

FINDING A COASTAL IDENTITY

PROGRAM

ORIENTKAJ: A CONTEMPORARY FISH MARKET



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PROJECT STATEMENT

A COASTAL TOWN WITHOUT FISH

1

Our experience of the world and how we perceive it can to some extent be linked to the knowledge of different places. Knowledge of a place is usually needed in order to organize our experiences of the world. It is practical everyday knowledge that helps us to differentiate, and respond to various places.

Edward Relph wrote in 1976 “To be human is to live in a world that is filled with significant places: to be human is to have and to know your place.”

Relph identifies places as **authentic** or inauthentic and makes a direct connection between mobility and inauthentic places. With various forms of increased mobility together with “mass culture” and new technology places become more alike across the globe. Businesses like fast food chains, shopping malls, airports and hotels are more or less the same and the significance of place is fading. Their mobile buildings and interiors are symbolically detached from their local surroundings and are therefore contributing to a diluted **identity** of places.

How do we construct places when new identities are being constructed and deconstructed faster and faster within modern realities? Should place and **mobility**, instead of working against each other, work together, like intertwining elements, in order to help us define certain places?

To say that something is authentic or inauthentic is easier said than done. We believe that today, when places are entangled with global flows of people, **signification** and things – mobility and place can be argued to change our apprehension of time and space. Place is not necessarily bound to a certain location or time. Mobility and place now work together in order to help us define certain places. Knowledge of place will look different from one person to another. Even though place is hard to define, we believe in the importance of places identity, and how one to some extent can give meaning to place.

To understand how mobility can work in advantage of place we will look at Scandinavian **fishing villages** and ports, an increasingly disappearing cultural heritage, where mobility has been crucial to the significance of place.

Copenhagen is continuing to develop and connect the city to its once industrial waterfront. Local port communities in Sydhavn and Nordhavn are forced to move, as development starts to push a culture full of traditions out of the city, on behalf of new housing. As the waterfront turns from industrial to recreational, is **coastal identity**, traditions and its people disappearing in the process? While the city re-invents itself once again places like Gammel Strand contain a story that is visible through architecture and time, whereas new districts like Nordhavn, Sydhavn and Lynetteholmen seem hungry for place, character and culture.

With the new district of Nordhavn emerging, can a fish market contribute to identity and sense of place?

What does it mean to live by the water today, how does it become more than a pretty view?

How do we express the characteristics of coastal culture by interpreting traditions, forms and material in a new structure?

Can the place be mobile and still have its own characteristic and identity?







FIGURE 1

THE SITE OF ORIENTKAJ SEEN FROM THE HARBOURBUS, FEBRUARY 2023.

TERMINOLOGY



TERMINOLOGY

2

MOBILITY AND PLACE

We use the terms mobility and place linked together based on the reading of mobility as a crucial aspect that intersects and influences place.

Doreen Massey argued in 1994, that places are not areas defined by boundaries on a map. Rather, they are 'articulated moments in **networks** of **social relations** and understandings'. Crucially, in these globalizing times, she continued, 'a large proportion of those relations, experiences and understandings are constructed on a far larger scale than what we happen to define for that moment as the place itself, whether that be a street, or a region or even a continent'.

Can a place be mobile and still have its identity and characteristics? Historically and looking at the way fishing villages are constructed the balance between mobility and place is clear. Fishers move daily or seasonally. While some stay to work in fish plants, schools and other jobs, others leave the village to work at sea, pursue higher education, go shopping or leave for weekends and holidays. This **dynamic** makes the village highly mobile and constantly moving. In these types

FIGURE 2

FISH HOUSES ON WATER IN KOLDING, PHOTO TAKEN IN 1941. KOLDING CITY ARCHIVES.

of places one could argue that the meaning of place lies in the dynamic people rather than the place itself. The mobility aspect represented by aspects of **traveling individuals** and households can be counterbalanced by the community aspect represented by festivals, talking about them, meeting and conversations. The stories and memories function in a way as an identification of space and give meaning to place.

POROSITY

The term **porosity** within architectural context was first used by Walter Benjamin and Asja Lacis in reference to Naples' urban characteristics – spaces merging into each other and providing the **backdrop** for the unforeseen – improvisation as a way of life. It has since then been used increasingly conceptually. The term refers to the overlaying and interweaving of spaces and structures, to urban textures and their architectural properties and qualities - to cities with radically mixed urban functions.

PERMEABILITY, SPONGE, DILATION

Porosity, as defined by architects Bernardo Secchi and Paola Vigano, is the 'ratio between the volume devoted to flows and the total area'. Along with permeability, it forms a measure of the openness of the territory. This openness is expressed in, among other things, the city's capacity to accumulate meaningful places (as a mechanism of **cultural exchange** and appropriation), its natural tendency to act like a sponge (as a means of restoring ecological and hydrological resilience) and its internal dilation (to improve circulation, accessibility and mobility).



CONTEXT

• nordhavn fishing port

• københavns fisketorv

• orientkaj 2023?

