The structured in-between

by Arjan P. Schoneveld
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Introduction

The notion of the *residual in-between* is but one of many terms used to describe spaces within the urban fabric of the city that are situated between different conditions in place and time and are commonly inactive in their role within the city. The subject of spaces such as that of the residual in-between has, since the turn of the century, increasingly prompted both architectural discussions and projects, as can be observed by a decent number of publications that deal with the subject matter in recent years. In *Terrain Vague: Insterstices at the Edge of the City*, for instance, Patrick Barron describes a great many terms used by an equal amount of architects and critics for similar, if not the same, types of spaces, such as: "derelict land;" "zero panorama;" "wasteland;" "drosscape;" and "brownfields," among many others.[1] Consequently, many cities, such as Strasbourg, have started discussions on, and found use for their in-between spaces that were once considered as wastelands but have since been structured and appropriated.

The subject of this paper has been shaped by the finding of many allotment gardens in Strasbourg's in-between spaces. These spaces often lack a certain idiosyncrasy as they are homogenous in their structuring independent of their sites, despite their potentiality to express the characteristics of the in-between spaces on which they are placed. The purpose of this paper is therefore to explore the thematic of the in-between space and how its structuring can create unique spatial experiences generated by their external restrictions, by examining similarly used notions, such as *terrain vague* and *interim spaces*, and their relation to and position within the city by researching several case studies that have dealt with this predicament. While each in-between space is obviously different and every intervention of its structuring is, of course, distinct; observing these case studies provides an understanding of any distinctive qualities that result from such interventions by unlocking the dormant potentials of the inactive in-between, while retaining or enhancing the oftentimes overlooked positive effects they distil on their surroundings.

Strasbourg's gardens

The industrial heritage and complex political history of Strasbourg has made it a city of a multitude of distinctive characteristics and identities. As the administrative capital of France's Grand Est region and as the country's gateway to Germany – crossed by the river Ill and flanked by the Rhine – the city of Strasbourg is marked by infrastructure and functional zoning that surrounds the historical Grand Ile and Neustadt like ivy clinging around a window. Similarly to many cities in Europe, the industrial revolution has scarred Strasbourg with canals and railroads that continue to serve, albeit it nowadays to a lesser extent, the industry of the city and its port. These industrial zones and its infrastructure would grow simultaneously in mostly linear patterns which enveloped more and more land. Later, highways would intersect the urban structure of Strasbourg so to better connect the city to the rest of France and abroad, with industrial zones shifting towards locales that were logistically better suitable.

These concentrated infrastructural networks and industrial zones around the old districts of the city created gashes in the urban fabric of Strasbourg that are found in countless distinctive shapes and sizes. In Strasbourg, they are alongside highways to separate the city's residents from the continuous noise of its traffic; amidst various pieces of infrastructure that were planned separately at different moments in time; between distinct functional zones that distance the industrial and the residential; or on sites abandoned by the shifting of industrial zones – they are spaces in-between different conditions and intensities within the city that initially served no clear purpose. They can be

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[1] Patrick Barron, "Introduction: At the Edge of the Pale," in *Terrain Vague: Interstices at the Edge of the Pale*, ed. Manuela Mariani and Patrick Barron (New York: Routledge, 2014), 3.

characterised as the by-products of both urban growth and shrinkage; of establishment and migration and of urban planning then and now. However, while many of these in-between spaces within the confines of Strasbourg may be considered to conform to *terrain vague*; "Seemingly abandoned or overgrown sites – where the landscape has gone to seed and been left to its own devices, is in suspended redevelopment, or is being furtively inhabited or otherwise used, under the radar of local authorities,"[2] many other, originally similar spaces have already been structured to allow for certain public activities to happen. And, while these spaces utilise their condition as in-between by providing the people of Strasbourg small-scale plots of land for social and recreational garden use, these once seemingly organic spaces have succumbed to the systematisation of grids that equally divide their territory for the purpose of providing the residents equal amounts of happiness. They pay tribute to German landscape architect Leberecht Migge, who in the early 20th Century, in Marxist fashion, advocated for "a garden for everyone" and idealised that "Europe and the whole world need [collective] gardens" to provide "a little *time* and *leisure*" after all the hard work that had been done to make the country "prosperous."[3] With the emergence of an increased awareness of treating such spaces and incorporating them within the city, consciously, together with a better sense of responsibility for the (city) environment in recent years, the success of the structuring of these spaces (most of which have been created years prior) can be questioned. While they share the same territory for the same functions, they are still made up of tiny plots of individual land, structured in a dense grid and most often bordered by hedges to assure a certain degree of privacy. While they are social to some extent, they are mostly not for everyone. Even the exceptions, that accommodate plots for schools or families, are for these groups, only. How then, do these gardens express the qualities of a terrain vague?

Residuals

The origin of the term *terrain vague*, as introduced in the previous chapter, can be traced back to architect Ignasi de Solà-Morales, who used it to "refer to marginal islands and oversights in the landscape."[4] He found the term through the field of photography, in which terrain vague are "Empty, abandoned [urban] space[s] in which a series of occurrences have taken place [that seem] to subjugate the eye of the urban photographer."[5] They are urban spaces that have been left to the effects of nature and time and, in their transformation, fascinate and induce a certain experience. However, by using the notion of terrain vague at heart, we seem to renounce the spaces that are similarly in-between, yet are, conversely, not wholly abandoned. For example, where de Solà-Morales finds his terrain vague in "areas of antiquated infrastructure and former industrial sites,"[6] similarly potential spaces can also be found in areas of infrastructure or industrial sites that are still actively used, such as those in Strasbourg. Admittedly, while these spaces are typically in relatively good shape (compared to the wastelands that are the terrain vague) and experience more activities on their peripheries and may thus not fully incorporate the entire range of qualities the terrain vague comprises, they can still be appropriated in comparable fashion with equal ambition. They retain the capacity to build on the ambiguous role of the terrain vague that, whilst, on the one hand, is commonly inactive for but a few adventurous people as it is left inaccessible and as a wasteland; but possesses a great potentiality in its role within the city due to its conditions and proximity to its surroundings, on the other. This ambiguity shares similarities with Foucault's *heterotopia*, which he describes as an "external space" in which we live, wherein "a set of relations ... delineates sites which are irreducible to one another and absolutely not superimposable on one another." To Foucault, they are "real places" that "are

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[2] Ibid., 1.

[3] Leberecht Migge, *Garden Culture of the Twentieth Century*, trans. David H. Haney (Washington, D.C.: Dumbarton Oaks Research Library and Collection, 2013), 194.

[4] Barron, "Introduction: At the Edge of the Pale," 4.

[5] Ignasi de Solà-Morales, "Terrain Vague," ibid., 25.

[6] Patrick Barron, "Introduction: At the Edge of the Pale," ibid., 7.

something like counter-sites, a kind of effectively enacted utopia in which the real sites, all the other real sites that can be found within the culture, are simultaneously represented, contested, and inverted." And, while this description may be confusing, his defined principles that constitute his heterotopia are less so – for in his second principle of the terminology, he expresses that heterotopia have "a precise and determined function within a society and ... can, according to the synchrony of the culture in which it occurs, have one function or another."[7]

Such spaces, as found in Strasbourg and that share the ambiguity of the heterotopia and the terrain vague, can possibly be characterised as leftover spaces. For Erick Villagomez, who uses the term *residual spaces*, they are "a natural result of modern urbanization and the complex interaction of social, technological, and economic processes that drive contemporary urban growth." He argues that in medieval times, people did not leave land unused for it was "too valuable" and that since the past century, during which many countries experienced "unprecedented material wealth and technological progress ... this legacy of spatial utilization [has] been forgotten."[8] Villagomez identifies eight "spatial types" of residual spaces: "Spaces Between, Spaces Around, Rooftops, Wedges, Redundant Infrastructure, Oversized Infrastructure, Void Spaces, and Spaces Below,"[9] and, while many of these residual spaces are the (by-)products of urban demolition or governmental regulations as may be the case of the terrain vague; they can similarly result from careless urban planning which either did not (or could not) take all containing space into account – resulting in unused, usually green or else paved spaces that fill in the gaps of the larger whole that was the urban plan.

What sets the qualities of these spaces apart from regular public spaces, such as streets and squares, is that these residual in-between spaces have greater potential for the city. For geographer Yi-Fu Tuan, "the built environment clarifies social roles and relations," and whilst "People know better who they are and how they ought to behave when the arena is humanly designed rather than nature's raw stage,"[10] Karen Franck and Quentin Stevens argue that when "In urban public spaces ... people pursue a very rich variety of activities not originally intended for those locations," these spaces become *loose*. And while such spaces can provide "accessibility, freedom of choice and physical elements that occupants can appropriate, ... people themselves must recognize the possibilities inherent in it and make use of those possibilities for their own ends, facing the potential risks of doing so."[11] Although Franck and Stevens note that all public spaces can become loose, the dormant qualities of spaces that share their characteristics with those of the terrain vague can be unveiled more successfully, for they are almost always less active than regular public spaces like streets or squares, and their conditions and placement within cities are oftentimes undeniably unique. According to Carole Lévesque, French philosopher Henri Lefebvre implied similarly that "the creation of an ideal community could only be pursued through the study of everyday life, in everyday urban settings, or what he called 'experimental utopias'" and that the "everyday life harbored within itself the possibility of its own transformation, and so we ought to support and help what is already there to come out and grow."[12] Furthermore, such spaces have the potential to activate something which Tuan calls the "identity of place," which is achieved "by dramatizing the aspirations, needs, and functional rhythms of personal and group life" which, in turn, creates "deeply-loved places ... [that] can become vividly real."[13]

[7] Michel Foucault, "Of Other Spaces: Utopias and Heterotopias," *Architecture/Mouvement/Continuité*, no. 5 (1986). Translated to English by Jay Miskowiec in Diacritics 16, no. 1 (1986): 22-27.

[8] Erick Villagomez, "Claiming Residual Spaces in the Heterogeneous City," in *Insurgent Public Space: Guerrilla Urbanism and the Remaking of Contemporary Cities* (Abingdon: Routledge, 2010), 81.

