



Area vision for Trega Zinkwit

Municipality of Maastricht

16 June 2022

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Colophon

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Area vision Trega Zinkwit

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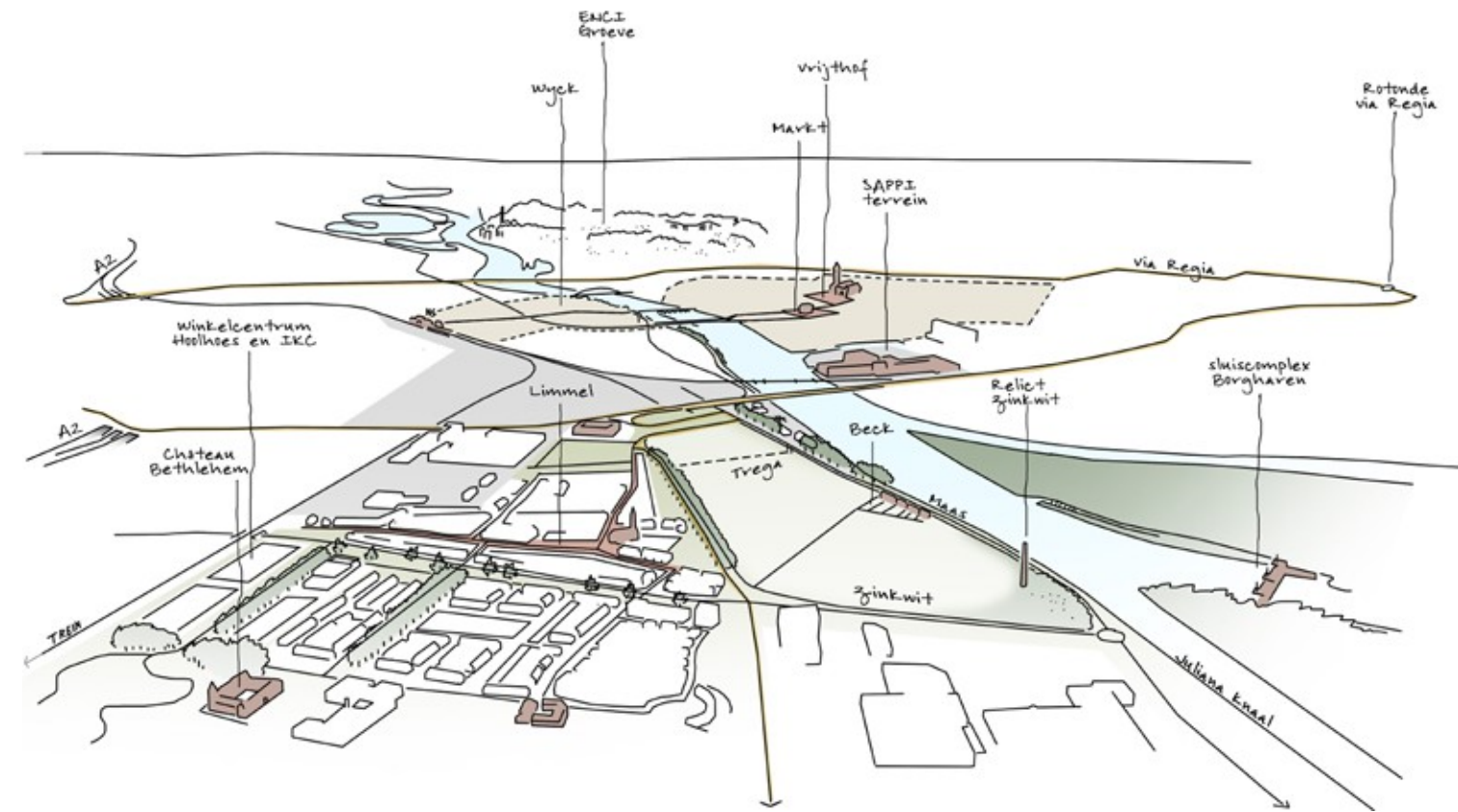
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1. Introduction

