

## ERRATA

Page 4. Third prizes:

"It takes two to tango" was sent in by Danny Eijsackers, Sander Voetberg, Corine Zwart, students at the Agricultural University in Wageningen, The Netherlands.

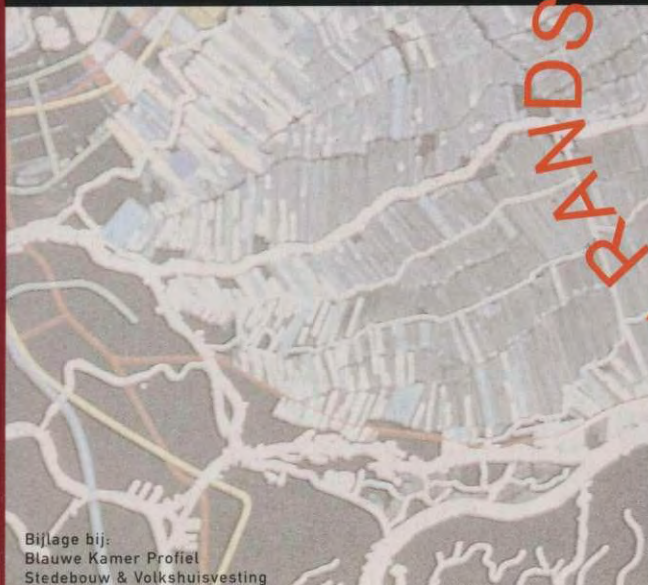
"Metropolder" was sent in by Ir. J.L.J. Buijs, Ir. M. Schouten, Ir. J.K. Wiersma, Nijmegen, The Netherlands.

Page 35. Illustration is printed bottom up.



# INTERNATIONAL OPEN COMPETITION

Eo Wijersstichting 1995



Bijlage bij:  
Blauwe Kamer Profiel  
Stedebouw & Volkshuisvesting

BRANDSTAD HOLLAND  
INSIDE

Designing the inner fringes  
of Green Heart Metropolis  
J u r y   R e p o r t



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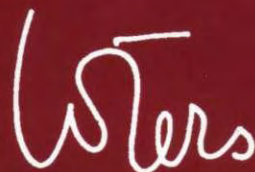
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INSIDE RANDSTAD HOLLAND is the fourth open design and planning competition organised by the Eo Wijers Foundation.

The Eo Wijers Foundation was set up in 1985 to promote spatial design and planning at the sub-regional and regional scales. The foundation aims to keep alive and disseminate the ideas of Eo Wijers, a former Director at the Dutch National Spatial Planning Agency. At a time when many designers and planners seemed to have become enmeshed in the administrative and legal complexities of spatial planning, he advocated morphological quality. The quality he propagated relates to those elements which lend character and atmosphere to our spatial environment.

A handwritten signature in white ink, reading 'Eo Wijers', located on the right side of the page.

# Preface

The open space in the West of the Netherlands, the Green Heart, is under pressure from continuous urbanisation from the Randstad, the ring of cities around the Green Heart. How can this spatial conflict be dealt with? What is the ideal balance between the different spatial claims? Questions which have been discussed for years by both professionals and politicians. A great many people feel involved in this issue.

The Eo Wijers foundation organised an open competition to elicit new ideas for the transitional zones between the Randstad and the Green Heart. In this competition entrants were required to submit designs and plans at a local scale for the urban fringes surrounding the Green Heart of the Randstad. Furthermore, these designs and plans should be related to an overall vision on the relationship between the Randstad and the Green Heart.

The response to the competition was overwhelming. From all over the world thousands of requests for information were received at the office of the foundation. Almost 300 teams finally entered the competition by paying the entrance fee.

The assignment to be undertaken by the competitors was difficult and complex, but eventually 130 contributions were entered. One third of these was sent in by competitors from abroad, notably from the USA, and from the United Kingdom and other members of the European Union.

The international jury was pleasantly surprised that the unique character of the Green Heart landscape and the urbanisation pattern of the Randstad was for so many a challenge to their creativity, expertise and insight into social processes. The artificial nature of this landscape, shaped entirely by human hand, and the dependence for centuries on adequate water management represent, perhaps more to foreigners than the Dutch, the special characteristics of this landscape, which had to be taken into account. The competition has shown that many visions, concepts and solutions are possible. A worthwhile contribution to the public debate about the planning concept of the Randstad has undoubtedly been made in this way.

It was certainly not a simple task for the jury to arrive at a well-considered selection of prize winners. The jury was guided primarily by expertise and originality. It hopes that the large number of entries is a stimulus to the quality of the debate about the future of the Green Heart.

The jury realises, however, that that future will to a large extent be determined by the relative force with which the various interests and interest groups in society stake their claims, the quality of the legislation in the field of spatial planning and the way in which this is managed by the public authorities. Firm guidance to the whole planning process could well be a precondition for guaranteeing the quality of the Green Heart and for achieving sensible urbanisation in the future.

DR. IR. J. IJFF, CHAIRMAN OF THE JURY



# Verdict

## The first prize

The jury decided to award the first prize to the entry under the motto **'Laddermetropolis'**. This entry was sent in by Richard Colombijn, Ron Klein Breteler, May Kooreman, Rop van Loenhout, Frans Marks, Aafke Nijenhuyzen, Sander Smit, Remco Westhoek, Gijs Wolfs, Perry Zijlema, VHP Stedebouwkundigen + Landschapsarchitecten, Rotterdam from the Netherlands. They receive a prize of Dfl. 40,000.

## Second prizes

The jury decided to award a shared second prize, of Dfl. 25.000,- each, to the entries under the mottos:

**'Chaining waters'**, which was sent in by Jeroen Hoefsloot, Pieter Klomp, Ton van Laar, Hans Snijders, Reinier Stuffers van Zandvoort Ordening en Advies, Utrecht in samenwerking met IBN-DLO, Wageningen, met dank aan Jan Vogelij, Sjef Langeveld, Jos Jonkhof, Sybrand Tjallingii, Boudewijn Delmee en Hans van der Linden, from the Netherlands  
**'XX'**, which was sent in by Petra Brunnhofer, Christian Werthmann, Tilman Latz from Germany en Wolfgang Schück from Austria,. XX is a student entry.

## Third prizes

The jury decided to award a shared third prize, of Dfl. 15.000,- each, to the entries under the mottos:

**'It takes two to tango'**, which was sent in by Ir. J.L.J. Buijs, Ir. M. Schouten, Ir. J.K. Wiersma, Nijmegen, from the Netherlands.  
'It takes two to tango' is also a student-entry.  
**'Metropolder'**, which was sent in by Danny Eijsackers, Sander Voetberg, Corine Zwart, Wageningen, from the Netherlands

## Honourable mentions

**'Ducklands'**, which was sent in by Kees van Ham, Peter Hoesbergen, Marjan vanden Hoogenhoff, Kees Stegenga, Christ Vanderheijden, Wim Wiersinga, BRO Adviseurs, Vught, from the Netherlands, is also awarded an honourable mention and Dfl. 6.000,-.  
**'Overholland!'**, which was sent in by Dirk Sijmons, Lodewijk van Nieuwenhuijze, Robbert de Koning, H+N+S, Utrecht en Henk Engel en Endry van Velzen, DeNijl Architecten, Delft, met medewerking van Tess Broekmans, Ben Cohen, Harma Horlings, René Santema, Sanna Schuiling, Leo Smit, Livina Tummers, from the Netherlands, is awarded an honourable mention and Dfl. 6.000,-.

## Commendations for positive provocativeness

**'Heart Beat'**, which was sent in by Erik de Jong, Leontine Lieferring, Caroline Wigleven, Den Haag, from the Netherlands, is also awarded Dfl. 2.000,-.  
**'NOA-P'**, which was sent in by A.H. Peeters, co-producers: R. Kindt, J. van der Veen, Eindhoven, from the Netherlands, is awarded Dfl. 2.000,-  
**'The Flood Myth'**, which was sent in by Raoul Bunschoten, Takuro Hoshino, Peter Hasdell, Beat Fleischli, Mani Rastogi, Stijn Rademakers, Mateo de Cardenas, Chora, Institute of architecture and urbanisme, Londen, United Kingdom, is awarded Dfl. 2.000,- and a bottle of whisky.  
**'Urban Climax'**, which was sent in by Michael Sorkin, New York, from the United States, is awarded Dfl. 2.000,-.

## Incentive prizes

The jury decided to award incentive prizes, each of Dfl. 2.000,- to the entries under the mottos:

**'Bono'**, which was sent in by Mark Graafland, Den Haag, from the Netherlands  
**'Confetti'**, which was sent in by Danielle Niederer, Brigitta Zijlstra, Wageningen, from the Netherlands  
**'Menu'**, which was sent in by Rafael Gomez-Moriana, Jan Peter Wingender, The BerlagelInstitute, Amsterdam, from the Netherlands  
**'Public enemy'**, which was sent in by Eva Gomez Camacho, Fernando Ramos Munoz, Jose Maria Medina Buzon, Aitor Garcia de Gurtubay Galligo, Universidad de Navarra, Pamplona, from Spain  
**'The Green Heart goes Randstad'**, which was sent in by Claudia Wollkopf, Felix Kröber, Hannover, from Germany.

# Inside Randstad Holland

In this competition designers were challenged to dispute the development of Randstad Holland as a Green Heart Metropolis and to illustrate the role of the urban fringes around this Green Heart. In the competition programme the organisers raised some questions on these two themes:

## Green heart metropolis

In the area that is these days referred to as Holland (not to be confused with the Netherlands as a whole) the sea and the rivers, on the one hand, and man, on the other, have for centuries been in conflict with each other. Sometimes it was the physical environment, sometimes it was human influence, which had the upper hand.

Where the Maas and Rhine rivers meet the sea - in the present day Holland - after the ice age a thick peat layer developed. In these marshy peat areas man at first did not feel at home. He sought more favourable living conditions on the higher ground which surrounded the peat areas. This higher ground consisted of the sand bars and old dunes in the west, the Utrecht slopes in the east and the river banks.

These bars, dunes, slopes and levees were at the time logical sites for the cities of Holland. These cities developed, unhindered by the dominant feudal powers, into small bourgeois centres of power at short distances from each other, in some cases a mere 10 kilometres, each city with its own specialisation.

Starting in the 9th century AD, man began to conquer the peat areas, firstly by draining the peat bogs and digging canals, in order to grow corn. After a few centuries growing corn became impossible. The drained peat shrunk and the ground sunk several metres and could only be used for dairy farming. People moved more and more to the then developing cities.

From the end of the Middle Ages until the 19th century, the reclaimed peat areas acquired a new economic value. By extracting the peat and drying it 'turf' was made. In those days turf became the most important source of energy in the Netherlands. By extracting turf the typical Dutch lake areas were created, and later by reclamation into 'droogmakerijen' (polders). This produced the internationally renowned Dutch polder landscape with its characteristic variable water tables and windmills. Agriculture in these polders was in recent centuries a powerful economic factor, so strong in fact that it could withstand the pressure of urbanisation from the surrounding cities.

This led to a relatively continuous built up area and a relatively non-urbanised central area. This ring of cities, including Amsterdam, Rotterdam, The Hague and Utrecht, came to form a new urban agglomeration of around 6 million inhabitants which already in the 1930's was referred to as Randstad Holland.

When, after the Second World War, the cities began to grow rapidly the question was asked whether sufficient open space would remain. It was concluded that a green belt should be maintained. In contrast to large cities outside the Netherlands this green belt is not situated on the outer periphery but in the centre: the Green Heart.

Randstad Holland is developing as a metropolis, an urban network of considerable size comparable to London or Paris. Its morphology, however, is clearly different. Where London and Paris have one major urban centre, the Randstad has a rural heart: the Green Heart. This is a special quality which can be exploited in the further development of this metropolis.

## Urban fringes

Urban fringes signify in morphological terms where the city ends and the periphery begins. Urban functions, however, thanks to modern means of transport and communication, reach far beyond the physical periphery. Amorphous urban fringe areas are the expression of this. The morphology of these areas is, on the one hand, determined by the geomorphology of the land (peat, rivers, landscape) and, on the other hand, by the grooves cut into the landscape by infrastructure (railways, motorways and canals).

As a counterbalance to the continuing increase in scale of the way in which urban society functions, there is a growing need for identity and familiarity.

An urban fringe can be approached as a park or a water edge. You can choose to erect a hard edge. It can be a business or industrial area. Or is it sometimes a commercial venture such as Disneyland? Is a well ordered spatial planning of functions necessary so that people can live there contentedly, farmers can go about their business and the natural environment is also given a chance? Or is it merely the reverse side of the city: a chaotic area where all kinds of semi-illegal activities can proliferate?

A feature of the medieval and fortress cities was a hard boundary between town and country. The fortifications literally sealed off the city from the surrounding hinterlands. Are we looking once again to seal off the city? Or do we approach the transition between town and country as a mixed area of both? Will the fringe acquire a specific morphological character or will it be a tidal area which the built environment invades and recedes from, just like the ebb and flood tides of the sea.

# The competition

## The assignment

The competitors were confronted with two tasks. These were described in the competition programme as follows:

1. Entrants were requested to submit a design or plan, including a spatial plan of functions, for one of the following urban fringes of the Green Heart: Achtkamp, to the north east of Rotterdam, Huis ten Donck between Bolnes and Ridderkerk, and Maarssen-Utrecht.

Issues that the entrants had to consider were formulated in the competition programme:

To what extent is it necessary to establish these fringes in order to create permanent transitional zones between the Randstad and the Green Heart? What design or plan strategy do you wish to pursue? What chronological steps do you have in mind in choosing this strategy? Indicate what constitutes the main elements of the design or plan and what constitutes the detail. In the information package the government policies applicable to these areas were indicated.

The design or plan had to be illustrated by sketches, cross-sections, overviews and detailed drawings of characteristic elements. At the same time the regional context of this design or plan had to be indicated.

2. Competitors also had to provide an overall vision on the relationship between the Randstad and the Green Heart and the position therein of the urban fringes around the Green Heart.

In the competition programme it was stated that the following questions were of central importance:

Is the Green Heart Metropolis a useful planning concept? Does the Green Heart contribute to the contentment of the inhabitants of the Randstad? What elements determine the coherence in the structure of the Green Heart Metropolis? How can the ecological qualities of this metropolis be exploited?

What is your vision on the tension that exists between, on the one hand, the morphological contrast between the Randstad and the Green Heart and, on the other hand, the functional dovetailing of both in one urban network? What is your vision on the relationship between town and country in the plan area?

Are the urban fringes around the Green Heart different from those of other metropolises?

## Work to be submitted

1. Two pages of AO landscape containing:

- A spatial design or plan in the form of both text and illustrations for one of the three above locations. The design or plan should be drawn at the scale of 1: 2,500.
- Sketches, cross-sections, overviews and detailed elaborations at other scales to illustrate the design or plan.
- The regional context of this design or plan at the scale of 1: 25,000.

These two pages may not be attached to foam boards or other reinforced material.

2. A treatise in text in English and illustration on a maximum of 6 A4 pages, in which an overall vision on the relationship between the Randstad and the Green Heart and the role played by the urban fringes in this vision are explained.

The use of colours in the presentation was permitted. The submission of more material (for example three dimensional models, slides, extra documents) other than requested would not be accepted.

Prizes

The jury was empowered by the organisers of this open competition to draw up a ranked list of prize winners. Eventually the jury had to decide how the prize money would be allocated.

For the first prize 50,000 Dutch guilders were reserved. Young designers and planners were particularly encouraged to enter since special prizes were reserved for them (up to a total of 50,000 Dutch guilders). The total amount of prize money available was 150,000 Dutch guilders. All this prize money had to be distributed.

The prizes were to be awarded by the organisers within two months of the jury's verdict. No Value Added Tax was to be paid on these prizes.

Guarantees of subsequent contracts of work for prize winners could not, of course, be given although this open competition was running concurrently with the development of policy for the locations specifically mentioned. The relevant local authorities fully supported the organisation of this open competition and eagerly awaited the results.

## Programme and information package

To enter this competition an entrance fee (500 Dutch guilders, students 100 Dutch guilders) had to be paid. Competitors received an information package. This extensive package included a booklet with the competition programme and some essays about various aspects of the Randstad and the Green Heart. Also included in the package were maps, a topographical atlas, an historical atlas and aerial photographs of the locations.





Achtkamp, near Rotterdam



Aerial photograph of the Achtkampsite.



### Achtkamp, near Rotterdam

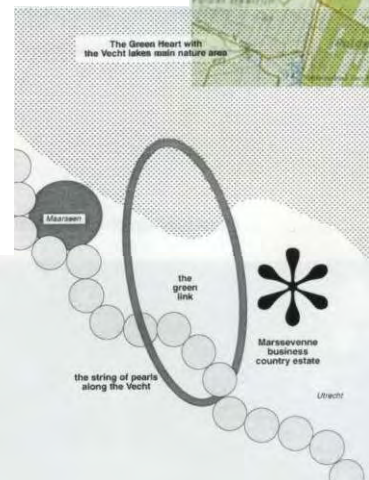
A new residential neighbourhood on reclaimed land on the edge of a large city. Along the western edge of the neighbourhood a green wedge with recreational amenities runs along the river Rotte into the city of Rotterdam. In this location the challenge is the confrontation between urban and landscape development. This confrontation comes to its climax at the point where the landscape penetrates the new neighbourhood as far as the community centre.





### The New Maas, near Krimpen and Bolnes

The New Maas river marks here the boundary of the Green Heart. That implies that the areas on either side of the river can acquire different characters. At the same time the location can be seen as the 'river port' between the world's largest port, Rotterdam, and the Green Heart. On the southern side recreational woodlands are planned whilst to the north one looks out over the open polder landscape of Holland towards the city on the other side of the river.







#### Maarsse-utrecht

The concentration and integration of industry, business, horticulture under glass and recreation that now is spread over ribbon developments throughout the whole area. The local authorities are thinking in terms of a modern integrated recreation and business area, as a 21st century 'Marsevenne country park'. Through concentration of the most dynamic functions the ecological-recreational relationship can be strengthened between nature in the Green Heart and urban green space along the Vecht river.



# Spiral or ladder, myth or climax, wall or wilderness



Paris



London



Berlin

When judging the entries certain types became evident. All these will be further studied by those carrying out the plan analysis. Here the jury limits itself to certain observations.

## Randstad or bandstad

The issue of edge-city is one faced by city regions everywhere in Western Europe and the USA. But the nature of Randstad is the personification of edge, so it makes a leading contribution to the international debate.

The 'Randstad' proposition has the potential to make clear - in one single word - the completely different reality of urbanization here, as opposed to the monocentric agglomerations (Paris and London) or the amorphous polycentric megalopolises (Boston and Washington, Emscher Region/Ruhrgebiet).

It is important to focus on the advantages and disadvantages of the Randstad concept in relation to:

- \* implosion of the ring of cities as opposed to explosion;
- \* effect of criss-cross infrastructure;
- \* lengthening and strengthening of inner fringe;
- \* maintenance of green corridors (gaps) in the ring for the connection of the Green Heart with the outlying landscape.

In the plans submitted there are fundamentally different approaches to the Randstad concept and the discerned urban structure:

1. Many entries confirm the government's policy to concentrate urbanisation on the ring of cities, sometimes with a differentiation in the southern and a north eastern wings.
2. Many entrants propose different treatments of the western and eastern parts of the Randstad. As an alternative to the Randstad some entrants think that a 20 kilometre wide 'bandstad' (bandcity) between Rotterdam and Amsterdam is more realistic. This option is often based on new infrastructure. The eastern part of the Randstad around Utrecht is not part of this 'bandstad'.
3. Also some entries oppose the Randstad with the conception of Holland as an urban field. These entries are often not clear at the regional level or they adhere to a strategy more than a design. They give guidelines for land use decisions.



Spatial vision in: "Plan of approach on Spatial Planning and Environment" by "The Green Heart Steering Group, 1992.

None of the entries contains proposals for a large new town in the Green Heart.

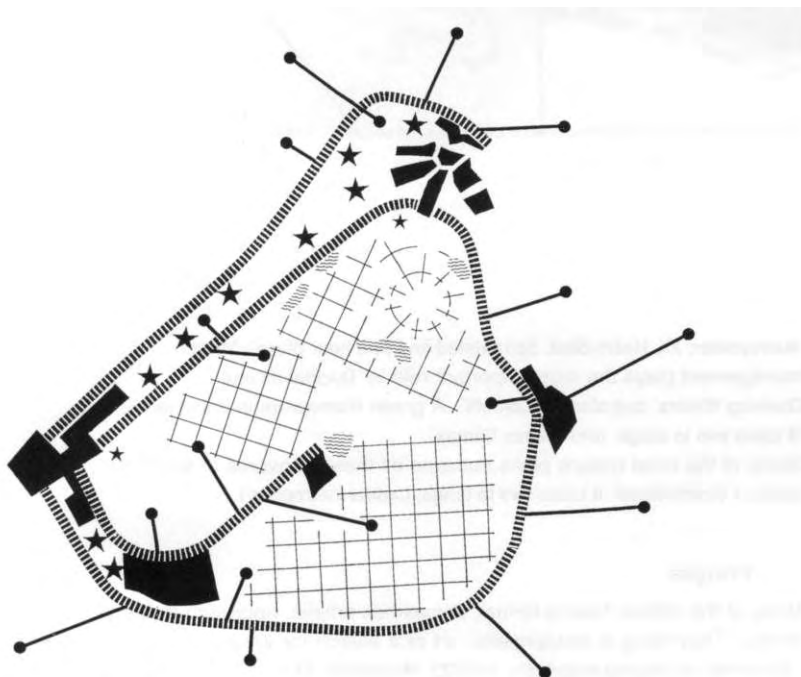
## The green heart: myth or climax

No entry comes up with a convincing new concept. Most entries emphasise the quality of the Green Heart concept and wished to maintain it. Most entries make a plea for a (smaller) Green Heart in the future. Many propose to strengthen the Green Heart functions. Only a few entries foresee a larger Green Heart.

Several entrants abandon the Green Heart concept because they assume that government cannot steer spatial developments. Regional



Rurh-area



Spiraalstad

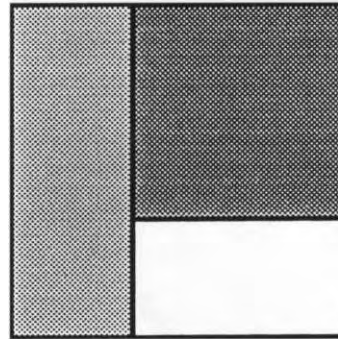
From 0.0



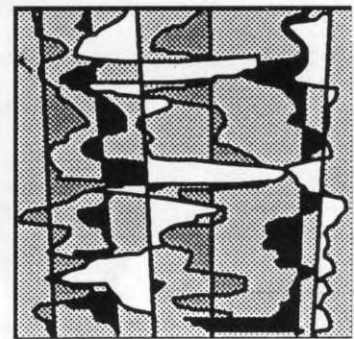
urban fringe



urban field



This would be boring  
from: "Oxilating spheres".



This is interesting

planning with spatial concepts like the Green Heart is not realistic to them ('Flood Myth. 0.0. Centerparc. Connector, Pioneering. Slaperdijk, RUL26V15). Often these entrants see Holland as an urban field where coincidence rules.

Most entrants differentiate between the western part containing the former lakes and the eastern part with the typical peatlands. This peat district is respected by all the entrants. Most of them even protect it. Nature development is suggested, often in combination with recreation and water conservation.

A number of entries design new lakes between the Vechtplassen and Utrecht. Some entrants propose to build houses, for instance on islands, in these lakes. That would be a specific quality the Green Heart can offer. Often this is combined with urbanisation along the Vecht. The jury has its doubts regarding the spatial and ecological qualities of these lakes. The foreign members of the jury do not understand why the Dutch are not more proud of their typical peatlands. Lakes are by no means in short supply in the Netherlands.

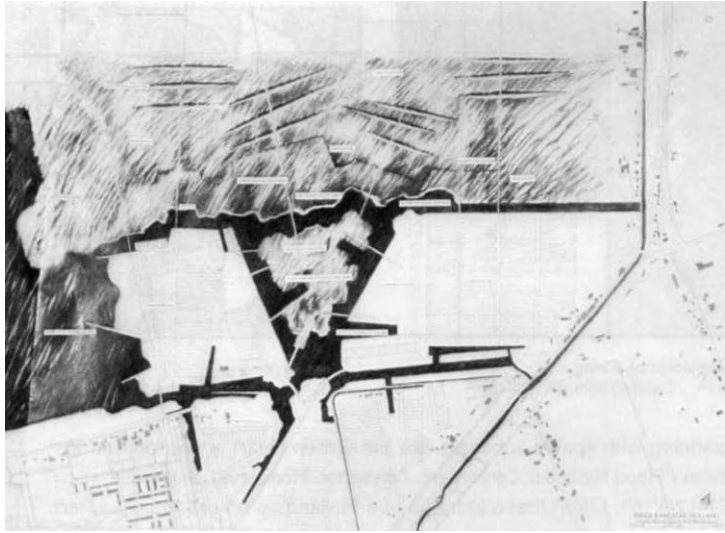
Many of entrants propose urbanisation of the 'droogmakerijen', the former lakes, in the west of Holland. Reasons for treating these areas differently are:

- few actual ecological and visual qualities;
- heavy urbanisation pressure;
- the soils are suitable to build upon without incurring large costs;
- the supposed weakening economic position of agriculture.

