

GARDEN CITY HEIJPLAAT
AND ITS UNCONVIVIAL TRUTH

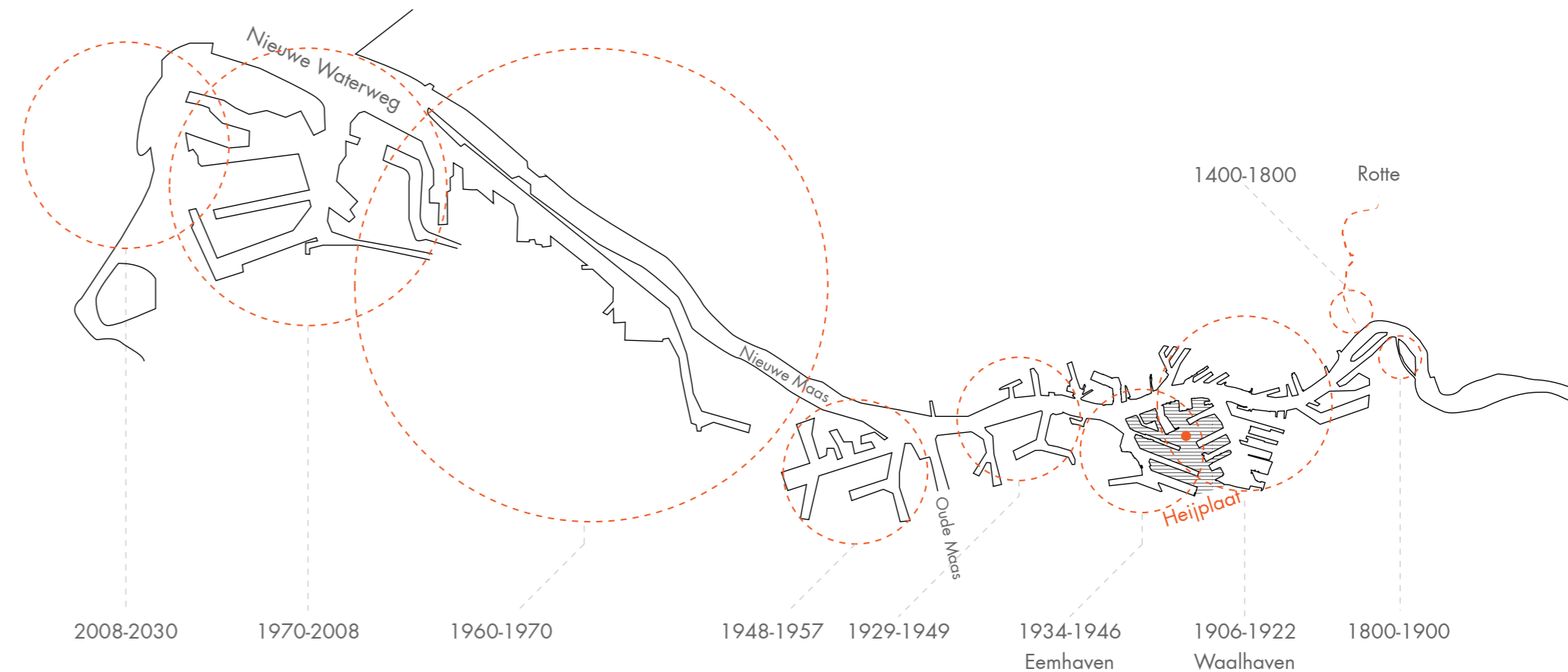
2.1 GARDEN CITY HEIJPLAAT | HISTORY

HISTORY OF HEIJPLAAT AND RDM

During the weekend it is my job to give tours through Rotterdam. I always start my tour by explaining that there are three key moments to understand Rotterdam whilst walking through it. The first is that Rotterdam started its settlement along the river Rotta (more or less on the place where the Markthal by MVRDV is now) and built a dam along this river around 1260, hence the name Rotterdam. The second important moment is in 1872 when **De Nieuwe Waterweg** - a ship canal - was dug which later became the reason that Rotterdam could grow to become the biggest harbour in the world (between 1960-2006). The third is the total destruction of the inner city by the Nazi's during the bombing in 1940 by the Nazi's, after which the municipality and its builders decided -unconventionally- not to rebuild the city as it was, but to build a new city and follow prior ambitions to become a 'big city'.

The second moment is essential to the development of Heijplaat as what the golden age was for Amsterdam, Nieuwe Waterweg was for Rotterdam and Heijplaat. In 1902 the RDM settled on the west-top of the newly dug Waalhaven at the South side of the Maas. Heijplaat is located south of the RDM and is surrounded by the Eemhaven in the west and Waalhaven in the east. It's the digging of harbours that left this awkward peninsula to be a strange place close to the inner city of Rotterdam.

In this sub-chapter I will give an overview of how Heijplaat came to existence in order to form an understanding of the place and the purpose.



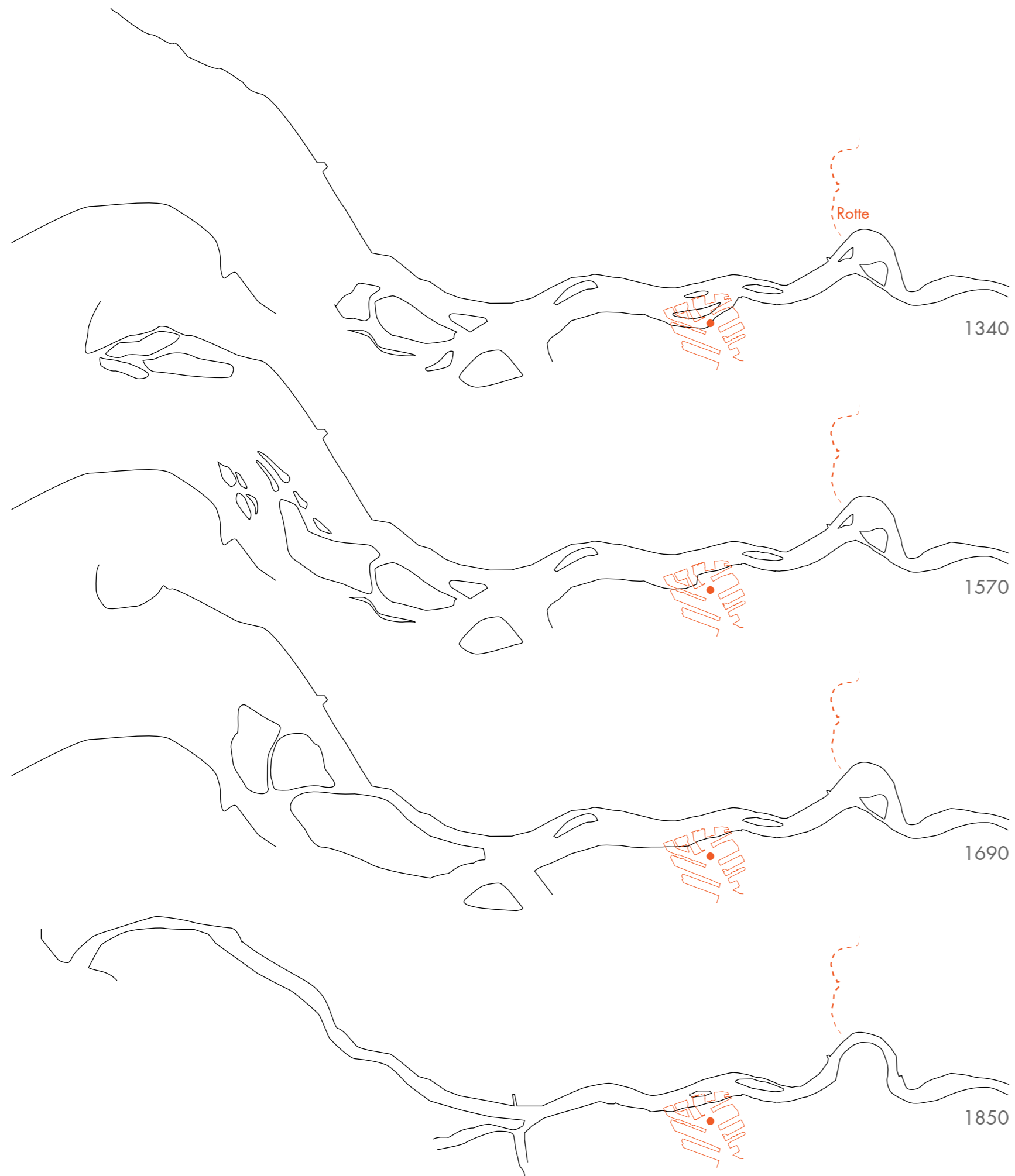
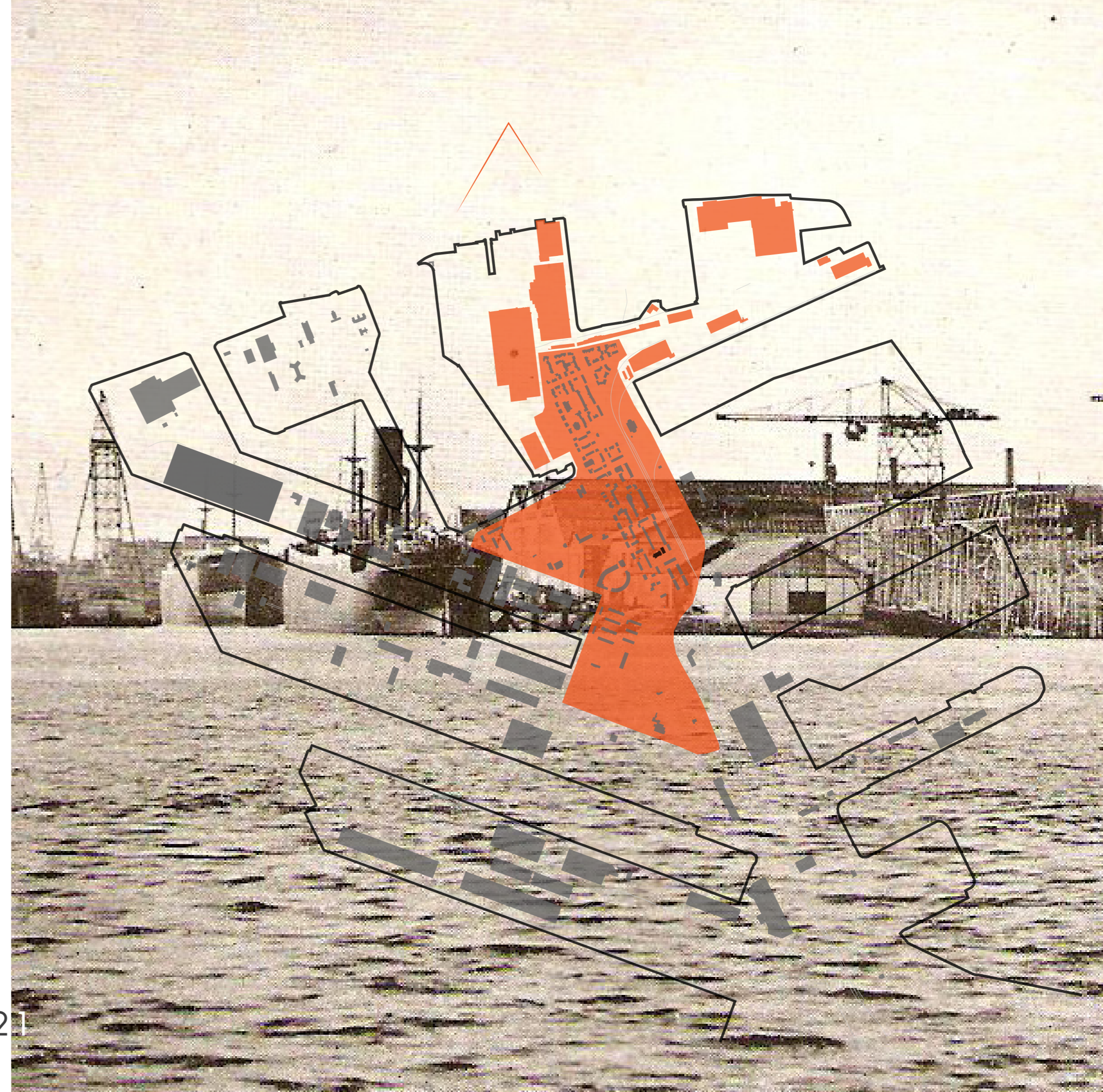


Figure 2.1.2 | Map of (harbour) development in Rotterdam (Port of Rotterdam, 2016)

1902 ESTABLISHING ROTTERDAMSCH E DROOGDOK MAATSCHAPPIJ
The Rotterdamsche Droogdok Maatschappij N.V. (RDM) was established in 1902 by a consortium of almost all ship-owners in Rotterdam. This was done with support of banks in order to manage a capacity of 400 workers at once. The RDM began with the maintenance of ships as its main business. From 1905 onwards the RDM got its first orders to maintain ships and the business and shipyard grew very rapidly. Rather soon shifted to the building of new ships; first of cargo ships, but later also of tankers and passenger ships.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.3 | Map of Garden City Heijplaat (in orange) and RDM (photo: Stichting Historisch Heijplaat, RDM 1918)

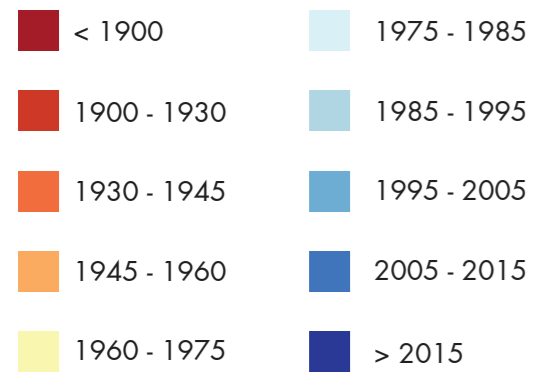


1914 GARDEN CITY HEIJPLAAT

The Garden City or Company Town Heijplaat has been built for the workers of the RDM in what is called the interbellum - in between the first and second world war. Director M. G. De Gelder started the NV Bouwmaatschappij Heyplaat with the goal to build a village for his own employees. In 1913 the NV got the ground lease from the municipality for the ground next to the wharf to build dwellings. De Gelder gave the architect Herman Baanders the commission to design the village and dwellings as he had also designed the offices of the RDM. He was inspired by the English and German Garden Cities and Company Towns. The Garden City-ideal was developed at the end of the nineteenth century as an improvement of the living condition of the working class. One could save a lot of time traveling, the employers could be easily called up and there were better, more healthy living conditions.

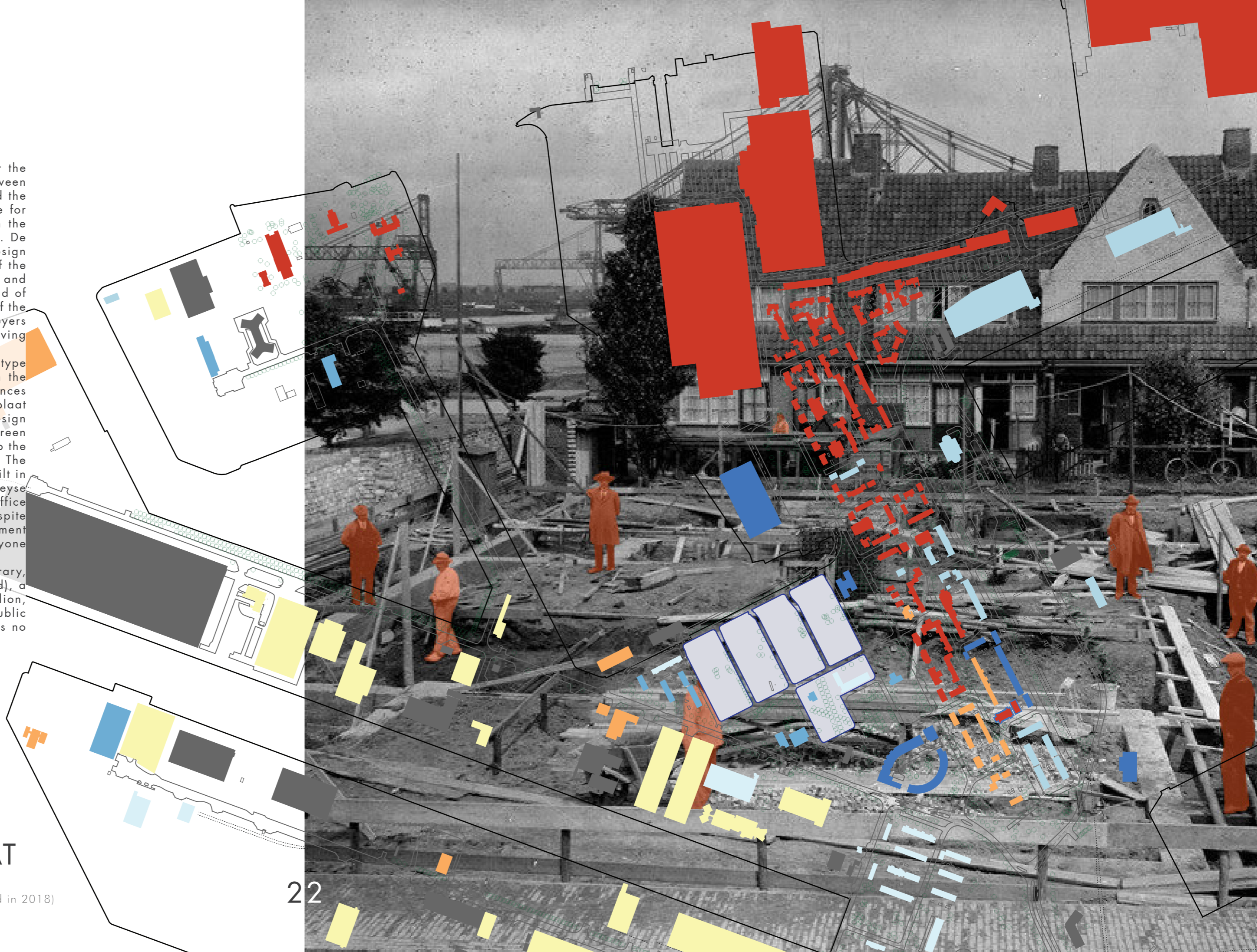
The street patterns have been played with by putting the same type of dwellings in different blocks. By making curves and steps in the blocks, little squares and green strips came to be, this was enhanced by the placement of pergola's and little ponds. The streets in Heijplaat are named after ships that have been built at the RDM. In the design of Baanders there is a lot of attention to the implementation of green strips and trees; the green had the double of the area compared to the buildings, which meant that there were 44 dwellings per hectare. The first 432 single-family houses (five rooms with a garden) were built in between 1914 and 1918, of these 28 were detached houses (Heyse Haven, originally at the water) for the people working in the office (directors, doctor, etc.), which was called 'the golden row'. Despite this difference in class, the Garden Village was such a improvement compared to other working-class, non-hygienic houses that everyone was happy.

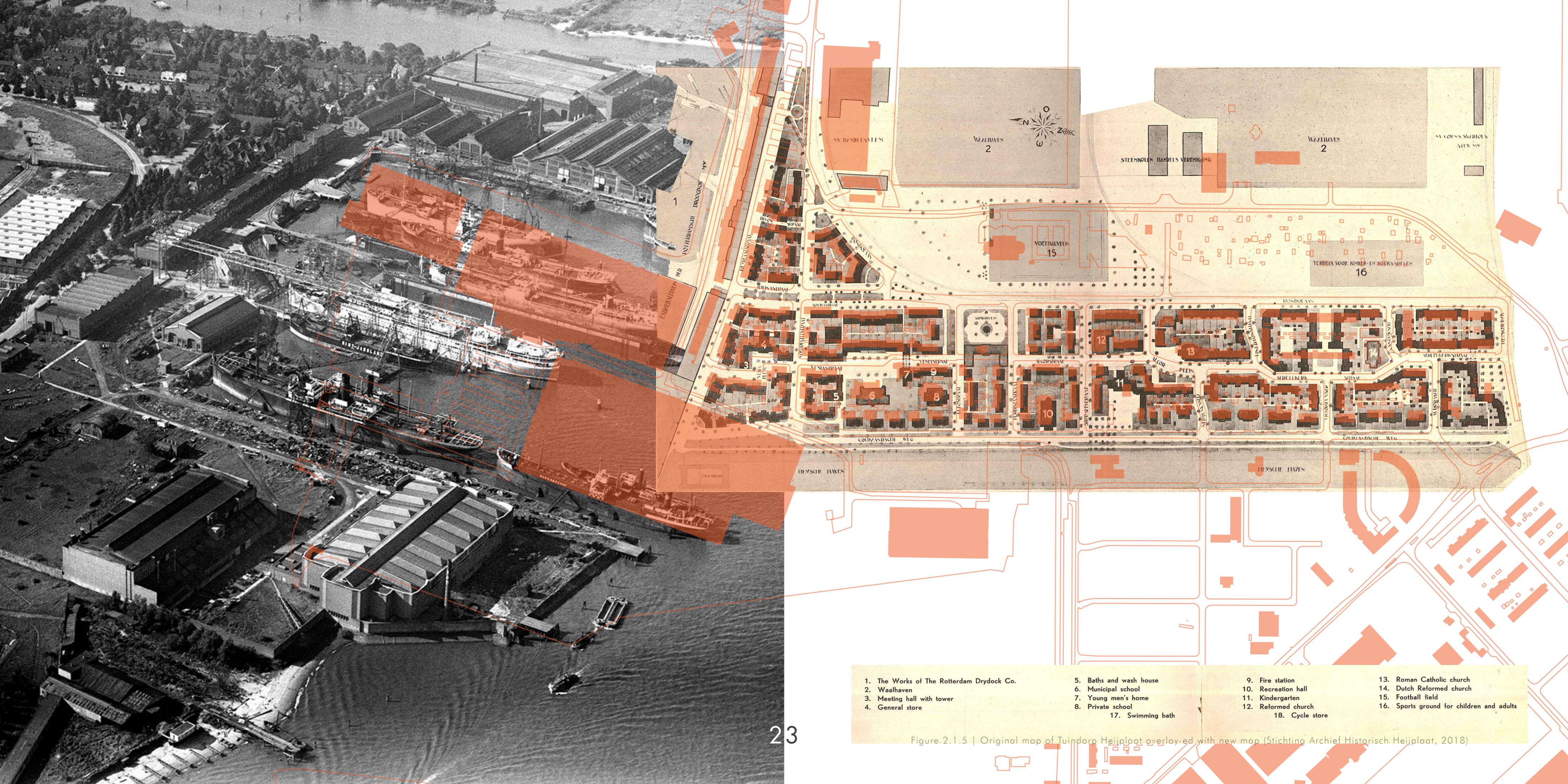
The RDM took care of all the amenities such as shops, a library, a meeting-room, three churches, a building for parties (Courzand), a shared bath with washing possibilities for clothes, a music pavilion, a swimming pool, sports fields and a special school. Only the public school in Heijplaat has been built by the municipality. There was no cafe so the workers could not spend too much money on alcohol.



HISTORY | RDM, HEIJPLAAT

Figure 2.1.4 | Year of construction (<https://code.waag.org/buildings/>, visited in 2018)





- | | | | |
|---|-------------------------|---------------------|---|
| 1. The Works of The Rotterdam Drydock Co. | 5. Baths and wash house | 9. Fire station | 13. Roman Catholic church |
| 2. Waalhaven | 6. Municipal school | 10. Recreation hall | 14. Dutch Reformed church |
| 3. Meeting hall with tower | 7. Young men's home | 11. Kindertuin | 15. Football field |
| 4. General store | 8. Private school | 12. Reformed church | 16. Sports ground for children and adults |
| | 17. Swimming bath | 18. Cycle store | |

Figure.2.1.5 | Original map of Tuindorp Heijplaat overlay-ed with new map (Stichting Archief Historisch Heijplaat, 2018)

1934 ITS ALL FINISHED

In total six types of dwellings were delivered. The last phase (1930-1934) of the old village was designed by Samuel de Clercq and mainly grew towards the south of the village, who has also designed the Julianachurch. At the end there were a total of 465 houses. The single family houses in the first phase varied from 45 to 80 m², ranging from 2 to 6 rooms per house. Most houses had a front garden (65m²) and back garden (95m²). The dwellings are ultimately all constructed with 'tasteful brick facades' (Baanders, 1920), wooden window frames and floors, saddle roofs and tiles on the roof. All dwellings had a separate kitchen and own living room. All dwellings were delivered turn-key, painted and with curtains. Underneath the kitchen sink one could place a bathtub. Dwellings that were split in apartments meant that the ground floor had the gardens and the first floor had balconies. The isolation of the village towards the city caused a social cohesion and culture to which the RDM had a lot of influence on. The village knew a very active association live (verenigingsleven) funded by the RDM.

