



International Symposium Confrontations in the Metropolitan Landscape Report



Friday September 8th 2017
at Estate “Kleine Vennep” Haarlemmermeer
as part of the Landscape Triennial 2017



Introduction

On September 8th, the International Symposium 'Confrontations in the Metropolitan Landscape' took place as part of the Landscape Triennial 2017. It was a cold and rainy day in Nieuw-Vennep, but the presence of almost 100 policy makers, researchers, students and urban and landscape design practitioners made it a day full of inspiration and pleasure.

In this report you will find a chronicle of the Landscape Triennial chronicler Fred Feddes, summaries of the workshops and reflections by moderator Jaap Modder.



Photo credits: Daniel Nicolas

Discovering landscape where you thought it couldn't be

By Fred Feddes

Stories and plans of seven major metropolitan areas met at the international symposium “Confrontations in the Metropolitan Landscape”. The specific challenges and approaches in the urban landscapes of Birmingham, Melbourne, Milan, Stockholm, Taipei and Toronto were compared to those of the Netherlands.

Every city and every metropolis is unique. At the same time, urban areas throughout the world share numerous features, patterns and problems. Especially in a globalized economy and culture we are pushed towards unification and at the same time feel the urge to stand out. All the more we can learn from comparing our metropolitan areas, bearing in mind that they are all situated in the more privileged part of the world.

What these cities have in common is a strong population growth. Climate, energy and sustainability issues are urgent everywhere. There is also the need to ensure high quality public space, keeping space for nature and resisting increasing real estate development pressure. In addition, almost every metropolis struggles with the tensions between effective spatial action and delicate democratic processes.

Fortunately, metropolitan areas are also centres of knowledge and creativity, and thus of inspiring ideas to unravel the bundled metropolitan issues in a straightforward or lucid way. These ideas dominated this fully loaded symposium.

Mutual dependence

In the coming decades, we need to generate much more energy in our direct surroundings, provide water storage for a changing climate, make agriculture sustainable and the economy circular, add a lot of

homes due to population growth and household dilution. All this must be done while improving the already crowded landscapes' attractiveness. All things considered, this implies a mutual dependence between city and landscape. On one hand the city needs the quality of an attractive landscape to breathe, relax and as a feature to stand out in the global battle for talent. On the other hand it needs the open space of the landscape to locate functions that do not fit the city itself.

KEYNOTES

Government advisor Berno Strootman outlines the tasks for the Dutch metropolitan landscape in terms of climate adaptation, water management and soil subsidence.

In other regions the challenges are different. For example, Birmingham has to deal with the aesthetics, pollution and bad reputation of the industrial era. Melbourne is struggling with water issues, forest fires and: The Economist. Every time the magazine declares Melbourne as 'the world's most livable city', the civil servants sigh heavily, because the liveability indicators used by The Economist refer to a select group of high-earning expats, while the quality of life for millions of others remains a big challenge in Melbourne.

Furthermore, the attractiveness of the city is only partly the result of conscious human intervention. The fact that quality of life in Melbourne is high, is explained by a mix of planning, excellent natural conditions, and a series of 'pleasant coincidences'. For the other metropolitan areas a similar mix applies, although the exact mixing ratio will differ.

Right under your nose

So far for the challenges; what solutions can designers offer? Protecting valuable landscapes is part of the answer, but not sufficient. What else can you do? Well, discover new landscapes for example, as Ken Greenberg, Kathryn Moore and Kees Christiaanse showed.

Ken Greenberg presented The Bentway, a remarkable new urban park in his hometown of Toronto. A city that is rapidly growing also needs new park space, which is extremely expensive and hard to find. What a thrill if you suddenly, right under your nose, see the possibility of a new emerging landscape, which you've always overlooked – hidden in plain sight. For years, planners studied the Gardiner Expressway in Toronto. However, the space below the highway was hardly ever part of the study – until Greenberg saw the possibility to transform this space into an urban park. Thanks to a \$ 25 million gift from a philanthropic couple the plan could be realised.