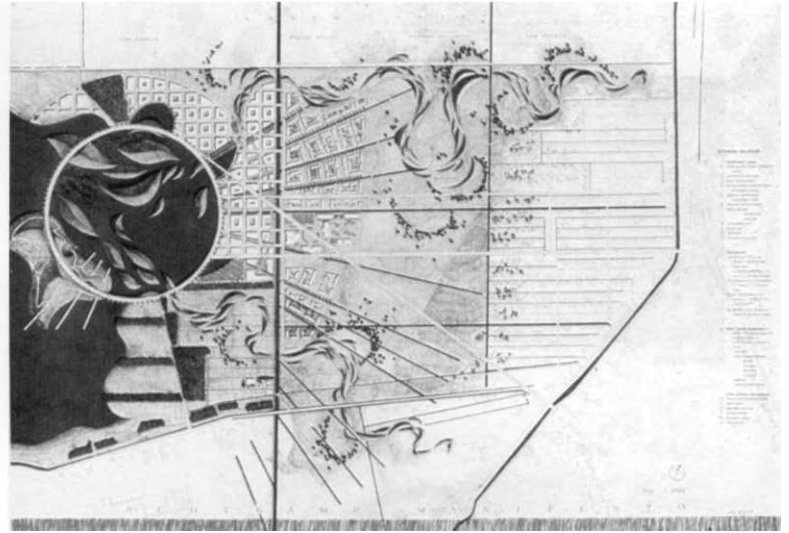
There are many comprehensive entries that start with landscape analysis ('Laddermetropolis, Overholland!, The green heart goes Randstad, Plucky, Urban Climax, CJMPP).

Some entrants make suggestions to change the organisation of governmental spatial planning in The Netherlands. That would be the only way to maintain a good landscape plan ('Plucky') or to stimulate or articulate regional identity by incorporating the ideas of the smaller municipalities ('Confetti').

Then there is a large group of plans based on one, two or even three networks. The infrastructure is very important in for instance:

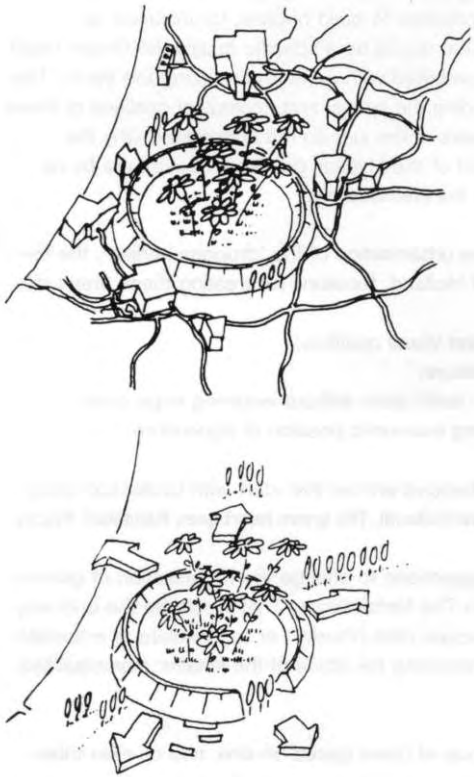


From: "AP 8325".



From: "Achtkamp Manifesto".

From: "The Green Heart goes Randstad".



Metropolder XX. Heart-Beat. Spiraalstad and One hour place'. Water management plays the most important role in 'Ducklands and Chaining Waters' but also in 'Confetti'. A green framework is important in 'It takes two to tango' and 'Urban Climax'.

Some of the most mature plans combine all these networks or frameworks ('Overholland! It takes two to tango, Laddermetropolis').

### Fringes

Many of the entries have a formal, sometimes artistic, approach to the fringes. They bring in metaphysics, art or a search for visual identity (Mindlines. Achtkamp manifesto. AP8325. Mountains, XX').

Others devise strategies to approach the interaction of landscape and urbanisation. Many entrants are looking at the fringe as a transition zone. Some entries apply the more 'traditional' approach of 'buffering'. Others offer space to recreational amenities for intensive use. Again others develop the inter-relationship of 'red and green' by 'dovetailing' built up and open space.

On the other hand there is a group of entries which develops the need for a clear 'edge'. Some plans try to strengthen the form, the image of the green heart, by literally building up a wall against urbanisation (The green Heart goes Randstad).

Others give the urbanisation a strong boundary by making a strong functional-intensive border ('Heart Beat. Urban Climax').

There is a difference in the type and complexity of the fringes at the three locations. Most entries show a good understanding of the characteristics of the local landscape.



### Maarssen:

This is a very interesting and very stimulating location: subtle and unique landscapes. The combination of natural landscape and development pressure place this location at the heart of the Randstad/Green Heart debate. It provided an excellent vehicle to challenge the skills and creativity of the entrants. Its subtle appearance demands a deep understanding of the Dutch landscape and Dutch environmental processes. Water and nature often play a major role in the plans for Maarssen. Many designers used water and green structures to bring the Green Heart into the body of the town, instead of bringing urbanisation out in the Green Heart. Sometimes a very large building is designed as a link between the Green Heart and Utrecht-Vecht-Maarssen.

### Achtkamp:

During the assessment it was striking that this location inspired so many entrants. Many plans give a vision on the relationship between 'red and green' and try to illustrate alternatives for this dichotomy.

A lot of entrants see this site as a definite border. They often have very romantic ideas of how the landscape can structure the new settlement. Others think that Achtkamp is just a step or starting point of (sub)urban development to the north or east.

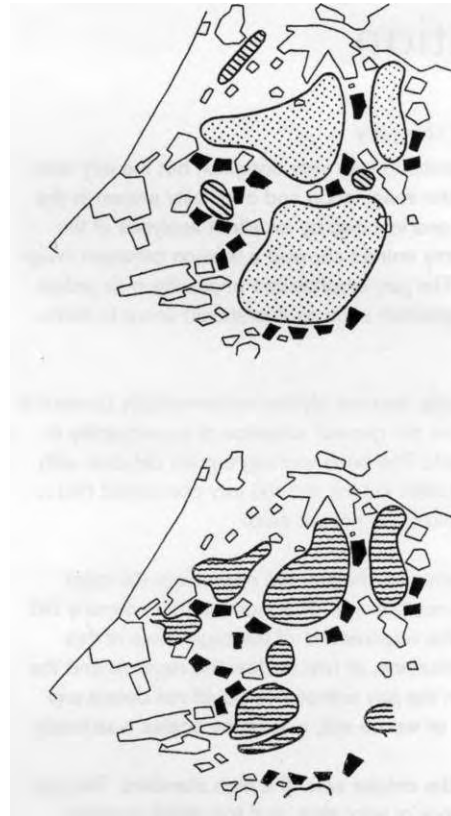
Inundation by water of large parts of the landscape was often used to structure the new residential area or to give it identity.

### Huis ten Donck:

This is the most difficult of the three locations. Its links to the Green Heart are tenuous. In the first place it is a strategic location in the Rotterdam-Dordrecht area. Nevertheless this is a challenging and pertinent site to examine the distance between city/town centre and periphery in the centre/edge debate. Whereas Maarssen and Achtkamp stimulated debate about the Randstad inner heart edge, Huis ten Donck stimulated the examination of a number of interesting technical and technological questions.

This is the location for planners who foresee changes in society because of the implementation of new media and new transport systems. Some of them even came to the conclusion that this society needs 'new' ways of planning. Chaos, tapestry, transition zones, new wilderness. Often entrants see Rotterdam as the Randstad's door to this new global society and planning the Green Heart is impossible, or not important, or 'rhubarb' to them.

The jury, confronted with proposals that address themselves to the enormous urban pressure on this site, especially appreciated those entries that respect and protect the Huis ten Donck and its gardens as an important entity.



From: "The green green grass of home"

### Other important issues

Some entries approach the Green Heart as a park. What about the people who are living there at this very moment? Society cannot afford the Green Heart at its present size to be a recreation area. Meaningful land use and mixture with nature preservation/upgrading will have to be discussed further.

- The entrants devote no attention at all to the larger cities within the Green Heart.
- A doubling of the existing urbanization (both as villages or towns and in linear structures along roads or dykes) will already alter the Green Heart substantially!

If the vision of the Green Heart is to be maintained, the question of how to control and direct (urban) growth at the centre of it will have to be addressed!

- The issue of agriculture (intensity of land use, pollution, eutrophication, disposal of manure) has not been addressed in detail in the entries. Neither has the question whether agriculture will still be needed and present in the future Green Heart. What about the question of sustainable land use by agriculture?

No interesting analyses of agriculture in the Green Heart are to be found. Most of the entrants take further urbanization and the decline of agriculture for granted.

# Adjudication

## General remarks of the jury

The assignment in this competition was very complex, but the jury was nevertheless impressed by the imagination and originality shown in the entries, often accompanied and inspired by excellent analyses of the complex actual situation. Many entries showed a tension between imagination and implementation. The jury emphasised originality in its judgement because an open competition such as this should serve to stimulate new directions.

The awareness of sustainability was not always systematically present in the entries, a fact that reflects the general absence of sustainability in the current planning approach. The prize winning entries did deal with this aspect, to a greater or lesser extent, but the jury concluded that a general awareness in this field does not yet exist.

Referring to presentation generally, the jury did appreciate the clear approach of most of the entries but was disappointed that so many did not take into consideration the requirement of the organisers of this competition for qualitative solutions, at two scales: the regional and the local scales. For that reason the jury sometimes could not detect any coherence in the proposals or worse still, one of the scales was totally absent.

Overall the presentation of the entries was of a high standard. The jury was delighted with the number of very clear and focussed presentations, both graphically and textually.

As is sometimes the case, some of the more ambitious ideas were presented in a more obscure manner which demanded additional study. This was sometimes frustrating for the jury. The judges commended those entries which by their creativity, clarity and legibility made the content more accessible and thus easy to judge.

## A bouquet of prizes

The competition provided an excellent vehicle for examining the relative advantages and disadvantages of design-derived, analysis-based and process-driven approaches. The complementarity and counterpoint (alter ego) of some of these exhibits provided the jury with a series of entries that collectively examined the debate thoroughly.

The jury wanted to express this in the way they rewarded the best entries. The prize winning entries should be seen as a group of entries that together represent some important aspects of planning and designing the future of the Randstad, the Green Heart and the fringes in between.

'Laddermetropolis' was awarded the first prize because it is the most complete entry. It scores high on all criteria. It is coherent, mature, and excellently presented in text and graphics. However, the jury does not regard 'Laddermetropolis' as the ultimate solution. Some aspects of planning and designing the future of Green Heart Metropolis that this entry does not or hardly address are dealt with in other entries.

That is why the jury wants to present this first prize as part of a bouquet of plans and designs. Although some of these entries are incomplete, together the plans and designs in the bouquet show all the nuances and complexity of the issues at stake.

First of all there is 'Chaining Waters'. This entry focusses on a basic aspect in the Dutch landscape: water. This entry offers a drastic and inspiring vision on the water system at the scale of the Randstad. That is why it is one of the prominent flowers in the bouquet of prize winners. Then there is 'XX'. This student entry searches for a new identity of the different parts of the Green Heart by integrating landscape planning and ecology in the planning and design of urbanisation at the scale of the Randstad.

Another aspect of the planning and spatial development of the Green Heart that should be part of the jury's bouquet is attention for landscape design.

The jury regarded 'It takes two to tango' as an important example of the entries that give special attention to this aspect. But that is not the only aspect of this coherent entry about which the jury was enthusiastic, even without knowing it was an entry by student designers.

'Metropolder', excellently designed at the local scale, is another complementary entry but for another reason. It addresses the effect of changes in the way people will possibly transport themselves in the (near) future. Hearing the long list of traffic jams every morning and afternoon on the radio makes you realise this already is a hot issue in the Randstad.

'Chaining Waters' and 'It takes two to tango' together represent an understanding of process and ecology. This understanding was also found in 'Ducklands'. 'XX' and 'Metropolder' represent a hierarchy in scale. 'Overholland!' also offers a clear view on the strategic planning of urbanising regions.

Then there are a few different types of flowers in this colourful bouquet: entries that do not give a complete plan but are thought provoking thought about certain aspects of planning in tomorrow's society. How will cybernetics and virtual reality affect our future? That's the question that 'NOA-P' effectively raises with a science fiction story and surprising graphics.

'Heart Beat' suggests what a concentration of urban activities completely separated from the green natural world means for a metropolis. And 'Flood Myth' accepts that planning in the old fashioned way is really inappropriate in the chaotic global world of the 21st century.

## The jury's working method

The members of the jury met over two weekends in which they deliberated over the entries. Before the first meeting the jury studied the treatises and slides of the entries.

Just prior to the first weekend the jury started on Friday February 3rd with an excursion to the competition locations. The rest of that weekend the jury was in Wageningen. There the Agricultural University kindly



offered space for these two weekends. And a lot of space was needed to exhibit the 129 entries.

The aim of this first weekend was to select a small number of designs that had a chance to win this competition or achieve honourable mentions. The members of the jury first individually selected entries that they wanted to discuss with the rest of the jury. After discussing these 59 entries together, the jury decided to select 30 entries to study more intensively on the Sunday. At the end of this first weekend 12 of these entries were selected as possible prize winners or because they should be specially mentioned.

Between the two meetings the jury composed a report of the first meeting and, after closer study at home, the members of the jury individually proposed possible prize winners and honourable mentions. One or two

entries were added again after being abandoned in the first round.

On Saturday April 8 the second meeting started by discussing again 'Spiraalstad', 'The Green Heart goes Randstad', 'Bono', '0.0' and 'Public Enemy'. These entries were selected during the first weekend or suggested as a prize winning entry by only one of the members of the jury. The jury agreed that none of these entries were prize winners. After that 'Confetti', 'NOA-P', 'Heart Beat', 'Flood Myth', 'Plucky', 'XX', 'Menu', and 'Urban Climax' were discussed. These entries were recommended only by two or three members of the jury as prize winners. In this group also were some entries that were recommended to be honourably mentioned. The jury agreed that 'XX' should be taken into the next round as a possible honourable mention. 'NOA-P', 'Heart Beat', and 'Flood Myth' should be given special mention for their positive provocativeness, 'Urban Climax' and 'Confetti' for content.

At that stage only 7 entries remained as possible prize winners or honourable mentions ('Laddermetropolis', 'Overholland!', 'Chaining Waters', 'Ducklands', 'Metropolder', 'It takes two to tango' and 'XX'). These were intensively deliberated upon. The intention was to come to a verdict on the Saturday, but at the end of the day the jury could not come to an agreement. The jury decided to study these 7 entries again overnight. Next morning the jury eventually came to its final conclusions.

Only then was revealed which of the plans were student entries. Some of the entries already rewarded had been sent in by such young designers! The jury decided to reward another four student entries with an incentive prize. Then the prize money could be apportioned. After this weekend the secretary of the jury wrote a draft of the jury's report on which the judges individually gave their final comments.

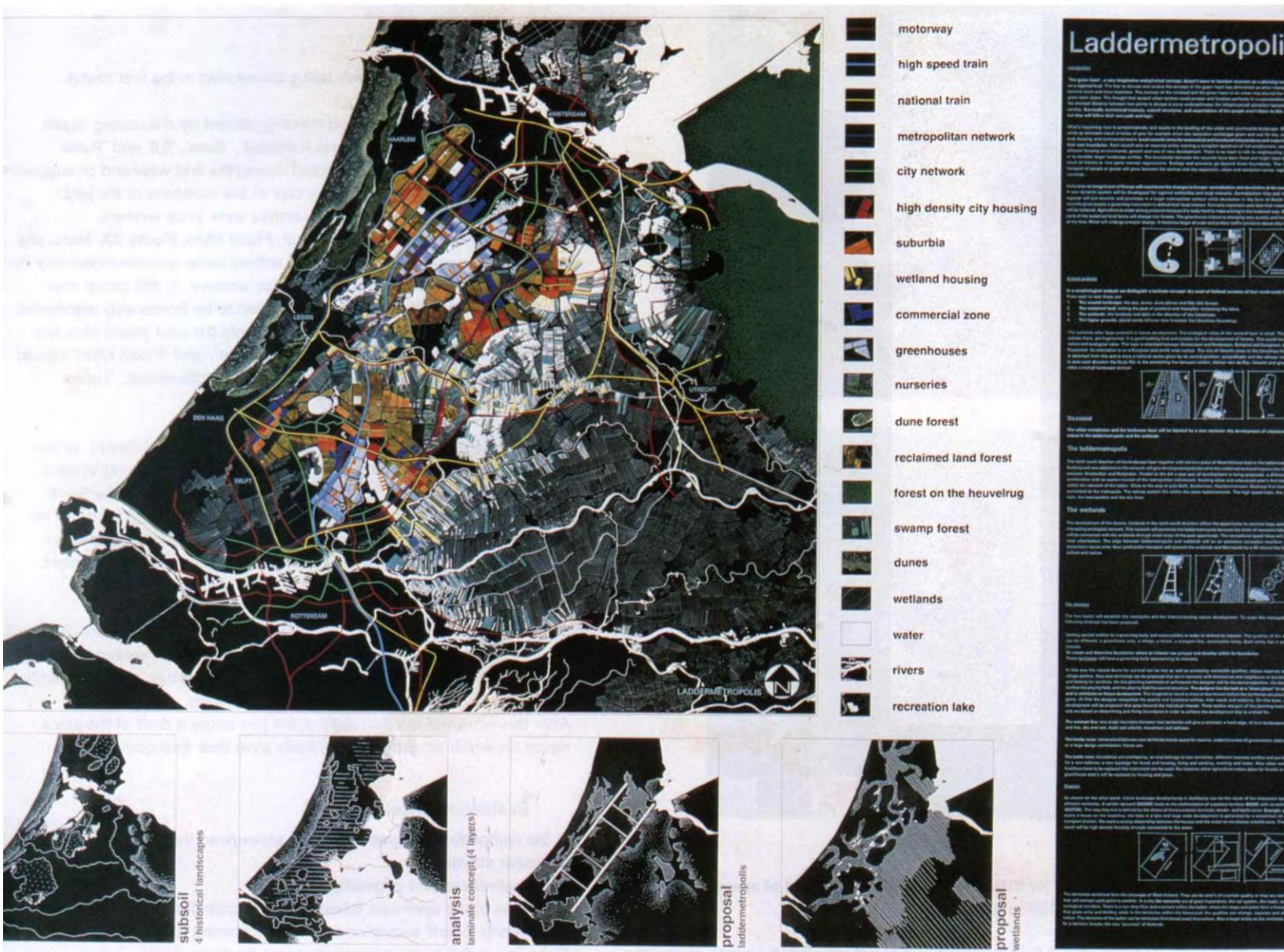
### Evaluation criteria

In the competition programme it was announced that the jury would pay particular attention to:

- imaginativeness and originality;
- ripeness of the synthesis following a demonstrable analytical process;
- clarity and logical sequence of the underpinning of the design or plan. Cohesion at the micro, meso and macro scales;
- the maximisation of the qualities of Randstad Holland as a planning concept;
- an eye for the individual character of the urban fringes around the Green Heart compared with urban fringes elsewhere;
- making use of characteristic aspects of the landscape in the locations;
- the encouragement of sustainable development and an awareness of the effects of development;
- strategic underpinning, and the possibilities for phasing;
- positioning in the Euroregional planning and macro developments;
- presentation and style in text, especially in the illustrations.



## The prizes



# Laddermetropolis

Based on a sound analysis the entrants point out that the greatest problem of Green Heart is found in the western half with its "droogmakerijen", the former lakes. 'Laddermetropolis' demonstrates clearly the consequences of 50.000 new houses to be built in this area.

The entrants are professionals who respond clearly to this task. 'Laddermetropolis' shows how new urban areas can develop in the periphery and between the existing new cities. "If you want that amount of new houses, I can show what will happen. Is this really what you want?"

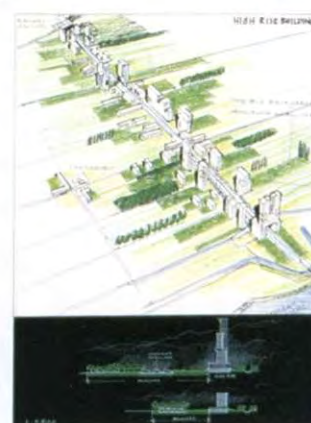
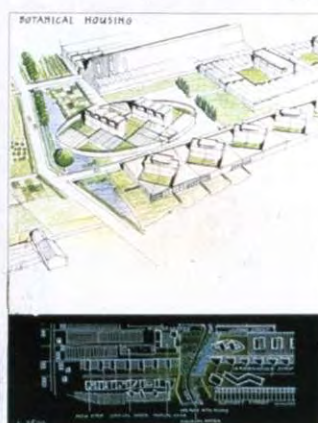
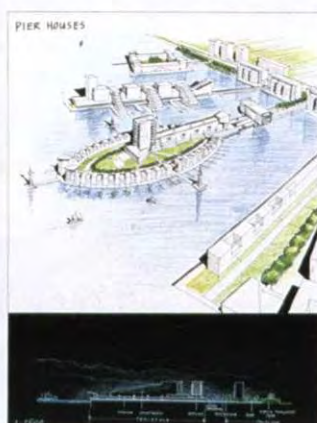
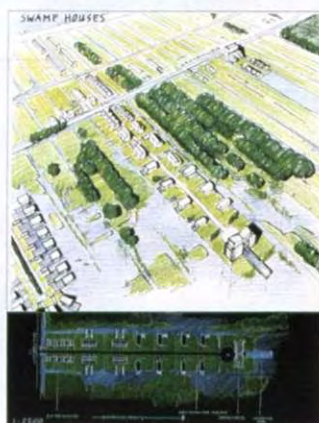
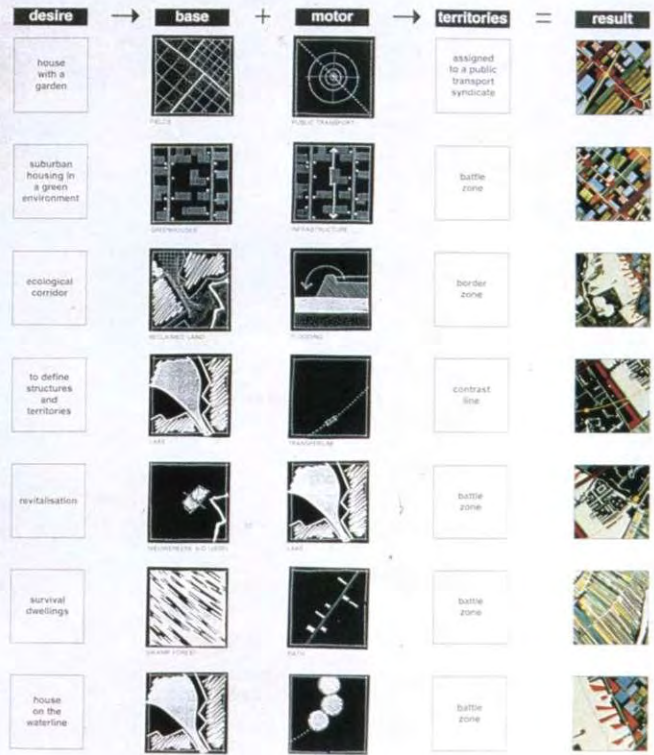
The former lakes, the "droogmakerijen" (polders), will have to be urbanised, at least partly. 'Laddermetropolis' shows that approximately 20 km east of the existing infrastructure from Amsterdam-Haarlem to The Hague-Rotterdam another infrastructural link will have to be developed.

There are more plans that see a 'bandstad' emerging, but 'Laddermetropolis' poses the question to Dutch planning very clearly. What is the quality of a 25 km wide 'bandstad'? Does it add quality to the rest of the Green Heart?

At the same time the design is intriguing and seductive. The link between the different scales raises some questions but this 'Ladder landscape' might very well possess a great deal of spatial quality!

The plan for the western part of the Green Heart is especially attractive. The jury was disappointed, however, by the way the Vinkeveense Plassen are handled.





The 'bandstad' proposed by 'Laddermetropolis' looks simple. That simplicity is reinforced by the drawings. They look precise but the regional plan is in fact rather vague. Are not the graphics merely colours?

The jury doubts the faithfulness of the drawings that illustrate the design at the local scale. The open space is no longer evident.

'Laddermetropolis' uses an interesting strategy, which connects 'desire', 'base + motor' and 'territory' to the results that can be achieved. Foreign members of the jury were astonished by the language used in the treatise. It has an aggressive tone. A combative attitude does not always bring the best results. But possibly this attitude is common in Dutch practice.

This is a very thorough and original entry. It has a mythical richness. The understanding of the landscape in 'Ladder metropolis' is accurate. The consequences of the urbanisation are clearly stated.

And 'Laddermetropolis' is attractively presented with its collages of thousands of small coloured pieces of paper containing numerous ideas. Everytime you study the design there is something new to discover in 'Laddermetropolis'.



