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Open-End Design

- A case study of Nyhamnen's possibilities in an evolutionary design process

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-A case study of Nyhamnen's possibilities in an evolutionary design process

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-En fallstudie av Nyhamnens möjligheter i en evolutionär designprocess

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Abstract

As harbours all over the world are being modernised and converted into non-industrial areas. Many older port areas have been subjected to *tabula rasa* transformations that erases the sites specific qualities and ignores their context in the urban fabric. Often the result is revealed to be an international, standardised design, with little regard to the site itself. It is a development that make these areas look almost identical no matter where they are found.

As these large and often expensive developments stagnate easily at times of economic decline, a new approach is needed that also incorporates the uncertainties that future transformation areas face.

To incorporate the existing sites relationship with the future and past site this thesis explores theories and example projects that relates to site and transformation, with temporary use as an important part as both catalyst and appropriator of short-term spaces.

The purpose is to find a strategy to evolve sites rather than creating new ones by incorporating the site relationships with structures, practices and users and translating them into the future design.

The result is a strategy that connects Nyhamnen to the other parts of Malmö and provides

catalyst sites for development. The catalyst sites embrace the areas changeability and are designed to be flexible by being temporary and moveable, and by providing a framework for future interventions.

These approaches are hampered by todays building regulations and traditional views on development as a linear process. Therefore Nyhamnen is proposed to become a testing area for an evolving approach and transformation of harbour areas, so that it later can inform changes in regulations and inspire flexibility in the development process.

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Introduction

Background

The site has been understood as many different things within design professions and there has been just as many ways of relating to it. Reactions to the Modernist approach of imposing a new design without consideration to local differences resulted in both experiential and scientific approaches to designing these sites. Today there is a need for an approach that bridges the gap between these diverging methods and reintroduces the site as being in a state of evolution, rather than a place in which one imposes new qualities.

Carol J. Burns and Andrea Kahn (2005), Ellen Braae and Lisa Diedrich (Braae & Diedrich 2012; Diedrich, 2012a; 2012b; 2012c) among others suggest a more pragmatic approach. They see sites as relational constructs to be transformed through a mediation between experiential and scientific approaches.

The current master planning is however still based on the modernist approach. It tends to be coloured by a pre-made perception of the site's future that does not anchor at the present site. The planning takes a birds-eye view instead of using the site itself as starting point. An end state is suggested, regardless to shifting needs and conditions during realisation and development of the site. The plans are static and investment driven, leaving no space for changeability

or interactions with the existing surroundings. The results are often homogenous areas that do not correlate with existing urban structures and neglect the history of the site.

Harbour transformation areas are contemporary examples of large development areas that have been subject to projects that have erased the site specific elements. The fast processes of the flourishing economy of the past decades resulted in an internationalized design, making harbour transformation areas all over the world almost identical. The results of these transformations and a new approach to projects that are more site specific are dealt with in Lisa Diedrich's doctoral thesis (2012b). She suggests a pragmatic way to ensure that the sites transform.

In southern Sweden Malmö soon faces the challenge of resisting the investor driven master planning. The harbour is in the process of moving north, eventually leaving Nyhamnen open for transformation. As an area close to the ocean and only minutes away from the central station there is a high investment pressure on the site. Design proposals for the area close to the station have already been approved but closer to the harbour basins there is still a chance for a different approach.

Nyhamnen can still avoid becoming a homogenous area that is the result of investment pres-

sure and the desire to impose an ideal image of the future that is speculation rather than substance. Instead of developing the whole area in detail after the industries have left, the site can instead use the time of transition between being a harbour and being a residential area to test what it could become in the future. By using an evolving approach that includes evaluating each step and considering the site from it's current conditions, new practices can form themselves rather than be imposed. Establishing functioning public space early is vital for the success of this strategy as it can shorten the dormant state of a site that may occur in the development of large areas. Interventions that are simple and flexible enough to be realised immediately can create a catalyst-phase that propels future development.

The motivation for this thesis is the wish to experiment with methods that incorporates the past, present and future of the site as part of the process and recognises them as the ever changing and living organisms they are.

Purpose

The purpose of this thesis is to suggest an understanding of design as an evolutionary process and to test it in a case study. This goes along with investigating alternatives to traditional master planning which often causes a *tabula rasa* development with a defined end-

state. Since traditional master planning involves a long process from idea realisation the thesis will focus on strategies involving temporary and evolvable solutions that can be realised in an early stage and grow in line with further developments. These methods may not only provide an immediate value to the site but also give momentum to and inspire future interventions while safeguarding public space for a multitude of future users.

The goal is to gain empirical knowledge of the harbour transformation area of Nyhamnen in Malmö that together with more mediated studies of the site (cartographic, literature, interviews) will form the basis for a strategy and design proposal that addresses the site specific conditions found there. This strategy and proposal is to be able to be realised within a shorter time frame than through a traditional master planning process, and should inspire to appropriation and future development of the site and its surroundings. The proposed interventions should also be able to be utilised during an oscillating planning process by continuous re-evaluation and evolution of the project site and the success of these interventions.

Research question

The main research question addresses the issues of the site specificity of harbour transformation

areas and the possibility of an approach that transforms rather than creates:

-Can evolutionary design processes support the transformation of derelict harbour areas?

A secondary research question revolves around the idea of an catalytic, inspirational first step to an evolving process:

-Can design interventions be realised immediately as ideas take form to create catalysts for development of these sites?

Method

The main parts of this thesis consists of a theoretical review and a case study that are part of an oscillating process where they influence each other instead of being conceived separately. The theoretical review covers theories concerning a evolutionary approach to planning, such as research on site-specificity and temporary use in planning and design. The main part is the case study where the theory works as a toolbox for the design and analysis approach as well as provide a basis for discussion.

The theoretical review

The main focus of the theoretical work is a qualitative literature study of relevant theories as well as examples relating to these.

There are two main focuses. Firstly, there is the notion of site specificity and the transformation rather than creation of urban sites. Secondly, temporary use and interventions are studied in depth due to their ability to work as catalysts and involve people in the site.

The literature has been chosen from sources that are closely connected to the research questions and purpose of this thesis. The doctoral thesis of Lisa Diedrich has been a reliable source as well as influential in the choice of other material and examples. Her work revolves around site specificity and transformation of contemporary harbours and is thus highly relevant within the scope of this master project.

The theories that concerns temporary use are taken from a single source: Urban catalyst. This publication is a result of contributions from several editors that for years have studied and had first hand experience of temporary use. It provides unparalleled insight to this phenomenon, and other publications examined did show the same quality and range.

Temporary use is also discussed through two municipal organisations, one called Dynamo in Zürich, Switzerland and Garaget, located in Malmö. These organisations are permanent but their activities involve projects that are often short term and user initiated. The municipalities

can thus be seen being a part of the initiation and enabling of temporary activities in the respective cities. The information on these organisations are taken from available material on their websites as the study of their organisations is short and does not require an in-depth study involving site visits. However, having lived nearby the Zürich example Dynamo, some reflections from first hand experiences are included in the study. The municipal organisations Dynamo and Garaget are compared to bottoms-up initiatives in Christchurch, New Zealand that sprung from the pressing need of new public spaces following two devastating earthquakes.

Material for these studies were acquired by searching databases for written sources using the following keywords: Site, Site specificity, Transformation, Harbours, Temporary use, Temporary architecture etc. When easily accessible the primary sources have been referenced but due to the time frame set up some secondary sources have been used.

In addition to this discussions with people who are well oriented within these subjects and have suggested material for the theoretical review.

The case study

The case study is a site reading, an in-depth analysis of the site, combined with a design

proposal and strategy for an evolving development of Nyhamnen. The case study will be conducted through an oscillating process where the theory will influence the study of the site and the findings on site will have an affect on analyses and deeper study and re-evaluation of the chosen theoretical material. This will eventually lead up to a strategy and design proposal for the site that focuses on the present sites potential to have a kick-start effect to a future evolutionary development. The design choices are tied with the desired short time frame for development and the wish to develop an evolving process. Solutions that are flexible or cheap or can accommodate future changes in the program are favoured before static and expensive solutions.

Site visits are the main source of experiential knowledge of the site. Ten visits, ranging from one to four long each, over the course of four months formed a clear picture of the structures and practises in Nyhamnen. Added to this are conversations with staff from the main stakeholders CMP (Copenhagen - Malmö Port), Lantmännen and Malmö municipality. On occasion short discussions with people met on the site occurred but the information gained was similar to what was found through mere observation and was thus not further pursued.

Delimitations

There are many ways of relating to sites within urban design and landscape architecture. Since the main part of this thesis focuses on the case study the literature study does not go into the different options available but instead relies on theories that are relevant to the transformation

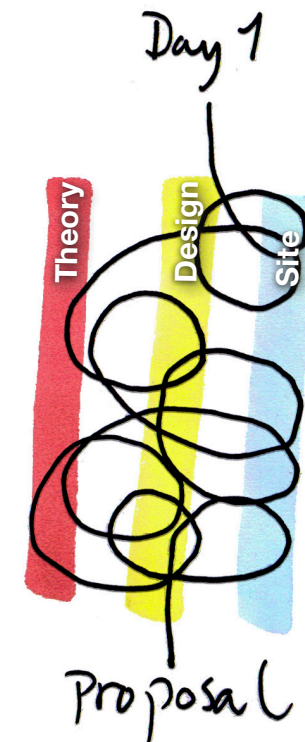


Fig. 1. The process oscillates between site, theory and design.

of harbourscapes and can provide a basis for discussion on the design proposal rather than the theories available.

There is also a wish to challenge the traditional planning process and provide an alternative to it in this thesis. The planning process involves many stakeholders and it is difficult as a single landscape architect to change this power structure to accommodate new views. It would take a whole thesis to explain and offer a detailed opposition to this.

Instead the result of the thesis is a suggested strategy and design that focuses on the detailed study of the site and seeks to enable and inspire future appropriation rather than creating detailed plans of how this could be realised through participation of the developers, municipality and users.

The design proposal has also focused on possible transformations that can be achieved with little interference with current structures so that realisation of the projects would have a short time frame. This means that constructing new permanent buildings and structures have not been considered.

Public participation was also not considered, because of the time frame set up for the project and the fact that there are no inhabitants and

few users in the existing site will remain. There was also little focus on the future plans on the plans of the companies renting office space in the area, a desired practice in the future site, due to the design proposals aim for a catalyst effect. The idea is that this catalyst will have an impact on its surroundings and inspire appropriation of the public space that may otherwise be lost due to the investment pressure. This makes future plans of these companies less important in this project compared to if the aim would have been to favour these practices rather than attracting a new type of user.

Temporary interventions are not the only catalysts that can transform larger areas. Introduced by Manuela de Sola Morales and further informed by Marco Casagrande (Frampton, 2000; Casagrande, 2009) the notion of Urban acupuncture, making design interventions on small sites with the aim to change a larger context, could have been a valuable addition to the theoretical parts of this thesis. However, temporary use works in a similar way and is usually inexpensive and can be realised within a short time-frame. The lack of capital available to the instigators of these interventions also makes them work closely with the site, relating their approach to the theory of site specificity while Urban acupuncture lacks this relationship with the intervention sites.

Disposition

This thesis is composed of four major chapters. The first part is the introduction covering the objectives and method of the thesis.

The second part is a literature study that covers theories relevant to the project objectives. It is in turn divided in theories relating to site-specificity and temporary use respectively. It also includes examples where these theories are applied.

The third part consists of an in-depth study of the site as well as its context and history. The future that may be imposed on it by traditional master planning and development is also included. It is followed by a proposed strategy for development and the design of a first step meant to have a catalyst effect of the area.

The fourth and final chapter is a discussion of the thesis as a whole. It includes an evaluation of the project itself as well as the process and methods used.

The work contains a large number of images and illustrations. Unless otherwise specified these are made by the author. Due to the attribution requirements of some images the full reference to each figure can be found in the Image reference list at the end of the thesis.

Theoretical Review

Site Specificity

Site Understandings

The new oxford dictionary (New Oxford Dictionaries, 2013) defines a site as follows:

“-An area of ground on which a town, building, or monument is constructed: the proposed site of a hydroelectric dam

-*the concrete is mixed on site*

-a place where a particular event or activity is occurring or has occurred: *the site of the Battle of Flodden*

-short for building site.

-[as modifier]: site visits

-short for campsite or caravan site”

These definitions reflect the common idea that a site is restricted to its physical boundaries, which would be more appropriately called plot. A site is however not a solitary being, it can have an impact on and connections to surrounding areas and structures, activities and uses. The larger the context in which the site exists the more structures and activities may overlap, making these sites especially complex.

Burns and Kahn argues in the essay collection *Site Matters* (2005 pp. vii & xii) that even within the architecture and planning professions there

is a narrow approach to what a site actually is, and traces this to the typically assigned plot with its set boundaries. Burns and Kahn further states that the site is constructed in the dialogue between what is found in it and the designers ideas and experiences. The site is thus made up by the designers ‘site thinking’ - the desired alterations (which differ between individuals and professions making this a subjective opinion) and their ‘thinking of site’ - the physical conditions and plot (Burns & Kahn, 2005 pp. xiii, xv).

A site is composed of three areas according to Burns and Kahn (2005 pp. x-xii). The first is a place with set boundaries, usually the plot assigned in a program, which they call the area of control. The second area described is the area of influence, and it is the relationships that influence the site. The third area, the area of effect, is the spaces, structures and functions that are impacted due to the design interventions in the area of control. Not all components of the area of influence or the area of effect is necessarily physically connected to the area of control. A site is thus simultaneously the plot as well as the areas and structures related to it, material and immaterial alike. But, the site is not static, so it encompasses the past, present and future as well. (Burns & Kahn, 2005 pp. x-xii)

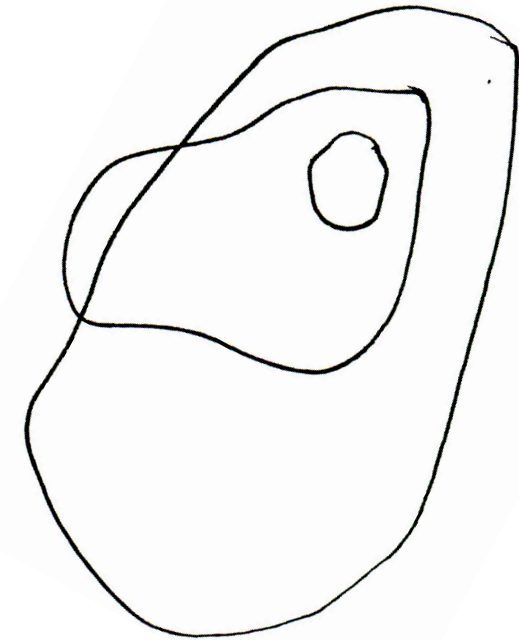


Fig. 2. Illustration of the sites three areas. (After illustration in Diedrich, 2011 p. 5 after concept of Kahn in Burns & Kahn, 2005 p. xii)

Earlier approaches

Elisabeth Meyers explores 19th century American designers approach to the site in her essay *Site Citations- The Grounds of Modern Landscape Architecture* (2005). The designers had several approaches to how they worked, but most of them considered the site and its relationships as a whole instead of as a solitary unit. They read and interpreted the site, and edited that which they found would result in an

improvement. At times they used greater structures such as geology to inspire the design and other times they found a framework to relate the design to. They also considered atmospheres and fleeting moments to be part of the site and incorporated these into the design. (Burns & Kahn, 2005 pp. 100-112)

According to Braae and Diedrich (2012 pp. 22-23), this era of site thinking met an end with the introduction of modernism, as the modernist architects regarded the site as an empty canvas and made their design after an international ideal. They further state that the criticism focused on the lack of respect for local varieties and practices, and aimed for design methods that included the specific components of the site which led to the emergence of two diverging directions: One was the notion of genius loci, place identity and regionalism. These theories involve a subjective and sensory perception of site, the gaining of site knowledge through experience. The other direction mentioned by the authors was very much the opposite, with the example of Ian McHarg and his deconstruction of the components of a site into measurable data and his aim to base architecture on scientific methods.

Diedrich (2012c p. 4) claims that neither of these opposites are a solution to making projects site specific as they both exclude important

design tools: the former excludes the designers reasoning and the latter excludes the designers sensory abilities.

Site Today

In the past ten years the site is becoming a hot topic within design theory again, with many acknowledged positions. These ideas often span from the very scientific approaches to the sensory ones. However, efforts are being made to bridge the gap between these extremes (Braae & Diedrich, 2012 p. 22).

In these efforts the ideas of the designers *site thinking* and *thinking of site* are central. Diedrich

(2012b pp. 41-42) introduces an evolvement of the site thinking, thinking of site theory introduced by Burns and Kahn (2005). Diedrich divides the site thinking into two parts. The Site reading- how the designer approach and understand the site, and Site editing- what the designer can imagine it becoming. Diedrich uses a set of filters to further structure the Site editing and Site reading, which can help us understand the components and methods relating to site specific design. (Diedrich, 2012b p. 95).

Diedrich divides the site reading into *physical* aspects, *dynamic* aspects and *immaterial* aspects. The physical aspects includes structures, such as syntax and infrastructure, and materials including ground cover or built entities. The dynamic aspects includes natural processes, both objective ones, measurable as data and subjective ones, aesthetic opinions on weather and tear. Practices is also part of the dynamics, involving the usage of site. The immaterial aspects includes memories, both personal and general to the site, atmospheres and local discourses also belong to the immaterial aspects. The site editing is divided into *translation* modes and *intervention* modes. The translation mode filters are foreignisation and domestication. Many sites, such as old industrial areas, have a nature differing greatly from the rest of the urban fabric, a gap designers seek to overcome. This translation of the site always has the

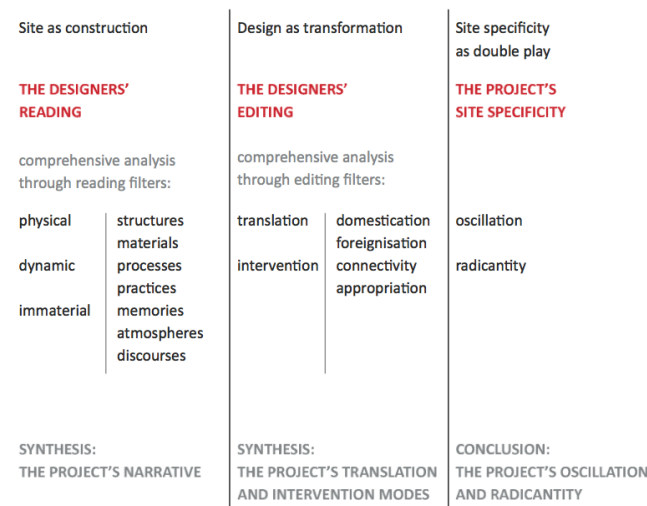


Fig. 3. The site-specificity filters (Diedrich, 2012b p. 95).

existing in mind when either trying to integrate the site into the rest of the city, by domestication, or when opening up to the industrial area, by foreignisation. The intervention modes used are connectivity and appropriation. Connection is how the site is connected to the surroundings, and appropriation concerns the current and future users interactions in the transformation area. Filters to detect how the design deals with tying together the static and fluid components. Oscillation detects the flux between materials or design method. Radicantity is identified when the flux indicates a focus on the transient, and when time-based components make up a vital part of the design. Diedrich uses these concepts to identify the site specificity of harbour transformation projects, concluding that there is a range of ways to work site specifically: some projects relate to immaterial aspects like memories and how the site was, some to material qualities like paving and local vegetation. Some site specific projects relate to memories how the site was in a high degree. Other projects relate more closely to the existing site as it is found during the site reading, and adapt their design to these conditions. The sites are transformed rather than redesigned. (Diedrich, 2012b, p. 44, 91-94).

Transformation

Lisa Diedrich (2012b pp. 55-56) claim that in design professions there is a focus on creating

new form, and argues for an approach more related to transformation. Diedrich and Braae (2012 p. 24) describes transformation as moving from one state to another in a non static process where the new relates to the old. Diedrich (2012b pp. 55-56) points out that there is a degree of preservation theory involved in transformation, but the focus on the existing relates it to the concept of site specificity. She argues that it differs from the traditional design method, that usually involves the creation of something new, an original form, and instead engages in a dialogue between the past, present and future.

Diedrich (2012b pp. 55) further explains transformation as "Transformation [...] takes the existent as it's point of departure and oscillates between finding out what is there and testing what it could become; the reading and the writing are two reflexive and mutually constituting processes". According to her, the transformation intervenes in the site with additions, subtractions, overlays, etc. The interventions impact can range from small to large and often provides new perspectives in how the site can be interpreted (Diedrich, 2012b pp. 55).

Radicantity

Another illustration of the site specific transformation of sites can be found within the realm of plants. Diedrich (2012a pp. 155-158) brings up art critic Bourriard's concept of radicantity,

the continuous setting of new roots, as a driving force in development. He believes that we still carry with us the ideas of modernism and theories introduced thereafter, and at the same time we have come into a new state. Diedrich claims that the radicant design does not take history as point of departure, and nor does it transform into something completely new. (Diedrich, 2012a pp. 155-158)

"Instead of creating a radical finite oeuvre on a well defined site, radicant design evolves infinitely through negotiation over time and space, along with continuous inquiries, interventions and evaluations, into a dialogue of many actors and agents." (Diedrich, 2012c p. 5)

Diedrich (2012a pp. 5,158) sees radicant design as a progressive method, continuously evaluating the current situation and determining the next step accordingly. She argues that the method has excellent potential to deal with the unpredictable development of the future and makes way for a pragmatic approach focusing on attitudes towards the present moment, the specific plot and the people who might be interested in occupying it as radicants.

Examples - Transformation

The following examples of harbour transformations represent different approaches to the problems these areas face. They tackle the problems of muddy ownership statuses, uncertain futures and absence of a user basis.

Tagus bicycle track

The temporary bicycle track along the river Tagus in Lisbon, Portugal, was initiated by the municipality as a form of compromise with the port authority when other development ideas have been overthrown. (Diedrich, 2012b pp. 224, 232)

The harbour situated along the riverbanks is in decline and has not managed to attract investors and become a large scale transformation area. Instead of full scale development a different approach, with a temporary design, was used to make the area accessible while not stepping on the port authorities toes. By continuous re-evaluation of the site and the addition of the bicycle track this area has been discovered new people and continued to develop in unexpected ways. This approach relates to that of radican design, discussed in the previous section. (Diedrich, 2012c pp. 6-8)

Before its realisation they had developed parts of the harbour along the river, but due to the harbour still being active, these areas were wide spread and difficult to access. The bicycle track allowed for a connection between these sites as well as access to the waterfront. Without a master plan or specific goal this intervention instead invites the people of Lisbon to discover and appropriate the area. Not only have the bike track made people ride their bicycle through the

harbour but they go fishing, walk and appropriate new places. (Diedrich, 2012c pp. 6-8)

"Built from almost nothing, the work takes place rather than form: besides biking, people have started strolling, jogging, fishing" (Diedrich, 2012c p. 8).

The design of the bike track consists of a journey, a telling of a story in the form of signs, surfaces,

symbols and letters and pictograms. It is not just a painted line from one point to another: every inch of the area has been studied so that the design highlights interesting points with materials and a graphic language that guides the experience while leaving the design open to interpretation. The designers have performed an extensive site reading, creating a relatively small intervention but achieved a huge impact. (Diedrich, 2012a pp. 158-159)



Fig. 4. The bike track graphics are not limited to the ground, painted on walls and doors etc. it shapes the spaces along the bike track.

Île de Nantes

île de Nantes is an island in the river Loire 70 from the Atlantic coast in Nantes, France. The port here has grown and filled in the gaps between what was once several smaller islands. After a port was constructed closer to the sea in Saint Nazaire the harbour in Nantes went into a decline. The last shipyard closed in the late 1980's, and immediately deconstruction of the port begun. This met with resistance and a new plan was made for the now half derelict, half populated area. In the early nineties efforts were made to connect Nantes and Saint Nazaire with a common vision for the ports. This led to a competition concerning the development of île de Nantes won by architect and landscape architect Alexandre Chemetoff and Jean-Louis Berthomieu. Their proposal involved a first step of development only, with no end design. Instead they suggested to re-examine the effect of the previous steps in order to form the basis for future interventions. The proposal was based on in-depth studies of the site that were repeated over the ten-year construction period. Apart from some main goals being set up, there was no long term plan for the development. (Diedrich, 2012b p. 167-171)

The designers saw the present site for what it was at the time, noticing historical references as they were rather than for what they had been. The design recognises both small and

large structures, relating to personal memories of users rather than a collective image of the site's past. In the same spirit atmospheres were allowed to remain, focusing on connecting the diverse areas rather than imposing a new image. (Diedrich, 2012b p. 167-171)

The area was divided, lacking connections. The editing consists of attempts at bridging the gap between different areas and between new and old. The design focused on forming new relationships rather than new objects. No actions were taken unless a relationship will be enhanced as a result. The additions (or subtractions) and interventions were thus both big and

small, eg. new buildings and streets, adding functions like cafés and temporary exhibitions and installations. (Diedrich, 2012b p. 167-171)

Appropriation and creation of public space were central for the proposal. Many interventions concern public space and aid interactions within it. By continuously evaluating the result after each set of intervention, the designers could also study the appropriation and practises that followed and adapt the next proposal to suit the new state. The site is thus addressed as the temporal and ever changing place that it is. (Braae & Diedrich, 2012 pp. 29-30)



Fig. 5. One of the attractions is a mechanical elephants that walks around the area spraying water (Diedrich, 2012b pp. 182-183).

Køge Kyst

This harbour transformation project in Køge, Denmark, has a quite traditional approach to planning. As its realisation has just started there is no possibility to evaluate the end result as in the previous examples. The goals and strategy does however suggest a higher relationship to the existing site due to the municipalities effort to attract users ahead of development.

