

You Are Here is an exhibition, urban debate programme and shared workspace in Brussels



1-4

The Future is Not Realistic

Everyone is contradicting himself. We advocate the need for change, but at the same time, we are clinging even harder to what we have. That's how it goes in the United Nations General Assembly and in the café around the corner. We call for broad and safe cycle paths in our street, and for greener outdoors. At the same time, the parking space in front of the door is an acquired right. But the width of the street is limited: we cannot claim both for change and for preservation. We will have to make choices. The same applies to the entire planet. This leads to doubt about the future. Conflicting voices fill the first area of the exhibition, in the former lobby of the bank. The vault presents a letter that a visionary architect wrote to his colleague just after the moon landing in 1969. He describes the image of the blue, finite planet. It makes clear that mankind and architects will have to think more radically in the future. At the same time, environmental movements and a broadly supported environmental awareness arose. We are fifty years on. We still sponsor environmental movements. It rather seems to be an indulgence, because we do not really change.

1

The *missing link* first comes from those who think they have found the ready-made solutions. When it comes to the climate issue, the multitude of approaches is particularly striking: accelerating, investing, withholding, innovating or denying; statements about what to do about the climate problem are plentiful. What is common about the range of points of views on the ecological crisis, is that they question our way of life in different, often contradictory ways. Is it a cacophony about “how to do it” or is it a globally relevant debate? Deafening noise or a *palabre*? The *missing link* leads to an incoherent accumulation of perspectives that seem to counteract as they grow in numbers.

Sound fragments from the debate between Hilary Clinton and Donald Trump, candidates for the US presidential election, 2016; the speech of activist Severn Cullis-Suzuki at the 3rd edition of the Earth Summit in Rio de Janeiro; the speech by American Senator Jim Hofne at the United States Congress in 2015; the encyclical of Pope Francis in 2015; the conference of the Slovenian philosopher Slavoj Žižek, 2014; the speech by US President Barack Obama in 2015; an interview with philosopher, sociologist and anthropologist Bruno Latour, 2014

PALABRE, sound installation, l'AUC, 2018.

2-4

The work of Alessandro Poli is presented by l'AUC as a suitable narrative for the big goals we stand for: “the return back to earth”. The encounter between Aldrin and Zeno reveals the tension between fragile political statements and more humble daily practices.

ŒUVRE, scenographic proposal, l'AUC, 2018.

2

Florence, 1970
Dear Adolfo,
We saw the conquest of space on TV, the greatest media event of the twentieth century. After the landing on the Moon, architecture can no

longer be as we had thought—imagined—constructed it in our visions: from now on, the real image surpasses the fantasies, our utopias, which guided our creations; no clouds, no wind, no gravity, no conflicts, no sounds, and yet the tremendous strain of discovering that we are small because even huge monuments, solid architecture, seem so far away that they vanish. Rather than conquering space, it is space that has conquered us, leaving in us a swath of unfinished projects, memories, designs never executed, possibilities, the difficult return to earth and life; The architecture of the spaceship is made from nothing covered with tinfoil, as fragile as its occupants, yet extremely fascinating in that dusty landscape, where everything seems motionless.

Interplanetary architecture is landscape architecture: everything is architecture the planet the moon the stars our project will be to compose to understand to let ourselves be carried away, to travel by new means and to reimagine surroundings to live in, not with the anxiety of creating new architectures and monuments, but as huts where we can live engulfed in the architecture of space; To design this, we will need different media. No more pen and ink, pencil or photomontage: we will need the motion of the movie camera.

Alessandro Poli, notes for a letter to Adolfo Natalini for Architettura Interplanetaria (Interplanetary Architecture), drafted and never sent, 1970. Reproduction: ink and coloured pencil on translucent paper, 25x 22cm, ARCH400139, Alessandro Poli fonds, Canadian Centre for Architecture, Gift of Alessandro Poli.

3

Alessandro Poli, Zeno incontra Aldrin a Riparbella (Zeno and Aldrin meet in Riparbella), 2008. Reproduction: graphite and collage on cardboard, 70 x 100cm, ARCH400282, Alessandro Poli fonds, Canadian Centre for Architecture, Gift of Alessandro Poli.

4

Zeno and Aldrin meet, many years after the moon landing. The landscape of Riparbella is reconstructed by their conversation as they speak. The countryside of Le Preselle—with the shed, spring and row of vines—

now belongs to history. The accelerated pace of contemporary times has transformed it into a nondescript suburb.

Z

I don't recognize anything, and yet there is still much that belongs to me.

A

Could you start again, and transform what seems to have been destroyed, using your repurposing techniques?

Z

Possibly, but only if you succeed in altering your invasive, dominating technologies and leave me room for my work. I can teach you. You just have to believe!

Their meeting transforms the anonymous suburb where they stand into an actual place, which does not mean returning to the past but rather putting the current situation to use according to different rules, dictated by living together and understanding cultures and technologies that originate from different realities and backgrounds.

A

I played a leading role in the greatest technological feat of the twentieth century. We set foot on the moon.

Z

How well I remember! I thought of you while I was shut up in the shed at Le Preselle, and I feared for you, for your safe return.

A

Our technology was safe. It had been put through every possible test, and everything functioned.

Z

One essential factor was missing: “necessity,” which is the motive underlying all our work. My deep perception of the moon, like everything I do, is rooted in necessity. This is the main motive prompting me to act, to experience, to strive according to my potential.

Zeno is the principal author of the reappropriation that could return the region to a dimension in which everything, including architecture, arises from necessity, from doubt, from respect for simple techniques even while increasingly sophisticated and invisible technologies are used.

The planet has already been invaded by a media network that transforms it from real to virtual.

Z

The greatest challenge for all is the return to earth, and we must do it together.

A

To begin again from necessity in order to restore the possibility of redemption, of transformation through techniques of reuse, for both the artifacts of the squalid suburbs and the super-architecture that is invading the deserts.

Z

I can guide you along the shortcuts I built to return home by in the countryside of Riparbella. They were necessary, like the moon that lit my way.

The concept of landscape born of their meeting is a fusion of different worlds that expands space rather than compressing or invading it: it is the initial situation that arises from a conversation, from an exchange of experiences, before becoming a reality.

Avvicinamento dei pianeti
(Nearing the Moon to the Earth) in our photomontages was an idea for merging different worlds to create alternative possibilities more than specific territories.

Alessandro Poli
Florence,
28 January 2010

Zeno and Aldrin Meet in Riparbella in the Summer of 2008, a conversation imagined by Alessandro Poli, 2010, published in Other Space Odysseys: Greg Lynn, Michael Maltzan, Alessandro Poli, edited by Giovanna Borasi, Mirko Zardini, Canadian Centre for Architecture, Lars Müller Publishers, 2010.

5-52

The Future is a Practice

Architecture, urban design and landscape design deal with more than just spatial quality and spatial problems. More and more practices use spatial transformation as leverage in achieving greater social goals. They expand their own profession and embrace other disciplines. They start from anthropological fieldwork or natural dynamics, or create new resources from lost materials. Radical futures arise that are not imposed from higher up, but *which we can desire*.

This exhibition presents the various methodologies and insights of twenty-two practices, each with their own fragility and relevance. If we look at each practice separately, fragility dominates in the light of the major challenges of our time. If we view them collectively, as ‘practice of practices’, the image of a growing capacity to create the future arises.

4. Solidarity
People's aspirations inspire a more inclusive city.

5–8
Mathieu Berger (Brussels/BE)
Sociologist Mathieu Berger was shortly a consultant on urban renewal for the government, and is currently a lecturer at the university, coordinator of the interdisciplinary research institute Metrolab and associate of consultancy agency CityTools. Berger focuses on empirical research and field research in a discipline that he sees as 'in the open air'. As an 'outsider from within', he works in the heart of the city with a range of actors and observers on urban issues, to be able to make better diagnoses of spatial issues and to propose actions for change.

5
Mathieu Berger (urban sociologist) works on urban projects in an interdisciplinary way. Together with Nicolas Hemeleers (a lawyer specializing in city planning) and Antoine Crahay (a geographer specialized in the environment) of the consultancy agency CityTools, they complement the architectural and urban skills. The biggest challenge here is to provide constructive contributions that lead to proposals for the development of a city district. The model formed the core of discussions with the residents in the participatory process that was carried out under the Sustainable Neighbourhood Contract "De Marollen" of 2017.

Scale model of the Marolles, scale model 1:500, 110cm × 92cm, Antcraft commissioned by CityTools, 2017.

6
This is a transcript of the letter sent by the Cabinet of the Minister responsible for urban renewal, to the College of Mayor and Aldermen of a Brussels municipality. In the letter, an agreement was announced on a subsidy to be received for the development of a district contract (Contrat de Quartier). Highlighted parts illustrate Mathieu Berger's "inside outsider" attitude of his former position as an adviser to the minister. Through the lens of sociology, he questions the logical and practical discursive framework within which a city is developed.

Letter from the minister, print, 92cm × 34cm, Mathieu Berger and Sarah Levy, "Program", first published in S. Levy, La planification sans le plan. Règles et régulation de l'aménagement du territoire bruxellois, VUB Press, 2016.

7
In his most important theoretical work, *Principles of Topological Psychology* (1936), German-American psychologist Kurt Lewin explored ways of mapping the psychological living space of individuals and groups. He proposed a series of topological concepts to commemorate psychological dynamics in spatial terms: regions, paths, borders, barriers, walls, etc. This theory, which emphasizes the effect of environmental factors on human behaviour, was illustrated by many schemes. Lewin's attempt to develop a graphic medium for studying human behaviour in a socio-spatial environment, inspired Mathieu Berger and other sociologists, architects and geographers of Metrolab in their study on urban life in Brussels.

Principles of Topological Psychology, book, 23.4cm × 15.6cm, Kurt Lewin, 1936, ed. 2015.

8
This map is the result of ethnographic work, interviews and cartography workshops carried out by Louise Carlier, Sarah Van Hollebeke, Marine Declève, Simon Debersaques and Marco Ranzato of Metrolab in Vorst. The map aims to present the living areas or life-spaces of eight groups living or working in Lower-Forest. This work, which includes a 200-page study, illustrates one of Metrolab's focus to offer an interdisciplinary application of the interpretation of socio-spatial complexity.

Ethnography of Lower Forest, synthesis map and analysis charts per group, 84,1cm × 59,4cm, Metrolab Brussels, 2018.

9
Simply Community (Antwerp/BE)
How is a space used and how can its users design its future? Simply Community, founded by anthropologist Ruth Soenen, studies and analyses the layered use of spaces through simple

observations and interviews. Whereas the study of use is traditionally regarded as a preliminary study that leads to the formulation of a design brief, designers are increasingly involved in the in-depth field research to translate insights spatially and visually. Simply Community observes daily life, talks to residents, guides, and organizes participatory design processes between residents and designers.

9
Large-scale developments are only inclusive if they also meet the daily needs of the community they are transforming. But residents often have little insight in the layout plans and technical drawings; as was also the case when the design team Architecture Workroom Brussels, 51N4E and Tractebel had to communicate the revitalization study of Zeebrugge. That is why in consultation with team member Simply Community an accessible model was conceived as primary communication tool. An aerial photograph shows all the possible transformations in a variety of ways: from yellow stickers indicating the homes of participating residents, to collages making the future of Zeebrugge comprehensible.

The revitalisation of Zeebrugge, scale model, 400cm × 200cm, Architecture Workroom Brussels, 51N4E, Tractebel and Simply Community on behalf of the City of Bruges, 2018.

10
MAMA (Brussels/BE)
Architects Koen Berghmans and Bernardo Robles Hidalgo are based on the 25th floor of WTC-I in Brussels. Under the name MAMA, they are evolving into an alternative spatial practice that is based on research, artistic and participatory processes and educational projects. They developed their research during participatory in-situ workshops with ENSASE students from Saint-Etienne, the results of which were presented at the tenth edition of the Biennial International Design in Saint-Etienne. Currently, they are looking for ways to expand their research in collaboration with private contractors involved in renovations.

10
Berghmans and Robles Hidalgo see the maintenance of space as a practice, as a design and as an act of governance, which influences the architecture of the built environment.

The organization of maintenance work highlights the structure of employment, the mechanism by which building and public space are coordinated, and the effects of standardization on space and labour. Berghmans and Robles Hidalgo create a ‘maintenance archive’ through systematic drawings and interviews in which they focus on both the supervision of a building and the perception of that profession in popular culture.

Maintenance as Architecture, notebook, 21cm x 14,8cm, Koen Berghmans and Bernardo Robles Hidalgo, 2017.

11–12 Studio L A (Amsterdam/NL)
Studio L A is an architecture studio founded by architects Lorian Beijaert and Arna Mačkić that investigates social issues, phenomena and narratives in order to offer a new perspective on collective identity and shared public spaces. It develops experimental models for spatial design that leave room for friction. Their aim is to transcend the current social fragmentations through an inclusive architecture that stimulates and promotes the healing process for the city and its inhabitants.

11

Studio L A and visual artist Robert Glas examined the residential quality of the temporary homes of the Bijlmerbajes Refugee centre, a former prison in Amsterdam, where 600 refugees have been housed since 2016. In the nineties, the prison was secured with walls, fences and bars in front of the windows, but the latter now block the newcomers’ view of the city. The film *Blinds* starts with the simple question, ‘why can the bars not be removed?’ and examines the tension between temporary use and architectural effects. The film moved various political parties to raise the issue in the chamber, but the proposal to remove the bars was not retained.

Blinds, film, 12 min., Studio L A and visual artist Robert Glas, 2016.

12

Arna Mačkić’s *Mortal Cities & Forgotten Monuments* is a research project on the archaic-futuristic monuments built in the sixties

and seventies to commemorate the victims of fascism during the Second World War in former Yugoslavia. Mačkić explores a new, open language to shape cultural memory through architecture that goes beyond political, religious or cultural interpretations – and thus beyond tensions and prejudices – without ignoring or denying the past.

Mortal Cities & Forgotten Monuments, book, 24cm x 18cm, Studio L A, 2016.

13 FAST (Amsterdam/NL, New York/US)
The Foundation for Achieving Seamless Territory (FAST) – established by Malkit Shoshan in 2005 – studies the relationship between architecture, urban planning and human rights in conflict and post-conflict areas through research, mediation and design. FAST was founded with the creation of an international design competition that called for a new master plan for Ein Hawd. Ein Hawd is a Palestinian village that was taken over by Israel, and though it has been recognized by Israel, the Israeli master plan completely ignored the Palestinian identity. After this project, FAST joined forces with interdisciplinary experts and international organizations, such as UN agencies, NGOs and the Dutch Ministry of Foreign Affairs and Defence.

13

The BLUE research project focuses on the spatial impact of UN peace missions in conflict zones through research and design analysis. The models present the spatial configuration of the peace mission’s military base—from construction to stabilization and restoration after the mission is completed. Finally, the project also examines how this temporary military occupation can have a favourable architectural legacy, such as sustainable infrastructures that can be reused after the mission’s departure.

BLUE: Architecture of UN Peace Missions – Design for Legacy, four scale models, 25cm x 60cm x 8cm, Foundation for Achieving Seamless Territory, 2016.

14 Open Promotor Platform (Antwerp/BE)
Can citizens act as a project developer? The Open Promotor Platform brings

diverse professionals together to explore the possibilities for redeveloping real estate based on shared values.

A low-threshold platform should provide citizens, companies and governments with concrete tools for a co-productive way of reprogramming and developing existing assets. The goal is clear: a decentralized model of project development.

14

What if we get enough people to buy a beacon in the city? A fleeting idea in 2015, ‘We kopen samen den Oudaan’ (We buy the Oudaan together) grew into a case study for collective development opportunities for the Oudaan in Antwerp. At the same time, the process stimulates the social debate about new forms of public development, co-financing and shared use of space. Through this call, Open Promoter Platform, research bureau NDVR and engaged Antwerp residents with various expertise, wanted to revive the utopian plans architect Renaat Braem envisioned with the Tower.

Business plan of revenues, costs and organization, newspaper, 60cm x 42cm, We kopen samen den Oudaan, publication in the context of exhibition ‘De burger als ontwikkelaar’ in De Singel, 19 October 2016–15 January 2017.

‘De mooiste toren van Antwerpen, wie doet mee?’, Facebook post, Mathias Bastiaensen (co-founder of We kopen samen den Oudaan), 18 June 2015.

‘t Stad is van iedereen en de politietoren ook, newspaper article, 40cm x 29cm, De Morgen, 26 June 2015.

15 Stad in de Maak (Rotterdam/NL)
The designers, makers and residents’ collective Stad in de Maak (City in the Making) thinks, builds and experiments on a future-proof urban context: beyond the nuclear family, the utopia of a permanent job, the neoliberal economy and the individualized society. Stad in de Maak sources real estate from the speculative market, brings it under own management and renders it suitable for new forms of living and working. Taking affordability, sustainability and collective use as

core principles, Stad in de Maak developed a network of seven vacant properties under temporary management. The collective is also drafting a manual establishing the foundations on which such a network of buildings can be developed.

15

De Stokerij in Rotterdam is the signboard of Stad in de Maak. A place with a history of production and urban communities: it was once a soap powder factory, and then, for many decades, a water distillery that provided the neighbourhood with hot water. Under Stad in de Maak, it has become a place for discussion and reflection on how city dwellers can take on the production of the city, but also a place for workshops, lectures and film screenings.

Pieter de Raadtstraat 35-37 and De Experimentele Micro Meent, drawings, 84,1cm x 59,4cm, Stad in de Maak, 2016.

De Stoker no. 01-03, magazine, 42cm x 29,7cm, Stad in de Maak, October 2016.

16

Timelab (Ghent/BE)
Timelab is a city lab for new cooperation models. An open and accessible place as a hybrid form between a social hub, incubator, hobby attic and a learning platform. It offers traditional working tools and computer-controlled prototyping machines for start-ups and citizens and is part of the international network P2P Foundation involved in the advocacy of the commons. Timelab’s focus is on training communities through old and new crafts, the creation of employment and new models of self-organization. They provide access to machines for start-ups and citizens, that you as an individual have difficulty accessing.

16

NEST was an experiment for the temporary occupation of the old city library in Ghent, and became a bustling meeting place in the city. The building assumed a public domain status: open and accessible to everyone. You could easily engage with your own activities on a network of services and spaces. NEST thus became a home for new cooperation models. The starting point was not to divide the

areas among the providers, but to look for ways of working together, based on a shared commitment by all those involved.

NEST stands for ‘A New Established State of Temporality’ and was created by Stadslabo cvba, a cooperative consisting of Timelab, KERK, Totum, Democrazy and Nucleo.

NEST opening weekend, images, 13cm x 18cm, photos by Jef Geldof, Storm Calle and Wouter Maeckelberghe, June 2017.

Plan of the typologies, print, 29,7cm x 42cm, NEST, June 2017.

Organization of activities, schedule, 59,4cm x 42cm, NEST, 2017.

17 City Mine(d) (Brussels/BE)
Urban development is important for everyone. With this conviction, City Mine(d) develops projects that involve people in the future of the city. The organization builds prototypes that provide an answer to questions around urban themes such as water, energy, public space and the future of work. The prototypes are designed and realized in collaboration with a diverse coalition of citizens, researchers, policy makers, companies and makers, hackers and artists. They exchange knowledge and gradually develop a common language.

17

The Pacco test aims to allow everyone to monitor the quality of water surfaces in the city, and to intervene in case of disturbing changes. Building a smart water quality meter grew into a social city experiment that brought together people from civil society, politics, the business world, the maker community and the sciences, and formulated an innovative vision of (water) politics: that of collective environmental management. Prototype # 3 is part of a trial and error process that still strives for optimization.

Pacco-test, two prototypes, various dimensions, City Mine(d), 2013–2016.

