



# PETER JOSEPH LENNÉ PRIZE 2016

Landscape Architecture and Open Space Planning Competition

## TASK C – INTERNATIONAL

### AMSTERDAM METROPOLITAN AREA – Infrastructure and landscape

A contribution to the discussion on landscape, infrastructure and urban development in a suburban context

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## 1.1 Reason and objective



A9 motorway bridge over the Amstel

Amsterdam Metropolitan Area – AMA (in Dutch: Metropoolregio Amsterdam – MA) is an administrative amalgamation of different neighbouring communities with the city of Amsterdam in the middle. They form a polycentric ring around Amsterdam made up of 36 communities and their surrounding areas, and the associated provinces of North Holland and Flevoland. The AMA is home to 2.4 million inhabitants.

Collaboration via the regional Towns Association makes it possible to obtain different perspectives on the development of the (sub)urban environment of the metropolitan area, including across municipal borders. One of the planning aims is to ensure and enhance the quality of the landscape and to find a balance between populated areas and open countryside. The countryside directly adjacent to the AMA is to be developed with a view to it being easy to reach and frequented by many as a relaxing agricultural and natural landscape. To achieve this there is a need to identify and define locations that can serve as gateways to the countryside.

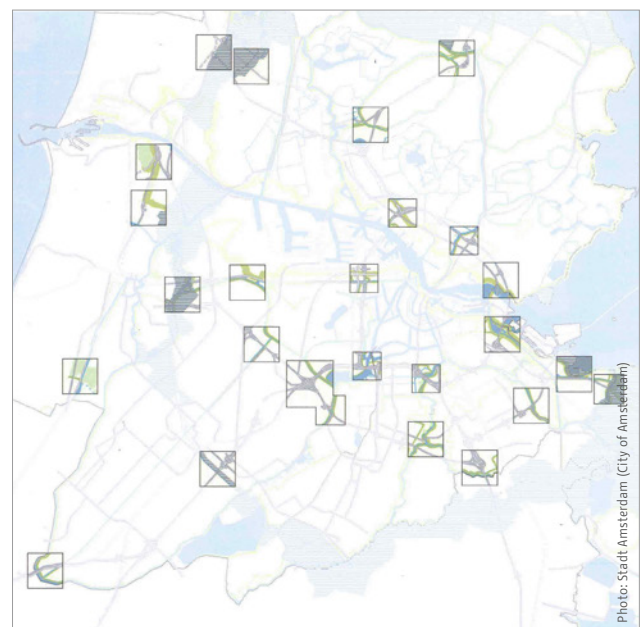
## 1.2 Object of the call for tenders

In an overall approach, the Amstelscheg project area in the south of the AMA is to be used as a section to demonstrate the range of possible measures for developing the landscape. We are seeking typologies that can be used in a detail stage to develop a design repertoire which can then be applied at the urban planning level in the specific area using two examples.

So-called “gateways” (access points to the countryside) where different lines of infrastructure overlap will have a key function in the solution. Local planners have already located many such gateways for the AMA.