In 1934 another peninsula, west to Heijplaat opens up as the quarantine-terrain. This is meant for sailors and immigrants with contagious diseases, but was eventually mainly used to house Jewish refugees, German military, TBC-patients, psychiatric patients and Dutch-Indian military troops

HISTORY | RDM, HEIJPLAAT

Figure 2.1.6 | Highlight brick 'dressings' Old Village (Stichting Archief Historisch Heijplaat, 2018)



1939 THE BIGGEST DUTCH SHIPBUILDER

Until the second world war, **the warf grew four times in size** which resulted in a RDM-terrain of about 40 hectares. The RDM became one of the biggest ship wharfs of Europe, with memorable ships such as the Simon Bolivar (1925), the Nieuw Amsterdam (1938). Also a big series of submarines were built during this period. Despite all of these new boats, the maintenance of boats was still a very important pillar to the wharf and the company.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.7 | End of average working day at RDM (Stichting Archief Historisch Heijplaat, 2018)

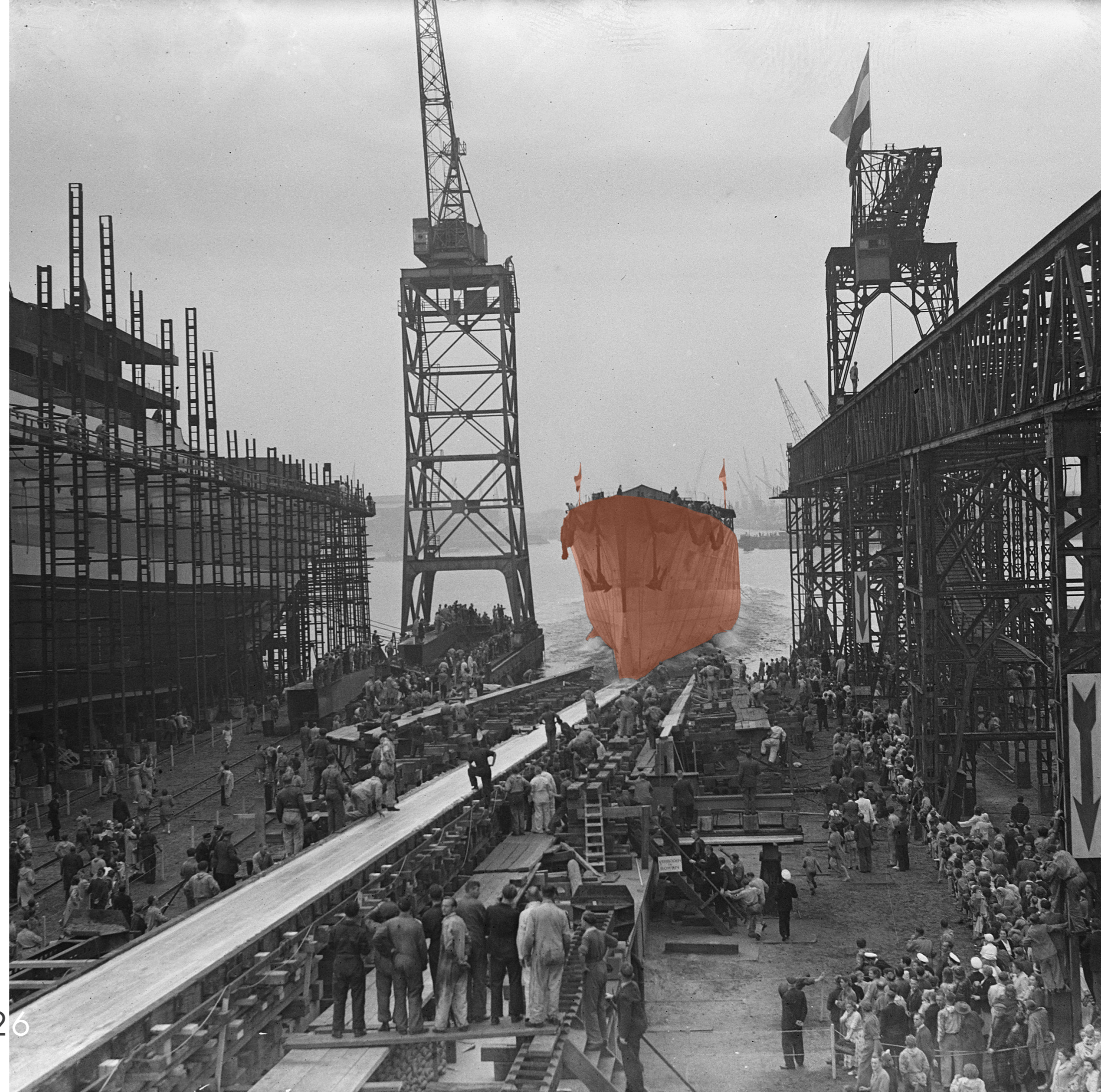


1944 – 1959 GOLDEN YEARS FOR THE RDM

In 1944 a big part of the RDM was demolished by bombings by the Germans. After the war the buildings were rebuilt and are still recognizable (as it was before) today, whilst being modernized. The company continued to specify its work to repair ships but also built new cargo, tank and naval ships. Big ships such as the 'De Zeven Provinciën' (1953) were built in these years; these are huge accomplishments in terms of design and craftsmanship, not less than architectural equivalents of works by Aldo van Eyk, Berlage or Maaskant, but the Netherlands does not make ships like these anymore and so it is soon forgotten about. Nonetheless, there was also a lack of good workers. This was especially the case during 1955 when the S.S. Rotterdam (1959) was being build, this was most definitely the pinnacle of the RDM-times. The lack of workers was solved by hiring 400 men from Goeree-Overflakkee. RDM had its own ferries and buses to transport the huge amount of workers from and to RDM. At the very top of the RDM times there were more than 7000 people employed.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.8 | Queen Juliana launches the cruiser 'De Zeven Provinciën' at RDM in 1953 (Stichting Archief Historisch Heijplaat, 2018)



1950-1960 EXTENDING HEIJPLAAT

During 'the golden years' the growth of RDM resulted that Heijplaat was also extended with the so called "**Nieuwe Dorp**" or "New Village". The 50's start with an extension of the village by Joost Boks (later with Wout Eijkelenboom and Abraham Middelhoek, later known as EGM architects) towards the west-side of the village with more 'modern' apartments, separated towards the existing stock with a green and central strip. After this extension there were 900 dwellings in Heijplaat. The streets in this area are named after the ships that have been built by the RDM.

In the 50's also an elderly home was added to the housing-stock, one of the first specified living-concepts for workers that had retired in the Netherlands. Furthermore at the end of the 50's there was a smaller extension with 80 dwellings for the GEB (Gemeentelijk energie Bedrijf) that is now Eneco, those streets are named after the old polders that had been there before.

1960's BIG SHIFTS IN THE DUTCH SHIPBUILDING INDUSTRY

After the very good post-war years the Dutch shipbuilding industries faced problems in the 60's. Countries such as Japan and Korea, non-traditional ship-building countries with low-wages started to take over the market. From this point on RDM started to focus its business (still with 4000 people) on the military (defense) industry and off-shore/energy.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.9 | 50's housing extension by Joost Boks (Stichting Archief Historisch Heijplaat, 2018)



1971-1983 BANKRUPTCIES

In 1971 the first formal signs are already there that RDM is not doing well. After restarting the company through the RSV Fund the wharf mainly builds submarines. After trying another series of merges it is clear that it is not working out and on the 6th of April 1983 RDM announced its official bankruptcy. Of the 3180 employees at the RDM, 1370 were fired at once. This was a huge shock for Heijplaat as most of them were living there (although RDM had already sold the houses to a housing cooperation called 'Onze Woning', which later became Woonbron in 1980).

The parts of RDM that were still functioning, were the departments of 'Marine', 'Mechanical engineering' and 'Heavy Equipment building'. These departments were brought into a new company called RDM Nederland BV, which became property of the Dutch Government. In 1983 the 'docks' are not operating anymore.

1987 RDM TECHNOLOGY

The building of marine ships got an impulse with commissions from and for the Dutch army. One of the assignments that were being carried out for Taiwan was only half-way finished when it got ceased for political reasons. As the commissions and assignments took back for this department too, the departments were put together again under the name of RDM Technology in 1987.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.10 | Bankruptcy announcement, 1983 (Stichting Archief Historisch Heijplaat, 2018)



derzoek NS van vorig jaar:

studenten verstoppen spits

een opvallende voorkeur voor reizen op donderdagen (20 procent extra studenten) in het oog. Een woordvoerder van de spoorwegen kon daarvoor geen verklaring geven. De NS lieten 250 studenten die de beschikking kregen over een OV-jaarkaart een half jaar lang in een dagboek hun reisgewoonten bijhouden. Daarin moesten ook de veranderingen worden opgetekend, die daarin optraden nadat de deelnemers de kaart hadden gekregen. Bijna 20 procent van de studenten antwoordde bevestigend op de vraag of zij met de kaart in

de ochtendspits zouden gaan reizen, waar zij eerder aan andere tijden of andere vervoermiddelen de voorkeur gaven. Over de exacte omvang van het tekort aan materieel kunnen de NS nog niets zeggen. Vast staat wel dat er nu al te weinig rijtuigen zijn. Bovendien kunnen bestaande treinen niet eindeloos worden verlengd.

Slachtoffer

De NS voelen zich het slachtoffer van een politiek steekspel. Volgens een woordvoerder is de invoering van de studenten-

kaart in een gezamenlijke actie van de ministeries van verkeer en waterstaat en onderwijs en wetenschappen tot kabinetsbeleid gemaakt, waarop de spoorwegen alleen maar ja of nee hebben kunnen zeggen. Verkeer en Waterstaat vervult daarin een wat tweeslachtige positie. Het ministerie spant zich volgens de NS enerzijds in voor invoering van de kaart, maar stelt ook eisen aan comfort, bezettingsgraad en de verhouding zit- en staanplaatsen in de treinen. Een projectteam van vertegenwoordigers van de ministeries, NS en

stad- en streekvervoer houdt zich momenteel bezig met de uitvoering van het contract dat vorige week vrijdag is getekend. Voor de NS is het daarbij niet de vraag „hoe” maar „in welke mate” de studentenkaart kan worden ingevuld.

Een woordvoerder van minister Ritzen (onderwijs) laat weten dat „van niet-vervoeren door de NS geensprake kan zijn”. De vervoersbedrijven hebben krachtens het contract over de OV-studentenkaart tot 1 maart de tijd met een „invoeringsplan” te komen, aldus de woordvoerder.

Lukt dat niet, dan moeten zij volgens het contract met tijdelijke oplossingen komen.

Canada

De Nederlandse Spoorwegen zijn in bespreking met het Canadese Via Rail over de mogelijkheid treinstellen van dit bedrijf over te nemen. De besprekingen zijn volgens woordvoerder Dragstra nog in een pril stadium. „Het materieel is 28 jaar oud, we weten niet in welke staat het verkeert en hoe breed en hoog de rijtuigen zijn”.

1990 PLANS FOR DEMOLISHING HEIJPLAAT

The bankruptcy had its evident effect on Heijplaat. What was the use of the village anymore? In 1990 this almost came to the decision to demolish Heijplaat before 2005 to have more room for harbour-related industrial companies (by B&W, the mayors and aldermen). All this led to big protests from the inhabitants as they did not want to leave. After collecting signatures numerous times and intensely protesting numerous of times, the residents of the Garden City stopped the demolition in the same year. So the evident consequence was that the existing buildings had to be renovated as they had become old and knew some problems (rotten wood and floors). The ownership situation from this moment has not drastically changed since: the rental dwellings are all in property of Woonbron, the remaining 10% are privately owned.

From 2000 onwards the municipality and Woonbron see the potential of the Garden City again as plans for redevelopment are carefully being made for the now empty RDM-terrain. There are plans for the village to be restructured in a way for a sustainable future. The plan is to demolish the buildings from the 50's and 60's and build new homes.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.11 | Plans for demolishing Heijplaat, 1990 (Newspaper PZC, 16th of February 1990)

gesprek werklozen

terban van de onderhandelaars.

Een kernpunt dat nog verder besproken moet worden is de financiële bijdrage van de arbeidsbureaus aan de regionale banenpools. Verder moeten er nog afspraken komen over het aantal jaren dat een langdurig werkloze tegen het minimumloon in de arbeidspool mag doorbrengen alvorens hij of zij wordt geacht een betaalde baan te vinden.

Aanvankelijk zullen de arbeidspools het moeten stellen met een rijksbijdrage van 150 miljoen gulden. Maar gemeenten en de arbeidsbureaus gaan er ook geld in steken en bovendien is het de bedoeling dat instellingen die van mensen in de pools gebruik maken, daarvoor een inleenvergoeding gaan betalen.

Minister De Vries van sociale zaken en werkgelegenheid heeft de Tweede Kamer donderdag schriftelijk laten weten dat in beginsel in 1994 30.000 personen in banenpools geplaatst kunnen worden. In totaal zal daar een kleine miljard gulden per jaar aan salarissen mee gemoeid zijn. Tot en met 1993 worden de pools „opgebouwd” en in 1994 komt de rijksbijdrage op het maximale niveau.

De Vries sluit niet uit dat er ook werklozen beneden de 39 jaar voor de arbeidspools in aanmerking komen. De vraag of een langdurig werkloze tot aan zijn AOW in de banenpool kan blijven hangen, wordt door de minister niet eensluidend beantwoord.



Heijplaat boos over sloopplannen

ROTTERDAM (ANP) – Bewoners van Heijplaat betoogden donderdag voor het Rotterdamse stadhuis tegen de voorgenomen sloop van hun dorp. Heijplaat moet mogelijk plaats maken voor bedrijven die nu nog op de Kop van Zuid zitten, het gebied dat de gemeente wil ontwikkelen tot een „Manhattan aan de Maas” met dure woningen en kantoren.

B en W willen nog dit jaar beslissen over de toekomst van het tuindorp in het Waal- en Eemhavengebied. Dat liet wethouder P. Vermeulen van Volkshuisvesting donderdag weten. Volgens hem is het nog niet zeker of Heijplaat behouden kan blijven. Als argument vóór sloop pleit volgens de ge-

meente dat de milieubelasting voor Heijplaat, vrijwel geheel omgeven door havenbedrijven en industrie, bijna onaanvaardbaar is. Maar de bewoners vinden dit argument niet steekhoudend. Ze vinden hun dorp een ideaal woon- en leefgebied. Heijplaat is rond 1915 gebouwd door de Rotterdamse Droogdok Maatschappij (RDM) voor haar werknemers. Het groeide uit tot een wijk van 900 woningen, met kerken, scholen, winkels en recreatieve voorzieningen. In 1980 kwamen de woningen in het bezit van de Stichting „Onze Woning”. Die besteedde sindsdien f 50 miljoen aan renovatie- en nieuwbouwprojecten (foto Ed Oudenaarden/ANP)

Omgekeerde bewijslast slachtoffer verkeer

DEN HAAG (GPD) – De ANWB pleit voor invoering van het systeem van de 'omgekeerde bewijslast' bij verkeersslachtoffers. Niet het slachtoffer, maar de tegenpartij zal dan moeten bewijzen dat hij of zij onschuldig is. Het principe geldt al voor fietsers en voetgangers, die door automobilisten worden aangereden. De automobilist moet dan zijn onschuld aantonen.

Veel verkeersslachtoffers raken invalide door toedoen van een ander. Naast het lichamelijk ongemak blijven de slachtoffers in veel gevallen zitten met persoonlijke schade, omdat ze - bijvoorbeeld door gebrek aan getuigen - de schuld van de tegenpartij niet kunnen bewijzen.

Contract krijgt fiat van meeste specialisten

UTRECHT (ANP) – De meeste specialisten tekenen het nieuwe contract met de ziekenfondsen. Dat is donderdag geconstateerd op een bijeenkomst van directeuren van ziekenfondsen.

Volgens de Vereniging van Nederlandse Ziekenfondsen (VNZ) heeft al ongeveer 70 procent van de specialisten die de overeenkomst voorgelegd heeft gekregen zijn handtekening gezet.

Bonden vrezon bezuinigingen

DEN HAAG (ANP) – De vakcentrales FNV en CNV vinden de strakke regels waaraan het ka-

het weer in zeeland

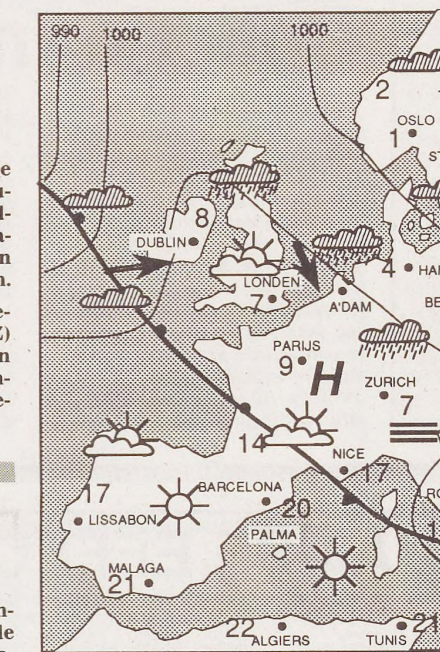
Vandaag

Na een koude nacht staat ons vandaag een redelijke dag te wachten, als er tenminste geen roet in de weerpap wordt gegooit door een oceaanstoring. Het hoofdstromingspatroon boven de regio is westelijk en dat houdt in dat gebeurtenissen op de oceaan hun vervolg krijgen boven het vasteland. Gisteren trok een kleine depressie over de Noordzee en Noord-Duitsland en dat hield in dat we een aanvoer kregen van onstabiele en voor ons doen koude lucht. Vanochtend bevinden we ons nog steeds meer onder invloed van een oceaanstoring. Deze trekt naar het zich laat aanzien over Noord-Frankrijk naar het oosten en zorgt ervoor dat de wind flink is afgenomen en nog maar matig is te noemen. Vanmorgen opklaringen en misschien nog een buitje, later op de dag zorgt de storing voor wolkenvelden, maar neerslag wordt er vooralsnog niet uit verwacht.

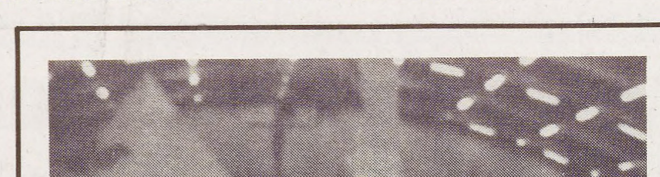
Nautisch bericht

Wind: west 5 tot 6, afnemend 4 tot 5, na de middag verder afnemend 3 tot 4 Bft. uit west tot zuidwest, zicht: goed, temperatuur kustwater: 7 graden, afwijking waterstanden: geringe verhogingen, maximum golfhoogte monding Scheldes: omstreeks een halve meter.

ZON EN MAAN
17 februari L.K. 19.48
Zon op 0753 onder 1757
Maan op 0209 onder 0954



2,8 bijna acht miljoen eist miljoen van



2002 RDM-TERRAIN BOUGHT BY Harbour-COMPANY

On the 28th of February in 2002 the municipal council of Rotterdam decides that the RDM-terrain should be bought and gives the order to the GHR (municipal harbour-company). The consideration herein is that the municipality will have - together with the quarantine terrain - an adjoined terrain of 80 hectares for redevelopment. In 2004 however the GHR and the municipality part and these terrains come in hands of the harbour-company. This is also the year of the definitive bankruptcy of the RDM. It is certain that the warehouses of the RDM will be used with a new purpose. Parts of the RDM-terrain are already used by different educational organizations and the plan is to extend this into an RDM-campus: combining education, innovation and business.

2006 A NEW FUTURE FOR THE RDM-TERRAIN

Together and because of the extension of the harbour (see Tweede Maasvlakte Fig 2.1.2) big parts of the 'city-harbours' open up for redevelopment. These are Waal/Eemhaven, Rijn/Maashaven, Merwe-Vierhavens and the RDM-terrain. Together with commercial parties, the municipality and harbour-company try to develop innovative living and working facilities in these areas. In 2006 a new agreement comes to place between the municipality and the harbour company that says that the Harbour-company will redevelop the RDM-terrain. Since that moment the harbour company has been working on re-energizing the existing RDM-terrain. The idea is that the RDM-campus will get a new life putting education and research central. The RDM will not stand for 'Rotterdamsche Droogdok Maatschappij' anymore, but 'Research, Design and Manufacturing'.

In order to make the place more accessible for a younger group of people the ferry is installed again in 2008. The ferry had not been sailing since 1968. Soon after the water-taxi also installed new stops around the RDM-terrain.

2009 OPENING RDM CAMPUS

The Albeda College had already taken over the former company school of the RDM. The Albeda College, Hogeschool Rotterdam and the Harbour-company hereafter worked together to renew the old machine warehouse of the RDM, which became the 'innovation dock' in 2009. On the 29th of October in 2009 the whole campus was officially re-opened by Prince Willem Alexander.

HISTORY | RDM, HEIJPLAAT

Figure 2.1.12 | Overview new RDM and opening day, 2009 (Stichting Archief Historisch Heijplaat, 2018)



2015 NEW RDM

Ook na de opening van de campus ging de herontwikkeling van het RDM-terrein verder. Zo werd de buitenruimte aangepakt en werd het bedrijvendeel van Innovation Dock voorzien van een zwevende kantoorvloer (2012). De Scheepsbouwloods en het Centraal Magazijn (2014), de Dokloodsen en de Onderzeebootloods (2015) vormen het meest recente deel van de herontwikkeling. Met de opening van de gerenoveerde Onderzeebootloods wordt het hele RDM-terrein sinds maart 2015 op de kaart gezet met een nieuwe merknaam: RDM Rotterdam. Onder deze nieuwe merknaam vallen alle onderdelen – Business, Campus & Events – die RDM op de kaart zetten als plek voor innovatie en maakindustrie. Havenbedrijf Rotterdam en Hogeschool Rotterdam blijven hierin de belangrijkste partijen voor het aantrekken van onderwijs en bedrijven en het vormgeven van het totaalconcept. Per 1 januari 2016 is Rotterdam Ahoy aan de lat om de evenementen in de Onderzeebootloods en Congressentrum te exploiteren.

2018

De naoorlogse buurt wordt nu vervangen door vernieuwende en duurzame nieuwbouw. Vanaf 2000 zien gemeente en corporatie opnieuw de potentie van het dorp en het voormalige RDM-terrein en hebben zij in overleg met vele partijen plannen gemaakt om het woonklimaat te verbeteren. De woningen uit de jaren vijftig worden gesloopt en vervangen door nieuwbouw. Aan de Courzandseweg is met Heijse Blick een eerste nieuwbouw appartementencomplex gerealiseerd. Ook wordt geprobeerd het voorzieningenniveau in de wijk in stand te houden en te verbeteren.

plannen: dok hotel
quarrantainegebied

HISTORY | RDM, HEIJPLAAT

Figure 2.1.13 | Bankruptcy announcement, 1983 (Stichting Archief Historisch Heijplaat, 2018)



2.2 CURRENT SITUATION

CURRENT AFFAIRS IN HEIJPLAAT AND RDM

In 'Make Your City' De Klerk argues to start development by looking at the existing city. This is indeed the physical city but more specifically the existing social structures. In order to further understand Heijplaat and RDM one should look at how its current amenities, accessibility and existing groups function at this very moment.

There are not many amenities on Heijplaat and RDM at the moment and therefore an easy overview and explanation will be given on one page. The same goes for the accessibility of Heijplaat. The existing groups however are interesting to look into more thoroughly as the focus of this research will be on Heijplaat's social monumentality. In order to understand the events in the following chapter, this will be important information.

The groups in Heijplaat can roughly be divided into two groups that come to RDM to work and leave again to live elsewhere, namely:

1. New RDM, consisting of:
 - Students (RavB, Automotive)
 - Start-ups
2. Rotterdam Harbour:
 - Scheepvaart en Transport College (STC)
 - Harbour related (Ampelmann, Franklin Offshore)

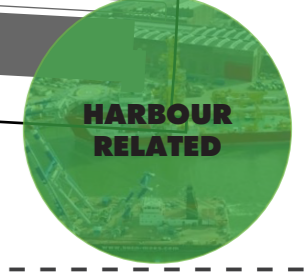
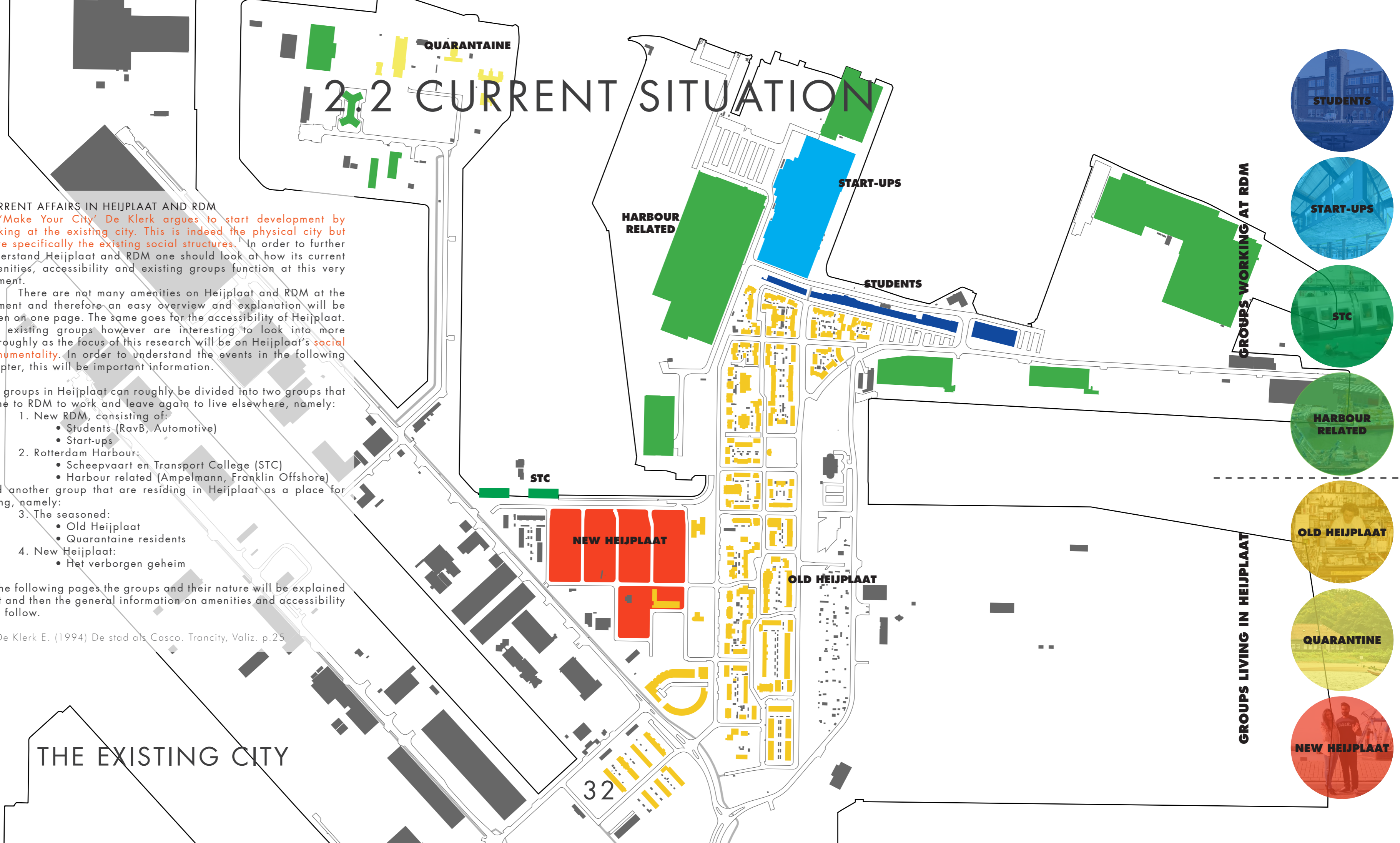
And another group that are residing in Heijplaat as a place for living, namely:

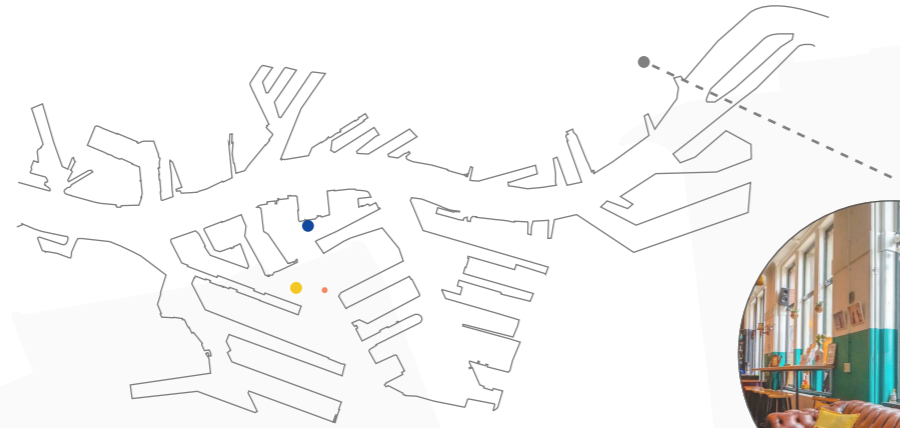
3. The seasoned:
 - Old Heijplaat
 - Quarantaine residents
4. New Heijplaat:
 - Het verborgen geheim

In the following pages the groups and their nature will be explained first and then the general information on amenities and accessibility will follow.