[9] Ibid., 83.

[10] Yi-Fu Tuan, *Space and Place: The Perspective of Experience* (Minneapolis: University of Minnesota Press, 1977), 102.

[11] Karen A. Franck and Quentin Stevens, *Loose Space: Possibility and Diversity in Urban Life* (Abingdon: Routledge, 2007), 2.

[12] Carole Lévesque, "Welcome to Bachoura, or the Found City as Insterstice," in *Terrain Vague: Interstices at the Edge of the Pale*, ed. Manuela Mariani and Patrick Barron (New York: Routledge, 2014), 39.

[13] Tuan, *Space and Place: The Perspective of Experience*, 178.

Structuring

To understand what the potential qualities and conditions of such residual spaces that are made loose entails, it is important to understand how this loosening has been achieved in different situations in different places. As mentioned earlier, residual spaces in cities began to surface when urban planning was made a common practice. In these early days of urban planning, there was still much land available, which meant that initially, these residual spaces were not much of a concern. A consciousness in the architectural practice emerged when, after the Second World War, the young Dutch architect Aldo van Eyck found that reconstruction plans for Europe's destroyed cities, often based on the functionalist model, "led to a clear neglect of existing conditions and left behind what was wrongly considered minor spaces." This prompted him to look "carefully at the city" so to recognise "both the qualities and the large number of neglected spaces" and, consequently, to insert "the idea of the in-between as a transformative strategy."[14] Over the years, van Eyck activated hundreds of such in-between spaces by transforming them into playgrounds which could be seen as the formal beginning of such interventions in modern history.

One notion of spaces like terrain vague that can be appropriated is what Krystallia Kamvasinou and Marion Roberts call *interim spaces*. These spaces are "vacant land temporarily available owing to stalled developments."[15] As these spaces are recognised as being impermanent or in a transitory state, they disregard any and all possibilities for a lasting, built, solution. Consequently, instead of constructing a building that would later need to make room for another, minimal interventions are oftentimes executed in order to exploit the potentials of the site. Such interventions often take the form of parks or allotment gardens, that "can help develop a no-go area into a well-valued community space, acting thus as a catalyst for putting a neglected urban space back on the map." However, Kamvasinou and Roberts recognise that, even by allowing such functions to perform on terrain vague which may "lose their special charm and (unmanaged) nature," by retaining the characteristics of the terrain vague it is imperative to acknowledge them as "official vessels for change." In other words, interventions on the terrain vague would benefit from "ongoing transformations" – a part of their nature.[16]

Heike Rahmann and Marieluise Jonas raise the valid question whether or not a "designerly response" is even possible when dealing with the transformations of the terrain vague. They worry that "economic and commercial imperatives inevitably mean that a designerly response finds itself in opportunistic domains." For them, a solution finds itself in "embracing the distinct character of roughness, ugliness, and otherness" so to "challenge conventional notions of the aesthetic and functionality of parks, industrial sites, and vacant land in metropolitan cities." Such projects, similarly to the aforementioned interim spaces, are to find a "sensitive balance between space and time" by setting "the spatial framework in which natural processes occur, while the site is in constant transformation, unpredictable and unfinished, providing the possibility for a different kind of environmental and spatial experience."[17] One project that does this exceptionally well is Space & Matter's "De Ceuvel." In this project, a polluted plot of land in Amsterdam is transformed by the placement of retrofitted houseboats that are separated by plants that help naturally sanitise the soil and are connected by a bamboo boardwalk. The special conditions of this *terrain vague* allowed for the Dutch architectural office to create such a unique project, which otherwise would have stayed derelict until the completion of the land's sanitation, or until much money was invested to do this artificially, after which the land would be as a tabula rasa – fit for any project.

In Japan, Atelier Bow Wow observed within the metropolis of Tokyo a uniquely different way of treating in-between spaces than possibly any other place outside of Japan. In this densely-populated country where buildable land is limited, as was similarly the case in the medieval European

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14 Lévesque, "Welcome to Bachoura, or the Found City as Insterstice," 39-40.

15 Krystallia Kamvasinou and Marion Roberts, "Interim Spaces: Vacant Land, Creativity, and Innovation in the Context of Uncertainty," ibid., 187.

16 Ibid., 198.

17 Heike Rahmann and Marieluise Jonas, "Void Potential: Spatial Dynamics and Cultural Manifestations of Residual Spaces," ibid., 96-97.

city, a great number of "amazingly small buildings" can be found "between streets, along widened roads and spaces between tracks and roads." They are, what the laboratory of Yoshiharu Tsukamoto at the Tokyo Institute of Technology, together with the office of Atelier Bow Wow, call; *pet architecture* – reminiscent of their small sizes compared to their surroundings and sometimes even humorous characteristics.[18] They share less features with the terrain vague and more with the residual in-between, as they are in unison with the residential or commercial urban fabric. Consequently, they are less concerned with the temporality and unpredictability of the terrain vague, despite the fact that Japanese houses have very short lifetime expectancies (and, even if the house is to be replaced, it will be replaced by another house). Yet, the restrictions they are subjected to, imposed by government regulations and the physical footprint of their plots, result in a seemingly infinite amount of distinctively unique buildings that are more concerned with the spatial qualities that can result from said restrictions. For these buildings, that are as pet architecture, have inspired a generation of Japanese architects that value "the various negative spaces that exist in the city" and equate them with "actual spaces," so to make the creation of a "completely new space" possible. An example can be found in Ryue Nishizawa's Moriyama House, which "dismantles the concept of lot" by "enfolding various void-like exterior spaces into the architectural plan itself" and continuing the work "into the subtle exterior space of the surrounding area."[19]

Conclusion

Earlier in this paper, a question was raised regarding the expressive qualities of the found allotment gardens that are situated in a number of Strasbourg's residual in-between spaces. While the social implications of private or shared allotment gardens in these spaces of the city are unquestionably advantageous for its inhabitants, they are individually structured and face inward – their soil used solely by their respective users. All in all, they refrain from activating the full potentials of the terrain vague or the residual in-between. While there is no uniform answer to how such spaces should instead be articulated, observing their deficiencies on the one hand and understanding how similar spaces can be expressed successfully, on the other, may help any future endeavours in architecturally appropriating those spaces that are commonly overlooked and disregarded. Being conscious of the distinctive qualities that the in-between can express – be it in the city as is the case in the work of Aldo van Eyck; in the temporality of the site as in Space & Matter's De Ceuvel; or in the building such as in Nishizawa's Moriyama House – will benefit both the in-between space and the city in which it is situated.

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[18] Tsukamoto Architectural Laboratory and Atelier Bow Wow, *Pet Architecture Guide Book: Living Spheres Vol. 2* (Tokyo: World Photo Press, 2002), 1, 8-9.

[19] Koh Kitayama, "Changes in Urban Areas of Tokyo at the Beginning of the 21st Century," in *Tokyo Metabolizing*, ed. Koh Kitayama, Yoshiharu Tsukamoto, and Ryue Nishizawa (Tokyo: TOTO Publishing, 2010), 23, 25.

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BOUNDARIES

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A brief history

Like most ports of ancient cities, the port of Strasbourg started, due to the small scale of trade at the time, within its city walls. It can be argued whether or not this was even a port, at first, but when in the 14th Century the city gained its 'Stappelrecht,' the city started to prosper and trade was steadily, but slowly, climbing.

In the early years of the Industrialisation, efforts were made to improve the accessibility of the city by controlling the flow of the Rhine river, which had unexpected detrimental effects on the city's fluvial trade, as the currents of the Rhine became too fast to be traversed. Simultaneously, canals were dug to the city that provided access to Paris and Marseille. These provided solace to the trade of the port, yet made it dependent on them. The advent of an increasingly extensive network of rails resulted in a decline in the fluvial trade which halted all activities for several years.

Meanwhile, attempts were made to restore the Rhine so to make it more accessible, whilst simultaneously plans were drafted for extending the port - the city limits were confining, needed for the Neustadt and industrialisation and the rise of the steam engine on the Rhine required much expansion. The port grew initially southward, but then eastward to the Rhine river. The extension of the port towards the Rhine gave rise to the Autonomous Port of Strasbourg, in 1926.

Port Autonome de Strasbourg

The growth of the port towards the Rhine positioned it between the borders of Germany and the border city of Strasbourg. Its growth is clearly discernable from the geomorphological situation, in which the extensive canalisation are now merely reminiscent of extensive but foregone micro-economics.

Its position, however, in-between a multitude of destinations, allows the island to perform in a variety of ways. Cars and trucks, fast-paced yet intermittent, dominate the scenery, while barges, well over 100 meters long, come and go at seemingly slow and few, but steady rates. They hardly use the inner bassins, Vauban and des Remparts, which are now almost only used by cruise ships and leisure crafts. Trains are even less frequent - carrying large amounts of cargo at once at a pace that can sometimes be kept up by people on foot. They occupy an immense amount of condenced space and spread out over much of the land.

