peripheral perspectives

speculation and strategy for a land less mentioned

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CONTENT

PREFACE

This thesis began on a bike, as a matter of fact during a thousand bike rides between my home in Malmö and the campus at SLU Alnarp. Each of these rides has transected the borderland between Malmö and Burlöv municipalities; a disorderly and intriguing landscape of empty lots, rivers, freeways, motels, golf courses, factories, landfills, rail corridors and historical markers. During my education to become a landscape architect I have developed a strong interest in fields such as Terrain Vague, networked infrastructures, peri-urbanity, media culture, globalization, environmental reclamation, sprawl, landscape representations and the general flow of materials and energies that animate the world. The aforementioned borderland between Malmö and Burlöv proved to be a landscape that allowed me to frame these interests in a cohesive manner.

I hope that the reading of this thesis will be at least half as rewarding as my research, design and writing experience been. If so, it may give the reader some glimpses of the abundant richness of processes, information and social practices within this specific borderland and in peri-urban landscapes in general. Hopefully the reading of this thesis will open up these ambiguous, neither urban nor rural landscapes for further investigation, contemplation and speculation. Because it is time we recognize the odd yet striking combination of utility and poetry these territories possess.

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To Holden.

Henrik Olsson, Malmö 2011-11-28

ABSTRACT

As the contemporary discourse surrounding urbanism is almost exclusively focusing on aspects of density and traditional urban qualities, it entrenches notions of what constitutes a proper city and countryside. But beyond this urban-rural dichotomy is another highly contemporary landscape. A territory usually mentioned as sprawl, peri-urban, wasteland, edge city, etc. Although its existence is due to mobilization, telecommunications, globalization and other phenomena of modern life, it is a landscape without an own name or place in public awareness.

This thesis provides a *case study* of how to map and intervene in such a landscape, specifically along the border between Malmö and Burlöv municipalities in southern Sweden. Its structure is composed of a sequence of three parts:

1 Spatial Conditions:
Divided up in the sections Network, Fringe and Void. These describe and discuss the dynamics between technology, economics, social practices and planning in a landscape that is neither urban nor rural.
2 Spatial Investigations:
In which the creative agency of mapping is used to produce maps that reveal the complexity of the landscape between Malmö and Burlöv. As the municipal border comprises two administrative peripheries it is chosen as a section through this ambiguous landscape.
3 Spatial Interventions:
A proposal for design strategy that aims to provide a platform for a new awareness and appropriation of the peri-urban landscape. The strategy consists of five parts spanning from basic infrastructures to modular furniture and is combined with a concept for gamifying the site to create incentives for its use.

The thesis is concluded with a discussion of the possible effects of an eventual implementation of the design strategy, as well as a reflection on why landscape architects should take the role as active agents in peri-urban landscapes.

SAMMANFATTNING

Då den samtida diskussionen rörande urbanism nästan uteslutande fokuserar på densitet och traditionell stadsmässighet cementeras föreställningar om vad som utgör stad respektive landsbygd. Men bortom den urban-rurala dikotomin finns ett annat, högst samtida, landskap. Detta territorium omnämns ofta som sprawl, peri-urbant, skräpmarker, stadsrand, etc. Trots att dess existens beror på mobilitet, telekommunikation, globalisering och andra typiskt moderna fenomen, saknar detta landskap ett eget namn och plats i det offentligas medvetenhet.

Detta examensarbete utgör en *fallstudie* i hur man karterar och ingriper i ett sådant landskap, specifikt längs gränsen mellan Malmö och Burlöv kommuner i södra Sverige. Arbetets struktur är uppdelat i en sekvens av tre delar:
1 Rumsliga tillstånd:

Utgörs av delarna Nätverk, Rand och Tomrum. Dessa beskriver och diskuterar dynamiken mellan teknologi, ekonomi, sociala handlingar och planering i ett landskap som varken är urbant eller ruralt.
2 Rumsliga undersökningar:
I vilket karteringens kreativa aspekt används för att producera kartor som avslöjar komplexiteten i landskapet mellan Malmö och Burlöv. Eftersom kommungränsen är sammansatt av två administrativa periferier används denna som en sektionslinje genom detta mångtydiga landskap.
3 Rumsliga ingrepp:
Ett förslag till designstrategi som ämnar utgöra en plattform för en ny medvetenhet och appropriering av det peri-urbana landskapet. Strategin utgörs av fem delar som spänner från grundläggande infrastrukturer till modulära möbler och är kombinerad med ett koncept för hur platsen kan spelifieras för att skapa incitament för dess användning.

Examensarbetet avslutas med en diskussion rörande möjliga effekter av en eventuell implementering av designstrategin, samt en reflektion över varför landskapsarkitekter bör axla en aktiv roll i det peri-urbana landskapet.

INTRODUCTION

Background

As a consequence of the forecasts of peak oil and rising ocean levels due to global warming, density has become a key term in the professional discourse and practice surrounding urbanism. In order to reduce greenhouse gas emissions, projects that improve or create dense city centers are seen everywhere. But as this focus on traditional city qualities is ubiquitous, its necessary counter-landscape remains almost unmentioned. This thesis is focused on an actual part of that global counter-landscape often referred to as sprawl, peri-urban, edge cities, or wastelands. In his seminal work *The Rise of the Network Society*, Manuel Castells describes how advancements in communication technology have formed a globally dispersed network of services, production and consumption. In the global market associated with this network, regions become the key competitive unit. Thus it is not the city centers, or countryside, but rather the regional networks of production that are significant in a global perspective. Consequently, professional discourse and practice needs to expand its scope of urbanism to include landscapes other than dense city centers. One of these cases is Öresund, a bi-national region anchored by Copenhagen/Malmö, where the investigation and proposal of this thesis takes place.

Castells frames this new landscape of global transactions and competing regions with the term *Space of Flows*; signifying the infrastructures, hubs and nodes, circuits of electrical impulses that make the global society a reality. Importantly, this ahistorical and efficient communications network *is* the spatial configuration of today´s globalism and the space where we spend an increasing amount of time while our dependence on our immediate surroundings is diminishing (Castells Manuel, 1996, chapter The Space of Flows). Michel Foucault has framed the conditions for life in the contemporary world in a similar fashion: "...the epoch of the near and far, of the side-by-side, of the dispersed. We are at a moment, I believe, when our experience of the world is less that of a long life developing through time then that of a network that connects points and intersects with its own skein." (Foucault Michel, 1986, p. 22) Thus, the landscape of globally dispersed actors networked by infrastructure, *is the contemporary city*.

However, Castells also formulates a theory that describes something totally different from the Space of Flows. He calls this the *Space of Place* and points out that while our everyday lives become structured by the global Space of Flows, aspects like experience, memories, history and social interactions, encompassed by the term Place, are still what give our lives meaning (Castells Manuel, 1996, chapter The Space of Flows). To complement the description of Space of Place, which I assume is a contested space of social interactions, Foucault´s concept of *Heterotopias* should be mentioned. These are places emerging out of necessity in all societies and are where behaviors and happenings that do not fit the norm take place (Foucault Michel, 1986, p. 24). Moreover, heterotopias are spaces where many different meanings and practices exist together without compromising each other´s existence (hence the name). Heterotopia is "capable of juxtaposing in a single real place several spaces, several sites that are in themselves incompatible." (Foucault Michel, 1986, p. 25)

Hypotheses

This thesis takes place in the landscape along the border between Malmö and Burlöv municipalities in the Swedish half of the Öresund region. As most people are unable to mention such territories with an own name, since it does not fit the criteria of city or countryside, it is largely a *landscape without language.* I argue that the novelty of this landscape and form of urbanism explains both the placelessness that many people ascribe it, as well as its lack of place in language. This lack of focus (for example in regional branding or municipal planning) and general public awareness provides an excellent territory for intellectual speculation and creative interventions. To do so, this thesis rests on two core hypotheses:

- Municipal planning in this region is primarily centrality focused and land uses that do not conveniently fit into urban or rural categories are located in this unspoken landscape, often forming a heterogeneous territory along municipal borders (Qviström Mattias, 2007, p. 270). As a consequence, where two municipalities meet a "backside meets backside", or double periphery emerges. This generates a landscape where future visions are few and planning, to some extent, is suspended.

- When the mesoscale of municipal planning is suspended, the macroscale of globally networked infrastructures and the microscale of heterotopia´s odd events and practices can be found to exist side by side. Thus the rational mechanisms of globalization, as well as the poetics of practices not allowed elsewhere, can be found in the mix of freeways, allotment gardens, golf courses, big box retail stores, creeks, factories and pieces of land waiting for attention or investment. This means that the Space of Flows and the Spaces of Place form a landscape that does not fit any conception of urban or rural, but is simultaneously both local and global.

Research material and limits

Given the all inclusive scope of the term landscape, distinct thematical limits have initially been hard to draw. Spatially the thesis is focused on the peri-urban landscape straddling the border between Malmö and Burlöv municipalities in southern Sweden, a distance of approximately 9 km. However, some main themes have been formulated for my description of, and proposal for, a landscape of contemporary urbanism, globalization and a heterogeneous mixture of local history and spatial practices. The themes are: Networks, Fringe landscapes and Void spaces, as well as mapping and process oriented design.

To take on any landscape is an investigative endeavor that begins with little direction or specific focus. The choice of territory for this endeavor, both geographically long and part of two municipalities, has made me go through immense amounts of information of which only a fraction has become part of this product. The open beginning and investigative process has allowed me to learn about and compose this landscape´s unique features into this project. My foremost and most significant source of information has been, as always, the landscape itself.

Research and design question

How do I form and communicate knowledge and visions that are both academically general and specific for the described landscape?

Aim and objective

As the chosen territory is largely one without language and popularly not recognized as *a landscape*, this thesis aims to compose academic discourse, mappings and proposal for intervention into a case study that elucidates some of the field´s unique features. Accordingly, the knowledge I generate in my writing and investigations will help me form a proposal of rather simple, but situationally sensitive, designs that would increase the recreational potential for the purpose of increased public awareness of this landscape. Thus, this thesis does not contain anything similar to municipal planning, a grand vision, or masterplan. Instead it provides a strategy of small interventions that enable the use and appreciation of this landscape. The aim of the proposal is to provide a catalytic design that could serve as a platform for the formation of a common language for this landscape.

Methodology

With such an uncharted terrain ahead of me, the work process will be one where research generates design, and design itself will be a kind of formal research. The mixing of analysis and design stages allows my work to “move“ more freely in a landscape which is generally nonexistent in people´s awareness. In order to manage the transition from abstract discourse to a situated proposal the thesis is composed of three parts:

- *Spatial conditions:* in which I discuss contemporary urbanism under the three themes: Network, Fringe and Void to elucidate both the global and local forces that shape this landscape.

- *Spatial investigations:* in which I discuss the regulating and creative power of maps, followed by own mappings of the landscape. The Malmö-Burlöv border is chosen as a terrain section that the cartographic journey follows, revealing the nature of this heterogeneous landscape.

- *Spatial interventions:* in which I act upon the generated knowledge and form a design strategy for one of the sites mapped along the border. The strategy will provide an example of how to “open up” the site for appropriation and interpretation by increasing usability and adding opportunity. By avoiding designs that are conveniently read as already known situations or typologies, uncertainty and opportunity can be the vehicle for invention and imagination, ultimately contributing to the formation of a new language.

The sequence of these parts create a trajectory along which the uninitiated reader descends from the general and abstract level of academic discourse, to the specific case in which knowledge is put in relation to an actual site. Together, the spatial investigation and the spatial intervention form a *case study* of how to begin to engage with these landscapes without language. As the primary form of methodology, the merging of existing academic discourse with a case study will show that not only can the general say something about the particular, but that the particular case can say something about more general conditions (Flyvbjerg Bent, 2001, p. 77, 78). When arriving at the final pages the reader will hopefully be able to formulate new knowledge, in relation to other situations and cases, on the basis of the three parts of this thesis.

SPATIAL CONDITIONS

1

The Fringe landscape

1: NETWORK

Intro

Today we live in a global landscape. It may not be anything we realize conducting our daily business, but considering a few accounts may offer a lasting impression: the distances our food travels before it reaches our plate, the production and shipping of the clothes we are wearing, not to mention the way we communicate via satellites in orbit around Earth. If only considering one day in life, the flows of material, energy, capital, labor and information reveal how every individual is embedded in an overwhelming scope with global reach. Our society´s change and modernization makes leaps and turns, creating a nonlinear path through history. Certain events and inventions change the rules of the game to such an extent that the gameboard itself, our landscape, is radically altered. One example happened in 1912 when the Ford Motor Company introduced the assembly line which unleashed the production of the automobile at a new scale and efficiency. This lowered production costs of model-T Fords from 875 USD in 1910 to 290 USD in 1927. In conjunction with this, Ford doubled wages and limited work to 8 hours per day. Hence, laborers were turned into consumers and yet another shift in modernization was achieved. In combination, these factors contributed to the rise of low density urbanism based on detached single family homes and private car ownership (Ingersoll Richard, 2006, p. 78). Rather recently, in the late nineties, the introduction of the internet for many citizens in the Western and Northern Hemispheres radically increased the information steadily available for communication and entertainment. This event forever recast the perception of everyday life and provided the ultimate boost for cultural exchange. As communications have become global and instant, and new electronic platforms for interaction constantly evolve, urbanity no longer relies solely on population density. In combination with a steady flow of cheap fossil fuel, the rise of networked global communications has made our desires and consumption, as well as identities and social contexts global.

The above accounts of modernization and globalization are a few of the mechanisms behind why the traditional urban landscape, with its defined streets and perimeter blocks, no longer is the one and only form of urbanism today. Beyond the tight-knit pedestrian city, the sprawl of the urban edge exists at least partly as a result of the mechanisms and daily life of contemporary society and its increased reliance on exchange via mobilization and information. Richard Ingersoll mentions this transformation that has occurred over the last fifty years as a shift from the “metropolis to that of the megalopolis: an urbanized territory” (Ingersoll Richard, 2006, p. 3). It is hard to discern one sole leading factor behind this rapid shift, but surely the rise of automobile society and its road infrastructures has generated a speed and mobility that has liberated us from urban landscapes based on the human bodily scales. In the networked society space has become boundless (Ingersoll Richard, 2006, p. 12, 73). Hence it is the scale of exchange, how far certain transactions reach, which has destabilized and ultimately disintegrated the traditional town where all functions were located right adjacent to each other (Ingersoll Richard, 2006, p. 17). Life in this new form of urbanism, the Fringe landscape (found between the urban core and countryside), can be said to be “lived in as an interurban experience” in which the citizen is a commuter, and the production and consumption he or she is part of is global (Ingersoll Richard, 2006, p. 3). Public life and the use of public space as the conduit for social exchange is forever altered due to new fora such as television, blogs, Twitter, wireless internet, cell phones, etc. Along with the rise of these new public spheres, the meaning and use of traditional spaces such as streets, parks and squares found in the city core has changed, perhaps even been disrupted. Instead, Ingersoll notes that the contemporary Fringe landscape is in itself a mature form of urbanism in need of design, inquiry and restoration.

Urban theorist and historian Paul Virilio has expressed that the city is “always less a place, less territorial and always more teleoptic, profoundly extraterritorial, in which the geometric notions of center and periphery are slowly losing their meaning” (in Ingersoll Richard, 2006, p. 7). One only has to consider the shopping malls located right next to freeway ramps to comprehend the opportunity and need for creative interventions in this landscape (Ingersoll Richard, 2006, p. 42). Sprawl appears as inevitable, given the circumstances of life freed from locality by communications, speed and global culture. The notion of urban processes being external to the social sphere, like a weather phenomenon, is a comparison put forth by scholars like Lars Lerup and Richard Ingersoll. Ingersoll formulates how designers may intervene in this new landscape: “Rather than hopelessly attempting to change the weather, we might start to think meteorologically about dramatic changes” (Ingersoll Richard, 2006, p. 19). In order to do this, the flows which are its causes behind the physical landscape must be dealt with. One of the readily available tools to affect these flows is infrastructure, perhaps explaining its recent rise in investigations and projects within landscape architecture. In many of these projects infrastructure is not only an inevitable system for distribution, but a spatial structure around which new public spheres can be created (Ingersoll Richard, 2006, p. 20). In addition, infrastructure often times acts as a connector and clarifying element in sprawling Fringe landscapes which otherwise may seem disjointed and without “narrative structure” (Ingersoll Richard, 2006, p. 89).

Paul Hoffman, Vice President Studebaker Motors, 1930:

"The automobile industry is intensely interested in the progress of city planning – for the very sound reason that a continual increase in motor-sales in the U.S.A. depends largely on developing more efficient traffic accommodation in metropolitan areas."
(in Ingersoll Richard, 2006, p. 77)

From here to there: global flows of energies and materials

The rise of material standard brought by modernization has historically increased demand and generated new markets for consumer goods. What was once luxury, such as cars, fully equipped modern homes, etc. slowly but surely has become a prerequisite for participation in modern life (Nylund Katarina, 1995, p. 7).

In the early 20th century modernization relied to a great extent on Fordist mass production through assembly lines in large plants. This became a general model for standardization and efficiency throughout society. Nowadays our late capitalist society operates according to other mechanisms. As the Fordist economy comprehended a linear chain of production from raw material to finished product under one roof, modern capitalism consists of a dispersed system of subunits, often spanning around the globe, finally coming together in one specific consumer product. This is often referred to as the "vertical disintegration" of production (Nylund Katarina, 1995, p. 9). These subunits are the antithesis of the Fordist plant for mass production. Typically they are small flexible companies that produce small amounts of specialized goods and have the capability to shift from making one sort of product to another on short notice. When several of these subunit companies are networked they form a complex and dynamic "flexible accumulation" of goods currently in demand. Another term typical for this contemporary production is the "just in time" delivery of goods. This signifies a production mode that is less bound to a specific location, but reliant on the continuous flow of information and materials in order to deliver a precise amount of a good at the precise time when it is in demand somewhere on Earth. In this new system the production is smaller, faster and more exact, catering not to the masses but to smaller and more specialized demands on the market in real time. Hence the Fordist capitalism of centrality and quantity, whose relics can be found in the landscape as abandoned warehouses, has been replaced by a capitalism of dispersion and quality. This has radically reduced costs for storage, instead keeping the right amount of goods en route to the market. Thus the Network term aptly describes this late capitalist economy in which flows of materials and goods and the connections between subunits are indispensable. However, as contemporary capitalism consists of smaller interconnected companies which externalize services and costs, they are often owned by global corporations. Thus the single production plant operated by one company which optimized internal costs, as in the case of Ford´s assembly line, is now replaced by a network of small businesses seeking to optimize external relations (Nylund Katarina, 1995, p. 8, 9).

These mechanisms of supply-demand dynamics are some of the driving forces behind Fringe landscapes and sprawl, as both the dispersed city and this mode of production are dependent on a steady flow of cheap oil, electricity and the provision of an elaborate communications network. In the Fordist economy production plants were relatively centrally located, drawing labor forces from the urban periphery. Today in the vertically disintegrated economy, production is typically located on land which is inexpensive and close to infrastructural corridors, generally qualities of the Fringe landscape, in order to cut costs and gain efficiency (Nylund Katarina, 1995, p. 11, 12). This new reliance on communications and transport, logistics in short, has made location less important to industries. But at the other end of the spectrum, the competitive features of a region or municipality become more important, as politicians and planners compete to secure tax base through creating incentives and reasons for global capital to settle within their political boundaries (Nylund Katarina, 1995, p. 24). Typical schemes that are used to attract capital are improvements of public amenities, architectural branding, urban redevelopment according to certain lifestyles and new infrastructure. This is often both aimed to draw key social classes as well as corporations (Nylund Katarina, 1995, p. 25). Overall, municipalities are seen to use a variety of strategies, some creating a niche in the cultural life, while others gain their competitive edge through catering to the needs of manufacture (Nylund Katarina, 1995, p. 27). But seen on a global scale western urban economies have become mainly based on services, education and entertainment and other intangible qualities. This does not only reshape the physical landscapes we inhabit, as an effect of our leisure consumption, but also our forms of employment. Alan Berger and Charles Waldheim note that when our economy, based on the fleeting aspects of culture and information, is combined with dependence on global capital an increase in flexible forms of employment is the result. The workforce of today is subject to the fluctuations of both culture and capital. Berger and Waldheim further claim that these new flows of modern capital and consumption have formed entire new landscapes along shipping routes. These sites staged for the shipment of goods may often seem remote but strategically located in the network of global trade. Aptly they have been coined

as “Logistics landscapes” by Berger and Waldheim. As implied earlier, this new landscape has replaced the dependence on storage of resources, parts and finished goods in fixed locations in favor of keeping supply flexible and on the move to the consumer (Berger Alan, et. al, 2008, p. 221, 222). Two inventions have been instrumental in the formation of these Logistics landscapes. First, the freeway system as a new medium for connectivity added to the existing rail and marine routes. Second, the standardized shipping container with which goods that were previously shipped in large quantities could be handled by a universal system of loading and unloading between modes of transportation. This significantly cut costs and time in the chain of logistics and as a consequence made small harbors and longshoremen obsolete (Berger Alan, et. al., 2008, p. 223). One of the new typologies in this emerging Logistics landscape is the intermodal site where the rapid loading of containers from trains to trucks, or other modes of transportation, is carried out. But also ports (in themselves intermodal sites) and telecommunication networks are crucial links in the complex web of logistics (Berger Alan, et. al., 2008, p. 225, 226). At the crest of the transformation process from natural resource to consumer goods one finds an equally contemporary landscape: the big box store. These nodes of consumption, which are almost exclusively found close to freeways, owe their existence to the steady flow of consumers and products. But the production mode that turns resources into goods on the store shelf has consequences less debated. As the companies in the vertically disintegrated chain of production are small and rarely make big investments, they rely on externalizing many costs. One such cost is the extensive and elaborate infrastructure required to ensure the flow of goods, most likely to be financed by the public sector. Confirming this point is that today investments in infrastructure have become one of the tools used by politicians to attract capital (Berger Alan, et. al., 2008, p. 227, 229).

Furthermore, beyond the freeways, ports and telecommunications, there are landscapes of resource extraction, harvesting and processing into refined materials for manufacture. Almost without exception, these places are never within eyesight from the big box store, but are found in countries far from the Western and Northern Hemispheres with less regulations and lower labor costs. These are the landscapes where the short-lived consumer goods begin and end their life (Berger Alan, et. al., 2008, p. 229). In addition, the waste and disposal aspects have to be mentioned in this account, as the constant flow of consumption requires an almost equal flow of waste. The global shipping of products is thus paralleled by a tendency of reusable waste being traded and travelling ever longer distances, often to the third world, where it finally ends up as resources or parts again. Thus waste is also dependent on the distribution network. The waste that is nonrecyclable is also being transported longer distances from households out into the peripheries of the urban system and the Fringe landscape where it ends up in landfills and incinerators (Berger Alan, et. al., 2008, p. 235).

Overall, the described system of logistics is nested within a larger social pattern. Seen at this scale the rapid and flexible distribution of small series of specialized products mirror the demands of post-modern society where the unifying “social contract” has been replaced by an increasing number of overlapping and short-lived subgroups and subcultures (Nylund Katarina, 1995, p. 39). The contemporary urban realm is thus conceptualized not as a machine with exact cause and effect relationships, but as an organic and living process made up of a multitude of actants (human or nonhuman entities with an agency, see Latour Bruno, 2005, p. 54) woven together as an interdependent and evolving whole (Nylund Katarina, 1995, p. 64).

Landscape: a common but contested arena

Adriaan Geuze, Accelerating Darwin:

“an airy metropolis with villages, urban centers, suburbs, industrial areas, ports, airports, woods, lakes, beaches, reserves, and the monoculture of high-technology agricultural areas.”

(in Lootsma Bart, 2001, p. 466)

In Harvard´s *Project on the City* Sanford Kwinter states that a “central fallacy” in the general understanding of the city is to regard it as a static finite object. Instead attention must be paid to the forces that continuously reshape it. Kwinter further argues that each city is a field characterized by a unique blend of “forces in movement”. Thus the city as architectural object is reconceptualized as a landscape: an arena made up of the flux and dynamics of economic and social factors, with infrastructure being its “engine of change” (Kwinter Sanford, 2001, p. 495). Digital infrastructure also plays a significant role in this landscape, as it connects people into social spheres, disregarding distance and time, into a literally communicating whole. Kwinter thought provokingly claims that the contemporary city-as-object is not the buildings and open spaces, but the communications infrastructure such as below grade cables, cell-phone towers, etc. (Kwinter Sanford, 2001, p. 501). Nevertheless physical space will never be unimportant to physical people.

However, the truly contemporary space is not so much the traditional streets and squares in the urban core, but rather the spaces people use to commute in an expansive urban landscape. In this new system smaller towns exist as satellites around larger cities, the living conditions of urban and rural is blurred, and regions operate and compete on a global level (Simeoforidis Yorgos, 2001, p. 418). This new condition of mobility emancipates the individual from his/her location and heritage, resulting in a dissolution of the spatially defined city-object and mixing of cultures at an unprecedented rate. The contemporary urban landscape is thus a field not arranged by a limited number of planners and bureaucrats, but by the vast and complicated interaction and competition between citizens, corporations, politics, belief systems, etc. (Simeoforidis Yorgos, 2001, p. 419). Sociologist Sharon Zukin also acknowledges this unrest, but points out the relationship between governments´ and cities´ efforts to attract investment as an expression of the "hegemony" of a global market and urban culture which tends to favor certain lifestyles and associated ways of consumption. This is arguably a counterpoint to Simeoforidis´ description of a contested yet diverse society, as the "hegemony" would suppress unique local customs and diminish social diversity. One way this tendency can be detected is in the displacement of workers and immigrant communities from urban centers due to gentrification and urban branding (Zukin Sharon, 2009, p. 543, 544). Generally such redevelopment has transformed the inner city from a once cohesive, dense and mixed class landscape to an upper class lifestyle zone. Obviously the displacement of working class people and manufacture from the urban core is paralleled by the new economy´s preference for cheap land with relaxed zoning codes and ample access to infrastructure in the Fringe landscape (Zukin Sharon, 2009, p. 547). However, despite the general dispersal of the dense city, a contemporary Fringe landscape has developed which possesses a wide range of new mixes and juxtapositions of big and small, corporate and cultural, urban and rural side by side (Zukin Sharon, 2009, p. 551). With this new landscape new modes of cross-disciplinary planning that reflect its complexity need to be invented (Allen Adriana, 2003, p. 140).

The ecology metaphor

At this point the examined research and suggestions make up a rather vivid image of today´s world. A world where economies of global scale and local impact exist, where the reliance on infrastructure and mobility´s effect on urbanism is pervasive and the landscape is a contested arena of everyday life. Having made these descriptions of the dynamics of the world today it is suitable to draw parallels between human urban organization and ecosystems (De Montis Andrea et. al., 2008, p. 2).

An apt introduction to this metaphor is the various relationships between species that ecologies display. These spans from predator-prey, to parasitism, to mutualistic relationships. These win-lose or win-win interactions link species together forming intricate webs. Many times the relationships between species are direct with few intermediate species. This implies that a food web, or ecology, is a dynamic and interdependent whole, rather than loosely connected species. Furthermore, these systems are also divided into different trophic levels where diets are nested within each other, meaning that the diet of one specialized species is part of the diet of a more generalized species (Montoya José et. al., 2006, p. 259). The most generalized species are often found at the highest trophic levels, as well as being the least abundant and exhibiting the largest body size. Also species that are generalists enter the system earlier than specialists and display more complex relationships in the web than specialists (Montoya José et. al., 2006, p. 260, 261). This combined with the nesting of diets easily lends itself to comparison with modern economies where a few large generalist corporations and a large number of small specialist companies are tied together in a production network. As a result of this, generalist species are less dependent on other species as their diet is made up of a wide array of sources. As in economy, where flexibility in production is a protection against shifting market demands, generalization and adaptation is a life insurance for many species (Montoya José et. al., 2006, p. 262). But more interestingly, species in an ecosystem coevolve just like the shifting array of goods and services in an economy. But species are not only codependent on each other for survival, their interconnectedness make them share an evolutionary process (Renner Susanne, 2007, p. 877).

Shifting back to an economical perspective, two conditions has become apparent in the new global capitalism. First, increased economical interdependence, as evidenced by the recent global recession. Secondly, an increasing heterogeneity among the local economies that make up the network (Serrano Ángeles et. al., 2007, p. 111). In the economical perspective, globalization consists of a network into which an increasing number of actors enter. Along with trade comes imbalances, i.e. some parts being producers/exporters and some consumers/importers, thus generating flows of money, labor and goods between actors. When this interdependent system grows by increasing the number of actors (cities/countries) involved, so does the possible combination of trade partners and thus the flow through it (Serrano Ángeles et. al., 2007, p. 115). Seen like this, globalization is a self-driven process very similar to an ecology. As seen through history, interdependence is a prerequisite for growth, but also a threat as a crash is likely to concern all

parts of the system (Serrano Ángeles et. al., 2007, p. 123). The same can be seen in ecology, especially in mutualistic relationships between species.

Another interesting analogy is to be found between the self-organization of ecosystems and infrastructural networks. In some regards built networks, such as street grids, resemble “scale free” networks such as the internet, lacking center or given hierarchy (Levinson David & Xie Feng, 2009, p. 211). Although there is a great difference between these built and living networks, research suggests that surface transportation networks could possess the capability of evolving through self-organization, just like ecologies. This would be the effect of an infrastructural system being the subject of disinvestment and improvements: over time dirt roads frequently travelled are incrementally upgraded to freeways and newer technology, while paths less travelled fall into decay and ultimately are decommissioned (Levinson David & Xie Feng, 2009, p. 212). A cumulative process of decentralized decisions would then give life to transportation networks. Over time these built networks seem as if alive, possessing the ability to adapt according to external factors, just like how a species or ecosystem adapts to changes in the environment (Levinson David & Xie Feng, 2009, p. 222).

To conclude this slice of theory on the mechanisms, effects and dynamics behind the global networked society, it is appropriate to pose some questions. Much of the writings that describe the network society describe its operation on a global scale. Although this is certainly an important topic, what has the networked society done to the foundation of society itself, the person to person relationship? Does the network and its mobilization and communication really connect us or does it separate us? What has happened to the interaction in public spaces since the rise of Facebook and Twitter? What are the planners, designers and citizens to make out of something as fleeting and vague as dispersed urbanism and Fringe landscapes? Possibly some of the solutions will be found in today´s superimposition of virtual public realms such as Facebook and Twitter upon the physical public spaces of streets, parks, squares and the vague sites of the urban periphery. The new technology interface between individual and landscape is being utilized and capitalized upon in a variety of ways. Not only do we have access to a range of practical applications, this interface is increasingly used for “gamification” of the landscape in which typical game mechanics such as points, scores, etc. create incentives for people to visit or use certain locations or services, mainly for capitalistic reasons (Media Evolution, p. 9,10). In contrast to this new mode of marketing is the use of the same technological advancements for political activism. In such cases the instant and location independent communication provided by new technology allow citizens to immediately respond to political issues, often as activism in critical spaces (Hellström Reimer Maria, 2008, p. 15). Thus, physical space today is largely activated with the help of communication through virtual spaces.

Today, the physical structures of the Network, such as freeways, intermodal stations, cell phone masts, may seem as insignificant spaces for social production. Although this might be true, their agency, i.e. the flow of people and goods, the exchange of information and the evolution of ideas that takes place within it is an undeniable part of today´s social formation taking place on a global scale.

Network: *Intermodal site staging international goods*

2: FRINGE

Intro

That our society is currently undergoing a tremendous urbanization has been recognized thoroughly in academic discourse. In the light of this shift it is also important to understand what sort of landscapes emerge from this process. Much of the result of this urbanization is not dense, traditional cities. Rather this process spreads a landscape already known to us as sprawl, edge cities, urban fringe, peri-urban, exurbia, suburban and other concepts (Ingersoll Richard, 2006, p. 3). None of the listed are really names for this specific form of landscape, but rather descriptions telling us what it is not: urban. All the listed concepts fail to recognize these landscapes of dispersed land uses tangled up in each other as a mature and contemporary form of urbanism. Some of the dynamics and mechanisms behind this landscape have been described in the previous chapter.