Construction manual Pacco-test, publication, 29,4cm x 21cm, City Mine(d), 2016.

5. Materials
The city is a mine of construction materials.

18–19 FABRICations (Amsterdam/NL)
Eric Frijters and Olv Klijn founded FABRICations in 2007. They develop tools for detecting, outlining and designing healthy urban ecosystems by, among other things, mapping data and drawing up master plans. Their goal is to revitalize the economy, to increase life expectancy, connect people, improve resilience, applying renewable energy sources and circular goods flows for government institutions, project developers and investors with whom they collaborate.

18

In the IABR-project ‘Atelier Rotterdam’, FABRICations studied the complexity of Rotterdam’s urban metabolism. How do the flows of goods, people, waste, energy, food, fresh water, sand and air function in Rotterdam? How do these flows influence the quality of life in the city, and what relationship exists with spatial developments in the city? FABRICations asserts that better insights into Rotterdam’s metabolism and the opportunities for a circular economy can help us in the development towards a sustainable city. Their study *Urban Metabolism* shows the analyses, developed strategies and concrete design proposals that offer concrete tools to strengthen the metabolism of the Rotterdam municipality and beyond.

Metabolism of Rotterdam, map, 200cm x 300cm, FABRICations, James Corner Field Operations, Environmental Assessment Agency, Port of Rotterdam, IABR, City of Rotterdam, 2013. Print sponsored by Lyon Architecture Biennale.

19

Every month, industries and power plants waste a lot of heat. If all this waste heat is tracked and redistributed, it would be more than enough to heat all households and offices in the Netherlands. As part of this ‘heat recovery’ system, FABRICations designed the Rotterdam Heat Hub: a storage and distribution facility to operate the local heat network. The Heat Hub is a spatial strategy for better and more dynamic storage and redistribution of hot water.

Rotterdam Heat Hub, scale model, 125 x 100 x 50cm, FABRICations, James Corner Field Operations, Environmental Assessment Agency, Port of Rotterdam, IABR, City of Rotterdam, 2013.

20–22

Rotor Deconstruction (Brussels/BE)
Rotor Deconstruction is a company that enables the reuse of building materials and the saving of building elements in large-scale demolition works. They work with construction and demolition contractors, architects, municipalities and property managers to help them dismantle buildings, find raw building materials, and reuse them in useful applications for new projects. They recently set up a studio and a shop to enable the circulation of materials for a larger audience.

20

In order to improve access to large-scale demolition sites for public buildings, and to draw the attention of the authorities of the Brussels-Capital Region, Rotor has drawn up legal and practical guidelines. The handbook stems from the combination of a practical approach and legal expertise, and offers a standardized method that shows step by step how you can organize the identification, recovery and transfer of reusable materials in accordance with the law. Here, use is made of the vacancy that usually precedes the renovation of a building.

Handbook for off-site reuse, publication, 42cm x 29,4cm, Rotor Deconstruction, 2015.

21

Rotor created a scenario in 2010 at its own initiative that tried to answer the question: 'If we want an economy of reuse in 2030 for at least part of the building materials, what should happen in the next few years, and in which order?' Since then, the agenda has become a guideline in various cabinets, and in addition, the scenario is also largely and effectively followed. Rotor feels the time is now right to set up a similar scenario for a broader design than reuse, a '2040: circular material economy in Brussels' scenario.

Reuse agenda, print, 29,4cm x 42cm, Rotor Deconstruction, 2010.

22

Rotor collects high-quality recycled hardware – such as door handles, metal plates or coat racks – under the brand name 'Ditto', which is packaged separately so that it can be easily distributed in shops. The label or brand name was initiated as an experiment to accelerate the redistribution of quality goods at the best price, in line with demand.

Ditto label, presentation of Ditto objects, various dimensions, Rotor Deconstruction, 2016.

23–25

BC Materials (Brussels/BE)
A third pillar for BC Architects and BC Studios was created in 2018: BC Materials. This cooperative is involved in urban mining: soil (and raw materials) from large city yards is transformed into building materials such as clay plaster, clay bricks and rammed clay. After use, the raw material can be returned to the soil or re-converted into building material in an infinite recycling process. By means of a 'sur mesure' service (tailor-made to suit the customer), BC Materials aims to work *in situ* on sites throughout Belgium.

23

Brusseleir is a ready-made basic plaster for indoor spaces based on Brussels sand and Yperian clay. It regulates the humidity of the indoor climate, is completely vaporous and is good for the acoustics of a room. The bakery at the Bokrijk Open-air Museum in Limburg was given a 12-meter-long bar made of rammed clay and clay plaster.

Site photo Brussels sand, image, 20cm x 30cm, De Meuter, 2013.

Bakery, Open Air Museum Bokrijk, image, 20cm x 30cm, BC Architects, photo by Luc Daelemans, 2016.

24

Brickette is a pressed loam brick based on Brussels sand, clay and yperian clay, suitable for bricklaying interior walls. Brickette can be compared to a brick or cement block, but has a better thermal inertia, helps to regulate air humidity and is good for the acoustics of a room. Clay bricks were produced for the supporting arch structures for the regional house in Fort V in Edegem.

Site photo Yperian clay, image, 30cm x 20cm, De Meuter, 2010.

Regional house Fort V, Edegem, image, 30cm x 20cm, BC Architects, photo by Thomas Noceto, 2017.

25

Den Kastar is a mixture of soil that contains a lot of gravel to make rammed earth. It is used for manufacturing monolithic walls and floors. Den Kastar can be compared to a concrete face, but it regulates humidity, is completely vaporous and improves the acoustics of a room. A 15-meter high wall was made of rammed earth in Tienen.

The Wall, Tienen, image, 39,8cm x 20cm, AST 77, photo by Steven Massat, 2017.

26–27

Robbrecht en Daem architecten (Ghent/BE)
Paul Robbrecht and Hilde Daem established their office in 1975. Their designs displayed a marked autonomy in architectural form, which is visible in the detailing of the execution and in the rigorous use of materials. Robbrecht & Daem Architects aim to build for eternity. This is expressed not only in their construction and renovations, but also in the way in which they design based on the end user, and how they enter into a dialogue with the environment.

26

In a deprived district of Ghent, Robbrecht and Daem converted an existing timber warehouse into new architecture studios. The roof of the shed, which was built in the early seventies by the timber construction company De Coene, was partly dismantled. The timber company's old workshop floor became an outdoor space that included an arboretum, a swimming pond and a large open area for performances and exhibitions. The office areas are nestled on the edge under the rafters, and look out onto the inner area.

Robbrecht & Daem architecture studio, Robbrecht & Daem architects, BAS structural engineer, Seghers Landschapsarchitecten, Ghent, 2005–2007.

Robbrecht & Daem architecture studio, scale model, 1:100, 94cm x 45cm x 15cm, wood and cardboard et al., Robbrecht & Daem architects, 2005.

Robbrecht & Daem architecture studio, image, 30cm x 45cm, Filip Dujardin, 2016.

27

The Flemish Radio and Television VRT gets a new building designed by Robbrecht & Daem in collaboration with Dierendonckblancke architects. The core of the building is a multivalent covered courtyard that belongs to both the park (and the city) and the VRT. Basic materials and implementation details are provided in such a way that they endow the building with a solid character. The glazed ceramics for the façades depict the attention both offices spent on the right material. The jury report praised the architectural firms for daring to propose innovative concepts without jeopardizing the reliability of the basic facilities.

Flemish Radio and Television, Robbrecht & Daem architects and Dierendonckblancke architects, engineering studies and acoustics by VK Engineering and Arup, interior architecture by Muller Van Severen, landscape architecture by Bureau Bas Smets, Brussels, 2015 – (...)

Covered kiosk square and so-called 'body' of the VRT building, sub-model, 87cm x 53cm x 46cm, 1:100, cardboard et al., Robbrecht & Daem architects and Dierendonckblancke architects, 2017.

Terraces and winter gardens, detail model, 60cm x 39cm x 62cm, 1:20, cardboard and wood, etc., Robbrecht & Daem architects and Dierendonckblancke architects.

Glazed façade tiles, ceramics, Robbrecht & Daem architects and Dierendonckblancke architects, 2017.

28–29

RE-ST (Antwerp/BE)
RE-ST is an architecture and research studio established in 2010. It offers answers to urgent spatial and social issues with their designs that try to broaden the practice of building with that of non-building. Their point of view: not every spatial need necessarily have to lead to a new building. The RE-ST portfolio mainly consists of housing, redevelopment and research projects for both private and public clients.

28

The broadsheet Zwerfrumte is the starting point for a study by RE-ST into the (disuse) use of space. 'Zwerfrumte' is space that is not fully utilized and that is no longer noticed in the course of time. RE-ST makes us aware of this underutilization by detecting, mapping and activating it. For example, the occupancy rate of a university building was mapped out in collaboration with students from Hasselt University. The time table shows that the classrooms are used on average less than thirty percent of the time.

Zwerfrumte (Wasted space). About the underutilization of space, pamphlet, publication, 14cm x 10cm, RE-ST, 2017.

Surplus map UHasselt, print, 118,9cm x 84,1cm, RE-ST, Jonas Bernaerts, Ellen Boes, Yves Dupont, Naömie Schuermans, Ella Smets, 2017.

29

The city of Hasselt had great plans with its city park environment. An underground car park would take over the park, which led to a lot of protest. The Virga Jesse hospital, located next to the park – and which had received many supposed temporary extensions during the years – would be rebuilt at a different location outside the city. RE-ST formulated a vision, independently and unsolicited, to demolish the temporary buildings and to build a new volume around the existing structures, in which the necessary parking spaces were provided and the park could be saved. This advice ensured the master plan that was drafted, was swept from the table.

Unsolicited advice Virga Jesse Campus, Hasselt, models, 52,5cm x 52,5cm, RE-ST, 2014.

30–31

Miss Miyagi (Leuven/BE)
Miss Miyagi believes the city should be built for its users and therefore specializes in initiating and coordinating alternative real estate projects with added social value. The initiative does this in two ways: Miss Miyagi assists owners of properties to be re-appropriated with its sale/lease (real estate property),

and she guides innovative clients/users from A to Z in the realization of their project (project management). This creates new forms of living, working and living that generate more dynamic cities, friendlier neighbourhoods and more affordable projects.

30

Instead of endlessly waiting for subsidies for the final renovation of protected railway halls, Miss Miyagi and a group of local organizations and companies decided to do it differently. Together, they started the non-profit organization HAL5, which transforms the empty historic railway halls in Kessel-Lo into a vibrant, urban and sustainable growing and meeting place for at least 5 years. HAL5 is a self-contained temporary implementation that was developed, built and financed by the users and local residents. The WIN-WIN loan raised the maximum of 200,000 Euros from local residents, and this amount was doubled (as a loan) by Triodos bank to 400,000 Euros. Due to the strong involvement of the many partners and the neighbourhood, HAL 5 was completed in six months.

HAL5 Kessel-Lo, isometry, 42cm x 59,4cm, Miss Miyagi, 2017.

HAL5 Kessel-Lo, financial plan, 42cm x 59,4cm, Miss Miyagi, 2017.

31

Miss Miyagi guides owners of properties to be re-appropriated in the sale/rental of their real estate directly with the end users (without project developer). This creates a substantive and financial win-win situation for the seller, buyer and society. Miss Miyagi is developing feasibility studies that show interested parties the spatial, legal and financial possibilities of (parts of) the building or terrain in various scenarios. In addition, interested parties are given enough time to also develop a proposal themselves. Matchmaking takes place between the different space requirements and the offer through a web platform.

Sales manual Het Papiermoleken, publication, 28cm x 21,5cm, Miss Miyagi, 2018.

32–33

BoerenBruxselPaysans (Brussel/BE)
BoerenBruxselPaysans is a pilot project, financed by ERDF and implemented by 6 partners (Brussels Environment, non-profit associations Le Début des Haricots, Terre-en-vue, Green and Blue House, Crédal and the municipality of Anderlecht) that takes place on the border of the Randstad territory, mainly in Anderlecht (Neerpede and Vogelzang). This extensive project, which will cover several years, is aimed at both the development of new production, distribution and processing initiatives, as well as the evolution of existing farmers and the involvement of Brussels consumers. The project establishes links with regional and municipal strategies that aim to put nutrition at the core of urban dynamics, which safeguard open space in the city's outskirts, and strengthen the link between the city and the landscape, by exploiting the potential of the short-chain food market.

32

The BoerenBruxselPaysans Charter consists of guidelines to identify projects that are aligned with the principles and objectives of the pilot project. Linking projects with similar objectives allows us to create a Brussels food network that strengthens the region's resilience.

Charter BoerenBruxselPaysans, prints, 29,7cm x 21cm, Brussels Environment, 2017.

33

In the framework of BoerenBruxselPaysans, Brussels Environment transforms an abandoned farm in the heart of the agricultural area of Neerpede into a place that welcomes horticulturalists, hikers and other users of the area. 51N4E architects and Plant & Houtgoed landscape architects developed an innovative farm typology. The spatial identity is defined by the relationship between the new and renovated buildings, and the green outdoor spaces. The boundaries between productive, educational and recreational activities have been deliberately faded to stimulate cross-fertilization and curiosity between the activities.

Pilot project BoerenBruxselPaysans 'La ferme du Chaudron', plans, variable dimensions, 51N4E, Plant & Houtgoed, 2018.

6. Biodiversity

Healthy cities commit space to ecosystems.

34–35

Atelier Veldwerk (Den Haag/NL, Sint-Pieters-Leeuw/BE)
Atelier Veldwerk works in an investigative manner. They explore the cultural significance of places from an unbiased perspective. The core of their work is drawing up an inventory, analysing and showing existing situations in which implicit qualities are made explicit. This can lead to a broad spectrum of results or interventions: planting a tree, erecting a monument, publications.

34

Atelier Veldwerk conducted research into the landscape at the top of Drente (NL) and stumbled upon a special tree species: the midland hawthorn (*Crataegus laevigata*). This is a native, indigenous plant that is relatively rare and strongly bound by certain types of soil. The species is difficult to distinguish from the common hawthorn, which was mainly imported from South and Eastern Europe in the 1950s. It is this second species that gave the hawthorn a bad reputation as a propagator of blight (*Erwinia amylovora*), a plant disease also called fire blight. However, it appeared recently that the native, indigenous midland hawthorn is hardly susceptible to this disease. Atelier Veldwerk now cultivates midland hawthorns in order to reintroduce it locally.

Recharge, installation with three Hawthorn plants, approx. 80cm x 25cm x 25cm, Atelier Veldwerk, 2018.

Marilandica, publication, 21cm x 14,7cm, Atelier Veldwerk, 2018. Atelier Veldwerk as part of the IJssel biennial Deventer, 2017.

35

Lights Crossing is a work of art that is part of De Oversteek, a bridge in Nijmegen. De Oversteek, which was commissioned on 23 November 2013, was designed by Ney/Poullissen architecture & engineering. Its lighting is a reference to the history of the place. The bridge connects the banks of the river at Nijmegen at almost exactly the same spot where the heroic cross-

ing by American soldiers took place on 20 September 1944, killing 48 soldiers. The work of art is structured by light and time: after sunset, the 48 pairs of light poles on the bridge switch on, one at a time, at the pace of a hiker.

In collaboration with BAM-Bögel, BAM Infratechniek Mobiliteit

Lights Crossing, painting, 70cm x 200cm, Atelier Veldwerk, 2013.

36–38

H+N+S Landscape architects (Amersfoort/NL)
H+N+S is a landscape design agency where spatial design, envisioning and research go hand in hand. It is a design laboratory that focuses on innovation in research and design. The agency makes innovative plans for the design and use of the (green) outdoors at all scale levels: from garden to regional landscape, and from centre quay to river system. Interventions made by the landscape architect in the landscape are not seen as an end result, but as an impetus, whereby natural processes and dynamics continue to shape the future of the landscape.

36

The first edition of the Eo Wijers Competition in 1985 concerned the design of new structures for the river area of the Limburg Maas, the IJssel and the Rijnmond. The winning Plan Ooievaar brought about a change in thinking about the connection between nature and water storage in the flood plains. The design would not only lay the foundations for the later Room for the River Program, but also formed the foundation for countless projects implemented along the major rivers. The three landscape architects of the Plan Ooievaar team established H+N+S in 1990.

Plan Ooievaar (Stork Plan), original competition submission, 42cm x 52cm, 65cm x 124cm, four panels, Dick de Bruin, Dick Hamhuis, Lodewijk van Nieuwenhuijze, Willem Overmars, Dirk Sijmons, Frans Vera, 1985.

37

The submission of H+N+S for the IABR in 2005 is a perspective on what we should do to sustainably meet the challenges that await life in a metropolis below sea level. Sea level rise,

more extreme precipitation peaks, land subsidence and far-reaching salinisation require collective measures in the water system. 'Meesurfen op de Zondvloed' deals with the water issue in a world with an excess of water. It is a plea for step-by-step pre-sorting and facilitating: reserving and putting a stop to urbanization here, investing in new water components there, and striving for new possibilities elsewhere.

Meesurfen op de Zondvloed (Surfing the Flood), scale model, 251cm x 251cm, H+N+S Landscape architects in the context of IABR-2005.

38

The Waal river takes a sharp turn at Nijmegen and also narrows into the shape of a bottleneck. By shifting the dike at Nijmegen-Lent 350 meters more inland, there is room for a secondary channel for the Waal that provides extra capacity for water drainage during high tide and will result in less water build-up at Nijmegen. The river park is the culmination of Nijmegen's new approach towards the Waal, and adds a unique contemporary object. The design is based on the dynamics of the river water and the process of erosion and sedimentation as a result of the flow of water and the surge of the river.

Ruimte voor de Waal (Space for the Waal), image, 32cm x 48cm, H+N+S Landscape architects, photo by Siebe Swart, 2016.

39–40

Vereniging Deltametropool (Rotterdam/NL)
The Vereniging Deltametropool initiates and coordinates independent research by design on issues concerning the growing metropolitan areas in the Netherlands and the Euro-Delta metropolis (formed by the Randstad, Flemish Diamond and the Ruhr area). It investigates opportunities and challenges with a metropolitan, interregional, national or international character in order to allow the Netherlands to anticipate and intervene on current issues. Vereniging Deltametropool is also a sanctuary that creates space to develop new ideas outside the usual frameworks. It invites businesses, public interest groups, research institutions, governments and private individuals to conduct a focused discussion about the Delta Metropolis.

39

How much space does it take to sustainably produce our own energy? Is the Netherlands big enough for that? How will it affect our cities and landscapes? Obvious questions that had not been addressed in detail before, and that had not been combined on a single map for the whole of the Netherlands. Energy & Space – A National Perspective was published under the auspices of Vereniging Deltametropool and in collaboration with a series of contributing design offices.

Energy and Space, publication, 30cm x 23cm, Vereniging Deltametropool, Dirk Sijmons, FABRICations, H+N+S Landscape architects, POSAD spatial strategies, Studio Marco Vermeulen and NRGLab / Wageningen University, 2017.

40

Energy & Space demonstrates that it is possible, using research by design, focused on spatial opportunities and spatial considerations, to present a coherent picture of the whole of the Netherlands. At the same time, regional plans are being developed with residents and entrepreneurs. The 'plea 2050' connects these two maps and requires a thorough approach to achieve a coherent, future-proof and high-quality Netherlands in 2050, in which the Energy Transition is used to add spatial quality.

Energy and Space: a national perspective, map, 84,1cm x 59,4cm, Vereniging Deltametropool, 2017.

Energy and Space: the regional perspectives, map, 84,1cm x 59,4cm, Vereniging Deltametropool, 2017.

Plea 2050, print, 84cm x 29,7cm, Vereniging Deltametropool, Dirk Sijmons, 2018.

