

REGIONAL ANALYSIS
AND REPRESENTATION

ATLAS OF EDGES

AMSTERDAM ACADEMY
OF ARCHITECTURE
2017

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INTRO



IN THE SECOND YEAR OF THE COURSES URBANISM AND LANDSCAPE ARCHITECTURE, STUDENTS ARE OFFERED A RESEARCH EXERCISE AT THE REGIONAL SCALE. THE SUBJECT FOCUSES ON ACQUIRING KNOWLEDGE AND SKILLS REGARDING THIS SPECIFIC PLANNING SCALE, DRAWING AND ANALYSIS TECHNIQUES AND THE SPECIFIC REGIONAL PLANNING ISSUES IN THE NETHERLANDS TODAY.

IN THE DISCUSSION ON THE REGION, VAGUENESS IS ALWAYS AROUND THE CORNER. THE COURSE REQUIRES STUDENTS TO CREATE A HABIT OF VISUALIZING WHAT IS HIDDEN AND CHOOSING A SPECIFIC ANGLE. NO BEATING AROUND THE BUSH, JUST DO IT!

IN EIGHT MORNING STUDIOS STUDENTS AND SPECIALISTS ANALYSE THE CHARACTERISTICS OF ONE OF THE CITY EDGES OF AMSTERDAM: THE DIEMERSCHeg. THE RESULTS ARE COMBINED INTO AN ATLAS AND DISCUSSED. THE ATLAS EXPLORES THE IDENTITY OF THE DIEMERSCHeg AND BRINGS POTENTIAL DESIGN CHALLENGES TO THE SURFACE.

INTRODUCTION

ATLAS OF EDGES

In just eight weeks, a group of 18 landscape and urbanism students of the Amsterdam Academy of Architecture made a courageous attempt to understand a very complex region, east of Amsterdam. What's at stake in the Diemerscheg area, why does it look the way it looks today, and what is its potential? To do this, each of the participants had to acquire new skills: drawing styles, using geographical data, thinking in ecosystems, making regional prototypes and engaging in a clear dialogue with experts. Besides this, they had to work as a collective. The storylines of the five working groups, including maps and diagrams, were assembled into this final document: the Atlas of Edges.

An atlas is more than the mere sum of its maps. Mercator published the first map collection that was actually called an 'atlas' in Amsterdam in 1585. By dividing the gigantic world map into pieces he could fit it in a book, while the combination of maps clearly illustrated the world order of that time: European countries occupying colonies on other continents and extracting resources through a large web of sea-routes to sustain urban growth at home. Recent atlases tell other stories: Hybrid Landscapes (Must, 2004) shows the radical spatial development of The Netherlands in the last 150 years, while the Atlas of Conflict (Malkit Shosan, 2010) describes the dynamic history of Palestine after WWII.

So what can we learn from this Atlas of Edges? A number of lessons can be drawn regarding the Diemerscheg area and the way designers and policy makers should look at it. Several groups analyzed the fragmented character of the area, caused by the urban development over the centuries and especially the incredible spaghetti of infrastructures built after the 1950's, which has turned the Diemerscheg into a space of rooms and flows. These rooms and linear infrastructures turn out to have special qualities in themselves. The green slopes right beside the highway, or the open space underneath power lines – where building is not allowed, are great habitats for flora and fauna. Could they become a new ecological network in the future? On the other hand, some historical elements from hundreds of years ago, such as rivers and dikes, are still recognizable in the current landscape and might form new axes of development, for example recreational cycling routes with all kinds of attractions and facilities. The views from the dikes and rivers are as diverse as the whole Diemerscheg: sometimes a view equal to an old Rembrandt painting, sometimes a power station next to inhabited islands that were not even there 30 years ago.

On the regional scale, the fourth dimension is crucial. In the discussion with Eric van der Kooij (Amsterdam) and Dirk Sijmons (H+N+S) it became clear that understanding processes of people and their living environment, over time, is something that requires special skills, and also new techniques such as data visualizations and videos. At the same time, the power of a simple sketch and pointy statement in a discussion remains as necessary as ever. We hope you enjoy this Atlas of Edges.

David and Merten

ASSIGNMENT

IT IS NOT A DESIGN STUDIO!

The focus lies on analysis, research and strategy, as a basis for design and decision making.

- Students acquire knowledge and practical skills regarding:
- different regional analysis tools; contemporary regional planning issues;
 - programs and plans in The Netherlands;
 - drawing and mapping on the regional scale;
 - and dialogue with experts of the MRA.

LOCATION

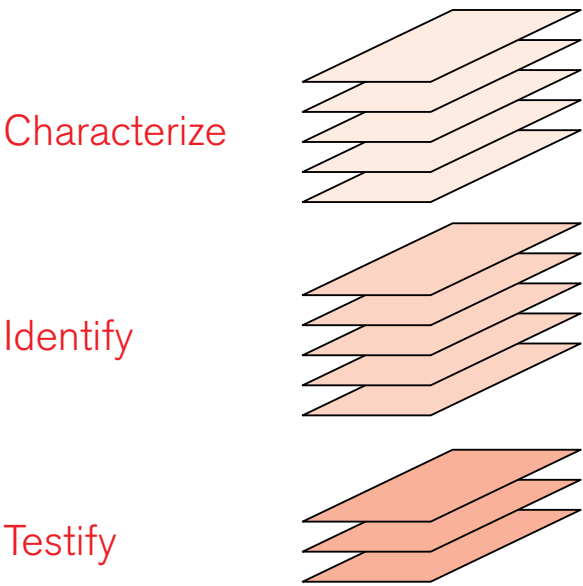
Today, when planners mention Amsterdam, they often mean the metropolitan region (mra), not merely the city core. For many of the critical issues regarding for example mobility, biodiversity, energy transition, leisure, food production and water management, the regional scale is crucial. Regional planning is different from most design projects in scale and complexity. Regional planning asks for different map and diagram styles. Data visualization and cartography helps to understand and discuss complex regional issues and turn them into the right design assignment.

TABULA SCRIPTA

The O4a study area matches the plan areas of the parallel courses P4 and P6. In the first few weeks events will be organized on Friday afternoon, to share and discuss maps with the other groups. This way everyone contributes to the research Tabula Scripta of lector Floris Alkemade.

METHOD

Atlas of Edges



Tools and Techniques

- 1- The layer system
- 2- Representation on the regional scale
- 3- Data information and GIS
- 4- Networks
- 5- Planning framework, policy and governance
- 6- Ecosystems and prototyping
- 7- Agenda and scenario-thinking
- 8- Presentation and dialogue with experts

LOCATION



DIEMERSCHEG



PROCESS

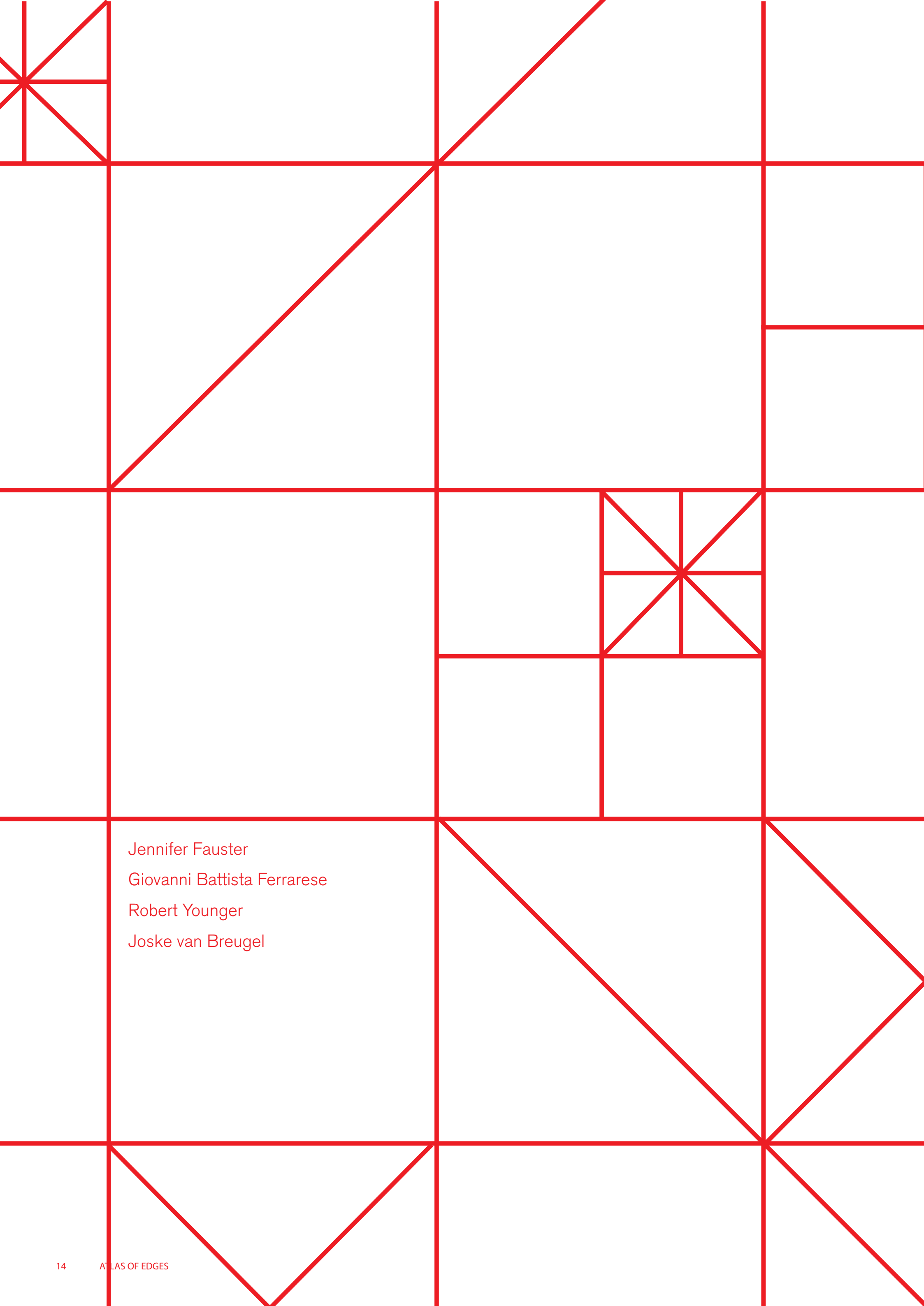


PROCESS



STUDENT WORK

STUDENT WORK



Jennifer Fauster
Giovanni Battista Ferrarese
Robert Younger
Joske van Breugel

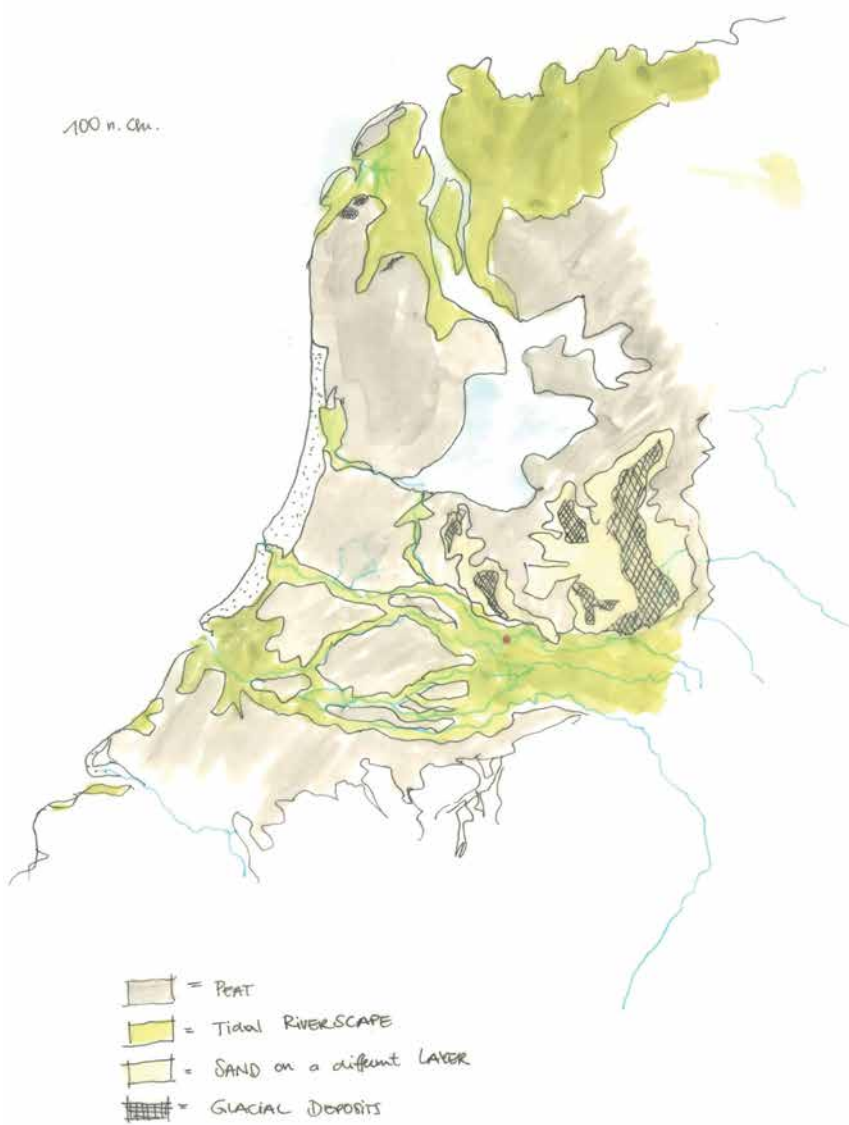
NATURA EX MACHINA

The Amsterdam Metropolitan Area is one of the European top five economically strong regions; its strength, based on economic, urban and landscape diversity, has to deal with the future program of boosting the economy, improving the accessibility and building homes. The MRA is made up of lobes separated by green wedges that reach deep into the urban area, making possible to be in a green area within 10 minutes from the city center. The wedges suffer from a relatively high pressure space and accommodate different functions.

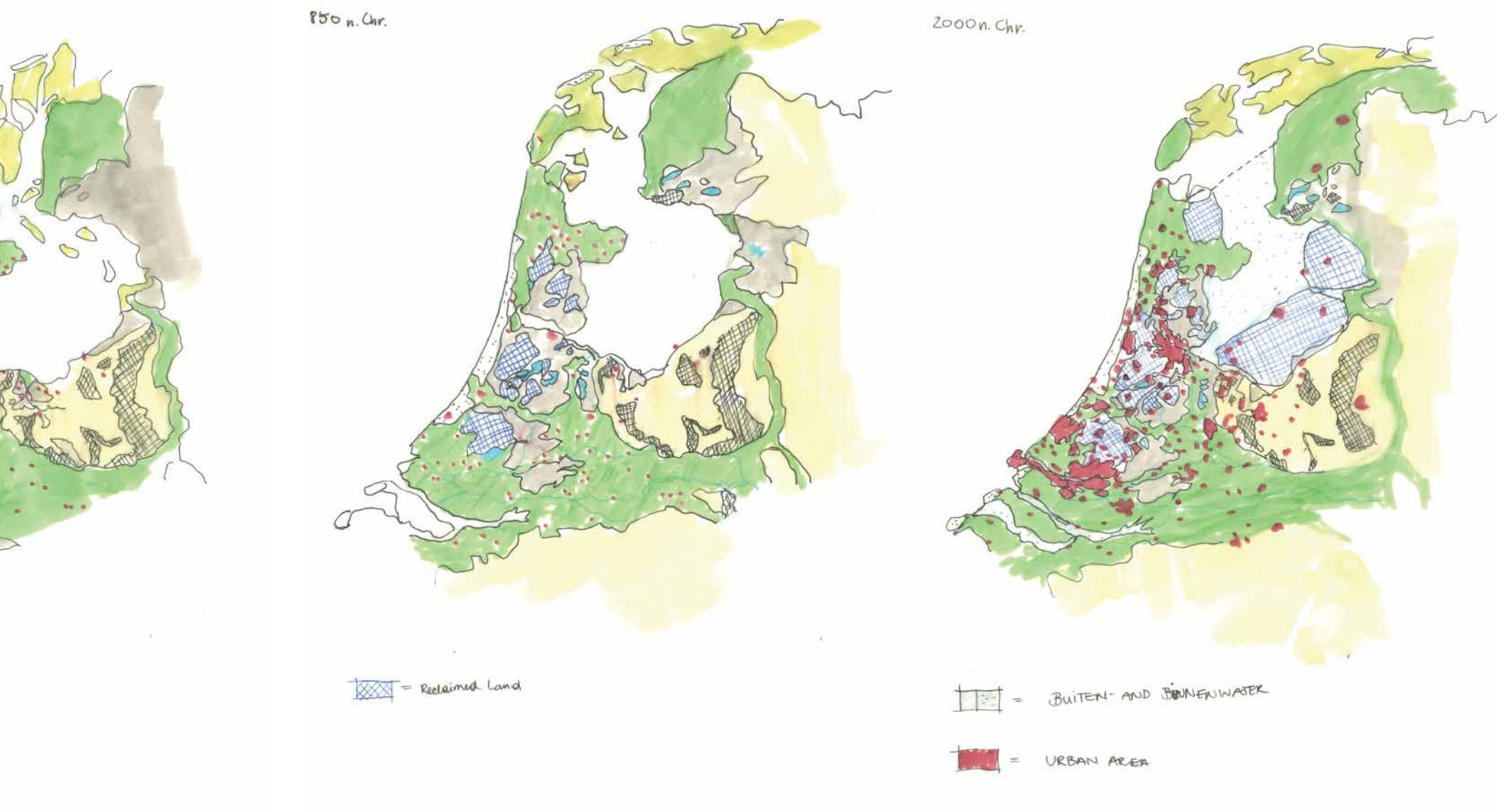
The Diemerscheg consists of a collection of 'rooms' and functions (expansion areas, sports parks, industrial estates, office locations, city parks, recreation forest, cemetery, allotments, historical polders, elements from the waterline, riparian zones) veined of highways, channels, high-voltage rail and subway lines that intersect the skeg. Therefore, the skeg is characterized by little cohesion and lead parts of the skeg an anonymous life.

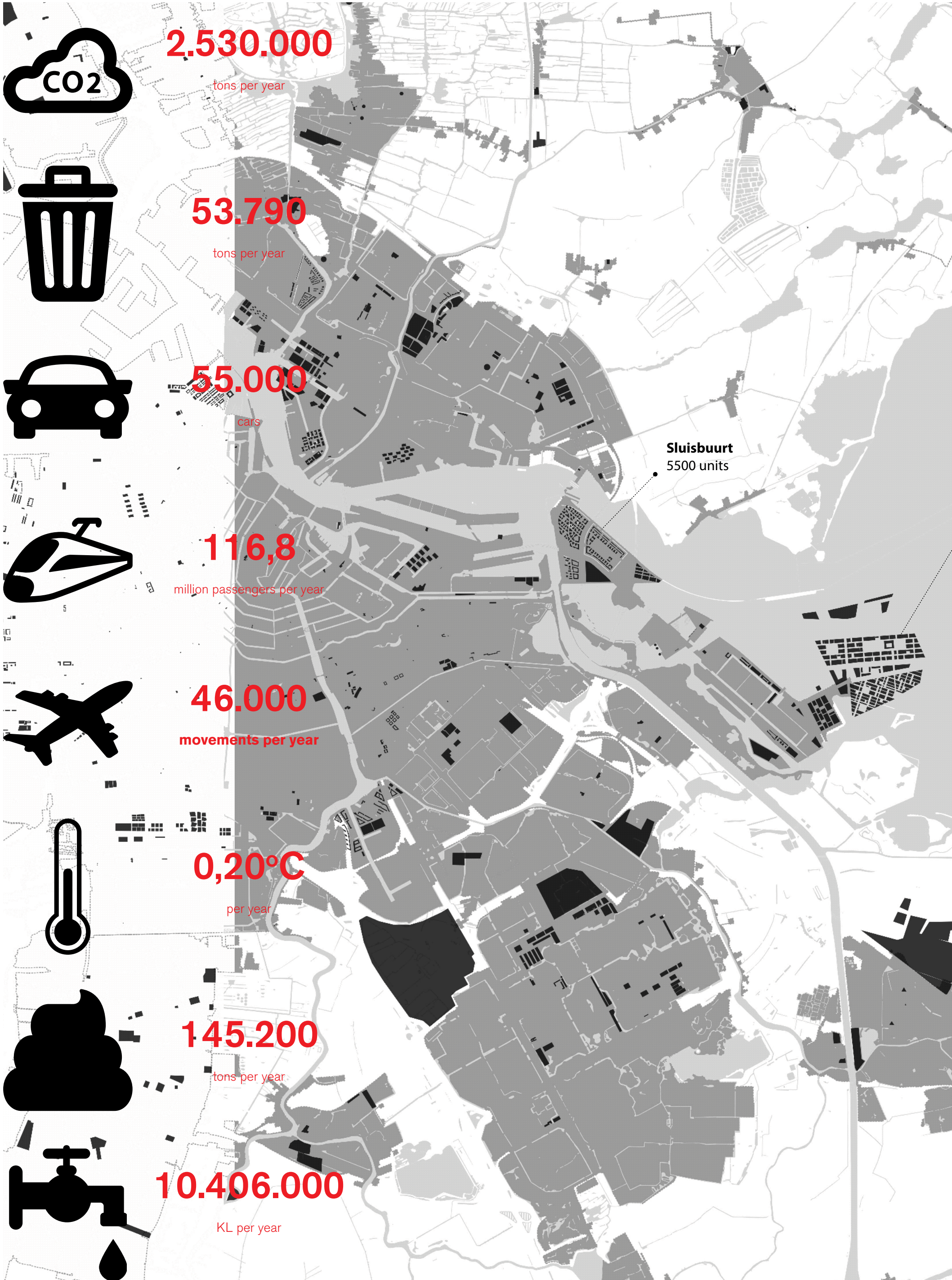
In order for a more environmentally friendly urban development, as well as the landscape and agricultural soil, it must also be that there is a collective awareness on the effects of territorial changes that are taking place and on the costs and impacts of a development model that is likely to prove loser all scales.

The Natura ex machina atlas explores how the different urban component affect the area and their synergies, studying the principal factors that will affect the ecosystem and the related services. Although time is arguably implicit in these ideas of trade-offs and synergies (e.g., temporal dynamics or changes in ecosystem services), such interactions are routinely inferred based on the spatial relationships among ecosystem services alone (e.g., spatial concordance of ecosystem services indicates synergies, whereas incongruence signifies trade-offs).



