

(Re)Activation of Godsbanearealet



MSc04 Urban Design - 2026
Group 12

Fig. 1

TITLE PAGE

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Lukas Sjóstein



Rusad Jobaer



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ABSTRACT

This project aims to (re)activate the central area of Godsbanearalet by strengthening its recreational qualities, creating stronger connections between the city and nature, and making the area more functional and aesthetically pleasing.

Godsbanearalet is located between the city centre and Østerå, surrounded by greenery and characterised by many multi-story buildings with a variety of functions. The site contains a large concrete-paved central open space with a long wooden seating area. Even though this space is relatively large and used by different groups of people, it often remains quiet and lacks activity.

To identify and understand these challenges, time was spent on

the site during different days and times to observe and analyse the space. Combined with urban design and landscape theories and site analyses, several problems with the area were identified. These problems have been approached with the idea that the area could be improved and (re)activated through changes that would benefit both the people using the area daily, such as residents and students, but also the rest of the city because of the key location and connections established through the design.

Based on these findings, the project asks the following question:

“How can Godsbanearalet be (re)activated by strengthening the recreational qualities of the site?”

The design proposal presents a functional and suitable approach that combines theoretical frameworks with realistic site analysis, offering opportunities for activity through landscape design while improving the aesthetic atmosphere and strengthening the connections between the city centre and nature.

MOTIVATION

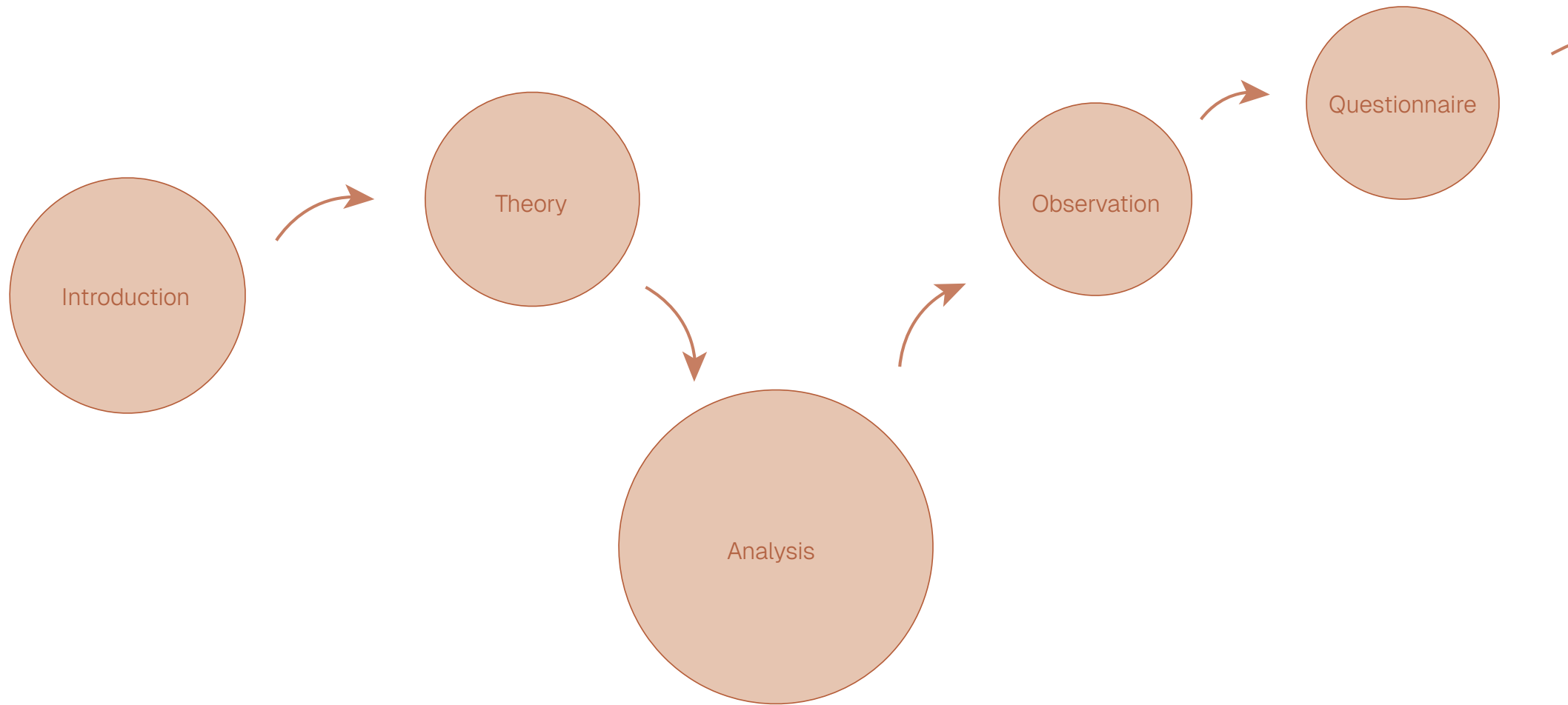
Approximately 15 years ago, Godsbanearialet was built. When this area was built, a lot of thought had gone into how to handle water management. This is seen throughout the whole site, where they have used a lot of solutions for water management. But with this focus, some other elements of the planning might have been overlooked. At least when experiencing the site personally, there seems to be a lack of focus on the human aspects. And this is what we found to be very interesting for such a new area.

It all started with a search for urban voids in Aalborg, where Godsbanearialet was one of the places we found interesting. But the more we looked into the site, and the more we looked into the void as a whole, we figured that

we had the wrong viewpoint on how to approach the site. Therefore we moved towards a broader definition, where we looked at the area's recreational qualities and tried to figure out what could be changed for the better, and how this area could be reactivated through that change.

But our first intuitions were very biased, and therefore we had to figure out how to explore the site and unravel it in a way that was not solely determined by our initial thoughts.

Report Structure



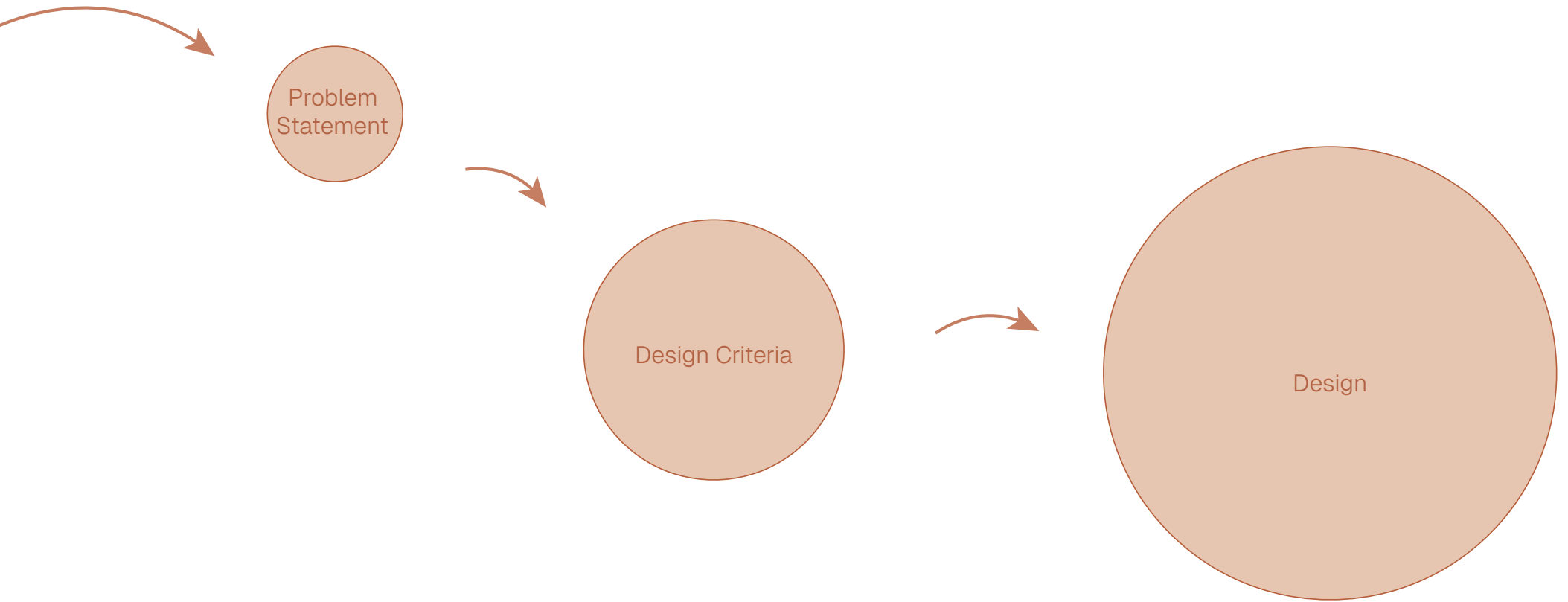


Fig. 2

Introduction



Fig. 3



This chapter is a short introduction to the chosen site and how it is placed both in Denmark and in the city of Aalborg. This includes the infrastructural connections but also a 10 min. walking distance map of the city.

Introducing the Site

Because of Aalborg being a key part of the industrial network in Denmark throughout the last few hundred years, it has seen growth in both economy and population. And it is not only the shipbuilding and the harbor that has contributed to this, but also other kinds of industries and factories. You can still see a lot of these industrial signs around the town, where you see old railway tracks and factory elements that have been conserved and used for cultural aesthetics and so forth (Lex, 2025).

But towards the end of the 20th century, Aalborg moved in a new direction, becoming a more modern city, a city of learning, and slowly removing many of these industries in favor of elements like schools and universities. Therefore, Aalborgs population

has become younger, and as is seen very often, this is focused around the center of the city where most life happens.

The site we have chosen is located right at the train station and bus station, close to the center of the city, so it has potential for a lot of life. This is further supported by all the different connections located so close by, and the ability to walk to nearly anything in the city center.



Fig. 4

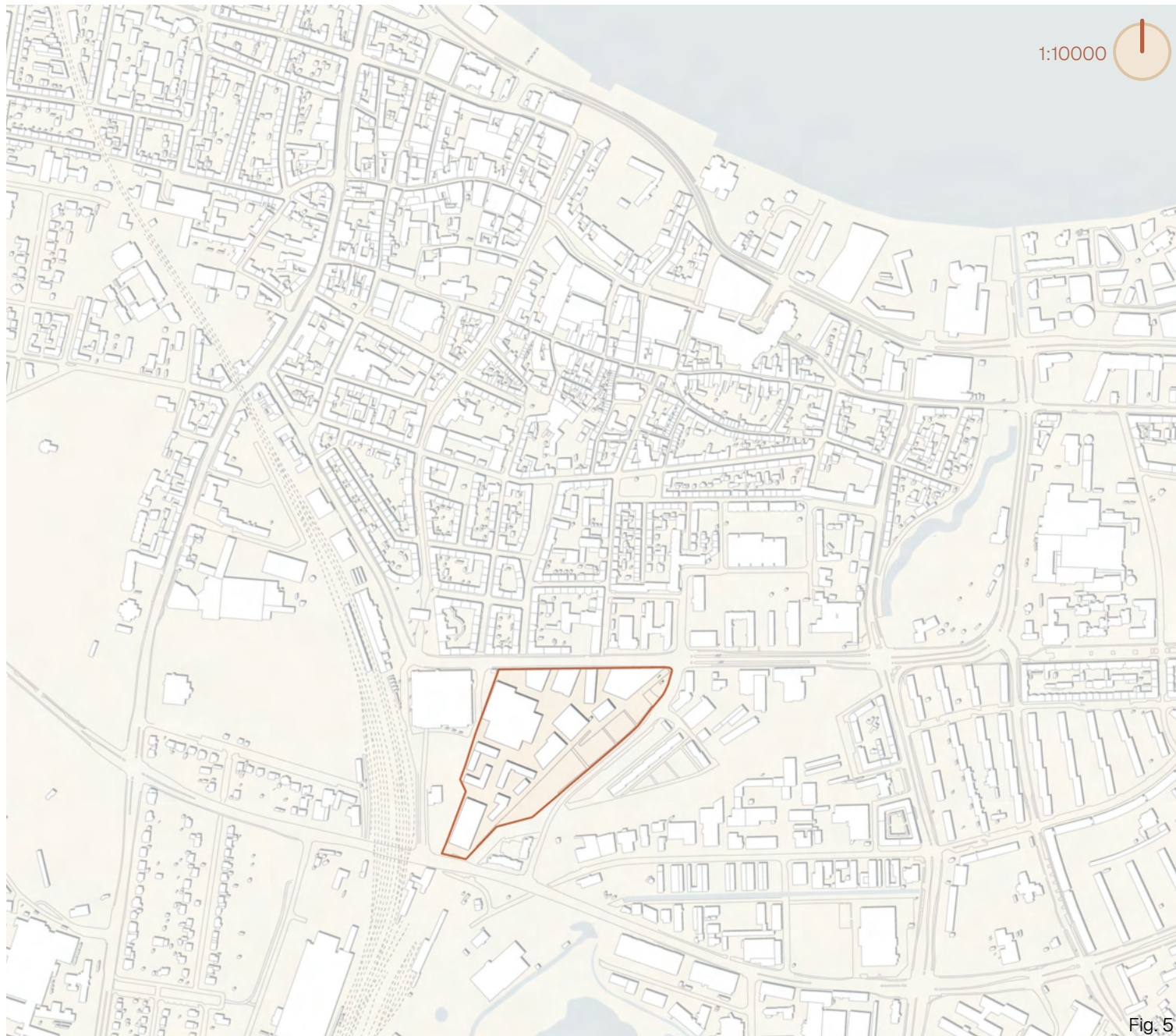
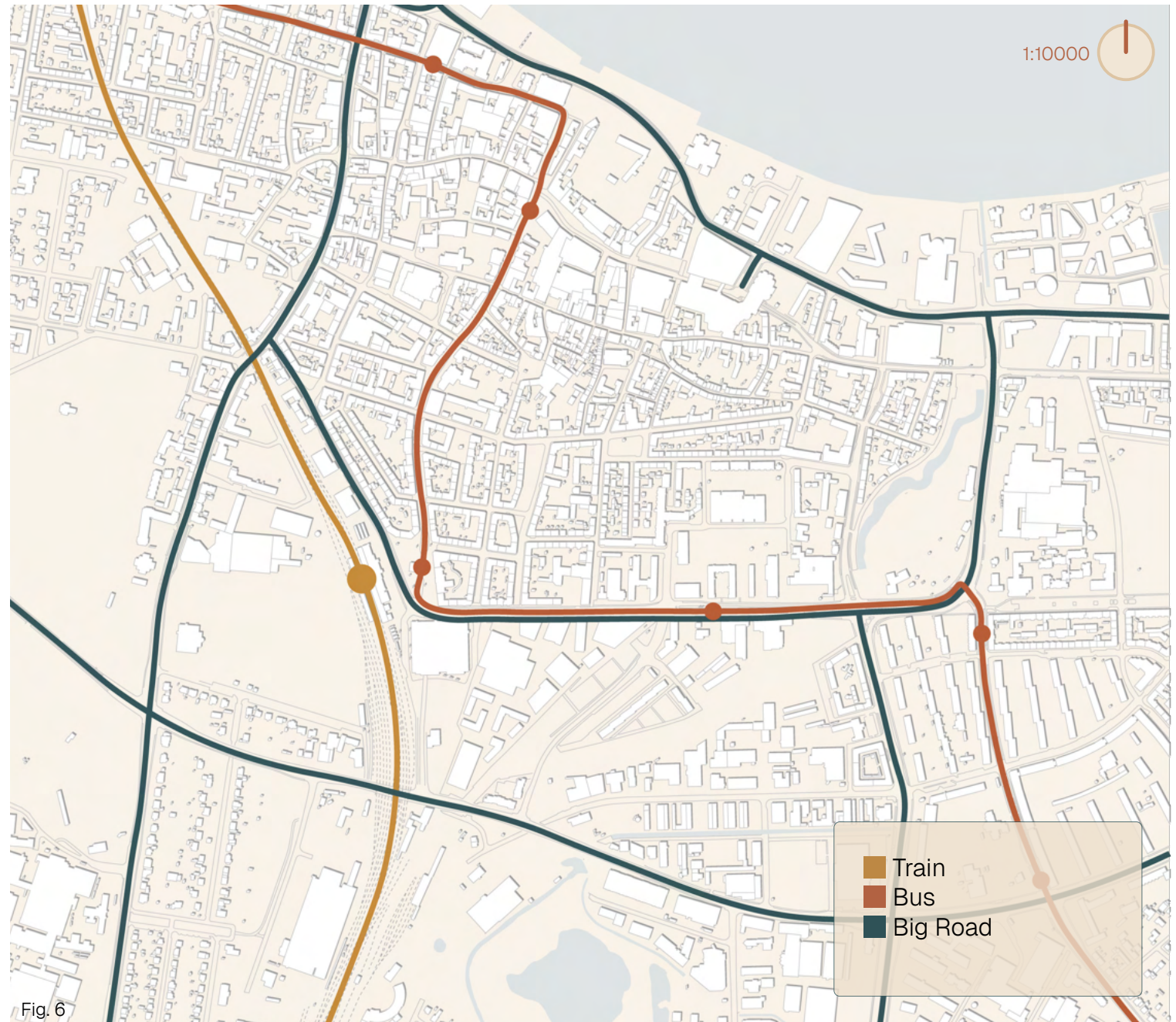


Fig. 5

Connec- tion

Godsbanearealet, which is the chosen site, is located very well in terms of connections to the area. The new Plusbus connection goes right through the top of the northern part of the site, and a bit to the northwest of the site the train station is located, as well as Kennedy Arkaden, which is the main station for buses going out of town. Moreover, there are good connections by car and also very close proximity to more than one parking house. This makes the area very well suited for especially younger people, since it is so close to public transport and is located so centrally that if you need to get to the inner city you can either walk or bike.