These particularities of a space in-between, are consequently seen upon the boundaries of the area within which it functions - the water. Derelict lands lie opposite to docking spaces for tourists, who are dropped off and taken by bus to the city centre, oblivious of the actualities of the neighbourhoods next to which they are moored. Temporal house boats flank the city - obstructing the views of the water and the port. Canal locks control and slow the flow of boats, while other traffic rushes past - unbeknownst of what lies underneat.
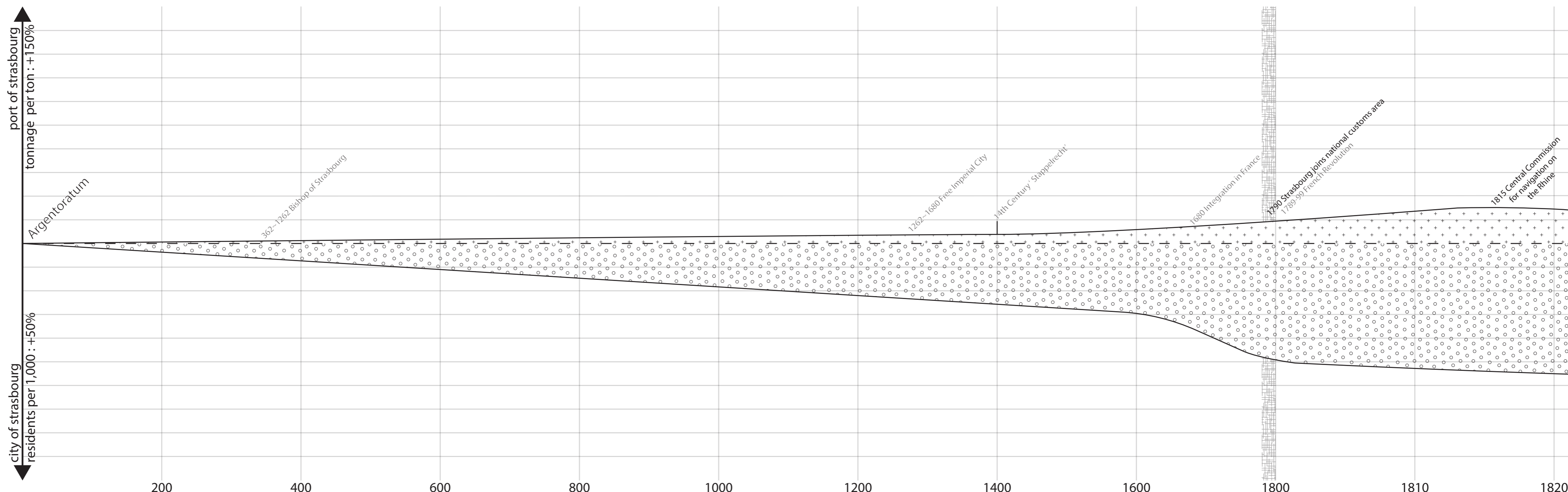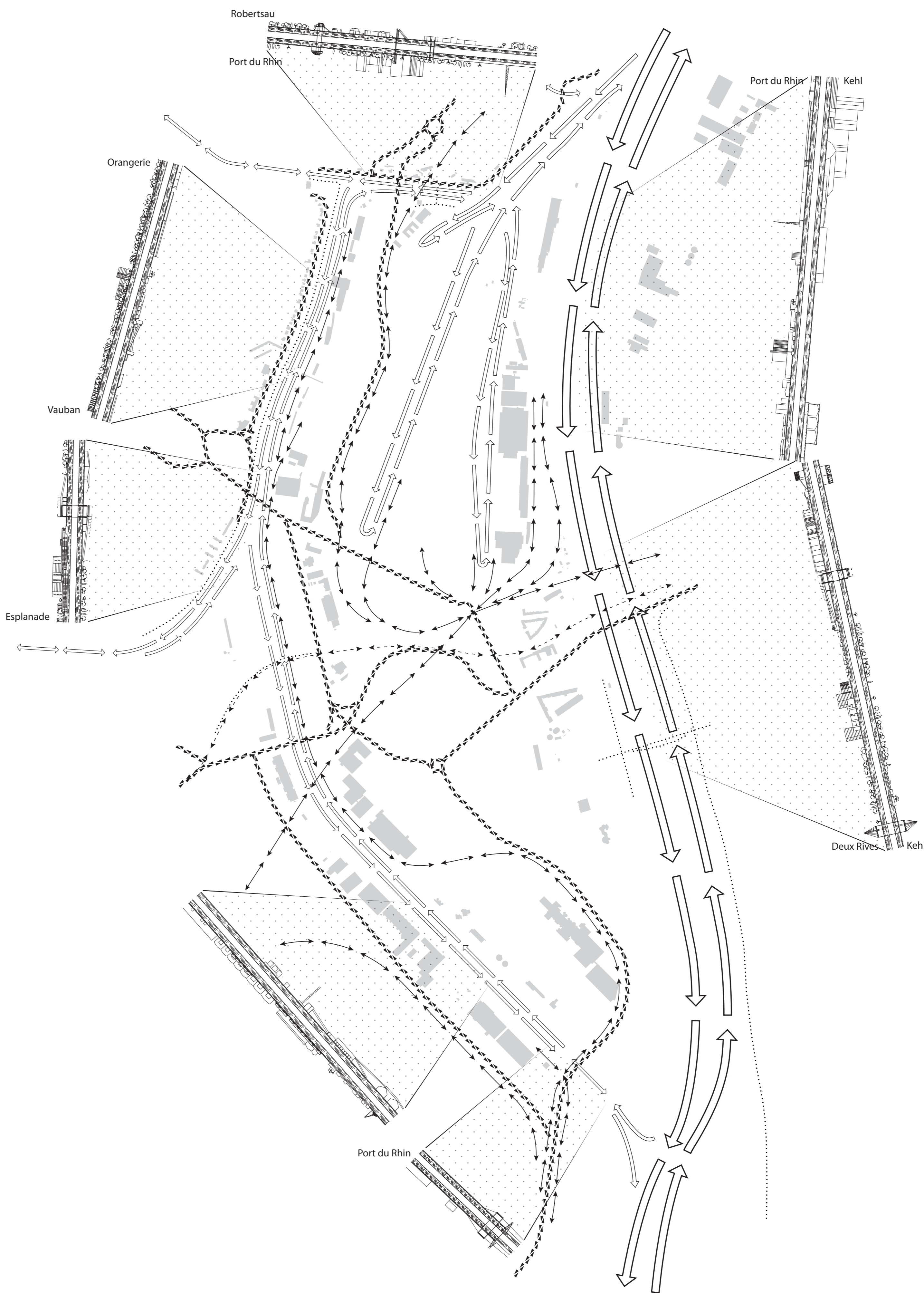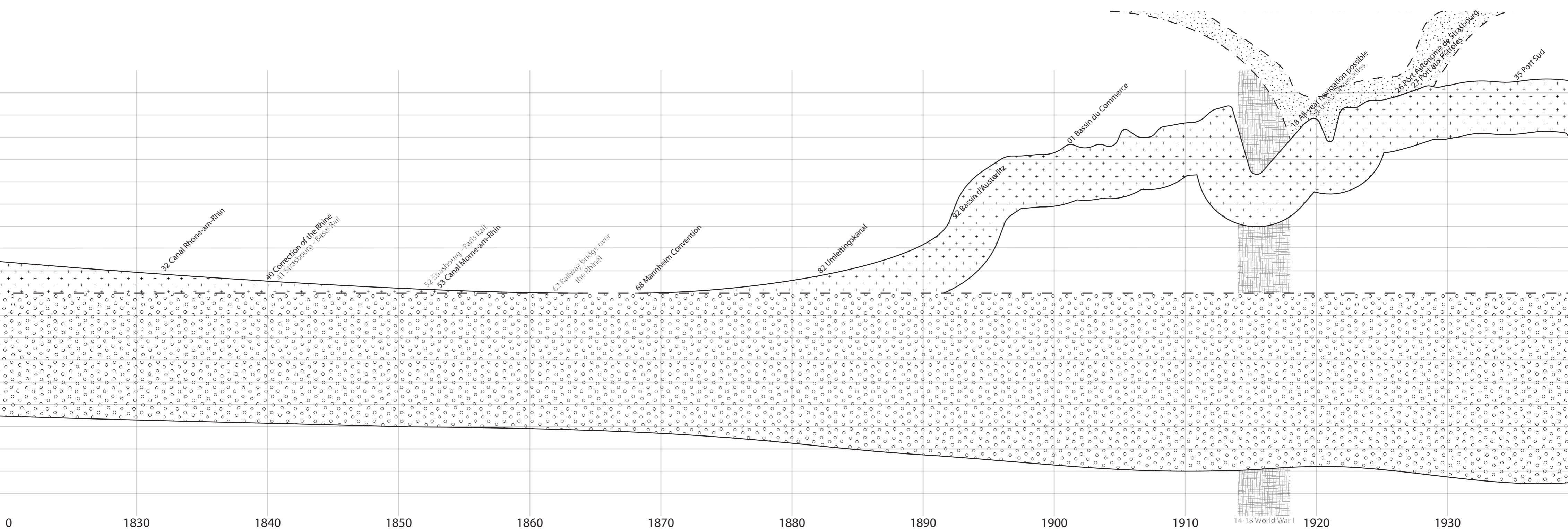
FRAMEWORK

