

activating the rift

/adding in a historical context



Master thises SUDes vt 2016
Student: Ellen Carlquist
Supervisor: Niels De Bruin
Exterminator: Peter Sjöström

WHAT

I have worked with a site located in Malmö. The site are soon to be confronting large changes when re-opening a train station as a part of a circle line in Malmö. This Part of the city has had little changes over the year and how many historical values and elements. Today the site forms a rift between an town-like area called Kirseberg and the rest of Malmö. The barrier effect by the rift is amplified by the five meter elevated train tracks passing through the site.

HOW

By enhancing existing qualities and give life to the area the rift holds large potential of becoming an important part of Malmö, integrated in the rest of the city structure. By connecting interesting functions on both sides of the rift and highlight the ones in it a connecting network can activate the area.

WHY

This hole in the city creates segregated parts with low interaction between one and other and complicates a sustainable movement through the city. An it's a loss for the inhabitant that a site with so much potential stands pretty much unused by the big public.

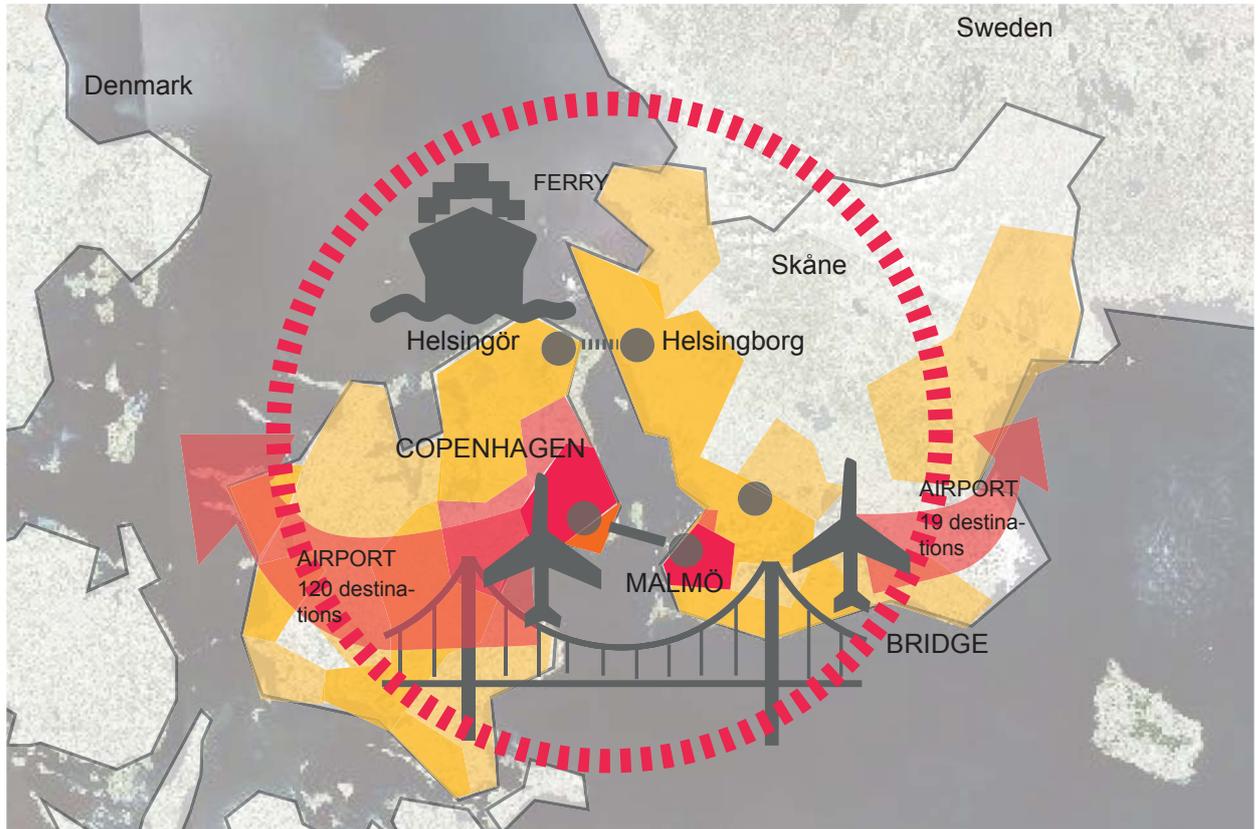
