

Based on the Non-Place Theory, Observations of Individual Behaviour and Private Identity in Non-Place

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ABSTRACT

Based on the development of a hypermodern society, social public places and places of transport form spaces of memory, as well as fixed social boundaries consisting of non-places with temporary tenses. By describing and analyzing non-places, the communicative properties that people have in places and for the establishment of personal emotions are demonstrated in reverse. 'Over the years, these technological systems have become essential to our daily lives, but they are often hidden behind walls or underground and relegated to the realm of the subconscious. It's hard to admit our almost total dependence on them.' -Nancy Holt. In modern society, the non-place is the connection between two 'places', forming an independent and lonely space between them, but the existence of this space is not a passive moment, but rather a space of preparation and accumulation of emotions, which enables people in this space to enter the next 'place' in a better way. 'place'. This spatial typology is born out of a situation of hypermodernity, defined by the acceleration of history, the proliferation of events, and the excess of space. It exists but does not act as a refuge for any organic society.

KEYWORDS

Non-Place; Place; Space; Temporality; Ethnography; Archives; Identity.

1. OVERVIEW OF THE THEORETICAL FRAMEWORK

Deroy and Mulon suggest in the preface to their 1992 *Dictionnaire de Noms de Lieux* [2] that the proper names of places are like money (dollar bills and euros and so) because they are used with no more attention to them than their everyday utility. The perception of space is always experienced through the space itself, and the same applies to the understanding of non-place. Our perception of space and emotional release is usually under the influence of the subconscious mind, but when we analyze the space between the two places, the audience brings us the result that people usually do not actively pay attention to whether they are in a particular environment or not, and the boundary of the non-place is gradually being generalized by the names of the various places, and the actual feeling of the spatial boundary is ignored. The perception of spatial boundaries is neglected. Airports, motorways, and shopping centers are typical examples of non-places. Even spaces traditionally viewed as commercial and temporary can provide meaningful interactions, challenging the binary notion of place and non-place.

In this project, the most notable issue is the research on non-place, which is a very large range of people's behavior through the contextual design of transport places and the universal signage design in public places is the key point to locate the specificity of non-place. Firstly, by analyzing people's behavioral trajectories in different spatial scenarios it will be possible to reveal, through ethnographic research methods, how people experience a sense of detachment or engagement in non-place. Secondly, the temporary nature of space will be analyzed more clearly through the comparison of

functional signs in Non-place with the sign texts in more places. The significance of 'non-place' for modern people is that it reveals the loss of identity, alienation, and the transitional experience of life in modern society. It reflects the globalized, technological, and consumerist context of modern life, which allows people to experience a state of drift without a sense of belonging. At the same time, the prevalence of non-place makes us aware of certain ruptures in modern life, cultural homogenization, and challenges to human emotions and identity. This concept prompts a re-experiencing of lifestyles and spaces in contemporary society.

One of the most prominent and complex issues in this project is the notion of 'non-place'. Non-places are temporary spaces, such as airports, railway stations, and shopping centers, where human interaction and personal identity often take second place to the function of the space itself. Examining this concept involves looking at a variety of human behaviors and how these are influenced by the design of these environments, particularly through contextual design elements in transport hubs and universal signage systems used in public spaces. Understanding the specificity of non-place - its ephemeral and impersonal nature - was the focus of the project.

2. OVERVIEW OF THE THEORETICAL FRAMEWORK

To achieve this, the research is divided into several stages. Firstly, by observing and analyzing people's behavioral trajectories in different spatial environments, we can explore how individuals navigate through non-places and whether they experience a sense of detachment, anonymity, or even alienation in such spaces. Ethnographic research methods will play a central role in this analysis, providing rich qualitative insights into how people interact with these environments, how they engage (or disengage) with their surroundings, and how the design of the non-place affects their overall experience. For example, studying how people move through transport hubs or how they use signage to orientate themselves can provide clues to the psychological and emotional dimensions of inhabiting non-places.

Secondly, 'non-places' are functional spaces in modern societies that do not have a cultural identity or social connection. They are usually transitional or temporary places where people only pass through or stay for a short period without establishing any long-lasting emotional or associative history. Examples include airports, underground stations, shopping centers, hotel chains, and highway service areas. These places lack a sense of uniqueness and history and exist only for functionality and efficiency. This project will focus on comparing functional signs in non-places with functional signs in more traditional, place-bound environments. Non-places often rely on minimalist, functional signs designed to promote movement and efficiency rather than fostering a sense of belonging or place-specific identity. By comparing these signs to those in more culturally or historically significant spaces, which may carry additional layers of meaning, this research will illuminate how nonplaces emphasize the temporary, fleeting nature of human existence. Sign design in non-places often reflects the ephemeral role of the space itself-functional, instructive, and devoid of any personal or emotional attachment. This comparison will help to illuminate how signs can exacerbate the sense of temporariness and disconnect for individuals in these environments.

2.1. Argumentation and Experimentation of Field Observations

This project will establish my position and perception of the Non-place through an archival perspective and experimental installation. I will document and compare the place where the Non-place is located and the behavioral actions of the participants in this place, arguing and experimenting with the project using site-specific observation. 'Place is an object. Places and objects define space;' they are centers of value. For the new inhabitants, the neighborhood was initially an image of chaos, a 'vague space' before it became a place (Yifu T, 1977, p17)[3]. By studying non-place through ethnography, we can understand from Ian Breakwell's street photography that people are always the subject of activities in space, and space is the place where activities and stories take place, and

describing space changes must be describing changes in people's behaviors. In Henri Bergson's description, for him, the primary concern was temporality, 'duration'[4]; a commitment to the experience of time and a resistance to its inherent continuity, fluidity, and movement. This attitude still resonates today.