41–42

AR-TUR (Turnhout/BE)
AR-TUR is the centre for architecture, urbanism and landscape in the Kempen. By presenting exemplar projects in publications, lectures and exhibitions and through co-creative projects with residents and professionals, AR-TUR aims to have a real impact on the spatial quality of the constructed environment

in the Kempen, which can serve as an experimental place for the rest of Flanders.

41

The Kempen Atlas is the first real charting of the Antwerp Kempen. The book is intended to become the reference work and a source of inspiration for everyone who wants to contribute to a sustainable future for the region. Twelve thematic maps show the spatial development of the region, and provide insight into current design opportunities. The atlas is an invitation to talk about the spatial challenges in the Kempen between policy makers, designers and residents.

Kempen Atlas, publication, 38cm x 27,6cm, AR-TUR, University of Antwerp, Regional Landscape Little and Big Nete and the Warande, 2017.

42

In 2014 and 2015, WoonLabo explored alternative forms of housing for the future. Scenarios were developed through workshops with students, professionals and local residents as an alternative to classic neighbourhood housing development. These were then worked out in the neighbourhood in a 1:1 scale model made of a bamboo sticks.

Cahier #6 WoonLabo, publication, 17cm x 24cm, AR-TUR in collaboration with City Region Turnhout and Hasselt University, in collaboration with the University of Antwerp, Camp C, Province of Antwerp and Housing Flanders, 2015–2016.

43

Regionet Leuven (Leuven/BE)
Regionet Leuven was created as a case study within the SBO-project "Orderin'F", a collaboration between BUUR, KU Leuven, UHasselt, VUB and Université Paris-Est that investigated the relationship between high-quality regional public transport and spatial planning. In the meantime, an inter-administrative cooperation was set up by the Flemish Brabant provincial government, the City of Leuven, Interleuven, De Lijn Flemish Brabant, AWV Flemish Brabant and the NMBS in which the proposed solutions are examined on feasibility, and where the necessary support is being developed for its effective implementation.

43

The Leuven region is struggling with increasing traffic problems that threaten the quality of life, its economic strength and the environment. These problems are largely caused by the current spatial planning. Regionet Leuven therefore links a regional network of high-quality public transport and bicycle connections with a spatial planning proposal. New homes are centralized around public transport hubs. As a result, all residents will live in the vicinity of a pick-up point and qualitative open space can be created between the various densified cores. The regional network around Leuven links into the urban network at various points, creating a smooth connection between the city and the outer area. The Regionet Leuven project functioned as an incubator for structuring the Flemish mobility policy at regional scale.

Synthesis map, print, 84,1cm x 59,4cm, strategic project Regionet Leuven.

Development zones, print, 40cm x 28cm, strategic project Regionet Leuven.

Mobility network, print, 40cm x 28cm, strategic project Regionet Leuven.

44–47

Henk Ovink (Den Haag/NL)
Henk Ovink was appointed the first Water Ambassador by the Dutch cabinet in early 2015. As an international water ambassador, he is responsible for strengthening global awareness of the enormous water issue. Here, the focus is placed on institutional capacity building and the formation of coalitions between governments, multilateral organizations, the private sector and NGOs focused on the growing global water crises. Henk is also head of Rebuild by Design, a global design competition which he developed and led for the Presidential US Hurricane Sandy Rebuilding Task Force.

44

Rebuild by Design was developed after Hurricane Sandy hit the north-eastern coast of the United States in late 2012. Using an innovative, design-driven method based on the design competition model, Rebuild by Design puts local

communities and social leaders at the heart of an interdisciplinary creative process aimed at generating feasible solutions for a resilient region.

Rebuild by Design scheme, print, 29,7cm x 42cm, Henk Ovink, Pentagram, published in Josh Bisker, Amy Chester, Tara Eisenberg (ed.), Rebuild by Design, 2015.

45

The publication 'TOO BIG. Rebuild by Design's Transformative Response to Climate Change' not only wants to document Rebuild by Design's work, but also reflect on it, weigh up all its aspects and place it in a broader context. It aims to provide solutions for politicians, designers, change managers, community leaders, researchers, activists and others for water-related urban issues arising from climate change anywhere in the world.

TOO BIG. Rebuild by Design's Transformative Response to Climate Change, publication, 24cm x 17cm, Henk Ovink, Jelte Boeijsenga, 2018.

46

The report by the Nederlands Planbureau voor de Leefomgeving (Dutch Planning Agency for the Living Environment – PBL) indicates an urgent need for an integrated approach to limit climate and water-related risks. Using maps and infographics, The geography of future water challenges shows that the water-related challenges will increase due to a combination of population growth, economic development and climate change. The publication shows that global climate goals cannot be achieved without better water management.

The Geography of Future Water Challenges, publication, 28cm x 22cm, Netherlands Planning Bureau for the Living Environment, 2018.

47

Water as Leverage is a design competition that aims to develop implementable solutions through an innovative approach and coalition. Water as Leverage was initiated by Henk Ovink in collaboration with

Architecture Workroom Brussels, IABR and the Asian Infrastructure Investment Bank (AIIB). Ovink managed to convince Jin Ligun, the president of AIIB, by presenting a preliminary version of the scheme that illustrates the need for a more proactive approach to water management. It is a plea for a proactive approach that does not wait until a crisis arises to then respond to it, but, on the contrary, formulates resilient solutions capable of preventing crises, and considers the complexity of their effects when responding.

Proactive approach: from pre-crisis to integrated solutions, schedule, 29,7cm x 42cm, Architecture Workroom Brussels, 2018.

48

Portrait: Mathieu Berger (ULB-CriDIS, Metrolab, Citytools), film, 4 min, a Storyrunner production commissioned by Architecture Workroom Brussels, 2018.

49

Portrait: Evi Swinnen (Timelab, P2P), film, 4 min, a Storyrunner production commissioned by Architecture Workroom Brussels, 2018.

50

Portrait: Maarten Gielen (Rotor Deconstruction), film, 4 min, a Storyrunner production commissioned by Architecture Workroom Brussels, 2018.

51

Portrait: Dirk Sijmons (H+N+S), film, 4 min, a Storyrunner production commissioned by Architecture Workroom Brussels, 2018.

52

Portrait: Henk Ovink (Special Envoy for International Water Affairs, NL), film, 4 min, a Storyrunner production commissioned by Architecture Workroom Brussels, 2018.

5–13

Spaces of Solidarity

Where many people come together, also the greatest social and economic dynamics, challenges and tensions occur. We see this on the scale of the world, which is increasingly urbanized, and on the scale of our delta and its cities. A mixed image is created in the daily news: the city as the place where the increasing inequality becomes painfully readable, but also the city as a social ladder for many. While many designers treat the city primarily as a physical space, more and more practices focus on the city as a social, lived-through space. They design the future of public spaces or of neighbourhoods based on anthropological research into the daily use or the appropriation of space by various population groups. Others try to make the link between the analytical, retrospective capacity of disciplines such as sociology or economics, and the future-oriented power of design and urban projects. The instruments of design, from charting to redrawing and imagining dynamics and developments, enable the social issue to be proactively addressed, from the scale of the district to that of global migration.

14–17

Common Grounds

The city is never complete. Investments and construction are constantly being made to make room for new economic activities, facilities or residents. Especially in times of economic prosperity and demographic growth, huge investment amounts are being invested in urban development. The city is increasingly being seen and managed as a real estate and investment product. Against this reduction of the city into an excel table, the city stands as an inhabited space, as a shared asset: a *common*. Just because there are enough areas in the city where we cannot immediately express the importance in a financial value, it can meet the needs of the community of its residents. Innovative companies and initiatives that are moving the city, the economy and society to the future, are also accommodated in affordable or vacant buildings. More and more practices use shared knowledge building (about air and water quality), shared ownership for homes or workplaces, and new financing models to make the future of the city a reality.

18–31

Eternal Flows

The cities and villages in which we live seem at first sight to only consist of many physical structures and places. But they are made and can continue to exist thanks to very diverse flows: of trade and goods, of building materials and construction waste, or of energy. Our buildings consume both space and materials and energy. If we know these flows and use them in smarter ways, then we make huge levers of our cities and buildings to make the world more sustainable. They help us with our addiction to fossil fuels. They are mines of discarded or degraded materials that we can reuse as new raw materials. We close the cycles. We also aim for circular use of space: compaction and reuse of space make the further intake of the open landscape unnecessary. And the use of materials on an architectural scale is also a field of work. Architecture sometimes stands for centuries, sometimes for only a few decades. In the first case, the use of robust and sustainable materials is obvious. In the latter case, the task is to rethink the design and construction process in such a way that the demolition and reuse of the materials has been taken into account from the start.

32–38

Integrated Landscape

The landscape of our river delta is a dynamic environment that provided for the needs of its inhabitants for centuries: fertile land for food production, biodiversity and nature, water storage, transport, energy production, and so on. Urbanization and climate change lead to a paradoxical situation: while the growing population leaves less and less room for the functioning of the landscape, we increasingly need *landscape services*. Due to climate change, we need more space for water buffering, for cooling our cities, for food production and for the production of renewable energy. But regardless of what they mean for humans, nature and biodiversity require space to survive. These tensions are the field of many practices. With new types of landscapes, parks and buildings, they make room for natural dynamics and new food chains. The practices organize new synergies between urbanization and open space, and link the culture and history of the landscape to its future.

39–52

Catalysing Platforms

We need new work spaces and working methods to tackle the big challenges of our time, and to bring about fundamental changes *in many places at the same time*. More and more existing and new cultural, academic or government organizations are working on the tasks that present themselves in the neighbourhood, city or world around them. They are not supply-driven, but *mission-driven*: they focus their programme on real tasks and evolve with an advancing insight into society. Instead of narrowly interpreting their institutional mission, they become entrepreneurial practices or institutions. They are a partner for local and regional authorities to tackle the social, ecological and economic challenges. They are the incubator of ideas and coalitions with which the policy and other social actors can get to work, and create a *setting* within which other actors, apart from their respective responsibilities and interests, can explore and even realize the future together. Together, these spaces and actors form a growing network that exchanges ideas, methodologies, sharpens, spreads and gains wider and wider access.

53–182

The Future is Here

The future is not an empty page. The many experiments and research studies sharpen the picture of the required evolutions. But don't be fooled; there is still a huge void to bridge to reach the optimistic future stories depicted in the animations. A few good projects or a central policy decision will not suffice. If we want to achieve these ambitious objectives, we urgently need to test alternative methods. We need to mobilise, connect and multiply the commitment that exists with the host of people involved. That is the experiment for which this work floor was designed. It is an invitation to hundreds of actors to bring together their insights and needs, ranging from farmers to innovative industries and ecologists, from policy makers to parents and school kids. As an expanding knowledge reservoir, the work floor exhibits their actions, work and progress. Partners with similar ambitions and challenges are enabled to roll out collective transformation projects and programs, aided by the support of experts and designers. Ambitious goals are translated into a multitude of feasible projects on the ground, ranging in scale from the Northern Quarter to our Delta. We learn by doing. The lessons that we draw, repeatedly determine the agenda of this workplace. This is the World Transformation Center: an incubator for viral transformation.

53

Six animations are depicted in a loop. They present the narratives of series of promising practices from the Low Lands working on six fundamental transitions. They show practices that give energy a prominent place in the city and in the landscape; practices that better align soil and agriculture; practices that make room for a social programme to shape a caring environment; practices that use water and biodiversity as leverage for a delta in balance; practices searching to see what space we can win if we completely change our mobility system; practices that have already begun to return the industry to the city. These animations were made in the framework of the Delta Atelier, a programme of development and sharing of knowledge for the delta of the Low Lands. Forty-five practices met each other in Rotterdam in the summer of 2018 and shall continue working on shared insight this autumn in Brussels.

Animations, Architecture Workroom Brussels & Het Peloton, 2018. It is an initiative of the International Architecture Biennale Rotterdam and Architecture Workroom Brussels in the framework of the Delta Atelier and IABR-2018+2020-THE MISSING LINK.

🔗 7

54-60

Open Space Movement

Open space is of vital importance. For agriculture, nature, recreation, energy, water, climate and much more. Everyone who has an interest in open space works together in the Open Space Movement. By working together on concrete improvements, we achieve more than just by competing. Agriculture, recreation, nature and urbanisation do not have to exclude each other, they can also reinforce each other.

In April and May of this year, we brought together local and regional actors and interest groups around 'provincial work tables'. We collected local knowledge and identified the urgent tasks in the various regions. Now we are taking the next step. We organise a series of work and design sessions with local actors and Flemish policy makers. We map the most common tasks for the open space in Flanders and develop an integrated approach for this. We forge new coalitions between the main users

of the open space and translate these into five promising transformation programmes. We reserve the necessary financial resources for this.

A programme approach allows us to tackle the problems of the open space not in one place, but in many places simultaneously in Flanders. We bundle capacity, we share expertise and build up knowledge. We gain strength and speed. We learn by doing. The Flemish government reorganises its sectoral function and rearranges its resources. A first programme, Water+Land+Schap, has already been launched and will be under construction this year.

The Open Space Movement is an initiative by Vlaamse Landmaatschappij, Departement Omgeving, Vereniging van de Vlaamse Provincies, Vereniging van Vlaamse Steden en Gemeenten, Regionale Landschappen and Vereniging van Vlaamse Planners, and is supported by Architecture Workroom, KU Leuven – Department of Architecture, research group PLEN, Voorland and 1010au.

54

The leporello gathers the insights and ambitions of Open Space Movement in an illustrated narrative.

Open Space Movement, leporello, paper, 12 x 29,7cm x 42cm, Architecture Workroom Brussels, 2018.

55-60

Six diptychs and triptychs represent a possible future of the open space in urbanised Flanders. They inspire collaboration and transcending the sectoral approach to open space. Each diptych or triptych maps a challenge that can be inspiring to come to new programmes.

Open Space Offensive, 6 diptychs and triptychs, printed on fibreboard, plywood, mdf, Vlaamse Landmaatschappij, Architecture Workroom, Bovenbouw Architectuur, 2013.

55

Due to the strong population growth, many small pieces of agricultural land in the outskirts of our cities are about to disappear. Many farms are converted into homes. As a result, agricultural activity also disappears. But it does not have to be this way. Farmers and citizens are working together on a new model

that links maintaining agricultural activities to the transformation of the farm for collective housing and public functions. Farms become the epicentres of a multifunctional park landscape: a food-producing, recreational garden for city dwellers.

Suburban Construction, 90 x 120cm.

56

These days, city dwellers rarely eat the food that is grown around the city. That is not sustainable. To encourage farmers near the city to produce for the local market, we must develop an efficient distribution system and a network of urban markets. Farmers are given legal certainty in a specific area for short-chain agriculture. The link between consumer and producer strengthens the relationship between the city and its food landscape.

Food Landscape, 90 x 120cm.

57

The landscape is hidden from view in many places by the many linear housing and allotments that have rolled out like a carpet across the Flemish territory. The 'hidden landscape', however, is noticeable: dwellings in flood plains are increasingly being flooded with water. To change this situation, ambitious local authorities are forging coalitions between public and private actors. New collective housing developments on the edge of the landscape – and not in the landscape – gradually replace the scattered buildings. The hidden landscape is brought in sight again and used as a natural public park for the environment.

Landscape Construction, 90 x 120cm.

58

The growing shortage of water and the dropping groundwater level are a major problem for the future of agriculture. A coalition of agricultural companies is building a resilient and multifunctional landscape. New landscape structures are aimed at collective water storage, reuse of water and natural water treatment. A contemporary residential landscape is created that forms the link between farms and residential areas.

Smarter Agro, 90 x 180cm.

59

The many nature reserves and heritage landscapes are the lungs of Flanders. An annual call for the spatial implementation programme 'Ambitious Landscapes' can strengthen these landscapes. Nature associations, local authorities, farmers and other actors can submit a development plan for a specific landscape. Every year, the project team selects one or more landscapes and supports the development.

Ambitious Landscapes, 90 × 135cm.

60

The cities in the Eurodelta were created around a dense and busy navigable network of rivers. Due to climate change and peaks of drought, almost no water flows into the network today. Water-bound activities, agriculture and shipping are at risk. For ten years, a project team has been working with various government budgets and various regional coalitions on area-oriented projects on the development of a resilient and efficient blue infrastructure. For example, water farmers are supported in storing water that can sustain agriculture in times of drought. Through dozens of concrete projects, we make the open space the basic infrastructure around which we can build the future of the region.

Open Space Infrastructure, 90 × 120cm.

8. Water

Sponge cities sustain rising temperatures and waters.

61–67

Water As Leverage

Water is one of the world's most complex challenges, especially as we cannot separate it from climate change, migration, urbanisation pressure, population growth and the rising demand for food and energy. Water is a risk, but we can also turn it into an opportunity. Just because of its central position, we can use water to steer the major global transitions in the right direction. Nowhere in the world are water-related disasters so widespread and expensive as in Asia, where 83% of the population might be affected by sea level rise or the dehydration of delta areas. To tackle this, we have set up a partnership with a multi-donor investment bank and with three exemplary locations: Chennai (India),

Khulna (Bangladesh) and Semarang (Indonesia). In cooperation with the three cities, we have documented the specific local issues. On this basis, we launched a call for consortia of designers, engineers and consultants on April 22nd 2018. After local work sessions in September, we organise a first collective design session in Brussels with the six selected consortia. They then continue to work on concrete, integrated urban water projects. These will be submitted to the investment bank for implementation in 2019. The objective of the project is not only to arrive at projects for a sustainable and inclusive transformation in the three Asian cities. The aim is to develop an approach and replicable knowledge, with which comparable tasks can quickly enough be brought to qualitative projects, financing and implement

Water as Leverage (WaL) is an initiative of International Water Envoy Henk Ovink, Asian Infrastructure Investment Bank, International Architecture Biennale Rotterdam and Architecture Workroom Brussels. The first program of WaL is the Call for Action 'Water as Leverage for Resilient Cities: Asia' which was launched on behalf of the Ministry of Foreign Affairs on April 28th 2018 by the Netherlands Enterprise Agency and supported by 100 Resilient Cities, the Dutch Ministry of Infrastructure and Water Management, the Global Centre of Excellence on Climate Adaptation and UN/World Bank High Level Panel on Water.

61

The leporello gathers the insights and ambitions of Water As Leverage in an illustrated narrative.

Water As Leverage, leporello, paper, 12 × 29,7cm × 42cm, produced in the framework of IABR-2018+2020–THE MISSING LINK, Architecture Workroom Brussels, 2018.

62

For centuries, the fertile sedimentary soils of the Asian coastal areas have been ideal for food production and urbanisation. The 'World at risk' map shows that at the same time they are among the most vulnerable regions in the world: the highly urbanised deltas and coastal plains of Asia are clearly at the greatest risk of fatalities due to water disasters.

The World at Risk, world map, 320cm × 180cm, textile, Architecture Workroom Brussels, 2018 (source: Global Risk Data Platform).

63

The globe model represents the total volume of our planet. Although the surface of the earth is covered by 70% water, the ratio in volume is a different matter. The three small volumes represent the relative amount of water on the planet. The globe on the left represents all the water contained in the oceans, ice caps, lakes and rivers, the groundwater, the water in the atmosphere and in all organisms. The volume of the centre globe represents all the liquid fresh water. 99% of this is groundwater, and that is largely out of reach of humans. The last sphere represents the fresh water of all lakes, rivers and other accessible surface water sources on the planet.

Water on earth, globe models, based on the work by Howard Perlman, USGS, <http://water.usgs.gov/edu/gallery/global-water-volume.html>, Architecture Workroom Brussels, 2018.

64–66

In addition to specific water problems, the three selected coastal and delta cities each have their own urban dynamics. Based on drawings that capture both the water system, the geography and the urbanisation context, an illustration is given on how these challenges can be turned into relevant strategies for Khulna, Chennai and Semarang itself; but that are also applicable in other cities around the world.

