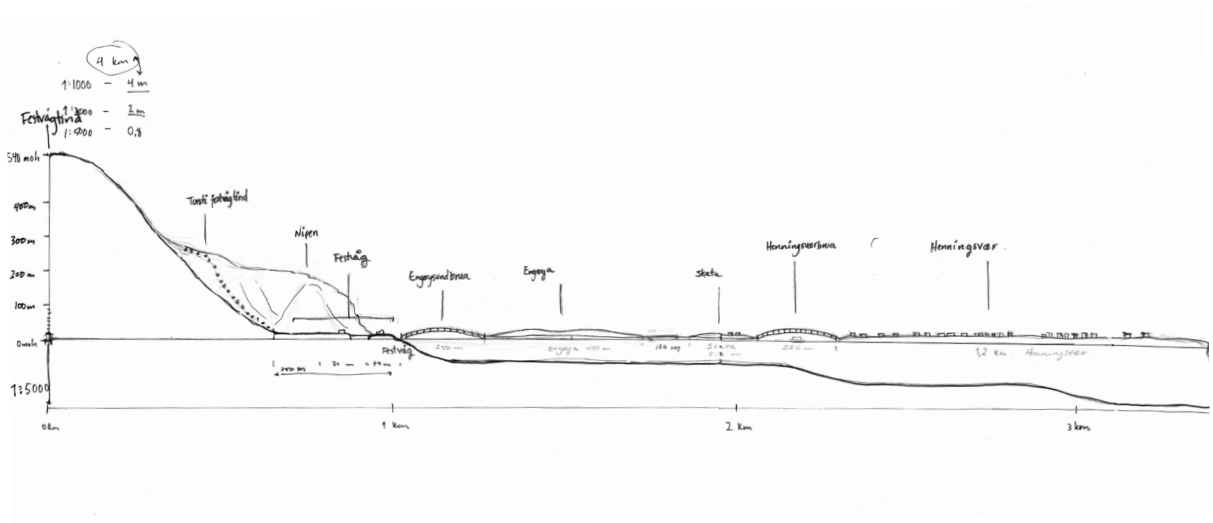
Local stone for path

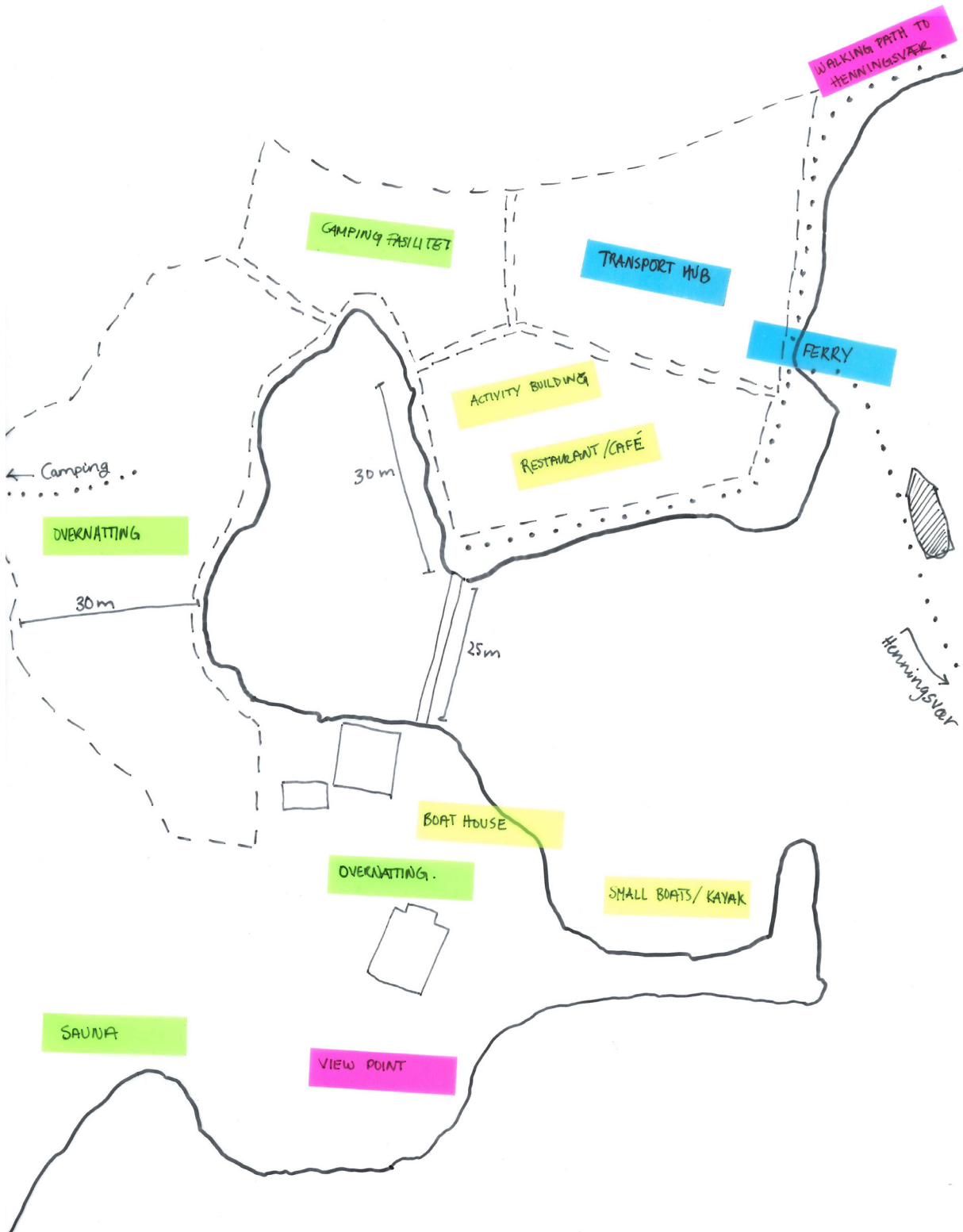
VEGETATION



Arctic plants  
or kinds of  
vegetation that  
can be used?







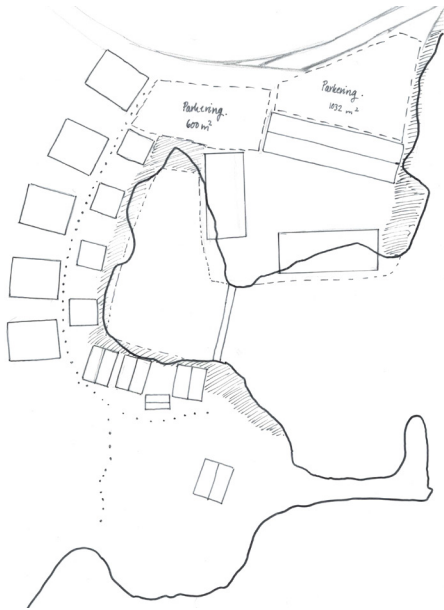






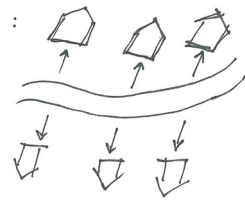
## W43

Starting up the model work, scale 1:500 and exploring different typologies in plan. Testing both Fiskevær, Cluster, Rekketun – with different solutions. Dividing the different strategies into scales made me see better the way I will solve the different issues. These weeks I will focus more on the Medium and Large scale. Working in model made me see some important questions: How will the buildings work with the terrain? How should they organize together? How can it be a clear division between the public and the private. What is the definition of private and public in this project? How much nature should be build in?

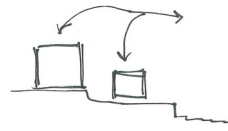
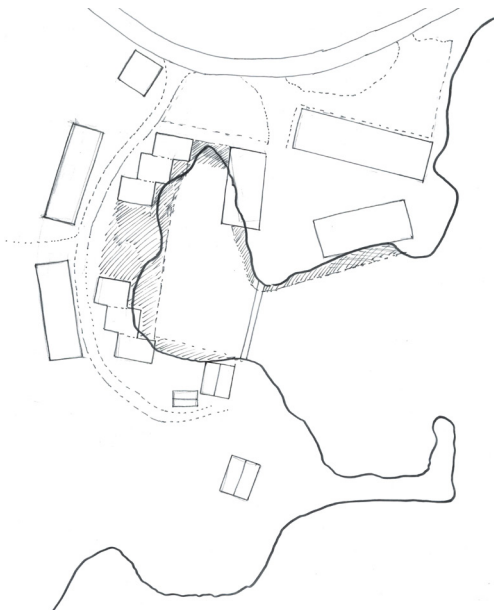


Rokketun

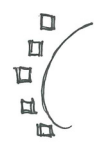
# 1/#2 :



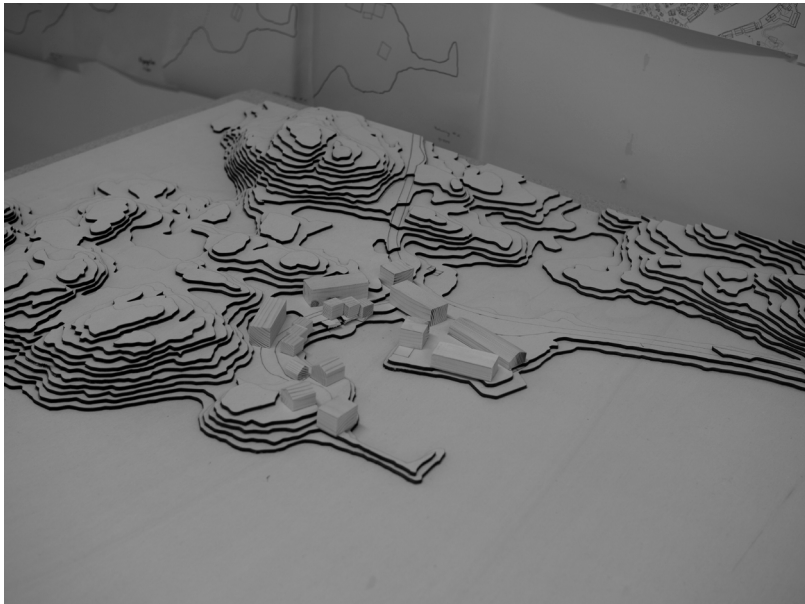
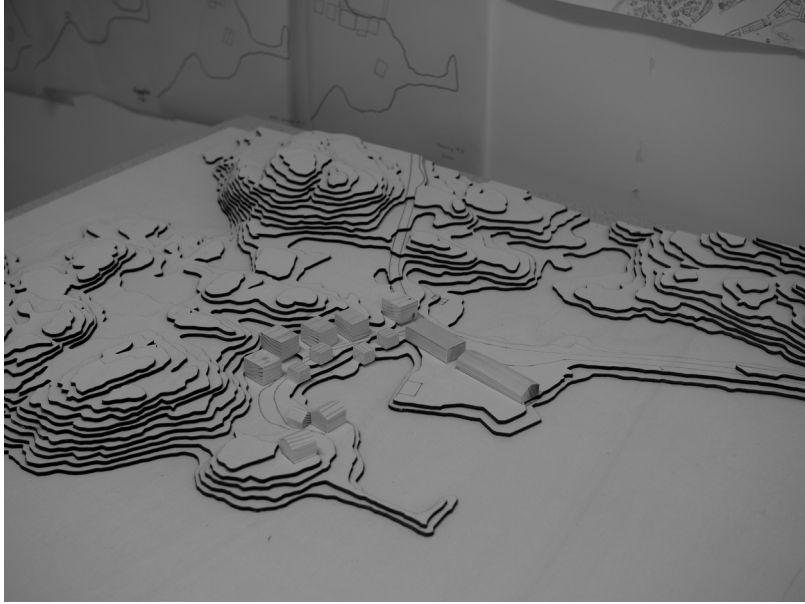
Entrance from  
main-street  
- (tourists) .

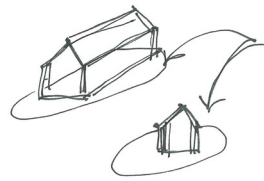
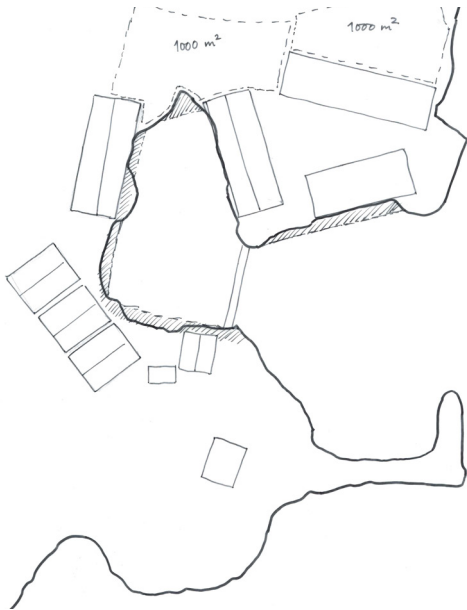


Bigger volumes in  
the back -  
does not block the view .

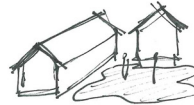
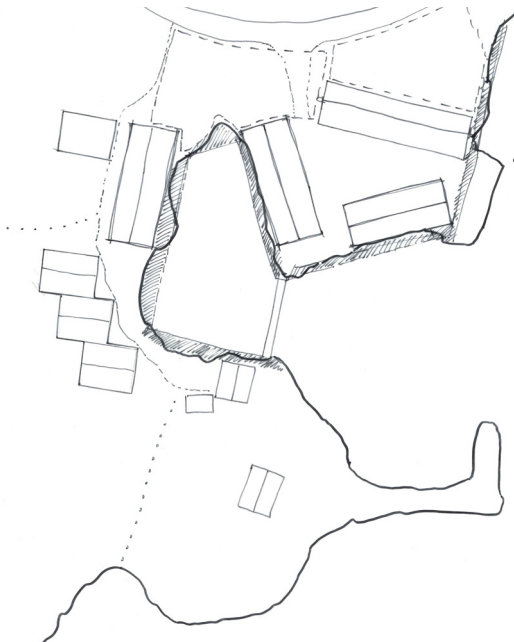


Naturally shaped  
for the terrain.