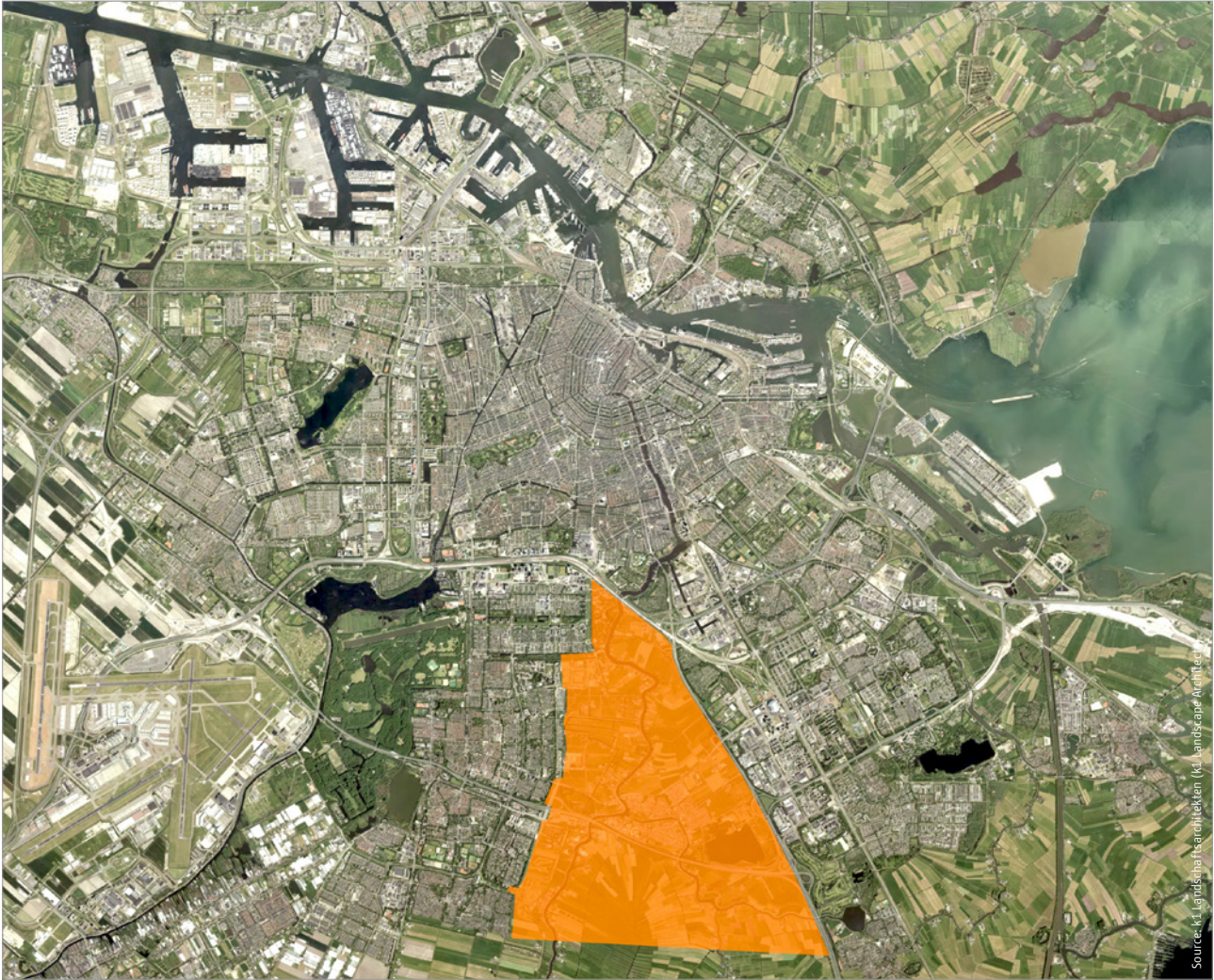
AMA Plan



AMA gateways



### 1.3 Plan area



Location of Amstelscheg project area

The Amstelscheg project area is in the south of the AMA and only around 5 kilometres from Amsterdam city centre.

Amstelscheg's historically evolved cultural landscape is characterised by canals, dykes and fragmented polders, and is known as the "Green Finger" stretching from the A4/A10 motorway in the south of the city centre to Utrecht. The area is mainly agricultural and has evolved out of an agrarian polder landscape. The meandering River Amstel flows through it from south to north and is a defining natural element of the landscape. The River Bullewijk, from the east, joins the Amstel near the Ouderkerk area. Both rivers as well as the canals connected to them are popular watersports locations.

West of the project area is the wealthy residential Amsterdam town of Amstelveen which has around 85,000 inhabitants.

The densely populated urban district borders directly on a clear settlement boundary on the polder landscape of Amstelscheg.

To the north-west is Schiphol Airport, one of Europe's largest. To the east of the project area is the Amsterdam Zuid-Oost (South East) district with around 80,000 inhabitants. The settlement boundary is clearly demarcated here too: There is a compact strip of land adjoining the residential areas of Amsterdam Zuid-Oost on which there are large commercial buildings plus the Amsterdam Arena and the home stadium of Ajax Amsterdam football club.

The urban district of Amsterdam Zuid-Oost has a clear border in the form of the A2 motorway (which is the eastern boundary of the project area).