1. De Klerk E. (1994) De stad als Casco. Trancity, Valiz. p.25

THE EXISTING CITY





STUDENTS FINDING ALTERNATIVE PLACES FOR 1-2 NIGHTS

STUDENTS

There are about 2000 students a day visiting the RDM Campus. These are mainly students that are enrolled at the Rotterdam University of Applied Sciences (Hogeschool Rotterdam). The faculties that at the campus include:

- HBO Autotechniek (Automotive)
- Rotterdamse Academie van Bouwkunst (RavB)
- Bouwkunde (partially-located on RDM)
- Albeda College
- MBO Maintenance en Metaaltechniek
- Zadkine
- MBO Procestechiek

In order to further understand these groups, I picked two of these institutes to conduct a full questionnaire and have meetings with representatives or 'samples'. These were RavB and Automotive students. I had 65 responses for the Automotive students, which has a total of 311 active students. For the RavB students there were 38 responses of a total of 195 students. For both studies, this would be considered an acceptable sample size.

HOUSE OF OWNER FORMER SUPERMARKET (NOW DEMOLISHED)

TYPE	16 STUDENTS	3 PERMANENT 13 TEMPORARY
HOUSE	iiiiiiii	iiiiiiii
HOUSE	iiiiiiii	iiiiiiii
SUPERMARKET	iiiiiiii	iiiiiiii

EXISTING GROUPS | STUDENTS

Figure 2.2.1 | Conversation with Alenka Duursma and Jan Duursma, Academie van de Bouwkunst (5th april, 2018)



ROTTERDAMSE ACADEMIE VAN BOUWKUNST

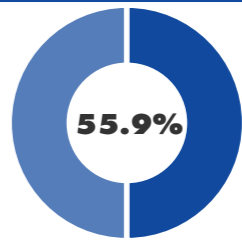
QUESTIONNAIRE RESULTS



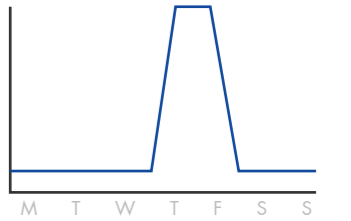
RavB
Amount of students
RDM
100 STUDENTS, GROWING TO 250



>1h
RavB
Transportation
RDM
30% OF ALL STUDENTS TRAVEL MORE THAN 1 HOUR ONE WAY



RavB
Place of residence
RDM
LIVING OUTSIDE OF ROTTERDAM



RavB
Activity
RDM
WORKING DURING THE WEEK, CLASSES ON THURSDAY AND FRIDAY

MEETINGS/RESPONSES

Lars and Bastiaan (students) (13th July, 2017);
Sent a message to me prior to the fire whether they could stay in the 'church'. Everyone at the academy works part time and studies on Thursdays and Fridays. Some of them come from very far (Lars and Bastiaan live in Zwolle). "literary a tent is fine, we just need to sleep. We go to the hostel (ROOM) at Veerhaven now and that is not convenient".

Alenka Milward, Jan Duursma (teachers) (5th April, 2018)
During the meeting it was noted that - before it was demolished - there was a house rented above the supermarket. In this house 16 students would reside regularly. The RavB would rent this house from the supermarket owner "Gerrit themselves" and students could stay here for free. "Our students work 3-4 days a week and study at RDM on Thursday and Fridays. A lot of them do not live in Rotterdam and need a place to sleep one or two nights. The commute is otherwise too long."

13% CONCRETELY INTERESTED TO LIVE IN HEIJPLAAT, 40% IF THE OPTION WAS AVAILABLE BEFORE.

AUTOMOTIVE (HOGESCHOOL ROTTERDAM)

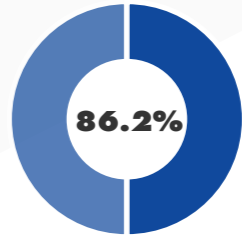
QUESTIONNAIRE RESULTS



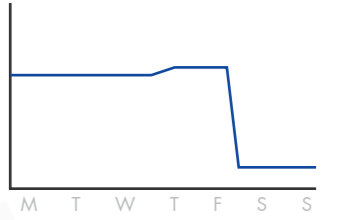
Automotive
Amount of students
RDM
100 STUDENTS, GROWING TO 250



>1h
Automotive
Transportation
RDM
49% OF ALL STUDENTS TRAVEL MORE THAN 1 HOUR ONE WAY



Automotive
Place of residence
RDM
LIVING OUTSIDE OF ROTTERDAM



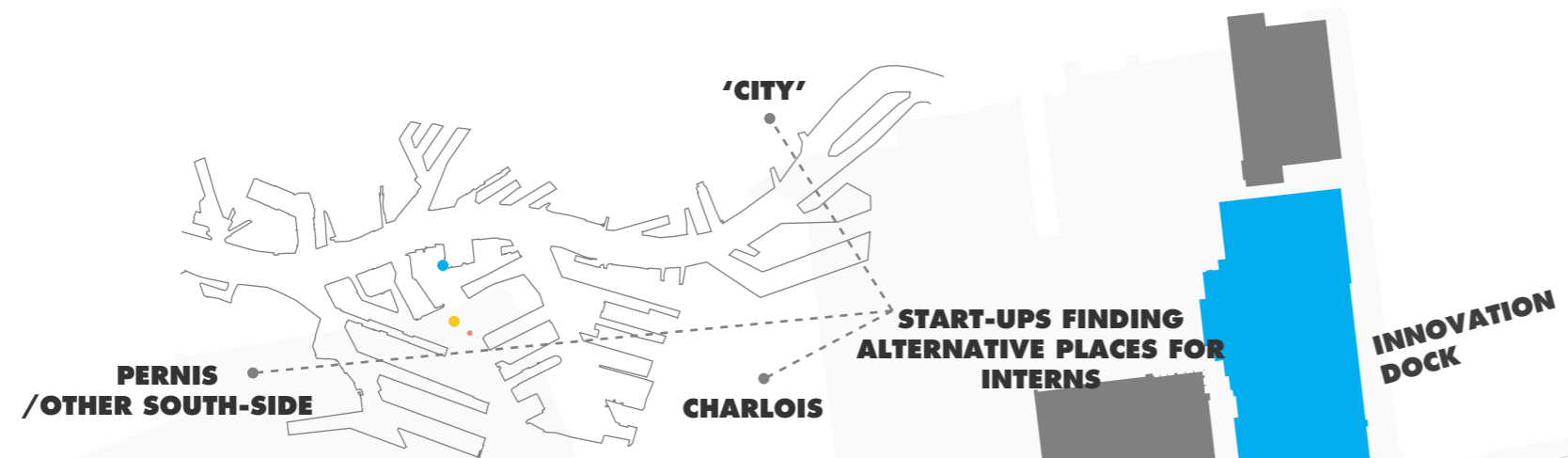
Automotive
Activity
RDM
WORKING DURING THE WEEK, CLASSES ON THURSDAY AND FRIDAY

MEETINGS/RESPONSES

APEX student association Automotive (22nd June, 2018)
During this conversation, which was initiated by the Automotive students themselves, I talked with 4 students who were curious about possible future housing options in Heijplaat. One of them told me that one of their parents tried to buy a house in Heijplaat so that him and four other students could live in it for the duration of their studies. After a long search they only found one single option, which was too expensive for their taste, it was one of the 'directors houses'. The questionnaires confirmed this lack.

When I asked what they are looking for in accomodation they said: "Een goede combinatie van privé en gemeenschappelijke ruimtes. Zo vind ik het zelf belangrijk dat ik op de momenten wanneer het mij uitkomt in redelijke rust kan terugtrekken. Daarnaast vind ik het ook belangrijk om te kunnen samenkomen met de andere bewoners." And also: "Een fatsoenlijke kamer waarin een bureau, kast en bed in past met dan nog wat ruimte over voor evt. spullen. Een tuin of balkon zodat je van de zon kan genieten."

20% CONCRETELY INTERESTED TO LIVE IN HEIJPLAAT, 15% IF THE OPTION WAS AVAILABLE BEFORE.



START-UPS

According to my calculations there are 37 start-up companies where an estimated 150 people are working at the Innovation Dock at various intensities. The people working here are mainly freshly founded technical companies, looking for a pressure cooker with great amounts of space. The RDM Innovation Dock has partnerships with other 'knowledge-hubs' such as the TU Delft, Erasmus University Rotterdam, YES!Delft, the STC-Group, Rotterdam Mainport University and TNO. Some of the start-ups that work at the Innovation Dock are:

- **Concr3de** (developers of a 3-D concrete printer)
- **Studio Rap** (robotizing architecture)
- **RH Marine** (small harbour-water cleaning devices)
- **Skel-ex** (suits that workers can use for heavy lifting)
- **Genuin Engineering** (various software and hardware)

In order to further understand these start-ups and the people that travel to RDM everyday, I simply had meetings with as many as I could and conducted qualitative interviews and took quantitative questionnaires. I did this with 17 companies, where I formed an understanding about how many people work there permanently, shortly (interns and temporary experts) or come for various work related events. Within these interviews it was my goal to see the relation between the current (new) RDM and the Garden City Heijplaat.



START-UPS

QUESTIONNAIRE RESULTS



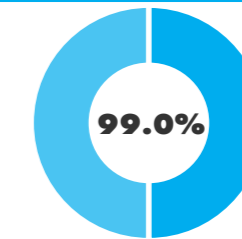
RavB
Amount of students
RDM

**~ 150 START-UPS,
NUMBERS ARE
GROWING**



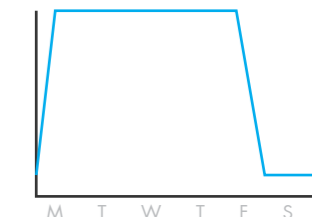
>0,5h
RavB
Transportation
RDM

**80% OF START-UPS
COME BY PUBLIC
TRANSPORT/BIKE**



RavB
Place of residence
RDM

**99% OF START-UPS
DOES NOT LIVE IN
HEIJPLAAT**



RavB
Activity
RDM

**WORKING DURING THE
WEEK, NO ACTIVITIES
IN THE WEEKEND**

MEETINGS/RESPONSES

Genuin Engineering (17th November 2018)

Ming Chan, Founder van Genuin Engineering (fastest growing start-up at the RDM) sees his colleagues as family. Together with a few of his colleagues he has bought a flat in Heijplaat (Heijse Blick, black tower), highlighted in yellow as he is living with the 'old Heijplaat' group. He could not buy it himself for fiscal reasons, so he just gave one of his employees a raise so she could buy it. "We start-up geeks sometimes forget to eat and sleep. It is therefore ideal to have a place close to RDM, where we can relax, sleep and eat together. We have Albert Heijn deliver so we don't have to go to the supermarket ourselves." At the moment Ming Chan and (some of) his colleagues are the only ones living in Heijplaat whilst working in a RDM Start-up. There are 11 permanent workers in his company and 2 interns.

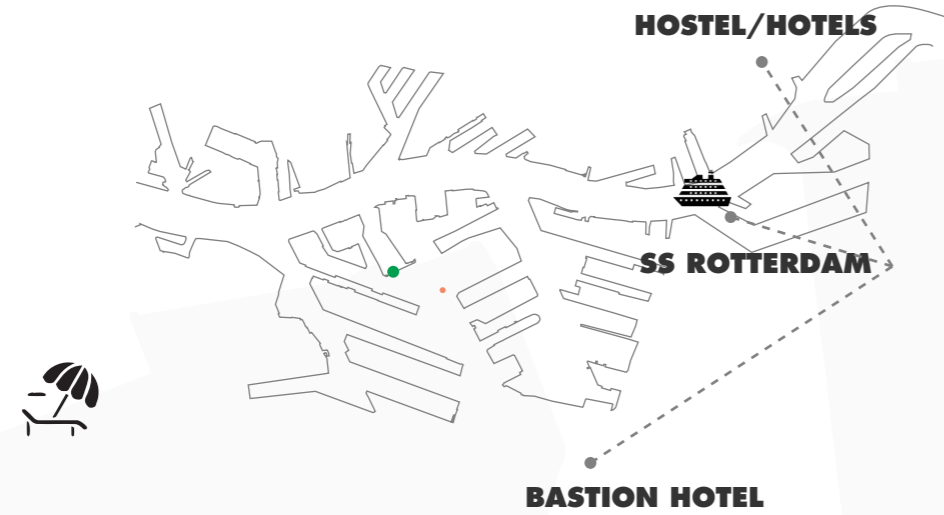
RanMarine (19th April, 2018)

This small start-up consists of three people working on a 'Waste-Shark' that will help clean plastic soups (similar to The Ocean Clean-Up, except with smaller devices). One of the founders drives from Eindhoven to work 3 days a week and spends 2 hours traveling per day on average. "I'd like to live in Heijplaat if there were more like-minded, more amenities and suitable housing solutions for me. I hate the long drive".

Concr3de (25th April, 2018)

At this company there are 4 permanent employees and 3 interns working on the development of 3d concrete printers. Founders Matteo and Eric are recent graduates of the faculty of Architecture in Delft and live in the north of Rotterdam. Their interns have various backgrounds and only work for periods of three to six months. One is staying in Charlois (for 500pm), another in Delfshaven (for 500pm), another is staying with his mother in Zoetermeer.

THERE SEEMS TO BE A VERY DIRECT NEED FOR HOUSING FOR TEMPORARY WORKERS SUCH AS INTERNS. THE START-UPS WOULD LIVE IN HEIJPLAAT IF THERE WOULD BE GOOD OPTIONS AVAILABLE.



SCHEEPVAART EN TRANSPORT COLLEGE/KNRM

Although the name refers to an education institute, the STC-location in Heijplaat is not a classic school. It is a centre for off-shore (safety) trainings. These can be trainings given to students from various off-shore related programs or training programs for professionals or 'zzp-ers'. Very often these trainings are not trainings that are taken in one day, but take a few days to a full week and so these people have to stay at a place nearby when they live far away. (And often they do).

In order to further understand the STC-KNRM and the people that travel to Heijplaat/RDM to follow trainings, I simply had a meeting with one of the managers that works at the STC-KNRM. Here I understood the nature of this institution and so came back once more to conduct research with the trainees that visit the institute. I conducted qualitative interviews and took quantitative questionnaires. I did this with only with a couple of groups during one random day. Herewith I tried to form an understanding about how many people train there or come for various work related events. Within these interviews it was my goal to see the relation between the current (new) RDM and the Garden City Heijplaat.



STC-KNRM

START-UPS

QUESTIONNAIRE RESULTS



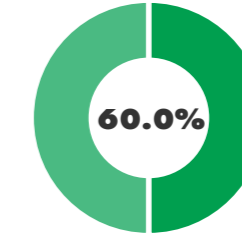
STC-KNRM
Amount of Trainees
RDM

**60-150 PER DAY
DURING THE WEEK**



STC-KNRM
Stay-overs
RDM

**SS ROTTERDAM
BASTION HOTEL
OTHER HOTELS**



STC-KNRM
Foreign trainees
RDM

**60% FOREIGN
TRAINEES, 35% ZZP**



STC-KNRM
Activity
RDM

**TRAININGS DURING
THE WEEK, NOTHING IN
THE WEEKEND**

MEETINGS/RESPONSES

STC-KNRM | Twan van Tilburg (20th November 2017 & 20th March, 2018)

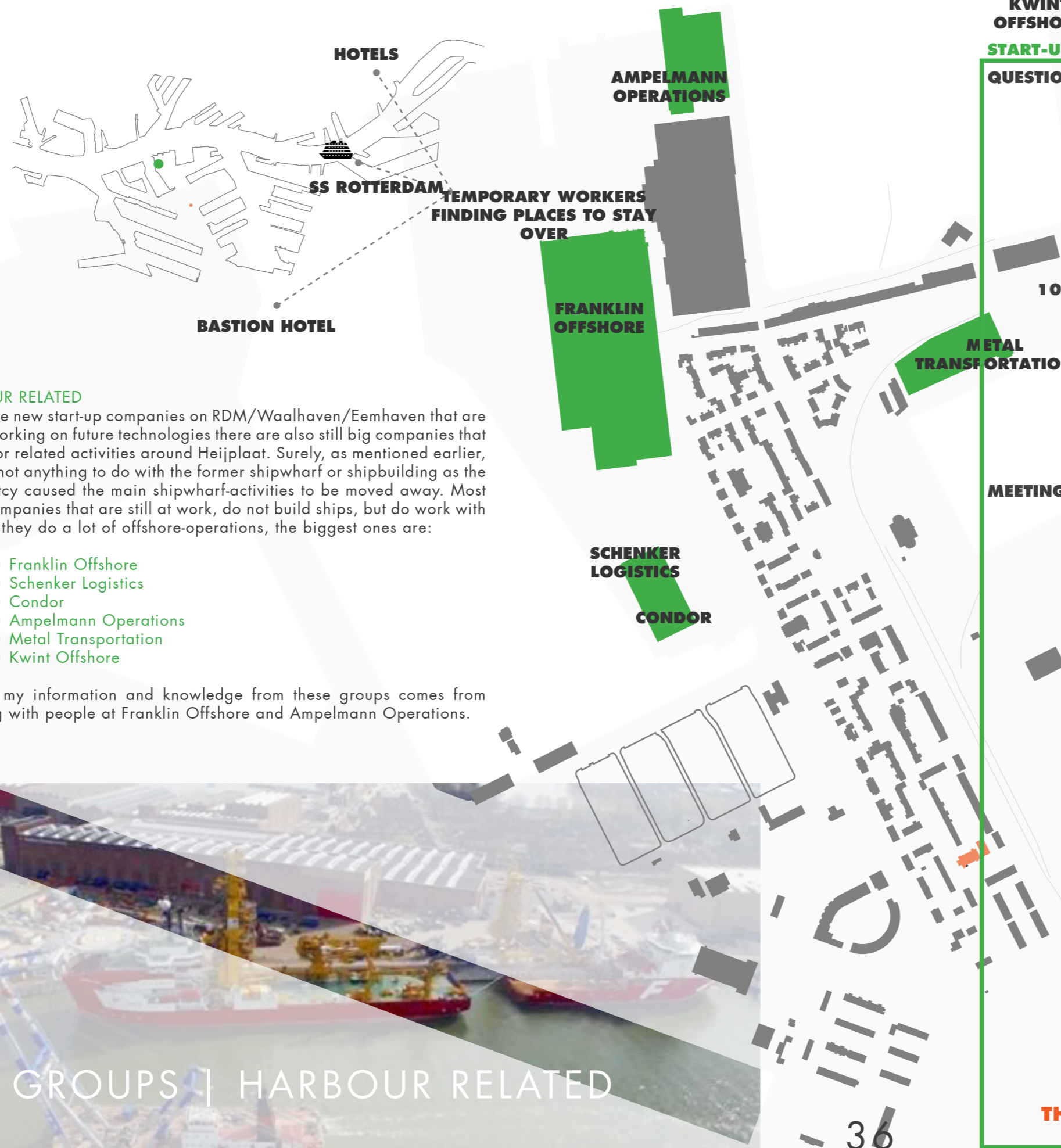


Twan is the sales & business develop manager of the STC-KNRM and one of the three directors. There were two meetings, one of them was a one-on-one meeting and the other was one where he showed us around the groups that were following a training.

"At the moment we have a partnership with the SS Rotterdam, where people usually pay €105 per night, €30 for dinner and €15 for a round trip with the water-taxi." These are mostly the professionals that come individually or through the companies that they are working for. The students are used to being in the area as their main locations are either directly across the water (10 minutes by waterbus) or in the Waalhaven (7 minutes by bus).

When asking about what the trainee's are looking for during their stay Twan answered: "they are not looking for any rowdiness or hipness during their stay. A very small fraction looks for 'the city and the booze', but most of them do not." When asking what Twan was missing in the area, he answered that their organization is also missing alternative locations to have meetings and classes, when they have to be more 'creative'. "something inspiring"!

THERE IS A BIG DEMAND - THE SIZE OF ONE HOTEL WITH AT LEAST 20 ROOMS - THAT COULD BE FILLED BY ONLY THE STC-KNRM EXPERTS AND PROFESSIONALS DURING A WEEK DAY



HARBOUR RELATED

Unlike the new start-up companies on RDM/Waalhaven/Eemhaven that are mostly working on future technologies there are also still big companies that do harbor related activities around Heijplaat. Surely, as mentioned earlier, this has not anything to do with the former shipwharf or shipbuilding as the bankruptcy caused the main shipwharf-activities to be moved away. Most of the companies that are still at work, do not build ships, but do work with ships as they do a lot of offshore-operations, the biggest ones are:

- Franklin Offshore
- Schenker Logistics
- Condor
- Ampelmann Operations
- Metal Transportation
- Kwint Offshore

Most of my information and knowledge from these groups comes from speaking with people at Franklin Offshore and Ampelmann Operations.



EXISTING GROUPS | HARBOUR RELATED

KWINT OFFSHORE START-UPS

QUESTIONNAIRE RESULTS



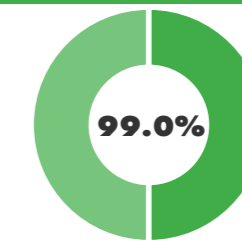
Harbour Amount of students RDM

100-150 HARBOUR-WORKERS



Harbour Accomodation RDM

HIGH AND MID-SEGMENT HOTELS



Harbour Place of residence RDM

99% OF WORKERS DOES NOT STAY-OVER IN HEIJPLAAT



Harbour Activity RDM

WORKING DURING THE WEEK, NO ACTIVITIES IN THE WEEKEND

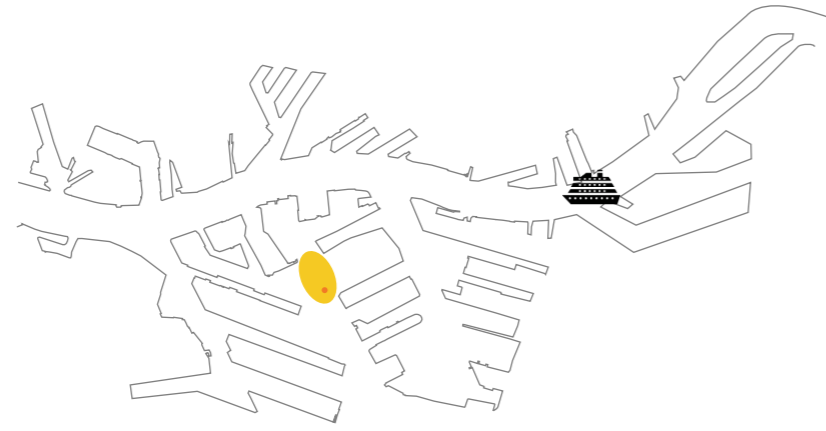
MEETINGS/RESPONSES



Marcel Bouwens (Director Franklin Offshore Europe) (15th December 2017)

Franklin works on very complex offshore installations such as placing windmills with huge cranes. During a lot of these projects there are temporary employees that work at RDM for only a few weeks or months for specific expertise. These external experts usually stay at the Bastion Hotel Zuid (4 kilometers from Heijplaat) or the SS Rotterdam/Hotel New York if its a high paid employee. In the case of Hotel New York or SS Rotterdam, they use the water-taxi. "Little to no atmosphere at the Bastion" says Marcel. He would rather house his temporary employees somewhere more inspiring. On average he has 2 people staying at places at all times. "I would be interested in permanently buying or renting a place closer by Franklin Offshore with more atmosphere".

