



Motorvejen ved Albertslund. Foto Dennis Lund

LANDSKAB 2 2018

Ansv. redaktør

Annemarie Lund, landskabsarkitekt MDL
Akademisk Arkitektforening,
Åbenrå 34
1124 København K
Telefon +45 26 21 06 33
landskab@landskabsarkitekter.dk

Redaktionsudvalg

Jacob Fischer (fmd.), Steen Bisgaard, Philip Dahlerup Christensen, Ulrik Kuggas,
Liv Oustrup, Lulu Salto Stephensen, Anne Dahl Refshauge (suppleant).
Nordisk repræsentation: Malin Blomqvist, Finland; Ulla R. Pedersen, Island;
Ingebjørg Finnebråten og Anne Tibballs, Norge; Sabina Richter, Sverige

Korrektur

Tilde Tvedt

Oversættelse

Pete Avondoglio

Annoncer

DG Media as, Havneholmen 33, DK-1561 København V
Casper Sindet Jacobsen. Telefon: +45 33 70 76 38, +45 29 25 04 07
casper.j@dgmedia.dk
Lars Schau Nielsen. Telefon +45 33 70 76 65, +45 26 27 54 75
lars.n@dgmedia.dk
www.dgmedia.dk

Abonnementspriser 2018

I Danmark 1.052,50 kr. inkl. moms og forsendelse.
Norden, Grønland og Europa 1.117,50 kr. inkl. moms og forsendelse.
Norge er undtaget moms, denne fratrækkes
Øvrige udland 1.050,00 kr. inkl. forsendelse.
Løssalg 141,25 kr. inkl. moms, ekskl. porto
Landskab udkommer 8 gange om året

Abonnement

Receptionen, Akademisk Arkitektforening
Telefon: +45 30 85 90 00
reception@arkitektforeningen.dk

Udgiver

LANDSKAB udgives af Danske Landskabsarkitekter, DL,
Peter Bangs Vej 30, DK-2000 Frederiksberg. Telefon +45 33 32 23 54
www.landskabsarkitekter.dk
i samarbejde med Akademisk Arkitektforening

Reproduktion og tryk

Stibo Graphic A/S, Saturnvej 65, 8700 Horsens
Medlem af Danske Specialmedier
ISSN 0023-8066

Forside

Nordhavnsvej. Foto Heidi Daggry, Schönherr

45 Når motorvejen skal tegnes

Annemarie Lund

46 Skal vejen være lang eller bred? – Refleksioner over konferencen om 'motorveje i landskabet' – og et bud på fremtiden

Dennis Lund

52 Hvem pynter motorvejen?

Søren Ryge Petersen

55 Veje i landskabet – vejens landskab

Susanne R. Grunkin

58 Nordhavnsvej

Schönherr

64 Bogomtale

Göran Lindberg om Parkstaden – Stockholms landskap och stadens rum
Lone van Deurs om Havebyen – havebyer i Danmark, England og
Tyskland før, nu – og i fremtiden?

67 In memoriam, Gustaaf Rudolf van Ooy

Charlotte Skibsted og Lodewijk Wiegersma

68 Summary

Pete Avondoglio

Notestof A14, A18, A20, A23, A24

NÅR MOTORVEJEN SKAL TEGNES

Annemarie Lund

Danske Landskabsarkitekter og Dansk Byplanlaboratorium havde i januar arrangeret en konference om motorveje for fagfolk. I dette nummer bringes et par af indlæggene, helt eller delvist og krydret med forelæsernes refleksioner over og udenom emnet samt et opsamlende referat.

Dennis Lund opridser først kort den smukke del af motorvejsplanlægningens historie med highlights – fagets glansbilleder kalder han det – fra landskabsarkitekter som C.Th. Sørensen, Ole Nørgård, Jørgen og Inge Vesterholt, Jørn Palle Schmidt, Møller og Grønberg. Han kontrasterer det med den måde, som udvidelsen af Helsingørmotorvejen er blevet gennemført på – tværs gennem fredede arealer – og på dagen beskrevet af Axel Bredsdorff. Også andre nyere motorvejsanlæg, eksempelvis Ring 3 omkring København er alle tydeligvis klemte, langt mere teknificerede og næsten uden traditionelt landskab omkring sig, fremhæver Dennis Lund.

Dennis Lunds konklusion på, hvorfor det i vor tid går sådan, er (ganske nedslående): ”For en planlægger, der har fulgt landets udvikling i årtier, er svaret ligetil: Efter murens fald i 1989 slap den ene regering efter den anden de frie kræfter løs. Med den blev dialogen blot haleslæng til den vildfarende udvikling. Først blev den regionale planlægning demonteret. Det var i 1992. Siden fulgte en langsom udskridning af hele landsplanlægningen, en plankategori som i dag er helt uden betydning. Regionplanlægningen fik dødsstødet i 2005, hvorefter al planstyring ligger i kommunen og de snævre interesser her. Men det skulle vel betyde, at de lokale interesser kommer i højsædet. Jo, men kun de sager som ikke angår de store beslutninger. Alle de overordnede infrastrukturer, brobygning, motorveje, togdrift, lufthavne, telesystemer og energinet træffes som enkeltbeslutninger i Folketinget, dvs. som anlægslove og bevillinger på finansloven. Det har intet med en sammenfattende planlægning at gøre.”

Dennis Lund, der sammenligner Danmark med Holland, som på ca. samme landeareal har tre gange så stor en befolkning og dobbelt så stort et motorvejsnet, konkluderer, at ”med et betragteligt lavere indbyggertal og et mere rationelt bymønster i Danmark burde selv en større biltæthed i fremtiden *mere* tale for en række vejudvidelser end for betydelige nyanlæg i det åbne land.”