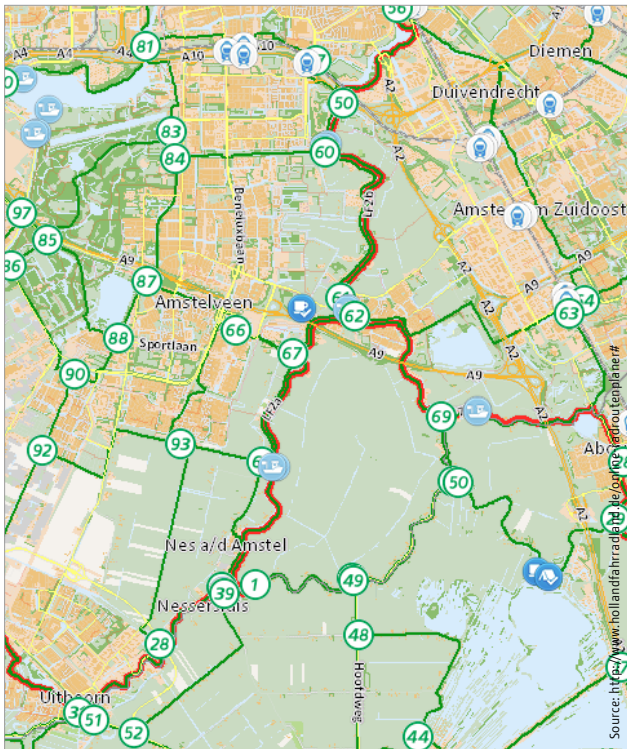
Countryside north of Ouderkerk – view towards Amsterdam



Amstelscheg landscape south of Ouderkerk – view towards Utrecht

A second motorway, the A9, crosses the project area from east to west. This is the largest infrastructural element of the landscape and is an important access route for residents. It is a link (east-west) for fast traffic but at the same time provides a (north-south) barrier/watershed for slower activity in the project area.

The A9 motorway is bordered by open countryside to the south, stretching across to Utrecht. Ouderkerk on the River Amstel, a village with an agricultural character and around 8,000 inhabitants, is in the centre of Amstelscheg near where the Bullewijk flows into the Amstel.



Cycle routes and nodes in the Amstelscheg area

It is possible to zoom in on the map section for the project area in the link.

<http://www.hollandfahrradland.de/online-radroutenplaner#>

Amstelscheg is part of an extensive network of pathways for walking or cycling. The pathways run through a patchwork of both urban and rural districts. As in all of Holland, the local cycle routes are also part of the cycle node system. There are national cycle routes directly on the Amstel and the Bullewijk. The network is used by both recreational travellers and commuters.

In stark contrast with this “slow route” network are the marked-out “fast routes” like streets, motorways and railways. At the points where these two networks overlap there are bridges, underpasses and so on, most of which are not integrated into the scenery. The intersection points or areas (gateways) are not attractive locations – either for the commuters or those seeking relaxation.