10 min

As seen on the map, this is a visualization of how far you can get from the corners of the site into the city within both 5 and 10 minutes, based on a normal walking pace as found on available sources like Google Maps. As seen on the map, you are nearly able to reach the whole inner part of the city within a 10 minute walk. Therefore, if you used a bike, you would be able to get considerably further. Within five minutes walking there is also the train station, the bus station and so forth. So therefore you are well covered in terms of connections when walking away from the site.

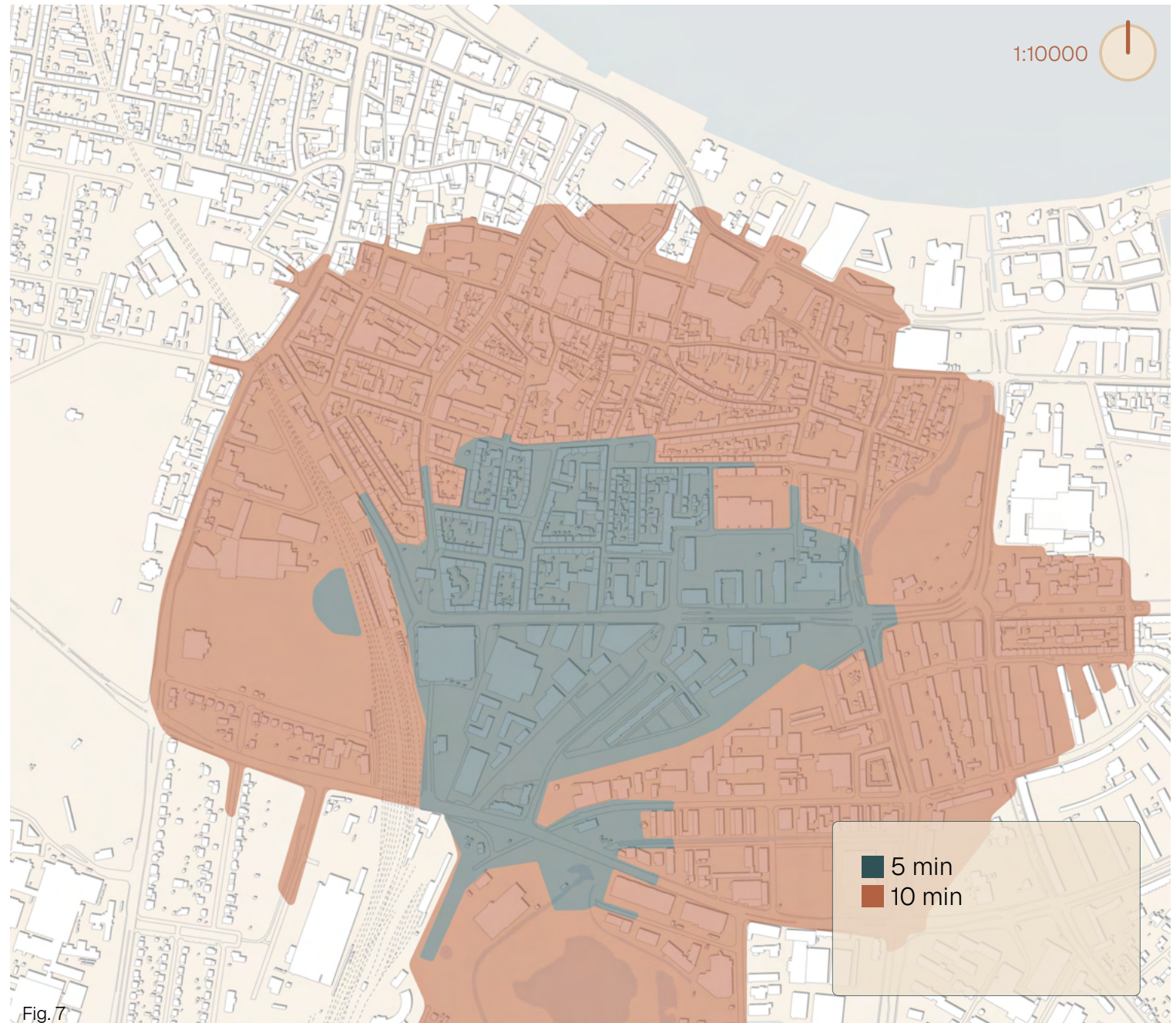


Fig. 7

Theory



Fig. 8



The two theories that have been chosen for this chapter are very focused on the quality of urban spaces. With the 12 quality criteria of Gehl, there is a focus on human scale and how people experience areas. Whereas the urban landscape design theory by Murat goes very well in hand with the ideas of Jan Gehl, just adding a bit more emphasis on greenery and ecology. Of course, many other theories have been read and used, but these were the most essential for our thought process when analysing and designing our site.

Twelve Design Criteria Jan Gehl

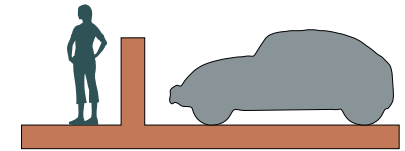
In the book “Cities for People”, Jan Gehl describes 12 quality criteria that he finds essential when designing public areas. These criteria’s are made with people in focus, and are centred around the human scale.

There are three different groups of criteria: Protection, Comfort and Delight. These are structured so that Protection must be fulfilled before Comfort should be concerned, and lastly, if all other criteria are fulfilled delight can be focused upon. We have picked these criteria,

since they are focused around the person using the area. They recognize that the person is the single most important part of the creation of a recreational area. Therefore, these criteria will be used both in the analysis of the site, but also when designing the site.

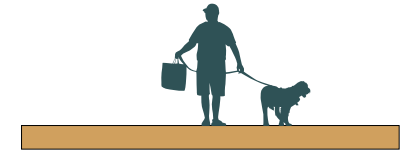
Feeling Safe

This includes both the feeling of safety, but also physically creating barriers between pedestrians and vehicles.



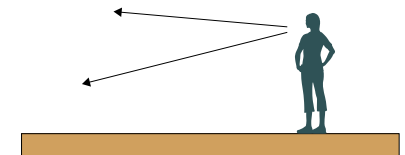
Opportunities to walk

When walking it is important that the place you walk doesn't have too many obstacles, and there are good walking surfaces.



Opportunities to see

This includes having good sight-lines and good viewing distances. but also not having too many hindrances that can block the view.



Scale

The Buildings and elements of a site should be design so that they fit the human scale.

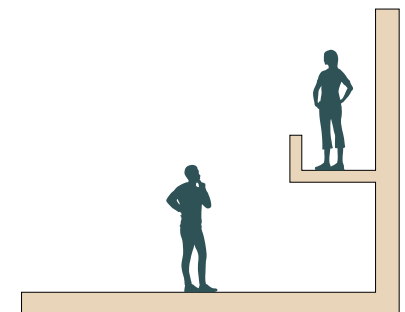
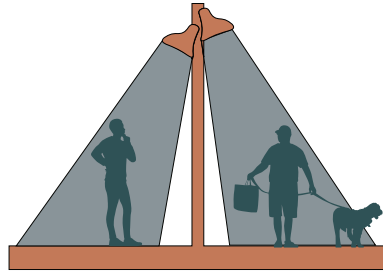


Fig. 9

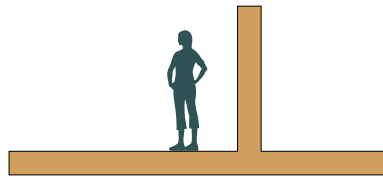
Feeling Secure

The feeling of security comes from both having a lively site, where there are always people, but also having efficient lighting.



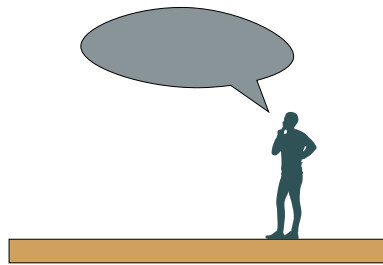
Opportunities to stand

When standing in urban environments, people often use the edges of a site, to have their back covered, and also have a better overview of the place.



Opportunities to talk

The main parameter is for the noise levels of the site are at a comfortable level. Another aspect is that there have to be places that invite for talks, like benches facing each other.



Positive climate aspects

There needs to be opportunities to enjoy the positive aspects of the weather like sun, shade, breeze, etc.

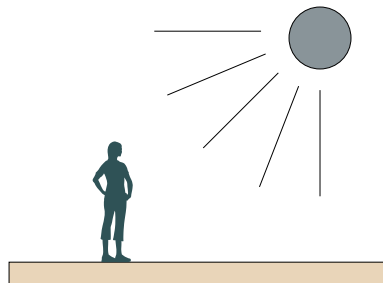
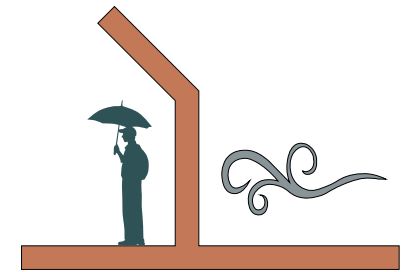


Fig. 10

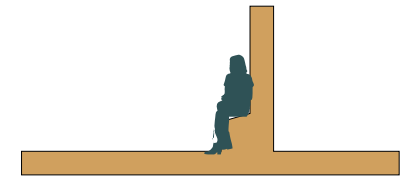
Unpleasant climate aspects

There are many potential unpleasant sensory experiences, if a site does not have enough place to seek shelter from aspects like wind, rain, noise, dust, etc.



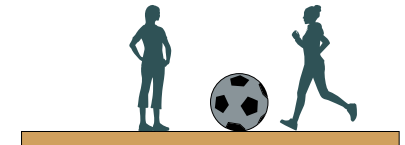
Opportunities to sit

When creating places to sit, it is important that the bench/sitting place is positioned so that optimal conditions are met, like sun, view, shelter, etc.



Opportunities to play

There should both be space and an invitation to play and do exercise in an area.



Positive sensory experiences

This includes greenery and nature on the site, but also elements like good materials, views or architecture.

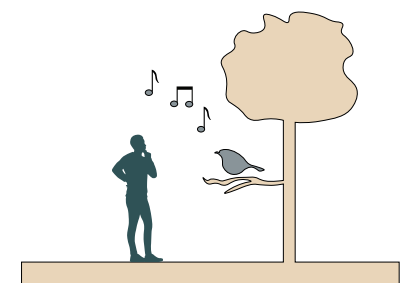


Fig. 11

Urban Landscape

Murat Z. Memlük

Urban landscape is basically formed of open and green spaces within an urban environment. However, it is not totally independent from the surrounding buildings and structures. Altogether, they form the character and identity of a city, and sense of place. It contributes to the cityscape by means of aesthetics and function. It also supports urban ecology. It is dynamic and constantly evolving. (Memlük, 2012).

Urban landscape improves the visual quality of a space by making it more open and attractive. It creates a balance at a human scale in areas where tall buildings dominate. In addition, the hardness of the built environment can be softened through landscape elements.

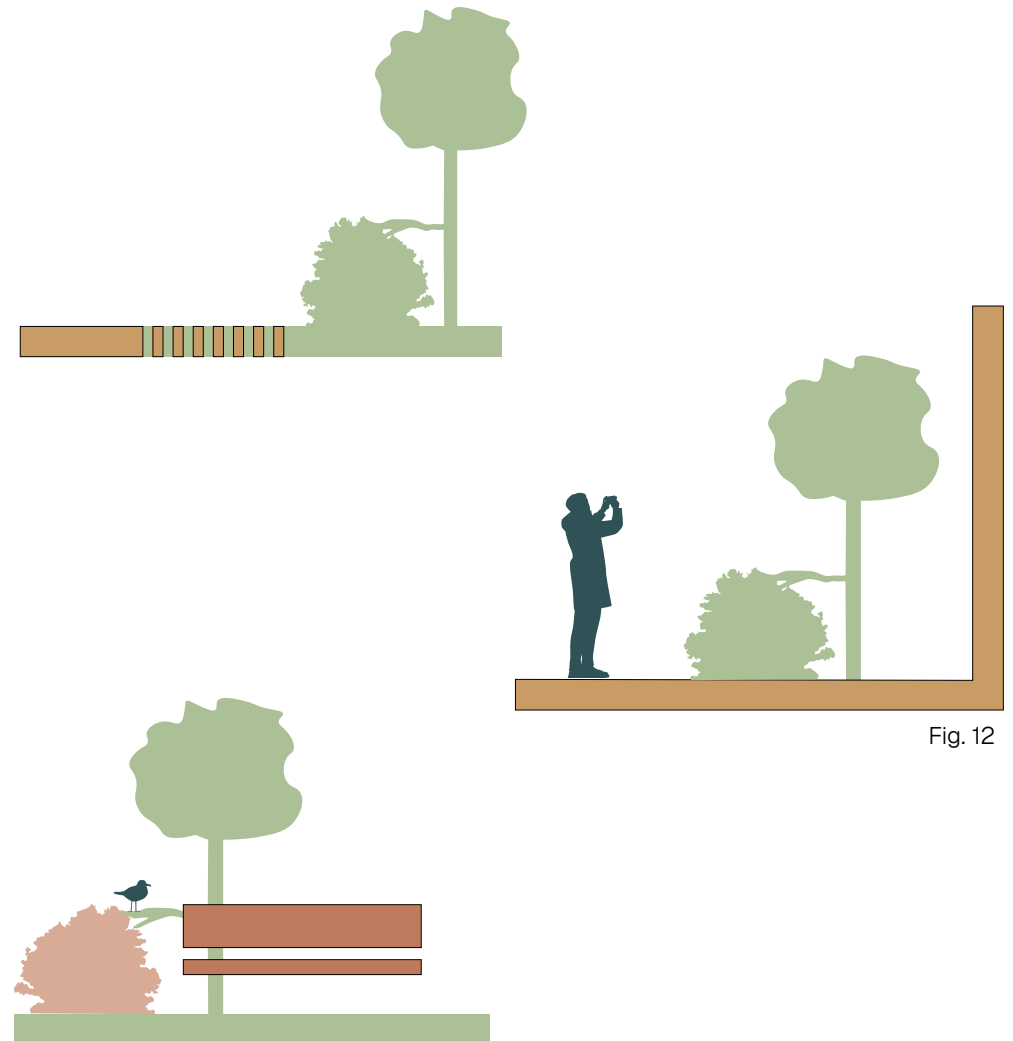


Fig. 12

Urban landscapes support biodiversity, improve the microclimate, decrease carbon emissions, filter particles and dust from the air, absorb and reduce noise, prevent flooding by absorbing excess water, and act as windbreakers.

Leisure

People living in urban areas often experience higher levels of stress and require leisure time to stay physically and mentally healthy. Urban landscapes can provide spaces where people can spend their leisure time and engage with others.



Fig. 13

Ecology

While developing new areas, the ecological aspect is often neglected due to a stronger focus on physical and socioeconomic factors. Green spaces are fundamental for sustaining ecology.



Social Interaction

In the built environment, humans are the most important element, and they require social interaction. Public open or green spaces create opportunities for community interaction.



Healthier Lifestyle

In urban areas, people tend to stay indoors most of the time due to the lack of proper outdoor spaces, which can lead to physical problems because of reduced activity. Properly designed open or green spaces can encourage people to go outside, offering comfort, relaxation, and opportunities for a healthier lifestyle.



Fig. 14

Analysis



Fig. 15



The analysis chapter will go into depth with different mappings of the area, that show the physical characteristics of the site. This includes a mappings of e.g. wind, sun, etc.

Furthermore, two sections will be showcased to give an understanding of the scale of the site.

What is our site?

The site, Godsbanearealet, is a fairly new part of the inner city, consisting of both residential, commercial and educational functions. This makes the area well rounded, where you can get most daily needed activities done. The area as a whole is located in correlation to the opening of ØsterÅ, which goes right next to the site and then through the city towards the fjord. The idea of the site was to make a place where people could thrive in correlation with both a city environment, water environment and nature.

The design of the site is based on the history of the area, where it was an essential part of the transportation of goods in Aalborg and therefore was very dominated by train tracks, which are still a part of the site and

scattered around, often near the green areas. It is very obvious that this place once was used for something else.

While the site was designed with nature in mind, the area is currently very dominated by hard surfaces and car driving is allowed on basically the whole site. There are some green patches scattered around the site, which are mostly for visuals and biodiversity, since you cannot interact with them in terms of activity. The area is also very much shaped by the decision to make high rise buildings, since they are very tall compared to the human scale of the site.

