

The background of the entire page is a topographic map rendered in a light yellow color on a white background. The map features a prominent mountain peak in the upper right quadrant, with numerous contour lines indicating elevation changes across the landscape. The lines are more densely packed in some areas, suggesting steeper slopes, and more spread out in others, indicating flatter terrain. The overall style is minimalist and graphic.

SYMBIOSIS OF RURAL LIVABILITY

A PLACE-BOUND
DESIGN STRATEGY FOR THE
TOWN OF THYBORØN

Symbiosis of rural livability
*A place-bound design strategy
for the town of Thyborøn*

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ABSTRACT

The rural areas today are under massive pressure, due to accelerating urbanization in connection to globalization. The development has a negative effect on the small rural communities which become abandoned, empty and dilapidated, and it seems that this development will continue (Laursen, 2009).

Therefore, there is a great need for both architects and designers to take on the task and responsibility, to create a better quality of life in rural areas (Laursen, 2020a).

This thesis seeks to investigate how place-bound potentials can enhance the local identity and livability in rural small towns. This is investigated through the project's *literature review*, which reviews recent theory, within the urban design field. Here, key themes as; ruralism, livability, and place-bound potentials are reviewed and explained. In conclusion, the term; rural livability is formed to define how livability is accomplished in the rural and more disconnected areas.

Further, this thesis seeks to propose a holistic design strategy for the town of Thyborøn, with the aim to ensure equal opportunities for both the residents and visiting tourists, by

creating links between the town's place-bound potentials. This strategy is based on the knowledge that has been gathered through the process, both academically and contextually, which creates both an overall framework for the rural areas, as well as a context-based knowledge bank about Thyborøn. This enables the strategy to incorporate; the climate challenges, the limitations due to the peripheral location, and the planned tourism strategy all of which are present in Thyborøn.

Even now, under the presence of a global pandemic, is it important to realize what assets and treasures we have within our borders. Therefore, this project is extremely relevant, as the Danish citizens spend more time at home as well as traveling within Denmark. Maybe to some extent, this is the new everyday life, also post COVID-19. Nevertheless, this thesis underlines the importance of local identity and the possibilities, a rural small town like Thyborøn, can gain by working with a holistic design strategy to ensure a better quality of life. This design strategy will, as a conclusion, be unfolded and analyzed upon, which leads to the epilog, where future reflections are enclosed.

PREFACE

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The challenges in rural areas, due to peripheral location, have received more attention in recent years. In Norway, VisitNorway has launched the project; 'National Tourist Routes Project' (Danish: De nationale turistveje) (Laursen, 2012), and in Denmark, Realdania, with its ongoing project; 'Place Matters' (Danish: Stedet tæller), has created additional value in the smaller communities of the rural areas (Andersen and Havelund, 2012). In addition to this, the Danish west coast has received attention, as there is unexplored potential in the form of Danish tourism (Bark Rådgivning, 2018).

Motivated by these current initiatives, as well as the problems and potentials brought with them, we see development opportunities in the rural town of Thyborøn. The town is located between the Limfjord and the North sea, and therefore has a unique

landscape-location in the Danish countryside, in a windy transition between two waters. Another interesting aspect is the town's many climate challenges, which in conjunction with the west coast's tourism strategy have the opportunity, through design interventions, to make Thyborøn more than a rural small town with a classic decline.

This project is the result of the final work on the master's program; 'Master in Urban Design with specialization in Urban Architecture', at Architecture and Design at Aalborg University.

REPORT STRUCTURE

This report is structured, based on the three research phases that have shaped this thesis. In addition to this, there is an appendix at the end of the report, which supports the three phases.

Here is a quick overview of the phases. Gathering academic and practice knowledge is the first phase. Here, the aim of the thesis is presented and so is the theoretical framework through ruralism (Laursen 2009, 2020a; Kvorning 2016), livability (Appleyard et al. 2014; Gehl 2010; Hajer and Reijndorp 2001; Böhme 2016) and place-bound potentials (Laursen 2012, 2020b; Nordberg-Schulz 1976; Vecco 2020; Hougaard 2020). Gathering site-specific knowledge is the second phase of the report, where site-specific knowledge is presented through visual analysis and synthesis. Place-bound design proposal is

the final phase of this report, which presents and unfolds the final design proposal, based on the knowledge from the two previous phases. Finally, this phase includes an epilog with a conclusion and reflection.

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INTRODUCTION

10

Urbanization is a well-known concept that has taken place all over the world over the last 50 years. However, this has been further accelerated due to globalization and technological developments. WHO states that by 2050, 68% of the world's population will live in urban areas (World Health Organization, n.d.). This means that there is a relocation from the smaller rural communities to the larger cities, which results in dilapidated and abandoned local communities in the rural municipalities. In Denmark, these peripheral areas are among others located in what is described as 'the rotten banana' (Laursen, 2009). These areas are characterized by, among other things, the decline of citizens, a large and sustained emigration rate, falling house prices, and the closure of public institutions (Laursen, 2020a).

These areas have received more attention in recent years, with both

organizations and academics trying to highlight the need for a new approach to these areas. Academics place the responsibility on architects and designers to take on the task to create a new design approach, which can form the framework for positive development. Here, the quality of life should be in focus (Laursen, 2020a). To create both urban design and local development, it is especially important to build on existing elements of the urban community and its identity. Here are projects like both; the 'National Tourist Routes Project' in Norway and 'Place Matters' in Denmark, good examples of this. Both projects have their focal point at the place-bound potentials, which are to be found in the given place. In the rural areas, you typically see historical remains, unique landscapes, old significant building bodies, and a local identity that can only be found in this exact community. Therefore,

by building on the existing potentials of the place, a connection is created between design and context, which has the opportunity to raise the quality of the local community. This is exactly the task behind Urban Design, where the goal is to create better conditions for local citizens and strengthen the urban (rural) environment. Later in this report, it will be presented as; rural livability.

Through this thesis report, the challenges of these rural areas will be investigated, and the place-bound potentials will be unfolded in the town of Thyborøn. The town of Thyborøn has been chosen based on the town's location, in 'the rotten banana', as well as the many challenges it faces. The town, today, faces massive climate issues as a result of global warming, with both high groundwater, heavy rainfalls, violent storm surges, and rising seawater (Cappelen,

2002; 2019). In addition, the town is relevant to this thesis, due to the large tourism strategy that is being rolled out along the Danish west coast (Bark Rådgivning, 2018), wherein this connection a strategic-development plan has been made specifically for the town of Thyborøn (Lemvig Municipality, 2020b). Based on this, it is possible to create a design basis that, in the interplay between tourism strategy, climate problems, and rural decline, can improve the quality of life in Thyborøn.

With an exploratory approach, this thesis project will try to unfold the potentials that exist in the Danish rural communities and smaller towns. This will form the basis of a place-bound design strategy that will eventually be presented in this report.

The following pages will describe the aim and objectives of this thesis.

AIM & OBJECTIVES

The overall aim is to investigate how place-bound potentials can enhance the local identity and livability in rural small towns. Further, it seeks to propose a holistic design strategy for the town of Thyborøn, and ensure equal opportunities for both the residents and visiting tourists, by creating links between the town's place-bound potentials.

This aim is inspired by the current rural decline, which appears on a national scale in rural parts of Denmark. To change this rural decline, there is a need for a new design approach where the focus needs to be on the local community, instead of mainly on the economy. There is a need for a strong rural foundation to ensure livability in these rural small towns, which advocates for a design approach that is both holistic and context-oriented. These challenges and raised viewpoint will be supported by the following objectives:

OBJECTIVES

- 1.** Review the theoretical relationship between three research themes: ruralism, livability, and place-bound potentials.
- 2.** Undertake exploratory analyses of Thyborøn and its near surroundings, through both desk- and fieldwork and interviews.
- 3.** Synthesize the research findings into a holistic design strategy, for the town of Thyborøn.

METHODOLOGY

This chapter will review the methodological approach chosen to answer the presented research aim. This description will clarify why the chosen methods are important for this thesis and what they contribute to the project. In addition, there will be a review of the thesis' three phases, which are formed based on the prepared objectives.

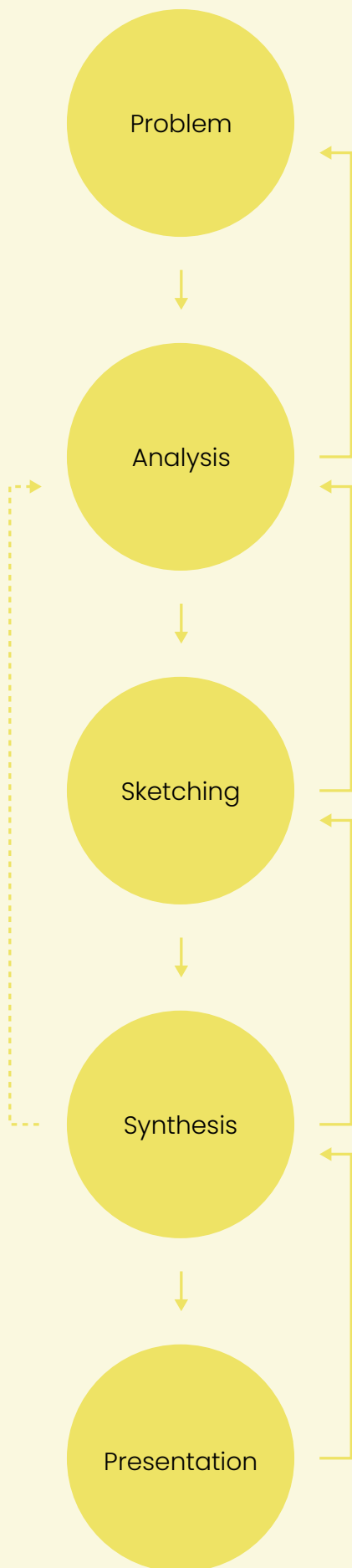
PROJECT APPROACH AND TIMELINE

This thesis project is built upon the structure from Problem Based Learning (PBL), where the problem is the focal point throughout the project. This means that through investigation and exploration of the problem, a theoretical and empirical basis is created for the best possible solution (Aalborg University, n.d.)

In close connection with PBL, the process and development of the project have been structured by Knudstrup's (2005) iterative process model; The Integrated Design Process (IDP). The iterative process ensures that through the collection of

knowledge and analysis of this, new questions emerge, which creates new opportunities and thereby affects the various phases of the model. This method is brought into the project's design process, which ensures, together with PBL, the best possible solution for the posed problem to this thesis. Inspiration has been taken from IDPs five phases, and illustration 01 shows the actual process' phases of this project through a timeline.

Integrated Design Process



Thesis process



RESEARCH PHASES AND OBJECTIVES

The project is structured in three phases to guide, both the reader and the presenter, through the process of this thesis project. Even though the phases are displayed as three separate phases, it is important to stress that they do co-relate with each other and should be seen as in some way parallel processes. The three phases link to each of the aforementioned objectives and in that way, we ensure to reach and answer the research aim.

Illustration 02 introduces the phases and objectives of the thesis and the applied method for each phase. The three aforementioned objectives are:

1. Review the theoretical relationship between three research themes: ruralism, livability, and place-bound potentials.
2. Undertake exploratory analyses of Thyborøn and its near surroundings, through both desk- and fieldwork and interviews.
3. Synthesize the research findings into a holistic design strategy, for the town of Thyborøn.

PHASES	OBJECTIVES	METHODS
Phase 1 Gathering academic and practice knowledge	Links to Objective 1	- Literature review - Case studies
Phase 2 Gathering site specific knowledge	Links to Objective 2	- Field work - Deskwork
Phase 3 Place-bound design proposal	Links to Objective 3	- Sketching - Synthesizing

III. 02. Research phases and objectives

PHASE 1

The first phase deals, as described with collecting academic knowledge, as well as how the chosen empirical topics are visible in the physical environment. The academic knowledge has been gathered through literature, where key terms have been reviewed as well as discussed to establish a theoretical connection between the empirical material and the actual project area. To strengthen the connection and the link between the theoretical and the practical, place-bound case studies have been included and analyzed.

The literature review aim to create a strong and direct connection between theoretical material, and the actual project area. This theoretical review has created the framework for a theoretical discussion based on mainly grey literature, and a few peer-reviewed articles, as well as relevant media with a strong connection to the globalized society. Through this mix of sources, it has been possible to present a relevant review and discussion of the urban design terms such as; ruralism, livability, and place-bound potentials, which together with the case studies, have created a sensible and tangible description of the importance behind rural livability.

Case studies have been used to gather practical knowledge and understanding through physical landscaped projects. Here, it has been extremely important to relate to the interplay that arises through the theoretical approach, as well as the actual result. This was prepared through a field trip, where the place-bound projects were experienced, explored, and assessed, to gather practice knowledge about the potentials and challenges of the physical projects.

PHASE 2

The second phase has mainly had its focal point through the fieldwork, where it has been possible to collect site-specific knowledge and thereby expand the project's knowledge base. However, both stationary and dynamic deskwork have played a significant role, both before and after the physical fieldwork. This managed to create the actual framework for an iterative process, through this phase.

The fieldwork in Thyborøn made it possible to make on-site analyzes, which meant that it was possible to cultivate the area through experience. The site has been analyzed through a composition of various types of urban design analyzes such as cartographic mappings as well as spacious and phenomenological site analyzes. This mix of qualitative analysis ensures a strong understanding of the area's historical and contextual connection concerning the interplay between both town and landscape.

An addition to the site analysis is the qualitative collection of knowledge through semi-structured interviews, with three local enthusiasts and a contact person from Lemvig Municipality. The interaction between local citizens and Lemvig Municipality provided a unique opportunity to understand the area from the point of view of the various actors, which have been beneficial to the project.

Before the visit to Thyborøn, deskwork was implemented to get a broader understanding of both the surrounding context as well as demographics and political plans. This created an overall quantitative understanding of the area and the town. In addition, deskwork was also used to expand and add to the knowledge acquired during the visit and planned interviews.

PHASE 3

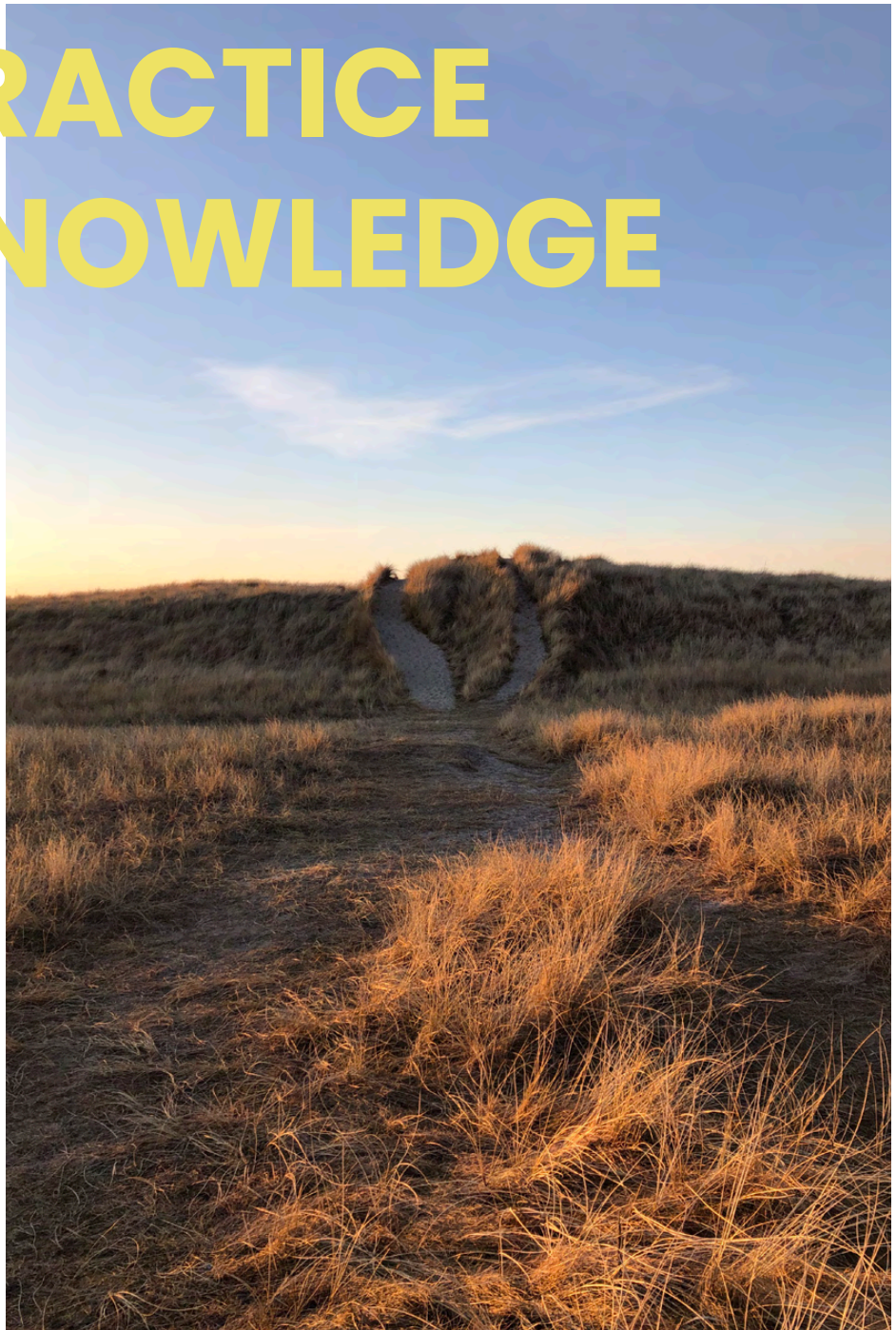
The third phase is used to create a place-bound design proposal for the town of Thyborøn. Here, based on both; literature, case studies, deskwork, site analyzes, and interviews, a holistic design strategy was created based on the place-bound potentials.

The first step in this phase was the synthesis itself. Here, conclusions were drawn on both theories, analyzes, and background knowledge, where all the concluding points continues into three overall design parameters. These parameters ensures a clear connection between the strategic scale and the detailed scale. This ensures a holistic approach, through both process and design, which are able to meet the aim of this thesis.

Throughout the design process, several sketching mediums were used. This enabled an open process in which both spaciousness, atmosphere, and identity were exposed and in constant development throughout the process. Through sketching, the design parameters and the vision played an important role in the development of the design concept. The iterative process had a great impact on the development of the design, and therefore scale jumps were frequent throughout the process. The scale jumps helped to create a clear thread, and make both the design and concept unique for the individual scale. Lastly, the design will be presented through carefully selected graphic material and visual spaciousness.

Finally, this phase is rounded off with a discussion about whether this design can be implemented in Thyborøn, and possibly how this can be used for the design of other rural towns and smaller rural communities in Denmark.

GATHERING ACADEMIC AND PRACTICE KNOWLEDGE



III. 03.

FIRST PHASE

LITERATURE REVIEW

CHAPTER INTRODUCTION

One important aspect of urban design is the attention given to the specific place and its context. When working with smaller communities, it is also important to illuminate everyday life; how people live and work, as well as how people visit. This includes the concept of livability, which we see essential to expand, when processing rural small towns and urban (rural) spaces. Given the thesis' more rural and small city perspective, this chapter aims to unfold the usage of urban design in rural small towns, and how the implementation of urban design can enhance rural livability – where rural livability is our conceptualization. Through the elaboration of the three themes; Ruralism, Livability, and Place-bound potentials, this chapter provides an understanding of the rural context and its limitations and explores its future possibilities. Finally, rural livability is defined, through summarizing remarks, as a new dimension to urban design in rural small towns.

RURALISM

In the last more than 50 years, people have moved from rural districts to urban cities. Urbanization, which has become a modern phenomenon, puts pressure on the cities while leaving the rural towns abandoned and decrepit. In recent decades, globalization has accelerated urbanization, with technological advances. Today, around 55% of the world's population lives in urban areas, and the World Health Organization (n.d.) predicts that it will be 68% by 2050. This increased urbanization is seen all around the world, also in Denmark, even though it developed slightly differently in Denmark than the rest of Europe (Laursen, 2009). This was because of the economy, which was heavily dependent on agriculture, and industrialization did not have the same effect in the mid-twentieth century. It became a reality in the post-industrial epoch, where new service jobs and jobs with acquired knowledge appeared in the urban areas (Kvorning, 2016). This meant that there was a need for higher education in the urban areas, which Jens Kvorning (2016) states, had the result of characterizing the periphery as underprivileged areas, with a lower degree of education and knowledge.

This development resulted in additional pressure on the rural areas, because of the national focus on competitive cities in Denmark (Laursen, 2020a). This meant a higher financial focus on the urban cities, which led to a larger degree of centralization (Kvorning, 2016). The centralization went hand in hand with the development of infrastructure in the nineteen-fifties alongside the H-city, which created a greater connection between the five biggest cities in Denmark. In combination with the wave of urbanization, an urban

belt was created along the motorway. A further elaboration of the H-city by the private studio Transform, points to the motorway as the reason for the incline in both citizens, housing prices, and business market in cities along the motorway (Laursen, 2009). The H-city is thus a strong example of the centralization in connection with urbanization, and is therefore a clear contrast to 'the rotten banana' (Laursen, 2009).

The rural districts are struggling due to amongst others, a down-going number of residents, declining housing prices and businesses as well as a decline in local opportunities like public institutions. The areas in the national periphery are affected by decline – a problem caused by the process of double urbanization (Laursen, 2020a). In Denmark, double urbanization refers to the fact that the urbanization process not only occurs in the urban cities, where there is a migration from the rural areas to the urban areas but also from the smaller rural towns and villages to the bigger municipal cities in the province. This is creating a double urbanization, which makes the rural small towns struggle even more (Laursen, 2020a). It leads to even fewer people and creates an older average of age in these areas, which according to Laursen (2009), is a result of the centralization. This development seems to continue and leaves these towns with poorer conditions to attract settlers, which can damage the future for rural small towns.

This means that we will see an even greater decline in the rural areas of; West Jutland, South Funen, and Lolland-Falster, which make up 'the rotten banana'. Therefore, this thesis' project area, Thyborøn, is also under

great pressure. Lemvig Municipality (Lemvig Kommune, 2020a) expects the population in Thyborøn to decline by 14% until 2030, which creates major challenges for the small rural community, local institutions, jobs and simply the everyday life in the rural town.

LIVABILITY

When it comes to the task that lies with the urban designers and planners, it is important, according to Laursen (2020a), to ensure more than just economic growth. It is important to look at the everyday life in the small towns: "There is a need for a practice to focus on everyday life and to maintain and create a good place to live." (Laursen 2020a, p.37) (translated from Danish). This quality of life, could in other words be described as livability. In his paper, Bruce Appleyard (2014) presents some of the different definitions of livability, which he is developing even further with the addition of the human expectation. "Livability is the accessibility people have to opportunities in and around the public realm (for commuting, work, education, rest, rejuvenation, etc.) to improve and/or maintain their desired quality of life." (Appleyard et al. 2014, p.12). Here Appleyard advocates for equal access to opportunities. Even though policies can in some way enhance livability, they can also have a negative effect for the less fortunate ones in society. This leads to the main point, where Appleyard states: "The steward therefore needs to enhance the livability with the assumption that this will lead to enhanced quality of life satisfactions." (Appleyard et al. 2014, p.16). This shows that Appleyard (2014), as well as Laursen (2020a), place some of the responsibility upon the designer, to create and maintain the quality of life in both urban and rural areas. However, Appleyard et al. (2014) also describes the difficulties of measuring the livability, or quality of life. Therefore, he tries to create multiple livability criterias, but these could need an even further development.

According to Jan Gehl (2010), the designer also needs to give more

attention to the human dimension, when designing urban spaces in the cities. After modernism, urban planning was structured with an emphasis on the vehicle. Gehl, therefore, calls on the urban designer to bring back the human dimension to our cities, which he believes will create more safe and lively urban spaces. "The close connection between human use of urban space, the quality of urban space and the degree of care for the human dimension is not surprisingly a general pattern that can be demonstrated at all scale levels." (Gehl, 2010, p.26). In other words, will an invitation to use the city's spaces, create better and safer cities. People are quite basically attracted to other people and their movements. People like to be able to experience the city and its daily life, as well as the daily life of others. There is a need for meeting places where people can meet and observe. By allowing people of different social groups to interact, social sustainability will naturally strengthen (Gehl, 2010). This observation, which Gehl makes in his book: *Cities for People*, can in some way be compared to the term public domain. Here, Maarten Hajer and Arnold Reijndorp (2001) describe how public space can develop into a public domain; "We define 'public domain' as those places where an exchange between different social groups is possible and also actually occurs." (Hajer and Reijndorp 2001, p.11). It becomes a public domain when different people can meet, and freely speak their minds and ideas, and at the same time expand their mental horizon when being exposed to other's opinions. It will therefore be possible to create better urban spaces when we focus on the human being. In this way, we as designers can both ensure safer cities, and at the

same time create space for individual growth and development, when we create spaces for people to meet. As Gehl states, it is a general pattern, so this can be possible at all scale levels. Therefore it can exist in both urban areas, as well as the rural periphery.

Urban designers, planners, and architects, therefore, have a responsibility to create spaces for stays and meetings. Even though the place itself can be difficult to define, it is important to be aware that it is not only the physical elements that create the framework for a good urban space. As we design for people, it is interesting to take a brief look at the human perception of a place, how the individual sees and feels the atmosphere, and creates an impression through spacious emotions (Böhme, 2016). The atmosphere of a place can also be an important factor when we talk about city life and lively urban spaces. An aesthetic space with good atmospheres attracts people, and people attract people (Gehl, 2010). It is therefore obvious to focus on the emotional aspect like the atmosphere of a place or the city. As Gernot Böhme describes; "Atmospheres are experienced as an emotional effect." (Böhme 2016, p.27). It is thus an individual impression that you get of a given place or space, which is not measurable like Appleyard described livability. We as designers, therefore, have the task of creating the best setting and opportunities for a safe and aesthetic atmosphere, but we must also realize that the rest is out of our hands. It is the beauty of both art and architecture, it is perceived individually.

PLACE-BOUND

As described in the paragraph above, it is important for the designer and architect to focus on the good everyday life when working with smaller rural towns. Laursen (2020a) describes that through place-bound potentials it is possible to work with the quality of life in the smaller rural communities. These are described as such: "Place-bound potentials can therefore be considered as the things that are physically, socially, culturally and/or economically bound to a place. If they are moved, the place loses value or meaning." (Laursen 2020a, p.38). Therefore place-bound potentials can create the framework for unique narratives about a particular place. But still the definition of 'the place' and what constitutes the place is missing. Many definitions have been formed and developed in the recent decades, however, one of the most recognized is by Christian Norberg-Schultz, where he addressed place-based identity through environmental phenomenology. According to Norberg-Schulz (1976), the place and its potentials is given, with more than just its locality, but is given through the 'environmental character' and the 'atmosphere'. He further elaborates: "A place is therefore a qualitative, 'total' phenomenon, which we cannot reduce to any of its properties, such as spatial relationships, without losing its concrete nature out of sight." (Norberg-Schulz 1976, p.274). Thereby he agrees with Laursen (2020a), and believes that the place loses value and significance, if the potentials of the place changes.

Marilena Vecco builds further to Norberg-Schulz's definition of place, and creates a holistic approach to the concepts of genius loci, and proposes it as a meta-concept. "This definition

implies that places and their genius loci are to be considered as a holistic entity and reality." (Vecco 2020, p.225). Therefore if a single element changes the whole will change with it. Therefore, genius loci, is in the eyes of Vecco, to be understood as a holistic dimension. This can in some way be linked to the aspect of connectedness. In her book *Connectedness*, Marianne Krogh (2020) argues that: "We – you and I, animals, plants, organic and inorganic, systems artefacts and so forth – not only share the space; together we create it[...]" (Krogh 2020, p.13). As Krogh describes here, we are all, in some way connected. This perspective can also be adapted to the place and its connection to the surrounding places, cityscapes, and landscapes (Laursen, 2020b). The place itself is therefore not only shaped and formed from the designer's perspective and the individual's perception, but also constantly defined and changed by its context.

Designers should therefore pay attention to the intertwined relation between the place and its surrounding, even in different levels of scale. In contrast to modernism, today there has begun to be a focus on the city's context and potentials. Which also Gehl (2010) has established, are creating even greater benefits for our cities. Thus, it is essential to relate to the place, its atmosphere, and thereby genius loci. This is further emphasized by Laursen (2020a) when the given place or area is located in the rural areas. Here, there is a need for more than economic growth, there is a need to utilize the place-bound potentials (Laursen, 2020a). The development in these rural areas should therefore take place through a strengthening of the already existing

elements and potentials, in order to ensure the framework for a healthy local everyday life.

As stated earlier, it is clear that there is a constant decline in the rural areas in Denmark. Therefore such areas need to focus on other values and potentials. Here, Laursen (2012) points towards place-bound potentials. Typically, the rural areas have the most spectacular landscape and natural surroundings, which are unique to exactly that place. By strengthening the place-bound potentials, areas can therefore create something valuable, on already existing elements (Laursen, 2012). "This approach involves identifying and using the inherent potential present within the site and using this potential as an engine for development." (Laursen 2012, p.102). Laursen, therefore, investigates through the 'National Tourist Routes Project' (Danish: De nationale turistveje) how the use of both landscape and architecture can create the identity of a specific place in rural areas. At the same time Laursen explains one way to theoretically define the notion of landscape, could be the fusion of nature and culture. However, Laursen states that we as designers have to be aware of "[...]the balance between considering the landscape as nature to the preserved and considering the landscape as a medium for artistic treatment." (Laursen 2012, p.104). This is emphasized by the critic Anders Hougaard (2020), where he explains that there is a current 'fight over the landscape'. Hougaard believes that political entrepreneurship destroys the potential and integrity of the touched places. This problem is especially evident when; "Projects that concern places of existential importance to a large and broad group of citizens

are conceived and developed in closed exclusive forums.” (Hougaard 2020, p. 47) (translated from Danish). Hougaard concludes by referring to Vecco, who advocates that identity can be greatly developed in the local society (Vecco, 2020). The spirit of the place can be even stronger when the architectural design concepts are developed in the interplay between experts and citizens.

These are projects which have been successful in strengthening the place-bound potentials.

In Norway, through the ‘National Tourist Routes project’, they have created focus and added value in telling the history of the landscape through architectural ideas; “[...]uses architecture to tell new stories in the landscape.” (Laurson 2012, p.107). In Denmark, we have also in recent years become aware of staging landscapes and nature in the rural areas. Among other things, five national parks have been established (Laurson, 2012), and over the past number of years, Danish organizations have focused on the place-bound potentials. Back in 2011, Realdania launched the project ‘Place Matters’ (Danish: Stedet tæller), which has left its mark on the periphery of Denmark. Through reports and research, Realdania has made the Danes put into words what place-bound potentials are for them. The survey from 2012 showed that the 3,000 Danish participants had pointed to four main potentials: the coasts, nature, the building heritage, and the local commitment (Andersen and Havelund, 2012). This result has been the starting point for local projects with local roots in the Danish countryside. These projects show, among other things that with a few tools, the correct composition can be created to strengthen the local identity. In the following pages, some smaller urban space projects in the rural part of Denmark will be reviewed.

CASE STUDIES

The following case studies have been explored and analyzed, in the context of this literature review, to highlight some of the design tools that are used in practice to amplify the place-bound potentials, in a rural locality. These studies have been conducted on four different projects in Central Jutland; Tipperne Bird Sanctuary, Pumping Station North (Danish: Pumpestation Nord), Filsø Visitors Facilities, and Vestled. To emphasize important findings, a visual collage will be presented for each project, see appendix 01 for more pictures.

PUMPING STATION NORTH

By The Danish Nature Agency
Architect: Johansen Skovsted and
Bertelsen & Scheving Arkitekter
Location: Skjern river



Pumping station North is a former pumping station located by Skjern river. Here, in connection with the project 'Place Matters', the station was renovated and added the possibility to walk up and on the roof. This allows for a great view, beyond the flat and bare landscape. The place-bound elements are reinforced, by using an already existing and historical element to create new opportunities to experience the context.