This document is an area vision for Trega Zinkwit. The project area consists mainly of the plots of the former factory sites of Trega and Zinkwit, owned by Maaszicht BV and Van Maurik respectively. Adjacent to the planning area is the Limmel neighbourhood, whose neighbourhood network is closely involved in the plan development. The other stakeholders in this area are Rijkswaterstaat, the Water Board, Servatius and the entrepreneurs of Beatrixhaven. In January 2021, a spatial framework for the development of Trega-Zinkwit was presented to the Maastricht City Council. Based on this urban development framework, many stakeholders worked on this area vision for over a year. The document was created in close consultation with landowners and stakeholders. A long-cherished dream of Limmel is about to become reality: a green and mixed residential area as an extension of Limmel towards the Meuse. Barriers are being removed, and new

green village neighbourhoods will be built that form a strong spatial relationship with the banks of the Meuse. The working name for this project is therefore 'Limmel aan de Maas' (Limmel on the Meuse). This area vision demonstrates the realism of this dream: it is entirely possible to build a strong residential environment that is financially feasible and based on value creation. But this area vision also shows that there is flexibility in the development of the plan. The area vision can still be elaborated in various ways. A range has been specified for the number of homes to be built in each neighbourhood. The atmospheres of the residential environments have been described and are illustrated with reference images. The Limmel aan de Maas area vision establishes a number of essential values (3.1) and will serve as a source of inspiration for further elaboration. With the adoption of this area vision for Limmel aan de Maas, a solid foundation has been laid for the next step: drawing up a substantive and comprehensively substantiated zoning plan.



Site plan showing the location of Trega-Zinkwit, view towards the south

A long-cherished dream of Limmel is becoming a reality
: a green and mixed residential area as an extension of Limmel towards the Meuse.



Between 1902 and 2008, ceramic floor and wall tiles were produced on the southern factory site, Sphinx Tiles.