THERE ARE MANY EXPERTS AND PROFESSIONALS IN THE HARBOUR THAT ARE IN NEED FOR TEMPORARY HOUSING



BASTION HOTEL

OLD HEIJPLAAT

Although the name refers to an education institute, the STC-location in Heijplaat is not a classic school. It is a center for off-shore trainings. These can be trainings given to students from various off-shore related programs or training programs for professionals.



OLD HEIJPLAAT

QUESTIONNAIRE RESULTS



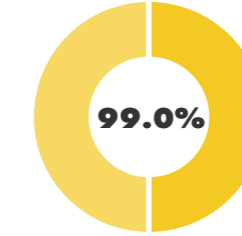
Old Heijplaat
Amount of students
RDM

**~ 150 START-UPS,
NUMBERS ARE
GROWING
MEETINGS/RESPONSES**



Old Heijplaat
Transportation
RDM

**80% OF START-UPS
COME BY PUBLIC
TRANSPORT/BIKE**



Old Heijplaat
Place of residence
RDM

**99% OF START-UPS
DOES NOT LIVE IN
HEIJPLAAT**



Old Heijplaat
Activity
RDM

**WORKING DURING THE
WEEK, NO ACTIVITIES
IN THE WEEKEND**

STC-KNRM | TWAN VAN TILBURG (20th November 2017 & 20th March, 2018)



Twan is the sales & business develop manager of the STC-KNRM and one of the three directors. There were two meetings, one of them was a one-on-one meeting and the other was one where he showed us around the groups that were following a training.

“At the moment we have a partnership with the SS Rotterdam, where people usually pay €105 per night, €30 for dinner and €15 for a round trip with the water-taxi.” These are mostly the professionals that come individually or through the companies that they are working for. The students are used to being in the area as their main locations are either directly across the water (10 minutes by waterbus) or in the Waalhaven (7 minutes by bus).

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QUARANTINE RESIDENTS (1930-2018)

The quarantine-terrain is a closed off, remote complex existing of six acres with ten buildings, originally designed to house contaminated seamen. Since the 1980's these buildings are in use by artists that squatted the area, where-after the buildings became national monuments. These buildings are from the year 1934 and originally were used as a (shown in image):

1. Porter's building
2. Mortuary
3. Officer's barracks
4. Sister house (for nurses)
5. Isolation or hospital barracks
6. The home of the manager
7. Chlorine house
8. Bathhouse/disinfection barrack
9. Central kitchen building - with colossal steam pans,
10. Three 'contact' barracks, where people stayed together (demolished)

Each of the buildings were separated by shaved privets with a height of one meter.

At the end of the 30's this area was also used as a refugee camp for Jewish families from Austria and Germany.¹ Stories about the time during the war are described in much detail in the book Heijlplaat in Verzet², telling the stories of many people that lived in Heijlplaat during the second war. After the war the area was used for various purposes such as a psychiatric hospital and as a temporary place to stay. Quite soon after the war the area was still being maintained, but became vacant.

The Harbour Company has offered the current 19 residents a contract to reside another 10 years at the terrain. After that the residents have to leave. The contract has been signed by all residents. They would have been forcefully removed otherwise.³ Most sources are not entirely clear on what the future of the Quarantine-terrain will be in the future. The most recent articles suggest that the Harbour Company of Rotterdam will invest 100 million euro's in the redevelopment of the area into an area for leisure and/or expansion of the current RDM for more office locations.³ In any case it will be more publicly accessible than it is now.

1. <http://www.dokin.nl/refugee-homes-in-nl/tag/rotterdam/page/4/>
2. Van der Zwaluw J.P, Van der Hor J. (2010) Heijlplaat in verzet. Oorlogsgetuigenissen uit het gebied rond de Rotterdamse Waalhaven. Verloren B.V., Uitgeverij
3. <https://www.rijnmond.nl/nieuws/129656/Bewoners-quarantaineterrein-boos-op-Havenbedrijf>





HOSTEL/HOTELS

NEW HEIJPLAAT
 ontwikkeld door omme en de groot
 THREE TYPES OF DWELLINGS
 EENGEZINSWONINGEN
 GASLOOS, EVENVEEL ENERGIE OPWEKT ALS GEBRUIKT
 GEZINNEN, RUST MARKETING
 114 TM 160M2 WONEN MET TUIN EN PARKEREN OP STRAAT

EIGEN BESTEMMINGSPLAN

- Mast
- Boeg
- Kiel



TYPE MAST



TYPE BOEG



TYPE KIEL

EXISTING GROUPS | NEW HEIJPLAAT

NEW RESIDENTS OF HEIJPLAAT

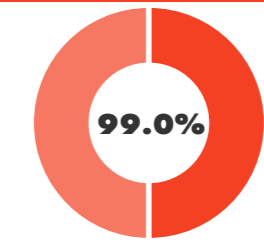
QUESTIONNAIRE RESULTS



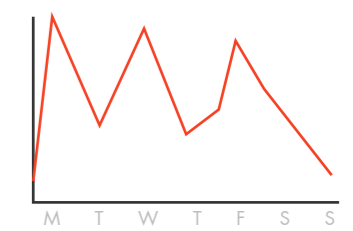
Nieuwe Dorp
 Amount of Residents
 Heijplaat
~510 NEW PEOPLE



Nieuwe Dorp
 Amount of new homes
 Heijplaat
170 'ZERO-ON-THE-METRE-DWELLINGS'



Nieuwe Dorp
 Place of residence
 Heijplaat
100% OF THE DWELLINGS ARE TO OWN



Nieuwe Dorp
 Activity
 Heijplaat
WORKING DURING THE WEEK, NO ACTIVITIES IN THE WEEKEND

MEETINGS/RESPONSES

STC-KNRM | TWAN VAN TILBURG (20th November 2017 & 20th March, 2018)



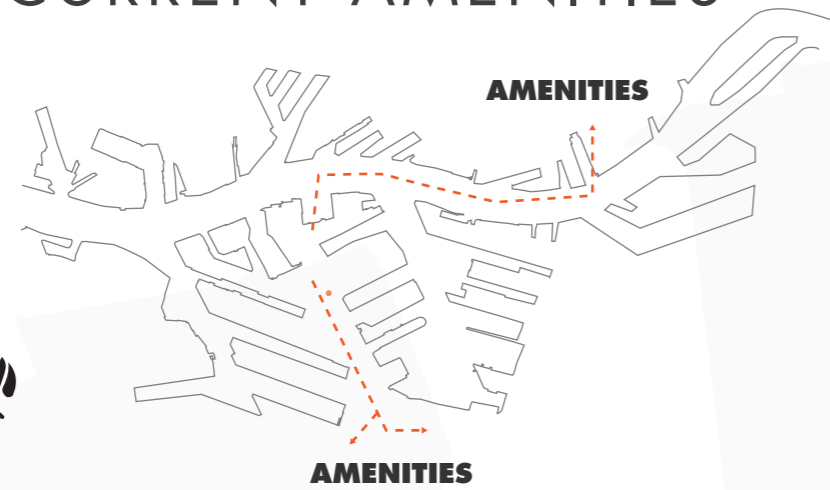
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20% CONCRETELY INTERESTED TO LIVE IN HEIJPLAAT, 15% IF THE OPTION WAS AVAILABLE BEFORE.

CURRENT AMENITIES



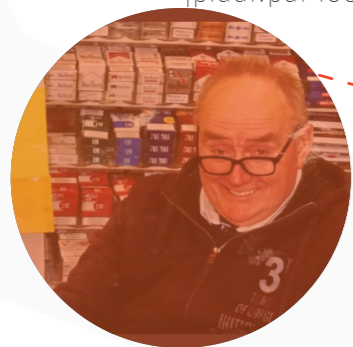
BASIC NEEDS NOT MET

For doing daily groceries it is now not possible anymore to do that on Heijplaat itself as the last one has been closed due to demolishment of the post-war houses. The supermarket is also not sustainable in the "meanwhile", as the resident numbers are lower (<1100 as opposed to 1500>) during the redevelopment of Heijplaat. This also goes for other amenities such as a resident doctor (which on average needs 1250 patients).
 "At good times, 3.000 people used to live here, now its only 1.400. With those new companies on the RDM Campus, it would be nice if some of those people would live in Heijplaat again."¹

1. <https://www.meversa.nl/wp-content/uploads/2014/07/Praktijkboek-Heijplaat.pdf> toon_rutjes



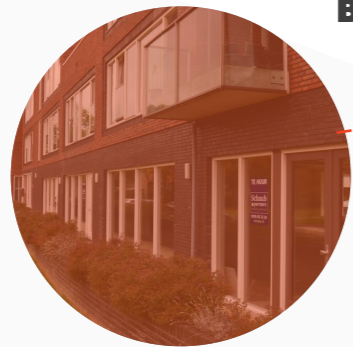
HEIJSE BLICK BAZAAR



SUPERMARKET (DEMOLISHED)



BUURTHUIS DE KOLK



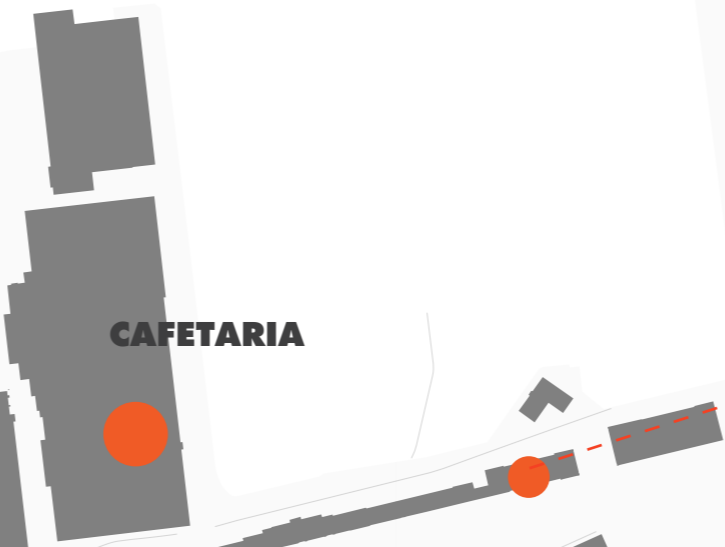
WIJDSE BLICK (VACANT) (FUTURE SUPERMARKET)



SV RDM VOETBAL



HOTSPOT HUTSPOT



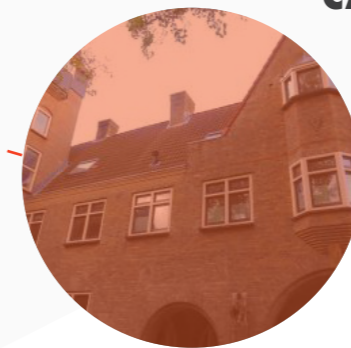
CAFETARIA



ELEMENTARY SCHOOL



RESTAURANT AND CAFE COURZAND



BACKERY



RDM CAFE



KINDERBOERDERIJ

Basic needs	bakkerij	0,1 km
	winkel dagelijkse middelen	4,3 km
	warenhuis	6,7 km
Infrastructure	oprit hoofdverkeersweg	2,8 km
	brandweerkazerne	3,4 km
	treinstation	9,2 km
	overstapstation treinen	10,4 km
Convivialities	cafeteria	0,3 km
	restaurant	0,3 km
	café	4,6 km
	hotel	4,6 km
Health-care	Apotheek	0,2 km
	huisartspraktijk	4,6 km
	ziekenhuis inclusief buitenpolikliniek	7,1 km
Pleasure	Voetbalclub	0,5 km
	Attractiepark	4,5 km
	Sportschool	5,4 km
	sauna	5,6 km
	zonnebank	5,8 km
	theater	6,3 km
	zwembad	6,7 km
	bioscoop	9,4 km
	kunstijsbaan	13,1 km
Education	hoger onderwijs	0,3 km
	basisschool	0,3 km
	Kinderboerderij	0,5 km
	buitenschoolse opvang	4,6 km
	kinderdagverblijf	4,6 km
	voortgezet onderwijs	4,9 km
	bibliotheek	5,6 km

REALLY NOT THAT FAR AWAY

Although the garden city Heijplaat is situated on a peninsula and surrounded by industrial grounds it is becoming more accessible by transport on the water. The Aqualiner or 'Waterbus' is accessible by bicycle and takes about 9 minutes to be at the Sint Jobs Harbour, from which other public transport are plentiful. For a more private James Bond experience, one can also take the water-taxi, which has three stops in Heijplaat. For traveling within the south of Rotterdam there is also a bus-connection, but is not necessary for an active/average Dutch cyclist (which cycles an average of 3 km per ride) (Fietsersbond, 2015).



Bus



Water-taxi



Water bus



Bike

CURRENT ACCESSIBILITY



2.3 EVENTS



1. MAKE IT GREEN (1902)



2. THE BIG LAUNCH (1959)



3. THE DAY OF THE BLUE BAGS



4. BIG RESISTANCE 1990



5. THE RONDO'S



6. GET A WIFE!



7. HOW MUCH FOR THE SHIP?



8. TOURING WITH BOWIE



9. WAITING FOR A SUPERMARKET



10. ROCK AND ROLL



11. FINALLY! SOMETHING IS HAPPENING AGAIN!



12. WHAT PLANS?



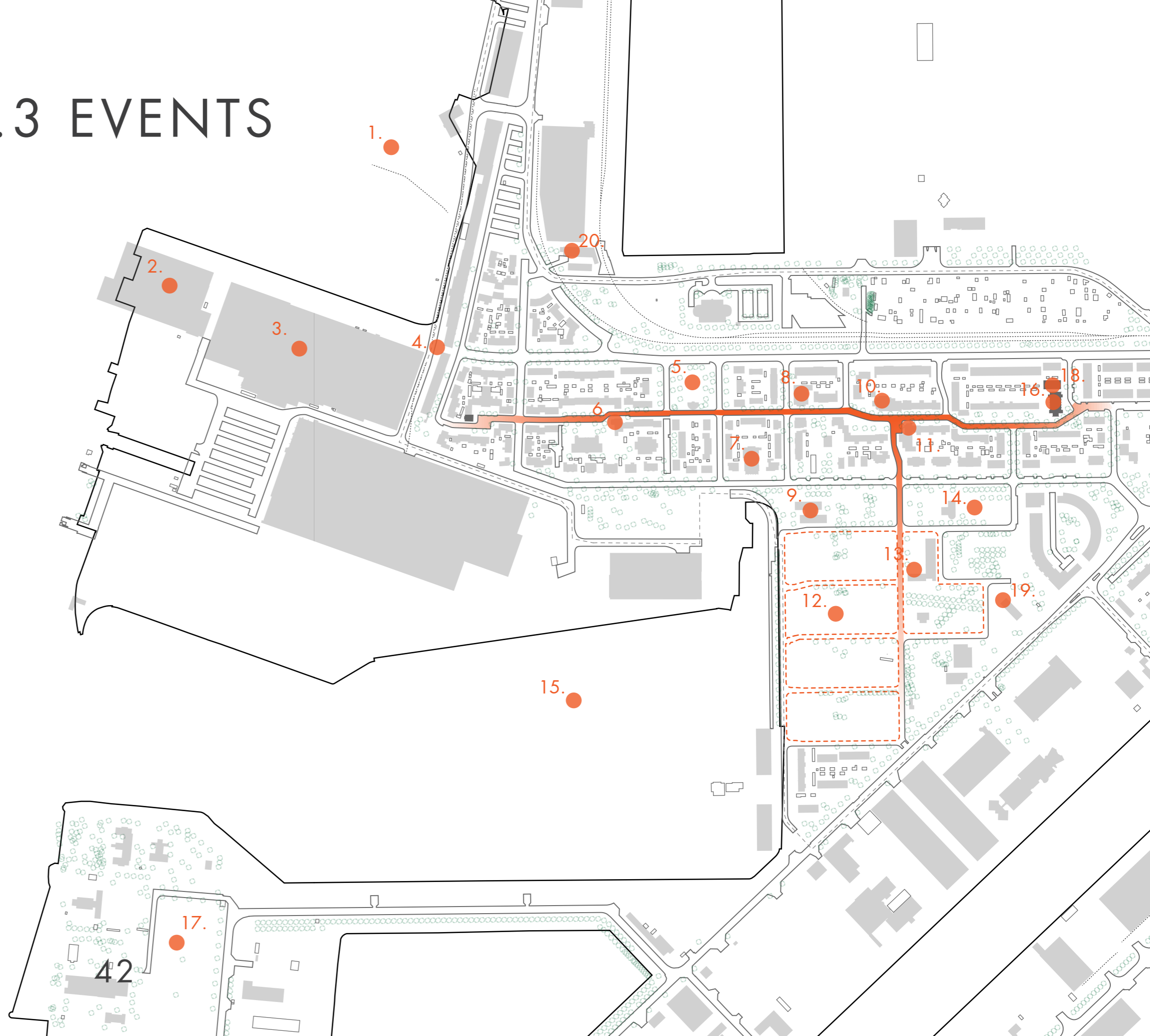
13. GOODBYE GERRIT, GOODBYE DAUGHTERS



14. CONCEPT WONDERLAND



15. THE RICH CAN SIT ON THE GALLERY



EVENT 1. MAKE IT GREEN

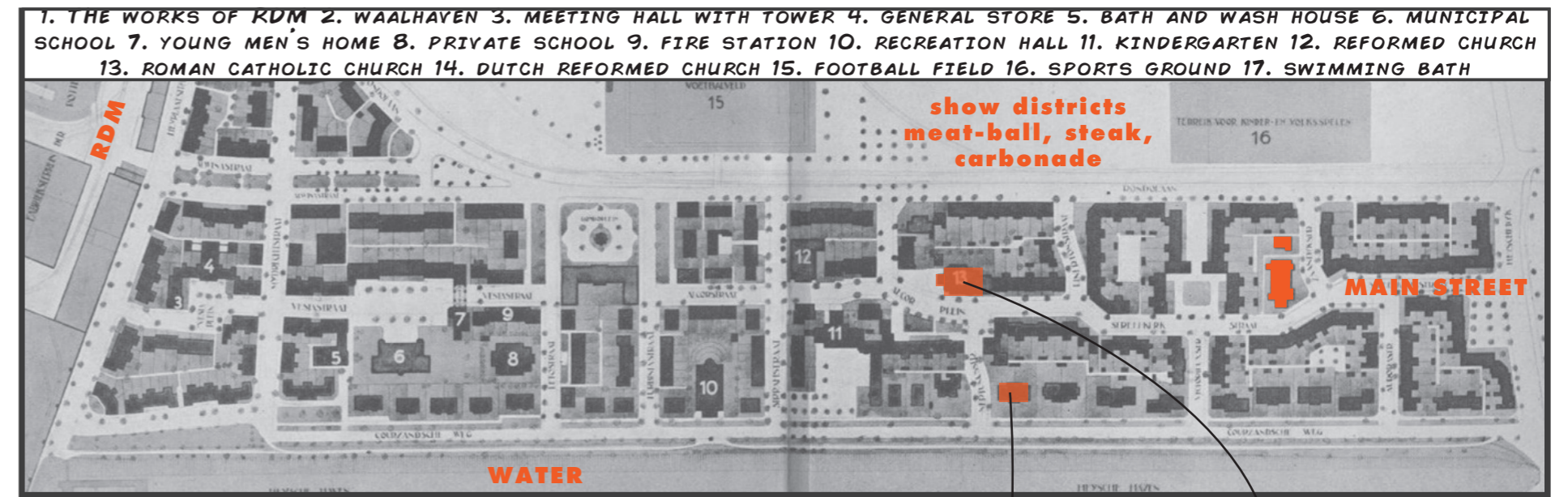
This event is reconstructed with a number of things in mind

- 1) The reason Heijplaat came to existence
- 2) Hierarchies in heijplaat, between workers, within families.
- 3) The urban lay-out.

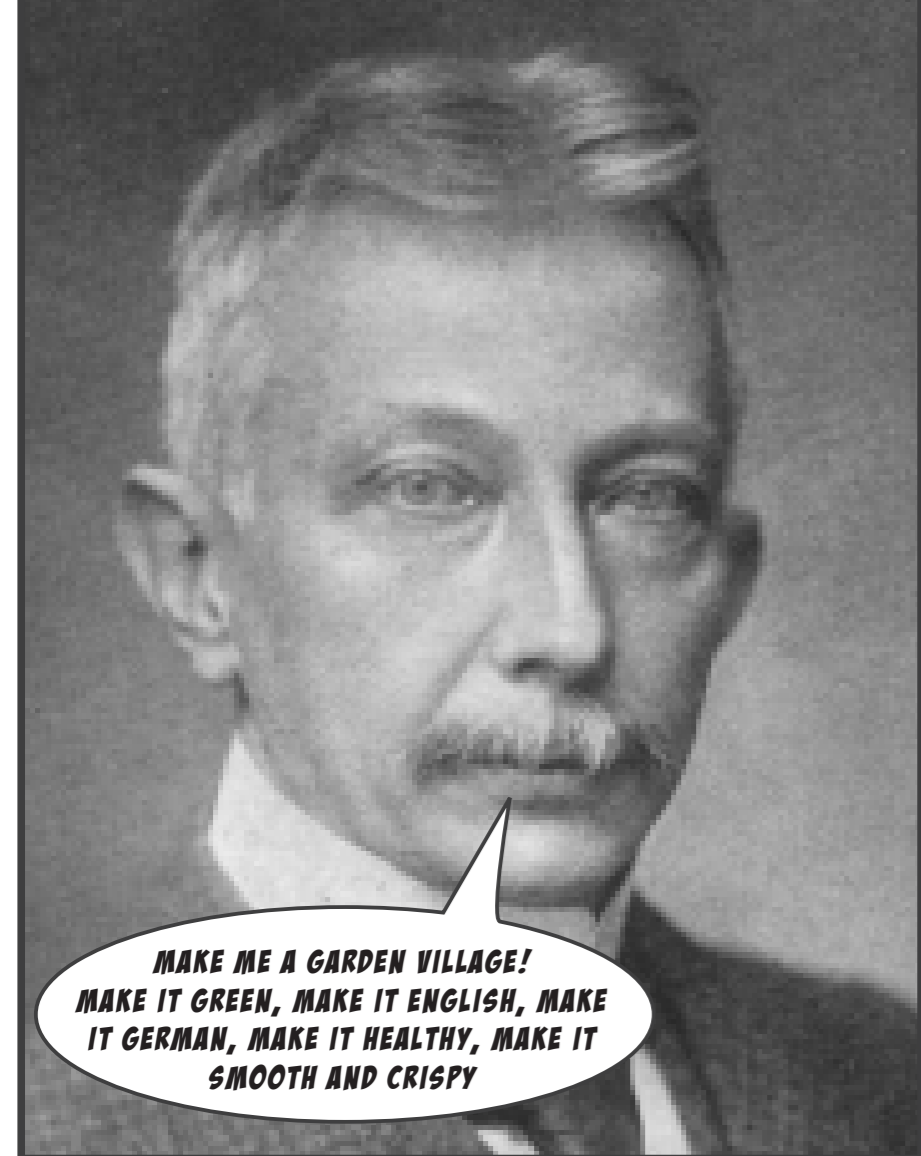
photos (description) obtained through R. Lampen (2018), National Archive The Hague

transcripts obtained through N. van der Wal, N. Prins, J. De Waard, L. t' Hart, E. Calincher, P. Blokdijk, Kusters, J. van der Stoep (2017, 2018)

