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INTRODUCTION

The following analysis booklet is the collection of our findings about the neighborhood of Lelycentre in Lelystad. The information gathered here will serve as the basis for the future architectural design oriented on adaptation of the neighborhood.

The method we have chosen to work with is to first recognise the problems the Lelycentre neighborhood is facing, then investigate the relevant themes in scale of the Flevoland province, city of Lelystad and the neighborhood itself. For the social relevance we have included the series of short interviews with the inhabitants and visitors of Lelycentre. Then the neighborhood is analysed in more detail, to define where the potential intervention is possible and where it would have desired impact. As the final goal of our studio is to develop the proposal of architectural intervention in the area, the analysis gradually zooms in to the scale of three individual buildings. Those are assessed according to the themes of architectonic design, cultural value and building technology. The conclusions of these analyses will be further used as the guidelines for the projects addressing the theme of adaptation of twentieth century architecture by means of re-use, transformation, conservation, improvements of sustainability etc.
PROBLEM STATEMENT

This chapter presents the problem statement and the need to investigate Lelycentre. It discusses our initial observations from the trip to Lelystad, unused potential in Lelycentre, and the issue of vacancy.

INITIAL OBSERVATIONS

On our visit to Lelystad and Almere mid-way through September, we found that our interest veered towards Lelystad and specifically Lelycentre. The area seemed to house a number of problems which was resulting in an environment of increasing neglect. The shops in Lelycentre for example are cheap and limited in choice, Lelycentre itself showed a mixture of neglect and noise with dirty surfaces combined with loud colours. At the time of our initial visit, Monday morning, the shopping centre was empty. Our guide at the time described it as “dead” and pointed out that a large portion of Lelystad’s population is elderly, conveniently as one of several elderly persons passed us on the bridge. The bridge in question is one of many which divert pedestrians and cyclists from the main road below. The slope of the bridge between neighbourhoods however, is potentially difficult for the elderly to cross without aid. Regardless of the ageing population, we learnt that the “dead” centre was usually like this: empty. It wasn’t until recently that we remembered that shops are closed on Mondays until 12:00. Nonetheless, that Lelycentre needed livening up was clear. Curiously, a project was in development to improve the area, and it was to place a nursing home in the building adjacent to what looked like a small and somewhat bare public square. The next day we visited Almere, the centre of which was far newer and far more expensive despite having been planned and developed only a decade or so later in a similar context. Faced with the contrast, and immediate question comes to mind: why is Lelystad as it is? This is in part one of our motivations for researching Lelycentre, a shopping centre and social space that seemed to be dwindling.

Figure : Street mishmash (Taken on 05/10/18, H. Mukhtar)

Figure : Cacophony of colours in Lelycentre (Taken on 05/10/18, H. Mukhtar)

Figure : Railing on the first floor Lelycentre (Taken on 05/10/18, H. Mukhtar)
While visiting the neighborhood of Lelycentre it is difficult to repress the feeling that not everything works on the top gear. Some of the buildings are vacant, but those which are still in use are either used for the function totally mismatching their original purpose or intensity of the use is not even close to the initially envisioned level.

An obvious example of potential used way below the limit is the Lelycentre. Although almost all shopping locals are occupied, during the day the place is empty. On the level of galeries leading to the rooms initially destined for various businesses, offices and services there is no life during the day. Many of this locals are either vacant, or the owner does not carry on any activity, spaces are used as storage or kept in reserve. In fact the situation changes in the evening when some locals open for guests, but still the center is far from lively.

Next example is the Maerlanthuis office complex, previously the headquarter of RiZA, today used as the center helping the homeless people. This downgrading of the building use is not a single case in Atolwijk. In result of shrinking offices other buildings also became redundant- Lelystaete, Eurotower and part of the Smedinghuis share the same problems. The replacement functions are proposed as temporary scenarios to keep the buildings occupied, but they are neither financially feasible in the longer perspective nor in line with the original identities of these buildings.

Another issue is the misuse of the original elevated pedestrian and cyclist routing envisioned in the original design. The network of paths was meant to enable safe and quick communication between the buildings within the neighborhood and easy passage through the motorways separating the quarters. The progressing division of the property resulted in modifications which in many cases hindered or totally disabled the original potential of this infrastructure. An example is the passage from Smedinghuis directly to Lelycentre, which now is closed with fence, or the bridge connecting the Waterwijzer building with the next neighborhood, which was demolished together with the building. The bridge at Bastion was also changed, it no longer provides the access to the flats directly from the elevated path. The adaptations of the infrastructure do not propose any coherent model replacing the one proposed by the modernist architects designing the neighborhood, instead it resolves the individual needs of the moment hindering the usability of the infrastructure for the whole neighborhood and adjacent districts.
The dysfunctional in-between spaces in the neighborhood can be named as the last problem of misused potential. The expansion of Lelycentre mall and the buildings raised in the later phases of neighborhood development narrowed down the public space, resulting in the collision of service and delivery routes with public entrances, narrow passages do not feel safe and clean. This is not only due to chaotic planning but also because of simple neglect of these public spaces. The transition areas are untidy lack the sense of harmony and do not offer a pleasant atmosphere to spend the leisure time in.

Not all of the elements of the functionalist planning of the 60’s have passed the test of time. The changing needs of the community resident to the districts of Atolwijk and Zuiderzeewijk created the need of changes- the neighborhood adapted to the needs of the moment. The modifications and additions represent the dynamics of “yesterday”, not all of them perform together, not all of them meet the needs of “tomorrow”. Lelycentre is now part of the shrinking city, with too many buildings and too little inhabitants. The many dysfunctions and misused potential indicate that the neighborhood needs to adapt again.
The neighborhood of Lelycentre is facing neglect, vacancy and social problems, but does that make it a case for intervention for H&A? Is there a cultural heritage at risk or is it just one of the degrading neighborhoods in the graying and shrinking city? Why did we choose this particular site amongst many?

One way to answer these questions is to recognize what are the primary cultural values of the site. Lelycentre compliments the very first neighborhood in the new-town Lelystad- Zuiderzeewijk. It provided necessary services, shops, workplaces and school for this pioneer settlement and constitutes inseparable part of Lelystad history. Not only is it “the first” neighborhood, it also represents a very interesting decade in the history of architecture, when CIAM was already disbanded and modernist planning and architecture were under the critique. The subsequent phases of development represent the transition from modernism to new experimental styles and ideologies, they also depict the changes in the society and culture. The degradation of the neighborhood and its unique characteristics would mean the loss of the physical artifacts of this past chapter of Lelystad history.

Having this values in mind we will confront them with the modifications which were already done or are planned in the near future. The built environment needs to adapt constantly, but not all of those modifications were or will be respectful for the built heritage and original identity of the neighborhood.

The renovation of the Lelycentre in year 1990 is an example of alteration which totally changes the original building beyond recognition. The initial characteristics of the pedestrian outdoor passage similar to Rotterdams Lijnban were completely replaced after the entire shopping area was covered with polycarbonate roof, not to mention the dominating red color of the added structure.

Another building crucial to the identity of the neighborhood is the Smedinghuis. The building of RJP is a symbol of the organization responsible for most of the planning done in the first decades of Flevoland. The building has a special place in common memory of the city. Today the offices of Rijkswaterstraat are shrinking, parts of the building are already vacant. The current proposal to solve the problem of vacancy is to adapt the office spaces for housing. Besides the fact that Smedinghuis area is a very closed one, because of the restricted access of civilians to the Rijkswaterstraat headquarters, the question can be asked if this is truly a meaningful way to treat the symbol of Flevoland authorities.
As a result of aging population and influx of immigrant workers, the housing needs in the Lelystad have changed. A series of plans react to these market demands, proposals to change the vacant offices into different types of housing became popular. While reacting to the needs of society is necessary, the manner in which these re-use projects treat the existing buildings leaves the field for discussion. To illustrate the problem an example of Plaats 1 office can be used. The plan is to adapt the vacant office building as the elderly care center, which seems to fit both into the needs of population and surrounding functions- Uiterton nursing home, GGD health centre and pharmacy. Plaats 1 building has so far retain it’s original looks, as one of the few parts of Lelycentre. The renovation is going to change it beyond recognition, wrapping the building into the new facade imitating the brick masonry. Similar fate seems to be upon the Maerlanthuis office tower- a mask is to be put on these buildings, obscuring their original image.

Lelycentre neighborhood has already lost one valuable building. Waterwijzer was demolished in 2012, despite the advanced plans of renovation and further use. Together with the building one of the bridges was also demolished and not replaced which diminishes the value of the innovative infrastructure connecting the neighborhoods. The condition of the shrinking city will enforce adaptation or demolition. Without reflection on the cultural values and historical meaning of the Lelycentre neighborhood, it is probable that major part of it will be lost in the process of acting on the problems of now.

VACANCY

Another problem that occurs in the area of Lelycentre, is the problem of vacancy, and in addition to that the uncertainty of what to do with the vacant buildings. Currently there are several buildings – including Smedinghuis, Eurotower, parts of the Lelycentre and parts of Maerlant – empty, and for most of the empty buildings the municipality has no concrete plans of what they want to do with the buildings. At this moment, the plans to transform the Eurotower to a residential flat, consisting of small studio’s, is the only concrete plan that is going to be applied in the area. Regarding the other buildings, for Maerlant, the owner (Van der Valk) has a – in terms of buildings – a short-term sololution to place immigrant-workers in the Maerlant flat. As for the Smedinghuis and Lelycentre there are (yet) no specific plans to counter the vacancy.
To understand the current condition of the broader context we are going to embed our design in, we decided to investigate the history of Flevoland province. The timeline presented in the further pages combines information about the social dynamics, technological advances and historical events which influenced the formation of Ijselmeerpolders, its towns and finally architecture we can observe in the province today. The cultural significance of the Zuiderzee reclamation cannot be fully grasped without the background knowledge about the history of land reclamation practice in The Netherlands.

Two main aspects are investigated more closely: the social aspect- meaning the inter-relation of the land reclamation practice and social hierarchy, and the physical aspect of reclamation- the technological advances that enabled the reclamation on larger scales.

From the point in the timeline where this information starts to be relevant for the scope of the project, more attention is given to the changes in society and its influence on the architecture emerging in the Ijselmeerpolders. This point can be marked as the discussions about the ideas of “Garden Cities” started in the 1920’s, which influenced the image of Wieringermeer towns, but the really relevant events start from the 1950’s when Cornelis Van Eesteren starts his project for the “Ideal City” Lelystad. Today’s urban tissue of Lelystad is a patchwork of subsequent urban development strategies, architectural styles, experiments and innovations. The needs and solutions kept changing from decade to decade and to understand the current condition of the city it is necessary to link the development phases of the Lelystad city and Lelycentre neighborhood to the social processes which shaped it.
From tenth century onwards building dikes became popular. Communities bonded over preventing the floods, ensuring safety of larger areas from stormwater. Regional principals, such as counts or bishops benefited from the processes.

Around year 1000 AD the Zuiderzee— which was at the time called Almere— was a lake, connected to the North Sea with the end of Rhine delta. Drainage for the extraction of peat was the main cause of land level lowering— dehydrated earth compacted and subsided— in some areas even 3 meters down.

As a direct result of the man-made drainage, large areas of land were lost in the period between 800 and 1250 AD. Progressing subsidence of land enforced the advance of windmills in the early fifteenth century. Drainage of low-lying, permanently inundated areas became possible.

1421— Saint Elizabeth’s day flood. Dikes were broken by the storm in multiple points. Flood swallowed whole villages in areas below sea level, killing between 2000 and 10000 people.

In the sixteenth and seventeenth century the reclamation of land was often financed by East India Company merchants. Creation of new agricultural territories became a commercial business and reclaimed land brought profits to the investors.

The Zuiderzee kept expanding roughly to the end of sixteenth century, increasing its area fivefold. It stayed in this configuration until the 1920’s when reclamation started. The construction of polders was a complicated task, both technologically and socially. Maintenance, governance and safe use of the reclaimed lands required authoritative administration (heemraadschap) with extensive power.
Piece by piece large areas in the west of Netherlands and north to Amsterdam were reclaimed before the end of eighteenth century, but partitioned jurisdiction made it difficult to make unanimous decision in terms of large lakes.

After the Napoleonic era centralized government under the King William I was constituted. This created an opportunity to make decisions on larger scale and finance further reclamation from national treasury.

The invention of steam engine in the beginning of nineteenth century enabled much faster pumps. Powerful and reliable technology started to replace windmills. First project where steam pumps were used in combination with windmills was the reclamation of large lake north-east to Rotterdam. (4000)

Next project, performed using the steam engines exclusively was the reclamation of Haarlemmeer Meer in year 1852. The success of this undertaking was an inspiration for the plans of reclamation of Zuiderzee in the future.

In year 1859 the construction of Suez Canal was started.

In year 1886 the Zuiderzeeveenigenig is formed to develop the plan for Zuiderzee reclamation. Cornelis Lely’s plan was presented in year 1891.

1901 Housing Act: cities are forced to plan their development, above population of 10,000 plan of expansion needed to be laid out.
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During the First World War Netherlands government priority was to avoid the conflict and the Zuiderzee reclamation was a secondary topic.

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During the War the movements of the traditionalists and modernists sought common language and joined forces, looking to the future when cities will have to be rebuilt. Finally after the war ended, the differences in approaches escalated again, and modernism prevailed, becoming the leading voice of post-war repairation in Netherlands.

The reconstruction after war had to be performed in manageable parts - concept of neighbourhood as a balanced urban unit was introduced during the repairation of Rotterdam. Rationalism can be noticed in new-towns planning, because of the scale and pace of decisions and implementation. The concept of managibility and balance in each phase of construction later became the controversy in Lelystad planning.

Van Eesteren was critical about the lack of defined form and designed landscape. The authors on the other hand predicted the need for possible adjustments of the plan, they did not intend to paralyze flexible growth in the future. Same approach of Van Eesteren is readable in Lelystad planning, the plan was to concrete and was finally rejected.

Reparation of Rotterdam after the war is kept in the spirit of modernism, new forms dominate. The success provides recognition to the forerunners of the functionalism - which is reflected in appointment of C. Van Eesteren as the professor in Delft in 1947, in same year he steps of the position of CIAM leader.

The early 50's mark the start of uncertainties with CIAM dogmas. The idea of "core" is introduced to bring back the heart to the sober, austere architecture. To some extent the idea was implemented in Nagele.

In year 1959 CIAM ceased to exist. The Smithsons together with J. Bakema and A. Van Eyck group to bring emotion, human condition and individual artistic endeavour back to architecture. They are critical to CIAM in their publications. Examples of Pendrecht are promoted as those where idea of "core" was successful. The Forum architects start the period of more people-oriented architecture.

In this atmosphere of uncertainty and new ideas emerging, C. Van Eesteren creates the bold and far fetched plan of Flevoland new capital - the new town Lelystad. He was commissioned in year 1959. The plan predicts the city with population of 100,000 and is very detailed about the phases of growth, zoning and distribution of functions. Plan raises the doubts about its feasibility - the critics point out the lack of flexibility and far to predictive character of the plan, which does not leave field for unexpected changes or modifications.
1966 - The Second Raport on Spatial Planning is published with large impact on the future of Flevoland. The Raport projected the systematic spread of urban growth in The Netherland. To prevent urban sprawl the policy of bundled deconcentration was implemented and areas of overspill were planned - these were amongst others Lelystad and Almere. The main function of the new towns was the residential buffer for Randstad.

In the sixties the environmental issues started to be acknowledged by society, they did not cause much influence in decision making on national level. Another social phenomena of the 60's was the rise of the “provo” - the Dutch flower power movement. The demonstrations awakened the social discontent and marked the end of “obedient Dutch population”. The society began to strive for autonomy, participation in self governance and independent planning on local level.

The housing shortage enforced the “stamp” projects. The uniform, monotonous, prefabricated buildings, organized efficiently became the norm in the developing areas of the Dutch cities. In the late sixties reaction to this phenomena started. It coincided with the democratization of society. Individualism and liberalisation gave birth to architecture oscillating around the notions of hospitality, participation, experience and identification. The era of authoritarian, top down planning was coming to it's end rapidly.

The first phase of Lelystad’s construction arrived in 1969. The district is arranged in a rational hierarchical layout with a system of slow traffic roads often ending in a cul de sac. Zuiderzeeewijk comes with a central green stripe used for leisure. The “Piano houses” in Breehorn, marked in yellow, are characteristic to this area, with a large plot and back- and front gardens, and "two and a half" floors. True to functionalist tendencies, the houses are oriented south-north where possible and maintain an open and light character due to the large windows covering half the facade. As these houses were the only things in the area save for a few amenities, the government subsidised gas installations and central heating, and were already provided with connected to the landline network.
The Third Rapport on Urban Planning from 1973 reacts the social tendencies of the sixties. The attention was paid to active participation of the citizens in shaping their environment. The main goal of spatial planning was defined as the improvement of life quality in urban areas, creation of "livable environment" by the individuals who inhabit it. The consequences of this approach was the replacement of the inflexible blueprint planning with social management guidelines and sharing the planning responsibility with local governments and interested groups.