From Risk to Reward, three coastlines, approx. 130cm × 130cm, print on mdf, Architecture Workroom Brussels, 2018.

64

The Chennai metropolis on the Indian East coast is very susceptible to flooding and erosion. [1] However, the many temple ponds and lakes in the city testify to the deep-rooted bond between water and urbanisation. But, due to the enormous population growth and associated phenomena such as excessive water consumption, informal housing and pollution, the water system is under more pressure than ever before. [2] The formal urban expansion projects also ignore the qualities of the many

lakes in and around Chennai. [3] To date, the government is trying to intervene in an infrastructural manner: dikes and sand replenishment must keep the coastline safe [4] and domestic water is extracted from the ground and transported via trucks and pipelines. [5] We can make better use of the potential of the Chennai lakes. By connecting them, [6] we can create a natural water system that can meet the growing water requirements in a sustainable way or – in times of excess – store water. A healthy water system also contributes to an urban environment of higher quality. [7] Chennai requires a culture change that persuades citizens and the government to respect and validate the potential of water. A potential that cannot only be found in the lakes on the mainland, but perhaps also at sea. [8]

Chennai, a Lake Metropolis by the Sea.

65

Khulna is located in the middle of the Ganges-Brahmaputra Delta, the largest delta region in the world. It is a labyrinth of rivers and lakes, very fertile soils and many valuable natural areas. The natural 'sponge function' of the delta is, however, coming under increasing pressure. The city continues to grow. Many rural agricultural families move to the city, [4] where they seek accommodation in informal housing as climate refugees. Many ponds are closed off because of real estate developments. Khulna is surrounded by vulnerable agricultural areas, where a disordered balance between salt and fresh water is one of the biggest challenges. [1] Not only because of advancing salinisation, [2] but also because of the intensification of the many shrimp farms, which produce for the international market. [3] The question is, what role can Khulna play in the future: at a local level, but also as part of the recently developed Delta Plan of Bangladesh. [5] A future in which urban development itself can provide for drinking water and high quality public space; [6] where much thought has gone towards the location of shrimp farms [7] and the diversity of crops on the saline soils. [8]

Khulna, a Pond City in the Delta.

66

Semarang, on the north coast of the Indonesian island of Java, plays an important role in regional trade. Port and city have grown strongly in recent decades thanks to the conquest of land at sea. [1] This movement towards the sea – along with the expansion of aqua farming – was at the expense of the many mangrove forests that provided natural coastal defence. [2] The consequences are considerable: erosion, flooding and salinisation, but the most complex risk is perhaps subsidence – partly caused by excessive extraction of groundwater. [3] Every year, the city sinks between 6 and 19cm. The government is now building a huge dyke that must protect Semarang from seawater. [4] The government also opts for 'hard' solutions, such as channelling watercourses, in the fight against river floods. [5] This leads to a real polder system, which is only as strong as its weakest link: a dike breach. [6] Withdrawing the city is an alternative solution. [7] Today, a large part of the population is already settling on the hills around the city – with a chain reaction of uncontrolled deforestation, far-reaching erosion and flooding as a result. [8] The question is whether we can organise the expected population explosion in a more sustainable way, for example by organizing collective water collection and water supply. [9] And whether this softer approach can also be extended to the rest of the water system? [10] So that the new developments in the higher areas of Semarang can contribute to the safety and quality of the low-lying city centre.

Semarang, a Sinking City between Coast and Hills.

67

The 'Setting the Scene' book bundles the extensive preliminary research that was carried out in light of the Call for Action. It shows the global urgencies, and also illustrates and formulates the specific design questions per city. On this basis, various multidisciplinary teams from all over the world will start working. For example, the preliminary study is the crucial first step of what ultimately should be concrete projects.

Setting the Scene for a Call for Action, book, 21cm × 29,7cm, International Water Envoy Henk Ovink, Netherlands Enterprise Agency, Architecture Workroom Brussels, FABRICations, 2018.

68

The Genk spatial development is characterised by a multipolar development logic, called Rasterstad Genk. De Stiemerbeek (STBK) has the potential to form a strategic connection in this urban landscape. Firstly, as a blue-green axis between a large number of strategic poles of Genk, but also as a (renewed) link between nature, people and the economy. At the same time, a new water management solution is being found in the Stiemer valley with SUDS (*sustainable urban drainage system*), with a sustainable influence on the entire city. The watercourse is fed by groundwater, seepage and rainwater and by sustainable drainage systems in the surrounding neighbourhoods. Interventions in the existing Stiemer moderate the effects of sewage overflow on the stream.

De Stiemerbeek, drawing, blue-back, 140cm × 45cm, Stad Genk, Tractebel, Vlaamse Milieu-maatschappij, Vlaamse Land-maatschappij, Agentschap voor Natuur en Bos, Aquafin, Infrac, Connecting Nature, Instituut voor Natuur- en Bosonderzoek, OSMOS, provincie Limburg, Natuurpunt.

69

The growing flooding hazard and its impact on the quality of life in our regions places the development of innovative water management systems, embedded in urban development, high on the agenda. Technical solutions from the past are inadequate. In order to protect the biodiversity of our environment, innovative spatial interventions are needed on a large and small scale, in our gardens, on our plots, on our streets, our residential islands, our public spaces and also on the large green axes in our cities. This requires a proactive collaboration between different actors.

Illustration of the opportunities of a water management system in

Brussels, designed in the framework of the exhibition *Rising Waters – Shaping Our Streets, Gardens and Urban Valleys / Brussels Urban Landscape Biennial*, print on blueback, Architecture Workroom Brussels, 2018.

70

The lower areas of Brussels often suffer from flooding problems. In the participatory design process *Îlot d'Eau* ('Water island') in the context of the Sustainable Neighbourhood Contract (Vorst), research was carried out along with citizens, designers and Brussels universities on solutions to water-related risks on various scales. One of the objectives was to make room for water within the building block, on private property. Thanks to the motivated citizens, the first pilot project was realised: two sets of neighbours invested together in a rainwater tank on the common wall. By buffering storm water, the sewage system is less taxed. Material, placement and size of the tank were determined in consultation with the residents. A small intervention that can be repeated in many places in the neighbourhood.

Collectif B: François et Pernilla, Eric et Anne, Place St Denis, axonometry and model 90cm x 90cm, Latitude Platform in collaboration with the Faculté d'Architecture la Cambre Horta, in the framework of the project Îlot d'Eau le Retour, Brussels, 2018.

71

A survey by the University of Colorado indicated an average 3 mm sea level rise per year between 1992 and 2014. But according to experts, the rate of sea level rise *Illustration of the opportunities of a water management system* in is increasing every year. What about the next 22 years? Which Belgian cities will be under water by 2040?

Kleur je mee? Het jaar 2040. Help jij betonboerke met het bepalen van de nieuwe Belgische kustlijn?, 29,7cm x 42cm, Pieter De Poortere for Focus Knack, August 15th 2018.

🔊 9. Soil

Farming relies on its own capacity to restore soils and biodiversity.

72–74 No Soil, No Future

The subsoil or the soil is the part of the area that is withdrawn from our view. Nevertheless, quality and multifunctional soil is an important precondition for the functioning of our delta. Different sectors and powers require their place. They all claim the capacity of the subsoil for water and energy production, food production, the construction of infrastructure or the storage of energy and waste. All those players in the subsurface have their own agenda, interests and methods. The competences for different aspects of the soil or subsoil are distributed to various authorities.

In a series of three work sessions, we invite the various interested parties to look for a complementary and integrated approach to the soil problem. We draw the outline of a shared agenda. Flanders can learn a lot from the Netherlands here, where a shared vision for the subsoil has already been drawn up and operationalised in recent years. The process ends with the introduction of a joint strategic agenda and action plan, which must find its way to a future policy and area-oriented operation of various authorities. And who knows, to the next Flemish coalition agreement. With a coherent agenda and action plan, despite the many transformations that our soil will have to undergo, we can still maintain the soil quality for future generations.

No Soil, No Future is an initiative within the framework of the Delta Atelier and the Open Space Movement.

72

Soil maps provide insight into the composition of the soil under our feet. They provide information about soil properties and divide this into different soil types. Based on these maps, the suitability of the soil can be derived for various applications, such as agriculture, construction, nature conservation and the environmental sector. However, spatial planning is still far too detached from soil quality today.

The soil of the Low Lands, map, 210 x 210cm, textile, H+N+S Landscape Architects and Architecture Workroom Brussels, 2018.

73

Soil subsidence in the peatlands – due to intensive livestock farming – causes 5% of the total CO₂

emissions in the Netherlands. The coalition between H+N+S, CLM, Commonland and Stichting ARK is looking for a sustainable future for these areas. In addition, they test new forms of land use based on the location-specific characteristics of peatlands: from *sink* to *source*. Together with the farmers involved, they are investigating which new economy can get started. A transition to stop subsidence isn't possible without a viable alternative for the stakeholders. The image is a schematic section of a part of the peatlands showing the consequences of intensive dairy farming (upper) versus a natural landscape (lower) on biodiversity, soil and landscape.

Section Dutch peatlands, prints, 357 x 114cm, blueback, H+N+S Landscape architects.

74

Parallel to the Toekomstperspectief Nederlandse Veengebieden (Dutch Peatlands Future Perspective), H+N+S is working on a recommendation for the Dutch Climate Table for Agriculture and Land Use. The possibilities were studied there to achieve a reduction of 3.5 Mton CO₂ in agriculture and land use by 2030. The graph shows the global CO₂ emissions, in which agriculture and land use account for 22%. In four system sections of the four typical Dutch landscapes (peat, sand, clay and city) one can see which spatial expression the measures will receive and how the landscape changes, but also vice versa: how the landscape can act as a director, and what links there can be with other social issues.

Cross-section of the peatlands with possible measures, print, 240 x 55cm, blueback, H+N+S Landscape architects.

**75–78
Water+Land+Schap
Water, agriculture and landscape are dependent on each other. They are essential parts of one large coherent ecosystem. A shortage or excess of water has a direct impact on agriculture and the landscape. That is why we unite various actors and interests in the Water+Land+Schap programme to tackle water problems in mutual cohesion to thus realise the proposed Flemish and European guidelines and ambitions.**

We launched a call for tenders in 2017. On the work floor in the WTC, we will

support the fourteen projects selected in four working sessions in the coming months. We will fine-tune the initial ideas and turn the project proposals into realizable land development projects. We reserve the necessary financial resources for this, so that we can start the implementation phase before the end of the year.

With the Water+Land+Schap programme, we work regionally, at fourteen locations simultaneously in Flanders. The programme team of initiators supports local coalitions with knowledge, instruments and investments, to allow them to realise effective transformations in the field. The intended impact is multifaceted: stronger agriculture, a quality landscape, a quality water supply and a sustainable soil recovery. At the same time, this is also a learning process for the participating Flemish policy levels, policy domains, knowledge partners and local coalitions. We can use the knowledge gained for a subsequent call for tenders.

The Water+Land+Schap programme is an initiative of Vlaamse Landmaatschappij, Vlaamse Milieu Maatschappij, Departement Omgeving, Landbouw & Visserij, Agentschap van Natuur en Bos, Instituut voor Landbouw en Visserij Onderzoek, Vlaams Instituut voor Technologisch Onderzoek, Vlaams Kenniscentrum Water and Architecture Workroom Brussels.

75

The Water+Land+Schap project team partners combined their objectives for soil and water quality, water quantity, agricultural productivity and landscape enhancement in the Working Atlas. The atlas is an instrument used for examining the coherence of ecosystems and linking them to measures. For example, the maps show how the pursuit of a robust water system overlaps with the provision of sustainable food production; or how the strengthening of a quality landscape overlaps with challenges such as source protection, erosion, water-sensitive agriculture or salinisation.

Working Atlas Water+Land+Schap, map, 42 x 59,4cm, blueback, Architecture Workroom Brussels, 2017.

76

The call for Water+Land+Schap yielded forty entries spread over the five Flemish provinces. The fourteen best project proposals form the land development project Water+Land+Schap, but all promising initiatives have been included in an overarching learning trajectory where we share knowledge, tools and instruments for stronger agriculture. The fourteen coalitions are given customised assistance. Specialised design teams are responsible for the spatial integration of the various expertises.

First call for the recurring challenge Water+Land+Schap, map, 42 x 59,4cm, blueback, Architecture Workroom Brussels, 2018.

Flooding and water shortage in the selected projects for the Water+Land+Schap call, photos, 120 x 80cm, ecoboard, 2017.

77

Water+Land+Schap is the pioneering program by the Open Ruimte Beweging (Open Space Movement), a programming operation in which similar or recurring tasks are collected and dealt with. An important aspect of this is the focus on implementation – in many places at the same time – the pooling of resources and expertise and setting up a broad thematic learning path that will be opened up to the public. The animation created within the context of the call for initiatives, explains this programming operation.

Call Water+Land+Schap, animation, 6', Architecture Workroom Brussels, 2017.

78

The jury of the Water+Land+Schap project team selected fourteen local area coalitions. They are currently continuing to develop their first proposal into a land development project. The project drawings outline the most important elements of the project proposals: the coalition formation, the spatial challenges and issues involving water, agriculture and the landscape. During the coaching process, the coalitions will continue to focus on expanding their proposal, integrating the various objectives, further

involvement of the right actors and drawing up an implementation plan. The drawings on display will be updated during the exhibition. Next year, the shovel will hit the ground!

Selected initiatives Water+Land+Schap, project drawings, several formats, blueback, Architecture Workroom Brussels (first series), Bosch-Slabbers, Cluster and Lama (second series), 2018.

🔊 10. Food

Agriculture is an integral part of the urban ecosystem.

**79–80
Brussels as Food-enabling City
The Brussels region is one of the most densely populated areas in Europe, with a total of four million people and a density of 820 inhabitants/km². Due to advancing urbanisation, but also due to the dispersed urban pattern in the agglomeration around Brussels, agricultural land is highly fragmented and farmers are pushed further and further away. Local food production is being compromised. And with that the biodiversity, the space for water, the ventilation of the city too – in short, the health of this urban area.**

Brussels as Food-enabling City is looking for new ways to align healthy food production for the local market with urbanisation dynamics. Together with Brussels actors from the food sector (farmers, auctions, markets, food processing companies, etc.), we identify the obstacles and opportunities for embedding food production and distribution in the metropolitan city space. We then formulate proposals for the transformation of both the food chain and urban organisation. The objective is to come up with a metropolitan development that cannot exist at the expense of, but in synergy with, food production.

The action research in Brussels is part of an international collaboration on agroecology and urban development. We bring international knowledge, expertise and practices from Argentina, Great Britain, Latvia and the Netherlands to Brussels. Conversely, the insights gained from Brussels research can also feed foreign cases. The three-year exchange program starts in September, with an international symposium and a work session in Brussels.

The Brussels case study is a sub-project of the international consortium Urbanising In Place, supported by JPI Urban Europe and consisting of Architecture

Workroom Brussels, Ghent University, BoerenBruxselPaysans, Terre-en-Vue and Abattoir. The concept of the 'Food-Disabling City' was first developed by Chiara Tornaghi in the research paper 'Urban Agriculture in the Food-Disabling City: (Re)defining Urban Food Justice, Reimagining a Politics of Empowerment', Antipode, Volume 49, Issue 3, 2016.

79

The old abbey farm Het Hooghof is situated on top of a ridge in Zellik. The first occupation dates back to the 12th century. The current square farm was built just after the French Revolution, after the old farm was burnt down. The new farm is an 18th-century, square configuration with the residential building on the north side of the yard, the horse stables on the south side, the caravan shed on the west and the garages on the east. In the background of the hill, the landscape is intersected by the Brussels Ring and further along the city centre and the Noordwijk. The WTC complex is centrally visible as two black towers. On the picture the large, idyllic open space contrasts with the looming city. Although the abbey farm and the grounds around it are protected as monument and city view, the area has not been used for food production for centuries. The farm, once used as a horse farm, now focuses on recreation. It follows the trend of 'verpaarding' ('horsing'): productive land becomes the property of non-farmers and is taken out of production. At the foot of the hill, just out of sight, the city is coming dangerously close with land development and residential expansion areas.

Abdijhoeve 't Hooghof, photograph, 35cm x 27cm, blueback, Wim Robberechts.

80

The circle represents the area of agricultural land needed to locally feed the entire population of Brussels. In theory, only the urbanisation of the capital region is taken into account, while in reality, the perimeter also encompasses the Flemish Periphery and the cities of Mechlin, Leuven, Aalst and Charleroi. Today a mere 20% of Brussels daily food consumption is produced locally.

Eighty percent comes from the global market.

Brussels, a food-disabling environment, map, 122cm, printed on chipboard, Architecture Workroom Brussels, 2018. Due to the high amount of geographical data in Belgium subjected to other usage rights, certain data of the Walloon Region is unavailable.

81

The Ferraris map is the first large scale mapping of Belgium (then part of the Austrian Netherlands). The cut-out shows the basin of the Senne, with Brussels along the eastern bank. The relationship between the higher hills and the marshy valley makes Brussels a unique ecosystem. Upstream, the water was stopped as long as possible, as evidenced by the Maalbeek and the Woluwe. The 'ponds of the Maalbeek' were used for a long time as fish storage, for energy production via watermills or as a resource for brewing gueuze and lambic.

Horticulturalists, who found a permanent market in the city, settled around the city. These 'boerkozen' (*broeckoys* or *maraichers*, literally 'marsh dwellers') did water-intensive fruit and vegetable cultivation. In the 19th century, their plots became grounds for expansion for the city of Brussels. The marsh area functioned as a *common*, on which Brussels people had their cattle graze. The whole was managed by a number of abbeys and monasteries. Their building complexes often formed the pivot between city and landscape; they focused on nature conservation, cultivated the soil for more intensive agriculture and organised education for the farming villages. Today, in and around Brussels, many practices are emerging that use the relationship between city and landscape to make urban food production possible again.

Ferraris map, 590cm x 180cm, Count Ferraris, 1771-1778.

82

The agricultural land in the Brussels region is under pressure. Open space is instrumental for different societal challenges which seem to conflict increasingly with tradi-

tional agriculture. Room for water reserves, ecological junctures or demographic growth is often projected on our fertile soils. We have moved further and further from each other, which has led to dispersed urbanisation. Due to the decreasing number of farmers, more and more agricultural land is entering the property market, leading to sky-high prices. New actors (farmers, food cooperations or composters) often struggle getting access to land. But our dispersed urbanisation also offers opportunities. The tangency between urbanisation and open space is in Brussels seven times higher than in much more compact Paris. This proximity between residential areas and (small) pockets of open space is unique.

Urbanisation in Metropolitan Brussels, 59,4cm x 42cm, blueback, Architecture Workroom Brussels, 2018.

83

What do farms of the 21st century look like? An abandoned farm in the heart of the agricultural area of Neerpede, near Brussels, is transformed into a place where horticulturalists, hikers and other users of the area can head to. The innovative farm typology finds its identity in the relationship between the new and renovated buildings, and the green outdoor spaces. There are space and infrastructure for the production, distribution and processing of locally grown fruit and vegetables. The historical typology of the farm, originally intended for private use, is being expanded and allows for recreational and educational activities. The diversity of use brings urban residents in contact with healthy, local quality food in a multifunctional park landscape near the city.

Pilootproject BoerenBruxselPaysans 'La ferme du Chaudron', plans and scale model, variable dimensions, 51N4E, Plant & Houtgoed, 2018.