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CITY OF STRASBOURG DOMAIN

PORT OF STRASBOURG DOMAIN

CONTAINERS

NOMADIC

HIGHWAY
(state)
63%

CARGO

RHINE
(CCR)
+27%

RAIL
(state)
10%

WORKERS

HOUSE-
BOATS

PORT ADMINISTRATION

LEVIES

PORT HANDLING

COMMER-
CIAL

CITY

GYPSIES

RET

SIGHTS

BATORAMA

STORAGE

TOURISTS

PORT REAL ESTATE

PROCESSING

MARINA

HOMELESS

PROSTITUTES

TOURISTS
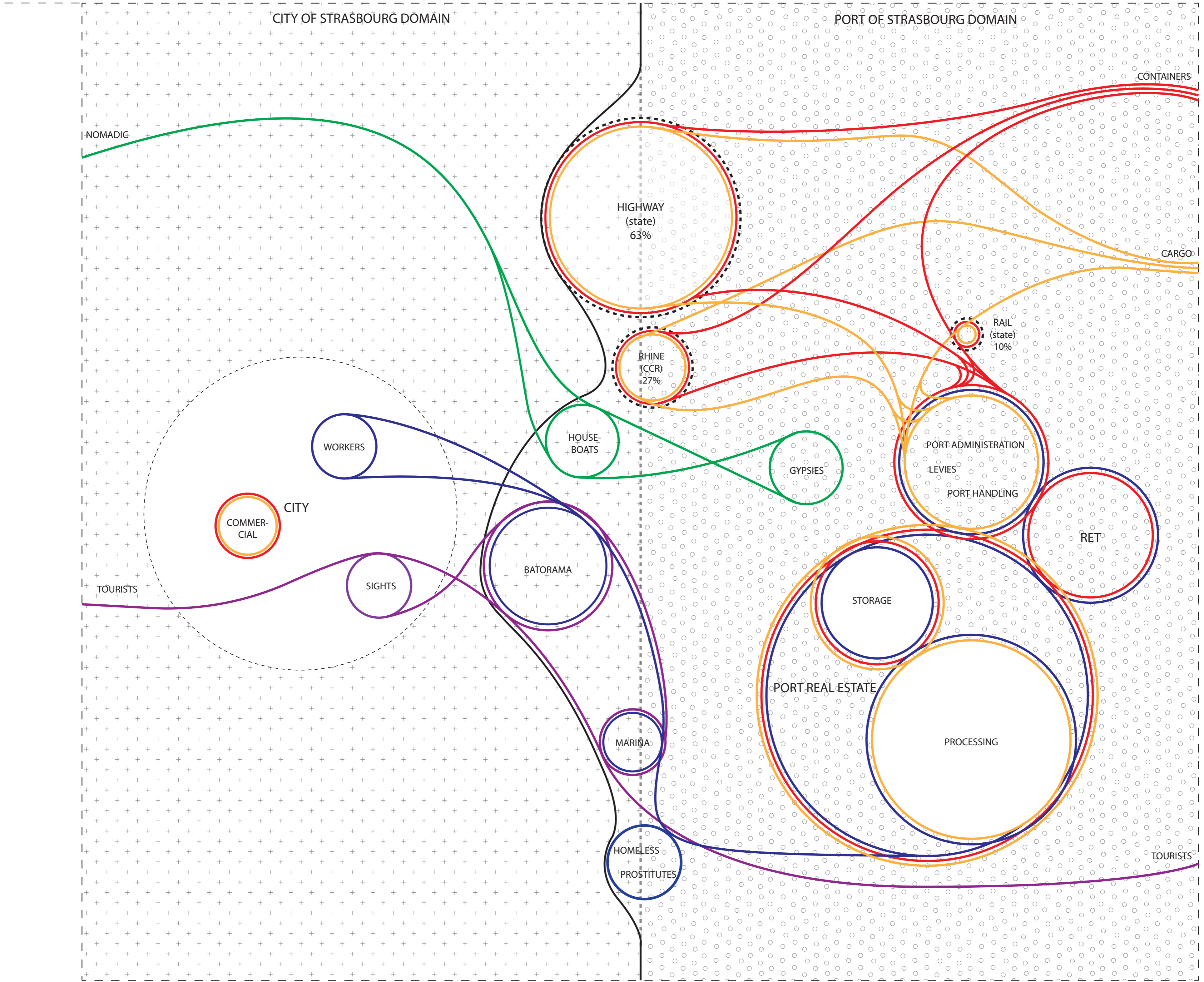
Expressing Autonomity

For the Port of Strasbourg to function, it is not merely dependent on the logistics of the port. In fact, one/fourth of the port relies directly on the handling of goods, most of which consists out of their own ventures into the handling of containers, while other revenues are generated from the handling of their real estate and, Batorama - Strasbourg's boat tours. Yet, there is a much larger number of actors and factors that come into being in the port.

The logistics of the port extend way beyond the city of Strasbourg, the region of Alsace, the country of France, and even beyond Europe. Of course, the port relies heavily on the sea ports (mainly Rotterdam), but there are numerous other connections available by rail and an immeasurable amount by road. However, independent of their origin or destination, at the port almost all cargo is treated, administratively, similarly.

Beyond these, however, are many small actors that rely on the port in one way or another. Interesting examples are the house boats, that are moored on the city's banks yet are connected to 'its grid' through the port. Homeless and prostitutes that rely on the vacancy of its lots or the needs of the working man. The holiday family, traversing the canals and using the ports facilities...

32 Canal Rhone-am-Rhin

40 Correction of the Rhine
41 Strasbourg Bahnhof

52 Strasbourg-Paris Rail
53 Canal Marne-am-Rhin

62 Railway Bridge over the Rhine

68 Mannheim Convention

82 Umleitingskanal

92 Bassin d'Austeritz

01 Basin du Commerce

18 Major Navigation possible

26 Port Autonome de Strasbourg
27 Port d'Austerlitz

35 Port Sud

14-18 World War I

0   1830   1840   1850   1860   1870   1880   1890   1900   1910   1920   1930

POCKETS

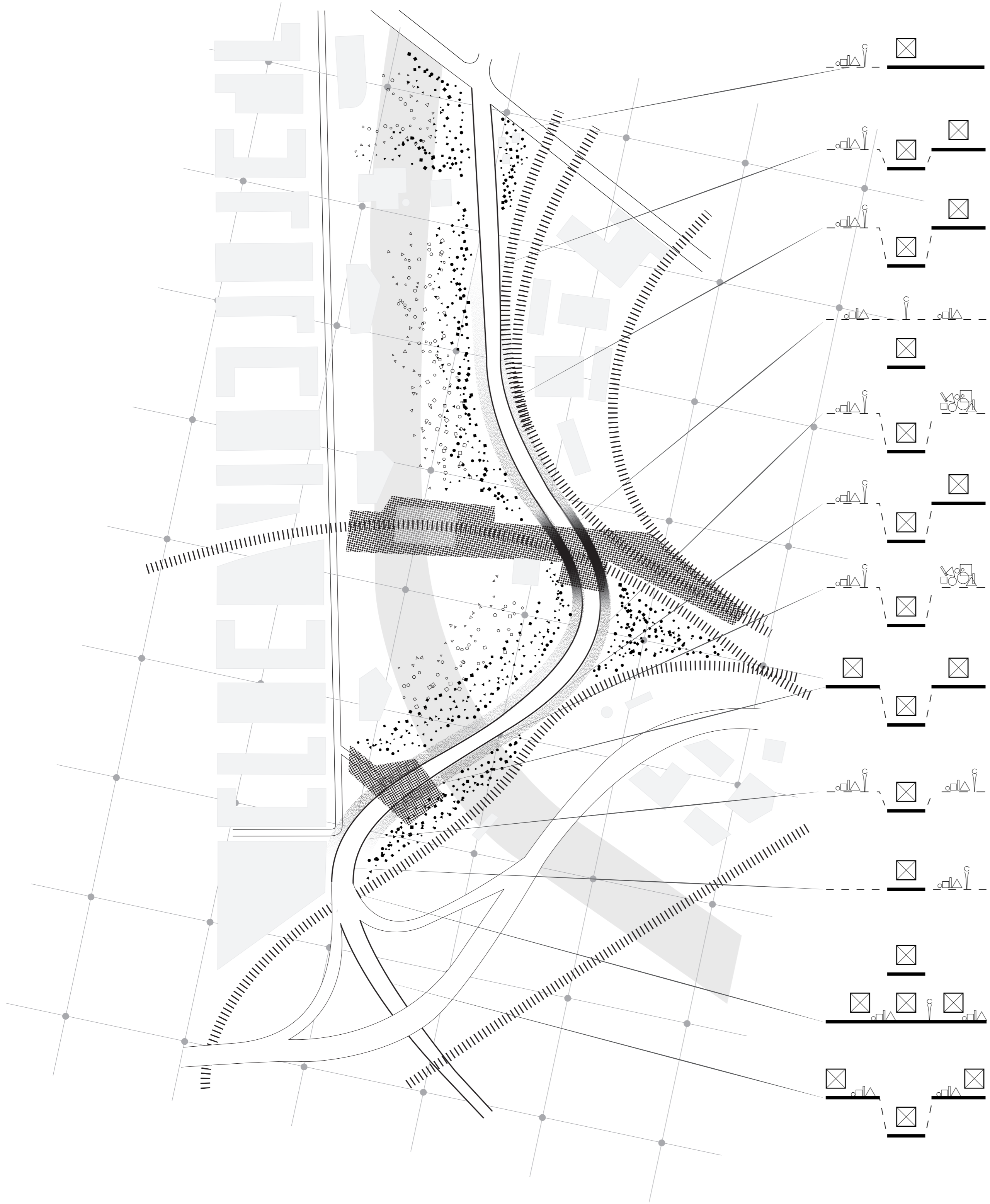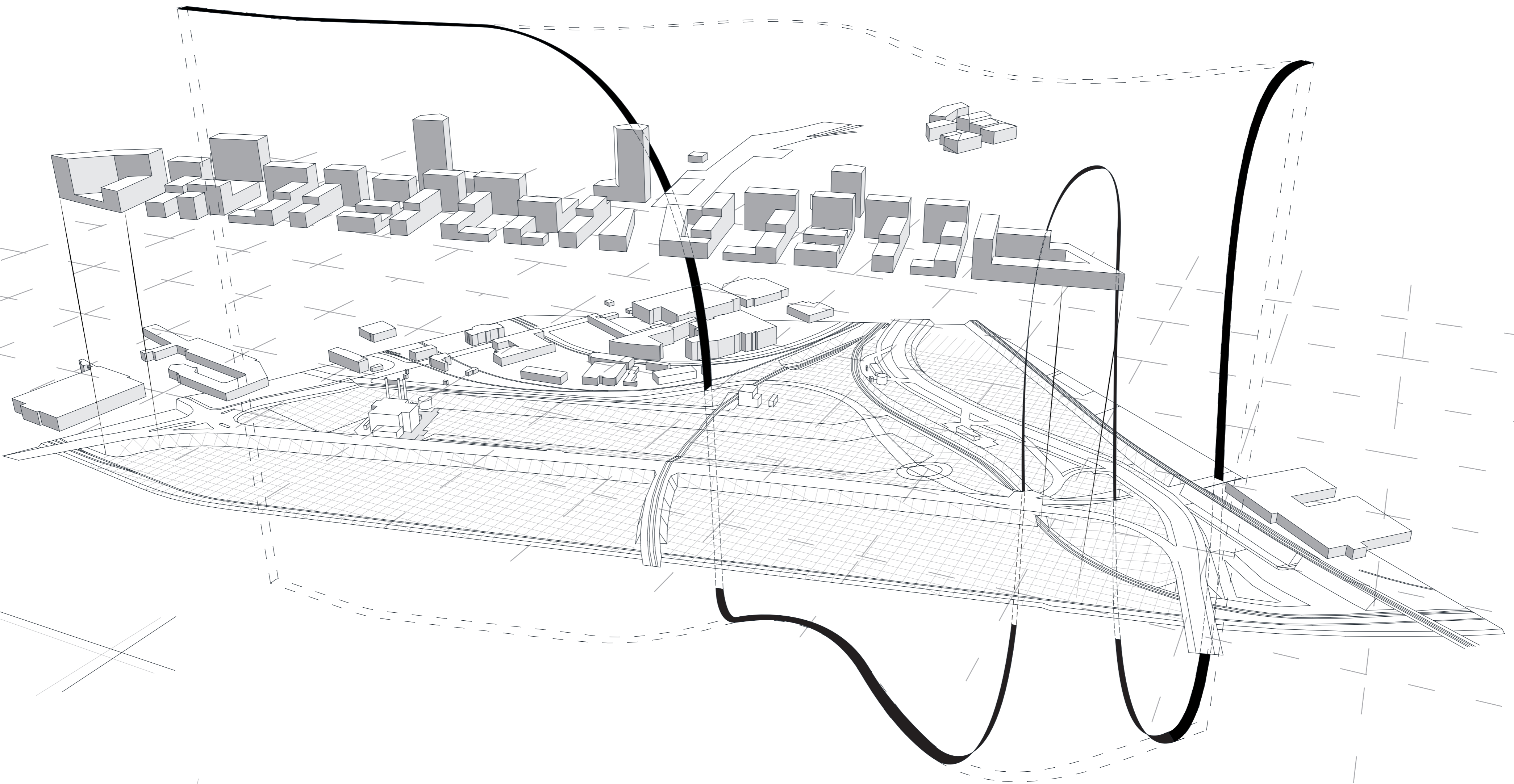Arjan Schoneveld