## The prizes



## Chaining waters

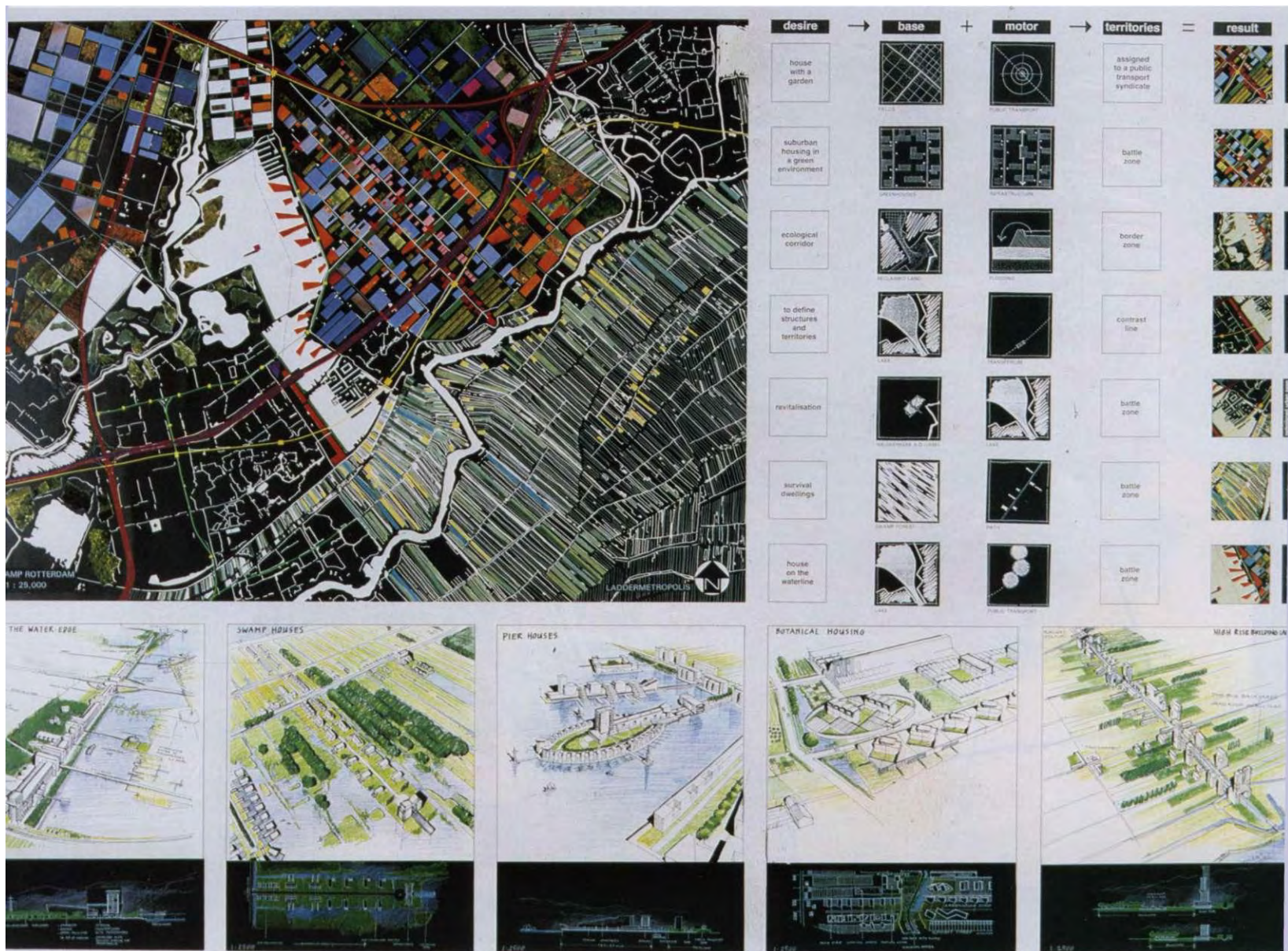
The treatise of 'Chaining waters' provides fascinating reading. 'Chaining Waters' is a rather one sided plan because of the strict focus on the water system. However, the jury believes this aspect to be so important that it should have a prominent place in the bouquet of prizes.

At the local scale 'Chaining Waters' looks attractive because of the colours, but it shows little design quality. And, more important for a water management plan, how does the water system in the local design link to the thoroughness in the treatise?

Ecology is an important issue in the planning of the Dutch landscape but the entrants did not really relate the water system to the ecology. Where are the flora and fauna?

The entrants are optimistic about the possibilities for planning spatial development. They have to be, because what they propose in 'Chaining Waters' is drastic. The organisation of the water management in the Netherlands is complex. A great deal of money is invested in the 'blue network' for which Holland is famous. A slight change in that organisation has enormous consequences. So you must be very sure of the need to restructure the water management system. The jury is aware of that. But thinking of the future that Holland is facing, maybe now is the time to consider a transformation of the water management system.





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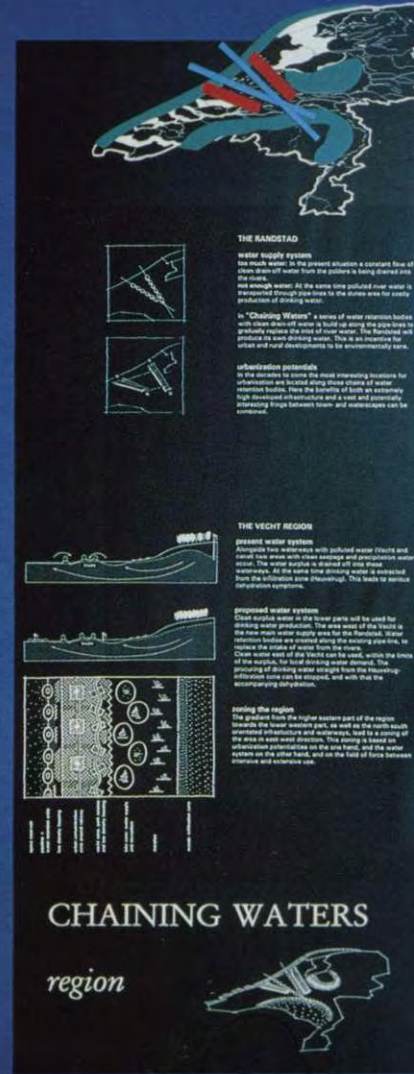
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#### THE MAARSEN LOCATION

##### detailing the zoning principle

The zoning principle is based on the natural pattern and the kind of land between the Maarsse water system and the urbanization maximum. The following zones are being distinguished:

zone 1 a clear water zone with nature development and extensive agriculture

zone 2 a clear water zone with recreational use (no water level)

zone 3 a clear water zone with low density housing, in which two sub-zones can be distinguished based on the density of the housing

zone 4 the Maarsse zone with low density housing based on the Maarsse "valley"

##### anomaly: the junction

The junction of a waterway with its extension by the natural landscape pattern, and the low density housing pattern in the Maarsse zone, high density housing is possible, because the high density of the Maarsse zone is not connected with the Maarsse zone, as well as its extension by using the Maarsse zone as a reserve.

##### water system

The water system is based on the distinction between clear and less clear water. The clear water zone can be used for recreational purposes, though it is not suitable for agriculture. On the contrary, the less clear water is highly suitable for agriculture.

In the Maarsse zone is a transitional zone. The risk of water is high, especially in the Maarsse zone. There is a waterway, which is not connected with the Maarsse zone, but is connected with the Maarsse zone. This waterway is a reserve, which is not connected with the Maarsse zone, but is connected with the Maarsse zone. This way the Maarsse zone can be used for agriculture.



zone 1: nature and extensive agriculture

zone 2: recreational use

zone 3: low density housing

zone 4: estate housing along the Maarsse

anomaly: the junction



## CHAINING WATERS

location





## The prizes

## INSIDE RANDSTAD HOLLAND

**ABOUT GREEN HEART METROPOLIS:**

ISN'T THE RAINBOWS OF TODAY  
 BATHED A POLYESTERIC, AND  
 FORMER ASSASSINATION THAT AM  
 BROWN RIND ?  
 BROWN RIND CITY LOCATED  
 WITHIN DIFFERENT LANDSCAPE  
 ZONES, THAN AROUND A GREEN  
 HEART ?  
 ARE "CORRUPTED EMBEZZLE-  
 ABLE SETTLEMENTS, TOWNS AND  
 CITIES SITUATED IN THE PROPRI-  
 ETARY GREEN HEART ?  
 PROPRIETARY GREEN HEART =  
 "GREEN", THE URBAN NINE  
 "RAD", BUT WHAT IS OUTSIDER  
 CANNOT NOT THE WHOLE OF MEL-  
 BOURNE AS A "GREEN HEART" ?  
 THE RAINBOWS AS A PART OF IT -  
 A BROWN RIND URBAN LAND.

## DESIGNING THE INNER FRINGES OF GREEN

**NEARLY METROPOLIS:**

BOUNDARIES WILL BE SUBJECT TO PROTECT AND SYSTEM FROM ANOTHER.

TODAY THIN PLANNING IS AN-  
THESE ARE GOING TO PRO-  
TECT THE WEARER ATTEM-  
"LANDSCAPE" FROM THE  
STREET AND SYSTEM "CITY", THE  
STREET SPACE  
HOWEVER DEFINED CITY-BO-  
REAS HAVE BEEN REVERTED AGAIN

THE CENTRAL PROBLEM IS THE  
EXISTING IMBALANCE BETWEEN  
HILL AND OPEN SPACE. NOT THE  
HILL AND OPEN SPACE. THE  
LIMITS OF INTEREST, NOT THE  
INCREASE OF INNER QUALITIES.

THE SYSTEM BECOMES  
HILL AND OPEN SPACE. THE  
HILL AND OPEN SPACE. THE

IF SUBSTITUTIONS WILL BECOME  
SUFFICIENTLY FREQUENT  
THAT WOULD MEAN IF OPEN  
SPACE HAS SOMETHING USUALLY  
ASSOCIATED WITH IT, THE  
TAXES AGAINST EMPTY SPACE, IF  
IT WOULD BE UNIMPORTANT HIM  
TO KNOW THE NUMBER OF RE-  
TAINERS WOULD NOT - SHOT  
THE MESSAGE.

THE HIGHER THE QUALITY OF  
THE SPACE, THE MORE THE IM-  
PORTANCE IT WOULD BE TO HAVE  
MORE AND LONGER SUBSTITUTIONS  
IN THE CITY.

IT IS CERTAINLY THAT AMB-  
PROBE, POLYCENTRIC TYPE OF  
SUBSTITUTIONS ARE RARE -  
THEY ARE ONLY A FEW PERCENT  
OF MANY AND A FEW PERCENT  
OF MANY AND A FEW PERCENT

HOWEVER THE ADJACENT  
FOLDS-HEADS AND -FIELDS  
ARE STILL RATHER POTENTIAL  
LAND ripe for development  
than a valuable opponent in  
landscape terms.

An aerial photograph of a city grid, likely New York City, showing a dense pattern of streets and buildings. A red arrow points to a specific location in the lower right quadrant of the image.



**new learning resources**



THE AMORPHOUS, POLYCENTRIC STRUCTURE OF THE RANDSTAD WILL BE KNOWN AS A QUALITY.

IT WILL BE DEVELOPED AND CONTROLLED BY THREE FLEXIBLE FRAME STRUCTURES.

THE MAIN TASK IS TO INCREASE THE VALUE OF THE WHOLE AREA OF THE RANDSTAD ESPECIALLY THE VALUE OF THE UNDEVELOPED OPEN SPACE.

THUS FUTURE GROWTH WILL BE GUIDED BY THE EVALUATION OF THE DIFFERENT QUALITIES OF BUILT AND OPEN SPACE.

**THEREFORE THE RANDSTAD IS TREATED  
AS A WHOLE AND SHOWN IN ITS TOTALITY**

### 1. FRAME STRUCTURE: HIGH-SPEED CIRCLE



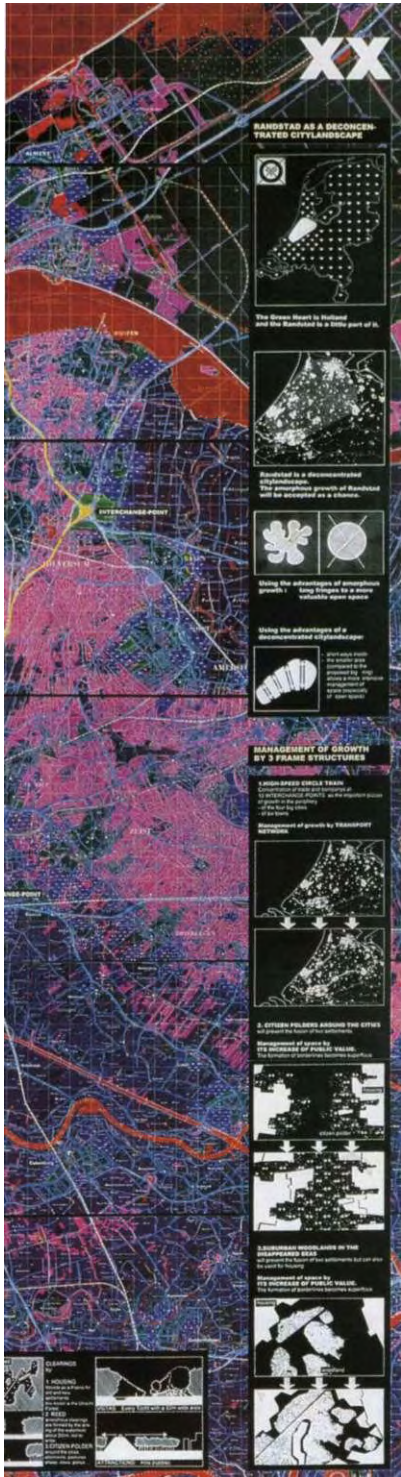
## 2. FRAME STRUCTURE: CITIZEN



### 3. FRAME STRUCTURE: SUBURBAN WOOD.







# XX

At first the jury was charmed by the graphical quality of this entry, but would 'XX' be a prize winner? No. Is this not just a plan for a new transport link? And did not the entry fail to present a design at a local scale for one of the locations? Nevertheless the superb graphic presentation made the jury decide to take this entry into the final stage of the adjudication process, probably to reward it with an honourable mention.

When in the final round the jury gave this entry a closer look, the presentation appeared not to be effective at all. It is concealing a lot of worthy elements of the plan. There really is a vision in this plan!

The strategy against total urban sprawl offered by 'XX' might be very effective. Like 'Ladder metropolis', 'XX' suggests that a 'bandstad' will develop from Amsterdam to Rotterdam. The total number of new dwellings is immense. In this zone the pressure for urbanisation will only increase. That is why the landscape of the former lakes in that zone will have to change accordingly.

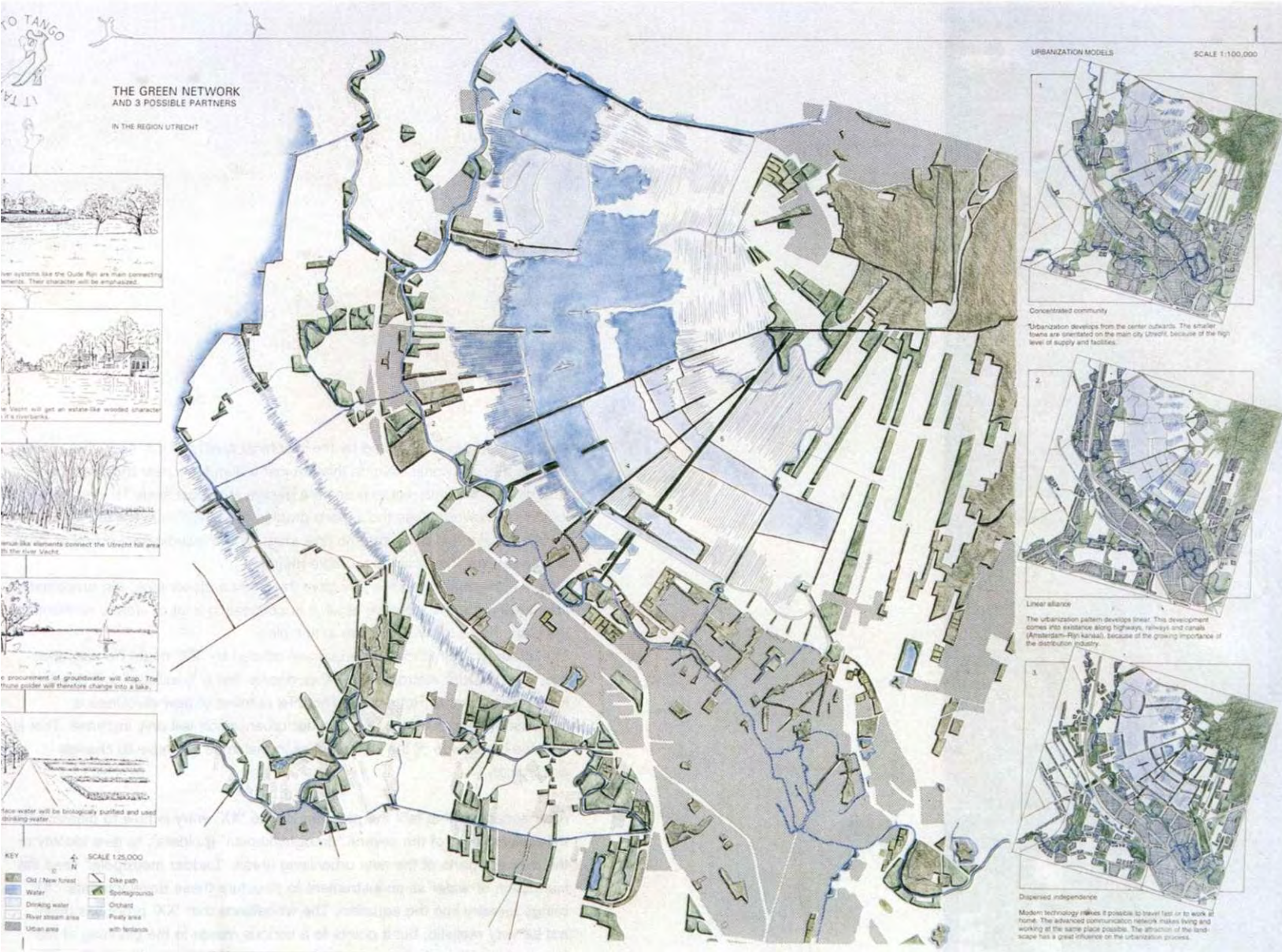
After accepting that fact the problem for the 'XX' entry is how to differentiate the development of the several 'droogmakerijen' (polders), to give identity to the different parts of the new urbanising areas. 'Ladder metropolis' uses the inundation of water as an instrument to structure these developments. 'XX' brings forestry into the equation. The woodlands that 'XX' proposes might not be very realistic, but it points to a serious matter in the planning of the future of the Randstad metropolis: how to stimulate a new identity for different parts of the changing landscape in the Green Heart Metropolis.

The woodlands planned in the different 'droogmakerijen' (polders) are combined with different ways of urbanisation. The contrast between the wooded 'droogmakerijen' and the peat polders and river landscape might indeed be sustainable.

The forestry strategy proposed by 'XX' brings the concept of the Green Heart closer to the concept of the 'bandstad'. That is what the jury appreciates in this entry as a counterpoint to 'Ladder metropolis'.



# The prizes



## It takes two to tango

This entry shows a kind of overall vision on the spatial development of the Green Heart. In the treatise the entrants explain how they want to bring harmony to urbanisation in the Green Heart. Urbanisation should have a partner to dance with. The leading party in the dance is the urbanisation. It is not clear which steps he will make. The other party is the 'green network'. She has to be prepared for every step he makes.

This tango should be more like a spring dance. And the green lady will wear her most beautiful clothes, so she can guide the leading party, "raffinée". And he sings in her ear: "I love the way you dance and move, move me like nobody else."

She attracts him, seduces him and conquers him. Will she be able to melt his frozen feelings? Will he take her in his arms, respect her, protect her and love her? Will they live happily ever after? Or is this just a fairy tale?

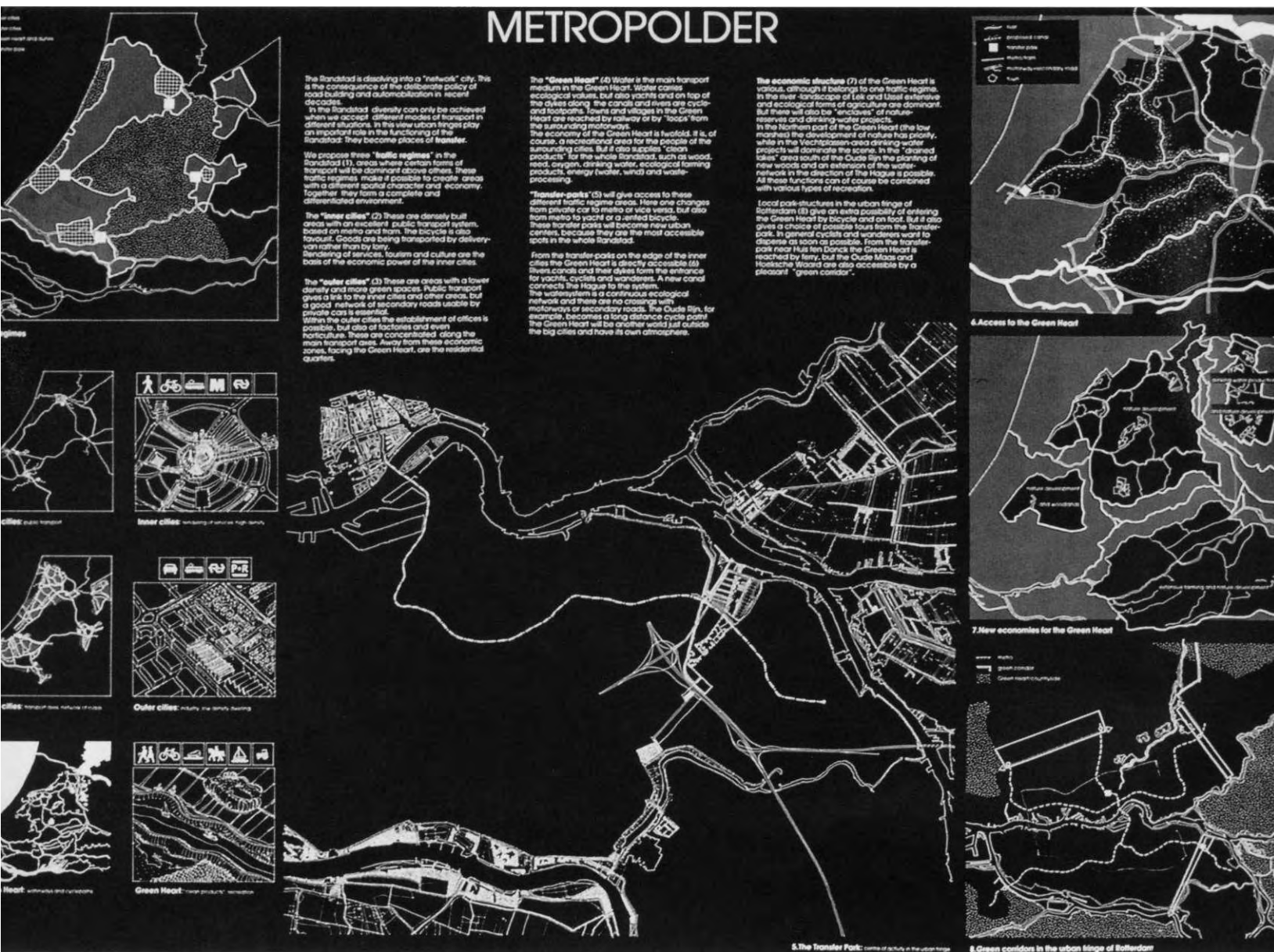
This entry's motto is clear but some of the jury members had doubts whether such a strategy can work. At least the green network would be better designed. Although the design shows sensitivity to the region the interventions are too weak to have real results. In fact this landscape design could be located anywhere in Holland.

