

Short summary:

The intention of the Museum's New Building Complex is to be connected and linked to the listed buildings at the Western Railway Station in Vestbanen, the City Hall and the Radhusplassen Square. It is intended to reinforce the capabilities of the building heritage and the existing fabric of the city, so that the experience of Oslo is enriched by its own character. The proposal prioritizes the most optimal use of the historic heritage, both on its built architecture as on its public space. There is a potential link with the Fiord of Oslo, as well as with the peninsula between the two Pipervika and Bjorvika Bays, where the Fortress is located. After the finishing of the City Hall and its square on the 60's, a new connection was created between the urban and public area and the seashore on the west bay, Pipervika. The proposal aims to deep on this new connection with the seashore, to provide a new space full of vitality which continues the changing process started on the 60's, as well as to reinforce the cross relation with the western area, which has become since the 80's into one of the most valued areas within the Oslo city centre regarding economic and cultural activity.

It is proposed a strong link between the Museum's public space and the City Hall's open area, in order to reinforces a dynamic of pathways that finally connects with the stone-made fortress of Akershus. Therefore, the proposal means a flow on the open space that builds the seashore of the west bay, Pipervika.

The proposal also wants to provide a suitable connection between the urban development on the sea side around the Aker Brygge port area -an 80's expansion- and the city centre. This link is possible through the new axes of the proposal, which would move the visitor physically and visually from the National Theatre to the Aker Brygge harbor area.

The area of the National Museum is limited by Munkedamsveien and Dokkveien Streets and Dronning Mauds Gate, as well as by Radhusplassen Square, therefore it needs a different solution to each of these situations at the same time that it requires a compact image, an iconic proposal for the urban landscape of Oslo, which will show the inherent importance of this civic institution.

In order to achieve that, the National Museum requires an excellent architecture according to an international institution, but also taking in account the relevance and coherence of the listed buildings of the Western Railway Station. On that sense, the location of the New Building avoids getting close to the buildings of the station, in order to provide a complete view of these buildings as well as to preserve the experience of the public space around them. The accesses to the public areas of the proposal, as well as the accesses to the Museum spaces, are located on the most accessible levels for pedestrians in order to prioritize the urban experience of the public space, and as a result of an understanding of the Museum Complex as part of a urban continuity that goes from Aker Brygge all the way to Akershus festning. The volume and spatial programe of the building is based on a clear organization focused on a friendly use by the visitor, and foresees the use of the spaces independently and as a whole. This will avoid the detriment of accessibility to any of the spaces when another one is closed. Functional wise, the organization of paths is based on a double flow:

- Public flows which are attached to the East facade of the building, providing views on the listed buildings of the Western Railway Station, as well as on the urban landscape of Pipervika, specially towards the City Hall and the Akershus Festning.
- Private and technical flows attached to the facade along Munkedamsveien Street, which are due to exclusive use by the staff of the Museum.