

Call for entries & Information brochure



Gilbert Van Schoonbeke
1519-1556

**Urban
transformations**



**Gilbert
Van Schoonbeke**

2019 International
Planning Award

With the support of the recommendations committee:
Mr Marc Dillen, managing director of VCB
Mrs An Rekkers, director of VRP
Mr Joris Scheers, secretary-general ECTP
Mr Leo Van Broeck, Flemish Building Master
Mrs Ingrid Ceusters, executive president Group Ceusters

By issuing this international award in 2019 on the occasion of the commemoration of his birth 500 years ago, we want to draw attention to this lasting achievement that we owe to the Meliator from Antwerp's Golden Age, who was known from as far as Florence.

Below you will find further information about Gilbert Van Schoonbeke and his achievements, more specifically about the construction of the port that he initiated.

by Gilbert van Schoonbeke, 1549-1554



During the first half of the 16th century, Antwerp developed into the most important town port of Europe. In ordinary years, about 2.500 ships sailed on the Scheldt. However, the trading community faced a structural shortage of anchorages. Sea ships sometimes had to wait for weeks to be unloaded and loaded because only a small number could moor at the Scheldt quays. Smaller ships were able to benefit from the flow to get deep into the city through one of the five 'vlieten' (small rivers), but these waterways were very narrow and the large number of bridges and the numerous houses close to the water hampered the shipping traffic. The city council was forced to limit the number

of days spent at the quays as well as at the inland ports, to set priorities for the unloading and loading of ships, to prohibit vessels transporting specific goods from accessing certain inland ports, etc... Regulation was needed but could not remedy the fundamental problem, namely the lack of anchorages.

The Antwerp project developer Gilbert van Schoonbeke, who had already proven his competence in the field of urban development with the construction of the Stadswaag (a place where goods could be weighed) and the Vrijdagmarkt (the Friday market place), proposed a radical solution in September 1548: the

construction of a real harbour district in the Nieuwstad (New Town). That was a swampy area of about 25 ha, situated in the north that was added to the metropolis in 1542; it had remained undeveloped and most of the land belonged to the city. The central government was very enthusiastic and advised the city administration to establish a contract with the resourceful entrepreneur; the contract was concluded on February 5, 1549. Van Schoonbeke committed himself to have all necessary works achieved at his own expense and in exchange, when the urban grounds would be sold within four years of their completion; he will benefit a ten percent commission fee.

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Virgilius Bononiensis' unique plan, dated 1565, which is located in the Museum Plantin-Moretus, shows how Gilbert van Schoonbeke worked: he had three broad canals dug from west to east, perpendicular to the banks of the Scheldt and lying at equal distances from each other. The distances were calculated in such a way that between two canals, two rows of buildings could be built separated from each other by a street, so that each building on one side adjoined on a quay and on the other side on a street. The canals, which were intended for specific ships and goods, were connected by narrower north-south waterways which would ensure good drainage. It was a highly original plan. Never before had anyone launched the idea of a real harbour district. The use of three parallel canals as a spacious inland port was also unique. At that time, nowhere else in Europe was there such a maritime structure example.

In between the first canal (the current Brouwersvliet) and the second canal, called Middenvliet,

Van Schoonbeke established an industrial complex: sixteen breweries, a Waterhouse (the current Museum Brouwershuis), warehouses and excise offices. On the Middenvliet, where the MAS now stands, the imposing Hanzehuis (Hanseatic House) was erected in the years 1564-1568/9; it contained huge warehouses, numerous offices and residential quarters for the North-German merchants. In his famous 'Beschrijving van de Nederlanden' (1567) Lodovico Guicciardini was full of praise for this Middenvliet, 'so wide and so long that more than a hundred ships can easily be moored'. The fall of Antwerp in 1585 prevented further development of the Nieuwstad as the city on the Scheldt could no longer play a leading role in the commercial field. Only under French ruling the port was transformed: in 1811 the Bonapartedock replaced the second and third canal and in 1813 a start was made on the construction of the Groot Dok (the large dock), which was completed during the reign of King Willem I and was therefore

called Willemdok. In the course of the following decades, Antwerp reclaimed its position of world port, which was reflected in the construction of new docks. However, the foundation for port development in a northerly direction was laid by Gilbert van Schoonbeke in the Golden Age.

Prof.Em. Hugo Soly

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The International Gilbert van Schoonbeke Award 2019's objectives

1

To award established or ongoing urban developments expressing a combination of economic and residential developments and achieving a high level of quality in sustainable applications and spatial planning. Submitting a theoretical model does not suffice: its realisation must provide convincing evidence that the premises preceding the plan in the design are also perceptible in reality.