Does this green network fit into the scale of the ecological structure in the area? And might these long links disturb the fragile landscape between the slopes





# The prizes



## Metropolder

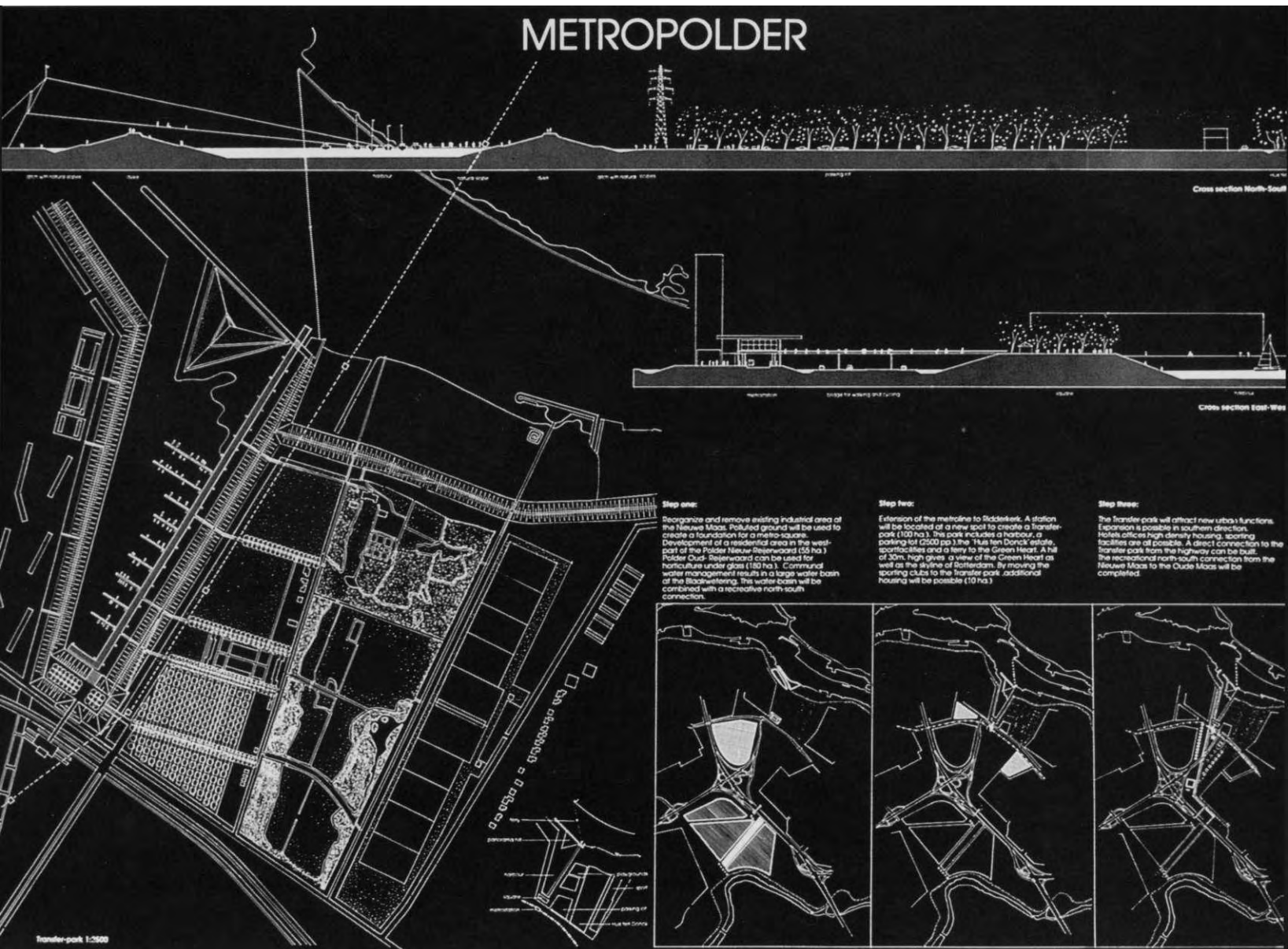
Distribution parks like those in the neighbourhood of Schiphol Airport already have a significant role in the Randstad metropolis. Transfer will undoubtedly become more and more an issue in the Randstad, especially in the urban fringes. Metropolder brings into the discussion an intriguing concept of transfer parks.

The problem with the Huis en Donck location is that a functional programme for this location had to be invented by the entrants. The assignment for this location was, at the local scale open, to all types of future developments.

To locate a transfer park here seems plausible to the jury, although this location is different from the other three transfer points proposed in Metropolder. This is the urban fringe of the Green Heart that connects the Randstad with the south and south east of the Netherlands. Many people who live in Brabant work in Rotterdam and even people from Nijmegen enter Rotterdam from this side. It is predictable that the relationship to Antwerp and the south of the Benelux will only intensify.

Another difficulty of this location is the relationship with the Green Heart. Although it is clearly a border of the Green Heart, the grandness of the river makes





the Green Heart seem far away and disconnected. 'Metropolder' is clear in its vision on the relationship between this location and the Green Heart: it is merely a visual one. In the design a pyramid is constructed from which people can see the Green Heart to the east of the river.

On the other hand a rural atmosphere of openness, characteristic to the Green Heart, is brought into the location by proposing a harbour between Bolnes and Huis ten Donck.

Although the transformation of the site is impressive the existing elements are respected.

'Metropolder' is not just a plan for the infrastructure, but neither is it an interdisciplinary entry. The approach to the Green Heart may be a little naive, but then again 'Metropolder' is attractively designed at the local scale.



Honourable mentions



Ducklands

An entry that is very much comparable to 'Chaining Waters'. Ducklands is also based on a very sound analysis of the region but the Randstad scale was hardly taken into account. That is a an apparent difference from Chaining Waters.

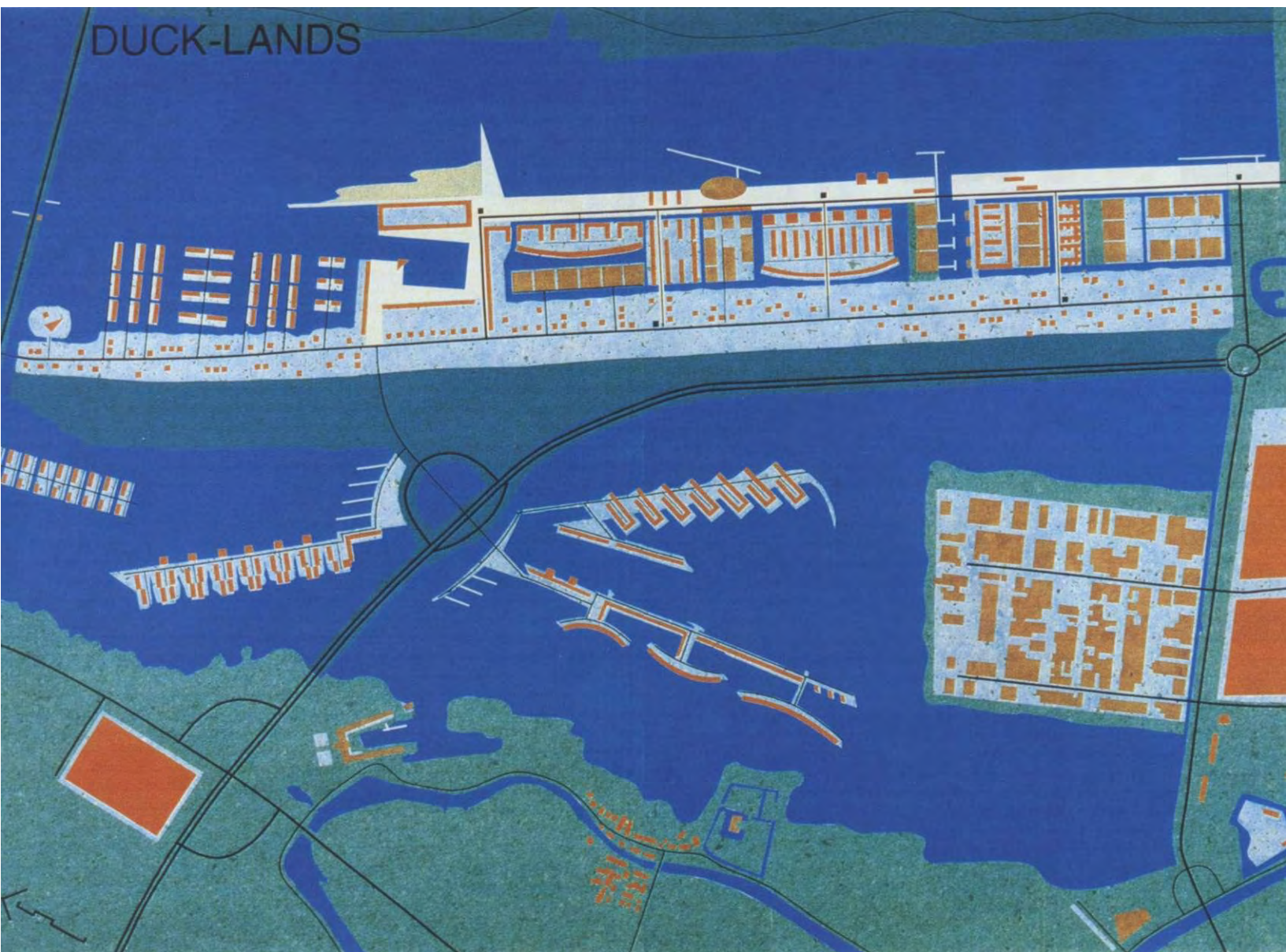
The recreational value already possessed by the Vechtplassen is brought to the urban fringe of Utrecht. This has been done by flooding the polders between Maarsssen and the Vechtplassen. In the powerful design at the regional scale 'Ducklands' has an interesting proposal for a number of islands in the lake. The ecologically interesting area, the gradient from the slopes to the lakes, is left alone. But is this done deliberately for ecological reasons? The graphics hardly show that.

A large lake will cause the loss of a great deal of the variation that is apparent in the existing landscape. If you want a lake like this you should take the train to the Usselmeer, for instance. Holland is not short of lakes. But it does not have many of the varied landscapes one now can enjoy in this area.

Most of the members think it is an illusion to think that the urbanisation along the Vecht can be stopped in the present situation. Developing this attractive zone as in 'Ducklands' will only encourage urbanisation there.

Overall this is a interesting entry that scores rather high on most of the criteria. It is imaginative, coherent and attractively presented in graphics.







## Honourable mentions



## Overholland!

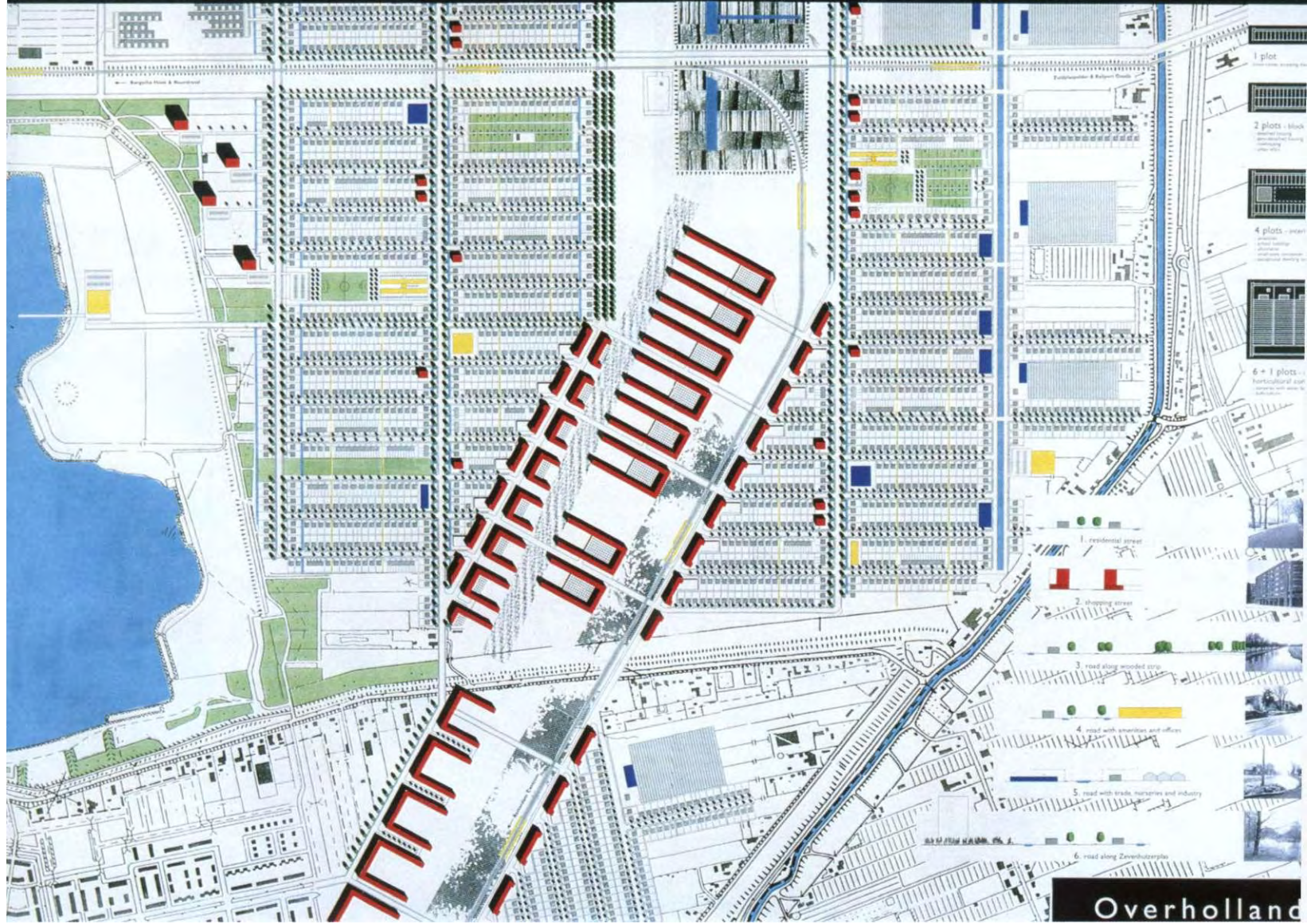
The jury appreciates the thorough analysis and the mature way 'Overholland!' tries to find solutions to the problems of the Green Heart. At the regional level and at the scale of the Randstad it is one of the best plans entered in this competition. The text of the treatise, however, is not very accessible. Compared to 'Ladder metropolis' in 'Overholland!' the green structure is clearer and the water system is more precise. It is a practical, technological plan.

And it is a strategy. The three networks will be financed with the profits of the urbanisation of the former lakes. The three frameworks leave many areas open. These can be filled in one way or another. The entrants expect the three networks to provide enough spatial quality. This is clearly a plan drawn up by very skilful planners but the jury is of the opinion that this is insufficient. A plan should also be a design or a design strategy. And if you look at 'Overholland!' from that perspective it is rather a rigid plan. In the regional plan all the dimensions of elements and spaces in the several networks are alike.

It was not clear to the jury how the plan at the regional scale is related to the design at the local scale. The design seems to be more like a scheme. It is true: in the planning of the polder regularity is characteristic. But a designer should utilise this quality, not copy it from a building code. Even when you look at the Design as a symbol, the lack of variation is apparent. Here the entrants did nothing to arouse any warm feelings for the plan. Must this mechanical landscape



major lakes we ponder, how 'droogmakerijen' transform into 'stadsmakerij'



be the future for all those former lakes? Is this the 'stadsmakerij' we are waiting for?

The building code and the combination with the three networks might, however, be a valid concept. It is process planning. The jury was impressed by the strategic approach at the regional scale and the understanding of the landscape structure.



# Commendations for positive provocativeness



## NOA-P

this is not a design. It is scenography. It is symbolism.  
It is just a collage! But looking at it closely, it is very attractively presented.  
It is challenging! It is one of the entries that challenges our recieved wisdom.  
It is sentimental: a little girl with her grandfather. But it is also an answer to the fears and sorrows that a substantial part of the community has when it sees the growth of cybercity, of telematics, virtual reality and the electronic highway.  
It is provocative! You cannot push nature or people into a rigid framework, a grid!  
It is cynical, but a timely warning!  
Think about the Randstad in 2050! That's more important than the planning for the next 10 years,  
It looks back from the fictitious future to the foreseeable future,  
It is visionary.







## Commendations for positive provocativeness



### Urban Climax

The jury is impressed by the artistic quality of the presentation. At first sight it looks as though there is a certain strategy in this plan too. On closer inspection it is a skilful proposition to structure urban elements in the polders. But 'Urban Climax' only refers to elements. After that it is only art. The 'green bananas' demonstrate an artistic formalism that lacks functional awareness.

The definition of built up area and open space is clear. The entrants think that a very strict direct fringe is needed. The jury has its doubts whether this approach is appropriate in Holland. And what will be the impact of the built up area on the open space? Where will the cyclists go, for instance? Is it not better to invest in the open space itself?

However, 'Urban Climax' does make a statement on sustainability and has its merit on that point. The entrants see urbanisation as an evolutionary process. In their evolution ecosystems reach a climax that responds in the most effective way to the circumstances.

The urbanisation of urban organisations also reaches a threshold in their development, in the eyes of these designers. If the Green Heart Metropolis as an Organisation is accepted, then this is as far as it should go. This would then be the urban climax.







# Commendations for positive provocativeness



## Heart beat

"The plan is radical and imprecise but it offers a totally different concept. The idea of L.A. in Rotterdam is not new but these entrants push it to its extremes, it is not a real plan, more like a filmstrip of a highway underground with symbols on the way. It is an illustration. It is a pattern but it challenges the Dutch. Can you not build at high densities in a way people like?

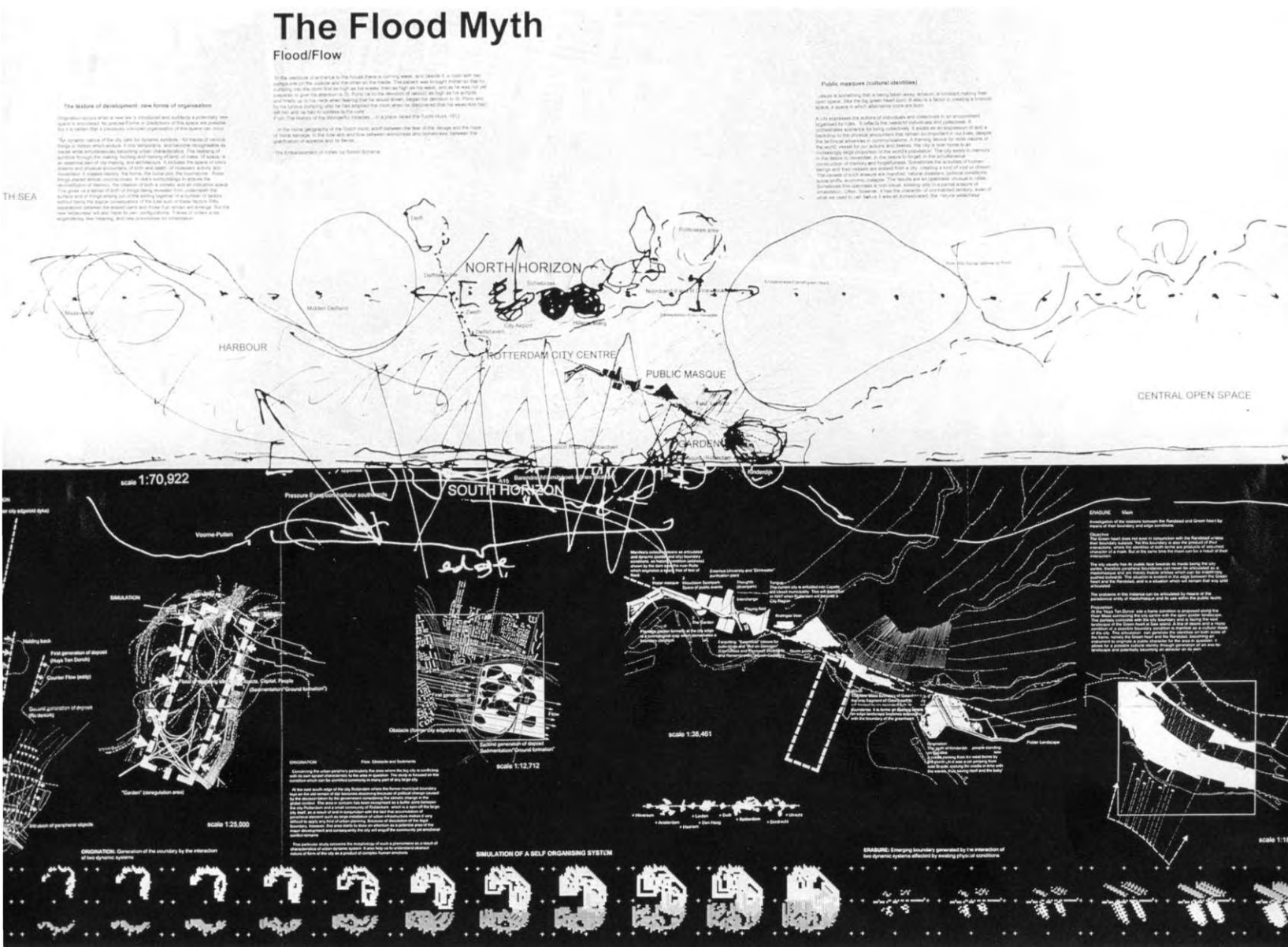
"The jury does not want to advocate 'ville radieuse' throughout Holland but nevertheless Heart Beat points to the spatial quality that density can offer. In some situations it could be implemented. The jury regards this entry as a positive provocation.







Commendations for positive provocativeness



The Flood Myth

The graphics are attractive, intriguing. Drawings and text blend well together in their incomprehensibility if you are not used to this way of thinking. For some members of the jury it was 'humbug'. How much vodka did these designers drink? Is the fact that they were drunk the reason that some of the sentences in the treatise are not even finished?

Others felt that the vision conveyed, the fluid mass of urban life, is most original, innovative and exact. They find the presentation graphically and typographically very skilful.

There is no design product per se but there is a great poetic understanding of the situation in greater Rotterdam. The difference between inner city fringes and fringes on the edge of the cities seems of no relevance in this entry. The emergence and disappearance of cultural identities is the real issue in 'Flood Myth'. Because of its completely deviant approach, it provokes doubts about the legitimacy of Dutch spatial planning in a chaotic global urban network. If you look at this entry that way, it is about planning methods but not about the Randstad.

Implementation of a plan is not the issue here. The 'Flood Myth' does not need to be implemented because like a real flood it moves on its own along the sea.

Df urban chaos.



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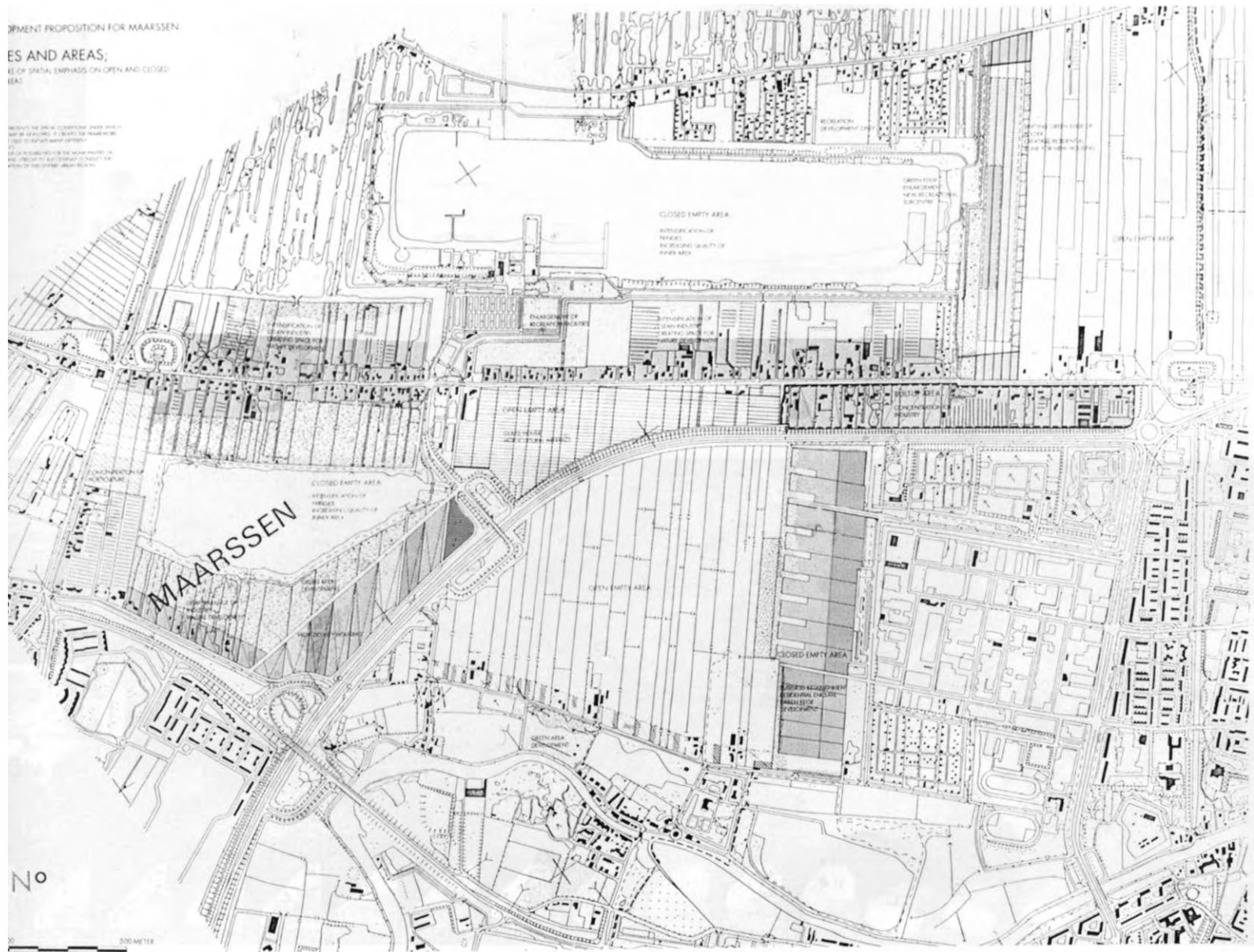
Increased mobility of water molecules may sometimes change their activities through a mechanism that is directly linked to a new definition of water stress. The change could be less serious because the water activity is no longer directly dependent on osmolarity and the related state with its degree is comparable to water change of leaf. Central to this are the information of water stresses caused by the movement and settlement of molecules. Migration gives rise to a variety of phenomena like selection, separation, integration, transformation, adaptation. The dynamics of migration generates an inter-morphology through the changing of new stresses in the grain under field. Usually the existing water field sets an equilibrium of new stress memory, over time the migration is a self-aid and helped into a new state. When these changes become significant, particles may move

... 1998

Product line



# Incentive prizes



## Bono

This entry hardly offers a vision on the Green Heart. The design is down to earth. This plan offers a link between the existing and the new. The local solution is sensitive: via glass to water. The design is not worked through, however. Where is the traffic, for instance? The jury appreciates this workmanlike entry that deals with all the issues, but recommends the young designers to be more forthright. What is your inspiration?





