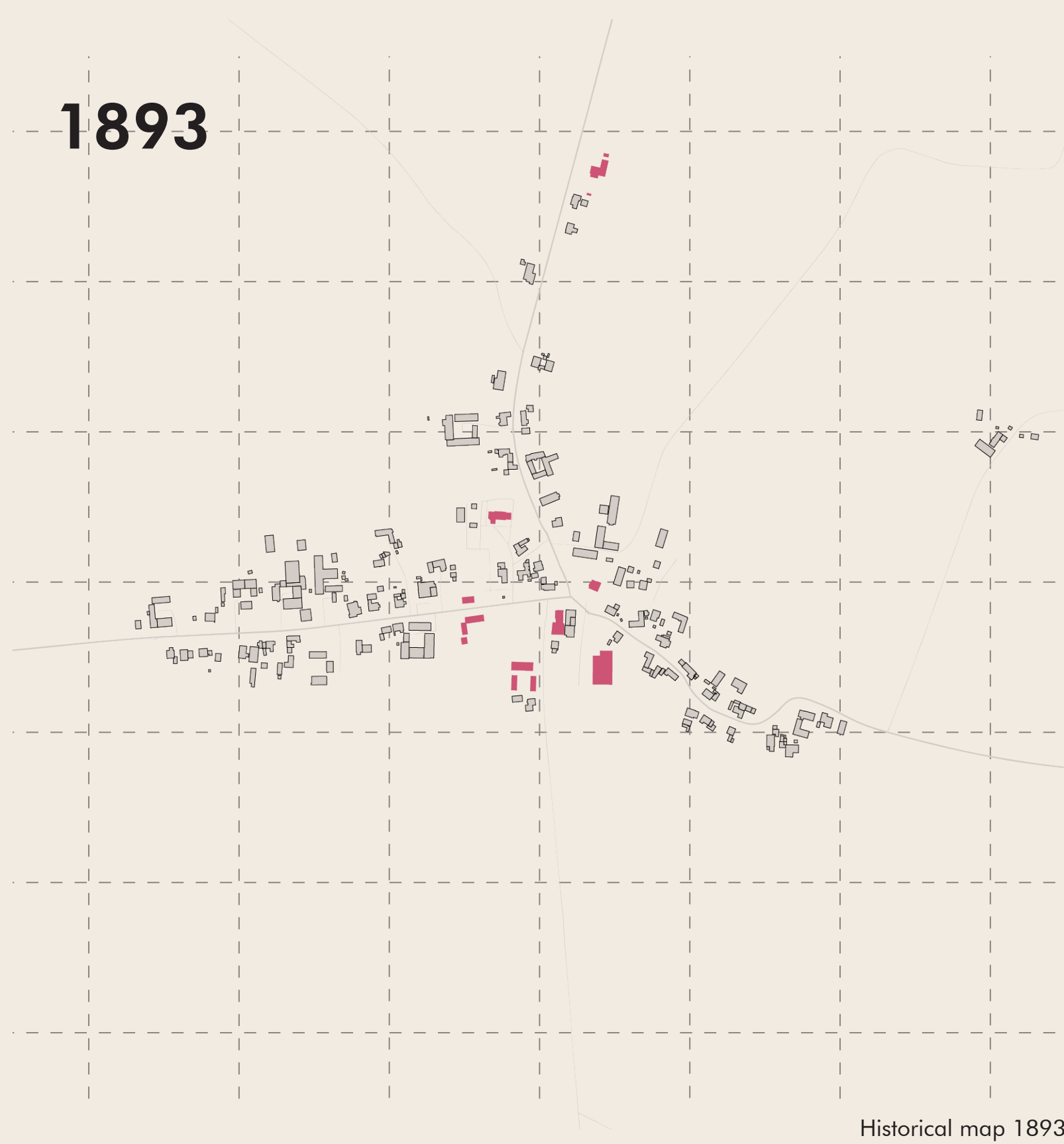


# BRYLLE OF TODAY

THE DEVELOPMENT OF TIME

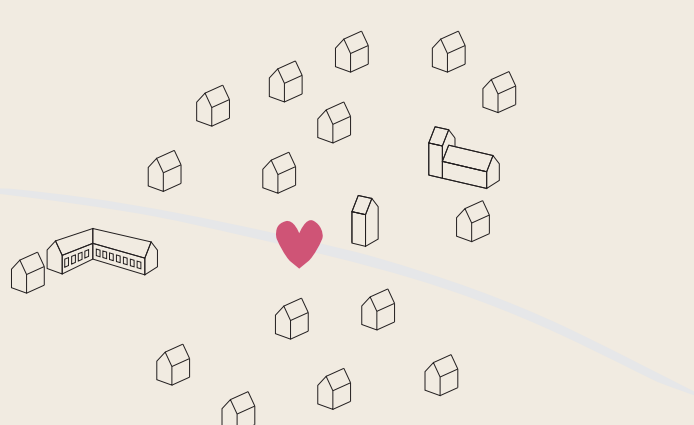
1893



Historical map 1893

## PAST

Ryttergade as the main road through Brylle plays an important role. In the old days, the road provided opportunities for the village and its future. The church was located where the main road was defined, and the village has since then grown around and in relation to the road.



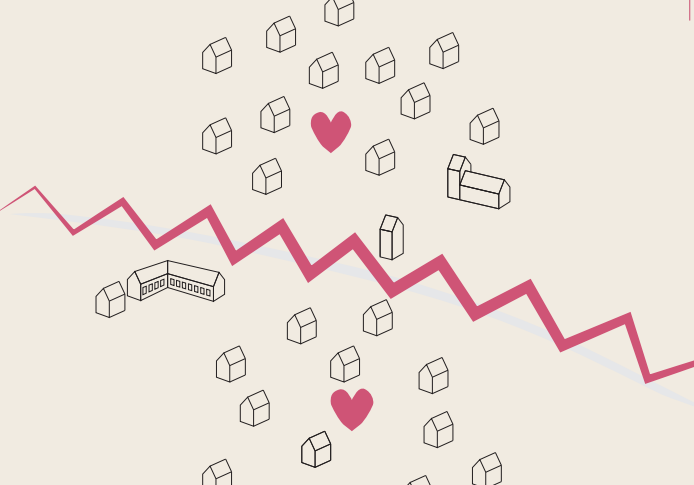
2022



Zones 1:10.000

## PRESENT

At a certain point, when the village had reached a certain size and the use of cars long since had become an everyday mode of transport, the character of Ryttergade changed. Today, it can be described as a barrier that divides the city into two separate parts, rather than something that provides growth and opportunities for the whole of the village.



