Rapid Change: The future is more unpredictable than ever before and there are many challenges that need to be addressed.

Lack of Space: The general lack of space in our urban areas cannot be allowed to prevent the development and progress of our society. There is not only a lack of space for dwellings, but also for appropriate office space, especially among small and start-up companies.

Dwellings: We know that there is a shortage of dwelling space in Skåne, especially in the larger urban areas. We also know that the process of establishing new housing often is long. What happens in the near term in development areas - that is crucial between planning and residing - needs to be addressed.

Urbanization: In Skåne where the agriculture is important and the quality of the soil is high, protecting landscape by preventing urban sprawl has to be prioritized. As a result of a shift in the economy, toward information-based rather than production based export and thereby a decreased need for traditional industries, it is necessary to reclaim industrial lands close to the city centres in the future - in order to build more dwellings close to existing infrastructure and add to the urban areas.

Quality of Life: Finding the small-town life in a vast global context, inspire citizen involvement and a thriving local community in the dense cityscapes.

Point of Departure

Challenge: Skåne as a region faces many challenges right now and in the near future. People are less static yet more connected than ever before and there is a shift in economy that releases land formerly claimed for industrial purposes. There is a lack of affordable housing and working space in the region and in many cases large new areas have to be developed to meet the needs of our growing population. But what will life be like for those who are the first to move in? How can we establish an identity in newly developed areas of our cities? How can we create a sense of community and intensity where there is a limited context? Is there a way to provide opportunity for and encourage entrepreneurship in the region?

Answer: Quality of life in the dense city has to do with urban life at large; an integrated environment with diversity in spaces and scale, that embraces local establishments such as workshops and small scale industries along side with dwellings, venues, office space and social functions. This proposal presents a conceptual idea of how to start the revitalisation of post industrial areas by using existing infrastructure as a feature. The proposal’s objective is to show an example of how to establish the Malmö area’s identity and atmosphere by bringing urban life and intensity onto the site before the main development starts. In that way a destination rather than a dead end north of the central station can be created. In addition, the citizens’ perception of the area can be strengthened before and during the redevelopment plan of the area is fully realized.

Point of Departure

Skane

The region of Skåne is connected to a remarkably growing network of urban areas in our part of the world and a complex mixture of people, accreditation, direction, both communities that live and work opposite of the Öresund bridge, but also opposite can be observed in purely local connections.

Malmö

The expansion of Malmö is planning to gradually expand the city towards the south, but also towards the north. Although Malmö is a large metropolitan area, there are still few people outside Malmö that know these areas. Some of the areas that are within Malmö are the industrial east end. Much of Malmö today, is the only inspired railway trade. The lands from south to north and west are not only a barrier between north and south, but in fact the city of Malmö has become separated by railway tracks. This proposal presents a conceptual idea of how to start the revitalisation of east Malmö, to the south, but an opportunity to once again reactivate the industrial areas by using existing infrastructure as a feature. The proposal’s objective is to show an example of how to establish the Malmö area’s identity and atmosphere by bringing urban life and intensity onto the site before the main development starts. In that way a destination rather than a dead end north of the central station can be created. In addition, the citizens’ perception of the area can be strengthened before and during the redevelopment plan of the area is fully realized.

Development Plan Nyhamnen

The idea of Malmö is planning to gradually expand the city towards the south, but also towards the north. Although Malmö is a large metropolitan area, there are still few people outside Malmö that know these areas. Some of the areas that are within Malmö are the industrial east end. Much of Malmö today, is the only inspired railway trade. The lands from south to north and west are not only a barrier between north and south, but in fact the city of Malmö has become separated by railway tracks. This proposal presents a conceptual idea of how to start the revitalisation of east Malmö, to the south, but an opportunity to once again reactivate the industrial areas by using existing infrastructure as a feature. The proposal’s objective is to show an example of how to establish the Malmö area’s identity and atmosphere by bringing urban life and intensity onto the site before the main development starts. In that way a destination rather than a dead end north of the central station can be created. In addition, the citizens’ perception of the area can be strengthened before and during the redevelopment plan of the area is fully realized.

