SETTLEMENT

PLANNING POTENTIALS IN RURAL DENMARK

Mads Djurhuus, MA4-URB10, May 2016

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Master thesis project
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ABSTRACT

Under the title 'Settlement - Planning potentials in rural Denmark', the project seeks to describe and understand the contemporary development in the rural areas in Denmark and to evaluate the future potential of the rural settlement as a typology.

Through iterations of an integrated design process, the Danish rural areas in relation to the large urban regions are found to hold a potential for a landscape settlement typology. The relevance of the typology is based on the qualities of the local communities and its' relation to nature and picturesque Danish landscapes.

The prospect of the landscape settlement typology is illustrated through a design development of a specific site, between the 'Triangle Region' and Odense, determined by mobility and landscape relations.

CONTENT

Ill. 1.1   Danish settlements 2016.

INTRODUCTION

The structure of societies and settlements have been subject to changes over time: e.g. technology, resources, or politics have caused migration and structural changes. In a Danish context, the industrialisation of the second half of the 1800-century caused a great urbanisation trend which lasted until 1960ies. Here an opposite trend occurred, as changes in political structure, the economy, and the mobility allowed a general decentralisation and 'counterurbanisation'. The small communities thrived until the 1990ies, where the structural and migration centralisation trend has favoured the large cities up until today. (Anderberg et al 2009)

These cyclic shifts, where economy, job supply, and politics changes the attraction towards different areas, causes a number of challenges in both rural and urban region in order to re-configure adequate structures of society. Today, being respectively to accommodate growing populations in the cities and simultaneously to handle the natural decline which occurs when the population no longer matches the supply of dwellings and settlements.

Settlements with less than 1.000 inhabitant, generally are facing the severe challenges regarding population shrinkage and the discontinuation of public functions. (Groth & Fertner 2014) One trend is sure more positive than the other, and while the method of planning for growth and revitalisation have been well tested and facilitated for several decades, the decline management is diffuse issue in a democratic Danish context.

The migration patterns intensifying the large urban region is a symptom of a geographical reconfiguration rather than an urbanisation trend, since already more than 85 % of the Danish population live in what we regard as urban settlements. Still, 20 percent points of the 85 % live in settlements, with less than 1.000 inhabitant, facing structural challenges due to this geographical reconfiguration. (DST 2014)

The described trends beg the question of the future relevance and prospect of the rural settlement as a typology. For this, an investigation of the settlement qualities and conditions should suggest in which form the rural settlement could remain its' relevance.

Ill. 1.2   Decline, unknown location.

The rural decline is explicitly visible when dwellings, either solitary or in rural settlement, are suffering from decline. This has had the effect of turning into a negative spiral in certain rural settlement.

Simultaneous to the decline of small rural settlement a number of cities expand the urban boundary and recently in ways to bring the new inhabitant closer to nature. Shown to the right, the project of Ringkøbing K extends the resonably solitary city into picturesque surroundings near the local fjord.

Ill. 1.3   Urban extention surrounded by nature, Ringkøbing K.

FOCUS

The project departs from an understanding of the general currents in Denmark which today generate simultaneous growth and decline, to understand the current effects of recent planning and development within the Danish society.

This general understanding will be mapped in a geographical form based on the patterns of planning and migration which create differentiated conditions for the respective part of Denmark. This geographical visualisation will then be the basis of an analysis which indicate the potentials of the differentiated zones, which is basis of discussing the prospects of the rural settlement as a typology regarding geographical location.

The qualities of the rural settlements are based on short case studies of the settlement which against the odds are relatively successful. These cases will suggest an characteristics which makes the rural settlement attractive and 'self-sustaining' in terms of population and sense of community.

The findings of the overall analysis culminates in a mapping of potential new rural settlement in the Danish landscape. One of the potential sites is then unfolded in a design proposal, based on the successful and desirable characteristics of rural settlement in the contemporary Danish context.

The intentions above are summarised in the the research question:

" *How can the rural settlement as a typology evolve in order to play for the future of Danish planning?* **"**

Problem

↑↓

Analysis

Theory

Synthesis

Drafting

↑↓

Concept

↑↓

Detailing

↓

Product
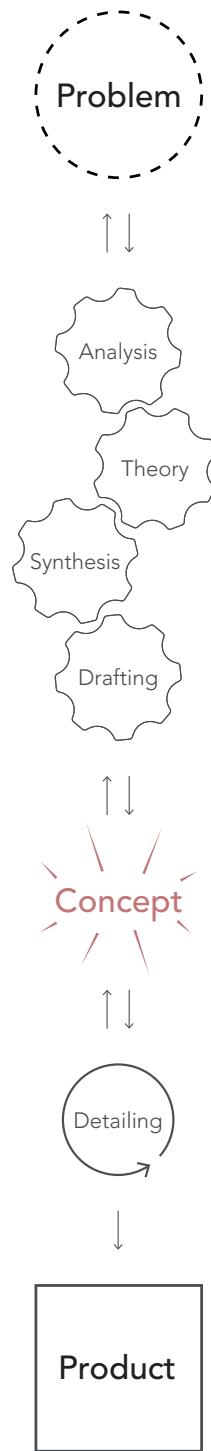
Ill. 1.4

METHODOLOGY

The project has been developed on a base of problem-based learning and an approach inspired by the 'integrated design-process', as described by Mary-Ann Knudstrup. The cyclic process has continuously revised the project elements, as the element aspects are explored or elaborated.

In order to understand the current developments in the within a Danish social, political, planning, and geographical context; empirical material of the project has been based on a series of article, books, and national planning documents. The material regarding national trends have been layered to create an image of Denmark to estimate the current development and the geographical segregation and to estimate the prospects of future planning in a Danish context.

The problems and potentials of the Danish rural settlement as a typology, has been explored through three case studies, which is structured from a case study understanding of Bent Flyvbjerg, to extract focus points for the development of new rural settlements.

The structural development of the settlement has been inspired by Kevin Lynch's distinction of urban element. The understanding of settlement social structure and mechanisms have evolved from an understanding of the social 'habitus' presented by Pierre Bourdieu. Finally, the design planning has been inspired by the thoughts of Sven-Ingvar Andersson regarding structural and human relations to nature and landscape.
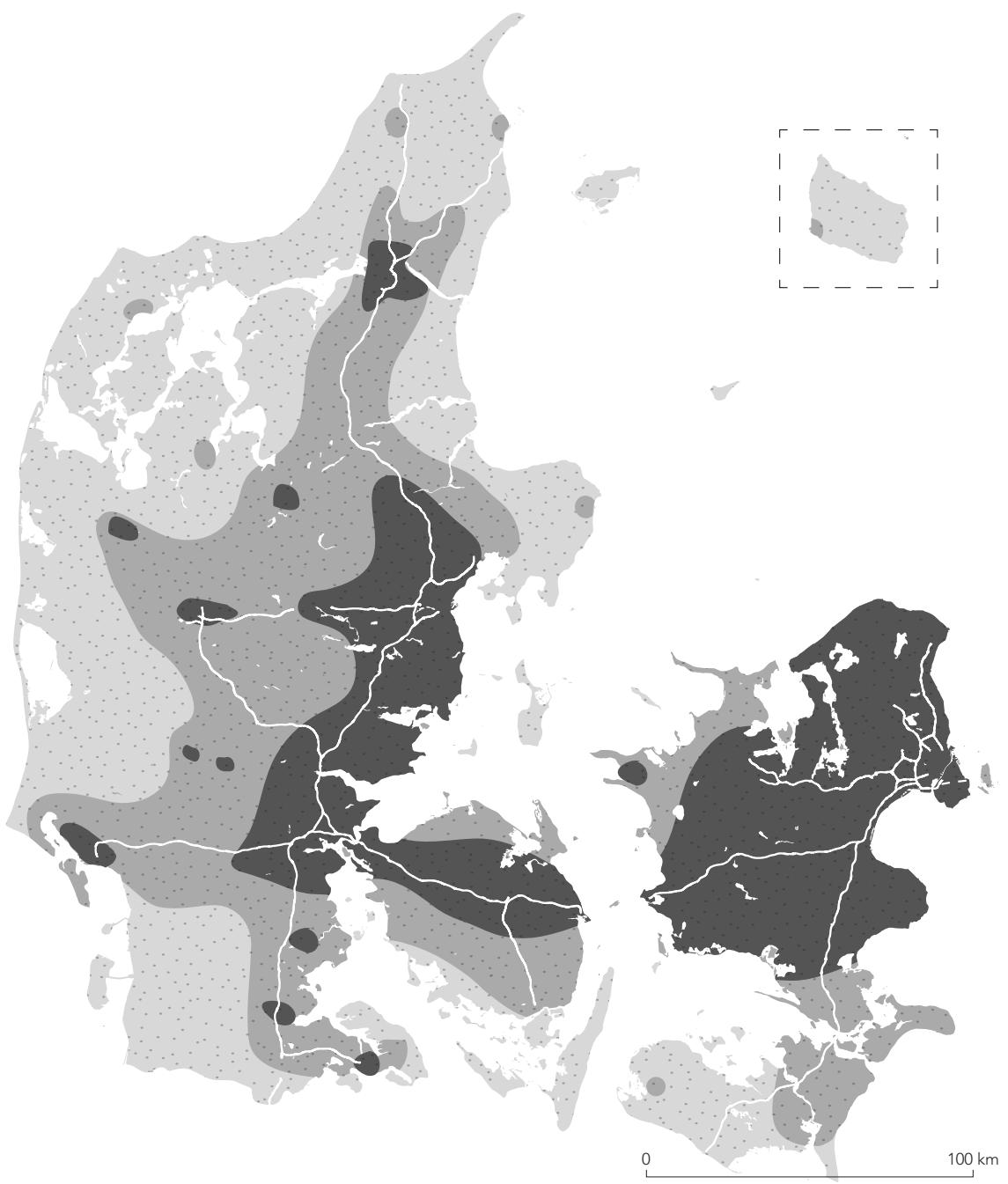
Ill. 2.1

CONTEMPORARY CURRENTS

Denmark can be split in three regions, shown in illustration 2.1, with different characteristics and development trends, and geographical location has had great impact on the development of Danish settlements over the last decades. The region which currently is prosperous, consist of an urban landscape stretched out between the largest Danish cities; from Aarhus over Fredericia and Odense to Copenhagen. Aside from this urban landscape corridor, most of the Danish cities with more than 40.000 inhabitants experience the positive effects of this urban landscape, either if located within the main corridor or in a solitary position. Contrary, the peripheral landscape of wide spread rural settlements and cities with low concentrations of workplaces, where the proximate cities have with less than 20.000 inhabitants are experiencing stagnation or decline. (Anderberg et al, 2009)

The segregated map, shown in illustration 2.1, visualises an estimated zoning of attractiveness in Denmark, based on job supply, educational facilities, healthcare, and mobility. This underlines the trend of centralisation and segregation. The map is the product of an overlayering of several national maps, of various trends and function concentrations, which can be seen in appendix A.

It is expected that the Danish urban corridor will branch along the national highways and to establish 'urban islands' in the proximity of e.g. Esbjerg, Herning and Aalborg. The development trend suggests that this corridor will further intensify, and as a result drain the other regions of human resources. This trend suggests that the geographical segregation is not about be turn into a uniform scenario, which suggests that the differentiation should be acknowledged and accepted to a certain extent, This acceptance should allow future planning to focus on local qualities where the diversity can be appreciated by a relative differentiation. (RealDania 2015)

The national mapping of illustration 2.1 divides the country into three categories of attravtiveness based on Danish mobility, job supply, educational facilities and the current migration trends. The illustrations shows a clear concentration trend in the urban regions and along the high class infrastructure which causes a series of problems and potentials in the Danish planning to come.

The politically determined mapping of the Danish infrastructure in the national planning report of 2013, mirrors the political focus on the large urban regions.

Ill. 2.2 'Political image' of urban and mobility infrastructure in Denmark in 2013.

The migration intensity and direction is expressed in the vector mapping which illustrate the overall migration towards the urban regions in an ongoing reconfiguration of the populations and settlements.

Ill. 2.3 National migration directions in 2014.

Recently political efforts have been made by the Danish government to turn the concentration trend by decentralising department and workplaces in various national institutes. The initiative extends to a little less than 4.000 workplaces, spread throughout the country, which has been communicated by the responsible minister as a statement and prioritisation to support growth and activity in the peripheral zones of Denmark. Yet, the causal effects of this operation is still unknown in relation to the general migration and decline trends, which the initiative is trying to address. (Altinget 2015, DR 2016)

CENTRALISATION

The Danish 'urban and rural landscape' has changed severely over the last 50 years due to changes in the national planning and shifting interests within society, especially regarding dwellings. Denmark experienced a massive decentralisation after the Danish Municipal Reform in 1970 which facilitated a wide range of decentralised public functions, when clusters of former socken districts were merged into new municipalities. In this period, the rural areas experienced the primary growth in Denmark and the migration trend was orientated towards the small settlements where people had the possibility of owning their parcel dwelling. The causal effect was an intensive parcel area planning in the context of small and medium-sized settlements, while e.g. Copenhagen in the same period experienced several decades of 'negative growth'. The Copenhagen migration numbers later went through cyclic up- and down trends, peaking in positive numbers in the years following 1991 and 2007. (Groth & Fertner 2013)

The national support of the decentralisation turned in the early 1990ies and ever since the national Danish planning reports have been supporting a general centralisation. Over the last 25 years, through the political national planning reports, the planning has stressed the focus on the urban regions in Eastern Jutland and around Copenhagen, as economic catalysts for the whole country. And since 1992 there has been an implicit planning-wise segregation of the country culminating in the report of 2006 which furthermore fuelled the informal distinctions and the public debate regarding the clash of urban and peripheral regions. (Tietjen 2009)
Recently, the focus and primary development has orbited urban regions and large cities in relation to 'high-class infrastructure'. National

Inter-municipal

Extro-municipal
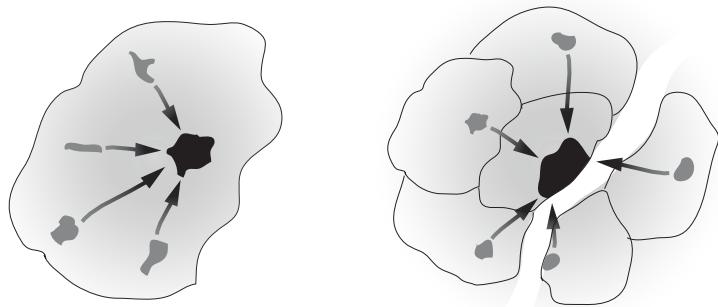
Ill. 2.4   Migration patterns to urban areas.

Counterurbanisation
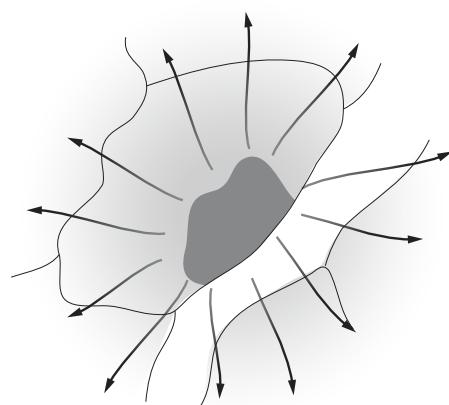
Ill. 2.5   Migration pattern from the large urban areas to rural areas.

investments in new public facilities, for example in relation to health care, has been committed to larger Danish cities, while also there has been a concentration of public and private workplaces in the same context. Furthermore the society has gone a transition from production to a knowledge-based economy in which the young generations have been attracted to the universities which also primarily are situated in the largest cities. This has led to a development where the new Danish settlement primarily has been planned in relations to the largest cities along the corridors of high-class and public transport, while the rural areas in the 'periphery' of Denmark has been 'drained' of functions, workplaces, and young people and where some municipalities have a disproportionately high percentage of elderly inhabitants over 65 years. (Anderberg et al 2015, RealDania 2015)

URBAN RECONFIGURATION

The main reasons which cause migration can be categorised in three; personal events (death, divorce, or children), work or education location, and dwelling desires (regarding house and environment). Likewise, the main types of migration can be categorised in three; 'rural to urban', 'urban to urban', and 'urban to rural'. The Danish 'rural to urban' and 'urban to urban' migration has recently been affected by reasons based on personal events and work or educational location, while the migration from 'urban to rural' primarily is caused by dwelling desires. (Anderberg et al 2009, p. 138)

Further, the migration trends can be geographically specified as the experienced tendencies can be described as respectively intro-municipal, extro-municipal, and counterurbanisation. (Ibid.) Elderly and adult singles, and families dominate the intro-municipal migration and they choose either to closest city or the municipal centre. The extro-municipal migration is dominated by the group of young people migrating to larger cities for education or work related reasons, but the same reasons also cause adult singles and families to migrate. Finally, the counterurbanisation migration is typically families which move to small cities or rural settlement in order to live closer to nature and realise their dreams in relation to housing. Rural settlements require significant local qualities to attract the counterurbanisation segment and a strong character is necessary to attract the intro- and extro-municipal segments which base the migration motivation on familiar relations. (Mouritzen 2016)
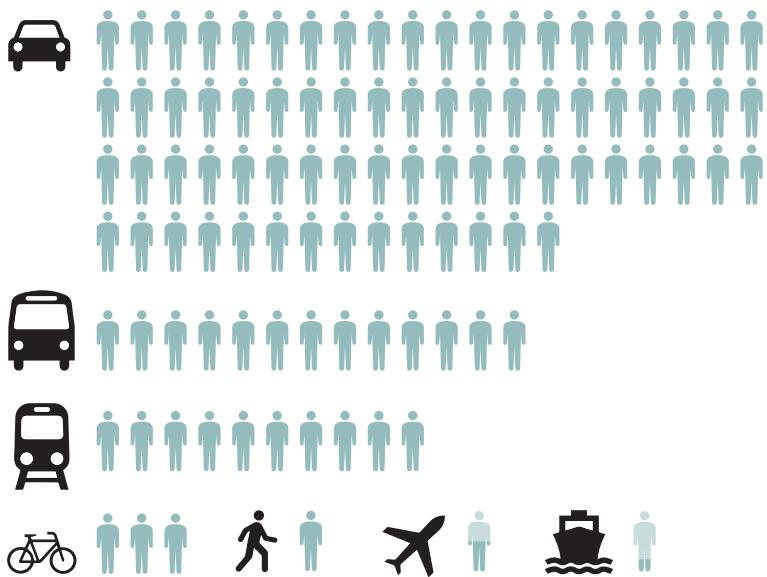
Ill. 2.6   Means of transport for Danish commuters in 2015.

The illustration shows the commuting to cities with more than 30.000 inhabitants from towns with more than 2.000 inhabitants..

Red is more than 25 percent. Brown is 10 - 25 percent. Rosa is 10 - 15 percent.

Ill. 2.7   Commuting to the largest Danish cities 2010.

18

MOBILITY EXTENSION

Car transit is the preferred means of transport for the Danish commuters due to a number of reasons, primarily regarding transit time, flexibility, and economy. Even with a series national investments in public transport, the percentage personal transport by car has increased and maintains its' dominance. The public transport is primarily effective in the dense urban regions, where bicycling also is a popular commuter choice, but the individual choice of the means of transport is primarily dependant on the time efficiency. Regarding bicycling, the tipping point of choosing either car or bicycle transport is estimated to be transport distances 15 kilometers, from which the car is preferred. (Anderberg et al, 2013; Christensen & Jensen 2008; Bil.di.dk 2016)

The transport means of the Danish commuters in 2015 were divided in transport by: car (74 %), bus (13 %), train (10 %), bike (3 %), walk (1 %), plane (0,5 %), and boat (0,2 %). These numbers express the dominance and the preference of personal transport by car with the flexibility and opportunities it generates. (Realdania 2015)

The extended mobility has had a great impact on migration, as the personal mobility provided by cars has dissolved the former scenario where the choice of dwelling would heavily depend on the location on one's workplace. The choice of dwelling location is now influenced by a complex composition of personal preferences where especially the housing prices in the largest cities motivate people to choose dwellings in the periphery of the cities or rural areas. (Ibid., Anderberg et al 2009)

The illustrations below show how
some municipalities have experien-
ced a severe polulation growth re-
garding specific age groups, during
the period og 2008 to 2011. The
severe growtn is regarded as more
than 1 % compared the the initial po-
pulation of 2008.

Age group: 15 - 24

0   25   50   100 km

Ill. 2.8   Commuting to the largest Danish cities 2010.

Age group: 25 - 39

0   25   50   100 km
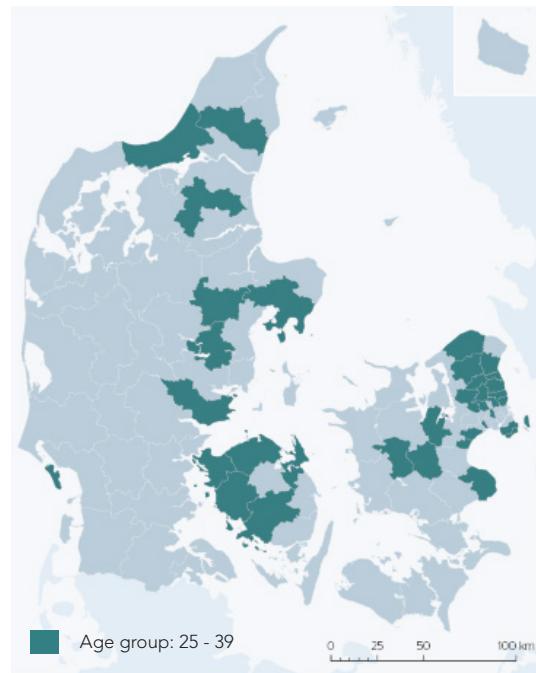
Ill. 2.9   Commuting to the largest Danish cities 2010.

The illustration to the right shows the
cyclic migration trends of Copenha-
gen over the last 35 year. The push-
pull effect is argued to be a product
of both planning and economical
trens on a national level. Copenha-
gen has been growing over the last
decade but the migration is seemly
turning.

COPENHAGEN NETTO MIGRATION : 1979 - 2015
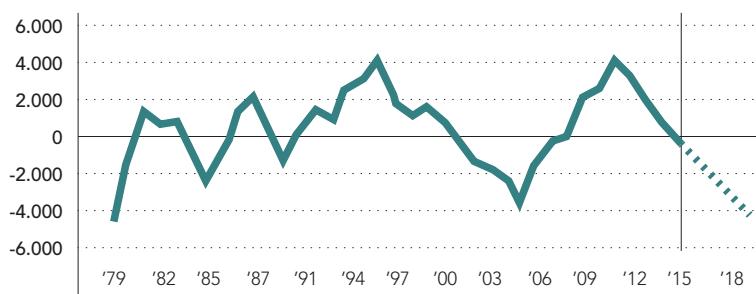
Ill. 2.10   Commuting to the largest Danish cities 2010.