MORPHOLOGY





PLANNED URBANISATION

110.000 NEW UNITS





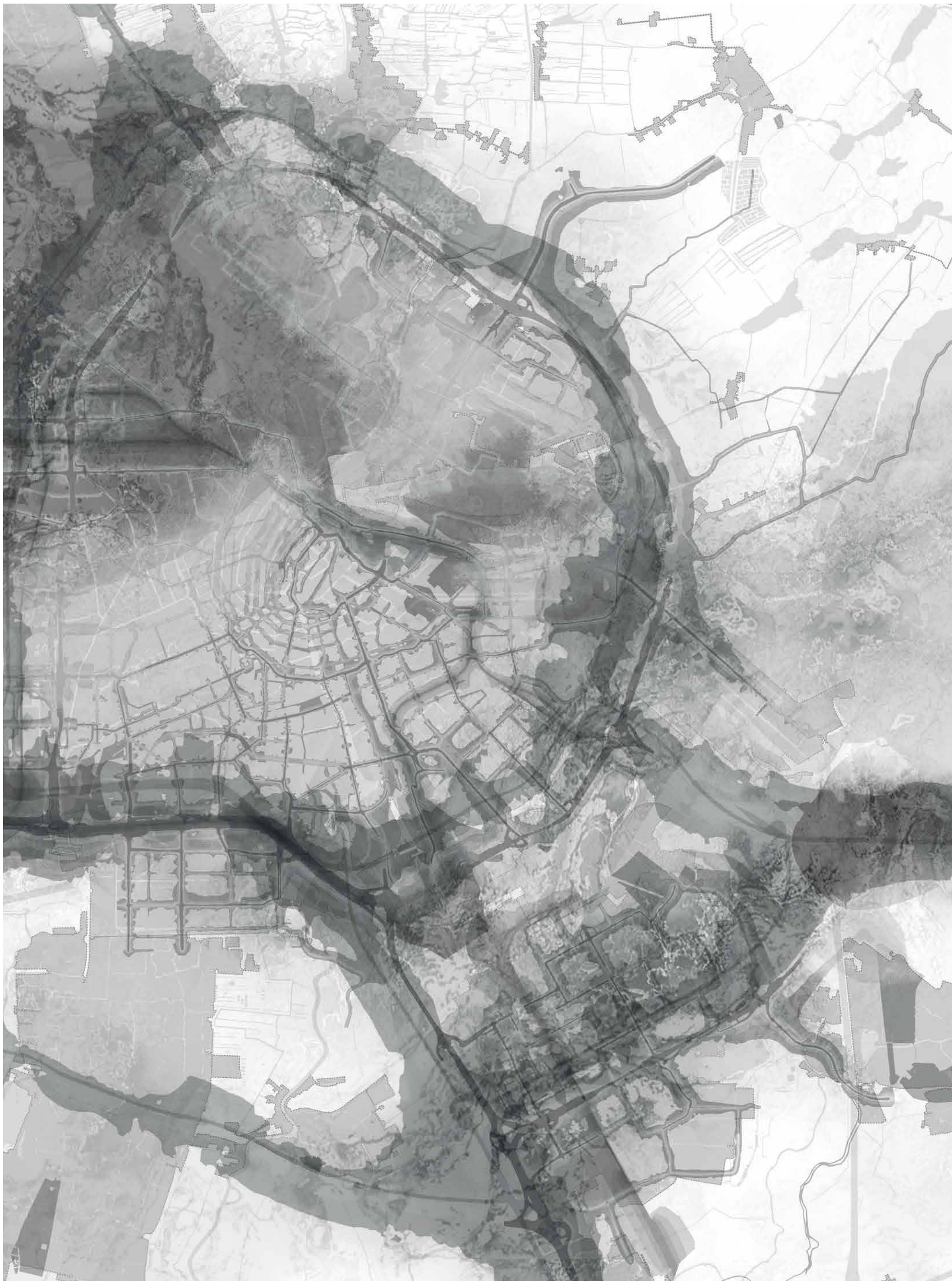
PROTECTED SPECIES





GREEN AND BLUE STRUCTURE



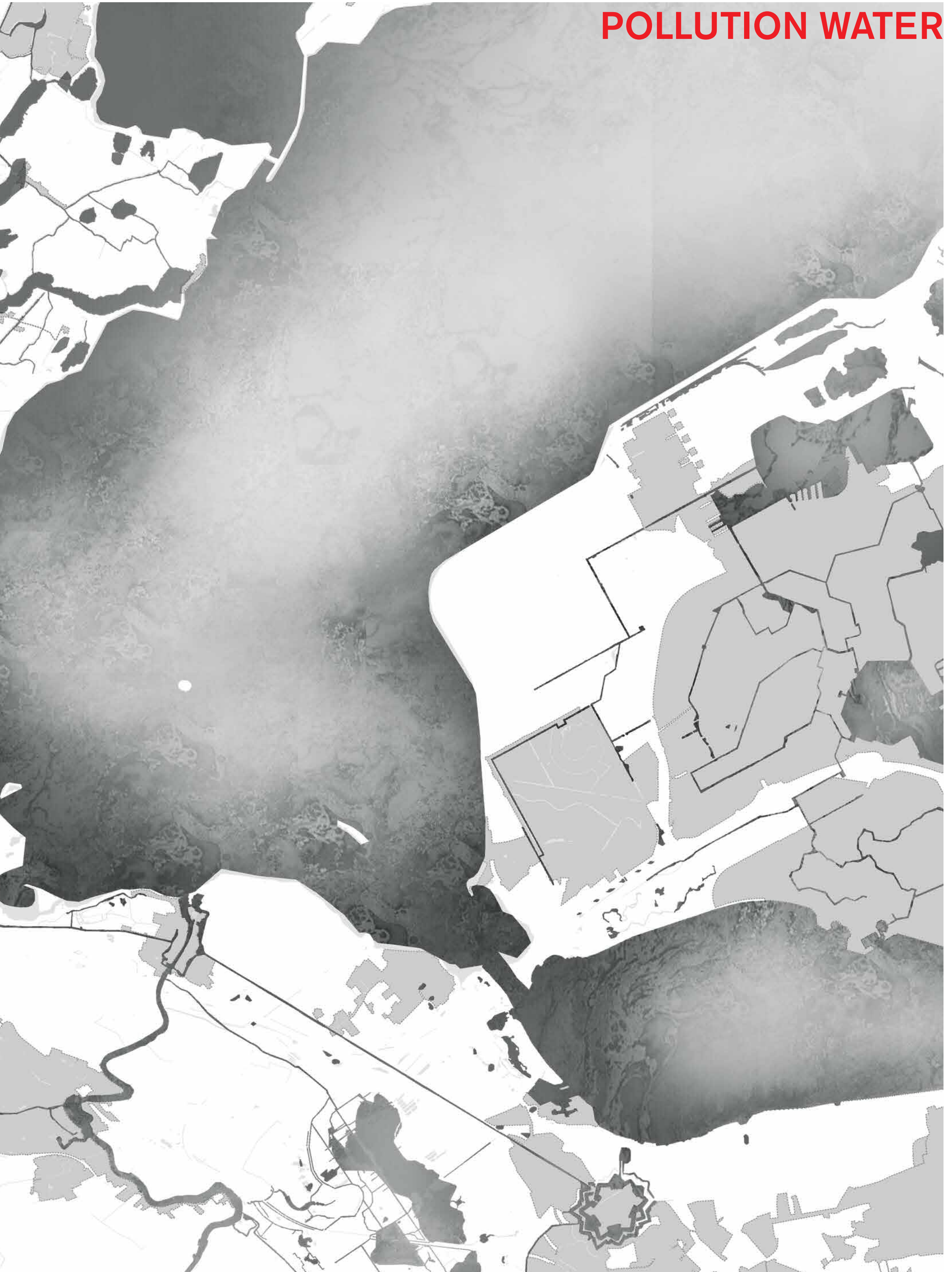


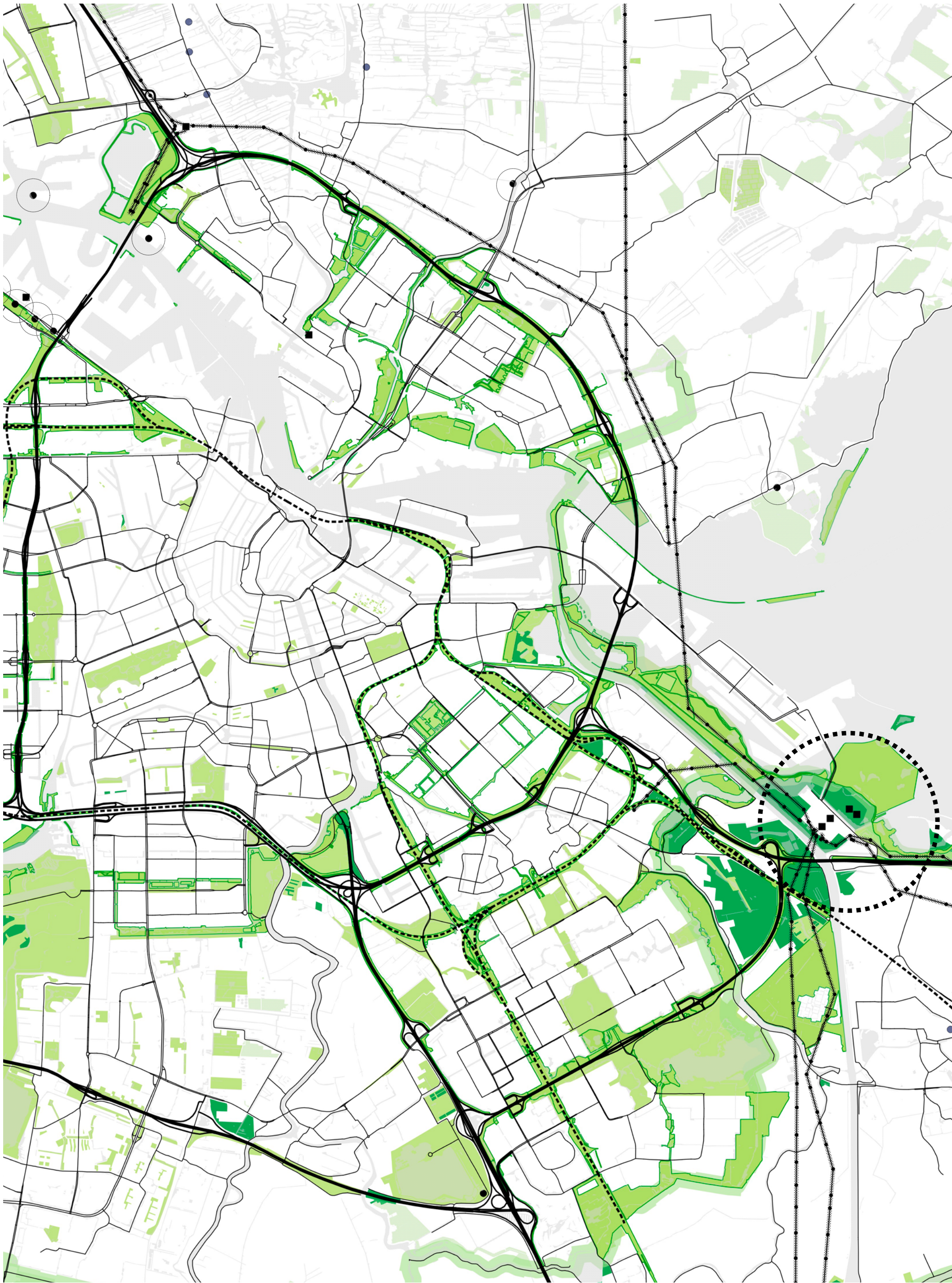
POLLUTION NOISE

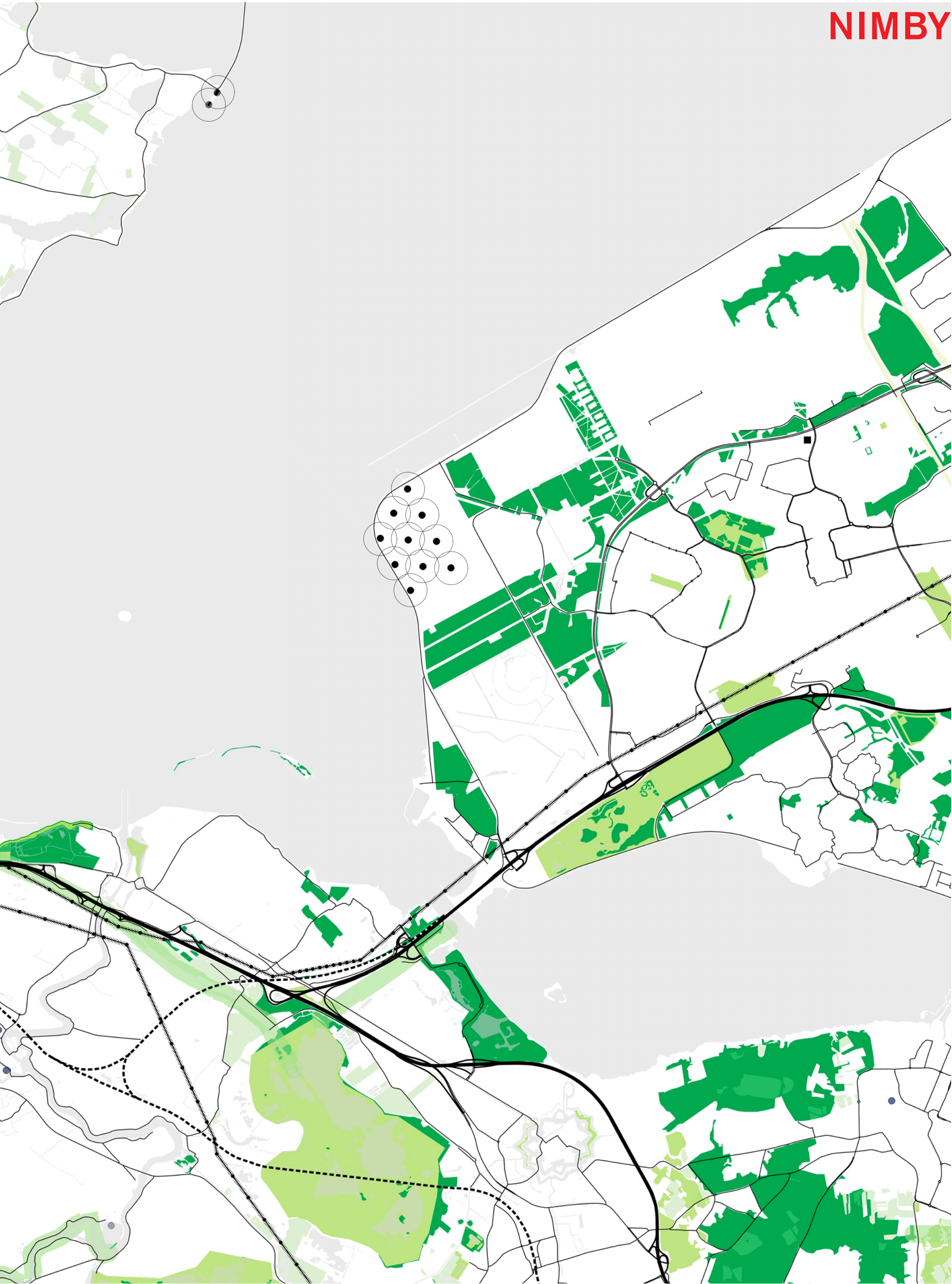


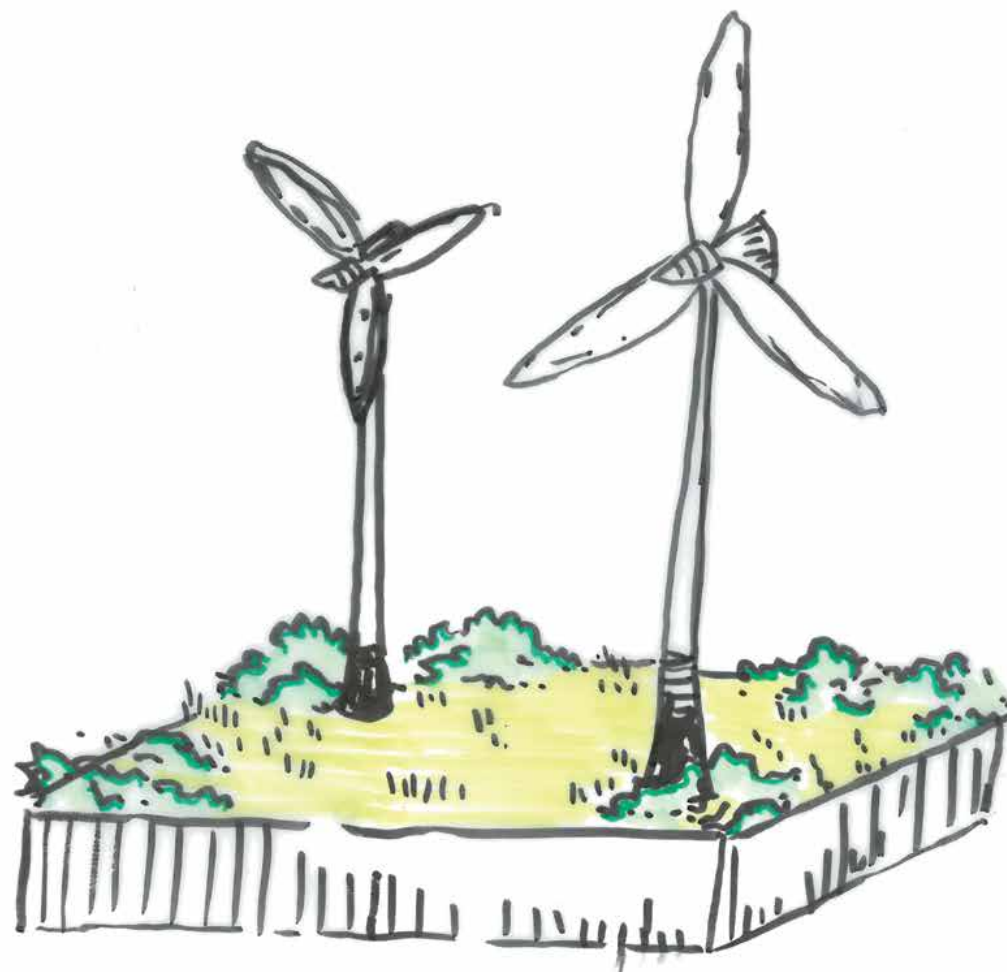
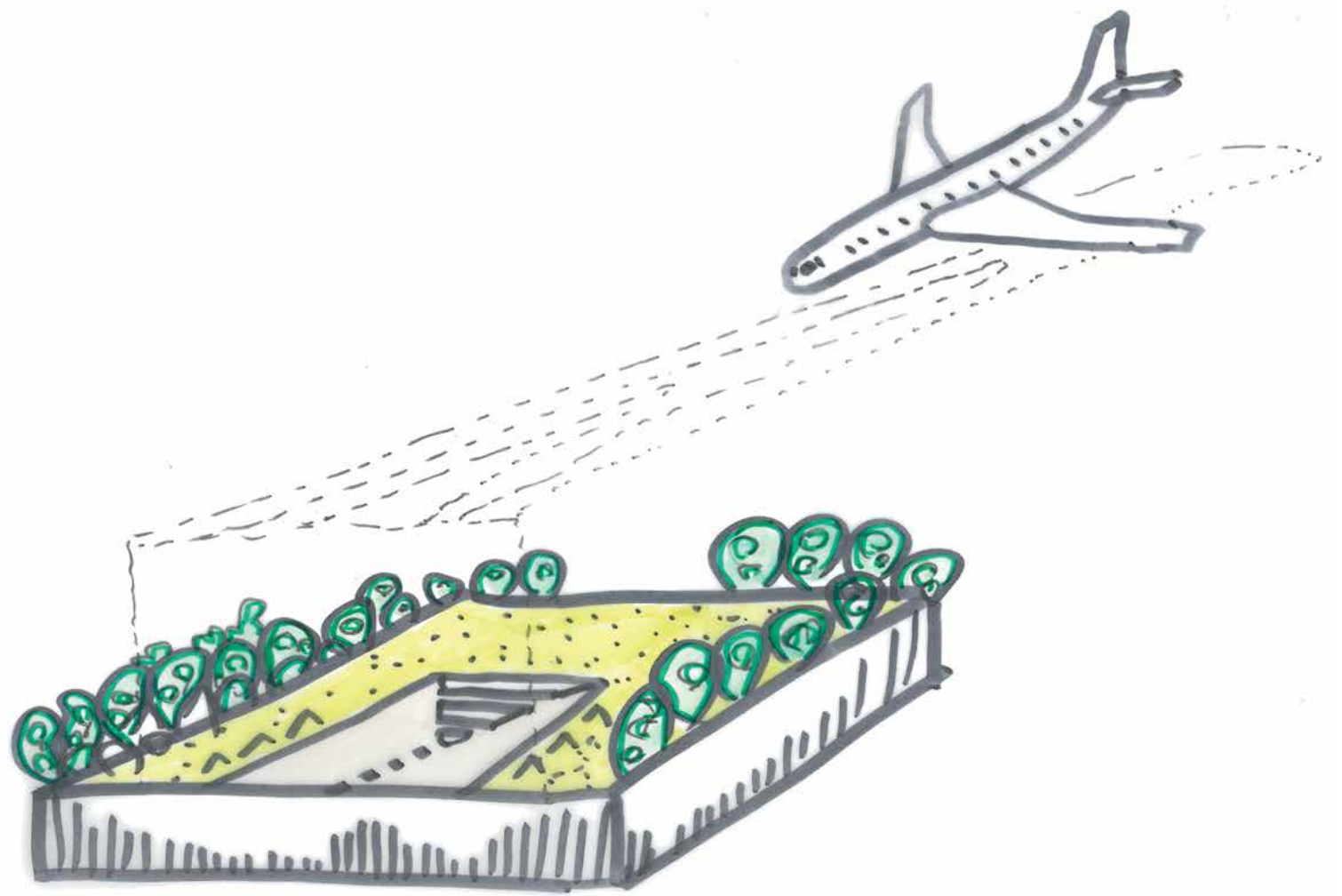


POLLUTION WATER

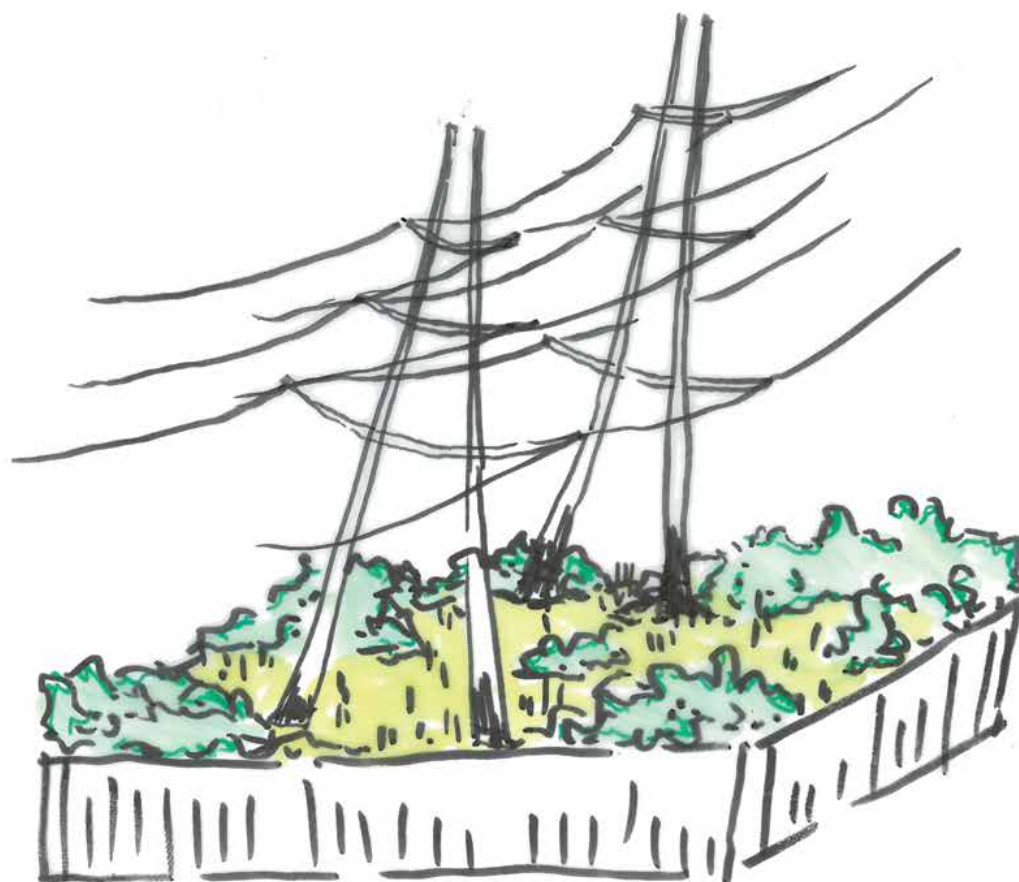
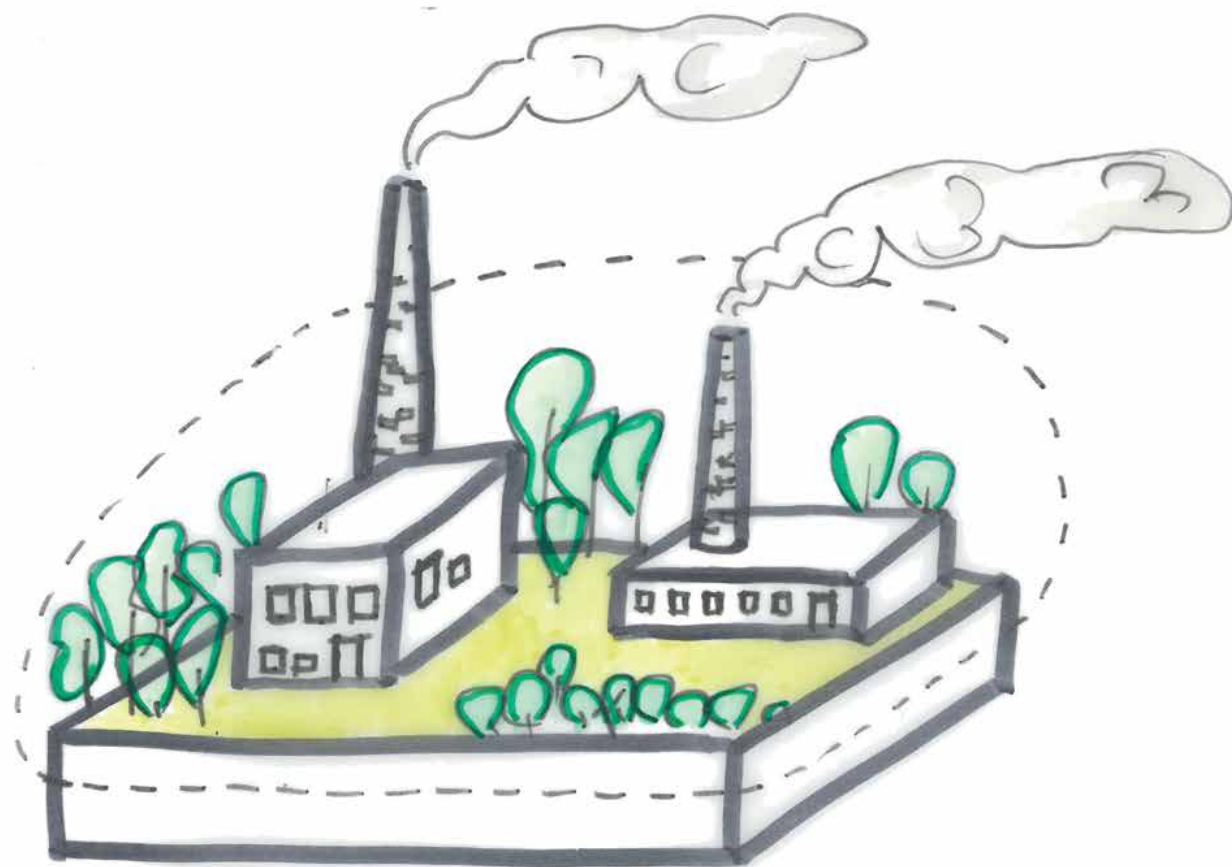
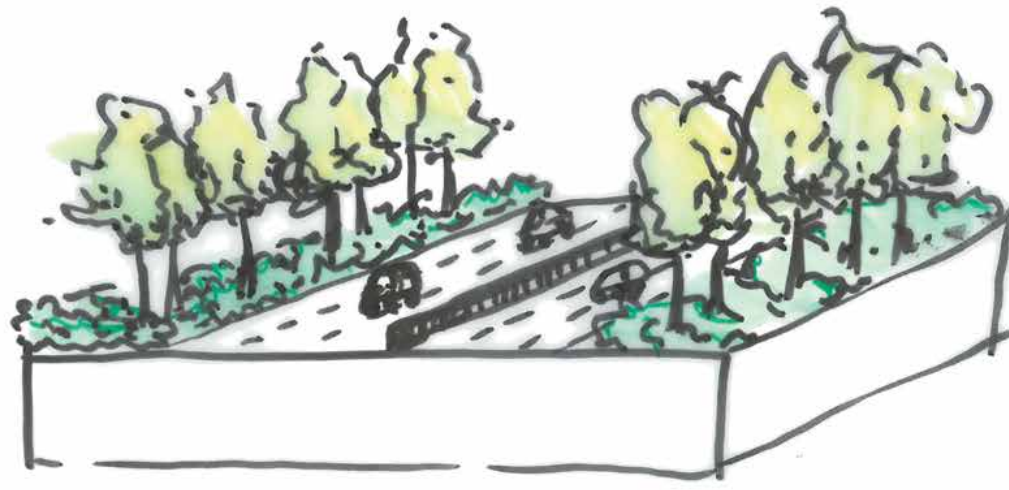


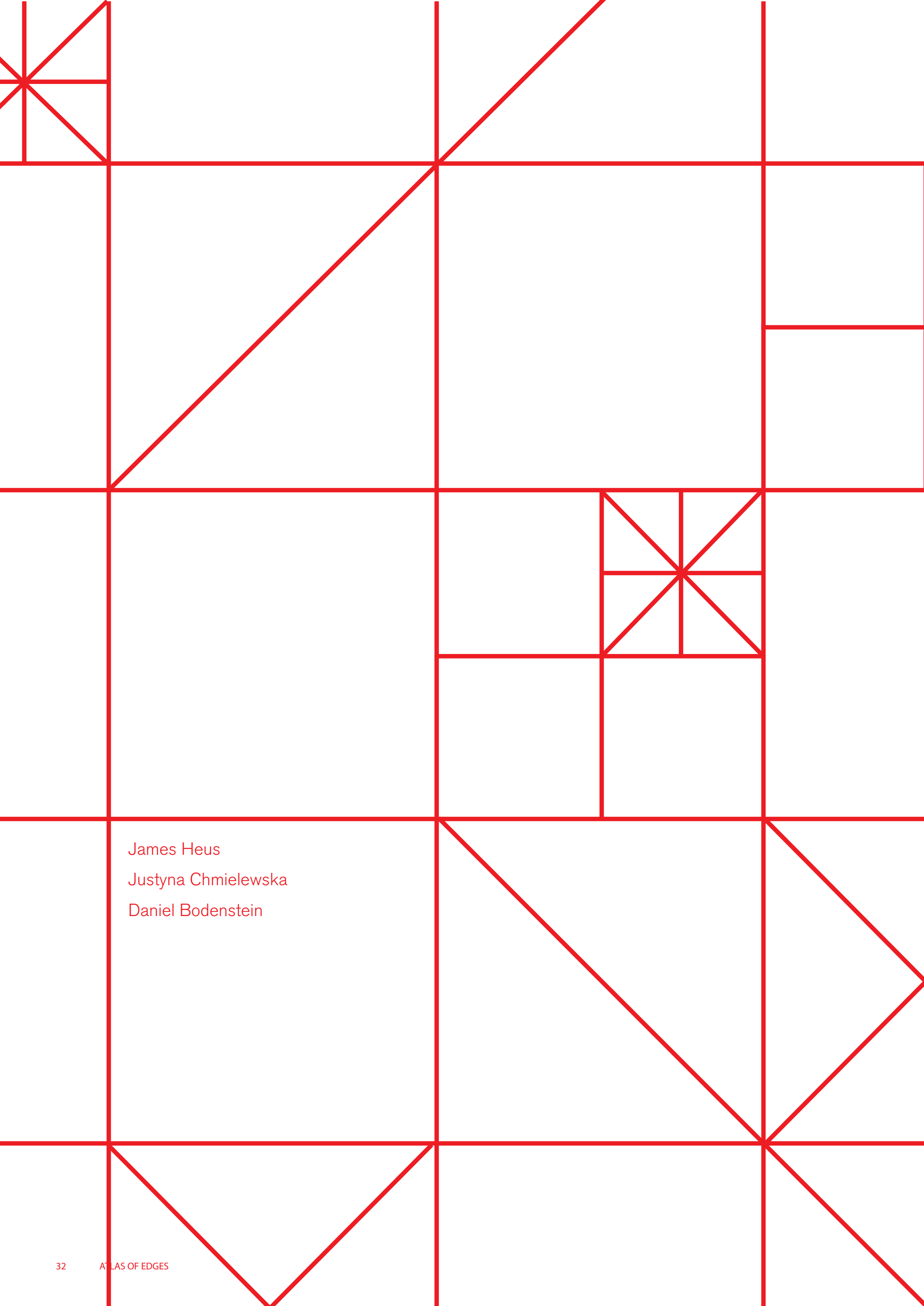






PROTOTYPING SOLUTIONS





James Heus
Justyna Chmielewska
Daniel Bodenstein

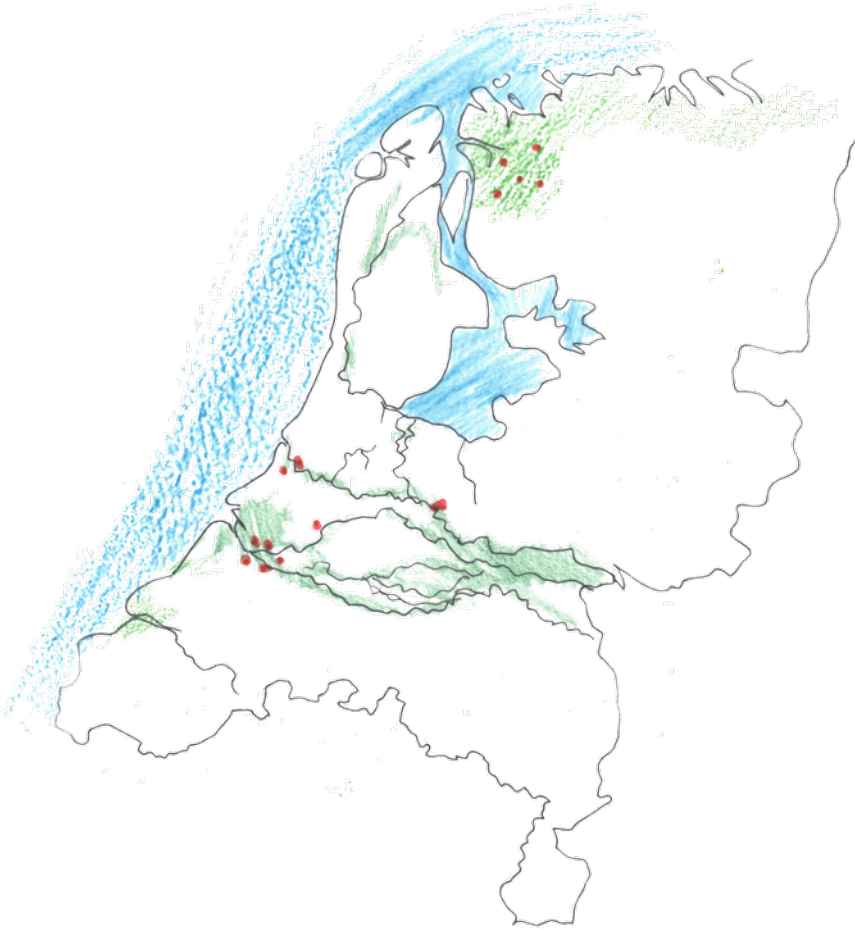
Bike on the Dike

THE EDGE OF WEDGE

The Diemerscheg is characterized by a mosaic of landscapes and land uses: infrastructure, forest, park, modern city development, medieval towns, castles, power transmission towers with power lines, the IJmeer, Diemer Meer, cemeteries, bunkers, canals, allotment gardens, single family housing etc.. It has a rich and fast changing scenery which you pass while riding your bicycle through it. The area is full of stories and histories and could be best explored by bike. The most attractive bike lane is following the coastal water defence lines. We were trying to find one physical element of the landscape, which would integrate and connect the diversity of elements. We have found an old historical dike, dating back from the medieval times. It is still visible in the structure of Amsterdam and guides you out of the city towards the Diemer wedge. The dike works as a guideline in the scattered landscape. Comparing the wedge to the other wedges of Amsterdam we concluded that the most successful wedges for the bike recreation are the Amsterdam Noord and the Amstel wedge. The Amstel wedge is characterized by the continuous line of the Amstel river that starts in the city centre and guides you towards the outskirts of Amsterdam into the homogenous peat landscape. The Diemerscheg has a lot of potential to become the recreational place for bike touring with a variety of spatial experiences along your way out of the city. Recreation is an activity in the open landscape made for pleasure and adventure. Touring can range from single-to multi-day trips. Amsterdam is already a perfect city for biking and can already compete with the leading bike city of Copenhagen. But it is missing the clear and cognitive bike paths in the landscape with options for recreation and also fast tracks for direct connections. The primary dike line could guide visitors towards the history of medieval towns, waterline bunkers, power transition lines and the IJmeer lake.

DEVELOPMENT OF THE LANDSCAPE IN THE AMSTERDAM
METROPOLITAN REGION

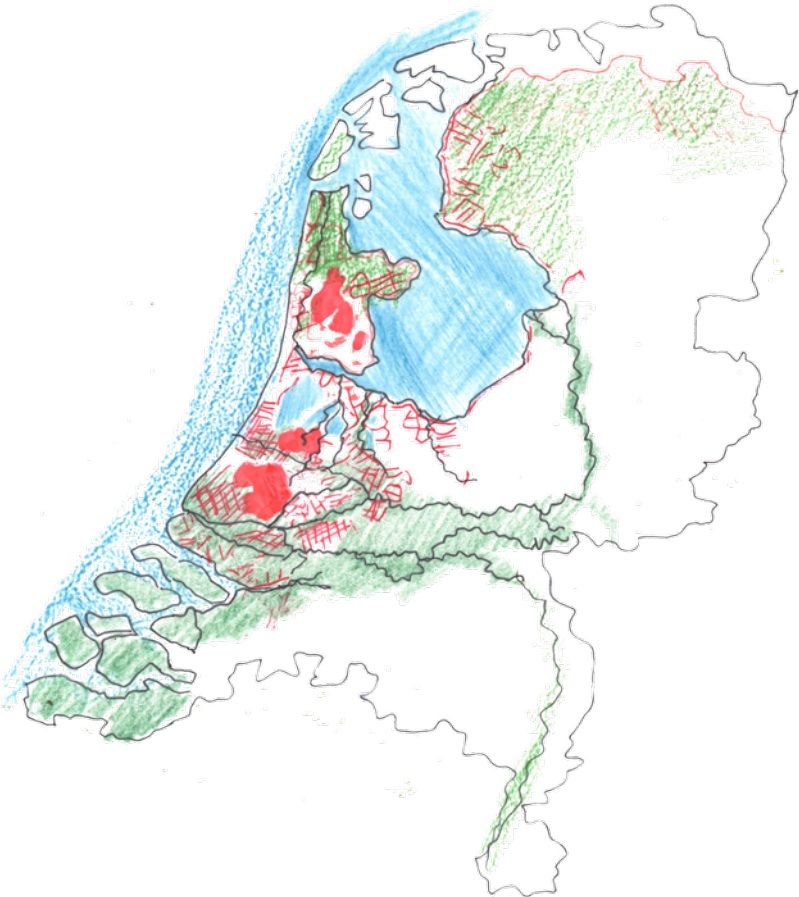
±700 AD



700 - 1200 AD



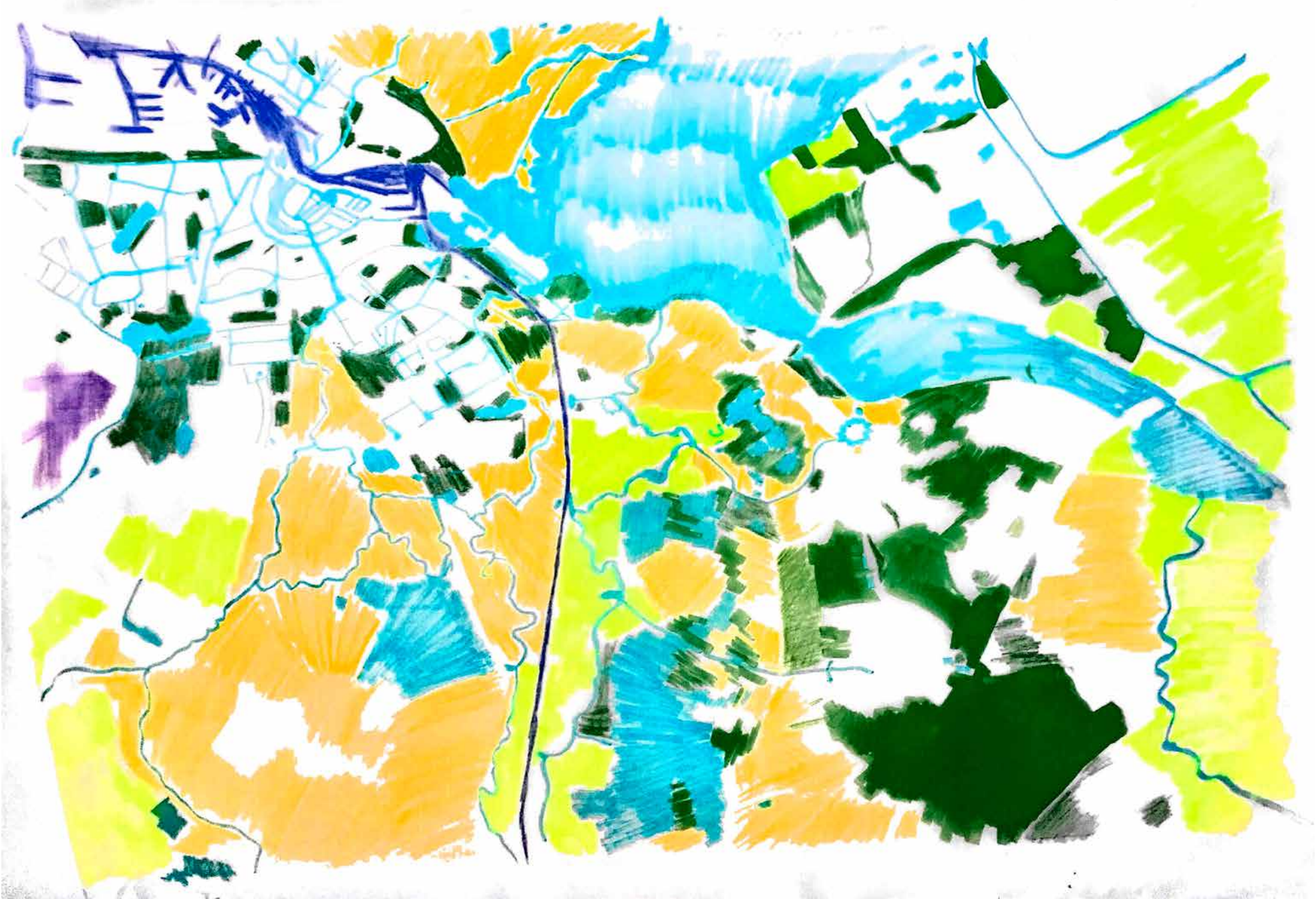
1500 - 1800







1950 - 1985



LANDSCAPE TYPES IN THE REGION

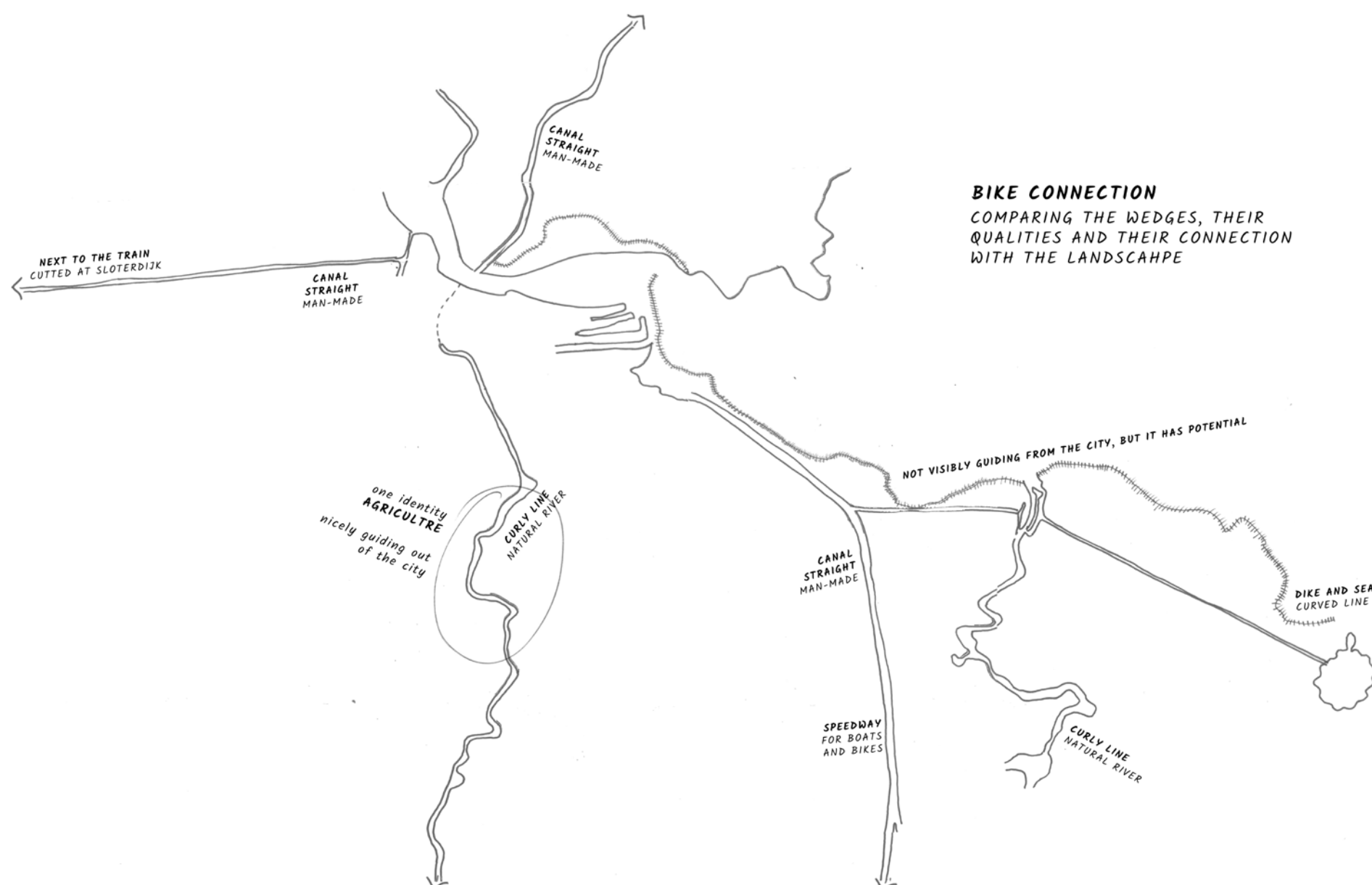


The Diemerscheg is at the edge of where two landscapetypes meet. On the west side, it is characterised by a peat landscape. Recognisable by its ditch structure. The east side is is mainly a clay soil. You could say the Amsterdam-Rijnkanaal is strenghtening this division. In landscape soil and also in the navigation and experience though the landscape.

-  PARK/FOREST
-  AGRICULTURE ON PEAT
-  AGRICULTURE ON CLAY
-  WATER
-  MAIN WATER ROUTE
-  AIRPORT

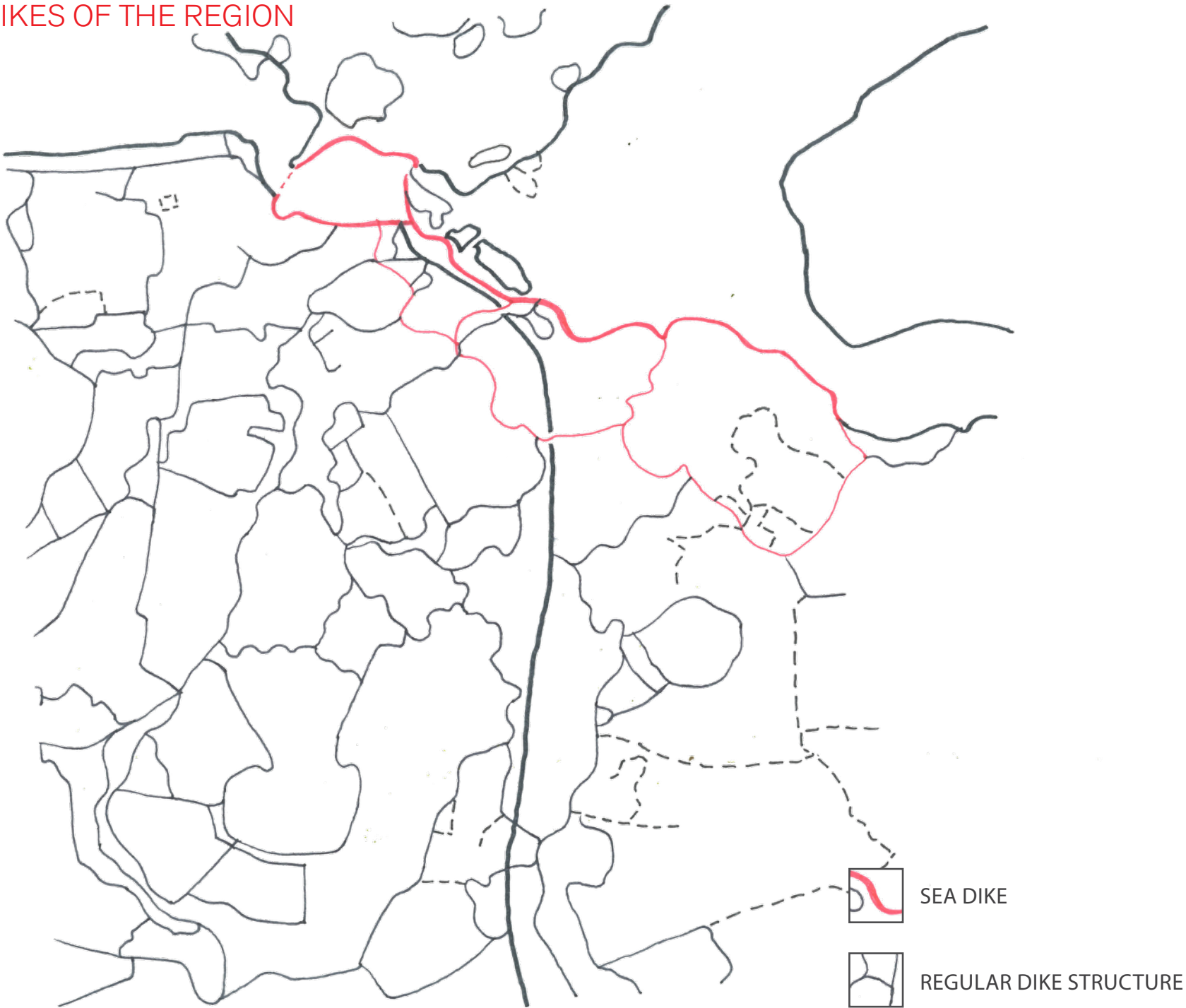
METROPOLITAN SCALE OF AMSTERDAM:

Wedges by what they are formed and how they connect



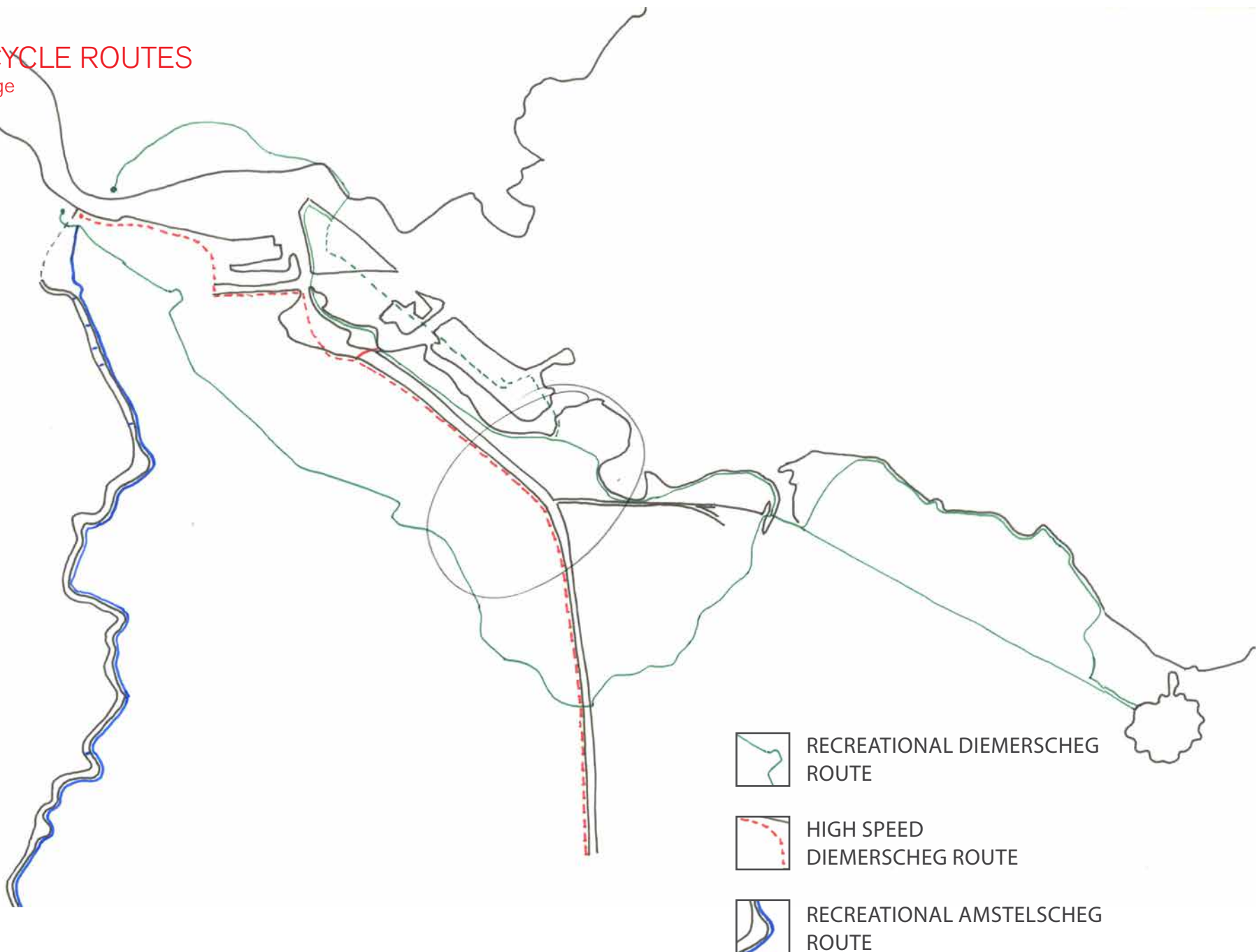
Different wedges with different functions. Long lines in the landscape make it easy to navigate through it. But where a line as the Amstel is a very visible and recognisable one, the Diemerscheg is a bit harder to find. This has mainly to do with the amount of obstacles you'll have to cross. And while you could use the dike as a continuous element, you can't always walk, cycle or ride next to it. The route through the Diemerscheg is fragmented.