book heijplaat



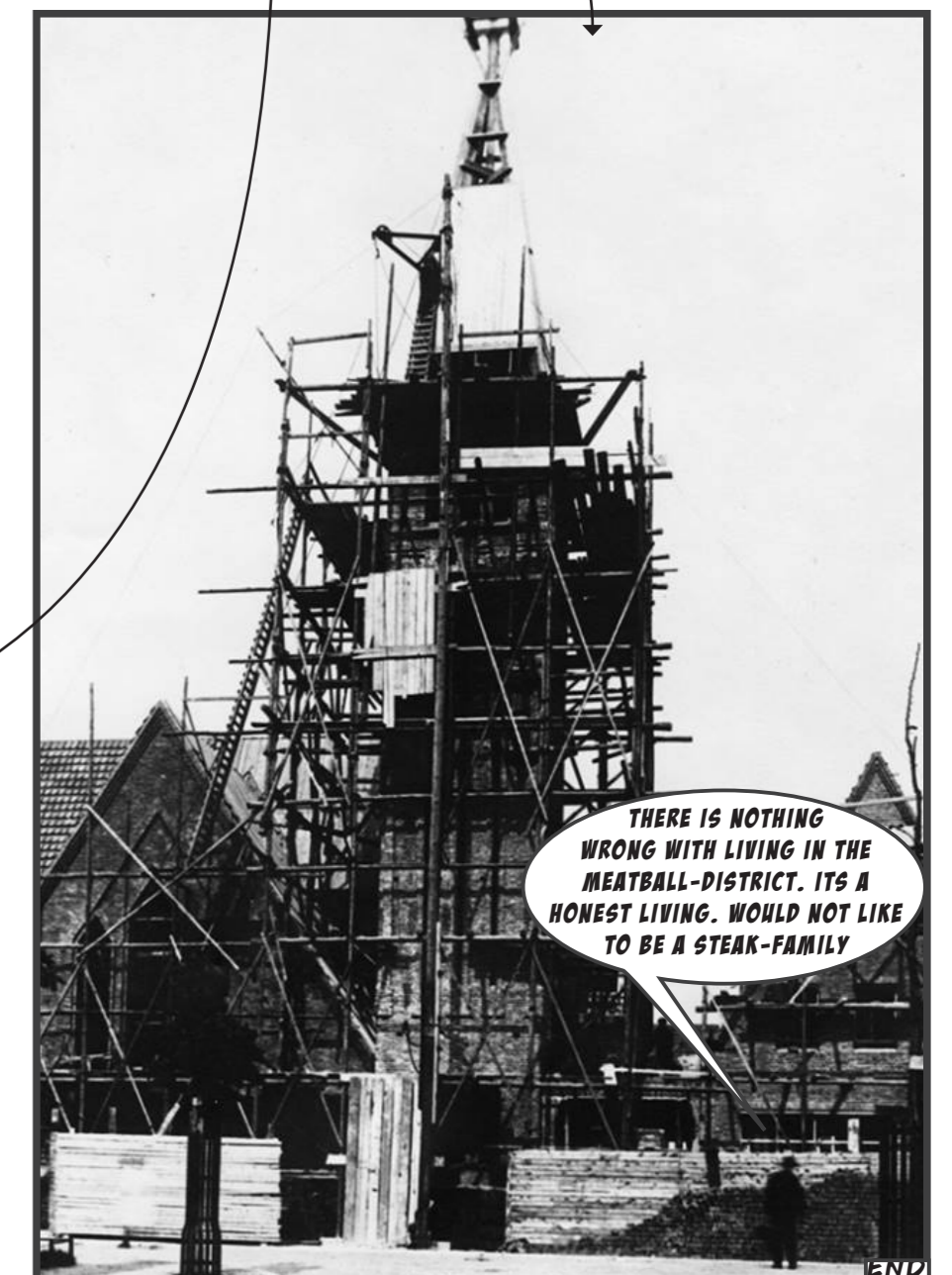
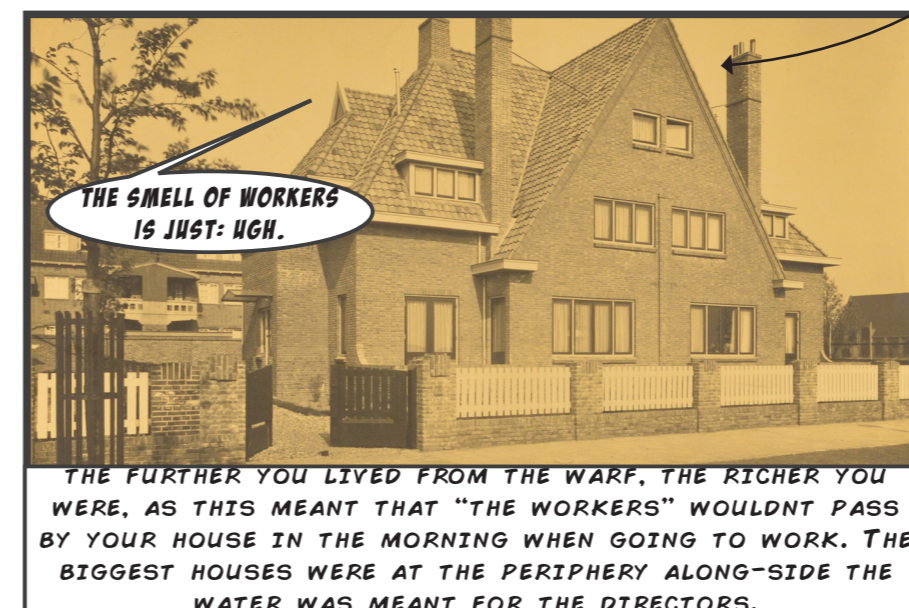
DUE TO THE ISOLATED LOCATION OF THE WARF THE BUILDING OF HEIJPLAAT WAS AN INITIATIVE OF IR M.G. DE GELDER, DIRECTOR OF THE RDM. IN THIS WAY THE WORKERS WERE EASILY PUT ON A NEW SHIFT.



H.A.J. BAANDERS WAS THE ORIGINAL 'HOUSE' URBAN PLANNER AND ARCHITECT OF THE RDM AND DESIGNED 307 DWELLINGS IN 1914



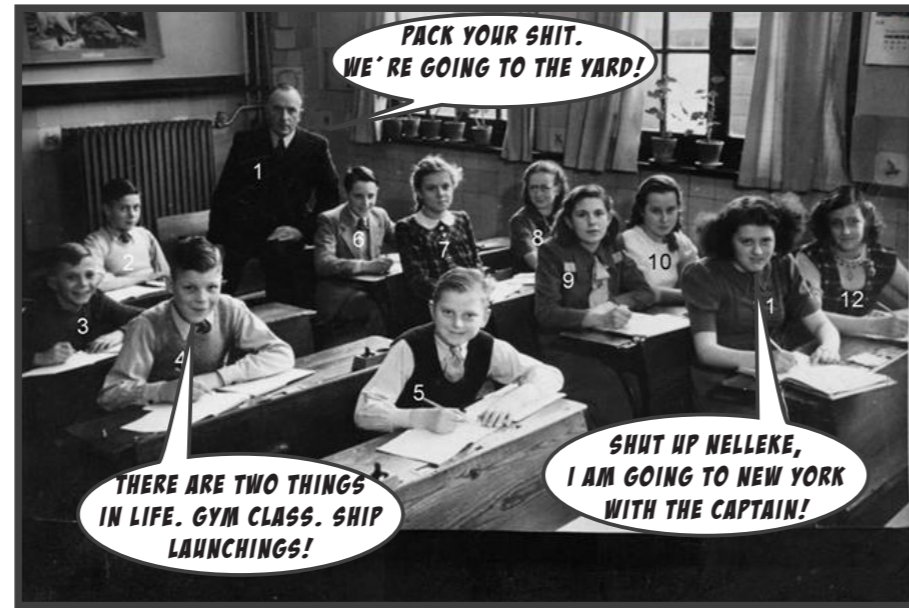
S. DE CLERCQ TOOK OVER AFTER BAANDERS AND EXPANDED THE VILLAGE WITH MORE FACILITIES AND DWELLINGS.



EVENT 2. THE BIG LAUNCH AT THE RDM

This event is reconstructed with a number of things in mind
 1) heijplaat as big unity of ship-yard workers, a bubble-community.
 2) hierarchies in heijplaat, between workers, within families.
 3) the commitment and passion to make beautiful objects.

photos (description) obtained through R. Lampen (2018)
 transcripts obtained through N. van der Wal (long time resident of heijplaat)
 and N. Prins (story-man), J. De Waard, L. t' Hart, E. Calincher, P. Blokdiik,
 Kusters, J. van der Stoep (2017, 2018)



THREE YEARS EARLIER, IN 1955, THE HOLLAND-AMERIKA
LIJN (HAL) ORDERED THE SHIP FROM THE RDM NY. THE DE-
CADES AFTER AND DURING THE WAR WERE A BOOMING TIME
FOR THE SHIP-YARD.



THE LAUNCHING OF THE SS ROTTERDAM ON THE 13TH OF SEPTEMBER 1958 BY QUEEN JULIANA. WITH A SILVER AX THE QUEEN CHOPS
THE ROPE TO WHICH A CHAMPAGNE BOTTLE IS HANGING AND SAYS: "I GIVE YOU THE NAME ROTTERDAM AND WISH YOU A SAFE JOURNEY".



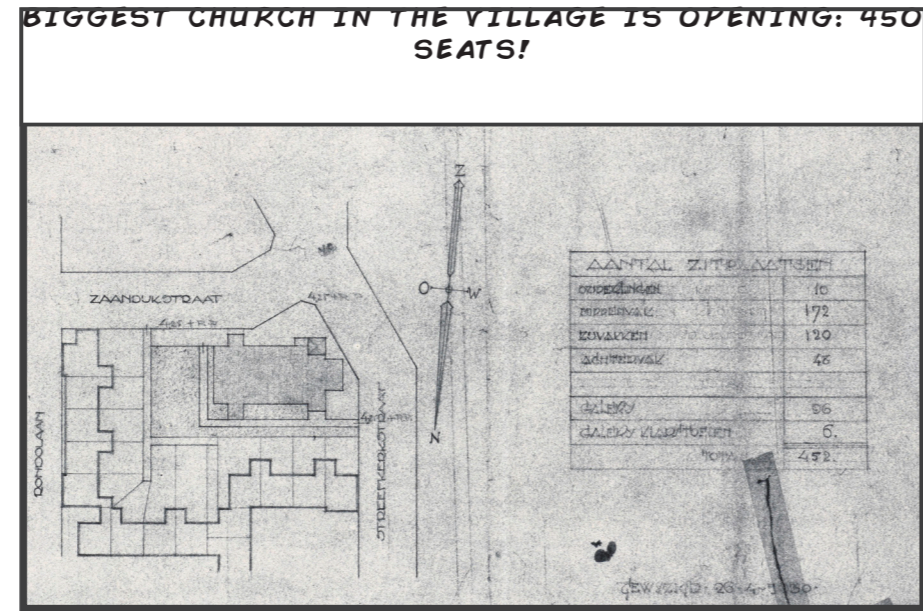
TIME FOR SOME ROCK AND
ROLL. AND A WILD PARTY.



EVENT 3. THE RICH CAN SIT ON THE GALLERY

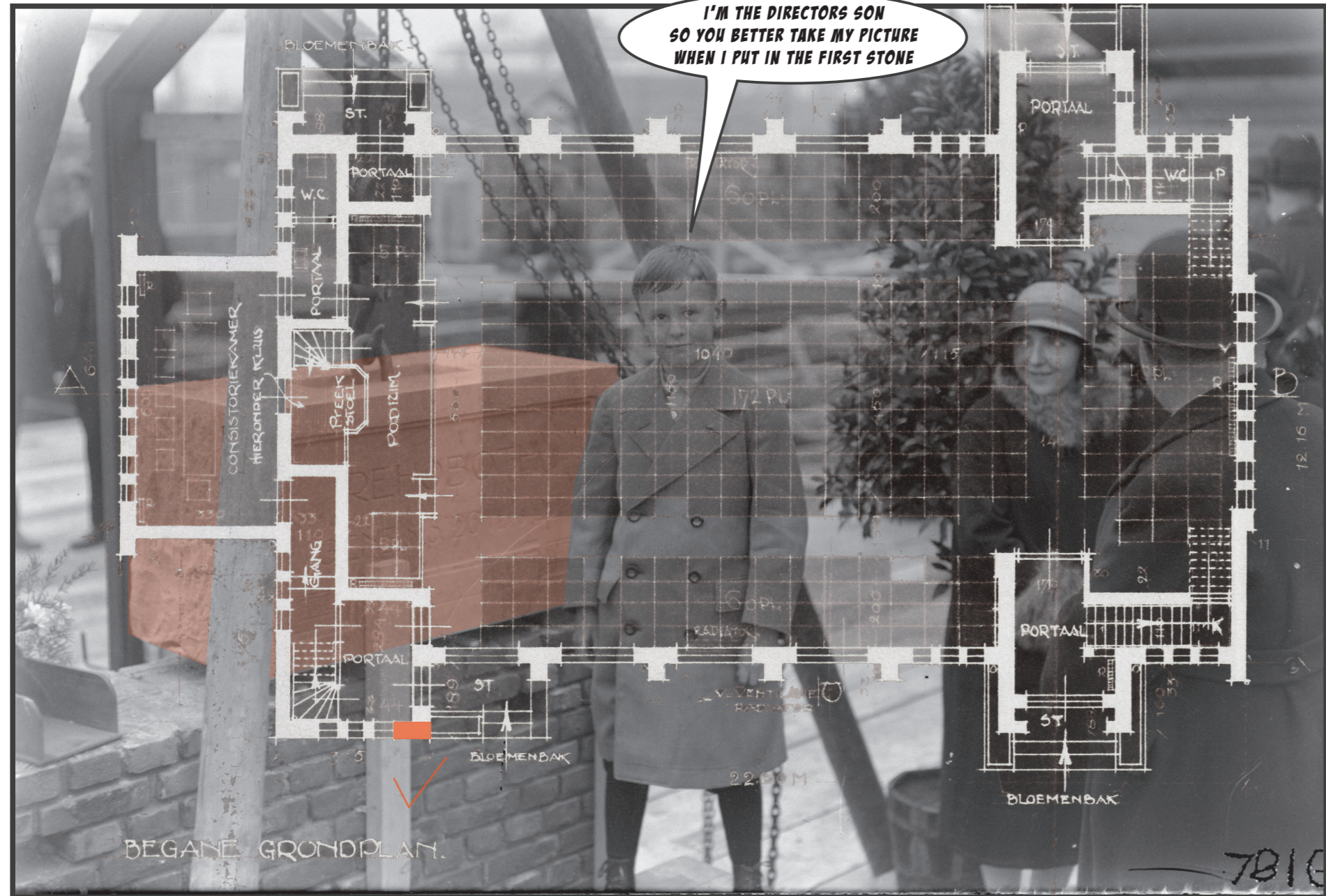
This event is reconstructed with a number of things in mind
 1) The reason Heijplaat came to existence
 2) Hierarchies in heijplaat, between workers, within families.
 3) The urban lay-out.

photos (description) obtained through R. Lampen (2018), National Archive The Hague
 transcripts obtained through N. van der Wal (long time resident of heijplaat) and N. Prins (story-man), J. De Waard, L. t' Hart, E. Calincher, P. Blokdijk, Kosters, J. van der Stoep (2017, 2018)
 book heijplaat



INWIJDING der JULIANAKERK
 op Woensdag 29 October
 — 'S AVONDS HALF ACHT —

- Votum.
- Gemeentezang Ps. 122 : 1.
 Ik ben verblijd wanneer men mij
 Godvruchtig opwekt, zie, wij staan
 Gereed, om naar Gods huis te gaan;
 Kom, ga met ons, en doe als wij.
 Jeruzalem, dat ik bemin,
 Wij treden Uwe poorten in;
 Daar staan, o Godstad! onze voeten,
 Jeruzalem is wél gebouwd,
 Wel saamgevoegd; wie haar beschouwt,
 Zal haar voor 's Bouwheers kunstwerk groeten.
- Voorlezing van de 12 artikelen des geloofs
 en I Koningen 8 : 27—43.
- Voorwoord.
- Wijdingsgebed.
- Gemeentezang Ps. 150 : 1 en 2.
 Loof God, loof den naam des



EVENT 4. THE DAY OF THE BLUE BAGS

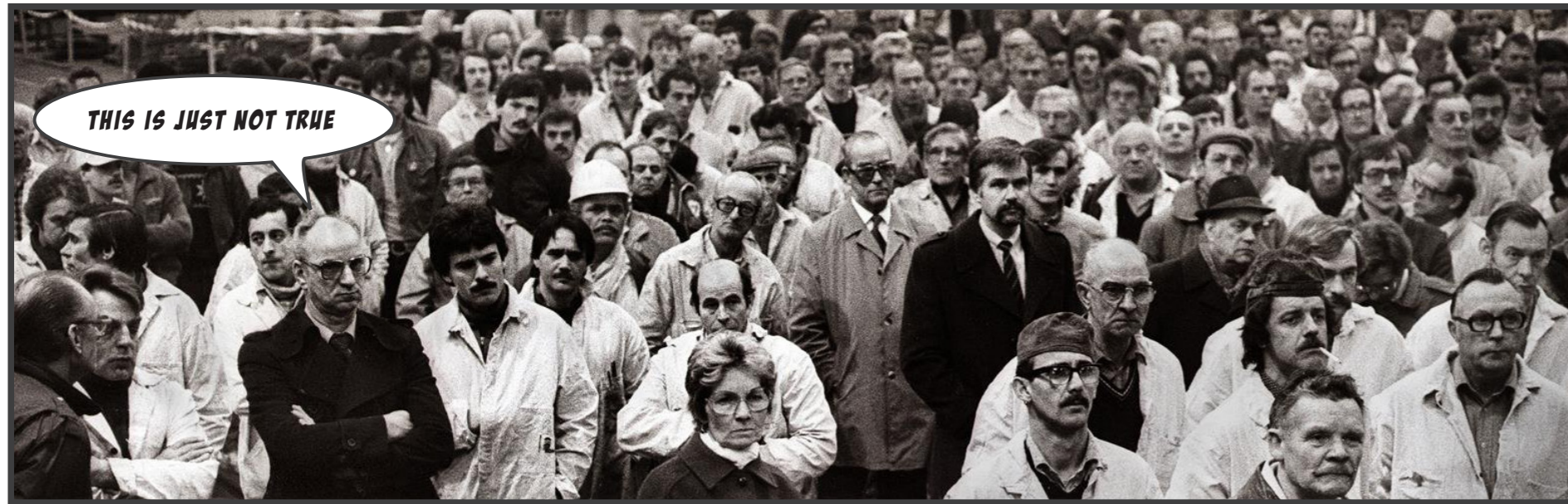
This event is reconstructed with a number of things in mind
 1) the mass unemployment due to the partial bankruptcy of the RDM.
 2) the social shift from an united village to people that had to deal with

1) Andere Tijden (2009). Massaoontslag: Heijplaat staat op straat 12 feb 2009 21:25 • VPRO

photos obtained through rob lampen
 transcripts obtained through nelleke van der wal (long time resident of heijplaat) and nico prins (story-man).



WHAT IS HAPPENING? WHY GO TO THE RONDOPLEIN?



THIS IS JUST NOT TRUE

IT WAS A BIG DRAMA FOR THE PEOPLE IN THE GARDEN CITY HEIJPLAAT. IN 1983, 1370 LABOURERS OF THE RDM WERE FIRED, BUT THE OTHER HALF OF THE SHIPYARD WERE STILL WORKING. THERE WAS A MAN THAT COULD NOT TELL HIS WIFE AND WENT TO THE ZUIDPLEIN SHOPPING MALL EVERY DAY INSTEAD UNTILL SHE FOUND OUT. FOR THE PEOPLE WHO COULD MAINTAIN WORKING FOR THE RDM IT WAS ALSO DIFFICULT. IT COULD MEAN THAT YOUR DIRECT NEIGHBOUR WAS FIRED, BUT YOU WERENT.



AFTER 30 YEARS OF LABOUR FOR FUCK'S SAKE!

I DONT KNOW HOW I AM GOING TO TELL MY WIFE

PETER HAD A STROKE WHEN THEY TOLD HIM.



THEY HAVE BEEN SAYING THAT FOR MONTHS NOW. RDM WILL NEVER BREAK!

TODAY, YOU ARE GOING TO RECEIVE SOME REALLY BAD NEWS



SOME DAYS AFTER

THEY BELIEVE THAT THEY CAN GO BACK AFTER 14 DAYS!



PEOPLE WOULD BE ASHAMED THAT THEY COULD STAY.

I NEVER SAW SO MANY MEN CRY AS THAT DAY

EVENT 5. BIG RESISTANCE 1990

This event is reconstructed with a number of things in mind
 1) the mass unemployment due to the partial bankruptcy of the RDM.
 2) the social shift from an united village to people that had to deal with

1) Andere Tijden (2009). Massaoantslag: Heijplaat staat op straat 12 feb 2009
 21:25 • VPRO

photos obtained through rob lampen
 transcripts obtained through nelleke van der wal (long time resident of heijplaat) and nico prins (story-man).



Doorbraak gesprek banenpool werklozen

HAAG (ANP) - Werkgeversorganisaties, vakbeweging en de Vereniging van Nederlandse Gemeenten (VNG) hebben donderdag een doorbraak bereikt bij het overleg over inrichting van banenpools voor langdurig, moeilijk bemiddelbare werklozen. Begin komende week wordt het overleg voortgezet in de verwachting dat woensdag of donderdag een concept-overeenkomst kan worden voorgelegd aan de ach-

terban van de onderhandelaars. Een kernpunt dat nog verder besproken moet worden is de financiële bijdrage van de arbeidsbureaus aan de regionale banenpools. Verder moeten er nog afspraken komen over het aantal jaren dat een langdurig werkloze tegen het minimumloon in de arbeidspool mag doorbrengen alvorens hij of zij wordt geacht een betaalde baan te vinden. Aanvankelijk zullen de arbeidspools het moeten stellen met een rijksbijdrage van 150 miljoen gulden. Maar gemeenten en de arbeidsbureaus gaan er ook geld in steken en bovendien is het de bedoeling dat instellingen die van mensen in de pools gebruik maken, daarvoor een inleenvergoeding gaan betalen.

Werkloosheid gestegen

HAAG (ANP) - De gereguleerde werkloosheid in ons land lag tussen november vorig jaar en januari dit jaar op gemiddeld 373.000 personen. Dat is gemiddeld 8.000 hoger dan het gemiddelde in de periode oktober-december 1989 (365.000).

Minister De Vries van sociale zaken en werkgelegenheid heeft de Tweede Kamer donderdag schriftelijk laten weten dat in het eerste semester van 1990 30.000 personen



Heijplaat boos over sloopplannen

Omgekeerde bewijslast slachtoffer verkeer

HAAG (GPD) - De ANWB pleit voor invoering van het systeem van de 'omgekeerde bewijslast' bij verkeersslachtoffers. Niet het slachtoffer, maar de tegenpartij zal dan moeten bewijzen dat hij of zij onschuldig is. Het principe geldt al voor fietsers en voetgangers, die door automobilisten worden aangereden. De automobilist moet dan zijn onschuld aantoonen.

Veel verkeersslachtoffers raken invalide door toedoen van een ander. Naast het lichamelijke ongemak blijven de slachtoffers in veel gevallen zitten met persoonlijke schade, omdat ze - bijvoorbeeld door gebrek aan getuigen - de schuld van de tegenpartij niet kunnen bewijzen.

Contract krijgt

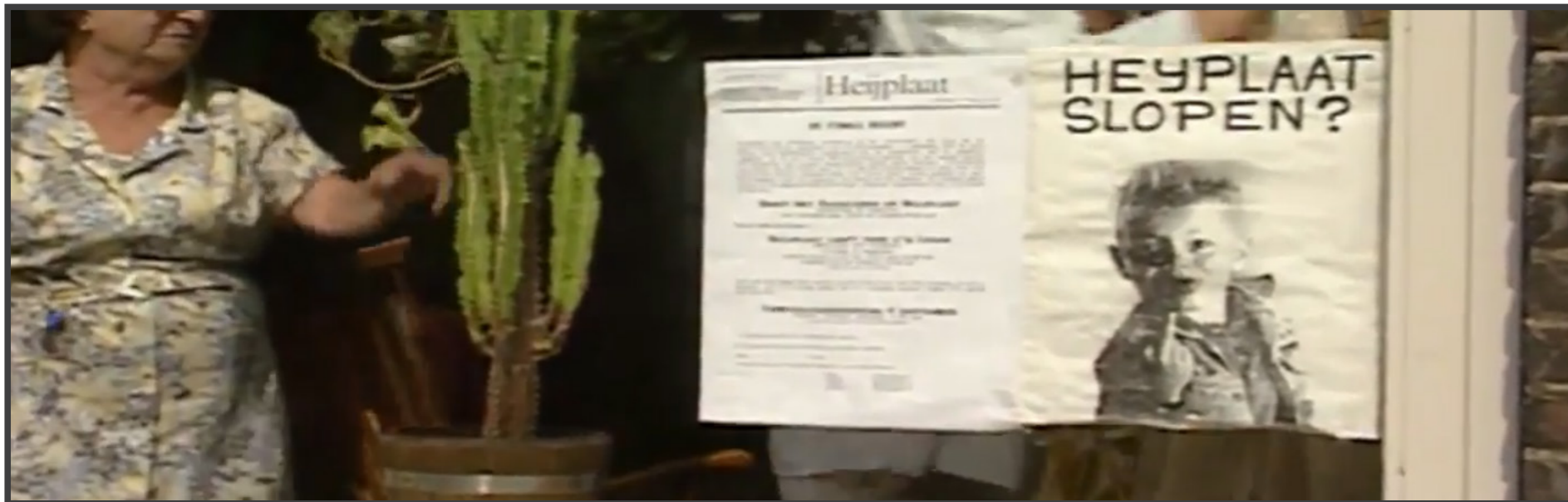
Uchtend bevinden we ons nog steeds in deze zelfde lucht, maar in de loop van de dag komen we steeds meer onder invloed van een oceaanstoring. Deze trekt naar het zich laat aanzien over Noord-Frankrijk naar het oosten en zorgt ervoor dat de wind flink is afgenomen en nog maar matig is te noemen. Vanmorgen opklaringen en misschien nog een buitje, later op de dag zorgt de storing voor wolkenvelden, maar neerslag wordt er vooralsnog niet uit verwacht.

Nautisch bericht

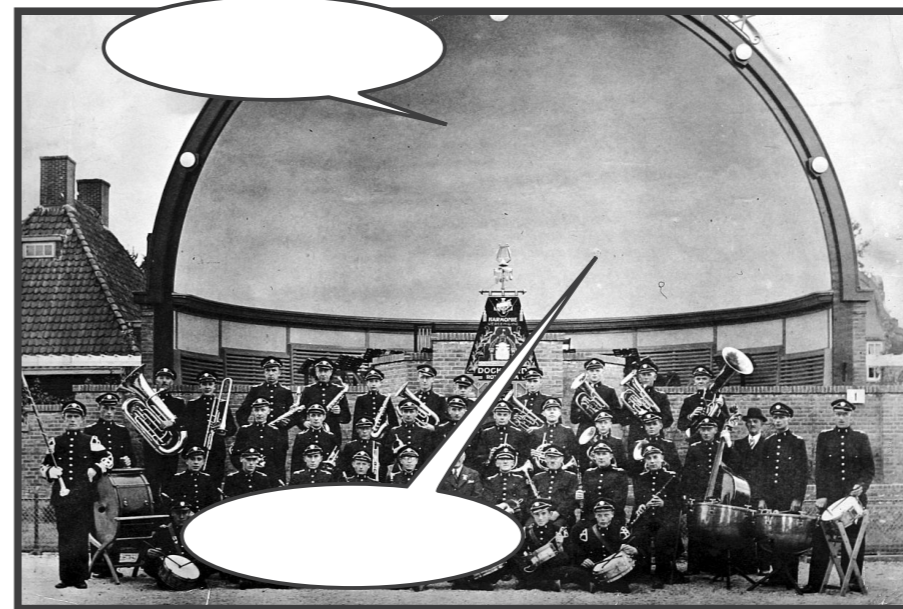
Wind: west 5 tot 6, afnemend 4 tot 5, na de middag verder afnemend 3 tot 4 Bft. uit west tot zuidwest, zicht: goed, temperatuur kustwater: 7 graden, afwijking waterstanden: geringe verhogingen, maximum golfhoogte monding Scheldes: omstreeks een halve meter.

