

REPORT OF THE CAPELLE A/D IJssel SITE VISIT 19 MARCH 2011

The reception in Capelle aan den IJssel was held in Com.wonen's Wijkpunt in the heart of the study area. Approximately 25 potential participants attended the site visit. Geert Ketelaars from Com.wonen welcomed everyone and introduced the site representatives present.

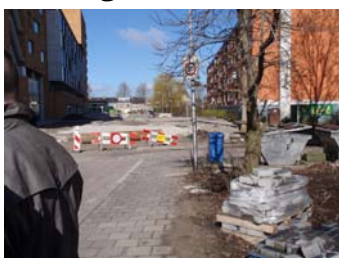
René Kandel, project manager of the Town Planning Department of the municipality of Capelle aan den IJssel gave the same presentation as at the information market in Leeuwarden. The presentation showed how Capelle aan den IJssel is a typical overspill town, one with many recreational opportunities. De Hoven study area is situated close to the centre and there are many facilities in the vicinity. The district was originally built for older inhabitants. In the 1990s the housing was inspected and the study revealed problems such as damp in the homes, no lifts, noise nuisance and shortage of space. In addition to this there was little social cohesion in the district, the housing was in a bad state of repair, there was litter in the street and few facilities for youngsters and the elderly. People were faced with the choice: renovation or demolition and new development. It was decided – in consultation with the inhabitants – to make a new start. The materials that became available from the demolition were reused wherever possible. One part of the plan, De Hoven 1, has already been completed. The following part, De Hoven 2, has been made available for European 11.



The assignment comprises a number of elements. It asks for an urban development plan for the study area. Flexibility is important. The design should be easy to adapt to changes in the future. The area at present has some 360 apartments. In the assignment the average density of the development is retained, so once again apartments, but also some low-rise. The development is a mix of rented and owner-occupied housing. The present inhabitants fall mainly within the lower income bracket. Only a small proportion of the present occupants will return to the area. The contemplated rent and purchase prices should attract occupants with middle and higher incomes. A study has established that two types of lifestyles are the most suitable for this area: a "yellow" lifestyle characterised by sociability, outdoor activities with neighbours and a high degree of social cohesion, and a "green" lifestyle that desires security and safety, protected private property, clean streets and neighbourhoods suitable for children. The transition phase from De Hoven 1 to 2 and the traffic problems surrounding the Kerkweg and Fluiterlaan junction also belong to the assignment.



During a walk in the sun around the neighbourhood the dilapidation of the apartments was visible. It was evident that the aerial photographs presented a misleadingly respectable and tidy picture. René Kandel explained the difference in height between the new Hoven 1 and 2 (De Hoven 1 is approximately fifty to sixty centimetres higher than its surroundings), among other things. This means that the



existing foundations of De Hoven 2 cannot be used and they will be removed. That probably also applies to the existing planting. At the Kerkweg and Fluitenlaan junction it became apparent that there was an unclear traffic situation. Historically speaking, Kerkweg is an important through road in Capelle aan den IJssel. Here the



speed limit is 50 kilometres per hour. Fluitenlaan links up with Kerkweg. However, Fluitenlaan has a 30 kilometre speed limit, but it looks like a 50 kilometre road. The result is that the traffic approaches the junction at too high a speed and pulls out onto the road, resulting in numerous accidents.

Many solutions have been considered, but with no result. The assignment is the clearer definition of the Kerkweg and Fluitenlaan junction and also to make it very clear that Fluitenlaan has a 30 kilometre speed limit.



René Kandel underlined the fact that the architects are not making a design for themselves but for the potential buyers and that they should take the study of lifestyles and the assignment into consideration. The participants will have to make distinct choices on the ratio of high-rise and low-rise, and specifically indicate why they have made these choices. Despite the fact that the clients have indicated very explicitly what the assignment is for this site, the challenge for the study area is to develop the area in such a way that the designs are sufficiently flexible for future changes and that the centre of Capelle aan den IJssel is given a new identity.

European Nederland
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