

ISOCARP

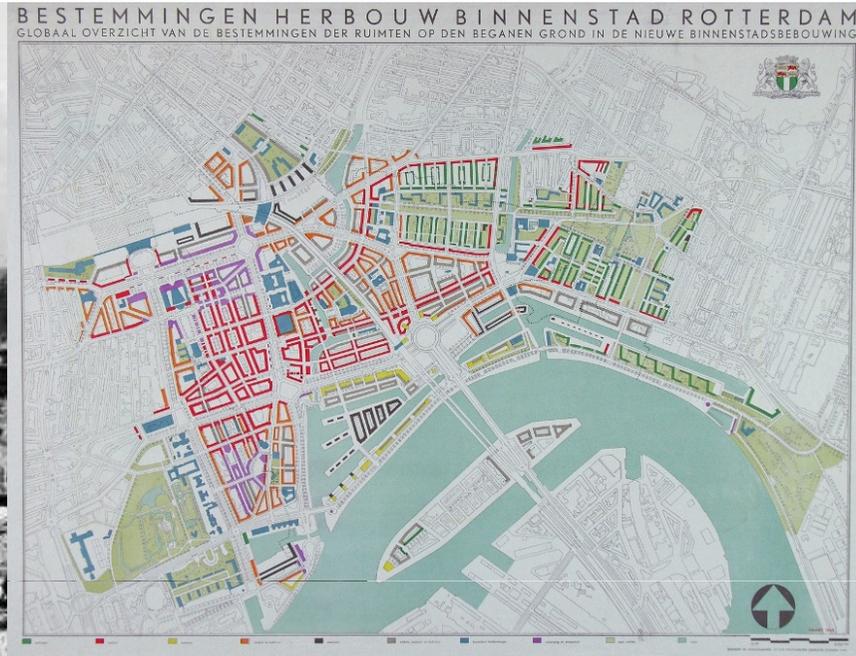
Absorbing 50 years of CARP

Jos cuijpers, The Netherlands

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Rotterdam, 1940



Reconstruction plan Rotterdam, 1946

One of the most significant developments in the Netherlands during the last 50 years, is without any doubt the changed and ever changing attitude towards historic inner cities.

Reconstruction period (1945-1965)

In the 1960s we saw the end of the reconstruction period. During the Second World War many inner cities in Netherlands were destroyed. The reconstruction of the war damage took a long time. In some cities, the old situation from before the devastation was reconstructed meticulously. In other cities, such as Rotterdam, the destruction was used to modernize the city radically according to the modern insights of that time: light, air and space were inserted and traffic got more space. One chose wide traffic breakthroughs and high-rise buildings.

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Helmond. Traffic breakthrough N270

Increasing car use (1960-1970)

Elsewhere in the 60's more room for traffic was created. Automobility increased enormously during that decade. Car ownership was democratized, because more and more groups could afford a car. This however increased the problems of congestion and parking. That is why any self-respecting city had a traffic plan drawn up, in which wide traffic breakthroughs intersected old, often medieval street patterns.

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's-Hertogenbosch, Binnendieze



Maastricht, Stokstraatkwartier

The changeover (1970-1980)

The rigorous traffic breakthroughs of the 60s arose a broad protest movement. Plans to fill up void branches of the river Binnendieze in 's-Hertogenbosch and to use that space for roads and parking facilities, met that much resistance from the population, that the plan of the city council withdrew this plan and decided to restore the Binnendieze. Another good example is the Stokstraatquarter in Maastricht, which was nominated to be demolished, but eventually was restored and transformed into a high quality shopping and restaurant area.

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's-Hertogenbosch, small-scale filling, adapted to the surrounding buildings, which leaves the allotment intact



Amsterdam: sometimes the old buildings could not compete with the new developments

Urban Renewal (1975-1995)

That change resulted in a period of a modified approach of old inner cities. One no longer sought to replace the entire structures and buildings. During this period, the structures were left intact and derelict buildings were replaced one by one, or at least on a much smaller scale than before. Large scale interventions were over. One opted for a custom scale, replacing old, worn-out buildings by new ones. At the end of this period, ever fewer new buildings were committed and one opted increasingly for renovation of the existing buildings. Meanwhile, the attention of the urban planning shifted further from the inner cities to the new residential areas (VINEX).

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Eindhoven, Strijp-S, The “Klokgebouw” (Clock building) is an industrial complex in the centre of Strijp S. This complex was built in the 1920’s in an early modernist style for the Philips Company, that developed Strijp S as an industrial estate. The building has been redeveloped for housing creative industries.

Belvedere (1999-2009)

In 1999 the government published the Belvedere Memorandum, a policy document examining the relationship between cultural history and spatial planning. It states that the preservation of the cultural heritage can best be realized through inserting heritage into spatial development policies. The term 'conservation by development' was born. This philosophy has resulted in a different approach to heritage: from impediment to a valuable basis for spatial quality.