COUNTERURBANISATION

The increased freedom of tailoring the framework of one's life, due to the expansion of our mobility, combined with rising housing prices, e.g. in Copenhagen, and the limited access to nature in the urban regions, has spawned a trend where people choose a 'counter urban' migration. The trend is described as 'counterurbanisation', where the migration moves out of the cities to places with alternative qualities. Still, the infrastructural relation to the cities with high job concentration delimits the migration distances. (Anderberg et al 2009)

Migration statistics show a tendency for young people between 15 to 24 years of age, to migrate to the four municipalities containing the largest universities; Copenhagen, Aarhus, Odense, and Aalborg, especially with an educational motivation. In the following age group, between 25 and 39, the migration trends though favours the municipalities which surround the municipalities of the four main university municipalities, which underlines the general interest in areas outside the dense urban surroundings. (Miljøministeriet 2013)

Recent surveys have suggested that every fifth Dane has a desire to live in rural areas, being closer to nature. The population between 18 and 74 in the large Danish cities accumulates to a little less than three million people in 2016 but it is expected that 580.000 from this group will migrate to rural areas and settlement by 2030. (Schelde 2015)

The segment which migrated away from Copenhagen in the between 1991 and 2002 were primarily were middle- or high income groups with a educational level above the national average. And the incentives for this migration were funded on desires to live closer to nature and to be part of small informal network, providing a sense of safety, trust and social relations among social groups reflecting the migrants own characteristics. (Anderberg et al 2009, p 95-96)

This suggest a great pool of resourceful people within Denmark for the rural settlement to attract, by having the right composition of structure, community and relation to nature.

Nye

Helstrup

Ringkøbing K

NærHeden
Vinge

0   100 km
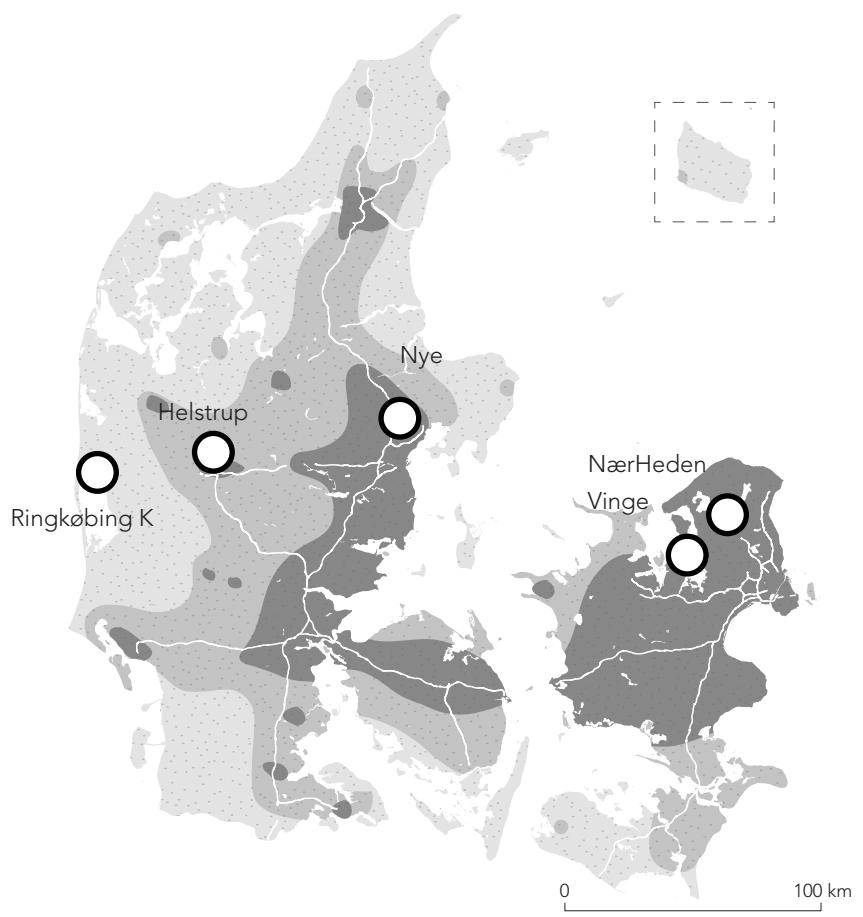
Ill. 3.1   New Danish settlement plans in 2016.

THE FUTURE AHEAD

INFRASTRUCTURE

One of the national initiatives, alongside the decentralisation of public workplaces, is an infrastructural extension of the high-class road network from Herning to Holstebro. Here, the concentration of people and jobs are more moderate than in Eastern Jutland, and the project is possibly an effort to stretch the growth of the urban landscape to Western Jutland. Analysis though shows that the extension of the high-class infrastructure is not a valid solution to the geographical segregation since the improved infrastructure does not naturally spread prospects of growth and the creation of workplaces in any given region of the country. (Kaarsen & Weissert 2016)

There is a natural balance between the concentration of workplaces and the geographical area which this is able to sustain and vice versa. There is no bottom line distance from the concentrations of jobs and public function due to the complexity of our current mobilities, differentiated infrastructure, and personal motives regarding work and dwelling. A Swedish study however have found that one of the downsides to long-distance commuting, with more than 42 minutes each way, is tension in the personal relations. The long-distance commuting increased the overall risk of divorce for the participant with both short- and long-term long-distance commuting. (Sandow 2013)

For the sake of the people's personal life and the sense 'wasted' time on long-distance mobility, planning initiatives should facilitate development in a reasonable distance of the areas with high workplace concentration.

Ill. 3.2   Birdview perspective of "Nye"

The planned setlement of "Nye" will be established as an informal extension of the Aarhus suburb "Elev"to meet the current Danish planning regulations. The settlement is expected to develop into an independent city of 15-20.000 inhabitants, over a number of phases.

Ill. 3.3   Phase 1 of "Nye"

NEW SETTLEMENTS

To meet the demand for dwellings in the growing cities, a series of revitalisation projects has been initiated by investors, in both the public and private sector over the last decades. Here, most of the former industrial zones in relation to cities has popularly been transformed in mixed-used areas with dwellings, commerce and businesses.

A second wave of the urban develops have spawned projects not only extending the suburbs but almost creating new settlement. Some of the new Danish settlements are "Vinge" and "NærHeden" planned close to Copenhagen, "Nye" near Aarhus, "Helstrup" near Herning, and "Ringkøbing K" in Western Jutland. "Ringkøbing K" is though more of an extension of Ringkøbing than a new settlement, but a common denominator is clear focus on bringing the future inhabitants 'closer to nature'.

The planning of new settlements are carried out with the notion of a necessary high density, by abandoning the former 1.000 square meter parcel planning. Instead there is a focus of intimate streetscapes and open landscape qualities for whole communities. (Bech-Danielsen 2016)

AUTONOMOUS CARS

In the years to come, our personal mobility along with our infrastructure is going to change with the expected integration of autonomous cars. Still, it is difficult to foresee how and when the technology is fully operational and how the autonomous transition inflict our perception of mobility. A full transition is estimated to succeed in 2075 and the Danish authorities are implementing the prospect of autonomous cars in their plans for the coming 20 to 30 years. (DAC 2016)

Already test are carried out with autonomous vehicles for public transport on the roads e.g. in Aalborg, and sharing platforms are making carpooling easier in the efforts to make the cities and our mobility 'smarter'. This suggests that a new extention of our mobility, dissolving the current geographical constraints of the urban landscapes. (Green 2016)

Though there is still too much uncertainty to rely fully on this technological leap in the current planning, it is worth implementing the prospects of the technology in flexible manner.

Ill. 3.4   Autonomuos bus planned to serve in Aalborg in 2016.

Ill. 3.5   Telecommuncation system in 'city of the future' Sangdo, South Korea

DIGITAL MOBILITY

Technology is not only reshaping our mobility physically; the digital technology has vastly expanded our mobility through telecommunication with the services of the internet. It has opened the world, and made it feel even smaller since two people can connect through audio and video almost from almost any place on the planet either privately or professionally.

On a much smaller scale, it has had an impact everyday lives by allowing students to be 'taught by a screen', staff to work from home, groceries to arrive to the front door, and for people to interact 'live' with a people inside and outside the given physical constraints. What regards urban design is the way technology changes our behaviour and the way we use and interact in the urban environment.

In a scenario, where it would be possible and preferable for a person the work mainly from home and do shopping virtually, a lot of 'wasted time' of commuting and grocery shopping would be saved. It also decreases the 'everyday chores' which create 'face-to-face interaction' with other people through work, commuting, and shopping. This can be seen as a potential of freeing time, possibly to spend with loved ones, but it also creates a challenge in planning to create vibrant environment. The environments must encourage the inhabitants to seek recreational interaction with others as these are argued to maintain a psychological well-being on personal and community levels. (Mitchell 1999)

The digital technology generates a potential and a certain responsibility in planning, to create physical environments which benefit from the technological prospects while catering a desired form of social interaction within the communities.

Vibrant local activity

Five equals access point to the set-
tlement in a star-shaped formation
slow the car traffic and divides the
courses through the settlement into
segments relatively comfortable for
pedestrians and cyclists.

Klitmøller

Vestervig

Nørager
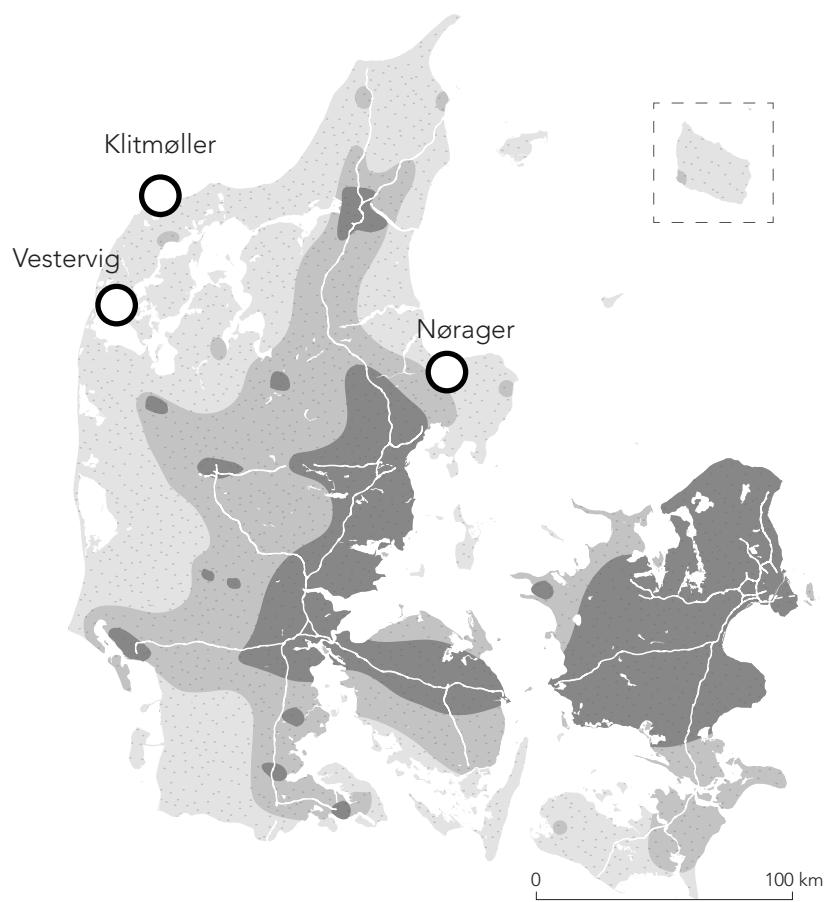
Ill. 4.1   Successful solitary settlements cases.

RURAL POTENTIALS

The small rural settlements in Denmark have faced an overall decline trend over the last decades due to structural and mobility changes within the Danish society. Settlements with less than 1.000 inhabitants have severe risk of continuous decline in the year to come and especially the 'highway settlement typology' is unattractive due to noise and discomfort of the passing traffic. (Groth & Fertner 2015, Dansk Byplan 2014)

Municipal and fictive experiments have suggested different models the handle and possibly reverse the rural decline in the sparsely populated areas but with a limited success. Most rural settlements located far from the urban region will have to go through a structural transition in order to facilitate attractive local qualities but low concentrations of jobs and function delimits the potential local growth in the future. (Dansk Byplan 2014, Mouritzen 2016)

The potential of evolving the rural settlement typology lies within the proximity of the urban regions where the settlements benefit from the variety of regional functions and have the possibility to establish an attractive settlement in relation to nature.

Three case studies of rural settlements are carried out to extract core values of the rural settlement typology. The case studies are based on successful rural settlement in sparsely populated areas to crystalise the the qualities which overcome the distances to the urban regions.

Ill. 4.2   Extreme windsurfing conditions on the coast of Klitmøller

Ill. 4.3   Aerial view of Klitmøller.

CONTEXT

A well-known example of a successful solitary settlement is Klitmøller, located on the North-West tip of the Danish West coast. Here, the unique composition of heavy winds and the stream clash between two seas create one of the best sites for wind surfing world wide. The local conditions have caused a popular reference of Klitmøller as "Cold Hawaii". The old fishermen's settlement was discovered by wind surfing enthusiast in the 1980ies, and while the relevance of the commercial fishing industry faded, the local surfing conditions became the main attractor for visitors and new inhabitants. The settlement today fits 822 inhabitants and over the last ten year more than 50 new houses have been build. A new local 'masterplan' from 2007 focussed on the branding of the settlement as "Cold Hawaii" in the efforts to attract new inhabitants and to develop a clear settlement character. (Information 2015, Nordjyske 2007)

The unique context of Klitmøller naturally holds an equally unique potential, and a plagiarized masterplan would most likely fail in most cases. What is worth noting for the establishment of a successful rural settlement, is the active efforts to enhance local qualities and the development of a specific character. The people which migrate to Klitmøller mention the community and the influence on the local life as prime quality for making the migration choice. (Information 2015)

Vibrant local activity

Five equals access point to the set-
tlement in a star-shaped formation
slow the car traffic and divides the
courses through the settlement into
segments relatively comfortable for
pedestrians and cyclists.

Ill. 4.4   Local summer festival activity in Vestervig.

Vibrant local activity

Five equals access point to the set-
tlement in a star-shaped formation
slow the car traffic and divides the
courses through the settlement into
segments relatively comfortable for
pedestrians and cyclists.

Ill. 4.5   Aerial view of Vestervig

COMMUNITY

The safety, trust and local organisations of small communities are the core values of a typical rural settlement, and this sense of community is expressed as one core attractors. The settlement coherence, vibrance and attractiveness is highly dependant of the local functions and initiatives driven either by public or private interest. In the rural settlements exposed to decline, the voluntary work in local organisation is critical in maintaining common platforms which ties the inhabitants together as the base of the community. (Groth & Fertner 2015)

A popular example of a Danish settlement which successfully has handled the decline locally, is the settlement Vestervig in North-Western Jutland with 644 inhabitants. The local decline was acknowledged by the inhabitants, who created a local organisation with the purpose of revitalising the settlement and further to encourage the inhabitant to contribute to a vibrant activity in the community. The effort culminated in turning the decline into stagnation and recently further to attract new families to the settlement. Resourceful inhabitants, with skills of creating such local strategies, running private organisations, and handling the revitalisation process has, have in this case been a unique condition. (Liv og Land.A 2016, Mouritzen 2016)

The French sociologist Pierre Bourdieu categorised the human resources in respectively: social, cultural, and economic capital, in describing the human behaviour, interaction and exchange for a complex understanding of our resources. Being part of an influential social network, being highly educated and experienced, or possessing material wealth are all powerful resources in process of reaching goals relative to private or community interests. In the case of Vestervig, the inhabitants, being e.g. planners, accountants, real estates agents, had the necessary composition of resources to manage the settlement development within the community. The presence of especially the social capital is necessary to maintain an level of voluntary work which stimulates the coherence of the community of such rural settlements. (Andersen 2009, Mouritzen 2016)

Ill. 4.6   Southern access points to Nørager, Djursland.

Five equals access point to the settlement in a star-shaped formation slow the car traffic and divides the courses through the settlement into segments relatively comfortable for pedestrians and cyclists.

Ill. 4.7   Aerial view of Nørager.

STRUCTURE

A small successful rural settlement which is not suffering from inceased mobility velocities development is Nørager, situated between Randers and Grenaa, in Western Jutland with just 286 inhabitants. The settlement has turned decline into slight growth as the last example of Vestervig, but what is peculiar about Nørager is its' road infrastructure and placement of dwellings. The roads meets the settlement in a star formation and none of the roads have a direct course through the settlement, which prevent high velocity transit through the settlement. This creates a network of comfortable courses between the dwellings in this relatively intimate scale. (Liv og Land.B 2016)

The settlements of Klitmøller and Vestervig are similarly situated in favorable positions in relation the road network, where a main high road passes by the settlement while having a moderate paced road network inside the settlement. This structure accommodates comfortable urban spaces and efficient mobility access. This is a composition where the settlement is in close relation to infrastructural nodes or corridors, without experiencing the noise and velocities while the highway traffic supports a possible co-existance of connectivity and living close to nature.

'Løkkensvej . Live well, let is grow' is a project proposal from Schönherr and the municipality of Hjørring, which addressees the ongoing decline process along the high road from the municipal centre of Hjørring to the city of Løkken. Over time it is intended to enhance the presence and qualities of the landscape and the terrain created in the last ice age, as the houses likely will be torn down, due to strucural decline.
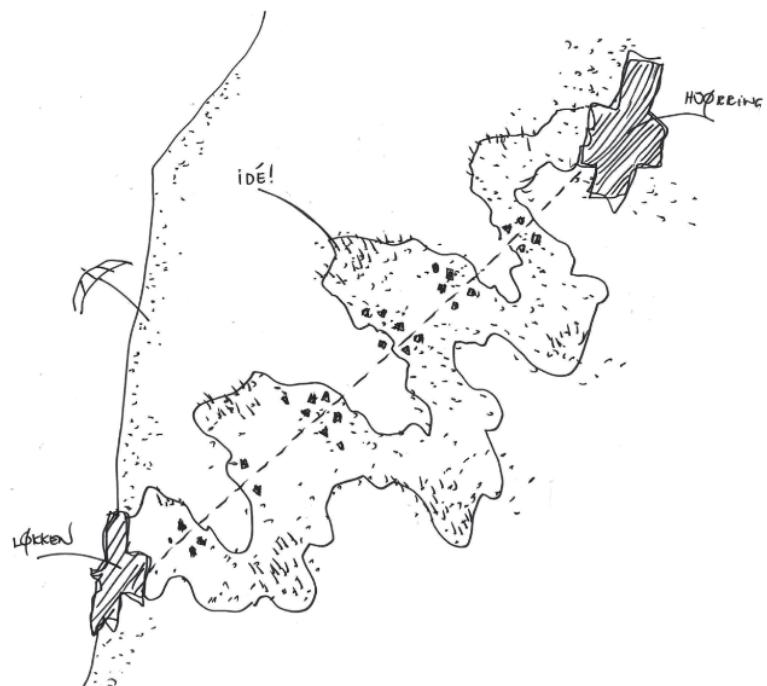
Ill. 4.8   Concept sketch from the "Løkkensvej" project in Hjørring Municipality.

Three simple strategies of dwelling transmation of worn out structures in settlements experiencing decline.
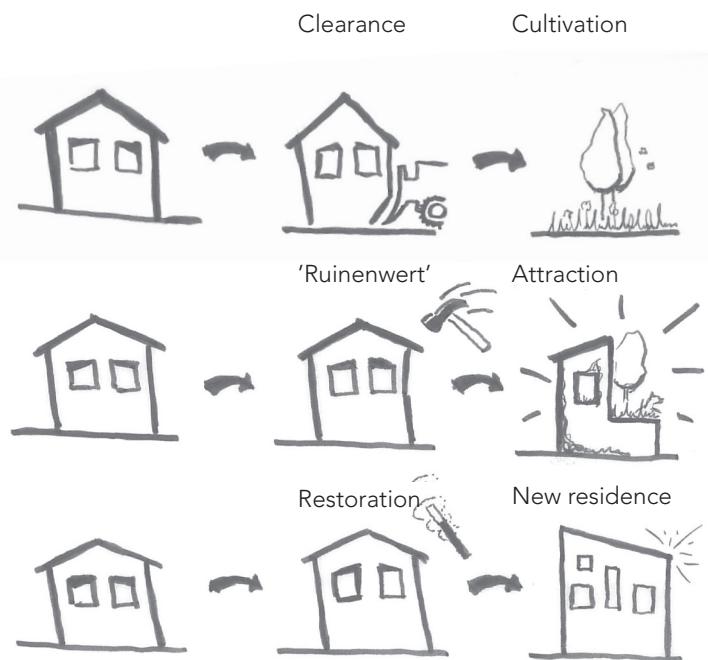
Ill. 4.9   Simple strategies for transformation of worn out dwellings.

PROSPECT

The future of the Danish rural settlement will be differentiated, even though the overall challenges are alike, and the local resources and the physical environment will drive a 'natural selection' process of dwellings and possible a number of rural settlements. The decline in the rural settlements is an effect of the cyclical push-pull effect due to structural changes in society, which causes the rural transformation, but in a point of time the trend will possibly turn yet again.

For now, most rural settlement would benefit from a structural reconsideration which could be categorised in the themes of; context, community, and structure. By addressing the primary local problems and potentials, realistic ambitions and local engagement will be able to drive a favourable structural 'trimming process' and to direct the sense of local coherence. Such initiatives have already transformed Danish rural settlements in an open, green, and graceful manners, and where a few prioritised social initiatives generate gathering activities.

An approach to revitalise a rural settlement can be an enhanced experience of present contextual environment qualities, as the relation to nature has shown to be a core attractor. The local context further extents on a cultural or social level, in which the presence or facilitation of e.g. social or artistic conditions can provide a distinct settlement character. If the landscape and nature does not picturesque experiences, the alternatives are dependent on the local conditions and passion e.g. regarding horseback riding, organic self-grown food, ceramics, wellness, start-up companies, or similar.

A potential for some settlements is further rethink the boundaries of the community by engaging in local settlement network. The term 'settlement enclaves', presented by the Danish planner Jørgen Møller, suggest the pooling of functions and activities in local settlement networks as a platform for local activity and cultural exchange. The network broadens the understanding of contextual qualities and provides a larger group of people to activate functions and social life.
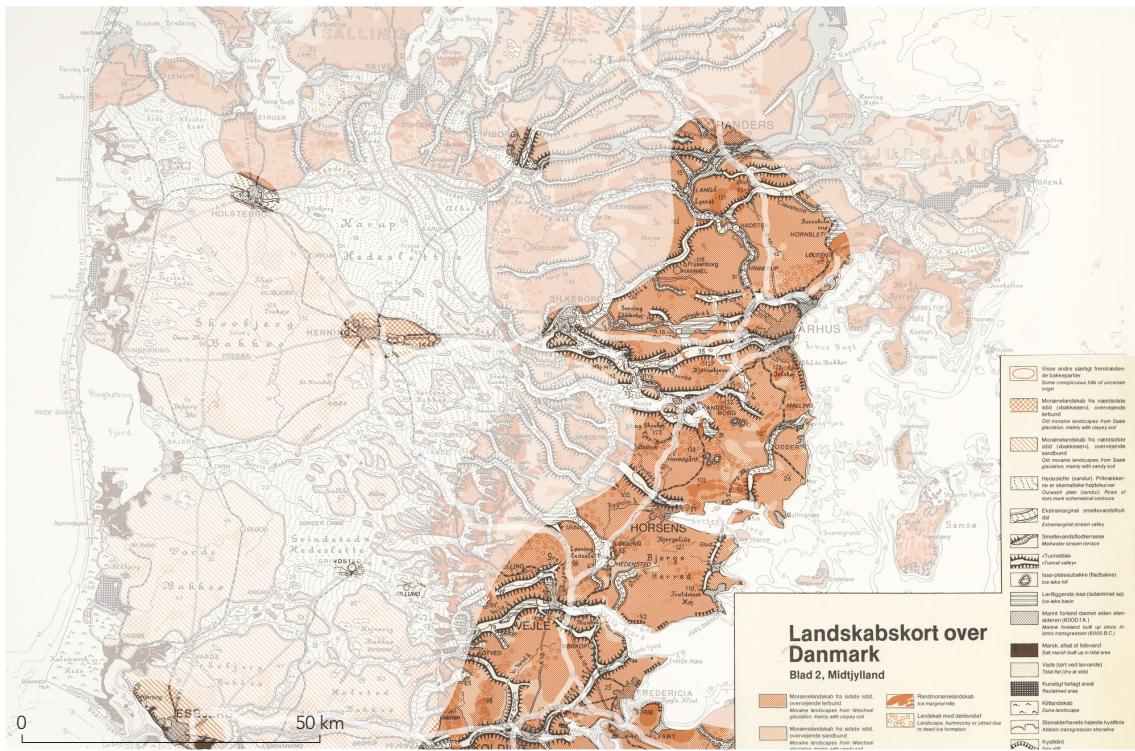
Ill. 4.10   Danish landscape and soil types in central Jutland with an empasis on the urban landscape corridor.