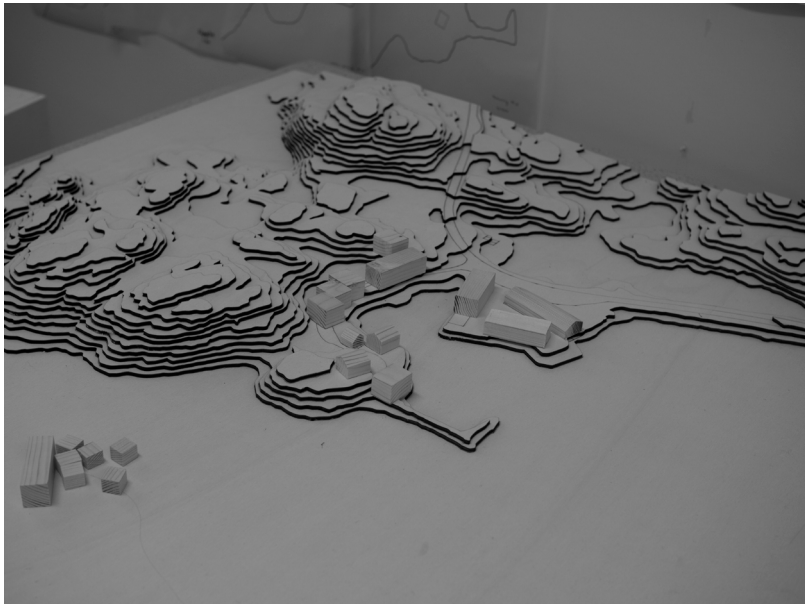
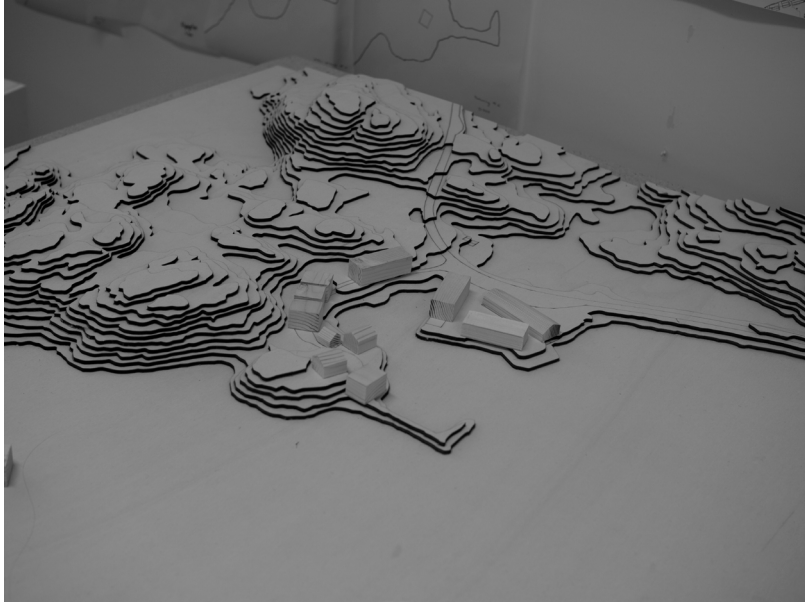


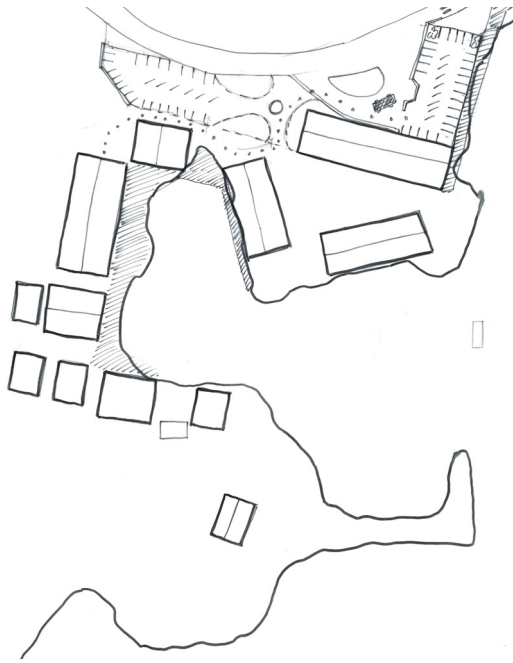


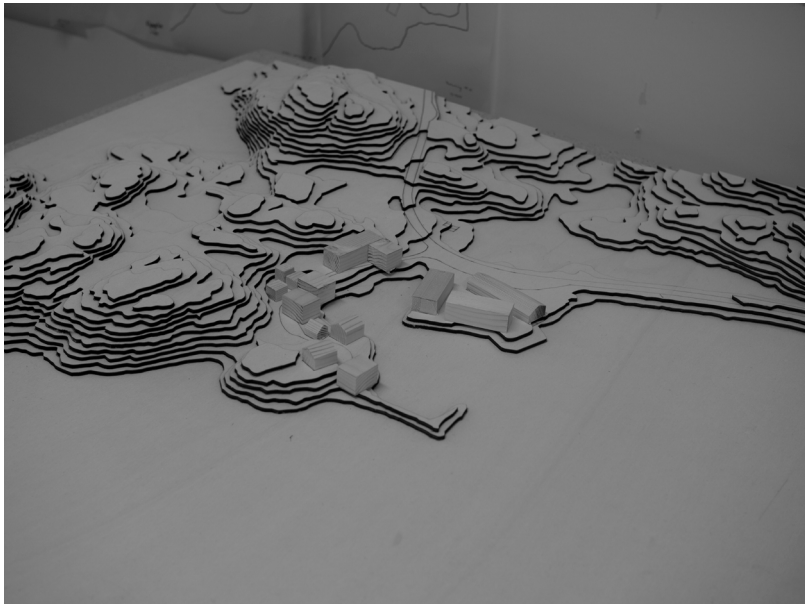
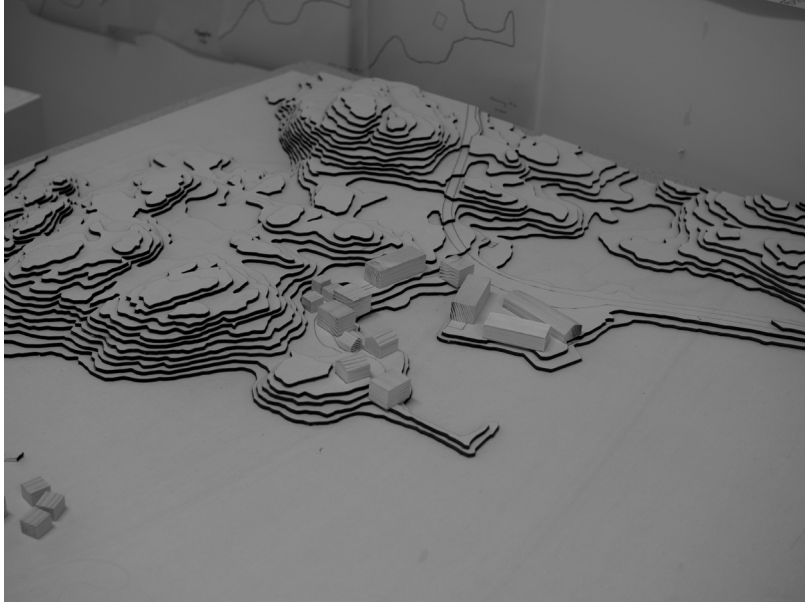
dividing the big and smaller volumes.

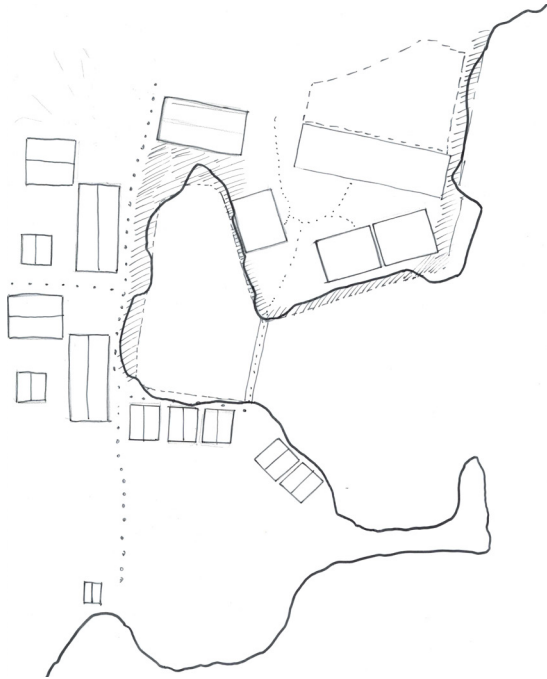


Shelter for the private spaces

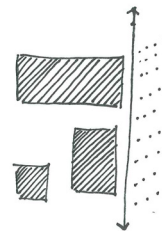




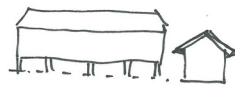




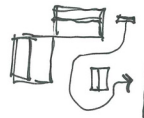
Klyngetun  
#1/#2 :



clear distinction between  
the public and private.

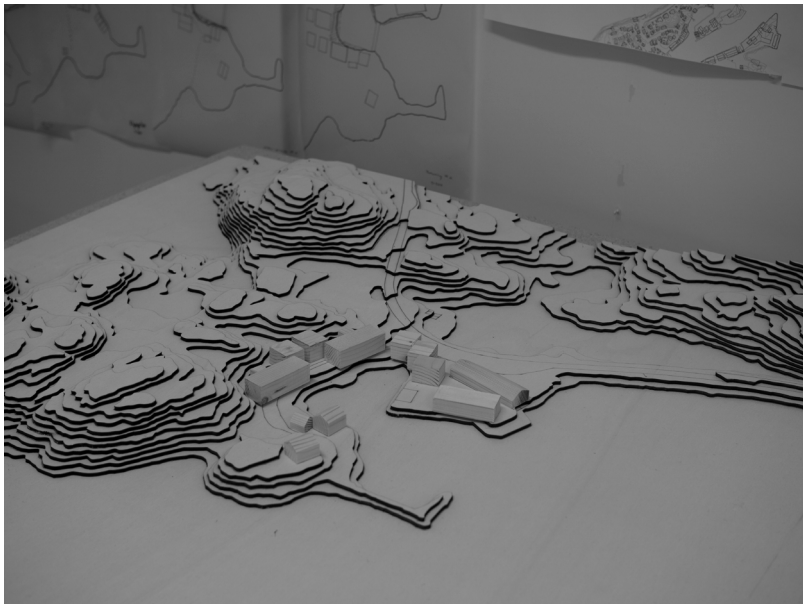
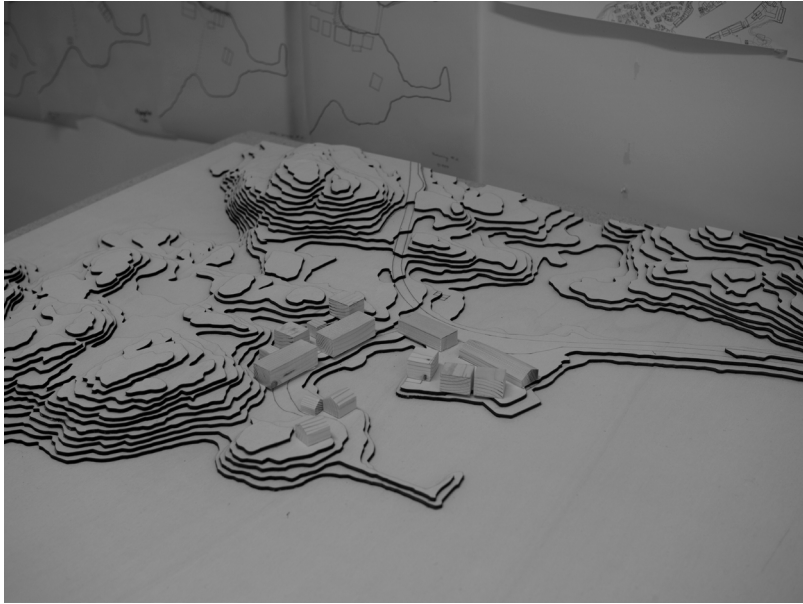


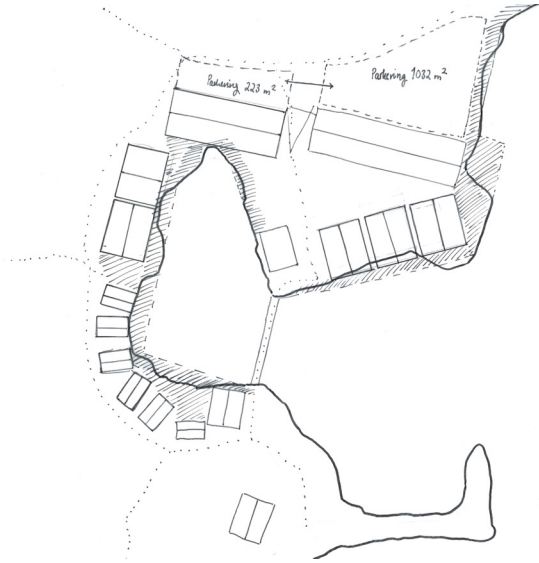
Variations in size and  
typology .



Different spatial  
combinations.



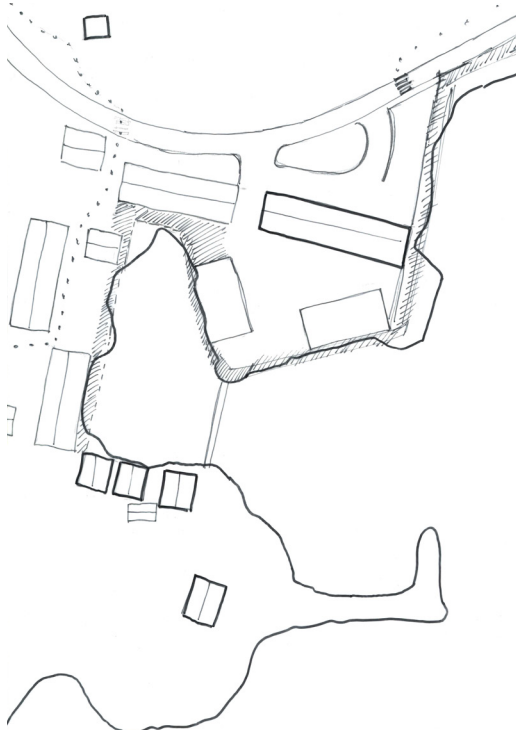




Loftvær (cons)

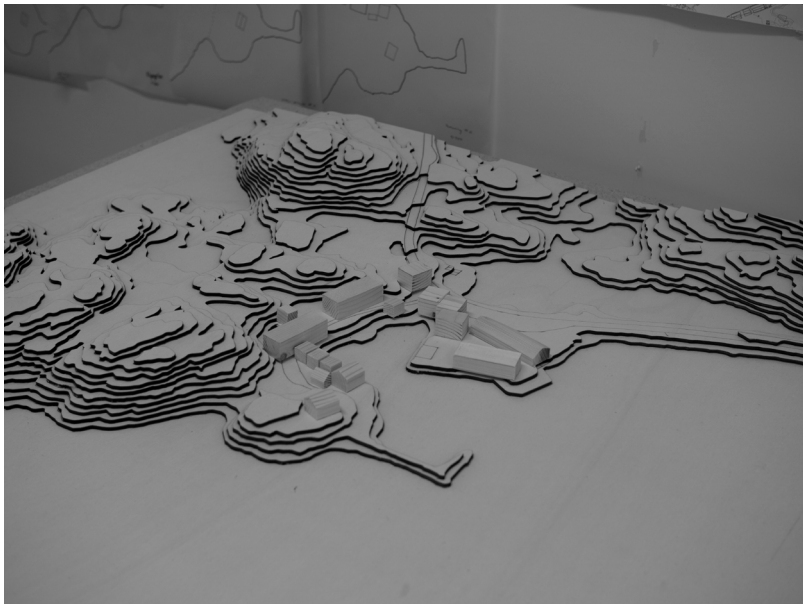
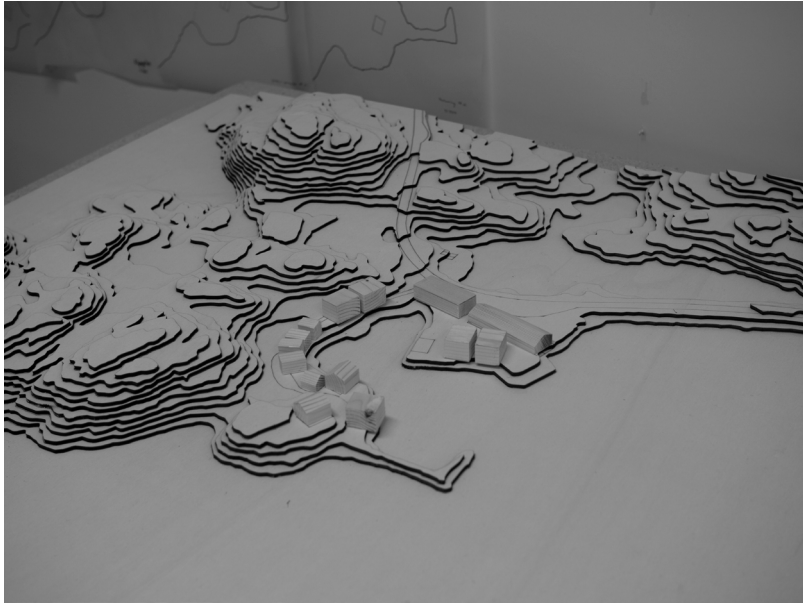


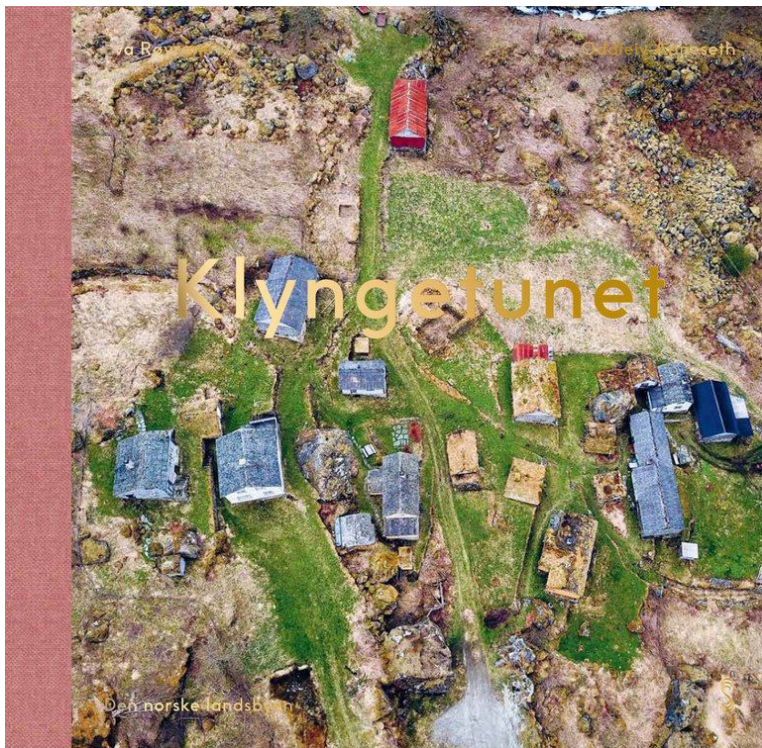
Unclear what is public / private ...