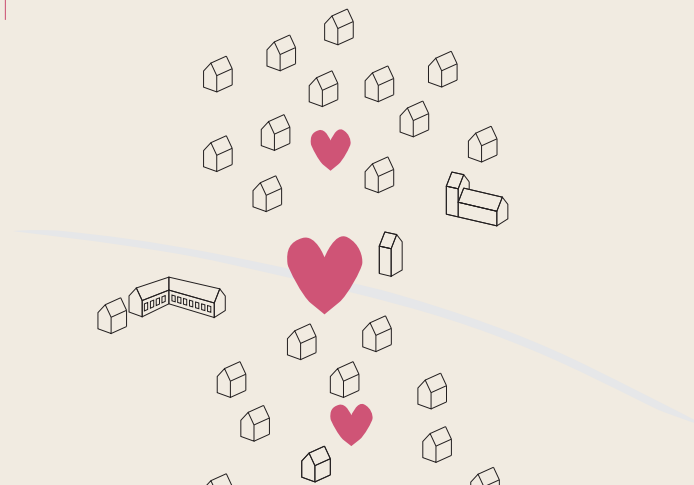
## FUTURE DEVELOPMENT?



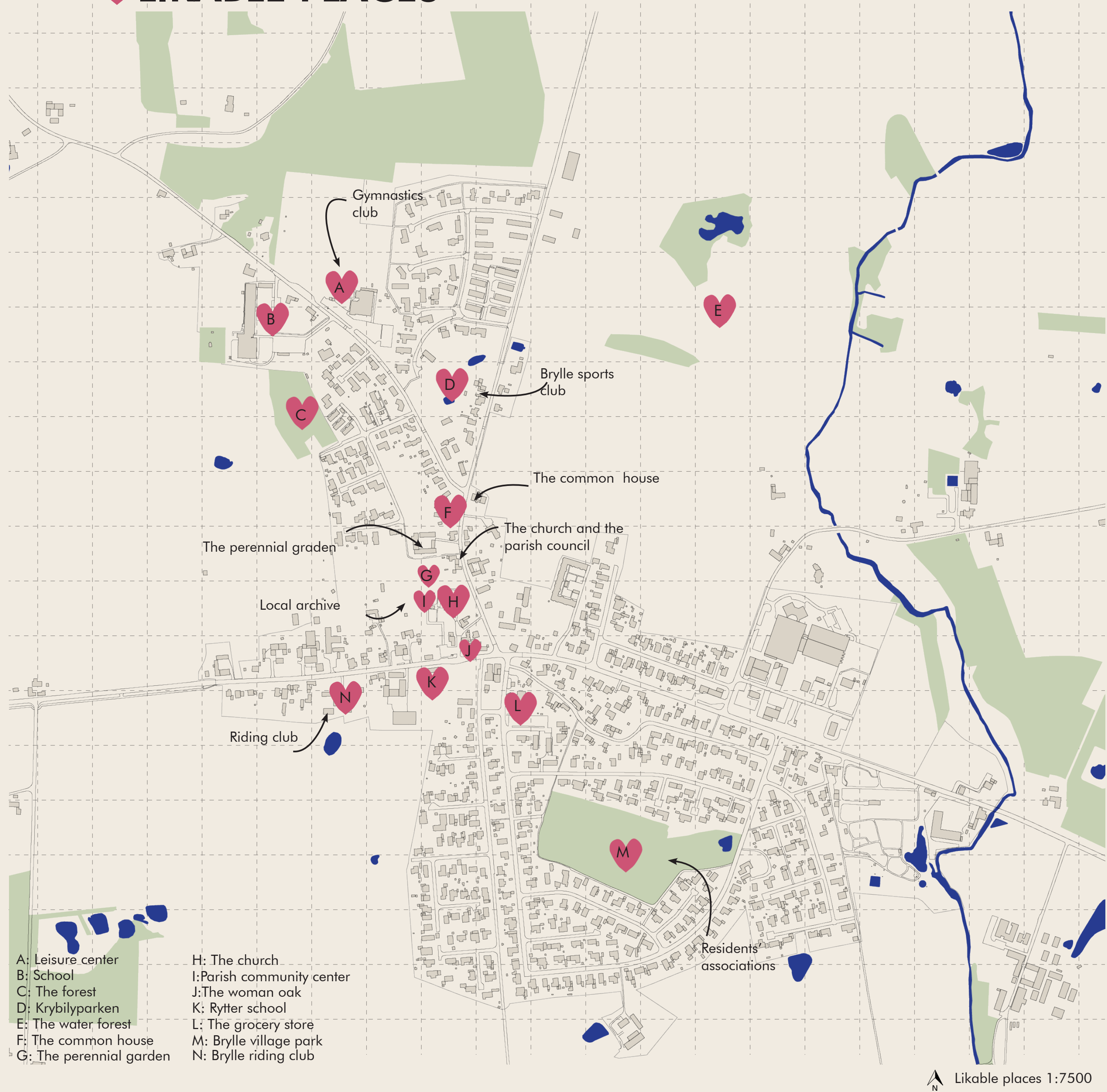
Future development 2022 1:10.000

## FUTURE?

It is therefore assessed as an opportunity to work with Ryttergade and change its current character in combination with designing a new mobility hub by the current bus stops along Ryttergade that make up the mobility hub of today.



