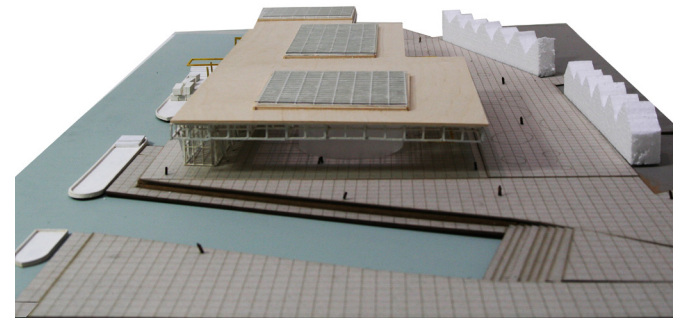
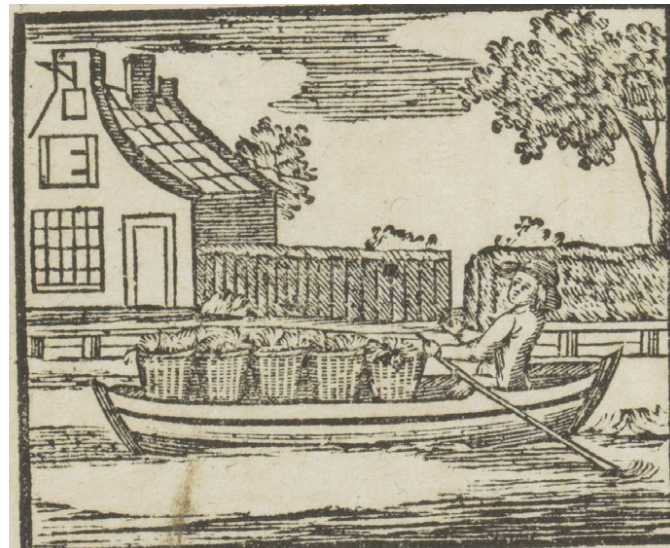


Anchoring the Warmoezier

a life-cycle market in a port-city



Final presentation
Efrain Fajardo
Delta interventions studio: The north Sea
December the 14th, 2018.



Amsterdam



Rotterdam



Hamburg



London

Dus werkt de Warmoezier, wiens vlyt op Vruchten hoopt,
Tot hy 't volgroeid Gewas ter Markt om winst verkoopt.

N^o. 116.



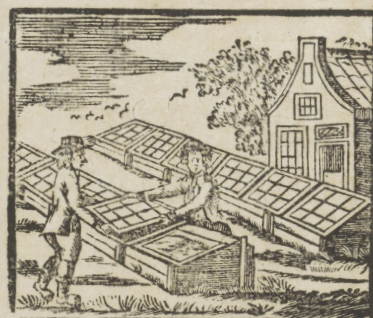
Door schop en spade krygt het Aardryk lucht ter werking,
Wanneer de Wintertyd zyn einde naadren ziet,
Als 't Zonlicht by 't begin der Lentetyd versterking
Aan 't omgespitte Land, ter vruchtbaarmaking biedt.



Dus wordt de grond bezaaid, na wel doorharkt te wezen:
Gods zegen dringe in 't zaad, ó Landman! dat gy strooit.
Dan zal 't gezaaide, mild in 't kiemen, bly gereezen,
U ryke vruchten bién, dan ziet ge uw hoop voltooid.



Gy plukt reeds 't eerst Gewas van uw bezaaide Velden,
't Zy Kervel, Beet, Salade, of ander Warmoeskruid,
Uw Bezigheid weet elk 't gebruik 'er van te melden,
En gy leeft ook, als elk, van 't geen uit de aarde sfruit.



De Broeikas, wel gedekt voor guure Lucht en Vlaagen,
Met Ramen, digt van Glas, en mild in de aard voorzien
Met veelrlei Gewas, geteeld in Lentedagen
Door 't knoestrend Zonnevuur, komt vroege Vruchten bién.



Zo spoelt de Warmoezier de verich geplukte groente,
En zuivert ze van de aard, die aan den wortel kleeft.
Een duurzaam arbeid hecht zich steeds aan zyn gedoente,
Hy krygt niets zonder zweet van 't geen het Land hem geeft.



Hier ziet men hem, lynregt, de jonge Plant verpoten,
Die boven de aarde reeds zyn kruin toonde aan het oog,
't Zy Kool of Krop-Salade, uit weelig zaad gesproten,
Op dat zich dit Gewas in orde sluiten moog'.



Nu vult de Warmoezier de mand met frische Kruiden,
En smaaklyk Keukenmoes, ter voeding van elk-een,
Van de allerchamelste tot de allerrykste Luiden;
Zelfs wordt de Vorst van 't Veld gedient gelyk 't Gemeen.



De Manden, wel voorzien met allerhande Vruchten,
Van 't Warmoesland genaerd, zet men hier in de Schuit,
Die op de Wetering geen rampen heeft te duchten,
Wyl haaren omtrek zich in engen kring besluit.



De Schuit is nu gelaén; maar eer men heen gaat roeijen,
Neemt men een teugje drank, dat's morgens 't hart verkwikt,
Nog eer de nachtre Zon haar licht in 't Ooft doet groeijen,
En zich langs haare baan ten hoogen optogt schikt.



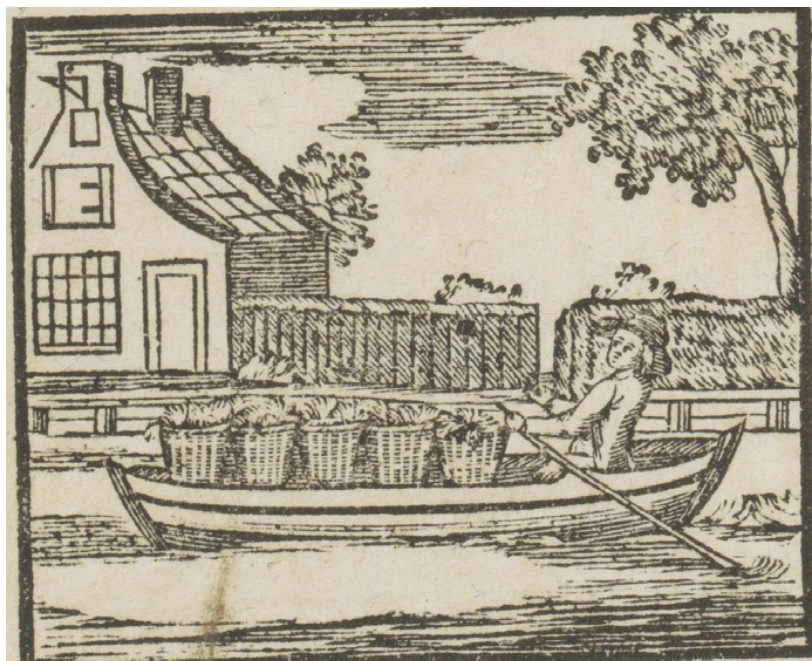
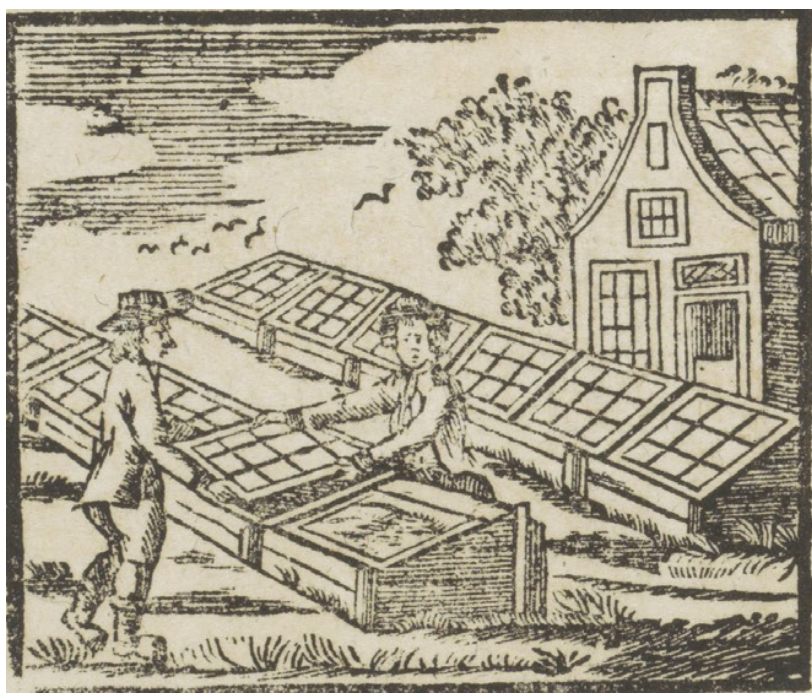
Na fleekt men al van land, en vaart dus langs de zoomen
Der smalle Wetering, langs Veld en Weiden, bly.
De Landknaap trekt den riem door 't water, zacht in 't stroomen,
En zingt 'er, wel gemoed, een Morgendeuntje by.

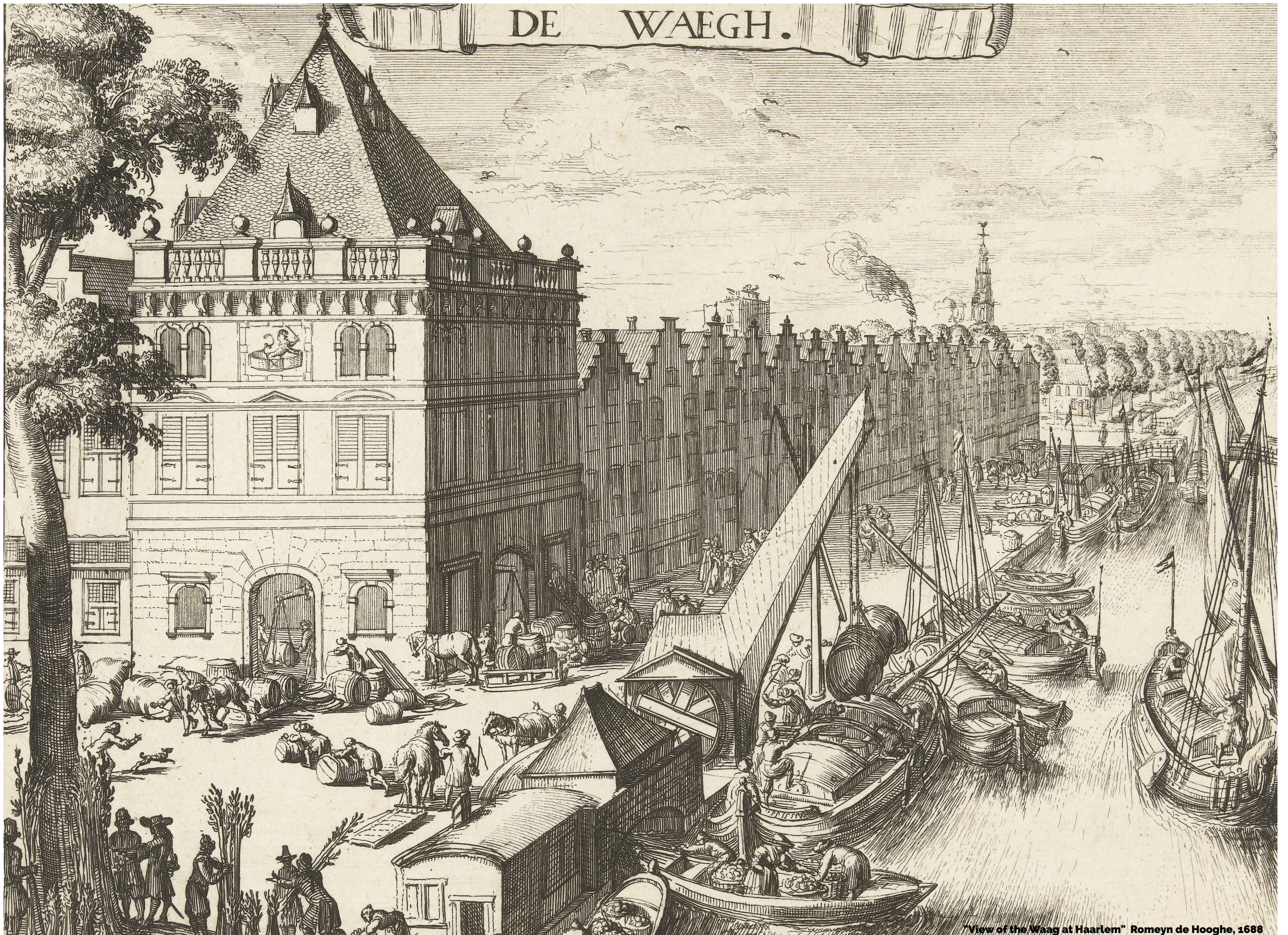


Aan 't Veer der wetering, den Overhaal genaderd,
Windt men de Schuit met vracht en al tot in Stads Vest;
By 't openen van de Poort en Schut-Sluisdeur vergaderd,
Roeit ieder Warmoezier ter Markt heen al zyn best.

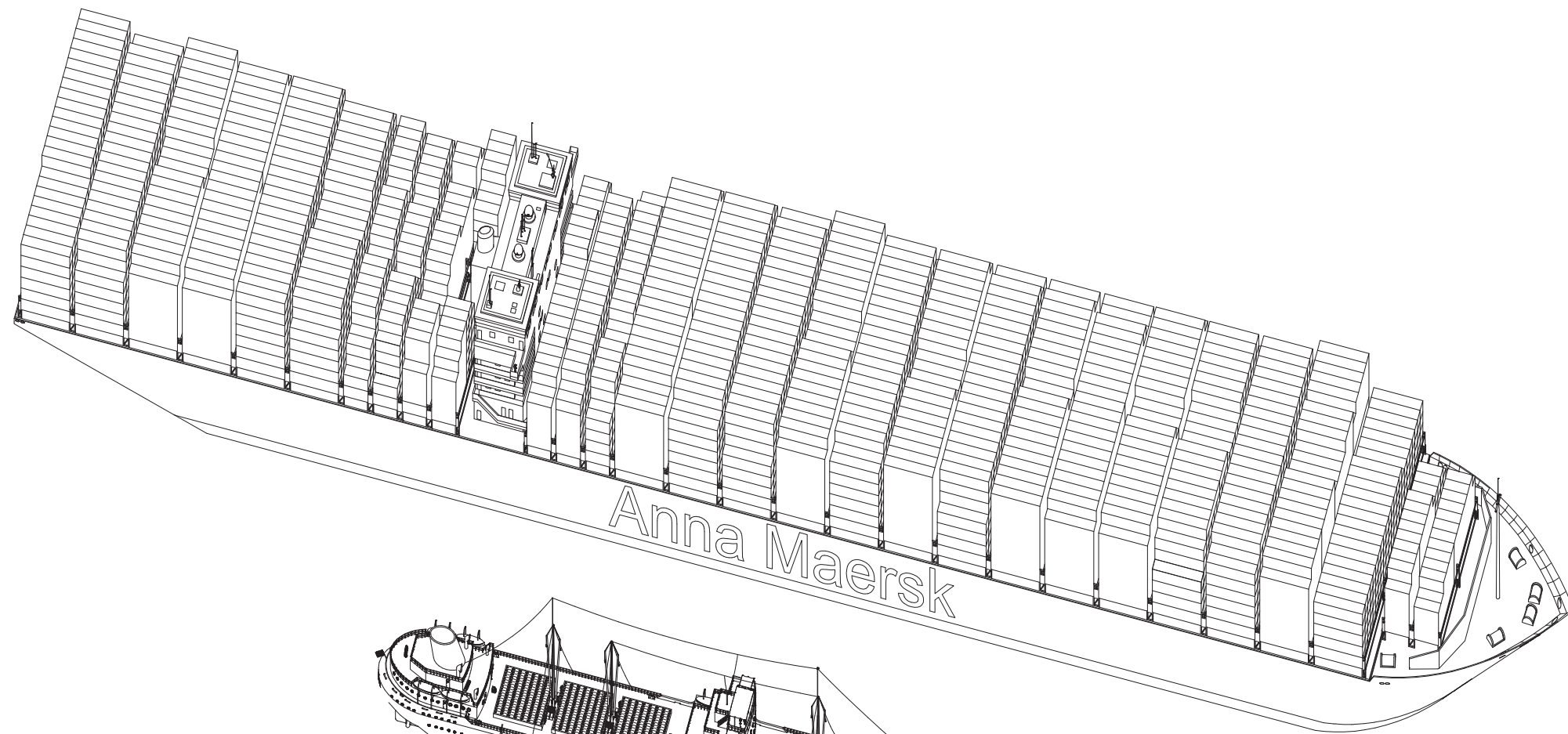


Hier heet men nu de Schuit van Groentens rasch ontladen;
En op zyn plaats de Waar ter Markt te koop gesteld,
Om veele duizenden daar mede te verzaden;
Zo krygt de Burger spys, gelyk de Landman geld.