## Confetti

This is a real designer's entry. The graphics are a joy to look at. The text is very accessible but on closer inspection rather shallow. Confetti's theory, 'small is better', does not mean that the entrants are released from the task to give a vision on the Randstad.

Confetti takes a great deal for granted, but on the other hand its pragmatism is part of this entry's strength.

Although the blue network is fragmented, it has potential. The urbanisation along this blue network is similar to the way the Rotte has developed. At the local scale the design stays what the designers called it: confetti. Superficial but nice.

# Incentive prizes



## Menu

The entrants deliberately choose to make a strategy rather than a design. It only offers the menu from which one can pick the Green Heart future. The compilers of 'Menu' think that the urbanisation in the Randstad should be deconcentrated, also in the Green Heart, but not everywhere. In the treatise the entrants explain that in their view one should not design the future but one should look for insights into the process of future urbanisation in the Green Heart. They found that there are a few locations in the Green Heart that are appropriate for different kinds of urbanisation. They call these 'red hot spots'. Depending on future developments one (the government?) can choose from the red hot spots to locate the deconcentrated urbanisation. The analysis may be interesting but the jury found no connection between this analysis and the design for the Achtkamp location. The expression lacks insight and vision. Still, in the eyes of the jury the compilers of 'Menu' offer an interesting theory and these students should be stimulated in their careers.

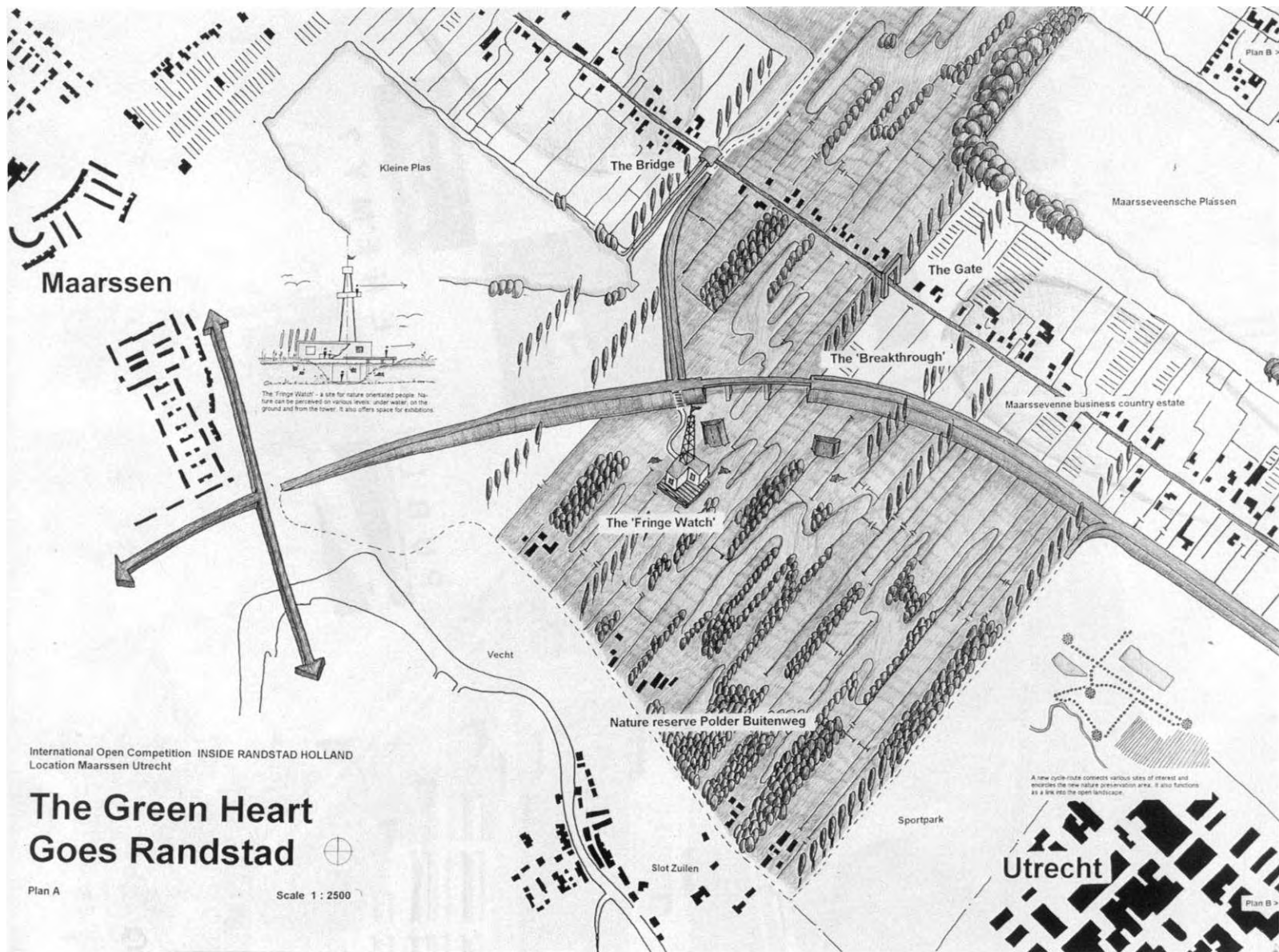




## Public enemy

This looks like a very 'Dutch' project in a positive way. The presentation is interesting. However, 'Public Enemy' lacks a vision on the Randstad.

## Incentive prizes



## The green heart goes Randstad

The sound theoretical treatise points to differences between centralized cities, genuine metropolitan regions and the Randstad.

Is not the Green Heart too large? The Randstad can now only implode. The Randstad needs to go into the Green Heart to get away from cyberspace. So look at the outer fringes of the Green Heart and develop them to give them a greater value. In the plan the fringes of the openness are crucial. Conserving nature in those fringes should serve as a dam against urbanisation.

Is this a solid, valid strategy to defend the Green Heart? The jury has its doubts. You cannot design the one without the other. A statement like 'keep our turf' is not a design. The yellow connection between the urban and the rural does not work in the way the entrants suggest. The jury only sees a link for cyclists.

This is one of the few plans in which the green link has been worked out, a little dogmatically though.



## Other entries

### Notable entries from the third round which attracted the judges attention:

#### 0.0.

WA. Sulsters, R. Winkel, Delft, met medewerking van K.Gajentaan, M. v.d. Woude, O. Trienekens, C. Verkuyl, W. Veerbeek

As in most plans for the Huis ten Donck location '0.0' lacks a vision on the relationship with the Green Heart. This entry deals with the problems of the south of Rotterdam more than with the assignment of the competition.

What is good in this entry is that '0.0' gives some thought to the administrative situation in the region. It tries to manage the powers that influence the process of spatial development.

The jury recognised the merit of the entry's process based approach.

#### Spiraalstad

K. Warttinen, A. Ahlva, A. Laurila, S. Lauritsalo, S. Peltonen, V. Peltonen, M. Sievanen, Helsinki, Finland

The presentation of the plan is appealing. The text in the treatise, however, is rather shallow and does not give the intellectual background to the design.

The plan is synthetic but offers a clear strategy. The urbanisation that is sketched is imaginative. The spiral is strange though. The Randstad does not function as a spiral now and it should not in the future.

'Spiraalstad' is nothing more than an idea. The design could be located anywhere.

#### Plucky

B. Doedens, M. van Stiphout, W.H. Houtsma/DS landschapsarchitecten, Amsterdam, M. a Campo, G. Hoekstra, A+D+P Architecten, Amsterdam

Interesting treatise in which a copyright is proposed on landscape plans. There is merit in considering a concept for strategic landscape design. But if the designs are like the one shown by 'Plucky' the results are disappointing.

There are so many qualities in this location that a landscape designer should pick up in a design. 'Plucky' did not do this. 'Plucky' went for the easiest solution.

### Notable entries from the second round

#### Delta Omega

Y. Mei Boey, M. v.d. Broek, C. Knotters, W. Schik, A.v.d. Veen met dank aan H. Bruning, O. Kahmann, B. Rusken, R. v.d. Velde, B. ten Hoop

It looks as though two different people made this plan. At the Randstad scale it is interesting. It does not elect for the ring!

At a local scale it looks a little out of place.

#### Greensward

J. Trautmann, Architect Santa Monica, California, USA

The analysis in this is sound. There are merits in this functional plan that can be implemented. The jury likes the idea of creating something very special at this location.

But this should not be a housing ghetto! The entrants just avoid crime in the city by making it cosy. But an avenue with no function is strange.

Wenn der Architekt nichts weiss macht er ein Kreis. The world outside the circle is crossed off.

What is the role of the Vecht in this plan?

#### Happiness IAWG

G.J. Baaijens, J. te Boekhorst, H. van Engen, M. v.d. Toorn, M. Voorwijk

At the regional scale a very interesting plan. The way the waters of the Vechtplassen are connected to the Loosdrechtse plassen is subtle.

At the local scale there is almost nothing to see. Did you have no time left. Hydrologists should not design!

The water taxi is amusing but where is the happiness in the diagrams?

#### Indiscrete city

I. Gross, J.R. Schieman, Delft

The Huis ten Donck location is a difficult site. 'Indiscrete City' just looks at Rotterdam. The choice to keep the area suburban is defensible but shows no vision of the Green Heart. The open area in the river is built upon. This closes off a potential green corridor from The Green Heart to the 'blue heart': Zeeland.

It is a Utopian plan. It suggests an immense intervention but that does not change the important things in this region. The area goes green in a very fragile way. Or is it just an exercise in pattern making?

#### Lifelines

T.v.d. Klaauw, G. Reitsma, A. Rommerts, O. Russel, UrbanDesign Department, TU Delft

This is a solid contribution that gives a clear overview. It is a thorough professional piece of work, but a little too formal. The linear city concept is applied better in other entries.

#### LOCI

S. Barclay, Parijs, Frankrijk

Typically Dutch in its details and attractive presentation. It looks good, but is it good? Although the buildings are open it will be dense in the new neighbourhood. A simple and rather boring plan.

#### One hour place

M. Milanovic, Amsterdam, met medewerking van BobicRelja, M. Bobic

It is a myth that traffic brings you everywhere in the Green Heart. Are you really one hour from any other place in the Randstad? The time issue is interesting but is not worked out in the treatise.

Nice graphics but difficult to understand. The orange rectangle in the urban field will not really work. The green network is strong.

### **Strip City**

E.M. van Delft, LA. Ouweland, C. de Vlaam

The treatise is interesting. The analysis of the Green Heart is not translated to the local scale.

The systematic approach of the plan is somewhat timid. The simplicity is nice but immature. A young soul that loves trees.

### **The Dynamic Periphery**

S. Railton, University of Sheffield, Engeland

The entrants do not seem to be sure which is more dynamic: the centre of Rotterdam or Achtkamp. The scales of the green space and the buildings do not fit together. This is an incoherent and amateurish plan.

### **The Zipper**

M. Blaschitz, W. Dokonal, G. Doytchinov, A. Hohmann-Vogrin, J. Zancanella, Graz, Oostenrijk

'The Zipper' is a statement of trying to create a strong element between city and Green Heart. It is worked out rather simply. The vision on the Green Heart is rather thin. From zoning to design was too great a leap. You cannot treat all the urban fringes in the same way. How do functions interact at a local scale?

## **Notes on entries that were brought into discussion after the first selection**

### **1001 Visions**

D. Dankaert, E. Pelders, D. van Uden, T. van Uden, Eindhoven

A plan that gives some solution to objects.

### **ABUH**

D. Matjasec, B. Jakopic, T. Trampus, B. Vauda, R. Gostincar, P. Skofic, Slovenija ACE

M. Luzovec, R. Vretic, S. Recer, T. Acman, M. Sander, D. Vincovic, Slovenija BABL

V. Krizanec, I. Kramaric, I. Nartnik, N. Kolenbrand, M. Lenardic, U. Ivanovic, Slovenija

These three entries offer the same treatise on the Randstad and the Green Heart but give a plan for the three different locations. It is interesting to see how the same vision works out differently in different locations.

### **Achtkamp Manifesto**

B. Goetz, Brighton, Colorado, USA

Nicely formal, a fairy tale.

### **AP8325**

O Ribas, PROAP, Lissabon, Portugal

This plan offers no overall vision and it is only verbal, but the jury was intrigued by the drawings. The entrants seem to carve swathes in the

landscape but in a very artistic way. Some planners disturb the landscape but do not know what they are doing. It shows that the entrants of **AP8325** do know.

### **Architecture for tomorrow**

H. Mahmoud, S. Woodall, The Design Plus Partnership, Beckenham, Engeland  
Out of scale.

### **A World of Difference**

J.G.C.M. Krop, N. Körnig, E. v.d. Kooij, Heeling, Krop Bekkering Stedebouwkundigen en architecten, Groningen

A mature plan but very average, and in no way new.

### **Aqua Fortis**

J.W. Bosch, S. Slabbers, H. Eshuis, J. Ulijn, P. Verhoeff, I. Weimar-Jansen, Bosch en Slabbers, Landschaps Architecten, Den Haag

The entrants met all the requirements but nothing more.

That is it. The systematic approach is sound. The landing of a triangle in the Benedenpolder is strange.

### **Centerparc**

M.J.F. Smink, Monumentaal ontwerper, Arnhem

Should be mentioned as a deviant example. "The meaning of urban space as a residential area will change into a vanishing point for transport and communication. In that way the urban space will change into a terminal."

### **Durch, für ohne, urn. bis**

F. Boer, A. de Bont, B. van Rooijen

Did these entrants see the site?

### **Edge Events**

N. J. Sampey, Edinburgh, Schotland

It is difficult to grasp the essentials of this plan, but to occupy the wetlands in such a free way is intriguing.

### **Fractal Fringes & Formal Gateways**

D. Ionescu Architects & Planners, San Mateo, California, USA

An attractive design at the local scale but the jury does not like the concept.

### **In the dutch mountains**

P. de Greet, A. Hassink, J. Schuurkamp

You are pulling someone's leg, aren't you?

### **LPTJ**

N. Swanson, T. Jefferies, M. Daniels, R. Devine, LandscapeProjects, Manchester, Engeland

A chaotic plan with a good analysis but poor results. However, the density of individual polders could be an interesting theme.



### Mindlines

S. Zwikker, M. Geilenkirchen, Arnhem

Should be specially mentioned for its original approach.

### Oscillating Spheres

L. Doppel, L. Huijts, H. Linzer, E. Schmidinger, A. Voigt.H.P. Walchhofer, TU Wenen, Oostenrijk, met medewerking van R. Mayerhofer

One of the few entries that takes ecology into appropriate consideration.

### Polders!

A. Pols, H. Bouwkan, W. Stenfort Kroese, L. Pols, K.Mastenbroek, Rotterdam

A very readable plan. It is the only one that gives a typology at the local scale. This entry regards Holland more as a Bandstad then as a Randstad. That principle in itself is interesting.

### RUL26V15

H. v.d. Broek, A. Houtman, Den Bosch

Ecology is a foreign word here! A provocative entry. Is there nothing to say about the landscape?.

### Ribbons of the landscape

J. Bleijlevens, E. Groot Koerkamp, M. Lensink, L.Runia, D. Smit, M. Stark

Gives a nice idea.

### Slaperdijk

N. Heemskerk, C. Visser, Rotterdam

Original in its presentation.

### The seven miles itch

G.Vazquez Justel, J.L. de las Rivas, Architects, Valladolid.Spanje

A very indecisive and too diffuse plan.

### The Dutch Pallet

R. Rolvink, J. Schalk, P. de Ruyter, C. Stegewerns, metdank aan A. Hosper, K. Hund, A. Karssen

This might be called a developer's dream, but an immature one and a very questionable one. The forms look out of place. It is a horror story.

### Philosophy of stone

S. Lessaer, K. Nawratek, B. Nawratek, B. Balcerzyk, T. Tumas, Gliwice, Polen

This entry has little relevance to Holland, but the fabric issue might be an interesting design theme for other locations.

### The Dutch Pallet

R. Rolvink, J. Schalk, P. de Ruyter, C. Stegewerns, metdank aan A. Hosper, K. Hund, A. Karssen

Looks at just a small proportion of the problems we have to face here.

### Verdant seams

O Canzonieri, S. Saarinen, Denver, USA

Simplistic.

### X-Y

M. Snijders, Delft

One of the few plans that makes a blue connection between the Vecht and the Vechtplassen area. The jury dislikes the baroque forms.

### Other entries

#### Achtkamp the Green Tide

E.M. Kyrle, University of Sheffield, Engeland

#### Agreenment

M. de Brabander, G. Gelissen, H. den Hartog, M. Mooij, I.Pons, J. Rensen, D. Saarloos, M. Westhoeve, Rotterdam

#### Bouwlust

M. v.d. Ban, S. Nijenhuis, P. Vervuren, C. Wellmann, J.den Hertog

#### Bull's Eye

H. Ellerbroek, E. Griffioen, D. Hartevelt, R. Kampyon, R.Smits, Deventer

#### Chaos

F.A. ter Haar, Rotterdam

#### Check.

M. Dekker, E. Luning, J. Tummers, I. Kapteijns, Wageningen, met dank aan M. v.d. Plas

#### CJMPP

C.J. Foot, M.R. Bullen, P.R. Rogers, A.J. Ford, P.B.Mellor, Manchester Metropolitan University, Engeland

#### Clearless line

J. Alonso Rodriguez, M.I. Garcia Madrid, A. Santos Torres,Pamplona Navarra, Spanje

#### Code Achtkamp

A. Bergonzoli, L. Burgos, C. Compostizo, Pamplona, Spanje

#### Collaga-a

Dai-Sung Cho, Sung Kyun Kwan University, Seoul, Korea

#### Connector

T. Hage, R. Heijne, V. Lo-a-Njoe, Rotterdam

#### Cornucopia

A. Buijsen, E. Drieënhuis, R. Wall, Rotterdam

#### Equilibrium

H. Dekker, E. Mackay, H. in de Betouw, J. Does, P.Kinket, I. Kleinjan, A. Koning, S. Kortenbach-Henry, A. Pettinga, I. Rabbering

#### Equilibrium

A. Delgado, S. Lewis, J. Sommerville, Heriott-Watt University, Edinburgh, Schotland

#### ER1000

E. Schotte, R.P. v.d. Laan

#### Extend the Green Heart

MC. Welch, R.T. Wheeler, D. Mitchell, Manhattan, Ks,USA

#### Extension to water blue in red in green

S.L. van der Steen, MA. de Vries

#### Figaro

G. Pizziolo, R. Micarelli, Firenze, Italië

#### Folding along the lines of the Polder

M. Muller, O. Kneer, Londen, Engeland

#### Fragments of Consolidated Assemblage

H. Maxwell, Heriot-Watt University, Edinburgh, Schotland

#### Framing Scapes

T. Chow, Nu-Nu Luan, A.J. Moh, Cambridge MA, USA

### **Giants of Uland**

M.PA Brouwer, H.D. Stolte, H.W.P. de Wit

### **Green Heart-Take it or leave it or leave it**

P. Meurs, H. Venhuizen, met medewerking van M. Herman, J. v.d. Born

### **Green Heart's Door**

M. Granés i Artigas, Y. Rodriguez Esteban, A. Zozaya Alvarez, Spanje

### **GreeNet**

A. Lampropoulos, B. Kritikos, T. Papadimitriou, Athene, Griekenland

### **Hard-, Soft and Wetware**

M. Marijnissen, L. van Rijnsbergen, J. Welmer, Gouda

### **Highstreets**

H. van Reenen, R. Heestermans, Goirle

### **Hoogspanning**

F. Kamber, G. Medici, P. Pronini, S. Wagner, Lugano, Zwitserland

### **Imagine**

T. Wainö, J. Rowe-Frandsen, Architects, Aarhus, Denemarken

### **Inandouttakes**

M. Krammer, Graz, Oostenrijk, met dank aan E. Schmetzer-Ziringer, F. Brodbeck

### **Inside Out**

I. Jansen, Wageningen

### **Inside Out**

P. Kalsbeek, D. Ledeboer, Kalsbeek & Ledeboer, Den Haag

### **Intertwining**

C. Smeets, T. Adam, Rotterdam, met medewerking van I. Smeets

### **Living under pressure**

S. Willems, E. Groot, R. Bolt, L. v.d. Goor

### **Metamorph**

T. Ang, J. Meijer, Amsterdam

### **Metropolispark**

M. Visser, P. v. Sorge, I. Bastiaansen, Tilburg

### **Metropoly**

Kloos Kramer en Prosman Architecten, Amsterdam

### **More and less**

G. Ouwerkerk, J.W.G. Kok, Aalsmeer

### **Mountains**

Z. Hecker, Berlijn, Duitsland, met medewerking van B. Aylen, C. Krontel, S. Schmitz

### **New boogie in F**

C. Vellekoop, G. Keizer Architecten, Amsterdam

### **New Ground**

L. Diaz, D. Busch, M. Bertomen, H. Roslund, New York, USA

### **Omega**

D. v.d. Hoeven, E. v.d. Horst, M. Oepts, P. Wauben, J. Wissink

### **Ordine**

H. van Olphen, Amsterdam, met medewerking van K. Nije

### **One between two**

J. Albert Peris, Y. Monreal Elizalde, A. Otal Ruiz, Spanje

### **Open limit**

I. Curulli, M. Fodale, A. Boschetti, A. Morpurgo, Berlage Instituut Amsterdam

### **Patchwork Metropolis**

A. den Engelse, E. Sassenburg, O. Trancikova, J. Volkers

### **Periphery=Velocity**

O. Khan, S. Mankouche, C. Dreidemie, J. Small, New York, USA

### **Pioneering**

C. Riphagen, Groningen

### **PlanX**

L.W. Inglis, A.M. Mackay, R.M. Meade, Heriot-Watt University, Edinburgh, Schotland

### **Psyche Delta**

S. van Wijnen, Utrecht

### **Qualitime**

P. v.d. Cammen, V. Geelen, M. Hordijk, M. Faasse, W. Lameris, J. v.d. Laken, F. Stroeken, met dank aan A. Bouwmeester, P. Clignett, J. Karava

### **Refringerator**

S. Bakker, P. Oudshoorn, O. Haegens, D. Kaspori, H. Scherpenzeel, M. Sweeb, LAB Architecten, Delft

### **Re-Hollandization**

V. Macura, J. Cvejic, Z. Mujbegovic, P. Macura Lidija, Beograd, Yugoslavia

### **RIM-City Metropolitan area**

L. Verwey, T. Matton, Schie + H&K, Rotterdam

### **Sheltering Sky**

L. Vukanic, Rotterdam, met medewerking van J. Borstlap, D. Schiesan

### **Staple-economy**

J.W. Walraad, architect, Amsterdam

### **Steering wheels**

P. Kolfshoten, Amsterdam

### **Team 7-0**

K.A. Fraser, Heriot-Watt University, Edinburgh, Schotland

### **The Big Blue**

D. Atchison, University of Sheffield, Engeland

### **The green green grass of home**

B. Jansen, A. van Bolhuis, L. de Laat, S. Gieling,

H. Hermant, T. Schaap, M. de Knecht, Dienst Ruimtelijke Ordening, Amsterdam

### **The Green Heart Attack**

R. Boonmann, Eindhoven

### **The marble**

N.R.A. Sani, Londen, Engeland

### **The only certainty is change**

J.D. Haig Streeter, Heriot-Watt University, Edinburgh, Schotland

### **The slice of five**

F. Immerzeel, Assen, met dank aan L. Thoma en Grontmij Drenthe

### **Towards increasing entropy**

M. Kekkonen, Tervakoski, Finland

### **Towards the third millennium-equitable development for Randstad Holland**

E. Boutet, E. Mamari, Mc. Gill University Montreal, Canada

### **Urban Peripheries**

F. Best, B. Constantatos, Oxford, Engeland

### **Water-light-movement**

P. Yacoub, A. Chiaradia, Londen, Engeland

### **WW 100**

C. Williamson, West Williamson Architects, Londen, Engeland

### **Yacuno**

M. Côté, S. Nazir, A. Yullanta, Mc. Gill University, Montreal, Canada

### **3ltd**

T.M. Schuiten, L.J.N. v.d. Dussen, F. Arons, Amsterdam

### **000960**

C. Rathnach, M. Svolgaard, Kopenhagen, Denemarken



Essays

# Essays

## Laddermetropolis

### Introduction

The green heart', a very imaginative metaphorical concept, doesn't seem to function anymore as a planning instrument on a regional level. The fear to discuss and revalue the concept of the green heart has diminished as other interests have become more and more important. The concept of the randstad and the green heart is an urban ring around the idyl of a green open space. The thought that several urban centres could prosper and function perfectly in a superperiphery when the shortest distance between two points is always a curve underestimates the infrastructural attraction between these centres. Eventually economical interests, subsoil structures, and expectations of the people won't listen to this concept but they will follow their own path and logic.

What's happening now is symptomatically and results in the levelling of the urban and countryside landscape. Black and white as contrasts result in tones of grey for example when city expansion exchanges green and wet for dry, reclaimed land, housing, and commercial area's. Local councils strive for economical and functional independence and maturity within their own boundaries. Each council acts as separate entity wanting a complete spectrum of full employment, recreation, different housing environments, growth and lots of new development. There is no need to talk to neighbouring councils or to consider larger landscape entities. The boundaries between the councils have been fixed and might have been the result of history or two party interest negotiations. Ecology and economy go beyond these boundaries. The need for transport of people or goods will grow between the centres and city expansion, urban and recreation zones, regions and countries.

