

THE ANTWERP QUAYS

Let's start with another ending, the end of a story of industry, the end of an embedded industrial harbour.

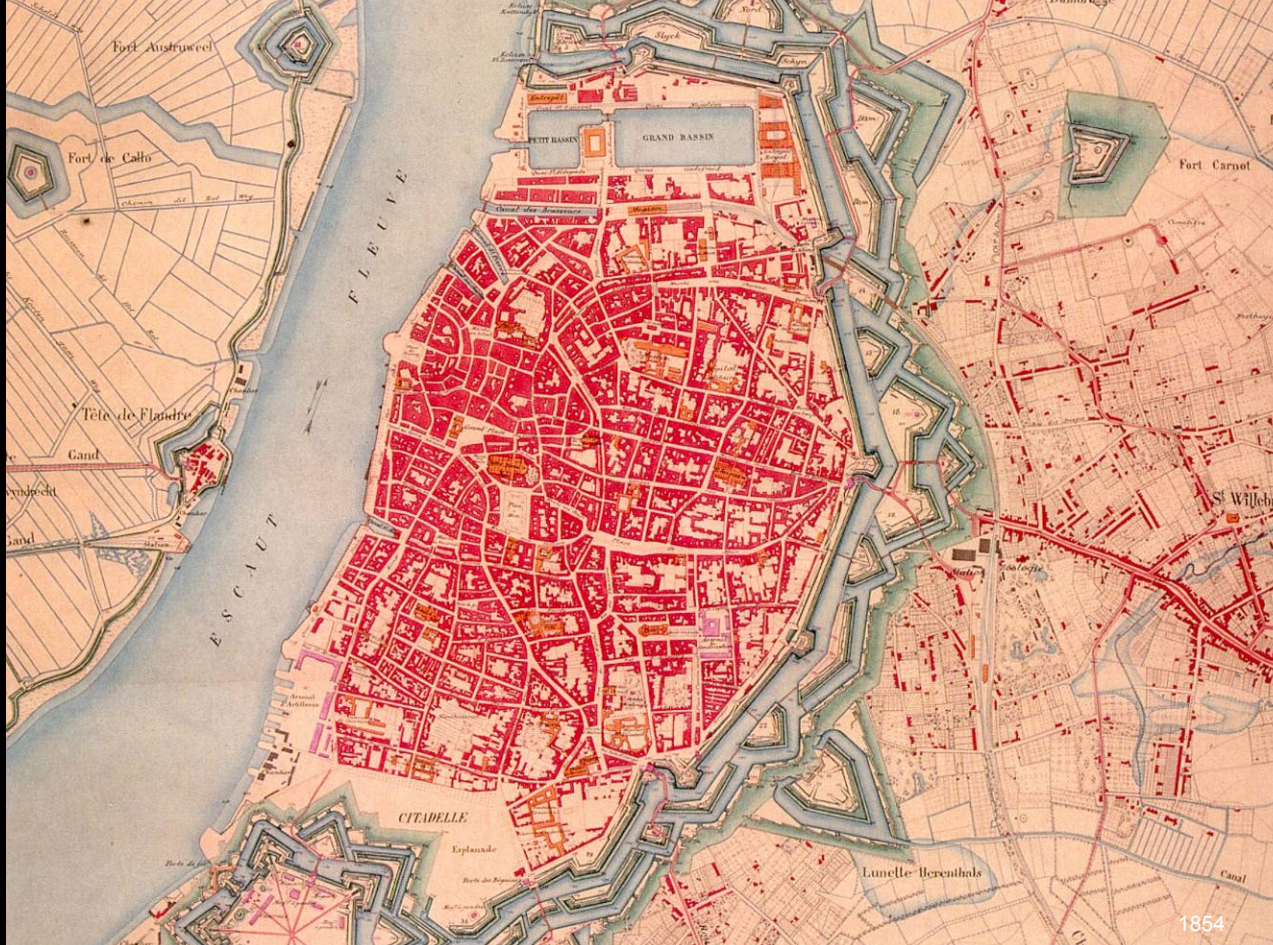
Let's begin with another beginning, with legacy from history, of citizens reclaiming their riverfront.

An incomplete and subjective story, from our experience as member of the masterplan design team, one actor of very many in the quays redevelopment effort.



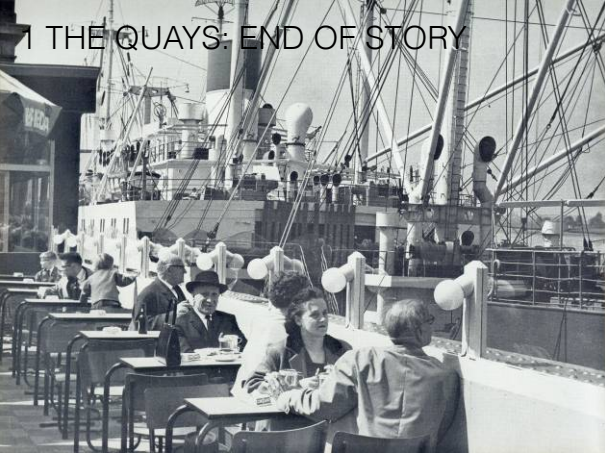
View of Antwerp from the left bank, 1656, BONNECROY, detail, Grootseminarie, Bruges

1 THE QUAYS: END OF STORY



1. THE QUAYS: END OF STORY

A black and white photograph of a busy harbor scene, likely in a European port. Numerous sailing ships with tall masts and rigging are docked along the quays. The ships are surrounded by tall, multi-story buildings with many windows. The water is filled with smaller boats and debris, and the overall scene suggests a bustling maritime environment. The text "1. THE QUAYS: END OF STORY" is overlaid at the top of the image.



1 THE QUAYS: END OF STORY



1 THE QUAYS: END OF STORY

The port moved out. The quays remain. An occasional ship sails in.
Mostly desolate and vast, measured for a once very hectic port activity.
Silent now, sometimes noisy.
An obsolete industrial prosthesis (that does not naturally belong to the body).
No longer harbour, not city either.
But lingering in collective memory of something that once was...



2 THE QUAYS: A NEW BEGINNING

Antwerp: “City and the River” (±1990)

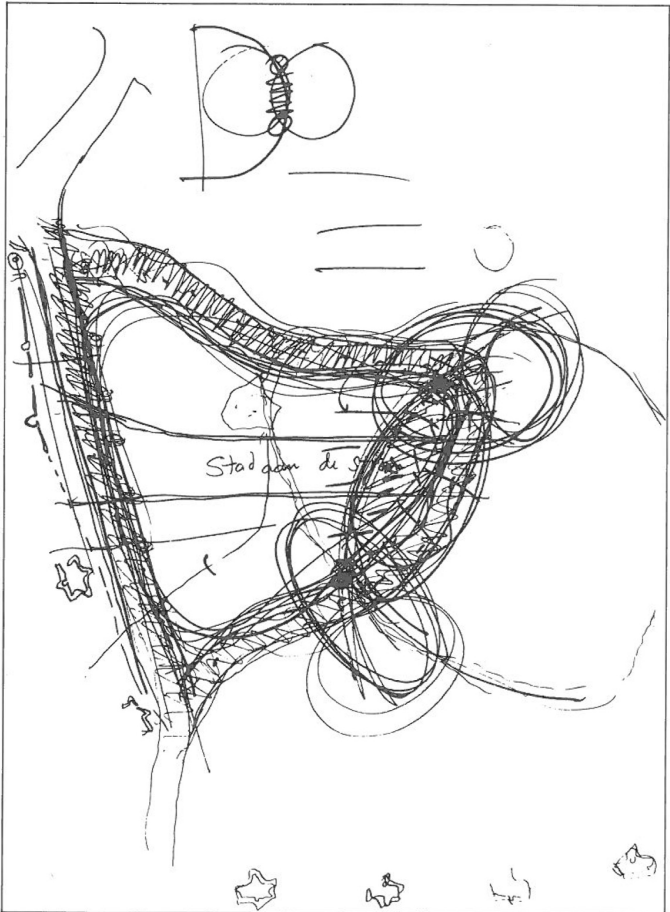
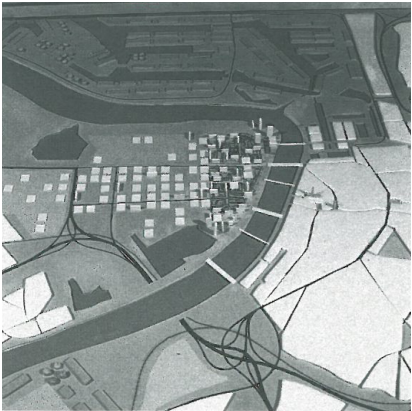


Inventory: history and potential of abandoned port areas
Towards a typology of ports: international references
Explorations on meaning, purpose, identity:
expert advisors speculate on Antwerp's future, and the relevance of the quays, islet, south
international competition: ideas and utopias, concepts and projects...



2 THE QUAYS: A NEW BEGINNING

Antwerp: “City and the River” (±1990)



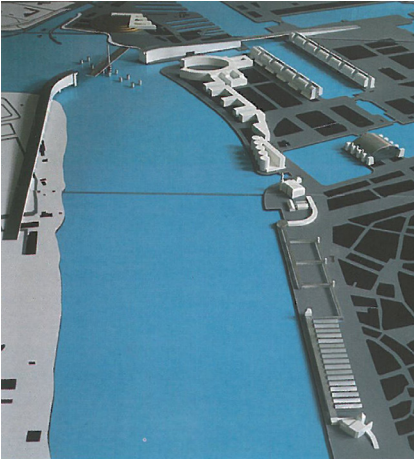
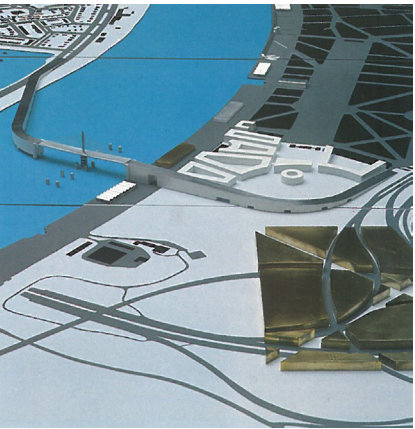
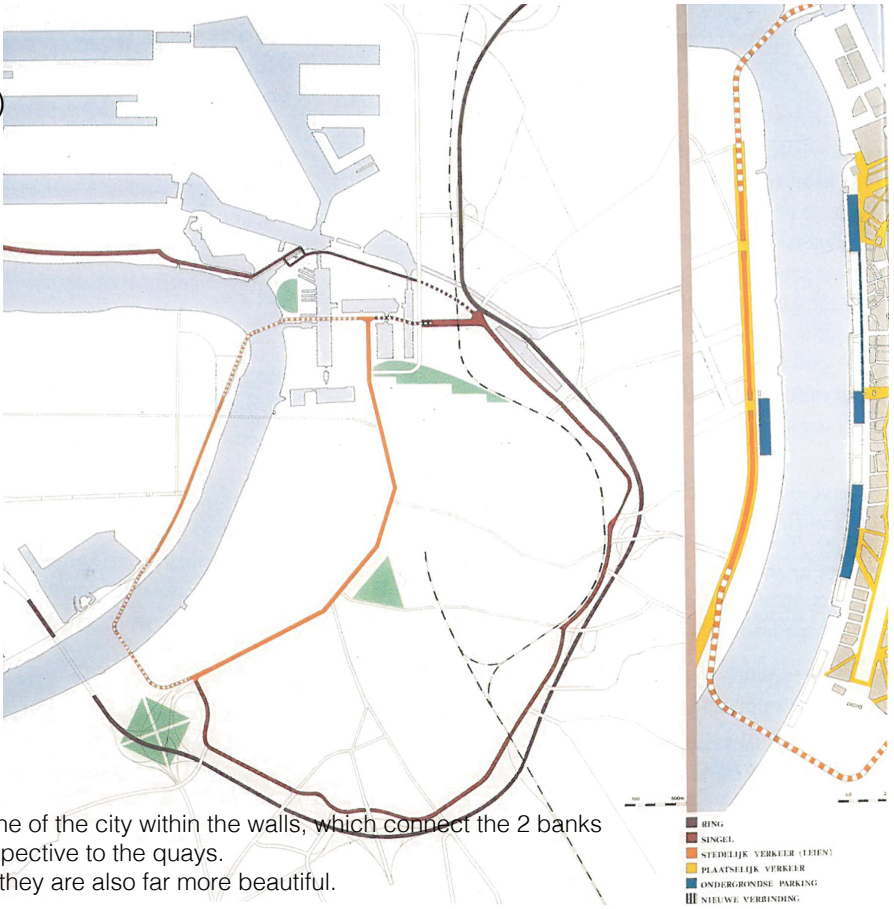
The ISLET

Manuel de Sola-Morales

Yves Lyon:
“In the past these ships were the city’s ferment; at present they stand in the way of future bridges (...) Friends, if you want to breathe new life in your city, you must let go of your dearest possession; it is the price you have to pay for urban development!”

2 THE QUAYS: A NEW BEGINNING

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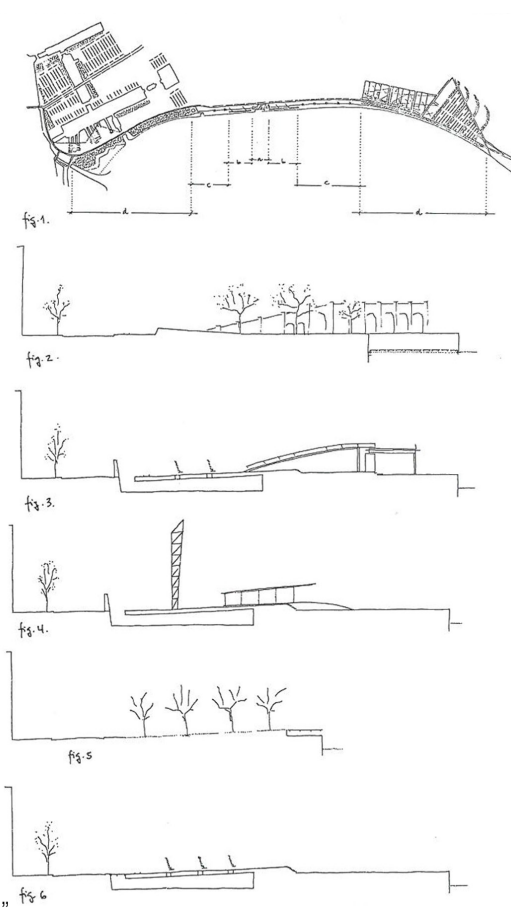


The QUAYS

Bob Van Reeth:
“We have drawn 2 lines which preserve the growthe of the city within the walls, which connect the 2 banks by means of 2 bridges (...) and give the right perspective to the quays.
Bridges are not only less expensive than tunnels, they are also far more beautiful.
The quays are reserved for local traffic.”

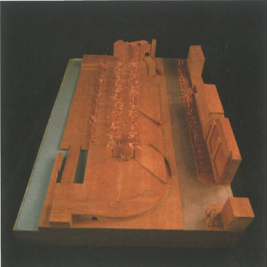
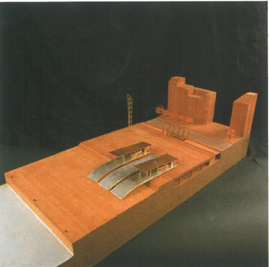
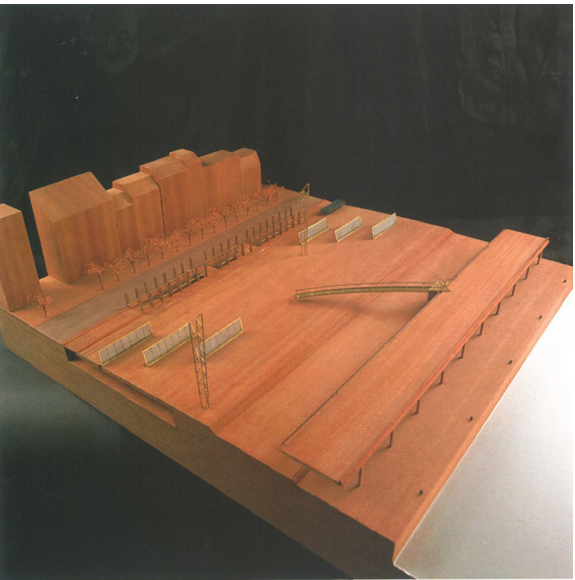
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Antwerp: “City and the River” (±1990)



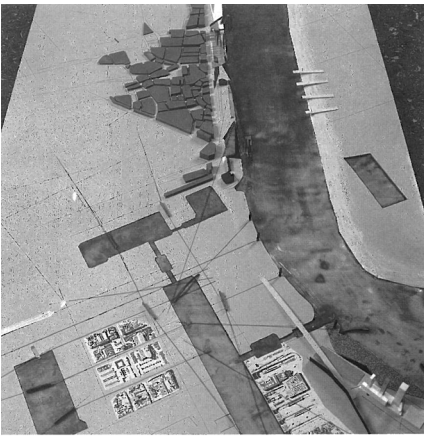
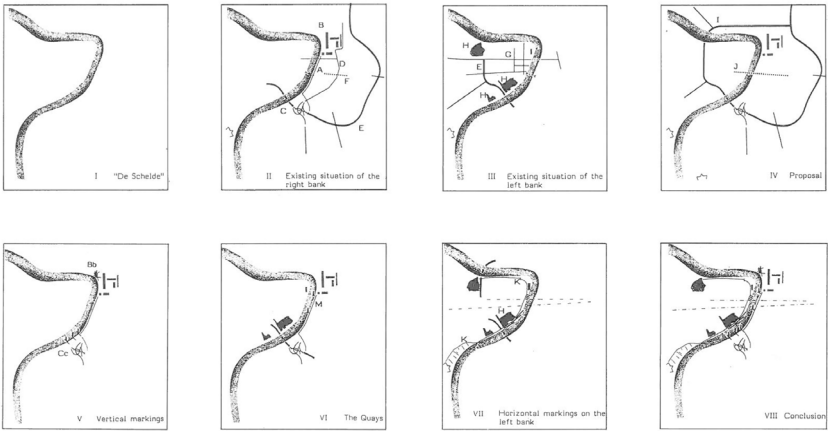
The QUAYS

Beth Gali:
“To recover the quay is to recover its space. The empty space of quay or beach by the sea or a river has the magical attraction of the space it overlooks.
We took the difficult decision to do away with the warehouses (...)