III. 04. Pumping Station North

TIPPERNE BIRD SANCTUARY



Photo by: Marie-Louise Høstbo

The vantage point and bird sanctuary, Tipperne, is also a project related to 'Place Matters'. Due to the area's rich birdlife, it has been closed to non-bird counters for many years. In connection with this project, the area is now open to the rest of the world, however, still for limited periods. Here the vertical tower breaks with the otherwise bare and horizontal landscape, ensuring the opportunity to observe the many bird species.

By The Danish Nature Agency
Architect: Johansen Skovsted and
Bertelsen & Scheving Arkitekter
Location: Ringkøbing Fjord

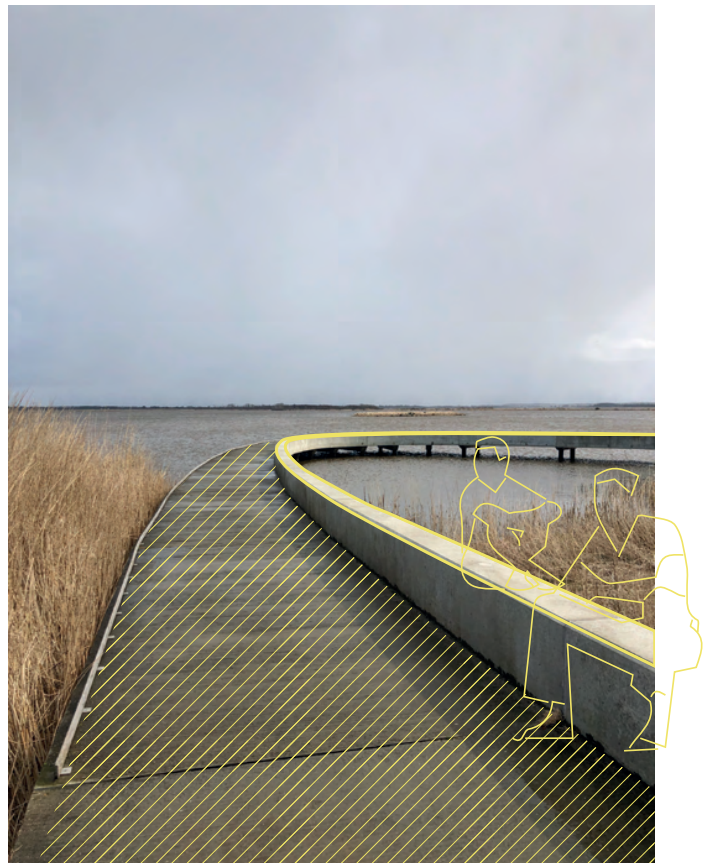


Photo by: Stephan Gustin

FILSØ VISITORS FACILITIES

By The Danish Nature Agency
Landscape Architect: Schønher A/S
Location: Henne

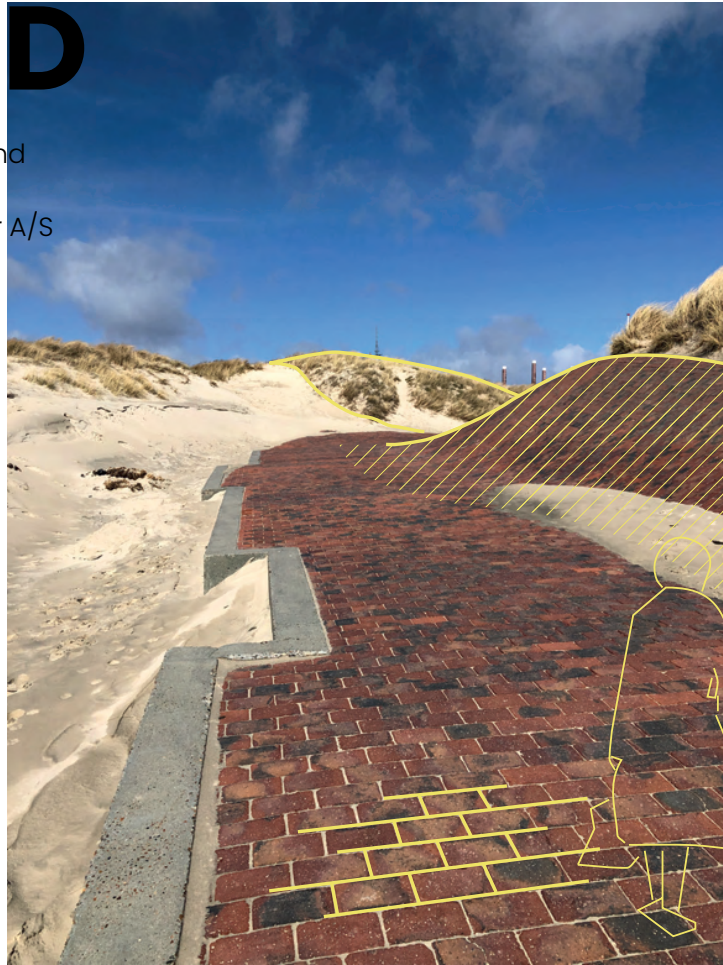
Filsø has been drained for many years, and was recreated as the original nature area in connection with the project 'Place Matters'. In this connection, a bridge, called the Elliptical Bridge, was also built. As the area has once again become a habitat for many bird species, it is an attractive place for bird enthusiasts. The Elliptical Bridge, with its circular shape, allows a course from land to the shoreline of the lake, where it is possible to stay and experience the recreated nature area and its birdlife.



III. 06. Filsø Visitors facilities

VESTLED

By The Danish Art Foundation and
Holmsland Municipality
Landscape Architect: Schønherr A/S
Location: Hvide Sande



35



III. 07. Vestled in Hvide Sande

The Vestled project was built in Hvide Sande, to ensure access from the town to the beach, through the existing and challenging landscape of dunes. The project was built with red bricks, which is also characterized by the town's historic mansions (Danish: Herregårde). The red tiles are creating a rolling passage, which makes it possible to move through the organic dunes and out to the Danish west coast.

THEORETICAL REMARKS

As it has been stated in this paragraph most of the world's countries are affected by urbanization, with more citizens moving from the periphery to settle in larger urban areas. Although the development in Denmark was different from the rest of Europe, the result was the same. Decentralized areas have emerged, mainly in West Jutland, South Funen, and Lolland-Falster, which are experiencing a decline in both citizens and housing prices. For this reason, there has been a shift in focus in recent years, to improve the rural areas and small towns, and make them more attractive. Among many other initiatives, there has been a focus amongst designers and architects to create more viable rural towns, to ensure livability by equal opportunities for all, and prioritize local meeting places and public domains.

But when working and designing in rural small towns, there is an unfulfilled gap. To secure 'rural livability', importance in the place-bound potentials has been identified. In Norway, we already see the positive effects of working with an enhancement of rural areas. Through the 'National Tourist Routes project', a merge of nature and culture is creating a new narrative for the rural landscapes, all around Norway. Still, there needs to be a focus on co-creation between designers and locals. The responsibility has been placed on the designer and architect to create better urban spaces and quality of life. However, there are indications that an interplay between the professionally strong architects and place-wise citizens will be able to ensure strengthening of the place-bound potentials and

at the same time be respectful of the place identity and genius loci. Thereby, it will be possible to create added value for the rural areas and towns, by strengthening the place-bound potentials. These are especially potentials that are seen in the untouched and rural landscapes, but are also strong in the town context, where the building heritage and local commitment are visible.

It is therefore clearly identified that the rural areas have plenty to offer, especially in the balance between the landscape and rural towns where untouched potential emerges. These potentials can, with the help of the designer in collaboration with the locals, be exploited to new potentials and ultimately create fertile ground for rural livability.



III. 08.

GATHERING SITE SPECIFIC KNOWLEDGE

SECOND PHASE

INTRODUCTION TO THYBORØN

Thyborøn is located in the Central Jutland region on the west coast of Lemvig Municipality. The town has a total of 1965 residents and is thus the municipality's second-largest town.

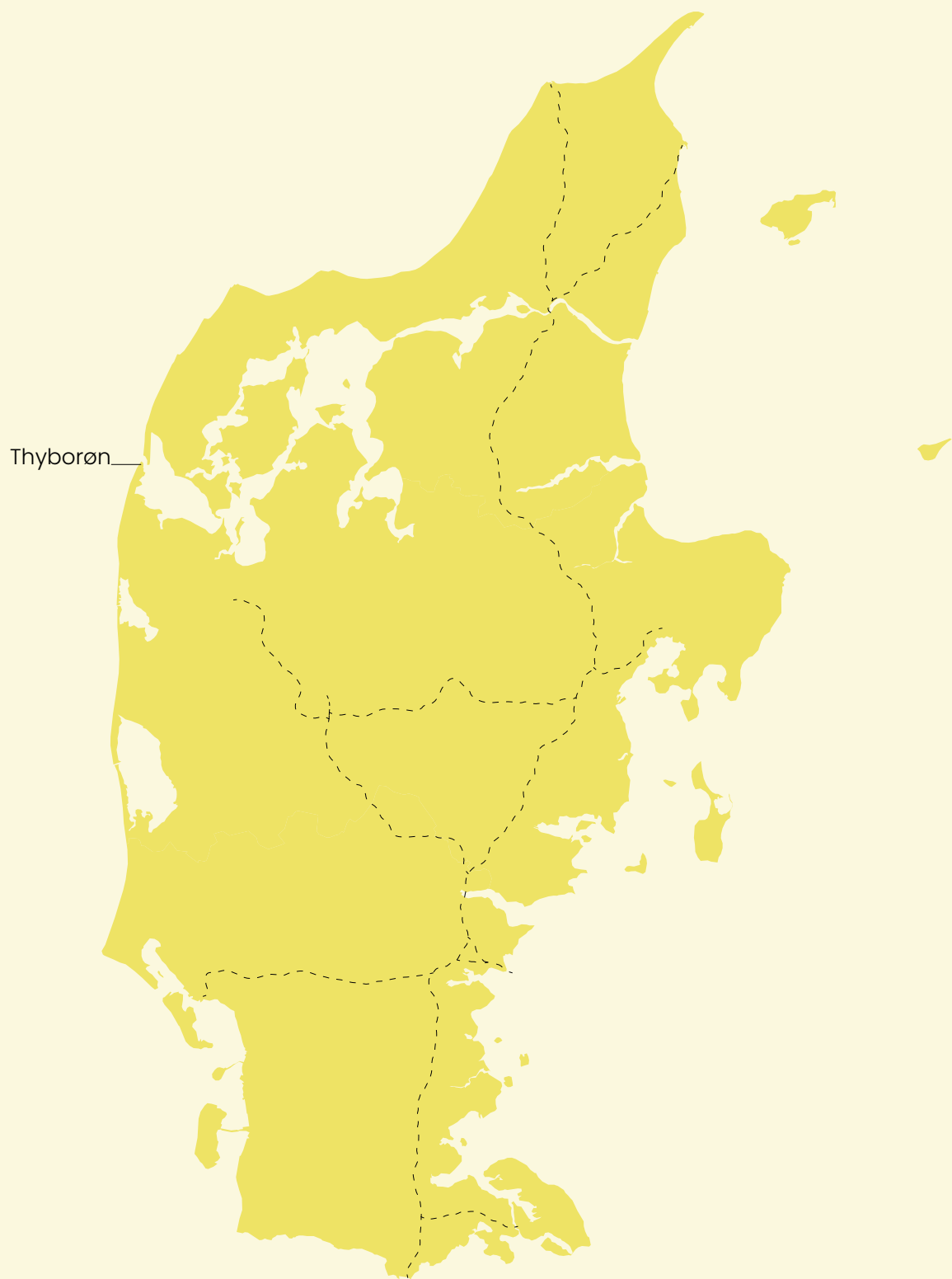
As can be seen from illustration 09, Thyborøn is disconnected from the motorway network, which also applies to the entire Lemvig Municipality. This places the municipality in 'the rotten banana', which stands in clear contrast to the previously described H-city and increasing development (Laursen, 2009). This means that both Lemvig Municipality and the town of Thyborøn suffer from the classic decline, which is seen in the Danish rural areas. Thyborøn is threatened by rural decline, which can have serious consequences for the smaller rural community, as a decline in the population can mean the closure of the town's local offers. However, the town and the local community are fighting against the decline to maintain the local offers of both grocery stores, institutions, and job opportunities, which is also shown in illustration 11. Among the local enthusiasts, there is a great commitment in developing the town both for the benefit of the local citizens and visiting tourists.

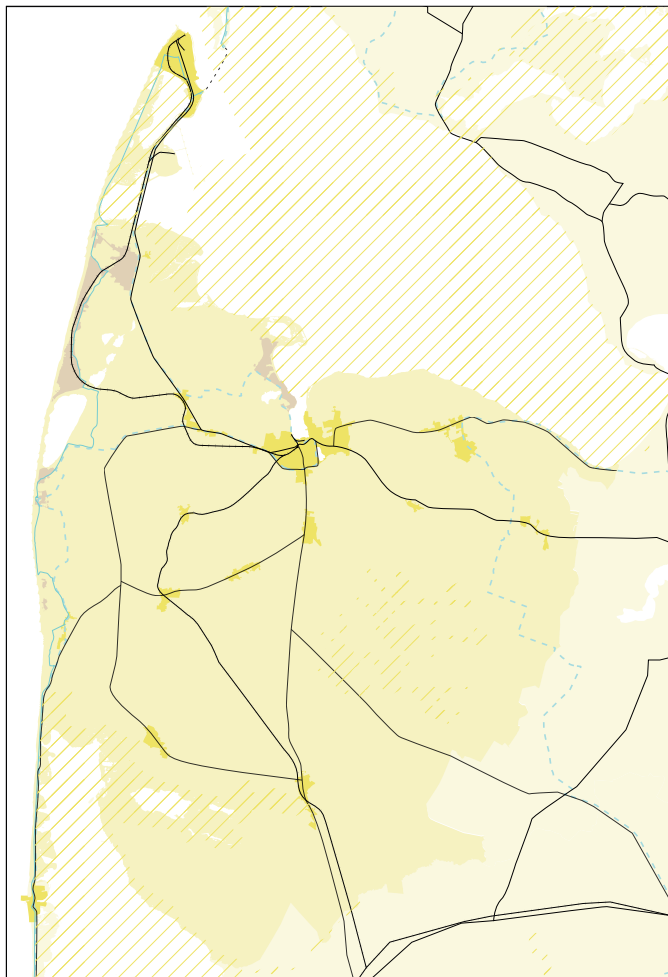
However, it is not only rural decline that the town is suffering from, the climate also causes the small harbor

town major problems. The location between the fjord and the sea means that the town is particularly exposed to storm surges and is also affected by the rising seawater level. It is not news that Thyborøn is at high risk of flooding, which has led to the creation of a strategic-physical development plan for the rural town (Lemvig Kommune, 2020b), where a future climate adaptation is addressed.

The decoupled location of Thyborøn offers other possibilities in the unique and nature rich context. Especially the location between the fjord and the sea has created opportunities for both the fishing and harbor industry in Thyborøn. The town's primary source of income has for many years been obtained through fishing and its many jobs at the harbor, and in recent years tourism has also had an impact on this. Due to the town's location as a neighbor to a Natura 2000 area and unique moor areas in the municipality which is seen in illustration 10, the town has developed into a holiday destination for especially German tourists (Bark Rådgivning, 2018).

The town of Thyborøn is therefore changeable along the year and different seasons, both concerning nature and weather, but also because of tourism in the summertime.

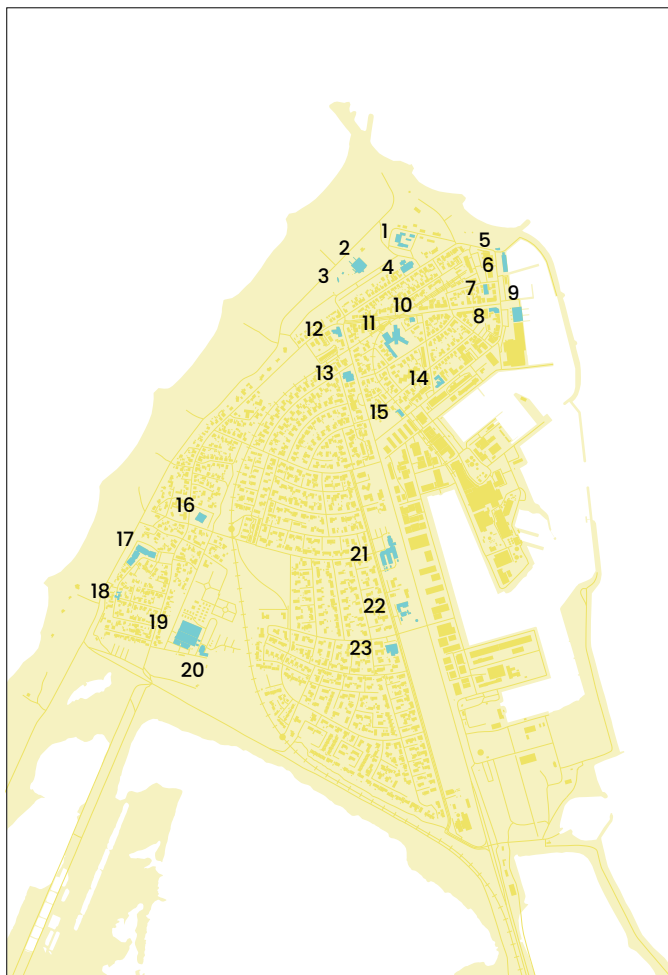




III. 10. Lemvig Municipality

- Ferry
- Main roads
- Railway
- Marguerite route
- West coast route
- ▨ Natura 2000
- Lemvig Municipality
- Plantation
- Towns/villages
- Vacation houses

42



III. 11. Functions

- 1 Sea War Museum
- 2 Coast center
- 3 Restaurant
- 4 The Jutland Aquarium
- 5 Ice cream shop
- 6 Fish hall
- 7 The ice art
- 8 Hotel
- 9 Fish shop & auction
- 10 Grocery shop
- 11 School
- 12 Hotel
- 13 Hostel
- 14 Grocery shop
- 15 Restaurant
- 16 Church
- 17 Nursing home
- 18 The Snail House
- 19 Community center
- 20 Camping
- 21 Fishery school
- 22 Day care center
- 23 Grocery shop

- Area polygon
- Main road
- Railway

Thyborøn

Day care center
Thyborøn School
Sea-Fjord Nursing Home
Fishery School



20min by car



39min by train

Lemvig

Lemvig High School
Regional Hospital



46min by car



1h 30min by train & bus

Holstebro

Social & Healthschool
Business academy Midwest
VIA University College
Danish talent academy
Jutlandic Dragoonregiment
Regional Hospital

DEMOGRAPHY

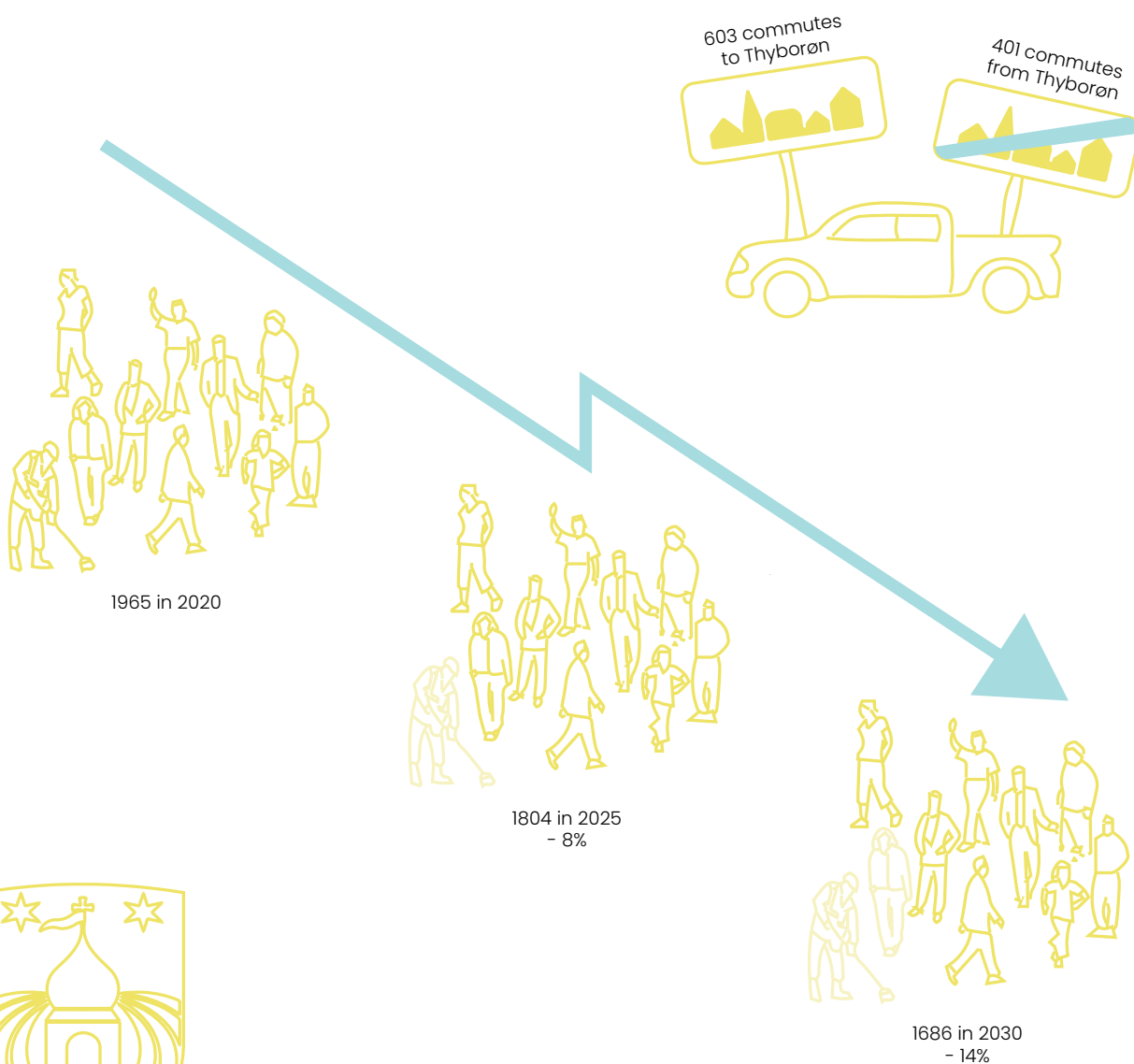
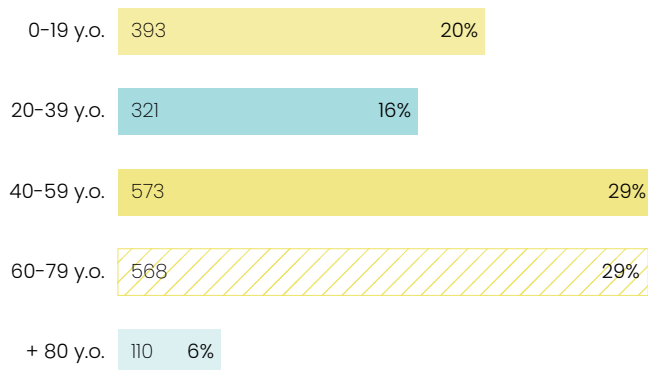
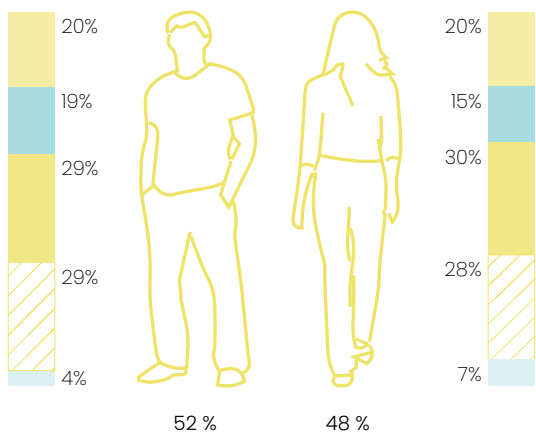
Thyborøn is a small rural community of 1965 citizens, however, the town is the second largest in Lemvig Municipality. The demography which is visualized by illustration 13 shows some classic key figures for a small rural town in Denmark. The population in Thyborøn has through the past years been declining, which is predicted to continue by Lemvig Municipality (Lemvig Kommune, 2020a). The population will decline 8% by 2025, and 14% by 2030, in comparison to 2020 (Lemvig Kommune, 2020a). It is a decline of a total of 279 citizens, over 10 years. Also, in the municipality itself, a decline is experienced where, back in 2019, 737 moved out of the municipality (Danmarks statistik, 2020a), and 516 moved to Lemvig Municipality (Danmarks statistik 2020b). This means that the municipality is experiencing a rural decline.

Also concerning age groups, Thyborøn hits the stereotypical rural small town. The illustration shows that dominating age groups are 40-59 and 60-97 with a total of 58%, whilst only 16% are young people between the ages of 20-39 (Danmarks statistik, 2020c). It could thus indicate that the young people are moving out, and at the same time the average age in Thyborøn is rising. Also, there is a small difference in the distribution of men and women (Danmarks statistik,

2020c), where the most notable difference between gender is in the age group of 20-39, where 19% are men and 15% are women.

Although it can be concluded that Thyborøn and Lemvig Municipality are not as competitive concerning educational opportunities, competitiveness is seen in workplaces. The illustration shows that as many as 603 commutes to Thyborøn and only 401 commutes from the town (Danmarks statistik, 2020d). This shows that Thyborøn is competitive concerning jobs, however, this also emphasizes that the town is more attractive for jobs than the settlement itself, since many people commute rather than settle.

In conclusion, it is obvious to focus on the unique number of tourists who come to the municipality each year. A total of 670,000 overnight stays take place in the municipality on an annual basis (Lemvig Kommune, 2020a), and with Thyborøn as the second-largest town, it is not surprising that many of these overnight stays take place in Thyborøn and the surrounding area. This means the number of residents in Thyborøn varies a great deal throughout the year.



THE TOWN OF THYBORØN

Based on Thyborøn's location and historical development, the town offers many jobs in connection with industrial fishing, both at the harbor and the private companies. The residents of Thyborøn are incredibly proud of this type of business, as the town itself is built based on the business and good of its heyday back in the nineteen-seventies. In addition, there is the well-known factory Cheminova, now called FMC Agricultural Solutions.

In addition to the workplaces at the harbor and FMC, the town also offers a wide selection of specialty shops and grocery stores. This is also a sign of a healthy and well-functioning rural community, which can keep up with the local and small businesses such as clothing stores, interior shops, and restaurants. This is also possible due to the many tourists who make a pilgrimage to the town every year. However, the shops and cafés are still strong elements in the local community all year round.

Finally, there is also a wide range of institutions in the town. There is both a daycare center, school, and community center for the younger children and locals. There is even a nursing home for the elderly Thyborøn residents. This also includes an educational institution for young people who want to get an education in fishing. Here, the town's identity is strengthened especially through the Fishery School, as there are both opportunities for education and work in the same town.

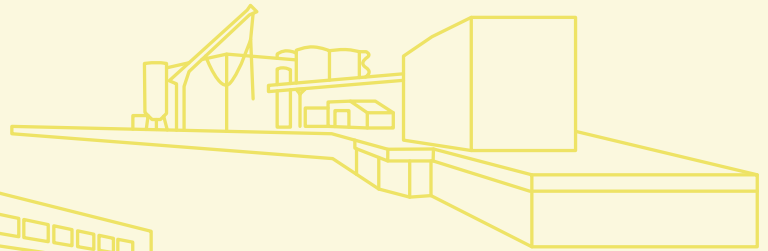
It is therefore clear from illustration 14 that Thyborøn is neither an exclusive tourist town nor a sleeping town (Danish: soveby). It is a local town, with a well-functioning rural community through both workplaces, institutions, and shops. Pictures from the site-visit can be found in appendix 02.



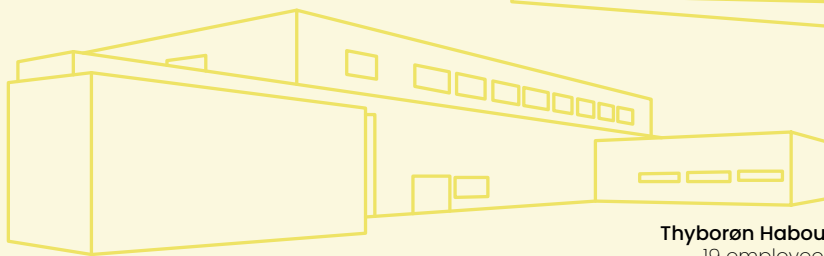
FMC Agricultural Solutions
450 employees



Local stores and Grocery shops



Industrial fishing harbour
1000 employees



Thyborøn Harbour
19 employees



Sea-Fjord Nursing Home
22 assisted living facilities



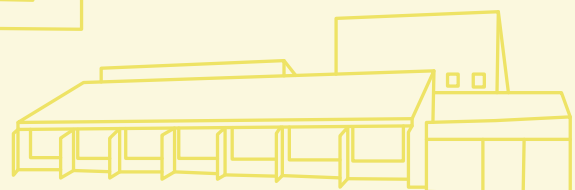
Day care center
63 children



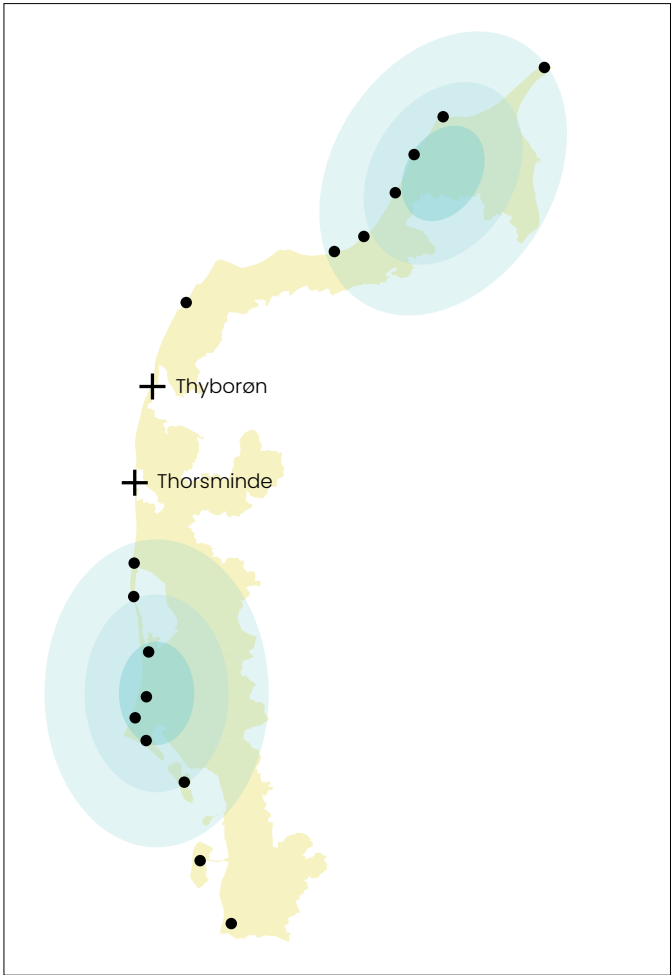
Community Center



Thyborøn School
180 students

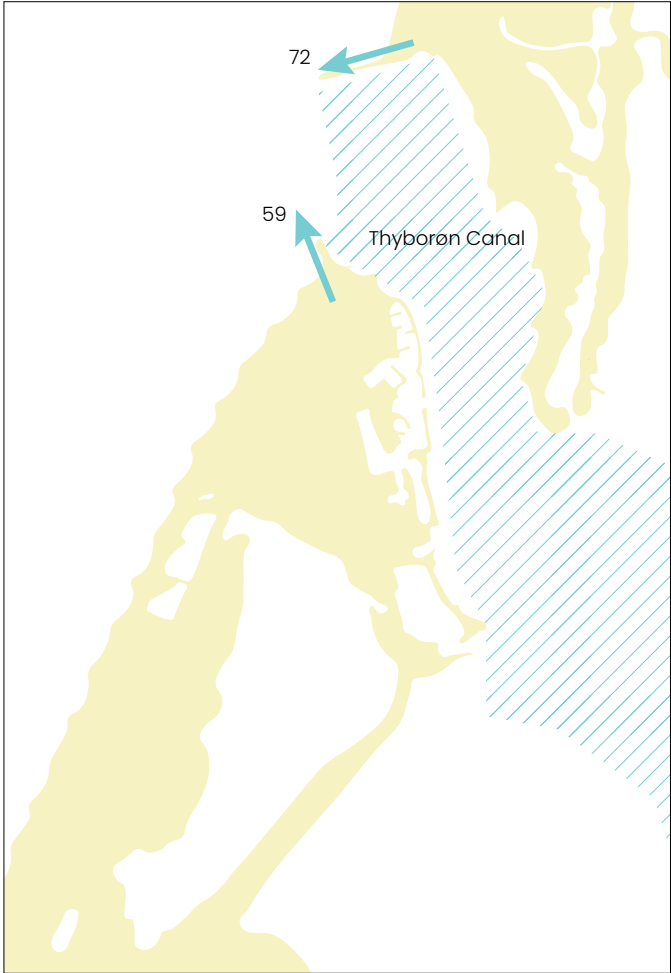


Fishery School
550 students



III. 15. Tourism hubs at the west coast

48



III. 16. Plan for Thyborøn Canal

POLITICAL PLANS

When looking at the tourism in Denmark the west coast of Jutland is an evident draw within Coastal and Nature tourism. Nonetheless, tourism is unevenly distributed along the coast, where North Jutland, Ringkøbing-Skjern and Varde form the largest hubs for tourism, along the coast, as can be seen on illustration 15. Therefore, a major tourism strategy has been initiated to even out this distortion and unite the west coast as one joint destination, while at the same time working to promote tourism in general along the west coast. (Bark Rådgivning, 2018).