ZON EN MAAN
 17 februari L.K. 19.48
 Zon op 0753 onder 1757
 Maan op 0209 onder 0954

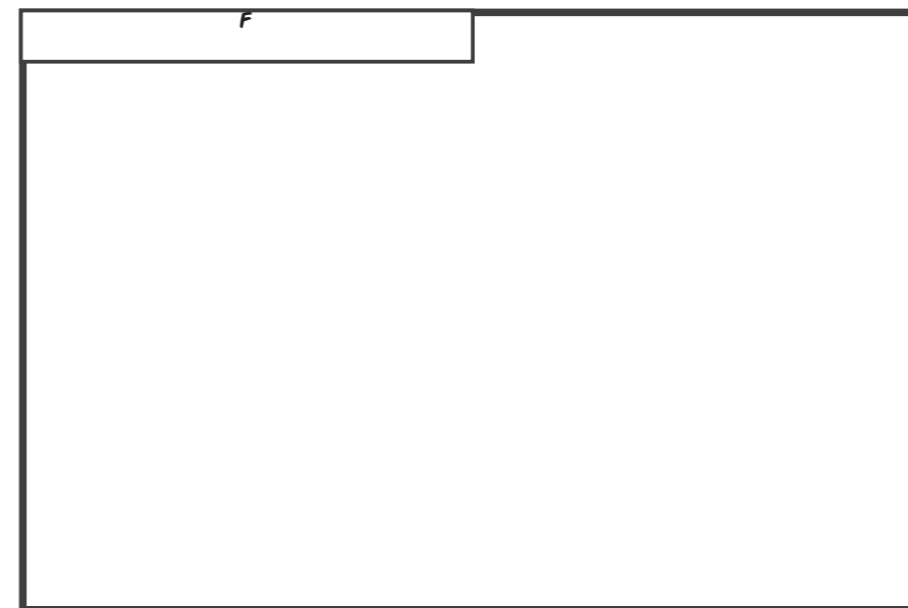
990	1000	1000
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EVENT 6.
THE RONDO'S
AT THE RONDOPLEIN



EVENT 7.
GET A WIFE!



EVENT 8.
HOW MUCH FOR THE SHIP!?



**DURING THE WAR,
 THERE WERE JEWS HIDDEN
 ABOVE THIS CEILING!**

**JOHN WANTS US TO
 FINISH FAST. WE EVEN DIDNT
 WAIT FOR THE MUNICIPALITY
 WITH THE ELECTRICITY**



SOME WEEKS LATER..

SHINY!

WOOAHAA!

LANGE TIJD DONKERBRUINE KROEG GEWEEST. NU WEER HERSTELD IN ERE DOOR JOHN DE ROODE, DIE DOET HET EIGENLIJK ALS HOBBY. VERDIEND ER MAAR WEINIG MEE. WEL WEER HOGE AANTREKKING VANUIT HET HAVENLEVEN DE WIJK IN.

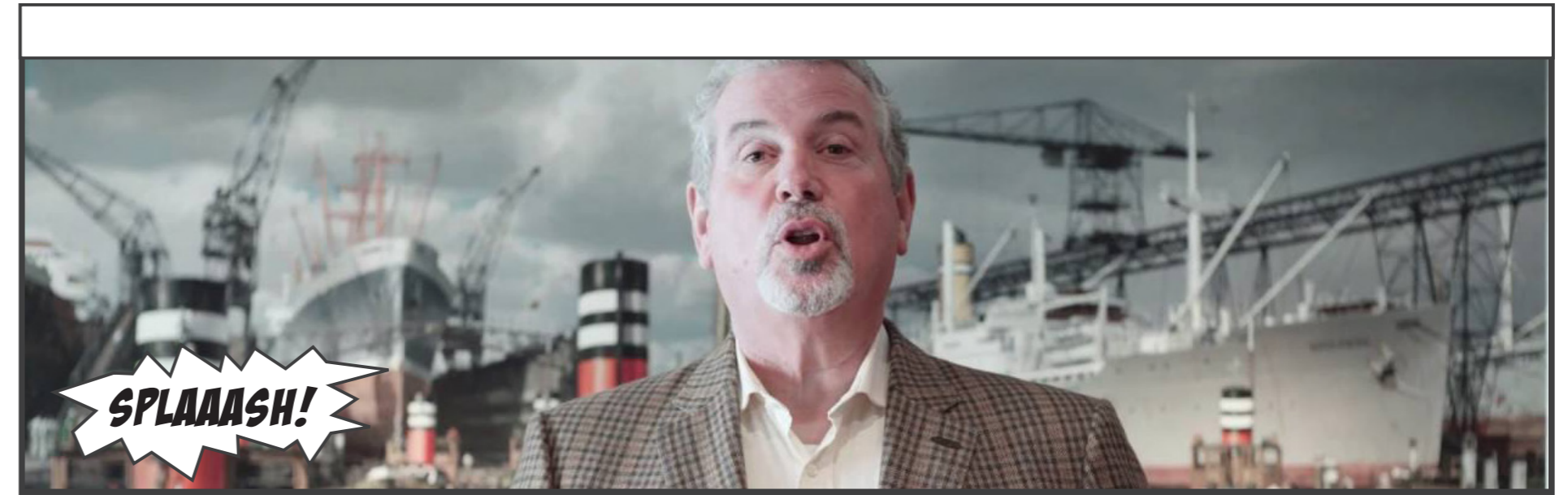


*photoshop john
 and owner*

**I HAVE ASKED YOU FOR 15
 YEARS NOW, HOW MUCH FOR
 THE MODEL SHIP?**

**I HAVE ALWAYS TOLD YOU:
 THE SHIP STAYS HERE. NOW.
 DO YOU WANT THE PLACE?**

**IF IT COMES WITH THE SHIP.
 YES.**



SPLAAASH!



END

EVENT 9. WHAT PLANS?

This event is reconstructed with a number of things in mind
 1) The former plans by Floor van der Kemp (Woonbron) and wUrck architects¹
 2) The change in plans for Heijplaat and RDM

1. 2015 <http://www.wurck.nl/projecten/het-nieuwe-dorp-op-heijplaat/>



**2000 RESIDENTS
SUSTAINABILITY
SUSTAINABLE AMENITIES
LETS BUILD SOMETHING GREAT
TOGETHER!**

FLOOR VAN DER KEMP A FORMER PROJECTLEADER OF WOONBRON, THE COOPERATION THAT OWNS MOST OF HEIJPLAAT. DURING HIS TIME AT WOONBRON FLOOR TRIED TO TIE ALL INVOLVED PARTIES IN THE AREA TOGETHER WITH A BIG COOPERATIVE AGREEMENT TO INTEGRALLY DEVELOP THE AREA. AFTER HIS DEPARTURE AT WOONBRON THINGS DID NOT GO AS PLANNED...



WAIT. FUCK ALL OF THE ABOVE. THIS IS NOT PROFITABLE

I WILL DO IT ON SOME ADVANTAGEOUS TERMS AND CONDITIONS...

I GUESS THAT'S A DEAL...

woonbron

VAN OMME & DE GROOT
Projectontwikkelaars en Bouwers | Rotterdam

Gemeente Rotterdam



GREENEST NEIGHBORHOOD OF ROTTERDAM

SELF-BUILT HOUSES AND VERY UNIQUE!

BIG AMBITIONS

STC-KNRM



UGLY. BUT STILL VERY SUSTAINABLE!



BUY ME IF YOU CANT AFFORD TO LIVE IN KRALINGEN..OR HIL-LEGBERG..OR THE NORTH!

NO CHARACTER AND MONOTONOUS. BUT STILL VERY SUSTAINABLE!



WAIT..THE REALTOR SAID THERE WOULD BE A SUPER-MARKET HERE!

WE JUST BOUGHT THE HOUSE...JUST WAVE FOR THE PICTURE



WHAT WILL BE MY FUTURE?

END

**EVENT 10.
GOODBYE GERRIT,
GOODBYE DAUGHTERS**



GERRIT KOSTER (AND LATER HIS DAUGHTERS) TOOK OVER THE SUPERMARKET FROM AAD VAN GELDER WHEN IT WAS STILL ON THE ALGORSTRAAT. WHEN THEY GREW THEY WENT TO A NEW LOCATION ON THE ZEVEN PROVINCIEPLEIN.



IM GETTING OLD. AND PEOPLE ARE NOT COMING AS OFTEN ANYMORE

ME AND MY SISTERS WILL TAKE OVER, BUT THE SUPERMARKET IS GOING TO BE DEMOLISHED FOR 'HET NIEUWE DORP'

DESPITE REDUCED ACTIVITY, THE SUPERMARKET (TOGETHER WITH THE HAIRDRESSER) WAS THE LAST STANDING AMMENITY IN THE VILLAGE UNTIL THE 1ST OF JULY IN 2017. IT THEREFORE BECAME THE CENTRAL SOCIAL PIVOTTING POINT OF HEIJPLAAT.



OMG GERRIT ALWAYS GIVES ME FREE CANDY!



THE CHILDREN GET CANDY. THE HARBOURWORKERS GET LIQUOR FROM BEHIND THE COUNTER



THE SUPERMARKET ALSO MAKES SANDWICHES, AND IS A PICK-UP POINT

MARGIT: 'YES, ALENKA JUST BOUGHT LUNCH AT KOSTERS & DOCHTERS. CHRIS: GERRIT IS 80 YEARS NOW. THE STUDENTS AT THE ACADEMY KNOW HIM WELL BECAUSE HE IS ALSO OUR THE LANDLORD. (AYDB STAFF)

Geachte Klant,

**MET INGANG VAN 1 JULI
IS ONZE WINKEL GESLOTEN.**

We hebben vele jaren met plezier aan u geleverd.
Bedankt voor het vertrouwen dat u in ons had.

2017

Tot en met 30 juni leveren wij nog graag aan u.

We wensen u een goede toekomst toe!!!!

Familie Koster en personeel



THERE ARE THREE VACANT LOCATIONS THAT ARE SUITABLE FOR A SUPERMARKET, BUT THERE IS NO FEASIBLE PLAN TO RUN IT AS THERE ARE NOT ENOUGH CUSTOMORS DUE TO THE DEMOLISHMENT OF THE 50'S PART OF THE VILLAGE.



WHO IS GOING TO RUN ME?

EVENT 11.
FINALLY! SOMETHING IS HAPPENING AGAIN

ON THE NIGHT OF THE 6TH OF AUGUST 2018 ALL OF ROTTERDAM RECEIVED AN 'NL-ALERT' STATING THAT EVERY CITIZEN SHOULD CLOSE THEIR DOORS AND WINDOWS DUE TO SMOKE FROM A FIRE ON THE ZAANDIJKSTRAAT IN HEIJPLAAT.



ERASMUS MEDICAL CENTRE:
 WHAT THE FUCK? CLOSE THE VENTILATION SYSTEM

SMOKIN'



AFTER THIS HOT AND STEAMING BATH I FEEL SO REJUVENATED



THE BELL-TOWER IS JUST A LITTLE BIT DRUNK. BUT ITS FINE, ITS STILL FUNCTIONING

I ALWAYS WEAR A BATH-CAP TO PROTECT MY HAIR.



ITS A GRIP-II FIRE, COPY!
 NO SIGNS OF ASBESTOS.

FINALLY! I HAVENT HAD A SHOWER IN YEARS!

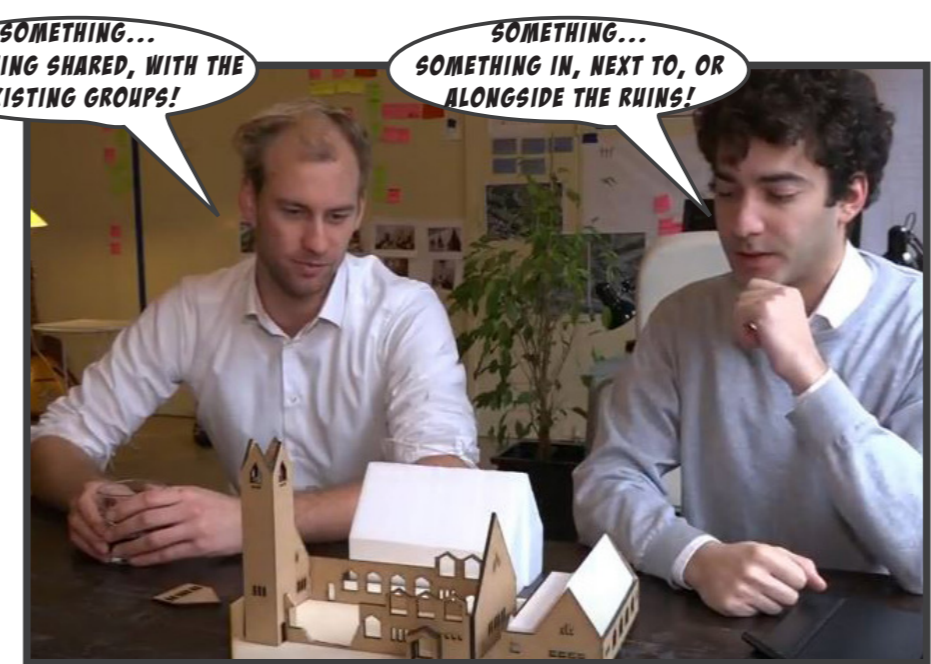


YES. ITS VERY SAD. ITS WHAT DEFINED HEIJPLAAT

ARE YOU SAD?



WE ALL LOST OUR BUILDING. US AND THE NEIGHBOURS. A SENSE OF COLLECTIVITY



SOMETHING... SOMETHING SHARED, WITH THE EXISTING GROUPS!

SOMETHING... SOMETHING IN, NEXT TO, OR ALONGSIDE THE RUINS!



WE HAVE TO LOOK - SAD BUT HOPEFUL - FOR THE PRESS. BUT WE ALREADY KNOW WHAT IS GOING TO HAPPEN THE NEXT TWO YEARS

EVENT 12. CONCEPT WONDER- LAND

This event is reconstructed with a number of things in mind
 1) The reason Heijplaat came to existence
 2) Hyarchies in heijplaat, between workers, within families.
 3) The urban lay-out.

photos (description) obtained through R. Lampen (2018), National Archive The Hague
 transcripts obtained through
<https://dagblad010.nl/prof-eekhout-ontsteld-sloop-concept-house-prototype/>
<https://www.duurzaamgebouwd.nl/projecten/20180111-rotterdam-krijgt-eerste-circulaire-woonwijk-van-nederland>



"Het heeft 400.000 euro aan externe inbreng van veertig partners en sponsors van buiten de TU gekost om dit schoolvoorbeeld van energiepositief wonen te realiseren. En de TU Delft gooit het zomaar weg, zonder over haar beweegredenen te overtuigend communiceren. Onbegrijpelijk. Te meer omdat er een aanbod ligt van een koper, die alle verplichtingen van de TU wil overnemen en het Prototype over het water wil laten vervoeren naar Arnhem om er een energiepositief Aqua House van te maken", aldus Eekhout.



2.4 PRESCRIPTIVE EVENTS



1. ROMANCE IN THE HARBOUR



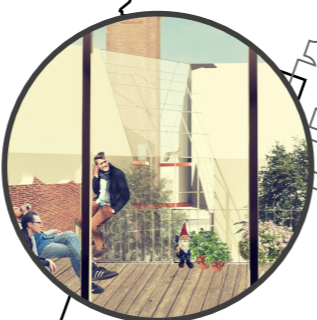
2. PEARLS, PEARLS, PEARLS



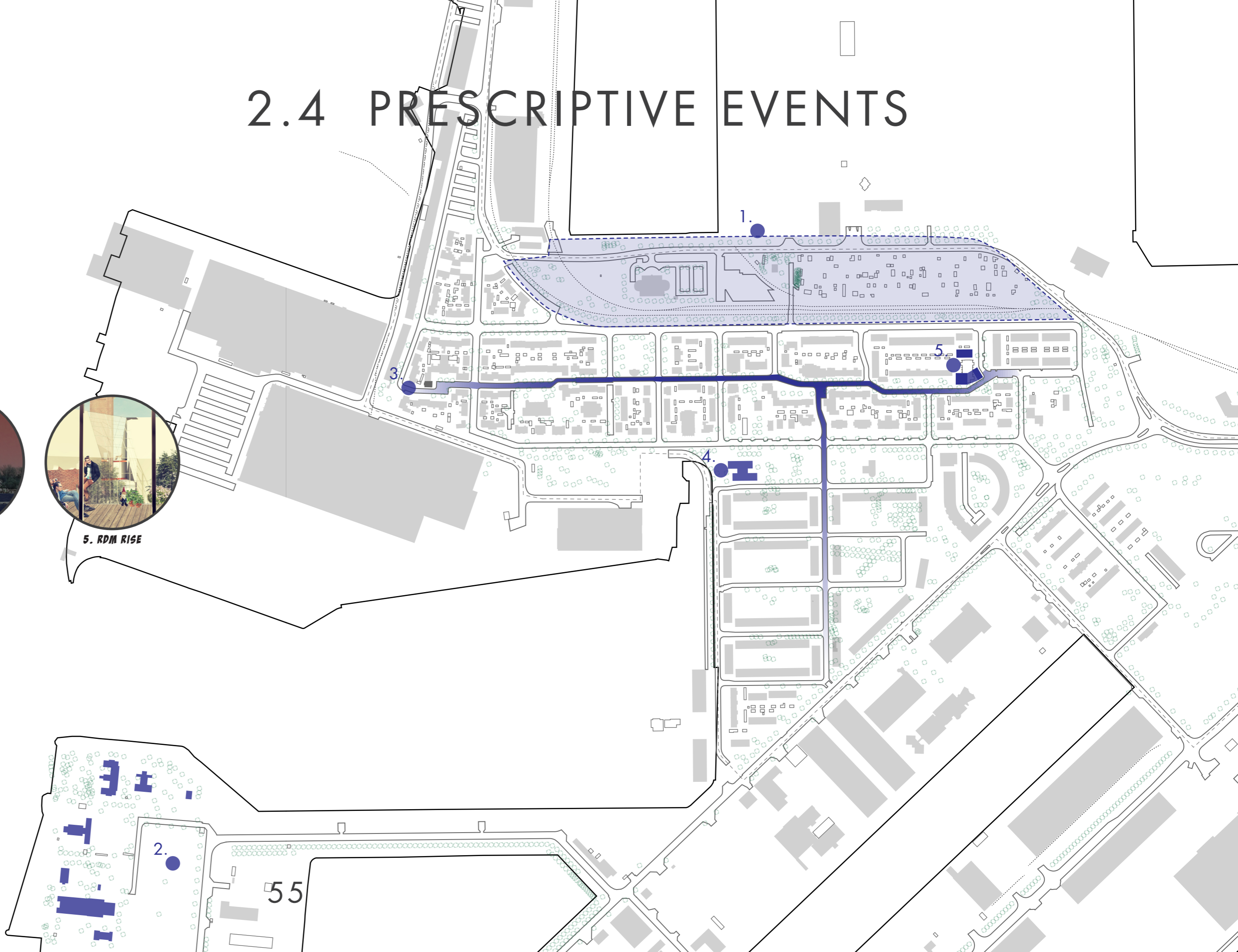
3. WHAT NOISE?



4. COOPERATIVE SUPERMARKET



5. RDM RISE



55



Tower to generate the means to redevelop the quarantine area into a recreational zone

Swimming pool

Recreational program

Bar

Restaurant

Extension of village by Chime & de Groep

Supermarket

Cooperative supermarket run by locals with a redesign of the square as a central point

Redevelopment 'verenigingsgebouw'

RDM

Redevelopment Elmskerk

Redevelopment Bondafatuskerk

Redevelopment Julianaark

Compact house

Student village with compact housing solutions

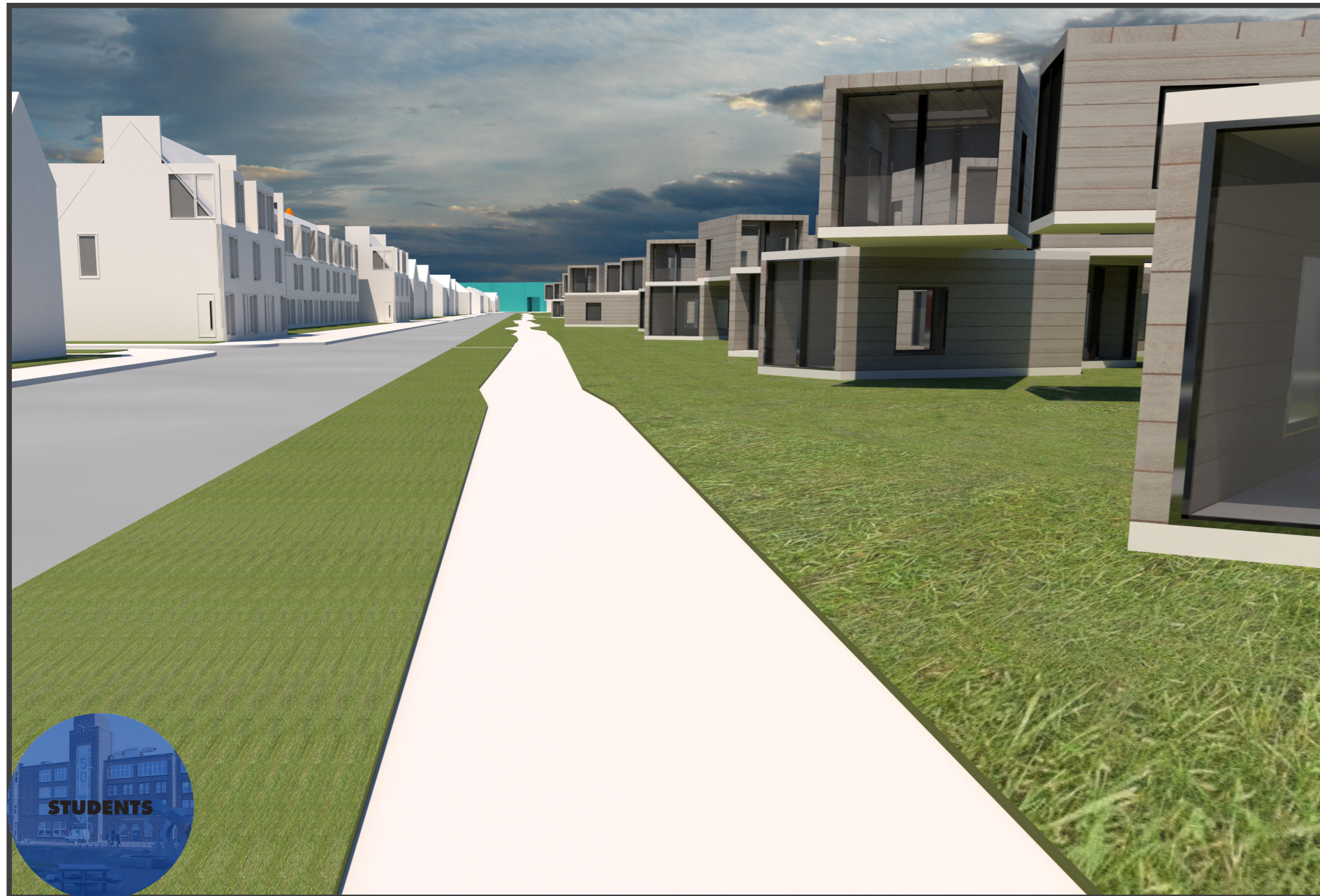
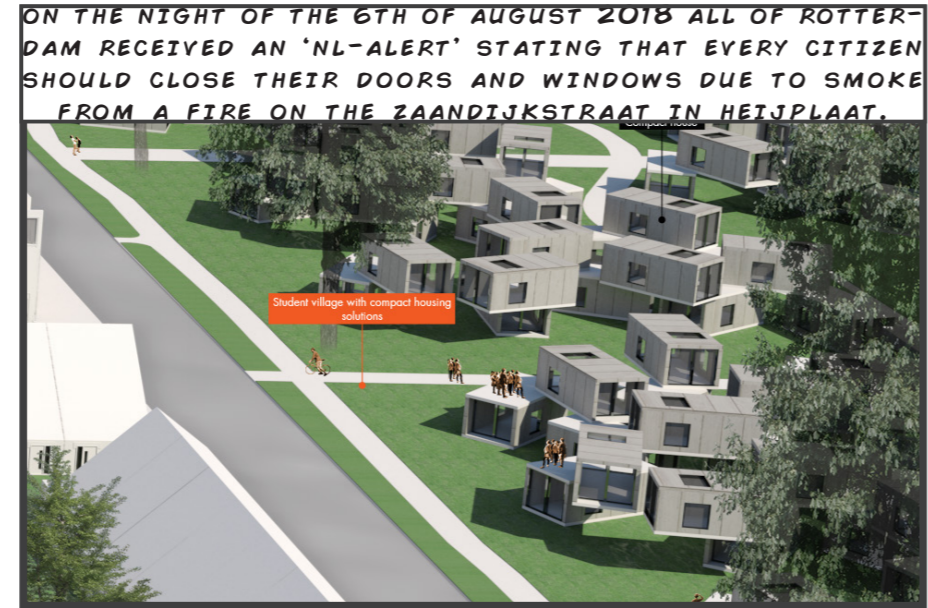
Revitalization of main street with semi-public program