DIKES OF THE REGION

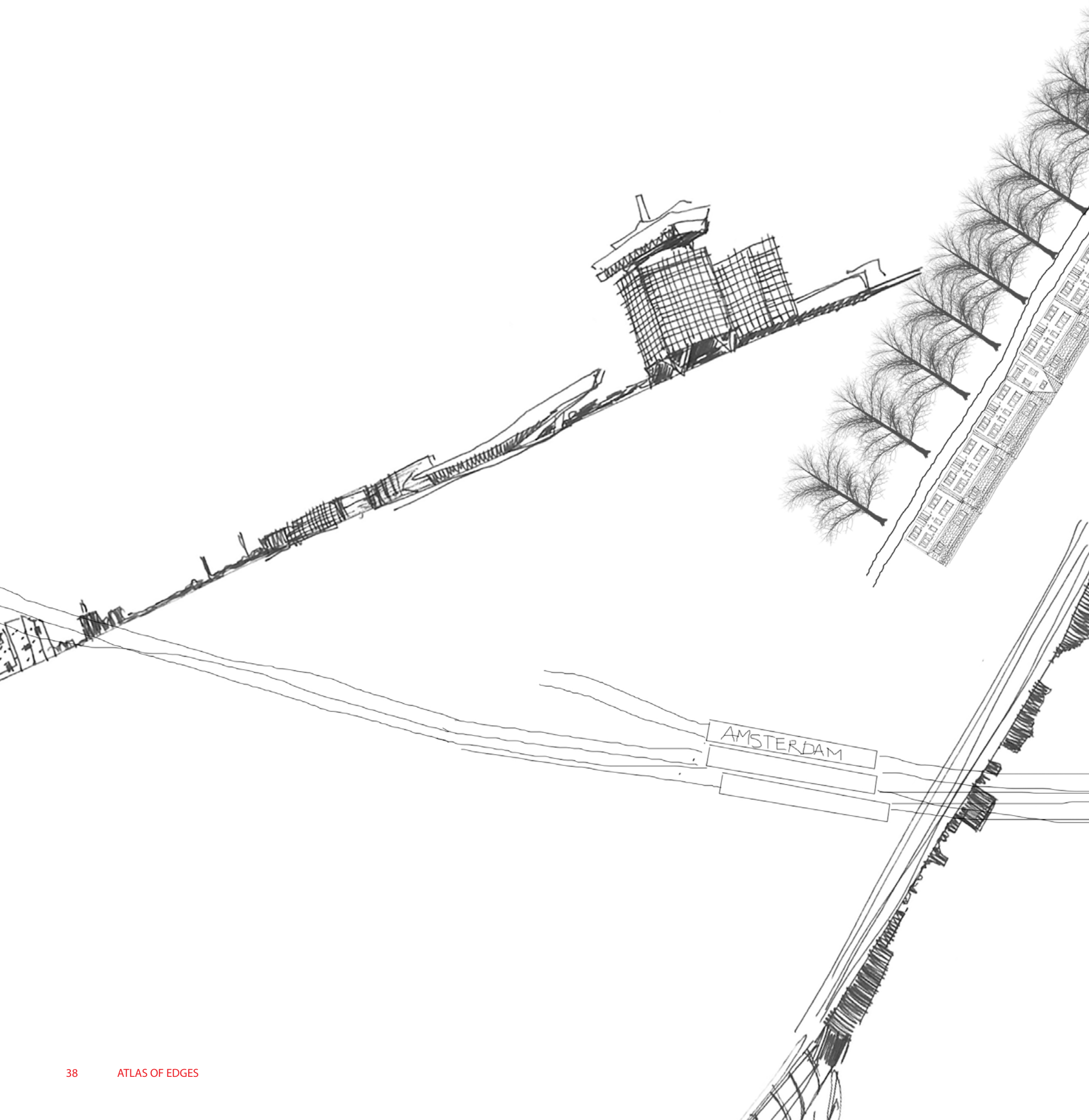


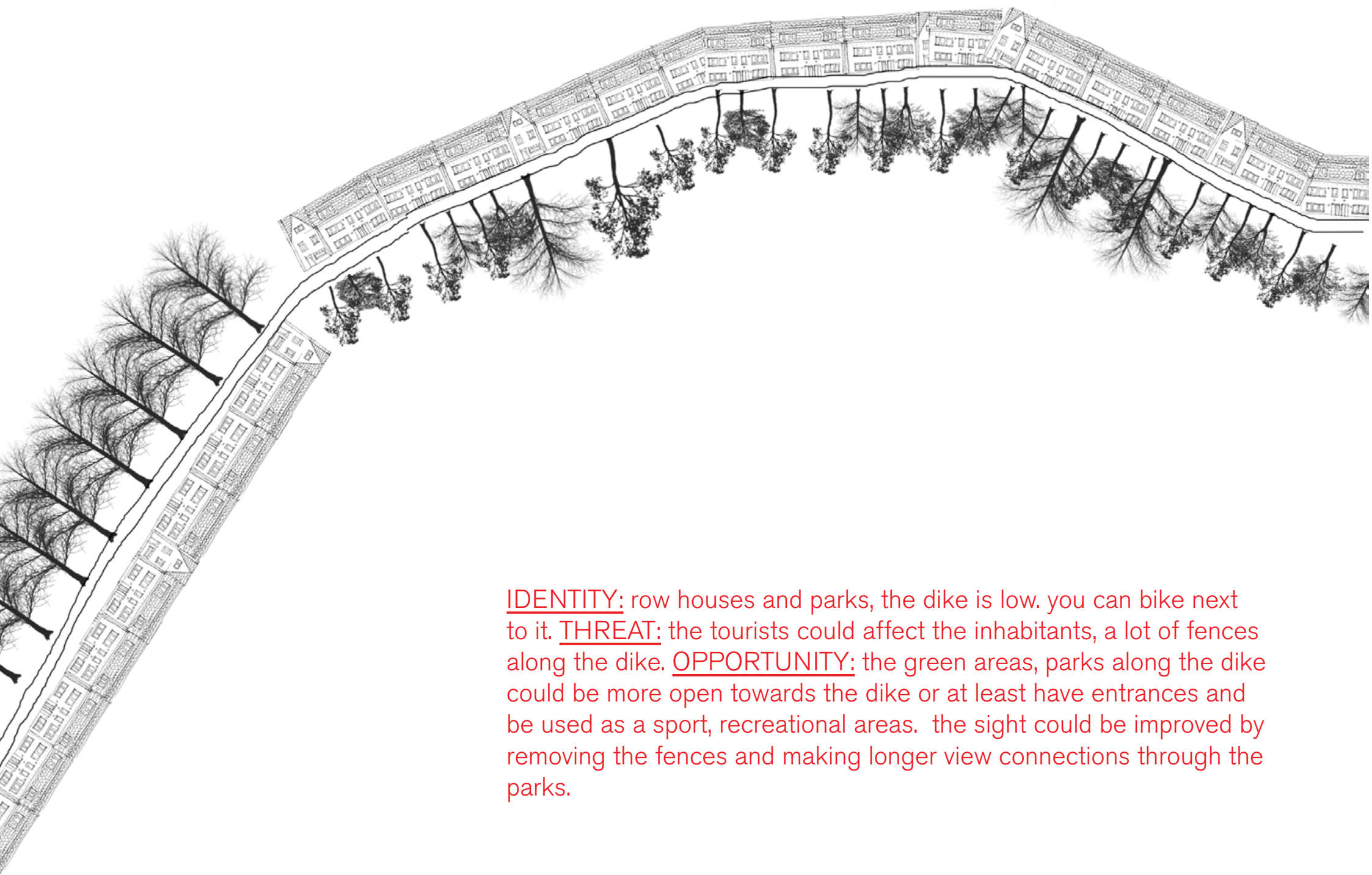
MAIN BICYCLE ROUTES

Based on usage

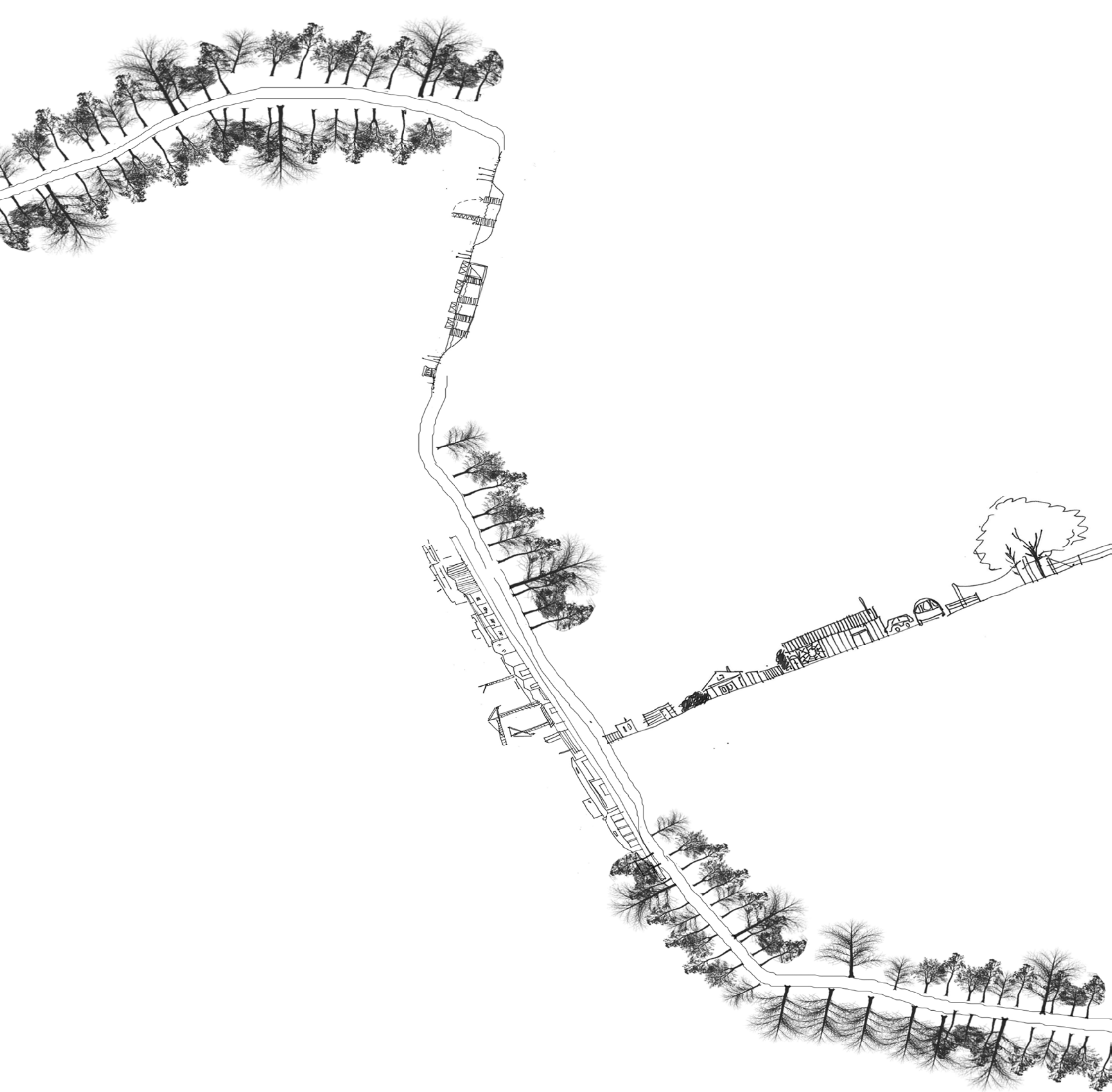


IDENTITY: the centre of the Amsterdam, the dijk begins from Noord. Take your bike and cross the IJ river with the ferry. Look at the row houses of the Noord how they intersect with the dike THREAT: almost no visibility of the dike in this area. OPPORTUNITY: a place to do shopping before you take a tour. There could be an information map placed in the Amsterdam Central station about the dike-tour.



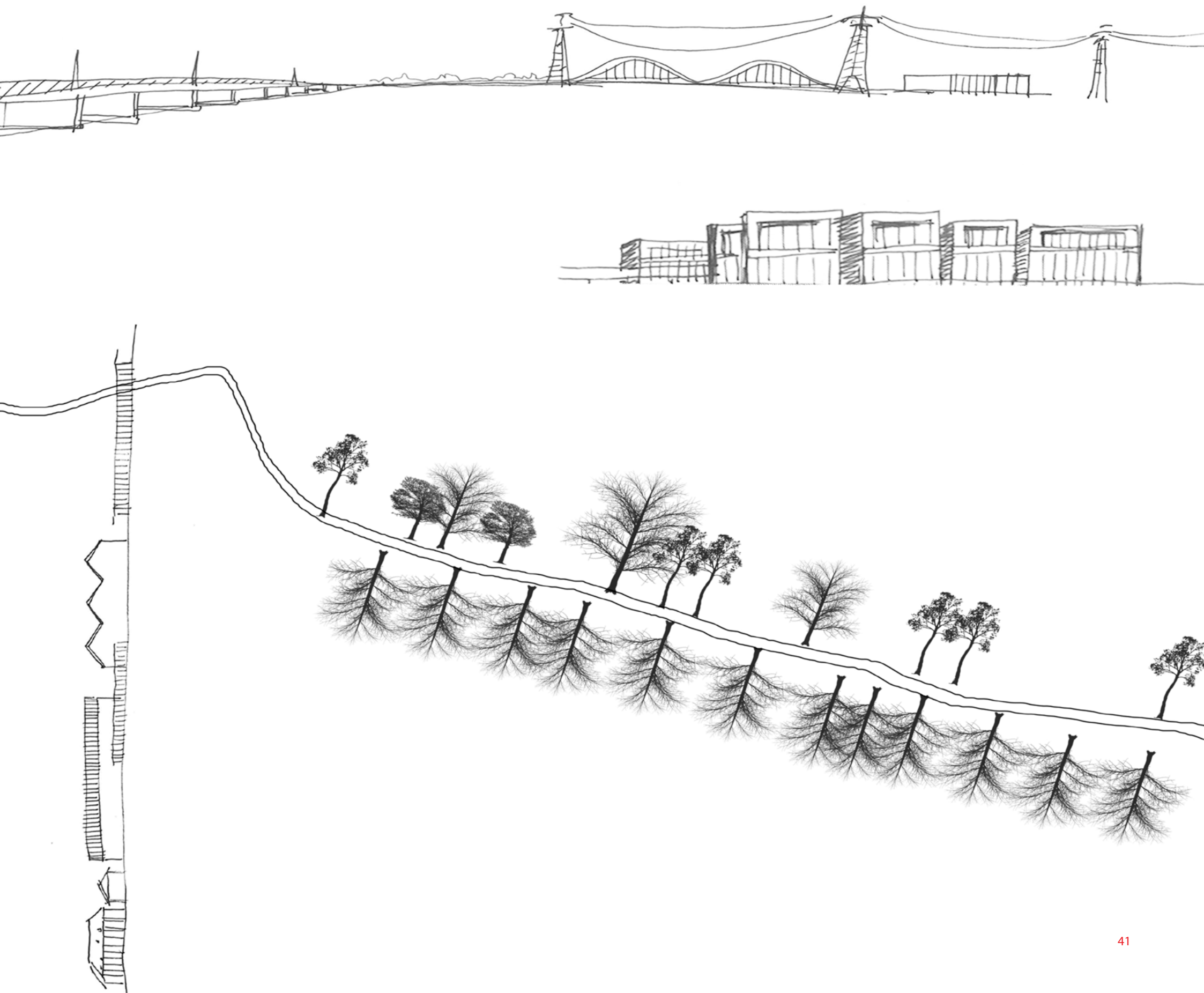


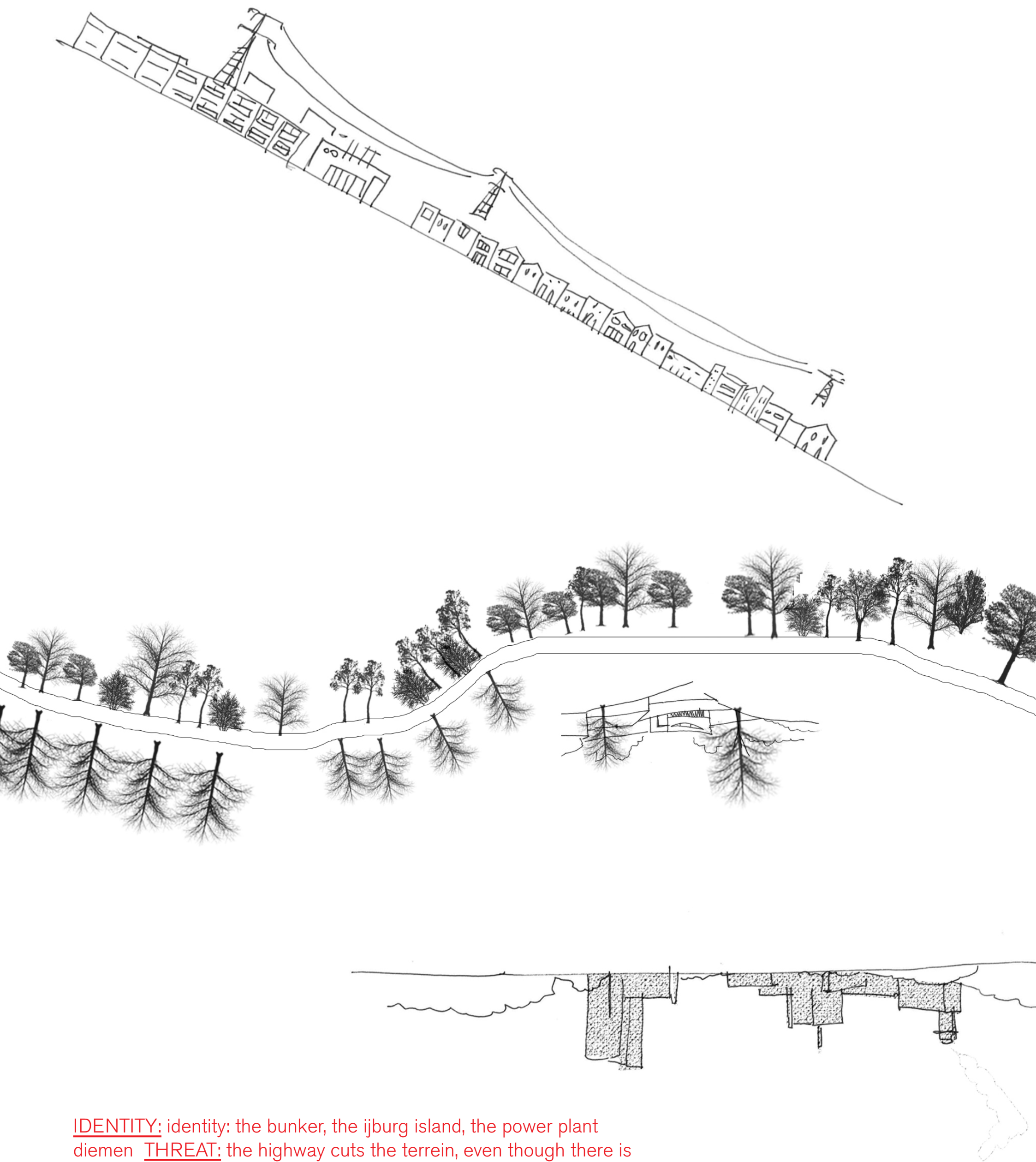
IDENTITY: row houses and parks, the dike is low. you can bike next to it. THREAT: the tourists could affect the inhabitants, a lot of fences along the dike. OPPORTUNITY: the green areas, parks along the dike could be more open towards the dike or at least have entrances and be used as a sport, recreational areas. the sight could be improved by removing the fences and making longer view connections through the parks.



IDENTITY: crossing the river IJ and industrial, leftover areas behind it THREAT: disconectivity because of the river IJ, a lot of seasonally-empty houses OPPORTUNITY: making the connection through the limmel lock to keep the continuity of the dike line. the empty houses could be used for a restaurants or just a places to stop and sit for a moment.

IDENTITY: on the north side the ijburch island - the housing area. on the southern side - the allotment gardens with the back-line of the trees which belong to the Rijnkanaal THREAT: OPPORTUNITY: the bike path could go on top of the dike to have the better overview of the terrain





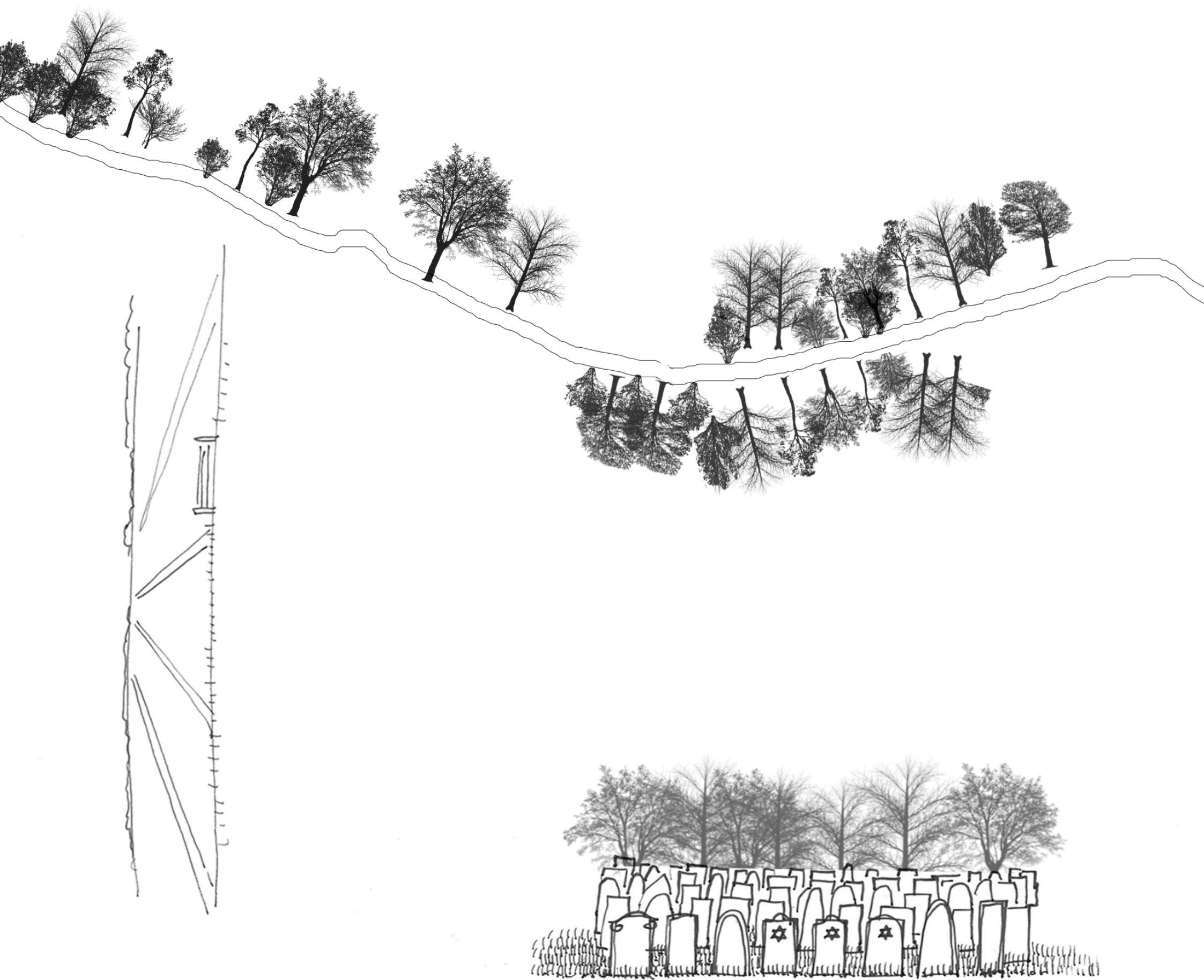
IDENTITY: identity: the bunker, the ijburch island, the power plant
 diemen THREAT: the highway cuts the terrain, even though there is
 a lot of different elements - nothing really surprises. the bike path is
 all the time next to the dike, not on it OPPORTUNITY: connecting the
 pieces of the dike through the tunnel underneath the highway, more
 diversity in the placement of the bike path in relation to the dike, more
 curtains, hidden spots to build the tension after which you can reveal
 the hidden treasures.

IDENTITY: IJmeer edge, big open water surface, the closeness of the highway and the powerline THREAT: water is not visible, you have to climb through the dike to see it (it can be also an opportunity), close relation to the highway (noise pollution). the bike path is connected with the car road, it is uncomfortable to bike OPPORTUNITY: reveal the water once in a while. use the water edge for the improvement of biological diversity. bike path should get more space, or be separated from the road for cars





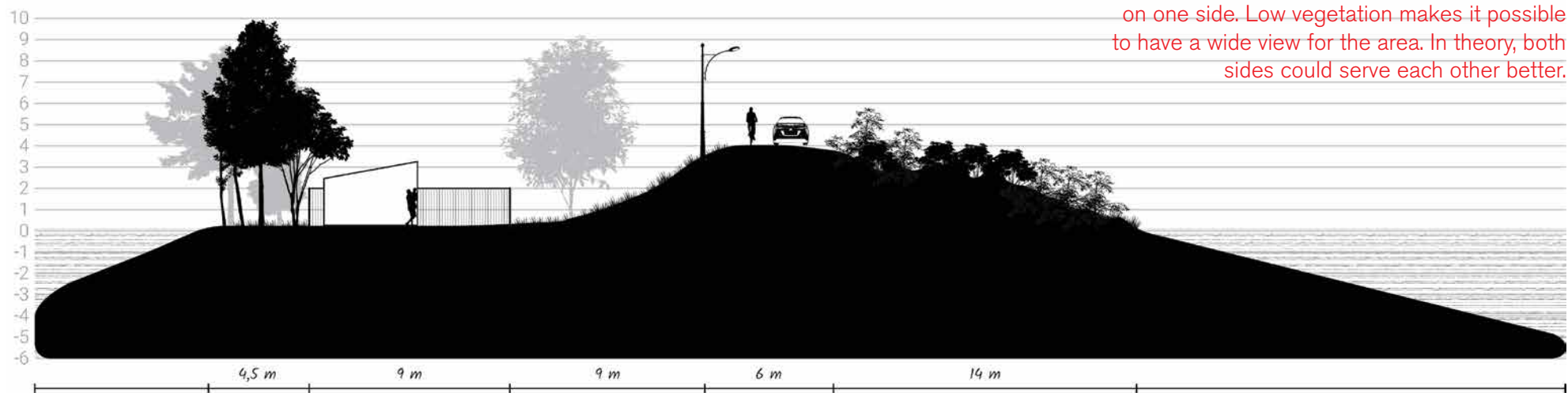
IDENTITY: Muiden medieval city, castle, old town, lock, canals THREAT: it is easy to loose your way when you are in the city, it is difficult to get back on the track of the dike OPPORTUNITY: the city could be a good turning point for the bike trip, it can offer a place to eat and rest and visit. there could be a boat for bikes as a shortanage for crossing faster the city.



IDENTITY: Muidenberg city, jewish cemetery, old town, bunker

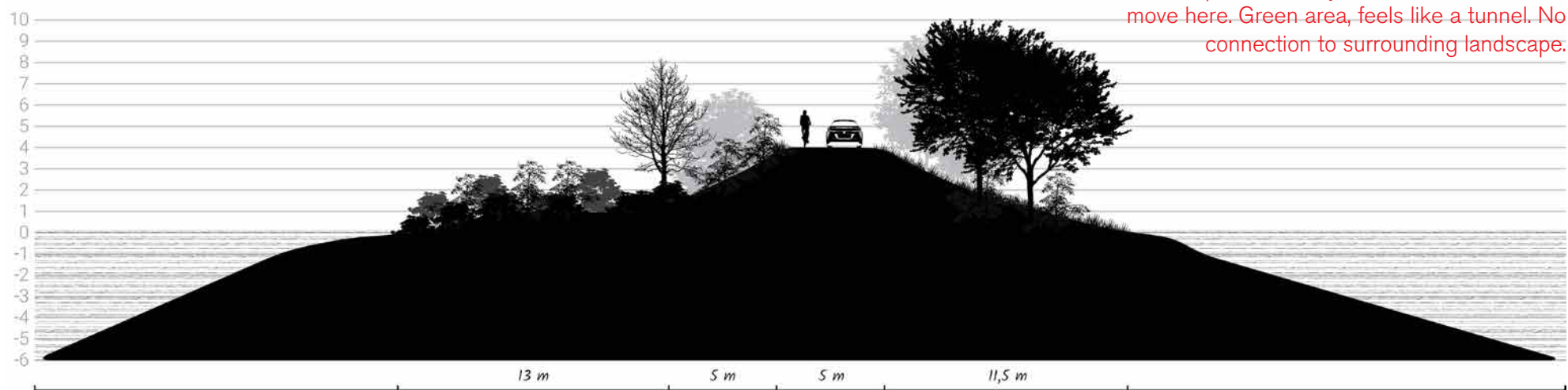
THREAT: dike structure gets lost in the city, because the city is build on the old morein which is higher than the dike. OPPORTUNITY: the route could have a loop in this city or continue to the Naarden, from which you can take a train back to Amsterdam

A-A: DIKE NEAR IJBURG



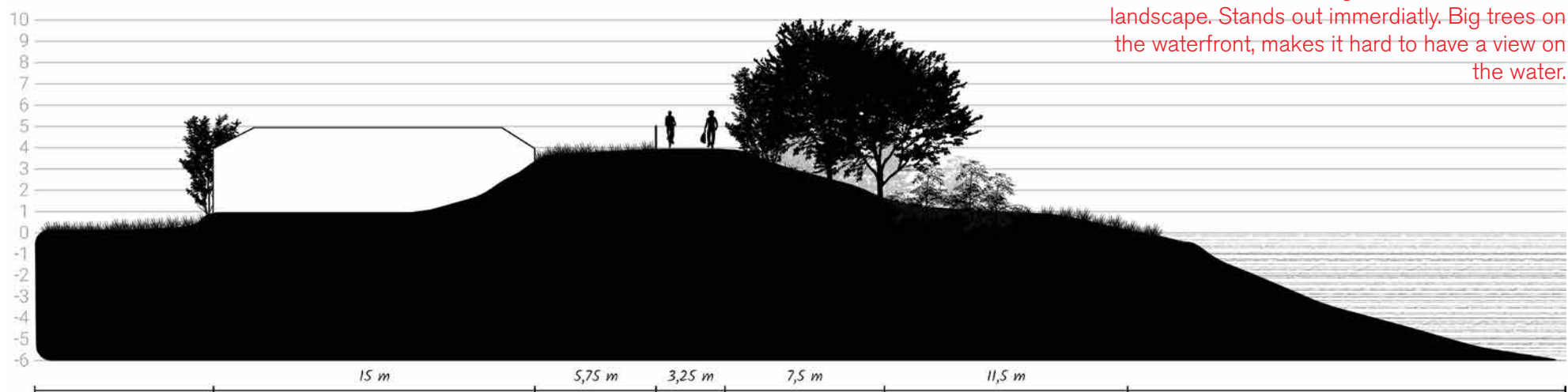
Feels like moving on a dike. Allotment gardens on one side. Low vegetation makes it possible to have a wide view for the area. In theory, both sides could serve each other better.

B-B DIKE NEAR DIEMERPARK



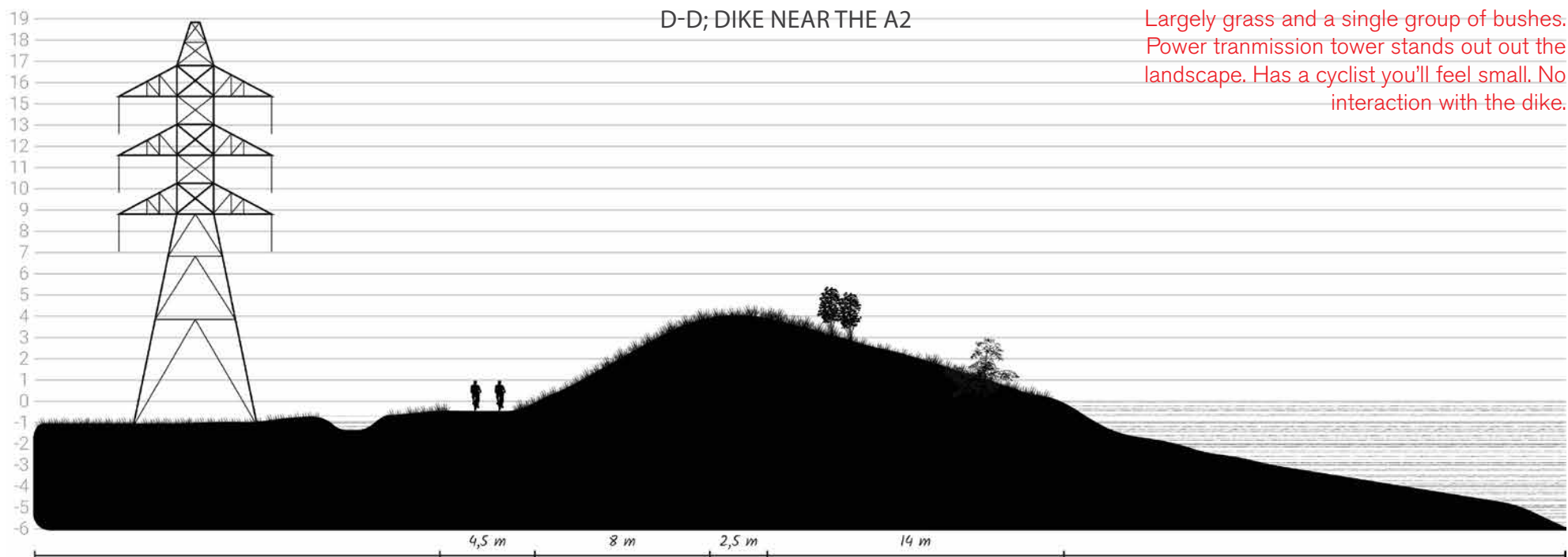
As the pedestrian/cyclist it feels secluded to move here. Green area, feels like a tunnel. No connection to surrounding landscape.