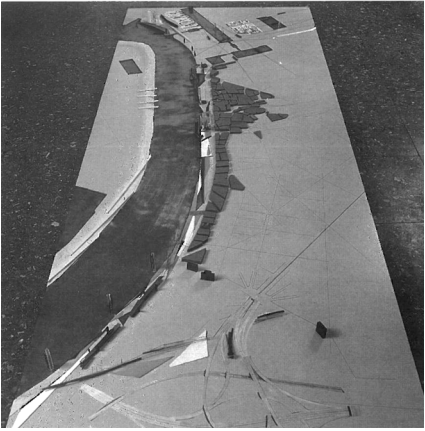
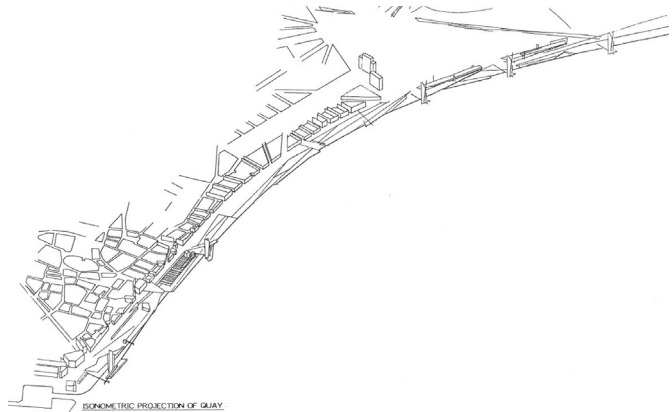
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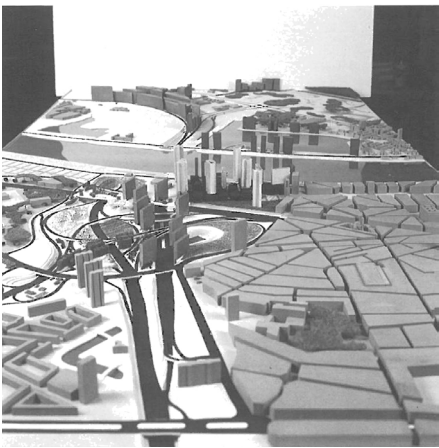
1st prize “quays”:

Van Berkel en Bos (UN Studio):
“(…) vertical elements break through the horizontality of the Quay.
19th century quay walls are disturbed in several places. This complicates the tight, horizontal layers of the river quay.”



2 THE QUAYS: A NEW BEGINNING

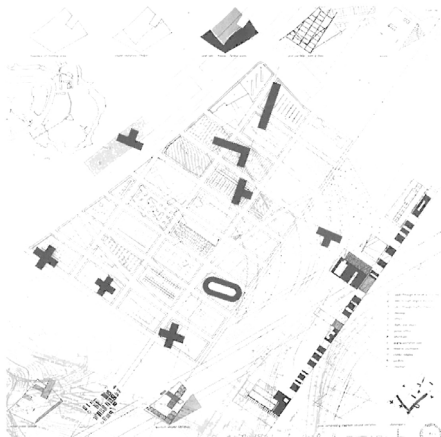
Antwerp: “City and the River” (±1990)



The SOUTH

Toyo Ito

Rem Koolhaas:
“The “conflict” between 2 worlds - old and new, high and low - is now settled;
both are maintained.



2 THE QUAYS: A NEW BEGINNING

meanwhile....



reclaiming the quays through art and cultural happenings

- Zomer van Antwerpen, new years eve fireworks as quay events...

an 'active' and ambitious administration building experience...
(Stadsbouwmeester Kristiaan Borret, AG Stadsplanning)

- Masterplan, Beeldkwaliteitsplannen en ontwikkeling Eilandje

- MAS museum aan de stroom

- Park Spoor Noord international competition
realisation of the Secchi-Vigano winning entry

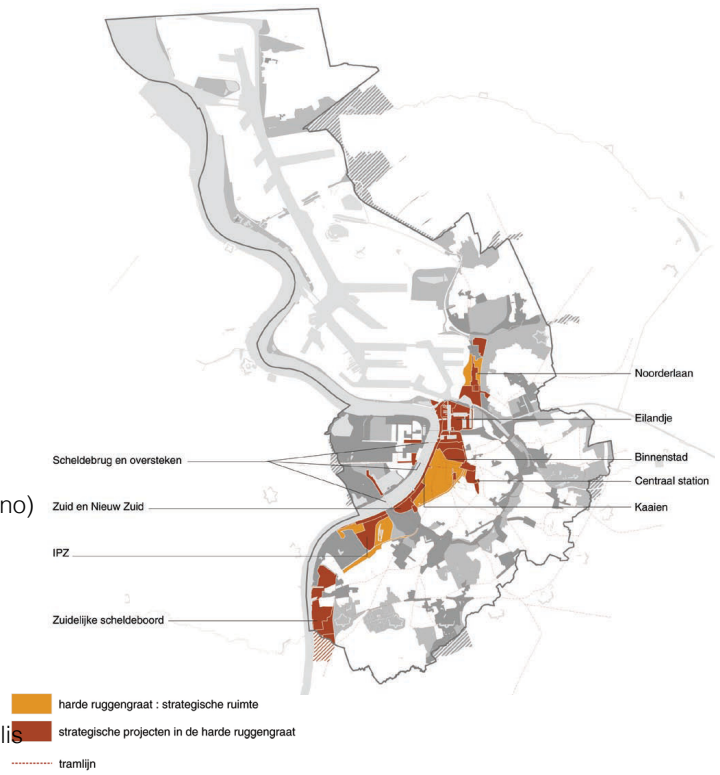


2 THE QUAYS: A NEW BEGINNING

meanwhile....

sRSA (Secchi - Vigano)

- City images:
- Water city
 - Ecocity
 - Harbour city
 - Railway city
 - Porous city
 - Villages & Metropolis
 - Megacity



Quays as 'hard spine' for the city, developing towards both north and south... actiefbeleid | 207



2 THE QUAYS: A NEW BEGINNING

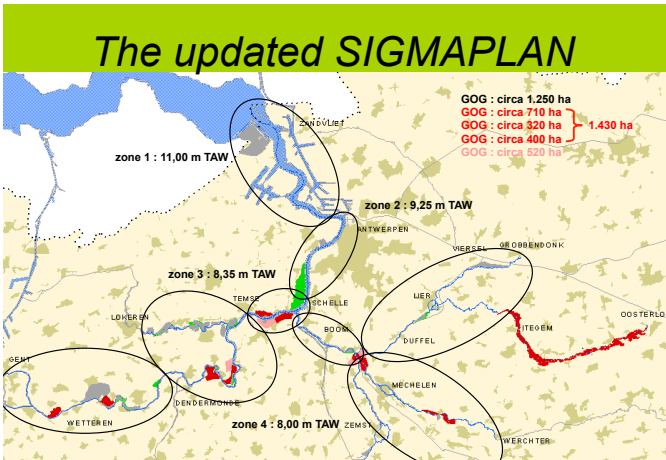
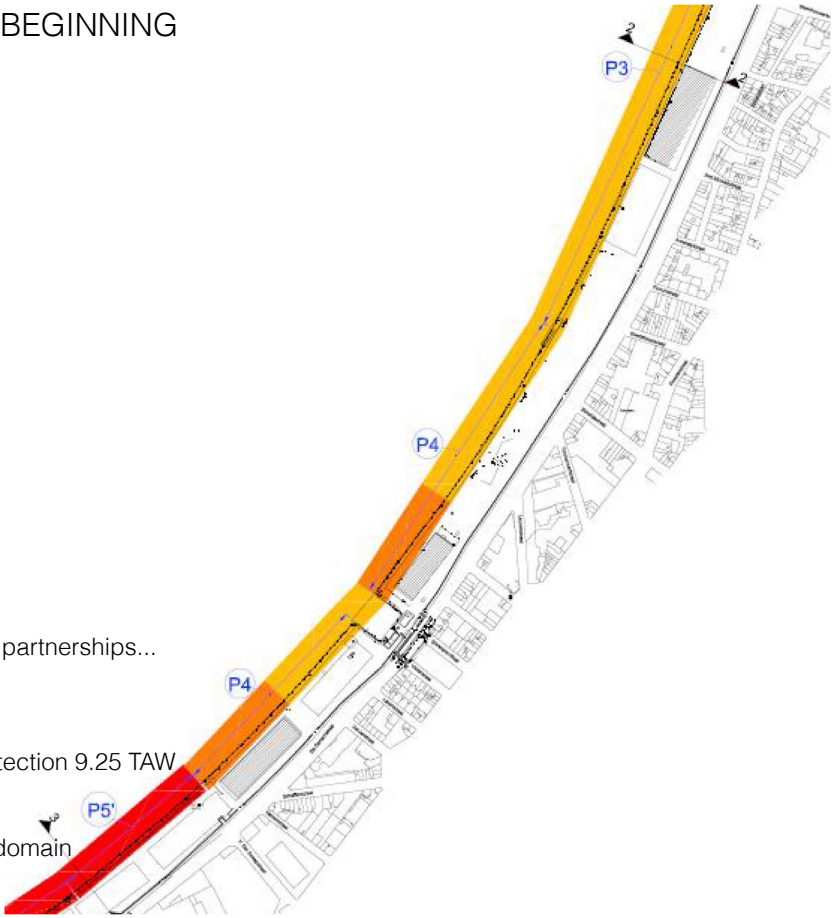
meanwhile....

2005
an urging context creates new partnerships...

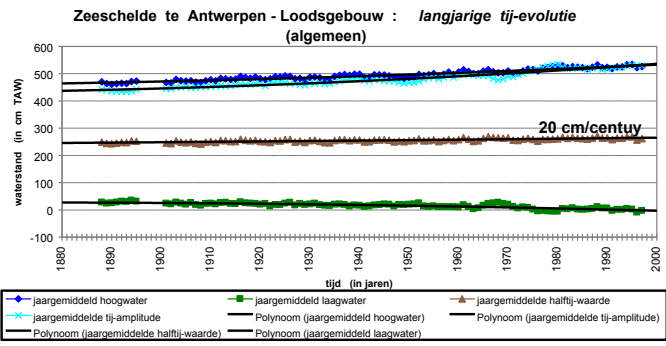
- Flemish Community (W&Z)
- quay wall instability
 - a new sigma plan: raised protection 9.25 TAW

Antwerp City

- redevelopment of the public domain



Updating is necessary



2 THE QUAYS: A NEW BEGINNING

back on the agenda...



OPEN CALL 2006 (Vlaams Bouwmeester)

Stad Antwerpen & Waterwegen en Zeekanaal NV in opdracht van het Vlaams Gewest

De volledige studieopdracht voor de opmaak van een masterplan voor de scheldekaaien te Antwerpen

- Ligging: Scheldekaaien - Antwerpen
Budget: niet van toepassing
Timing: toewijzen van de opdracht aan de ontwerper(s): juli 2006
Honorarium/vork: vergoeding voor studieopdracht: min €150.000,- - max. €250.000,-
Vergoeding: € 15.000,- / laureaat

Op "De Scheldekaaien" omvat een strook van 6 km lang en 80m breed van noord naar zuid van de historische stad op de Antwerpse rechteroever. Om Antwerpen te beschermen tegen overstromingsgevaar, dient op deze plaats de waterkering heraanlegd te worden om bescherming te bieden tegen waterstanden tot 2m25 boven de "blauwe steen". De integratie ervan als functioneel en esthetisch element in de publieke ruimte is een ontwerpuitdaging. Bijkomend stelt zich nog de technische opgave van de stabilisering van de oude kaasmuren.

Met de Scheldekaaien kan Antwerpen zijn ambitie van stad aan de stroom waarmaken. Vandaag hebben de Scheldekaaien een onbestemd karakter en bieden een verwaarloosde indruk. Zij vormen een barrière tussen de stroom en de stad en maken geen deel uit van het stedelijke weefsel. Door de herinrichting van de Scheldekaaien tot kwalitatieve publieke ruimte, wil men de band tussen de stad en de stroom versterken.

De stad Antwerpen en Waterwegen en Zeekanaal NV sluiten een samenwerkingsakkoord en de Stad Antwerpen zal optreden als opdrachtgevend bestuur voor de opmaak van een Masterplan voor de Scheldekaaien. Dit Masterplan speelt een rol in een proces met toekomstige publieke actoren zoals het Havenbedrijf en De Lijn en zal als uitgangspunt dienen voor een overeenkomst over de concrete heraanleg van de Scheldekaaien, tussen stad Antwerpen, Waterwegen en Zeekanaal NV en de andere betrokken publieke actoren.

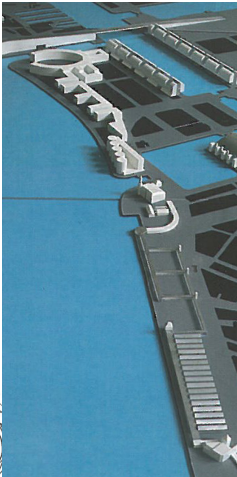
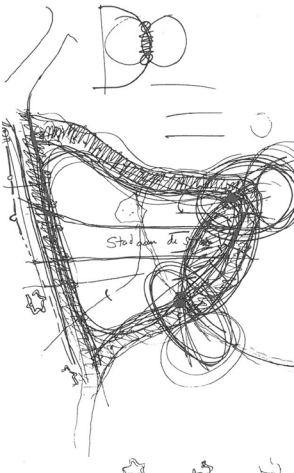
Het Masterplan moet de kritijpen vastleggen voor de toekomstige functionele invulling en het ruimtelijke beeld van de kaaien en moet een strategie bieden voor de ontwikkeling ervan. Het masterplan moet de samenhang en de ruimtelijke kwaliteit van de Scheldekaaien bewaken. Het Masterplan zal daartoe onder meer de gewenste oplossingen voor de waterkering, de verkeersinrichting (langzaam verkeer, gemotoriseerd verkeer, een tramlijn, verkeer over water, parkeren enz.), de lokale, aard en volumes van bestaande en nieuwe plantenfuncties vastleggen, en richtlijnen geven voor de beeldkwaliteit van de architectuur en de publieke ruimte. De opdracht situatie zich met andere woorden op het raakvlak van stedenbouw, stadsontwerp, landschapsontwerp, architectuur en het ontwerp van de publieke ruimte.

Het Masterplan speelt ook een sleutelrol in het proces. Van het ontwerpplan wordt behalve sterke ontwerpcapaciteiten - dan ook een procesmatige aanpak verwacht. De Masterplanner werkt onder leiding van de gemeentelijke plangroep onder impuls van de stad Antwerpen en Waterwegen en Zeekanaal NV samen en stelt af met een aantal lopende planingsprocessen en een aantal parallel lopende thematische deestudies, met name een technische studie, een functioneel - financieel onderzoek en een mobiliteitsstudie. Hij integreert, via het voeren van ontwerpmatig onderzoek, de inzichten en resultaten die in deze deestudies worden ontwikkeld.

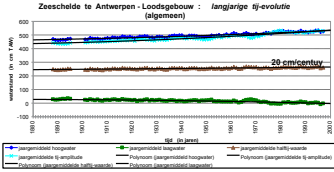
Het plan zal in een volgende fase worden vertaald in een aantal uitvoeringsgerichte deelprojecten op vlak van infrastructuurwerken, architectuur, inrichting van de publieke ruimte enz. Het ontwerpplan wordt betrokken bij de supervisie ervan en komt in aanmerking om hiervan een deel voor zijn rekening te nemen.

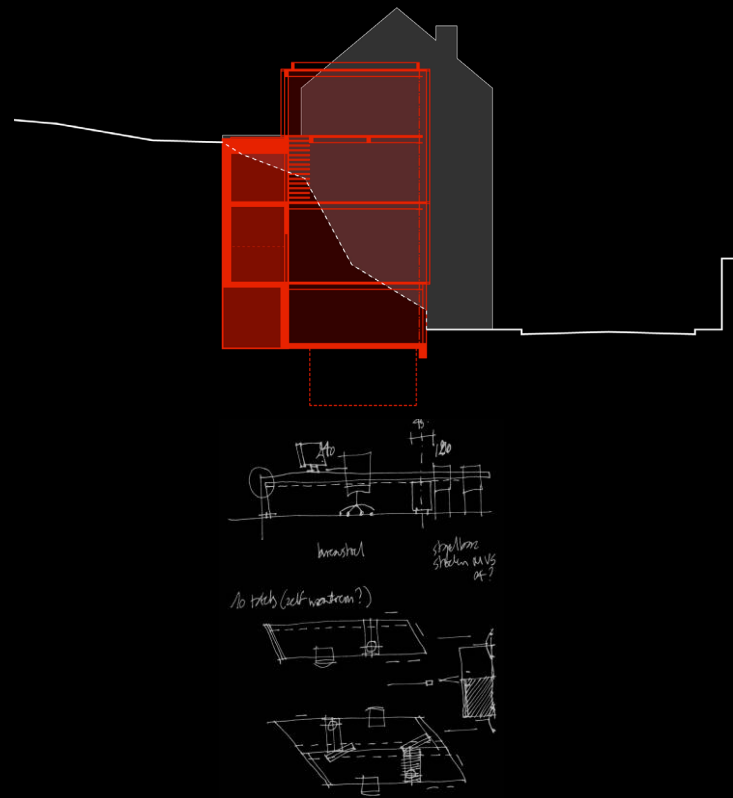
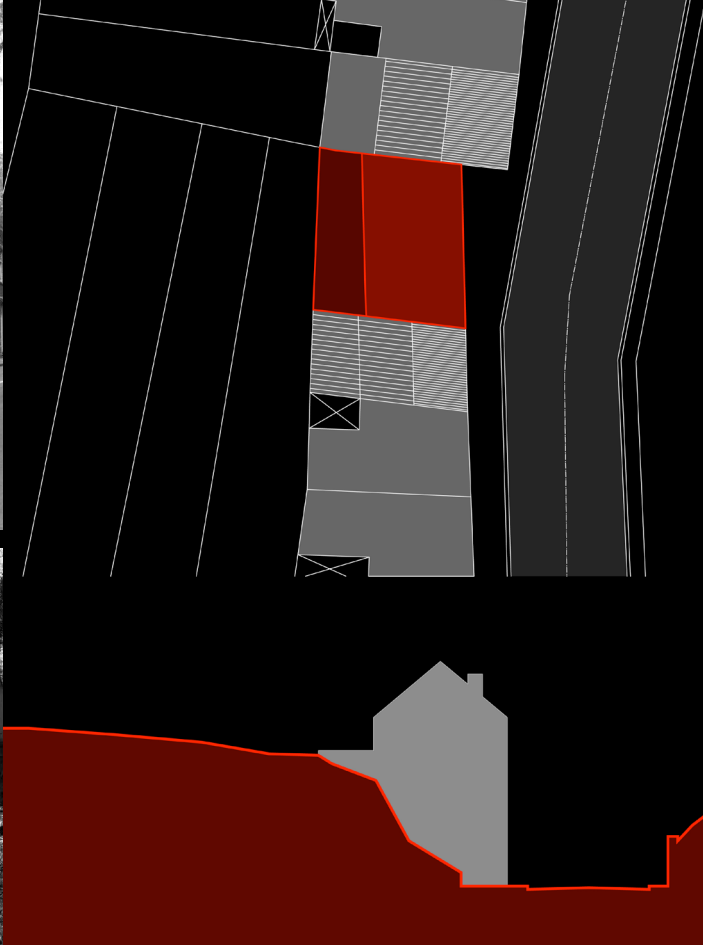
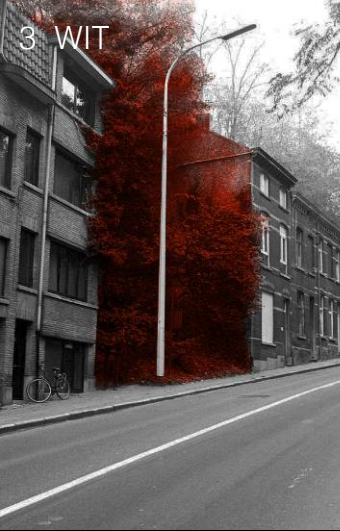
Open Oproep 11 | JANUARI 2006

1119



Updating is necessary



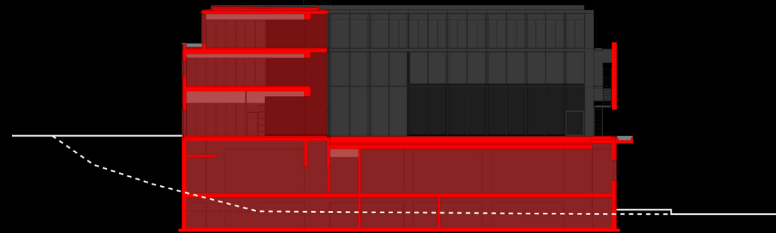
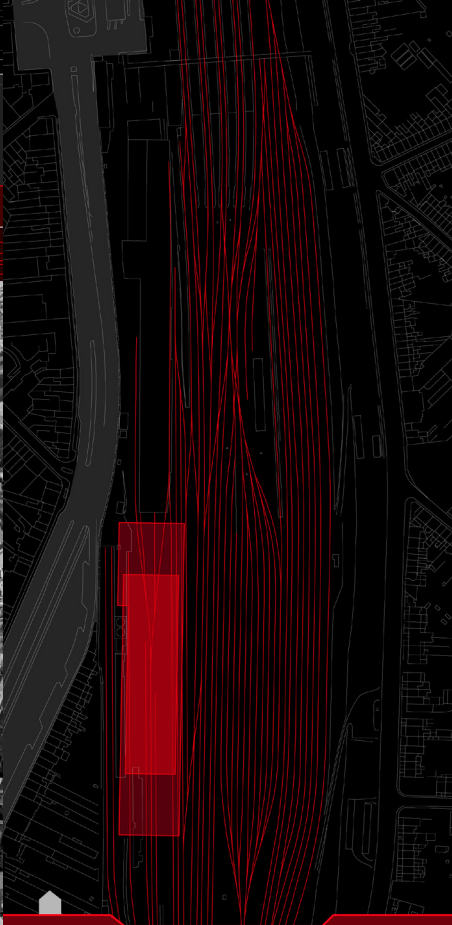


3 WIT

how to build your own office as an architect?