HEIJPLAAT

56

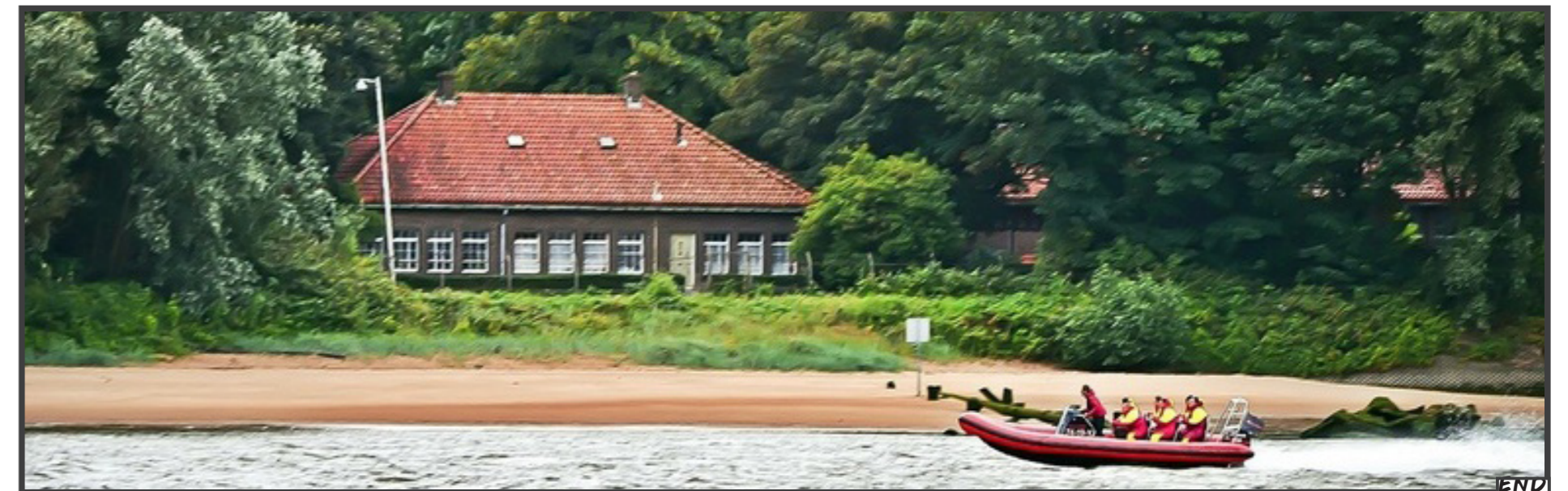
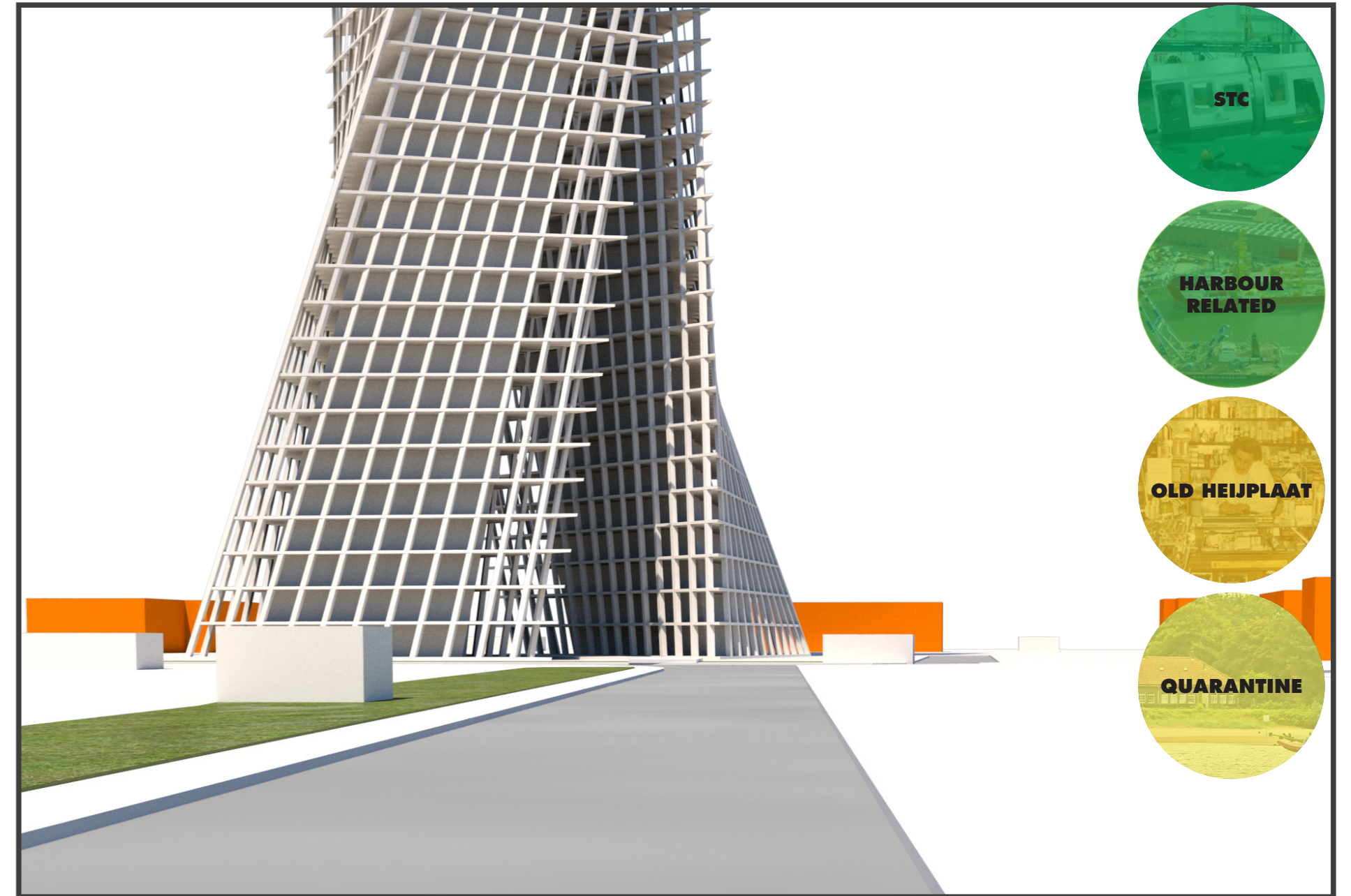
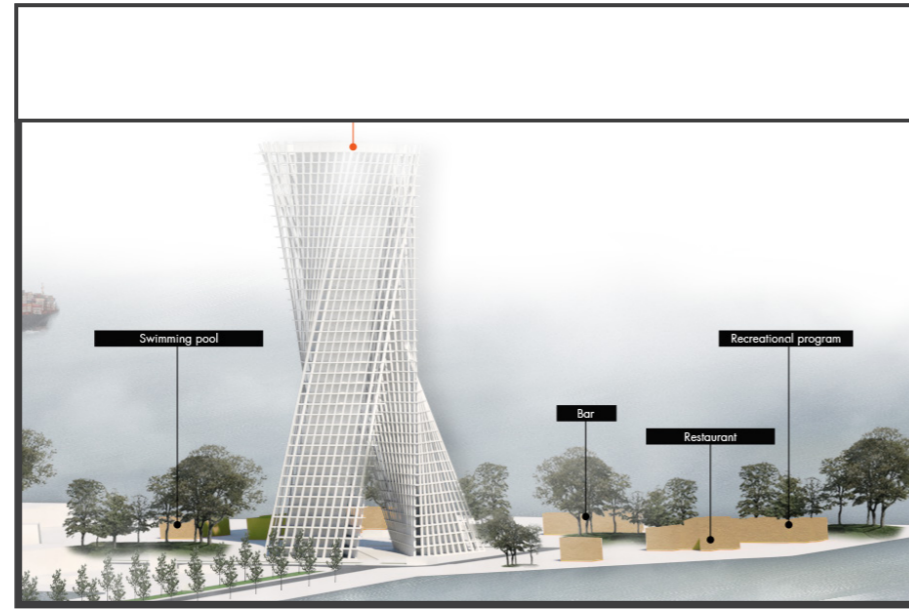
EVENT 1. ROMANCE IN THE HARBOUR

There is a big green strip to the east of the village which is at the moment contains: parking spaces, one office building, a small collection of garden sheds where people grow vegetables and where occasionally (once a week) a goods-train passes through. This strip has enormous qualities and potential to be redeveloped as it has the most spectacular views over the harbor and city of Rotterdam. An increase of population combined with making the qualities of the area explicit, will make for a sustainable, resilient future for Heijplaat. One could think of self-constructed housing projects, tiny houses, container-houses so that the residents become more invested in the place. These can also be locally produced housing units, preferably by people working in the area. These units will be the perfect housing solution for the students at RDM.



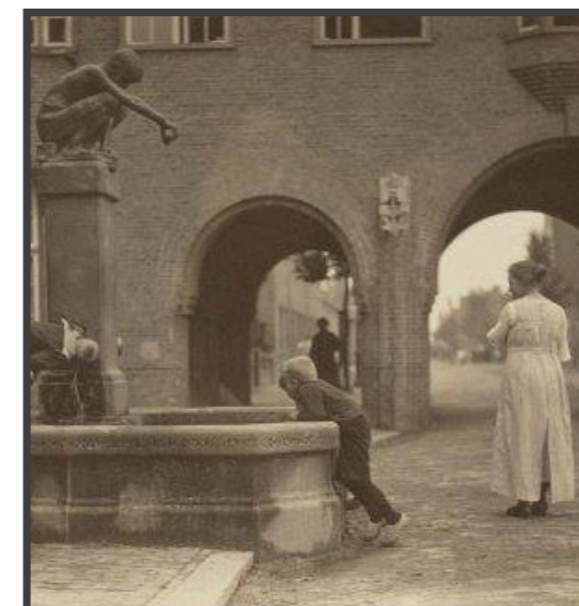
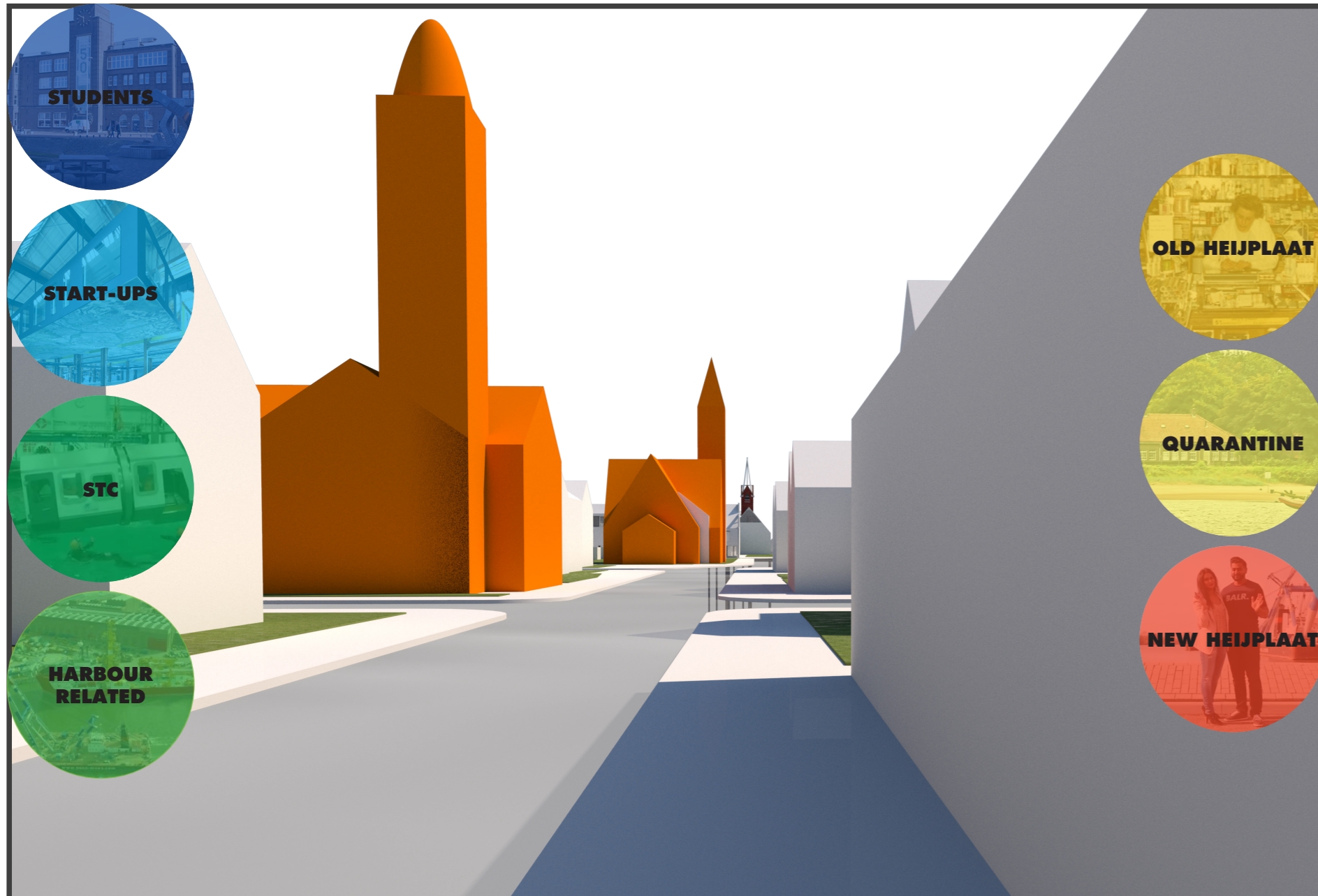
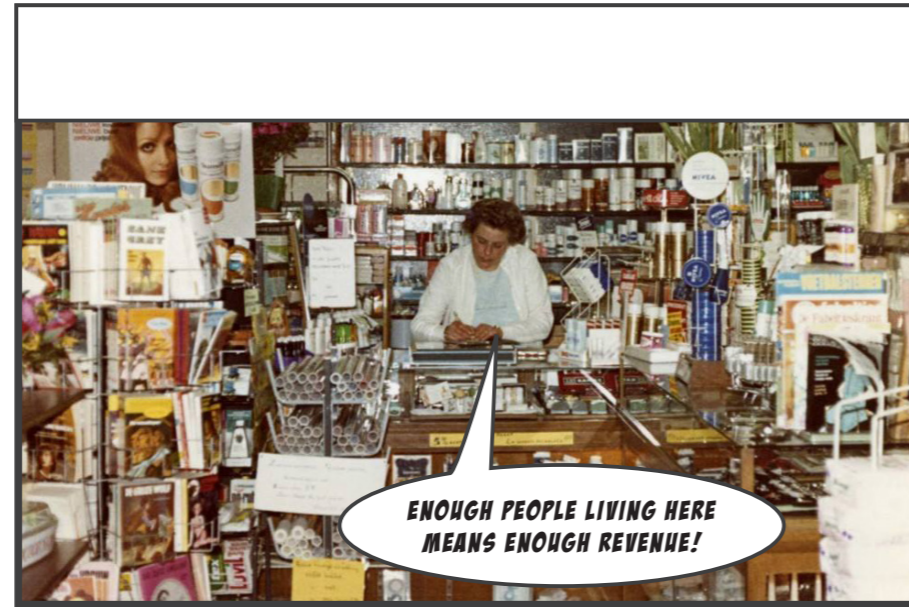
EVENT 2. PEARLS, PEARLS, PEARLS

Another place that has been looked over for decades now is the former quarantine area. It is being used by artists (in resident), but will be thrown out within 7 years. The Port of Rotterdam is planning on making program (offices, classrooms, etc.) that extends for the RDM. That is not a bad idea, but it would mean that a big chance is being let by. The chance of attracting Rotterdam (and beyond) to Heijplaat, by making this an recreational area (hotel, restaurant, bar, swimming pool, etc.)



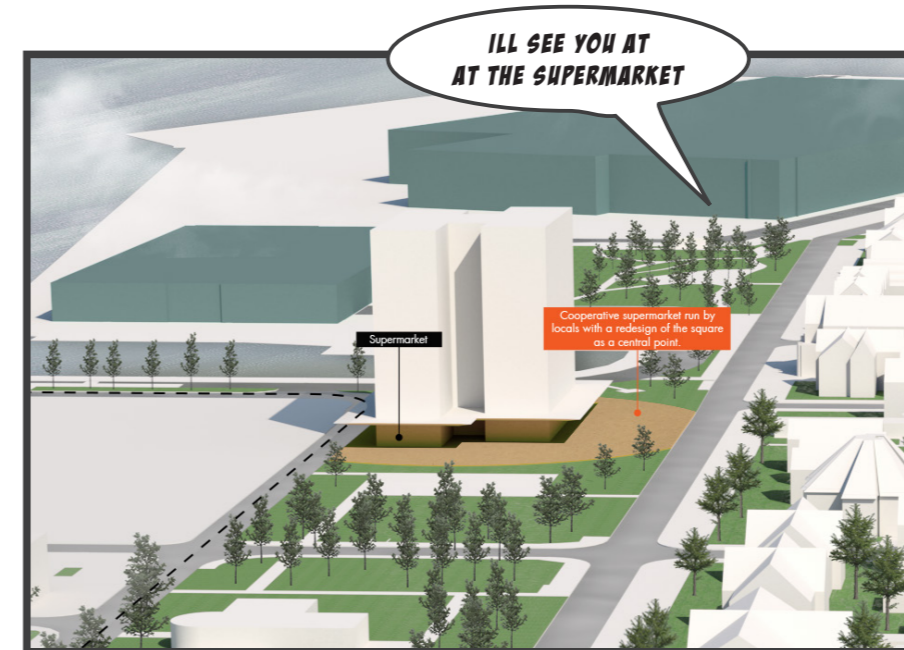
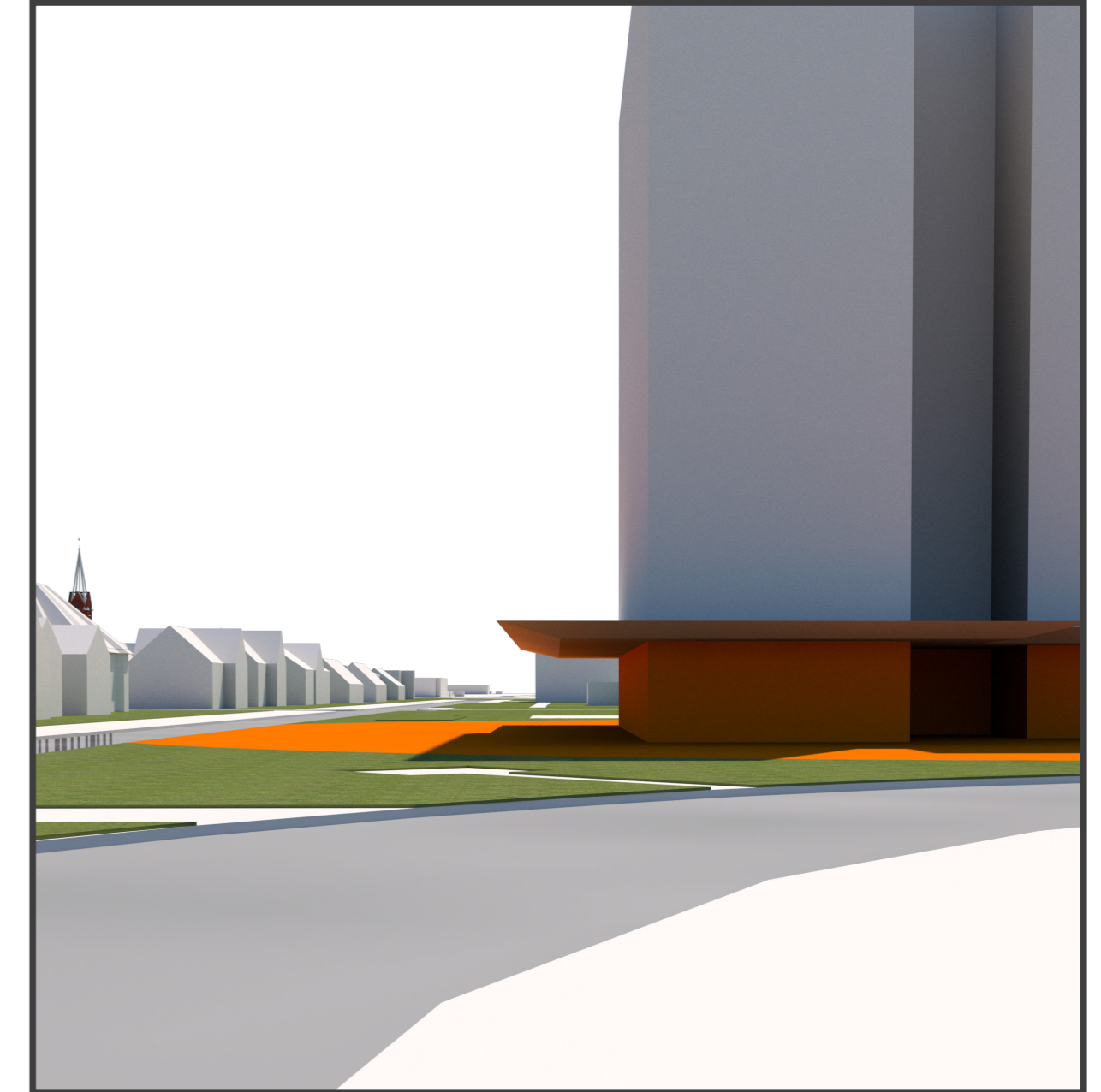
EVENT 3. WHAT NOISE?

In the case that prescriptions 1,2,4 and 5 happen; one can easily predict that small commerce (shops) will happen again in Heijplaat. For spatial reasons it is very important that this happens on the main street, where the other main attractions of Heijplaat are (school, churches, etc.). This is also where the shops have been 'in the old times'. Woonbron, however has sold some of the houses that have shops on the ground floor for people to rebuild them into houses.



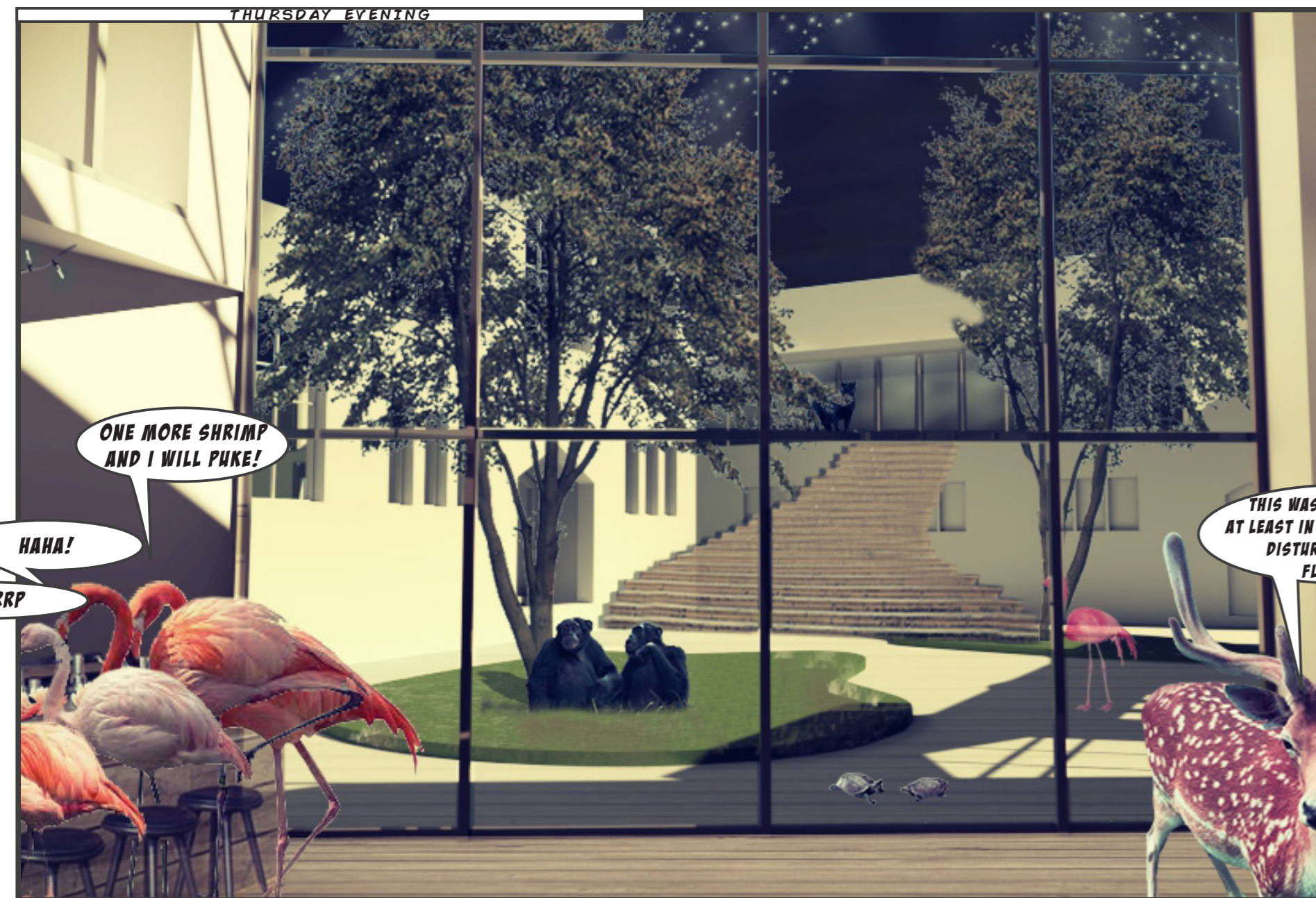
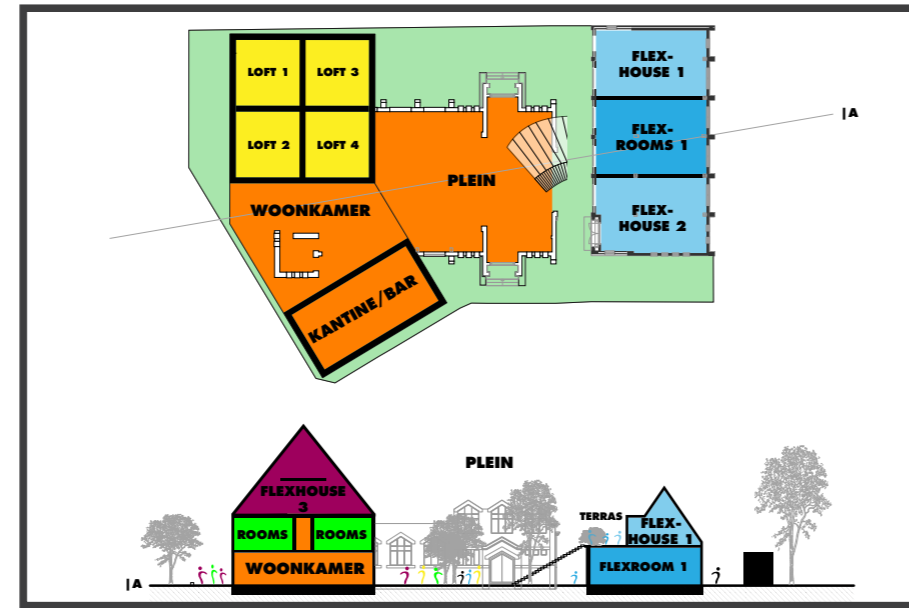
EVENT 4. CO-OPERATIVE SUPERMARKET

As a supermarket is very dependent on the amount of people that live close by, one should not wait for a very commercial supermarket. It could also be done by people in the neighbourhood themselves, with volunteers. A high percentage of the people have no job or are retired. A sense of community was highly connected to the old supermarket, arguably the most central social pivoting point of the last decades. Combined with different functions such as a package picking point, it can again flourish to be a place to meet and come together.