• torvhallerne

• nyhavn

• gammel strand 1700-1958

• fisketorvet 1958-1999

• sydhavn fishing port

FISH MARKETS IN COPENHAGEN

3

Denmark's location between the North Sea and the Baltic Sea, by Øresund, Kattegat and the belts - with bays, fjords, lakes and streams – is a natural prerequisite for fish as food for the country's inhabitants.

The history of fish markets in Copenhagen is long. They have existed in different shapes and sizes, and have been found in the city since the middle ages. It has been an important part of the city landscape up until the late 1990s. But since the relocation of the public market at Gammel Strand in 1958, the public has had less chances to buy fresh fish at a market. It was pushed further and further out of the city center, ultimately leading the exchange of fish to diminish, and a once open trade industry turned into a closed industry for wholesale trade only.

These days there are few places to buy fresh fish in the city, and the exchange of fish will for most people happen in the local supermarket with fish imported from other places.

The following pages will take a look at two important locations.

HISTORIC CONTEXT



GAMMEL STRAND 1700-1958

3.1

Gammel Strand, once the coastline in Copenhagen, was the main sales site of fish in the city from around 1700 to 1959. The market by the canal was known for its sellers. "Fiskekonerne" or "Skovserne" were wives of fishermen from Skovshoved. Their role involved carrying fresh fish off the boats and bringing it through the canal to sell at the market in the city.

Pictures from the fish market may convey an **unstructured landscape** of sellers and buyers, but there was a regulated plan for the market. It was open from 06.00 to 14.00 on weekdays and consisted of 1.200 m², where 960 m² was operated by sellers. By the end of 1930 the area was divided between 132 tables, where 67 were reserved for fisherwives, 27 for port traders, 22 for commissioners and 16 for non-returning sellers - fx fishers that on occasion would show up.

Though the market was popular, it had many weak sides. It was **outdoors** - all year round. This was a problem for cooling the fish properly. No offices or meeting rooms meant that many deals would have to be done within small bars and restaurants in the neighbourhood. But the biggest problem was the weathers detrimental influence on the fish, proving to make the market an unstable business.

FIGURE 3

FISHERWIVES SELLING FISH AT GAMMEL STRAND, PHOTO TAKEN BETWEEN 1940-45.

HISTORIC CONTEXT



FISKETORVET 1958-1999

3.2

The fish market at Gammel Strand was officially moved in 1958 after 152 years of talking. The move marked a shift in the type of trade, as it went from selling to private buyers to now only selling to **wholesale traders**. The market was now **closed** for the public. The fishermen's wives protested the move and reinstatement, and were given a deadline of five years extra at Gammel Strand.

3-4000 fishmongers marched in unison through the town wearing their white coats. The characteristic wooden barrels with fish were gone from the city center. Tied together in long lines they were dragged through the canal. The boats were decorated with danish flags for the occasion. Many Copenhageners stopped, watched the procession, and rejoiced on behalf of fishermen and fishmongers.

The convoy with fish barrels went to the new fish market in the southern part of Gasværkshavnen off Dybbølsbro. A modern sales hall had been built there, which was 3,100 square meters in size. Finally they marched into the first of the halls where welcome speeches, wine and wreath cake awaited.

FIGURE 4

INSIDE THE FISH MARKET ON DYBBØLSBRO, PHOTO TAKEN IN 1978.

HISTORIC CONTEXT



FISH IN DENMARK

4

Kitchen maids from the oldest times and archaeological tool finds bear witness that they ate cod, eel, flatfish, herring, oysters and mussels. Moving up to the time of written sources, we know that herring fishing in the Middle Ages (1000-1536) was an important export item.

During the 1600- and 1700s, however, it lost importance, and so the fishing stagnated. It was almost exclusively coastal fishing with small boats, and the market was restricted to the nearest catchment. In the 1700s, there were only a few fishermen, and it could hardly be referred to fishing as an independent profession.

From a socioeconomic perspective fishing was of minimal importance. There were fishermen on the coasts, but fishing was mostly a secondary occupation. There are people in church registers listed as fishermen, but many were also listed as farmers. Fishing was in some cases the last resort for people who could not find other ways to provide for the day and the way.

Exports primarily consisted of salt and dried fish, but it was very small quantities. The wet climate was not suitable for producing good dry fish, and in general, Danish fish products were regarded as second-rate products. However, in the early

FIGURE 5

FISH SHIPPED TO QUAY IN HIRTSHALS, PHOTO TAKEN IN 2021.

1800s herring fishing flourished in Limfjorden, but after the North Sea broke through at Agger Tange in 1825, fishing for herring was over. It took many years before the Limfjord fishermen changed to catch plaice and eel, which became one part of the fjord's new **ecosystem**.

From the middle of the 1800s, there was more and more fishing due to new tools and fishing methods. A major breakthrough for the development of fishing in coastal areas took place in 1848, when Limfjord fisherman Jens Væver invented the spinner. In the years around 1840, they became the first deck vessels put into use in North Jutland, and it gave the opportunity to fish further afield in, for example, Kattegat.

FOOD CULTURE

Fish and seafood play an important role in Danish cuisine, due to the country's location on the coast of the North Sea and the Baltic Sea. Fish has been a staple of the Danish diet for centuries, with dishes such as pickled herring and smoked salmon being particularly popular.