### 1.3.1 Gateways

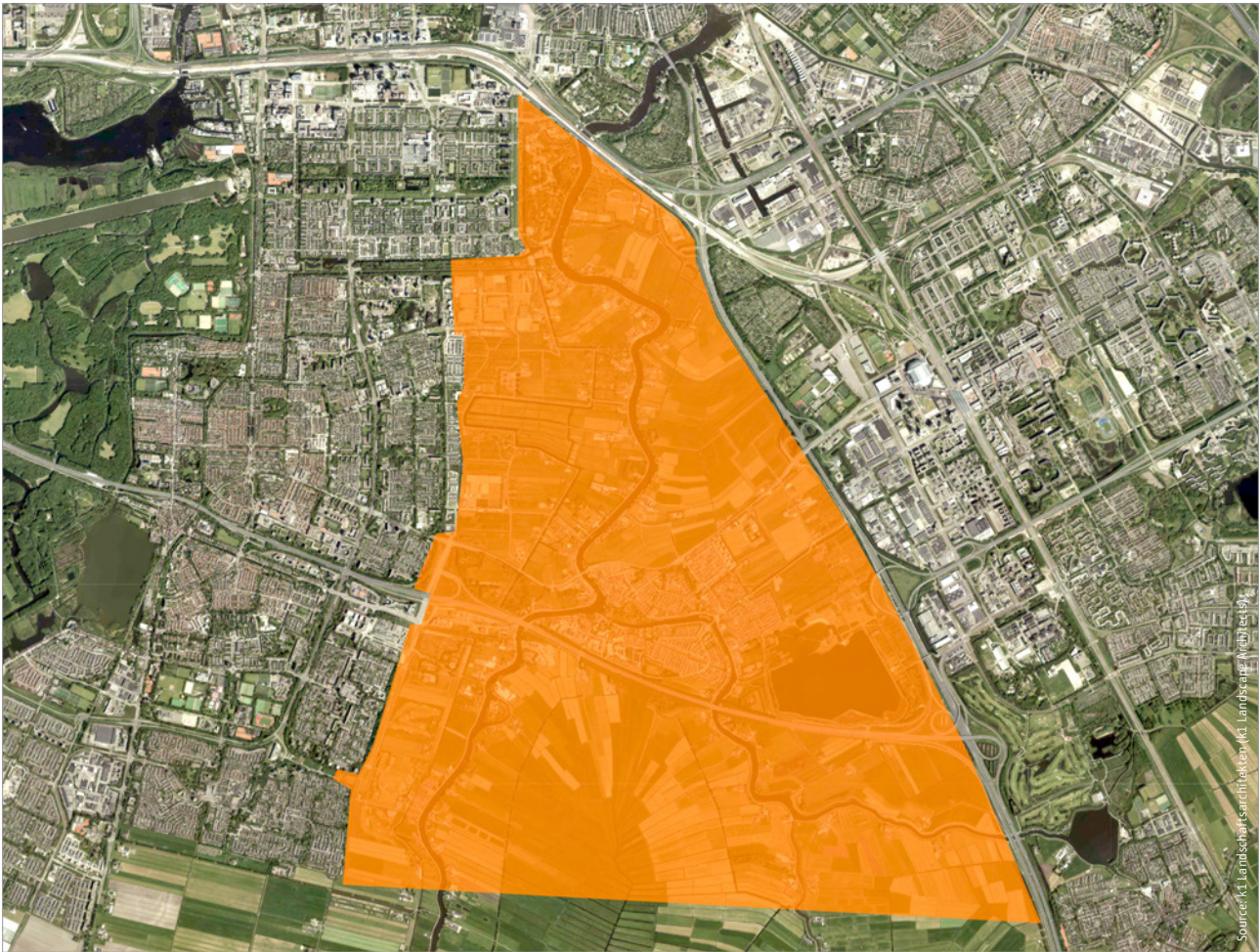
To ensure flat crossings the gateways generally have bridges and/or underpasses. It is particularly challenging to design the gateways to a quality high enough for them to be identified, discovered and adopted as landmarks or special locations in the landscape. Against this backdrop, local planners have coined the term “cathedrals”. In designing the cathedrals, slow modes of travel are to be encouraged and the relevant pathway networks designed to be more attractive.

### 1.3.2 The Amsterdam line of defence

The Amsterdam line of defence was a defensive ring some 135 km long with a radius of 10–15 km around the Netherlands’ capital city. It ends at Amstelscheg in the south but does not come into direct contact with the competition area.



## 1.4 Overall concept design, scale 1 : 7 500, Plan 1



Project area

As part of the competition task, participants should examine how the AMA landscape with its green infrastructure could be strengthened such that it can exist alongside the technical infrastructure which is considered both necessary and self-evident.

The global discussion on green infrastructures could provide momentum for solutions to landscape architecture-based design. Basic features of green infrastructures are vegetation and/or proximity to nature which give them their green character, their networked aspect, and multifunctionality, in this case the concurrence of urban spaces and rural relics. In turn, multifunctionality is based on the ecosystem services of different types of areas. These include relaxation, production, biodiversity, noise and dust retention, water retention and filtration, and climate impact. At this point the initiator deliberately wishes to leave the interpretation of the various examples of debates and applications to the participants and is open to project-specific interpretations. (See Links).

The project area for the 2016 Lenné Prize – the Amstelscheg landscape – the landscaping potential is to be presented as

an overall view. Where are the “special” places? What is it that gives the landscape its unique character? In terms of landscape readability, the specific spatial qualities of the landscape such as waterway and pathway structures, dykes or special locations are to be worked out using design methods. We are looking for proposals that will bring the appearance of these integral parts of the landscape into sharper focus.

We expect a programme-based explanation of how the efficiency and accessibility of the AMA can be enhanced in the Amstelscheg area and how the appeal, history and use of the landscape could be improved. We are seeking a solution which is suitable in terms of the specific pressure of use concerned (due to the density of population in the conurbation) but also upgrades and preserves the special features of the landscape as a space for nature and relaxation.