The underlying map above created by Per Smed illustrates the Danish landscape formations and soil types and with an overlayering of the significantly atractive urban regions of Denmark it suggest a number of landscape formation relevant for a new landscape typology.

C O M M U N I T Y

C O N T E X T
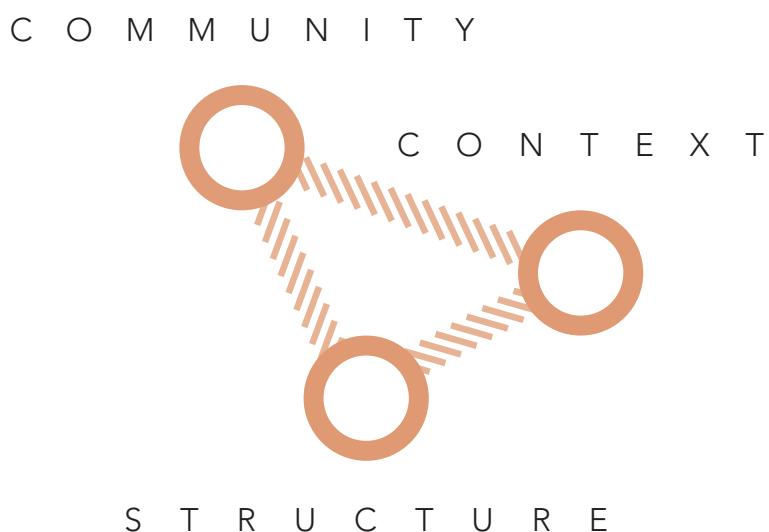
S T R U C T U R E

Ill. 4.11   Structural corner stones for the rural settlements.

POTENTIAL

The present small Danish settlements were in origin typically based on the quality of the local agriculture while the larger cities of today usually were based on a strategic distribution location, in relation waterborne transport. Danish urban extensions have since been planned primarily in relation to the connecting infrastructural network which was established through the accessible corridors in the Danish landscape. Therefore, most of the dramatic landscape has been left for agricultural use and leaving an impression of Denmark as a plain piece of land, when experienced in and between the settlement.

The picturesque Danish landscape used for agricultural today is relatively insufficient for general crop production and with heavy modern machinery these landscapes are becoming fairly unattractive for agricultural production. (Dansk Natur 2014) These landscape though hold a potential for a new typology of settlements, where strategic placed rural settlements in picturesque landscape and will unfold the potential of the contemporary mobility and the desire to live close to nature in unique landscapes.

Høgebjerg Skov
Aidt*
Sorring*
Lundum
Vindelev*
Engelsholm Sønderskov
Ferup Skov
Gelballe Skov
Skamling
Vissenbjerg*
Stensballe Skov
Sønderskov
Dybdal
Boeslunde
Aastrup Skov
Mortenstrup Skov
Helledeskov
Sperrestrup*
Glumsø*
Lorup Skov
Favrbjerg
Bregnemade Skov
Boserup*
Storskov
Stubberup Skov

0   100 km
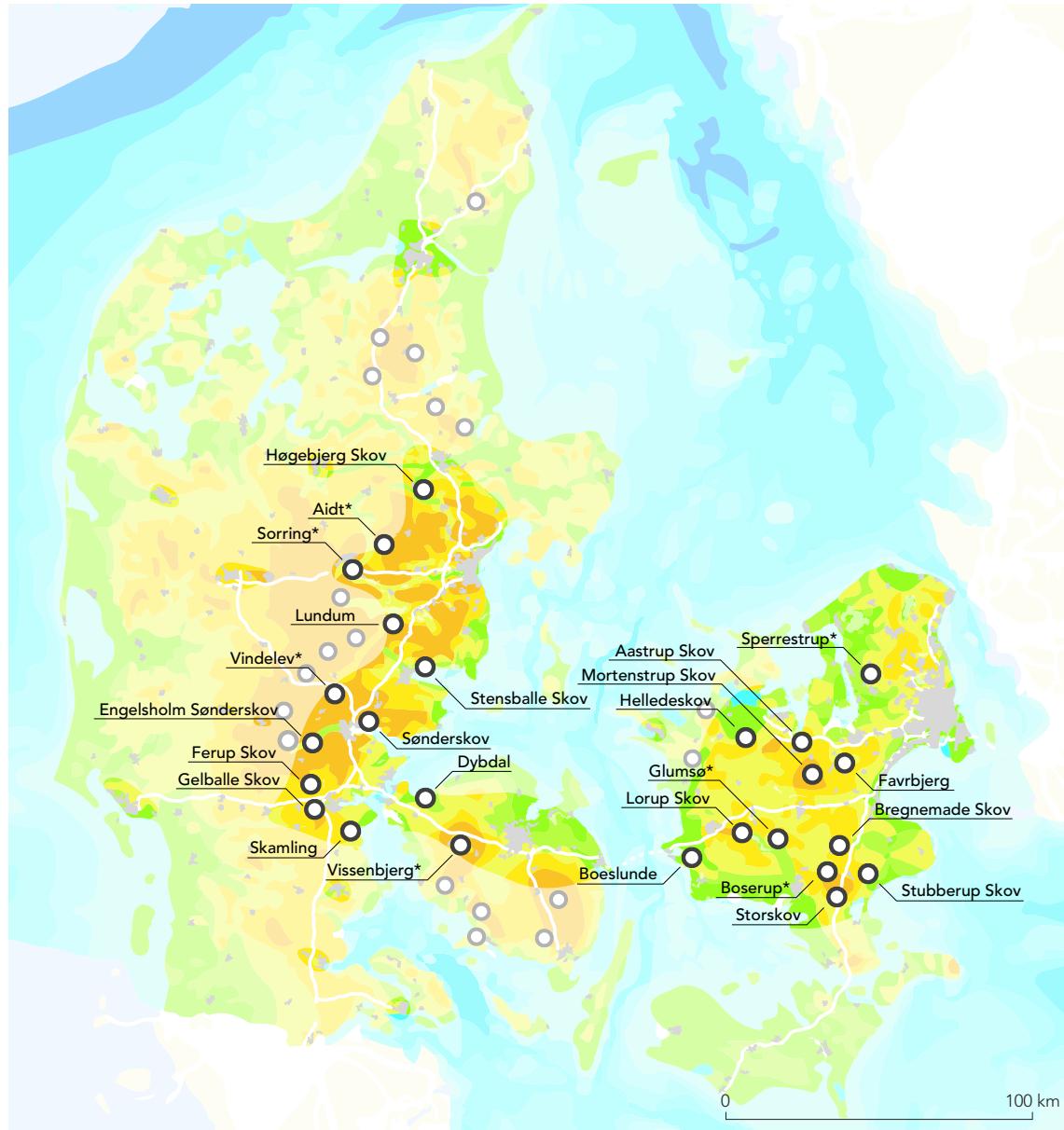
Ill. 4.12   Mapping of potential landscape settlements in Denmark.

Unfortunately, the framework of Danish Law of Planning do not allow the 'urban sprawl' in the landscape without a physical connection to an existing settlement, which currently is a restricting factor for landscape settlements. Illustration 6.3 shows a number of possible landscapes, which benefits from the job supply and function concentration within the urban regions of illustration 2.1. These sites have been excavated from a landscape and mobility analysis in arguing the relevance of location and typology, to initiate a possible discussion of the current legislation. Some of the sites are located close to existing settlements, and thus these locations can likely be developed as landscape settlements, but a framework revision would be preferable in order to point out the most ideal sites.

The landscape typology capitalises on the picturesque and sublime formations created at the end of the last ice age, establish a sense of living in the landscape in these unique locations. The proposed landscape typology will not solve the overall challenges of the ongoing Danish population reconfiguration, but is intended to create settlements with extraordinary recreational qualities and facilitate the establishment of local communities.

Illustration 4.11 excibits a range of potential sites for the landscape typology in relation to the Danish urban landscape. The sites are currently used for agricultural production and mostly located in relation to forest enclaves in the topography with has not been suitable for agricultural use. The marked with a star
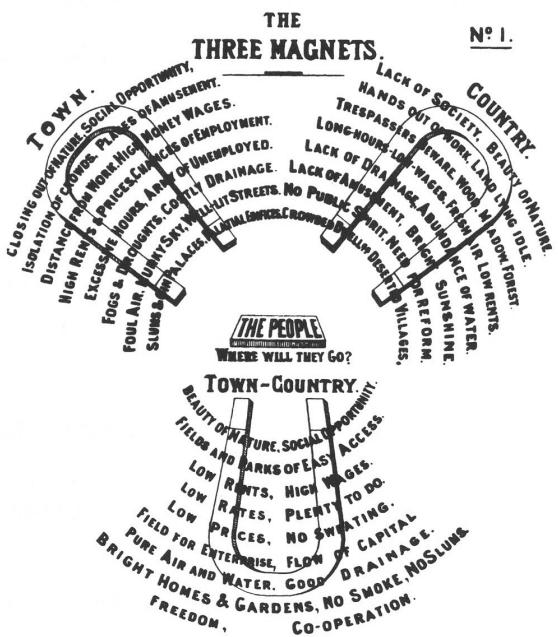
Ill. 5.1   Ebenezer Howards illustration of attraction.
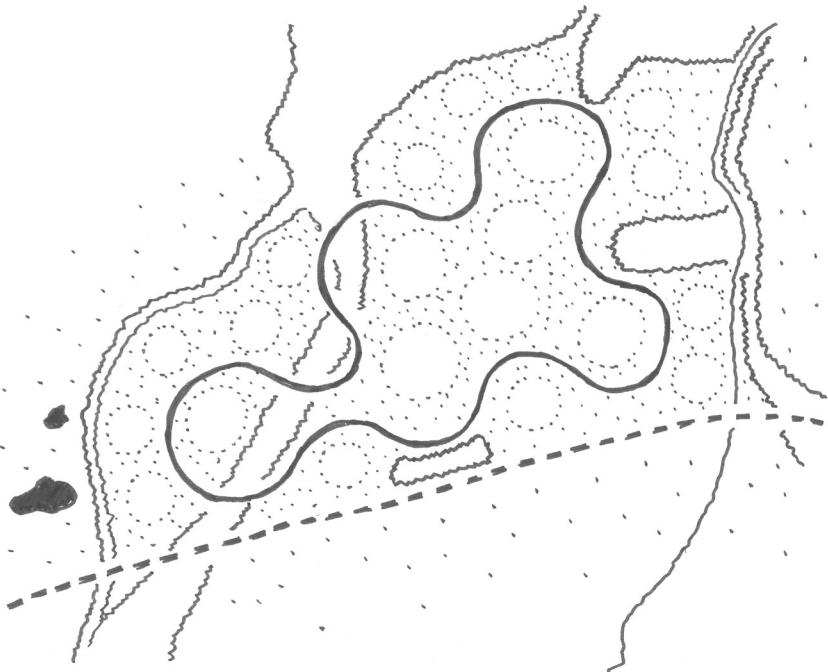
Ill. 5.2   Structural concept sketch for Vigour.

VIGOUR PRESENTATION

"Vigour" is planned as a landscape settlement where the inhabitant have direct access to an outstanding moraine landscape. The recreational values of living in the landscape create an 'slow-paced' environment which creates a close relation to the picturesque landscape and the ephemerality of the nature. The settlement attraction orbits the qualities of the local community, the relation to nature, and the infrastructural connectivity which will appeal the people who wishes to realise intentions of lives in vibrant and picturesque surroundings.

As the given name "Vigour" suggests, the settlement is intended to nurse a vibrant social life, and therefore migration to the settlement comes with an implicit expectancy of local involvement. The local organisation and social activities are dependant on the voluntary involvement the inhabitants, thus the success and the social quality of the local community derives of the cooperation the inhabitants. To facilitate the local involvement, the settlement planning features a structure and programme which encourages informal social exchange and an increased sense of sharing common facilities.

The settlement is located close to high class infrastructure in between the two urban regions around the 'Triangle Region' and Odense to accommodate a high job accessibility. The relation to the existing infrastructure creates efficient connections for the expected high percentage of commuting inhabitants. A graduated infrastructure of the settlement facilitates a sensoric transition in arrival and departure when moving from A to B. The settlement is planned as a 'mobility refugium' to increase the sense of place and the comfort of urban spaces, in a scenario where the mobility velocities by car often undermine the sensoric spatial experiences and relations.

Horsens

Vejle

Fredericia

Kolding

Vigour

Middelfart

Odense

Haderslev

0   25 km

Ill. 5.3   Regional context of Vigour.

REGIONAL NETWORK

The Vigour site is located on Western Funen close to the high class road 'E20' which connects to the large cities in the region and branches out into other high class infrastructural road of Denmark. The cities of Middelfart, Fredericia, Kolding, Vejle, and Odense are accessible within 35 minutes or less by car, and the accessibility of jobs and functions of these cities constitutes an important attraction of the settlement. A large segment of the expected Vigour population will commute to these cities on a daily basis, but be able to enjoy the local qualities of the settlement environment in their spare time. The transport time between the site to the cities is a keen factor in of site determination in order to minimise long-distanced commuting of the population, where primary and secondary distances are within the critical '45 minutes-rule' from the Swedish mobility study by Erika Sandow in 2007.

The public transport service of the site is limited to bus routes, between Middelfart and Odense, from where the railway further connects to the cities in the region. The bus service is suggested to be intensified with the establishment of Vigour, but initiatives to utilise digital platforms will strive to 'smarten' the mobility of the inhabitant rather than depend on heavy investments in frequent bus service. Carpooling and a settlement platform to make the local mobility 'smart' should decrease the number of vehicles with a single driver, in order to minimise the personal carbon footprint and to decrease the number of necessary cars in the settlement.

The relative solitary locations of site regarding public transport is deliberately pointed out to illuminate the potential of planning based on car mobility, as the favoured means of today and the prosperous means of the future. At the arrival of the autonomous cars, our mobility will evolve and the limitations of job related mobility will dissolve. Vigour is planned to function with the current mobility scenario and facilitate a community dependent of commuting, but the structural plan is developed in flexible manner prepared for a possible mobility transition.

Ill. 5.4   Local context of Vigour and local settlement cluster collective.

LOCAL CONTEXT

Vigour is situation between the settlements of Baaring and Brenderup along a discontinued railway route from Middelfart to Odense, and the intention of the new landscape settlement is to engage in a symbiotic relation with the neighboring settlements. A cooperation between Baaring, Vigour, Brenderup, and Harndrup as a settlement cluster with a collective cultural and social programme will empower the local activities and exchange between the settlement communities.

The settlements of Baaring, Brenderup, and Harndrup have had steady population numbers or slight growth over the last five years, shown in appendix B, which suggests the well being of the individual settlements and the quality of their location, in an time where other rural settlement experience decline.

The symbiotic relation is expressed in the programme of Vigour which benefits from the existing variety of small businesses and functions, being crafts, service professions, and local organisations which is not widely facilitated in the Vigour settlement. Instead Vigour strives to offer alternative qualities regarding public functions, accessible nature, and alternative dwelling typologies. The typologies favours common open landscape at the expense of large private parcels which are widely available in the other settlements.

In addition to the contextual cooperation, the site of Vigour is located just five kilometers from the Baaring Bay of the Little Belt strait which provides recreational value in relation to the water.

Ill. 5.5   Beach of Baaring Bay.

Ill. 5.6   Coast landscape of Baring Bay.

Baaring Ege

+ 35   + 30

+ 18

+ 66   + 5

+ 57

+ 38

+ 14

Brenderup

+ 44

0   500 m
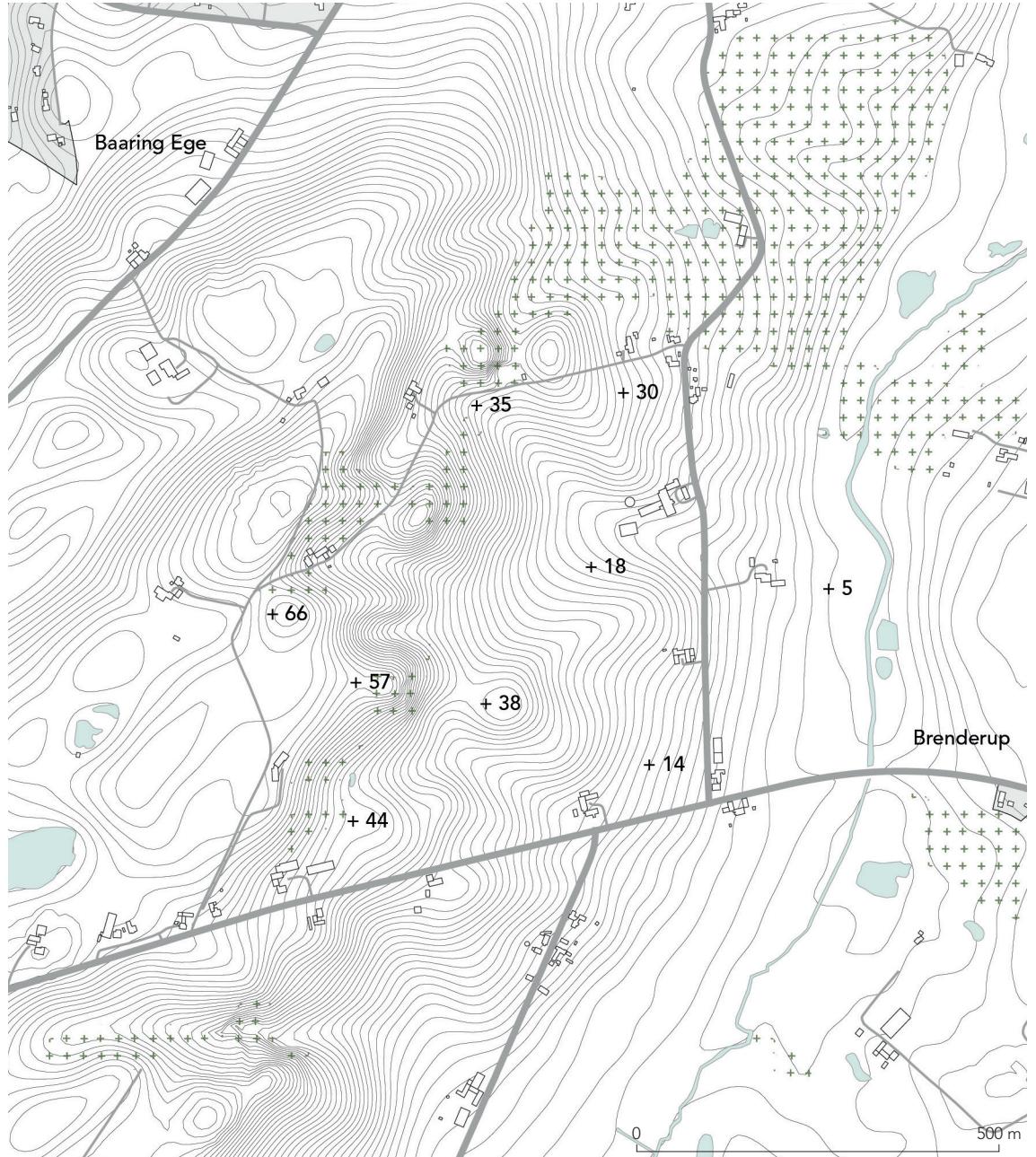
Ill. 5.7   Landscape mapping of the Vigour site.

SITE

The moraine landscape of Vigour consists of several significant hilltop and a series of ridges and gorges, where the overall sloping orientation is turned towards East-Southeast. The landscape holds a dramatic topography, rising from 5 meters to 66 meters above sea level, which has the potential to for the development of a dynamic settlement which work with the landscape in a new settlement typology.

The development of Vigour requires an expropriation of the agricultural land and the 10-15 dwellings within the given site. The expropriation is justified by the landscape settlement prospects, turning inefficient agricultural land and solitary dwellings into a settlement with a community of a few thousand people 'living in the landscape'.

The landscape holds a series of significant forest enclaves, old plantations towards North, and a modest stream at the bottom of the sloping terrain towards East. The planning of Vigour strives to preserve the character and heritage of the topography and forest enclaves, as they contribute the main scenic qualities. The recreational potential of the stream is insignificant and there it remains secondary role.

Ill. 5.8   Gorges formation in the Vigour topography.

Ill. 5.9   South-east view from one of the Vigour hilltops.
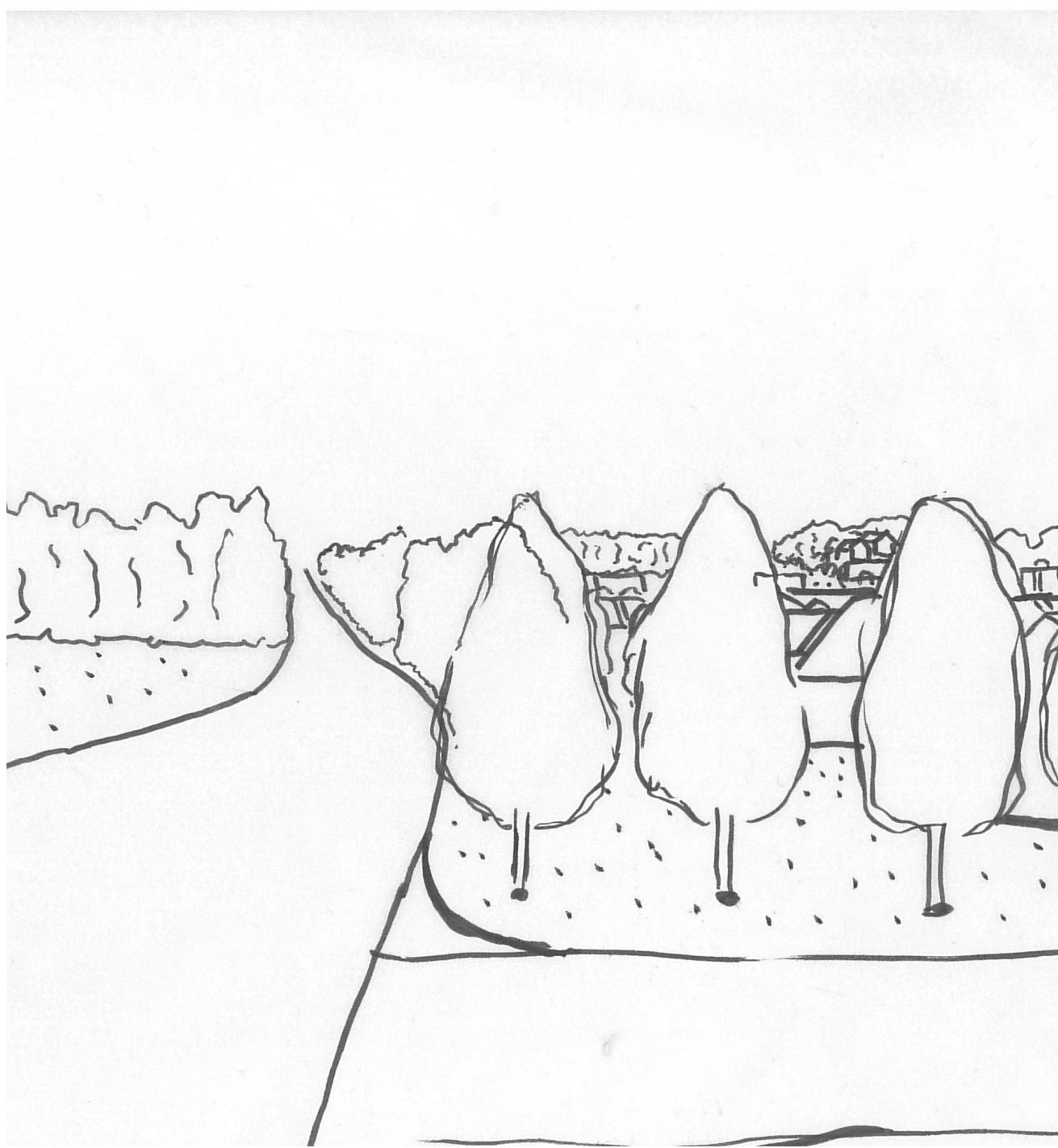
Ill. 5.10   Hand sketch of the South-east corner view of Vigour.