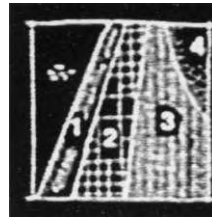
Holland as an integral part of Europe will experience the changes in Europe: centralisation and devolution at the same time. A new dynamic system will be developed for regional authorities and local interests. Centralisation (city and transport regions) will put councils and provinces in a larger metropolitan context while devolution in the form of Dutch 'parish' councils gives people a governing instrument to defend their local interest. Formerly important uses lose their mean-

ing and will be replaced. Agriculture is under strong pressure because it's really hard to make a living in the traditional way. On some parts of the reclaimed land farms will change into forests. The greenhouse culture is changing very quickly and innovating all the time. Retail will undergo a major change. It becomes larger of scale and prefers traffic junctions above city centres.

### Subsoil analysis

In a morphological analysis we distinguish a laminate concept: the west of Holland consists of four north-south layers. From west to east these are:

1. The coastal landscape; the sea, dunes, dune planes and hills (old dunes).
2. The reclaimed land; cutting the peat of peatland and thereafter reclaiming the lakes.
3. The wetlands; the lowlands and delta in the direction of the Usselmeer.
4. The higher grounds; glacial sandy leftover now forested: the Utrechtse Heuvelrug.



The wetlands offer large potential in nature development. The ecological value of the second layer is small. The spatial entities there, are fragmented. It is good building land and suitable for the development of forests. This could increase its nature and ecological value. This layer is stretched between Amsterdam and Rotterdam, Schiphol and Europoort, Ajax and Feyenoord. Its orientation is on a European and world wide market. The city of Utrecht close to the Utrechtse Heuvelrug is detached from this and is more a national centre given by its central position, geographically and the railway network. In east-west direction the Oude Rijn is the connecting line between Leiden, Alphen aan de Rijn, Utrecht and gives these cities a mutual landscape context.

### The proposal

The urban complexion and the landscape layer will be injected by a new contrast: the development of urbanisation and nature in the laddermetropolis and the wetlands.





## The laddermetropolis

The north-south direction of the landscape layer together with the two poles of West Holland lead to the laddermetropolis. Existing and new additions to the network will give development potential to the reclaimed land and improve the transport between Amsterdam and Rotterdam. Parallel to the A<sub>2</sub> a new axis of development is being proposed, a different A<sub>3</sub> in combination with an eastern branch of the metropolitan railnetwork. Existing cities and urbanised area's find their place within the network of the ladder. Close to the step or pole Delft, Zoetermeer, Haarlemmermeer, Boskoop find themselves connected to the metropolis. The railway system fits within the same laddermetropolis. The high speed train, the national train, the metropolitan and the city lines.

## The wetlands

The development of the downs, lowlands in the north-south direction offers the opportunity to connect large area's in an interesting ecological network. This network will penetrate the laddermetropolis because the chain of recreation lakes there will be connected with the wetlands through small strips of the peat upperlands. The recreational (peat) lakes will prevent total urbanisation. The edge between laddermetropolis and wetlands will be an extensive recreation overflow zone, a consumers nature zone. New good public transport will connect the wetlands and Metropolis by a 15 minute line between culture and nature.



## The strategy

The two layers will establish the metropolis and the interconnecting nature development. To make this manageable the following strategie has been proposed.

Linking spacial entities to a governing body and responsibility in order to defend its interest. The qualities of the entities can be different; a greenhouse area, a village, a forest, a transport line, countryside living. Each entity has a common interest.

To create and determine boundaries where an interest can prosper and develop within its boundaries. These territories will have a governing body representing its interests.

In this way the natural desire for survival can be met as well as protecting vulnerable qualities, nature reserves and old village centres. Also new territories can be proposed that are in harmony with themselves and neighbours or are assertive and looking for conflicts. On this planning battlefield of selfinterest the designer will fix the demarcationline, the demarcationline the playing field, and the playing field the spacial structure. The designer has the task as a chess player to oversee and to anticipate on future development. The imaginative result is more or less known before the territories are playing the game. At first the designer recognizes the spacial and functional entities, their needs and relations. On this base, a new development will be projected that goes beyond the individual interest. Three tactics are part of the planning instrument and are based on determining and fixing boundaries in order to achieve the development that is wished for.

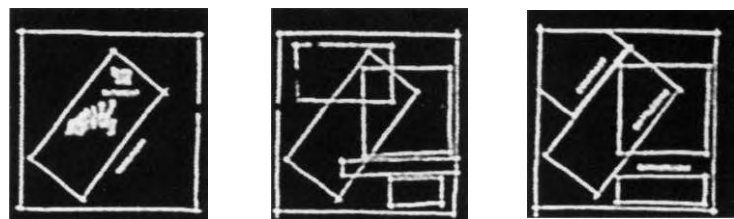
**The contrast line:** one single boundary between two territories will give a contrast; a hard edge, of two landscapes; high and low, dry and wet, build and unbuild, movement and stillness.

**The border zone:** nomansland between two territories leaves space for reserve, undecisiveness of government, status quo. or a large design commission; future use.

**The battle zone:** boundaries are overlapping, an area belongs to two territories, different interests conflict and are looking for a new balance; a new typology for forest and housing, living and working, working and water. Also when worn out functions have to be replaced this instrument can be used. For instance when agriculture makes place for forests or when greenhouse areas will be replaced by housing and green.

## Diagram

As shown on the other panel, future landscape developments in Achtkamp can be the result of the interaction between different territories. A certain demand (DESIRE) leads to the confrontation of a passive territory (BASE) with an active one (MOTOR). The way they mix is defined by the choice of the boundaries (contrast, border- and battle zone). Example: people desire a house on the waterline, the base is a lake and large scale development is generated by a consortium of public transport (motor). We want a strong relationship between the



houses and the water so we choose a battle zone. The likely result will be high density housing strongly connected to the water.

The territories combined form the cityscape of West Holland. They can be areas of a certain quality or they are networks that will connect each point to another. In a city **the networks** are of great importance; the rail system, the roads, and the ecological corridors. There is a non stop flow and a current within the ladder where the steps and poles form a framework that gives unity and binding while in the territories within the framework the qualities can change, separate and change colour. The elements of the ladder can be territories (functional ones) themselves. Also a larger entity as the wetlands could be a territory (maybe the new 'province' of Holland).

## Chaining waters

### 1. THE CONCEPT

"Chaining Waters" introduces ecological insights in the urbanization of the Randstad as a whole and aims at a structural guidance of urbanization by developing a system of clean water bodies, which serve both ecological and drinking water purposes.

### Analysis

#### the Randstad concept

The identity of the Randstad is based on the fact that its structure is completely different from those of other European metropolises. Several historical centers compete in offering cultural and economic functions, resulting from the Dutch tradition of anti-centralism. In the longitudinal direction these centers are very well connected by motorways and railways, with trains running at metro-frequency. In the lateral direction agriculture, nature and recreation are within reach. Basically this is a very attractive metropolitan system.

To maintain the qualities of this unique metropolitan concept clear choices have to be made; to prevail economically strong functions have to be used. Existing qualities in the urban zones should not only be preserved, but used and enlarged to offer enough high quality settlement areas.

**present planning frustrations**

Untill now no combined approach of urbanization and landscape planning has been apparent though. The Green Heart seems to

be the constantly shrinking result of the urbanization proces. With the economic importance of agriculture deminishing, this seems to be a battle lost on before-hand.

#### present water supply paradox

In the Randstad an extensive water demand exists. Drinking water is being produced through:

- inlet of polluted river water;
- transportation through pipe-lines to the dunes area, and
- filtering through infiltration in the dunes area.

At the same time there is a surplus of water. Relatively clean seepage and precipitation water is constantly being drained off from the polders.

#### "Chaining Waters"

#### towards a sane water supply

In "Chaining Waters" this paradoxical system is gradually replaced by:

- the collection of drain-off water along the pipelines for drinking water supply, and
- closing down the inlets of river water.

This system of water management should solve, to the greatest extent, the overwhelming and typically Dutch dilemma of a huge need for more water, and at the same time the constant effort to keep the below-sea level parts of the country from being inundated.

#### potentials for urbanization

In the decades to come the most interesting locations for urbanisation are located along those chains of water retention bodies. Here the benefits of both an extremely high developed infrastructure and a vast and potentially interesting fringe between town- and water-scapes can be combined. It gives scope to search for more alternatives both in the urban and rural system.

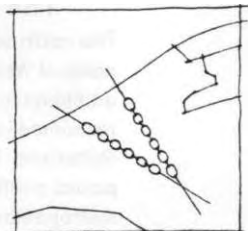
### 2. THE WATER SYSTEM

#### The water supply paradox

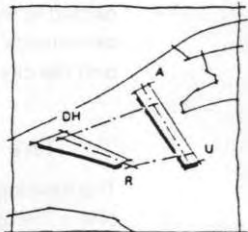
#### water surplus

The Randstad is situated at the end of several rivers, below sea level, in an area with a precipitation surplus which has to be drained off.

#### Dikes are needed to keep the water out.



transformation of pipe-lines into a chain of waterbodies



urbanization: a north and south wing



too much water



not enough water



### water demand

The increasing urbanization causes an increasing demand for drinking water. While relatively clean precipitation and seepage water is being pumped out of the polders, there are inlets of polluted water from the river Rhine and Meuse. This water is being transported by two pipe-lines to the dunes area, to be filtered by infiltration, after which drinking water is produced.

Even though the water quality of the rivers is improving, the end-of-pipe location of Holland will always be accompanied by relatively troubled river water. The risk of upstream-calamities can neither be excluded.

### The way out: "Chaining Waters"

#### circuit strategy

##### step 1 Building up the reservoirs and chaining the water bodies

Along both pipe-lines polder units will be used to retain the drain-off water. This results in a chain of water bodies, but also in nature areas and extensive agricultural areas in which the water table is increased by several inches.

### Dikes are needed to keep the water in

##### step 2 Closing the inlets

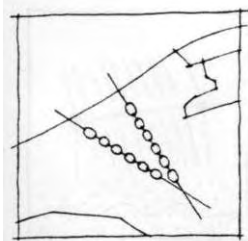
After completion of the chains of water retention bodies, the inlets along the rivers can be closed. The 'Leidse Rijn' is the watershed which separates the "catchment areas" of both water-chains.

##### step 3 Incentive for a sane environment

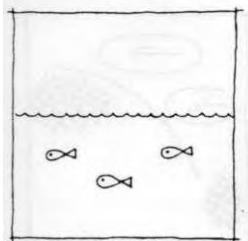
"Chaining Waters" envisages a future development of urban, nature and agricultural areas which produce water of such a quality that the filtering in the dunes area will prove unnecessary. Drinking water can be produced from the water bodies directly.

#### This implies a Green Heart with:

- a change in management of the watersystem with an important role for the waterboards;
- food production as a new challenge for the environmentally friendly farmers;
- recreation in a dutch arcadic landscape with fresh water rivers, lakes and canals for the inhabitants,
- enlargement of nature areas with new opportunities for natural life.
- a space reservoir for future generations, with a partly unforeseeable future use, as long as the water quality is ensured.



spatial aspect: chain of waterbodies



environmental aspect: incentive for a sane environment

### 3. THE URBAN SYSTEM

#### Potentialities

##### infrastructure

A very important incentive for urban development is the close network of infrastructure between the four main cities in the Randstad and of the Randstad with the other European metropolises. This network will even be enhanced in the near future, e.g. by the TGV and the ICE.

##### chain of water bodies

In the present situation the Green Heart has no irreplaceable function, it is the resultant of the urbanization process. It is being kept open in a tense way of being non-urbanized, while its strongest function - agriculture - is losing its economic importance.

"Chaining Waters" and the production of drinking water not only provides a new and strong function, the resulting chains of water bodies also offer potentially highly interesting urban rural fringe areas.

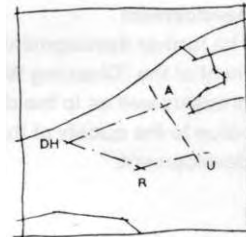
#### Urbanization strategy

##### a north and south wing

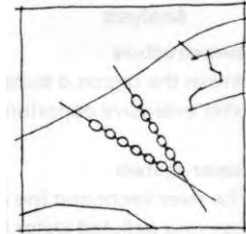
Combining the above mentioned potentialities the most interesting areas for urbanization occur along the north side of the upper chain and along the south side of the lower chain. These are a north wing between Amsterdam and Utrecht, and a south wing between Rotterdam and The Hague.

##### differentiation

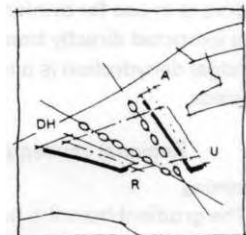
Within these linear urban areas, a distinction can be made between high density development around railway stations and highway exits, and low density developments in between and along the water fringes. The first offer the amenities of the four main cities, the latter of living out of town within the Randstad.



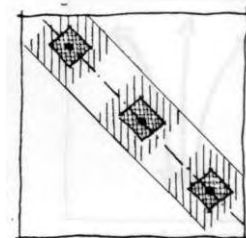
infrastructure between the 4 main cities



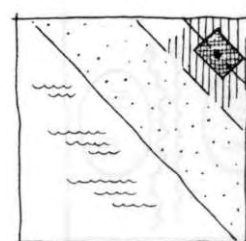
chains of waterbodies



chains of waterbodies fix the north and south wing their places



high density around stations



low density in between

## development

The further development in the urban zone is linked to the development of the "Chaining Waters" system with its waterbodies and nature areas as well as to the development of recreational areas. The added value to the quality of the settlements will generate funds for the development.

## 4. THE VECHT REGION

### Analysis

#### infrastructure

Within the region a bundle of infrastructure, both rail and motorways, offer extensive opportunities for urban development.

#### water system

The river Vecht and the Amsterdam-Rijn Kanaal both are waterways carrying polluted water from upstream regions. On both sides though areas with clean seepage and precipitation water occur. The eastern area is in use for drinking water production. Because drinking water is extracted directly from the infiltration zone (the Heuvelrug sandridge) dehydration is a real heavy threat to those nature conservation

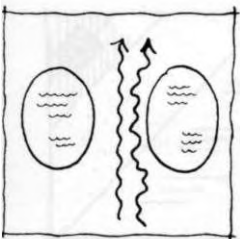
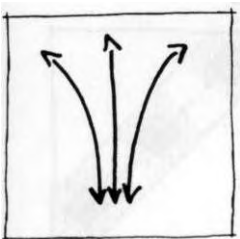
### Regional consequences of the "Chaining Waters" concept

#### zoning

The gradient from the higher eastern part of the region towards the lower western part, as well as the north-south orientated infrastructure and waterways, lead to a zoning of the area in east-west direction. This zoning is based on urban potentialities on the one hand and the water system on the other hand, on the field of force between intensive and extensive use.

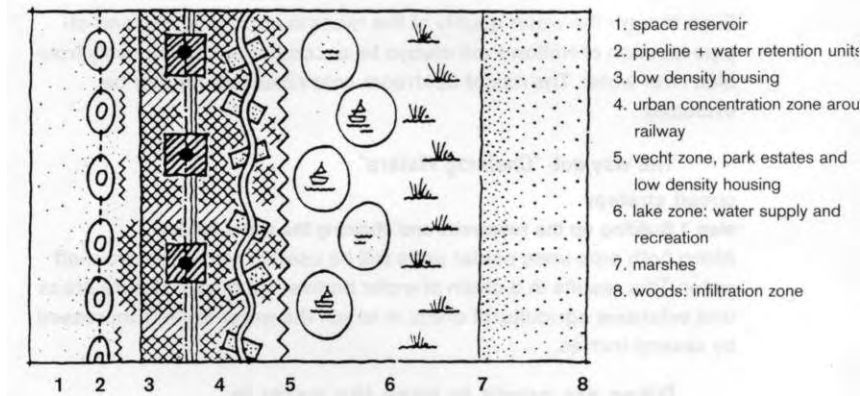
#### water system

Clean surplus water in the lower parts will be used for drinking water production. The area west of the Vecht will be the new main water supply area for the north wing of the Randstad. Water retention bodies are created along the existing pipe-line, to replace the intake of water from the rivers. Within the limits of surplus, clean water from the Vecht-lakes can also be used for (local) drinking water demand. The production of drinking water directly from the Heuvelrug-infiltration zone can be stopped, and with that the dehydration.



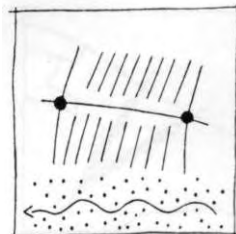
## urban system

In the urban zones the existing and new railway stations are the focal points, the area in their influence will further transform to high density landuse. The lower density residential areas form the fringes of the urban and rural areas with high qualities due to the vicinity of the recreation and nature areas of the Vecht lakes and the new water bodies.



In the existing ribbon settlements a transformation process will occur in which marginal economic functions will be pushed away leading to an overall rehabilitation. Locations for these functions could be offered in otherwise not usable noise-locations in between the infrastructure-lines. Also, this way pollution risks can be moved from the clean water zones into those with less-clean water.

In the Vecht zone park-estates and low density housing will offer a residential area in a grand manner and underline the present quality of the zone. Commercial areas, including business country estates, can be developed connected to existing areas of which in some cases the landuse is to be intensified.

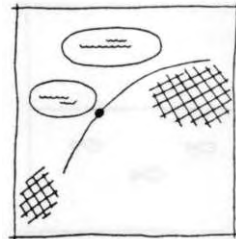


## 5. THE MAARSSEN LOCATION

### Analysis

#### historical pattern

The historical pattern clearly shows the difference between the banks of the river Vecht, with estates and parks, and the relatively regular pattern of later reclamation areas. Ribbon development occurs along the Gageldijk, between two fortresses of the historical Dutch Water-line.





### later developments

The later developments have the blurring of historical landscape characteristics in common: urban extensions, two sand-pits and a motorway.

### Local design

#### detailing the zoning principle

The detailed zoning is based upon the historical pattern and the field of force between the (clean) water system and the urbanization incentives. In the matter of urbanization the site is not fully exemplaric of the concept. The main catalysts for high density development, the railwaystations, are too far away, behind too many barriers. The following zones are distinguished:

- 1 - a clean water zone with nature development and extensive agriculture
- 2 - a clean water zone with recreational use (no motor boats)
- 3 - a zone with low-density housing, in which two sub-areas can be detected:
  - housing based on the theme "ribbon development"
  - housing based on the theme "water"
- U- the Vecht zone with low density housing based on the theme "estate"

#### the anomaly: the junction

The combination of a motorway, not connected to the historical landscape pattern, and the two sand-pits creates a special spot in the location. Between the motorway exit and the smaller water body high-density low-rise housing is proposed. Hereby the high accessibility of this site as well as its attractiveness is utilized. A frequent and fast bus connection over the motorway enhances the accessibility. The attractiveness is enhanced by transforming the waterbody which is not used for swimming into a marina, with access to the river Vecht and the Vecht-lakes. The junction also serves as a starting point for recreational tours. Boats and bikes can be rented.

#### watersystem

The watersystem is based on the distinction between clean and less clean water:

- The clean water zones provide drinking water. They can be used for recreational purposes, though with only limited access for motorboats;
- On the contrary the river Vecht with less clean water is highly suitable for pleasure yachting;
- In the area in between, the risk of previous contamination is not inconceivable. Here a water cir-

cuit which includes a filtering marshland-strip along the motorway is proposed. The waterbody is used not only as a marina, but also as a basin with a higher watertable in winter compared to the summer. The necessity of letting in polluted Vecht-water during dry-spells in the summertime will be reduced this way.

## Metropolder

The perspective of an endlessly expanding urbanization in the Randstad, but also globally, seems unavoidable, Town and country are dissolving into a "network-city". This is the consequence of a deliberate policy of road building and automobilization in the postwar period. The opened, accessible landscape has become the urbanized landscape.

Current town planning is mainly concerned the homogenizing effect of this vast civil engineering project. In the Netherlands the A-B-C-location policy, the major urban projects (the "Kop van Zuid"), the design efforts on the Green Heart are all aimed at the creation of environments which obviously do not develop spontaneously, but have to be captured from reality, with much governmental interfering.

By legal measures and penological instruments the forces are fought aroused by the road builders of Rijkswaterstaat in the optimistic post war decades.

This is rowing against the stream, because urban pressure will spread itself as soon as possible over this free available road network.

Two attitudes are possible towards this phenomenon.

One is to accept it, even praise it, and raise it to a "concept", The "Tapestry-metropole". The other one is , referring to the late 19th century metropole, to try to resist the phenomenon with the vulnerable means of the town planner.

Both attitudes are, in our view, superficial and not useful.

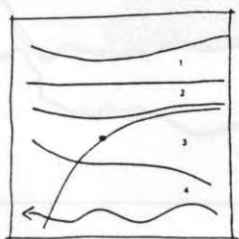
The first one gives no key for decisions which after all have to be taken in the everyday management of the environment.

The other one is nostalgic and will only slow down processes but not give real alternatives.

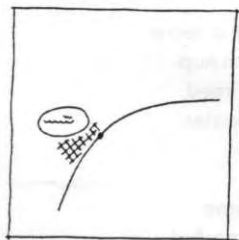
If planning, the steering of spatial development is to be a meaningful and significant activity then it must not fix itself on the consequences of the opening of the landscape, but on the opening itself.

The planning of so-called transferia is a first step in this way of thinking. In fact a difference is being recognized and strengthened between areas with different forms of transport. No longer is the homogenizing force of the network taken for granted. The assumption is that there is a differentiated supply of forms of transport which supplement and not compete with each other.

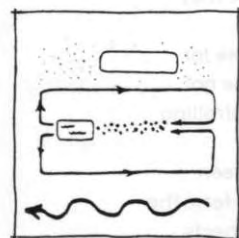
The urban fringe will get a new meaning. It is no longer the border



zoning



the junction



water system: zoning from polluted to clean

between town and countryside but the transition zone between different areas where certain types of transport prevail above others. This transition zone is marked by transfer points for people and goods.

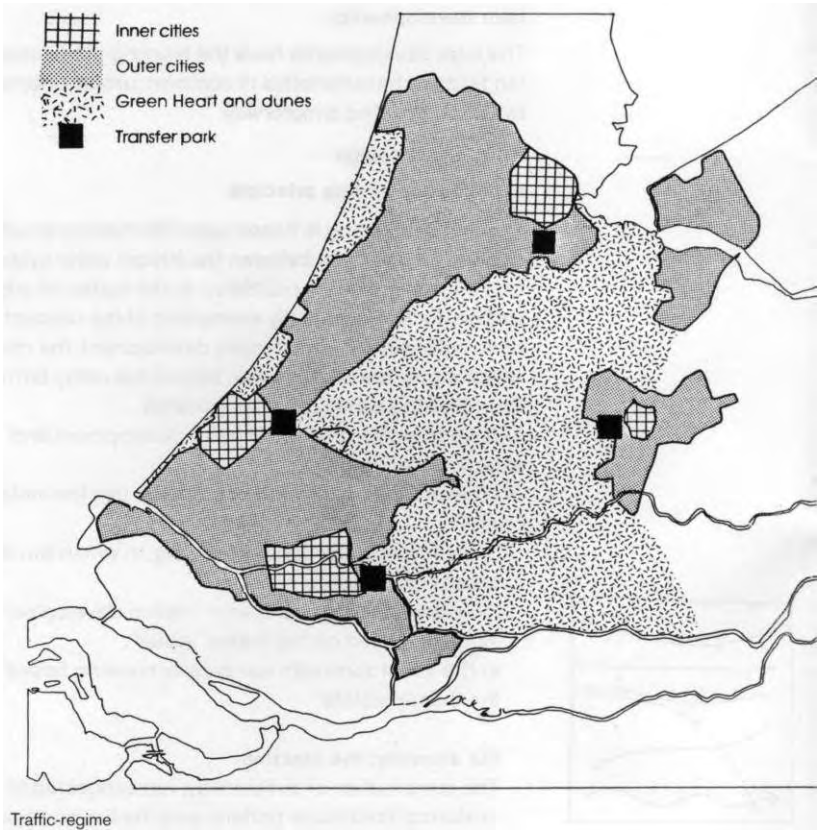
We propose three "traffic regimes" in the Randstad (1), areas where certain forms of transport will be dominant above others. These traffic regimes make it possible to create areas with a different spatial character and economy. Together they form a complete and differentiated environment.

The "inner cities" (2) These are densely built areas with an excellent public transport system, based on metro and tram. The bicycle is also favourite. Goods are being transported by delivery-van rather than by lorry. Rendering of services, tourism and culture are the basis of the economic power of the inner cities.

The "outer cities".(3) These are areas with a lower density and more green spaces. Public transport gives a link to the inner cities and other areas, but a good network of secondary roads usable by private cars is essential. Within the outer cities the establishment of offices, industry and horticulture is possible. These are concentrated along the main transport axes. The residential quarters are located away from these economic zones, facing the Green Heart.

The "Green Heart".(£) The Green Heart is an area in transition. It is very well possible that parts of the Green Heart will become "outer city". After all, the Green heart is very strategically located between cities and Schiphol, and surrounded and crossed with motorways. An alternative for this development is to make the Green Heart into a park or an national monument. But this is the nostalgic alternative already described trying to hod back inevitable developments. Our view is that it has to be a world of its own. This is the only way that it can contribute to diversity within the Randstad and acquire its own reason to be. Therefore a new traffic regime and a new economy are necessary.