C-C: DIKE AT FORT DIEMEN



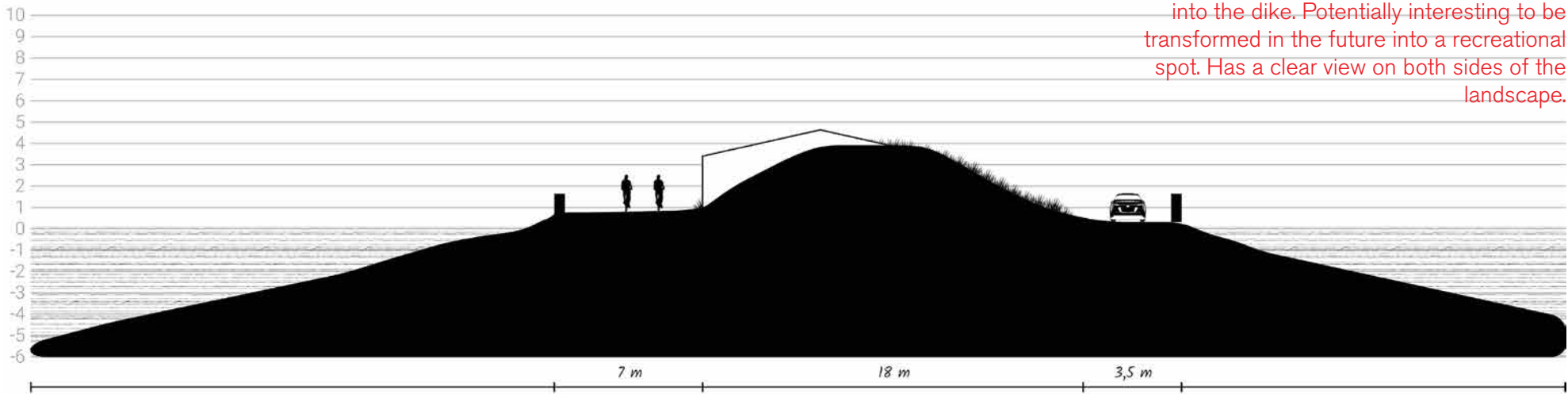
Fort is an recognisable element in the landscape. Stands out immerdiatly. Big trees on the waterfront, makes it hard to have a view on the water.

D-D; DIKE NEAR THE A2



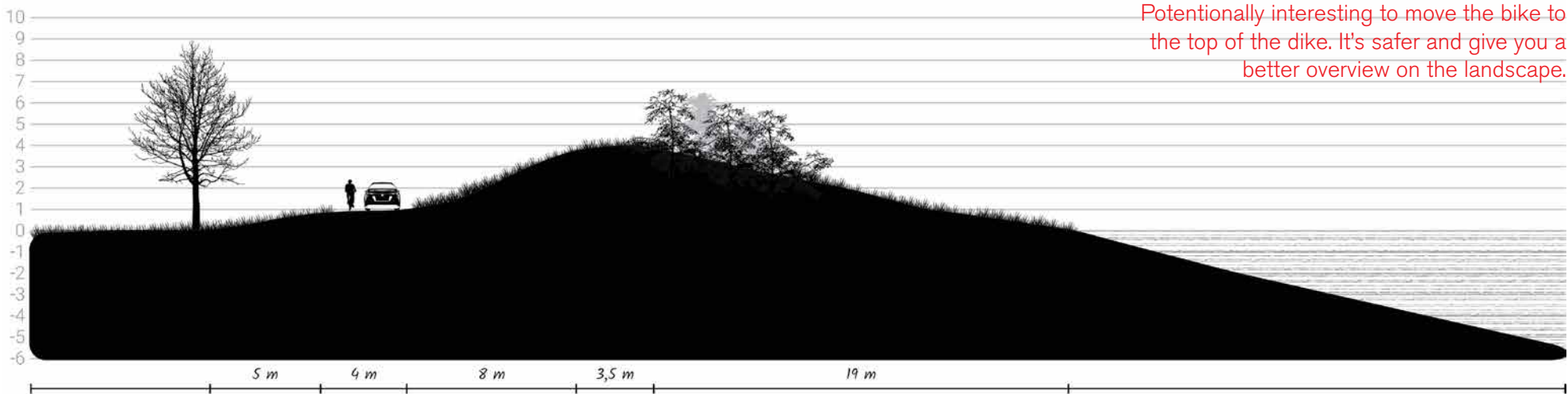
Largely grass and a single group of bushes. Power tranmission tower stands out out the landscape. Has a cyclist you'll feel small. No interaction with the dike.

E-E: DIKE AT THE LOCK



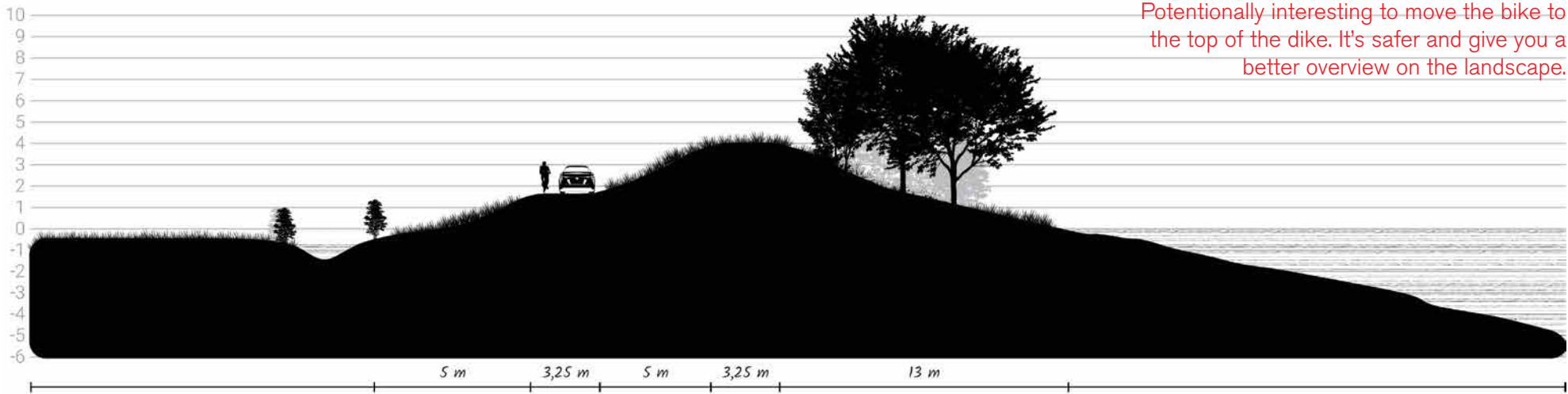
Dike divides two paths. Building is integrated into the dike. Potentially interesting to be transformed in the future into a recreational spot. Has a clear view on both sides of the landscape.

F-F: DIKE NEAR MUIDEN

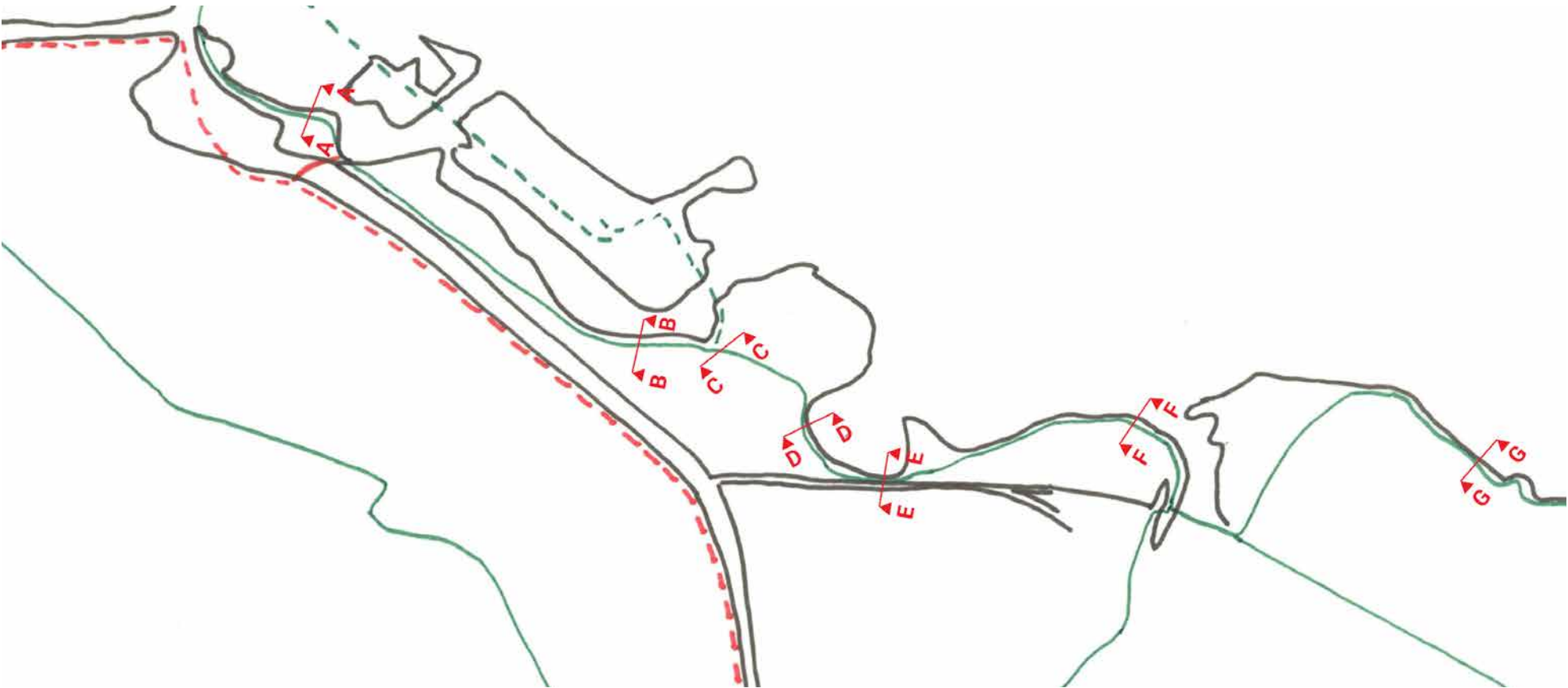


Small path for both cars and cyclists. Potentially interesting to move the bike to the top of the dike. It's safer and give you a better overview on the landscape.

G-G: DIKES BETWEEN MUIDEN AND MUIDERBERG

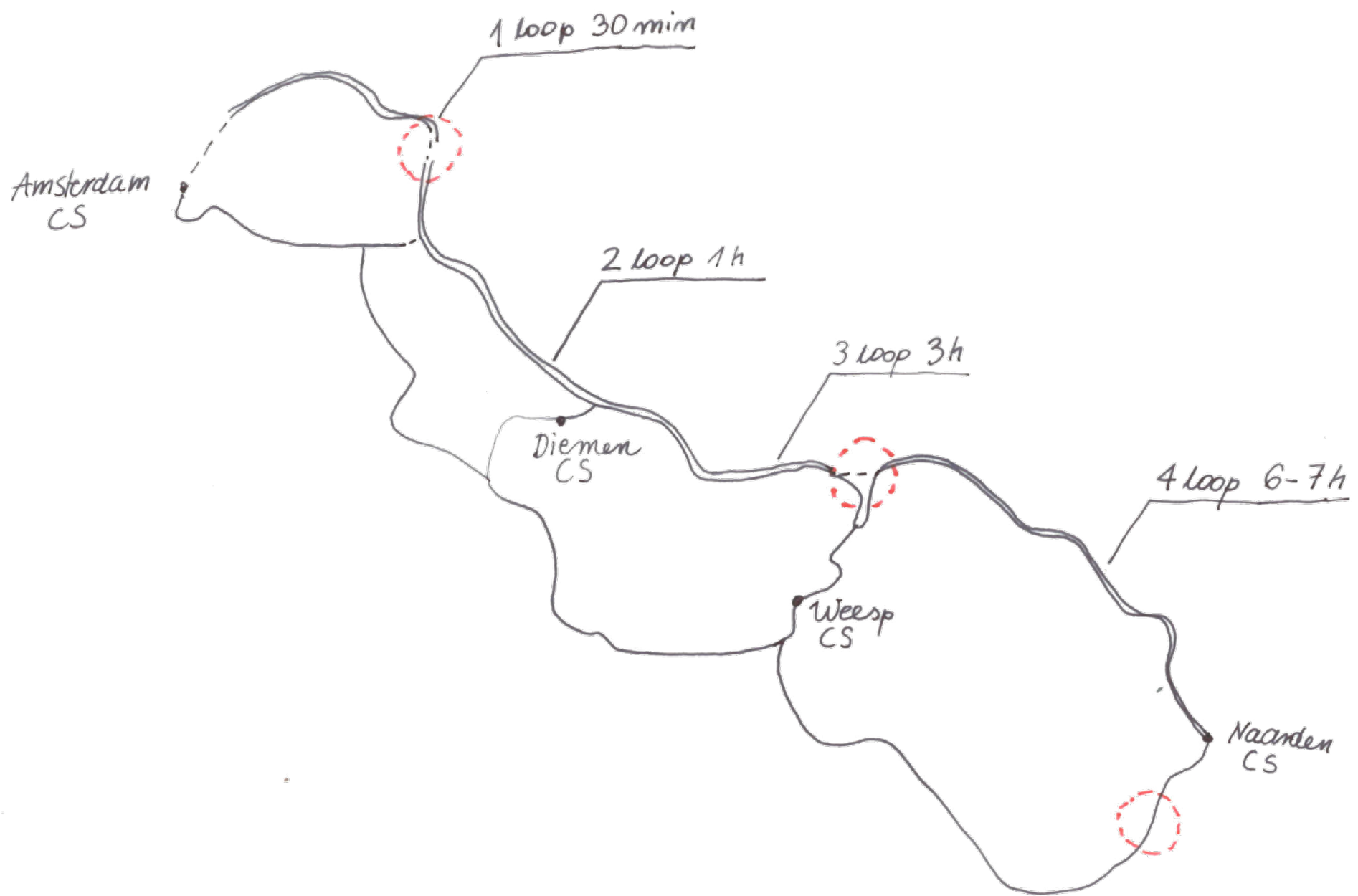


Small path for both cars and cyclists. Potentially interesting to move the bike to the top of the dike. It's safer and give you a better overview on the landscape.



LOOPS IN THE DIEMERSCHEG

New routes and routes that need to be improved based on distance and time



Scenario

South and Eastern Europe cut all export of food to the Netherlands immediately. Due to the insult that Head of the Eurogroup Jeroen Dijsselbloem (NL) made, when he said that all the southern countries wasted money on 'drinks and women' last week. The food resources drop dramatically and professor Louise Fresco calls for ideas to make the Amsterdam region more self-sufficient.

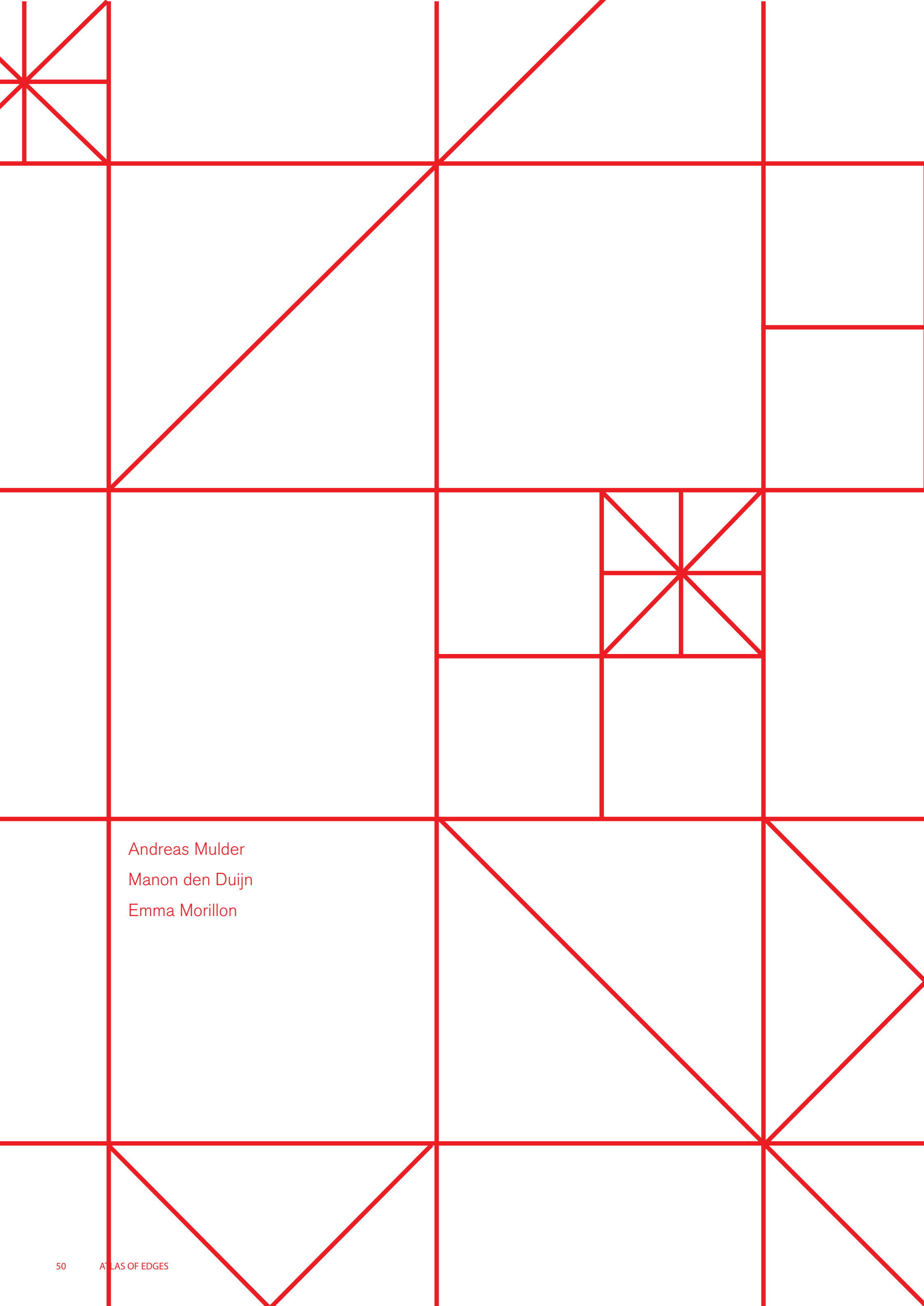
"Only those who toil six long days out of the seven, and all the year round, save for one brief glorious fortnight or ten days in the summer time, know the exquisite sensations of the First Holiday Morning. All the dreary, uninteresting routine drops from you suddenly, your chains fall about your feet...There were thrushes in the Richmond Road, and a lark on Putney Heath. The freshness of dew was in the air; dew or the relics of an overnight shower glittered on the leaves and grass...He wheeled his machine up Putney Hill, and his heart sang within him."

(H.G.Wells, The Wheels of Chance)



Historically the dikes protect the lower lands of the Netherlands from inundation and are an important part of the water regulation system. By the time more functional layers were added to the dike system, for instance paths for bikes. The dike system became a mobility system for slow traffic of recreation. The scenario “collapse of the food supply” is a chance to enforce the importance of the dike structure as a bike path. The so called “bike-on-dike-system” can be transformed to a new sustainable system of food supply for the eastern MRA. Therefore a new layer of food providers like local farms, fruit trees or similar should be added next to the dike. Inhabitants of Amsterdam can reach quickly certain food suppliers by our bike lines on the dikes. At the week-end these grocery tours can be combined with recreation. The “bike-on-dike-system” will have formed a highly sustainable system as it is an answer to two fundamental challenges of the sustainable city concept, the slow traffic and local food supply.



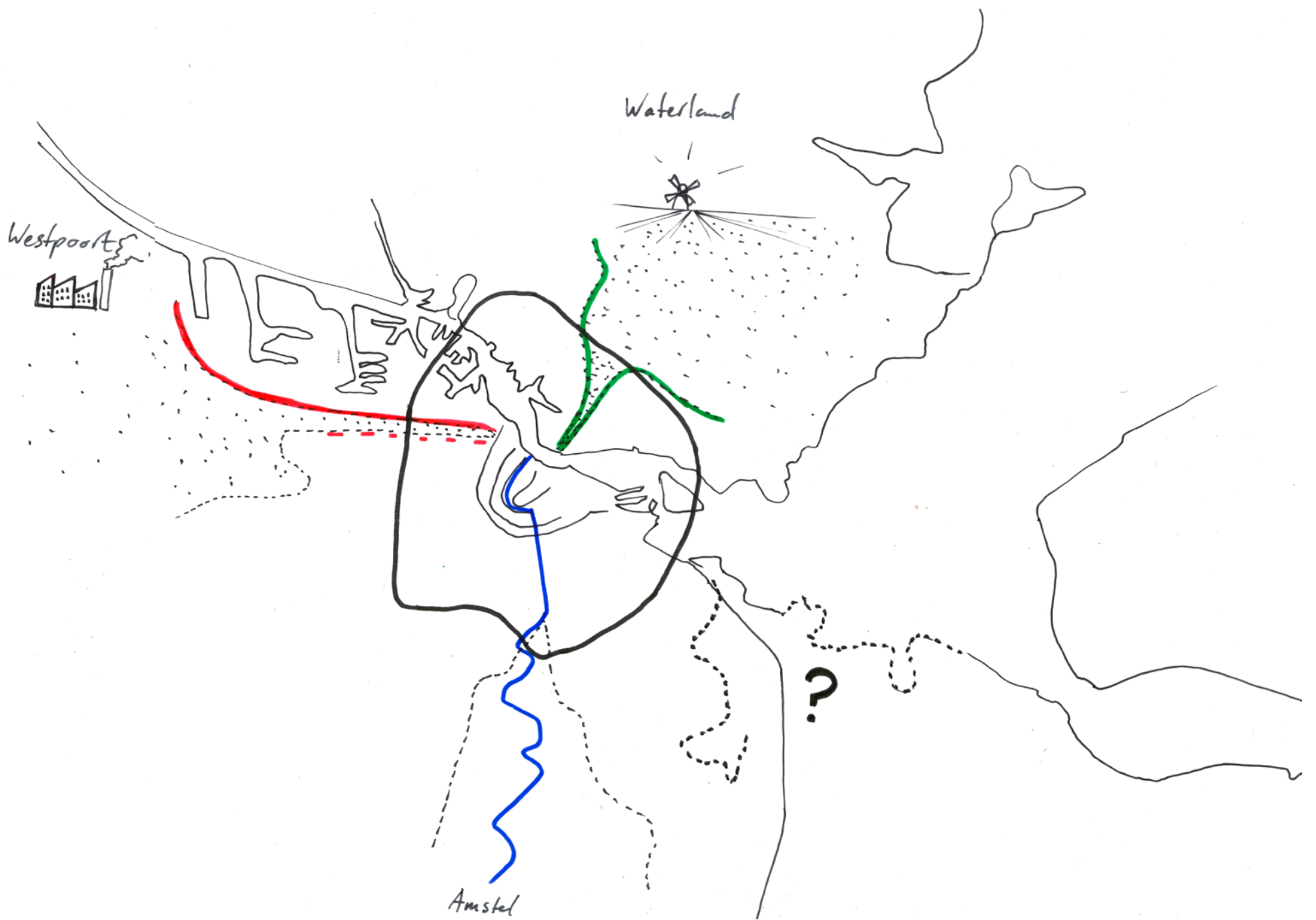


Andreas Mulder
Manon den Duijn
Emma Morillon

PAINTING THE LANDSCAPE

The Diemerscheg is an area defined by powerlines. They shape the landscape just as easy as the landscape shapes the route of these powerlines. In here you can find an analysis of the influence of powerlines and a sneak peak towards the future. The position of these powerlines might radically change into the near future. They will not only define the landscape but also the entire urbanisation of the MRA region.

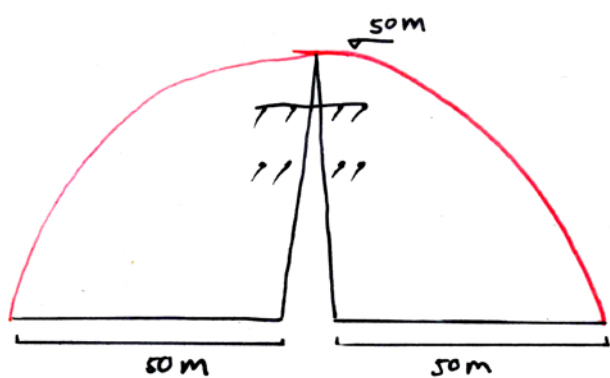
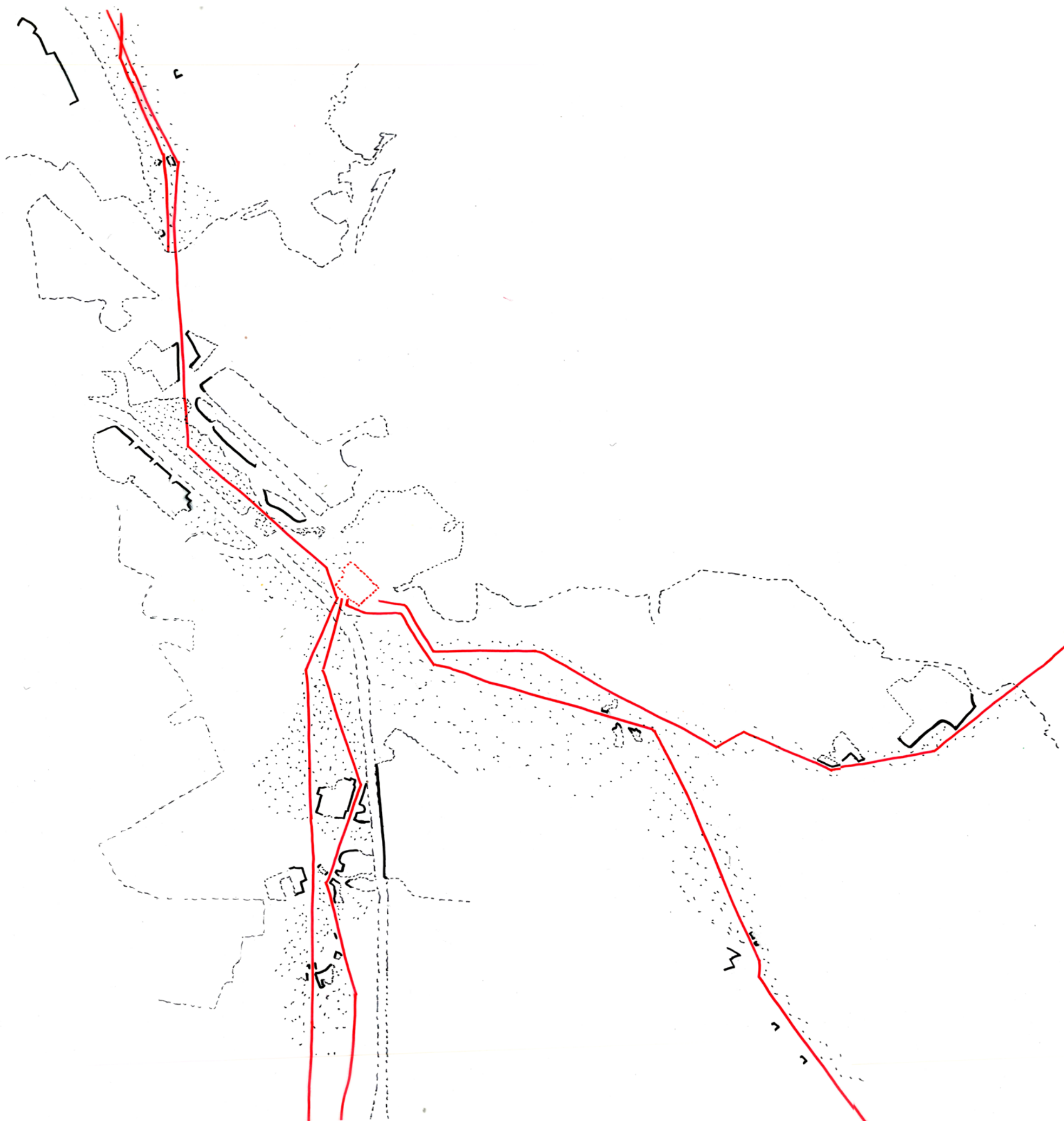




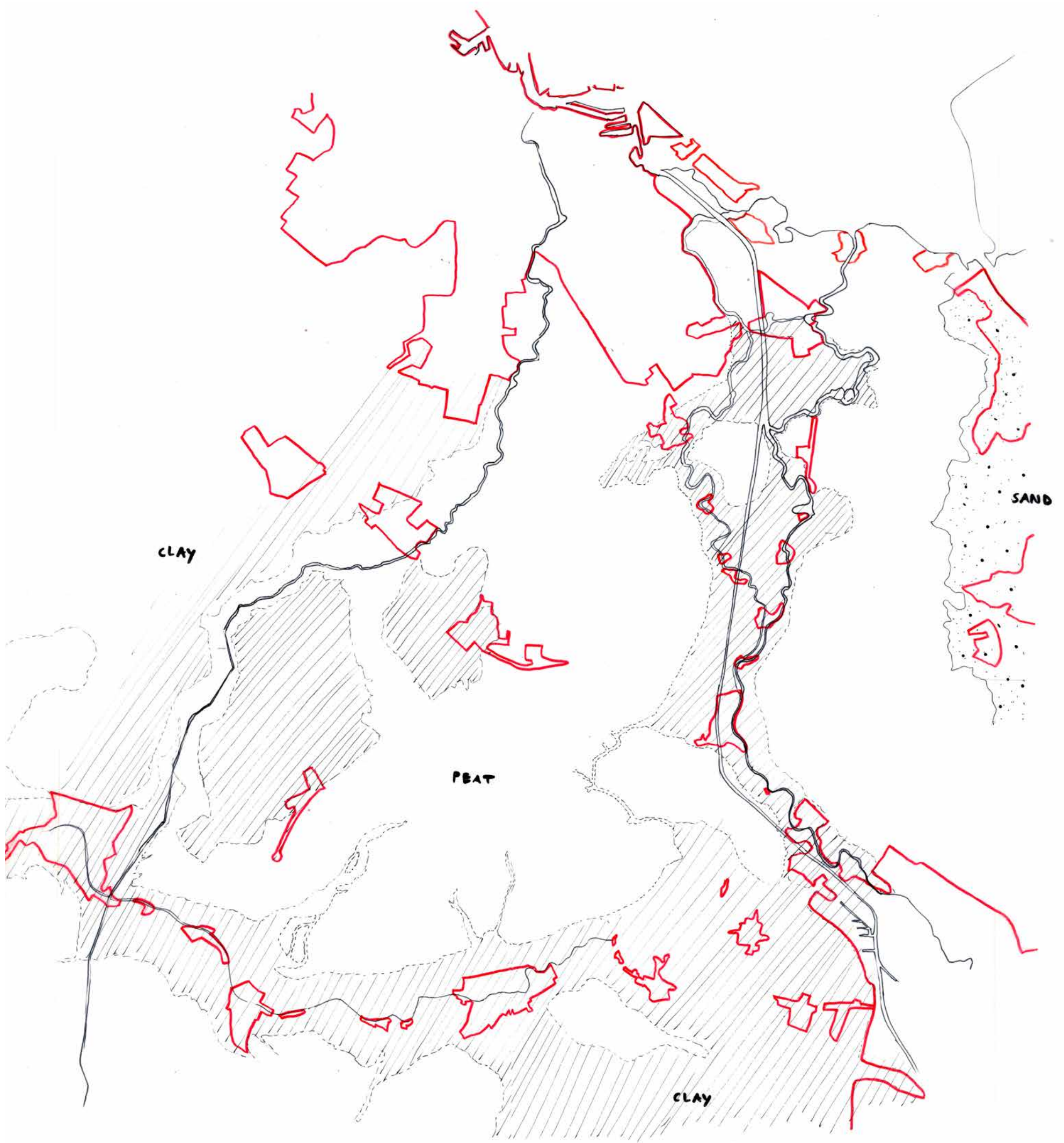
The Diemerscheg is undefined and has no clear identity like the other scheggen have. Brettenscheg is defined by industry, Amstelscheg by its romantic landscape and northern scheg by its historical landscape.



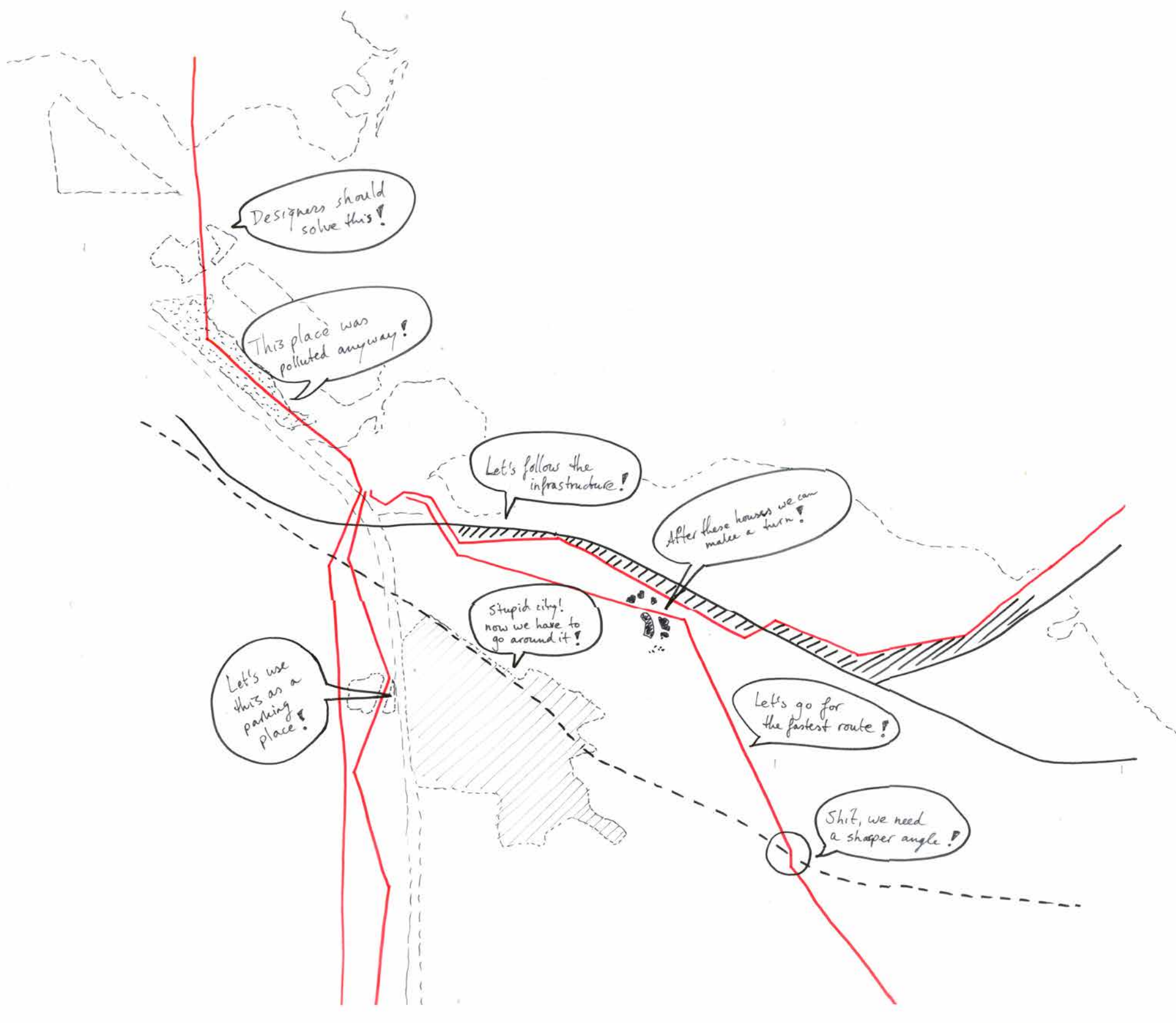
Taking a closer look the Diemenscheeg is defined by
a knot of powerlines spreading through the area.



The powerlines adapt to the landscape as it flows above poisoned grounds and bends after it passes buildings. The build landscape adapts to the powerlines as it provides empty space in front of peoples houses (Ijburg).

