



01

Towards a new regional perspective

The case of Limfjordsregionen



Terminologies

The Danish Planning Act

An act that ensures coherent planning that unites societal interests in land use, contributes to the protection of nature and environment and creates a good framework for growth and development in the entire country, so that the development of society takes place on a sustainable foundation with respect for human condition of life, preservation of animal and plant life and increased economic prosperity (danskelove.dk, n.d.).

The principle of framework control

The principle The Danish Planning Act is built upon, which means that planning authorities can develop plans with the content they find relevant, as long as it does not conflict with the content of existing higher plans meaning that the municipal level must not conflict with the national level (Niras.dk, n.d.).

The national planning level

The highest formal planning level in rammetyringsprincippet governed by the state in the form of landsplanredegørelser, statslige interesser and landsplandirektiver (Retsinformation.dk, 2020).

The municipal planning level

The lowest formal level in rammetyringsprincippet governed by the municipalities in the form of municipal plan strategies, municipal plans and local plans (Retsinformation.dk, 2020).

Formal planning

Plans that are constituted in The Danish Planning Act and have a legal effect in the municipalities; municipal plans and local plans (Miljøministeriet et al., 2006).

Informal planning

Plans that are NOT constituted in The Danish Planning Act and have NO legal effect in the municipalities; masterplans, strategic plans, quarter plans, dialogue plans and so on (Miljøministeriet et al., 2006).

Limfjordsregionen

The area of the 10 municipalities of Aalborg, Jammerbugt, Thisted, Lemvig, Struer, Skive, Holstebro, Viborg, Vesthimmerland og Morsø (own definition).

Limfjordslandet

The coastal zone within Limfjordsregionen (own definition).

01

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Title	Master's Thesis, MSc04 URB01
Department	Department of Architecture, Design and Media Technology
Education	Urban Architecture, Aalborg University
Project module	Master's Thesis in Urban Design
Project period	01.02.2023 - 25.05.2023
Date of submission	25.05.2023
Date of examination	13.06.2023
Supervisor	Hanna Mattila
Number of pages:	
Towards a new regional perspective:	143
Fælles om fjorden//The coast in common:	79

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Abstract

The Master's Thesis *'Towards a new regional perspective - The case of Limfjordsregionen'* concerns an investigation of spatial planning in Denmark focusing on a curiosity towards the regional level between the levels of statutory planning and across geographically defined territories. In a world of ever increasing urbanisation, a multitude of challenges are surpassing the bounds of the urban fabric, calling for solutions that look beyond borders, as countries will have to account for the open land, depopulation, climate adaptation, and increasing sea level rise. In the context of Denmark, the structural reform in 2007 has left a disfigured image of the regions that today remain with little to no directive or planning power. This thesis argues that unsolved potentials are to be found within this gap, and aims to formulate a new regional perspective through the case of Limfjorden and its surrounding area in the northern part of Jylland, which in the thesis will be denoted as Limfjordslandet within Limfjordsregionen. In doing so, the thesis, from both an analytical and theoretical framework, puts forward a coastland strategy that comprises findings from literature studies, interviews, case studies and a selection of site analyses. Throughout the strategy, this thesis states its main argument: that regions should not only be planned, but also designs and furthermore that the designing should include spatial imaginaries of potential futures of common narratives to meet the before mentioned challenges.

Preface

The following thesis is the outcome of the 30 ECTS Master's Thesis in Urban Design, specialised in Urban Architecture, at Aalborg University. The thesis took its departure in a shared interest in working with a larger scale than what is typically associated with urban design, with the wish to investigate the necessary measures needed for scales to correlate through design that accounts for the corresponding varying factors at different traditional scalar and planning levels.

Additionally, this thesis builds upon a mutual attentiveness to how futures are planned and designed, articulated through a concern for and curiosity towards how national interests formulate and 'take form' at the local and municipal level. Formulated around an initially appointed 'gap' between the Danish national and municipal planning levels, the objective of the thesis has been to disclose this very notion through the case of Limfjordsregionen. Today, numerous informal strategic development plans are produced for specific Danish regions aimed at disclosing and bridging this gap, but these imply a lack of sufficient transformative capacity, as they come off more as 'plans on paper'.

The process has been extensive and the focus has shifted many times along the way, as digressions and diversions have been plentyfull. Through the development of this thesis advice, assistance and supervision has been provided by a number of external and internal professionals, which have provided valuable knowledge throughout the process.

Firstly, this endeavour would not have been imaginable without Hanna Mattila, who's guidance, faith, and encouragement as supervisor has positively influenced the project period.

Secondly, a special thank you to Line Hvingel from Kommunernes Landsforening, for not only providing plan-technical sparring throughout the process, but also for her engagement as well as her heartening and reassuring spirit.

Thirdly, a big thank you to Jacob Bjerre, who's Ph.d. formed a great source of inspiration from the beginning, and furthermore, for additional guidance in relation to the subject in regards to our thesis.

Fourthly, thanks should also go to Daniel Christensen, Merete Bach Hansen, and Heidi Højris Poulsen from Vesthimmerland Kommune, for providing 'real-life' input and reflections.

Furthermore, a gratitude and appreciation must be expressed to the remaining actors and municipalities that we have been in contact with, for their dedicated time and replies during the thesis. This includes Jesper Hansen from Limfjordsrådet, Maria Aaen from Dansk Kyst og Naturturisme, as well as Aalborg Kommune, Skive Kommune, Holstebro Kommune, Struer Kommune, Lemvig Kommune, Thisted Kommune and Morsø Kommune.



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Prologue

The following chapter consists of a reading guide with the purpose of presenting the overall structure of the report and the overall motivation, the aim and objectives, through the initiating curiosities as well as the problem statement that has driven the formation process. Furthermore the chapter puts forward the timeline of execution followed by the methodological approach of the thesis.



***“To a certain extent, regional design is to a region
as urban design is to a city and architectural de-
sign is to a building”***

Neuman et al, 2018, p.1303

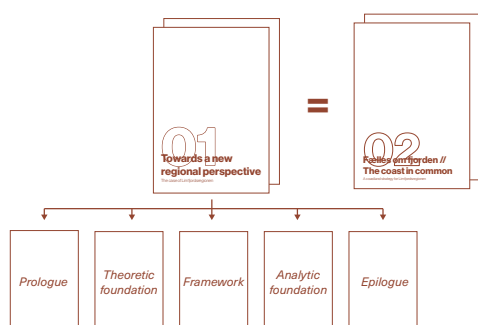
Reading guide

Throughout the thesis the method of Harvard will be used for referencing, all maps will include a north arrow and a scale and lastly, proper nouns will be presented in Danish followed by an English translation in brackets, when applied the first time. Throughout the thesis, different parts of the chapters will be concluded through minor sub conclusion, which will benefit the overall understanding of the thesis.

The thesis can be separated into two parts: a strategic foundation and a coastland strategy. The strategic foundation is separated into five chapters, with the purpose of unfolding the content through different areas of focus. Each chapter presents different processes of the thesis, and the purpose and content of each chapter will be described on the next page.

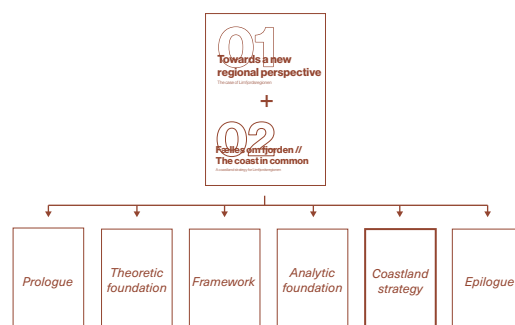
The physical thesis will be separated into two different reports: the strategic foundation and the coastland strategy, whereas the online thesis will combine the two as one report with the same content as the divided report, where the strategy will be included as a chapter.

Physical format



III. 1 // Physical format

Online format



III. 2 // Online format

The strategic foundation consists of the overall basis, which the coastland strategy is compiled from. This part starts off by addressing the problem this thesis seeks to answer and a hypothesis on how to answer it. Furthermore this part consists of a theoretical foundation in the shape of a state of the art paper, 'Towards a new regional perspective - reimagining regions from the perspective of regional design', followed by a framework that introduces the case of Limfjordsregionen and two case studies similar to the scope and scale of the region. In relation to this, the analytic foundation is presented through a number of analyses in the national, regional, municipal and local scale. From these findings and from the coastland strategy itself, the final conclusion is presented, where the problem is answered and reflected upon.

[prologue, theoretic foundation, framework, analytic foundation, epilogue]

The coastland strategy: 'Fælles om fjorden // The coast in common - A coastland strategy for Limfjordsregionen' is the result of this thesis and should be understood as a tool and a process that acts as a catalytic product which changes and evolves over time. It is based on the content and findings from the strategic foundation. The coastland strategy consists of two levels; a strategic level and an operational level. The strategic level relates to the vision, the focus, the thematics and five strategic recommendations. The concrete level consists of the areas of impact followed by three overall initiatives and a catalogue of actions that combines the areas of impact with the before mentioned thematics through a number of initiatives. Lastly the strategy is converted into a physical opening move in a chosen area of influence in the shape of three areas of impact in Aggersund, Nørrekær Enge and Løgstør, where inspirational projects are visually presented in specific areas of impact.

[coastland strategy]

01 Prologue

The first chapter sets the scene for the overall purpose and intention of this thesis through the motivation followed by aims and objectives that presents the hypothesis and the problem statement. Lastly this chapter unfolds the process and methodology of the thesis.

02 Theoretic foundation

The second chapter consists of the paper 'Towards a new regional perspective - reimagining regions from the perspective of regional design', which seeks to investigate the definition, planning and future across different professions and scholars. Furthermore, the paper discusses the use of regional design and spatial imaginaries as complementary approaches to regional planning in order to meet the complexities of changing societal conditions in future regional planning and design.

03 Framework

The third chapter explains and presents the case of Limfjordsregionen and defines how and why the municipalities surrounding Limfjorden can be seen as a region focusing on existing physical elements, administrations in action and changes in legislation through time. Furthermore, two case studies are presented in order to address the relevance and the need of strategic planning and to reflect upon what a good strategy consists of and should be capable of.

04 Analytic foundation

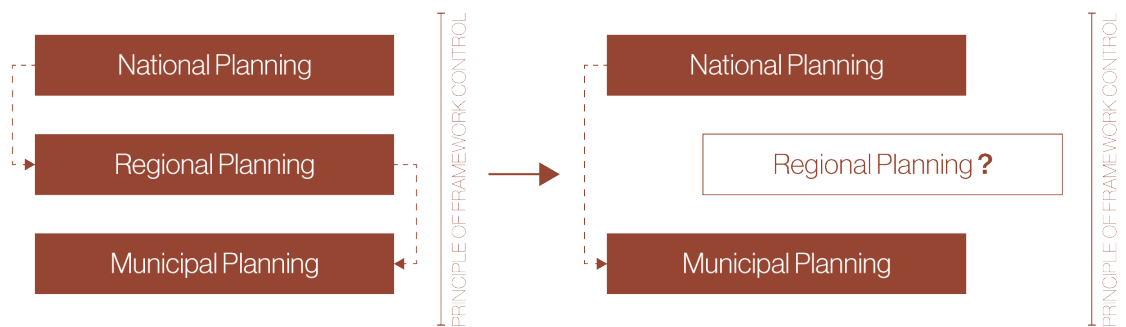
The fourth chapter consists of the analytic foundation and is separated in two: the analytical foundation from above, which relates to the national, regional and municipal scale and the analytical foundation from below, which relates to the local scale. The findings from the analytical foundation will be the offset of the coastland strategy in order to set up a number of challenges and potentials.

0X Coastland strategy

The chapter presents the coastland strategy through regional planning and design and spatial imaginaries through performative mappings. The content of the strategy is firstly summarised and afterwards unfolded in order to establish an understanding of it. Lastly the strategy is translated into an inspirational project to address how it could operate in real-life settings.

05 Epilogue

The final chapter seeks to answer the overall problem of the thesis and furthermore evaluates and reflects upon the initial hypothesis in regards to the strategic foundation and the coastland strategy itself. This chapter also includes the list of literature and list of illustrations.



III. 3 // Structure of Danish spatial planning

Designing regions?

Grounded on the ideas of the social democratic ideology of equal development, The Danish National Planning Act of 1973 marked the introduction of the division and structure of the Danish planning system as it has been known for many years well into the 2000's (Galland et. al 2015). Up until the structural reform in 2007, the hierarchy of Danish Planning was divided by the formal planning levels of national planning, regional planning, and municipal planning. In 2007 the regional planning level lost its formality, leaving a gap between the municipal and national planning levels and a vacuum in the principle of framework control.

The motivational force of this thesis derives from understanding what challenges and possibilities that lie within this gap regarding spatial planning at the regional level within Danish spatial planning as a way of investigating its role in present day society. Through a state of the art paper this thesis investigates the meaning and varying use of regions, and from the findings of the theoretical framework, the case of Limfjordsregionen as an example of a regional scale is chosen, in order to gain a new perspective of what a region is and can be.

Furthermore, this thesis is based on the motivation of investigating the above mentioned theoretical framework and case from the perspective of urban design as regional design in terms of scale. What is the role of design at a regional scale, and how does it correlate with existing procedures relating to strategic approaches in large scale spatial planning? In addition to that, how can the investigation of this, respond to the implications of the gap that has shaped Danish spatial planning for the past two decades?

“Regional design is a field which is ripe for bold action at scales that match those of the phenomena which we seek to manage. A conservative approach would counsel known agents like municipalities, and known actions like zoning. Yet new fields of play are veritable institutional blank slates that can spawn new solutions less fettered by past blinders”

Neuman et al. (2018) p.1307



Photo 2 // Limfjorden

Development of thesis

The thesis has been developed through three overall phases that are separated into a research phase, a clarifying phase, and a concluding phase. Throughout the thesis period the phases have overlapped and altogether make up the foundation of this thesis.

The research phase

Ask?

This phase was the initial phase and was characterised by the gathering of broad knowledge in order to be able to uncover as much as possible in relation to the overall theme regarding literature studies and analysis. With the purpose of gathering this broad knowledge a number of meetings with external professionals such as Aalborg Kommune, Limfjordsrådet, and Dansk Kyst- og Naturturisme were arranged. Furthermore, Limfjordslandet was explored by car and by foot in order to understand the physical settings, where the strategy was to be implemented.

The clarifying phase

Try

In this phase the foundation of the strategy was prepared by implementing the relevant gathered knowledge from the research phase and through further site explorations. Furthermore, the studies of different strategic cases similar to the scale of Limfjordsregionen was investigated, which entailed an overall understanding of real life settings in relation to the development of strategies. From this, the initial strategy was developed and the areas of influence, impact and intervention were chosen.

The concluding phase

Do!

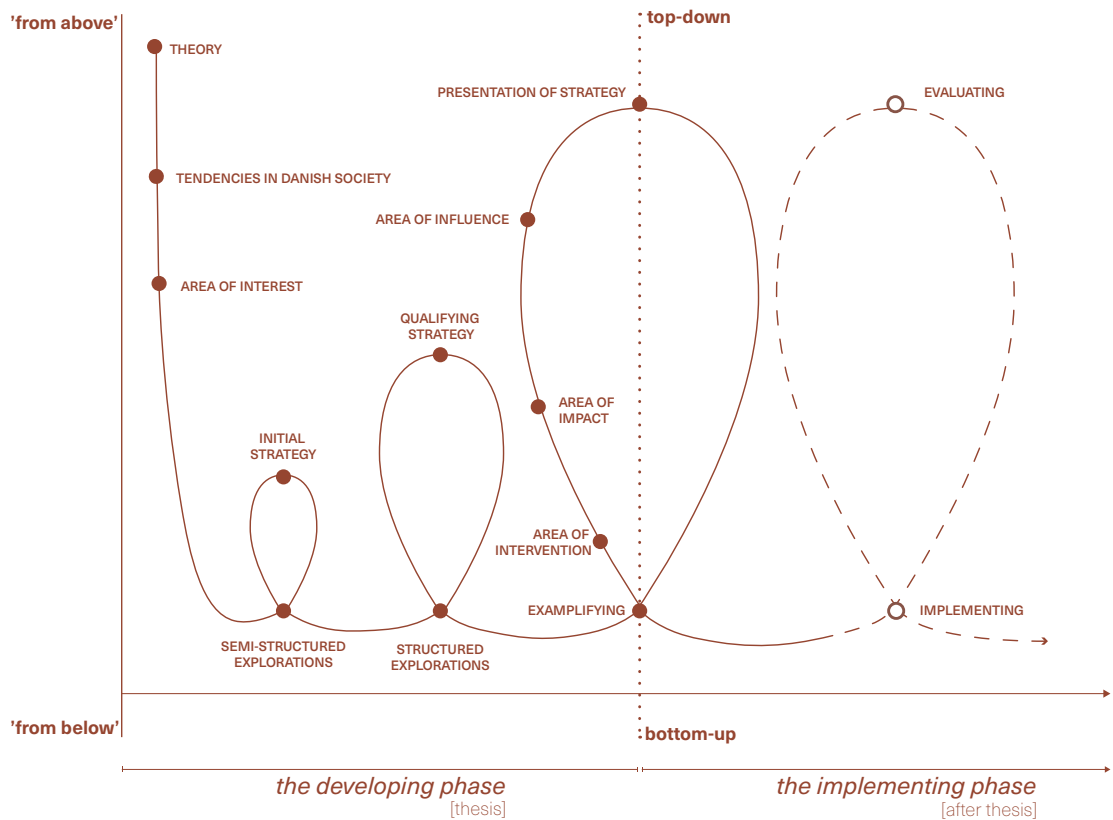
In this phase the initial strategy was converted into the final coastland strategy through new perspectives from externals that could point to the strengths and weaknesses of the initial strategy. Furthermore, the areas of intervention were designed as inspirational projects from the analytic findings and the perspectives of a meeting with Vesthimmerland Kommune. From this the final strategy took its presented form.

February	01.02.23	Start of thesis	Phase 1: The research phase	
	02.02.23	Supervision		
	09.02.23	Meeting with Aalborg Kommune		
	15.02.23	Meeting with Limfjordsrådet		
	16.02.23	Supervision		
	17.02.23	External supervision with Line Hvingel (KL)		
	20.02.23	Literature review (AAU)		
	23.02.23	Meeting with Dansk Kyst- og Naturturisme		
	26.02.23	Site exploration 1		
March	02.03.23	Pin-up 1	Phase 2: The clarifying phase	
	03.03.23	Supervision		
	14.03.23	Site exploration 2		
	16.03.23	Supervision		
	17.03.23	Site exploration 3		
	23.03.23	Supervision		
April	31.03.23	Mid-term	Phase 3: The concluding phase	
	03.04.23	Phone interview with Holstebro Kommune		
	05.04.23	Supervision		
	14.04.23	External supervision with Line Hvingel (KL)		
	19.04.23	Supervision		
	20.04.23	Feedback from Jacob Bjerre		
May	24.04.23	Meeting with Vesterhimmerland Kommune		
	01.05.23	Pin-up 2		
	07.05.23	Site exploration 4		
	08.05.23	Supervision		
	25.05.23	Submission		
June	13.06.23	Exam		

Methodology

The methodology of this thesis can be separated into two phases; the developing phase, when the strategy is still fictive, and the implementation phase, when the strategy becomes factual after the thesis. Throughout the first phase a variety of methods have been applied in order to adequately be able to answer the problem that this thesis seeks to answer. The two phases will be described shortly, with the purpose of addressing how and why they compliment each other and to what extent they have influenced the overall process of the thesis. Furthermore, the purpose and use of the specific applied methods will be explained, in order to unfold how they contributed to the final conclusion of the thesis.

Throughout the development of this thesis, two main approaches have been developed and applied; working 'from above' and working 'from below'. These approaches emerge from top-down and bottom-up, since these would have been ideal to make use of in the different scale the strategy operates within. Given that the use of top-down and bottom-up are very extensive and resource demanding, due to the degree of involvement from local actors, it was decided to leave out this approach in the implementation phase, as it would have been half-hearted and with no respect to its applicability given the time scope of this thesis. Therefore, the approach of top-down and bottom-up is to be applied by the municipalities in the implementation phase, when translating the strategy into concrete interventions. In this phase, there will be a longer time span and the internal knowledge from the municipalities will be beneficial in relation to the involvement of local actors.



III. 5 // Process of the thesis

The developing phase

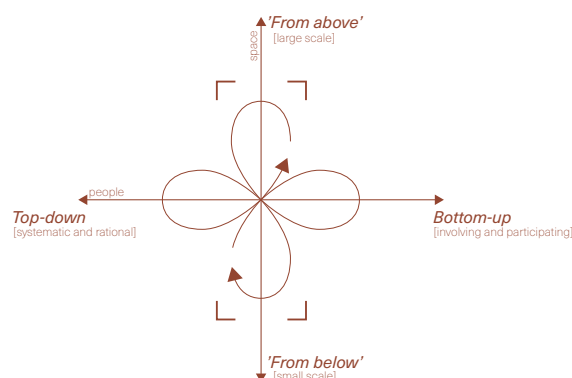
In the developing phase the strategy has been developed through a shift between working 'from above' and working 'from below'. The terms 'from above' and 'from below' should be seen as scaled based approaches, where the work 'from above' relates to a large scale and the work 'from below' relates to a small scale. The purpose of combining the two is to address the importance of understanding the bigger picture in relation to connections, relations and coherence as well as the role of small local physical conditions that exist within the bigger picture. The developing phase starts from above with the perspective of theories and tendencies, where Limfjordslandet within Limfjordsregionen afterwards was chosen as an area of interest. From this the experiences and impressions of semi-structured explorations 'from below' shaped the initial strategy, which afterwards was qualified 'from above' through new structured explorations 'from below'. In order to test the strategy, areas of influence, impact and interventions were chosen in order to be able to exemplify three interventions as inspirational projects 'from below' with the purpose of presenting the strategy 'from above'.

From below [own term]

*Experiencing and unfolding through field studies from the perspective of **the small scale** with the purpose of being able to understand the feeling of place.*

From above [own term]

*Understanding and investigating via desktop analysis from the perspective of **the large scale** with the purpose of being able to understand and imagine the future of the bigger picture.*



III. 6 // From above and from below

The implementing phase

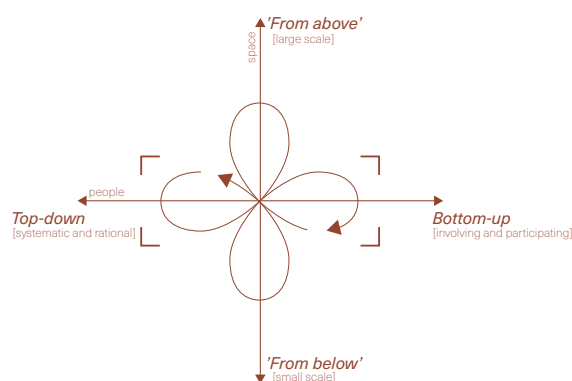
In the implementing phase when the strategy is handed to the municipalities, the intention is that the approaches of top-down and bottom-up will be applied in order to translate the strategy into concrete physical interventions that are locally anchored. By combining the application of both top-down and bottom-up approaches, the aim is to establish a cooperation between the municipality and the communities within the area of impact and furthermore to reduce the limitations of each approach. The strategy will hereby be implemented through a bottom-up approach regarding interventions and evaluation of the interventions in relation to the overall strategy that will take the perspective of the top-down approach. By continuously doing so in each municipality, the strategy becomes a process and a tool that generates projects rather than a finished product.

Top down [existing term]

*A **systematic and rational** planning approach on the 'top level' that uses planning standards in a regional and strategic context (Pissourios, 2014).*

Bottom-up [existing term]

*An **involving and participating** approach on the 'bottom level' that addresses certain needs, problems and expectations in the planning process in a local context (Pissourios, 2014).*



III. 7 // Top-down and bottom-up

Phenomenology



The approach of phenomenology has been applied in order to experience the sensory conditions of the small scale 'from below' first hand; to see, to hear, to feel and to smell. This approach is related to the physical and visual environment and was afterwards translated into concrete data in the form of mappings. From this method a coherence between the varying scales was achieved.

Explorations



An explorative approach has been the primary method in relation to experiencing and unfolding the characteristics of Limfjordslandet 'from below'. Through driving around by car, stopping, and walking around on foot, making detours and taking different routes according to interest and curiosities, various new readings of the land were made and established. The explorations can be separated into structured explorations, where the entire route and stops were planned beforehand, and semi-structured explorations, where only part of the route and a number of stops were planned beforehand and the rest was based on intuitions and interests. The initial explorations were semi-structured and the qualifying explorations were structured.

Mapping



The method of mapping creates the overall understanding of a place through a summary of the spatial characteristics. The use of mapping can be separated into two parts: objective desktop mappings 'from above' and subjective field mappings 'from below'. The two types of mappings are combined throughout this thesis to highlight the important findings that support the foundation of the presented strategy.

Interviews



Semi-structured expert interviews in the shape of email and phone interviews, Microsoft Teams interviews and physical interviews have been applied in order to gain knowledge from external professionals. The interviews were kept open and semi-structured in order to let the respondent shape the interview from their existing knowledge.

Case studies



Two cases have been investigated in order to understand the real-life settings of inter-municipal collaborations in a scale similar to Limfjordsregionen. The strengths and weaknesses of the plans in relation to collaboration, content, implementation and development are discussed and reflected upon in relation to the thesis.

Photography



Photography has been used as a collection of data that gathers the overall understanding of a place in relation to the reproduction of images that occurred at a certain place. In the case of this thesis the purpose of using photography as a method has been to enable a content analysis based on the images and hereby gain an overall understanding of Limfjordslandets physical appearance. There were two approaches to the photography one being the planned where preselected elements were being documented and the other being spontaneous in the moment and place.

Literature review



From a research perspective, a literature review has been conducted with the purpose of being able to investigate the topic of regional design and planning with a strategic perspective as well as the role of design within this scale. The literature review has been essential for the theoretical chapter of this thesis; a state of the art paper that gathers and discusses the topic of regional futures.

Comparative analysis



A comparative analysis of several locations in Limfjordslandet has been made in order to address differences and similarities with the purpose of being able to categorise and set up guidelines and actions that relate and suit specific areas.

Strategic planning



The approach of strategic planning has been applied in order to deal with the issues that really matter and to ensure implementation of the strategy. From this a number of decisions and choices have been made in order to address their importance, since it is impossible to do all that needs to be done. The process of using strategic planning has primarily revolved around decision making in order to seek the structural responses to the problems and challenges that are most important (Albrechts, 2004).

Spatial imaginaries



Spatial imaginaries are in this thesis converted into a presentational method with the purpose of creating visual and performative representations of Limfjordsregionen from an analytic and synthesising perspective. By doing so, complexities are reduced, identities are shaped and an imagined region is evoked (Institute for Transnational and Spatial History, n.d.).

Scenario planning



Scenario planning is used as a spatial tool in order to tackle times of uncertainty and complexity in relation to the long time span of the strategy. By doing so, a set of possible futures are designed to overcome the uncertainties that lie ahead (Stojanović et al., 2014). This thesis addresses short-term and long-term approaches in relation to scenario planning.

Aims and objectives

This thesis has from the beginning aimed towards investigating the problem statement presented on the following page. Although being a very open question it comprises the underlying curiosities and approaches that has been the driving force behind the thesis. In order to work with the problem this thesis has both an overall aim and an appertaining aim.

The overall aim of this thesis is to investigate the role of regional design and planning in a Danish context in order to understand the tendencies and issues that has led to and been a result of the national structural reform implemented in Denmark in 2007. This reform resulted in a gap between the municipal and national levels that left the regions with no statutory power within spatial planning in the Danish National Planning Act (Galland 2015).

From this, the thesis aims to investigate 'region' as a term theoretically in regards to its different aspects and how it relates to both planning and design. Within this, the thesis aims to challenge the role and capacity of urban design in terms of scale and perception of the matter.

The appertaining aim emerges from hypothesising that the above curiosities can be investigated through strategic spatial regional design as a part of elaboration upon what strengths and limitations there are to be found within informal planning. In this thesis it has been chosen to do so, by developing a coastland strategy for Limfjordsregionen, which spans over two regions and ten municipalities that share the coastline of Limfjorden.

The objectives dealt with throughout the thesis emerges from the broad problem statement as well as the underlying curious critiques, and are stated as:

► **The definition and importance of 'region'?**

To investigate the regional level within and outside the Danish Planning Act regarding its changing role from formal to informal planning to challenge the definitions of 'region' in regards to strategic planning and regional design as a tool. This is to be done from an analytical view of the Danish political system and with a literature review in relation to theory of the matter.

► **The strategic work and urban design?**

To develop a case as a strategy for a cross-geographical-border collaborating network of municipalities within Limfjordsregionen to explore development with a common identity with the purpose of strengthening and establishing a cohesive brand from the point of view of design. This is to be done through exploration of the existing conditions of the area on multiple scales.

► **The shift in scale and perception?**

To produce a coastland strategy for Limfjordslandet through a methodology of shifting between 'from above' and 'from below' to utilise the limitations and strengths of both approaches. This is done in order to address the importance of scale and applicability in the context of informal regional strategic planning and design.

“Urban design is based on the idea of competition and particularly on creating attractive public spaces [...]. Planning is based on the idea of the directive. Regional design requires both and positions itself within this continuum: a multitude of competing ideas but at the same time directive power of one strong shared narrative”

Gillard et al. (2020), p. 56

***How can regional design bridge the gap between
the national and municipal administrative levels
in spatial planning?***

Literature studies

The following chapter presents the primary theoretical backbone of the thesis, in the form of an academic paper. The aim of the paper is to serve as a stand-alone academic contribution to the ongoing discussions within various professions and their conceptualisation of regions, as well as constitute the theoretical basis for the subsequent chapters. The paper shares its main title with the thesis itself, as it too embarks on appointing a new regional perspective. However, where the thesis does so through the case of Limfjordslandet, the paper pursues to do so through a reimagining of regions concerned more with how to understand and work with individual regions rather than collecting them under the same 'umbrella's' and definitions. Moreover, the concept of 'regional design' is proposed as a promising position, as regional design, through the deliberate usage of spatial imaginaries, offers a suitable framework for planning regional futures at a scale fit for the challenges threatening future regions.



“[...] regional design is the missing part of the overall regional development practice whose transformative capacity is based on its ability to imagine spatial futures. This argument is supported by comparing the regional scale to the urban scale and the complementary natures of urban design and urban planning”

L. Gilliard et al. 2020, p. 56

PAPER

Towards a new regional perspective

Reimagining regions from the perspective of regional design

Keywords: Regions, regional planning, regional design, spatial imaginaries, strategic planning, regionalism, scale

Authors: Fredrik Busk, Anna Nurup & Camilla Wolder

Abstract

This paper unfolds the concept of 'region' in regards to its definition, planning and future. The term is heavily used and widely debated within various professions which has blurred its original denotation and rendered it essentially meaningless. With a frame of reference in Danish statutory planning, where the level and scale of 'region' has undergone significant changes over the years, this paper seeks to contribute to the debate of the future role of the region through a state of the art assessment across different partaking professions, discussions, and positions. By scrutinising selected prevailing and pertinent arguments from the fields of geography, planning, and urban design, the paper seeks to underline the importance of the role of regions across multiple fields. **Most notably, the argument of regions as fluid and varying processes with spatial forms capable of 'hardening' and 'softening' is pointed towards as a key trait of future regional conceptualisation. Furthermore, the influence of spatial imaginaries in the context of 'regional design' is not only acknowledged, but encouraged as a complimentary visionary practice to planning.** Lastly, the paper concludes with an assessment of its findings, pointing towards a new regional perspective that through the use of spatial imaginaries and regional design, is accustomed to the mixed and the many future regions, which will be needed to address the countless interconnected challenges at a corresponding scale.

Introduction

As the title implies, the following is an endeavour towards appointing 'a new regional perspective'. With that being stated, a clarification of the understanding and meaning of new in this context is provided, as well as why a new perspective is even needed in the first place. Firstly, the paper seeks to form a new perspective, as it embarks on shedding a hopefully different light on the various scholarly denotations and discussions across the partaking professions engaged with the conceptualizations of regions. And secondly, a new perspective, as the paper additionally can be seen as a 'call to arms' from the background of urban design, for fellow urban designers, planners, and architects to partake and contribute to and in these discussions, in hopes of it providing a rekindling of the transformative, spatial, and imaginative characteristics of the region. But first, what links urban design with concerns of the region?

In a frantic age of both urbanisation and globalisation, factors such as sufficient infrastructure, climate adaptation, land-use and management exceed the urban and metropolitan boundaries, in which urban design typically confines itself within. As more and more cities of today surpass the metropolitan scale, forming what is known as city-regions, solutions to these factors will need to be found within a corresponding scale (Neuman et al., 2018). Within planning, the regional, regarded as the administrative level between the national and the local administrative levels, has historically served as a means of addressing regional problems, usually within a corresponding institutional level. That being the case, *"technology and climate change, global trade and world social mobility, occurring rapidly and disruptively, have all made the task of institutionalised and siloed regional planning a difficult endeavour"* (Harrison et. al., p. 16). The very factors that threaten the expanding bounds of the urban fabric thereby seem to be the same as those challenging how regions are being planned. This indicates a shift not only towards a more similar scale, but also towards common global and national interests, as the urban simultaneously transcends the local as regional planning cannot suffice the pace in which this occurs.

The main argument of this paper is that regions should not only be planned, but also designed. In support of this argument,

the resurging concept of regional design is discussed to assert if *"regional design is to a region as urban design is to a city and architectural design is to a building"* (Neuman et. al. 2018, p. 1303). Before that can be done, however, the concept of region is unfolded. The following section leads off with the question of *"what is a region?"*, presenting its definition and origin through an unfurling of various linguistic conceptualisations of regions. Subsequently, three isms of regionalism are introduced, to indicate how the perception of regions and regionalism has changed over time. Afterwards, the role of regional planning is reflected upon, prior to venturing into the concept of spatial imaginaries and regional design as an addition to regional planning. Finally, the paper ends with a discussion and conclusion underlining reflective remarks towards further future regional research within the design field.

What is a region?

"In our fast-paced and volatile globalising world, regions increasingly take on multiple forms such that asking "What is a region?" has never been so redundant" (J. Harrison et al. 2021, p. 6). Regardless of this claim, the following section attempts to beg that very question. However, the focus will not be to simply answer what a region is, but instead unfold the underlying volatility and multiplicity of the meaning of the region historically, as well as what comprises a region today, in order to point towards a much-needed understanding of the future regional perspectives.

"The word 'region' derives from the Latin verb rego, which means 'to steer'. So, the original meaning of regio was linked to governance and not to delimiting space by border. Later, it became associated with regere, meaning 'to direct' or 'rule'"

(Van Langenhove. 2013, p. 475)

This indicates two starting points to be made regarding the understanding of regions.

Firstly, the region was in fact linked to its administrative and political attributes prior to its usage as a means of boundary (Van Langenhove, 2013). This exemplifies discussions and discourse of regions understood through an either-or perception, where both together are not possible, and the focal point is on what a region de facto is rather than working with their differences.

Secondly, albeit similar, a great emphasis can be put on the definitive difference of

'steering' and 'directing', as opposed to that of 'ruling'. This hints towards the region's capability of possessing varying strictness (Zimmerbauer, 2016) as well as a definitive relation to that of the region as a way of 'steering' typically in the form of regional planning (Harrison et al., 2020).

Despite its relatively forward Latin definition(s), the concept of regions is a heavily disputed subject across many fields and professions, where *"the number of definitions of regions is considerable and according to the field of research, definitions differ and even contradict each other"* (Van Langenhove, 2013). The ensuing segment aims to further unfold regions through linguistics, as well as establish a vocabulary for discourse of regions.

The language of regions

"There is thus a clear need for some conceptual clarification as regions and 'regionalism' have become not only topics of concern for policy-makers but also hot academic topics studied by scholars from many social sciences disciplines."

(Van Langenhove, 2013, p. 476)

In the article 'What is a region? Towards a statehood theory of regions', Luk Van Langenhove (PhD in Psychology) conceptualises the region in relation to its statehood capabilities, defining it through what it is not, that being a state (Van Langenhove, 2013).

According to Van Langenhove the first step is to develop an adequate definition of region that is rooted in how the concept as of today occurs in everyday language (Van Langenhove, 2013, p. 475):

"When people speak about regions, they always refer to a territorial space or to a certain characteristic of that territory. These regions can be small or huge. They can be part of a single state or be composed out of different states. They can be well defined with sharp boundaries or be fuzzy. Actually, it looks like virtually every part of the geographical reality can be called a region, even areas around a sea (e.g. the Mediterranean region)."

(Langenhove, 2013, p. 476)

As indicated earlier, this means that not only is the concept of region polysemous across its usage across different fields and professions, but also polysemous in its everyday usage. Supporting this, Van Langenhove underlines that *"regions are so much more than just geographic realities"*, arguing instead the concept of regions as being 'institutional facts': described as the portions of the world which are 'facts'

through human agreement, as: *"one can even say that it is not because regions exist that they can be talked about. It is because they are being talked about that they start existing!"* (Van Langenhove, 2013, p. 477).

Building on-top of this perception of region, Van Langenhove introduces a 'conceptual toolbox' in which regions can be thought of, by establishing the 'person-region metaphor'. The metaphor takes its departure not in the idea of regions as existing because they can be talked about and thereby humanly agreed on, but rather, the article itself embarks on defining a region through what it is not, that being a state (although possessing statehood properties). The 'person-region metaphor', similarly utilising the suffix of 'hood', offers a method of distinguishing and describing regions through what they are not, that being a person. In doing so, the concepts of regionhood, regionality and regionification are introduced as a notion aimed at refining the conceptualisation about regions, through thinking of regions as being possessive of attributes normally unique to a person. *"In the English language the suffix-'hood' refers to what distinguishes something from something else"*, thereby implying the train of thought that regionhood is what sets a region apart from non-regions: *"[...] all regions have regionhood, but there exists many types of regions [...] and regions within the same category can still be very different"* (Langenhove, 2013, p. 497). This implies that even though all regions possess regionhood, regions can be set apart through their differences, underlining their individual regionality. Furthermore, regionification is thus a discursive process in which entities not typically associated with regions, both geographical and non-geographical, are ascribed or referred to as a region (Langenhove, 2013).

The isms of regionalism

Equipped with these neologisms, three regional isms are unfolded to determine how regionhood and regionality in the form of regionalism have been a subject to change throughout time, described through the analytical distinctions of varying regionalisms.

"Regions have been conceptualised recently as increasingly relational and highly networked, and they are increasingly regarded as distinctively 'soft' spaces, which have at the most, 'fuzzy' boundaries"

(Zimmerbauer, 2017, p. 178)

The terms 'relational', 'soft' and 'fuzzy' are attributes of what Kaj Zimmerbauer

(PhD in Geography) denotes New regionalism in his chapter 'Regions, Regionalisms and Identities - Towards a Regional Mess' published in 'Reanimating Region'. These terms are described as exhibiting a corresponding opposite or counterpart, in the shape of a distinctive other. Relational as opposed to territorial. Soft versus hard. Or fuzzy as the opposite of clear or definite. New regionalism can be argued to be the result of distinction as well, framed as the response to Old Regionalism, as a means of utilising *"analytical distinctions in order to gain a better understanding of regions and their transitions"* (Zimmerbauer. 2017, p. 179), implying the ability of regions themselves as subject to transition or change over time, as well as a shift within the general thinking of regions. Old regionalism refers not to the 'soft' and 'fuzzy', but the 'hard' and 'strict', once again supporting the point of a region as a means of 'ruling'. Altogether, their spatial form, means of organisation, agency, purpose, time, and scale focus, juxtapositions old regionalism and new regionalism' as very separate competing regionalisms. Nonetheless, *"while old regionalism has served as a lens through which to interrogate newer regionalisms here, it is, significantly, not argued to be an intrinsically regressive category"* (Zimmerbauer. 2017, p. 189). The distinction is instead provided as a means of understanding the co-existence of new and old regions and the issues with their commensurability and more importantly, incommensurability, as *"[...] it is the tensions and contestations between different conceptualisations and understandings of space that are key to understanding the*

nature of regions." (Zimmerbauer, 2017, p. 180).

"To respond to these issues, it is useful to conceptualise regions as processes. This means that transformations of regions over time are acknowledged: they become institutionalised, re- and de-institutionalised, usually with respect to more general socio-spatial restructuring processes."

(Zimmerbauer, 2017, p. 180)

Developing on this, just as space and personalities, regions and their 'regionalities' are subject to change over time, and capable of transitioning from fuzzy to clear and from soft to hard: *"[t]hrough these processes, regions 'solidify' or 'harden' to become uncontested parts of the acknowledged spatial structure"* (Zimmerbauer, 2017, p. 180). Subsequently, this means that regions not always remain hard, but are capable of softening as a means of dealing with the 'problem' of borders (Zimmerbauer, 2017).

This temporal and transitional dimension enables new soft regions to solidify and become more than 'regions on paper', as well as old hard regions to be rethought beyond institutional boundaries. These are the attributes not of old nor new regionalism. Rather, Zimmerbauer points towards a hybrid regionalism or 'new new regional geography'. One that is both relational and territorial, described also as being "penumbral". A penumbral region embraces the temporal aspect of the conceptualisation of a region as a process, as they, despite their often definite borders, only exist for a limited periods, yet remain in the background, and can be understood as 'shadow' or 'ghost regions' (Zimmerbauer, 2017).

	'Old regionalism'	'New regionalism'	Hybrid regionalism, 'New new regional geography'
Spatial form	Closed Hard	Open Soft	Relational and territorial "Penumbral"
Organization	Institutionalized	Project	Mixed
Agency	General population	Administrators and stakeholders	Interplay of activists and advocates
Purpose	Multiple Culture	Single Economy	Multiple, cohesion and competition
Time	Historically oriented Stable Old	Future oriented Fluid New	Palimpsest (layers of assemblages that vary over time)
Scale focus	Local and national	Supranational, global	Cross-scalar

Table1 // Analytical distinctions between different regionalisms (Zimmerbauer, 2017, p. 180).

"While they may not have confirmed administrative or legal boundaries, they have boundaries that are present in the public consciousness and in speech acts. Accordingly, they represent a kind of in-betweenness. They can be soft regions that are in the process of becoming hardened or – perhaps more typically – hard regions that become softened through the vanishing of layers of borders."

(Zimmerbauer, 2017, p. 188)

This in-betweenness and acceptance of variation over time is described through the metaphor of a palimpsest, as softened or deinstitutionalized old regions are never really 'erased' but remain and are partially visible and thereby limiting the space for new "penumbral" regions to form (Zimmerbauer, 2017).

'New new regional geography' in the form of 'hybrid' regionalism indicates a call for a break with the status quo, refraining from the 'siloed' either/or perception of regionalism and, rather, accepting and practically encouraging the dynamism of the mixed and multiple regionalities the future will hold. Furthermore, the conceptualisation of regions as processes facilitates regions as not only being capable of subject to change, but highly encourages it, allowing the concept of 'hybrid regionalism' to adapt more to the ever-changing of the modern-day world.

Regional planning is... dead?

Similarly, within the field of planning, scholars are pointing towards a break within the field of regional planning (Harrison et al., 2020). Going as far as declaring regional planning as we know it dead, as it does not sufficiently account for the intricacies of the future, John Harrison, Daniel Galland (PhD in Planning and Development), and Mark Tewdwr-Jones (Professor of Cities and Regions) argue that *"contemporary planning debates are too obsessed with the institutional planning frame and have become distracted from the changing content of the real-world picture."* (Harrison et al., 2020, p. 1). In the paper 'Regional Planning is Dead: Long Live Planning Regional Futures', Harrison et al. reassert the rationales of planning whilst repositioning the planner as both an enabler and orchestrator of planning regional futures.

"Regions are constantly in a state of flux and yet much of twentieth century planning was fixated with the ideal of all encompassing, geographically fixed grand plans."

(Harrison et al., 2020, p. 6)

This is but one of the many critical points made towards traditional regional planning, targeting both the way in which regions have been planned as well as the regional perception within planning that followed: *"Planners cannot assume the region in which, through which, or over which planning happens because the landscape is far more complex than ever before"* (Harrison et al., 2020, p. 6). As a result of these increasing complexities, Harrison et al. point towards a rethinking of regional planning as we know it, as *"[...] traditional forms of longer-term planning with fixed plans that required time to prepare and adopt are also likely to be a relic of regional planning, not relevant to today's needs"* (Harrison et al., 2020, p. 6), calling for both an altering of planning practice as well as its usual output.

Another critique in relation to regional planning, scalar rather than spatial, claims that regional planning historically has been largely contingent of the national and local planning levels, caught between the two and thereby rarely capable of appointing its own agenda, described as: *"the constant challenge for regional planning of fusing two fundamentally different rationales (national – topdown – interregional vis-à-vis local – bottom-up – intraregional) for its existence, both of which appear contradictory"* (Harrison et al., 2020, p. 7).

To meet this challenge, it is proposed to acknowledge the world not for and through what it once was, but as it is right now, in order to be able to plan accordingly, redirecting attentiveness *"back toward the content of the picture rather than the institutional frame which we have become increasingly fixated with"* (Harrison et al., 2020, p. 11)

In quest of this, in the nature of the initial definition of the origins of region, a reassessment of the purpose of regional planning is made, detaching it from its governmental structure and reiterating its capability of 'steering':

"[...] as soon as regional planning gradually institutionalised through standardised nationally-imposed frameworks and forms covering larger administrative areas, planners lost some of the raison d'être for having regional planning. Planning forgot that regional planning was meant to be there to serve a wider purpose, rather than to see it as just another administrative tier of institutional forms and one-size-all responses."

(Harrison et al., 2020, p. 13)

Borrowing from the vocabulary of Zimmerbauer and his distinction of New Regionalism, modern-day regional planning practice could profit from a substantial amount of 'softening' and 'deinstitutionalisation', as the region within planning is argued to be more of an administrative tier rather than an actual form of governance. In line with the conceptualization of regions as processes (Zimmerbauer, 2017), Harrison et al. point towards a more pragmatic practice, in which "[r]egional planning would not take on a static form, but rather become a fluid and changeable process, a continual cycle of regional study, that brings focus to the regional picture" (Harrison et al., 2020, p. 20). This would afford the necessary adaptiveness and agility to the needs of individual regions, as well as a sensitivity to place-specific tendencies (Harrison et al., 2020). *"The content of the regional picture needs to be captured systematically, and presented visually and accessibly to wider audiences"*, requiring an effort to not only involve and activate all intricate actors, but also the effort to broaden the output and its presentation to not only the planners, but also to who is planned for (Harrison et al., 2020). **Notably, the ability of visualising regions in other means than through the medium of a traditional two-dimensional map is emphasised as of great significance when planning regional futures.** In doing so, various analogue and digital mediums are denoted with a common denominator of being capable of conversing spatial change through both visual, written, and verbal as well as analytical depictions (Harrison et al., 2020), thereby stressing both analysis and synthesis when engaging with future regions.

"The role of planning in addressing regional place-specific needs, rather than the future form of regional planning, is the terrain on which planning regional futures should be debated" (Harrison et al., 2020, p. 27), underlining the importance of applicability and implementation of future scholarly discussion amongst planners, if regional planning as we know it has become outdated.

"To survive, planners and planning must adapt to a world comprising the unplanned – and decidedly messy – configuration of multiple, overlapping, competing and contradictory spatial imaginaries."

(Harrison et al., 2020, p. 6)

Imagining regions through spatial imaginaries

Building on this, **if the future of the region lies not within regional planning, maybe**

the key to planning regional futures is the ability to envision, imagine, and visualise? In the following discussion, the concept of spatial imaginaries, as Harrison et al. briefly remark on, is introduced in an effort to appoint not to a substitute for regional planning, but to a complementing new methodology, possessing an imaginary and transformative capacity that current regional planning falls short of.

Spatial imaginaries and their effects have been vastly conceptualised and theorised especially within human geography (Watkins, 2015). In Josh Watkins' (Phd in Geography) 'Spatial Imaginaries in Research in Geography: Synergies, Tensions, and New Directions', a point is made towards pinning-down and compiling the various types of spatial imaginaries, as he clarifyingly argues that they can be divided into three types: of imaginaries: places, idealised spaces, and spatial transformation (Watkins, 2015). Like the 'person-region metaphor', spatial imaginaries possess a linguistic perspective. Watkins states that they too can be described as *"stories and ways of talking about places and spaces that transcend language as embodied performances by people in the material world"* (Watkins, 2015, p. 509), existing as collectively shared ideas about places and spaces (Watkins, 2015), not different from the earlier presented argument put forward by Langenhove, who argues that regions too, own their existence to their discourse and the fact that they are talked about (Langenhove, 2013). **Spatial imaginaries are argued to even transcend linguistic representation, as they are not only representative, but also performative, setting themselves apart from social imaginaries by being related to spatiality,** which social imaginaries not necessarily need to (Watkins, 2015). Strongly related to the concept of 'otherings', which utilises hierarchical categorization to signify something as correct or normal and thereby anything varying from that as less normal (Watkins, 2015), spatial imaginaries rely on the standpoint that *"people, places, or ideas are naturally different"* (Watkins, 2015, p. 511), a distinctive trait comparable to that within regions, in the form of possessing different regionalities and regionhood, as well as deriving from different forms of regionalism.

This is also the case when discussing the first of the three types of spatial imaginaries, as **place imaginaries interpret a space characterised by difference, distinguishing it from others through its bounds and ima-**

ginarities characteristic to that given place.

Examples of this could be Scandinavia, Copenhagen, or Denmark, and are usually geographically bound. These can be told apart and further distinguished through the concept of idealised spaces that on the other hand relate not to a specific place, but rather a conceptualisation of space, e.g., the open land, developed country, or metropolis (Watkins, 2015, p. 512), in which various geographical places can be described as or through. Lastly, “[p]lace and idealized space imaginaries often include narratives of how places have, should, or deterministically will evolve through generalized processes of spatial transformations” (Watkins, 2015, p. 513). Examples of this third type of spatial imaginary include globalisation, centralisation, or depopulation (Watkins, 2015, p. 512), and revolve less about the actual processes of these, and more with them as understood and generalised understandings of change and thereby possible outcomes of the future.

The three types are furthermore unravelled in the form of an assessment of four different positions on spatial imaginaries: spatial imaginaries as ‘semiotic orders’, as ‘worldviews’, as ‘representative discourse’ and as ‘performative discourse’.

The latter of the four is conclusively emphasised and argued as the best means of understanding spatial imaginaries (Watkins, 2015), the reason being:

“Performativity justifies analysis of how material practices themselves communicate, create, and change spatial imaginaries, whereas researching spatial imaginaries as representational discourse, worldviews, or semiotic orders limits empirical verification to linguistic mediums. Thus, inquiries into language, texts, and images are complimented by analysis of material practices ‘living’, ‘citing’, and ‘reiterating’ discourse.”

(Watkins, 2015, p. 518)

Here, Watkins appoints to the significance of analysis in support of synthesis, arguing for performativity as a means of understanding how spatial imaginaries influence material practice and thereby our geographies via analysis of how spatial imaginaries embody and become spatial, thereby anew forming, and shaping both new and existing spatial imaginaries (Watkins, 2015), including that of regions.

From regional planning to regional design

In the article ‘The resurgence of regional design’ by Michael Neuman (Professor of Sustainable Urbanism) and Wil Zonneveld

(Professor of Urban and Regional Planning), ‘regional design’ is unfolded as a topical resurging strategy and tool for spatial management with roots in urban design and spatial planning (Neuman et al., 2018). The publication ‘Shaping Regional Futures’ (2020) edited by Valeria Lingua (Associate Professor in Urban and Regional Planning) and Verena Balz (Assistant Professor at Department of Urbanism), collects positions and perspective’s building on the notion of how we are to shape regional futures, including various conceptualisations on regional design and its relation to spatial imaginaries.

In Verena Balz’ and Wil Zonneveld’s chapter ‘The Institutionalisation of a Creative Practice: Changing Roles of Regional Design in Dutch National Planning’, regional design is addressed as being particularly interconnected and dependent on the concept of spatial imaginaries (Balz et al., 2020), as well as to design thinking, as *“[d]esign thinking is said to engage with holistic wholes and complex interdependencies among parts, which turns the practice into an exploration of problems by means of imagined solutions”* (Balz et al. 2020, p. 28).

The chapter ‘The Transformative Capacity of Regional Design’ by architects and urbanists Lukas Gilliard, Fabian Wenner, Alain Thierstein, and Nadia Alaily-Mattar argues regional design to be *“[...] the missing part of the overall regional development practice whose transformative capacity is based on its ability to imagine spatial futures”* (Gilliard et al. 2020, p. 56). This argument is supported through not a distinction between, but a comparison of the scale of the region and the urban, as well as the complementary natures of both urban design and urban planning practice (Gilliard et al. 2020):

“Urban design is based on the idea of competition and particularly on creating attractive public spaces—waterfronts, cultural sites and squares—that render a location more visible, more legible and more attractive than other locations catering for a similar, or even the same, audience. Planning is based on the idea of the directive. Regional design requires both and positions itself within this continuum: a multitude of competing ideas but at the same time directive power of one strong shared narrative.”

(Gilliard et al. 2020, p. 56)

Regional design can be understood as a reaction to the tendency of physical components planned through strategic design at the regional scale actually being inte-

grated and implemented to a much lesser degree, than through design in cities at the urban scale (Neuman et al., 2018). Neuman argues this to be caused by the infrequent presence of conditions of governance supporting more strategic and holistic approaches at the regional levels (Neuman et al., 2018). However, while this may be the case, most scholars conceptualising regional design stress that it should not be seen as something aimed at replacing planning (Gilliard et al. 2020; Neuman et al., 2018):

“Regional design focuses on the spatial – that is, physical design, which is visualised by maps, physical plans and designs. At the same time, regional design is related to and at the same time distinguished from (1) spatial planning (as practised in Europe), (2) strategic planning, (3) spatial strategies and (4) strategic spatial planning.”

(Neuman, 2018, p. 1298)

Strategic in nature, regional design is argued to inherit the ‘transformative capacity’ lacking from statutory regional planning (Gilliard et al. 2020), while also being capable of producing and heightening institutional capacity, denoted as a form of ‘interstitial planning’ (Neuman, 2018), positioning itself as intermediary:

“In this interaction, regional design as a process of construction, clarification and vision-sharing does not replace statutory planning, nor any other strategic planning model, but represents the moment of interchange between these two dimensions, by establishing indicative frameworks, images and visualisations of the territory that are functional to the interaction between institutions and stakeholders involved in a territorial project. It is the moment in which images “travel” from one level to another, from soft to hard governance and vice versa, and this “travelling” process can change spatial imaginaries about the region and its future.”

(Lingua, 2020).

This means that regional design is not only argued of being capable of changing regions through spatial imaginaries in the scale of the region, but also capable of changing the regions themselves (Lingua, 2020), similar to the performativity appointed by Watkins in relation to spatial imaginaries (Watkins, 2015), as regional design: “[...] takes into account spatial parameters to undertake both analysis (understanding the problematic) and synthesis (formulating spatial solutions) at the regional scale through the use of a wide range of spatial imageries” (Neuman et al., 2018, p. 1298). Based methodologically on ‘design thinking’, regional design can similarly be seen as a practice of engaging with complex interdependencies through investigations

and suggested solutions through imagined solutions, that in the nature of design, also means acknowledging that different solutions exist for different challenges (Gilliard et al., 2020; Balz et al. 2020), asserting an aspect of strategic multiplicity as well as recognising the region as an ongoing process as opposed to a final product.

