

# Quest for urban design : design for a city image for the railway zone near the town centre of Eindhoven, The Netherlands on the occasion of the 24th EAAE congress from 22-25 April 1992

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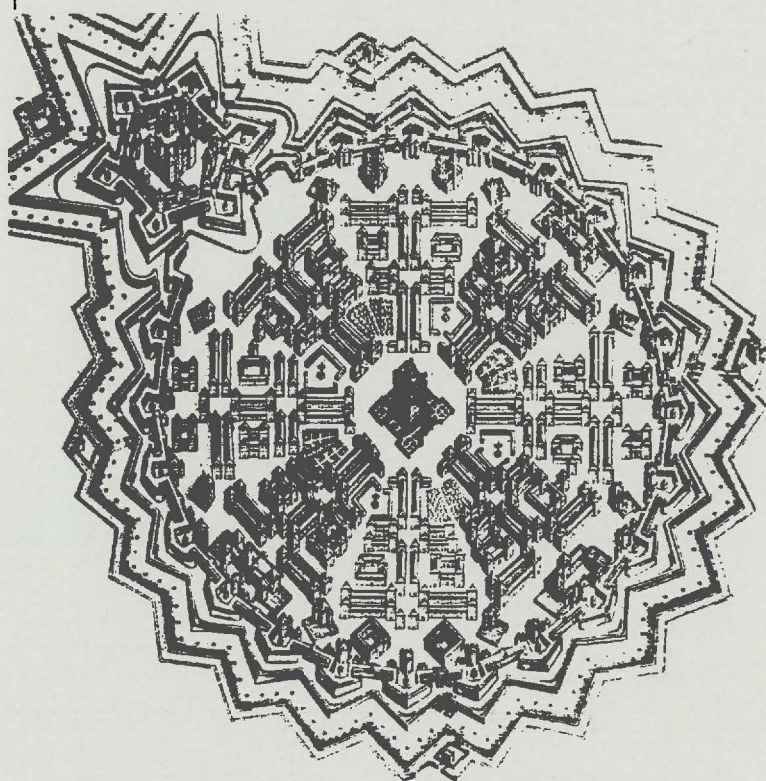
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# JURY REPORT



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CONFERENCE & WORKSHOP 24  
APRIL 22-25 AVRIL 1992 EINDHOVEN  
THE NETHERLANDS / PAYS BAS

JURY  
REPORT



## QUEST FOR URBAN DESIGN

The competition "Quest for Urban Design" has set free a lot of creative energy. No less than 47 plans were received from 13 EAAE-affiliated institutes.

The production of ideas constitutes a valuable impulse for the education in the areas of architecture and urban planning and can be of great interest to the professional world.

The jury expresses its gratitude to the participants for their dedication compliments the University of Technology for this result, a wonderful gift to Eindhoven.

The jury wants to make the following remarks concerning the entries in the competition.

The choice for Urban Design as a subject was inspired by the desire to link town planning and architecture such that the (more scientific) empirical approach of the one discipline complements the (more artistic) visually expressive approach of the other. Regretfully only in a few designs this desire is actually articulated.

Moreover, the lack of contextuality, flexibility and phasing ability is notable in many entries.

All-embracing solutions, often depending on precious conditions are too easily resorted to.

A strategic, process-oriented approach seems more appropriate, since it can connect more easily to the whimsical uncontrollability of reality.

These considerations can also be found in the winning projects. They are however convincing in their content, their carefulness and internal consistence, concerning both the urban-design debate in general and the suggested development of the Eindhoven railway zone.

Finally, the jury wishes to congratulate the prize-winners, the professional world and the city of Eindhoven with a successful "Quest for Urban Design".

On behalf of the Jury:

*Prof. B. Loerakker,*  
President of the competition jury

## Procedure

Some weeks before the members of the competition-jury were presented with the actual entries, they could study the summaries of the plans. On april 6 and 7, the adjudication was held under the presidency of Prof. B. Loerakker (as non-voting member). With the exception of Mr. Oriol Bohigas (S) who was taken ill, the following members were present: Geert Bekaert (B), Neave Brown (GB), Jo Coenen (NL), Karel van Dijk (NL). Secretary Jasper Molenaar and organisers Tom Dubbelman and Gerard van Zeijl also attended.

The jury was surprised by the way the concepts and scenario's have been interpreted by the participants. Instead of looking at this interpretation and taking criteria from this only, the jury has been open-minded to the wealth of themes in which the competition has resulted. The adjudication has taken place by way of discussion, in which the jury members were challenged to give clear and balanced arguments. Ultimately, the verdict was reached in conformity.