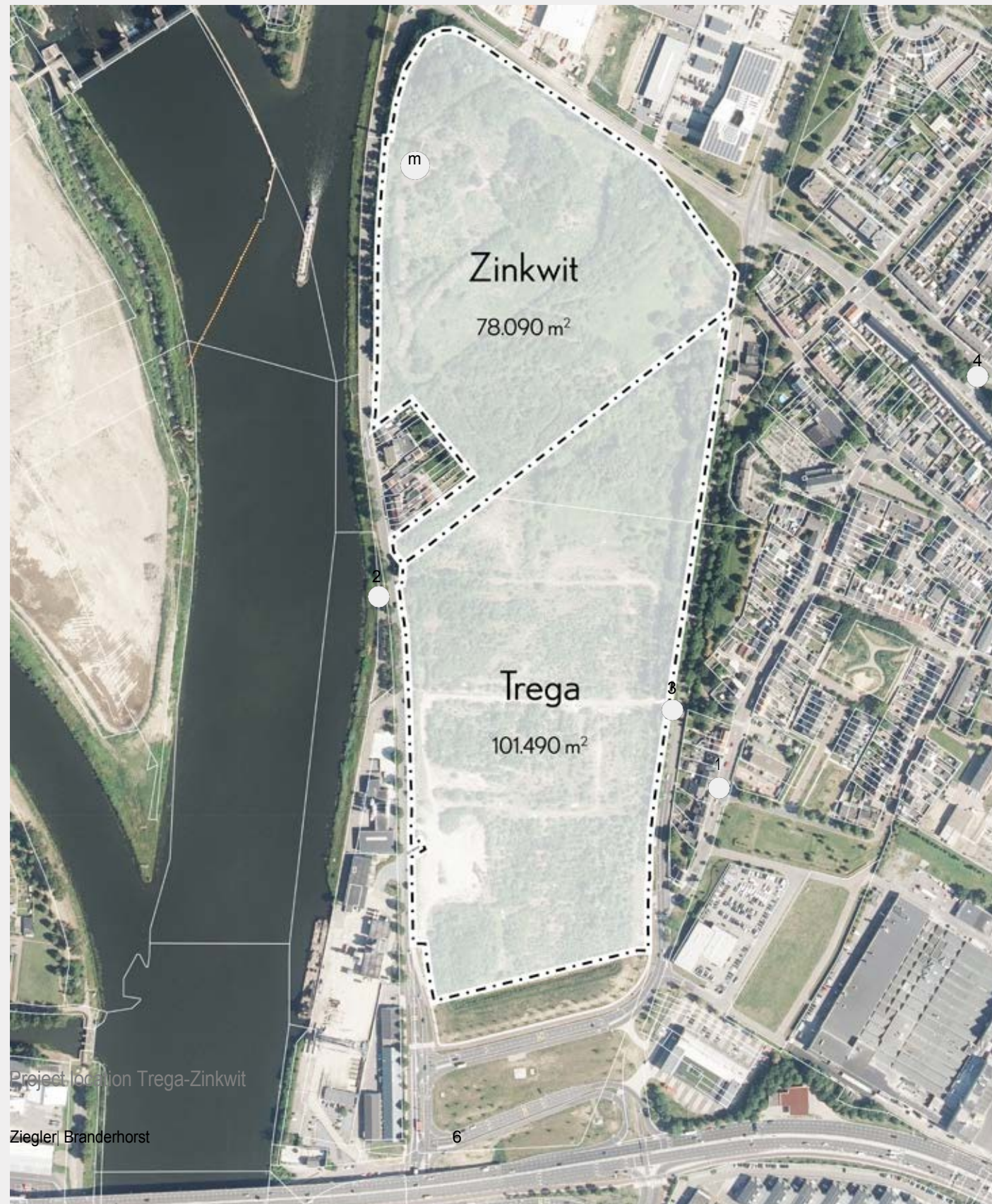


view towards the north around the 1950s. The northern factory site, the Maastrichtse Zinkwit Maatschappij, closed in 1950



view of the Johannes de Doperkerk from Willem Alexanderweg

Limmel and Trega-Zinkwit



1. Dorpsstraat Dolmansstraat, orientation towards the church tower



2. View over the Meuse, Borgharenstuw and Zinkwitschoorsteen (m)



3. Path and former gas pipeline across the Trega site, to the Meuse



4. Zinkwit chimney from Balijeweg

During the industrial era, the village of Limmel became surrounded by large factory complexes. The spatial connection between Limmel and the city has always been weak and vulnerable. The construction of the Noorderbrug route and the Willem Alexanderweg reinforced Limmel's isolation. After the demolition of the Trega and Zinkwit factories, there was a long period of empty and closed-off land. The contaminated soil made it difficult to develop these plots.

Limmel is historically a ribbon village with Dolmansstraat as its main village street. This street runs to the centre, where the beautiful church tower of Limmel is the eye-catcher. Dolmansstraat still has a beautiful village character with continuous mixed development. On the south side, Dolmansstraat is currently cut off by Willem Alexanderweg.