A critical aspect of current regional design practice is its disruptiveness, which according to Neuman et al. stems from its very stance as being a design discipline. As these typically account for a specific region’s physical form, Neuman et al. argues that: “[...] to be comprehensive and thus disruptive, they must take into account the fluxes generated by social and economic processes in and through the region” (Neuman et al., 2018, p. 1304), thereby transcending the scope of the specific region. Moreover, another aspect of practised regional design and its argued ‘disruptive nature’ lies within its acknowledged intellectual history and diversity. Most scholars seem to agree that the future of the region cannot be appointed to be the task of a specific profession alone (Neuman et al., 2018; Gilliard et al., 2020; Harrison et al., 2020), given that the challenges facing regions, more than ever, are: “complex, multi-layered and intertwined; all with spatial and processual ramifications at the regional scale, and with important impacts on actions and conditions at other scales of territory and levels of government” (Neuman et al., 2018, p. 1307). While this may be the case, ongoing regional design practice in different parts of the world is critiqued for too often emphasising aspects traditionally involved with the underlying design practice concerned with the region:

“[...] in the Netherlands, it has been common, though not universal, that landscape architects are those who lead in the design of the region, which results in the emphasis on land, landscape and water; that is, ecological factors [...] In the US, it tends to be urban designers and urban planners, and in Spain and Italy it is architect-planners.”

(Neuman et al., 2018, p. 1304).

This stresses the point that the complexities of the region must be solved interdisciplinary, as “[...] regional design needs to be practised collaboratively to think about the future of regions, involving experts from various disciplines and local actors. Integrating design with regional governance requires an interdisciplinary approach” (Gilliard et al., 2020, p. 57), which also calls for an awareness of the involved and underlying practices and their potential politi-

cal influence on the region and its associated spatial imaginaries.

Regional design can be practised as an activity across the boundaries of multiple disciplines, where design as a methodology is what bridges the disciplinary boundaries (Gilliard et al., 2020), but only, if an awareness can be ensured of its associated usage of spatial imaginaries and an interdisciplinary basis can be formed.

Conclusion – A new regional perspective

The aim of this paper has been to contribute to the discussion and conceptualisation of regional design and spatial imaginaries amongst participating professions, and moreover, to open and introduce the concept to the current and future practitioners of regional design, serving as a request to remember the places and the people who are planned for.

As the introductory sections suggest, much of past regional conceptualisation has been too concerned with asserting the differences between regions within their respective professions, and not with how to work with a concept of such varying definitive meanings, attributes, and roles. Moreover, in the light of future challenges, asserting the difference between old regional perspectives serves limited use in tackling new problems, as past frames of regions appear extraneous to the future image of the region. Spatial imaginaries and regional design, as a complimenting practice to regional planning, show promise in possessing the imaginative capabilities needed to shape regional futures capable of contending imminent regional problems.

bilities needed to shape regional futures capable of contending imminent regional problems.

The presented linguistic conceptualisations of regions in the form of the 'person-region-metaphor' as well as underlying attributes of the isms of regionalism seek to inform the discussion of not the correct conceptualisation of regions, but to inform how to describe their differences, providing a common vocabulary across disciplines for discussing the various ways in which to understand the concept of regions. Furthermore, the understanding of regions as processes in a constant state of flux provides a framework in which to both rethink and work with existing as well as future regions, as future regional practitioners must plan and design regions in a world comprising the unplanned.

The concept of spatial imaginaries has not only been of great influence of regions until now, but shows even greater potential for working with and shaping regional futures, if a sufficient transparency can be ensured, as its usage possesses a political potential to take cognisance of. In line with this, the practice of regional design as a complimentary methodology regional planning will be of great significance to how future regions will form and take form. Provided an awareness of the political nature and usage of spatial imaginaries through the practice of regional design, the concepts in unison hold great potential in a progressive method for establishing spatial regional futures.

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Sub conclusion 02

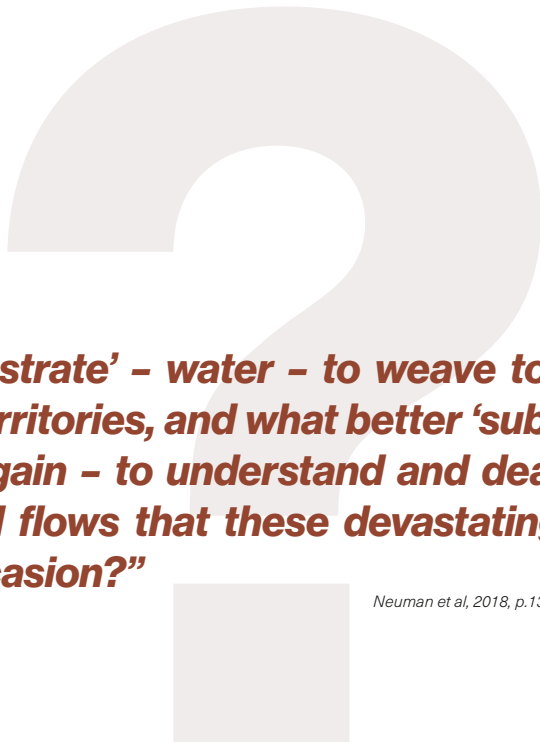
The theoretical framework adresses the need for a new regional perspective, which the case of Limfjordsregionen will be able to tap into. The findings stresses the importance of understanding a region such as Limfjordsregionen, which is based on a territorial geography, as a process more than a static product. The numerous types of regionalism calls for a shared common understanding of regions, which Limfjordsregionen is presented as an example of, given there is more than one solution. Furthermore it is concluded that a new take on scale, organisation, agency, purpose, time and spatial form can benefit the way Limfjordsregionen is planned and designed through both analyses and syntheses. The linguistic conceptualisations from the theory provide a useful vocabulary that will benefit the regional examination of Limfjordsregionen. Notably, the concept of spatial imaginaries and regional design stand out as being highly relevant in relation to further work, serving as toolkits for developing future regions through transformative imaginaries and images aimed at reimagining and envisioning Limfjordsregionen. From this the aim is to outline a number of the most important potentials and challenges in order to outline the problems and formulate spatial solutions.

Important findings

- 01** *Understanding the regions as a process compels and enables the region as both a means of analysis and synthesis.*
- 02** *Used consciously, spatial imaginaries serve as a compelling and progressive method for imaging spatial futures.*
- 03** *Regional design provides a robust framework and basis for engaging with designing regions.*
- 04** *Limfjorden and its surrounding municipalities can be understood as a territorial based region.*

Framework

The following chapter presents the framework for this thesis in terms of understanding the elements and physical conditions in Limfjordsregionen and Limfjordslandet. This includes a presentation of the different areas of significance for Limfjordsregionen followed by an overview of the administrations affecting the region and in relation to this, a presentation of two cases of cross administrative planning in a Danish context.



“What better ‘substrate’ – water – to weave together regional territories, and what better ‘substance’ – water again – to understand and deal with the temporal flows that these devastating natural events occasion?”

Neuman et al, 2018, p.1305

Introducing

Limfjordsregionen and Limfjordslandet

Limfjordsregionen consists of the ten municipalities that share the coastline of Limfjorden: Aalborg Kommune, Jammerbugt Kommune, Thisted Kommune, Lemvig Kommune, Struer Kommune, Holstebro Kommune, Skive Kommune, Viborg Kommune and Vesthimmerland Kommune. Within Limfjordsregionen lies Limfjordslandet as the coastal area of Limfjordsregionen. Limfjordslandet is the name chosen to describe the area of interest within this thesis meaning the area that is being comprehended in order to develop a coaststrategy for Limfjordsregionen.

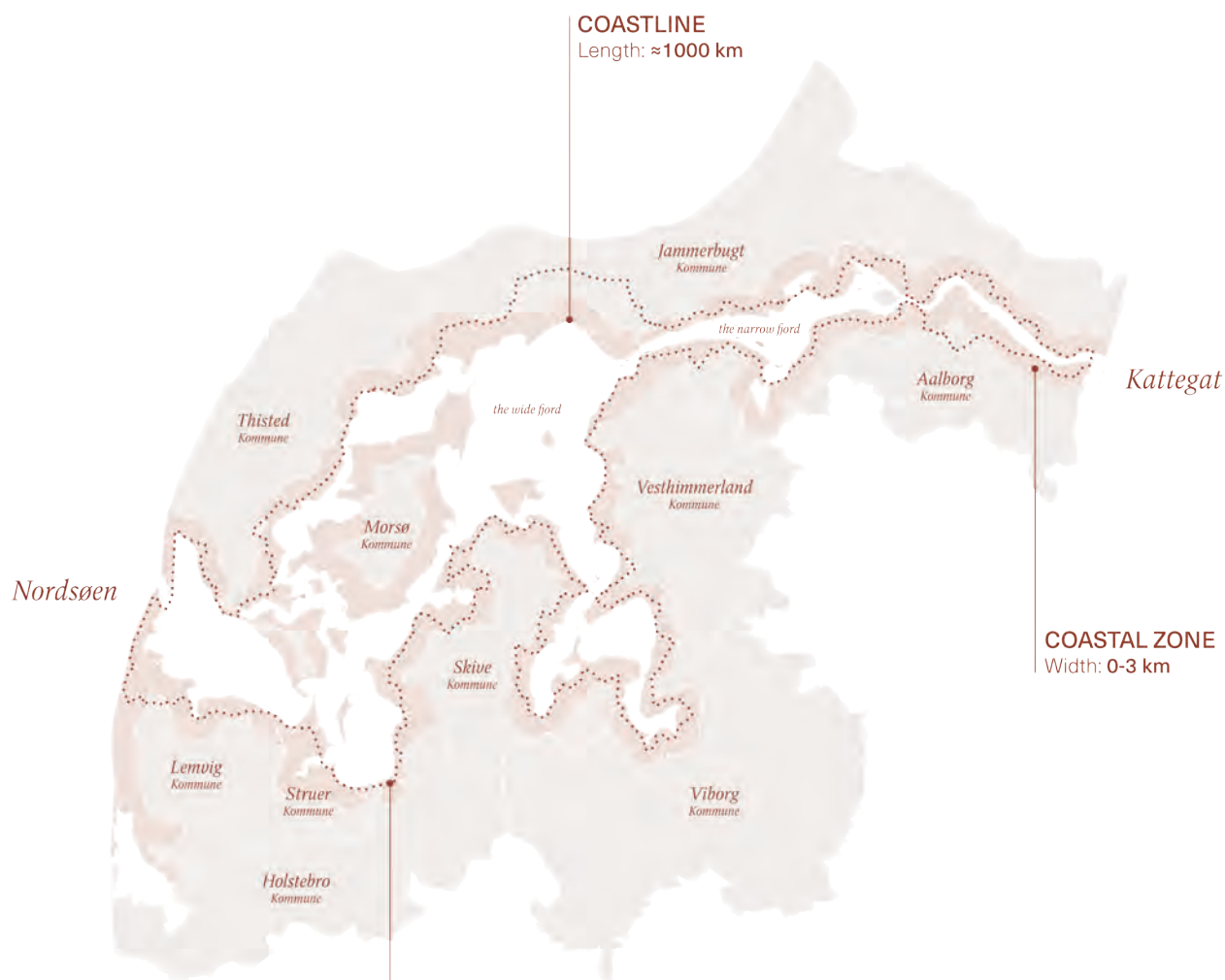
Areas of...

The area of interest of this thesis is Limfjordslandet as a selected part of departure for designing Limfjordsregionen. The term 'Limfjordslandet' is used in a broad sense in a selection of instances in relation to areas along Limfjorden, but does not have a precise geographical affiliation. Because of this, the area of interest is referred to as the common name, as it is suitable for the land that surrounds the entire Limfjord - and is not limited to be claimed by only fragments of it.

The geographical foundation for Limfjordslandet consists of three already existing elements:

- ▶ **The coastline of Limfjorden**
- ▶ **Kystnærhedszonen [the coastal zone]**
- ▶ **National bike route Limfjordsruten N12**





Ill. 9 // Limfjordsregionen and Limfjordslandet 1:900.000 ©

The coastline

The coastline of Limfjorden is approximately 1000 km long (Miljøstyrelsen, n.d.), although the water body only stretches approximately 180 km from inlet to inlet (Sarauw. et al., 2017). To the west it opens up to Nordsøen and to the east it opens up to Kattegat making it in fact not a fjord but a sound (Miljøstyrelsen, n.d.).

The coastal zone

Denmark has had regulations to protect the open coast since 1981 (Østergård et. al., 2007). Kystnærhedszonen is in english texts on Danish spatial planning referred to as the coastal zone (Østergård et. al., 2007) and therefore, this will also be the term used throughout this thesis. The coastal zone is not to be confused with the prohibition zone that defines the lines of beach protection and dune preservation meant for all who own land alongside the coast, and which is regulated by the nature protection law (Planinfo.dk, n.d.).

Instead, the coastal zone is a planning zone regulated within The Danish Planning Act described in Chapter 2a Planning within the coastal areas § 5a and § 5b (Retsinformation.dk, 2020) as it is of national interest that the coastal zone constitutes a high value of nature and landscape free of settlement and plant sites (Planinfo n.d.). The zone follows the entire coast around Denmark, including fjords and other big water bodies connecting to the different adjacent oceans, and takes form between the coastline and up to 3 km into the land. This does, however, include with local variations (Planinfo.dk, n.d.).

Despite it being regulated in the Danish National Planning Act, the function as planning zone is to be utilised by the individual municipalities, as the different municipal councils can pinpoint areas to be developed within the coastal zone as a part of the municipal plans or municipal planning strategy to regulate land use in the countryside (Planinfo.dk, n.d.), meaning the municipalities must define the specific use of the areas within the zone regulated on a national level. The Danish Planning Act § 5b describes the general regulations of the coastal zone, and in relation to the purpose of this thesis, the two following paragraphs are of significant interest and are therefore taken into account for the strategy:

"§ 5b. The following shall apply to planning in the coastal zone:

[...]

4) holiday and leisure facilities shall be located in accordance with coherent considerations arising from tourism policy and only in connection with existing urban communities or large holiday and leisure facilities

5) The access of the public to the coast shall be safeguarded and expanded"

Retsinformation.dk (2020), translation found in: Ministry of the Environment (2007), p. 8

The N12

"A national bike route is defined as a bike route that as a principle runs either north-south or east-west through several parts of the country with a length greater than 200 km. National bike routes are primarily intended for leisure cyclists which should play a part in the route work and the extent of service initiatives and attraction en route"

Definition of national bike routes Vejdirektoratet (2017) p.17 [translated]

Denmark was one of the first countries to establish a network of national bike routes with the first route, Hærvejen N3 [the Pilgrims Route] through the 'spine' of Jutland, being the first. Today the routes altogether make up well over 4000 km of cycling routes that connect the country (Dansk Cykelturisme, 2023 B). Ever since they have been an inspiration for other European countries and has been the example for the european bike route network EuroVelo (Vejdirektoratet, 2022) showing the international attraction of the concept.

The establishment of the network of national bike routes took place in 1993 in cooperation between Vejdirektoratet [the Road Directorate], Miljøministeriet [the Department of the Environment] and the Danish counties at the time (Mikkelsen, 2017 B). They were implemented with the purpose

of creating a coherent network of attractive bike routes, highlighting recreational experiences in the Danish cultural landscape and nature (Mikkelsen, 2017 A). In the beginning the network was targeted towards tourism, although the network focused more on connecting different parts of the country, nodes and bigger cities through more or less direct routes as opposed to attractions, sights and services targeted towards tourists (Mikkelsen, 2017 A). The end product was a compromise between the two that was seen as a traffic-related biking network regarding technical definitions and not as a commercial product (Mikkelsen, 2017 A).

Limfjordsruten N12 is one of the total of 11 national bike routes in Denmark. The route is 626 km long and divided into 12 stages (Dansk Cykelturisme, 2023 A). The stages are to be seen as suggestions for day-trips, and the duration is estimated from the distance and road conditions of the stage and are to be further elaborated upon in relation to who is travelling e.g. family with children (Berends 2023). This showcases how the national bike routes are beginning to be re-discovered and prioritised, which is a contrast to the previous years of their existence as the initiative for development fell between stools after the structural reform, where the planning of the national routes shifted from being a collaboration between the abolished counties and the national Department of the Environment to the municipalities (Mikkelsen, 2017 A; Mikkelsen, 2017 B). This is a missed opportunity, as Denmark possesses a great potential in competing with other European countries in regards to bike holidays. 60% of foreign tourists associate Denmark with biking, and of the foreign tourists that visit Denmark, 29% go biking during their vacation. For national tourists the number is 21 % (Mikkelsen, 2017 B).

In recent years, the conditions of the bike routes as well as their branding and availability in regards to information has been lifted, exemplified through the recent implementation of a collective webpage that was launched by Dansk Cykelturisme in April 2023 (Vejdirektoratet, 2022; Dansk Cykelturisme, 2023 B).

Administrations in action

The formal structures

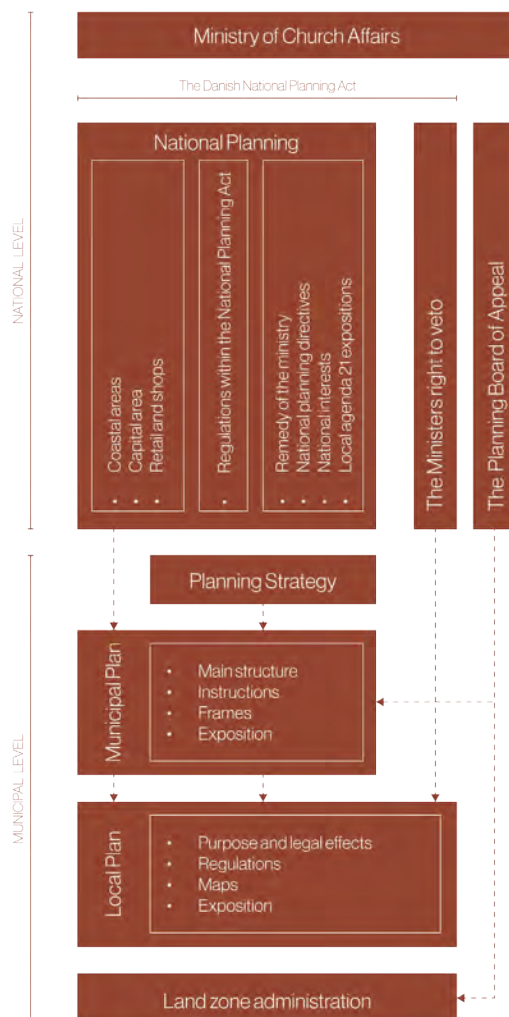
Given the size and scale of Limfjordsregionen, which covers a large area of the national scale, it is divided into different planning levels in the Danish Planning System. Denmark consists of three administrative levels: the national, the regional and municipal levels, the latter furthermore includes the local level (Post 2018). Limfjordsregionen consists of ten municipalities and two administrative regions. One region being Region Nordjylland that contains five of the municipalities: Vesthimmerland, Aalborg, Jammerbugt, Thisted and Morsø. The other region being Region Midtjylland that contains the remaining five municipalities: Lemvig, Holstebro, Struer, Skive and Viborg. Above the municipal level is the national administrative level.

Within the three levels, only two of them correlate with formal planning levels dictated by the Danish National Planning Act, these being the national planning level and the municipal planning level (Retsinformation 2020) concerning planning of the urban areas, summerhouse areas and the open land throughout Denmark (Post 2018). The principles of the Danish National Planning Act comes down to three concise points: decentralisation, framework control, and public participation (Galland et al. 2015). The first refers to the principle of broad political and social consensus to ensure the relationship between national authorities and municipal councils by delegating decision-making and responsibility to local governments (Galland et al. 2015). The principle of framework control means that planning decisions made at a lower level can not conflict with the planning decisions established at any higher level, which is ensured by dialogue and the right to veto between the levels (Galland et al. 2015). The latter principle of public participation is an important aspect of ensuring democracy and ensures that planning proposals at the local level are to be submitted for public debate before finally being adopted (Galland et al. 2015). The roles and changes of the different administrative levels are presented further in the following chapter 04 Analytical Foundation.

Since 2015 The Planning Act has been moved around between different ministries (Kragsteen et al. 2022). Firstly the act moved from the Ministry of the Environment to the Ministry of Industry, Business and Financial Affairs and later on it moved to Indenrigs- og Boligministeriet [The Ministry of Home Affairs and Housing and Building]. With the new government of 2022 the act has once again been moved this time to Kirkeministeriet [The Ministry of Church Affairs] (Kragsteen et al. 2022). This is criticised as it is no longer under the same ministry as Byggeloven [The Building Act] meaning that the laws for planning the open land and the building of the small scale has been separated (Kragsteen et al. 2022).

“We have been really pleased that the planning and building acts were in the same ministry. It makes a lot of sense that the two are close together because one can not solve matters in the large scale if one does not take into account the small [scale]”

Lars Autrup Arkitekt, MAA,
president at Akademisk Arkitektforening
(Kragsteen et al. 2022) [Translated]



III. 10 // Structure of the Danish National Planning Act

Inter municipal planning

The water

The coastline of Limfjordsregionen outlines the huge water body of Limfjorden, which is why the governance of the water is an important aspect of administrations in action. The quality, environmental conditions, and water-project management of Limfjorden is today handled by Limfjordsrådet [The Limfjord council], who seek to ensure inter-administrative collaboration to ensure initiatives that benefit the nature of the area surrounding Limfjorden and its hinterland (Limfjordsrådet, n.d.). The council is a political forum of members from the city councils of the 18 municipalities that have interests in Limfjordsrådet due to water connections in relation to Limfjorden (Limfjordsrådet n.d.). Besides the ten municipalities within Limfjordsregionen the municipalities of Limfjordsrådet are: Brønderslev, Herning, Hjørring, Ikast-Brande, Rebild, Randers, and Mariagerfjord Kommune.

Limfjordsrådet is a result of both international, national and municipal administrative levels, as they function as one of the 23 VandOplandsStyregrupper (VOS) [Water hinterland steering groups] that make up all of the combined land and water areas in Denmark (KL 2010). The water-hinterlands were decided upon by the Danish Department of Environment as a way of accommodating the directives provided by the European Union for all state members (Gudenåkomitéen, n.d.). On the national scale, the Department of the Environment supervises, measures and controls the overall national water planning, but the different constellations of inter-municipal collaborations has the responsibility of developing local and tangible planning that ensures the national water plans are realised (Limfjordsrådet, n.d.).

From a semi-structured interview with the council director of Limfjordsrådet, Jesper Hansen, it became clear that Limfjordsrådet stands out as a VOS. This is due to the fact that the strategic masterplans that Limfjordsrådet applies as internal tools are adopted by the city councils within each of the 18 municipalities. This means that the strategic masterplan is politically approved and is therefore a plan that all of the municipalities can work towards.

The tourism

The land around Limfjorden as well as (almost all of) the remaining area of Denmark has since 2020 been divided into 19 destination companies that since 2021 has been a part of the trade association Danske Destinationer (Danske Destinationer, 2021). Danske Destinationer was established in 2009 on behalf of former destination companies with a goal to add value to the destination companies means of developing the tourism in Denmark, branding and market the individual destinations as travel destinations. Today they represent a volume of tourism trade of 128 billion DKK equivalent of 97% of the yearly turnover in Denmark (Danske Destinationer, n.d.).

The new 19 destination companies are a result of a reformed erhvervsfremmesystem [promotion of trade and industry system] by the former national government in 2018 focusing on strengthened opportunities for access to and decentralisation and simplification of the promotion of industries in Denmark (Regeringen, 2018). This included “stronger destinations and better coherence in the tourism promotion initiatives” based on recommendations from The National Tourism Forum (Regeringen 2018). Before this, the tourism initiatives were based on small projects lacking collaboration, as it was made up by around 80 different actors (Regeringen, 2018). Of the new larger destination companies Limfjordsregionen is as of today, divided between five of the 19 destination companies, which will be unfolded further in the analytical foundation in the following chapter.

Sub conclusion 03.1

Limfjordslandet is a complex place within Limfjordsregionen as it is made up of many different elements and administrations. It surrounds one of the largest water bodies in Denmark and consists of ten individual municipalities divided between two administrative regions that share a part of the same coastline, make up pieces of the national coastal zone and contain segments of the same national bike route passing through the majority of them. This makes it an interesting case towards understanding how to design regionally within this complex scale, and imagine how it could exist in a future perspective. It is, however, also clear, that in order to understand the complexity of the different scales, Limfjordsregionen and Limfjordslandet need to be unfolded further both from above and below as well as investigating similar cases of inter-municipal planning and design is needed. This also includes thematics that are beyond the scope of tourism, which seem to be an area where the intermunicipal collaboration to some extent seem to be well established.

Since a focus on the environmental conditions of the water and its surrounding nature in an even greater area than Limfjordslandet is already established, this thesis will not include the water that makes up Limfjorden from an environmental point of view. Instead the water will be perceived as an element that provides recreational and branding value to Limfjordslandet, by addressing topics that are lacking in the agenda amongst the inter municipal collaboration in the area.

Important findings

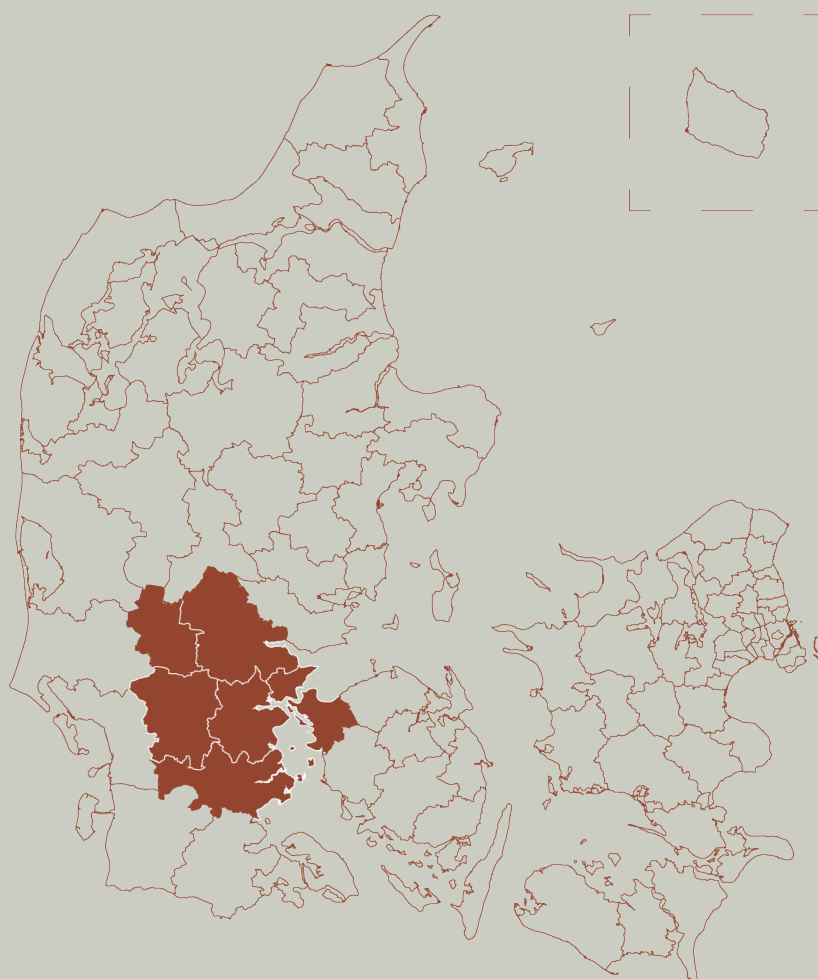
- 01** *The coastal zone around the Danish waters is not a zone for protection, but a zone for planning and all of the municipalities should work towards strengthening the public's access to the coast within this zone.*
- 02** *There is potential in using Limfjorderuten as an offset for the strategy as it ties Limfjordsregionen together and because there is a national interest and potential in facilitating bike tourism.*
- 03** *The water within Limfjorden and its hinterland is managed in a well functioning inter municipal collaboration, which showcases the strengths of inter municipal planning and highlights the need to do so for the land and coast of Limfjorden.*

CASE

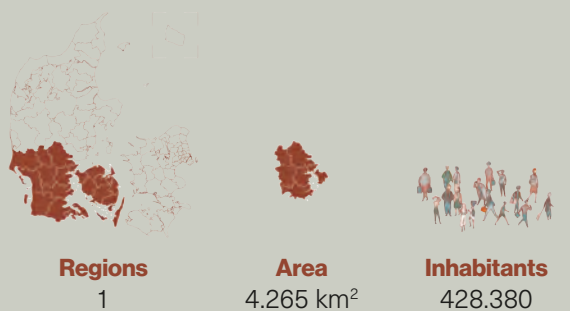
Municipal plan for Trekantsområdet

“When we work together on a joint municipal plan in Trekantsområdet, it is with the purpose of strengthening the overall growth and attractiveness of the area while at the same time generating more development opportunities than our municipalities have individually. Just like numerous of the challenges we are facing can only be solved together” (Trekantområdet, 2021, p. 6, [translated]).

The mayors of the municipalities



III. 11 // The municipalities of Trekantområdet



III. 12 // Facts about Trekantområdet

The creation of the plan

Trekantsområdet consists of seven municipalities and is one of the strongest and oldest metropolitan business regions in Denmark (Trekantområdet, n.d.). The seven municipalities have collaborated on creating a joint municipal plan, which is unique and the only example of municipalities doing so in Denmark. The plan has existed since 2004 and has been a success from the start. The collaboration of the plan is facilitated by an already existing collaboration; Trekantområdet Danmark, a political binding collaboration established in the mid 90's. Trekantområdet Danmark is governed by a board consisting of the mayors in the seven municipalities. Besides the board, the collaboration also consists of a self-contained secretariat that serves the board and supports the partnership in Trekantområdet. The seven heads of the planning departments in each municipality have the responsibility of preparing the plan, which is coordinated in a joint group. The joint municipal plan is revised and enacted every fourth year by the seven city councils (Trekantområdet, n.d.).

The elements of the plan

The plan states the physical frames for the future development of the area and appoints rules for how the areas in the municipalities can be applied. Given that it is a municipal plan it follows the rules in relation to the content of the plan.

The plan consist of:

- ▶ A main structure that states the overall goals for development and land use in the municipalities.
- ▶ Guidelines for land use.
- ▶ A framework for the content of the local plans for the individual parts of the municipalities.

Besides these elements, each municipality has completed a local part of the plan that takes its perspective from the local level.

In this municipal plan, the main structure focuses on the main cities in each municipality: Fredericia, Grindsted, Haderslev, Kolding, Middelfart, Vejen, and Vejle. These cities hold the concentration of workplaces, retail trade, educational and cultural institutions, municipal administrations, traffic nodes, harbours, and a lot more (Trekantområdet, 2021). The plan consists of seven themes; the cities, the open land, tourism, culture and leisure life, mobility and sustainability, and lastly, climate. Each theme is described separately and is followed by a set of guidelines. The framework in relation to the local plans can be found individually at all seven municipalities.

What?

Formal municipal plan

Who?

Trekantsområdet:

- Billund Kommune
- Fredericia Kommune
- Haderslev Kommune
- Kolding Kommune
- Middelfart Kommune
- Vejen Kommune
- Vejle Kommune

Why?

To create the best possible conditions for Trekantsområdet in relation to growth and attractiveness to ensure a large number of development possibilities with the purpose of strengthening the competitiveness of the green metropolitan region.

The benefits of the plan

The municipalities in Trekantområdet could easily have developed individual municipal plans that concentrated on the benefit and power of their own municipality, but they have realised that by working cooperatively, they can benefit from each other in relation to competences across municipalities and minimise the workload of developing such a plan. When the municipalities work together, they have more resources and are able to compliment each other in relation to their strengths and weaknesses. Trekantområdet Danmark collaborate on more than just a joint municipal plan, they also collaborate on strategies, plans and interests that are common to all municipalities. The most beneficial part of the collaborations is that when one municipality gains success it will influence the other municipalities and thereby strengthen the entire region. They believe that by joining forces they will be more efficient (Trekantområdet, n.d.).

“...we are closely connected as one functional metropolitan region and one functional labor market, where the inhabitants do not care about municipal borders when it comes to settlement, work, shopping, cultural consumption and nature experiences.”

(Trekantområdet 2, n.d.).

Reflection

The joint municipal plan for Trekantområdet indicates that by joining forces, the municipalities can benefit from each other. This case is an example of how cooperation and competition goes hand in hand in a positive manner, where the impacts in one municipality can benefit the other municipalities by creating positive competition. This benefits the entire region in relation to being able to compete with other metropolitan regions in Denmark. The advantage of this plan is that it is a formal plan that is legally binding, which ensures that it is anchored in each municipality. Given that the joint municipal plan has existed for almost 20 years, it is difficult for it not to be assessed as a success.

Relation to thesis

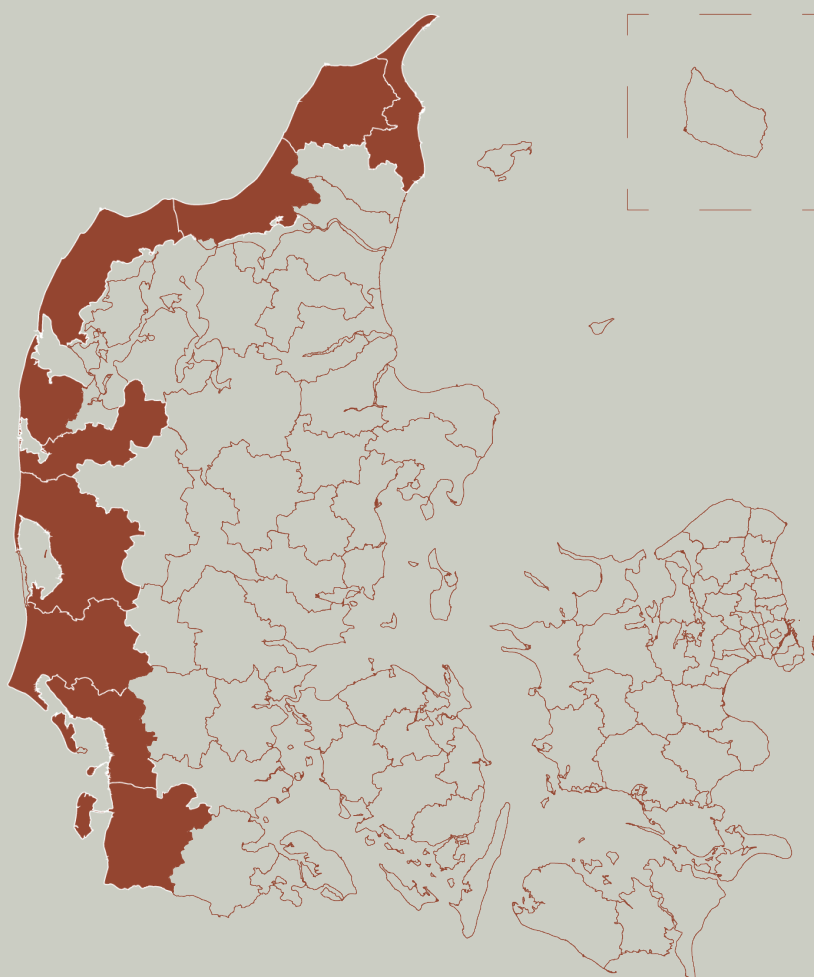
The outcome of this case has provided knowledge in relation to how the municipalities in Limfjordsregionen can benefit from working together. By doing so, they can take advantage of each other's competencies and furthermore they can limit their individual workload by collaborating on an overall strategy. This will hopefully create a synergy between cooperation and positive competition, where all municipalities can benefit from the impact of one municipality and where Limfjordsregionen will have the power to compete with for instance the West Coast region. Given that the strategy of Limfjordslandet is to be an informal strategy it is doubtful that it will have the same impact as it would not be legally binding. A solution could be for all municipalities to include elements from the strategy in each of their municipal plans.

CASE

Development plan for the West Coast

"The development plan is the starting point for a new approach when developing tourism on the West coast. The plan creates a new geography along the West coast which ties the area together, concentrates development in 18 selected destinations and furthermore strengthens the trademark of the West coast: the unique nature" (Bark Rådgivning et. al., 2019, p. 4, [translated]).

*Erik Buhl Nielsen
President of Partnerskab for Vestkystturisme and mayor of Varde Municipality*





III. 14 // Facts about Trekantområdet

The creation of the plan

The Danish West Coast is one of the most attractive areas in Denmark in relation to coastal holidays. It consists of well established destinations with a strong history, local forces and unique coastal landscapes. The tourism along the West Coast has been thriving for years, but recently, there has been a wish to merge the future development of the West Coast in order to create a more coherent destination with varying experiences (Bark Rådgivning et. al., 2018 A). The initiative to merge the development was taken by a number of individual municipalities and afterwards provided by Dansk Kyst- og Naturturisme that ensured the creation of the plan through Partnerskab for Vestkystturisme (Aaen, 2023). Partnerskab for Vestkystturisme was founded in 2015 and at the time it consisted of the 11 municipalities located on the West Coast (DKNT, n.d.).

The process of the plan was carried out from 2016 to 2018 and was financed by the 11 municipalities, the three regions, Dansk Kyst- og Naturturisme and Realdania. The process consisted of the following:

- ▶ Mapping of the West Coast and analyses of trends, competitions and target groups. Presentation and dialogue seminars with political committees.
- ▶ Three two-day workshops with different tourism managers, planners and employees.
- ▶ Study trip to the Irish west coast to gain inspiration from the Wild Atlantic Way.
- ▶ Interviews and workshops with 15-20 business actors from the West Coast.
- ▶ Meetings and presentations for the steering committee, the board of Patnerskab for Vestkystturisme, the national focus group and mayors of the 11 municipalities.
- ▶ A national focus group consisting of Erhvervsministeriet, Naturstyrelsen, Slots- og Kulturstyrelsen, Indenrigs- og Boligministeriet, Kulturministeriet, VisitDenmark, Dansk Erhverv, Feriehusudlejernes Brancheforening, Horesta, Dansk Industri, Kommunernes Landsforening, Realdania, Camping Outdoor Denmark og Dansk Kyst- og Naturturisme (Bark Rådgivning et. al., 2018 A).

What?

Informal strategic plan

Who?

Partnerskab for Vestkystturisme

- Frederikshavn Kommune
- Hjørring Kommune
- Jammerbugt Kommune
- Thisted Kommune
- Lemvig Kommune
- Holstebro Kommune
- Ringkøbing-Skjern Kommune
- Varde Kommune
- Esbjerg Kommune
- Fanø Kommune
- Tønder Kommune

- Region Nordjylland
- Region Midtjylland
- Region Syddanmark

- Dansk Kyst- og Naturturisme

- Destination Nordvestkysten
- Destination Vesterhavet
- Destination Vadehavskysten

Why?

To develop the West Coast in order for it to become one of Northern Europe's most attractive coastal destinations and a driving force for growth in tourism in Denmark towards 2025.

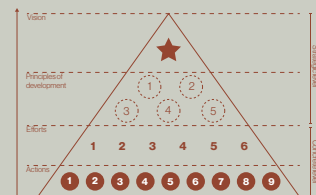
III. 15 // Organisation structure 2019
(BARK Rådgivning A/S & Norrøn)

The content of the plan

The plan works with a tri-sectional vision:

- ▶ The West Coast leads the way
- ▶ Strong holiday resorts and unique nature
- ▶ The ripple effect of the West Coast

Besides the vision, the plan involves six strategic moves, which relate to different thematics. To make the strategic moves more concrete, the plan involves principles of development with associated national and international examples, as well as different efforts and concrete actions with a corresponding time perspective and description of responsible actors. Lastly, it involves a number of success criterias and specific indicators of success (Bark Rådgivning et. al., 2018 A).



III. 16 // Structure of development plan
(BARK Rådgivning A/S & Norrøn)

The content of the plan is primarily illustrated through diagrammatic simplified maps that relate to the large regional scale and reference photos to communicate the small scale.

The tri-section of the plan

The development plan itself works as an individual document that presents the overall strategy in order to develop the West Coast region and for it to become a strong and coherent destination towards 2025. As stated in the process of the plan, comprehensive analytical work was performed prior to the creation of the plan and worked as the strategic foundation. The foundation of the development plan exists as a separate document and presents all the analytic work that relates to the West Coast today and in the future (Bark Rådgivning et. al., 2018 B).



III. 17 // Visualisation of Blokhus
(Jala Architects & BARK Rådgivning A/S)

Besides the document consisting of the strategic foundation, individual development plans for chosen areas located in the West Coast region have been developed as inter-municipal collaborations from the perspective of the overall development plan. By doing so, the overall development plan is transferred from the regional level, to the municipal level, to the local level via tangible interventions on a small scale.



III. 18 // Visualisation of Løkken
(Jala Architects & BARK Rådgivning A/S)



III. 19 // Strategic foundation 2018
(BARK Rådgivning A/S & Norrøn)



III. 20 // Strategy for the West Coast 2018
(BARK Rådgivning A/S & Norrøn)



III. 21 // Physical plan for Blokhus & Løkken 2019
(Jala Architects & BARK Rådgivning A/S)

The implementation of the plan

Since the plan is informal and therefore not legally binding a lot of effort has been put into anchoring and implementing the plan on the municipal level. The intention was to establish the cooperation around already existing organisations, which is why Partnerskab for Vestkysten, Dansk Kyst- og Naturturisme and the destination companies have organising the collaboration. By doing so, the municipalities would avoid another complicated organisational layer that they would have to engage in. Today, Partnerskab for Vestkystturisme is in charge of the development, and if needed, interdisciplinary working groups can be established to solve concrete projects for a period of time. Based on the development plan, Partnerskab for Vestkystturisme have developed a detailed implementation plan, but the intention is that each municipality is to plan how they are intending to implement the plan as well.

Every year the plan is to be evaluated through different initiatives such as meetings, data collection and monitoring, knowledge sharing between the municipalities, follow-ups on implementation plans and prioritisation of future initiatives across the municipalities. Furthermore the plan is to be revised every four years (Bark Rådgivning et. al., 2018 A).

The reevaluation of the plan

In 2021 a second edition of the development plan was published in order for it to suit current times, as a lot had happened since 2019. Firstly and most importantly the tourism along the West Coast had changed. Therefore, the relevance and actuality of the plan was questioned. Secondly, a reorganisation of some of the destination companies had taken place and the ownership of Partnerskab for Vestkystturisme was transferred to Destination Nordvestkysten, Destination Vesterhavet and Destination Vadehavskysten.

Furthermore the reorganisation of the destination companies meant that Frederikshavn Municipality became a member of Destination Nord, but they were to some degree still involved in the reevaluation of the plan.

Relation to thesis

The outcome of this case has provided relevant knowledge in order to understand what it takes to establish a collaboration around a geography similar to Limfjordsregionen. Furthermore, it addresses the importance of understanding such a plan as a process and a tool under continuous development instead of a finalised product. The use of principles is of great power, but requires a suitable level between being general and site specific, in order for them to become successful. In relation to the process and division of the plan it appears to be important to ensure transparency and clear graphical communication, in order to understand the overall structure of the plan and to maintain its relevance for both changing times and changing organisations.

With the reevaluation of the plan, the destination companies were able to take ownership of the plan and become an integrated part of the collaboration. The most important change from the old plan to the new was the change in focus from growth to sustainable development. This change was caused by an increasing societal focus on sustainability. Furthermore, COVID-19 reinforced already upcoming trends such as staycations, sustainable modes of holiday, as well as outdoor and nature experiences. The strategic focus points have been maintained, and the visions and principles of development stay the same, but new ambitions for the future and existing experiences from the cooperation have been added (Partnerskab for Vestkystturisme, 2021).

Reflection

The development plan for the West Coast is an ambitious plan that involves all municipalities, regions and destination companies located in the region. Developing the final plan has been an extensive process, which required a lot of work, many participants, and a lot of funding. The plan itself includes different principles that work as guidelines in order to create a coherent destination with varying experiences. The principles included in the plan are very general and one could argue that they could be applied in almost every case dealing with tourism. This can be seen from both a negative and positive perspective. The positive aspect is that the municipalities retain their individual impact of the plan and can transfer and interpret the principles in the way that benefits their municipality the most. On the other hand, the negative aspect is that they are not place specific and therefore, it could be argued that they might not have the intended impact.

The tri-section of the plan indicates that it acts as a tool that generates projects. For externals the transparency of the plan comes off as difficult to understand, given that the tri-section is not clear in relation to what the plan is based on, and how it will be transferred into local interventions. Given that the development plan is created for the participating municipalities, it could be questioned, if an external transparency is even needed. On the other hand, the continuous change in the employee compositions could argue for the need for transparency. Furthermore the communication style of simplified diagrams and reference photos makes it difficult for externals to imagine the entirety and the coherence of the region, due to the lack of illustrations that relates to the overall impression.

The implementation and reevaluation of the plan demonstrates the resilience and the willingness to continuously strengthen the plan. By doing so, the plan becomes a process which will adapt to certain needs and changes. Given that the plan is relatively new, it is difficult to evaluate its overall success, since many of the projects have not been completed or implemented yet.

Sub conclusion 03.2

The two cases demonstrate the difference between formal and informal planning in relation to the political anchoring of the plans. In the case of Trekantsområdet, the municipal plan is legally binding, and therefore, all seven municipalities must follow it. In the case of the West Coast, the strategic plan is not legally binding and therefore the municipalities can follow the plan if they wish, but can not in a legal sense be held accountable. However, since all municipalities in the case of the West Coast have actively taken part in the development of the plan through a strong partnership, it is most likely that they will follow the plan.

The cases show that a great partnership is important both in the developing phase, but also afterwards when the plans are to be revised. Furthermore, they address that it is beneficial to build a partnership from existing organisations, so that the municipalities can avoid being members of yet another organisation. The revision of plans is also of great importance if the plans are to be kept relevant and for them to not become outdated in relation to societal changes.

Given that a municipal plan follows a specific recipe, the transparency of the plan for Trekantsområdet is easy to see through, which is not the case for the West Coast plan. In the West Coast plan the analytic foundation of the strategy and examples of interventions, where the strategy is applied, is difficult to find, which raises a number of questions for the external reader and perhaps also internal, when the plan changes hands. When comparing the content of the two, the plan of Trekantsområdet is very concrete, whereas the plan for the West Coast is very general. There are pros and cons of being both specific and general, which is why it is concluded that a strategic plan needs general guidelines, in order for the municipalities to have individual self-determination, but also specific actions, in order to create common factors across the municipalities. By doing so, the municipalities will benefit from their collaboration and, furthermore, a positive competition can take place due to the independence of each municipality.

Important findings

- 01** *It is important to establish the partnership of Limfjordsregionen around existing organisations if possible.*
- 02** *A continuous revision of the strategy is important for it to keep its relevance and in order to follow societal changes.*
- 03** *It is necessary to make sure that the strategy for Limfjordslandet is transparent in order to understand the strategic foundation for both internal and external actors.*
- 04** *The strategic plan must not be too general or too specific to ensure that a collaboration around positive competition can be established.*

Analytic foundation

The following chapter presents a selection of analyses from Limfjordsregionen that has provided the understanding of the area that has led to the final strategy. The analyses revolves around four scales; the national scale, which unfolds the changes in The Danish Planning Act through time. The regional scale, that seeks to investigate Limfjordsregionen in relation to its historic and present day conditions. The municipal scale, which unfolds the physical settings of each municipality. And lastly, the local scale, that creates a perspective of how local settings can be implemented within and influence the regional scale. The analyses are carried out with the approaches of 'from above' and 'from below'.



***“Regional design is one framework for practices
at a range of scales, not only regional”***

Neuman et al, 2018, p.1305

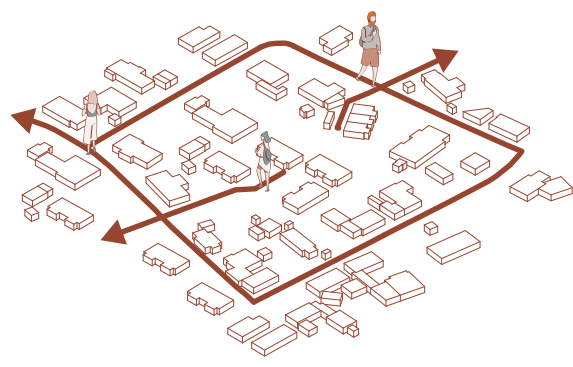
From above

*[Understanding and investigating via desktop analysis from the perspective of **the large scale** with the purpose of being able to understand and imagine the future of the bigger picture.]*



'From above'

scale



'From below'

III. 22 // Way of working



III. 23 // Silhouette of Denmark

The national scale

One of the scales of perception to understand and analyse Limfjordsregionen through, is the national scale. The scale is here utilised in order to further unfold the administrative levels in Denmark and from this Limfjordsregionen. Therefore, the following pages presents both the existing conditions as well as historic changes to the Danish Planning Act, and additionally puts forward national interests relevant for Limfjordsregionen.

The Danish Planning Act

Planloven [The Danish Planning Act] is the national act of laws regarding planning in Denmark. The law has been changed several times, developing the way of and overall focus of planning, which is unfolded in a timeline on the following pages.

The purpose of the planning act is to ensure that *“overall planning synthesises the interests of society with respect to land use and contributes to protecting the country’s nature and environment, so that sustainable development of society with respect for people’s living conditions and for the conservation of wildlife and vegetation is secured”* (Retsinformation, 2020, translation from: Ministry of the Environment, 2007).

The Planning Act dictates the role, responsibility, and means of planning at different levels and areas of administration in Denmark including the national and the municipal (Retsinformation, 2020) which is relevant in the case of Limfjordsregionen.

National planning level

On the national planning level, The Minister of Environment is in charge of establishing the comprehensive framework for national spatial planning. This is done through national planning reports, overviews of national interests in regional and municipal planning, and national planning directives (Østergård et al., 2007 B). From The Planning Act the national planning level concerns planning in coastal areas, The Greater Copenhagen area, and retail. In addition to this, regulations regarding urban development, building within the coastal zone and the open land zone, nature and environmental considerations, and finally, the plans for national development on a national scale put forward by the present Danish Parliament, are included (Post 2015). The national interests are to be put forward every fourth year (Post 2015).

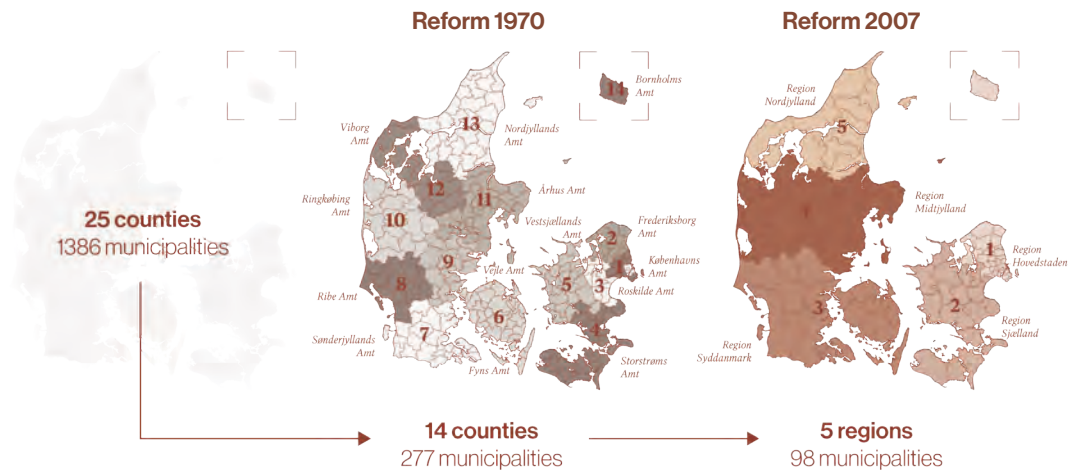
Municipal and local planning level

The ten municipalities represent the local administrative levels and each have a municipal council consisting of politicians elected by the inhabitants of each municipality. As the other 88 municipalities in Denmark, they communicate their objectives and strategy for development in a Municipal Plan and Municipal Strategy.

The Planning Strategy is to be announced and adopted after a new election period, and the Municipal Plan as adopted for a 12 year period at a time and must be revised every fourth year. Together, they comprise the framework and layout of the municipalities (Post, 2015; Struer Kommune, n.d.). This means that the municipalities are the only administrations that are local authorities, based on the principle of decentralisation that provides local solutions, as they are obligated to prepare detailed and binding local plans for specific areas in relation to the Municipal Plans (Galland et al., 2015).



Timeline of Danish National Spatial Planning



Ill. 24 // The administrative change of Denmark

- 1925**
Approval of the first Planning Act
However, it is barely applied because of economic risks, when using the planning regulations as a landowner.
- 1938**
Approval of a new Town Planning Act
- 1947**
Fingerplanen [The Finger Plan]
The Danish Town Planning Institute coordinates the planning of 29 municipalities to make up the Greater Copenhagen Area.
- 1949**
Approval of an updated Town Planning Act
The act is aimed at controlling urban sprawl. The first urban development plans divided the country into zones that formed the basis for the present day zoning.
- 1959**
Projection of Det store H [The Great-H]
The new motorway system is set to connect Jylland, Fyn and Sjælland.
- 1962**
Establishment of Landsplanudvalget [the National Planning Committee]
They published the National Zone Plan based on the zoning established in 1949.
- 1966**
A hierarchical urban settlement pattern
The plan is based on central places with cities and towns having assigned service functions.
- 1970**
REFORM
Through an idea of decentralisation the new counties and municipalities undertake a range of responsibilities transferred to them from the national level.
a response to the discourse of an 'unbalanced Denmark'
- 1973**
The National and Regional Planning Act
Responsibilities and procedures for providing national and comprehensive regional planning are specified.
the spatial expression of the welfare state
- 1975**
[The National Agency for Physical Planning]
With it comes the first (annual) national planning report.

1940s - 1950s

The planning systems in Denmark comes from a direct response to socio-spatial challenges posed by the industrial development and rapid growth after WWII, primarily concerning urban sprawl, industry requirements for extra land, and decline in living conditions and increased population distribution due to migration.

1960s

Spatial planning is mainly an exercise that deals with the preparation of land development plans for single-family housing in suburban areas as well as cottage areas along the coast. The establishment of The National Planning Committee leads to instructive planning specifying areas for urban and industrial development, environmental preservation, and agricultural production.



III. 25 // Old performative maps

1970s

The administrative division of counties and municipalities takes place through a reform of local government structure, so that every new municipality embraces one town and its hinterland. It all taps into Danish spatial planning being based on the social democratic ideology of equal development through decentralisation.

1980s

The Danish welfare landscape continues to change drastically with educational institutes growing and continuously more women entering the labour market, especially in the social and health departments within the different municipalities.

2020s

The Planning Act continues to focus on providing more power to the municipalities and a strong focus is directed towards the large-scale national interests concerning the environment, coastal protection, renewable energy, preservable landscapes, and biodiversity within each of the municipalities.

2010s

After some years with the new structural reform the Danish national planning reports contain no particular spatial development tendencies and by that abandons the settlement patterns and strategic spatial approaches of the two previous decades. Instead, focus is on commuting "green growth", climate, and the environment.

2000s

The political and administrative map of Denmark has a radical reconfiguration. Sectoral planning is transferred to the national level and new larger municipalities acquire added responsibility for town and country land use planning. On the national scale the focus is on international competition and the promotion of the two metropolitan regions of Greater Copenhagen in the east and The Eastern Jutland Region in the west.