- no real choices to make, but a project to be discovered: this quirky plot made all the choices for us!
- to fit in the row but without fitting, a little recalcitrant, friction is part of the game
- a flexible structure of space and services
- now an office for 10 (but room for more), later a house, or maybe 2? it holds the promise of transformation





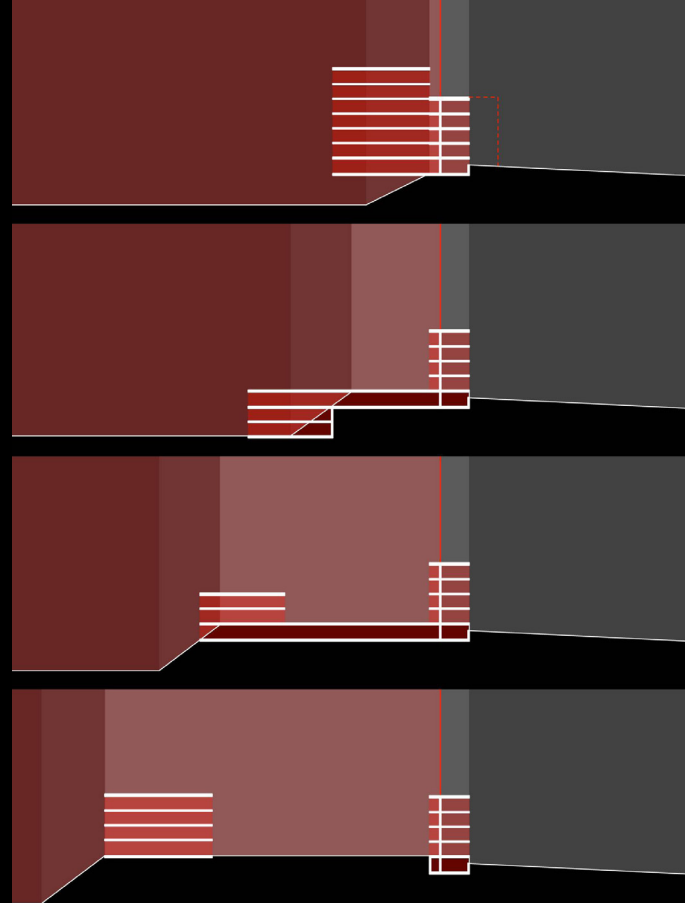
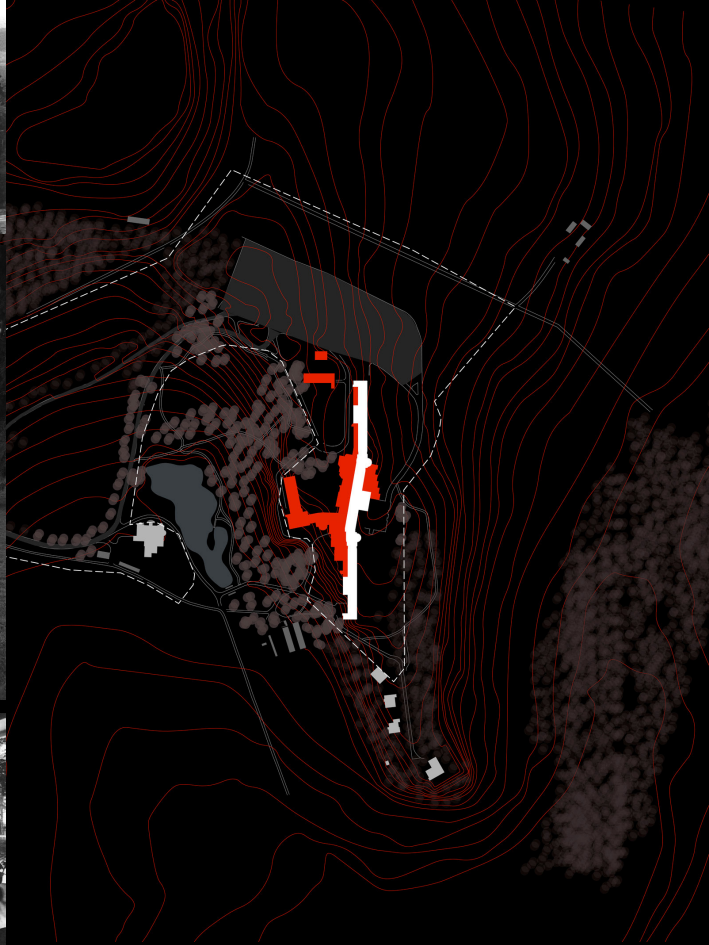
WIT-GBarq-BAS-partners: province house Vlaams-Brabant, Leuven



3 WIT

modular AND specific / office space AND public spaces

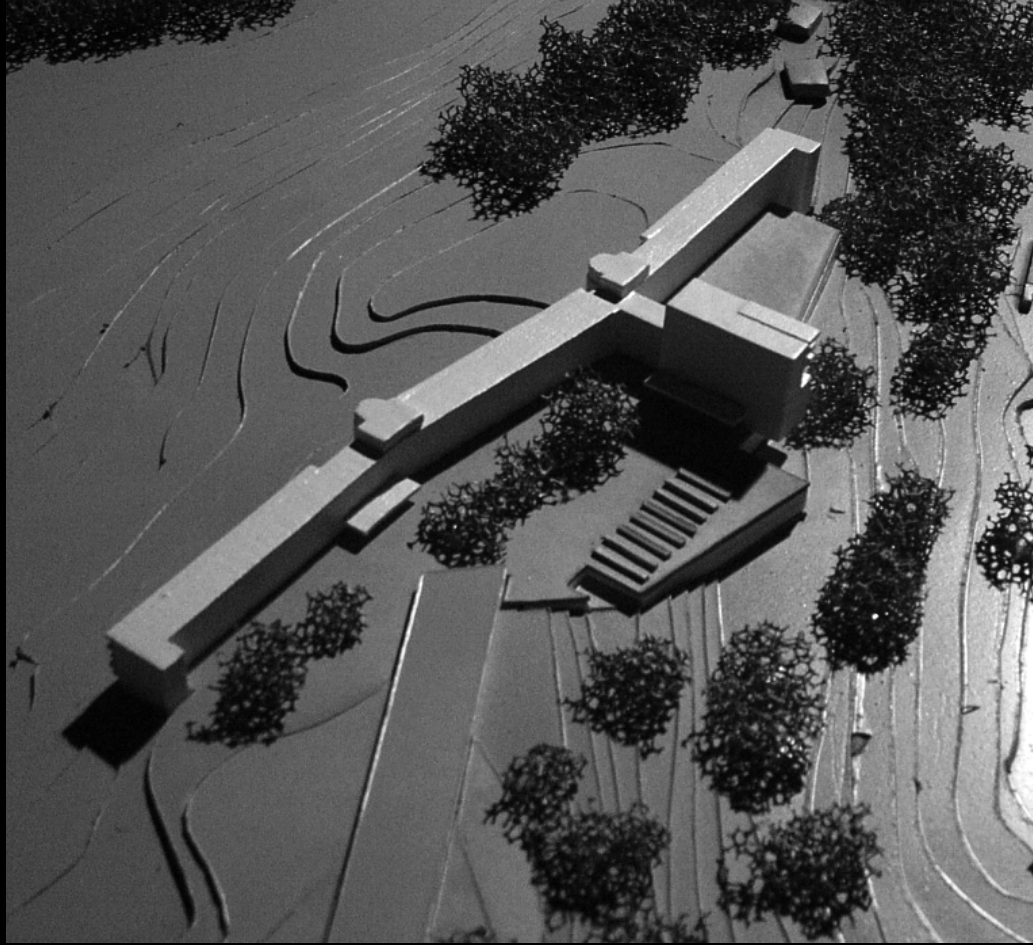
- a portuguese collaboration introducing us to new friends and colleagues
- welcoming a super strict BPA (plan d'aménagement particulier)
- creating "modest monumentality" = jury appreciation
- between city and railway; offering a new public ground floor at city level
- keen to let go. Within certain rules, the departments simply designed their own workspace.



WIT-GBarq-BAS-partners: revalidation centre UZLeuven, Pellenberg

3 WIT

- a future vision for the former university hospital as revalidation centre
- very often the question is not how to build, but where to build, and even more important, (if, and) where not!
 - a form of liposuction? to recover the original sanatorium
 - find the threshold between landscape and castle park/become the threshold
 - presented as a masterplan, this scheme has been proven to be very flexible, able to absorb different programmatic scenario's, and has therefore convinced the client...
 - a first phase therapy tower will soon be built...

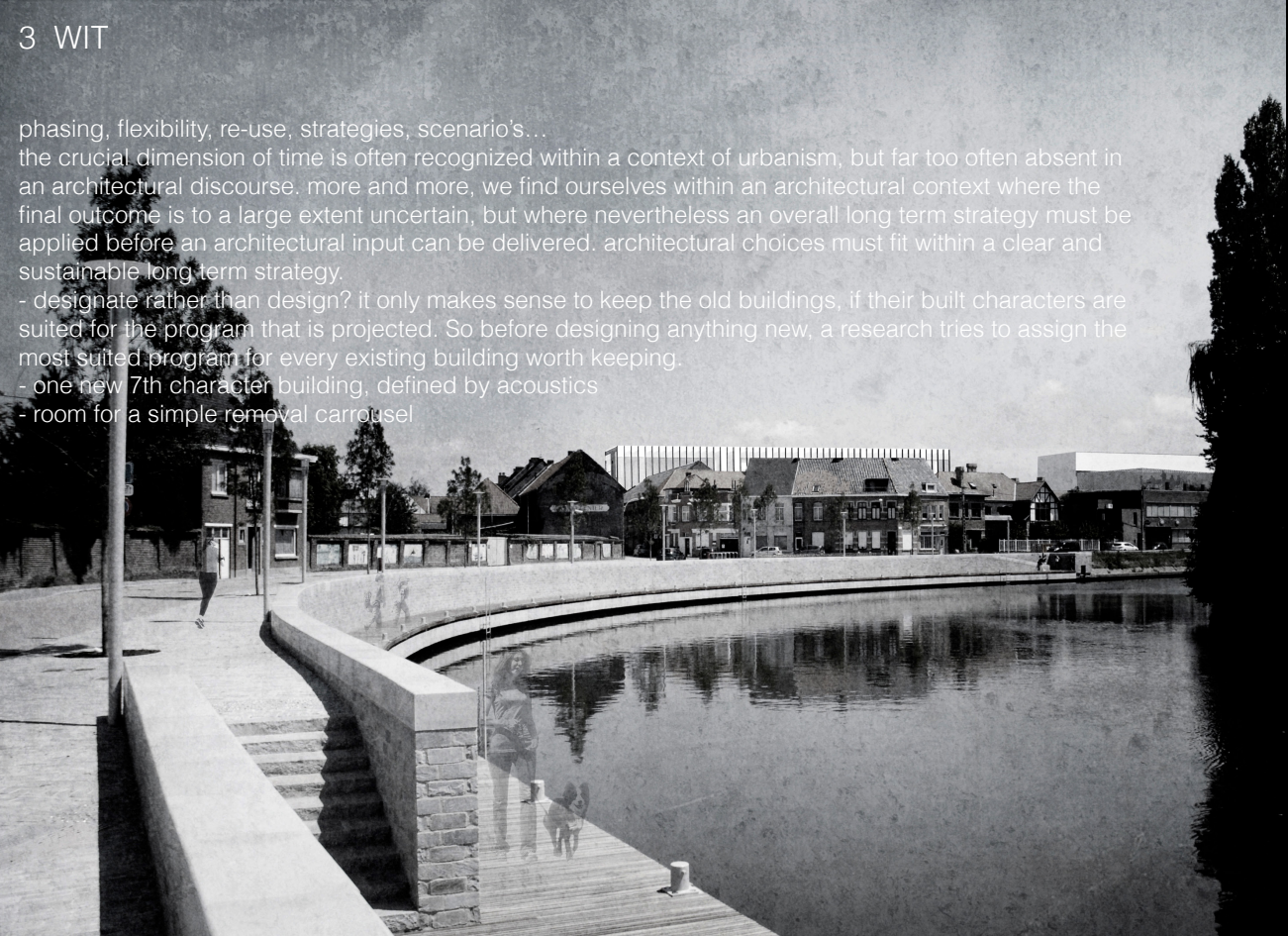




3 WIT

phasing, flexibility, re-use, strategies, scenario's...
the crucial dimension of time is often recognized within a context of urbanism, but far too often absent in an architectural discourse. more and more, we find ourselves within an architectural context where the final outcome is to a large extent uncertain, but where nevertheless an overall long term strategy must be applied before an architectural input can be delivered. architectural choices must fit within a clear and sustainable long term strategy.

- designate rather than design? it only makes sense to keep the old buildings, if their built characters are suited for the program that is projected. So before designing anything new, a research tries to assign the most suited program for every existing building worth keeping.
- one new 7th character building, defined by acoustics
- room for a simple removal carousel



"WIT: based on intuition, intelligence, knowledge, commitment and sense. The power of perceiving analogies and other relations between apparently incongruous ideas or of forming unexpected, striking or ludicrous combinations of them."

Pascal Schoning, unit description, in *AA Prospectus*,
1989-1990: Dictionary Reference in O.M.A. Rem Koolhaas and
Bruce Mau: *S,M,L,XL*, 010 Publishers, Rotterdam, 1995, p.
1292

3 WIT

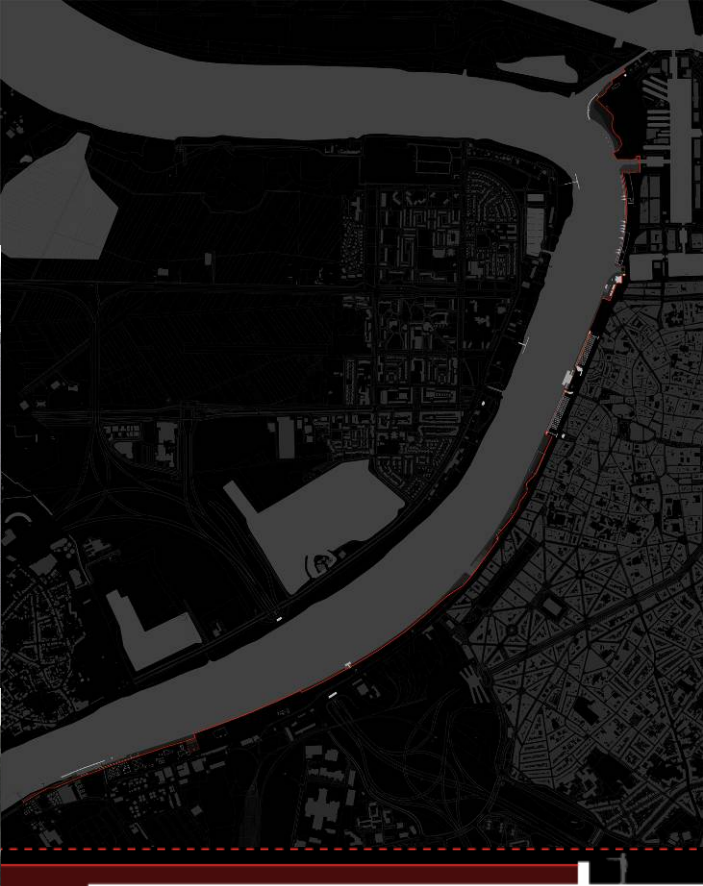
Who are we? Not so easy! Lectures like this are a welcome moment of reflexion and introspection.

We wonder, and wander through our projects where we try to discover wit, in retrospect. In architecture and in urban design, where we barely distinguish, it seems. Maybe we tend to seek situations that are uncomfortable, complicated, sometimes annoying but mostly intriguing. Every time reluctant to design, as to determine, to **make** projects. Instead, hoping to **discover** them, in the site, the context, in history,... and believing the project was there before we arrived.

Design that relies on the discovery of the one thing that matters, and makes all the other decisions merely a consequence. Sharply on the edge.

Or design by a single push. One move to resolve the rest. To that extent where we feel comfortable stepping back, for others to step in. Maybe that is what we seek?