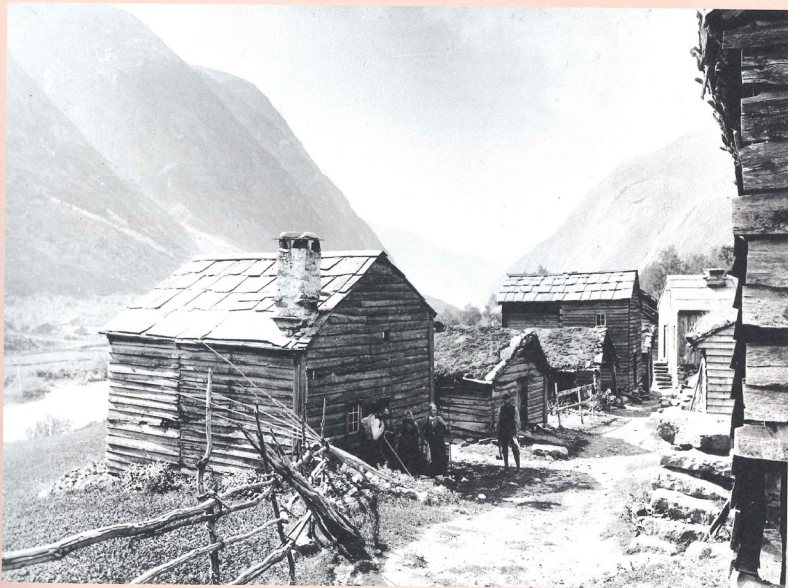
Rydbo typologi  
occupy alot of space,  
but still does not give  
higher comfort.

→ camping standard.





The book "Klyngetunet" by Eva Røyane shows the variations in the norwegian settlements, especially along the coast. In this book the quality of the old cluster farms are presented and the restructuring is seen as a big loss for the building environment in the districts of Norway. An observation I did in Lofoten is the way some of the farms are organized with a huge distance between them. Somehow they float out into the huge landscape and the surrounding scenery. It is a need to find shelter and a leaning wall. The mountains and the sea is creating a need for these narrow spaces, that you can find in the cluster farms. These settlements are therefor an urban oasis in the rural.









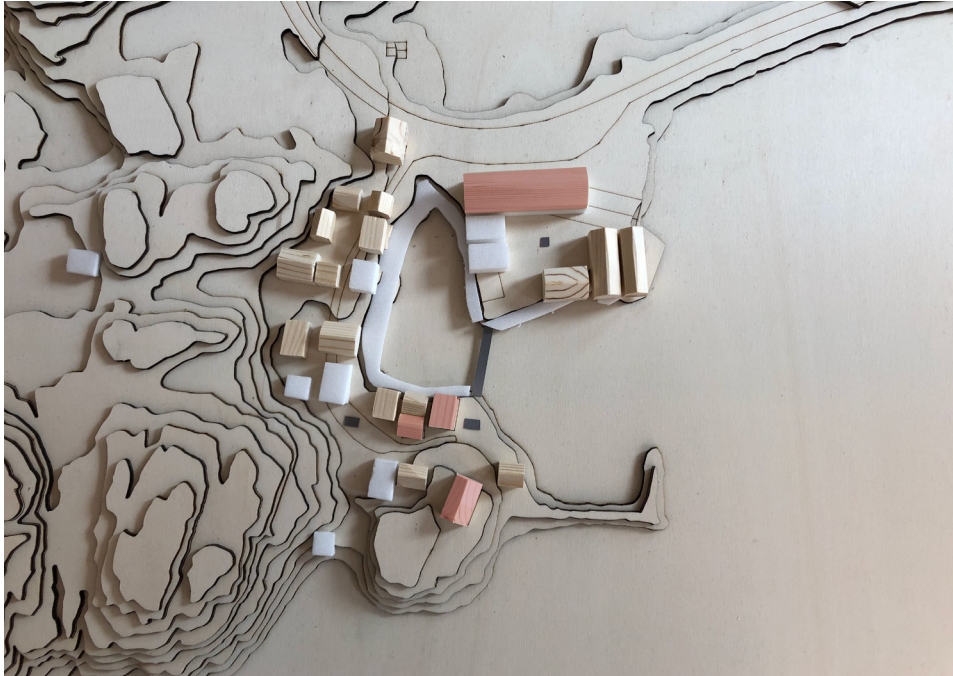
## W44

This week Geir Brendeland had visiting desk crits. By working in a more correct scale with the volumes in the model was very helpful. I started also to organize the volumes more connected to the water and creating a more concentrated public and common space. To establish some important lines working with the terrain and sights has also become important in the project. Regarding the different phases of the project it could also be possible to look into the different islands, as a connecting landscape for Henningsvær – and a ferry/train that connect them all together.

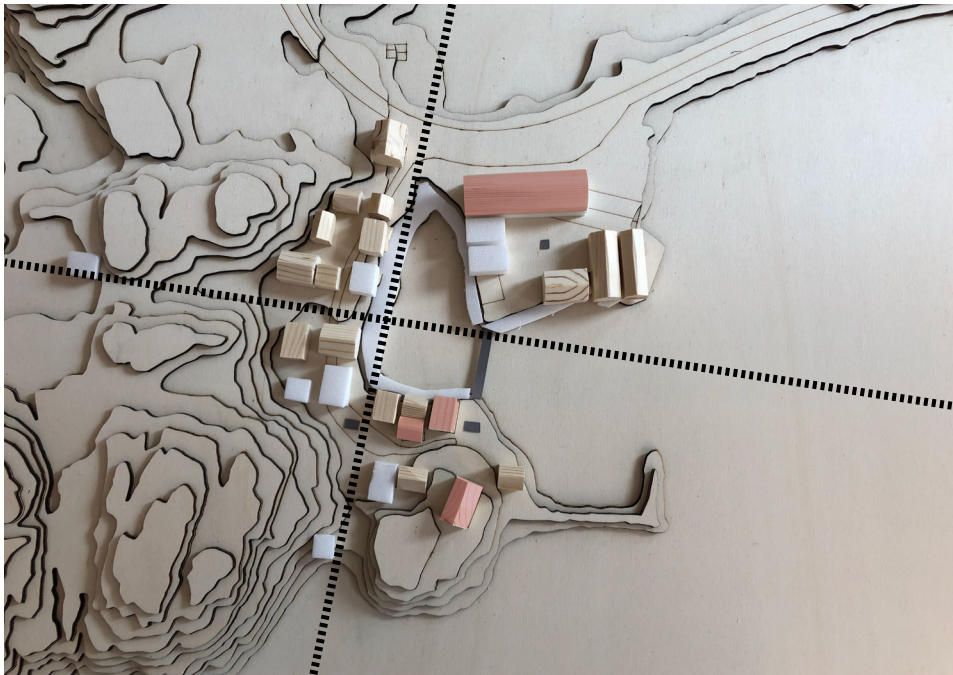




## 1.0 Existing



## 1.1 Important lines



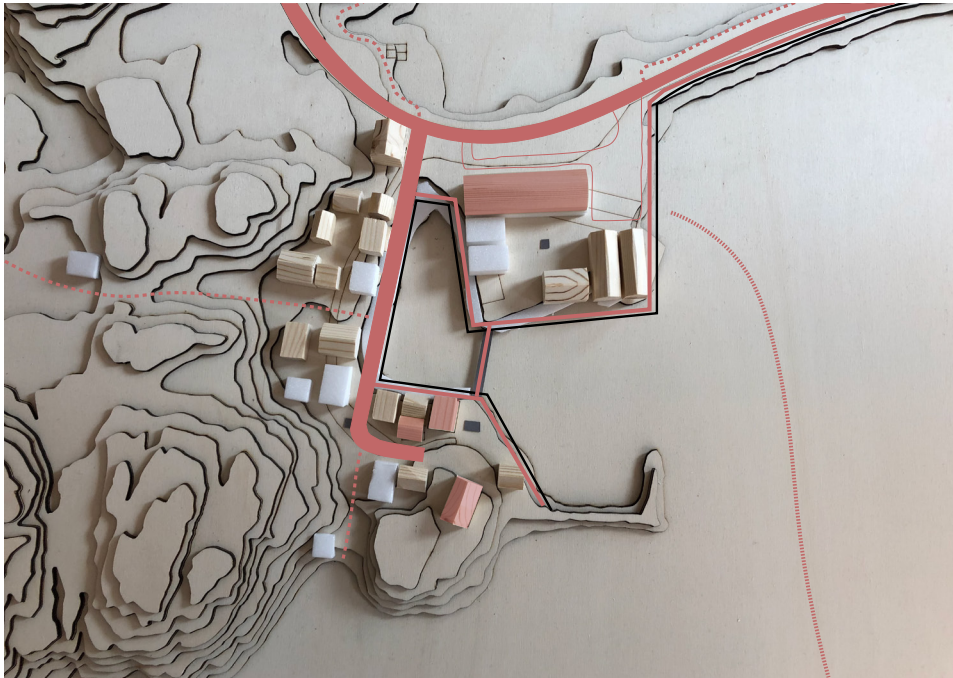
## 1.2 New harbour



## 1.3 Areas



## 1.4 Logistics

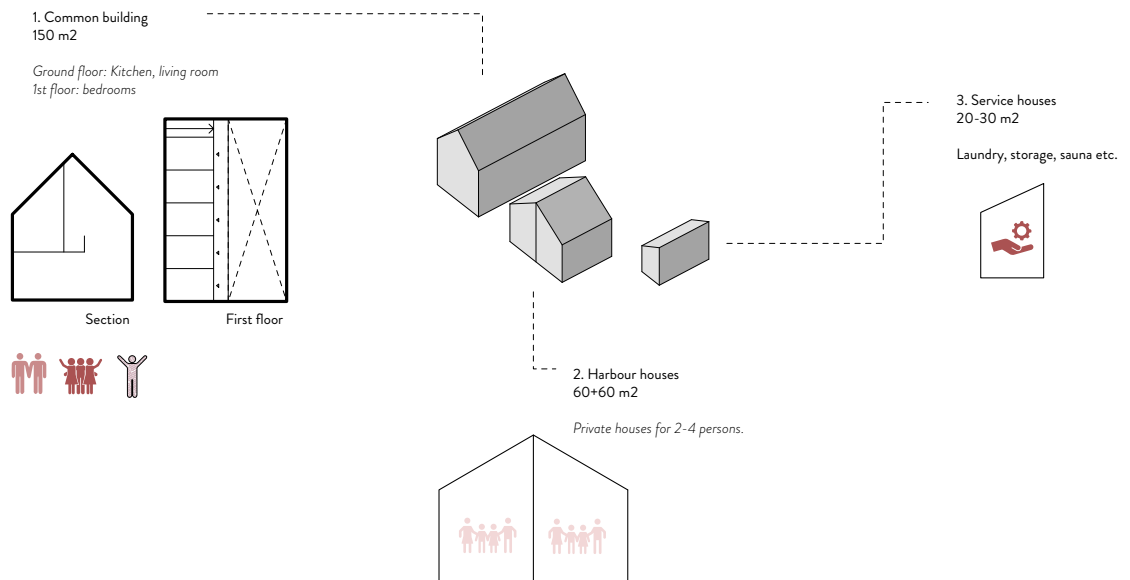


## 1.5 Program





## Typologies

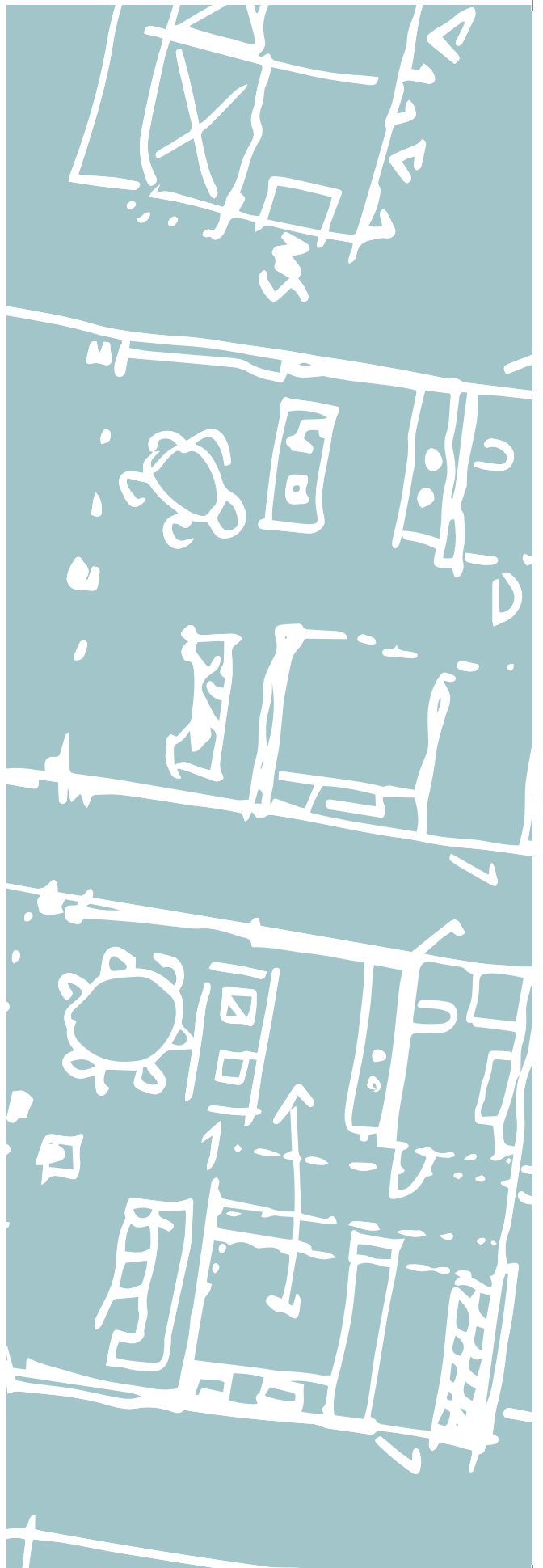




In the model I have introduced the structure of a new tourist village, which consists of three different volumes. In the mapping phase i discovered that the tourists traveling to Lofoten wants to stay in accomodation that are more related to the nature, with basic facillities and not the typical hotel-standard. That is why I have introduced the common building, consisting of a common area (kitchen and livingroom), in addition to smaler sleeping-units. Smaller service buildings have some extra shared facillities. In addition to this, some tourists (especially families) will want to have more private areas, and the last building type is therefor a fully equipt house with both kitchen, bathroom, bedroom etc.