The development plan unfolds across the 11 municipalities located on the west coast and Thyborøn is among the towns with the potential to become a greater tourist town. A collaboration between Lemvig and the neighboring municipality, Holstebro, concerning Thyborøn and another coastal town, Thorsminde, has resulted in a strategic-physical development plan to unite the two aforementioned hubs. Both towns have nature as the main draw while Thyborøn harbor is one of Denmark's largest fishing harbor. The strategic-physical development plan aims to create growth, better accommodation options, better interconnection of the town, and enhancing the potentials of experiences (Lemvig Kommune, 2020b).

As earlier mentioned, the climate is also on the agenda when it comes to political plans. In 2017 Coast2Coast Climate Challenges initiated a sub-project concerning Thyborøn Canal and the Western Limfjord (C2CCC, n.d.). There is a collaboration between the 7 affected municipalities along the western part of the fjord, with Lemvig Municipality as project management.

The project is launched based on a study carried out by the Danish Coastal Authorities in 2012, and the project is working on an extension of the breakwaters 59 and 72 and thus narrowing the Thyborøn Canal as a part of reducing the large water level rises in storm surge events (Rambøll, 2019). The project is advanced and in December 2020, Rambøll together with SLA and rjohnsen won the idea competition for the construction of a coastal facility for protection against storm surges (Rambøll, 2020).

Even though different projects are already looking into some of the challenges that Thyborøn is facing, there are still aspects concerning both climate challenges as well as tourism that lacks attention. Thyborøn still has exposed angles during storm surges and there is a great deal of undiscovered place-bound potentials to tap into to strengthen the town's tourist attraction.

THE HISTORY OF THYBORØN

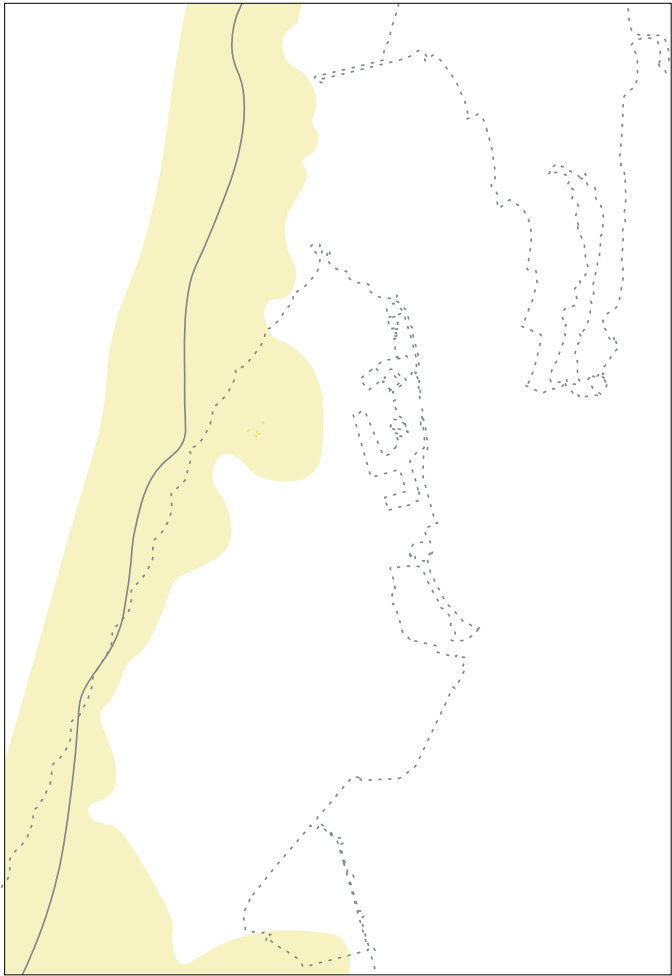
The forces of nature have played a major role in the formation of both Thyborøn town and Thyborøn canal. From 1789 to 1941 the coastline has moved a full 1.4 km to the east (Laursen, 2013). A glimpse of this great change in the coastline can be seen on illustration 17 where the current coastline is outlined as well as the position of the coastline in 1825.

There was no opening between the fjord and the North Sea from the year 1100 to 1825, which meant that there were still no harbor on the west coast (Laursen, 2013). This ended in 1862 when the sea broke through at both Agger and Thyborøn. The opening at Agger was, however, quickly sanded over, which led to the coastal protection in Thyborøn to ensure the opening of Thyborøn canal (Visit Nordvestkysten, n.d.). If coastal protection and breakwaters were not initiated, the Thyborøn canal would be sanded again around the years 1900–1920 (Larsen, 2013).

In connection with the Thyborøn canal, it was now possible to build a harbor at Haboøre Tange, in Thyborøn. The harbor was completed in 1918 and the years that followed were in rapid development, with the construction of the railway, expansion of the harbor to both the southern inner harbor in 1929, the western harbor in 1940, and the industrial quay in 1960 (Visit

Nordvestkysten, n.d.). As shown at year 1940, it is also clear to see the development of the town of Thyborøn itself, including the old town at the southern end, and the development of the harbor to the north. In 1971 the industrial harbor was expanded and a few years later in 1975 the fishing fleet peaked with a total of 230 fishing vessels (Visit Nordvestkysten, n.d.). Around 1970, Thyborøn underwent a major development with many new homes, and a completely new urban area, as seen at 2001. The population peaked in 1992 with a total of 2832 inhabitants (Visit Nordvestkysten, n.d.), however, the number has been declining ever since.

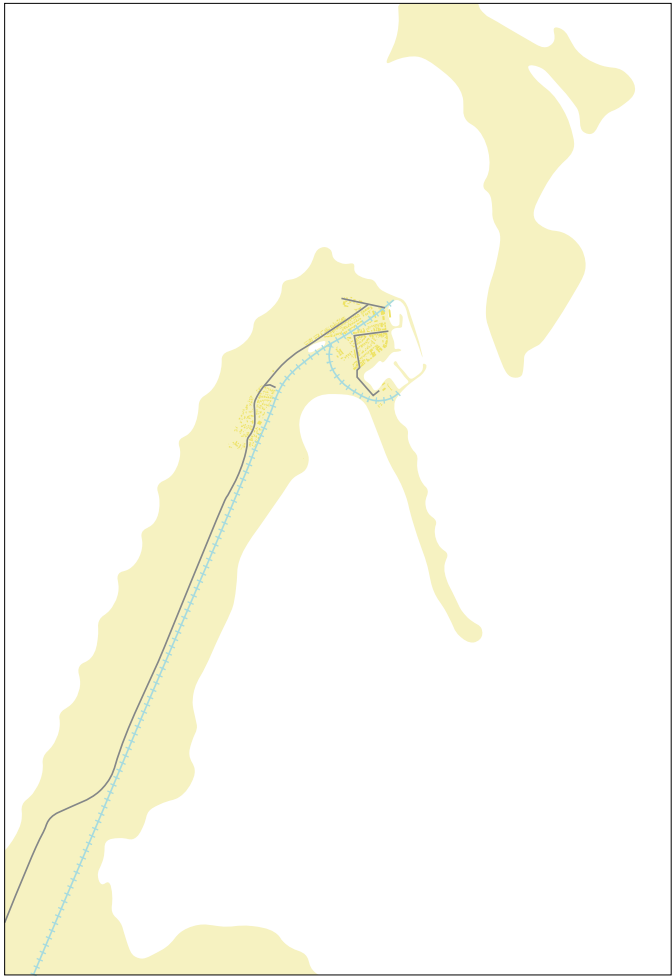
It is clear, that the town of Thyborøn is created on the terms of nature, and the residents of Thyborøn found a way to turn the location into potentials. Through fishing, the fertile ground was created for a healthy and well-functioning rural community. Now Thyborøn is no longer just a handful of houses, where the main road also serves as a thoroughfare, today Thyborøn is a destination, and the only way further north is by ferry to Agger Tange.



1825



1867



1940



2001

III. 17. Thyborøn over time

- Major path ———
- Minor path - - -
- Major node ○
- Minor node ○
- Major edge |||||
- Minor edge ||||
- Major landmark ▲
- Minor landmark ●
- Major district ■
- Minor district ▨
- Buildings ■



LEGIBILITY

The analysis Legibility was developed by Kevin Lynch (1990), to better the legible and readable understanding of a town and its structures. This analysis is used by Lynch, as a tool to get civilians to describe and read the structures of a given town or city by mapping; paths, landmarks, districts, nodes, and edges. The analysis here has been prepared by members of this thesis group, and not citizens of Thyborøn.

It appears from illustration 18 that Thyborøn is divided into larger districts, which are mainly delimited by roads and the major barrier of the railway. This shows that the town has developed along and beside the necessary infrastructure, which has been built according to the need for export opportunities of the large amount of fish. The town's major paths and connections also emphasize that Thyborøn is not a transit town but a destination in itself.

The major, as well as minor districts, are serviced through paths, with associated nodes, which provide some interesting opportunities for crossings, especially for the soft traffic. The town's main road Harboørevej functions as a distribution road in the town, which is also why the nodes are marked as major. This road is crossed by Vesterhavsgade at the northern end of the town, which is the road that connects the town areas, with a predominance of landmarks. This dominance is seen in the northern area between the cultural area and town center, as the southern Old Quarter. The major landmarks are historical monuments and the cultural features are marked as minor. In addition to this, there are mainly two districts, which are relatively undefined areas and are therefore marked as minor districts. These areas are interesting as they could be areas with new projects in the town of Thyborøn.

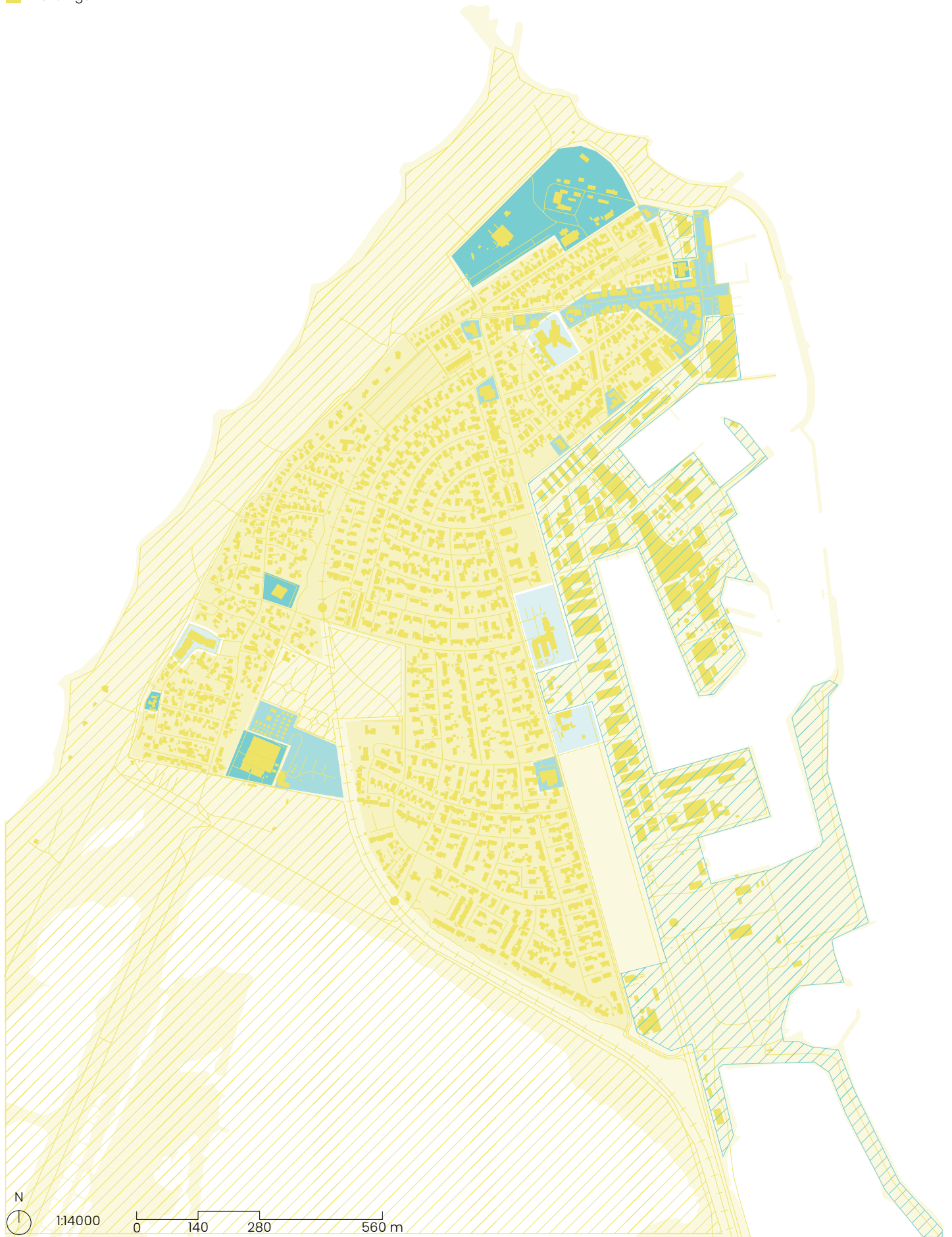
LAND USE

Thyborøn town is formed by mainly different usage typologies; housing, industry, and natural values. In addition, there are also functions such as institutions, grocery stores, and specialty shops. This, as previously explained, creates fertile ground for a healthy local community with a wide range of opportunities in the daily lives of the local citizens. It is especially by the town center that the town's various functions are located.

The large area marked as a natural value, clearly shows how nature surrounds the town and creates natural boundaries between water and land at the western and southern town border. The eastern town border is special, as the industry is located

here in the transition between town and water. In continuation of Legibility, it appears here that the industrial area is both decoupled and inaccessible. Since Thyborøn is a destination and not a transit town, it has been obvious to place various attractions in the town, to attract people. However, these are not classic holiday attractions but are based on knowledge and the history of Thyborøn, which once again shows a well-functioning rural community and not the typical holiday town. It is clear from illustration 19 that there is a predominance of cultural and historical values in the cultural area and southwestern corner of the town also called the Snail House Quarter (Danish: Sneglehus Kvarteret).

- Industry
- Culture
- Commercial
- Institution
- Recreational
- Housing
- Buildings



III. 19. Land use

- Urban spaces
- Nature value
- Open spaces
- Historical heritage
- Industrial legacy
- Buildings



III. 20. Urban spaces

URBAN SPACES

To get an overview of the town's existing and possible urban spaces and squares, these have been mapped on illustration 20. There is a predominance of natural values surrounding Thyborøn, which extend from the northern cultural area, down around the Snail House Quarter and are connected by Harboørevej to the southeast.

It is interesting to see how the undefined and open areas are located in the town, as these areas have room for new initiatives. What is special about Thyborøn is the lack of urban spaces and accessible areas by the industrial harbor. However, it is typical for larger industrial harbor to be reserved for just that. However, one thing that is special about Thyborøn is the great historical value attached to the harbor since it is a symbol of the heydays, where fishing was booming.

Unlike the harbor and the associated industrial areas, the northern cultural area, in particular, has a concentration of existing urban spaces, as well as the southwest area

at Thyborøn fortress. Urban spaces such as; Naturrum, Mindeparken, and Havnepladsen all add to the historical stories and values in Thyborøn, which makes these extra popular with tourists, and make the local citizens even more proud. Existing urban spaces are mapped on the following pages.

For this analysis, it has been important also to map historical-cultural heritage and industrial relics from the town's past, to find the sites for the well-known place-bound potentials. Here three areas stand out; the town center connected to the red houses in the north, the Thyborøn fortress and the old railway in the southwest, and finally the old ferry berth in the southeast corner of the town, which today is used as a beach for the locals. Some of these values have already found their place in the local community and the holiday peak season. However, there are still many untouched potentials in Thyborøn, stories that are waiting to be told.

URBAN SPACES



1. The terrace



2. The stairs



3. Playground



4. Harbor square

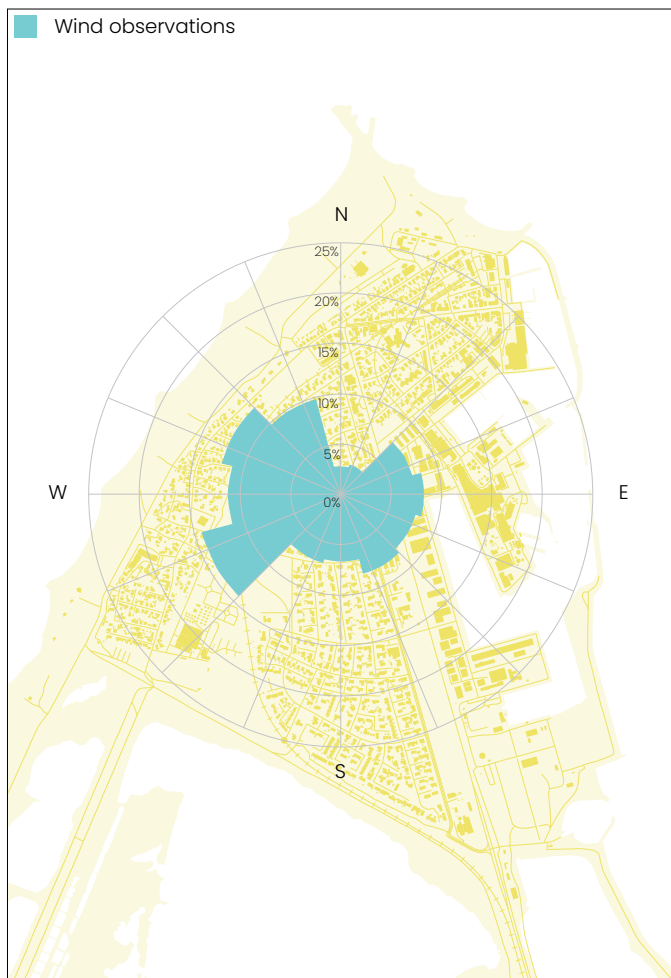


5. Skatepark

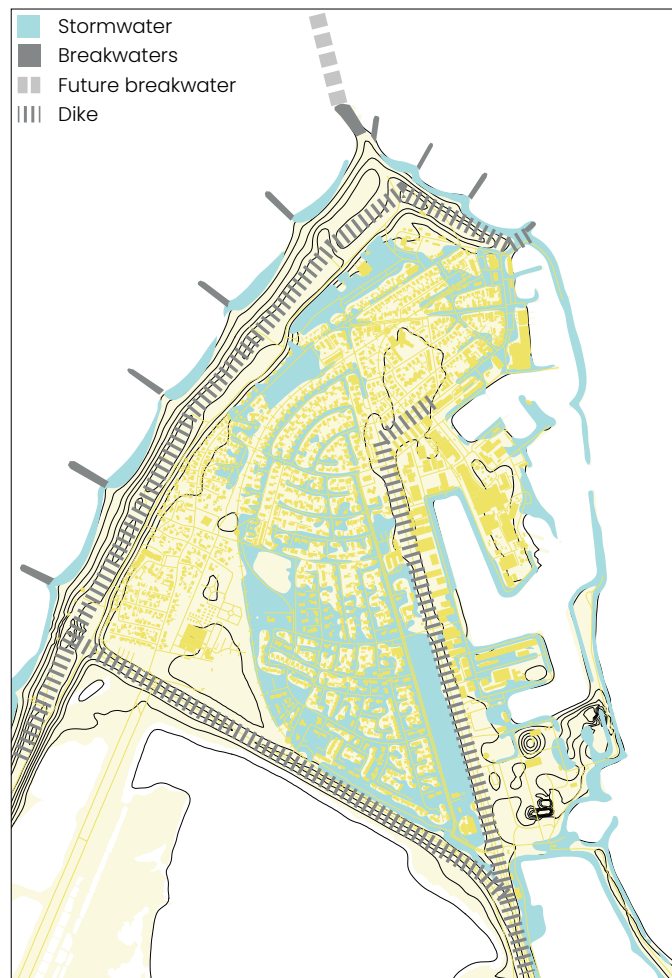


6. 'Naturrum'

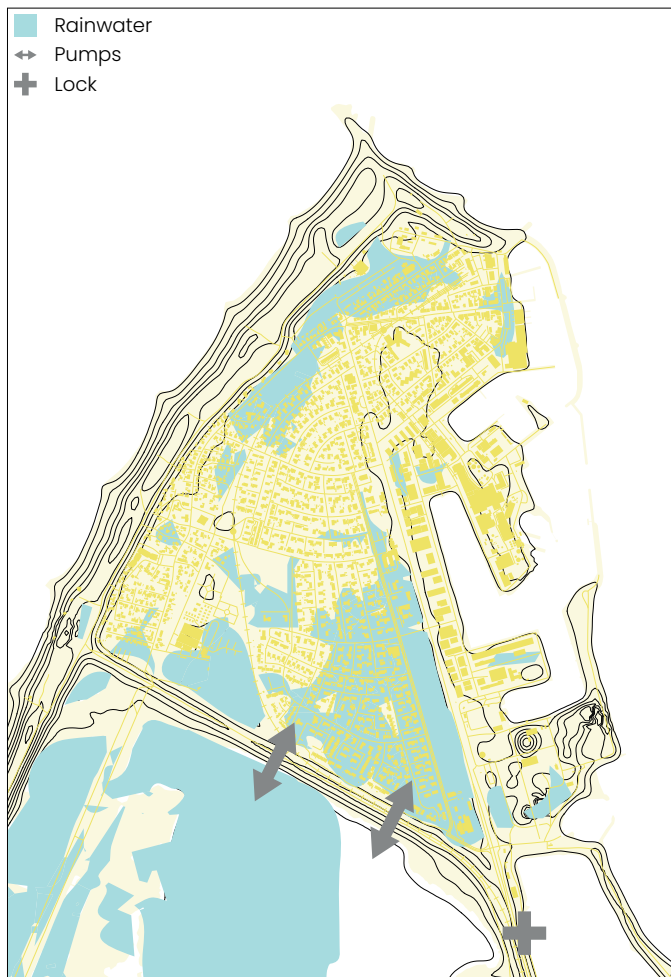




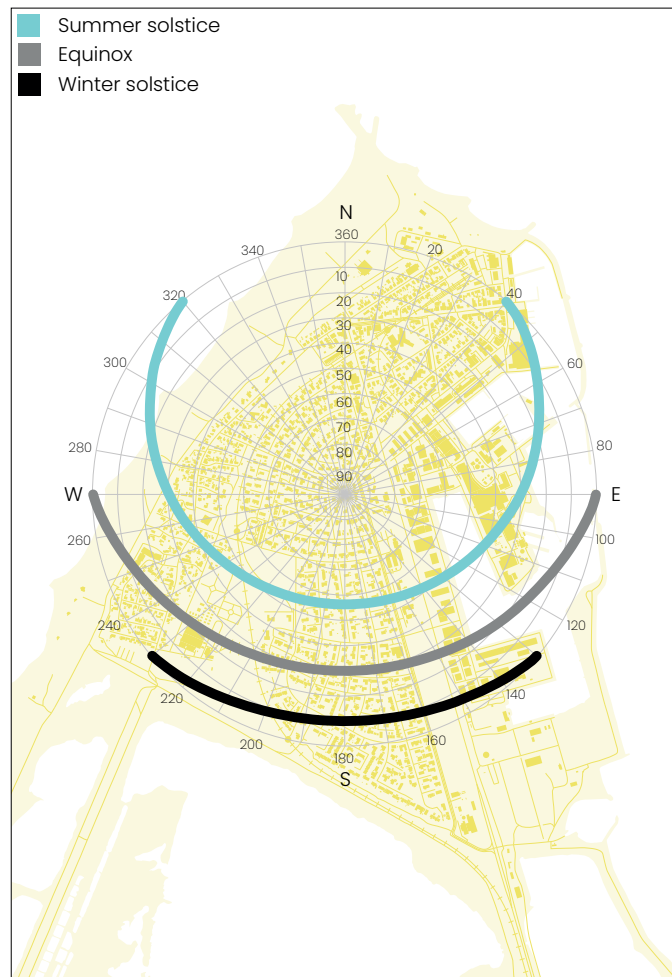
Wind



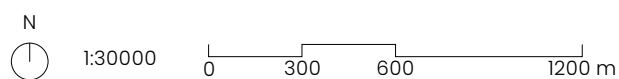
10 year flood



10 year rain event



Sun



CLIMATE

The forces of nature have had a great impact on Thyborøn town, and the canal. The characteristic of the Danish west coast is the windy weather, where the wind mainly comes from the west. More precisely the wind often comes from the southwest, which is about 15% of the time (Cappelen, 2002), as can be seen on illustration 23.

Due to the flat terrain in Thyborøn, there is not much to break the wind, causing sand and salt to be carried in the air. The wind from the southwest also creates sand migration along the coast, and in fact, around 1 million cubic meters of sand are transported every year, from the west coast into Thyborøn canal (Larsen, 2013). This is among other things, the reason for the construction of the breakwaters along Harboøre Tange which is also useful during storm surges. Thyborøn is under pressure during these weather events, as the town is exposed to flooding from the Limfjord, as storm surge protection has not yet been implemented at the town center. Today, the dunes function as a natural dike that takes the worst storms from the North Sea. The dike continues almost around the town meaning that the town is secured from three out of four sides. However, it is clear that a 10-year event where the water is measured at 177 cm (Kystdirektoratet, 2018), floods Thyborøn.

Heavy rains also create problems for the exposed town. A 10-year event produces 47.7 mm of rainwater in Thyborøn (Cappelen, 2019), and presents challenges throughout the town. In addition, there is no natural drainage for either rainwater or seawater, as the terrain in Thyborøn is relatively flat. At the same time, the soil layer in Thyborøn is mainly marine sand and clay (GEUS, n.d.), which has a high imperviousness. Therefore the rainwater will infiltrate slowly into the ground. This, in conjunction with the naturally high groundwater table, can create even worse problems under severe weather conditions. Therefore, pumps have been installed with an inlet to the lagoon. The lagoon then functions as a reservoir where a lock between the lagoon and the Limfjord, controls that the water slowly and safely can be led out into the fjord.

Finally, the illustration shows how the solar orbit is located in the sky. Characteristic for the orbit is in winter and summer, where it is extremely short in winter and conversely long in summer. However, all three of the shown orbits lie to the south, providing shade on the north side of constructions. This means that urban spaces are more attractive be placed on the south side of buildings, dikes, and other vertical constructions, due to the relatively mild climate in Denmark.

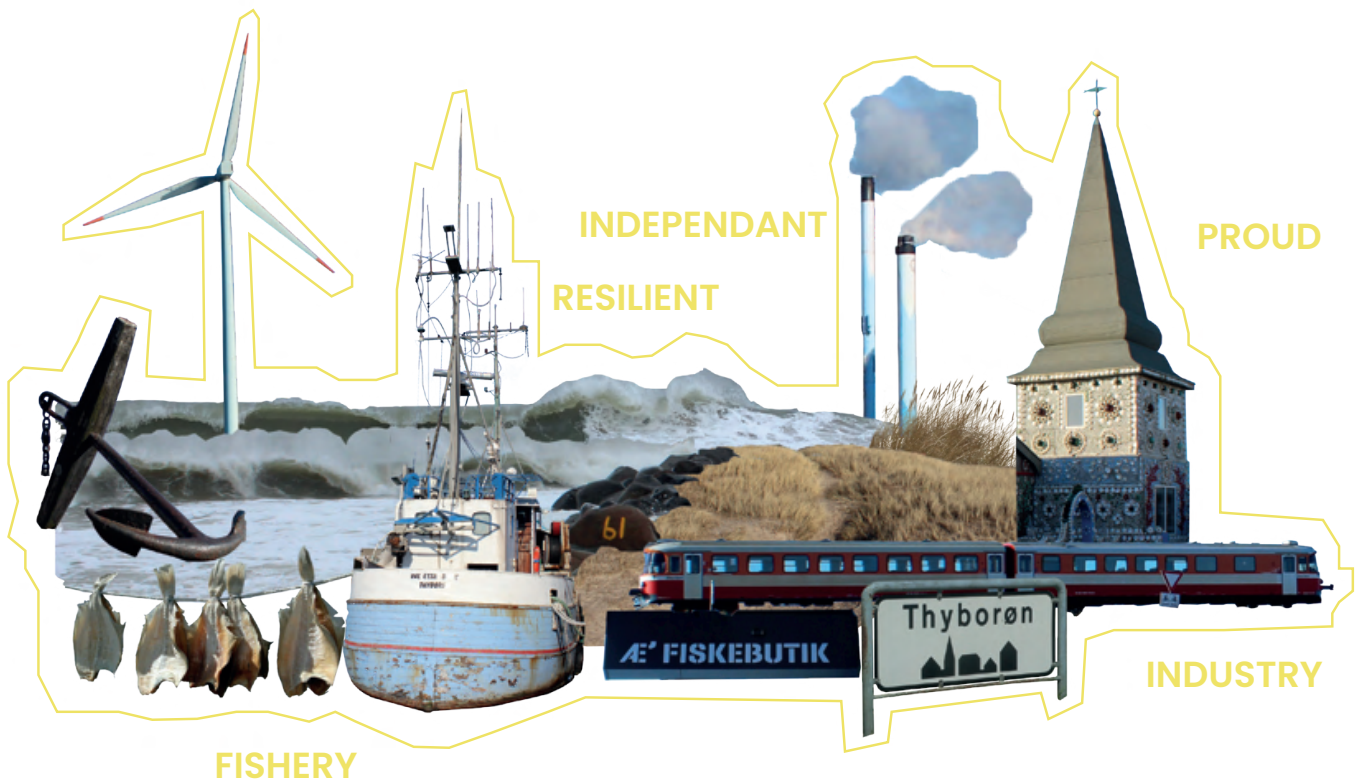
THE IDENTITY OF THYBORØN



III. 24.

**"A MIX BETWEEN
THE UGLY AND
THE BEAUTIFUL,
THE ROUGH AND
THE SOFT"**

– LIS RAVN SØRENSEN, LEMVIG MUNICIPALITY



III. 25. Collage of identity

Thyborøn is a small unique fishery town on the Danish west coast. The town oozes industry and while the town is small its fishery harbor is in the top three of the largest fishing harbors in Denmark (Danske Havne, n.d.). The fishery is a huge part of the town's identity since the town was founded because of the establishment of the fishery harbor. Even though fishery is the main source of income for the town today, the citizens are aware that it will not continue to be so. They know they have to adjust to survive and to remain independent as they are today. This is of special importance for the citizens in

Thyborøn. They are proud people that cherish their independence and self-sufficiency, especially in correlation to Lemvig Municipality, that they would rather see themselves detached from. This strong need for self-sufficiency is not the case when it comes to the local community that is highly cherished and also mentioned as one of the main reasons for living in Thyborøn when asking 2. Local enthusiast. They show an interest in each other's lives and show support in each other's ideas and projects. In an interview with 1. Local enthusiast it is stated that there is not far from thought to action and a great number

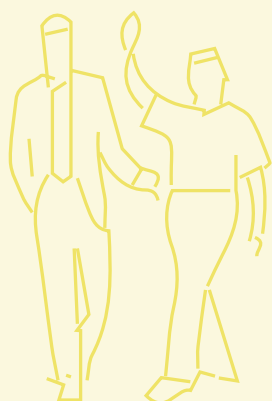
of locals are ready to step in and lend a helping hand when it is needed, read the full interview in appendix 03. An example of this is the local skate park that was built on local initiatives. Subsequently there has been time to dwell on the strategic placement of the skate park and 1. local enthusiast says: "We can, of course, discuss the placement, but it was built on local initiatives." (Appendix 03, pp. 21) This only emphasizes their proud feelings of being unique and distinctive. They do not want to look like others or each other. They attach great value to the fact that a building or an area often comes with a special anecdote, whether it is a building built

around an old train carriage or with a bunker as a foundation.