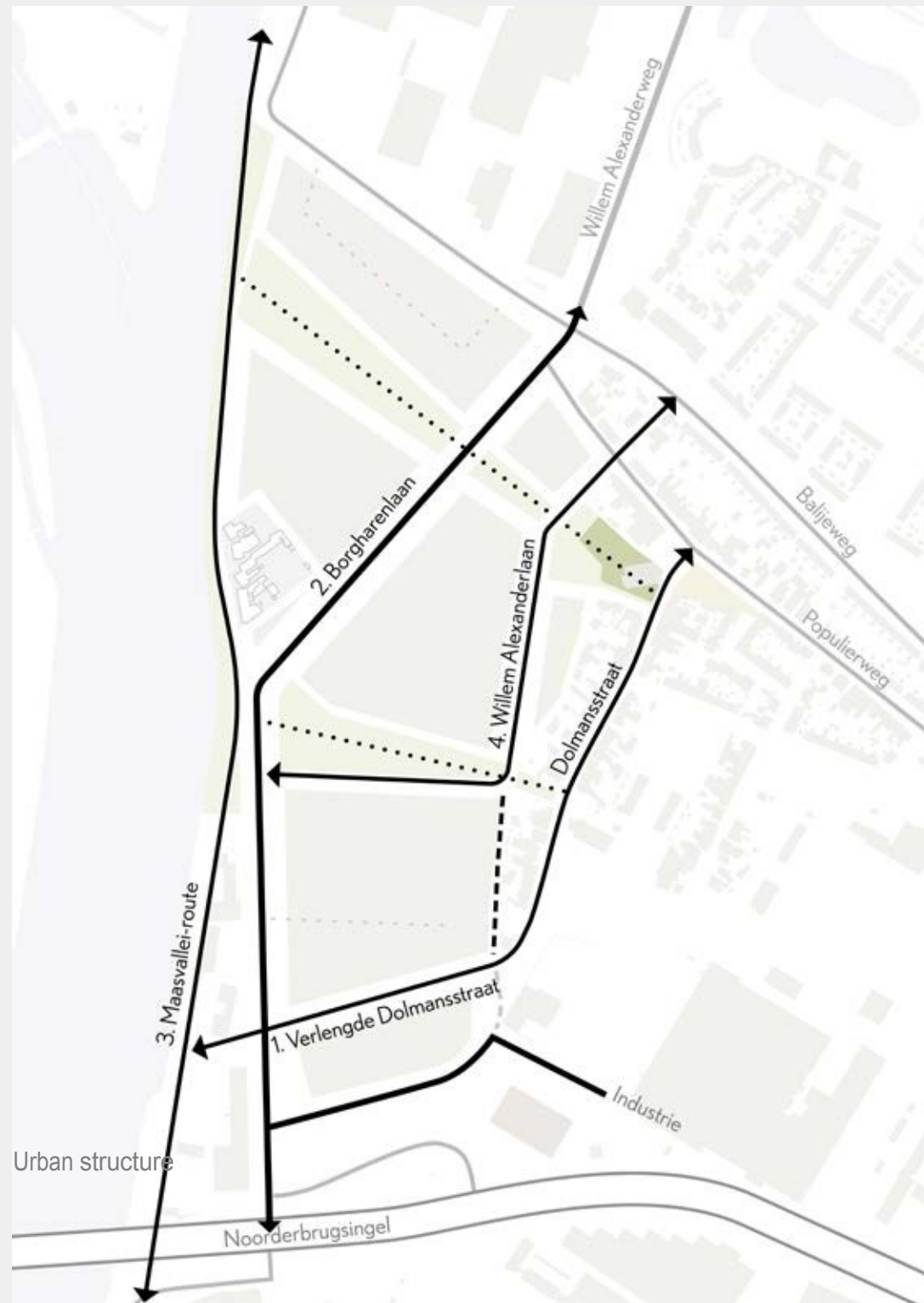
The banks of the Meuse and the quays at Trega and Zinkwit are barely accessible. The view here is fantastic: a panoramic view of the Meuse valley, the Borgharen weir and the new Grensmaas nature reserve. The current Borgharenweg is located lower behind the quay and is too narrow for the traffic it attracts.

Across the current Trega site is a sandy path and a line of sight from Limmel to the Meuse. This sandy path marks an old gas pipeline. This line through the area could form an obvious route that literally brings Limmel closer to the Meuse. The opportunities offered by spatial development begin here.

Balijeweg is an important green wedge in Limmel with beautiful avenue planting. In the perspective, the historic chimney of Zinkwit is clearly visible as a landmark.

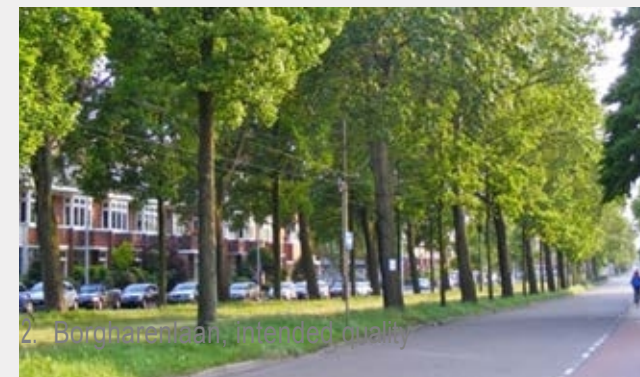
2. Concept

Spatial framework with green wedges



The spatial framework for Trega-Zinkwit (presented to the municipal council on 21 January 2021) provides an urban structure for the development of the sites. This structure is formed by four new profiles that shape the access and connection with the surrounding city.