4 OPEN CALL (2006)



4. OPEN CALL (2006)



1. quay wall stability



2. flood protection



3. public space





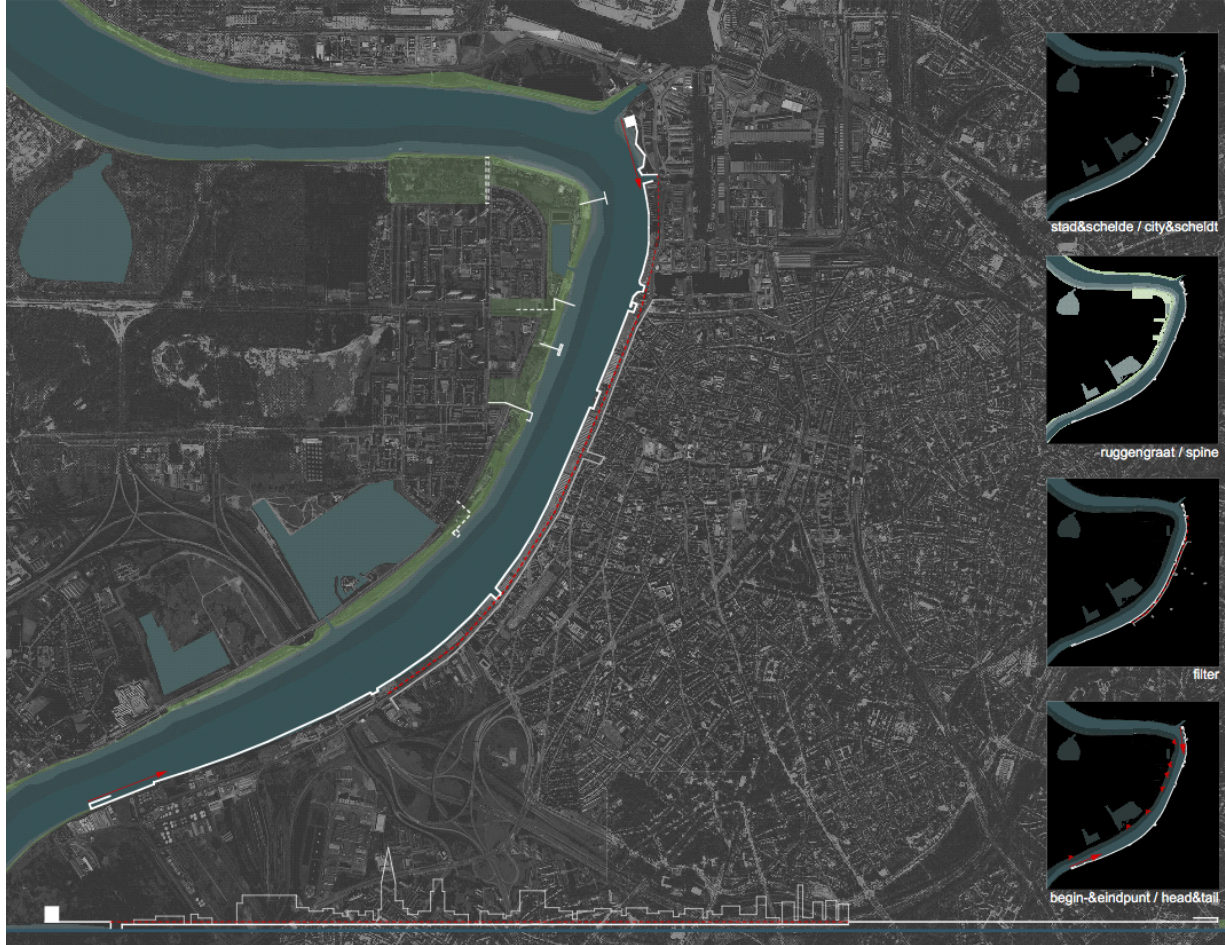


4 OPEN CALL (2006)

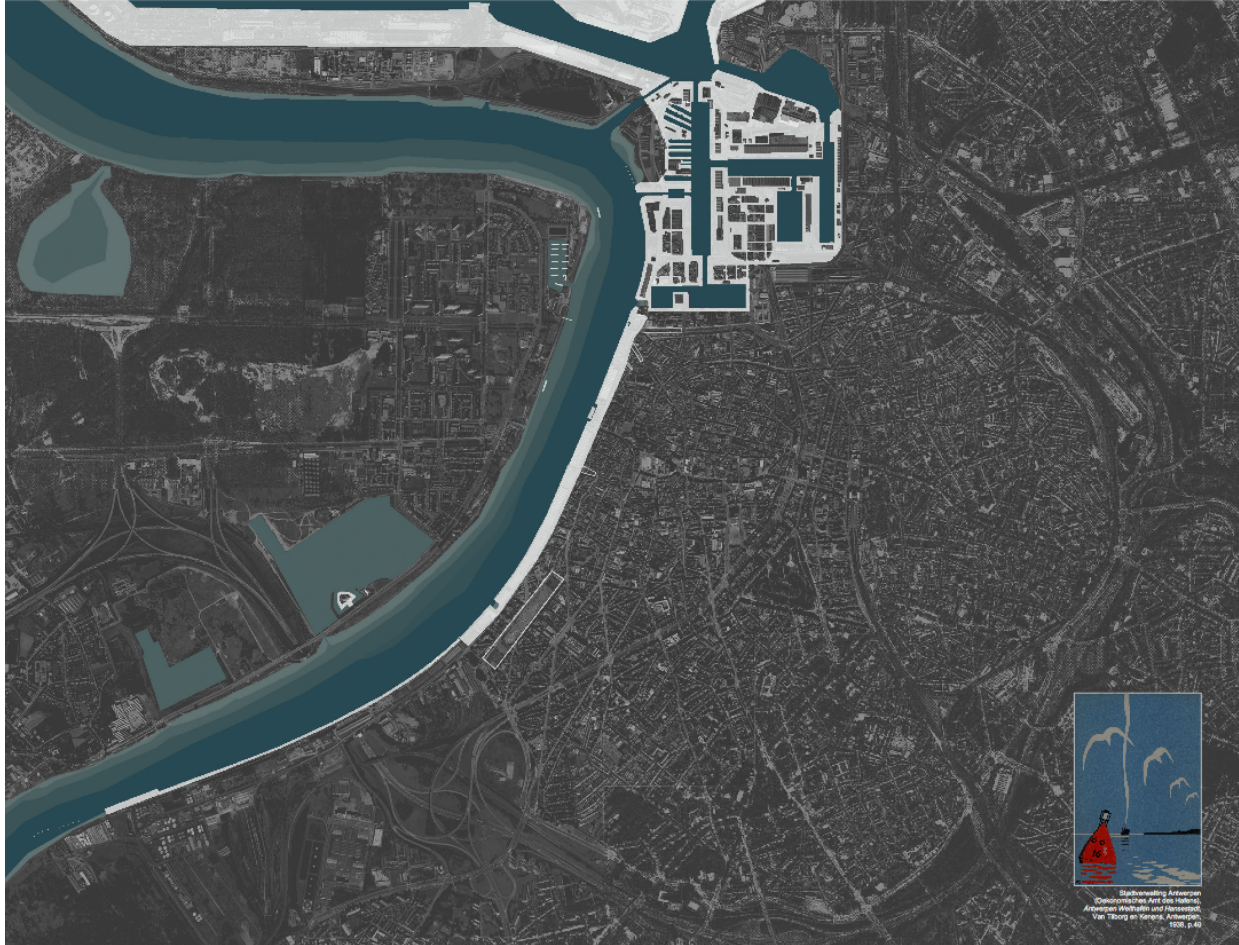


movie still: "anyway the wind blows" (Tom Barman)

OPEN CALL (2006)

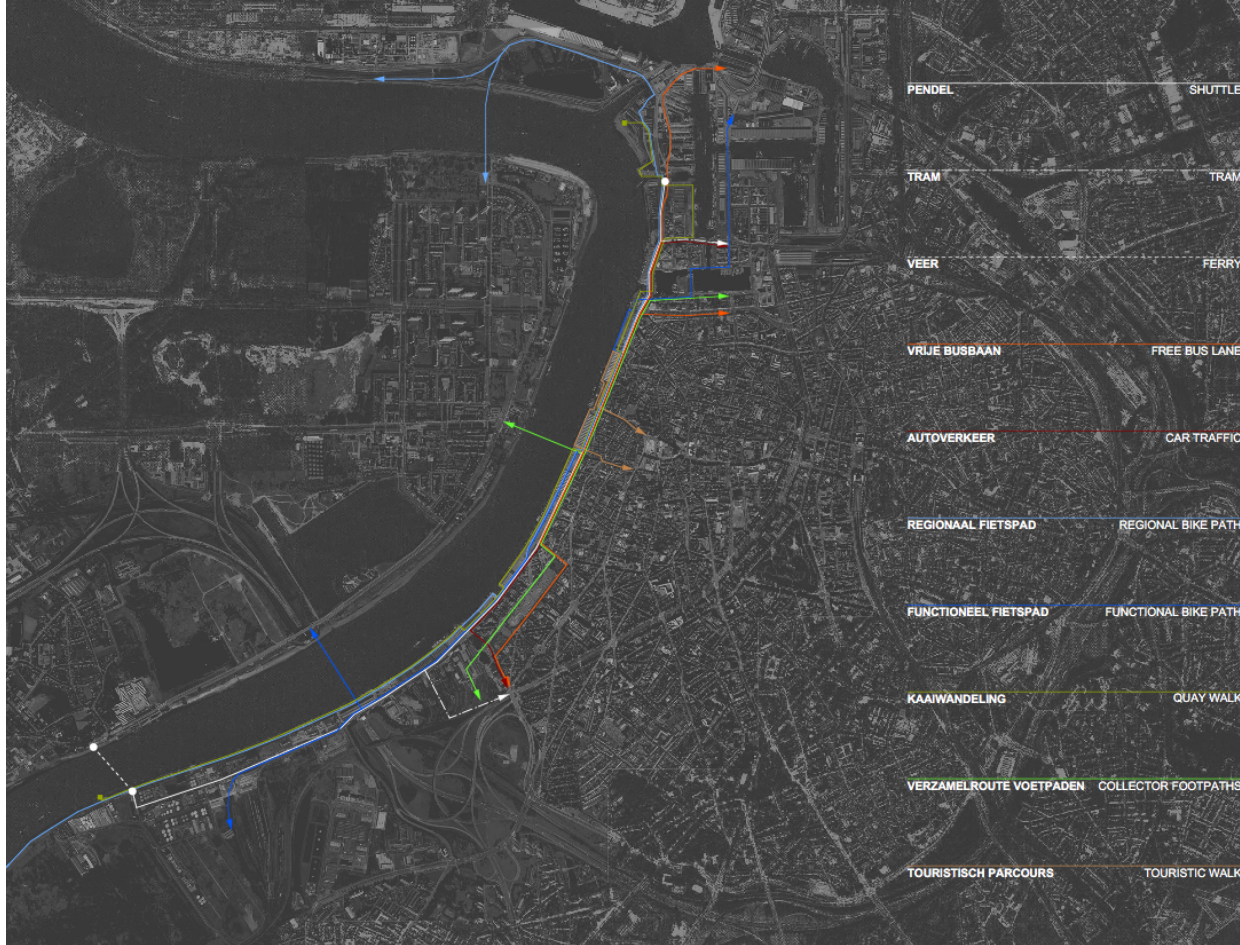
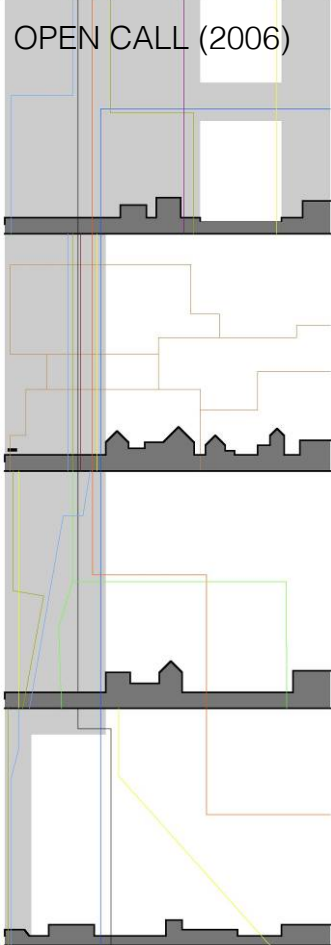


OPEN CALL (2006)

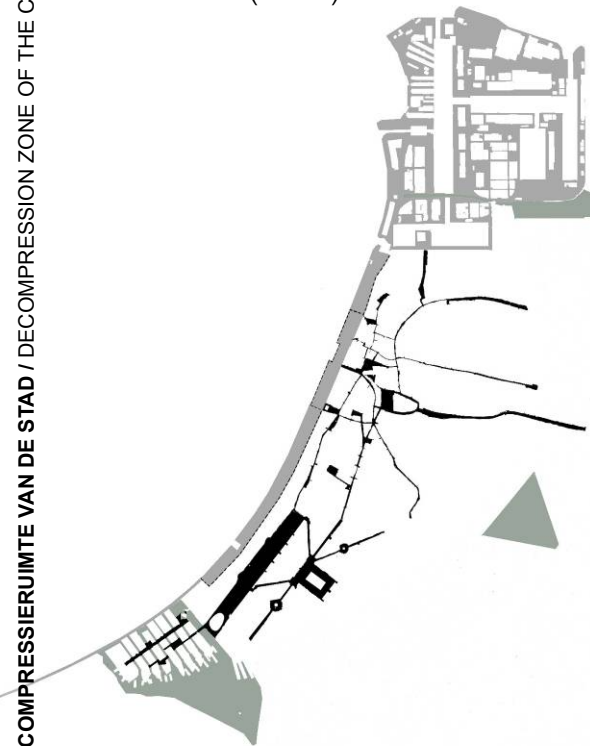


Stadsverwachting Amsterdam
Christiaan van der Meer
Amsterdam, 1928, p. 40

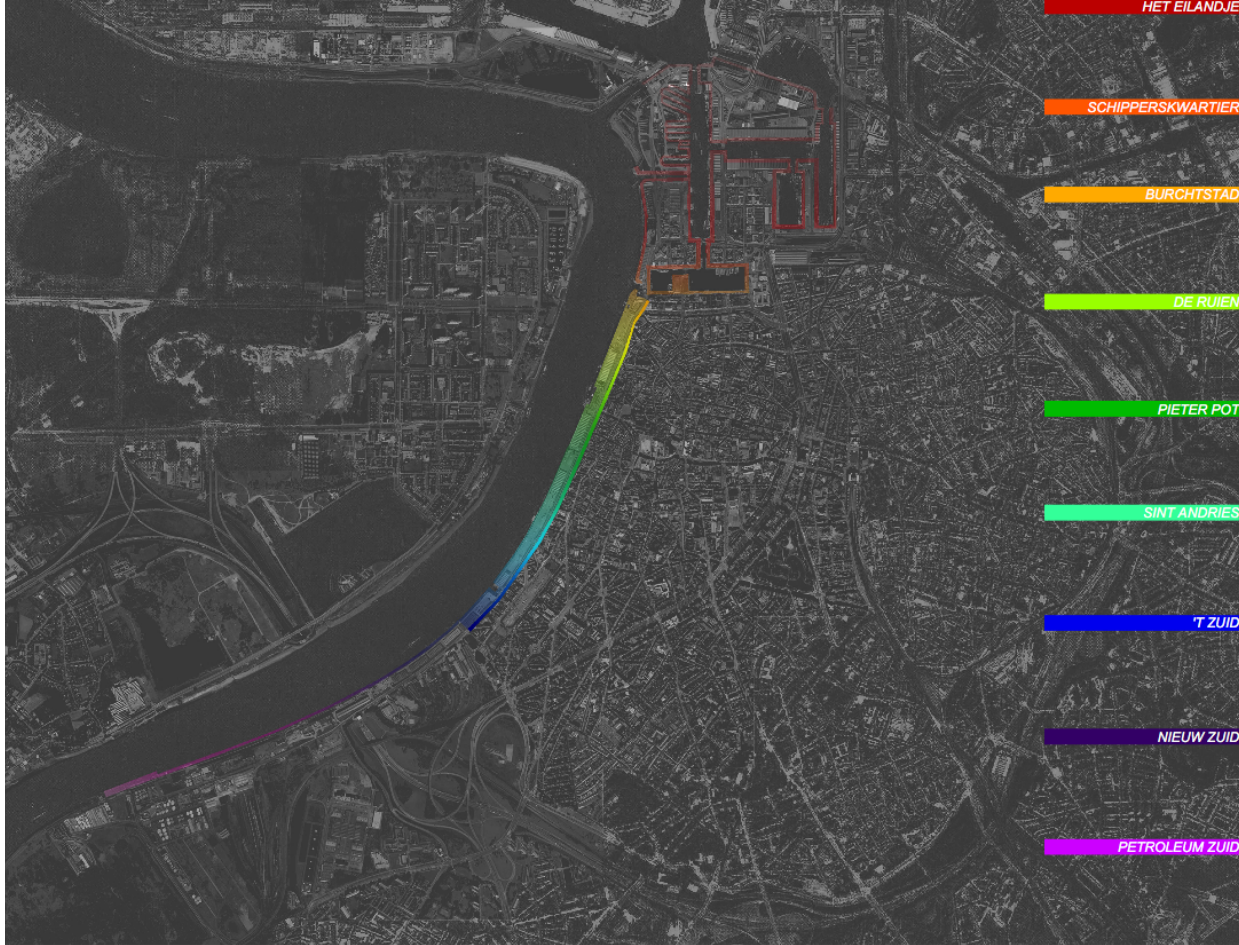
OPEN CALL (2006)



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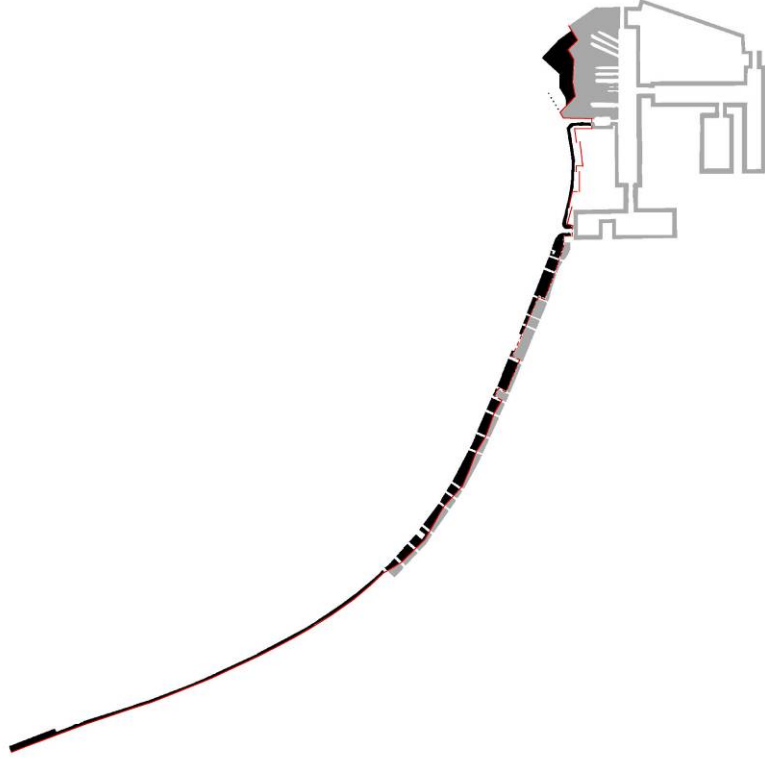


nieuwe Zuiderterras
new 'Zuiderterras'
since 1998
'Sint Anna-bonnel'
since 1933
'loodswaai'
since 1884

kaaimuur, wandelterrassen, hangars en Noorderterras
quay wall, tiled promenades, sheds en 'Noorderterras'
since 1886

footprint van de stad voor de rechttraking van de kaaien met het steen
city footprint before straightening of the quays with 't steen'
until 1886

OPEN CALL (2006)