Denmark is also known for its fishing industry, which supplies a variety of fish and seafood to both the domestic and international markets. Some of the most commonly caught fish in Denmark include herring, cod, and plaice.

In recent years, there has been a growing interest in **sustainable fishing** practices and the use of locally sourced ingredients in Danish cuisine. This has led to a renewed focus on traditional dishes made with fresh, locally caught fish, as well as new and innovative seafood dishes that showcase the flavors of the region.






cod



perch

8 of 34 officially registered fish species living in the harbour of Copenhagen. The results come from a study done between 2009 and 2015, but the number might however be closer to 100 species according to the municipality.



mackarel



flounder



eel



herring



garfish



trout

FIGURE 6

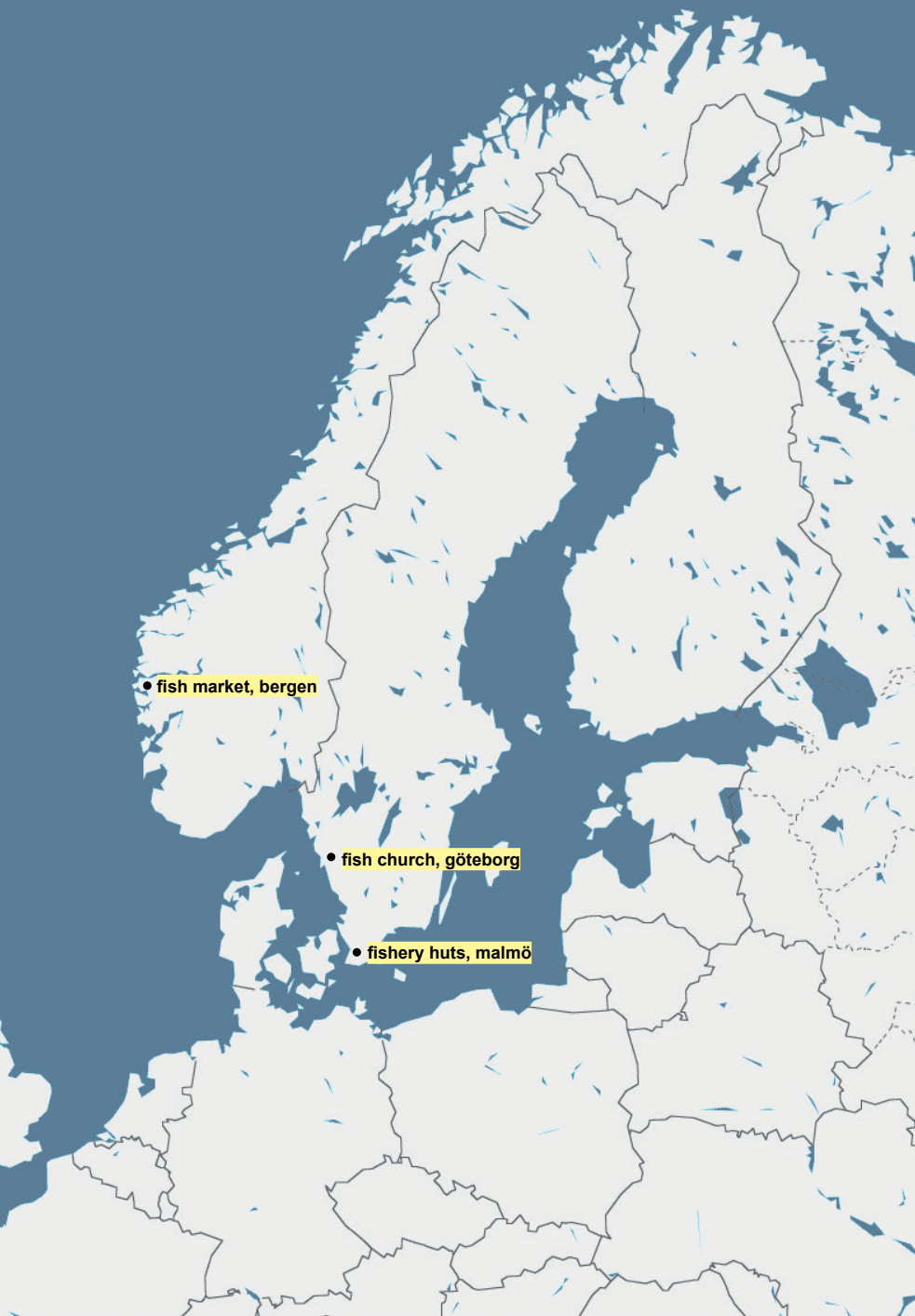
REGISTERED FISH SPECIES LIVING IN THE HARBOUR OF COPENHAGEN. SOURCE BY OG HAVN.