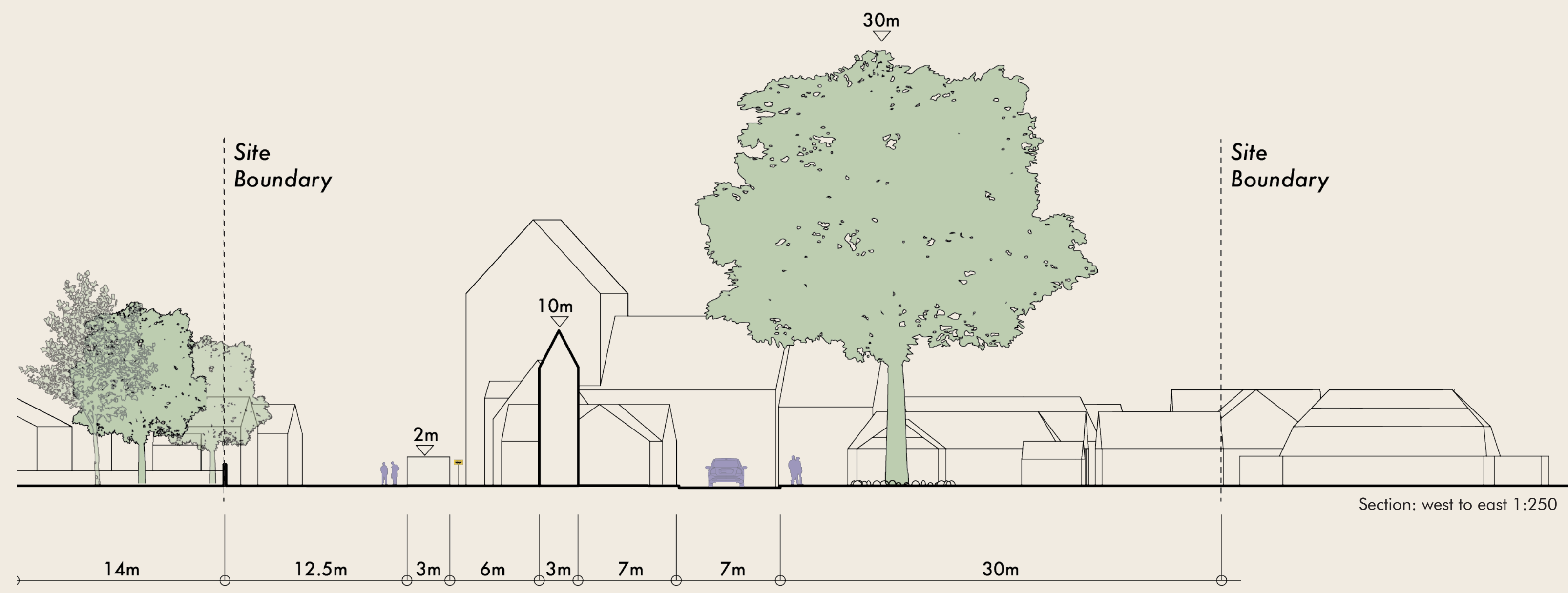
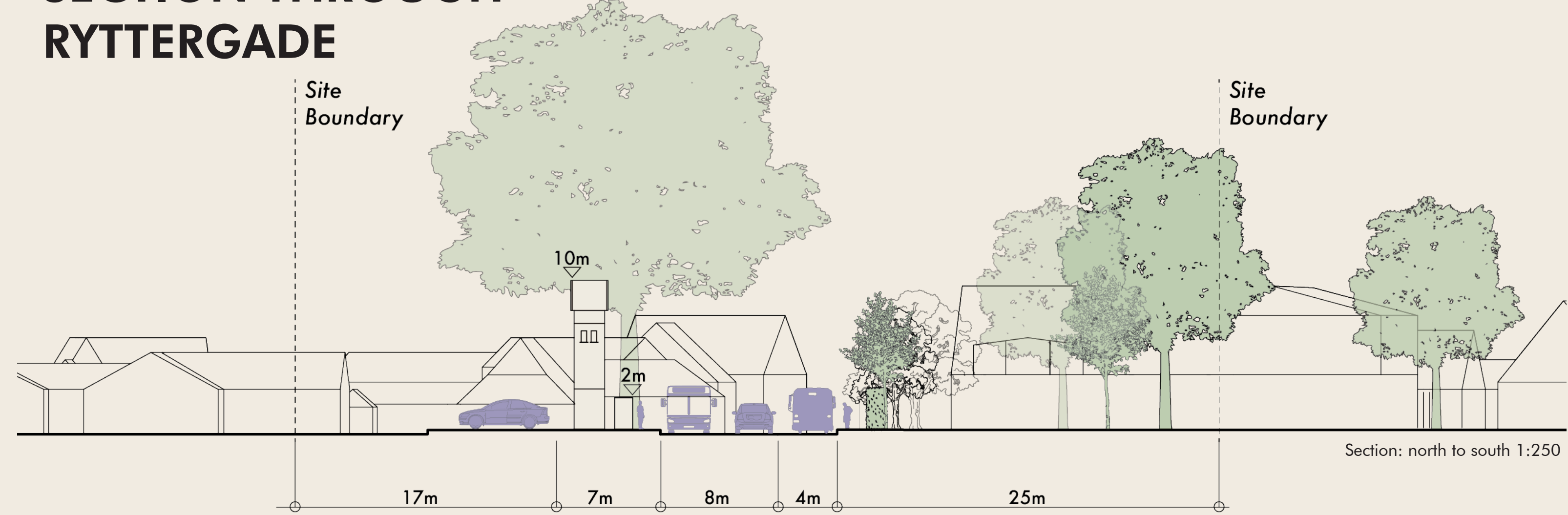
## LIKABLE PLACES



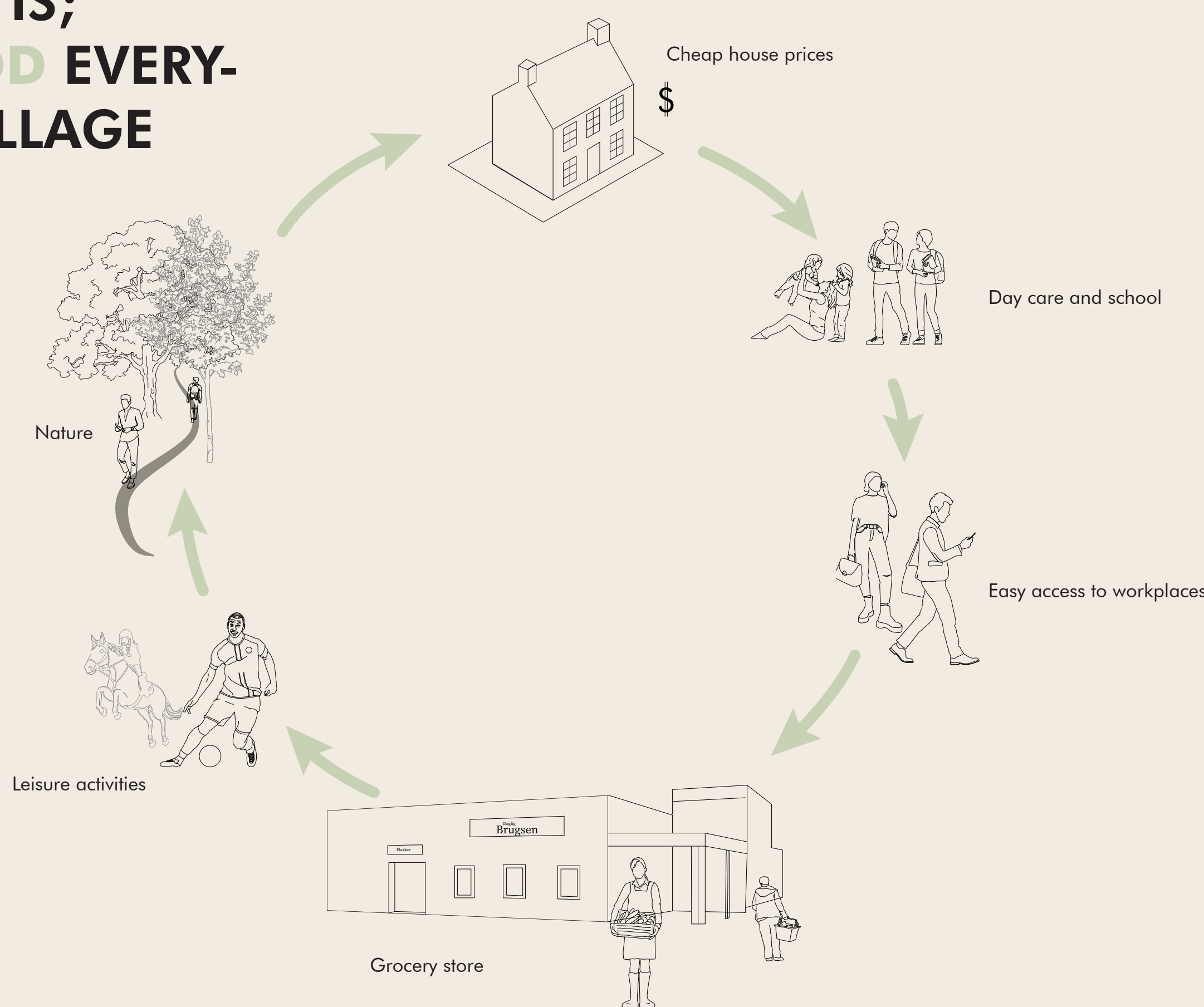
- A: Leisure center
- B: School
- C: The forest
- D: Krybilliparken
- E: The water forest
- F: The common house
- G: The perennial garden
- H: The church
- I: Parish community center
- J: The woman oak
- K: Rytter school
- L: The grocery store
- M: Brylle village park
- N: Brylle riding club