4 OPEN CALL (2006)

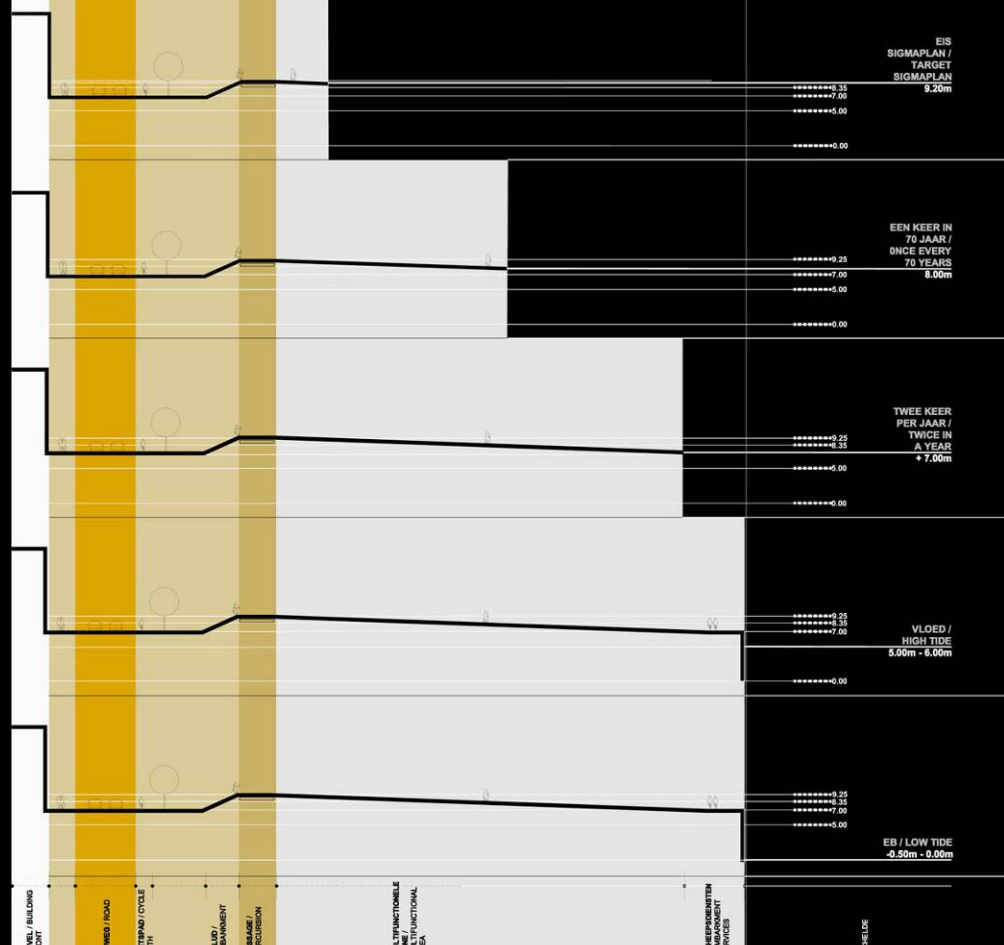


1
2
3
4

DIJK MET LUIE HELLING AAN SCHELDEKANT / DIKE WITH GENTLE SLOPE ON RIVER SIDE TYPOLOGIE 1

Het opwerpen van een talud aan de stadskant (op veranderlijke afstand, maar die de mogelijkheid van twee extra trambanen naast het bestaande wegsysteem niet hypotikeert) tot 9.25m TAW, richt de hele kaaizone naar de Schelde. Na een vlak pad met variable breedte (drie tot tien meter) gaat het gelijkmatig en zachtjes naar beneden richting kaaimuur. Aan de waterlijn wordt een vlakke zone van tien meter vrijgehouden met het oog op het aanmeren van schepen.

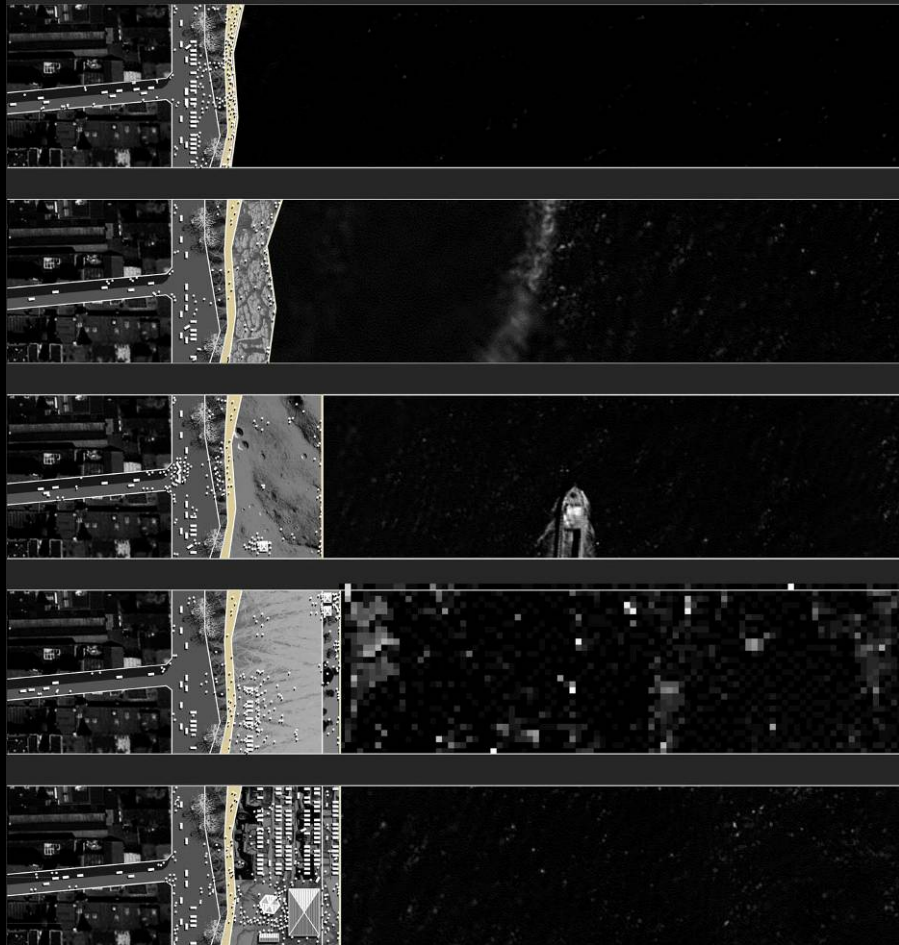
Building an embankment near the city (in a variable distance, but maintaining the road system and gaining space for the tram lines) until the 9.25mt spot height turns the entire quay towards the river. A variable width (between 3 and 10mt) flat path will be established along an embankment that maintains a 10mt distance from quay wall.

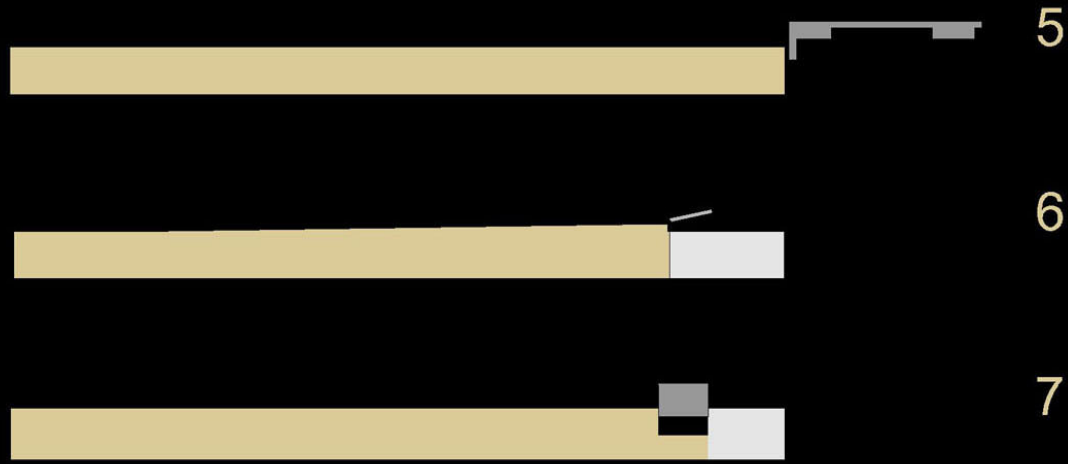


TYPOLOGIE 1



TYPOLOGIE 1







8

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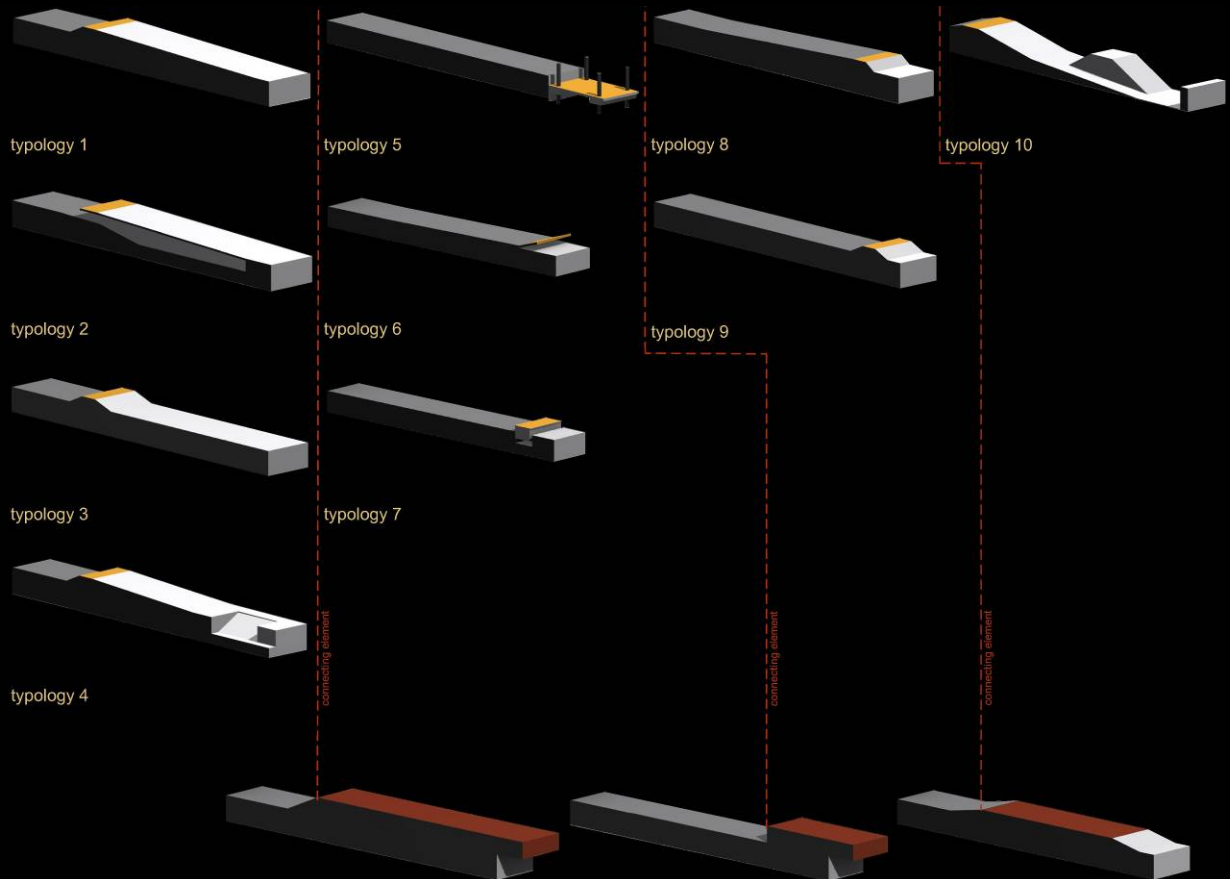
4 OPEN CALL (2006)



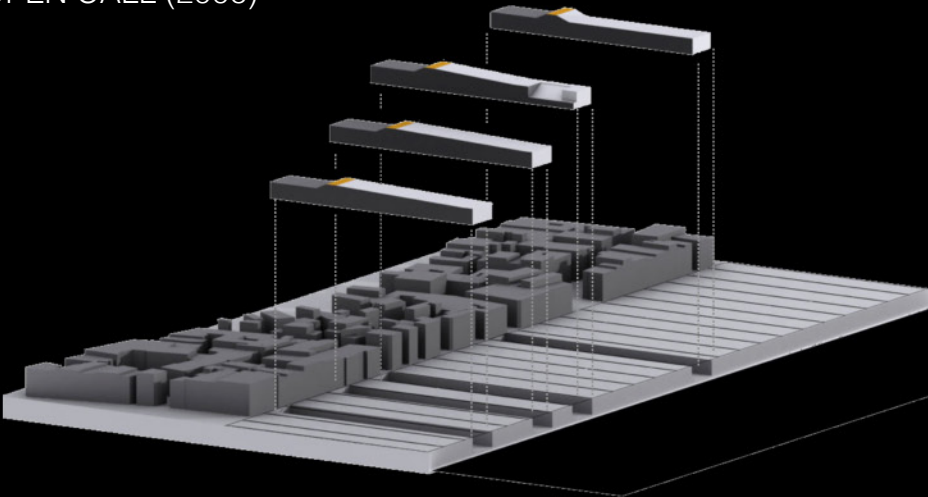
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4 OPEN CALL (2006)



4 OPEN CALL (2006)



Kies een typologie-passtuk volgens je strategische keuzes

Select the typology pieces according to the strategic options.

1

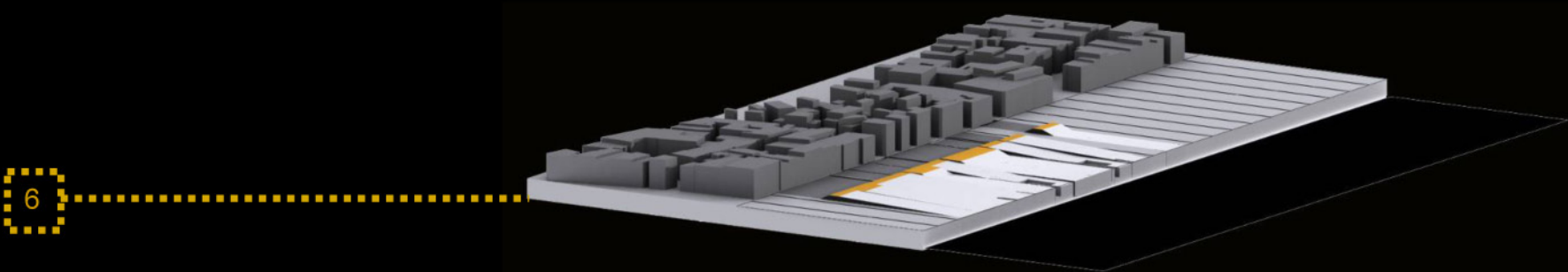
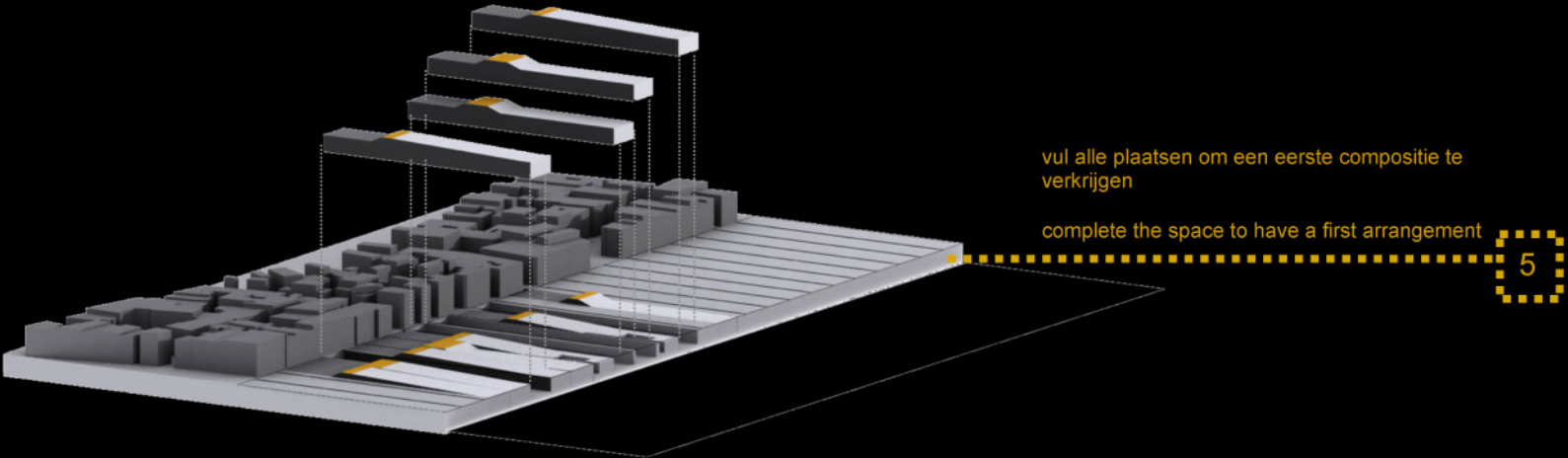
Je krijgt nu een eerste idee van waar het 9.30 m hoge punt zich bevindt

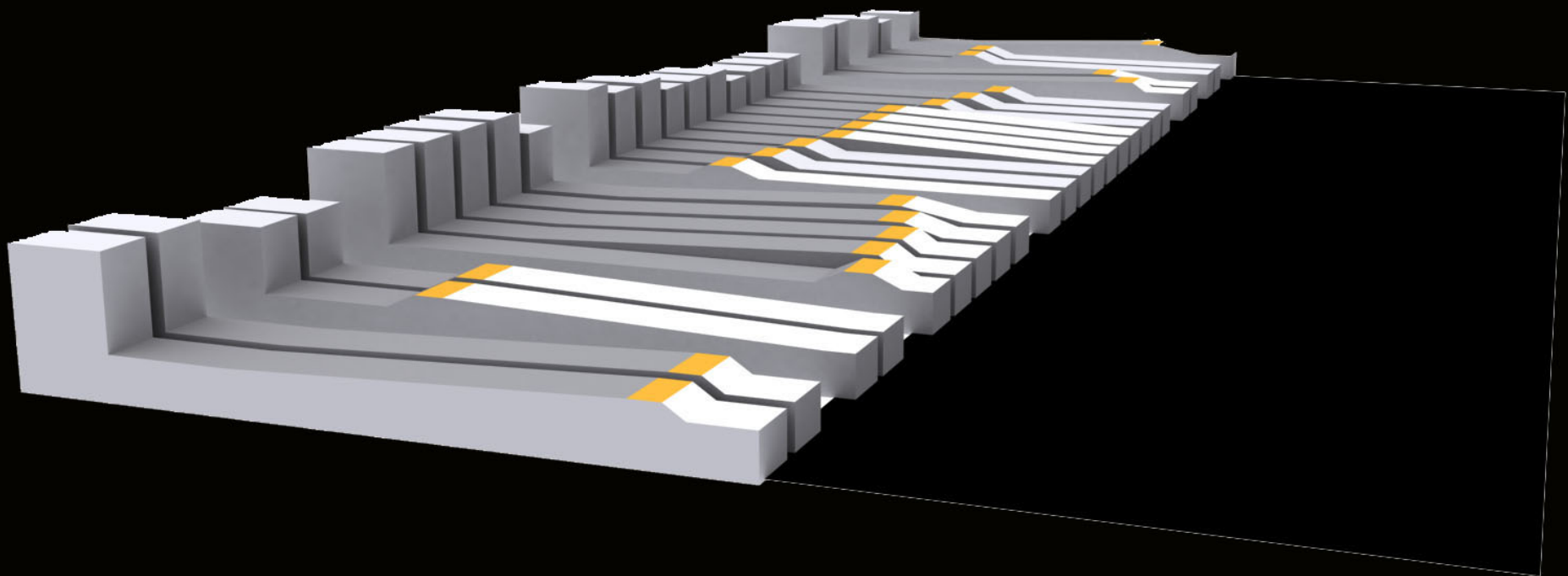
The following key will help in the application of the strategic view

