

Beukenhorst Urban Plan

Haarlemmermeer, Hoofddorp, The Netherlands 1999–

The plan devised by Arets for the Beukenhorst district is the fruit of a number of spatial strategies already developed by the studio for the urban plan of Hoofddorp, the main zone of Haarlemmermeer. In fact the site is situated on the edge of the new urban center planned by Arets and at the conclusion of the new axis called the "diagonal," an axis that connects the town center with this area.

The proximity of the A4 expressway and the direct link with Schiphol Airport through Hoofddorp Station lend this site enormous potential. In addition, its location on the margins of the urban concentration, in direct contact with the Geniedijk, gives the complex a strong scenic value. In fact the strategy of planning adopted for this settlement can be regarded as a fusion of infrastructure and landscape. Through the creation of a new pedestrian level, a new layer

free of vehicular traffic, an attempt has been made to bring the dimension of the landscape into the project. The car parks cut into this level of greenery with a series of enormous openings that determine the level reserved for vehicles, while a series of ramps connect it with the pedestrian one. The buildings are conceived as volumes placed on the pedestrian level, floating above the one open to vehicles. Corresponding with the large cuts connecting the various levels, the building contains large voids that mark the entrances for the offices. This new pedestrian layer is also able to guarantee a certain amount of security at the level of the car parks, which is no longer isolated but linked to the open areas and to various accessory services. In addition to the development of the zone of access to the offices, the new layer provides a series of opportunities for the location

of spaces destined for services—restaurants, keep-fit facilities and entertainment venues.

The structure of the masterplan provides the companies occupying the properties with an opportunity to give their corporate identity maximum exposure to the public, creating a relationship between the buildings along the esplanade.

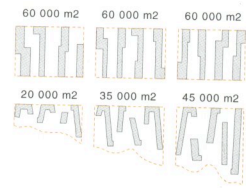
Two types of building define the side of the avenue. A first band consists of a series of parallel buildings, characterized by an almost random succession of towers in the upper part. A further band consists of a building with a sinusoidal plan, formed of inclined volumes that relate to both the avenue and the water. Both forms are designed to respect the urban rules of orientation, and the gaps and heights are defined in such a way as to ensure a visual connection between the avenue and the Geniedijk.



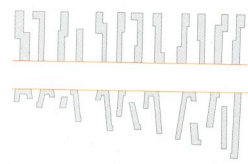
Functional schemes giving the principal quantitative data on the blocks.

Area plan.