The park changes from a no-man's land into a festive public area. It connects neighbourhoods, buildings and new walking and cycling routes. There are stages, a raised bike path, and a giant ice rink in winter. Thus, under the pillars of the highway emerges a 'hybrid meeting space', which has been interwoven in the urban and social structure of the city. The American landscape architect Elizabeth Barlow Rogers summarizes the interaction with the city: "As the park becomes more city-like, the city becomes more park-like."

The British landscape architect Kathryn Moore shared a similar story about the River Tame in the English Midlands nearby Birmingham. Since the industrial revolution the river area was a no go area: contaminated, cluttered and intersected by infrastructure. The Tame used to be the most polluted river in the country for a long time.

But here too, you can turn the world upside down, said Moore, who strongly advocates an active and initiating role of the landscape architect in planning and design, if necessary in the form of 'guerrilla landscape architecture'. The designer can introduce a new perspective by drawing a new map of the area,

and thereby pointing into a new direction.

Under the dirt she saw what the dilapidated Tame Valley still was: a valley. And once you presume the cohesion of a river valley, instead of the later fragmentation, the area can get a new identity and revitalize. This change of perception is the turning point. The effect may extend to the city as a whole, which could reinvent itself as 'The City of Valleys'. Moore: "Who knows, in the future people want to live in Birmingham because they like to live in Birmingham, and not just because they have no choice."

Noise Landscapes

The Dutch-Swiss architect Kees Christiaanse discovered a new type of landscape, presented in his research 'The Noise Landscape'.

Airports have a major impact on their surroundings due to the official noise contours around them. Within these contours, certain types of spatial use are prohibited or restricted, while others can flourish. Christiaanse and his research group at the ETH Zurich made a detailed survey of the landscape within the noise contours of Schiphol and seven other European airports.

The irony is that the airport with its noise nuisance is protecting the openness of the landscape. In the past Schiphol has gained an extensive system of runways, with runways adapted to different wind directions. Due to these differently angled runways the noise restrictions emanate outwards. Christiaanse: "Without these outlines the Amsterdam Metropolitan Area would have a much stronger sprawled urban pattern."

Which design possibilities this noise landscape offers, needs to be further explored. From the participants it was regretted that the landscape is not defined by its own qualities, but by its restrictions. On the other hand, the restrictions are firm enough to ensure a powerful protection. Christiaanse used the noise landscape as a plea to challenge urban planners and landscape architects to not only focus on compact urbanity, but just as much on the vast areas of landscapes with lower densities: the 'ländliche Urbanität'.

(Translated by Rosa Stapel)

arm 2017-2020

as family business, steward or investor;
ed spatial long-term view on the Netherlands.

ince	Linking mobility and urbanization	Transition of the Cultural Landscape
d space	Public transport and urbanization	Sustainable agriculture, Divers cultural landscape
	Future of the highways	Landscape of national importance
	Healthy urbanization	Soil subsidence



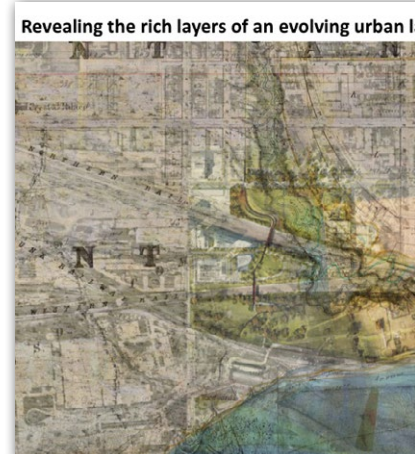
Under the paving stones lies a

the possibility of transformation....the AHA moment



And with a great act of Civic Generosity....

**INTRODUCING
TORONTO'S
MISSING LINK
AND HIDDEN
PUBLIC TERRAIN.**



A scenario of the past

ETH zürich Office for Metropolitan Architecture (Kees Christiaanse), Yves Brunier,
Agro-Industry in the Haarlemmermeer 2030, The Netherlands Now As Design 1987

New Conceptual Models for Airports and Cities

1. 2. 3.

Christian Salewski, Conceptual Urban Models for Airports and Cities, and Cities 2008

airport is already embedded in the city region!