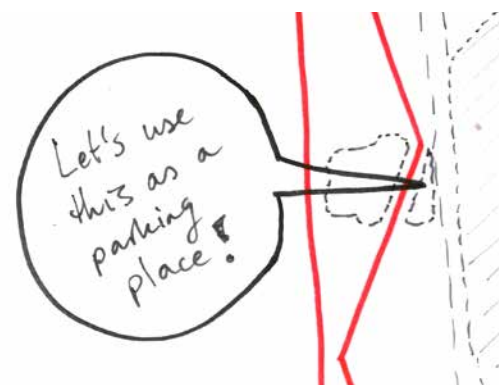
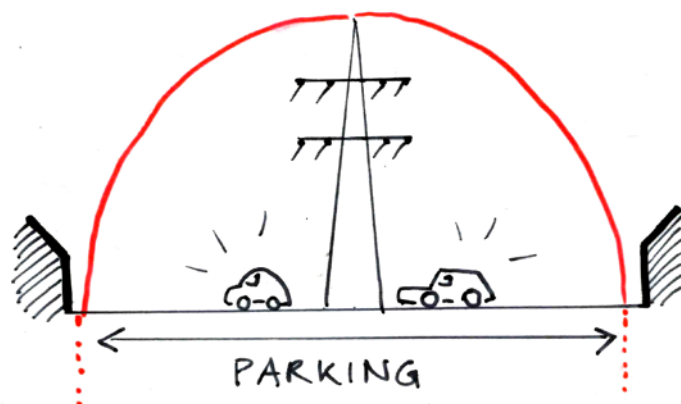
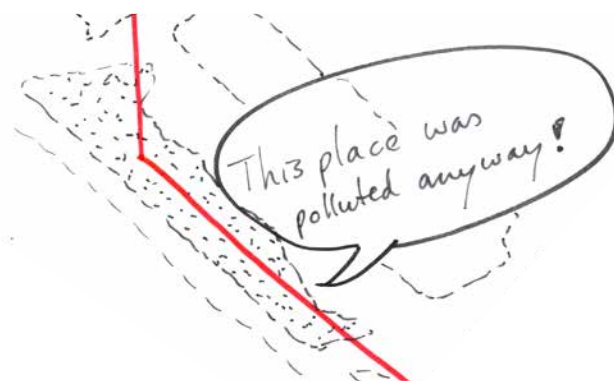
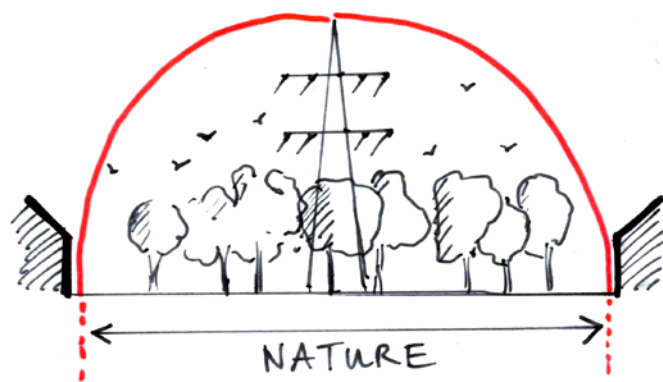
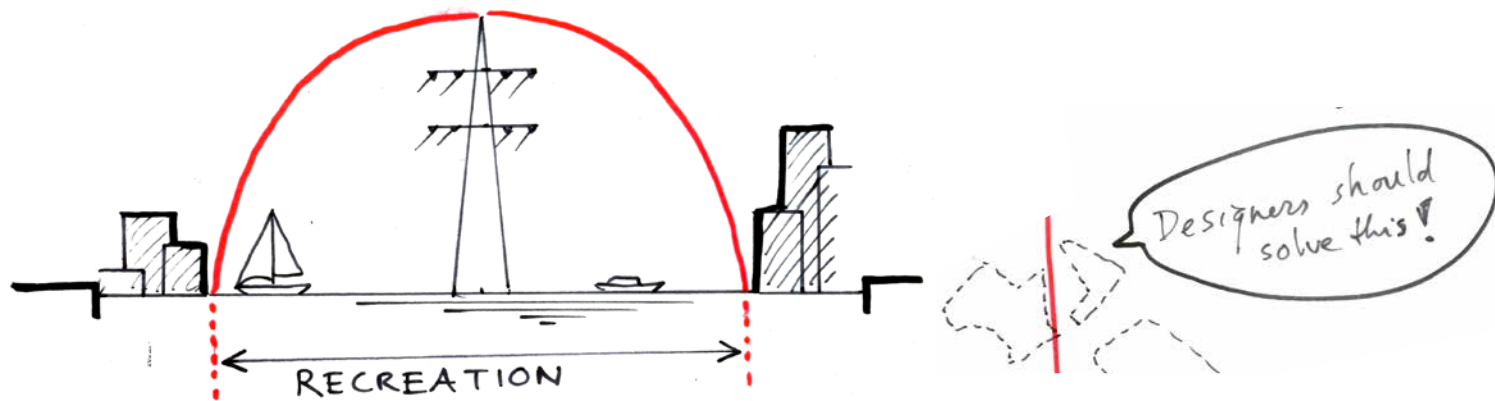


The relationship of the build area with the landscape has been a process of centuries. Here you can see how most villages have been built on clay following and adapting to the river. Later on, due to technical innovation, it was possible to build on other types of soil.



THE DOUBTS OF A PLANNER

Just like a painting of a painter, this drawing shows the doubts of a planner. Where does the powerline bend off to the south? What are areas where you wouldn't bother anyone? You can read the planners' mind through the placement of the powerlines.



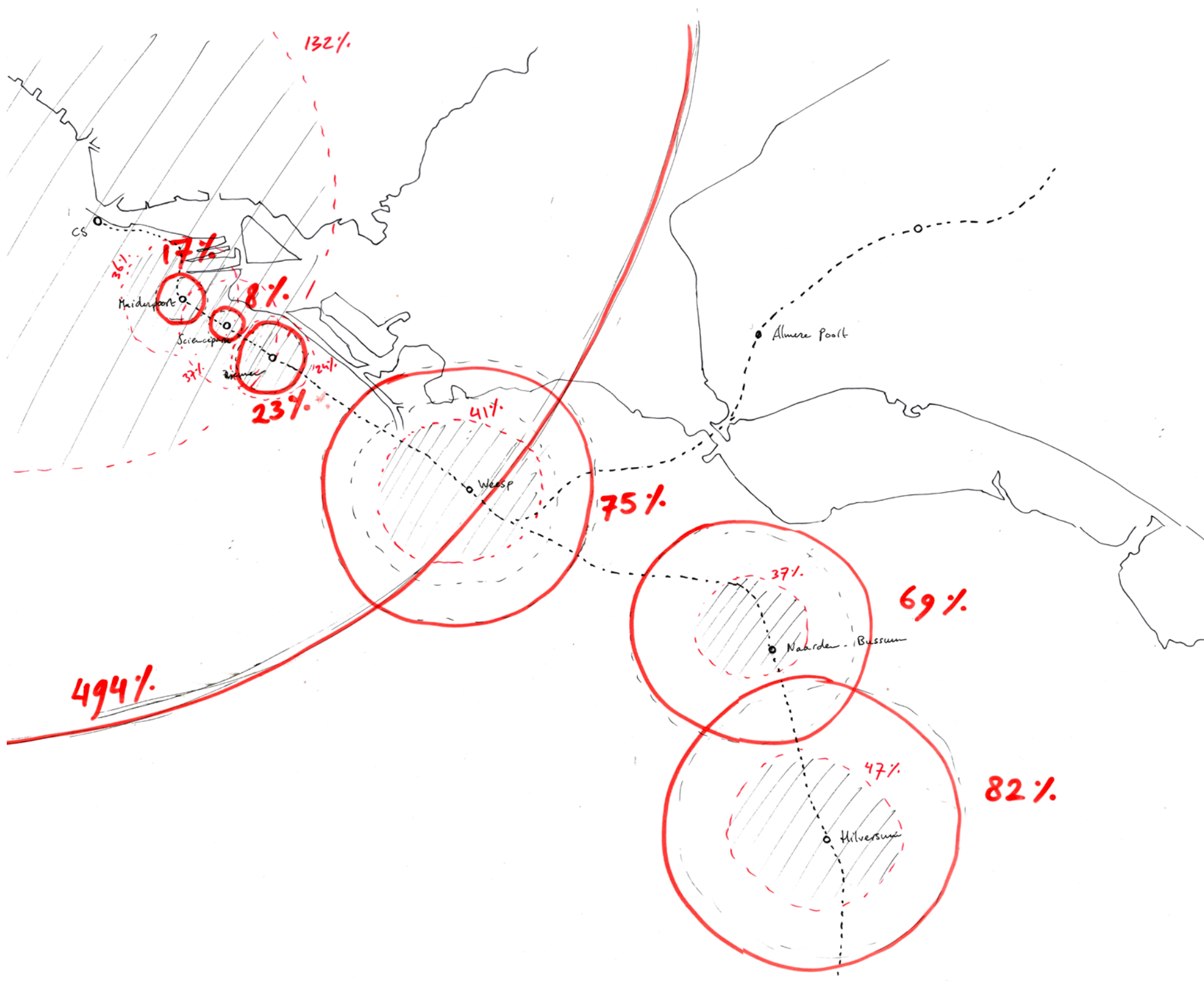
Along the routes of the powerlines, non-living areas arise, varying from nature to large scaled parking places and recreational areas. The powerlines provide space.



Melanie Schultz - Minister of infrastructure and economy

“ After Brexit international business is coming to Amsterdam. The metropolitan region needs 100.000 extra dwellings, functions and infrastructure by 2030 to offer space to all the businesses and employees. In creating a new and unique living environment which had great accessibility to the mainports and businesscentres the Diemerscheg is the ideal place” - Nieuwsuur 2016

The given scenario:
Another 100.000 dwellings needed because of the brexit. These dwellings come on top of the regular demand of housing within the MRA region.



This map shows the relation between people that get in or out of a train and the amount of people that live around that public transport hub. The bigger the percentage, the bigger its use as a transfer hub and the more strategic its location. Therefore the Diemerscheg as a whole is potentially very interesting to expand its urban environment (and to foresee in the needed dwellings caused by the Brexit).

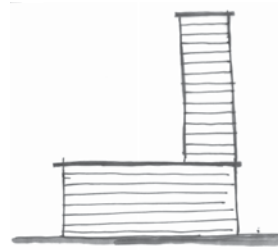
comparison of density



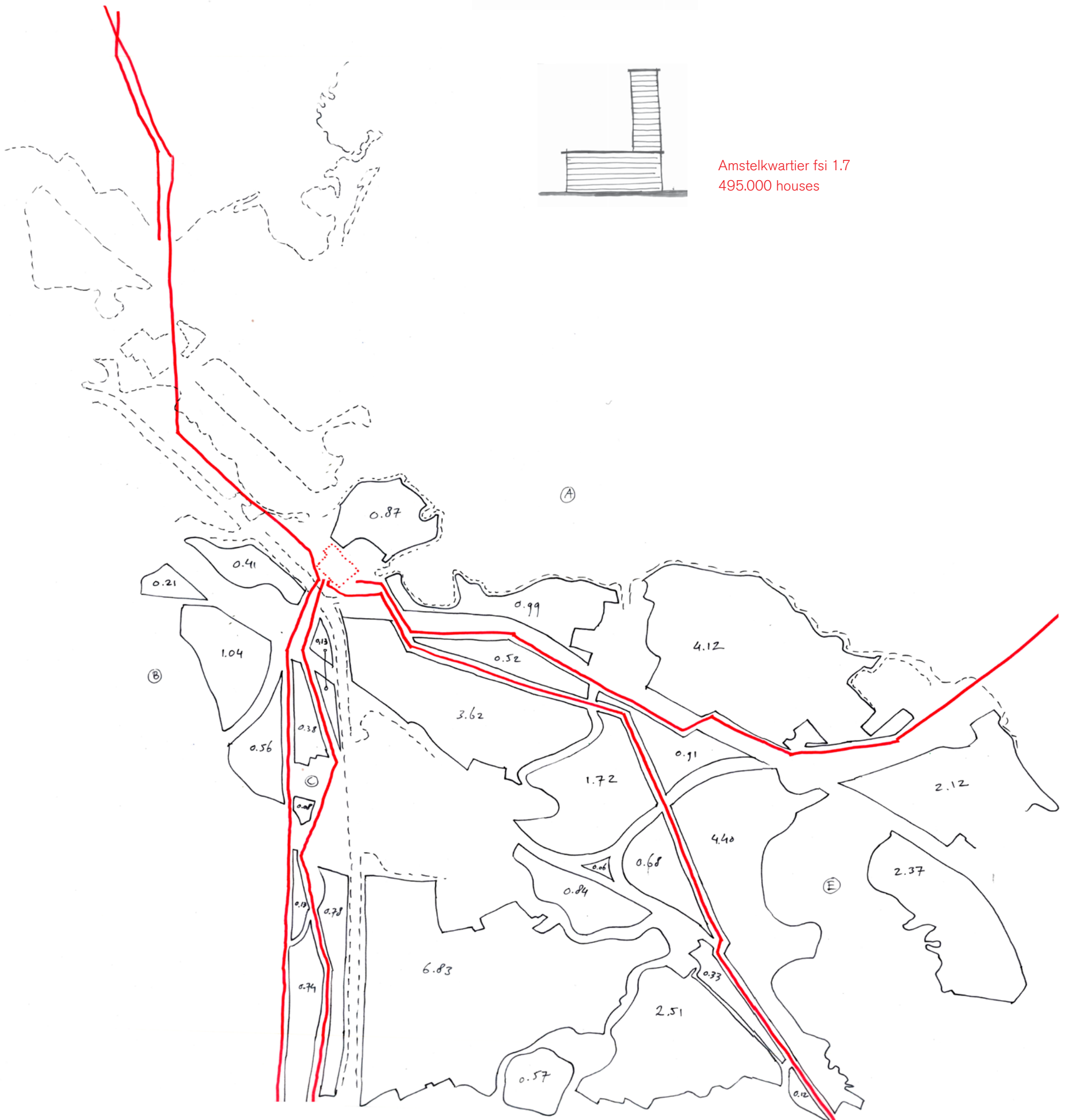
VINEX 40 houses/ ha (e.g. almere buiten)
152.000 houses



Kolenkitbuurt fsi 0.9
262.000 houses



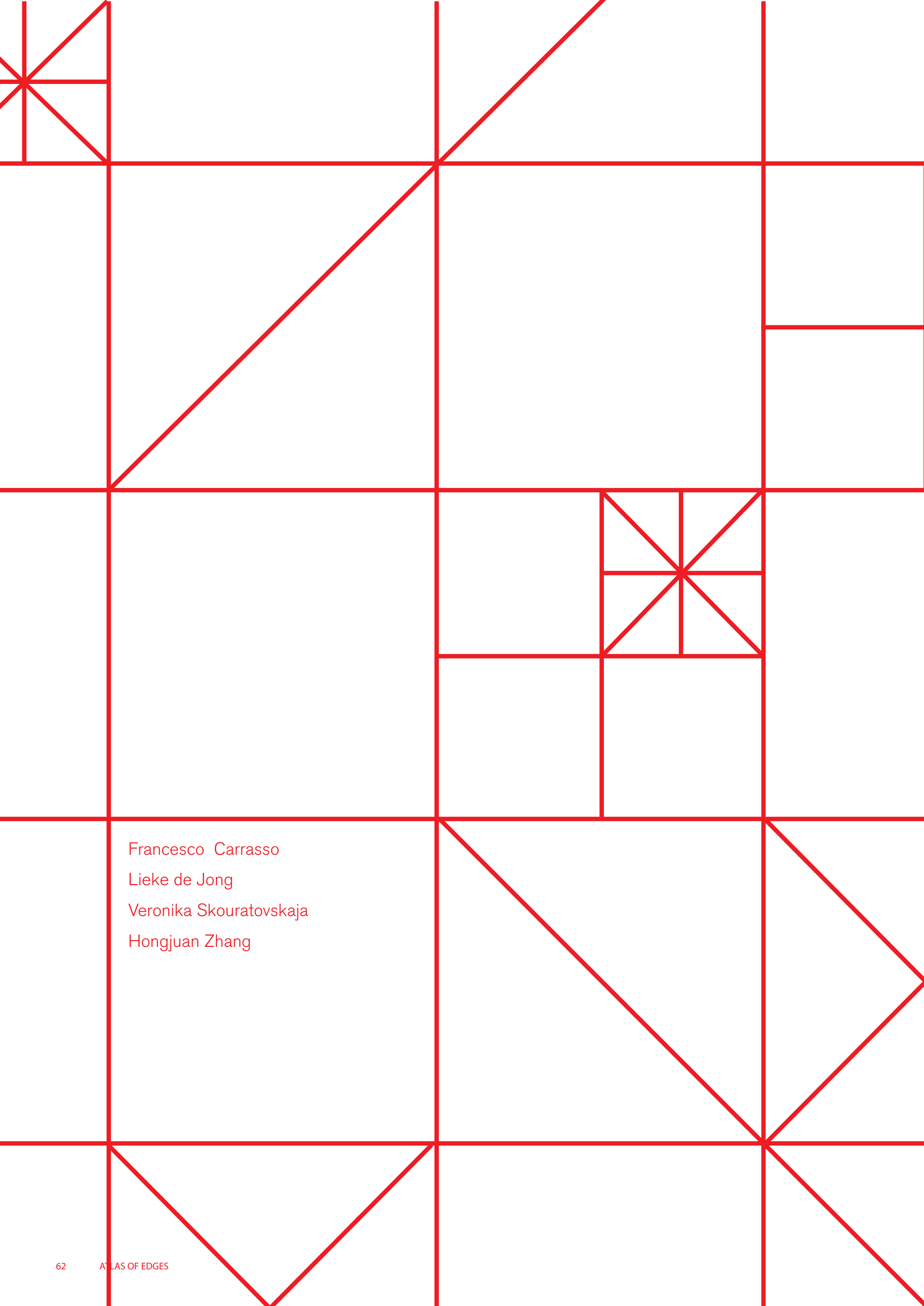
Amstelkwartier fsi 1.7
495.000 houses



SCENARIO 1: Maximum built area with VINEX density.
The open space the powerlines provide is the last tool to save and protect your open and possibly green spaces in a maximum built area.



SCENARIO 2: Maximum built area with maximum density.
Extending the powerline circuit to extend the open space network. It makes sure all open spaces that offer space for parks and nature are already there. The rest of the Diemenscheeg can now transform to a maximum densified area, boosting the MRA's identity



Francesco Carrasso
Lieke de Jong
Veronika Skouratovskaja
Hongjuan Zhang

FRAGMENTS OF DIEMEN

Diemen happened to be on a border of early division of natural processes who made the area developed as it is right now. The height differences and incoming sediments created a perfect situation to develop peat. Peat became an important product and got reclaimed on big scale. For the excavating of peat, the landscape needed to be drained. Therefore ditches were made. The structural organization of these ditches created early fragmentations in the landscape.

Therefore you'll see early settlements are mostly connected to rivers, which functioned as transport. Canals were added for transport to connect the reclaimed area's to settlements with bigger structures. These are short cuts through the landscape. By the time people learned how to pump with windmills, you'll see fragments of polder structures. Here the draining network was very important to make agriculture possible. These ditches of water networks really marked the landscape and created a fragmented landscape.

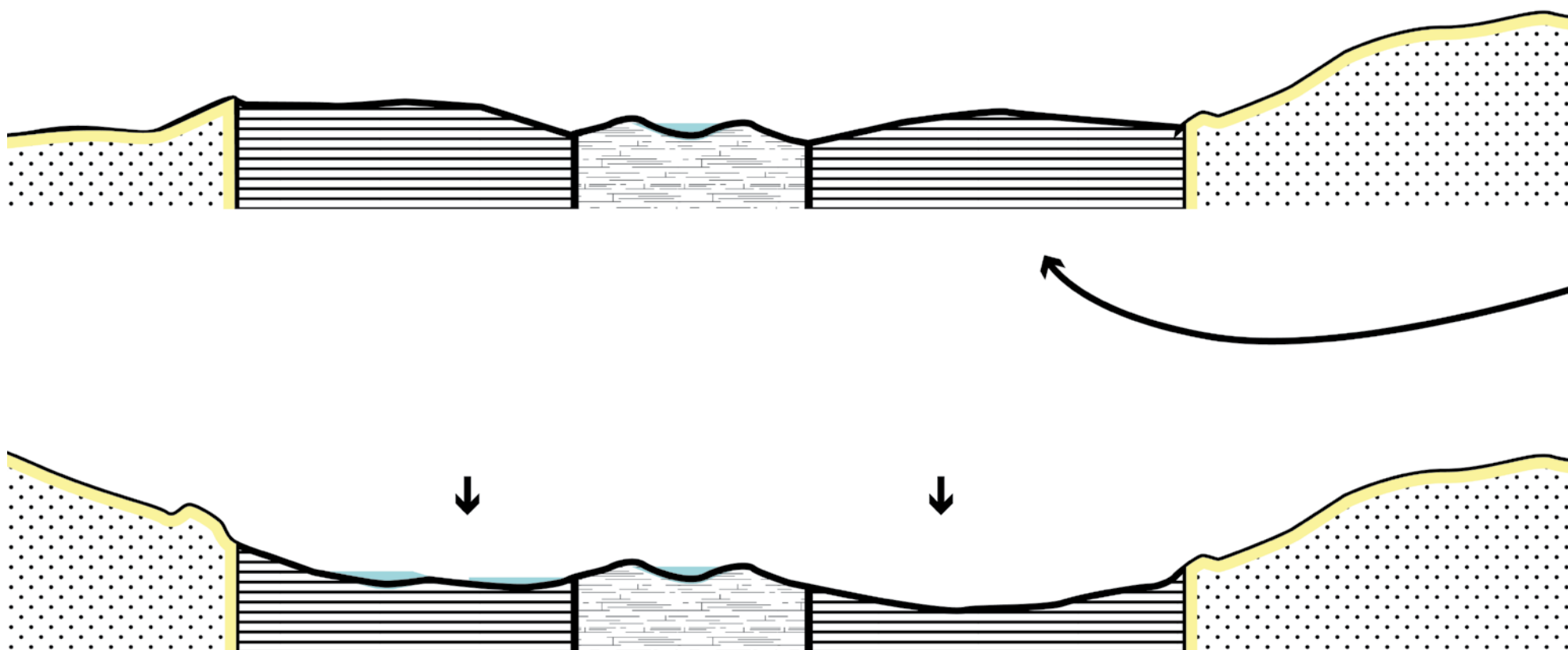
Network of roads grew a lot by the development of cars and therefore roads. Because of the increasing transport the cities extended massively connected by good infrastructure. Bigger infrastructure started to make their own short cuts and connections to connect cities in the most efficient way regardless the landscape. Which created an extra division in the already fragmented landscape.

All together with the growth of urban area's it left us a landscape that has been fragmented by connections to the locations. Looking inside all these connections there are some small scale landscapes remained. This fragmented landscape is defined by borders of infrastructure, rivers, canals, urban area's, nature and bicycle paths. We call these area's the rooms of Diemerscheeg.

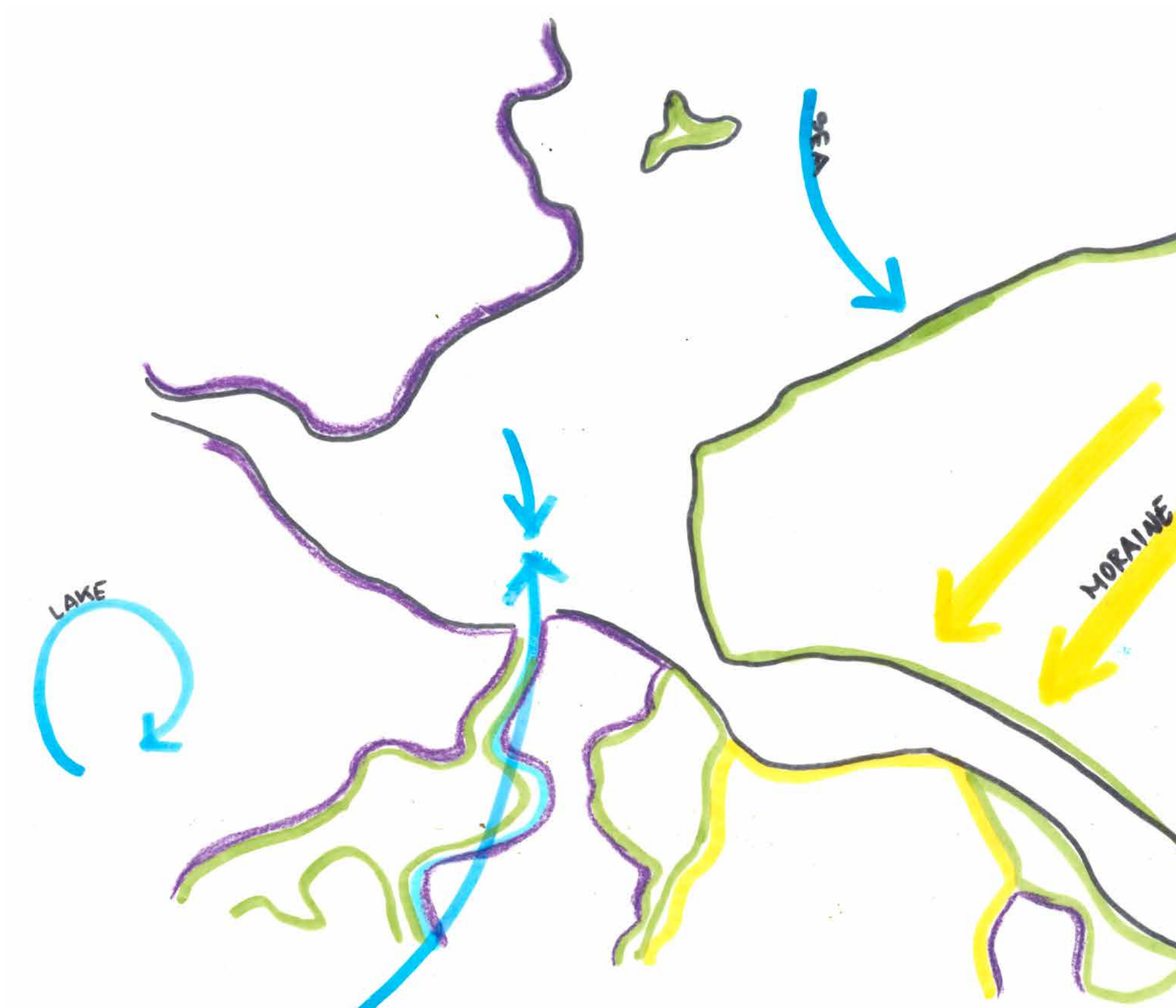
Frangments by nature processes



P1. overview geomorphology
Netherlands - Moraine shaped
the hills of Utrecht, Utrechtse
heuvelrug. Swiss Rivers created
rivers that gave the soil light clay.
Heavy clay we received from the
rising water of the sea which
created IJsselmeer, (Zuiderzee
before).

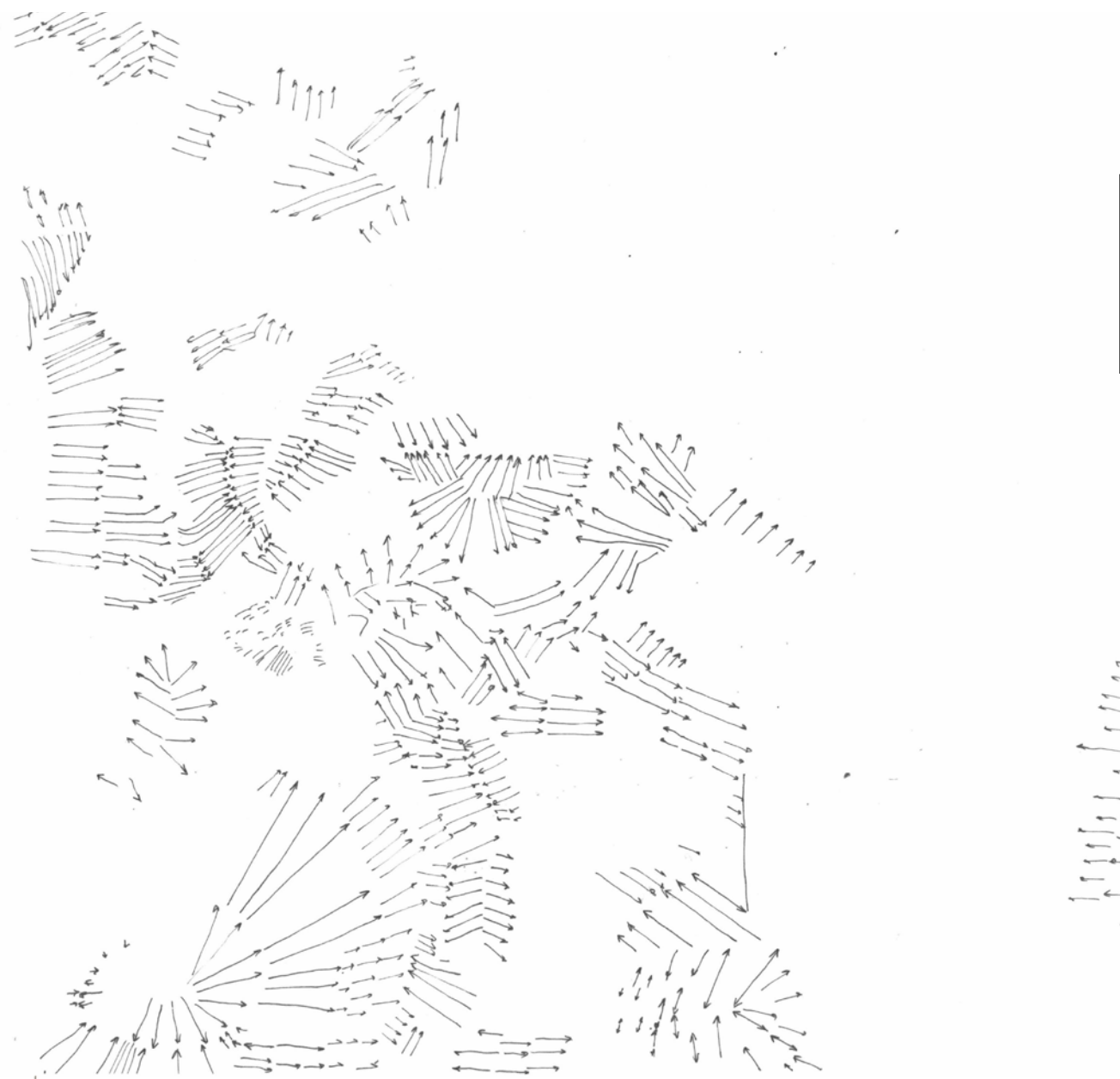


P3. Creating peat by landscape. The enclosed area of the river clay on the west and the constant seepage of the sand hills on the east created a swampy area in the middle. Here peat got formed in the last thousand years.

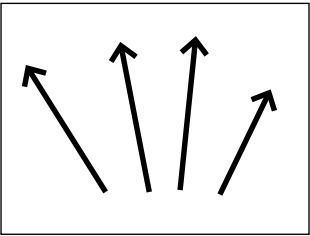


P2. Zoom in of the Diemerscheg.
Soil types and Geomorphology

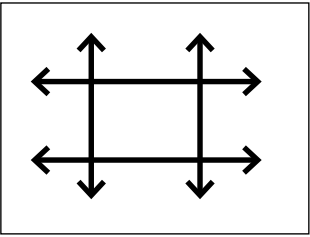
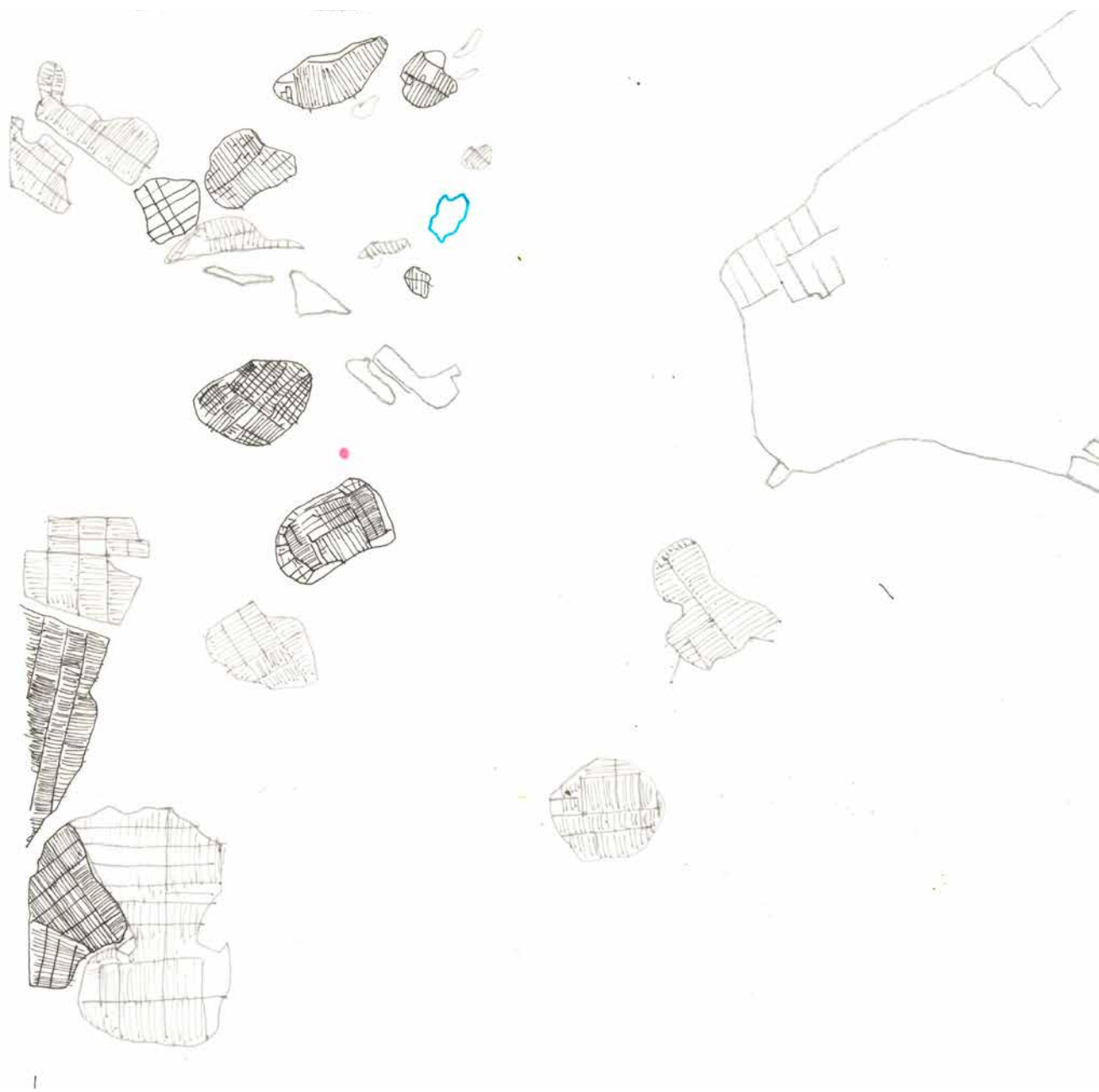
Fragments by cultivation



directions of reclamation



P5. Directions of the peat reclamation. The arrows are draining lines in the direction of bigger water streams for transport.



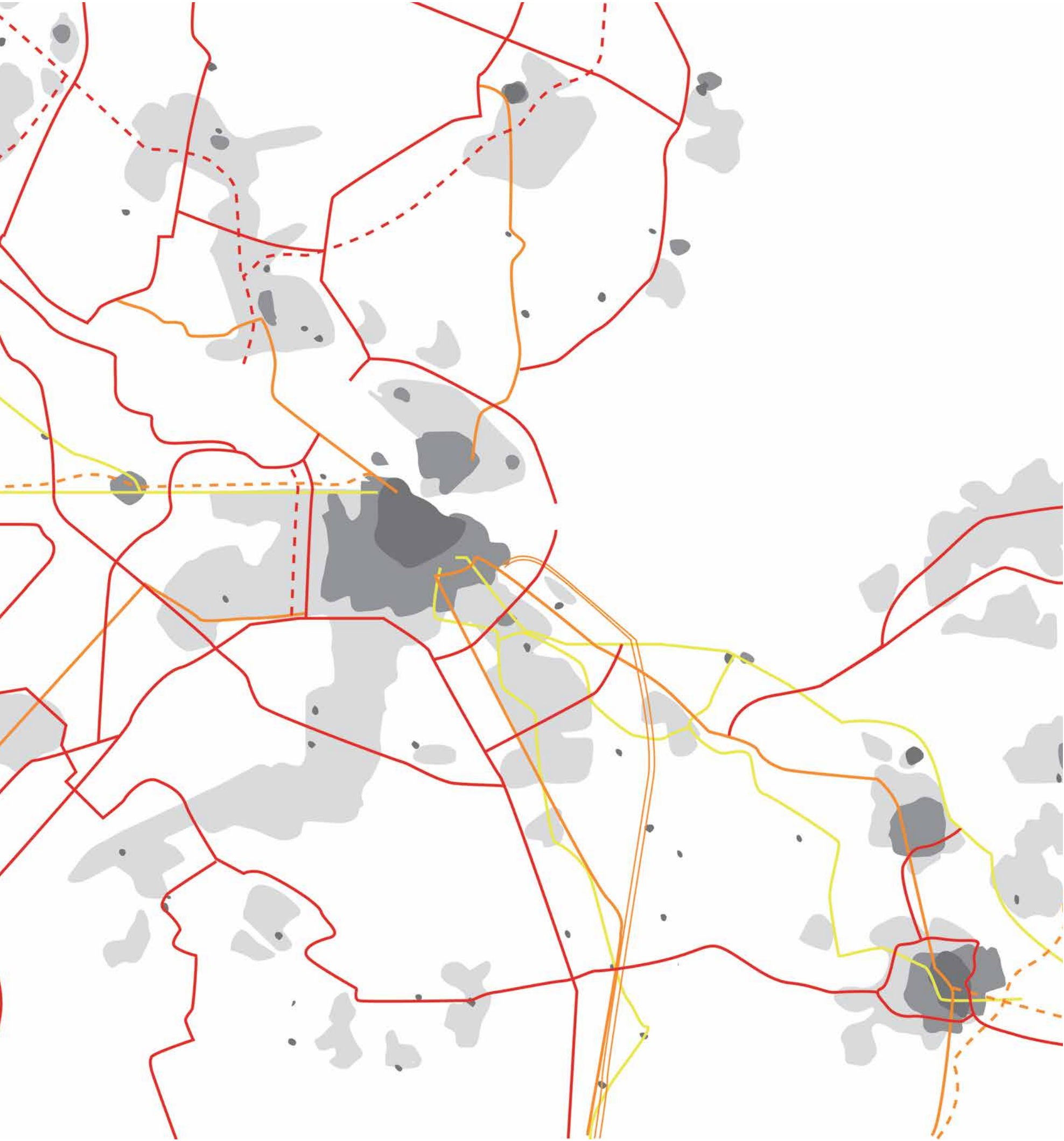
P6. Polders, reclaimed land from lakes



P7. Overview of human interventions to work with the landscape and therefore making divisions in the landscape.



