Landscape Perceptions of Farmers and Environmentalists

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1. Intentions of environmentalists: Saving an existing, not yet «destroyed» landscape. The solution seems to be a «Musealisation» of a «beautiful» landscape (using it as an object of exhibition rather than an object to be used agriculturally)

2. Perception of the landscape by environmentalists: a given entity, threatened by human activities, therefore it has to be «saved» from direct interference – it can be looked at, but should not be changed

-> this creates a potential conflict between the environmentalists and the farming population, who is gaining its livelihood by working and, therefore, constantly changing this landscape
1. Perception of the landscape by the farming population: a living matter, created in a process of interaction between agriculture and nature

-> similar to Paul Klee’s perception of a landscape illustrated by its painting “Landscape at the beginning”
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2. Intention of the farming population: to use and re-shape the landscape continuously (according to economic and political frameworks they operate within)
The deeper, hardly ever discussed cause of the conflict:

The (traditional) agricultural use of a landscape generally creates landscapes perceived as «beautiful» while the use of landscapes by industrial societies generally creates landscapes perceived as «ugly» or «ruined»; industrial societies begin to “protect” landscapes at the end of the 19th century – but not landscapes “destroyed” by industrial or infrastructural activities, but landscapes peopled by farmers

-> because «spoiled», «ugly» or “destroyed” landscapes cannot (for different reasons) be restored to its pre-industrial condition, (post-)industrial societies tend to attempt to «save» agricultural landscapes because they are «threatened» to be changed in the direction of industrial landscapes since agriculture in industrial societies is shaped by industrial values and perceptions as well.
Access to the lithosphere: a precondition for the thermo-industrial as well as the transport-revolution