The project is still interesting since the municipality of Køge, at least in the development documents, expresses a wish for flexibility, so that the future site can address changing conditions. The municipality also wishes to make space for spontaneous activities and uses. The practices that are already present for example the youth culture house, rowing club and canoe club are either allowed to remain or are moved to other sites within the area. (Køge municipality, 2011, pp. 4-12)

The development was preceded by a 'Phase 0' called "Livet før byen" which translates to life before the city. Phase 0 consisted of mainly cultural activities and were meant to show the inhabitants that the development of the harbour had begun. There were also temporary and permanent spatial improvements that encouraged the inhabitants to use the site. A part of the future boardwalk was also constructed to give a glimpse of the future site. An explanatory

walkway was also constructed to connect the installations and inform visitors of the future plans and activities. One of the major cultural experiences provided was the art exhibition Urban Play in 2012 (Køge municipality, 2011 pp. 83-85)

Urban Play invited artists, designers, students and architects to create temporary installations within the project area to encourage appropriation, focusing on play, of the site. The exhibition aimed to inspire visitors to experience and see the port and the relationships between city and industry in new ways. Among the installations

made were pop-up gardens, a stair that doubled as a sanctuary for snails and snakes while providing a look out-point, a space filled with old pianos and a floating swimming pavilion. (Urban Play, 2013)

Køge shows a strategy if not a yet result, that is (perhaps unintentionally) mediating site and development, by inviting the inhabitants to appropriating the site. Their expressed wish for these temporary installations to live on (ibid) suggests that investors may have to cooperate with the future users when developing Køge harbour.



Fig. 6. *Urban Play* installation in Køge by Rebar Group.

Discussion

Site specificity and transformation

Site understandings have differed through the course of time and contemporary views are looking towards a more pragmatic view as presented in the previous chapters. The future understandings move towards focus on the connections and influences on the site beyond the physical plot, as constructed by its relationships, spatial and material alike

To move from theory to actually applying these ideas in the design is perhaps the biggest challenge, since each project is different and there is no standard recipe to achieve a site specific design. By using the notion of transformation and radicality, changing the site rather than creating a new one, go hand in hand with site specificity. By using the filters introduced by Diedrich as guidelines when conducting the site reading and site editing, a strategy for transformation that relates to the site and its context can be achieved.

Examples

What is interesting with the previous examples and their relationships with their respective site is that they realise its changeability, that it is not static. This realisation seems to be most prominent in Nantes where the architects proposed only short term plans with no end state, and

where these plans developed along with the site. This approach has merit as it creates a close connection between the sites past, present and future. It makes the development flexible to changes in appropriation, investor interest and changes in global economy and will thus not run the risk of lying dormant or becoming derelict.

The development in Køge has not yet reached a result and can thus only be evaluated by the planning documents that express a wish to have the development remain flexible to changes. It does not involve an evaluation of the site after each step but rather an evaluation of changed needs and factors that influence the development. It is still an investment driven process, but chances are that the inspiring Phase 0 attracted Køges inhabitants to get involved in the process.

In Lisbon the muddy ownership conditions and uncertain future plans led to a seemingly small intervention. The bike track, with graphics painted on streets and objects, lead to an unexpected increase in use and created a diversity the area did not previously have. As in Nantes there is no end state to this development and the temporary bike track will most likely have a more long lasting effect than first imaginable. This example is also interesting as this intervention does not make any permanent physical changes in itself, but instead became a catalyst for further appropriations at the site.

This temporary and non-invasive design can be an inspiration to other development areas that

The examples show that the focus of the following chapter, temporary use, have a place in urban planning. By using temporary elements which can be realised within a short time frame, a first step in transformation can take place and evolve as the new interventions are appropriated. They are thus useful as interim activities to use as guides to the future development as they do little lasting changes to the site.

Temporary Use

Introduction

The examples of site specific projects mentioned in the previous chapter all utilise temporary interventions in some way. Temporary use is an excellent way of testing the site, to find the way in which to progress. It incorporates practices and spatial qualities in the site, as well as the immaterial connections between the present and past site and the site and the user. Their limited resources causes the instigators of temporary instalments to make due with what they can find (Oswalt et al. 2013 p. 53) and adapt themselves, often making their site editing site specific in the process. It provides a new perspective on not only the usage of the site but also on the spatial and aesthetical qualities.

Vacant areas are present in all cities and occur due to different reasons. Some are left undeveloped due to long term planning, for example the future needs of transport may lead to areas being earmarked for new traffic structures and thus left untouched until this need arises. It is also common that a site's huge size makes the time frame for developments so long that it is left unused for years. (Oswalt et al. 2013 pp. 52)

The economy may also play a role. Developers may have a vision for a future site but the markets demands are low which puts the site's

development on hold. Other uncertainties may also play a role in vacant lots. Environmental and historical issues as well as ownership conflicts may need to be resolved before development of a vacant lot. (Ibid)

Temporary use is not something new. Wherever there has been 'unplanned' space there has been people taking advantage it. From the shantytowns of early industrialism to the illegal clubs moving around post-wall Berlin. In the past these temporary users were regarded as threats against owners and developers, but are now becoming increasingly accepted. Temporary use can boost and increase the quality of new developments, planners just need to find a way to plan and enable these spontaneous, unplanned events. It is these vacant places that are appropriated by temporary users who turn them into something that stands out from the rest of the city. (Oswalt et al. 2013 pp. 8-11)

Types of temporary use

Stand-in

Sometimes temporary use takes place in the in-between period of a site, after the previous and before the new function. It leaves no lasting imprint on the site. An example is the Berlin-Mitte Public Golf Centre that occupied the vacant plot that was left after Berlin lost the bid for the 2000 Olympic Games. Initially

an illegal 'wild' golf course it became increasingly professional and fuelled the development of other athletic complexes adjacent to the golf centre. In 2003 the temporary lease expired and the golf course is now but a memory. (Oswalt et al. 2013 p. 35)

Free Flow

Instead of disappearing after a current lease expires, or the place of it's current instalment becomes otherwise unusable, the temporary activity moves on to a new site. In doing so the activity is prolonged and sometimes reinvented. A good example is CLUB WMF in Berlin that started as an illegal club that moved between different unused locales. It often took inspiration from whatever site was available. In time the club became legal but continued to move around, but this time looking for sites that suited a new concept. The constant change of locale became an image and motivated re-imagination of the concept each time. (Oswalt et al. 2013 p. 37)

Impulse

This temporary use acts as a catalyst for creating a new image. The spirit of the temporary use lives on even after it is gone. One example is the Kunstpark Ost in Munich. For seven years this event centre utilised an old factory for clubs, bars, artist's studios etc. When the lease expired this impulse or image was continued with the

Kultfabrik, a successor with various activities in a 60 000 m² party zone. (Oswalt et al. 2013 p. 39)

Consolidation

Sometimes a temporary use can become permanent. The Cable Factory (Kaapelithedas) in Helsinki uses one of Nokia's old cable factories. The facilities were rented out already in the 80's to finance the maintenance of the buildings. The studio spaces were inexpensive and attracted many users who took upon themselves to renovate their spaces. This developed into the Pro Cable Society who in 1991 suggested a new plan for the area and sent it to Nokia and the city of Helsinki. The idea was to make the area a place for culture and that ownership would be transferred to the users. Already the following year the Pro Cable Society took over and this temporary use became permanent. It is still a cultural arena in the district and the owners ensure that the rents remain inexpensive and available to the creative sector. (Oswalt et al. 2013 p. 41)

Co-Existence

After appropriating a site during a state of transition temporal use can continue to exist side by side with the new functions and practises, albeit in a smaller scale than before. (Oswalt et al. 2013 p. 43)

The Black Canal (Schwarzer Kanal) in Berlin is an example of this. This trailer park emerged next to the river Spree and in time got permission to stay until beginning of the construction of the service workers unions headquarters. When time came for the construction the trailer park had turned into a residential colony. It still had to give way for the union headquarters, but was allowed to stay in the vicinity by temporarily using a plot owned by the company HochTief. In 2010 it had to move again, but now to a new location. (Ibid)

Parasite

Some users take advantage of a long-term establishment, living off its potential. An example is the informal trade of electronic devices that occur outside of recycling facilities. These users lounge outside of the facilities 'relieve' people coming to the recycling area from the cost and burden of throwing away their worn out machines. The parasite users then repair the appliances or strip them for parts, with the intention of selling them on markets where these are desirable. (Oswalt et al. 2013 p. 45)

Pioneer

Sometimes users appropriate a site in the simplest ways. When these activities are successful it becomes more permanent and the way the site

is used changes to a more professional one. (Oswalt et al. 2013 p. 47)

The street trade of Belgrade in Serbia is an example of a pioneer use. In the nodes of the traffic systems people would offer items for sale, often fruit and self-made clothes, and in time this developed into kiosks and booths and later stores and small shopping centres along the major streets. (Ibid)

Subversion

This temporary usage aims to destabilise an existing long-term use. The action is often short-lived but often result in an transformation of the concerned matters. (Oswalt et al. 2013 p. 49)

An example is Freedom camp in Kiev, Ukraine. The so called orange revolution involved a politically independent occupation of Independence square. The occupants demanded a re-election due to undemocratic conduct during the months before. The occupancy was successful and this combined with international pressure resulted in a re-election with the opposition candidate being elected president. (Ibid)

Displacement

Sometimes permanent institutions need to relocate to a temporary site for a set period of time. Stedelijc Museum in Amsterdam is an

example of temporal relocation. During renovation of the museum building it moved into an old post office instead. It co-operated with the existing institutions at the new site and when the museum moved back the temporary solution had stimulated changes in the old program. (Oswalt et al. 2013 p. 51)

Actors

Users

Temporary users can have different motives and backgrounds but some attributes are more or less generally applicable. Oswalt, Overmeyer, and Misselwitz (2013) have studied who initiates and participates in temporary use. They found that initiators of temporary practices have an ability to improvise and, combined with their cultural capital and networking skills, these valuable assets make up for lack of financing when appropriating a site. They use these abilities and the site creatively, using the existing conditions to their advantage and they usually go very fast from idea to action.

The users' devotion to their cause is high, and the low costs of appropriating temporary sites (whether it is a question of simply occupying a site or getting a short-term contract) are favoured to an expensive long term solution. The idea of a long term solution is usually something that is not considered until the project has been

running successfully for some time. Temporary users are likely to adapt and agree on limitations in their use, but are just as likely to avoid requirements or appropriate a site in an illegal manner. (Oswalt et al. 2013 pp. 53-54)

User types

The users can be divided into three categories related to their relationship with established social structures. The first category are those who need a place to launch an idea. Usually these are students, migrants and young professionals trying to form a more permanent organisation in the long-run but starts off small to test their ideas validity. (Ibid)

The second category are temporary users who have an established relation with the social structures, often with a steady job and income. Instead of trying to create a springboard for a future full-time activity they are looking to engage in the temporary use as a hobby. (Ibid)

The third category are those who are moving away from the social structures and pursue an alternative lifestyle or are otherwise shut out from them. An example is trailer owners or homeless people. This group is comparatively small in Europe. (Ibid)

Agents

The users are not the only actors involved in

temporary use. Agents, administrators, property owners and sometimes media play a big part in temporary projects, often forming a network that bring success to the interventions and practices. (Oswalt et al. 2013 pp. 56-60)

Agents start up projects without the intention of ever participating. They are driven by their ideals to create an environment that enables and promotes temporary use. Often they are accustomed to both the temporary users and administrators organisational structures and thus act to mediate between them. Sometimes these agents are just individuals or organisations that acknowledge the value in the temporary users and try to help them get in contact with owners and officials as well as pairing sites to users and aid with contracts and leases. However, recently more municipalities have taken on the role of the agent (or are paying others to do the same) and are trying to incorporate temporary use into the urban planning. (Ibid)

Owners

Owners are an important actor, and also one that may be difficult to convince. Since they are responsible for their facilities they may see a risk in allowing users to appropriate them. They would have to ensure a certain safety standard that they believe is too costly compared to the gain of temporary use (the users are rarely able to pay a raised rent that may be the result of

renovating the facilities). Another concern is that leasing their property will lead to conflicts with the tenants when the lease ends. (Oswalt et al. 2013 p. 58)

There are however positive effects of temporary use that can be brought to their attention such as an improvement of both the owners and the areas image, public interest in the site and the creation of an identity. It may also result in less decay and vandalism and the general interest and awakening of the area may lead to the temporary users becoming permanent or to the attraction of new permanent users. These positive effects have lead to more developers accepting or offering contracts to temporary users. (Ibid)

Administrators

Policy makers and administrators handle all the rules and regulations that apply to the users and sites. How they apply these legislations greatly affect the project. Either they can help or they can hinder the temporary users. Since the temporary use is very different from permanent projects many rules that apply will hinder their development. The additional values that temporary projects bring may be incitement enough to create a new framework to incorporate this into the administrators strategies. Some have encouraged these types of projects by omitting taxes on the properties, making the owners less

sceptical of temporary leasing. The municipalities can also agree on a payment guarantee and support if conflicts between the parties should arise. (Oswalt et al. 2013 pp. 58-59)

Media

The media often take the users party. They can on occasion play an important role in swaying opinions to either party favour. Municipalities and owners does however tend to disregard the possibilities of media coverage of temporary use, Many cities have gained a positive image because of medias positive depictions of temporary use (Oswalt et al. 2013 pp. 59-60)

What spaces are chosen?

Location and accessibility is just as important to temporary users as it is for real estate developers. The usually seek to attract passers by to spontaneously participate in their activity and because of this similarity with commercial businesses they will sometimes become a competitive force. Even if established businesses have many advantages, the temporary users ability to deal with the limitations of their site combined with their creativity and short start-up time makes them able to handle the competition. (Oswalt et al. 2013 p. 54)

Apart from location and accessibility the temporary users have little in common with real estate

developers requirements. They can establish themselves in an area with a 'bad' reputation and unknown qualities. They find potentials in the chosen site that are underrated or overlooked by others and thrive despite of its image or even manage to improve it. (Ibid)

The sites chosen vary with the type of user. Those who's activity is a sort of informal commerce will look for a site with many pedestrians such as traffic nodes and railway stations. Clubs will avoid residential areas due to the noise and favour unusual facilities as a type of branding. Start-up galleries, offices and the like will try to attract passers by much like the other commercial users but may also value closeness to other services such as restaurants. (Oswalt et al. 2013 p. 54-55)

Temporary users may sometimes appropriate sites that are unfit for many reasons, such as safety issues or lack of infrastructure. They make up for this with their creativity and by using the site in its current form. It leads to interesting references to the past and the preservation of very specific details in the site's history. (Oswalt et al. 2013 p. 56)

Generally the temporary users are strengthened by the presence of similar activities and will often choose sites that already have temporary uses already present. Often this means that

they are situated near the centre of cities. In the suburbs or in smaller cities the temporary uses are instead situated near initiators homes. (Oswalt et al. 2013 pp. 54-55)

Not all unused areas are suitable and in short it comes down to three things if a vacant lot is to be used: Infrastructure, accessibility and network. If the cost of renovation of structures is too high or the area is not accessible from where people live and work it will not be used. It will also remain vacant if it is too far away from initiators and potential users. (Oswalt et al. 2013 p. 55)

Network and Identity

The temporary uses way of concentrating in specific spots leads to them creating identities for their sites. In contrast to commercial branding, this image develops over time and is a result of the networks of participants and their goals and values. Unless there is a limited amount of space the temporary uses will grow to include not just the initiators but also their friends, families and acquaintances. these networks makes the initiation of a project possible and will also lead to further cooperation. According to the authors these networks are shaped in two ways: Firstly, it can be grown and cultivated at the site. The close cooperation between actors and the appropriation of the site will in time create an identity,

internally at first, and later publicly. The threat of the time limit will unite the users, help them negotiate with other actors and it may lead to more permanent structures and associations emerging. Secondly the networks may continue growing and create identity by fuelling other activities either during the original use or after. The original initiators start new individual projects while keeping the close connections to the original project. (Oswalt et al. 2013 p. 55-56)

Strategies for action

Urban Catalyst (Oswalt et al. 2013) identifies various strategies for action, suitable to different sites, cities, users and stages in the temporary use:

Enable

The enable strategy is based on trying to eliminate the obstacles that stand in the way of temporary uses. This method does not involve a specific programme for the site in question, instead the goal is simply the revitalisation of an overlooked area. (Oswalt et al. 2013 p. 224)

Generally this method needs an agent to recruit and mediate and it's not uncommon for them to provide support in form of capital. The agent remains objective and does not take either the user or owners side, both parties must be able to

trust that their interests are considered. Actively involving the owners in the areas development. If the agent is the municipality itself it may affect the necessary objectiveness, not only in communication between actors but also in how the site is to be appropriated. The private instigators are generally more flexible and "open". (Oswalt et al. 2013 pp. 224, 231-232)

Initiate

The initiate strategy is useful mostly on large vacant areas, too large for one individual temporary use. Because of the size there is generally a need for an agent to create a framework that applies to many different uses and ideas. The agent uses similar methods as the "Enable" to support new users but also seeks to steer the development in a certain direction. The support may be construction measures, providing leases and competitions may be held to find the best and most creative uses. The aim is to find a programme for the site that different uses can fit into. Usually this programme is diffuse in the beginning, materialising itself over time. As development proceeds the initiative measures may become mute and the dynamics of the area continue unassisted. (Oswalt et al. 2013 pp. 225, 247)

The involved actors have different motives. Independent agents, not hired by the city, design user profiles and hold competitions

in order to realise their ideal of a new form of urbanism and use of the site. The wish to spark new uses of the public realm and do so in various ways. The owners are driven by a desire to reduce the neglect and making some profit on the idle area before the emergence of the end-use. Cities however pin their interest in these long-term values like integration of the area or social group living there. Initiatives can be supported passively by cheap leases and the like, or actively by hiring an agent to organise the use. (Oswalt et al. 2013 pp. 247-252)

Claim

This strategy is used by temporary users who are in conflict with the owners, municipality or society in general. The site is usually appropriated more or less illegally. Often it is used by politically motivated groups who either aim to preserve an area that is to be destroyed, or they are claiming an area to use for activities that may be controversial. Generally users will try to realise their project in the manner that brings the least resistance. This includes trying to get along with those in power but when permits are not available they will usually proceed with their projects anyway. (Oswalt et al. 2013 p. 226)

The temporary use is rarely the main objective, but rather the means to an end. The users use their activity to highlight their cause, to instigate

change. They wish to criticise an established corporation, power structure etc. and use the temporary practice as a symbolic act of defiance or as a springboard for their controversial ideas. Often the media plays a major role, as the users need a public debate about their point of issue. (Oswalt et al. 2013 pp. 273-274)

Coach

The idea of coach strategy is to strengthen and educate the temporary users. Often the users are inexperienced and in need in help in some way, apart from financial and material support. By supporting each other or being supported by an agent they can become stronger by these networks. Through self-coaching, users can learn from shared experience and promote their projects together. Agents can coach the users (for free) by consultation and education. Their aim is often a long-term strategy for the users. Governments can also take a coaching approach but often this results in rules and regulations that are more obstacles than help. (Oswalt et al. 2013 pp. 227, 305-308)

Formalise

When the temporary use have reached a point where it is ready to move on to become a permanent feature this strategy is used. The aim of this formalisation differs depending on the users, some apply business models to pursue a more commercial direction, others try to strengthen

the local community and some develop new programs to support cultural activities. (Oswalt et al, 2012 pp. 228, 323)

Exploit

Sometimes temporary use is initiated with the intention of attracting the public by a third party. The temporary activity is exploited due to its ability to use their cultural, recreational or educational events to bring attention to new areas. Developers use this approach for commercial interests, creating frameworks for the temporary use so that it proceeds in accordance with their wishes. It is sometimes used by cities as a form of marketing or to diversify areas. (Oswalt et al, 2012 pp. 229, 349)

Future in planning

Generally being a bottoms-up initiative, temporary use may seem as a far-fetched method in planning the city. But, since it to a high degree involves the local people it could be looked into as a method of public participation, making the temporary use take place where municipality, developers and inhabitants can meet and create a common goal and strategy. With temporary use being part of the planning capital resources would not be a prerequisites for taking part in planning the city (Oswalt et al, 2012 p. 374).

The ability to provide momentum for an evolutionary growth is also suggested by Oswalt et al. (2012 p. 375) and a way to merge the bottoms-up and the top-down initiatives is considered vital to the application of temporary use in the planning process.

Examples

There are many examples of temporary use. This chapter focuses on temporary use that is intended to benefit the larger community where it is situated rather than a special interest group.

The first of the three examples is a bottoms up initiative supported by city officials and the last two are permanent municipality governed organisations with temporary projects.

Greening the rubble & Gapfiller

In Christchurch, New Zealand, temporary use have become used all over the city. In recent years Christchurch has suffered two very destructive earthquakes that left many parts of the city in ruins, insurance money takes time to be paid out and as a result, permanent structures have not been rebuilt. This has robbed the inhabitants of their public spaces and temporary installations are now filling these gaps in the urban fabric. (Challenger 2013)

The temporary use in Christchurch is a bottoms up initiative that is actively supported by the city. Organisations Greening the Rubble and Gapfiller are the largest actors and they cooperate with the city, local communities, church groups and businesses to reclaim the lost public space. Some 200 parks, gardens and temporary galleries, shopping malls etc. have been realised since 2010. Most of these installations are made from donated materials, remains from the ruins and other easily accessible materials and realised through volunteer work. While not always pretty, these installations made in such close connection to the inhabitants that they are still very popular. (Ibid)

Many of the installations inspire visitors to interact with the sites. There have been built outdoor theatres, cinemas, tent saunas and there is a travelling Dance-O-Mat (a coin operated

loudspeaker system in which you can plug in an iPod or Mp3 player) as well as a planters that are moved to new sites when necessary. (Ibid)



Fig. 7. A giant loom on which the public can use provided or brought material to create a fabric.

Dynamo Jugendkulturhaus

Dynamo was founded 25 years ago through municipal involvement and attracts over 200 000 visitors a year (Jugendkulturhaus Dynamo, 2013). It is a hub for culture and creativity as well as meeting place in Zürich, Switzerland, that despite being a Jugendkulturhaus (Literally translated as Youth culture house) attracts a very diverse clientele, ranging from young to old. I have spent many hours here, on evenings, lunches and weekends enjoying their facilities. Located at the river Limmat Dynamo is a popular hangout in summer where the sun lovers fry in the sun and the brave jump from a nearby bridge and float to the downstream wooden deck and swimming area. It is also possible to hang out on the waterside drinking beer and in summer enjoying the waterfront café.

The manager of Dynamo and his full-time-employees are employed at the department for social services. They organise the different user groups and schedule the rooms and manage the infrastructure. This opens the opportunity for individuals or groups to use the offered programs or to provide new activities themselves. For example the restaurant-area is rented out to small catering companies and youth-groups. (Jugendkulturhaus Dynamo, 2013) during lunchtime nearby office workers enjoy the inspiring surroundings when having

their lunch at the café or taking a short swim after working hours.

Dynamo is however mainly a place where you realise your dreams and projects. Apart from parties and concerts Dynamo offers courses for a wide range of activities. Everything from parkour to screen printing and welding is taught there. The activities appropriate both the indoor and outdoor space effectively inviting passers by to take notice and get involved. The project vary but some activities are permanent or reoccurring like the snowboard workshop and the jewellery making workshop. There are also media, metal and sewing workshops. To be able to use most of them previous participation in a course is required, and the time spent in the workshop is charged by the hour. (Jugendkulturhaus Dynamo, 2013)

The cost most likely exclude those with very low income but the city provides other options. Each city district has facilities that provide similar activities but in a smaller scale for no or small fees (Zürcher Gemeinshaftszentren, 2013).

Dynamo is a place meant for everyone, unfortunately the course fees excludes those who can not afford it. This model however may be the reason why Dynamo can offer so many varying courses and provide work space for so many. Zürich has local city district offices can provide

budget alternatives and Dynamo offers a more expensive but at the same time more qualitative courses and facilities. It is a place where you can keep developing your skills and live your dream.



Fig. 8. Dynamo's location next to river Limmat

Garaget

Garaget is a community centre and library shared by city districts Fosie and Södra innerstaden in central Malmö, although inhabitants from outside this area frequently visit as well. It was founded in 2008 from an idea going back to 2005. (Söderström, K. & Wastling, C. 2012 p. 8-10)

Garaget's idea is to provide a meeting place for the people in the area as well as provide services as legal advice and practicing Swedish. It is also a district library and has a café focused on ecologically products. (Malmö stad, 2013b) Other permanent features is a creative workshop where materials for knitting, paper craft and watercolours are found. There is also computers and sewing machines to use in the facilities. It is possible to borrow tools using a library card either to use there or take home. Courses related to the creative workshop are usually held on weekday afternoons. (Malmö stad, 2013a)

Garaget is run by the municipality but participation of the local inhabitants is vital for the organisation. Garaget's aim is to reduce the alienation of some social groups in the area, and involve their visitors in the decision making. The organisation makes it easy for employees and visitors to effect what happens here and Garaget can adapt to wishes in a flexible way much like

a bottoms-up organisation. (Söderström, K. & Wastling, C. 2012 p. 8-10, 51-52)

The public are invited to arrange workshops and events of their own, provided that they are

open for the public, Garaget does not supply any staff but may contribute with advise on how to organise events and workshops (Malmö stad, 2013b)



Fig. 9. The creative workshop at Garaget

Discussion

Temporary use in urban planning

As shown in the literature study and the examples Garage, Dynamo and Christchurch temporary use is rarely limited to a moment in time. Even if the practice ends or the site where it exists disappears the temporary use can leave a legacy. It could in some cases be more appropriate to describe the interventions as transformative or evolvable, even if no lasting impression is expected in the initial stage.

Oswalt et al. (2012 p. 374) argue that initiatives from local inhabitants and municipality need to join together and be enabled by new methods as well as traditional master planning. I believe the answer can be found in the transformative qualities in temporary use. By using the temporary activities as test-sites for the future the outcome of their practices can inform the future steps and become catalysts for development. Temporary use can also be used when aiming for a site specific design, as the initiators lack of capital forces them to adapt to the conditions on site and use it creatively.