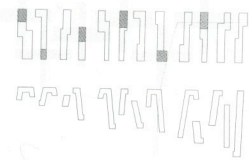
total m2 per plot



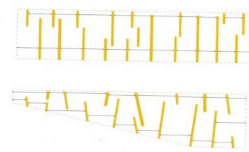
building line



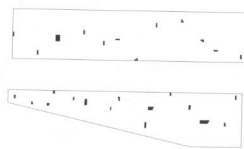
heights



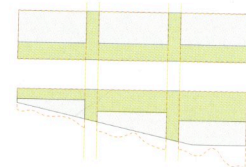
openings in the ground level



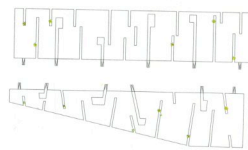
entrance parking level



parking



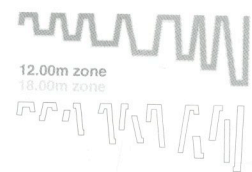
public space



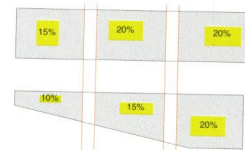
distance between the buildings



basic design plan "Geniedijk" zone



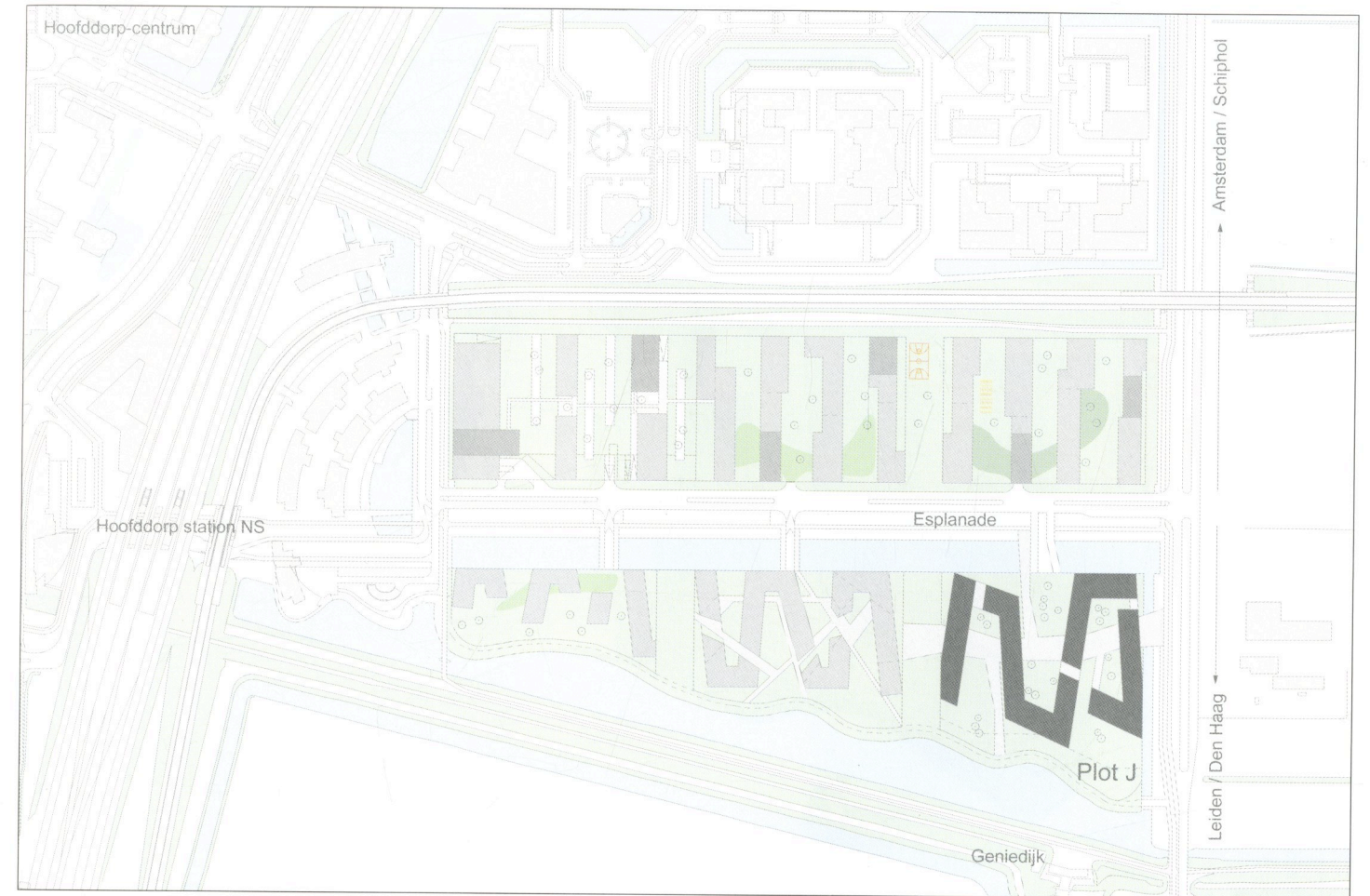
landscape factor



entrance



view lines



Functional schemes of block J.
 From left to right and top to bottom:
 entrances and vehicle routes; pedestrian routes; semipublic spaces; offices.