1990s

Spatial structuring and positioning of Denmark becomes influenced by market oriented and polycentric growth thinking in an international context. It is simultaneously a time of rethinking planning at the national level with adaptations of regulatory measures of planning directives that are still legally binding on local planning authorities today.

The national interests

The national planning reports and overviews of national interests present the framework for the municipal planning and city development. The most recent planning report was sent out for consultation in the fall of 2022, but because there was a call for general election by October 2022, the national planning report of 2022 was never made official (Civilstyrelsen, 2023). The suggestion for the planning act of 2022 was throughout all its chapters focused on the national interests in increasing the amount of renewable energy from windmills and solar panels towards 2030, including tools and examples for the municipalities (Selmer, 2022).

Since the national planning report of 2022 does not apply, and because the newly elected Danish Parliament has not yet presented a substitute, the following included national interests stems from the national planning report of 2019 and the overview of national interests from 2018.

As opposed to the very one dimensional focus in the 2022 version, the national interests from these two years covers a selection of thematics from the recent changes to the planning act (Erhvervsstyrelsen 2018; Erhvervsministeriet 2019). Together, the two highlight a focus on new possibilities for development within the coastal areas and in the tourism industry, development in the rural districts, new possibilities for development within retail and production industries within the themes of growth, nature, and environment, as well as cultural heritage and landscapes (Erhvervsstyrelsen, 2018; Erhvervsministeriet, 2019). In terms of Limfjordslandet the following are highlighted, as significantly interesting aspects presented in the two.

The national planning report acknowledges the fact that physical planning today needs to deal with different challenges than when it was first established. It showcases the new possibilities for municipalities to take matters into their own hands, based on their more local knowledge of the different administrative segments that make up all of Denmark, encouraging good communication with the national administrative levels (Erhvervsstyrelsen, 2018; Erhvervsministeriet 2019). An example of this is the new possibilities for development within the coastal areas, where the national interest is focused around the tourism industry, whilst preserving the landscapes in the right places relating to the national context (Erhvervsministeriet, 2019). In terms of development in the rural districts, more freedom is given to develop local villages, in order to create and maintain growth and development and create attractive villages of place specific values (Erhvervsministeriet, 2019).

"Denmark's coasts and beaches are hallmarks and the free access is a common good. These values must be preserved whilst making it easier for citizens in the coastal areas and for companies within e.g. coast and nature tourism to create growth and opportunities. It is a national interest that the open Danish coasts are preserved. In the coastal zone the public's access to the coast must be ensured and extended"

Erhvervsstyrelsen (2018) p. 13 [translated]



Photo 4 // Limfjorden

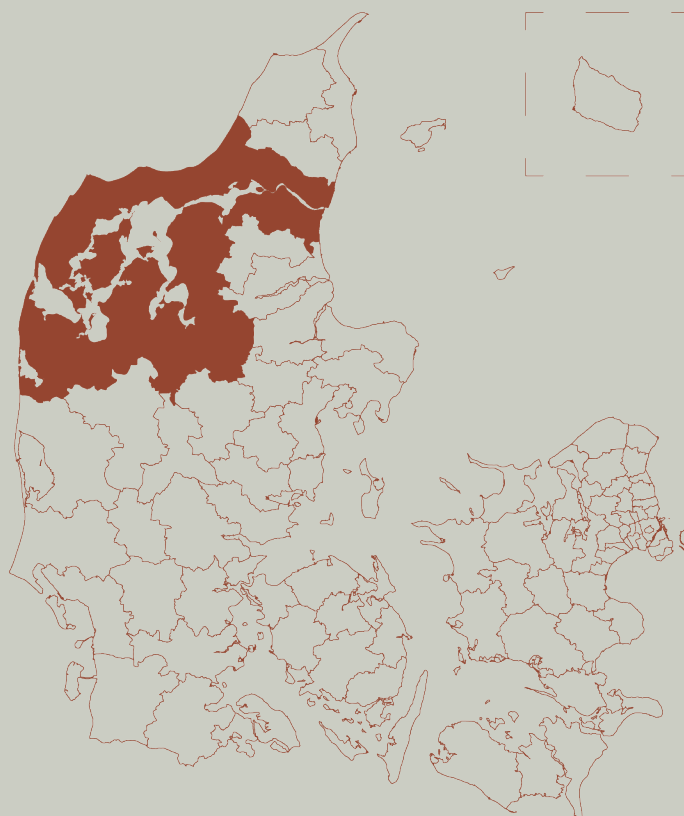
Sub conclusion 04.1

The selected elements of understanding the national scale offers an overview of both present and historic changes that today affects Denmark and by that also Limfjordsregionen. From different changes to the Planning Act since the mid 1900s, it is clear to see that the structural reform of 2007 was a culmination of drastic societal changes that afterwards led to significant changes to the perception of the Danish spatial planning system. As of today, there is a clear way of working within the two remaining formal planning levels; the municipal and the national. What is interesting however, is that even with this distinction, much seems to be given to the municipalities, when it comes to actual spatial planning and imagination of the future, as the national coherent interests that are meant to be applied within the Municipal Plans. This indicates a strong inter-municipal planning system able to interfere and dictate the local scale from the national level, but it is communicated with a large jump in scale and purpose.

The National Interests to put forward in relation to Limfjordslandet and Limfjordsregionen are the interests in tourism, development in rural districts as well as new possibilities for the municipalities to plan within the coastal areas. From the above description of the formal spatial planning on the national scale, it must be assumed that the thematics within the national interests will play a role within the different Municipal Plans. Therefore this will be unfolded as a part of understanding the municipal scale.

Important findings

- 01** *The structural reform of 2007 resulted in a ground-breaking different structure within the national spatial planning system in Denmark.*
- 02** *The changes to the Planning Acts shift alongside the changes to the society and has moved away from being welfare-state oriented, to internationally competition oriented to today climate protection and environmental sustainability oriented.*
- 03** *The 'gap' between the national and municipal planning levels seen today to some extent comes from the National Interests being communicated directly within the Municipal Plans.*



III. 26 // Silhouette of Limfjordsregionen

The regional scale

The second scale of perception to understand and analyse Limfjordsregionen is the regional scale, presented on the following pages. The regional scale is therefore not equivalent with the official boundaries of Region Nordjylland and Region Midtjylland, but relates to Limfjordsregionen consisting of the area the ten surrounding municipalities comprise all together. Therefore, the scale in the following analyses includes both national tendencies and municipal information.

The history

The Weichsel Ice Age

115.000 BC-9600 BC

Limfjorden and its surrounding land was shaped during the last ice age by lime of the subsoil, isostatic uplifts, and changes in sea level. During the ice age a one km thick ice cap covered the entire Limfjord and modelled a fjord consisting of large widenings and narrow courses, shaping the Limfjord like a labyrinth of coves and inlets (Jensen, n.d.). Deposits of clay and lime were pushed around and folded by the ice, resulting in a landscape consisting of moraines with hills, outwash plains and valleys (Miljøministeriet, n.d.).

The unique landscape shaped during the Ice Age near the small village of Attrup



Photo 5 // The hilly landscape near Attrup

Cultural landscapes

12.500 BC - 1050

Since ancient times different cultures have left their mark on the landscape, and today, cultural landscapes have taken over, leaving untouched nature rarely to be found within Limfjordslandet. An example of a cultural landscape shaped in the Stone Age is the small area of Ertebølle. Ertebølle has given name to a unique period of time in southern Scandinavia; Ertebøllekulturen, which lasted from 5.400-4.000 BC. In this period of time, the inhabitants lived as coastal hunters and the landscape and climate was significantly different from today. Dense and impassable forests, a distinctive island landscape, rising sea levels and a warm climate made people settle on the coasts of the islands in order to be able to fish and hunt (Holm, 2018). During the Viking Age from 800-1050, Limfjorden was an important water for the Vikings in relation to trading. Geological examinations indicate that Limfjorden had a third opening to the north near Fjerritslev through a small canal (Sarauw et al., 2017). Some of the most important trading routes for the Vikings were located in Limfjorden, and the viking fortress Aggerborg in Aggersund, where the three trading routes in the fjord from Hals, Thyborøn and Fjerritslev met, was of great importance (Sarauw et al., 2017).

The sloping hills of the cultural landscape in Ertebølle



Photo 6 // The coastal hills of Ertebølle

Agger Tange sands up

1100

The name Limfjorden might seem incorrect given that it technically is a sound, but through time, Limfjorden has changed from fjord to sound several times. In ancient times Limfjorden was open towards the west until approximately year 1100, where Agger Tange gradually sanded up. Before this, oyster fishing was of great importance, but when the western outlet of the fjord silted up, it destroyed the growth conditions for the oysters. After this occurrence the fishing of varied fish species had its days of glory. The fishery was divided into two areas; a narrow eastern part from Hals to Løgstør and a wide western part. The western part was a brackish water fjord with herring, pike, perch and trout, whereas the eastern part was a saline fjord dominated by herring (Sarauw et al., 2017).

Traces from the commercial fishing on a village scale



Photo 7 // Old fisher house

The heydays of Aalborg

1516-1825

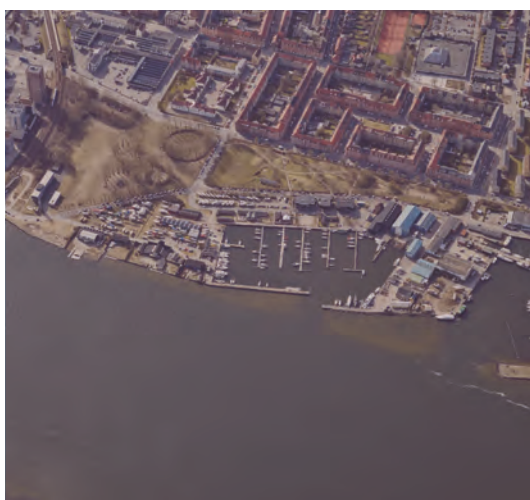


Photo 8 // Aalborg Vestby (Skråfoto)

From mediaeval times until 1825, when fishing had its days of glory, Aalborg was a city of great power. In this period of time Aalborg had a monopoly on both salting of herrings and trading in the entire Limfjord. This meant that market towns like Nibe, Løgstør, Lemvig and Viborg had to conform to Aalborg. The market towns had to let their ships call at the custom house to clear goods. Furthermore, Aalborg was the harbour where goods were transshipped between smaller vessels to larger ships due to the obstacle at Løgstør Grunde (Sarauw et al., 2017).

Today the harbours of Aalborg are primarily use for recreational purposes

The great land reclamation

1750-1964

Limfjorden has to a certain degree been shaped due to nature's own dynamics, but humans have also influenced the way the landscape appears today. The isostatic uplifts from the Ice Age created shallow basins in the fjord and coastal wetlands, which since have been dammed for agricultural land (Miljøministeriet, n.d. B). Due to the vulnerable coastal areas after a storm surge in 1825, large diking projects were set up. Additionally, an eager land hunger pushed the agriculture out into the maritime territory through land reclamation. In the years from 1750 to 1964 7.500 ha of land was dammed in the fjord (Jensen, n.d.).



Photo 9 // The dammed land

The dammed land near Tøtterne



The industrialisation

1850-1920

The industrialisation had a great influence on society and changed both the landscape and the way of living in Limfjordslandet due to the transition from agricultural society to industrial society. This period also changed Aalborg's downturn to an upturn, as several industries such as Aalborg Portland and C.W. Obels Fabrikker settled in Aalborg. This meant that the success of Aalborg no longer depended on the Limfjord, which changed the use of the fjord significantly (Den Digital Byport, 2012).

The storm surge and its influence

1825

In 1825 a storm surge opened the fjord to the west once again and made traversing possible through Agger Kanal. With the storm surge the freshwater fishing collapsed due to increased salinity in the fjord. The fishing of eel, flatfish and cod continued as the main industry in the eastern part of the fjord. The storm also entailed that Aalborg lost its dominating status, as the new opening to the west brought the western market towns direct access to the North Sea, which made trading with Norway and England possible. The herring fishery in the eastern part of the fjord ceased in 1830 a few years after the storm surge, due to the increased salinity in the fjord and overfishing at Løgstør. This meant that oysters and mussels became a part of the fishing industry again, however the eel fishing was by far the most important well into the 20th century (Sarauw et al., 2017).

The opening of Agger Tange today

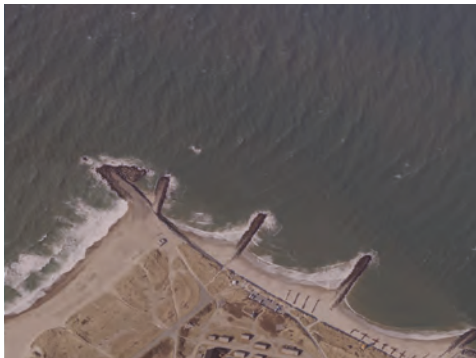


Photo 10 // Agger Tange (Skråfoto)

The Second World War

1939-1945

In more recent history the Second World War has influenced the landscape of Limfjorden, where the fjord acted as a strong strategic playing field. The fjord was a large barrier that acted like a natural line of fortress, which the bunkers located in Hals, Aggersund and Sebbersund are signs of (Nordjyske, 2016). In the city of Aggersund, Aggersundbroen was of great importance for German transportation of men and material to and from Norway, which is why a military supporting point was established right next to the bridge in the shape of bunkers (Bodilsen, 2015).

The remains of a bunker from WW2 in Aggersund



Photo 12 // Bunker at Aggersund

The opening of Frederik VII's Kanal

1861

In 1861 Frederik VII's Kanal in Løgstør was opened which made it possible for large ships to pass Løgstør Grunde, without having to reload their goods in Aalborg. The opening of the canal made Aalborg lose its role as the dominating harbour completely (Sarauw et al., 2017).

Fredrik VII's Kanal in Løgstør today



Photo 11 // Frederiks VII's Kanal in Løgstør

The decline in commercial fishing

1950-1970

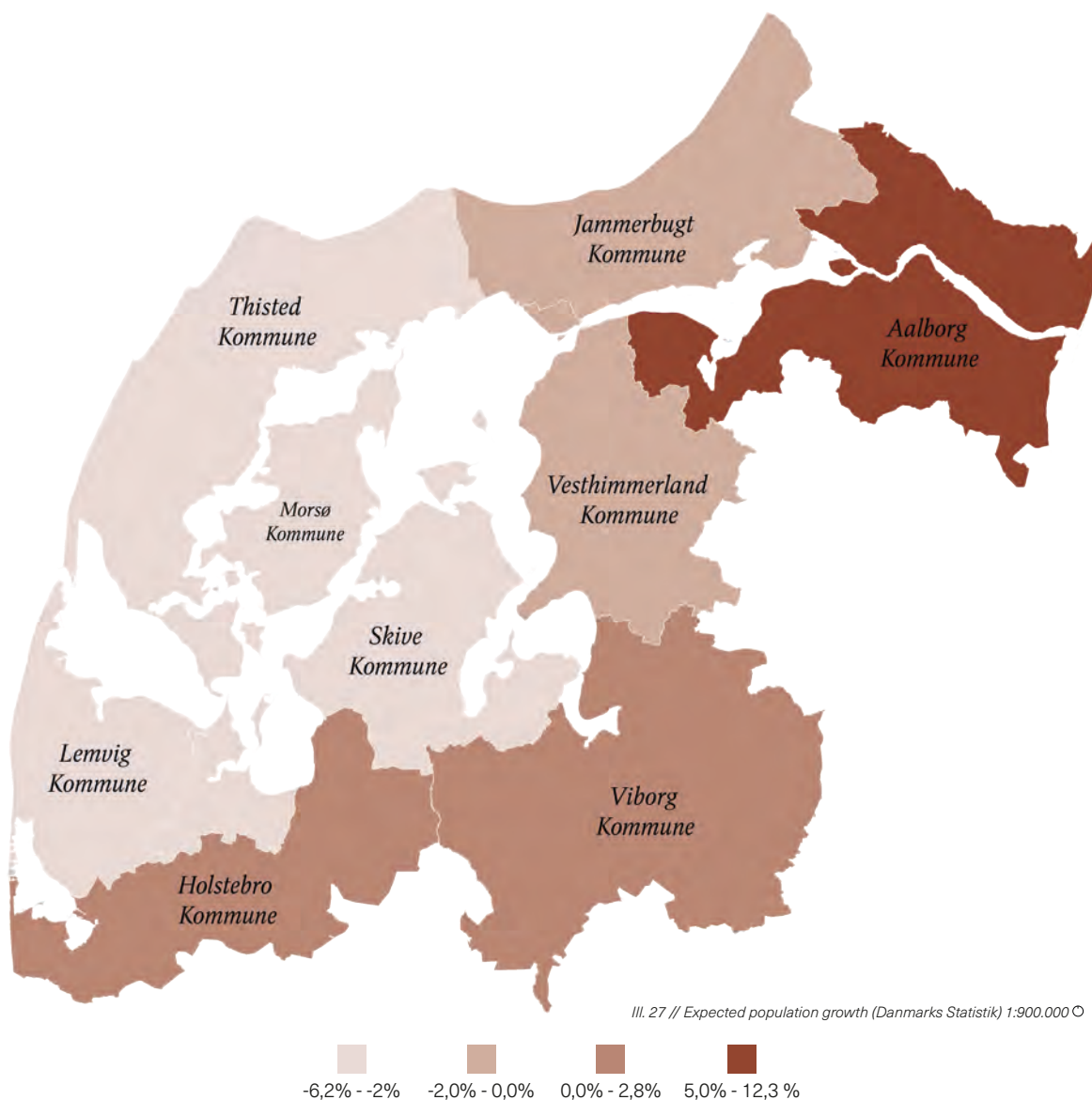
A combination of increased nitrogen emissions, pollution and the technologicalization of the fishing industry led to a decline in commercial fishing from the 1950's, and in the 1970's a complete termination. Today the only commercial fishing that takes place is mussel and oyster fishing in the western part of the fjord (Sarauw et al., 2017).

The remains of an old fishing boat in Attrup



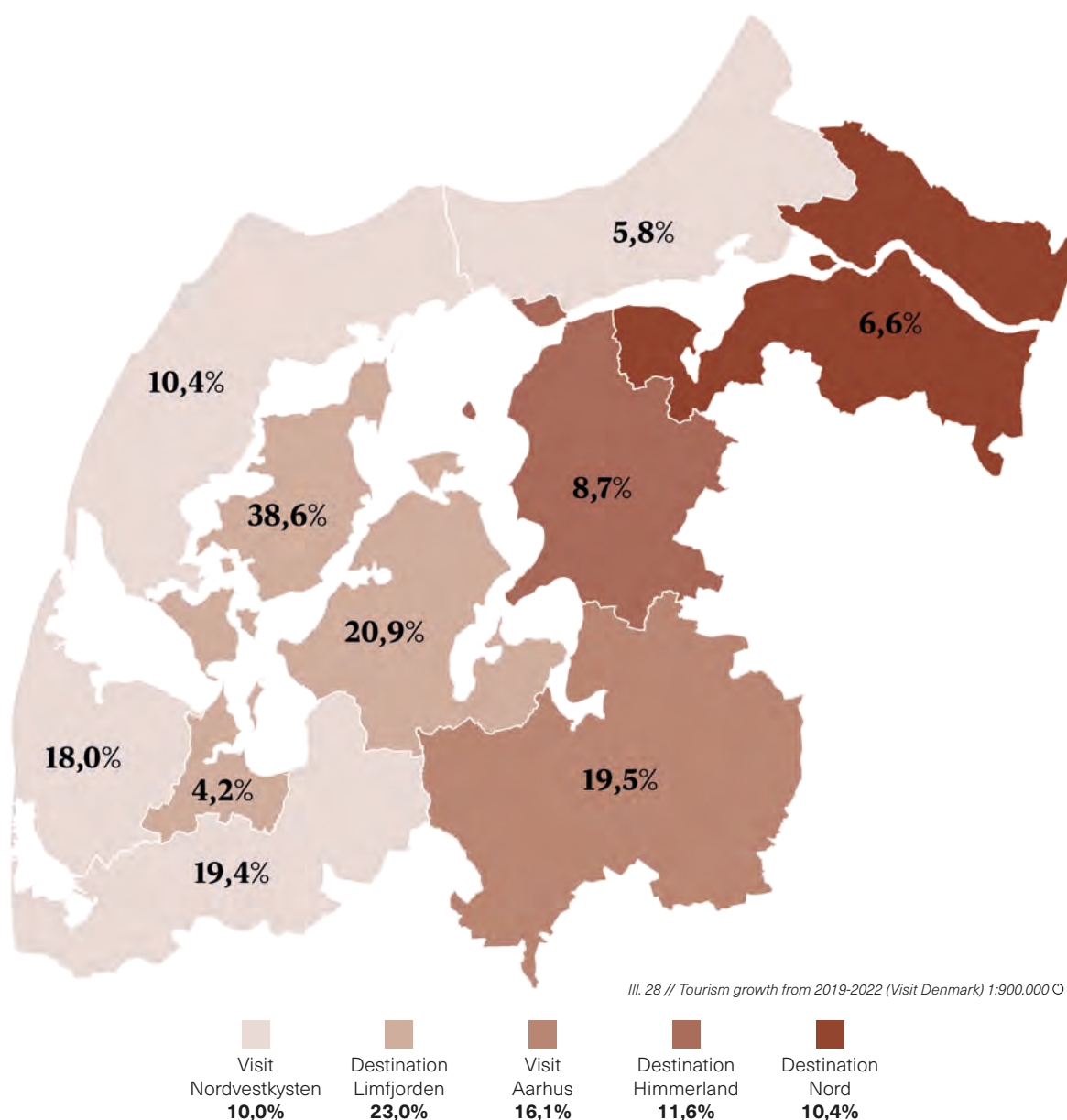
Photo 13 // Old fishing boat

The population



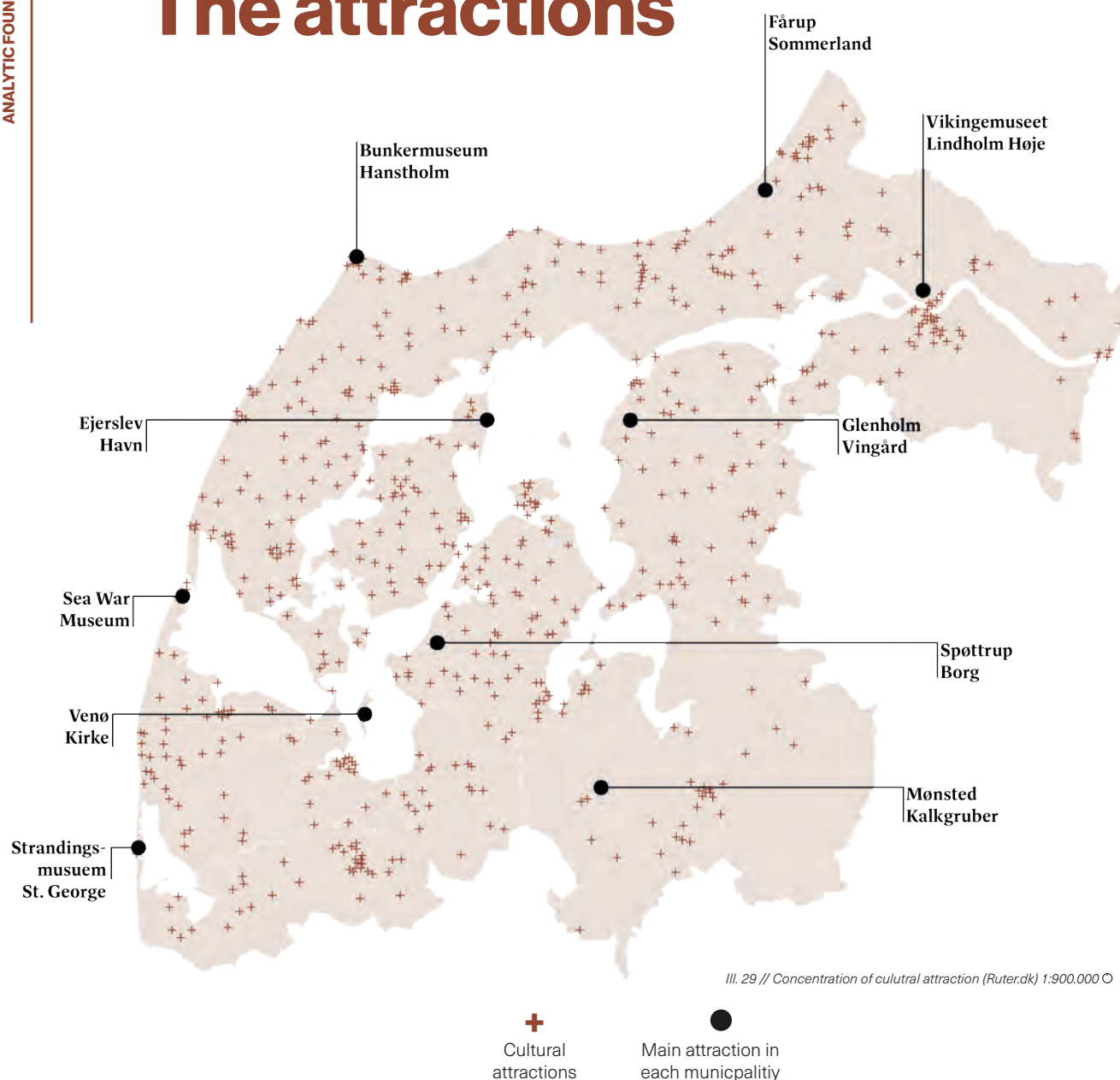
The population in the municipalities of Limfjordsregionen are in different conditions in relation to increase and decrease. The central municipalities of Limfjordsregionen: Morsø, Skive, Struer, Lemvig and Thisted are expecting a high decrease in population between -6,2% and -2,0%. This expected decrease is presumably due to their locating far from a metropolis municipality. The municipalities of Vesthimmerland and Jammerbugt are expecting a smaller decrease between -2,0% and 0,0%, which presumably is due to their location closer to Aalborg Kommune, which is a metropolis municipality. The municipalities of Viborg and Holstebro are expected to have a smaller increase in population between 0,0% and 2,8%, which presumably is due to their location close to the metropolis municipality of Aarhus Kommune. Aalborg Kommune is the only municipality in Limfjordsregionen that is expected to experience a great increase in population between 5,0% and 12,3%.

The tourism



Each municipality in Limfjordsregionen is a member of a destination company, where the purpose of the companies is to develop the tourism in the given area. Five destination companies are presented in Limfjordsregionen; Visit Nordvestkysten, Destination Limfjorden, Visit Aarhus, Destination Himmerland and Destination Nord. The map indicates which destination companies the municipalities are members of and furthermore the individual growth in tourism from 2019-2022 in each municipality. As seen in the legend, the destination company that has experienced the most growth is Destination Limfjorden with the municipalities of Skive, Struer and Morsø, where Morsø is the municipality in the region that has experienced the most growth with 38,6%. Compared to the relatively low growth in Destination Nord with Aalborg Municipality that has experienced a growth of 6,6%, it indicates that coastal- and nature tourism is more popular than metropolitan tourism.

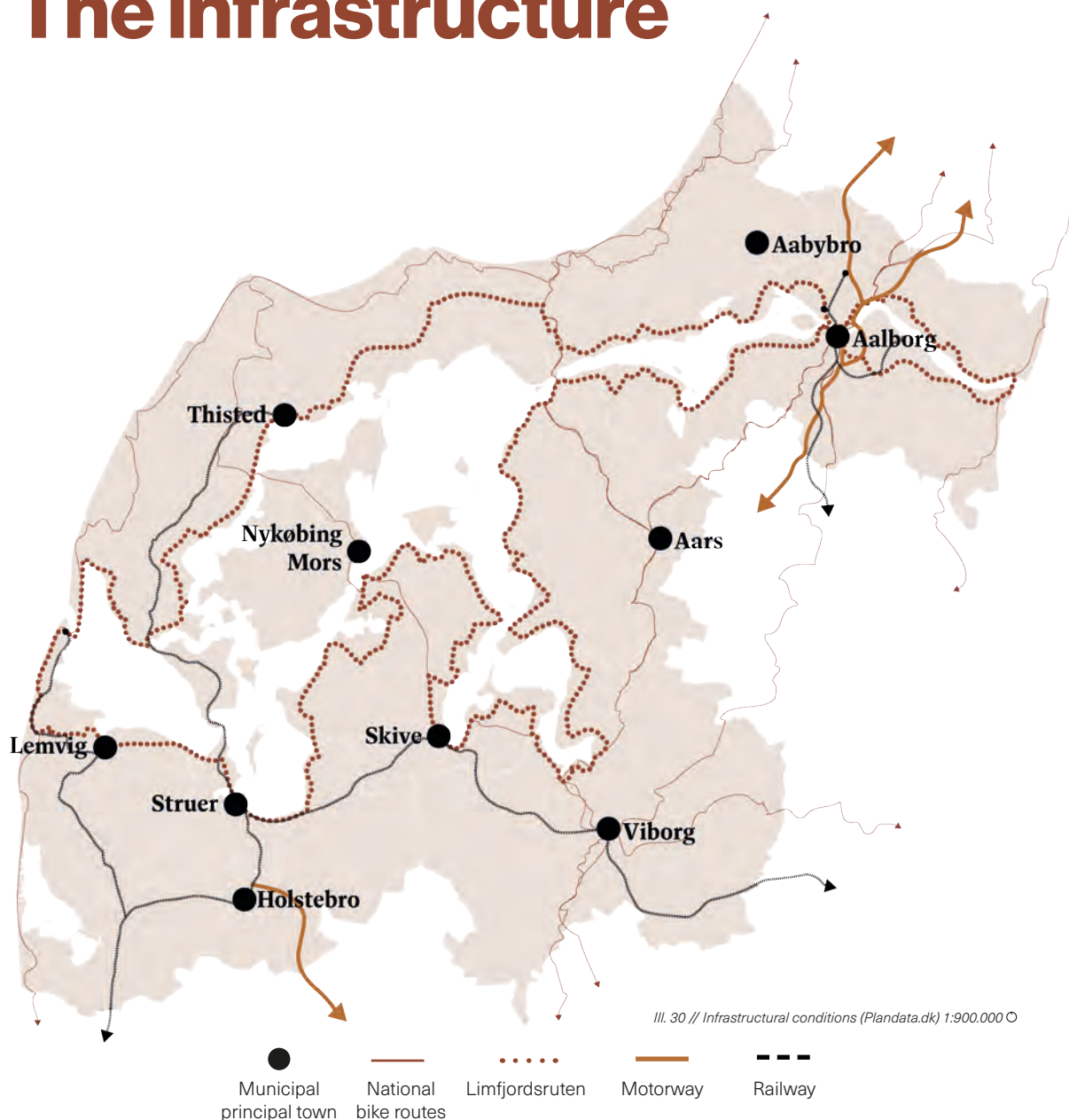
The attractions



Limfjordsregionen consists of a variety of cultural attractions that offer experiences for both locals and tourists. The map indicates the concentration of cultural attractions based on data from ruter.dk, and includes both museums, amusement parks, castles and manors, historic buildings, various landmarks, preserved cultural areas, galleries, bunkers and many more. Furthermore the main attraction in each municipality based on tripadvisor.dk is included, in order to illustrate which part of the municipality is most visited.

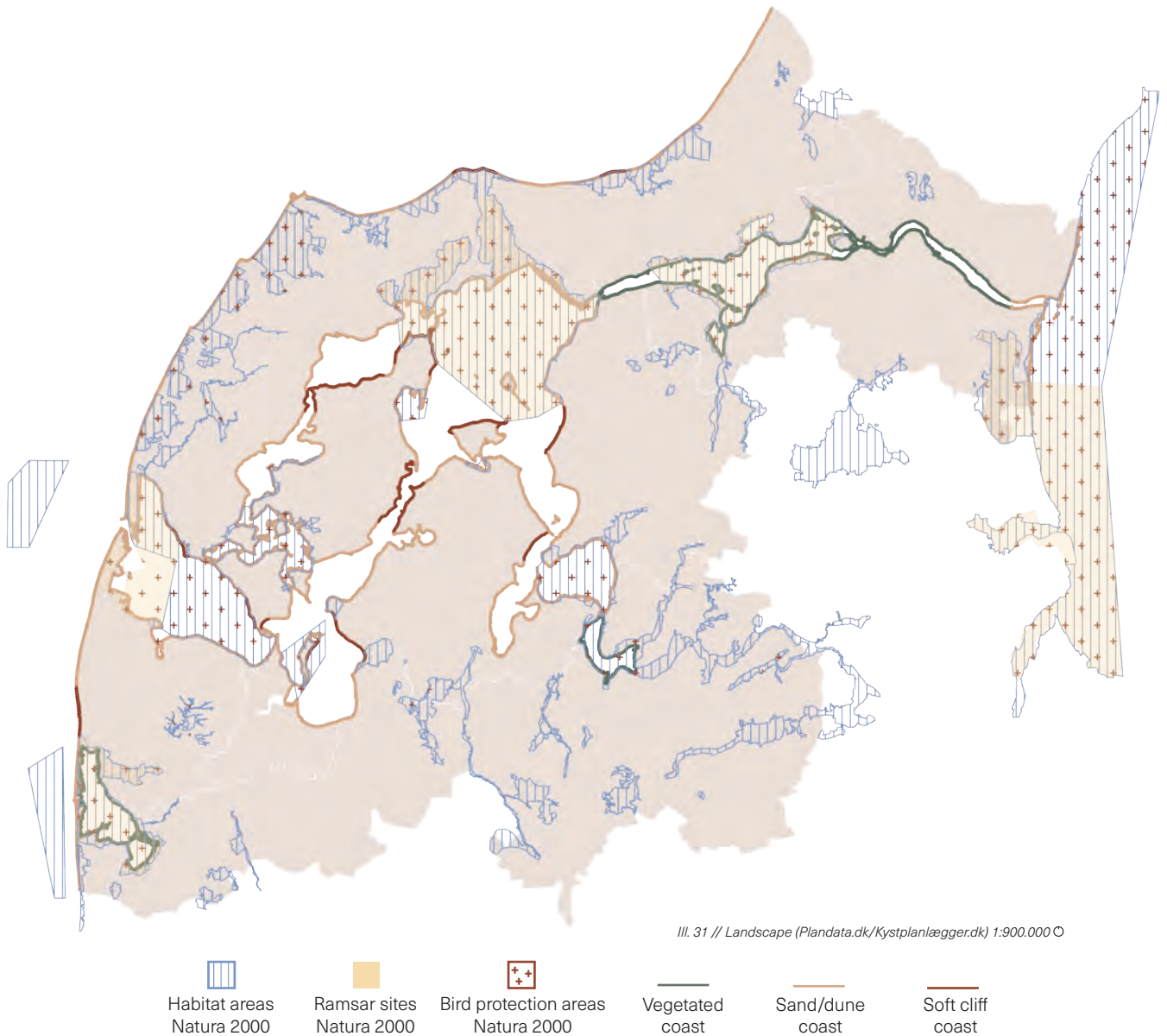
The highest concentration of cultural attractions is located in Skive Kommune and Morsø Kommune, which could be one of the reasons why these municipalities are doing great in relation to tourism growth. In the bigger municipalities of Aalborg, Viborg and Holstebro the majority of the cultural attractions are centred and concentrated around the municipal principal towns of Aalborg, Viborg and Holstebro. This entails that the remaining area of the municipalities are lacking cultural experiences, which creates a potential in implementing new experiences in these areas. In the municipalities facing the West Coast: Lemvig Kommune, Thisted Kommune and Jammerbugt Kommune different clusters of cultural attractions are located to the West Coast, which indicates that they prioritise the West Coast over the coast of Limfjorden. This is also illustrated through the main attraction of these municipalities, as these are all located at the West Coast.

The infrastructure



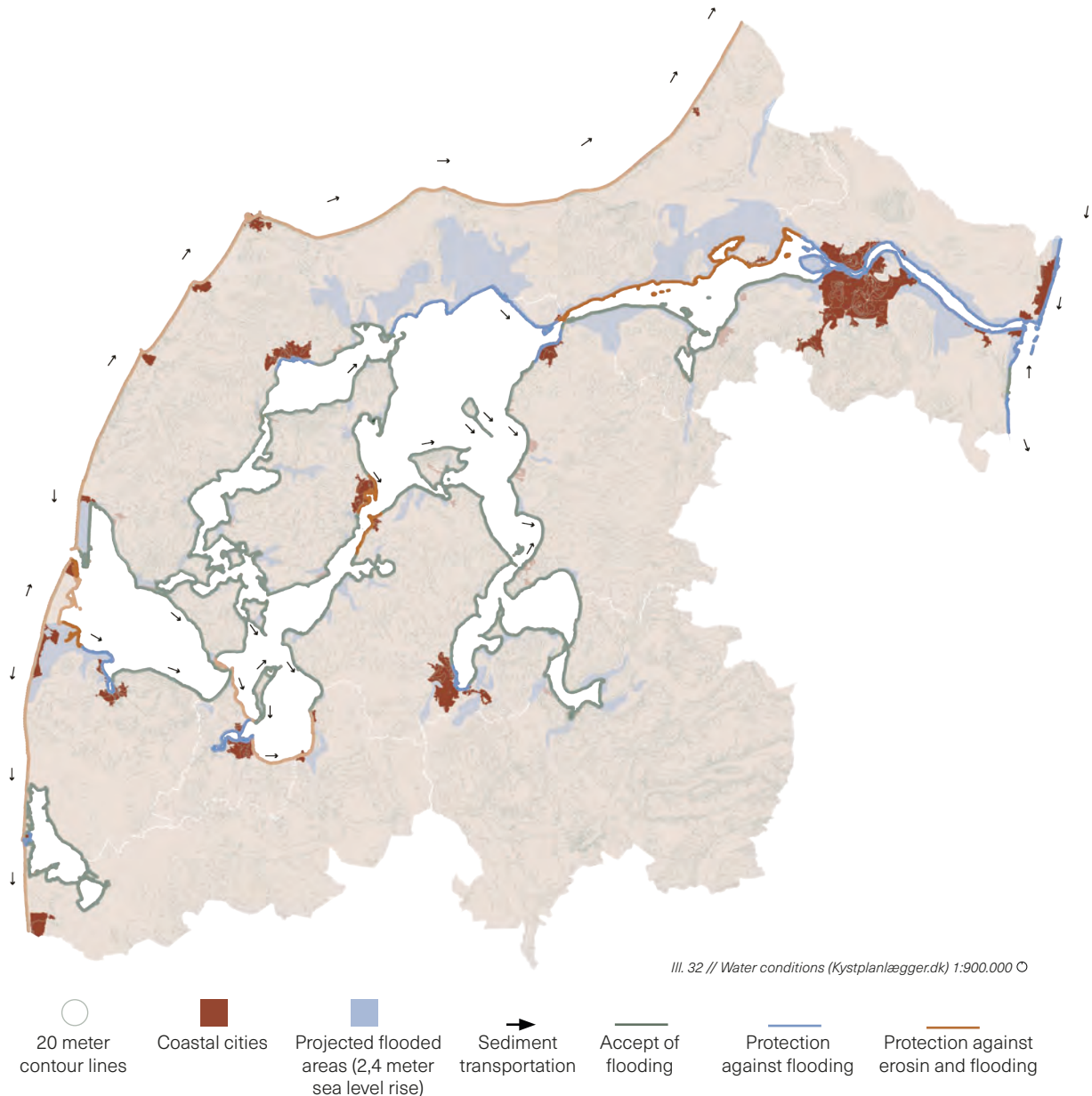
The infrastructure in Limfjordsregionen in relation to national bike routes is sufficient, whereas all municipalities have one or more national bike route passing through them. As the map illustrates the amount of motorways and railways are limited, compared to the national bike routes, why they have a potential to become an offset of development. The most dominating and the only complete route within the region is Limfjordsruten. The route goes through all municipalities, except Morsø Kommune, and creates a link between the different municipalities. The course runs through most of the principal towns, except from Viborg in Viborg Kommune, Holstebro in Holstebro Kommune and Aabybro in Jammerbugt Kommune, as these towns are located far from the coastline of Limfjorden. Viborg and Nykøbing Mors are connected to Limfjordsruten through other national bike routes, whereas Aabybro and Holstebro are completely cut off from the network of national bike routes in Limfjordsregionen. Limfjordsruten is combined with other national routes at the crossings in Aalborg, at Aggersund, where the narrow and wide fjord meets and on Mors, which makes them interesting areas to work with in relation to development.

The landscape



The landscape of Limfjordsregionen consists of varied structures that mostly relates to the coastal areas and the fjord itself. Illustrated on the map are the areas belonging to the designated Natura 2000 areas of habitat, Ramsar, and bird protection. The areas of Natura 2000 are protected nature areas, where the habitat areas relate to the protection of plant and animal species, Ramsar sites relate to wetlands with wading birds and bird protection areas to the protection of birds in general. This addresses the need to be respectful in relation to existing protected areas when choosing areas to develop in Limfjordsregionen in regards to interventions, especially the near-shore Limfjordslandet. Furthermore the designated Natura 2000 areas neglects administrative boundaries, which addresses the importance for a collaborative approach between the municipalities. The different coastal typologies entail varied experiences, whereas each type withholds a potential, but also a number of challenges. The vegetated coasts and the soft cliff coasts limit the access to the water and both the sand/dune coasts and the soft cliff coasts are threatened in relation to erosion. This calls for a need to create an awareness of the protection of the coastal typologies and the access to their belonging landscapes and the fjord itself.

The water



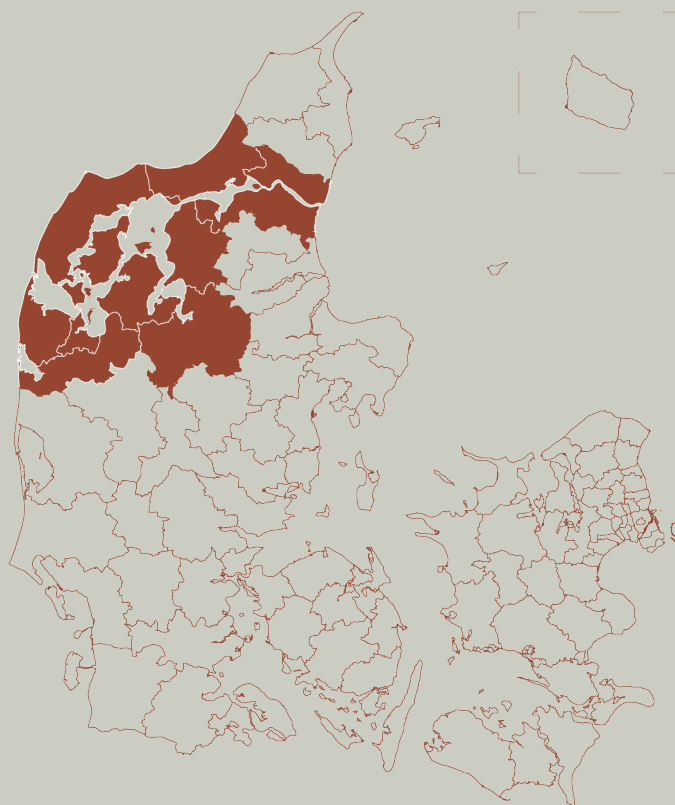
The water of Limfjordsregionen is of great importance and must be addressed when developing the region. The topography of Limfjordsregionen communicated through 20 metre contour lines on the map, illustrates a depiction of how a number of the low-lying areas will be flooded based on an average sea level rise of 2,4 metres at a 100-year storm surge. Furthermore the map addresses the different conditions of either protection or acceptance in relation to flooding at the coasts. From this it is illustrated that the larger coastal cities must be protected against flooding and/or erosion, whereas flooding must be accepted in larger areas of the coast with no relation to bigger cities. The dynamic water entails a number of limitations when developing Limfjordslandet, but it also entails new possibilities in order to develop innovative, inspirational and original projects that have the ability to advertise Limfjordsregionen.

Sub conclusion 04.2

This scale of perception demonstrates and presents a number of diverse conditions that go beyond the borders of each municipality, which addresses the need for a collaborative approach in Limfjordsregionen. Despite the embedded differences in each municipality they all have the history of the fjord in common, which creates a cohesion and a sense of a large-scale community. Furthermore, the conditions of the population indicates that some of the challenges relating to the decrease of population are present in the majority of the municipalities. This addresses the need to cooperate on a regional scale in relation to settlement, as it is a shared responsibility to attract newcomers to Limfjordsregionen. The same goes for the conditions in relation to tourism, as the potential could be unfolded even more, if Limfjordsregionen was developed into a coastal attraction for tourists. The infrastructural map illustrates that there is a large concentration of national bike routes, why they have a potential to link the land and create a coherent coastal attraction. Furthermore, the concentration of cultural attractions appoints some of the areas in Limfjordsregionen, where there is a need to implement cultural attractions in order to attract tourists and also that the municipalities facing the West Coast could prioritise the Limfjords coast to a higher degree. In relation to the coast of Limfjorden, the inherent landscapes and the water must be addressed, when choosing areas to develop. The unique coastal typologies and surrounding landscapes are of great potential, but are challenged by the dynamic water and the future sea level rise. Furthermore the coastal cities are experiencing a number of the same challenges in relation to water, which calls for a need for knowledge sharing between the municipalities.

Important findings

- 01** *The common challenges should be solved and the common potentials should be unfolded through a collaborative approach between the municipalities in Limfjordsregionen.*
- 02** *It is important to include both settlement and tourism as both are evenly influential in regards to future development.*
- 03** *The landscape and the water are connected and know no boundaries, why it is a shared responsibility for all municipalities to work with them both individually and together.*



III. 33 // Silhouette of the municipalities

The municipal scale

The third scale of perception to understand and analyse Limfjordsregionen is the municipal scale. As opposed to the regional scale, the following analyses is primarily based on the formal planning system, as they revolve around the administrative borders of the municipalities within Limfjordsregionen. This is done because this is the scale and boundaries for where information and communications of planning in a non-national scale is found. Therefore the following maps present the municipalities as isolated 'islands of narratives'. Elements from the national administrative scale, the coastal zone, nature and cultural areas of interest are put forward to illustrate each municipality. This is done in order to show the diversity and consistency of the different areas that altogether make up Limfjordsregionen to highlight the need for a regional perspective in order to understand the bigger picture.

Meet the municipalities

On the following pages the ten municipalities surrounding Limfjorden are presented from largest to smallest in regards to population beginning with Aalborg Kommune in Region Nordjylland and ending with Lemvig Kommune in Region Midtjylland. Each of the municipalities have their individual brand, agenda as well as unique nature and cultural attractors, which comes through from each of the analyses.

The municipalities are firstly presented as the entire area of the municipality, followed by an on-top layer communicating the outtakes from the Municipal Plan and the ten largest cities within the municipality. Furthermore, a zoom on the coastal zone of 0-3 km from the coastline of the Limfjord within the municipality are presented in order to understand Limfjordslandet in relation to the remaining municipality. The maps of the coastal zones communicate all the hidden analytic findings that exists within Limfjordslandet.

The descriptions of the municipalities is a combination of from above desktop analyses, the words from the city councils' as well as different authors at Den Store Danske Encyklopædi and Trap Danmark to ensure a common ground of comparison.

In comparison to each of the municipalities of the following pages:

Denmark

Area: 43.561 km²

Population: 5.840.045

Population density: 137 people/km²

Population growth (2021-2022): +0,57 %

Coastline: 8.750 km including ≈ 1000 km along Limfjorden

Mean of the 10 municipalities

Area: 728 km²

Population: 59.943

Population density: 71 people/km²

Population growth (2021-2022): +0,29 %

Coastline: 156 km including ≈ 119 km along Limfjorden

Municipal maps

	Maguritruten		Cities		Primary roads and motorways
	Hærvejen		Preservable landscapes		Railways
	Limfjordsruten		Preservable geological conditions		Ferries
	Hærvejen N3		Nature protection interests		Bridges
	Hanstholm-CPH		Valuable cultural environments		Airports
	Østkyststruten N5				
	Vestkyststruten N1				

Coastal maps

	Former market towns		Summer coottage areas		Cities		Railway
	Villages >200 inhabitants		Hotels (Large>5]		Sand/dune		Hærvejen
	Close proximity to water Either bathing locations, harbours, cities, villages or summer cottage areas or routes located at the coast.		Harbour		Lake		Primary roads
	Absence of Limfjordsruten Where the route goes outside the coastal zone within the municipality.		Bathing locations		Heaths		Sekundary roads
	Nothingness		Camping		Streams		National routes
	Nodes Big=Where roads, railway stations or national routes crosses national routes. Small= Where national and local routes cross.		Ferry		Wetlands		Local routes
			Industrial areas		Forest		Limfjordsruten



The information is gathered from a combination of desk top point of view analyses of orthophotos, national data including GIS, municipal data and tourist and destination platforms:

Municipal data including logo, identity and municipal plans:

Indenrigs- og Sundhedsministeriet (2023)

Danmarks Statistik (2023 1)

Danmarks Statistik (2023 2)

Andersen, R., Christiansen, E. & Jensen, B. (2017)

Andersen, R., Eggert, B. & Jensen, I. R. (2017)

Christiansen, E. (2017)

Andersen, R. & Christiansen, E. (2017 1)

Andersen, R. & Christiansen, E. (2017 2)

Andersen, R. & Christiansen, E. (2017 3)

Andersen, R., Askgaard, H., Eggert, B. & Overgaard, S. (2017)

Christiansen, E. & Andersen, R. (2017)

Andersen, R. & Askgaard, H. (2017)

Andersen, R., Christiansen, E. & Eggert, B. (2017)

Osbaech, P. (2015)

Simonsen, A. (2022)

Aalborg Kommune (n.d.)

Viborg Kommune (n.d.)

Holstebro Kommune (n.d.)

Skive Kommune (n.d.)

Thisted Kommune (n.d.)

Jammerbugt Kommune (n.d.)

Vesthimmerland Kommune (n.d.)

Struer Kommune (n.d.)

Morsø Kommune (n.d.)

Lemvig Kommune (n.d.)

Coastlines:

Miljøstyrelsen (n.d)

Kaae-Nielsen, C. & Schmidt, J. B.. (2014)

National data:

Danmarks statistik (n.d)

Globalis (2020)

Kronvall, A. (n.d.)

Hello... Aalborg!

Region: Region Nordjylland

Destination company: Destination Nord

Area: 1.137 km²

Population: 221.082

Population density: 196 people/km²

Population growth (2021-2022): +0,67%

Coastline: 225 km



III. 34 // Location of Aalborg Kommune

"Vild med verden // Seizing the world"

The municipality

Aalborg Kommune is the largest of the ten municipalities surrounding the Limfjord. The municipality has a coastline alongside both the northern and southern part of the fjord and covers a large part of the eastern fjord. The location of the ten largest cities clearly shows that Aalborg is the central city with a selection of large satellite cities alongside the main infrastructure. The city of Aalborg has throughout history been a central city and an anchor point for the surrounding land as was described in the former chapter. This has entailed that the city has become the 'power centre' in Region Nordjylland with a little more than a third of the region's population living within Aalborg Municipality (Andersen et al., 2017 G). Therefore a lot of the identity and development of the municipality revolves around the city of Aalborg.

The identity of Aalborg and Aalborg Municipality is based on its significant relation to Limfjorden located at the most narrow part of the fjord, with the two parts being connected by two bridges and a tunnel within Aalborg and Nørresundby and by ferry in the east at Hals. This is also where the different National routes cross.

The large urban areas are dominant in the layout of the municipality, but there is also room for nature and open land. To the east bordering the ocean of Kattegat and to the west bordering the fjord, the municipality has the majority of their preservable landscapes and nature protection interests.

The coastal zone

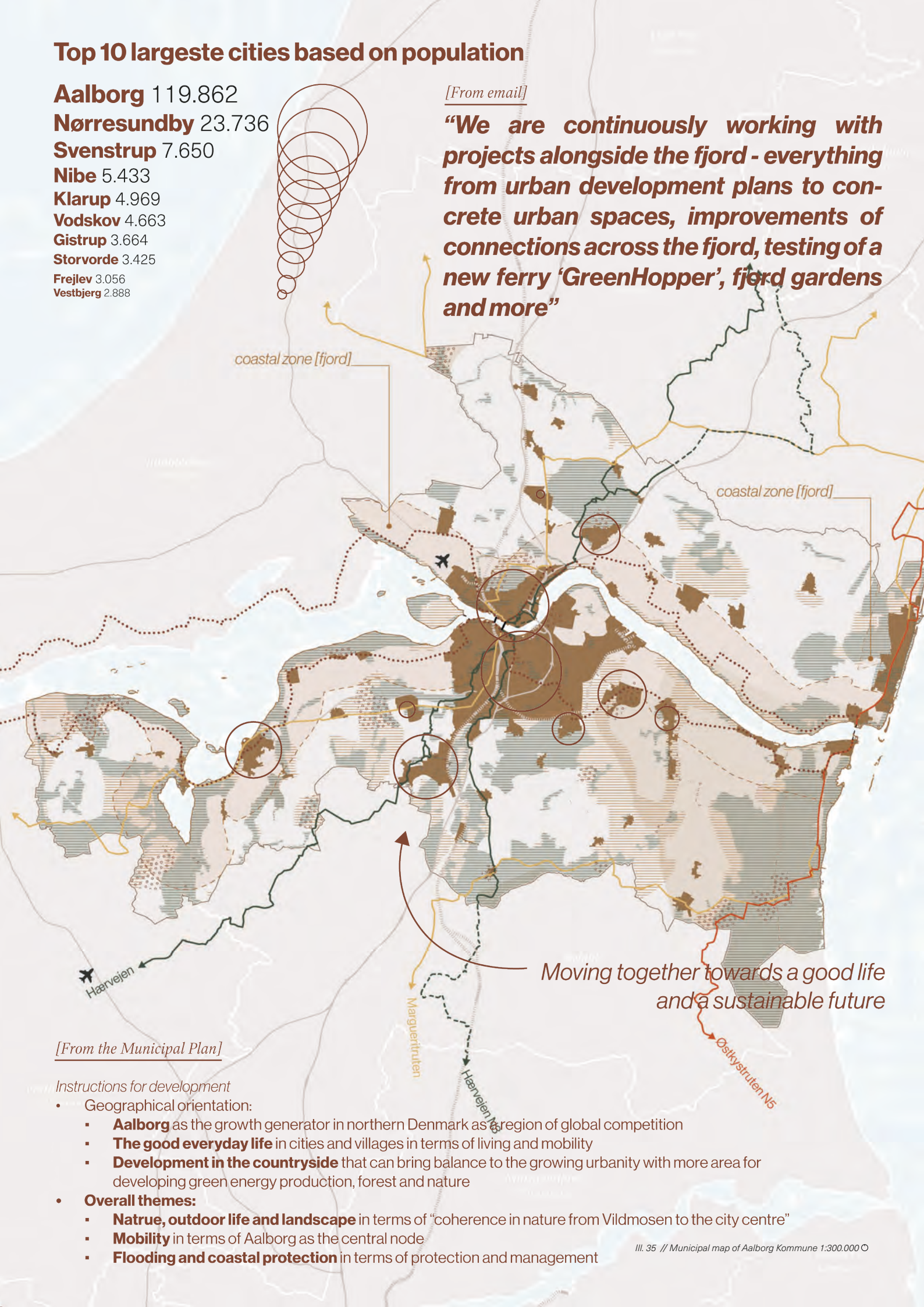
The coastal zone within Aalborg Kommune is varied alongside the fjord. All major cities are located within the zone and the relation between the fjord and the cities is visible in their locations. The very urban core spreads out and at its end forests and summerhouse areas are located. Activities with water in relation to bathing and harbours are to be found mostly around the harbourfront in Aalborg, in Nibe and around Hals - in relation to the major harbour cities. Limfjordsruten is present within the coastal zone all through Aalborg where it follows the coastline, with the exception of the eastern part. A number of both national and local routes pass through the city of Aalborg illustrating the wish to promote the urban culture of the municipality rather than the surrounding areas. Outside of Aalborg the area around Sebbesund in the western part of the municipality has a number of local routes making the green areas accessible. Furthermore, small local harbours are located outside of the major harbour cities. In terms of no relation to water, lack of local routes and presence of in-between spaces the western part of the fjord seems neglected until the crossing at Hals.