Pockets of the city

All over the city are allotment gardens, used by family; school or enthousiast - they are scattered in surprisingly vast quantities around the perimeter of the city centre of Strasbourg.

The allotment gardens are, almost without exception, similarly designed. Their efficient use of space, as seen in its flexible grids of small, linear lots with tiny sheds, provides as much people as possible with a small garden for practical comfort. Their grid varies in size, yet accommodates itself to its surroundings.

temporal
The pocket is temporal, waiting for other functions to replace it over the course of time.

void
The pocket is in-between voids of infrastructure and buildings

intermediate
The pocket is intermediate, placed in-between different functions as a buffer zone

complimentary
The pocket is complimentary, used by a variety of actors and beneficial to its environment

9536k
3814k
1526k
610k
244k
98k
39k
16k
6k
2,5k
0

10k
15k
23k
34k
51k
76k
113k
171k
256k
384k

1940-45 World War II   1950   1960   1970   1980   1990   2000   2010   2020   2030   2040

THE PROPOSED RESIDUAL

Arjan Schoneveld

The proposed residual

The urban masterplan for the port area of Strasbourg will introduce residential and commercial activities to its domain. Specific stipulations are drawn by the port so to separate the residential from the industrial, in spite of several delimiting conditions that - while guaranteeing the (future) port functioning - unavoidably exert influences on each other.

The main access road of the port to the south is one such stipulation. It is to run through the residential and recreational landscape of the masterplan, yet tries to limit its presence by its placement and its course. It stays, as much as possible, on the far side of the territory, close to other pieces of infrastructure belonging to the port. It lies sometimes submerged in the landscape, sometimes under it. It crosses the dredged Petit Rhin perpendicularly, so to avoid, as much as possible, its contaminated soil that would otherwise require sanitation. It is submissive to its surroundings, yet, no matter what - it is there. The territory is fragmented by the gash it creates in the ground. And, even if its traffic is hidden from sight, its presence is noticable in the other senses.

As is the case with many urban plans, residual spaces are created by the road that brings with it certain characteristics of the terrain vague. Such spaces thrive on their inaccessibility and their subjugation to the effects of nature and time, and consequently induce a certain experience. The placement of the road in the plan provides a balanced separation of spaces on the territory. The smallest (and thus best conceivable as residual) are those in-between the existing railway and the new road of the port. Additionally, their residual conditions is enhanced by condition of the road that is, at those moments, sunken in the ground. As these spaces are but relatively small, their condition as in-between allows for them to gain a complexity reminiscent to heterotopia - one of a set of relations with its surroundings and its users that may generate a the recognition of a real place.
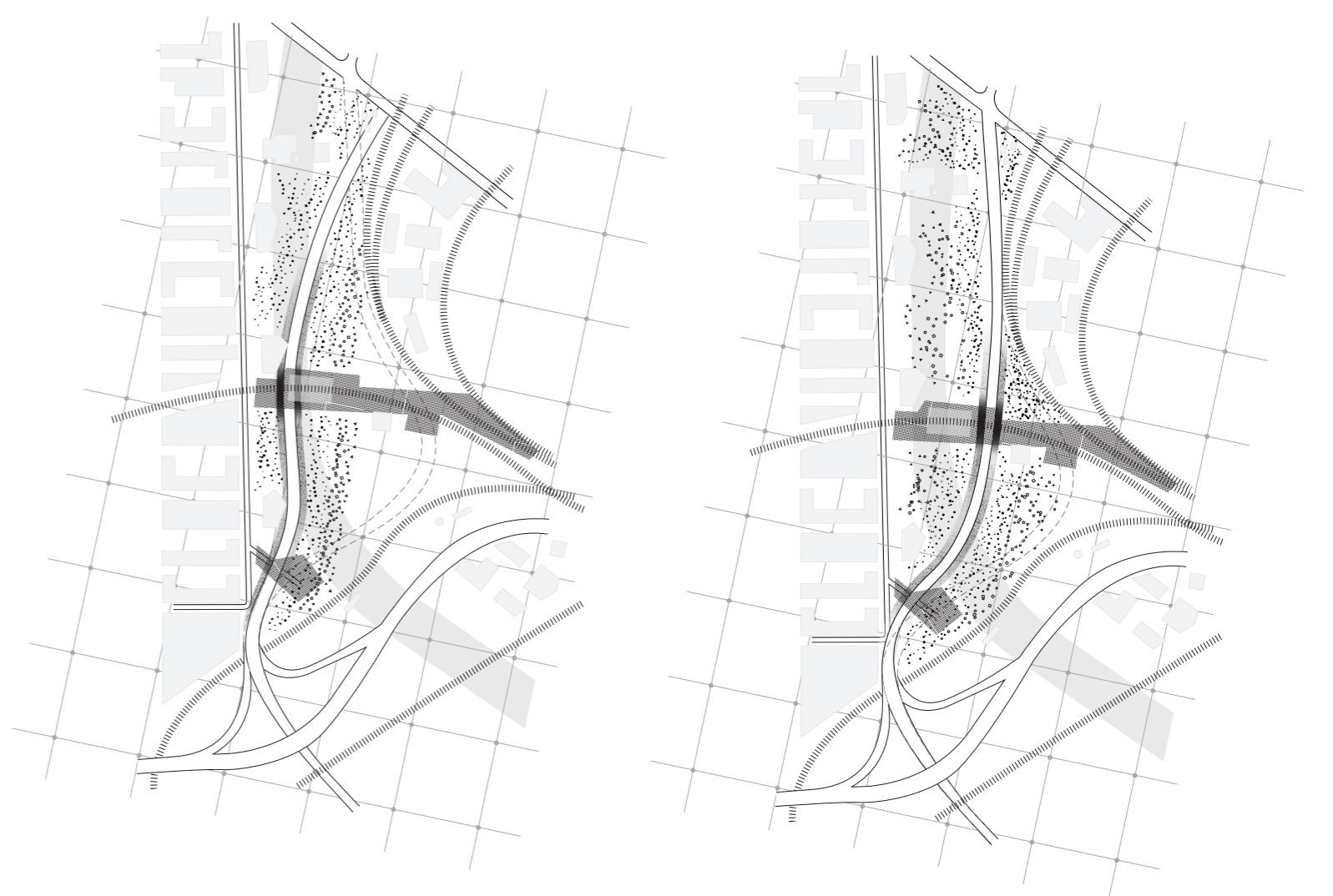
ASSEMBLING THE PARTS

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| FOUND	DIAGRAM	INTERVENTION	