Fragments by Infrastructure



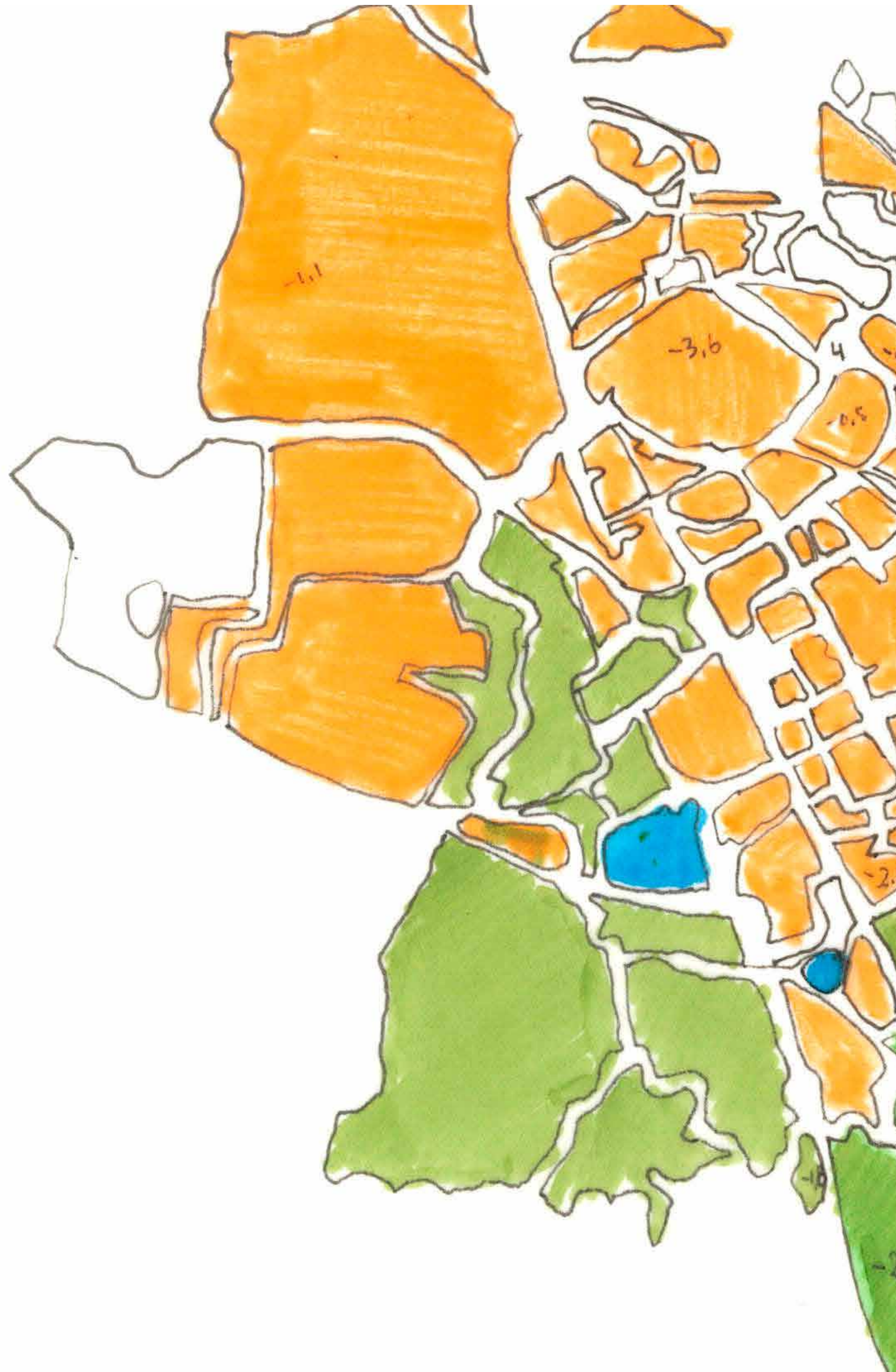
P9. Road and Urban development

1800	main roads
	railways
1900	main roads
	railways
	canal
2000	main roads
	railways



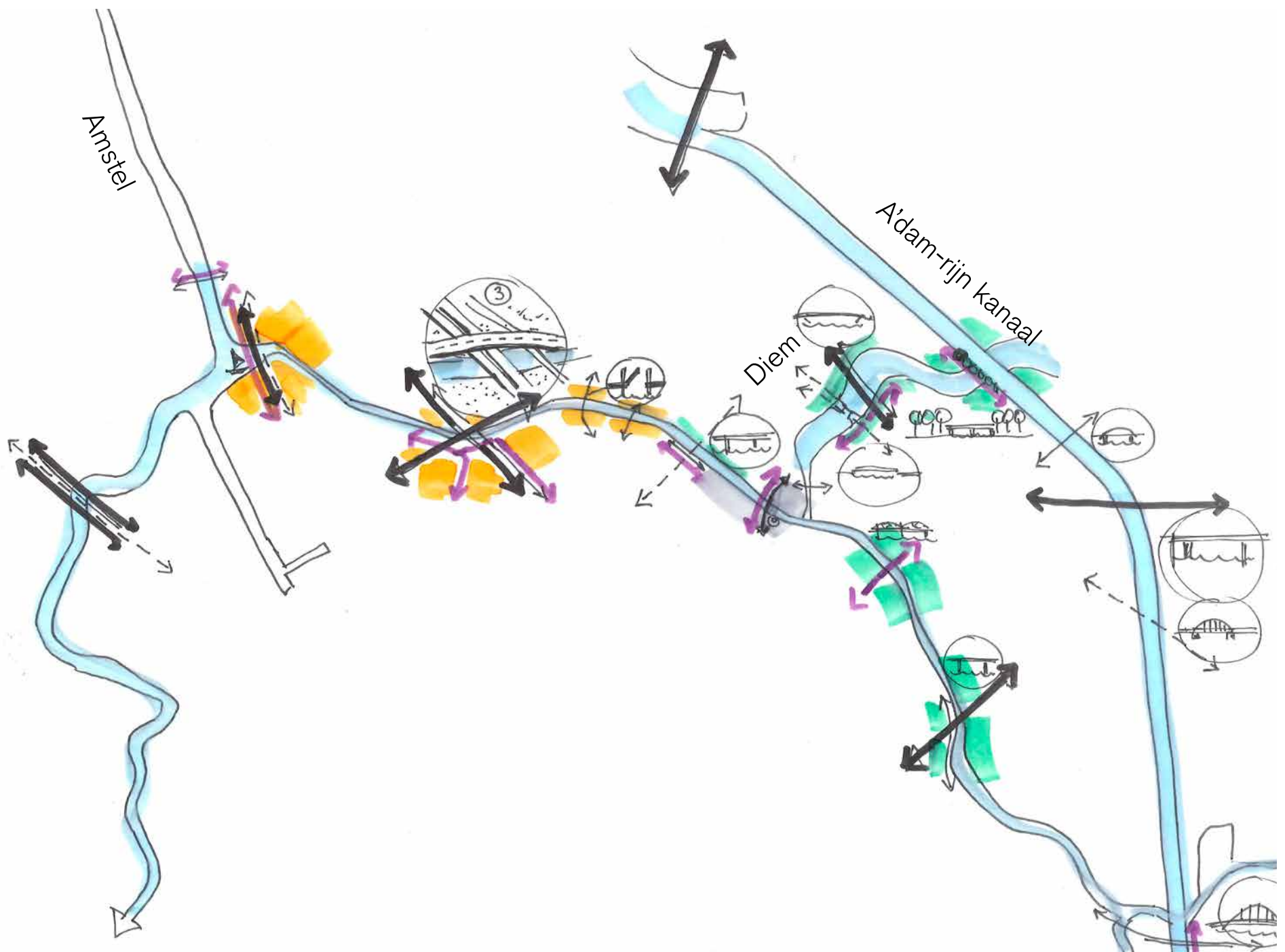
Development of networks. Roads and waterways in 1726 and now

Rooms of Diemerscheg



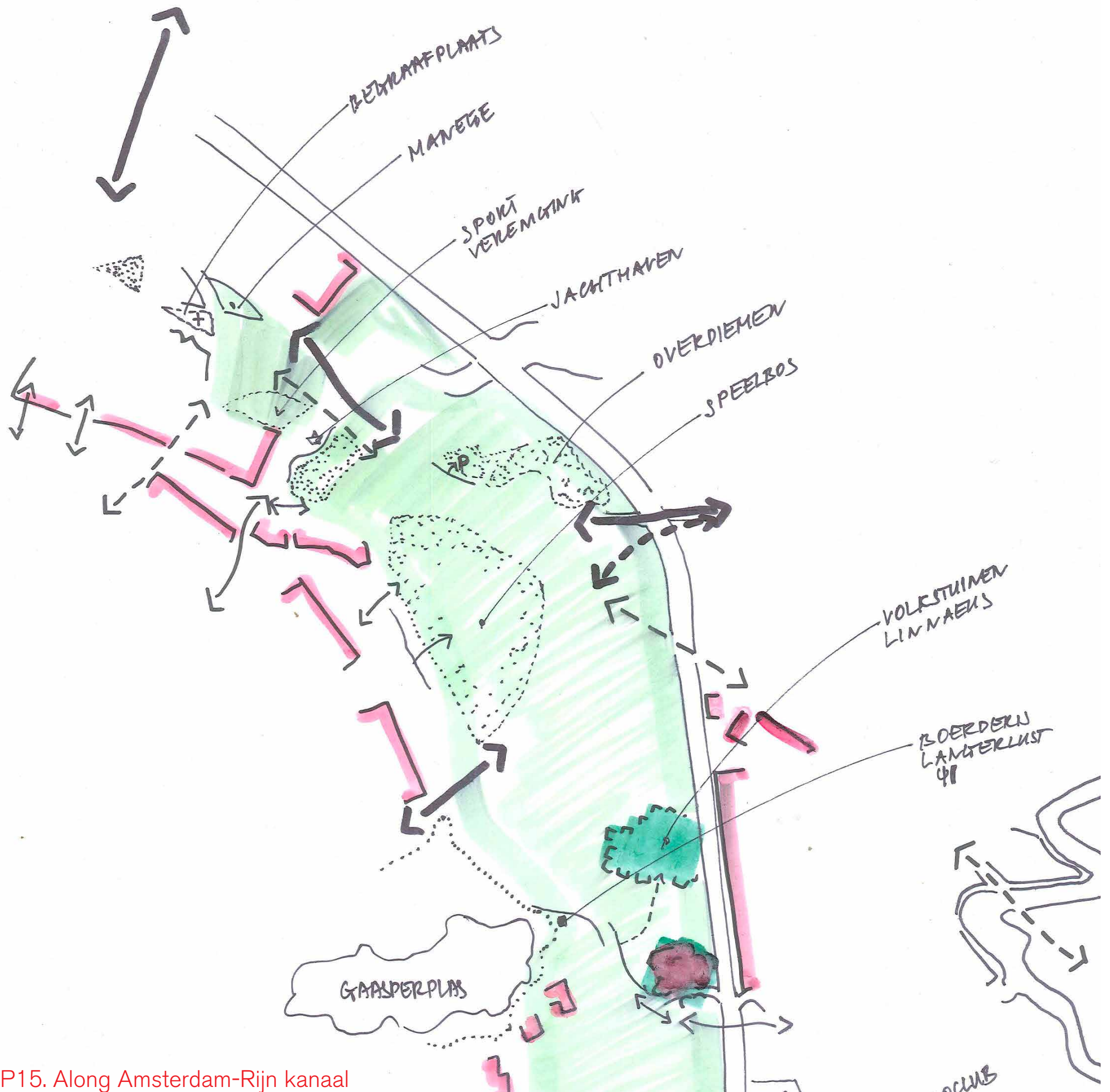
P11. "Rooms of Diemersc
small area's with borders
by infrastructure, rivers, ur
area's, nature and pedesti
bicycle paths. Based on h

Fragments defined by rivers - Close up

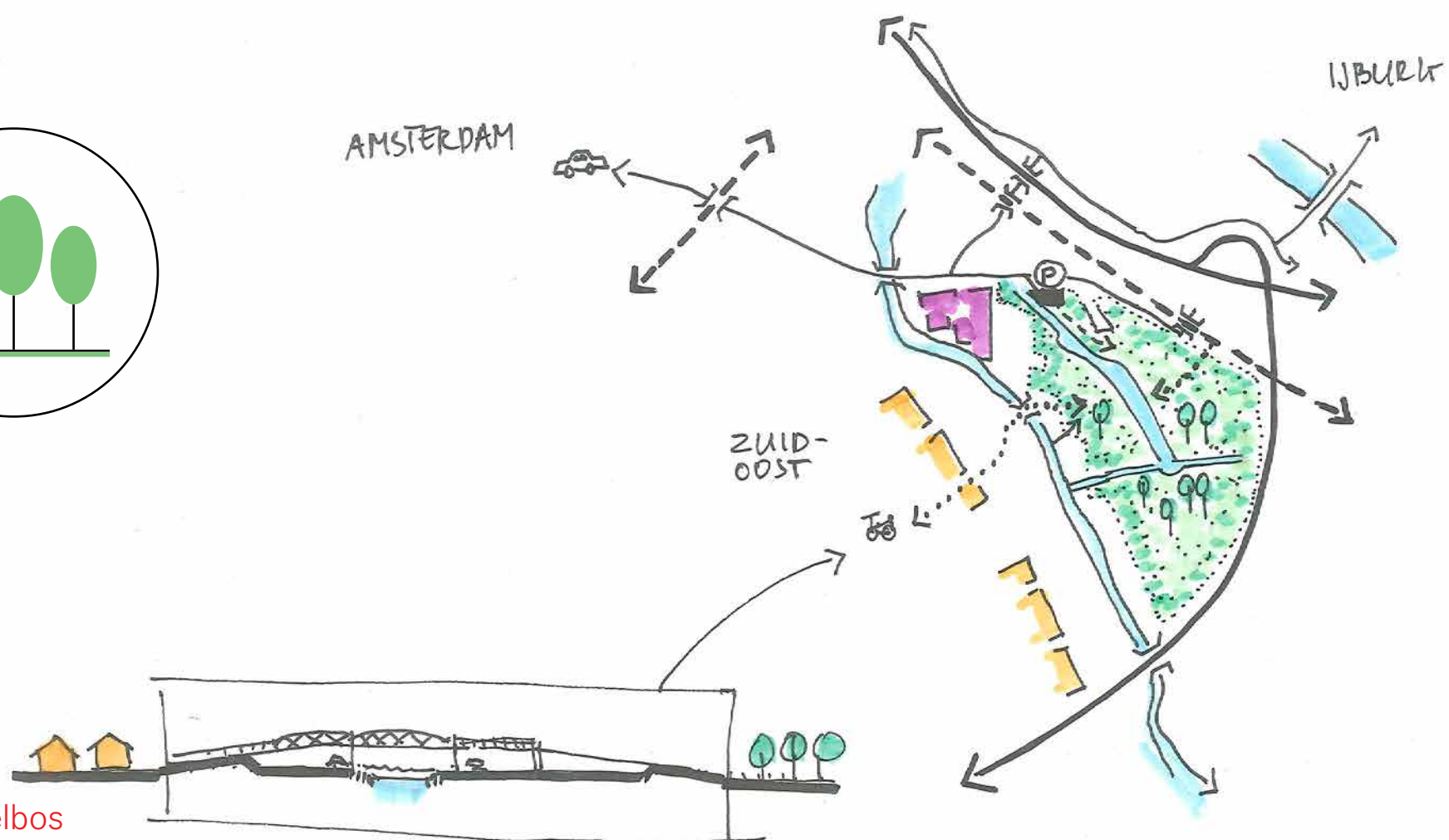
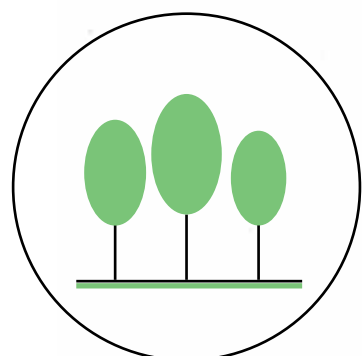


P14. Fragments defined by the river. Close up of the Amsterdam-Rijn kanaal, de Diem en Amstel.

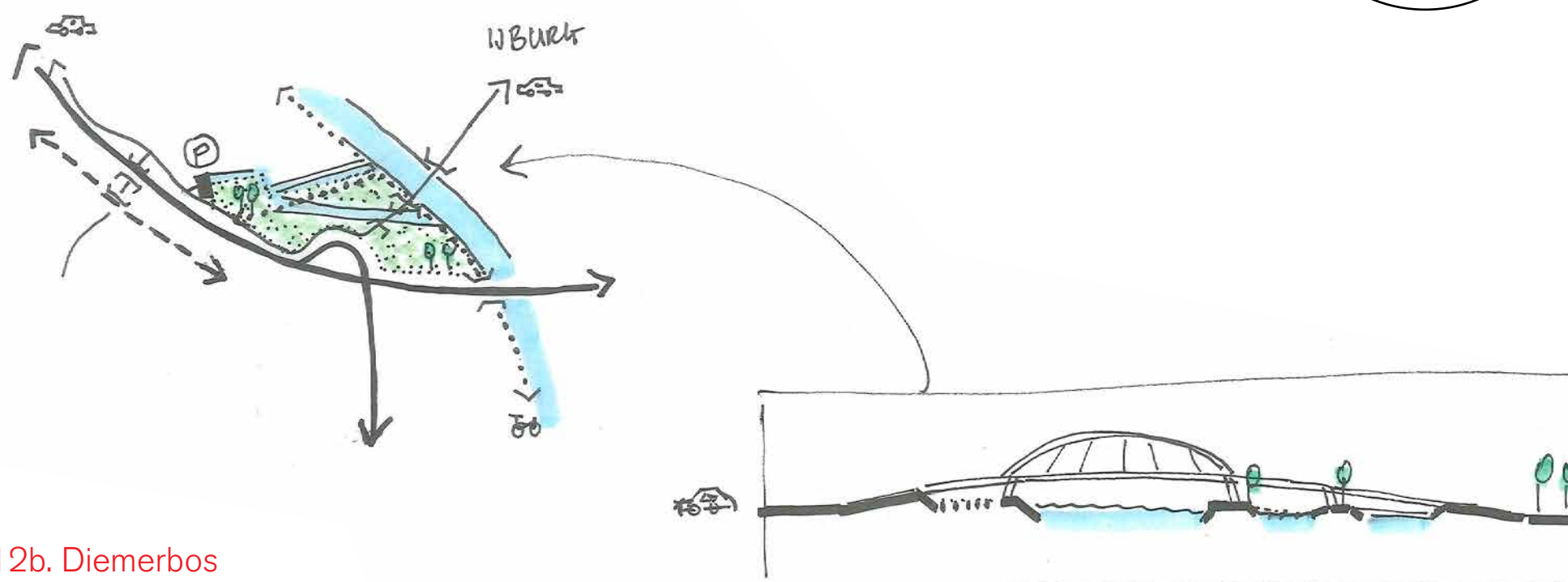
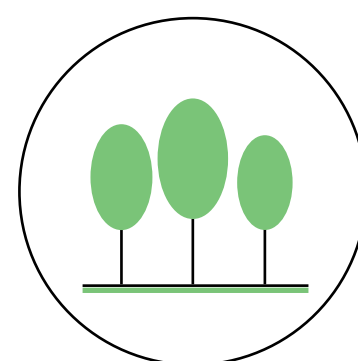
Accessibility to program



P15. Along Amsterdam-Rijn kanaal

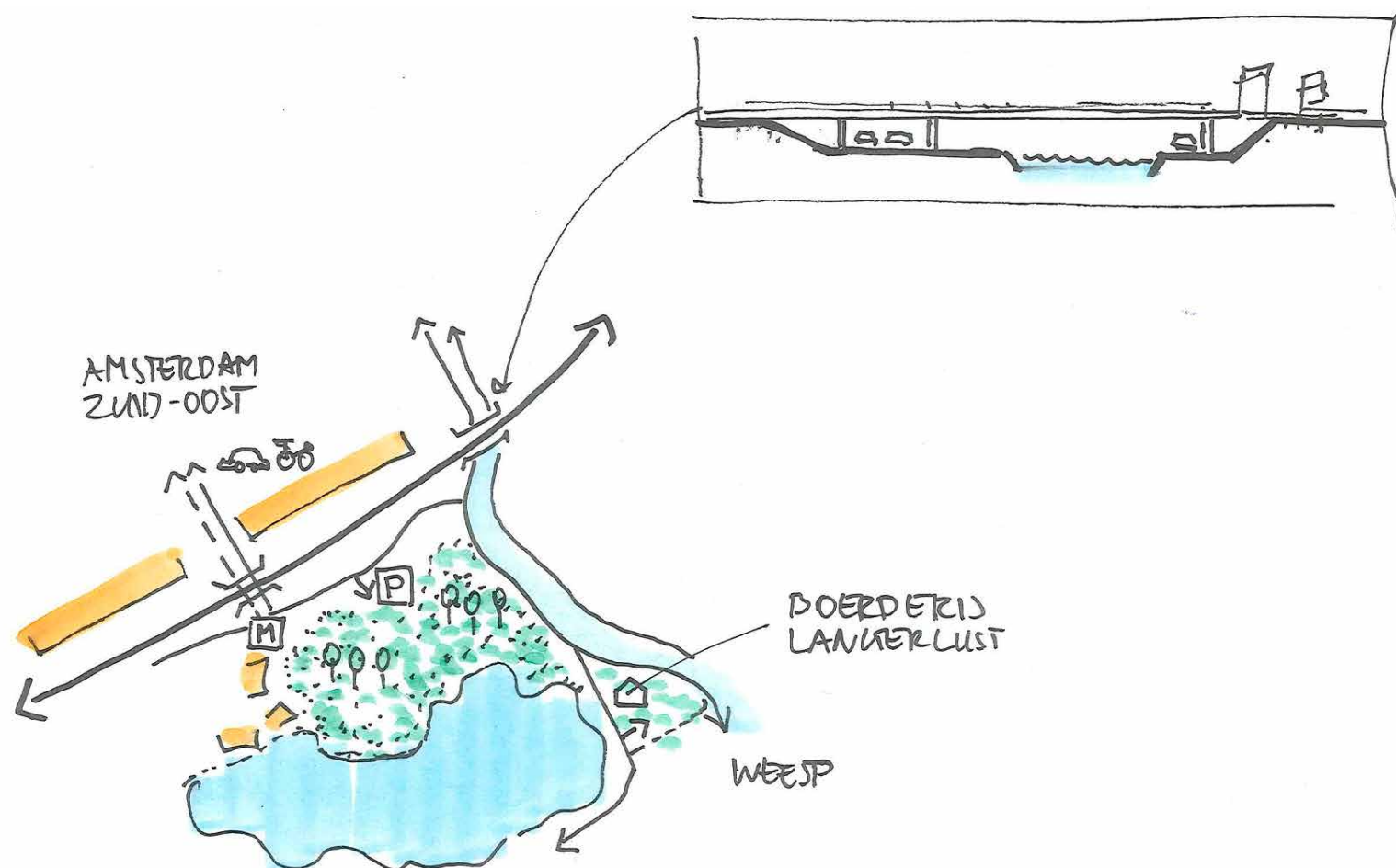
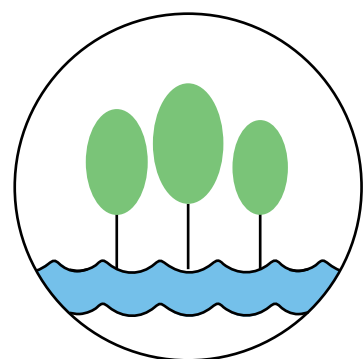


12a. speelbos

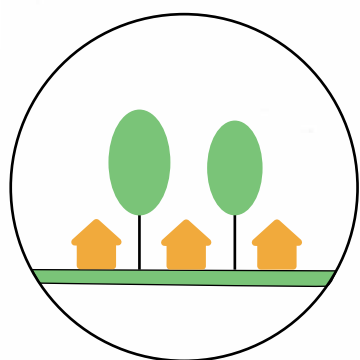


12b. Diemberbos

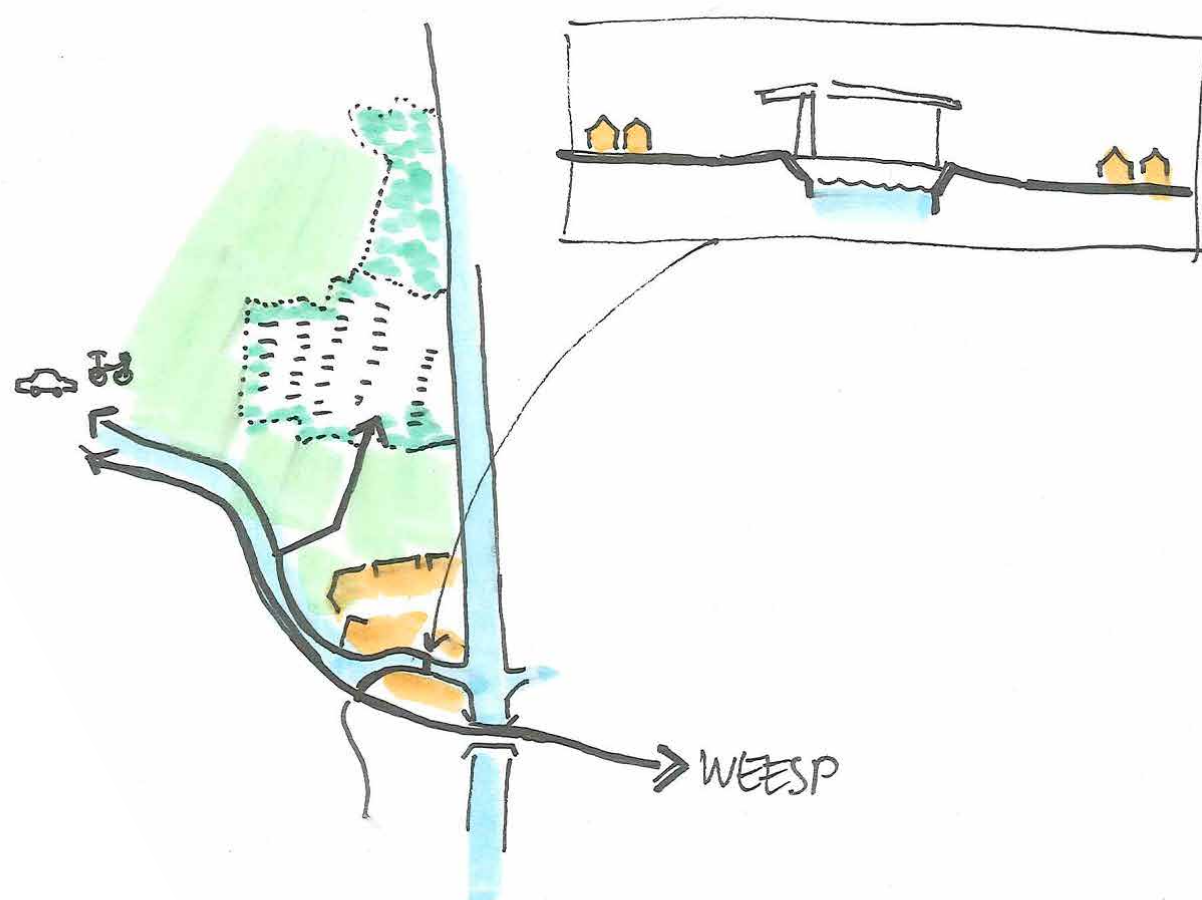
The schemes show different rooms of the Diemer skeg. Some of them are commonly known, others are hard to find. You always have to cross the line infrastructure to get into one of the rooms. Sometimes you go under the line, sometimes above. The highway or railway lines create borders, while old landscape based lines give acces to the places.



12c. Gaasperpark



AMSTERDAM



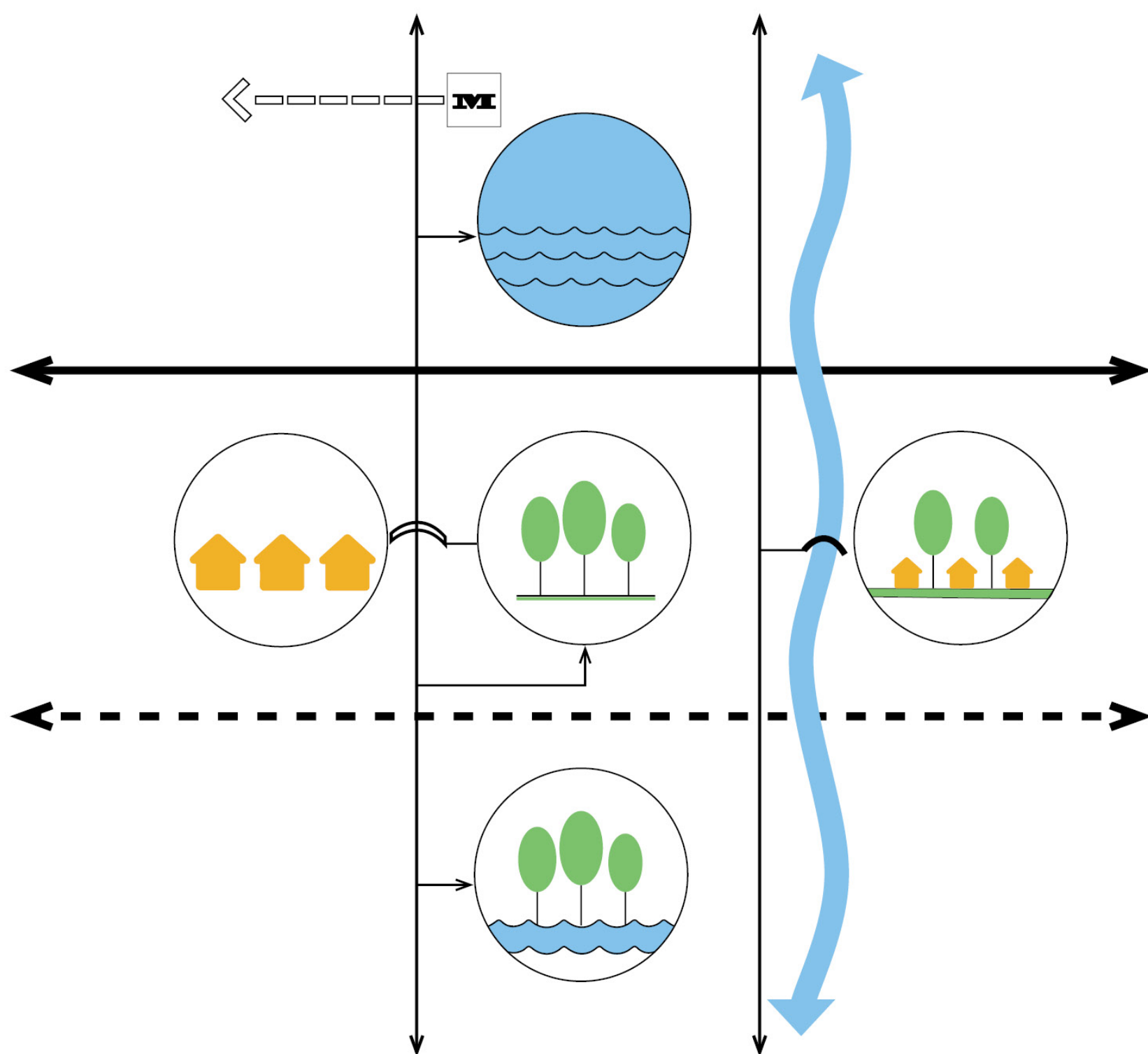
12d. Allotment gardens of Linneaus

Scenario thinking:

Eberhart van der Laan - Mayor Of Amsterdam

“Wants Diemerscheq to become an extention of the Amsterdam recreation area. “

Proposal: The rooms of Diemerscheq are actually a quality. Making the rooms more accessible by creating a clear corridor to connect the landscape chambers in a route.



scale landscape typologies

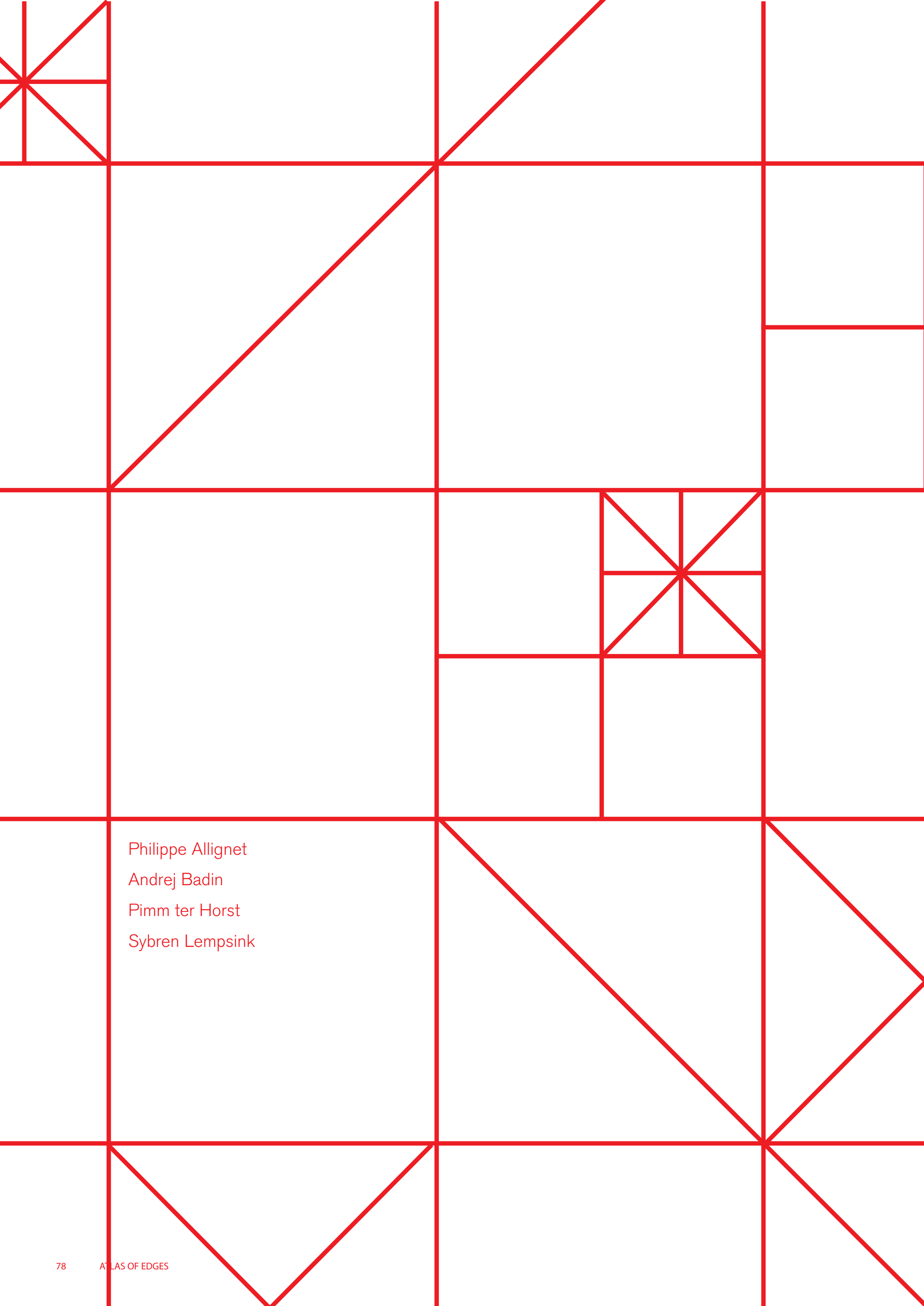
Because of the boundaries of infrastructure and dikes the landscape parks are small and makes it possible to visit multiple landscape in a day. Old infrastructure like dikes can function as routes.