A simple calculation reveals the importance of this new form of urbanism: a little over a hundred years ago less than 10% of Earth´s population lived in cities. Today, those living within the urban realm is 50%. Of this half of the planet´s population, 60% live in peri-urban conditions. This equals the staggering amount of some 2,1 billion people that neither live in a typical city nor countryside (Ingersoll Richard, 2006, p. 4). It may seem odd that a landscape inhabited by such a substantial part of humanity has not yet been given a proper name, but is rather described as not urban, not rural. Despite this general lack, the word fringe stands out as able to partly describe this landscape. These territories are not only urban fringes, but also rural ones. However, even the word fringe´s connotation of interstice, interface and merging of dissolved typologies into a new amalgam fails to provide a name that is unique and recognizes this landscape as a territory based on its own logics. It does not describe this landscape as a whole, but made up of peripheries of other wholes. But for the purposes of this work, Fringe will be used as it hints at a landscape where networks and places overlap and bleed into each other.

In addition to recognizing this as an own landscape it also needs to be recognized for its function as a support system and conduit of flows between urban and rural landscapes. Although the Fringe may appear as disjointed and chaotic, its juxtapositions of land uses produce synergies that are larger than the sum of its parts. Based on its mix of land uses the Fringe many times possess unique qualities and potentials not found elsewhere (Allen Adriana, 2003, p. 146). Due to the heterogeneity of those using and living in this landscape, such as middle class commuters, underprivileged classes, farmers, business stakeholders, environmentalists and others, its spatial layout is subject to rapid change. Also contributing to this ephemeral spatial configuration are the various forces of global capital, competing urban and rural policies, activities of daily life, local traditions and the fluctuations of natural forces (Allen Adriana, Mind the gap!, p. 1).

This landscape´s unpredictability, mixed qualities and lack of identity has given it a certain negative connotation among many people. Throughout much of academic, planning and urban discourse its character has been described as a non-place that is irregular and discontinuous (Qviström Mattias, 2008, p. 157). Contributing to the Fringe´s bad reputation are the large infrastructure, landfills and abandoned places often found there, thus turning this landscape into a backyard “wasteland” in popular mindset (Qviström Mattias, 2008, p. 157, 158). To address this negative perception life in the Fringe needs to be further investigated in conjunction with innovative planning that highlights its specific conditions and dynamics. Such an approach cannot be a blend of urban and rural policies, but must begin with the Fringe as an own locus as a way to break down the dichotomy and distinction between urban and rural (Allen Adriana, 2003, p. 135). Furthermore this territory has to be understood not in terms of loss of urbanity or arable land, but for its own qualities, future potentials and structuring mechanisms in order to shift perception from wasteland to something more optimistic and constructive (Allen Adriana, 2003, p. 136). The prospect for this should be rather good as the Fringe provides the sort of heterogeneity and unlikely coalitions between various land uses and stakeholders needed to address both a wide array of people and provide opportunities to find new spatial solutions and ways of living (Allen Adriana, 2003, p. 137).

Planning

One might think that the sentiment of viewing this territory as problematic is a rather recent phenomena, but the discussion has been going on for some time. In Sweden the Fringe, or the peri-urban landscape, became an issue discussed in planning already in the 1930´s. At this point, not fitting either the concept of urban or rural, it was mentioned in terms of nuisance and was perceived as a problem. This has laid the ground for much of the discussion regarding the Fringe ever since. But in contemporary debate this landscape has begun, if ever so little, to emerge as a promised land with latent potentials to spawn new hybrid practices. In short the Fringe has been recognized as a testbed for a sustainable future (Qviström Mattias, Saltzman Katarina, 2008, p. 143). However, even if the Fringe has received a renewed interest along with optimistic theories in architectural and landscape discourse, the ongoing practice of planning

continues to treat the Fringe as a phase or interstice in the process of transformation from rural to urban. Mattias Qviström, who has written extensively on the topic, writes “Planners primarily deal with ‘before’ and ‘after’, not ‘inbetween’“ (Qviström Mattias, 2008, p. 158). The planning culture of creating visions that are ideal and timeless, or utopian, is symptomatic of modern society as western life is thoroughly entrenched in dichotomies such as culture-nature, man-woman, rural-urban and past-future (Qviström Mattias, Saltzman Katarina, Ephemeral Landscapes, p. 6). Even though we are inescapably in the middle of the process of living, never in the past nor the future, our culture of modernity seems unfit to accept that the unfinished is in fact complete. The Fringe is often regarded as a phase in a transformation process between complete rural and urban states. As it does not fit into the rural-urban dichotomy it is seldom appreciated as an own landscape. Planning´s utopian visions and lack of tools allowing for temporal land uses combined with the rapid economic fluctuations of late capitalism render many sites in the Fringe as inert or fallow. The discrepancy between the “all or nothing” demands stipulated in plans and slumping developer economy many times position landscapes in a holding pattern for decades. But in these territories which are waiting for development to arrive, the public often finds ways of using the land in the time being (Qviström Mattias, Saltzman Katarina, Ephemeral Landscapes, p. 1). Although the Fringe may in fact be a transition phase between rural and urban, the amount of land and time spent in limbo calls for planning initiatives that promote temporary solutions, rather than waiting for an optimal solution to materialize all at once (Qviström Mattias, 2008, p. 158).

The dynamics of planning the Fringe can be exemplified by the study of city dumps and landfills, literal “wastelands”. Initially, the wasteland concept is ascribed not only the actual site for managing waste, but to all of the Fringe landscape. This changes the general perception of the Fringe landscape along with the conditions and terms for its development. Hence its cultural value is lowered, allowing for other less desired land uses to be developed there. This may be one of the factors that make Fringe landscapes serve as backyards for both the city and the countryside (Qviström Mattias, 2008, p. 160). It also explains why it is home to other forms of extensive, noisy or smelly land uses (Saltzman Katarina, 2009, p. 27, 41). Furthermore, utopian visions for the redevelopment of this messy landscape seldom utilize its existing hybrid land uses and juxtapositions. More often they aim to clean up and turn it into a more convenient single program landscape such as suburb, industrial, retail, commercial, greenway, etc. This planning tendency to favor order in a perpetually unruly world can also be detected in the case of landfills. Upon decomissioning, these are often subject to total makeover as they are converted into parks by covering them with a green blanket of pastoral innocence (Qviström Mattias, 2008, p. 159). The dynamics of planning the Fringe can be seen as twofold; first turning it into a backyard whose only purpose is to harbor less desirable activities, second as a resource for new “clean” development. Apparently the Fringe is often times treated as a Tabula Rasa, as its transformation into a wasteland and later into a “clean” and ordered landscape neglects pre-existing conditions.

The slow process of transformation from rural to urban can be found in the landscape in many ways. This is not a steady linear process but a multirhythmic one which may shift directions. A graded site waiting for the economy to make the prospect of building favorable, lingering forms of agricultural production, abandoned gardens, historical buildings squeezed between industrial developments and expansive sports facilities such as golf courses and trails for riding horses are typical phenomena of the conduit and mediating role that the Fringe plays between urban and rural, past and future. This reveals a need for a process based understanding of this landscape, in contrast to the static nature of utopian planning visions (Qviström Mattias, 2010, p. 219).

The planning of the Fringe is further complicated by the fact that Sweden has separate legislation for urban and rural landscapes, making comprehensive planning difficult (Qviström Mattias, 2008, p. 159). Furthermore, the Swedish planning system is primarily based on municipalities acting autonomously in regards to spatial planning and environmental protection (Qviström Mattias, 2008, p. 161). As regional planning is a limited phenomenon in Sweden, it is often based on voluntary coalitions between neighboring municipalities. In the case of South Western Scania, the SSK was formed in 1965 to initiate and promote planning collaboration across municipal borders (Qviström Mattias, 2008, p. 161). Up until today this has formed a quite strong history of intermunicipal and regional planning in Scania. This approach holds the potential to plan and design the Fringe landscapes as these often straddle borders and are shared by several administrative powers (Allen Adriana, 2003, p. 138). Also, a municipally based system in combination with planning collaboration could highlight and address the differences in dealing with the Fringe. Seen globally, what is urban and rural is not something to be taken for granted, as these concepts are defined in strikingly different ways and according to various criteria around the world (Tacoli Cecilia, 1998, p. 147). To creatively engage with the vast existence of Fringe landscapes a new methodology for planning is needed. Ideally this should not rely on urban vs. rural as conceptual foundation, but rather explore a

broader understanding of the flows of people, materials, energies, values, etc. that cross administrative borders and give this territory its specific shape, dynamics and potentials (Allen Adriana, 2003, p. 138). To achieve long term strategies for the Fringe, the various “grounds” that are the foundations for planning and from which decisions emerge must be scrutinized. These could be the administrative borders and zoning frameworks, various legal documents and policies and the everyday culture and conduct of planning (Allen Adriana, 2003, p. 142). The Fringe poses a remarkable challenge for the planning and production of landscapes. Its nature derives from multiple peripheries, making it a territory hard to direct and coordinate. After all, it is a place serving as backyard and land reserve, straddling political and administrative borders, as well as being home and frontyard for a wide array of dwellers and stakeholders (Allen Adriana, 2003, p. 146).

Dynamics

“Drenched with despair and bitter melancholy,
this half-finished landscape likens an eternal move-out.
I utterly understand the desire to leave the city,
but I do not comprehend why they need
to turn their surroundings into such a dreadful place...
here, the car is the master, not only of the landscape
but also of its inhabitants.”
Swedish poet and botanist Sten Selander , 1933
(in Qviström Mattias, 2010, p. 223)

The last 50 years of landscape transformation in Scania has diminished elements such as dirt roads, hedges, grass and wetlands which in turn has reduced recreational accessibility to rural landscapes. At the same time the rail network has given way for the rise of freeways. Thus the ability for the public to access the countryside has given way for a meager supply of places for recreation that can only be reached with the individual car (Qviström Mattias, 2010, p. 232). But preceding that, in 1938, the law that guaranteed workers the right to vacation generated a need to investigate the actual possibilities for outdoor recreation near the city. This resulted in the 1940 Leisure Inquiry (Fritidsutredningen) which focused on the Fringe´s role in terms of aesthetics and accessibility to the countryside (Qviström Mattias, 2010, p. 223). The Leisure Inquiry lamented both the appearance of the Fringe and it being an impediment between urbanites and the imagined benefits of pastoral scenery, a notion still common today. Traditionally planning is understood as urban, a main focus that is bound to promote development according to fixed precedents such as dense and mixed use cities or suburbs. This preset notion of development excludes those landscapes that may be functionally part of the urban system, but do not fulfill the city´s spatio-aesthetic requirements. The Fringe is perhaps the landscape that foremost comes to mind when considering this excluding mechanism. The “centrifugal view” that favors the traditional city and the inability to understand overlapping systems and typologies that give rise to messy landscapes is common in conventional planning. The tendency to confine the concept of urbanism to equal the traditional city core also excludes a metabolic and systemic understanding of the global landscapes that provides the material, energy resources and waste management for cities. Here the concept of “urban bioregion” could be a tool to understand the Fringe as a conduit and place shaped by these flows and a way to mitigate the gap between local and regional into a new understanding of what is urban (Allen Adriana, 2003, p. 137). As the Fringe´s key features are heterogeneity, rapid change and overlapping functions it may be a proper place to look for this wider concept of urbanism (Allen Adriana, 2003, p. 142). One new urban-rural hybrid is the Fringe´s agricultural economies. Although these economies are subject to the pressures of urban planning and development, farmers in the Fringe enjoy proximity to both urban functions, such as public services, social relationships, and public transport (Gravsholt Busck Anne, et. al, 2008, p. 145). Another phenomena worth noting is that the countryside in an urbanized region, such as in the case of south western Scania. Nowadays the rural economy is not necessary agricultural, as farmers diversify their economic base to include businesses that respond to the market of city-close recreation. Moreover, as modern agribusinesses are agglomerating larger and larger tracts of arable land, former farm homes become available on the housing market. This has made the countryside not only home to farmers, but also to a large number of “rurbanites” enjoying a pastoral lifestyle and commute to jobs in the city. The merging of these ways of life generates a landscape properly described as a “porous interface” (Gravsholt Busck Anne, et. al, 2008, p. 146). The flow of this interface between urban and rural systems and ways of life goes both directions. As the countryside sees an influx of urbanites, farmers nowadays often supplement their economy with employment provided in the city (Gravsholt Busck Anne, et. al, 2008, p. 148). So between the purely service based urban economy and the rural economy of agriculture, a number of hybrid constellations can be found. In the countryside only a few full time farmers remain, alongside emerging non-agricultural businesses and a new constituency

of commuters. This is a new condition which urban and rural typologies are unfit to describe. Rather, a network approach would be more efficient for the investigation of this interface of goods, money and lifestyles (Gravsholt Busck Anne, et. al, 2008, p. 148). However, the prospect for agribusiness in the urban proximity is often bleak. Land speculation for real estate development is common, making agricultural production less economically feasible. Far reaching municipal plans many times boost the economic value of land as the anticipation of urban expansion increases (Tacoli Cecilia, 1998, p. 160). This can be found in the Fringe in the form of barren post-agricultural grounds, resulting from farmers´ reluctance to invest in an uncertain future. If agriculture is found in the Fringe it is often in a low intensive form that requires little investments (Qviström Mattias, 2008, p. 159). Within the municipality of Malmö for example, much of the agricultural land is owned by the municipality for the purpose of future urban expansion. This land is leased to farmers on very short terms, typically three years. This concoction of uncertainty caused by utopian visions of future development and land speculation makes any agricultural investment short term and expansive in order to be able to compete on an increasingly mobile market (Qviström Mattias, 2009, p. 193). However, the problematic outlook for agriculture in the Fringe, partly generated by increasing land value, should also be seen from the opposite perspective. For manufacture and corporations the price tag on the same piece of land may seem cheap as they have a higher economic yield compared to agriculture. Thus large investments in agribusiness are not feasible in comparison with economies such as logistics terminals or business parks. Furthermore the Fringe is desirable for corporations not only for the low costs of land, but also the access to global markets through freeways and laissez faire planning policies in a landscape perceived as a wasteland (Berger Alan, 2006, p. 61).

As the linkages between urban and rural play a crucial role in landscape change, the fertile middle position of the Fringe may be one reason for its sometimes rapid transformation (Tacoli Cecilia, 1998, p. 147). The urban-rural dichotomy is further blurred when territorial metabolisms made up of resource extraction, allocation, processing, use and finally waste management are considered (Tacoli Cecilia, 1998, p. 149). Much of the landscapes that encompass the allocation (transportation) and processing can be found in the Fringe as cheap external production costs, such as land, and proximity to urban labor markets make this a favorable location. But the economic benefits found in the Fringe are not limited to the production and distribution of goods, but also found in the recreational facilities geared to the upper middle class, such as golf courses, etc. The presence and intensity of both these productive aspects, in combination with the number of people living in the Fringe, determine the investments that support and improve its connective system of infrastructure (Tacoli Cecilia, 1998, p. 160).

In conclusion one should put forth the Fringe landscape as a fabric “containing threads and relations being tied together in ever new constellations” (Saltzman Katarina, 2009, p. 23). Hence the Fringe, just like every landscape, is dynamic and adaptive to the forces that play upon it. The economical, social and political forces that affect the Fringe produce an utterly complex territory that is both a place to live and act, as well as serving as a ligament and conduit between rural and urban systems (Saltzman Katarina, 2009, p. 23). This landscape is both spatially and process-wise situated between urban and rural, but none the less still an own landscape. Here many people live their lives, play and go about their daily business in the midst of a globalized culture flowing through freeways and cellphone masts. It is time this land receives further attention and an own name.

Fringe: *riverside bus depot*

3: VOID

Intro

"Space is granted little physical presence on the plane of this planet. Dominated by motion, time and event, all components of this complex hide an essential vulnerability: trees die, cars and markets crash, and the air slowly kills."
(Lerup Lars, 1994, p. 101)

In the Fringe landscape many sites fall outside of the perception, use and care which traditional urban or rural public spaces enjoy. Here we find a vast array of Spaces Left Out After Planning; buffer zones of grass and vegetation between different land uses and sites that lay fallow and abandoned, waiting for investment or attention. The public space in the Fringe landscape is seldom understood as such and is rarely cohesive and connected. Its diffuse nature gives users a specific freedom to imagine, interpret and appropriate. These lands constitute not so much a material or social void, but a *programmatic void* - free from rigid instructions on how to act and where. Perhaps the Fringe landscape´s interstitial quality, neither being traditional city nor countryside, lends these voids some of their ambiguous nature. The Fringe landscape´s odd mosaic of used and abandoned structures blurs the traditional understanding of public versus private with a notion of "terra incognita"; the unknown land (Berger Alan, 2006, p. 28). Ignasi de Solà-Morales coined another useful concept; Terrain Vague, defining it as empty or abandoned space (de Solà-Morales Ignasi, 1995, p. 109). He illustrates the quality of these spaces through etymologically linking vague to vacuum, describing these sites as available, unoccupied, intermediate and uncertain; a condition that allows for freedom and mobility. Their potential lies in combining the lack of program or instruction and a freedom from restrictions: "Void, yet also promise, the space of the possible, of expectation." According to Solà-Morales these "strange places exist outside the city´s effective circuits and productive structures", like the aforementioned buffer zones and fallow sites. They are conceptualized as uninhabited, unsafe and unproductive. Yet they are free from conventions therefore free to use in unexpected manners (de Solà-Morales Ignasi, 1995, p. 110).

In the traditional spaces of the city core and the countryside there are strict rules for people´s conduct. The flow of everyday life is ensured with the help of small changes in ground elevation, painted lines, marks and signage. Not to mention the social hegemony of spatial typologies. A large surface paved with stone is a square – lingering and exchange of goods is allowed. A large swath of grass with trees is a park – sunbathing, sports and perhaps even sleeping is allowed. A linear stretch of asphalt is a street – only cars are allowed. Certainly many desires and activities do not match these programs. Hence the unprogrammed peripheral sites, or Voids, come into focus (Cupers Kenny, Miessen Markus, 2002, p. 129). Albeit vague they become filled with meanings as people begin to use them for their own purposes (Cupers Kenny, Miessen Markus, 2002, p. 135). Perhaps it is the feeling of "present absence" or "lack of appearance or presence" that give people the urge to reinterpret and use these sites (Cupers Kenny, Miessen Markus, 2002, p. 79, 80). Beyond the traditional public spaces and their attached social behaviors these Voids inspire because they pose a question that allows for a multitude of answers (Cupers Kenny, Miessen Markus, 2002, p. 99).

Vacant?

This leads to the question whether these spaces really are empty and vacant. Perhaps they rather possess a quality of anonymity, belonging to no specific set of people, but all people at once? With this perspective, these sites may be inhabited places, although not revealing themselves as such between events. And even more so, one site may be understood and used differently depending on who inhabits it and when. Lars Lerup has used the concepts of Stim and Dross to signify this interplay between event and void. Stim is short for points of stimulation, or events, on the urban surface. Dross on the other hand is the eventless, undervalued and ignored space (Lerup Lars, 1994, p. 101). Thus the same space may fluctuate between stim and dross. This highlights the meaning of this chapter´s title. These spaces are called Voids not because they are black holes in society, but because they lack programming that regulate social behavior. The open character positions these sites as Heterotopias; places that are created when a wide range of constituencies use the space in different ways (Foucault Michel, 1986, p. 24). As these spaces are not socially codified, being vague, their uses are symptoms revealing that groups in society "need to find a place outside of normal urban fabric" (Sandin Gunnar, 2008, p. 75). As previously mentioned certain groups or behaviors are excluded from the places normally described as public space. In such a case, these programmatic voids counterbalance the squares and streets in the city core to form a more democratic spectrum of available spaces. Relating to the people´s need to construct own worlds, Gunnar Sandin writes that a heterotopia is an "actual place, in possession of the rules and schemas of both utopian and ordinary worlds – and so reflects both" (Sandin Gunnar, 2008, p. 78). This highlights that a degree of freedom from social and programmatic restrictions allows for these spaces to become sanctuaries that provide refuge.

Spaces of uncertainty

Quite contrary to Sandin´s description of peripheral sites´ capacity to be transformed from neutral space into valued places, Marc Augé has called these sites non-places. He argues that they can be described in aesthetical terms as ugly or beautiful, but that they do not hold any deeper meaning for society (Cupers Kenny, Miessen Markus, 2002, p. 16, 17) Cupers and Miessen argue that despite these sites´ possible lack of historical meaning they hold an important and central role in society. Not only are they functional parts of the urban landscape, but their use is a symptom of a society where different groups use radically different spaces. This tendency leads to a separation through which certain groups never encounter each other, threatening the role of traditional public space as open and inclusive: "The city becomes a non-place populated by travellers, strolling consumers and tourists" (Cupers Kenny, Miessen Markus, 2002, p. 16, 17). In an urban landscape where peripheral sites gain in social importance and use, the wellkept city core is reduced to an economic engine to which culture serves as a tool for branding, or supportive device. As a consequence, those cultural expressions that do not support economic growth are disadvantaged and finally excluded. Hence peripheral spaces and their lack of program gain importance (Cupers Kenny, Miessen Markus, 2002, p. 22).

Contributing to the decline of traditional public spaces´ capacity to be inclusive is the rise of network society. New technologies, spanning from hard infrastructure to social media have also changed the use of and interaction in public space. Central aspects like inclusion and democracy, in history exclusively held by streets and squares, have now splintered into a multitude of networks of physical and non-physical spaces exclusive to certain groups. The peripheral Voids must therefore be understood in the context of this 20th century shift in which the public desintegrates into a range of much more fluid and networked social constellations (Cupers Kenny, Miessen Markus, 2002, p. 31). Both today´s physical and social landscapes may be more appropriately described as flows, rather than fixed entities. Although the contemporary landscape is a system of people, goods, information, capital, culture, etc. that both moves and transforms, not all things do so at the same pace or rhythm. Places that do not have the ability to adapt or sustain the interest of social groups or investors fall behind and end up being abandoned (Cupers Kenny, Miessen Markus, 2002, p. 111). These sites constitute Voids that are opened up for new interpretation and appropriation.

By now it is apparent that it is impossible to speak of the public as a singular realm, but about society as made up of several publics. Modern society was divided into several constituencies even before the rise of network society, although the trend seems to be that society is breaking up into smaller fractions. In order to cope with this, idealized conceptualizations of the public need to be shed. Instead, different publics and their associated habits need to be mapped to see where they overlap as a first move to establish new common grounds (Cupers Kenny, Miessen Markus, 2002, p. 48). With this approach public means open to the citizens, which in reality translates to heterogeneity, multifunction, instability, exchange, confrontation and diversity; a "multiplicity beyond borders" (Cupers Kenny, Miessen Markus, 2002, p. 152). Certainly urbanism is not only the result of political and economic forces and mechanisms. Beyond this is the plethora of publics and cultures making the landscape a contested arena, a tangled set of flows and an unfolding sequence of people and places; "Is it not the confrontation with the unexpected which makes the city such an exciting place?" (Cupers Kenny, Miessen Markus, 2002, p. 107).

Planning and unplanned space

Planning is arguably, at its core, an art of restriction and regulation. Not so much a way of conducting futures but of deducting undesirable scenarios. Not so much a profession of induction and design, but of reduction and control. Thus the combination between the opposites of planning and the inherent freedom of voids is especially interesting. Perhaps planning versus freedom is ultimately a question of unity versus multiplicity, utopia versus reality. Administratively speaking a landscape is a unit, although they are under the governance of several agencies. But socially speaking a landscape is not a unit, but rather a heterogeneous overlapping of systems and social arenas without defined boundaries. The latter socially defined concept of free form and loose edges does obviously not fit into a planning mode based on legal definitions, spatial distinctions and public uniformity (Cupers Kenny, Miessen Markus, 2002, p. 38). The intersection between the regulations of planning, the free and open nature of Voids and the multitude of publics becomes an even more important topic considering the vast amounts of Fringe landscapes that exist. Although this is a highly contemporary landscape typology and form of urbanism, it rarely receives the care and attention that traditional city cores do. Mostly the Fringe landscape and its Voids are seen as temporary and ambiguous. But as these landscapes are ephemeral, and do not fit into the convention of urban versus rural dichotomy, they are indeed open to new definitions and desires. In such undefined territories, equally undefined uses and social relations have the possibility to emerge (Qviström Mattias, Saltzman Katarina, 2007, p. 4).

But could planning really be concerned with the transient and interstitial, instead of the utopian and ideal? As the Voids of Fringe landscapes are positioned in limbo between former and future land uses, they may stay in this holding pattern for an indefinite, and often long time. The amount of time these sites spend in limbo suggests that this is neither a matter of vacancy nor occupancy from a planner´s perspective. Do Voids exist due to lack of interest, or is there a lack of planning tools that could stage temporary uses between more permanent land uses of higher economic yield (Qviström Mattias, 2009, p. 187)? After all, neglecting the Void as it exists before development is rather absurd, as a building will only last so long before it is demolished and the site becomes a Void again. Exemplifying with case studies of landfills, Mattias Qviström has shown how plans to turn these into parks are postponed over and over again. This is symptomatic for a planning culture that deals only with final and utopian visions, rather than uses that are temporary and transformative. Furthermore, utopian plans conceal or deflect attention from the people that use and find opportunities in Voids (Qviström Mattias, 2009, p. 193). Typically the mechanisms of planning and capital follow distinct and legally defined steps such as acquisition of land, lease contracts, zoning plans, building permissions, etc. This constitutes a landscape transformation that evidently is radically different from the more fluid change of sites brought about by people´s everyday lives and ecological processes. As planning and development moves in jolts, sanctuaries for people and animals may emerge in a totally different and gradual manner (Qviström Mattias, 2009, p. 202).

The emergence of Voids

What further mechanisms are there which give rise to these programmatic voids? Landscape architect Alan Berger states that “The city is ultimately a natural process whose unperceived complexity cannot be completely controlled and planned” as the driving forces behind urban growth are processes rather than anything tangible. A consequence of this claim is that cities are living systems and thus produce waste. Therefore waste from human society is natural and its production follows the growth rate of the city organism. As the city is not an object but a flow and transformation of objects, its growth will inevitably produce waste landscapes such as derelict factories or empty lots (Berger Alan, 2006, p. 44). But Berger goes even further in his analogy between cities and other life forms: “Complex processes must export waste to their boundaries in order to maintain and grow” (Berger Alan, 2006, p. 45). Something easily compared to Qviström´s previous account of Fringe landscapes being conceptualized as “wastelands” in planning practice. Moreover, Voids may be created by disinvestment and consequently disappear when they are again attractive for new development. Thus Voids are usually the result of sites “falling between cycles of investment” (Berger Alan, 2006, p. 29, 35). Other sites which serve merely as buffer zones between land uses, like freeway impediments for example, also constitute Voids. Also common in Fringe landscapes, these are apparently not the effect of disinvestment, but of dispersed urbanism characterized by rapid horizontal development driven by low transportation costs and advances in telecommunications (Berger Alan, 2006, p. 12, 31). However, the existence of Voids is not only the result of rather mechanistic market factors, standardized planning and technology. Just like capital is strategic, tactical and always on the lookout for optimization of its production and assets, planning is also a thoroughly calculated practice. First, land with uses that generate income also generates taxes, thus municipalities look to attract development. Secondly, land is often bought by municipalities only to be held strategically vacant. This gives planners the time to create long term development plans, which in turn create anticipation of future transformation among local residents and developers. This does not only give authorities an advantage and lead, but is also a long term method to generate income as land can be bought cheap from farmers with economic struggles due to urban proximity, and sold to developers years or decades later at a much higher price. Obviously the emergence of Fringe landscape is partly an effect of municipalities engaging in land speculation (Berger Alan, 2006, p. 27).

Thus, Voids are spaces that at first glance may look abandoned but in reality fill a crucial niche in the social landscape, as well as constitute a land reserve for future economies and policies (Saltzman Katarina, 2009, p. 31). Although we might not personally use these spaces they activate our memory and imagination, and reveal to us some of the leftovers from contemporary society (Saltzman Katarina, 2009, p. 46). As such, the Voids in the Fringe landscape at once display the macro and micro scales of society: land speculation and the dwellings of homeless people, long term strategic plans and the hidden games of children, global networks and patches where rare plants for a moment take root (Saltzman Katarina, 2009, p. 36, 49).

Any possibilities?

So what opportunities are there to creatively engage with these Voids as a landscape architect? According to de Solà-Morales architecture, and as I see it any form of environmental design, is an instrument of organization, rationalization and efficiency. The very act of design turns "the uncivilized into the cultivated, the fallow into the productive, the void into the built" (de Solà-Morales Ignasi, 1995, p. 112). So does the very act of professional design in these places disturb their fragile nature? His recommendation to those who cannot resist the temptation of engaging these wild spaces resonates strongly with the methodologies of landscape architects: pay attention to the continuity of the place and its energies and rhythms, time and process. Create works that transgress limits and scales (de Solà-Morales Ignasi, 1995, p. 113). The description of landscapes as bundles of flows has been mentioned previously in this text, but is properly captured by Lars Lerup:

"Nothing on the plane is stationary, everything is fluid – even the ground itself on which the billiard balls careen. The bio-vehicular, electro-commercial, socio-electronic and opto-ocular metropolis knows no steady state"
(Lerup Lars, 1994, p. 96).

In conclusion one may speculate that Voids are becoming increasingly numerous as they are inherent to the dynamics of the Fringe landscapes generated by contemporary urbanism. In the midst of this process Voids and truly open arenas may be exactly what we, the multitude of publics, need in an age where mobility and telecommunications do not connect us, but separate us. Perhaps we as designers can learn from these spaces how to design a generous openness and not dictate functions and programs, how to create designs in which multiple meanings can be read, rather than form spaces of clarity and precision.
After all, all is fluid. But fortunately space is less fluid than event, allowing us to create designs that sometimes generate, but more often accommodate:

"Only in the hybrid field of stimdross may we begin to rethink and recover from this holey plane some of the many potential futures"
(Lerup Lars, 1994, p. 106).

Void: *vacant lot next to commercial development*

A LANDSCAPE OF NETWORKS, FRINGES AND VOIDS

The previous three chapters may seem to describe different phenomena separated in space but also by function and meaning. This is not the case. Rather, the Network of the global city and the heterotopias of Voids exist side by side in a Fringe landscape formed by the absence of unifying visions and political priorities.

Although the landscape of these three conditions might appear like an odd mix that no one has had the time to arrange, there is a hierarchy. No informal land uses and social practices would be able to stand the pressure of plans for new infrastructure. To be part of the Network is a given fact of life today, thus its freeways, cell phone masts, etc. are the primary structuring factor of this landscape.

But for a moment, a gap between development efforts that can last a lifetime or so, the three conditions become *one* landscape, both tranquil and chaotic. A landscape type central to the global network and odd social practices, but also peripheral as it is almost nonexistent in our language and lies far back in planning awareness.

Despite the general lack of focus and attention, this landscape is both home to the systems crucial for globalization and a wide spectrum of informal activities. Combined, its Networks, Fringes and Voids constitute the city of today.

SPATIAL INVESTIGATIONS

2


img. 2
img. 3
img. 1
Cartographic techniques and territorializations

1: ON MAPS

"In other words, prior to language, "landscape" is a phenomenon beyond immediate comprehension; it is not until we choose a prospect and map what we see, marking some aspects, ignoring others, that the landscape acquires meaning. Such interventions include paintings, poems, myths, and literature, in addition to buildings and other interventions upon the land. These works are the encodings that set and enframe human situations. They are the posts that map out a "landscape.""
(Corner James, 1991, p. 129)

The regulating power of maps

With the rise of the internet and mobile applications in the network society, maps have both become unavoidable and completely indispensable. However, it seems like the everyday use of maps is of mere navigational purposes and that they seldom are used as a lens through which one can understand the society that produced them. Today maps are usually treated as important reflections of the world. They rarely inspire by depicting the complex and dynamic relationships in the world, instead most maps are means for effective and "factual" communication and display very little information about what sort of life is lived in the landscape they represent.