Likable places 1:7500

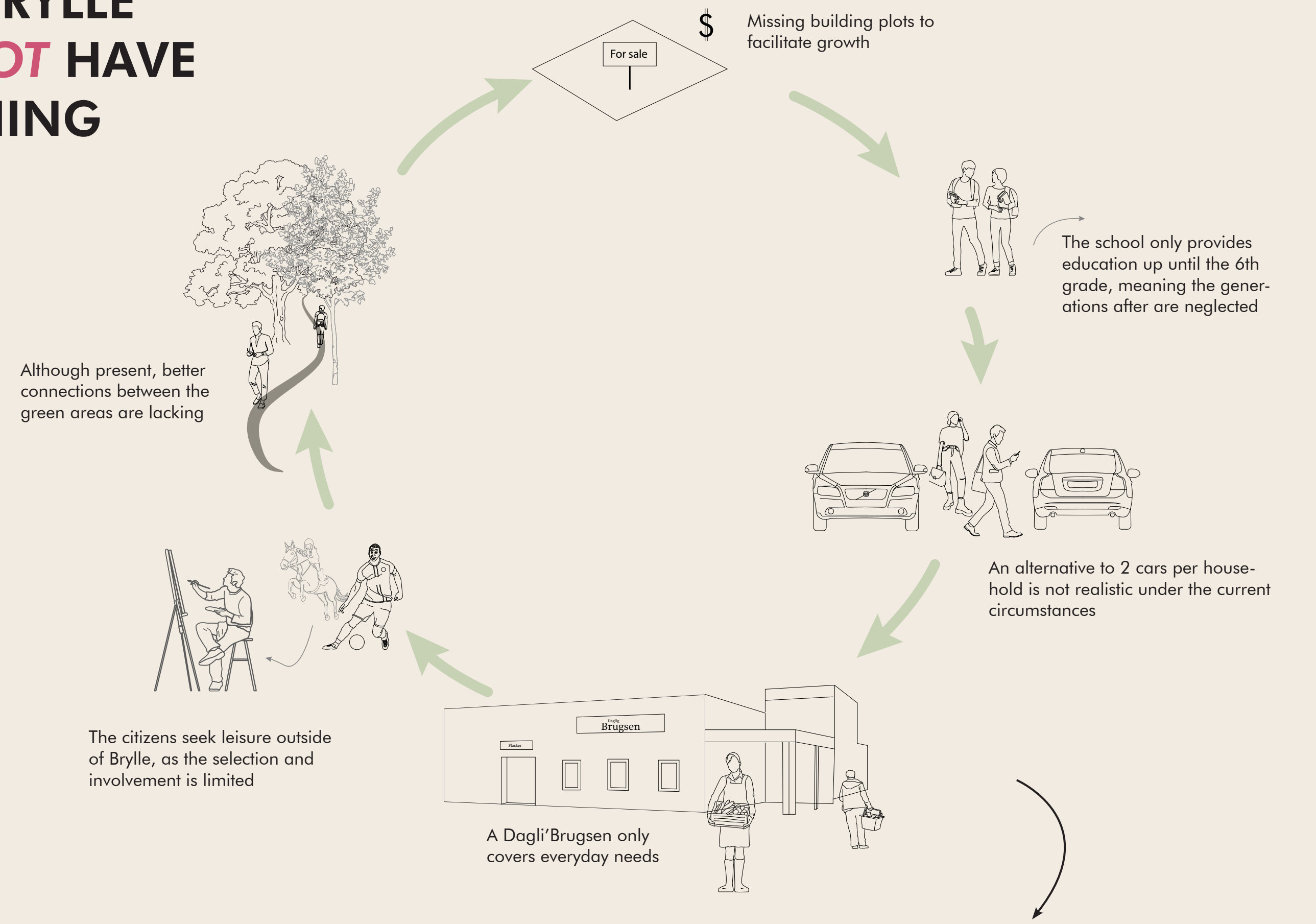
## SECTION THROUGH RYTTERGADE



## BRYLLE IS; A GOOD EVERY-DAY VILLAGE



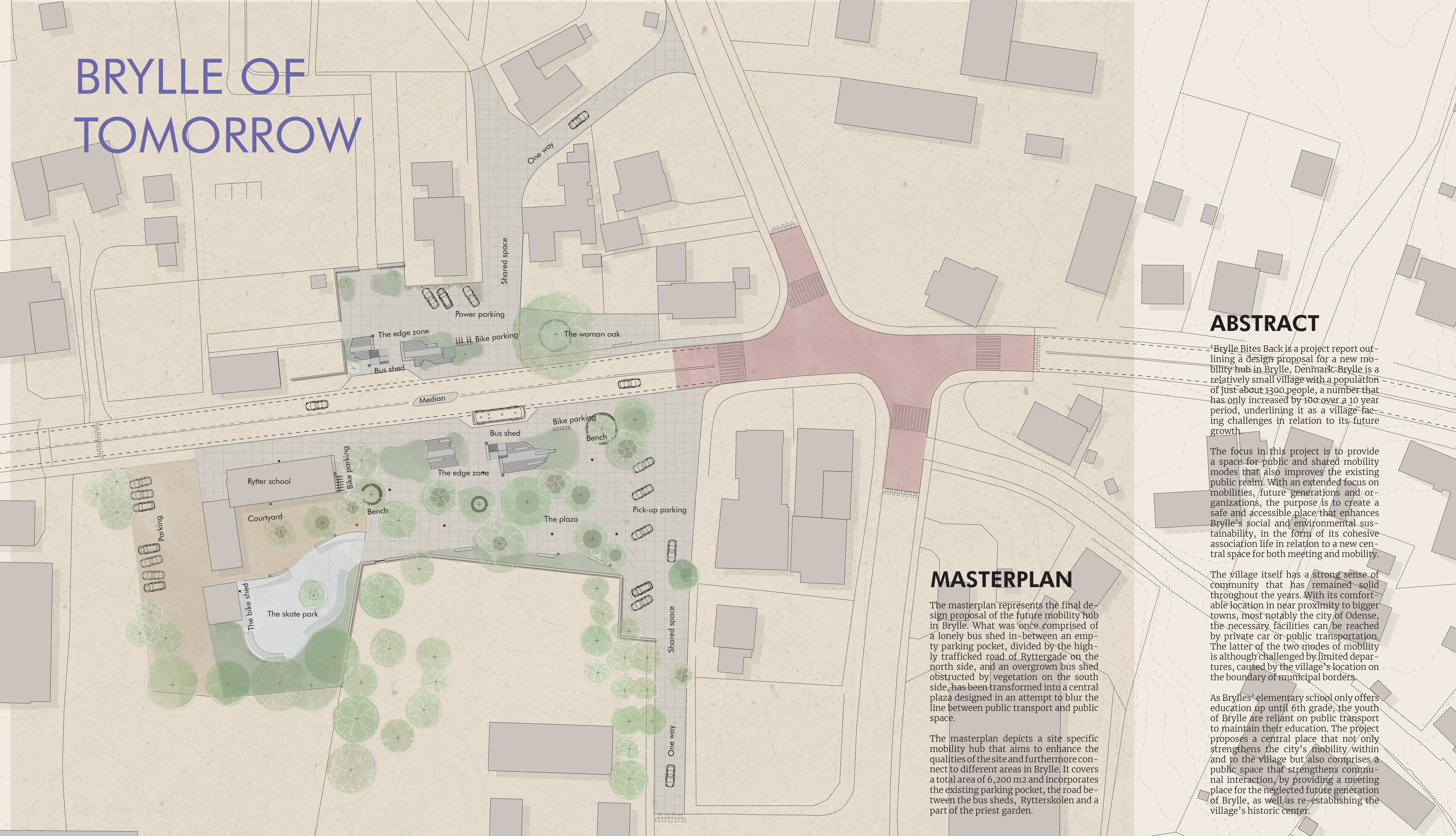
## ... BUT, BRYLLE DOES NOT HAVE EVERYTHING



AND IT SHOULDN'T. BUT IT NEEDS TO GIVE ACCESS TO AND ACKNOWLEDGE WHAT IT CAN'T OFFER BY ITSELF.



# BRYLLE OF TOMORROW



## ABSTRACT

'Brylle Bites Back' is a project report outlining a design proposal for a new mobility hub in Brylle, Denmark. Brylle is a relatively small village with a population of just about 1300 people, a number that has only increased by 100 over a 10 year period, underlining it as a village facing challenges in relation to its future growth.

The focus in this project is to provide a space for public and shared mobility modes that also improves the existing public realm. With an extended focus on mobilities, future generations and organizations, the purpose is to create a safe and accessible place that enhances Brylle's social and environmental sustainability, in the form of its cohesive association life in relation to a new central space for both meeting and mobility.

The village itself has a strong sense of community that has remained solid throughout the years. With its comfortable location in near proximity to bigger towns, most notably the city of Odense, the necessary facilities can be reached by private car or public transportation. The latter of the two modes of mobility is although challenged by limited departures, caused by the village's location on the boundary of municipal borders.