We are particularly keen to see solutions for strengthening the “slow infrastructure”. This should take account of, classify and evaluate the sophisticated pedestrian and cycle route networks with reference to functionality and to experiencing nature and relaxation.





Gateways or landscape cathedrals with differing characteristics

In this regard we expect an examination of the routing and design of pathways.

- Would it make sense to consolidate them?
- Can certain routes be dispensed with or differentiated with the help of a prioritisation plan for main and subsidiary routes?
- Would it make sense to rearrange them – for instance for the benefit of a coherent natural or landscape zone or if a functionally necessary path could be routed somewhere more scenically attractive?

Another area of focus is the access points to the landscape – the gateways. As part of the competition project, participants should provide clarification (at a general level) on the question of what jobs the gateways could do beyond their purely functional aspects.

- The gateways are both flow points and meeting points. Could there be a dynamic here that would give momentum to the landscape and to transformation?
- Could new functions for relaxation, recreation or even urban agriculture be built onto the gateways?

As part of the competition task the locations of the gateways need to be “special” places. In the project area beaded along the A9 there are six such potential gateways with differing characteristics: water, rural and/or urban.

- How and where can (other) special locations be defined in the project area which could take over as distinctive nodes for recreation and relaxation?
- What kind of design is suitable for these intensive locations in the middle of a mesh of extensive landscape elements? (We are looking for conceptual answers here).

How the gateways/landscape cathedrals correlate with each other is to be defined, and design patterns or recurrences (typology) derived from this if applicable.

Finally there are questions regarding the spaces to which the gateways provide access:

- Which components of a green infrastructure can be identified here and what quality should they be assigned?
- Could special features be produced by the concurrence of (sub)urban spaces and rural relics?
- Can we make any statements on the networked character of the landscape and its multifunctionality?
- Can we make any statements on the productivity (ecosystem services, relaxation, production, biodiversity, noise and dust retention, water retention and filtration, climatic impact) of individual types of areas?
- Which landscape structures exhibit special features such as historical significance, scenery, relevance to nature, and ecosystem relationships?

## 1.5 Detail areas design, 1 : 200 / 1 : 500, Plan 2

### Summary of overall concept task, scale 1 : 7 500

The overall concept design requires solutions for the entire project area (see Overall concept project boundary plan) which can be used to work out the relationship between the infrastructural axes and the gateways. The following tasks must be addressed:

- Structural and aesthetic consideration of the whole area
- Overarching Amstelscheg design concept, scale 1 : 7 500
- Development of a structural, spatially functional overall concept including the networking of old and new infrastructures.
- Design principles for marking the gateways in the infrastructure network and identifying key infrastructural axes.
- If applicable, presentation of recurring elements as part of the overall concept (any scale)
- Working out how the gateways will be linked with each other

Two gateways from the detail area should be provided on a scale of 1 : 200 or 1 : 500 – for example as recreation and relaxation centres, specially designed cathedrals (bridges) or landmarks on a flat landscape. In this regard it is mandatory to select one of the gateways on the motorway (see Figure) – the gateways in this area are pilot projects for the Amsterdam authorities. Plan authors are free to choose the second gateway but must give their reasons.

The “pilot gateways” are at the A9 motorway junction near the village of Ouderkerk and are very important in that they provide very good access to Amsterdam. Many residents use this location to enter one of the most beautiful historical cultural landscapes within reach of the city – Amstelscheg.

The gateways on the A9 lead abruptly from the densely populated city to open countryside, to the River Amstel and onwards to the Ronde Hoep and Amstelscheg polders. The gateways on the motorway offer high potential in terms of space, and excellent development potential for recreation and relaxation.



Street bridge gateway



Motorway bridge gateway



Functional aspects such as reference to the pathway network must be clear in authors' presentations. We also expect design statements emphasising the (individual and different) character of the gateways and setting them in the context of the landscape to which they will be providing access. The design methods used for this must be presented, in detail if applicable.

### Summary of detail areas task, scale 1 : 200 / 1 : 500

The detail task is derived from the overall concept. In the detail stage, two gateways on an urban planning scale must be developed as examples and must reference the water, pathway and associated landscape components.