Function

The area of Godsbanen is a very mixed-use zone, containing several schools: Aalborg City Gymnasium, SOSU Nord, HF & VUC Nord.

Furthermore, a few larger buildings include a hotel and a parking building.

Apart from these, the rest of the area mainly consists of residential apartment buildings, with some of the buildings having other functions on the bottom level. These functions include: A Grocery shop, A Bicycle rental and repair shop, Restaurants, Driving school, Offices and educational facilities, etc.

The area also has several outdoor playgrounds/sports facilities on the eastern side.

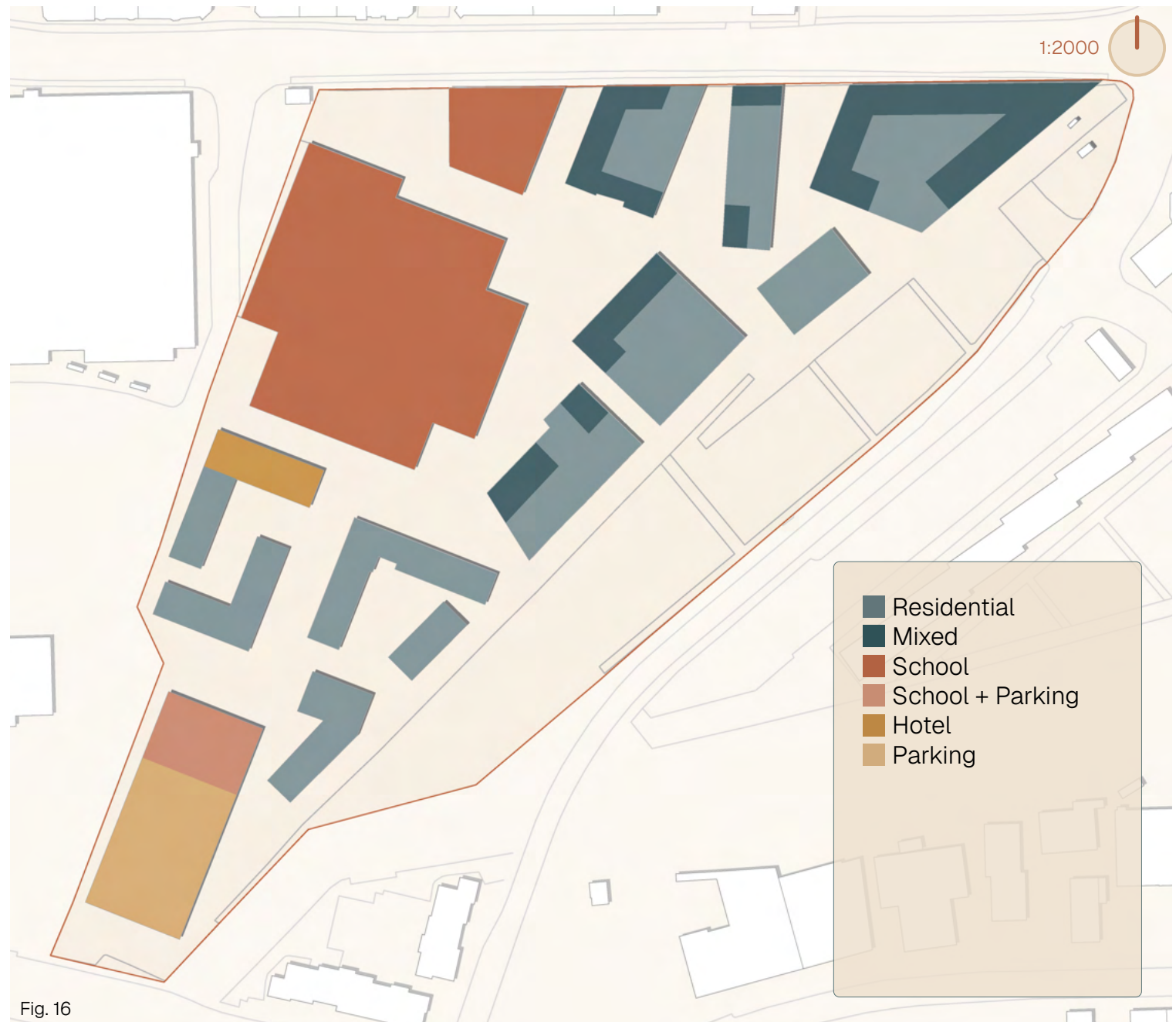


Fig. 16

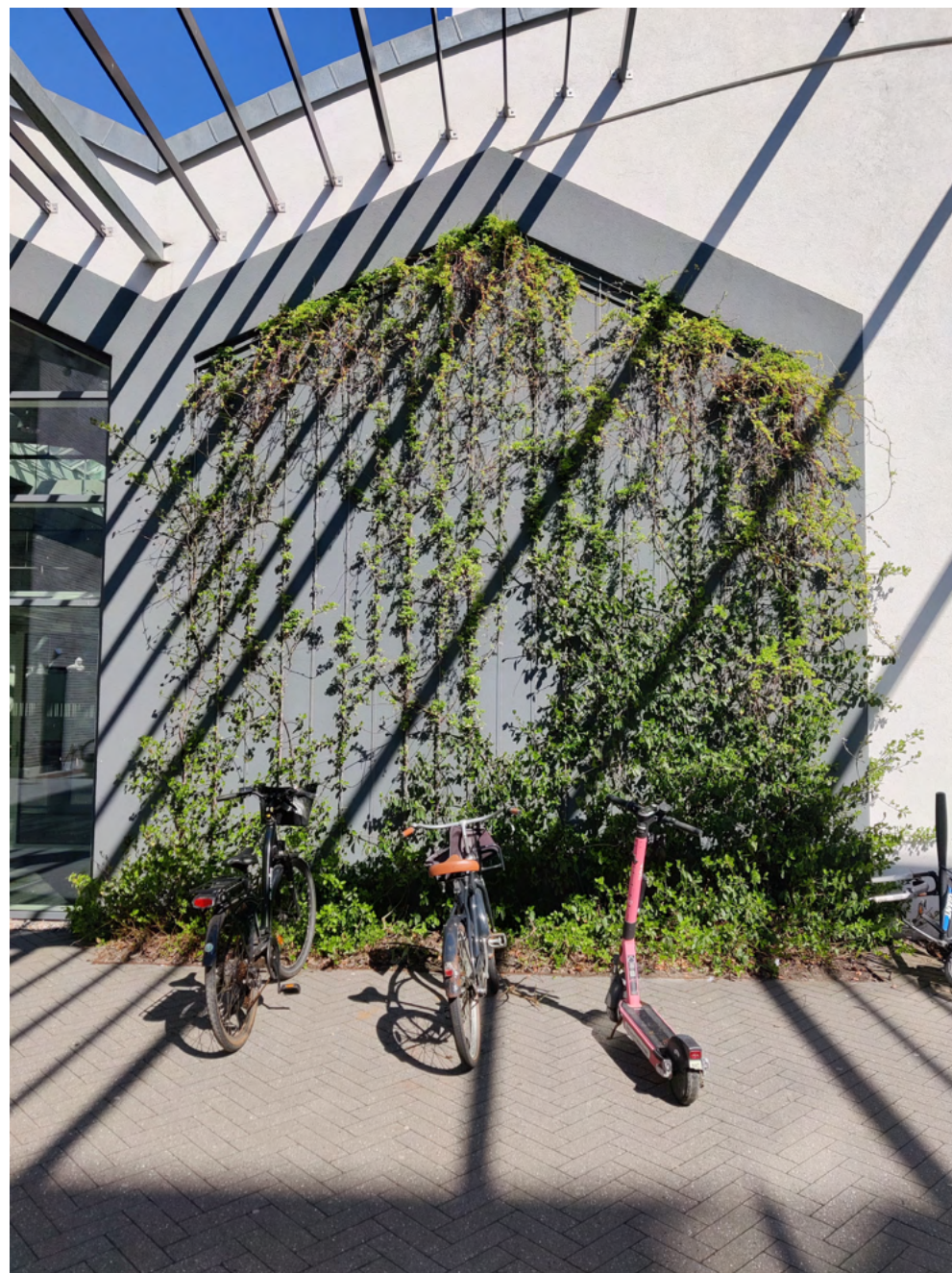


Fig. 17



Fig. 18

Wind

The illustration shows that the Godsbanen area is well protected from strong winds. As a result, the area is comfortable for people sitting or spending time outdoors. Therefore, wind is not a significant concern in this area.



Fig. 19

Sun

This analysis shows the areas of the site that receive the most sunlight and shade outdoors. The analysis is based on Denmark's longest day, June 21, covering the period from 00:00 to 24:00. The illustration shows that the central area of the site receives sufficient sunlight throughout the day. Therefore, sunlight is not a major issue for the area.

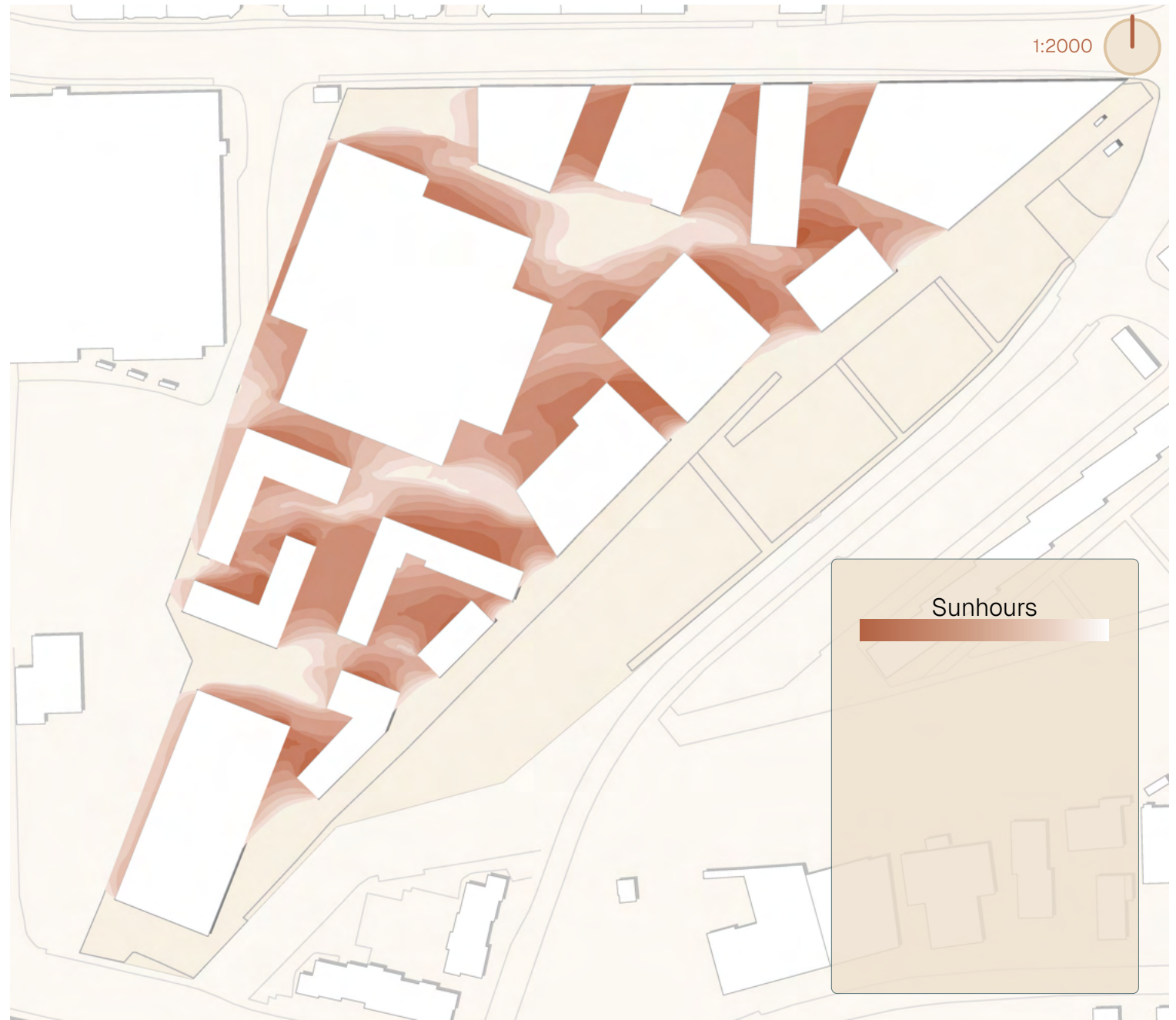


Fig. 20

Noise

As the illustration shows, the central area of the site is surrounded by tall buildings. Therefore, the area does not experience a significant amount of noise in the central space. In this case, noise is not a major problem for the site.

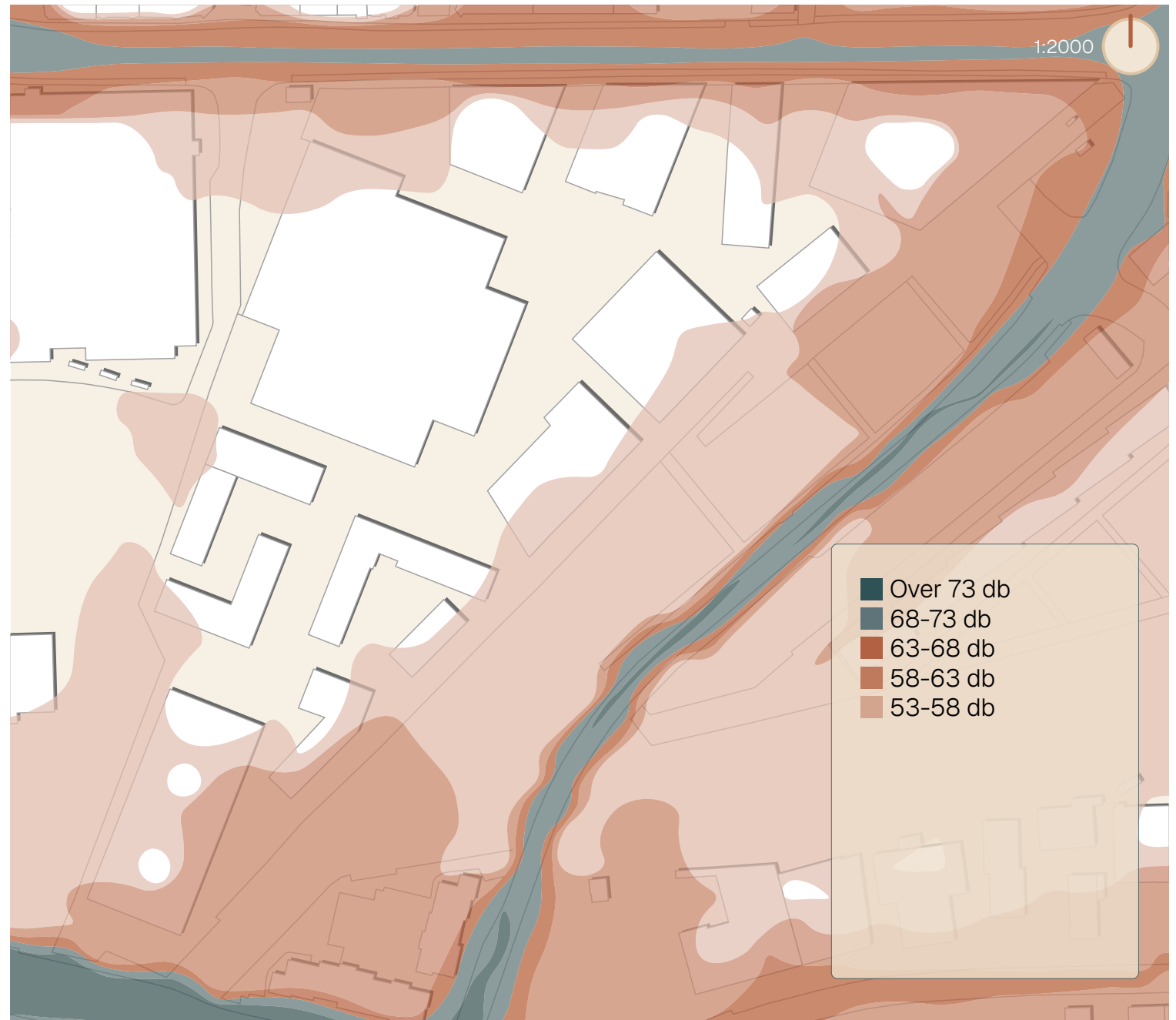


Fig. 21

Pave- ment

Most parts of the site contains herringbone-pattern pavement, also known as interlocking concrete block pavement (CBP). As the illustration shows, most of the areas near the residential buildings are paved with CBP, except for a few small green spaces in certain locations. There are also some outdoor playgrounds on the eastern side of the site that contain grass and sand surfaces. Specifically, the large central area has almost no greenery and is entirely covered with CBP paving.



Fig. 22

Scale

To showcase the scale of the site there has been used both sections and a topview mapping.

In Fig. 23, the illustration shows the height of the buildings and the spaces between them. It also highlights the existing green areas. One of the green areas contains a low wooden platform used for seating.