1. ALLOTMENTS
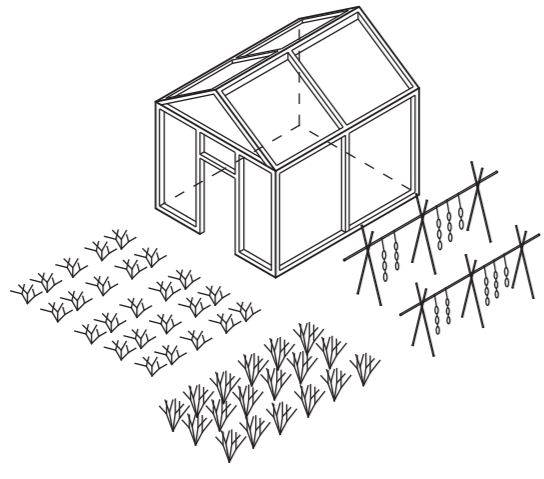
The allotment gardens can be found in the residual spaces around the perimeter of the city centre of Strasbourg and on the peripheries of its industrial zones..
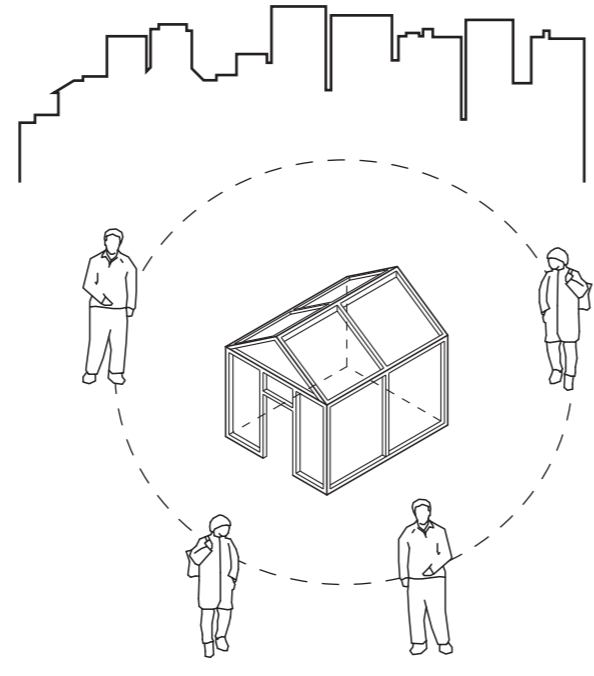
The distribution of the gardens across the city, its recreational properties, and the garden as a social place of gathering attribute certain beneficial qualities. Moreover, it provides a place for flora and fauna in the urban territory.
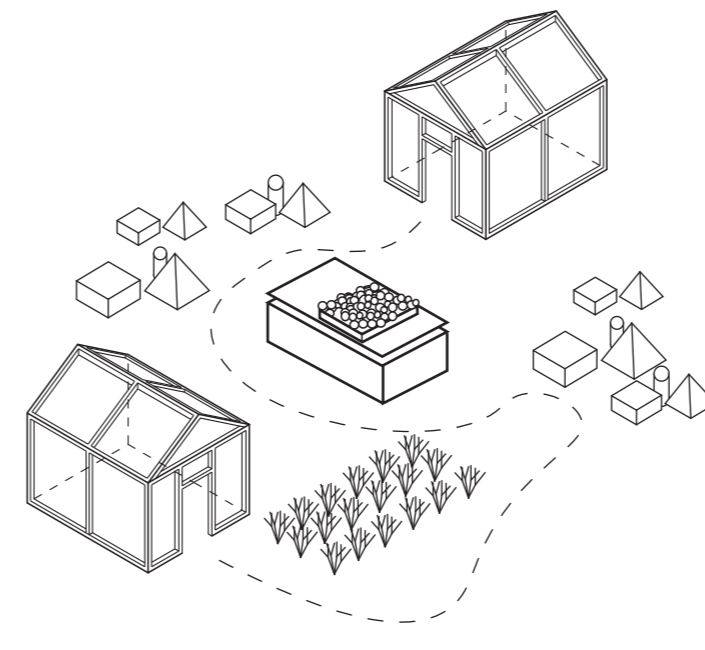
In designing for the public, the allotment garden can contribute to a heterogeneous and active public atmosphere through its inherent spatial and functional properties, such as being park-like yet semi-public; or a place of labour as well as recreation.
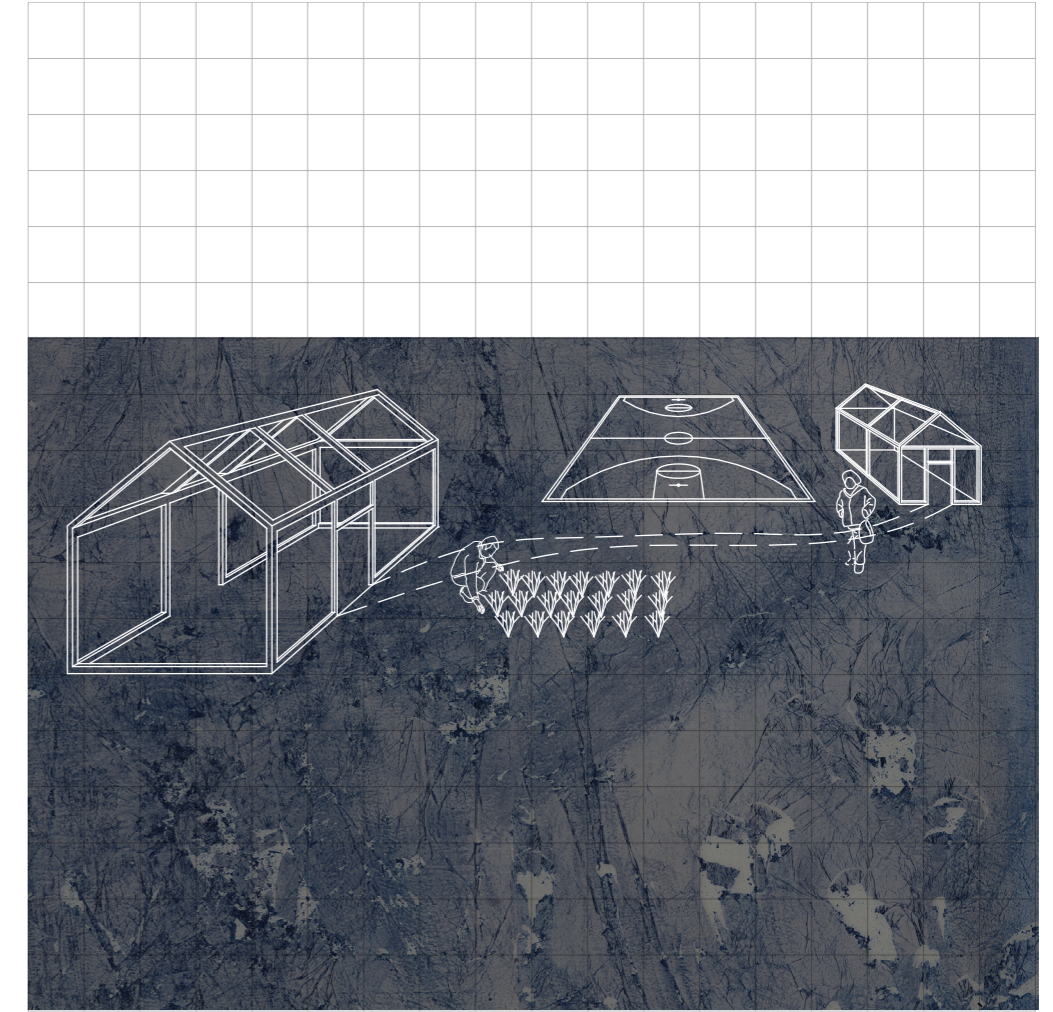
2. WALL
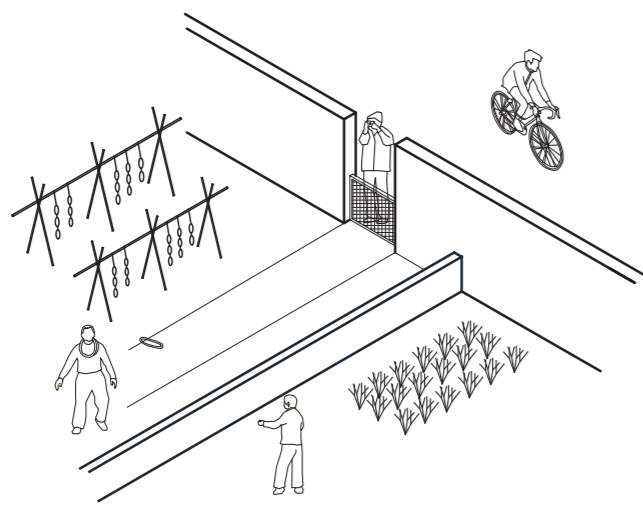
The garden is rigid in its structuring, and is, from an aerial point of view and from the street, clearly separated from its surroundings. It is defined by its borders - only once inside become its activities clear to the onlooker.
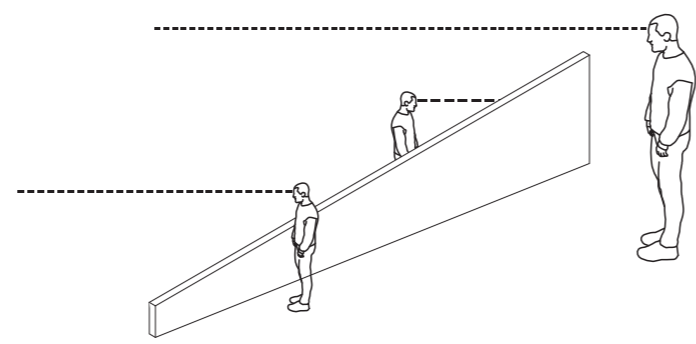
An allotment garden wall does not merely demark the garden's threshold. It obscures the vision of the passer-by with exception at their entrance or through its hedges. On the other hand, the wall, situated between the individual plots, is a place of communication.
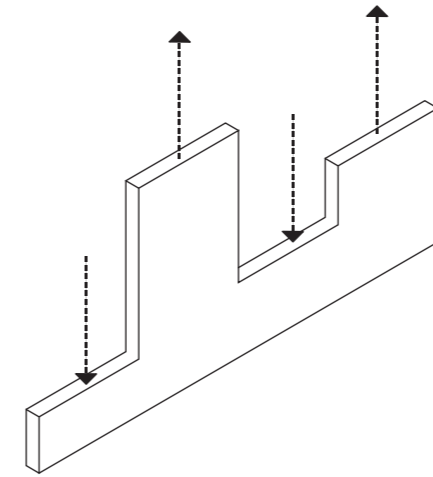
By taking the ambiguitiy of the wall into account and accepting that the wall is rigid as it demarcates, yet is pliable in its form; spaces can be created that instigate different moments of interaction at different moments in time and space.