Main threats:

Diemerscheq is quite hard to find. The entrances are hidden by infrastructure and dikes

Opportunities:

The many chambers have small



Philippe Allignet
Andrej Badin
Pimm ter Horst
Sybren Lempsink

FROM CONTINUITY INTO ISOLATION

South swath of Amsterdam, Netherlands. As the foremost quality of Diemerscheg we see its isolation from what is real. Diemerscheg is unexpected. It's the landscape of the car drive of Stanley Kubrick's "Shining": it unfolds into a new perspective behind every road turn.

Some 12000 years ago and earlier the scheg was continuously shaped and reshaped by ice, wind, sand and the melting capacity of sun. Fragments remain (e.g Groote Meer). Later: swamp, lakes, clay sediments brought by the river Vecht. Later: dikes, polders. Fragmentation continues. One stands on the dike, watching the horizon and the first train connection cuts the landscape into two: the wood from Hilversum Hills is being transported into Amsterdam. Horses pull ships along the Treekvaart - another wound in the ground. One could continue forever: Amsterdam rijn-kanaal, dikes surrounding the IJmeer, A1, A9, high voltage, re-structuring, widening. Lines driven by economic forces merciless to the spatial realm. What is left now is a scarface landscape, collage of spaces isolated by dikes and road-structures. Yet, there is no time for grief, for the development pressure is historically on its high. To be honest with the scheg and to find peace with its past, yet to preserve the little that is left, we propose the landscape of isolation to be the new common ground, the identity. Further on, one could add to the mosaic, as long as he does not remove a piece that is unique.

A wide-angle, high-angle shot of a two-lane asphalt road winding through a mountainous landscape. The road curves to the right, with a yellow car visible in the distance. The left side of the road is a steep, rocky embankment, and the right side is a similar but more eroded slope. In the background, dark, jagged mountain peaks rise against a clear blue sky. The text "A STANLEY KUBRICK FILM" is overlaid in a light blue, sans-serif font across the upper middle of the image.

A STANLEY KUBRICK FILM

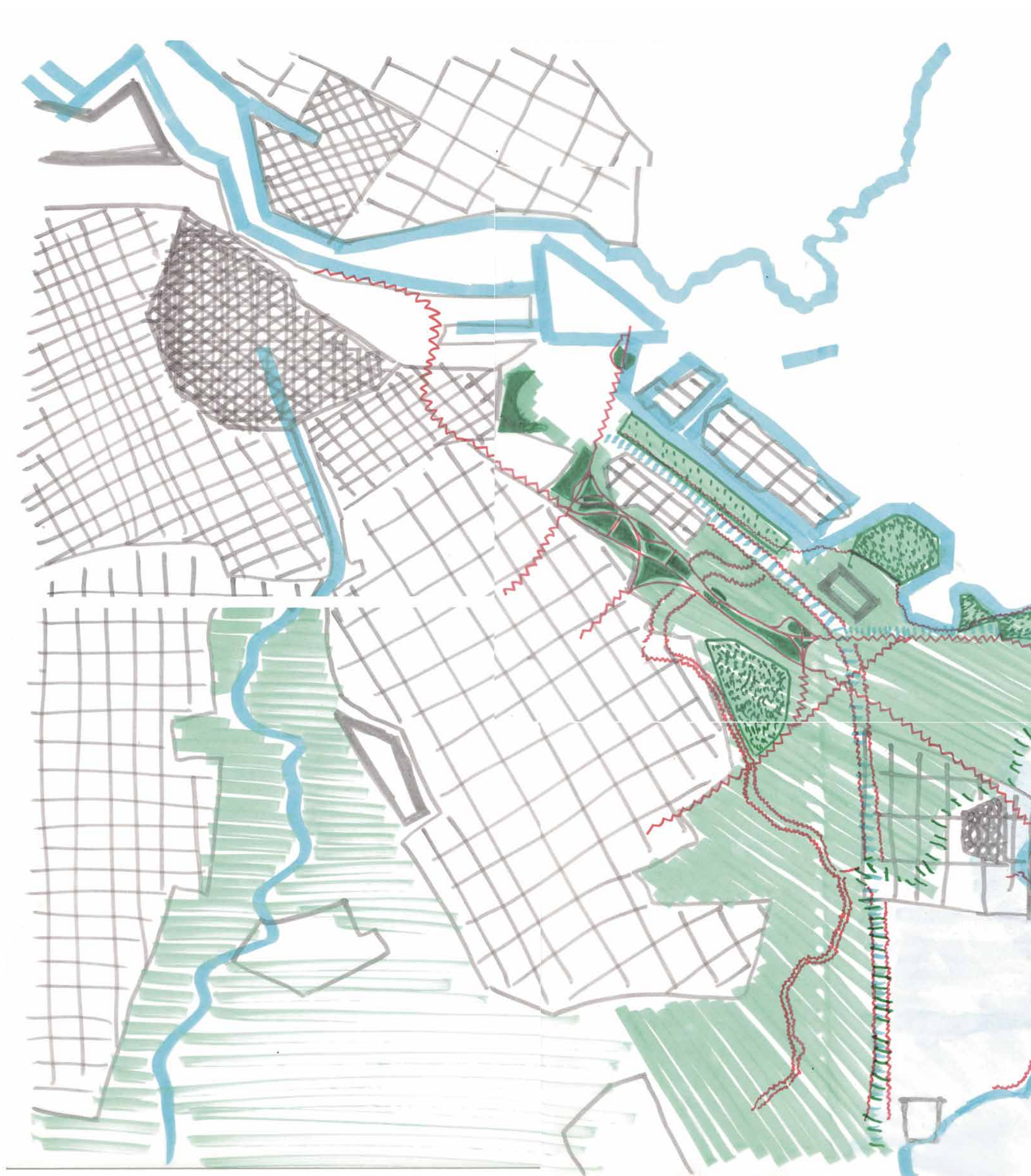
FROM CONTINUITY
INTO ISOLATION

DIEMERSCHEG



FROM CONTINUITY
INTO ISOLATION

CONCLUSION MAP





- CUTTING ELEMENTS**
- INFRA
 - DIKE
 - CANAL
 - CHANGE IN LAND-TYPE
- ENCLOSED LAND-TYPES**
- -
 -
 -

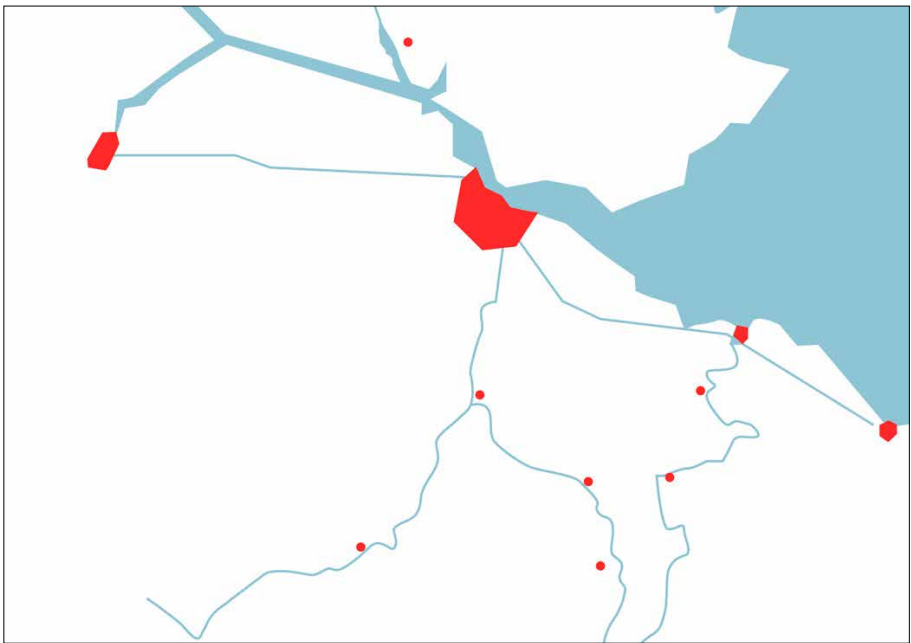
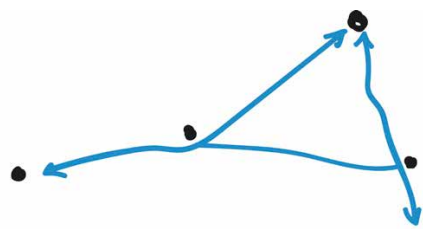
- URBAN LANDSCAPE**
- PRE-PREWAR
 - PREWAR
 - POSTWAR
 - FENCED (INDUSTRY)
 - CLAY LANDSCAPE
 - PEAT LANDSCAPE
 - SANDY LANDSCAPE

DIEM-END
SHINING

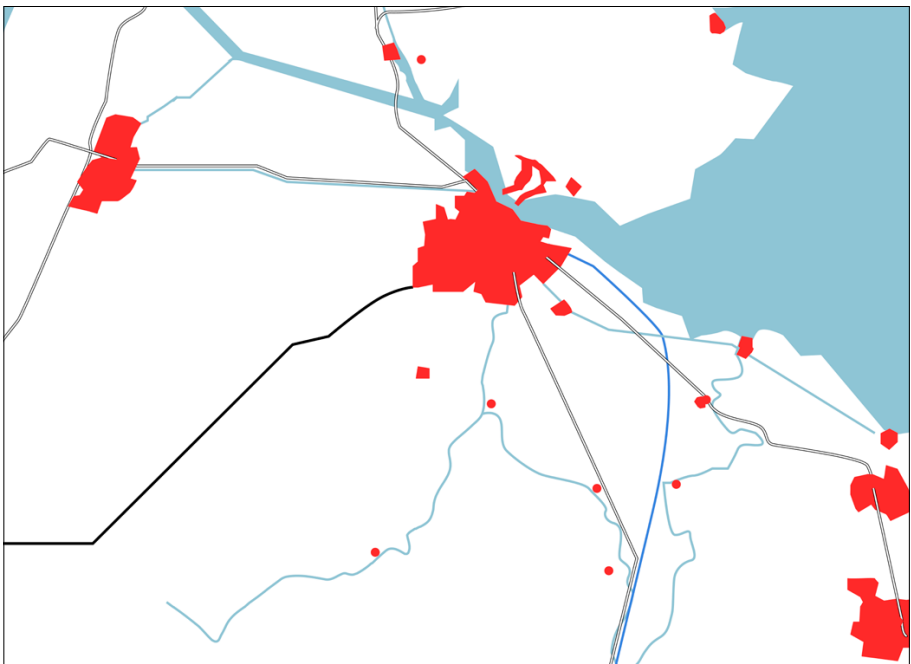
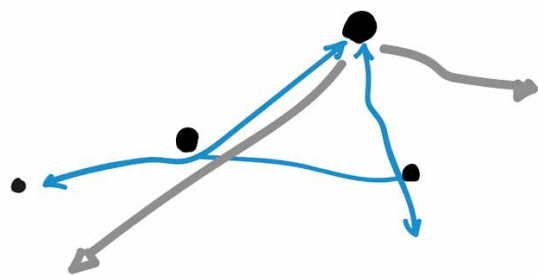


HISTORY - CONNECTION/CUSTERING

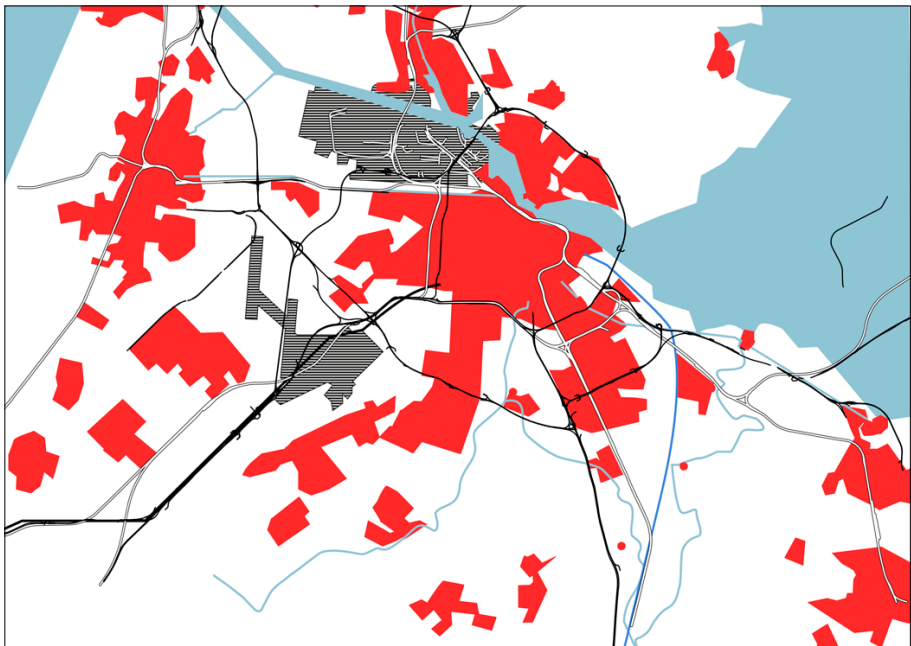
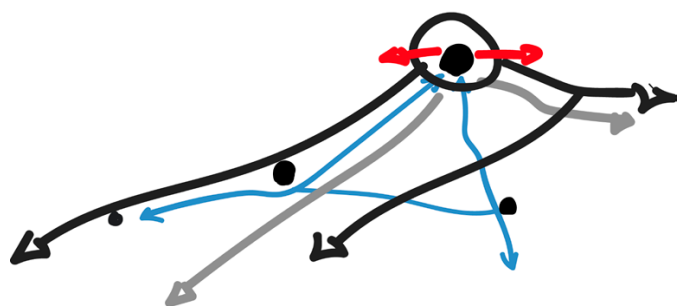
early 19h century -
Waterway system
**between small urban clusters strongly linked
with the polderized territory**



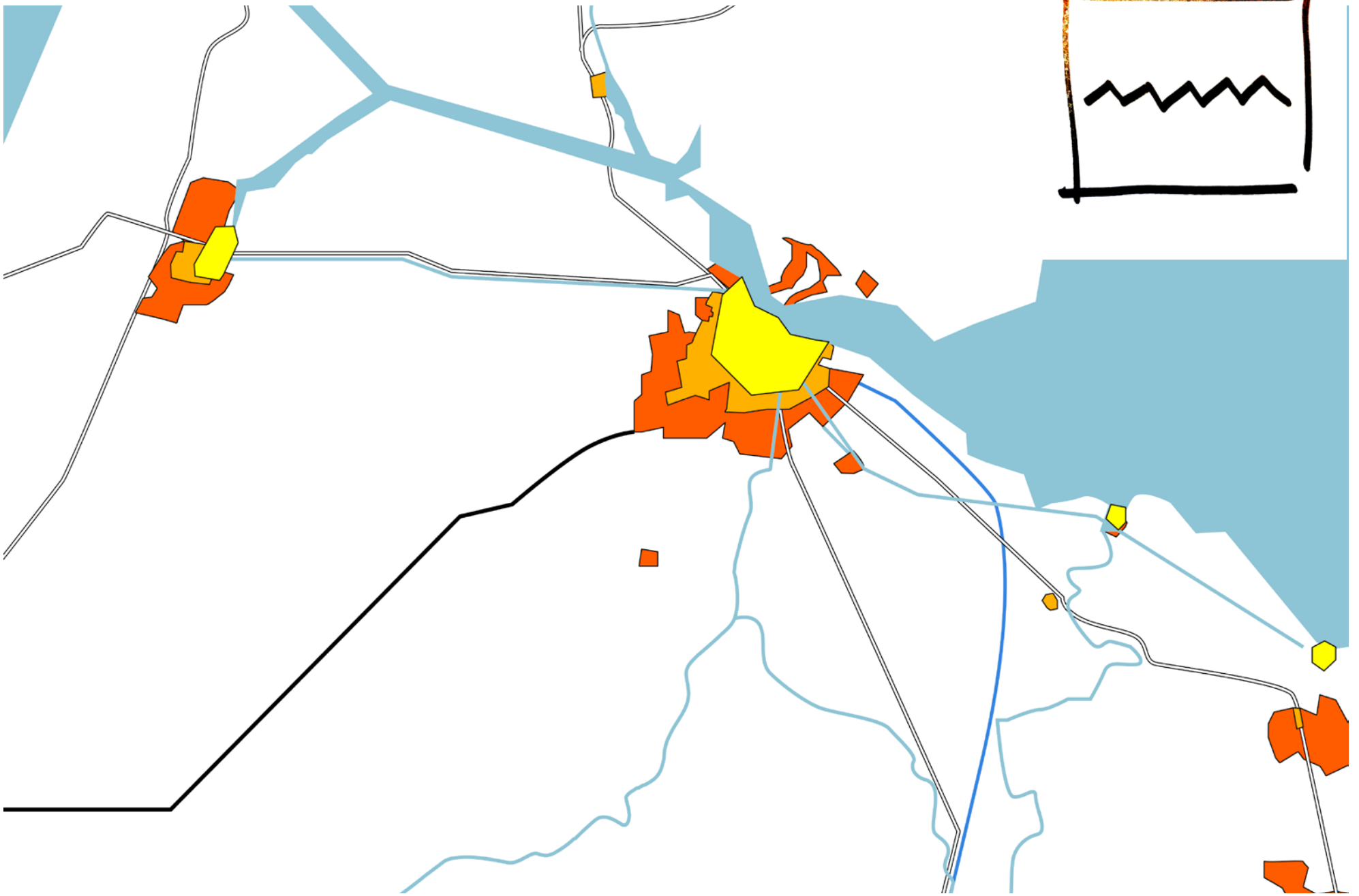
mid 19th century - Railway system
and industrial revolution
**City growth
Residential towns on the sand landscape (East)**



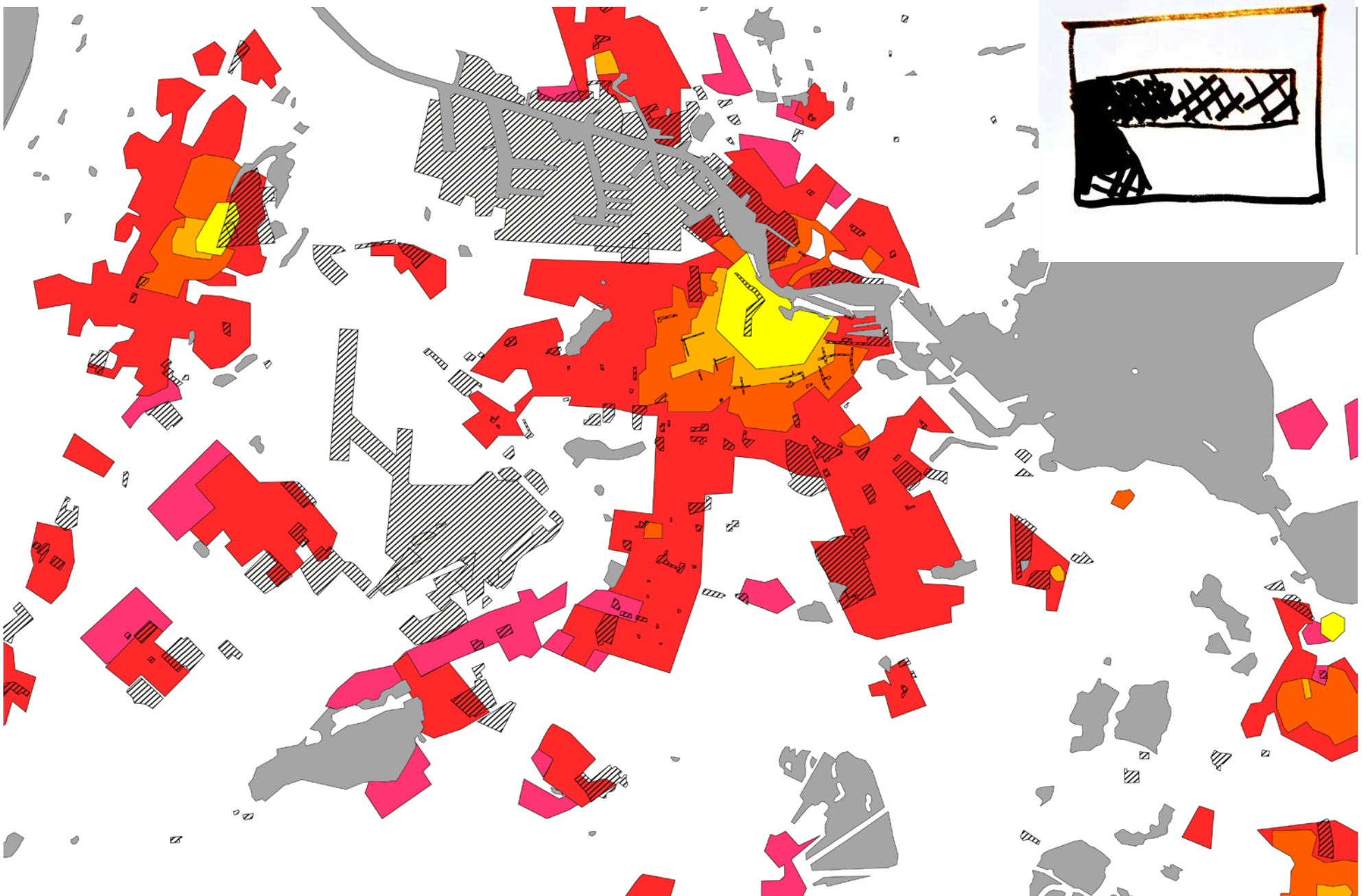
Post 50's - Metropolisation
and highway system
**Centralized growth
and fragmentaion of the territory**