Temporary uses can play an important role in an evolving process as it allows for testing new ideas without taking too many risks or making large structural changes to the site. To create an evolving site using temporary practices and

instalments the planning regulations need to be adapted to such a development. Using strategies suggested in Urban Catalyst (Oswalt et al. 2012) like *Enable*, *Initiate* and *Coach* to promote these initiatives the urban planning can achieve a diversity and flexibility it does not have today.

Examples

These examples show how inhabitants can become inspired to interact with their environment and each other.

Garage and Dynamo show how municipality governed organisations can inspire and become catalysts for creativity. Their strategies differ as Dynamo charges a fee for the utilisation of spaces and participation in workshops. Their range of activity however inspire a greater deal of the creativity to spread outside of the locales and into the city. The fees may exclude some but is beneficial to the creative and cultural growth of Zürich's inhabitants.

In Christchurch, a focus on the rooms where activities take place further informs us of the necessity of creative spaces in a city. Most installations provide space as well as activities and emphasises the need for public space where people can meet.

Case study

The following case study was developed in an oscillating process between analysing both the physical site, as well as consulting theories about site and testing possibilities to edit the site.

The concept of *site reading* and *site editing* is used to overcome the traditional linear analysis and planning process that focus on a end-state in *tabula rasa* development.

From the theoretical review the idea of transforming rather than creating have been essential. The possibilities of using temporary interventions in such a process were tested and lead to deeper thoughts on time and changeability. Transformation is not only about not imposing an end state, it is about making the proposed editing adaptable. This can be done in many ways; by making it temporary, moveable, leaving space for it to grow, providing a framework etc.

The site editing that follows a site reading proposes an evolving design that can live on, disappear or evolve on the site depending on the future situation. Taking inspiration from exemplary temporary use and site specific projects, the practises and interventions in this proposal focus on a short realisation period and minimal capital investment. This way new additions can be tested on site before becoming permanent.

Site Reading

The site reading gives an understanding to the actions taken in the site editing. Since the site editing and site reading was done simultaneously in an oscillating process the information displayed is related to the choices made in this process. The site reading is divided in three parts that gradually narrow down to a smaller project area that is studied more in detail and addressed in the site editing.

In *Understanding Nyhamnen* the history and future plans of Malmö and the harbour, as well as its larger spatial relationships, lead to a focus on the north parts of Nyhamnen.

The detailed studies of this area is presented in *Finding Nyhamnen*, where property conditions and negotiable spaces show the best possibilities for catalyst interventions that can kick-start the site.

The last part is a study of the site specific qualities at the site. Some of these *Site qualities* have been observed almost exclusively inside the Norra Nyhamnen, while some have been studied in Södra Nyhamnen as well as Frihamnen. The latter qualities are thus a reflection of the harbours site specificity rather than of the specific qualities in the area chosen for the site editing. This does not make them less relevant since part of Nyhamnen's identity is that of a Harbour.

Understanding Nyhamnen

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Malmö

The project area is situated in Malmö, Sweden's third largest city. At the end of 2012 Malmö city had around 307 600 inhabitants (Malmö Stadskontor, 2013).

History

Already in the middle of the 13th century a village called Malmöya (derived from the words malm and höje, meaning sand and hill) was situated further inland than today's city, close to what is now called "Triangeln". When the city was founded closer to the ocean it overtook the village's name. It is believed it was founded by the archbishop of Lund (in those days belonging to Denmark) to secure an escape path to Copenhagen (a necessity in those days political climate). In the 16th century it had grown to having almost 6000 inhabitants and was considered one of Denmark's larger cities. (Rosborn, 2003 pp. 7, 47-48)

Industrial city

During the past 150 years malmö has been an important industrial and commerce city, a development it owes much to the harbour. At the time of the industrialisation in Malmö which began in mid 19th century, there was an increase in the population in Skåne. There was not enough work in agriculture so people moved to the cities to find work. The industries employed both

women and men. Agricultural products, textiles (for a long time the most important industry) and tobacco were important industries along with the import and export from the harbour. It was also around this time famous Malmö company Kockums (Kockums Mechanical Industry) was founded, then making tools and machines for agriculture and train wagons. The shipyard industry (with Kockums in the forefront) took off in the 1870's. From 1800 to 1875 malmö went from having 5000 inhabitants to 25000. Malmö's expansion attracted workers, entrepreneurs and specialists. The industrial success peaked in the 1960's. After this Malmö's golden age of industry was over and work shifted more towards service professions. (Malmö stad, 2013c)

Thanks to the expansion of Malmö's harbour it has become an important commercial city during the 19th century. The main export was surplus from the farmlands. Many merchants invested money in manufacturing and Malmö started to grow and became an important industrial city. 1910 there were 10 000 workers, in 1945 24 000. The textile industry had a strong hold and almost half of the workers in Malmö were women. This decreased when the heavier industries like shipyards started to dominate the market. Since the 1960's the industry has gradually lost its importance. (Lundin, J. A., 2007 pp. 1-9)

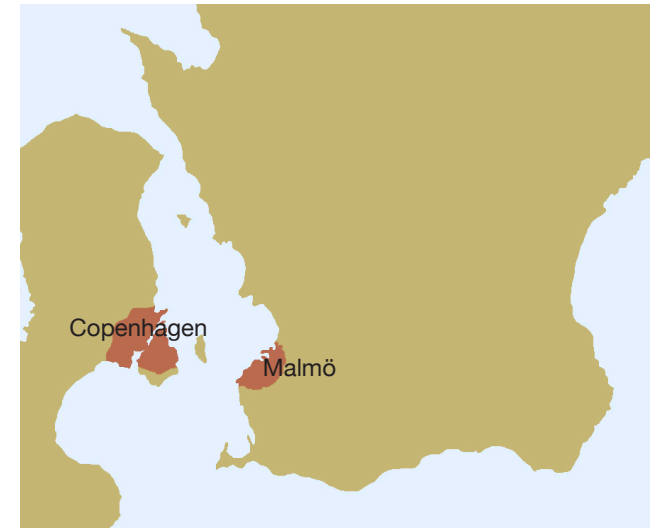


Fig. 10. Malmö is situated close to Copenhagen. The Öresund bridge connects the cities spatially and has led to an increased cooperation between them. They are the driving forces in the Öresund region. (Malmö stad, 2012)

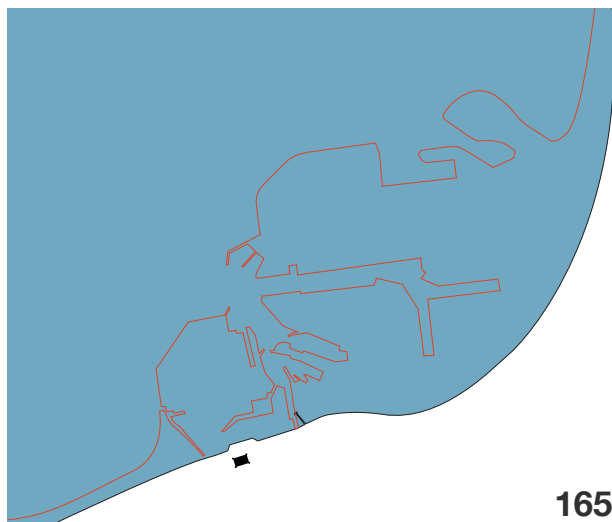
The Harbour

Malmö Harbour dates back to the middle ages but it is generally considered to have been founded in 1775 when Frans Suell instigated a project to improve the harbour. Before, natural sandbars created harbour basins providing shelter and a place for ships to anchor. Larger ships would have to unload their cargo to smaller boats who could take it ashore. The oldest harbour structure mentioned was a bridge structure into Öresund, it was depicted on maps in 1652 and 1720 but mentioned as early as 1487. (Jacobsson 1975 p. 9)

Peace in Roskilde 1658 changed little. Salt was collected from Lisbon and Saint yves.

However focus turned from prosperous export and import towards defence against the Danes. By the 1770's the harbour was in a horrible state and in grave need of modernisation and refurbishment... in 1775 a proposal (commonly associated to Frans Suell) was laid out for the improvement and extension of the harbour. It was carried out by dredging the seabed. The harbour arms were extended past the natural sandbars. In 1818 new plans were made again and the harbour was extended further with new dredging and landfill. Suellshamnen was started around 1840 with enough space for two large ships next to each other and the depth in all of the harbour was increased. Large parts were added by landfill.

Around 1850 the railroad came to southern Sweden, the station was placed near the harbour to accommodate the cargo transport. The harbour kept on growing during the late half of the 19th century (along with the railroad which was extended in 1872) by 1891 the pressure was high and through a competition the harbour was extended once again. It was after the implementation of this plan that plans for Nyhamnen was made. The basin was finished in 1903. Most of the regular ferry traffic was located here. The export of grains has been a large part of the harbour business. Work on the industrial harbour began in 1915 and Frihamnen 1917. (Jacobsson 1975 p. 15-31)



1652



1882



1968

Fig. 11. Schematic maps over the harbours development

Areas today

Since the union of the ports of Malmö and Copenhagen the company (Copenhagen-Malmö Port or CMP) has grown to become the largest port in the Nordic region. CMP has recognised the trend of transforming harbours all over the world. With the city of Malmö, who is one of their owners, they are planning on leaving the older parts of the harbour that are unsuitable for the modern industries and move to a large landfill area to further north: Norra hamnen. (CMP, 2013, p. 5, 19-22)

This landfill area is not yet completely finished but the utilization of it has already begun.



Fig. 12 The bike- and pedestrian track



Fig. 13

The port is growing and expanding its business and establishing a new cruise terminal that also resulted in a bike and pedestrian track leading

to the terminal and increasing the possibilities to travel on foot in the area (Sjöström, 2013).

Malmö Plans

Översiktsplan 2012 (Malmö stad, 2012) is a proposal for a comprehensive plan that has not yet been accepted. In this thesis it has been a guide to the plans of Malmö and Nyhamnen since it is consistent with the further processed plans of Översiktsplan 2000, detailed master plans for Södra Nyhamnen (South Nyhamnen), and the goals for the development of Nyhamnen. The new comprehensive plan can thus be considered to be a probable future, since this development has been driven by the municipality since 2000.

They municipality aim to strengthen their position in the Öresund region and create a sustainable, dense and green city. The fertile soil surrounding Malmö means that they need to grow inwards, putting high demands on the quality of the city scape. The connections with Copenhagen and Lund will become closer and they believe this will increase population and the need for more commerce. The ecological and historical processes are to be made visible in the city. (Malmö stad, 2012 pp. 7-11)

The industry is loosing some of its importance and Malmö wants to stimulate innovations within green technologies and service professions. The event industry and media business are also sectors they wish to focus on. Malmö favours a close collaboration between

companies, communities and the municipality to create a sustainable future for private and public interests and wish to enable more people to start small businesses in the city by offering cheap rents for these entrepreneurs and develop existing commerce areas. (Malmö stad, 2012 pp. 7-11 & 30-35)

The creation of meeting places within the city is also a focus for future development. The integration of different social groups is important, and much of this is to take place in the public arena, through spontaneous meetings and activities. (Malmö stad, 2012 pp. 30-35)

To gain space for all this in a dense city they advocate flexible solutions and spaces with multiple uses. They also wish for the inhabitants to become part of the planning of the city and promote local initiatives. These social innovations as they describe them is expected to generate new companies and create new jobs. (Malmö stad, 2012 pp. 30-35)

The green structure is to be developed and smaller interventions will connect the larger parks. Malmö needs a diversity of park characters and sizes. Space for future parks is to be localised and reserved for this function. Unused spaces are proposed to be made into green space. The water, both ocean and channels will

be made more accessible to the public and the oceans presence is to be made perceivable in the city. The water quality is therefore to be improved. (Malmö stad, 2012 pp. 30-35)

Nyhamnen

There are no definite plans made for the middle and northern parts of Nyhamnen to be found today. In the southern parts of Nyhamnen zoning plans are being developed, but the development of the area will not start until around 2014 and is expected to take up to ten years (Bergström, 2013) When the planning document Pp 6033 (Malmö stad, 2010) was established, thoughts were also made about the area to the north of Carlsgatan. The ideas presented in the document, are the guidelines for future work with the area (Fryklander, 2013) and it is this strategy and proposal that this thesis aim to challenge.

The south area of Nyhamnen, closest to the Central station, is not processed in the thesis' proposal. The plans for this area have reached an advanced stage, but since the future structures and relationships are speculative they can not yet be taken into consideration and their details are thus not presented here.

Nyhamnen will have a significantly denser and higher structure than the one normally found in

Malmö. The rest of the harbour area that is part of the redevelopment plans will also have this structure. It has been humorously dubbed The Manhattan of Malmö (Translation from Swedish Malmö's Manhattan) and the Comprehensive plan (Malmö stad, 2012) mentions Malmö developing a more jagged silhouette in the future, eg. more high houses compared to the low ones today. Fryklander, 2013)

The development will start around the central station where an office hotel and adjacent square will be built (Jernhusen, 2011). Södra Nyhamnen is intended to be built on a type of terrace that separates it from the rail yard and in the future can be connected to the city centre through a bicycle and pedestrian bridge (Malmö stad, 2010).

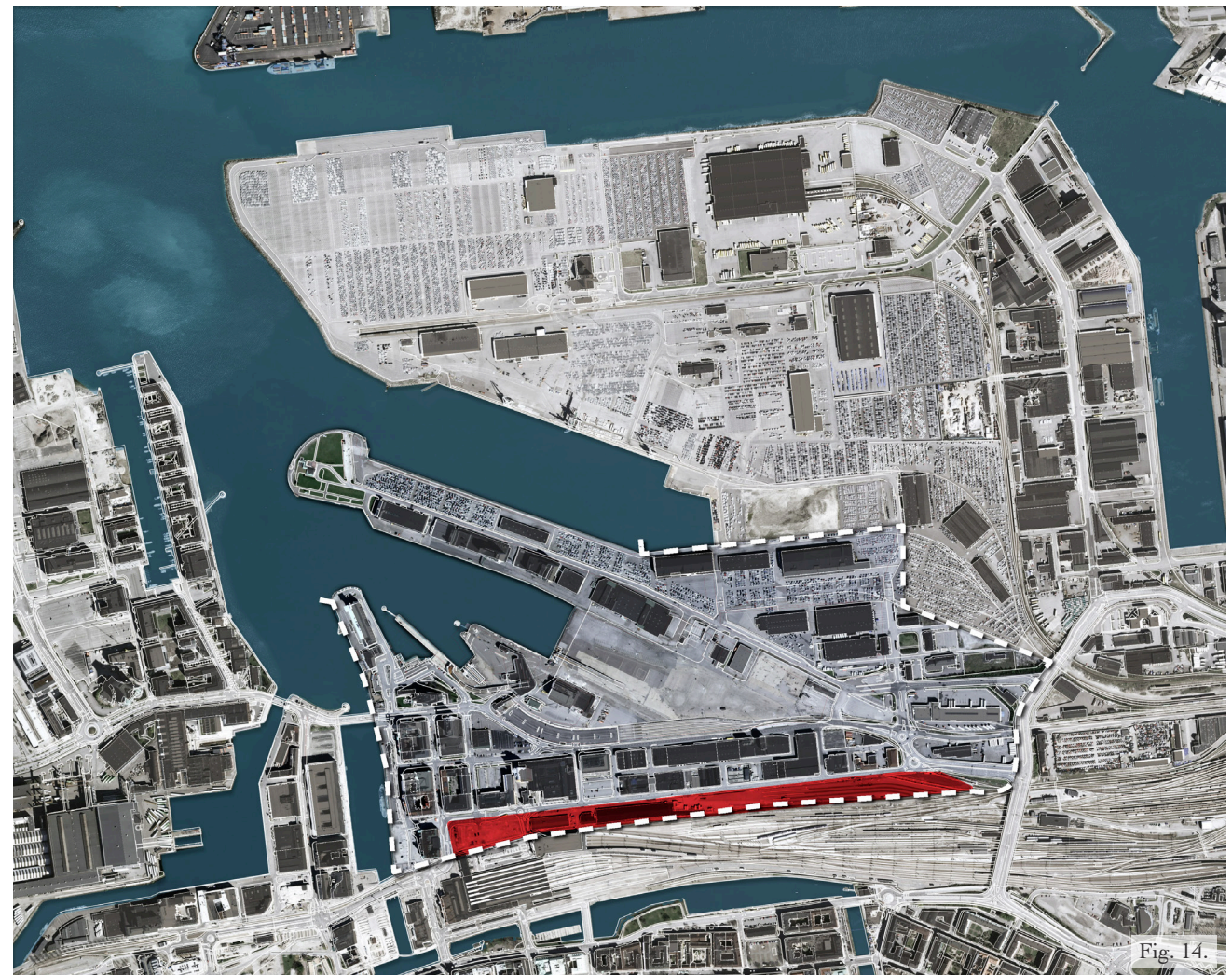



Fig. 14.

 Södra Nyhamnen

0 100 200 500



Nyhamnen

Nyhamnen is located within a 1000 m radius of the Central station of Malmö.

The central location and the close proximity to the ocean makes it attractive for real estate developers. The future plans for Nyhamnen are under development but so far only the southern part have been investigated and planned in detailed with the first development step expected to begin in 2014(Fryklander 2013).

Despite the close connections to the central station and the establishment of other businesses Nyhamnen is still retain the identity of an industrial area.



Entrances & traffic

The harbour- and traffic structure affects the access for pedestrians, bicyclists and vehicles.

The rail yard and central station forms a barrier blocking access from the south. This results in traffic entering the area either from the east or west. Traffic from the north needs to go around the basins of the industrial harbour.

Since the eastern areas are dominated by heavy traffic that makes the roads dangerous and inhospitable less pedestrians enter Nyhamnen from this direction. Less bicyclists were also noted in this area, probably due to the same reason.

To the west there is a lot of movement around the central station which also can be an explanation to the difference in the amount of people between the east and west side.



Fig. 16.

0 100 200 500



City Zones

Nyhamnen is situated at a breaking point between industrial areas and institution- and office areas. This makes the intent of the area unclear to the visitor and these uses also affect any future development.

The city centre in Malmö is concentrated to the older parts of the city just south of the central station.

The plans to make it into a housing/service area could make Nyhamnen into something of an island. The rail yard disconnects it from the city centre and the old harbour basin divides it from the west areas. At the first glance, from a future inhabitant's point of view, this may be a minor problem, but to make Nyhamnen a meaningful addition to the rest of Malmö, the spatial, and mental connections have to be improved first.

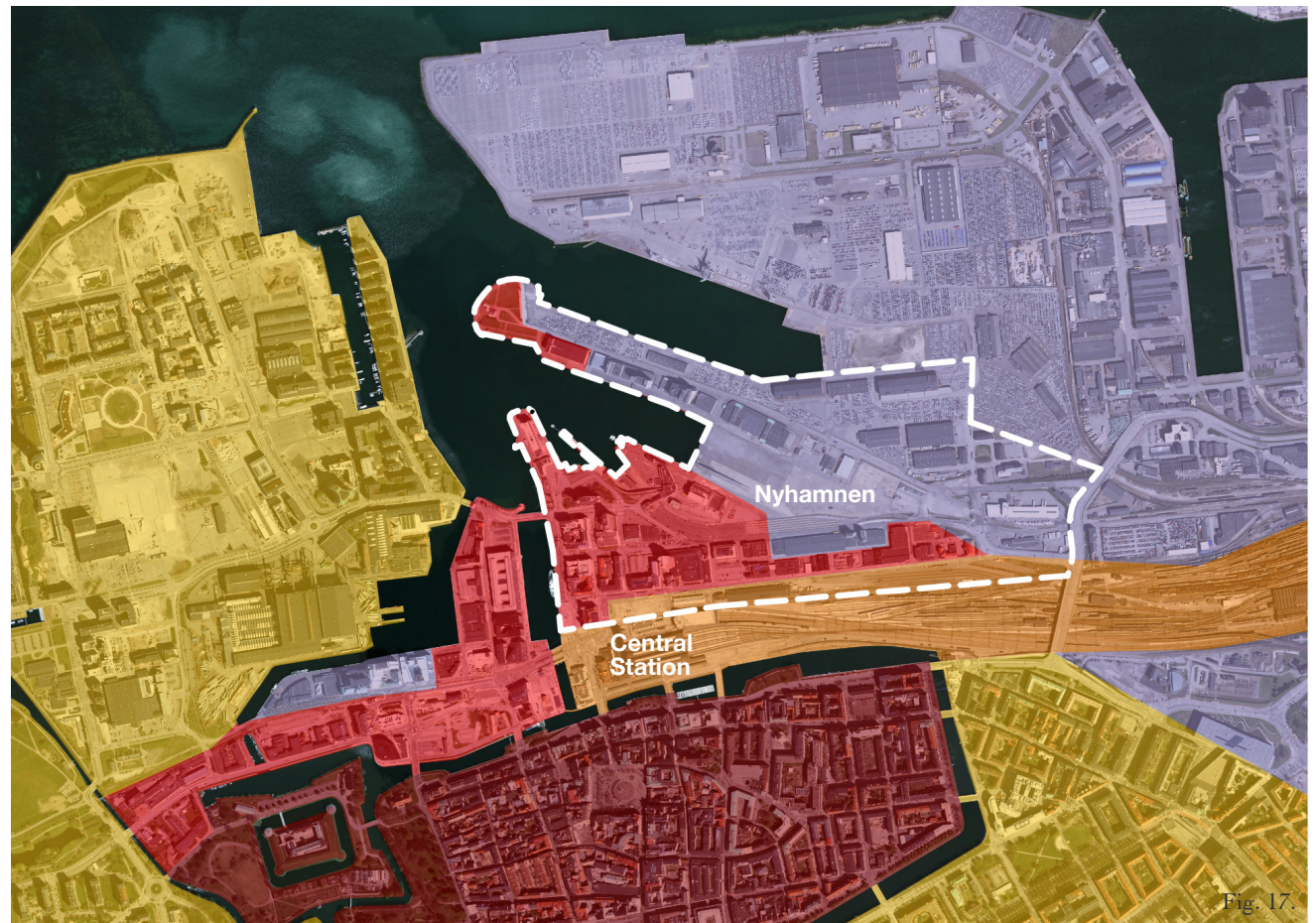
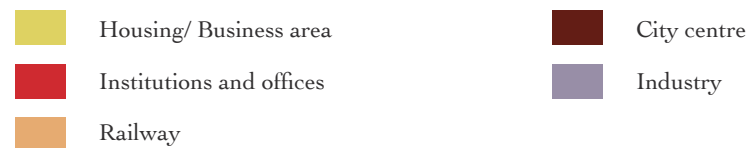


Fig. 17.



Coastline




Malmö has a long coastline. To the south-west from Västra Hamnen there are several swimming areas and the coastline is accessible to the public.

Closer to the harbour however the opportunities to enjoy the ocean decrease and disappear completely further into the harbour.

Extending the accessibility to the ocean in the harbour would connect Malmö to the water and provide new recreational experiences close to the city centre.

An extensive report on water quality suggests that the basins, and the sediment in the basins, are contaminated (Scandiaconsult, 1993)

So, even if the harbour was made more open to the public, swimming would not be advisable. Fishing, an activity that exists already, and water sports could still be made more accessible.

-  Inaccessible ocean
-  Able to approach the water
-  Swimming area

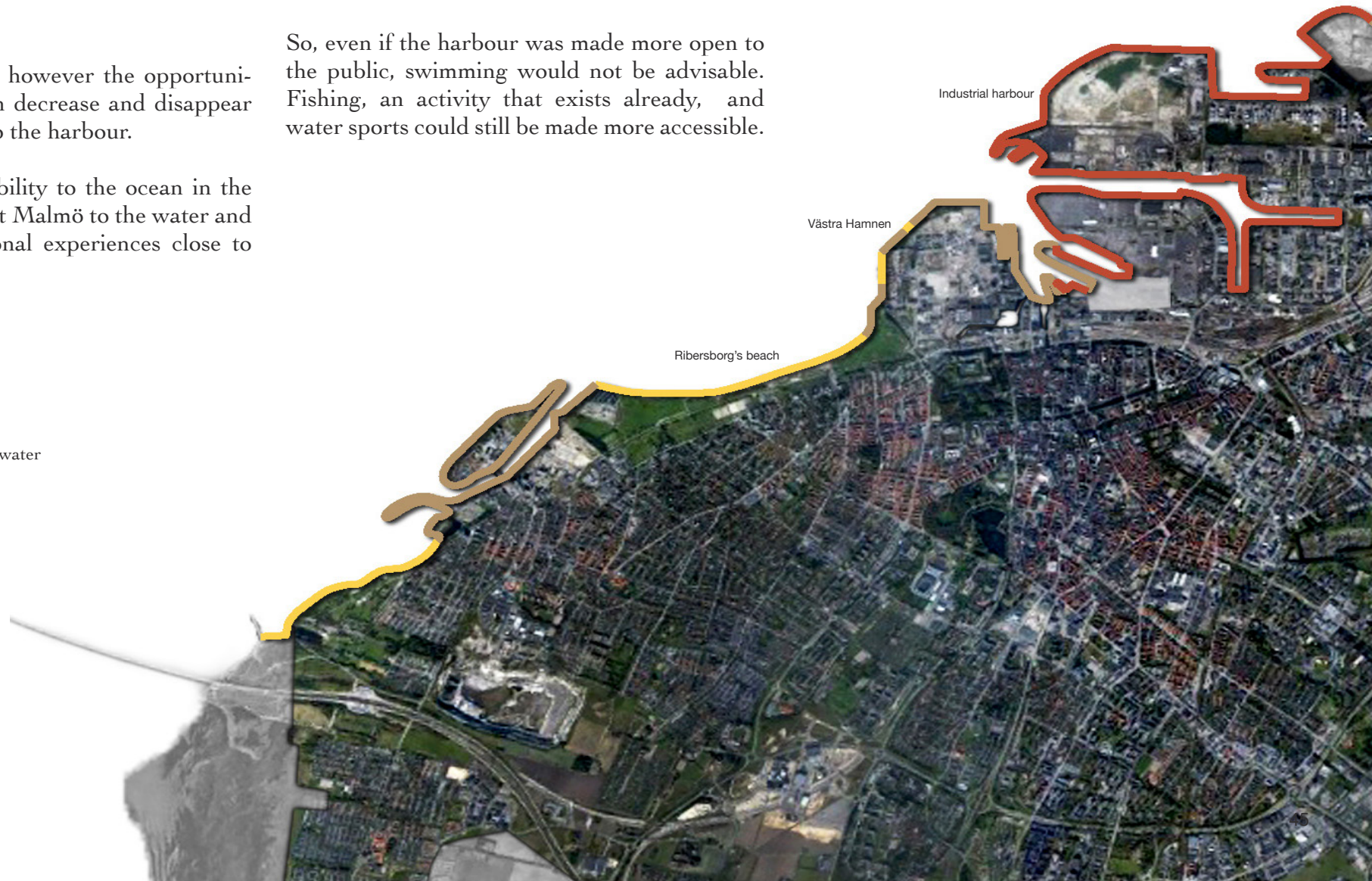


Fig. 18.