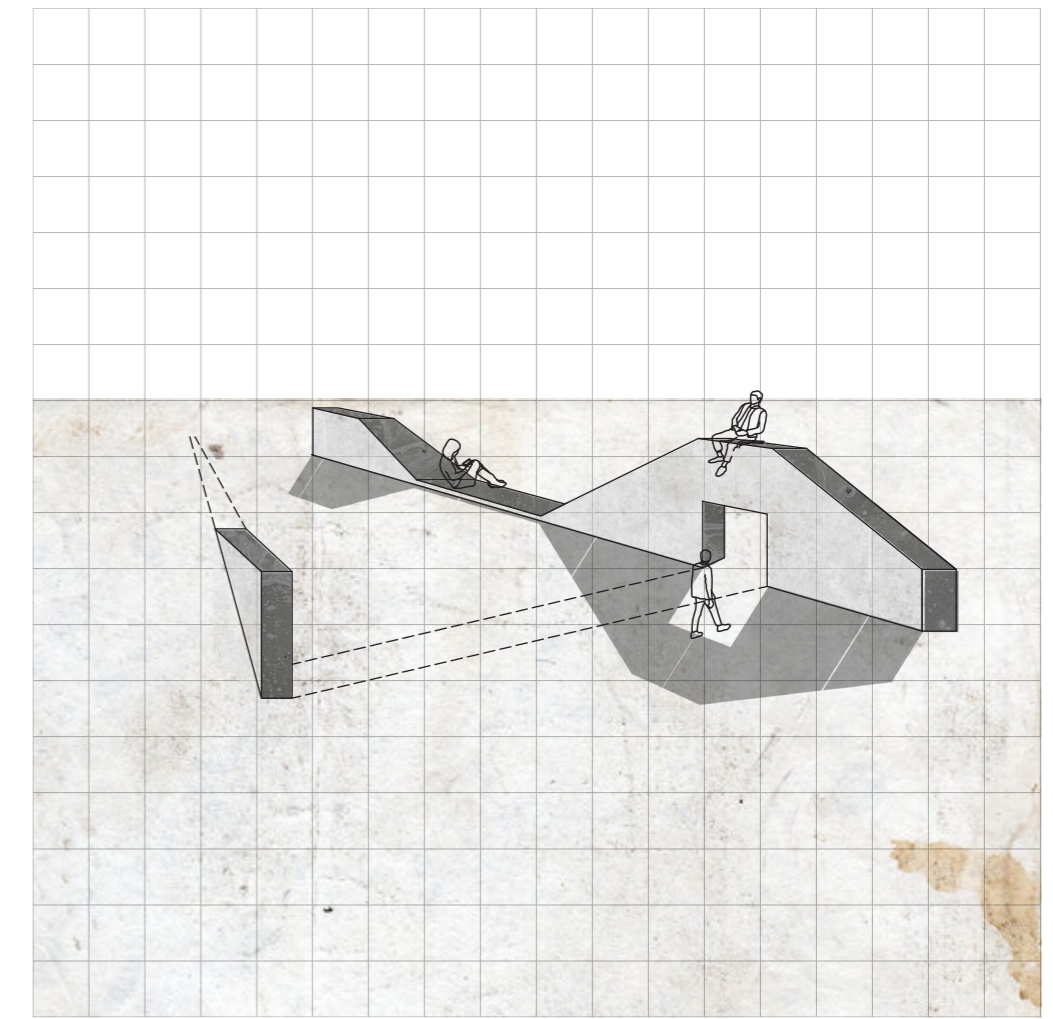
3. VOID
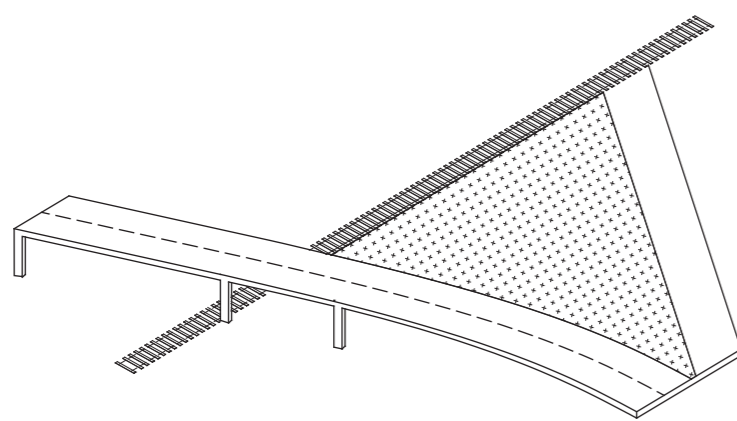
The industrial heritage of Strasbourg created gashes in the urban fabric of the city that are found in countless distinctive shapes and sizes. These voids are spaces in-between different conditions and intensities within the city that initially serve no clear purpose.
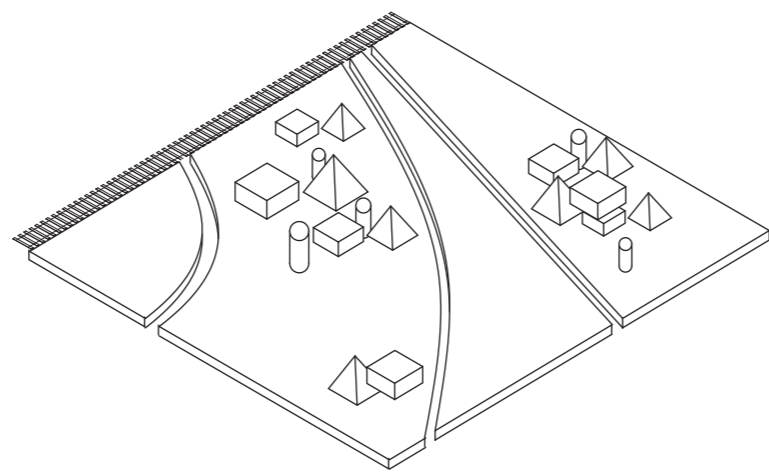
Residual spaces can, if left unattended, be considered to conform to terrain vague. If structured, such once seemingly organic spaces that are in constant tranformation, unpredicatable and unfinished, often lose these qualities.
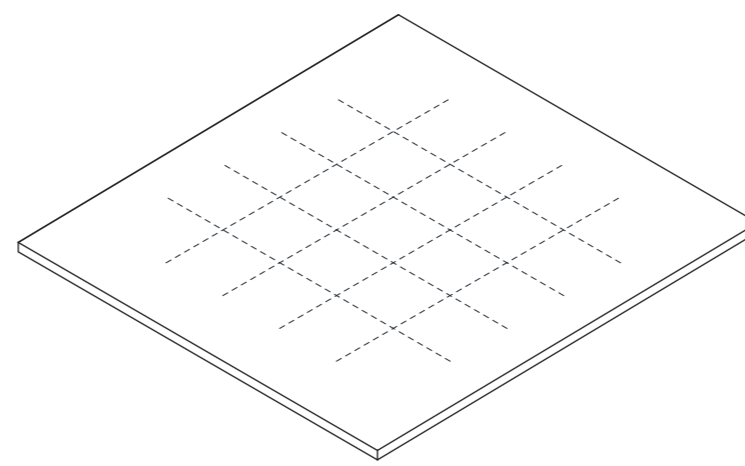
The notion of terrain vague can be used in the designing of public spaces so to create undefined spaces that may serve and accommodate all. By designing with the 'void,' light interventions may help facilitate or instigate activities reminiscent of the terrain vague.
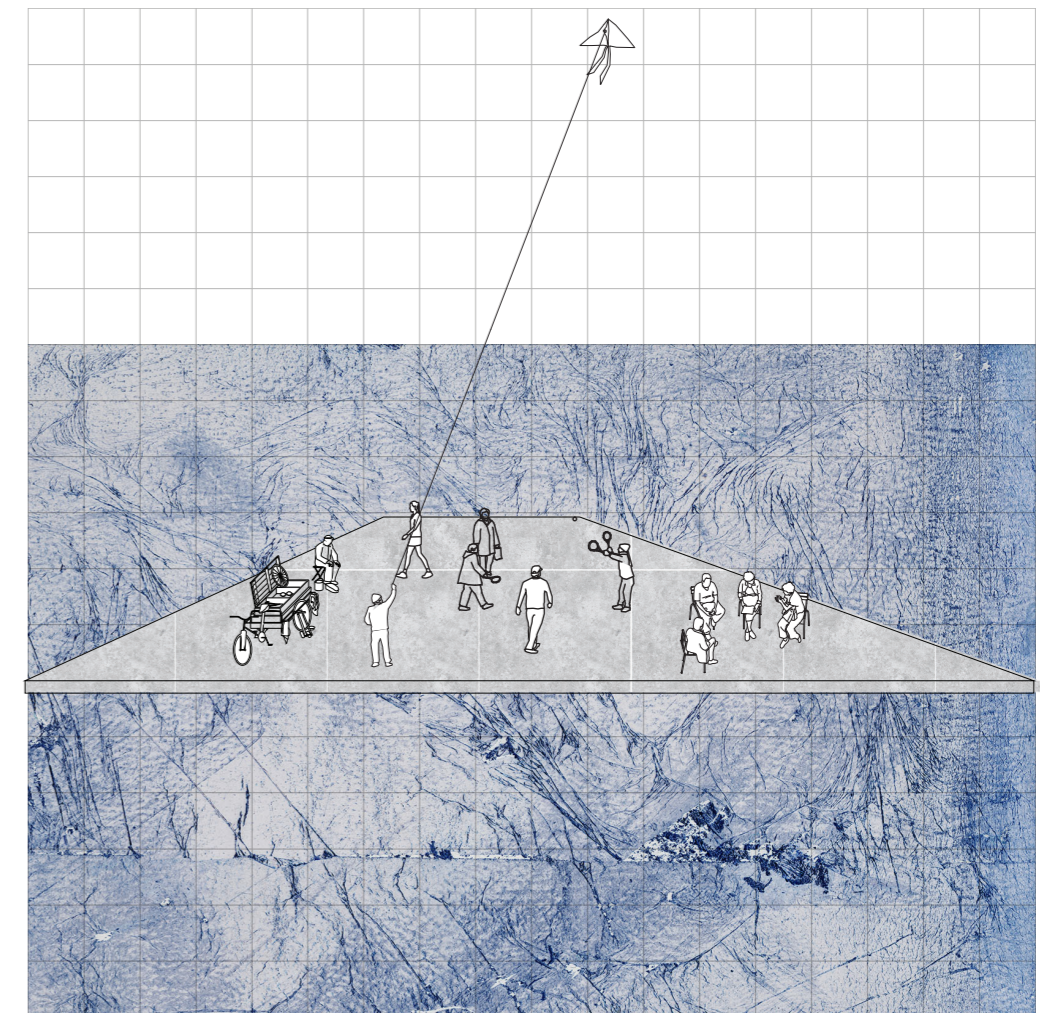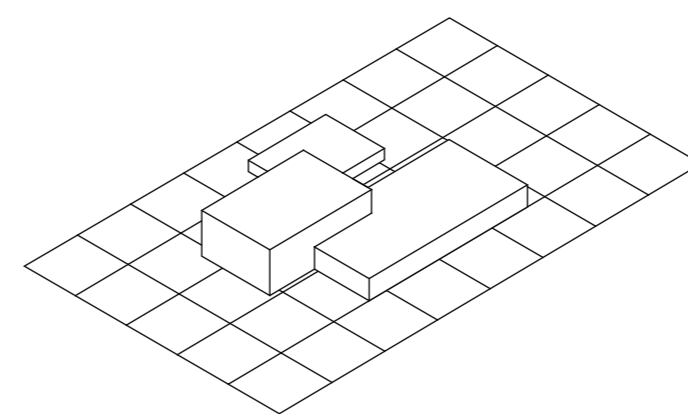
4. SEQUENCE
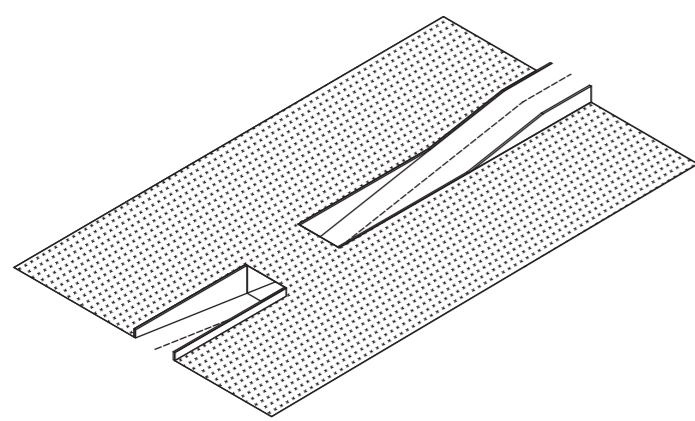
The port road, as proposed in the masterplan for the area, runs its course through its designated territory level with its surroundings; submerged in the landscape; under it; and finally raised from its surroundings.
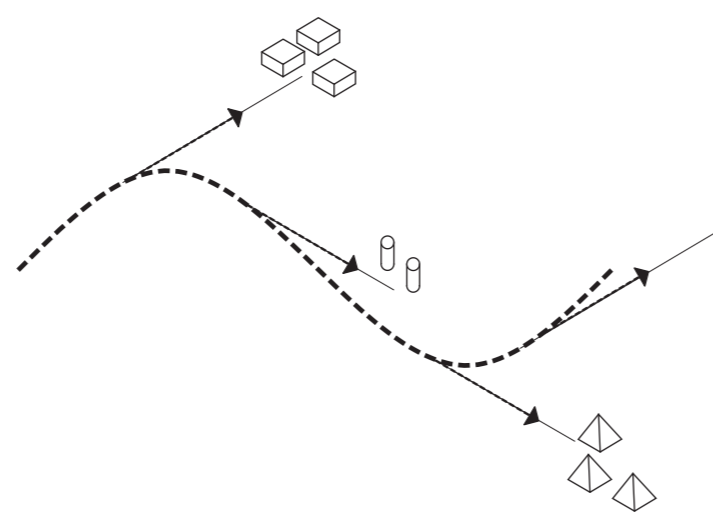
This sequence of movement on the road creates different vantage points along its course. These vantage points may focus on points or moments of interest on its surrounding spaces, before continuing towards another, by turning; ascending; or descending.