- The following tasks must be addressed:
- Design of two significant example gateways (scale 1 : 200 / 1 : 500)
- Proposals for potential user focus and facilities
- Evidence of the quality of the area
- Consideration of the special features of the Amstelscheg landscape
- In-depth design of key details of the plan
- Consideration by day, at sunset and by night (in relation to the landscape cathedrals)
- Personal safety aspect
- If applicable, presentation of recurring elements as part of the overall concept (any scale)
- Artistic upgrade of the gateways/cathedrals if applicable (any scale)

### Use of plants

Use of plants as a design tool for open space architecture is of great importance in the Peter Joseph Lenné process. The initiator does not wish to see simply a list of plants. Instead, confident use of plants is expected from an aesthetic, design, seasonal, use-orientated and sustainable perspective.

The detailed design is expected to provide information regarding the most important design details of plant use (seasonal sequence of special aspects – blooming, colour, fruit, habitus, relevance to the content concept, composition).

### Plant use design

- Statements on the overall concept with consideration of the special features of the Amstelscheg.
- Vegetation concepts in keeping with spatial planning and idea.
- Presentation of important design details relating to plant use (e.g. seasonal sequence of particular aspects – blooms, colour, fruit, habitus, diversity, character plants, formation of identity, etc.).
- Presentation of ecological, urban climate and sustainable functions as well as aesthetic qualities.
- Planting concept and details on node design.

## 1.6 Formats/sheet lines/design

- Both plans (plan 1 – Overall concept and plan 2 – In-depth), require a DIN A0 format (portrait), 841 mm wide and 1189 mm high with North at the top. Plans, models and texts beyond the work required (2 plans) are not included in the assessment.
- Any form of graphic depiction may be used but the form selected must allow the work to be reduced in size for publication in documentation without too much meaning being lost. Text-based explanations on the plans must be brief and succinct. The work focuses on graphic depictions.
- The work should be submitted on a flat piece of paper, rolled up. It must not be produced on cardboard or any other backing. Work submitted on digital data carriers only will not be assessed.

## 1.7 Work required

- 1. Plan 1 – Overall concept Scale **M 1 : 7 500**
- 2. Plan 2 – In-depth work Scale **M 1 : 200 / 1 : 500**
  - Project planning
  - Use of plants (planting plan and plant list)
  - Additional explanations can be submitted as text and drawings/visualisations, lines on both DIN A0 plans
- 3. CD with printable pdf and jpeg files (300 dpi) of both plans, format DIN A0
- 4. Covering letter with declaration(s) of authorship

This section only details the technical and organisation aspects of how the Peter Joseph Lenné Prize operates.

### 2.1 Initiator

The initiator of the Peter Joseph Lenné Prize is the state of Berlin, represented by the Senate Department for Urban Development and the Environment. The assessment is carried out at Grün Berlin GmbH, Columbiadamm 10, 12101 Berlin, Germany.

### 2.2 Committee of experts for the Peter Joseph Lenné Prize

The process of the Peter Joseph Lenné Prize is monitored by a committee of experts from the following institutions:

- Akademie der Künste (Academy of the Arts), Berlin
- Federation of German Landscape Architects (BDLA)
- Technical University of Berlin, Landscape architecture/Green space planning department
- Beuth-Hochschule, Life Sciences and Technology department, Landscape architecture department
- Karl Foerster Foundation

### 2.3 Type of process

The Peter Joseph Lenné Prize follows the form of a single-stage open competition of ideas on open space architecture and landscape planning. The process is governed by the call for tenders and is not a process according to GRW (Principles and guidelines for competitions) or RPW (Guidelines for planning competitions).

The process is anonymous until the jury reaches its decision. The competition is held in German. English is also accepted.

Through their involvement in the process and by obtaining the call for tenders documents, the participants, members of the jury, experts and guests consent to their data being held in relation to the Lenné Prize in the form of automated files. Data is first captured when the call for tenders documents are obtained from the online download portal and then when participants are recorded after submitting work. The following details are held: name, date of birth, address, phone number, e-mail address, details of education and current job.

### 2.4 Principles

The principles of the process are:

- the initiation documents, including the task descriptions and
- the criteria of the Karl Foerster Commendation

### 2.5 Karl Foerster Commendation

Within the Lenné Prize, Karl Foerster Commendations can be awarded by the Karl Foerster Foundation for work involving very high quality use of plants. Commendations are only awarded if the proposed use of plants can be integrated into good or very good solutions in line with design and ecological principles.