Contour, Major Infrastructure, Valuable Landscapes.
Haarlemmermeer, Urban Design Studio, ETH Zürich 2012

Radical scenarios as hypothesis: "Airport Wins" - "City Wins"



CITY SHOWCASES

Keep the City Cool

Tang Yung-Ching gave a spectacular overview of the 21st-century large scale projects in Taipei, such as the Riverside Park, a flood protection plan combined with a Boston-style 'emerald necklace' of 29 parks. Wherever possible, highways are being removed and public spaces improved. The network of cycle paths is being expanded and equipped for commuting, and there are major plans that combine water collection, nature and energy production.

Luisa Pedrazzini (Lombardy Region) spoke of a new synergy between the city of Milan and the agricultural areas in the immediate vicinity, leading to better local food supply in the city as well as improving walking and cycling trails connecting Milan to the countryside.

Katherine Sundermann and Andy Fergus (Melbourne School of Design) talked about the attempts of city planners to prevent developments in areas prone to

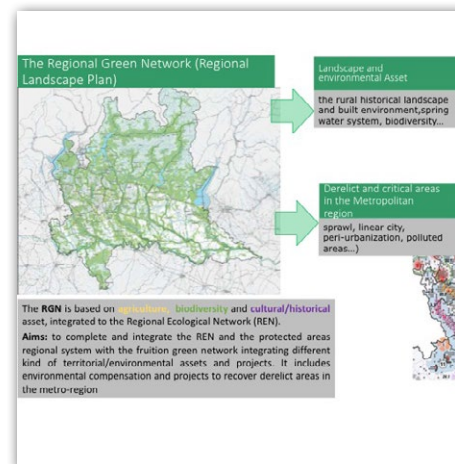
flooding and their challenge to keep the city cool in times of heat stress.

The Swedish compromise

The challenges are set and the portfolio of good ideas and practices is growing. Yet, an important concern in almost all regions is: how do we organize it? Does the scale of the challenges align with the ambitions of city governments?

Two possible exceptions are Taipei and Stockholm. Taipei faces the challenges through a fairly tight centralist policy, and Stockholm employs its strong and practically unbroken tradition of regional planning.

The Bentway in Toronto is a Sunday child compared to other cases, thanks to the philanthropic couple taking away all the financial trouble at the start. The often-frustrating search for funding could be skipped here; so all energy and creativity could be spent on the design of the park itself.



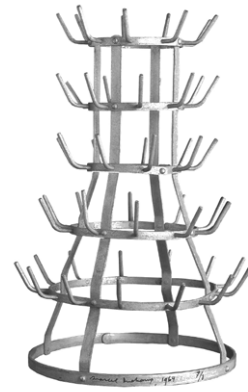
DUCHAMP

What can we learn from this symposium?

Greenberg, Moore and Christiaanse showed that designers can give society a new perspective on city and landscape. Landscape is not only not-city, landscape is not just what precedes the city or what remains after urbanization. The city itself can also be a landscape. To paraphrase John Lennon: landscape is what can happen while you were busy making other plans.

Suddenly you see the possibility of a landscape under a thick layer of dust and dirt, in places where you forgot to look, where you overlooked it for years, or where you did not bother to look because you thought there wouldn't be anything valuable.

You see it by accident, or because you are inspired, like Greenberg, by Duchamp's bottle rack and the Parisian slogan from 1968, "Sous les pavés, la plage".



Under the pavement is the beach, under the highway the city park, and who knows what is underneath the noise contours of the airport.

In order to recognize these potentials, society does not only require landscape architects in the design phase, but much earlier, when it's time to examine the existing landscape and city thoroughly in order to find promises of new landscapes, even there where they seem impossible to exist – essentially always.



Photo credits: Daniel Nicolas

Conclusions from the workshops

“The future landscape of the circular economy”

By Bob Geldermans, Virpi Heybroek (AMS Institute), Alexander Wandl and Libera Amenta (Delft University of Technology)

In the design workshop Future Landscape of the Circular Economy 40 participants, from around the world, confronted the shift towards a circular economy (CE) with the five metropolitan landscapes of Amsterdam, Rotterdam-The Hague, Melbourne, Taipei and Hamburg. CE is envisioned as a regenerative system in which resource input and waste, as well as their emissions and other negative externalities, are avoided or minimised by slowing, closing, and narrowing material and energy cycles.