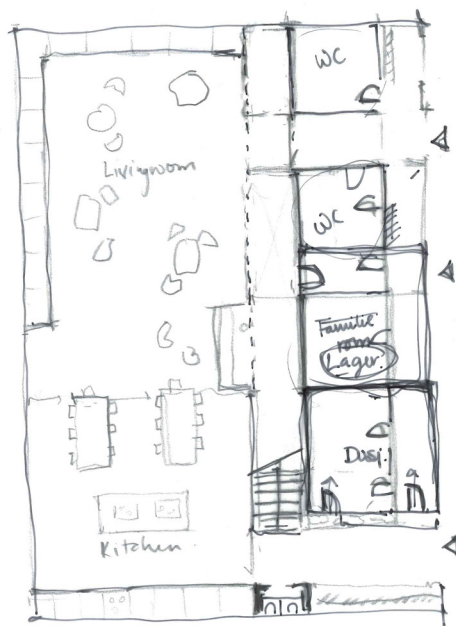
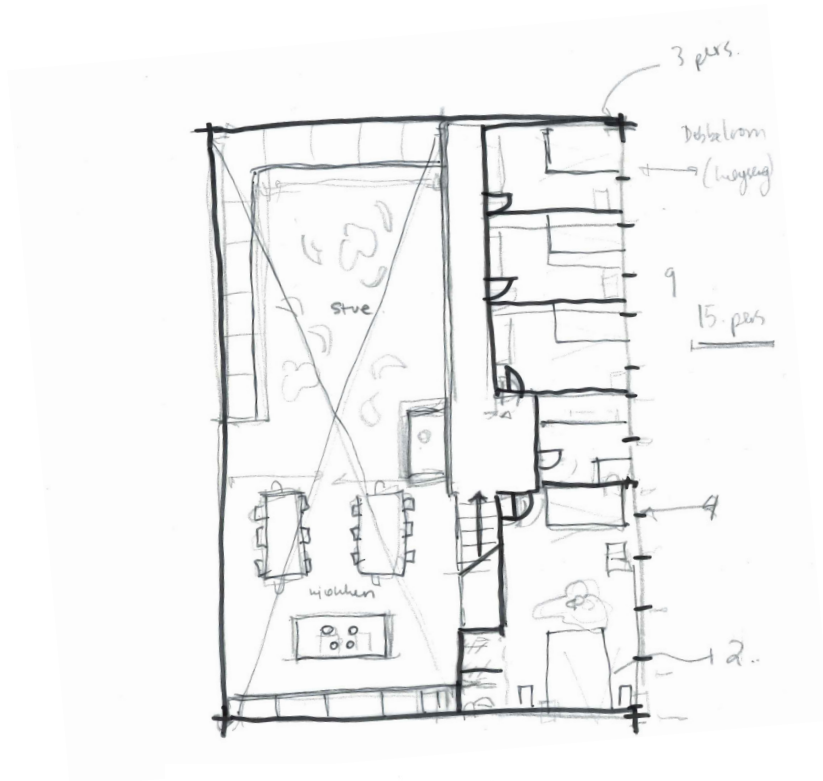
Phase 4

## Architecture & Landscape

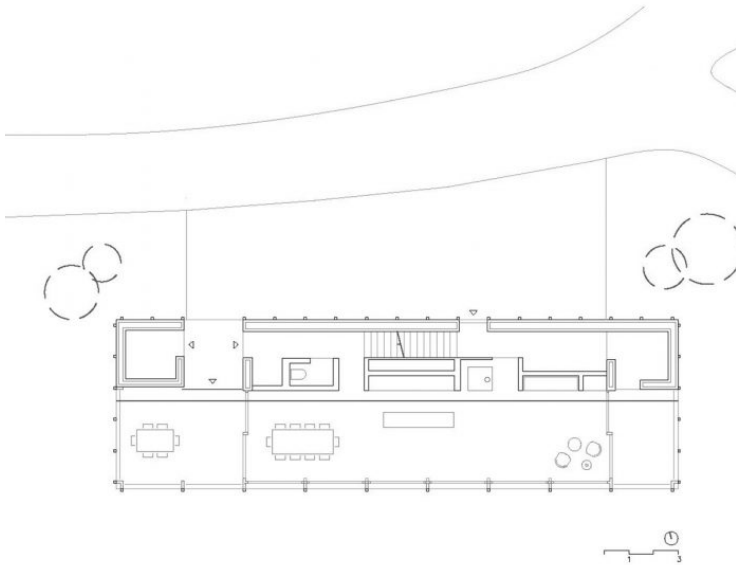
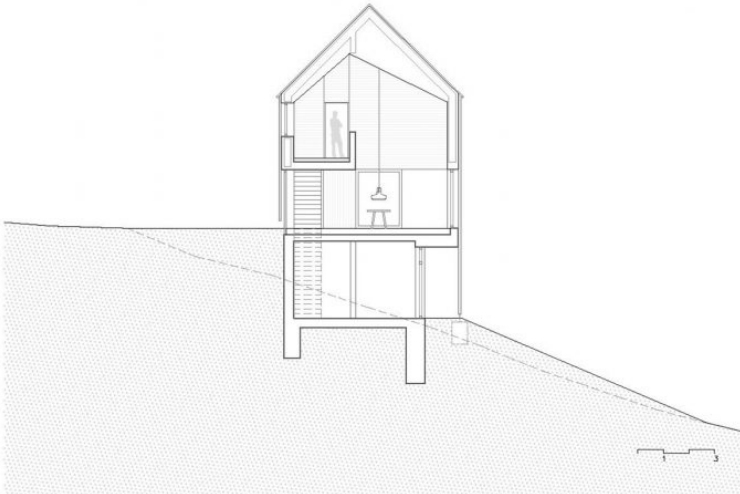


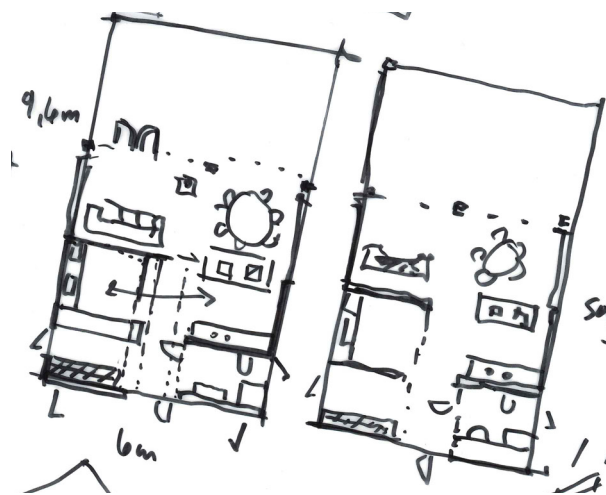
## W45

After the week of mid-term presentations, we are now starting the final phase of exploration. With only 4 weeks left to finals we will now focus on the aspect of architecture and landscape. What is important for me to solve is the issue regarding the parking to be able to work with the concept of transport hub and ferry-transportation. Further on I will go deeper into the volumes presented in my 1:500 model, and preparing of more detailed drawings. The focus for this phase will be to create some specific rules regarding the architecture, introduce landscape elements and draw proposals of schematic plan and sections. It will also be important to find some ways of using materials and vegetation in my project.

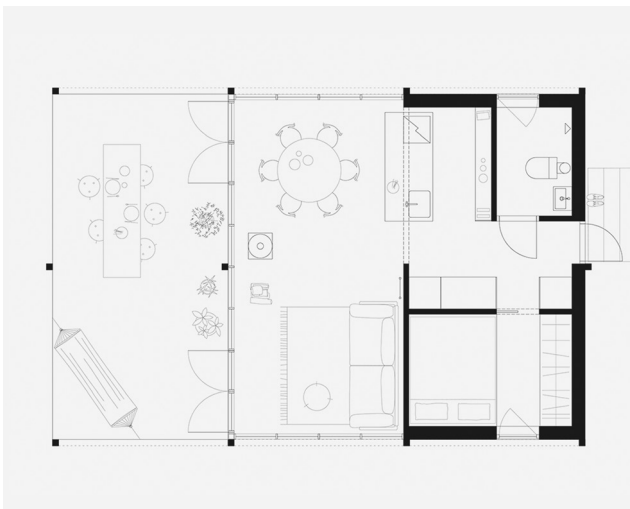
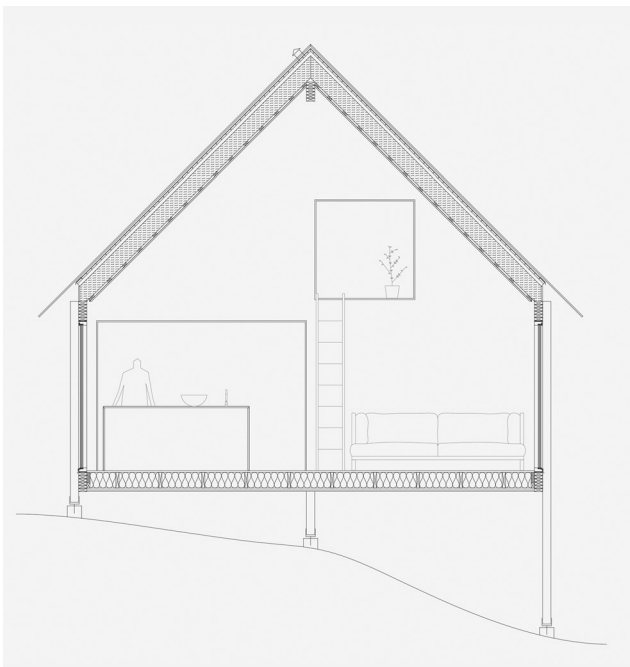


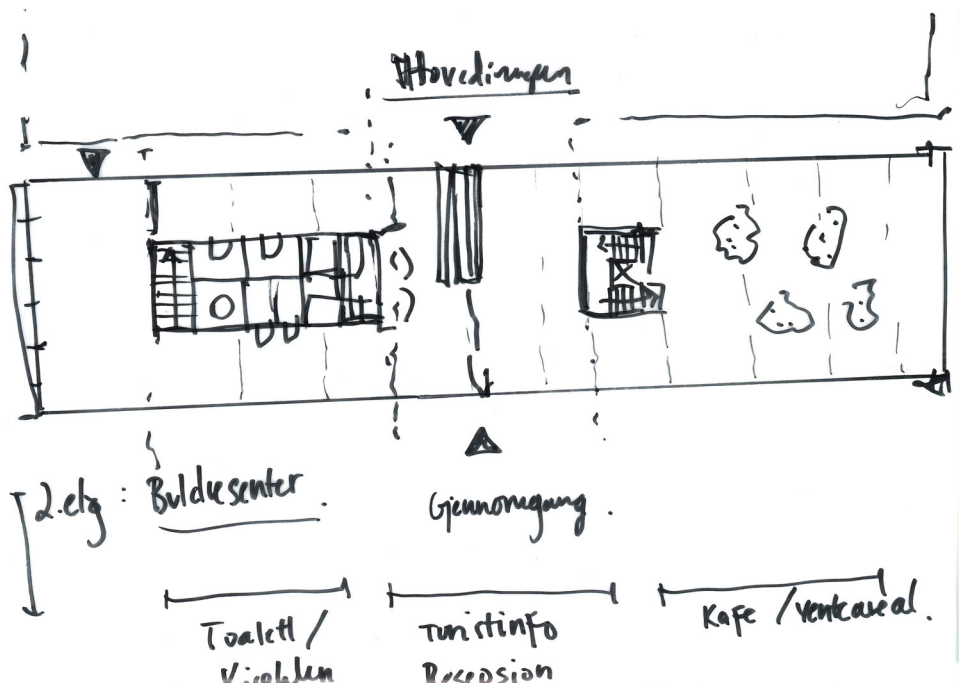
Haus am Stürcherwald/  
Bernardo Bader Architects





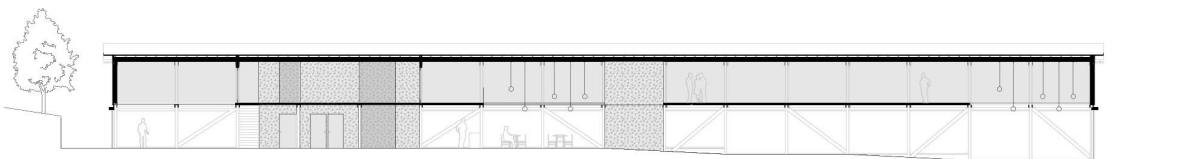
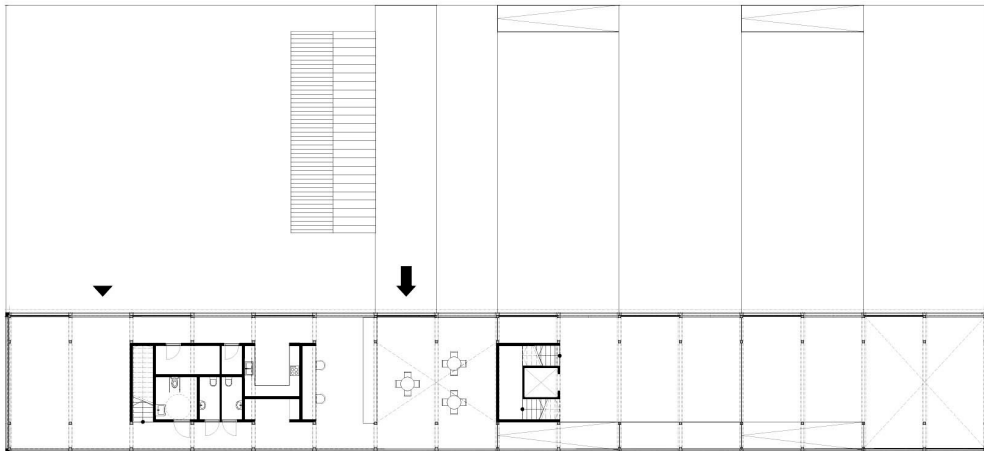
AF. 82 / VIGGSÖ / 1310/  
Arrhow Frick Arkitektkontor

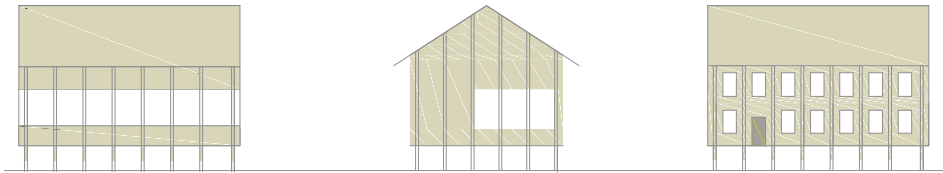


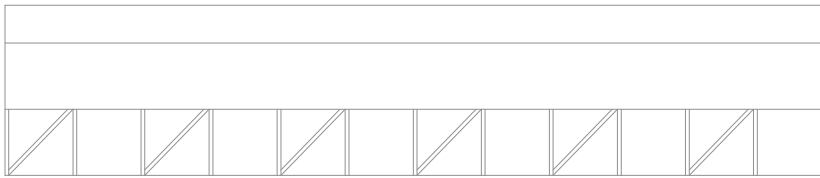
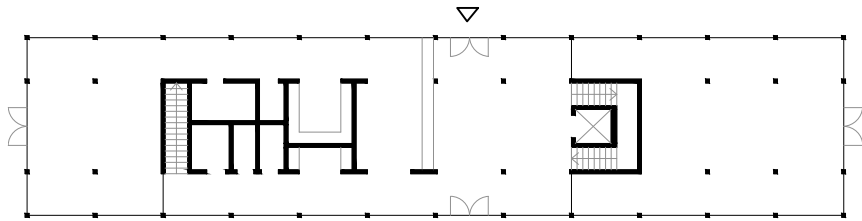