Top 10 largest cities based on population

Aalborg 119.862
Nørresundby 23.736
Svenstrup 7.650
Nibe 5.433
Klarup 4.969
Vodskov 4.663
Gistrup 3.664
Storvorde 3.425
Frejlev 3.056
Vestbjerg 2.888

[From email]

“We are continuously working with projects alongside the fjord - everything from urban development plans to concrete urban spaces, improvements of connections across the fjord, testing of a new ferry ‘GreenHopper’, fjord gardens and more”

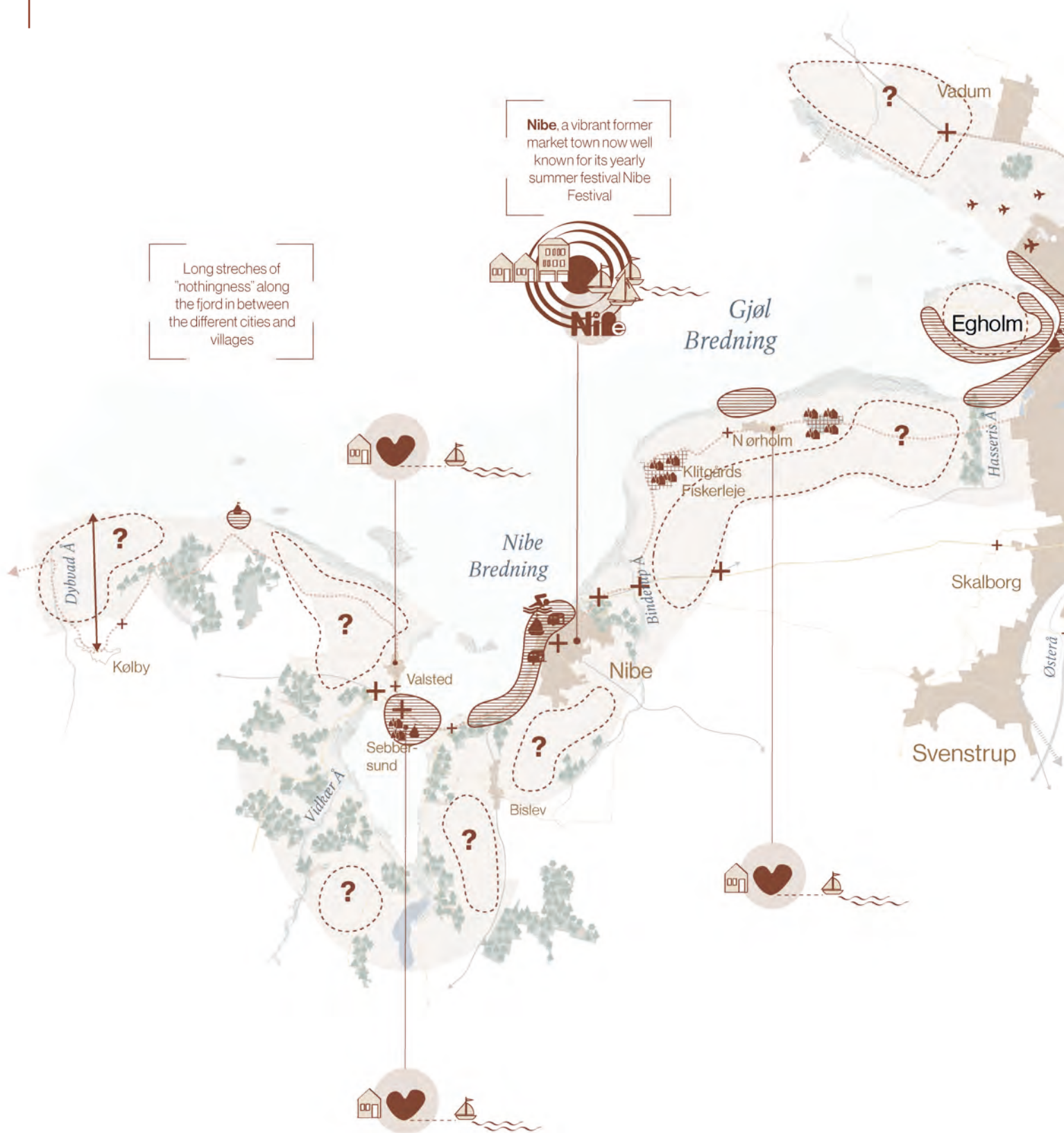


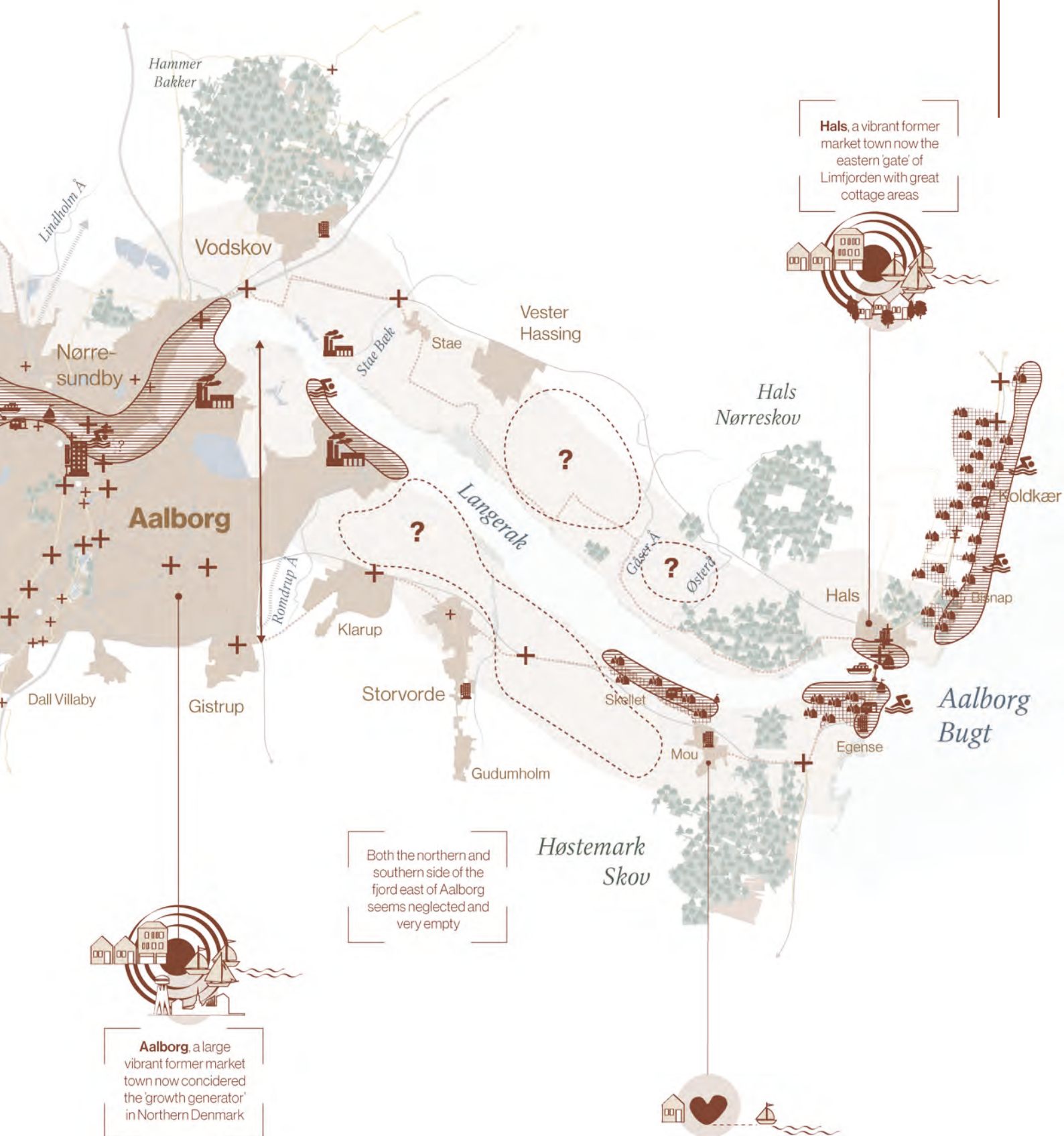
Moving together towards a good life and a sustainable future

[From the Municipal Plan]

Instructions for development

- Geographical orientation:
 - **Aalborg** as the growth generator in northern Denmark as a region of global competition
 - **The good everyday life** in cities and villages in terms of living and mobility
 - **Development in the countryside** that can bring balance to the growing urbanity with more area for developing green energy production, forest and nature
- Overall themes:
 - **Nature, outdoor life and landscape** in terms of “coherence in nature from Vildmosen to the city centre”
 - **Mobility** in terms of Aalborg as the central node
 - **Flooding and coastal protection** in terms of protection and management





Hello... Viborg!

Region: Region Midtjylland

Destination company: Visit Aarhus

Area: 1.408 km²

Population: 96.847

Population density: 69 people/km²

Population growth (2021-2022): +0,91%

Coastline: 41 km



III. 37 // Location of Viborg Kommune

"Glæd dig // look forward to it"

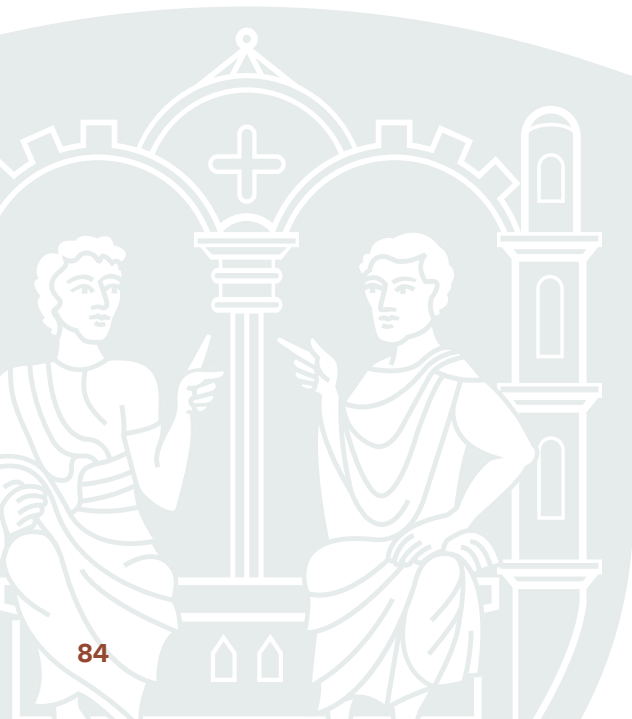
The municipality

Viborg Kommune is the second largest of the ten municipalities surrounding the Limfjord, however it has a very short coastline in comparison. It borders Limfjorden in the western part at one of the most southern points. The location of the cities within the municipality and the location of the municipality on a national perspective illustrates how the municipality and the city of Viborg has always been a centre in Denmark in terms of infrastructure (Andersen et al., 2017 A).

The urban densities in Viborg demonstrate how the cities are located in a well connected network with open land in between all through the municipality. From this division it is clearly illustrated that Limfjorden has not had great importance within the municipality throughout history. Today, however, all of the coastal zone is designated as a preservable landscape with nature preserving interests.

The coastal zone

The coastal zone within the municipality borders Limfjorden, but is experienced as two individual, narrow water bodies in comparison to the rest of Limfjorden. The zone consists of villages and open land with a rather green character. The access to water is found in relation to summerhouse areas and hotels in the open land, and there are no local routes in the area and therefore only connections to the national routes, one of them being Limfjordsruten that follows the zone in close proximity to the water.



Top 10 largest cities based on population

Viborg 41.239

Bjerringbro 7.437

Stoholm 2.533

Karup 2.189

Løgstrup 1.939

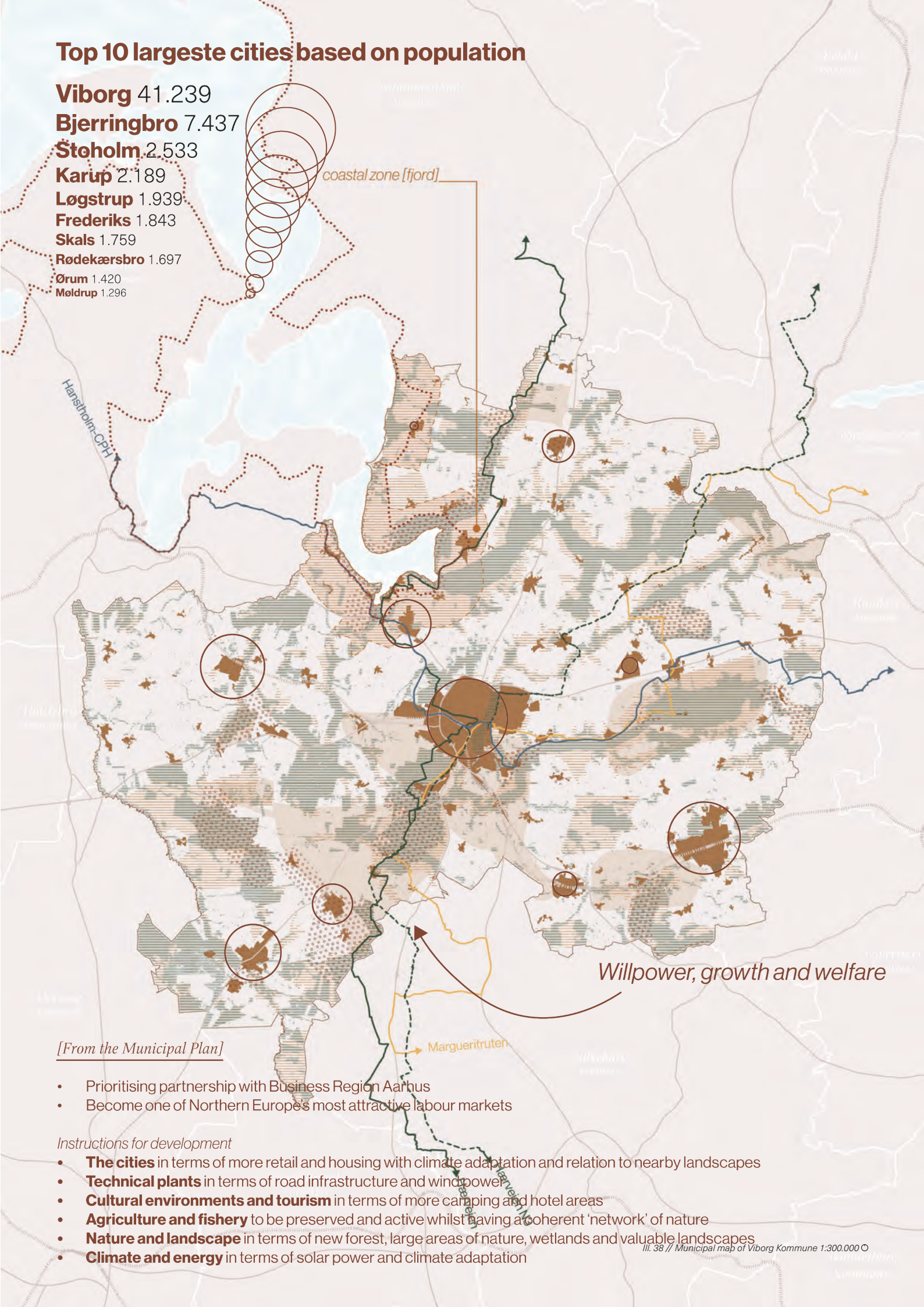
Frederiks 1.843

Skals 1.759

Rødekærsbro 1.697

Ørum 1.420

Moldrup 1.296



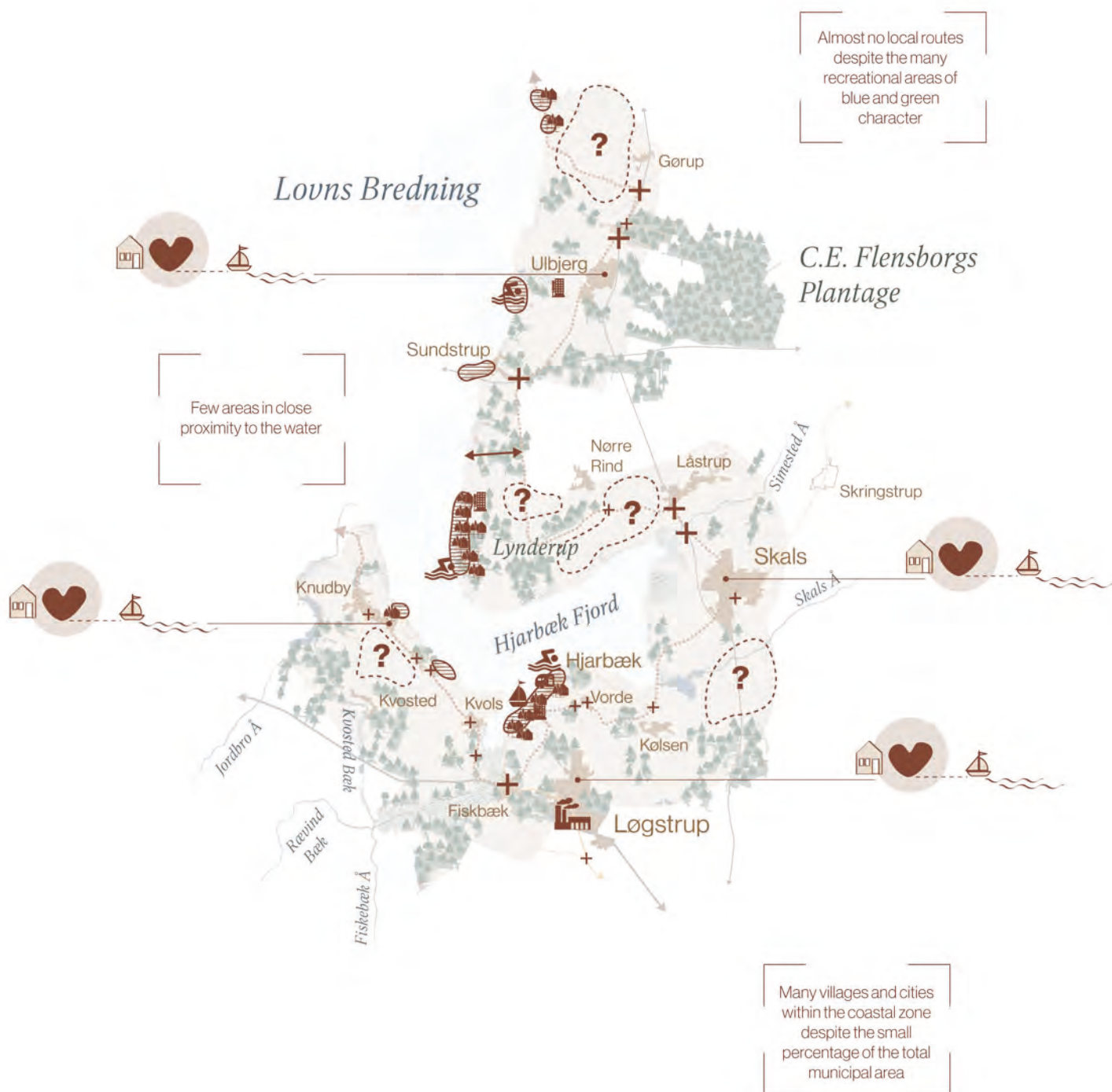
Willpower, growth and welfare

[From the Municipal Plan]

- Prioritising partnership with Business Region Aarhus
- Become one of Northern Europe's most attractive labour markets

Instructions for development

- **The cities** in terms of more retail and housing with climate adaptation and relation to nearby landscapes
- **Technical plants** in terms of road infrastructure and wind power
- **Cultural environments and tourism** in terms of more camping and hotel areas
- **Agriculture and fishery** to be preserved and active whilst having a coherent 'network' of nature
- **Nature and landscape** in terms of new forest, large areas of nature, wetlands and valuable landscapes
- **Climate and energy** in terms of solar power and climate adaptation





Hello... Holstebro!

Region: Region Midtjylland

Destination company: Visit Nordvestkysten

Area: 793 km²

Population: 58.553

Population density: 74 people/km²

Population growth (2021-2022): +0,73%

Coastline: 92 km (11 km towards the Limfjord)



III. 40 // Location of Holstebro Kommune

"Kulturen til forskel // The culture as difference"

The municipality

Holstebro Kommune is the third largest of the ten municipalities surrounding Limfjorden. It has a coastline bordering both Nordsøen and a small stretch of the western part of Limfjorden in the northernmost part of the municipality with a relatively long distance between the two. The main city of the municipality, Holsebro, is located in the centre of the municipality, and is the home of 62% of the inhabitants in the municipality (Andersen et al., 2017 D).

The elongated shape of the municipality results in very different landscapes throughout the municipality with hillsides to the northeast and flat, windy lands to the west (Andersen et al., 2017 D). Both types of landscapes are valued, which can be seen from the preserveable landscapes pointed out as areas of nature protection interests. In the centre the city of Holsebro has been a centre for culture since the 1960's and from the slogan of the municipality it is clearly illustrated that this is a main brand of the municipality (Andersen et al., 2017 D).

The coastal zone

The coastal zone borders Limfjorden at its most southern part. Within the zone summer cottage areas and a harbour creates the relation to the water. Limfjordsruten follows the zone in close proximity to the water, but with no connection to local routes and with very few crossings between roads and the national routes.



Top 10 largest cities based on population

Viborg 41.239

Bjerringbro 7.437

Stoholm 2.533

Karup 2.189

Løgstrup 1.939

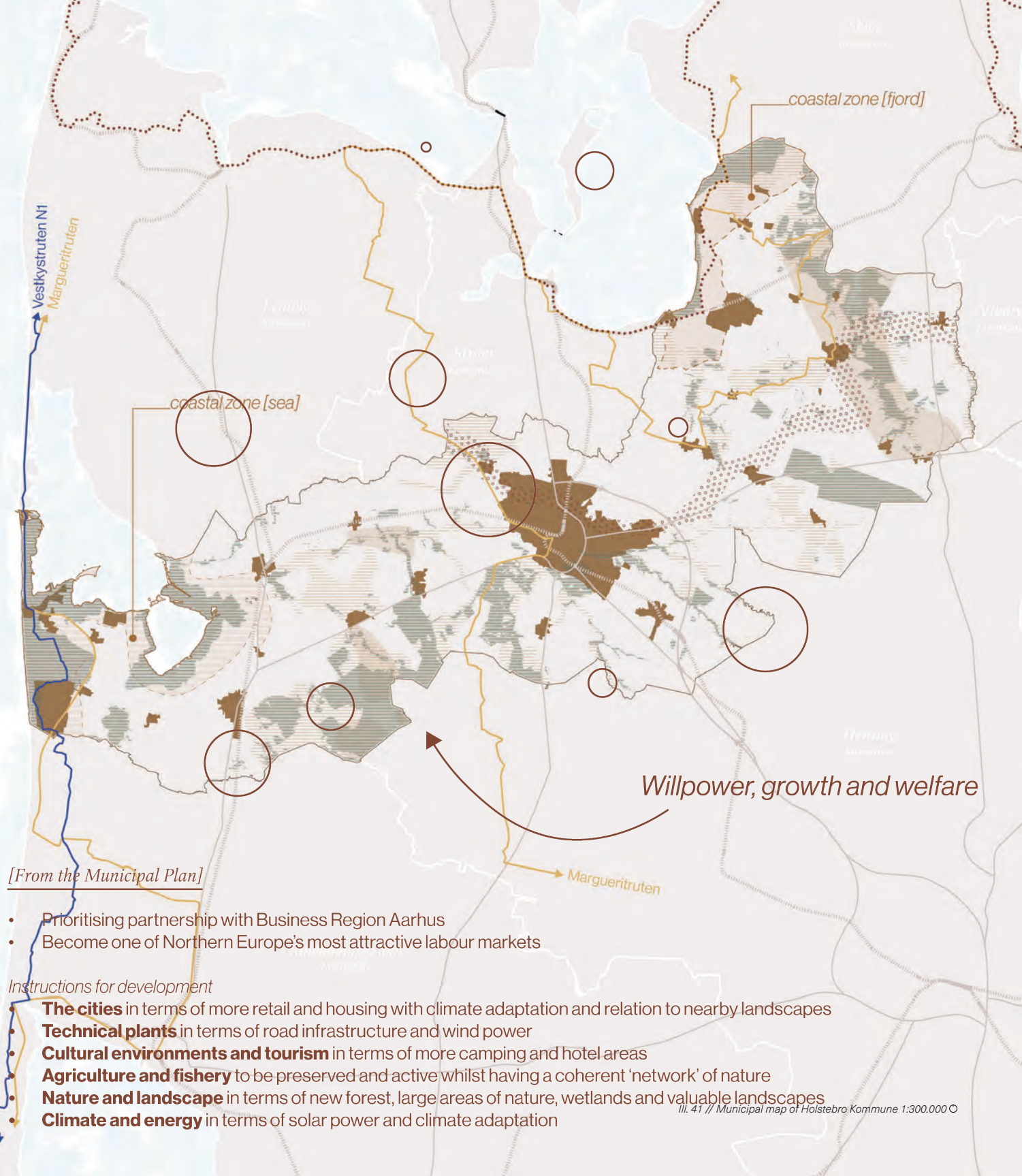
Frederiks 1.843

Skals 1.759

Rødekærsbro 1.697

Ørum 1.426

Møldrup 1.296



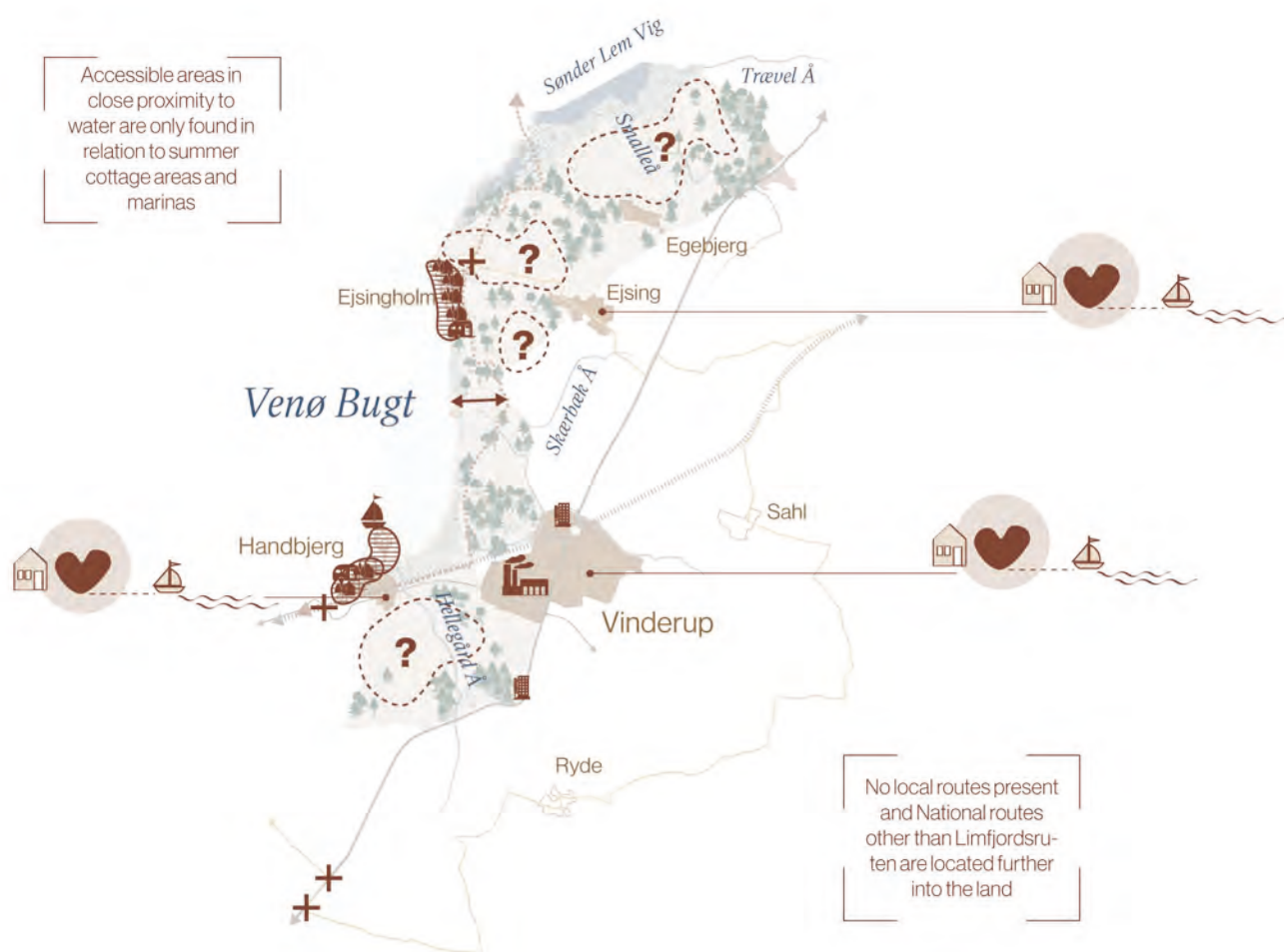




Photo 16 // Handbjerg (Skråfoto)

Hello... Skive!

Region: Region Midtjylland

Destination company: Destination Limfjorden

Area: 683 km²

Population: 45.078

Population density: 66 people/km²

Population growth (2021-2022): -0,02%

Coastline: 199 km



III. 43 // Location of Skive Kommune

"Det er rent liv // It is pure life"

The municipality

Skive Kommune is the fourth largest of the ten municipalities surrounding Limfjorden, and it is located in the middle of the eastern part of the fjord. The majority of the municipality is made up by the peninsula Salling connected to the mainland in the south, where the main city, Skive, is located. With the exception of Skive, the rest of the major cities are not located in relation to the fjord, but rather alongside the main infrastructure.

The landscape in Skive Kommune has a varied nature with soil that has been suitable for farming for centuries, which has led to the placement of the cities in the central parts of the area, leaving the land close to the coastline of great variation and activity (Christiansen et. al., 2017 B). This structure is also clear from the placement of the areas of nature protection interests and preservable landscapes that follows the coast as well as the southern border.

The coastal zone

Skive is one of the municipalities where the coastline makes up a rather large section of the coastline of Limfjorden. This also means that a fairly large area of land is made up by the coastal proximity zone. From the many access points to the fjord provided by beaches, harbours and a long stretch of summer cottage areas along the coastline, it is clear to see that the water is considered an asset for the municipality, especially alongside the western part. The rest of the coastal zone however, is very empty, which is where the main roads and national bike routes, including Limfjordsruten is led through in most places.

Top 10 largest cities based on population

Skive 20.190

Højslev Stationsby 2.833

Glyngøre 1.395

Roslev 1.247

Balling 1.185

Jebjerg 1.101

Durup 903

Rødding 878

Breum 814

Oddense 583

[From email]

“The proximity to water is always a quality but with the rising sea levels and more storms we also experience a need to protect our existing urban communities from the water to a greater extent through coastal protection, locks and the like. It's about finding common solutions that helps all whilst not being in the way of the nature people live here to be close to”

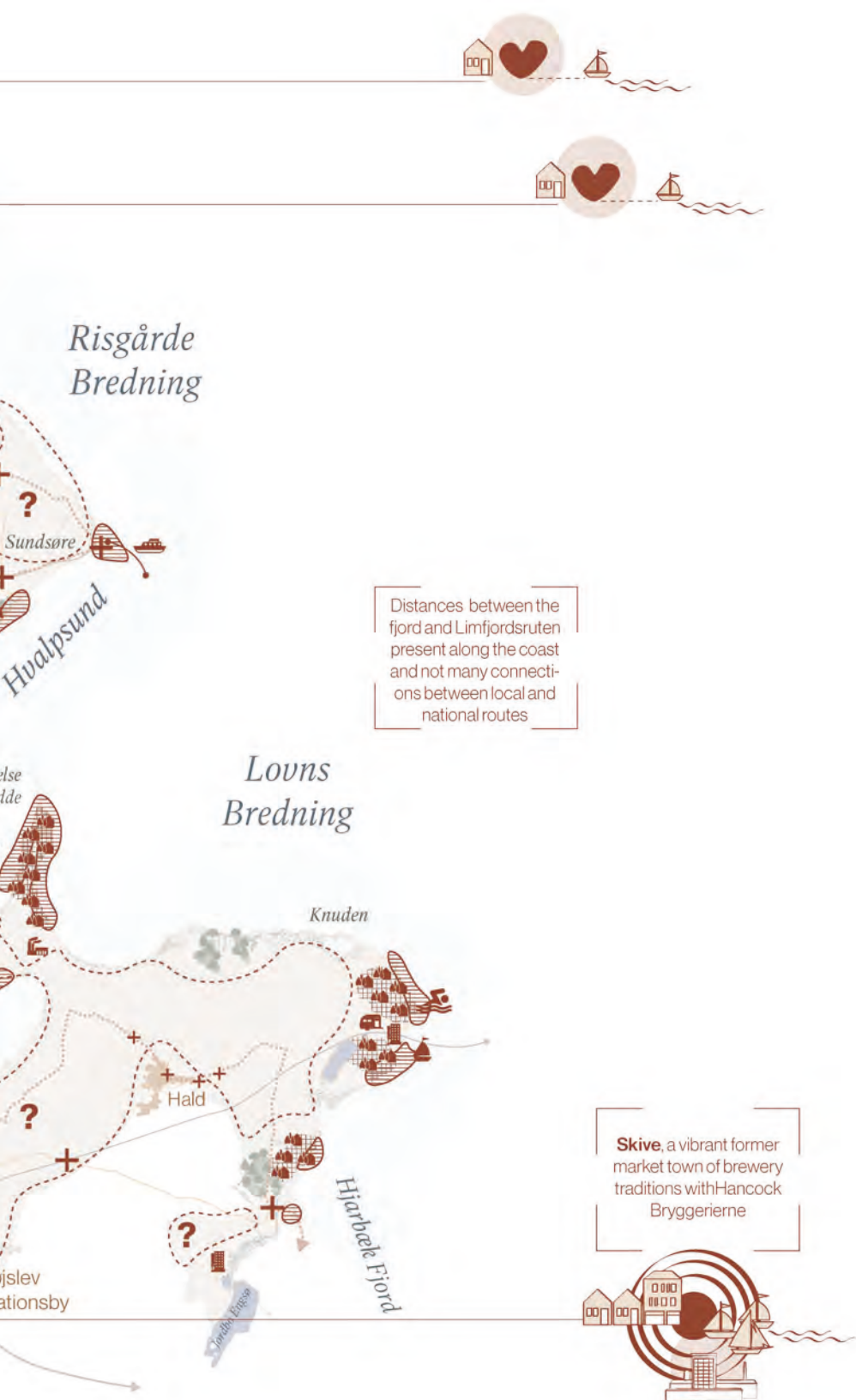
Sustainable growth, settlement and development

[From the Municipal Plan]

Instructions for development

- **Urban development** with a focus on both Skive, urban patterns, villages and coastal areas
- **Business** in terms of retail, agriculture and extraction of raw materials
- **Tourism** in relation to Destination Limfjorden and places to stay and go
- **Nature and landscapes** in terms of both blue and green structures as a strong attraction points
- **Energy and climate** with a focus on windmills in different scales, solar power and biogas
- **Infrastructure** focusing on roads, parking and the pathways, harbours as well as Skive Airport
- **The city of Skive with a focus of the city centre**





Hello... Thisted!

Region: Region Nordjylland

Destination company: Visit Nordvestkysten

Area: 1.072 km²

Population: 43.089

Population density: 40 people/km²

Population growth (2021-2022): +0,69%

Coastline: 274 km (161km towards the Limfjord)



***"Danmarks førende klimakommune //
The leading climate municipality in Denmark"***

The municipality

Ill. 46 // Location of Thisted Kommune

Thisted Kommune is the fifth largest of the ten municipalities surrounding Limfjorden and is located north of the fjord as a long stretch of land between the two water bodies of Limfjorden and Nordsøen. The main city of the municipality, Thisted, is located on the southeastern border and the rest of the larger cities are spread alongside the railways and on the west coast.

The northwestern and southeastern parts of the municipality are very different in terms of landscape. The rough climate to the west narrates the story of a dual relationship between mankind and nature that acts as both a challenge and a point of attraction, contradictory to the protected and fertile landscapes to the south (Christiansen, 2017 A). The varied landscape of different nature types has made the municipality one of Denmark's greatest municipalities in relation to nature. This is visible from the large areas of the municipality that are designated as valuable cultural environments, areas of nature protection interest and preservable landscapes, although most of the areas are located in relation to the west coast and not Limfjorden.

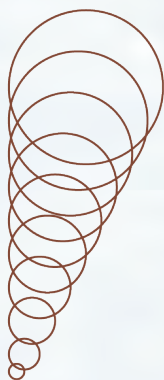
The coastal zone

Thisted Kommune is one of the municipalities with a coastal zone that covers the entire municipality. The southeastern part of the coastal zone relates to Limfjorden and covers a large stretch of the northern side of the fjord. Despite this, the relation to the water is lacking. There are several routes both national and local and roads that pass through or are located in close proximity to the coastal zone, however most routes and therefore also nodes are mostly located in the southwestern part of the municipality in relation to the bridges and ferries connecting to other municipalities.



Top 10 largest cities based on population

Thisted	13.461
Hurup	2.705
Hanstholm	2.104
Snedsted	1.159
Klitmøller	1.114
Nors	1.059
Sennels	904
Bedsted	806
Koldby	732
Sjørring	729



coastal zone [sea]

[From email]

“The ambition is that Thisted Kommune through development initiatives and facilities on both the west coast and the fjord coast collectively forms a “scattered sports hall” with blue activities - a hub for water sport and outdoor activities”

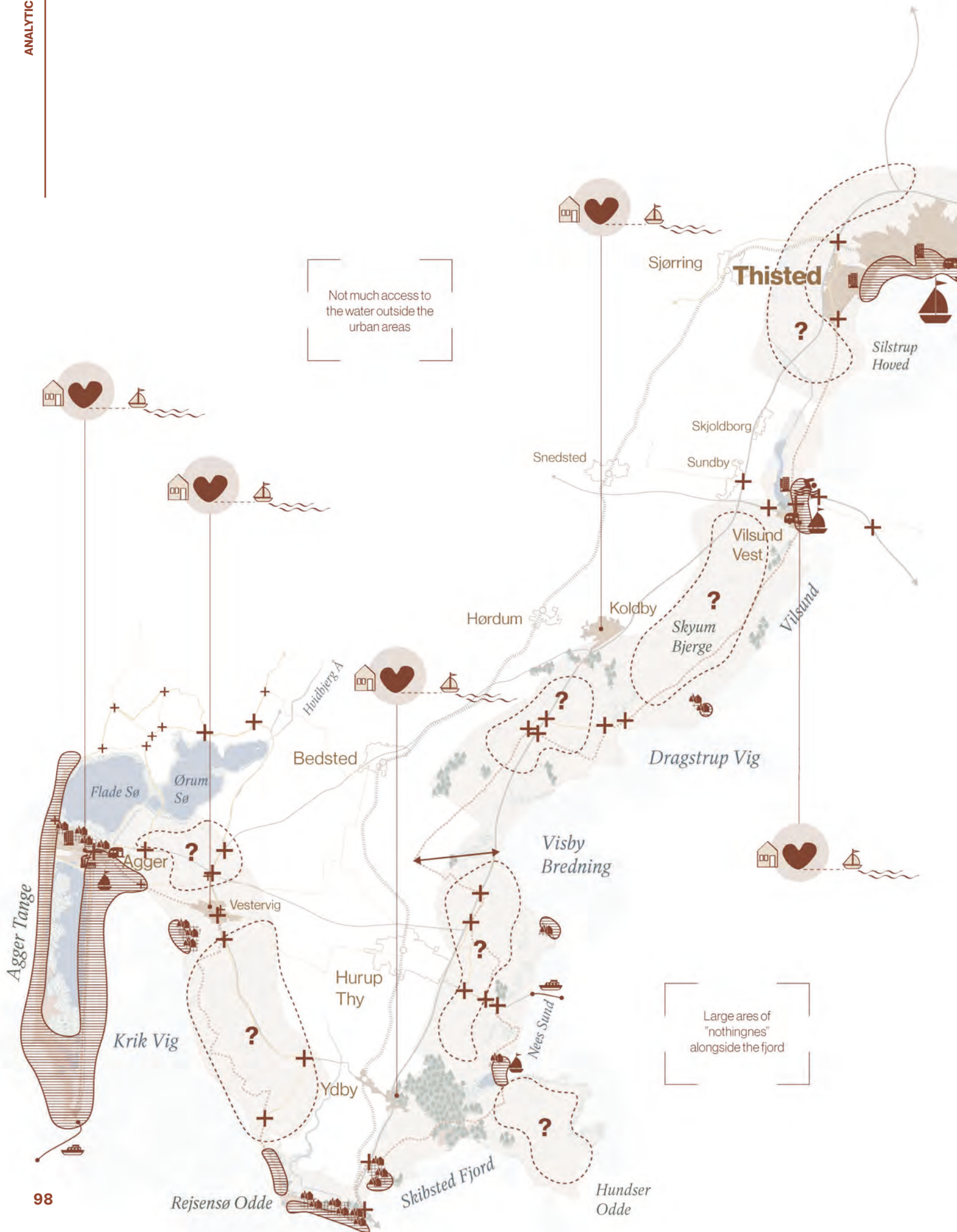
coastal zone [fjord]

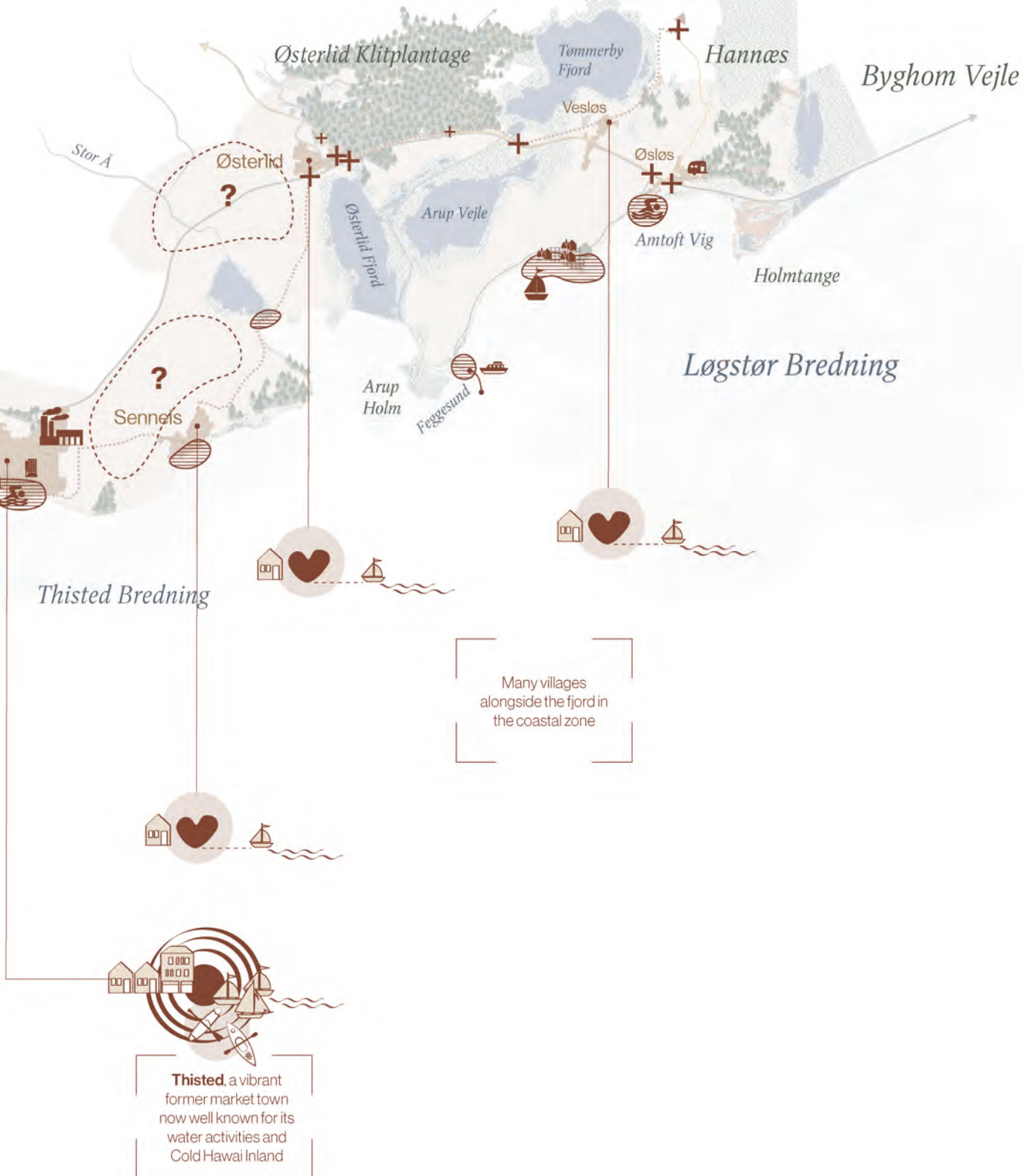
The nature municipality of Denmark

[From the Municipal Plan]

Instructions for development

- **The build land** in terms of new urban structures
- **The open land** in terms of landscape and nature with a special focus on Nationalpark Thy
- **Business** and its foundation regarding wealth and welfare
- **Climate, energy and infrastructure** in regards of green infrastructure and technical plants for green energy
- **Citizen, culture and leisure time** focusing on citizen-near services, indoor and outdoor activities





Hello... Jammerbugt!

Region: Region Nordjylland

Destination company: Visit Nordvestkysten

Area: 864 km²

Population: 38.187

Population density: 44 people/km²

Population growth (2021-2022): +0,46%

Coastline: 136 km (71 km towards the Limfjord)



III. 49 // Location of Jammerbugt Kommune

”Landet mellem hav og fjord //
The land between ocean and fjord”

The municipality

Jammerbugt Kommune is the sixth largest of the ten municipalities surrounding Limfjorden. Neighbouring Thisted Kommune it continues the elongated shape between Nordsøen in the north and Limfjorden in the south, which entails a non-existing municipal centre (Andersen et al., 2017 H). The large cities within the municipality are located in relation to the infrastructure following the east-westgoing central line and does not relate to either of the coasts.

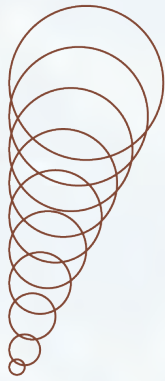
However, the landscapes alongside the two coasts are a major attraction with a number of bird sanctuaries, especially in the south and western parts of the municipality (Andersen et al., 2017 H), which is also visible from the areas designated as nature protection and preservable landscapes.

The coastal zone

Jammerbugt Kommune is also one of the municipalities, where the coastal zone borders the majority of the municipality. However, just as others of the municipalities, there are only few areas alongside the coastline to Limfjorden where a close connection to the water is established. Furthermore, there is a greater distance from the coastline to Limfjordsruten starting at Aggersund and continuing to the border to the west. As one of the only municipalities in Limfjordsregionen there is no bigger city located in the coastal zone. Only a few villages are located in the zone, making the majority of the coastal zone in Jammerbugt Kommune open land.

Top 10 largest cities based on population

Aabybro 6.318
Fjerritslev 3.326
Pandrup 2.862
Brovst 2.624
Kås 2.355
Biersted 1.615
Nørhalne 1.519
Gjøl 912
Skovsgaard 806
Saltum 697



Any place within the municipality has a role to play and a reason for existence

coastal zone [sea]

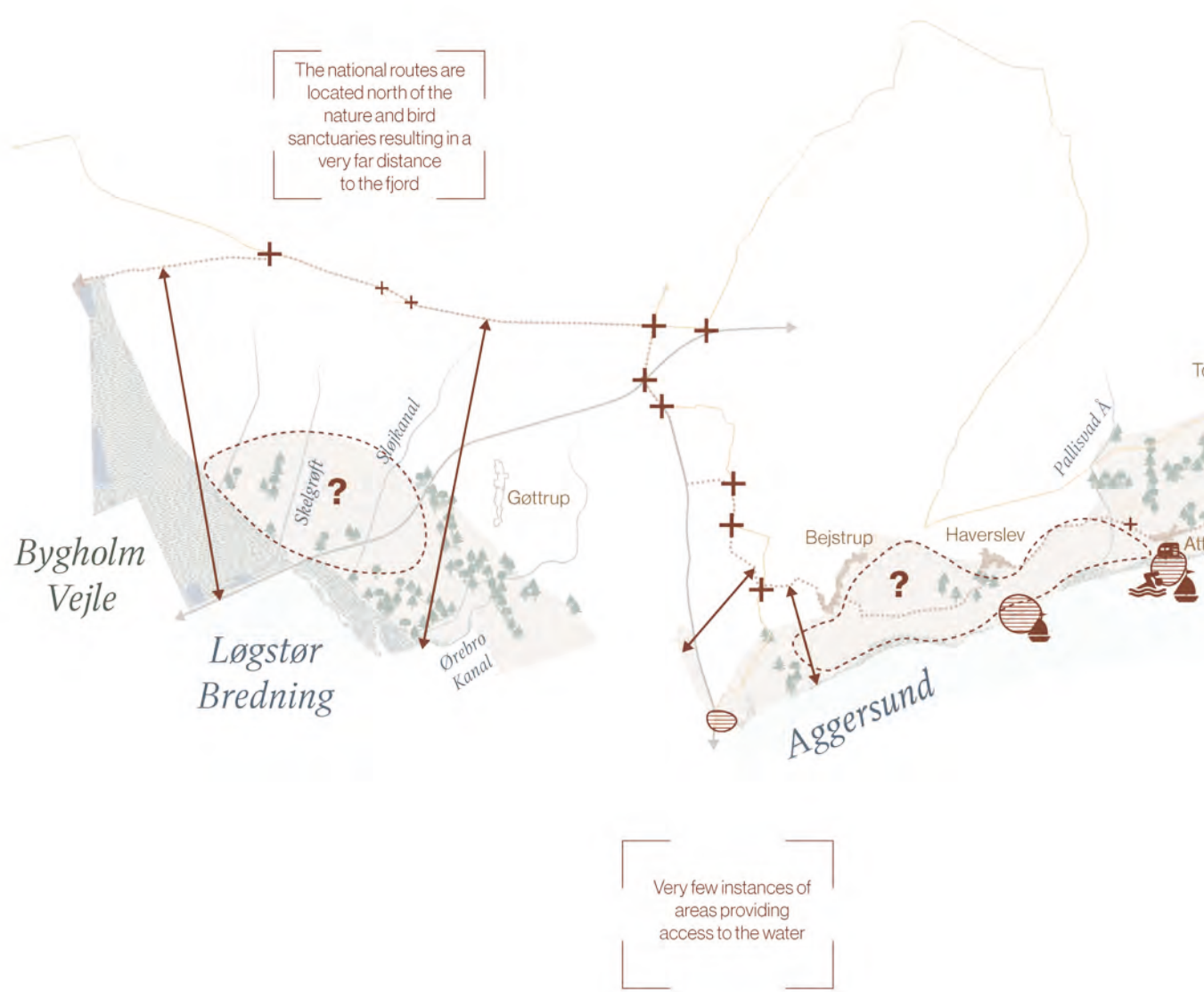
coastal zone [fjord]

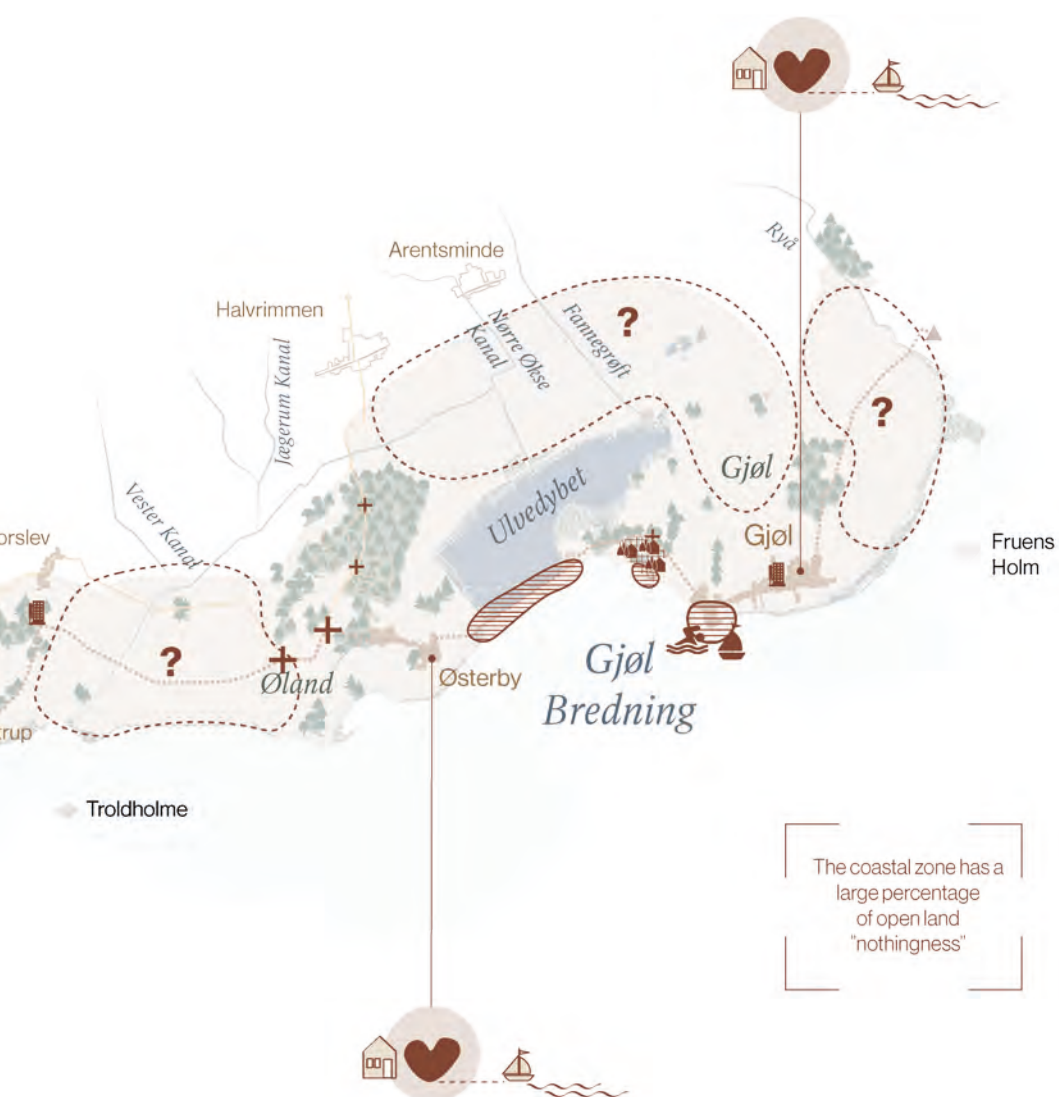
[From the Municipal Plan]

- Your good life focusing on urban development and the open land
- Experiences of "Jammerbugtsk" in relation to the landscape, the coast, culture and a tourist centre in Blokhus-Hune on the west coast
- More in action - more people in action in terms of infrastructure and tourism alongside the west coast, agriculture and fishing
- Sustainability in terms of climate adaptation and technical plants for green energy

Instructions for development

- **Cities and urban development** focusing on urban development patterns and retail
- **Cultural history** in relation to it being an asset for the municipality and the foundation for agriculture
- **Business and tourism** in terms of ensuring the story of the municipality and attract tourists
- **Energy and infrastructure** in with a focus on the green transition especially in terms of transportation





Hello... Vesthimmerland!