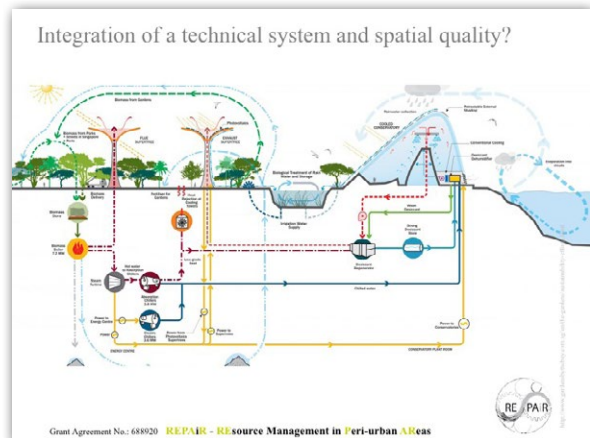
The aim of the workshop was to better understand the relation between the spatial needs and effects of a future CE and the quality of the future metropolitan landscapes. The workshop started with introduction lectures by Bob Geldermans (AMS institute/TU Delft) on Accelerating Robust Circular City Development and Alex Wandl (TU Delft) on Systemic Design Methods. Afterwards, the participants designed, guided by Virpi Heybroek and Libera Amenta, in small groups, first system diagrams of existing resource flows and discussed possible change towards CE. Thereafter they drew systemic sections in order to visualise and discuss possible impacts on the landscape.

Take-aways

The Taipei group for example tackled the problem of lack of fresh water by integrating water collection, storage and purification with production of energy, establishing green spaces in the city and nutrient recovery.

The key outcome of the workshop was that the transition towards CE is likely to change the landscape dramatically. The way in which this change

manifests itself depends on many, often interrelated, factors. It is crucial that such changes are discussed publicly. Otherwise we may be confronted with problems similar to those of the energy transition, concerning a lack of public acceptance for changes.



“Ecosystem Services & Food Systems in Metropolitan Regions”

By Ingo Zasada (Leibniz Centre for Agricultural Landscape Research), Dirk Wascher (Wageningen University & Research) and Merten Neefs (Deltametropolis Association)

This session focused on food consumption and production in metropolitan regions such as Amsterdam and Rotterdam. What are the challenges for governance, food chain innovation and designing

Smart Food Districts? How can a region stimulate a more local, accessible and resilient food supply, and creating new opportunities for the local economy, ecosystem and community? Sustainable consumption, efficient supply chain structures and agricultural production can be an integrative element of the metropolitan landscape, hereby fostering the spatial and functional links between agri-food and urban systems. The session discussed the need for (quantitative) planning tools and the ambitions metropolitan regions should have regarding their food production system.

Food Metres

Building upon the results of this EU project (www.foodmetres.eu) from 2012-2016, Ingo Zasada presented the Metropolitan Foodshed and Self-sufficiency Scenario model, which combines data of regional food consumption, food supply chain, agricultural production and yield parameters, to assess the spatial extent of 'foodsheds' and the possibility of a community to become, in theory, self-sufficient. Key to this assessment is the inclusion of food waste and losses along the chain, as well as the production space needed for different