84

The 35 hectare gardens of Tuinen van Stene in Ostend has the ambition to become a 21st-century food park. The concept of urban agricultural parks has a lot of potential to

effectively keep open space open, to ensure access to land near the city, and to achieve a climate-robust transition, in both agriculture and in the urban system. Food in an urban environment is not just an appropriation issue, but requires intensive operation and the development of critical citizenship. There is room here for highly productive activities, such as a Community Supported Agriculture farm, where the consumer receives part of his harvest in exchange for an annual fee directly to the farmer. But there are also test fields for new agrotechnics or innovative crops and the food platform is hitching a ride on the nearby retail warehouses' distribution system.

Collages Pilootproject Tuinen van Stene, Maat Ontwerpers, blueback.

11. Slow

Slow mobility makes a city run faster and healthier.

85-87

Air for our Schools In Flanders and Brussels, there is a heated debate about air pollution near schools. An apparently abstract environmental problem suddenly becomes very concrete when it comes to the health of our children. Everywhere in the country, worried parents take action at the school gates. The energy exerted here forms leverage to take a new look at the school environment with the network of schools, children, parents and designers, and by extension, about the urban mobility issue. The transformation starts, but is not limited to the scale of the school or the street in front of it. By making way for pedestrians, bicycle traffic and public transport in the school environment, car traffic becomes less dominant. When we succeed in transforming a lot of school environments simultaneously, we also prepare our cities for a new kind of mobility.

We link the network of active parents (in almost 100 schools now) to design and imagination. Through a call, we map different types of school environments, each with their opportunities and challenges. Based on this, we select some 20 locations that will serve as a test case for research through design. This takes place in working sessions with parents and designers, which are then developed further in various architecture courses in the autumn. We address policy makers directly to really seize the opportunities for improving mobility, public space and air quality. We are developing

and designing an approach for a viral transformation of many school environments at the same time in preparation to launch a program operation to support and finance this transformation at a Flemish level.

Air for our Schools is an initiative of Filter Café Filtré, Tetra architecten and Architecture Workroom.

85

Filter Café Filtré invites large-scale action: every Friday morning when school starts, parents and children alike block off the school street for car traffic. This happens in different ways, depending on the context. The children play in the vacant car-free space, local policy makers are invited to coffee, and this until the elections. Meanwhile, parents of more than a hundred schools in Belgium are on the streets. The media attention and on-line forums make it possible to set up an exceptionally wide, organic network. Filter Café Filtré creates critical mass at a rapid pace.

Filter Café Filtré actions, photo series, blueback, Filter Café Filtré, 2018.

86

In 60% of schools in Belgium, air quality is worrying to downright bad or even illegal. The European maximum limit set for nitrogen dioxide (NO₂) in the air is currently 40µg/m³. The insight is growing that the medically justified threshold is a lot lower, in particular 20 µg/m³. The research on our air quality is surprisingly limited: the air quality data are not based on local measurements, but on the extrapolation of mobility data.

Air quality in the environment of participating schools, maps, blueback, Filter Café Filtré, 2018. Based on data of: IRCEL.

87

Together with twelve pilot schools from Flanders and Brussels, we took the initiative during an initial workshop to consider which school environment, which street, which city and which mobility are needed to make a difference. The spatial proposals that emerged from this session will be tested against those

of the other schools in Filter Café Filtré's network. Is it possible to design the city school by school, as in a viral transformation, into a liveable, healthy place?

Work material from the first workshop 'Air for schools', blueback, Filter Café Filtré, Tetra architects and Architecture Workroom Brussels, 2018.

88-89

Shared Mobility, Shared Space For several years now, Brussels has been bearing the dubious title of 'traffic-jam capital of Europe'. Despite initial attempts to calm down the traffic in the centre, Brussels remains a city that is geared to car traffic. As the city grows, the centre remains wedged within the contours of the Petite Ceinture or the so-called Pentagon. The oversized ring road isolates the pedestrian zone of the surrounding districts. We now want to transform the infrastructural barrier into a connecting social space where we will make room for a new kind of mobility. Because the real centre of Brussels has long since exceeded the Pentagon. After academic research on new forms of mobility and urban life, and participatory discussions with citizens about the ring area, the time is ripe for concrete experiments and interventions. We combine forces and expertise. In a co-creative process, we select three to five places where there is the greatest potential for testing a new, connected urban space. We do this in working sessions with academics, designers, residents and other stakeholders. And we test it live in the public space at the foot of the WTC tower during the Mobility Week.

The intention is to demonstrate which mobility space and policies are possible and desirable in the Brussels neighbourhoods, using concrete and widely supported transformations. At the same time, the participatory process also makes it possible to show the citizens and actors involved, in a legible and tangible way, what the added value and quality can be of a fundamental change in behaviour in the way we move through the city.

Shared Mobility, Shared Space brings together the citizens' initiative Bye Bye Kleine Ring (petiteceinture.be, Brussels Academy, Brai, ARAU, pyblik, Architecture Workroom Brussels, Irib, bsi.brussels) with the researchers of Masterclass Zoom In Zoom Out: the Hyper Centre of Brussels: from pedestrian to city project of the BCO-BSI and perspective.

brussels. This trajectory is supported by Bruxelles Mobilité.

88

The model is the synthesis of the co-creative process of citizens' movement Bye Bye Kleine Ring. In round-table discussions with citizens, users, companies and associations, a new picture emerged for the Petite Ceinture of Brussels. The participants argue for more transverse connections about the ring area, stronger public transport and more qualitative public space for cyclists and pedestrians.

Bye Bye Kleine Ring, scale model, 240x240cm, paper, Wim Menten, Rien Van der Wall, 2018.

89

According to the Brussels Centre Observatory research group, the current demarcation of the Brussels city centre, the so-called Pentagon, is dated. The actual Hyper Centre is in fact much larger today. That is why it is necessary to expand the pedestrian zone and the public space network and to make soft connections to the area outside the Pentagon. In this way a new figure is created for the Brussels city centre.

Masterclass – Brussels Hypercentre: from pedestrian area to urban project, scale model, paper, 240x240cm, film, BSI-BCO, perspective.brussels, 2018.

90–93

Kortrijk 2025

Kortrijk isn't growing as strong as other central cities in Flanders these days. Although there is still a lot of developable space available for new homes and businesses. How do we use that open space? Where do we protect them and where do we still allow new developments? In other words: how can we seize the safeguarding of open space as an opportunity to make Kortrijk more liveable and thus, to make a 'concrete ban' a positive story?

To answer this question, the city of Kortrijk established an intensive study and participation program together with Architecture Workroom Brussels. Three City debates were organised, in which a thousand inhabitants actively participated and made their voices heard. After all, a city cannot only be created by experts, local knowledge must also

be acquired, which can bring out specific and everyday needs. These needs were captured in three future urban images that build on qualities that are present in Kortrijk: the enterprising city, the connected city and the green-blue city. The districts in which these three qualities were bundled together, were called city magnets. These are the attraction poles of the city that can be cleverly compacted and where the new future of Kortrijk can be prioritised.

In order to be able to realise these city magnets, possible strategies were identified that connect the three qualities at specific locations in the city in a concrete and spatial way. These five strategies (of possibly several integrated strategic projects) are: bicycle gateway, productive park, landscape construction, campus tower, green veins. One bicycle gateway does not make a bicycle city yet. One green vein does not make a green city yet. And one campus tower does not blow new wind through our economy. The proposed strategic projects only have a real impact if they are repeated several times in different places at the same time, starting with the city magnets. The strategic projects do not require major changes or heavy investments. We can already start to realise them step by step today.

The five strategies are not applied in the same way everywhere. The right combinations and the correct elaboration are highly dependent on the local context. Every place requires its own approach. If it is possible to determine which strategies can take place at which location, there is a qualitative selection framework to better steer the oversupply of development potential.

90

2 days, 33 debate tables, nearly 300 participants, more than 130 completed maps and even more files full of choices and ideas. The dynamics and drive of the participants provided valuable input. A number of clear themes and insights emerged per cityscape.

Set of 3 posters around City Debate 2 in Budafabriek on 16 and 18 May 2017, A0 posters, design research by Architecture Workroom Brussels, Tractebel and 51N4E, 2017.

91

Architecture Workroom Brussels translated the isolated insights from City Debate 2 into integrated and

concrete strategies. These were communicated on the basis of insightful animated films during a third participation session.

Five animations around City Debate 3 in Depart on 24 October 2017, film, a production from Het Peloton and Architecture Workroom Brussels, 2017.

92

Cars run the show in many places in Kortrijk. Many people also use their cars for short trips and the streets are full of parked cars. There is little room for cyclists and other vulnerable road users. A new bike path can be made along an opening in the façade row, a quick and safe short cut to other neighbourhoods in the city. The landscape behind the ribbon development will be accessible again. At the intersection of the main road and the cycle path, there will be a station for shared bicycles and a bus stop. Thanks to a new neighbourhood car park, residents no longer have to park along the street.

Residents, visitors and commuters can change over from car to bicycle and from bicycle to bus. The bicycle gateway is a busy place. Why not build a nursery here, a co-working space, a café, a fab lab or a bicycle repair point? The bicycle gateway can also accommodate new homes: close to nature, the crèche and work.

Before and after image of a bicycle gateway, collage, Architecture Workroom Brussels, photo by Lavinia Wouters, 2018.

93

This publication merges the results of the research and the accompanying City Debates. It tells the story of a joint search for a future vision for Kortrijk. At the same time, it shows an innovative method that can also be applied in other cities: urban planning of everyday things, which brings about major changes through very concrete projects.

'Kortrijk 2025. The city that we may want', book, City of Kortrijk, Architecture Workroom Brussels, 2018.

🔊 12. Invest. Cities prosper when private investments serve collective needs.

94–115
Atelier North
Fifty years ago, there was a modest house in a popular residential area at the place where you're standing now. To transform the Northern Quarter into an international business centre, more than 12,000 people were expropriated from their homes. Today, 10% of the offices are empty, there is hardly any urban life, and the empty streets form the backdrop of a ghost town at night. However, the Northern Quarter is extremely well located between the North Station and the city centre, it is perfectly accessible via the Petite Ceinture and the canal, and it also has a large amount of underused public space. The vacancy in the office district, the demographic growth in the surrounding quarters (with the associated real estate projects) and the arrival of hundreds of migrants at the foot of WTC I present an opportunity to make a turnaround for the Northern Quarter. We seize this opportunity in a coalition with designers, local associations and a real estate cooperative. In the coming months, we will first and foremost assemble an atlas. This forms the basis for a shared agenda and a widely supported vision for the future of the Northern Quarter. We are placing major transitions for the neighbourhood on the political agenda, from the reuse of office buildings for new functions such as housing, care and education, to creating space for the urban economy, biodiversity and new forms of mobility. In order to achieve this, we have to organise the interaction between public and private forces differently. Step by step, we are looking for the conditions for a decisive and inclusive Northern Quarter alliance. The Northern Quarter can thus become an important link in Brussels. It transforms from a mono-functional island into a multifunctional district, embracing what is happening around it. WTC I is the epicentre of that transformation.

Atelier North is an initiative of Lab North, consisting of Up4North vzw, 51N4E, Architecture Workroom and Vraiment Vraiment, together with a growing network of social actors from the neighbourhood and perspective.brussels.

94

Boxer Joseph 'Kid' Davidt grew up in the Brussels Northern Quarter in the thirties. After his European victory, he dreamt of the World Championship. Kid wasn't the only one with a dream in the Northern Quarter at the time. Project developer Charly de Pauw and Alderman of Public Works Paul Vanden Boeynants had plans to turn Kid's popular neighbourhood into the Brussels Manhattan. Manhattan, Brussels represents an unbridled belief in the future, and the sacrifices that go with it.

Manhattan, Brussels, video, 24 min, Kwinten Gernay (RITCS), 2014.

95

Multiplicity is the first part of a series of six short films about the WTC I Tower by independent journalist Karine Dana. The series shows the initiatives that have been taking place in the tower since last year, after it has been struggling for a long time with vacant space. Little by little, the floors fill up with new tenants, each with their own dynamics, but sharing the same ambition: reactivating the neighbourhood. The WTC tower, the show-piece of the Manhattan plan, will become an urban laboratory that can reinvent the Northern Quarter.

WTC I: Multiplicity", video, 5 min, Karine Dana, 2018.

96

At the end of the sixties, the first houses in the Northern Quarter were mercilessly demolished. The first towers of the Manhattan plan arose in the midst of this ruined city. Not much later, the works had to be stopped again due to financing problems. The works would cease for fifteen years. In this bizarre context of a semi-subdued residential area and lonely rising towers, a creative revolt arose that literally provided the district with colour: a group of enthusiasts provided 22 façades with life-size murals. Joris Sleebus, a guide in Brussels for 40 years, immersed himself in the material and collected visual material. This series is confronted with contemporary photographic material by Belgian photographer Alexis Gicart, who recorded the new use of WTC I at the request of 51N4E. Both series show

a spirit of the times, and a collective appropriation of a part of the city.

22 wall paintings in the Northern Quarter, images, 80x120cm, print on honeycomb cardboard, photographic material collected and edited by Joris Sleebus.

Lab North, images, 80x120cm and 80x80cm, print on honeycomb cardboard, Alexis Gicart commissioned by 51N4E, 2017.

97–114
We can learn a lot about the future of the Northern Quarter by looking at the past. The Manhattan Plan wiped away a piece of urban life, but a number of elements from the plan could also mean the start of a new future, thanks to the right approach. For example, there is still a lot of open space available in the Northern Quarter that we could use differently. We show an overview of what the Northern Quarter once was, now is and could be in the future, and where past, present and future reinforce each other.

97

The Manhattan project from the sixties imagines a visionary future for the local neighbourhood around the North Station.

Panorama of the 'Manhattan' district, print, 34,3x42cm (reproduction), blueback, from the report presented at the Ordinary General Meeting of 2 June 1970, published by s.a Compagnie de promotion CDP, Coll. AAM/CIVA, Brussels.

98

The redesign of the Northern Quarter becomes the playful architectural research towards surprising compositions and confrontations of scales and programs.

Productive vicinity, booklets, 29,7x21cm, Helen Van de Vloet in the framework of the master's studio 'Architecture and Policy Wispering', KULeuven, faculty of architecture, campus Sint-Lucas Brussels, under the guidance of Nel Janssens and Peter Swinnen, 2017.

99

The master plan, as ultimate urban composition without scale and context, illustrates the incredible belief in the bankability of the city.

Masterplan for the Northern Quarter: 'Manhattanplan', 60×42,6cm (reproduction), blueback, [Groupe Structures], Coll. AAM/CIVA Brussels.

100

In the late 1970s, a creative revolt arose that literally coloured the district with 22 murals on the façades of houses. Shortly afterwards, the houses were demolished.

Inauguration of the wall painting *Y'en a Marre*, image, 40,1×29,7cm (reproduction), blueback, photographic material collected and edited by Joris Sleebus.

101

100% Foreigner – 100% Brusselian represents the multicultural Northern Quarter in its potential to help build Brussels for the future.

BXL, 2008, image, 17cm×24cm, cardboard, Beat Streuli, in: 51N4E, l'AUC and BBS, 'Brussels 2040. Double Brussels', 2011-2012.

102

A future vision for the spatial transition of the Northern Quarter from today to 2040, divided into three scale levels: the urban commonality (S), the scale of the master plan (XL) and the elaboration of five pilot projects on a strip from the Aarschotstraat to the canal (L).

Living North, video, ca. 15 min per film, flatscreen, in the framework of the masterstudio 'BRU.S.L.XL', KULeuven, Faculty of Architecture, campus Sint-Lucas Brussel, students Caro Baens, Mathilde Jacobs, Lara Lentzen, Camille Passeleur, Bahareh Sabouri, Joris van Arkel, Sam Vander Elst, Jessica Vercruysse, Elena Verelst guided by Petra Pferdmenges, Christopher Paesbrugge, Nele Stragier, 2017.

103

What is the role of nature in the city? For which types of activity can we make room in the urban fabric? And what provisions are needed to facilitate demographic growth? These fragments of still lives depict the levers to provide a sustainable future for the district

around the Bassin Vergote and Maximilian Park.

PAD Maximilian-Vergote, postcards, 10,5×14,8cm, 1010au, GRUE, Brat, Osmos, 2018.
Vers un parc écosystème/Vers un parc productif/Vers un parc habité, three podcasts, 1 u/52 min/44 min, audioplayer, 1010au, GRUE, Brat, Osmos, 2018.

104

The original Manhattan plan foresaw a strict separation between cars on the ground level and pedestrians on the esplanades connecting the different buildings.

Seperated Mobility Manhattanplan, unidentified presentation folder, 25,3×42cm (reproduction), blueback, [Groupe Structures], fonds C. De Pauw, Coll. AAM/CIVA Brussels

Circulation pour 75.000 hommes et femmes!!!, unidentified presentation folder, 42×29,7cm (reproduction), blueback, [Groupe Structures], fonds C. De Pauw, Coll. AAM/CIVA Brussels.

105

The Northern Quarter is ideally accessible, not in the least because of the proximity of the North Station. However, the station now forms a physical boundary between the Northern Quarter and Schaarbeek. Studio North is investigating how the station can be a catalyst for a neighbourhood in transition.

Bazaar, axonometry, 42cm×59,4cm (downsized), blueback, in the framework of Studio North, UHaselt, Faculty of Architecture, students Pieter Vandekerckhof, Jelle Potters, Lorraine Cronje guided by Freek Persyn, Dieter Leyssen, Nick Ceulemans, 2017.

106

Architecture students explore through video what the impact of societal changes can be for the WTC Complex.

Shifting Borders, WTC, film compilation, 22 min, in the framework of the elective Cinematic Architecture, KULeuven, LUCA School of Arts, (interior)architecture, Sint-Lucas Gent, studenten Celine Cool, Jehan

Goethals, Tjørven Rappolet, Fatima Ben Hazem, Eleonore Devolder, Fien Werckx, Christophe Bisschops, Maxim Lefebvre, Arno Amandt, Evy De Bousser, Yasmine Muylle, Stien Verheye, Alexandre Ghyllebert, Gaëlle Moens guided by Mira Sanders and Michiel Helbig, 2017–2018.

107

The increasing vacancy rate in the offices in the Northern Quarter area allows for new forms of use.

Lab North, 29,7cm×44,5cm, Alexis Gicart commissioned by 51N4E, 2017.

108

A snapshot of the growing dynamics of temporary users in WTC I tower.

23.11.2017 WTC I, sketch, 29,7×42cm, Freek Persyn, 2017.

109

The last three research reports by JLL real estate show the recent developments in Brussels in figures: the increase and subsequent stabilization of vacancy, the increase of co-working places and the importance of mobility.

The Brussels Office Real Estate, reports, 29,7×21cm, JLL Real Estate, 2017 (quarters 3 and 4), 2018 (quarter 1).

110

Transcription of the passage of people who enter the revolving door of Boulevard du Roi Albert II 28–30. A rhythmic analysis, a census that has become a score, interpreted by Matéo Di Leonardo.

5/12/17 WTC.I 08:56–08:59 3MIN11 & 6/12/17 WTC I 16:02–16:05 3min3, sound installation, 15min, soundbox, Mopsa Marciano, in the framework of the transdisciplinary module 'WTC/Vertigo', ENSAV La Cambre, guided by Toma Mubeta Luntumbue, David De Tscharner, Aliénor Debrocq, Anne Masson, 2017.

111

A critical look to the immediate environment of the WTC I building shows the complexity and fragility of the interaction between the building and the public space.

Springweek 2018, fragments out of the presentation of the student workshop in WTC, taught by Wim Cuyvers, KULeuven Faculty of Architecture Campus Sint-Lucas Brussels, 2018.

112

An atlas shows the potential of existing initiatives in the Northern Quarter area in terms of energy, mobility, biodiversity, agriculture, care and circular production in the city.

Atlas for a new future of the Northern Quarter, interactive atlas, 29,7×21cm, Architecture Workroom Brussels, 2018.