1972 - D. Meadows book "Limits to Growth" influences the common thinking of environmental issues. The pressure of environmentalists influenced the government decision not to reclaim the Markerwaard. The further consequences of this decision to Lelystad growth was that the town did not obtain it's planned central position in the province. Almere became more important as it was closer to Amsterdam.

In year 1975 another Structure Scheme was published. It included developing the city to the north, expanding the central zone with vital urban functions the same direction. It created second- after Lelycentre- main center, standing in contradiction with the first. Lelycentre was already manifesting as the actual centre, while the new one was the competition, it did not compliment the first.(Symposium excursie p.18)

City is developing new residential areas, failing to complement them with enough workplaces and services. Soon the demand for Lelystad low rise houses drops, to avoid vacancy the prices are lowered and everybody is accepted. This policy is reflected in Lelystad scores in socio-economic charts and it's demography.

The Lelystad newcommeres are often the low income groups, they cannot afford living in Randstad, that's why they move out to the new housing destined for outspill. Lelystad is planned for the population of 100,000 and everything is done to achieve this high number. The large population is expected to provide dynamic economy, but the rail connection and workplaces fail to follow up with the large number of residences. Lelystad soon develops high rates of unemployment.

In 1978, the neighbourhood Punter was completed. The 563 houses now favour pitched roofs and come with front and back gardens. These are split-level houses, with three-under-one-roof. The area is arranged in a cauliflower structure showing a distinct change to the previous rationalistic grid layout. Housing density also is higher than that of Wijk 1 but the design reflects a desire for an "open and green" neighbourhood. Urban Planner M. Voorwijk in cooperation with the RIJP have also removes cars and traffic from the front door, placing parking up to 80m away and limiting road usage to drop-offs and emergency access.
By the end of the 70’s the public participation gradually turned to institutions distributed to low-level governments. In the 80’s the individual freedom and convenience was more important than social cohesion. Decentralization of planning and privatization of state agencies resulted in drastic reduction of subsidies. Starts of new social housing reduced and corporation housing was offered to sell out to private owners. This resulted directly in the partition of property.

The economical crisis enforced the re-evaluation of growth center policy. The exodus of population to new residential areas - also new towns such as Lelystad was perceived as drainage of workforce and capital out of the feeder cities. The idea of a compact city was the reaction to this issue and it included enticing the population to stay and concentrate within the municipal borders of the large towns and benefit from the opportunities it offers. Lelystad, which already was in peripheral situation after Markerwaard was not reclaimed, now suffered the lack of new inhabitants coming, which was previously assumed to take place.

The Fourth Raport on Spatial planning is concerned with issues of growth control and environment protection. Solutions were necessary to prevent paralyzing the economy and overexploitation of environment by uncontrolled urban sprawl. The plan included reduction of commuting time by locating dwellings close to workplaces, concentration of important functions close to convenient traffic nodes and improving the telecommunication so that part of commuting was not necessary at all. Cities were to form the independent entities concentrating housing and economic activities. Raport was developed in the late 80’s but finalized in year 1993.

The 80’s is a decade of reflection for Lelystad. The city has since then accumulated a number of problems. Influx of low income groups, number of workplaces lagging behind the number of new residences, low purchasing power of the population. State financed infrastructure, recreation spaces and buildings needed maintainance and the city budget did not produce enough return to cover the large investments- the result of high hopes connected with the Flevoland new capital. The investors have noticed that the projects were not sold, Lelystad was no longer seen as good environment for entrepreneurship and business.

Lelystad has become the independent municipality in year 1980. Exactly six years after that, the city has lost its solvency and had to be supported by the state. The Interdepartmental Commission for Lelystad was formed to develop the plan of avoiding the further degradation of the city. The Commision advised temporary halt to the housing construction, improvement in employment and infrastructure and existing neighborhoods. The program of crisis management laid foundation for further improvements when the worst problems were mitigated.

Lelystad has lost its initial momentum and position of Flevoland’s fast grower. The Almere took its place with it’s better connection to Amsterdam. Re-evaluation of the town’s growth policy brought up two main goals for the future: to limit the uncontrolled growth leading to vacancies and reorganize what was already built, so that the order is brought back in the city. The Graphit, crime and safety were adressed in the first instance, than maintainance of the common space. Poor but neat.

In response to the 1983 “Rijksnota Stedelijkscches stedelijke gebieden”, Lelystad began to focus on increasing employment opportunities and services within its own borders. The 80’s saw the development of the stadscetrum where a combination of housing and large shopping complexes were realised. The Gordiaan is one such example.
Structuurvisie Lelystad 1992- plan predicted the accelerated growth after the decade of stagnation. The policy of the stabilization and addressing the city’s problems in the 80’s laid the foundation for progress. City developed in the direction of the coast, creating attractive marinas.

1995 Operatie-Heerma- the social housing agencies were privatized. This meant more autonomy in both administration and finances. The housing agencies became wealthy until the 90’s and still benefited from the government subsidies, at the same time being dependant to government because the extensive loans they were given. Finally the loans were canceled together with subsidies, the agencies were independent and government has put itself at distance.

1997 Urban Renewal Memorandum (Nota Stedelijke Vernieuwing). Complaints about the quality of life in neighborhoods built because of the post-war housing shortages could be heard. The issue was picked by Delft professors in 1985, but it was not until year 1994 when appropriate attention was paid to the problem by the government. This was because of the elections when the voters from the degrading areas supported Central Democrats, who then launched a broad socio-economic program to relieve the problem. In the post-war expansion neighborhoods, the problems were accumulating: unemployment, dropping out of school, poverty, deterioration, crime and drug trafficking. It was also in these areas that tensions between ‘old’ autochthonous and ‘new’ immigrant residents became more and more tangible. After 1995 reform of social housing, Ministry of Housing turned its attention to solve these problems by the plans of “preventive restructuring”, concerned not as much with the physical condition of the neighborhoods as with the quality of life within them.

90’s mark the beginning of sharpening building regulations according the energy efficiency. In year 1995 EPC was introduced. This might be connected with the fact, that the offices built in the 80’s were no longer preferred and the businesses were accommodated in the newer, more efficient constructions, whereas the “old” offices became vacant.

The first half of 90’s is the time of stabilization for Lelystad. The city is safe and tidy again. The prosperous situation starts to inspire the plans for more ambitious future.

With the support of municipality the Vliegwiel is established. The purpose of the group was to kickstart the initiatives and spirit of enterpreneurship again in the city. The method they embraced was to add to the natural possibilities, go with the process. They also decided to rest their urban development strategies on the existing qualities of the Lelystad, her close vicinity to large waterbody, open green spaces, ‘wild’ natural surroundings. Thanks to these initiatives Lelystad entered the 2000s with fresh, bold ideas and new confidence.
While the 90’s marked the beginning of internet era, the 00’s witnessed its full swing. Internet has revolutionized retail, work, communication and entertainment. The rapid advance in telecommunication resulted in further downsizing of the offices, outsourcing and specialization became more popular then ever. The cities still adapt to this changes, and one of the outcomes of this adaptation is the increasing vacancy of the offices.

Starting from 2002 Monetary Union and opening the labor market to the new states of EU the Netherlands experienced another influx of immigrants. Lelystad with it’s low costs of living became the common destination for the immigrants. This is probably the main reason behind the Flevolands extraordinary increase of workpower on the background of the rest of the country.

The search for sense of identity and historical belonging has also reached a certain extrema in form of nostalgic retro architecture, mimicking the 1930’s style of both urban planning, in a way caricaturing the garden city utopias and falsifying the old decor and masonry technique.

Leisure and recreation, fun shopping and theme parks have become the important part of the economy. Flevoland is no exception from this rule. Two major cities, Almere and Lelystad have developed their own shopping centers. Commerce and consumption is blooming in the first decades of XXI century on unprecedented scale and this phenomena finds its terlection in our architecture.

The average family size keeps declining. The birth rates are low and people decide to start family rather late. There is a constantly increasing demand for single appartments.

Leelcentre is developing inter-relations with the rest of the country. Two main investments in year 2018 are the new airoport and Flevokust port- connecting Leelcentre to Amsterdam logis-tically.
CENTRAL GOVERNANCE AND SOCIAL PARTICIPATION

The look at the history of land reclamation practice helps to notice an interesting pattern. The creation of new land always was connected with the power structure, centralized over dividing, governing and maintaining newly reclaimed land. Zuiderzee reclamation was not different in that sense. In the twentieth century the cities of Ijselmeerpolders were started by the central government, able to set the top-down plans of new towns growth. The planning of the Southern Flevoland was very much an isolated process, where RIJP had most of the control.

Starting from the 70’s the governance of the new towns and the province itself becomes more and more decentralized. Private sector and housing agencies acquire more voice and power, government is withdrawing from the decision making on local level.

Today the urban planning is a complex process combining the interests of the private owners, business sector and municipal development schemes, the top-down masterplans were replaced by participatory processes.

COMMON SENSE

Although RIJP was obliged to select the urban planning advisors, the decision making was mainly due to the board of RIJP engineers of civil-technical and agricultural basis. The aspects of optimal functioning and rational planning were more important than aesthetics, experience and form of the new settlements.

CHANGING RELATION WITH THE “OLD LAND”

The primary function of the Ijselmeerpolders was changing over time. Initially it was the agricultural buffer of The Netherlands. After The Second World War, due to the demographic boom it changed to become the overspill area of the overcrowded cities of Randstad. Later in the 80’s, as a result of “compact city” policy this changed again and the large cities tried to retain its inhabitants, encourage them to stay. Today the cities of Almere and Lelystad are the independent municipalities, with it’s own dynamics, but the relation with “the rest of the country” is still being defined and new possibilities of synergetic cooperation are being sought.
CONCLUSION- RESILIENT NEW TOWNS?

The establishment of the new province and towns did not happen all without problems. This refers especially to Lelystad. Despite the initial will to start the ideal, rational city, the capital of Flevoland has accumulated a number of unresolved problems, which can be the starting points for the adaptation project.

Some of the problems can be viewed from the perspective of the province:

- Lelystad is not central, never realy became the capital of the Flevoland as envisioned in the Van Eesteren plan.

- Province does not offer any high rank education opportunities, also more attractive jobs can be found in Amsterdam, Lelystad is not attractive for young people to stay.

Other problems can be percieved in scale of the Lelystad itself:

- The pioneer generations are ageing. The city is facing the demographic crisis, it is shrinking and at the same time it needs to re-develop to meet the needs of its graying population.

- Low income groups- from the very beginning Lelystad was attracting mostly lower middle class new-commers, with rather low purchasing power. The continuous influx of immigrants also contributes to this characteristic of Lelystad. Rate of unemployment is higher than national avarage. Today the old center of Lelystad offers mainly social housing on affordable rent levels. These factors determine the scale and profile of the investments in the old center of Lelystad- it must suit the needs of the inhabitants and be affordable for them, on the other hand the intervention may be a chance of creating new workplaces in the area.

- Shrinking city: more people choose to work at home these days, offices are digitalized, local production of goods and services is not as popular anymore. This results in growing number of vacant buildings, in the scope of project site mainly offices. They need to be repurposed or demolished and either replaced with more suitable new functions.
This chapter was mainly developed on the basis of these two publications, providing the core for the understanding of large scale mechanisms influencing the urban planning and development of Uselmeerpolders, presenting these complex topics in compact way, comprehensible for a foreigner like myself. There was also a number of articles I used to provide details, but these two publications literally founded this chapter.


THE MAIN PLAYERS AND THEIR GOAL
In 1940, De Dienst der Zuiderzeewerken (ZZW) developed a plan wherein a number of cores are set in each polder. Core A in the image below would later become Lelystad, the first new city in and the capital of Flevoland. Although Flevoland was intended to be used primarily for agriculture and to house the Amsterdam overspill shown below, the ZZW believed that Lelystad must be developed from a civil engineering perspective rather than as a piece of the agricultural infrastructure in contrast. In 1959, the RUP gave van Eesteren the task of designing the urban plan of Lelystad with the help of a team of advisors: S.J. van Embden (urban planning), A.D. Van Eck (architecture), E.W Hofstee (sociologist), and W. De Bruijn (urban planning). This group, the Planning and Urban Planning Commission (de Planologische en Stedenbouwkundige Commissie), was to design the capital of Lelystad for 15000 - 20000 inhabitants, with the understanding that this will grow to 50000 and then 100000 in 35 to 50 years, as based on own Eesteren’s own 1959 report, commissioned by the ZZW (Geurts, p31). The city was required to have a good infrastructure and attractive living environment, at least 2500 houses with required facilities and amenities, locations for basic education, sports facilities and recreation, a government establishment, and required industrial terrain (van Eesteren, p11).

VAN EESTEREN AS THE MAIN URBAN PLANNER
Van Eesteren presented his first concepts in 1960, a year after being commissioned. Despite advice from his fellow Commission members, van Eesteren continued to develop this plan which de Bruijn referred to as “fantasy” (Brouwer, p24). The main issue was the phasing of the design as well as the unique infrastructure. Van Eesteren started with the maximum population and designed an end phase Lelystad with a population of 100000 inhabitants. From there he worked backwards but the phasing remained unclear to his team. The infrastructure in Figure 4, another cause of contention, placed vehicular traffic on raised dikes whilst cyclist and pedestrian traffic was placed at groundlevel. His presented plans in 1964 show a clear hierarchy between the main roads and the streets through neighbourhoods. What van Eesteren describes as the “scant” public transport network was raised 3.5m above ground level. The city centre is placed parallel to the main road connecting Zwolle and the never-constructed Markerwaard polder in an East-West configuration. Industry is planned in the Northeast and Southwest outskirts of the territory. Van Eesteren also planned to raise the pedestrian infrastructure with bridges leading into a raised city centre, which creates the city’s unique silhouette, as in Bruno Taut’s Stadtkrone. Besides the city centre, van Eesteren identifies several more zones such as the empty western waterfront where the trees and raised landscape acts as windbreakers, the western city area with offices and education and further services, the presence of parks and recreational areas siding the railway and Lelystad’s eastern border.
Figure 6: Centrum Planning (van Eesteren, p32)

Figure 7: Recreation (van Eesteren, p50)

Figure 8: Brugwinkels (van Eesteren, p46)

Figure 9: City Section and Leystad’s planned Stadtskrone (van Eestern, p42-43)
CONFLICTING INTERESTS AND A CHANGE OF PLANS

In 1963, RIJP Director W.M. Otto wrote to van Eesteren informing him that the plan must be finished by October 1963 and to adjust his plans such that the Commission and the RIJP agree with them, so that construction could begin in 1965. In 1964, van Eesteren sent a definitive plan which was received critically and in 1965, quietly rejected. The public was not to know until construction of the first district began in 1966, when they demanded to see the plan. Instead Otto quietly arranged for small brochures containing three illustrated and explained maps to be made available “for those who ask”, in an attempt to passively release information. Instead van Eesteren’s previously unbeknown rejection was frontpage news the following day (Brouwer, p57).

The rest of the Commission took over van Eesteren’s work began designing the first district and construction phase in 1965. As this was in the months before van Eesteren’s official rejection, so his urban plan still served as the basis for the design. After his rejection, the later plans for the city begin to veer away from his original ideas. As such Lelystad’s first district remains distinctly different from the rest of the city. In 1969, a Structure Scheme was introduced which by 1971, was developed into a new plan. Van Eesteren’s segregated infrastructure was present but changed; instead of placing cars on a raised level whilst pedestrians and cyclists remain on the ground level, the main road system is left at ground level whilst pedestrian and cyclist bridges are made in order to cross the main roads. In 1972 the different zones to be constructed in different phases were put on paper, and by 1975 a new Structure Plan was presented. This would be followed by a “Memorandum Development Strategy Lelystad 1985-1995” which responded to the reduced population growth and attractiveness of Lelystad, the “Structure Vision Lelystad 1992”, the 2005 “Structure Plan Lelystad 2015” (Figure 11), and now the 2016 “Structure Vision Lelystad 2023”.

Figure 10: 1969 Structure Scheme (Geurts, p93)

Figure 11: 2015 Structuurplan (van Meijel et al, p9)
LELYSTAD TODAY

GEOGRAPHY
The new town Lelystad is located towards the west of the Netherlands and is the capital of the province Flevoland. The city is approximately 40km away from Amsterdam and was intended to function as a satellite city which would absorb Amsterdam’s overflow. The municipality itself is 765 km², though the Markermeer constitutes 510 km² of this space. The built environment uses only 37km² of this space (Gemeente Lelystad, 2018). Despite being man-made, the landscape is flat like the rest of the Netherlands, and eastern edge is bordered by the A6, ensuring that expansion may only occur along the north-south axis.

DEMOGRAPHICS
The population, currently 77 389, is as close as it’s ever been to the predicted goal of 100000 inhabitants (CBS, 2018). Figure 13 shows Lelystad’s population pyramid and reveals a large proportion of elderly and young dependents. The dependency ratio in 2017 was 0.7 and is predicted to grow 0.75 in 2033. Population growth is also slow and most growth comes from immigration. The shape of the pyramid also reflects Lelystad’s immigration trends throughout the years in Figure 14. For example, the visible spike in the ages 75 and 60 could be due to the high immigration rate in the 80’s where the original workforce and inhabitants of the city arrived. The drop in age groups 60-50 could coincide with the drop in Lelystad’s growth rate in the mid 80’s, which then picked up again and spiked in 1994, hence the spike in 50-40 age groups. Being a new town, Lelystad’s growth is especially dependent on immigration. Currently, the municipality states that the largest flow of immigration comes from Almere, but around 28% of the total come from outside the Netherlands.