To begin elucidating the processes through which maps are conceived J.B. Harley states that they are unavoidably "value-laden images" and consequently not objective. As a matter of fact, even if they are produced under scientific circumstances and aims, they are inescapably the result of selecting what parts the landscape are to be represented and how. Maps are always the result of this process and thus reflect the power and ethics of the cartographer (Harley, J.B., 1988, p. 279). So to understand a map, one must first understand the conditions under which it was produced; the social and professional identity of the cartographer, his/her perceptions, the circumstances under which the map was made, and in general the moral and ethical relationship between society and its land (Harley, J.B., 1988, p. 281). This way, maps are not only a way for society to represent itself and certain features of its landscape, but depending on who the cartographer is, a way to structure and entrench a society´s self image and ideals (Harley, J.B., 1988, p. 278). As maps are a way structuring the land they are also inextricably linked to government, state and ownership. Consequently, they cannot escape being linked to the rise of nation states and modernity, as little as they can escape the subjectivity and cultural background of the cartographer. Thus, maps are means of power over the landscape and its inhabitants (Harley, J.B., 1988, p. 283). Hence, the more complex operations and expansive military, social or territorial ambitions of the state, the bigger the need for maps (Harley, J.B., 1988, p. 280).

Our society is molded with the help of landscape representations such as maps, GPS, images of landscape scenery in advertisements, locations shown on television or more abstract landscape information like weather forecasts and traffic reports. To some extent we have become a society of simulacra, living our lives through representations instead of the landscape. Who would ask for directions in a foreign town when there are mobile applications that will give them to you? Maps do not only structure the landscape, they unavoidably also structure our lives as we are part of the landscape. Through modernity´s process of rationalization and optimization the institution of maps now structures the spaces we live in as much as the clock structures our time and daily rhythm (Harley, J.B., 1988, p. 285). Together they enforce a social perception of how the everyday landscape is shaped and operates: home, commuting time, labor and workspace, family time, kitchen, bedroom and sleep. Seen like this, maps are neither true nor neutral, but are instruments of discipline. However, the shape and rhythm of our lives is not naturally given, but is partially possible to alter with the use of representations (Harley, J.B., 1988, p. 287). Hence maps and the societies they depict are codependent, informing and structuring each other. The mutual relationship between maps and the world, the representation and the represented, structures life and environment according to social norms and beliefs held as true and given (Harley, J.B., 1988, p. 290). This means that the power of creating maps is a form of power over society; its citizens and lands (Harley, J.B., 1988, p. 298).

The creative power of maps

But the existence of maps is not only a tyranny, their agency and instrumentality also hold a great potential for creatively re-envisioning landscapes. James Corner has written about their ability to "emancipate potentials, enrich experiences and diversify worlds." As a counterpoint to society´s use of maps as true and objective, Corner points to the cartographer´s power, and indirectly his/her responsibility, to create maps that reveal aspects of our environments that were previously unimagined. Maps do not only depict and entrench "truths", but also envision and construct society according to its aspirations (Corner James, 1999, p. 213). Furthermore, the act of mapmaking not only structures the world through its distant gaze,

selection and codification of information, but visualizes what is not seen when directly looking at the landscape. Maps are thus representations that comprise certain parts and functions of a landscape that correspond to a certain purpose. Through compiling this information, “artificial geographies” are revealed whose composition informs us about landscape dynamics and relations: maps visualize what lies hidden in the amalgam of a landscape. When considering this it becomes apparent that mapping and cartography is a creative endeavor, given that the mapmaker seeks beyond previously mentioned social “truths” and objectivity. Cartography thus becomes an act of trying out and enacting various perspectives or understandings of the world (Corner James, 1999, p. 215). It is obvious that the notion of mapping as an exploratory task is highly useful in a social context where multiple perspectives, memories and ways of life are found among stakeholders and constituencies. In contrast to using maps as tools for state power and enforcing norms, mapping as a relational and collaborative practice could be a way to frame the challenges of an increasingly heterogeneous society. Corner argues that maps are not only where landscape architects and planners envision and preconstruct future territories, but that the act of mapping generates a motion towards the realization of that future and that maps are thus set between the present real world and the virtual vision (Corner James, 1999, p. 225). Because “...the map always precedes the territory...” (Corner James, 1999, p. 222)

But what kinds of visions are found in maps? Due to their position between the real and the virtual the risk that they become representations of an ideal world is evident. That maps are political instruments and have historically been used to hide certain aspects of landscapes is fundamentally linked to modern day masterplanning as both cases convey an idealized situation, whether it is of the present or the future. Although the masterplan may set off a process towards that ideal, its precision in composing and mapping such an ideal state makes the future look rather trivial (Corner James, 1999, p. 224). Despite the instrumentality and matter-of-fact nature of masterplans, there are reasons to question their existence in contemporary planning. As local communities and neighborhoods today are to a large extent globally networked, they are also subject to the rapid and sometimes violent shifts in global economy, politics and media (Corner James, 1999, p. 226). In a world where contingency and multiple ideals on a global arena have replaced certainty and local ideal, the question is whether the picture perfect compositions of most masterplans is an adequate planning tool. One may also ask why maps and plans that depict an idealized and distant future in detail is used at all, as most of those involved in planning know that during the course of its implementation a number of things will happen that cause a literal *change of plans*.

In contrast, mapping has recently taken a creative turn. Nowadays, and primarily within landscape architecture, maps have come to resemble a collage of aerial photos, quantitative data, site images and impressions, patterns of flows and diagrams of essential urban and ecological processes, all in one evocative display. Notable examples of such are found in the work of James Corner himself and Mathur/da Cunha. Corner describes his technique as a superimposition of various information “layers” forming a “thickened” surface of juxtapositions and relations. As each layer has its own logic, the choice and superimposition of them is the act through which the map is created. Accordingly, this is one technique capable of generating maps with different meanings and effects (Corner James, 1999, p. 235). This new mode of creative mapping has likely emerged as a response to the complex and temporal nature of landscapes, as well as the contingency of contemporary urbanism. Also, maps that display territorial flows and processes are able to communicate and describe current shifts and changes in a society. In comparison to the compositional masterplan, this form of creative mapping is a potent tool for affecting the mechanisms that form urban or other landscapes. Thus, future mapping and planning may be more about finding and directing processes and forces that shape landscapes, and less about the “spatial determinism” found in masterplans (Corner James, 1999, p. 227).

Representing the Fringe

With these reflections on the agency of cartography in contemporary society the following chapter will contain maps of a Fringe landscape and the phenomena that comprise it. These maps are not intended to sort out or structure information in hierarchies. Instead they display various phenomena and data treated equally and as found, in an effort to communicate the ongoing dynamic of the sprawling and slightly chaotic amalgam of land uses found in the Fringe landscape. Hence, these maps reject any sort of objectivity or neutrality, but seek to represent the Fringe landscape as a fascinating, intricate and colorful mosaic (Corner James, 1999, p. 215). The following maps are intended to be read in a variety of ways, both containing rational data and evocative text and images, as the Fringe landscape is a territory hosting a wide array of functions, constituencies and perspectives. But foremost, these maps are personal reflections upon a land and form of urbanism that I, and society at large, do not yet fully understand: the Fringe landscape and its Voids and Networks.

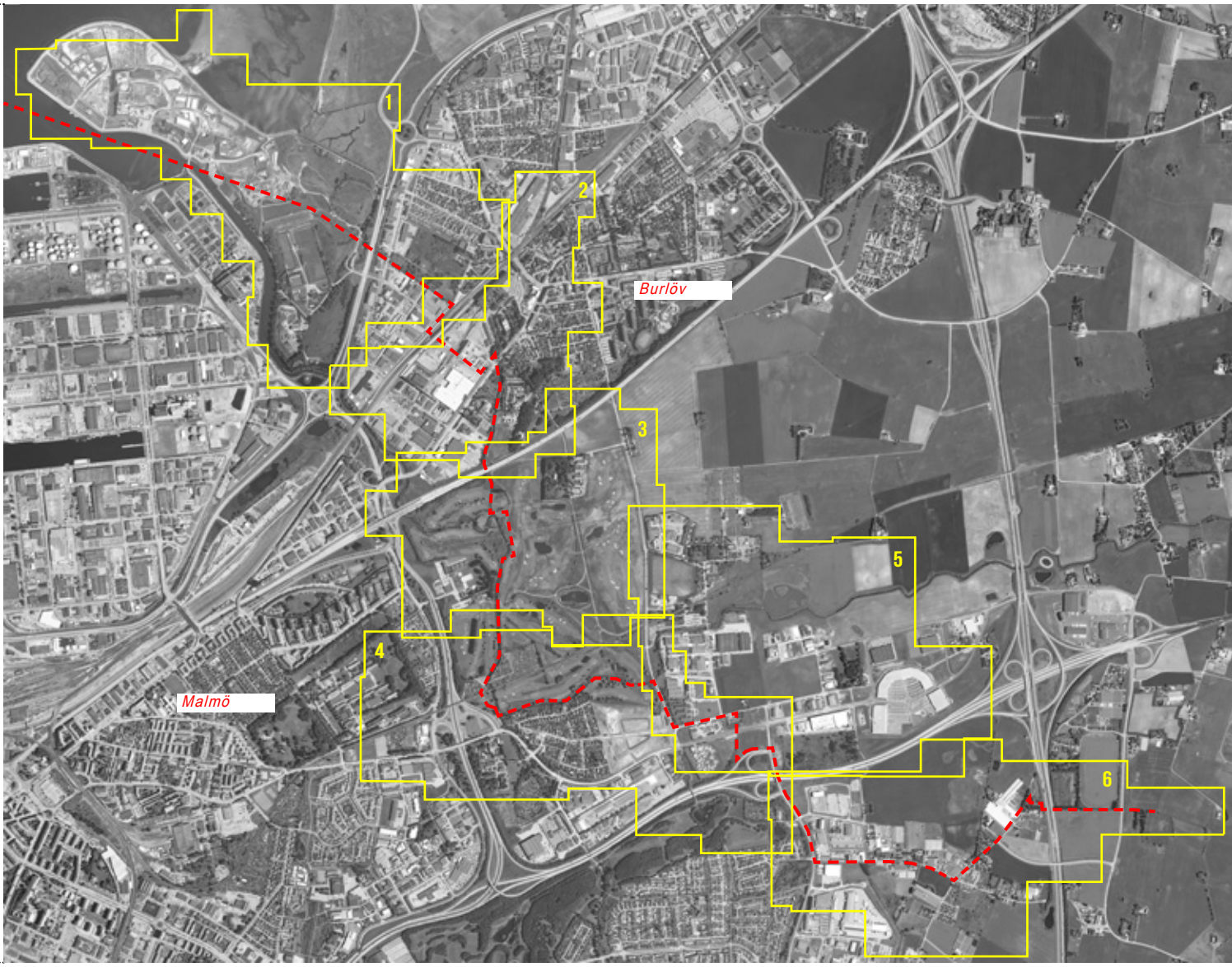
The previous chapters Network, Fringe and Void along with on site investigations constitute the perceptional and information background that has guided the making of the following maps. In itself, the very process of mapping this landscape has been the first step into the next phase of site design and strategy. The processing of data and impressions compiled in maps is unavoidably guiding later design. Thus, the maps are conceived to be part of a generative process of design and induction, rather than in the spirit of planning, objectivity and reduction (Corner James, 1999, p. 250). As Corner writes:

"...the various cartographic procedures of selection, schematization and synthesis make the map already a project in the making. This is why mapping is never neutral, passive or without consequence; on the contrary, mapping is perhaps the most formative and creative act of any design process, first disclosing and then staging the conditions for the emergence of new realities."
(Corner James, 1999, p. 216)

img. 2

2: MAPPING THE LAND

img. 4



In Northern Europe, the Danish/Swedish Öresund region forms an urbanized landscape home to approximately 3,5 million people. Named after its central territory, the Öresund strait, this region form a nexus where the shipping routes connecting the Baltic nations with the global markets intersect with the only land to land bridge between the Scandinavian peninsula and continental Europe. Its main urban cores are the historic twin cities of Copenhagen and Malmö on each side of the Öresund border/strait. The Fringe landscape featured above is found just north of the parts of Malmö which are easily recognized as traditional city. The municipal border between Malmö, Sweden´s third largest city, and Burlöv, Sweden´s geographically smallest municipality, is cutting through this landscape. Although it is centrally located in the urbanized Öresund region, this Fringe landscape straddling the municipal border constitutes an internal periphery. This is a territory travelled through by many, visited by some, but in the wider public scope one that remains uncharted. In the following maps I trace the municipal border, approximately 9 km, as a central and arbitrary line through a landscape mostly shaped by its peripheral position in Malmö and Burlöv planning. Thus, the maps merge two peripheral borders into one central line with a very peculiar landscape organized around it. Representing this landscape opens it up not only for appreciation, but also for appropriation. As landscape images flow freely and in abundance in today´s society, they play an important role in territorialization and landscape formation. The following maps are created to position this mix of land uses as *a landscape* in today´s tangled relationship between image and reality, local culture and global information, place and media (Hellström Reimer Maria, 2008, p. 8, 11).

TIME LAPSE STUDY:

EMERGENCE OF A NEW LANDSCAPE

MALMÖ/BURLÖV BORDERLAND

1940

img. 5

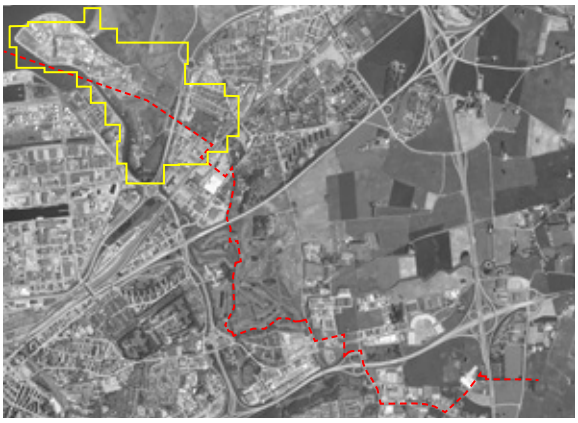
MALMÖ/BURLÖV BORDERLAND

2010

img. 4

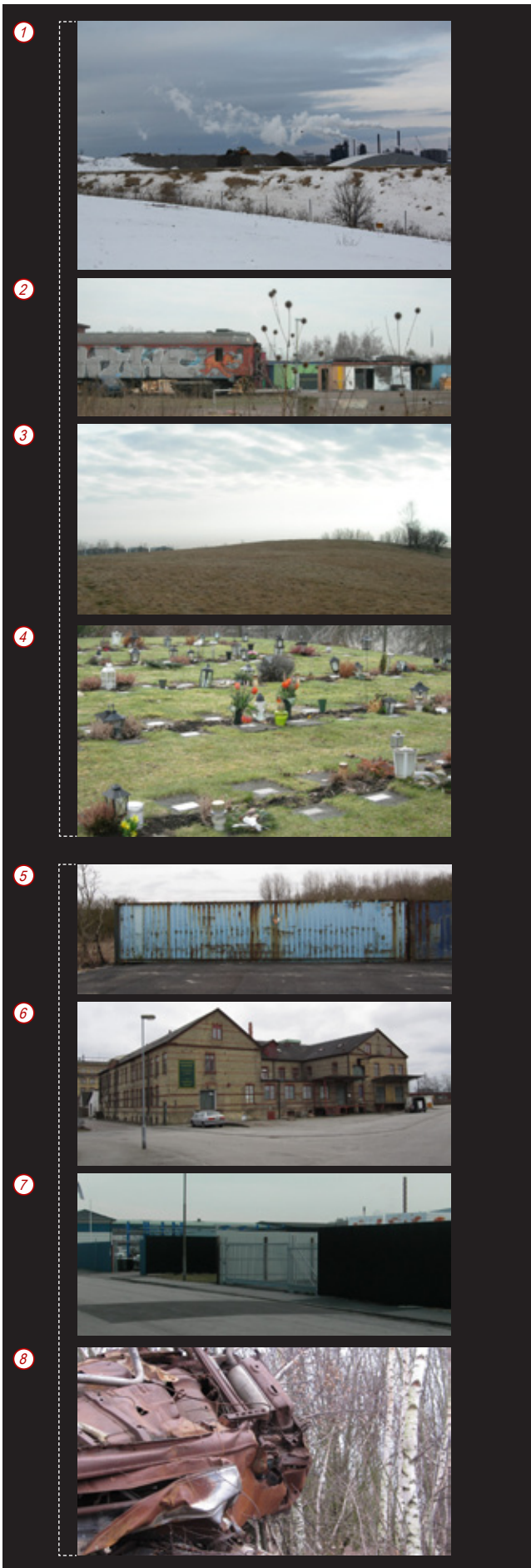
AS FOUND: SEGMENT 1:

landfill / highway / derelict lot



img. 4

The history of the Malmö/Burlöv municipal border roughly follows the geographical line drawn by the subregional waterbody Sege River. Thus the history of the borderland can be found along the water´s path through the terrain all the way to where it reaches the Öresund strait, the aquatic link between the Baltic and the North Sea. Just next to the river mouth lies the first segment of the municipal border; Spillepeng. Once a wetland and delta, today it constitutes an entirely artificial terrain of various garbage landfills covered with a heterogeneous mosaic of land uses and biotopes. The only remnant of the coastline´s past, Tågarp´s Heath, is found just north of the Spillepeng landfills rising to the sky as a marker of consumerist culture. As the heath´s topography is naturally flat and aqueous in contrast to Spillepeng, it is flooded annually. This water table fluctuation, and the fact that the heath has most likely been continually grazed since the Bronze Age, has created an ancient, indigenous and fragile marine-bucolic landscape that exists side by side with the somewhat dystopian landfills and modern day treatment plant for regional flows of garbage (Översiktsplan för Burlöv, Fördjupad för Arlöv, p. 34). The metamorphosis from a grazed delta to landfill began possibly a hundred years ago. Around the 1920´s the delta was leased on a year to year basis for grazing and military exercises. A common land policy that enables decision makers to swiftly change land use if necessary, but also a condition that deters investments and generates temporary uses and fallow terrain. The making of the transitional/provisional Spillepeng had begun (Qviström Mattias, 2008, p. 161) By the 1930´s the ongoing garbage dumping had been formalized, and around this time the first plans to turn the growing landfills into a park were formulated. A vision that has remained ever since, but which has largely been pushed into the future. Instead the garbage flow increased as the disposal needs of several municipalities became consolidated at Spillepeng (Qviström Mattias, 2008, p. 163). Meanwhile the plans to veil decades of domestic and industrial refuse with a blanket of pastoral innocence were also formalized as they appeared in the Malmö comprehensive plan in 1940 (Qviström Mattias, 2008, p. 167). In the late 1980´s 500 000 tons of garbage were dumped annually and the future plans had become even more elaborate: not only a recreational area, but also a marina, beaches and ski slopes (Sydsvenska Dagbladet Snällposten, 1989). In 1990 the part of the landfill that had been closed was reopened as a park maintained by a local foundation (Burlövs kommun Översiktsplan 98, p. 30). This part of the artificial peninsula is today home to a wide and odd array of users: shooting clubs, the fire and rescue service, bird watchers, fishermen, rabbit breeders, a pet cemetery and people that appreciate the steep terrain and views in an otherwise flat region (Sandin Gunnar, 2008, p. 83). Today the modern treatment and reuse operations on the artificial Spillepeng peninsula have radically reduced the amount of material that end up as landfill. As a result, the current estimation is that the facility may be decommissioned in 2040-2050, and that the final blanket of pastoral innocence will not be realized until then (Sweco, 2010, p. 7) Just inland from the Spillepeng landfill one finds a derelict and abandoned lot along the Kalina Creek municipal border, framed by a neighborhood of suburban tract homes, the nation´s most busy rail corridor and industrial development. Once small scale industrial buildings lined the now gone Wennert´s street that cut through the lot. Today it is an overgrown lot replete with burnt-out wrecked cars, children´s forts, an abandoned agility track for dogs and a surface of compacted gravel for the temporary storage of shipping containers, trailers and last winter´s snow. Despite the probable soil contamination and the almost constant noise from the rail corridor, Burlöv municipality plans to turn this into a residential area (Översiktsplan för Burlöv, Fördjupad för Arlöv, p. 51).



1 View from landfill / park over Tågarp´s Heath and wetland

2 View from landfill/park into modern waste management facility

3 Temporal storage: containers and snow

4 Looking across Kalina Creek into Malmö municipality

After reclamation:
Public beach

Waste management:
Cells for categorizing various materials:
polluted soil, wood, metal, chemicals...

West Africa

Common Ringed Plover

Pied Avocet

Eutrophication 1995:
6 million m3 (190 l/s)
660 ton Nitrogen (N)
6 ton Phosphorous (P)

Annually

Tomelilla Å

img. 5

After reclamation:
Leisure marina

Sege River mouth

Sege River

img. 6

MUNICIPALITIES:
Burlöv
Kävlinge
Lomma
Lund
Malmö
Simrishamn
Sjöbo
Skurup
Staffanstorp
Svedala
Tomelilla
Trelleborg
Vellinge
Ystad

SYSAV
waste management plant

2009:
792.500

1989:
500.000

Annual tons of trash

Tot.:
120 ha

After Reclamation:
105 ha public land

Today:
37 ha public land

Spillepeng area

4,2% to landfill

95,8% recycled or burnt
for municipal heating

200 truckloads of trash every day

2 Fire & Rescue exercise platform

Regional shooting ranges

Site for annual event Spillepengsdagen

4 Animal cemetery

Freeway E6:
Malmö, North entrance
17 000 vehicles per day
(4 000 heavy load vehicles)

Tågarp´s Heath
Natura 2000 + nature reserve:
Bird sanctuary & wetland
No access March-Sept.
Grazing as management

Arlöv Rabbit Breeding Association, est. 1933

Brown Argus

Weeds:

*On the surface **pastoral and innocent** with magnificent vistas.*
*A **geology of waste** cloaked with a green blanket of escapism.*
*The smell is the only sign that reveals the **record of consumerism** below.*

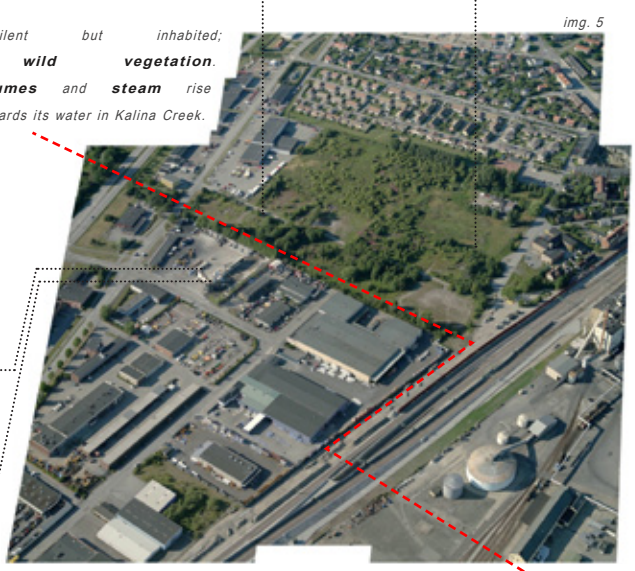
Freeway E6
to Helsingborg
all the way to
Kirkenes, Norway

Architectural heritage:
Typical 19th century working class homes

1970
Wennert´s street and building footprints

A site silent but inhabited;
trash *and* ***wild*** ***vegetation.***
On cold days ***fumes*** *and* ***steam*** *rise*
as the Sugar refinery discards its water in Kalina Creek.

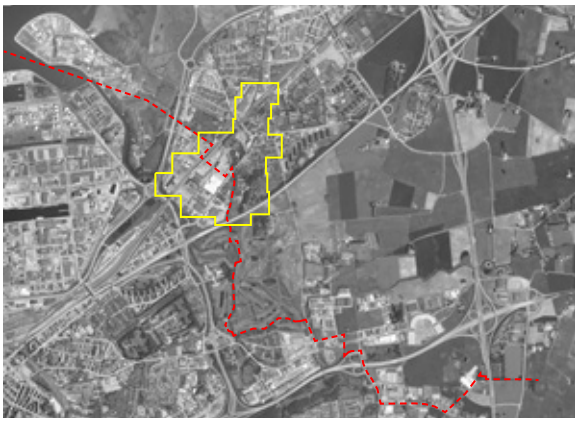
img. 5



Asphalt plant

AS FOUND: SEGMENT 2

railway / sugar factory / kalina creek



img. 4

The rail corridor that cuts through Burlöv municipality opened in 1856 and was instrumental for the industrial development in southern Sweden during that time. To capitalize on the new infrastructure´s promise of effective logistics, a new sugar refinery was built adjacent to the tracks in 1869 (Burlöv Bevarandeplan, p. 25). This caused the landscape´s scattered settlements to shift as the village of Arlöv migrated from its original location in Sege By (see map segment 5) to its current location clustered around the sugar refinery (in Burlöv municipality). The existence of today´s small town Arlöv is surely due to infrastructure and industrialism (Ortsanalys Arlöv, p. 6) The refinery is still in operation, being one of the last remaining facilities in the region due to global competition. However, the increased production capacity of the sugar refinery, 850 tons daily, is no more linked to the rail corridor but relies on trucks and freeways (www.nordicsugar.com). Currently, the growth of infrastructure is considered as both the lifeline for Burlöv municipality, but also a factor that drastically decreases the quality of life as trains pass through Arlöv every 3 minutes on the rail corridor that connects the Scandinavian peninsula to continental Europe (Burlövs kommun Översiktsplan 98, p. 45).

Since 1786 the municipal border follows Kalina Creek, once one of the Sege River delta´s two main channels (Agerhem et. al., 1995, p. 2). Today it is used for industrial purposes as a cooling medium in the sugar refining process, a practice that has been going on since the 19th century (Agerhem et. al., 1995, p. 7). This process pumps the water from Sege River into Kalina Creek, then up to a tank on the refinery roof, through the actual refining process inside the factory building, ultimately dumping it close to Spillepeng several degrees warmer (Agerhem et. al., 1995, p. 11).

But Kalina Creek is not only an industrial coolant, its position as municipal border has some interesting effects. The Burlöv side of the border is planned as a greenway for central Arlöv. However, from Malmö´s perspective its banks are a periphery and have consequently been developed with large scale industries (Översiktsplan för Burlöv, Fördjupad för Arlöv, p. 12). Especially interesting is a small derelict lot on the Malmö side that up until recently hosted a few allotment gardens. Disregarding the border, it would be a prime piece of land to develop; close to the creek, situated along the historic country road between Malmö and Lund and within the small town of Arlöv. But alas, the border consequently deems it unfeasible: why should Burlöv plan for development “in” Arlöv when revenue and other aspects would be part of the Malmö administration? This exemplifies the absurdity of centrally located borders: an insignificant piece of land on Malmö´s edge becomes a derelict lot in the everyday landscape of Arlöv (Burlöv) people.

Along this industrial water border a series of other features and users typical to the Fringe landscape are found. Right next to the refinery, the church of Scientology has moved into a former office building and established one of their Scandinavian headquarters. Also the “Kalinan” old roadside inn (currently a daycare and previously a venue for sober alcoholics), rows of historic white collar residences, an outdoor theatre on top of a Bronze Age burial mound (Ortsanalys Arlöv, p. 6, 10) and of course children´s forts and their associated fantasy worlds are found here.

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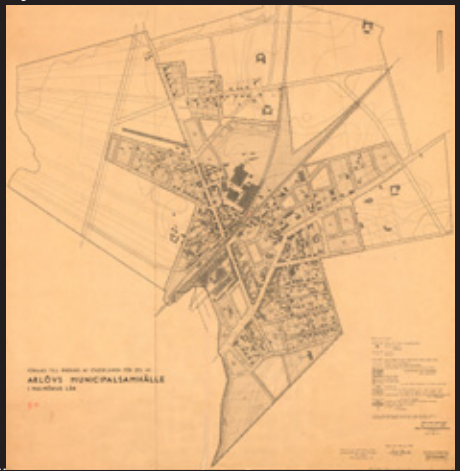
img. 7

6



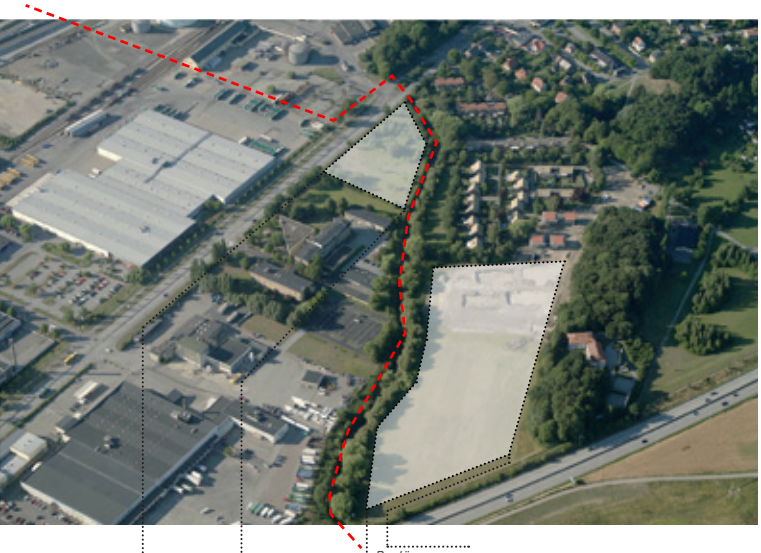
img. 3

1 To the left; Malmö municipality bus depot. From middle to right; Burlöv municipality sugar refinery lot.

2 Undeveloped land at the edge of Malmö municipality, sugar refinery labs in background. Burlöv municipality on the other side of Kalina Creek.

3 Burlöv municipality; new creekside development with stormwater retention/infiltration pond.

4 Old bridge across Kalina Creek, E22 freeway to the right.

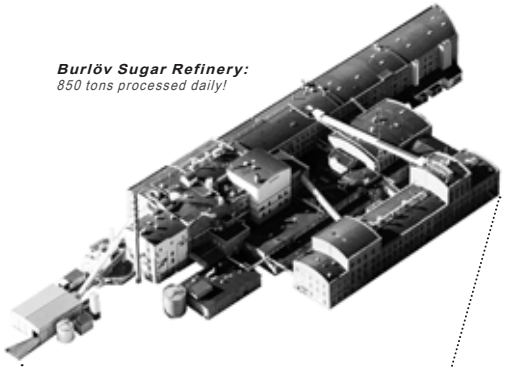


img. 5

Malmö:
Former garden allotments.
Today: Undeveloped land at the municipal edge.

Burlöv:
1995: Agricultural field
Today: New development and grass field.

Burlöv Sugar Refinery:
850 tons processed daily!



By train:
to Scandinavian Peninsula

Kalina industrialized creek:
1. Water pumped from Sege River to Kalina Creek.
2. Water used in sugar refinery for cooling at a flow of 20 liters/second.
   Ca 5 M cubic meters of water used annually.
3. Heated water (25 – 30 c°) is discarded in Kalina Creek close to Spillepengen.

img. 5

Infrastructural braid:
To Denmark by rail:
left to right lane traffic
To Sweden by rail:
right to left lane traffic

Up to 425 trains/day: **One train every 3,4 minutes**
One of Sweden´s most heavily used train corridors!

Intermodal station:
From train to truck and back again

By train:
to Continental Europe

img. 5

Industrial Relics:
Former Gas Works

Freeway:
E22

Malmö

Burlöv

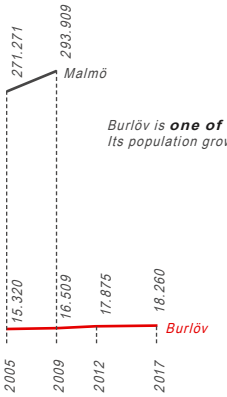
Kalina Creek:
Once part of Sege River delta. Today its water serves as cooling medium for industrial purpose and municipal border.

Nordic Sugar
Member of Nordzucker Group

Sugar Factory:
from plant to raw sugar

Sugar beets:
regional crop

Park & outdoor theatre on Stone-, or Bronze Age burial mounds.