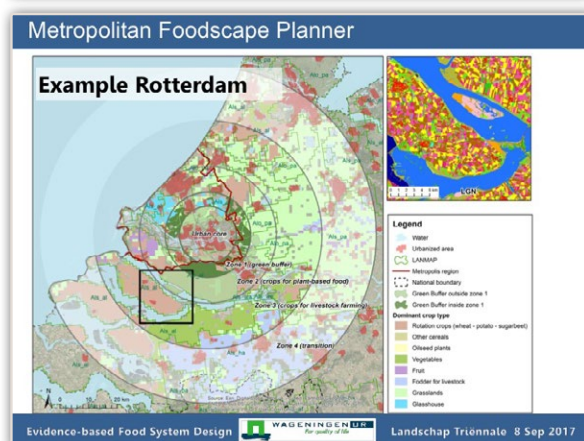
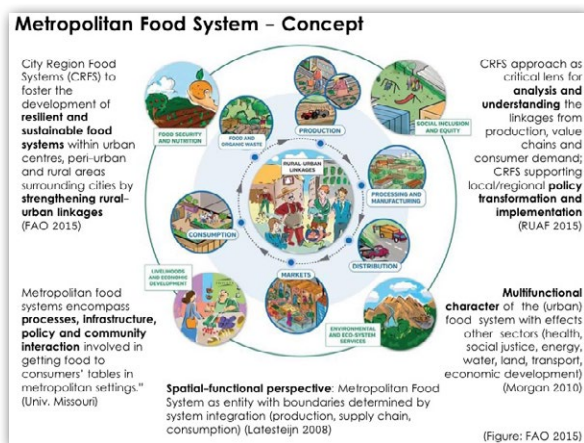
diets (e.g. vegetarian or organic). The model also compares the self-support potentials of different metropolitan regions, based on their land use and population.

Metropolitan Foodscape Planner

Dirk Wascher presented this complementary assessment tool, which localizes the spatial distribution of nine food groups (categories of crops) within a metropolitan foodscape system. Taking these tools a step further, Wascher introduced the project "Evidence-based Food System Design" that will develop concrete design proposals for Smart Food Districts in the Metropolitan Region of Amsterdam by combining logistic innovation, circular economy initiatives and climate adaptation strategies. The project is embedded in an international network of city cases such as Lisbon, Milan and Kannawurf (Germany), where the methodology has been tested and first design proposals have been developed.

Discussion

The participants showed large interest in the visual power of assessment tools like these and the insights in the spatial impact of food in the direct surroundings of metropolitan centres. It was intriguing to see that the tools also work in rural areas such as Kannawurf, providing a new perspective for such an area as food supplier of the surrounding cities. The principle of self-supportiveness and food chain transparency appeared to be of key interest as well. It is interesting to note that the Dutch government had launched a study on the food security of the Netherlands in the case of an emergency event. It was concluded that a transition from an export-driven agricultural policy towards a more regional and inclusive production in our metropolitan areas is desirable, strengthening local markets and actors.



Take-aways

- Data visualisation tools are necessary to understand and discuss our food system. The goals, however, should not be reduced to a 'percentage of self-sufficiency' or a shopping list of crops, but rather to know where to nudge the existing system.

- Take into account the regional production landscape and the typical crops that match it. Luisa Pedrazzini (Regione Lombardia) explains how this notion is the principle behind the Parco Agricolo Sud Milano, resulting in both production of traditional ingredients such as rice and protection of the highly appreciated medieval landscape. Supply instead of demand-driven.
- On which scale should we consider a region as self-sufficient? Rural municipalities are easy, but they also have a supply function towards cities say 100km away. Where does one limit the foodshed of a large metropolis? Rotterdam and Amsterdam both have large food ports that will continue to bring in relatively cheap ingredients from competitors worldwide, except in the case of an emergency.


“Making places, shaping destinations”

By Marisa de Brito, Menno Slijboom, Eugenio van Maanen and Marc Holvoet (NHTV Breda)

Placemaking is “the process of creating quality places that people want to live, work, play and learn in” (Wyckoff, 2014). This can only be achieved collaboratively, so that a multitude of actors can strengthen the connection with the places they share. In the workshop we illustrated the 3 pillars of making places and shaping destinations: improving the quality of experiences, the quality of transformation, and the quality of life. European examples were given covering the use of events as a strategic tool for transformation in cities and the role of both heritage and hospitality in such transformation. During the workshop we challenged the role of (urban) planning and the meaning of landscape preservation. The objective was to bring different perspectives from landscape professionals, urban planners, designers, municipalities, and other stakeholders. We were joined by participants from far away as Australia, Canada, China, India and Malaysia but also from different European countries who illustrated their viewpoints with contextual examples of cities and places from around the world.