Another word that is essential to use when describing the identity is Resilient. Citizens in Thyborøn have a special way of adapting to the circumstances that meet them, whether it is the way of making a living for themselves or if it is the climate. They live with the rough and wild weather and are facing the consequences of climate change almost daily, but you will not hear them complain. The town is created on the terms of nature and the citizens live on the terms of nature.

"THE WEST COAST- CHRISTIANIA "

- 1. LOCAL ENTHUSIAST



"THERE IS SAFETY IN EVERYONE KNOWING ONE ANOTHER"

- 2. LOCAL ENTHUSIAST

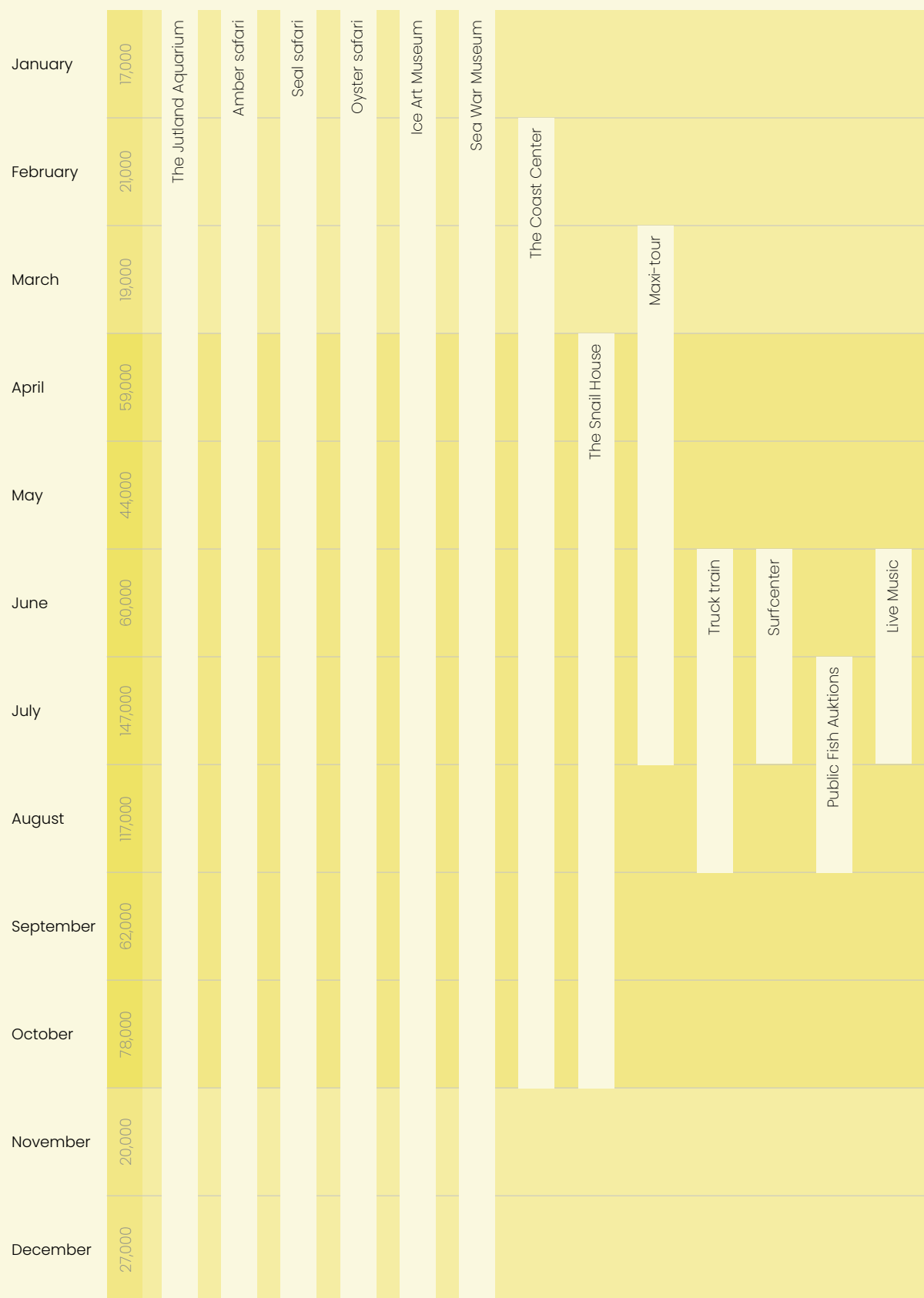
"WIND IS A HALLMARK FOR THYBORØN"

- 2. LOCAL ENTHUSIAST



"PEOPLE IN THYBORØN ARE MADE OF SOMETHING SPECIAL"

- LIS RAVN SØRENSEN, LEMVIG MUNICIPALITY



A YEAR IN THYBORØN

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While Thyborøn is being implemented as a small part of a bigger tourism strategy along the entire west coast of Jutland (Lemvig Kommune, 2020b) the town is more than a tourist town as elaborated in the identity paragraph. Thyborøn has a great deal to offer when it comes to cultural attractions and experiences which are directed towards the citizens in the town as well as visitors. As illustration 26 shows, the busy season stretches from July to August as can be deducted from the number of visitors in the municipality that in the aforementioned months has respectively 147,000 and 117,000 visitors (Lemvig Kommune, 2020a). With the high intensity of visitors, there

is a high intensity of offers in the town where a number of them are tourist-oriented and can only be experienced during the summer months, but this does not mean that the town is quiet for the rest of the year. Just under half of the attractions are open for visitors all year and address the locals in the town, the municipality as well as the neighboring municipalities. All of the cultural offers and attractions are based on local and historic narratives as well as the nature of the area both on land and at sea. Many of these attractions are powered by local forces which emphasize the strength and pride of the local community.

TOMOGRAPHY

The environment at the west coast is rough and while the citizens need to be resilient this also applies to the plants. The ground conditions as well as the salt carried in the air creates rough conditions for plants. Therefore, the landscape in larger parts of the west coast is very characteristic, which also applies to Thyborøn. Dunes and moor are what dominates, see illustration 27. These elements are repeated in the town in smaller programmed beds but for the most part, nature is wild and left to itself.

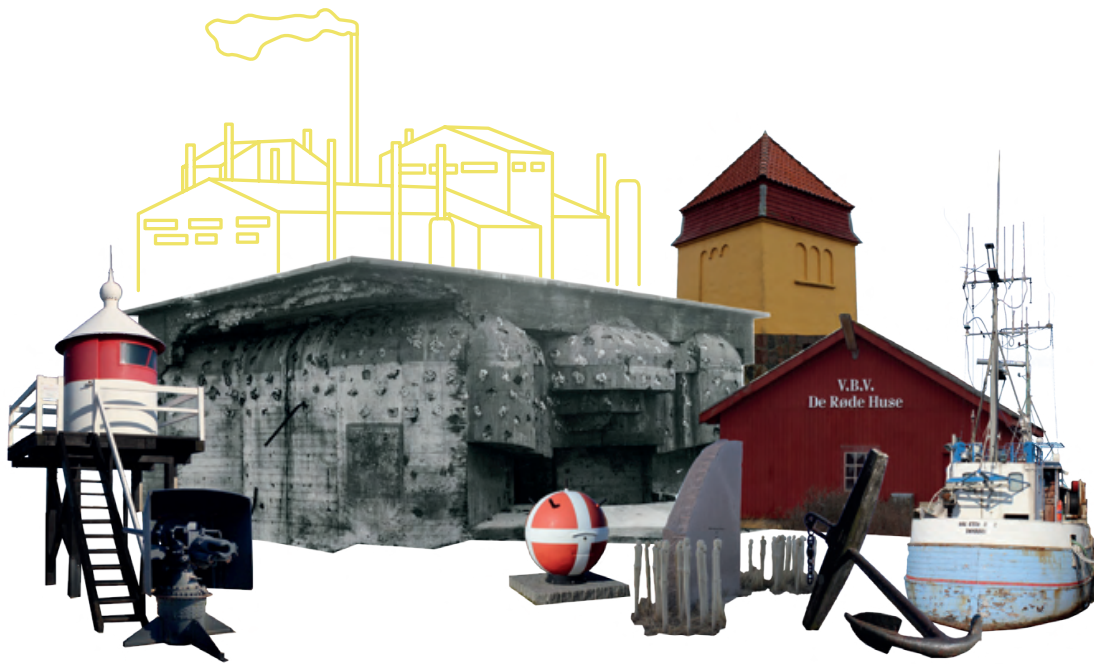
Thyborøn is built on great history, and all around the town, there are elements to emphasize this, as can be seen in illustration 28. The location of

the town has been and still is strategic in the fishery industry, and also it has been a strategic location in different wars and occupation. The citizens feel pride in having a story to tell and while the stories are not all pretty, they have turned them into assets instead of seeing them as challenges.

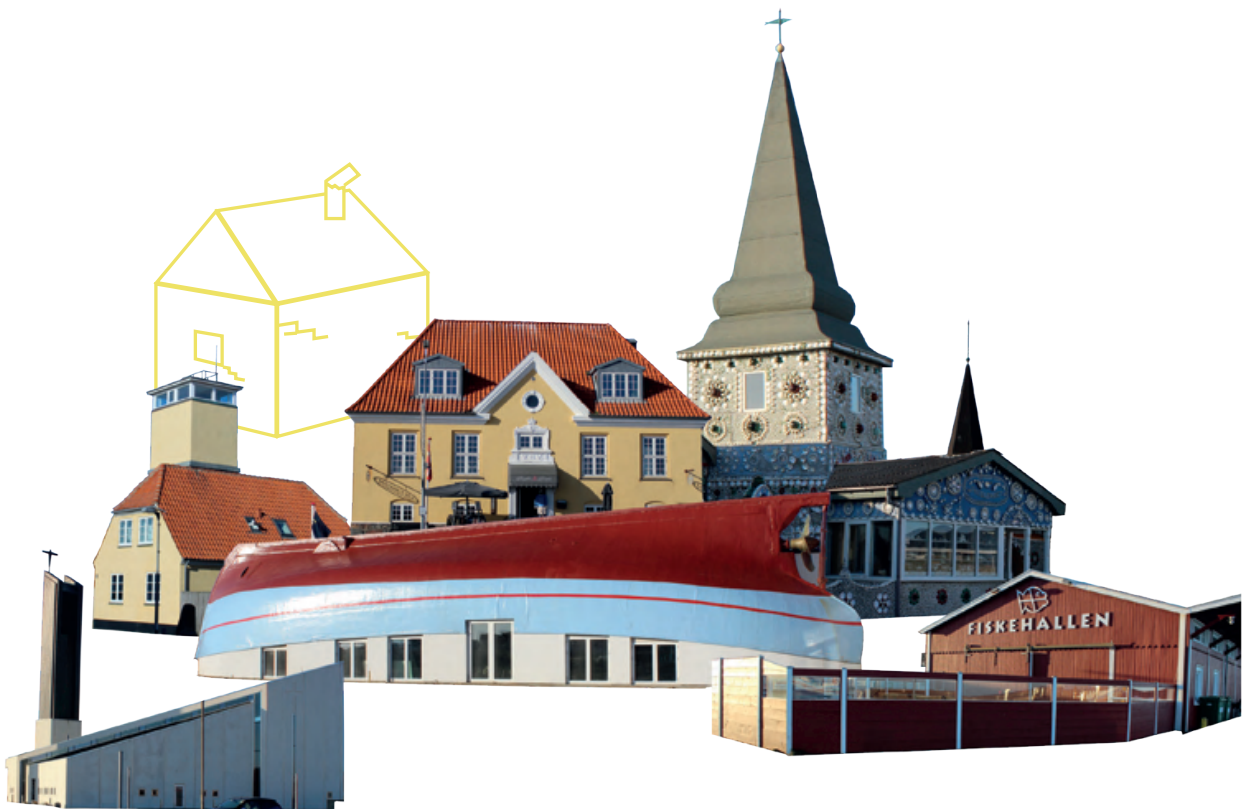
The buildings display a difference in both citizens and typologies. Many historic elements are passed on in buildings resulting in a mixture of new, old, crooked, and unique, as can be seen in illustration 29. This goes hand in hand with the citizens adding a great deal of value in being different. Both different from each other as well as different from everyone else.



Ill. 27. Plants and landscape



III. 28. Historic elements



III. 29. Difference in buildings

A WALK ALONG THE COASTLINE

The last analysis of Thyborøn is a phenomenological intertwining of two characteristic urban analysis theories. Here, inspiration has been sought from the Situationists' immediate observability and Richard Long's analysis routes (Sadler, 1999).

To enable an experience in Thyborøn from a new angle, an analysis route was planned along the town edge, in the transition between harbor and sea, town and water, man-made and natural. From the previous analyzes it is clear to see how the town is divided into districts with different characters, but what does one see and feel between these districts? As illustration 30 shows, it is possible to divide the route into three parts, as a result of the different atmospheres and spaciousness that were experienced along the route. On the southern edge of town lies the lagoon. Here, it exudes nature, birds whistle, children laughter, and soccer games. There is also the opportunity to experience the well-known train VLTJ, on its trip between Thyborøn

and Harboøre. Opposite to this part, there is the industrial edge, where both trucks, cranes, and large ships form the skyline at human height. The route which is drawn here on the illustration simplifies the otherwise difficult course on the harbor quays. Finally, to the northernmost edge of the town. Here you move between harbor, beach, dunes, and town. The transition is interesting as the view from the townhouses are blocked by the natural dike and therefore there is typically no sea view from the surrounding residents. Conversely, there is no opportunity to look into the town from the water. The dunes, or the natural dike, act as the boundary between the two. A walk through the dunes opens up either from the beach to town or town to beach. An exciting stretch with impressions that affected all the senses, in an overall experience through observation. Words and illustrations have been presented at the illustration, to recreate the observed setting and atmosphere.

CONTEXTUAL APPRAISAL

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The most important findings from the analyses are summarized in this contextual appraisal that works as the concluding analysis.











As can be seen in illustration 31 a major area is marked as a natural asset, that almost surrounds the town. Both to the north as well as the west there are dunes and beaches whereas the area in the south is an inland lagoon enclosed in a moor. The northern part of the town as well as the southwestern part is heavily weighted with larger areas with historical assets, landmarks as well as being a center for cultural elements. In the north, the inner harbor poses a great historic asset as this is the old harbor, firstly founded for the fishing industry, but now functions more as a marina. At the coast in the southwestern area, a row of old bunkers lay as a remnant of the Second World War and the

occupation. A long line stretches from the lagoon and cuts through the old quarter, marking the old railway from before the lagoon was formed.

In the southeastern part of town, the old ferry berth is marked as a historical asset. The ferry berth has moved further south leaving the old ferry berth to locals who use it for easy access to the fjord.

There are a great deal of poorly defined areas with unexploited potentials in the town especially in the area around the old ferry berth

There is a clear lack of connections from this area to the bigger nodes in the town, which would help link the areas together and create clearer wayfinding in the town.

-  Nature asset
-  Historical asset
-  Poorly defined area
-  Area to be aware of
-  Cultural center
-  Landmark
-  Barrier
-  Path
-  Missing link
-  Buildings



III. 31. Contextual appraisal

OPPORTUNITIES AND CONSTRAINTS

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Based on the contextual appraisal the opportunities and constraints in the town have been mapped out as a guideline for the work to come.

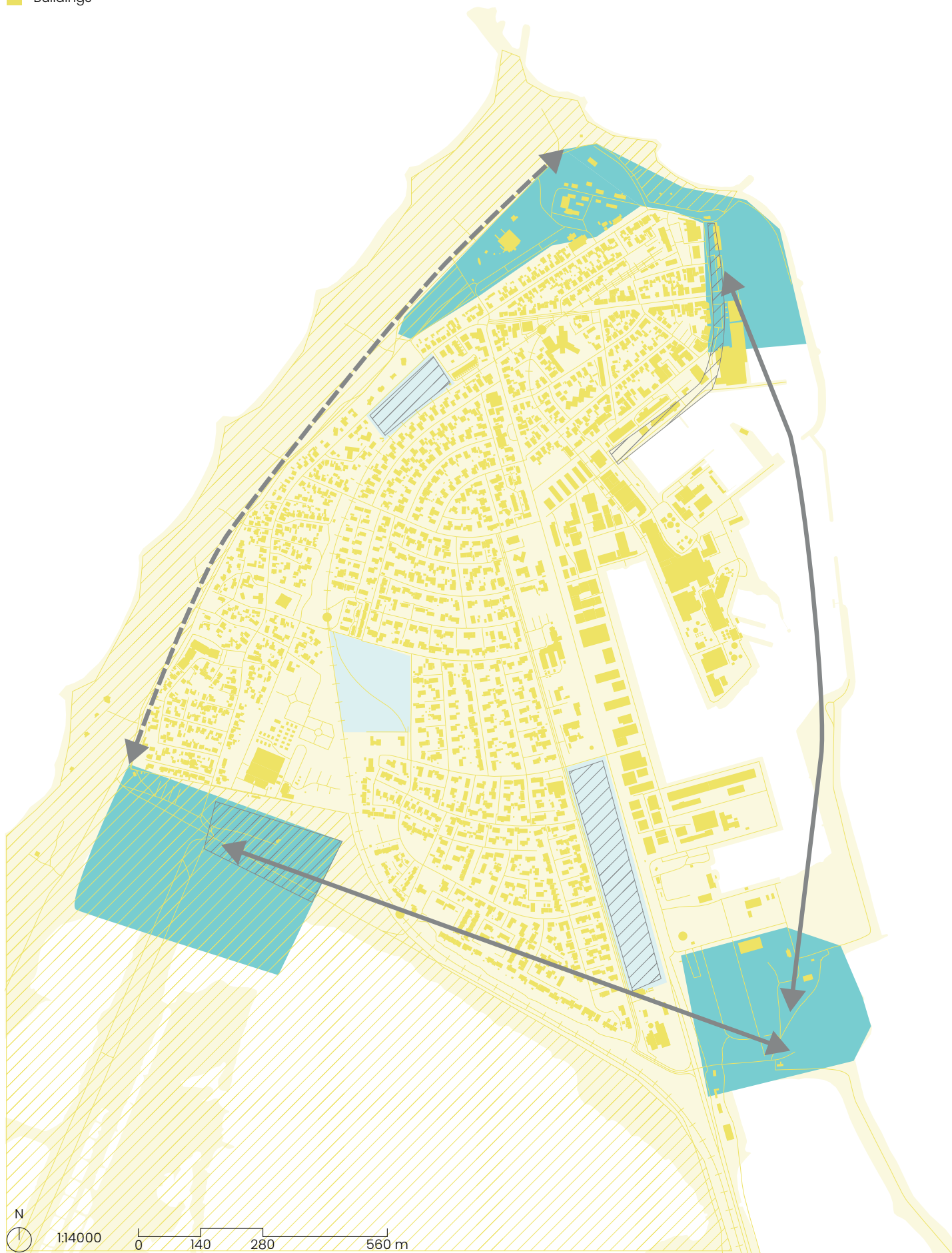
To strengthen the cultural and historical values in the town there is a need for new connections between the western and eastern part of Thyborøn and a new connection must also be considered along with the towns industrial harbor to create an experience of the towns proud source of income. At the same time, there is also an existing connection that needs to be strengthened to increase the overall potential and interconnection of the areas in the town.

Three areas are mapped as areas of opportunity based on their historical elements, cultural functions as well as natural assets. These areas hold a lot of potentials, and all possess interesting assets that would be interesting to unfold.

In other words, areas that can be rethought and designed based on the place-bound potentials.

Open areas are as well areas with potentials that would benefit and gain more value from a smaller design intervention. Due to Thyborøn's location by the North Sea and the Limfjord, there is a need to consider and include water management in different aspects. The critical areas concerning water management are pointed out on the map.

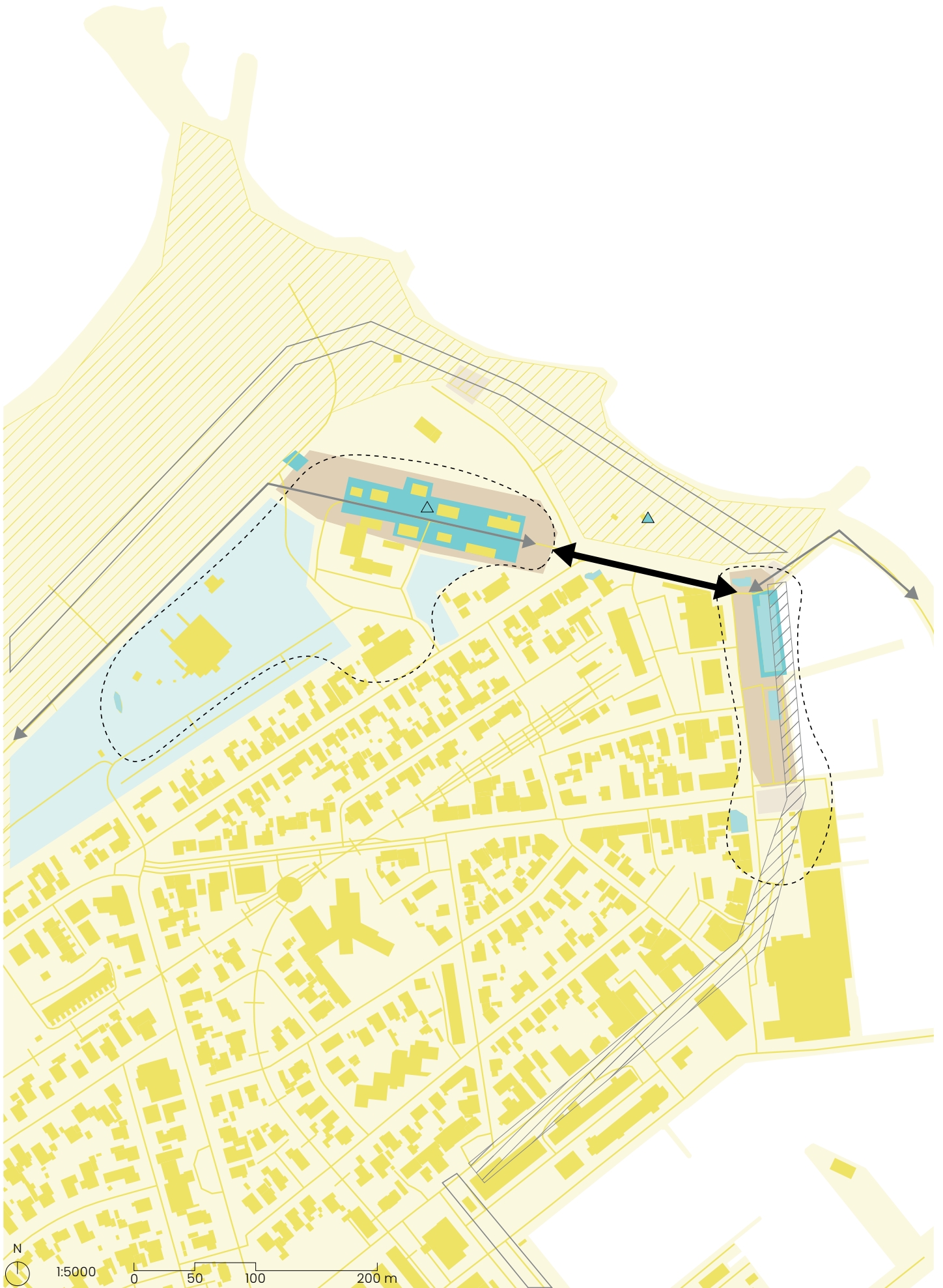
- Nature asset
- Area of opportunity
- Open area
- Water management
- Strengthen connection
- New connections
- Buildings



AREAS OF OPPORTUNITIES

CHAPTER INTRODUCTION

This next paragraph will introduce the analysis of the three areas that have been identified in 'opportunities and constraints' such as; areas of opportunities. All three areas have great potential, given the place-bound value that is present in these areas. To expand the scope of this thesis, a detailed analysis of the selected sites will complement the holistic analyzes. This paragraph will offer both spacious and cartographic analyzes of the areas, such as creating the framework for the existing atmosphere and spaciousness, as well as identifying possible potentials.



III. 33. Contextual appraisal of Cultural Center

-  Nature asset
-  Historical asset
-  Open areas
-  Area of opportunity
-  Area to be aware of
-  Water management
-  Existing climate adaptation
-  Food and beverage
-  Center of functions
-  Landmark
-  Path
-  Missing link
-  Buildings

CULTURAL CENTER

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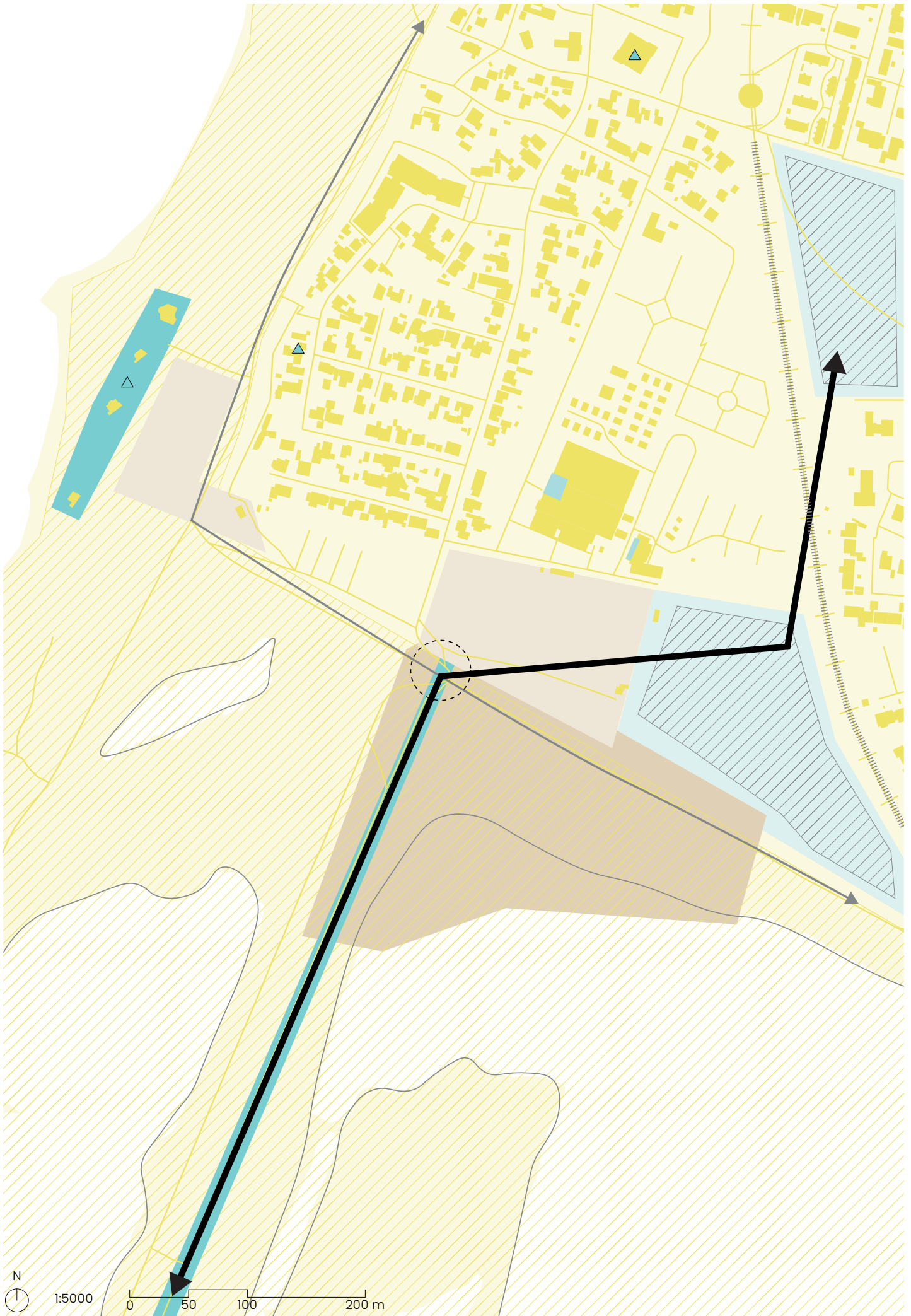
LEGACY COAST
 ATTRACTIONS LOCAL PRIDE
 NATURAL DIKE EMPTY TOURISM
 UNDEFINED PARKING FISHERY LOCAL LIFE
 LOCAL HISTORY CULTURE WATER PROBLEMS
 CARS DETACHED SAND TOWN CENTER INDUSTRY
 HISTORY LEISURE

The first area is named; cultural center, and is the northernmost area of the three selected. Here there is a great potential for urban development, based on the historical values, industrial relics, and public functions which are mapped in illustration 33 on the previous page. Today, the area functions as a town center and cultural area, which is therefore both a local gathering place for the town's citizens and the visiting tourists. The two centers of gravity are located in different places, respectively on the harbor to the east and by the natural dike to the west. Due to the different centers of gravity, the area has a mixed character of old wooden houses, cultural attractions, natural weather forces, and historical

relics which are also presented in illustration 34. The two centers can advantageously be connected, which is to create one large urban center, with public functions based on the place-bound potentials. A connection between the natural and constructed dikes is also possible, on the stretch along the old harbor, which is the missing link in integrated climate protection in Thyborøn. It is thus an area where there is ample opportunity to build on the already existing values and potentials, where both locals and tourists have their daily chores and visit. In conclusion, based on the analyzes, it is possible to create an even greater connection to Thyborøn and its citizens, through a design that has its roots in the local values.



III. 34. Collage of Cultural Center



III. 35. Contextual appraisal of The Lagoon

- Nature asset
- Historical asset
- Open areas
- Area of opportunity
- Area to be aware of
- Water management
- Changable landscape
- Food and beverage
- Town gate
- Landmark
- Barrier
- Path
- Missing link
- Buildings

THE LAGOON

WILDLIFE OLD TOWN
 PRESERVED VIEWPOINT
 RUNNING PATH NATURE VALUE
 HIDDEN TREASURE LANDSCAPE
 BIKE RECREATIONAL
 OLD RAILWAY PROTECTED
 WATER RESERVOIR CALM MOOR
 NATURAL DIKE

The Lagoon is the second potential area of the analysis. The area here exudes natural values and assets with the existence of historical narratives. The Natura 2000 area (SPA 28) is special for the lagoon's unique fauna and bird species, which breed in the area between sea and fjord (Miljøstyrelsen, 2012.). The potentials, especially with roots in the natural landscape, are many and set a very special atmosphere, as shown in illustration 36. In the natural mecca, one of the town's three potential town gates is located, which creates the connection between Harboøre Tange and the town of Thyborøn. In addition to its calm atmosphere, the natural landscape has a practical function as a water reservoir when the town is flooded, therefore the area is changeable, depending on

the season as a result of wind and weather. The potentials are also present through historical narratives which, among other things, originate from the old railway and Thyborøn fortress in the western dunes, as shown in illustration 35, on the previous page. In addition, the area also has well-functioning meeting places such as the soccer fields and Naturrum, both of which appeal to locals and tourists. Today, the main connection runs through the area, on the lagoon's dike, where there is potential for a path connection from Harboøre Tange to the larger residential area, east of the railway. Due to the flat terrain, the open areas have great potential for water management through detention ponds, as space-creating elements.