In the first round of the adjudication the members individually selected 50 % of the plans. After discussion nineteen plans remained. Twelve plans were selected for the final round, in which the three prize-winners and one mention were determined.

In the first, general selection, plans showing a lack of realistic value were taken out. Although the jury for didactic reasons appreciated the imagination that marked a great number of the plans, a sense of reality was opted for.

The three following plans were selected to be awarded the first, second and third prize. Furthermore, one plan received a special mention. The remarks on the plans that didn't receive a prize or mention consist mainly of the arguments for a negative selection, prior to the final round of the adjudication.



## First prize

### Mystery Train

#### Concept

The analysis of the assignment and the planing area is very clear. The conclusion that the city ring is a connecting element between the various fragments of the city leads to the concept in which the railway track is introduced as a "machine" with a dual potentiality. In a single gesture the existing fragmented structure is both accepted and reinforced, while adding a few vitalising elements. This creates an emptiness which permits intensive use and offers space at the same time.

This vision of a city which is developing into a national "urban node" is of great significance, because the potentialities of the area are employed. Instead of an organisational approach of the city it is presented as a "materialised mystery". The power of the concept is its force as a generator.

#### The plan

Complementary to the traditional centre a distinctive character is developed. Spatial articulation is evolved into a rhythm of time. In the southern part the emptiness is accepted, while the occupancy of the northern part is being intensified. The single line of the "machine" acts as an intermediary, bringing the different frequencies into accord: moving bridge, boulevard, shuttle train and projection-facade. While being large-scale, the plan also offers the possibility for individual identification.

#### Elaboration

The presentation is clear and presents well-chosen images. The source of inspiration for the "station of contemporary arts" is certainly acceptable, but needs closer inspection. Although the plan is realistic on the level of its effects, a vision on the phasing is lacking.

## Second prize

### UB-ROC

#### Concept

The analysis of the traffic structure of Eindhoven is not only clear, it is also productive. The proposed restructuring has positive effects on the location and proves to be a stimulus for articulation on the architectural level. The relation between the traffic structure and the architecture is the guiding principle of the entire complex. The complexity of the different traffic streams is dealt with by a geometrical configuration of blocks which reconcile the conflict between static and defined space on the one hand and the dynamic and linear character of traffic on the other in a total interweaving.

This approach identifies the plan as a vision dating from the seventies. However, while in those days the interchangeability between the various elements was greater, in comparison to which the present concept appears rigid, the plan convinces in its elegance. Thanks to its clear structure all the problems stated in the competition assignment are resolved. The plan's elegance is however mainly architectural and was not maintained on a larger scale.

#### The plan

The unique and favourable location of the railway station, bordering the centre of Eindhoven, is convincingly capitalized. The urban node of station square and through traffic takes on an intimate and at the same time metropolitan character. The square appears abstract, but at the same time it acquires a definite elegance by the free disposition of expressive elements. Together with the bridge-like elements the closed geometrical blocks constitute an adequate solution for the proposed North-South link between the University of Technology and the city. The platform at the east side doesn't really seem necessary. Although the eastern part of the planning area appears to remain "wasteland", in reality the presence of the natural zone transforms it into a gateway within the green city of Eindhoven. Two tower-like elements act as announcers of this gateway.

#### Elaboration

A continuous thought process, from analysis via conceptualization to design, has resulted in a consistent plan. The jury appreciated the precision shown. The plan permits phasing and also lends itself for possible extension in the future.



## Third prize

### TAKSI

#### Concept

Before reacting to the precise location a strategy was developed relating to the context of the planning area. In this strategy the structure of the University is extended to the railway. Of the residential area to the south, the park-like character rather than the structure was extended in a metropolitan way. Both the separating and the connecting character of the water is important here.

Within the planning area, the large scale of the area to the north is blended with the park-like character in the south, taking the differences in scale that are typical of Eindhoven as a guideline. Thus the apparently autonomous plan is linked to the urban context. The factual autonomy appears in a fluctuating rhythm of programmes, dominant "lumps" of building and light-footed follies.

#### The plan

The plan is developed as a scenario of activities within the larger strategy of the planning area. The scenarios have been developed in layers that are adequately brought together. The arbitrary-looking transverse articulation, together with the picturesque pedestrian route, produces a sensitizing rhythm in the whole plan.

Although the "falsifying" effect of the so-called "receptacles" on the existing area to the west is interesting, there is some doubt about the actual connection to the area around the station. The extension to the east seems overdone, but is understood as a part of the strategy.

#### Elaboration

Beside the fact that a large amount of space is left open by the plan, it is particularly in the character of the scenario that a phased development is made possible.