Malmö ownership

Malmö City owns most parts of the harbour including Nyhamnen. This means that a development of this area would benefit them financially but it also means that they could influence the future area.

However, some leaseholder's contracts last until 2036 making it difficult to develop the northern areas into housing due to restrictions when it comes to building near industries. Other forms of development that do not interfere with the industries are however possible at present date.



Areas owned by Malmö

0 100 200 500



Harbour leaseholds

CMP (short for Copenhagen - Malmö Port) is the largest leaseholder in the harbour (Sjöström, 2013). The cooperation between the ports in Copenhagen and Malmö has strengthened them both and they continue to grow (CMP, 2012 p. 5-13). Most of CMP's current leaseholds last until 2036 except for an area in the North of Nyhamnen, expires in the end of 2019 in order for Malmö city to be able to start developing the site (Sjöström, 2013).

In Malmö the harbour activities include dry and liquid bulk, container, Ro-Ro traffic and car import and transshipping (CMP, 2012 p. 5, 23). Nyhamnen is mainly affected by the cruise terminal and the car transshipment.

The car import requires large storage areas, as CMP's clients do not allow for the cars to be parked in parking garages due to an increased risk of damage to the goods. Instead, CMP has to utilize all available outdoor space when there are many vehicles in the port. CMP's aim is to increase this activity in the future, and will then require additional space. (Sjöström, 2013)

The cruise terminal was completed in the spring of 2013 in collaboration with Malmö city. A new pedestrian walk through the area leads passengers to Hullkajen. (Sjöström, 2013)



Structure

The structure of Nyhamnen is divided in two types. The south forms a grid structure with relatively high buildings compared to the street width. However these buildings are generally lower than the ones closer to the ocean and the transformation from industrial area to a mixed use has already made offices just as common as industrial uses. They are also older than the properties closer to the ocean, and several of the old industrial buildings are beautiful brick buildings. Uses in the south that are worth special notice are Slakthuset - a multipurpose mess hall, nightclub and theatre, and Realgymnasiet, a secondary school.

In the north of Nyhamnen the buildings are seemingly erratic and loosely spaced. The activities here are still focused around industry and transport and thus require more open space. When comparing the area to older maps the 'disorganised' structure becomes more clear. The harbour basins affect the area: many older warehouse buildings are located along existing or former harbour basins. The south basin was filled in around the mid 1980's and the north basin was filled in during the end of the past decade (Sjöström, 2013).

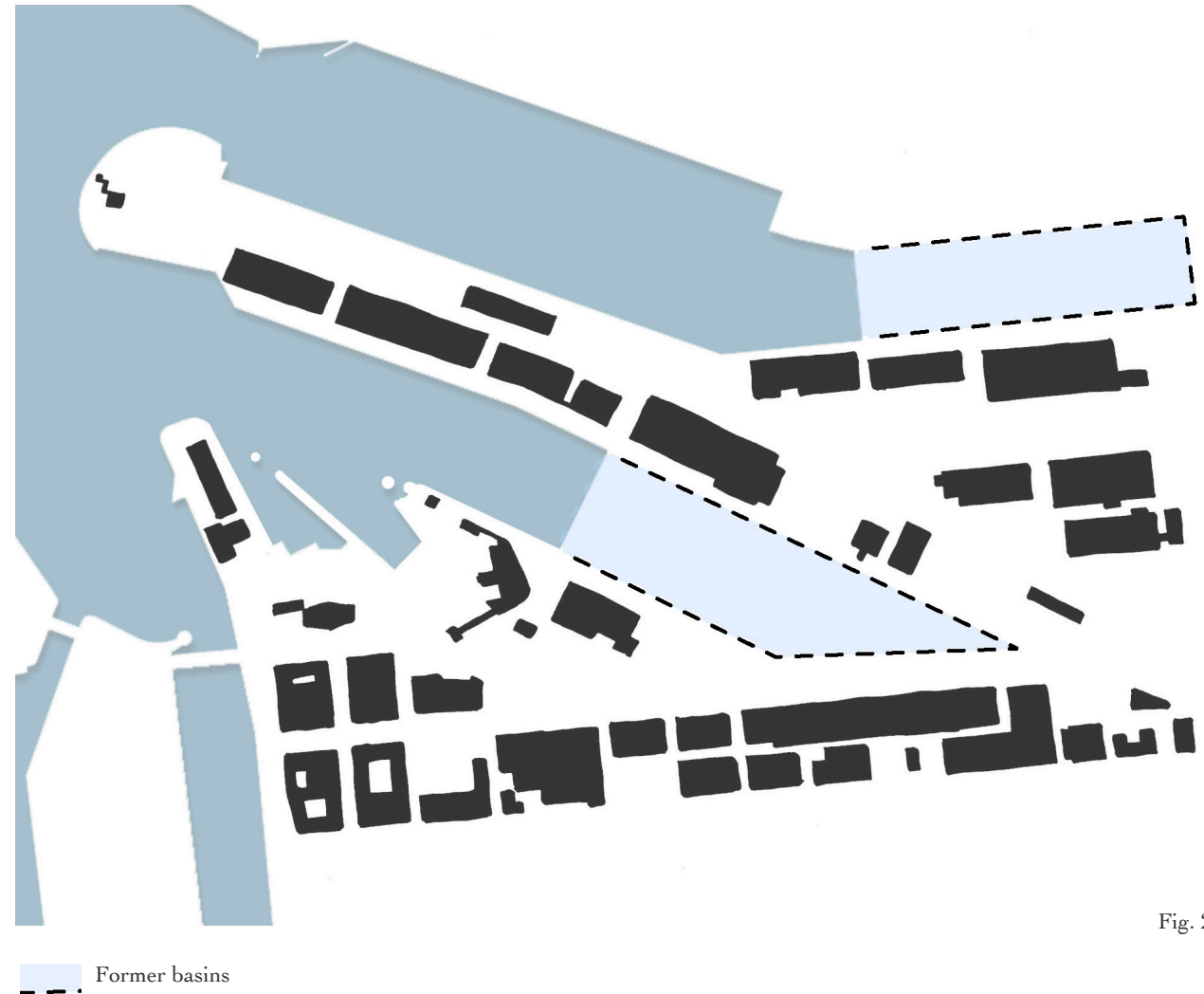


Fig. 21.

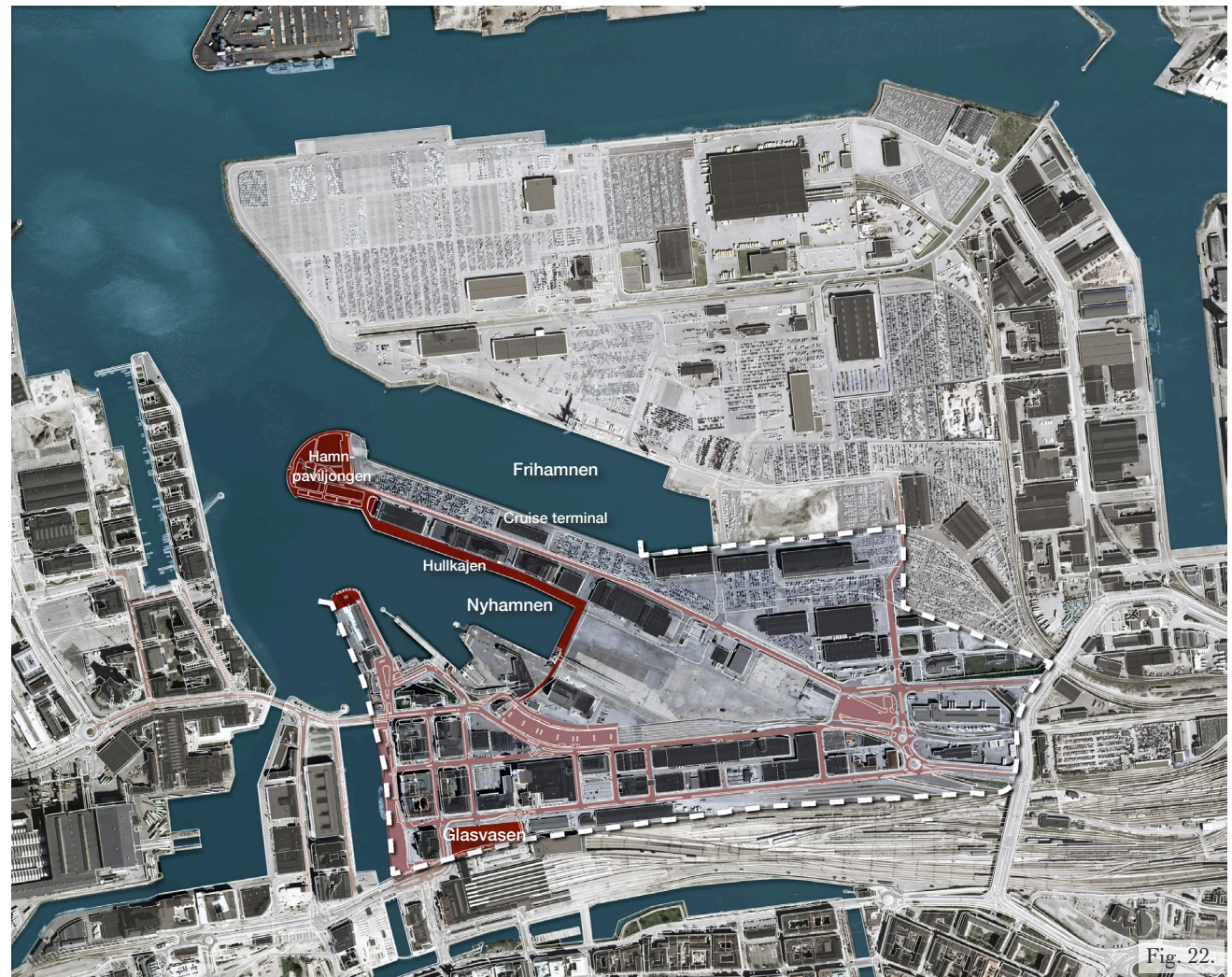
Public space

Public space in the area of Nyhamnen is limited. In the south public space is limited to streets apart from small spaces outside of the central station. There is also gravel area awaiting to be turned in to a new office hotel and square (Jernhusen, 2011). The streets here are relatively narrow compared to the wide spaces in the north.

The quay is open to everyone but most of this space is shared with heavy traffic connected to Lantmännen's and other companies on Hullkajen.

The largest public space is Hamnparken at the end of the pier, dividing Nyhamnen and Frihamnen. It was first created in the 1960's. This area also used to house a cold bathhouse and marina. The existing Harbour Pavilion (Hamnpaviljongen) was built in 1958 and housed a restaurant until the 90's. (Andersson, 2013)

The public space available consist mainly of streets. A bicycle and pedestrian walk built to lead passengers to the cruise terminal (Sjögren, 2013) connects Hullkajen with the south parts of Nyhamnen.



- Public spaces
- Streets and parking lots

0 100 200 500



Fig. 22.

Finding Nyhamnen

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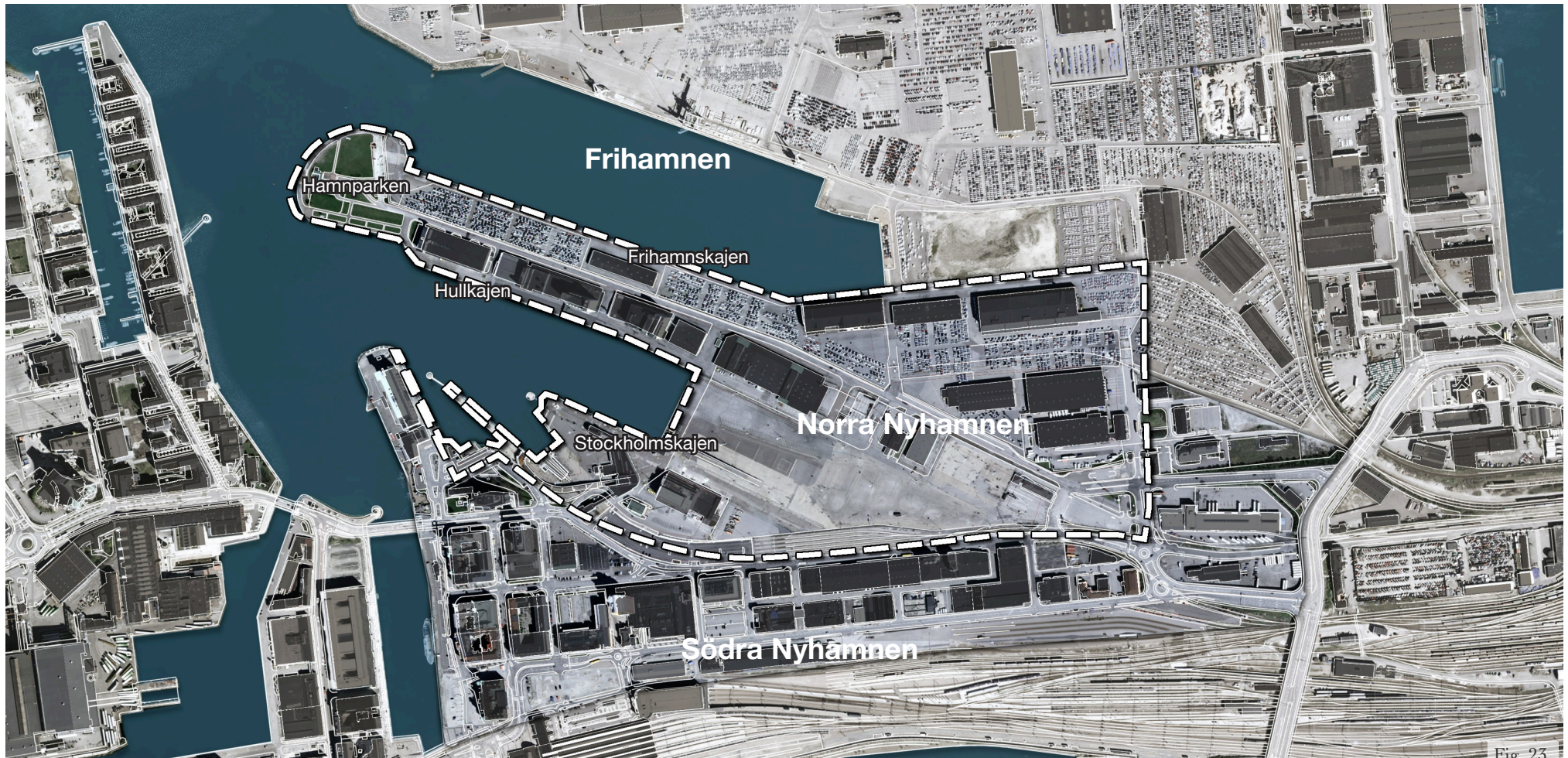


Fig. 23.

Nyhamnen is divided into two parts through a difference in use and structure: The north part is still dominated by harbour related activities and with a structure corresponding to this use. In the south part, with it's more narrow grid structure, the transformation into a mixed used area has already gone on for some time. The Nyhamnen area differ so drastically that they can be regarded as two sites.

Since the south part, in the planning documents named Södra Nyhamnen, is already subject of more detailed plans than the north. Since this structure

is already more integrated into the rest of Malmö, the further site reading will focus on the north part.

The north area has more diverse public spaces than Södra Nyhamnen. It also has less detailed plans for the future and retain more of it's harbour atmosphere and structure. The north, which will from here on be called Norra Nyhamnen, is also part of the areas that the port will return to Malmö city in 2019. This means that any intervention that is situated here will have space to grow unhindered within a foreseeable future.

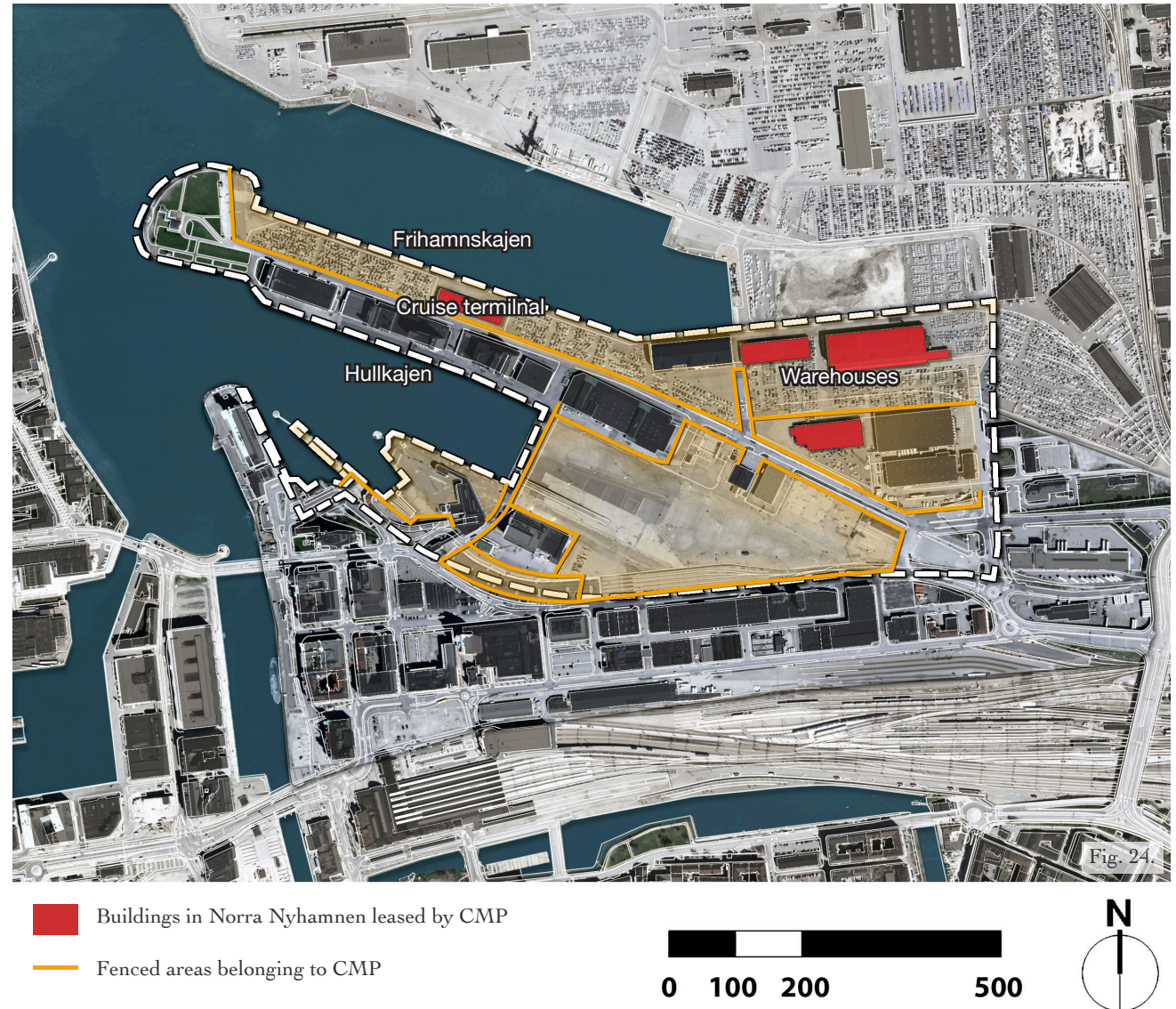
Property conditions

CMP

Most of CMP's properties in Nyhamnen are contained within fences to protect the car transshipment. The areas may seem excessive but CMP's clients are very particular about the safety of their goods, not allowing for parking garages due to the increased risk of damage. Therefore much open space is needed when large shipments arrive. When a smaller amount of goods is in the port these large areas are left empty.

CMP will lose approximately 125 000 square meters of space for storing cars when the leasehold ends in 2019. The possibility to utilize this area for a longer time would be beneficial to them and Malmö city as it is one of the owners (Sjöström, 2013). The best way for both CMP and Malmö would be if the area could be shared between the future users and CMP.

Ships dock at both Frihamnskajen and Hullkajen. In Hullkajen the grain ships load and unload and tugboats moor here occasionally, although it is not their designated docking area. Frihamnskajen is mainly visited by cruise ships.

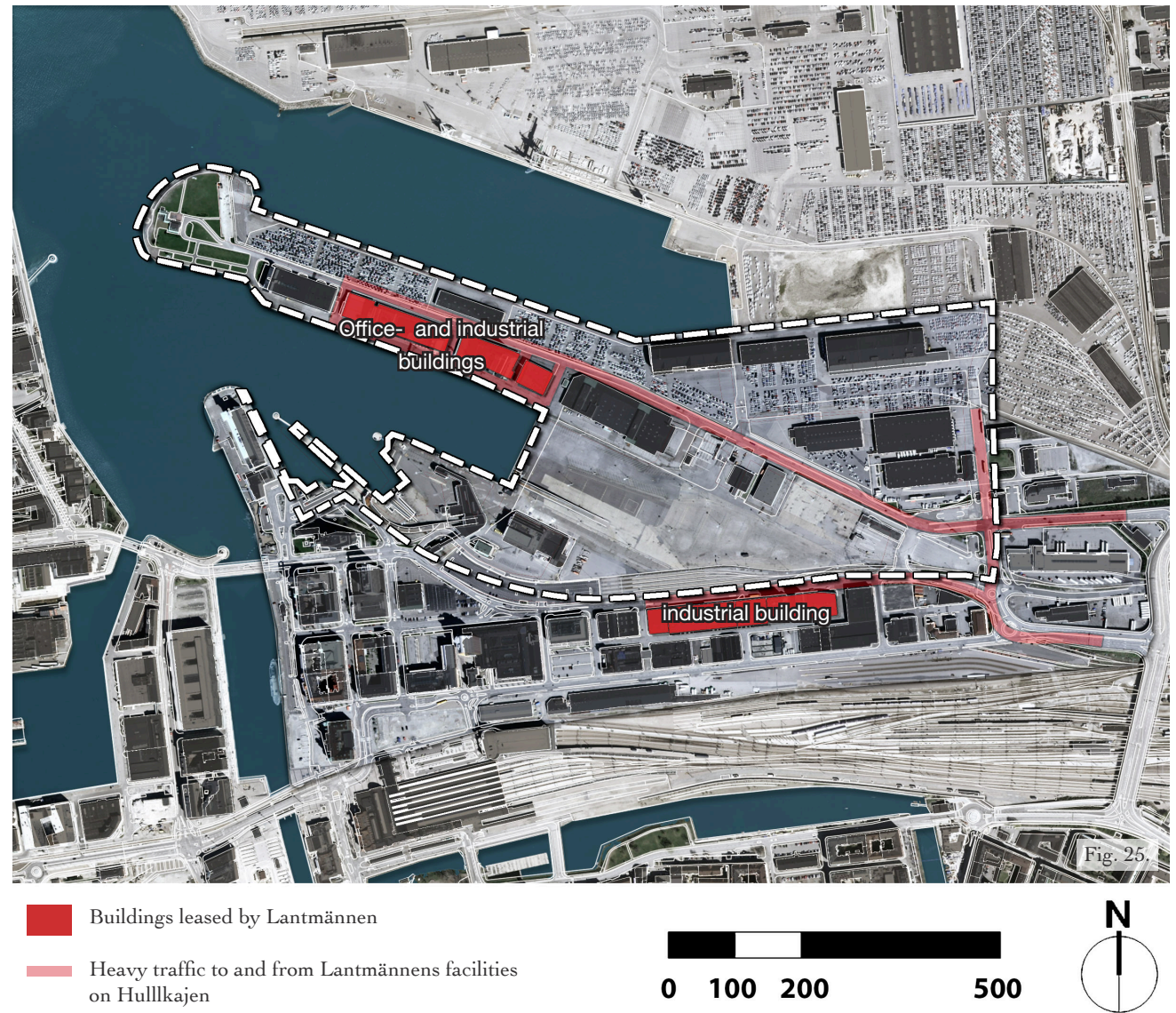


Lantmännen

Lantmännen is an agricultural cooperative that exists almost all over Sweden. Through Hullkajen they import and export grains as well as refine them. Their leasehold last until 2036 and their business depends on access to the quays. (Andersson, 2013)

During their busiest season large trucks go back and fourth from the facilities during all times of the day and the machines are working 24h a day by the staff in a 3 shift system (Andersson, 2013). This means that any activity on Hullkajen must adapt to these conditions. The trucks need much space to move and even if the municipality has made a pedestrian walk on the north side of Lantmännens facilities the trucks have to compete for space on the quay with pedestrians and bicyclists (Andersson, 2013).