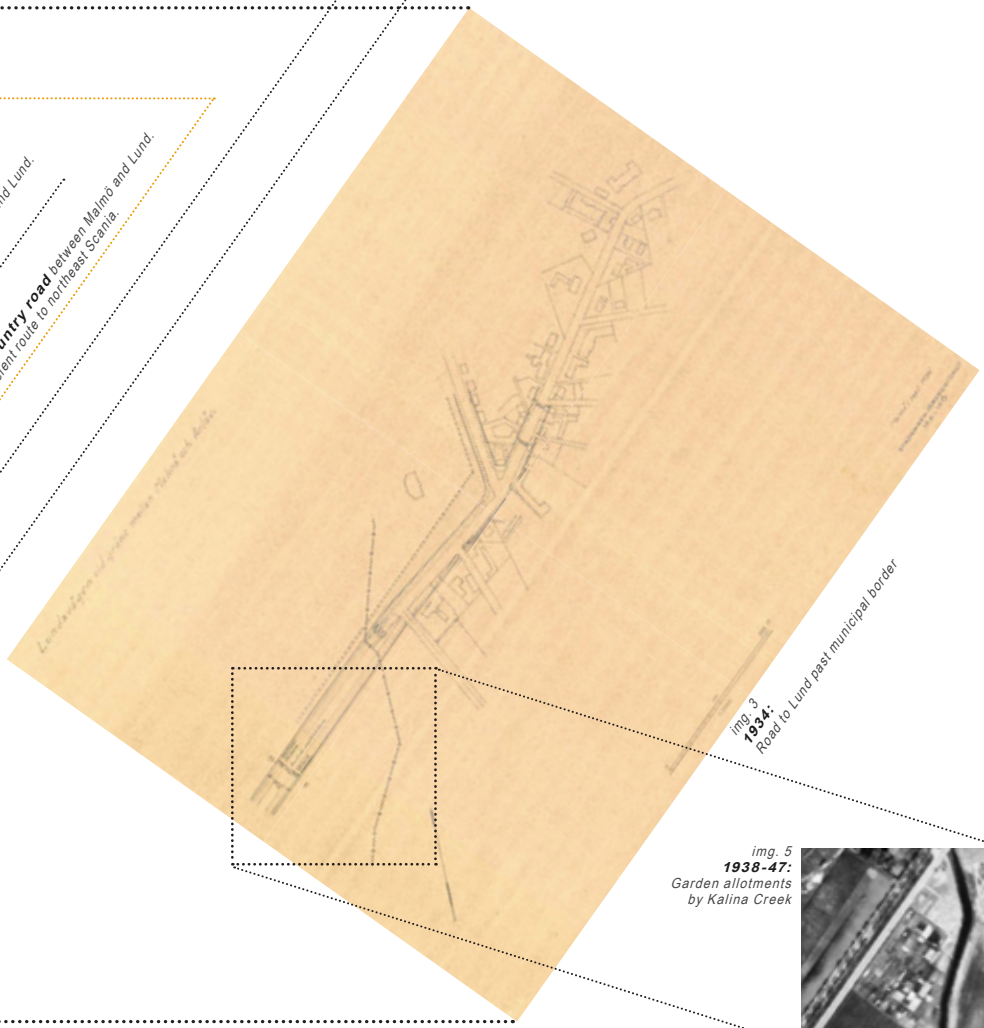
Burlöv is ***one of the geographically smallest municipalities in Sweden.***
Its population growth is eclipsed by Malmö, the ***nation´s third largest city.***

The aerial photo reveal the distinct differences between Malmö and Burlöv.
The administrative bodies on each side of the municipal border is manifested as ***a bifurcated landscape.***
The Burlöv side is an urbanized town center (Arlöv), the Malmö side an industrial periphery. In many respects, Burlöv serve as Malmö´s infrastructural entrance.

Church of Scientology:
South Sweden Headquarters

Kalinan:
Historic building: *once a roadside inn between Malmö and Lund.*
Today: daycare.

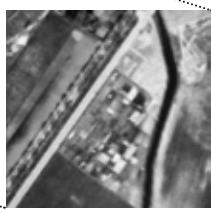
Historic country road *between Malmö and Lund.*
Part of ancient route to northeast Scania.



img. 3
1934:
Road to Lund past municipal border

Topographical curiosity: *a ridge in an otherwise flat terrain.*
Historic sugar refinery ***Director´s residence.***

img. 5
1938-47:
Garden allotments
by Kalina Creek

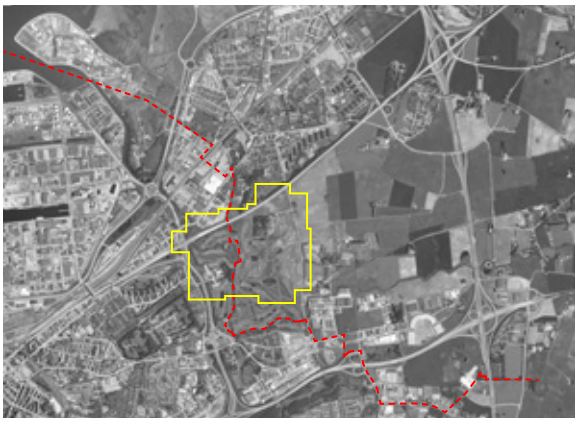


Riverside fort:
Children´s haven by Kalina Creek

img 8
1987:
Garden allotments with sugar refinery labs in background

AS FOUND: SEGMENT 3

freeway / golf course / wetlands



img. 4

On September 8 1953 Sweden´s first freeway, the Autostrada, was opened to the public. It spanned 11 km from Malmö to Lund, replacing the historic country road that previously had forced drivers to pass through central Arlöv and other small towns. Plans for the new road had been presented in 1941, but were postponed due to the war. Upon the end of the war, plans began to formulate again. When construction of the new freeway began in 1952 it stirred up strong public reactions, despite it tracing an older route from the 19th century. Few could see any reason for building such a wide road and spoiling all the highly productive top class arable land. After all, agriculture was, and still is, one of the cornerstones in the identity and economy of the landscape province of Scania. Today, the freeway has been remodeled numerous times and is one of the most important entry points to the city of Malmö. Beyond its mere instrumentality and daily utility for Malmö´s commutershed, it symbolizes a landmark for when Sweden entered the age of infrastructural and mobile urbanism (Länsstyrelsen i Skåne Län, Kulturmiljöprogram).

This is not only the site of where the age of freeways began in Sweden. Just where the Autostrada begins at Sege Bro is the location of one of the first human settlements on the Scandinavian peninsula. This was the home of a people that 11 000 years ago sustained themselves through hunting reindeer and fishing. Today the former hunter settlement is a site covered with ruderal vegetation nestled within the intersection of freeway on/off ramps, overpasses, high voltage power lines and Sege River (Länsstyrelsen i Skåne Län, Kulturmiljöprogram).

Just east of the freeway is another example of sprawling land use in the Fringe landscape: the Malmö Burlöv golf course which, as the name reveals, straddles the municipal border. But the expansive course also acts as a framework for other land uses. Part of it is zoned as nature, (although there is very little visual distinction between this and the golf course) serving both Malmö and Burlöv as a recreational trail. But the golf course is further hybridized as it is speckled with constructed wetlands that serve as systems for sedimentation and nutrient reduction of stormwater before it reaches the seriously eutrophied Sege River. These are part of a larger effort of creating wetlands that span the entire length and area of the Sege River watershed, in total 333 km², of which 60% of the area is agriculture that cause eutrophication, leading to increased biomass and poor water quality (Burlövs Kommun Miljöprogram 2009-2015, p. 52). The project of wetland construction is initiated in order to establish both healthy waterways and ultimately to respond to the poor condition of the Baltic Sea (Naturvårdsplan för Burlövs och Staffanstorps kommuner). The construction of wetlands do not only decrease levels of nutrients and create habitats, but also reinforce Sege River and its potential to become a recreational corridor; a vision that can be found in both Burlöv, Malmö and county planning documents (Burlövs Kommun Miljöprogram 2009-2015, p. 54).

At the northern end, the golf course is anchored by the historic Arlöv estate/ farm. It was established during the great agricultural reform in 1789 and its grand architecture was built subsequently in the following decades. Today, as its arable acres have been turned into turf for weekend golfers, it hosts a retirement home and activities including the keeping of sheep, geese and horses. Surely to the great enjoyment for a generation of Swedes that grew up in the pre-urban era (Länsstyrelsen i Skåne Län, Kulturmiljöprogram).

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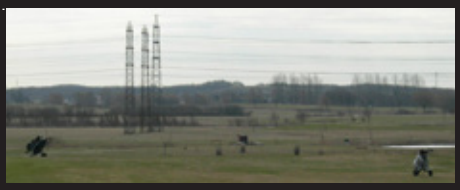

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img. 7

1 Malmö/Burlöv golf course. E22 Autostrada freeway in far right.

2 Burlöv municipality “Nature walk” in golf course. Constructed wetland in center.

3 E22 Autostrada freeway interchange with 50 kV power lines above.

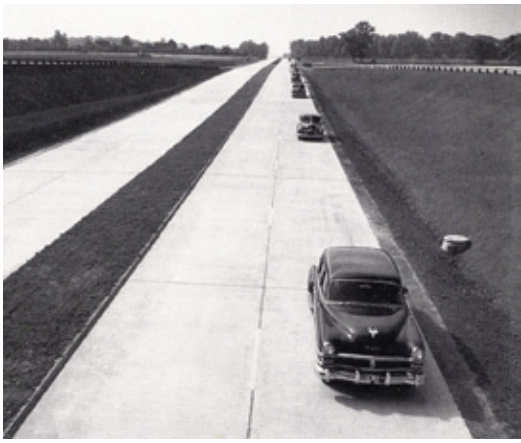
4 Sege Bro: nexus of Sege River and E22 Autostrada freeway interchange. This is one of the oldest sites of human habitation on the Scandinavian peninsula.

The Autostrada: first freeway in Sweden.
Replaced historic country road between Malmö and Lund when opened in 1953.
450 people worked on the construction. Cost:17 million kr. Total 350.000 sacks of concrete.

***44 000** vehicles per day (3 000 heavy load vehicles).*
1993 - 2009:

+ 40% vehicles

+ 100% heavy load vehicles



img. 9 ***1953: First freeway ride*** *in Swedish history.*

Sege Bro: ***one of the first human settlements in Scandinavia***
Fishers and rain deer hunters that settled here ca ***11 000 years*** *before the Malmö/Burlöv border.*
Period classifies as Late Glacial era - Early Stone Age. Settlers turned the tundra terrain that emerged as the Ice Age melted away into a populated landscape.

Sege River:
The most significant water body in the area. Total watershed is 333 km²; covering several municipalities and consisting of 60% agricultural land.
Foremost characterized as ecological corridor, but also for its severe eutrophication.

Dumps: *500 ton Nitrogen (N) (90% from agriculture)*
10 ton Phosphorous (P) (50% from agriculture)
into the Baltic Sea annually

Flora consists primarily of species that are favoured by high nitrogen levels.
Generally, the lack of shrubs, trees, meandering and its steep banks prevents it from reaching its ecological potential. Planned to become a main recreational corridor in the future.

Trout

Pheasant

Kalina Creek

agriculture

50 kV power lines

Pipeline: natural gas

Conflicting municipal plans:

1. Development: new buildings.

2. Greenway: to Sege River.

Malmö *Burlöv*

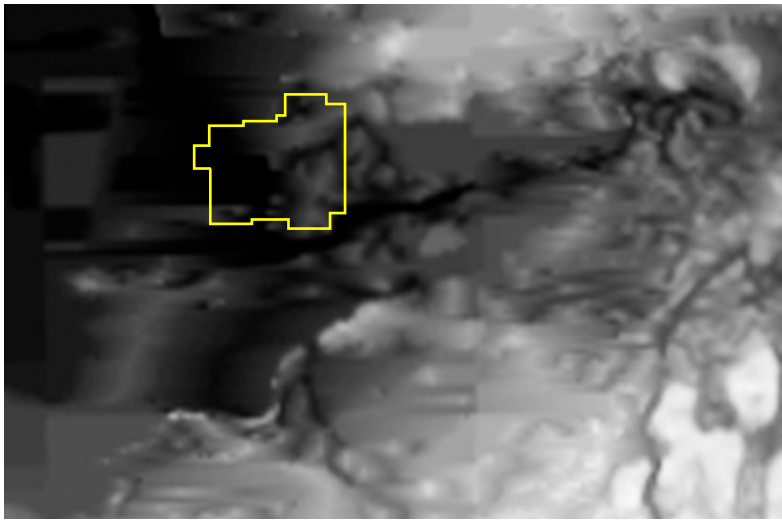
img. 5

Motel
with freeway and golf course proximity.

Public outdoor pool
Facilities owned by Malmö municipality, operated by private swimming club.

One thousand visitors on a hot summer day!

img. 10 **Arlöv estate / farm:**
Est. 1789 during great agricultural reform. Main house built 1890. Today farm is retrofitted as retirement home with horses, sheep and geese for elderly and visitors.



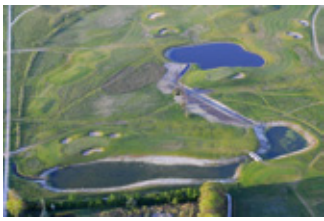
img. 4 **Topography : Sege River watershed.**
Segment 3 satellite photo (yellow frame) revealed as part of larger **hydrologic system.**

Part of Burlöv zoning plan
DP 200

constructed **wetlands**

zoned as **nature**

*Constructed wetlands increase **ecological connectivity**, provide **local habitat** for flora and fauna and **reduce levels of fertilizer** (nitrogen and phosphorous) from agriculture that reach waterways. Ponds both slow down the water´s way from field to sea + the water vegetation consumes fertilizer. Levels of nitrogen, and thus eutrophication, depend largely on annual variation, quantity and intensity of rainfall.*



img. 11

Coot

Mallard

Weeds:

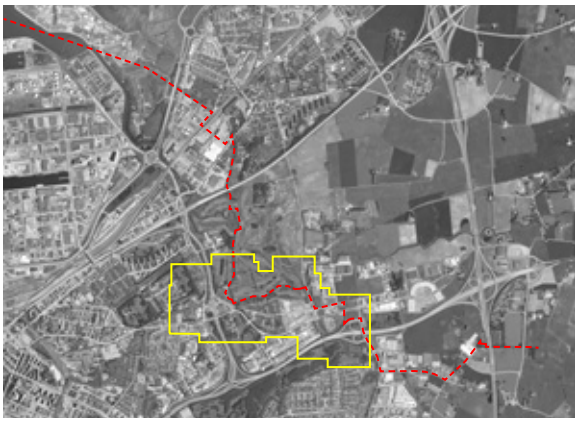
Bi-municipal golf course:
Malmö Burlöv Golf Club 18 hole course.
50-60.000 visitors/year from a 30 km radius.
Course is also main framework for Burlöv "nature" trail and constructed wetlands.

Burlöv "nature" trail:
Cutting through golf course in land zoned as **nature** (marked above).
Long north-south stretch is part of **ancient cattle drive.**
Veers south at major road and dead ends in Sege River municipal border.

Bi-municipal golf course:

AS FOUND: SEGMENT 4

waterworks / river / garden community



img. 4

The next segment of the Fringe landscape along the Malmö/Burlöv municipal border is an especially complex one. Much of the history revolves around what was once Bulltofta farm, formed in a merger of several smaller farms in the late 18th century. Its enterprise was hugely successful and around the mid 19th century it had earned quite a reputation beyond Swedish borders. During this time period its centerpiece, the “Bulltofta castle”, was built. But nothing lasts forever and in 1924 much of its land was converted into the Bulltofta airfield (www.malmo.se, Bulltofta by). The success of this new operation followed the increasing popularity of air travel and played a specific role as emergency landing field for allied bombers during the Second World War (Sydsvenska Dagbladet Snällposten, 1994). In 1972 the airport was decommissioned and the land was at once subject to new plans (www.malmo.se, Bulltofta flygplats). The “Bulltofta castle” had existed until this point, but was torn down as one of the new plans was to build Malmö´s first outer ring freeway. But historical traces remain as the farm´s old arboretum and a stone wall were saved by giving the freeway a slightly alternative route (Kvällsposten 1979). Substantial amounts of the old airfield were converted into the extensive Bulltofta park, roughly 87 hectares of pastoral scenery of forests, grass fields, meadows and grazing cows (Malmö naturvårdsprogram 2010, p. 44).

But foremost this site should be described as a complex bundle of infrastructures. Besides the ring freeway, this is also where the City of Malmö´s waterworks is located, a distribution nexus of potable water for Sweden´s third largest city. Construction of this facility began in 1877, at that time pumping water from the adjacent Sege River (Winnfors et. al., 2007, p. 31). But after half a century or so the city had outgrown this water resource, so in 1960 the more distant lake Vomb became the new body of fresh water for Malmö (Winnfors et. al., 2007, p. 57). Today lake Vomb is merely an auxiliary resource as Malmö nowadays gets its fresh water from the even more distant lake Bolmen located in the landscape province of Småland. But the bundle of infrastructure also contains the now derelict railway tracks to Simrishamn. Constructed during 1893 it was instrumental for the development and industrialization of the towns on its eastbound course (Länsstyrelsen i Skåne Län, Kulturmiljöprogram). Its operation ended in 1970 and has since become overgrown with ruderal species, nowadays serving as corridor for plants and wildlife (Burlövs kommun Översiktsplan 98, p. 32). Furthermore, there are supra-municipal plans to reconstruct its eastbound tracks for its original purpose; urban development. One of its possible stations would be located right within this site (Burlövs kommun Översiktsplan 98, p. 46, Trafikstrategi för Malmö, p. 23). Just north of this bundle of infrastructure one finds a subdivision of owner built homes from the 1920´s (Valdemarsro), a complex of housing for newly arrived immigrants (Mosippan), as well as an ample swath of vacant land, graded and prepared with roads, bus stops and all water and electrical utilities, waiting for an economy that is favorable to development.

But that is not all. The true complexity comes from the coexistence of infrastructural systems and the smaller uses nestled within: a DHL shipping terminal, a small tributary to Sege River, a club for pigeon breeders, a gas station stocked like a grocery store, two multicultural communities of allotment gardeners, concrete structures left from the days of the airfield, an old magnificent allay, apartment buildings retrofitted with the biggest solar panels in Scandinavia and an experimental solar powered stirling engine on public display.

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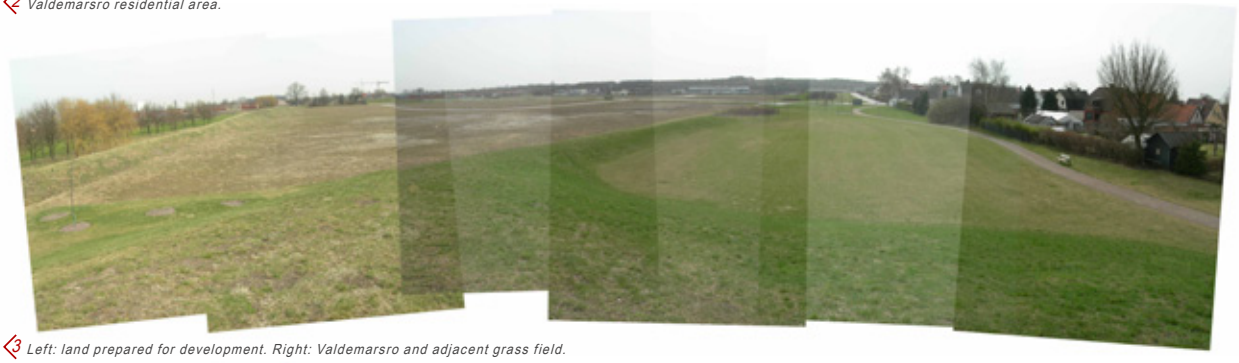
1 Creekside recreation in the urban fringe: golf course/fishing/campfire.

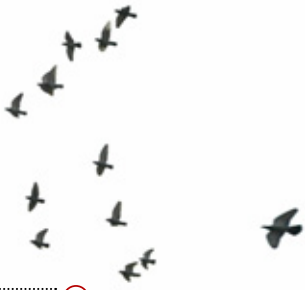
2 Valdemarsro residential area.



3 Left: land prepared for development. Right: Valdemarsro and adjacent grass field.

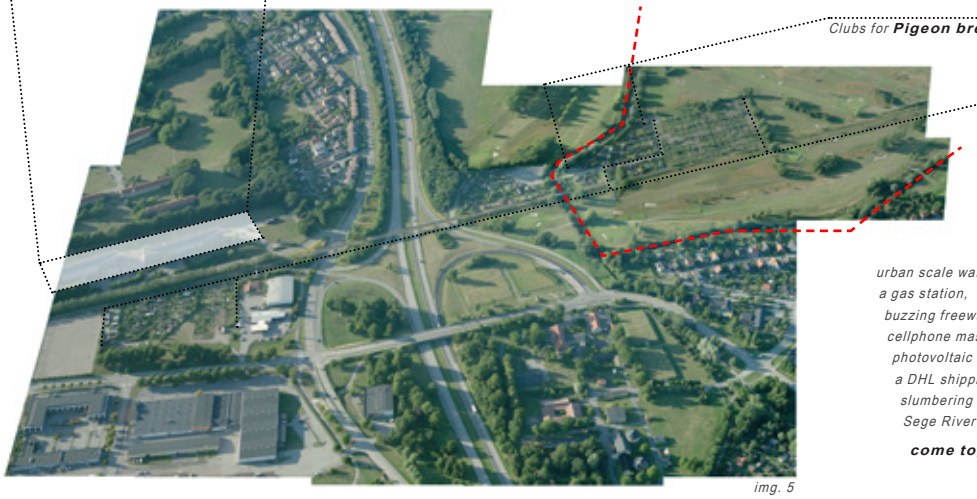
4 Left: Stone wall remnant from Bulltofta farm with waterworks in background. Middle: Malmö inner ring freeway. Right: Remaining trees from Bulltofta farm.

Sege park:
Biggest **photovoltaic installation** in Scandinavia!
1250 m² producing 166 kW.



Clubs for **Pigeon breeders** (4)

Allotments and **communities of gardeners** (2) (3)



urban scale waterworks,
a gas station,
buzzing freeways,
cellphone masts,
photovoltaic installations,
a DHL shipping terminal,
slumbering railroads and
Sege River subregional waterbody

come together in an exuberant
"Splash of Infrastructure"!

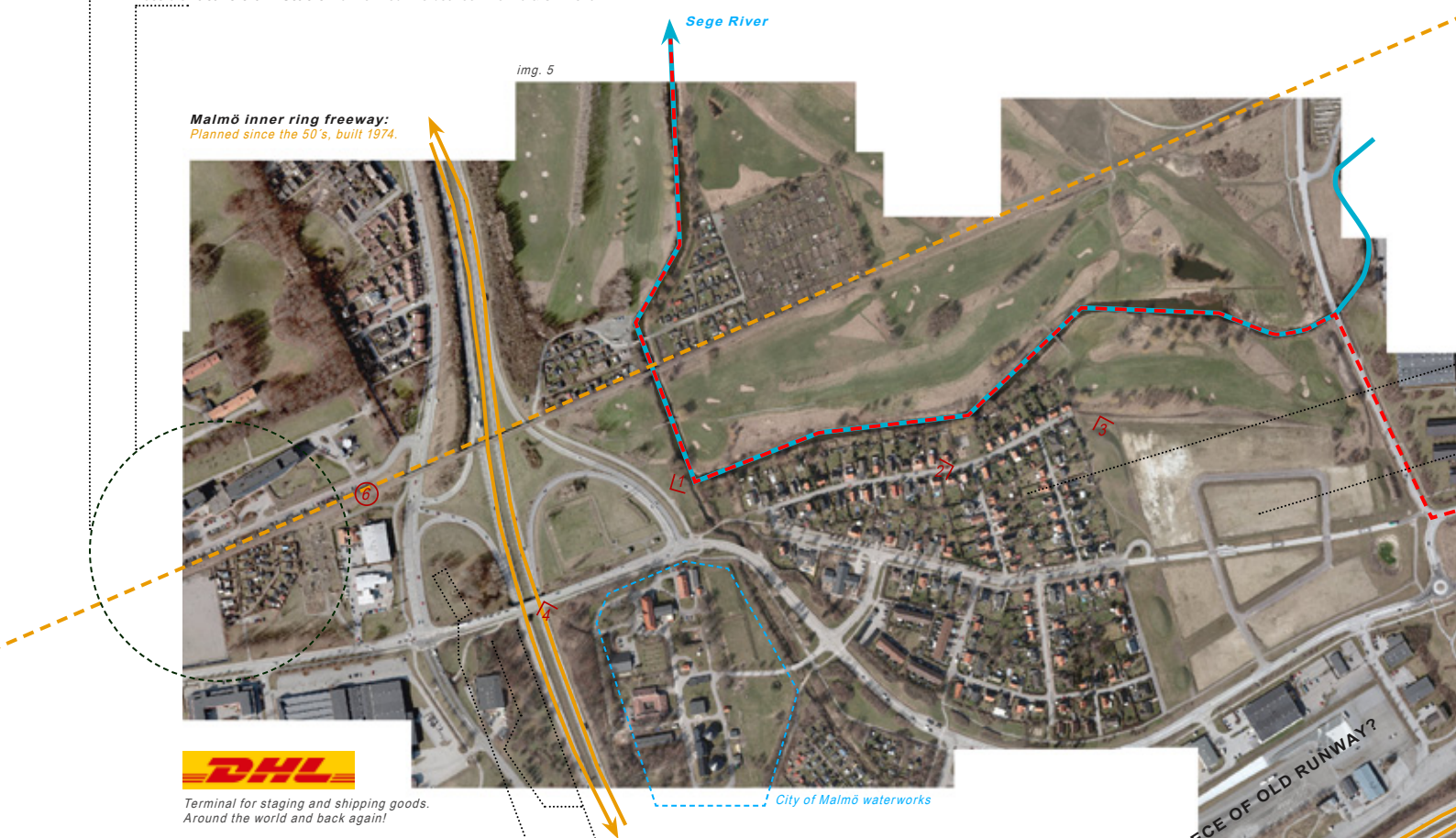
img. 5

Malmö traffic strategy, 2004:
Possible **future train station** on revived line between Malmö & Simrishamn.

Sege River

img. 5

Malmö inner ring freeway:
Planned since the 50's, built 1974.



DHL

Terminal for staging and shipping goods.
Around the world and back again!

City of Malmö waterworks

PIECE OF OLD RUNWAY?

Trees remnant from garden/arboretum of Bulltofta farm.
The freeway was given alternative route to a cost of 600.000 kr to save these.

img. 16

Remnants of former airfield.

WWII:
American bomb planes use Bulltofta airfield for emergency landing on regular basis.

img. 3 **1892:** *Plan for railroad past Bulltofta. Note Bulltofta farm and Sege River in the far right.*

Malmö-Simrishamn railway timeline

Construction begins **1882**

Construction finished **1893**

Operation ends **1970**

Waterworks: *all of Malmö´s water delivered. First built 1877-1879 with Sege River as source. Distant lake Vomben becomes source in 1960.*

1960: Pipe from lake Vomben

img. 12

img. 12

Weeds:

*Valdemarsro, **"Egnahem"**: Owner built homes from the 1920´s. In some cases without city permits.*

*56 500 m² of **infrastructure and prepared terrain** for development of business and manufacture park.*

*Mosippan: **Transition housing** for recently arrived immigrant families. Most families are from Iraq or Somalia and stay three years.*

Burlöv

Malmö

Road 12:
To Staffanstorp. Built 1990´s.

img. 13

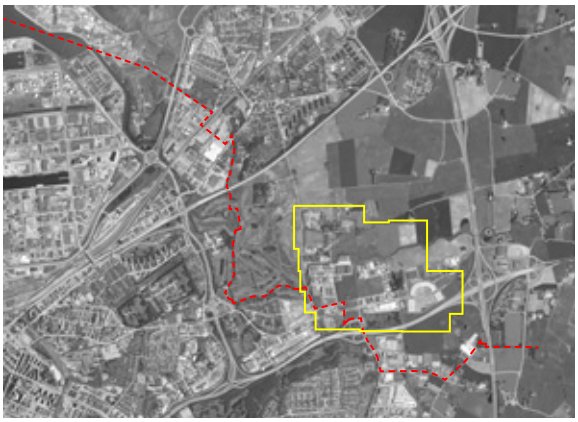
img. 14

The reshaping of land, one generation at a time:
Top: Prepared land lays fallow, waiting for economic circumstances favorable to development.
Bottom left: 1990, developers break ground for construction of post-airport Road 12.
Bottom right: ca 1910, Bulltofta village school class.

Bulltofta Park:
87 ha built in the 1980´s. Woodlands, meadows, ponds and sport fields.

AS FOUND: SEGMENT 5

derelict railroad / bog / shopping mall



img. 4

This segment also reveals the heterogeneity of the Fringe landscape, as well as the fact that planners sometimes manage to turn human habitation into nature. Located in the northern part of this site is the settlement Sege By, once the original location for Arlöv (Burlöv Bevarandeplan, p. 29). This small cluster of homes has been a site for habitation for 9000 years and today´s building pattern is a remnant from the 19th century; a time when the now dormant train station and brewery were in business (Burlöv Bevarandeplan, p. 173). Today the area surrounding the old village contains a curious selection of uses; beekeepers, a large facility for an electrical company, abandoned allotment gardens, trees marking the site of an old homestead, a dog club, an international lift manufacturer, the abandoned tracks of the Malmö-Simrishamn railway, and a recently constructed wetland/bird habitat. Just south of this, across Sege River, is the Akzo Nobel paint factory, established in 1947. Today a few hundred people work here and the facility handles large quantities of flammable and hazardous chemicals (Burlövs kommun Översiktsplan 98, p. 10, 53).

Further south is the Bernerup family estate built in 1794. Clearly visible up on a small hill, it is surrounded by a large arboretum including a picturesque gazebo (Burlöv Bevarandeplan, p. 175, 176). Once a prominent farm in the area, today the building and its trees are almost completely surrounded by the anonymous walls of big box retail architecture, as Burlöv municipality is focusing its commercial/industrial development to its southern border (Burlövs kommun Översiktsplan 98, p. 16). Just south of the estate is Bernstorp´s bog, squeezed between another retail big box and a freeway. Its story shows that the Fringe landscape is not nature, not culture, and that the process of sprawl does not always turn nature into human habitation, but sometimes the opposite. Mattias Qviström has written about its fate. The bog has a long history of scattered land ownership with multiple uses and actors, but in the 1950´s it became planned for urbanization (Qviström Mattias, 2007, p. 273, 274). Already at this point municipal planners disregarded the informal settlements and practices that ware established in the bog. But in 1986 the plans were abandoned as cost estimations of the excavation for development were found economically unfeasible. Up until then the bog had deserved a reputation as a wasteland and a problem. But a couple of years later, in 1989, the perspective changed completely among municipal planners as two rare orchids were discovered among the trash dumped in the bog. Suddenly, there was a reason to get rid of people and their messy informal allotments, grazing animals and the few homes. In 1995 it became zoned as “nature”, and therefore in need of reconstruction of its natural (uninhabited) state. The work to cleanse the site began with evicting people and erasing the homes (Qviström Mattias, 2007, p. 278). Today the bog is fenced and protected, the only remaining trace of its past is a small shed and cows grazing. Also, a local organization visits to make hay dressed up in traditional folk costumes, using the bog as “a stage for a yearly play about history and nature” (Qviström Mattias, 2007, p. 280). The municipal documents prescribing the naturalization of the bog demand without explanation that allotments and buildings need to be erased. The grazing is apparently the only cultural activity worth saving (Andersson Jörgen, 2005, p. 3). It is also claimed that future recreation in the bog must not have any negative impact on the ecological values of the site (Andersson Jörgen, 2005, p. 10). When discussing the bog´s history with a planner from Burlöv municipality I am told that the official reason for evicting people (“planning them away”) and erasing the homes was a lack of proper sewage pipes (Conversation 2011). The Fringe landscape is apparently also a place where something as ironic as manmade nature void of people is found.

1 Akzo Nobel paint factory. Tank farms along Sege River.

2 Sege River and newly constructed wetland/bird habitat to the right.

3 View of Bernstorp´s bog from adjacent big box roof parking.

4 Pond for infiltration of stormwater framed by big box retail. Historic Bernerup estate in distance.

Historic architecture:
former Sege brewery.