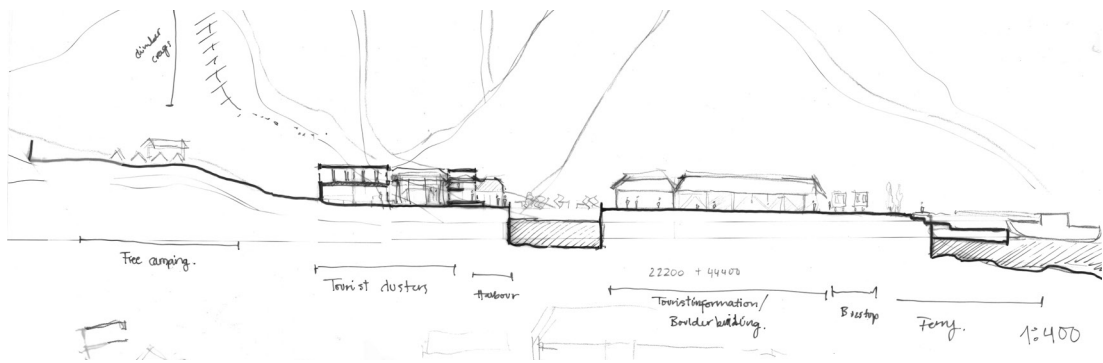


Frøya Folkpark /  
Vardehaugen

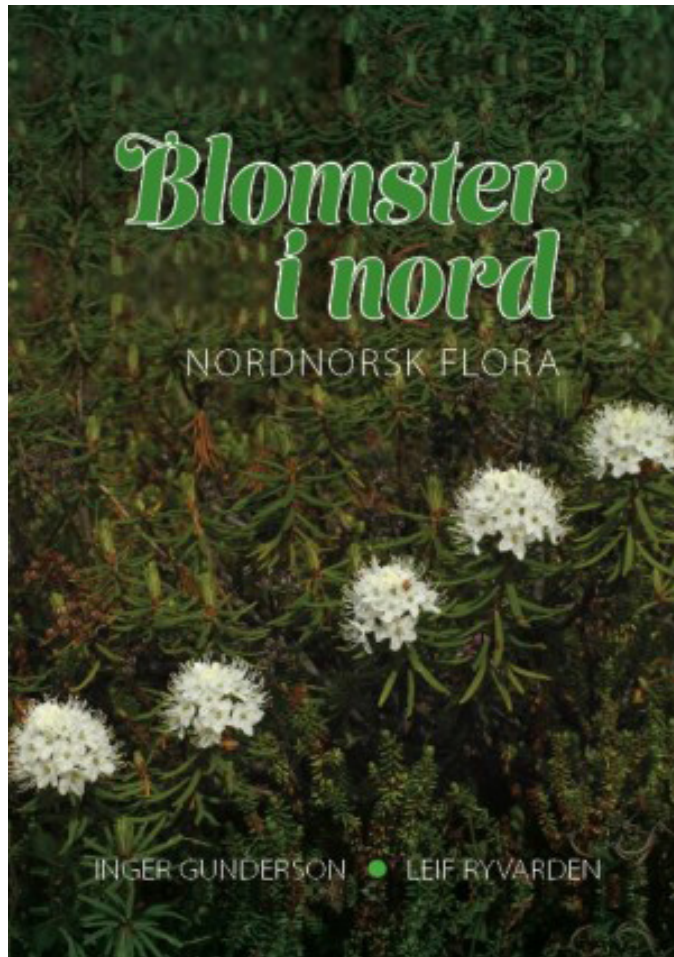






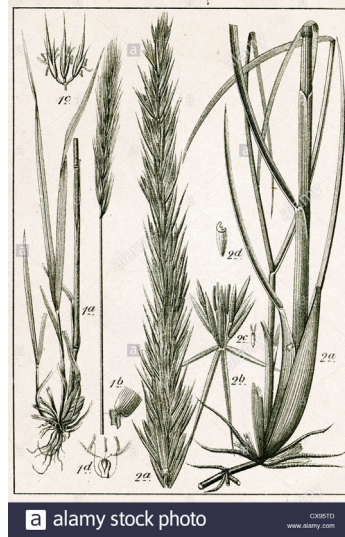






## W46

The nature is an important part of Lofoten and also in the basis of my project. An essential approach for me is to take the nature seriously as a heritage - also in how we present the existing environment. The climate is quite harsh and there are not a lot of vegetation that can survive in this area. To introduce some of the atmosphere that is possible to create, both in the area of Festvåg but also along the coast, I have looked into some arctic plants that are presented in the book "Blomster i nord". To find out what kind of plants it is possible to introduce, I have to have knowledge about the rocks and climate.





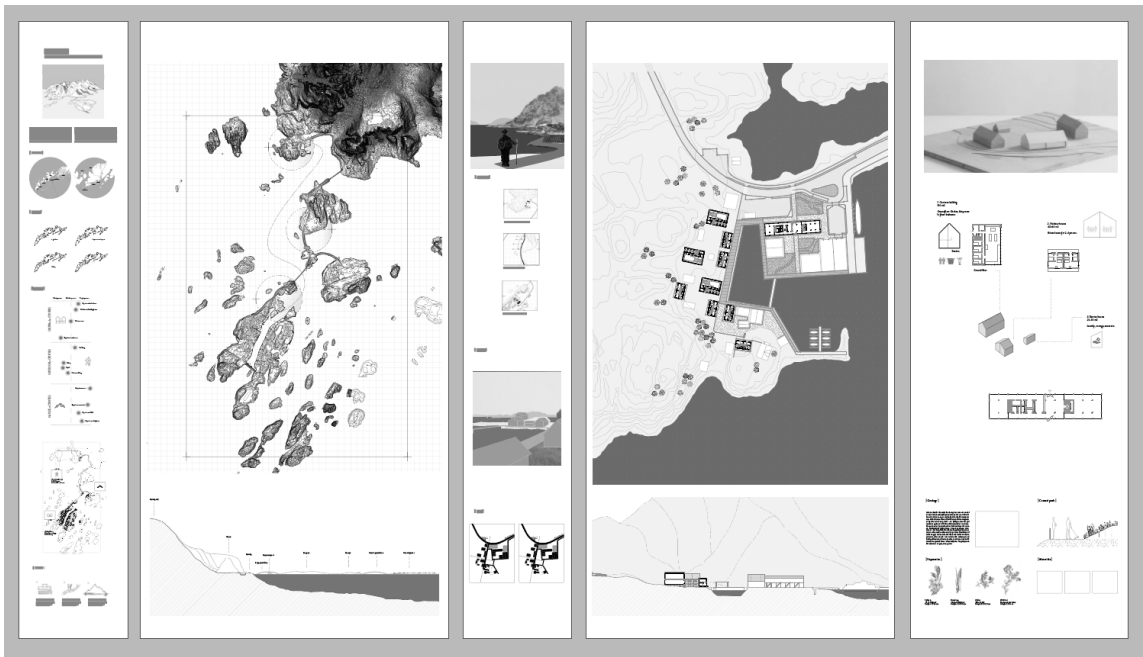


Phase 5  
Presentation & exhibiton



## W47

The final part of the project is to present the ideas and concept in the layout. I have decided to work with the different scales, Large - Medium - Scale, and will also base the layout on this. Starting with introducing the theme and issue. Next is the strategies for Henningsvær as an area, and then zooming in to Festvåg. I also want to include some ideas related to the vegetation and materials. To communicate the ideas i will also include two models, one in scale 1:500 and one in scale 1:200.



*During the semester we have had a lot of interesting discussions about how to approach the tourism that are increasing more and more. Should we do more to prevent people to travel to these places where the nature are highly vulnerable? Or should we prepare ourselves for the masses of people that will want to come in the future, by building the structures they need to be able to stay in these small places. The people in Norway have a lot of pride related to the nature, and for many it is an important part of their lives. But are we ready to share this privilege with the rest of the world. And is there really a way to do this and still be sustainable and keep the nature safe?*

Studio Lofoten  
Åsne Kvalnes







# Festvågvær - framing tourism

| Project documentation | *Studio Lofoten*

Åsne Kvalnes

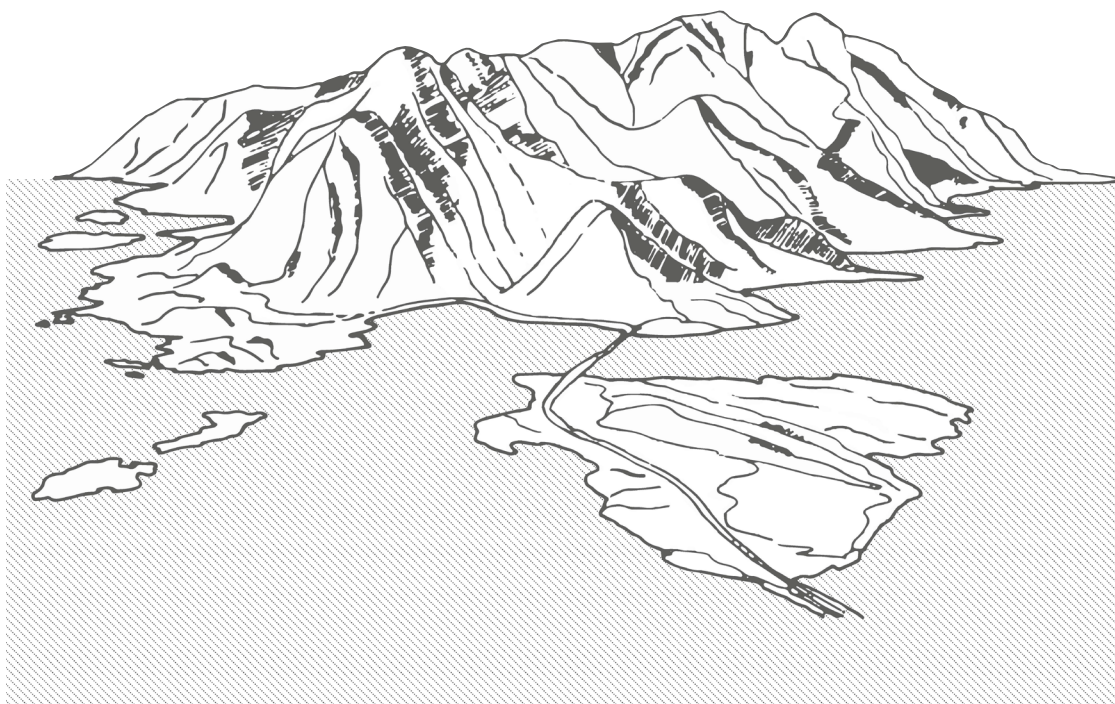
AAR4515/ AAR4905  
Urban Design and Architecture 1



## |Content|

Introduction	s. 4-9
Analysis	s. 10-11
Vision	s. 12
Strategies	s. 13-19
Festvågvær	s. 20-45
Reflections	s. 46-47

*Festvågvær - framing tourism*



# | Lofoten |



| Vågan |



## | *Historical settlement* |

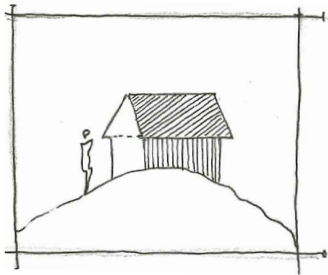
Historically, the settlements in Lofoten have been shaped according to the needs of their specific industry and way of living. Thus, different settlements have created their own building traditions and way of organizing. Both fishery and agriculture have been important industries, and have shaped the different typologies you still find around Lofoten today. "Fiskevær" emerged wherever the fishery was good, and the "klyngetun" was placed where good farm land met the ocean.

Today, tourism is becoming an increasingly important industry in Lofoten, and represents a way to able the districts competitiveness with the cities, in today's ever-increasing urban society. However, tourism also brings with it new challenges. The daily life of the locals is greatly affected, as well as the significant wear on the natural landscape.

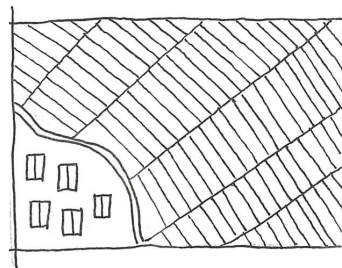
**How can we develop to meet the requirements of this industry and still make it more sustainable?**



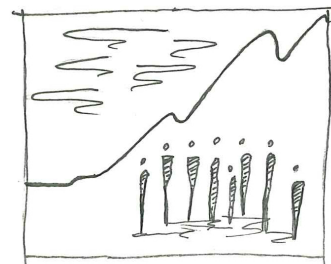
1. Fishery\_fiskevær



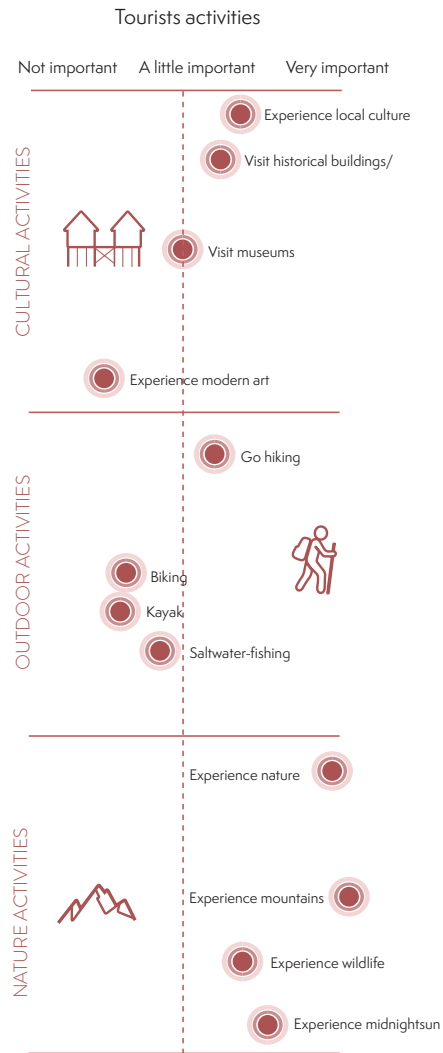
2. Agriculture\_klyngetun



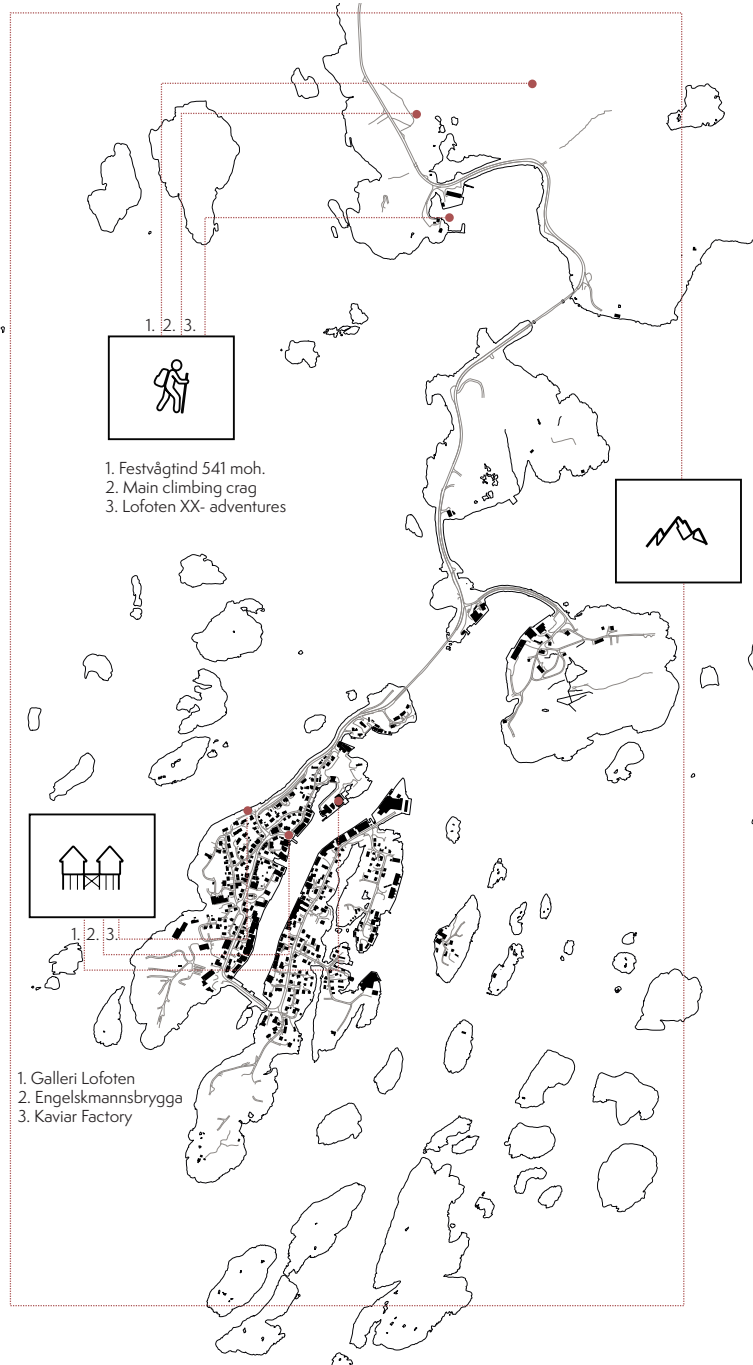
3. Tourism\_?