Figure 12: The Netherlands & Lelystad (Retrieved from Gemeente Lelystad, 2018)

Figure 13: Population Pyramid Lelystad (Retrieved from Gemeente Lelystad, 2018)

Figure 14: Population Growth Lelystad (Retrieved from Gemeente Lelystad, 2018)
ECONOMY

Lelystad’s three main sectors are the hotel and catering industry, the healthcare sector, and the business service sector (Gemeente Lelystad, 2018). The unemployment rate of Lelystad was 6.5% in 2017 which was higher than the regional 5% (Omroep Flevoland, 2018). Whilst the average income per person in the Netherlands was € 23,200 in 2014, the average income per person in Lelystad was €22,100 (Modaal Inkomen, 2018). However, Figure 15 reveals a clear disparity between newer coastal districts and the rest of the city, where the coastal districts have an average income of over €40,000 compared to the average. Zuiderzeewijk has the lowest average income per person of €16,500 but Waterwijk and De Hoven are not far behind, each with around €17,300.

Figure 15: Income disparity map (Based on Allecijfers)
The phasing of Lelystad is visible in the morphology of the city. Below is the construction of each building as well as the outline of the 1972 planned districts which the planning initially adhered to. For the first thirty years, housing is the main focus of all construction. Wijk 1 was initiated in 1966 and Wijk 2 was initiated whilst it was still under construction. Later Wijk 4 was developed instead of Wijk 3, as it was decided that and 5 should be considered one whole as Lelystad zuid. This was not the case as in the early 80’s, the state released the idea of a “compact city” which reduced the number of people willing to migrate from Amsterdam to Lelystad, and Lelystad's residents were also suffering from a lack of facilities and income. The city centre also begins to develop in 1984, beginning with De Gordiaan and Combinatiegebouw, to be discussed later. Noordersluis later begins to develop further and in the 90’s the waterfront beings to be utilised for social housing but also for larger houses geared towards gaining more affluent residents.

Figure 16: Building Ages and development phases (Based on Geurts and Gemeente Lelystad)
Wijkgedachte & The Neighbourhood Unit

Wijkgedachte was an influential urban planning theory introduced by A. Bos in 1946. This post-war theory was widely used throughout the Netherlands during the reconstruction period and is a response to the modern city which Bos describes as lacking spatial clarity and privacy, larger, complexer, but vaguer than ever. The Wijkgedachte consists of a clear hierarchy in urban planning for districts and neighbourhoods to create clean, light, airy environments with lively tight-knit communities. Wijkgedachte is derived from the six principles of the “Neighbourhood Unit” and as such limits the size of a neighbourhood to 500 - 1000 houses (Geurts, p69a). In the Neighbourhood Unit, a similar principle demands that the neighbourhood be big enough that the children all attend the same school. Services and shops would be located within each neighbourhood.

Unlike the “Neighbourhood Unit”, Bos intended the population to consist not of like-minded people but a diverse mix of users. With limiting the size of the neighbourhood, housing density, and the hierarchy between home, neighbourhood, district, and city ensure that the city develops its characteristic businessiness but avoids becoming overbearing and chaotic. (Brouwer, p63)
WIJK 1

The first foundation pile was driven in 1966 (p77 Lelystad). As it was designed during van Eesteren's time on the Commission, it still follows his rationalistic grid layout and functionalist planning. The housing density is low, in line with Wijkgedachte, and generous in size with both a front and a back garden, and often a southern orientation. Below, the hierarchy in the street network is also apparent, with the main roads bordering the neighbourhoods and car access being limited to cul-de-sac parking on one side of the houses. Zuiderzeewijk was the first neighbourhood to be built and the houses were provided with subsidised television, landline, and gas and central heating which was new at the time. Zuiderzeewijk also has a green zone in the centre which was intended to be used for recreation and to increase the liveability of the area. Here the schools and public facilities such as small shops can be found, to create a sense of city-life. However Lelycentre was intended to be the main centre for this area but a sub-core for the city. The neighbourhoods and Lelycentre are separated from the main roads with an incline of 4m. A network of bridges such as those designed by van Eesteren connects Lelycentre and its main facilities to the surrounding neighbourhoods. Within Lelycentre, the bridges lead directly to the shopping centre, the RIJP building, the healthcare centres, and housing which was originally intended for the elderly.

Figure 17, 18, 19: Wijk 1 Street pattern, Building ages, Pedestrian & Cyclist bridge Vlieterbrug connecting Zuiderzeewijk and Lelycentre (own image, drawn 04/11/18)

WIJK 2

In 1969 the first Structure Scheme for Lelystad was completed, creating an overview of the next necessary steps and layout of the city. The Commission and especially De Bruijn emphasised flexibility and as such refused to specify forms or make “no-return” decisions until necessary (Brouwer, 69). Design for Wijk 2 began in earnest in 1971 after the borders of the districts were established on map, but construction did not start until 1975 (Geurts, p137a). The road main hierarchy remains the same but raised pedestrian bridges are no longer used and streets are no longer orthogonally arranged in a clear grid structure. The ideals of wijkgedachte are still present in the relatively low housing density and the presence of small neighbourhoods with their own facilities, large open spaces between homes, and an insistence on front and back gardens. But now the principles of “neighbourhood units” are reversed, placing schools on the outskirts and shops in the centre. The housing density is increased compared to Wijk 1, and now houses are not solely flat-roofed, but pitched roofs are making a return.

Figure 20, 21, 22: Wijk 2 Street pattern, Building ages, House in Punter (Retrieved from serc.nl on 04/11/18)
**WIJK 4**

The decision to develop Wijk4 after Wijk 2 was to ensure that the later development of the Centrumzone was even, as both the East and West edges would be surrounded by residents. The area was given two themes: “living along the canal” where houses are given a solid and stone-like character, and “living next to the forest/park” towards Gelderse Hout. Construction began in 1980, and once again a clear hierarchy is visible in the street network. There is also a clear distinction in the planning of the northern part and the southern. The northern part continues the less orthogonal road network, and houses are not oriented either east-west or north-south but placed as a series of enclosed complexes, almost a cauliflower composition. The southern half Waterwijk, was realised in the 80’s and follows a rational structure again, with rows of social housing that have both front and back gardens. Industry buildings were added in the 90’s along the southern edge. The road network, like the previous districts, shows a clear hierarchy with the main roads surrounding the neighbourhoods, and whilst pedestrians and cyclists are again given priority, traffic is no longer separated. Later in the 2000’s De Landerijen was developed for a higher income target group; the houses are detached, have front door parking, and spacious front- and backgardens.

**STADSHART**

Despite being an important element of any city, the centrum zone remained empty until the mid 80’s, where development of De Gordiaan began. Existing structures included some shops, but the hospital and mixed function buildings were added from the 80’s onwards. As housing was still developing, it was assumed the housing was needed first and their respective district cores would suffice for maintaining a lively city atmosphere. However the 1983 “compact city” policy in combination with reports of increased drinking for residents of Lelystad, particularly women, caused the RIJP to turn their attention towards the city’s attractivity. Recreational spaces and commercial zones were developed further. Offices, shopping, culture centres (specifically the original Agora), the hospital, the Town Hall, and the train station are all located within the city centre. The planning of the Stadshart is sprawled but open, and reflects a rushed floorplan that disengages from the layout of previous districts. Additionally its very placement changed over time, as in van Eesteren’s plan, it was oriented East-West due to the planned connection to Markerwaardpolder. In the 1975 Structure Plan, the Stadshart was located as it is but the road to Markerwaardpolder was still planned and defined the outer border of Wijk 1, 2, and Stadshart.
INDUSTRIAL AREAS NOORDERSLUIS & OOSTERVAART

These areas were intended as industry zones from early on. Van Eestern’s plan also presented these as two of three industrial zones, the third being Gildenhof within Wijk 1. Gildenhof covers 8 hectares of Wijk 1. Noordersluis was intended to contain heavy industry as well as smaller offices, and Oostervaart would consist of service companies. This was switched and today carsellers and such businesses are found in Noordersluis whilst industrial companies are found in Oostervaart. The road network below shows a simple structure and cars and trucks are given priority.

LELYSTAD HAVEN

This area was planned as a recreational and residential zone. Lelystad-Haven is surrounded by water on the Eastern side and houses a harbour, and the RIJP originally intended to utilise this and build luxury houses. Instead the ZIJP and then the municipality of Lelystad built social housing at a high building density. However, later development further south, in Hollandse Hout, these original intentions are realised. The housing here consists of 2-3 floor detached houses with spacious front and back gardens. The road network lacks a clear hierarchy but consists of a simple grid network.
LELYSTAD ZUID A.K.A WIJK 3 & WIJK 5

Originally these districts were intended to be residential with their own commercial cores and sports facilities and schools like the previous districts. However as Lelystad’s population growth rate began to decrease in the 80’s, this area remained empty until the 2000’s. Financially, Lelystad needed more activity to be both attractive for investment and simply to stand on its own. In the 2000’s, industrial and commercial complexes began to appear and as suggested in the Structure Plan 2015, Larserpoort and Flevopoort are developed into “work islands”. Towards the west, Wijk 3 saw some housing development, and the neighbourhood Landstrekenwijk was developed through the 90’s and 00’s. However, further housing developments of the area Warande were put on hold due to the 2008 financial crisis, and the station Lelystad Zuid for which construction was initiated in 1988 will remain abandoned until 2025 (de Stentor, 2017).

Figure 38, 39, 40: Lelystad Zuid Street pattern, Building ages, new houses in Warande (Retrieved from Googlemaps on 04/11/18)
GENERAL DEVELOPMENTS FROM 2000 ONWARDS

The turn of the century brought with it renewed hopefulness but this was not wrought into any tangible results. The majority of development in the 2000’s onwards is focused on generating financial by attracting a higher income group. Housing development occurred mostly along the coast, north of Zuiderzee, near the northern golf resort, and as mentioned earlier along Lelystad-Haven, Hollandse Hout, and De Landerijen. With the exception of social housing in Lelystad-haven, the majority of these projects are residential areas with owner-occupied housing. The 2005 report Structure Plan 2015 presented two optimistic scenarios wherein Lelystad becomes strongly positioned in the wider network of cities along the Randstad, but they depended on the Zuiderzeelijn, a railway connection which was finally rejected in 2017. The third scenario simply stated that Lelystad would not grow, and would have to maintain itself, which is the direction reality took. As well as smaller building development projects throughout the city, the Stadshart was developed further with the addition of new shops, and department stores have been built south of the centrum around Flevopoort. Batavia Stad, the outlet centre added along the coast in 2001, is an important addition as it attracts shoppers from the neighbouring provinces. Its historical connotations also act as a tourist attraction in combination with the replica ships and the museum and archives next door.
BUILDING FUNCTIONS AND ZONING

Below is an overview of the different building functions in Lelystad. Labelled are the industrial zones Noordersluis, Oostervaart, and Gildenhof, as well as Lelycentre, Batavia Stad, and De Gordiaan. The Lelystad airport opened in 1978 and is due to be developed further as part of Schipol is located 2.5km further southeast. The spread of functions also highlights schools, healthcare buildings, shopping, offices, and industrial areas.

The Stadshart, or the Centrum, is dominated mostly by both housing and shopping and a spread of offices in between. These mixed function spaces are part of Lelystad’s planning, but a comparison between the cores of each district shows how the planning diverged from the original plans. Originally, the cores were intended to be used for offices, shopping, and other city services such as healthcare centres. These would also be placed in the centre of each district to make them accessible. However, the diversity of functions is limited, and only Wijk 1 has a clearly distinguished mixed-function core.

Figure 44: Building Functions (Based on Gemeente Lelystad)
In 1967, the Commission wished to define the divisions within the city. There was a possibility of an “inflated centrum”, one single place for a variety of city-services and functions. Or there was the possibility of many smaller cores. A compromise was made wherein the city was divided into quarters, each with a sub-centrum and the main centrum would be the Stadshart. This spatial division was also made in order to define the direction of the city’s growth; development began with the northeastern edge and it was planned that Lelystad was given the possibility of growing towards the southwest.

Figure 45: Division of Lelystad and sub centres (Brouwer, p72)

Figure 46: Planned southwestern growth of Lelystad (Brouwer, p76)

Figure 47: Lelystad Industry (Based on Gemeente Lelystad)
PLANNED SOCIAL AND RECREATIONAL FUNCTIONS

As the original landscape was barren, the 1975 Structure Plan presented a ratio of different facilities per people. These included sport halls, community centres, and allotments. Another necessity are care homes and nursing homes. A comparison is made below between the 1975 plan and locations found via Google Maps.

Of the relevant named facilities, it is clear that the original plan underestimated the number of facilities needed. Yet the requirements are different today as the population aged. The number of sports complexes is also much higher, as these accompany schools and a number of facilities are used by the general public. According to the information below, the concentration of nursing homes has remained constrained to the centrum as planned. There are many unlabelled and current or planned projects to transform vacant office buildings into nursing homes, such as the Eurotower in Lelycentre. Religious buildings were not included in the planning, but are set up by communities and reflect the demographics of that time and are worth mapping. For example, the northwest of Zuiderzeewijk has Muslim community and in a short period of time, three mosques have appeared. Similar trends are seen throughout the city with the construction of different churches and their respective surrounding communities. Furthermore, the presence of community centres was not mapped but suggested in tables and figures. In most districts, the community centres were not major projects, with the exception of the Agora, which was originally planned for Lelycentre between Smedinghuis, Uiteron, and Lelycentre. Recent renovation and urban renewal projects have brought new community centres into place, such as those in Zuiderzeewijk. It is also worth noting that golf course and the cemetery remain in their respective planned locations.

Figure 48: 1975 Planned Facilities of Lelystad (Based on Gemeente Lelystad 1978, p42)

Figure 49: Lelystad Facilities (Based on Googlemaps, retrieved 13/10/31)
Figure 50: Woonzorg De Uiteron (Own image, taken 05/10/18)

Figure 51: Volkstuin Vereniging t’Karveel (Retrieved from vtv-tkarveel.nl on 04/11/18)

Figure 52: A mosque in Zuiderzeewijk (Own image, taken 17/09/18)
INFRASTRUCTURE

Below are the two main connections between Lelystad and its neighbouring cities: the railway and the A6. To the northwest, the N302 crosses Markermeer to Enkhuizen whilst the A6, laid down in the 50’s, connects Lelystad to Amsterdam. Station Lelystad Centrum was opened in 1988 and connects Lelystad with the Randstad and Zwolle. A pivotal development was the laying of the Hanzelijn to Zwolle as it reenabled the East-West connection to be made. Unfortunately the North-South Zuiderzeelijn which was introduced in the 2000’s was rejected in 2017, and much of the planned development for Lelystad’s growth and trajectories depended on this line.

Figure 53: Lelystad Railway lines (Own image, made October 2018)

Figure 54: The abandoned Station Lelystad-Zuid (Retrieved from railtrash.net on 04/11/18)
The image below maps the cycling network within Lelystad. Being a young city, separate bike paths are integrated into the design. Lelystad maintains segregated traffic circulations throughout the city, but as discussed in the section prior, this requirement becomes less stringent as time went on and the southern areas show less differentiation in routing. The northeastern Wijk 1 however houses are prime example in Lelycentre, with its raised infrastructure cutting through the shopping and government areas. The effectiveness and ease of this system is widely appreciated at least by all the people we interviewed in Lelycentre, but the elderly have to rely on electric bikes and chairs. Additionally younger people who move away from Lelystad have to adjust to mixed traffic throughout the Netherlands.
The bus network which van Eesteren believed to be meagre at best, reflects the 1975 Structure Plan in which it is stated that residents should be able to access public transport within 400m - 900m. However bus lines have yet to be added for new residential areas towards the north. Although the buslanes aren’t visible below, it is clear to see that the routes and stops are greater in number than anticipated in the 1975 plans. Lelystad-haven and the coastline have developed unexpectedly in contrast to the 1975 plan, and this is seen in the absence of busroutes to the west in the 1975 plan.

Figure 57: Busstops Lelystad (Based on Gemeente Lelystad)

Figure 58: 1975 Planned Public Transport of Lelystad (Based on Gemeente Lelystad 1978, p60)
Highlighted below are ecological connection zones which are of importance to flora and fauna and in red, connections that require attention. Within the greater ecological network of Flevoland, Lelystad’s two main parks Zuigerplaspark and Edelhert are considered important. Additionally the southern zone that comes into contact with Oostvaardersplassen is also important. Finally, it is clear to see that the overall planned green network is not the same as the current situation. There is also a distinction between the two images; the 1975 diagram shows the green structure but neglects to specify what type. It could include simple grass too. The diagram marked in yellow highlights ecological connection zones, but we see that they coincide with the main road network. Lelycentre, the focus of this paper, is shown to have little environmental relevance according to the municipality besides its public park, which is considered important area for flora and fauna.