III. 36. Collage of The Lagoon



III. 37. Contextual appraisal of The Industrial Harbor Quay

-  Nature asset
-  Historical asset
-  Open areas
-  Area of opportunity
-  Area to be aware of
-  Water management
-  Existing climate adaptation
-  Food and beverage
-  Town gate
-  Barrier
-  Path
-  Missing link
-  Buildings

INDUSTRIAL HARBOR QUAY

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EMPTY RECREATIONAL
IN BETWEEN PLACES ISOLATED
AND DISCONNECTED NATURE VALUE
HIDDEN BEACH INDUSTRY TRUCKS
SOFT WAVES VIEW
OLD FERRY BERTH SWIMMING
BOATS

The third and final area is selected by the old ferry berth, dominated by the industrial harbor, which lacks binding and connection to the rest of the town. West of the industrial harbor area is the town's main road, Harboørevej, which serves as a distribution road. However, it is also a trafficked barrier, which isolates the industrial harbor area from the rest of the town, as shown in illustration 37, on the previous page. Therefore, there is a great potential for a transition between the larger residential areas west of the road and the industrial harbor area. The town's second and most used town gate is located here, for those driving to Thyborøn. In extension of this is a large open area, with potential for rainwater collection and detention ponds, as an aesthetic element to the town gate. The area is not rich in local functions. Although fishing and the number of fishing vessels are fewer than in the nineteen-seventies, it is still the main source of income for the town.

It is thus the symbol of the creation of Thyborøn and its settlements. The industrial harbor is a dominant aspect in the area as seen in illustration 38 but is also dominant by place-bound potentials. By connecting the two harbor quays over the harbor entry, an experience can be ensured, on foot, bicycle, or possibly roller skates. It is in this entrance that the town's third town gate is located, the arrival at sea. In addition to the historical value of the harbor itself, the old ferry berth is also worth mentioning. This is where the ferry docked when it returned from Agger Tange. Today, this functions as a local bathing beach, where the locals have the opportunity for a morning dip, in settled surroundings. It is thus an area that has limited but strong place-bound potentials, and can, with the right connection, be the setting for a proud storytelling of both fishing and infrastructure on the water.

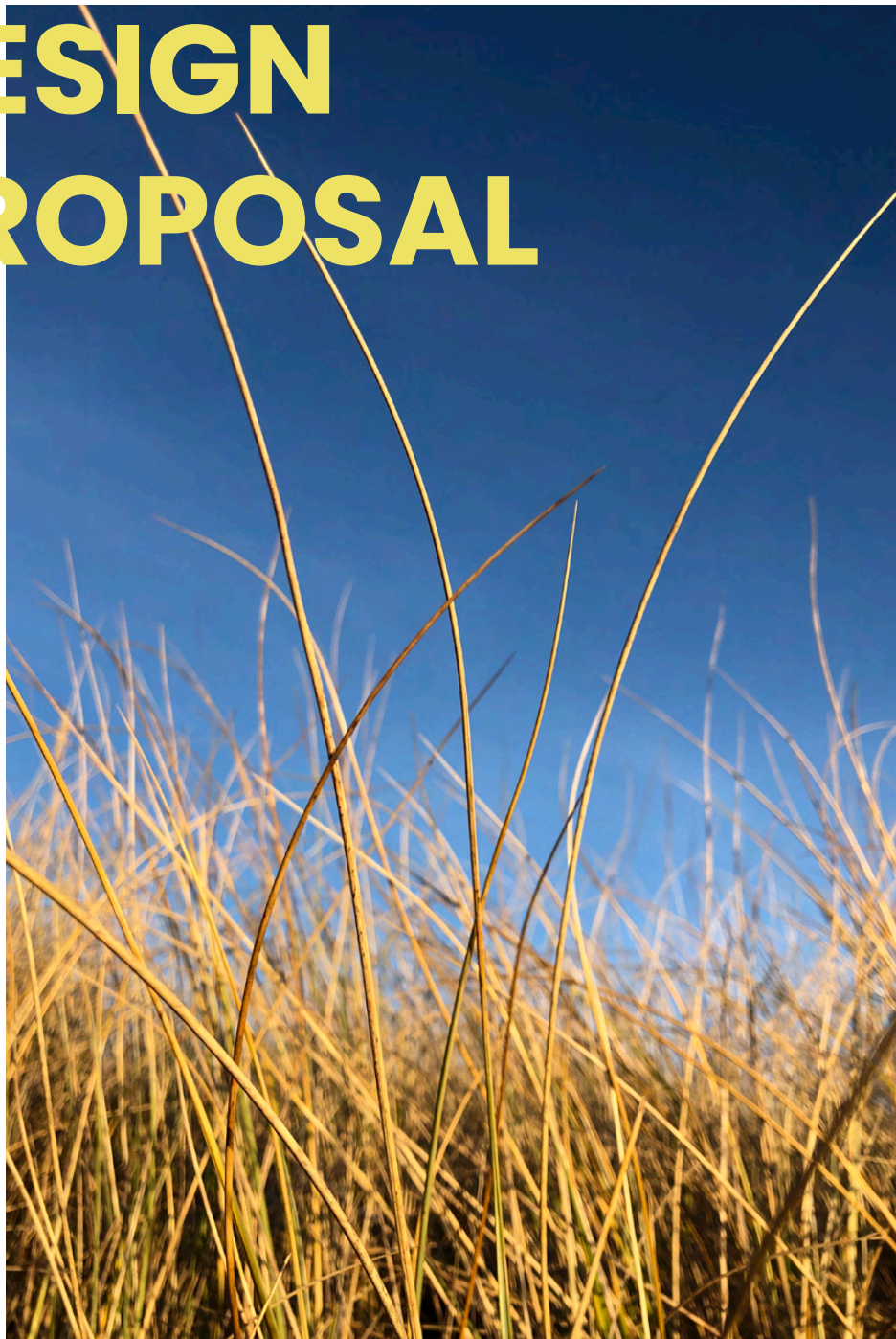


III. 38.Collage of The Industrial Harbor Quay

SUB- CONCLUSION

After finishing the analysis phase there are some key points to highlight and to keep in mind moving forward. Thyborøn is a small town with great potentials, and as the concluding analysis has stated there are three areas of opportunities, which have been named anchors. These anchors has historical elements and relics as well as enormous nature assets that tell a story about the town and gives the town a unique character. Within these anchors, there is a potential to tap into these already existing elements and with place-bound design interventions, strengthen the story of Thyborøn.

PLACE-BOUND DESIGN PROPOSAL

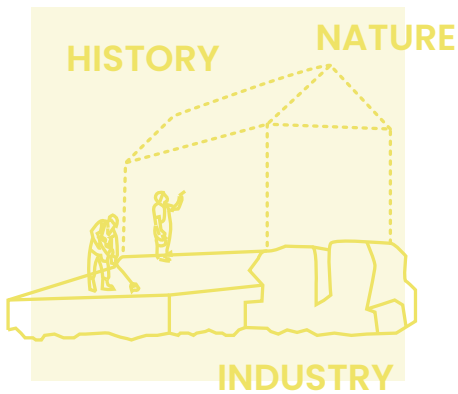


III. 39.

THIRD PHASE



ENHANCING CONNECTIONS



BUILD UPON PLACE-BOUND POTENTIALS



IMPROVE RESILIENCE

DESIGN PARAMETERS

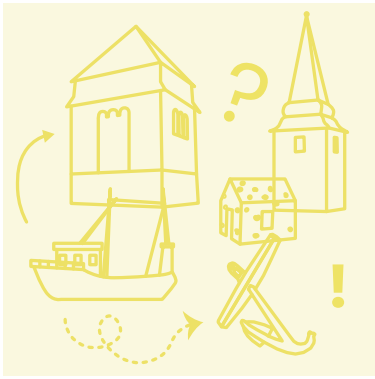
In total, three overall design parameters have been developed, which in the further process have been used as a tool to assess and reflect upon the upcoming design proposals that are prepared through the design process. They have therefore ensured that the final design meets the vision, as well as the stated aim and objectives.

Enhancing connections is especially a parameter intended for pedestrians in Thyborøn, where both wayfinding

and accessibility come into play. The second parameter; build upon place-bound potentials, ensures to strengthen and improve the small harbor town through especially present historical elements, nature, and industrial values. Finally, the parameter; improve resilience, can be achieved, among other things, through climate adaptations, strengthening the local community, and adapting to the town's challenges.

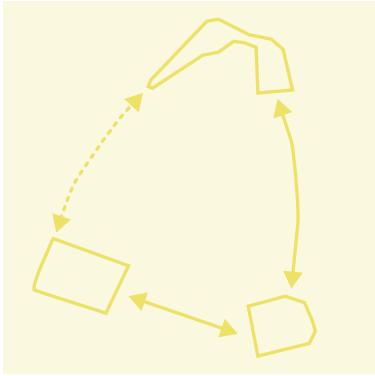
VISION

The vision is to create a utopian network of potentials in Thyborøn, which through interconnection creates a place-bound basis for an eventful and creative universe. A town where the broken boundaries let the potentials flow together and thereby create new constellations between existing and new spaces.



Key points from analysis

First phase



Development of design-base

Second phase



Holistic design strategy

Third phase



Spatial design development

Fourth phase



Final design proposal

Fifth phase

DESIGN PROCESS

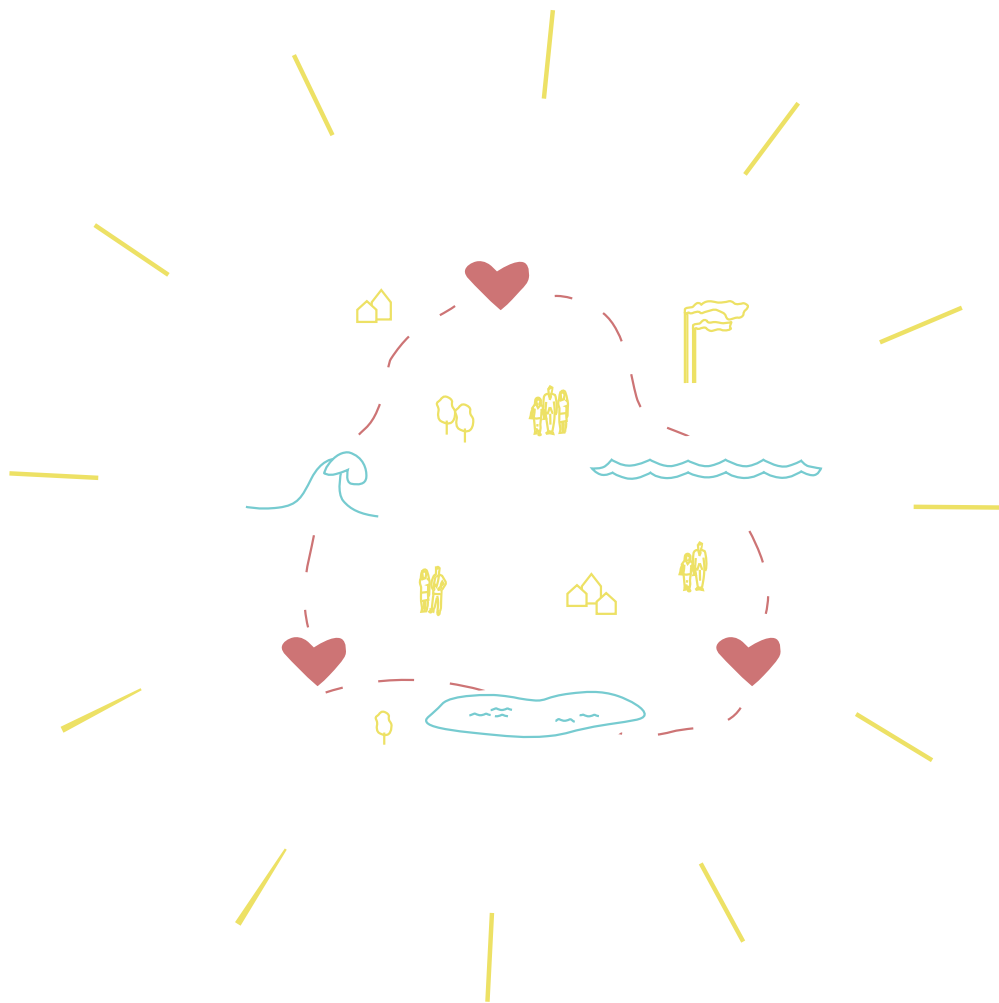
The focal point of this process has been through the place-bound potentials in Thyborøn. Therefore, the natural focus has been on an exploratory approach, where the goal has been to explore existing potentials, as well as explore the possibilities and the ambiguity of these. Through an experimental design approach, it has been possible to create a creative process across scales. In this paragraph, the process is presented through a simplified diagrammatic narrative, through five phases. In appendix 04, the process is further elaborated, as an adequate supplement to this process presentation.

The first phase is after the analyzes, where initiating design thoughts have come into play. This phase is characterized by brainstorming, 2D sketching, and structuring of the concluding points of the analyzes, and also an exploration of possible programming.

The strategy was initially developed with scale flexibility, which made it possible to process the interesting anchors, in parallel with the development of the overall strategic framework for Thyborøn. This second phase became an important piece in particular the development of the holistic design strategy.

Next, through the third and fourth phases, a separate design development, of the design strategy and the spacious anchors, was made. Here, the scales were separated and processed through a holistic and exploratory approach, which was rooted in the three design parameters. A constant ongoing reflection on these three parameters ensured a controlled iterative process, which allowed for a creative and spacious unfoldment.

This led to the final holistic design strategy for Thyborøn.



III. 43. Concept, The Holistic Link

CONCEPT

THE HOLISTIC LINK

The concept The Holistic Link stems from the town's many potentials and the lack of interconnection of these. The design concept thus describes a holistic approach to a connected Thyborøn.

The place-bound potentials have the opportunity to acquire a stronger and more context-based value, through each other. Thereby, the sum is more than the value of the individual. The strategic interconnection of the town's anchors resonates and creates added value across the place-bound spaciousness. Also through the scale jump between strategy and anchors, the design concept plays a significant role and ensures through a holistic design, that the three design parameters have a clear presence in the final design proposal.

STRATEGIC PLAN

The strategic plan for Thyborøn seeks through a holistic approach, to create a connection between the town's place-bound potentials and thereby increase the value of the overall whole. Both the historical relics of the First World War, the Water Construction Authority's (Danish: Vandbygningsvæsenet) red houses, the old harbor, and the valuable natural landscapes, create through association, new opportunities for the future rural community in Thyborøn. By leaning on already existing potentials, this design strategy creates a local synergy, which benefits both the local Thyborøn residents and the visiting tourists.

The town's anchor points are located based on the place-bound potentials, where the stories of the past resonate either through physical

elements or the historical value of the area. These will function as hubs that accommodate both the local soul from Thyborøn, and create the opportunity for both tourists and the town's citizens to experience the place-bound potentials through sensory experiences.

Through the existing local values, this place-bound design strategy forms the backbone of an even stronger local rural community. The strategy has roots in the town, and based on the identity and existing atmosphere, it creates fertile ground for a strong and independent rural small town, which ultimately has the opportunities to thrive in 'the rotten banana'. The challenges have created future potentials for the West Jutland harbor town, Thyborøn.





III. 44. Analysis of Strategic plan

STRATEGIC ANALYSIS

The place-bound design strategy consists mainly of different spatial formations as well as connections between these.

The five marked anchors shown in illustration 45 are divided into three main anchors; The Lagoon, Industrial Harbor Quay, and finally the Cultural Center. Here, local meeting places have been created with space to experience the town's place-bound potentials. All three anchors will be presented later in this report through spacious illustrations focusing on identity and atmosphere. Here, the Cultural Center, in particular, will be put in focus, as an example of how the place-bound potentials can be strengthened through design. In continuation of the spaciousness, four recreational pockets have also been mapped, which are smaller and more informal meeting-pockets in Thyborøn. Here, the focus is on creating a special atmosphere through rainwater management that relates to the surrounding functions.

To connect these local meeting places and pockets, a town loop has been laid out, with additional recreational paths. The task of the

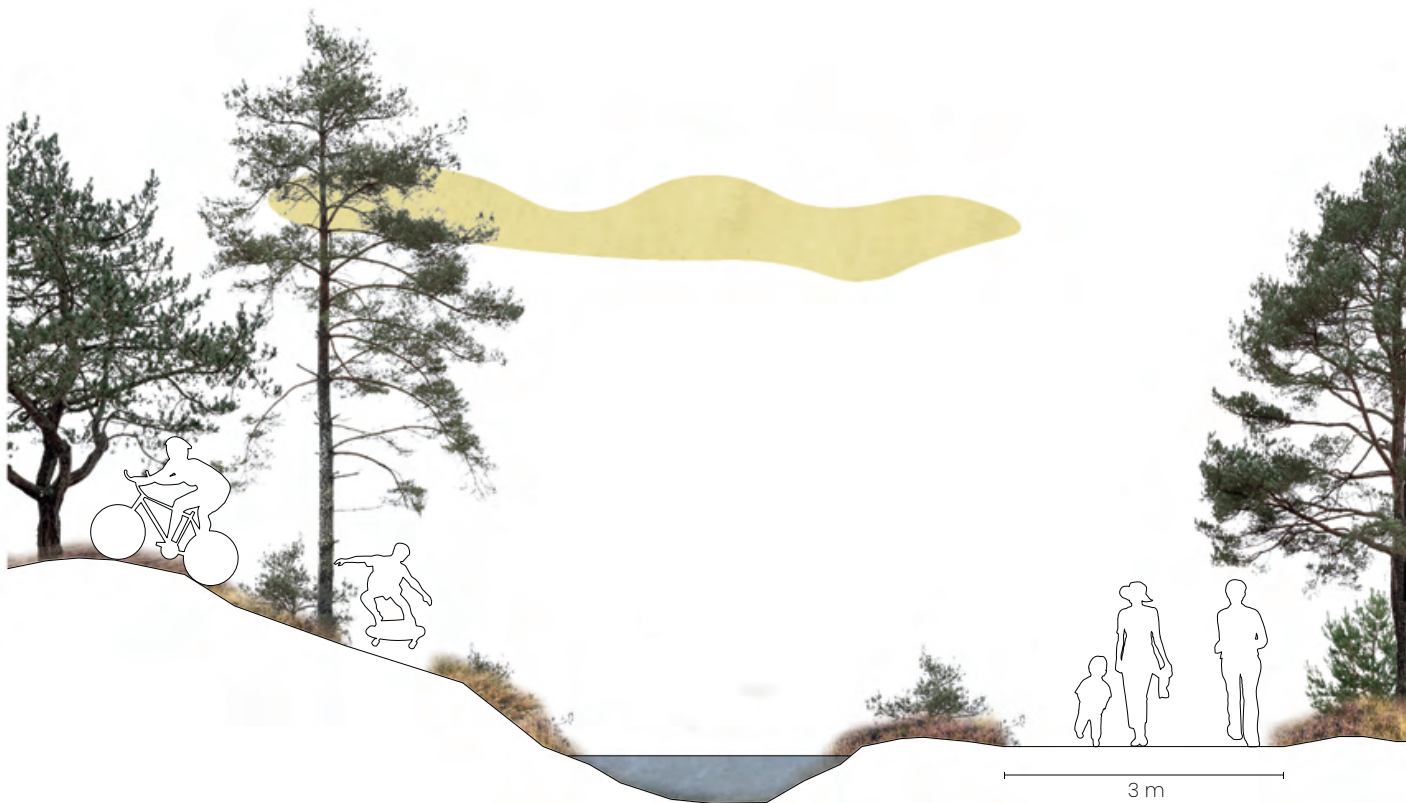
town loop is to connect the three anchors through open transit stretch, with connected space formations along the stretch, for breaks or small experiences. Across this town loop, smaller and more intimate connections have been laid out, the recreational paths. These are located to connect the town's functions, both local everyday functions as well as the major tourist attractions. In addition, these intimate paths act as connections between recreational pockets and thus create cross-connection in the town.

Finally, both town gates and development areas are seen. Town gates are located based on the town's existing arrival zones, both on foot or bike, by boat, and by car. As Thyborøn is a destination and not a transit town, it has been a focus to mirror the identity of Thyborøn in these town gates. At last there is possible development areas in the town, which in conjunction with the planned anchors can form the framework for new accommodation options for tourists, parking, or something completely different.



III. 45. The Activity Park

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III. 46. The Skate Park

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0 1 2 4 m

POCKETS

As mentioned on the previous page, a total of four recreational pockets have been created, which are connected through the recreational path.

In connection to WÆRKET, which is the town's community center, is The Activity Park. Where activities and play are planned in an extension of the town's rainwater management, which takes place in smaller ponds. The northernmost pocket acts as an extension of the existing skate park. Here, The Skate Park has been expanded with scenic hills, which support the opportunity for action and speed for the older children and young people. The last two

pockets are both Town Parks, where an intimate and safe atmosphere has been created with the help of spacious and place-based planting. Here there is room to stay and to take a stroll through the green pockets, where the blue structure are used as a changeable element that changes the appearance of the park according to the season.

All three types of recreational pockets have an integrated rainwater strategy, where the ponds are intended to slow down the infiltration of rainwater into the groundwater, during heavy rainfalls.

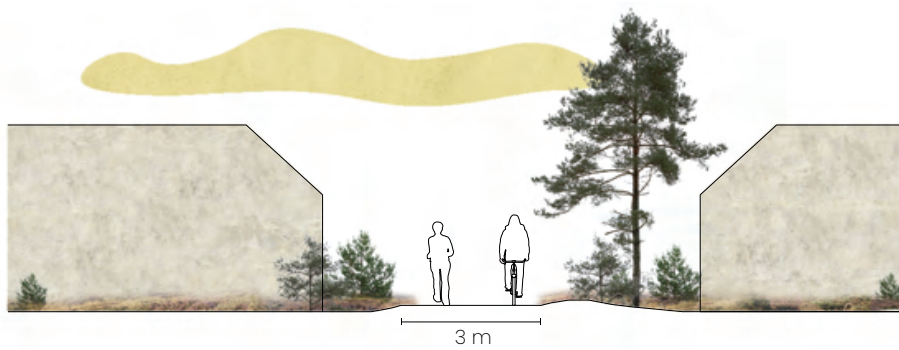
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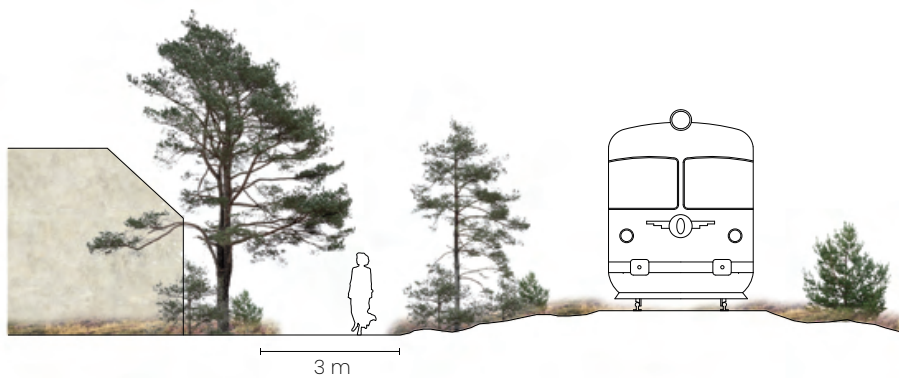
PATHS

The two types of strategic connections are the town loop and the recreational paths. Here the character is different, concerning the spacious density and thus also the atmosphere. The recreational paths are 3 meters wide, allowing bicycles and pedestrians to pass each other. The planting here is green, also the spaciousness is more intimate and safe, due to the

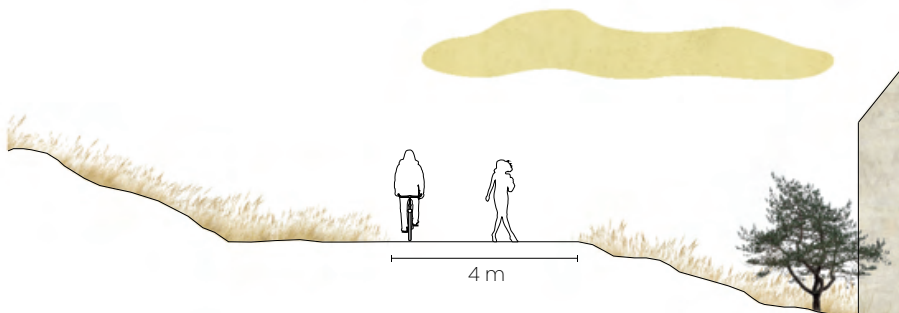
surrounding buildings. The town loop has a more open character and a wider profile of a total of 4 meters. Here, pedestrians and cyclists have ample opportunity to pass each other, without commotion between the parties. Alternative routes is to be found in appendix 05.



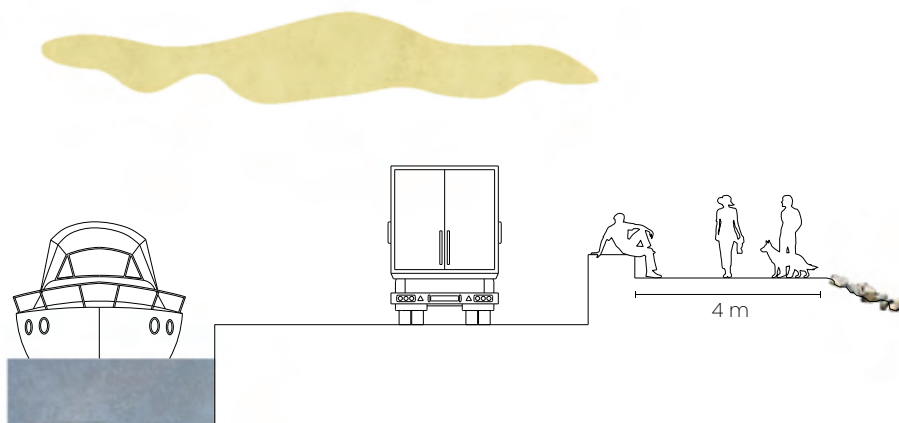
III. 48. Recreational path



III. 49. Path next to railway



III. 50. The Town Loop



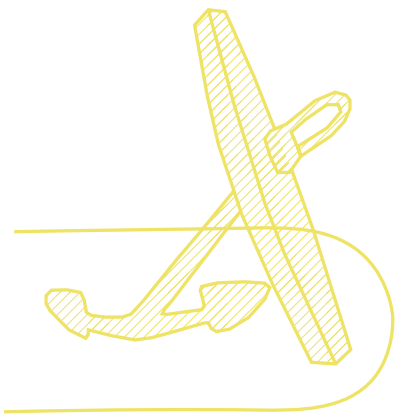
III. 51. The fjord stretch on the Town Loop

TOWN GATES

The town's three town gates are important elements in the strategy since Thyborøn is a destination in itself. Thereby, the gates can welcome citizens and tourists to the town.

Depending on where the town gate is located, different elements that belong to the area are incorporated in the gate. The harbor's town gate is formed by two large anchors, which are also located at the local

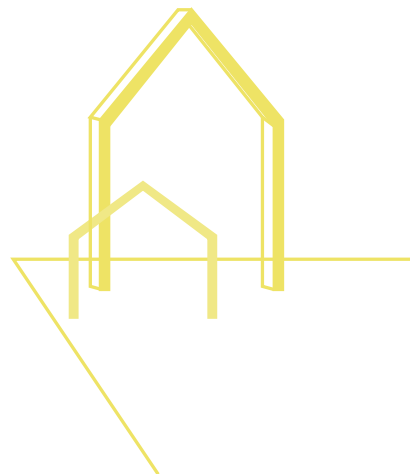
harbor square. The town's busiest gate at Harboørevej is formed by two steel structures, which reflect the local buildings. Last is the gate at the lagoon, which is formed by the characteristic plants and trees in the area. All three gates also have a concrete element placed, which is itself the same element that is used at the breakwaters along the coastline. It is thus a sign of the resilient atmosphere.



III. 52. Town Gate at the harbor

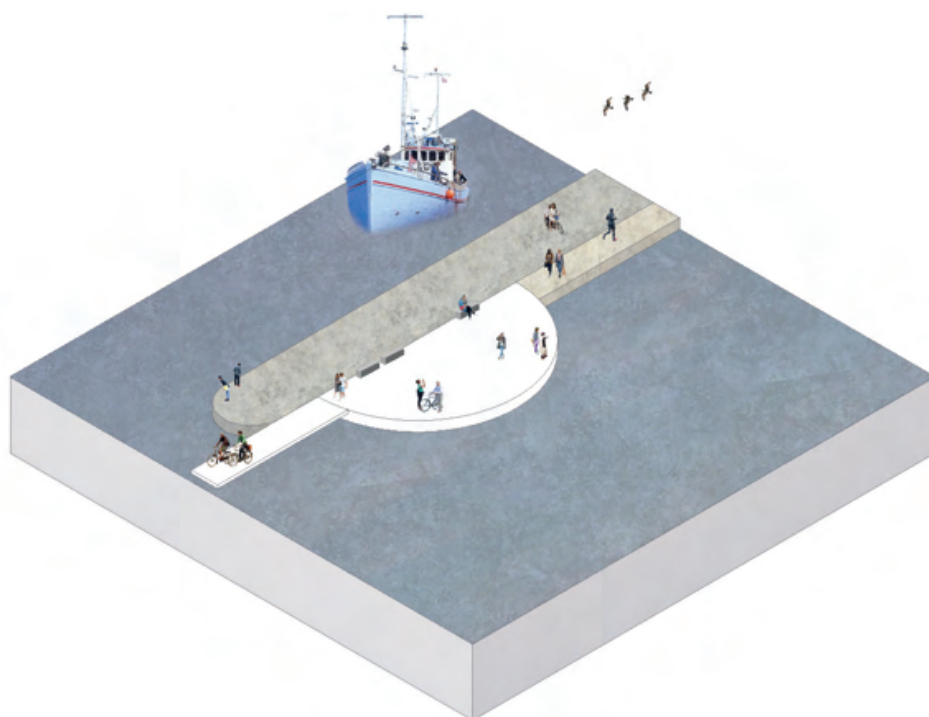
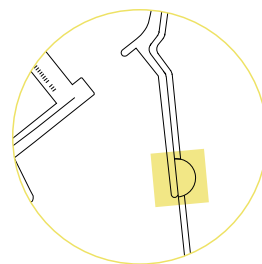


III. 53. Town Gate at Harboørveej

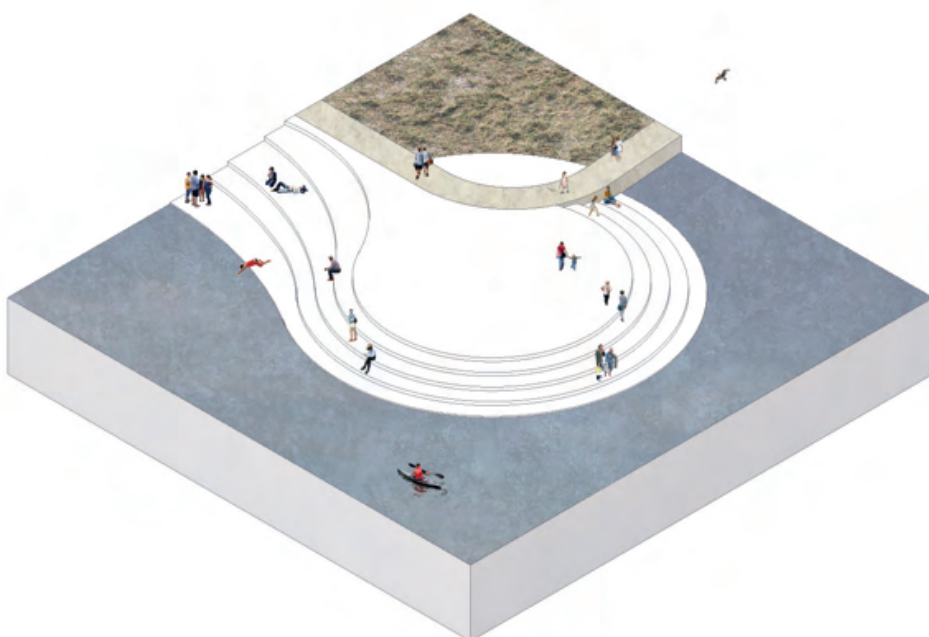
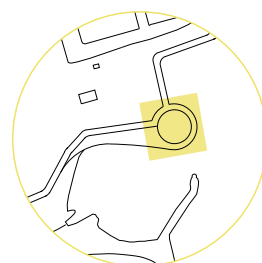


III. 54. Town Gate at the lagoon





III. 55.The harbor bridge



III. 56.The sunrice square

INDUSTRIAL HARBOR QUAY

The first anchor; The Industrial Harbor Quay, is formed by two design interventions that are independent of each other, yet bound together in an experience along the town loop where a historical narrative unfolds.