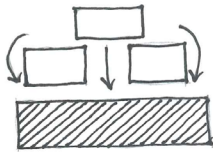
# | Analysis |



Activities at the site



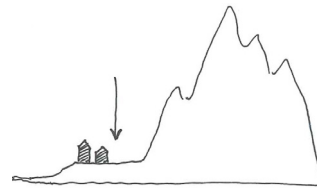
## | Visions |



Create a better  
foundation for the industry



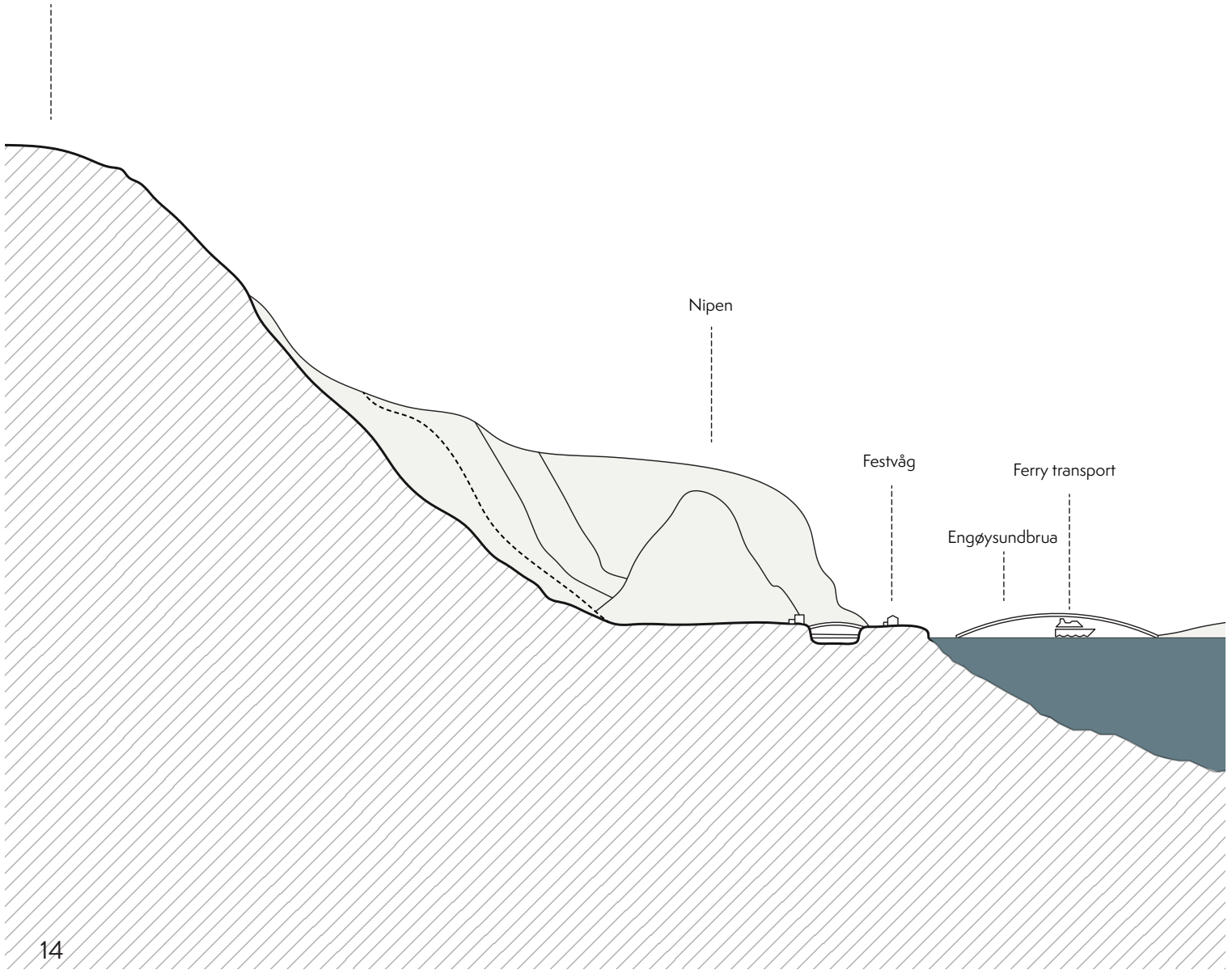
Let the locals gain from the  
tourism



Base the built area on  
existing cultural landscape



Festvågind

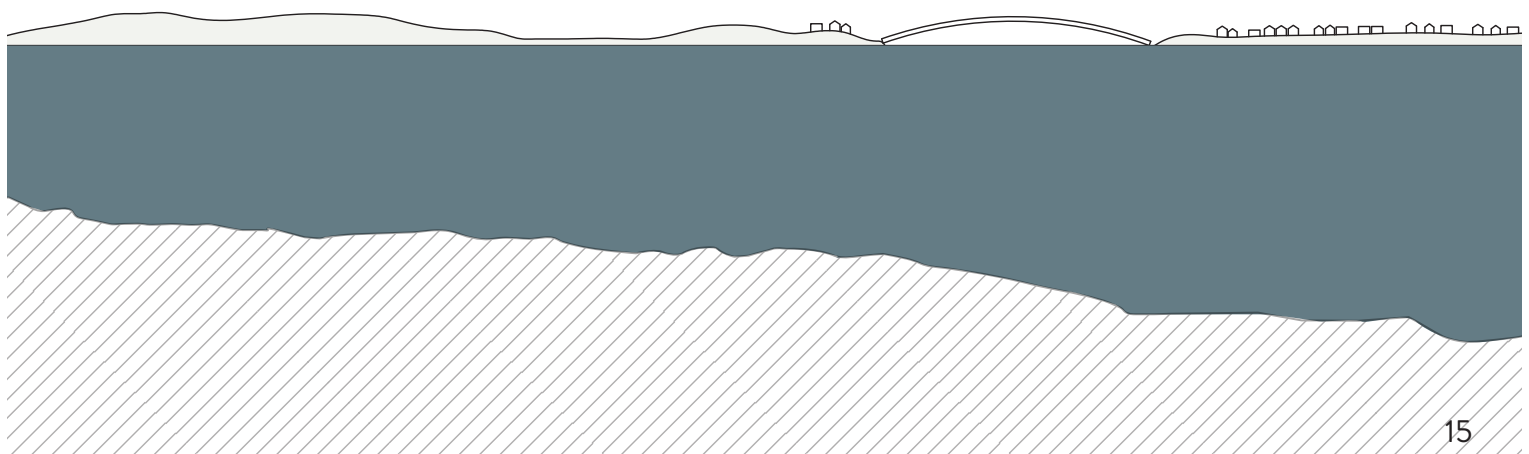


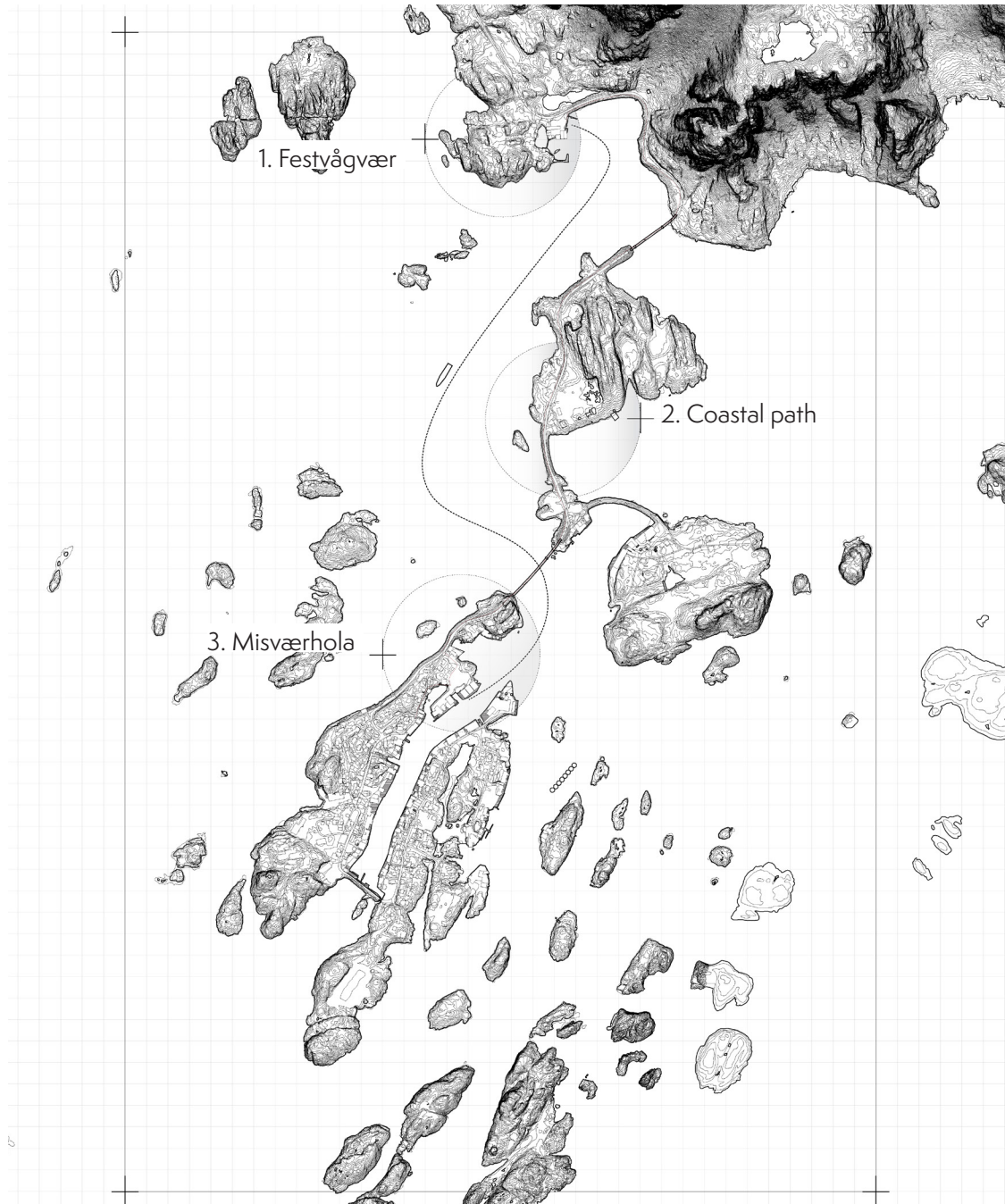
Engøya

Sauøya

Henningsværbrua

Henningsvær

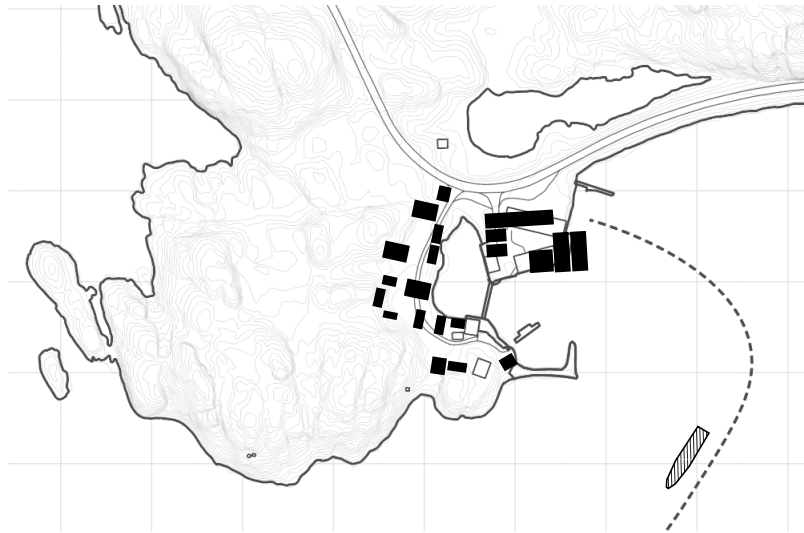






## | Strategies |

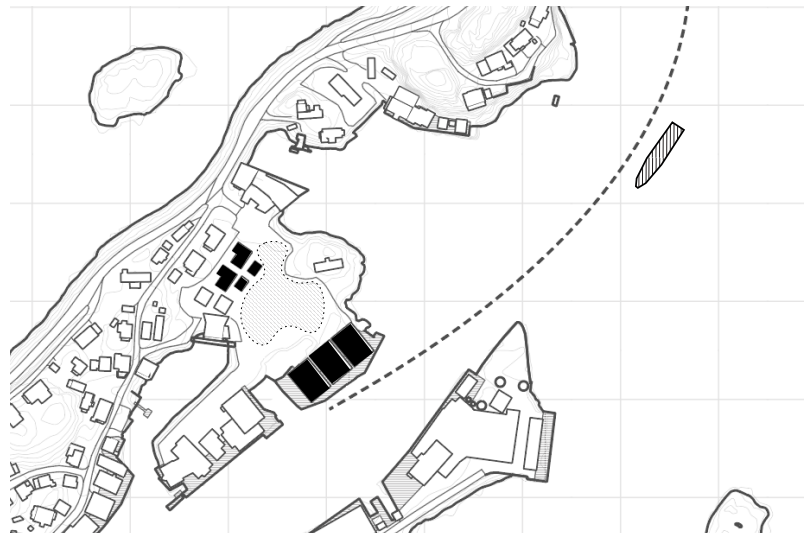
### 1. Festvågvær\_tourism-hub+point of departure



## 2. Coastal path\_connection + viewpoints



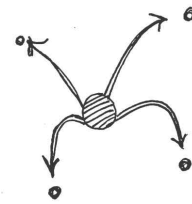
### 3. Misværhola\_ferry terminal + public space