By their nature, the "Receptacles" especially enable a process-oriented architectural elaboration of the plan. The effective presentation of the plan including the textual explanation shows a clear thinking about architecture and urban design.



## Special mention

### Urban Desire ?

#### Concept

Although the competition states architectural elaboration as an essential assignment, the jury highly appreciates the approach to develop an image on a higher abstraction level. Thinking about the city on this image level could prove a stimulant to the approach of urban planning into a different direction. The strict continuity of procedure and the thinking in integral models customary in urban planning is here broken by the introduction of a variety of images. On the other hand the diversity is so great that the contrast verges on the absurd.

However the present vision, which anchors the railwaytrack to the Philips complex and the canal zone, gives the plan a decisive meaning. The caution with regard to the architectural elaboration as expressed by the plan is positively appreciated by the jury, in the light of the preference for a process-directed approach which renounces frozen and final designs.

#### The plan

In a certain sense the plan coincides with the concept, but although the jury considers the leaving open of processes meaningful in itself, it regrets the lack of any architectural moment in the proposed structure. The idea that structures can naturally lead to architecture is erroneous. In itself the multitude of presented images is positive, but it can also be interpreted as excess and unnecessary postponement of a final choice.

#### Elaboration

Although the elaboration required in the assignment is lacking, in a certain sense it is potentially there. In the literal sense the elaboration is too vague, especially when compared to the promising concept. Because of this no prize is awarded. The plan has received a special mention because of its contribution to the discussion between the activities of planning on the one hand and urban design and architecture on the other.

**CEPBSA**

The complex plan shows some ambitions like those of the Koolhaas Scheme for la Vilette. However, since the way the scenario affects the direct surroundings of the plan is hardly considered, the plan tends to appear as a single body, without relations to the existant situation.

**C.0075-92**

The large scale and the volumetric elaboration of this promising plan effectively shows the disadvantages of a definite solution, however without a vision on the speed of development.

**La Ville Entre reel et virtuel**

The overall concept is considered not to be strong enough. The effort to stimulate the discussion is interesting, but the effect of the effort is ultimately not convincing.

**Last Night's Train**

The architectural details are surely inspiring, but the spectacle of different urban fragments that is shown seems to mask a lack of insight in the city and its capacities. In effect the plan does not connect to the urban structure of Eindhoven.

**Replique 7**

There is much appreciation for the simplicity of the basic concept, but this simplicity is turning against itself in the unequivocal elaboration.

**Signe**

Like the "Replique 7", this plan shows a strong basic idea. This is however too rigourously concretized. The question remains how the plans could be built up in phases. This is important because the interesting idea to engage the Philips industrial areas in the plan would be dependant on complex social processes.

The difference between the emptiness of the square and the intensification of the area around the station is peculiar, but shows architectural vision.

**SPAN '92**

The plan is convincing in its imaginative idea, but the architectural form remain somewhat, naïve and therefore short of intrinsic conviction.

**The go-betweens**

The original concept results in well-chosen urban interventions, but why not in the area of the existing station?



### Tracks

The strong concept is the interesting result of etymological research. The plan shows a new pattern in the urban structure, activating the north-south connection. The respect for the differences in structure between the villas and the residential area to the south is of importance. It would be interesting to proceed on this level.

### Twin Moving City

The design for the planning area has the disadvantage of being over- designed. The formal mastering of resources is in itself proof of professional quality, but as a concept it leads to the denial of the city. This is stressed by the way the project connects to the city.

### UDAYAGIRI

The plan results in exiting images, capturing a spirit of staying at one place, as well as being underway. The liveliness of the upperdeck area is convincing, although the part below raises some doubt. The liveliness however concerns both the activities and the way in which the volumes penetrate the deck. However, the fact of a totally structured environment however, raises some doubt about the level of realism in time and space. The relocation of the trainstation is in itself effective, as it enables the north - south connection, but the effectiveness of the new location is questionable.

### W.A.W.

Although the concept proposes an original alteration, replacing the present dichotomy of the area by one over-all pattern, the "warp" in the railway track does not generate urban effects and has stayed rather schematic.

### Cell

The development of the part south of the railway is considered a flaw in the plan . Although the area around the station is interesting, it differs greatly from the other parts of the planning area.

### "O",#1,"A:TEST"

The concept is based on the city as characterized by process. The fact that the articulation of chaos and struggle are continued in the architecture is considered too formal. In this sense it is a variation on the theme of "Form Follows Function" lacking in this case an adequate link between conceptualization of the problem and the final results.

### XO3

The interesting though rigorous relation with the University and the station area shown in the plan seems to prevail over the railway strip. The wave-form seems interesting, but is questionable in its effect.