113

The wide avenues and large residual spaces in the Manhattan plan provide an ideal backdrop for events.

Morgen betoging non-profit: "Blijf met de auto weg uit Brussel, artikel, deredactie.be, 23/11/2016.

Des milliers de manifestants réunis contre la réforme des pensions: "Le gouvernement sera obligé de nous écouter", article, Le Soir, 19/12/2017.

2,000 jongeren manifesteren in Brussel tegen de GAS-wet, article, Bruzz 16/5/2018.

114

A contemporary look at the generous space imagined by the Manhattanplan. The visionary plan for the Northern Quarter project was based on large avenues and open spaces that are mostly still underutilised today.

Square in front of North Station, image, 40,4×59,4cm, blueback, Filip Dujardin.

115

The North District houses many interesting initiatives. We map which players are present here: who are the owners of the large office complexes? Which organisations have their network here? Who has the decision-making power to effectively change the district? In other words: who owns the city and who

uses it? We map all these owners and users, and investigate potential coalitions between all partners in the North District. By mapping what is present today, the future potential becomes visible.

Towards an inclusive North District, interactive map, 175×118,5cm, blueback, Architecture Workroom Brussels, 2018.

116–130

Delta Atelier
The Delta Atelier is an experiment in the framework of IABR–2018+2020–THE MISSING LINK, that makes it possible to test a new form of exchange and cooperation in the Delta of the Low Lands. The objectives of this exchange are, firstly, the bundling of scattered expertise, breakthroughs and methodologies, and the multiplication of change towards the major transitions. The Atelier consists of a network of Dutch, Flemish and Brussels actors who are active in national or local policy or who are themselves in practice. Through the exchange of knowledge and joint knowledge development, the 45 practices in the Delta Atelier aim to create an action perspective to facilitate a targeted action. At least until 2020, they will be working together on various work programs towards change, to table real results at the biennial in 2020.

The Delta Atelier is an initiative of the International Architecture Biennial Rotterdam and Architecture Workroom Brussels in collaboration with Atelier Rijksbouwmeester and Team Vlaams Bouwmeester.

116

The leporello gathers the insights and ambitions of the Delta Atelier in an illustrated narrative.

Delta Atelier, leporello, paper, 12×29,7cm×42cm, produced in the framework of IABR–2018+2020 –THE MISSING LINK, Architecture Workroom Brussels, 2018.

117–123

The Euro Delta Metropolis – or the area in the river delta of the Meuse, the Scheldt and the Rhine – is one of the most prosperous areas in the world. The different countries and regions in this delta share their rich history, their favourable location on the North Sea and their unique pattern

of settlements. Unlike other major cities such as London, Madrid or Paris, which often consist of a single concentrated centre, since the 12th century, the Euro Delta has been organised as a well connected network of many nearby, smaller and larger urban centres. Today, this 'decentralised metropolis' is facing a number of drastic transitions involving climate, energy, mobility, agriculture and economy. They not only pose a threat, but an opportunity too.

Capitals of the Low Lands, seven flags, 200×200cm, textile, De Lage Landen 2020-2100: een toekomst-verkenning, Architecture Workroom Brussels, 2017.

117

Thanks to their location in the Scheldt, Rhine and Meuse river basin, the Netherlands and Flanders share an exceptionally fertile soil. We owe a diversity of landscapes and cities and a flourishing agricultural sector to that soil. The Low Countries is one of the most productive agricultural areas in the world.

Capital 1 – Fertile soil.

118

The Low Lands are a delta ecosystem with water in abundance, a highly interwoven ecological network and a great potential for renewable energy from the earth, wind and sun.

Capital 2 – Delta ecosystem.

119

The Eurodelta is a connected delta. The Low Lands form a polycentric urban system that is extremely well connected. A strong international network connects us with the rest of the world and a dense and high-quality network of cycle paths, roads, railways, metro, tram and bus lines has created a connected urban system with great accessibility and freedom of movement.

Capital 3 – Connected delta.

120

As a port in Europe, the Netherlands and Flanders have a coherent logistical industrial system with a dense

multimodal transport network and specialised and complementary ports, including the two largest in Europe.

Capital 4 – Port of Europe.

121

The urban landscape complex of the Low Lands is characterised by diverse habitats: a decentralised network of cities, towns and villages, landscapes and regions – each with its own strong cultural identity – with a huge diversity of residential environments, social structures and economies, rooted in the specific development history of the Low Lands.

Capital 5 – Various habitats.

122

The Eurodelta is an innovative delta. The Low Lands form part of one of the most innovative regions in the world, building on a history with cities as refugees for knowledge and research and as a haven for innovative thinking. Today it is evident in a highly educated population, top universities and a high concentration of innovation centres.

Capital 6 – Innovative delta.

123

The decentralised metropolis of the Low Lands is a solidary environment. It does not have the extreme concentration of people and (financial) capital that characterises other large, but central, metropolises. Nevertheless, there is a balanced spatial distribution of income and capital and broad access to education, the labour market and facilities.

Capital 7 – Solidary delta.

124–130

The central question is: can we collectively succeed in redesigning our way of living, working and moving so that the Euro Delta remains a leader in a world of change? What future perspective do we pursue, and which implementation strategy do we need for this? Which actors can make strategic decisions that will act as leverage for much more radical changes?

The left and right panels of the tryptic represent possible futures for

our cities and landscapes after the transitions. They represent a Euro Delta with space for biodiversity and water, a caring environment, a renewable energy landscape, healthy agriculture, (re)productive cities and a new mobility system. The centre panel unravels the choices required to get there. It is a hypothetical and optimistic story for 2020. It forms the background and inspiration for a series of important talks in 2018.

The Construction Sites of the Delta, tryptic, 284cm x 250cm, wood, Architecture Workroom Brussels, 2018.

124

The Euro Delta is one of the best connected regions in the world. Between the many larger and smaller cities and nuclei, 24.5 million people move daily to work, to relax or to live. That mobility is an important condition for our prosperity.

That is why the political leaders of the various administrative units in 2018 opted for a single, high-quality, integrated and cross-border mobility network. They are building new short-cuts and connections at a number of strategic points. Eindhoven is again well connected with Antwerp. Via a public transport smart card, we now travel by bus, train, shared car and bicycle through the entire Euro Delta. The new app makes it possible to coordinate the different modes of public and shared transport into an integrated and complementary network. This leaves us with the obvious choice of leaving our own car much more often.

Fragment 1 – One Transportation System.

125

The many seaports in the Euro Delta operate more and more as a single logistics system, or as a single super port with different access ports. Together, they form the largest port in the world. But the limits of raw materials hang like a thundercloud above our port system, which is mainly focused on the processing and implementation of by-products of the fossil industry, and on long, linear chains. In order not to make the change in mutual competition, but simultaneously, the Port bosses took control together. In 2018, they collectively

set a limit on the scale of the permitted container ships. The stop on the scale enlargement now automatically creates room for a more small-scale and local manufacturing industry that reconnects port and city. The finely meshed inland navigation network will have a new function as a logistics system for the internal circular economy. New production centres and recycling hubs will be given a place along the waterways.

Fragment 2 – Circular Port of Europe.

126

The fertile lands of the Euro Delta produce a diversity of food, but also offer the open space needed to keep the urban and natural system in balance. However, the logistics behind our agriculture have been professionalised and extended to such an extent that a long, fragmented food chain has emerged in which a limited number of purchasing offices or auctions under the pressure of competing supermarkets determine the price of what is on the shelves. For farmers, this means that they only keep 15 to 20% of their yield on average.

To guarantee the survival of our agriculture, food supply and landscapes, cities and municipalities took up a new position in the food chain in 2018. Mayors jointly decided to reserve specific zones in and near the city for local food production and to guarantee access to land for farmers. Those food landscapes became the new city parks. All public meals in large kitchens and collective restaurants in health care and in education, now buy local food. This way, they make the short chain between food production and consumption profitable, strengthen a healthy living environment for city and nature, and revive agriculture as an indispensable part of the urban system.

Fragment 3 – Urban Agricultural Parks.

127

The 'socialization' of care places enormous responsibility on the cities and municipalities. It is expected that a wide range of facilities will be reconnected in the neighbourhoods. The local demand is in contrast with the increase in scale in healthcare,

which is increasingly specialised. This is also reflected in the insurance sector: the greater the support base, the smaller the risk.

In 2018, cities and municipalities signed a pact with (health) insurers and pension funds to tackle the care task in residential areas. Instead of investing in generic real estate products, they now invest in areas of social interaction, facilities and primary care. This benefits the health of the residents of the city, and as a result also the insurer: healthy people have less health-care expenses. The trend is shifting from immediate profit to long-term returns. Space is created for local networks and a more balanced playing field between the big players and small decision makers.

Fragment 4 – Healthy Neighbourhoods.

128

The Euro Delta is the world leader when it comes to 'water engineering'. The Netherlands survives thanks to polder systems. Belgium stares blindly at its sleek coastline. But what we forget while anxiously trying to protect our hard water boundary, is that a delta has a specific consistency and dynamism. The water doesn't stop at the coast; our soils are permeated by it. We live on one big sponge. And it doesn't take administrative boundaries into account.

Therefore, in 2018, knowledge parties, economic players and governments gathered in water boards to make the preservation of the sponge effect an international strategic investment project. The enormous buffer issue was tackled, both along our shared coast and inland. From now on, the sponge will have a place in our daily lives. This not only provides a safer living environment, but also a richer, healthier soil and biodiversity.

Fragment 5 – Water-land-scapes.

129

The different countries and regions of the Euro delta – the Netherlands, Flanders, Wallonia, Brussels, Nord-Pas-de-Calais and North Rhine-Westphalia – share one and the same decentralised urban system. Reason enough to make the

cooperation more concrete and to expand on it. In 2018, the leaders of the Euro Delta countries decided to elevate bilateral contacts into a structural coalition. They drew up a plan to define what would be required to realise the Sustainable Development Goals towards 2020. The agreement went beyond mere protocol; the major political leaders of the Euro Delta committed themselves to make their ambitious visions a reality. They now take up positions jointly at European level, involving agriculture, energy and water policy, based on the shared specificity of their own delta. Thus, they pave the way for the targeted realization of the major global transitions in the Euro Delta.

Fragment 6 – Delta Partnership.

130

It does not seem obvious to achieve the goals in terms of climate, ecology and mobility. The many experiments do not add up to a radical change. We need a shared method to multiply projects. We need the space and time to be free to think and to meet each other. We need support to coordinate area coalitions and policies. In 2018, the governments of various cities and countries decided to create a new network. They realised that everyone had to come on board to make a cultural change. They facilitated platforms at different locations where space and the big transitions are brought together. They linked them to existing and new cultural events. This made difficult changes imaginable, and created room for dialogue with a broad public. We now see how the concepts begin to work. The network of free spaces in the various countries together form a learning and development platform. As a kind of incubator, this platform bundles and unlocks knowledge and insights, and supports social actors in the step from placing the issue on the agenda, to actually launching it on the ground, and from individual projects to multiplication programs. Thus, governments get a grip to initiate transformations in many places at the same time, which in turn lead to a real change. The advancing insights are shown every two years during a joint Bienial. This grows into a measuring and exchange instrument: govern-

ments review their policies and realizations every two years against the collective objectives and the social debate.

Fragment 7 – The Possibility Machine.

🔊 13. Industry
More than a shopping centre, the city is the breeding ground for industries.

131–138

Productive Brussels

Industry has been systematically pulled away or pushed away from our cities over the past decades. More and more space for economic and industrial activity is being transformed into a residential area. As a result, cities are becoming increasingly consumer-oriented places, where only housing and the services sector still find a place.

The exhibition A Good City Has Industry at BOZAR, organised in the context of the IABR–2016–The Next Economy, showed that the debate around the productive city is increasingly on the public and political agenda. From the many seminars, debates, round tables and workshops that have been set up around this theme in recent years, it appeared that spaces and buildings for industry in the city are a necessary condition for a diverse and inclusive economy and city.

Design research and beautiful achievements in the field, including along the canal in Brussels, also prove that it is possible. The return of the manufacturing economy and the circular economy to the city creates opportunities to build healthy and resilient cities. But government and developers are having a hard time grasping the wishes and needs of the urban economy and industry of the future. This requires a direct discussion with the companies that are already there, and especially with the entrepreneurs who want to pioneer new forms of urban economy.

With the Canal Plan, the Brussels Region has already introduced an innovative approach that aims to raise the current and planned projects in the home-work fabric to the highest quality level, within a coherent development framework. In the Brussels North-Brabant area, BUDA+ brings managers together around the Buda scale model, an industrial district on the border of Brussels, Vilvoorde and Machelen. The objectives are to outline a shared picture of a possible future for Buda, and to elicit new collaborations that will soon lead to realisations on site.

The Canal Plan is a collaboration between perspective.brussels, the Urban Development Corporation, Brussels Planning and Heritage and the team of bouwmeester-maîtrearchitecte in the Brussels Capital Region.

BUDA+ is a collaboration between the academic project Cities of Making, the Ma-SteR Urbanism and Spatial Planning (VUB), the policy trajectory T.O.P Noordrand.*

131

An important part of the economy is not located in industrial areas but is spread out in the neighbourhoods of the city. Necessary conditions for urban development and economic policy are the visualization of the diversity of types and scales of economic activities for starters, and the understanding of the associated evolutions and dynamics. The map provides a detailed inventory of economic activity in Brussels, much more sophisticated than the rough categorisation of classic zoning plans. This shows that there is still a lot of industry in Brussels, especially in the canal zone. The diversity of activities, sectors and scales is also striking.

Cartography urban economy, Department of Environment and Architecture Workroom Brussels (Sources: Brussels Planningsbureau (BPB), Plan Régional d’Affectation du sol, UrbIS 2, 2015; Brugis. brussels; NGI/IGN, Belgium latest – landuse – roads – railways, 2015; GDI-Vlaanderen, Bedrijventerreinen, 2014), version October 2016.

132–133

This series of scale models cover the work of the students of the Urban Design Studio of the VUB Mas-SteR* in Urban Design and Spatial Planning. They worked on a specific site within a specific sector involving the productive activities of Buda, an industrial business site in the North of Brussels.

Scale models, students Ma-SteR in Urban Design and Spatial Planning (VUB) with teachers Fabio Vanin, Griet Juwet and Diego Luna, 2018.*

132

How do we optimise the various sites of (de)construction company Dekempeneer NV? This project

proposes to reduce costs and gain space for the company of the future, by testing design strategies, such as more compact stacking and bunkering of building materials. In this enterprise, the tackling of obstacles such as the soil contamination of the site and the presence of waste, becomes part of the solution.

Dekempeneer – Stacking, bunkering, compacting – how to optimise sites of (de)construction companies, Lien Dewit, Katja Clasyn.

133

The case study tests a redevelopment model for abandoned industrial infrastructure located along residential areas into a hybrid knowledge and business centre. Inspired by the building typology of social economy companies, the Buda Campus proposes an alternative that responds to the high unemployment figures among the youth.

Renault – Towards a hybrid education and business centre, Ward Joppen, Younes Rifaad.

134

Within the framework of the International Architecture Biennale Rotterdam IABR–2016–The Next Economy, the IABR, together with Architecture Workroom Brussels, has set up a partnership with Flemish and Brussels actors. The Atelier Brussels objective The Productive Metropolis is to better coordinate the organization of the space for productive activities in the metropolitan area of the capital to the changing economy. Atelier master Mark Brearley explores the Brussels area in this video.

Atelier Brussels Productive Metropolis, video, Storyrunner, 2016.

135

The Canal Plan is an instrument of the Brussels-Capital Region to revitalise the industrial neighbourhoods around the canal. It supports existing economic and industrial activities, strengthens public spaces, creates new homes and stimulates a mix of functions and population groups. In particular, the video emphasises the innovative nature of the approach and the manage-

ment of urban development as a collaboration between perspective.brussels, the Society for Urban Design, Brussels Urbanism and Heritage and the bouwmeester-maîtrearchitecte team. The overview map of the bouwmeester-maîtrearchitecte team brings current and planned realizations together with exploratory design research, as a quality framework and a negotiation bar for the project owners.

Case Study Brussels, video, Ten years Leipzig Charter, EUKN, 2017.

136

The concrete plant Inter-Beton is located in the Brussels canal zone, one of the most dynamic places in the city as an example of post-industrial reconversion, where residential and economic actors negotiate their place in the city. In order to continue as a concrete plant in the city centre of Brussels, Inter-Beton and the Brussels bouwmeestermaîtrearchitecte have drawn up a design competition for improved urban integration. A large awning above the work area controls sound and dust. It is supported on pieces of concrete block wall that are made with daily remains of returning concrete trucks. The awning is designed with a thickness of one building layer to make the large span possible, but it also offers space for the administrative functions. At the other end, the canopy floats above the public pavement. A spiral staircase marks the entrance to a public function in the awning.

Inter-Beton, collage and model, BC Architects and Studies, 2017.

137

An urban economy cannot exist without spaces that are larger, higher and wider than standard. Because urban projects are usually designed customised as homes, they rarely offer room for real production activities. That is why we have to reverse the logic: by designing urban renewal tailored to work spaces, the city makes way for housing and employment. The designers formulate scenarios that create opportunities for large-scale production and manufacturing economics, around which

homes are subsequently arranged and connected. Central to the site is a transparent hall that opens onto the park. *The Work Palace* offers shared space for residents, makers and entrepreneurs. It gives the manufacturing industry a prominent place in the daily life of a new district.

The Work Palace, Biestebroek Anderlecht, model design research, Atelier Brussels The Productive Metropolis, plusoffice architects and WRKSHP Collectif, 2016.

138

Explorations on the combination of productive economy and housing also occur in private real estate development. After the architectural competition ‘Urbanities’, launched by the Brussels State Architect (bouwmeestermaîtrearchitecte), the plans are ready for the construction of a complex of 62,500 m² of homes and 15,000 m² of space for production activities on a plot along the Biestebroekdock. The project is located in an enterprise area in an urban environment (OGSO), which has the important characteristic that different functions come together. In this case it is a pedestal with production activities and above that floors for houses. The indoor production chain is considered the heart of the activities in the block of streets. The production areas around the courtyard are flexible and modular and are accessible to pedestrians around the entire block of streets. The inner street is lined with trees and provides the pedestrian distribution between the houses and the activities on both sides of it. The quality of the houses is enhanced because they all have an unobstructed view, either on the canal or on the future park.

Making a/+ Living, Biestebroek, collages, blueback, MSA, B2AI and plusoffice architects, 2018.

- 14. Housing
Generous shared spaces and services define the quality of compact living.

139–143

Affordable Densification In Flanders, more and more apartments are being built in recent years, while the share of land-based newly built homes is falling sharply. The increase in scale of

housing construction could be positive in itself because it leads to densification. Nevertheless, the supply on the housing market remains too one-sided, it hardly explores the potential of collective living and the quality of the houses often disappoints. Moreover, the densification is still not selective enough, so that there is a little densification everywhere. In addition, living has become unaffordable for an ever-larger group of people. We investigate how we can use the need for affordable housing as leverage for quality densification at strategic locations in our cities and villages. New instruments are needed, more specifically to introduce alternative forms of (public or otherwise) commissioning and ownership, such as housing cooperatives, Baugruppen, Community Land Trusts, and so on. In the learning trajectory, we want to link international expertise to local questions and ambitions, bring existing initiatives together and focus on the role and responsibilities of the housing policy at a Flemish and local level.

Affordable Densification is an initiative of Team Vlaams Bouwmeester, the project team ‘Slim Wonen en Leven’ and Architecture Workroom Brussels. Preparatory research by design by Bovenbouw – Labo S – Orientes, De Smet Vermeulen architecten and Schenk Hattori Architecture Atelier. Commissioned by Team Vlaams Bouwmeester, in the framework of IABR–2018+2020–THE MISSING LINK.