REFERENCES

• fish market, bergen

• fish church, göteborg

• fishery huts, malmö

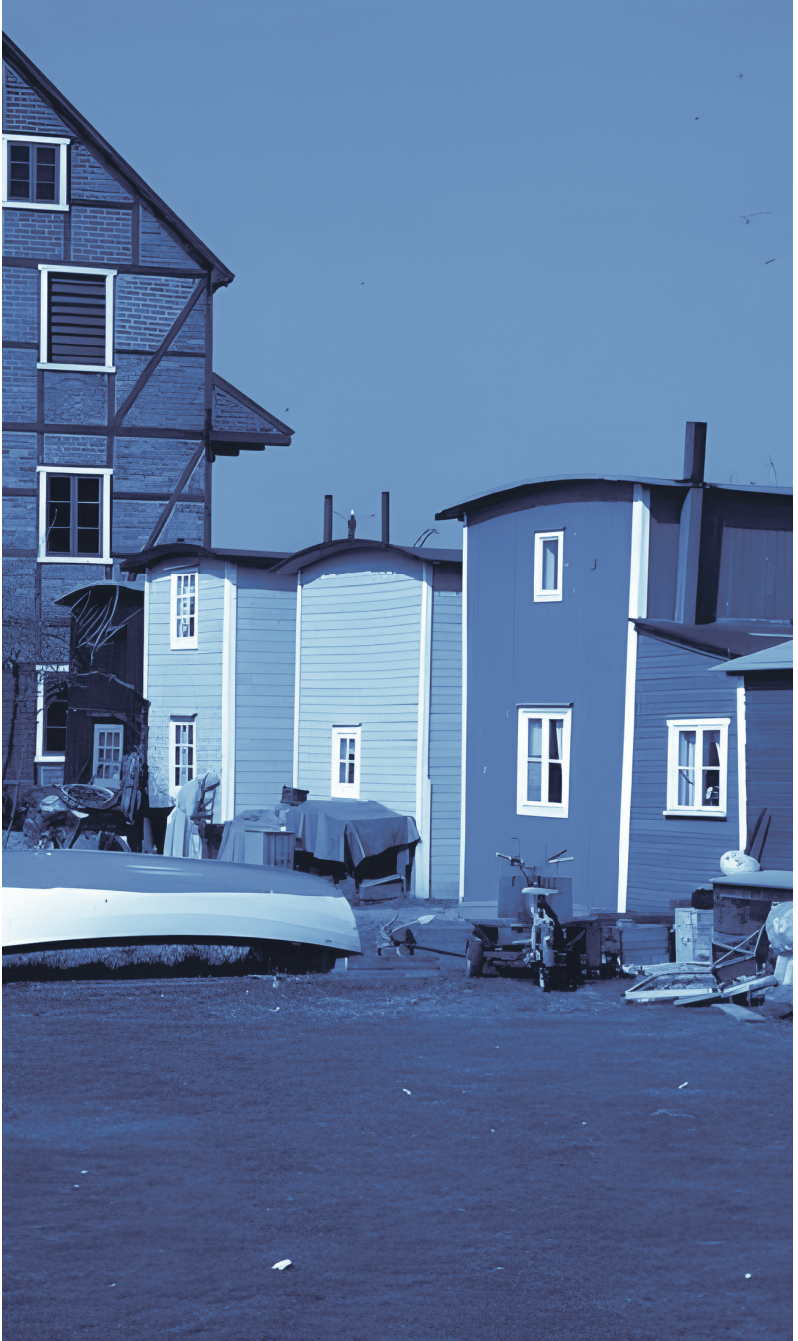


FISH MARKETS IN SCANDINAVIA

5

As part of our research we have looked at examples of contemporary fish markets in Scandinavia, to understand how they function and how they relate to their location. The following section will look at examples from Malmö and Göteborg.

REFERENCES



FISHERY HUTS, MALMÖ

5.1

The fishery huts in Malmö is a fish market that contains a long of history. The huts were constructed in the second half of the 18th century, but the tradition of fishing stretches back to the middle ages. Like many cities along the coastal line of Skåne, Malmö was once a small fishing village.