Lund

Adding intensity to rest new urban area.

Heuselburg

Reclaiming waterfront in the industrial harbour.

Vesborg

Reclaiming waterfront in the industrial harbour.

Kzęstochowa

Reclaiming waterfront in the industrial harbour.

Landskrona

Reclaiming waterfront in the industrial harbour.

Vesesborg

Reclaiming waterfront in the industrial harbour.

Kristianstad

Reclaiming waterfront in the industrial harbour.

Trelleborg

Reclaiming waterfront in the industrial harbour.

Malmo

The major areas of development in Malmo are Höga and Nyhamnen - both of which have immense transformations in the close future. Despite different settings for operating challenges, we are similar.

Nyhamnen

Although seemingly developed, Nyhamnen is not without context - it is not static and unprogrammed. There is already an infrastructure and lots of people working in the area. Nyhamnen is a local community, it is a working area and it is a place of work and leisure. The challenge is to redefine an area that already exists in order to truly connect the Nyhamnen area to the rest of the city.

Point of Departure

The proposal is to show an example of how to establish the Nyhamnen area’s identity and atmosphere by bringing urban life and intensity onto the site before the main development starts. In that way a destination rather than a dead end north of the central station can be created. In addition, the citizens’ perception of the area can be strengthened before and during the redevelopment plan of the area is fully realized.
**DISCUSSION:** The site will be regarded as a multi-layered unit where the base layer is the existing infrastructure with the railway tracks. The first layers added will be implementing bike lanes and other communication routes across and along the site. The next layers added on top is boardwalks and platforms connecting the site undercarriages with their new structures on top and programming these. The following layers will be landscaping and ground cover complemented with urban farming and an open storm water ditch. The final and most important layer however, consists of the forming of a community and urban life as people start using and altering the area according to their needs.

The landscaping, ground cover and communication layers are important to tie the site together and connect/divide the series of public spaces into different sizes and dimensions.

**PROGRAM:** The site will contain a variety of functions and although the structure will appear cohesive and have a general organization or superstructure, it can be broken down into a number of smaller clusters centered around intimate semi-permeable modules. The diversity of charges for people to appropriate the site and use it in different ways and for various purposes, it can act as a concept for adaptability or urban flexibility.

By using already existing infrastructure as a concept feature, it is possible to move already assembled structures on the site quickly. Since it is flexible in both size and location, our proposed concept is applicable to other industrial areas in the region. The time aspect of the concept allows for a flexible development that can act as an attractor in similar locations to Nyhamnen in other towns. If conditions were to change after a few years and the spaces are no longer needed - or the land needs to be cleared for other purposes - the structures can easily be removed or distributed elsewhere.

**EXECUTION:** The site will be regarded as a multi-layered unit where the base layer is the existing infrastructure with the railway tracks. The first layers added will be implementing bike lanes and other communication routes across and along the site. The next layers added on top is boardwalks and platforms connecting the site undercarriages with their new structures on top and programming these. The following layers will be landscaping and ground cover complemented with urban farming and an open storm water ditch. The final and most important layer however, consists of the forming of a community and urban life as people start using and altering the area according to their needs.

The landscaping, ground cover and communication layers are important to tie the site together and connect/divide the series of public spaces into different sizes and dimensions.

**REFLECTIONS:** Although the proposed built structure is not connected to the ground and the project therefore might be regarded as temporary, it is the result of a very site-specific design approach. It is easy to transform an industrial wasteland into something else using evolutionary design, which focuses not on the final result but as a mean of getting there - in this case establishing urban life before permanent buildings are in place. It is not only site-specific, but time-specific in the prologue context of a main transformation, for example in Nyhamnen.