TABLE OF CONTENT

Here we are	
THE REGION	4
THE COUNTY	6
Background	
THE CITY & THE SITE	8
DIFFERENT DISTRICTS	10
Here we are	
THE CITY	12
The site	
4 DISTRICTS	16
ARCHITECTURE & LANDSCAPE	18
CHANGING OVER TIME	20
HISTORICAL TIME LINE	24
EXISTING STRUCTURES	30
An historical setting	
THEORY 34	
BUILDINGS WITHIN THE WORKSHOP	36
BUILDINGS IN THE SITE	38
Challenges	
KINDERGARTENS & SCHOOLS IN DENSE CITIES	40
TRAIN TRACKS & DEVELOPMENT	44
CONTAMINATION	46
A proposal	
GREEN - CONNECTING STRATEGY	50
GENERATORS - CONNECTING STRATEGY	52
MASTER PLAN STRATEGIES	54
MASTER PLAN 1:5000	58
DESIGN PRINCIPLES	60
SECTIONS IN WEST, SOUTH OF THE TRACKS	64
SECTIONS IN EAST, NORTH OF THE TRACKS	66
PARK & TRAIN STATION 1:1000	68
UNDERPASS	70
INDUSTRIAL BUILDING	72
BIRDSEYE VIEW & NUMBERS	74
PHASING	76
Sources	78

THE REGION

Here we are

4



THE BEGINNING OF ÖRESUND

In 1980 the first discussion about a Öresund region was started and in 1991 a decision concerning a collaboration was taken. In 1995 the bridge construction started and it was finished 5 years later in 2000.

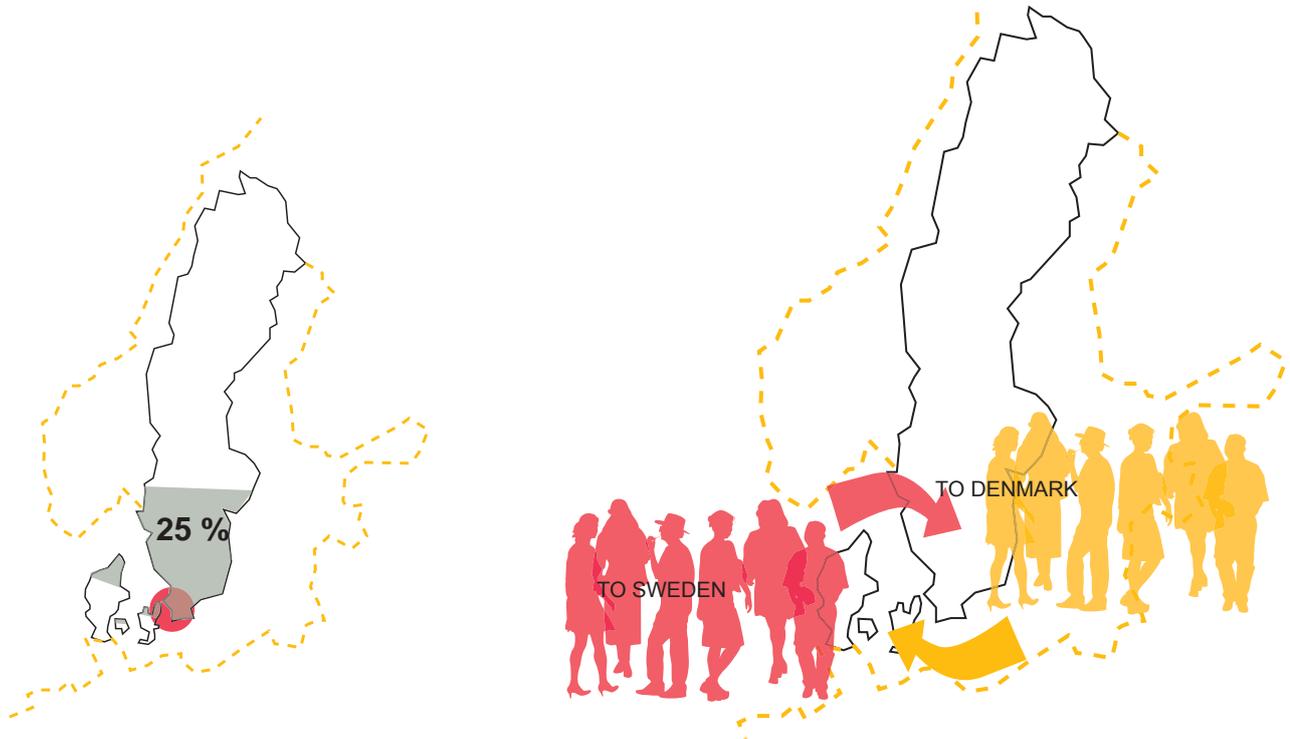
FUTURE

There has been plans for another bridge in the north between Helsingborg and Helsingør yet today there is a ferry connecting this two cities.