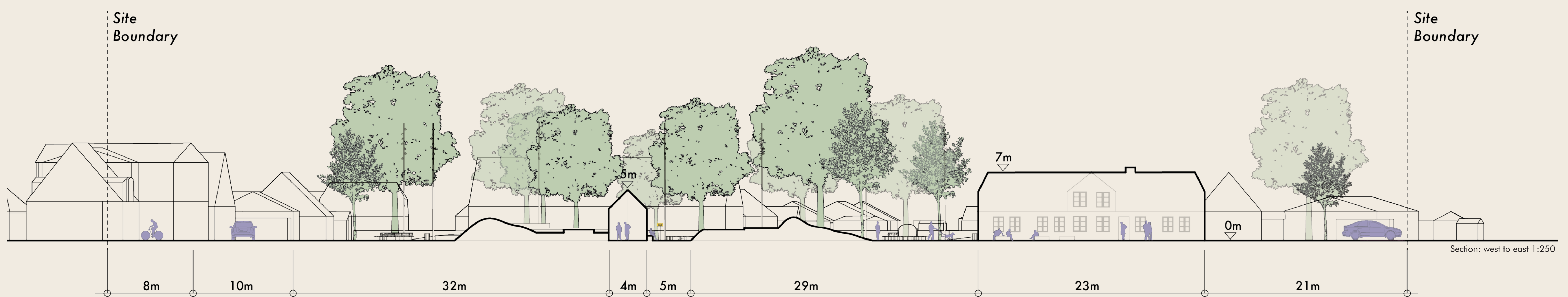
As Brylles' elementary school only offers education up until 6th grade, the youth of Brylle are reliant on public transport to maintain their education. The project proposes a central place that not only strengthens the city's mobility within and to the village but also comprises a public space that strengthens communal interaction, by providing a meeting place for the neglected future generation of Brylle, as well as re-establishing the village's historic center.

## MASTERPLAN

The masterplan represents the final design proposal of the future mobility hub in Brylle. What was once comprised of a lonely bus shed - between an empty parking pocket, divided by the highly trafficked road of Ryttergade on the north side, and an overgrown bus shed obstructed by vegetation on the south side, has been transformed into a central plaza designed in an attempt to blur the line between public transport and public space.

The masterplan depicts a site specific mobility hub that aims to enhance the qualities of the site and furthermore connect to different areas in Brylle. It covers a total area of 6,200 m<sup>2</sup> and incorporates the existing parking pocket, the road between the bus sheds, Rytterskolen and a part of the priest garden.