Fig. 24 shows the amount of building floors. The buildings are relatively tall compared to the surrounding outdoor spaces.

Fig. 25 illustrates the existing environment of the central area. The tall buildings, hard paving, and lack of greenery. In addition, the area experiences a considerable amount of vehicle traffic at certain times of day.

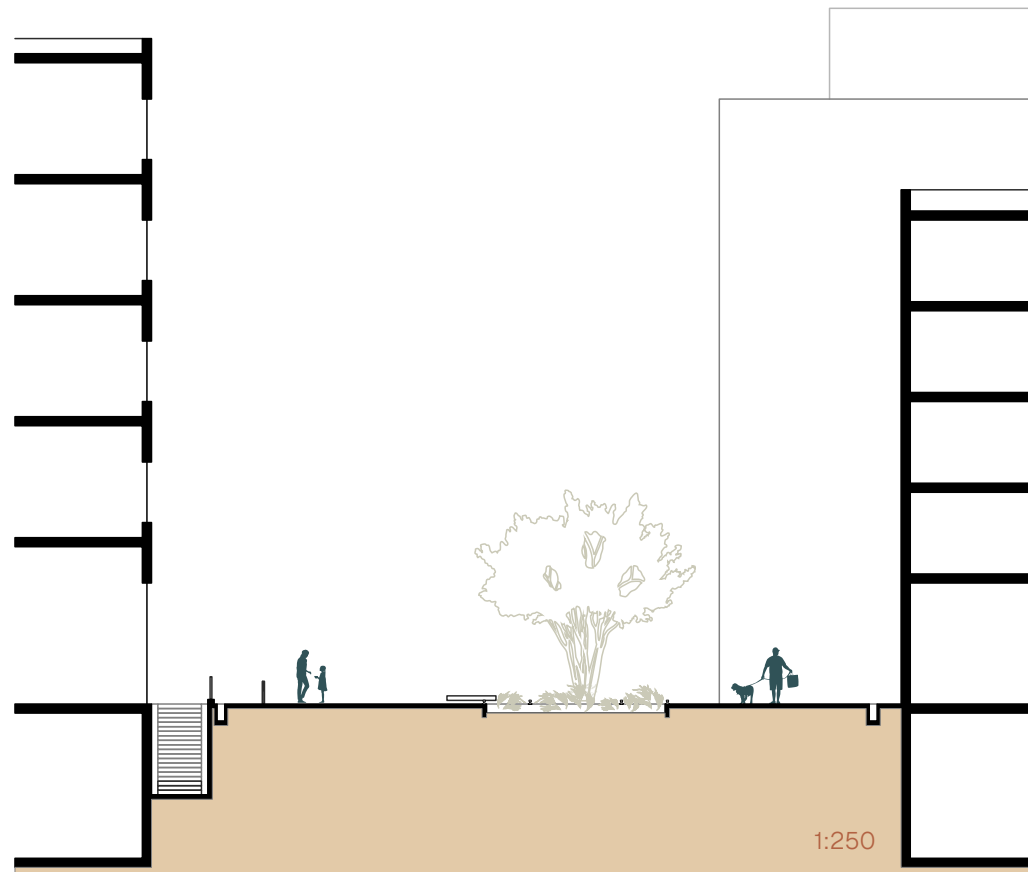


Fig. 23

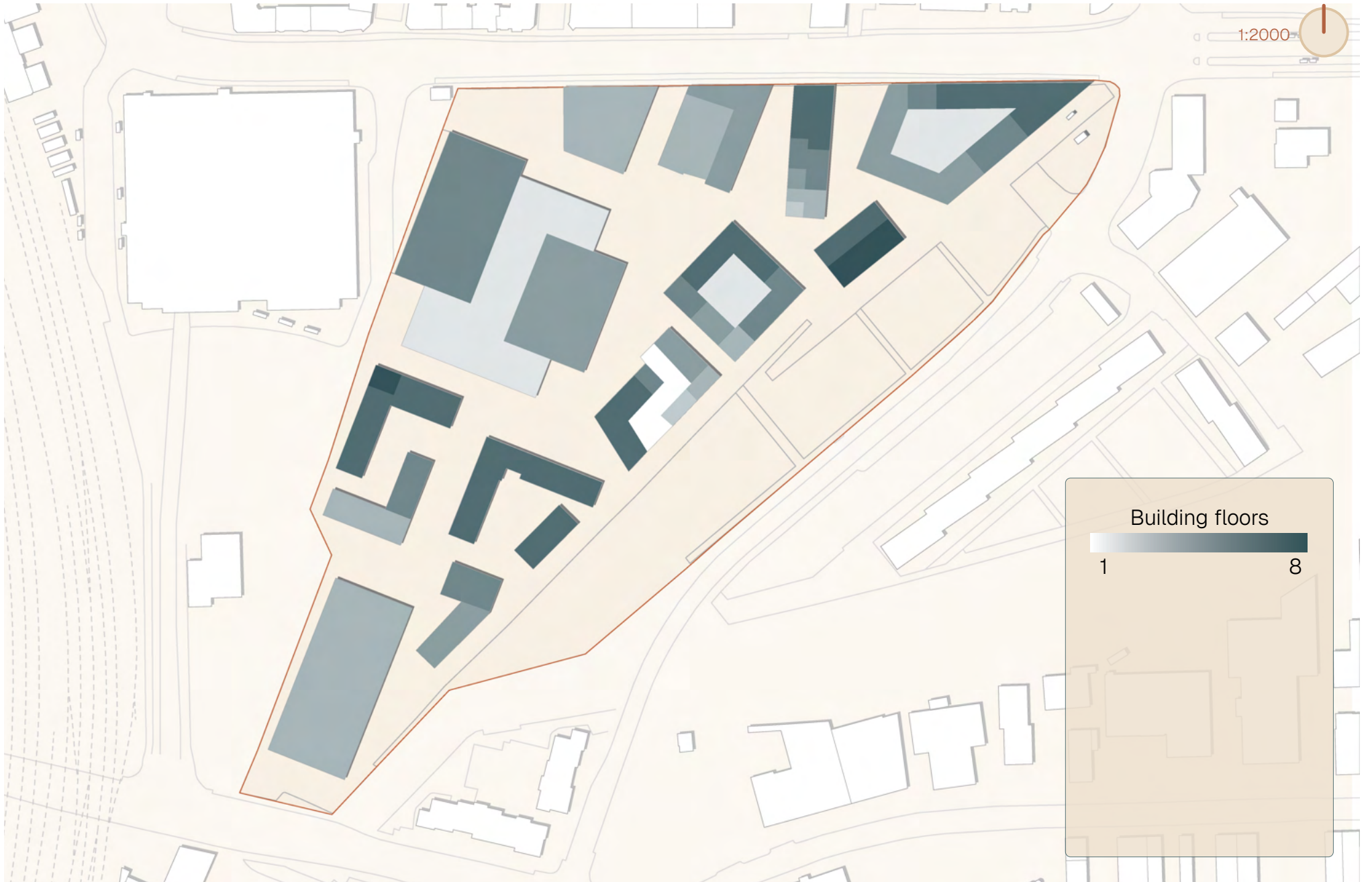
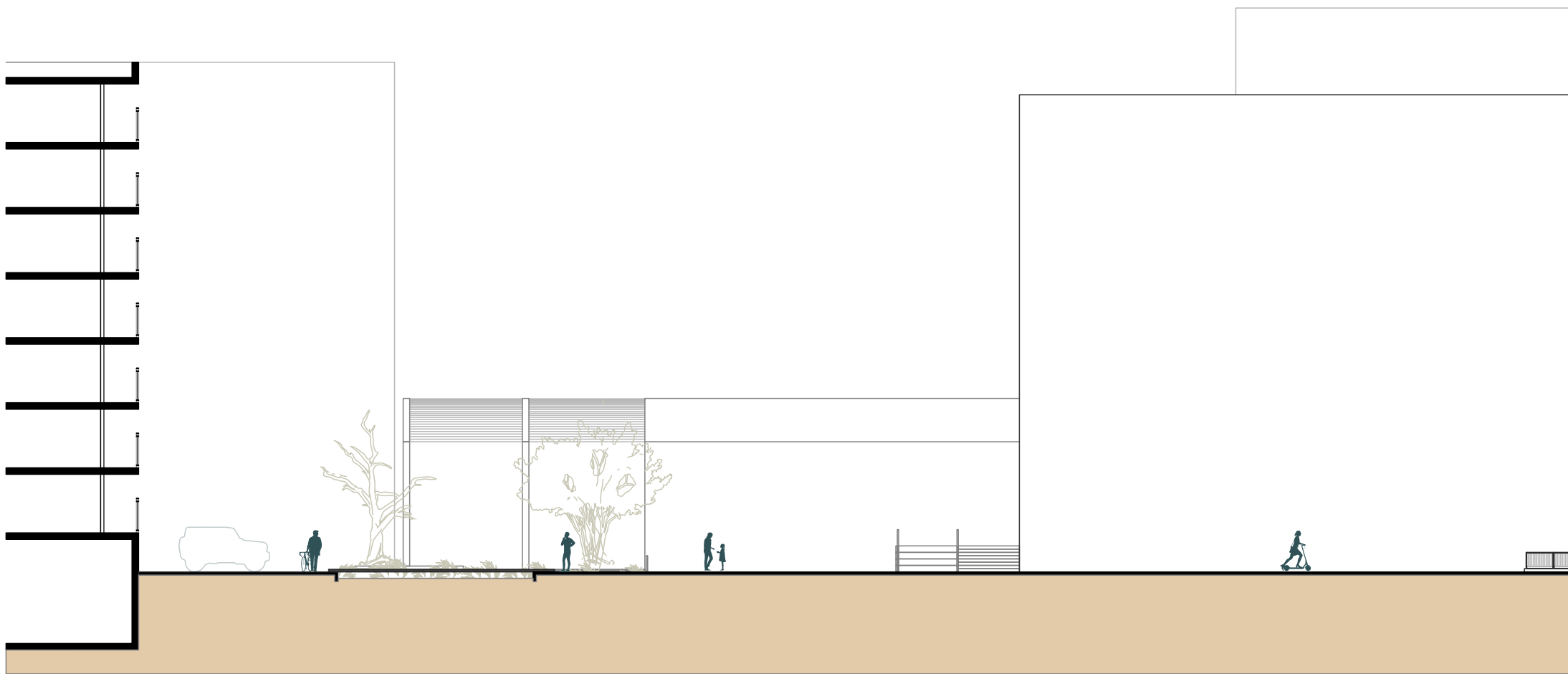


Fig. 24



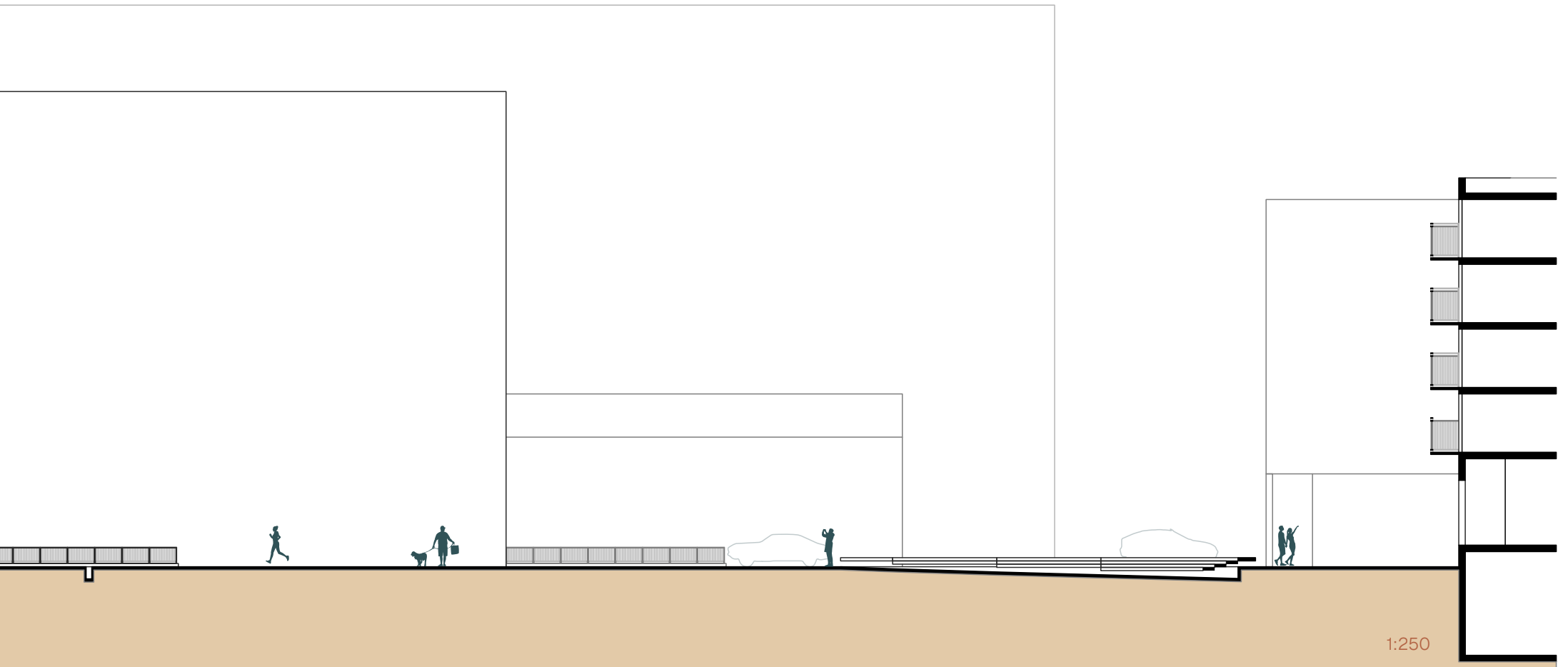


Fig. 25

Observation



Fig. 26



This chapter contains a short description of an observational study that has been done to get a better understanding of how the site is used. Thereafter, the results of the observation has been boiled down, to a few key points.

The rest of the observational notes can be found in the appendix.

The Process

Several observations have been done on the site over a period of time. The purpose of these observations is to see how the site is used or not used, and is not focusing specifically on the physical aspects of the site, but rather the people on the site. The idea is to get a better understanding of the site as a whole, and to find elements that could be changed or improved.

As seen on fig. 27, the observations consist of a route and a sitting point. This route and sitting point of observation is the same throughout all of the observations and consists of a 30-minute window that starts with the walking route, after which the rest of the 30 minutes are spent at the point of observation. This route and point of observation has been chosen on the basis of preliminary observations and the

analysis. The point of observation being a central point of the site where a lot of traffic from all directions passes through. To not miss out on any activity on the site, a route is included that goes through the whole site, to give an understanding of the smaller, more hidden parts of the area.

To get a broader spectrum of how the site is used, the observations have been done in both cloudy weather, sunshine, night and day.

The observations should be seen more as a qualitative study where both objective observation and subjective thoughts have been noted, which can be seen in the appendix. It is more about what the people are doing, how they are moving, and generally how the site is experienced, rather than quantitative data.



Fig. 27



Fig. 28

Day



Fig. 29

Night

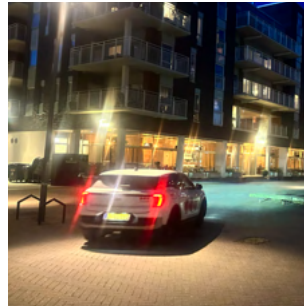


Fig. 30

What we found out

Movement Patterns

The first observation is that the amount of people walking or biking through the site is at its largest during rush hour, in the morning and in the afternoon, which is not surprising since there are three schools on the site and the station is right beside the site. Therefore, many people are going towards the schools' entrances, both the southern part, but mostly coming to the northern entrance at HF. But it is not only during rush hours that people are around the entrances of the schools. Especially the northern entrance has people standing outside throughout the day, mostly taking some air, talking to each other or having a smoke. Throughout the rest of the day, the site is close to empty. So it is at these prime locations that we see human interaction.

Car traffic

On the site, it is not only people going through. There are also a lot of cars going to the schools and leaving again, mostly to drop people off or pick them up. Furthermore, a lot of cars are going on the eastern side of the site since there is a parking house in the southern part, and therefore that is the most obvious connection to it. During the observations, it seemed like the cars were the first priority, and that people walked to the sides, towards the edges, while the cars took up most of the space.

Opportunities to stay

Through the observations, we seldom saw people staying on the site. Even though there are benches scattered around the site, not many people use them. If people are staying, it is mainly in front of the schools, and only for a brief period. Mostly when we saw people sitting down, it was in the private yards between the buildings, but even then, we nearly never saw anyone using those benches either. The benches in the public areas, including the L-shaped bench, are very openly placed and there isn't much cover from the elements like rain and wind, nor from a privacy standpoint. Therefore, it seems like people avoid these benches. As Jan Gehl states in "Life between buildings" (2011):

"Benches placed in the middle of open spaces look interesting on architectural drawings but are definitely less inviting than more sheltered spaces." (p156)

What is missing?

From these findings, we are going to see if a questionnaire will confirm what we experienced, but also figure out why people are not using the outdoor spaces on the site and what can be done to improve it.