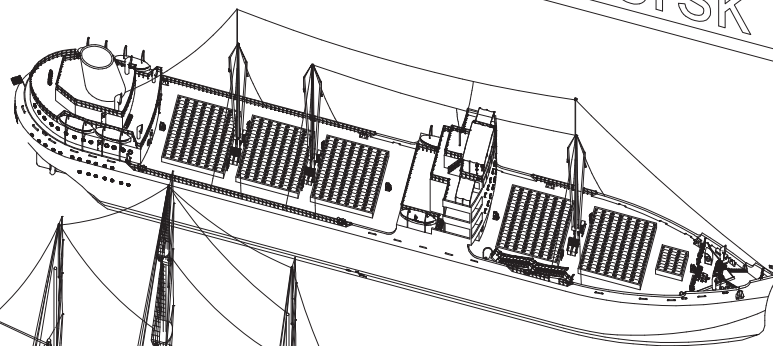




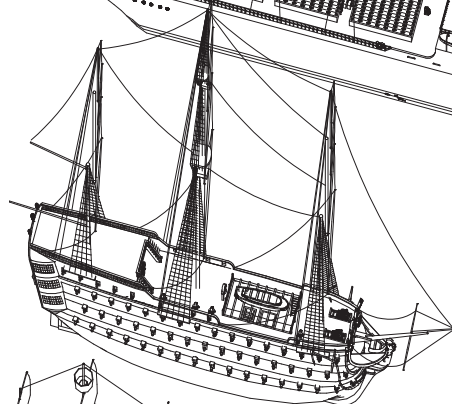
"View of the Waag at Haarlem" Romeyn de Hooghe, 1688



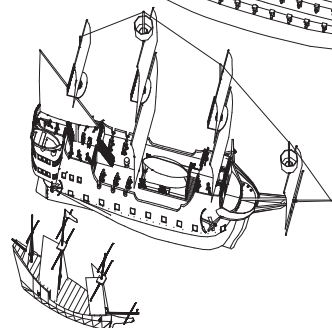
2003



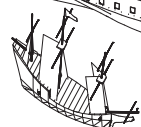
1950



1800's



1700's



1600's

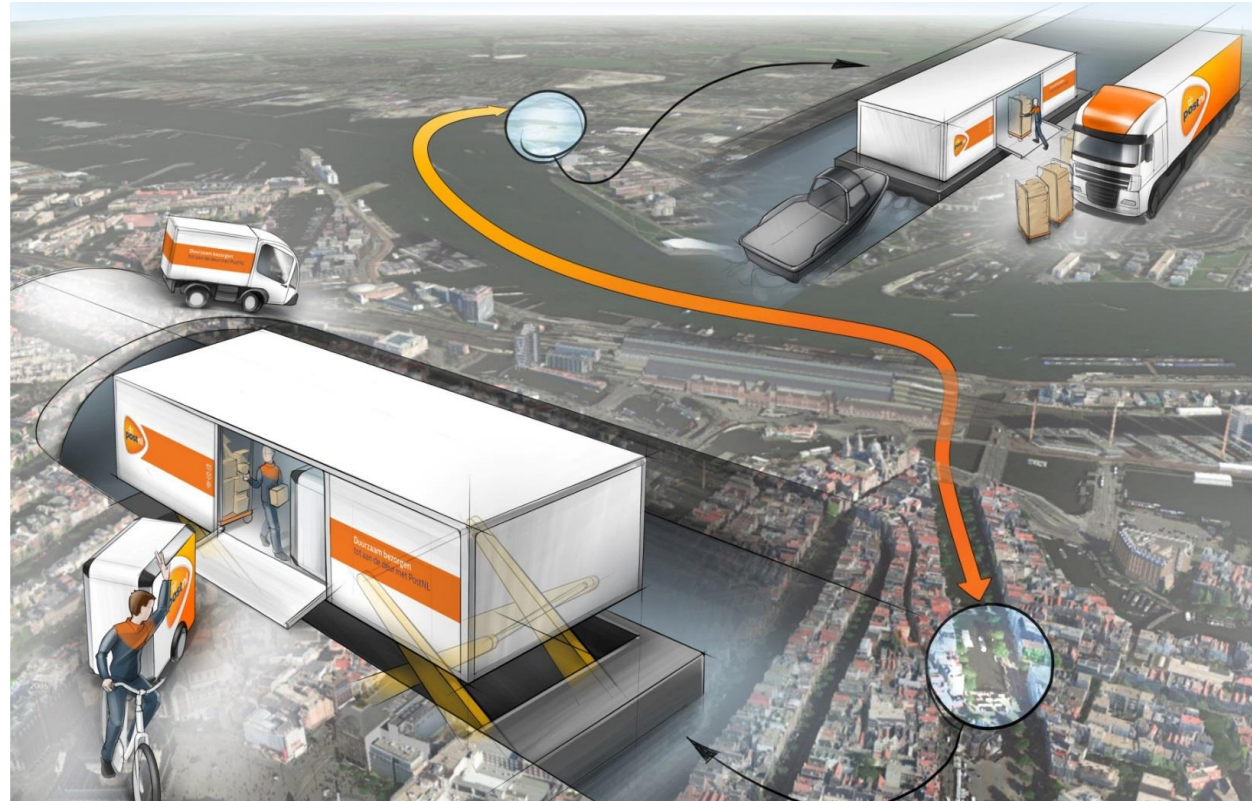


"The crane of Rotterdam", Jan Oortman. 1856



Maasvlaakt. 2018





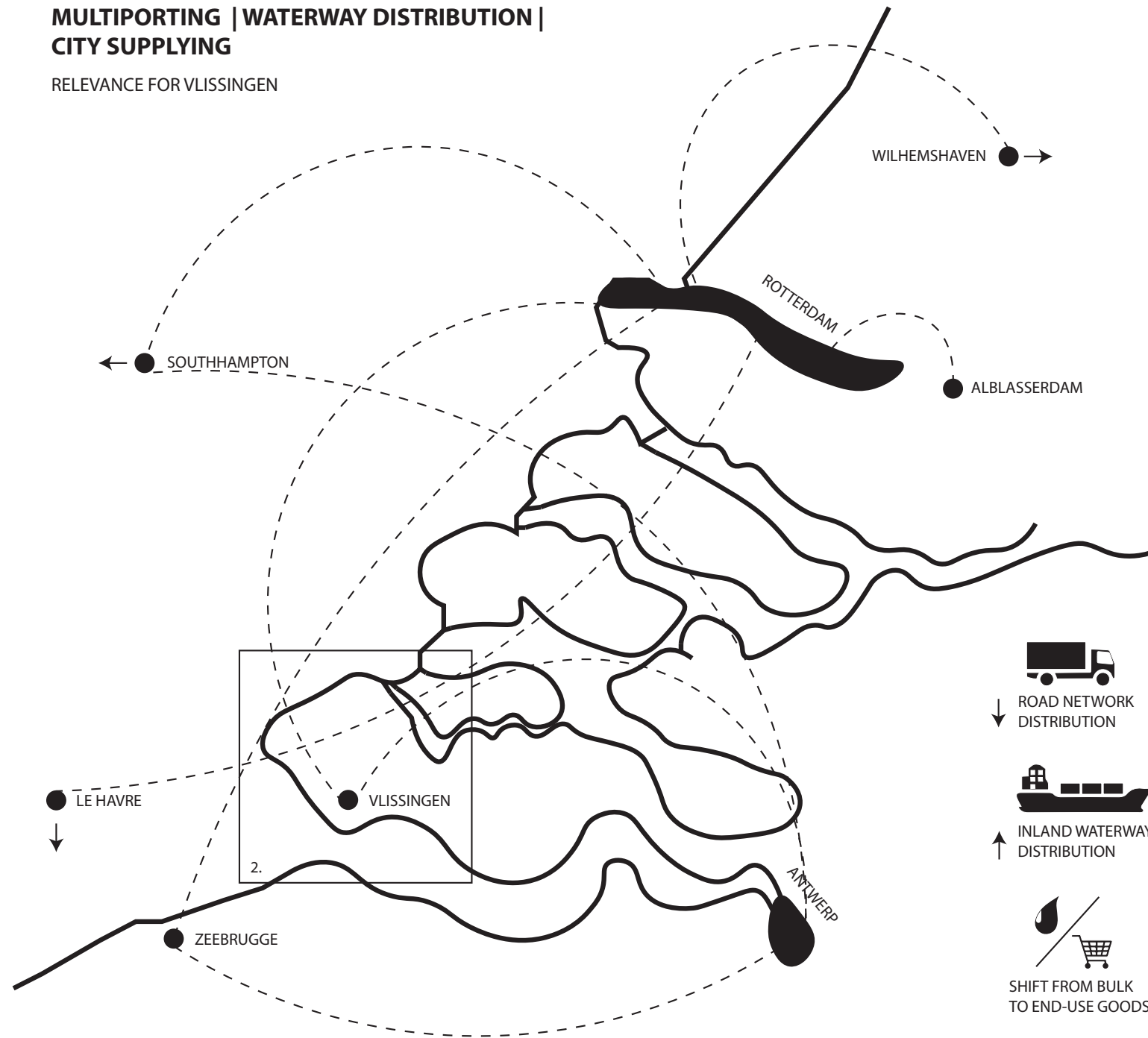
Source: Post NL



Source: De Vlaamse Waterweg

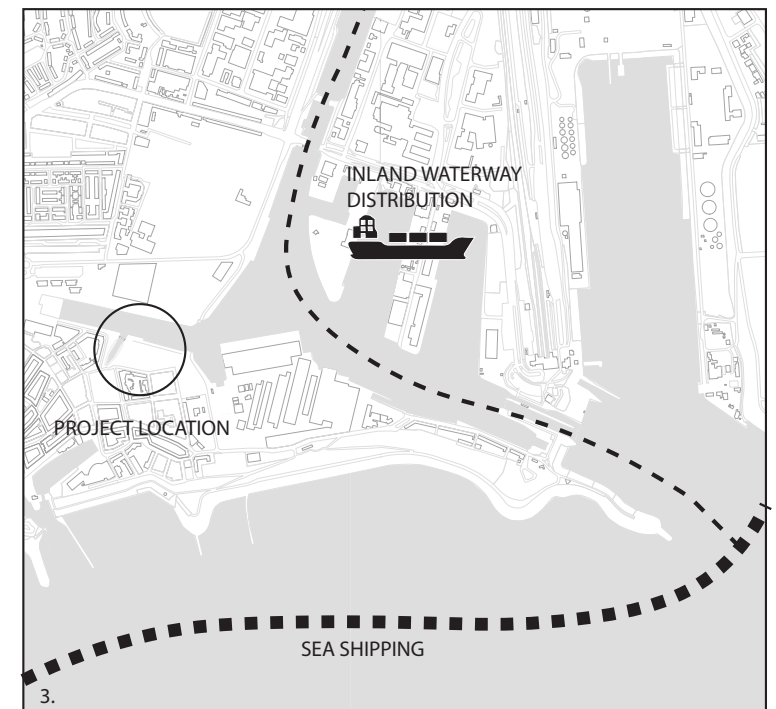
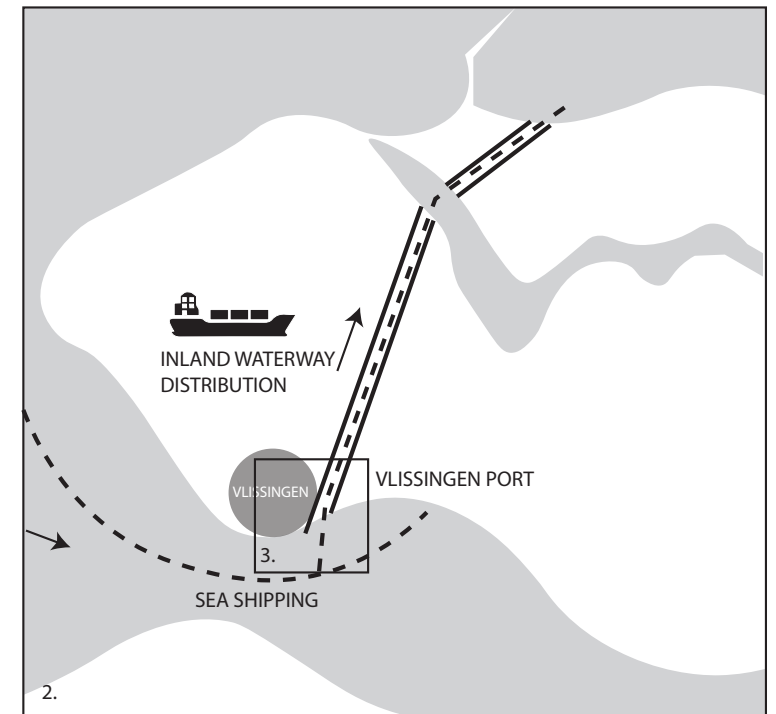
MULTIPORTING | WATERWAY DISTRIBUTION | CITY SUPPLYING

RELEVANCE FOR VLISSINGEN



1. Diagram of multiporting trend in Rotterdam and Antwerp region. Distribution will shift towards inland waterways, with goods changing from unprocessed bulk to end-use products to be used in city supplying.

Chevalier, A. (2016). *Urban Freight Distribution: Assessing the opportunity of using waterways in Ghent*. / Jandl (2016). *Implementing Inland Waterway Transportation in Urban Logistics* / Kuipers, B. Manshanden, W. (2010) *Van mainport naar wereldstadhaven - Belang en betekenis van mainports in 2040 voor de Nederlandse economie*, TNO. Danckaerts, C. (2017) *Waterwegen als hefboom voor mobiliteit en logistiek*. De Vlaamse Waterweg



Research questions

-Due to the return of the binnenvaart in the cities, until which extent can a spot in the waterways of Vlissingen, between its abandoned industrial area and its traditional urban forms, be regenerated by provoking it with public architecture?

-How can a new urban block in Vlissingen connect both the port and the city logics?

-Until which extent the logics that the city of Vlissingen developed throughout 700 years can inform in a regeneration project?

Methodology

-Heuristics: elaborating a wide range of architectural solutions and then deciding for one that make sense.

Drawing: Contrast the scale and logics of the shipyard buildings and the traditional city. thinking in the project as a border that belongs to both the city and the port.

- Journalistic research: Analysis of contemporary landscapes of production, transport and consumption in North Sea delta.

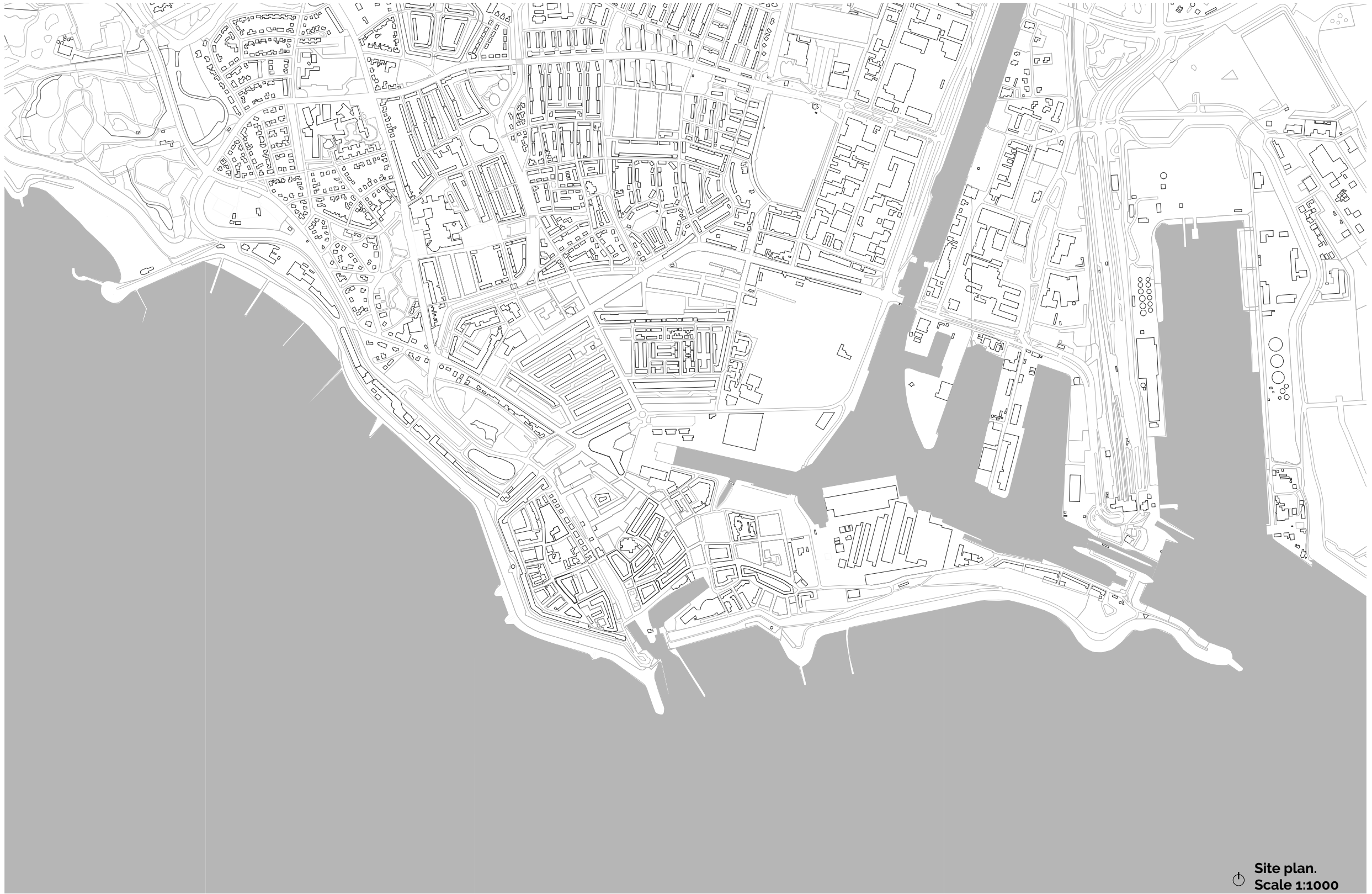
- Archive material: Analyzing old photographs, plans and drawings. With this, I extract information about the operation of binnenvaart and Vlissingen.