2

With this award we want to **create a forward-looking and innovative impulse of spatial development**; in addition to an interwovenness of human communities and living environments with all their needs, while also having an eye for the economic aspect of their realisation. The focus here will primarily be on urban developments in neighbourhoods / districts of European cities located within a perimeter of 1519 km around Antwerp. With the restriction that it must concern a core city of around 40,000 to 100,000 inhabitants, referring to the size of the city of Antwerp at the beginning and at the end of the 16th century; the century of Gilbert van Schoonbeke.

3

The entry is open to **spatial planners, architects, engineering firms, project developers and governments**, or better even: a mix of these players into one spatial project.

The jury

In empanelling the jury we have sought for diversity and balance; both in terms of disciplines (urban planning, landscaping, economy, real estate, ...)

The jury may possibly be supplemented with a number of voting members.

Mr Christian Rapp,
Antwerp Building Master

Mrs Myriam Heuvelmans,
managing director VESPA

Mr Bas Smets,
landscape architect

Mr Frederik Lesire,
head of the Real Estate Society

Mr Johan Huibers,
architect



Selection process and criteria

The projects will be evaluated based on the three following aspects:

- 1. Contents / substantive elements (25/100)
- 2. Strategic planning (25/100)
- 3. Sustainability in all its aspects and spatial planning (50/100)

1. Contents:

- added value for the city community (such as proven leverage – model function)
- quality and renewal of the development process between objectives and their achievements
- innovative character with in particular “The Next Economy” (circular economy and sharing economy)
- processing various forms of rights to “own” land, also popularly referred to as “property”

2. Strategic planning:

- a demonstrable approach that leads to improving both the economic dimension of the development and the quality of life for the urban community
- the extent to which quality and process monitoring is carried out (including the manner in which hordes were taken throughout the whole route)
- integrating private-public interests
- open options for refocusing destinations
- the introduction of the participation of various stakeholders that strengthens support

3. Sustainability and spatial planning:

- the quality of integration between energy generation, use and spatial planning
- demonstrating the role of spatial planning which proactively supports the deployment
- sustainable implementation of traffic modes, modal shift
- embedding in natural micro landscapes and urban nature, green-blue vein
- incorporating sustainable energy solutions and energy distribution, attention to maximum water recovery and infiltration possibilities, attention for minimizing heat effect, taking into account a context of climate change.

The entries will undergo a first selection. In a second phase a maximum of five entries will be assessed by the jury, with the possibility that additional information may be requested.

The result of the competition cannot be debated with the jury.

The submitted documents remain the property of the vzw De Vrienden van het Brouwershuis, vzw in Antwerp.

The submitted documents may be exhibited or otherwise published on the initiative of the vzw De Vrienden van het Brouwershuis; participants in the competition cannot object to this. For the disclosure of personal data, approval will be asked from the respective partners involved in the context of the GDPR regulation.

The vzw De Vrienden van het Brouwershuis cannot be held liable in any way for any damage resulting from participating in the competition.

The jury is free to exclude participants from the competition who do not comply with the set rules.

Entry requirements

Each entry should include:

1. a presentation of the entire team that cooperated in the realisation in maximum two A4 pages, indicating their expertise and their cooperation in the entry
2. a detailed description of the entry in Dutch, in English or French; this description can be no longer than four A4-pages, including the title, tables and references
3. a high resolution version of a colour panel in 80 x 150 cm format (80 cm wide, 150 cm high), (min 150 dpi, preferably 300 dpi in jpg, tiff or pdf), providing a clear explanation, detailed location and illustrations; (this file is used by the jury and during the presentations)
4. the filled-out entry form including
 - a. all project information
 - b. the name of the contact person and the contact data of the team members
 - c. a summary note on the project
5. proof of payment of the entry fee

Entry term and participants

The entry deadline is September 8, 2019, at 11.59 pm.

Each entry will be delivered to the secretariat of the International Planning Award at VESPA in Antwerp via selina.cheung@vespa.antwerpen.be

The planning award is open to any project that is being realized (on site) or has been realized in the past five years (delivered after 8/9/2014). Entries can be submitted by any team member who has participated. However, preference is given to entries where the whole team comes forward. Each project can only be submitted once.

Entry fee

A submission is accepted if a € 500 entry fee has been transferred to the account number of the vzw De Vrienden van het Brouwershuis.

Bank details:

Name accountholder:
vzw De Vrienden van het Brouwershuis, 2000 Antwerpen
IBAN BE56 9731 8945 6188
BIC ARSPBE22

The proof of payment must be sent together with the entry documents.

The award / prize

The winner will receive a prize of €10,000 and a publication of the winning project will be organised.

The Award ceremony of the Gilbert Van Schoonbeke Planning Award will take place in Antwerp, in autumn 2019.



Further information

For further information about the competition or the organisation of the Gilbert van Schoonbeke year, please contact:

vzw Vrienden van het Brouwershuis via
selina.cheung@vespa.antwerpen.be

All questions can only be submitted in writing, up to one month before the closing date. The answer – which is drawn up in consultation with the chairman of the jury – will follow within three weeks after receipt.