There are two types of infrastructure in the Green Heart. The economical structure of roads and railways and the "ecological structure of rivers, canals and untouched areas of lakes, wetlands and woods in the hinterland. Our proposal is to change the network of roads into a interrupted system of "loops" and "dead end"-roads, linked to the big motorways (6). The motorways in and round the Green heart will serve as local ring roads The system of waterways will, on the other hand be strengthened by avoiding crossings with roads and completing missing links. Water will become the main transport medium in the Green Heart. Water carries ecological values, but also yachts and on top of the dykes along the canals and rivers are cycle- and footpaths. It forms



the basis for a large scale leisure-network. The economy of the Green Heart will be twofold. It is, of course, a recreational area for the people of the surrounding cities. But it also supplies "clean products" for the whole Randstad, such as wood, reed, oxygen, drinking water, ecological farming products, energy (water, wind) and waste-processing.

"Transfer-parks"(5) will give access to these different traffic regime areas. Here one changes from private car to metro or vice versa, but also from metro to yacht or a rented bicycle. These transfer parks will become new urban centers, because they are the most accessible spots in the whole Randstad. Every days they will attract all sorts of people, people who come for business or for leisure. Transfer-parks have the potential to be not just a place for coming and going, but also for watching and strolling. They will add to the image of the Randstad. From the transfer-parks on the edge of the inner cities, the Green Heart is directly accessible (6). Rivers, canals and their dykes form the entrance for yachts, cyclists and wanderers. A new canal connects The Hague to the system. Step from the metro on your (rented) bike and enter the Green Heart



directly. This is not just a big park, this is a vast living world of its own, just outside the cities, with its own atmosphere, sounds and smells. The watersystem is a continuous ecological and leisure network and there are no crossings with motorways or secondary roads. The Oude Rijn, for example, becomes a long distance cycle path!

The economic structure (7) of the Green Heart is various, although it belongs to one traffic-regime.

In the Krimpenerwaard and Alblasserwaard extensive and ecological forms of agriculture are dominant. But there will also be "enclaves" of nature-reserves and drinking-water projects.

In the Northern part of the Green Heart (the low fanlands) the development of nature has priority, while in the Vechtplassen-area drinking-water projects will dominate the scene. In the "drained lakes" area south of the Oude Rijn the planting of new woods and an extension of the water-network in the direction of The Hague is possible.

All these functions can of course be combined with various types of recreation.

Local park-structures in the urban fringe of Rotterdam (8) give an extra possibility of entering the Green Heart by bicycle and on foot. But it also gives a choice of possible tours from the Transfer-park. In general cyclists and wanderers want to disperse as soon as possible. From the transfer-park near Huis ten Donck the Green Heart is reached by ferry, but the Oude Maas and Hoeksche Waard are also accessible by a pleasant "green corridor".

#### **The Transferpark at Huis ten Donck**

The basis of the transfer park consists of a metrostation, enough parking space, a big marina and services for the renting of all kinds of vehicles, such as bicycles, allweather prams, trendy cars, yachts, boats even dogs can be hired for a nice walk.

The parking lot is used on workdays mostly by visitors of the inner city, who go there for business purposes. In the weekends the parking space is used by boatowners and other tourists, who want to roam about in the Green Heart.

The transfer park will become a crucial element in the everyday use of the city. It is part of the city, but it also isn't. In this way it resembles a threshold.

An artificially hill will give you a promising sight over the Green Heart stretching out for miles, and a panoramic view over Rotterdam, and will become one of the landmarks along the Maas.

The harbour at Huis ten Donck becomes the "leisure river port" of Rotterdam. It is strategically located near the entrances of Lek and Ussel. The Nieuwe Maas itself will be gradually known as the "Mainstreet" or "Canal Grande" of Rotterdam, a place where every Rotterdammer can sail his boat or hire a watertaxi. The Oude Maas will become the highway for tankers, coaster and big freighters, who have their business in the "economic port" at the westside of Rotterdam.

#### **Strategy**

A possible scenario for the development of the Transfer park and its surroundings is described in the following steps:

##### **Step one:**

Reorganize and remove existing industrial area at the Nieuwe Maas. Polluted ground will be used to create a foundation for a metro-square.

Development of a residential area in the west-part of the Polder Nieuw-Reijerwaard (55 ha.)

Polder Oud- Reijerwaard can be used for horticulture under glass (180 ha.). Communal water management results in a large water-basin at the Blaakwetering. This water-basin will be combined with a recreative north-south connection.

##### **Step two:**

Extension of the metroline to Ridderkerk. A station will be located at a new spot to create a Transfer-park (100 ha.). This park includes a harbour, a parking-lot (2500 pp.), the 'Huis ten Donck' estate, sportfacilities and a ferry to the Green Heart. A hill of 30m. high gives a view of the Green Heart as well as the skyline of Rotterdam. By moving the sporting clubs to the Transfer-park, additional housing will be possible (10 ha.)

##### **Step three:**

The Transfer-park will attract new urban functions. Expansion is possible in southern direction.

Hotels, offices, high density housing, sporting facilities are all possible. A direct connection to the Transfer-park from the highway can be built.

The recreational north-south connection from the Nieuwe Maas to the Oude Maas will be completed.

## **It takes two to tango**

#### **Inside randstad Holland**

##### **Introduction**

"Designing the inner fringes of the Green Heart Metropolis".

This is the key question given by the Eo Wijers Foundation in order to generate new ideas for the transitional zones between the Randstad Holland and the Green Heart. But is the Green Heart really an existing area, with a related city belt around it? Or is this concept of the sixties no more than a remnant of the spatial planning at that time? In our opinion this concept is not valid anymore. So why should we bother about an imaginative transitional zone between two non-existing phenomena? However, there is certainly something going on in this

area. And it is also worthwhile looking at the actual problems and trying to solve these as far as possible. So let's start with the actual situation.

At this moment the Netherlands are dealing with a continuing urbanization process in many parts of the country, particularly in the west. This process is caused by a growing population and an expanding Europe with disappearing borders and changing business and commercial relations. The Netherlands still want to be part of a future Europe and want to go along with the process of growth. Space is needed for about 1,000,000 new dwellings, more recreational facilities, expanding industrial and business activities. Problems caused by this process are (among others) infrastructural congestion, increasing waste problems, more energy consumption and a degrading environment. Ecological values are decreasing because of pollution and the transsection of nature reserve areas and existing large scale landscapes by infrastructure. The assumed Green Heart is filling up rapidly with "non" green elements.

This process is incited by man, by his needs, wishes, technology, his political system and economy. Problems are also caused by sticking to a planning concept of trying to keep the central part empty and stuffing up the borders of the Green Heart and the Randstad. This has resulted in an enormous raise of the land prices in those borders. The technology and economy of today have given many possibilities in this process. This indeed is a great advance in the development of our society. However, slowly but steady our environment is laid out through purely political and economical decisions. This is in sharp contrast with the early days where geological situation, soil, hydrological and natural conditions decided whether a certain location was changed into agricultural land or residential area. The natural restrictions have helped to make beautiful, logical and clear landscape, where the natural background and adjoining occupation pattern by man were in harmony. The manmade landscape was diverse. Every place had his own character, his *genius loci*. Nowadays this "harmony", the link between man and his environment, is lost. This can result in contrasts, which make our environment more interesting. But we have to be aware of the fact that this process of individuality, unification and disjoining from the environment is not the only leading process. It is like dancing. In a dance two equal partners, however still different in character, are needed. Nowadays, people often listen to the same music at the same time, but they're all dancing for themselves... One mass of unstructured movements...

#### **The key solution**

Our solution is to bring harmony in the movements. The urban development of our society needs a partner, a green development to dance with.

#### **The two partners**

Looking at the landscape we see many elements with both, natural and antropogenic sides. Every part of it can be emphasised by either of these sides. In fact two systems make the landscape - two partners - two networks, each with their own characteristics and values. First there is the natural or "green" network and secondly the antropogenic "cultural" network. These networks are supported by different functions, which are the motives behind further development. The cultural network is dynamic and uncontrollable and therefore it's difficult to plan on the long term. The green network is more static, vulnerable and it serves the common interests. It depends on the decision of man. In the landscape of tomorrow the dynamic cultural network must obtain her proper partner in the shape of a green network. This green network will be able to function next to and together with the future urban developments and be strong enough to maintain as a unity. It will give identity to the "lost landscape" and will make room for nature, recreation, watersupply, etc. Through a solid green network the people will have access to the green spaces everywhere. Together with the developing antropogenic network it will structure and form the new landscape.

#### **How to tango**

1. Do not focus on the idea of an empty Green Heart, with the city belt around it. In the current situation there hardly is one complete, recognizable green space. On top of this, many green areas that are left are not really accessible for all those citydwellers packed together, in need of recreational space nearby. Maybe there is no possible overall planning concept in this complex matter. Maybe there is need for a totally new approach. The area can be perceived as an urbanized delta. The delta is a unity where urbanisation and other types of land-use exist next to each other or even complementary to one another. We should try to solve the problems within it.

2. Act offensive and not defensive. Do not degrade modern cultural developments but try to upgrade the underlying natural base in order to restore the harmony and contrasts between the two partners. The needs of man are unpredictable, changeable, often depending on economic forces. Once urbanisation has taken place, it will stay like a tattoo. You can't control or suppress it. It's the green component of our environment we have to invigorate. If we give the "natural base" of the landscape more body, it will not be so easily overruled by quickly built developments as it is now. This "natural base" is quite stable, not easily or quickly changed and often depending on common interests of social and ecological purposes. Therefore it does need supervision, human action to protect and develop it into a stronger presence. Let's give the natural base of the landscape more meaning by giving it more value, more identity, more function, more reason to maintain.

3. Concentrate in the first place on the valuable elements, which are already there and give them strength by sustaining functions.



Valuable elements in the context of our solution are the ones with a more natural character like, soil, hydrology, geomorfology, vegetation, reclamation patterns, and historical water protection works. Man has to see to it that they will remain. For the simple reason it takes a tree £0 year to mature, man needs to have ideas and long-term plans to maintain and create. On the other hand there are functions like recreation, reclamation of water and nature preservation, which can give more strength to the green system. Let's make a plan in which as many natural structures and elements as possible are combined with new functions. The result will be one multifunctional "natural" network.

### **The green network**

The delta-landscape should be regarded as one unit in which the natural base needs to be upgraded. In the actual situation there is little left from natural structures and processes. Man restricted and changed them all for his own sake. But if man wants to have a sustainable future, the abiotic and biotic ecosystems need to be restored. Man has to find different ways to fulfill his needs. In the landscape there are several natural systems. To upgrade the delta landscape it's necessary to approach the systems separately as different landscape types.

Secondly the several systems need to be connected in one green network. This network will exist from green elements, based on the natural underground and fitting in the different landscape types. In this network special attention will be given to spatial and functional junctions. A wild heaver breeding area, for example, will be situated at the crossing point of two rivers. In this way the area is connected with at least two systems and therefore has more chance to survive. Also functional crossings have more chance. A nice hiking area in which ground water comes at the surface, for example, will have extra value, not only for man but also for nature. Therefore it will have more chance to be maintained.

### **The river delta**

The rivers with their forelands, together with smaller streams are the main connecting elements of the delta landscape. In future major rivers like the Rijn and the Maas will have a wilder, more dynamic character with natural woods. Smaller rivers like Vecht and Kromme Rijn have a more formal character as a result of the development of recreational woods and country-estates. The rivers Lek and Hollandse Ussel will have a more rustic character. In the areas between the rivers the pattern of canals in the agricultural land can be used to create a wet natural structure, which connects the centre of the lower delta area with the higher river landscape at the beginning of the delta. The development of a wooded character of this higher river area will create a contrast with the lower river delta.

### **The dunes**

Shifting of sand in the dunes can lead to a more natural morphological and biological development. Just behind the dunes the seeping water can create a characteristic ecosystem. A different organisation of water reclamation is necessary in order to get a more natural character. In the old dune bank area behind the present dunes a closed, wooded character of the landscape could be emphasized. The main part of the lower land between the banks is in agricultural use.

### **The cultivated peat area**

There are three different types of peatland. The former moor areas in the centre of the peat areas now form the low lying reclaimed polders. This area can be structured by a grid of plantation, following the reclamation pattern. The old creek patterns that show up in the soil could enrich the structure. The polder Haarlemmermeer is an exception. Being a former lake under the influence of the sea, it has only the structure of the reclamation. This is a relatively old polder. The second type is the bog area, like the Krimpenerwaard. In this area the wettest places will get a more natural character, following the canals and the reclamation pattern. Thirdly there are the peat areas that are dug out but not drained, like the Vechtplassen area. Here the deep polders will be inundated again and natural seepage will be restored and used for drinking water in a different way. Nature and recreation are other important functions here.

The blue ribbon in the form of an "S" is a continuing line of wetlands, marking the transitional zone between the polders and the remained peatsoils. It fits within the present structure of lakes and ponds. It will have both a natural and a recreational character.

### **The old coastal area**

This area is formed by flooding of the land by the sea. It will remain a very open landscape which is often in agricultural use. The relicts of old creek patterns are important elements to form a green structure in the landscape. The old sea firth "het IJ" near Amsterdam has been reclaimed from the sea. These polders are being developed as large wooded recreational landscapes.

### **The hill area near Utrecht**

The hills will be used for the recreation and nature development. In the centre a wild forest will be developed. In this natural forest there is place for preservation of heathlands and for wood production. The flanks of the hills will get a wooded character in a lined pattern down the hill.

This green network is only one side of the story. The two partners together make the landscape, so let's not forget the "cultural" network. One of the main problems of urban development is that it is hard to predict. To overcome this problem we have generated three extreme urbanization models. We tested and improved the green network on the basis of these urbanization models. It resulted in a green network,

strong enough to withstand all possible future urban developments without losing strength.

The urbanization models we used are based on different possible social, economical and technical developments in our society. We generated them on the highest scale ("randstad scale") and they have to be interpreted schematically. The green network has also been developed at this scale but is also elaborated at a regional scale and in detail. The testing of the green network has taken place on the regional scale. Here the two networks are superimposed, together forming the complete landscape. On the detailed scale examples have been elaborated for one specific part of the green network near Maarssen and Utrecht, in combination with possible cases of further urbanisation .

## Urbanization models

### Model 1: Concentrated community

The main cities like Amsterdam, Rotterdam, The Hague and Utrecht will continue to grow further in future, because of their high level of supply and facilities. The distance between living and working is small. The smaller towns are oriented on the main city in the particular region. The structure of the cities develops from the concentrated centre of the city to the outside and is a continuation of the existing, characteristic pattern. The pattern shows a density of settlement which decreases further away from the centre of the agglomeration. Revitalisation of existing buildings and infrastructure is necessary for further development.

### Model 2: Linear alliance

Further urbanization takes place in alliance with the infrastructure network, because of the growing importance of distribution industry in the Dutch economy in a European context. Development of urbanizing ribbons comes into existence along highways, railways and canals. Therefore the pattern of urbanization is linear. Concentrations in the ribbons, of industrial and business areas develop attached to the junctions of the infrastructural network. In the ribbon development the four main cities have a leading role. The ribbons connect the different urban and industrial concentrations. The character of a ribbon or the kind of urbanization that takes place is determined by the influence of concentrations like the Rotterdam port and Schiphol airport.

### Model 3: Dispersed independence

The advance of technology makes it possible to travel fast or to work at home. The inhabitants of an area are less dependant on the city. A certain distance between places to live and to work is more easy to tide over or is no obstacle anymore, because of the use of an advanced information and communication network. The result of the

mentioned developments is a dispersed urbanization pattern. New cities can come into existence or start growing on many possible locations. The attraction of the landscape has a great influence on this urbanization pattern. The specific identity of the landscape in an area determines the character of the different dwelling places there. Supplementary this identity is affected by the culture, the economy and the character of the important urban elements in the surrounding area.

## Overholland!

### Overholland! - view

The successive stages of urban concentration in the west of the Netherlands have led to the situation prevailing in which a metropolis is currently burgeoning. A turning point has been reached at which urban networks are being formed due to the ever increasing importance of criss-cross inter-relationships between the various core centres. These developments are clearly manifesting themselves in the northern and southern flanks. Dutch landscape is changing under the influence of these urban processes, whether these changes are wanted or not. A coherent view needs to be developed of this future urban landscape, all the more given that the traditional dichotomy between "red" and "green" is starting to lose its ability to provide solutions. A marvelous assignment for regional level design and management: the single agglomeration is no longer the level on which constructive spatial solutions can be formulated for those aspects which are relevant for the relationship between towns and the countryside. Peeling away at the surface, and, adding government earmarks to certain landmark locations within existing urban areas, sealing them off using buffer zones and blanket-stitching them with strategic green belt projects, will prove to be cul-de-sac ideas on the longer term and will neither meet the requirements of either towns or the countryside the fulfillment of which forms the sine qua non for that metropolitanism which is the hallmark of quality. Attracting people to such areas will be left to the more often than not incidental quality of (architectonic) occurrences in the city-scape.

Current insights at higher levels of scale provide a diminishing return in the endeavour to find a compass. The drafts developed in the light of "Randstad and the Green Heart of Holland" are nothing more than spatial observations elevated serendipitously to a level of a planning concept. However, contentually speaking they have been undermined by the factual process of urbanization in the Green Heart, and, particularly together with the developments in agriculture, the recreational co-use of the countryside has resulted in an ever increasing sense of



the countryside being a desolate place to spend valuable leisure time. The lengthy and successful marriage of agriculture (as an almost free of charge producer of nature and recreational areas for townspeople) and the physical planning has come to a definitive halt given the changes made in and by agriculture. On the one hand there is a crisis in all that which is literally rooted in the countryside, while on the other hand the cultivation of knowledge and capital intensive yields has also reached a critical mass. Because the duo of aforementioned penological notions primarily has a conserving character it acts as an obstacle to turning, in time, to thinking about a more pressing problem: what is the most desirable future configuration of the urban system (after VINEX, VIJNO, VIJFNEX, ZENO, in short) when urbanization continues? Is the idea of the Randstad the last outpost of that illusion in which the Netherlands figures as a guiding country?

Overholland! recapitulates the results of a triple breach in penological thought. At the scale of the west of the Netherlands, the consequence of the end of the life-span of the policy life-cycle of the duo of notions, Randstad and Green Heart, is subjected to design analysis. At regional level, a standpoint is taken which is adverse to the conservational arcadian approach to cultivated landscape - given that it will never be able to spontaneously regain those powers with which it can be made a living entity. Finally, at the level of urban extension, the market orientated end of planning the urban ensemble is given a Dutch expression. Overholland! distinguishes itself in this from the current trend in which each and every pretension of centralized management is set aside and a penological last party is staged in which bargain hunters are chartered to attend 'the sales' of the most beautiful arcadian sites, earmarked for urbanization, which head the list.

In our opinion, a great deal of effort should be put into working on a regional design for the Randstad in its entirety so that the weakening of the green beating heart can be shored up. In such a plan the fine, Dutch tradition needs to be revitalized so that it can show the way in implementing new, effective boundaries between governmental intervention on the one hand and social and individual initiatives on the other hand.

The three levels of scale discussed above are used as an editorial skeleton for presenting the background information to the plan. A brief survey is also given of the identity of the specific design issues which need to be addressed at that level of scale, and, the standpoint taken in respect of these. The heading "Valve" contains the description of the programmatic inter-relationships with the adjacent, lower level of scale.

### **Overholland! and the Randstad**

Overholland! raises the discussion to a confrontational level as to this continuing urbanization; specifically structured to cover the west of

the Netherlands. The most striking elements are translated into a new legend for the Randstad's city-scape:

1. Big money - keep big: the VINEX period in which the demand for housing can still be accommodated using locations which meet the criterion of being close by, is strategically deployed to appoint, assure for and commence the design of the largest chlorophyll cells in the tissue of the future metropolis. There are some few thousand dollar bills as it were in the west of the Netherlands but government intervention has been given high priority and if ten or fifteen years are allowed to elapse then the bit by bit process of urbanization and fragmentation will have reduced the thousand dollars to nine hundred dollar bills and some loose change. These entities are large and have qualities which are undisputed like the lakes in the Vecht area, and, the Krimpenerwaard, and, the sea-defences (dune-scapes).

2. The Droogmakerijen (reclaimed lakes) are the very best location for new residential sites and industrial/office parks in the post-VINEX period. Optimal means, flat-sites, and, well-drained, augment suitable locations given their proximity to the current centres. These areas will undergo a transformation for the fourth time. After being drained for agricultural use, then having had the peat extracted, and finally reclaimed we've arrived at Overholland! view; the basis for the Stadsmaakerij (townery).

3. Continuing urbanization requires quality thought being focused on the nature of overflow provisions in and around the metropolis. The programme of demands is doublebottomed. As close to home as possible, adventure as a counterweight to the regulated existence of townspeople, and, affordable now that agriculture has in part relinquished its stewardship over the land. In order to allow for the continued existence of the countryside as a place to wander and lose oneself, Holland's Groene Zones need to acquire the character of a network which has some kind of regional dimension.

4. In Overholland, knowledge and capital intensive crops are seen as specific components of the Dutch urban tissue. Alongside agri-business complexes the towneries need to afford space to this type of production facilities.

5. Attention is paid to active maintenance in each and every change made in Overholland!. A number of valuable landscapes will be integrated in their entirety and protected as the geographical memory of the metropolis: pearls like Ronde Hoep, and the Zoetermeerse Meerpolder are representatives of this part of the legend: Landscape monuments. On the exterior flanks of the area covered by the plan, the Netherlands Association for the Protection of Reclaimed Lakelands will agitate in favour of full Grade I Listed Status for the Beemster.

6. The large-scale traffic infra-structure requires intervention at Randstad level. Alongside the main-ports of Rotterdam, and, Schiphol, a major intersection is provided at the junction of (a new) high-speed train link and a Randstad railway loop (to be doubled) close to Gouda. This rail-port, will couple a Randstad level transfer point with road/rail freight transfer and consequently make a subsequent assignment for

the "OMA" transfer point imperative.

7. The central location of the towneries assures that this urbanization option will be the only one which can provide a means of decreasing the absolute number of car-miles driven in the Randstad (as verified by Ministry of Public Works research).

In determining the parameters of all the items on the legend a conscious choice has been made in favour of looking for connections with landscape units in order, in contrast to the over-abstract Green Heart, to make palpable, geographic boundaries of these units.

#### **the valve to the region**

- This array of elements leads, in the northern section, of its own accord, to a configuration with satisfactory articulation. The same does not however hold true to the same extent at least for the large areas of reclaimed land and towneries in the southern section. This additional challenge led to the choice being made in favour of the "Achtkamp" area from the three competition options.
- The make-ability of the network of Holland's Groene Zones requires being proven.
- The net of differences hung between the current topography and the new course charted for the sub-areas, requires being specified and used.

#### **Overholland! and the Region: "Oude Rijn to Hollandse Ussel"**

In Overholland!, the regional level forms the sample-book of government investments need in order to shape the desired green-red interactive urbanization. In moving towards detailing the "Achtkamp" area, we have concentrated on the area between the "Oude Rijn" and the "Hollandse Ussel". Traditional Dutch tools like hydrological works, earth-works, and the ceaseless struggle against salt-intrusion have been the prime means of planning infrastructure, to which the source of inspiration is added of the environmental goal being set for durable, spatial development.

Along the "Oude Rijn" a glimpse can be caught of Holland's Groene Zones. This illustrates two of the three realization strategies deployed by Overholland! to attain this network. (The first, which does not occur in our example area is the Ecological Main Structure which is already set forth by government policy.) Overholland! uses two other strategies and consequently attains significantly more nature-area. Firstly by making the provision of potable water one which is shaped in a more durable manner resulting in Utility-Nature. The role which Overholland! ascribes to the development of Nature in the dunes (Big money keep big) makes a gradual transition to other potable water production techniques necessary. Affluvial-ridge infiltration is applied in a zone along the "Oude Rijn" just behind the busy occupational ribbon development along the course of the river. An infiltration system

is shaped due to broadening and excavation activities conducted on existing courses to the sand layer used horizontally to expedite the bacterial cleansing required.

Higher bank-sides which have come about due to peat extraction get forested and protect the extraction pipes for potable water. Like the dunes currently used for this purpose, these areas can fulfill a vital recreational function. The third strategy is that of the Adoption areas. Developing towneries goes hand in hand with adopting adjacent peat landscapes which are exploited in a single manner which will allow for buying out the present dairy businesses. This increase in costs incurred for the process of urbanization is justified by the special functional link forged between the towneries and the peat landscapes. With the departure of the agricultural element, the natural water level can be re-instituted in the peat landscapes, high in the Winter and low in the Summer. A number of courses will be widened but the largest part of the de-drainage will be brought about by the resuscitation of peat bog formation. In terms of recreation the peat bogs will form an adventurous link with Holland's Groene Zones.

The hydrological relationship is one in which superfluous Winter precipitation from the peat-bogs will provide utility functions and green-house horticulture in the towneries with plenty of fresh, non saline water. Because of the salt-water head, a scarce commodity in deep polders.

The provision of this fresh water brings use to those essential areas of intervention which prepare the towneries physically for urbanization. Some eight years prior to the first pioneer settlements a set of intermediary reservoirs is to be constructed to compensate for the diminished drainage capacity resulting from urbanization, but, which makes a fundamental distinction possible between a (clean) fresh water system (retention and provision) and a drainage system for (dirtier) brackish water.