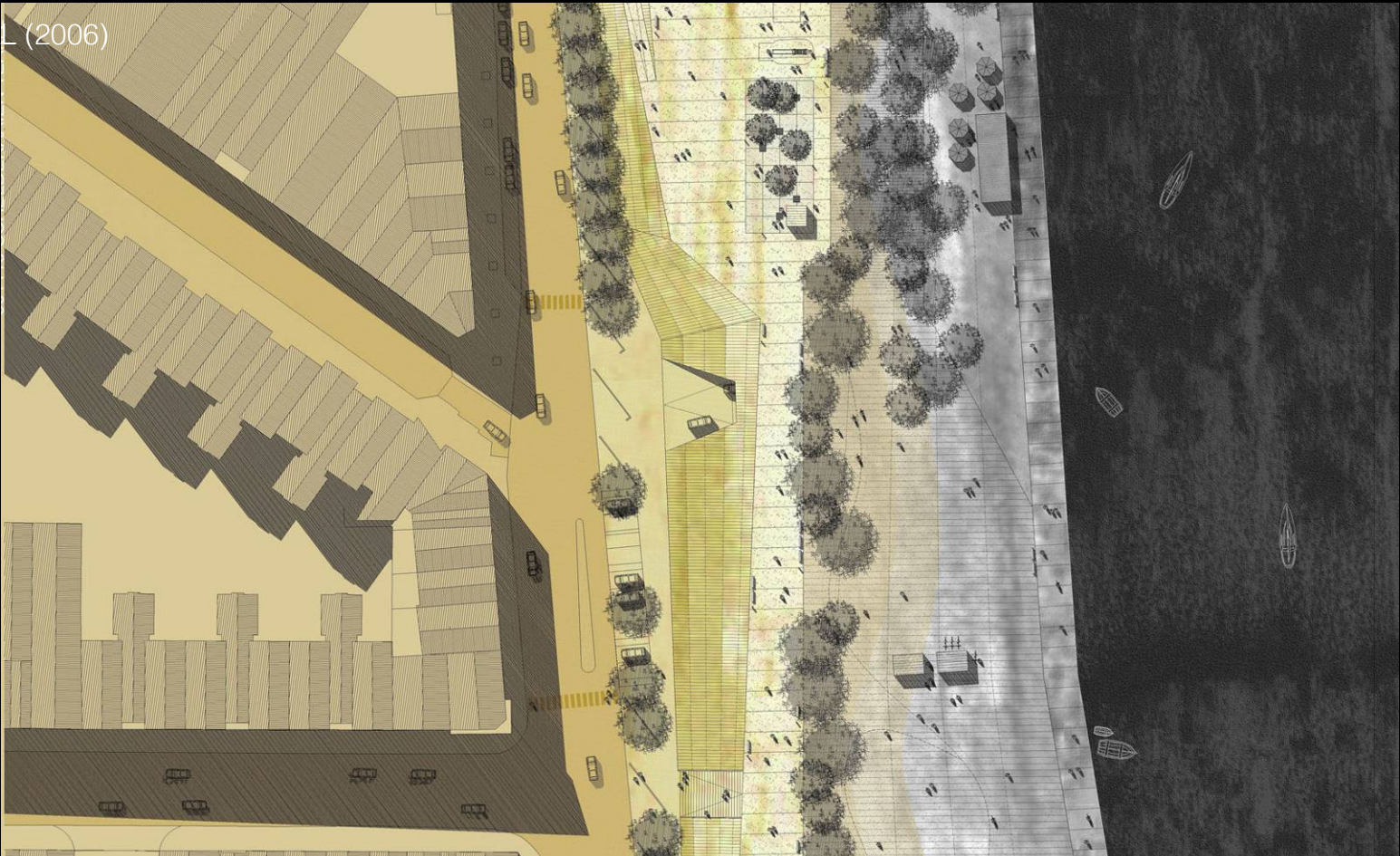
2



4 OPEN CALL (2006)

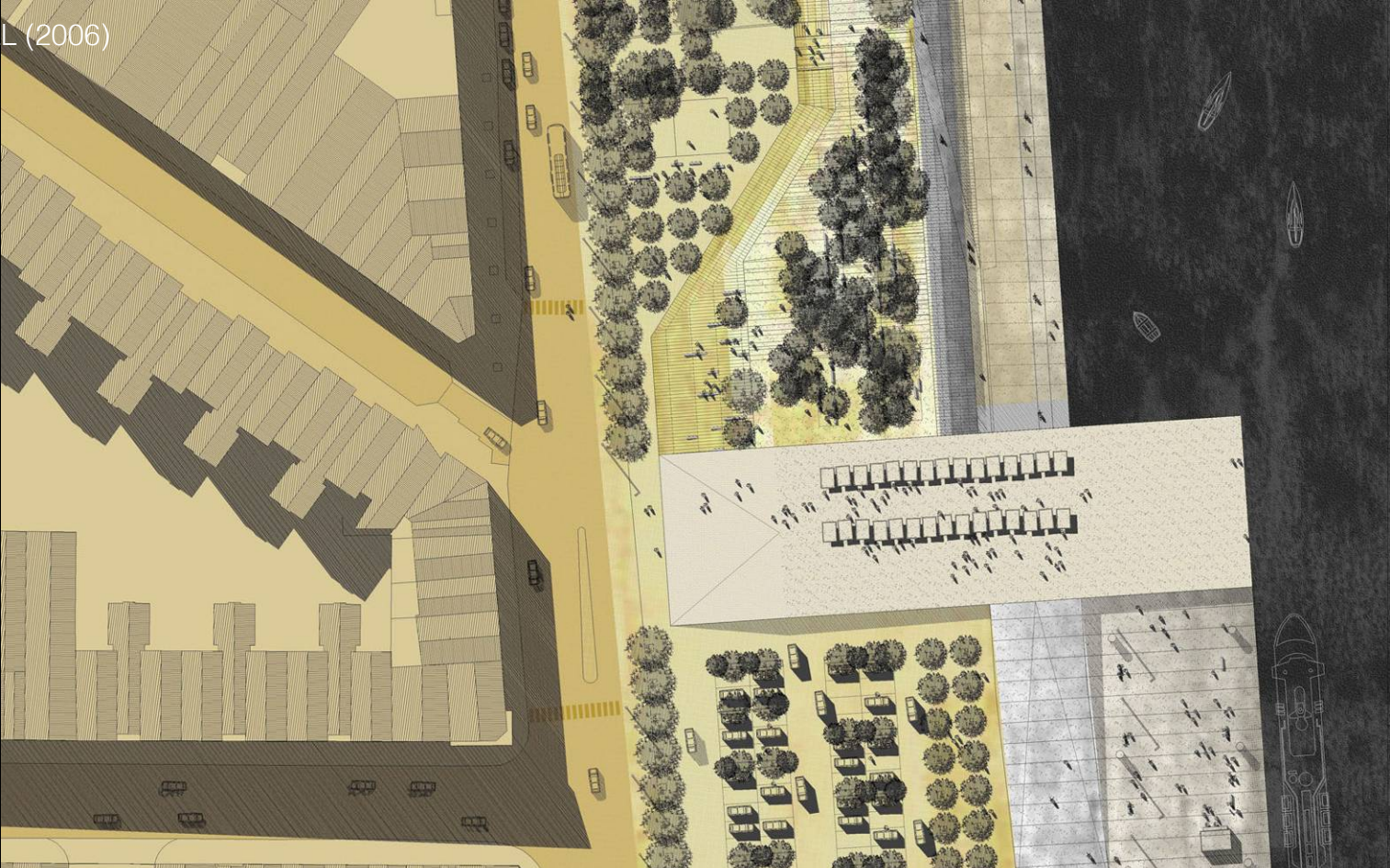






4 OPEN CALL (2006)





4 OPEN CALL (2006)



4 OPEN CALL (2006)



globale en morfologische (emotionele) lezing



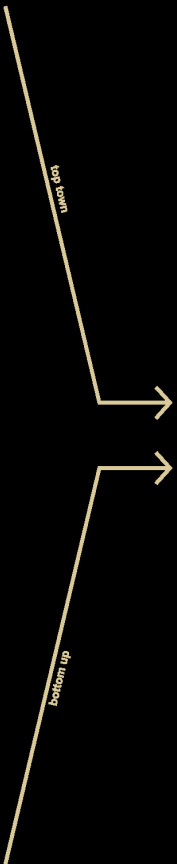
7 thema's



toolkit



abstracte sfeerbeelden



2.08



4 OPEN CALL (2006): the design that wasn't

Margot Van de Put, "Imagining a new waterfront for Antwerp", 43rd ISOCARP Congress 2007

quotations on the competition evaluation:

"this competition provided a treasure of interesting material and insights for the debate on the future Scheldt quays..."

"QUAYS AS PROGRAM?" (on S333)

the present indefiniteness and programmatic void as a problem to be solved with a wide range of spectacular programs and poles of attraction?

"QUAYS AS NEW MONUMENTAL LANDSCAPE?" (on WEST8)

the quays as an extremely autonomous and easy readable landscape?

the simplicity and monumental scale provide a big coherence, but lacks subtlety and urban dimension?

"QUAYS AS URBAN EXTENSION?" (on Secchi-Vigano)

sensitivity to the existing atmosphere and symbolic meaning of the quays for the city?

a straightforward yet sophisticated architectural solution for the flood barrier...still it remains a wall?

"QUAYS AS NEW URBAN AREA?" (on B.A.U. Joan Busquets)

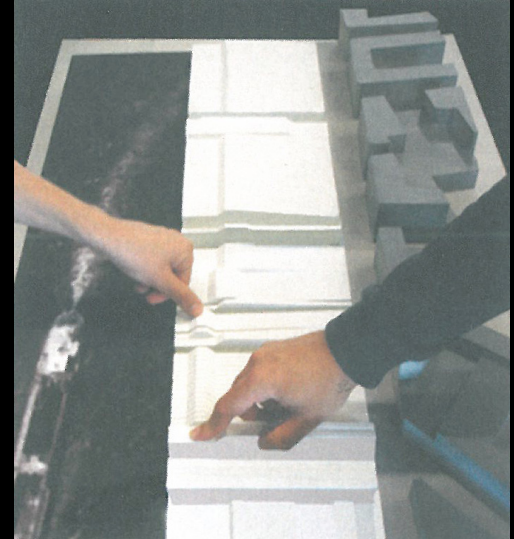
stitching the 2 river banks together and other interesting supra-local figures?

a new topography and large-scale urban landscape, but the sense of place is not fully caught?

"QUAYS AS INTERMEDIATE SPACE?" (on PROAP/WIT)

a varied landscape that restores an interesting relationship with both river and city?

the flood barrier distinguishes between permanent dry and potentially wet areas, thus it can safeguard the "intermediate space" and structure its flexible use?



4 OPEN CALL (2006): the design that wasn't

... but a strategy ?

"AN APPROPRIATE APPROACH COMBINING A STRONG IMAGE WITH A FLEXIBLE STRATEGY?"

- an open ended game of transformation
- clear on essence, but open for interpretation
- dynamic: no blueprint, no overall design or project
- beyond generic: informed by / tailored towards the context, the city

STRONGHOLD:

a water barrier as civil infrastructure and civic element

nothing more - nothing less

define what will be floodable 'terrain vague' and non-floodable protected public space

so define what listens to the rules of the river and to its tides,

and on the other hand define what can become part of the city ('conventional' public space or even built space)

and by doing so, achieve a self-evident and by definition temporary precarious balance of all justified claims that (by absence of alternatives) are projected on the quay area...

THUS DEFINE LOCATION, TYPOLOGY AND QUALITY OF THE FLOOD PROTECTION

the solution was to be discovered?

4 OPEN CALL (2006): the design that wasn't

... but a strategy ?

THANKS TO A QUIRKY ALLIANCE ?

Those reluctant to determine, with an obsession for the one essential...

Those keen to design intuitively, and very strong in abstraction after...

"We make a project, and afterwards do a dissection of the work, to tell the important from the redundant" (Antonio Pocas - PROAP)

... but a strategy ?

Kaaïen mogen ongepolijst blijven

Antwerpen bestelt een masterplan voor de heraanleg van de Scheldekaaien. De stad weet welke richting het uit moet. Het 6 kilometer lange traject moet zijn grote verscheidenheid behouden. En de typische ongepolijste sfeer hoeft niet te verdwijnen.

Van onze redacteur
Geert Van der Speeten

ANTWERPEN.

DE Scheldekaaien zijn de grootste, maar ook de meest verwaarloosde openbare plekken in Antwerpen. Tussen de rivier en de stad fungeren ze als een rest-ruimte. Er is parkeerplaats zat. Je kan er wandelen of joggen in een prachtig decor. Daarnaast vormen de kaaien een vitale verbindingsweg tussen noord en zuid.

De strook heeft potentie, maar Antwerpen beleeft hem vooral als een achterkant. En dat terwijl er zoveel internationale voorbeelden zijn van steden aan een stroom die de aanwezigheid van het water uitspe- len als een bijzondere troef.

Vandaar het Antwerpse voor- stel om de kaaien aantrekkelij- ker te maken en ze beter te laten aansluiten bij de achterliggen- de stadswijken als het Zuid of het Eilandje.

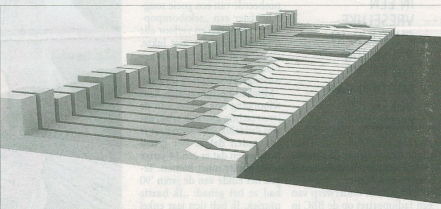
Er was ook een dringende aanleiding. Het Sigmagap van 2005 vereist dat de bestaande waterkeringsmuur met 90 cen- timeter verhoogd wordt. Wil Antwerpen geen Berlijnse Muur zien verrijzen op Rech- toever, dan moet er nage- dacht worden over de aanpak. De volgende anderhalf jaar moeten er vier studies komen: een ruimtelijke, een techni- sche, een financiële en een over de mobiliteit.

Al die elementen komen sa- men in een masterplan. Zeg maar: de voorbereidende fase die tegen eind 2008 klaar moet zijn. De stad, het Vlaams Ge- west en de nv Waterwegen en Zeekanaal zijn de partners.

Op de architectuurwedstrijd die vorig jaar werd uitgeschre-



De Scheldekaaien moeten hun karakter van „terrain vague” bewaren, vinden de ontwerpers. © WDK



Voor de verhoogde waterkering stellen de ontwerpers een compleet gamma aan oplossingen voor. Het beeld is dat van een gevarieerd landschap. © TV Prosp LDA/WTT BVBA/ Idreosse SPA/ Arcoveneto SRL

Noordkasteel, waarin steeds andere ruimtes samenkomen. Ze willen die stadzones ook telkens anders benaderen. In het zuiden is een wandelpad mogelijk, in het centrum een „decompressieruimte” voor het toeristische centrum, in het noorden een natuurlijke oever.

Voor de verhoogde waterke- ring stellen de ontwerpers niet één, maar een compleet gam- ma aan oplossingen voor. Een mobiel ponton kan niet alleen een afsluiting vormen bij springtij, maar de stad ook dicht bij de stroom brengen. Andere types zijn landschap- pelijk, zoals hellingen of poor- ten. Het contact met het water vertaalt zich in de vorm van een forum, een dijk of een plat- form.

Het Leuvens architectuurbu- reau WIT, dat deel uitmaakt van het winnende ontwerp- team, ziet het als een „gereed- schapskist” waarmee latere ontwerpers hun voordeel kun- nen doen.

De jury waardeerde ook „de poëtische benadering van de feite”. De Scheldekaaien moe- ten hun karakter van *terrain vague* bewaren, vinden de ont- werpers. Het is niet de bedoe- ling om ze te fatsoeneren, zodat de oevers er modicus en afge- likt bijliggen.

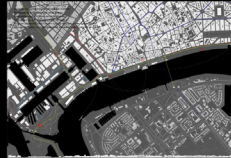
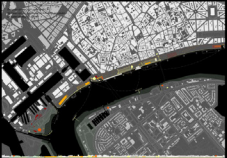
Prosp-WIT-Idreosse-Arco- veneto krijgt een jaar de tijd om het masterplan verder uit te werken. Volgens de Vlaamse bouwmeester Marcel Smets te- kent het team geen eindbeeld uit, maar bedenkt het een „structuurschets en een ge- meenschappelijke visie”. Na- dien worden de ontwerpers aangeduid voor de verschillen- de deelzones. De werkzaamhe- den kunnen ten vroegste in 2009 beginnen. Volgens een voorlopige raming worden ze geschat op 200 miljoen euro.