the site





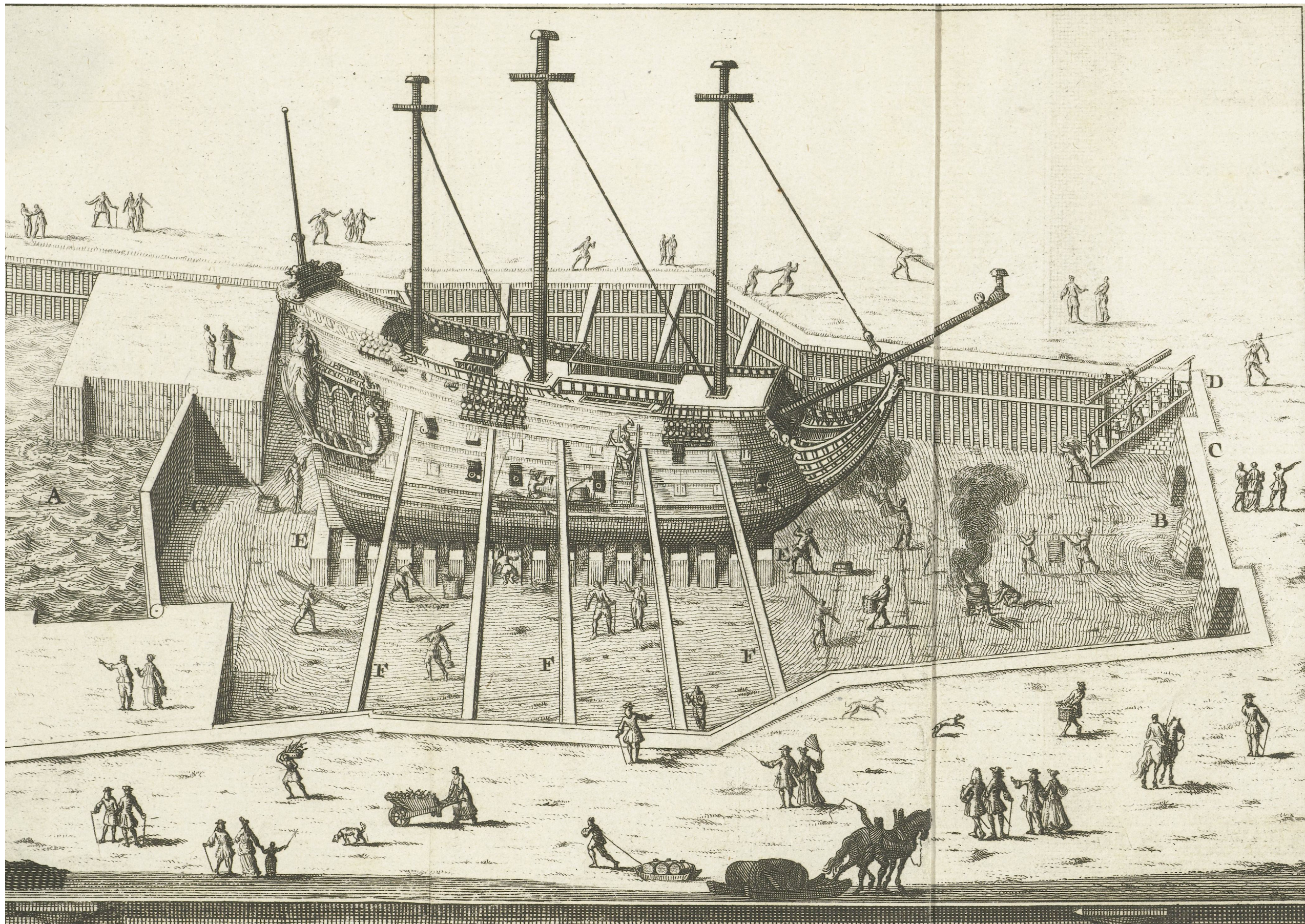
VLISSINGEN
DOK VAN PERRY

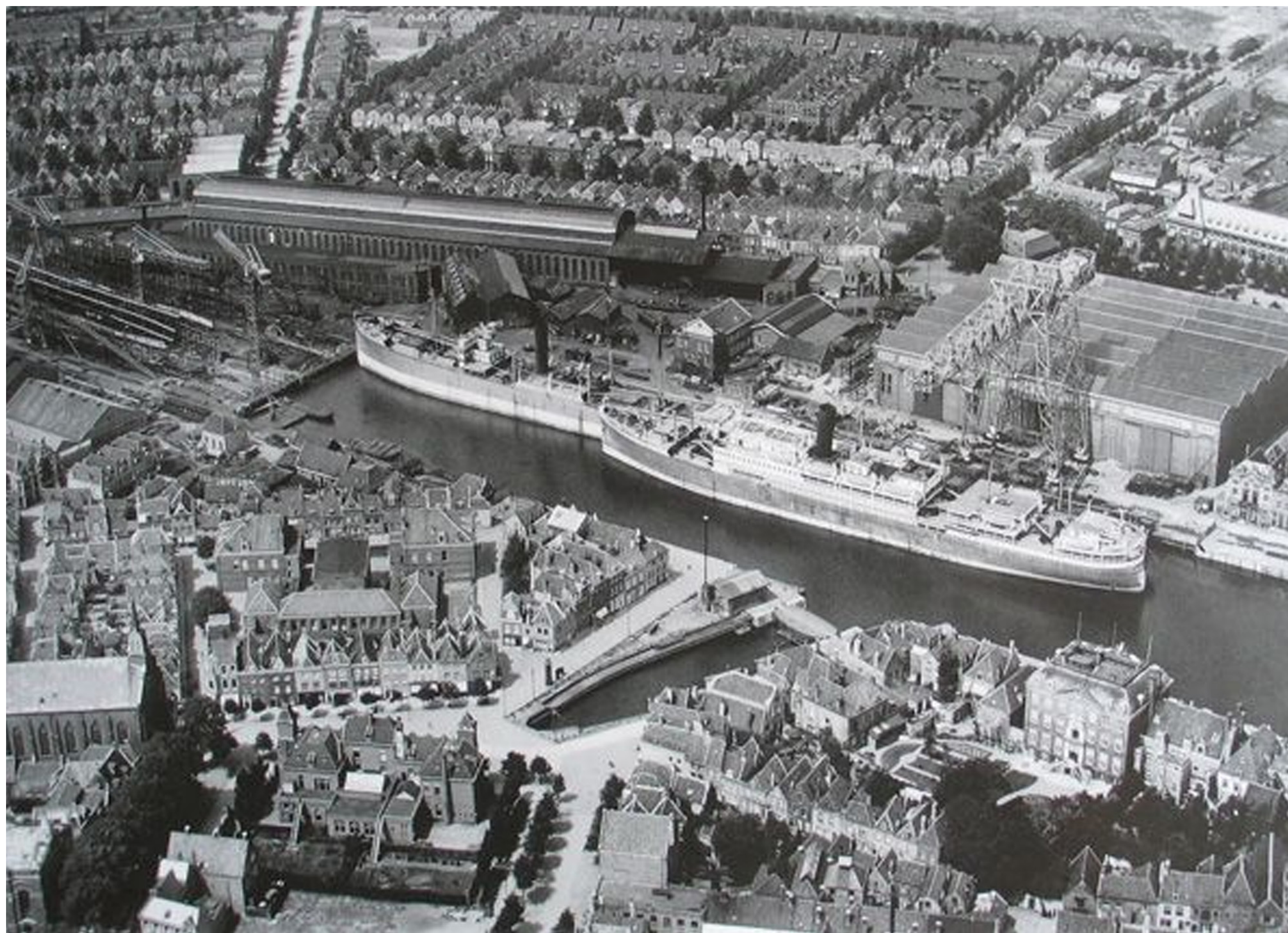


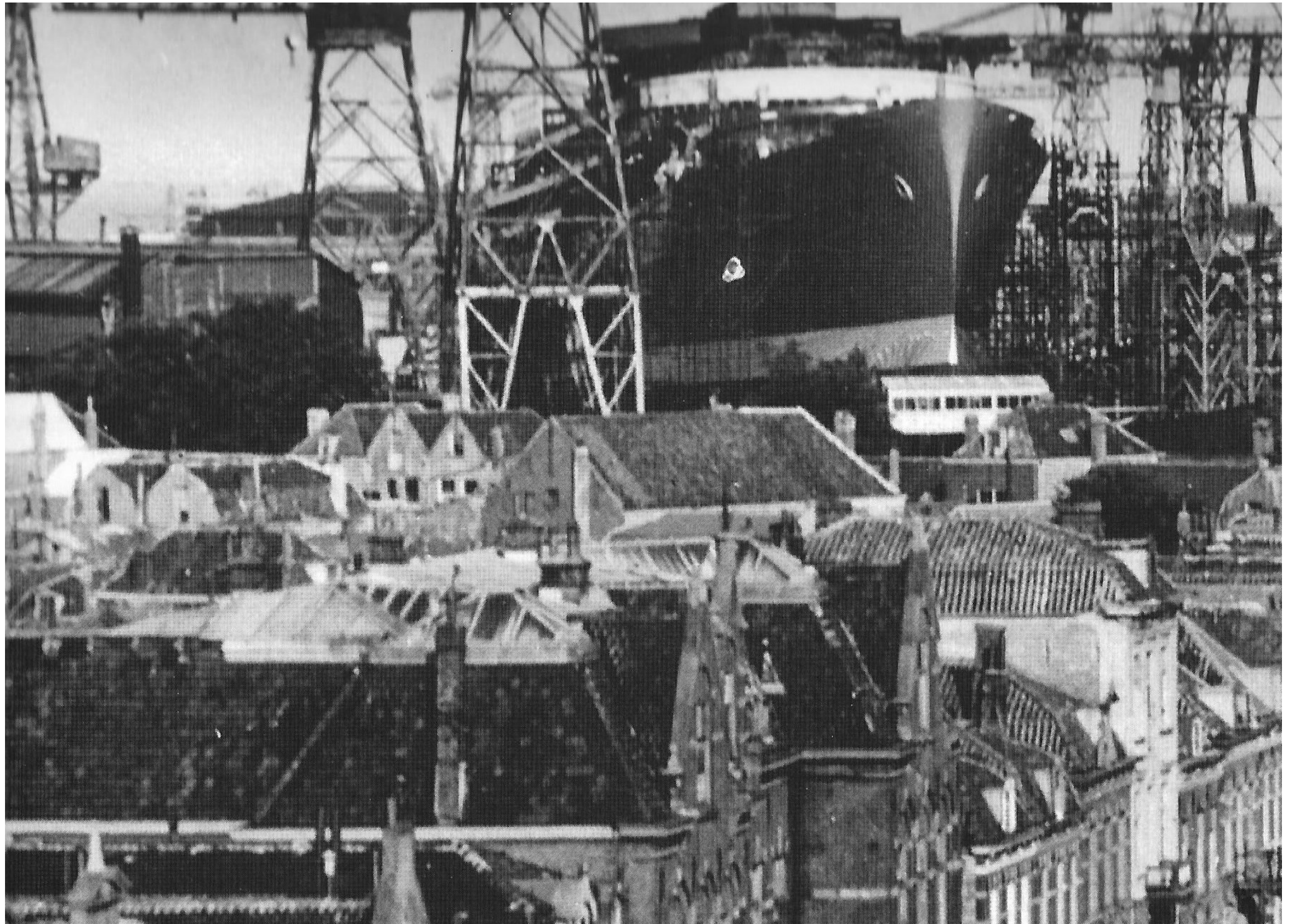
Site plan.
Scale 1:1000













Empty plot

Parking lot

Empty plot

Abandoned factory

Dock van Perry

Parking lot

Dull housing (2017)

Dull housing (2017)

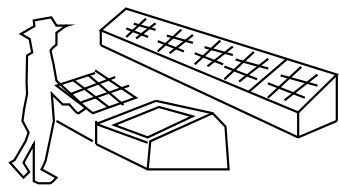
N Vlissingen



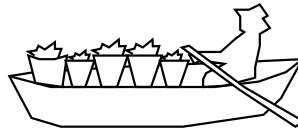
The project is a roof:



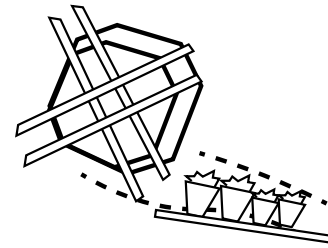
Production



Innovation



Transportation

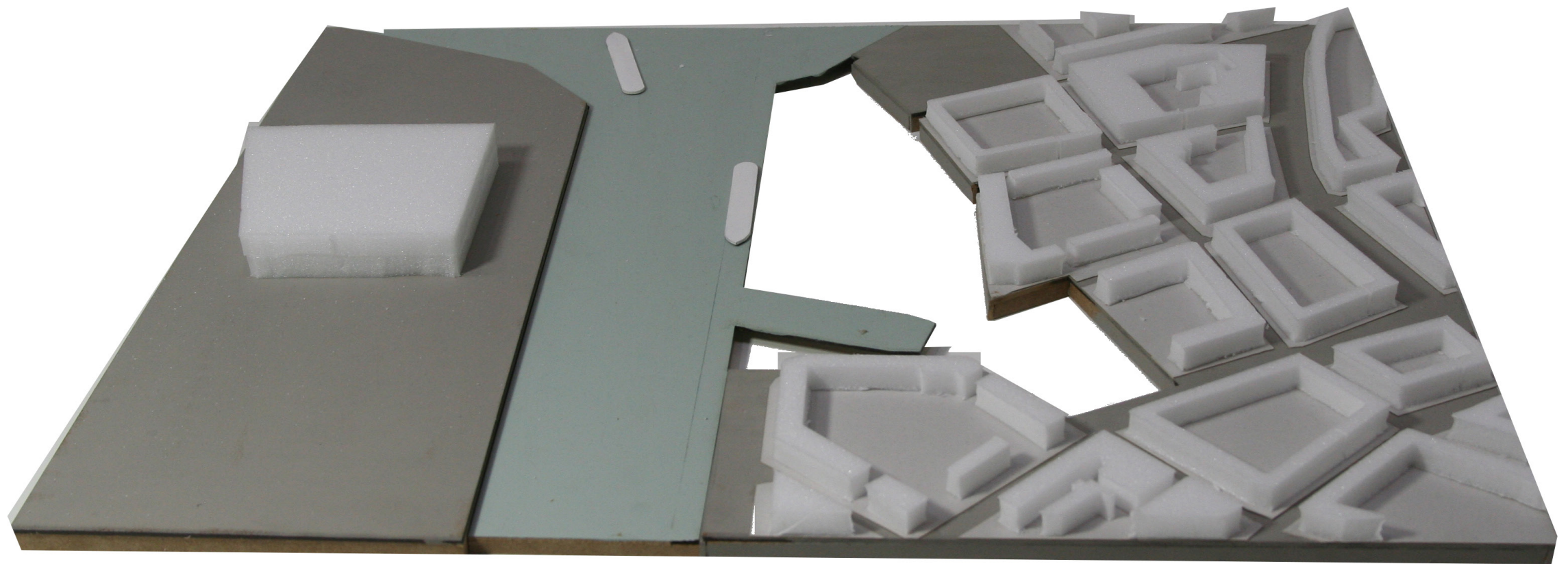


Distribution

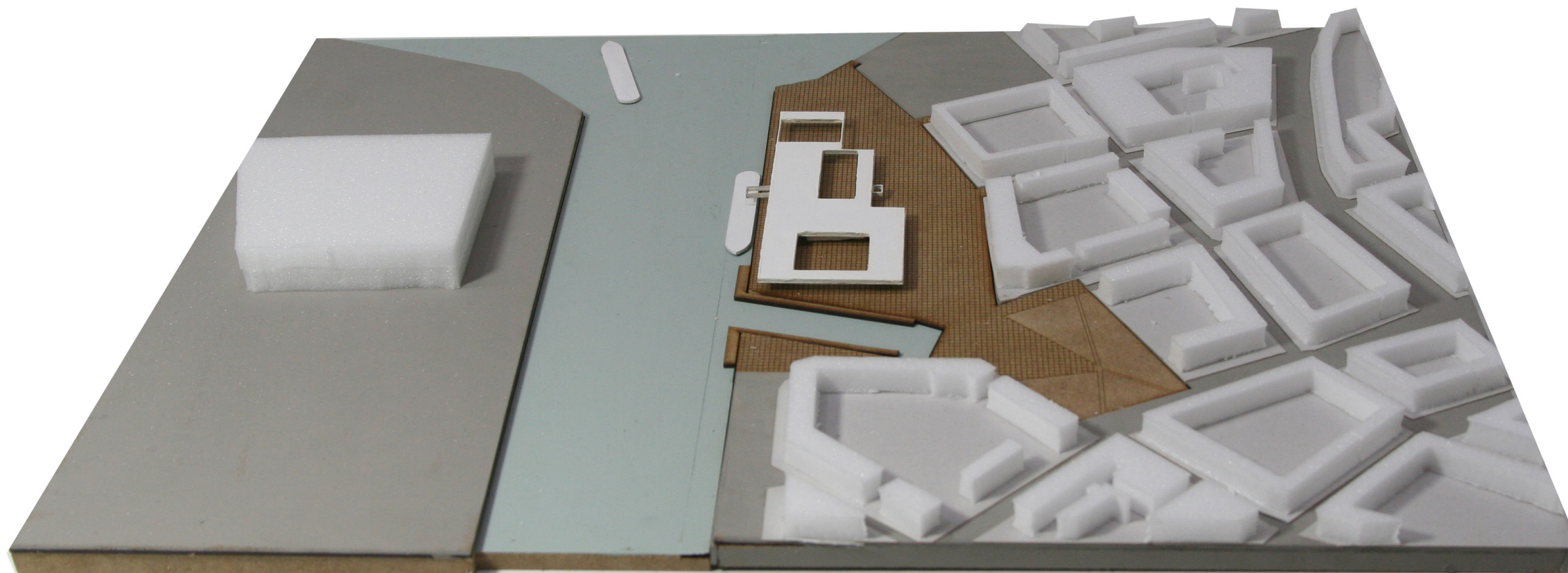


Exchange

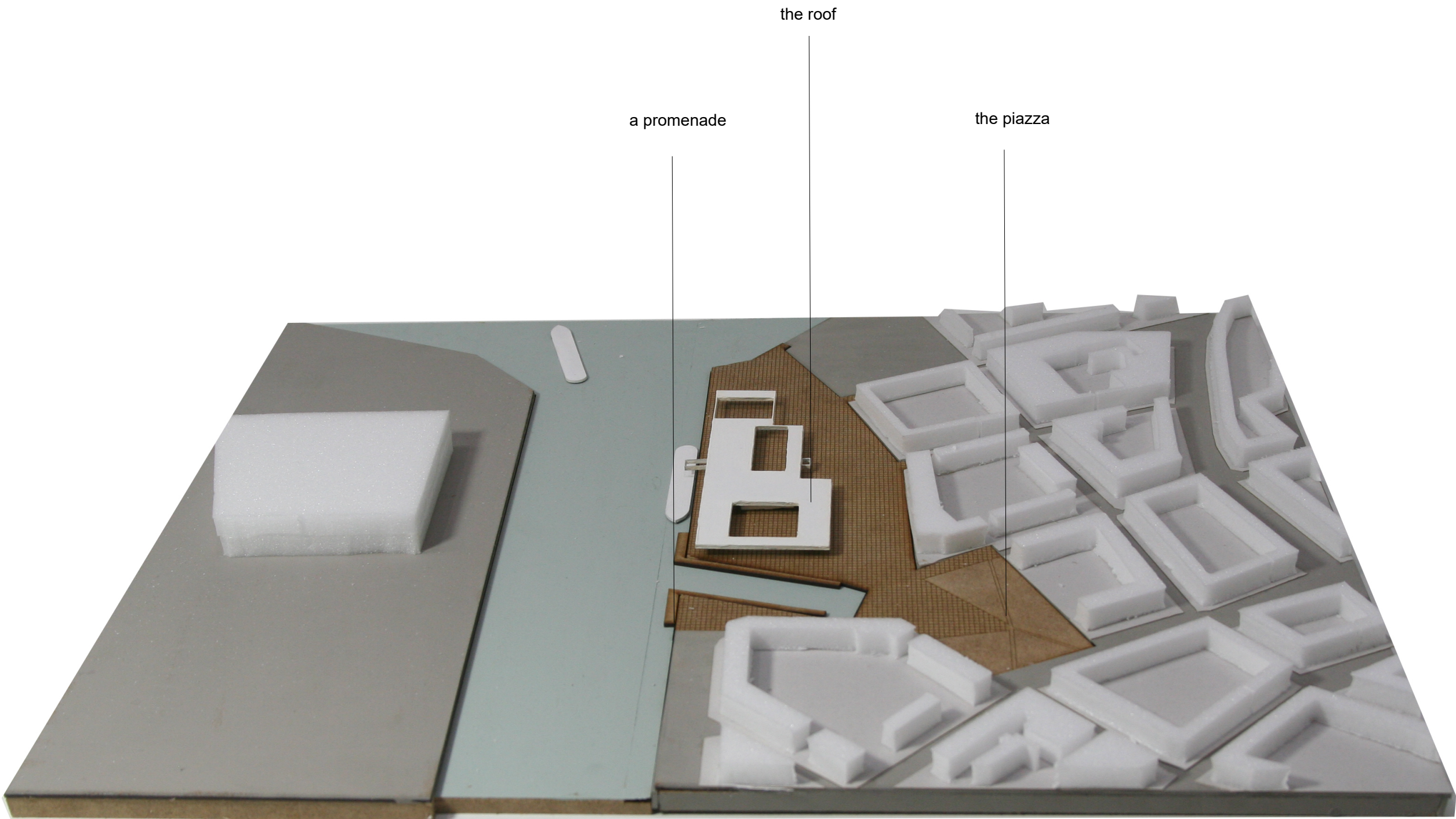
From: the Warmoezier



area



area

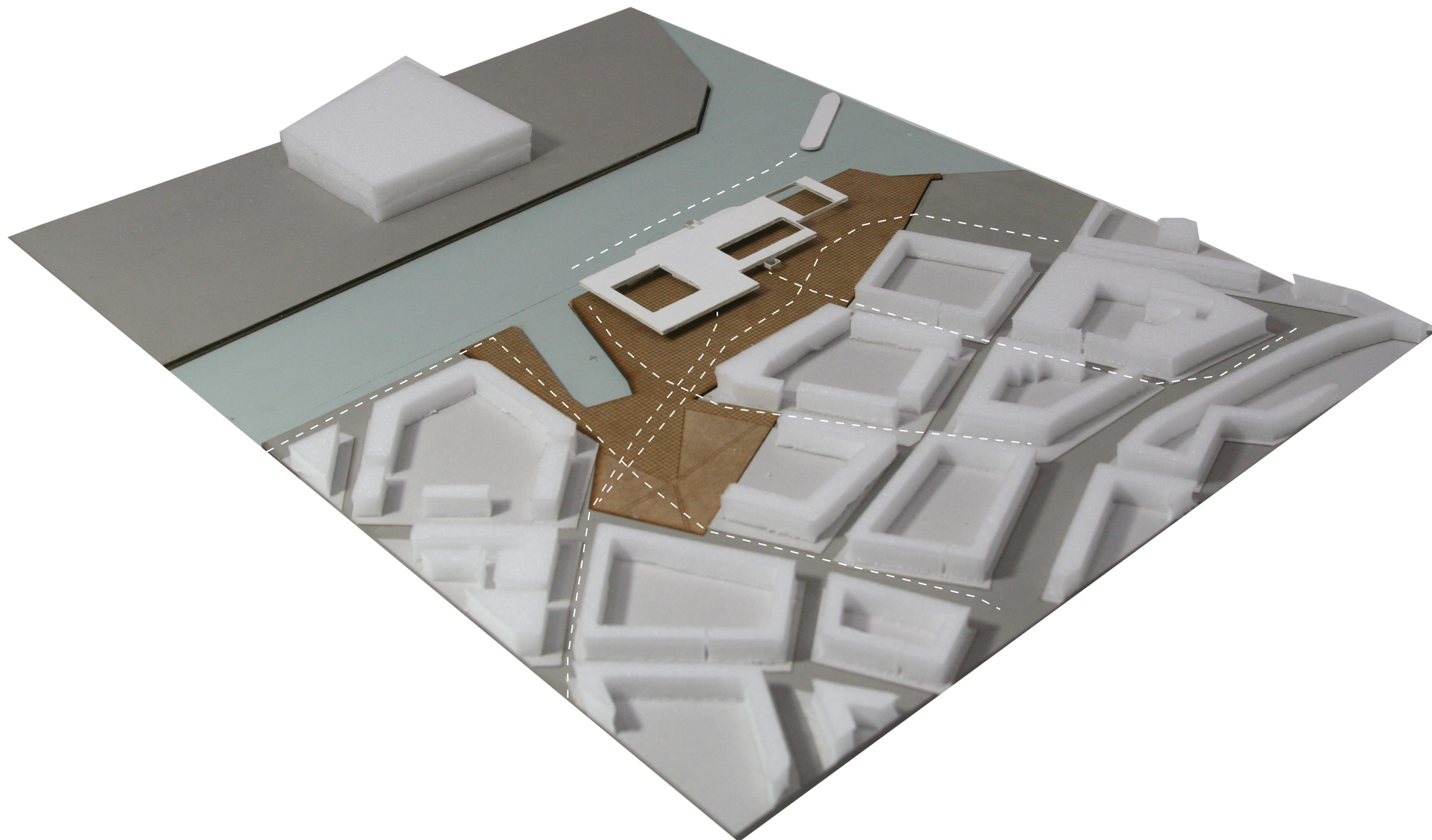


the roof

a promenade

the piazza

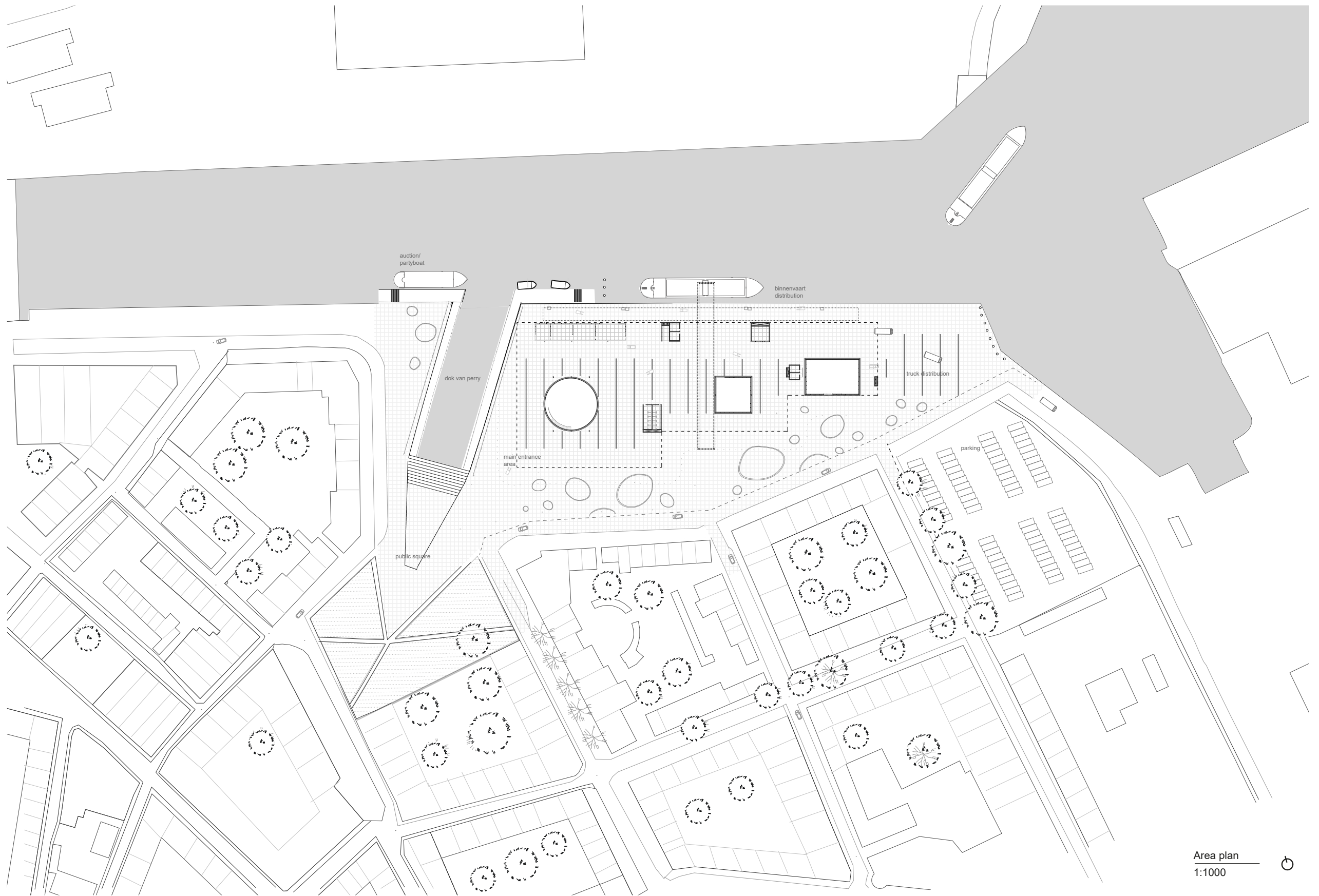
impact



re connect flows



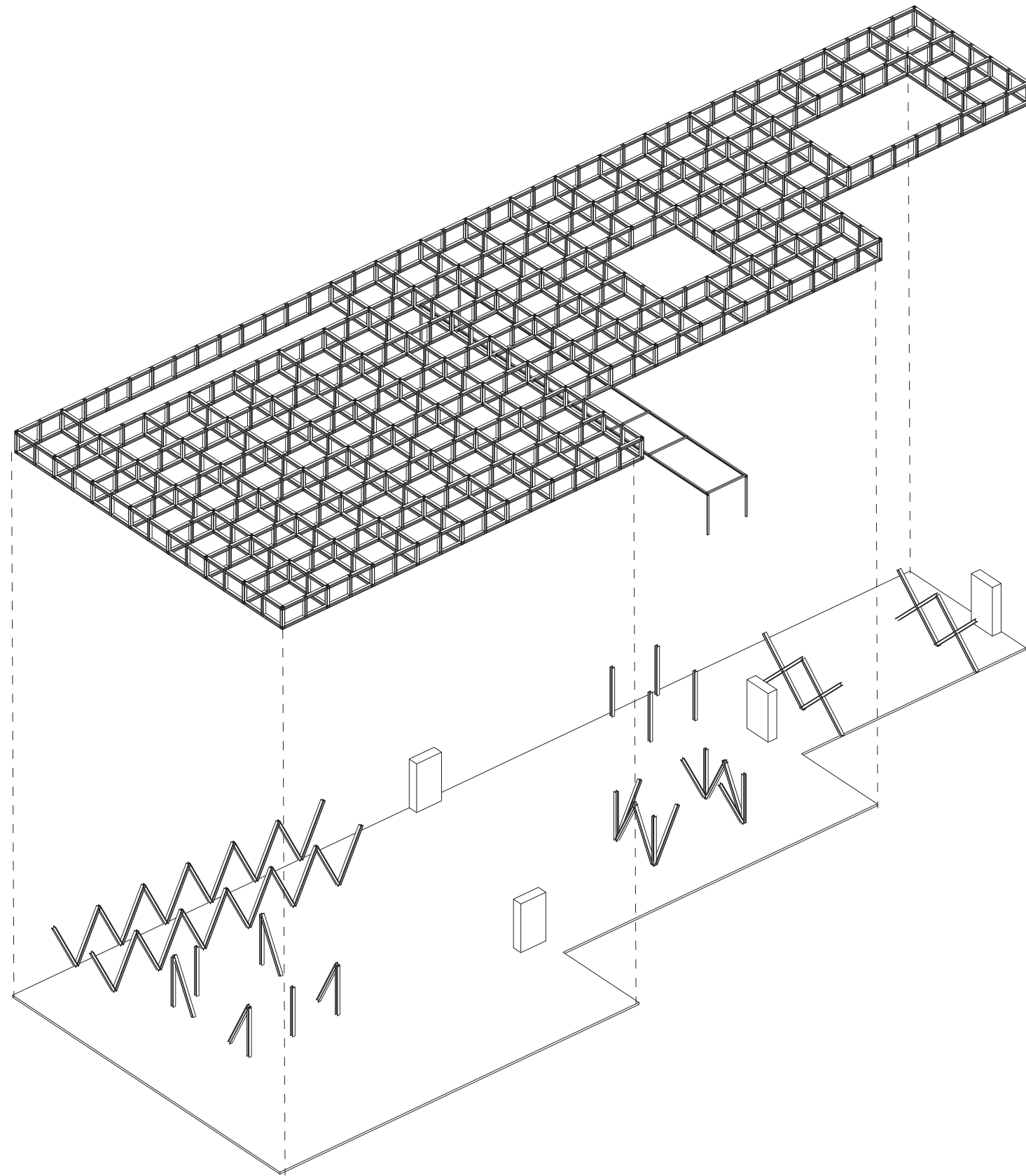
hybrid scale of a ship/ form and courtyards responds to the city forms



Area plan
1:1000

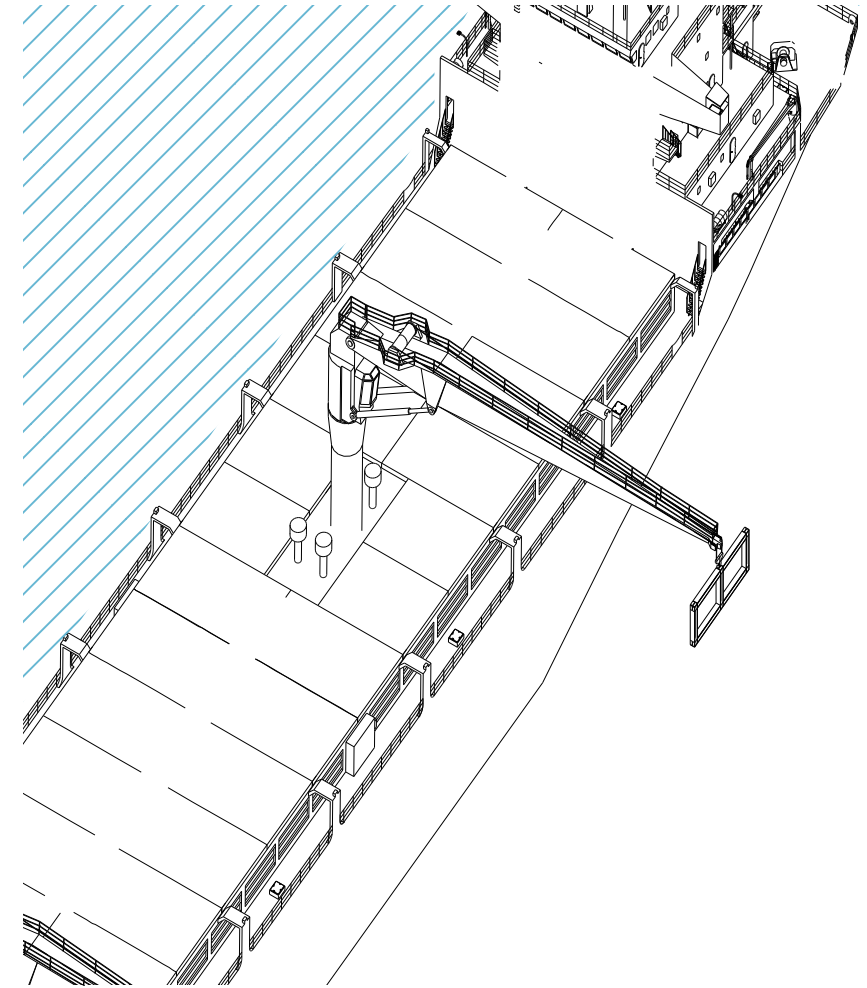
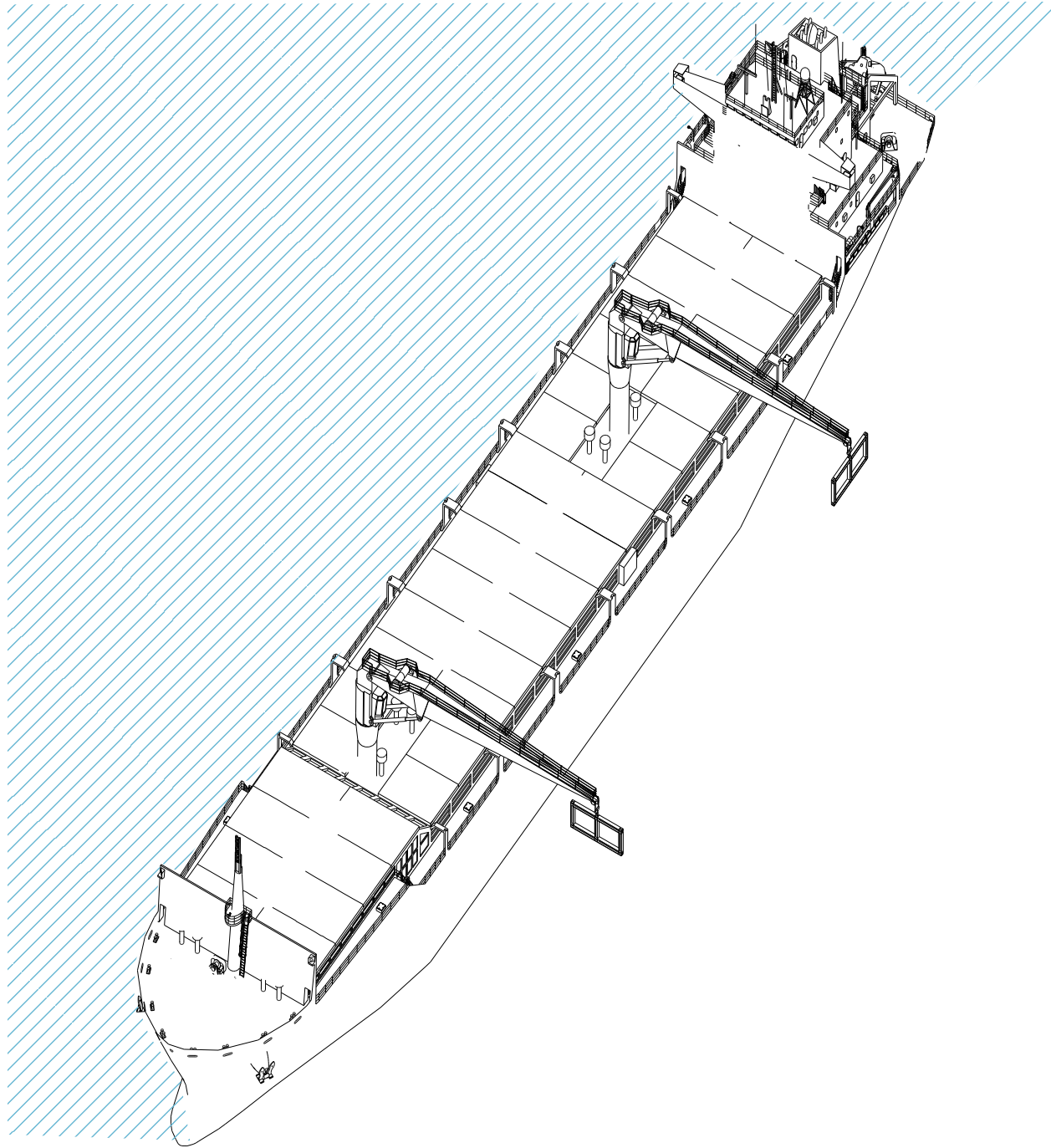