Masterplan 1:750



## THE PLAZA

**"EVERYONE SHOULD HAVE ACCESS TO A RANGE OF OUTDOOR SPACES AND EXPERIENCES"**  
SIM, D., 2019. SOFT CITY.



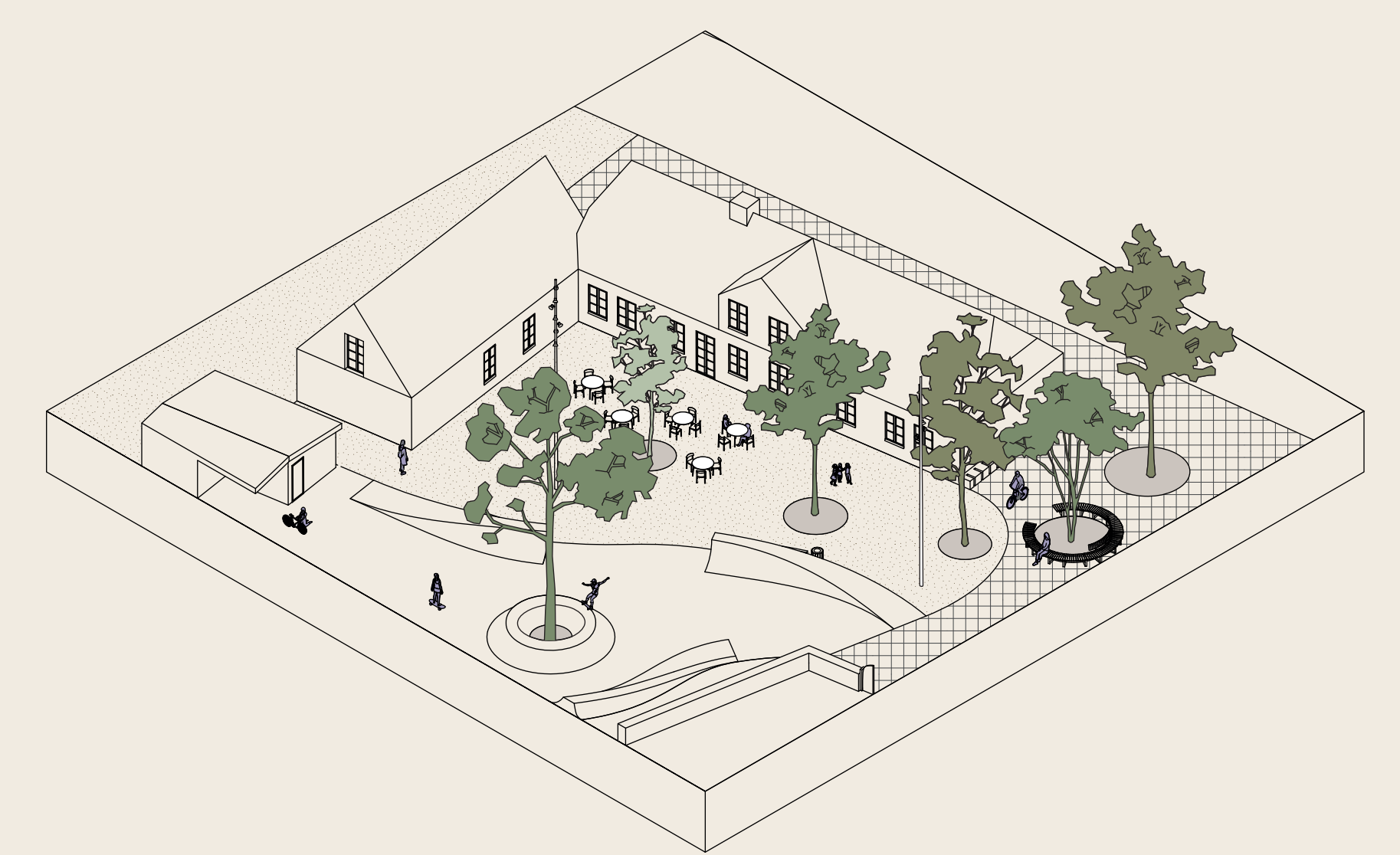
The plaza's primary daily function is a drop-off zone, providing seating to sit and wait as well as pedestrian pathways around the area. The trees were preserved by the plaza, to soften the edge and provide a more human-friendly environment. It is a flexible place, so other activities such as flea markets, collective farm shops or other market arrangements can also be held.

## A NEW AFTER SCHOOL ACTIVITY



The new bike workshop is an activity area that transforms the existing culture houses extension building, which at the moment is not an actively integrated part of Rytterskolen, into a free space for young people to use. The house serves as a workshop area to repair the bikes, fix their skateboard, to meet after the school and spend the time with friends. In addition to this, a newly built skate park has been integrated in continuation of the extension, providing a space for the youth to train their skateboarding, scooter or bike skills, or simply just to play. The idea of the skating ramps drew inspiration from the workshop with the school kids, where the desire of having a place to spend the free time and skate was expressed.

## THE CULTURE HOUSE



Rytterskolen has been turned into a culture house, where the new activities, meeting and events of the villages communities and associations can take place. The building is activated in order to also be able to host local events, defining a central place between the many punctually concentrated associations. Moreover, the courtyard, formerly part of an inaccessible private back side of the house, has been designed in order to enable outdoor use and create a more thorough-going and transparent relation to the plaza.