Lantmännen also store grains outside when their silos are full, this happens during harvest season and it is usually located within CMP's fenced areas. (Ibid)



Other users

On the far end of Hullkajen local developer Thomas Leijon Fastighets AB (2013) recently bought Hamnpaviljongen in order to turn it in to an office hotel with a café.

Saltporten houses many different companies. Among these are Saltporten canteen, a restaurant, architecture firm Stad studio and art gallery Loyal.

Next to Lantmännen's facilities there is a warehouse where logistics firms rent space. German logistic company Schenker has their facilities adjacent to the project area.

One of the old CMP warehouses was recently bought by Lifra that intends for it to be turned into a new museum for photography and centre for image communication (Clarén, 2013). The facility lies within the harbours 2036 leasehold though, and needs extensive renovation (Sjöström, 2013).

In the south the old ferry terminal houses study association Medborgarskolan, a printing company and an engineer firm. The ramp used for the RO-RO traffic is still there but only used when CMP needs the space for the car import (Ibid).

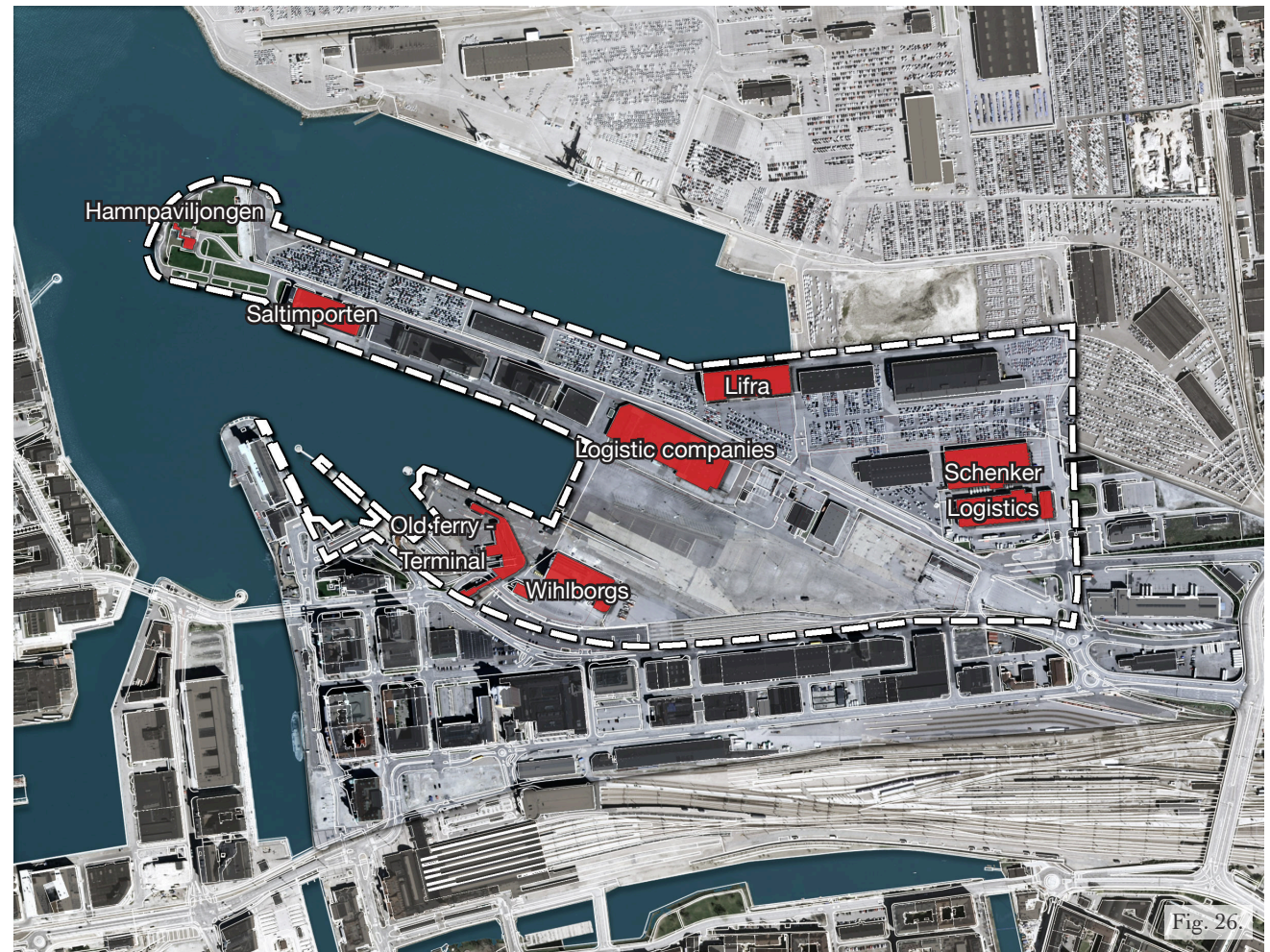


Fig. 26.

Next to the ferry terminal real-estate company Wihlborgs have recently renovated an old warehouse and turned it into an office building. (Wihlborgs, 2012)

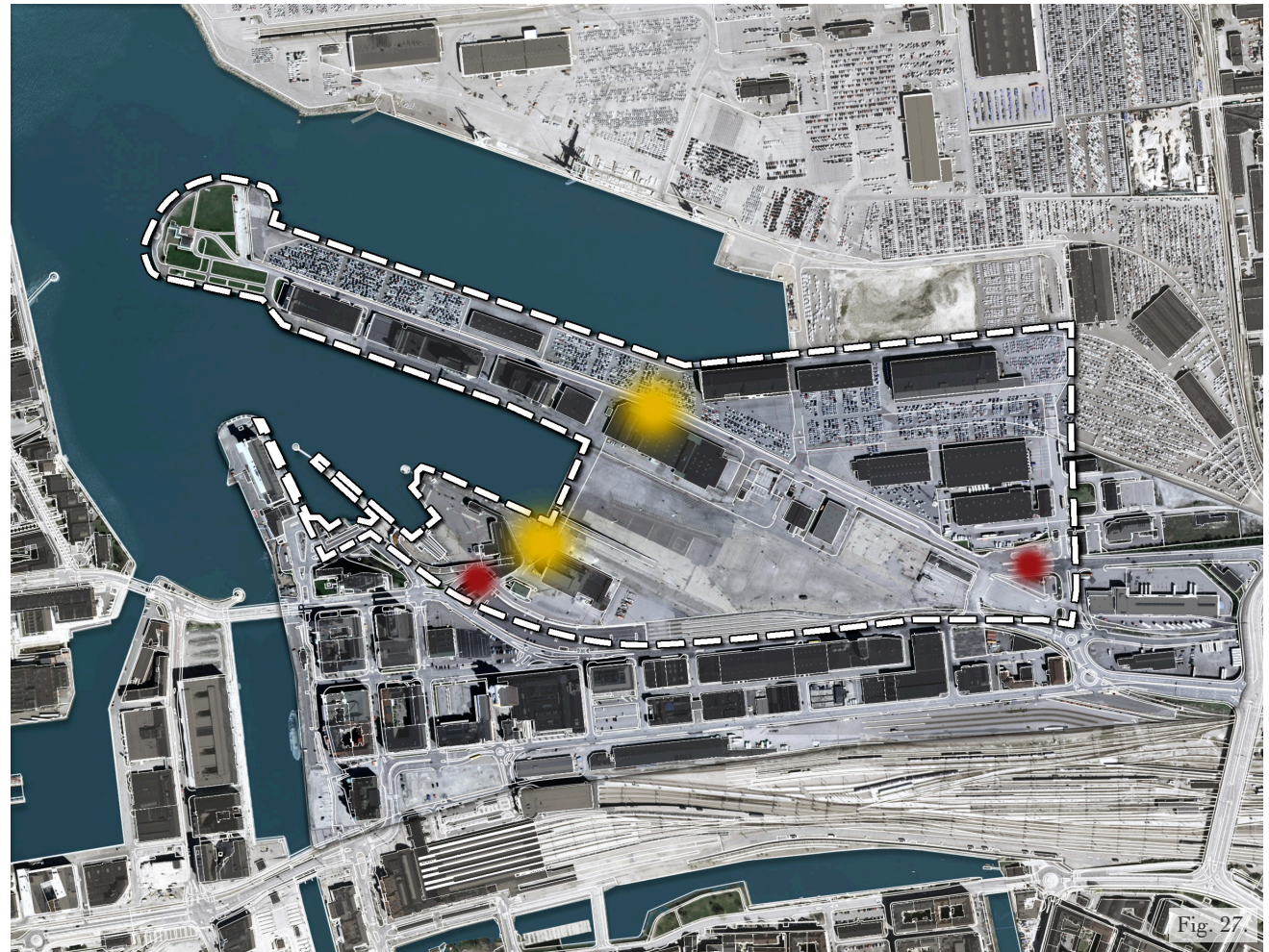


Entrance points

The accessibility of the area is restricted to a great deal by the fences belonging to CMP. This means that visitors can only approach the site from a few points.

To the west the project area is entered just before Wihlborgs office building and the old ferry terminal. However, it is only after passing these buildings that the atmosphere in Nyhamnen is noticeable. Without clearing the distance between the structure of South Nyhamnen and experiencing the openness of the harbour basin the change in structure is not noticed.

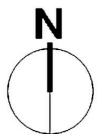
In the east the project area is physically entered long before the harbour atmosphere is sensed. As in the west one has so be able to see the pier and basin to experience the atmosphere.



Felt entrances



Physical entrances



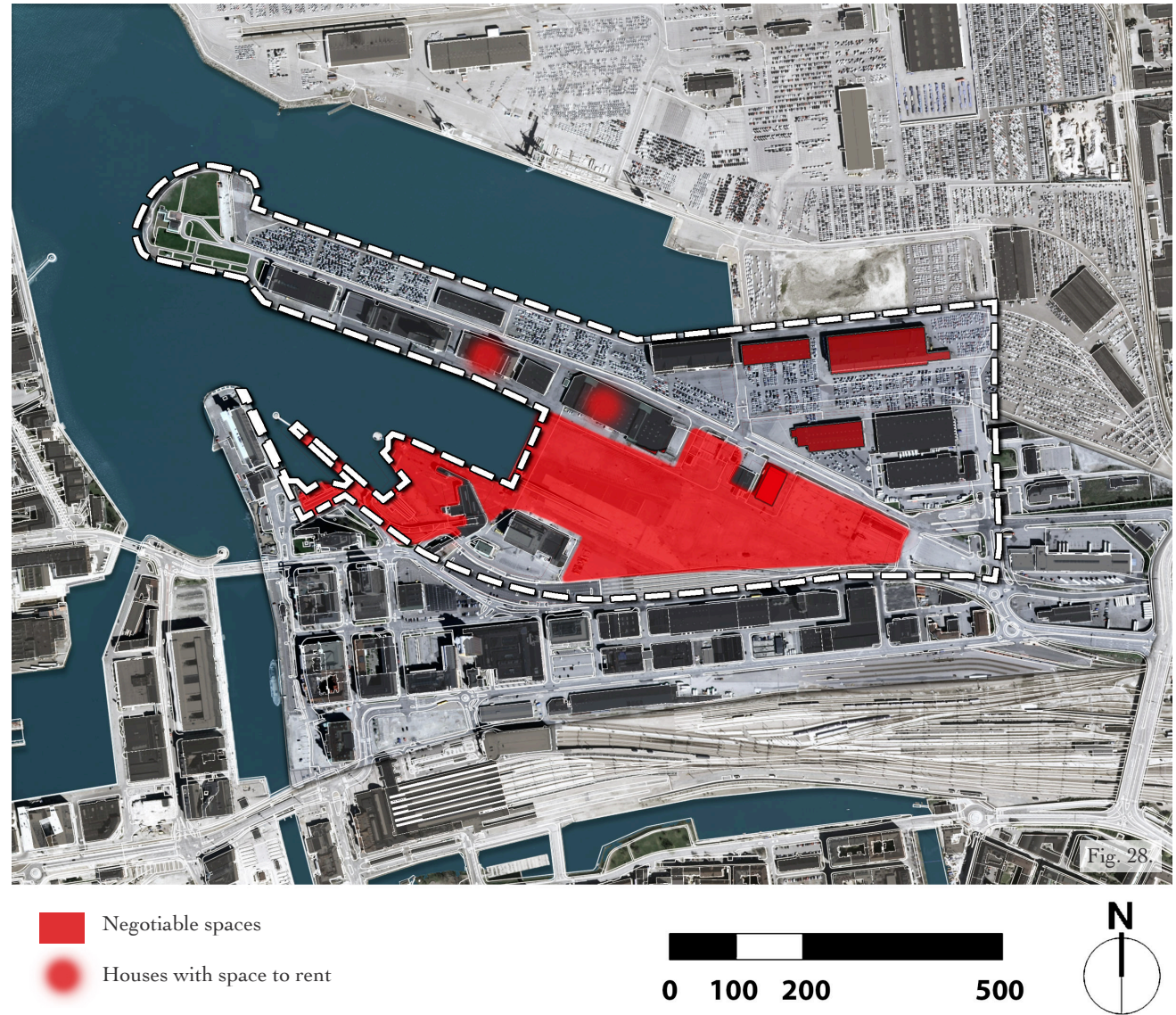
Negotiable space

Apart from the present available public space there are some buildings and spaces that can be freed.

Lantmännen have had office spaces for rent in the past (Andersson, 2013) and some buildings have flat roofs that could be appropriated.

CMP have a lot of space that can be appropriated before 2019. The large asphalt area where cars are parked are not always filled all the way to the quay. With a moveable fence this space could be used as public space when CMP does not need it.

CMP also have some old storage houses that are virtually empty (Sjöström, 2013). The one that has been bought by real estate company Lifra and will be turned into a Photographic museum is intended to be partly financed by renting out unused space (Clarén, 2013).



Site Qualities

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Fig. 30.

Fig. 31.



Fig. 32.



Fig. 33.



Fig. 34.



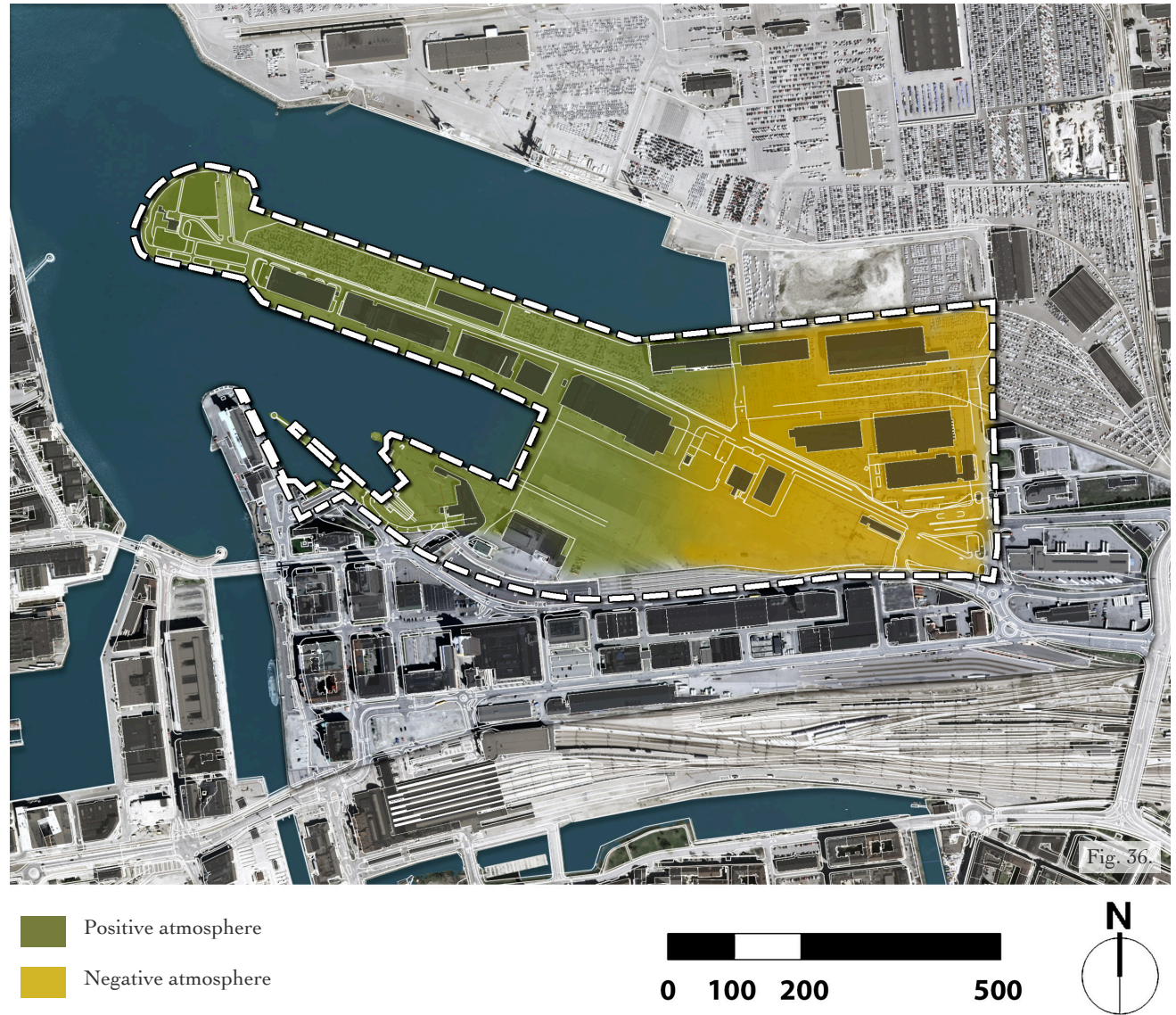
Fig. 35.

Atmosphere

Nyhamnen has a very clear industrial atmosphere. This is particularly noticeable in the project area. This atmosphere is perceived differently throughout the area as the atmosphere becomes less pleasant further away from the ocean and closer to heavy traffic and working industries.

It is possible that the ability to view the ocean makes the industries just next to the quays less noticeable, but another reason can be the openness of the areas closer to the water. These are exposed to a lot of sunlight and tend to be more accessible. The industry area further inland are closed to the public with fences which may instill a sense of the visitor being unwelcome even in the public spaces there.

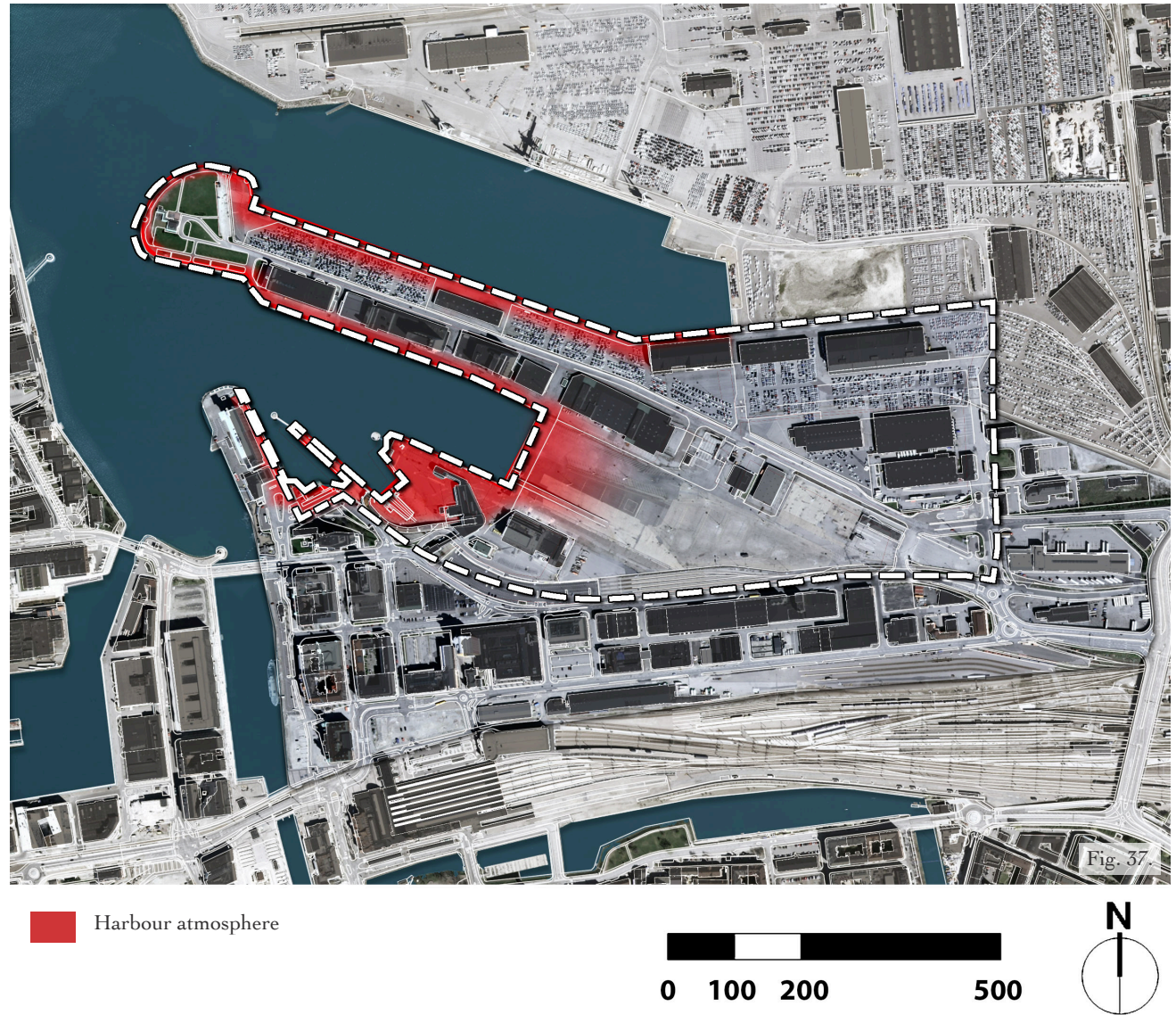
The facilities on the pier also disclose more information about their function. The grain transports loading and unloading is visible even when finished since it leaves traces of grains, and the murmuring of machines. This transparency in the activities of Lantmännen may help the visitors perceive this area as positive.



Quay and harbour atmosphere

As previously mentioned the positive atmospheres are located next to the water. However the immediate Quay-feeling does not directly correspond with the areas where we find a positive or nostalgic feeling in the space we are in. The experience of a harbour presence adds an extra level to the positive atmosphere.

Between the houses of Lantmännen one is overpowered by the volume of buildings and relatively narrow streets which is a probable explanation as to why the quay feeling here does not extend inwards from the quay as it does on the larger asphalt areas. Another reason can also be the lack of view when moving between the houses, even if you see buildings and harbour equipment you still do not see the large context and spaciousness associated with a modern harbour.



Openness and expanse

Nyhamnen's morphology with wide open spaces and the pier protruding into the ocean gives the public space a sense of great vastness.

The harbour industry has also added to this atmosphere with the wide spaces needed for trucks and transport. The large asphalt area at the end of Stockholmskajen, used for CMP's car-storage, also adds to this feeling.

This vastness is generally perceived as something positive, but further away from the water the lack of structures makes it difficult to assert scale and distance which can be unsettling for some people.

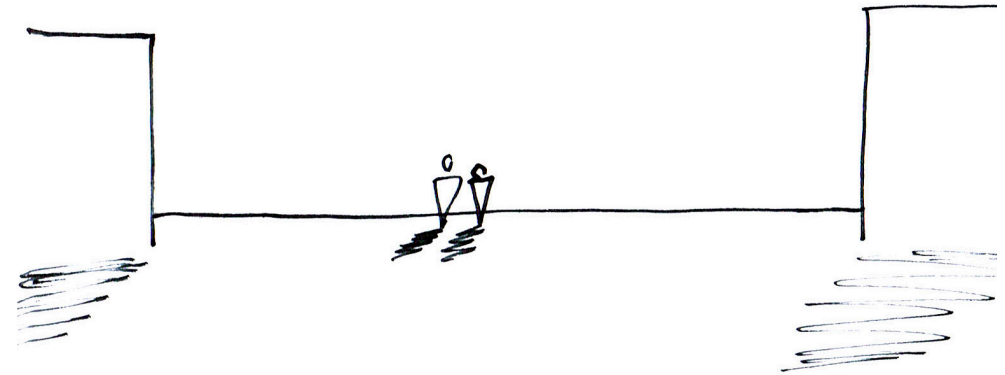


Fig. 38.



View

The area is characterised by its great openness. The large basins combined with the wide quays and broad roads not only communicate a sense of wide openness but also provide spectacular views.

Few places in Malmö provides such a spectacular sunset as the one seen from Hamnparken. The 360 degree view allow the spectator to gaze at industries, the harbour and its ships, the ocean and the areas all around the older parts of the harbour. Even the new concert hall that is being built in Malmö can be seen from here.



Fig. 40



Fig. 41

Contrasts

Nyhamnen is a place of many contrasts, even the site itself contrast with both the city and the rest of the harbour.

The morphology of the large buildings and the vast expanses in between them is a contrast between mass and void and it also contributes to a play between intense sunlight and deep shadows.

The mainly gray surfaces (Concrete, metal, asphalt) in the area contrast with the spontaneous growth of plants in the area. It brings spots of softness to the hard area.

The individual contrast together are more specific to the sites than they are individually. It is the multitude of contrasts that make the quality site specific.



Fig. 42.

Fig. 44.

Fig. 45.

Active working place

The harbour is an active working place. Not only the industries but also the activities of the offices in the area add to the sense that this is a place where a lot of things are happening.

Around Lantmännen's facilities the coming and going of their transport trucks make a huge difference to the impression of the site. During weekends the quay seems desolate and is usually empty apart from a few fishermen. On weekdays however machines are humming and trucks are driving back and forth all through the day.

The office activities takes place inside but on weekdays during mornings, lunchtime and afternoon, the office workers show themselves and add to the dynamic of the area.



Fig. 46.



Fig. 47.



Fig. 48.