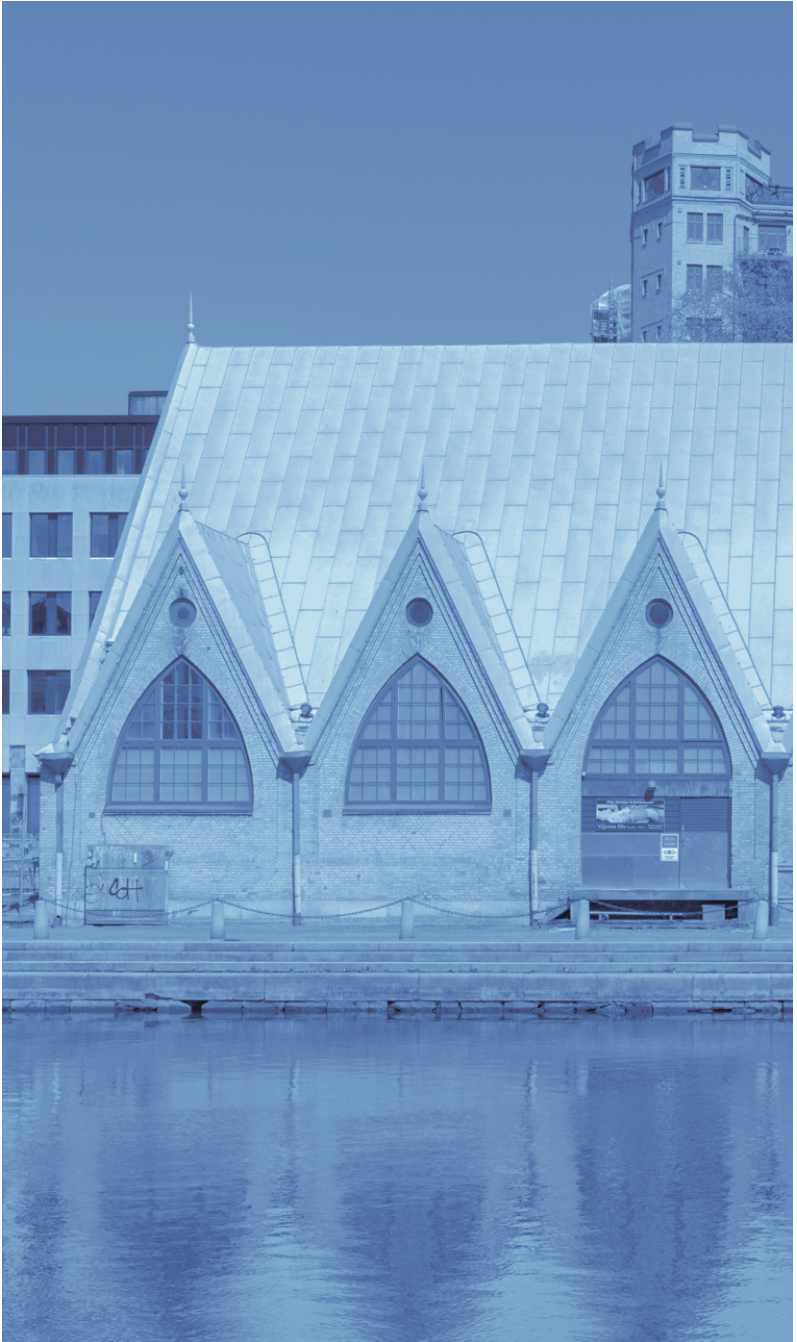
During the 1950s, the importance of fishing decreased for Malmö. The fish was imported and the trade was taken over by wholesalers. The huts were threatened with closure, but the few professional fishermen who were still active donated their huts to the museum of Malmö with the proviso that they would be allowed to use the sheds during their lifetime. The huts were **relocated** to a new area, but the identity of the **fishing community** was, at a smaller scale, kept intact.

Today the small scale fishermen fish and sell their own fish and meet consumers face-to-face. Freshness is a key quality parameter to achieve, and the fish is carefully selected and fileted. In addition, the fisherman has direct contact with the customers when they come to pick up the fish. Keeping the customer happy, as well as satisfying customers' concerns for the marine environment, thus become necessary aspects of this fishing practice. In return, the fisher is paid a remarkably higher price per kilogram of fileted fish.

FIGURE 7

TRADITIONAL 18TH CENTURY FISHING HUTS IN MALMÖ ARE NOW USED FOR AN OPEN-AIR FISH MARKET. SYDSVENSKAN, 2018.

REFERENCES



FISH CHURCH, GÖTEBORG

5.2

The fishing church in Gothenburg was inaugurated in 1874. The characteristic appearance of the building was created by the architect Victor von Gegerfelt.

Over the years, the fishing church has developed into Gothenburg's leading place for selling fish and shellfish. **Inside** there are two restaurants where the visitor can order seafood platters and fish dishes. You can also order catering with sandwich cakes and platters of various kinds. They have a large selection of locally caught seafood and is the place to go to buy fresh crab, monkfish or plaice. When buying fresh produce from the sea, you also get **recipes** and information about the preparation.

FIGURE 8

FISKEYRKAN IN GÖTEBORG SEEN FROM THE PORT. PHOTO TAKEN IN 2021.

REFERENCES



FISH MARKET, BERGEN

5.3

Torget in Bergen, often called Fisketorget, is an area in the heart of the city that has been used as a market since early in the city's millennial history. It is especially known for the sale of fish and seafood, and has become a major **tourist attraction** in recent decades.

As both a coastal and trading city, Bergen has always been a place where fishermen have come to sell their catch. Many people from Bergen still have a nostalgic relationship with Fisketorget as a place where you could buy fish straight from the boats that lay by the quay, or live fish from basins on land. Changing requirements for **hygiene** and control together with a change in people's shopping habits led to a reorganisation and decline in the business on Torget. Today the market varies greatly between the summer and winter seasons, where tourism dominates the outdoor market in summer, while activity in winter is limited to indoor sales in Mathallen, which was completed in 2012.

FIGURE 9

THE FISH MARKET IN BERGEN SEEN FROM THE QUAY.