## COMING FROM SOUTH



Visualization Fredrik Busk, Marie Fogh Christensen & Ugne Noreikiute

## COMING FROM NORTH



Visualization



# BRYLLE IN THE FUTURE

## THE BUS STOP

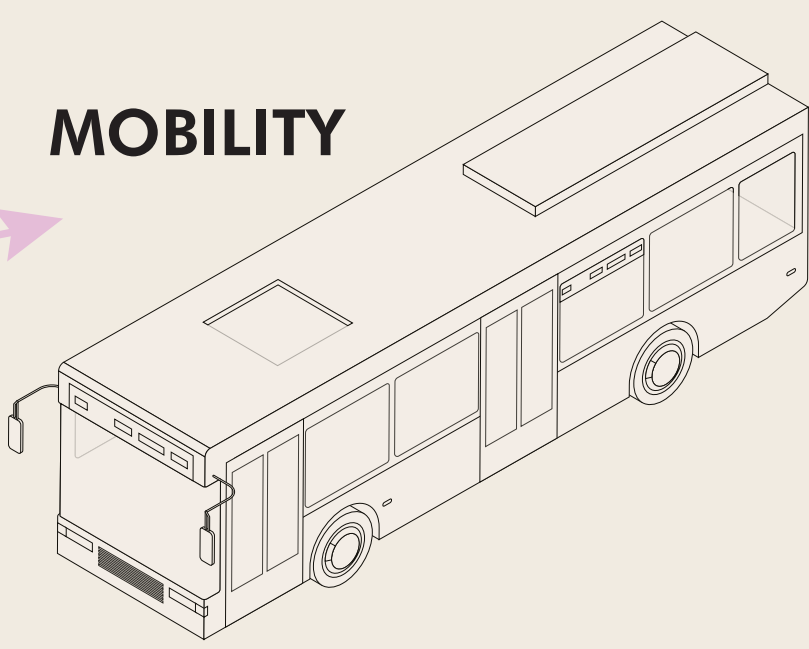
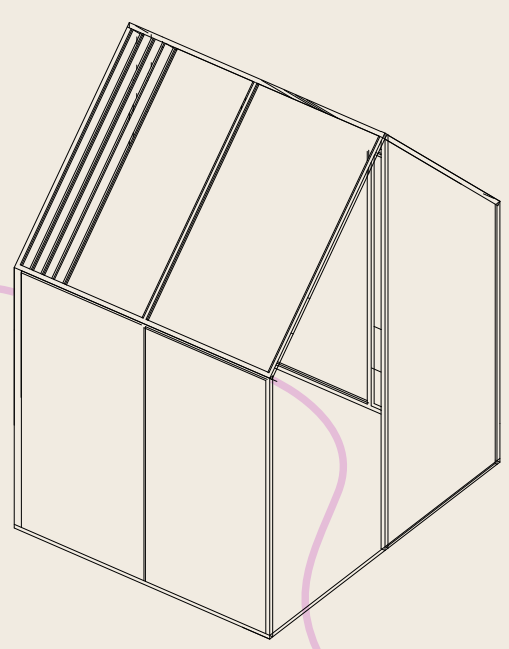
The concept of the bus stop is to not only create a waiting area for the bus but also incorporate additional services that directly speak to the bus stop element.

The stairs provide level differences meaning an opportunity for attaining visibility when waiting. Due to the existing tall trees that reduce the visibility by Ryttergade, the different levels can also be used to observe the upcoming bus from its best position. The stairs contain elements such as benches, trash bins, lighting as well as information signs that make waiting more pleasant. The bus shed stretches to a total height of 5m, whilst the highest point of the extrusions is 1.28 m.



Visualization

## THE BUS SHELTER AS ACCESSIBILITY TO ACTIVITY AND MOBILITY



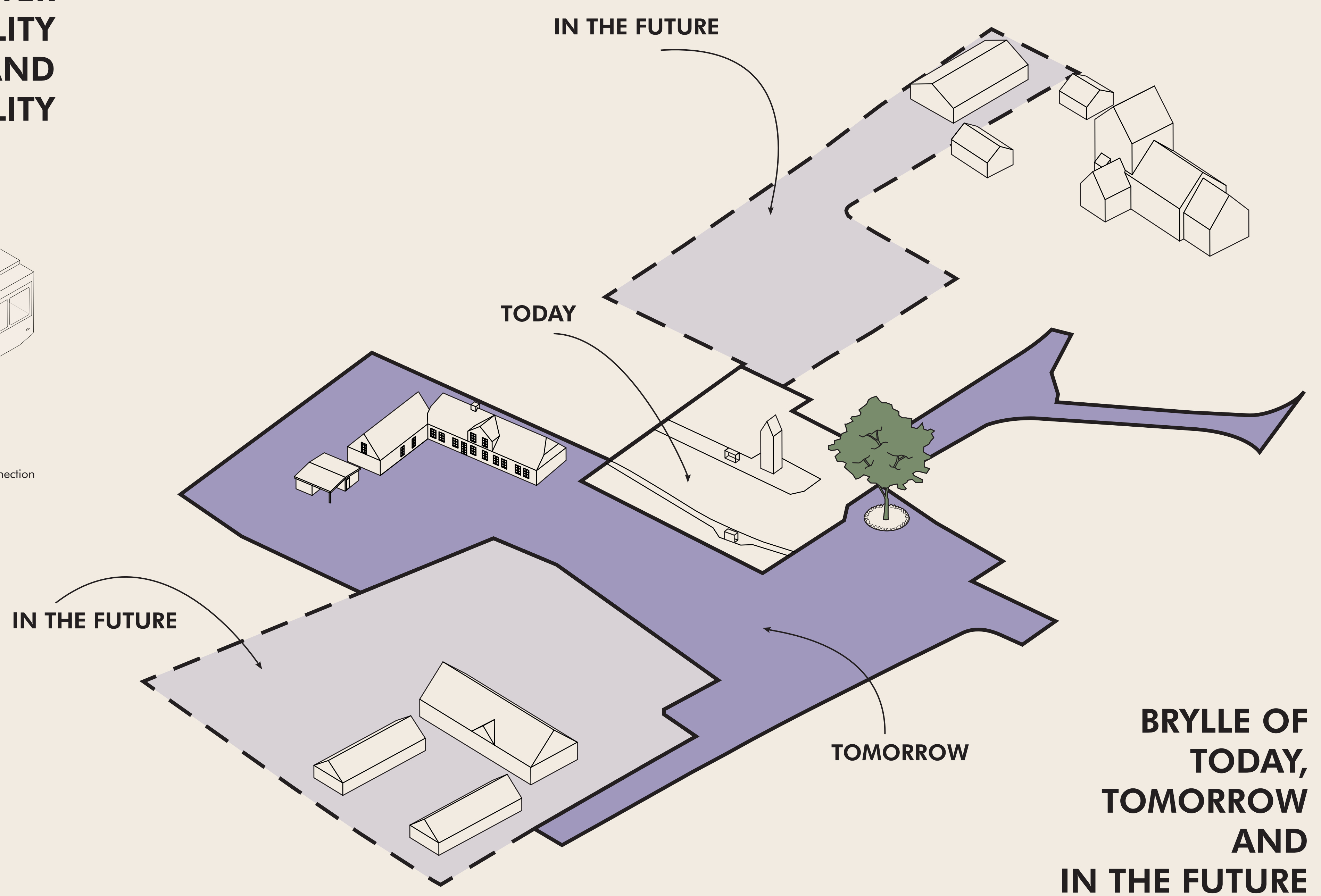
The bus shed as connection

## CONCEPT

The design proposal strives to transform the current 'mobility hub' of today, into a site specific mobility hub that will benefit the mobility and everyday life of residents in Brylle, serving both as a place of mobility as well as a place for people.