### 2.6 Announcement/information/deadlines

Binding announcement of the Lenné Prize is made online

<http://www.competitiononline.com/lenne>

During the process please check occasionally to see if additional important information about the process has been published.

#### Validity

The complete call for tenders by the Senate Department for Urban Development and the Environment, in this version, is decisive. Any other publications, including those from third parties, are informative only.

#### Deadlines

**Issue of call for tenders from 8 January 2016.**

**Work must be submitted on 1 July 2016 up to 6 p.m. to Grün Berlin GmbH, Columbiadamm 10, Tower 7, 12101 Berlin, Germany.**



## 2.7 Eligibility

Participation in the competition requires compliance with and acknowledgement of the tendering conditions and submission of the required work.

The conditions of the call for tenders are acknowledged by obtaining the document – even if via third parties and/or as a copy.

Natural persons and groups of natural persons are eligible if they are (all) under the age of **35 on 1 July 2016**. Each person or group may only take part in one of the three tasks. There is no need to demonstrate any particular professional competence. People or groups from anywhere in the world may take part.

People or groups of people who were involved in producing the tasks are not permitted to take part.

There are no other restrictions. The abilities of the participants, conveyed through the work submitted, and the quality of the work are decisive.

## 2.8 Access to documents

The documents can be downloaded from the Peter Joseph Lenné Prize website at

<http://www.competitionline.com/lenne>

They cannot be posted out.

## 2.9 Understanding the call for tenders documents

The participants undertake to only use the digital data and plans or print-outs of them for the purpose of the competition, regardless of how they obtained the call for tenders documents. The call for tenders documents may only be disseminated and reproduced for participation in the Lenné Prize. People are also considered to have taken part in the process if the call for tenders is only used for informative purposes and/or the work required is broken off and the results not submitted.

## 2.10 Submitting work/identification

**The work must be submitted, in full and packaged, on 1 July 2016 (by 6 pm).**

It can be delivered by post or courier or by handing it in to the service building of Grün Berlin GmbH, Columbiadamm 10, Tower 7, 12101 Berlin (Reception).

The participant is responsible for ensuring that the documents are sent in good time before the deadline. Work received late cannot be assessed. The covering letter and declaration(s) of authorship must be enclosed with the work.

To ensure anonymity, the work must be handed in sealed without details of the sender or any other indication of the author, but labelled with the reference number, the number of the chosen task (A, B or C) and the wording “Lenné Prize”. The sender must be specified as the recipient (Grün Berlin GmbH).

The CD containing the pdf **and** jpeg files (300 dpi) for both plans should be sent separately. The stipulations that apply to the plans with regard to the process, identification and deadlines also apply here.

## Identification

The work submitted must not provide any clue as to the author/authors. The participant must select a six-digit reference number and state this in the top right of every page (up to 1 cm in height and 4 cm in length). This reference number must also appear on the declaration of authorship, on the outside of the sealed envelope containing the declaration of authorship and on the CD containing the pdf and jpeg files.

Once the jury has met, a text box (maximum 8 x 8 cm) will be added to the bottom right of the plans for display purposes. Important information should not be positioned here.

## Declaration of authorship/covering letter

The declaration of authorship (predefined form in the initiation) must be completed, legibly, and enclosed with the work in a sealed envelope (covering letter). The declaration of authorship must be signed by the author and dated.

A separate declaration of authorship must be completed by each participant. Please attach the covering letter such that it cannot be lost and will not be damaged when the packaging is opened! A complete and sealed copy of the covering letter must be enclosed with the CD.

## 2.11 Jury/process/results

The jury will be put together by the Senate Department for Urban Development and the Environment. It has 5 or 7 members. Minutes of the jury meeting will be created. The report will contain the decisions reached but not the detailed voting results.

Upon receipt, the work will be given an internal number which will be assigned to the corresponding reference number. This number and reference number will be registered.

Timely receipt of the work will be registered. The work will be checked to ensure it meets all the requirements and the age of the participants will be checked. The work will be presented anonymously for assessment by the jury.

The jury will select the best solution for each task. This will then be awarded the Peter Joseph Lenné Prize. The letters containing the declarations of authorship will then be assigned to the work, opened and the names of the authors established.