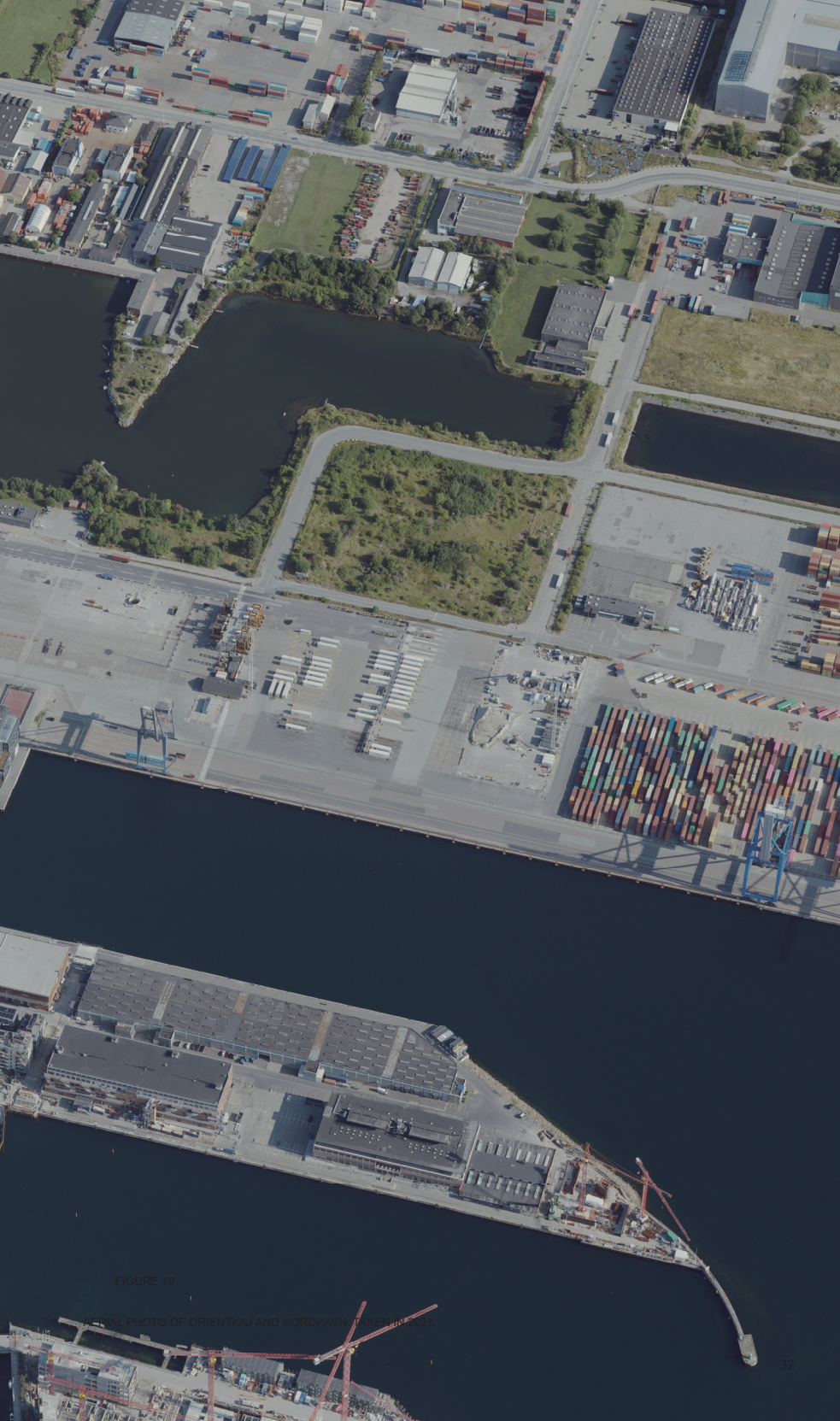


FIGURE 10

AERIAL PHOTO OF ORIENTKAIJ AND NORDHAVN TAKEN IN 2011

CONTEXT



A DISTRICT IN DEVELOPMENT

6

The urban development in Nordhavn is a **transformation** of the city's **industrial** port into a new neighbourhood, which according to the municipality, in the end will provide housing for 40 000 inhabitants as well as facilitate 40 000 jobs. According to the municipality the strategy for the development is to complete the district in different phases, the idea being that each completed area will have time to develop character and identity while the next plots are being built.

To understand the strengths and flaws of the new district we will be referring to terms from urban design theory regarding the porous city along with place-theory. This will be a helpful tool to read the current landscape, while simultaneously allowing us to speculate on the outcome of **future development** plans.

FIGURE 11

IMAGE FROM BY OG HAVN AND COBE, AN OVERVIEW OF THE FUTURE DISTRICT OF NORDHAVN.