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How much does a new apartment cost, and what factors influence the price? Is affordable living always smaller living and should you rather buy a custom house, or a house anticipating growth? Is renting cheaper than paying off a loan, and can you combine the advantages of buying and renting? Which costs can be borne collectively, and won't you save most by sharing a home? We show calculation examples for homes of 60, 75, 90, 105 and 120 square meters.

Affordability, window display, 200×150cm, De Smet Vermeulen architecten.

140

By 2040, Flanders no longer wants to develop on open space. For the first time since the 1970s, govern-

ments encourage the construction of large apartment blocks, but how do you design a building with a hundred dwellings? Do residential towers strengthen the capsular society – driving your car into the garage, and heading up with the lift – or are there opportunities for collectivity? And can you really set up an apartment to your liking? We show the freedom of residents in a repetitive framework, and we compare the way in which designers depict the collective spaces in a residential building. We rely almost exclusively on shops for the vibrancy on our streets, although retail space is declining. If we want to preserve the dynamic street life, buildings need a new kind of ground floor. If gardens are provided in the ground floor design, there will be more possibilities and the ground floor can be used for the service economy or as collective living spaces.

Collectivity and street life, scale model, 45cm × 60cm, De Smet Vermeulen architecten, 2018.

141–143

This design research examines the ideal densified village in the Flemish landscape. An extensive analysis provides insight into the typological qualities of the Flemish village structure, both in terms of collective space and housing. In the past, economy, society and space have always been catalysts for an evolution towards inventive qualitative in-between spaces. This research aims at such moments of evolution by applying typological puzzle pieces that provide a new kind of public space, specific to the village.

The ideally densified village in the Flemish landscape, scale models and drawings, Schenk Hattori Architecture Atelier.

141

The triptych of scale model, village vedute and plan documents the properties of “Ensemble 1”. A connecting piece that interprets the recognizable typology of the Flemish allotment. Like all other houses, this building also faces the street. But this hybrid figure is evolving towards the undeveloped inner area, into a park-home. The long shapes are objects, but at the same time also edges. Their specific village ambitions require a very inventive plan. A supporting skeleton that can

grow infinitely, vertically and horizontally, in which community, care and residential functions coexist. A step towards cooperative living?

Ensemble 1, Schenk Hattori Architecture Atelier.

142

The triptych of scale model, village vedute and plan documents the properties of “Ensemble 2”. A typological connecting piece that builds on the fermette objects. The existing volume is seen as an opportunity and is enlarged to a new space that is perceived as qualitative. The houses themselves are built in an intertwined spatial composition, so the resident is allowed both privacy and the overview of all directions, and the overview of the landscape.

Ensemble 2, Schenk Hattori Architecture Atelier.

143

The triptych of scale model, village vedute and plan documents the properties of “Ensemble 3”. A connecting piece that interprets the recognizable typology of the village house. A form of living that has access to the ground level and offers a view in all directions. A structure fit for an ensemble, with both homogeneous housing estates, as well as bridges, motorways and railways. It commemorates the other elements of a village and thus turns anonymous infrastructural fragments into high-quality collective places.

Ensemble 3, Schenk Hattori Architecture Atelier.

🔊 15. Fragments
De-hardening sprawl makes way for living amidst productive landscapes.

144–149
De-concreting as Development
A sustainable living environment does not consume even more open space, but is focused on the densification of the already built-up area. In addition, there is also a need for de-concreting: scrapping, clearing, de-tangling and breaking down in places where development is not desirable, but where water buffering, energy or food production take place. However,

de-concreting implies another development logic. There is a clear business model for densification, but there is no clear financial framework or policy vision for ‘removal’. It requires new economic, legal and fiscal logics. We can only develop these by testing, by learning while doing.

We are launching a call to local actors to outline this new framework together and to map the diversity of potential profits. We involve local authorities – who are the ultimate target group – in the call from the beginning. After the summer, we launch a second call for concrete proposals, addressed to cities and municipalities, but also to landowners, associations and citizens. Together with experts and designers, we will focus on the ambitions of the selected proposals in the autumn, so that the first impulse projects can start in 2019.

The expertise we will gain in the process can also flow back efficiently to policy through ‘learning by doing’, so that a framework is created for meaningful de-concreting at various locations in Flanders and beyond.

De-concreting as Development is an initiative of the Departement Omgeving supported by the expert pool consisting of Michiel Dehaene (UGhent), Freek Persyn (51N4E) and Joachim Declerck (Architecture Workroom Brussels).

144–146
Recollecting Landscapes is a photography project in which photographers each time recorded the same locations in the Flemish landscape during the years 1904, 1980, 2004 and 2014. What began more than a century ago as a didactic project in botany, is today a wealth of information about Flanders’ urban growth. The landscape that we take for granted today is strongly constructed, as the photos show.

Recollecting Landscapes, three photo series, 84,1cm x 118,9cm, blueback, University Library Ghent and Labo S (Department of Architecture and Urban Planning) Ghent University, photography: 1904 Jean Massart, 1980 Georges Charlier and Botanic Garden Meise, 2004 Jan Kempenaers, 2014 Michiel De Cleene.

144

In 1904, Jean Massart portrayed the landscape of Klemskerke from the inner dune edge. The area

was not yet influenced by tourism at that time, but over the years it was increasingly dominated by different forms of coastal holiday bungalows and recreation. The last photos are taken from the Royal Ostend Golf Club. The recently planted silverleaf poplars serve as a visual buffer between the golf players and the holiday infrastructure.

Klemskerke, Driftweg, 51°50'42"NB, 02°58'37"OL, Recollecting Landscapes.

145

The second series starts with one of the last oyster beds in the country, bordered by large poplars. The Nieuwpoort landscape, however, was completely destroyed in the First World War. Later the area was raised to make way for a marina, still visible in the background of Jan Kempenaers’ photograph in 2004. The port activities are further advancing and completely masking the view.

Nieuwpoort, 51°08'16"NB, 02°35'08"OL, Recollecting Landscapes.

146

A long gravel road offers a view of the church tower of Wetteren and is flanked by tree growers. Over the years the street grows into a widened, straightened and concreted road, this time flanked by ribbon development. But the most drastic change took place in the last decade: the tree nursery was sold and made room for an allotment with single-family homes. Especially the apartment blocks on the left stand out. They are a good example of the ‘disintegration’ that is on the rise in these ageing regions.

Wetteren, Oordegemsesteenweg, 50°59'42"NB, 03°53'17"OL, Recollecting Landscapes.

147

According to the most recent figures, Flanders is one of the leaders in hardening in Europe. Flanders only lets Malta, a rock in the sea with 33% surfacing, lead. Belgium and the Netherlands complete the top three. But if we would add the 32% of Flanders to the 40% of Brussels, this region will take away

the dubious prize. Flanders owes this position mainly to its dispersed urbanization model, which developed strongly in the second half of the 20th century, and the associated mobility network.

Flanders, most paved surface of Europe, map, 320cm x 180cm, textile, Architecture Workroom Brussels, 2018. Based on Hans Leinfelder (Knack, 03/09/2017), Thomas Verbeke (Knack, 19/04/2017), Large Reference File (AgiV), Corine Land Cover (European Environment Agency) and LUCAS, Land Use / Cover Area frame Survey 2012 (Eurostat).

148

Although the Flanders Spatial Policy Plan (BRV) will introduce an, in popular terms ‘concrete stop’, it will only be able to legally limit the further consumption of open space in 2040. Experts are convinced, however, that this long future horizon will paradoxically lead to more intake of open space. Within the development logic, the reasoning is as follows: let us now build quickly, before it is no longer possible. However, if we would see de-concreting and densification as a whole, we literally create more space than foreseen. Development dynamics are no longer dominated by expansion, but by a balance between reconversion, densification and de-concreting.

Flanders, most paved surface of Europe, map, 320cm x 180cm, textile, Architecture Workroom Brussels, 2018. Based on Hans Leinfelder (Knack, 03/09/2017), Thomas Verbeke (Knack, 19/04/2017), Large Reference

149–156
IABR–Atelier Oost-Vlaams Kerngebied
The Oost-Vlaams Kerngebied (Eastern Flemish Core Area) is a network of cities and municipalities in the conurbation around Ghent. The population is expected to grow by 15 to 25 percent by 2050. This demographic growth puts a lot of pressure on the region. But we can also use growth as an opportunity to literally and figuratively make way for the major challenges concerning ecosystems, climate, energy, water, open space, housing, economy and mobility. During initial exploratory workshops,

Studio 018 Paola Viganò created a series of inspiring future scenarios for the region. The future images serve as a starting point for work sessions and debates in which we, along with supra-local administrations, Flemish agencies, knowledge institutions and various stakeholders, want to build a concrete work agenda for the region. But we also want to test and do it immediately. That’s why, in addition to the work sessions in WTC I, we are also working in Eeklo, Lievegem and Merelbeke, where we work in co-creation with citizens and local stakeholders on answers to specific challenges for the Eastern Flemish Core Area.

The IABR–Atelier Oost-Vlaams Kerngebied is a collaboration between the province of East Flanders and the International Architecture Biennale Rotterdam.

149

The leporello gathers the insights and ambitions of the IABR–Atelier Oost-Vlaams Kerngebied in an illustrated narrative.

IABR–Atelier Oost-Vlaams Kerngebied, leporello, paper, 12 x 29,7cm x 42cm, produced in the framework of IABR–2018+2020 –THE MISSING LINK, Architecture Workroom Brussels, 2018.

150

This atlas of the IABR–Atelier Eastern Flemish Core Area describes in part one how the region functions today, and which opportunities and challenges arise based on three thematic pillars. In part two, four characteristic aspects of the region are dealt with – the soil, water and railway infrastructure, spread out buildings and traditional landscapes – and challenges and opportunities are named. The last part represents radical futures by developing three scenarios to a climate-neutral region for 2050. They feed the discussion as to what direction the Atelier wants to move in, and how current actions relate to these long-term trajectories.

Atlas of the IABR–Atelier Eastern Flemish Core Area, 45cm x 59,5cm, Studio 018 Paola Viganò and Architecture Workroom Brussels in the context of IABR–Atelier Eastern Flemish Core Area, 2018.

151–53
Three extreme future scenarios or pathways to a climate-neutral 2050 for the Eastern Flemish Core Area are mapped.

Scenario maps, three maps, 70 x 70cm, Studio 018 Paola Viganò and Architecture Workroom Brussels in the framework of IABR–Atelier Eastern Flemish Core Area, 2018.

151

Economic growth has continued. There is more production and more consumption. In order to preserve the way of life we enjoy today, and simultaneously achieving climate neutrality, maximum efforts went into technological developments with the aim of closing the cycles, both in terms of energy and materials. Energy structures and nodes provide the backbone for spatial development. Major investments in a regional network of high-quality, electric public transport offer an answer to the increase in the number of trips. Land use has also been drastically changed and adjusted to soil fertility.

Cradle-to-cradle scenario.

152

To achieve climate neutrality, production and consumption are deliberately limited. That means more sustainability in many areas. Products have a longer lifespan. Repairing is once again an important source of work. The focus on short cycles has reduced travelling and led to recycling of the current residential strips and allotments to ‘new commons’, local living and working communities that are less dependent on supra-local and global processes. These new, small-scale villages therefore have something of everything: agriculture, forest, small manufacturing industry, health care and so on. Local coexistence and reciprocity have become key concepts in daily life.

Degrowth scenario.

153

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more sustainability in many areas. Products have a longer lifespan. Repairing is once again an important source of work. The focus on short cycles has reduced travelling and led to recycling of the current residential strips and allotments to 'new commons', local living and working communities that are less dependent on supra-local and global processes. These new, small-scale villages therefore have something of everything: agriculture, forest, small manufacturing industry, health care and so on. Local co-existence and reciprocity have become key concepts in daily life.

Deep ecology scenario.

154–156

Today, the Ghent Coal Terminal is located in the Ghent Canal zone. This site of 85 ha is used to store and treat coal and petroleum coke for electricity production. In an energy-neutral 2050, these grey energy sources will no longer be used. This means that places like the Ghent Coal Terminal will be re-appropriated. It is therefore a crucial place of transformation for the port. Based on three future scenarios – cradle-to-cradle, degrowth and deep ecology – three models show what the Ghent Coal Terminal can look like in 2050.

Three zooms for three scenarios, three models, 45cm x 45cm, Studio 018 Paola Viganò and Architecture Workroom Brussels in the framework of the IABR–Atelier Oost-Vlaams-Kerngebied, 2018.

154

The terminal has become a place for sustainable energy production. To close the energy cycles as short as possible, homes, facilities and compatible production units have also been organised at this location.

Cradle-to-cradle scenario.

155

The nearby hamlet of Desteldonk is expanding with a combination of housing, agriculture, local production and facilities, and a station. It is a full-fledged core and a hub along the harbour.

Degrowth scenario.

156

The nature reserves along the harbour break through to the water. The new production methods in the area are based on natural, cyclic systems.

Deep ecology scenario.

157-158

Re-allotment Projects

The Flemish allotment eagerness not only ensured that living in Flanders, in contrast to other countries, remained relatively affordable. It also came with high social costs. The scattered housing devours space, eats energy and is one of the main causes of our mobility problems. Yet there are a lot of allotted districts that are well located and easily accessible, often on the outskirts or in the 20th century belt of the city. We can transform these neighbourhoods, used purely as living space today, into fully-fledged and well-functioning urban areas where the necessary facilities are available.

In the coming months, we will bring various local actors together with experts, real estate players and policy makers. We will map out the diversity of allotments, identify possible spatial scenarios and develop new legal and financial instruments. Based on the work sessions, we will launch a call for Reallocation projects in the autumn of 2018. The objective is to support some fifteen local authorities for a few years as from 2019, in order to initiate the strategic transformation and redevelopment of allotments. To this we will link a learning environment, so we can also use the lessons we draw from the test sites in other cities.

The transformation of allotted neighbourhoods is a recurring challenge that almost all cities and villages in Flanders are facing. If we can roll out the experience and expertise gained on a large scale, we can make a significant difference in the further urbanisation and sustainability of Flanders.

The Re-allotment Projects are an initiative of the Departement Omgeving, Kenniscentrum voor Vlaamse Steden, Team Vlaams Bouwmeester and Architecture Workroom Brussels. Preparatory research by design by Bovenbouw–Labo S–Orientes, De Smet Vermeulen architects and Schenk Hattori Architecture. Commissioned by the Vlaams Bouwmeester, in the context of IABR–2018+2020– THE MISSING LINK.

157

The proclaimed “concrete stop” puts pressure on already built-up areas. Energy consuming housing estates filled with baby boom bungalows occupy the Wondelgem landscape. This urbanised landscape is saturated, because everything is parcelled out, but the density is low at ten houses per hectare because of the huge amount of worthless residual space. This research illustrates how the density of the area can be multiplied organically applying a system of spacing rules and compact collective living forms. A fiscal structure ensures a balance between densification and environmental quality.

Verkavelingen, scale model, front side, 240cm x 120cm x 50cm, Bovenbouw Architectuur, Labo S, Orientes, 2018.

158

Wondelgem has today a density of 10 dwellings per ha. This research shows what spatial strategies enable the transformation of the area to a density of 25 dwellings per ha, but also how these strategies generate new qualities. An example: the simple separation of public access roads and private pathways allows a sequence of collective gardens and attractive public space.

Verkavelingen, scale model, back side, 240cm x 120cm x 50cm, Bovenbouw Architectuur, Labo S, Orientes, 2018.

159–160

Metropolitan Landscapes Brussels

The administrative reality of Brussels and its outskirts is a complex tangle of powers, sectors, scale levels and political contradictions. However, the ecosystem of open space does not abide by any administrative boundaries. The transition between city and landscape is a diffuse area. It is located in the so-called 20th-century belt and consists of a collection of residential areas, industrial zones and an oversized road infrastructure without planning, often with excessive energy, space and resource consumption. But it is in this transitional zone where many urban and landscape qualities can still be gained. This is where we can take care of the need for new housing within

new urban projects, without constant parcelling out and consuming open space. We can make room for food production, nature, recreation, climate control and water buffering.

In the coming months, we will work together on an analysis and a shared agenda to address at least three missing links. The first is that between large continuous landscapes, such as the Sonian Forest or the Senne Valley, and the smaller scale of concrete projects and investments. Secondly, we break the sectoral divisions between the management and the design of open spaces: soil, water and nature management, agriculture and park construction are not often enough each other's allies. Finally, we are working on new forms of cooperation and a new set of instruments that enable us to steer development.

Metropolitan Landscapes Brussels is an initiative of perspective.brussels, bouwmeestermaîtrearchitecte, Brussels Environment, Departement Omgeving, Team Vlaams Bouwmeester and the Provincie Vlaams-Brabant, in collaboration with MetroLab and Architecture Workroom Brussels.

159

The map provides an overview of potential Metropolitan Landscapes project areas: connected landscape structures that are potentially the contemporary counterparts of the urban square in the city.

A non-exhaustive overview of the Metropolitan Landscapes of Brussels, map, Bureau Bas Smets & LIST architecture & Urbanism, 2016. The Metropolitan Landscapes study was carried out within the framework of LABO RUIJTE, commissioned by Team Vlaams Bouwmeester, bouwmeestermaîtrearchitecte, Vlaamse Landmaatschappij, Brussels Environment, perspective.brussels and Departement Omgeving, and Agentschap Natuur en Bos.

160

The landscape plays a key role in the process of urbanization of the Brussels Metropolis. The landscape connects nature, culture, space, raw materials through various scales, and it acts as a leverage for sustainability. A clear structure of the landscape is legible on the large scale, across the regional borders. It is therefore also guiding for the organ-

ization of the area. Landscape qualities are also important on a project scale and are contained in local regulations. But an intermediate scale is missing. The Bordet-Woluweveld case study exposes this.

Cartographic exploration case study Bordet-Woluweveld, Metro-Lab and Architecture Workroom Brussels, 2018.

16. Energy

The energy transition redesigns our houses, neighbourhoods and cities.

161–166

IABR–Atelier Rotterdam

The International Architecture Biennial Rotterdam–Atelier Rotterdam doesn't only seize the energy transition that the city and the port face for ecological gains, but also for a more inclusive urban development and thus social profit. The energy transition is also the driving force to make the city more resilient and inclusive at a district and public scale: energy transition as inclusive urban project.

With the energy transition as a specific challenge, the IABR–Atelier Rotterdam tests new methods for inclusive urban development and, at the same time, develops concrete spatial proposals with the ultimate goal of realizing them. On the scale of buildings, investigation has been done as to which new types of collective housing are possible for the energy transition. At a district level, all players and parties involved will start working in two neighbourhoods in Rotterdam. There, they examine how the energy transition can be realized step by step and what a collective strategy with a broad societal agenda for a new Energy District could be.

The IABR platform was mainly used in 2018 to present and exchange expertise and knowledge, and to actively involve partners and actors from the city, region and beyond in shared knowledge development. The final results are presented at the edition of 2020; followed by the implementation.

IABR–Atelier Rotterdam: Energy transition, active since 2013, is a collaboration between the International Architecture Biennial Rotterdam and the municipality of Rotterdam (Urban Development and Resilient Rotterdam), under final responsibility of the IABR-president George Brugemans. Atelier master of the energy transition project of the Atelier (2017 – 2020) is Joachim

Declerck (Architecture Workroom Brussels and Curator Team member IABR–2018+2020–THE MISSING LINK).

161-164

Many residential buildings are still being designed today without any notion of climate and energy principles, and then made 'sustainable' with an accumulation of technical interventions. The link between technical energy knowledge and design expertise is necessary to make the energy transition successful. The knowledge that Civic has in the framework of the IABR–Atelier Rotterdam has been tested and visualized in design studies for two types of collective housing in Rotterdam, which can accelerate the energy transition and thereby also create spatial and user quality. This not only makes the energy transition a technical challenge, but also the key to a better city.