under the roof is a flexible open space for exchange



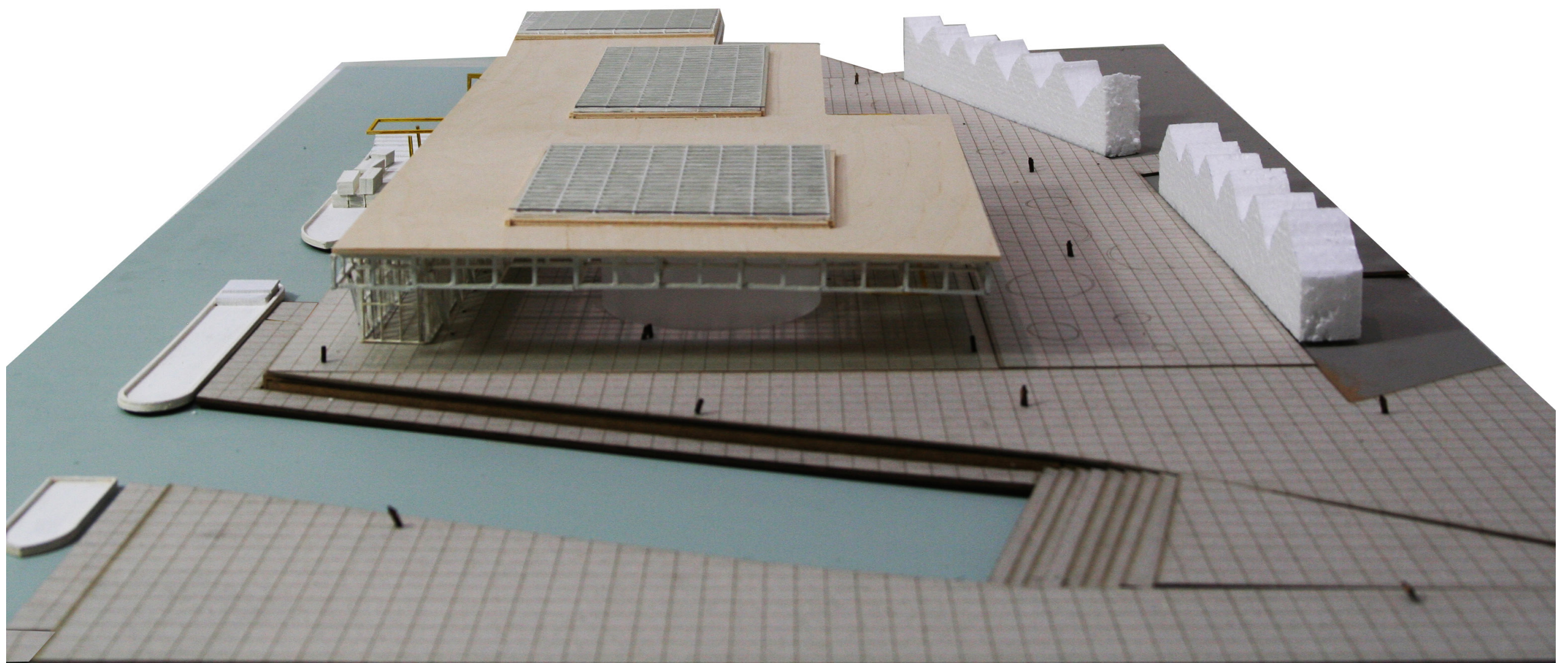
structural diagram / vierendeel sitting in columns

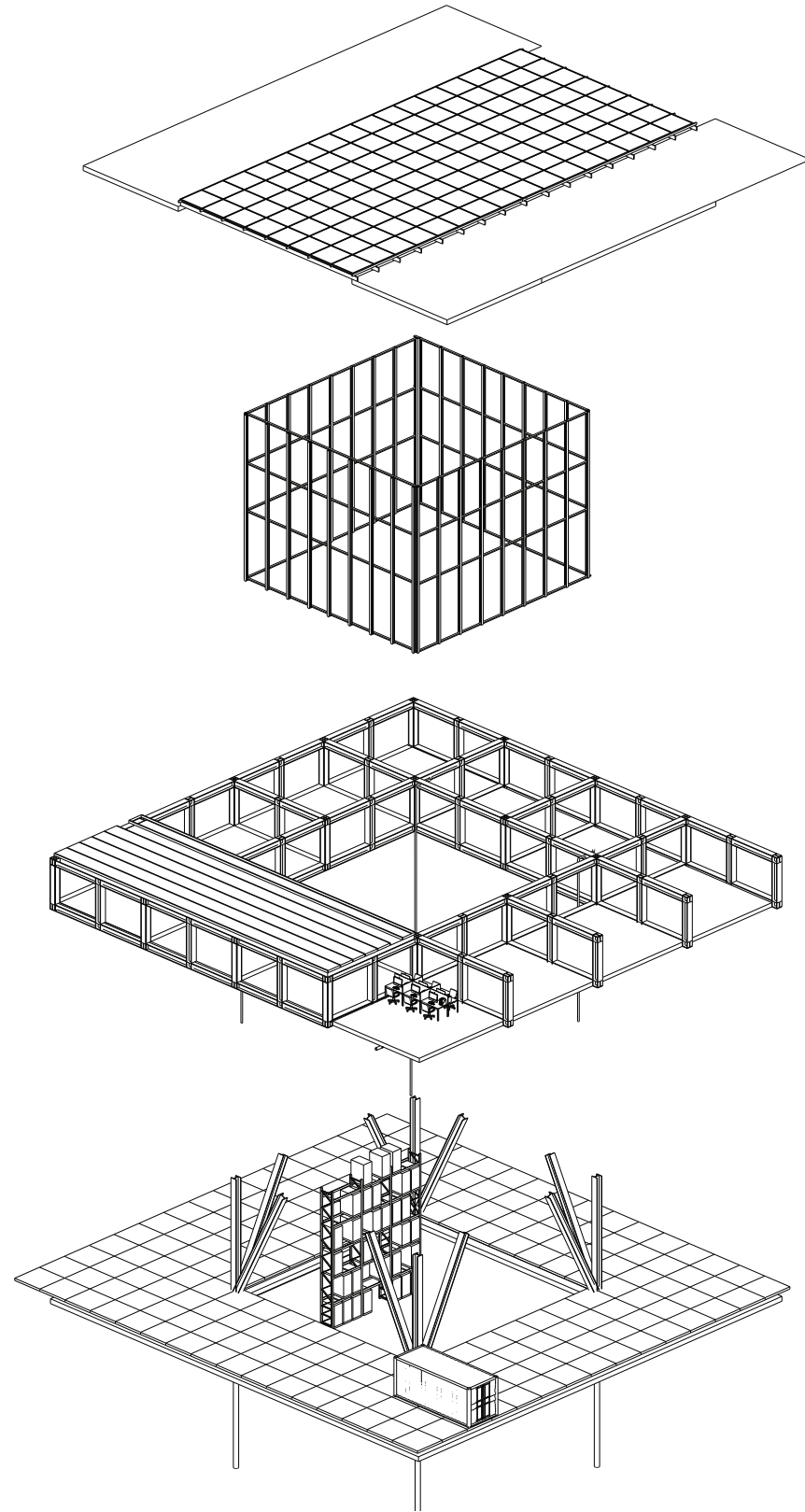
A Vierendeel; less strict distribution of columns; habitable; can integrate cranes



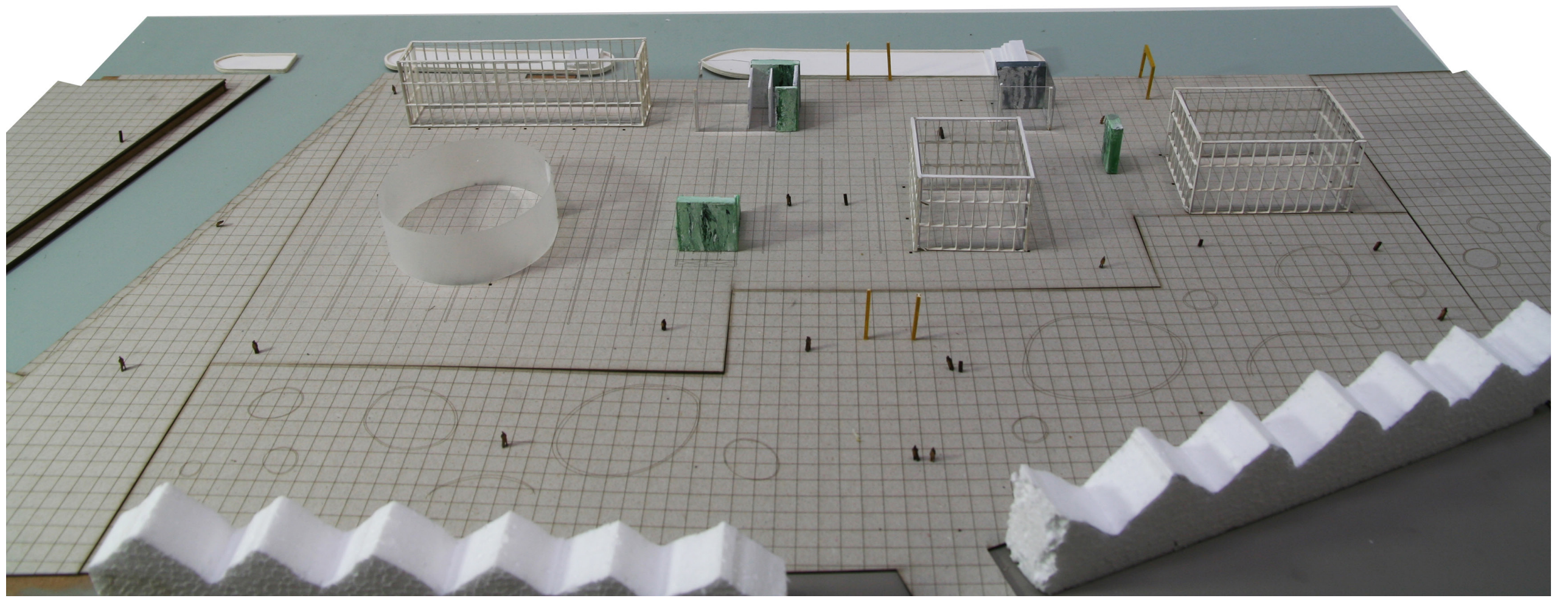
Because of the dimensions of this Vierendeeel, can only be transported by ship

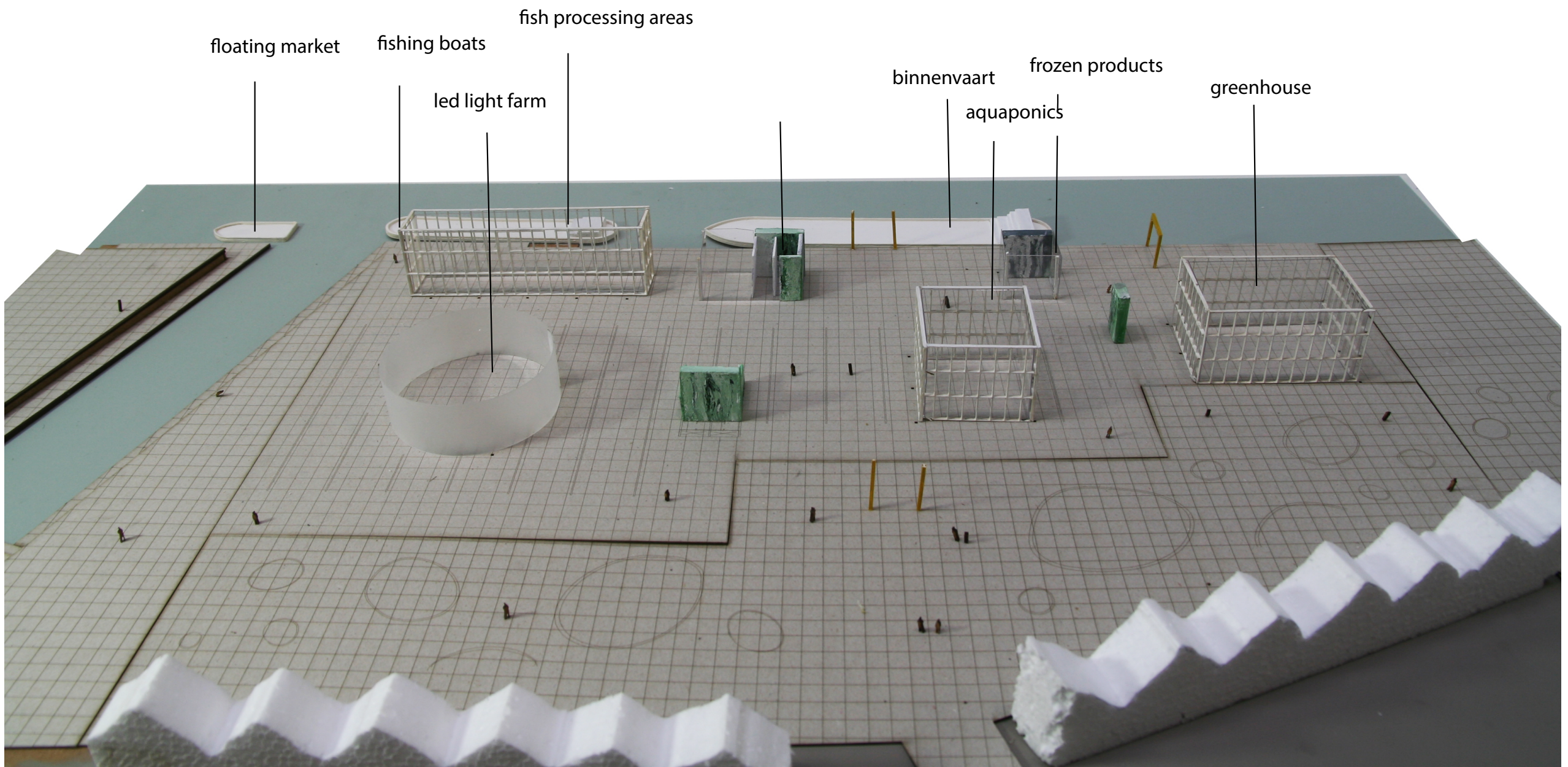
condition of an in-between sea and the city