Region: Region Nordjylland

Destination company: Destination Himmerland

Area: 718 km²

Population: 36.326

Population density: 47 people/km²

Population growth (2021-2022): +0,29%

Coastline: 108 km



III. 52 // Location of Vesthimmerland Kommune

"Lyst til at gøre en forskel // A wish to make a difference"

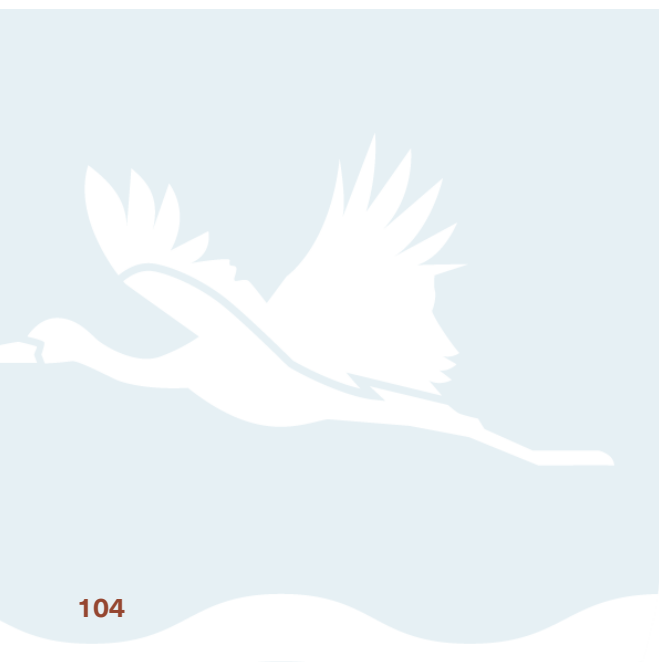
The municipality

Vesthimmerland Kommune is the seventh largest of the ten municipalities surrounding Limfjorden. It has an interesting location in relation to the fjord, as the majority of the coastal zone in the municipality is located to the south, and a minimal coastal zone is located to the north producing an unequal division. Furthermore, the municipality has a coastline that relates to both the narrow eastern part of the fjord and the wide western part of the fjord. The coastline has had a great influence on the municipality for the last decades in regards to transportation and culture (Andersen et al., 2017 F).

The landscape mostly consists of hills, streams and raised seabeds, providing a different experience alongside the fjord than other municipalities can provide (Andersen et al., 2017 F). Furthermore, the long stretches of areas of nature protection interests and preservable landscapes show that the interesting landscape continues from the coast and into the municipality. The urban areas of the municipality are spread out in the municipality with their own hinterland in regards to service (Andersen et al., 2017 F), and most of them are located in the central and eastern part of the municipality, except the harbour city of Løgstør.

The coastal zone

The coastal zone follows a long stretch of the borders on the western side. Following the coast there are recurrent places in close proximity to the coast in the form of summer cottage areas, national routes, harbours and bathing spots. Alongside the stretch there is a shift between the north and southern part, where the northern part outside the urban areas are very empty despite it being one of the crossings from the northern to southern side of Limfjorden at one of its most narrow places.



Top 10 largest cities based on population

Aars 8.474
Løgstør 3.967
Farsø 3.349
Aalestrup 2.780
Ranum 969
Hornum 943
Gedsted 852
Hvalpsund 649
Vester Hornum 541
Overlade 447

[From email]

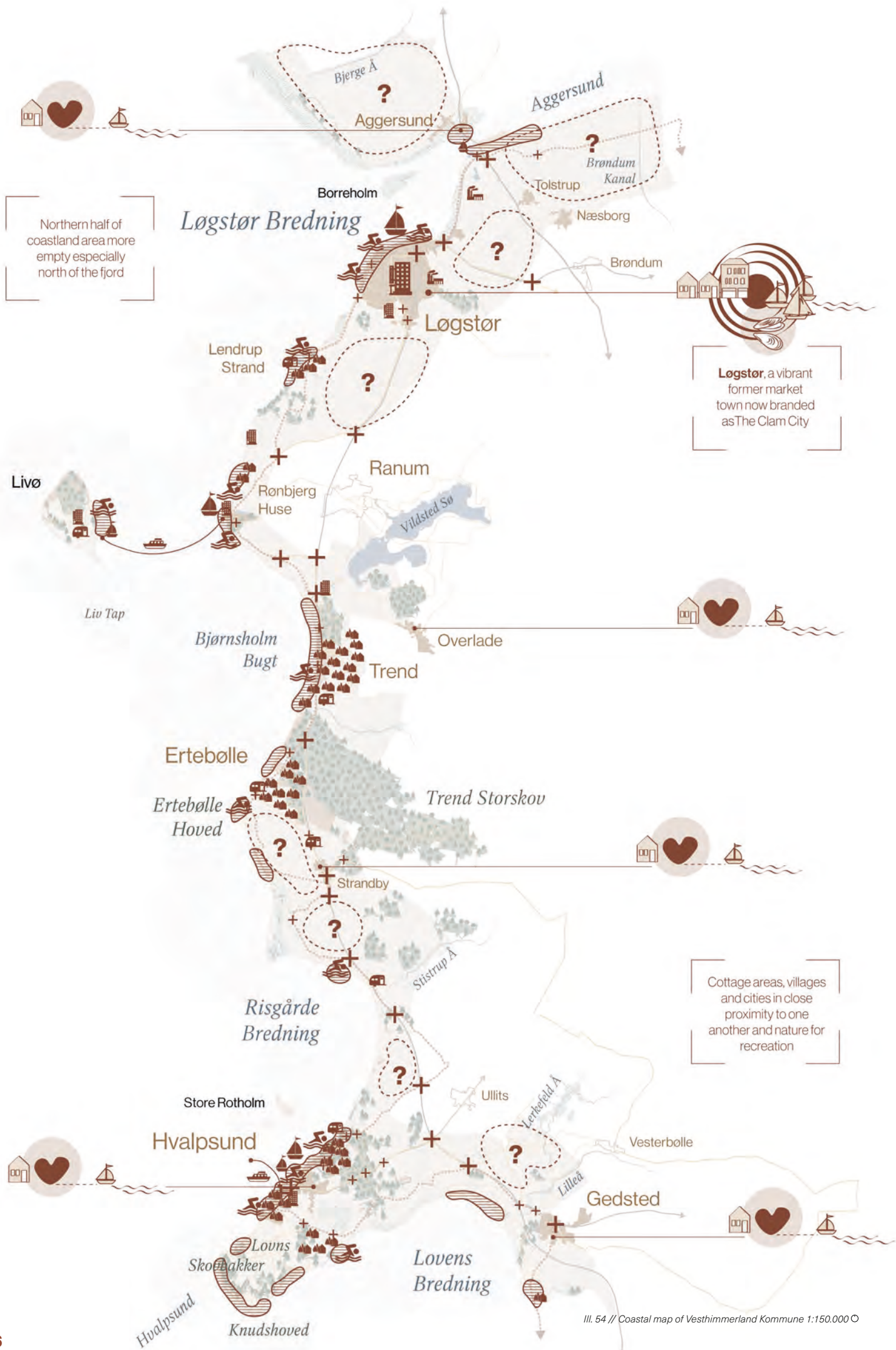
“[...] we have a clear wish to be able to offer a greater extent of coherent experiences both physically but also mentally. One thing is to be able to walk/drive/sail along the fjord with great experiences but the total package - the feeling of being on a journey through a coherent area has a great potential”

We want to create a place where it's good to live for all

[From the Municipal Plan]

Instructions for development

- **Cities** focusing on urban patterns, growth and retail
- **Public utility, transport facilities and technical plants** in relation to heat and power, windmills and infrastructure
- **Tourism and leisure** focusing on summerhouse and allotment areas, overnight stays, golf, motor and shooting facilities and use of waterways
- **Use of the open land** in terms of agriculture and location of new forests
- **Protection of the open land** concerning the landscape and nature





Hello... Struer!

Region: Region Midtjylland

Destination company: Destination Limfjorden

Area: 246 km²

Population: 20.802

Population density: 84 people/km²

Population growth (2021-2022): -0,04%

Coastline: 146 km



Ill. 55 // Location of Struer Kommune

"Struer - Lydens by // Struer - the city of sound"

The municipality

Struer Municipality is the eight largest of the ten municipalities surrounding the Limfjord and stretches from the southern side to the northern side, through different islands, all located in the western part of the fjord. In terms of population and area, the municipality is one of the smallest - not only in the context of Limfjordsregionen - but in Denmark in general, which is also why there has been elections twice about merging with Holstebro Municipality (Andersen et al., 2017 C).

The city of Struer is the municipal centre, where most other urban areas spread out from. The importance of the city of Struer is determined in the slogan from the municipality. The slogan refers to the city's industrial influence on the area with the great Danish company Bang & Olufsen's presence all through the 20th century (Andersen et al., 2017 C).

Outside the urban areas, the municipality is defined by nature in proximity to the coast, whereas a large part of the coast is affected by the sea bed rise from the ice ages and outdoor life in relation to the water (Andersen et al., 2017 C). Much of the coastal areas, especially alongside the east and north, is designated as preservable landscapes and a small amount as areas of nature protection interest.

The coastal zone

A large percentage of the area of Struer Kommune is made up of the coastal zone due to its small area and it being made up of mostly islands. The relatively long coastline seems to be an asset as it has many areas with relation to the water, especially on the eastern side. There are many local routes covering all of the municipality, but a bare minimum of nodes between them and the national routes, as the national routes are only located on the mainland of Struer to the south, including Limfjordsruten. Despite its rather small area a large percentage of the coastal zone seem as empty open land.

Top 10 largest cities based on population

Struer 10.129
Bremdal 1.693
Hjerm 1.098
Hvidbjerg 1.069
Humlum 797
Linde 379
Asp 358
Resenstad 298
Uglev 229
Vejrumstad -

[From email]

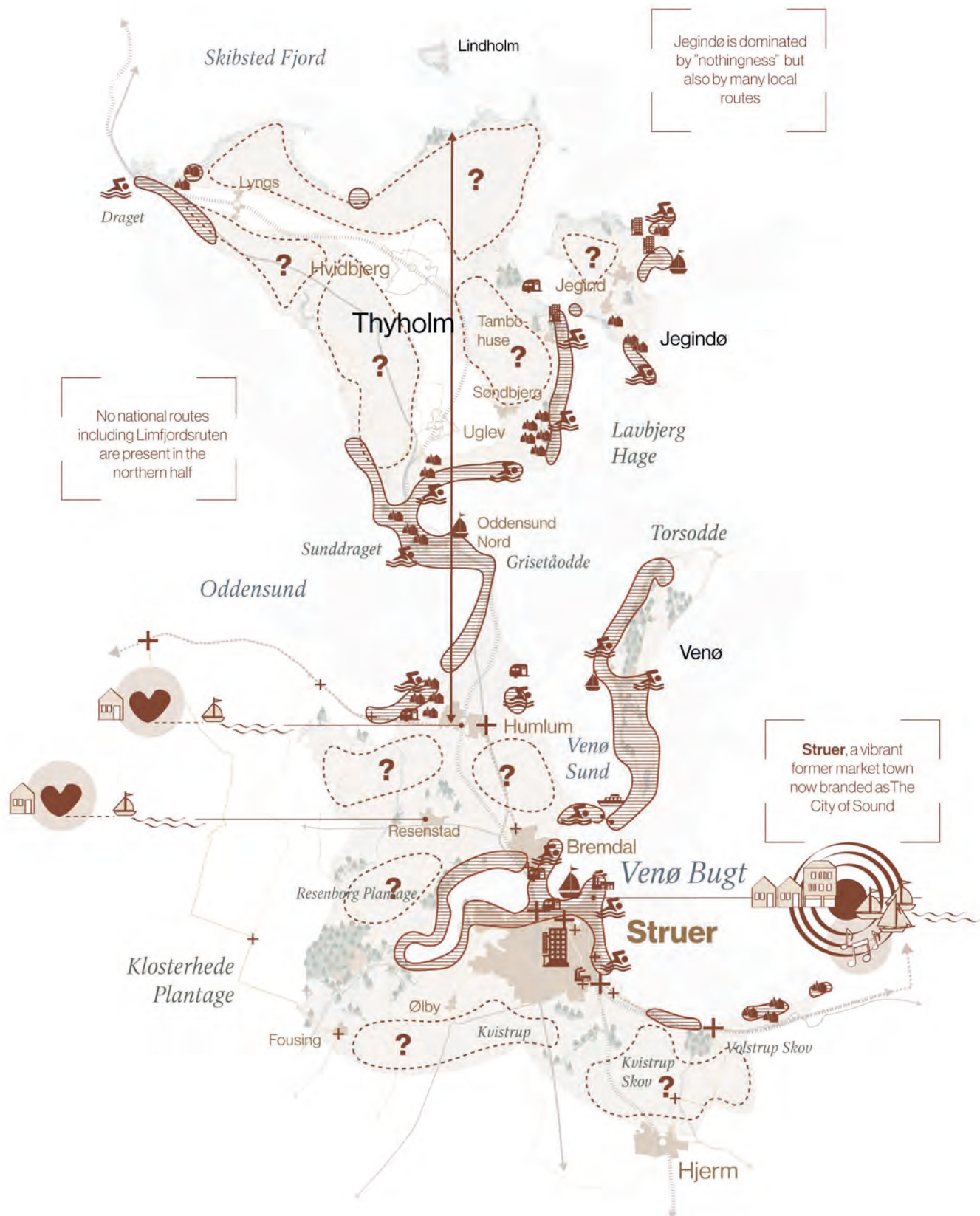
“[...] the Municipal Council has an ambition of activating Limfjorden and making the potential of the fjord into a gathering place for leisure activities, business life, settlement, tourism and more accessibility”

Ready for growth

[From the Municipal Plan]

Instructions for development

- **Urban development** of living and growing cities with development in the local areas
- **Business development** in terms of creating more jobs in the local labour market
- **Nature and landscape** in terms of place specific experiences and valuing green and blue structures
- **Tourism** concerning both attractions at the coast and within Struer for locals and tourists
- **Cultural heritage** in terms of telling the story of Struer to strengthen the local identity
- **Energy and climate** in terms of green energy sources in collaboration with the neighbouring municipalities
- **Infrastructure** in terms of accessibility and safety as a part of everyday life and visiting





Hello... Morsø!

Region: Region Nordjylland

Destination company: Destination Limfjorden

Area: 366 km²

Population: 20.068

Population density: 54 people/km²

Population growth (2021-2022): -0,70%

Coastline: 195 km



III. 58 // Location of Morsø Kommune

"Ø-rige oplevelser. Kom til Mors // An island nation of rich experiences. Come to Mors"

The municipality

Morsø Kommune is the ninth largest of the ten municipalities surrounding Limfjorden, or in this case being surrounded by Limfjorden, since the municipality is almost entirely made up by the island Mors. Through centuries the island has offered great possibilities for hunting, fishing and agriculture and the central location in Limfjorden made the island a centre for trading. This made the main city of the municipality, Nykøbing Mors, into the centre for the area (Andersen et al., 2017 E). The remaining larger cities are located along the main roads and bridges to the mainland in both the northern and southern part of the fjord.

Most parts of the municipality consists of open land, where the largest percentage is used for agriculture due to the unique soil in the ground that also entails a rather unique geological landscape (Andersen et al., 2017 E). Therefore the nature areas of the municipality are concentrated in areas that are difficult to cultivate, most of them being located in close proximity to the coast, which can also be seen from the areas of nature protection interests and preservable landscapes that are primarily located in the northwestern part of the island (Andersen et al., 2017 E).

The coastal zone

Morsø Kommune is one of the municipalities where the coastal zone borders the entire municipality given that it is an island. From the large number of local routes and the numerous areas in close proximity to the water, it is clear to see that the coastline and relation to the fjord is considered an asset. It is illustrated that the urban density is centred around Mors, leaving more open land in the northwestern part of the island. Just north of Mors there are a number of nodes between local and national routes, but not in the case of Limfjordsruten, since it does not cross Morsø Kommune. This makes sense, since the route goes around the fjord, but given the location of Morsø Kommune it seems undesirable that such a large part of the coastline of Limfjorden is not a part of the national bike route.

Top 10 largest cities based on population

Nykøbing Mors 9.033

Øster Jølby 7.682

Vils 460

Sundby 458

Erslev 365

Sejerslev 318

Tødsø 269

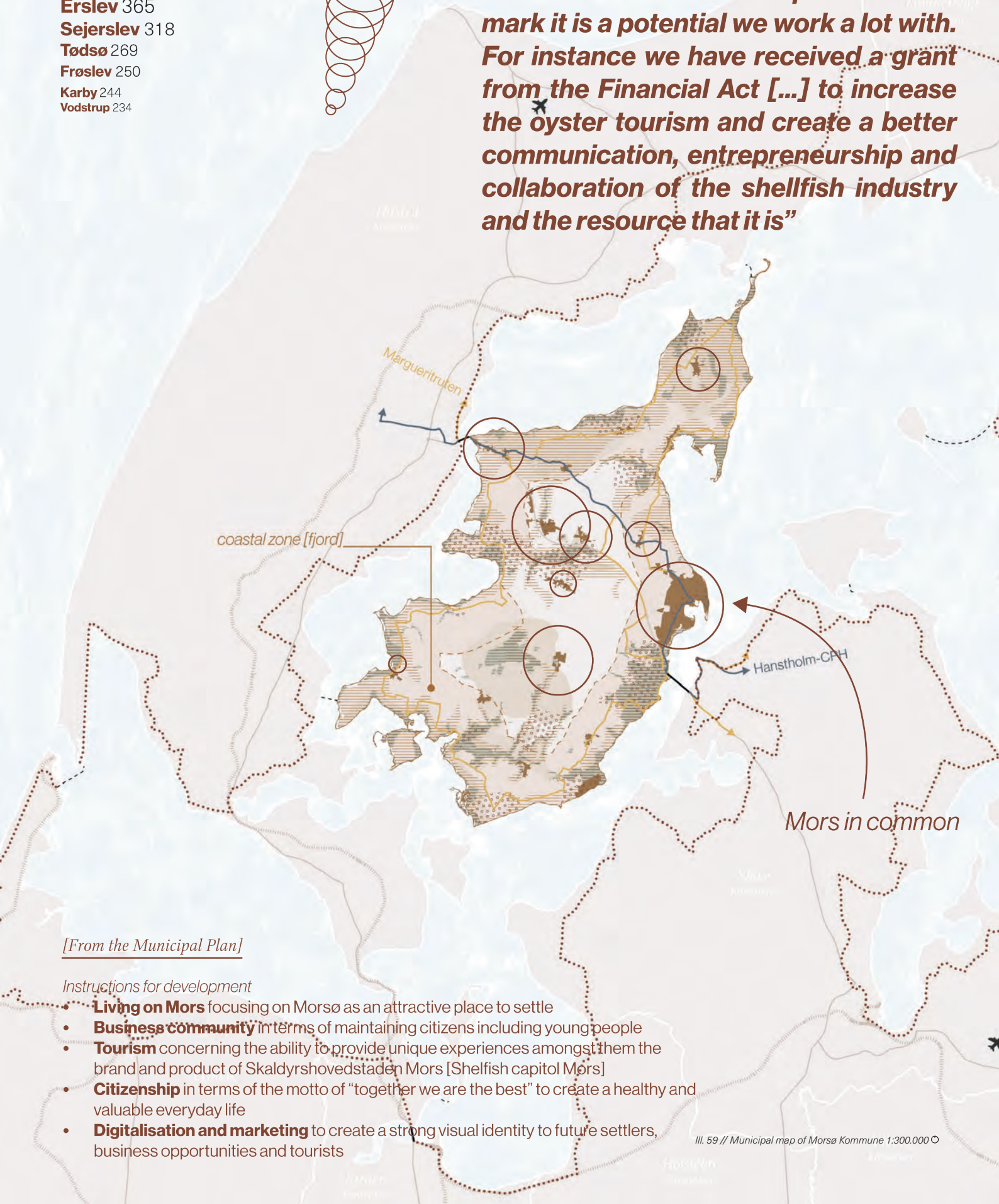
Frøslev 250

Karby 244

Vodstrup 234

[From email]

“We have a special focus on the [sea] foods that are placespecific for Limfjorden. As the ‘Shellfish Capital’ of Denmark it is a potential we work a lot with. For instance we have received a grant from the Financial Act [...] to increase the oyster tourism and create a better communication, entrepreneurship and collaboration of the shellfish industry and the resource that it is”



[From the Municipal Plan]

Instructions for development

- **Living on Mors** focusing on Morsø as an attractive place to settle
- **Business community** in terms of maintaining citizens including young people
- **Tourism** concerning the ability to provide unique experiences amongst them the brand and product of Skaldyrshovedstaden Mors [Shellfish capitol Mors]
- **Citizenship** in terms of the motto of "together we are the best" to create a healthy and valuable everyday life
- **Digitalisation and marketing** to create a strong visual identity to future settlers, business opportunities and tourists





Photo 19 // Nykøbing Mors (Skråfoto)

Hello... Lemvig!

Region: Region Midtjylland

Destination company: Visit Nordvestkysten

Area: 509 km²

Population: 19.398

Population density: 38 people/km²

Population growth (2021-2022): -0,14%

Coastline: 148 km (77 km towards the Limfjord)



III. 61 // Location of Lemvig Kommune

"Bakker og bølgers land // The land of hills and waves"

The municipality

Lemvig Kommune is the smallest of the ten municipalities surrounding Limfjorden, and is located in the far west on the southern side. The locations of the larger cities indicate the relationship with the different water bodies through history, with Lemvig being the main city. Throughout history and as of today, the west coast of Limfjorden has given identity to the area and today it consists mostly of protected bird sanctuaries, which is also visible from the areas designated as nature protection interests and preservable landscapes that dominates the western part of the municipality (Andersen et al., 2017 B).

In recent years, Lemvig Kommune has had a growing focus on the relationship to Limfjorden with new large recreational areas with facilities in relation to the fjord being a priority (Andersen et al., 2017 B).

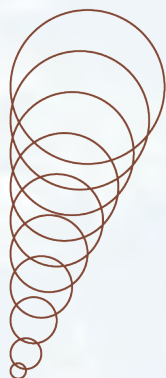
The coastal zone

Within the coastal zone of Lemvig the western opening of Limfjorden to Nordsøen is located. Despite the coastal zone covering a rather large part of the municipality, the connection to the water primarily takes place at the harbours close to the urban areas in relation to Limfjorden, as the greatest amount of local routes exists in the western part of the municipality in relation to the water present there. Furthermore, the national routes are located on the outskirts or even outside of the coastal zone, with only a few nodes mostly in relation to the urban and summer cottage areas, and not in the large representation of open land and in between areas.



Top 10 largest cities based on population

Lemvig	6.816
Thyborøn	1.890
Harboøre	1.414
Nørre Nisum	981
Bækmarksbro	518
Bøvlingbjerg	479
Klinkby	452
Ramme	407
Lomborg	333
Bonnet	-



[From email]

“The strengths are the recreational parts of the fjord that provide a wide selection of nature experiences on both land and in the water. [...] In the areas near the coast the fjord can be experienced from the beach or from view over the fjord from the many elevated areas”

coastal zone [sea]

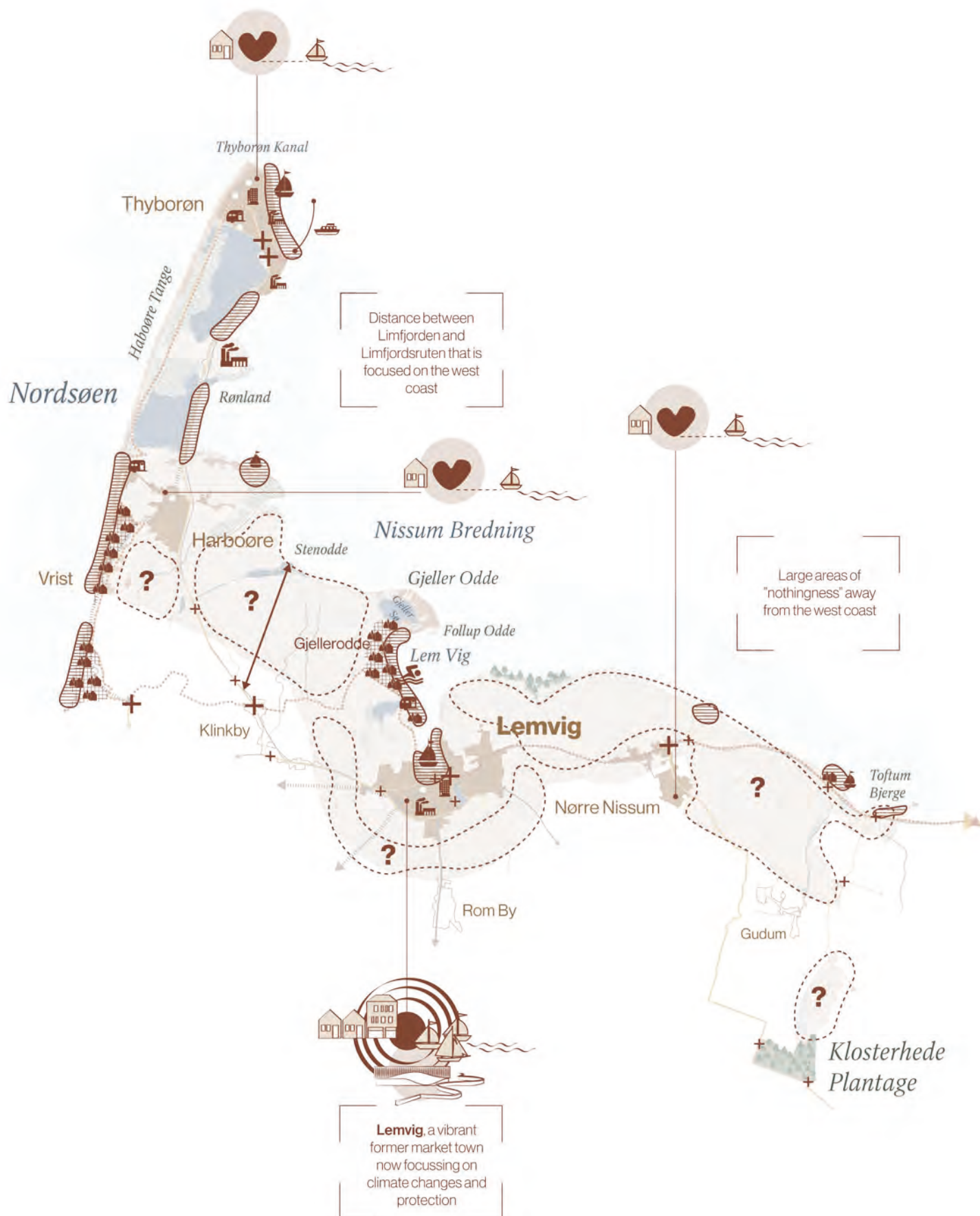
coastal zone [fjord]

We develop the sustainable municipality of the future through drive and binding communities

[From the Municipal Plan]

Instructions for development

- **The development of the cities** with a focus on Lemvig and Thyborøn as well as retail and leisure options also in the smaller villages
- **Business** in terms of fishery in Thyborøn, nationally known harbours and new options on the labour market
- **The open land** in terms of new forests, balancing protection and use of landscapes, valuing settlement in the open land and more users in nature including Naturpark Nisum Fjord
- **Infrastructure** in terms of stronger road connectivity and supporting the option of biking
- **Climate** in terms of incorporating climate protection in other projects and using the branding value in potential corporations
- **Tourism** with a focus on leisure and outdoor life, summer cottage areas and access to the coast
- **Energy** in terms of windmills and solar power

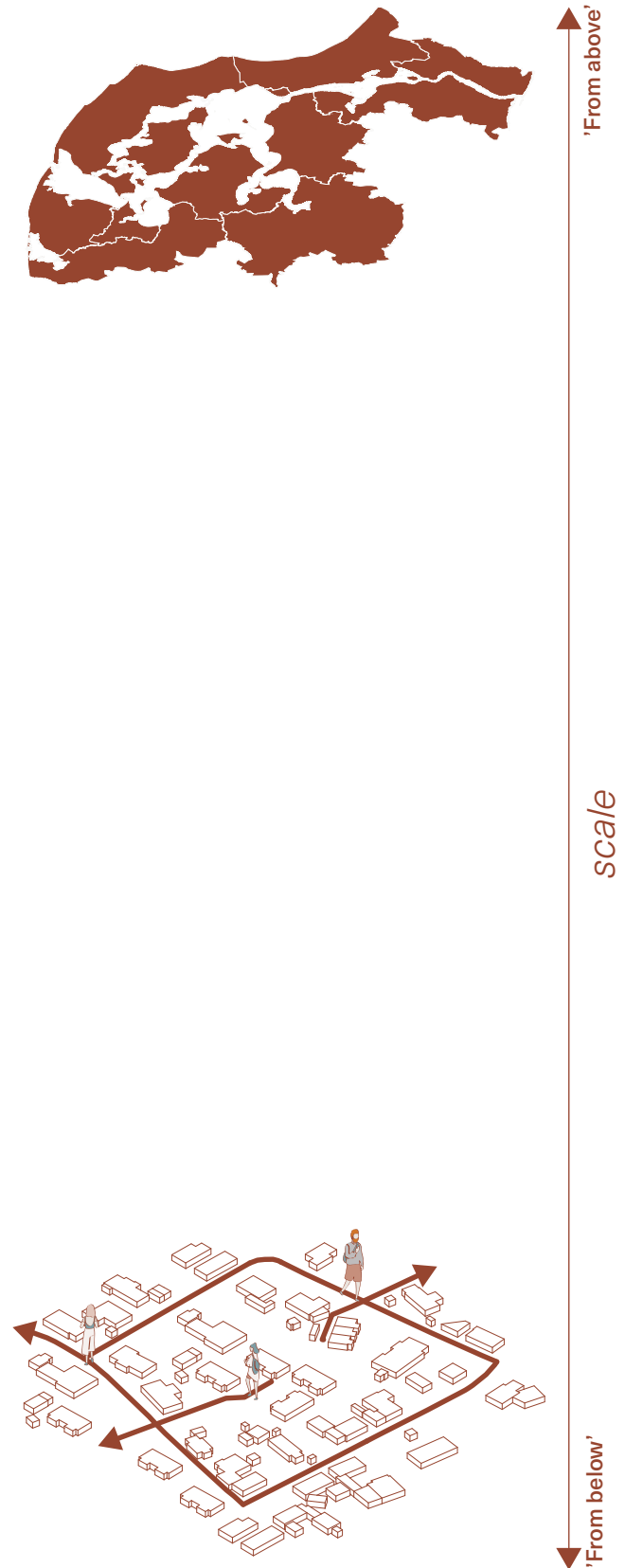


Sub conclusion 04.3

This municipal scale of perception demonstrates how Limfjordsregionen and Limfjordslandet as of today are communicated - as information found from the image and narrative of each individual municipality. There is more information to be found within each municipality that are not put forward within the presented analyses, but the different handpicked information paints a picture of ten individual municipalities with their own agenda, image and goals. However, it does also paint a picture of ten municipalities that have a lot in common other than just a coastline to Limfjorden. This makes for a great foundation of having common thematics to collaborate around concerning leisure in nature, challenges of decrease in population, infrastructure as well as climate protection and renewable energy. With common challenges there might be found common solutions that could benefit from inter-municipal collaborations. However, the many thematics in common as well as the different landscape interests present within each 'municipal island', showcases how the Municipal Plans to a great extent derives from the National Interests as well as the elements dictated by the Planning Act that must be incorporated within the Municipal plans. To understand further how spatial changes in terms of common and unique conditions might add to the image of a coherent Limfjordsland the area should be investigated from below as well.

Important findings

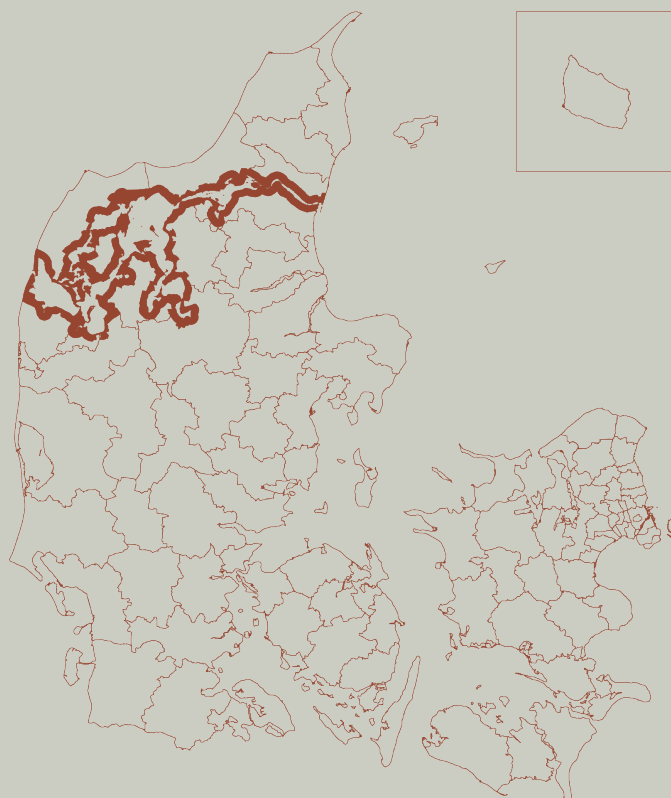
- 01** *There is a big difference in the focus on the coastal zone in relation to Limfjorden throughout the different municipalities and they work to a more or less clear extent with unique brandings for their municipality.*
- 02** *From their Municipal Plans all ten municipalities are highlighting very much the same challenges and thematics of interests for developing, adding to the foundation of a common narrative to collaborate around.*
- 03** *Limfjordsregionen can from the point of view of this scale within each municipality be divided into different structures that address the differences between them, but also the common tendencies that exist.*



From below

*[Experiencing and unfolding through field studies from the perspective of **the small scale** with the purpose of being able to understand the feeling of place.]*

III. 64 // Way of working



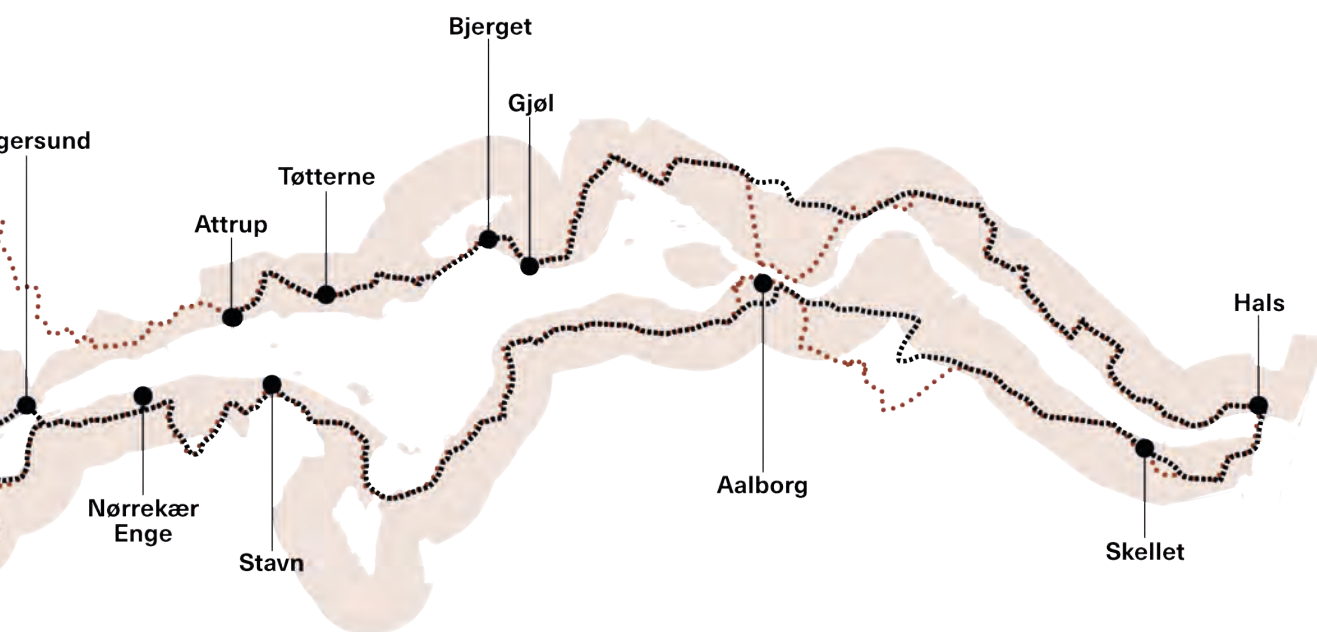
III. 65 // Silhouette of the local scale

The local scale

The fourth scale of perception to understand and analyse Limfjordslandet is the local scale. In this relation the local scale should not be understood as local plans, but local in the sense that local conditions within Limfjordslandet is explored. The purpose of this scale is to understand the diversity and variation of the different structures the land consists of in relation to addressing the different initiatives that are needed at each place. This part presents the personal experiences from explorations of 12 different areas of both villages, summer cottage areas, strong towns and the open land from below.



III. 66 // The driven route and stops on Limfjordsruten



Exploring Limfjordslandet

On the following pages 12 local areas of Limfjordslandet are presented based on their differences and similarities. The 12 areas are separated into four structures: villages, former market towns, summer cottage areas and the open land, which they are presented from. Furthermore Limfjordsruten is presented with the purpose of investigating its physical conditions in the small scale in order to understand the bigger picture. All structures are presented through a morphological map, three pictures and a text of personal experiences with the purpose of being able to compare the areas to each other. Limfjordsruten is presented from a map, where green and urban areas are included in order to understand its variation through Limfjordslandet and the surrounding Limfjordsregion.

The analyses are conducted from personal explorations by car, where the route was based on the eastern course of Limfjordsruten to the extent it was possible, given that it is a cycling route. Given the vast area of Limfjordslandet, the long course of Limfjordsruten and the time span of this thesis, it was decided to only explore the eastern part of Limfjordslandet at the narrow fjord up until the meeting of the wide fjord. From this it is presumed that the majority of the conditions that are present in the eastern part will also be present in the western part.

The land was experienced through different stops on the route, where specific areas were chosen beforehand and explored physically on-site. Besides the stops presented on the map and the analyses on the following pages, minor stops were made from curiosity and interest which gave an overall impression of Limfjordslandet and its different structures.

Attrup

Attrup is a small calm town in Jammerbugt Kommune with few inhabitants, a strong local environment and a small prioritised harbour environment. The town is well-maintained and accommodating, and functions such as a camping area and a restaurant attract visitors. The location of the village entails varied views to the fjord from the main road, whereas the relation between the built environment and the harbour environment is inadequate. In near proximity to the village a unique cultural and historical landscape is located, where a spectacular view of the fjord can be experienced.



Photo 20 // Road to harbour



Photo 21 // Hilly landscape



Photo 22 // Harbour



Ill. 67 // Diagrammatic map of Attrup - 1:50.000

Aggersund

Aggersund is a small village with a unique location in relation to Limfjorden in Vesthimmerland Kommune. Aggersundbroen that acts as a landmark connects the northern and southern part of Limfjordsregionen and acts as a link between the wide and narrow fjord. The harbour environment has been given a low priority and appears worn down and unattractive. The village is separated in three due to the bridge and a heavily trafficked road, which entails a number of challenges. The village holds a unique historic and cultural unresolved potential in close proximity to the built environment with traces from the Vikings and the Second World War.



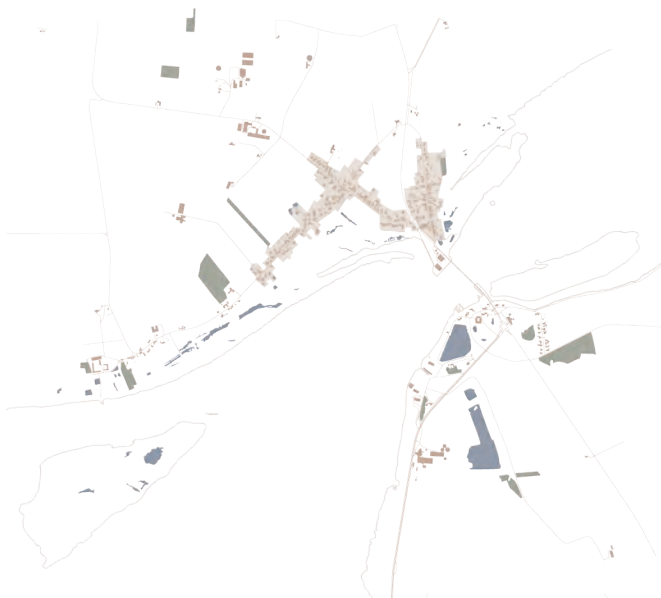
Photo 23 // The fjord



Photo 24 // Harbour



Photo 25 // Aggerborg



Ill. 68 // Diagrammatic map of Aggersund - 1:50.000

Gjøl

Gjøl is a relatively large village with a strong local environment located in the municipality of Jammerbugt. Gjøl is an active and well-established village with a wide range of functions. The elongated shape of the village separates it into different areas, which makes it difficult to appoint the centre of it. The harbour is located in close proximity to the built environment and is active and highly prioritised by the village, which makes it a well-visited area for both locals and tourists with several opportunities in most seasons.



Photo 26 // Harbour



Photo 27 // City centre

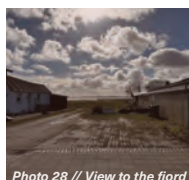
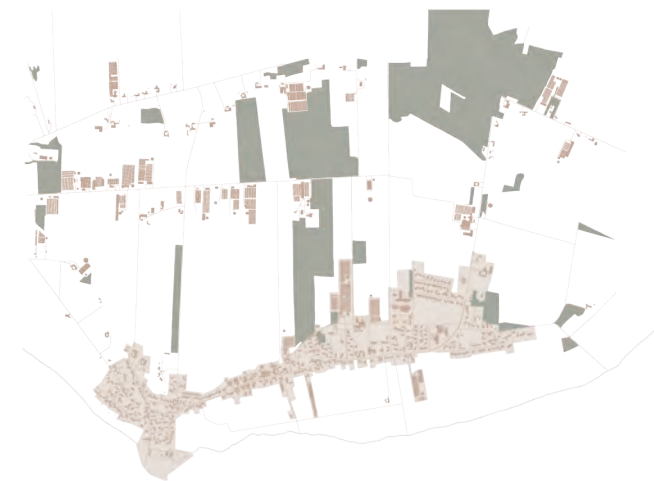


Photo 28 // View to the fjord



Ill. 69 // Diagrammatic map of Gjøl - 1:50.000

Hals

Hals is a strong former market town in Aalborg Kommune with a unique location next to the eastern opening of the narrow fjord. The town withholds a number of functions that relates to both tourism and settlement, which makes it a well-functioning town. The historic and cultural narratives of the town are multiple with museums, retired ice-breaking vessels, bunkers, locals occurrences and many more that hold an unresolved potential. The raw and authentic harbour environment is highly prioritised and several fishing related professions take place on the harbour, making it a unique experience when visiting the town.



Photo 29 // City centre



Photo 30 // Historic trace



Photo 31 // Fishing boat



III. 70 // Diagrammatic map of Hals - 1:125.000 O

Løgstør

Løgstør is a former market town in Vesthimmerland Kommune located in the beginning of the wide fjord. The town is rich in identity and well-kept in relation to historic and cultural traces, which is clearly seen from the life and activity taking place. The western harbour environment is highly prioritised and modern in relation to development with functions that relate to both tourism and settlement, whereas the eastern part of the harbour is characterised by a rough industrial environment. The division of the harbour entails an odd meeting between the two diverse areas, which could be optimised.

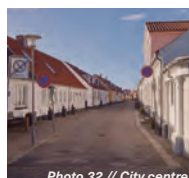


Photo 32 // City centre



Photo 33 // Wayfinding

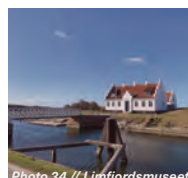


Photo 34 // Limfjordsmuseet



III. 71 // Diagrammatic map of Løgstør - 1:125.000 O

Aalborg

Aalborg is a former market town and the metropolis of Limfjordsregionen located in Aalborg Kommune. Due to the quantity of the coastline in relation to Limfjorden it has become the identity of Aalborg, why the harbour environment is under constant development to become more attractive and modern. The multiple and diverse functions makes the town highly attractive in relation to both tourism and settlement, whereas the location and size also influences the conditions of the town. Aalborg has undergone a development from being an industrial town to a modern town of knowledge.



Photo 35 // Harbour

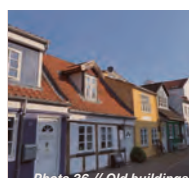


Photo 36 // Old buildings

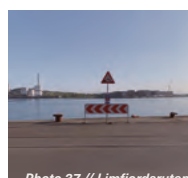
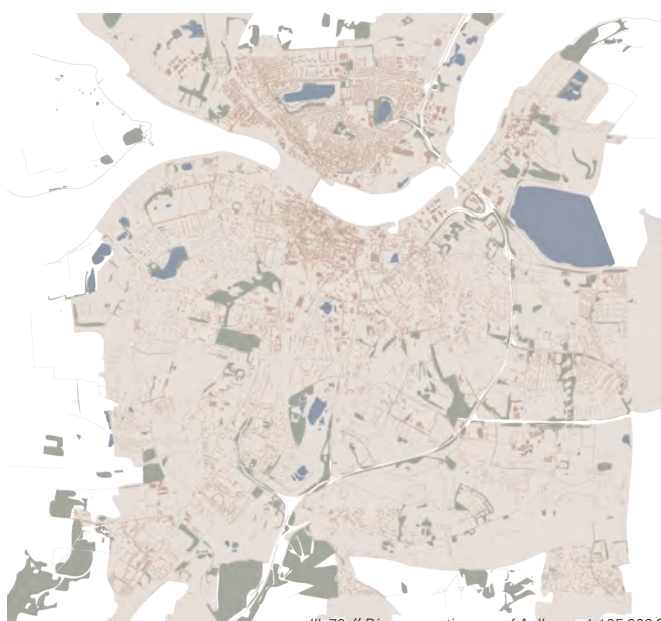


Photo 37 // Limfjordsruten



III. 72 // Diagrammatic map of Aalborg - 1:125.000 O

Bjerget

Bjerget is a small accommodated and well-maintained summer cottage area located in proximity to the historic areas of Gjøl Dæmningen and the nature spot: 'Bjerget' in Jammerbugt Kommune. The area is located in a scenic landscape, where unique spots in relation to outdoor activities and watersports can be found. The area feels attractive and well-visited even in the off season. Despite the many qualities, the area is challenged in relation to wayfinding and communication, since the unique spots are hidden and difficult to find for non-locals.



Photo 38 // The fjord



Photo 39 // Summer cottage



Photo 40 // Shelter area



Ill. 73 // Diagrammatic map of Bjerget - 1:50.000 ©

Ertebølle

Ertebølle is a historic and cultural summer cottage area located in Vesthimmerland Kommune. The area is well-maintained and highly prioritised by the part-time locals, which makes it a welcoming area for non-locals to visit. A unique coastal landscape is located in close proximity to the area, where the visual connection to the fjord is strong, but the physical connection is insufficient. Despite a number of varied functions such as a museum, a small shop and a campsite, the entire area seems completely empty and closed in the off-season, which is a shame due to the unique inherent recreational values.

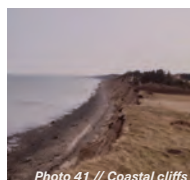


Photo 41 // Coastal cliffs

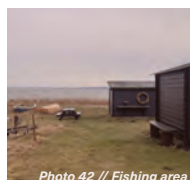


Photo 42 // Fishing area

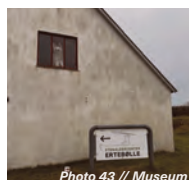


Photo 43 // Museum



Ill. 74 // Diagrammatic map of Ertebølle - 1:50.000 ©

Skellet

Skellet is a summer cottage area located in close proximity to Aalborg and Hals in Aalborg Kommune. The area is very repellent and not accommodating for externals, and furthermore the majority of the buildings are worn down. The area is located next to a small enjoyable and well-prioritised harbour, where there is a strong affiliation from the locals. Most functions in relation to the harbour are only addressed to the locals, which makes it an unwelcoming area for non-locals. In general the area has a great relation to the fjord, but the coast is not activated, which makes it an unresolved potential.

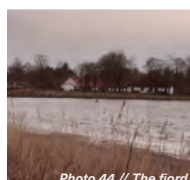


Photo 44 // The fjord



Photo 45 // Entrance

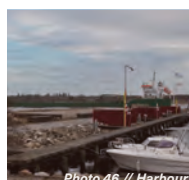


Photo 46 // Harbour



Ill. 75 // Diagrammatic map of Skellet - 1:50.000 ©

Stavn

Stavn is a small local community of <200 inhabitants and therefore not a village. It is a former fishing area located in the open land in Aalborg Kommune. The area consists of an enjoyable harbour, whereas the relation between the built environment and the fjord is insufficient and has a potential to be improved. The area is surrounded by large fields, a forest and other small local communities. The nearby experiences are not communicated, which is undesirable given the qualities they withhold. Stavn is accommodating for non-locals and the historic traces, especially at the fjord, are clearly visible and of great potential.



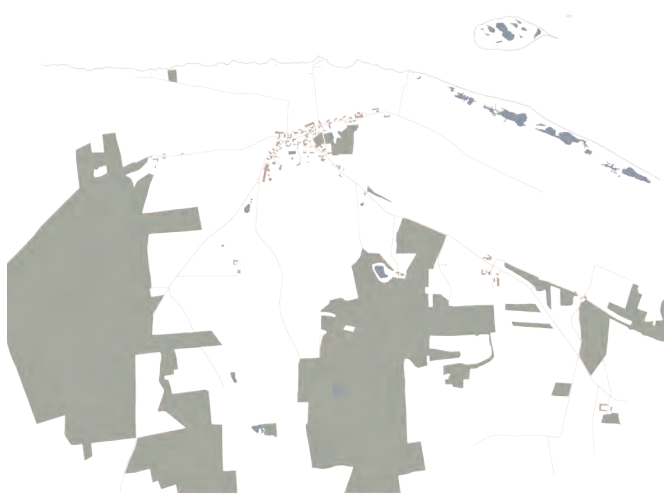
Photo 47 // The fjord



Photo 48 // Old building



Photo 49 // Fishing houses



Ill. 76 // Diagrammatic map of Stavn - 1:50.000

Nørrekær Enge

Nørrekær Enge is a distinctive energy landscape in the open land located in Vesthimmerland Kommune. The area is unique and different from other open land areas in Limfjordslandet, which makes it an experience in itself. The area consists of several windmills, a shelter area, an old historic pump house still in function and an energy centre that consists of small hidden histories with a huge potential. Despite the qualities and potentials the area is to some degree inaccessible due to impassable roads, and furthermore the wayfinding is insufficient, as no information regarding the different functions is communicated.



Photo 50 // Energy landscape



Photo 51 // Pumphouse



Photo 52 // Shelter area



Ill. 77 // Diagrammatic map of Nørrekær Enge - 1:50.000

Tøtterne

Tøtterne is an area of open land located in Jammerbugt Kommune between smaller villages. The area consists of an agricultural landscape with open large fields. Furthermore the area contains a well-maintained shelter area and a historic and well-preserved pump house, which gives quality to the area. Despite the qualities, the area is lacking wayfinding in relation to the pump house and the shelter area, since the presence of them are not communicated and furthermore the access roads to them are small and worn down, why they have a potential to be optimised.



Photo 53 // Pumphouse

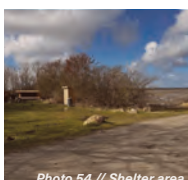
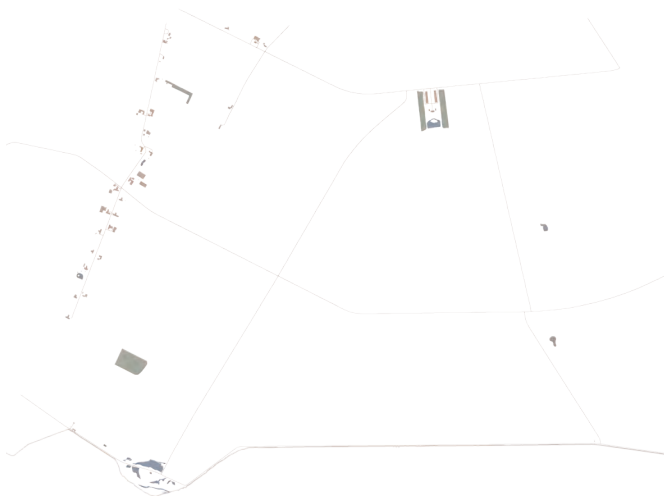


Photo 54 // Shelter area



Photo 55 // Gravel road



Ill. 78 // Diagrammatic map of Tøtterne - 1:50.000

N12 - Limfjordsruten

Limfjordsruten goes through all of the ten municipalities in Limfjordsregionen, except Morsø Kommune. The route connects the smaller villages with the stronger towns through the open land and creates a coherence in Limfjordslandet. The route exhibits some of the greatest qualities of Limfjordslandet in relation to landscapes, urban environments and local communities, but has a potential to unfold even more qualities through rerouting and detours. Given the long course some stretches are monotonous, empty and challenging due to the lack of experiences, communication and wayfinding and furthermore the route is lacking shelter in relation to wind and weather and biking service stations. In general the wayfinding of the route is undesirable and outdated, and several places on the route have more than one route indication, which entails confusion for the users. In relation to the use the route is primarily active in the spring and summer seasons, and in the off-seasons it is deserted. From this it could be optimal to link the route to functions, areas and experiences that could relate to the off-season and a broader user group than cyclists.