Questionnaire



Fig. 31



This chapter showcases the results of a questionnaire that has been answered by 47 participants who all live on Godsbanearalet. Only the most relevant results have been showcased, but the rest of the data can be found in the appendix.

Questionnaire of residents

This is a description of the most important findings in the questionnaire. The rest of the findings can be found in the appendix, where the raw data has been showcased.

The reason behind making this questionnaire was that we wanted information about how the area is used and what could potentially be made better. The main idea was to get information by the people already using it, instead of only relying on observation and analysis. therefore, we wanted to find out how the people having the easiest access to the area are using it, and if they are. We sent out a questionnaire to different Facebook groups for people living in the area. Three of these Facebook groups accepted the request of posting the questionnaire. Out of

these three Facebook groups, 47 participants answered the questions, and these are all people currently living in the area.

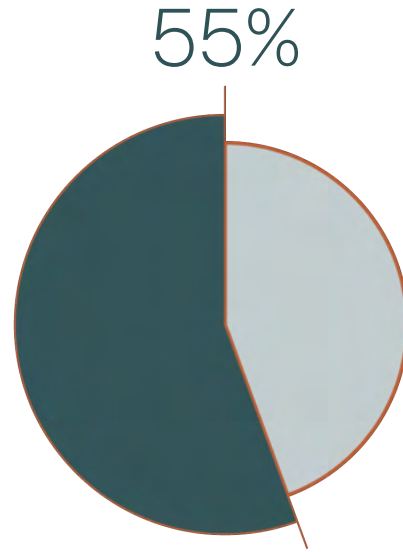
The questionnaire contains two different parts. The first part containing questions about the current status of the site, therefore, questions like how the site is used right now. The second part was about the future of the site, with questions like what would make the participants change their use patterns or what would make them stay for longer.

We have picked out four different answers that we found to be useful for the coming design process and for the analysis of the site. These are from both of the two parts and give an image of what the site is used for and what some of the problems

might be. All in all, this questionnaire is an addition to what was experienced through the observational part and what was uncovered in the analysis.

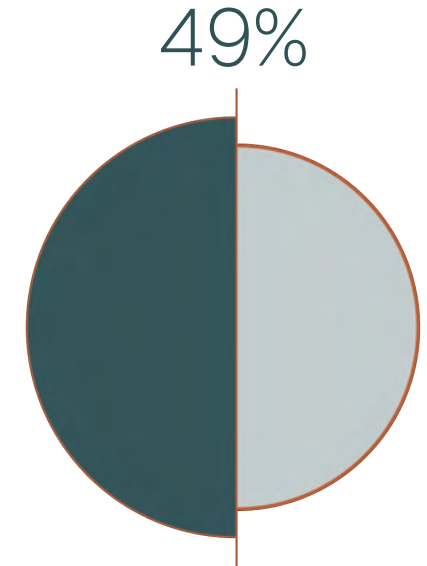
Use of area

55% of the people asked exclusively used the area for walking/walking through or walking their dog, when asked how they use the area.



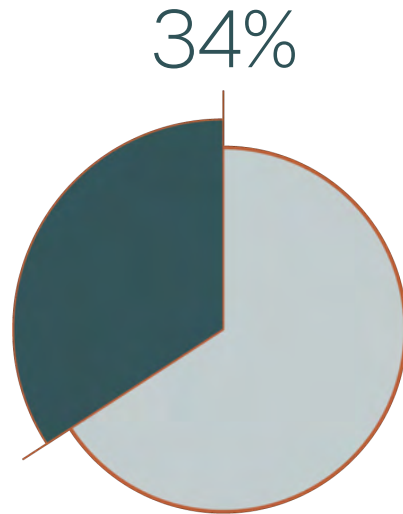
Stay for longer

49% of the people asked, what could make them stay longer in the area, said that better places to sit would make them stay for longer.



Use of area

34% of the people asked use the area for staying or physical activities, when asked how they use the area.



Stay for longer

55% of the people asked, what could make them stay in the area for longer, said that more greenery would make them stay for longer.

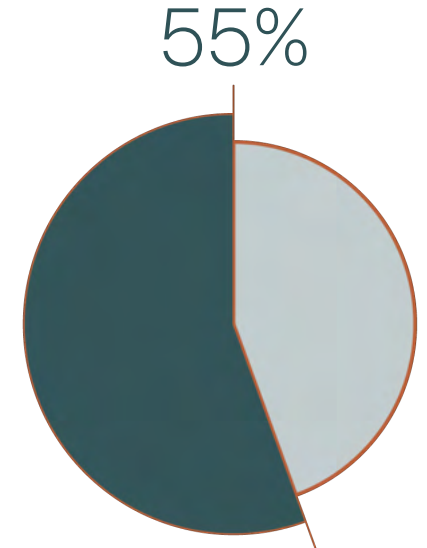


Fig. 32

Fig. 33

Design Criteria

The background image shows an urban courtyard. On the left is a multi-story brick building with several windows. In the center and right, there is a large, colorful mural on a wall, featuring abstract shapes in yellow, red, blue, and purple. In the foreground, there are young trees, a black lamppost, and a concrete platform. The overall scene is bright and sunny.

Problem Statement

How can Godsbanearalet be (re)activated by strengthening the recreational qualities on the site.

Fig. 34



This chapter is centered around three different design criteria that has been used when designing the area. The design criteria consist of Connections, Functions and Aesthetics.

Three Pillars

The three design criteria are the basis for the design of the site. These three design criteria have been found through the analysis, questionnaire and observations, and therefore represent what we think are the most essential parts of the design.

The first is connections. We want the design to contribute to a larger network of connections, both towards the inner city with the train station and bus station, and then out to the corners of the city through Østerå and the green corridor.

The second is functions. We want the site to give the people of the area, the users, opportunities to use the site in different ways. Some parts of the design will have a more private feeling, where you are covered by bushes and trees so you feel a bit

more private and safe. Others will have a more open feeling, where you can observe and be near people.

The last one is aesthetics. We want the design to have characteristics which in this context would be a connection to the rest of Aalborg's urban design. This would be done by using Urban areas as cases. Furthermore, there should be a contrast between the very sharp, hard surfaced area that Godsbanearalet is today, transitioning towards more soft edges and naturalistic forms. Lastly, we want the greenery to be diverse, while still consisting of native plants, trees and flowers.

All three design criteria should form the design and have an essential role in what is made.

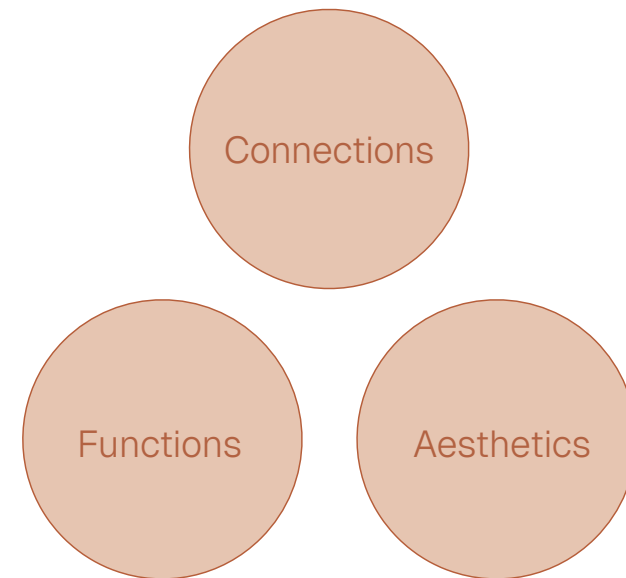


Fig. 35

Connections

The main idea for connections as a design criteria is to focus on Godsbanearialet as a connection point between the inner city, trainstation and busstation, and the newly planned ØsterÅ, that connects to the rest of the city towards east.

But not only the connection to the points of interest, also all of the smaller city parts that are connected to this new green/blue connection through Aalborg. Thus contributing to the creation of a less fractured Aalborg.

The site can therefore attract people and guide them toward a more natural environment that is located very close to the urban area. Creating this connection can therefore help (re)activate Godsbanearialet by encouraging more people to use and spend time in the area.

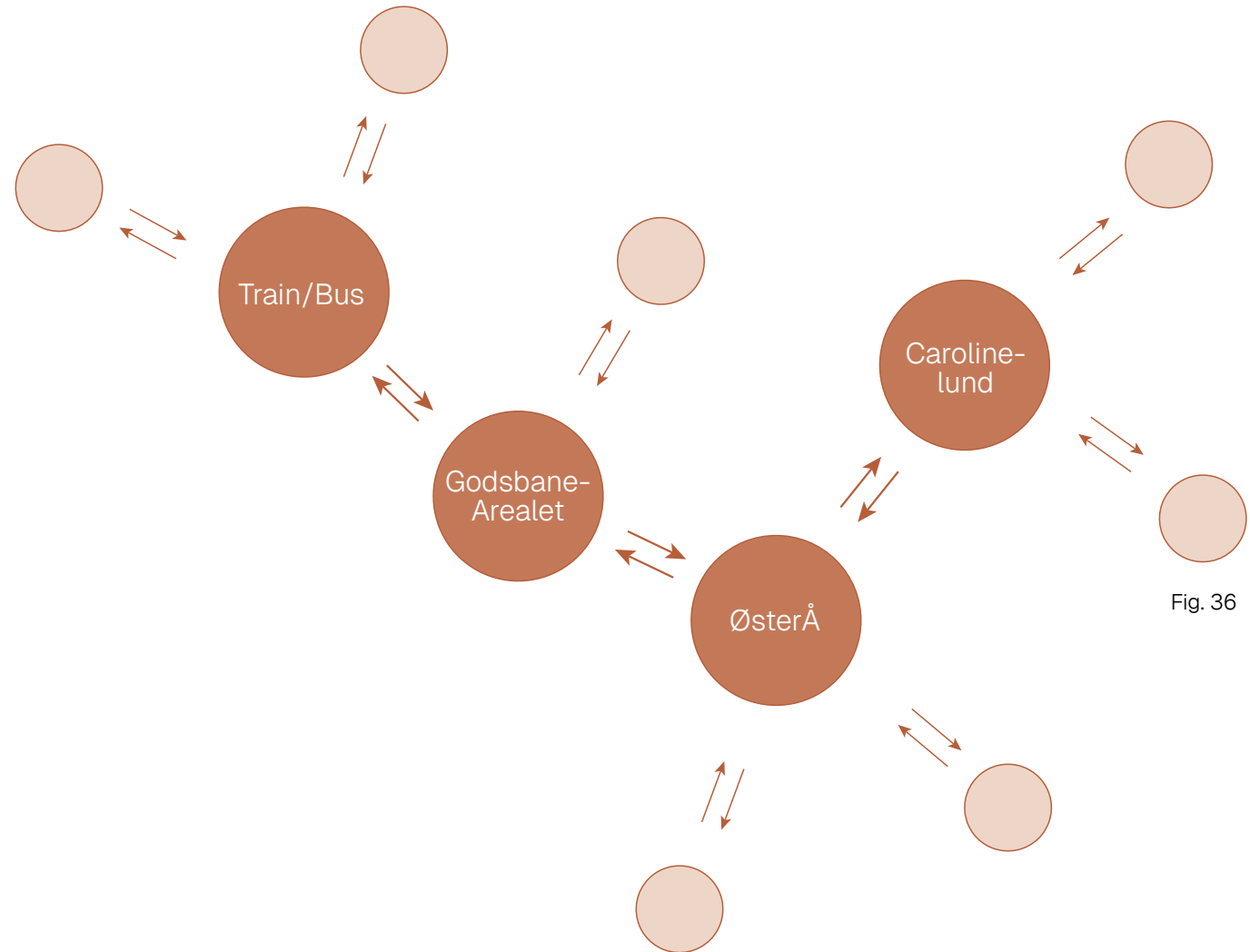


Fig. 36

Functions

There are many ways of using recreational spaces. Therefore, should the site be able to accommodate a wide variety of uses. Because of the location of the site, there should be opportunities, for not only staying but also simply passing through. To encourage people to use the site, it is important to provide different functions and purposes within the space. Since there are a great variety of potential users, e.g. people waiting for the train or bus, people living on the site, people living close by, people attending school on the site, etc.

The central open area in Godsbanen has the potential to become a place of opportunities. Outdoor spaces can be used in many ways depending on people's needs and preferences. Some people enjoy going for

a walk while others may prefer jogging, practicing yoga, or spending time in a quiet place to relax or read a book.

On the other hand, some people prefer social environments where they can gather with friends, enjoy coffee or drinks, socialise, and meet new people. Others may simply want a grassy surface where they can sit, relax, or sunbathe. Some people also enjoy sitting and observing the activities around them.

Therefore, it is important to outdoor spaces of great variety, which creates opportunities for many kinds of activities.

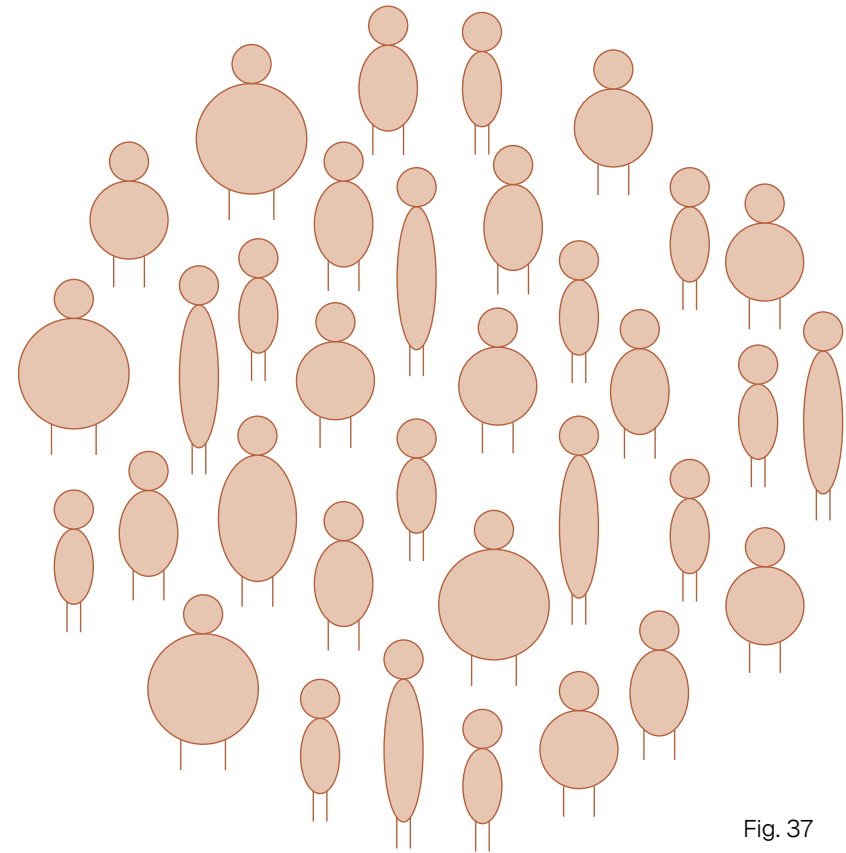


Fig. 37

Aesthetics

Aalborg

The visual aspects of other newly built areas in Aalborg are important to highlight, in order to make the built area feel more connected to the rest of the city. Therefore, a focus on incorporating these elements should have an essential value when the design of the site is made. This will not only make the site feel visually connected to the rest of the city, but also reflect the physical connection to the rest of Aalborg.

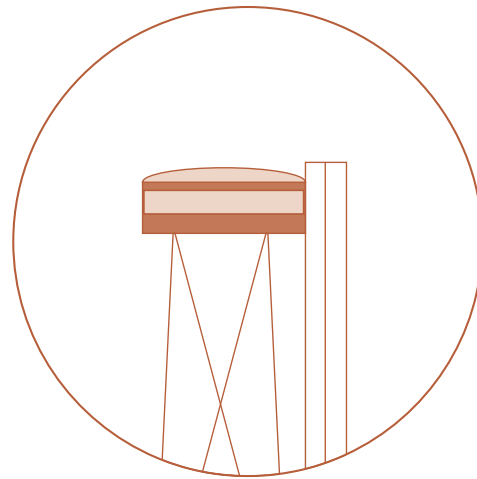


Fig. 38

Contrast

The existing landscape of the site is dominated by straight lines, whereas natural environments are typically characterised by more organic shapes. Introducing organic forms into the design will help break the existing monotony of the landscape and create a more natural atmosphere. This contrast can make the site more aesthetically pleasing and visually dynamic.



Greenery

Greenery not only improves the ecological quality of an area but also enhances the aesthetic atmosphere of the space. By introducing more vegetation, people can experience nature within an urban environment. This can include sitting beside trees and bushes, lying on open grass, or simply enjoying the presence of flowers and wild plants. Furthermore, it is important that the greenery showcases variety and is made up of native plants.