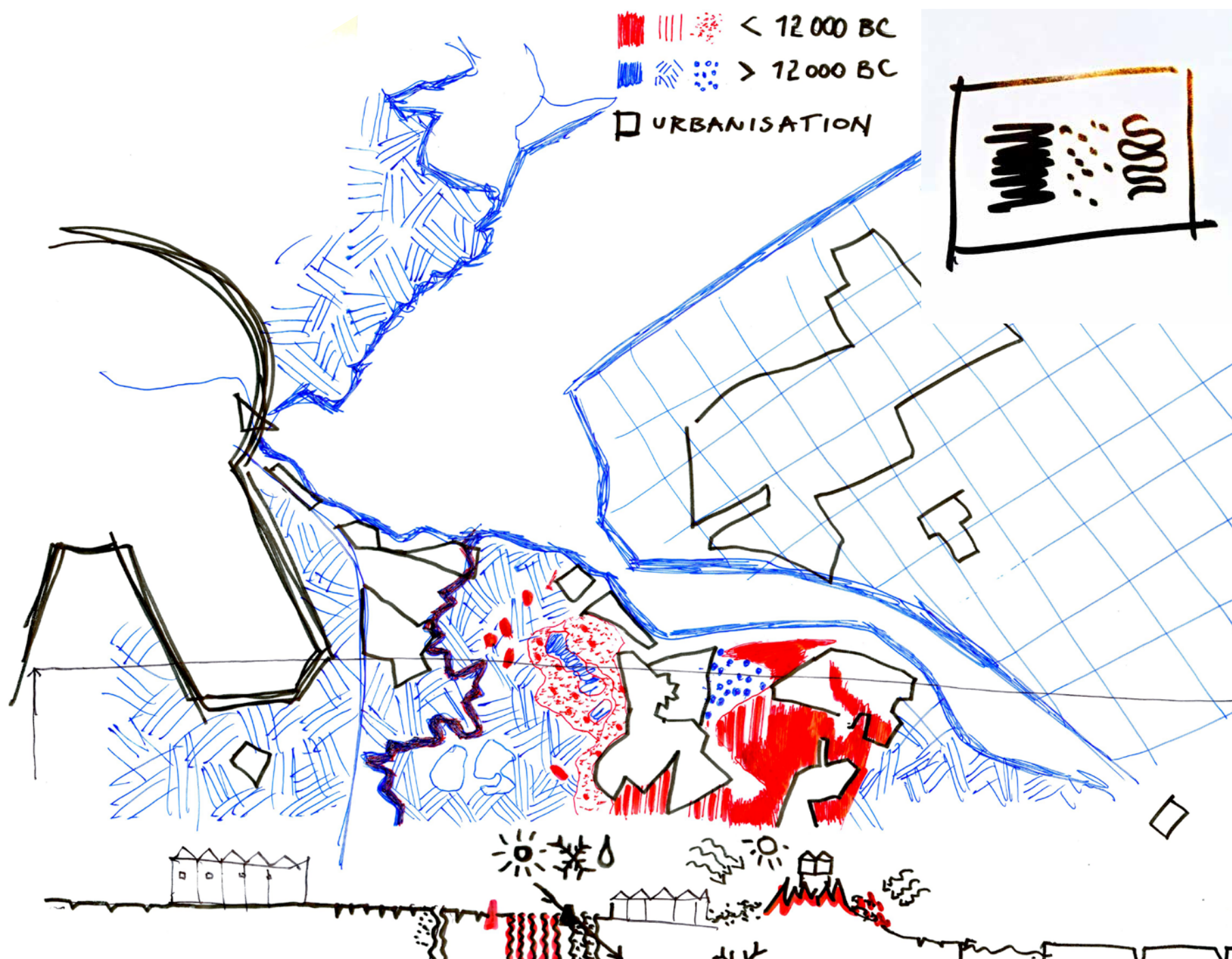
CONTINUITY - INFRA



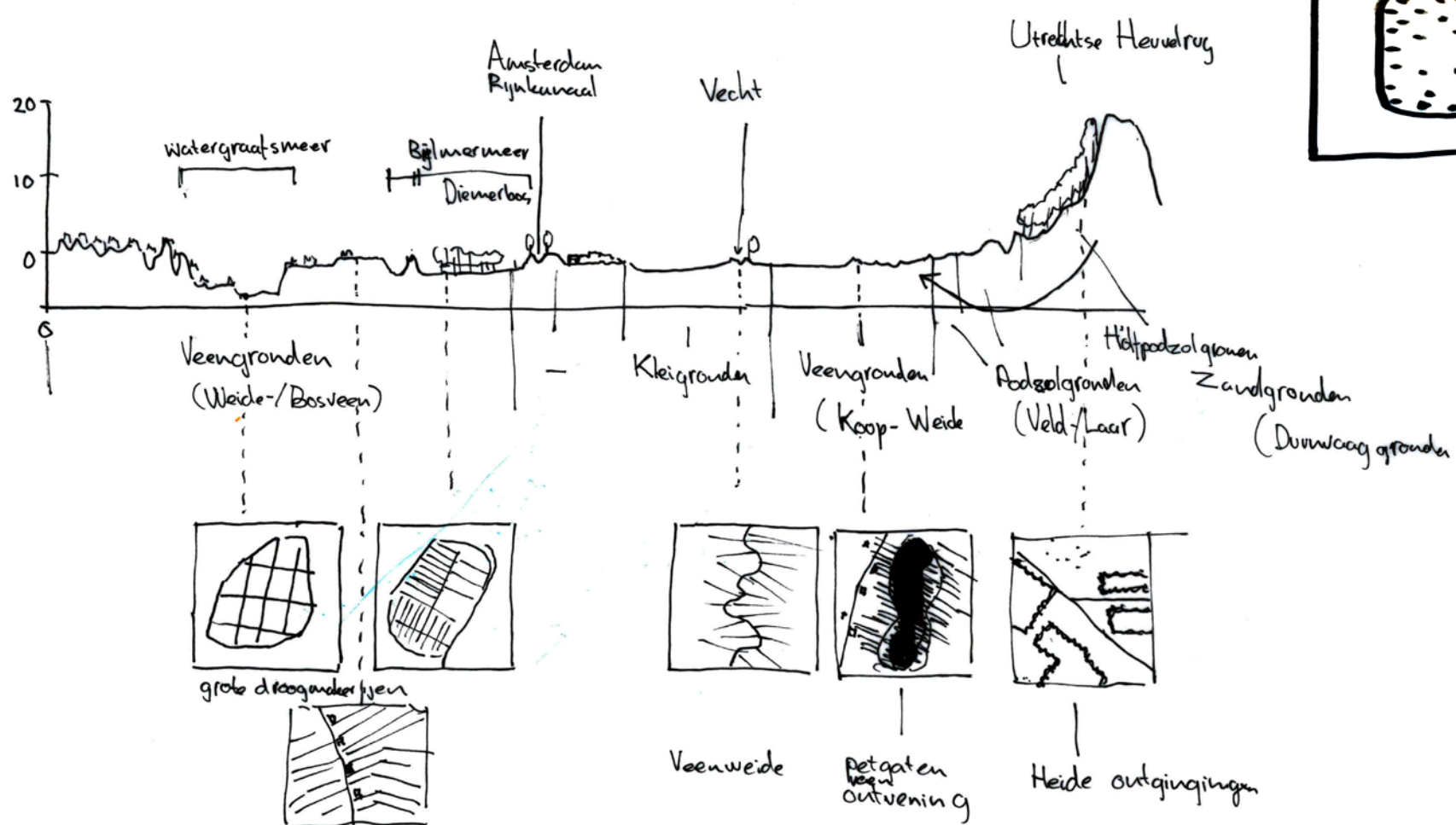
CONTINUITY / CLUSTERING - URBAN GROWTH



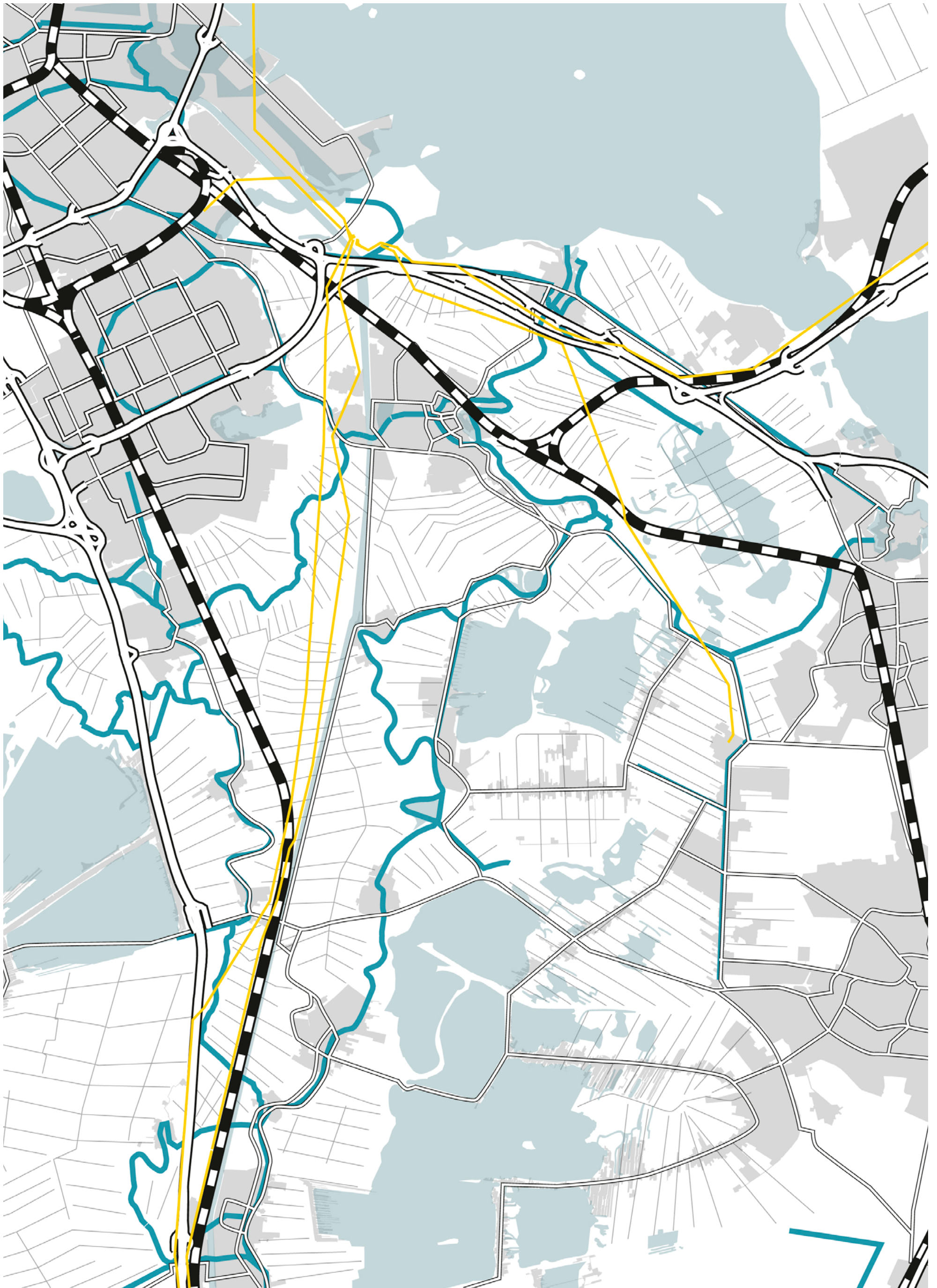
DIVISION #1



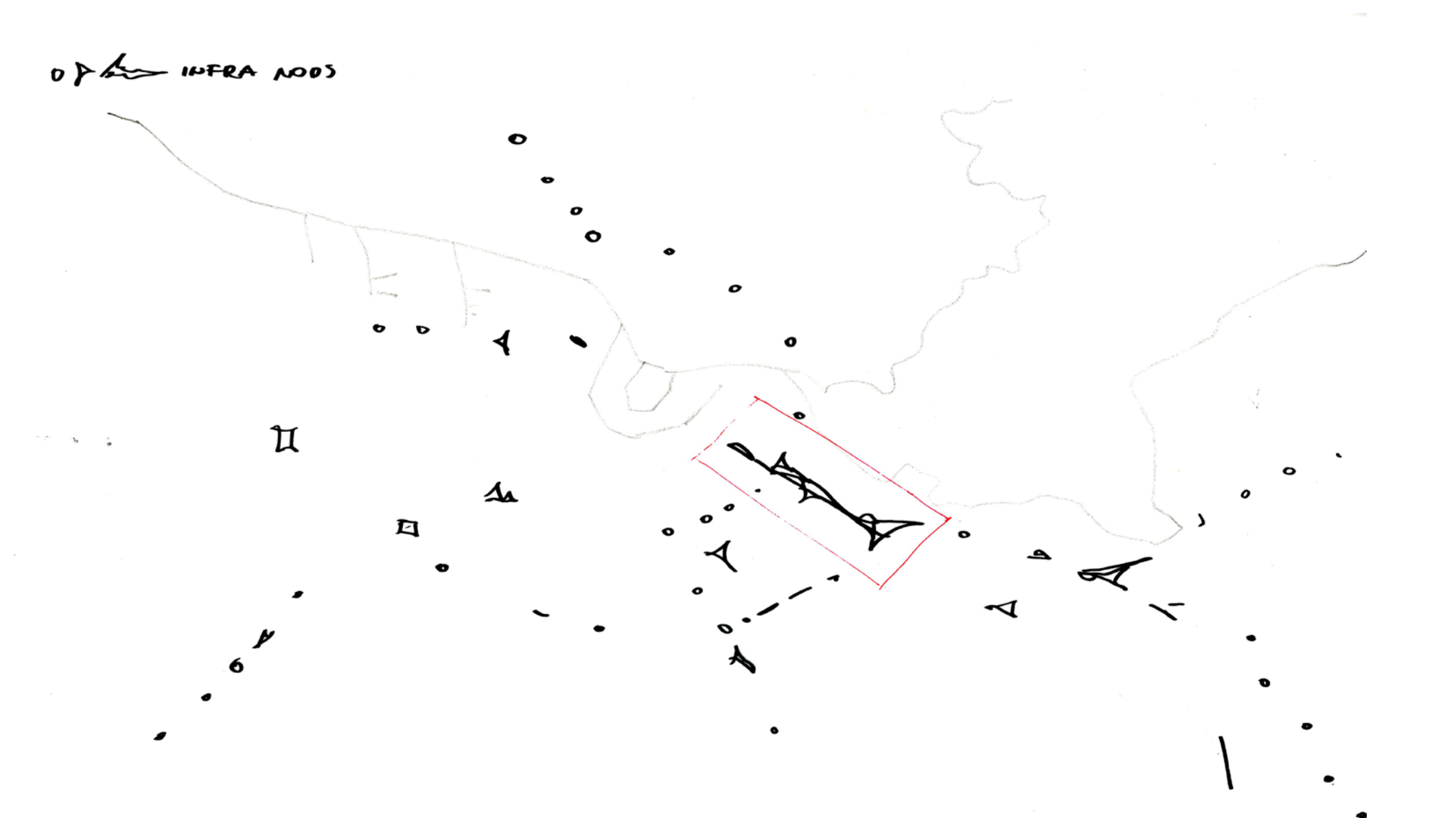
DIVISION #2



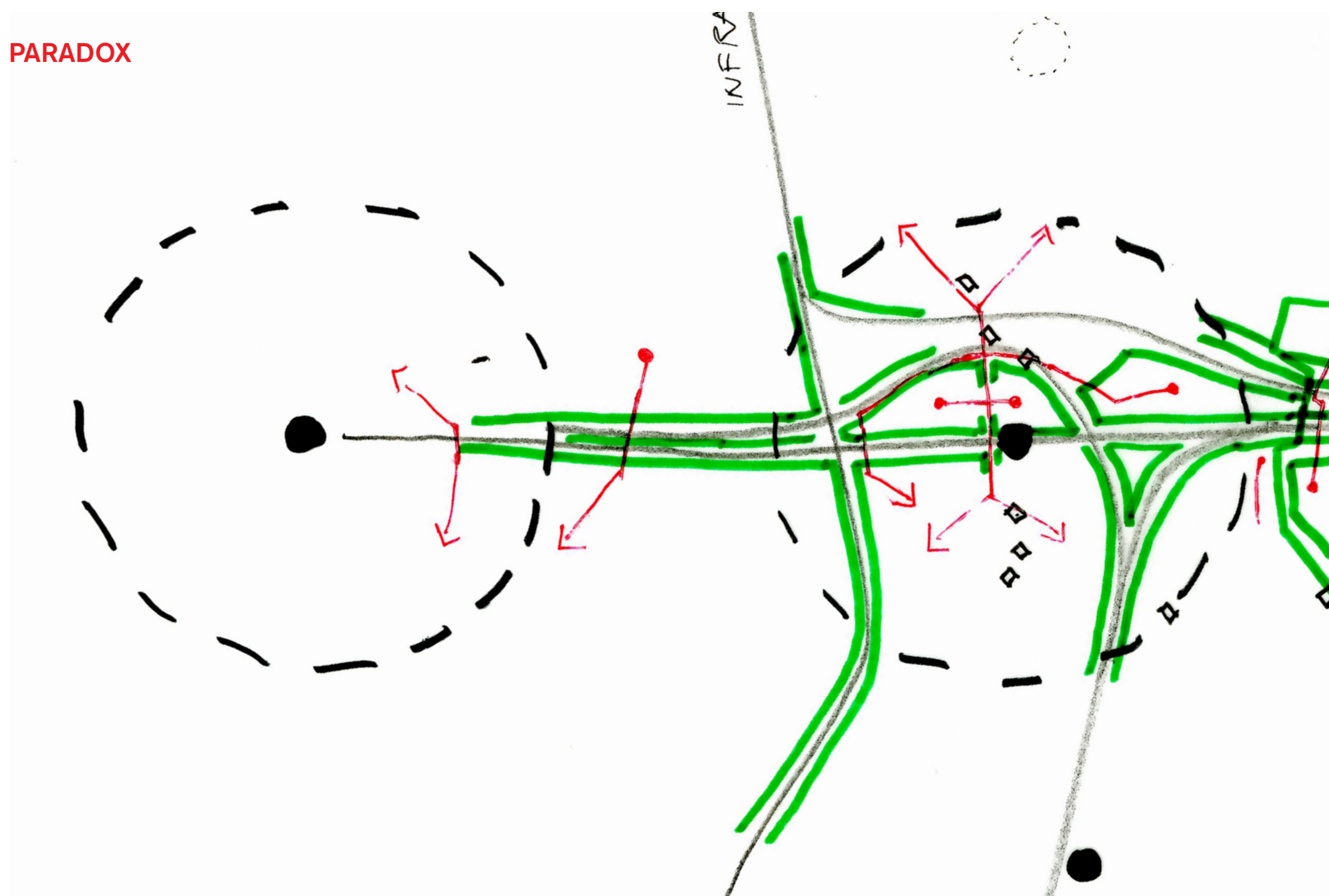
DIVISION #3



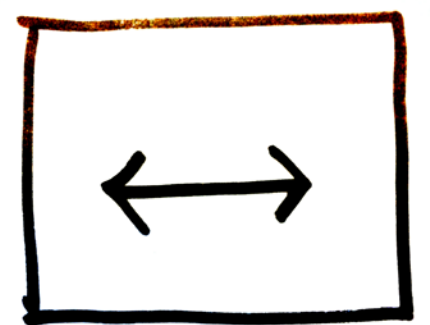
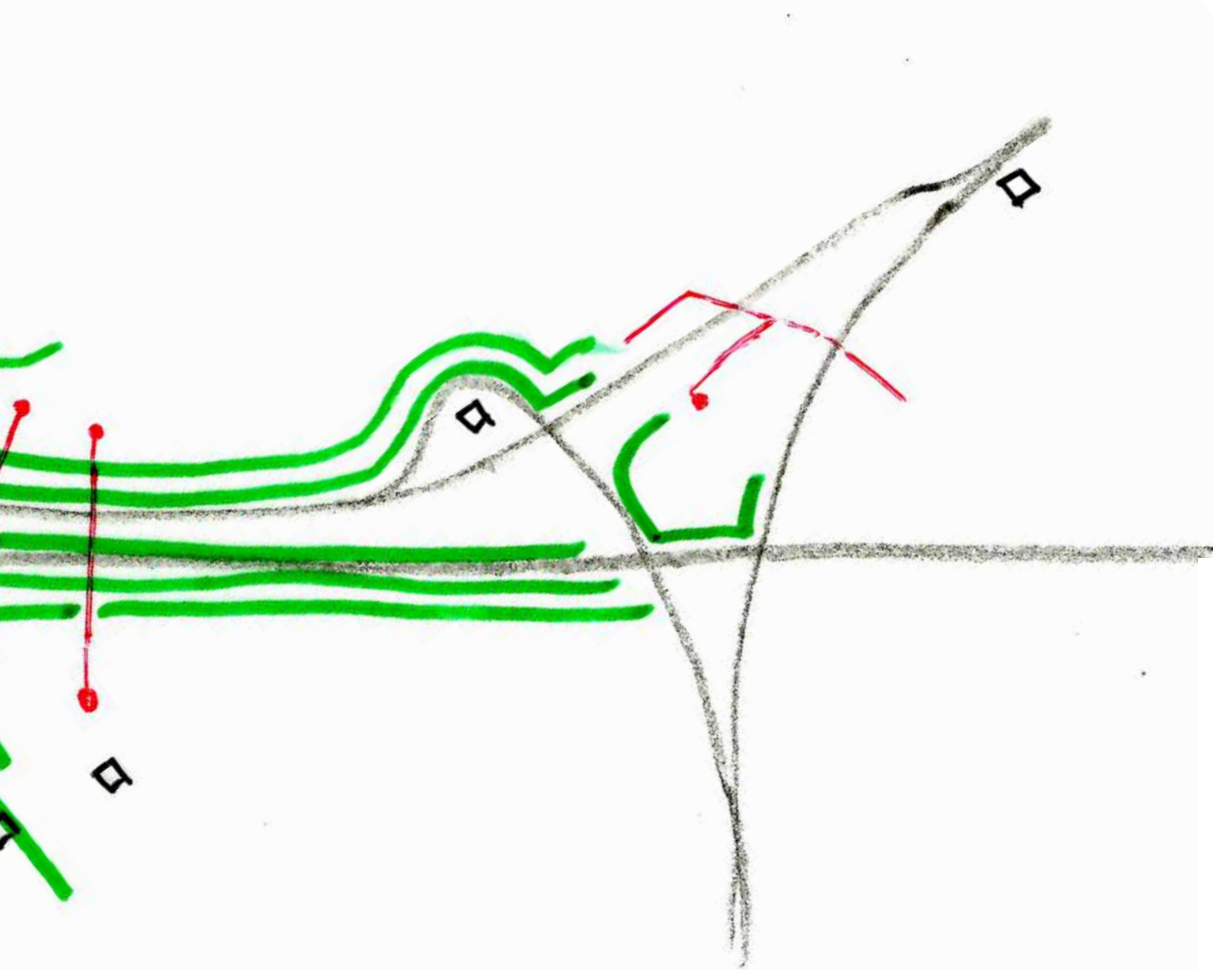
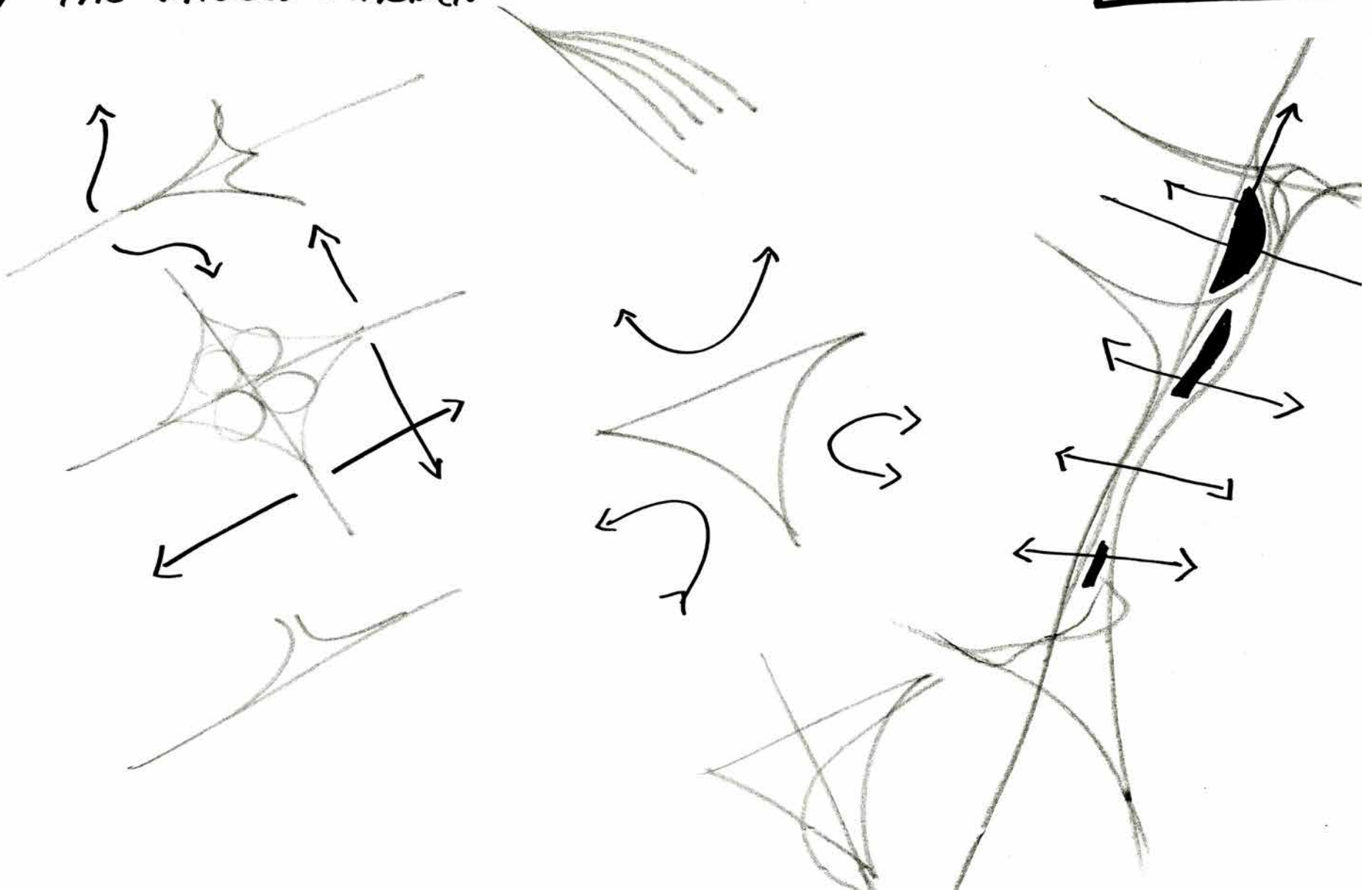
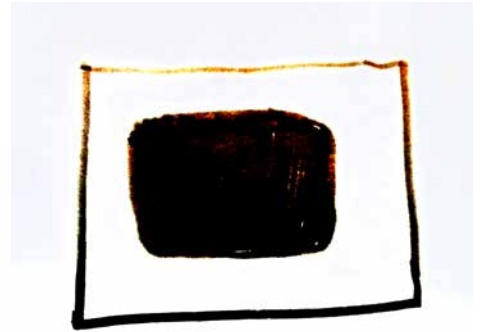
ISOLATION



PARADOX



THE INACCESSIBLE GARDEN AND THE WALLED GARDEN

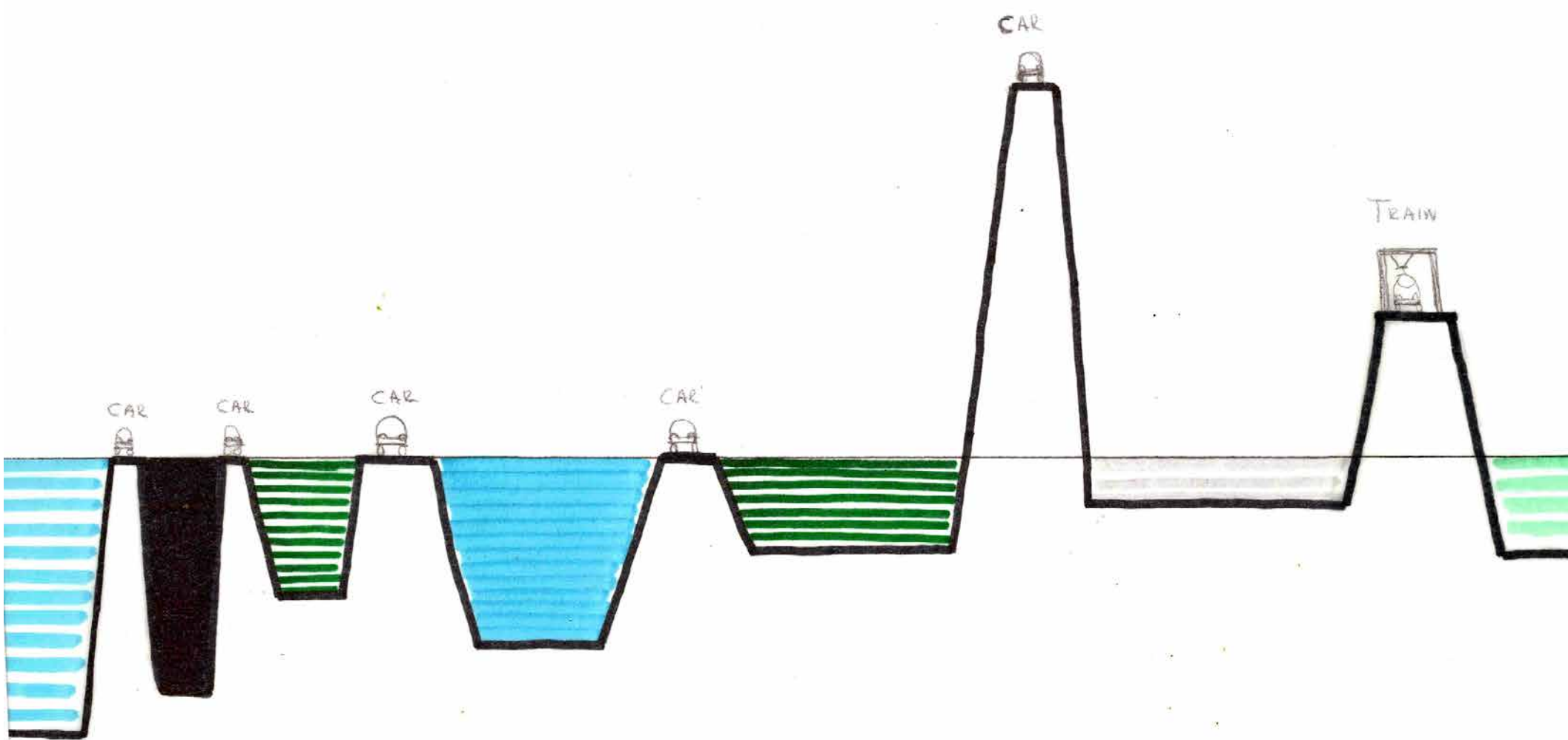
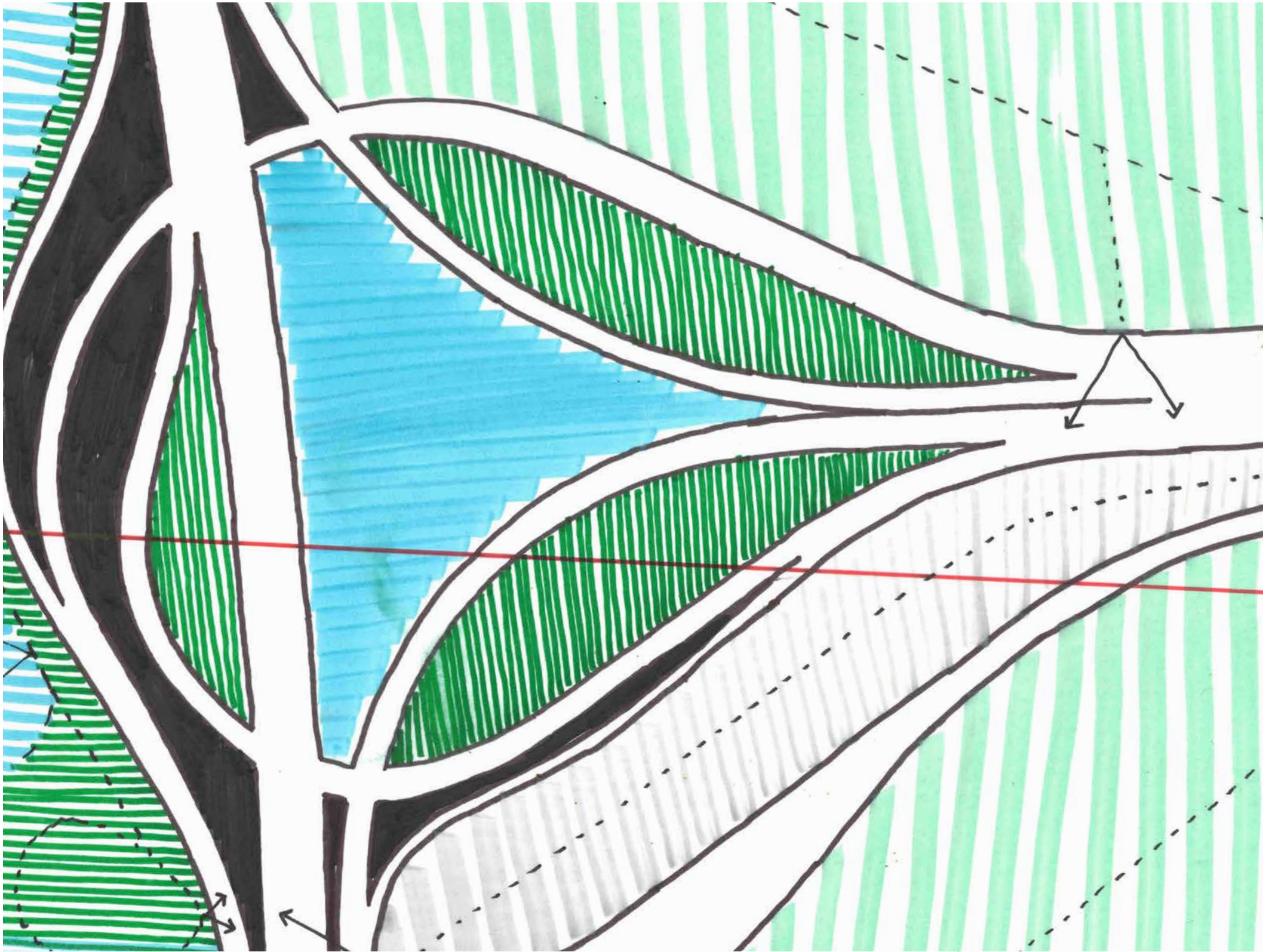


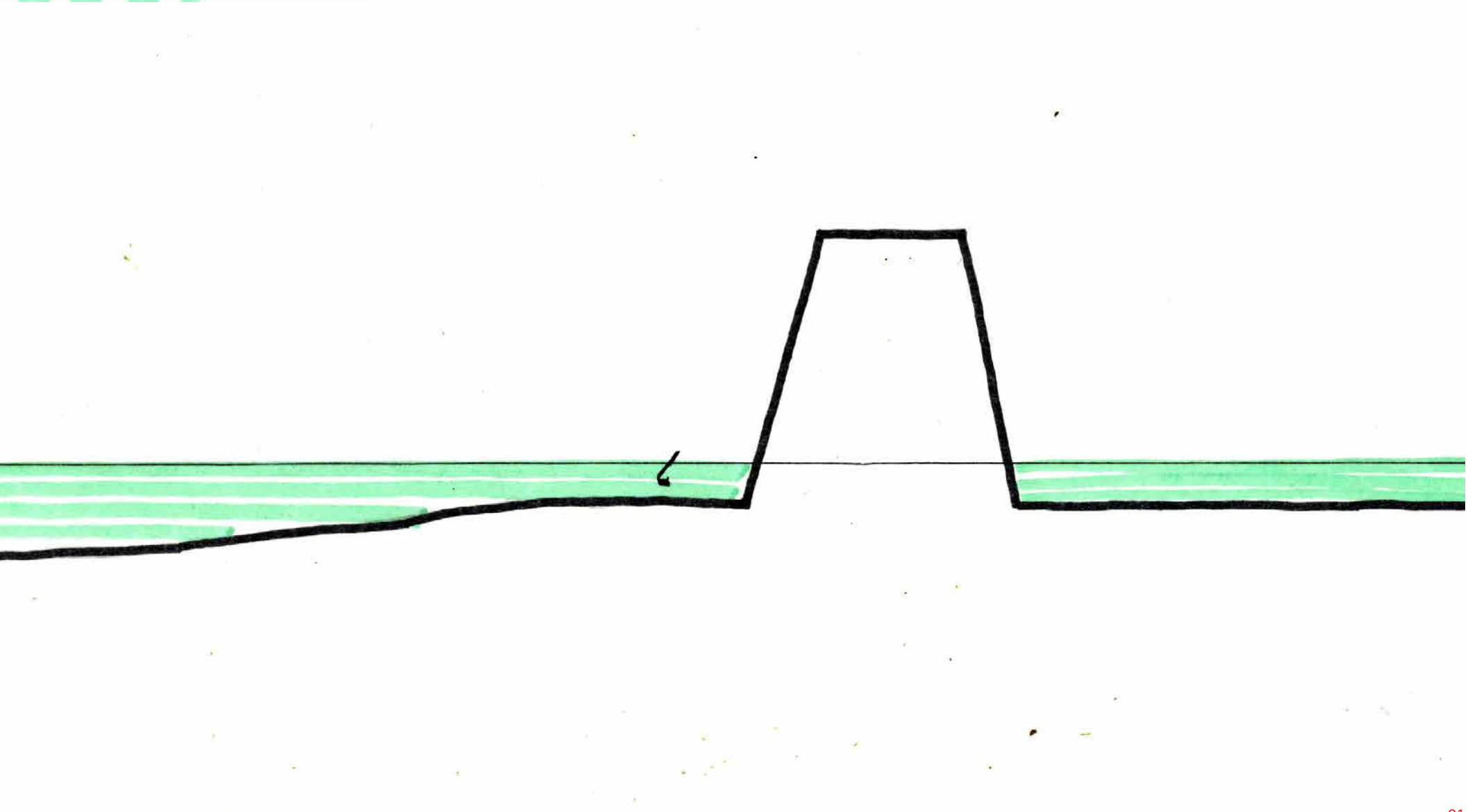
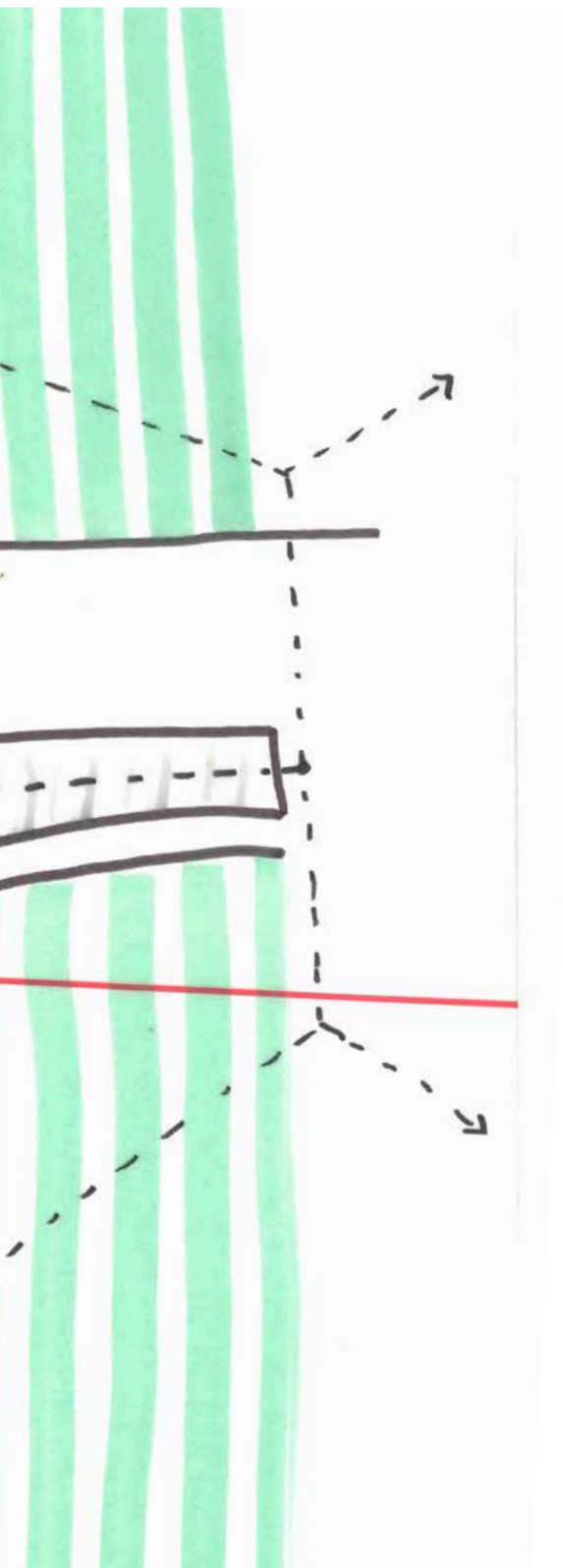
 NATURAL NETWORK

 BUS STOP

 TRAIN STATION

 TR. STATION ACCESS (1KM)





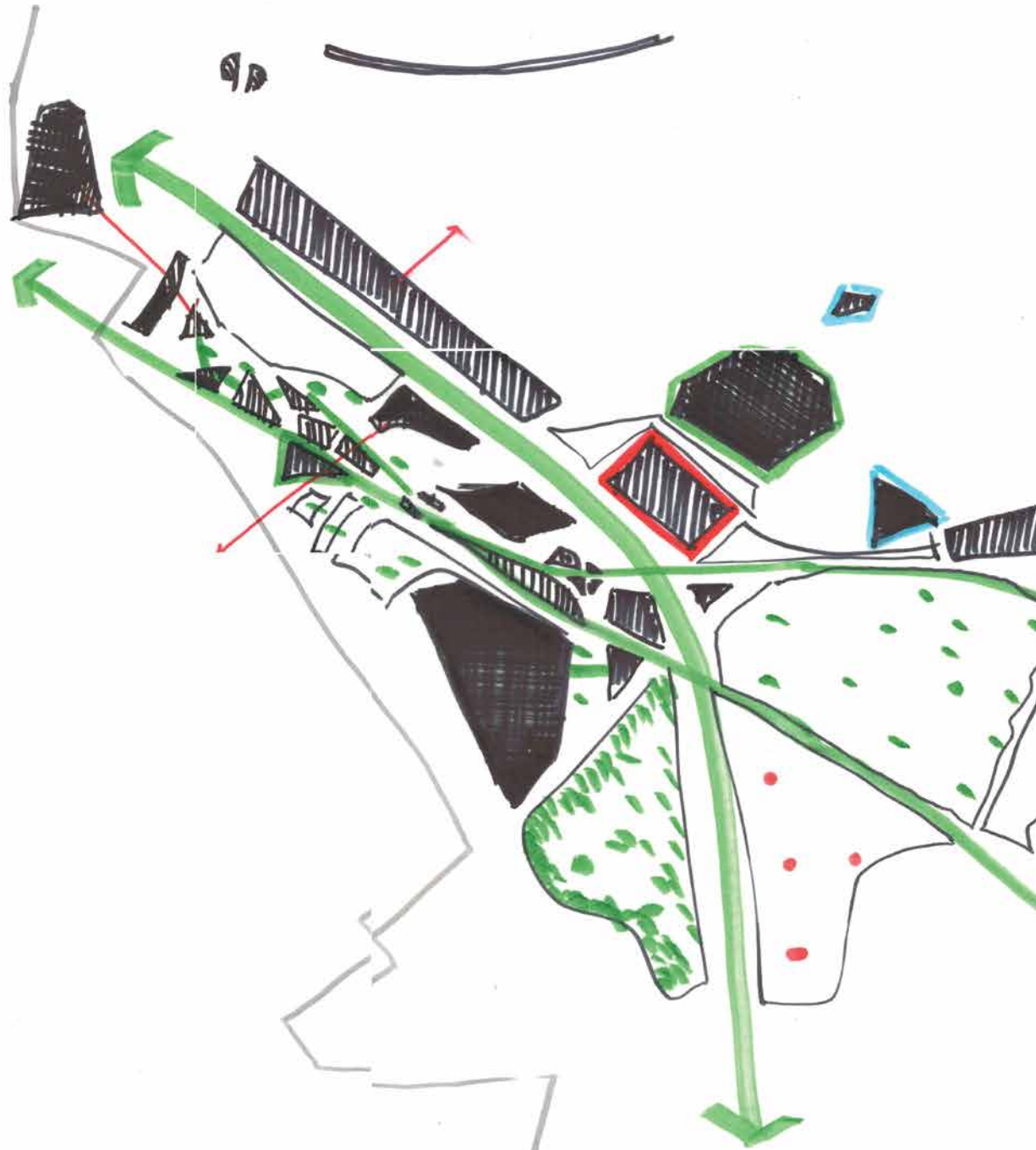
SCENARIO #4

EAST EU WASTED MONEY
ON 'DRINKS AND WOMEN'.

→ NO MORE FOOD IMPORT FOR NL

→ A'DAM GOES SELF-SUFFICIENT

→ DIEMERSCHEG OFFERS
SPACE TO TACKLE
THIS CHALLENGE





EXPLOIT
THE INFRA-
-PARADOX
(ECOLOGY +)



KEEP HIGHLY
UNIQUE NATURAL
ISOLATED AREAS
(SHOW 'EM TO PEOPLE)



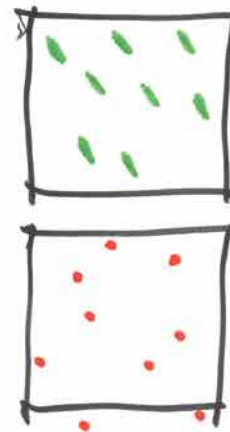
KEEP UNIQUE FENCED
LANDSCAPES



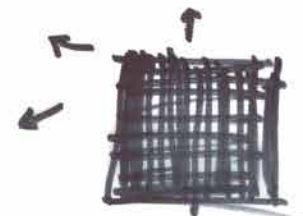
MAKE SMALL ALTERATIONS
FOR NATURE CONNECTIONS



SCENARIO #4:



ADD SPACES
INTO THE
MOSAIC —
TO MAKE FOOD
— BE SELF
SUFFICIENT



FIVE STATEMENTS

GROUP 2

**@EPinNL Let's
combine recreation
and agriculture in the
Diemerscheg. A new
layer of foodproduction
on the dike
#bikiondike #slowfood
#cityoftommorow**

GROUP 4

**@NaturaExMachina
is about changing
the perception of the
construct landscape -
introducing the dialectic
approach of synergies
inbetween human built
up and green structures**

GROUP 3

**@Min_IenM "She will kill
for these brexit compa-
nies! They will take over
our land! Save our land!
Protect our green! Build
more power lines! They
are our last savior! Be-
ceause she can't take our
law!" #Powerlines #Die-
men**

FIVE STATEMENTS

GROUP 4

@RijksBM Diemerscheg is opening up her landscape rooms to discover time of the Netherlands #Diemerscheg

GROUP 5

@**RijksBM** Diemerscheg is unexpected. It's the landscape of the car drive of Stanley Kubrick's "Shining": it unfolds into a new perspective behind every road turn #Fromcontinuityintoisolation #Snakeheaven

REFLECTION



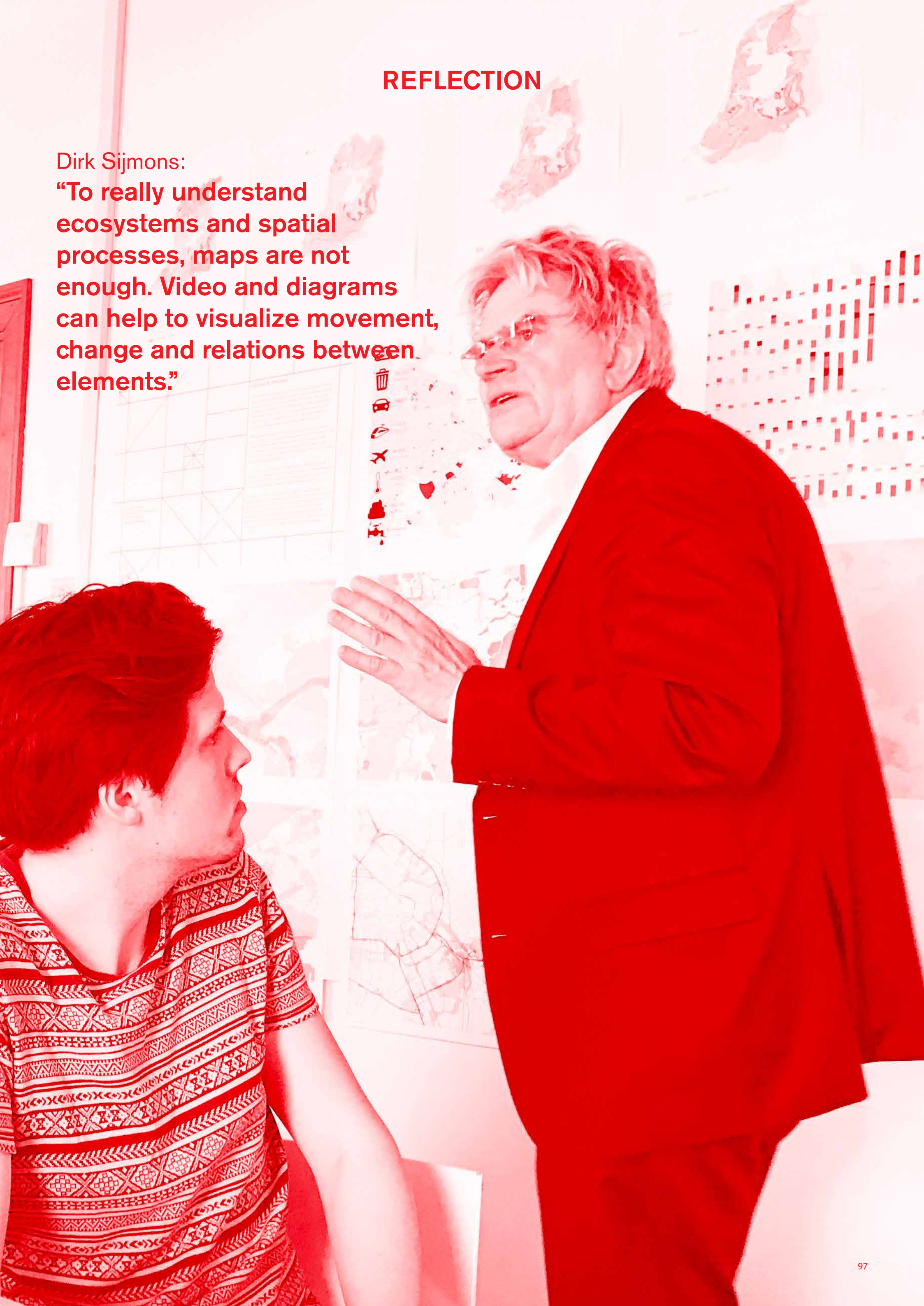
Eric van der Kooij:

“The Diemerscheg is a wedge of contrasts, a schizzofrenic landscape. The groups made good characterizations of the different identities in the area.”

REFLECTION

Dirk Sijmons:

“To really understand ecosystems and spatial processes, maps are not enough. Video and diagrams can help to visualize movement, change and relations between elements.”





Content:

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Merten Nefs - Vereniging Deltametropool

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Pimm Terhorst
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Rens Wijnakker - Fabric.

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Patricia Ruisch
Maike van Stiphout

Tabula Scripta Team:

Floris Alkemade
Michiel van Iersel
Jarrik Ouburg



IN THE SECOND YEAR OF THE COURSES URBANISM AND LANDSCAPE ARCHITECTURE, STUDENTS ARE OFFERED A RESEARCH EXERCISE AT THE REGIONAL SCALE. THE SUBJECT FOCUSES ON ACQUIRING KNOWLEDGE AND SKILLS REGARDING THIS SPECIFIC PLANNING SCALE, DRAWING AND ANALYSIS TECHNIQUES AND THE SPECIFIC REGIONAL PLANNING ISSUES IN THE NETHERLANDS

IN EIGHT MORNING STUDIOS STUDENTS AND SPECIALISTS ANALYSE THE CHARACTERISTICS OF ONE OF THE CITY EDGES OF AMSTERDAM: THE DIEMERSCHEG. THE RESULTS ARE COMBINED INTO AN ATLAS AND DISCUSSED. THE ATLAS EXPLORES THE IDENTITY OF THE DIEMERSCHEG AND BRINGS POTENTIAL DESIGN CHALLENGES TO THE SURFACE.