Figure 59, 60, 61: Ecological zones Lelystad (Based on Gemeente Lelystad)

Figure 62: 1975 Planned Public Transport of Lelystad (Based on Gemeente Lelystad 1978, p49)
The amount of forestry has reduced between the 1975 plans and Lelystad today. A portion of this and the original green space was planted as a placeholder for future development. This is especially visible when observing the presence of green in Lelystad Haven and a portion of Wijk 2, leading west towards the coast. Zuigerplaspark and Edelhert are notably untouched, maintaining their role as an important ecological area though this role is more protected now than 40 years ago. On a smaller scale, the use of forestry and simple grass as a placeholder was used in Lelycentre. Smedinghuis’s parking space expanded to take over empty “green” areas, though this was planned to be used from the start. This practice was simply likely because vegetation could stabilise the soil in the windy landscape.

Figure 63: Woods in Lelystad (Based on Gemeente Lelystad)

Figure 64: 1975 Planned Public Transport of Lelystad (Based on Gemeente Lelystad 1978, p97)
WATER NETWORK AND INFRASTRUCTURE

Like the rest of the Netherlands, Lelystad’s water network is strictly regulated to reduce risk of flooding. Unlike most cities in the Netherlands, Lelystad, being young, was planned and built with separated sewage and rainwater systems. As such, despite the presence of few man-made slopes between roads and residential areas Lelystad does not suffer from flooding. By contrast, a common problem in cities around the Netherlands is that they suffer from flooding when the drainage system cannot keep up with heavy rainfall. Within Lelystad, the groundwater level is maintained at 0.7m below the surface.

The above-ground water network, consisting of canals, is part of the water monitoring system. However, marked below are areas within Lelystad that are used for fishing. Lelycentre however, does not contain any utilised bodies of water, only a water pumping facility for the underground system.
ENERGY CONSUMPTION AND PRODUCTION

As mentioned earlier, the government subsidised gas use in Lelystad for at least the first district. This was to create a livable environment since the landscape was underdeveloped during the first phases. Natural gas, being an unsustainable resource, is considered problematic today, and the diagram below show that gas use is high in Lelystad. Furthermore, areas with poorer energy labels overlap with areas using higher gas. Newer buildings may have stepped away from gas or are simply more energy efficient. Additionally, as the height of housing is kept low and density is also low, Lelystad has plenty of opportunity to adopt solar energy. Another notable trend is the emergence of windfarms in Lelystad, where farms are now being used for wind turbines. The municipality also offers a number of subsidies for renewable energy initiatives.

Figure 67: Gas Consumption per house 2014 (Retrieved from nationaleenergieatlas.nl on 20/10/18)
Figure 68: Gas Consumption per business 2014 (Retrieved from nationaleenergieatlas.nl on 20/10/18)
Figure 69: Energy labels (Retrieved from energielabelatlas on 20/09/18)
Lelystad is not without hope. Growth is still on the table as the Lelystad Airport is a possible investment opportunity. It is intended to be expanded as part of Schipol and expected to be ready in 2020 (Keultjes, 2018). But as with most large development plans in Lelystad, the plan is already seeing setbacks. Lelystad has shown over and over that depending on a select few large-scale developments is risky. The Zuiderzeelijn is one such example. Another danger of relying on these developments is the risk of gentrification they invite as a new target group is invited to use these facilities. There is a clear and outspoken need to improve standards for the existing inhabitants whilst maintaining the current urban fabric of Lelystad. An opportunity to reduce energy costs for example could be found in utilising the industrial zones’s waste heat, or by generating energy in these zones. Another question raised for Lelystad is simply: is growth sustainable? The city is shrinking but so is the whole country. Perhaps excessive or forced growth is not necessary but smaller scale initiatives and interventions, efforts to preserve the city and its inhabitants.

If growth is unsustainable, Collectively beneficial schemes on a smaller scale may be more realistic as the investment required is lower. The focus of the municipality is currently on housing and maintenance in the older neighbourhoods, working cooperatively with the real estate agency Centrada who owns much of the social housing in Lelystad. The Woonvisie 2015 already expresses sentiments and efforts in this direction. Yet another key focus for future schemes must be made to give the city reason to live there, as the younger population lacks opportunity and often have to migrate for work, as we discovered in our interviews. Currently recreational facilities along the coast are being developed but these are removed from the main inhabitants of Lelystad, and are more accessible to the new higher income inhabitants to the west of the city.
CONCLUSION

The analysis has highlighted a number of key findings on the urban scale. The first is that the planning of Lelystad and its context is very clearly reflected in the urban structure. For example, the divergence from van Eesteren’s initial plan, as well as the echo of it in Wijk 1 and the shifted position of the Stadshart. Another example is the emerging need to focus on recreation and commercial activity in the 80’s, a response to both the needs of the inhabitants of Lelystad and to the “compact city” policy which would affect Lelystad’s growth. There has also been a shift in focus over the years as previously the municipality intended to see Lelystad grow, instead now the intention is to maintain and improve existing conditions. This is seen in Zuiderzeewijk Lelycentre, and Atolwijk to name a few. Here, although maintenance is in some parts lacking, the areas and facilities are aimed to facilitate the current population. However another approach the municipality has taken is to invite higher income groups in the new development areas. The focus is however on housing, and recreational facilities or functions and chances to invest are lacking. Lelystad has, from the very beginning, been a residential city without a driving trade or industry. It acts more as a settlement or extended village. It is therefore highly necessary that the city aims for economic self-sufficiency. This is visible in the latest 2018 municipal and city discussions, but currently planning has yet to catch up.
Figure 37
GoogleMaps2018. (2016, September). 89 Hollandse Hout [Digital image]. Retrieved October 5, 2018, from https://www.google.com/maps/@52.4899328,5.4266983a,75y,278.26h,93.3t/data=!3m6!1e1!3m4!1soxrkSINWJS_r4AI2lkGHA!2e0!7i13312!8i6656

Figure 40
GoogleMaps2018. (2015, July). Waterkerstraat [Digital image]. Retrieved October 5, 2018, from https://www.google.com/maps/@52.4907548,5.4521295,3a,75y,332.67h,105.63t/data=!3m6!1e1!3m4!1sGlRZpu_l1HbSpRhdg8uw!2e0!7i13312!8i6656

Figure 51

Figure 54
Right after our visit to Lelystad and the tour we got in Zuiderzeewijk and Lelycentre, we all had an – maybe indoctrinated by the people who led the tour – firm opinion about Zuiderzeewijk, and especially about Lelycentre. However, about one thing we all could agree in the group, and that was that the major problem does not lie in Zuiderzeewijk but rather in Lelycentre, a small shopping district located between the Zuiderzeewijk and Atolwijk. For us it was Lelycentre that needs a salvation. A salvation from degradation, from the vacancy that is growing with the years, a mainly a salvation from the neglect of many historical sites in the area. This idea – of focussing on Lelycentre instead of Zuiderzeewijk – only got stronger with a second visit to the site. It was by virtue of the second visit that we could see what is going on in Lelycentre and what the (heritage) values could be, where the neglected parts are located, what the scale of the vacancy is and – maybe most important – what the potentials are in the neighborhood. With those findings of the two visits, we started our analyze on the scale of the neighborhood with mapping the basic information about the area. For this part we firstly dissected the neighborhood to see how the neighborhood is build (the layout), what kind of functions the buildings have in the area and what the age of specific buildings is. After mapping the basic information we valued the area in terms of cultural history values, architectural qualities and technical qualities. For this value-assessment we considered the area as a building, with the chosen plot as the floorplan and the mainroads which surround the area as the facades.
Figure: Residential (own ill.)

Figure: Multifunctional (own ill.)

Figure: Park (own ill.)
Looking at the plot we can distinguish three different areas, that were initially part of the masterplan. The center of the plot consists of a mixture between residential buildings alongside office buildings, shops and other functions, like a sport center, cafeterias etc.. On the west-side, the plot contains only residential buildings, whereas the east-side of the plot exists of a large park. Throughout the years this layout has not changed drastically. The only difference that is currently worth mentioning is the fact that the center – where the lelycentre, Smedinghuis and the Eurotower are located – is standing on the brink of major changes. These changes are the inevitable result of the vacant (mainly offices) buildings in the neighborhood. For the coming years there are several transformation projects planned in the area. The Eurotower for example that is already being transformed into studio’s for social housing. And together with the transformation of the Eurotower, there are also plans for the vacant parts of the Smedinghuis to turn it into apartments. With the immigrant workers in the Maerlant building – who are supposed to stay there for a maximum period of ten years – also the future of this building is uncertain. Beside the many transformation plans in the area, another future plan – which directly comes from the municipality of Lelystad – is to give the area around Lelycentre more green/vegetation (plants, trees etc.). To see where this plan of the municipality comes from we analyzed all the green that is exciting in the area. If we disregard the park, we can tell that the plan of the municipality – to make the area around the Lelycentre more green – does make sense. And with several interviews that we’ve got with the visitors of Lelycentre – asking them what would be a good change for Lelycentre – the answer was often to make the area more green. This also substantiate the plan of the municipality.
Looking at the age of the buildings in the area, we can see that between 1971 and 1980 – just right after the neighborhood was planned – the biggest part of the plot was built. This stage included one of the oldest residential part of the neighborhood and also office buildings that are currently vacant, like parts of the Smedinghuis, Eurotower and Maerlant. Another notable fact is that from 1991 until 2010 the building of new constructions was gradual with no worth mentioning projects. However, in this period, there was also demolition that occurred in the area. One example is the demolition of the original “Waterwijzer” in 2012, which had to make place for the new “Waterwijzer” tower that is now in its place. With the already mentioned changes in the area, like the transformation of several vacant buildings, we can clearly see that the original plot – the distinguishing of residential housing, multifunctional area and the park/green, which was the initial part of the whole plan for this area – is vanishing. If this is a good thing or a bad thing is the question that remains. However, toghether with the transformation of the buildings, also the infrastructure – maybe in a less drastic way – has had its changes. Here with the infrastructure we mean the high-rise-bridge for pedestrians and cyclists. A good example for this is the part where the Lidl is now located. Initialy – in the time that Albert Heijn was located there – the high-rise -bridge went around the building. But after the Lidl found its location there the owner desides to cut the bridge and make it go down at just one facade, meaning that the bridge will only cover one facade instead of two.
As a result of our analyze and the value-assessment, we have chosen three buildings that have great potential for an intervention to give the area what it needs. Our choice consist of (1) Lelycentre, (2) Smedinghuis, and (3) The Eurotower.

Lelycentre:
- The area of city life
- Social activities
- First shopping centre (historical)
- Meets all the basic needs of the inhabitants
- The central position of the neighborhood
- Underused
- Neglected
- Limited choice of activities/shops
- Contradictory feelings (regarding safety, available shops, quality, affordability)
- Historical site is in danger

Smedinghuis:
- Dominant
- First office building
- Unique appearance
- Symbol of authority (Icon of rijp)
- Prestigious in terms of use of material, quality of architecture etc.
- Vacancy problem
- Symbol of authority (inaccesible)
- Shrinking offices problem

Eurotower:
- Flexible/adaptable
- Large available surface
- Potential and history of re-use
- Aesthetic value
- Vacancy problem
- Shrinking offices problem
- Unrecognized historical value
INTERVIEWS

During our third visit to Lelycentre, we focused on interviewing the visitors of the shopping center. For our interviews we approached different people, from different origin and age.

Our first interview was with a lady – between 30 and 40 years old – who was unemployed due to the fact she had two children with special needs she had to take care of. She lived approximately seven minutes from Lelycentre.

Asking her what brought her to Lelycentre and what she liked about it, she answered with; that she was there for the shopping and at this moment she didn’t like anything. This was because of the many empty shops and “ugly things” at the Lelycentre. It isn’t clean, and the shops that are there aren’t “the normal shops” but more of “a shisha shop” and “many shops for phone covers” etc. And asking her what she meant by the “normal shops” she said that she would like to see more variant in the foodstuffs shops. Because she herself likes cooking from different cultures, and therefore it would be nice to have a shop with foodstuffs from different countries. And beside that, a toy shop would also be nice to see, since there was one before and now it’s gone. According to her, there are many big families with children in the area, and many schools in Zuiderzeewijk. So if they want to buy any toys they have to go to the city center (Gordiaan). Another point she made was the parking that wasn’t free. This point we’ve had heard before from different people, who complained about the fact that the parking was not free.

Due to the fact that she has lived there for 35 years, this lady could also tell us something about the changes that occurred in those years. For example the changing of the roof of Lelycentre, the disappearing of many shops etc.

When we showed her some picture of different buildings – Smedinghuis, Eurotower, Lelycentre – we could say that she isn’t really updated about the plans that are made for the area. For instance she didn’t know that the Eurotower was empty and will be transformed to housing.

The next question for her was to imagine we are going to demolish Lelycentre, what do you want us to keep? From her answer we could tell that Lelycentre is important to many people in the area. Her answer was: “I think it’s better to keep everything, because people who can’t go far – meaning walking to the city center – wouldn’t be able to do their groceries anymore. They are not that mobile to go all the way to the center”.

Asking her to just base her opinion on the historical value and not the use (functional value) she said that she had good memories of the statues at the Lelycentre. She found it pitiful that some of the sculptures where removed because of the fact nobody cared about it.

If she had to choose between the city center (the Gordiaan) or Lelycentre, she would definitely choose Lelycentre, because of the memories she has there. In her opinion it is a pity that all the (invest) money goes to the city center and not the Lelycentre, because
it isn’t a bad neighborhood. “Of course there are some problems (robbing etc.) but that’s everywhere and not only in Lelycenter”.

Our second interview was a special one, it was with a retired couple who was living there for 50 years. The man had worked as an financial adviser (calculated all the buildings in the area) in the Smedinghuis, so he knew a lot about the buildings in the area.

Asking them what brought them to Lelycentre, the coupled answered with, that they lived there for long and that it was “the coziest neighborhood in the area”. Beside that, they could buy everything they need, except shoes, because there wasn’t any shop to buy shoes, and they would love to see one. Asking them if they would leave Lelystad, they told us that they are considering it. They would love to move back to Deventer, where their roots are, but as how it is now, they aren’t planning to go anywhere.

In their opinion, an café (Lunchroom Harrels) was the best place in Lelycentre. They’ve been coming there for a long time and have great memories of the place. And the least in Lelycentre was that everything was new, and also the “new people” from Amsterdam and foreign countries. The problem in their eyes was the mixture between all those different people (especially income difference). People with a low income that had to be helped by the municipality. This mixture – that is still ongoing with the coming of different immigrant workers – will not be easy to recover.

Talking about all the transformation and asking for their opinion, they stated that the transformation will be good for the area. The man who had worked at Smedinghuis could also tell that it would be easy to put 2/3 more floors on top of the Lelycentre due to the fact that the construction (which he knew about) could easily handle it.

Another good thing in the area, would be to see more green, it’s true that there is a park on the east side of the plot, but that’s (for them) not really nearby.

Showing them photos of the different buildings, Smedinghuis, Eurotower and Lelycentre, they preferred to keep Smedinghuis “no matter what”. And about the Eurotower, it could be demolished, they “don’t care”. Also the Lelycentre could be transformed in their opinion. And asking what this transformation could be, the answer was more about really simple adjustments like new pavement, cleaning up the upper floors, and again, more green.

But what about Smedinghuis, since it is partly vacant, how do we preserve that? “Change the function, but keep the looks (façade).

About the infrastructure; in their opinion, it was good to have the traffic separated but it also had its downsides. The children couldn’t get familiar with the traffic rules in the Netherlands (because it is not everywhere separated) and the old people (like them) couldn’t walk the steep sloop.

Beside Smedinghuis, is there anything that gives this place a certain value? The answer to this question was no, there isn’t, an overall transformation would be a good thing for the area, with even some demolition if needed.
His last advise to us was, to do "something" about the upper floors of the Lelycentre, while showing us the different sides of Lelycentre – one more maintained then the other – because of the different owners.

Two most striking things we heard from this interview was, that with the plan of making the Gordiaan the new center, there was also a plan to demolish Lelycentre. In order to keep the Lelycentre the inhabitants of Lelystad kept an survey to see if there is any interest in saving the Lelycentre from demolition. Not the fact that there were a lot of people that wanted to safe the Lelycentre was most interesting, but the fact that more than 60 percent came from another areas in the city. In other words, Lelycentre isn’t only important for the nearby inhabitant, but for the whole city.

The second thing we heard from this couple was more an eyeopener. It really felt like a wakeup call when they stated that "if we keep demolish everything that isn’t useful anymore, Lelystad will never have a history.”

The third interview we did was with a woman (Moroccan origin), who had 5 children. From her interview, we could hear many overlapping complaints and wishes with our other interviews. One wish what we heard already before, was the fact that it would be nice to see more shops (variation in shops), and beside that also some new functions, like a playground for the children or functions where youngsters could go (like a cinema, gym etc.)

Her children where between 16 and 33 years old, and they all wanted to leave Lelystad. They had several reasons to leave Lelystad. Her daughter couldn’t find a job (in her opinion because of the headscarf she wore) and the 4 other (man) children of hers all wanted to leave Lelystad, just because of Lelystad, where there is not much to do (if one compares it to cities like Almere, Amsterdam, Rotterdam etc.)