EVENT 5. RDM'INN

The new people working at the RDM have different lives and different needs compared to the old RDM. This village has not been built for them. The new needs should be answered so that the people that value Heijlplaat the most can reside here. The new RDM-person has a more flexible life. And without stronger social structures, these young people are looking for new forms of community and convenience. The new RDM worker needs a home, but this is not going to be Heijlplaat if nothing changes.



ESSAY 2

GARDEN CITY HEIJPLAAT AND ITS CONVIVIAL FUTURE

2.5.1 CONVIVIALITY | INTRODUCTION

Often it is said that there is no translation for the Dutch word of 'gezellig', but there is: it is convivial and it is what Heijplaat is not (anymore). Therefore social monumentality - or the value of events - has a direct relation with conviviality as it could be the description of a certain event. Other (series of) positive or negative words can surely also describe certain events, however, conviviality has a strong cultural connotation in the Dutch language, describing the most common feeling of positiveness. The Oxford Dictionary¹ describes conviviality as:

- a. An atmosphere or event) friendly, lively, and enjoyable. "a convivial cocktail party"
- b. (A person) cheerful and friendly; jovial. "she was relaxed and convivial"

Conviviality has a lot to do with togetherness. Especially the description of SECS Pompéia matches the notion of togetherness: "During the first years under her supervision, the Pompéia Factory was the great novelty on the Brazilian cultural scene. There Lina, worked on the architecture of human behavior, designing spaces and altering them, creating contexts and giving birth to life. Conviviality between people is the great generator of everything."²

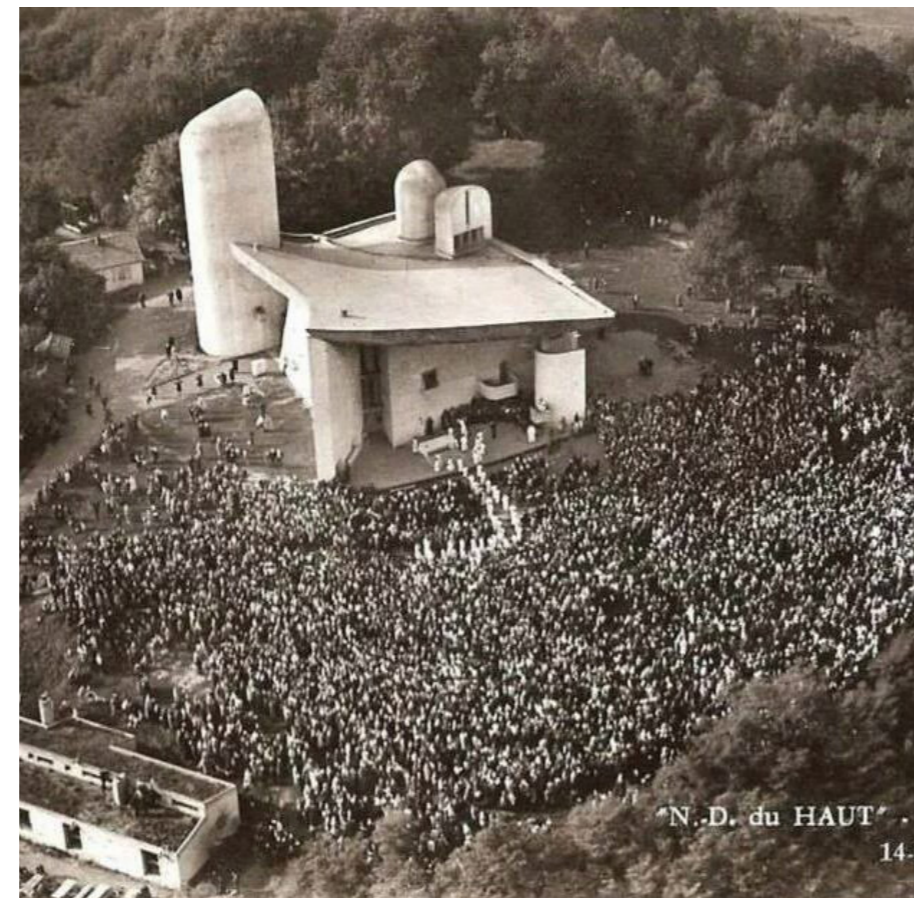
The Dutch go further than this, describing 'a week', 'a meeting', 'a person', 'a place' etc. as convivial, but usually do not use it when there is only one person involved in the event. It is here fore that if a Dutch person describes a place or event as unconvivial, one should be alarmed.

CONDITIONS FOR CONVIVIALITY

There is no research or academic background as to what is or is not (a) convivial (situation). For the reason of further exploring Heijplaat through this notion, there is a need to define conviviality. The conditions for urban life or conviviality are that (in this order):

1. The people present, also want to be present (this is an existential problem)
2. There are events (in places) where people can be together (this is an organisational problem)

The first condition is essential as it describes the relation between (the) human and the place. One could describe it as the opposite of the German word 'heimweh' or homesickness, describing the distress caused by being away from home. The opposite of heimweh is often described as fernweh, longing for far-off places, but this is not the opposite I am describing. I am describing 'not longing to something else', and being content with where one is. This condition is met on places where people gather with a purpose. People settle next to a river so they can fish and trade, and find meaning in being there, its (bio)logical. This is the reason people become sad from things like a ski-slope in the desert or tourists purposelessly wandering around in their city. It is good to consider the two pictures below; it is just an unscientific retrospective-prediction, but I think there was no-one in either of the crowds that did not want to be present.



Ronchamp, 14th October 1962 | Heijplaat, 13th September 1958

To take it even one more step back, as this goes to the very essence of architecture (in my humble opinion); imagine the very first people building shelter. The one in a rainy place built a sloped roof, the one in a sunny place built a flat roof. This is based on context (climate, soil, materials available, etc.). Once this physical environment is created it starts reflecting and creating upon the values and culture. There are always options to choose from, also at the very beginning, but it is important to remember: **The building does not make us in the first place. We make the building.** Or as Churchill likes to say it: we shape our buildings, thereafter they shape us. Or as Teerds likes to say: "There are many levels at which the built environment influences society, consciously and unconsciously. Can we reach school, work and shop in a pleasant way on foot or by bike? Is there good public transport, or do we have to use the car? That influences our health, but also has an impact on social life, on the community. A courtyard or a central playground invites social contacts more than simple streets with parking spaces. Those who can walk to school will meet someone else. Those encounters have an impact on us in one way or another, just like the (design of the) space itself and the material. We are conditioned by it. It determines our view of the world, and in a sense, our self-awareness."⁵

The people present give the spaces, the bricks,

value. Only after this is it that the building makes us. Ordos Kangbashi is a modern Chinese city that meant to house a million residents, but only 2% of the existing stock is being used.³ Without too much nuance, this is an example where condition 2) could be potentially met, but it won't as condition 1) is not met. If condition 1) is not met, it is useless to start 2). Events may occur or be organized, but it will not be fun. If both conditions are present however, then one can work on making it convivial and ultimately make a place a social monument. Arjan Helby⁴ describes great physical monuments that people visit as follows: "People visiting such monuments don't mean to stay long; they've just come to admire it for a bit. Generally speaking, people stand aloof from such structures. The spectator himself is no part of it." With a social monument however, the spectator is a part of the monument.



Ordos Kangbashi | China, Mongolia

METHOD | THINKING BY BEING THERE

Instead of classically analyzing Heijplaat through its physical presence, it has been more valuable to relate my findings through the events that have unfolded itself on this place (or its social monumentality). As my main source of information has been through conversations with residents and stakeholders (on all levels) it has been helpful to structure it in a more scriptive manner, inspired by Urban Literacy. Havik⁵ proposes the idea

of urban literacy to architectural research and practice as a threefold literary bridge:

- a. **Description:** implies the meticulous observation of urban atmospheres, addressing phenomenological, material and heritage aspects of a site.
- b. **Transcription:** involves the local citizens and takes into account the role of users in the way a site is socially embedded in a city. Here, narrative is the crucial technique to (re)construct the social and temporal aspects of the site. //analyze existing stories and interview local actors, users and other stakeholders.
- c. **Prescription:** Scriptive methods such as scenario writing are used to develop new urban proposals taking into account the descriptions and narratives of phase a and b.

For my specific research I have combined a) and b) through one series of comics ('events'), describing not through words but material (pictures, plans, schemes, etc.) as a base and b) through words. c) through another series of comics ('prescriptive events') in order to form a dense narrative of singular, but ultimately interrelated events. In my experience the danger of understanding the place through a narrative or script has been that it is difficult to accept the script as it is and to imagine and write the next chapter. The constant re-reading of the objects, places and events often lead me to see gaps that should have been filled and I am not sure how strong retrospective measures are, nor do I know how strong repetitiveness in the script is. For this reason I am viewing the place as a accumulation of essays with (inter-)related themes and not a continuous book.

These series of five essays are then surely to make up for the literary gap, as a hard shadow that is perceived in the same way by every individual as opposed to a reflection that is perceived differently by all, whilst both a consequence of the sun. This chapter -through its documentation and prescription- is supposed to answer all the sub-questions to the main research question for the design studio:

How can the social monumentality of the Julianakerk be restored in a way that Heijplaat can benefit from it?

- What is the narrative of Heijplaat as a garden city and how does this translate in its social and spatial qualities?
- What were the consequences of the bankruptcy of RDM to Heijplaat?

- What are nowadays the relevant organizations in Heijplaat? Are these organizations in any way filling or replacing the social gap? How can the existing organizations be amplified/extended towards a more resilient Heijplaat?
- From what sort of transformations and processes can the neighborhood benefit socially and spatially?

Once these sub-questions are answered at the end of this essay, these will be the pillars to which the main question can be answered through 'architectural research' in the final booklet. This essay gives an answer to cope with these problems within its contextual constraints. The possible interventions on the specific site of the burned down Julianakerk are therefore a possibility to restore a former social monumentality that was present. The fact that the building used to be a church is not spatially relevant as the building was not in use for more than ten years. There is no demand for maintaining a church on this site as there is no demand for buildings in Ordos Kangbashi.

3.5.2 CONVIVIALITY | GARDEN CITY HEIJPLAAT

The Garden City or Company Town is situated within the most turbulent industry of Europe, the harbour of Rotterdam. The 435 houses that have been built between 1914-1930 were occupied by the people working for the former shipyard known as the Rotterdamsche Droogdok Maatschappij (RDM). The people living in this bubble, Asterix&Obelix village or intense campus were part of what made Rotterdam the biggest harbor of the world between 1962 and 2004. The area has been in a fragile state since the bankruptcy of the shipyard in 1980. The lowest point of the garden city being the closing of its supermarket and the burning of the vacant church in 2017 - formerly its most social center. At the moment Heijplaat does not have the urban conditions to be a convivial place. It is time to recognize who the people are that want to be present (condition 1) and facilitate organizational tools to be together. As described in the first essay, it is time to recognize the ghosts and built them suitable machines.

The once so tight, bustling, melting-pot (class-wise) community of hard-working harbour pioneers seemed to have come to an end because of the bankruptcy of the shipyard. The shops closed, the bar and the supermarket too. There is still hope however. The RDM-terrain has been transformed into a pressure-cooker for innovation. Scaling start-ups, big industrial companies, educational institutions and experts are building the world of tomorrow and that brings a lot of new energy to the area again. This new energy is not flowing to Heijplaat however. The interaction between company and town is no more.

PROBLEMS

The problems of Heijplaat as a place where people live can be categorized in two ways: in existential problems and 'real' or organizational problems. Whereas the existential problems have to do with the purpose of things and the real problems have to do with the organizational power of getting things done.

Existential problems:

- At the moment, the people that work at RDM, do not live in Heijplaat. They did use to as the sole purpose of building Heijplaat was to house the workers of RDM. People that wanted to work for the old RDM knew that by signing up, they would work and live on

this 'campus'. They wanted to be here. Furthermore there is 80% social housing at the moment (taken over by the housing cooperation from RDM), people are not doing much, they are conditioned by RDM (association-culture) that used to arrange everything for them. This is very evident at the moment as there is a discussion about supermarkets: "why does the municipality not arrange a supermarket for us?".

- Woonbron, the housing cooperation that is active at Heijplaat now, has a policy to have people come and take a look first at the area before signing on for the social houses. Many people that came before found out that they did not really like this place, but came because rent is cheap.
- The former RDM workers also used to understand the problems in the area/industry, placement of ships, etc. as its 'back-garden' was the place where he or she worked.
- Once the New Village will be done with an addition of 170 houses, a new social dynamic will take its stance between the new inhabitants and the old. The new residents may like it there, but it is not their first choice either (just like the social housing). Its mostly convenience; the developers mentioned that they are explicitly building for people who actually want to live in a green area in the city, but can not afford it there. It may not be a problem in the end as this one can not be predicted, the situation is an existential matter nonetheless.

Organizational/concrete problems:

- There are not enough people to organize sustainable amenities, and so people can not really come together.
- There is not enough 'purchasing power' to sustain profitable amenities/events. Also there are hardly any physical places left for events to happen as all the big buildings have been sold to private owners that changed it into dwellings.
- 'The village': the old ones are old and are stuck in nostalgia.

3.5.2 CONVIVIALITY | PRESCRIPTIONS IN THE OPEN SPACE

The understanding that I now have, by analyzing Heijplaat through its events, through its people instead of asking the bricks themselves is that one needs people in Heijplaat that estimate the value of the place high spatially and socially. Spatially it is relatively easy (and only important in the second place) to have a change or addition. Socially however people need to be there for a reason, need to re-appreciate and re-appropriate the place, it can help to just organize program that can lead to new events, to create new memories for the new people. Things that could/should happen in/on the 'open spaces'. It is important to respect and acknowledge the (social) monumentality doing so. From conversations with neighbors to potential users of potential program, to the baker to the mayor Aboutaleb, I came to a series of five fictive events, which altogether could be called a vision for Heijplaat. These are prescriptions that are supposed to be tailored to the unique qualities of the place. It should eventually attract people to Heijplaat that add value, are valued by the existing groups and value Heijplaat the most. (This is also why I am not proposing interventions at RDM in this research as that would have a different outcome due to the spaces available).

1. Romance in the harbor

There is a big green strip to the east of the village which is at the moment contains: parking spaces, one office building, a small collection of garden sheds where people grow vegetables and where occasionally (once a week) a goods-train passes through. This strip has enormous qualities and potential to be redeveloped as it has the most spectacular views over the harbor and city of Rotterdam. An increase of population combined with making the qualities of the area explicit, will make for a sustainable, resilient future for Heijplaat. One could think of self-constructed housing projects, tiny houses, container-houses so that the residents become more invested in the place. These can also be locally produced housing units, preferably by people working in the area. These units will be the perfect housing solution for the students at RDM.

2. Pearls, Pearls, Pearls (redevelopment of quarantine

area)

Another place that has been looked over for decades now is the former quarantine area. It is being used by artists (in resident), but will be thrown out within 7 years. The Port of Rotterdam is planning on making program (offices, classrooms, etc.) that extends for the RDM. That is not a bad idea, but it would mean that a big chance is being let by. The chance of attracting Rotterdam (and beyond) to Heijplaat, by making this an recreational area (hotel, restaurant, bar, swimming pool, etc.)

3. What Noise? (revitalization of main street with shops)

In the case that prescriptions 1,2,4 and 5 happen; one can easily predict that small commerce (shops) will happen again in Heijplaat. For spatial reasons it is very important that this happens on the main street, where the other main attractions of Heijplaat are (school, churches, etc.). This is also where the shops have been 'in the old times'. Woonbron, however has sold some of the houses that have shops on the ground floor for people to rebuild them into houses.

4. Co-operative supermarket

As a supermarket is very dependent on the amount of people that live close by, one should not wait for a very commercial supermarket. It could also be done by people in the neighbourhood themselves, with volunteers. A high percentage of the people have no job or are retired. A sense of community was highly connected to the old supermarket, arguably the most central social pivoting point of the last decades. Combined with different functions such as a package picking point, it can again flourish to be a place to meet and come together.

5. RDM'INN (redevelopment of Julianachurch)

(Obviously this is the project that I will further think out.) The new people working at the RDM have different lives and different needs compared to the old RDM. This village has not been built for them. The new needs should be answered so that the people that value Heijplaat the most can reside here. The new RDM-person has a more flexible life.

And without stronger social structures, these young people are looking for new forms of community and convenience. The new RDM worker needs a home, but this is not going to be Heijplaat if nothing changes.

Specific to program

The exact program has to be further analyzed through more mathematic research to see 'how much of what' as a combination of different groups could have more beneficial social side-effects.

- Existing groups: start-ups, experts, students & temporary training-followers. The idea is that this is also the group that (most probably) the existing Heijplaat residents identify with most. It should be the case that this will become a place where people can come for conviviality, inspiration and support after a hard days work at the RDM. It should be the case that these groups enhance each other in every way possible.
- In terms of duration of stay one can expect a mix of permanent residents (a couple of years), people that structurally visit (e.g. academy every Thursday and Friday) and people that stay occasionally (1 day-3 months).
- Preferable consequences: with the new RDM people in Heijplaat there is new life and new energy. This also means that people with 'solid' jobs and income are staying in the area again and that means that amenities become feasible again (and that is good for everyone). The new group will walk through Heijplaat to RDM every day, shop in the supermarket where old groups are volunteering, like in the old days, this will make the new and old groups acquainted with each other. Eventually this will hopefully also mean that the old groups can make use of the new RDM more often because they have become more acquainted with the new people. Ideally there will also be people from the old groups organizing/working on certain activities/events within this new development.
- The idea is that there is not only a combination of different groups but also program that shifts from very private to very public, but always with the maximum possible moments where sharing is possible, as this is what could lead to positive events. Therefore

there might be a shared living room where people can eat together, perhaps in cooperation with local food amenities (hotspot hutspot). There might also be a shared room to study, to wash clothes, shared kitchens, electric cars, and most likely a shared garden that can also be used by the rest of the village.

Unspecific to program

- Through conversations with the neighborhood and municipality (monumentenzorg) it has become evident that people mostly value the bell-tower of the Julianakerk as it defines the image of the main street (three towers in a row). For the rest of the building there is room for new interpretation.
- Sustainability: the new village and the concept village have given Heijplaat the new image of a sustainable walhalla. It is important to maintain this image and to hitch on to this train.
- It would be even more valuable if the project could be co-built by companies in the area/RDM. The academy could design a pavilion in the garden, Concr3de could rebuild parts of the ruins with their 3D concrete printer, Studio Rap could build the bridges with their Robot-arm, perhaps this can all be done together with work-learn projects for other students.
- There is a chance for temporary solutions until the building process begins; how can this enhance the final project or serve the neighborhood at the moment?

All these last points are possibilities for the main research question: **How can the social monumentality of the Julianachurch be restored in a way that Heijplaat can benefit from it?** In the next booklet I will look at the feasibility, in the booklet after I will reflect and in the last booklet I will make the choices necessary to answer the question.

3.5.2 CONVIVIALITY | SOURCES

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5. havik 2014
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9



DEVELOPMENTS



Het Nieuwe Dorp



Het Nieuwe Dorp



Het Nieuwe Dorp



Quarrentaine gebied



Concept House Village



Concept House Village



Concept House Village



Concept House Village

SIGNS OF REVIVAL



RDM Campus



Automotive education



RavB



Zadkine education

AMMENITIES



Buurthuis de Kolk



Wijdse Blick (vacant)



Former Supermarket



Cafe Courzand



RDM Cafe



SV RDM Voetbal



Heijse Blick Bazaar



HotSpot Hutspot



Seamens Centre (vacant)



Kinderboerderij



Backery



Elementary School

TRANSPORT



Tweewielers



Waterbus



Watertaxi



Bus

QUALITY



Difference in Scale



Green, Open Spaces



Garden City Architecture



Garden City Architecture



Garden City Architecture



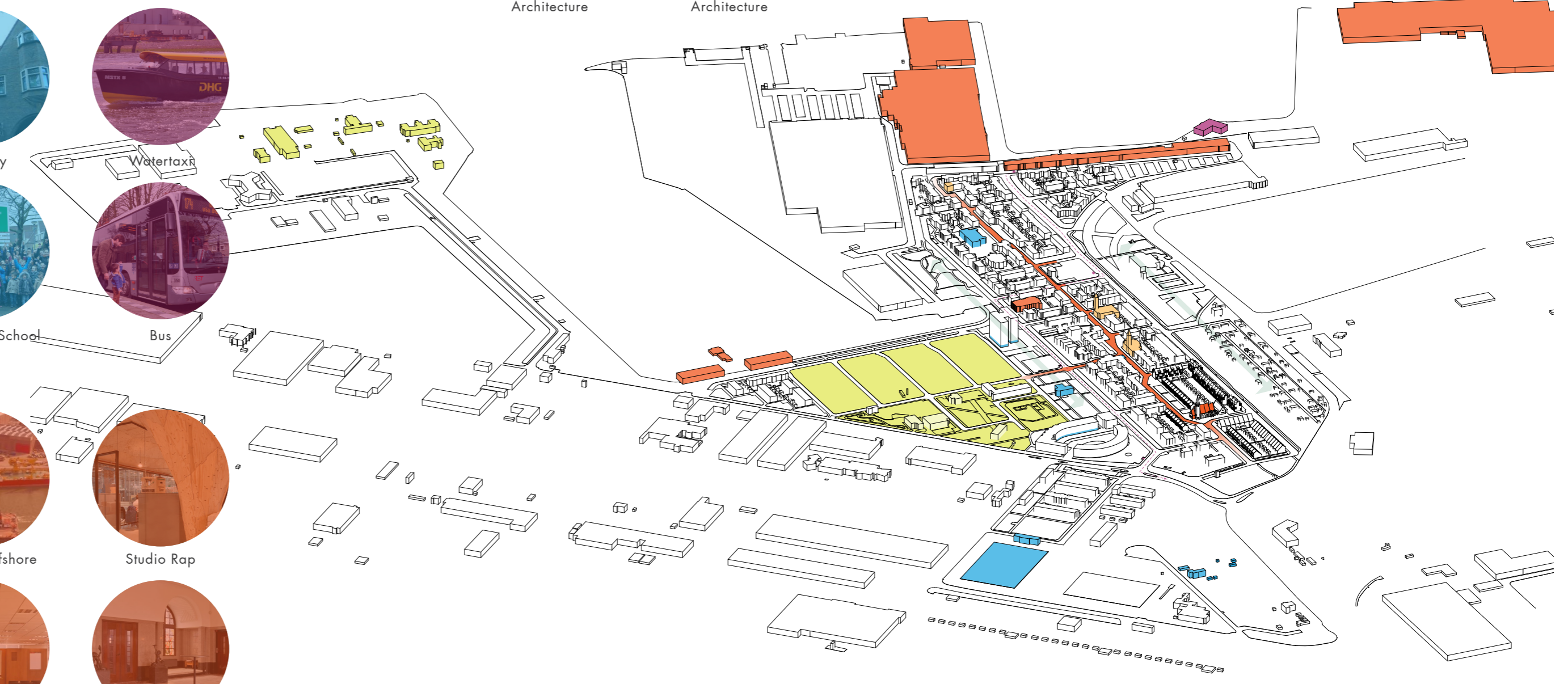
Garden City Architecture



Garden City Architecture



Garden City Architecture



SUMMARY OF THE PLACE