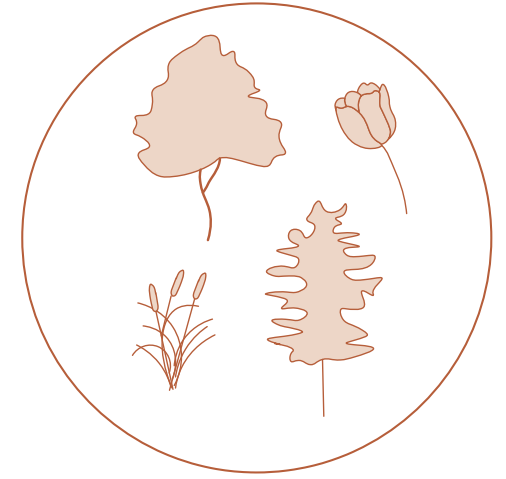


Fig. 39

Design



Fig. 40



This chapter showcases the final design of the site, which is a solution to the problem statement:

“How can Godsbanearalet be (re)activated by strengthening the recreational qualities of the site.”

The design includes masterplans, sections and a visualization, in addition to explanations for the design choices.

Connection

From the central area, the permeable grass pavement spreads outward like the roots of a tree in different directions, creating connections between the city, stream, bus terminal, and train station. This design not only connects these important destinations but also helps guide pedestrians into the central area of the site. As seen on the map, there are quite a few connections towards the stream, and that is because people are coming from different directions and have different destination. Therefore, a risk would be for people to take the shortest way instead of choosing the green connection through the city.

As discussed in the analysis section, the pavement in the central area of the site, combined with the tall buildings and lack

of green space, creates a cold atmosphere. Replacing this large concrete block surface with permeable grass pavers would create a softer and less harsh-looking surface while adding more greenery to the site. This intervention would not only improve the ecological quality of the area but also make it aesthetically more appealing compared to the existing hard pavement.



Fig. 41



Fig. 42

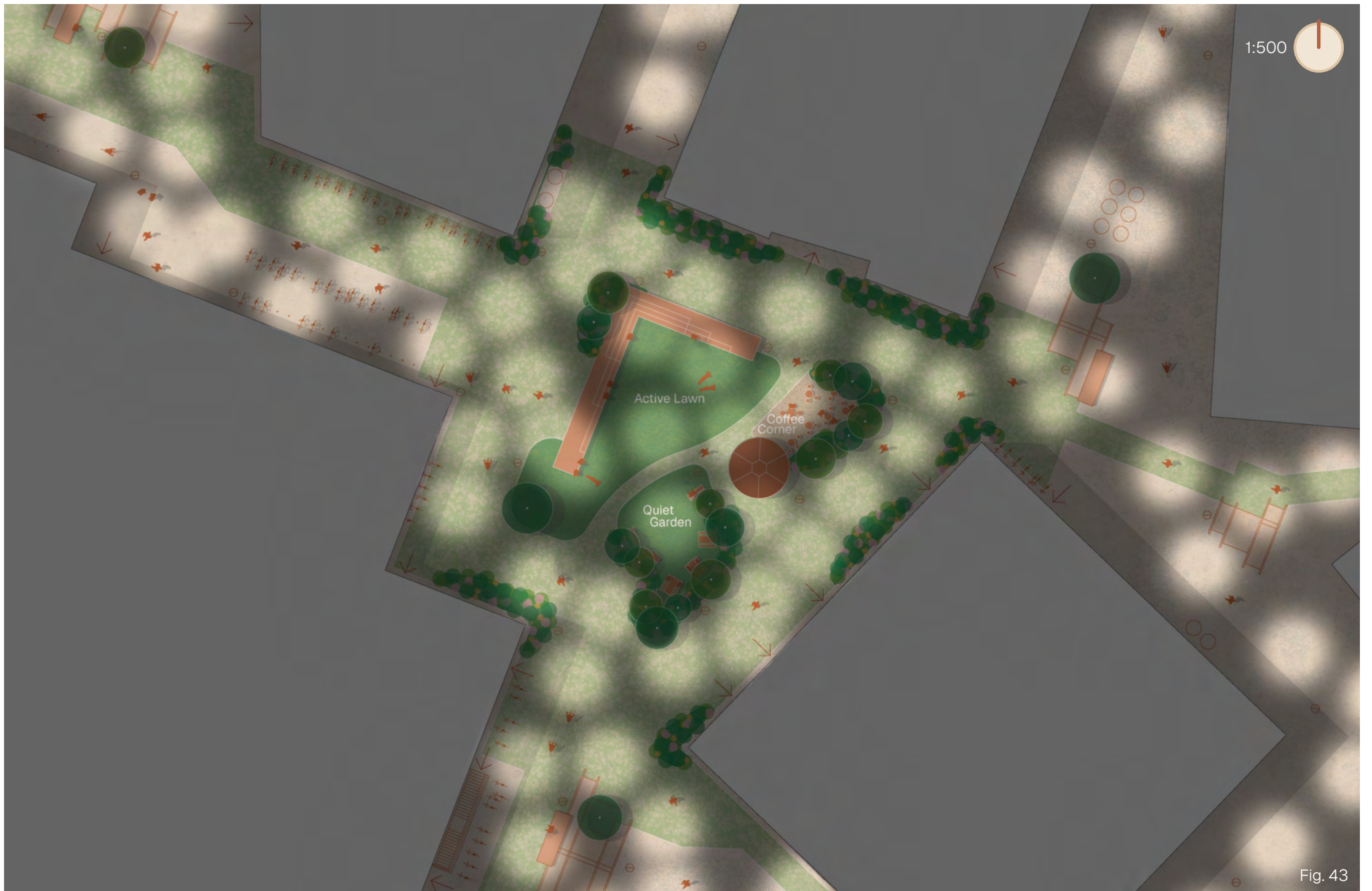


Fig. 43

Traffic

Currently, there are many vehicles driving inside the site during school opening hours. Most of these vehicles are used for picking up and dropping off people. In addition, there are eight car parking spaces located at the northwest corner of the site, which requires vehicles to drive through the area.

The large number of vehicles within the zone makes the environment uncomfortable and unsafe for pedestrians. It also creates an unpleasant atmosphere for socialising or spending time alone outdoors.

Besides these parking spaces, there are additional parking areas located around the edges of the site, where people can easily park their vehicles and walk into the area. In particular, there is a three-story parking facility

located on the southern side of the site.

This situation, along with possible alternative solutions, creates an opportunity to establish certain areas as vehicle-free zones where pedestrians can walk comfortably, socialise, or spend time alone. People could also engage in various outdoor activities when they feel safe and comfortable in the space.

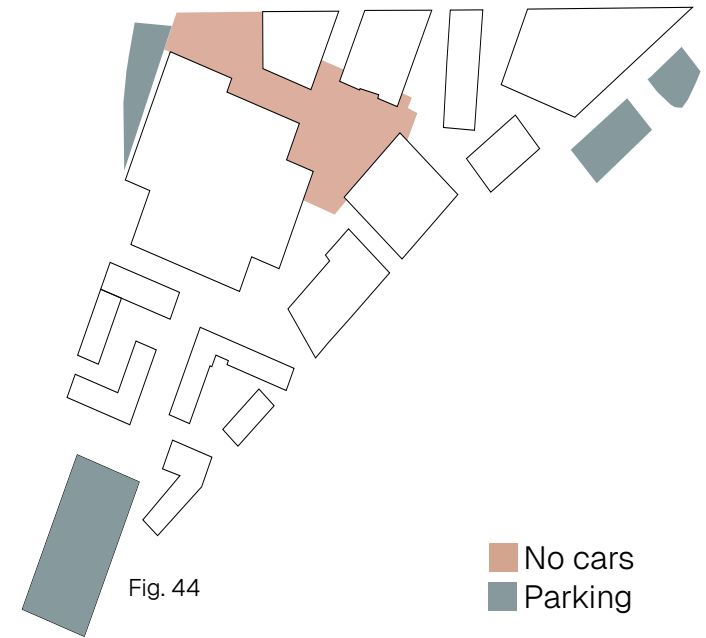


Fig. 45

Activities

The entire central area has been designed to support a variety of activities. People can use the space for sitting, standing, walking, or strolling. They can also comfortably spend time with children or dogs, as this zone is free from vehicle traffic. In addition, three different atmospheric zones have been created within the central area.



Quiet Garden

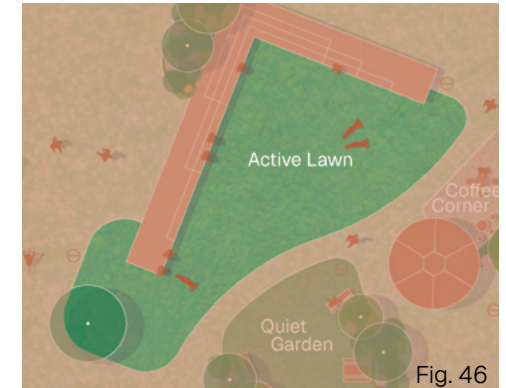
This zone, located in the south-east area, is designed for people who want to spend time in a calm environment. The space is surrounded by trees and bushes to provide greater privacy and reduce noise. The ground surface in this zone is covered with grass, creating a more natural atmosphere.

gathering.



Coffee Corner

This zone is situated in the northeast part of the central area. Groups of people can sit on benches, spend time with friends, and meet new people here. The ground surface is made of gravel, with benches placed throughout the space. This zone also includes a coffee shop, which further encourages social interaction and gathering.



Active Lawn

Located on the western side, this is the largest zone within the central area and includes the existing long bench. People can use this space in many different ways. The grass surface allows people to sit, play, relax, and sunbathe comfortably. It is also a suitable place for barbecues with friends. The large bench provides opportunities for people to sit alone or with others while enjoying the weather and surrounding activities.

Fig. 46

Sections

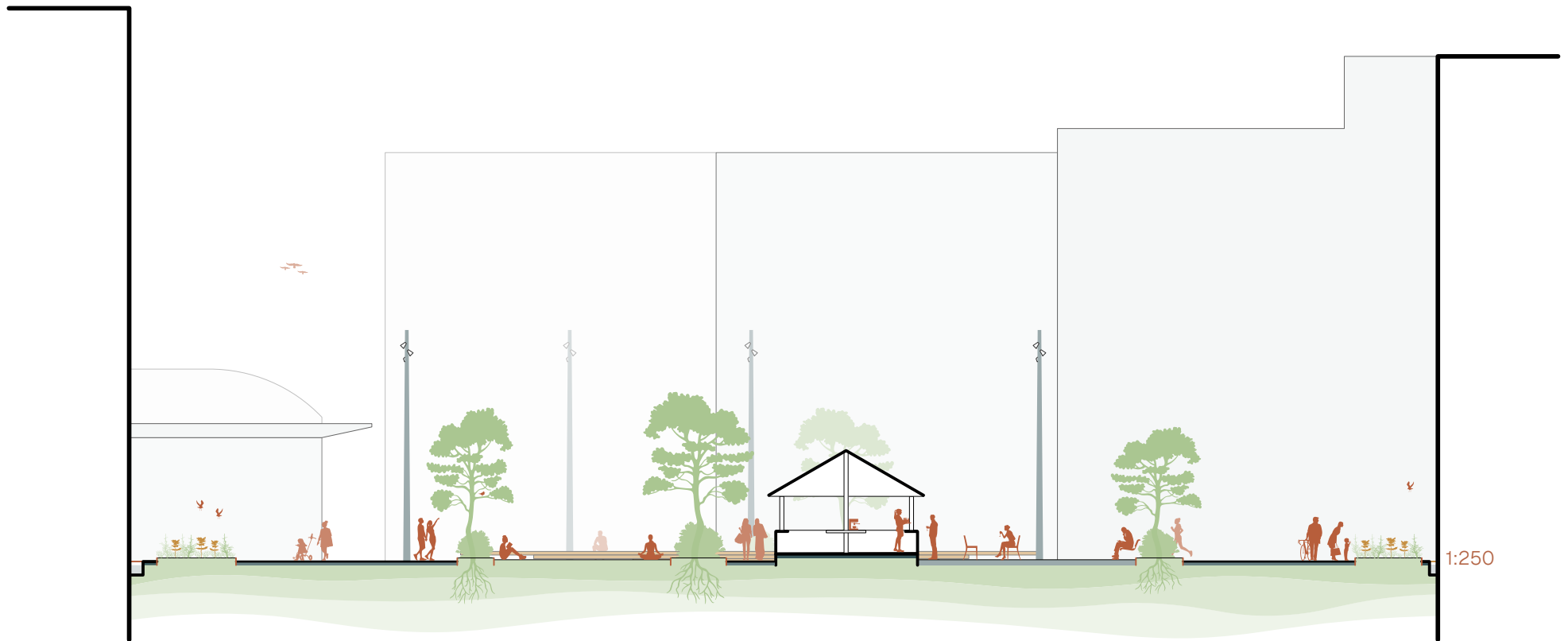
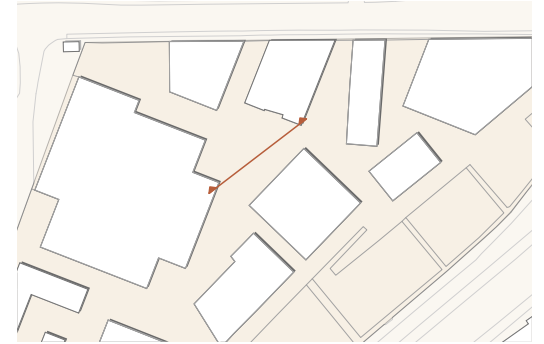


Fig. 47

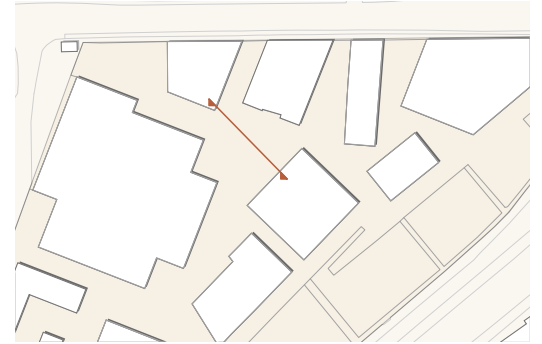


Fig. 48

Aalborg

As seen on the pictures of newly build urban elements in Aalborg, there is a very standardized character of the elements.

Rusted steel is used extensively for the edges of greenery, to keep it tidy but still let the greenery be of a wilder character. Thus, creating the opportunity to be more creative with the use of greenery, as long as it is encapsulated within a frame.

There is also a great deal of flowers in the different plant setup, which give a very pleasant visual and scent.

It is clear, when walking around Aalborg that this is the norm. Therefore, should these elements be incorporated into the visual design on the site.

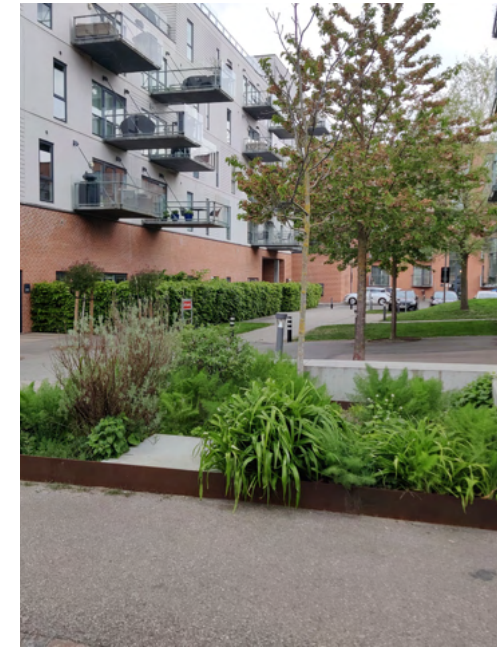


Fig. 49

Organic shapes

When experiencing the site as it currently is, it is dominated by sharp edges and hard surfaces, which is the norm when walking through the area. Therefore, to create a contrast between the current character and the new area, it has been chosen to change from sharp and hard surfaces to softer and rounder forms, to give the visitor the experience of entering a new area, both physically but also mentally.

When looking at Fig. 50, there is an obvious difference between the center of the new area and the outside. This is done to give the feeling of a more relaxed and calm area than on the outside.



Fig. 50

Greenery

Greenery

This design incorporates several different layers of greenery. In addition to their ecological benefits, these elements also provide functionality and enhance the aesthetic quality of the space.

Permeable Grass Pavers

These pavers contain grass between concrete blocks, making the surface greener and more environmentally friendly. The permeable grass pavers also create a gradual transition between the hard concrete block surfaces and the green zones.

Trees and Bushes

The proposal includes areas with trees and bushes. These elements help divide the central area into different zones, creating distinct atmospheres within the site. Some of the vegetation also functions as windbreakers, noise barriers, and sources of shade. In addition, they provide a sense of privacy for users of the space.