Club for dog agility training

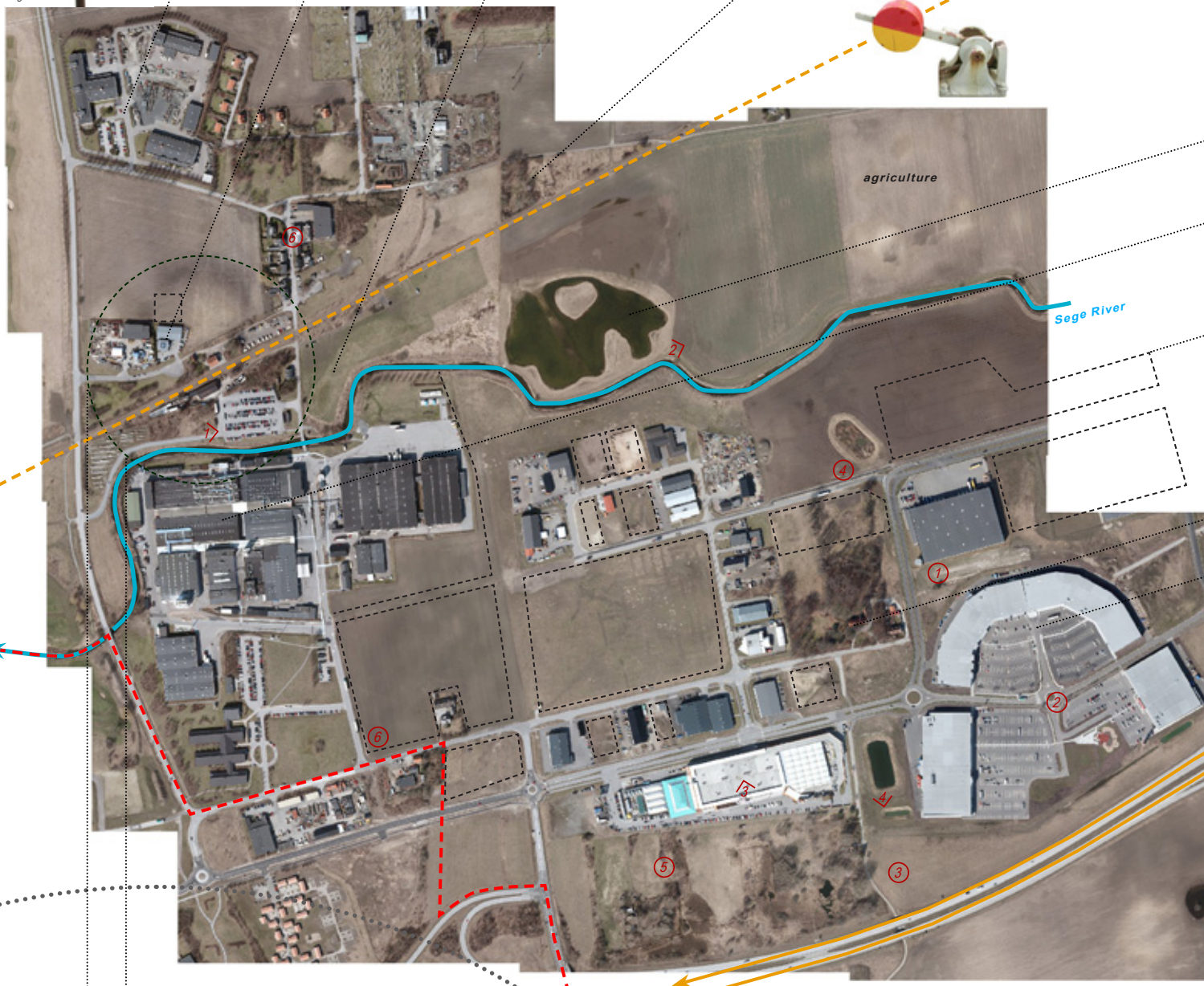
Garden ruin along railroad tracks

E.ON ES Trafik:
Stations for **electrical** and lighting company.

International lift manufacturer:
30 employed, and needs to expand.
Municipal plans for housing is changed
in favor of new industrial development.

img. 5

Malmö-Simrishamn railroad



Possible **future train station**
on revived line between Malmö & Simrishamn.

Burlöv

Malmö

Road 12:
To Malmö

MUNICIPAL LAND USE / TAX REVENUE TACTICS:
Adjacency # 1:
Burlöv's strategy to develop its southern edge with retail generates jobs and revenue, as the affluent Malmö suburb Husie is located on other side of municipal border from big box retail.
Adjacency # 2:
The proximity to Road 12 on/off ramps guarantees a steady flow of petroleum fueled consumerism.

Greylag Geese

img. 10 **Sege station;** built 1893.

Tufted Duck

img. 15 **Constructed wetland:**
Previous production site of Willow for bio fuel has been turned into a nitrogen consuming wetland and bird habitat. Current plans aim to make it part of regional hiking trail.

Akzo Nobel paint factory, founded 1947. 400 employed.
Handles 18.000 tons of hazardous chemicals annually:
Tank farms of flammable liquids and storage of nitrocellulose.

Bernerup family estate:
built 1794 during the great agricultural reform

Land for development:
commercial, office,
or industrial use.

BIG BOX COMMERCIALISM:
Coop, Flügger, Intersport, Jula, Jysk,
Media Markt, My One, Sportex, Sängjätten

Bernstorp´s bog:
site of recently demolished home

Road 12:
To Staffanstorp

img. 5

Bernstorp´s bog:
Waterfrog

Inhabited by workers from Bernerup estate. Cottages, pigs, chicken, sheep. **1940´s**

Green houses built. Illegal waste dumping. **1950´s**

New plans for development, still zoned as allotment gardens. Farmer family still live in the bog. **1970´s**

Becomes land reserve as excavation for development. **1980´s**

45 sheds and small houses in the bog.

Rare orchids found among allotments and trash. Planners decide that bog needs protection. **1986**

Zoned as "nature". Plans neglect former inhabitation. **1989**

New maintenance plan in effect. Nature is constructed as people are evicted. Homes demolished and the site cleansed of human traces. Bog is fenced off: nature is to be viewed, not inhabited. **1995**

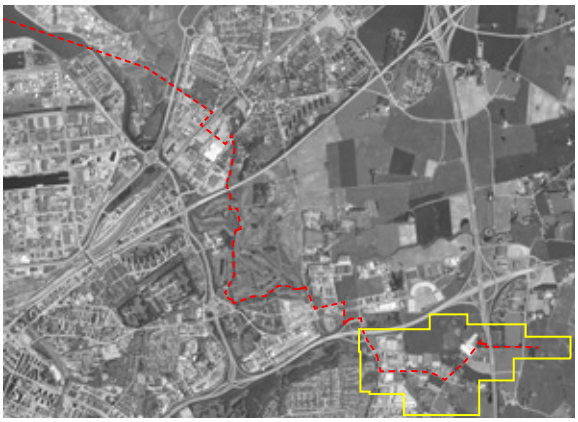
2009

150 years
of unclear land ownership.

Bernstorp´s bog timeline: from inhabitation to naturalization

AS FOUND: SEGMENT 6

bus terminal / village / greenhouses



img. 4

In the last segment we find sites whose ruderal vegetation is mixed with horticultural species remnant from a greenhouse industry, horse corrals, a terminal for transcontinental bus travel, a postal terminal, chicken coops, another Bronze Age burial mound, a criminal motorcycle gang headquarter and fresh plans for a large logistics terminal, as well as plans for a suburb that haven´t been realized for half a century.

Just south of Road 12 from Bernstorp´s bog is the transcontinental bus terminal taking travellers from its tarmac plane to places all over the European continent and back again. Its closest neighbor is a tiny home set in a quaint garden with a chicken coop. Also adjacent to the terminal, Burlöv municipality is planning a hotel towering over both travellers, chickens and the frogs in Bernstorp´s bog (Burlövs kommun årsredovisning 2009, p. 5). Further south is the settlement called Fortuna, currently a unique mix of homes and greenhouses named after its once most prominent business. South of the Fortuna main street, which is also the Malmö/Burlöv border, lies an expanse of arable land that has been planned as a suburb for half a century, waiting for investment to start construction. The latest plans are that the remaining greenhouse economy will be incorporated into the future subdivision (Malmö 2005, Aktualisering och komplettering av Malmös översiktsplan, p. 38). Mattias Qviström has written about this area´s history as well. The site has figured in Malmö´s plans for urban expansion since 1956 (Qviström Mattias, 2007, p. 197) reoccurring as potential land for a future suburb every decade when the municipal comprehensive plans are presented. However, as the additional thousands of new residents have not arrived yet, the time lag between plan and reality is severe (Qviström Mattias, 2007, p. 187). A neighboring case of this half century lag in planning is the Malmö outer ring freeway that circumscribes the suburb plans (Qviström Mattias, 2007, p. 192).

In the 1960´s, Fortuna was the biggest of the greenhouse complexes in the small community that carried its name (Qviström Mattias, 2007, p. 197, 198). But as plans for the future cast a shadow over the landscape, things started to change as developers started buying property for speculation. In hindsight we know that these purchases were an economic failure. Today, the land still in private hands has greenhouses on them, while the land that Malmö municipality owns is cultivated with annual crops and beets (Qviström Mattias, 2007, p. 209). Nobody knows when the market demand for single family housing will rise to levels that make it profitable to build, although it has been anticipated for quite some time. Meanwhile, the existing Fortuna has not been so fortunate, as the plans and extensive amounts of land owned by the municipality prevent investments in the existing land uses.

An interesting aspect is that the City of Malmö´s official policy is that sprawl is unsustainable and that only dense communities will be planned for. But the continued plans for suburbanization in Fortuna reveal the simple fact that no politician or municipality will say no to market demands and growth, even if it does not fit the official policy (Malmö Översiktsplan för Fortuna och Hemgården (ÖP 2029), p. 13).

Another observation is that plans stretch into the neighboring municipalities. In this case a greenway is planned as a link from the future suburbanization to Bernstorp´s bog and Sege River in Burlöv. However, Burlöv municipality has proclaimed that they have no plans to create this new link for Malmö (Fortuna och Hemgården Utlåtande ÖP 2029, p. 16, 30).

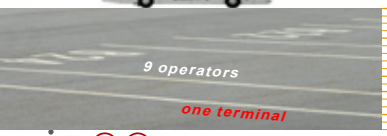
1 Left: transient housing/camping trailer. Right: local greenhouse economy.

2 Ruins of previous greenhouse economy.

3 Left of road: Burlöv, new detached home. Right of road: Malmö Fringe recreation/horse corral.

4 The steady flow of contemporary urbanism: Malmö outer ring freeway.

Municipal / Commercial competition:
Burlöv big box retail complex at Bernstorp.



ÖRESUNDS terminalen

amsterdam
barcelona
berlin
bremen
bretagne
budapest
dresden
florence
hamburg
krakow
leipzig
normandie
paris
prague
prishtina
stockholm
wismar

2 3

Plans for new hotel tower; ca 40 m high

Old home with **chicken coop** and **garden ruin.** 1

Municipal collaboration:
Burlöv plans for new large scale **logistics terminal** for better flow of goods to Malmö. Strategically located on inexpensive land close to major freeways.

Future greenways:
Planned by Malmö as part of suburban development, connecting to Gyllin's gardens to the south, countryside to the east, Bulltofta park to the west and Bernstorp's bog and Sege River to the north. Strategic preplanting of trees may be used as branding/sales instrument.

Planned 50 years before being built:
The anticipation of this freeway project was the cause for Malmö incorporating Södra Sallerup municipality decades before construction began.

E6 Malmö Outer Ring Freeway:
To Scandinavian peninsula

ca 22.000 vehicles per day

6

E6 Malmö outer ring freeway:
To Copenhagen and Continental Europe
ca 40.000 vehicles per day

Swedish **mail logistics** terminal

Penduline Tit

Constructed **wetland/meadow** for storm water management

Plan for new suburbanism:
mostly detached homes, parks and greenways. Part of plans for 2000 new residents in 600 units.

The Kings Mound:
Bronze Age burial site.

Void ecology:
Ruderal vegetation mixed with residual plants from previous Fortuna greenhouses and nurseries.

Remaining **Greenhouse economies** constitute the main heritage of the site and compete on the global arena. Plans for new development may limit their ability to expand operations, stay viable and ultimately exist.

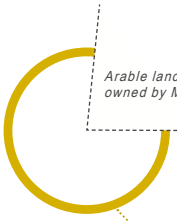
Municipal / Commercial competition:
Malmö plans for extensive retail destination at Toftanäs.

FORTUNA

Ancient intersection:
Important site during medieval times. Today it´s a mix of ***homes****, gardens, dilapitated businesses,* ***old markers*** *for municipal border and the HQ for a* ***criminal motorcycle gang.***
Malmö municipality plan to resurrect it as local node.

End of the line:
Malmö/Burlöv border meets Staffanstorp municipality.

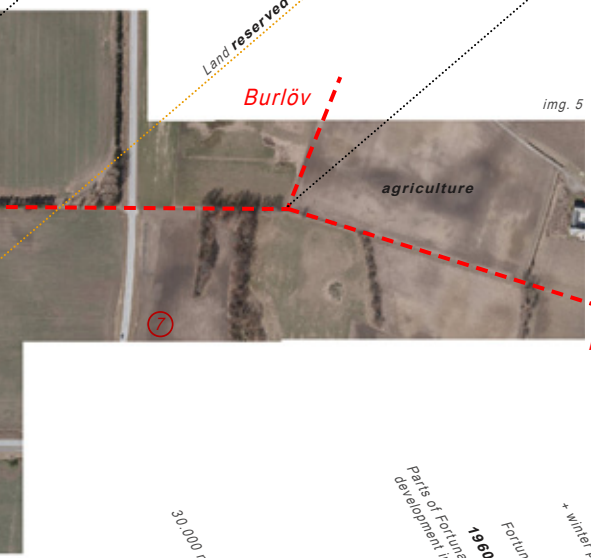
Land ***reserved for future rail line*** *to improve flow of freight and goods.*



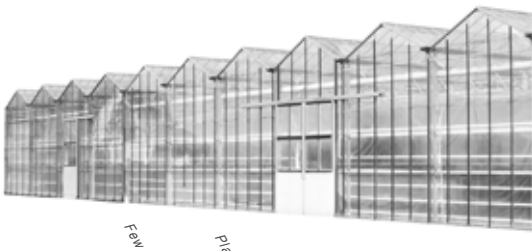
Arable land not owned by Malmö.

4275 ha arable land owned by Malmö. Ca 69%.

Municipal Land Policy:
Malmö owns most of the arable land within its borders to gain control over development. Land is leased to farmers on less than three year basis, effectively preventing economically viable agriculture in the city fringe. A policy that actively produce Void terrains.



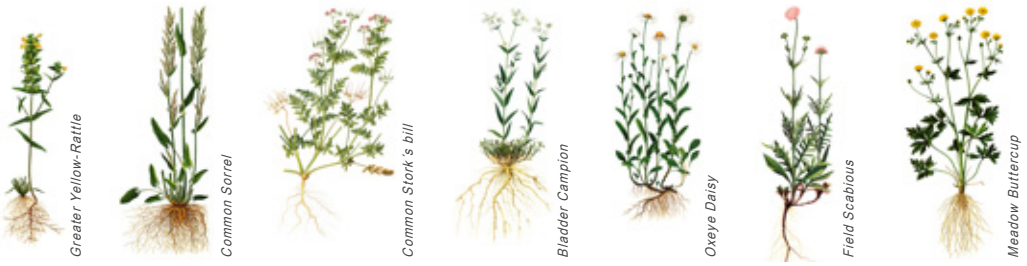
img. 5



Fortuna timeline: *From Greenhouse Empire to Planned Void*

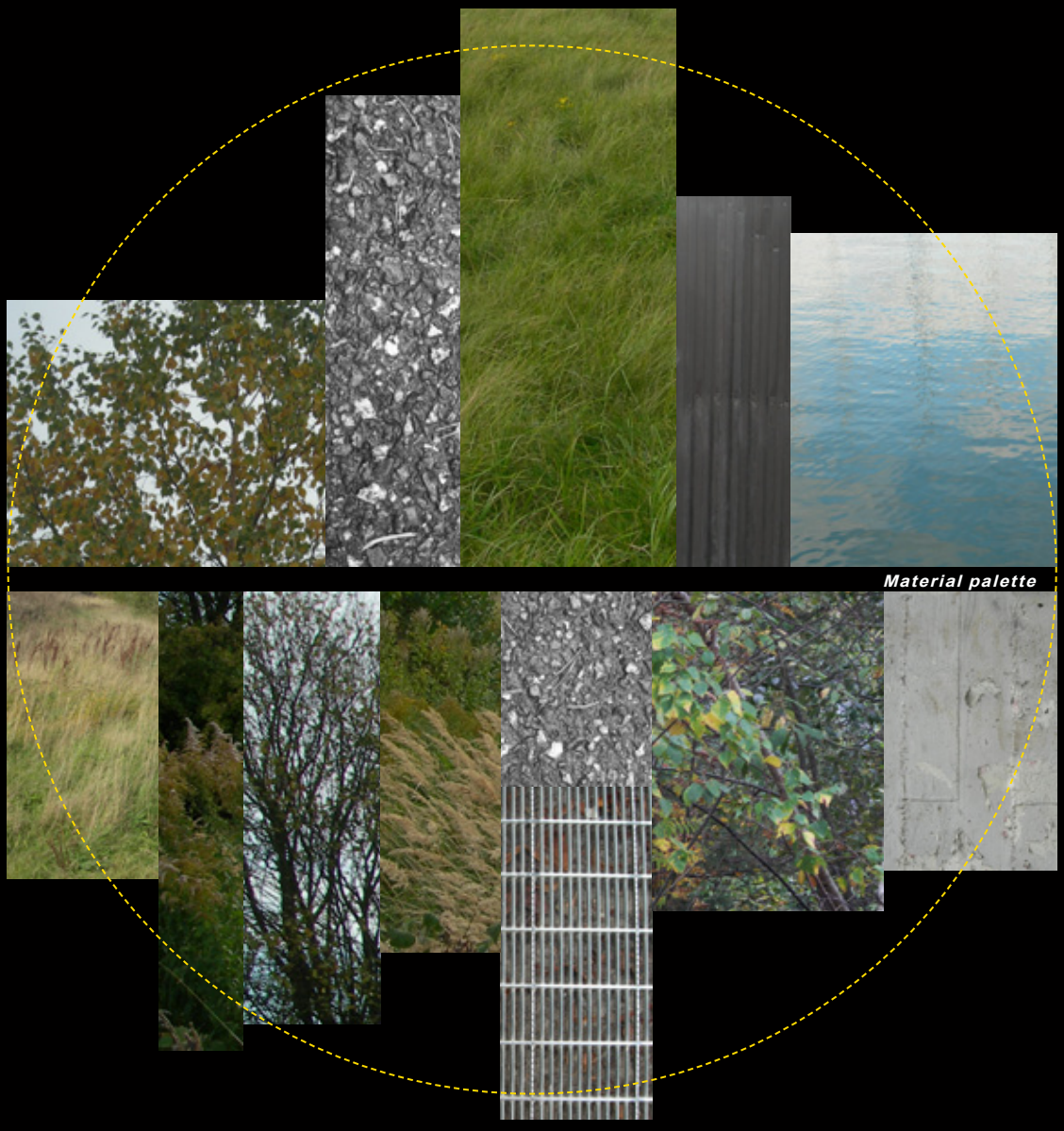
- **1940** — Fortuna: 30.000 m² of productive greenhouses
- **1956** — Parts of Fortuna Greenhouses proposed for development in Malmö´s first General plan.
- **1960´s** — Fortuna is the largest greenhouse complex in Scania.
- **1966** — * winter production on Canary Islands.
- **1970´s** — 110.000 m² of production. Bad times: oil crisis, raised salaries and globalized competition.
- **1981** — The municipality revives its Fortuna plans for suburban development.
- **1982** — Developers buy Fortuna, plan to turn it into sports complex. Bankruptcy.
- **1990** — Still planned as housing. Still undeveloped.
- **1998** — Allotment gardens on site. Liberal planning code applied.
- **2003** — Municipality once again present plans for Fortuna suburbanization.
- **2009** — Few traces remain of the Fortuna Greenhouses.
- **2006-2010** — Planned development phase I. Not built.
- **2011-2015** — Planned development phase II. Not underway.
- **2016-2020** — Planned development phase III.

Weeds:



SPATIAL INTERVENTIONS

3



Material palette

1: DESIGN, AGENCY AND PROCESS

Intro

The previous chapters have illustrated how contemporary urbanism operates primarily around factors such as mobility and communication, rather than spatial configurations. Beyond the traditional dense urban cores we now see a new form of urbanism, most easily described as a network of infrastructures and a land use mosaic that do not fit the concepts of city or countryside. In this Fringe landscape we find both infrastructures of regional and global reach and a large amount of Void spaces. These are sites that are not built but rather lay fallow and empty, yet for various reasons are used in the everyday life of citizens.

Besides the need for theories and projects that address the possible futures of these landscapes and spaces, there is an increasing demand to find new modes of planning that are adaptable to our fast changing society, in contrast to the common practice of striving for utopian and timeless perfection. The need for an incremental and flexible planning mode in touch with the real is in part based on the understanding that landscapes are not static spaces *in* which people, money, etc. flow, but places being *shaped by* these ongoing flows. This mode of planning characterized by working with existing conditions and their change has put landscape architects at the forefront of contemporary urbanist discourse. As Fringe landscapes possess an ephemeral quality and are subject to sometimes rapid transformations, this process based approach is more appropriate than a formal one.

Behind all landscape changes are driving forces. Marc Antrop describes the interplay between these as “the expression of the dynamic interaction between natural and cultural forces in the environment”. As such, the landscapes we inhabit are constantly reorganized according to changing demands. Possibly, the most important forces behind landscape changes are social factors such as land related perceptions and values that not only guide markets and planning, but the formation of society as a whole (Antrop Marc, 2005, p. 21). Antrop discerns three main forces that have shaped European landscapes the last few centuries: accessibility, urbanization and globalization (Antrop Marc, 2005, p. 25). First, *accessibility* is a basic parameter that guides where people choose to settle. This can be further broken down into specific requirements for different land uses. The accessibility, along with other geomorphological aspects, is not so much a driving force but a basic regulating factor for landscape formation. Second, *urbanization* is of course guided by aspects of accessibility and is foremost characterized by people´s urge to optimize land use for economic, political and social reasons. The modern planning practice of land use zoning has evolved from this drive to appropriate and shape. Third, today *globalization* is a key factor. Thus we see a new reliance on infrastructure and communications that is needed to connect and hold societies together. This emphasizes hypermobility, both allowing and forcing cities and regions to compete on a global arena. Globalization is characterized by interconnectedness, causing rapid changes to have global reach and local consequences. The current condition of instability leaves no guarantee that any historical status quo will remain. As a result, landscapes are formed and deformed at an increasing pace (Antrop Marc, 2005, p. 26). In addition to these major forces the social values and perceptions should be brought back in mind, as they are certainly guiding forces behind urbanization and globalization. Differences in these “soft parameters” of society become especially important to study when considering that it is the relationship between actants that cause landscapes to change. It is this multitude of cooperating and conflicting desires and demands found in society that planning seeks to find a mediated and collective framework for. Hence it seeks to guide and control otherwise non concerted land uses and processes. However, *things never go as planned*. When a plan is announced it has a variety of effects, some of which were never intended. It may meet resistance among affected citizens, new information is likely to be found and halt implementation, or it may set off a positive chain reaction of social and economic improvements in its vicinity. As such, planning is inevitably set *in* reality, and at its best created directly *out of* reality as a sequence of adaptive *change of plans* as circumstances unfold (Antrop Marc, 2005, p. 31).

As plans inevitably affect people´s everyday environment and life it is appropriate to bring the European Landscape Convention into consideration. This constitutes one of the latest planning efforts intended to set a wide-ranging and far-reaching common framework for territorial processes and people´s everyday environment. It defines landscape as “An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.” This definition is not limited to open green spaces or pastoral scenery but refers to: “...the entire territory of the Parties and covers natural, rural, urban and peri-urban areas. It includes land, inland water and marine areas. It concerns landscapes that might be considered outstanding as well as everyday or degraded landscapes.” With this inclusive scope describing the landscape not as a part of the whole, but as the sum of all parts, it aims “...to promote landscape protection, management and planning” (Council of Europe, 2000). This convention is rather new and is still being interpreted by ratifying nations. However, in its definitions there are parts that strongly relate to landscape planning as a process based practice in contact with the real. Firstly, it stresses that landscapes are the result of *interaction* between human and nonhuman forces. Hence, it conceptualizes

landscapes not as static sceneries, but as ongoing territorial processes. Secondly, the use of the term perception highlights that even natural landscapes are interpreted through a cultural filter. Furthermore, it contains a strong democracy aspect as the term people includes all citizens. Lastly, for the purposes of this thesis, its reach embraces the entire territory of ratifying nations, including peri-urban, everyday and degraded environments such as the Fringe.

Landscape: evolving and interconnected

The conception of landscapes as living and dynamic is a turn away from historical concepts of landscape scenery. This conceptual shift has created a new generation of landscape architects that instead of seeking formal perfection find greater inspiration in change and evolution. Although this is not entirely new in landscape architecture, the "operative turn" and focus on underlying dynamics help to dissolve formal dichotomies such as city and countryside and open up for investigations of how things are connected and interact. This perspective does not consider the parts of the landscape as static or intrinsic, but rather as adaptive in relation to each other. The landscape is thus dynamic and always a field of uncertainty and change. When seeing landscapes like this, concepts such as old and new are less relevant as lifespans overlap and all things have a past as well as a future. What matters in this world are not so much objects and time, but the *processes* the objects undergo *through* time. Obviously, with such an understanding of landscape the design of static scenery and spatial configuration become not insignificant, but less relevant. In fact, the turn from scenery and spatial configuration to processes and operational relations is a paradigm shift: "this new approach to landscape highlights three previously neglected issues: uncertainty, processes and relationships. As a spatial and temporal terrain, the landscape is continuously changing in an unpredictable way, steered by the relationship of the site with its specific context - an evolving system instead of a static image" (Prominski Martin, 2011, p. 28).

The totality called landscape is a field comprised of a multitude of actants related to each other in symbiotic, synergetic and often competitive ways. If one part of this relational network is changed the field is affected all together. This world is never balanced or perfected, but always unfinished and unfolding. It is not so much a series of objects as it is a series of interconnected processes (Lewis Michael, 2010, p. 1). As people we are not living *in* the landscape, but are inevitably *part of it*, as active agents of its change. The relationship between us and the land we shape is mutual. For example; as people walk across a field of grass they wear it down, forming a path. However, a path itself draws people to follow and use it. This illustrates the dialectic relationship between people and territory. The landscape is thus a field made up of both living and nonliving entities, or actants, that are interconnected, causing each other to change and adapt. The mentioned grass field and the moving people create a situation that is open ended, meaning that a number of future formations are possible and immanent, or inherent as potentials (Lewis Michael, 2010, p. 7). This conceptual shift expands landscape from meaning green or rural to becoming a synthesis of ongoing events and processes embodied as a spatial amalgam. It becomes "the functioning matrix of connective tissue that organizes not only objects and spaces but also the dynamic processes and events that move through them...", "...As such, the urban surface is dynamic and responsive; like a catalytic emulsion, the surface literally unfolds events in time" (Wall Alex, 1999, p. 182).

Theoretical core: James Corner

To set a theoretical foundation for the fluid and unstable landscape it is appropriate to pay attention to some of James Corner´s main writings. In one of his earlier texts he addresses the nature of modern society as seeking certainty and control in a world of change. He argues that the scientific mode of thinking, being a cornerstone in modern society, ultimately limits our ability to re-imagine ourselves and our world (Corner James, 1991, p. 115). Accordingly, the pervasiveness of anthropocentricity, rationality and instrumentality have achieved both modern society´s accomplishments, but also its deep lack of meaning and orientation (Corner James, 1991, p. 116). From this general state Corner extracts three hegemonic models of thoughts, or tyrannies as he calls them, around which our society is constructed.

Firstly, scientific *Positivism* stifles any action that is not based exclusively on factual data regarding the circumstances. This causes any creative process to become "externalized", as the collected data itself and not the actual interpretation and gathering of data is seen as generative of design and strategy. In this way of approaching and handling landscapes it is assumed that the greater amount of information compiled, the more correct any solution will be. Not only does positivism validate its proposals with "objectivism", but it makes the future seem as an extrapolation of current tendencies (Corner James, 1991, p. 117). Secondly, *Paradigms* are models of thought that gain so much influence that they tend to suppress any shift or change. As positivism seeks change as an extension of the current, paradigms seek change towards a utopian way of acting or being. As a result they are inevitably stabile and resistant to other interpretations of life and circumstance (Corner James, 1991, p. 118). The practice of nature restoration provides an

example of a paradigm as it reconstructs a more ideal and perfected nature. The apparent fact that nature then becomes an artifice and unnatural is seldom mentioned as the constructed site reflects the social paradigm of naturalness. Paradigms exist because they provide stable grounds and rules upon which society can be built: “By following the rules and precepts of a particular paradigm and working methodically with its models, one can move toward an assured solution” (Corner James, 1991, p. 120). Thirdly, *Avant Garde* differs from the previous hegemonies as it seeks to disrupt continuity and found something entirely new. Both predictability and convention are evaded in favor of “risk, novelty, and polemical experiment” (Corner James, 1991, p. 121). In the spirit of exploring the uncharted, the Avant Gardist tries to discontinue tradition and replace it with something fresh (Corner James, 1991, p. 123). These three hegemonies all provide models of simplification for society. Although our culture of scientific and rational thinking is constantly asking *what* and *how*, it seldom asks *why* (Corner James, 1991, p. 124).

To this context *Hermeneutics*, interpretation, and the continuity of *tradition* through time make up a counter theory that could restore meaning to society. As the act of interpretation is always human and situational it supplements the externalized and general knowledge created by science. In this way, the act of interpretation rejects the universal language of positivism and replaces it with a pluralistic spectrum of opinions and forms of knowledge that is always open to the particular and circumstantial (Corner James, 1991, p. 126). Favoring a formation of knowledge through interpretation situates us *in the midst of things*, rather than at a distance from where one is supposed to see things objectively. This requirement of nearness through both bodily and intellectual participation relates hermeneutics to the social practice of traditions. However, Corner points out that tradition is not the realm of static and conservative conceptions of the past, but instead a dynamic and changing relationship to site, past and future, as a lived continuity of people in a place. He concludes how the act of interpretation significantly differs from the three tyrannies and provides us with sense of purpose: “...it is primarily a contemplative and meditative practice, as opposed to an analytical and calculative “system” (positivism). It is also ontological and circumstantial rather than methodological and universal (paradigms). And it continually unfolds within a process of tradition, as opposed to the discontinuity of endless provocation and novelty (the avant garde)” (Corner James, 1991, p. 127).

The aspect of continuity as an embodiment of site, process and time also forms a basic concept in one of his later texts. Corner writes about the dynamics of ecology as a model for human creativity and points out that there is no masterplan for how things ought to be. Instead both ecology and creativity constitute a world that continually and cumulatively transforms in an endless becoming or unfolding (Corner James, 1997, p. 81). Especially the nature-culture dichotomy become problematic when taking on such a fluid and interconnected perspective of our landscapes. Modern concepts see nature, when pristine and perfect, as a balanced system in equilibrium. When entering human progress into this equation the stability becomes disrupted. Not only because of greed and the environmental degradation that follows, but also on a theoretical and conceptual plane as nature is no longer pure, but shaped and reshaped actively by humans. Conceptualizing nature as free from human intervention leaves no room for ecology and human creativity to coexist, and even less to be designed or constructed as part of each other. Rather, modern planning does not search for a mutual benefit between human and nonhuman realms, but is primarily concerned with minimizing impacts from human development and managing the remaining ecological resources. Thus, the concept of nature protects it from being part of anything else than itself (Corner James, 1997, p. 90, 91). Just like with the “external” knowledge of positivism, an ecology that is separated from creativity is a conception that fails to see both the interconnectedness of things and the inevitable aspect of human interpretation. After all, nature is a human concept (Corner James, 1997, p. 92). Blatantly, the notion of ecology as a stable system fails to include natural phenomena such as “competition, exclusion, exploitation, disease, and species extinction” (Corner James, 1997, p. 93).