53

LANDSCAPE
CHARACTER

Gorge

Peak

Confluence

'Flat land'
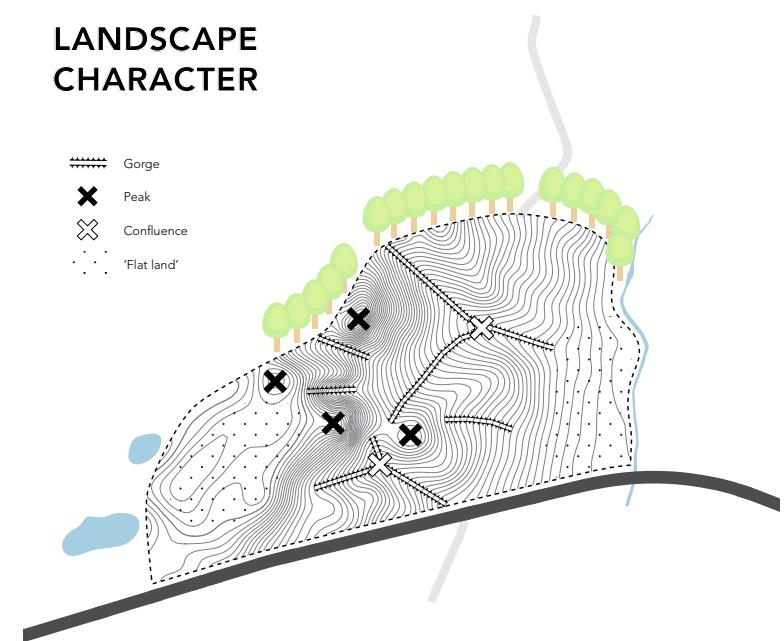
Ill. 5.11   Landscape charatecer analysis and preservation.

GREEN
ENCLOSURE

Preserved Trees

New Trees

Landmark Elements
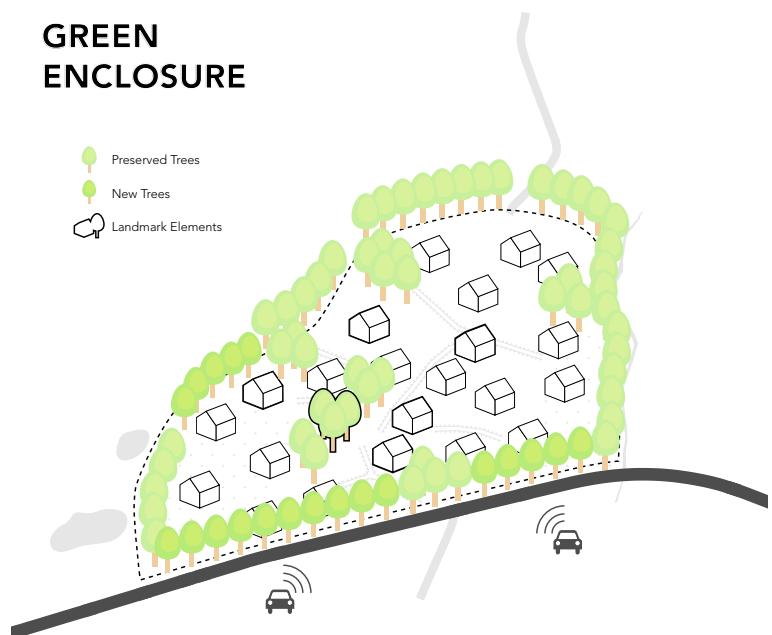
Ill. 5.12   Green enclosrue for the settlement's dwelling districts.

DESIGN STRATEGY

The settlement design is structured by three strategy sets based on themes of context, structure, and community, as a product of desiredable settlement qualities.

LANDSCAPE CHARACTER

The site is determined by the attractiveness of the topography and the structural planning is based on an analysis of the landscape characteristics. The Vigour boundaries are determined in the spaces where the dynamic topography flattens before the landscape meets significant elements as infrastructure, forests, and water.

GREEN ENCLOSURE

The existing forests are preserved to a far extend for immediate recreational qualities by adapting the settlement design to the landscape structures. New connective tree belt establishes a perimeter for the site in order to reduce noise from the high road and to create an element which gives a visual sense of being inside or outside Vigour.

GRADUATED MOBILITY

80 km / h
60 km / h
40 km / h
20 km / h
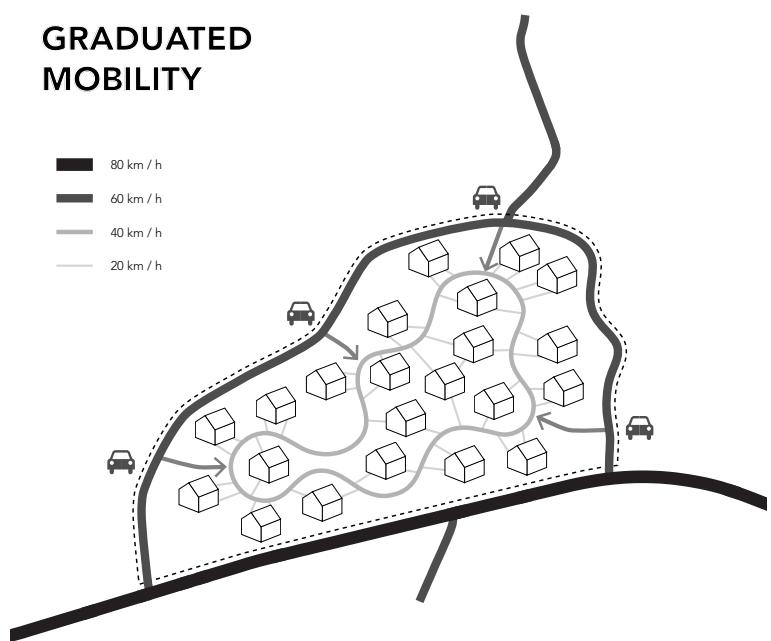
Ill. 5.13   Graduated mobility courses and velocities.

URBAN HIERACHY

Dense Centre
Compact Dwellings
Spread Dwellings
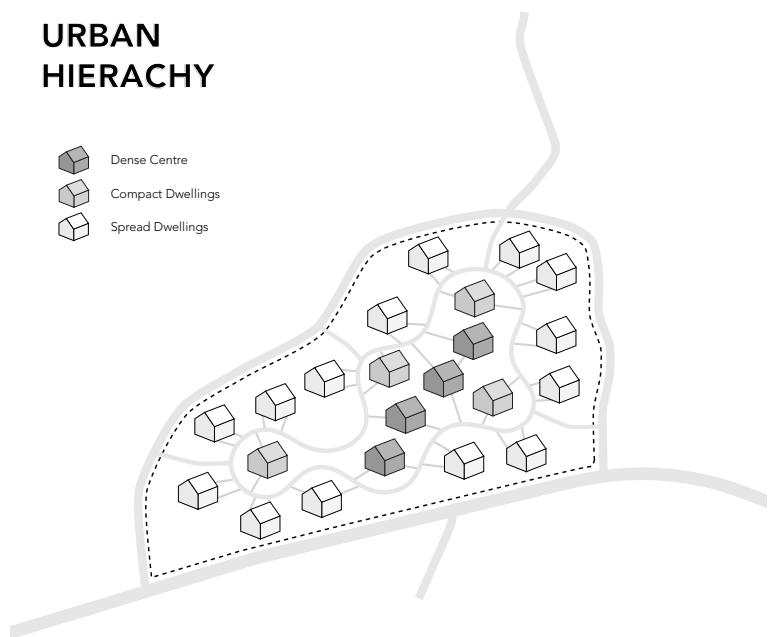
Ill. 5.14   Urban hierarchy relation betweem the settlement districts.

GRADUATED MOBILITY

The infrastructure is planned to graduate in velocity from primary high roads to the secondary local road. The graduation is intended to underline the intimacy of the connective spaces within the settlement with a focus on comfortable pedestrian spaces and efficient car access.

The primary local road is formed as a connecting circuit, expressing the dynamic landscape, which latches on the series of districts distributed throughout the site. The district sizes span from 10.000 to 25.000 and represent different topography characters.

URBAN HIERARCHY

The district structure of Vigour is planned with a graduation of density and functions to establish a sense of traditional settlement centric-structure.

The public programme and compact dwelling districts within the primary local road circuit create a structural spine in Vigour. A series of 'low and dense' dwelling districts follow the outside of the local road circuit.

COMMON
SPACE

- 🟢 Green Spaces
- ⚫ Public Functions
- 🔵 Lakes
- (✳) Contextual functions
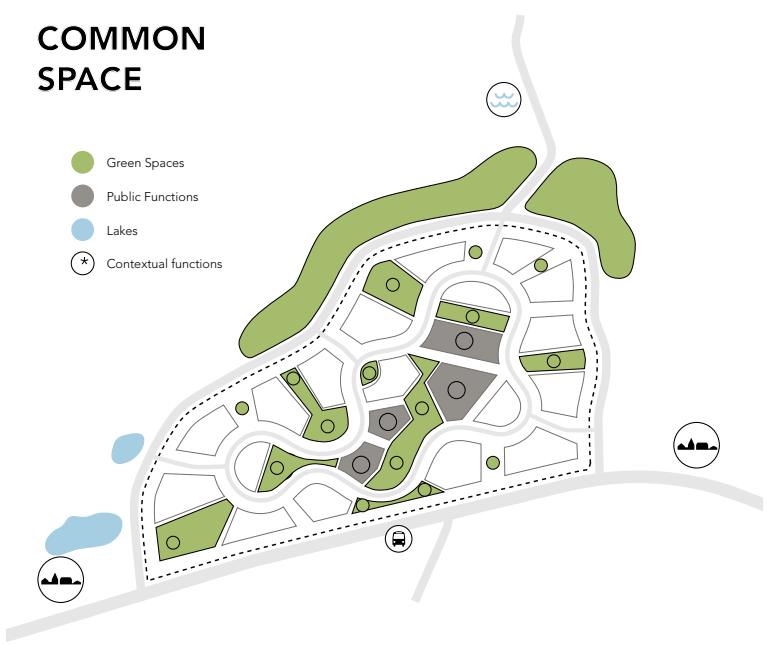
Ill. 5.15   Districts with common spaces of landscape or urban character.

RECREATIONAL
NETWORK

- ◯ Settlement Nodes
- ···· Pedestrian Network
- ─ ─ Bicycle Connections
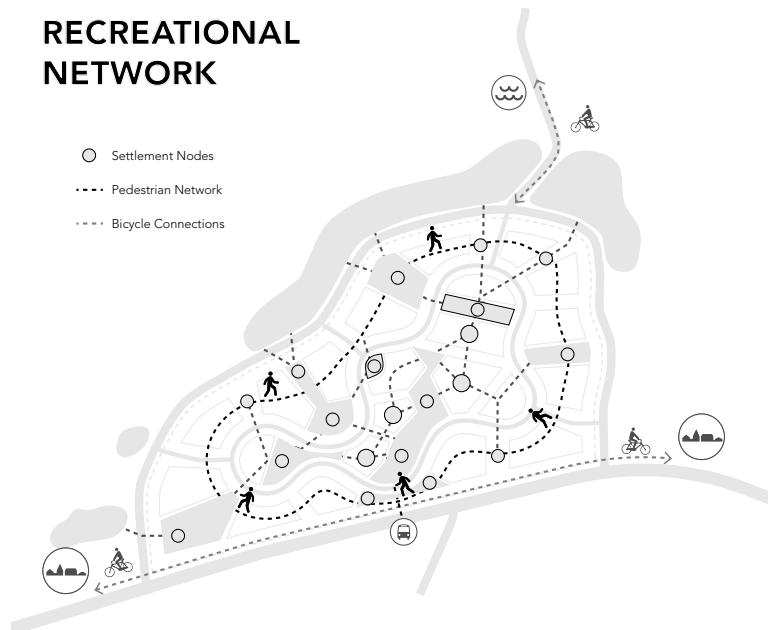
Ill. 5.16   Recreational network flowing through the landscape, districts, and nodes.

COMMON SPACES

Common green spaces between the districts are present throughout the site, by preserving the forest enclaves and meadow landscapes. The green spaces create corridors and latches onto one another and thereby creates recreational courses and connected landscapes for the micro biodiversity.

In the Vigour centre, the public programme creates a recreational contrast to the open landscape by its' urban streetscape and public functions.

RECREATIONAL NETWORK

The green and urban districts create nodes dispersed throughout the site to encourage the inhabitants to use and familiarise the different districts of the settlement. The nodes are connected by a network of paths running through the districts, which facilitates informal relations to the changes of the landscape and the districts. The network dissolves the privacy of the districts as closed entities which should create vibrant activity at the expense of sense of privacy.

Ill. 5.17   Site plan, Vigour. (1 : 5.000).

The proposed "Vigour" landscape settlement situated, between the 'Trianel Region' and Odense, accommodates 2.200 inhabitants on 70 hectares. (Appendix C)

The settlement is structured as a piece of patchwork, enclosed by mobility circuits which unfolds course through the unique qualities of the moraine landscape. The districts and structures are designed to have a high access to nature, through the continuous landscapes and pedestrian network, for intimate landscape relations.
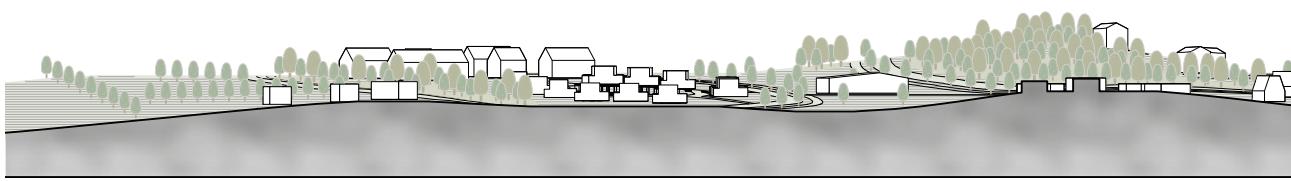
Ill. 5.18   Section A-A'. (1 : 2.000).
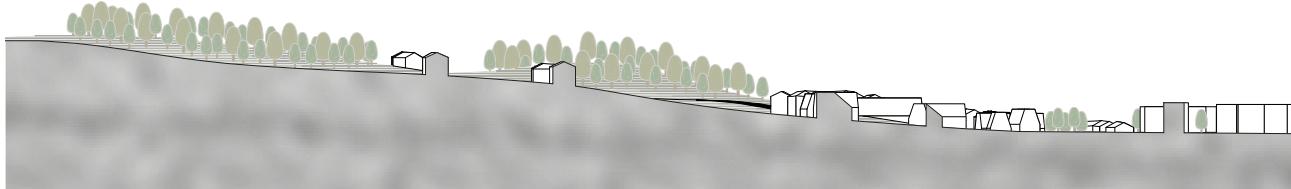
Ill. 5.19   Section B-B'. (1 : 2.000).

The topography of Vigour creates a dynamic setting and relation between the open landscapes and the district structures. Open spaces between districts and their structures enhance the sensoric relation and access to nature through green corridors and recreational paths.
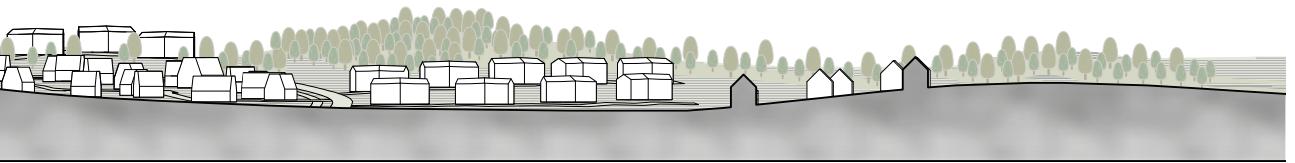
The districts are planned to 'rest in the scenic landscape' where the typologies of the districts are expressions the exact topography and its' compositional relations in the settlement structure. The district sizes caters an experience of the patchwork structure in a human scale.

The open landscapes are dominated by meadows and 'wild' vegetation which flourishes on the premises of nature while the forest enclaves contribute a scenic background of the courses through the settlement.

SETTLEMENT

MOBILITY

HIERARCHY
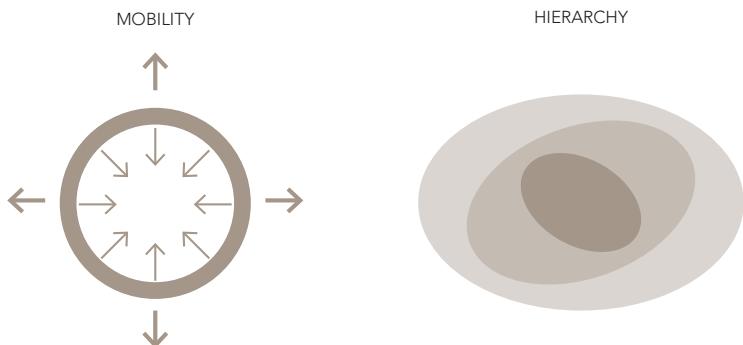
DISTRICTS

GREEN CORRIDOR

PEDESTRIAN NETWORK
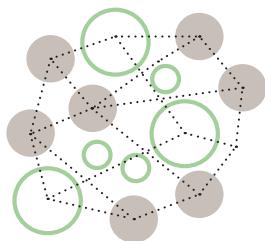
DWELLINGS

CONTRAST
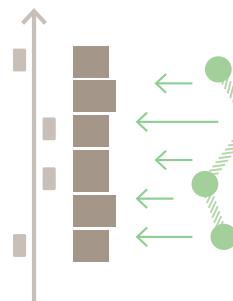
TOPOGRAPHY ALIGNMENT
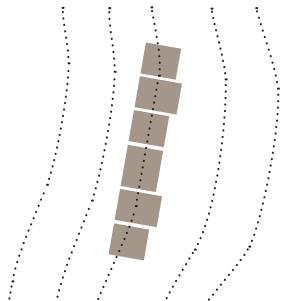
LANDSCAPE

RIDGE

GORGE

Ill. 5.20   Design principles diagrams.

DESIGN PRINCIPLES

Vigour is planned as a refugium where the mobility velocities are lowered inside the settlement to increase the spatial experiences. The inhabitant are dependent on the job commuting to large cities by car, though the car transport is to argued to hold a problematic lack of relations space and time. Therefore, the settlement provides a contrasting infrastructure which favours low-paced mobilities and lowered car velocities in order to increase the everyday experiences of the inhabitants.

The urban structure of Vigour is designed from a centric-hierarchy which caters a natural sense of structure and wayfinding.

Green corridors penetrate the dwelling district patchwork for the nature and wildlife to flourish within the settlement, while the space are made accessible for the inhabitant by a network of paths to enhance the relation to nature.

The Vigour districts hold a variety of typologies but a common denominator is a stressing of contrasting dwelling relations to both the urban spaces and the landscape. Intimate streetscapes hold social qualities for the daily mobility of the inhabitant while the access and visual connection to the landscape hold a significant recreational value.

The Vigour dwellings strive to align with the topography to built on the premises of the landscape and express its' dynamacy. The dwelling positions are inspired by the thoughts of Sven-Ingvar Andersson about structures 'resting in the scenic landscape', to create accessible districts and picturesque views of the relations between landscape and dwelling.

The dwellings are positioned around the ridges of the landscape while the gorges are preserved for open landscape to utilise the framing qualities of the landscape for picturesque view and to utilise the default stormwater management capabilities of the topography.

Care Centre
Public house
Community square
Commercial centre

Recycle centre
Super market

Sportshall
School & Day Care
Orangery

Fitness-play ground

Ill. 6.1   Public programme and internal paths of the Vigour timing belt.

DESIGN STRUCTURE

PUBLIC PROGRAMME

With an expected population of 2.200 inhabitant, Vigour will have the largest population in the settlement cluster and will demand a number of function within the settlement in addition to the functions provided by the neighboring settlements.

The basic functions of child day care, a school, and grocery shopping along with other public functions constitutes the central spine of the settlement within the timing belt-formed local primary road. The functions within the timing belt cause daily 'chores' in the centre where the urban and green spaces facilitate informal meetings and exchange between the inhabitants.

As suggested by habitus term by Pierre Bourdieu, a community is empowered by the local social and cultural exchange which requires platforms and causes for informal meetings or social activities. The spaces and functions of Vigour strives to involve the inhabitants in local functions and to encourages recreational courses through settlement spaces and landscape to generate informal meetings.

Beside the basic functions, the programme features an orangery, a sportshall, small commercial streets, a public house, an elderly care centre, two supermarkets, a recycle centre. The two main urban spaces for public activites are a central settlement square and a hillside fitness-/playground. The functions are intended to establish an increased sense of sharing, waste management, local food production, and to accommodate the rising percentage of elderly in the Danish population.

Forest climbing

Forest fireplace

Ill. 6.2   DIstricts nodes and external timing belt paths.

The public house is formed as a hybrid of a library and a work collective, where public access and activities facilitate an informal place to meet or stay. The working collective aspect facilitates the opportunity for the inhabitants to rent 'cubicles' and to do 'work from home' in a well facilitated collective.

The orangery produces vegetables for local consumption and is intended to be run in a professional and voluntary cooperation in which the inhabitants have the opportunity be involved. The production provides a 'carbon efficient' opportunity of vegetable consumption and partial public access to the orangery increases the awareness of the vegetable production and the seasonal circuits.

DISTRICT NODES AND NETWORK

Contrary to the inside, the outside of the timing belt is dominated by a recreational programme of dwellings, small public nodes, and open landscapes. The districts outside the timing belt consist solely of dwelling typologies which hold district or landscape nodes in a recreational pedestrian network.

The timing belt creates a fairly efficient circuit, latching on to the various districts, through the Vigour landscape. As the main course, the timing belt moves 'through the landscape' from where an overall understanding of the landscape and the districts is obtained, ideal for running, flaneuring, or casual evening walks. The courses of the secondary pedestrian network, which connect the local nodes and the inside of the timing belt, flows 'in the landscape' and provides intimate relations to the various landscape segment and districts.