Functional buildings

The project area is full of buildings and structures that disclose their use. It is a practical sense of aesthetics that rule here and bring a cohesion to the site.

Among the most notable buildings are Lantmännen's machine room and silo, the two car ramps and the older warehouses that have been built in steps to simplify the loading process from the ships into the building.

The machines and buildings that retain their industrial use give a glimpse into the daily processes on the site. The remodelled houses like Wihlborgs office building and Saltimporten have been delicately renovated and the buildings now inform of the past, and at the same time their current status as offices is clearly visible.



Fig. 50.



Fig. 51.



Fig. 52.



Fig. 49.



Fig. 53.

Vegetation in the Harbour

Nyhamnen is a harsh place for vegetation. In the project area there are few green areas.

Except for the vegetation in Hamnparken, which has an expression not specific to Nyhamnen or harbours in general, there are two types of green structure present in the Malmö Harbour areas.

- Spontaneous
- 'Entrance' plants

Spontaneous vegetation exist wherever it can establish itself. These are hardy and durable species like Birch, wild roses and grasses.

There are also plants that have been planted in order to beautify the surroundings, usually at the entrance to office buildings, places where staff socialise outside or along streets. Near entrances these plantings have generally been established when the building was first built and with low-upkeep plants. Near staff-areas most plants are potted plants, a post-construction addition to the site.



Fig. 56.

Site editing

The area in the north of Nyhamnen will become a testing area for evolutionary processes in planning and design. It is a perfect place for testing transformations rather than creations. The landfill area has been continuously changed and added to since the harbours early days. Here different strategies can be tested in collaboration with Malmö stad, developers and future and current users. Nyhamnen will be built and developed by the ones who will use it, instead of having practices and functions imposed on the site.

A first step to create this testing area is to make it accessible to the public and create an arena for collaboration between inhabitants, municipality and developers. Developers and the municipality have already taken notice of the area (Fryklander, 2013) but most of Malmö's inhabitants have few reasons to visit the area. To ensure that they will take an interest in the development they need to notice it.

By creating a visual and spatial connection, a bike and pedestrian track, between the testing area and the central station more people may find and appropriate it. This may have a similar effect as it had in Portugal, with more people finding new possibilities to interact with and in the area.

Another way to open up the area to new users is to create new activities and qualities, or strengthening the existing ones. These interventions can become the catalysts for a site specific development. By making these interventions, temporary and adaptable it is easier to realise them compared to permanent structures. It will require less long-term planning. What will happen to these areas is up to the appropriation and popularity, the areas will take place and shape in a evolutionary process in which all are designers.

The municipality will need to look in to strategies that can aid them and users in creating a more flexible area. By reducing the amount of regulations and bureaucratic red tape the creativity of the users can be used as a driving force for development. The fact that the proposed editing does not contain an end state should also be clear in design and in information, so that users feel invited to approach the site with their own ideas.

The municipality may want to keep some regulations within the area though, and here the site specific qualities can serve as guidelines to the future development. By striving to keep -or if possible enhance- these qualities, the municipality will have a set direction for development without imposing any specific details.

To further the idea of a testing area, part of the enabling strategies for the temporary use can be cheap, undemanding short-term contracts for both indoor and outdoor spaces. By offering a trial-period the municipality can use this time to investigate future needs and plans of the tenant and site alike. Activities that generate meetings in the public space, or cultural activities and training in creative fields can be deemed to be beneficial to the public and offered support and extended contracts. More business oriented practices may score long-term contracts that gives them an opportunity to grow on site with flexible solutions. Activities that are unethical, or that are not in line with the guidelines will simply not have their contract extended.

By having these testing spots for practices and spatial interventions the municipality can use the information gathered in the trial period to evaluate the benefits and risks involved. If permanent structures were constructed this possibility would be purely theoretical. The testing area means that dubious activities that may not correspond to utopian site can get a chance to prove themselves and perhaps add unexpected values to the site. It also means that practices that follow the program would not be limited to a predetermined size, image or location, but has the possibility to perform a site reading of their own, ending in a site specific practice.

Site Editing Strategy

Quality objectives

Among the qualities found during the site reading, some are important enough to be safeguarded in order to prevent them from disappearing.

- Public access
- Openness
- View of the city from the ocean
- Contrast
- Active harbour
- Harbour vegetation
- Functional buildings

Public access

Nyhamnen has few visitors that come for the public space. Most visitors have their jobs there or they visit the few commercial activities like the art gallery and the restaurant. Hobby fishermen is the most observed group of people utilising the outdoor space, with Hullkajen and Hamnparken as the available locations. As noticed in the site reading there are much open spaces that could be made accessible for the public. The most interesting areas are Stockholmskajen and the large asphalt area used by CMP to store imported cars. If these

were opened to the public the connection to the city and the ocean would improve, as well as the connections between the different parts of Nyhamnen.

The existing and possible future qualities needs to be safeguarded against too heavy exploitation of the quayside. The dense structures suggested in Malmö's various planning documents indicates that future building will lie close to the quayside and in some examples even Hamnparken will be exploited. Even if the area

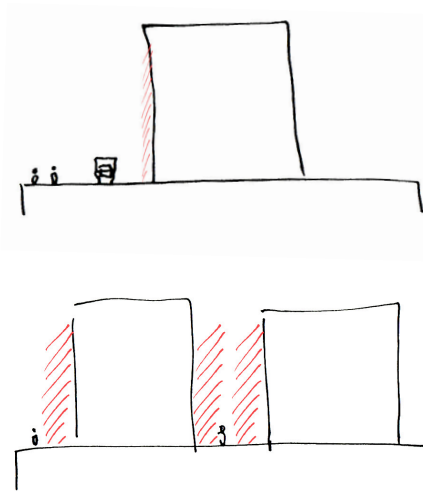


Fig. 57. Above: The present morphology on Hullkajen leaves a lot of shared and public space on the quays. Below: A denser structure would leave too little public space as housing areas creates a greater sense of privacy around them than industrial buildings.

closest to the ocean is left as walkway the sense of private ground will increase with every meter that is built closer to the quay edges.

Openness

Nyhamnen's structure with multiple harbour basins and a large pier provides an openness in the urban structure that does not exist in other parts of Malmö. The morphology of the industrial area makes everything large, trucks need large spaces to move, goods need large buildings and machines. The Malmö planning documents indicate a threat to this quality as well as the public access. Although much of the openness can be contributed to the harbour basins, many parts of the site are also flat, unbuilt space that give a similar feeling of vastness, most notably the large area where CMP stores their imported cars.

The openness has its clear drawbacks; the lack of objects make it difficult to determine height and distance. But, at the same time it provides views over large parts of the area. The harbour basins with their vastness are probably regarded as positive properties of the site, water view is regarded as desirable, but some may find the emptiness of the 'asphalt desert' unsettling since this area lacks the ocean connection. Here, the lack of objects to help us ascertain scale can make us feel alienated.

The size ratio of structures of Nyhamnen is, like other harbour areas, differ from that of city areas with other functions. This morphology is part of Nyhamnen, and needs to be adapted to the future users and uses, rather than being erased and replaced by a standard solution. The vastness of the harbour basins are worth safeguarding as they are today. The view over the harbour (a quality that will be further explained in the following section) and water is generally appreciated. The large streets and asphalt area may however need some translation to become appreciated. The wide car roads is a thing of the past, but this scale and morphology should be readable in the new area. Instead of leaving space for large trucks wide walkways, perhaps with low growing plants extending the flat space between houses, can make the scale more human while keeping the openness. The same thing can be done to CMP's area by adding lower structures than in the rest of the harbour and ensuring that sight lines between the city and harbour remains. Since this area is already connected to the harbour basin a sense of vastness can easily be ensured by keeping it open in the west and exploiting the east part.

View of the city from the ocean

Malmö with its flatness provides few lookout points over the city (Isling, 1995 p. 27). Hullkajen and Hamnparken in particular is an exception. From the protruding pier one can

see the harbour industries, the newly built areas along Yttre hamnen, and the city centre. This 360 degree view including harbour and city gives a sense of Malmö's extent. The view over the ocean in the industrial context also provides a harbour-related atmosphere that is perceived as positive.

This quality is quite obvious to anyone who visits Hamnparken but still there are illustrations in the planning documents showing new, high buildings here. The sense of being surrounded by city and water would disappear if the park is exploited. Measures to ensure that this feeling remains and that the park itself remains, are vital. Since it is not only the view that provides the atmosphere, but the enclosure of water from so many sides, building in the middle and leaving the waterside open will not suffice. To protect this quality the park should be restructured to fit the present and future uses, since the structure it has today is a mix of past requirements and lack of site context.

Contrast

Nyhamnen is rich in contrast. Contrast is present in all spaces and scales, from combinations of hard asphalt and soft grasses growing in its cracks to the contrast in appropriation of sites. The area chosen for intervention in this case study is the northern part, which in the site reading was found to be structurally different

from the south, making the site itself contrast with the surrounding. These contrast do not make up the composition of Nyhamnen one by itself, but it is the richness of contrast that is the quality. To keep the contrast within Nyhamnen an evolutionary approach like the one used by Chemetoff in Nantes could be used. Instead of trying to create cohesion between contrasting elements by creating a end-state proposal for the site this can be created by reexamining the site regularly to determine appropriate changes in scale, structure, materials and functions. For the safeguarding of the contrast between the north of Nyhamnen and the grid-structured south we employ the concept of foreignisation, opening up the city to the site, rather than trying to integrate (domesticate) it.

Active Harbour

An easily overlooked quality, the work being done every day in the harbour helps us understand the site, makes sense for the structures we do not see in the rest of the city. The harbour activities are not constant, some change over time like the grain ships that arrive more often during the summer and the car import that sometimes fills every available square meter with vehicles one week and leaving large areas deserted the next. This is a quality that may be difficult to incorporate into the future plans that involves so much housing. However, since Lantmännen will not move until 2036 their activities (and

harbour activities around Nyhamnen) will have an impact on the site for many years to come. By not seeing this as a problem but as a quality, and embracing and highlighting the industrial uses, people in Nyhamnen may be given a positive impression of the active harbour and thus become more tolerant to disturbances.

Harbour vegetation

The harbour is not only a harsh place for vegetation, the vegetation also has a special either scruffy or simple and neat expression, and the focus on functionality in the harbour makes it appear mostly in 'left-over' places. The harbour can be divided in two: Planted and spontaneous.

Planted vegetation can be further divided into two sub groups: Firstly we have vegetation planted in situations and structures similar to the 'city vegetation' such as rows of trees, lawns etc. It is commonly placed along the larger roads, in traffic islands, and often in front of the office buildings of the various companies situated in the harbour. The planted areas in front of office are often well kept and are composed of plants with low upkeep requirements, older buildings are often covered in climbing plants (often various *Parthenocissus* species). Secondly, there are potted plants. These are found in entrances as well as places used by personnel at the different companies. These are added after the sites construction, possibly by the staff to

create a more 'homey' feeling where they like to take a break.

Functional buildings

The buildings in Nyhamnen are, like the outdoor spaces, built with function in mind. Their design derives from practical reasons rather than aesthetics. This does not necessarily mean that they are ugly, some have a rugged beauty and the collective experience of the area is positive, which may be partly contributed to the already mentioned contrasts. The buildings are also very obvious with their function, silos look like normal silos seen on the countryside, grain conveyors run from the silos to the quay, sectional overhead doors reveal where trucks and other vehicles enter buildings etc. Decorations are scarce, and where they do exist the graphical language is simple. The site in general is at times almost over informative with building numbers written with large clear letters on houses, on signs next to it, and with signs pointing the way. This acts as a sort of 'embellishment' on the buildings, even if it serves a function first.

Intervening and Connecting

The strategy can be divided in two courses of action: We need to add *interventions* that protect the quality objectives and acts as catalysts for the future development. Also, we must *connect* Nyhamnen to the city so that people will find and appropriate the area.

Both the interventions and the connectivity should be elements that can be realised within a short time frame so that people in Malmö are given time to discover and get involved in the area.

Because of the size of the area of control in Nyhamnen the strategy is to narrow this area down. Developing the site all at once would correspond to the traditional master planning we are trying to move away from. Instead one or more areas of interventions are selected due to their ability to preserve quality objectives and work as a catalyst for future development.

An evolutionary approach like the one Chemetoff used in Nantes will be used, the continuous evaluation of recent changes will guide the next step of development. Since temporary uses thrive together these interventions will be placed where there are other activities that relate to the future use. These activities will benefit from each other and lead to new users appropriating

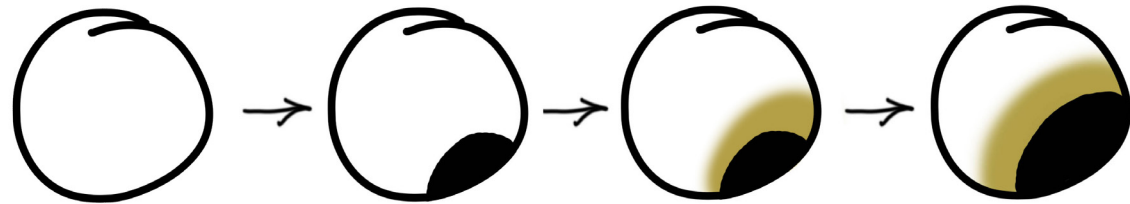


Fig. 58. If the area is developed starting from one point (in Nyhamnen this would be Södra Nyhamnen near the central station) the more distant areas will not be discovered as easily.

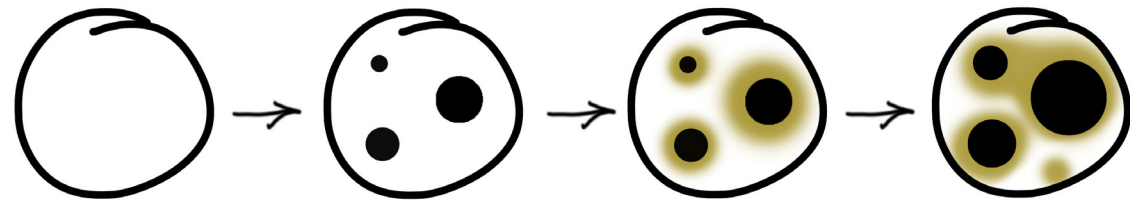


Fig. 59. By identifying activities that already attracts visitors and focus development around them the site can be made fully available to the public.

adjacent sites. The use of these sites will later guide the future development.

The connectivity should aim to attract users to the site so that future Nyhamnen becomes a place where all of Malmö's inhabitants belong, not just the ones that can afford a flat here. Since most temporary uses depend on the ability to attract passers-by, being situated at the central stations 'Backside' Nyhamnen is an disadvantage. Few bicyclists and pedestrians have been observed here during the site reading compared to the same distance south of the station.

Applying the strategy

Design interventions

The interventions will be located in the north-west part of Nyhamnen as this area has been found to have exceptional qualities and good possibilities for spatial connections between established practices and other parts of the city, especially the city centre.

The closeness to the water make the west parts of northern Nyhamnen naturally attractive and a seaside promenade can connect the remote Hamnparken and the cruise terminal with the

city centre and areas to the west. This area in general has more connective possibilities, being closer to the central station where many people move every day. The site reading also located positive atmospheres here connected to the water and experience of the quay. The available space in adjacent buildings are limited compared to the eastern parts of the area but the size and quality of the outdoor spaces outweigh this, especially if the negotiable spaces belonging to CMP is included. The main reason for focusing the interventions here is thus related to qualities in atmospheres and connections rather than the availability of the unused buildings.

The area to the north east contain many empty buildings that can be appropriated and used for many types of interventions and activities. However, the connections to the city are also not as attractive as in the quay area since more cars than pedestrians move here, which means this area will attract less passers-by. It also lies close to the industries and heavy traffic. In addition to this the atmosphere here is more that of industry than harbour, making the area less pleasant to spend time in. It also has less of the identified qualities, here the functional buildings are prominent but most other quality objectives are located elsewhere.

The acupuncture like interventions will be located in three parts along the basin in

Nyhamnen: The area near the perceived and actual west entrance found in the site reading, from here on called Kajen (The Quay in Swedish), the short end of the harbour basin with its adjacent asphalt area and Hamnparken. The areas are selected due to their potential to activate the area. The proposal can be seen as three points of acupuncture, that are also connected with a graphic element: a bike and cycle track connecting Nyhamnen to the inner city.

Connecting element

The connecting element will be a pedestrian and bicycle track similar to the one along the river Tagus in Portugal. It will enhance the connection between the central station, Universitetsbron in the west and Nyhamnen and could attract new people to experience the area. Part of the track follows the existing bicycle track leading to the cruise terminal along the end of the basin and stretches out into the city. It will also run



Fig. 60. The connection between the city and Nyhamnen will run along the basin out to Hamnparken. It connects the whole north west part of Nyhamnen, including the cruise terminal, and makes it an area

along the south part of the pier, at Hullkajen, where many people prefer to travel today even if the pedestrian walk is situated on the north side. Here the connection may not only strengthen the connections between Hamnparken and the city but can also sort out the confusing traffic situation that occurs on the quay when pedestrians, bicyclists and heavy trucks have to share the space. The bike track as a whole will ensure that more of the waterfront is made accessible to the public.

The bike-track will need a detailed study of the micro sites along its course, each addition needs to fit its surroundings. This task can be commissioned by Malmö municipality to a landscape architect or a graphic designer, or perhaps to a team consisting of both.

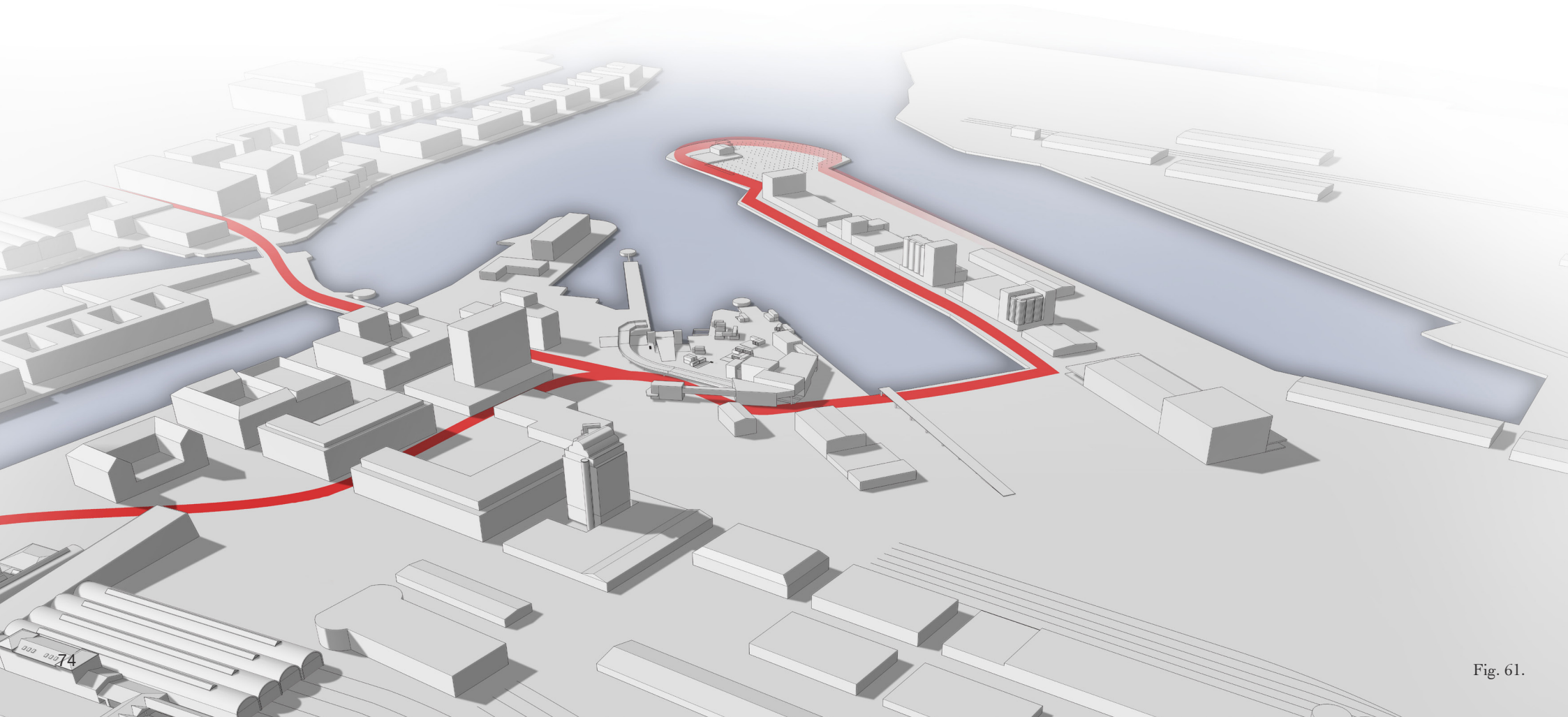


Fig. 61.

Catalyst Sites

The areas chosen for interventions are located along the connecting bicycle track, in close proximity to existing qualities.

These three sites are very different and thus require different strategies. They can not be subjected to the same design solution as the result and success of the concepts are not only related to Nyhamnen but also to these smaller intervention sites.

The main purpose of these strategies and concepts is to provide a solution that gives the site identity and allows practices to take place there while still being adaptable and able to accommodate changes in the program. The strategies embraces the fact that Norra Nyhamnen is a *Testing* area.

At the site closest to the station, **Kajen**, a strategy that focuses on enabling public participation and entrepreneurship creates a creative entrance to the new area. The close proximity to existing practices and infrastructure makes it a good choice for small scale businesses to grow and for community centres like Garaget to create a new meeting place. The area will be built with module pieces that are moveable and adaptable. This way no large scale changes to the existing structure is necessary and practices

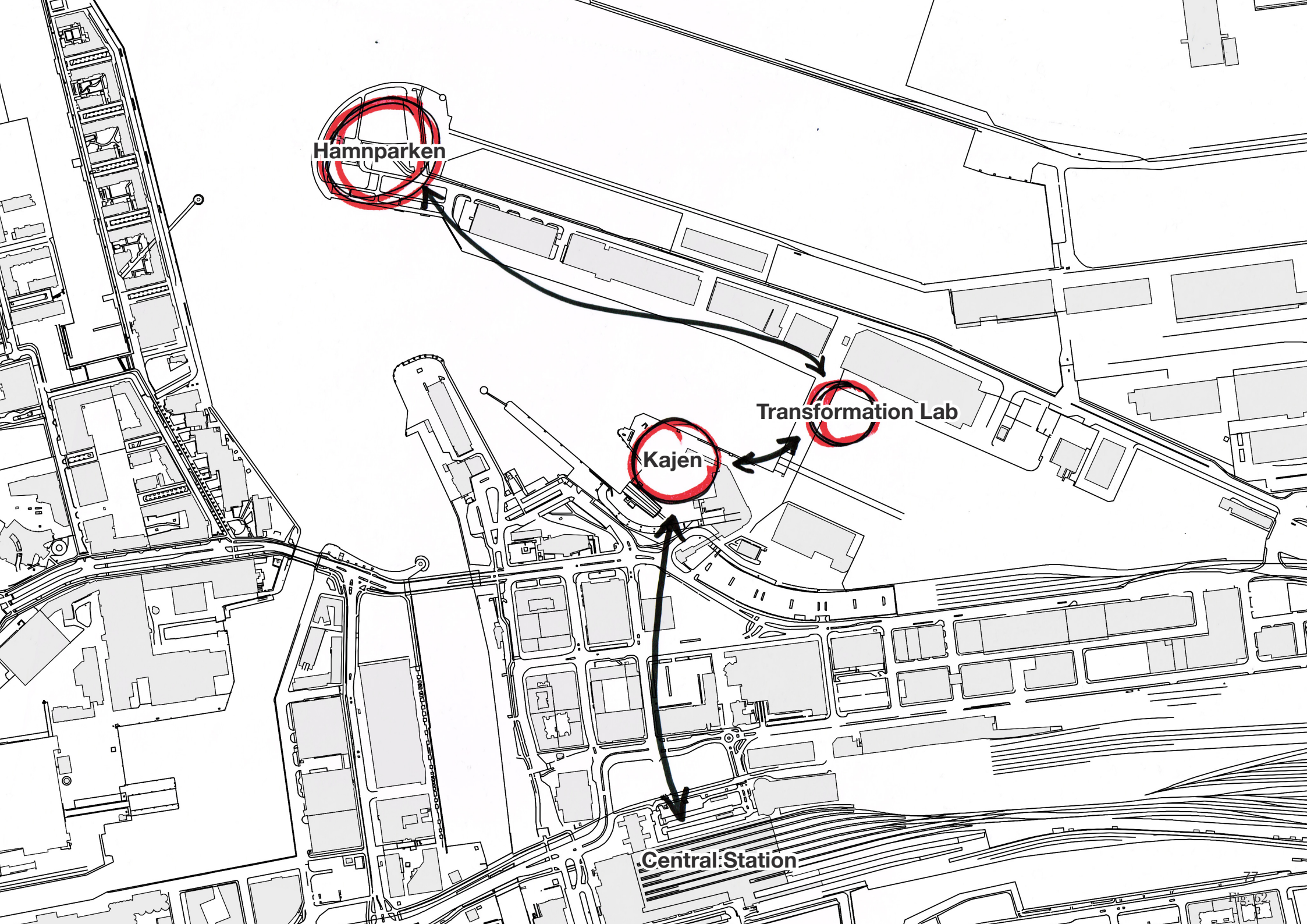
that establish themselves can choose appropriate locales that do not restrict growth as they can be expanded. This will ensure an area with a common identity which participating activities can both benefit to and have use of.

The area at the end of the basin has a different strategy. Here the intervention will focus on emphasizing and translating the site qualities while still giving room for existing practices and future development. It has two main concerns, one of them being CMP's need to park their imported cars in the area. CMP's lease last until 2019 but their car import will continue and they may have use of it in the future. This activity is financially important to CMP and also Malmö municipality who owns the land and is a part-owner of CMP (Sjöström, 2013). It is also the largest open space in the area and combined with the basin it creates an interesting void and scale difference in Nyhamnen. Most types of interventions here would hinder CMP and destroy the sense of vastness.