So how does Corner move forward as a designer and strategist with a landscape of interpretation, continuity of tradition in place and a synthesis between ecology and creativity? Once again heterotopian spaces are mentioned as they are inclusive, allowing for open-endedness and uncertainty. Such spaces are neither structured nor chaotic, but organic and deny “singularity, totality, determinacy, and hierarchy”. To give the multiplicity of actants and their common futures a structure to hold on to, landscape architects need to start thinking less about perfected form and more in terms of ““process”, “strategies”, agencies”, and “scaffoldings”-catalytic frameworks” in order to “create, emerge, network, interconnect, and differentiate” (Corner James, 1997, p. 103). One of Corner´s earlier experiments with this took place in Älvsjö, just outside of Stockholm, Sweden. Initially he deemed the previous municipal plans as insufficient and inappropriate as they did not address the complexity of the landscape and full range of existing and possible relations and conflicts between its actants. What he proposed was not so much a spatial plan as a toolbox for approaching various aspects of this landscape. The previous determinism found in municipal

comprehensive plans was discarded for an open approach to processes and possible futures. In order to visualize this a map, or gameplan, was created where various data and information could be compiled, juxtaposed and recombined into new constellations that symbolized different futures (Corner, 1999, p. 48). This working method used the inherent dynamics of the landscape and the interpretation of information as a way to orient design away from form and towards strategy and process. The agency of a certain solution became more important than recognizing it as a formal and typological space (Corner, 1999, p. 52).

Planning as performative practice

So far planning has been described as a practice of simplification and reduction, probably the way many plans are conceived today. But surely planning is not only a positivist practice that projects timeless utopias far from current heterotopian circumstances. As a matter of fact, at least the realm of academic discourse is envisioning planning as something more in line with Corner´s reasoning and based on landscape architecture´s postulates of site, context, process and time. As the modernistic planning of simplification and perfection grow increasingly unfit to describe and deal with today´s networked and heterogeneous society, new planning is a less hierarchic and more open process. In a world where the future is acknowledged as unknown, planning is focusing more on processes and less on any set goal (Haggärde Magdalena, 2010, p. 2). Along with the "operative turn" that emphasizes relations and dynamics in design, planning is taking a "communicative turn" reinventing itself as a mediation of interests and interpretations of the given landscape. When such a process is realized it signifies a more democratic mode of planning as it is not *for* the citizens, but *through* the citizens. In order to further elaborate on landscape as a dynamic and interconnected field for planning, the French philosophers Gilles Deleuze and Félix Guattari´s concept of non-hierarchical *rhizomes* should be introduced:

"...the rhizome connects any point to any other point, and its traits are not necessarily linked to traits of the same nature; it brings into play very different regimes of signs, and even non sign states"
(in Haggärde Magdalena, 2010, p. 3).

Jean Hillier has written and thoroughly elaborated on the use of deleuzoguattarian philosophy in planning. One of the first things she points out is that planning with rhizome theory in mind is to let go of distinctions between entities, but instead to focus on how they relate, transect and intersect (Hillier Jean, 2007, p. 1). The relationship between things and processes is signified by words such as *and*, *in between* and *border*. Thus, rhizomatic thinking does not emphasize the one or the other, but the multiplicity of ways these can be connected to form new contexts. It describes the world as incomplete *planes of immanence* and life as an endless array of possible futures (Hillier Jean, 2007, p. 3). This may seem hard to relate to something as practical as making planning processes become part of everyday life. However, rhizomatic thinking is not a way of losing grip on reality, but rather a way of trying to grasp the ongoing complexity of the landscape, as well as finding new ways forward without a given future or predetermined destiny. Deleuze and Guattari claim that this is a move "toward an experimentation of contact with the real" (Hillier Jean, 2007, p. 4). An application of this is the practice of multiplanar planning based on Deleuze and Guattari´s formulation of the planes of immanence and transcendence. These planes respond, according to Hillier, to a planning that simultaneously formulate various long term goals, at the same time as it performs short term and incremental projects towards these. Thus, the landscape is constructed in an unfolding, but never ending, sequence in response to new situational knowledge (Hillier Jean, 2007, p. 184). The still common practice of making masterplans that represent utopian visions of what the world should be like is discarded for an approach that begins with the existing and holds various futures open (Hillier Jean, 2007, p. 19). However, since the existing situation is not made up of fixed or separate components, but is complex and can be interpreted and combined in any number of ways, the term *emergence* comes into play. It is closely related to the word synergy as an emergent system is one where the sum is greater than the added value of the individual parts; just like with a landscape or the human body. This way a new or greater value, like in the social life between people, forms when new relations, interactions and juxtapositions are allowed (Hillier Jean, 2007, p. 43). This is also found in urban planning where mixed use is recognized as both an engine for economic and social development as it provides for interactions between different people and services. But perhaps more importantly, this "messier" form of rhizomatic thinking and communicative planning allows for several interpretations of a place to exist in the same space (Hillier Jean, 2007, p. 55). Something which in itself is an important move towards inclusion and democracy in a highly diversified world. Bringing the concept of *nested scales* into this discussion may expand the concept of interconnectedness and continuity beyond people, objects or energies. The following quote by Jean Hillier provides a striking example of how several material objects are nested in other, or later, formations:

"A laptop computer, for instance, is a box containing a multiplicity of parts, each with their own specific constituents, histories and networks. For example, a single wire coated in plastic, comprises plasticizers, fillers, color pigments, copper alloy wire, petroleum hydrocarbons, salt and so on which originate from around the world, sourced and assembled by workers, probably in the South, working and living in networks of their own"

The quote elucidates rhizome theory as a way to conceive how changes in one component or part will affect others, causing unforeseen effects (Hillier Jean, 2007, p. 56, 57). But while the actants or parts are interconnected in a common field, they may share it on quite different terms. In site design this is reflected when several programs are found on the same surface, allowing it to be used in a variety of ways. This provides one of the more easily available design strategies from the theories concerning field and immanence. By layering disparate programs, various constituencies can share the same space and enrich each other. This is a way of promoting a heterotopian social sphere with designs that provide structure as well as keep the future rather open. For example, Corner´s Älvsjö gameplan does not complicate things, but rather embraces and unleashes the potentials of the landscape (Hillier Jean, 2007, p. 60). Deleuze and Guattari explain this interplay between structured and unstructured with the terms *smooth*- and *striated space*. The former represents the unplanned and undifferentiated as a composed chaos without center or grid. Spaces like these include forests, sands and waters. Striated spaces on the other hand are the planned, ordered and regulated circumstances found in masterplanning, property boundaries, street grids, built spaces and arguably in western society´s way of managing time (Hillier Jean, 2007, p. 63, 64). It is important to put forth that while these concepts are theoretically each other´s opposite, they are in real life dependent on each other. Through the course of history the striated will become smooth, and the smooth will in the future become striated and ordered by the hand of humans. This process of landscape changes resembles a pendulum swinging back and forth between deterritorialization and reterritorialization; the removal of codes and fixed meanings give room to the formation of new ordering rules and codes (Hillier Jean, 2007, p. 65). Hillier concludes her book by claiming that planning should, at its best, be about creating new spaces "in the midst of multiple connections of time and space and resources and actants and policies and ideologies and ... and ... and ..." (Hillier Jean, 2007, p. 318). She refers to four rules of thumb for planning by James Scott:

- ***"take small experimental steps within broad, strategic trajectory;"***
- ***"favor reversibility so that mistakes might be more or less undone;"***
- ***"plan on surprises by "designing in" flexibility to allow for the unforeseen;"***
- ***"plan on human inventiveness to interpret plans differently and change representations, meanings and implementations."***

(in Hillier Jean, 2007, p. 320)

A concrete example of how to plan using the latent potentials in heterotopian landscapes is provided by Kristine Samson under the concept performative planning. She describes her Wharf City proposal as a way to investigate these potentials and at the same time invest energy into the future of the place. This begins with the existing site, but projects into the future with the help of strategies, without losing contact with the complex reality at hand (Samson Kristine, 2010, p. 1). In this process the first step is to open up the site for different uses by bringing together their different perspectives. As a working tool for this, a situational plan was formed that defined and charted existing untapped potentials, aesthetics that stood out, atmospheres, temporary uses and zones of various daily use (Samson Kristine, 2010, p. 2). From this initial mapping a potentiality plan was developed that dared to point out desirable futures, but did not stipulate any time plan for when future development was to occur. While waiting for the economic, political and social conditions to be right for development, the site was "cultivated" by letting citizens and various cultural institutions use it. This was not so much an interstitial strategy of disposable programs as it was a way to generate information for the future development of Wharf City, slowly letting current trends and potentials mold the plans. The everyday citizen experience was thus used to "ensure the structuring, framing and re-ordering of new potential spaces out of the existing, not by realizing and imposing urban design onto the site but by enactment of imaginary spaces in the existing" (Samson Kristine, 2010, p. 3). Samson concludes that the performative aspect of this planning mode is found in the relationship between a given space and the potential events that may occur within it (Samson Kristine, 2010, p. 7). As a result, performative planning practice is the transformation of existing qualities or latent potentials into reality. Hence it is by nature situational, relational and process oriented (Samson Kristine, 2010, p.8).

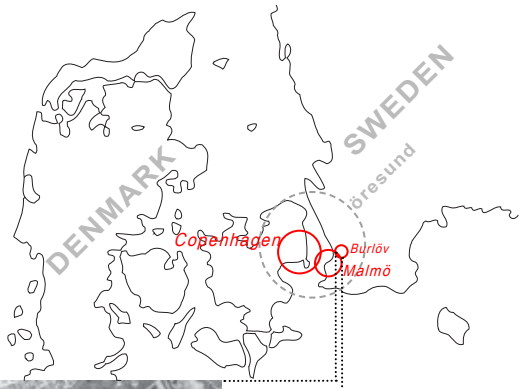
Conclusion

As our society has dramatically become globalized and urbanism has become dispersed with the help of mobility and communication, the nature of planning is slowly adapting. The aforementioned accounts show how planning as a performative, relational and ongoing practice taps into the current trends of change and uncertainty by revoking paradigms of the past in favor of models of adaptation. Kenneth Frampton describes how the mechanisms of modernity favor easily developed Tabula Rasa circumstances, while neglecting existing site conditions and qualities (Frampton Kenneth, 1983, p. 26). The rising model of planning seeks to do the opposite, both for environmental reasons as well as to be able to compete on the global scene. The new will to plan out of the existing provides a way to protect ecological systems as well as being a way to use cultural heritage as a branding device in the midst of the global competition for people and capital. This model, at least partly inherited from landscape architecture, is also a way to work with the continuity of a tradition and meaning embodied in a specific place. As such, site sensitivity and thinking in terms of time and relations brings the citizens and their lived experience back into the center of planning. Doing so, planning must resist falling back into sentimentality over the past, as well as reliance on utopian visions (Frampton Kenneth, 1983, p. 26). In this new field, planners are not seen as composers and directors of life and landscape, but as mediators among other actants in a vast and ongoing process of societal change. This new “humble” approach releases planners from having to choose between tolerating the messiness of reality, or to enforcing of utopian visions. “In short, planning is seen and practiced increasingly as an iterative, participatory and flexible process” (Allen Adriana, 2003, p. 136). Hence contemporary planning practice aims to strike a balance between long term common visions and the use of short term developments with strategic or catalytic effect (Allen Adriana, 2003, p. 142). Planning´s interplay between slowly changing strategic goals and more opportunistic, small and fast interventions is no more than an institutionalized version of what citizens have known all along; that some dreams stay and some dreams are replaced, but all the while we have to carry on with the business of everyday life in the midst of things, not really knowing where we are headed.

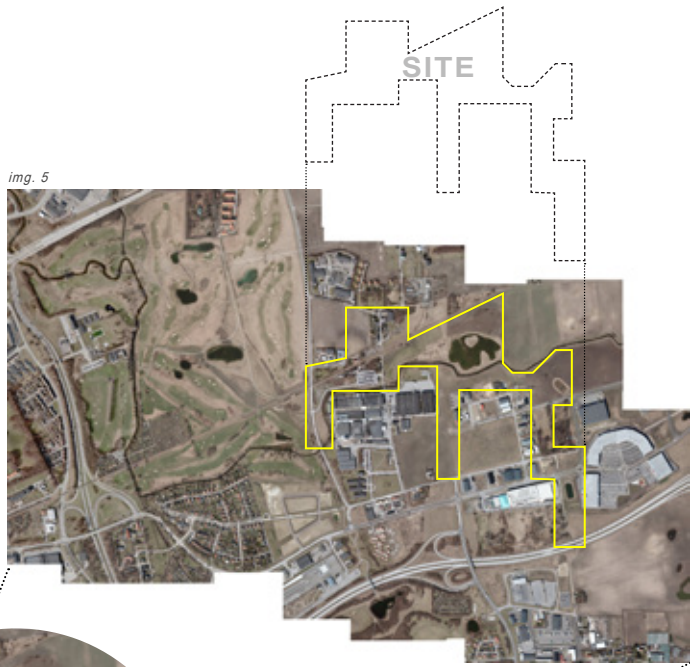
2: SKETCHES FOR THE LAND

A land of multiple borders:

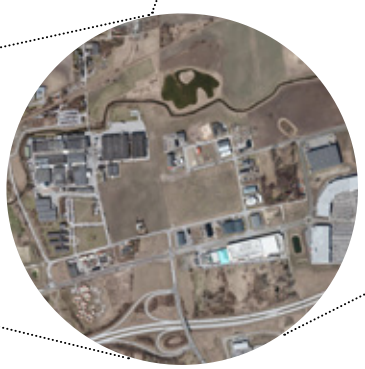
The site is located within the bi-national Öresund region, a highly dynamic metropolitan hub in northern Europe. The main nexus is the Copenhagen/Malmö area, where the East-West shipping route between the Baltic states and the world intersects with the only land to land connection between the Scandinavian peninsula and continental Europe. The chosen site is located next to the border between Malmö, Sweden´s third largest city, and Burlöv, one of Sweden´s smallest municipalities. The choice of site positions the project in the middle of a globally competitive region, but also within one of its internal borders.



img. 4

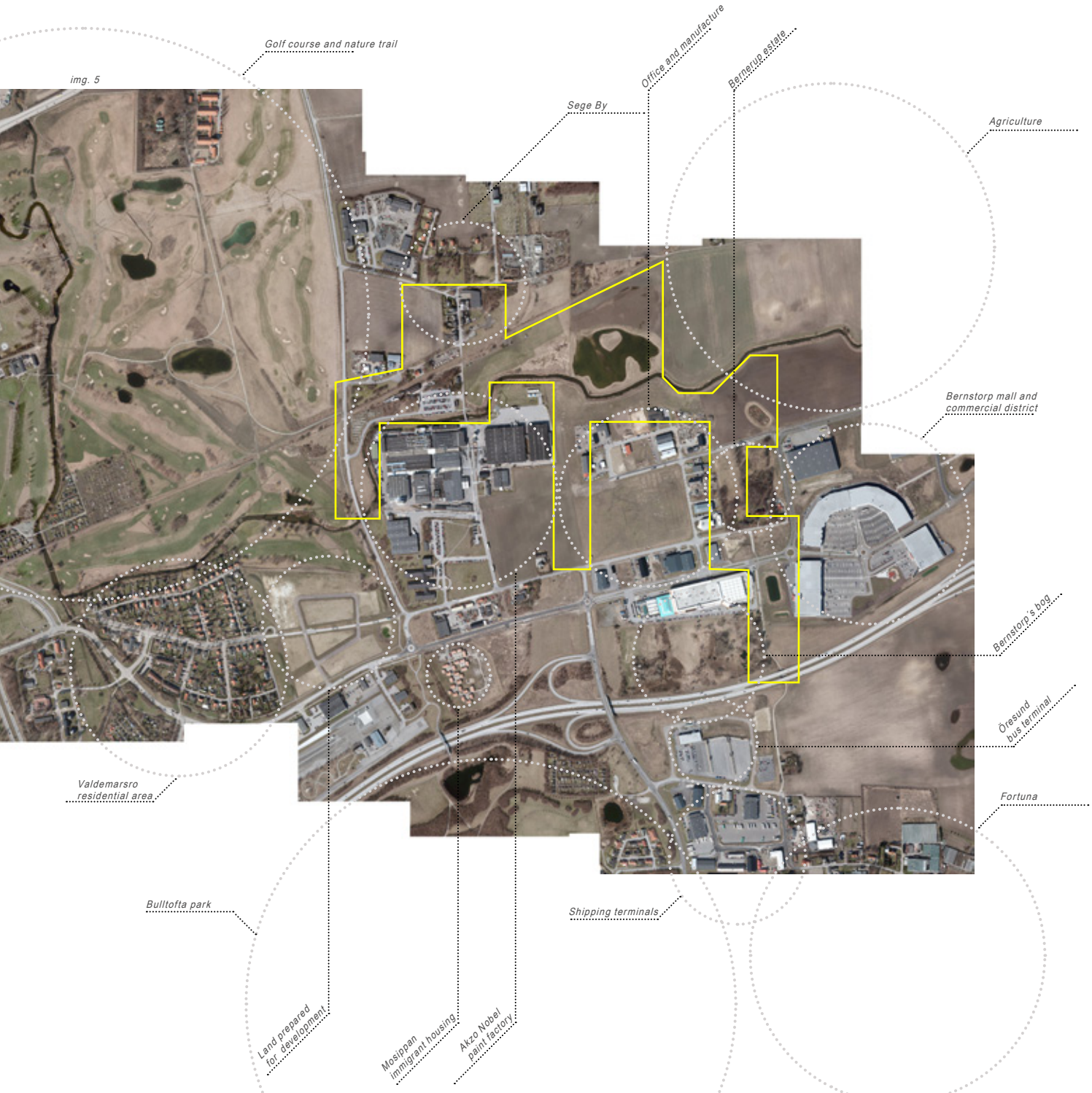


img. 5



AREA OF INFLUENCE: adjacent land uses

In order to organize the complexity of the chosen terrain into concepts more easily communicated, three definitions of Carol Burns and Andrea Kahn are used: 1 Area of control, 2 Area of influence, 3 Area of effect. The second term is used here to frame and approach the immediate site context:
"...The second, encompassing forces that act upon a plot without being confined to it, can be called area of influence.
...Lying outside design control, the areas of influence and effect situate design action in relation to wider processes including the often-unpredictable change propelled by design intervention."
(Burns Carol et.al., 2005, p. xii)



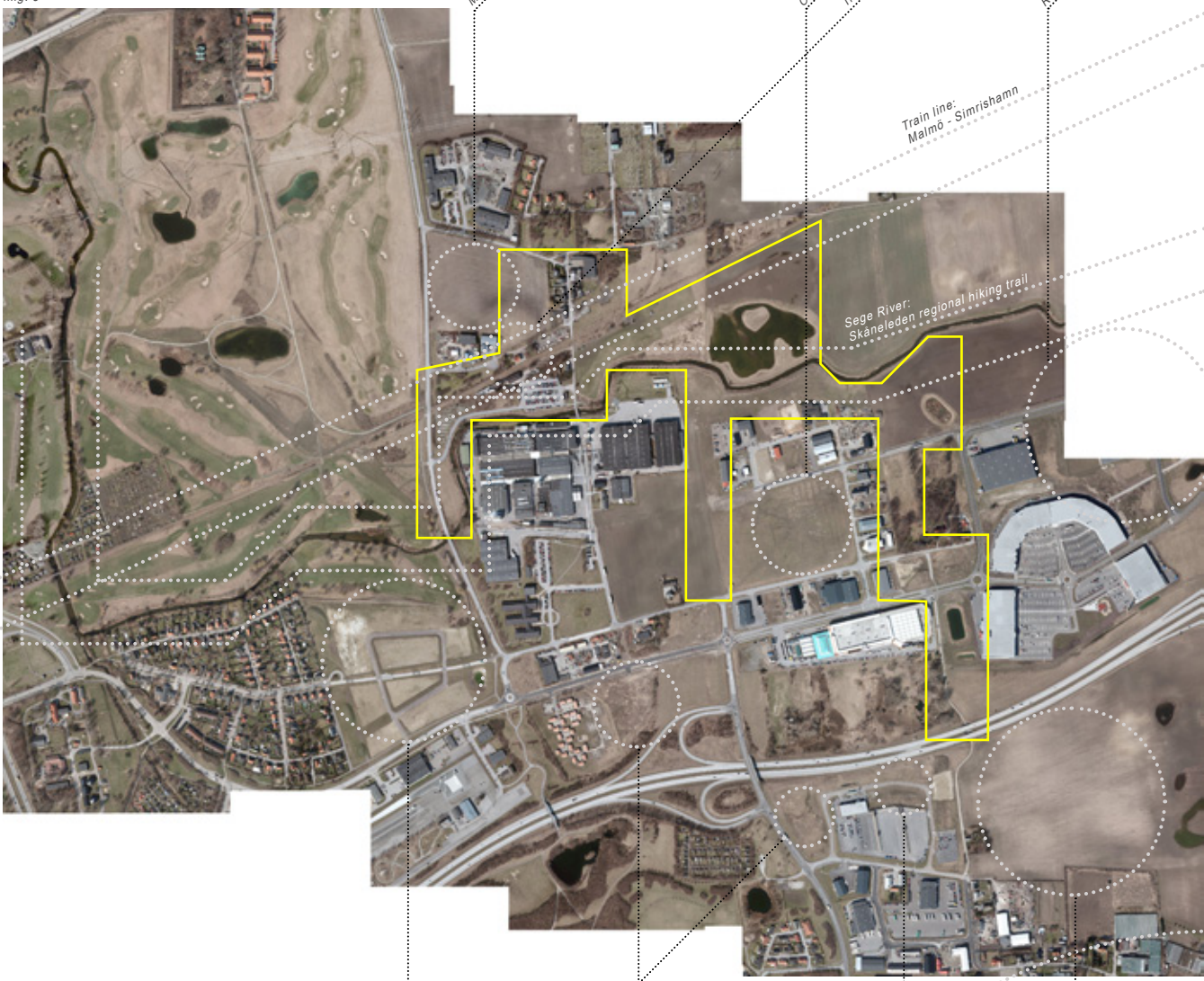
img. 5

AREA OF INFLUENCE: adjacent plans

The site context is more than a spatial composition of material objects or a naturally given environment. Rather, it is a land use mosaic in motion; visually obvious in its various stages of decay. However, considering the rapid development of the Öresund region, attention should be directed towards the various stages of development embedded within and around the site. Superimposed on the aerial photo below is the latent landscape, the terrain not yet seen, with plans represented by dotted lines and circles.

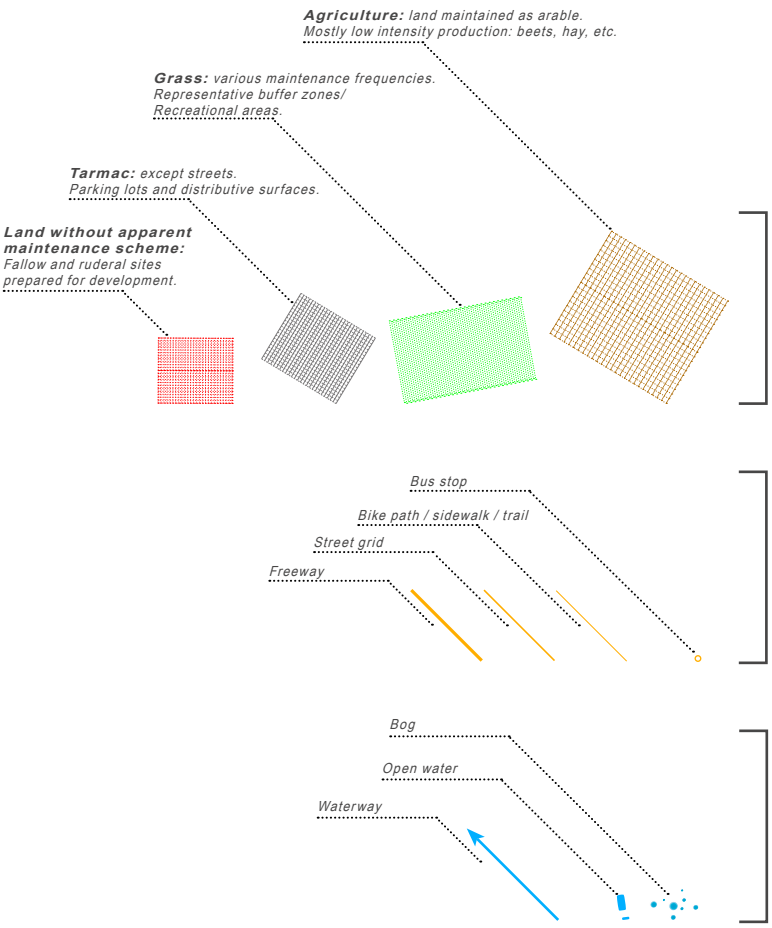
A note on the maps:
The choice of circles to represent various land uses increases the readability as they stand in formal contrast to the yellow site outline and texture of the aerial photo beneath. Also, the partial overlapping of the circles suggests that the land uses within the area of influence affect, and partially share, each others´ territory. Therefore, as the circles do not match the symmetry of the land uses, they should be read as main focus areas.

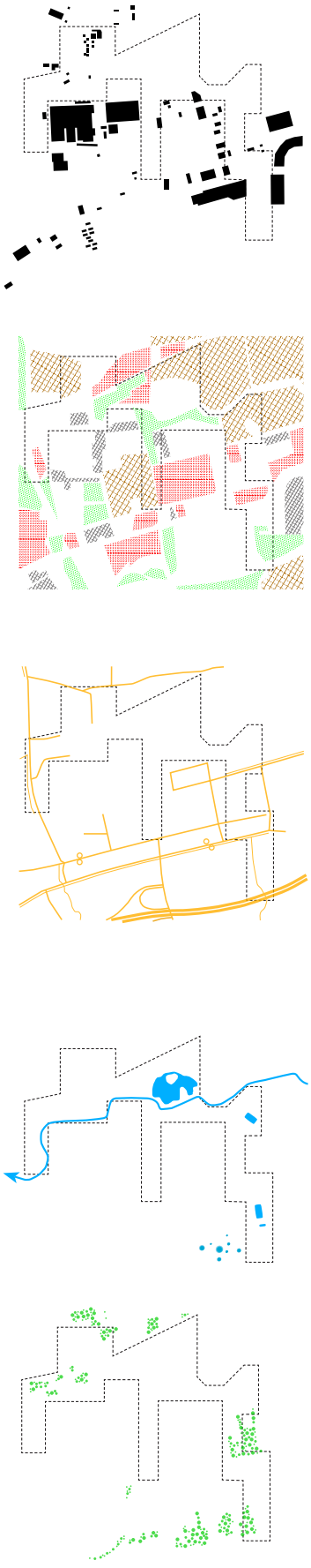
img. 5



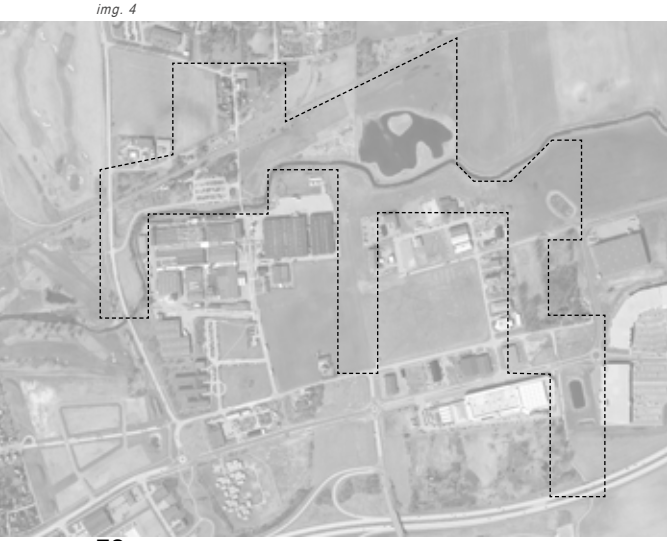
AREA OF CONTROL: material composite of surfaces, volumes and lines

Burn and Kahn conceptualize a project site as an Area of control. Although the maps on this spread are not only conveying what exists within the project boundaries, they address material, functional, social and legal preconditions to site design:
"...the area of control, easy to trace in the property lines designating legal metes and bounds.
...The area of control – most commonly referred to in design discourse by the term site – describes the most limited field spatially and temporally. Forces within it predate design action. "
(Burns Carol et.al., 2005, p. xii)





img. 4



AREA OF CONTROL: constituencies + municipal land

Although many of the constituencies represented in this map are mainly located outside the Area of control marked by the yellow outline, they are included as they are most likely to visit or pass through the project site.

Golfers, horseback riders, hikers

Lift company office and manufacture employees

Electrical company employees

Residents

Junk yard employees

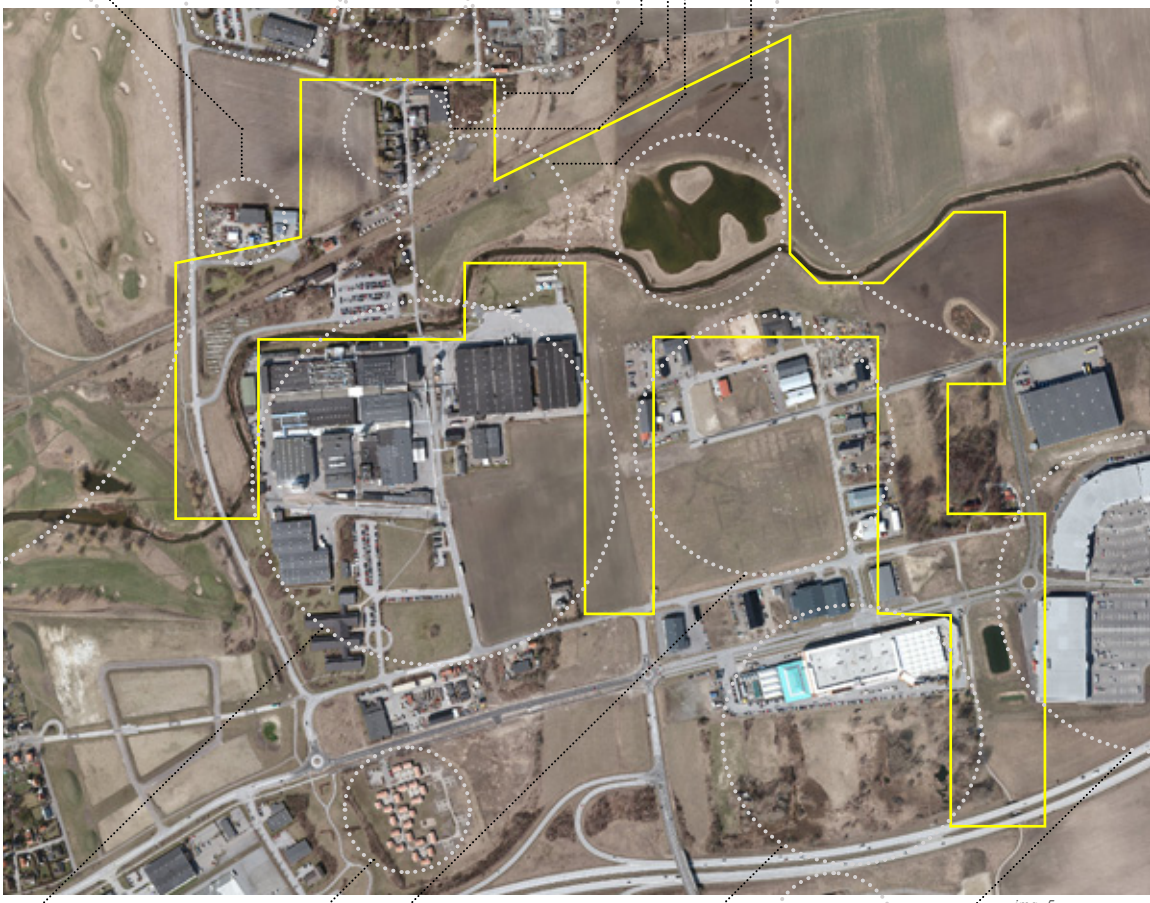
Beekeepers

Residents

Dogs & owners

Birdwatchers

Farmers



img. 5

Factory employees

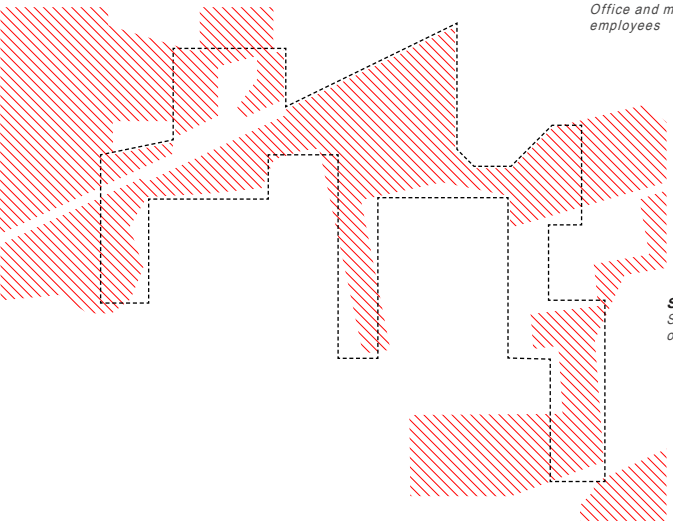
Immigrant families

Office and manufacture employees

Shoppers, Sheepherders, Birdwatchers

Bus travellers to Europe and back

Shoppers



Site ownership:
Site outline in correspondence with land owned by Burlöv municipality marked in red.