The landscape and district nodes consist of basic programmes of playgrounds and 'district gardens' but are intended to have a flexible programme which will be developed in collaboration with the inhabitants of the specific district to meet their desires and level of local involvement.
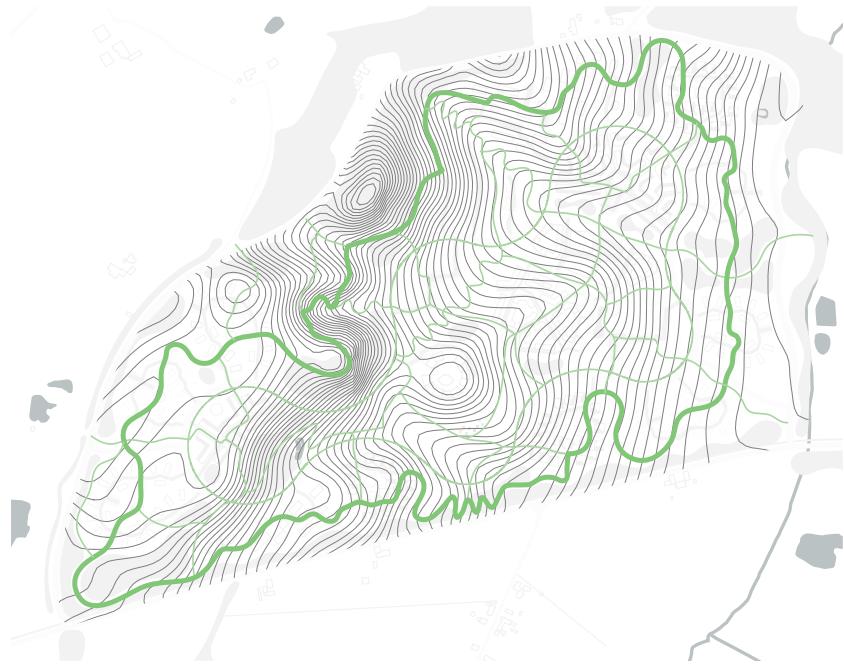
Ill. 6.3　　　　Accessible and recreational pedestrian circuit through districts and the landscape.

Ill. 6.4　　　　Patchwork of district with various characters and strucutral typologies.

PEDESTRAIN LANDSCAPE ACCESS

A recreational path through the landscape and the settlement district is created to make the landscape accessible for all and to break the sense of the peripheral districts as private entities. The path zig-zags its' course in the landscape, as a product of the dramatic topography and the structure of each district, passing varieties of landscape and typologies from the bottom to the top of Vigour.

The topography generates a series of challenges in relation to the contemporary Danish accessibility regulations and some parts of the landscape will either not be accessible for all or be troublesome to reach. The zig-zagging course of the recreational circuit though meets the demand regarding maximum path slope of 4 % and therefore makes the experience of the landscape for all.

DISTRICT TYPOLOGIES

The districts are developed with a range of typologies based on the topography, the hierarchical location, and a diverse range of dwellings. The intention of the districts and their initial character description is to establish a robust settlement structure where the typologies propose qualities and guidelines rather than being a definitive structural conclusion.

The district sizes are intended to hold dwelling enclaves for which it is possible to establish relation in a sub-community by daily activities and meeting in the district streets.

The percentage points of illustration 9.4 suggests the density of the full district. The districts typologies are developed as a whole and the parcel of each dwelling is kept to a relative minimum based on the given typology.

The typologies are developed in different formations and dwelling characteristics while overall intentions of 'low and dense' typologies outside the Vigour centre. The streets and typology of the courtyard provides an urban contrast the open landscapes, while the exclusive dwelling typologies mainly features 2--3 floors around intimate streetscapes.

▬	Primary high road
▬	Secondary high road
▬	Primary local road
▬	Secondary high road
▬	Bus route
▬	Dedicated bicycle lane

Ill. 6.5   Infrastructural classification of the Vigour road infrastructure.

Ill. 6.6   The initial parking facilities of Vigour.

TRAFFIC

The infrastructure of Vigour is planned with the closed circuit as a general gesture based on the argument by Christopher Alexander saying "a city is not a tree". Cul-de-sacs are avoided in order to create continuous flows of graduated mobility velocities, which on a district level is argued to increase local relations and to increase the sense of vibrancy and safety.

Vigour is enclosed by primary and secondary high roads which deliberately creates a settlement edge, where the mobility has to pass by or to enter the settlement. Low-paced mobility and the courses through the landscape are prioritised within Vigour by downgrading the importance of direct car access, and instead the roads provide scenic views on the from course from the high roads to a given district.

PARKING

The parking facilities of Vigour are planned in belts and enclaves within the district to fit a contemporary mobility scenario, where most of the many inhabitants will commute to the regional cities. The parking ratio is set to 1.5 per 2 inhabitants in the dwelling districts. The separation of parking and dwellings is designed to demand short walk between the two with the probability of informal meetings.

However, the necessary number of cars and parking facilities are expected to drop in the future by carpooling initiatives and the likely introduction of autonomous. In a scenario where the required parking would dramatically drop, the planned parking facilities will be transformed into recreational landscape extensions in between the dwellings.

Primary high road

2,5 m

7 m

Secondary high road

1 m

8 m

1 m   1,5 m

Primary local road

4 m

5,5 m

8 m

Secondary local road

(Shared Space)

5 m

9 m
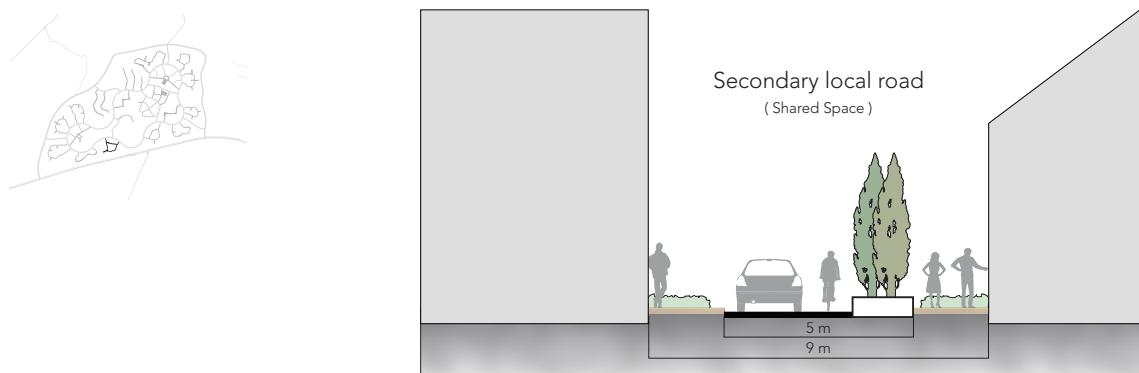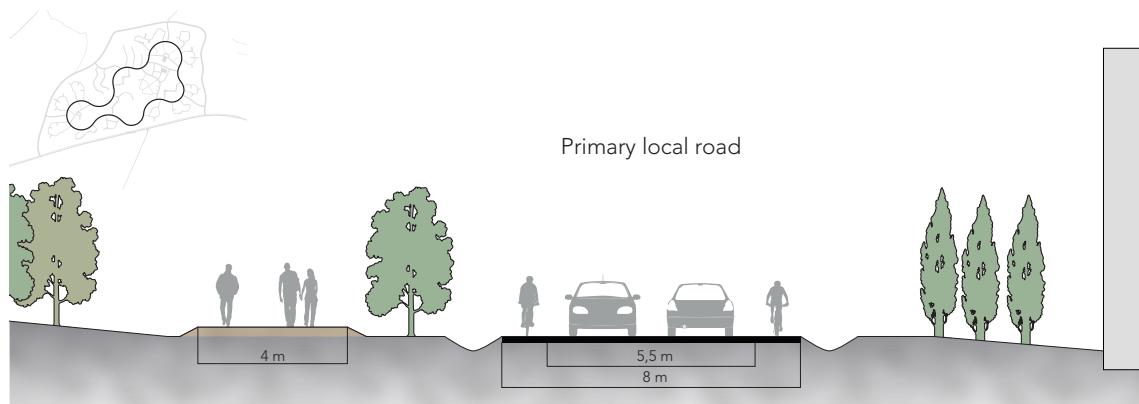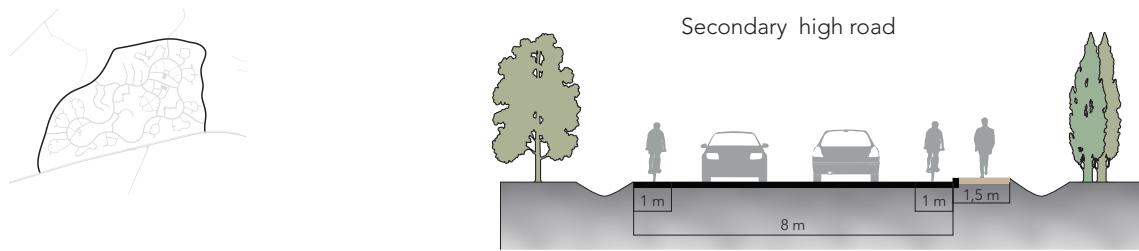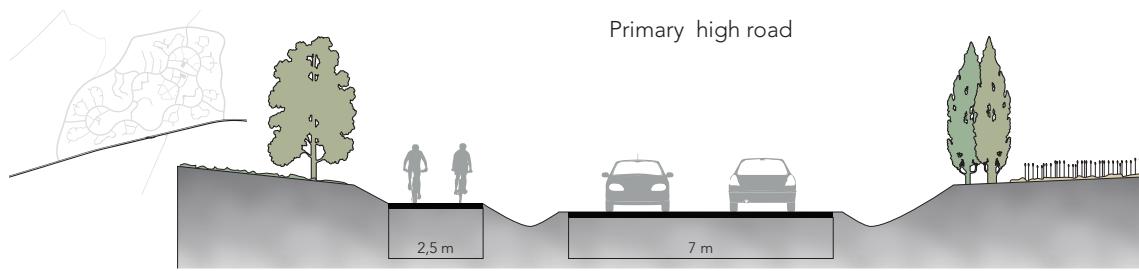
Ill. 6.7   Road sections the infrastructtural hierarchy. (1 : 2.000)

ROAD SECTIONS

The graduated infrastructure of Vigour is inspired by Jan Gehl's approach of sensoric qualities of space based on mobility velocites. The 80 - 60 - 40 - 20 graduation, from the primary high road to the secondary local roads, creates a sense of mobility transition and caters mobility velocities which allows detailed spatial relations for car driver and comfortable spaces for the pedestrians within the settlement.

The primary high road remains its' velocity of 80 km/h for an efficient car mobility passing by Vigour. The secondary high road outside Vigour is marked as road of 60 km/h. The courses from the primary high road, leading to either Vigour or the secondary high road towards the Baaring Bay, are short and curvy and therefore a velocity of 60 km/h is argued to be appropriate.

Inside Vigour, the primary local roads are marked as urban zones of 40 km/h and the curved circuit and short connective roads should discourage the average driver to maintain higher velocities. The secondary local roads are marked as shared space in 'street for stay and play' which delimits the car velocity to 15 km/h. Here, the limited amount of traffic, close relation to dwellings, and the presence of pedestrian accommodates the low pace.

The secondary local roads in the districts are planned to primarily have one way traffic to increase the safety of the shared space and a necessary course through the district. In district where closed circuits and one way traffic is not compatible, narrow double orientated streets secure the car access.

Vigour footprint

Brenderup footprint

130 hectares
(1.426 inhabitants)

70 hectares
(2.200 inhabitants)

0   500 m
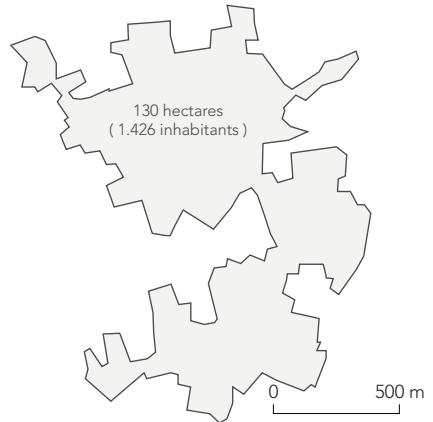
Ill. 6.8   Settlement footprint relation between Vigour and Brenderup.

Ill. 6.9   Vigour, dwelling structures.

INHABITANTS

The proposed structure of Vigour consist of 345 dwelling structures with 1078 units distributed in 21 districts. A varying number of inhabitants between 1 and 2,5 per unit, accumulates to an estimated population of 2.197 on the 70 hectares of the settlement. (Appendix C)

The landscape settlement is planned for the inhabitant to live close together in dwellings and districts with limited private parcel ownership in order to utilise the qualities of the landscape in common open sceneries. The high population density is contrary to the traditional parcel planning of rural settlements, and it naturally creates an alternative local environment. In comparison to Vigour, the neighboring settlement of Brenderup contains a population of 1.426 on 130 hectares. (DST 2016) Vigour merges the landscape qualities of a rural settlement and the urban qualities of living close together.

The dwelling units span from 40 to 180 square meters and provide a different qualities based on the individual district typology. The division of units is intended the reflect an expected overall demography in the Danish population with an emphasis of adult singles and families which are able to utilise the regional mobility relations.

The expected demography is as follows:

|	
0 - 17	15 %
18-25	5 %
26-35	10 %
36-65	40 %
66 -	30 %

The significant adult groups and the low percentage of young people is expected to be the premises of a settlement in this location, as long as the educational facilities and cultural programmes of the large cities attract the young segment . An acceptance of this trend and settlement demography will allow an increased focus of a vibrant local community, ideal to raise children or 'grow old' in.
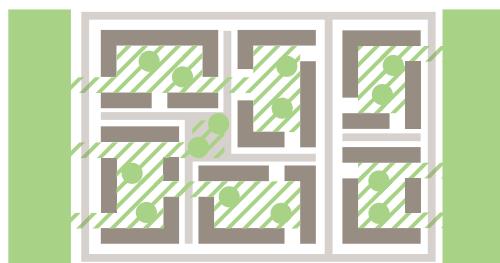
Ill. 7.1   Yard landscape relation through visual corridors.
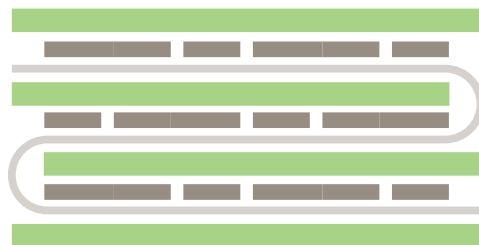
Ill. 7.2   Belt landscape relation.
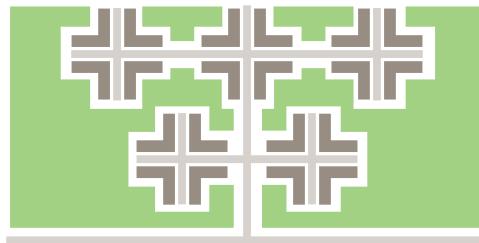
Ill. 7.3   Fractal landscape relation.
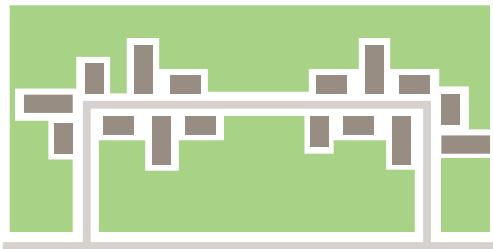
Ill. 7.4   Enclosure landscape relation.

TYPOLOGIES

LANDSCAPE RELATIONS

Being a main attraction of Vigour, the relation to the landscape is a core element in the development of suitable typologies. By determining the sizes and the hierarchy of the Vigour districts, a topography analysis suggested 9 categories among the 23 overall districts. One category with two districts of 'landmark structures', being the orangery and the school are not detailed in this section. The remaining 8 categories with 21 districts are described in following. From these 8 categories, 8 typologies are suggested and adjusted to the specific district while each district, could have been tailored to fit the landscape and the hierarchical relations.

The landscape relations of the typologies are split into 4, being the yard, the belt, the fractal, and the enclosure.

The yard, used for dense typologies, is intended to create urban streetscapes and where the relation to the landscape primarily is visual. Punctuation in the yard edges caters a flow of trees and green spaces into the space of the yard, which established a visual connection and course from the yard and into the landscape.

The belt is used for steep topography, creating double sided direct access and relation to the landscape.

The fractal strives to maximise the access and relation to nature relative to the typology footprint, in fairly plain topography. In principle, the landscape continuously flows into the centre of the typology due to the fractal division of dwelling plots.

The enclosure surrounds dwelling enclaves by landscape, in which the enclaves are sitting 'in the landscape'. The typology footprint is relatively low and the dwellings have a direct and significant relation to the landscape.
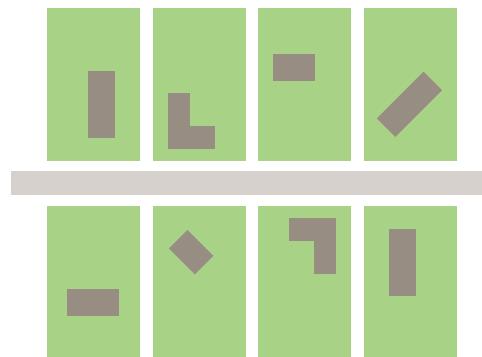
Ill. 7.5   Traditional Danish parcel structure.
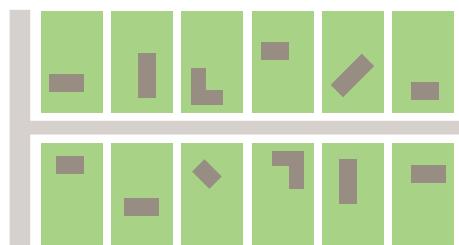
Ill. 7.6   Cul-de-sacs parcel infrastructure.
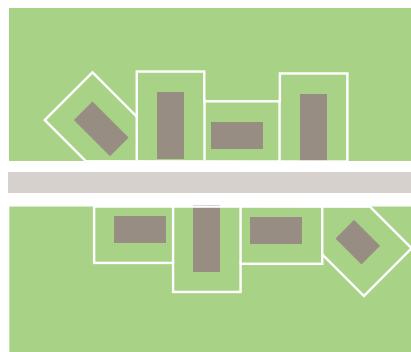
Ill. 7.7   Closely related dwelling and parcels with common landscape.
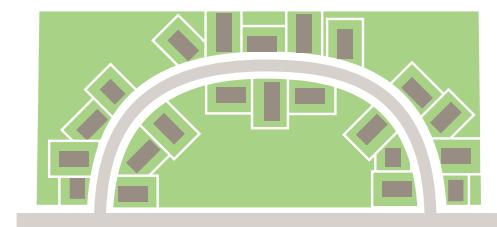
Ill. 7.8   Closed circuit infrastructure, preferably with one way traffic.

PARCEL STRUCTURE

The traditional planning of rural settlement have been based on parcel planning, providing 800 to 1.400 square meters for one owner and one dwelling. This structure creates a great sense of privacy and ownership but it takes up equally great amounts of space.

In many cases of the parcel planning, a tree structure have been used in order to maximise the number of parcel within a given site. However, the activity of this structure fades as it branches out and the cul-de-sacs of the structure are likely to hold a lonesome and partially isolated environment.

The planning of Vigour typologies minimises the parcel of each structure and incorporates a number of units in each dwelling. The parcels are either limited to the footprint of the dwelling or extended with small garden spaces. The Vigour parcel structure accommodates a large number of people in relatively little space while remaining a strong relation to a common landscape, due to dismissal of extensive private ownership.

This parcel structure has recently been used in Danish project, e.g. Ringkøbing K and NærHeden, and as the migration motivation of the people in the city regard the relation to nature and the local communities, it is argued that this typology structure will be hold sufficient attraction to have a relevance for Danish planning. (Schelde 2015)