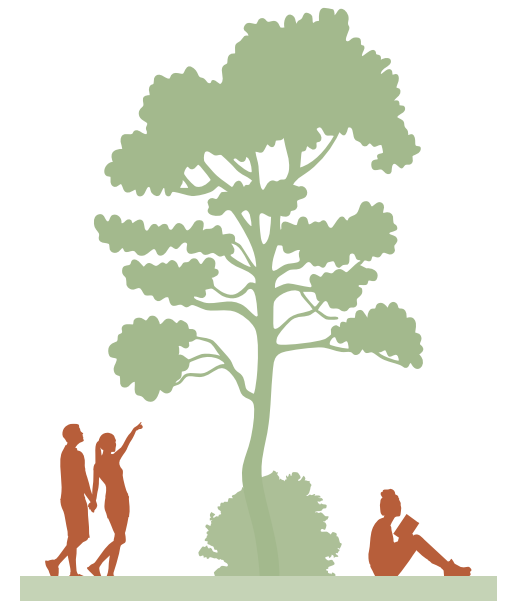


Fig. 51

Layers of Greenery

The design also includes layers of different types of greenery, such as flowers, wild plants, and herbs. The combination of these elements can improve both the ecological and visual quality of the site. In addition, restaurants or cafés nearby may also be able to use some of the herbs and flowers.



Fig. 52

Grass

A large open grass area creates a flexible space that people can use in many ways. Visitors can sit, lie down, or sunbathe on the grass. The area can also be used for playing, having barbecues, or simply spending time with friends.



Fig. 53

Before



Fig. 54

After



Fig. 55

Conclusion

The project is located in a prime area of Aalborg. Godsbanearalet, despite its central location and connections to both the city centre and nature, suffers from a lack of recreational quality and activity. This raises the question:

“How can Godsbanearalet be (re)activated by strengthening the recreational qualities of the site?”

To answer this question, we worked through various types of analyses, observations, and questionnaires distributed to the residents of the site, through which we identified three main pillars of design criteria that guided us in developing a suitable design solution.

We began with Jan Gehl’s theory of the Twelve Quality Criteria and

examined which criteria were lacking on the site, combined with urban landscape theories to identify what was missing and how these issues could be addressed. Several analyses were carried out to evaluate the quality of the site. Functional analysis helped us understand the different user groups. Sun, wind, and noise analyses were conducted to identify suitable areas for intervention. The pavement analysis highlighted the need for more greenery, while the scale analysis helped us focus on creating a more human-scale environment.

Several observations were completed over a period, covering different times of the day and different types of days. During each observation, we followed a specific route for 30 minutes. These observations helped us

identify movement patterns, vehicle traffic, opportunities for staying activities, and missing qualities within the site. Questionnaires were distributed to residents and users of the site to understand what could improve the area, covering both the current and future conditions of the site. From the feedback, we gained insights into how people currently use the area and how long they typically stay there.

The resulting design proposal strengthens the connection between the city and nature by improving the landscape quality of the site. New landscape functions create more opportunities for activity, allowing people to use the space in different ways. The different layers of greenery improve the aesthetic quality of the area and encourage people

to stay longer on the site.

In conclusion, the proposed design solution fulfils the Twelve Quality Criteria while improving the landscape quality of the site and successfully follows the three main pillars of the design criteria.

Reflection

Throughout the project, we learned how to work with different new aspects and apply them to a real-life situation. In this project it involved improving existing qualities of a newly developed site, Godsbanearalet.

The project focused on reactivating the site while creating stronger connections with the surrounding areas. We actively worked on the project through research, analysis, observations, and questionnaires.

We chose to conduct direct observations by visiting the site multiple times throughout the day and on different days under varying conditions. The questionnaires also helped us greatly in understanding the expectations of the residents and users of the site. These processes gave us

a deeper understanding of the project and its challenges.

As both group members came from different backgrounds, we were able to contribute different skills, perspectives, and working styles to the project. Even though it sometimes was rough, it helped us become better at communicating and working together despite our deference.

One of the biggest challenges with this project was how much time it took to get familiar with the site. This caught us off guard, and we have suffered the consequences of the process. We have had to change our view of the site many times and change what we thought were the best ideas concerning the future of the site. If we had to do this again, we should definitely have

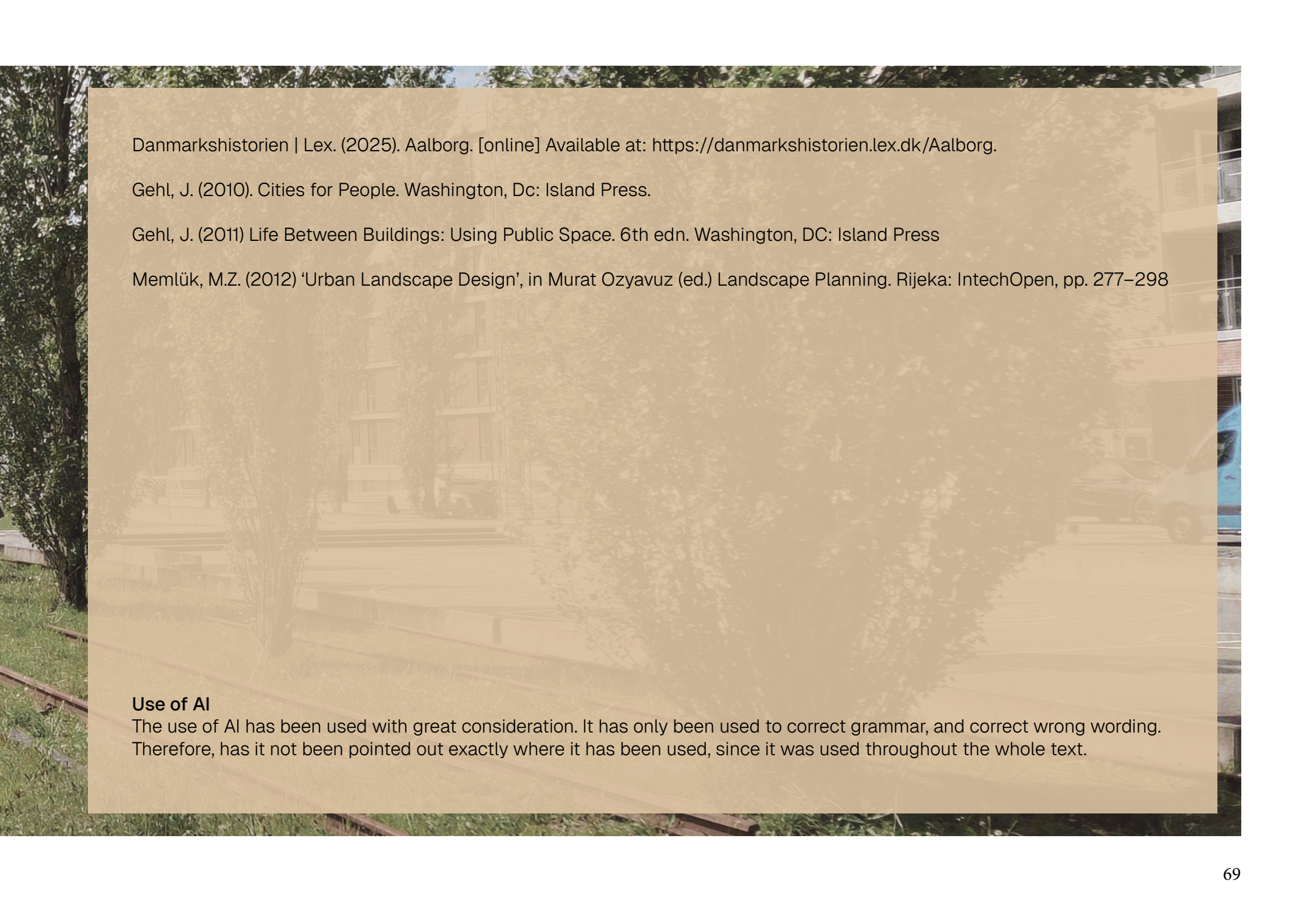
a broader viewpoint from the start, but also be quicker to lock down our chosen direction earlier in the process.

This project had many different potential end results, but we are satisfied with where the project landed, despite the challenges experience underway. The final design not only creates stronger connections within the site but also reactivates the space.

Litterature list



Fig. 56



Danmarkshistorien | Lex. (2025). Aalborg. [online] Available at: <https://danmarkshistorien.lex.dk/Aalborg>.

Gehl, J. (2010). Cities for People. Washington, Dc: Island Press.

Gehl, J. (2011) Life Between Buildings: Using Public Space. 6th edn. Washington, DC: Island Press

Memlük, M.Z. (2012) 'Urban Landscape Design', in Murat Ozyavuz (ed.) Landscape Planning. Rijeka: IntechOpen, pp. 277–298

Use of AI

The use of AI has been used with great consideration. It has only been used to correct grammar, and correct wrong wording. Therefore, has it not been pointed out exactly where it has been used, since it was used throughout the whole text.

Illustration list



Fig. 57

**All the pictures are self-taken,
and all the illustration are self-made.**

Fig. 1 - Picture of the site

Fig. 2 - Report structure diagram

Fig. 3 - Picture of the site

Fig. 4 - Site location on North Jutland

Fig. 5 - Site location on Aalborg

Fig. 6 - Connection map

Fig. 7 - Walkability map

Fig. 8 - Picture of the site

Fig. 9 - Twelve Design criteria diagram

Fig. 10 - Twelve Design criteria diagram

Fig. 11 - Twelve Design criteria diagram

Fig. 12 - Urban landscape diagram

Fig. 13 - Urban landscape diagram

Fig. 14 - Urban landscape diagram

Fig. 15 - Picture of the site

Fig. 16 - Function map

Fig. 17 - Picture of the site

Fig. 18 - Picture of the site

Fig. 19 - Wind analysis map

Fig. 20 - Daylight analysis map

Fig. 21 - Noise analysis map

Fig. 22 - Ground material map

Fig. 23 - Existing Section 1

Fig. 24 - Building Floor map

Fig. 25 - Existing Section 2

Fig. 26 - Picture of the site

Fig. 27 - Observation route map

Fig. 28 - Our picture on site

Fig. 29 - Picture of the site (day)

Fig. 30 - Picture of the site (night)

Fig. 31 - Picture of the site

Fig. 32 - Questionnaire diagram

Fig. 33 - Questionnaire diagram

Fig. 34 - Picture of the site

Fig. 35 - Three pillars diagram

Fig. 36 - Connection diagram

Fig. 37 - Function diagram

Fig. 38 - Aesthetics diagram

Fig. 39 - Aesthetics diagram

Fig. 40 - Picture of the site

Fig. 41 - Masterplan

Fig. 42 - Zoom in (day)

Fig. 43 - Zoom in (night)

Fig. 44 - Traffic diagram (top view)

Fig. 45 - Traffic diagram (sections)

Fig. 46 - Activates (zoom in)

Fig. 47 - Section

Fig. 48 - Section

Fig. 49 - Picture of Aalborg

Fig. 50 - Organic shape map

Fig. 51 - Greenery choices diagram

Fig. 52 - Greenery choices diagram

Fig. 53 - Greenery choices diagram

Fig. 54 - Picture of the site

Fig. 55 - View of the design proposal

Fig. 56 - Picture of the site

Fig. 57 - Picture of the site

Fig. 58 - Picture of the site

Fig. 59 - Our picture on site

Fig. 60 - Observation route map

Fig. 61 - Picture of the site

Fig. 62 - Picture of the site

Fig. 63 - Picture of the site

Fig. 64 - Chart of questionnaire

Fig. 65 - Chart of questionnaire

Fig. 66 - Chart of questionnaire

Appendix



Fig. 58



Observation

This is the appendix part of the observation that contains the notes of Lukas and Rusad during the observations on site.

Each observational subdivision contains 30 minutes in total and is split into two parts. The first being a walking part with a set route followed every time. The last part being a seated observational part located in the northern part of the site on the L-shaped bench. The reasoning behind having a split observation is so that we get an idea of what's going on on the whole site, while not being completely certain of how the site is used and where it is used. From visiting the site beforehand, we had an idea that the big open space near the north at the L-shaped bench was an active part of the site and therefore the seating part is located there.

The walk is, to the best of our ability, but the seated part is split into field notes and a diary, where the field notes are the descriptive part and the diary is the reflection, which is our subjective reflection. It is structured in the appendix so that when Lukas takes notes, he goes back and forth between field notes and diary. And when Rusad takes notes, he has one section with field notes and one with diary.

On the different sessions pictures will be included to show-case what the site looked like at that given point in time.



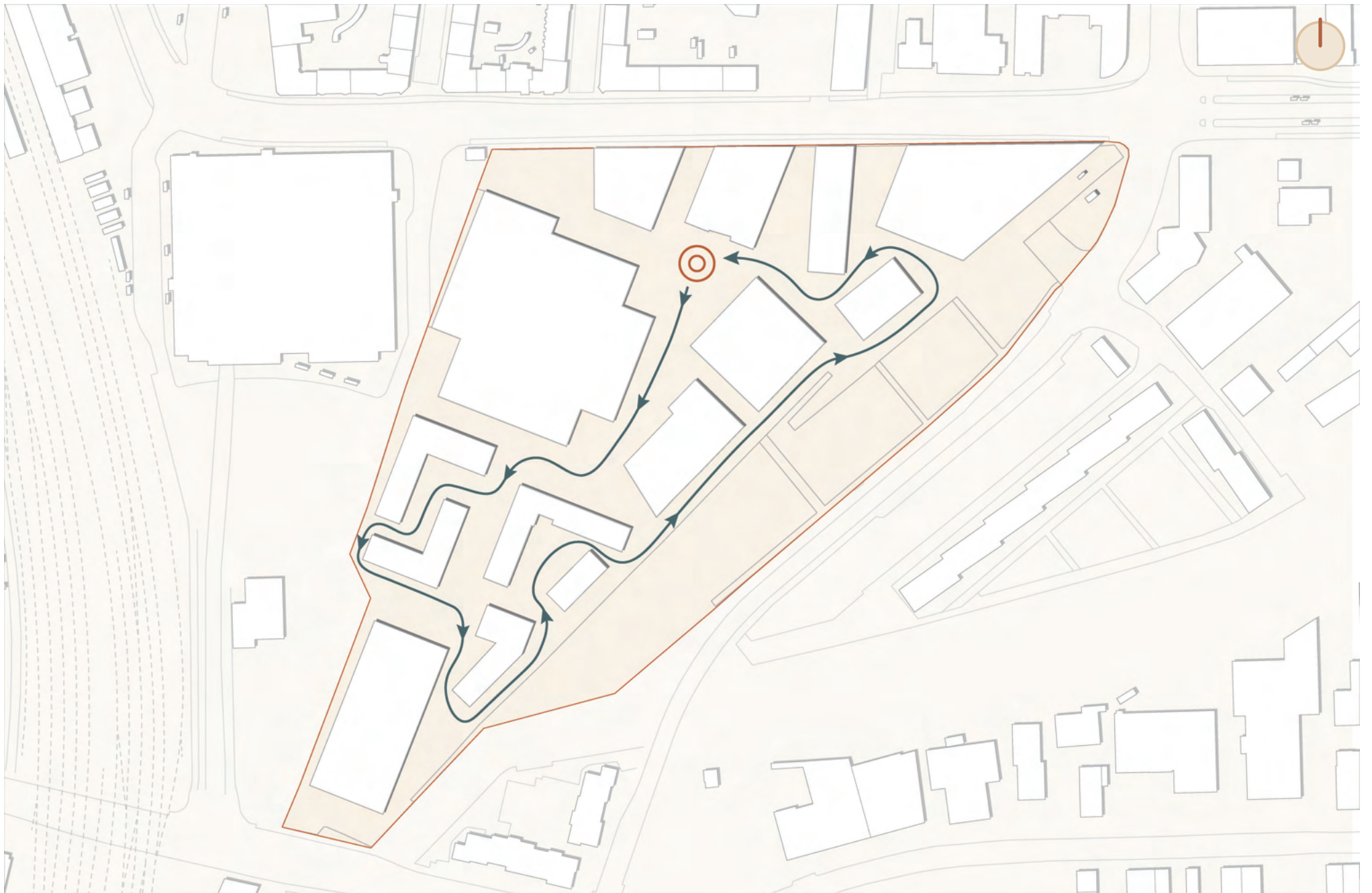


Fig. 60
75

17/03-2026



17/03-2026

Lukas

Walk: 07:40-07:54

A lot of people walk through the site, nearly all walking in the middle instead of the eastern road at the grass fields. A few people are in the semi-private, but they were all out for a smoke or airing the dog.

Seated: 07:54-08:10

Fieldnotes:

Many people are walking through the "square", nearly all towards the entrance of HF. There are also a few cars driving people to the door, and then the diver drives away again quickly. Around 1 car pr. min.

Diary:

It seems like people have one goal. To get to school. Even though many people walk in groups, there is not much chattering. It is probably because it is

morning and cold.

Fieldnotes:

08:05, the amount of people walking through the square have decreased significantly. The road noise is noticeable, but often the seagulls are the only thing you notice.

Diary:

It is cold, but nice outside, the spot could be a good spot for recreational use, but right now it feels to barren, and the number of cars driving through the site is too much for comfort.

Walk: 08:10-08:24

People have started waking from HF to the southern part of the site because of exams in the "gym hall", under half as many people as first walk. No more people in the semiprivate.

Seated: 08:24-08:40

Fieldnotes:

Two women in their 40s having a smoke Infront of HF. People are only walking through occasionally now. Activity has plummeted.

Diary:

We haven't seen anyone out on their balcony yet, but that could be reasoned by all of them being in the shade.