Photo 56 // The route

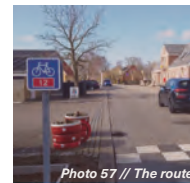


Photo 57 // The route



Photo 58 // The route



Photo 59 // The route



Photo 60 // The route



Photo 61 // The route



Photo 62 // The route

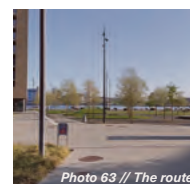


Photo 63 // The route



Photo 64 // The route



Ill. 79 // Diagrammatic map of Limfjordsruten - 1:400.000 ©

Sub conclusion 04.4

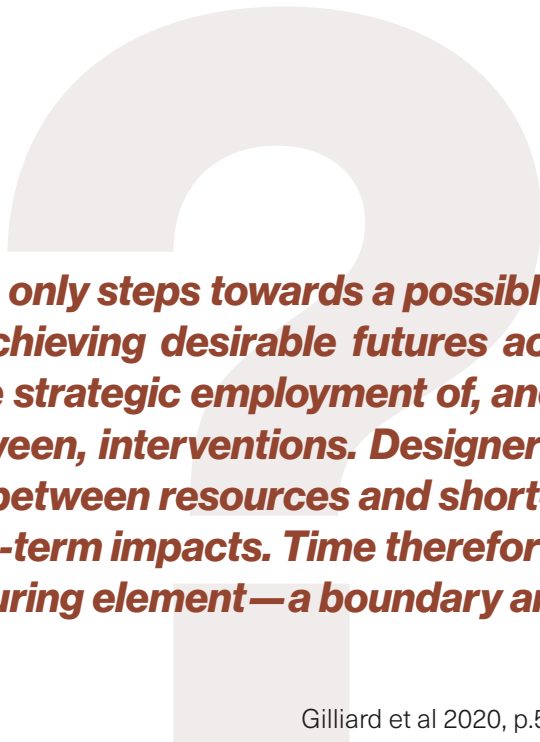
This scale demonstrates both the differences and the similarities that exist within Limfjordslandet given the various compositions of both small villages, strong former market towns, summer cottage areas and the open land. Despite the difference in composition the analysis illustrates that for instance the villages, despite their individual smaller differences, have a lot in common in relation to potentials and challenges, which is also the case for the other structures within Limfjordslandet. The scales of the different areas address the need for different initiatives to be implemented, as initiatives for a small village would not be useful in a strong former market town given the various differences in relation to both size, population, functions and present branding. The summer cottage areas and the villages are comparable as the only two structures, as they to a great extent relate to the same potentials and challenges, why they can be seen as one structure relating to local environments. Given the many differences they all have one physical thing in common: Limfjordsruten. Limfjordsruten holds an untapped potential in order to create a better connectivity and coherence in Limfjordslandet, why it must be prioritised in future developments. Besides from Limfjordsruten the different structures also share the common themes of water, landscape, connectivity and culture.

Important findings

- 01** *The strategy must relate to the diverse structures of 'Strong nodes', 'Local attachments', 'The in between land' and 'Limfjordsruten' within Limfjordslandet, given that the areas are very different from each other and therefore need different initiatives.*
- 02** *The thematics that the different compositions have in common must be addressed and unfolded in order to create a coherent land with differences and similarities.*
- 03** *Limfjordsruten is of great importance since it has the possibility and opportunity to link the land together and showcase what it has to offer.*

Coastland strategy

The following chapter presents and unfolds the content of the coastland strategy for Limfjordsregionen, which is based on the findings and conclusions from the theoretic and analytic foundation. As the strategy is written as a detached piece, it can be read at any time, but with the knowledge and reasoning presented in the former chapters, now would be a suitable time to read the strategy '02 Fælles om fjorden // The coast in common - A coastland strategy for Limfjordsregionen'. Given that the strategy should be understood and read as an individual folder, some elements from the strategic foundation will be repeated throughout the strategy. When having read strategy, the following chapter of this thesis will be understood in the light of both the strategic foundation and the strategy itself, which will provide a bigger insight in regards to the conclusion and reflection presented in the last chapter.



“Interventions are only steps towards a possible desired future. Achieving desirable futures actually requires the strategic employment of, and coordination between, interventions. Designers have to weigh up between resources and short-, medium- and long-term impacts. Time therefore becomes a structuring element—a boundary artefact in itself”

Gilliard et al 2020, p.54

OX



Fælles om fjorden // **The coast in common**

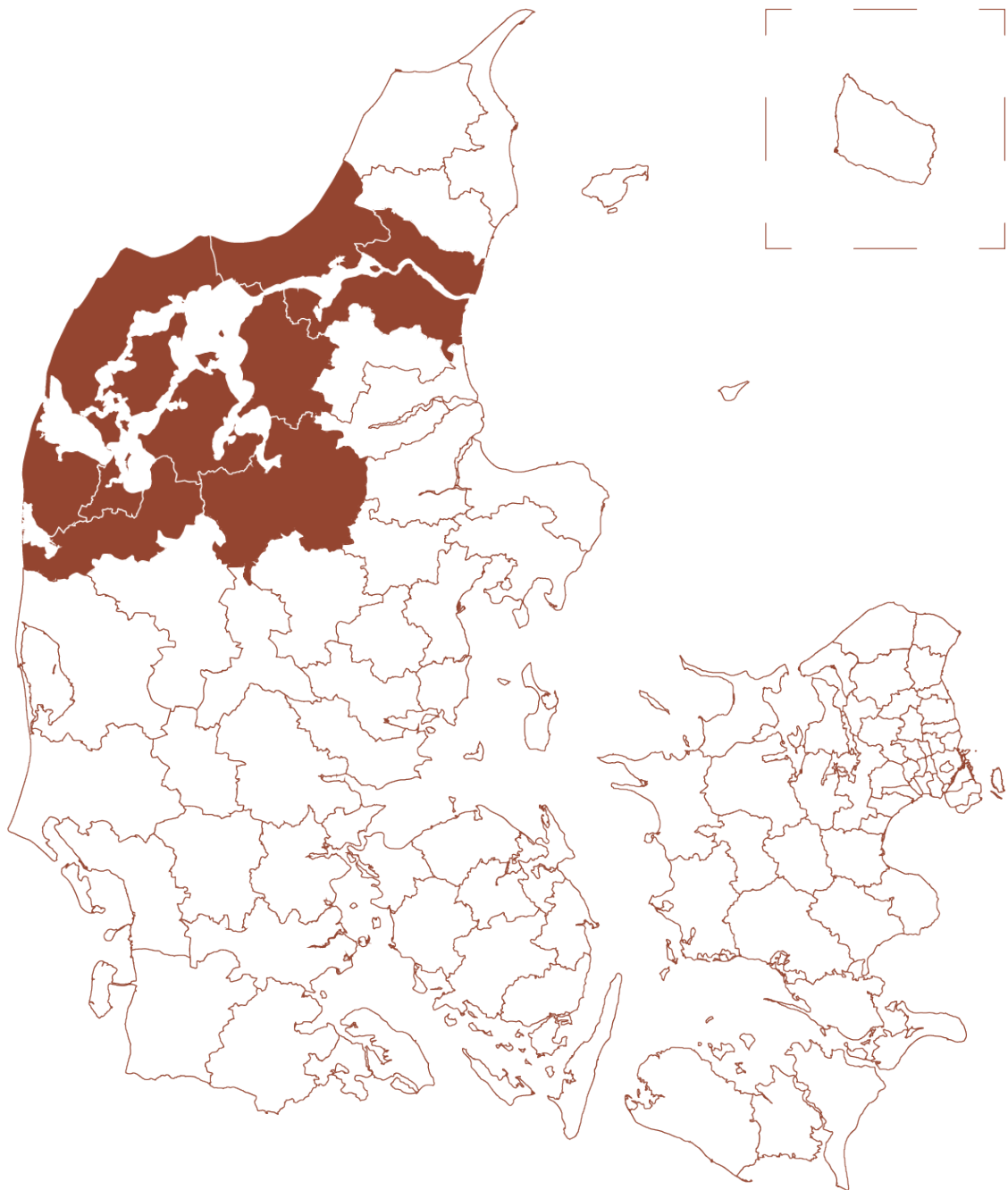
A coastland strategy for Limfjordsregionen

Foreword

Limfjorden that connects Nordsøen to the West with Kattegat to the East is the most characteristic and unique water body in northern Denmark. The 180 km long water body with the narrow fjord from Aggersund to Hals and the wide fjord from Aggersund to Thyborøn borders two regions, five destination companies and ten municipalities. Limfjordsregionen holds forgotten historic tales about changing times and cultures, spectacular landscapes of different characters, changeable waters that challenges the future and unique connections that ties the land together. Strong well-established nodes of former market towns with a pulsating life and attractive harbour environments, local attachments with unique communities and inbetween land of open fields, moor and marsh all connected through Limfjordsruten - areas that have the coast in common. Despite the multiple qualities, Limfjordslandet is struggling with challenges related to an unbalanced distribution of settlement and tourism, why the land needs to be activated in order to become an coastal attraction for both tourists and locals.

This coastland strategy seeks to develop a common direction for the future of Limfjordsregionen through a common narrative, where the inherent potentials are unfolded and the existing challenges are converted into new potentials. Limfjordsregionen must be developed as a cohesive coastal attraction across administrative borders with a strong brand, where unique identities must be emphasised in order to strengthen the multiplicity and span of the land. The strategy leads the way of a coast in common, where all ten municipalities of Limfjordsregionen collaborate on the future development of an attractive region for tourism and settlement with an action-oriented, long-term and coordinated effort. It ensures that future investments that relate to or influence Limfjordsregionen follow the same initiatives.

The coastland strategy will strengthen Limfjordsregionen as a gathering element for all ten municipalities, and has been developed with the mindset that we are better together than alone, because in Limfjordsregionen have the coast in common!



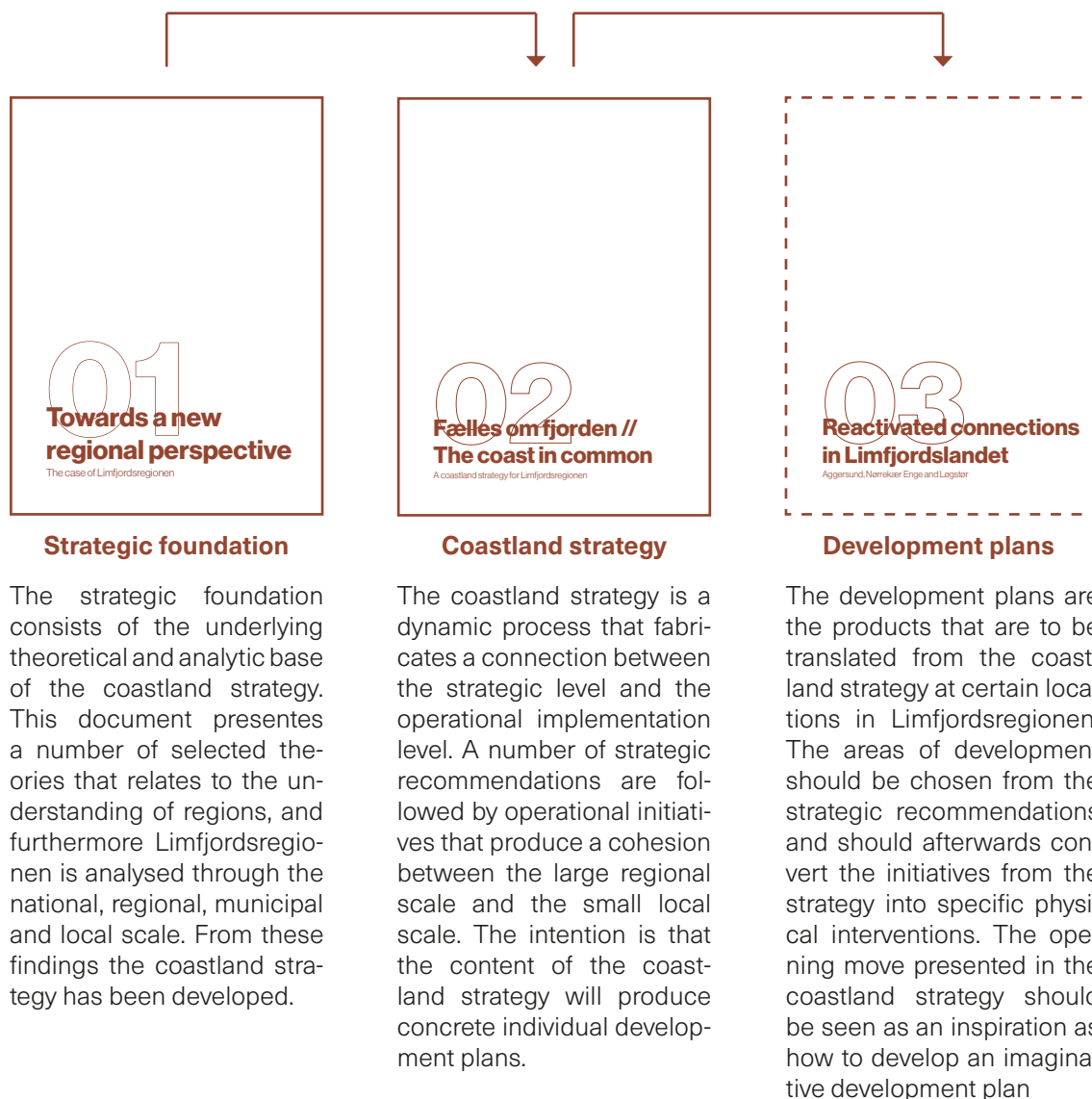
III. 1 // Location of Limfjordsregionen

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Structure of the strategy

In order to understand the underlying work and the future intentions of the coastland strategy for Limfjordsregionen, it is important to address the tri-section of the strategy. The coastland strategy is based on a strategic foundation that presents a theoretical and analytical framework that sets the scene for the content of the strategy. The coastland strategy should furthermore be followed by a number of development plans that translates the strategy into concrete interventions. This strategy does not include a completed development plan, but the inspirational project of 'Reactivated connections in Limfjordslandet' included later in the strategy, should be seen as an inspirational development plan.



Introduction



This chapter introduces Limfjordsregionen in relation to its current condition through concrete facts and a brief historical description. In addition to this, the intentions behind and the purpose of the coastland strategy is unfolded in order to understand its genesis. A diagrammatic summary of the coastland strategy is illustrated. Furthermore the challenges and potentials of Limfjordslandet are presented through two different performative maps in order to address how the land can be transformed from something challenging into something better that utilises the potentials and create a coherent Limfjordsregion.

Setting the scene

The position of the strategy



III. 2 // Spatial planning system

The coastland strategy should be seen as a dynamic management tool that positions itself between the national and municipal level. It acts as the foundation for future development projects and preparation of new local plans in the ten municipalities. The strategy points to a common direction of the development of Limfjordslandet in order to obtain a cohesive coastal attraction. The coastland strategy is to be continuously evaluated as projects and initiatives are completed in order to retain its relevance in times of change.

The foundation of the strategy

Challenges

- The ever changing coastland
- Widespread tourist focus
- Uneven population

Potentials

- Limfjordslandet as the offset
- Living at the coast
- Attractive local life

The coastland strategy is based on an analytic foundation relating to national, regional, municipal and local scales accumulated into overall challenges and potentials in Limfjordsregionen. The intention is to unfold inherent potentials and erase existing challenges by converting them into new potentials. The potentials and challenges constitute the overall vision of the strategy.

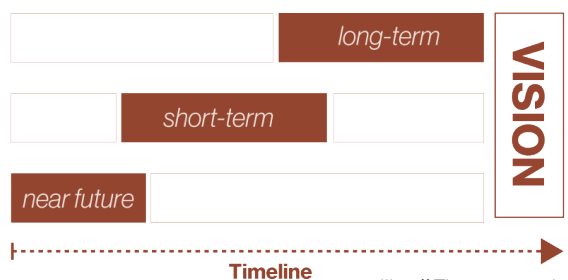
The vision of the strategy



III. 3 // Silhouette of Limfjordsregionen

The vision of the strategy is to cultivate 'The Coast in Common'. Despite the individuality and different identities of the municipalities, they have several common denominators in relation to the coast, why it would be beneficial for them to collaborate on creating a coherent coastal attraction. By a collaboration the municipalities will benefit and learn from each other, and Limfjordsregionen will become more coherent.

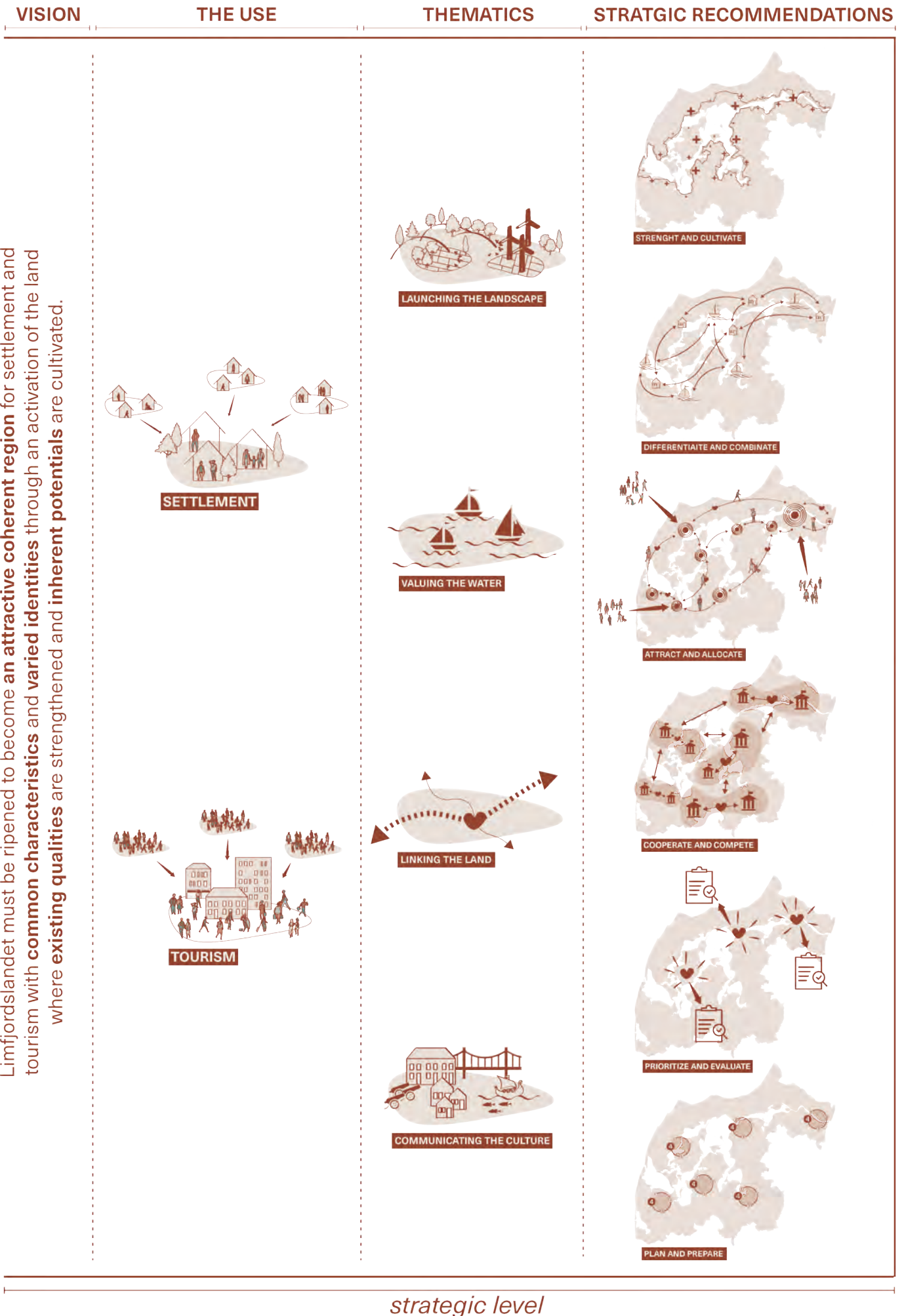
The time perspective of the strategy



III. 4 // Time perspective

The perspective of unfolding the vision of the strategy is based on a long-term approach with near-future interventions and short-term initiatives on different scales. The short-term interventions focus on few realistic initiatives that have the ability to create the foundation of long-term initiatives. All initiatives applied must tap into the coherence of Limfjordsregionen and support the vision of 'The Coast in Common'.

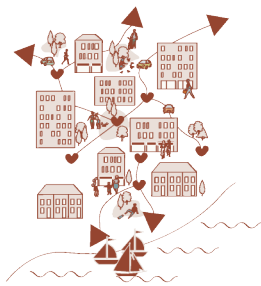
Limfjordslandet must be ripened to become **an attractive coherent region** for settlement and tourism with **common characteristics** and **varied identities** through an activation of the land where **existing qualities** are strengthened and **inherent potentials** are cultivated.



strategic level

IMPACTS

INITIATIVES



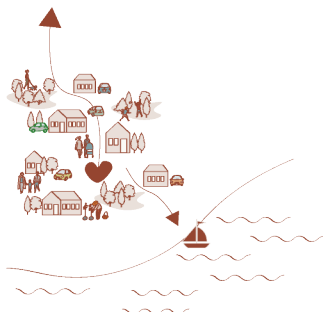
THE STRONG NODES

1. Strengthen the existing strong force of attraction.
2. Allocate visitors and newcomers to other areas of Limfjordslandet.
3. Cultivate the unique identity of each place.



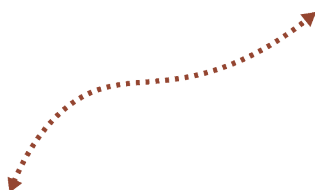
THE INBETWEEN

1. Create varied experiences to limit felt distances.
2. Ensure breaks that create shelter from wind and weather.
3. Do as little as possible in order to assure the feeling of open land.



THE LOCAL ATTACHMENTS

1. Activate the potential of each season.
2. Create openness for visitors and by-passers.
3. Portray the small-scaled local environment.



LIMFJORDSRUTEN

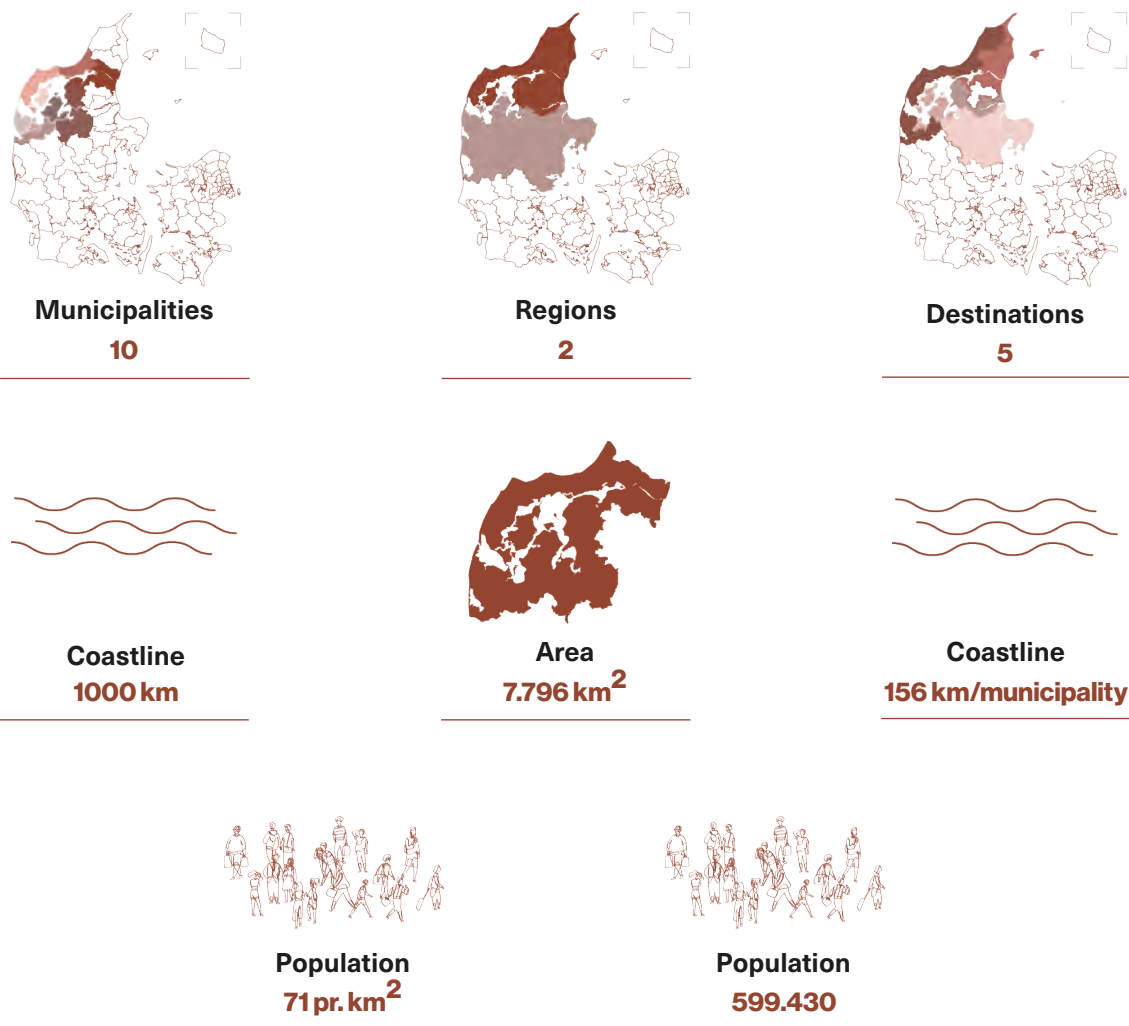
1. Create cohesion in the entire Limfjordsland.
2. Activate and brand the route through new varied experiences.
3. Include the route in future developments.

CATALOGUE OF INITIATIVES

Presenting the region

Limfjorden dates back to the last Ice Age and has been dominated by changing landscapes, diverse cultures and varying roles of market towns through time. Limfjorden and its surrounding land has undergone a significant development from being the foundation of life to becoming a recreational sanctuary for its inhabitants. The great commercial fishery, the dominating harbour industries, and the widespread agriculture has been replaced by hobby fishery and aquatics activities, modern harbour environments, and a varied range of professions independent of the water. The role of the water has changed, and today the land is of greater importance than the water. Due to this shift, the relation between land and water is lacking, and Limfjorden and its surrounding land needs to unfold its new identity to become a cohesive coastal attraction through the coastland strategy.

The coastland strategy consists of different levels that unfolds the content from the strategic vision to the concrete catalogue of initiatives. The strategic level includes the vision of a coherent and attractive Limfjordsregion, the use in relation to settlement and tourism and the embedded thematics of valuing the water, launching the landscape, communicating the culture and linking the land. Lastly, five strategic recommendations are presented that addresses and formulates what should be addressed in order to achieve the vision. The concrete level includes four areas of impact being the strong nodes, the in between land, the local attachments and Limfjordsruten and their recommended overall initiatives followed by a catalogue of initiatives that connects the impact areas with the thematics. The strategy is afterwards converted into an opening move, where an area of influence is selected and three areas of impact in the case of Aggersund, Nørrekær Enge and Løgstør are developed from specific areas of interventions. Furthermore the opening move presents and illustrates, how small local interventions influence the larger scales, which indicates and states that the regional challenges of Limfjordsregionen should be solved through local interventions in the municipalities.





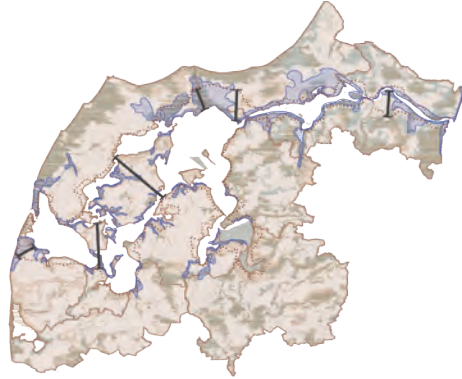
Limfjordsregionen

...the scenario of doing nothing

Key challenges

The ever changing coastland

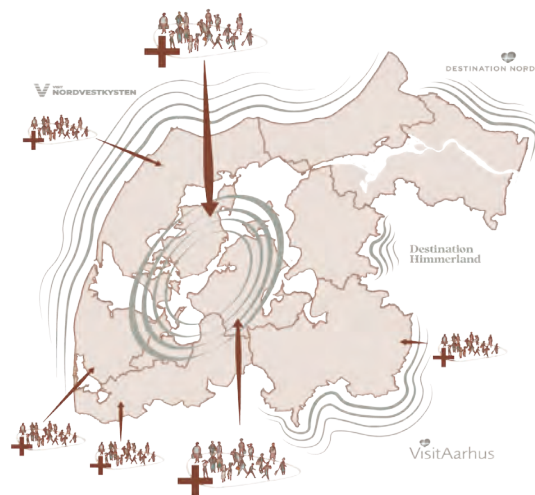
Large parts of the coastal area seen of today are at risk of flooding across the municipal boundaries. At several instances it will affect the coastland and change the landscape as it can be experienced today. The national bike route Limfjordsruten is an example of a recreational element that will be affected by this, and as the black lines on the map indicate, there are parts of the route located in a significantly far distance from the fjord indicating a lack of access to the water in the coastal zone. All of Limfjordsregionen should collaborate on either protecting the land from or accepting the water in the right places, whilst creating valuable access to Limfjorden including strengthening Limfjordsruten as their common connection.



III. 7 // Challenge 1

Widespread tourist focus

All ten municipalities are divided between five destination companies focusing on tourism and the creation of identity. The destination companies 'pulls' the municipalities away from Limfjorden with the exception of the central collaboration of Destination Limfjorden. This present division should not be neglected, but as all of the municipalities do share Limfjorden, it acts as an evident future destination focus. Today there is a distortion as to the numbers of tourists visiting the different municipalities heavily favouring the central and west. As a coherent region the municipalities should work towards spreading the successful identity of the water as a tourist magnet to the entire region.



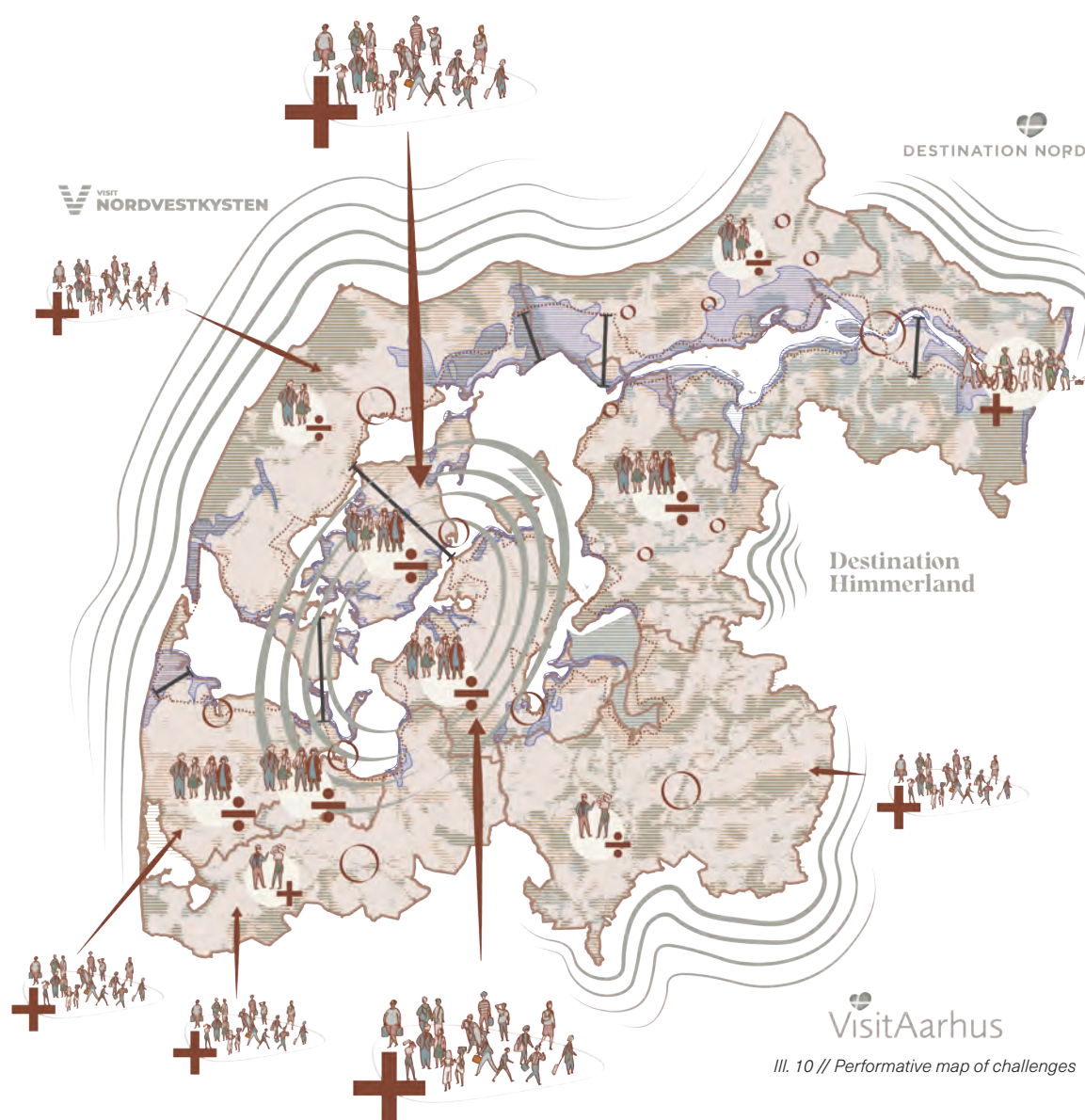
III. 8 // Challenge 2

Uneven population

In relation to the above described wide spreading of tourists, the same challenge exists in relation to changes in population, however the other way around with the eastern part of the region experiencing the only significant increase in expected population. The worst instances being in the central municipalities around Limfjorden - the opposite of who received the most tourists. The red circles mark where the different municipalities as of today have their urban development focus. As seen, the location of some of these are located far from the fjord suggesting, a new pinpointing of strong nodes within Limfjordlandet.



III. 9 // Challenge 3



Overseen foundation of collaboration

As of today the challenges and potentials of Limfjordsregionen are perceived within ten separate 'islands' telling different bits and pieces of the incoherent area. The narratives and coherence to be found within these separate 'islands' comes from the orientation of the different collaborations with present day destination companies and more interestingly from common patterns in relation to increase and decrease in population, as well as the challenging common fjord.

Limfjordsregionen

...the scenario of doing something!

Key potentials

Limfjordslandet as the offset

Limfjordslandet contains the initial geographically defined elements that all of Limfjordsregionen share. Therefore the collaboration and positive outcomes of developing Limfjordslandet should expand out to strengthen the development of the entire Limfjordsregion. The element of Limfjordsruten itself, as one of the elements within Limfjordslandet should furthermore be strengthened through collaborations with similar development projects concerning other national bike routes to strengthen the different nodes alongside it, as this makes for great areas of wayfinding and communication of the culture in the nearby areas.



III. 11 // Potential 1

Living at the coast

All of Limfjordsregionen should collaborate upon the areas of accepting the water as these large stretches of coast crosses through several municipalities, and exchange views and experiences in working with coastal protection in the different coastal or harbour cities within the region. Assessment will have to be made in relation to where settlement and development are most beneficial, as the increasing sea level limits and challenges both future and existing coastal landscape.



III. 12 // Potential 2

Attractive local life

Throughout Limfjordslandet and in a long term perspective all of Limfjordsregionen, the municipalities should respond to the decrease in population throughout the region by improving the possibilities for a higher quality of life within the villages and cities. In terms of leisure, tourism and recreational value the development of these should give back to a network of attractive local villages and strong destinations to enhance the quality of the bigger picture and by that also the individual location.



III. 13 // Potential 3

Life of the strategy

This chapter introduces the methodological foundation of the strategy with the purpose of presenting a suggestion to how the strategy should continue to live and develop. This is furthermore unfolded firstly by a recommended implementation strategy followed by how to evaluate and ensure the continuous life of the strategy.



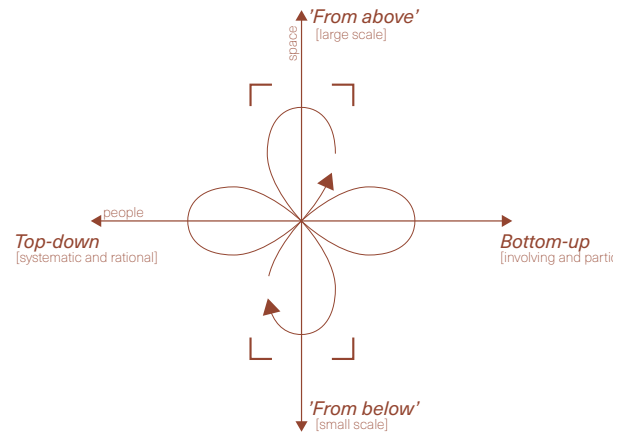


Approach and offset

The approach of this strategy can be divided into two phases; the development phase and the implementation phase. The development phase should be seen as the phase that has led to the development of the strategy in its presented format as of now, however further development of the strategy will also be taking place as a part of the implementation phase as a significant part of its strategic ways.

The development phase

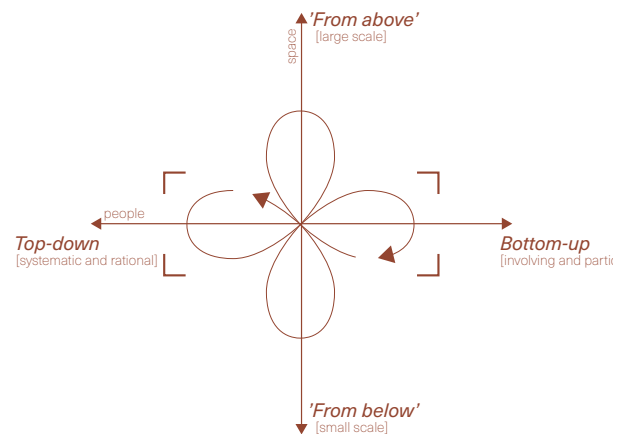
This strategy has been developed from analysing the ten municipalities from above and experiencing selected areas from below. The terms 'from above' and 'from below' should be seen as scaled based approaches, where the work 'from above' relates to a large scale and the work 'from below' relates to a small scale. The purpose of combining the two is to address the importance of understanding the bigger picture in relation to connections, relations and coherence as well as the role of small local physical conditions that exist within the bigger picture in order to deduce the above described challenges and potentials of Limfjordlandet and Limfjordsregionen.



III. 15 // From above and from below

The implementation phase

The implementation phase of the strategy is the offset of the strategy when it comes to life and begins acting as an actual tool for planning and designing of new projects within Limfjordlandet as it is being handed over to each of the municipalities. Here instead of only shifting between scales in terms of from above and below, there should be a highlighted focus on developing implementations based on shifting between bottom up and top down based approaches. By combining the application of both top-down and bottom-up approaches, the aim is to establish a cooperation between the municipality and the communities within the area of impact and furthermore to reduce the limitations of each approach. By continuously doing so in each municipality throughout the ongoing implementation phase, the strategy becomes a process and a tool that generates projects and continues to live and develop from this presented strategy.



III. 16 // Top-down and bottom-up

From above [own term]

Understanding and investigating via desktop analysis from the perspective of **the large scale** with the purpose of being able to understand and imagine the future of the bigger picture.



'From above'

scale

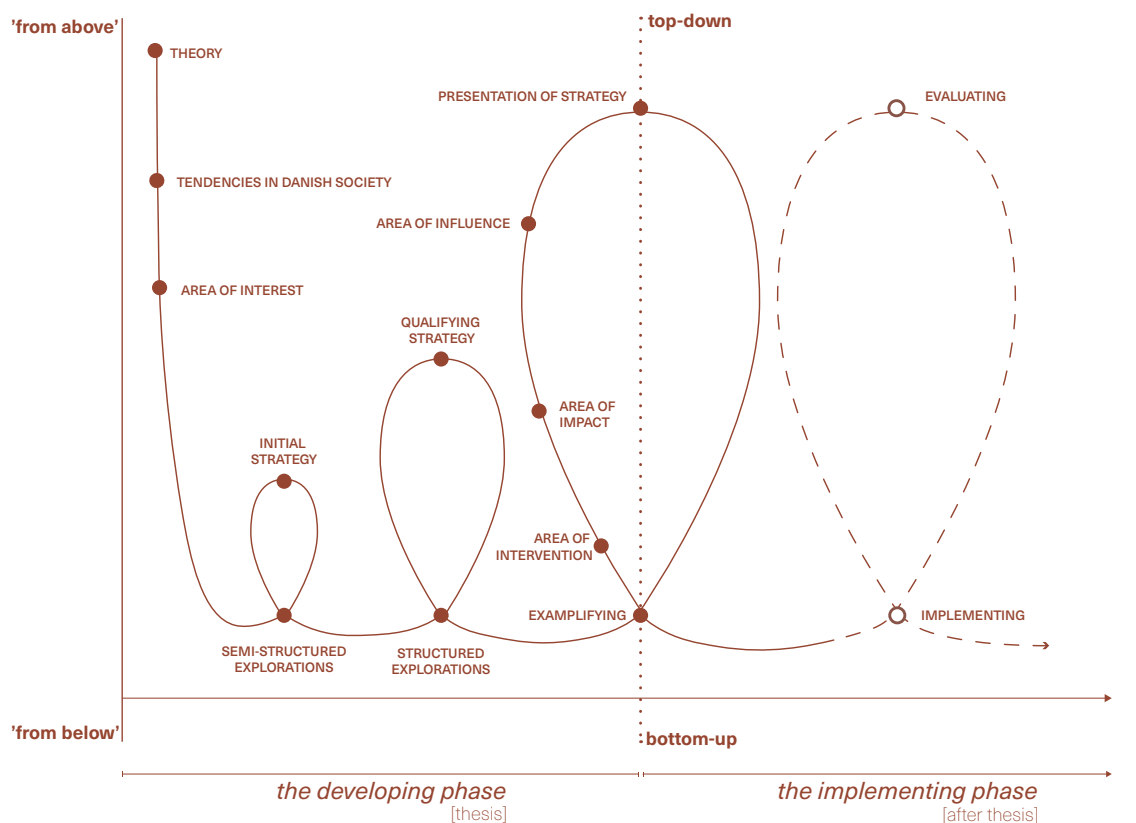
From below [own term]

Experiencing and unfolding through field studies from the perspective of **the small scale** with the purpose of being able to understand the feeling of place.



'From below'

III. 17 // Way of working

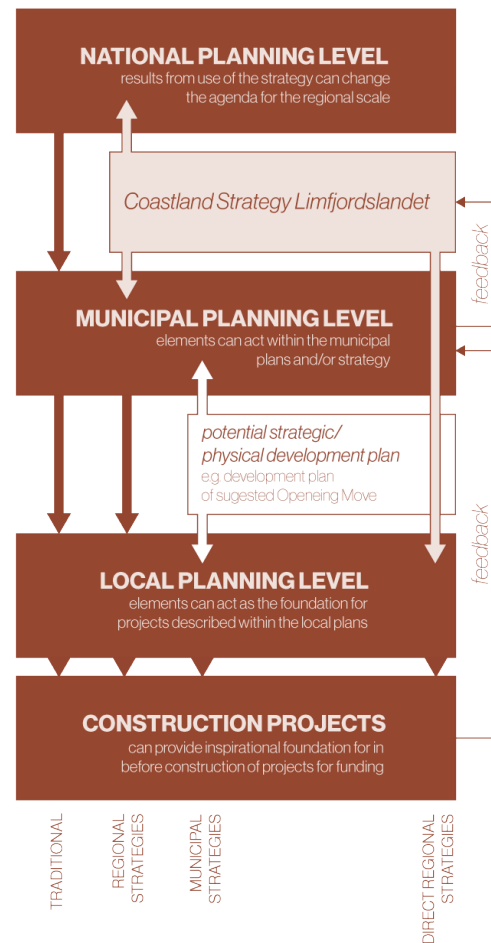


III. 18 // Process diagram

Organisation

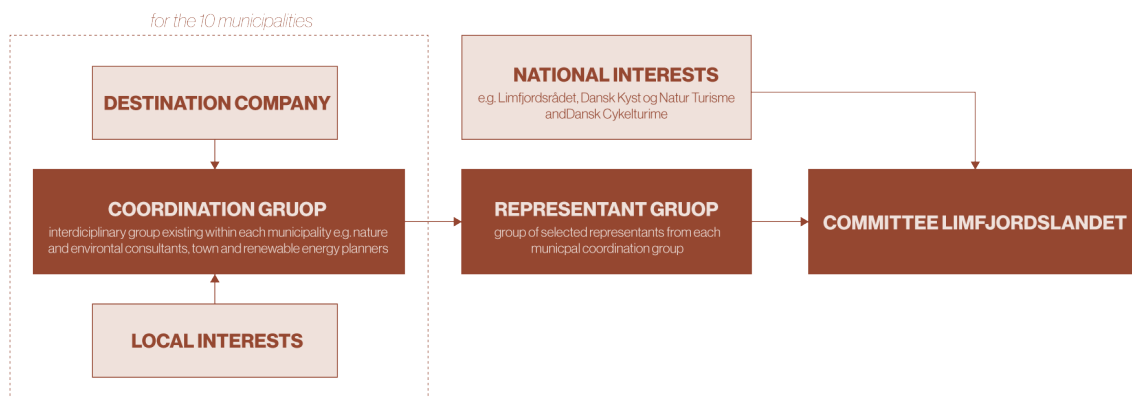
Within its lifetime, the strategy is to be seen as a tool that acts in between the national and municipal planning level, as it is based on the regional scale. By perceiving the ten municipalities both as strong individuals and as the coherent Limfjordsregion with a common identity, the strategy acts as a tool for collaboration in terms of tourism, settlement, nature and culture around Limfjorden. This means that construction projects within the municipalities might still take place based on the traditional principle of framework control within the Planning Act, but might also be constructed based on a regional strategy. Furthermore in between the municipal and local planning it is suggested to create strategic/physical development plans based on the coastland strategy that can act as a selling foundation to investors before construction. These can either act as purely internal tools for the municipalities or in smaller collaborations within the region, as it would be if such a strategic/physical development plan were to be made applicable from the suggested opening move presented leather on in this strategy.

The quality of the strategy comes from its thematics, open but descriptive recommendations, imaginative visuals and inspiring initiatives that are to act as a tool for the municipalities in an informal strategy as opposed to the formal levels at the municipalities that are legally binding. It is however suggested that selected aspects of the coast land strategy is implemented within all of the municipalities strategies and/or plans, as this will make it easier to hold each municipality accountable for the collaboration and ensure the life of the strategy as more than a 'conversation starter'. The strategy depends on being able to change and evaluation of all its elements as well as imaginaries should be updated by each implemented construction project within Limfjordlandet.



III. 19 // The planning system

The implementation of the strategy takes an offset in the existing municipalities, destination companies in regards to tourism as well as local, regional and national interest. By this, it is not to be perceived as another organisation, but instead as a forum for collaboration and cross-border collaboration that ensures implementation of the strategy through common interests.



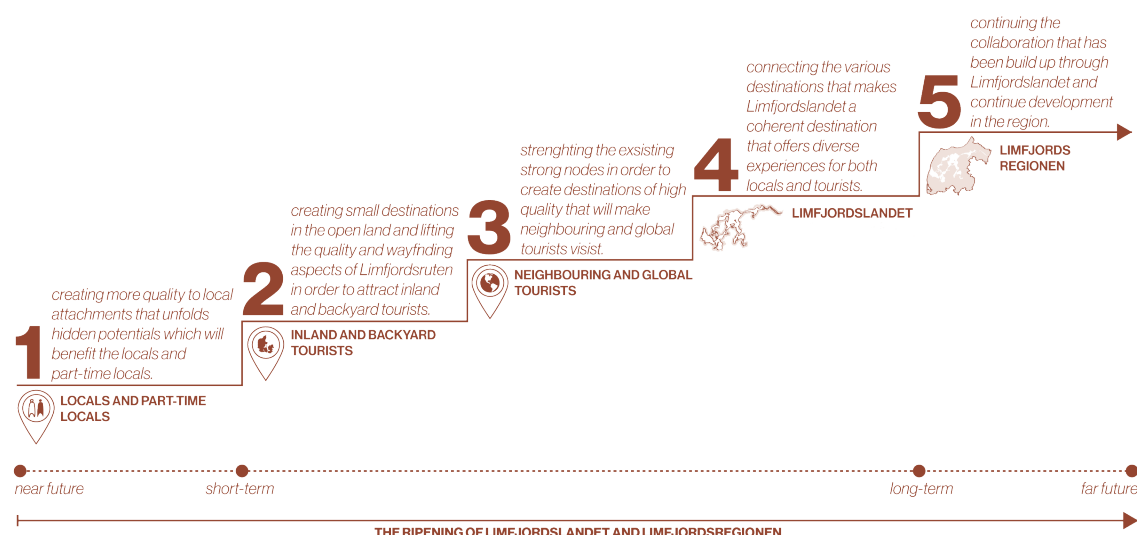
III. 20 // Structure of organisation

Implementation

The life of the strategy is envisioned as long, and the future result of implementing the strategy will take several years and will need changes to the current situation of Limfjordsregionen. The steps of implementation presented here from step 1-5 will need more specific timelines for the different projects within the region, and should instead be seen as where to focus. The first three steps lead to the first goal of the strategy of having a coherent Limfjordsland. From this the collaboration and strengths implemented up until this point will create the foundation for the perception of Limfjordregionen in terms of collaboration, spanning from the coastland and to the rest of the area - potentially in collaboration with other similarly defined regions.

Step 1 to 3 focuses on what to implement first and for whom in terms of existing inhabitants to prevent them from moving and to attract new settlers as well as a focus group within tourism. The first step concerns the quality of the local attachments to lift the already existing local features. Here the different municipalities should work together by exchange of experiences, as they are all dealing with the challenge of population decrease. In the second step, the municipalities should work together in lifting their common recreational aspect of Limfjordsruten through wayfinding and redirection, in terms of the new uplifted local attachments from step 1 and in terms of changes to the water. In the third step the focus is on developing this new assemblage of a strong connection, wayfinding and 'pearls on a string' by further improvement of the recreational and place specific cultural attractions of the strong nodes.

It is however recommended that the different elements in step 1-3 are strategically planned out in relation to one another to begin with, however implemented and constructed in the above described succession. This can be seen later in the suggested opening move that covers both a local attachment, a strong node and open land in between, where different interventions in each are implemented in between one another over time in a continuous development of the entire Limfjordland and Limfjordsregion.



III. 21 // Implementation phases

Unfolding the strategy

This chapter seeks to unfold the strategy in order to address why and how it is included in the coastland strategy. It presents the focus areas of the strategy in relation to tourism and settlement, the different impacts areas that Limfjordslandet is composed of and the common thematics that identifies the land. Lastly six strategic recommendations are described followed by a catalogue of initiatives that combines the strategy into overall and concrete initiatives.





The focus

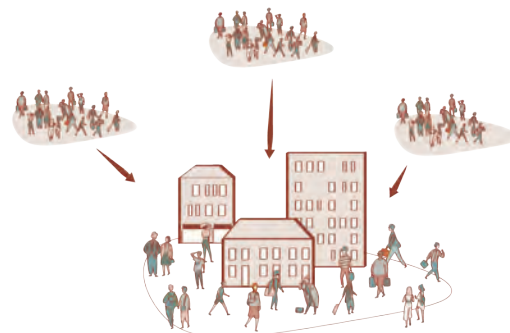
The coastland strategy of Limfjordslandet revolves around two overall areas of focus; settlement and tourism. Despite their differences they are connected and influence one another. If the settlement in Limfjordslandet is challenged it will influence tourism, as the activity and force of attraction will be limited. From this it is important to address the importance of the locals in relation to settlement as a first in order to activate the land in relation to tourism as a second.



III. 22 // Settlement

Settlement

The majority of the municipalities in Limfjordslandet have experienced a population decline, which is expected to continue the following years. This calls for a focus on improving the facilities for the locals in order to convert the negative growth into a positive one in the future.



III. 23 // Tourism

Tourism

The majority the municipalities in Limfjordslandet have experienced a minimal growth in relation to tourism, why there is a potential in attracting more tourists to Limfjordslandet in order to activate the land. The uneven distribution in relation to tourism must be more evenly distributed in order to ensure coherence.

The impacts

Limfjordslandet is a varied composition of strong nodes with powerful forces of attraction, local attachments with unique communities and the inbetween with fields, moor and marsh as a contrast to the built environments. The common denominator for all three areas is Limfjordsruten that runs through Limfjordslandet and ties the land together.



III. 24 // Strong node

The strong nodes

The strong nodes are efficient former market towns with unique embedded histories, powerful cultures and active harbour environments. The strong nodes are doing great in relation to both settlement and tourism, why they should cultivate and strengthen their existing strong force of attraction. Given the existing qualities it is mainly small initiatives that need to be implemented in order to boost the strong nodes.



III. 26 // In between land

The in between land

The inbetween land is the land located between the strong nodes and the local attachments with open spaces, varied landscapes and beautiful views. The inbetween land acts as a thoroughfare area for both nearby locals and tourists with only a limited number of experiences. Given the hidden potentials and the multiple qualities of the land a number of initiatives must be implemented to activate the land and implement new experiences for nearby locals and tourists.



III. 25 // Local attachment

The local attachments

The local attachments are summer cottage areas and villages with 200+ inhabitants with small local tellings, a strong spirit of solidarity and varied positions in the land. The local attachments are challenged in relation to settlement, why a number of planned initiatives must be implemented in order to attract newcomers and generate growth. From a tourist perspective the local attachment should appear open and welcoming for by-passers and stayers through smaller initiatives.



III. 27 // Limfjordsruten

Limfjordsruten

Limfjordsruten is a national route that connects the strong nodes, the local attachments and the inbetween land in a continuous course. The route represents all the best from Limfjordslandet, but has a number of challenges that need to be solved through new initiatives in order to unfold its potential of establishing a coherent Limfjordsland.

The thematics

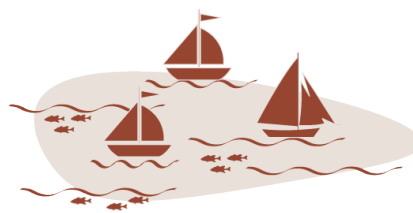
First of all, Limfjordslandet has the coast in common, but besides from the coast, the municipalities of Limfjordslandet have multiple other thematics in common. The water, the landscape, the culture and the connections are dominating and important thematics that exist in all impacts of Limfjordslandet.



III. 28 // Launching the landscape

Launching the landscape

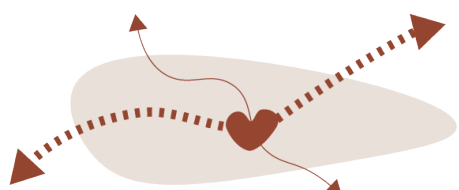
Launching the landscape addresses the varied and experimental landscapes embedded in Limfjordslandet that differ in character, size and appearance. Urban landscapes, coastal landscapes, harbour landscapes, energy landscapes, agricultural landscapes and historic landscapes are distributed in Limfjordslandet and tell the tales of the diverse use of the land.



III. 29 // Valuing the water

Valuing the water

Valuing the water relates to the water as both a recreational value, but at the same time an uncontrollable and changeable variable in constant development. It is the same water body that raises, lowers and moves on the edge of all ten municipalities, the same coast line that crosses municipal borders and the same qualities and challenges that exists. The water of Limfjorden is of great importance - it must be accessible, visible and liveable.



III. 30 // Linking the land

Linking the land

Linking the land revolves around the connectivity and cohesion in Limfjordslandet in the regional scale, but also in the local scale in relation to the small links. The connections between villages, to nearby recreational areas and the internal relation between the built environment and the water are vital in order to ensure an interconnected Limfjordsland where the users can easily allocate themselves between areas.



III. 31 // Communicating the culture

Communicating the culture

Communicating the culture narrates the tellings of another time, when Limfjordslandet was of a different character than today. Old pump houses, dammed land and fishing villages are just some of the traces from the past that generates unique identities and withholds an unresolved potential. Despite the different identities the common characteristics produce a cohesion that has the ability to tie the land together.