In designing a public building, the inverse of such a spatial sequence that turns, ascends and descends can similarly create different moments of spatial experiences along a certain route that runs through, towards, or around it.
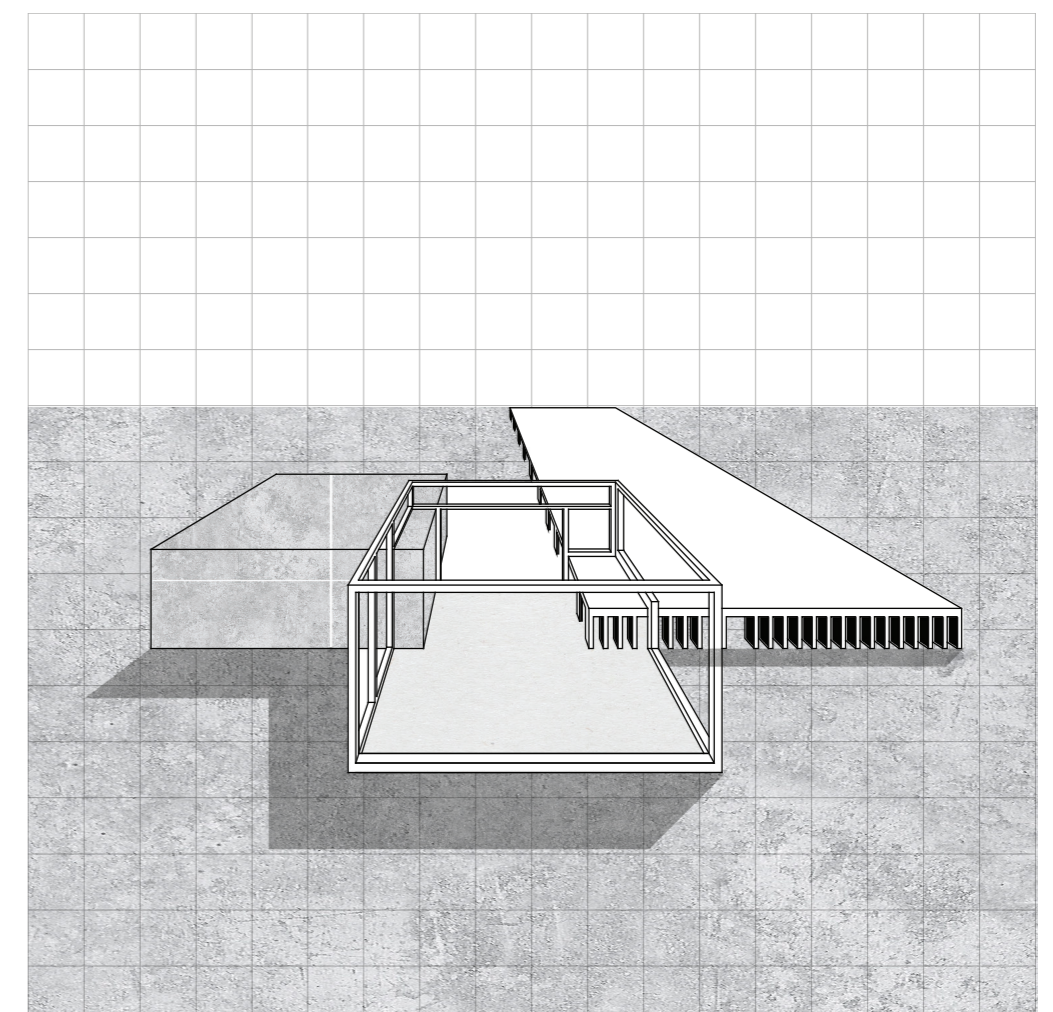
5. EARTHWORK
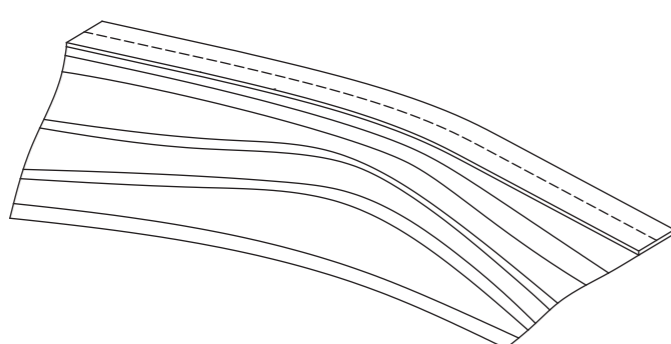
In the territory of the port, a clear pattern is visible: wherever there are changes in topography, there is infrastructure. They create and facilitate each other, yet one does not dominate over the other.
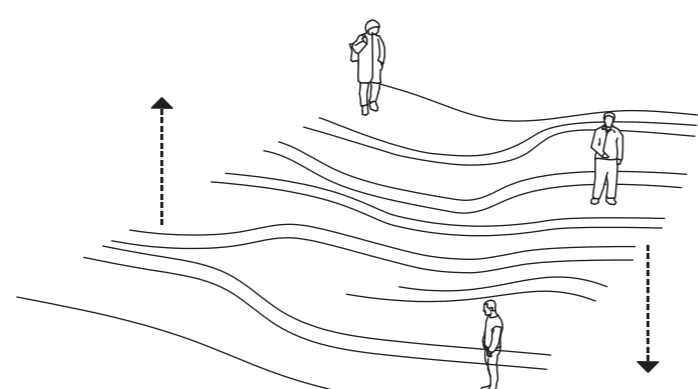
The territory of the port is largely artificially constructed, which reflects in the interventions planned for the port. Its ground is submissive and is subjected to that which it facilitates.
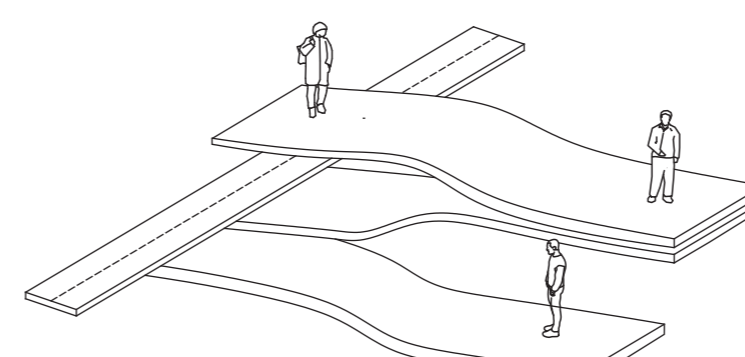
The qualities of the ground can be expressed spatially and expressively; not by designing against the notion of ground, but by understanding it as being malleable so to articulate the qualities of its properties.