SITE



ORIENTKAJ

6.1

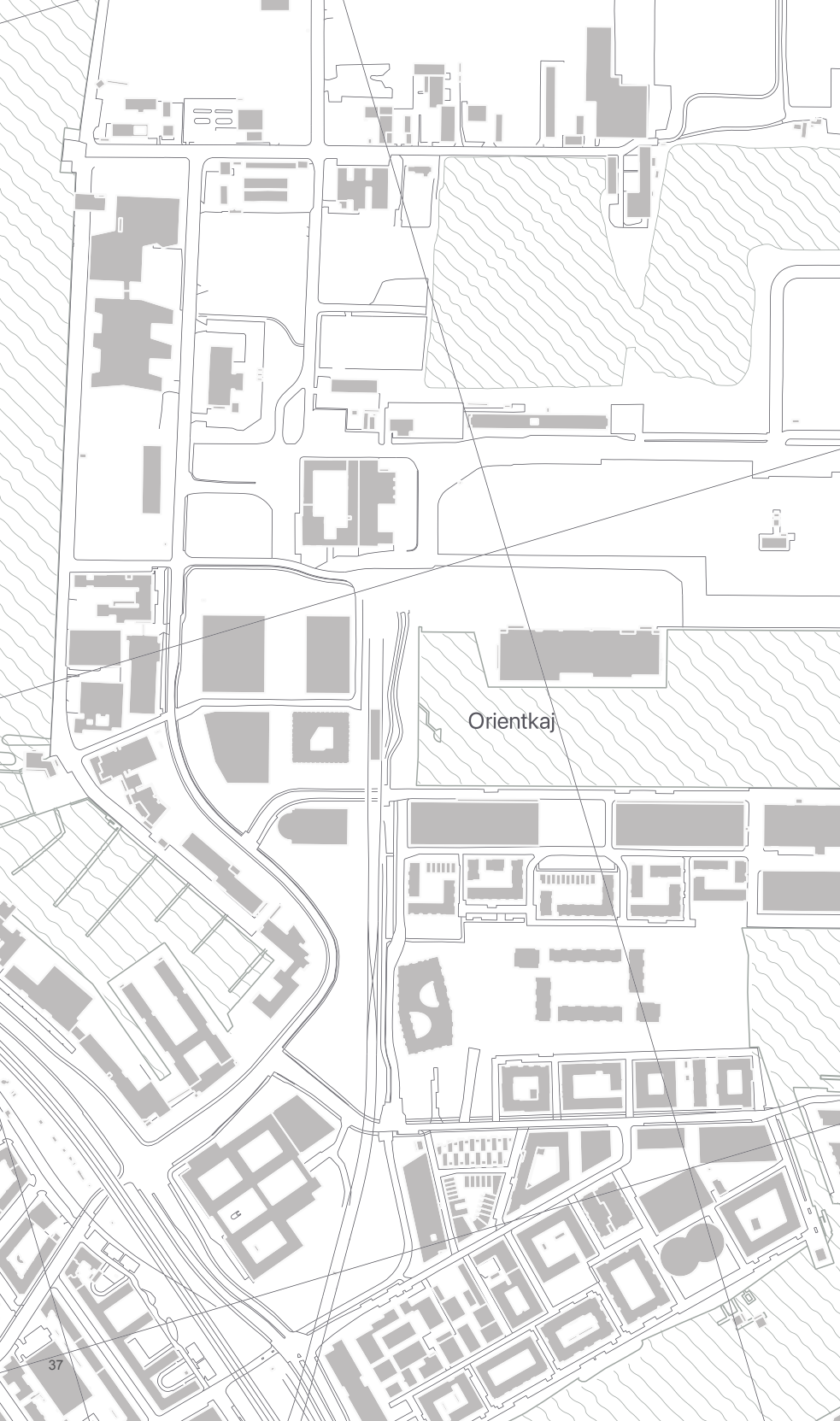
Copenhagen has one of the biggest **ports** in the Baltic sea. Orientkaj, as the name implies, used to be the port for ships sailing to and from south eastern harbours.

The site is accessible to reach from several means of transportation. It is the end station for the **harbour bus**, and creates a link to the port of Sydhavn.

It is also the end station of the current M4 **metro** line which takes you from Gammel Strand to Orientkaj, creating a link from the old fish market to the site in just a few minutes.

FIGURE 12

FACING THE SEA. THE SITE OF ORIENTKAJ SEEN FROM THE METRO.



Orientkaj

PROJECT FRAMING

7

We propose a contemporary fish market in the Nordhavn district of Copenhagen. The market is located on the waterfront at Orientkaj, a meeting place between the metro and the harbourbus. The project utilizes the mobility of the site by combining the market with the existing bustop for the harbourbus.

The aim of the project is to give the neighborhood a stronger cultural identity and create a meeting place for local inhabitants and visitors. By adding a structure that links the land to water, we want to create a connection between the citizens and the water. A public market which becomes Nordhavns face from the sea.

ADDING A NEW LAYER

Our proposal will be an addition to the neighborhood. A new layer of identity to the urban development in Nordhavn. We will find a starting point in the fishing villages and their place and mobility, while also analyzing the waterfront and looking at its structures and tectonics. Asking the question whether a study of this can be a method towards creating a dialogue with Nordhavn and the characteristics of these existing cultures.

MOBILITY AND PLACE

In order to create the space we will look into how mobility and place comes together. We want to explore how the two aspects

are crucial in the making of societies. And study attempts to reinvent places. Together with connections and the opening of new scapes, in order to sustain businesses, municipalities and people's livelihood.