Take-aways

- Events can be designed strategically for long-term impacts. However, valuable impacts for urban and other landscapes can only be planned from the start to a certain degree. It is certainly important to give space to bottom-up initiatives, and to have flexible plans where the energy from parallel initiatives can be captured. In the end it is not so much about a masterplan but about laying out an adaptive framework.
- The role of the Public Sector is becoming more challenging, as some citizens call for room to act and influence, while others prefer to be reassured by the public sector with more determinative plans.



The Statements...

- 1) The most VALUABLE impacts CANNOT be planned for
- 2) To PRESERVE our Landscape:
STOP CONSERVING it. Let it CHANGE!
- 3) Future cities will not be created by urban planners, but by hospitality managers.
- 4) Making Places/Shaping Destinations:
Good & Bad examples.

INTERMEZZO: Tractor Dance

Neeltje ten Westenend, photography Thomas Lenden

This choreography of large shapes drawn by GPS-steered tractors, gives a unique perspective on the agricultural landscape of the Landscape Triennial site (Haarlemmermeer polder).



A new agenda for landscape design and planning in metropolitan contexts

By Jaap Modder and Merten Neefs

“How can metropolitan landscape planning provide the necessary space for urbanisation, the energy transition, climate adaptation etc., and at the same time keep quality of life excellent in the metropolis?”

The Deltametropolis Association, as a partner in this Triennial, seeks to build a new collaborative agenda for designing and planning the contemporary metropolis, with all its nuances between urban and rural landscapes. There is an urgency now to give substance to that agenda. The following concept for that agenda is a starting point, open for discussion and new agenda points.

What are the issues we came across, what did we learn, what is our diagnosis?

1 Gaps

The gap between the challenges in the field of climate change and energy transition on the one hand and the current public policies on the other, especially in The Netherlands, is enormous. More pressure on the public agenda is needed but which actors can be effective in changing policies? There is a strong feeling that it's not (neo-liberal) governments or their “independent advisors” (too embedded) who will or can be effective. Pressure must be executed by the public and their organizations (like Dutch pressure group “Milieudefensie” recently did when bringing air quality standards to the judiciary). Next question is how to direct government response on public and other external pressure from a defensive to a productive approach.

2 Paradox

There is a paradox working in this field. Like Melbourne, the Netherlands are suffering from the “disadvantage of their advantage”. We are high up in the lists of livability and wealth, are more able than others to do things right but thanks to that situation it's a huge challenge to convince politicians of the urgency to come into action.

3 Governance

The metropolitan landscape shouldn't be only an issue of the city but also of the central government with legislation and budgets. In practice it's usually the cities with a certain awareness that are active in this field. The big problem we observe worldwide is that planning tools (mandates, organization, budgets, policies) on the scale of the metropolitan region are too weak.

4 Planning approach

The accommodation of “new necessities” (sustainable food and energy, water buffering etc) which are claiming space in the metropolitan field ask for new planning concepts with an emphasis on multi-actor approaches and a better interrelationship between those involved in the urban and rural domains.

5 Design issues

Ken Greenberg from Toronto argued that the separation of urban and landscape planning is a false dichotomy and that planners should mix and integrate (parks becoming more city like and cities becoming more park like). This is in line with another presentation by Luisa Pedrazzini from Milan and her plea for the neo-ruralization of the metropolis.

Kathryn Moore from Birmingham pleaded for sharp design choices where the urban and rural meet.

6 Guiding land use

Another question is about the degree to which land use is guided. Should we make it possible to colonize for instance areas around airports (the “noise landscape”) or should we guide them in the direction of a productive landscape. Kees Christiaanse from ETH Zürich and KCAP developed these two scenarios for the Schiphol Airport area in his recent book on The Noise Landscape. Colonizing means large scale use with little room for local programming (colliding) while a productive landscape can serve both recreational and infrastructural purposes (integrating). By the way, Christiaanse stated that urban planners should realize themselves that they cannot realize desirable designs fully and accept that they are coordinating “bad things”.

7 Awareness

Bette Lundh Malmros from Stockholm suggested that several catastrophies such as floods and earthquakes have helped to put the issues of “the next metropolitan landscape” higher on the policy agenda. In the debate the idea arose that events might have that same function (IBA, Expo, biënnales, triënnales, UN conference etc).