DESIGN INTENT

The third concept described by Burns and Kahn is the core of the following design proposal:
"...Third is the area of effect – the domains impacted following design action. These tree territories overlap despite their different geographies and temporalities.
...Lying outside design control, the areas of influence and effect situate design action in relation to wider processes including the often-unpredictable change propelled by design intervention.
All three areas exist squarely within the domain of design concerns."
(Burns Carol et.al., 2005, p. xii)

The following design proposal is crafted to effect and transform its surroundings as well as repositioning the landscape found between Malmö and Burlöv municipalities within the region. Thus, the design operations provide a template for a new interpretation and narrative for the landscape. In a wider and more general scope, it provides a case study pointing to possibilities generated by design in relation to the circumstantial and specific. However, the design does not take on the form of a typical planning document or vision, but provides small interventions that increase accessibility, usability and awareness of the site and landscape. *The core of the strategy is to insert a recreational component* into a landscape that to a large extent is shaped by utilitarian purposes. Over time this will form a new landscape as the intervention and the preexisting site blend to form a new spatial and social context.

Aims
- Maximize opportunities for new site uses
- Add public values in an overlooked landscape
- Increase public awareness of site history and functions
- Provide multifunctional designs open to various appropriations
- Devise a plan that benefits both Malmö and Burlöv municipalities by transcending the existence of the municipal border
- Provide shared spatialities and infrastructures for local and visiting users
- Be a socially integrative project which mixes constituents of inner city, suburb and countryside

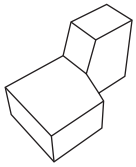
Principles
- Optimizing site by enhancing and extending existing spatialities and uses
- A degree of cost effectiveness - simple solutions favored
- Mainly operate on municipal land - a minimum requirement of land purchase
- Increase connectivity and flow of people through site
- To operate within Area of control, in relation to the Area of influence, towards a maximized Area of effect
- To translate the spatial conditions into design:
    Network: new connectivity
    Fringe: using the site´s existing composite of materials, spaces and functions
    Void: provide and enhance unprogrammed spaces

Site mosaic

Design intent >> five site strategies

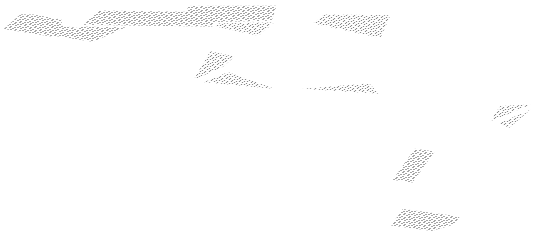
5. Module (s)

Small modular site furniture. Adaptable to various public needs and demands for use of site.



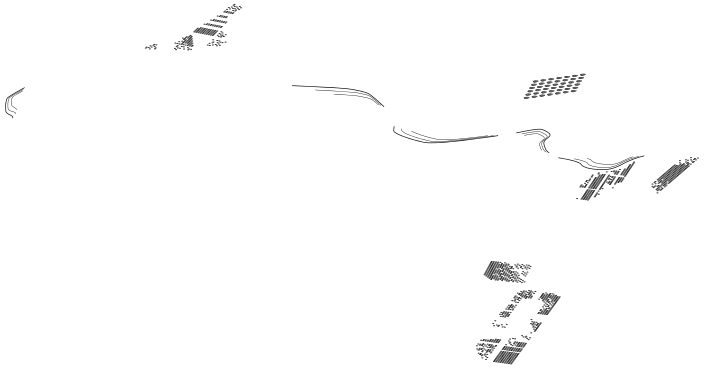
4. (open) Fields

Surfaces of various size, materiality and texture with the potential to initiate and support different uses and ecologies.



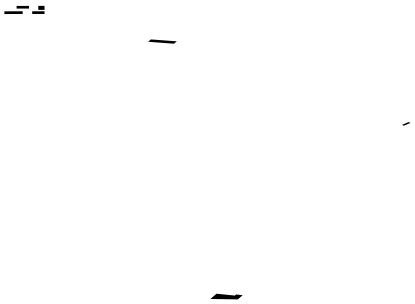
3. Eco/Spatial enhancement

Improvement of habitat value, ecological matrix, water quality, as well as new spatial qualities throughout the site.



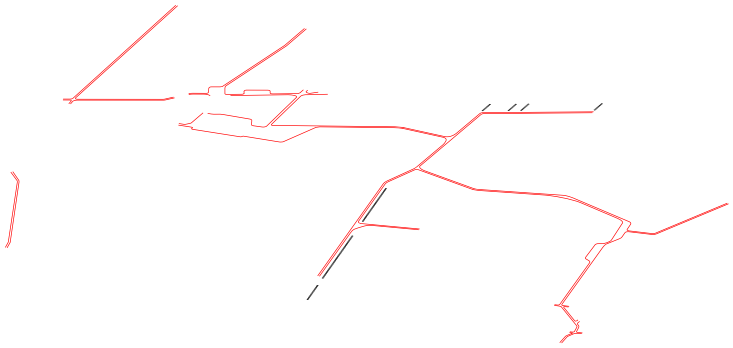
2. Points (of departure)

Four architectural objects located at key locations. Program and design draw attention to site and educate about surrounding land uses.

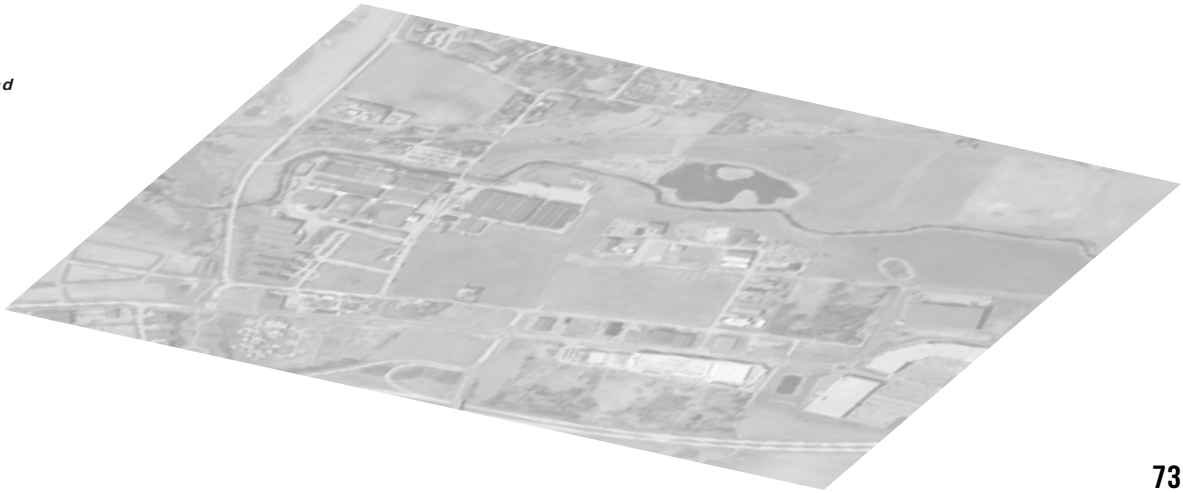


1. (connective) Lines

New infrastructure for recreational uses. Added to existing network, it increases accessibility and flow of visitors through the site.



0. Site as found

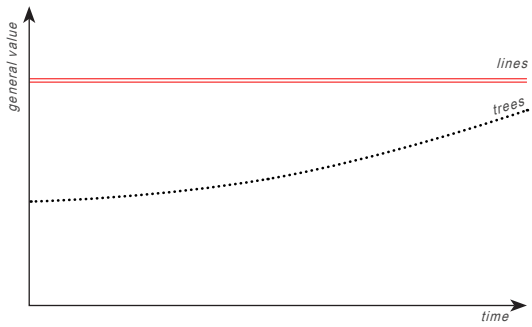


1. (CONNECTIVE) LINES

In order to increase connectivity and open up the site to new people and uses the existing infrastructure is transformed into a cohesive network in an initial and crucial operation. This focuses on adding and increasing flows of pedestrians and bicyclists to balance the current condition of car based transportation.

Although the new infrastructure does not physically cross the municipal border, its effects will connect Fortuna to Arlöv and inner Malmö to the countryside. Furthermore, the new network connects to future plans such as Skåneleden regional hiking trail and a future Sege By train station, as well contains new lines that do not connect to anything specific, but rather are trajectories that point to possible sites of future developments.

Value trajectory:
site - lines



Paved surfaces: when this infrastructure is constructed it generates a high and sustained value as it hooks up to existing paths, expanding the network and site flow.
Trees: create initial visual trajectory, drawing attention into the site as they mark the path of the paved surfaces at critical points. The spatial and visual value will increase as trees grow taller.

Trees:
Connects old train tracks and new paved path. Lends its direction and sequence from vegetation structure and abandoned allotment gardens.

Connective lines:
Light infrastructures for pedestrian/bike use. Connections to existing roads/paths/ trails are marked with

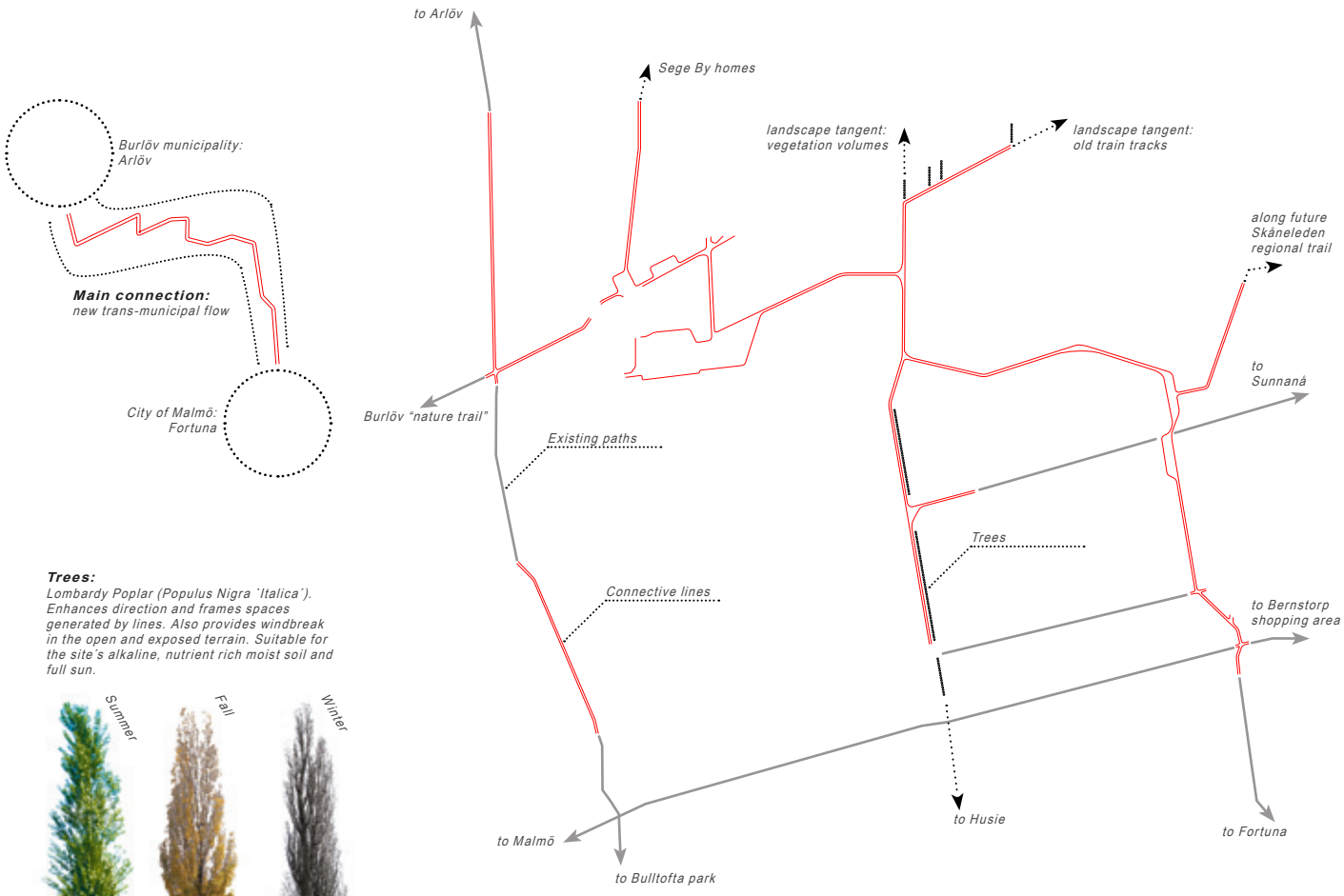
view 1

view 2

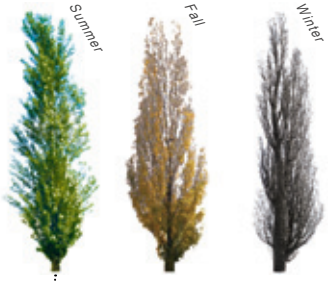
Line of trees:
Strengthens direction and presence of new paved path. A spatio-visual guide to the site for people.

50 m 100 m

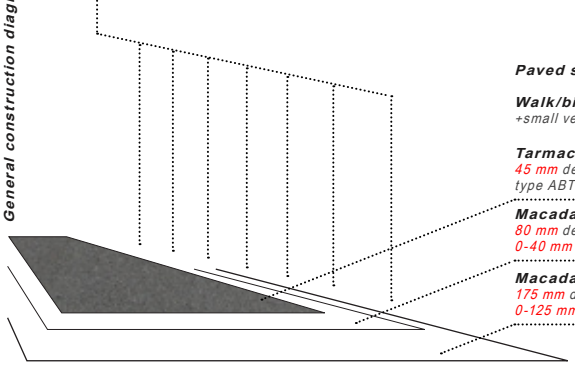
N



Trees:
Lombardy Poplar (Populus Nigra `Italica`). Enhances direction and frames spaces generated by lines. Also provides windbreak in the open and exposed terrain. Suitable for the site's alkaline, nutrient rich moist soil and full sun.



General construction diagram



Paved surfaces:

	Walk/bikeway *+small vehicles*	***Parking lot*** *+ large utility vehicles*
Tarmac top:	*45 mm depth type ABT 8*	*45 mm depth type ABT 11*
Macadam layer:	*80 mm depth 0-40 mm fraction*	*80 mm depth 0-40 mm fraction*
Macadam base:	*175 mm depth 0-125 mm fraction*	*420 mm depth 0-125 mm fraction*

View 1: path

View 2: path with line of trees

2. POINTS (OF DEPARTURE)

The four architectural objects constitute Points of departure in two ways. Firstly, as an operation subsequent to the Connective lines they draw and anchor new visitors to the site. Secondly, they will contain educational program presenting basic information about the site to visitors. These architectural objects allow people to watch, engage and learn.

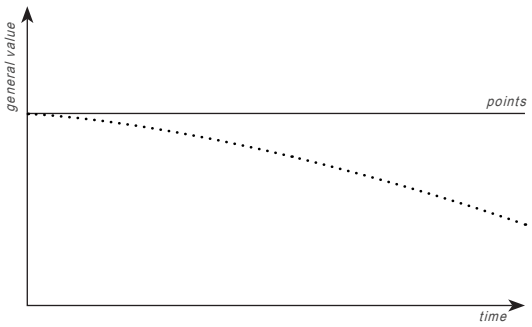
1. ***Event scaffolding:***
Frames and repositions remaining street paving remaining from previous buildings as new event surface. Creates a large continuous space between Sege By and old train tracks differentiated by partial steel roof cover. Framed ground plane consists of old paving and patches of ruderal vegetation where buildings once stood. Generates possibility and interest for Sege By as future destination.

2. ***Concrete envelope/shelter:***
Envelope open in north-south direction for visual connection between wetland and old train tracks. Partial walls from floor and ceiling sequence the space and provide vertical surfaces for displaying educational program about Sege hydraulic system, aviary ecology, former Simrishamn railroad and abandoned gardens.

3. ***Layered lookout:***
Folded plane held together by steel lattice. Layered decks connected by ramps create interior spaces and lookout points from which visitors can appreciate the scope of Sege River in the terrain. Connects to future plans for Skåneleden regional trail.

4. ***Bernstorp ecology/shopping:***
Concrete plane that moves from ground to box, reflecting the site ecology of Bernstorp´s bog and surrounding commercial big box architecture. This creates at artificial ground, slope, roof and interior space for displaying public educational programs about conflicting land uses and historical habitation in Bernerup´s estate and bog.

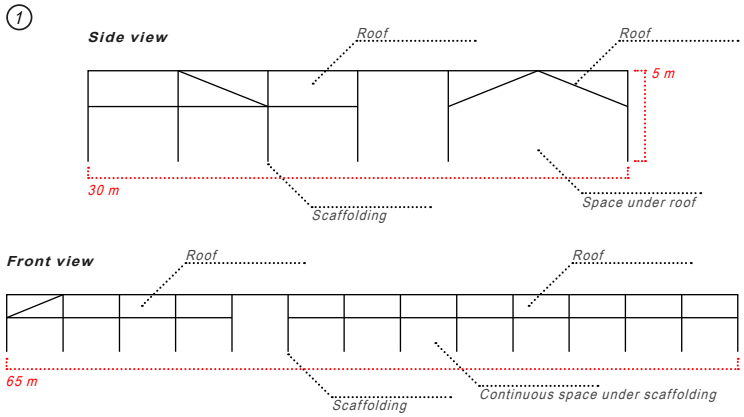
Value trajectory:
site - points



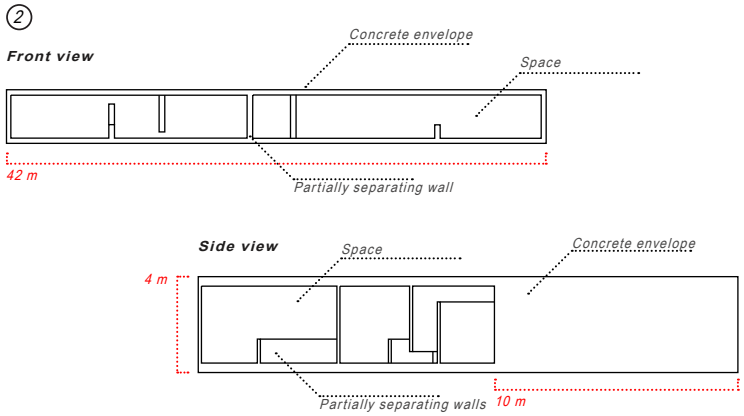
Points: The four architectural interventions generate instant value drawing people to explore new site opportunities. Although the value they generate is sustained, their importance decease as other interventions such as the eco/spatial enhancement become new frameworks.

Points of departure:
Strategically located and programmed architecture to draw attention to site character and possibilities.

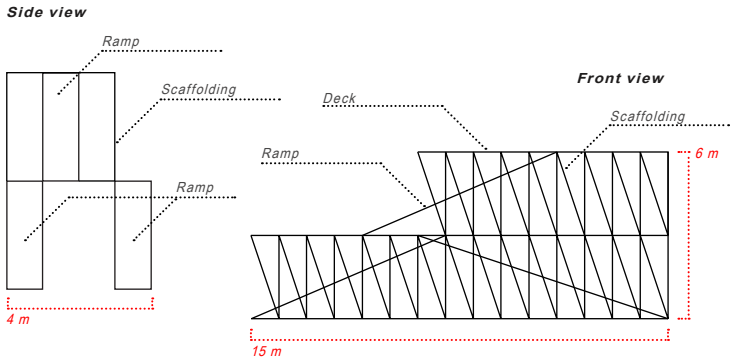
1


Side view
Roof
Roof
5 m
30 m
Scaffolding
Space under roof
Front view
Roof
Roof
65 m
Scaffolding
Continuous space under scaffolding

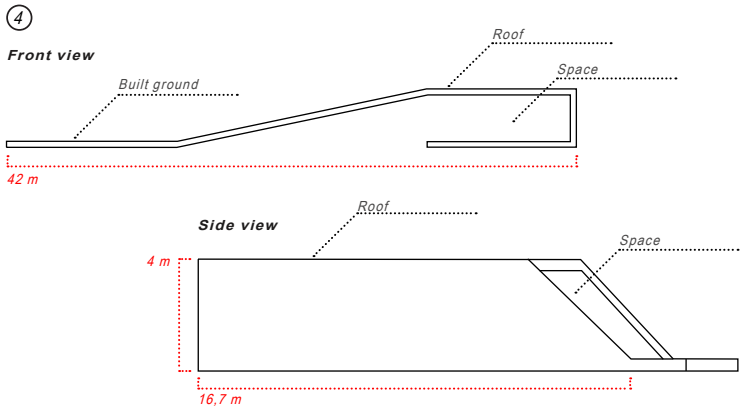
2


Front view
Concrete envelope
Space
42 m
Partially separating wall
Side view
Space
Concrete envelope
4 m
Partially separating walls
10 m

3


Side view
Ramp
Scaffolding
Ramp
4 m
Front view
Deck
Scaffolding
Ramp
6 m
15 m

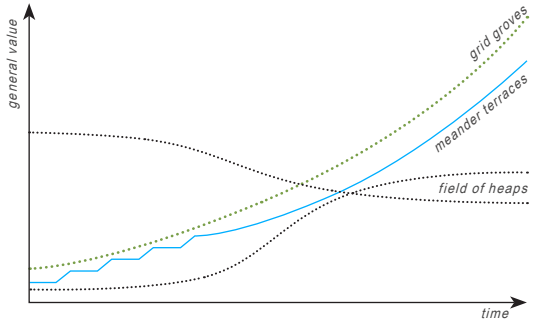
4


Front view
Roof
Built ground
Space
42 m
Side view
Roof
Space
4 m
16,7 m

3. ECO/SPATIAL ENHANCEMENT

Firstly, as Sege River runs through the site its huge potential as an ecological and recreational corridor is acknowledged. In a larger perspective it is one of the many waterways that cause the poor condition of its recipient, the Baltic Sea. Thus, design operations need to address the issue of eutrophication as well as improve people´s access to the River.
Secondly, the soil left over from the cut & fill operation of terracing the banks of Sege River is shaped on site as a field of heaps that may be appropriated by the public and certainly by invasive species.
Lastly, the site and its context generally lack larger vegetative volumes that balance and tie together the various buildings of the landscape. A strata of trees is also needed for ecological purposes. Therefore, parcels of land that may be spared from development are instead planted extensively and put under a management scheme aiming to generate deciduous forest mimicking native conditions.

Value trajectory:
site - eco/spatial enhancement



Grid groves: spatial and ecological value will increase as succession diversifies and stratifies the vegetation.
Meander terraces: Value increase for each terrace that is completed. Its eco/hydrological agency increase as vegetation matures and depending on annual rainfall.
Field of heaps: The spatial quality will change as raw soil transforms into vegetation stand. Along this course ecological value increases.

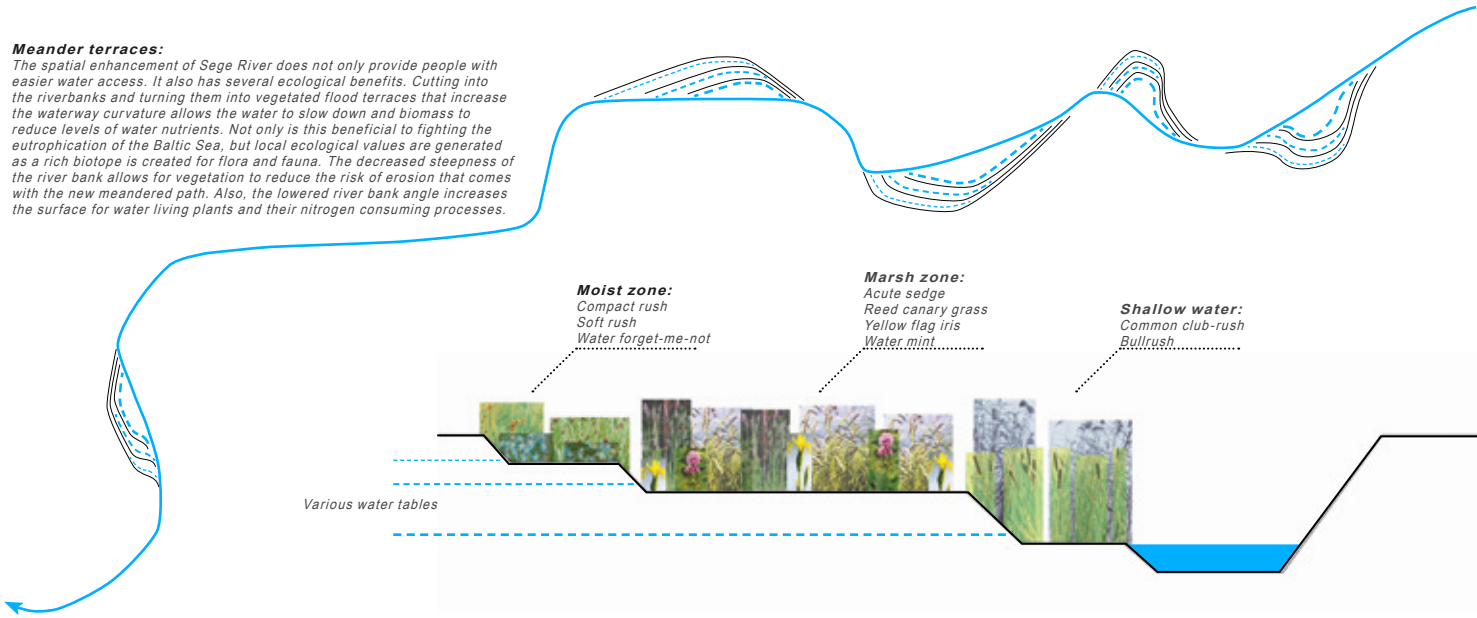
Ecological corridor:
Sege By - Sege River

Cut & Fill operation:
Sege river terraces > Field of heaps.
Soil moved as short distance as possible.

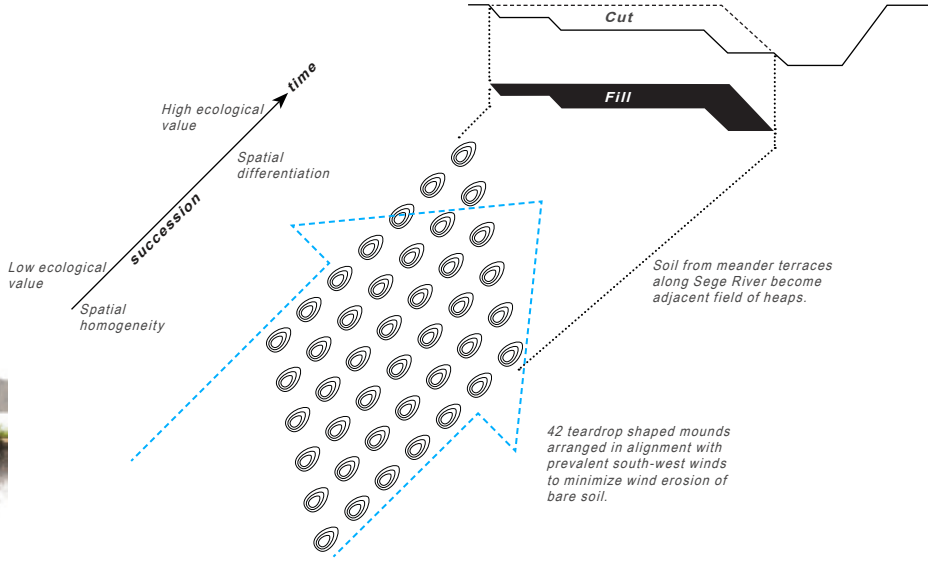
Ecological corridor:
The addition of Grid groves create new connectivity between main biotopes Bernstorp´s bog and Sege River

50 m 100 m
N

Meander terraces:
The spatial enhancement of Sege River does not only provide people with easier water access. It also has several ecological benefits. Cutting into the riverbanks and turning them into vegetated flood terraces that increase the waterway curvature allows the water to slow down and biomass to reduce levels of water nutrients. Not only is this beneficial to fighting the eutrophication of the Baltic Sea, but local ecological values are generated as a rich biotope is created for flora and fauna. The decreased steepness of the river bank allows for vegetation to reduce the risk of erosion that comes with the new meandered path. Also, the lowered river bank angle increases the surface for water living plants and their nitrogen consuming processes.



Field of heaps:
Left over from the Sege River cut & fill operation is an abundant mass of raw soil. In order to create both an experiential field and an ecological patch at minimal cost the soil is kept on site and formed into a field of teardrop shaped mounds. This creates a spatiality of bare soil that is initially homogenous and undifferentiated, but that will diversify as invasive species colonize the heaps and succession subsequently has its course. Thus the field of heaps will develop from being ecologically insignificant to becoming a natural grove on a set of mounds linking Sege River to the south and garden ruins to the north as people, children, animals and seeds colonize them.



Grid groves:
This strategy maximizes present spatialities by framing and extending surfaces and volumes for an enhanced site experience. The contradiction of solid and dissolved tree grids create experiential variety and initial ecotone before groves have matured and stratified.
The composition of species mimics the ecology of a south Swedish deciduous forest and is specified upon soil, water, climate and other site conditions.

Base planting scheme with grid of protective pioneer species.

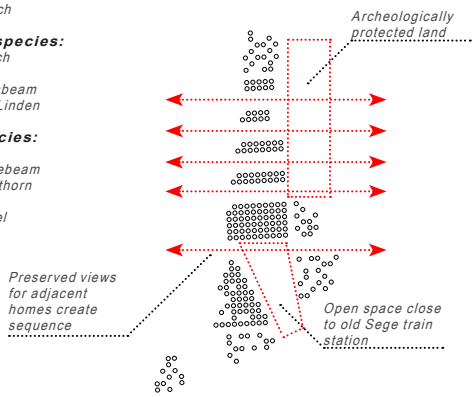
Selective management for succession and diversification.

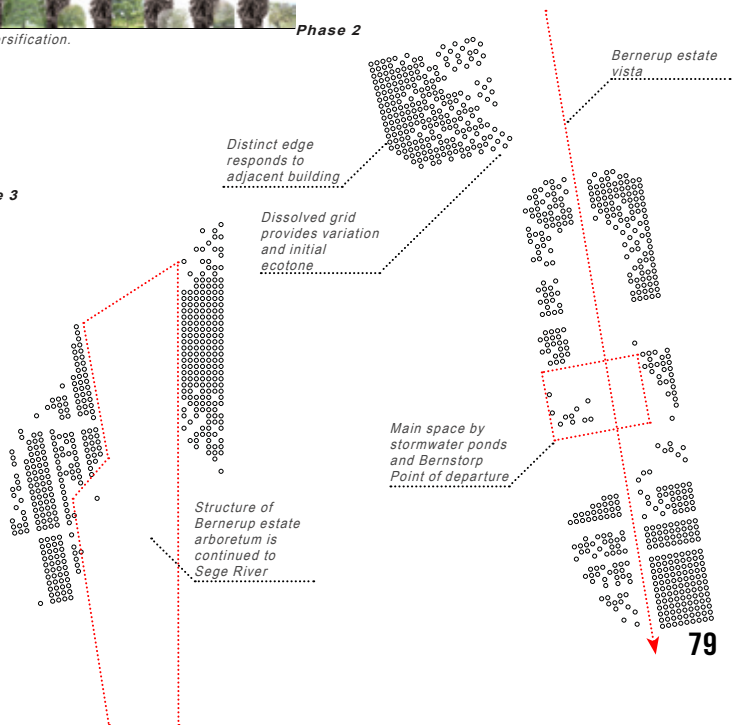
Ecotone gradient

Pioneer species:
European Larch

Tall stand species:
Common Beech
English Oak
Common Hornbeam
Small leaved Linden

Fringe Species:
Common Ash
Swedish Whitebeam
Common Hawthorn
Hackberry
Common Hazel

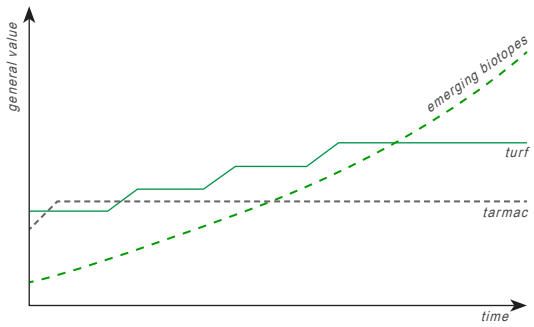




4. (OPEN) FIELDS

The three different Open fields are surfaces for the public to play, act, express and experiment upon. These are intended to act as connective tissues in synergy with the social and ecological aspects of previously described operations.
Firstly, existing surfaces of turf is saved and multiplied in new places within the site. The mowed grass allow for certain sports and leisure activities to take place in strategically chosen locations.
Secondly, the ecologies of the Fringe landscape´s ruderal terrains are usually not connected. A condition preventing the existing habitats to form cohesive ecological matrices. Thus, pieces of land that are already protected in plans are put under a new management regime to enhance ecological value.
Lastly, the existing paint factory parking lot is expanded and reprogrammed to host and support a wider array of uses that take place with various frequency; from a daily basis to annual events.