Asking her if there was anything in Lelycentre that she valued (functionally and emotionally) the answer was that Lelycentre was a “good, nearby" shopping center for her, but unfortunately one that lacks variations. And other values – emotional, historical etc. – weren’t there for her.

One other problem for her was (outside Lelycentre, in Zuiderzeewijk) the fact that private owners would rent their houses to immigrant workers. This often led to houses with more than 20 people in it and houses where people would come and go during the night and day. This led to an unsafe feeling for her in her own house.

Additional to the interviews we reported here above, we also had different other interviews and some small talk with shipowners we visited with mostly the same outcome as the interviews.

One interesting small talk we had was with a Kebab shop owner, who’s shop was a staircase before he made a Kebab shop out of it. This shows the flexibility of the place.

Another small talk we did was with a Shisha shop owner, who was also member of the PvdA (governmental party) and member of the municipality of Lelystad. In his point of view, ”Lelystad will be the new city center. This is because of the fact that it is cheaper
than the Gordiaan (in terms of rent) and also because of the fact that there are a lot of closings (of expensive shops) in the Gordiaan, because of the fact that people rather go to Bataviastad for shopping rather than the Gordiaan. According to him, there is no vacancy in Lelycentre (shopping district). In fact the queue to have a shop in Lelycentre is more than 50 people waiting for their turn. Belhaj – the name of this Shisha shop owner – also claimed that Lelystad is “booming” and the switch (between the Lelycentre as the new city center instead of Gordiaan) is already happening.

However, not everyone was as positive about Lelycentre as Belhaj from the PvdA. During a walk in the neighborhood we met two lady friends (50/60 years old) who were one of the first inhabitants to come to Lelycentre. From what we understood of the talk we had with them, there is a great shortage in social housing in the area. This problem also was mentioned a couple times before. From what we’ve heard, the waiting time can go up to five to seven years. Another problem that occurred for the ladies in the area, was the problem with the homeless people which are located in Maerlant. According to them, they are noisy, and cause a lot of nuisance (which, to be honest, we also noticed once we were there).

The interviews reported, we did in order to get a grasp on what is going on in Lelycentre and what drives the people there. We also did the interviews for the social aspect of our project. Another reason for us was to confirm or deny what we’ve had seen and already heard before.

In conclusion we can tell that what we first (during our first tour with people from the municipality and the private housing owners) heard and saw, is far from what we now think about Lelycentre. Our first impression was – in short – that Lelycentre is decaying, that people don’t like to spend their time there, and that it isn’t that historical. However, thanks to the interviews, and the talks we had with the users/visitors of the Lelycentre we have a total different view of it now. Lelycentre isn’t decaying, in fact it has great potential to rise (again) to the center that it used to be. Lelycentre isn’t totally unattractive (besides the looks), it rather is “booming” and widely visited from different neighborhoods in Lelystad. Sometimes even preferred above the city center Gordiaan. Also there is a lot of history in Lelycentre, history that needs to be preserved in order to not lose this value.
NEIGHBOURHOOD PLOT: HISTORICAL VALUE

PLOT:
- OUTLINE: Spatial division, position of the plot in the neighbourhood.
  - HIGH VALUE: The plot is a representative part of the initial plan of the neighbourhood, it represents the original spatial arrangement and division of functions, core plots of the neighbourhood, crucial for the understanding of its initial design or important modifications.
  - AVERAGE VALUE: The plot is an effect of modification/adaptation of the original plan, but represents the subsequent layers of time, allows to understand how the neighbourhood was altered over time, plots of secondary importance, reflecting the further history of the neighbourhood.
  - LOW VALUE: The plot is the result of modification that either does not correspond to the initial development of the neighbourhood or overrides the original design with entirely new one, the most recently created plots not representative for the original design of the neighbourhood.
- INFILL: Content of the plot, the spatial arrangement of its elements.
  - HIGH VALUE: The arrangement of the buildings on plot, its routing and infrastructure—generally the spatial plan of the given plot—represent the original plan of the neighbourhood and initial phases of its development are still recognizable.
  - AVERAGE VALUE: The arrangement of the plot was altered in subsequent phases of neighbourhood development, but the original idea is still readable and modifications represent the next layers of time, the history of how the neighbourhood evolved, respectful interventions were done to adapt the plot to the changing needs.
  - LOW VALUE: The arrangement of the plot is the result of modification breaking off with the initial plan of the neighbourhood, the original design is no longer recognizable, radical changes obscure the previous arrangement of the plot.

BUILDINGS:
- OUTLINE: Position of the building or element of infrastructure in the composition of the neighbourhood.
  - HIGH VALUE: The particular building is highly important for the original composition of the neighbourhood or represents the important change which occurred later.
  - AVERAGE VALUE: The building was added in the subsequent phases of the neighborhood development, its presence in the composition allows the recognition of the original composition of the site and represents the next layers of time following the initial development.
  - LOW VALUE: The building is the new addition which does not correspond with the initial design of the site or overriding the previous elements, most recent additions which do not represent the historical development.
- INFILL: Substance of the building.
  - HIGH VALUE: The building’s current materiality is highly significant for the identity of the neighborhood, the building’s silhouette and finishing, overall aesthetics are characteristic and distinctive elements of the historical image of the neighborhood.
  - AVERAGE VALUE: The materiality of the building holds moderate value for the identity of the neighborhood, it was either altered over time and did not sustain its original qualities or never was a key element of the neighborhood’s image.
  - LOW VALUE: The building itself is either very new and does not represent high historical value of the neighborhood or the modifications completely altered the original qualities of the design beyound recognition.

Houses in the Bastion neighbourhood have been renovated and their latest outlook has changed from their original white facades. The plot and layout remains relatively untouched.

The Shell petrol station is a later addition.

The Eustowever maintains much of its original elements and appearance, as does its plot.

Lelycentre’s plan and layout has remained mostly unchanged, and it fit its placement were important parts of the Wijk 1 plan.

The health centres are also part of the original scheme and are still connected to the raised infrastructure. The facades however has been very changed.

The Uiteron is another original building, but its connection with the raised infrastructure has diminished as parts have been demolished, moved, or closed.

These new plots have consumed some of the park, although it has been renovated. Smedinghuis retains much of its original plot and outlook, it was either altered over time and did not sustain its original qualities or never was a key element of the neighborhoods image.

All photos are taken 05/10/18 by Habiba Mukhtar.
NEIGHBOURHOOD PLOT: USE VALUE

Houses in the Bastion neighbourhood are fully used but they do not have much alternative potential uses. At most it could do with some renovation or restoring the original facades.

Lelycentre is underutilised and its outdoor space almost unused. Lelycentre can be adapted to different uses, or even repurposing it to some of its original uses. For example, a portion of it was originally a library.

The Eurotower sits vacant and has a large adjustable floorplan. As an empty office right next to the bustling Lelycentre, there is certainly opportunity to give it a new impactful function.

This building is spacious and may well be adapted to a new function so that it can be preserved. It is currently vacant but there are plans to turn it into nursing homes.

Smedinghuis is a partially vacant office complex integrated into the pedestrian network. It surely has the potential to be used in the future whilst preserving its history.

This park is regularly used by all age groups but offers little opportunity to change the use. For the sake of preservation, it could be renovated.

All photos are taken 05/10/18 by Habiba Mukhtar.
The upper level of Lelycentre is hardly used and is less active during the day.
The space above Lidl could be a meeting point or place to stay but it is not used as such. It is underutilized.
The bridge between Lelycentre and Zuiderzeewijk is well-used.
The bridge between Lelycentre and the GGD is underutilised.
The bridge between Lelycentre’s first floor and Smedinghouse’s main entrance is wholly underutilised.
The stairs and ramp to the groundfloor are used instead of the raised level to Lelycentre’s groundfloor.
The bridge between Adolwijk and Lelycentre is well-used.
Whether this passage is used often is doubtful.
Park in the west of the site was part of the initial design of the neighborhood.

De Ullerton was founded in 1965 as a residential care location close to the indoor Lelycentre. In 1998, it merged into Stichting Woonzorgcentra Flevoland.

Lifted pedestrian and cyclist paths are a distinctive trait of the Lelycentre neighborhood from 1967.

The 1990 transformation altered the original Lelycentre dramatically, overriding its initial outdoor feel.

The ramp at Lidl market was rearranged and is not in original position, but continues initial function.

The technical and delivery space at the back of the centrally arranged shops is not historically important.

Parking in the front of Lelycentre is vital feature, although it is not historically important.

Ex Aqua pharmacy, built after 1985, is not part of the first plan, but follows the concept of versatile centers.

Catalogue, built in years 1971-1973, is part of the initial development, connected to lifted traffic.

New residential buildings on site of demolished Waterwijk. Recent construction started in 2012, overriding the initial plan, altering the infrastructure.

Smedinghuis is a dominant accent historically most important element of the southern silhouette.

New residential assemble in place of demolished Waterwijzer. Housing assemble constructed in the 90's.

Plaats - public space integrating the Smedinghuis, former office building - Plaats 1- and Lelycentre.


Bethelkerk, 1969, element of the first development phase, important for Atolwijk history.

Bastion was raised in 1976, neighborhood is closely related to Lelycentre and net of bridges.

Lelystaete - characteristic element of the southern silhouette, represents phase of 80's offices.

Park, recreational area existing from the very start of Lelycentre.

Recent residential buildings.

Back facade of Lelycentre was altered and is not representative.

Primary school, important element of the neighborhood development.

Delivery access route for market and technical buildings.

Parking - vast open space in front of representative Smedinghuis.

Bridge to the heart of complex, representative entrance zone.

Recent residential building.

Recent residential buildings.

Parking - vast open space in front of representative Smedinghuis.

Primary school, important element of the neighborhood development.

Park, recreational area existing from the very start of Lelycentre.
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<tr>
<th>AGE VALUE</th>
<th>HISTORICAL VALUE</th>
<th>INTENTIAL COMMEMORATIVE VALUE</th>
<th>NON-INTENDED COMMEMORATIVE VALUE</th>
<th>USE-VALUE</th>
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<tr>
<td>Young city, New Town (no patina)</td>
<td>History of planning visible (rationalist structure, functionalist ideas, valuing the changing, ideas seen in phases) Technological changes and advancements (systems used to build city)</td>
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<td>Representation of the functional and rational planning in the first phases of Lelystad development. Vision of modernist „model city” can be sought in this historical area.</td>
<td>South: Building of authority- RUP</td>
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<td>North: Same age. More changes, less representative, fewer original preserved appearance.</td>
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<td>Elements of functionalist planning Division of traffic that contributes to safety</td>
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<td>Relatively new systems for water and waste management, and energy</td>
<td>Construction of Lelystad had technology at hand RUP - Decision-making done by engineers (rational, common sense)</td>
<td>Housing uses gas Sewage water pump Rainwater and sewage water system already separated</td>
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<td>Does not feel historical, it feels rather old and neglected.</td>
<td>Intended to be new, but is neglected</td>
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**Matrix - Lelycentre**

- Young city, New Town (no patina)
- Lelycentre is the first neighbourhood of Lelystad. Although surrounding sites are only years younger, Lelycentre stands as a symbol of cities pioneering decade.
- Representation of the functional and rational planning in the first phases of Lelystad development. Vision of modernist „model city” can be sought in this historical area.
- North: Building of authority- RUP
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- Sewage water pump
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**Notes**
- History of planning visible (rationalist structure, functionalist ideas, valuing the changing, ideas seen in phases)
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- Rainwater and sewage water system already separated
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- Intended to be new, but is neglected
The plan for the first growth phase of Lelystad included 2 pioneer residential areas- Zuiderzeewijk and Atolwijk on both sides of a service and retail complex- Lelycentre. RIJP tried to create an attractive residential climate from the start of the construction of Lelystad. An effective and safe traffic system, a good level of facilities, the construction of spacious well-situated houses and sufficient employment were focus points of the plan. The form language of the CIAM and "Het Nieuwe Bouwen" can be recognized both in Lelycentre and surrounding residential zones: rectangular structures, buildings with flat roofs, functional architectural design, central grouping of facilities, a green zone between the houses and distancing the houses from the traffic. These principals dictated the image and functioning of the first district of Lelystad. ("Lelystad in transformatie", 2012, p. 17)

The Lelycentre is the very first shopping complex in Lelystad. It was designed by the RIJP's architect W. W. Buitenweg and constructed in year 1967. It was ready to welcome the pioneer families settling in the neighborhoods of Zuiderzeewijk and Atolwijk, providing them with the basic necessities. In the empty polder it also instantly became the center of Lelystad social life and togetherness. It was officially opened by landdroost Otto in year 1970, and that is when name Lelycentre was announced. ("Jubileumpara-plu's sieren nu ook eerste winkelcentrum Lelystad", 2017)

In year 1967 only two shopping streets existed, Grutterswal- the front facade, and Koopmanstrat, perpendicular to the first, directed towards Smedinghuis. later the complex grew to accomodate next shops and services. ('t Lelycentre sinds 1967)

In year 1990 Lelycentre has undergone the renovation project developped by Bureau De Gruyter Architekten/Ingenieurs, which radically altered the image of the original centrum. ("Welstandsnota 2015", 2015)

On force of 2004 structure scheme, Lelycentre focuses on a concentric city in which the renewed city center, which would satisfy all the retail needs of the population and become the vibrant and attractive heart of the city. To prioritize the new centrum in relation to earlier developed Lelycentre, it was decided to gradually downgrade the Lelycentre. The first shopping centrum is still used by the groups for whom it is simply more affordable and closer to their dwellings. Due to downgrading strategy the Lelycentre is experiencing partial vacancy and stagnation- it became marginalized and predestined for further shrinking. ("Lelystad in transformatie", 2012, p. 25)

Today the Lelycentre is still functioning, although it is far from the vigor of its first years. This analysis sets out to investigate the building history and current situation with the focus on the values of the complex which should be cultivated. It will also ex-
A SHOPPING CENTER IN THE MIDDLE OF NO-WHERE - THE RIJP WAY

Nowadays the access to the variety of shops satisfying all needs, located within easily reachable distance is taken for granted. We do not think of how much planning and organization is needed to create the mixture of shops and amenities which would balance the demand and supply. This planning task was even more complicated in the new towns - in the newly reclaimed polders the basic services had to be ready BEFORE the pioneers would come to settle in the just constructed neighborhood. It was not known beforehand what the structure of the new population would be, what shopping habits they would have and what would their behaviour in new situation would be. These were often radically changed by higher rents in the new time, larger commuting costs, more time was also needed to arrive at the workplace and back home (Rijpert, p.513).

These challenges were necessary to address when Lelycentre was planned and designed. The starting point for the RIJP plan in the Southern Flevoland were the lessons learned from the previously reclaimed polders - Wieringermeer and Noordoost Polder. The authority combined their experience with the nationally known figures and obtained a theoretical model on establishing the shopping center for the predicted number of inhabitants. The model included such factors as: the number of inhabitants in the area, the amount of money which is usually spent on shopping per head and the percentage of that money spent within the limits of persons own close surrounding, and finally the turnover per square meter needed to sustain the profitable shop (Rijpert, p.512). These days that model would probably be called a basic one, but at the breakdown of 60's and 70's when Lelycentre was being organized it was pretty innovative. It must be kept in mind that the efforts of RIJP to rationally plan the shopping centre in Lelystad were not regulated by law, it was the conscious initiative of the authority to obtain the proper variety, size and amount of shops in the new "ideal city". It was not until the year 1976 when national level regulations were set to balance the demand-supply ratio. The regulations before only set conditions for the individual setting the retail business (Rijpert, p.509-510).

To give a sense of context for this innovation, especially in the scale of Ijselmeer polders, where every town and village was started from scratch, it is worth to refer to the shopping situation in the previously reclaimed polders. When the Wieringermeer polder fell dry in 1930 literally no regulations were set so as to regulate the retail endeavors. The only regulation by RIJP was set- the intersections of roads and canals had to create the opportunities for retail and amenities to arise in this easily accessible locations. Anyone willing to set a shop was free to do so, anywhere they wanted. In the freshly reclaimed land, with barely started villages this "laisser faire" principal resulted in the outburst of all kinds of shops, often started by individuals with no retail knowledge and experience or financial solvency to successfully start a shop. In no time these shops started bankrupting, others instantly popped out in their place. The retail situation was chaotic, constantly damaged by changing competition. A healthy business situation could not form for a long time (Rijpert, p.507-509). In the Noordoostpolder (reclaimed in 1942) RIJP made attempts to regulate this situation. The act of 1937 was already in operation, dictating the requirements for the individual starting a shop, but it was not enough to safeguard the proper ratio of demand and supply in the freshly reclaimed polder. RIJP started their own campaign to guide and regulate developments in retail trade regarding quantity and allocation of new retail. The total volume of shops had to be in balance with the population and purchasing power in the given area. New
Figure 1: The neighborhood of Zuiderzeewijk starting from scratch, already accompanied by Lelycentre: supermarket Albert Heijn with eye-catching canopy, part of De Grutterswal and Koopmanstrat were already constructed- 1967. (Geurts a, p17)

Figure 1: The starting of the supermarket Albert Heijn, satisfying the basic needs of the pioneers.
developments were planned within the certain limits, the shop owners were selected by RIJP and their businesses were protected against the excessive competition- RIJP decided if a new shop in the same retail branch can open in the given area or there is still not enough inhabitants to use another one (Rijpert, p.511). The shopkeepers were also not allowed to deviate from the agreed branch of retail in the first years of the shop operation (Rijpert, p.506-507, 509). As a result of the RIJP initiative the chaotic situation of the Wieringermeerpolder did not repeat in Noordoostpolder.

