

## REPORT OF THE LEEUWARDEN SITE VISIT 13 MARCH 2011

Some fifteen people had registered for the visit to Leeuwarden. De Zuidlanden planning office of the municipality of Leeuwarden welcomed participants with coffee and cake in a former farm on the European 11 site where they have their offices. Werner Brouwer, Director of the planning office, Marsha van Bijleveld, responsible for communication and Janke de Boer from the municipality of Leeuwarden were present on the Sunday morning to provide the visitors with information about the assignment and show them round the site.



Werner Brouwer presented the site. The European site, Kanaalzone, is part of De Zuidlanden, a new part of town to be developed to the south of Leeuwarden. De Zuidlanden comprises a total of 550 ha and the development of this commenced in 2008. In the Kanaalzone site the study area comprises 49 ha and the intervention area 19 ha. It entails the development of 400 to 500 housing units. The municipality of Leeuwarden and Elkien corporation are making the European 11 site available, but Elkien

will be the client for the realisation of the first part: a block of 25 housing units in the social housing sector. Realisation of the plans for the entire Kanaalzone will take place in four stages. The site is roughly three kilometres from the centre of Leeuwarden and is slow-traffic-oriented. Because of the short distance to the centre, the future inhabitants retain the advantages of the town, all the urban functions are close at hand. So, not surprisingly, a clear connection with the town is an important focal point for the participants.

A number of spearheads have been formulated for the assignment:

- water
- environment
- sustainability
- your project



Water plays an extremely important role in the Kanaalzone. Water for transport, for inland navigation, but also water treatment. What form of water management will the architects choose for the rainwater? The crossings between traffic routes and waterways are important elements in the assignment. Water sport is a highly popular form of recreation in Friesland. Consequently water should be integrated on all fronts in the assignment.

The assignment should also consider the opposite side of the canal, but no proposal need be made for this. The residents on the opposite side and their view across the water should be taken into account. No building is permitted directly adjacent to the canal.



The existing road can go, it has no particular function. The southern junction should access the Kanaalzone.

One of the visitors enquired about the N31 and how this should be managed. It is presently an 80 km/per hour road. It will be replaced by a new, ring road. Through-traffic will be re-routed. The construction of this will commence in two months' time.



How can you live on the waterfront with all the pleasure craft and commercial shipping? The answer is that there are more pleasure craft than commercial shipping. There is commercial shipping, however, on the Harinxmakanaal, whereby mooring along the banks is prohibited.



Is the jury acquainted with the details of the site? The jury will also visit the site in the autumn when the same points for consideration will be raised.

The farm in which De Zuidlanden planning office is located will be preserved and it will be sold and probably return to being a residential property.

marina with catering establishments and recreational facilities. This should be situated within the study area and not on the quay.

Janke de Boer from the municipality remarked that if you allow the water in through the banks you can create a

After the presentation the group strolled around the site. During the walk, various questions were asked and the following matters were raised.



The ratio between water and land is between 35% to 50% for the green and water zones.

Reclamation of the entire area is satisfactory. Asked whether De Zuidlanden has been affected by the

economic crisis, the reply was that the sale of housing is slower, but it has not stagnated. Recently some 100 housing units were sold.

Questions were also raised about the ecological values, the differences in height on the site and the subgrade in connection with the foundation of the housing.

Due to the motorway (Hendrik Algraweg) that runs across the entire length of the site, the ecological values in the area are low. It is a rationally-parcelised area, part of the former Middelzee. Because of its history it also has a different soil type and land usage than other areas south of Leeuwarden. There is grassland between the Van Harinxmakanaal and the Hendrik Algraweg, and predominantly arable farming to the south of this location. The number of grassland birds is low, owing to the disturbance of the road and the land usage. There are no special species of fish in the area. The Flora and Fauna Act should be taken into consideration with the implementation. The Van Harinxmakanaal is a foraging area for pond bats (*Myotis dasycneme*). A colony of these pond bats roosts in the church in Goutum, one to three kilometres away. Pond bats hunt in the dark over low vegetation (fringes of reeds) consequently both aspects are important.



Just south of the Boksumerdyk, where it is intersected by Hendrik Algraweg, there is a hillock with poplars, see the photograph that was added to the competition material after the start of the completion. This hillock has no historical significance; it was laid out at the same time as Hendrik Algraweg. The dimensions of the hillock are approximately 7.00 m (h) x 4.20 m (w). It need not be taken into consideration for the design assignment. See the new documents available after the start of the competition (map and photograph).

Regarding the condition of the soil, the site is situated on a former sea inlet that became silted up in the Middle Ages. The salty clay means that the soil is extremely soft. Only friction-piled foundation is possible, a solid subgrade is only found at a depth of > 15.00 m. The poor condition of the soil poses a challenge for applying new techniques or opting for light building structures, for example.

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