2.2. Installation Tests

Firstly, I will use archival data to analyze patterns of activity in these spaces by observing and recording the behavioral trajectories of people in specific locations. By recording and analyzing participants' behaviors in non-places in detail, it is possible to reveal how these behaviors reflect people's experiences in such anonymous, transitional spaces. By comparing the characteristics of behaviors in different non-places, I can further understand how these spaces influence the way people interact and perceive space.

In addition, experimental installations will be used as important research tools to further explore and present the properties of non-place. By setting up installations in these spaces, I will experimentally simulate and observe people's behavioral responses in non-place. This interactive installation design will not only serve as a research tool but also as an important way of presenting the concept, helping the audience to visualize and understand the uniqueness of non-place.

In terms of research methodology, I will adopt an ethnographic perspective to provide an in-depth exploration of non-place. Ethnographic research emphasizes in-depth observation and recording of human social behavior, and this method is particularly suitable for exploring the patterns of people's behavior in non-places and the social meanings behind them. With the help of this research method, I hope to reveal the complexity and diversity of human activities in non-places and to argue for the specificity of non-places through the study of these behaviors.

In summary, by combining ethnographic studies of human behavior with a comparative analysis of signage design, this project aims to deepen the understanding of non-place. By examining how people experience, navigate, and interact with these impersonal spaces, and by analyzing the functional role of generic signage, we will reveal how non-places shape human experience in a world increasingly dominated by such transient environments.

The most important problem with contextual design is that it requires a lot of field research and ethnographic measurements of a site, the results of which cannot be directly applied to the design. The translation of theory into practice, in terms of hardware design, and the actual connection to the commuter requires more knowledge, Eleanor Antin uses boots in public urban environments to encourage the viewer to participate more actively in these environments. By photographing objects (boots)[5] that are not traditionally part of the space, she disrupts the viewer's normal perception of the space and invites them to think about how they can recontextualize and re-imagine the space. This breaks down the passive experience of non-place and encourages a more active engagement with the surroundings.

Analyzed in terms of specific audiences and communities, Non-place's audience lies mainly with Commuters and travelers, and the places involved are mainly transport places, with train stations, metro stations, and airports as the main locations. Auge[6] points out that non-place users retrieve their identities at the exit. He again uses the example of an airport to demonstrate that passengers can only regain their identity at customs. Once the passenger passes through the customs gate, the same shared identity is invalidated. No matter how much they feel they have left the non-place and entered the anthropological place, their identity as a businessman, student, or tourist returns to them. Both the users of these places and the places themselves are temporary presences, with users moving briefly through the space without the presence of specific organizations and communities, and the communication that exists in social relationships is often ephemeral and pragmatic. The significance of 'non-place' for modern people is that it reveals the loss of identity, alienation, and transitional experience of life in modern society. It reflects the globalized, technological, and consumerist context

of modern life, which allows people to experience a state of drift without a sense of belonging. At the same time, the prevalence of non-place makes us aware of certain ruptures in modern life, cultural homogenization, and challenges to human emotions and identity. This concept prompts people to re-experience the lifestyles and spaces of contemporary society.

3. LIMITATIONS OF SPACE RESEARCH

Cross-field integration and research are what I hope to seek, and critical research requires knowledge of multiple fields. At the same time, my primary field of study is a prerequisite for integrating other fields, and I have found in the course of this project that I could not integrate other fields of practice as a solution, as this would result in a lack of in-depth knowledge base for the primary problem. In the initial exploration of the project, I wanted to assist the realization of the project through multi-faceted research, but in the course of the research, it was found that the multi-disciplinary practice should be placed in the practical part of the project rather than through the design practice to arrive at an ambiguous result. Therefore, through the research of the project, I gradually summarised a complete methodology to be used as a methodology to incorporate more specialized areas of research.

The temporary nature of the non-place is also suitable for extended communication to all groups of people. The existence and change of personal identity of a group of people is widespread and rapidly changing. The temporary nature of the non-place also indicates the temporary existence of personal identity, and the existence of personal identity background changes with personal experience, knowledge, and the environment, and the transformation of personal identity through the spatial boundaries is the most basic change in the reality of a wider group of people. Therefore, the methodology of capturing identity change as the basis of communication to a wide range of groups can be applied to a wider range of analyses of different groups. (Extension of the study of personal identity change)

4. CONCLUSION

In the final presentation of the project's field of research, the study of specific locations was carried out through a methodological analysis of observation, in which the analysis of the locations and the participants belonged to the human-centered design methodology. The practice of the project is based on the above two parts of the background, and then linked to the conceptual field of literature in the textual narrative and through the contextual design of the actual location of the observation of the combination of conceptual to real results of the transformation of the study through such methods and methodological research in the community research, population analysis and the scope of the location of the investigation will be integrated into a logical way of applying the approach. Through the analysis of this project, it is possible to contribute to the teaching of basic design. In the ultra-modern world of design diversity, where the pervasive influence of design has either penetrated the subconscious of all people, the problem that arises is the lack of understanding of the fundamentals of design for both users and designers, and the problem that exists between things through the dialectical way of looking at things is what this project is trying to express, as in the narrative. The Non-place is a vague but actual existence between two places.

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