The area's narrative is based on the town's heydays as a harbor town. After the canal opened in 1862, the people of Thyborøn had ample opportunity to utilize their location through the fishing industry. Here is the local harbor, a symbol of this development from the old inner harbor in the north to the large dock in the southern industrial harbor. Each expansion of the harbor is a symbol of the demand that was present in the nineteen-seventies. This narrative is possible to experience through movement along the harbor. As it used to be impossible to walk along the entire eastern coastline, it is now possible to move between the two harbor quays, using the harbor

bridge. The bridge is closed a few times in the hour to allow cyclists and pedestrians to pass the entrance, for the remaining time the entrance is open, to reduce disruption to the harbor industry.

At the old ferry berth in the southern end of the anchor, the sunrise square is located. This works its way into the already existing local function, which makes it a morning bathing spot in calm surroundings. Sunrise square creates space for both bathing, relaxation, and a view of the Limfjord and sunrise. This area is one of the few that provides direct access to the fjord and the typically calm water.

Through these interventions, it has become possible to move along the eastern edge of the water, and create an opportunity to see Thyborøn's pride and its development over the years.

THE LAGOON

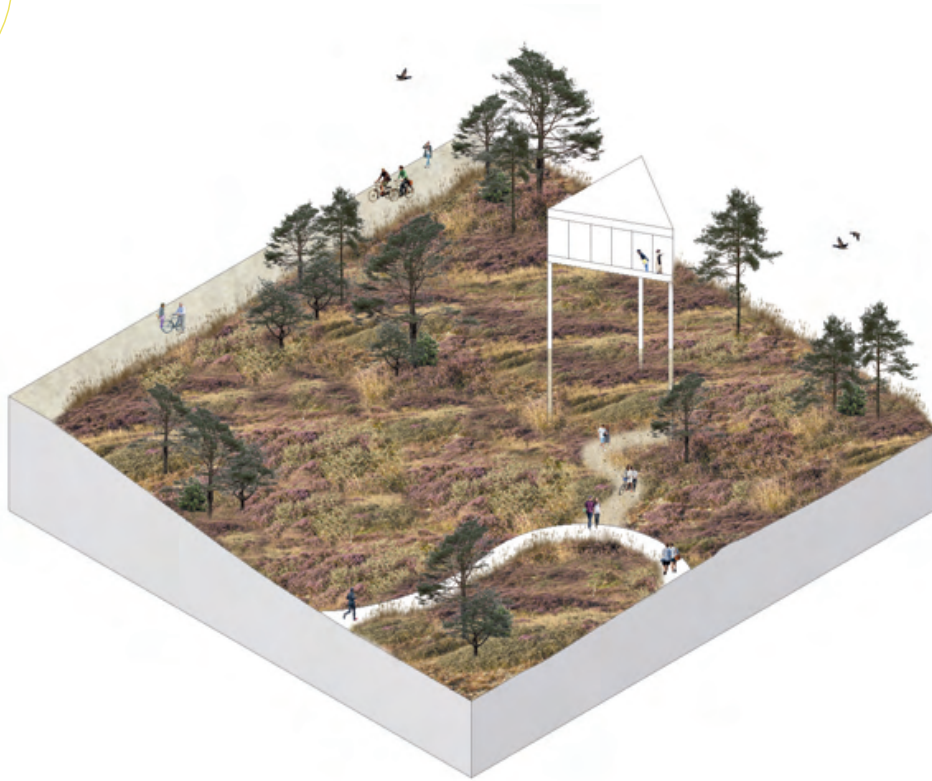
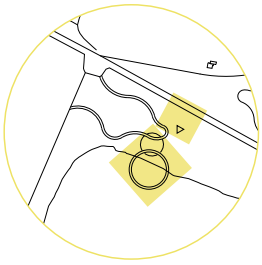
The Lagoon is the town's largest natural asset. Here, a design has been laid down, where different elements, in interaction with each other, create a platform for viewing the scenic landscape.

The area here is a Natura 2000 area, where special and unique bird species breed and flock. It is thus a very special area where citizens and tourists today can view the beautiful sight. The location of the tower creates a vertical contrast to the horizontal landscape and brings an overview to the viewers that have walked to the top. From here it is possible to get a unique experience through the huge lagoon landscape, which on the horizon is broken up by the mechanical wind turbines and well-known factory Cheminova, today FMC.

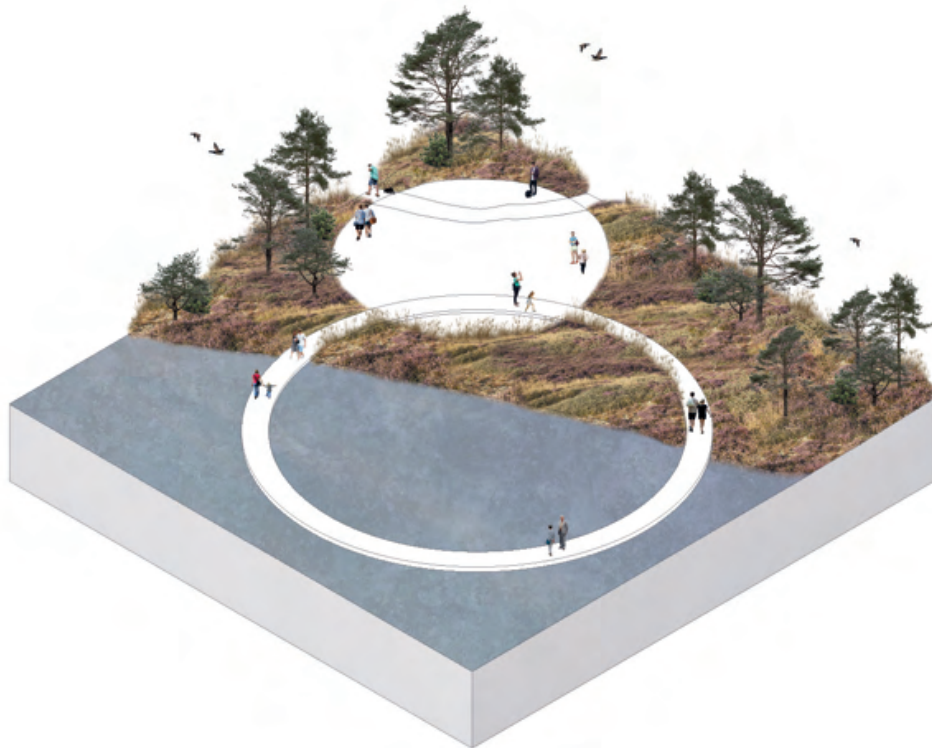
It is a view that offers various place-bound elements, all of which have had great significance throughout the history of Thyborøn.

Also, a circular bridge has been built, which in the swampy bottom of the lagoon, creates the framework for an experience out in the blue element. Here the bridge extends from the mainland, in between the characteristic plantings, and then opens up to the calm water surface, where the birds dive before flying into hiding.

Through simple design interventions, the lagoon is now a place for great experiences, both for bird enthusiasts, tourists, and last but not least, the local Thyborøn residents.



III. 57. The tower



III. 58. The bridge

What was once an undefined and traffic dense area where cars had more space than the people, is now a connected and strong united Cultural Center, filled with cultural offerings and central functions for both locals and tourists. The cultural area and town center are now even stronger, in a symbiosis between everyday functions and holiday attractions. Through a visual interconnection, the two northern areas manage to mirror each other, creating spaciousness across the otherwise existing functions. Here, local identity is included between the historic red houses which create a local atmosphere in the otherwise anonymous cultural area, and at the same time, the town center gets a cultural scene, for the benefit of summer concerts and events, which daily serve as the town square.

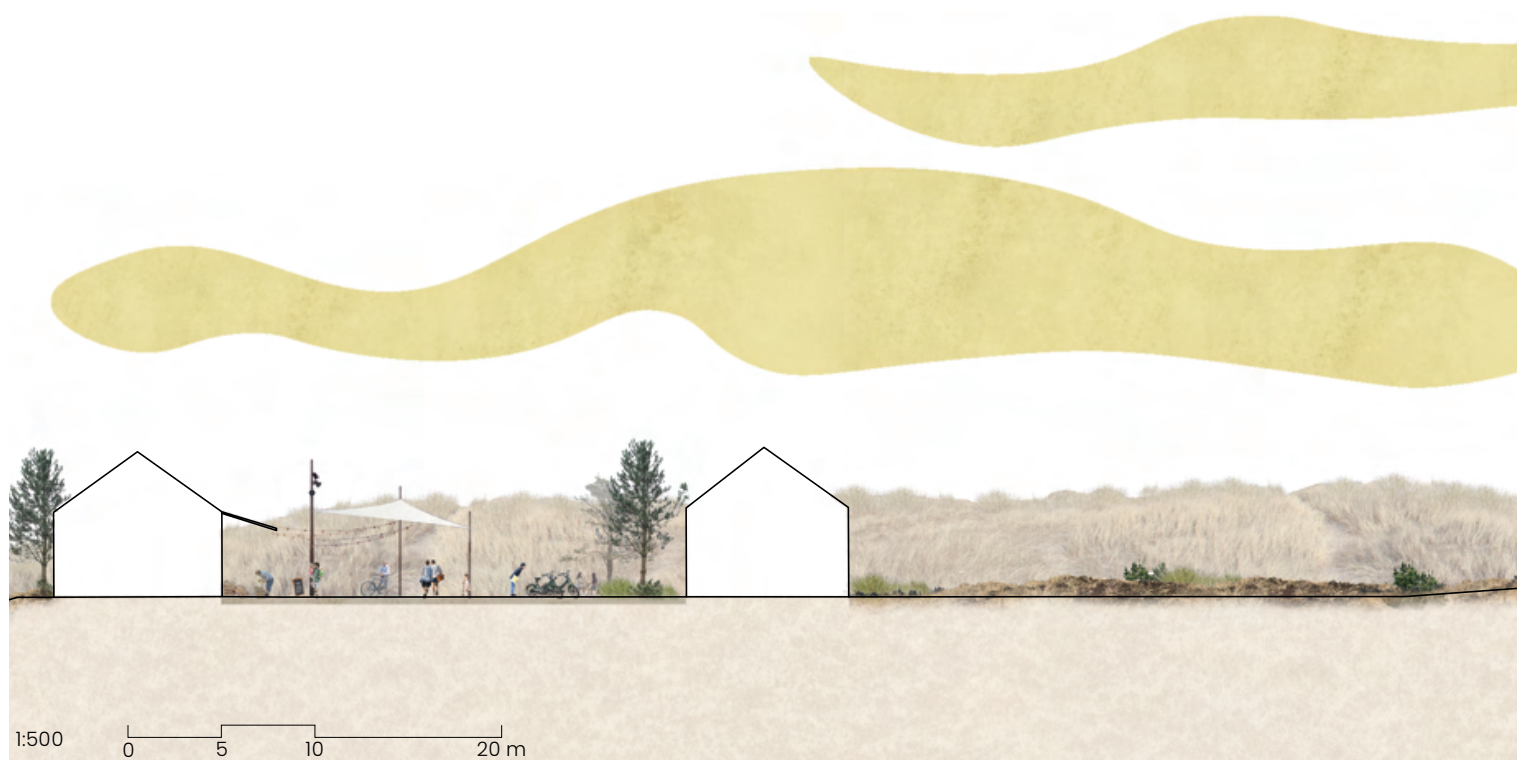


CULTURAL AREA

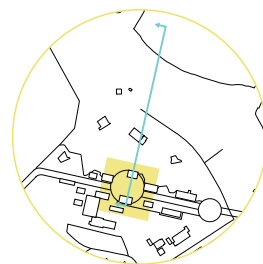
The cultural area has, with the interconnection through the town loop, created a spacious atmosphere on a human scale, which is based on the historical relics that can be found between the town and the dunes. The anchor creates spacious areas with spaces for stay and local experiences. A scenic ramp has in the western corner been created based on the historic cannon from the First World War. The ramp works its way into the natural dike, creating niches and plant beds on the sloping terrain. Next, the town loop moves in between the historic red houses, where a market square is formed between local shops and workshops. In the newly restored wooden houses, there is the possibility

of temporary rental for the benefit of local associations, entrepreneurs, and artists. This creates a local and creative universe that has room for all the locals and welcomes tourists. Further, the town loop has its last square in the area, which serves as an arrival square, creating an eye-catcher for the previously otherwise anonymous area.

Strongly connected to the close context, smaller connections have been made from the red houses and out to h fde 59, the beach, and Kystcentervej. On the latter, there is an area where locals and tourists can eat their brought food when visiting the local culture mecca.

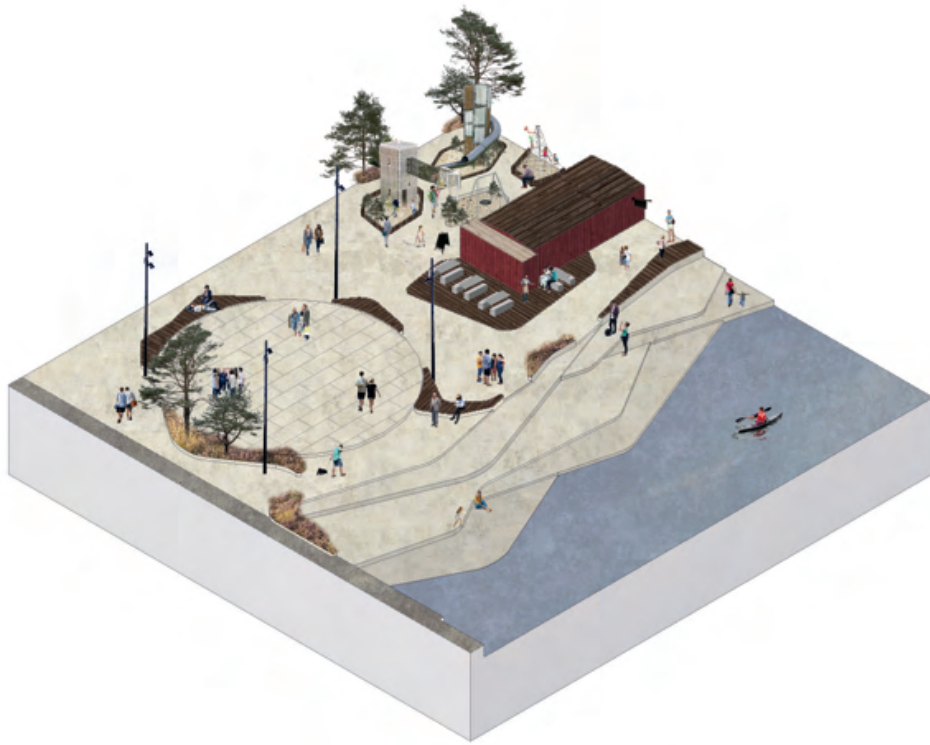


III. 60. Section AA' of Cultural area



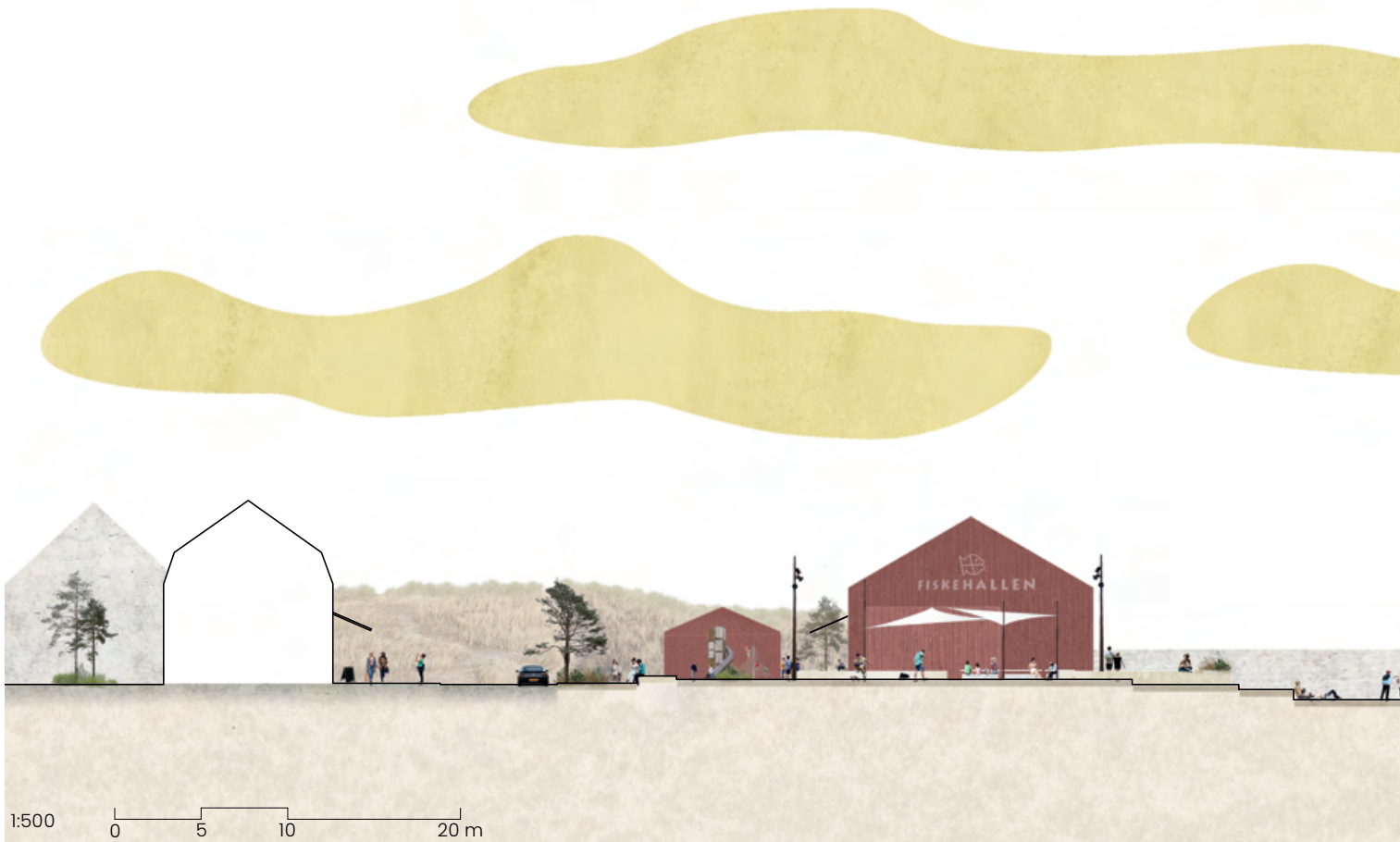
III. 61. Cultural area





III. 62. Town Center

120



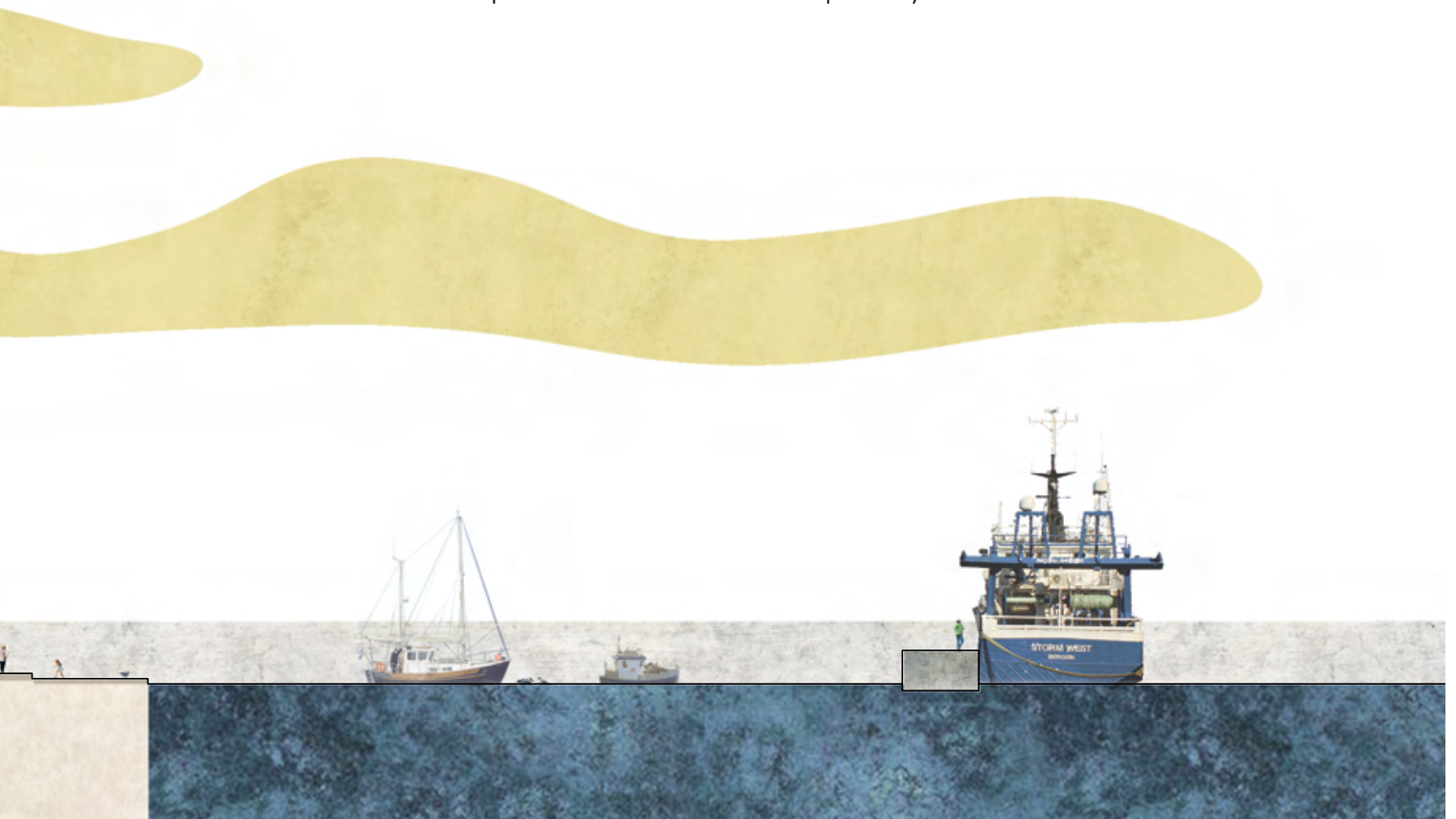
III. 63. Section BB' of Town Center

TOWN CENTER

The town center has through a physical and visual connection created a local atmosphere, with space for events, ocean views, and local foods. The area has been the town center since the harbor was built, but here it was characterized by industrial businesses and lively trades at the harbor. Through these design interventions, the area has regained its importance, where life can be at its highest and children can play in a safe environment while young people and parents enjoy their dinner on the terrace deck of the local eateries.

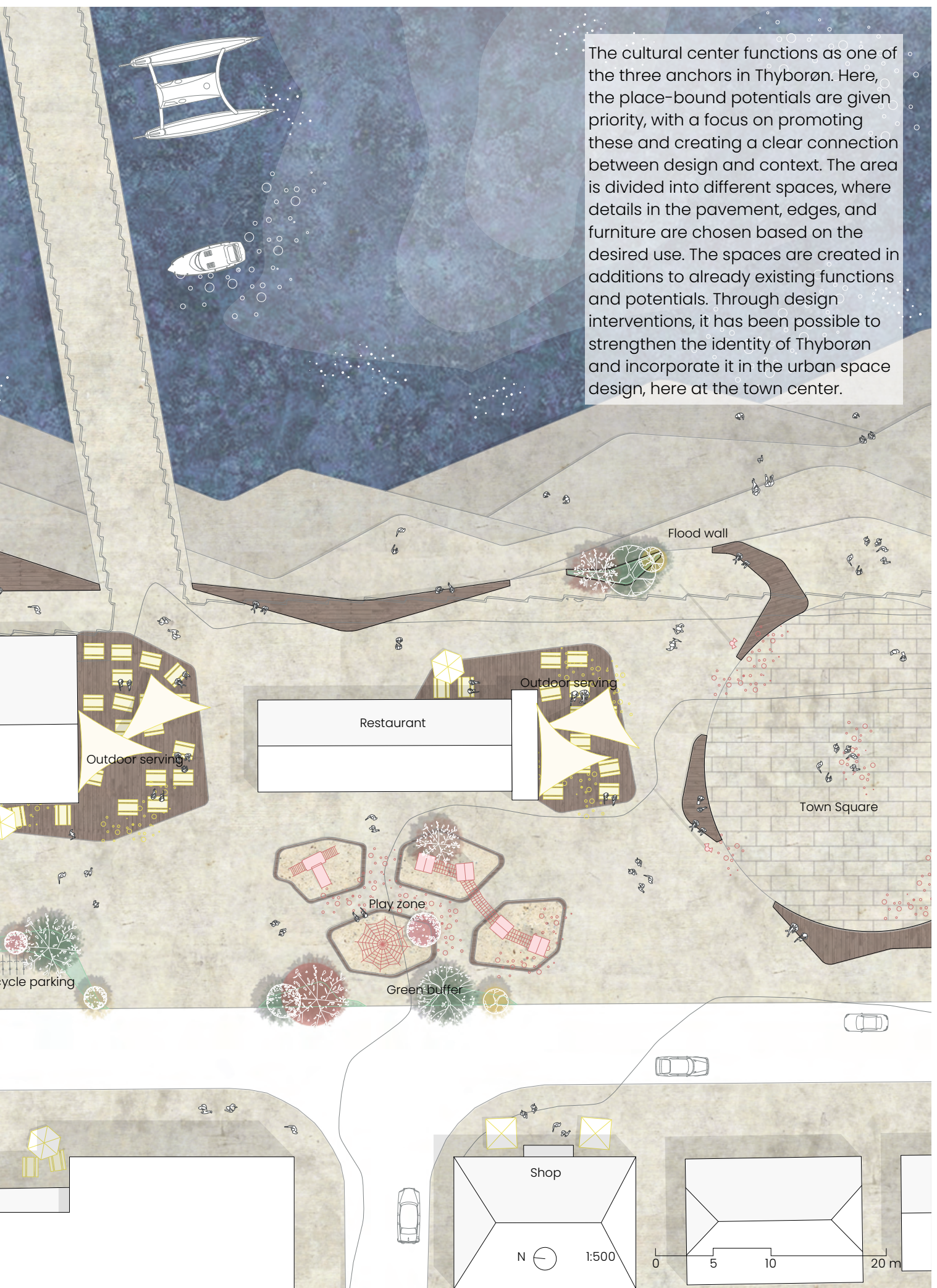
The town loop works its way through the northern part of the area, where the beach square creates a

spacious meeting place, with space to enjoy an ice cream. From here, the recreational path moves along The Fish Hall and through the play area, down to the circular town square. This town square creates the setting for local gatherings and events. It is descending towards the marina, where concrete surfaces create access to the calm water. Like an extended and dynamic promenade, the angular elements work their way up north through the harbor and once again end up at the beach square. The promenade has horizontal and organic elements moved up from the surface. This multifunctional element is both furniture and plant beds, with its primary function as a flood wall.





The cultural center functions as one of the three anchors in Thyborøn. Here, the place-bound potentials are given priority, with a focus on promoting these and creating a clear connection between design and context. The area is divided into different spaces, where details in the pavement, edges, and furniture are chosen based on the desired use. The spaces are created in additions to already existing functions and potentials. Through design interventions, it has been possible to strengthen the identity of Thyborøn and incorporate it in the urban space design, here at the town center.



WATER MANAGEMENT

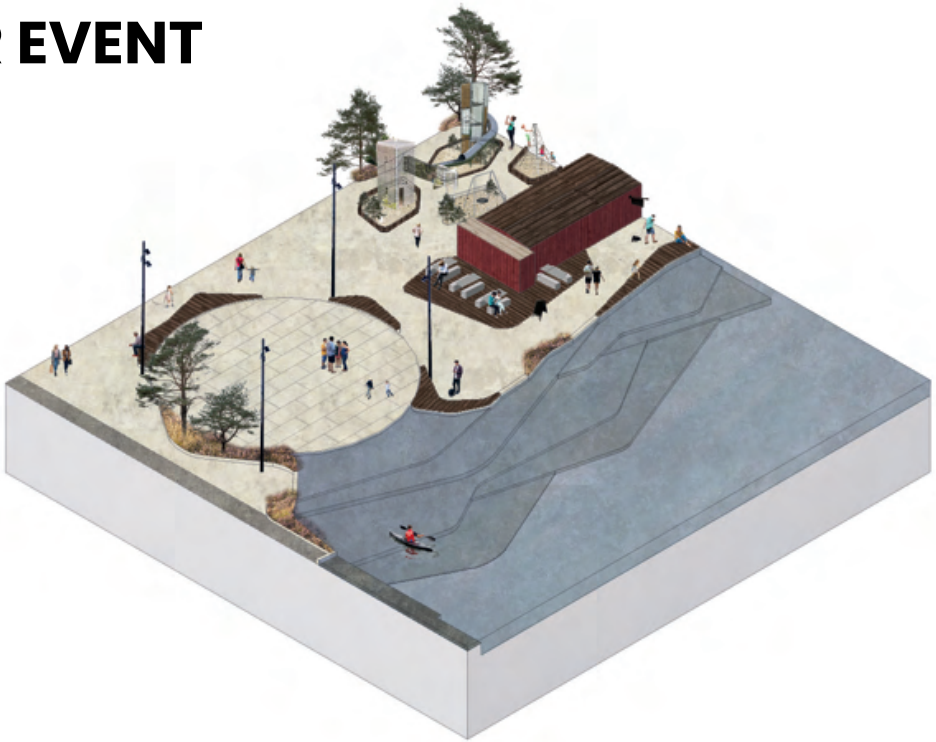
In Thyborøn, water is a well-known element, which the town is surrounded by from all sides. Therefore, it has been a great design focus to make a securement, which is also able to use the water as an eventful element in the urban space. The town center is exposed to flooding, which is the only place in Thyborøn where the storm floods are not kept out using a dike. Changeability has through the design development been a focus, where the climate and weather can have a huge impact on this.

To create exciting spaciousness and atmospheres, variability through design has been in focus, which has also been brought into the town center's place-bound design. Here, an erected flood wall is located, to secure the town against storm floods. The design is structured so that the town square looks different, depending on whether it is a 10-year event or a 20-

year event, as shown on illustrations 66 and 67. The design of the flood wall and the small terrain jump keeps the water out of the town, but still draws it into the urban space, and uses it as an aesthetic element. The design, therefore, takes the local climate challenges of storm surges and turns them into a spacious potential.