161

The leporello gathers the insights and ambitions of New Building Typologies for the Energy Transition in an illustrated narrative.

New Building Typologies for the Energy Transition, leporello, paper, 8 x 29,7cm x 42cm, produced in the framework of IABR–2018+2020–THE MISSING LINK, 2018.

162

The knowledge to design energy-efficient, comfortable and architecturally attractive homes is already there, but is fragmented among different experts and knowledge areas. The Energy & Architecture Lexicon unlocks this existing knowledge through an overview of design building blocks that collectively result in higher energy performance, a comfortable indoor climate and better architecture. The lexicon explores the energy transition based on the context and main form of the building, the configuration of the programme and the floor plan, the interior and the building hull. The lexicon is a beta version. It is a first step, which is an invitation to everyone to build up knowledge together.

Lexicon Energy & Architecture, book, 132 pages, Civic architects, advice by Christa de Vaan (energy engineer, ARUP), Andy

van den Dobbelsteen (professor Climate Design & Sustainability), Tim Habraken (Associate Director Sustainability CBRE), International Architecture Biennial Rotterdam/ Municipality of Rotterdam, 2018.

163

Scale model and diagrams of three typological design explorations for the energy-efficient design of a new tower in the Rotterdam Central District. This is a highly urbanised location with a lot of high-rise buildings at the central station of Rotterdam, containing a mix of homes and offices. The numbers in the drawing refer to the principles in the lexicon.

New Rotterdam Central District tower structure, print, 59,4 × 84,1cm, Civic architects, for IABR-Atelier Rotterdam, 2018.

New Rotterdam Central District tower structure, model, 1:40, Civic architects, executed by design studio Woudstra & Adam Scales, for IABR-Atelier Rotterdam, 2018.

164

Scale model and diagrams of three typological design studies for the energy-efficient renovation of a typical post-war apartment block of a housing corporation in the Rotterdam district of Bospolder-Tussendijken. This district needs more varied, collective and qualitative living spaces. The numbers in the drawing refer to the principles in the lexicon.

Renovation of apartment block Gijsingflats, print, 59,4 × 84,1cm, Civic architects, for IABR-Atelier Rotterdam, 2018.

Renovation of apartment block Gijsingflats, model, 1:40, Civic architects, executed by design studio Woudstra & Adam Scales, for IABR-Atelier Rotterdam, 2018.

165

The IABR-Atelier Rotterdam is working through research projects on the implementation of insights and step-by-step securing of acquired knowledge in a broader learning and work program with various players and policy mak-

ers in the city. The Atelier spans two biennial editions. It works towards implementing concrete spatial proposals. In addition, it wants to develop a concrete action perspective and a new set of tools for a form of urban development that helps to realise the major transitions.

The leporello gathers the insights and ambitions of Designing for an Action Perspective for the Energy Transition in an illustrated narrative.

Designing for an Action Perspective for the Energy Transition, leporello, paper, 1 × 29,7cm × 42cm, produced in the framework of IABR-2018+2020-THE MISSING LINK, 2018.

166

Bospolder-Tussendijken is a complex neighbourhood with major social challenges, including high unemployment. Many residents are relatively poor and there is an increase in energy shortage. At the same time, the district is bursting with social dynamism and local initiative. In an alliance with the HavenSteder housing corporation, the municipality of Rotterdam and the Delfshaven Cooperative Association, the IABR develops and tests how the energy transition can also be used for the broad social objectives and concrete challenges in the neighbourhood.

The leporello gathers the insights and ambitions of Bospolder-Tussendijken as an Energy District in an illustrated narrative.

Bospolder-Tussendijken as an Energy District, leporello, paper, 11 × 29,7cm × 42cm, produced in the framework of IABR-2018+2020-THE MISSING LINK, 2018. Photos: Frank Hanswijk

167-169

Climate Districts

If we want to meet the predetermined climate goals, we can make significant changes through a large-scale transformation of the existing residential areas in our cities and villages. However, they are often energy and water guzzlers. In the Pilot Projects Climate Districts, we want to investigate and test how we can do this in a collective way and on the scale of an entire building block or even a whole residential area. Collective renovation, collective energy production and collective heating not only lead to

significant cost savings, but also and above all, to a huge reduction in energy consumption. A collective approach also creates many other opportunities that are favourable for the climate, such as densification, more compact living, sharing spaces, giving space to water and natural water purification or facilitating alternative transport modes.

This complex holistic approach presents us with spatial and energy issues, but also with legal, financial, legislative and social questions.

We bring various urban actors (local authorities, project developers, energy companies, citizen cooperatives, etc.) together around the table. Once we have compiled a coalition of the willing, we can proceed to action on the ground. With the Pilot projects, we link the actual realization of a number of demonstration projects to a learning trajectory for fine-tuning the regular policy for renewable energy and spatial planning framework. If we can realise the Climate Districts on a large scale and in many places at the same time, this will offer enormous leverage in the transition to renewable energy.

The Pilot Projects Climate Districts are an initiative of Team Vlaams Bouwmeester, Departement Omgeving and the Vlaams Energieagentschap.

167-169

The images and scale models show a landscape in transition. The existing heritage is rendered sustainable and transformed into Climate Districts. The image of the future shows that energy transition is something we can embrace. Very peculiar spatial qualities emerge.

Models for Climate Districts Act I, Act II and Act III, three scale models, 80 × 80cm, three collages, 50 × 30cm, blueback, Joris Kerremans, Stan Auwers in cooperation with Labo A, Ghent University, Blaf architects, Bureau Bouwtechniek, 2018.

167

We bring the existing 19th and 20th century residential heritage together around a communal park garden. We give space to water once again. An 'open sewer' purifies domestic waste water in a natural way. We can use the unused underground sewage system for other purposes, such as energy extraction.

Models for Climate Districts, Act I.

168

Proximity of functions allows for exchange. A cascade of energy and water consumption is created in an urban ensemble with a diverse mix of programs. Houses, production sites, offices and even farms (re)use each other's residual heat and waste water.

Models for Climate Districts, Act II.

169

An urban park on the outskirts of the city is criss-crossed by all kinds of visible infrastructures: a bridge, tubes and pipes, a large water tank. Unlike fossil fuels, whose generation is largely hidden from view, renewable energy will once again be prominently present in the landscape. Our landscapes become real energy landscapes. The chimney is a relic from the fossil fuel era.

Models for Climate Districts, Act III.

170

The publication Energy & Space was the first to translate the impact of the energy transition on our cities and our landscape in a national perspective. Vereniging Deltametropool developed a coherent image for the whole of the Netherlands in cooperation with the relevant design agencies. How can that national perspective be operationalised? How can energy regions that each have their own individual energy strategy worked out – or being worked out – be connected? Not every region has the same production capacity. Conversely, some regions consume more energy than others. By linking the various energy regions together in a super grid, they can efficiently redistribute their surpluses and shortages. If we also organise these coalitions on a European scale, we can deal with seasonal or climatic fluctuations in energy demand and supply and guarantee energy security for every European energy region.

Energy and Space: the regional perspectives, map, 84,1 × 59,4 cm, Vereniging Deltametropool, 2017.

🕒 17. Circular city harbours
The seeds of a circular economy grow where city meets harbour.

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IABR-Test Site M4H+

There are many challenges in the M4H area and the urban residential areas around it. Energy transition and social issues inevitably come together with issues around the circular economy, the (small) manufacturing industry, food and water management. One of the largest fruit ports in the world was once located in the Merwe-Vierhavens area. Now this zone is undergoing a step by step transformation into a completely new living and working area, which should become a breeding ground for the circular economy and innovative manufacturing industry. M4H is buzzing with pioneers, creativity and business. The old industrial buildings, the space offered by M4H and the new dynamic that has emerged, create many opportunities for the development of new home-work typologies, innovative maker spaces, test facilities and knowledge platforms. By linking up with the surrounding districts (M4H +), the opportunity arises to create new employment opportunities and to train the 'workforce of the 21st century' with new knowledge and skills. This is necessary to arrive at an inclusive city with an economy that adds local value to the city and its inhabitants. M4H is an exceptional area where the bridge can be struck between high-tech and low-tech, between thinking and creating, living and working. Plans will be designed and tested for circular area development in collaboration with local stakeholders in the area and surrounding neighbourhoods in the coming years. Called Test Site M4H +, this area will become a testing ground and showcase for solutions needed to optimally integrate the space that the old port economy 'vacates' in the resilient Rotterdam of the future.

Test Site M4H + is a collaboration between the International Architecture Biennial Rotterdam and the Port of Rotterdam Authority; it forms part of the IABR-Atelier Rotterdam. The design research for Test Site M4H + is carried out by TEAM 1010, consisting of 1010 architecture urbanism, Mariska Vogel and Ronald Van Der Heijden

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The leporello gathers the insights and ambitions of Test Site M4H+ in an illustrated narrative.

IABR-Test Site M4H+, leporello, paper, 11 × 29,7cm × 42cm, produced in the framework of IABR-2018+2020-THE MISSING LINK, 2018.

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The municipality and the Rotterdam Port Authority stand together as owners for the task of making this city port future-proof. To arrive at concrete development principles and pilot projects, IABR, the municipality of Rotterdam and the Port of Rotterdam have set up the M4H+ Test Site. The research starts from a fine-grained reading of the area and a survey of its actors to arrive at a supported vision, new coalitions and first pilot projects.

Test Site M4H+, 3 prints, ecoboard, 84,1 × 118,9cm, photos by Frank Hanswijk.

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Which interventions can M4H send in this circular area development? This can be a shared repository, an on-line sub-platform or a specific structure. Concrete spatial typologies that can boost the circular economy as a collective project are hypothesised here: a materials bank (where recuperated building materials are repaired and traded with new building products), a biohub (where the potential of organic waste as raw material for new products is investigated before processing it as biomass) and a textile refinery (where new mechanical and chemical recycling techniques can be tested and applied).

Testprojects, 5 models, 1010 architecture urbanism, for IABR-Atelier Rotterdam, 2018.

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M4H is traversed by an underused gas, heat and electricity grid. How could this network integrate renewable flows – decentralised and less dependent on the earth – instead of the current one-way movement of electricity from centralised generation plants? How can new applications, such as micro grids and renewable production, be switched on locally and benefit the grid from the local assessment of supply and demand?

The energy chain, print, 42 × 59,4cm, 1010 architecture urbanism, Mariska Vogel and Ronald Van Der Heijden, for IABR-Atelier Rotterdam.

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If you want to exploit the city as a mine, you have to appeal to different expertise and actions. This creates opportunities for new crafts and associated employment. How does this chain work? Which actors are already responding to this and how do they work together?

The construction chain, print, 42 × 59,4cm, 1010 architecture urbanism, Mariska Vogel and Ronald Van Der Heijden, for IABR–Atelier Rotterdam.

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Organic waste currently does not return as a raw material for a new process; it largely ends in the incinerator. How can we valorise this flow in a smart and generative way? Which actors already use these possibilities?

The agri-food chain, print, 42 × 59,4cm, 1010 architecture urbanism, Mariska Vogel and Ronald Van Der Heijden, for IABR–Atelier Rotterdam.

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Textiles is a consumer product that uses huge amounts of resources, while two thirds of it is ultimately burned. How can we reuse textiles? Which steps preceded this and what are the possible applications? Which actors are already working on this?

The textile chain, print, 42 × 59,4cm, 1010 architecture urbanism, Mariska Vogel and Ronald Van Der Heijden, for IABR–Atelier Rotterdam.

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Circularity depends on a series of accurate actions that are currently not valued or even deemed superfluous. However, these actions could serve as a starting point to lead to new, unique professions and trades, aimed at reforming the urban economy.

Actions and new professions, prints and collages, 10,5 × 14,8cm, 1010 architecture urbanism, for IABR–Atelier Rotterdam.

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What is going on here? Speaking about circular area development starts with factual knowledge about what is going on, in all complexity and vulnerability. The idea is simple: enter into a dialogue with the entrepreneurs. These passports give a glimpse of the many companies in the M4H area and their specific stories, ambitions and operational logic.

Passports, print folders, 14,8 × 21cm, 1010 architecture urbanism, Mariska Vogel and Ronald Van Der Heijden, for IABR–Atelier Rotterdam.

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The spatial framework forms the physical basis for M4H as a flourishing *Makers District*, an innovation environment that is characterised by a mix of new manufacturing industry, urban facilities, housing and culture. The map shows the new spatial-programmatic main structure for the area. The main idea is a clear spatial design that maximally responds to the location on the Maas and, at the same time, connects the area properly with the city and the port. The spatial framework enables a rich variety of settlement environments. It makes statements about various flows, including sky and waste water, energy and mobility. The aim is to close cycles at the level of the various sub-areas, based on the principle that collectivity forms the basis of circularity.

The spatial framework (concept version), print, 42 × 59,4cm, Team Delva, for Rotterdam Makers District.

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The north-eastern part of the Eilandje and Steenborgerweert in Antwerp forms the transition between the city and the port. This area is filled with a lot of activity, which is under pressure. The port moves northwards and the city takes up this space, often with a more mixed urban fabric, with living as the main destination. However, the innovative city port is committed to maintaining and strengthening the space for businesses. With this, the city wants to focus on a sustainable and mixed city, where there is also room for production. Due to the specific location of the area on the water, the intention is to strengthen

the bond between the companies and the city with the water.

In order to achieve this, a transition approach is being taken: rapid switching where possible, and transforming step by step where necessary, in cooperation with the companies that are already in the area today. A number of pilot projects will start from autumn 2018, from which further lessons can be learned.

Innovative city port of Antwerp, print, collages and drawings, blueback, 1010 architecture urbanism, Drift, David Dooghe. AG VESPA. Partners: City of Antwerp, Antwerp Port Authority, De Vlaamse Waterweg nv.

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A circular system also requires rethinking of new and existing infrastructures on the largest scale. The exchange of heat, CO², biogas, electricity, hydrogen, biomass and other raw materials or materials must therefore be viewed collectively. Spatial integration becomes a lot easier by combining infrastructure in existing pipeline routes or along motorways. That circular mainframe will then act as a spatial hull and create conditions for the establishment of biochemical industry, greenhouse horticulture, commerce and possibly even for further urbanization. Studio Marco Vermeulen refines the concept of a circular mainframe in the context of the Dutch Climate Table Industry, on behalf of the Ministries of Economic Affairs and Kingdom Relations.

Circular Mainframe, print, blueback, 84,1 × 59,4cm, Marco Vermeulen, 2018.



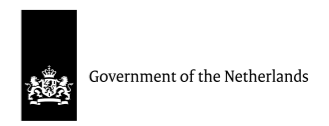
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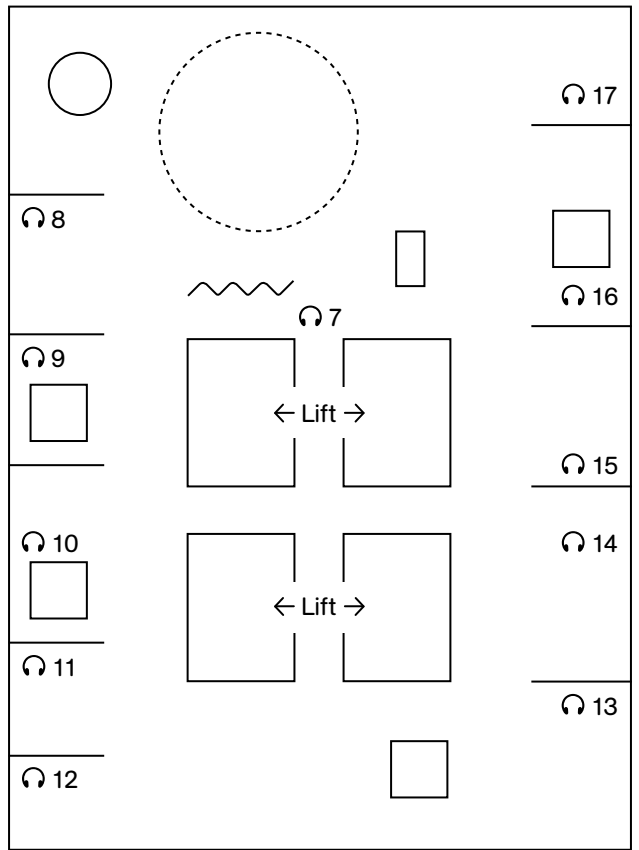
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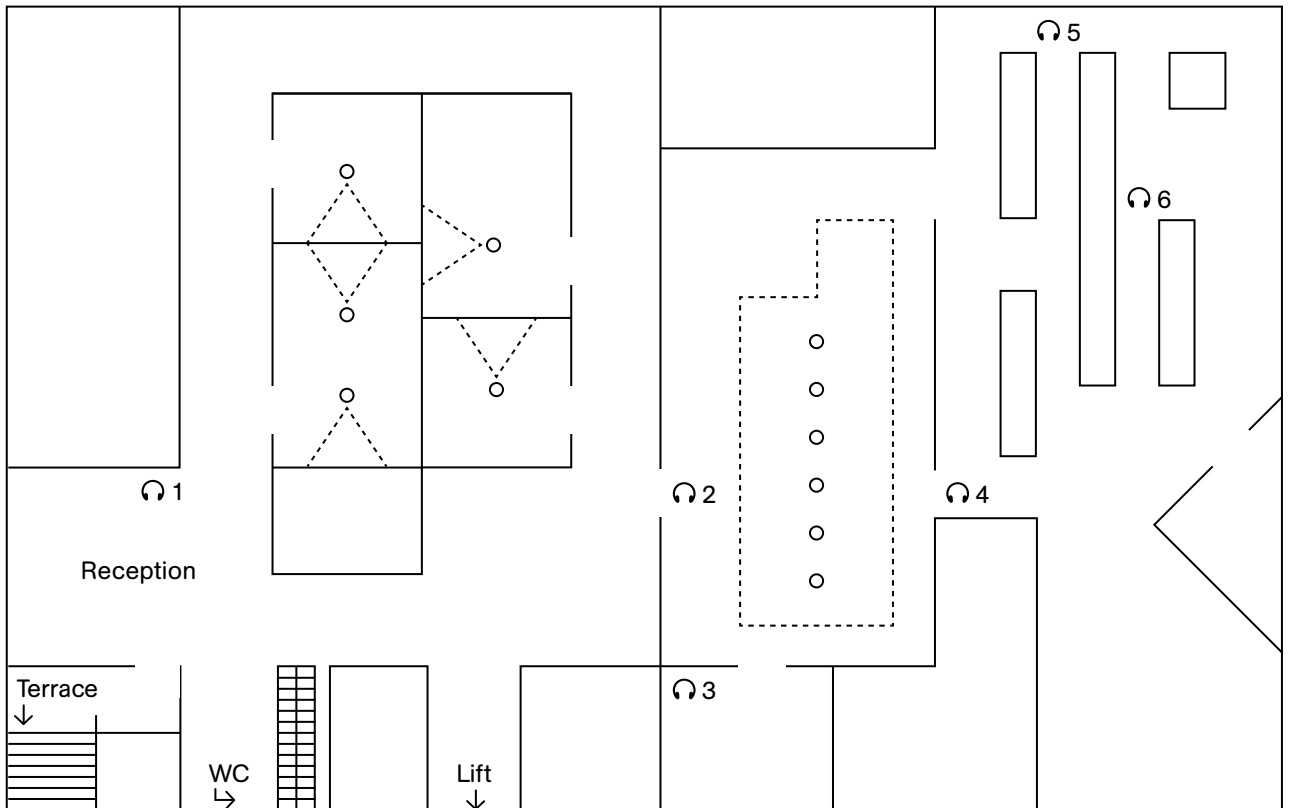
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