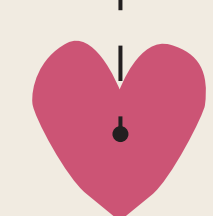
The proposal is two-sided in the sense that the presented material presents a plan of how the mobility hub of today can develop into a site specific mobility hub, while leaving room for the future development in continuation hereof, in an attempt to point towards and surmise to-be future development in a solution of tomorrow.

The resulting concept diagram showcases how the mobility hub of today connects to the proposed mobility hub of tomorrow, as well as the putative pin-pointed future development.



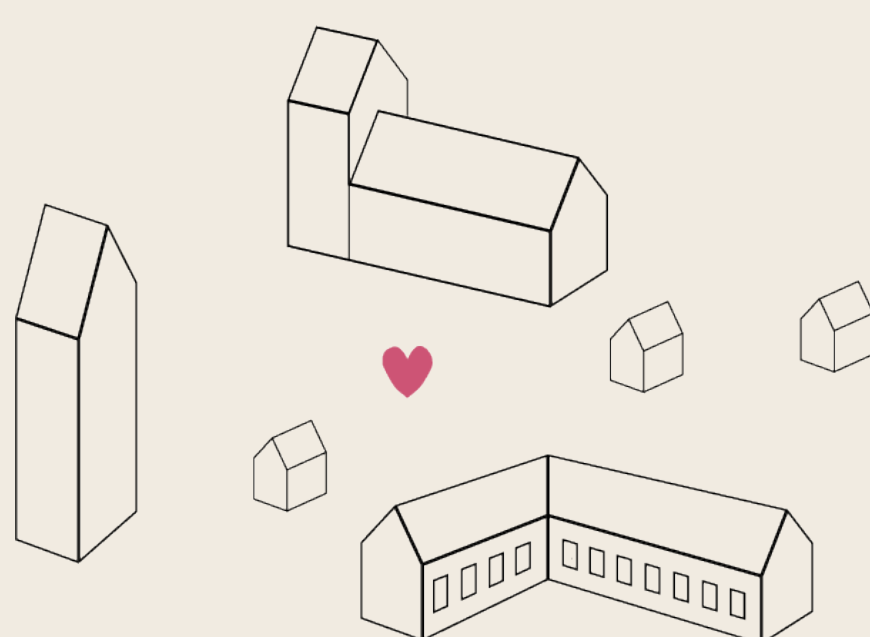
Concept diagram

[Insert your location]



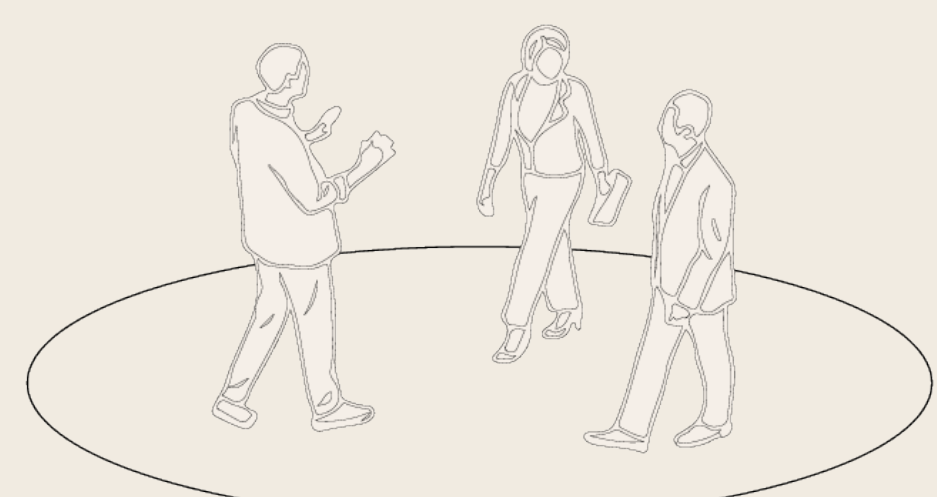
## PRINCIPLES FOR DESIGNING A SITE SPECIFIC MOBILITY HUB

### IDENTITY



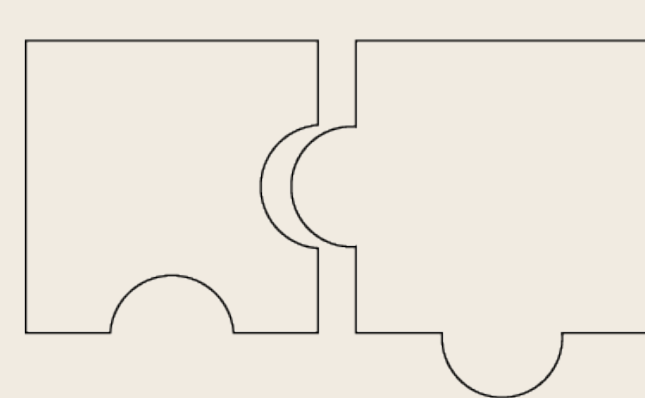
To learn, understand and explore the identity, to thereby represent and mediate the image of the context and enhance the site's specific potentials.

### INTEGRATION



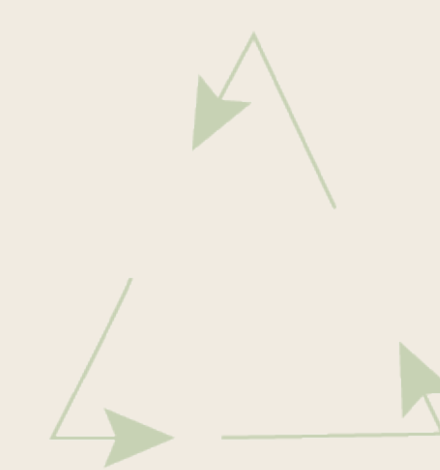
To interweave with the citizens and mobilities into the project process and learn from the community of the village.

### ADAPTABILITY



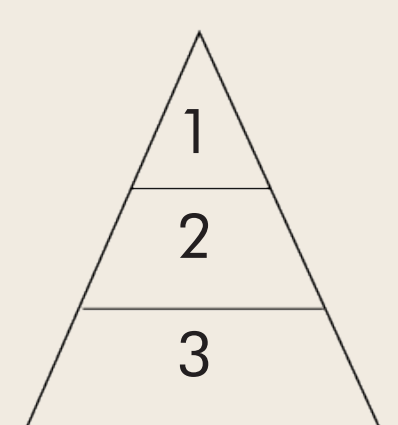
To incorporate adaptability into the design, in order to be adaptable to spatial constraints, mobility requirements and the uncertain future.

### SUSTAINABILITY



To implement sustainable choices and adaptable design solutions that can provide resilience in the future.

### HIERARCHY



To gain an understanding of the different hierarchies within a village e.g. in relation to working with different organizations but also the hierarchy in relation to planning and developing a village.