The infrastructure of the Vigour typologies favours a closed circuit structure in order to increase the vibrancy of the streets and the personal relations in within the typology. The structure 'forces' car transit to pass through the typology and thereby create a balanced activity.
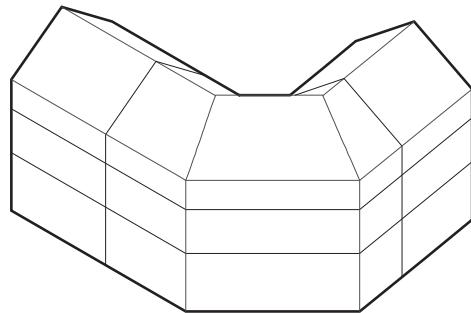
Ill. 7.9   Isometric view of punctuated courtyard typology.
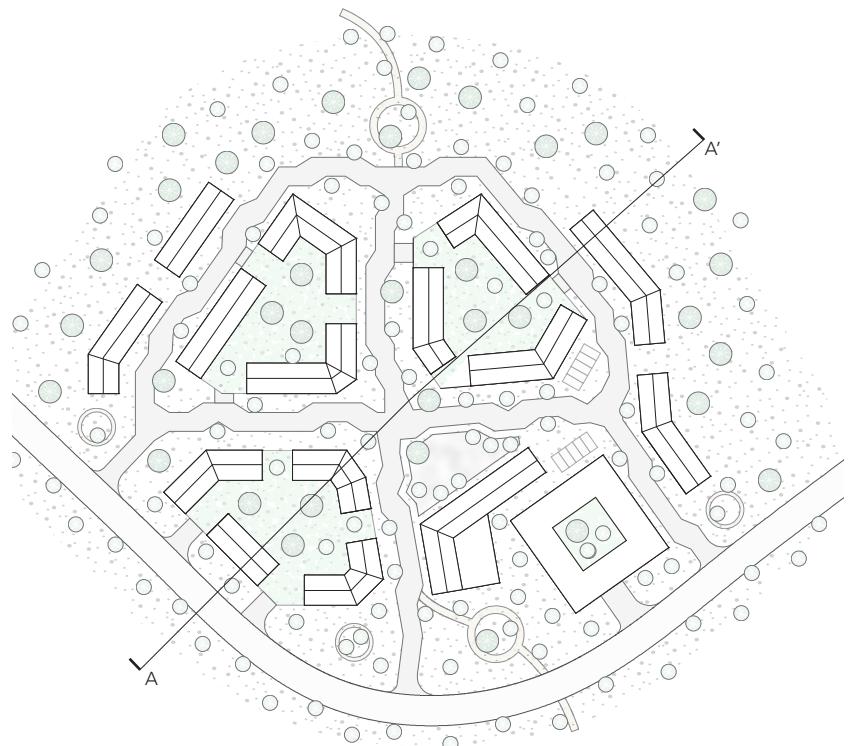
Ill. 7.10   Punctuated courtyard typology, Plan priciple. (1 : 2.000)
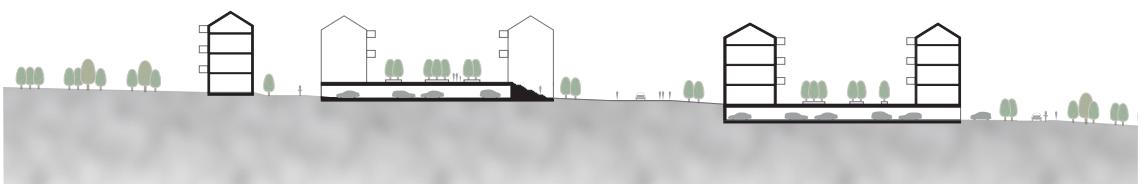
Ill. 7.11   Punctuated courtyard typology, Section principle. (1 : 1.500)
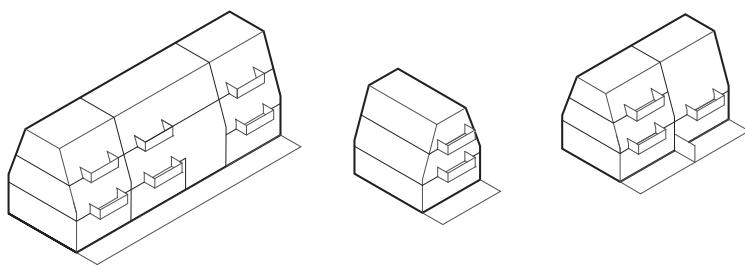
Ill. 7.12   Isometric view of fragmented courtyard typology.
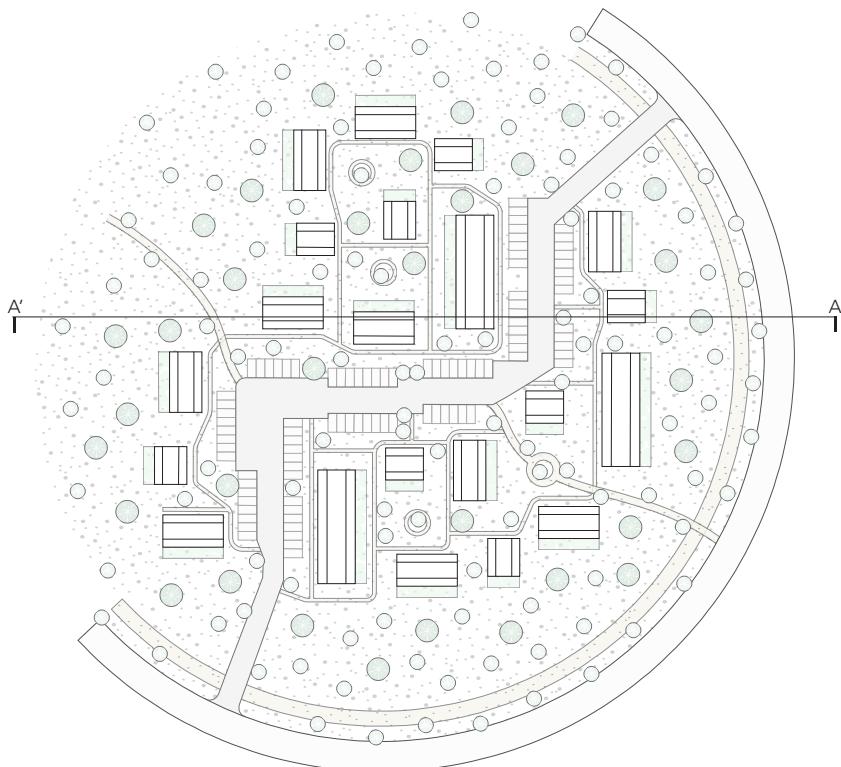
Ill. 7.13   Fragmented courtyard typology, Plan priciple. (1 : 2.000)
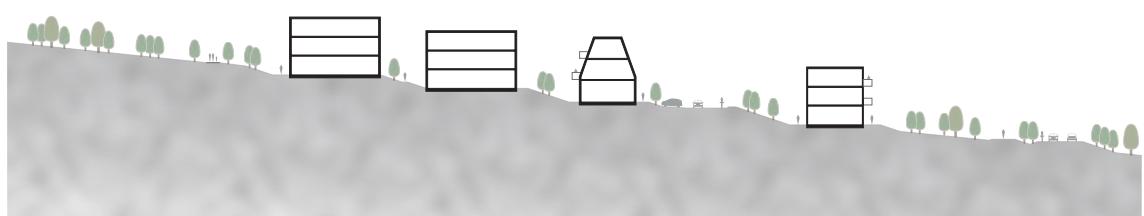
Ill. 7.14   Fragmented courtyard typology, Section principle. (1 : 1.500)
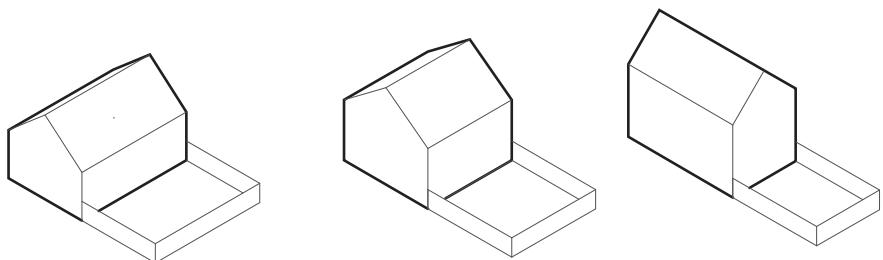
Ill. 7.15   Isometric view of fractal row house typology.
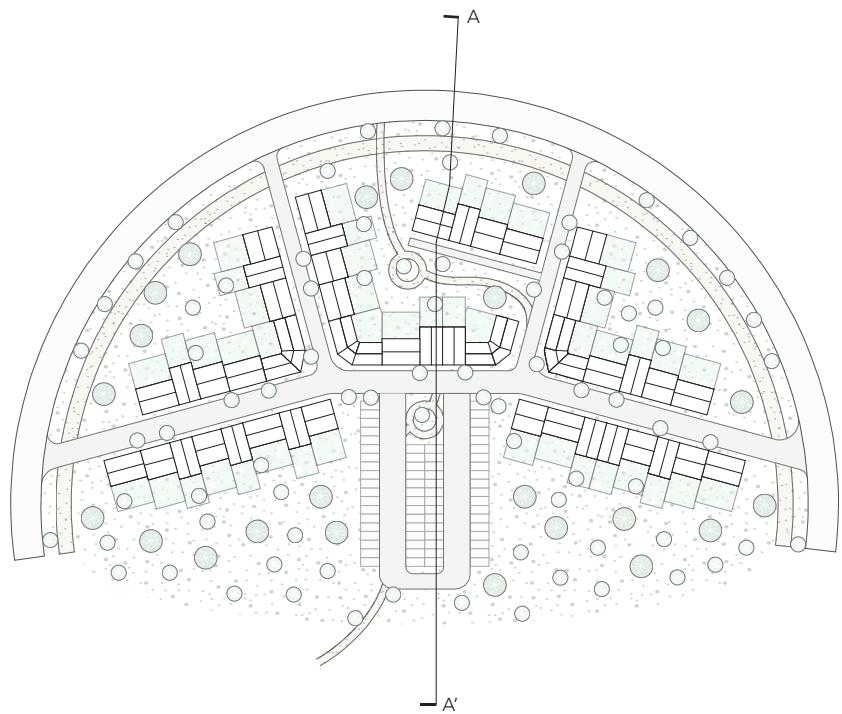
Ill. 7.16   Fractal typology row house, Plan priciple. (1 : 2.000)
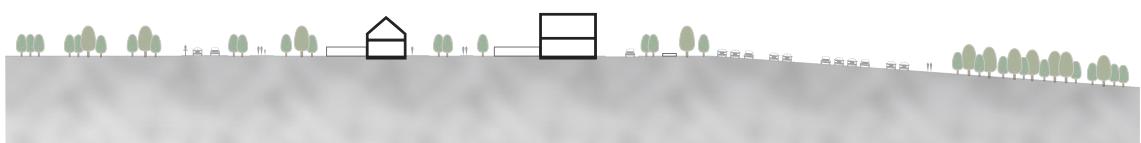
Ill. 7.17   Fractal row house typology, Section principle. (1 : 1.500)
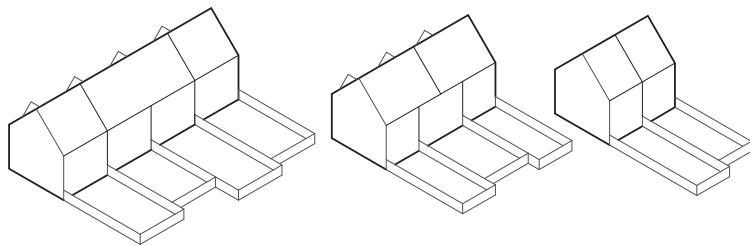
Ill. 7.18   Isometric view of linear town hose typology.
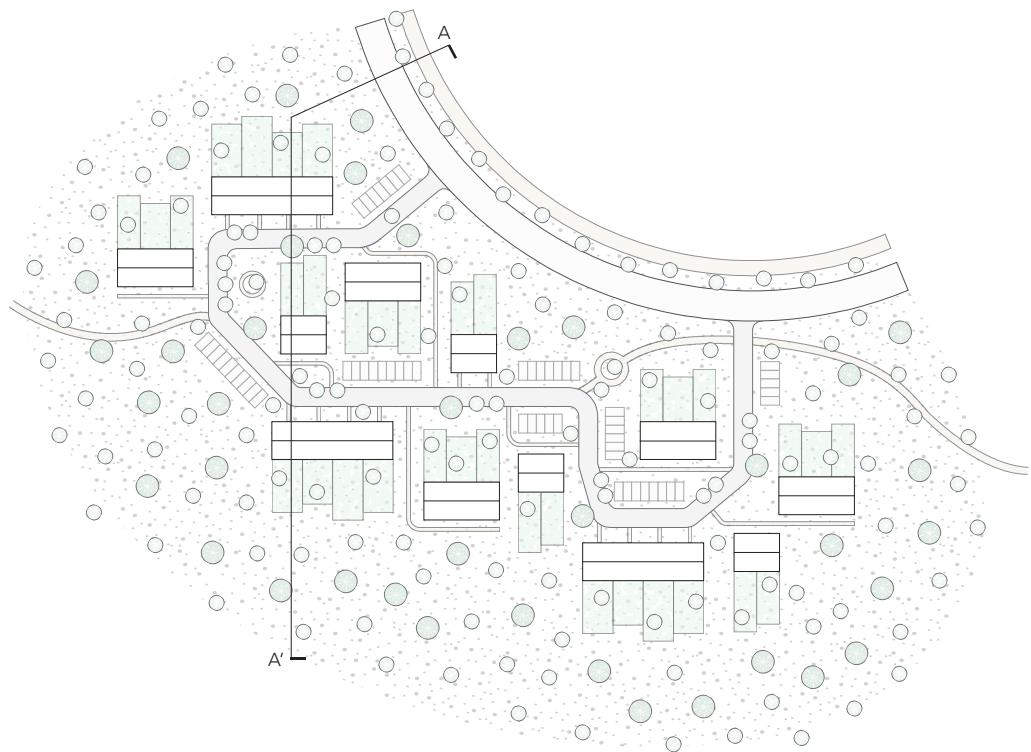
Ill. 7.19   Linear town house typology, Plan priciple. (1 : 2.000)
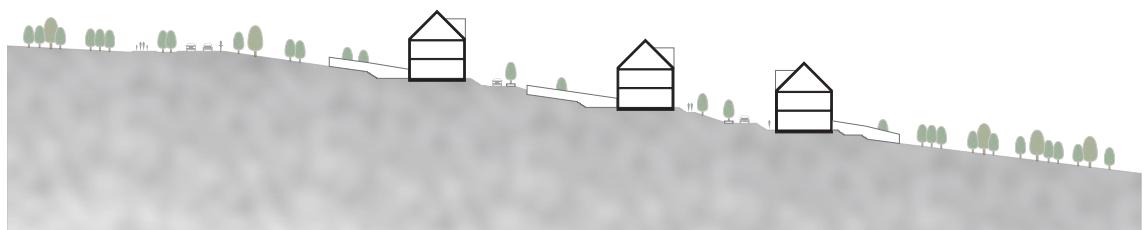
Ill. 7.20   Linear town house typology, Section principle. (1 : 1.500)
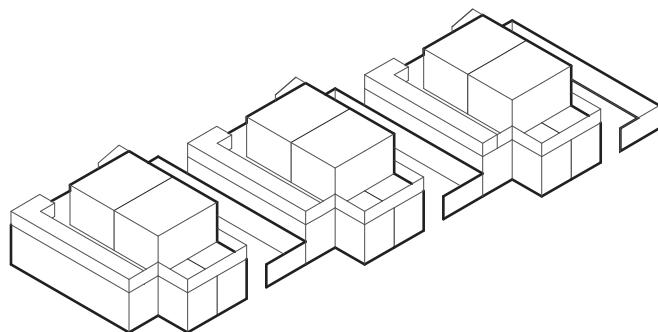
Ill. 7.21   Isometric view of compound typology.
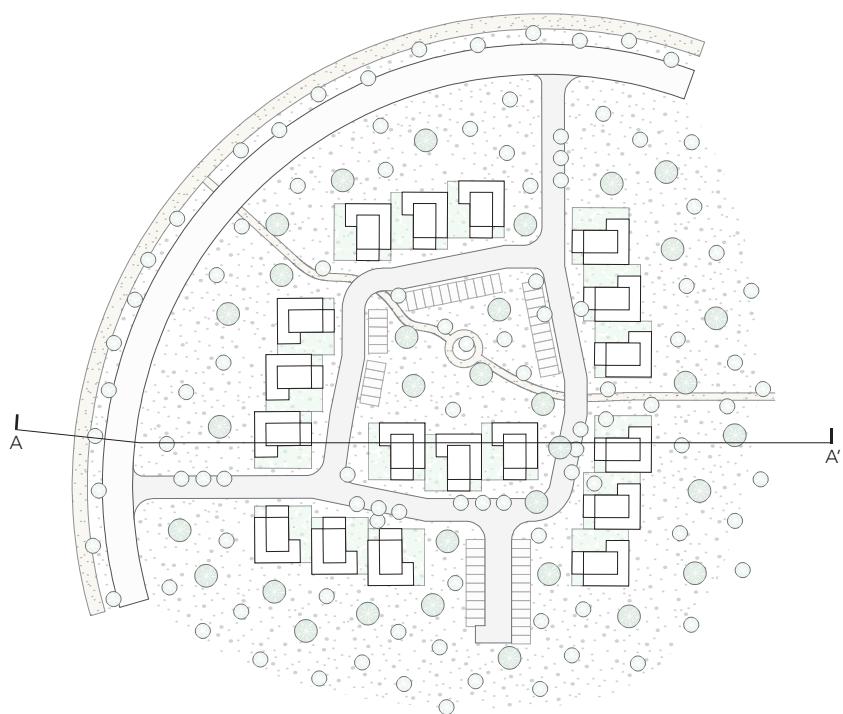
Ill. 7.22   Compound typology Plan priciple. (1 : 2.000)
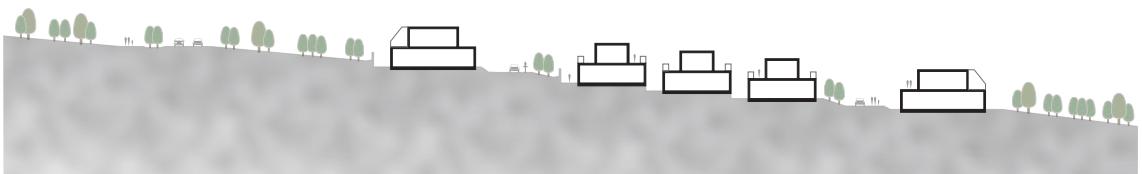
Ill. 7.23   Compound typology, Section principle. (1 : 1.500)
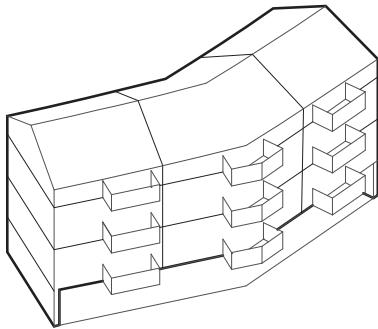
Ill. 7.24   Isometric view of fragmented slab kink typology.
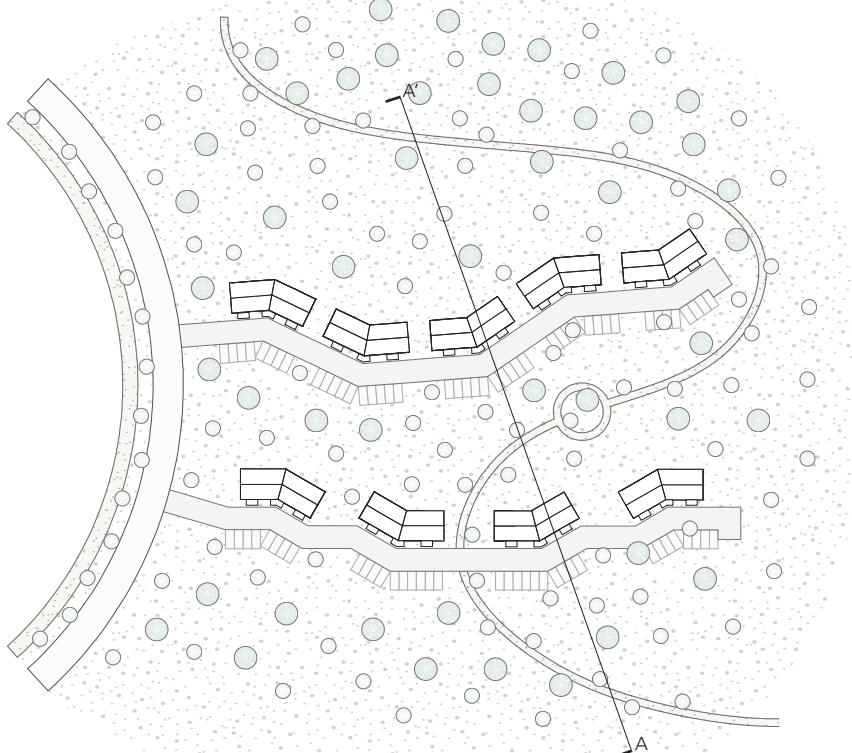
Ill. 7.25   Slab kink typology, Plan priciple. (1 : 2.000)

Ill. 7.26   Fragmented courtyard typology, Section principle. (1 : 1.500)
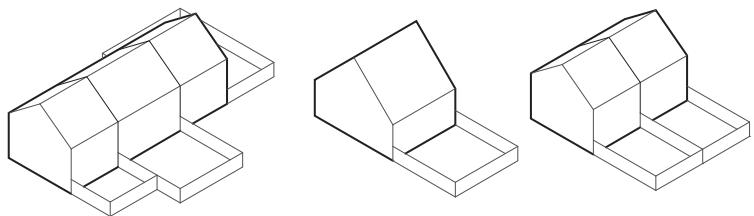
Ill. 7.27   Isometric view of compound typology.
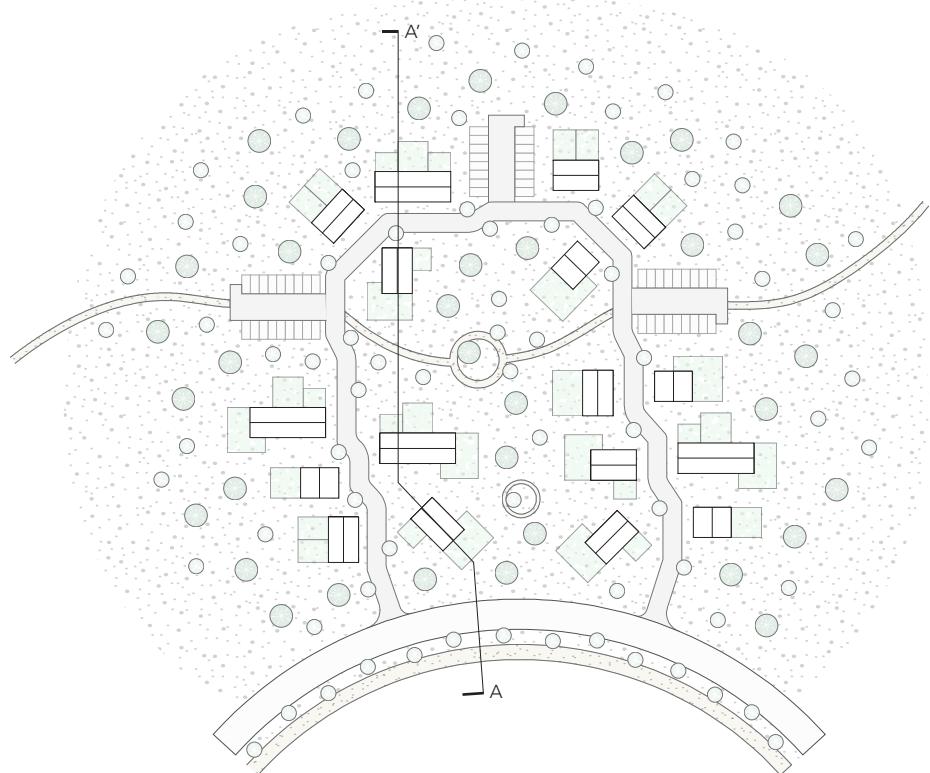
Ill. 7.28   Compound typology Plan priciple. (1 : 2.000)
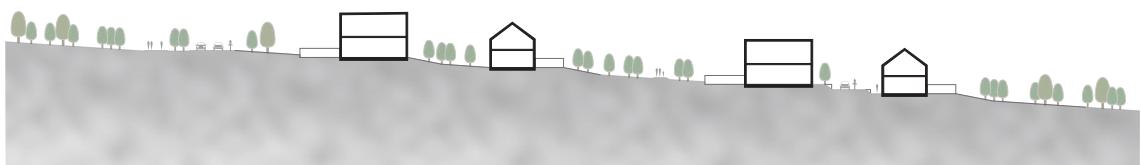
Ill. 7.29   Compound typology, Section principle. (1 : 1.500)
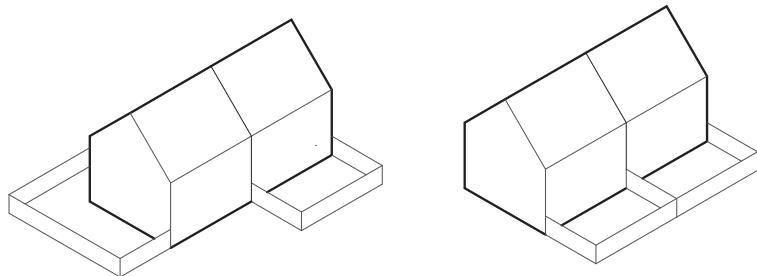
Ill. 7.30   Isometric view of fragmented courtyard typology.

Ill. 7.31   Fragmented courtyard typology plan priciple. (1 : 2.000)

Ill. 7.32   Fragmented courtyard typology, Section.principle. (1 : 1.500)

Ill. 9.1   Traditional town houses, Sandviken, Bergen.

Ill. 9.2   Heterogenous cladding, Ypenburg ,Rotterdam

Ill. 9.3   Public streetscape, 'the Potato Rows'.

Ill. 9.4   Private streetscape, the 'Kingo houses.

Ill. 9.5   Courtyard punctuation fence, Aalborg.

Ill. 9.6   Punctuation vegetation. Aalborg.

TOWNSCAPE CATALOGUE

The catalogue is intended to provide a visual understanding of the desired streetscapes in Vigour. The typologies are designed to create comfortable urban space and relate to human scale in size and mobility velocities. The typologies dwellings and streetscape are not explicitly illustrated in the project material but each district is intended to have distinct material characters to enhance the sense of place within the settlement district patchwork. Brick, wood, and metal cladding of the dwellings will provide characteristic edges to a streetscape where the various pavement types should create distinct tactile characters of paths and urban spaces.

The typology dwellings are placed in close relation to shared space streets running through the district, similar to the 'Potato rows' in Copenhagen and the 'Kingo houses' in Helsinore. The street facade of the dwellings will feature a limited visual access in ground plane by vegetation interventions or window design.