Strategic recommendations

The coastland strategy consists of five strategic recommendations that act as prioritised guidelines for the municipalities to follow in relation to future investments in Limfjordslandet. The strategic recommendations constitute the foundation of the realisation of the coastland strategy in order to fulfil the vision of the coast in common. Without the strategic recommendations, future projects in Limfjordslandet will become scattered and incoherent, which is why it is important for all municipalities to follow them. The recommendations are of both physical and organisational character with the intention of establishing a correlation between the two. If the recommendations are followed the entire Limfjordslandet will be strengthened and become a coherent coastal regional attraction for both tourism and settlement.

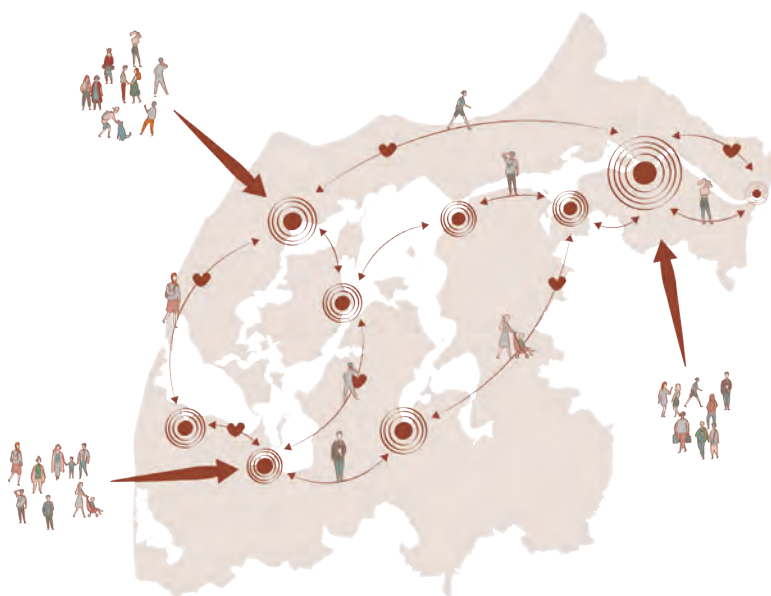
- ▶ **Strenght and cultivate**
- ▶ **Attract and allocate**
- ▶ **Differentiate and combinate**
- ▶ **Prioritise and evaluate**
- ▶ **Cooperate and compete**
- ▶ **Plan and prepare**



III. 32 // Strengthen and cultivate

Strengthen and cultivate

The existing qualities must be strengthened to different extents and the potentials must be cultivated with different purposes in order for Limfjordslandet to become attractive and coherent. The development and new initiatives should be concentrated around Limfjordsruten due to its already existing course that runs through almost all municipalities in the region.



III. 33 // Attract and allocate

Attract and allocate

Limfjordslandet must attract more visitors and newcomers and allocate them to different areas in order to activate the entire region. The strong nodes already have a strong force of attraction, which beckons both visitors and newcomers, but they must allocate them to surrounding local attachments and other strong nodes through the inbetween land in order to create a coherent Limfjordsland. By doing so the conditions relating to settlement and tourism of the land will become more evenly distributed, which will benefit both the individual municipalities, but also the entire region.



III. 34 // Differentiate and combine

Differentiate and combine

The common characteristics must be strengthened and communicated in a collaborative manner in order to provide common experiences with varied identities across the land. By combining the common characteristics a mutual story of the entire land is established focusing on different thematic, but by addressing the differences of each place at the same time a specific identity that makes the place unique is embedded.



III. 35 // Prioritise and evaluate

Prioritise and evaluate

The development must be prioritised based on the different conditions in Limfjordslandet regarding tourism and settlement to ensure an efficient development. Some areas in Limfjordslandet are well functioning in relation to both tourism and settlement, whereas others are challenged. With this in mind, the future development projects should address areas that are challenged, but have a great potential for the entire Limfjordsland to be optimised. Furthermore the development projects should be followed by an evaluation in order to follow the effects.



III. 36 // Cooperate and compete

Cooperate and compete

The municipalities must cooperate on the development in order to make Limfjordslandet an attractive and competitive area in relation to both tourism and settlement. The municipalities have many things in common, whereas some themes cross the municipal borders, why a collaboration between municipalities would be beneficial. Furthermore a positive competition between the municipalities should drive development in order to attract visitors and newcomers to Limfjordslandet.



III. 37 // Plan and prepare

Plan and prepare

In order to accomplish the vision of 'A coast in common' the time perspective of the development process must be separated into short-term and long-term investments. By doing so the concrete project will become more resilient regarding changing times, and furthermore the short-term investments will activate and kickstart an area until the long-term investments have been completed and implemented.

Catalogue of initiatives

The catalogue of initiatives addresses the four areas of impact, and points towards three overall initiatives that seek to complete the vision of the given area. In addition to that the target groups are presented with the purpose of establishing an understanding of the direction of the initiatives. Lastly a number of initiatives that relate to the four thematics are introduced in order to strengthen the qualities of the thematics and to anchor them in each area of impact.

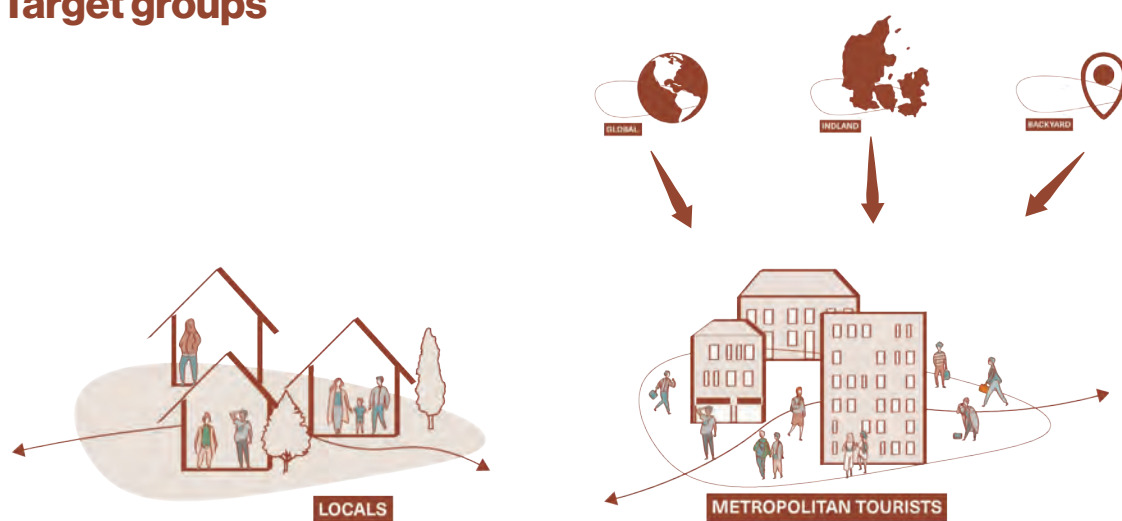
- ▶ **The strong nodes**
- ▶ **The in between land**
- ▶ **The local attachments**
- ▶ **Limfjordsruten**

Catalogue of initiatives

The strong nodes

The strong nodes must strengthen and cultivate its existing force of attraction due to their size and location in relation to both tourism and settlement in order for them to be able to allocate visitors to surrounding local attachments and other strong nodes through the inbetween land.

Target groups



III. 38 // Locals

III. 39 // Metropolitan tourists

The target groups of the strong nodes relate to both locals and metropolitan tourists. Given the numerous experiences the strong nodes have to offer, they will attract both backyard, inland, and global metropolitan tourists that seek the urban experiences. In regards to the locals the previously mentioned experiences also adds value to being local in a strong node, why there will be a great potential to attract more newcomers to each node and hereby strengthen the entire Limfjordsregion.

Initiatives

- 1.** Strengthen the existing strong force of attraction.
- 2.** Allocate visitors and newcomers to other areas of Limfjordslandet.
- 3.** Cultivate the unique identity of each place.



THE STRONG NODES

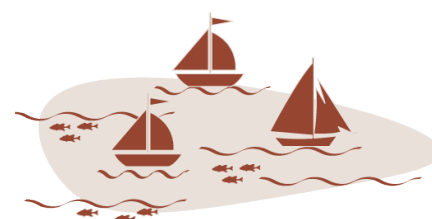
Ill. 40 // Strong node



LAUNCHING THE LANDSCAPE

Ill. 41 // Launching the landscape

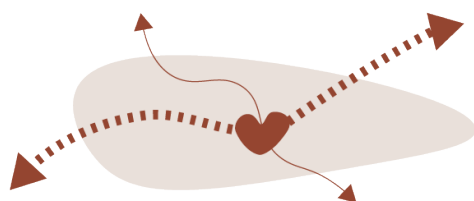
- ▶ Cultivate the urban landscape and its qualities as an element of attraction.
- ▶ Promote nearby unique landscape experiences.
- ▶ Establish a harbour landscape that contributes to the existing identity of the area.



VALUING THE WATER

Ill. 42 // Valuing the water

- ▶ Protect the area from sea level rise through different actions.
- ▶ Strengthen the water as the primary element of attraction.
- ▶ Concentrate future recreational developments around the fjord.



LINKING THE LAND

Ill. 43 // Linking the land

- ▶ Create great connectivity out of the area in order to promote experiences in the proximity.
- ▶ Optimise the connectivity along the fjord in order to create eventful experiences.
- ▶ Implement unique wayfinding elements for each place.



COMMUNICATING THE CULTURE

Ill. 44 // Communicating the culture

- ▶ Narrate the tellings of the historic market towns.
- ▶ Utilise the different characteristics of each place in order to create varied experiences.
- ▶ Activate older historic buildings through new initiatives.

Catalogue of initiatives

The inbetween land

The inbetween land must act as connector between the strong nodes and the local attachment in order to ensure varied experiences that portraits and unfolds the qualities of Limfjordslandet and from a long-term perspective the entire Limfjordsregion.

Target groups



III. 45 // Coastal and nature tourists

The target group of the in between land are tourists of different types. Both the backyard tourists that live nearby and wish to experience the openness and value of the open land as a contrast to the urban environments. Furthermore the wish is to attract inland and global coastal and nature tourists by adding new experiences that unfold the potentials of the land. The first step is to attract the inland coastal and nature tourists and over time to attract the global tourists as well.

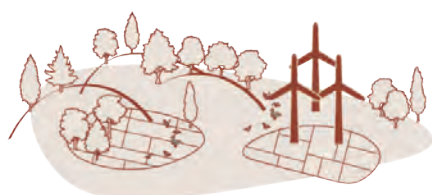
Initiatives

- 1.** Create varied experiences to limit felt distances.
- 2.** Ensure breaks that create shelter from wind and weather.
- 3.** Do as little as possible in order to assure the feeling of open land.



THE IN BETWEEN

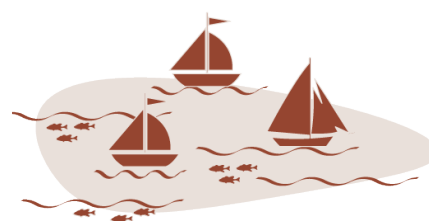
III. 46 // The in between



LAUNCHING THE LANDSCAPE

III. 47 // Launching the landscape

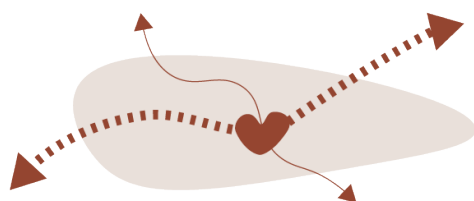
- ▶ Cultivate the varied landscapes as attractions.
- ▶ Preserve and respect the unique landscapes.
- ▶ Activate new landscapes that relate to societal tendencies.



VALUING THE WATER

III. 48 // Valuing the water

- ▶ Implement experiences that relate to the water.
- ▶ Accept or reduce sea level rise based on the conditions of a given place.
- ▶ Ensure visual or physical connections to the water.



LINKING THE LAND

III. 49 // Linking the land

- ▶ Create connections from existing traffic nodes in order to attract visitors.
- ▶ Ensure accessibility to the fjord by implementing new routes or optimising existing ones.
- ▶ Prioritise wayfinding in order to guide in the open land.



COMMUNICATING THE CULTURE

III. 50 // Communicating the culture

- ▶ Activate older historic buildings through new initiatives.
- ▶ Create new histories by unfolding the potentials of the land.
- ▶ Communicate the embedded histories to activate the area.

Catalogue of initiatives

The local attachments

The local attachments must unfold and strengthen their inherent potentials in order to portray the strong local community and to communicate their qualities to attract newcomers and become competitive in relation to settlement.

Target groups

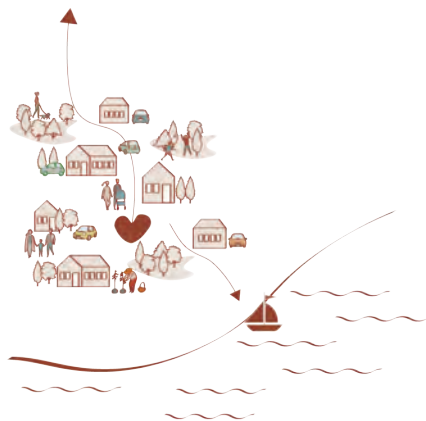


III. 51 // Locals

The target group of the local attachments are locals only. Given the small-scaled environment that exists within the local attachments, these areas are not suitable or attractive for tourists. The locals are both full-time locals in the case of villages, whereas part-time locals relate to summer cottage areas. The wish is to be able to attract newcomers to the local attachments by implementing initiatives that add value to the given place.

Initiatives

1. Activate the potential of each season.
2. Create openness for visitors and by-passers.
3. Portray the small-scaled local environment.



THE LOCAL ATTACHMENTS

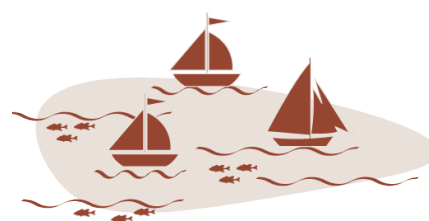
III. 52 // Local attachment



LAUNCHING THE LANDSCAPE

III. 53 // Launching the landscape

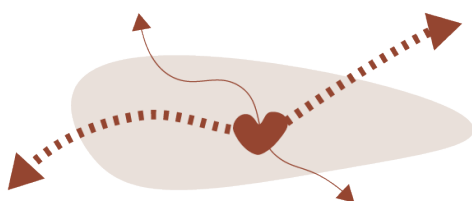
- ▶ Communicate the presence of nearby landscapes.
- ▶ Activate the coastal landscape.
- ▶ Cultivate the local unique landscapes.



VALUING THE WATER

III. 54 // Valuing the water

- ▶ Develop the fjord to become a gathering place for the local environment.
- ▶ Implement local solutions against sea level rise.
- ▶ Brand the area and attract newcomers through the recreational value of the fjord.



LINKING THE LAND

III. 55 // Linking the land

- ▶ Create connections to nearby attractive areas.
- ▶ Strengthen and cultivate existing local routes and connections.
- ▶ Optimise the connectivity to the fjord.



COMMUNICATING THE CULTURE

III. 56 // Communicating the culture

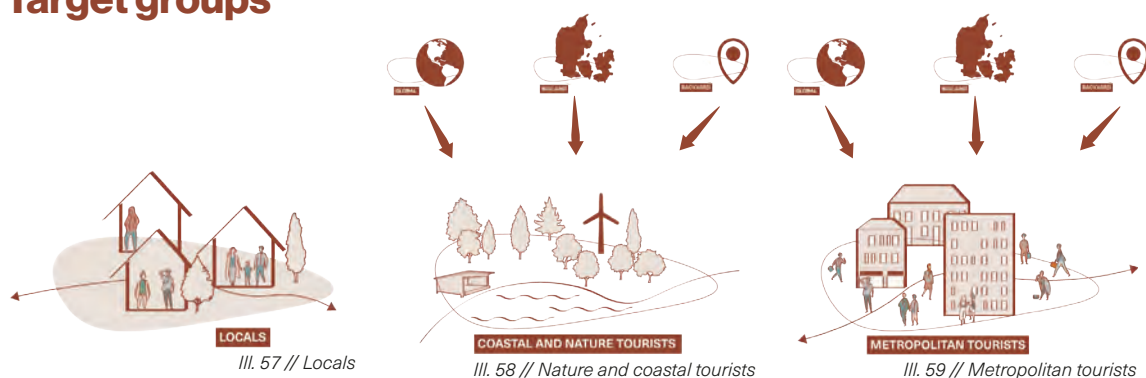
- ▶ Activate older historic buildings through new initiatives.
- ▶ Communicate the local histories.
- ▶ Optimise existing historical efforts.

Catalogue of initiatives

Limfjordsruten

Limfjordsruten must be optimised and activated in order to link and unite Limfjordslandet for it to become a coherent attractive region over time.

Target groups



The target groups of Limfjordsruten relates to both locals and inland and global coastal- and nature and metropolitan tourists. Given the course of the route that runs through both the strong nodes, the local attachments and the in-between land it will be able to attract and target a broad target group. The locals will be able to use Limfjordsruten on a daily basis, and by adding value to it it will hopefully encourage locals to use it on day trips or for pendling. Furthermore the tourist will benefit from the course of the route given the diverse experiences it has to offer, which will only be further addressed when new initiatives are implemented.

Initiatives

- 1.** Create cohesion in the entire Limfjordsland.
- 2.** Activate and brand the route through new varied experiences.
- 3.** Include the route in future developments.



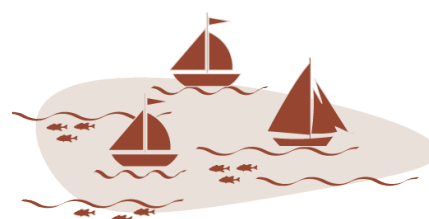
III. 60 // Limfjordsruten



LAUNCHING THE LANDSCAPE

III. 61 // Launching the landscape

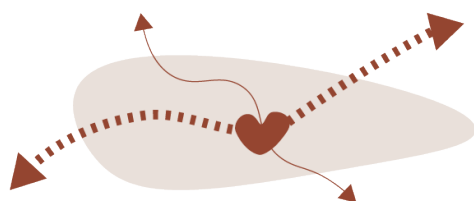
- ▶ Create detours or loops that showcase the landscape of an area.
- ▶ Cultivate the varied landscapes the route crosses.
- ▶ Activate the existing unique routescape on the course.



VALUING THE WATER

III. 62 // Valuing the water

- ▶ Change the course and/or design of the route if necessary in relation to sea level rise.
- ▶ Cultivate the water as an experience on the route.
- ▶ Create detours or loops that connect directly to the water.



LINKING THE LAND

III. 63 // Linking the land

- ▶ Develop a strong coherent way-finding.
- ▶ Improve stretches that connect across the fjord as an element of the route.
- ▶ Change the course of the route in order to create the best facilities for bikers.



COMMUNICATING THE CULTURE

III. 64 // Communicating the culture

- ▶ Create detours or loops that showcase the history of an area.
- ▶ Activate the historic experiences along the route.
- ▶ Narrate the story of the route itself.

Opening move



This chapter presents the suggested opening move for kick-starting the development of Limfjordslandet with an offset in a significant location where the narrow and the wide parts of the fjord meet under the significant Aggersund bridge. The opening move project Genaktiverede forbindelser i Limfjordslandet [Reactivated connections in Limfjordslandet] covers three areas of impact that together are to be seen as inspirational projects. Each of them are showcased through analyses of the area and images of the future in the local and regional contexts.

The coastland strategy Limfjordslandet begins to live once its suggested initiatives start to take form through collaborative networks, bottom up analyses and implementations of projects that incorporate the presented initiatives. There will always be one project to be the first and the following pages present a suggested opening move for what that might be.

The intention of the opening move is to kickstart the development of Limfjordslandet with initiatives that are in short term realisable and can continue to develop on the long term and will have a great impact on recreational value for locals, whilst bringing new user groups to the area.

The opening move is called Genaktiverede forbindelser i Limfjordslandet [Reactivated connections in Limfjordslandet] and is suggested because of its location in relation to all of Limfjordslandet. This is due to its location 'across' elements; it is located where the narrow eastern fjord meets the broad western part in one of the most narrow passages between the northern and southern land-sides. Here the two sides are tied together by one of only four bridges and tunnels - Aggersundbroen - the only direct passage outside of Aalborg. However the area is as of today ignored by Limfjordsruten N12 on both sides, leaving the historic and present day landscapes as untold stories. Because of this, Reactivated connections in Limfjordslandet will influence both the regional, municipal and scales.

The opening move contains three areas of impact each with a selection of different interventions. The three areas of impacts are Aggersund being an example of a local attachment, Løgstør as a strong node and Nørrekær Enge as an area in between. It is in this case suggested to begin with the local attachment and the inbetween to actively use the ongoing development in the new projects and later on work with developments in the strong node due to its position as a well established tourist destination.

The three projects are selected to showcase how small and large interventions in close proximity to one another adds to the bigger picture and provides value to one another. The project is exemplified as Vesthimmerland establishing a stronger tourist and nature access within their municipality in close collaboration with Aalborg Municipality and Jammerbugt Municipality and from there the other seven municipalities.

Reactivated connections in Limfjordslandet with the three areas of impact should not be seen as finished suggestions, as dialogue with landowners, users and actors should take place regarding program, design, actual placement as well as economy. However, they should be seen as inspirational projects, showcasing how small alterations can be a part of a common narrative that grows by each intervention.



Jammerbugt Municipality
Vesthimmerland Municipality

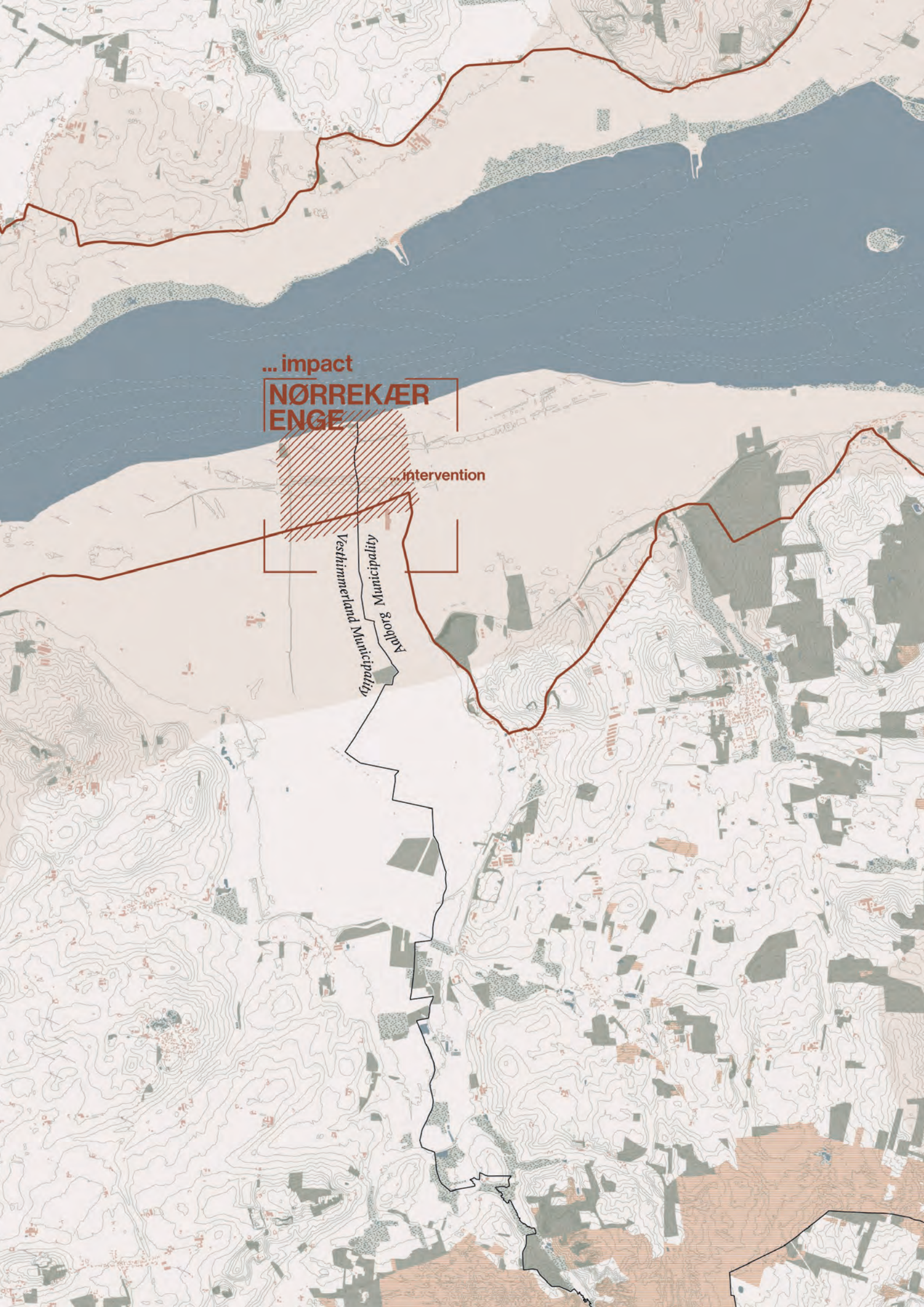
... impact
AGGERSUND

... intervention

LØGSTØR

... intervention

... impact



... impact

NØRREKÆR
ENGE

... intervention

Vestimmerland Municipality
Årtholm Municipality



Aggersund

Aggersund is one of the many local attachments to be found within Limfjordslandet, and is a village with 290 inhabitants (Danmarks Statistik, 2023 A) primarily located north of Limfjorden. To the south, the harbour Aggersund Lystbådehavn is located connecting to the two halves of Limfjorden. Connecting the two halves is the characteristic bridge Aggersundbroen finished in 1942 with both roads and bike paths (Vejdirektoratet, 2023).

Despite its size, Aggersund has many different experiences to offer to its inhabitants and visitors. The village and its surrounding land is full of traces that tells the story of a significant location throughout history. In more modern times Aggersund played a central role during the second world war, strengthened with the finished bridge in 1942 (Bodilsen, 2015). Just north of the bridge, bunkers were built for anti-aircraft defences (Bodilsen, 2015) and these can still be seen from the bridge and experienced from the nearby picnic area close to the fjord. In the inspiration project presented on the following pages these bunkers, in relation to the picnic area and new connections to Limfjordruten is to communicate the story of the period of occupation within Aggersund.

The reminiscence of history

The strategic location of Aggersund in terms of war and power can also be experienced east of the city, where the largest Viking Age ring fortress in Denmark can be seen (Vesthimmerlands Museum, n.d.). The ring fortress was built by viking king Harald Blåtand in the late 970's (Vesthimmerlands Museum), and must have been an impressive sight from the fjord as it is located on top of the hilly terrain. The ring fortress is one of the five ring fortresses in Denmark, and they represent the biggest monuments from the Viking Age (Vesthimmerlands museum n.d.). In present day times Aggersund hosts a viking market every year to bring the story back to life.

Just south of the ring fortress, one of the oldest manors in Denmark, Aggersborggård breaks into the south-eastern part of the ring fortress in the shape of an idyllic three-wing manor in timber frames (Vesthimmerlands Museum, n.d.). North of the ring fortress is Aggersborg church situated with a beautiful view over the landscape and the fjord, dating back to the 1100's (Vesthimmerlands Museum, n.d.). At the church is a platform and a small museum that showcases the ring fortress.

In January 2021 Aggersborg together with the other ring fortresses a 400 page document was sent to the International Council on Monuments and Sites (ICOMOS) to apply for acceptance to the UNESCO list of world heritage (National Museum of Denmark). If this succeeds, as the following inspiration projects assumes, it will showcase the local and national values in a global context. A settlement of the matter is expected in 2023 (National Museum of Denmark).

Aggersborggård is as of today closed to the public, and the museum at the church is shut down in winter times. With the new established possibilities of the ring fortress Aggersborg becoming Unesco World Heritage, new awareness of the area is expected and both the church and Aggersborggård are presented on the following pages as included elements in a new Aggersborg Museum open to the public all year around in close proximity to the fjord.

Experiencing Aggersund

From above

○ Known place

From below

○ Found place

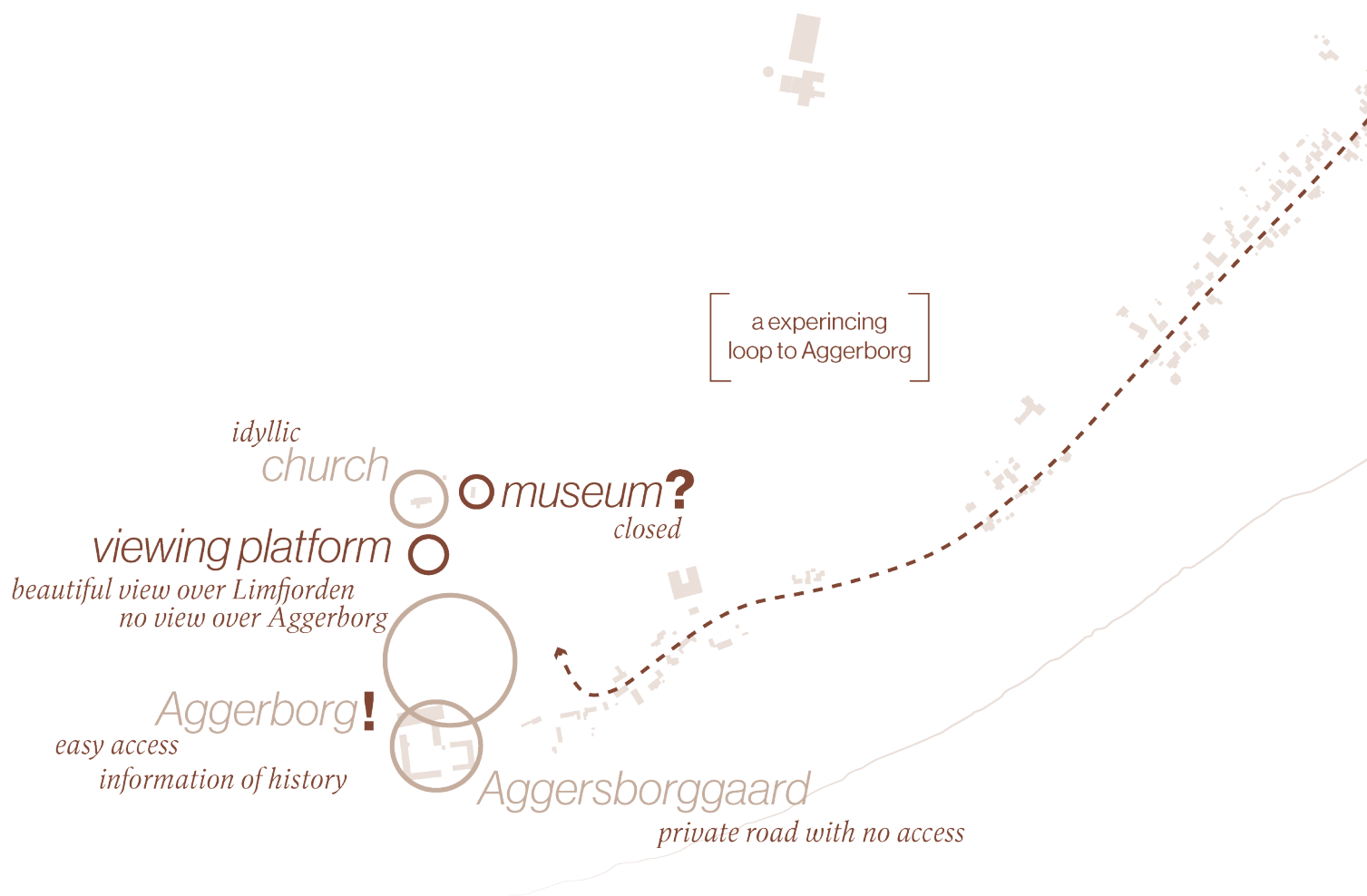
experience

! [well communicated]

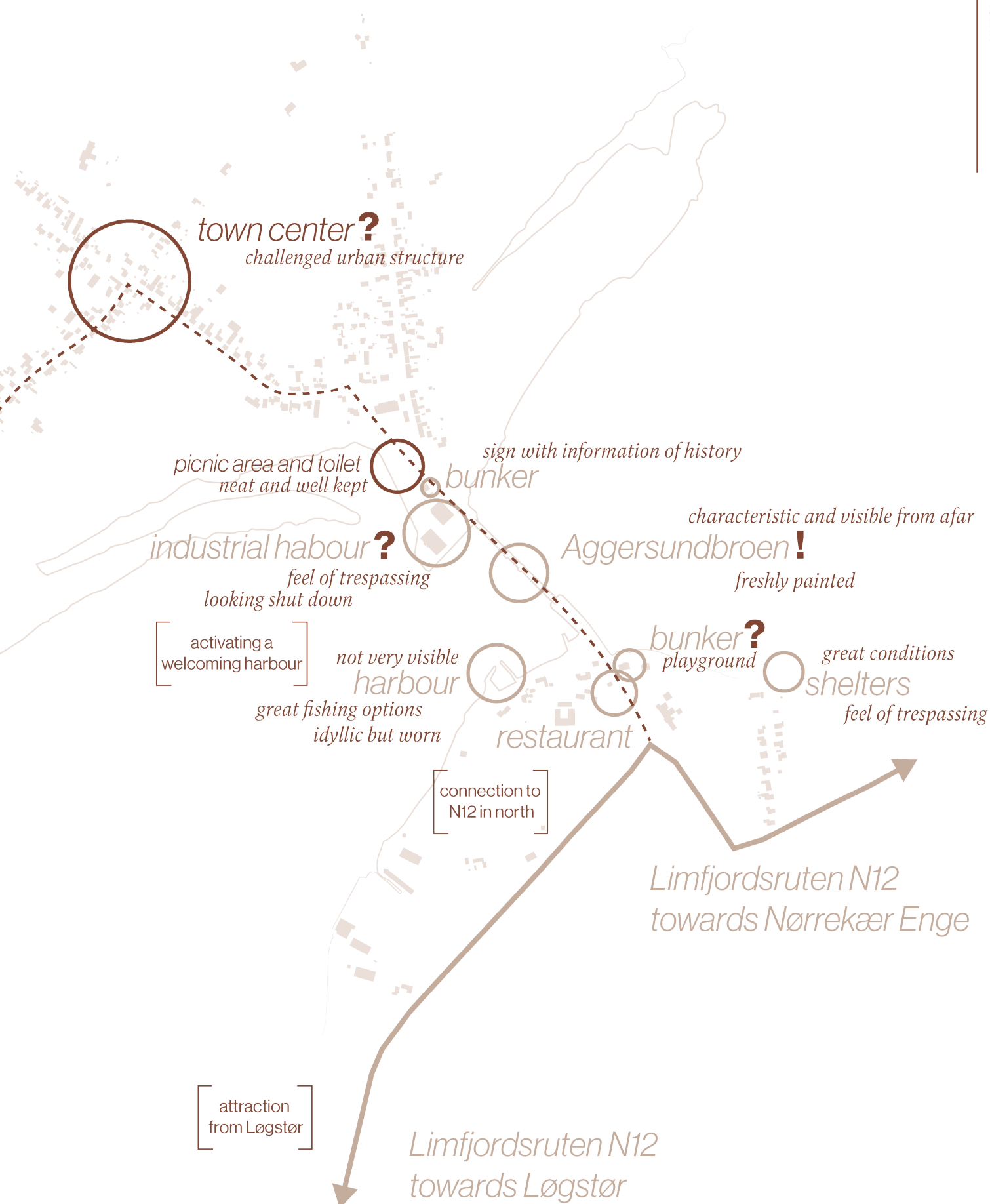
? [astonishing]

--- [potential new route]

[potentials]



To propose an inspirational selection of interventions in Aggersund as one of the areas of impact within the opening move project, the town has been analysed from above and from below. There has been a focus on the harbour fronts on both sides and the area around Aggerborg. This has resulted in summarised proposals that have been the offset for the suggested interventions presented on the following pages.



THE EVIDENT HISTORY

Short term:

- extended communication of the bunkers
- new public functions in industrial buildings at the harbour

Long term:

- new harbour front with flood wall and access to water
- barrier islands to reduce tearing on the coast
- new UNESCO world heritage Viking museum
- new housing to tie the urban fabric together

Viewing platform over
Aggerborg and landscape

museum

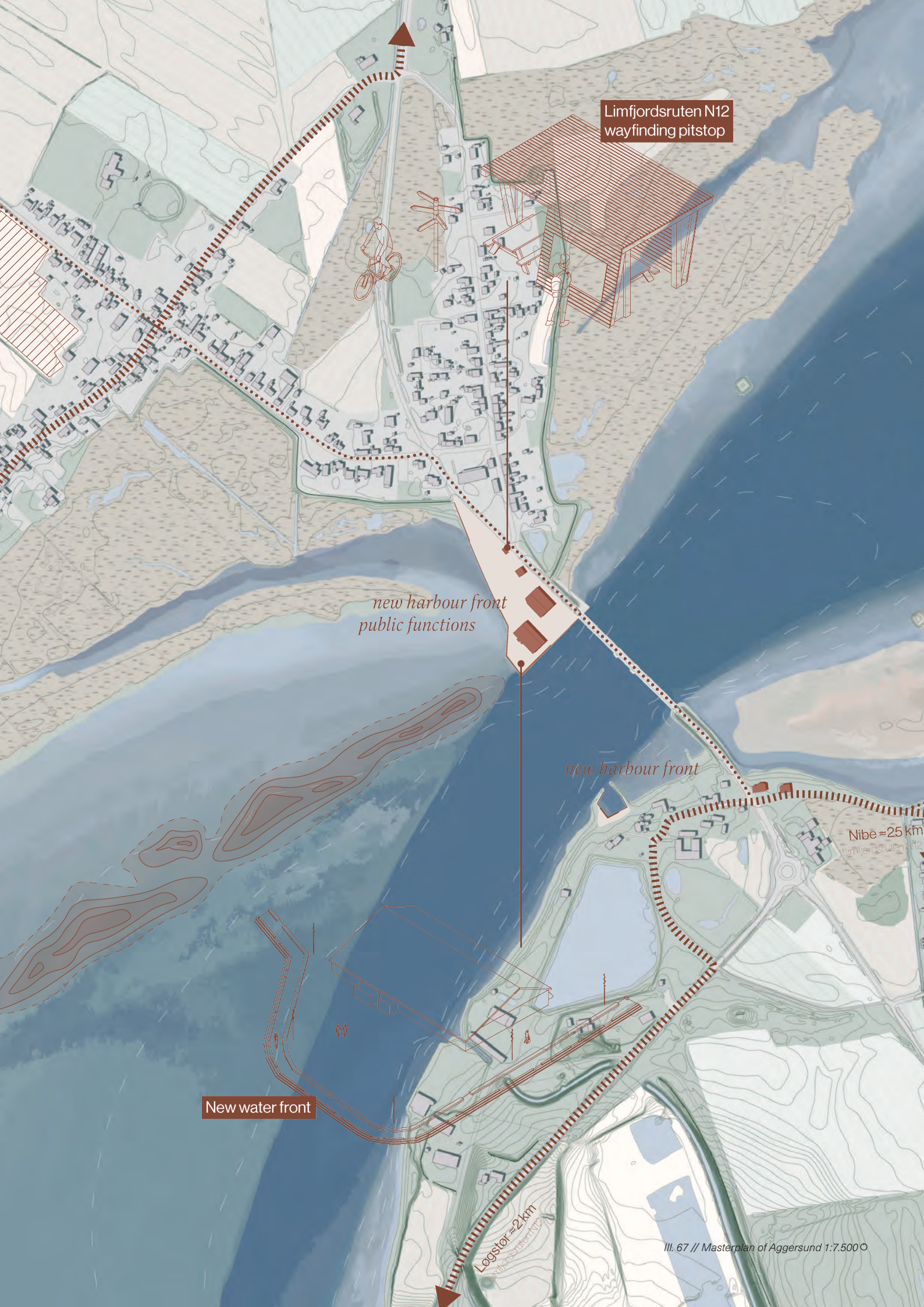
car and bike parking
public facilities in museum

Thisted ≈ 40 km
Lindørsgrøften N12

new building plots

barrier islands





Limfjordsruten N12
wayfinding pitstop

*new harbour front
public functions*

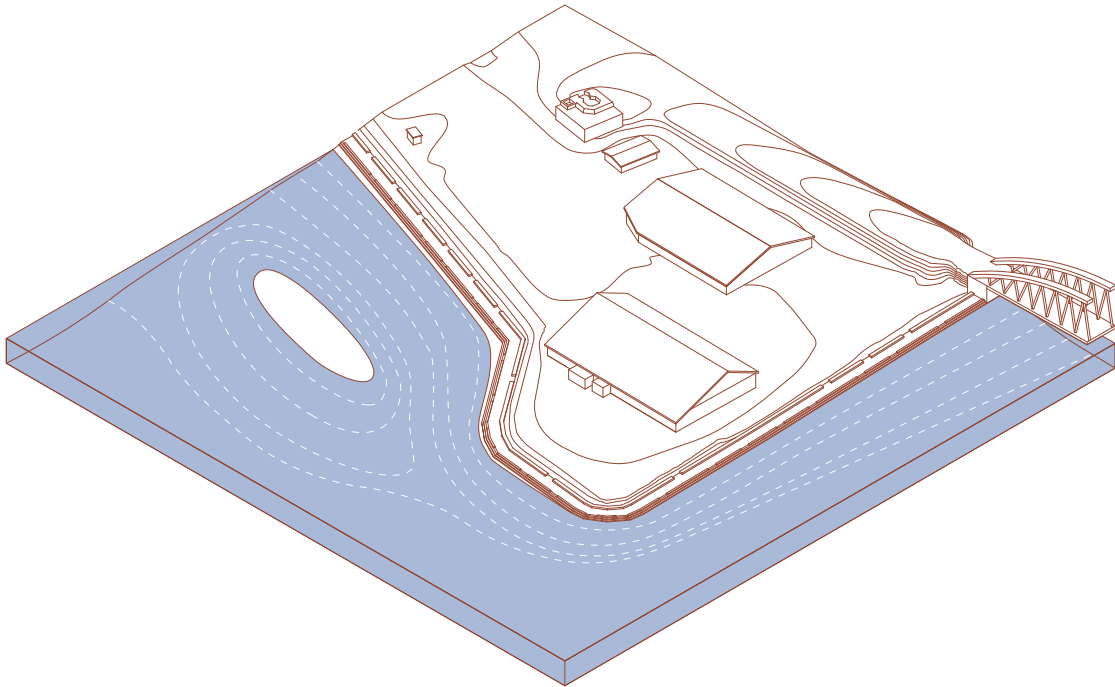
new harbour front

New water front

Nibe ≈ 25 km
Limfjordsruten N12

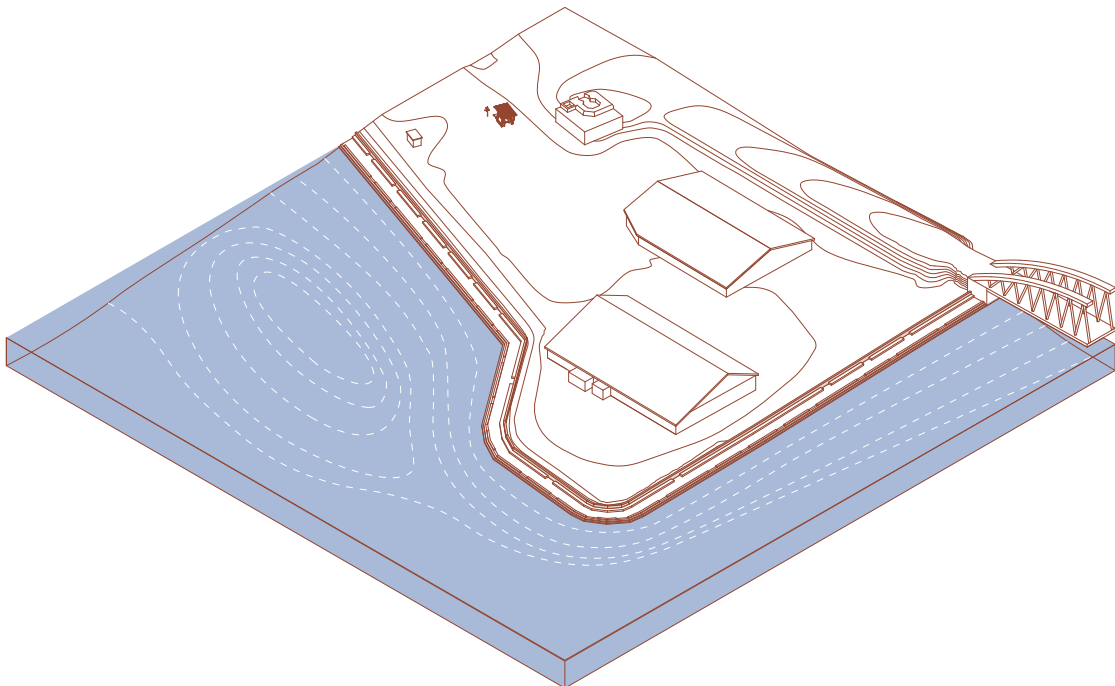
Logstor ≈ 2 km
Limfjordsruten N12

Short-term interventions



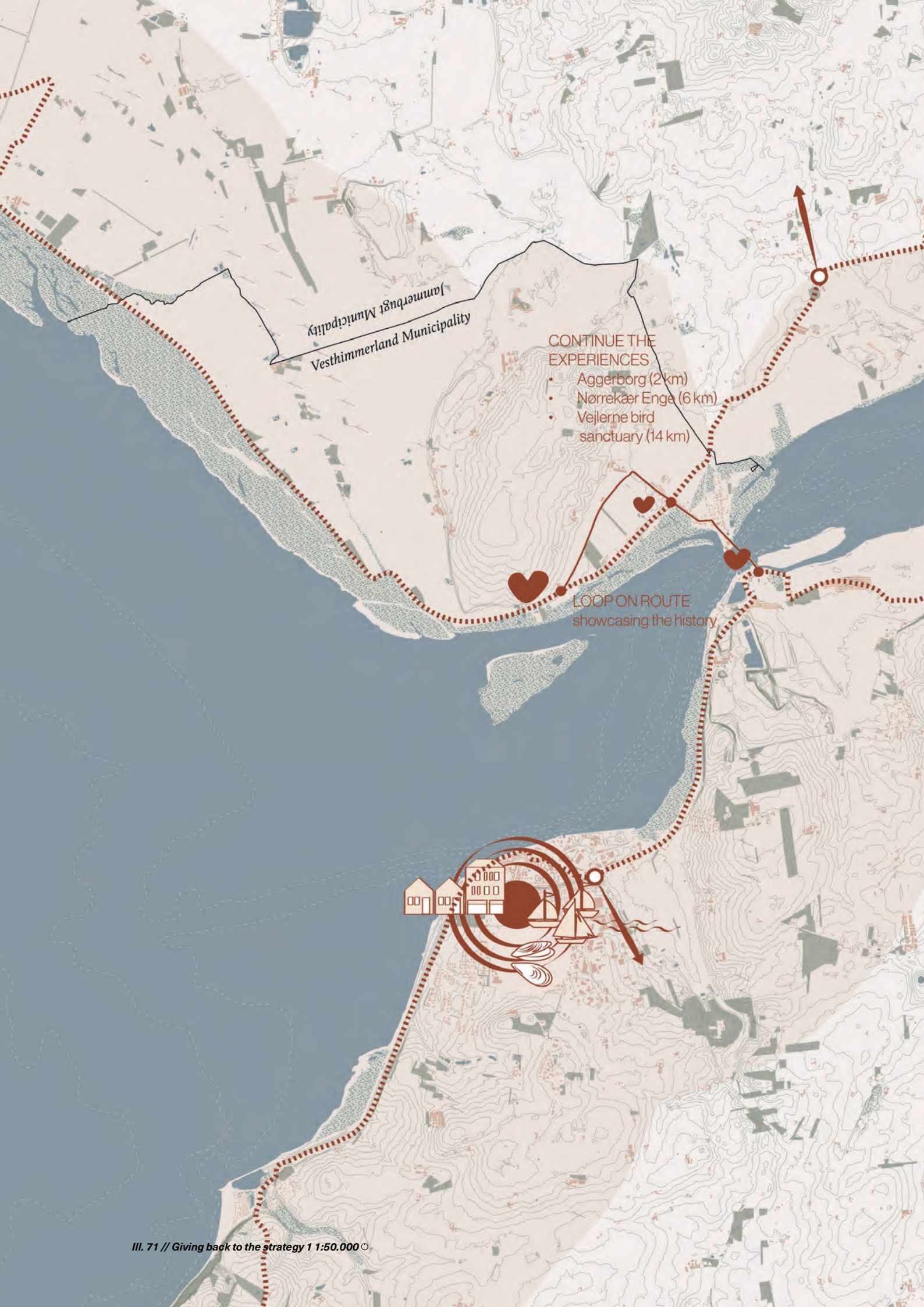
III. 68 // Short-term interventions

Long-term interventions



III. 69 // Long-term interventions





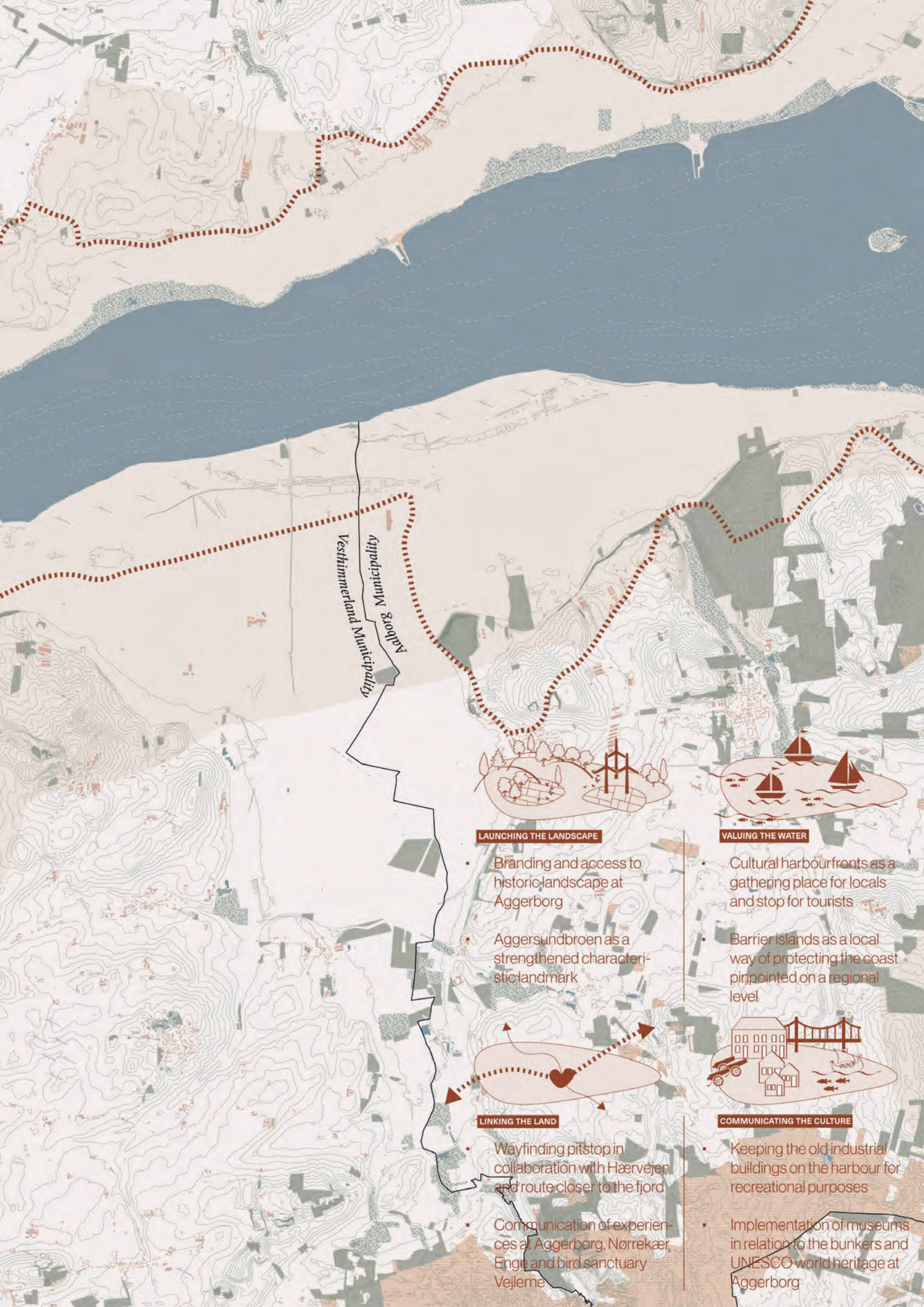
Jæmmerbugt Municipality
Vesthimmerland Municipality

CONTINUE THE EXPERIENCES

- Aggerborg (2 km)
- Nørrekaer Enge (6 km)
- Vejlerne bird sanctuary (14 km)

LOOP ON ROUTE
showcasing the history





Vestimmerland Municipality
Aggerborg Municipality



LAUNCHING THE LANDSCAPE

- Branding and access to historic landscape at Aggerborg
- Aggersundbroen as a strengthened characteristic landmark



VALUING THE WATER

- Cultural harbourfronts as a gathering place for locals and stop for tourists
- Barrier Islands as a local way of protecting the coast pinpointed on a regional level



LINKING THE LAND

- Wayfinding pitstop in collaboration with Hærvejen and route closer to the fjord
- Communication of experiences at Aggerborg, Nørrekaer, Enge and bird sanctuary Vejlerne



COMMUNICATING THE CULTURE

- Keeping the old industrial buildings on the harbour for recreational purposes
- Implementation of museums in relation to the bunkers and UNESCO world heritage at Aggerborg



Nørrekær Enge

Nørrekær Enge is located in close proximity to Aggersund following the southern side of Limfjorden towards Sebbesund. It is a large area in the open land, which in the strategy is marked as a part of the 'in between'. The approximately 15 km² land is as of today a large flat farmland with almost no buildings that cultivates grain, rapeseed and peas (Kuhlman, 2013). The open land offers a great view over the landscape all the way to the other side of Limfjorden and with Aggersundbroen as a clear wayfinding element. Nørrekær Enge is a former part of Limfjorden that from 1947 has been drained and framed by a dike to make way for the farmland (Kuhlman, 2013). The stream Brøndum Kanal leads away the drain water into Limfjorden through one of the pumping stations along Limfjorden (Kuhlman, 2013).

The inconstant landscape

Today the pumping station is still active, but has a coles of layout where time stands still. Nearby are a shelter spot with two spacious shelters and a toilet. Another significant steam in the area is Dybvad Å, which marks the end of Nørrekær Enge and the beginning of Yder and Inder Enge in the east. Between the two is the municipal border between Vesthimmerlands Kommune and Aalborg Kommune.

The drained fjord landscape is a significant reminiscence of the Stone Age where the coastline of Limfjorden in the area was located 9 km south of the present, covering all of Nørrekær Enge (Kuhlman, 2013). The nearby hill, Marbjerg, today partly covered by trees, rises up 40 m above Nørrekær Enge and makes for a significant visual break in the open landscape which in the Stone Age was an island in the waters of Limfjorden (Danmarks Naturfredningsforening, n.d.).

The story of the changing waters both by nature, from the Stone Age and by man from the mid 1900's is interesting and significant to the area, and in the following inspiration project the pumping house is preserved, but made into a museum and information centre where the stories can be told exactly where they took place.