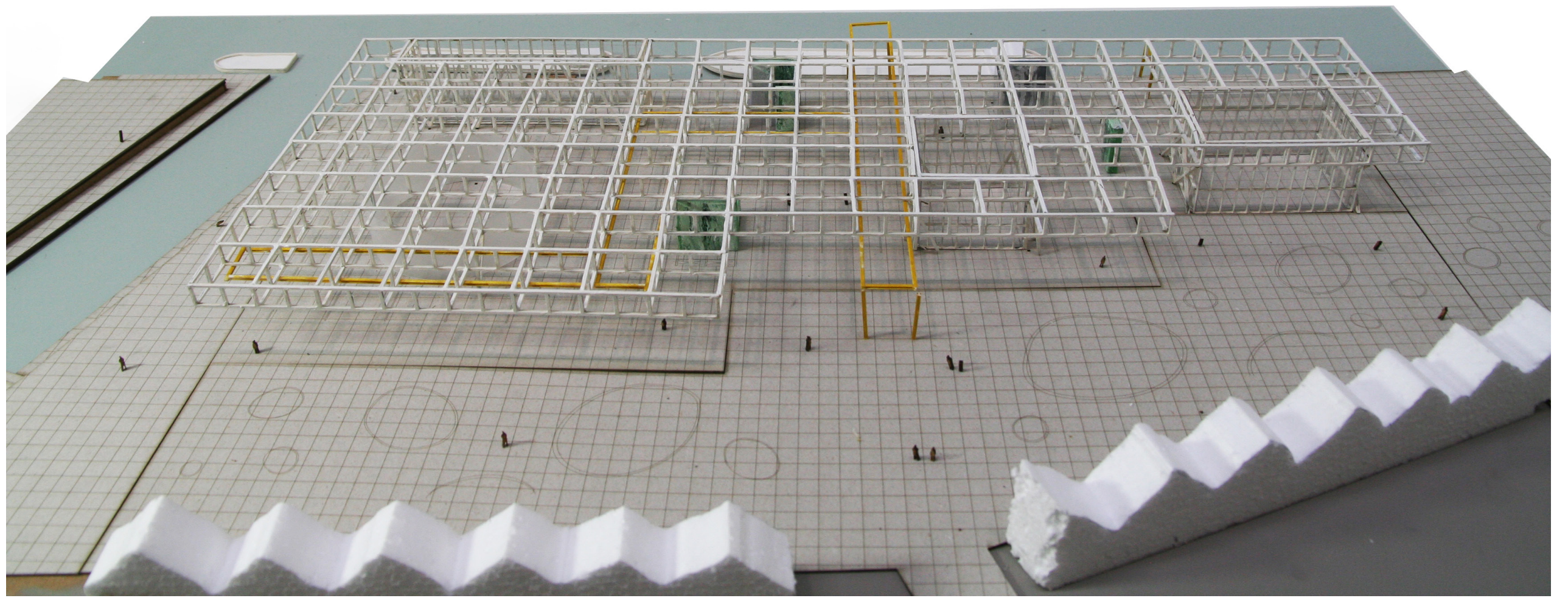


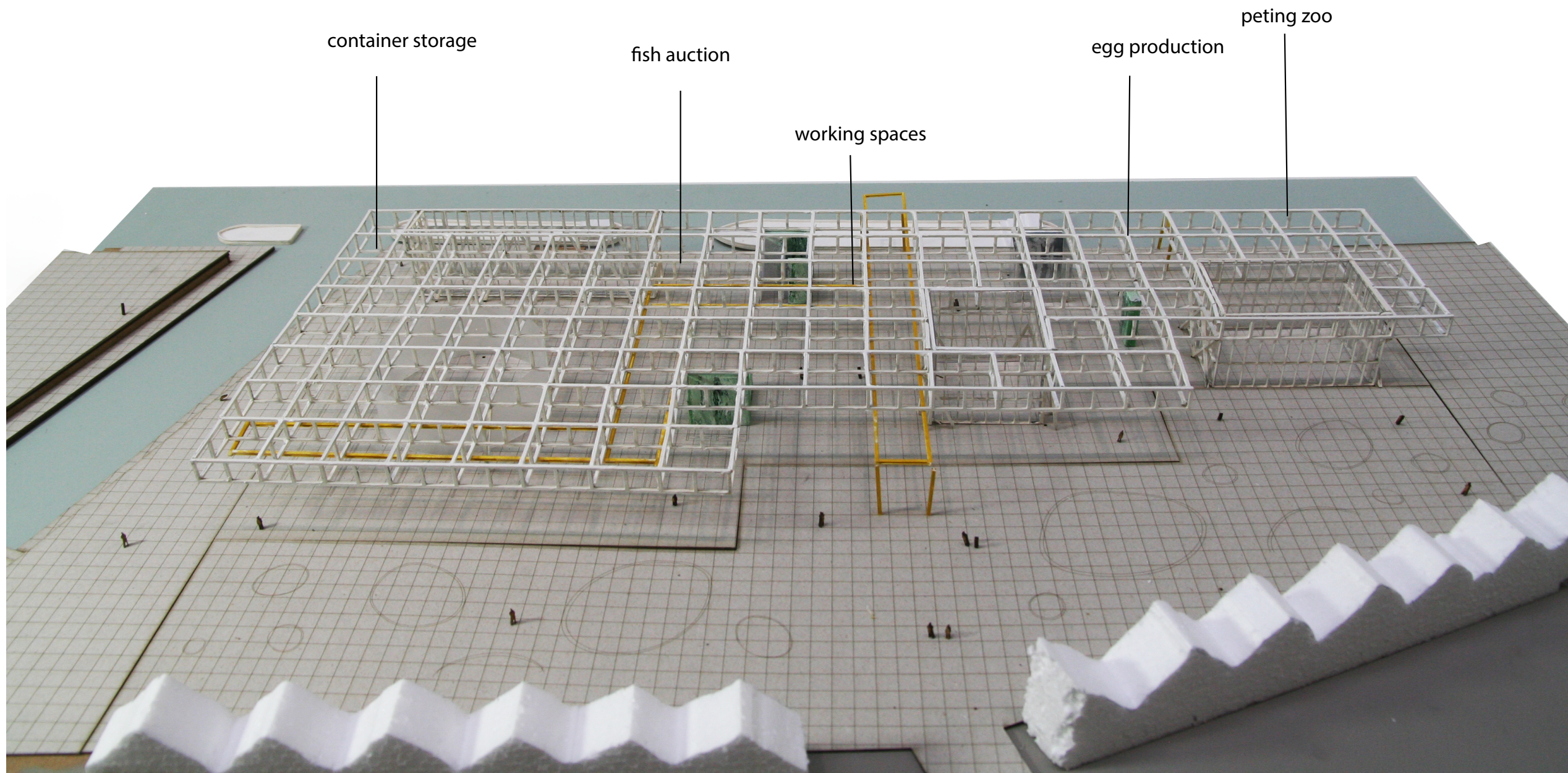


columns and openings









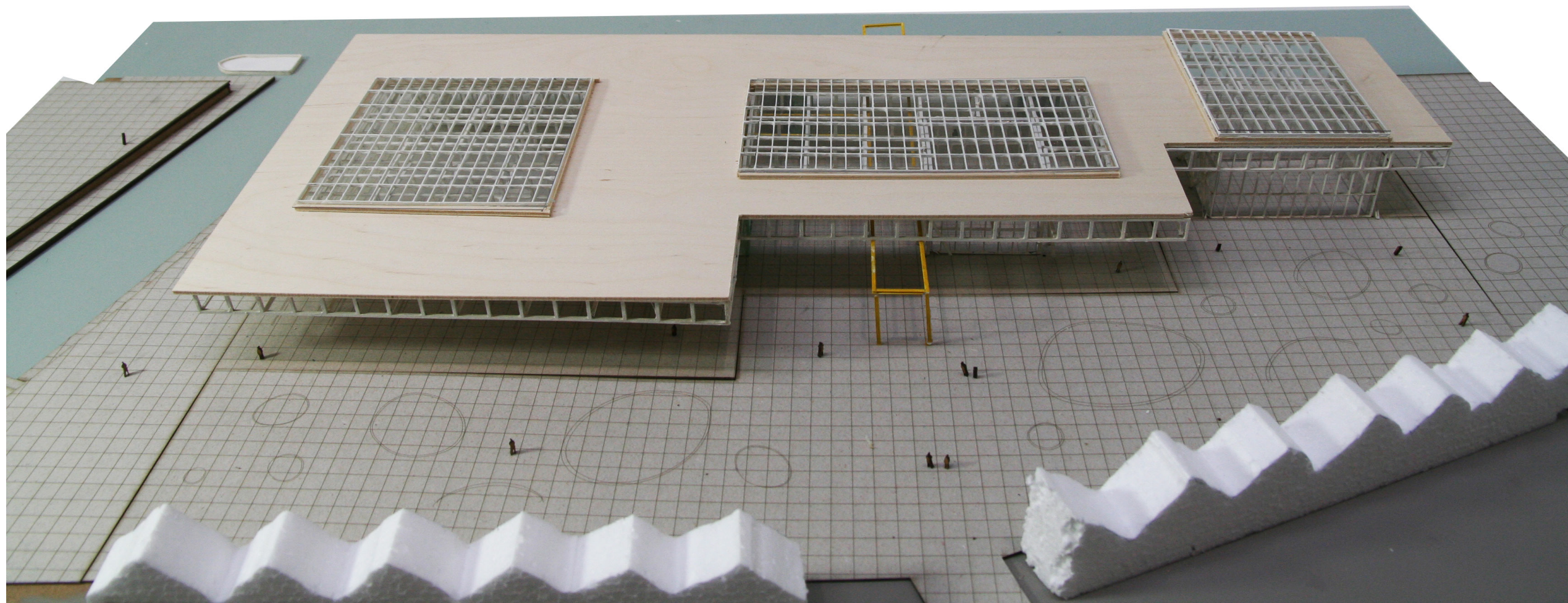
container storage

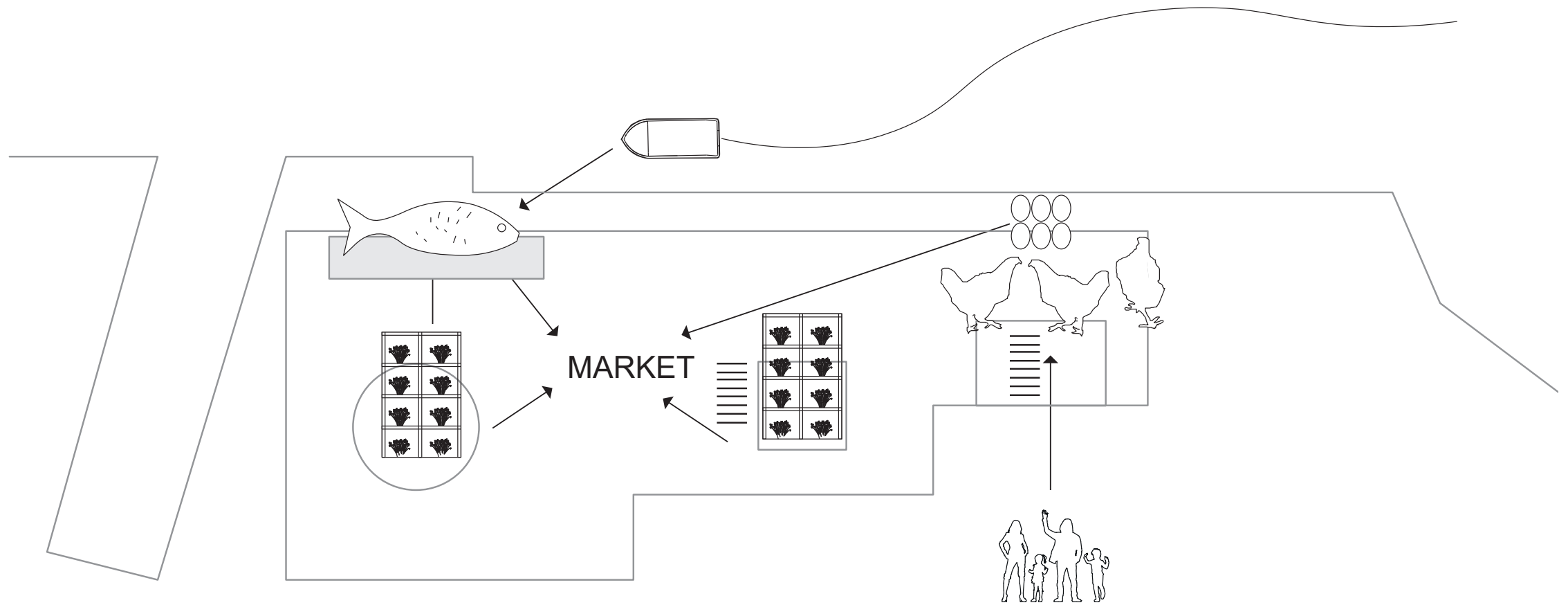
fish auction

working spaces

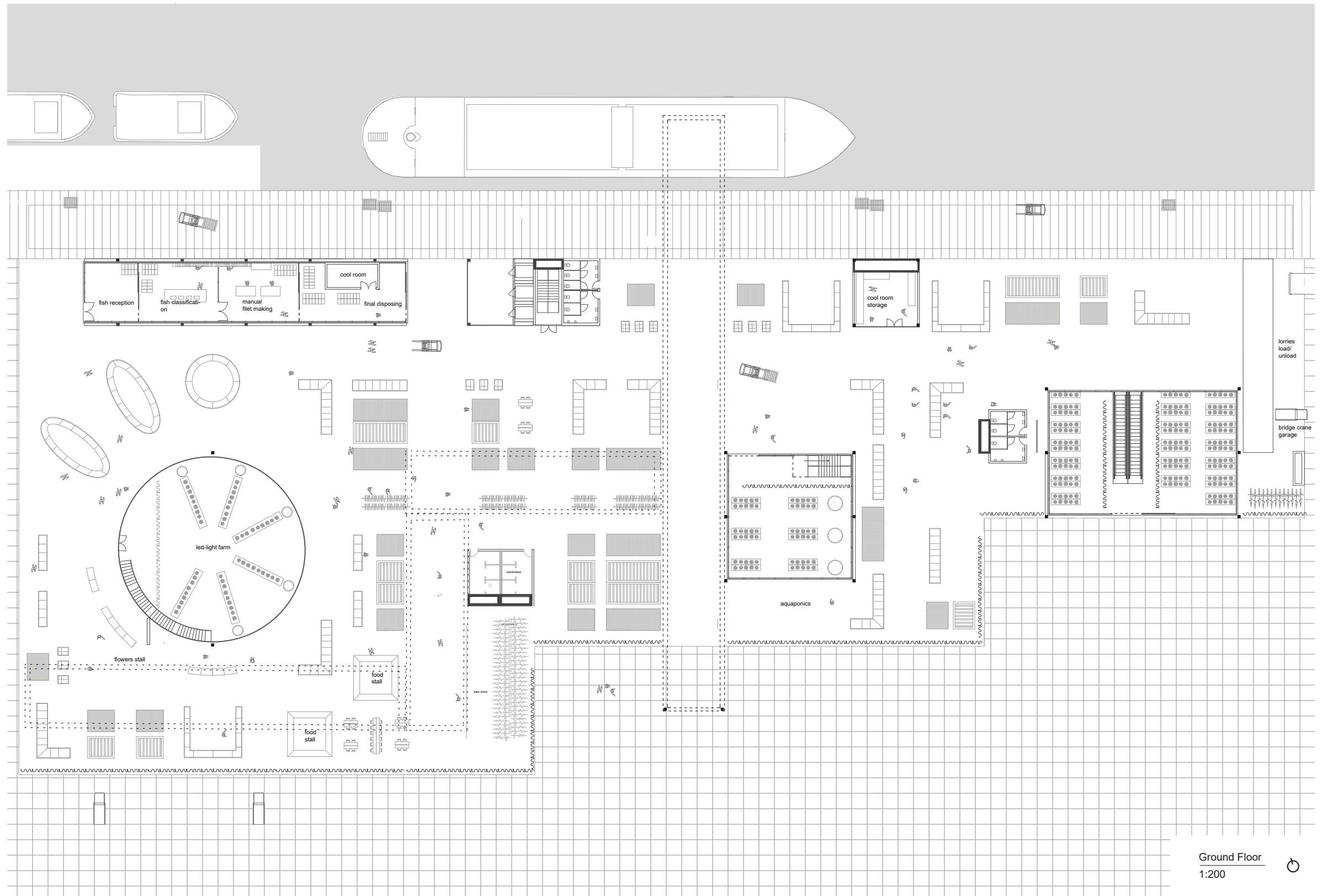
egg production

peting zoo

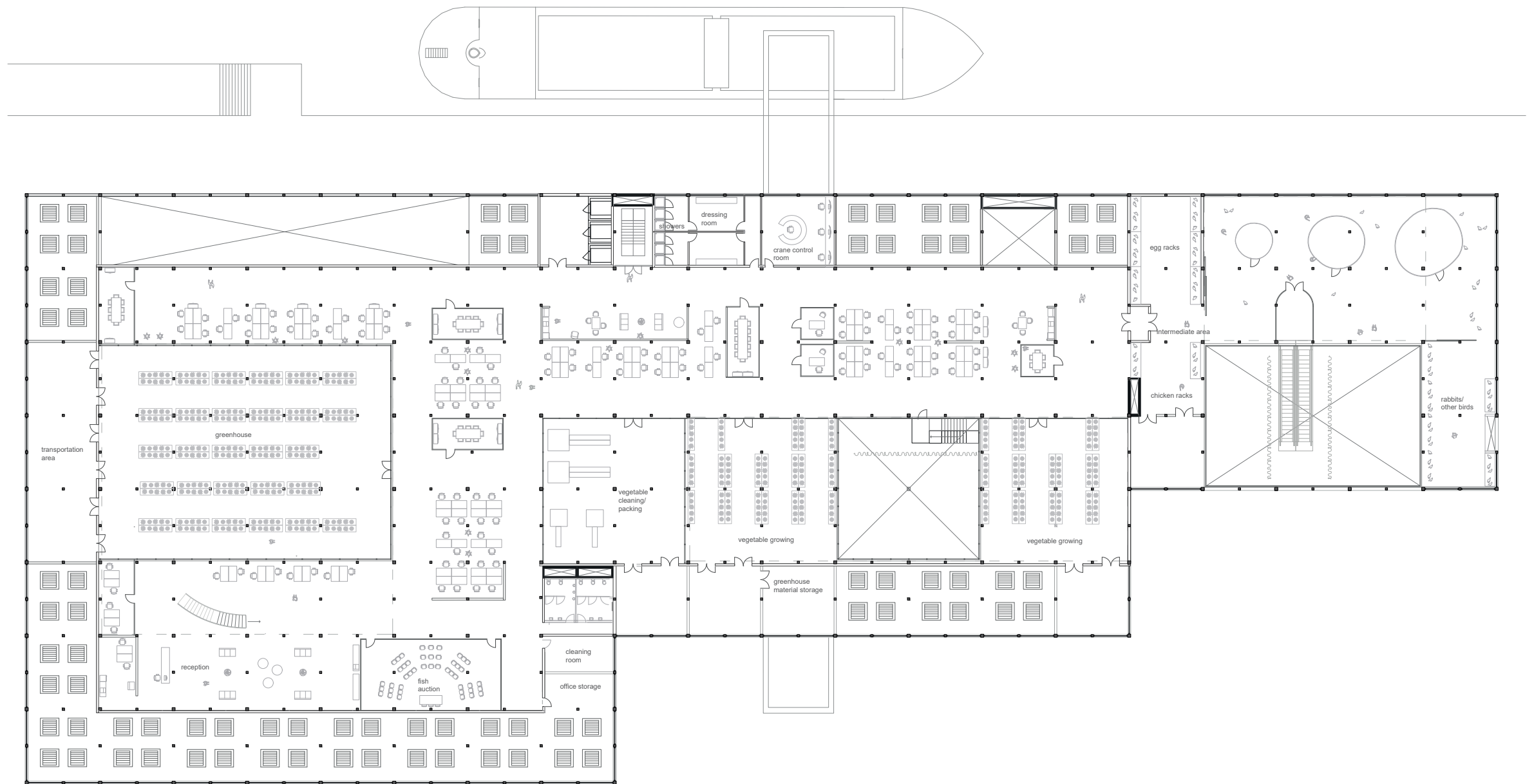




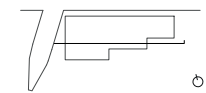
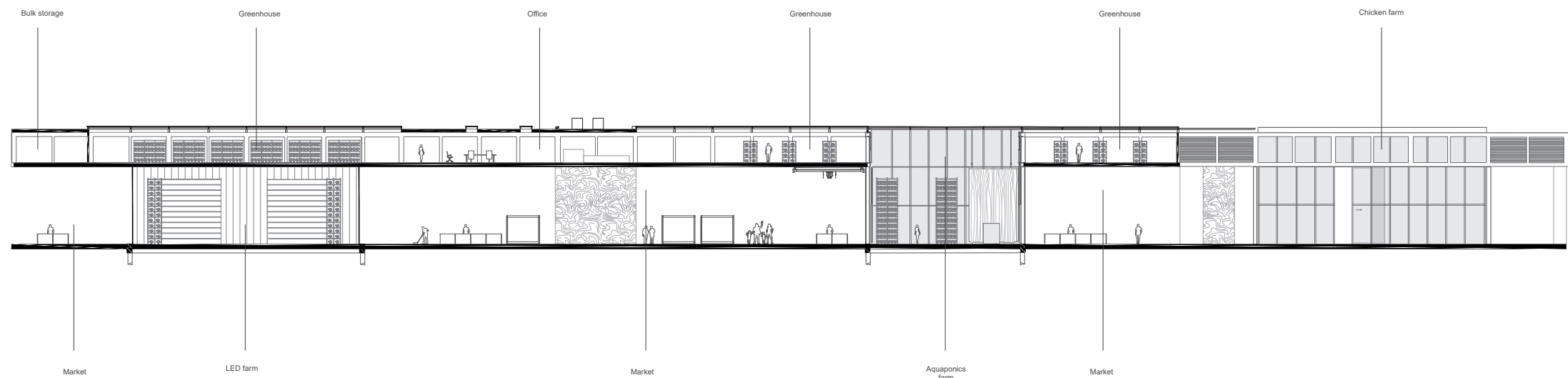
A life cycle. reduction of CO2