To establish a sense of privacy, for the comfort of both the dwelling inhabitants and the people walking along the pedestrian network, the private gardens are enclosed by built or living fences. 'Fences for public access' is expressed as strategy to increase the comfort of moving through semi-public spaces which is crucial for the vibrancy of the recreational paths through the landscape of Vigour. (Hajer & Reijndorp 2001)

CONCLUSION

The project research shows that the current decline of Danish rural settlements is due to a current change in the national infrastructure, which favours the large cities and a general centralisation. The geographical location of the settlements along with the local physical and social infrastructure determines the 'faith' of the rural settlements in the sparsely populated 'periphery' of Denmark. Though, the qualities of rural settlement as a typology yet appeals to large figures in the Danish population.

The trust, influence, and sense of safety in the local community of rural settlement and the relation to nature motivates especially inhabitants in the large cities to migrate to rural settlements. The job concentration in the large urban regions and the mobility currently the delimiting factor of the migration motivation. Therefore, a future development of rural settlement should take place in relation to the urban regions.

The practise of Danish planning has mainly catered developments and extensions of the large cities along high class infrastructure, as seen with new settlements as "Vinge" and "Nye". An alternative approach to this planning of large urban extentions is the prospect of a landscape settlement typology, placed in relation to large cities, in landscapes which holds great scenic qualities.

A series of sites, in relation to high class infrastructure and the large urban regions, holds a potential to convert picturesque landscape in new attractive rural settlements. The landscapes formation left from the last ice age are currently used for inefficient agricultural production, and these formation can be planned to hold a typology of landscape settlements where it is possible to 'live in the landscape'.

A site near Brenderup, between the 'Triangle Region' and Odense, is selected to illustrate how a landscape settlement could be unfolded based of rural settlement musings regarding context, structure, and community. The location between two centres underlines the alternative utility of the typology in comparison to the current Danish planning practise.

The significant attraction of "Vigour", the proposed landscape settlement, is the dramatic topography of the site's moraine landscape and forests formations. The settlement planning strives to preserve the qualities of the context by planning infrastructure and structures on the premises of the topography and forest formations.

The settlement structure is formed as a patchwork of districts interconnected by a graduated mobility velocities. The settlement infrastructure favours a velocity graduation of connected circuits to enhance a mobility transition sense of being either inside or outside the settlement. The low velocities within the city provide comfortable spaces for pedestrians and outdoor activities.

In order to activate wayfinding and a collective understanding of the settlement structure, the districts graduate in density and public program from a central spine. Besides the spine, public nodes of green and urban character are spread throughout the site, interconnected by a network of paths, intended to stimulate the local mobility and relations in the community.

The expected "Vigour" population of 2.200 inhabitants is accommodated in range of district typologies which is determined by the hierarchical relation within the settlement and the district topography. The dwellings accommodate an expectancy of primarily families, where the adults work in either the 'Triangle Region' or Odense, but also but also a percentage of elderly above the estimated Danish national average of 25 %.

The formal and informal public programme with a flexible planning approach to the changes in mobility and preferences in daily life, is expected to provide the framework of a vibrant activity within the landscape settlement typology, where the qualities of the local context and community can unfold in playing an active role in the future of Danish planning.

REFLECTION

The economical intent of landscape settlements investments, being public or private, would require a thorough analysis exceeding the one presented in this project. The project suggests the potential of the landscape settlement typology within Danish planning, relying on analysis of national planning and migration trends, but with a lack of socio-economic calculations due to a lack of available data and expertise.

The establishment of new landscape settlements rise a challenge to create a successful settlement from skratch. The creation of settlements have either been based on the initiative of locals or strategic planning initiatives, respectively illustrated by the prairie town development of Battleford and the catastrophical Pruitt-Igoe project in St. Louis, developed in 1954 and demolished in 1972. The two separate initiative have shown to have severe risks of failure due to single-minded local motives or modernistic ideas of 'ideal living for all' which do not stand the test of time. The landscape settlement is argued to have a robust relevance from a planning point of view, but a successful settlement in the geographical location of Vigour is highly dependent on the involvement of the inhabitants. The settlement community and character will have to be developed by resourceful inhabitant willing to invest themselves in this process. A series of planning initiatives and strategies can encourage an attraction of the 'right segment' of inhabitants and to encourage the establishment of local activities and relations in the initial phase, but the typology success is still highly dependent on involvement which cannot be controlled by strategic planning.

The design proposal is presented a fully developed entity but should be developed in a number of phases to avoid a repetition of the modernistic monoliths. A fragmented development of the settlement would create a slow and continuous development of the local community, and increase the relative settlement attraction in the different phases. Such a development plan is not included in the project but would be incorporated in a further development of the project.

The technical aspects of the settlement infrastructure, regarding the requirement of road and path slopes, has not been fully illuminated and the project does not involve calculations of the estimated traffic. While the overall infrastructure and capacity is expected to be accomodated within the Vigour landscape, the explicit traffic calculations would most likely causes modifications to the courses through the settlement with possible impact of the district in sizes or locations.

The implementation of 'sustainability' and stormwater management has not included in the project materials, but both element are considered relevant if the settlement should be detailed further.

The project timeframe, the working capacity and the project development has kept the project result to a fairly strategical scale with an emphasis of settlement structure, space, and relations at the expence of explicit detaling and production of spatial visualisations. In increased sense of communicating the topographical qualities of the site would improve the landscape qualities and potentials.
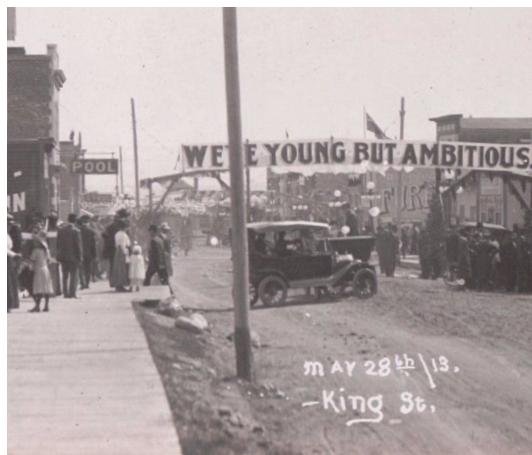
Ill. 11.1   Initial development of Battleford, USA.

Ill. 11.2   Pruitt-Igoe Project, St. Louis

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APPENDIX

A | National mappings

A series of offcial national mappings and planning informations have been gathered and evaluated in order to create an geographical division of the Danish landscape. Here, a series of the mapping communicate the an overall planning division of the Danish landscape.

Ill. 13.1   Political image of Danish infrastructure in the 2013 national plan.
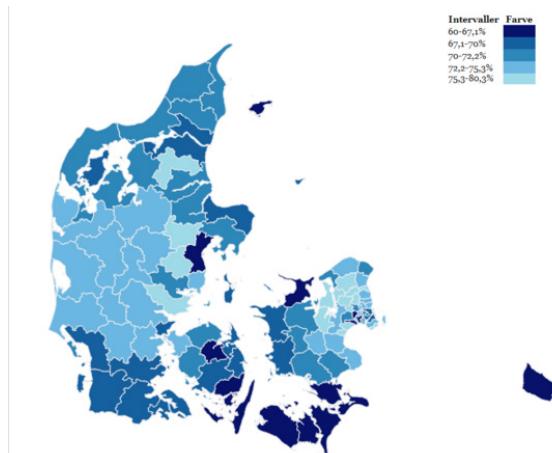
Ill. 13.2   Danish employment percentages, CEVEA, 2015
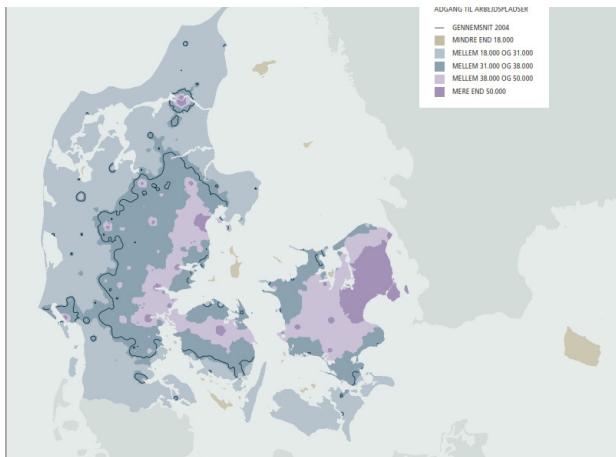
Ill. 13.3   Job access ratio within 20 minutes, 2006 national plan.
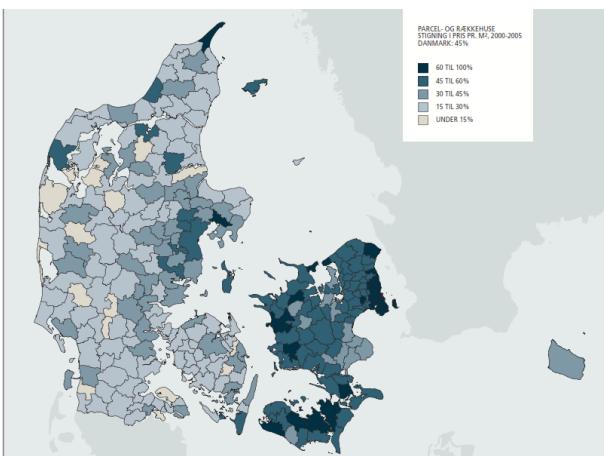
Ill. 13.4   Development of housing prices, 2013 national plan.
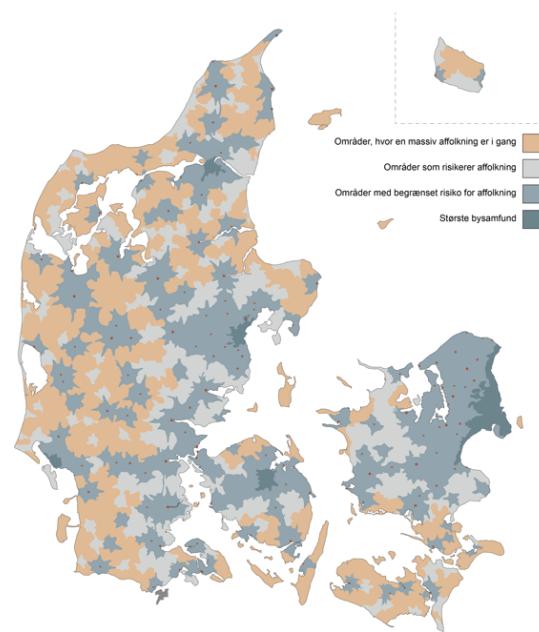
Ill. 13.5   Migration trends, Urland, 2015.

Ill. 13.6   Commuting the to large cities, 2013 national plan.
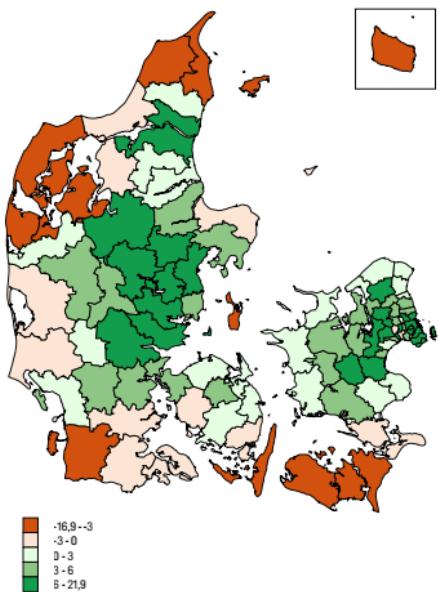
Ill. 13.7   Municipal population development, 2004-14, Realdania
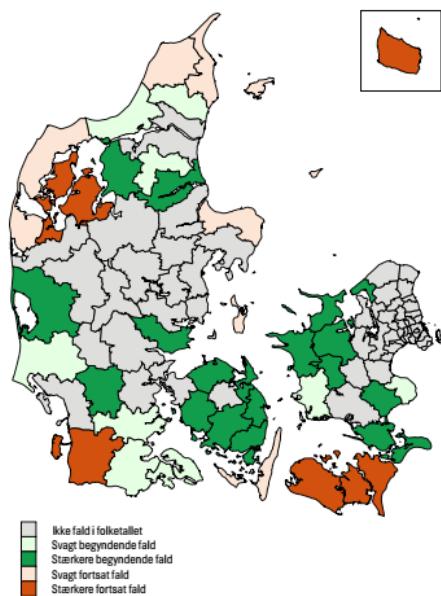
Ill. 13.8   Decline trends in Danish municipalities, 2004-14. Realdania.

B | Settlement cluster

The settlement populations show a

Local settlement populations:

Year	2010	2011	2012	2013	2014	2015	2016
Brenderup							
	1383	1366	1360	1362	1397	1403	1423
Harndrup							
	632	652	644	633	635	637	638
Båring							
	923	945	955	962	959	963	952

(DST 2016)
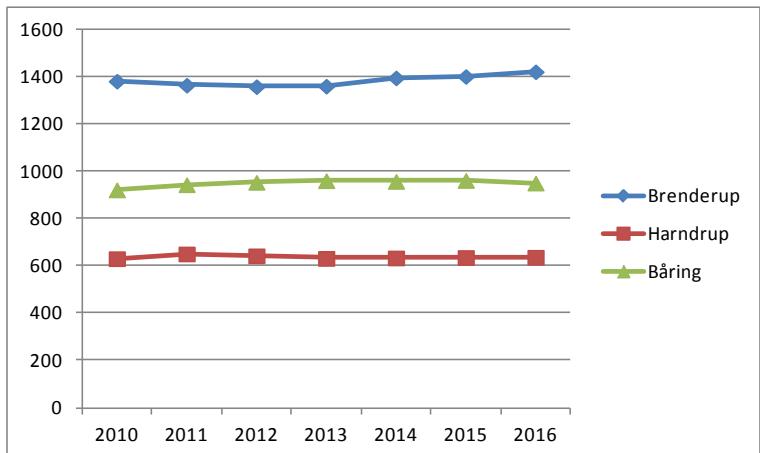
Ill. 13.9   Settlemnt cluster population diagram.

		Structures	Dwelling units	Unit inhabitants	Inhabitants
Star 'farm' houses	A	12	24	2,5	60
	B	35	70	2,5	175
Urban enclosure	A	9	9	2,5	22,5
	B	16	32	2	64
	C	8	24	2	48
Compounds	A	51	102	2	204
Slab kink	A	23	207	2	414
Linear town houses	A	13	26	2,5	65
	B	13	39	2	78
	C	6	42	2	84
Fractal row houses	A	103	103	2,5	257,5
Courtyard cluster	A	15	45	2	90
	B	16	64	2	128
	C	4	36	2	72
Courtyard	A	20	180	2	360
Elderly care centre	A	1	75	1	75
	Total	**345**	**1078**		**2197**

Interview on the 13th of April 2016 with Bente Mouritzen, Planner, Hjørring Municipality.

Danish Transscription:
Mads Djurhuus (M)
Bente Mouritzen (B)

M: Har du lyst til at starte med en let introduktion til Hjørring kommune og jeres planlægning?

B: Ja, altså vi har jo skrevet i plus15 at vi vil lave en prioritering af landsbyerne og se på deres potentialer dermed få en pejling af hvad er det vi skal satse på og hvor er det så at vi så skal lade tingene gå deres gang. Vi er så ikke kommet i gang med den proces politisk endnu, men vi er jo ved at lave en kommuneplan nu og der står jo i plus15 at den proces skal sættes i gang i forbindelse med kommuneplansarbejdet. Så jeg venter spændt på den for det er jo nogle svar som vi, ikke bare her i kommunen, gerne vil have når vi går ud at laver de her indsatser med oprydning og nedrivning og at vi kan se at vikke har midler til at drive alle de her landsby – 42 her i kommunen – og vi kan se at der er fraflytning så er vi jo nød til at have en eller anden politisk pejling på hvad der skal ske og der har man jo så i plus 15 skrevet at man vil, og det glæder vi os til.
Vi har jo udviklet eller benyttet os af nogle metoder – vi går meget op i borgersamarbejde, landdistrikssamarbejde med folk, borgerne i landdistrikterne, og det har vi i mange forskellige sammenhænge, for eksempel skolelukningerne, i første ombæring af skolelukninger blev der lavet en procestype som vi kaldte for samling af sammenhold hvor vi havde et lille udrykningsteam der tog ud til de her landsby der var ramt af skolelukninger og startede en proces med borgerne. Når vi nu ikke har skolen som samlingssted, hvad kan vi så sætte i værk – hvad kan vi så finde på for at byen ikke mister sin sammenhængskraft, og det har givet vidt forskellige resultater, men det har alle steder givet en proces der har bragt folk tættere på hinanden og sikkert givet dem et andet syn på det kommunen gør – i starten når kommunen kom ud tænkte de gerne "Hvad er den skjulte dagsorden", men der har de fundet af at der ikke er nogen skjult dagsorden fordi at vi jo er sat i verden for at være noget for den kommune vi jo arbejder for. Det her har resulteret, den her samling af sammenhold, for eksempel i Vrindsted hvor man har besluttet at nedrive noget af den lukkede skole og at sætte resten i stand og at bruge den, så man flytter forsamlingshuset derind, børnehave, vuggestue og borgerforeningen flytter derind så man samler aktiviteter og laver en 'byens cafe' hvormed at man skaber en slags kulturhus der bliver byens forsamlingshus 2.0.
En anden ny hvor vi lukkede skolen, Rakkeby, er skolen blev revet ned og så har man i stedet taget fat i spejderne, som tidligere havde en spejderhytte tæt på byen, og så har man bygget den om og gjort den til fællessted for spejder- og ungdomsklub og borgerforening så man på den måde fik et samlingssted. Andre steder hvor man har lukket skoler har det vist sig at det været rigeligt for dem blot at få en opslagstavle nede i den lokale sportsklub – så synes de det var fint. Det har været meget forskelligt hvad der har bragt folk videre.

M: Ja, og det er vel præcist det der er problematisk i en stor forkromet strategi, i det at alle situationer er unikke?

B: Ja, netop.

M: Men hvordan er jeres budskab blevet taget i mod generelt i landsbyer omkring at der ikke længere er økonomi for kommunen at drive 42 landsbyer. Det er naturligvis noget der skal bearbejdes, men er det noget beboerne kunnet forstå og acceptere?

B: Vi oplever jo nok et eller andet sted, vi er jo ikke andet end 7-8 fra kommunesammenlægningen, vi er jo en sammenlægning af fire kommuner; Hjørring, Sindal, Vrå og Hirtshals, og de der andre byer(udover Hjørring, red.) de har jo stadig en eller anden forståelse af at være hovedbyer. Og omkring de byer så ligger så deres landsbyer, så der er kommet et niveau ekstra ind og derfor er det blevet nemmere at sige: "Ja, det hele sker i Hjørring". Så der skal findes et leje hvor man også helt i ude i yderkrogene af kommunen er stolt af at have Hjørring som hovedby. Og den proces er ikke helt færdig endnu. Så når der bliver bygget teater herinde for 170 millioner og man så lukker en skole i Mosbjerg, så bliver det jo set i en sammenhæng.

M: Ja, det kan være svært at opleve kontrasten i oplevelsen af den meget lokale afvikling og tunge investeringer i hovedbyerne som kan være svær at begribe når ens virkelighed måske ligger i lokalsamfundet, men er det noget som i eksempelvis har nogle intentioner om at bearbejde eller noget der ordnes med tiden?

B: Der ligger vel også i plus15 en intention om at forstå at når vi ligger her i udkanten og hvis vi vil trække resurser til for at overleve, så er det ikke Mosbjerg eller en anden lille landsby som folk udefra får øje på, så er det en dynamo som Hjørring, så derfor er Hjørring nødt til at være et kraftcenter. Derudover har vi en geografi der er helt unik fordi at Hjørring ligger i midten og at de gamle områdebyer ligger ude omkring så det danner et lille 'solsystem' hvor ingen har ret langt til Hjørring eller omvendt, så på den måde er geografien jo med os i det aspekt, og så håber vi jo så at det jo også løber ud igen. Når Hjørring får noget energi, substans og kraft at det spreder sig til resten af kommunen. Uden at kunne det ordret, mener jeg også at det er intentionen at Hjørring er hovedbyen i plus15 planen.

M: Ja, det er jo også klart at hvis man kigger på tallene, at det er i Hjørring at udviklingen er, og det er vel også en del af formidlingen, blandt andet for jeres udrykningsteam, at grundlaget for alle de små samfund ikke længere er givet som et produkt af den udvikling der har været i det store billede.

B: Nej, og det er vel heller ikke nogen ny ting, det er jo som sådan bare en tendens tilbage til før velfærdsstatens store eksplosion. Førhen var det jo lokalt at man støttede hinanden og så er det jo bare op gennem 50erne, 60erne, og 70erne jo blevet mere hen ad: "Det er jo sådan noget som kommunen tager sig af". Så nu skal vi ligesom have vendt skuden igen.

M: Ja, og et eller andet sted er det jo en naturlig udvikling af den spredningstendens trækker sig sammen igen, som det er set før, men det er selvfølgeligt svært at have vænnet sig til et og så måtte se det ændre sig til det negative.

B: Ja, vi har jo altid været vant til at vi skulle planlægge for udvikling. Det er der jo ikke noget odiøst i. Masser af udvikling – vi skal planlægge for udvikling. Men nu er fortegnet ligesom ændret og vi skal måske lære at planlægge for afvikling eller skrumpning. Udvikling uden vækst kalder vi det nogle gange. Fordi det at der færre af en ting kan jo som sådan også være en positiv udvikling, men det er bare en anden slags udvikling.

M: Ja, så længe der sker noget er det jo en form for udvikling. Men i denne udvikling er der jo stadig en faldgrubbe på det psykologiske plan, hvis man ikke får formidlet at denne planlægning er en streng nødvendig for alles bedste og ikke blot en manifestation af at byen suger livet ud af oplandet og der skabes en forstærkelse af "os og dem".

B: Ja, hvad gør man lige ved det… Der er jo så mange mekanismer i det, det er jo i byerne at arbejdspladser er og det er jo i byen at du nogenlunde kan holde værdien hjemme på dit hus. Og det er i byerne at uddannelsesinstitutionerne ligger. Og der er jo begrænsninger for hvor langt ud man kan decentralisere og stadig bevare en form for økonomi i det. Da det en gang gik godt ude i de små byer var det jo ikke fordi at de have uddannelsesinstitutioner og lignende, men da var det fordi at landsbruget var der. Og landbruget er jo en helt anden ting end det var for 50 år siden. Hvor man før havde fjorten medarbejderen på en gård har man i dag måske to og det generer jo ikke noget liv i landsbyerne.

M: Ja, samfundsstrukturen har ændret sig, og ligeledes har en ting som vores ændrede handelsvaner har jo ligeledes været med til at underminere den lokale økonomi. Og så er det måske allervigtigst at få folk til at forstå og acceptere at landsbyer ikke kan have samme funktionsudbud som de havde før.