By the time when Eastern Flevoland was reclaimed and Lelystad construction started RIJP had plenty of time to draw conclusions from their previous endeavors. It became evident that in establishing totally new communities the "old land" rules are not enough or simply do not apply. Although the RIJP models of retail simulation were not perfect- in fact today they could be called primitive- it must be kept in mind that they were experimentally developed and operating two decades before the rest of the Netherlands started using similar planning strategies- forced by law regulations. The fact that the RIJP efforts were not regulated by law set the organization in a peculiar situation where it made agreements individually with each new shop owner. This private contract mechanism gave the local authorities an enormous degree of control over the market situation. The national government allowed that unusual situation because of the extraordinary situation of the new polders. To ensure the firm control over the situation RIJP surveyed the use of the amenities and shops regularly in 2-3 year intervals- and even more often in the rapidly growing cities of Lelystad and Almere. The experiences of the local clients and shopkeepers were gathered and asessed to secure the completion of the plans for the given time period. This strategy was crucial for the success of the newly constructed shopping centers- Lelycentre included- because of the manner in which they were incorporated in the new neighborhoods. They never had time to originate organically over extended period of time, they were rather realized as "important parts of, large-sized and complex multi-functional town centers" as described by A.L.M. Rijpert in his article.

The Lelycentre can be considered as a product of the described process of establishing the policy of new shopping centers planning. RIJP went through a complex and difficult process to organize the shopping center meeting the basic needs of the Lelystad pioneers, and they did so without any pre-existing know-how or reference to comparable situation elsewhere. The lelycentre is not an end product though- RIJP continued to learn from its successes and failures, and Lelycentre can be viewed as one of the steps on their way. The evolution towards human scale, participation and greater density we can observe in Almere- seemingly a more successful model- could not develop without the conclusions derived from the experiments in Lelystad. The centralized power of RIJP at the time of Lelycentre construction enabled strictly rationalized and research based approach in the establishment of shops and amenities. The lessons learned from this process contribute to the social added value of RIJP projects and regulation developments on the national scale. In that larger context, the historical and social value of Lelycentre is not only as the historical centrum of new town Lelystad, but also the representation of the changes in Dutch society, the culture of trade and retail and development of legislation. It also provides testimony of the progress in self-governance on the local scale done in Flevoland by increased awareness of the local authority of the inhabitants needs- achieved by systematic surveys. The cultivation of Lelycentre heritage can be achieved by celebrating this values and using them to provide longevity of the historical heart of Lelystad.
Figure 3: The parking in front of Lelycentre, almost empty. Shops were prepared long before most of the residents arrived. 1967-1969. (omroepflevoland.nl)
“NEW STYLE SHOPPING” IN THE POLDER

The Lelycentre has an opinion of a “hypermodern” for its times. This description appears in online articles about the centrum (Ideal City: the origins and history of Lelystad, isgeschiedenis.nl) and our group also heard it during our interviews in the location. Comparisons are done with Lijnbaan in Rotterdam (Gemente Lelystad, Weldstandnota 2015, p.36), although the two projects are separated in time by almost two decades (Lijnbaan- 1949, Lelycentre 1967). All the shops and daily services concentrated in one complex, car free shopping area and spending leisure time on strolling along the busy shopping centrum were in fact a mark of modern times, but in case of Lelycentre it is more important to see how this already existing typology was implemented in the context of new town and how it affected the pioneer population- in other words- what was its role in the first decades of Lelystad.

In the first years after construction of Zuiderzeewijk there was really not much to do in Lelystad. The shopping complex provided the place where everybody would come to meet the neighbors. Small restaurants, the coffee shop or the fish cart (still existing!) in the parking lot were such meeting places for the adults (www.flevolandsgeheugen.nl). Shopkeepers were also well known to everybody, people enjoyed shopping in the places they knew, it was a way of spending free time. Besides the shops and restaurants the inhabitants mention the grocery market which is being traditionally held on Tuesdays since the beginning of Lelycentre in 1967. The pioneers themselves had a deciding voice in establishing the market- they could express their opinions in the surveys organized by RIJP. During our interviews we heard the opinion that the market is shrinking from year to year and it lacks it’s former diversity.

The small scale of the new town was and still is considered friendly for raising children in safe environment, away from car traffic and rush of the big city. Majority of the pioneers arrived to Lelystad in their 20’s-40’s and many of them started their families in there (Schonk, p.501). The youth center BoDeWi (Bovendewinkels) was located in Lelycentre on the first floor level. In the interview with Abderazak Doufikar the Moroccan raised in Lelystad reminisces how he used to play in Lelycentre and got treats from the familiar fry stall keeper (www.flevolandsgeheugen.nl). During our interviews we came across very similar memories, a woman born and raised in Zuiderzeewijk told stories of how she played in the fountains on De Plaats as a child.

The “new style” of shopping of the Lelycentre is expressed not as much by architecture and spatial qualities- in fact it fits in to the scheme of the modern shopping centers, similar to Lijnbaan, the solutions- such as car free pedestrian zone, offices above the shops, even the horizontal accents of canopies and street-like feeling of the passage were already developed and RIJP architects needed only to take a good example from it. The true challenge for the design was to create a friendly space where the social life of the first neighborhoods of Lelystad could happen, a place which would contribute to social cohesion in the population coming from different backgrounds, not knowing each other. In the middle of the empty (yet) polder people needed a place for togetherness. Lelycentre has become just that. It did not only serve satisfying the basic daily needs of the pioneer residents, but also provided space for social life, entertainment and play. The opinions we heard in the interviews and found on-line confirm that people still need Lelycentre to play that role in their lives, that this part of the place history deserves to be continued.
Figure 3: De Lijnbaan, Rotterdam. (mulderpa.nl)

Figure 3: Lelycentre. Indeed the association of the two projects is hard to avoid. (gahetna.nl)

Figure 3: Shopping in Lelycentre—notice the number of babycarts. Lelystad was a very friendly place to start a family and raise children. (nos.nl)

Figure 3: Pub on the rooftop of the supermarket. (omroepflevoland.nl)

Figure 3: The weekly market in De Plaats. (omroepflevoland.nl)
Figure 3: The grocery market in the front parking lot of Lelycentre. 1967 (omroepflevoland.nl)

Figure 3: The grocery market in the parking is still regularly held on Tuesdays. Before 2016-supermarket roof instalation is still present. (omroepflevoland.nl)
Figure 3: Busy passage and outdoor cafe- adults and children enjoy their free time in Lelycentre. (omroepflevoland.nl)

Figure 3: The temporary amusement park on the parking lot in front of Lelycentre. Around year 1970. (omroepflevoland.nl)
LELYCENTRE - BUILDING ASSESMENT

SKIN - ORIGINAL DESIGN

Major part of the Lelycentre complex is a repetitive framework for the shops and offices. Within the modules of the repeating width (6, 5, or 4 meters) the infills of facade are positioned. The infills differ depending on the level - on the groundfloor they are designed as full height glazed storefronts while on the gallery level the infills are more enclosed, to suit the envisioned function of small offices, workshops and businesses better.

The expression of the Lelycentre facades is rather austere and simple, which is typical for the period of its construction. On the breakdown of the 60’s and 70’s (ten years after the disbanding of CIAM) the aesthetics typical for modernism was nothing new, other experimental styles were already emerging. Taking into account rational functionalist approach of the RIJP architects this aesthetic does not surprise.

Nevertheless the external image of the original Lelycentre was coherent, simple and elegant. Contrast of black and white elements and strong horizontal accents were its main characteristics. Rhythm and tectonics of the facades were articulated by the divisions of windows, structural elements of the skeleton and galleries and protruding canopies and railings. Rich expression was achieved by the composition of structural and functional elements, without the use of ornament or cladding.

The materials of the Lelycentre skin are clearly recognizable - steel is used for the structural elements, glazing was originally mounted on wooden profiles, which were in many places already replaced with aluminium and double glazing. Horizontal steel elements are painted in white, creating strong accents. The wooden framework was originally painted in black and shades of blue. Today the storefronts differ as much in shape of the shopwindows, used materials and colorful advertisements, creating rather chaotic patchwork. The facade on the level of galleries retained much more of the original materiality, probably due to vacancies and lack of maintenance. The lighting system embedded in the bottom surface of the canopies is worth mentioning here - behind the layer of wired glass the uniform grid of lights was envisioned and it is still present on the level of galleries.

Apart the described generic facade of the major part of the complex, there exist special elements of the center. First of these elements is the library (today - gym) located on the northern side of the center, opposite to the supermarket Lidl (formerly Albert Heijn). The second element is De Plaats 1 building, which in fact is an integral part of the Lelycentre with slightly different window rhythm. De Plaats 1 building is unsurprisingly located in the corner of the public square, on the southern side of the complex, opposite to one of the Smedinghuis wings. Both of the buildings break the repetitious pattern of the Lelycentre, creating interesting accents in the peripheries of the complex and highlighting the public places (former library and square). They have also retained their original materiality, which makes them the interesting focus points of eventual conservation/renovation. Unluckily the same thing cannot be said about the characteristic canopy on the rooftop of the supermarket. For the reasons we did not discover it was removed in year 2016, stripping the Lelycentre of its eye-catching landmark.
Figure 3: Koopmanstraat segment under construction. The way in which the facade is constructed is shown here— the steel main structure is modular and repetitive, modules are later filled in with wooden framework for the windows, doors or opaque panels, depending on the function of individual unit. 1966-1967. (gahetna.nl)

Figure 3: The finished facades of Koopmanstraat segment. The gallery level offices are fully repetitive, while storefronts on the ground level are more varied and individual. 1968. (omroepflevoland.nl)
Figure 3: Gallery level facade seen upclose. Wooden window profiles are painted in black and white, notice also the glass ceiling of the canopy- the lighting system is integrated there. 1967-1969. (omroepflevoland.nl)

Figure 3: The example of groundfloor facade seen upclose. We can see different types of storefronts- one with the plinth, the other full hight glazed, next with partitions. Also the depth of the facade differs- some modules are resessed, creating niches for entrance. After 1968. (omroepflevoland.nl)
Figure 3: De Plaats 1 building, covered with the 90’s added roof on one side but still recognizable as a whole original segment of Lelycentre.

Figure 3: The former library pavilion, today used as a gym. The part above the shops is still unchanged, the 90’s addition has diminished the visibility of this accent. 2018. (own photograph)
The Lelycentre Main structural system is the steel skeleton based on orthogonal grid. The structure is repetitive, detailing is simple and similar in all parts of the complex. The sizes of profiles are consistent in the modules.

The choice of this structural system was dictated by the need of rapid construction and possibility of future adaptations. The reason for this in the beginning of Lelycentre existence was that the exact way in which each part of the centre will be used was not yet clear, therefore unforeseen transformations were enabled. (interview with RIJP’s retired financial advisor). Steel skeleton is relatively easy to transform, modules can be joined together or partitioned to smaller units. Just one example of how this feature is used today is how the staircase of the library was transformed into a kebab restaurant. (information acquired from interview).

The structure is also excessively founded. The profile sizes exceed minimum needed for their loadbearing task. We obtained these informations from the interview with financial advisor of RIJP, he also explained that the reason for this was to provide the possibility to add extra floors to the shopping center.

The structure of the original Lelycentre design adds to the potential of it’s transformation. It not only allows it but was even pre-destined for it. Adaptation and permanent transitional character were envisioned by the creators of the centre.

Figure 3: The orthogonal plan of the lelycentre. (omroepflevoland.nl)
Figure 3: Picture taken during the recent rearrangement of supermarket Albert Heijn to Lidl. Steel skeleton is exposed, floor was removed showing the concrete foundation beams on pile ()

Figure 3: The examples of steel skeleton details. The assemble of such details is fast- steel shapes are connected by bolts and can be relatively easily rearranged if needed. (original drawings provided by Gementee Lelystad, axonometry- own illustration).
In year 1990 the renovation project for Lelycentre was developed by Bureau De Gruyter Architekten/Ingenieurs. Main goals of the design were to increase attractiveness of the complex by sheltering the shopping passages from the weather conditions and improving the routing (information acquired from Karin Penning, one of the renovation architects). The first goal was achieved by addition of the translucent roof- a compromise between the open-air passages and comfortable indoor shopping. The routing problem was addressed by placing additional external stairways accessing the galleries directly from the groundfloor. Previously this was possible only via the staircases in the locals (figures on the next page show the comparison of situation before and after the renovation). Simultaneously to adding stairways the renovation project reduced the number of the bridges between galleries to only two.

The comparison of the renovation project drawings with reality suggests the project was subject to cost cutting. The initial idea used the round profiles instead of rectangular. Cutting the round profiles to shape for connection details is more difficult, thus consumes more labor time and is more expensive. Another replacement is the material choice for translucent roof- it was not built of wired glass as initially envisioned- instead polycarbonate was used. The plastic fades and looses translucency under the exposure to sunlight over extensive period of time. It still lets in the daylight, but the space feels more enclosed because exterior is not visible anymore. In that sense project failed to retain the original outdoor feel of the Lelycentre. (own observations and analysis of the project drawings provided by Gementee Lelystad).

In terms of aesthetics the renovation project stands in strong contrast to the original buildings. Although the structure of the added roof is based on the existing construction and reacts to its rhythm, the geometry of the trusses and red color of the construction is alien to the original Lelycentre. The overall expression of the addition, together with the yellow covers, masking the tectonics of the original facades has changed the existing complex radically.
Figure 3: Location of the pre-existing staircases (black rectangles) in the pavilions and bridges between galleries (red line).

Figure 3: Location of the added staircases (marked with star symbol) in the pavilions and bridges between galleries (red line).

Figure 3: Example of the detail using the round profiles welded together. (Gementee Lelystad)

Figure 3: Example of the realised detail. (own photo)
Figure 3.3: Comparison of Grutterswal segment before and after the renovation. (lelycentre.com, foursquare.com)

Figure 3: The corner of De Plaats with added stairway. Notice the yellow cover, hiding the more layered and articulated original facade. (omroepflevoland.nl)
Figure 3.3: Comparison of Koopmanstraat segment before and after the renovation. (flickr.com, own photo)

Figure 3: The main entrance of the Lelycentre, dwarfing the original Grutterswal building- the former representative facade of the complex. (omroepflevoland.nl)
Figure 3: Koopmanstraat shortly after the renovation- notice the original floor pattern respectfully retained, sculpture of Judith placed on the black pedestal with bench, presence of greenery. Also the color of the covers was different- they must have been painted yellow later, during the maintenance. (photo by Karin Penning, one of the renovation architects)
Figure 3: The lelycentre shortly after the renovation, with the roof installation on top of Albert Heijn market still present—year 1990 or later. Could the form of the addition be inspired by the rooftop structure? Karin Penning could not answer this question, she explained she did not make decisions about the form. If so, now it misses the counterweight. (lelystad-online.nl)

Figure 3: The view on the Grutterswal from the Brugplein. The rhythm of trusses defines the character of the renovation project, it is vivid and very much distinctive from the original design. Recognition of the old and new elements is clear, due to the color code used, but the renovation project totally dominates the original Lelycentre (vvvlelystad.nl)
The spaceplan of Lelycentre is organized as a system of passages with shops on the both sides of the pedestrian "streets". In the initial design by W. W. Buitenweg the passages were envisioned as open-air spaces with canopies only at the sides. This situation maintained until 1990, when renovation project by BDG Architecten introduced the translucent roof ("Jubileumparaplu's sieren nu ook eerste winkelcentrum Lelystad", 2017).

Entire shopping area is car-free: delivery area is envisioned in a central courtyard (1) accessing the shops from the inside and two parkings located on the sides of the complex (2,3). Parking lot for the visitors is located on the north of the complex (4).

Lelycentre is accessible for the pedestrians by a total of 6 entrances on the ground level (5, 6, 7, 8, 9, 10). Additionally the complex can be reached via elevated pedestrian and cyclist paths (marked in blue). This infrastructure is currently connected to the Lelycentre in two points (11,12), which theoretically allows to cross the center along north-south direction, but in reality the galleries have to few bridges, which forces the users to meander through all center to get to the other side or the point of their interest. In result the galleries are underutilized, leaving too little freedom of movement to the visitors. In the past more connections existed but they were removed over time (13,14). The renovation project from year 1990 added several staircases, leading from the passages directly to the galleries (15, 16, 17, 18). The renovation project added two bridges between the galleries, but this did not fully solve the problem (19, 20).

Overall conclusion can be drawn that the formula of the car-free shopping centre- is functioning correctly, the groundfloor shops attract many visitors. The functioning and convinience of the complex is hindered by incomplete routing infrastructure- gallery level offices are not fully utilized.