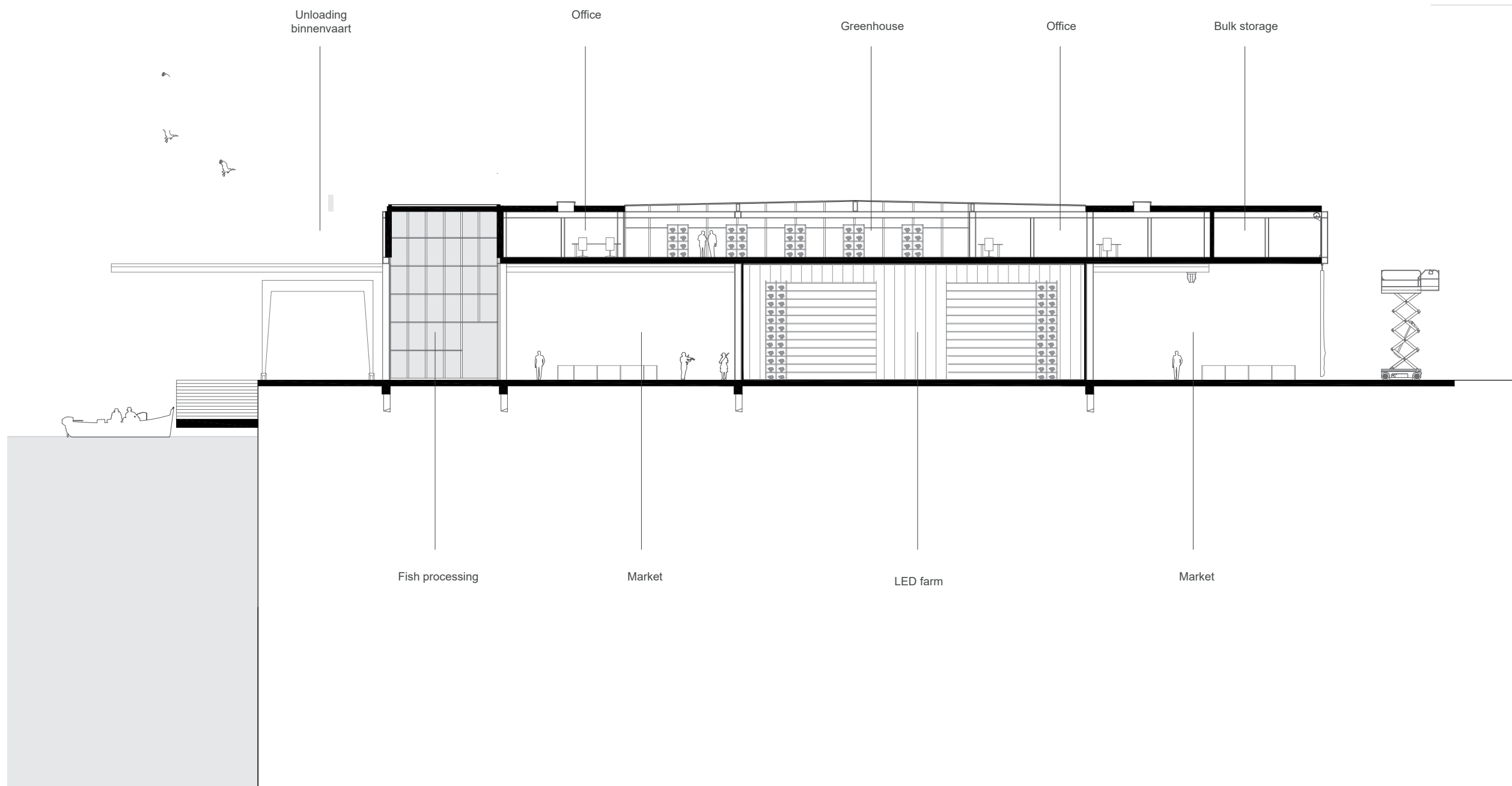
plan organization; container port? regular market? industrial area? enclosed courtyards?



workers, people, plants, merchandise, animals: architecture is equivalent



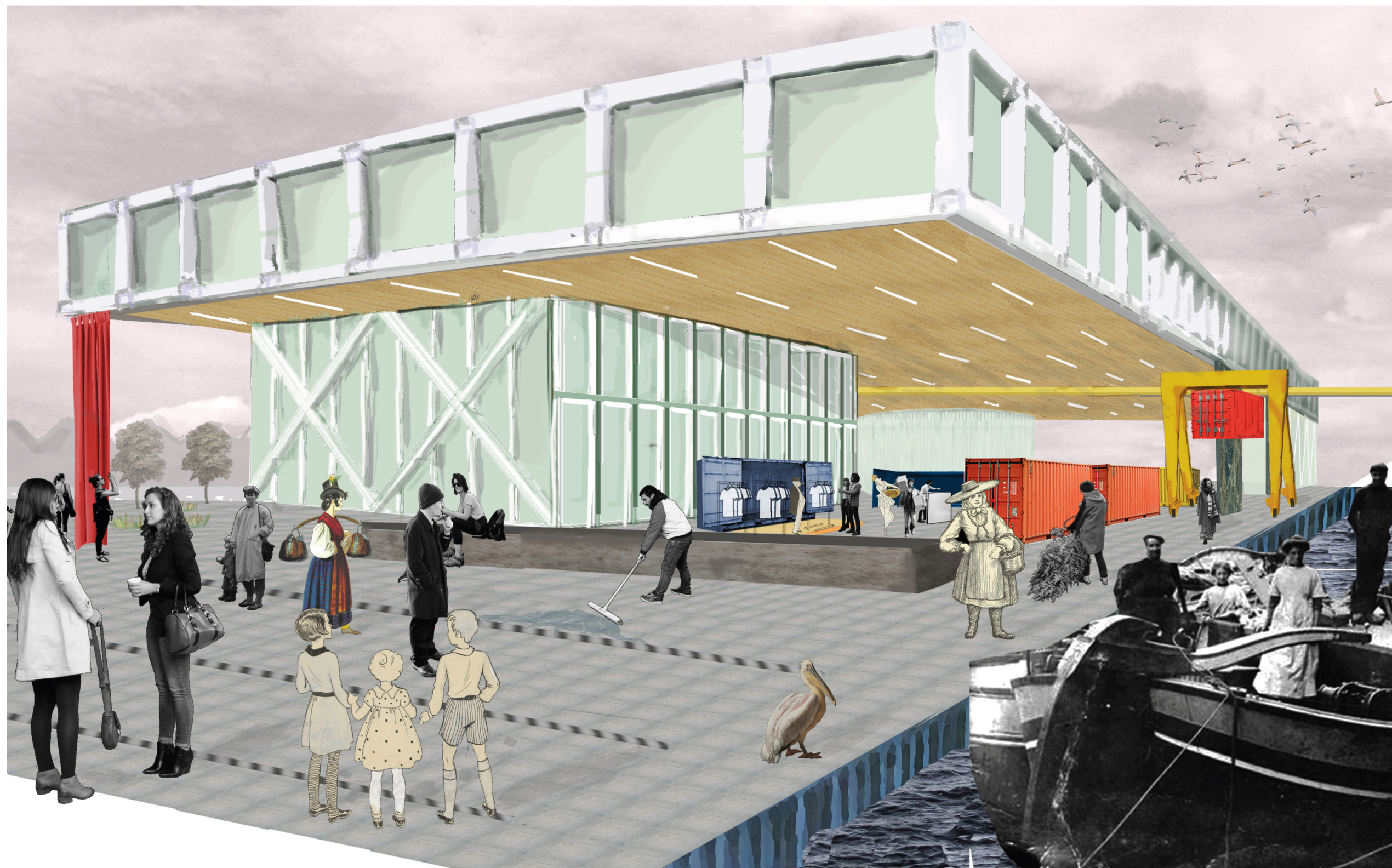
Division of public life, enclosed nature and working spaces together: social, reduction co2. Warmozier



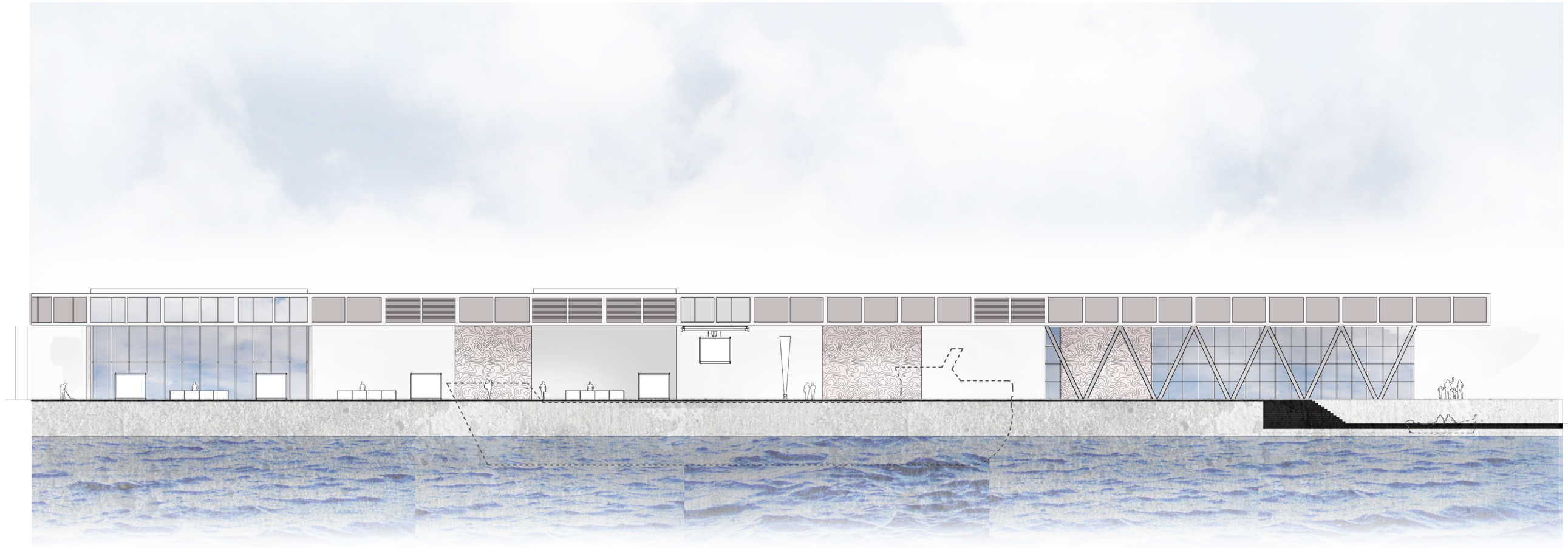
A day in the market



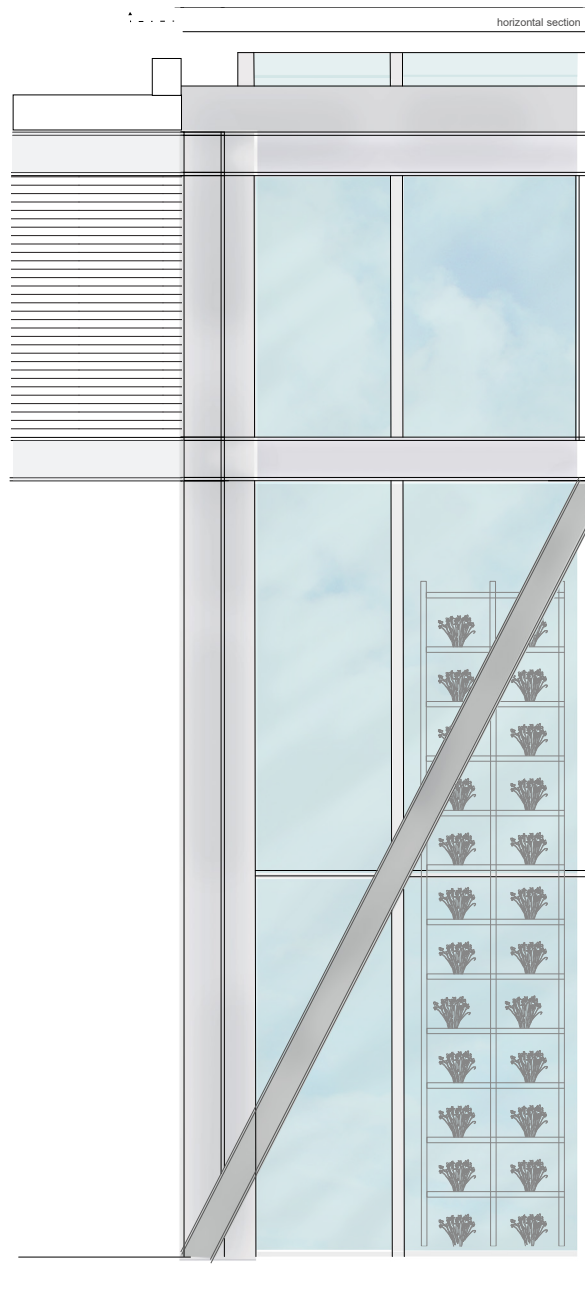
a new generation market. automatization instead of enclose us, bring us together



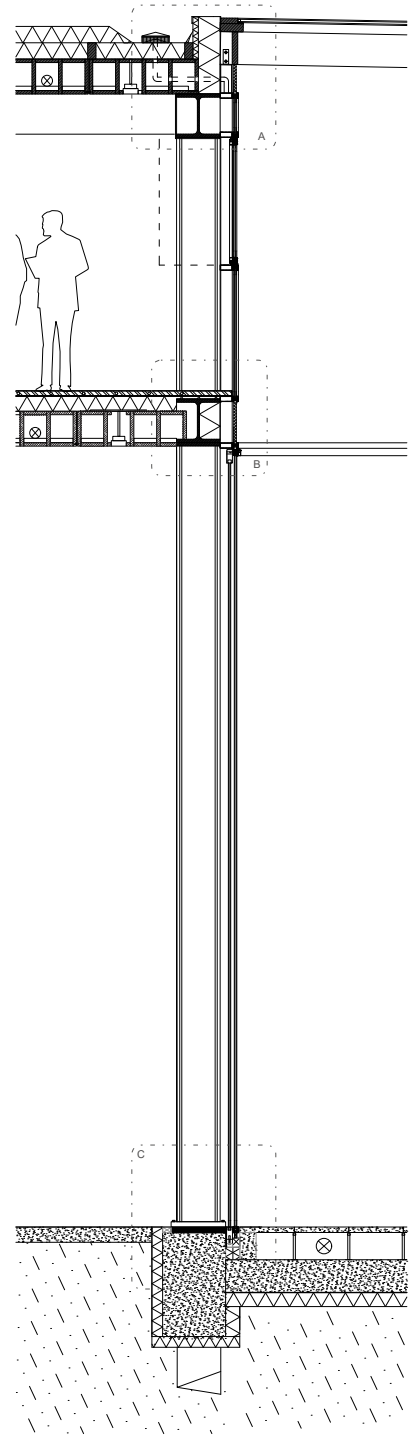
I wanted to stress a link between the North Sea 700 years of market public life



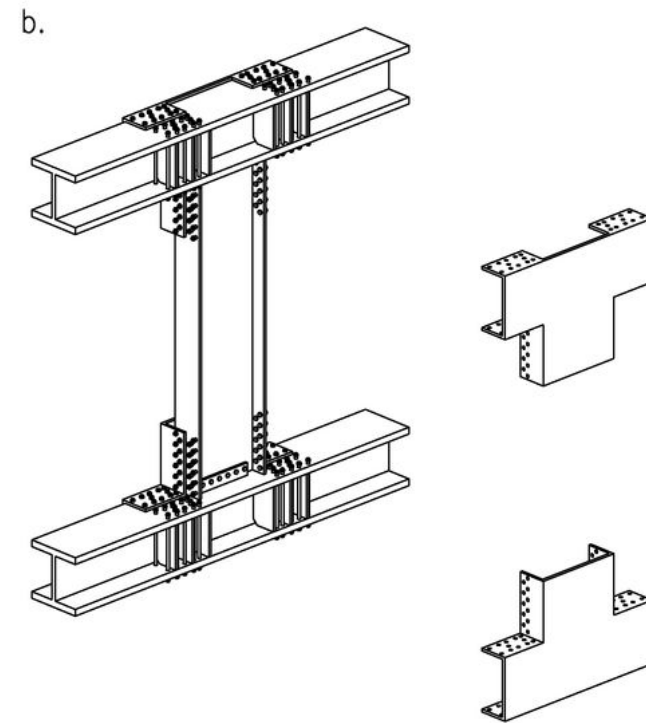
In terms of image of the building, I sought to hybridize industrial materials such as the roll curtains and the structure with the marble