| Festvågvær |

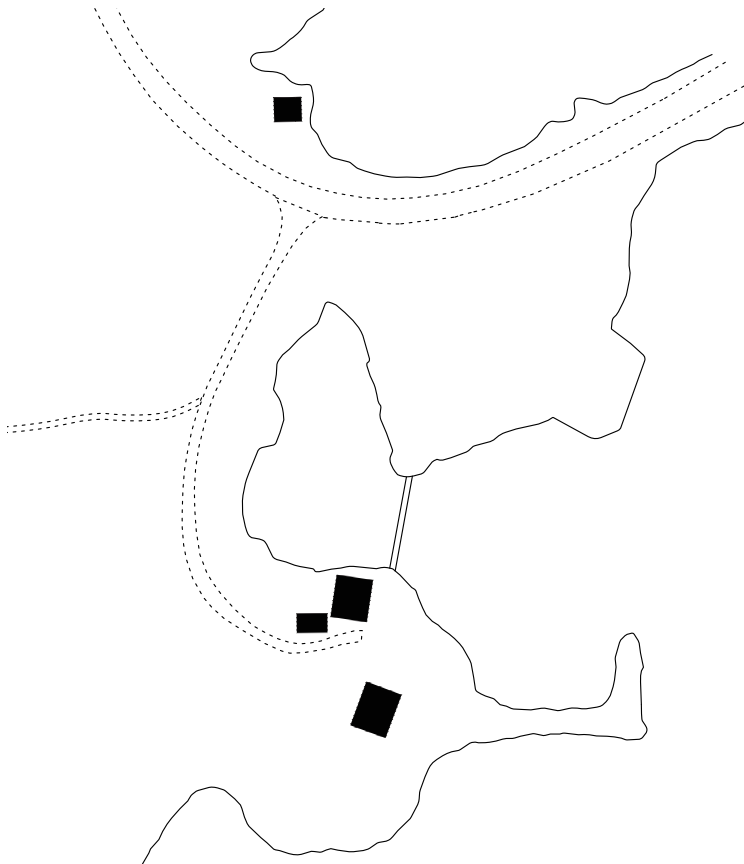


Tourism-hub

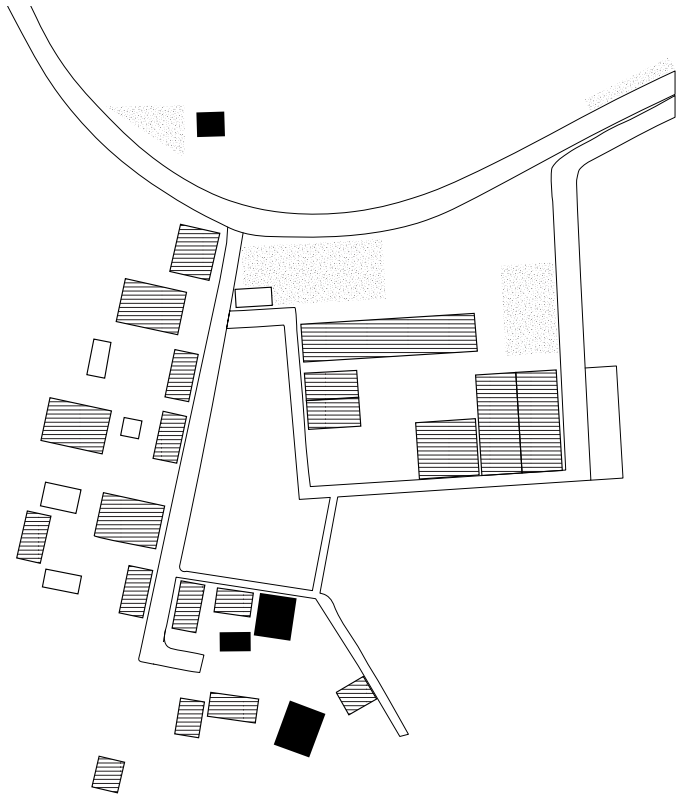


Point of departure





Existing situation

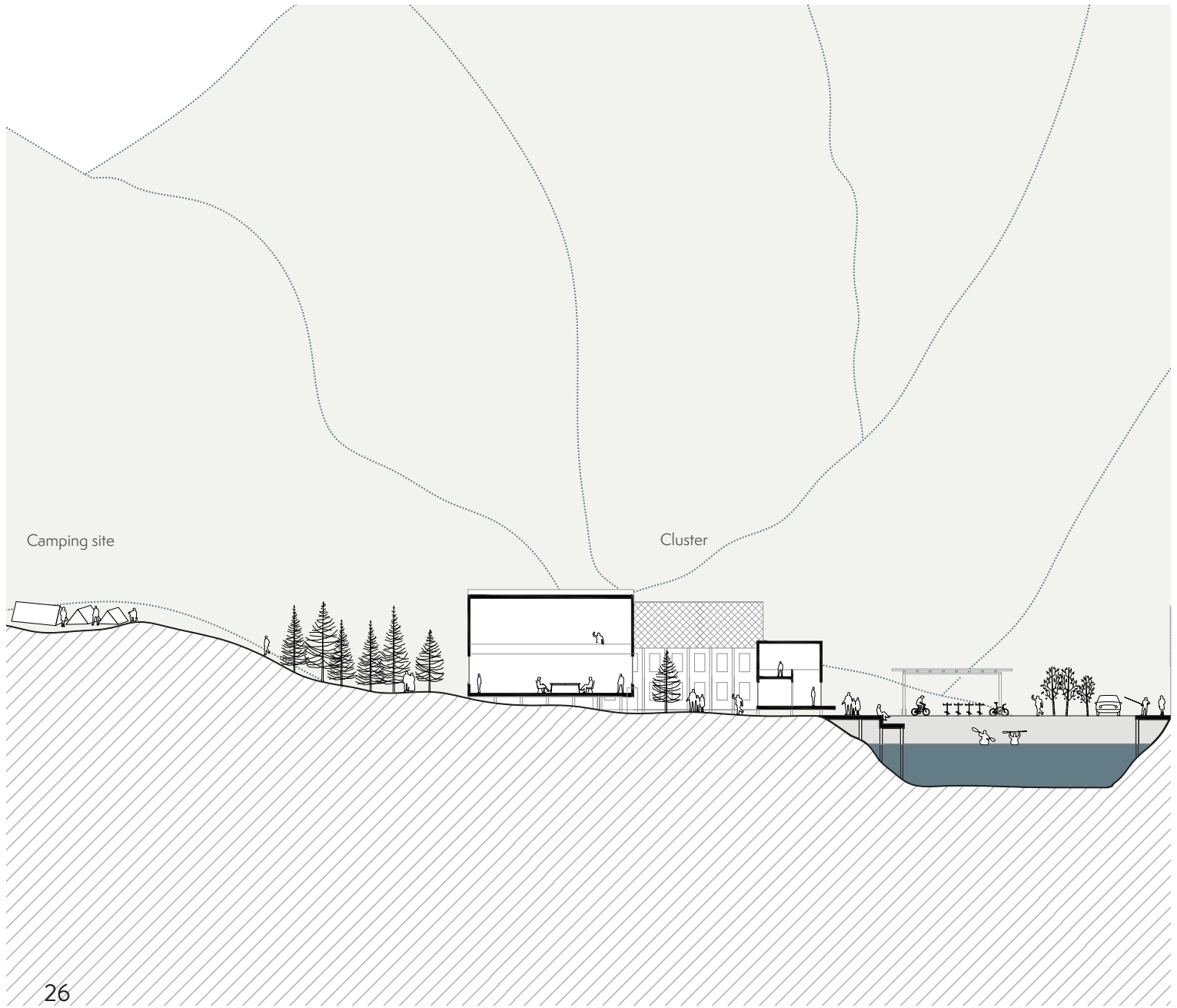


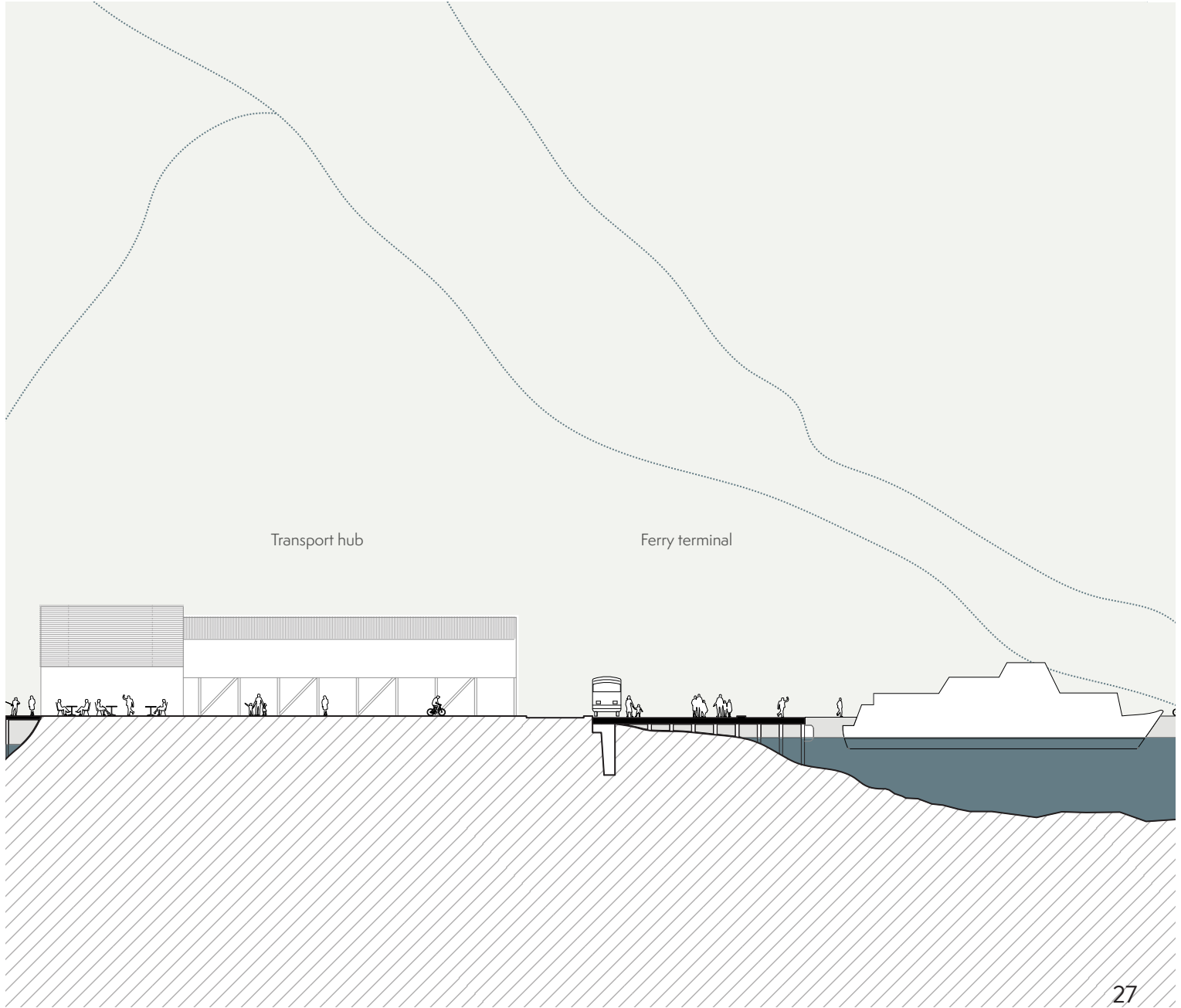
- Existing buildings
- New buildings
- Pavillions
- Parking

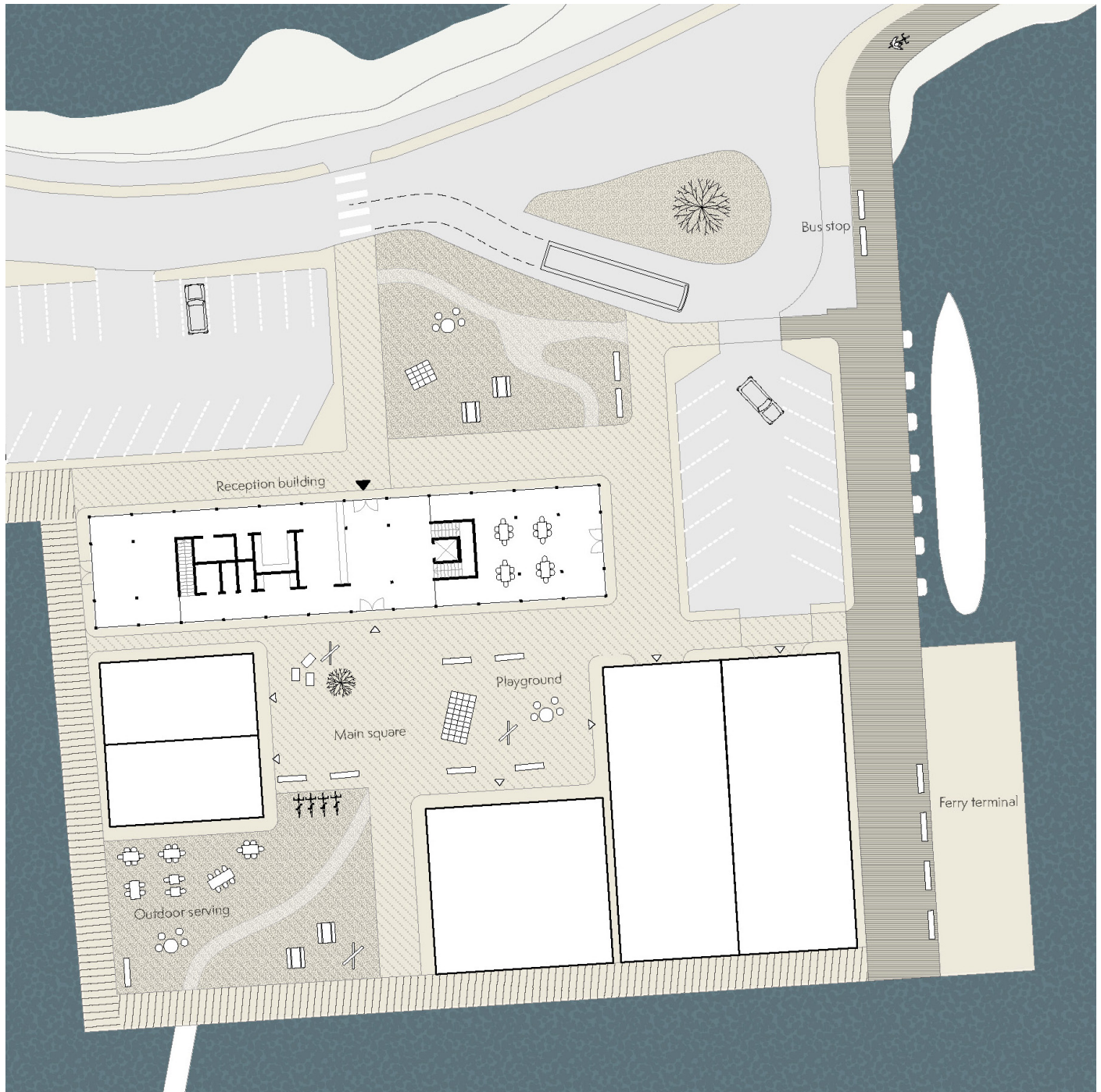




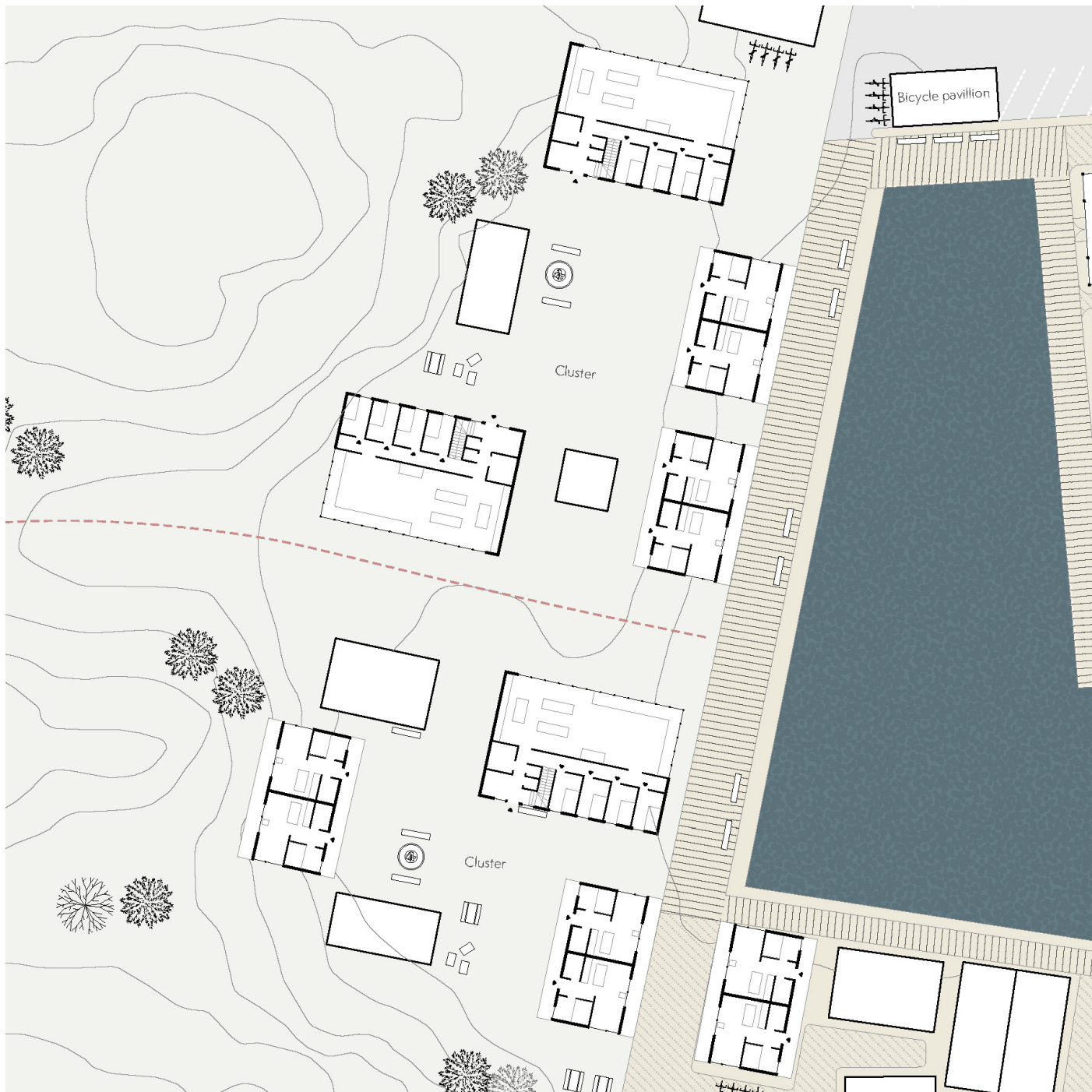
| *Plan* |







| *Transport hub* |



| *Tourist clusters* |





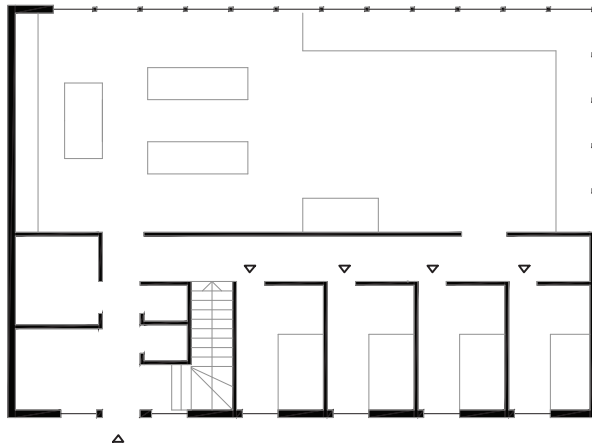


## | Typologies |

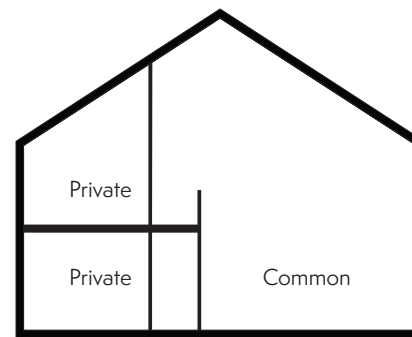
### Common building 1:200

150 m<sup>2</sup>

Private bedrooms. Common livingroom, kitchen and bathroom. Shared service facilities.