1: The extended Dolmansstraat connects the village of Limmel with the Meuse and the city. This village profile offers a comfortable connection for pedestrians and cyclists. Car traffic remains limited to local traffic.



2: The new Borgharenlaan replaces the current function of Borgharenweg and Willem Alexanderweg. This profile is wide with a generous green central reservation and avenue planting. Car traffic is informal means, so that the avenue has a pleasant atmosphere and is very easy to cross. The new Borgharenlaan forms the spatial 'backbone' of the plan, around which the new residential neighbourhoods are oriented.



3: The Maasvalleiroute is a new cycle path along the Meuse. This profile is very suitable for recreation and connects beautiful places to stay with views over the Meuse.

4: Willem Alexanderlaan replaces Willem Alexanderweg. This avenue no longer continues to Beatrixhaven. It will become an internal avenue in the village and can be designed as a cycle street.



Green wedges connect Limmel with the banks of the Meuse



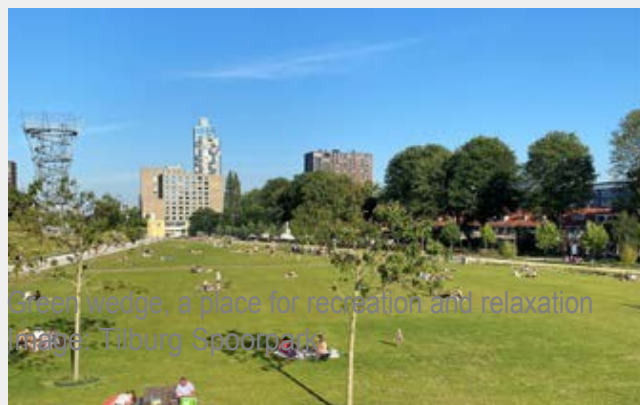
In this area vision, two green wedges are introduced into the spatial framework. These green wedges connect Limmel with the banks of the Meuse and structure the project area into a number of clearly defined neighbourhoods. The homes along the green wedges will have a view of the Meuse via the wedges. The green wedges are high-quality public park strips that connect the historic village with the new neighbourhoods

The four neighbourhoods created by the composition of four new profiles and two green wedges, form a beautiful spatial connection. The atmosphere and tone of the four neighbourhoods are similar: green, village-like, sustainable and traffic-calmed. But the neighbourhoods also have characteristic differences

in relation to each other and each given a name:

1. Dolmanskwartier: green mixed urban neighbourhood with a compact residential environment between village and city
2. Limmel Quarter: relaxed village expansion with mixed housing types and limited building height
3. Beck Quarter: garden neighbourhood on the Meuse around the existing settlement of Beck (historical name)
4. Beatrix Quarter: urban work location with innovative companies and architectural appeal

Green wedges for 'Natural living in Limmel on the Meuse'



3. Area vision

3.1 Starting points

This Area Vision for Trega Zinkwit presents a plan in broad terms. The main points are outlined in the map accompanying this Area Vision. The contours in the legend of this map provide guidance for the development of the plan. A number of aspects are indicated in the map, but the location of the function is still 'indicative'. This ensures flexibility in the legend.

Limmel aan de Maas will be a district consisting of distinctive neighbourhoods. These neighbourhoods are mixed and build on village qualities that tie in with the historic core of Limmel. The neighbourhoods consist mainly of ground-level homes with accents of stacked housing. Only the northernmost neighbourhood, the Beatrixkwartier, is a work location with high-quality commercial buildings. In all neighbourhoods of Limmel aan de Maas, the development of live-work, particularly along the new Borgharenlaan.