5 MASTERPLAN STAGE

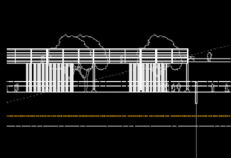
5.1 - VISION



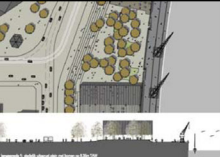
5.2 - NEGOCIATED DECISIONS



5.3 - TYPOLOGICAL CHARACTERISTICS
PER QUAY ZONE



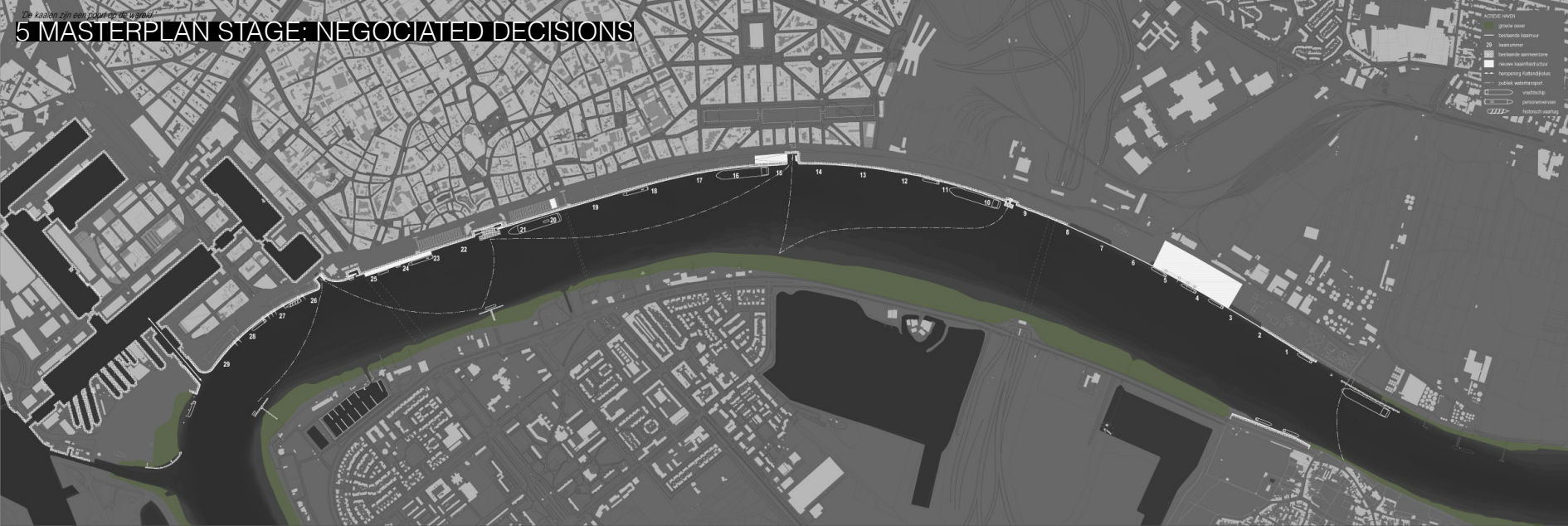
5.4 - DESIGN RESEARCH: EXPLORATIONS



5.5 - OPERATIONAL FRAME

STARTING POSITION: EXISTING CONDITION AND PLANNING CONTEXT

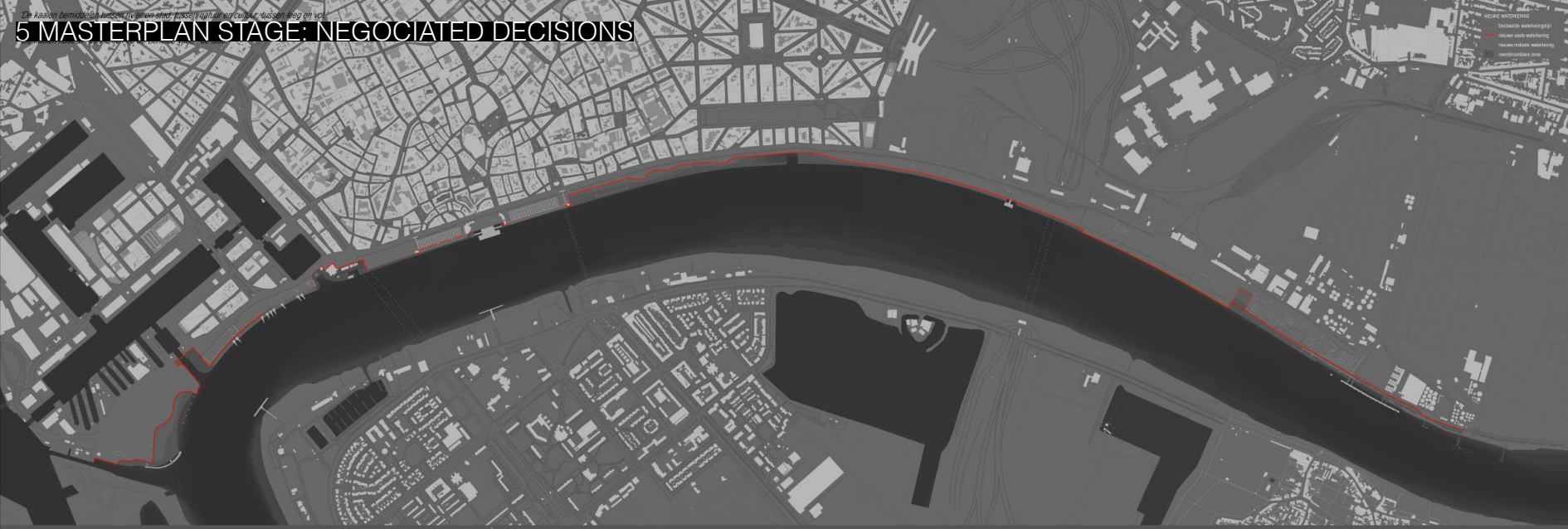
De haven zijn een paar decennia geleden
5 MASTERPLAN STAGE: NEGOTIATED DECISIONS



GUIDELINES : ACTIVE HARBOUR

*The quays are a gate onto the world
The quays will again become a performant, operational urban harbour*

5 MASTERPLAN STAGE: NEGOTIATED DECISIONS

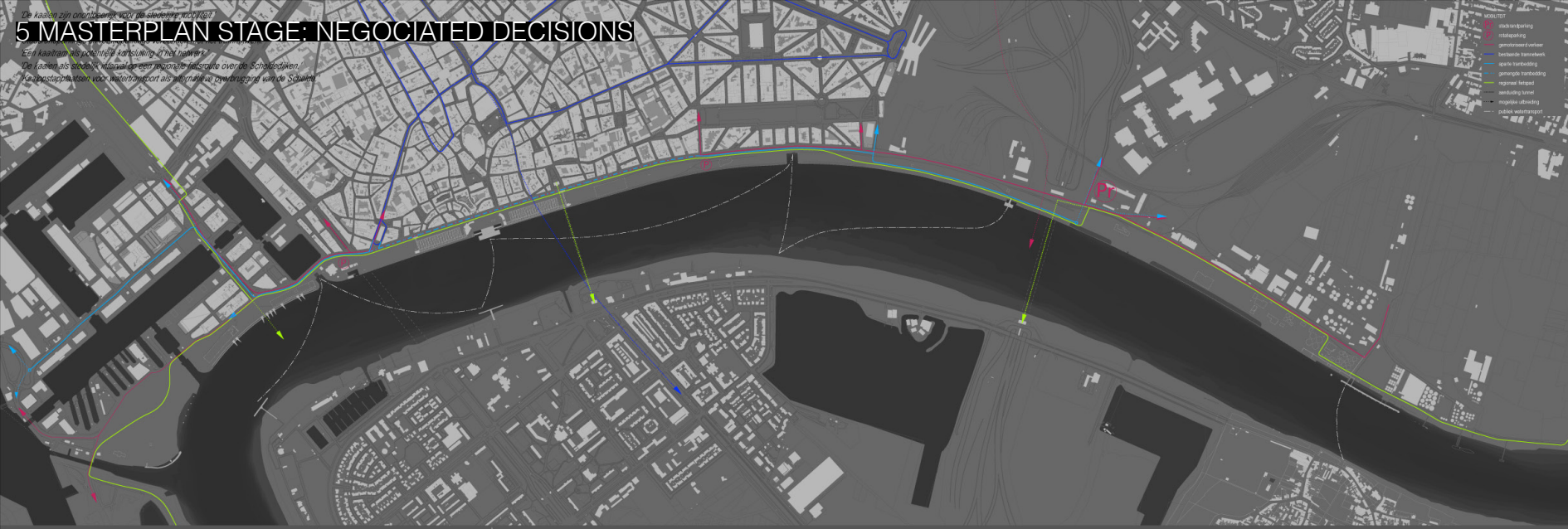


GUIDELINES : NEW WATER BARRIER IN LINE WITH THE UPDATED SIGMA PLAN

*The quays mediate between river and city, between nature and culture, between empty and full
The quays mediate and negotiate, what will become a dry urban realm, and what remains wet
The quays frame views, from the city onto the Scheldt*

5 MASTERPLAN STAGE: NEGOTIATED DECISIONS

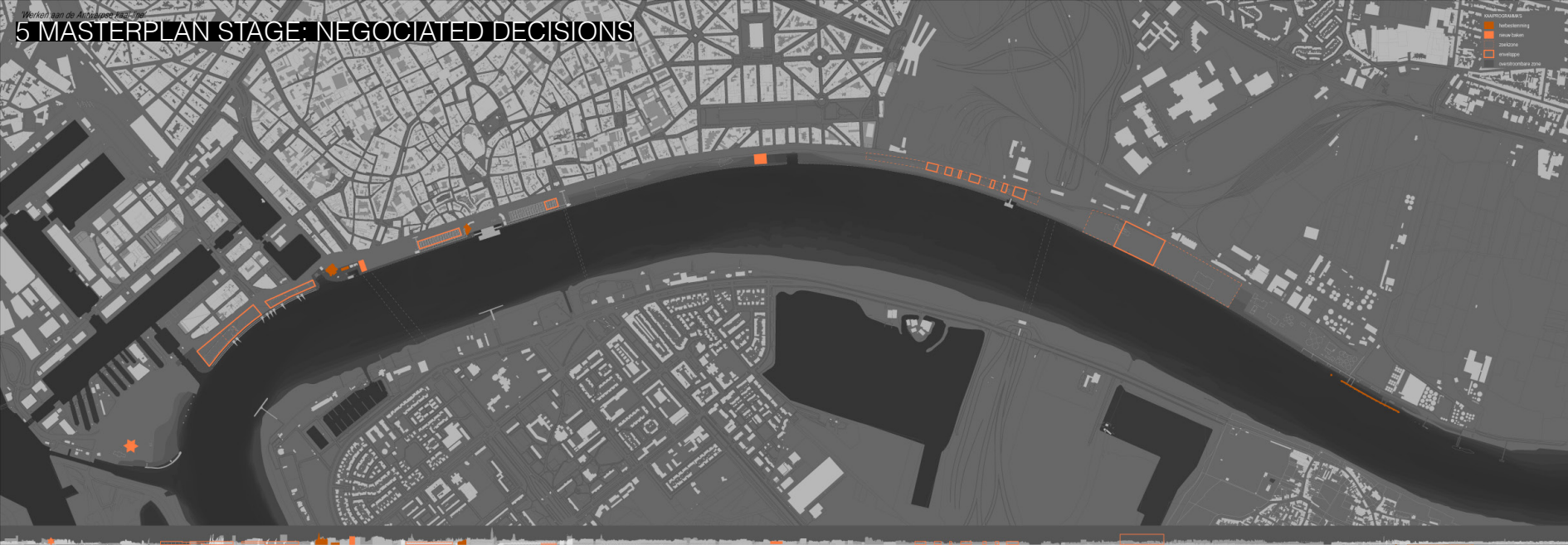
De Kaaien zijn onontbeerlijk voor de stedelijke mobiliteit
Een Kaaitram als potentiële aansluiting of het netwerk
De Kaaien als stedelijk materiaal op een regionale fietsroute over de Scheldebijken
Kaaitramparkeertuinen voor watertransport als alternatieve overdrugging van de Scheldt



GUIDELINES : MOBILITY

- The quays are an indispensable part of the urban mobility*
- The quay road as a collector for local traffic*
- Parkings near the city edge connected to the tram network*
- One quay tram as a potential bypass in the network*
- The quays as an urban episode on a regional cycle route over the embankments of the Scheldt*
- Water transport as an alternative bridge across the river*

5 MASTERPLAN STAGE: NEGOTIATED DECISIONS



GUIDELINES : QUAY PROGRAMMES

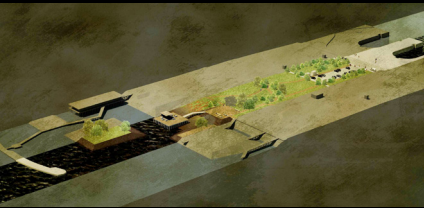
Working on the antwerp quay-line
Urban extensions, the quays as a hard spine

[illegible]

GUIDELINES : SYNTHESIS

- I Droogdokkeneiland: urban park and “uitwaaioplek”*
II Rijnkaai: modest new waterfront for a renewed harbour quarter ‘Eilandje’
III Bonapartedok & Loodswezen: intimate tidal garden and departure for water transport
IV Schipperskwartier en Centre: accessible urban infrastructure
V Sint Andries & South: void and terrain vague
VI New South: linear park and improved relationship with the river
VII Petrol South: green corridor towards the polders of Hoboken

5 MASTERPLAN STAGE: TYPOLOGICAL CHARACTERISTICS PER QUAY ZONE



I Droogdokkeneiland



II Rijnkaai



III Bonapartedok & Loodswezen



IV Schipperskwartier



IV Centre



V Sint Andries & South



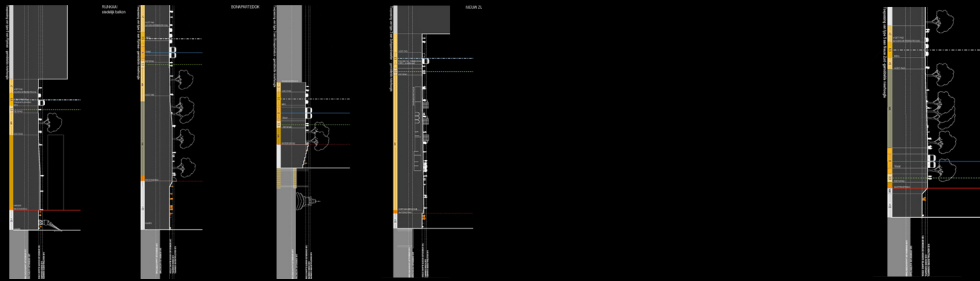
VI New South



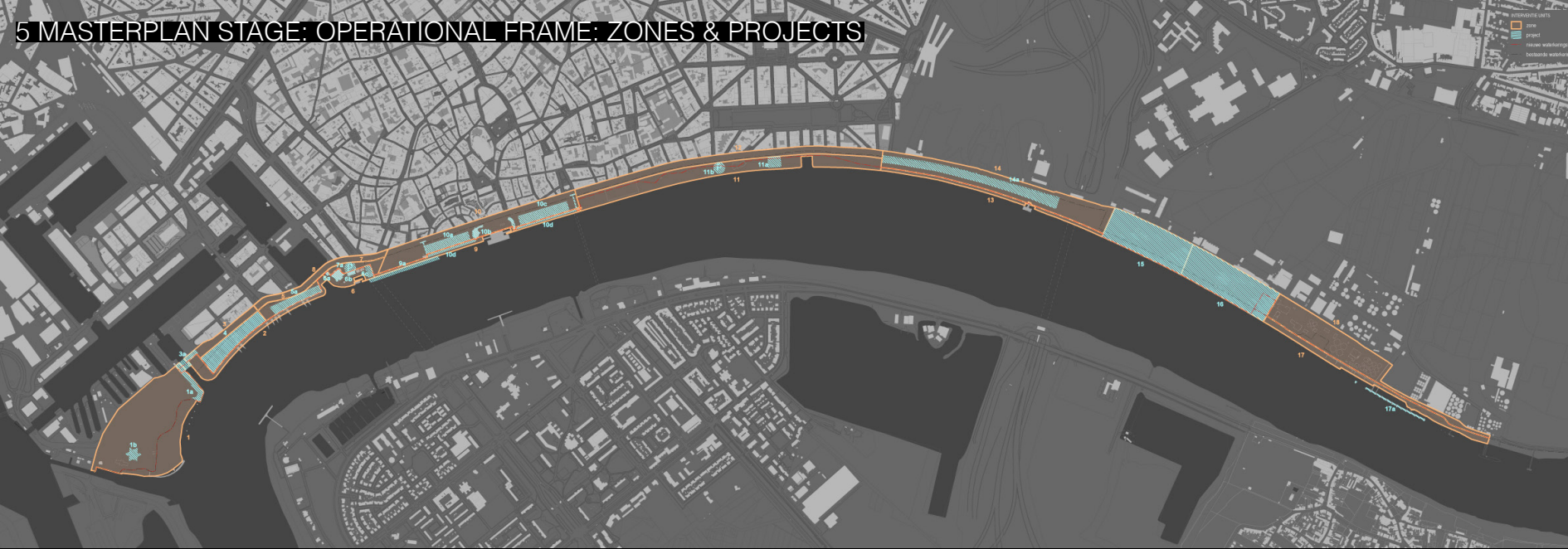
VII Petrol South

WASTE LUNEN

- kasmuur
- vaste waterkering
- - - mobiele waterkering
- - - zijn weg
- - - zijn regionaal
- tram



5 MASTERPLAN STAGE: OPERATIONAL FRAME: ZONES & PROJECTS



5 MASTERPLAN STAGE: OPERATIONAL FRAME: ZONES & PROJECTS

9 CENTRE-floodable

DATA AND TEST FIGURES

SURFACE AREA	m2	13.659
floodable		13.659
non floodable		0

INTEGRATED ELEMENTS

quay wall	m	1.068
basic		842
specific configurations		224

1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

road	m	0
regional bicycle path	m	0
tramline	m	0
others	m	0
axis historic tracks	±	0
harbour fence	±	0
existing water barrier		0

PROJECTS

9a	new pontoon Schipperskwartier	approximate surface area	m2	4.950
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PRECONDITIONS

AH ACTIVE HARBOUR

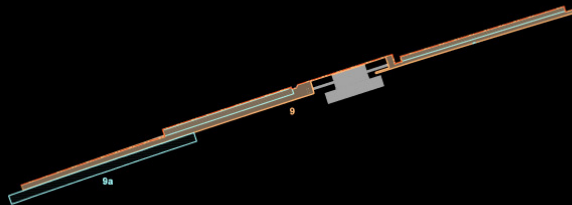
new pontoon Schipperskwartier for mooring vessels without footbridge
pontoon Steen as central stop for public water transport
relocating cruise terminal perpendicular to the water, close to Sint-Jansvliet
the security fence for cruises must open in normal conditions
a public water promenade is possible at all times
pontoon Schipperskwartier is part of the promenade close to the water
free service strip of 10m for mooring

HA HISTORICAL HERITAGE & ARCHAEOLOGY

Steen, hanger 20-21 en hanger 22-23 are protected monuments
Noorderterras, Zuiderterras, en raised terraces are to be preserved
quay wall and pontoon Steenplein are to be preserved/restored
the actual cruise terminal obstructs the relationship between city and river
archaeological underground of very high value
careful restoration of the quay wall, bollard and tracks

WB WATER BARRIER

location of the water barrier close to the river according to plan
typology of the water barrier according to plan:
continuous mobile water barrier 7.80m TAW, total length 8.850m
fixed water barrier 9.25m TAW architecturally integrated in the monuments
search zones for a fixed water barrier 9.25m TAW under hangar 22-23
the mobile water barrier safeguards views from the city and streets
optimal crossing of the water barrier



M MOBILITY

central stop for the public water transport at pontoon Steen

19 PUBLIC SPACE AND IMAGE QUALITY

image quality PORTUARY
the raised terraces remain always accessible for the public

P QUAY PROGRAMS

COMMENTS

main part of the total length for mobile water barriers at 7.80m TAW
total length of mobile barriers between Bonaparte en Kennedytunnel ± 850m
mobile barriers to optimize the relationship city-river in this centre zone

AMBITION

Especially in the historic city centre – from Sint-Pietersveld until Sint-Jansveld – all efforts are combined for a better relationship between the city, the rivers and the water. The water barrier fully uses mobile solutions, for which a necessary average fixed threshold is defined at 7.80m TAW. With this threshold, the total length of mobile barriers between Bonaerpeelsdijk and Kennedy tunnel must be less than circa 650m. Practically existing or new possibilities for mooring small vessels, and allows for anchoring the water at low tide. The main challenge for this zone is to optimally integrate the water barrier within the refurbishment of the public domain, especially seen from the city. Therefore the area should be developed together with the adjacent non-foodable area (10). Only if particular conditions exclude a simultaneous execution of foodable and non-foodable areas, the area could be elaborated separately. The character and the location of the water barrier are precisely defined in the masterplan. Like elsewhere in the foodable area, the water barrier can be used as a platform for other activities. But specifically here the quays can be complemented with other contemporary elements to become a more urban and more active mooring device.