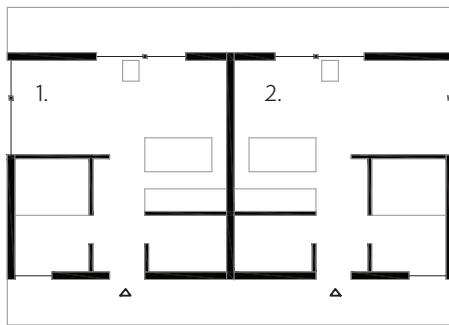
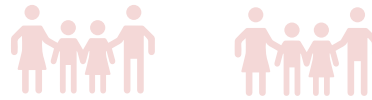
Ground floor



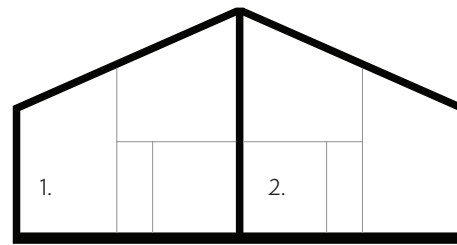
Section

**Harbour houses 1:200**  
60+60 m<sup>2</sup>

Private houses for 2-4 persons. Private kitchen, livingroom. Shared service facilities.

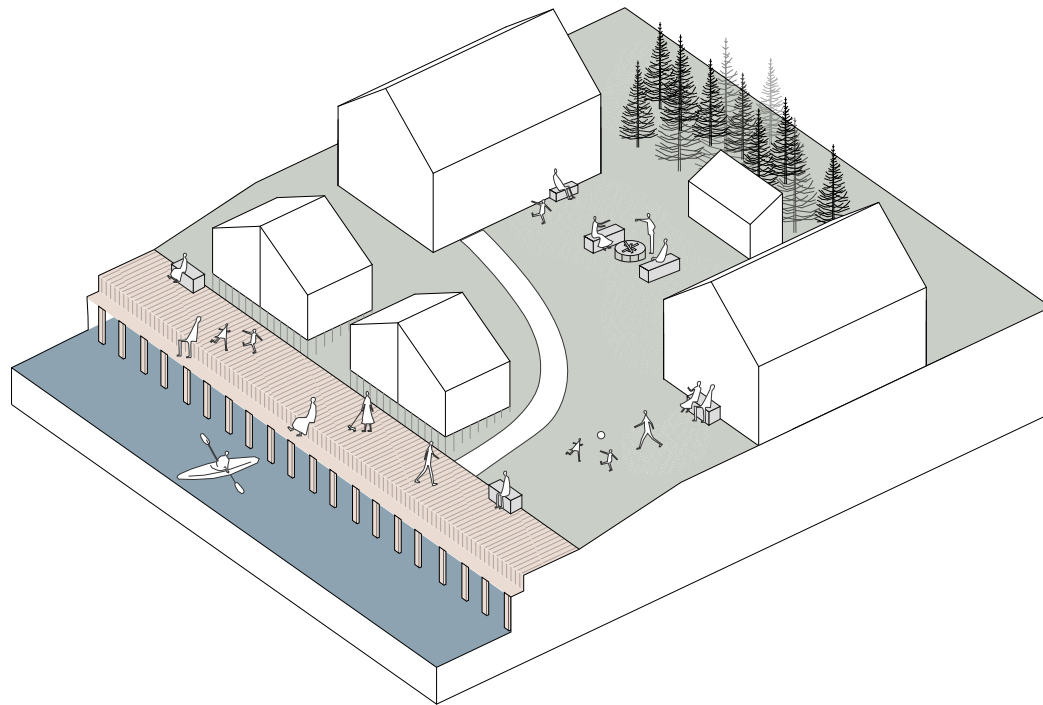


Ground floor

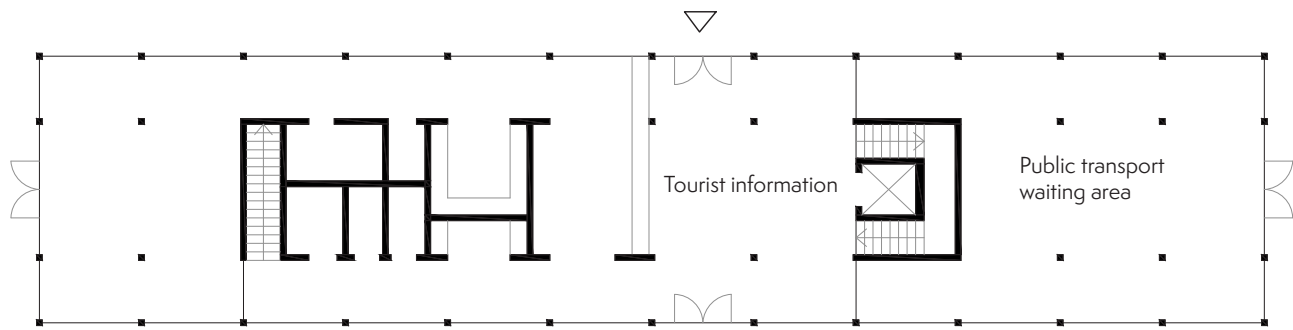


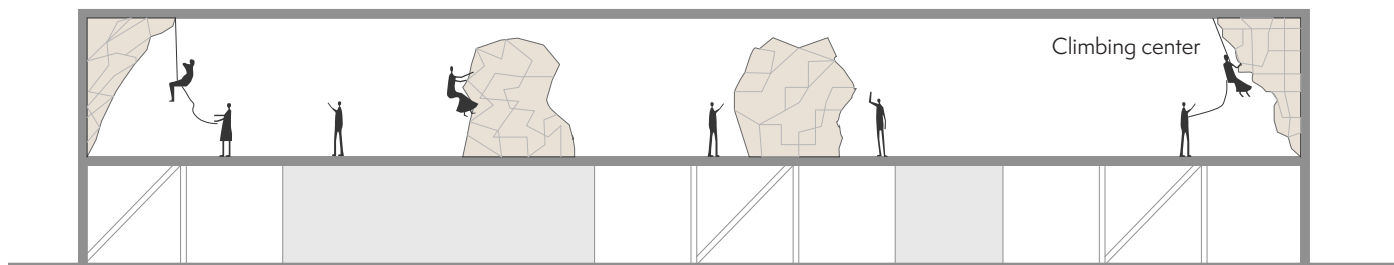
Section

| *Isometry* |



| Reception building |



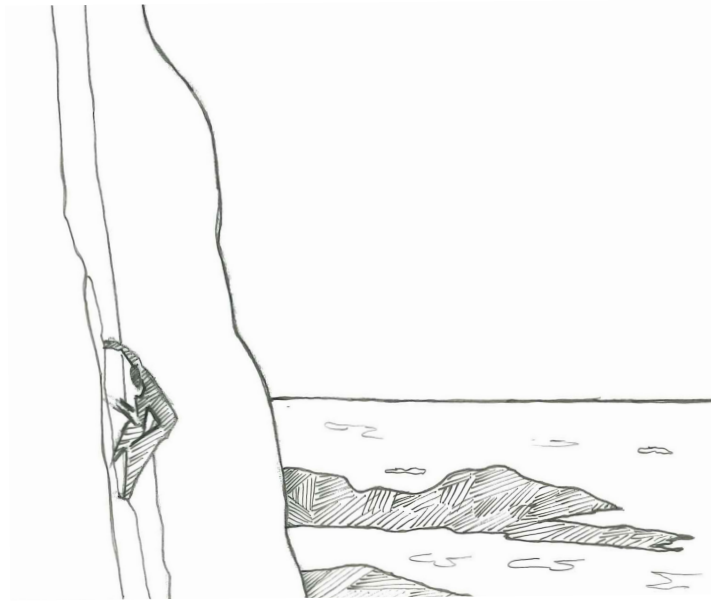


## | *Geology* |

Lofoten is especially known for its high mountain peaks reaching all the way out the ocean. The area of Henningsvær is known for its solid granite - a rock that has made the area into a world class climbing destination. With a high content of Kalifeltspat, the granite has a characteristic red glow.

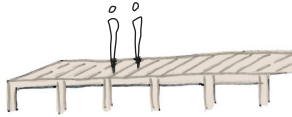
The local vegetation at the site is "Havstrand-Svaberg". Characteristic for this landscape is that it is less suited for vegetation growth. With the ocean close by, the vegetation has to tolerate the saltwater and the rough onshore wind. Hence, there are relatively few species that can survive in these harsh environments.



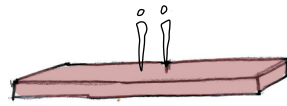




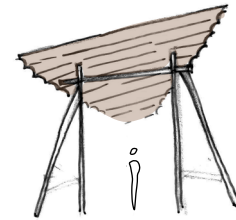
## | Materials |



Historically, the wooden harbour was the main public area in the Fiskevær.



The pier for the ferryterminal is made of concrete with a red glow, relating it to the colour of the local granite.



Corrugated iron is frequently used as roof cladding around Lofoten, suitable for the harsh weather.

## | Vegetation |



Fjellsyre  
*Oxyria digyna*  
Height: 10-25 cm



Strandrug  
*Leymus arenarius*  
Height: 50-100 cm

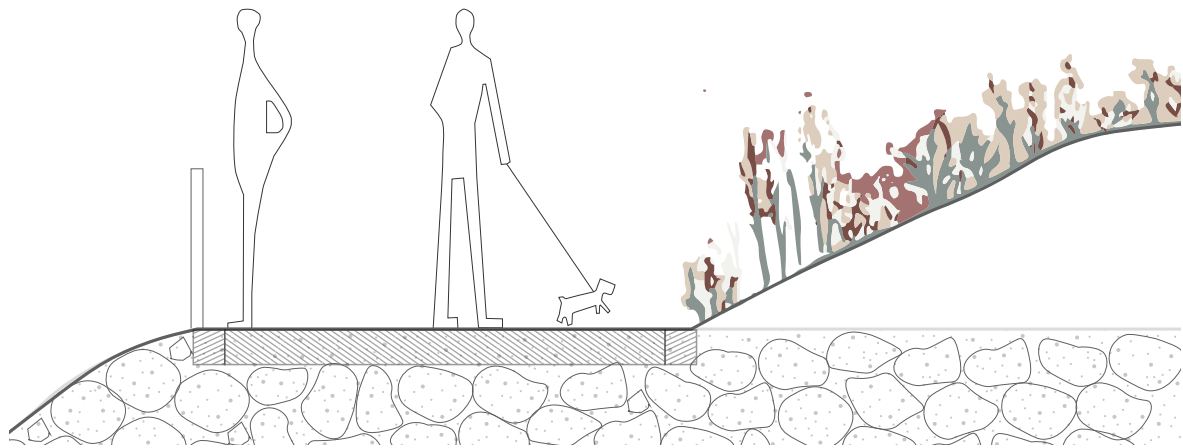


Ullvier  
*Salix lanata*  
Height: 80-150 cm



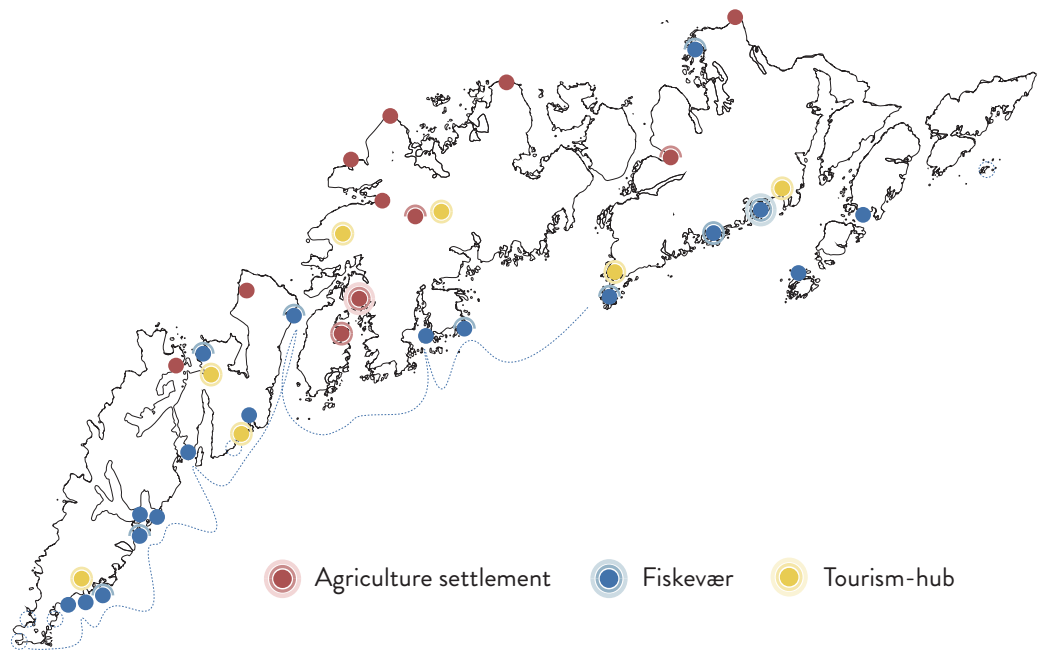
Østersurt  
*Mertensia Maritima*  
Height: 5-10 cm

| Coastal path |



## | Epilogue |

Something I found interesting while working with the traditional settlements in Lofoten, is that the settlements have occurred because of the existing recourses and natural conditions available at the specific site. One might say that the settlements are very much site specific, and well suited for only that exact site. Nevertheless, it also works as a more general kind of settlement, easily transferrable to other sites. The fact that “fiskevær” is found all across the Lofoten Islands implicates that this typology functions as a type that is easily multiplied and repeated. This idea is further strengthened when we consider the complexity and randomness of the geography of the sites on which the “fiskevær” are located. With this in mind, it would be interesting to consider the tourism-typology, shown in this project, the same way. Could it also work as a more general typology? Creating solutions to the challenges which the tourist industry brings with it in places like Festvåg, while keeping its typological rules of organization as basis. Maybe the “tourism-vær” could help to reduce and improve the situation of urban sprawl that we see in Lofoten today? I chose to work with Festvåg because this is a site where the specific recourses needed for the tourism industry already exist. Furthermore, Festvåg with its outdoor activities, is only one of many places of this kind in Lofoten. Maybe the “tourism-vær” could be a way to solve the challenges of tourism other places in Lofoten as well, and create an organized network of “hubs” around the Lofoten Islands in the future.







Studio Lofoten  
Åsne Kvalnes