The high quality of the public space and green structures in Limmel on the Meuse is a very important ambition of this Area Vision. Central green squares in the residential neighbourhoods serve as meeting places. The two Groene Wigen (Green Wedges) will soon be designed and laid out in co-creation with the (current and future) residents. The Maasvallei route, a recreational cycle path along the green banks of the Meuse, is a highly desirable opportunity for this area in line with this plan development. The new Borgharenlaan is a very green avenue with four rows of trees and a high quality of life.

The village buildings of Limmel are beautifully rounded off on the east side in terms of urban design. At the same time, the village rounding off offers the opportunity to upgrade the space around the Johannes de Doperkerk and make it a central place between the old and new neighbourhoods.

Ontwikkelvelden

★

Kans voor publieke functie

★

Kans voor oeverpark

|||||

Kans voor wonen/werken

★

Bestaand monument: schoorsteen Zinkwit

🏠

Bestaand monument: Johannes de Doperkerk

🟠

Dolmanskwartier: groene gemengde stadsbuurt

🟡

Limmelkwartier: ontspannen dorpsuitbreiding

🟡

Beck-kwartier: tuinbuurt aan de Maas

🟡

Rand van Limmel: dorpsafronding rondom de kerk

🟣

Beatrixkwartier: stedelijke werklocatie

Kavelgrens Trega-Zinkwit

Verkeer en openbare ruimte

—

wegenstructuur raamwerk

—

Aandachtsgebied aansluiting infrastructuur

Straat, indicatieve ligging

→P

Entree parkeervoorziening, indicatieve ligging

🚶

Zoekgebied: Parkeren op afstand

—

Fietspad

...