5 MASTERPLAN STAGE: OPERATIONAL FRAME: ZONES & PROJECTS

10 CENTRE-non floodable			
DATA AND TEST FIGURES			
SURFACE AREA	m2	76.158	
floodable		0	
non floodable		76.158	
INTEGRATED ELEMENTS			
LINES			
quay wall	m	0	
water barrier	m	0	
road	m	894	
regional bicycle path	m	992	
tramline	m	894	
separate lane		0	
shared lane		894	
others	m	1.884	
axis historic tracks	±	420	
harbour fence	±	559	
existing water barrier	±	992	
PROJECTS			
10a envelope hangar north 22-23	surface area	m2	8.416
10b Steen	surface area	m2	956
10c envelope hangar south 20-21	surface area	m2	9.567
10d renovation raised terraces north and south	surface area	m2	7.170

PRECONDITIONS

AH ACTIVE HARBOUR

HA HISTORICAL HERITAGE & ARCHAEOLOGY

Steen, hangar 20-21 en hangar 22-23 are protected monuments
Noorderterras, Zuiderterras en raised terraces are to be preserved
archaeological underground of very high value
the harbour fence obstructs the relationship between city and river
design research for a possible historic reference to the harbour fence
Flantrakosk has to be evaluated on project level
the actual cruise terminal obstructs the relationship between city and river

WB WATER BARRIER

location of the water barrier close to the river according to plan
typology of the water barrier according to plan
continuous mobile water barrier 7.80m TAW, total length < 850m
fixed water barrier 9.25m TAW architecturally integrated in the monuments
search space for a fixed water barrier 9.25m TAW under hangar 22-23
the mobile water barrier safeguards views from the city and streets
optimal crossing of the water barrier
optimal integration of the fixed threshold in the renewed public space

M MOBILITY

optimal perpendicular crossing along the whole centre area
local traffic between Sint-Petersvliet and Sukerwi
pedestrian area between Steen and Sint-Jansvliet
the pedestrian area is only selectively accessible for motorized traffic
the quay tram traverses the pedestrian zone
quay tram in the same lane as motorized traffic along the whole centre area
central busstop at Sint-Jansvliet

IQ PUBLIC SPACE AND IMAGE QUALITY

uniform design from city edge until the water barrier
optimal perpendicular crossing along the whole centre area
image quality URBANITY
optimal integration of the fixed threshold in the renewed public space

P QUAY PROGRAMS

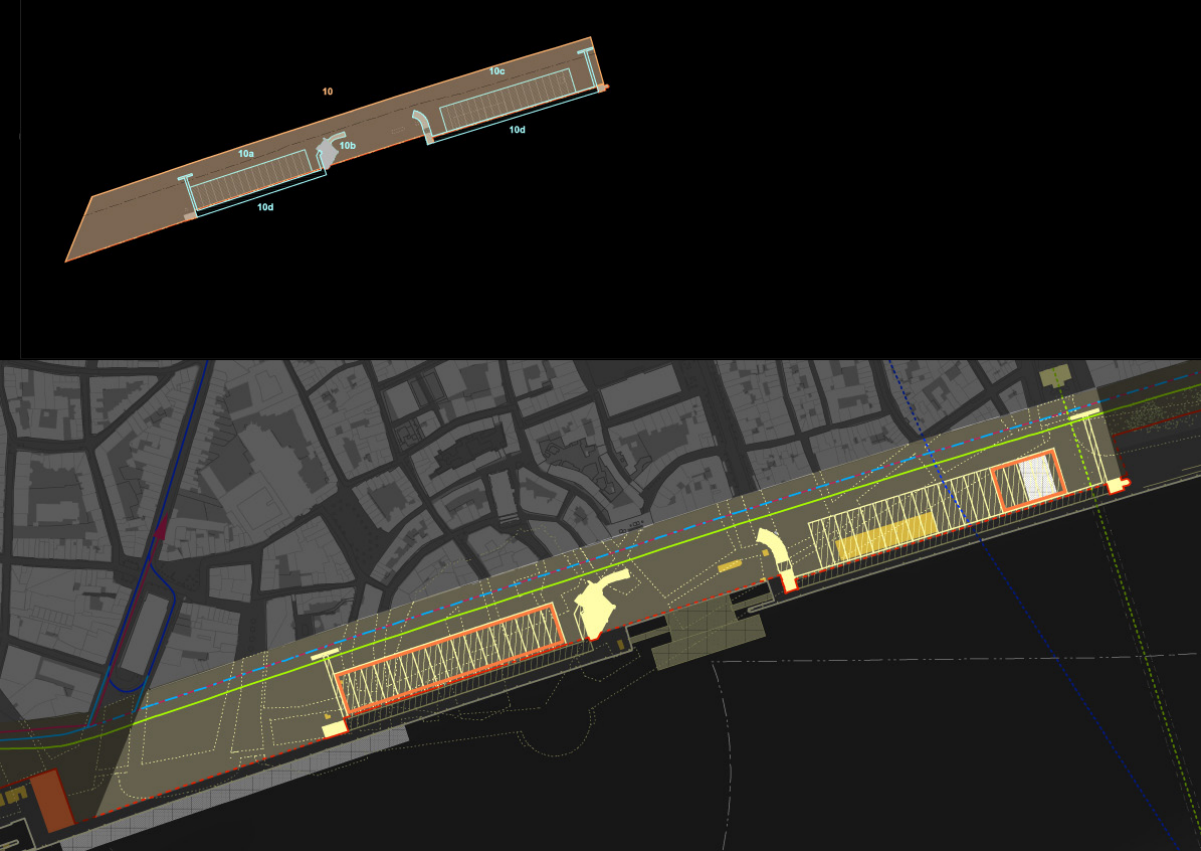
only public functions are allowed
building envelope hangar 22-23 small scale urban functions
direct access to these functions from the northern raised terrace
reveal archaeological sites (under hangar 22-23)
hangar 20-21 remains a covered open air space for example city market
a limited building envelope allows reorganizing the cruise terminal
the envelope hangar 20-21 does not surpass the actual roof structure
southern raised terrace remains a privileged spot for cruise-watching
a suitable conversion and new program for Steen, socio-educational

COMMENTS

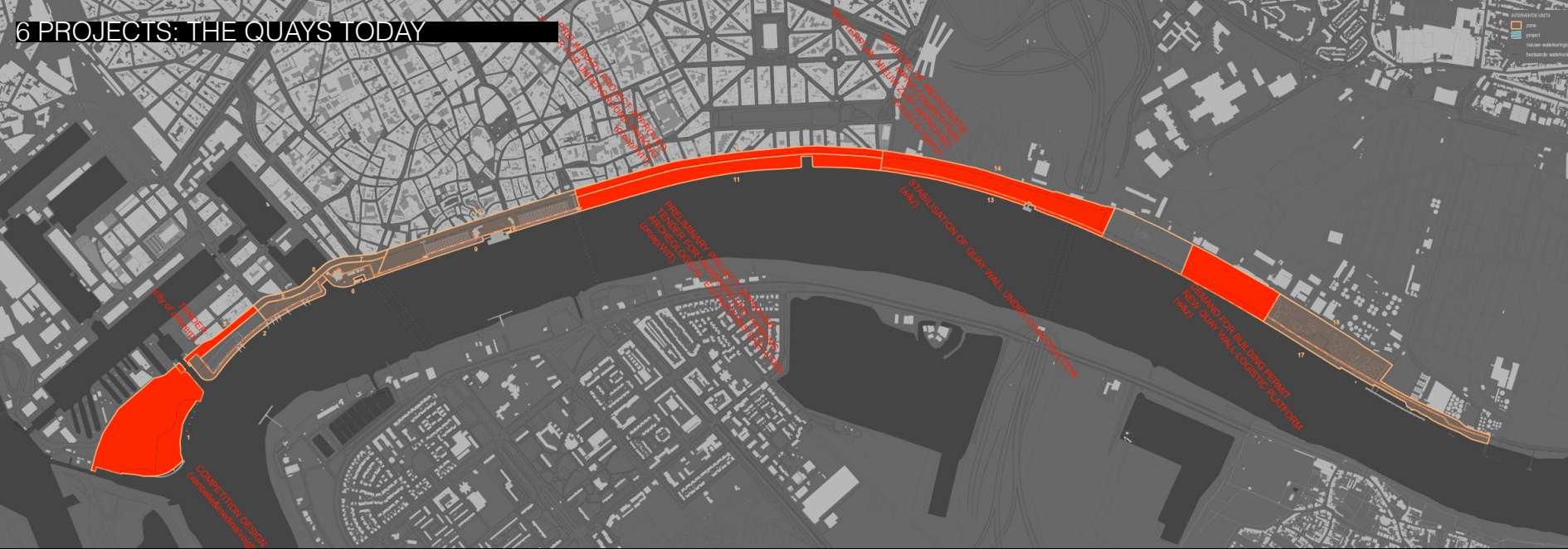
a global design strategy for 10a-d provides the separate projects
reveal the archaeological underground of very high value
this zone is of strategic importance for mobility changes
the centre quays become an available polyvalent urban infrastructure

AMBIITION

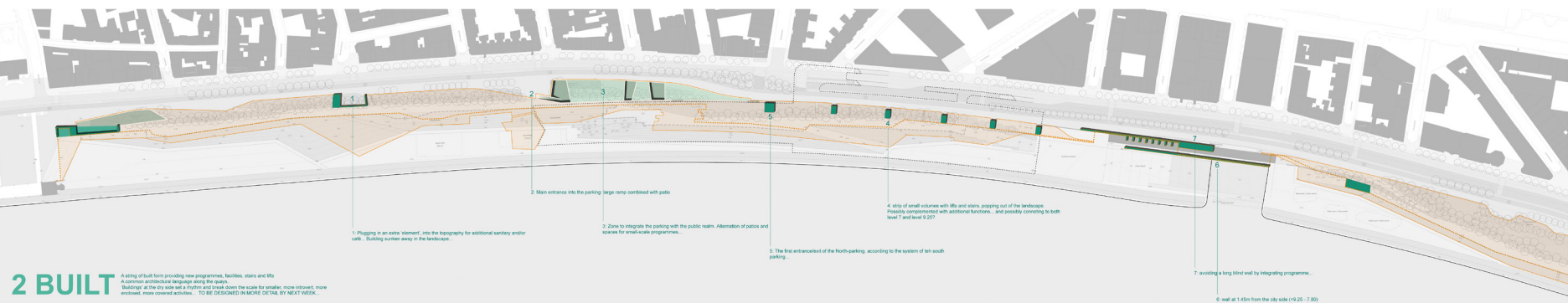
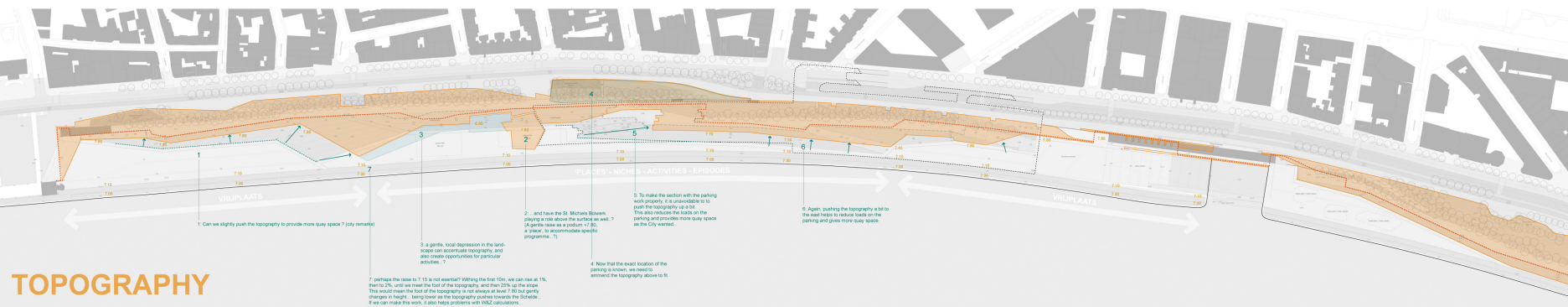
Locating the water barrier close to the river, the non-floodable quay area is significantly extended. The city can literally recover the quay surface. Moreover, the water barrier will be mobile along almost the full length of this zone, safeguarding views on the Scheldt and an easy access to the water. The main challenge for this zone is to optimally integrate this water barrier within the refurbishment of the public domain, especially seen from the city. Therefore the area should be developed together with the adjacent floodable area (9). Only if particular conditions exclude a simultaneous execution of floodable and non-floodable areas, the area could be elaborated separately. Before elaborating separate projects within this area, a global design strategy for the whole area must be developed. The whole centre zone will become one large polyvalent urban infrastructure, immediately available for all kinds of urban events. Simultaneously small scale permanent functions can lively up the quays, and their relationship with the river city. Pedestrians will easily cross the single public space that extends from the city edge until the water barrier. The centre zone will be a pedestrian friendly area with limited traffic intensity, and only selectively accessible for cars. The road, the regional bicycle lane and a potential quay tram will be integrated in the public domain.



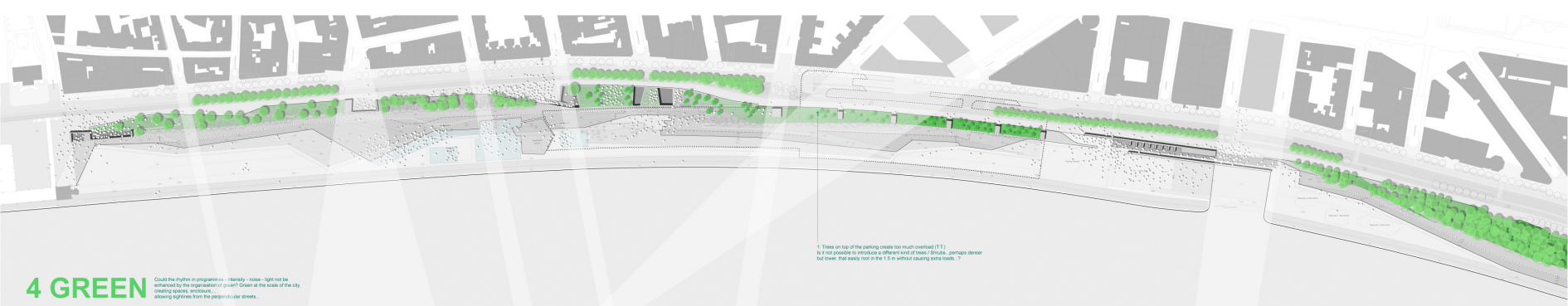
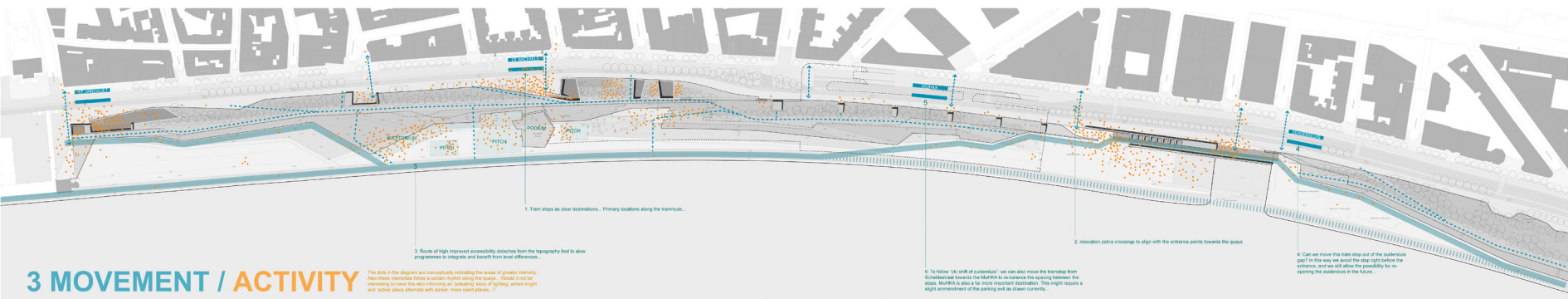
6 PROJECTS: THE QUAYS TODAY



6 PROJECTS: Sint Andries & Zuid - pilot project PROAP-WIT



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7 EVALUATION

THE STRUGGLE

The journey from competition towards Masterplan, and the Pilot project to follow has been a true test of the resilience of the initial scheme.

- engaging with a double client, with overlapping but often conflicting agendas: the City as guard of the public realm, W&Z as guard of the water barrier (cost and safety)...
- integrating different specific studies:
 - mobility study (Omgeving-Tritel for the City)
 - cultural-historical study (Hazenberg for the City)
 - technical study (SBE-Technum for W&Z)
 - functional/financial study (IDEA-LAgroup/Laga-Deloitte for W&Z)
- an iterative process with constant new input:
 - very intensive public participation: kaaiambassadeurs, kaaiwandeling, 'droom je kaai', 'de kaaien op tafel', 'dagen van de kaaien'
 - internal departments within the City
 - mobility company (De Lijn)
 - ...
- an unpredictable journey full of conflicts, fights, disappointments and surprises:
 - reference design for the underground parking
 - new issues regarding quay-wall stability
 - a late obstruction from Monuments and Heritage: hangars and fences
 - the sudden pop-up of a new football stadion (Beerschot-Antwerp)
 - the uncertainty of Oosterweelverbinding (referendum)
 - ...
- and... very recently a political revolution: SPA -> NVA

7 EVALUATION

THE MASTERPLAN:

The masterplan did manage to take on board many of these changes, objections, new and altered issues. It is a **collective achievement** where many involved (stakeholders, users, clients, experts, designers,...) feel a sense of ownership, though it still carries the initial key ideas.

The masterplan was approved (2010); a principal agreement between Flemish Community and City has been written and signed on its basis (2012). First projects are getting implemented (2013). And the masterplan is confirmed in the administration contract of the new coalition (2013), with potential amendments on mobility issues.

The **refusal to make a design** but rather insist on a strategy, has apparently delivered a masterplan that can work as instrument, as vehicle for discussion, as reference; it has opened possibilities without determining the final product. The masterplan is a framework for multiple 'PROJETS URBAINS', not a blueprint.

This framework is by no means compromise. The open end was only possible through the simplicity/clarity of the vision, and because of stubborn consistency and rigidity in the few things that really matter, already stipulated during the competition, later tested and confirmed in the masterplan process, and settled as **Negotiated Decisions**. As much as it may be an open end, it holds a collective image shared by many, that gives hope, optimism and enthusiasm for the future of the area. Great expectations exist AND freedom is incorporated. There is room for (re-)interpretation, surprise - and yes! - also potential friction and misbehaviour: this is exactly what we acknowledge as a quality (in our cities).

A first hurdle may well be taken but struggling will go on...
We can only hope this MPSQ helps mastering the thin line between freedom and control for a while...