Fieldnotes:

People are still walking into HF, even a mother with her child, maybe around 5 years old. The activity has now died. A guy going from building to building, jumping over the wooden L-bench to get to HF. The road noise has decreased, and the seagull noise has been taken over by smaller bird songs and pigeons.

Walk: 08:40-08:52

Nealy no one out at this time expect a few people passing through and the exceptional smoker/dog walker. Still a few cars driving through. A guy is spraying hairspray in his hair at his scooter.

Seated: 08:52-09:10

Fieldnotes:

Only a few buildings/balconies have morning sun and are not

being used.

The woman with the child is going away from the building. The sun has come out within the last hour.

Diary:

The noise from seagulls is very loud, this might be because that all the surfaces are "hard". The number of cars going around the whole site is a lot. They are aloud to drive at all places except the (private) and semi-private recreational spaces. It feels like the area is made for the cars more than the people, since most of the space is bricks and the few green spots are not to be seated on.

Fieldnotes:

A woman is waiting in front of FUMO and is standing.

Diary:

This could be because the wooden benches are still a bit wet. They are also filled with green and black stuff, and are in a state of early decay. People could be worried of staining their clothes.

Fieldnotes:

A blind person is led by a man through the site and do not follow the blind markings on the ground. It is also visible that the markings are obstructed by a bike and other objects.

Walk: 11:30-11:42

Throughout the walk there was not significant activity except the first person using their balcony, a young woman, red in the head, with what looked like running clothes on. Also a few people talking and smoking.

Seated: 11:42-12:00**Fieldnotes:**

When arriving back at the square a person was standing at the wooden structure smoking, and a woman eating, while sitting in the clouded sun, around 15 people are standing in several groups outside the main entrance of HF, while even more people come and go from the main door.

Diary:

The weather has lightened

up, and you can start feeling the heat from the sun shining through a cloudy sky. You would think more people would use the outside seating, but it is probably still too cold to be comfortable. People are mostly outside to smoke or talking to someone who does.

Fieldnotes:

A young woman comes out of the gymnasium and instantly says "dejligt vejr" (nice weather) to her friends while they walk through the site towards south-east.

Diary:

When hit by the sparse sunlight it feels comfortable, and you would want to sit in it, until it because too cold.

Fieldnotes:

More than a few comes and goes from HF without jacket.

Diary:

Many people seem to go the same way towards Kennedy, maybe to grab something to eat.

Fieldnotes:

A car has driven up, keeping its motor running, while waiting, and other cars manoeuvre behind it towards the HF parking spots. A few minutes has passed before the car drives to the side, turns off and a middle-aged man steps out, sits down on the wooden L-bench and lights up a smoke.

Walk: 12:00-12:12

Nothing really changed since last walk except a boy and a girl sitting on the southern most stairs, to a bike basement, rolling a joint.

Seated: 12:12-12:30**Fieldnotes:**

Two young girls sitting on the L-bench talking. One saying "man kan håbe det bliver lidt bedre når der kommer farve på træerne" (i hope it becomes better when the trees become green), the other agrees. They walk back to HF again.

Two girls sit next to us on the bench, they sit in silence with earpods in, one lays down on the bench.

Diary:

It is clearly being used to some extent. But i wounder if it would be used more if (re)activated.

Fieldnotes:

The car from before is still parked at the same spot, and two more cars drive into the site. A group of people talk and laugh while walking past us, the girl in the center holding a bucket of flowers.

A group of girls dancing in front of their phone, at HF entrance.

Diary:

From the look of it I would assume it to be a TikTok dance.

Fieldnotes:

The silent girls say, after 10 min, "Jeg ved ikke hvor meget tid vi har tilbage" (I dont know how much time we have left), While they walk off in the opposite direction (east)

Walk: 12:30-12:43

Most of the site was empty, except from a group of young people accompanied by an elderly lady, standing in a circle on the football field with an empty white frame in each of their

hands, and some people talking outside the driving academy.

Seated: 12:43-13:00

Fieldnotes:

A few people are walking through the site, but not entering/leaving HF.

A large Danskefragtmænd truck drivethrough the eastern end of the square.

Diary:

The site seems very effected by the schools, if it weren't for them I am doubtful that there would be much life.

Walk: 15:20-15:31

Nothing much happening except people walking their dogs and a few people walking/biking.

Seated: 15:31-15:50

Fieldnotes:

Two young girls are sitting under half cover at HF eating snacks and chatting, they are the only people on site who are outside staying.

Diary:

This might be because the weather is suboptimal, and

therefore you would rather be sheltered even though it is darker in there. I would probably do the same, since the square is very open and exposed.

Fieldnotes:

No people have walk through the site in 2 min now, except a young guy walking out of HF in a slow pace.

Diary:

It might be that HF already went home earlier, resulting in a significant drop in people. People have no reason to stay, especially today with "bad" weather.

Walk: 15:50-16:03

We saw only a few people, nothing more.

Seated: 16:03-16:20

Fieldnotes:

The two girls are still sitting at the same spot. A car has arrived, waiting still lights turned on. People still walking through the site, mainly from west to east parallel to the northern road. A woman gets into the car, and it turns in front of HF, drives away.

17/03-2026

Rusad

Walk: 07:40-07:54 (4 degrees)

Many students walking to the schools (fast)
Many students are using bicycles
Some of the people sitting in semi-private courtyards
No people on the balconies, but some people on the corridors
Some students are smoking outside the school

Seated: 07:54-08:10

Fieldnotes:

Many cars dropping students off
Some students are coming in groups
Most of the students are 20-30 years old
There are also a few older people
Most people are gathering in front of the school doors

Diary:

Weather is still cold
Little noise because of the cars
Cars are creating problems for the people walking
Everyone is walking the shortest distance (avoiding the void)
No use of the L-Bench as everyone is in a bit of a hurry

Walk: 08:10-08:24 (4 degrees)

Less people compared to previous walk
Students were sitting between buildings
No people in the courtyards
There are still cars here
Less bikers compared to previous walk
Still no people on the green area (east)
One person was sitting outside the school (south side)
No gathering outside
No people on the balconies
There is sunlight on the green area

Seated: 08:24-08:40

Fieldnotes:

Still no one using the L-Bench

Diary:

Still no sunlight and still chill
Less noise compared to previous

Walk: 08:40-08:52 (5 degrees)

Very few people walking
Courtyards are empty
Some people walking with their dog
A guy is cleaning the windows
Less cars inside the site but few beside the green area
No bikes
No people on the Balconies
Some people are waiting outside the buildings where the bench but not sitting
No use of the bench yet

Seated: 08:52-09:10

Fieldnotes:

A cleaner is cleaning inside the restaurant
Many people are smoking outside northern entrance
A van is doing a delivery

Diary:

Weather is still cold, less sunny,

no sun on the northern square
Less noise, only birds

Walk 11:30-11:42 (8 degrees)

Very few people walking outside
No one is sitting on the south entrance
No people are using the courtyards
One person is using their balcony
Less Cars

Seated: 11:42-12:00

Fieldnotes:

A lady is walking her dog
Some bikers are driving by
One person is sitting on the bench
Many people are gathering outside the northern entrance
A food delivery is riding a scooter
Still no use of the middle part of the square

Diary:

Sunny weather, half sunlight,
little wind
Less noise

Walk 12:00-12:12 (9 degrees)

Very few people walking
No people sitting at the south

entrance
No people using the courtyards
No people on their balconies
Very less cars
Smoking weed under the stairs

Seated: 12:12-12:30

Fieldnotes:

Many people coming outside from north entrance
Some people sitting on the bench in front of north entrance
3 TikTokers

Diary:

Good weather, little cold, less wind
No noise
Few Birds

Walk 12:30-12:43 (9 degrees)

A little bit more people than previous walk
Empty courtyards
No people sitting at the southern entrance
No people in front of front entrance
Some people on the football field
Some people standing in front of the driving school

Seated:12:43-13:00

Fieldnotes:

Very few cars are inside the site, but more between the park and buildings (east)
One big truck
Few Customers inside the restaurant
No one is sitting at the restaurant outside

Diary:

Good weather, the wind, sunny
Medium noise
Unloading goods at the restaurant from a truck

Walk 15:20-15:31 (10 degrees)

Less people walking
Courtyards are still empty
No people sitting at the southern entrance of HF
Very few cars
No people standing on the northern entrance of HF
No bikers
No people on the Balconies

Seated: 15:31-15:50

Fieldnotes:

Very empty
No customers in the restaurant
Few Pickup trucks

Diary:

Cloudy, less wind, not much sunlight
No Noise

Walk 15:50-16:03 (10 degrees)

Less people walking
Courtyards are still empty
No people sitting on the southern entrance
No cars
No bikers
No people on the balcony

Seated: 16:03-16:20

Fieldnotes:

One lady walking with her kid and dog
No people standing on the northern entrance
No customers in the restaurant

Diary:

Windy, no sun, cloudy
No noise

07/04-2026



07/04-2026

Rusad

Courtyards are empty
No people on the balcony
Few customers inside the restaurant
Some students are in driving class
Some athletes are training in the parking building

Walk: 20:30-20:43 (7 degrees)

Very less people
Some cars besides the green area (east)
People are walking
Courtyards are empty
No people on the balcony
Few customers inside the restaurant
Some students are in driving class
Some athletes are training in the parking building

Seated: 21:13-21:30

Diary:
0 noise
No birds whistling
Enough light everywhere

Seated: 20:43-21:00

Diary:
0 noise
Few birds whistling
Enough light everywhere

Walk: 21:00-21:13

Almost no people
1-2 cars besides the green areas
People are walking

08/04-2026



08/04-2026

Rusad

Walk: 15:00-15:13 (12 degrees)

Very less people

Some service truck

Some cars besides the green areas

People are walking

Courtyards are empty

No people on the balcony

Chefs are sitting on the restaurant balcony

Students are inside the class

3 boys are playing football

2 people on the L-Bench

Seated: 15:13-15:30

Diary:

No wind

Less noise

Walk: 15:30-15:42 (12 degrees)

Very less people

Many children

Some service truck

Some cars besides the green

areas

People are walking

Courtyards are empty

No people on the balcony

Chefs are sitting on the restaurant balcony

Students are inside the class

2 people on the wooden bench

4 boys are playing football

Seated: 15:42-16:00

Diary:

No wind

Less noise

Questionnaire

These are the questions taken straight from Google Forms, showing the full extent of the questions asked. Only the most relevant questions have been highlighted in the report, and therefore the rest has been presented here.

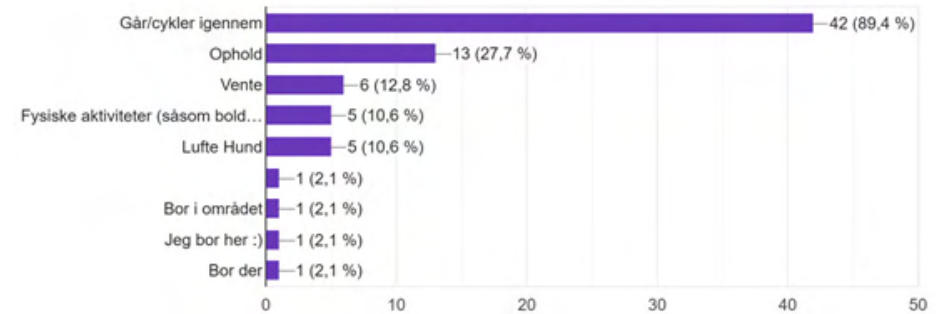
There are a few biases. For example, in the question “What could make you stay longer in the area?” there had been given four pre-made answers and then the participant could press “other” and write one themselves. In this exact example, only six participants chose to write an answer themselves. This could suggest that people just picked from the four possibilities which they seemed most likely to agree with and then moved on. It could also be because they were satisfied with the answers they could pick and therefore didn't feel the

need to write a new answer.

Some of the questions have not been highlighted in the report, as we later came to realize that some of our questions were not as relevant as they seemed at the point of creating the questionnaire.

Til hvilke formål bruger du området?

47 svar



På hvilke tidspunkter af døgnet opholder du området?

47 svar

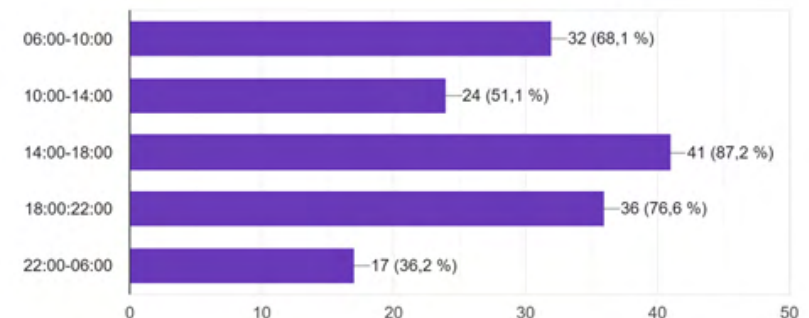
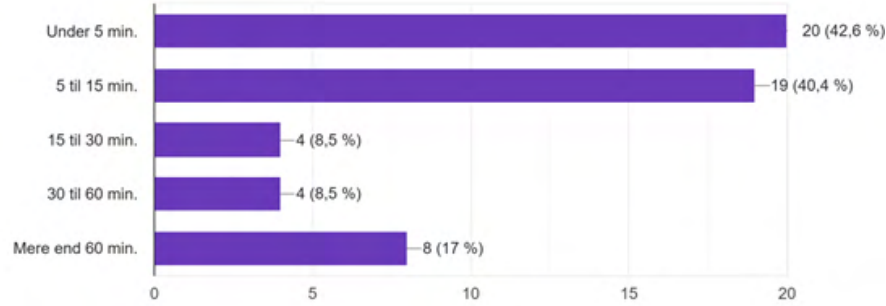


Fig. 64

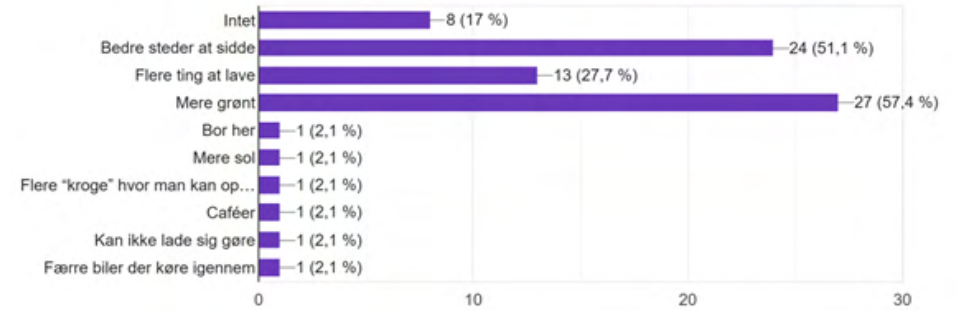
Hvor lang tid opholder du dig i området?

47 svar



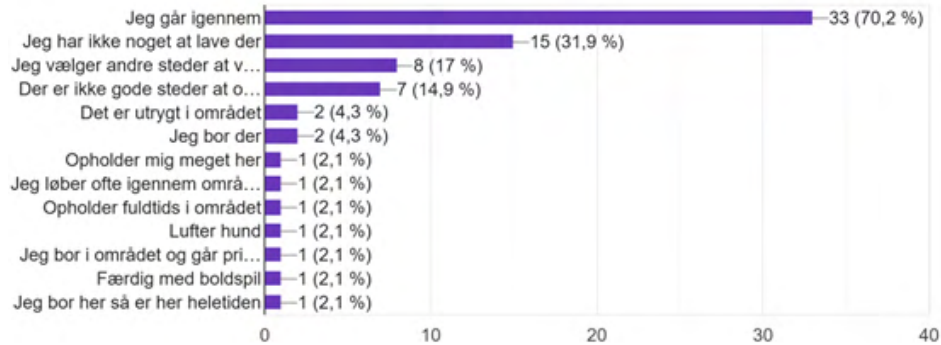
Hvad kunne få dig til at blive længere tid i området?

47 svar



Hvorfor opholder du dig ikke l ngere tid i området?

47 svar



Hvad er din relation til omr det?

47 svar

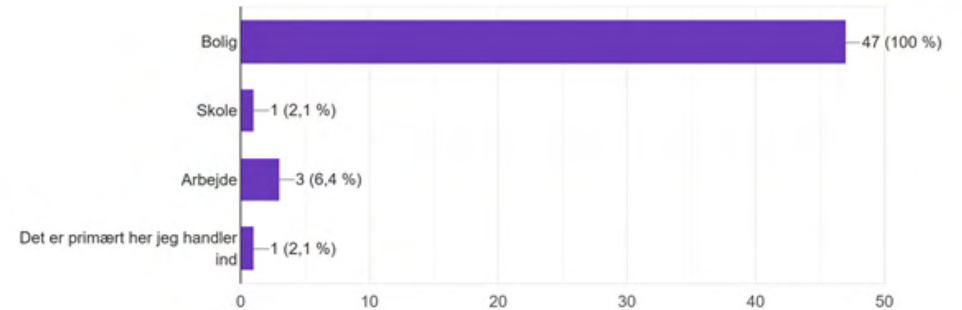


Fig. 65

Fig. 66