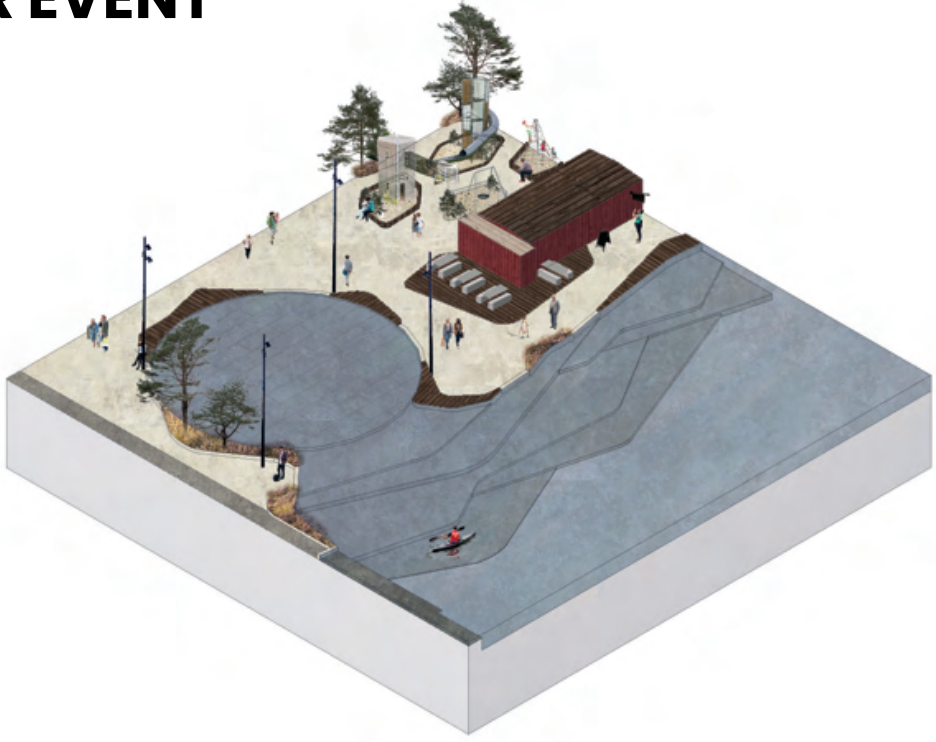
The wall is designed from a multifunctional aspect, where inspiration has been taken from the solution in both Lemvig and Struer city, where pictures from the visit can be seen in appendix 06. The desire in Thyborøn was to create a multifunctional flood wall, which could be more than just climate protection. The wall can also be used as furniture, inspired by the organic waves that surround the town. On the horizontal surfaces, there is cladding with wood, and the seat height is 50 cm.

10-YEAR EVENT



III. 65. Town Center at a 10-year event

20-YEAR EVENT



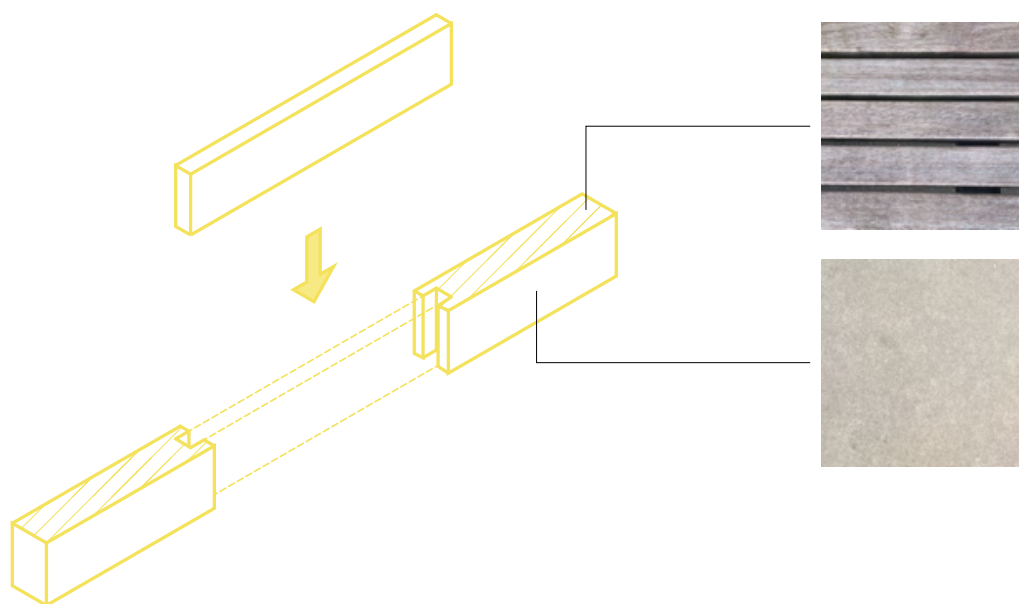
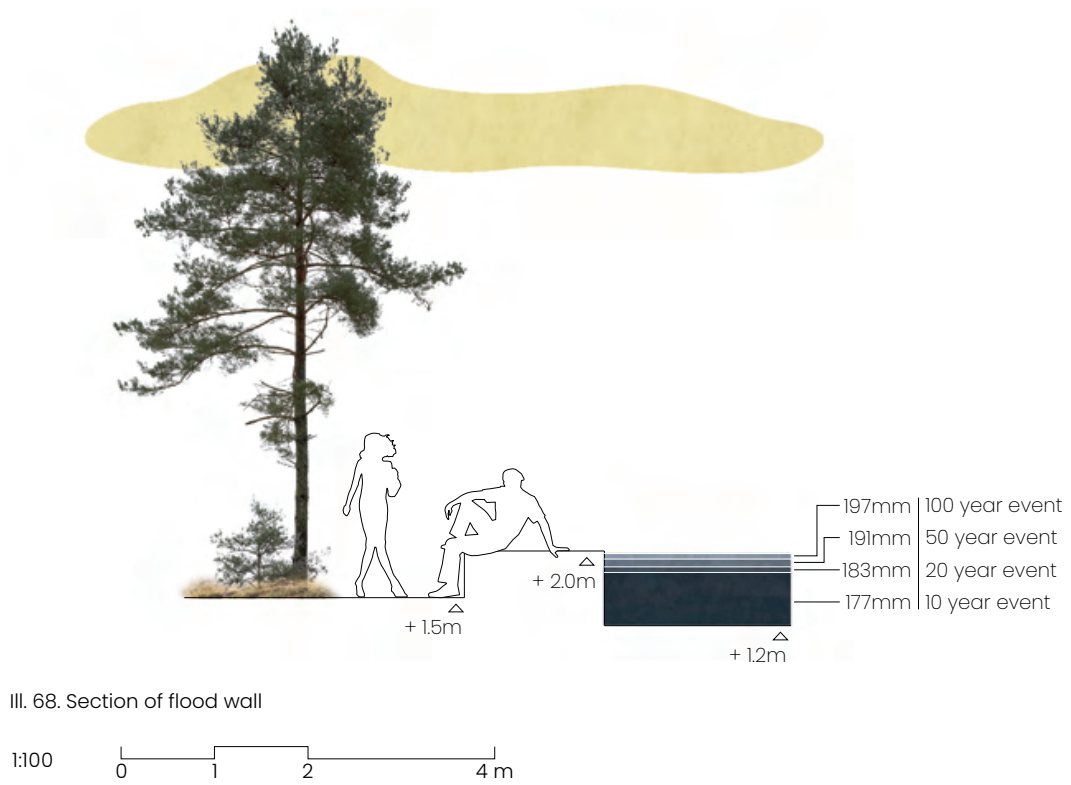
III. 66. Town Center at a 20-year event

WATER MANAGEMENT

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III. 67.

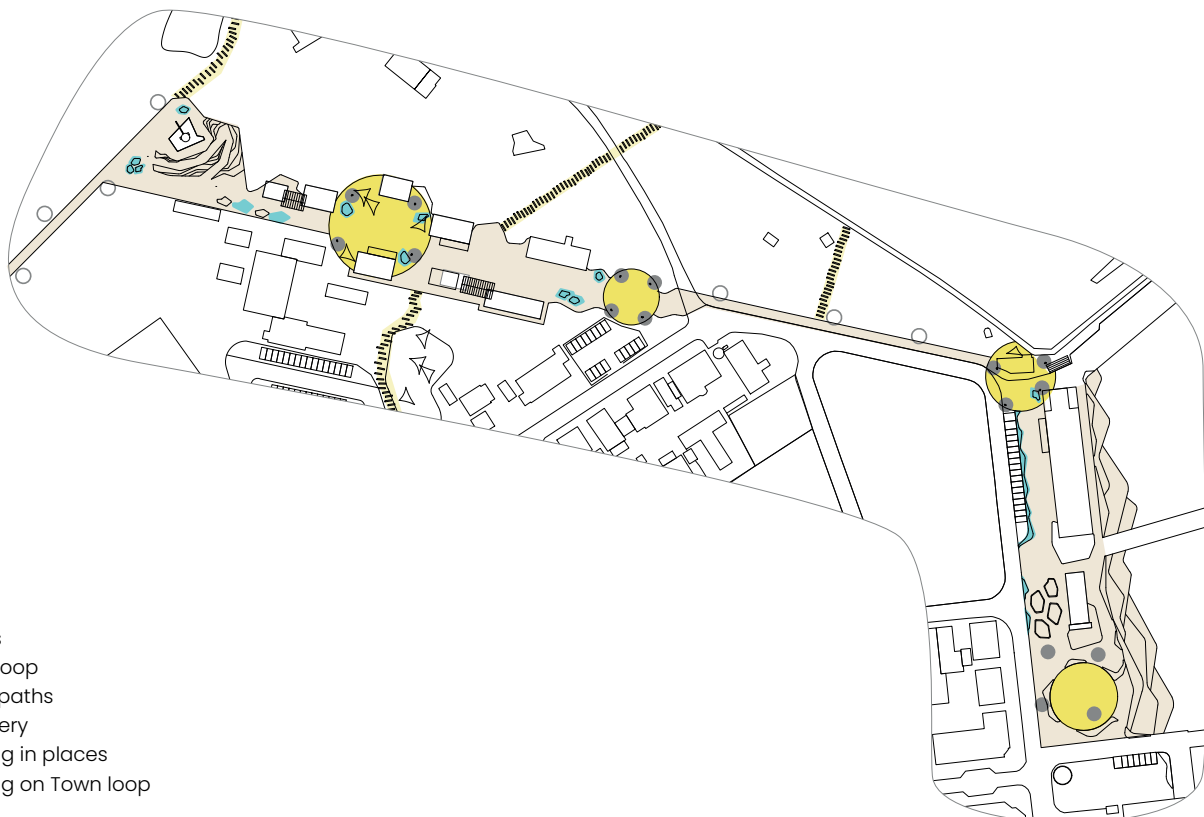


ANALYSIS OF MASTERPLAN

The analysis of the cultural center is mainly divided into two defined spaces: squares and transit spaces.

The squares that are formed by circles ooze of slow movement and invites to stay and hang out as the surroundings hold elements of plant beds that breaks open the pavement and are inspired by the wild nature. Lighting is placed in the edges of the squares to light up and emphasize the staging of the circles.

The transit spaces are the surrounding space as well as the minor paths that connect to the surrounding functions in the nearest context. These transit spaces are lit up to ensure clear wayfinding as there along the path are integrated concrete benches that pop up from the path to facilitate smaller rests along the path. Plant beds breaks open the pavement imitating the wild nature surrounding the paths.



- Places
- Town loop
- Minor paths
- Greenery
- Lighting in places
- Lighting on Town loop



1:4000

0 40 80 160 m

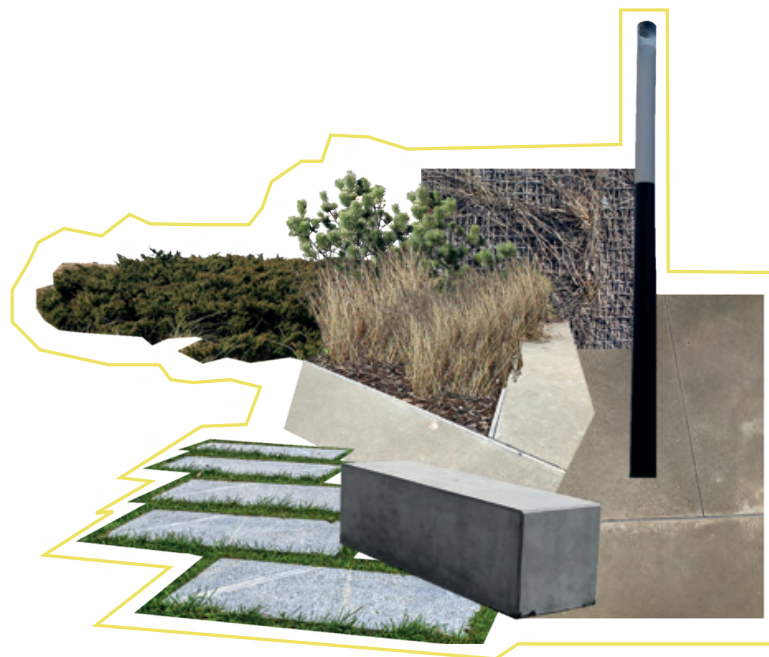
SQUARES



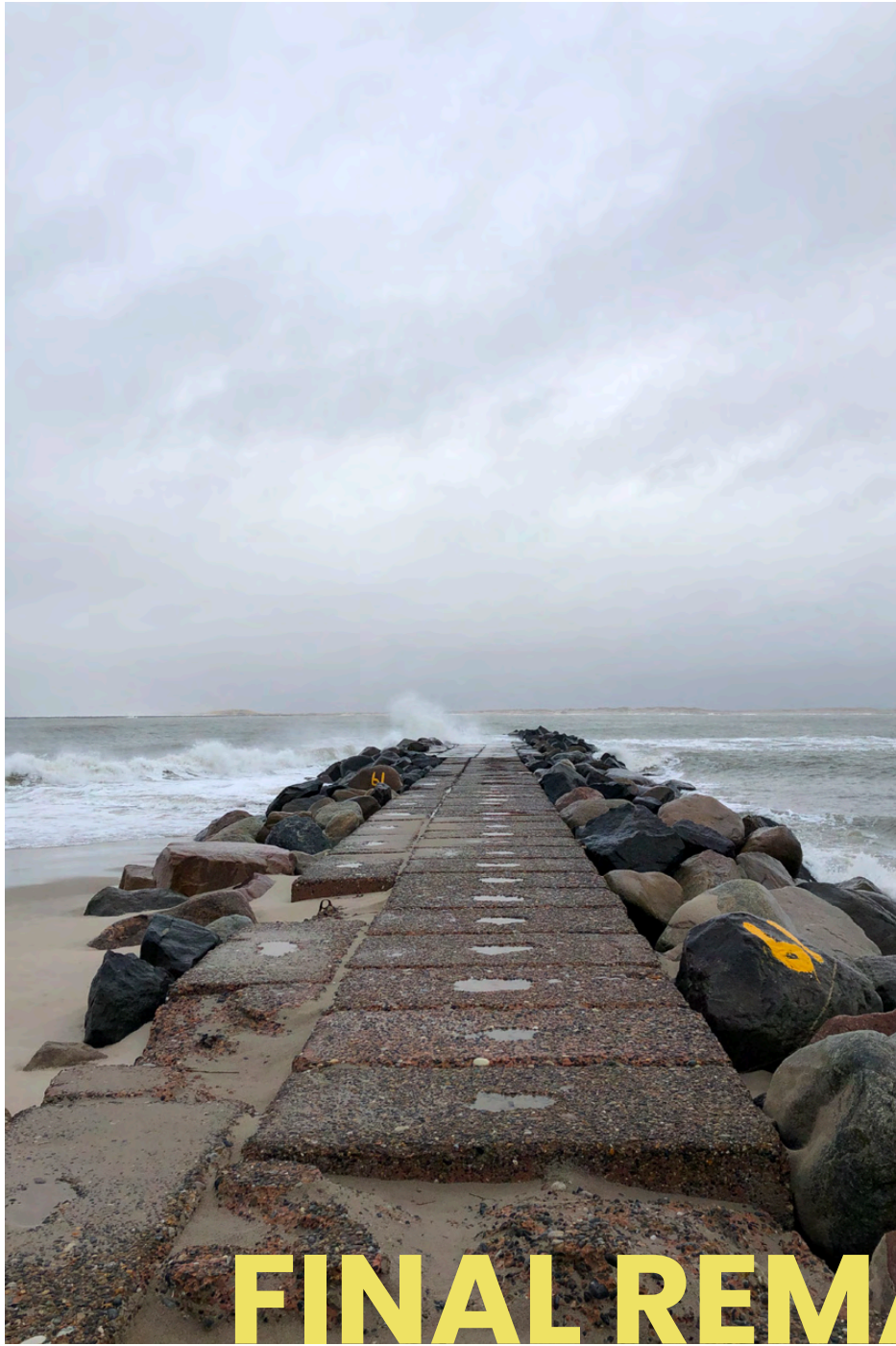
III. 71. Collage of the squares

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TRANSIT SPACES



III. 72. Collage of the transit spaces



FINAL REMARKS

III. 73.

EPILOG

CONCLUSION

We initiated the project in Thyborøn to investigate how place-bound potentials can enhance the local identity and livability in the town. By combining the gathered theoretical knowledge with the gathered site-specific knowledge, we developed a strategic plan for the entire town of Thyborøn. The strategic plan was formed based on our design parameters that was created as the output of the gathered knowledge. The design parameters; Enhancing connections, Build upon place-bound potentials, and Improve resilience, have been used to ensure that the final design meets our aim and vision for the project.

As one holistic link, the strategic plan reaches out and latches on to the place-bound potentials in the town and strengthens them by establishing and enhancing connections between them. While the place-bound potentials are clustered in three anchors located in the southwestern, the southeastern, and the northern part of town functioning as attraction points, the town loop functions as the main path enabling a recreational walk that encircles the town.

As we worked our way further into the anchors we unfolded the place-bound potentials which resulted in a masterplan over the anchor; cultural center. Here, a design proposal was created on the backbone of historic and cultural elements while at the same time takes a step towards being a more resilient town. An urban space was created with an integrated flood wall which is forming the urban area and shift the focus from the challenges due to storm floods, towards the spacious possibilities the climate adaptation brings to the town center, through design interventions.

The design proposal has emerged from the town of Thyborøn and is developed for this town specifically. This is done by basing the design on already existing elements and assets in town. While many other towns along the west coast of Jutland face similar issues and require a design intervention, the academic knowledge gathered in the first phase of the project can be relevant and used as groundwork for similar cases.

REFLECTION

Throughout this thesis project, the process has taken place with scale jumps, between the various spaces. This multiscale approach has been more complicated than first expected. As the purpose of the project has been to improve the quality of life in Thyborøn, it was obvious to work between a strategic and detailed scale. This approach has ensured a holistic design strategy, focusing on the place-bound potentials of the selected spaciousness, where space and atmosphere have been intended for both local Thyborøn residents and tourists. However, it has been difficult to determine the detailed scale, as it has not been determined which scale is best able to display atmosphere, mood, and identity. It has therefore been a point of reflection throughout the process and will continue to be a reflection that we take forward in our profession.

The multiscale approach has also resulted in a complexity that was difficult to control. Throughout the project, we have therefore treated all three anchor points as equals, as we hoped that we could detail all three within the deadline. However, we became aware of this ambitious workload, as we dived into the detailed plans. Then we had to return to the analyzes and assess which anchors had the best conditions for an in-depth and detailed spacious

plan, and which could stand as the strongest example for the two remaining anchors. It has given us some planning challenges, but it has ensured that we have treated all three anchors equally in both the strategic consideration, as well as the spacious ones.

This thesis project is based on the place-bound potentials, and as presented in the literature review of this report, there are many benefits to having designers work with local citizens. We had, therefore, early in the process, considered whether a citizens' meeting or another form of extensive citizen involvement was possible. However, due to the global pandemic, COVID-19, as well as the work that the municipality had already done with the citizens, circumstances set in as a limitation. However, these limitations gave us other options as we could safely arrange walk n' talks with the town's local enthusiasts. Here, our impression was, that we got a very nuanced narrative of Thyborøn, as our local enthusiasts are deeply rooted in the local community, and thereby know about opinions from other locals.

The first part of the process in this project back in February dealt with the theory and literature around which we wanted to build the thesis. This was before the visit to Thyborøn, and thus it was only possible to experience the

town through desktop observations. When we arrived at the town in March, it was clear what kind of project this was going to be, and it was not as first assumed. It presented some temporal challenges, but it only underscores the importance of the place-bound potentials and that these must be experienced on the site.

In addition to the restrictions that COVID-19 may have given us, it has also opened our eyes to the Danish country. This thesis project might not have taken place in Denmark if the borders had been open for us students. However, it has nevertheless meant that we have opened our mind to the importance of our Danish cities and rural areas, as the Danes last summer in 2020, and possibly also this year, travel within our borders. We must therefore remember to take care of our national treasures and the potentials we can see and experience across municipal and regional borders. Therefore, we thought it was a particularly interesting task to promote the place-bound potentials, as we Danes over the past year have opened our hearts to exactly those potentials, and the uniqueness of them.

The thesis' last point of reflection deals with the focal point of this project; rural livability, which stands on the shoulder of strong existing terms,

within the urban field. Throughout this project, rural livability is used as a design approach, where the goal has been to improve the quality of life in a rural context. Here we run into the same problem as Appleyard et al. (2014), as we do not have the opportunity to measure the rural livability that the presented holistic strategy has achieved through place-bound design interventions. Throughout the project, design parameters were created, which can be seen as equivalent to Appleyard et al.'s livability criterias, however, we still cannot measure the quality of life as a variable. It must therefore be left as a future point of reflection, which requires further study of the field. Until then, the design parameters presented should serve as the project's unit of measurement, through various scales of design proposals.

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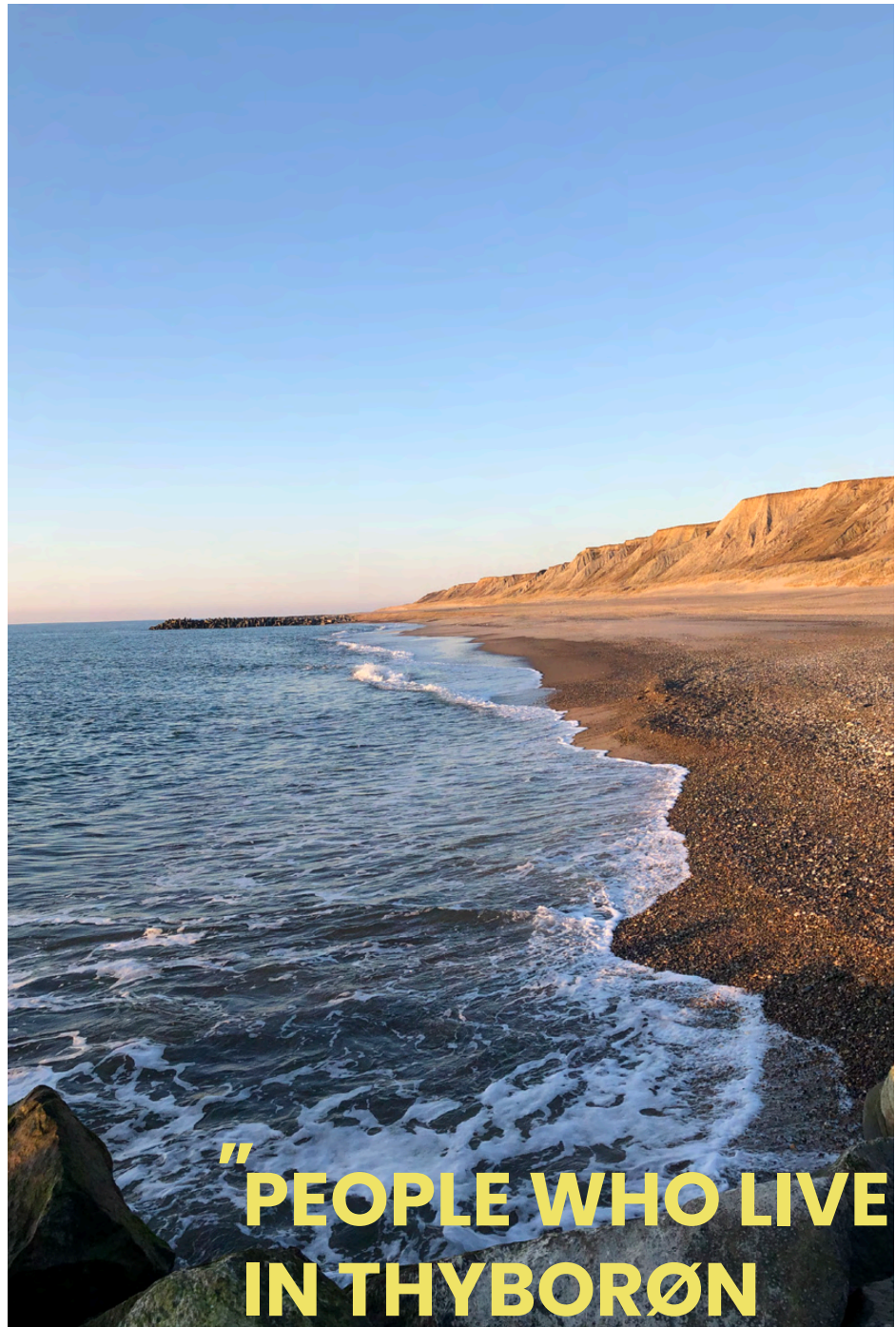
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**"PEOPLE WHO LIVE
IN THYBORØN
ARE MADE OF
SOMETHING
DIFFERENT"**

– LIS RAVN SØRENSEN, LEMVIG MUNICIPALITY

APPENDIX

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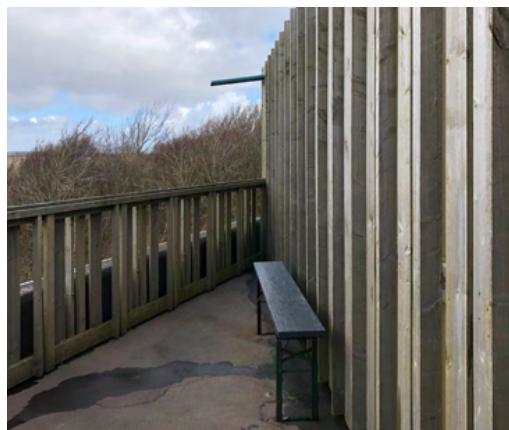
APPENDIX 01

CASE STUDIES

PUMPING STATION NORTH

SKJERN RIVER

Photos by: Stephan Gustin





**TIPPERNE BIRD
SANCTUARY**

**RINGKØBING
FJORD**





FILSØ VISITORS FACILITIES

HENNE



VESTLED HVIDE SANDE

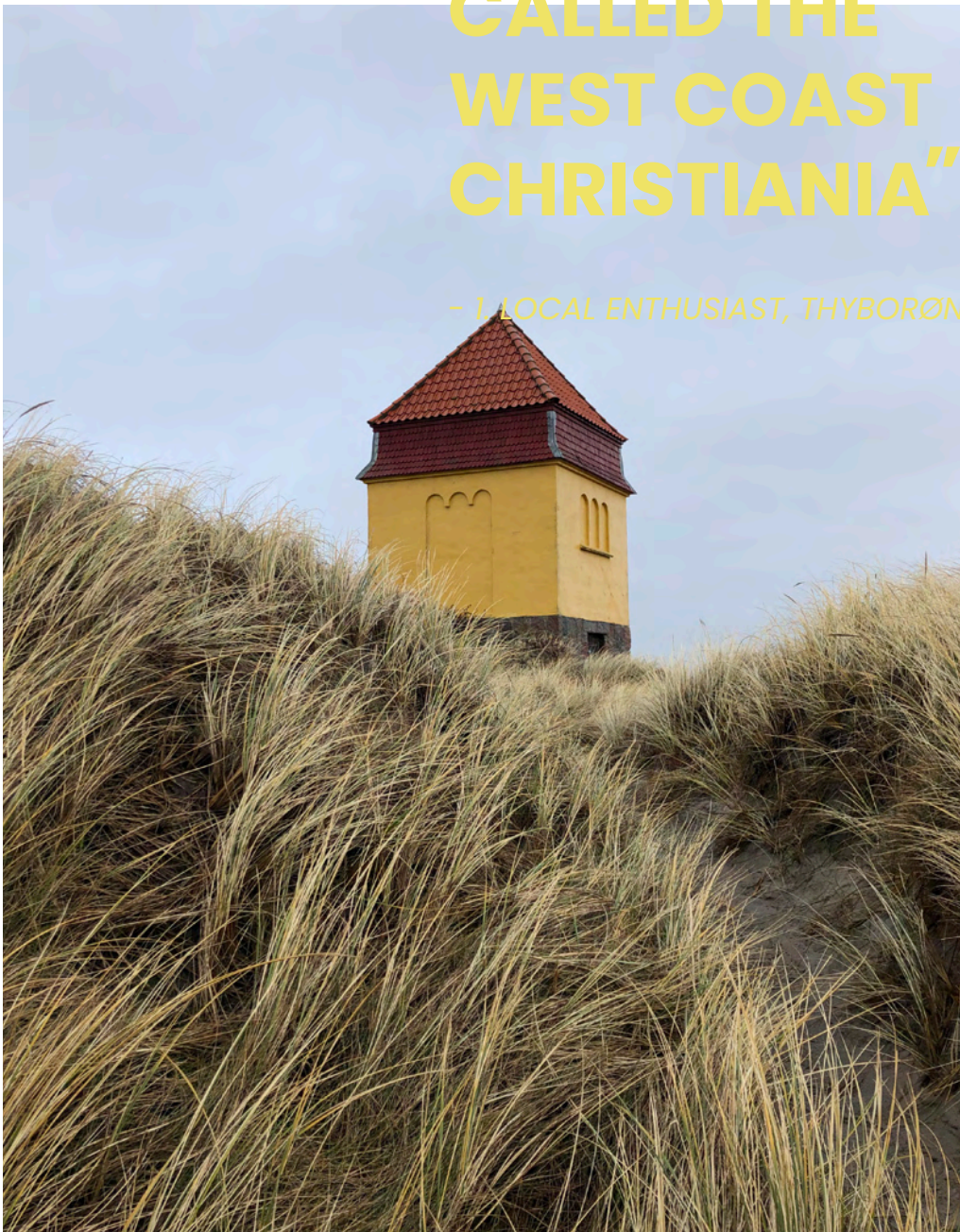


APPENDIX 02

SITE VISIT

"WE ARE SOMETIMES
CALLED THE
WEST COAST
CHRISTIANIA"

- I, LOCAL ENTHUSIAST, THYBORØN



THYBORØN

Nature at its best



THYBORØN

Essens of Thyborøn



THYBORØN

A windy day in Thyborøn



APPENDIX 03

SEMI-STRUCTURED INTERVIEWS

LIS SØRENSEN LEMVIG MUNICIPALITY

First remarks

People who live in Thyborøn are made of something different than the rest of us. They have a drive that sets the town in motion when needed. It is a mixture of the ugly and the beautiful, the hard and the soft.

The town is very exposed to floods, especially during heavy rains will their basement be flooded, which are typically in the older part of the town, as the newer part of the town is built on higher bases. Although we see frequent floods, it is not something that can be felt on the residents. When we call their insurance companies, they do not report the floods. It is as if they have become accustomed to it, or at least accepted that this has always been the case. During these floods, each house pumps the water into the neighbor, and so on from there. It is not abnormal, but more just the way they solve it themselves. The groundwater is high in Thyborøn, and it is being pushed even further up, by the seawater due to rises and storm surges.

What is your impression of the citizens' relationship with the tourists?

Well, I think it is good. The entire west coast is currently working together on a major tourism strategy, which has been addressed, especially in Thyborøn and Thorsminde. In connection with this, a citizens' meeting was held in the Jutland Aquarium. Like I said before, they have a unique drive and they quickly got 'Naturrum' established and people even offered their excavator, soil, and so on.

Especially during the summer period, you can also see a drive that is out of the ordinary. The shops in Bredgade are open both Saturday and Sunday, which are even more than they do in Lemvig.

What climate protection are there today?

There is the dike along the west coast, which is secured for a 1000-year event of storm surge, I am a little unsure if the dike is naturally created, or if you have built-in concrete elements to support it. Also along the Lagoon, there is a dike that is secured for a 100-year event. It ends in the dike which is built around the main road, which leads to the large industrial harbor. However, there is a span of about 750 m where the town is not protected by dikes. It is the stretch between the industrial

harbor and the dike by the beach. In addition to the dikes, there are of course also the breakwaters, which slow down sand migration into the Limfjord, however, sand feeding is still necessary along the coast. There is sand feeding in four municipalities (Thisted, Lemvig, Holstebro, and Ringkøbing-Skjern) where the Danish state pays 90% of the costs. In Lemvig Municipality, 6 million DKK has been set aside per year. There is also pumps as told before, they pump water from the town and out into the Lagoon. However, it is a bit special, as we can see from our figures and numbers, that they are lowering the groundwater. More water is pumped out into the lagoon than it rains, and we must therefore assume that the groundwater is pumped with it. In addition, we have the project as an extension of the breakwaters at Thyborøn canal.