The prizes will be awarded in line with the jury's decisions. The jury's decision is final. The jury will also decide whether Karl Foerster Commendations and Peter Joseph Lenné Commendations are to be awarded.

The winners will be informed immediately after the jury has met and will be awarded their prizes at a ceremony in Berlin. Information about the results of the Lenné Prize will also appear on the Senate Department for Urban Development and the Environment's website. <http://www.stadtentwicklung.berlin.de/aktuell/wettbewerbe/lenne>

## **2.12 Data capture/data protection**

The initiator will hold an address file containing details of all participants (requirements/work submitted) for the purpose of the competition. This complies with data protection legislation.

Details accessible to the public in publications about the prize will only contain the names and place of residence of participants. The initiator is entitled to share the full address for the purposes of the competition. The participants in question will be informed should this happen.

## **2.13 Ownership/copyright**

The Senate Department for Urban Development and the Environment holds all copyrights pertaining to the task. All rights to documents provided by third parties during the Lenné Prize competition are retained by these parties. The work submitted becomes the property of the initiator. The copyrights and rights of publication of designs remain with the author or authors.

Once the competition is complete (in this case once the jury has met), the initiator is entitled to document, publish and exhibit the work approved for assessment (this also applies to third parties if the initiator or participant(s) in question agrees) without payment. The author/authors will be named in such cases.

## **2.14 Further use**

Wherever possible, the best results and work will be passed onto the towns and institutions which provided the themes and planning areas for the Lenné Prize task.

The designs and suggestions put forward by the participants in the Lenné Prize should promote discussions amongst the public and planners.

## **2.15 Liability and return of work**

The initiator is only liable for damage to or loss of work if it can be demonstrated to have behaved culpably. Work will not be returned. We would therefore recommend that the participants make copies of their work.

## **2.16 Prizes**

### **Peter Joseph Lenné Prize**

The prize consists of a certificate and prize money. A Lenné Prize amounting to 5,000 Euro can be awarded for each task.

### **Peter Joseph Lenné Commendations**

Other highly commended designs for the tasks may be awarded Peter Joseph Lenné Commendations. The commendations consist of a certificate and book.

### **Karl Foerster Commendation**

Very good and good designs with particularly good use of plants may be awarded Karl Foerster Commendations. The commendations from the Karl Foerster Foundation are worth a total of 1,500 Euro.



### 3.1 Work plans

The plan decisive to the work is made available. The section of the plan required must be produced by the candidate.

### 3.2 Documents

The documents required are made available online for download.

All digital data, maps and pictures are only permitted for the purpose of the competition.

### 3.3 Form

Declaration of authorship

### 3.4 Address of the initiator

Senatsverwaltung für Stadtentwicklung und Umwelt  
Abteilung | C Stadt- und Freiraumplanung  
Am Köllnischen Park 3, 10173 Berlin

#### Office

Grün Berlin GmbH, Bettina Riese  
Columbiadamm 10, Turm 7, 12101 Berlin  
Tel +49 30 70 09 06-20, lenne@gruen-berlin.de

**GrünBerlin**  
GMBH

### Further Informationen

Please occasionally refer back to the website for updates:

[www.stadtentwicklung.berlin.de/aktuell/wettbewerbe/lenne/](http://www.stadtentwicklung.berlin.de/aktuell/wettbewerbe/lenne/)  
and [www.competitionline.com/de/lenne](http://www.competitionline.com/de/lenne)

### Sources

#### Amsterdam Metropolitan Area – AMA

[https://en.wikipedia.org/wiki/Amsterdam\\_Metropolitan\\_Area](https://en.wikipedia.org/wiki/Amsterdam_Metropolitan_Area)  
<http://www.metropoolregioamsterdam.nl/landschap/projecten/amstelscheg/>

#### 360° aerial photo

[http://viadrupsteen.nl/metropoolregio/#Amstelscheg\\_Amsterdam/Saentoren/](http://viadrupsteen.nl/metropoolregio/#Amstelscheg_Amsterdam/Saentoren/)

#### Amsterdam defence line

<https://www.natuurmonumenten.nl/over-stelling-van-amsterdam>  
<http://www.stelling-amsterdam.nl/english/common/introduction/index.php>

#### Netherlands cycle route network (possible to zoom in on the project area)

<http://www.hollandfahrradland.de/online-radroutenplaner#>