I den mere optimistiske afdeling er Søren Ryge Petersen begejstrede beskrivelse af sin køreoplevelse på den nye motorvej igennem Silkeborg – med broer, støjskærme og belysning.

Susanne R. Grunkin refererer hele konferencen *Vej i landskabet – Vejens landskab* med en kort opsummering af alle dagens indlæg – fra Torben Dam, Tom Nielsen, Ulla Egebjerg, Axel Bredsdorff, Peer M. Reesen og Dennis Lund. Susanne R. Grunkin takker DL's Tænketank og her især landskabsarkitekterne Torben Dam og Sonja Poll, som har løftet temaet frem, og sidst i artiklen kan Torben Dams fem opsummerende punkter for veje i landskabet læses.

Hertil kommer Schönherr's præsentation af Nordhavnsvejen, et kompliceret stykke vejdelta ved Lyngbyvejens indføring i København mod øst til Svanemøllehavnen.

AL

SUMMARY

"Should the road be long or wide? p. 46

Dennis Lund

"Should the road be long or wide" is one of the questions one can ask about the future of the highway net in Denmark. This can be interpreted as if the highways should be lengthened with more branches and thereby reaching out to all corners of the country, or if one should, to a greater degree, increase the existing capacity by road widening in the great "H", which is still the spine of the highway net.

This question is addressed in the article by the author who advanced it recently at a highway conference in Copenhagen, a conference sponsored by the Association of Danish Landscape Architects in collaboration with the Danish Town Planning Institute.

The article draws the conclusion on the basis of a comparison between the highway nets in Holland and Denmark, a conclusion, which leads to the advantage of increased capacity of the existing roads instead of more roads in the future.

The question is an important one as it focuses on the problem, which both landscape architects and highway engineers must deal with in future road projects. There is a considerable difference between lengthening a road on virginal land and widening an existing road, perhaps even in an urban context. They are completely different tasks.

In general landscape architects at the conference were not especially enthusiastic about the way one in recent years has dealt with new highway projects – damaging the surrounding landscape. Several of the other speakers showed examples of this and also pointed out how landscape treatment was more considerate in the infancy of the highway nets, which a number of the article's photos substantiate.

As a supplement to the great highway net, one could perhaps establish a traffic distribution by transferring some of the highway loads to the existing major roads by widening these in some areas while expropriating some of the roadside houses, which today almost lie half way out on the road as the result of continuous expansions. Clean up! And make the interplay between road, buildings and landscape more acceptable.

Who decorates the highway? p. 50

Søren Ryge Petersen

I am wild about the new highway running through Silkeborg, which opened last spring. The four minute long ride is a great and gratifying experience. The bridges and noise barriers are designed in a way that we have not before seen in Denmark. Planning and building a highway is a gigantic effort, which involves countless people at all thinkable levels. There are lots of engineers, but also landscape architects, and Preben Skaarup was the kingpin behind it all.

Bridges are a chapter in themselves. Along the seven kilometers through Silkeborg, there are 15 bridges, one larger than the next, and the most important of them all is the bridge across the Gudenå River.

The final grand surprise, which was first revealed when I drove through Silkeborg at night. The 4-5 bridges just after each other are equipped with quite ordinary railings. But think, they glowed in the dark in the finest patterns! They were perforated and lit from behind.

Nordhavnsvej, p. 56

Schönherr

December 17, 2017 the highway connection between Helsingør highway and Svanevænget by Nordhavn Station opened. This traffic connection is one of the largest infrastructure projects in many years, and will on a daily basis relieve the road net in Copenhagen's Østerbro quarter by diverting thousands of cars around Østerbrogade.

At the same time, Nordhavnsvej is the first stage in a project that in time will connect Copenhagen's new city quarter, Nordhavn, with the highway net. In the long term, the goal is to continue Nordhavnsvej toward east around the city all the way out to the highway to Copenhagen Airport in Kastrup.

Nordhavnsvej is ca. 1.7 km long and consists of:

- A west oriented interchange with the Helsingør highway
- A ca. 800 m long open stretch of road
- A ca. 900 m long tunnel
- An east oriented interchange with Strandvænget at Svanemølle harbor

- A preparation for the future Nordhavn tunnel, now as a blind tunnel end

The road tunnel that leads Nordhavnsvej under the railway, is established as a cut & cover concrete tunnel and has two tunnel tubes, each with two 3.5 m wide lanes and two 1 m wide shoulders.

Schönherr were the landscape architects for the entire project from start to end and thus have been responsible for:

- Design-input for the building works, i.e., bridges, retaining walls, abutments, the tunnel ramp (between the tunnel and open road) and the design of the daylight screens at the ends of the tunnel.

- Design-input for the fixtures, i.e., noise barriers, lighting standards, sign gantries and railings. In addition, input for the choice of traffic dividers and other standard equipment on the adjoining roads and areas that were influenced by the project.

- Planning of all landscaping, adjoining areas and public spaces.

In the work with the road's design, a main concern was to create a coherent experience in the extremely complex traffic space that already existed. At Ryparken station, both the highway, S-train, bicycle paths, bus traffic and pedestrians are combined in a transport delta, which Nordhavnsvej connects with.

The solution was a unifying vision focused on the narrative of speed: The elegant bridge that swings up and over Helsingør Highway appears as light as paper, with the road itself being visually held in place by the distinctive lighting fixtures that bend in over the motorists and lead them along the path – and finally the tunnel's daylight screens have a sculptural quality that is a discreet echo of the early modernism's form language. All the transitions between the different sections: bridge, road and tunnel are resolved in a coherent form and material language.

A well-thought-out landscaping plan both facilitates and emphasizes nature's role as a supplement and interlocutor with Copenhagen's most recent stretch of highway.

Pete Avondoglio