B: Nej, der er jo heller ikke nogen forældre ude i de mindre samfund der holder på deres børn i lokalsamfundet. Selvom der er affolkning så er det ikke 'mine børn' der skal være dem der nødvendigvis skal blive her fordi at de selvfølgelig skal have lov til at udleve deres drømme så de må gerne drage ud i verden.
Vi oplever jo at der er den der overordnede, når man ikke rigtigt kan gennemskue hvad der bliver snakket om når sager om at kommuner

er ude at bulldoze landsbyer kommer frem, og at kommunikationen foregår på presseniveau, vil man jo møde de der påstande om at kommunen er ude på at tage livet af de små landsbyer og at regeringen centraliserer og der er en følelse af at "Vi betyder ingenting i det store billede", men når vi så kommer ud og taler helt konkret med de folk der bor i landsbyerne så er det jo nogle helt andre ting der gør sig gældende. Så viser det sig at de er ret glade for at eksempel vis to-tre huse der står og forfalder, bliver fjernet med kommunens hjælp og de er glade for at have vished om hvad der skal ske i landsbyen. Når planen bliver synlig for dem og at de får indflydelse på den så er der ingen der snakker om at det her er afvikling så er det mere en forøgelse af kvalitet eller en forskønnelse. Der er måske ikke så mange huse, men det er et skønnere sted at bo og at det øger livskvaliteten at byens kvalitet er i top. Og så er det en helt en helt anden lingo, en helt anden tilgang som folk har til planlægningen.

M: I forhold til at komme ud med lokale initiativer, med opslagstavler eller kulturhuse, er det så kommunen der står som sponsor eller hvem finansierer investeringerne?

B: Der er ingen tvivl om at staten ikke bidrog med en vis procentdel af budgettet ville det ikke være muligt, det svinger mellem 33 og 100 procent, så ville der overhovedet ikke tilnærmelsesvis blive gjort de indsatser som der bliver gjort nu. Det har vi simpelthen ikke økonomi til at løfte selv, men jeg synes ikke at det er pinligt at vi skal bede om pengene. Jeg tror at vi til vores indsatser afsat 10 millioner og fordelt på landdistriktsindsats, borgerproces og forskellige projektindsatser så er det måske en 50/50 fordeling der er mellem kommune og stat til dækningen af udgifterne.
Det er afhængigt om det er byfornyelsesindsatser eller om det er forsøgsindsatser, der er jo forskellige refusionsprocenter på det, men stadigvæk er det beløb der afsættes fra staten relativt ret beskedent – jeg tror at det er omkring 150 millioner som regeringen har afsat til nedrivninger. Til sammenligning kørte jeg for nylig forbi boligrenoveringsprojekt på vej til Aalborg hvor der blev skiltet med at området ville blive renoveret for 800 millioner kroner, så det er jo ikke sådan at vi føler at vi trækker bundproppen ud af statens økonomi for at få de der 150 millioner til nedrivninger i landdistrikterne. Jeg mener at 150 millioner i det samlede projekt ikke er alverden og jeg mener at blandt andet beløbene til Københavns kvarterløft har været i en helt anden kategori. Og nu skal vi jo så til at lave den samme byfornyelsesindsats – bare på landet.

M: Ud fra diverse tabeller og mønstre i forhold til befolkning og flytning er der noget overordnede trends der retter sig fra 'opland til by', 'by til by' og sidst 'by til land' og hvor kategorien de falder indenfor er meget afhængigt af personernes ståsted i livet. Hvordan er din opfattelse af bevægelserne i Hjørring Kommune?

B: De unge flytter gerne helt ud af kommunen når de skal have deres videregående uddannelse. Vi har godt nok bachelor uddannelser i Hjørring og der hente vi også nogle ind i kommunen på denne konto, men der ryger mange unge ud af kommunen når de er færdige med deres ungdomsuddannelse. Ellers er tendensen den at man flytter fra opland til en mindre by, og derfra videre ind til Hjørring som alderen skrider frem. I sidste ende er landdistrikterne og de små byer der er 'taberne' i det spil fordi at det er dem der tømmes.

M: Gennemsnitalderen i de små byer er høj …

B: Høj og stigende!

M: Ja, i forhold til de her samfund der er præget af ældre, er der så en eller andet økonomisk interesse for kommunen til at få de ældre til at flytte til nogle af de større byer?

B: Jeg ved ikke om du har hørt om den rapport 'Skrumpelev' som vi også var med i, der forsøgte vi netop at lave de der øvelser hvor vi sagde hvad kan man spare ved at centralisere. Hvad koster det for renovation og at køre ud med hjemmepleje – og hvis vi så kunne spare penge ved at nedlægge landsbyerne ville de penge kunne investeres et andet sted. Men det viste sig stort set at være umuligt at vurdere præcist og stadig var der ikke signifikant besparing at spore. Og når vi ikke taler større geografi end vi gør her i kommunen, når folk skal ud fra hjemmeplejen er der ikke meget at spare, fordi at den her flere centre i kommunen. Det koster stort set det samme uanset hvor besøgsadresserne ligger og gevinsten ved at flytte de ældre ind til byen var meget begrænsning. Ellers skal man lave en decideret ældreby

herinde hvor alting er samlet.

Hvis skal lave et initiativ som det man foreslog i 'Skrumpelev' rapporten kom vi frem til at det ikke skulle være af økonomiske årsager, fordi der viste sig at være særlige økonomiske gevinster ved at nedlægge. At det så sker af sig selv alligevel er jo så bare en naturlig udvikling.

M: Den oprindelige intention med projektet var egentligt at bearbejde afviklingen og gribe den anderledes an i et scenario hvor man med en omstrukturering kunne samle økonomiske motivation for kommune og stat med en ønskelig udvikling for beboerne i landsbyerne, men undervejs har jeg læst mig frem til at det desværre ikke er lige til eller synderligt realistisk at der er mange penge at hente for det offentlige ved at nedlægge landsbyer og integrere beboerne i de større byer.

B: Jeg tror at det største problem er usikkerheden omkring den overordnede plan, og her er vores Borgmester Arne Boel måske lidt sær-egen med sin meget direkte tilgang, og han får sig jo også nogle modstandere på den konto. Nogle af de største problemer ved at være borger ude i landsbyerne er jo også at man har nogle værdier på spil, man har et hus som der falder i værdi og et fjernvarmeværk som koster kassen at drive. Så økonomisk er det en udfordring at være borger i landsbyerne.

M: Ja, de der har investeret i landdistrikterne er jo fanget på en måde

B: Ja, hvis man havde forestillingen om at man skulle sælge huset når man blev pensionist for at flytte i et mindre sted, kan man blive udfor-dret ved ikke at kunne sælge huset fordi at det ikke har nogen værdi. Det er først i de tilfælde at huset bliver et dødsbo og at det begynder at forfalde at kommunen kommer ind i billedet med nedrivningsmidler. Og det er jo heller ikke relevant for kommunen at opkøbe, for jo mere vi køber jo mere er vi ansvarlige for. Og så er der en forventning om at kommunen vedligeholder de grunde eller 'frimærker' som den ejer rundt i kommunen og hvis det ikke sker, er kommunen jo 'dum' igen fordi at den ikke har råd til at holde det. Der er vi ofte ude at lave aftaler med naboerne hvis vi har købt huse på tvangsauktion for at rive huset ned, så vil vi jo helst hvis vi kan dele grunden mellem to naboer eller at sælge den. Så har vi en ide om at grunden bliver holdt og at kvaliteten af byens image er fornuftigt.

M: Oprindeligt havde et håb om at kunne finde en beregningsmodel der kunne påvise at der ville være god mening samfundsøkonomisk i for kommunen at investere i landsbyerne for at fremme en udvikling der allerede undervejs, men det virker til ikke at være gangbart.

B: Ja, så skal det være en anden økonomi der går ind at køber for eksempel vindmølleproducenter. Svenske Vattenfall har købt en landsby ude ved Nibe og givet en pæn pris for husene i området og beboerne var glade, de kunne komme derfra og så er husene blevet revet ned. Og i det tilfælde kan der stilles vindmøller op uden at det generer naboerne. Vattenfall har jo pengene til det så det er en god måde at gøre det på, men man kan desværre ikke stille vindmøller op over alt i landdistrikterne.

Når vi taler om alternative tiltag, arbejder vi i kommunen på at gøre os attraktive for alternative boformer, efter at vi havde en studietur til Findhorn i Skotland, som er en selvgroet by der startede som en caravan park. Og nu har det udviklet sig til en by med en almindelig tæt-lav bebyggelse hvor det spirituelle og det økologiske er i højsædet. Og det tænkte vi at vi kunne tænke os facilitere i Hjørring og gøre kommu-nen lækker hvis nogen kunne har interesse i at starte sådan en by. Og det er måske også på sådan en måde at landsbyer skal overleve på – at skabe sig en karakter over et tema og dermed kunne have en målgruppe at tiltrække. Det er også noget som vi har in mente når vi vil lave potentialeplanen for landsbyerne så det kan komme frem hvad landsbyerne hver især kan. Eksempelvis Tolne ligger naturskønt og har en togforbindelse er ved at tiltrække og skabe et keramikermiljø, og det kan man måske forestille sig vil appellere til nogle spceifikke grupper.

M: Ja, udviklingen og forstærkelsen af lokale kvaliteter er helt sikkert noget der kan gøre landsbyerne attraktive igen, for med mindre at har konkrete relationer til et specifikt sted er det som fremmed være utroligt svært at skille den en landsby fra den anden.

B: Bestemt, men man skal virkelig ville det som landsby og skabe et tema der ikke let falder fra hinanden. Selvom man flytter til at by med en særlig karakter vil man måske gerne derfra igen på et tidspunkt og til den tid skal man jo også kunne komme af med sit hus. Men måske skal vi ændre vores syn på huset som investering og at det er noget som man helst skal kunne tjene penge på. Hvis vi på en eller anden måde kan ændre tankegangen så vi opfatter huskøb mere som bilkøb hvor at det som sådan er en udgift man har for at bo.

M: I forhold til specifikke landsbyer og vurderingen af hvilke der er mere udsatte end andre, har I så nogle typer eller kategorier som I opererer med?

B: Vi kan jo se at der er nogle typer der er mere attraktive end andre, hvor vejkantslandsbyen er den der er sværest at få folk til at flytte til. De byer der har nemmest ved at klare sig er typisk dem der ligger tæt ved infrastruktur – uden at være infrastruktur, og de der ligger tæt på naturen. Eksempelvis Tornby som har kæmpestor klitplantage, tæt på stranden, en lokal station, som ikke ligger på motorvejen, men som har tæt adgang til motorvejen og den klarer sig rigtigt fint. Andre byer som Børglum, der bortset fra Børglum Kloster ikke ligger tæt på noget særegent, er der ikke så meget at skrive hjem om. Altså et landsbrugsland omkring og en hovedvej der går lige igennem på Løkkensvej, der er det mere op ad bakke sådan et sted. Det tiltrækker ikke nye, det er ikke attraktivt som sådan. Og det er jo nogle andre ting man sigter ud når man flytter ud i forhold til dengang hvor man skulle ud at arbejde som karl på en gård. Det er jo en form for personlig drøm man sigter efter at udleve enten med hobby, natur, egen have, plads og luft eller fællesskab.
Samtidig er der jo et interessant problemstilling i forhold til om de folk der overvejer at flytte ud til landsbyerne er den slags folk som beboerne i landsbyer ønsker som tilflyttere. Når vi er ude i landsbyerne for at tale med folk ønsker de fleste sig nye beboere som ligner dem selv, men det er ikke nødvendigvis muligt at tiltrække folk i den eller de kategorier.

M: Udflytning fra storbyerne til omkringliggende kommune, til forstæder eller landsbyer, virker til at at være en tiltagende tendens, især i og omkring København – naturligvis til stadighed bundet op på arbejdspladserne inde omkring byerne. Hvordan ser du den udvikling som potentiale?

B: Jeg tror at dem du taler om flytter ud i en afstand hvor der stadig er adgang til arbejdet, men at så prisen på boligen bliver en anden og hvor der sandsynligvis er en tættere relation til naturen og et lokalsamfund.

M: Helt sikkert, man er naturligvis bundet af at kunne nå sit arbejde inden for en overskuelig tidsramme og koncentrationen arbejdspladser er nu en gang signifikant størst i byer.

B: Præcis, det er jo kun 'Cold Hawaii' ude i Klitmøller der kan trække folk helt fra hovedstaden og ud til vestkysten, men det er jo igen det med temabyer, hvor de har en unik blanding af vind, bølger og natur.
M: En anden landsby der også oplever vækst og ofte bliver nævnt er Vestervig – hvad tror du at historien er der?

B: Det jeg er lidt træt af ved Vestervig er at det er fint og fantastisk alt det de har gjort – frivilligt endda, og det er kommet så vidt at regeringen i deres vækstudspil synes at vi alle sammen skal gøre som de har gjort i Vester. Der er bare det at de har en kerne af gamle revisorer, ejendomsmæglere, planlæggere og så videre som kan drive det der og det er godt ikke ret mange landsbyer som har nogle folk der kan noget med penge og som kan gå ud at forhandle køb og ved hvordan lovgivningen er skruet sammen så man kan få lavet en fornuftig fysisk og økonomisk planlægning i byen af sig selv. Der er nogle kompetencer og noget social og kulturel kapital der er unikt i forhold til at drive sådan en proces. Men det er ikke en model der er værd at satse på generelt fordi at du så er nødsaget til at skulle uddanne landsbyboere i at drive deres egen by, selvom at det kan være at det bliver til et kursustilbud en gang.
Desuden er jeg i tvivl om hvor meget fremgang der faktisk har været i Vestervig, så vidt jeg husker er de stagneret, men ikke at de har oplevet en vækst i Klitmøller hvor de eksempelvis har været nød til at bygge nyt for at rumme tilflytningen. I Vestervig træder man mere vande, men det er jo igen en manifestation af at udviklingen uden vækst kan være en kvalitet.

M: I min egen hjemby i Vestjylland virker det til at der er en opmærksomhed på at der er afvikling og en mild utilfredshed med at der er tomme huse i byen, men måske fordi at problemet ikke er tilpas presserende og/ eller at kompetencerne til at drive aktiv proces som i Vestervig ikke er tilstede ender man med at lade stå til.

B: Ja, og sådan tror jeg det er i mange landsbyer. Og det kan måske også hænge sammen med at ikke alle der bor i landsdistrikterne er resursepersoner. Det ender gerne med at de steder med de mest fremtrædende ildsjæle bliver tydeligst på landkortet.

M: Jeg ved at I har lagt op til at meget konkret livtag med afviklingen eller 'udvikling uden vækst' i jeres projekt 'Løkkensvej – Lev godt, Lad det gro'. Hvordan blev det til?

B: Det blev til i forbindelse med et Open Call til forsøgsprojekter i landdisktrikterne fra statens side da de satte nogle penge af til det og så blev det her til 'Løkkensvej' og i Morsø kommune til 'De syv sogne', som i virkelighed kun er seks. Og så i mellemtiden har regerings nye vækstplan overhalet nogle af problemstillingerne indenom ved at liberalisere planloven i forhold til at rive huse ned og måske bygge længere ude i landskabet. Der er i vækstplanen blev lagt op til en mere opløst planlov inden for et afgrænset område og der bliver arbejdet med noget der kaldes omdannelseslandbyer hvor de vil give kommunerne mulighed for at udpege to omdannelseslandsbyer hvor man kan få lov til at være friere i sin planlægning.

M: Er Hjørring Kommune udpeget som 'udkantskommune' og giver det nogle særlige muligheder fra landsplanredegørelsen 2013?

B: Vi bliver i hvert fald kaldt for en landkommune og vi kan få midler fra nedrivningspuljen, og vi er vel også en del af den der 'banan'. Der er endnu ikke nogen særlige muligheder da lovgivning ikke er trådt i kraft endnu, men der er mange forslag i det som kan blive ret indgribende. Et af forslagene er eksempelvis at man skal kunne flytte ind i sit sommerhus et at have haft det blot et år, hvor perioden tidligere var ni år. Vi er en stor sommerhuskommune og hvis man ser et boom af ældre der flytter i sommerhus vil man jo opleve en stor omvæltning i forhold til pleje og infrastruktur, så det er bestemt interessant at se hvordan det udvikler sig. Og så bliver pludselig uinteressant at snakke om landsbyer fordi at du så har sådan en stor bræmme langs kysten af helårsbebyggelse der som sådan ikke er beregnet til helårsbeboelse fordi at man kan flytte helt ind efter blot et år.

M: I Hjørring Kommune ligger procentdelen af ældre lidt over landsgennemsnittet, men er det attraktivt byer at tiltrække de ældre hvis man ser bort fra at I selvfølgelig kører kommunen som en samlet forretning, for der er vel ikke så mange indtægter forbundet med den ældre gruppe?

B: I starten er der jo typisk indtægter forbundet med de ældre eller det grå guld når de køber lejligheder og bruger byen. Det ser vi her i Hjørring; de sælger deres parcelhus og flytter i stedet i nye lejligheder i centrum hvor de begynder at gå i teatret og museer og så videre. De er jo gode forbruger uden at være en økonomisk belastning for kommunen, men det vender jo på et tidspunkt og hvordan regnestykket er, er jeg ikke klar over. Det er jo også en politisk diskussion og jeg vil mene at det vil være bedst at kunne hylde mangfoldigheden og både have unge og gamle. Her i byen efterlader det dog et problem i parcelhusene når de ældre flytter fordi at der en begrænset masse der har interesse i at flytte ind i parcelhuskvartererne. Det er nok noget vi skal vænne os til at det bliver pulserende effekter hvor der livet og aktiviteten flytter sig og at der ikke er mennesker nok til at have vækst og aktivet alle steder.
Jeg tror at det er en landsplanredegørelse fra , men den udvikling vendte kan vi konstatere. Den udvikling kan selvfølgelig vende igen, men nok ikke så dramatisk som i det tidligere tilfælde for det er jo en attraktiv by nu og hvis folk flytter er det jo for at få opfyldt nogle andre drømme.

M: I fremtiden kan man dog argumentere for at teknologien vil være en faktor i at kunne skubbe til en decentralisering i det tilfælde at vi ikke har samme behov for at flytte os fysisk for at komme på arbejde og hvor man vil vægte de stedselige og landskabelige kvaliteter højt fordi at hverdagen er virtuel

B: Har du set på hvilke mennesker der eksempelvis flytter til Klitmøller og hvad de lever af – hvad der gør at de økonomisk tør at flytte derud? For det er jo som oftest par der flytter derud og hvor den ene sikkert kan være grafisk designer og smart kan lave det hele hjemme fra, men typisk er der nogle der følger med og der er jo også ofte børn med i billedet. De har naturligvis surfingen til fælles, men der er jo ingen arbejdspladser derude.

M: Hvordan ser potentiale i et scenario hvor man forestille sig at man ikke på samme måde er afhængig af de mange centraliserede funktioner – en slags hybrid mellem forstad, satelitby og landsby i naturskønne omgivelser?

B: Jeg tænker at når man bor i en forstad så, uden at have belæg for det, så fokuserer man på sin egen matrikel og man er ikke nødvendig-vis engageret i noget lokalsamfund og at det ikke er det man relaterer til og det vil naturligvis være anderledes i en by i det åbne land. Der tager man et bevidst valg om at flytte ind i en sammenhæng, frem for i en forstad der lever på storbyens funktioner.

Stort potentiale i at have en infrastruktur tæt ved, men på tilpas afstand, og at man har et fantastisk landskab, så har man en kulturarv man kan relaterer til og i det tilfælde kunne jeg sagtens forestille mig bosætninger i det åbne land.

Drømmescenariet, hvis man kan sige det sådan, eller det vi oplever i vores kommune er kysten som en slags landskab og så har vi den der udløber af den jyske ås, som også Tolne er en del af, med store skove og bakker i et meget unikt landskab, og så har vi sådan noget indimellem – det er flad og det er marker – det er det vi kalder hverdagslandskabet. Det landskab er ikke attraktivt og det kunne være en mulighed at acceptere det som landbrugsland og så rydde op i alle de små huse, så landmændene kunne få fri leg. Og de kunne få nogle markmatriklen der ville give mening i forhold til de maskiner de bruger i dag. Og det giver ligeledes god mening at der hvor det modsat ikke er godt at køre med sådan en 12-fods harver at der så er attraktivt at bo fordi at der er bakker og udsigter og der er skove. Så på den måde hænger det jo meget godt sammen.

M: Sådan en landsby ville naturligvis lægge sig ind i en kontekst i det åbne land og kunne sandsynligvis indgå i en 'landbyklynge' som gerne skulle kunne understøtte hinanden. Hvad er dine tanker i forhold til sådanne samarbejder?

B: Vi forsøger faktisk at løbe en landsbyklynge i gang her i Hjørring Kommune, hvor vi er kommet med her i den seneste fase i samarbejde med RealDania, men der er også nogle gamle skel og fordomme der er overkommes. Det er utroligt at opleve noget af den interne riva-lisering der kan være mellem byer der ligger blot fem kilometer fra hinanden og på nogle punkter kan man grine lidt og undre sig over at begivenheder der ligger langt tilbage stadig har en indflydelse på de interne relationer.

På den måde er det måske også meget befriende med en ny landsby der ikke er bundet op på en tung historik og hvor man måske lettere kan have ved at flytte igen hvis man efter 15 år i byen får lyst til noget andet. At der ikke er nogen tvungen loyalitet at skulle blive i lokal-samfundet hvis man får andet arbejde og hvor man har lyst til at flytte ind i en ny sammenhæng. Og på den måde vil de nye landsbyer have en relevans og kunne tale til et moderne menneske og et større publikum, hvis nogle eksempelvis har et selvrealiseringsprojekt – hvis man har en ide om hvordan man gerne vil leve sit liv og der passer sådan et sted måske bedre ind eller det ville i hvert fald tilbud i stedet for at man skulle ind i sammentømrede lokalsamfund.

M: Er der intet potentiale i at flytte menneskene fra landsbyer med afvikling til eksempelvis at kunne fylde det hul der er blevet i parcelhu-sene i Hjørring?

B: Hele den private økonomi er vanskelig at operere med og den er jo stort set baseret på udlån i kreditinstitutter og banker så i sidste ende er det jo deres økonomi det drejer sig om. Det er derfor jeg argumenterer for at folks holdning eller opfattelse af et huskøb må ændres således at man kan se på det i en forstand hvor man ejer sin egen lejebolig og betaler af på den. Det kunne helt sikkert være godt for Hjørring Kommune hvis man kunne få børnefamilier til at overtage parcelhusene fra de ældre der flytter ind til centrum, men hele udbytningen og finansieringen heraf er meget vanskelig og der er ikke umiddelbart nogen gangbar løsning til den slags flyttemotivation fra kommunens side. Og problemet med udgifterne til nedrivning og deslige er ikke sandsynligvis noget som en potentiel landmand vil betale for at overtage jorden.

M: Hvordan forudser du udviklingen for de landsbyer som bliver vejet for let i jeres potentiale vurdering?

B: Det er jo en erkendelse af at kommunens økonomi er ikke til at drive alle landsbyerne og folk flytter derfra fordi at folk bliver ældre og nogle har ikke lyst til at bo der. Og så har vi jo nogle landsbyer som hurtigere bliver tømt end andre, eksempelvis en by med 10-15 huse i dag hvor vi i forvejen har revet et par huse ned og det kan vi som sådan blive ved med, og når gadelysene går ud så kommer der ikke nye gadelys og når fortovet skal skiftes så er det måske nemmere bare at lægge græs helt ud til, og til sidst så ligger der måske kun fire huse tilbage og det er de fire bedste huse – de har fået masser af plads omkring sig og så er måske pludselig nogle vildt lækre huse der ligger der fordi at de har plads omkring sig, at de har udsigt over Ådalen og de har ikke har nogle naboer klods op ad sig. Det behøver ikke at være en vej mod forfald eller afvikling på den måde, men hvis det område kun kan rumme fire huse må de fire huse gerne ligge fantastisk og være attraktive. Vi prøver at have kvalitetsblikket på i stedet for afviklingsblikket. Og det der så er vi nød til at sørge for er i orden.