The strategy is thus to make the site moveable. It can accommodate for the increased need for space that occurs with many cars in the port simply by moving to other places for a short time. The site becomes fully dedicated to *testing* as the interventions will strive to find answers to what materials, scale, morphology etc. can thrive in the harbour context. It will be

a **Harbour Transformation Lab**. By initiating a cooperation between the Municipality, CMP and SLU three strong actors with interest in the transformation approach can study new methods that can aid the evolving approach.

In **Hamnparken** the approach is different. The park has no clear function and the idea is to restructure it and create an area that can accommodate future changes. This means that the site can become more functional for today's use (and inspire more people to actually use it) but still be able to evolve in line with the rest of Nyhamnen and its activities. This is similar to the approach at Kajen, but in Hamnparken a new structure will create a framework in which new practices and elements can take place. This framework will create a background that ensures that additions and subtraction does not interfere with the qualities and new identity of the park, only add to them.



Håmnparken

Transformation Lab

Kajen

Central Station



**PLATTFORM
I RÖRELSE**
Lagsta höjd 2,6 m

3,75 m

Kajen

Today

Kajen lies sandwiched between the industrial and office parts of Nyhamnen. Several companies, a printing company, engineers, Medborgarskolan all rent spaces in the old ferry terminal. Its location so near the city centre and the water makes it interesting for developers and will most likely be one of the first places to be erased and rebuilt with a dense housing area. At first this also seems like a good idea, as it is not an immediately inviting place with masses of concrete and lack of activities and public space.

Kajen however has qualities and above all opportunities that should not be overlooked in the planning. It is situated where pedestrians and bicyclists from the central station, Västra hamnen and the new development in Södra Nyhamnen connect with the new connecting bike track. It thus becomes the entrance point to Norra Nyhamnen transformation area.

Kajen is a place that today sees many passers by and it is likely that this will continue and even increase as the practices shift from industry to offices services and housing. There is not much to do at Kajen at present date. The quay and ocean is not accessible. The surrounding companies do not provide services that favour spontaneous meetings and only the study association Medborgarskolan provide leisure activities.

Without relocation of the current tenants this area would not be open for development until 2019 when CMP hands it over to the municipality, but there is a way to start using it sooner by appropriating the outdoor spaces. Consisting mostly of barely used parking lots and quays that almost never see any ships the outdoor spaces can be turned into public and semi-public spaces.

Idea

Instead of removing existing forms and practices the proposal creates the structures will be used as they are to form a new creative hub in Malmö. In addition to this there will be space for leisure and entrepreneurship that can nurture and be nurtured by the exciting surroundings.

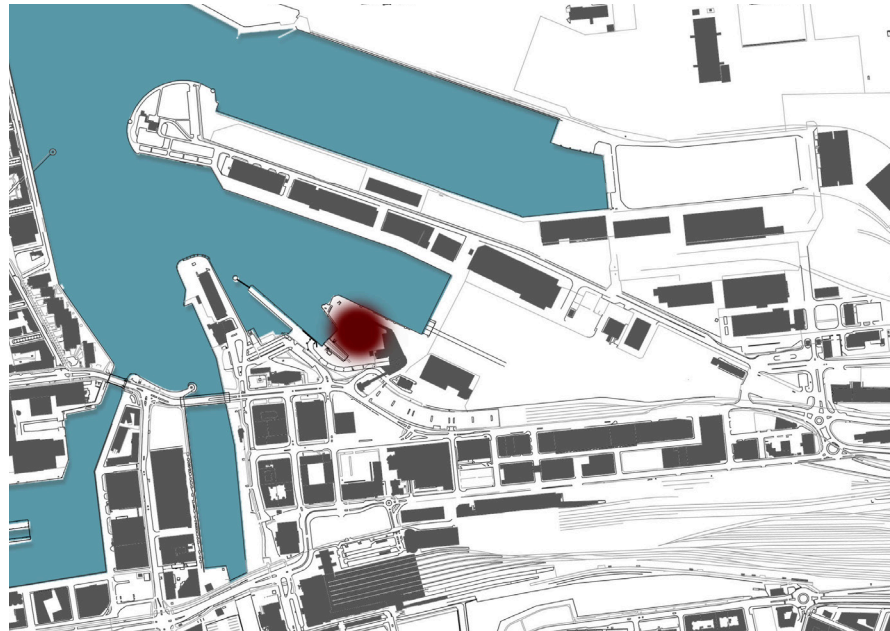


Fig. 64. Location in Norra Nyhamnen

Strengths

- Close to central station
- Close to natural entrance
- Ramp provides view from top
- Ramp and building structure forms different spaces within site
- Rough look
- Harbour atmosphere
- Traffic node

Weaknesses

- Exposed to wind
- Outdoor space 'hidden' behind ramp and building
- Uncertain near-future

Opportunities

- Unusual structures
- Connecting to west and south
- Become entrance to the new Nyhamnen
- Swimming
- Parcour
- Appropriating the ramp

Threats

- Tabula rasa development
- No development

A natural meeting place

Kajen is a natural entrance to the project area. Being close to important infrastructure and attractive surroundings this gives it a vital role in the new Nyhamnen. To attract new users to appropriate the area this will become a new creative hub in Malmö similar to Dynamo in Zürich. In Kajen leisure, entrepreneurship and culture will meet and provide a space for all types of people to meet.

The editing

The activities are loosely divided in the spaces shaped by the existing morphology of the area. Furthest north and close to the basin a *leisure area* where cafés, bars, outdoor library etc can be located. Here containers will also be placed in the harbour basin, filled with clean water to provide a safe swimming area. This will increase the availability of swimming areas in the central parts of Malmö and depending on the popularity it may provide extra incentive to clean out the sediments in the basin to create a swimming area in the actual basin in the future. If the car ramps are allowed to remain these could be used as jumping towers and create an experience far different from the other waterfronts in Malmö.

Just south of and blending with the leisure area, is the *creative workshop*. An up scaled Garaget, catering to all of Malmö, providing them tools

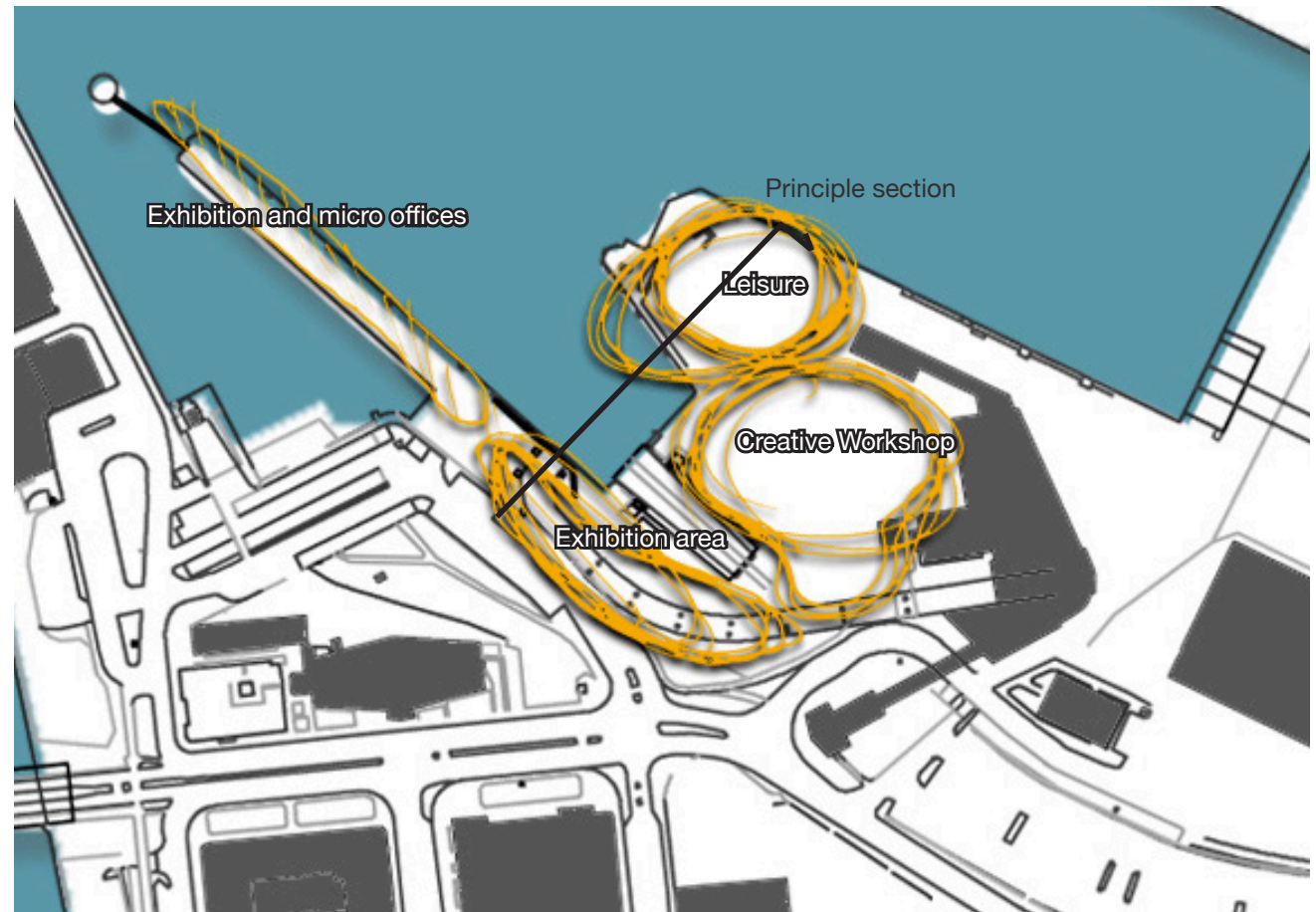


Fig. 65. The existing structure form different spaces

and space to fulfil their dreams and ambitions. Here workshops and work stations where you just need an introduction course to be able to rent space and tools by the hour will be the driving force of the sites development. The

workshops will deal with many things and using the outdoor spaces should be promoted. Instead of hiding their activities inside they can use, appropriate and adapt the spaces as they wish.



Fig. 66.

The leisure area is composed of activities that do not require more than interaction from the users. It is a place to hang out and meet friends while the creative hub offers the possibility for the users to have an effect on the spaces and activities in all of Kajen. The possibility to have an impact on the area, be it with graffiti, guerilla gardening or stage performances, is what makes Kajen a place that belongs to the public, rather than being just public space. It connects the area and gives it an atmosphere that is almost anarchistic, anything is possible here. The spaces surrounding this area are made to reinforce the creative practices and give them

a place to be seen and used. It will invite people to participate and interact with the site without forcing them to do so.

The area under the car ramp with its pillars is immensely flexible and can be turned into a wide range of spaces and made to have even more functions with only small means. The pillar structure today already separates it as a room in relation to the rest of Kajen. By adding small interventions as painting the structure in bright colours and providing seating this can signal that it is a space meant to be used and inspire the development of it into an *exhibition* room

for the creative and interactive endeavours at Kajen and become an addition to the leisure site by offering outdoor cinema, flea markets or theatre shows.

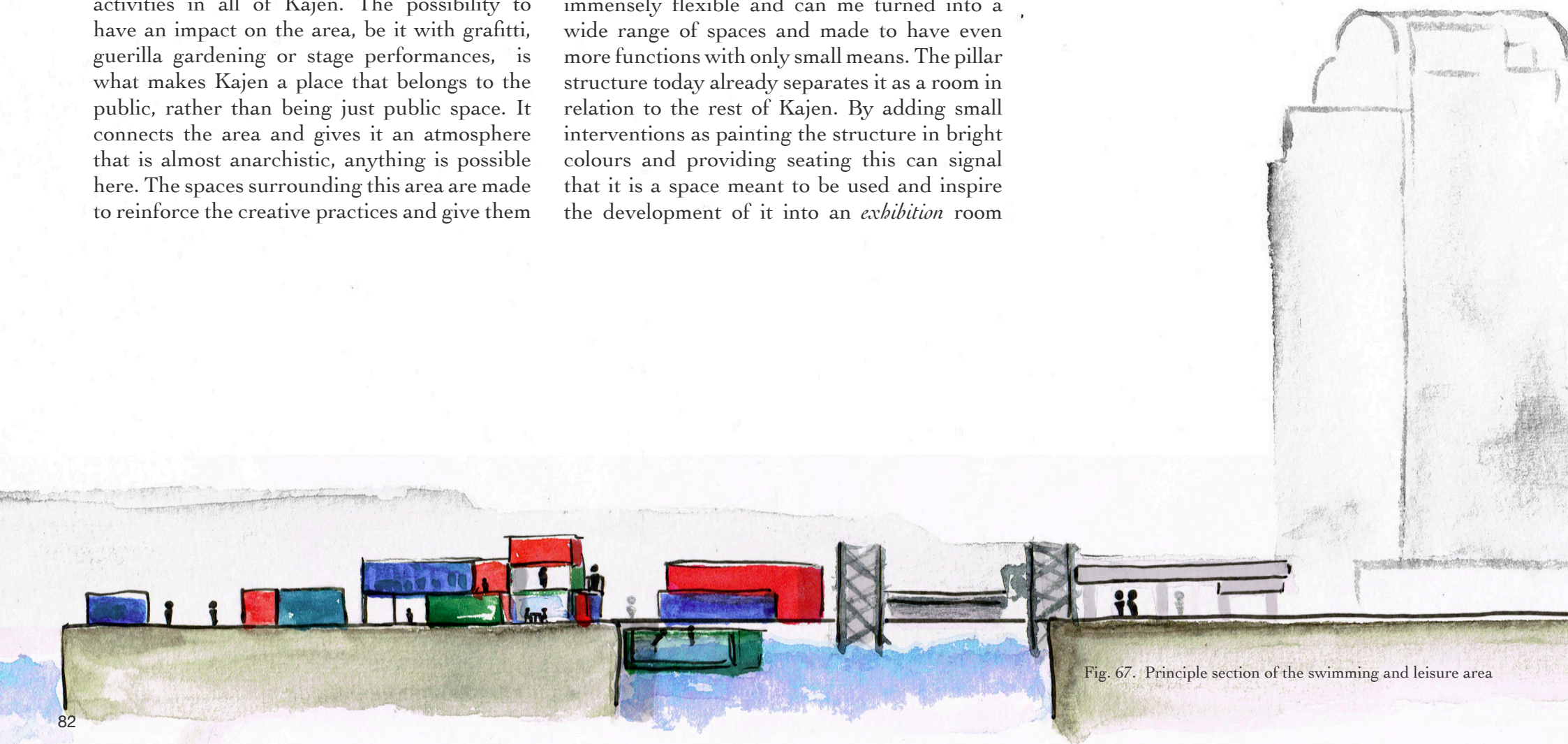


Fig. 67. Principle section of the swimming and leisure area



Fig. 68.

Flexible spaces

The activities and practices at Kajen will be housed in a modular system made out of containers, an idea that works well in the harbour context and strengthens the industrial atmosphere. This makes it possible to house temporary activities by adding extra modules, or have increased or decreased space for a more permanent activity. This is also an excellent way to provide cheap space for new companies, students, organisations etc. to rent. Providing very cheap rent (provided there is a business plan) in an initial stage these new practices can blossom and later continue on their own. A way to shorten the timespan from idea to realisation when it comes to projects in Kajen the modules can initially run on inexpensive short-term contracts that can gradually be lengthened and turned into conventional leases as the activity becomes stable. In addition to enabling start up facilities for entrepreneurs the flexible modular system is also a perfect method to try new practices and site interactions. It creates cohesion in the area but can make space for testing of new innovative ideas without making damage to the concept or permanent structures.

By giving Kajen this flexibility and a design that underlines the qualities and help users see the possibilities of the site's materials and morphology it can develop in unexpected ways. The design consists of showing what can be

done rather than completing the area in every detail. The hard, industrial atmosphere and materials communicate a durability that invites to the adaptation of the site.

To administrate Kajen it will need to have an agent at the site similar to the organisational structure of Garaget and Dynamo. This agent can help facilitate projects and ensure that some standard functions are always available and

initiate activities that provides the early qualities to the site. By giving the creativity a push through an *enabling* and *initiating* strategy, Kajen can in time develop on its own with the agent working as a coach rather than instigator.

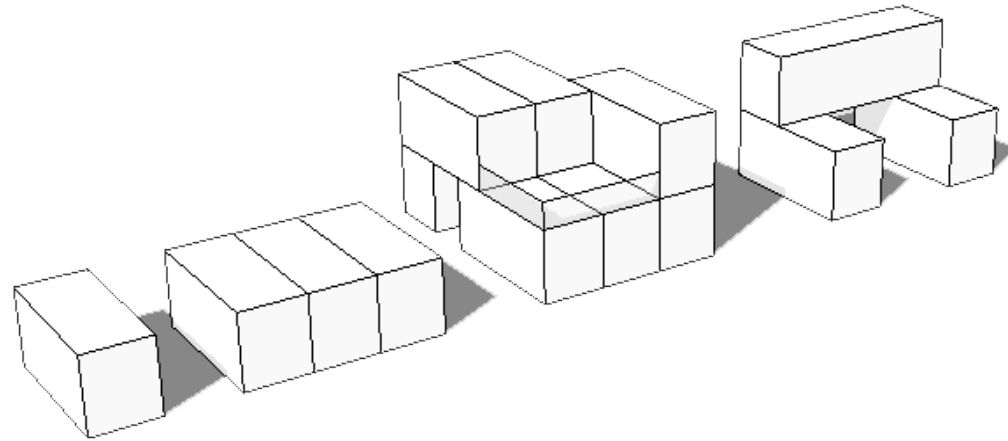


Fig. 69. The container modules can be combined in many different ways to create inspiring and functional spaces, both inside and outside. The can not only be used whole in their 2,5'3'6-12 dimensions, but can cut open to become pools, flower beds and sheltering structures. Through the same principle the module buildings are not restricted to the containers original shape and can be used to create very diverse spaces.

Harbour Transformation Lab





Fig. 70

The area today

The Harbour Transformation Lab lies in the middle of Norra Nyhamnen. The vast asphalt surface is only open to the public right next to the harbour basin but the fence put up by CMP is easily disregarded due to its transparency. Just at the end of the basin there are some benches. They are rarely used and most of the people that move here pass by quickly without staying.

At present there is thus not much to do at the site. You can sense the vastness of the harbour basin and the asphalt area but the fences around CMP's car park and the harbour basin prevents you from entering the respective voids. To enjoy the sense of vastness and increase the amount of public space the asphalt 'desert' would have to be made accessible.

Idea

By not allowing any permanent structures in this area it remains open and a void while the rest of Norra Nyhamnen keeps developing. This way the future of the site as a contrast in scale, an open space in the urban structure, can be put in the context of the future development. Instead of relating the surroundings to what is made with the void the void can develop simultaneously or after, so that qualities like public space, contrast, vastness and being an active working place can remain at the site. The Transformation lab will ensure that the future space becomes a translation of the qualities of today.



Fig. 71.

Strengths Openness provides flexibility Ample space Ramp provides view from top	Weaknesses Too open Lack of reference points to deduce scale Wind exposed	Opportunities Cooperation between actors can increase available area Testing harbour green Testing 'Functional buildings' Appropriating the water	Threats <i>Tabula rasa</i> development Unwilling actors Stagnation of development
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The moving park

As opposed to completely removing CMP's ability to store cars, the intervention made here will instead be moveable. The car storage that rarely use the whole space for longer periods (Sjöström) can thus be made smaller and instead expand when the space is needed. When there are less cars the transformation lab is concentrated to its mother location and when CMP has many car shipments coming into port the laboratory densify at the quay edge and move out into Norra Nyhamnen and Malmö. This practice could be initiated before 2019 and continue after CMP's leasehold ends.

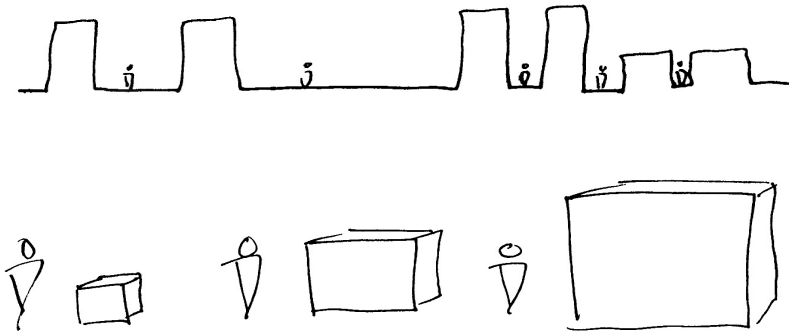


Fig. 74. Scale and morphology studies may prove valuable when investigating how best to translate the harbours qualities. This can especially influence the translation of the openness and the harbour structure.

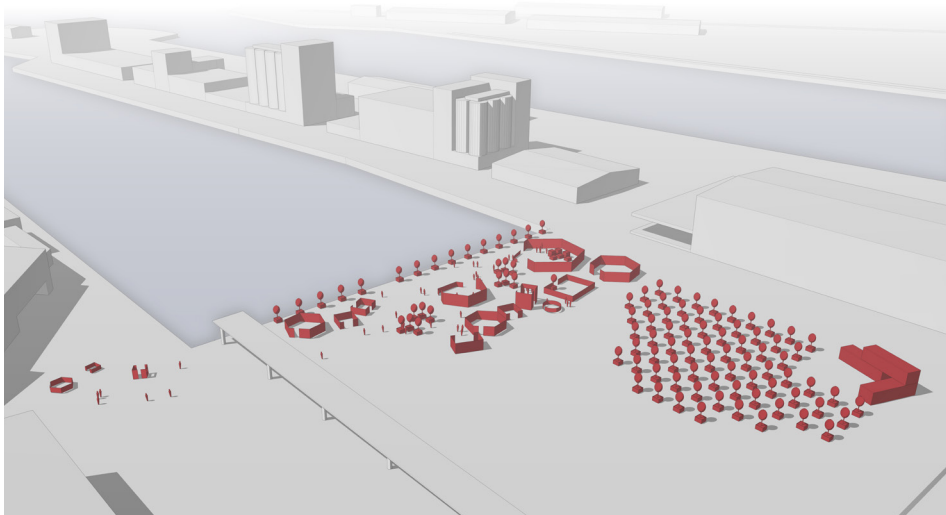


Fig. 72. When the area is not needed by CMP, the Transformation lab can spread out all over the area. Each time the Harbour transformation lab gives way for the car import gives the opportunity to reinvent it.

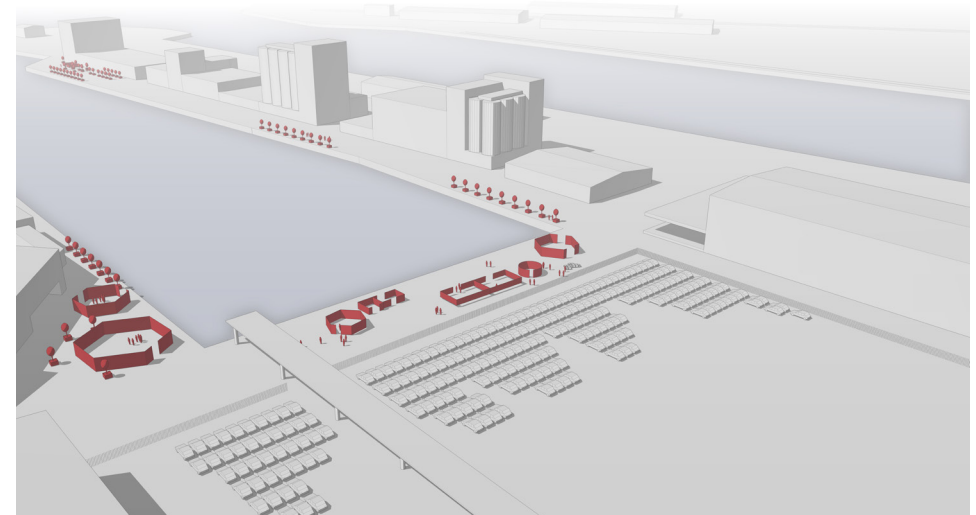


Fig. 73. The transformation lab when CMP has moved their fence to its original position. The research rooms can be disassembled or spread out in Norra Nyhamnen, or other parts of malmö. When CMP no longer needs the space the research material will be returned and the space can be reinvented through a new constellation of forms or entirely new tests.



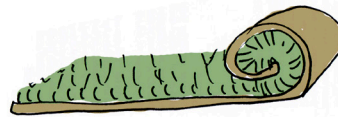
Fig. 7b

The testing

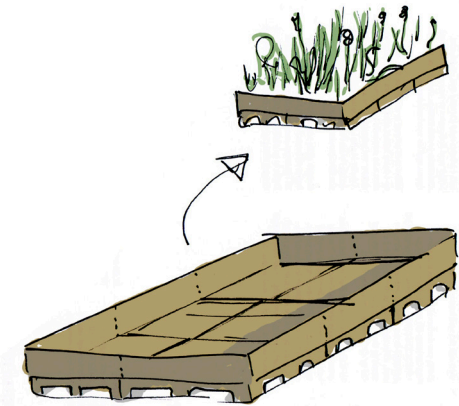
The proposed intervention is, as mentioned in the presentation of the catalyst sites, a collaboration between CMP, Malmö municipality and SLU. The university will use its longstanding experience in urban planning and landscape architecture to create a laboratory where students and researchers can test new innovations and improve proven methods. The laboratory can take any shape and is suggested to use different "research rooms" (easily transportable) to form spaces within them as well as in between them. By doing this the correlation between spaces and distances can be studied and experienced up close by the SLU students who also can take part in the creation of the research rooms. As well as studying materials and morphology this site can test the possibilities of making moving gardens and vegetation that is confined to containers a part of the future harbours green structure. Finding plants that can cope with the harsh wind conditions, salt and lack of soil is essential to create a green harbour. As time is always a factor in landscape architecture the moving green structure provide a shorter establishment time for small scale parks that can be used in temporary voids. By testing these "quick fixes" a new type of green structure can be added in the repertoire of Landscape architects and be used wherever short term solutions are needed.