The system introduces a third level between the current depth to the ground water table and the current system or reservoirs deployed for containing superfluous polder water. About 10% of the surface of the towneries is required for this. The water provision for the towneries is made using water courses laid out at the level of the intermediary reservoirs. To attain this, a last winwin trump is played, which is that the dredgings will be used which are slightly polluted and which are taken from sub-aqueous dredging works which, if the signs do not deceive us, will in any case require a major storage space. There is no place in Overholland! for the not-in-my-back-yard planning method so that the west of the Netherlands needs to stash its own trash. Millions of cubic feet of the result of this particular task can be accommodated in new and functional elements which traverse the towneries. These £00 metre wide quay-side strips are also for varied forestation which resemble the Groningen country area like the Ennemaborch. Use is made of the raised level they create above the brackish ground water. In this way, the tasks of the Bentwoud, and, the recreational



programme belonging to it, are woven into the townery in a manner which goes without saying. A water course is fret-sawed into the provision for fresh water for the townery.

Finally a few words about traffic and transport. Overholland! is opposed to the onedimensional character of the optimized city design based on Public Transit seen solely from the vantage point of 'path of least resistance management'. Within the context of flexible urbanization, the American adage applies to rail lines: one line will always end up being at the right place: spatial order will adhere to the presence of high-quality Public Transit. The network character of the townery incidentally makes a choice in favour of bus connections accessing the area nothing more than logical.

#### **valve to the 'stadsmakerij' (townery)**

- It is clear that the "Achtkamp" location is not seen as the most recent urban extension to the east of Rotterdam but rather as a link to a new city-scape, the stadsmakerij. This naturally applies to the planned extensions for Gouda, Zoetermeer and Waddinxveen.
- Demonstrating the potential which a neutral grid offers. Phasing, mixing and demonstrating the opportunities afforded by differentiation.
- What will be formally determined? And what won't? And how will the tissue of the townery get self-evident boundaries?

#### **Overholland! and the Stadsmakerij: Achtkamp**

What does the townery look like? Overholland! sets forth a process of urbanization which develops in the course of time and which is conducted piece by piece. Urbanization which is open to pluriformity when it comes to housing and trade and industry. Urbanization in which existing artifacts and activities like horse stables, allotments, horticulture and second-hand car lots can be included without a hitch. Urbanization which in principle is ongoing and which is therefore always in a finished state: initially with large open fields between the ribbon developments and later, when the greening process has matured, nicely filled and even later, when parts of the first round of construction requires being demolished, slowly becoming more densely used.

The townery is based on a clear-cut distinction between two realization strategies which differ in principle; that of planned management (public works: the networks) and that of incidental and individual decisions (private initiatives: the diffuse field). With this, Overholland! coheres with the Dutch tradition of land use which has determined the relationship between infrastructure and town and country planning from the sixteenth to the beginning of the twentieth century.

Planned management aims are supplying the necessary pre-requisites of urbanization. Alongside a green and a blue network, thoroughfares are built on the boundaries of plots, hemming and

seaming their way past utility provisions like gas-mains and high-voltage power supply lines. Together with the existing road network in reclaimed land, a network will be attained with a mesh of some £00 to 800 metres which will barely exercise any influence on property holders' rights. This network is well-suited for Public Transit provided by buses. Some lines of the network will be directly linked to the main structure of the adjacent cities, or, the provincial road network: other lines will be strung between the boundaries of the towneries or the villages. These differences will form a reasons for programmatic differentiation.

Core design features require attention being paid to the overlaps between the urban mat and the boundaries; but great attention also needs to be given to the design of the various contours (dimensions, water locations, nature of the planting used, and the types of the buildings etc.). Such a contour can be relatively narrow or if required, rather wide, with, for example, buildings placed centrally like the strip close to the high-voltage power supply in "Achtkamp". In this way, a contrast can be made between an urban residential form and suburban residential form, between regulated construction and liberalized construction. A beautiful difference will come about between the old ribbon developments and the new streets, avenues and boulevards. The ribbons of reclamation and development in west groningen, including the imposing 200 metre wide and 10 kilometre in length Valthermond, can be used as templates.

The (phased) construction of the networks will be the starting sign or a diffuse means of filling fields with dwellings, greenhouse horticulture, and other capital intensive crops, amenities, or, small scale trade and industry. Turning agricultural land into (horti)cultural lands is based on private initiative. The standard unit for this development will be the regular townery plot of about £0 x £00 m, with its two short sides on thoroughfares. Local cross-routes will provide access in their depth and a strip of land will become available for building on. Two plots form a block, four plots a wide block with in interior site which can be used for amenities or for allotments, six plots become a strip of horticultural companies, nurseries etc. The specific sites in relation to networks and boundaries will to some extent determine what goes where.

What does the townery in Overholland! actually provide? The main issue is that of a marriage between good stewardship of and healthy management for the land. Charting landscape units means that a townery will get £0.000 hectares, of which 2£.000 hectares are in the north, and 1 6.000 hectares in the south. The composition and density planned with vary from place to place and also depend on what is needed at whatever time. Assuming £0% available for dwellings, then a density of 30 will mean a total of £80.000 residences. This is a conservative estimation, not counting the densification in later phases. The transformations of the Dutch landscape will be financed from the

increase of value of the land due to urbanization. With this, Overholland! townery occupies a position which is in the very finest tradition of reclaimed land use as profit centre for an urbanized society.

#### **valve to architecture:**

- The construction method to be used will be left as far as possible in the discretionary sphere. Alongside regulation by Construction Decree, only simple regulations are needed in connection with building lines and building heights. Visual impact regulations ("beeldkwaliteitsplannen") are to be abolished.
- The quality of the imagery of the townery is to be seen in the contrasts between products of planned management and those of private initiatives, between old and new elements.

## **Duck-lands**

### **The development of the Randstad Holland and the green heart**

#### **picto 1**

The concept of the Randstad with its Green Heart is an inaccurate and non-elaborated metaphor in planning: there is neither one city, nor one heart, in the sense of one cohesive landscape.

This part of the Netherlands is a structure of old city centres enclosed by a great number of suburban areas. In fact, all these suburban areas are similar. These areas have not been defined sufficiently in the Randstad concept, they are responsible for taking up the larger part of the available space and they have resulted in blurring the concepts of town and country.

Besides, the concept of the one Green Heart does not justify the diversity of landscapes, so there is a risk of blurring concepts here too. The Duck-lands designers abandon the concept that opts for urban peripheries around the Green Heart. Both the scale and the nature of urbanization processes cause permanent urban pressure on the Green Heart. The Green Heart is too extensive for the inhabitants of the Randstad to experience it as a single entity with its own identity. The metaphor is about to burst.

#### **picto 2**

The Duck-lands entrants introduce a distinction between urbanization processes in the area between Rotterdam and Amsterdam and those in the eastern part of the Randstad, with Utrecht as its largest concentration of urbanization.

Parallel to the coast, behind the dunes a relatively small but highly urbanized area will develop between Rotterdam and Amsterdam: a so-called 'bandstad' [zone of urbanization] with a metropolitan character will come into being. This 'bandstad' operates as an entity, although it

is composed of separate parts. A high density of urban programmes is the basis for a network of high-quality public transport. From the north to the south, the new or renewed infrastructure caters for the '-bandstad'-inhabitants' need to travel. From the east to the west, transport axes ensure the transport of goods and services between the '-bandstad' and the surrounding countryside into Germany. Central parks, (open) green areas, are the necessary sanctuaries in the urban system.

#### **picto 3**

The coastal strip in the west and the countryside of the former Green Heart are the sharp boundaries of the urban zone. There is an enormous contrast between town and country. Both the coast and the countryside east of the 'bandstad' are recreation areas for this urban region.

The 'bandstad' will admit the larger part of the one million houses that are to be built. The basic landscape will not be entirely ignored during the intended urbanization, but it will not be the starting-point.

#### **picto 4**

East of the 'bandstad' attention will be paid to intensifying the contrasts in the landscape. In those places where urbanization takes place, the basic landscape will determine the environmental development. New processes of urbanization east of this 'bandstad' are determined by the restrictions of the basic landscape. Hydrology, geology and geo-morphology are its foundations.

As a direct result, Utrecht is regarded as an independent city in the centre of the Netherlands, apart from its former fellow cities in the Randstad. Seen from the perspective of the 'metropolitan' development of the North Holland and South Holland zones of urbanization and the development of Utrecht in western and southern directions beyond the motorways A2 and A12, government policy provides ample opportunities at the northern fringe of Utrecht to meet the need for a strong and long-lasting landscape identity between the river Vecht and the Utrechtse Heuvelrug. In other words, the pressure of public housing will be taken care of by other areas, which makes it possible to draw up future plans for the Marssevenne area from a different perspective.

The area north-west of Utrecht, as a part of the former Green Heart, will have a connection with the Utrechtse Heuvelrug [a chain of hills]. Boundaries between city and rural areas are not that sharp as they are along the both edges of the 'bandstad'. This concept has been further elaborated for the area Maarssevenne.

### **The plan Maarssevenne area and surrounding countryside**

#### **Identity of the existing landscape**

In the overall vision for the northern fringe of Utrecht good use is made of the special position of the Vecht lakes area, between the



Utrechtse Heuvelrug and the river Vecht. Today the identity of the Vecht lakes area is still very much determined by the presence of water: the meandering river Vecht, the polders and the Loosdrecht lakes.

The Vecht landscape was created by the interplay between water and sediments. The river Vecht to the north of the city of Utrecht is a delta of the rivers Vecht, Amstel, Gein and Drecht. The past influence of the former Zuider Zee is visible in places where there is a transition from river clay to sea clay. In the depression between the river and the elevated sandy ground, freshwater stagnated and peat bog developed. Because of the formation of peat bog, the ground level sank and today the river Vecht and its banks are situated higher than the lakes area.

On the elevated sandy ground in the east of the Gooi area and the Utrechtse Heuvelrug, rainwater sinks into the soil and flows underground to the Vecht region, where it emerges as seepage water. This occurs at the eastern fringes of the polders in particular, in places where the groundwater level is above surface water level. The clean seepage is pumped through the many ditches of the area and transferred to the Vecht. In stead of a river that drains and causes the water to flow down freely, water from the Vecht infiltrates into the lakes. Much of the groundwater is absorbed by the deep reclaimed areas of the Horstermeer and Bethune polders. As a result, seepage east of these areas decreased. The clean seepage is discharged into the Vecht. In dry periods polluted water from the Amsterdam-Rijn canal will be let in into the other polders, in order to keep the water around the ditches up to the required level.

#### **The concept**

The design's objective is the integration of the formation of landscapes and urban development, the landscape's quality and identity being essential for the answer to the question: to what extent and in what shape will the landscape be able to admit urban facilities?

The proposal for the redevelopment of the northern fringe of Utrecht and the Maarsseveen area, is part of a total transformation of the landscape between Utrecht and the Usselmeer. The proposal explores the possibility of a large-scale adaptation of the existing polder landscape, both with regard to its image and to its use.

The relation between the original geo-morphology and geology has been intensified by taking the identity of the Vecht lakes as a starting-point for the development of the new landscape.

This idea has been made concrete in a hypothetical starting-point at a regional level, in which all areas below water level have been represented as lakes. The pumps that maintain the polder landscape have been put out of operation, the dykes have been levelled out. The hypothetical landscape roughly consists of three main elements:

- the river Vecht and its banks;
- the shallow waters on the peat moors, which stretch out from the Usselmeer to the chain of hills;

- and the zones of marshland that mark the transition from the chain of hills to lower areas.

#### **Identity of the new landscape**

By bringing the high water level in the reclaimed areas and the other polders to the same level, the influence of seepage pouring in in the border zone of the Gooi region and the Utrechtse Heuvelrug increases, and marshland will be created. In the reclaimed areas the process of land formation through the formation of peat bog is repeated. The influence of the river Vecht decreases and the necessity to let in polluted water into the polders has diminishes considerably too. The water quality is improved by this process. The influence of other functions on surface water quality decreases considerably because of the introduction of advanced, independent water treatment equipment. Because of this, the water surplus can still be used for Amsterdam's drinking-water supply.

The image of the new landscape is mainly determined by the extensiveness and continuity of the water. The vistas are endless, the image is still. A mirror effect prevails. The scale of the area as a whole is recognizable.

Attracting capital is essential for the large-scale development of the landscape. The fact that exclusive residential environments near large towns are rare, can produce the necessary revenue. Parallel to the principle that the sale of 1 ha of woodland can pay for 10 ha of newly planted trees, an expensive watery area can (partly) finance the landscape development plan.

A partial urbanization of the landscape can be fitted in.

#### **Identity of the new urban areas**

The urban elements situated in the water are secondary to the scale of the water. The 'floating' elements are independent, but they are part of a relaxed concept. The identity of the extensive lake will be affected as little as possible.

Different options were explored and visualized in order to make clear the different shapes that urban functions can develop into.

References to existing water-oriented environments were used here and islands, landing stages, lighthouses and fortifications can be discerned across the expanse of the water.

##### **1 The banks of the river Vecht**

On the banks of the river Vecht several new business-settlements will be accommodated, which will divide, mark and control the open green landscape as solitary small-scale complexes. The castle of Zuilen is taken as an example for this development. The new office buildings are the centres of the scenic 'pearls' along the river Vecht.

##### **2 The business estate**

The existing business estate on the northern fringe of the city of Utrecht will be maintained (unlike the sports fields). Linking up with the city, a new water line will be introduced, which will lead to the

business estate being completely surrounded by water and being integrated as an island into the new landscape.

### 3 The residential landing stages

The elongated landing stage will be the general image for residential strips of land in the water. The landing stages give access to terraced and detached houses and to plots that have a close connection with the surrounding open water. To the north, the scale and density of the strips of land decrease and the individuality and exclusiveness of the residential environment increase.

### 4 The urban peninsula

The strip of land along the Gageldijk and the area between the Gageldijk and the existing recreation plan will transform into a highly differentiated urban peninsula. The transformation process will take place in gradual stages. The residential buildings on the existing strip of land will be maintained. The existing business property will be replaced by newly-built houses or office buildings. The present intervening area will be destined for house-construction, for business premises and for urban recreational developments along a promenade. A new varied business climate will be designed here. The strip of land and the promenade will complement each other. The relation between these two lines will be formed by transverse lines, linked to stops for public transport.

### 5 The urban lake

The lake Maarsscheveense Plas will be integrated into the extensive watery landscape, and it will absorb a large share of the recreational pressure.

### 6 The recreational peninsula

The Westbroekse Binnenweg will transform further into an informal recreational strip of land and as a result it will be the counterpart of the urban peninsula. Camp sites, beaches and cycle paths will set the scene. They are designed for tourists and as a recreation area for the inhabitants of the region. Where possible these recreational functions are combined with residential functions.

### 7 Residential islands

Further to the north, new so-called 'Gooise watermatrassen', referring to the Dutch term 'Gooise Matras', which is the area between Amsterdam and Utrecht where the jet-set live and which is often ironically referred to as a mattress, will be created, where very exclusive residential environments can be developed.

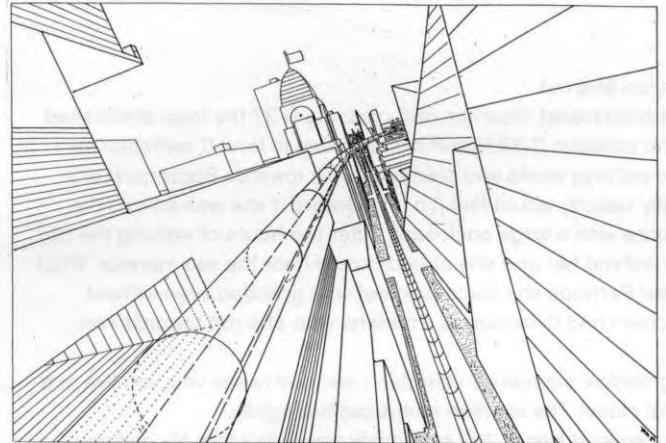
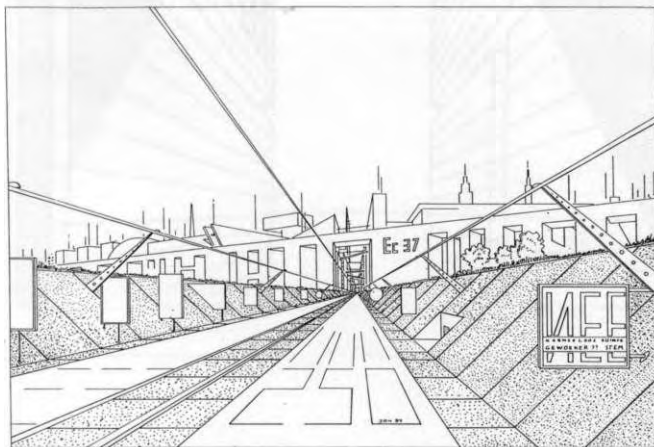
## NOA-P

It was a beautiful morning for a trip. Sometime ago her grandpa invited her to pay a visit at his new home, and now, she decided, the time had come to do so. Noa-P entered the code of her school to transmit her homework and grabbed her backpack. She was very excited because it was the first time she would travel such a long distance through the city by herself. They lived in the northern part of city-sector G-57 and she had to travel through the picturesque Utrecht to D-33. It meant a journey of over 165 kilometres crossing almost half the city.

Not long after she set off from home she stepped in the first coupe on platform G-57 level twelve. The first part to Utrecht they used the old freeway which meant actual crossing the city at Fd£6 and Ec37. The verges on both sides of the deepened tracks were occupied by billboards full of slogans from the Pros and Cons. Even the newspapers were totally filled with articles in which the Pro's and Con's explained why the Expansionscheme was either good or bad. The Cons, proclaimed the Borderlaw to be unassailable and that in order to preserve the Outerspace an enlargement of the density of population was the only solution. Most of the Pros resided in the older sectors of the city, between C-25 and E-£0. They pointed out that the city could not longer provide the elasticity needed to grow. So therefore the use of the Outerspace for residential building was inevitable, and the law of 2060 should be adapted. Soon though most votes would carry the day because a referendum was close at hand. Suddenly Noa-P's newspaper turned blank. She had forgotten to load it up that morning. Meanwhile they approached Ec37 and started to diminish speed. The train-speaker announced an accident on the old freeway E232 just outside the city. The diagonal was therefore disconnected and the travellers were advised to change to the orthogonal system. It did not mean just a slight delay to Noa-P but also a missed opportunity to see Utrecht again. But now she would travel the remains of her journey above ground, and pass Amsterdam. Noa-P discovered no reason to secure the Outerspace; She'd never been there and it looked like a very boring place to be. On the other hand almost every classmate went Out to sport, to walk, on holidays or even on nature-trips. A few of them went as often as possible and they always had red cherry cheeks and a deep burned brown skin on their return. Noa-P rather enjoyed sitting behind her megascreen discovering the world's cyberspace highway, especially while she was the first in whole sector F-56 who had Cybersound©.

The train passed the border of the city and was immediately swallowed by the automat industrial traffic of sector Ec37. While changing to the Inner-City Train, she saw large numbers of demonstrators apparently on their way to a gathering of Cons. Just before the doors silently closed, she jumped in and while doing so she heard an old man saying that history was made to learn from. Noa-P realised she





had never actually thought about the Expansionscheme, or not serious in fact. In the luxury chairs she took her handpalm-library and started to read.

The Borderlaw of 2060 came about after years of hectic decrees and referenda. After the year 2015 the up to then pursued housing-policy turned out to be totally out of control. The population kept growing, and calculations showed that if the percentage of growth did not decrease the Netherlands would reach a population of 140 million people within 330 years. In the year 2345 AC the entire country would be build full in a density like the city of Utrecht.

The government became conscious of the fact that all her attempts to embank the expansion of cities had failed. Borders moved further and further and the so-called green areas were squeezed like rotten tomatoes. There had to be made a choice whether or not open space had to be preserved, and in what kind of manner. Finally the decision was made to create a buildingscheme for whole of the Netherlands. The main purpose was to preserve as much as open space over the longest possible period.

Startingpoints of this scheme were;

- National unity in policy
- Control of the population density per sector
- Design and organisation of strict borders

For the first time in history there was made an inter-local scheme. This scheme, the Gridcity, had served as standard for the Borderlaw of 2060. It spread the buildings equally over the country and forced a strict separation between city and countryside. This separation included besides a demolishing-order also a building-prohibition for buildings and roads in the outerspace. These rules have been placed on record in the Borderlaw. The decision was made to preserve some cities and roads of international importance, and to include the rest into the new structure.

Positive with regard to the so-called spreading-scheme, which did provide only a structure of separated elements, was the fact that the Gridcity made it possible to solve the infrastructure internal, and therefore reduced the stress upon the Outerspace.

These areas of 25 by 40 kilometres became totally available for natural, recreative and agricultural occupations. By applying strips of 5 kilometres the Outerspace was easy accessible even for pedestrians. The first design of the Grid-city gave room for about 40 million inhabitants inclusive of industry etcetera starting from a population density of 4000 inhabitants per square kilometre. This first design should have been full in the year 2145 according to the growth at starting-point. However, the growth did decrease and the city reached its prime target just 56 years later in 2201. After that point the density slowly increased until the present level of 10.000 inhabitants per square kilometre. Last year we celebrated the birth of the 100 millionth inhabitant.

Noa-P looked out of the window and saw Amsterdam. She was dazzled by all these numbers. She saw the Dam where some students held a sitdown action. Still, nice those traditions of times long gone. Well, in any case the struggle between the Pros and the Cons was not that new to people.

Everybody should ask themselves the question if the Outerspace was worth preservation. The past 600 years they had done so and answered it in the spirit of their time. Probably not for nothing. She

would soon find out.

Passed Amsterdam, Haarlem and crossing D-37 the train diminished speed for platform D-33 Noa-P transcended to level 0, switched her boots to walking-mode and started to walk towards Borderpost W5. Hopefully nobody would find it a bit awkward if she walked into the outerspace with a large back-sack. After two hours of walking the city was far behind her and she already could hear the sea murmur. What a silence! Perhaps she could hold out with grandpa even without Megascreeen and Cybersound. There he was, she ran towards him.

'Hallo grandpa, old nature-squatter. I am glad to see you, you live in a beautiful place!' The old man embraced her tightly.

'SST, not so loud Noa-P. Not everybody needs to know. My god you have grown, but you look rather palish. No problem it will be solved here within a few days. Come I will show you my new house. You will like it a lot. Much better than the senior-cage in the city of only 224 square metres. Well I do not have electricity but a lot of fresh air and clean water. You bet your ass I will vote no. I want to keep this spot for myself.'

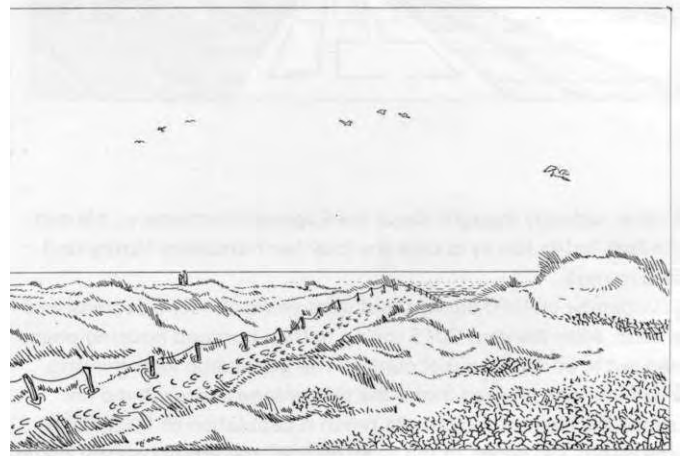
They strolled together to the spot I can not reveal to you, because the fate of an Outerspace who's residential is known, will not be on my conscious.

Noa-P enjoyed the fresh air. Now she fully understood the enthusiasm of her classmates. 'It is great here grandpa. But you know I have been thinking how can you live here and vote in a way so people are not allowed to live here.'

Grandpa stared at the horizon. 'Yes my little girl you're absolutely right. Voting NO should mean acting NO. It surely is worth doing so because otherwise all this beautiful open space will be destroyed. By the way it wasn't that bad in the city, and for us oldies the Outerspacepasses and transport are quite cheap, if you want to you are out in a minute. Maybe I better go back.'

'Yes grandpa, and I promise you I will vote No. That way we will enjoy all this as long as possible. They were right in 2060.

By the way, You are wearing a nice T-shirt, pretty cool.' The old man put his belly forward and proudly answered: 'Yes you like it ? I saw it on a fancy-fair. It is made of natural cotton, real antique. But the origin of this text 'Save the Green-heart' is rabarber to me.





## COLOFON

Edited by Henk van Blerck under supervision of the jury

### The Jury:

Jaap IJff (chairman), former delegate of the Province of Northern Holland, The Netherlands  
Ank Bleeker, landscape architect, The Netherlands  
Brian Evans, urban designer, Great Britain  
Christophe Girot, landscape architect, France  
Ad de Regt, town and country planner, National Physical Planning Agency, The Netherlands  
Max Risselada, architect, The Netherlands  
Arno Schmid, landscape architect, Germany  
Marjan Teer, urban planner, Province of Gelderland, The Netherlands  
Herwig Verstraete, architect, urban designer, Belgium

Hans Leeftang and Henk van Blerck jointly acted as secretary to the jury (without voting rights)

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