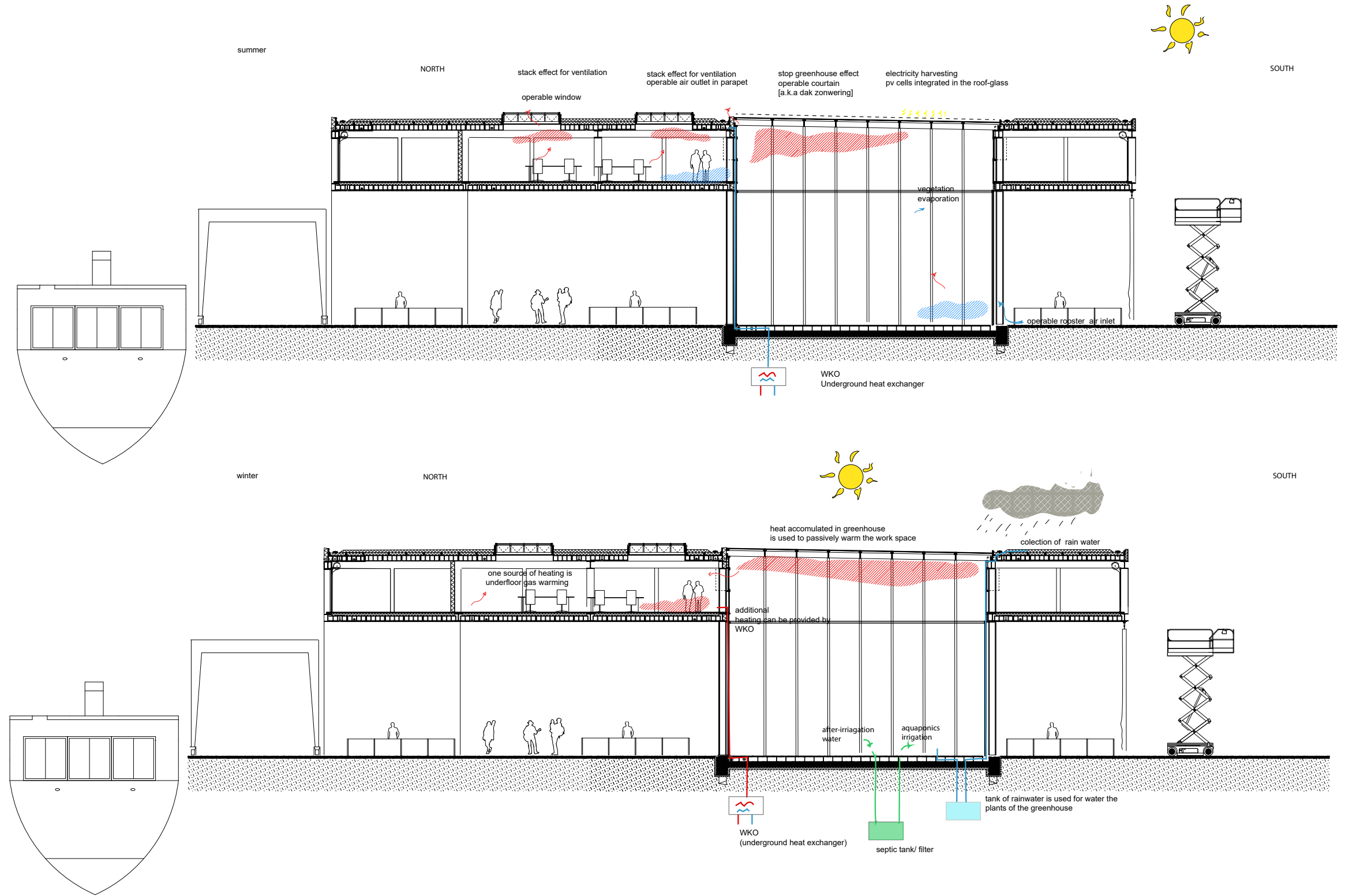
Facade fragment
1:20



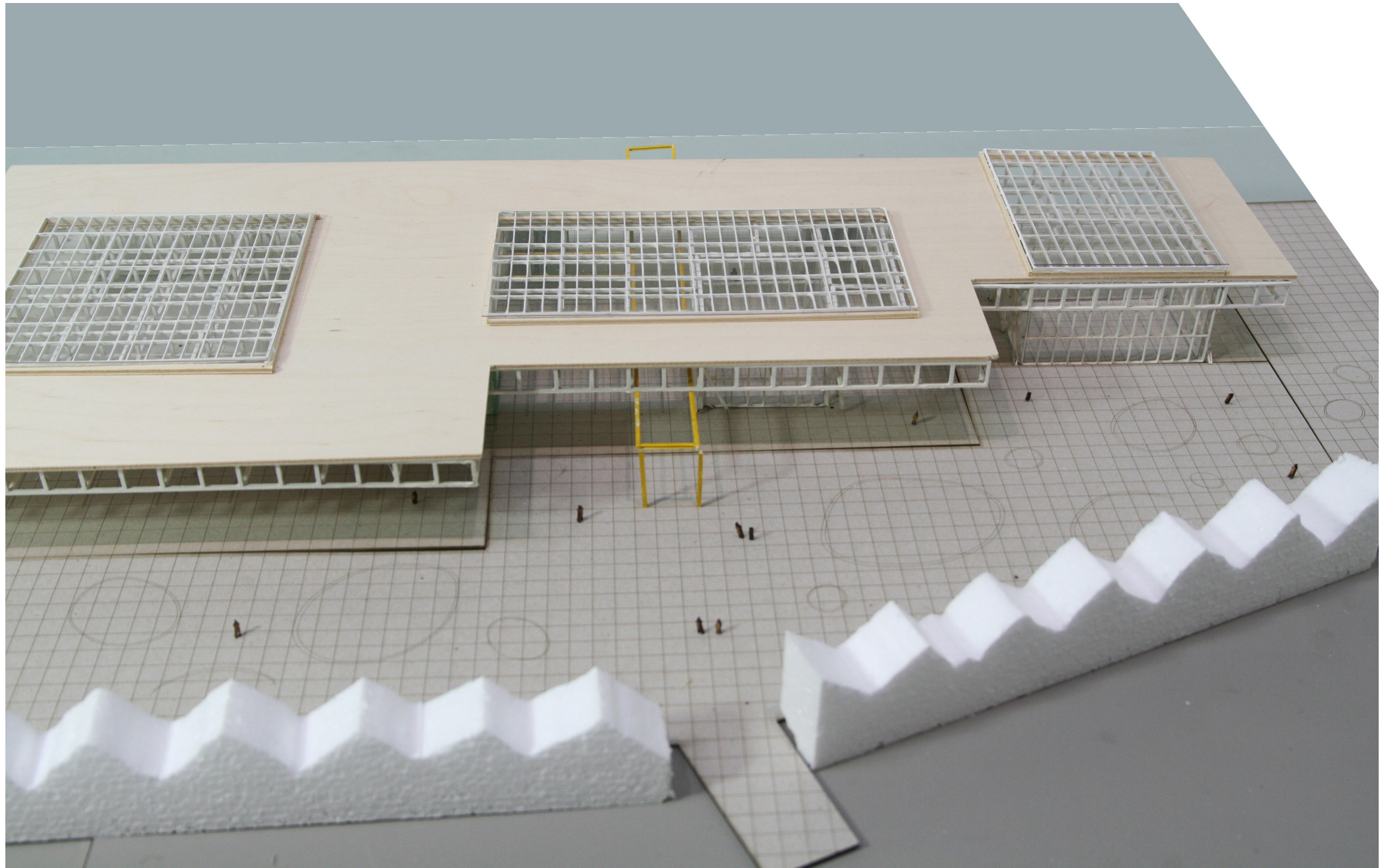
Section fragment
1:20



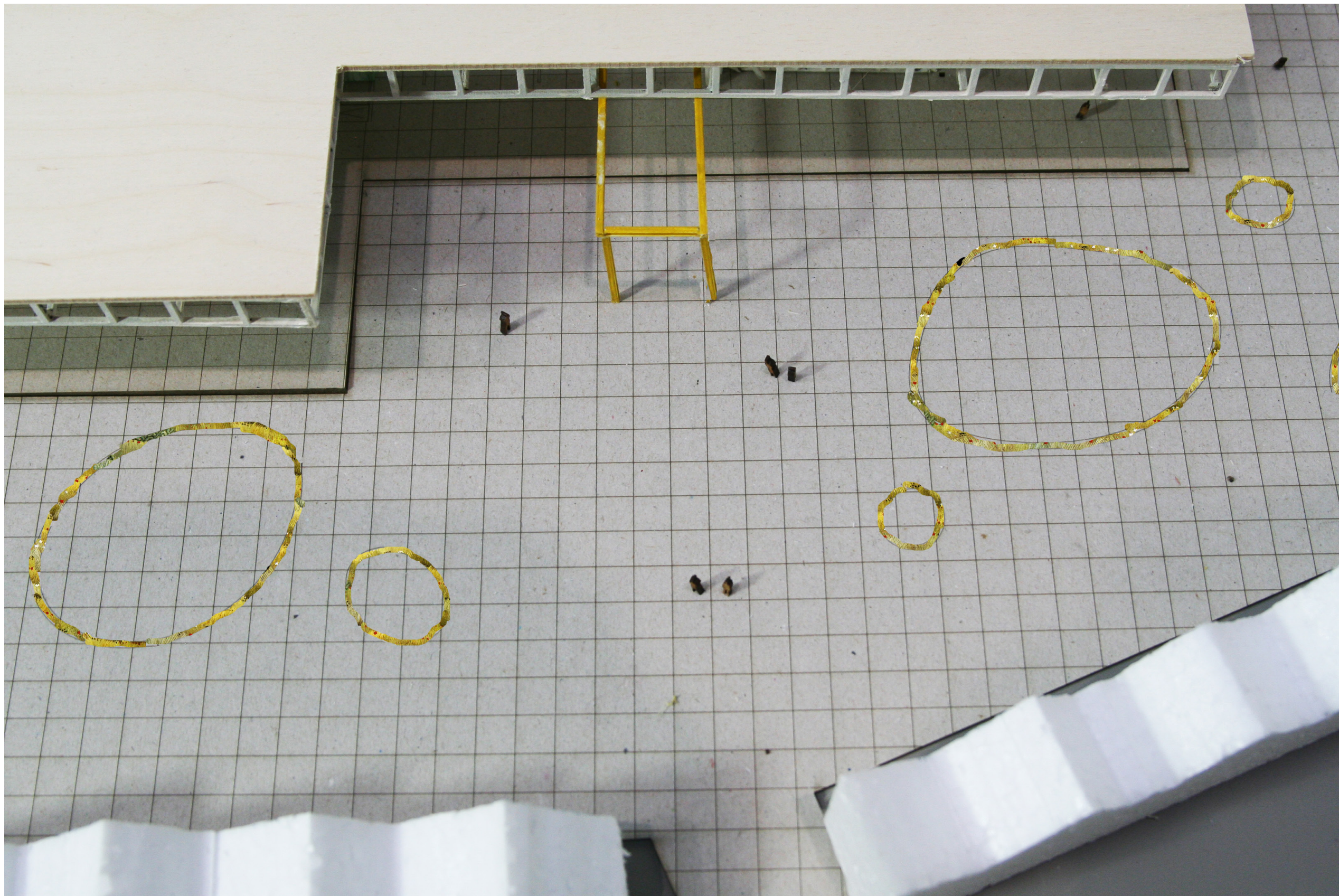
circulariy in cosntruction: steel recyclable; lignature recyclable; fast to construct



glazed space helps to harves energy; is an alternative source of heat: stores the rain water; coherence WKO and fundation



I sought to tie the urban fabric with the waterway through market.

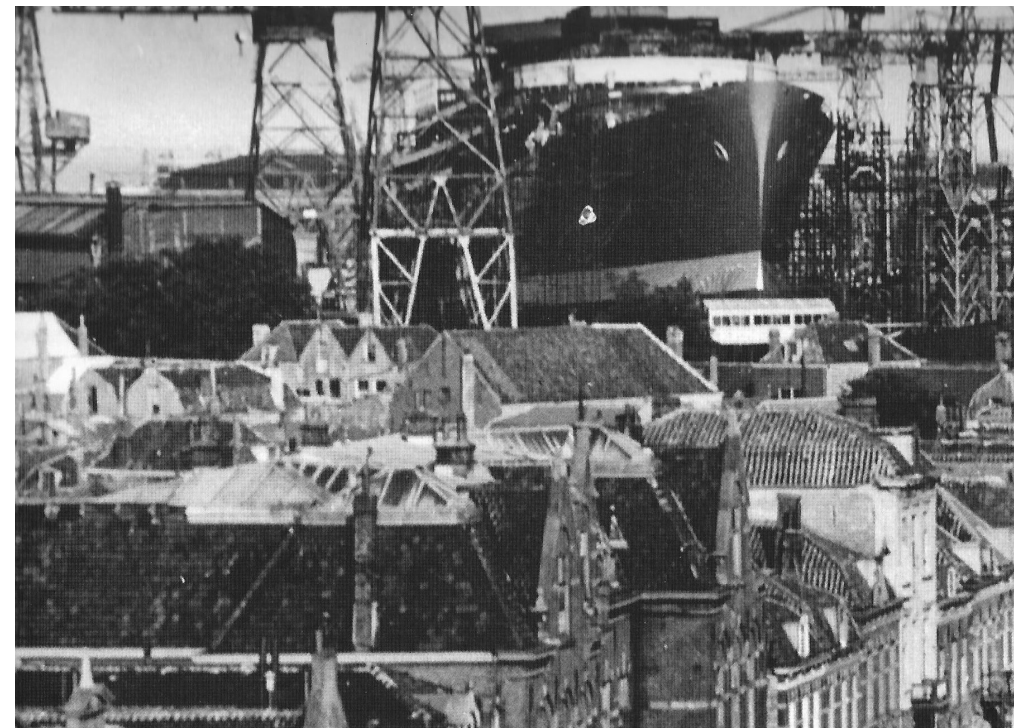
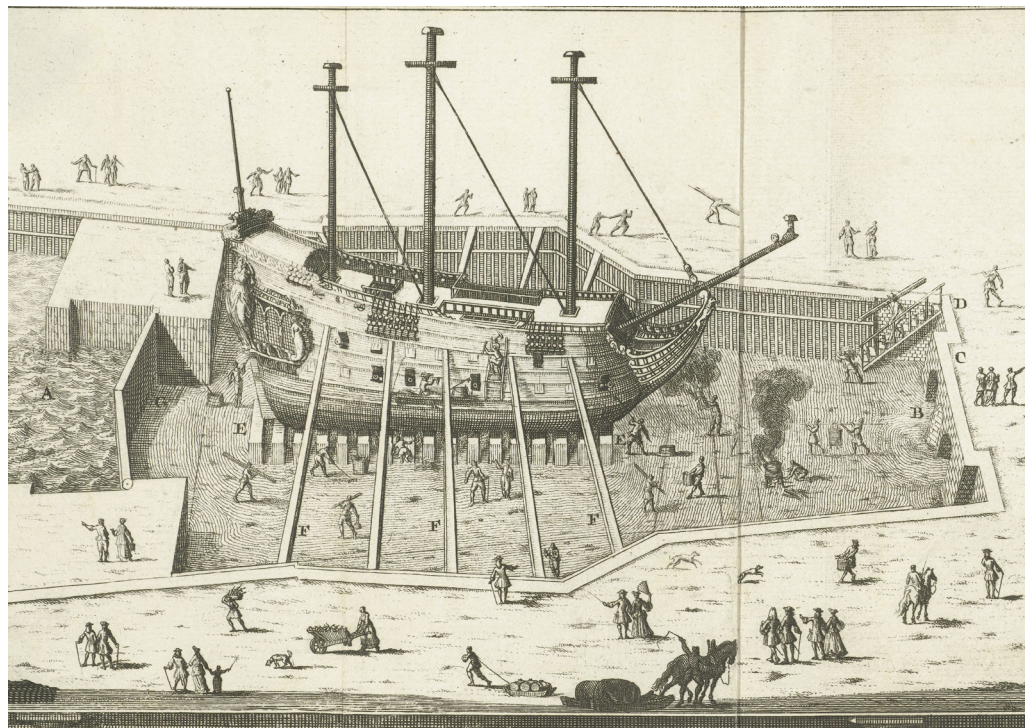


I traced a line, that of the crane that connects the sea and the city





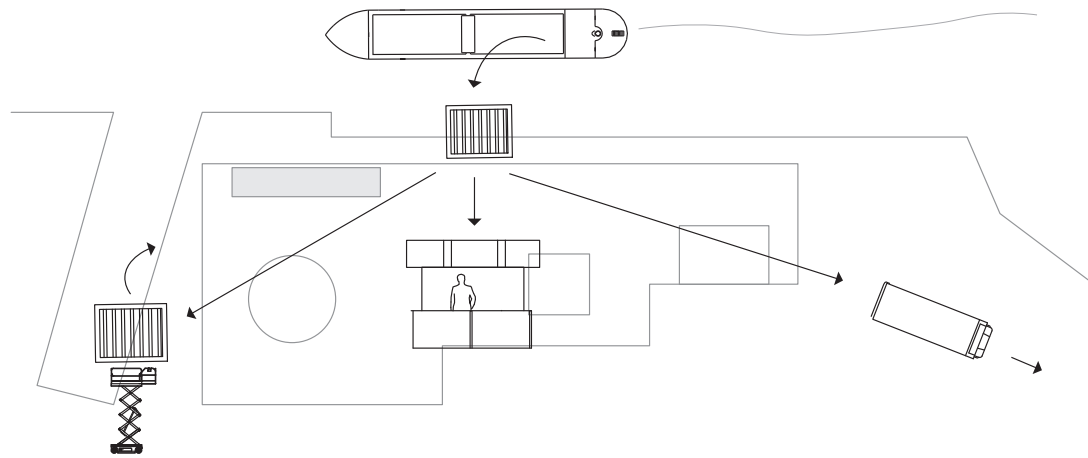
7/10



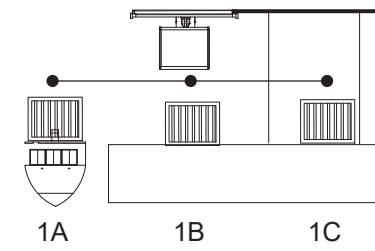
Because of the return of the Binnenvaart, I try to link past with future forms of commerce
Automatization in architecture might not mean isolation but bring us together
The radical hybrid condition present in the cities waterways should means challenging proposalsports



I sought for

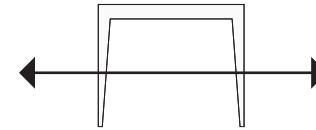


1.



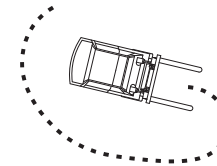
Crane 1
1A: unloading ship
1B: placing goods on dock
1C: placing goods inside market

2.



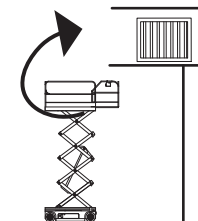
Crane 2
Move goods along dock

3.

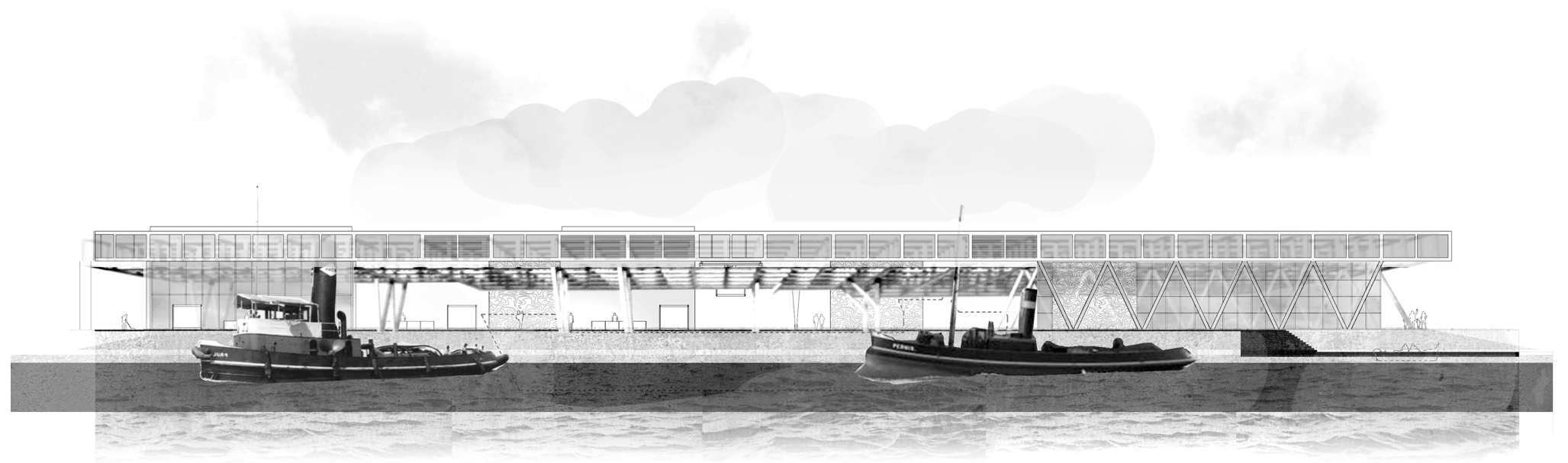


Machine 1
Arrange goods on market

4.



Machine 2
Store goods on 1st floor





Efforts made to reduce the CO₂ by production, transportation and consumption, comes from different landscapes: the maritime, the agro , the transportationm, industry and the city. I am more interested in a “warmoezier” that links all this.