DENSITY

The population is much denser on the Danish side and around the two biggest cities in the region, Malmö and Copenhagen. Skåne has a clear difference in density between the east and west sides and the middle parts is quite sparsely.

(www.oresunddirekt.se 1)



ECONOMY

The Öresund region generates a quarter of the combined GDP of Sweden and Denmark. The population is almost around 4 million and 40 % lives on the Swedish side.

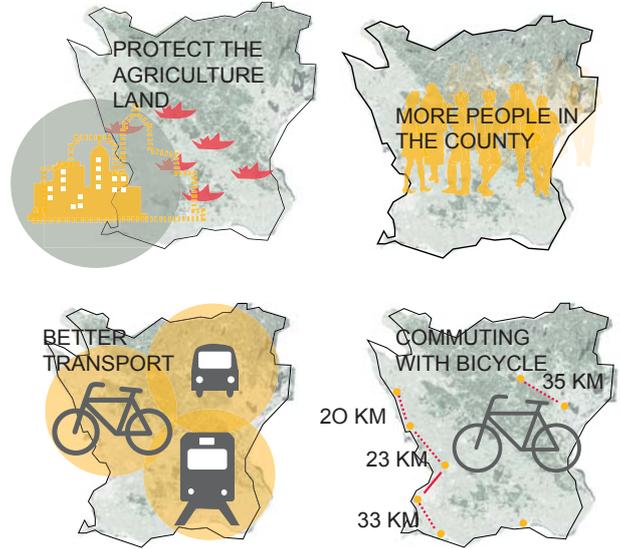
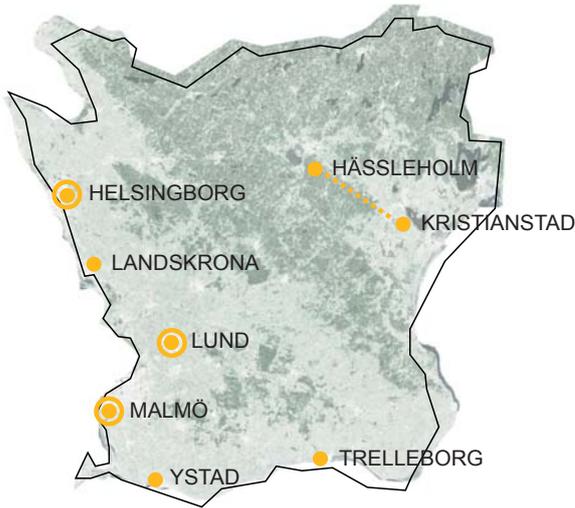
TRAVELING

Many people travels across the sund everyday to work. Also for the Danish people the house prizes are much cheaper on the Swedish side.

To day the ride between the two countries are much more complicated due to increased controlling of the boarders, a result of the ongoing movement of refugees in the area.

(www.oresunddirekt.se 1)

THE COUNTY



SKÅNE IS GROWING

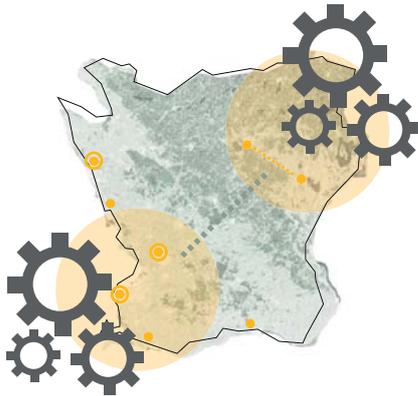
There is three growth engines in the region, where both population and employment is increasing.