What considerations does the municipality have in connection with breakwater 59 and its extension?
Right now, Rambøll is drawing and calculating on a sketch project that is in connection with the competition they won together with SLA in November 2020. Here the question is whether it should be breakwater 59 or 58 that needs an extension, as this can affect the sand migration. It costs around 700 million to extend breakwater 59 into the Limfjord, and we must therefore have an answer on what it will cost if it is breakwater 58, instead. However, we see some value in 58, as between the two breakwaters we can create a west-facing beach, with opportunities for other types of water sports than has otherwise been possible.

Is the Lagoon man-made climate protection?

A large part of the water in Thyborøn is pumped out into the Lagoon. However, it is my understanding that the Lagoon was created by nature when the water broke through back in 1862, both at the Limfjord and the Lagoon. But even though the Lagoon was not created for climate protection, it is still used like that. A lock has also been made to the fjord, which can be opened if too much water is pumped into the Lagoon.

Last remarks

Due to subsidence in the town, a satellite has been installed which measures where these subsidences occur exactly, and therefore we only need to dig up a few meters of pipes when they break. I mean they say that pipes typically last around 50-100 years, and in Thyborøn they only have half the life due to subsidence.

The red houses are empty right now and some are a bit dilapidated. They are waiting for a loving hand. These are houses that were built for the workers from the Water Construction Authority (Danish: Vandbygningsvæsenet) who made the breakwaters back in the days. So it is a small working town, where the houses stand as monuments of a proud history.

DENNIS RØN THYBORØN FRITID

First remarks

I am from Harboøre, and I will therefore never become a real Thyborøn resident. At least that is what they go around teasing me with.

The municipality does not act quickly, and we have several times from Thyborøn Fritid tried to pressure them to give us the light poles that the campsite has promised to us over the last two years. It is an agreement we made with the campsite so they could have a corner of our soccer fields. But the municipality remains passive and does not take action.

I have worked at Cheminova, which is now called FMC as it has been acquired by some Americans. There are no plans to close the factory, but there are only 400 employees now, where earlier, 900 was employed. Breakwater 42 must be cleaned, but the factory will remain.

How can it be that you moved to Thyborøn?

I think Thyborøn has a lot of good things to offer, but I must admit that it was a choice I made when my friends started moving here. I am educated down at the shipyard and have worked at the harbor for many years before I started my work on a Norwegian drilling platform.

I have children of different ages, and one of the good things about the town is that there is both a daycare center and a school. However, we can see that more and more people are moving from here, so there is a decline in the number of children. I would imagine that the school will one day be merged with Harboøre. Today, the sports association also operates across both towns. They change places every season so there is soccer

and handball in both towns, but the team is the same.

Thyborøn is a town with a lot to offer if I have to say so myself. There are both good restaurants and shops, which we locals also use a lot, of course not right now due to COVID.

Now that you mention the local function, how are the locals doing with the tourists?

I have lived here for several years, and I think we have started to welcome them even better. Most of the tourists are Germans, and they are known to be a bit stingy when they go on holiday here in Denmark. And maybe they also drive badly. But all in all, I think we are starting to accept them even more.

Do you think tourism will be the biggest source of income at some point?

We are proud of our fishery here in Thyborøn, and fishing is the profession that lifts the municipality, or at least just Thyborøn town. I believe that the fishery will remain the main source of income for many years to come. However, the fishing industry has changed a lot, among other things with the mentioned quota-king (Danish: kotekongen), and larger companies that take over from the small fishing vessels, and I think that is a shame.

At the same time as we have such a thriving business, we have several workers at the harbor who do not live in Thyborøn, but perhaps in another town in the municipality. And I think that is a shame, that we cannot attract these potential new settlers.

Now you even have a teenage daughter, do the young people have a place to be in the town?

We do not have a place for the young people, not that I feel that the young people lack a place, but it is of course a pity. However, we are good at letting our daughter and her friends hang out in our shed, where they can be to themselves, but still under supervision. We all remember what it was like being 18 years old.

I encourage my daughters to get an education, as I am well aware that Thyborøn does not have much to offer in terms of jobs for women. Most of the employees at the harbor and FMC are men.

Last remarks

Concerning the local association life, we are a small town, and the volunteers are not exactly standing in line. It is typically the same volunteers who sign up again and again. We could use more volunteers, just as they have it in Harboøre. Their association life is fantastic and there is always help to be found.

1. LOCAL ENTHUSIAST

First remarks

The terrace as we are at now, here on Rav-Aages vej, is a terrace that the citizens' association has built. It took several years because of some rare frog that we had to take care of, said the wise heads over in Copenhagen.

The road is named after a local environmental activist, Rav-Aage, who has fought for the clean-up of breakwater 42, outside Cheminova.

The red houses, not the barracks as people sometimes call them, are located next to here. These are the Water Construction Authority houses, and between these, there were a railway back in the days.

In the same area, are our cultural gems, which are; The Jutland Aquarium, Coast Center, and Sea War museum. Here there are cars everywhere in the summer as tourists and visitors parks all over the place. At the end of this same road (Kystcentervej) is Mallestukken, which are the old red barracks that burned down and are now being rebuilt, with a different look. The same architects have also designed our church.

The old quarter is located by Vesterhavsvej, where many of the houses are bought, renovated, and used as holiday homes. There is no requirement for residency.

How do the residents of Thyborøn feel about the tourists?

I think we are doing fine with the tourists. In the old days, when I was a kid, there was a clear division on the beach. A place for the locals and a place for the Germans – we called it the German beach. But today we do not notice it in the same way, and by the way, I would rather not go to the

beach anymore. I hate sand.

What are some of the best values at Thyborøn?

The residents are good at collaborating and when someone gets a good idea there is quickly a big support for the project. See our skate park for example. We can of course discuss the placement, but it was built on local initiatives.

The old quarter here at Vesterhavsgade offers some of the most charming and at the same time some of the most dilapidated houses. We are sometimes called the West Coast Christiania because of the unique houses which do not look like each other. We do not want to brand ourselves in a certain way like Skagen, we would rather be ourselves. Some houses are built around old German barracks, train carriages, and bunkers. The area is also called the Snail house Quarter, as our pride, the Snail house (Danish: Sneglehuset) is located here. This is also where Johnny Madsen's road is located.

Here we are all different. We are festive and enjoyable people.

How are you doing with the tourism strategy that is being rolled out along the west coast and Thyborøn?

We do not mind tourism, but we would rather manage on our own. We would rather not be merged with Lemvig Municipality, which we were subjected to at the municipal merger. We get more at hand if we manage ourselves and manage our agenda ourselves. Thyborøn is the town that delivers most of the tax money to the municipality. We would therefore easily be able to fend for ourselves, even without Lemvig Municipality. But concerning the tourists, we do

not see many disadvantages. One of them, however, is that tourists want to go down and look at the industrial harbor in the summer, which they do, very slowly in their cars. I know from my husband that it is a big problem as it is affecting the daily workflow at the harbor. That is why they are in the process of closing larger parts of the harbor for tourists and sightseeing.

Last remarks

We are located in the Central Jutland region, but the only thing we have in common with Aarhus is that both cities have a dock (Dokk1).

Holmen, which is located by the old ferry berth, used to be a recreational area where we as children loved to do water sports. There was always calm water. Today, the old ferry berth is sandy and now functions as a perfect bathing beach, which many locals use.

We once had a ferry to Norway, but only for a year back in the 80s.

One of our grocery shops (Spar Købmand), has become a great shop after it was taken over by the new owner. However, she would like more parking and perhaps with some benches, trash cans, and toilets outside.

2. LOCAL ENTHUSIAST

How can it be that you live in Thyborøn?

First of all, I am from the town, born and raised. As I got older, I wanted to get away from the rural areas and into the urban cities, as young people do. I started by moving to Aarhus and then Holstebro where I lived with my husband and two children. When I had my second child, I saw the values of living in a small town where everyone knows everyone. The size of the town was the reason why I moved, by also the reason for me moving back.

There is a reassurance that everyone knows everyone. I can let my kids go safely to and from school as well as the daycare center, knowing that my neighbors are watching them. It creates security for me and my family.

So you thrive in a small community?

We do. There is a huge interest in each other's lives. Of course, I can see it is a bit annoying for young people, but for me as a mother, it is a huge advantage. We give each other care and interest. Not only in each other's lives but also each other's ideas and projects, we are always helping each other.

How are you doing with tourists in the town?

My impression is that we are all doing well with the tourists. We are well aware that they are a great source of income, and many in this town benefit from it. Among other things, it is a local Thyborøn resident who has started maxi-tours, oyster safaris, the tractor bus, and seal safaris. At the same time, we have also just opened the attraction 'Ice Art' which is a nice attraction with large sculptures of ice. Thoughts quickly come into action.

We enjoy having tourists visiting and at the same time we try to be an authentic town. We do not have all the classic kite shops, and a pedestrian street filled with rainwear and swimwear. We are not only a resort town, but also a well-functioning local community. We have shops, cafés, and restaurants that we love to use, and we are only proud that other Danes also see the potential.

What is the best thing about Thyborøn, in your opinion?

Well as I said, I have moved back, because of the security of living in a smaller community. But I have also begun to see the values in our surrounding nature and landscape. It is not something I have put much thought into in the past, but after one of our friends visited Thyborøn, I opened my eyes to our nature, as it was something that our friends themselves noticed and was very excited about.

We have some fantastic elements here in Thyborøn, historic bunkers, the dunes, and our harsh weather conditions. It is something that is reproduced throughout the community center. The entire swimming pool is designed with concrete, wood, and elements that mimic mare straw. The architects have done a good job in reflecting the bunkers and other features of Thyborøn. These are elements that recur in many places in the town.

Although there is not far from thought to action, things are done properly. The attractions are made of proper materials, and we place great value on good quality, which of course is also important when we are by the North Sea.

Last remarks

The school board has also begun to shed more light on the climate, and its impact on exactly Thyborøn. They want to focus on the local challenges and values that the sea and the rain give the town. It must be a hallmark through schooling and they want the students to be better educated in climate, wind, and weather as well as the town itself. It is a characteristic of Thyborøn, and our children must learn from it.

The school has also just been branded with the wild symbol, as it is a characteristic here in Thyborøn.

APPENDIX 04

DESIGN PROCESS



**"THE NATURAL
FOCUS HAS BEEN
ON AN
EXPLORATORY
APPROACH"**

– PROJECTS GROUP, AALBORG UNIVERSITY

PROCESS

1. Key points from analysis

Brainstorm, design parameters, concept

2. Development of design-base

Designworkshop, 2D structuring, mapping

3. Holistic design strategy

Specific programming, sketching, atmosphere in strategy

4. Spatial design development

3D modelling, clay, cultural center, spatial investigations

5. Final design proposal

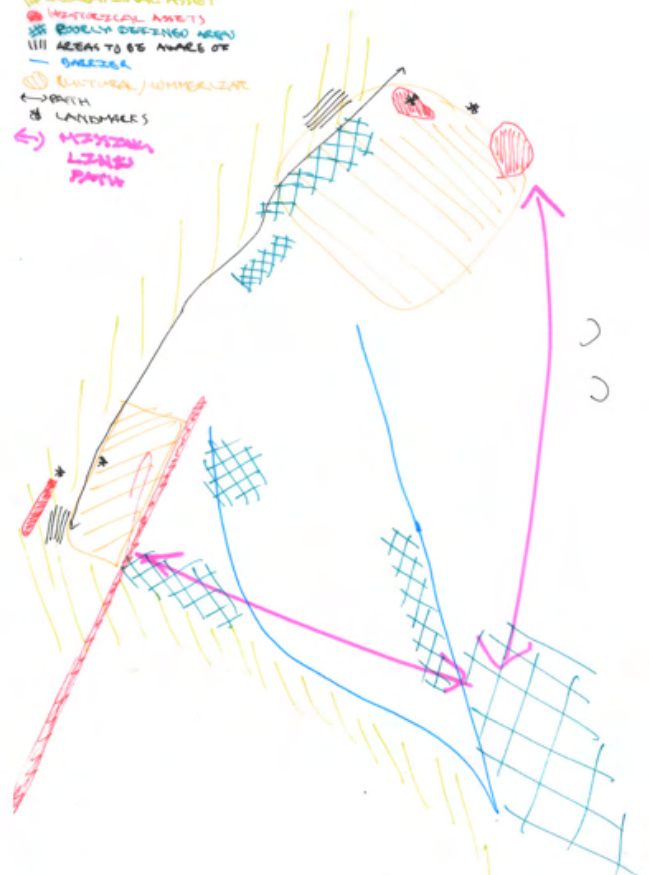
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- Green Nature asset
- ↓ New connection
- ↓ Strengthen
- //// Potential water management area
- ☐ Area of opportunities
- ☐ Open areas

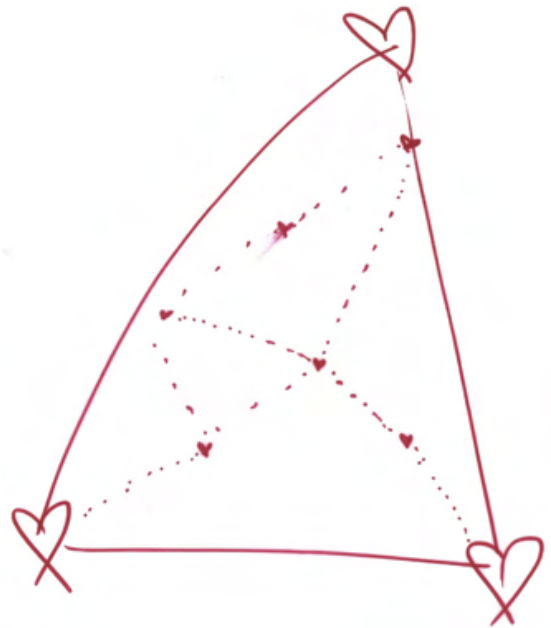


NATURE
 INFORMATIONAL ASPECT
 HISTORICAL ASPECTS
 PROBLEM ORIENTED ASPECT
 ASKED TO BE AWARE OF
 - SWEEZE
 NATURE / INFORMATION
 → PRACTICE
 & LABORATORIES
 → MATHS
 LITERATURE
 PAPER

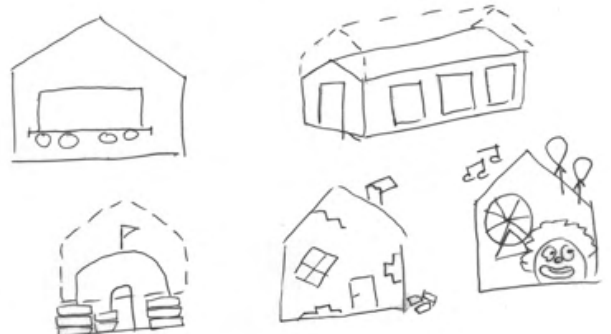




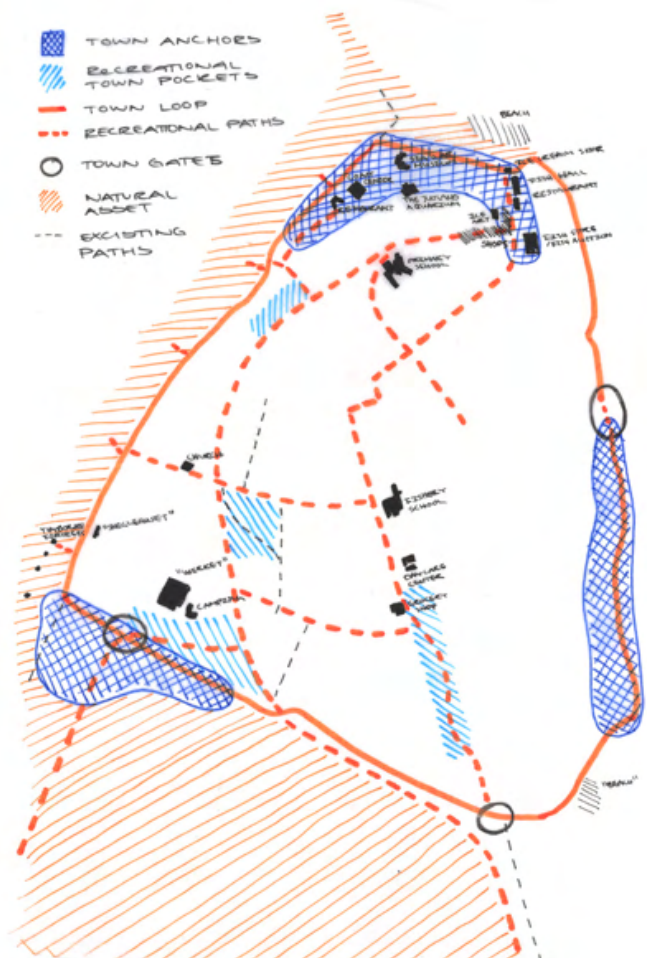
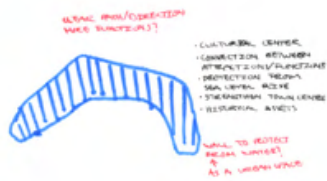
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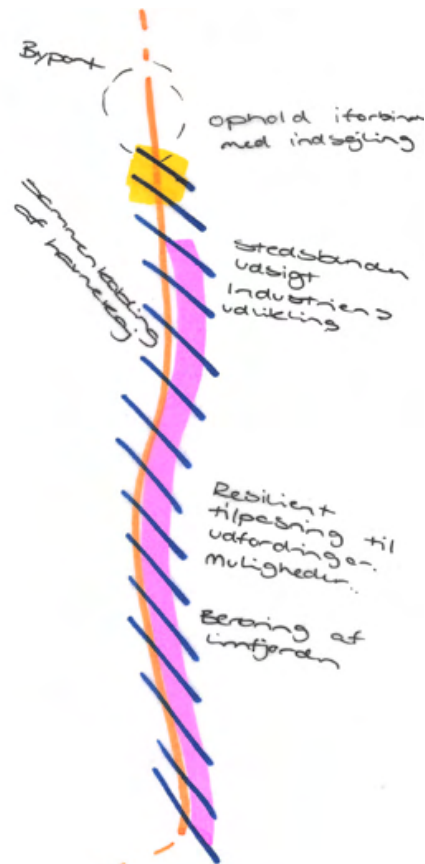
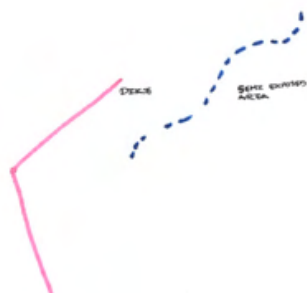
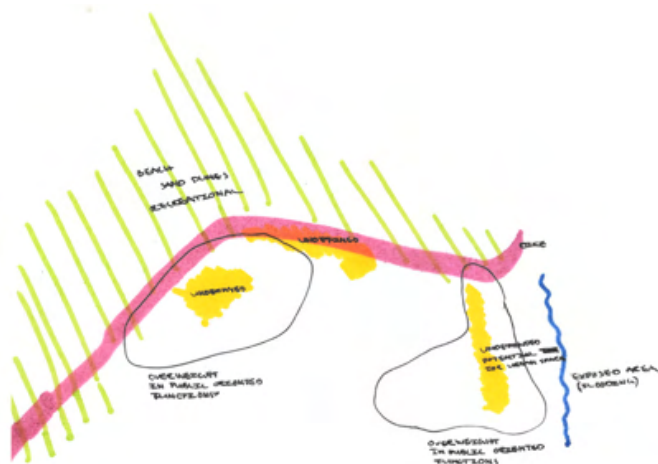


Local diversity:

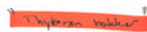
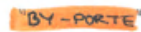
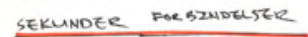


2. DEVELOPMENT OF DESIGN-BASE





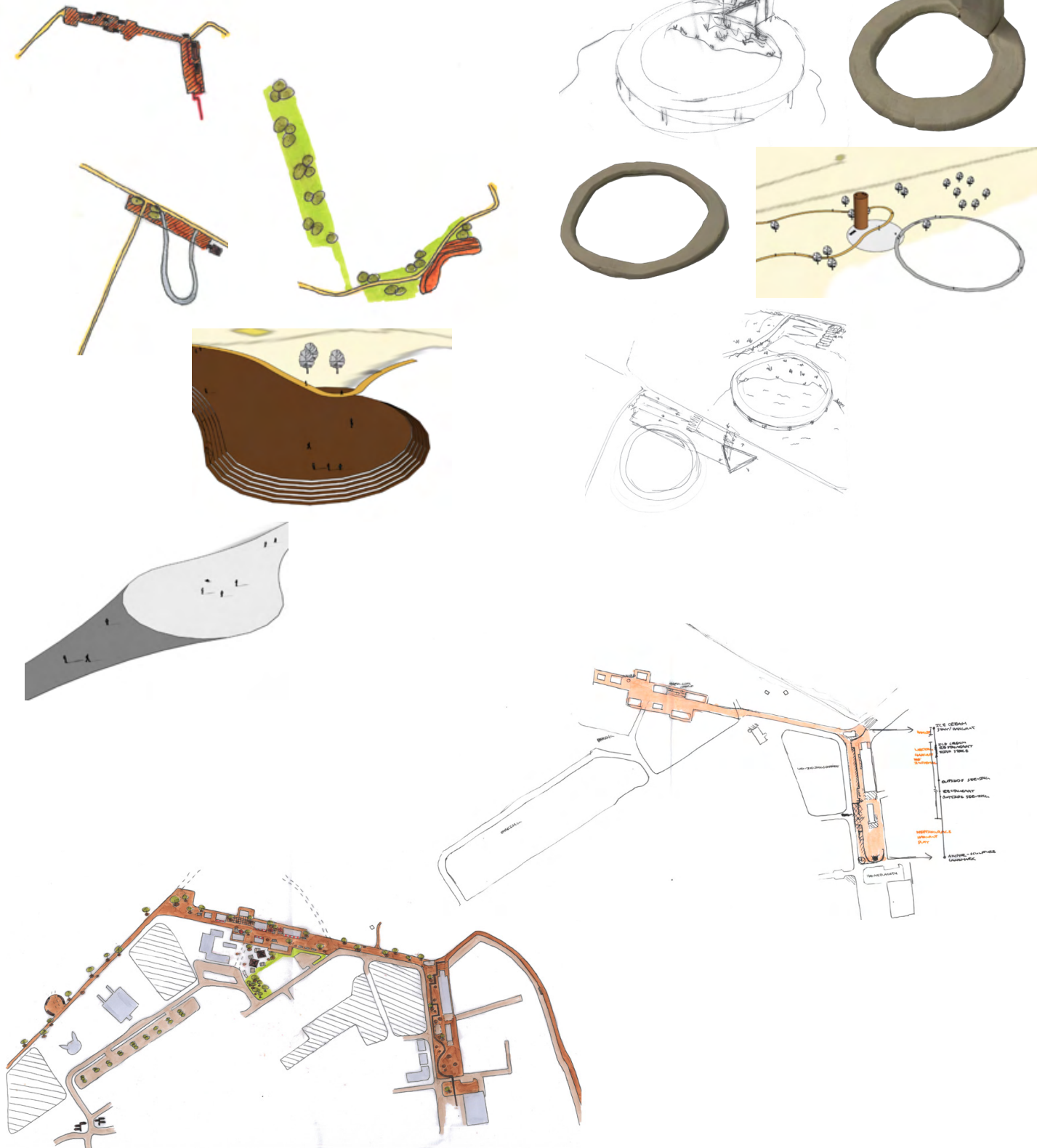
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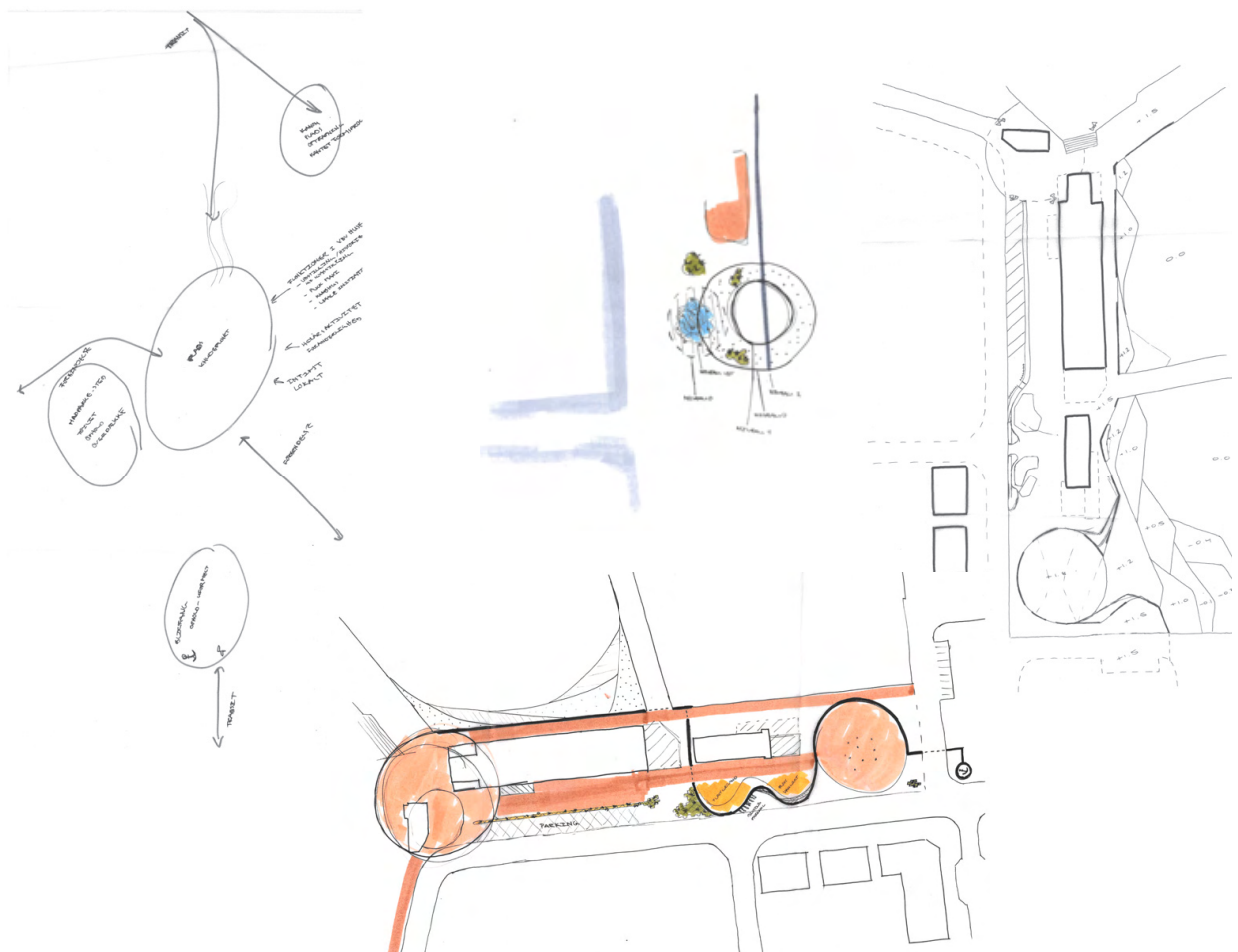
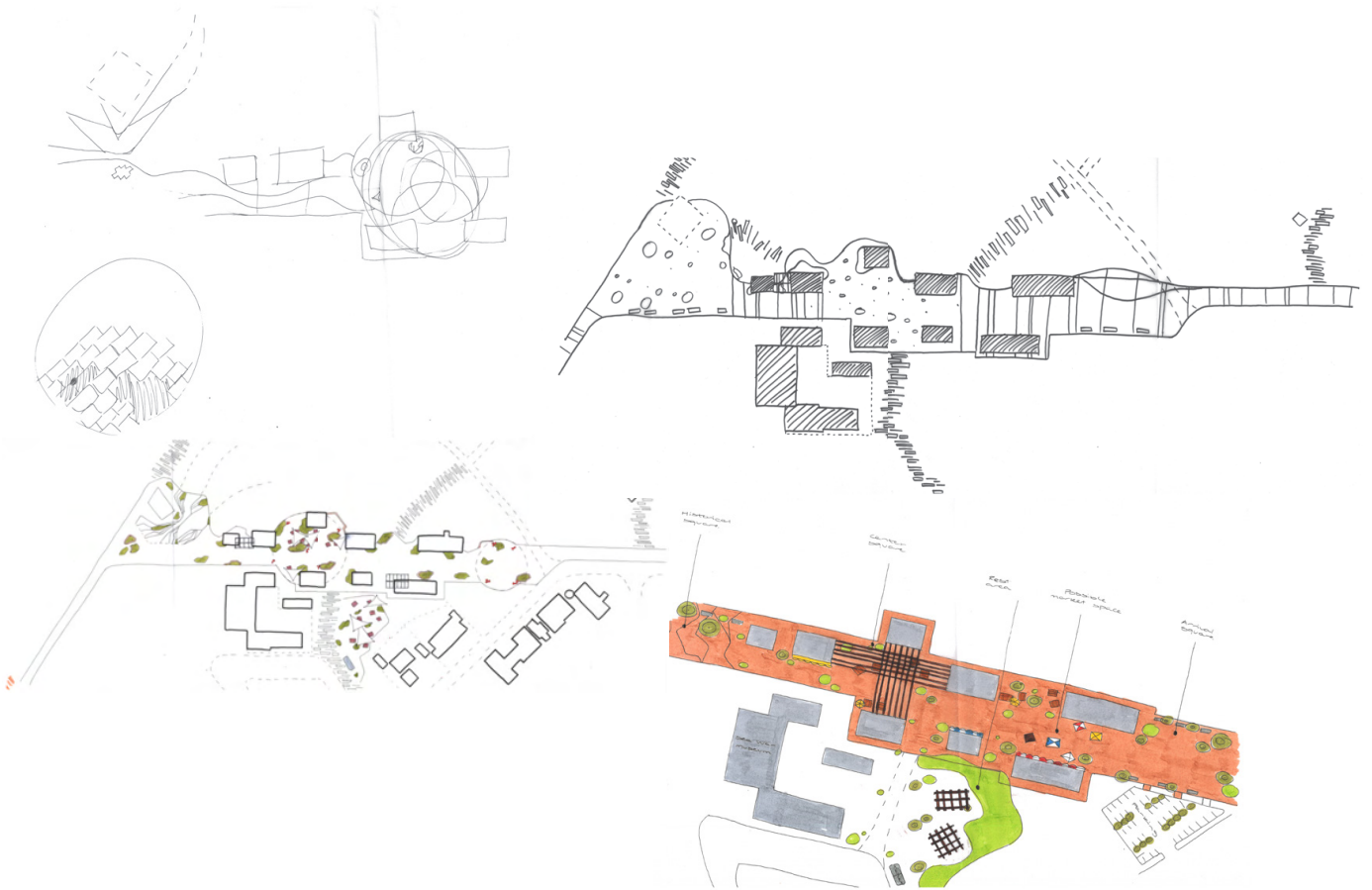


Activitets parken



4. SPATIAL DESIGN DEVELOPMENT





APPENDIX 05

POSSIBLE ROUTES

The combination of the town's surrounding town loop and the recreational paths creates an experiential network of infrastructure for the benefit of the soft road users. To give an understanding of the many possibilities that have now been created in Thyborøn, this map has been made, to show examples of possible routes through the town. These routes have, in one way or another, the opportunity to take both tourists and locals on an experience that offers place-bound potentials.

<i>Town loop:</i>	<i>6 km</i>
<i>District route:</i>	<i>3.9 km</i>
<i>Center route:</i>	<i>1.8 km</i>
<i>Snail route:</i>	<i>1.7 km</i>
<i>Industry route:</i>	<i>4.9 km</i>

- Town loop —
- Districts route —
- Center route —
- Snail route —
- Industry route —



APPENDIX 06

CLIMATE PROJECTS

**1. SØNÆS, VIBORG
RAINWATER MANAGEMENT**

**2. BROBUERNE, STRUER
FLOOD WALL**

**3. LE MUR, LEMVIG
FLOOD WALL**

RAINWATER MANAGEMENT VIBORG

1. sønæs



FLOOD WALL STRUER

2. Brobuerne



FLOOD WALL LEMVIG

3. Le Mur