However the most significant elements in the landscape today are the 13 large windmills placed in a row along the fjord. Nearby is a small Energycenter that informs bypassers of the visions for the area and production of wind energy. The plan for the area is to make it into one of the largest windmill parks in all of Northern Europe with an additional 36 (Taksationsmyndigheden, n.d.) new 150 m tall windmills in order to sustain the utilities for approximately 140.000 households (Urland, n.d.).

The new energy landscape crossing the two municipalities is up for debate as not everyone agrees with the wish to establish a windmill park at this scale in this location, either due to nature or personal interests (Kragesteen, 2021). The following inspirational project does not take the debate into account, but rather illustrates how the 'in between' areas of Limfjorden showcases many different aspects that should be put forward and be accessible for visitors and locals - no matter the layout of the landscape.

Therefore it is suggested to showcase the changes in the environment by making the Energycenter into a larger attraction, so that all of Nørrekær Enge can become a learning landscape for wind power, changing coastlines and the history of the drained Limfjord.

Experiencing Nørrekær Enge

From above

○ Known place

From below

○ Found place

experience

! [well communicated]

? [astonishing]

--- [potential new route]

[potentials]

highlighted focus on
communicating the
changing waters

*view to the other side of the
Eastern Fjord*

close to the water

pumping station?

*monument for inauguration
access to water*

shelter spot

*sound of windmills toilet
well kept*

follow the stream

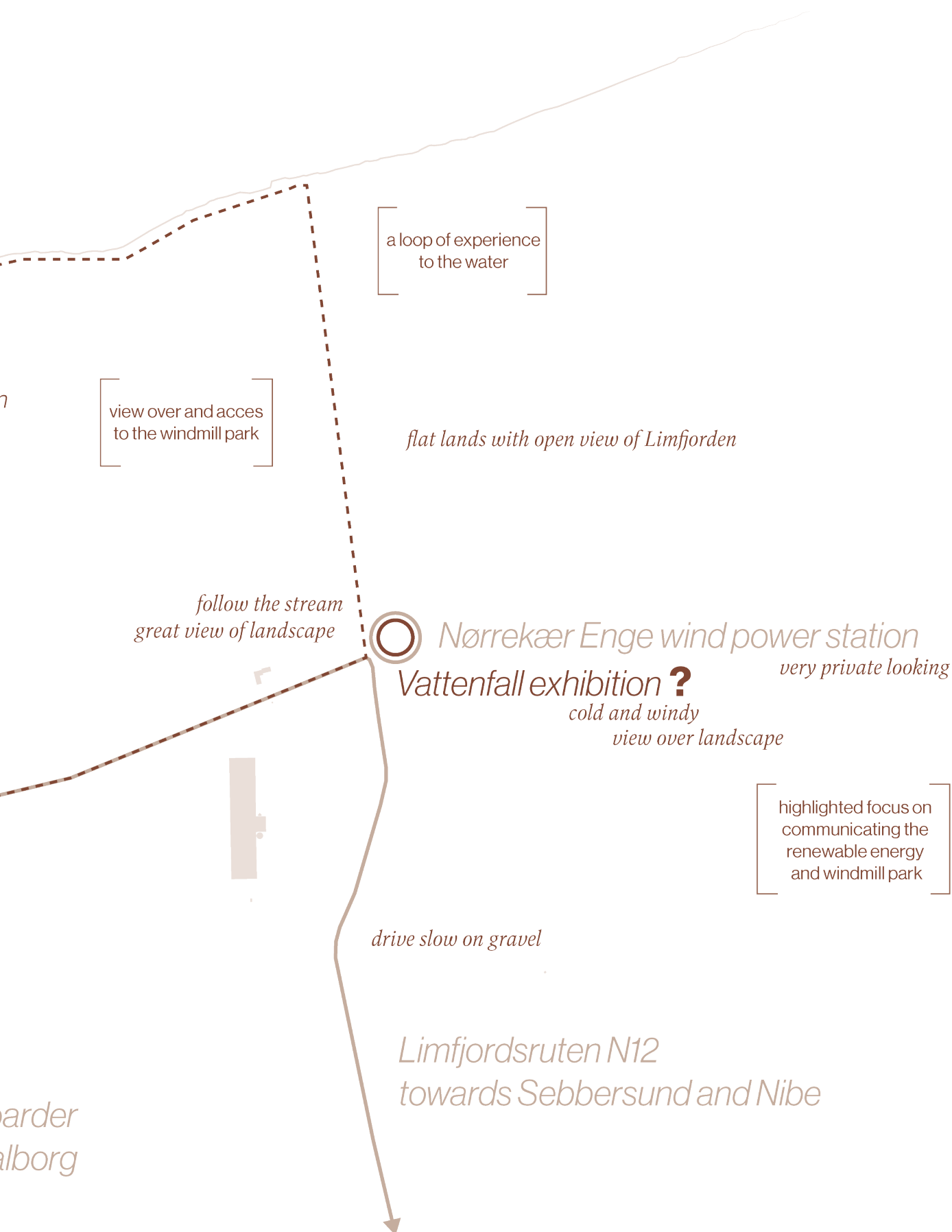
*Limfjordsruten N12
towards Aggersund*

no signs to shelters

no signs to pumping station

To propose an inspirational selection of interventions in Nørrekær Enge as one of the areas of impact within the opening move project, the open land has been analysed from above and from below. There has been a focus on the existing elements in the area and the connection between them. This has resulted in summarised proposals that have been the offset for the suggested interventions presented on the following pages.

*municipal bo
Vesthimmerland/Aa*



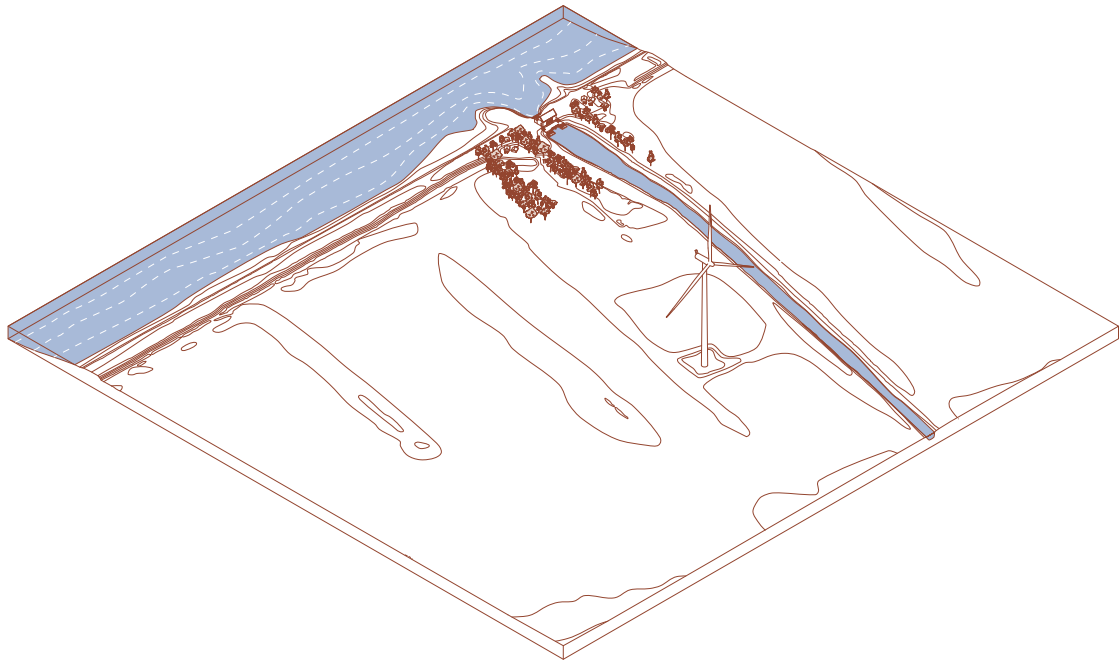
Bird watching tower and
view of energy landscape

land can be flooded

Educational museum
of energy landscape

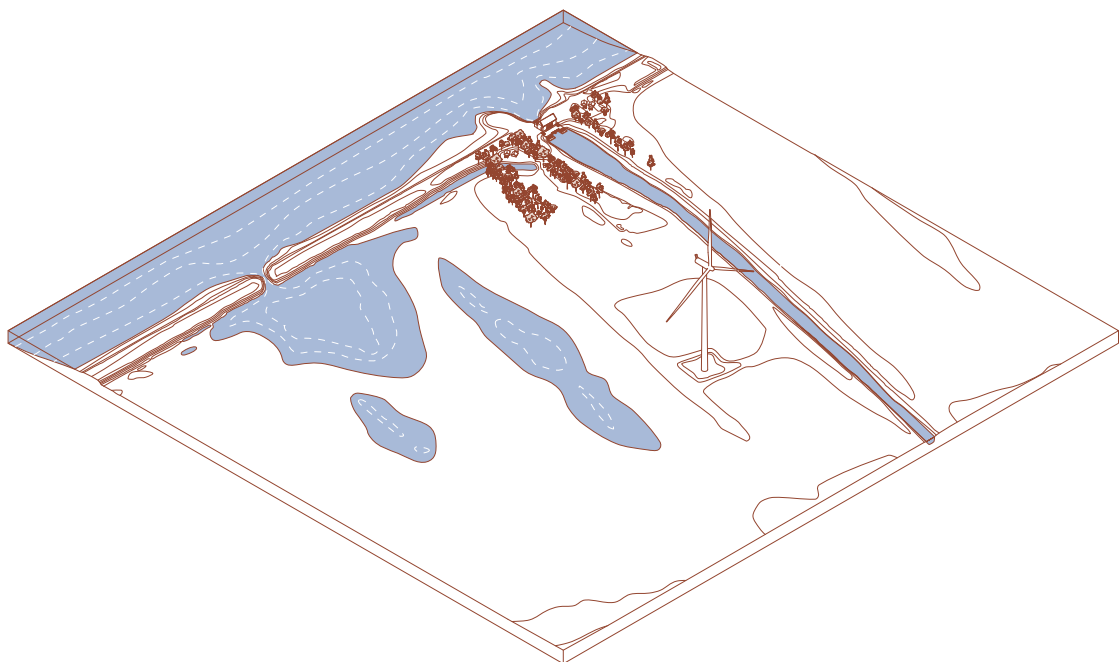
Nibe ≈ 17 km
Landskabsplan N12

Short-term interventions



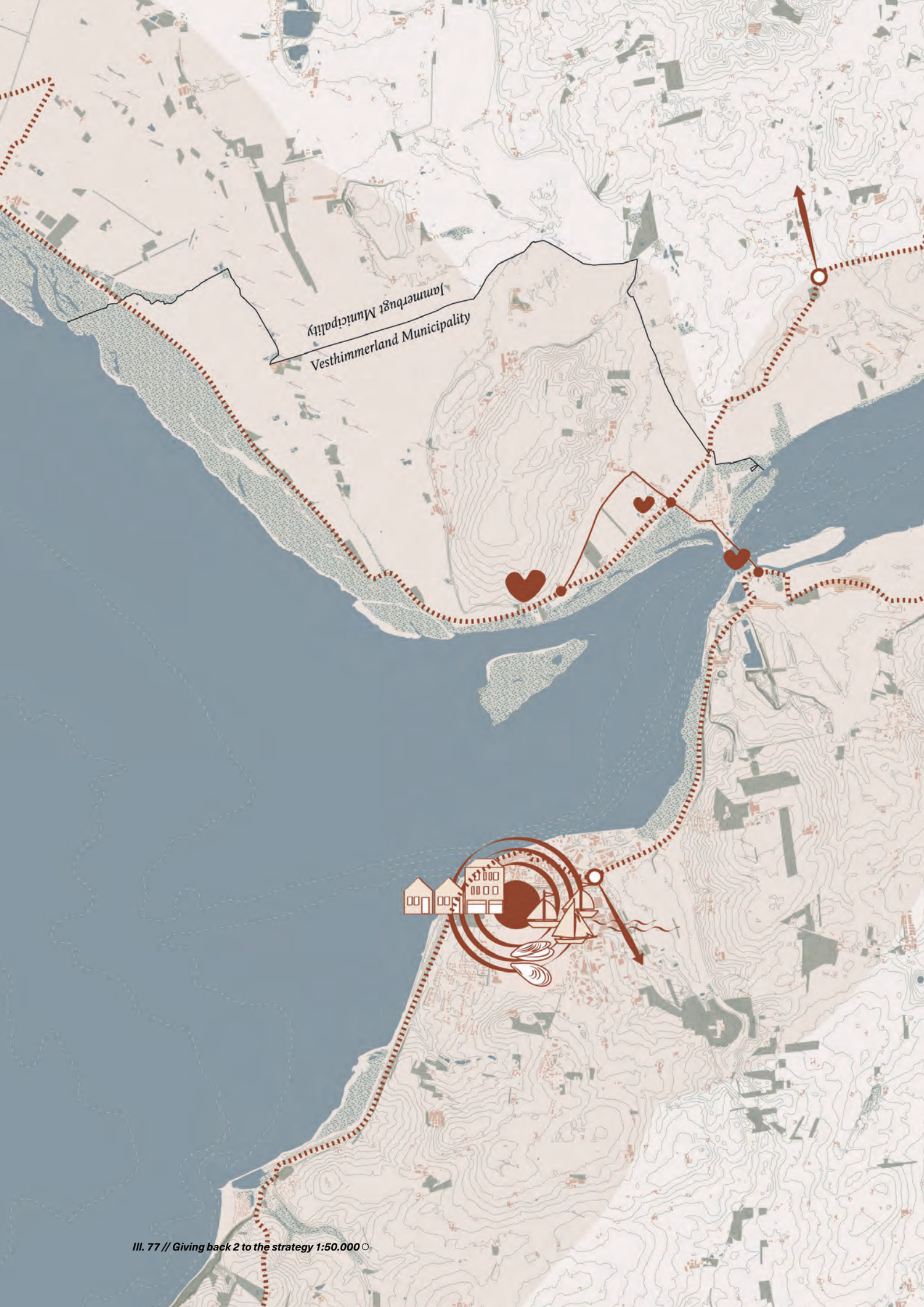
III. 74 // Short-term interventions

Long-term interventions



III. 75 // Long-term interventions





Jammerbugt Municipality
Vesthimmerland Municipality



LOOP ON ROUTE
showcasing the history and
modern day landscape

EDUCATIONAL CENTRE
16 schools within a 20 km radius

Vesttimmerland Municipality
Adolfsgård Municipality

LAUNCHING THE LANDSCAPE

- Access to the open land and viewing points from towers
- Promoting energy landscapes as modern-day recreational landscapes

VALUING THE WATER

- Letting the landscape overflow as one of the areas for doing that in the regional scale
- Access to and view over water

LINKING THE LAND

- Detour to the water from Limfjordsruten
- Wayfinding communicated with new signs in relation to detour

COMMUNICATING THE CULTURE

- Preserving the historic pumping station to communicate the history of the drained land as the first in a series in Limfjordslandet
- Enhanced communication of the large energy landscape



Restaurant

Legeplads

Stranden

Kunsttorvet

Kulturlade & Off.
Grillplads

Bymidte

Limfjordsmuseet

Sejlerstue & Wc

Frederik VII's Kanal

Løgstør

Løgstør is one of the 11 strong nodes pointed out in the strategy within Limfjordslandet located on the southern side of the fjord. The city is home to 3967 inhabitants (Danmarks Statistik, 2023 A). Today Løgstør is a tourist destination full of artistic works, music, history, food and shops in historic and idyllic streets, which is why it is one of the strong nodes within Limfjordslandet.

Throughout times the city has developed from and alongside Limfjorden. Today, the unofficial name of the city is Muslingebyen [the Clam City] showcasing its relation to the water, but in the early days of the city in mediaeval times, it was the salted herring that made the city grow (Den Digitale Byport: Danmarks Købstæder 2012). The relationship with the fjord has throughout times been a challenge, as the waters outside Løgstør has and still are tearing on the harbour (Den Digitale Byport: Danmarks Købstæder 2012). This led to the dig of Frederik VII's Kanal in 1861 following the south western side of Løgstør and its hinterland making the harbour expand and the city grow (Destination Himmerland n.d.). Today the canal is a reminiscence of the engineering skills of the time, and the framework around Limfjordsmuseet that in the beautiful white historic buildings around the canal tells the many stories of the historic life at Limfjorden.

The expanding culture

As a strong node Løgstør offers a wide selection of place specific experiences especially active in the summer times, where Muslingefestivalen [The Clam Festival] offers visitors and locals gastronomic experiences of clams from the fjord, music and art (Destination Himmerland n.d.). The cultural experience is mostly oriented around the harbour front of Løgstør that acts as an elongation of the marina lift at the canal through the harbour and alongside the fjord. The harbour front showcases the cultural identity of Løgstør with significant clam sculptures painted in different motives in between the different restaurants, museums and shops next to the marina life.

However, the experience of the active harbourfront stops at the eastern part of the harbour, where industrial activities take over. This means that when coming from the eastern side of Løgstør e.g. from Aggersund or Nørrekær Enge one does not meet the lively harbour front, but instead the enclosed feel of the industrial harbour. There are roads - on where Limfjordruten today is located - going south of the industrial area. However, because the industrial area has accessible road structures it seems natural to follow the water and go through instead of around.

The eastern harbour as of today is changing and challenged. New upcoming locally driven activities are starting to form, whilst the industry is working on expanding (Damsgaard 2022). The main challenge exists around the company Farmfood, which is identified as an environment class 6-7 - the highest in Denmark (NIRAS n.d.). This means that the instructive distance for where to build housing is 500 m (NIRAS n.d.). As of today the company receives complaints from people nearby due to the smell and with wishes to expand, the complaints could get worse (Damsgaard 2022) and it would be even more challenging to transform the eastern harbourfront and keep the locally driven activities alive.

In the following presentation of the inspirational project the focus is on elongating the well established activities and layout of the western harbourfront of Løgstør, to make it able to grow and provide more contact with the coast. The project should be seen as a long term project, where Løgstør keeps growing as a strong node, making more housing and space for life at the harbourfront compensate for the present day industrial activities.

Experiencing Løgstør

From above

○ Known place

From below

○ Found place

experience

! [well communicated]

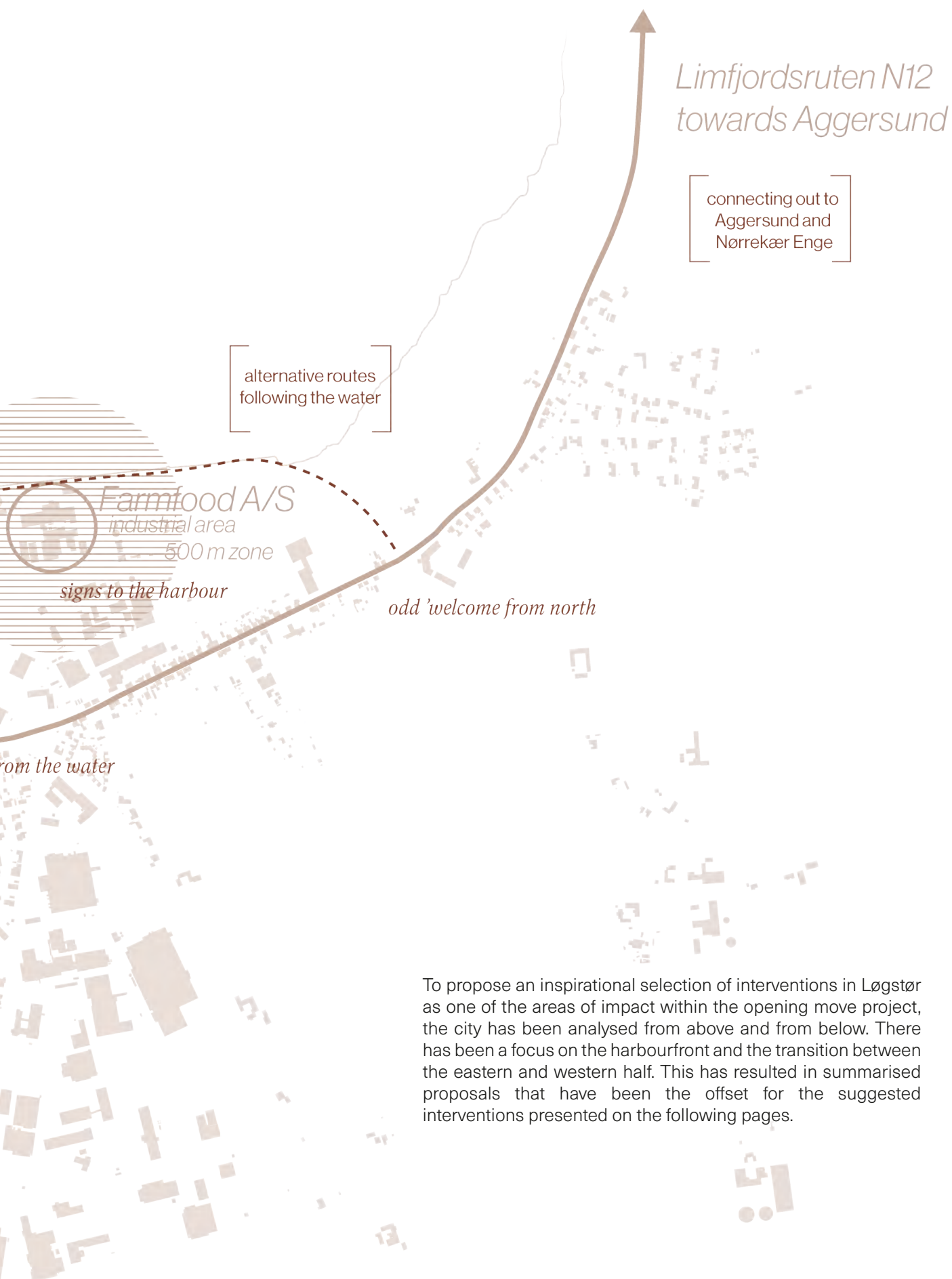
? [astonishing]

--- [potential new route]

[potentials]

continuation of
recreational harbourfront
towards north/east





To propose an inspirational selection of interventions in Løgstør as one of the areas of impact within the opening move project, the city has been analysed from above and from below. There has been a focus on the harbourfront and the transition between the eastern and western half. This has resulted in summarised proposals that have been the offset for the suggested interventions presented on the following pages.



extended harbour front

flood wall

public functions

New public harbour front

Skive = 90 km
Skive = 90 km

Limfjordsruten N12
wayfinding pitstop

Nibe ≈ 28 km
Limfjordsruten N12

ess to water

new building plots

crossing Hærvejen

THE EXTENDED HARBOUR FRONT

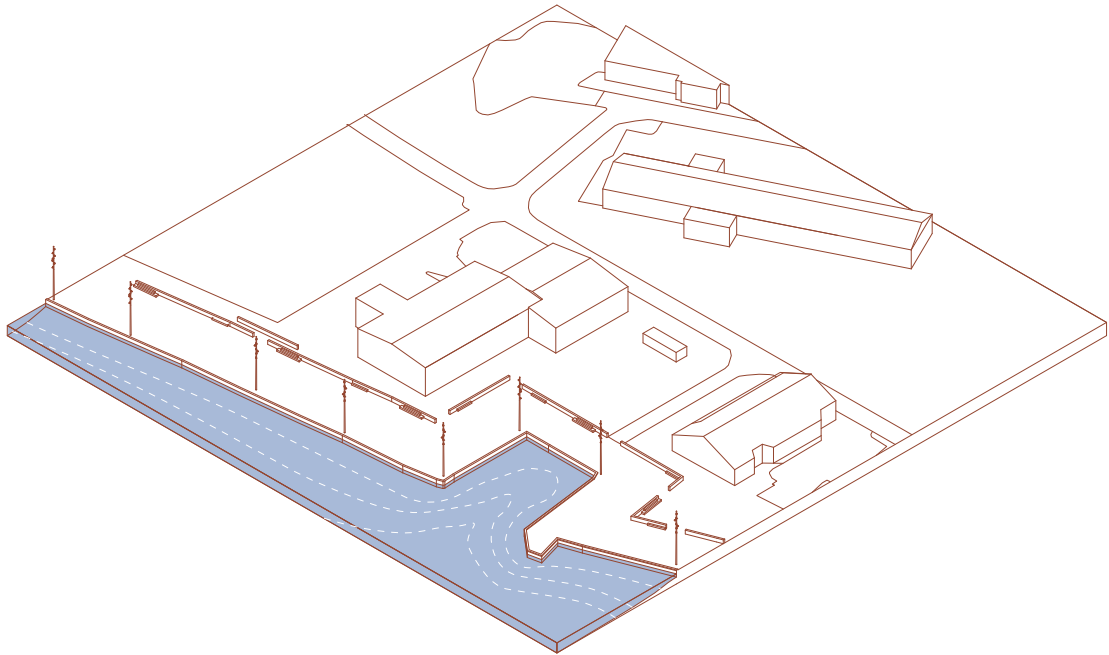
Short term:

- more cultural and public functions in old industrial buildings

Long term:

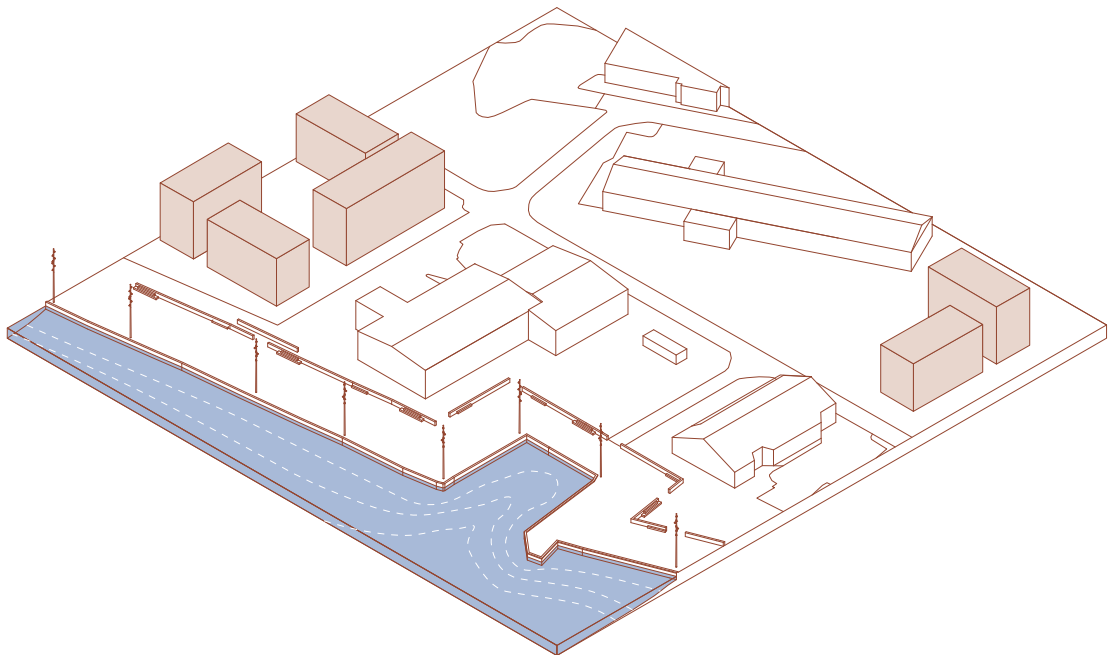
- extension of the harbour front
- extension and strengthening of the flood wall
- new housing in the eastern harbour front

Short-term interventions



III. 80 // Short-term interventions

Long-term interventions



III. 81 // Long-term interventions



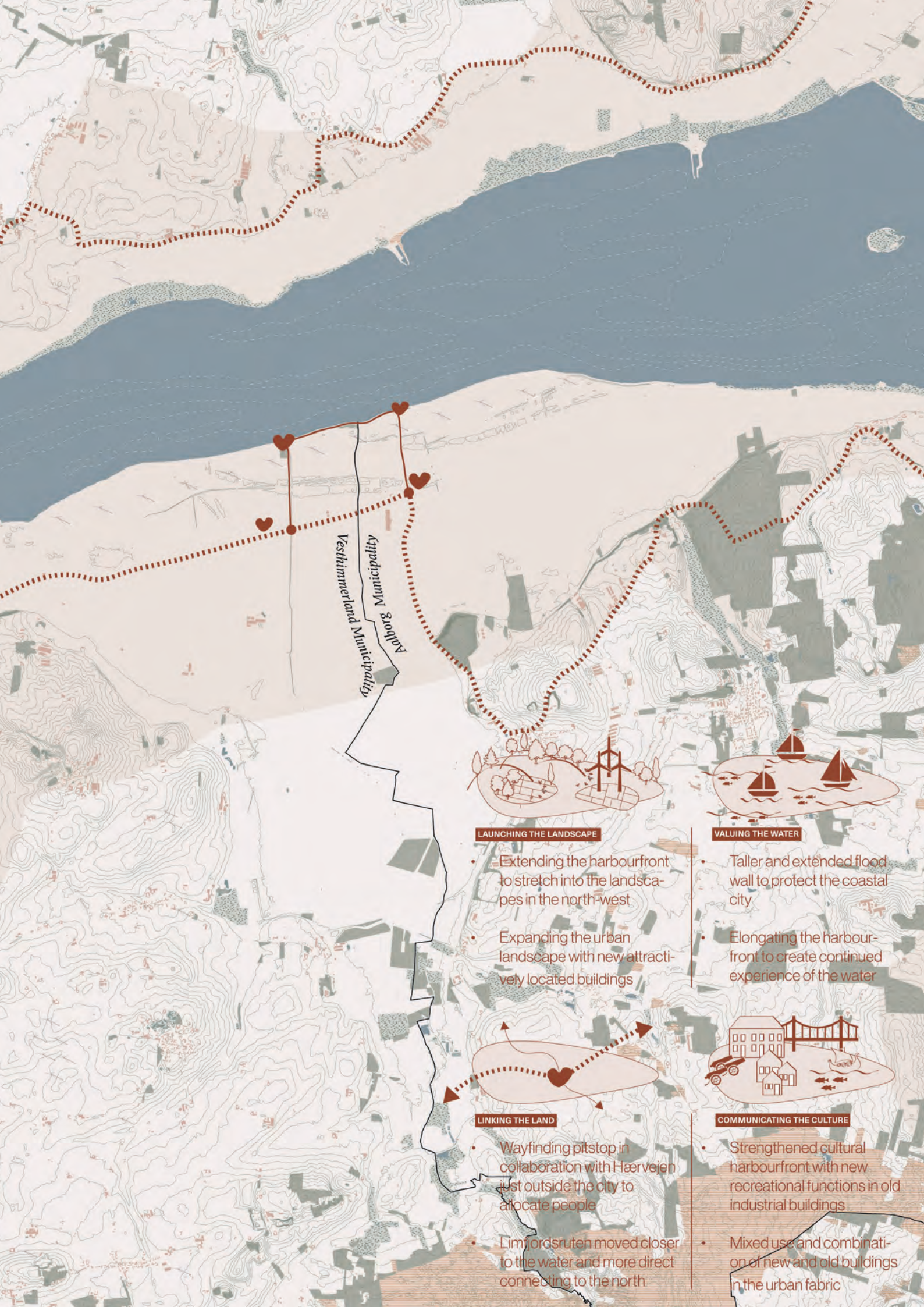


Jammerbugt Municipality
Vesthimmerland Municipality



CONTINUE THE EXPERIENCES

- Aggerborg (8 km)
- Nørrekær Enge (10 km)
- Rønbjerg Huse summer cottage area and resort (10 km)



Vestimmerland Municipality
Århus Municipality

LAUNCHING THE LANDSCAPE

- Extending the harbourfront to stretch into the landscapes in the north-west
- Expanding the urban landscape with new attractively located buildings

VALUING THE WATER

- Taller and extended flood wall to protect the coastal city
- Elongating the harbourfront to create continued experience of the water

LINKING THE LAND

- Wayfinding pitstop in collaboration with Hærevej for just outside the city to allocate people
- Limfjordsruten moved closer to the water and more direct connecting to the north

COMMUNICATING THE CULTURE

- Strengthened cultural harbourfront with new recreational functions in old industrial buildings
- Mixed use and combination of new and old buildings in the urban fabric

Recommended follow-up's

The suggested opening move project is to inspire and kick-start the development of Limfjordslandet and all of Limfjordregionen in multiple ways. Reactivated connections in Limfjordslandet is to have a catalytic effect for the above described project around Aggersundbroen, but also spread out to other projects of connections that can benefit the access to recreational areas from the local attachments with experiences in the open land in relation to the characteristic strong nodes.

It is important for the establishment of the region to have a common narrative and something to add to in a collaborative manner. Therefore, it is important that the imagined Limfjordsland is in continuous development all around the region, referring back to the strategic recommendation of cooperating and competing. Therefore, just as the described inspirational project around Aggersundbroen is not to be seen as a project that should be 'finished' before any other could start, the numbers of the below recommended follow up's are not to be seen as an order of succession. These suggested projects, just as any other, are never to be 'finished', but will always be in a development towards new imagined futures.

Loops of experiences and collaboration

The Reactivated connections in Limfjordslandet could continue to be developed with the following initiatives:

1: Crossing Aggersundbroen

- New route closer to the Limfjorden.
- The landmark of Aggersundbroen as a loop in collaboration with Hærevejen.
- Communicating historic and future landscapes in the open land.
- UNESCO World Heritage in Limfjordslandet.
- Løgstør as an even stronger node.
- Cooperation between Aalborg Kommune, Vesthimmerland Kommune and Jammerbugt Kommune.

2: Including Mors

- Limfjordsruten on Mors.
- A loop through the wide western ford.
- Communicating Northern Europe's largest bird sanctuary.
- Nykøbing Mors and Thisted as even stronger nodes.
- Cooperation between Morsø Kommune, Thisted Kommune, Skive Kommune, Vesthimmerland Kommune and Jammerbugt Kommune.

3: Activating the southern fjord

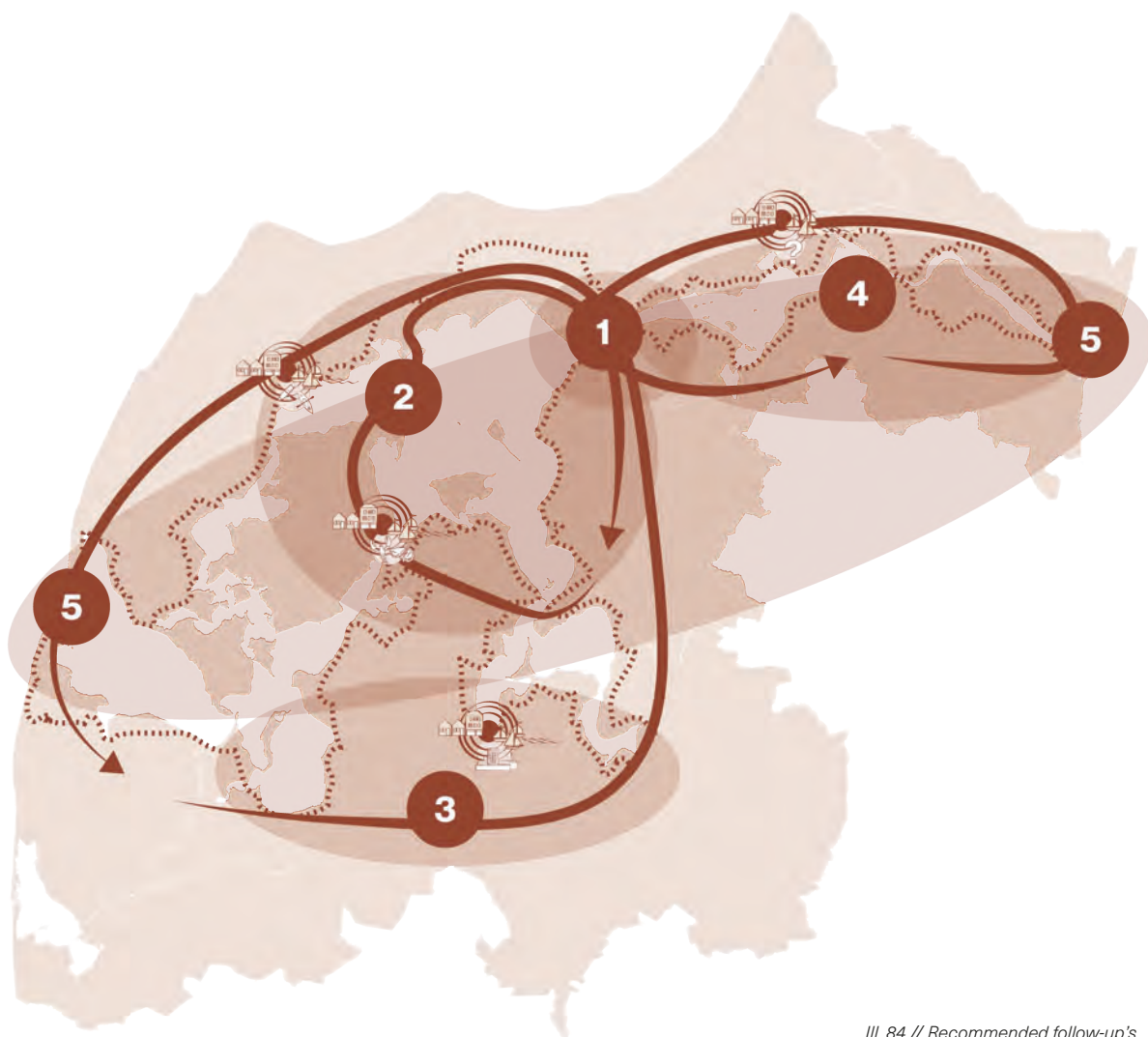
- Activating the southernmost area of Limfjorden.
- Access to the water through more local routes.
- Skive as an even stronger node.
- Cooperation between Holstebro Kommune, Skive Kommune, Struer Kommune and Viborg Kommune.

4: Enhancing the eastern fjord

- Activating the open land on both the northern and southern side east of Aalborg.
- Stronger local attachments in the southern part of Jammerbugt Kommune.
- Development of a strong node in Jammerbugt Kommune.
- Cooperation between Jammerbugt Kommune and Aalborg Kommune.

5: Addressing Limfjordsportene

- Branding Limfjordslandet from the east coast and especially west coast of Denmark.
- Collaboration with the north-south oriented Vestkyststruten and Østkyststruten.
- Cooperation between Aalborg Kommune, Thisted kommune and Lemvig Kommune.



III. 84 // Recommended follow-up's

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List of illustrations

Maps and diagrams

III. 1-84: Own illustrations

Photos

Photo 1-7: Own photos

Epilogue

The following chapter summarises the findings presented throughout the thesis as well as the extent of resolving the stated research question through a conclusion. Furthermore, considerations regarding regionhood, the chosen approach of working from below as well as the role of urban designers are reflected upon in order to address the complexities and challenges that lie within the research field of this thesis.



“It’s just a big urban space”

Line Hvingel (quote from consultation)

- 01** *Understanding the regions as a process compels and enables the region as both a means of analysis and synthesis.*
- 02** *Used consciously, spatial imaginaries serve as a compelling and progressive method for imaging spatial futures.*
- 03** *Regional design provides a robust framework and basis for engaging with designing regions.*
- 04** *Limfjorden and its surrounding municipalities can be understood as a territorial based region.*
- 05** *The coastal zone around the Danish waters is not a zone for protection, but a zone for planning and all of the municipalities should work towards strengthening the public's access to the coast within this zone.*
- 06** *There is potential in using Limfjordsruten as an offset for the strategy as it ties Limfjordsregionen together and because there is a national interest and potential in facilitating bike tourism.*
- 07** *The water within Limfjorden and its hinterland is managed in a well functioning inter municipal collaboration, which showcases the strengths of inter municipal planning and highlights the need to do so for the land and coast of Limfjorden.*
- 08** *It is important to establish the partnership of Limfjordsregionen around existing organisations if possible.*
- 09** *A continuous revision of the strategy is important for it to keep its relevance and in order to follow societal changes.*
- 10** *It is necessary to make sure that the strategy for Limfjordslandet is transparent in order to understand the strategic foundation for both internal and external actors.*
- 11** *The strategic plan must not be too general or too specific to ensure that a collaboration around positive competition can be established.*
- 12** *The structural reform of 2007 resulted in a ground-breaking different structure within the national spatial planning system in Denmark.*
- 13** *The changes to the Planning Acts shift alongside the changes to the society and has moved away from being welfare-state oriented, to internationally competition oriented to today climate protection and environmental sustainability oriented.*
- 14** *The 'gap' between the national and municipal planning levels seen today to some extent comes from the National Interests being communicated directly within the Municipal Plans.*
- 15** *The common challenges should be solved and the common potentials should be unfolded through a collaborative approach between the municipalities in Limfjordsregionen.*
- 16** *It is important to include both settlement and tourism as both are evenly influential in regards to future development.*
- 17** *The landscape and the water are connected and know no boundaries, why it is a shared responsibility for all municipalities to work with them both individually and together.*
- 18** *There is a big difference in the focus on the coastal zone in relation to Limfjorden throughout the different municipalities and they work to a more or less clear extent with unique brandings for their municipality.*
- 19** *From their Municipal Plans all ten municipalities are highlighting very much the same challenges and thematics of interests for developing, adding to the foundation of a common narrative to collaborate around.*
- 20** *Limfjordsregionen can from the point of view of this scale within each municipality be divided into different structures that address the differences between them, but also the common tendencies that exist.*
- 21** *The strategy must relate to the diverse structures of 'Strong nodes', 'Local attachments', 'The in between land' and 'Limfjordsruten' within Limfjordslandet, given that the areas are very different from each other and therefore need different initiatives.*
- 22** *The thematics that the different compositions have in common must be addressed and unfolded in order to create a coherent land with differences and similarities.*
- 23** *Limfjordsruten is of great importance since it has the possibility and opportunity to link the land together and showcase what it has to offer.*

To bridge the gap or not?

Conclusion

Based on a critical curiosity regarding the role of regions of yesterday, today and tomorrow in a Danish context, this thesis seeks to investigate how the gap that emerged from the national structural reform in 2007 can be bridged through regional design. This is done from the perspective of urban design in order to investigate the role of design on a regional scale and furthermore to understand how it correlates with existing procedures that relates to strategic large scale spatial planning.

How can regional design bridge the gap between the national and municipal administrative levels within spatial planning?

Up until the structural reform the hierarchy in the Danish National Planning Act was divided in the formal levels of national, regional and municipal planning, but with the reform in 2007 the regional planning level lost its statutory power, which left a gap between the national and municipal planning levels and a vacuum in the principle of framework control. The motivational force of this thesis derives from understanding which challenges and possibilities lie within this gap in relation to spatial strategic planning at the regional level. Today, without the regional level, the national level establishes the foundation of the physical planning of the entire country and the municipal level addresses the development of each municipality, which leaves a large gap between the operating scales in the principle of framework control. Given the number and complexities of the societal challenges of today that go beyond the scope of the municipalities and their boundaries, the need for a new regional perspective is more important than ever. Urbanisation, depopulation, infrastructure, climate adaptation, land-use and management are just a number of the challenges that could be addressed on a regional level in order to meet the purpose of the Danish National Planning Act to ensure a coherent planning of the entire country.

In order to answer the research question of this thesis a theoretical paper addressing the imagination of regions from the perspective of regional design has been devised. From this the concept of regions through different scholars and professions has established an understanding of the complexity and diversified perception of regions in regards to its definition, planning and future. Regions should be seen as fluid and varying processes with spatial forms capable of 'hardening' and 'softening', which address the need for the key argument of the paper: that regions should not only be planned, but also designed. In relation to this, the paper also addresses that regional design should act as a visionary practice complementary to regional planning, through the use of spatial imaginaries as representatives and performatives. Spatial imaginaries should both address the analytic aspect of regional design in relation to understanding inherent problematics, but at the same time relate to the synthesis by formulating spatial solutions. Regional design should be understood as a topical resurging strategy and tool for spatial management that relates to both urban design and spatial planning, but at the same time it exists as a reaction to the tendency of traditional strategic statutory planning at the regional scale. This tendency addresses that traditional strategic planning is being integrated and implemented to a much lesser degree on the regional scale than compared to the smaller urban scale. From this it is concluded that regional planning should not be replaced by regional design, the two dimensions must compliment and interact with each other. Regional design should inherit the transformativity lacking from regional planning and suggest solutions through imaginaires and from this acknowledge that different solutions exist for different challenges. From this it should be recognised that regions are ongoing processes rather than finalised products.

Furthermore, the question of which profession should design regions is addressed, since it has been a task for both landscape architects, urban designers and architects. From this, it is concluded that regional design should be an interdisciplinary discipline of both urban designers, architects, planners and other relevant professions in order to plan and design the most sufficient regions of the future given the countless interconnected challenges.

With the perspective of the theoretical findings a coastland strategy for the case of Limfjordsregionen is presented and developed as strategic regional planning and design through spatial imaginaries in the shape of representative and performative maps. The coastland strategy is planned and designed from the perspective of urban design given the educational background of this thesis, but with an awareness that other professions should and must be included in real-life settings.

Limfjordsregionen is an example of a region based on territorial geographical boundaries consisting of the ten municipalities facing the water of Limfjorden. From an analytic foundation that relates to both the national, regional, municipal and local scale of Limfjordsregionen it has become clear that the inherent potentials and challenges know no administrative boundaries. Given the geographical location of Limfjordsregionen a number of common conditions relate to the national level in all municipalities, such as the coastal zone and the national route of Limfjordsruten. Furthermore the municipal level addresses that despite the individual characters of the ten municipalities, they have a lot in common, why they could benefit from a collaborative approach in order to create a coherent coastal attraction in Limfjordsregionen that unfolds the potentials and erases the challenges. Given that the coastland strategy is based on both strategic regional planning and design it is possible to convert the strategies into something concrete, which illustrates the advantages of regional design combined with regional planning. Throughout the coastland strategy the use of spatial imaginaries have been applied on several scales as mappings and visualisations in the shape of an analytical summary, a synthesising future oriented image and other visual elements. This was done in order for the readers to be able to imagine the spatial future of Limfjordsregionen.

From the theoretical findings and through the case of Limfjordsregionen it is concluded that bridging the gap between the national and municipal level is neither possible nor needed, but that new tools and methods that operate between the levels are more beneficial in order to ensure a connection between the administrative levels and operating scales. Given that the regional level is presumably not returning to the principle of framework control, the need for a new regional perspective that creates a link and coherence between the scales and exists within the gap are of great importance. This perspective must take into account the benefits of regional design in combination with regional planning through spatial imaginaries as a strategic approach that involves performative mappings and visuals. Furthermore there is a need to discuss how regions are thought of in the future and to address that they are not static, but dynamic processes that must be resilient in order to follow societal changes. Lastly it is concluded that due to the complexities of regional challenges and potentials it must be an interdisciplinary task to plan and design regions in order to achieve a new regional perspective that acts as a link between levels and scales.

Reflection

A new regional perspective?

This thesis mirrors a learning curve of obtained knowledge that has changed the scope of the thesis several times alongside the progression of writing. As stated in the conclusion, the motivation behind the thesis derived from the curiosity towards the gap in Danish spatial planning after the latest drastic reformation in 2007 and as a result of that, why the regional visions and plans are no longer a part of the planning system. The initial hypothesis was very much about filling in the gap with what was once there by restoring the administrative level 'in the middle' of the principle of framework control by bringing regional planning back into The Danish Planning Act. Throughout the research phase of this thesis however, the hypothesis changed as more information was gathered from reaching out to the different people, who have provided valuable information throughout the thesis as well as obtaining knowledge from different scholars and theories in the investigated literature. From the idea of bringing the regional level back into statutory planning the focus shifted into investigating the possibilities within informal planning, as is the reasoning behind the presented outcome of this thesis.

The strength and reasoning behind this choice is clear from the outcome of the theoretical framework, however, it has been a challenge throughout the thesis to investigate how informal plans and strategies lives within the municipalities, and to what extend such documents ends up affecting either directly or indirectly the local planning that in the end is where actual physical projects are implemented. One of the main concerns regarding informal planning and design as of the regional scale is that there might be risk of the plans becoming yet another project of yet another collaboration. Both in terms of the ability to neglect the projects to instead focus on projects of the statutory level, or to simply forget about it amongst the other projects. This might add to an asset for where the national planning level should continue to outline needs of collaboration as a way of ensuring a structure of the many different projects and collaborations, which the VOS's [Water hinterland steering groups] and the larger destination companies are examples of. So what is to happen with regional planning in Denmark? From the scope of this thesis the question can not be answered. The administrative regional level in Denmark, with the five official regions, is responsible for a selection of topics such as public healthcare, public transportation and polluted soil (Danske Regioner, n.d.), which has not played a role in the curiosity towards regional planning within this thesis, due to the clear focus on spatial planning which the conclusions should be understood in the light of.

Working with other regionhoods?

Despite having argued why the case of Limfjordsregionen has been chosen as the case of this thesis one might raise the question as to what other cases of imagined regions could have been chosen, or if other tematics of collaborative aspects could have influenced the proposed coastland strategy for Limfjordsregionen. One topic that might seem obvious to have provided more focus at is what Neuman and Zonneveld addresses:

“[...] Settlements and their planning get played out in the landscape of built form. In a region of any type, its spatial components are organized into networks [...]. In the human built environment, key components at the regional scale include settlements, infrastructure linkages / networks and the spaces in between the settlements that the infrastructure networks traverse. Therefore, any responsible approach to regional planning is realized by design of the physical aspects of the built environment, along with the socio-economic and governance aspects”

Neuman et al, 2018, p.1307-1308

This statement taps into ideas of network theory and the importance of interconnection between elements within the region. Limfjordsruten has been a central element in both designing and defining Limfjordslandet as an offset for developing Limfjordsregionen. This might be a relevant aspect in terms of tourism, time of leisure and recreational options for locals, however, in terms of settlement networks of many other kinds in regards of both infrastructure and social interaction should be addressed and considered to an extent far greater than what has been the scope of this thesis.

Another aspect is the thematics that has been central to the development of the coastland strategy. These revolve around thematics found from analysing the municipalities in terms of common challenging aspects. However, as is stated in the thesis, the national interests are executed within the municipal plans meaning that the focus upon spatial planning within the municipalities is to some extent more an expression of national politics than experienced challenges within the geographically defined borders of each municipality. Therefore, the thematics of the proposed strategy could have presumably been found in other constellations of municipalities in an imagined region, and the answer to the question is therefore simply that it might have been: any. Limfjordsregionen seems obvious when the curiosity derives from the gaps within administrative levels, because of the extent of different territorial geographical boundaries and administrative levels it crosses. However, as the findings from the presented paper suggest, a region, as Langenhove puts it, begins to exist once it is talked about, which leads to the argument that any constellation of municipalities (or other geographically defined territories) with something in common, can become a region once it has been defined. Therefore it might be more a question as to what regions should be considered - talked about - first, as opposed to if it should ever be considered a region. This also follows the strategic approach to regional design to be imaginative, and by that able to constantly develop. Limfjordslandet and Limfjordsregionen might not be the region to start 'talking about' at the moment, just as once it is started to be developed, other regional constellations containing some of the same municipalities and destination companies, could begin being imagined alongside it.

Towards the end of the process of writing this thesis, on May 11, the three destination companies Destination Himmerland, VisitAarhus and Destination Nord (all represented within Limfjordsregionen) together with Dansk Kyst- og Naturturisme issued the press release that a collaborative strategy between the concerned and their municipalities are to be established over the following three years to enhance the tourism on the north-eastern coast of Jylland (Hansen 2023). The collaboration between the three destination companies and their 11 municipalities could just as well have been the chosen case for this thesis, where the common narrative to imagine the region would also have been a common coast:

“It is important that the strategic work with developing the tourism product within the coast and nature areas in Denmark continues to ensure that the development takes place under the right circumstances. It is about creating a future-oriented tourism product in all of Denmark and it is of course also necessary to include the eastern coast of Jylland”

*Jens Hausted, CEO Dansk Kyst og Naturturisme
(Hansen 2023) [translated]*

From this, one could imagine a scenario, where both the west and east coast of Jylland are being continuously developed into strong destinations that could add to the ripening of Limfjordslandet and Limfjordsregionen as an attractive place for tourism and settlement as the suggested, within the recommended follow ups in the coastland strategy Limfjordslandet.

The perception of 'from below'?

The method of understanding Limfjordslandet 'from above' and 'from below' has been a suitable way of not only gaining the wanted information, but also understanding the extent of such an area and how far of a jump in scale is the case on the regional level. As the method section of the thesis describes, it has been a deliberate choice to work with this perspective as opposed to 'top down' and 'bottom up' in terms of investigating the selected area of interest and later on imagine it. However, in terms of the concepts of regionhood and regionality of a region presented within the paper, it can be argued that in relation to Limfjordsregionen the common elements chosen to ascribe regionhood to the constellation of the ten presented municipalities are very simple, because they are chosen 'from above'. If the thesis to a greater extent had evolved around or included working 'bottom up' and experiencing some of the common traits of personhood or personality to be found in the local life of the municipalities, to stay in Van Langenhoves 'person-region-metaphor', what would be the right constellation of municipalities within Limfjordsregionen might have been different and to some extent maybe stronger, because it would come from an existing discourse of a region and not something introduced 'from above'.

Reflecting upon metaphors, another perception of working from above or working from below is in terms of the administrative aspect within the principle of framework control within Danish National

Planning, with the national in the top and the municipalities in the bottom. As has been showcased through the problem statement of this thesis, the significant 'gap' between the two levels has been questioned and as the conclusion states, bridging the gap is neither possible nor needed. However in the process of investigating bridging the two elements, the following has been considered: the existing five administrative regions in Denmark can be seen both in perspectives both from above and from below as they are at the same time an expression for dividing the whole of Denmark into five smaller pieces, and they are a way of compiling the 98 municipalities into larger groups. To investigate bridging the gap in this thesis, the approach to doing so has been understood through the perspective of the municipalities, where the region is seen as a forum of collaboration above a group of municipalities, and not as a strategic way of subsectioning Denmark based on national interests. This was not per se a deliberate approach and the question of working the other way around is obvious to raise: what would regions look like, if they were created from national interests? However, as the national interests are to be implemented within the municipalities as determined by The Planning Act the suggested perception of working with regions addressed in this thesis, suits the system as of today. The right question might therefore instead be: should the regions in the future be created directly from the national interests?

The role of urban designers?

No matter the chosen approach for understanding the gap between the two administrations, the direction chosen for this thesis has provided the opportunity to contribute to the debate of regions and position the opinion of the matter through the case of the coastland strategy for Limfjordslandet, and the paper *Towards a new regional perspective - reimagining regions from a perspective of regional design*. One of the main conclusions to address in terms of reflecting upon this thesis, is that it must be an interdisciplinary task to plan and design regions. As this thesis concludes an education in urban design, interdisciplinary collaborations has per definition not been the case in imagining Limfjordsregionen. Knowledge from different fields and disciplinary backgrounds has played a role in terms of expert knowledge gained from the different semi-structured interviews. However, in addition to investigating the gap within Danish statutory spatial planning, the motivation behind this thesis also derived from investigating the matter from the perspective of urban design, and the role of design in the regional scale and the learning process in the progression of this thesis has underlined the importance of interdisciplinary work as the limitations to the field of (urban) design has been met. However, more importantly the strengths, possibilities and most importantly importance of the field has also been used, so that it can be stated that it might not be a question as of what urban design can be, but instead what it should strive towards whether it is thought of as large scale urban design or regional design, but rather that is claiming its place in the gap in between statutory planning.

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