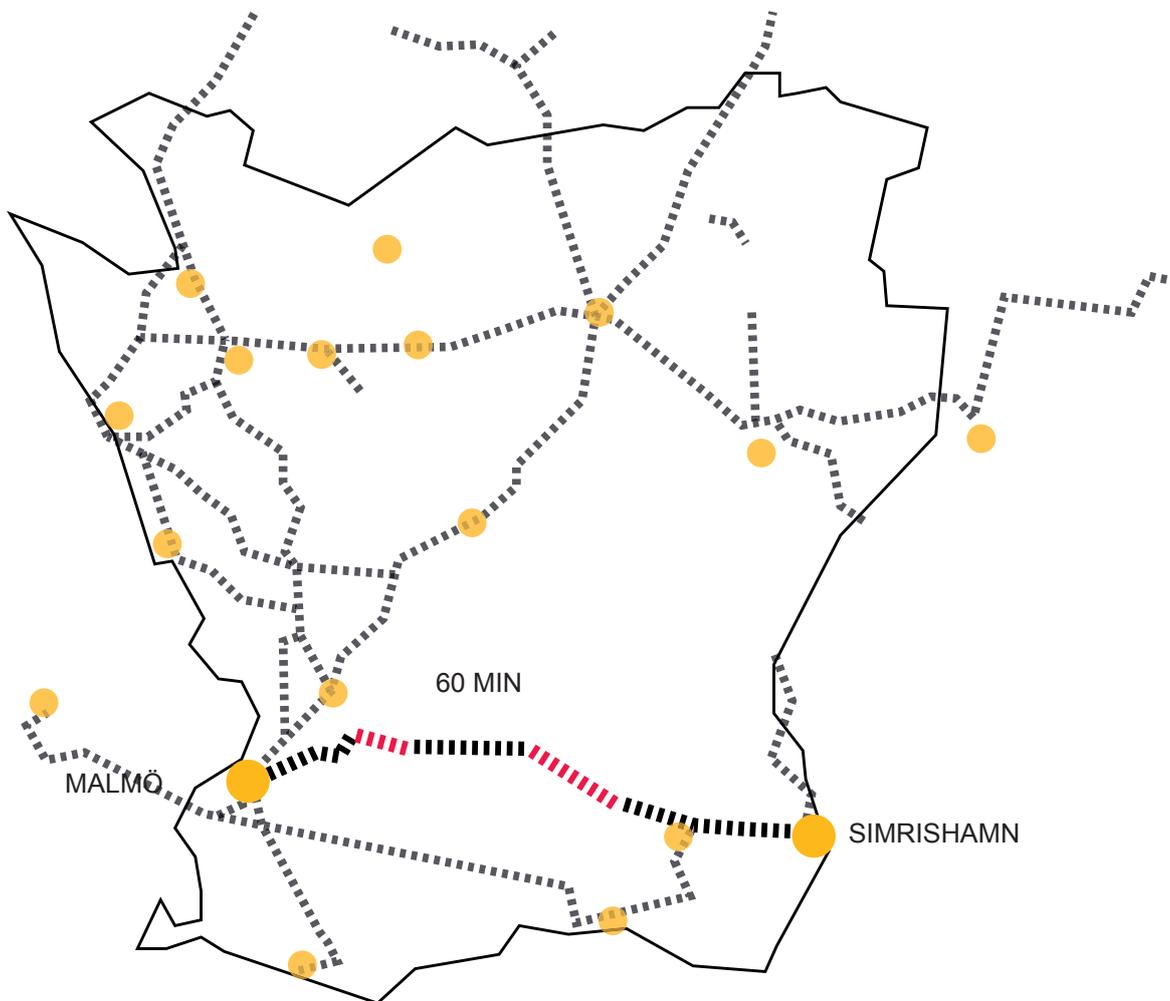
To strengthen the northeastern Skåne, the county want Hässleholm and Kristianstad to developed together as a fourth growth engine.

To day Skåne has mainly two work districts, one in south west and one in north east. Better communication will connect them and make it easier to find the right jobs and skills.

A SUSTAINABLE GROWTH

A growing region creates pressure for new homes, buildings and public transport. In the same time good agricultural land should be protected from development. Most new development should be planned close to public transport. Region Skåne is planning for more trains and buses and also making it easier to commute by bicycle. The bicycle is an important part of the everyday commuting in such a flat landscape.





CONNECTING WITH TRAIN

The train network is quite well developed in Skåne which makes the commuting between the largest cities rather comfortable. To day a new train connection called "Simrishamnsbanan" has been discussed for the far future. It would connect Malmö in west and Simrishamn in the east with an approximately 60 minutes ride.

This connection is from late 1800 and not in use to day, but the discussed connection was in use for seventy years. Later the passenger transport shut down and quite recently in 1999 the tracks stands completely unused.

(www.simrishamnsbanan.se 3)