POROSITY AS AN URBAN AGENDA

When working on a plot within the new development of Nordhavn we will be aware of how to integrate a proposal within the future masterplan. To understand the strengths and flaws of the new district we will be referring to terms from urban design theory regarding porosity and the porous city along with place-theory. This will be a tool to analyze the current landscape, while simultaneously allowing us to speculate on the outcome of future development plans.

SCENARIOS

We will be working with iterations and trying to speculate on different scenarios will be used as a way to move forward in the design process.

CONTEXT, SPACE AND DETAIL

To bind the project together we will be working across scales, tapping into context, space and detail.



PROJECT FRAMEWORK



METHODS

8

We see our project as being showcased in three or more books, along with models and drawings. The books will be a **collection** and **archive** of our research and process, and explore aspects that are fundamental in informing our design proposal.

PROGRAM

Introduction to the project. Vision, initial research and point of departure.

ATLAS OF COASTAL CULTURE

Research on coastal buildings, structures and culture in Copenhagen. Will be studied through photo registration and field work.

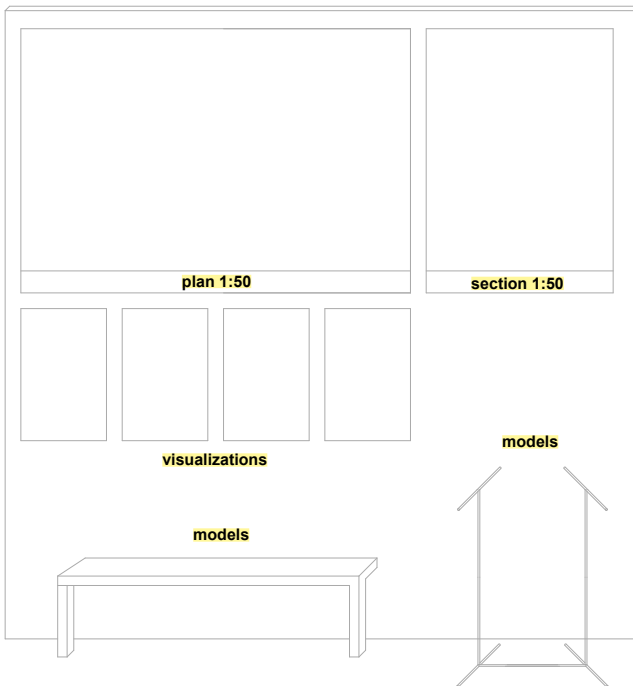
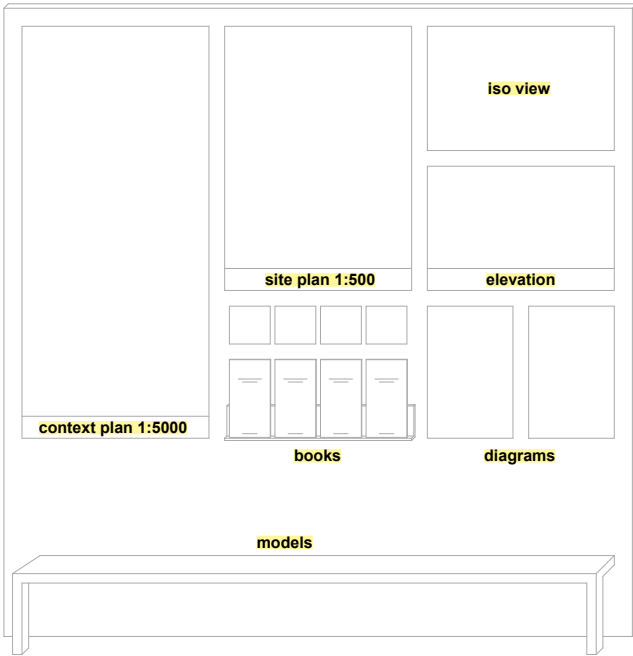
ETHNOGRAPHIC INTERVIEWS

We will be conducting field work through interviews, photos and anthropological studies.

DRAWINGS AND PROCESS

Tectonic studies will be conducted in different drawing types and scales. We imagine a book consisting of section, isometric and plan studies.

PROJECT FRAMING



PRESENTATION PLAN

9

BOOKS

Program, process and atlas

CONTEXT

Context plan 1:5000

Site plan 1:500

SPACE

Model 1:200

Plan/elevations/sections 1:50

Visual representations that describe spatial experiences of the Proposed spatial intervention.

DETAIL

Further developed 1:5 or 1:10 drawings: plan and section/
elevation that describe the imagined spatial situation(s)

1:10 or 1:20 model of spatial element(s) that is a fundament for
the makeup of the spatial experience

FIGURE 13

SPECULATIVE PROPOSAL OF FINAL EXHIBITION STRATEGY

APPENDIX



IMAGE GALLERY

10

The following section contains images of **Nordhavn**, the section is a visual introduction to the current landscape of the neighbourhood.

APPENDIX





APPENDIX









APPENDIX





APPENDIX





APPENDIX





APPENDIX





APPENDIX





APPENDIX





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IMAGE REFERENCES

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