Actors

The successful realisation of this project lies in the hands of the three major actors. Malmö and CMP will renegotiate the leasehold to incorporate the testing area. CMP will be able to keep their car import and even increase with the added spaces in the North harbour, which is financially beneficial for them and the municipality. CMP will in return give up the space when it is not needed and also aid SLU by providing manpower and machines to facilitate the transportation of the testing area.



Roll out lawns



Meadow pallets

Fig. 76. Principles for temporary and movable Harbour lab 'building blocks'.

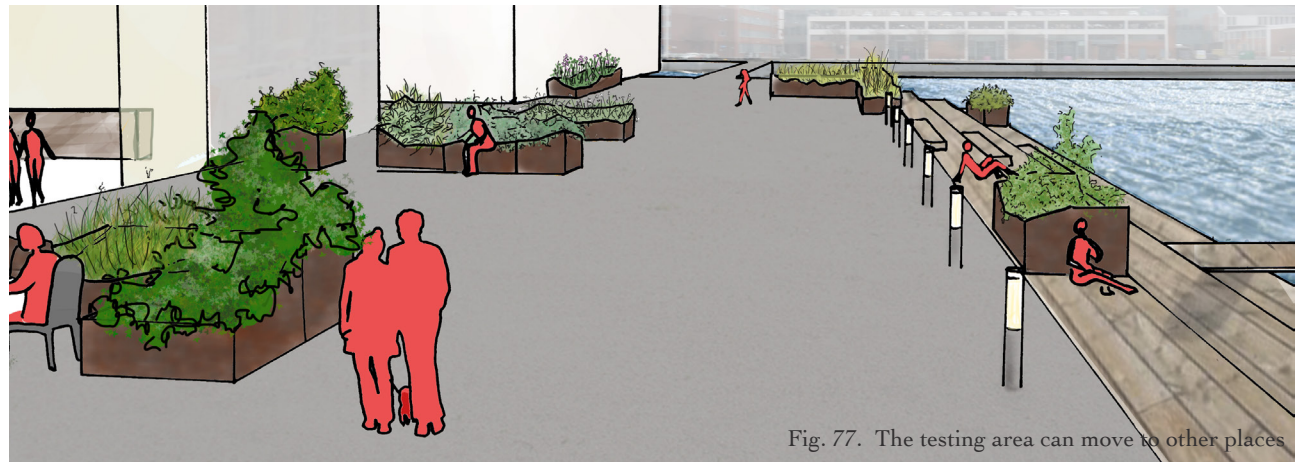


Fig. 77. The testing area can move to other places

Different uses

These travelling gardens that move out into the larger context can be used to make the area and open up the public's eyes to Norra Nyhamnen and its activities. They can also become a source of income by enabling sponsorship of the travelling research rooms.

A type of sponsorship in the actual testing area could also be possible, although in a more discrete way. Ideally companies that manufacture products that have connections to landscape architecture can provide materials for the research.

The testing area will also be a forum for communication between these actors and future developers and the inhabitants of Malmö. It provides a physical place in which to discuss the future of Norra Nyhamnen and it will provide insight into the evolving approach to both developers and the public, so that they can give feedback on current plans and projects.

The harbour transformation area will in the end serve many functions. It will be a forum for discussion, a test site for methods and materials and it will ensure that the site qualities can remain in one form or another.



Fig. 78. Inside a testing garden

Hamnparken



The park today

Hamnparken is situated at the end of Hullkajen and Frihamnskajen, the pier that protrudes into the ocean just past Nyhamnsbassängen. The main focal point is Hamnpaviljongen, previously a restaurant dating back to when this was a marina, and now an office hotel. The park was first created when the marina was filled in (Andersson, 2013) and was used as a place for leisure by many of Malmö's inhabitants.

As an element in Nyhamnen the park feels alien, it is a leftover from a previous use that contrasts with the surrounding environment. It no longer retain its previous function, and even if a contrast

between hard and soft is interesting, the plantings with grass and trees makes it suitable in the more populated parts of Malmö rather than an industrial area. In a more secluded area it could have been a lush grove but the hard winds in the harbour hamper the plants growth. The location would make it attractive for development but Hamnparken has an unique quality of providing a 360 degree view over Malmö city, the industrial areas and the ocean, a quality that is unique should remain in the future. The park as such should also remain, as the presence of a green area at the end of the pier signals leisure and inspire people to stay and enjoy the view.



Strengths

- Close to ocean
- Views
- Fishing spot
- Sunlight

Weaknesses

- Wind
- Unstructured
- Undefined use
- Soft, green park= contrasts with industry
- Far edge of pier = long distance from city

Opportunities

- Place for leisure
- Testing harbour green
- Restructure the park to make it more attractive
- Connect with boats from city
- Create windshelter
- Create smaller rooms
- Wind as energy source
- Wind as design element

Threats

- Tabula rasa* development
- Obstruction of views
- Too heavy commercialisation of surroundings may destroy qualities

Structuring the site

Hamnparken has, in addition to being foreign and almost without function, a problem with its current layout. Paths relate to old uses, dividing the grass areas in small, confusing parcels to which there are few intelligible functions. There are no places to relax and find shelter, only a few people were observed walking their dog or taking a stroll around the edge of the pier.

Hamnparken thus needs to be integrated into the area by being given a new more relevant layout and new uses. The restructuring of Hamnparken can be commissioned by the municipality to a Landscape architect that can create a backdrop or framework that can make the park dynamic and accepting of future changes in use.

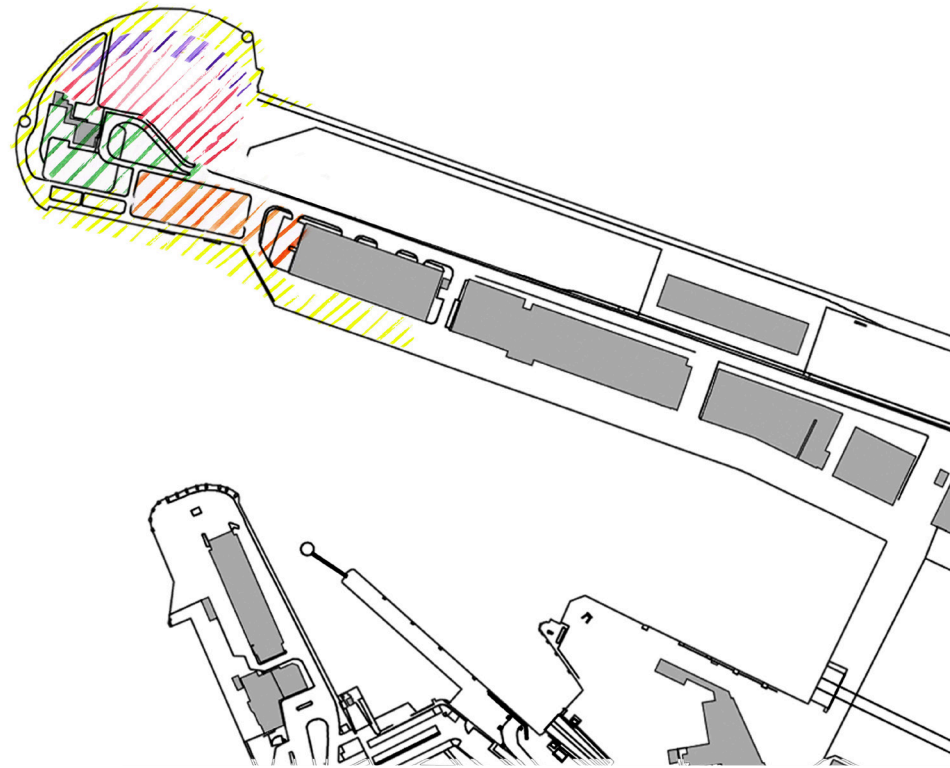


Fig. 81. Structure plan

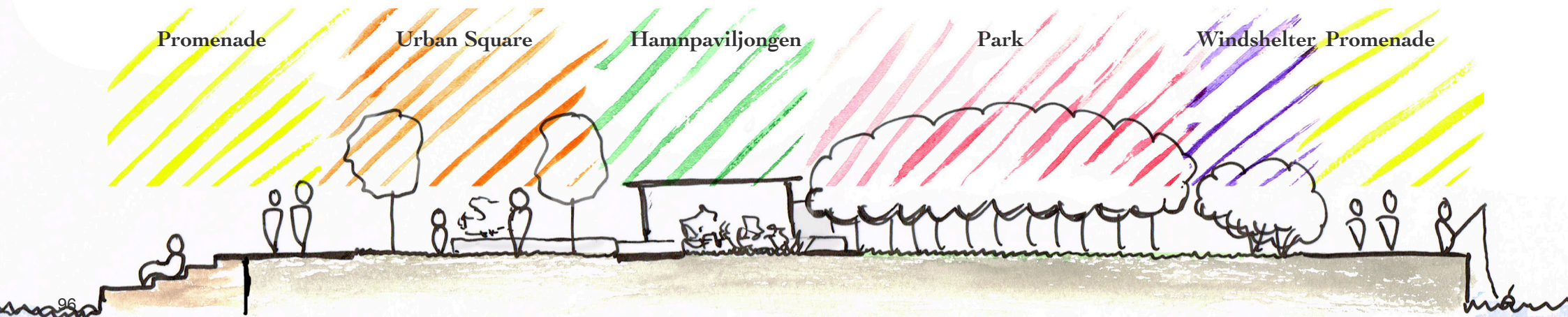


Fig. 82. Principle section of Hamnparken (Not to scale)



Fig. 83.

Framework

Hamnparken needs to be integrated into the area as a more urban park and be restructured to accommodate more functions that relate to the area as it is today. In addition to this the park will need to be open for changes in use which will be realised by the addition of a framework of trees. The trees will be planted in a grid system that acts as a backdrop for new interventions in the park. The grid system relates to the industrial production by adopting a linear structure that integrates the park into the area while still remaining a green island that inspire leisure and activity.

In order to find a better structure, Hamnparken will be divided into different areas where the intended functions can be construed without being imposed on the visitors. The tree main parts of the areas will be a promenade that runs along the pier and if possible all the way to the cruise terminal and connects to the pedestrian and bike track in both ends. The more southern grass areas of the park will be merged by removing the many crossing paths and integrated with the entrance area of Saltimporten by changing the ground material to consist of fine gravel instead. The remaining grass area will remain as today, apart from the addition of windsheltering bushes and the plating of the framework grid system of trees.

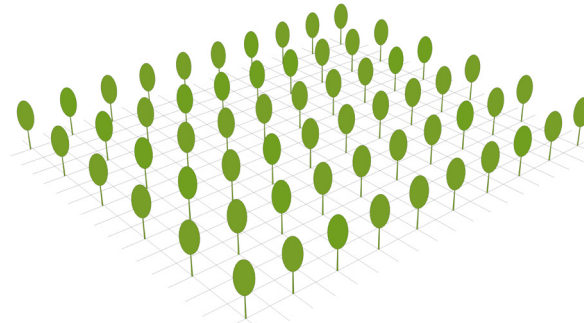


Fig. 84. A grid principle for tree planting. It will be seen as organic or geometrical depending on the angle it is viewed from.

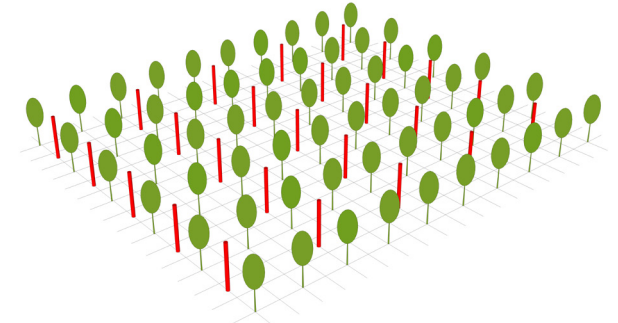


Fig. 85. It can be combined with other structures in the same system

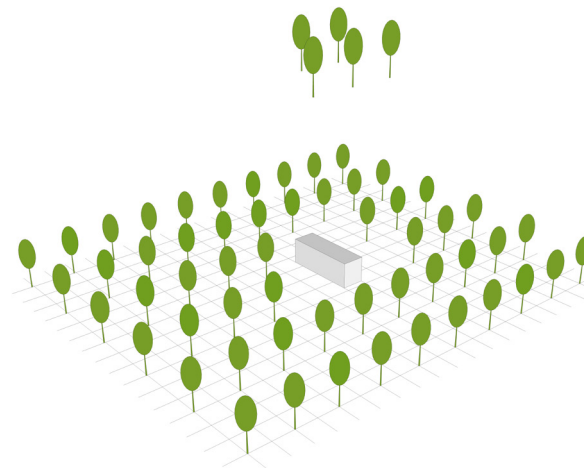


Fig. 86. Clearings can be cut, to make room for new functions.

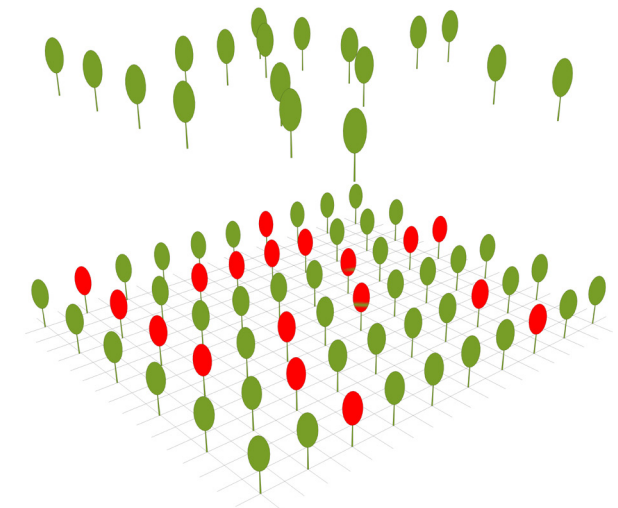


Fig. 87. Objects in the grid can be replaced by contrasting ones.

Discussion

Process

The aim of this project was to find a strategy for an evolutionary design, as opposed to the traditional design approach that proposes an end result. This idea came from a desire to create more flexible areas, that can keep evolving along with the practices and structures connected to it. A wish to transform the existing rather than to create something new.

To find an evolutionary strategy and design for Nyhamnen I first needed to understand the site and therefore I sought information in theories about site understandings in design professions. This resulted in a study of the ideas of the site as a relational construct by Burns and Kahn, and the further work with the same notion: Site editing and Site reading introduced by Lisa Diedrich (see Diedrich, 2012b, p. 44, 91-94).

I also wanted to include temporary use as part of the literature study since I wanted my interventions to be catalysts for future appropriation. I also believe temporary use would bring an understanding of how people can be involved in the city planning through their appropriation and how incorporating these elements could aid in the founding of evolving sites.

The site reading- how I as a designer understand the site, and the site editing - what I can imagine

the site becoming, came to influence my process. In my previous designs throughout my years as a student my design process has been far more linear and I have not allowed myself the subjective observations of a site that are necessary to fully understand it. My literature study inspired me to adopt a pragmatic approach and combine the measurable data I used to focus on in the past with my subjective experiences of the site. By thinking of the site as something to be edited rather than a empty place for a new interventions my ideas shifted to transformation rather than creation. Just this simple act of changing how I regard my own design process (as editing rather than creating) had an effect on the outcome of my design and my site reading. It made me think more of how I can translate the qualities of my site into the future Nyhamnen.

My initial site readings included the first site visits, talks with city officials, studies of maps and historical documents. These studies were quite general and did not go very far into details. I did however notice a lack of public space in Nyhamnen and lack of representatives from one of the future user groups: inhabitants. I also noticed the qualities related to both my site and the harbour in general that initially became inspirations for my intuitive sketching on proposals for the site. As I continued with my sketching and site reading I realised structural differences between the already planned Södra

Nyhamnen and Norra Nyhamnen which made me decide on working with the latter rather than choosing the whole area for the case study as it would require me to study two sites and not one as I had planned. The site reading however continued to incorporate Norra Nyhamnen's context and thus Södra Nyhamnen was still present as part of this.

The combination of the site reading and site editing thus far resulted in a wish to open up the area to the city, to inspire the inhabitants of Malmö to appropriate the site and see it's qualities. The opposite approach, to domesticate and integrate Nyhamnen into Malmö would bring the risk of losing the harbour specific qualities that make up the site. Instead Nyhamnen's need to remain an identifiably separate part of Malmö and its qualities will need to be translated into the new function of the area. I use the word translation as opposed to the qualities being protected as I do not want to turn these qualities into relics of the past but rather integrate them into the future.

As I worked on identifying the site qualities and conducted the other studies relating to the site reading I also studied examples of projects that had an evolutionary design approach. The example in Nantes inspired me the most as it achieved a transformation that was free and controlled at the same time. In Portugal the

harbour was made accessible and the result was that people saw the many opportunities already present due to the uncertain future of the site, and took an active part in directing the future of the harbour. In Køge only the first step, Phase 0, related to transformation as it invited the future users into the site and made them notice and comment on future plans.

Through the examples in the literature study it became apparent that users have a great effect on the sites form and function. As the future users are not represented at the site it is vital for the inhabitants of Malmö to start using Norra Nyhamnen, or else the future development of the site would be solely in the hands of the developers and the municipality. I wanted to invite people to appropriate Nyhamnen at an early stage but I wanted a more lasting effect than in Køge with its “phase 0” that will be followed by a traditional project process. Instead I decided to try to combine inspirations from the examples in Portugal and France into a strategy that aimed to connect Norra Nyhamnen to Malmö and attract the inhabitants to appropriate it.

Nyhamnen's need to connect to its surroundings became obvious through the course of the site reading. The most suitable connections at present are towards the central station and the west areas of Malmö, the directions between which most people are moving. The west and

south connections can also merge at the site that eventually became Kajen and then continue as one track to the cruise terminal and the other intervention areas.

I decided to narrow the site into a smaller intervention area as the site was too large to devise a transformative approach that did not resemble an end design. I could not regard it as one space and there were simply too many connections within and outside the area to make a proposal with interventions in the whole area difficult. This would also not have been in line with my objective to have an evolutionary approach. It would be difficult to evaluate and adapt such a large intervention. Both due to the amount of change it may cause to but also because it would be difficult to attribute the results to the specific interventions.

As I wanted to ensure that the found site qualities were present and if possible translated into a new context I decided on three smaller intervention sites instead of just one. This was partly because I found values and opportunities at these sites but also because I saw an opportunity to devise different transformation interpretations on these different sites.

Kajen became an obvious choice to devise a strategy for temporary use and public appropriation of the site. I wanted to make this a

public space in the sense that it is owned by the inhabitants rather than the municipality. The municipality would simply be an agent to facilitate and inspire interactions with the site. Since Kajen lies at the entrance of Norra Nyhamnen where relatively many people pass by it was also a good place to incorporate Malmö municipality's wish to support the establishment of small businesses. Kajen became my main catalyst for transformation as the catalytic effect could attract people to be involved in the city planning through their appropriation, and how incorporating these elements could aid in the founding of evolving sites.

The harbour transformation area developed from the idea of sharing the space with CMP, as they only use it periodically. The SLU associated testing area came from an initial idea of an urban park with different moveable objects or structures composed of vegetation. Even if the concept of transportable green structure could be a research area on its own, the testing area later came to include studies on morphology and urban materials, as I believe this is a research area in which SLU could devise many new methods and expressions. The fact that this testing area would be placed in urban Malmö as opposed to rural Alnarp would also put SLU's research in a natural context, in an area where real people could experience it. The testing area will not be a place for appropriation of the

public space like Kajen but rather a place for discussion. By opening up a dialogue between users and designers in this testing area future interventions in the harbour can achieve a higher user acceptance.

The harbour transformation area will thus work as a testing site for Nyhamnen but will also allow for the sense of openness to remain. Permanent structures will not be constructed leaving the translation of the vastness to the future steps, when this quality can be put in context with the future morphology.

Hamnparken was chosen as an intervention site as it has many unused qualities and it is also difficult to find as it is almost surrounded by water far away from the city centre. My site visits here convinced me that if the park was restructured so that the spaces were more clearly defined, the addition of subtle elements that inspire activity could make people bike the extra meters to enjoy the spectacular view. The park also needs to incorporate more functions. There were no wind shelter and adding this and seating would create places to relax. By connecting the entrance of Saltimporten with the park and choosing a ground cover with a more urban feeling another space would form here and integrate the park with the office building. The creation of new spaces and addition of benches, tables and grills is however

just a refurbishment of the site. The strategy for Hamnparken was to ensure that the site could accommodate changes in the future use, rather than proposing a temporary solution. I decided that it needed a framework that could form a backdrop for future changes. The rather alien feeling of a green park in comparison to the industrial area inspired me to translate industrial practices into a grid system of trees. It relates to the practical geometrical structures used in storage houses and the car import.

The restructuring of Hamnparken can be commissioned by the municipality to a Landscape architect that can create a backdrop or framework that can make the park dynamic and accepting of future changes in use.

The case study corresponds with the goals set up in Malmö's 2012 comprehensive plan. The ambitions of creating meeting places, making the water accessible and making spaces multifunctional are all fulfilled within the proposal. The evolving approach also gives all actors a new way of participating in the planning process.

Method

I started out the work with this thesis with an openness regarding which method I would use to create my design proposals. I only knew that I site visits would be essential since I could

not transform Nyhamnen unless I knew it like the back of my hand. As I studied theories on contemporary understandings of site I found my most important influence; the site reading and site editing.

Instead of viewing my design process as linear with analysis of site being followed by the design I thought of it as an oscillating process. By allowing my ideas of what the site could become to influence my site reading i could gain a deeper understanding of the sites qualities. It added the future of the site into my comprehension of it, in addition to the past and present which i would have focused on in a linear process.

By using the site specificity filters as a toolbox to inspire the forms my site specific transformation could take I could create interventions that related to the past, present and future of the site. The filters also helped me focus on evolving the site rather than preserving it. Transformation and site specificity is so easily reduced to the preservation of objects that seemingly define the site and the filters assist the designer to think beyond these "solutions" and find the heart of the site qualities and translate them rather than turning them into relics of the past.

As part of a toolbox the site specificity filters did not dictate my design but instead allowed me to structure the values found in the site reading

and site editing and form an understanding of their connections to the site and each other. This deepened understanding of my task made me realise that transformation, even if it does contain a degree of preservation, is essentially the process of translating the site into a new context.

Source criticism

This thesis has studied an evolving approach to the transformation of harbour areas through a case study and a qualitative literature review. The theories presented are sampled from a relatively small selection of sources, but all are acclaimed within their fields and offered a comprehensive insight in the methods and examples I took inspiration from.

In my search for information I came across concepts that have not been included in this thesis. This is due to the fact that even if they would have been interesting to study, they did not fully fit the research questions posed in this thesis. As these concepts still can be related to similar projects further studies on harbour transformation areas could benefit from including these ideas. In particular the notion of *Urban acupuncture* working as catalyst for transformation, and *Urban voids*, vacant spaces in the urban fabric left for appropriation, could be further investigated.

The future

Developing an evolving design approach is not without obstacles and it differs a great deal from the traditional master planning that its realisation is hampered by current laws and legislations. Plan- och bygglagen (SFS 2013:867) that regulates planning and building in Sweden leaves little room for spontaneous use and change of plans once a course of development is set. All municipalities must have a long-term comprehensive plan that regulates land use and define future visions (Ibid). Since the city itself can be regarded as a site (which is in turn composed of sites that are composed of smaller sites and so on) and a site is not separated from its context, these rather detailed plans set up in a comprehensive plan run the risk of being outdated as the world changes around it. The laws and legislations need to leave room for changes in the site and its surroundings. This is important even if an area is subject to a *tabula rasa* approach since these sites have the same relationships with its surroundings as more site specific designs. More accommodating legislations would thus be beneficial even for projects with an end-design as obstacles encountered along the way could be more easily overcome without the development having to come to a stop. Instead temporary solutions can be quickly adopted just as they could in a transformative approach.

Even if changes in legislation are beneficial in general, it is essential in order to be able to establish an area that can evolve without having an end-design. To have a site truly transform and go from one state to another the planning must be able to accommodate and accept the changes in structure and usage that come with every intervention that affects the site. This relates partly to present natural processes and changes in material structures, but probably the most important factor in the changeability of sites is how they are used. Even if the user is completely excluded from the design process they are the recipients and appropriators of the end result and thus bring with them the final piece that constructs the site. Changes in the user group or in how they appropriate the site changes it. There is no telling how a site will be used in the future and therefore it is also vital to not only evaluate the effects of new interventions, but also to incorporate a degree of changeability and flexibility into the design interventions.

By allowing the users to become involved in the planning through appropriation, a creative forum for communication can develop in Nyhamnen. It is possible that this communication will include more users than traditional meetings and discussions. Not all have time or interest in actively taking a stand for their wants and needs but will still be voicing their

opinion by how they choose to interact with the sites. We as planners and designers just need to acknowledge them.

As a new planning method the evolving approach may encounter problems as it has not been tested in Sweden and is unfamiliar to the municipalities and developers. Users would probably adapt to this much easier and by inspiring their interactions with the site, transformation projects can become more successful in a shorter time frame than traditional master planning projects. Nyhamnen can become a test site for this new approach and inspire a new way for municipalities, developers and users to interact with the site and each other to create a future that recognises the need for values other than those that are composed of measurable data. Nyhamnen can be exempt from the current legislation as a research area where a modern approach to the planning of cities, design of site specific sites and user participation through appropriation can be studied. The lessons learned in this testing area can then influence new legislations that can aid in the development of harbour transformation areas. Through an evolving process these areas will continuously shape their direction from current needs rather than past visions.

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Fig. 3.

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