Value trajectory:
site - fields



Turf: social value increases for every new surface that is established out of ruderal land.
Tarmac: when expanded and reprogrammed it holds a consistent social value.
Emerging biotopes: ecological value increase for every growth season and the re-occurrence of management operations.

Turf:
existing smooth green surface kept as is.

Emerging biotope:
former agriculture developed as new biotope next to wetland.

view 1

view 2

view 3

Emerging biotopes:
grass fields developed for increased diversity and biomass. Creates Sege River habitat and nutrient buffer zone to reduce eutrophication.

Turf:
new grass field for access to Sege River.

Tarmac:
existing parking lot extended and reprogrammed

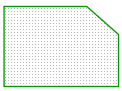
Turf:
ruderal land turned into lawn next to Bernerup estate arboretum.

Turf:
remaining concrete foundation from historic building framed by new front lawn for Bernerup estate.

N

50 m 100 m

Turf:



Event value

Ecological value

Continued management regime +

New management regimes =

Increased amount of turf!

Turf strategically located as event surfaces along the connective lines. Generous expanses of smooth and well kept lawns allow for a variety of social uses. Existing lawn now used by dog agility club is opened up for more users and new lawns are established out of ruderal sites.

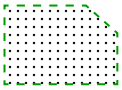
Management scheme:
When all turf surfaces are established, management will be conserving lawn quality.

Mowing is performed to keep grass at an optimal length of 4-8 cm to reduce maintenance costs and to prevent lawn to dry out in summers. The total amount of lawn is kept to a minimum to further reduce costs. To prevent excess nutrients leeching into Sege River excess biomass may be mulched on top of turf as organic fertilizer.

View 1: turf and events

Dog agility, sports, kite flying, soccer, running, sitting, laying, resting, etc.

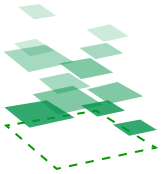
Emerging biotopes:



Event value

Ecological value

increasing over time



Selective management for emerging vegetation strata

Most of these sub-sites are already kept as various forms of low maintenance grass biotopes. However, the current scheme does not allow succession and vegetation stratification to occur.

Management scheme:
The new management is focused on developing the sub-sites through a combination of current ground clearing and a selection process. The latter part will allow for new biotopes to emerge by saving favorable tree and bush sprouts when ground cover is cleared annually. Over time, as trees and bushes establish they will form new vegetation strata and generate a diversified biotope.
This strategic and low frequency management form is generally cost effective and thus appropriate as it covers most of the site area. Grounds are to be harrowed every second year (while saving valuable tree sprouts) to regenerate the biodiversity of lower strata. If needed haymaking is performed annually in late fall.

View 2: emerging biotope

Education in ecology, playing, children's forts, sitting, laying, watching, etc.

Tarmac:

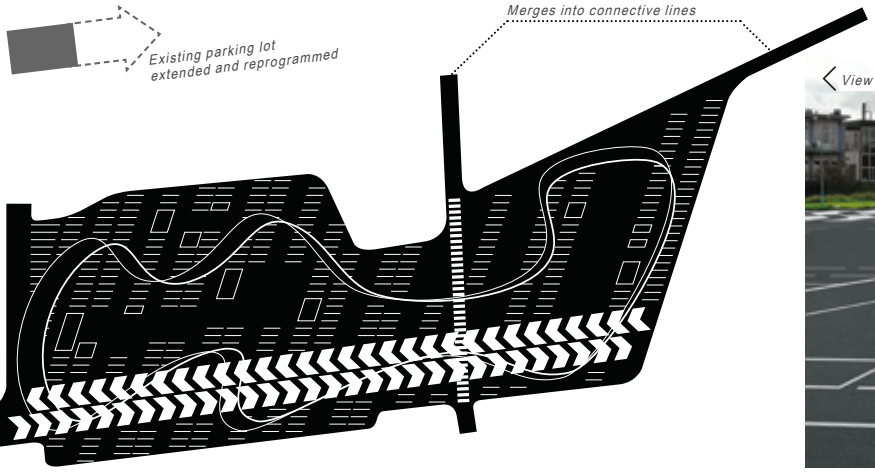
Event value

Ecological value

Today the monofunctional parking lot merely serves the adjacent paint factory. However, as uninspiring as it is today, it is strategically located between the factory, Sege River, the old Sege train station and Sege By as well as being in close proximity to the Burlöv nature trail. By roughly doubling the area through extending the existing tarmac, a field is created that is given a new cross breed of surface patterns. These expressive, but general patterns, allow for the co-existence of a variety of uses and possible new hybrid ones.

Management scheme:
Fall sweeping, winter snow clearance, repairing tarmac top, re-painting surface pattern.

The hybridization of various patterns on the tarmac may be interpreted as possibility for movement or lingering. Running, land hockey, markets, parking, etc.



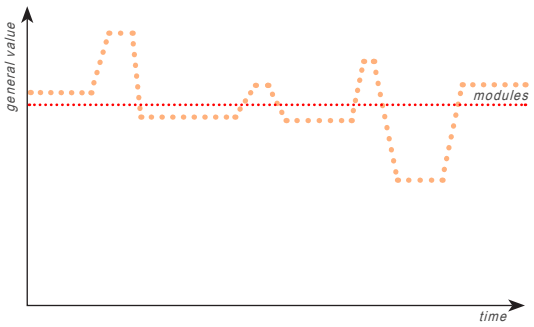
View 3: tarmac with program

5. MODULE(S)

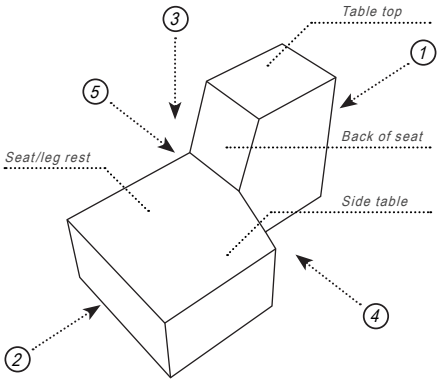
Moving within the whole site, independently or in larger numbers, this simple furniture module allows for easier site appropriation by the public. Its design is based on consideration of easy and inexpensive construction with wood framework clad with boards. The design also makes them light enough to be carried by two people, giving each module the ability to travel about the site in correspondence to use and event.

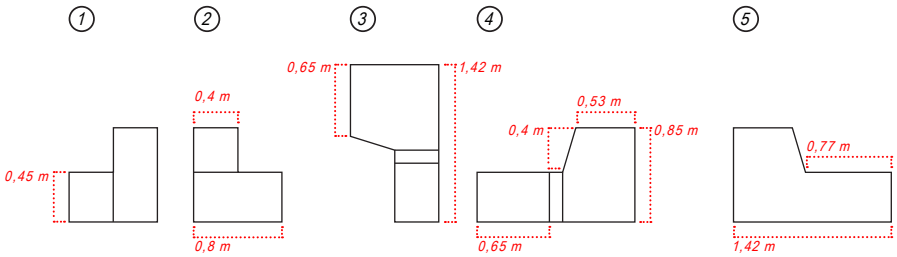
The modular quality of the design provides the possibility of uses spanning from individual and small intimate constellations, to the formation of larger fields. From a site perspective, the movement of individual modules adds an aspect of ephemeral and responsive spatialities. Put together as a larger entity, they constitute a temporary artificial field with its own possibilities.

Value trajectory:
site - modules



The provision of modules on the site create instant and sustained opportunity and value. However, the utility of the modules depends on the degree of their use which follows the events that take place on site.





Single module

Combination(s)

Module design allows for 6 different tête-à-tête constellations for various needs and uses.

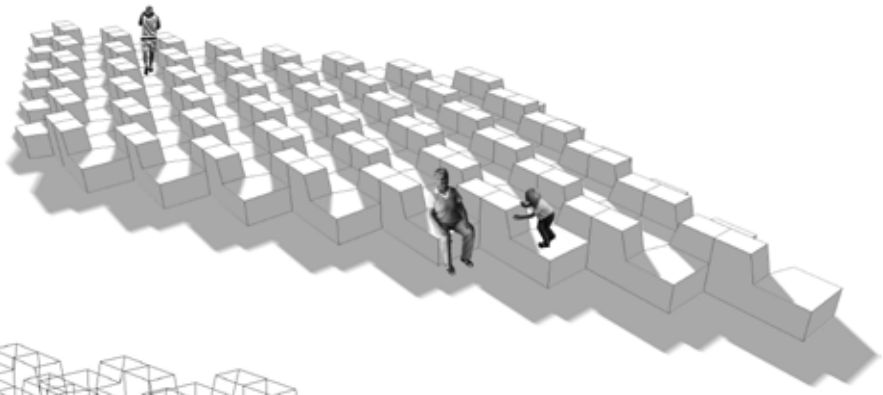
Cluster

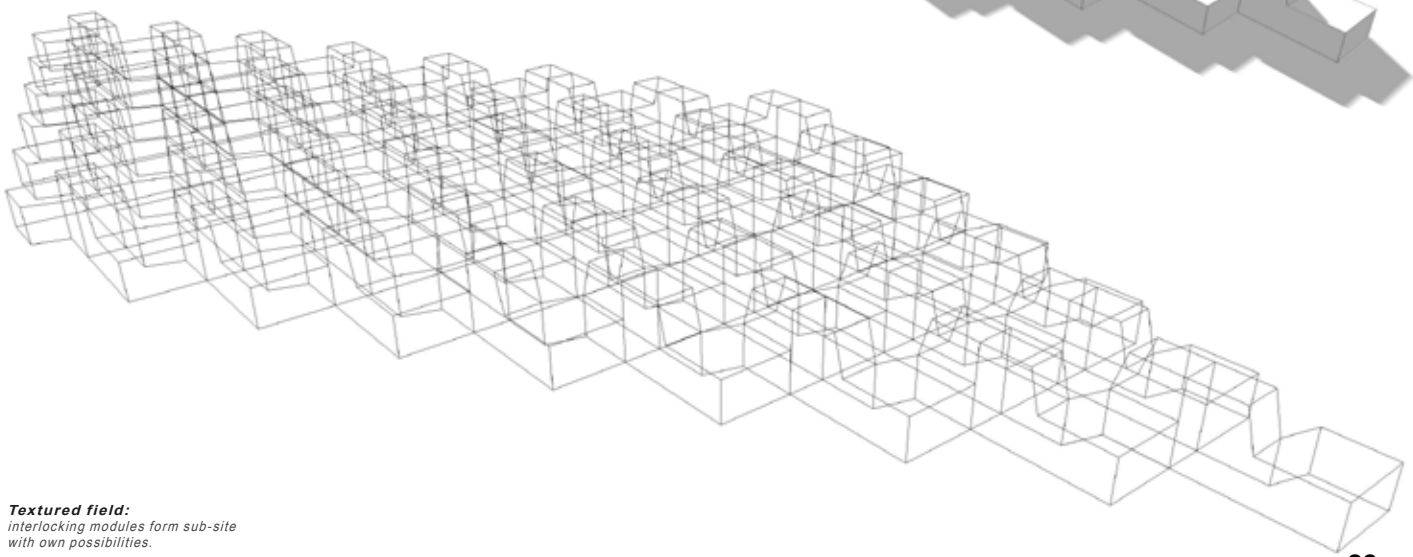
Cluster of several modules without specific formal arrangement used as furniture for site event.

View 1: cluster of modules

Textured field

Several modules systematically arranged forms a textured field. Used as climbing structure, etc.





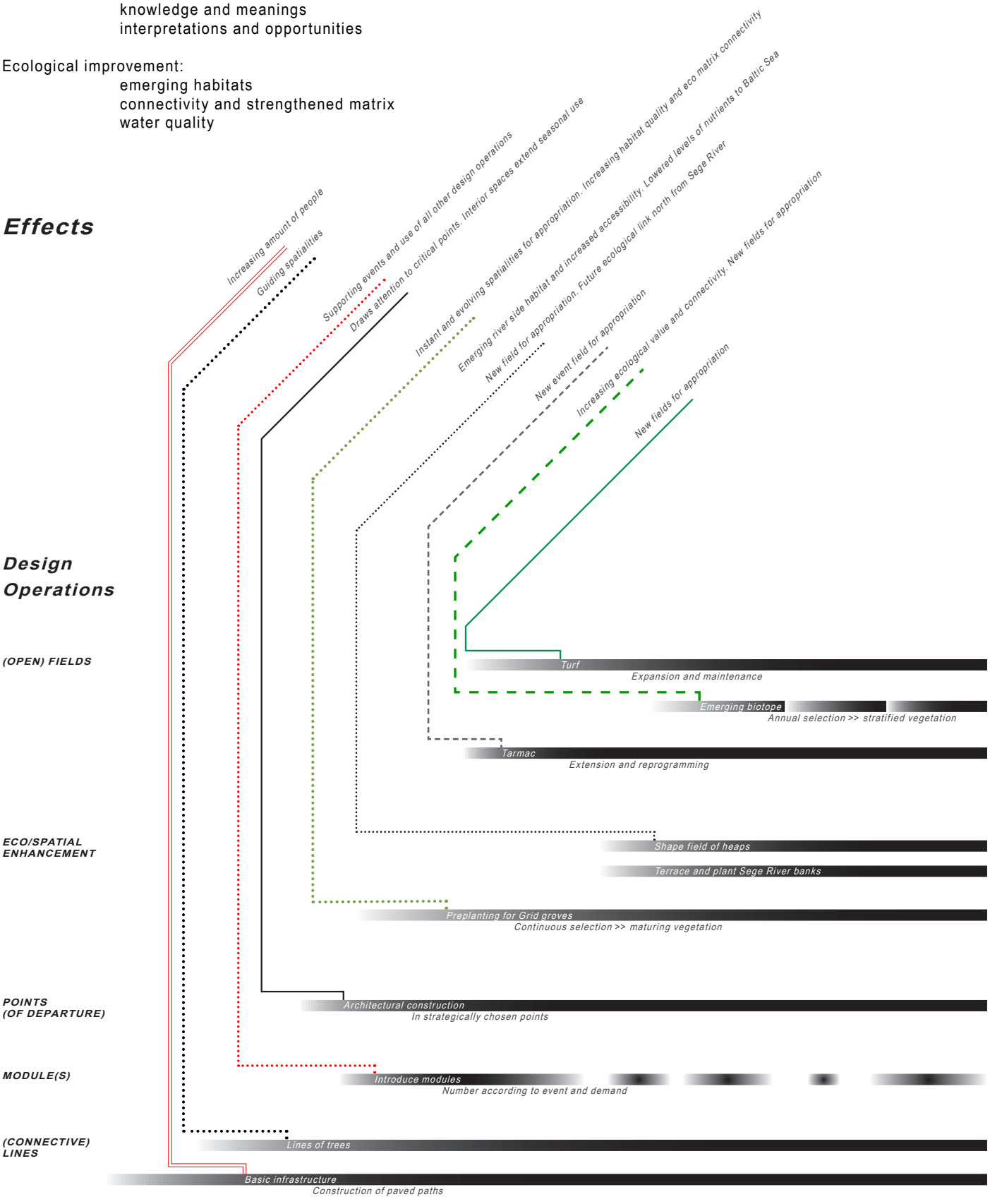
Textured field:
interlocking modules form sub-site with own possibilities.

PHASING: ideal construction sequence

Phasing of design operations brings out and generates new effects and values to the site:

Increased public use:
- awareness
- knowledge and meanings
- interpretations and opportunities

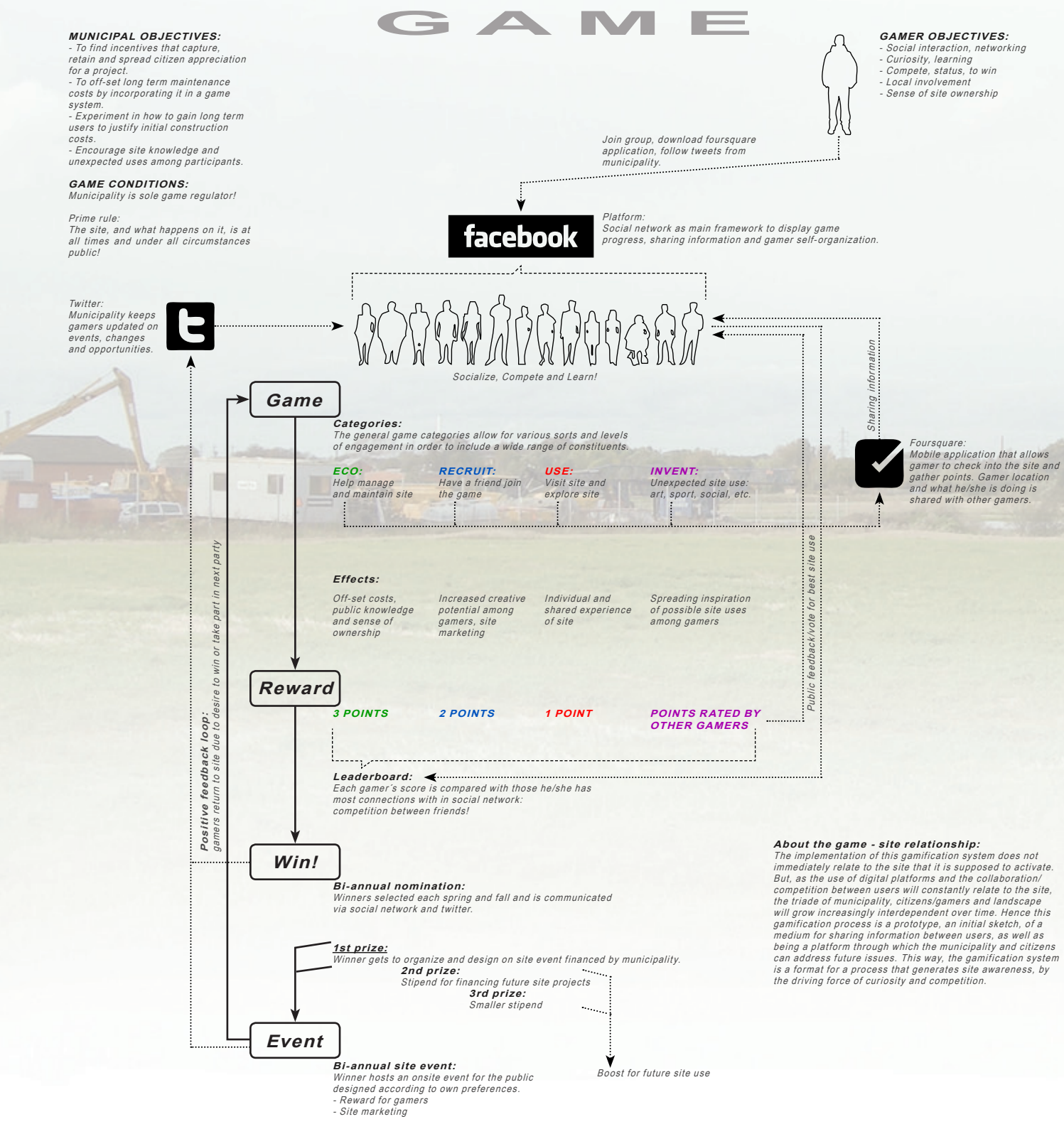
Ecological improvement:
- emerging habitats
- connectivity and strengthened matrix
- water quality



PARTICIPATION: gamifying the site

"Gamification is the concept that you can apply the basic elements that make games fun and engaging to things that typically aren't considered a game."
Definition from The Gamification Encyclopedia (Media Evolution, p. 4)

The site design of this proposal constitutes the hardware for the enactment of new practices in the Fringe landscape. However, investing money for the introduction of a new hardware in such an uncertain landscape calls for an inventive public participation strategy. In order to maximize the future use of the hardware, new software has to be implemented. This is done by gamifying the site as an effort to create incentives for its use, as well as providing a platform for individuals to share site related information. The citizen will no longer be an altruistic participant in local land politics, but a gamer in the process of site use, management and budget. This merges governance, local formation of place and memory with today´s global communications networks into a constantly evolving experience/experiment. Driven by the basic and vital force of having fun with others.



4 EPILOGUE

CONCLUSIONS

Work process

Writing this thesis has been an endeavor. Most of the time, an immensely rewarding one and some of the time, a laborious one. All of the time it has been an endeavor of forming new knowledge and concepts to meet the intricacy I have discovered while unwrapping the histories and functions of the land. This has made the work process fluctuate between charged and intense when the opportunities of new ideas have emerged, to slow and contemplative when unanswered questions have piled up. Throughout the time spent with this project there has been no absolute distinction between research and design. Rather, these have been mutually engendering each other in a process where sketching and trying out various solutions in relation to the site have formed new knowledge, design concepts and strategies. I have tried to follow the linear work process initially outlined, but failed to do so. Instead, I believe that this thesis far exceeds the potential of that initial plan as the work process has been a methodological, but creative, mess. One concept has been reoccurring as I have been designing in the research phase and researching in the design phase; lateral thinking. This signifies a mode of thinking where A does not necessarily lead to B and then further to C, but a way of solving problems in a more open and less determined way, allowing one to think about all the different combinations and opportunities A,B and C can generate. Thus, it is a simultaneous and associative mode of thinking. Connecting back to the brief introduction to the philosophy of Deleuze and Guattari, the lateral thinking mode can be described as a rhizomatic form of generating both site knowledge and design proposal through allowing ideas from different work phases to affect and transform each other (Haggärde Magdalena, 2010, p. 3). Design problems, or the lack of knowledge to solve a design problem, has been taken care of along the way. This has not been a predetermined work process, but an open-ended and cumulative one.

Usually new knowledge has propelled and transformed the design strategy and allowed the project to unfold. This way the thesis is created in relation to the specific landscape; but not only the physical one, but also the expanded landscape of literature, plans, satellite photos, reports, etc. However, the work plan I initially wrote has served the specific and important purpose of providing a list of deadlines that has forced the lateral process towards this finished product. Also, it has from the very beginning constituted the framework of this thesis into which all the generated knowledge and ideas have been poured to form a legible and logical end product.

Summarizing the work process, I now know that the linear work plan would have been insufficient for the task of analyzing, mapping and creating a design strategy for the utterly complex and large landscape I have chosen. Simply because determined and limited work phases would have given me too little time to do so. Instead, with the lateral process I have been able to *both* do research and design throughout the *whole* time span of the project; researching when needed, sketching and inventing when being inspired. I hope that this reflection upon methodology can help others to put words to the complex process of forming knowledge in relation to a landscape.

Effects

So what are the greater benefits of the work presented in this thesis and of what possible use could it be? In the introduction I stated my ambition to traverse the distance from the general and abstract level of academic discourse to the specific conditions of site and landscape. Doing so, this thesis constitutes a *case study* that can serve as an example of how both academic discourse and landscape observations can be translated into a design strategy for a specific and actual site. In line with Bent Flyvbjerg´s argument I claim that a study of the particular can provide answers that are applicable in a wider general scope. Crucial to this argument is that knowledge is circumstantial, meaning that the particular and specific example is the foundation upon which higher and more general knowledge is formed (Flyvbjerg Bent, 2001, p. 71). However, the choice of representative case becomes critical if one wants to draw general conclusions from it (Flyvbjerg Bent, 2001, p. 75-78). The choice of site in this thesis is not only made on the basis of it being suitable for design, but also for it being a rather ordinary and representative part of the Fringe landscape.

However, the site specific designs in this thesis are not to be read as prototypes for intervention anywhere in a Fringe landscape. Instead it is the design methodology of adding and enhancing existing qualities, as well as connecting land uses to each other, that serve as guiding principles for those that study my work. My role in the wider scope of reframing and reinterpreting the Fringe landscapes is merely to provide just that; a case for others to primarily study *how* things have been done, but not necessarily *what* has been done. Thus, this thesis presents my particular work methods and processes concerning a specific site; a case study providing an example of research in Fringe landscapes (Flyvbjerg Bent, 2001, p. 72). The further and more speculative question, however, is what the possible benefits or effects could be if this proposal were to be realized? The last of the previously mentioned concepts of Carol Burns and Andrea

Kahn, Area of effect, provides an entry for discussing the agency of the design:
“Third is the area of effect – the domains impacted following design action.
...Lying outside design control, the areas of influence and effect situate design action in relation to wider processes including the often-unpredictable change propelled by design intervention.”
(Burns Carol et.al., 2005, p. xii)

As landscape architects are trained to deal with multiple levels of scale in a single solution, and often operate on a very slim budget, the area of effect is a highly usable conception if one seeks to use small means for great ends. Shown in the previous phasing diagram, the site operations are not only aimed at tying together flows and patterns, but also to have more far-reaching effects. Examples of these are decreased levels of nutrients arriving in the Baltic Sea and increased public awareness of the Fringe landscape among residents in Malmö and Burlöv municipalities.

To be more precise, as the main focus of this proposal is to bring new constituencies to visit the Fringe landscape, the most critical aspect of the design´s effect is social. One of the more apparent risks with connecting and opening up the site to new users is that the existing social dynamic will shift. Already at the site are a broad range of users spanning from shoppers to birdwatchers, residents to workers. Especially the smallest fraction in this mix, the residents, could be vulnerable if their everyday surroundings and home landscape is given a new recreational or “tourist” component. One can assume that they have made this place their home because they like at least most of it as it is. My intention to not make a complete redesign of the site, but simply to enhance and frame existing qualities, may reduce this risk of alienation. The design strategy seeks to retain much of the existing “roughness” of the site so that visitors interpret it as open and somewhat wild, as well as retaining the sense of place and home among those living there. That way I take a mediating position between today´s landscape without language and the outspoken intent of the new recreation design. I have also tried to strike a balance between design and traditional forms. One of the purposes is to attract people to the site, hence it needs to be evocative to some extent. But an apparent risk with elaborate design is the adverse effect of being exclusive and therefore excluding to some constituents. Only time can tell whether the design, and especially the gamification strategy, would set off a process of a gentrification.

However, it is the opposite perspective, that of the integration project, which I have taken on when making this proposal. When realized, the design (especially the Connective lines and the Points of departure) draw new users, creating a new social dynamic as different constituencies familiarize with each other. The effect of the design strategy is to open up the site to become an inclusive arena through which people from both near and far can form a new awareness and language for the Fringe landscape. So, assuming that this landscape could actually receive an infusion of new people and ideas with the help of design, the question of economic feasibility remains. The full answer to this lies with the local politicians. But to address this issue most parts of the design are familiar “off the shelf”, inexpensive solutions, composed in a specific and strategic manner. But for being in an urban region that perceives itself as having very little easily accessible land for recreation, the price tag for this project seems reasonable.

Another consequence of the integrative aspect is the actual publication of this thesis on the internet. Once there it will be freely accessible and add to the plethora of landscape representations already in circulation. Especially the maps in the Spatial investigations constitute an index of my interpretations of the visited landscape. Upon online publication, the agency of my interpretations will begin to exert a force upon the represented landscape. Although its significance may be small in the overall information noise on the internet, it will have a branding effect, as I have depicted the visited places as both interesting and full of opportunity. Consequently, this thesis contributes to the blurred line between visual representation and the represented landscape and will have impacts on many scales thanks to our global visual culture and endless opportunities for information gathering (Hellström Reimer Maria, 2008, p. 8, 11-12)

Conclusions / reflections

To sort out exactly what inspired me to choose this topic for my thesis is hard. Throughout my education I have always steered away from the beaten path, wanting to take on situations that do not allow themselves to be simplified by conventions or designed with convenience. This urge to step away from security and popularity can perhaps be traced back to my almost lifelong tendency to visit and appreciate places rejected by others. Proximity has also played a role in the choice of topic. As this swath of land is located between my home and the SLU campus, I have slowly gained interest in it as I have passed through it a thousand times.

The central hypothesis in this work is that the infrastructures of globalism and heterotopian spaces exist side by side in the odd mix of land uses comprised by the Fringe landscape. As landscape architects are generalist designers/strategists par excellence, this situation´s extraordinary complexity is an especially intriguing territory to operate in. The Fringe landscape provides an unique opportunity for our profession to perform what we are trained for: connecting the dots, addressing several systems and scales simultaneously, communicating the basic mechanisms behind landscape formation and using those mechanisms when crafting strategies, as well as being process leaders using our wide scope and set of skills to make priorities among possibilities. All of which I have attempted in this thesis. Especially challenging and rewarding is the making of priorities in a situation, considering the limitless scope of landscape combined with the very limiting aspect of project budgets. This explains why my strategy has prioritized simplicity, low cost and the catalytic aspect of future recreation to set up a platform from which a new awareness and language can emerge.

But the dimension of time also has to be taken into consideration when dealing with a limitless landscape and funds that are very much limited. This makes things both harder and more promising. As time is the primus motor of landscape architectural practice, it allows us to use design as navigational *experiments* in an ever changing environment. My thesis provides a case study for how to craft this sort of strategic experiment that is small scale and safe-fail, rather than fail-safe (Lister, 2007, p. 46). But if such experiments and site speculations are to be realized, landscape architects have to consider budget restrictions and the general cautiousness of municipalities just as much as the terrain. Also important as we observe these former peripheries becoming increasingly central is to work infrastructurally. This is to be understood literally, as in basic or underlying structures, not just embracing transportation, communications and energy, but all public systems that make our existence as a society possible. In this literal focus on infrastructural design we find ecological matrices, watersheds, food production and spaces for recreation and social practices. Exemplified by my proposal, this provides a tool for us in a time when the spaces of transportation networks are in some respect socially meaningless, and the connectivity of ecological networks seriously threatened. Thinking small scale, catalytic operations and infrastructures allow us to become instrumental in a world where neither landscape architects, nor any other design profession, set the terms and mechanisms behind urbanism. We have to begin to understand global economics, geopolitics, energy production and logistics if we are to critically intervene in a landscape shaped by these factors. Because the Fringe landscape´s physicality is merely a consequence of immense forces at play and the rules of the game are not set by any planner or designer. Fortunately, landscape architects´ broad horizon and focus on time and process equip us to make critical interventions in this social, ecological and economical game.

Two of the many avenues for this task are the social network and gamification fields I have only begun to approach in this thesis. Any creative and forward thinking landscape architecture program should consider embracing these new forms of public spaces that are already merged with the use of physical domains. This could provide a way of utilizing the global communications network for site based social practices, collapsing Castells´ Space of Flows and Space of Place into each other (Castells Manuel, 1996, chapter The Space of Flows). Also critical to address is the poor realization of democracy we have settled with in planning. The lack of exchange and interface between planner and the planned, combined with the widespread notion of “what´s in it for me” and the feeling that one´s voice is insignificant in the greater scheme of politics is exemplified by the public´s unwillingness to partake in the planning process. Also in this matter, social media and gamification can provide a new decision making interface between planners and populace.

Finally, it is up to you to decide if I have accomplished my aims and objectives of recognizing the Fringe as *a landscape*, composing an academic discourse, mapping and proposing a critical intervention that serves as a case study of how to use small and incremental steps that enable the use, appreciation and formation of a common language for our new domain. If you have found this thesis interesting or helpful, please pass it down the line of the network.

img. 4

The flows of the global city and depths of local heritage: amalgamated into the contemporary landscape. A new centrality, bifurcated by a municipal border.

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