The spaceplan of the Lelycentre itself and the existing infrastructure around the complex give opportunity for improvements. The routing could be optimized and in case of further transformation there is a possibility of modifications to create more connectivity when adequate.
INTERIOR SURFACES

As for the interior of the individual shops, the rotation of owners and subsequent renovations erased perhaps all traces of the original interior arrangement. The object was also not designed to hold one permanent interior design— it is natural that the new owners of the shop would install the new banner, advertisements and renovate the interior as they find it suitable.

In that matter one thing to discuss is the harmony and sense of good taste. These are of course strictly subjective matters, and freedom of arranging ones business local as they will is also important, but a quick comparison of the center historical images with todays situation shows the drastic difference. In the times when Lelycentre was newly constructed the advertisements were much more modest and integrated with the design of the whole complex, while today it is a rather chaotic patchwork of diverse shapes and colors.

Deciding whether todays image of the Lelycentre is inferior to the original one or simply represents the change in culture of shopping over the decades is not a goal of this analysis. Certainly the interiors in Lelycentre do not represent high historical value, as they are subject to constant transformation.

Figure 3: Banners on uniform black background, integrated with the design of the street. (mulderpa.nl)

Figure 3: Modest advertisment, held within the limits of the storefronts or using minimal banners. (mulderpa.nl)

Figure 3: Bright and harmonious composition of colors and materials of the original design. (gahetna.nl)
Figure 3: Interior images of Lelycentre today. Advertisement fills every piece of available space, literally assaulting the visitors’ senses. Is there a limit to it? Shop banners take all different forms, sizes and color schemes and positions, without any attempt to harmonize with the neighbor or the building. (Collage of own photos)
Figure 3: Interior of the former Albert Heijn market during renovation- apparently no value was attached to it. (mulderpa.nl)

Figure 3: Interior of De Plaats 1, emptied for renting and prepared for the upcoming renovation. (mulderpa.nl)

Figure 3: Dance studio interior- very generic, emptied to suit current use of space. ()

Figure 3: Clothing discount under preparation- complete remake of the interior. ()
SERVICES

The services solutions used in Lelycentre are ordinary. Ventilation and air conditioning are decentralized—each local seems to have its own unit, these are located at the service areas—for example inner delivery courtyard. The cover installed to mask the gap between the canopies and gelleries during the renovation project of 1990 also produced space for ducts—as we concluded from the grills placed in multiple locations. This information is based on our observations and analyse of renovation project drawings—no reliable information about the services was found.

The central heating boiler is located in the service building in the central courtyard. Hot water is distributed all over the Lelycentre shops and delivered to the radiators. We spotted the regular metal radiators mounted on walls in several locations and in the pictures found online, no information regarding other forms of heating was found.

The energy labels of the Lelycentre parts are low—those which were classified got the label F and G, the data regarding the rest was not available (www.nationaleenergieatlas.nl). This only proves that installations, energy use and sustainability were not recently the focus point of the Lelycentre owners. The services are meeting the necessary minimum needed to operate businesses in Lelycentre, but they are neither of very high quality and use value nor particularly outstanding feature of the project.

Figure 3: Interior of the former Albert Heijn market during renovation—apparently no value was attached to it. (mulderpa.nl)
As it was stated before, the interior arrangement keeps changing rapidly and practically none of it is original anymore or represents any important historical or cultural value. For that reason no particular attention is going to be given to furniture here. There are though other relics in Lelycentre which represent the pioneer times of Lelystad. These artifacts are the sculptures scattered all over the shopping centre, and their current situation is to us highly peculiar!

In year 1971 RIJP organized the sculpture exhibition in Lelycentre. Number of artworks were bought after the exhibition and remained in the Lelycentre until these days. They were placed in various spots in the shopping area. The sculptures did not commemorate anything in particular- they were a set of decorative accents on the daily shopping route. As one of the authors, Leo van Herk commented on his work, it was to intrigue people, to involve them emotionally, because as soon as the meaning of the sculpture is explain to a person, their interest fades away (www.flevolanderfgoed.nl).

The sculptures are still present in Lelycentre, but they are not taken care of properly. They were removed from their original pedestals. The renovation project of the 90’s envisioned positioning the sculptures on black pedestals contrasting strongly with the bronze figures. The sculptures were accompanied by benches, but until today only the simple blocks cladded with the same cheap tiles used for the floors remains. Not all the artworks were treated in this manner, but obviously the level of appreciation of art has dropped since the times of RIJP, as it can be observed on the following photographs.

Figure 3: The sculpture Zeskanten Paal by Leo van Herk and Aart Huizer opposite to the Albert Heijn market, at the entrance to the shopping passage Koopmanstraat. 1980-1990. (fotos.serc.nl)
Figure 3: The sculpture Judith on the stone pedestal, facing De Plaats. Year 1971 or later. (data.collectienederland.nl)

Figure 3: The sculpture Judith today, accompanied by a dust bin and in urgent need of cleaning. (own photo)
Figure 3: The Zeskanten Paal in its relatively lucky new position—on top of the Lidl's roof. (data.collectienederland.nl)

Figure 3: This sculpture—Mother and Child by Sjra (Gerardus Cornelius) is impossible to overlook on one's way to the bin. (own photo)

Figure 3: The fountain Panta Rhei by Jeroen Stok, donated by municipality and contractors on occasion of Lelycentre renovation in year 1994. There is no water in the fountain anymore today, but it seems visitors find new use for it and "fountain" is still appreciated. (own photo)
SPIRIT OF PLACE

Lelycentre is a place full of contradictions. On one hand it feels neglected and decaying, on the other it happens to be lively and full of colors. Some complain about low quality of the shops, for the others low prices are the main reason to come around in the first place. The pioneers and people who grew up in the first neighborhood of Lelystad share loads of memories about the place, but the new-commers hardly know anything about the center of the new town, too young to be called “historical”. Shisha shop salesman says retailers are queuing up to rent the local in Lelycentre- the rent price is so low. The kebab restaurant owner next door complains about the rising rent. Young mother states that neighborhood is great for raising children and people have a lot of kids here. On the other hand we hear of offices transformation to elderly care centres. Everyone we asked has their own opinion on Lelycentre. People name plenty of problems, but they are also fond of the bright sides.

The contrasts of Lelycentre are visible also in its architecture and spatial qualities. Austere and measured elements of the 60’s design are juxtaposed with the rhythmic skeleton of the 90’s renovation project. Sober composition of black and white clashes with yellow and red. In one spot Lelycentre exposes the relics of CIAM inspired modernism, twenty meters further the elegant, slender proportions and strong horizontal accents are gone, what remains is the graffiti sprayed shutters of a vacant store and a plastic horse leaning out from the gallery. Lelycentre is indeed anything but harmonious.
Figure 3: The aforementioned horse on the gallery. The dead end of the gallery seems to become a sort of the attic, where all sorts of "useful items" are being collected. (own photo)

Figure 3: Child playing with the sculpture in Koopmanstraat. A lot is being said about the graying population, at the same time parents signal the needs of activities for the children. ()
The community of Lelycentre shop owners somehow can not take care of their passages, at the same time they put so much effort in advertisement and exhibition of their products.

Figure 3: Gallery level facade seen upclose. Wooden window profiles are painted in black and white, notice also the glass ceiling of the canopy- the lighting system is integrated there. 1967-1969.
External glazing altered the initial look of Lelycentre.
Covering the centre has put an end to the street-passage feeling.
Intervention was performed with cheap means.
Composition-wise, it does not complement the original aesthetics of the object.
Facade of De Plaats is one of the few completely unchanged parts of the Lelycentre complex, where original design is visible and undisturbed.
Horizontal accents of the facade, characteristic element of De Plaats design.
Triple roof accent breaking the repetitive rhythm of De Plaats facade.
The color of the covers expands to the part of original canopy.
Window divisions articulating the facade.
The tiles were replaced during the renovation in most of the representative places.
Transparent groundfloor of the office building, open to the public square.
Trusses follow the structure rhythm of the original object.
Covering of the centre represents the changing needs of the users.
The horizontal accents—visible parts of the original tectonics of the complex.
Rhythm of the facade is articulated by the window divisions.
The covers on the original canopies and structure of the galleries—horizontal accents were masked by monolithic elements, completely hiding the intended articulation of the facade.
The storefronts in this section remained unchanged.
The tile pattern—originally present in all floors of Lelycentre—was altered during the renovation, when all floors were changed.
The neighborhood of Lelycentre and Zuiderzeewijk together form the first settlements of the new town Lelystad, dating back to 1967. The site for Lelycentre was established in the very beginning of Lelystad.

The functional zones separation still plays role in the way Lelycentre, Zuiderzeewijk and Atolwijk work together as a system.

Even as the oldest buildings in the area, Lelycentre pavilions are still not old. The Pioneer neighborhood.

The main principles of the spaceplan—car free pedestrian area and delivery courtyard, galleries—remained unchanged. The elements like bridges and stairs changed. The site evolved over the decades accommodating the needs of the neighborhoods around.

Surfaces are too young to represent any historical value, everything is contemporary. The historical elements of the Lelycentre are barely visible because of the dominant renovation project, storefronts are also replaced in most cases.

Structure was designed for transformability in the time when future of Lelycentre final layout was not yet determined. It is still flexible. Many pioneers share memories of the Lelycentre from the first decades or their childhood.

Practical zoning division, separation of offices and shops on different levels, separation of pedestrian and car traffic.

Site of lelycentre is centrally located in its quarter and connected with the surrounding buildings. Routing is not complete—there are missing elements.

The extensive advertisement attracts customers but is not harmonious. The skin parameters are not extraordinary, energy efficiency is low. Also the added roof only prevents the rain, the interior of the mall is not sealed.

Flexible, dismountable structure, oversized elements, can bear addition of new floors.

The raised infrastructure and segregated pedestrian/cyclist and vehicular traffic was new in the 60’s/70’s. Lelystad planners reached out for the most innovative typology of shopping centre, taking example from Lijnbaan, but it was around already for Site was created in the late 60’s. At this time placing all shops and services for the area in one centrum was still relatively new.

The facade solutions are typical, nothing is really new. Steel skeleton structure was not any novelty in the 60’s, the renovation project of the 90’s also uses standard solutions of its times.

New land—new town. The city of Lelystad is designed from scratch in the middle of new polder. This is a rare situation and it influenced the design. The type of car-free shopping centre site in the surrounding of dwelling and other services—this typology appears quite often.

Modernism was dominant style well before Lelycentre was constructed, it is not rare. Interesting juxtaposition of modernism with 90’s aesthetics. Renovation was not respectful to the original, but now it is just as important.

Steel skeleton structures can be found literally everywhere—not rare at all.

Neglected artworks. Contradicting opinions, different user groups, complicated social situation.


https://www.nationaleenergieatlas.nl/kaarten


SMEDINGHUIS

This chapter will discuss and analyse the Smedinghuis, with the focus being placed on the former police station. Unfortunately, this is the one wing of Smedinghuis that suffers from a lack of information, so at times assumptions and interpretations have to be made. The analysis starts with a description of Smedinghuis, followed by its History and Development, Renovation, the Architecture and Concept, followed by Internal Spatial Characteristics. Finally, the cultural analysis and building technology are analysed.

INTRODUCTION

The building Smedinghuis was designed to house the public bodies in charge of constructing the polders: RIJP and ZIJP. Completed in 1973, Smedinghuis is an imposing complex with 5 almost 30m high structures. The main entrance is raised to the first floor and connected to a raised network of bridges for pedestrians and cyclists. This system leads directly to the shopping centre, the healthcare centres, and three large housing complexes to the North, East, and South. The building consists of five wings: A - E with the same types of facades. The facades are repetitive and use the same proportions in each building, with rows of windows creating a strong horizontal theme only to be broken by the tall external shafts. A is the main building, which is the largest and tallest and has a clear north-south orientation and building E follows the same rhythm as the others, but is a laboratory that is two floors high. Building D is an exception as although it has a similar facade, the dimensions are slightly different to buildings B & C, and it is also not accessible via the raised infrastructure or the main building. This is because building D was made for the ZIJP whereas the rest was designated to be used by the RIJP, and later the building was adapted into a police station. The building today is vacant but was bought by the business Groenhave this August, shortly after the police moved into a new station (vastgoedmarkt.nl). Building D is the focus of this analysis.

Figure 1: The former police station Building D (Own image, taken 05/10/18)
HISTORY & DEVELOPMENT

The placement of a governmental building in Lelystad’s first core was first introduced by van Eesteren in his 1964 plans. In 1966, Ph. M. Rosdorff and D. van Mourik presented an initial design for a ZIJP building in Wijk 1. This design consisted of two connected towers on a wide base, in total 10 floors high. This plan was rejected and the requirements for the design also changed; the RUP was to move to Lelycentre too, meaning the required floor space was seven times more (Smedinghuis te Lelystad, p9). As seen in Figure 2, the surrounding situation is unrecognisable. The original brief also demanded that a string of shops would supposed to continue from Lelycentre through the groundfloor of the Smedinghuis, as seen in the impression of the 1967 design. In 1968 this requirement was removed and the groundfloor need to be rearranged to fill the gap. Rosdorff instead expanded the first two floors and raised the gallery between the office wings to the first floor.

The RUP & ZIJP building was later given a definitive plot in the 1969 Structuurschema as the 1969 definitive plan was presented, although it was revised in 1972. Construction began in 1969 and was based on the initial plan for the area, where the Agora, a community centre, was initially planned just north of Building B. As such, Building B was and is raised, leaving the ground floor empty. Today it is used as bike storage but it was intended to allow for pedestrian and cyclist space leading to the Agora. The absense of the Agora building is the only visible revision to the 1972 plan. In the end, the gross area of the RUP and ZIJP buildings is 26600m² and 4700m² respectively.
RENOVATION

The RIJP building alone was renovated in 1989 through 1997 by Van Mourik Vermeulen Architecten and BDG Architecten Ingenieurs. The interior was the main focus of this costly renovation and the Laboratium E was rebuilt much higher, and was now used by RIZA, de Rijksdienst voor Integraal Zoetwaterbeheer en Afvalwaterzuivering (National Office for Integrated Freshwater Management and Wastewater Treatment). However in 2003 a fire devastated the upper levels of the main building, and another renovation process took place, through Van Vark. The fire had spread through the external shafts so the polyester shafts were replaced with aluminium. The aluminium facade panels were also replaced with panels detailed to be water and wind-resistant, as the original panels required several layers of material behind it to achieve this. Additionally, some windows were replaced with seemingly identical but openable windows. The interior and lighting was once again redone for the RIJP building. Heat induction units were also installed to replace the existing radiators.

Whether these changes were made for the former police station is not certain. It is likely that the facade and shafts were replaced as they were proven to be fire hazards in 2003, and below are supposedly images of the police building. The images below reveal that at some point, the original ceiling was covered with acoustic panels. However the new induction units are visible so it can be assumed that the climate and fire hazard improvements have been made. An extension was also been added to eastern facade to create enclosed private parking, though it is not known when.

![Figure 6: Smedinghuis fire in 2003 (facebook)](image)

![Figure 7: The interior of the former police station (Studie naar transformatie, p21)](image)

![Figure 8: Renovated interior of Smedinghuis (Studio seven)](image)
ARCHITECTURE & CONCEPT

When reading descriptions by observers of the Smedinghuis complex, the building is described as structuralistic. Whether this is due to its repetitive structure-defined form or due to its potential flexibility is unclear as the structuralist characteristics are never directly stated. However, that the complex is intended to be authoritative is an intentional decision. Figure 9 below shows a photograph from the 70's, when the area surrounding Smedinghuis was underdeveloped. The building stands as a landmark and dominates the landscape. Even now it is visible from Lelycentre despite the number of tall office buildings. As the first office building in Lelystad, it is still recognisably unique due to its distinct facade and raised towering structures. Even today, one has to walk to the building and then has to ascend stairs before reaching the main entrance. The former police station however is accessible from the ground floor and has always been so (Figure 10).

That the outlook of the white facades have remained unchanged for 45 years is a statement in itself, but the reason for its design is in fact the budget. In order to create a large symbol of authority in a desolate area on a tight budget, van Mourik and Rosdorff chose to apply the same standardised elements in the entire complex. The volumes were decided based on the different departments and their required area, with differences emerging based on the environment and the interactions between the different buildings. For example, the bridges between buildings use the same structure but the placement of these are different, and such differences throughout the entire design resulted in over 1000 different types of elements diverging from the same system.

Figure 9: Smedinghuis in the seventies (West 8)

Figure 10: Entrance of the former police station, 70’s (Studie naar transformatie.)
Due to its use of standardised prefabricated elements, Smedinghuis was the cheapest RIJP/ZIJP building at the time, but it still makes a statement. The protruding windows add plasticity to the facade, and the broken horizontal rhythm creates a distinction between a “standard” office building with an anonymous facade. One can argue that the term “anonymous” is still applicable to Smedinghuis and the former police station as they are very enclosed and private, but the terms “indistinguishable” or “unrecognisable” are anything but. The decision to place external vertical shafts was both a functional and aesthetic choice that defines its character; instead of congesting the interior space plan with pipes, they are removed to these isolated shafts which are also used for staircases, lifts, and toilets. The larger shaft area contains the staircases and lifts. On the aesthetic side: van Mourik and Rosdorff avoided allowing the buildings to be completely homogenous by changing the orientation and the vertical elements. Similarly, the shafts appear disconnected from the main structure and are raised above the roof, leading to a central facility on the roof. The shafts not only break the facade rhythm, they encompass each building and invite curiosity about this machine-like building.