What should be the next steps for us to undertake, both on the national and the international level?

8 Food production

Food production for the metropolitan region can and should play a more prominent role, at least in the Netherlands. Milan’s neo ruralization scheme is a good example, along with the institutionalized Parco Agricolo Sud Milano, which mobilizes many different stakeholders around a central concept. This kind of development doesn’t focus on production for the global market but on the vocation of the local landscape in terms of food production.

9 The rural village in the urbanized landscape

Another idea connected with what is just said can be summarized as “the village in an urbanized

landscape”. Living in and with nature, producing food for the local market, is a cultural theme that returns every few decades. In the Stockholm region, we learned, it is also an serious issue for planners. Can we promote a more urban/rural lifestyle (“rurban”) in the vicinity of the urban fabric (avoiding the suburban trap) and make it possible in new sustainable concepts?

10 The quest for public and green space

Ken Greenberg asked our attention for city space, often neglected, that can be used as or transformed in public space and/or green space. He pointed at the bigger metropolitan infrastructures (elevated highways or viaducts) with a potential for multi-purposes. Mrs Tang Yung-Ching from Tapei showed us some other successful transformation stories. The quest for public and green space in the metropolis, including ownership and maintenance, is of growing importance for the quality of life and economic performance of the region.

11 Mobilization

We should mobilize the international community of architects, urbanists and planners on landscapes in metropolitan development. The world is our playground but let’s start in Europe and aim at a cooperation with front runners in the field first (Milan, Stockholm) and aim at participation in EU funding. In the Netherlands our partners should primarily consist of the three metropolitan regions (MRDH, MRA and MRE), and land managers such as Natuurmonumenten.

Above all it is crucial to tell “stories that engage the public”, as Katheryn Moore put it.

12 New approach/manifesto

Let’s develop a new regional planning and design approach for metropolitan areas incorporating the new “paradigm” on the landscape in the metropolitan areas in The Netherlands, in collaboration with our fellow EU countries and best practices worldwide.

END NOTE

The Amsterdam presentation during the symposium was full of open questions and developing agendas that require room for experiments, ongoing debate and relevant education programs.

It might be a good idea to think about an “International School for metropolitan planning”. This could be a joint venture of the Deltametropolis Association and Amsterdam, possibly in close collaboration with

institutions like AMS, Eurocities, Metrix, ULI, INTA or ISOCARP, Wageningen UR and other (urban and landscape) design schools.



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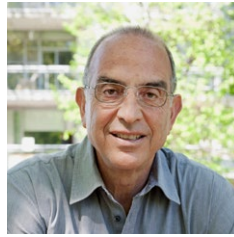
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Deltametropolis Association

Deltametropolis Association (Vereniging Deltametropool) is a non-profit and non-partisan organisation that initiates research for progressive development of the Dutch metropolitan area. By doing so, we aim to reinforce the international position of the Netherlands and develop a competing living environment and business climate. Our network driven organisation observes national and international urban developments and creates a platform to help innovative ideas to develop. Pioneering on economic, demographic and ecologic challenges and opportunities inherent to the rising Deltametropolis, to policymakers we offer practical improvements on prosperity, infrastructure, sustainability and quality of life.

Being part of the Deltametropolis Association means being part of a rising international network of urban designers, planners and professionals, private corporations and governments.

As a professional and independent forum, we encourage the exchange of knowledge by initiating debates, seminars and workshops and develop research in collaboration with our members.

Founded in 1998 we've established a long track record of influential research and debate.

A recent example is 'Blind Spot - metropolitan landscape in the global battle for talent'

Landscape Triennial 2017

The Triennial is an reoccurring initiative of the professional community of landscape design practioners. It is a moment to share recent developments in the practice and facilitates the conversation between stakeholders and professionals on opportunities, new developments, cooperation and solutions for the future landscape.

The theme of the 2017 Landscape Triennial is 'The Next Landscape'. What will define the landscape of the future? What will our everyday surroundings look like in the coming decades? What are the driving forces behind the changes in our landscape? And, who will take responsibility for it?

The Triennial took place in the Amsterdam Metropolitan Region during the month of September 2017.

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