Figure 11: Key elements of distinguished facade (Own drawings, made 04/11/18)
SPACE PLAN, INTERNAL SPATIAL CHARACTERISTICS

The floorplan, programme and organisation are fairly simple in the former police station. There are five constant elements: the lifts, the stairs, the facades, the loadbearing structure, and the fire escape. The area is divided into thirds by the loadbearing walls which can be grouped into sets of four as they are indirectly connected to the aluminium shafts outside. Inside here there is a supposedly a steel structure, though the details or drawings of this have yet to be found. The lifts and stairs are found in the larger shaft zone, with the stairs to the west and the lifts to the east. From the third floor up, the layout is the same; offices are placed all the way down the east and west facades, accessible via a 1.8m corridor. Despite being designed with a loadbearing structure that allows the space to be flexible, the current and original situation both use a single corridor with offices on both sides. The other floors, starting with the ground floor, are more interesting and will be discussed promptly.

The groundfloor holds the reception hall, an installation room, and a large bathroom facility. This is most likely a changing room for the officers. It is not yet known what installations are found in the installation room, but they apparently require almost 80m$^2$ of space here and again on the roof. Since the shafts are for plumbing and pipes, this installation may be used for ventilation. Normally the ventilation installations are found on the roofs and the water systems below, but this requires further investigation. It is also important to note that before the police made use of the building, the ZIJP was there and it would be used purely as an office building. The changing room below would
have been something different altogether, though it is not known what. Either way, the southern third of the ground floor is dominated by the changing rooms and the central third, the reception area, receives little light with its single floor height. The northern third is sealed off as the building is cut through to make way for the road.

The first floor then contains the double floor height auditorium to the south, and the rest are assumed to be offices. The emergency fire escape is now accessible on the north facade. However, a small section taken from the centre of the building in the document “Smedinghuis te Lelystad” reveals that the northern third may well have been double height too. The image below is of the original situation in the southern hall, the ZIJP’s boardroom. In this time, the coffered ceiling is still visible and there are numerous ventilation systems covering the ceiling, but shaped to fit it. The square grid is extruded down through the ventilation system. Additionally, the walls are left as bare concrete. Whether this is still the case is unknown. Figure 14 reveals however that this room receives an enormous amount of light throughout the day. Here a very conscientious detail is also visible: the windows wrapping around the corner of the building. Transparency and ensuring sufficient natural light appears to

Figure 14: 1969 Definitive plan, north-south section through the centre of the building (Smedinghuis te Lelystad, p13)

Figure 15: Boardroom ZIJP, around the 70’s (Studie naar transformatie, p14)
have been an important feature of this design, at least for the meeting room. Even Auke de Vries’s artwork, the jutting cyclinders on the wall below, are made to interact with the light.

The second floor in the current situation is appears simpler: the southern third is a void, the middle is the kitchen/canteen, and the northern is office space. Whether the glass barrier between the middle third and the auditorium in Figure 15 is still present is unknown. However, as the current use of the second floor is for the kitchen and possibly for offices, it is unlikely. Police conferences would be held in the current auditorium and it may not be prudent to have a direct visual connection between the canteen and auditorium. This must still be investigated. The other mystery is the flooring in the northern third of the second floor: is it original and part of the final definitive 1972 design, is it a mistake in the drawing, or a later addition? Furthermore, parts of the second floor have access to unused balconies, a result of the first two floors being wider.

The third floor has been discussed briefly, but the outlook of these corridors is something to behold. In the supposed current situation, the coffered ceiling is obscured by acoustic panelling which takes at least 30cm away from the 3.2m height. Despite the running windows along the entirety of the eastern and western facade, the corridors a dark and ill-lit. It is difficult to tell whether the original concrete floor is used or if there is a vinyl layer on top.

Figure 16: Other side of the ZJP boardroom, around the 70’s (Studie naar transformatie., p14)
Figure 17: Balcony ZIJP, recent photo (Studie naar transformatie, p21)

Figure 18: Corridor in one of the upper floors, recent photo (Studie naar transformatie, p21)
The final level is the roof in Figure 19. Whether this has undergone any renovation is currently unknown and requires further investigation. The original roof has a layer of gravel, but neither the original nor current situation make use of the roof space for anything beyond installations. Even the installations have their own aluminium roof encasing a steel structure.

**THE STATE OF THINGS**

On the 17th of September, we visited the Smedinghuis, Lelycentre, and Zuiderzeewijk. A follow up visit was made on the 5th of October, although we were denied access to Smedinghuis. At this point it was not known that our focus would shift to the former police station, so unfortunately we did not give it as much as attention. Another visit on the 31st of October allowed us some time to interview people in Lelycentre. Regardless of our lack of drawings and diagrams, we can ascertain that the building has not been maintained as well as the RIJP. The concrete loadbearing elements are bare and exposed to weathering, and the balconies in Figure 20 are growing weeds and partially degrading or suffering from mould. Additionally, it is not known how safe people feel walking below the buildings, as interviewees tended not to venture towards Smedinghuis since they have no reason to. The area

Figure 19: ZIJP roof, recent photo (Studie naar transformatie., p21)
is immediately isolated from public eyes due to Smedinghuis’s deliberately enclosing position. The road that cuts through the ZIJP building also cuts through Smedinghuis’s main building, doubling the length of the tunnel (Figure 21). From the limited views we have, there does not seem to be any sinking. However we found the ground was more uneven around the raised infrastructure (Figure 24) but neglected to check the western side of the former police station. Since this side is connected to the raised network, there may be more of an issue here.

Pedestrians have no reason to even interact with the ground floor surround Smedinghuis as there is nothing on the groundfloor to interact with. The pedestrian bridge provides them with an open and public connection to the Lelycentre public square. There is an unused passaged that also leads to Lelycentre via the left route in Figure 26, but this is not used perhaps because it looks like it “belongs” to Smedinghuis. However, that this bridge is frequently used does create an opportunity for the former police building as it has an entrance on the raised level too. Alternatively, Smedinghuis wing B also hinders the flow of people on the groundfloor, as the groundfloor is closed by bike parking in
Figure 26. But the most fundamental factor is that no person has any reason to venture in this area unless they are passing through. If one is to put a new function in the former police building, then they must be aware of these issues.

Despite a visit to the Smedinghuis and Lelycentre, the building still has many mysteries. For example, there is no mention of holding cells in the former police station. The function of the different spaces is not entirely clear; what I have labelled as office spaces are an assumption as no other specific use is described. There may be an interrogation room instead. Hopefully, these queries and the ones previously raised can rest after a visit to the site, if we can arrange one.


The original fire safety staircase is still present. The aluminium cladding of the facade has been replaced after the 2006 renovation. The original plates were hung against the concrete structure and required additional measures to ensure the facade was wind- and watertight. The new panels are designed to ensure this without the extra layers. The original staircase and raised infrastructure remain but are not frequently used. This open space has always been considered part of the Smedinghuis. The windows have been kept, but some are now openable. The external shafts visible here were originally made of polyester. In response to the fire risk, they are now replaced with aluminium. The concrete loadbearing structure emerges in the facade and defines the rhythm in a structuralist fashion. These are original elements and emphasise the horizontality of the building. The parking space is oversized and underused, but it is part of the original plan. This entrance is a later addition and not part of the original design or state. It also encloses the entire ground floor. The external shafts visible here were originally made of polyester. In response to the fire risk, they are now replaced with aluminium.
### Historical Value
Lelycentre is the first centrum in Lelystad.

### Unintended Commemorative Value
The site for the RIJP building was first introduced by van Eesteren in 1964, and has remained the same since the 1969 Structuurschema.

### Use Value
The site is designed as part of the raised infrastructure network and can offer a chance to create more interaction between the public shopping centre and vacant ZIJ building.

### Newness Value
The raised infrastructure is unique to Lelystad and not common in urban planning in the Netherlands.

### Art Value
The aluminium panels and a number of windows have been changed. The facade has also been painted but maintains its original outlook.

### Rarty Value
The location has a number of statues which commemorate the founding of Lelystad.

### Other Relevant Values
At the time, systeembouw was used to construct what was the cheapest RIJP building.

### Surrounding Setting
Lelycentre is the first centrum in Lelystad. The layout and configuration of the groundfloor through the second floor has changed since the original design.

### Site
The site for the RIJP building was first introduced by van Eesteren in 1964, and has remained the same since the 1969 Structuurschema.

### Skin
The aluminium panels and a number of windows have been changed. The facade has also been painted but maintains its original outlook.

### Structure
The original exposed concrete structure is still visible.

### Space Plan
The layout and configuration of the groundfloor through the second floor has changed since the original design.

### Surfaces
The original interior walls/flooring were at some point bare concrete. This is no longer the case.

### Services
The services are integrated into the exterior of the building through the shafts. This has remained so since the beginning.

### Other Relevant Values
Not only is piping placed in external elements, but the ventilation system was so dimensioned in the Board Room that it echoed the unique coffered ceiling.
The Eurotower (formerly known as "T Roer"), built in the year of 1981, was first meant to be an office building. After just seven years the function of the building changed to an educational function in order to house the “Middelbaar economisch en administratief onderwijs” (MEAO) and the “Middelbaar Dienstverlenend Gezondheids Onderwijs” (MDGO). For this transformation, only the interior (floorplans) was changed.

Currently the Eurotower is empty, and being prepared for a third transformation. ReBuild.nu has done a transformation plan commissioned by the Coriander Real Estate. Coriander is planning to make 126 studio's in the Eurotower, the studios are intended for social rent, targeting the groups of single people and the emergency seekers, and the growing group of people living alone due to circumstances (divorces).

The Eurotower consist of 4 reflective facades. The north façade is a reflection of the south, as the east façade is a reflection of the north. However, the north and south façade, both have one grid less than the east and west façade. If one would dissect the façades of the Eurotower, it would stand out that the façade exist of 6 elements.

1. The visible structural beams.
2. The window elements (consisting of 4 window units)
3. The balconies (with deviating window units)
4. The third window element (consisting of 1 window unit)
5. The fourth window element (consisting of an outstanding window unit)
6. The closed façade part (which gives the suspicion that there is a stair behind)

Since the Eurotower was built the façade – except the color – hasn't changed. Still, can we give the Eurotower a historical or any other relevant value from the matrix of the value assessment? In terms of the "use value" it's needless to say that it has great value. This we can prove on the basis of the fact that the most of the time it existed the building has been used, and maybe even more important, it has the ability to be used again. Due to the fact that the tower was built in the early phases of Lelystad (1981) the tower also has in a sense a non intended commemorative value. Interviews have proven that people that are related to the Lelycentre do have some memories from it and in some way the tower does remind them to the times they spend there. However, does the Eurotower also have a historical value. If we only looking at the Eurotower itself, without the surrounding and the site its on, than the Eurotower hasn’t anything that we can consider as historical. The structure, the façade elements, the stuff, services, plan etc., it all were built in a traditional way that was traditional at that time.
<table>
<thead>
<tr>
<th>TIME / SETTING</th>
<th>AGE VALUE</th>
<th>HISTORICAL VALUE</th>
<th>POTENTIAL COMMEMORATIVE VALUE</th>
<th>NOT INTENDED COMMEMORATIVE VALUE</th>
<th>USE VALUE</th>
<th>NEWNESS VALUE</th>
<th>ART VALUE</th>
<th>VALUE</th>
<th>SPIRIT OF PLACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SURROUNDING</td>
<td>Being part of the initial plans for Llandyrnog, the surroundings of the Eurower have Historic value.</td>
<td>Doing part of the initial plans for Llandyrnog, the surroundings of the Eurower are remembered.</td>
<td>As mentioned before, the surroundings are part of a Historical plan. With a lot of things going on there, the use-value of its surrounding is High.</td>
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<tr>
<td>SITE</td>
<td>The setting was part of a masterplan, however the site was not always meant to be an office function. That makes it less Historical.</td>
<td>The site is useful in the sense that there is an empty building there that can be transformed/developed to house new functions.</td>
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<tr>
<td>SKIN</td>
<td>The skin of the tower – made of prefabricated concrete elements – has zero historical value. Due to the fact it wasn’t anything special, but a contemporary building.</td>
<td>If a transformation is done the skin (and mainly the organisation of open/closed parts) can be useful.</td>
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<tr>
<td>STRUCTURE</td>
<td>In terms of the historical value, the same applies for the construction of the skin. It was part of the contemporary building style.</td>
<td>The construction has a very advantageous span (3000mm) which means that it’s just easy to transform the building and at the same time use the structure.</td>
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<tr>
<td>SPACE PLAN</td>
<td>The space plan can also not be called historical. Built around the reinforced concrete structure, it was more functional than anything special.</td>
<td>The space plan is closely linked to the function. Which means that the use-value is determined by what function the building has.</td>
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<tr>
<td>SERVICES</td>
<td>Not historical whatsoever. Again, it is the same as with the structure and the skin, it is just functional.</td>
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<tr>
<td>STUFF</td>
<td>The stuff in the Eurower can’t be classified as historical. Being a education building, the tower had stuff that meet the requirements for the educational function.</td>
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<tr>
<td>SPIRIT OF PLACE</td>
<td>This depends on how well-known the building is. I think for someone who knows the building/history it can bring up some memories and associations.</td>
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CONCLUSION

This analysis has attempted to create a foundation for our design in an area full of complexities. To make a comprehensive piece of work, the urban scale is analysed. Flevoland’s history places Lelystad within its context as a step in the learning process for RIJP and planners involved in Flevoland’s development. It reveals trends and socio-political changes at the time that were influential in Lelystad’s development. Zooming in, an urban analysis of Lelystad’s development reveals the social consequences of planning decisions, such as the large concentration of family housing and social housing which results in a demographically unbalanced society with a large amount of pressure on working age inhabitants to support the elderly and the young. The larger scale analysis has shown that recent long-term planning has proved to be less useful for Lelystad, as its goals for development have been dependent on large interventions such as the rejected Zuiderzeelijn, and that perhaps small-scale independent interventions geared towards autonomy should be explored. The area of interest, Lelycentre, is that the central zone is an important and interesting place to make an intervention given that the main shopping for Zuiderzeewijk and Atolwijk is located there. Similarly, this area is part of the first district built in Lelystad and within it is the first office, Smedinghuis, as well as the first shopping centre, Lelycentre. The office building Eurotower is also considered relevant as it is placed centrally at the front of Lelycentre and already has a history of reuse.

On the building scale, Lelycentre and De Plaats, Eurotower, and the former police station of the Smedinghuis complex is investigated and valued culturally. Lelycentre is the first to be examined and the most extensively due to the availability of resources and accessibility of the site. The site itself has high historical value as it is the first shopping centre in Lelystad. Lelycentre’s structure has high use value, as it is designed to be demountable and flexible. This is also the case for Lelycentre. Much of the exterior and interior cladding has changed and therefore has a low historical value, but it offers an interesting contrast between the original buildings and the 90’s additions. Curiously De Plaats has remained untouched by these later renovations. The Lelycentre complex is connected to the raised infrastructure between neighbourhoods which has newness, rarity, and historical value, given that this was new at the time of the design and is still rare today. Although its effectiveness is questionable in some parts, the raised infrastructure is well-liked among the public so maintaining it is a priority. Finally, Lelycentre has a recognised “spirit of the place”, which is that it is a memorable part of many pioneers lives; a place where they would play as children and a place they have regularly used as part of their daily lives since.

For the office buildings, it is clear that both suffer from a general trend of shrinking offices and vacancy, but both offer potential through their large open plans for reuse. Eurotower’s most valuable aspects are its open-plan 7000m$^2$ of space and 3.2m floor height which is highly adaptable, its central placement close to the only direct bridge between Lelycentre and Zuiderzeewijk, and its historical value as it is quite unchanged since its construction.

Smedinghuis, the vacant former police station is analysed and its most valued aspects are its structure which allows for a potentially new facade and flexible adaptation of space as high use value, its contact with the raised infrastructure and indirect contact with Lelycentre as both historical and use value, and contradictorily its facade, with high historical value. This is a contradiction as the facade is the same as that of RIJP and therefore represents the same authority as the surrounding dominating complex; should the building function be changed, changing the facade may be a high priority rather than preserving it. An additional value is the use value provided by the original situation and the early plans for the area. Not only was the building was once more open internally, the 1967 plans had shops interject through the ground floor of the Smedinghuis complex, and the current design is based on the rejected presence of the Agora community centre. The echoes of those decisions still exist and can be utilised.

Based on this information, it is now possible to make a decision regarding the type of intervention necessary for Lelycentre and a decision must be made between the three buildings, Lelycentre and Smedinghuis are realistically the better projects to work on as they have more information available. Further investigation is required on an individual level, but a risk of the police office building is that some basic information is still missing, such as a definitive understanding of the cladding of the interior and the service systems applied throughout the building, both of which can be vital. Lelycentre on the other hand is better founded in this investigation and therefore individual design research can already begin.