Looproute

🟢

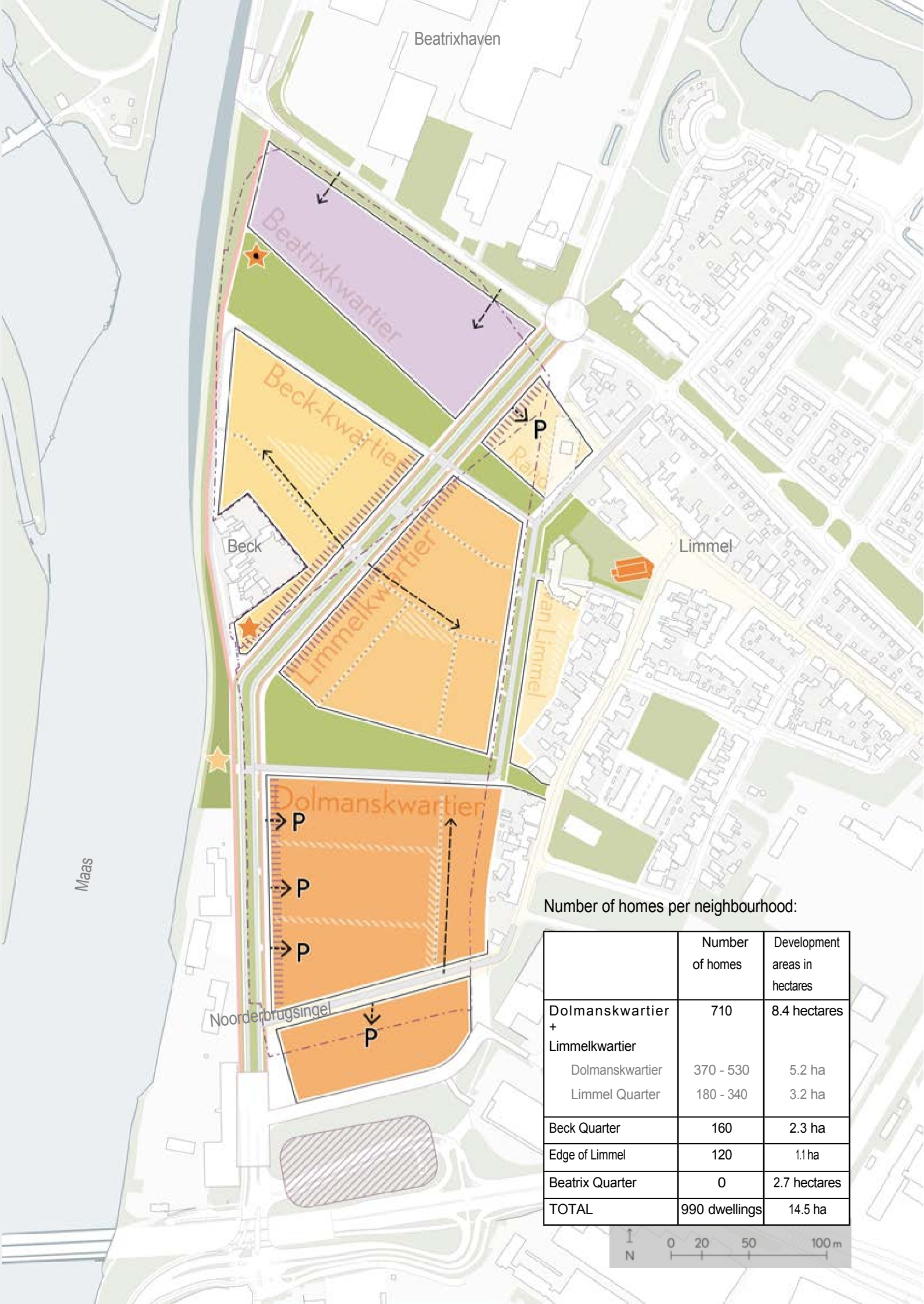
Openbaar groen

🟡

Bochtafsnijding Maas

🟡

Publieke ruimte, indicatieve ligging



3.2 Traffic and public space

The connection between the city, the Limmel planning area on the Maas and the Beatrixhaven will be constructed in the form of the new Borgharenlaan. This avenue runs through the middle of the new neighbourhoods and forms the main access route.

The traffic capacity of the avenue must be worked out very precisely in order to strike a balance between the necessary access for traffic and the limitation of traffic noise in the middle of the neighbourhood. The traffic engineering

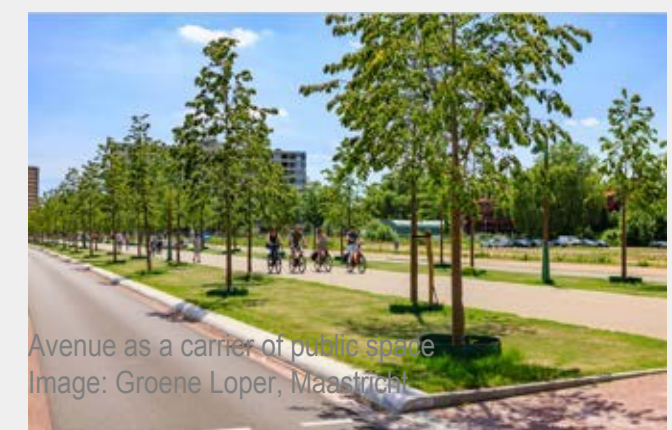
The profile of the new Borgharenlaan can be compared to Avenue Céramique in Maastricht and Laan van Avant-Garde in Nesseland Rotterdam. On Borgharenlaan, the bus connection between Maastricht-Noord station (P+R) and Maastricht city centre will be realised with at least two bus stops in Limmel on the Meuse.

The intended profile of Borgharenlaan will include a wide green central reservation with a double row of trees. There will be separate cycle paths and wide pavements on both sides of Borgharenlaan. Between the carriageways and the cycle paths, there will be parallel parking lanes and an extra row of trees. With four rows of trees, the avenue will have allure and a very pleasant atmosphere.

The two green wedges are the 'green lungs' of the plan. The ambitions for biodiversity (nature-inclusive) and climate resilience can be realised in the green wedges.

The construction of these green wedges will combat heat stress and allow for water retention. The design of the green wedges will be co-created with the existing and new residents. This will stimulate involvement in the use and management of the wedges

. The public space in the neighbourhoods is explained in the description of the characteristics of the neighbourhoods.



3.3 Water, greenery and ground levels

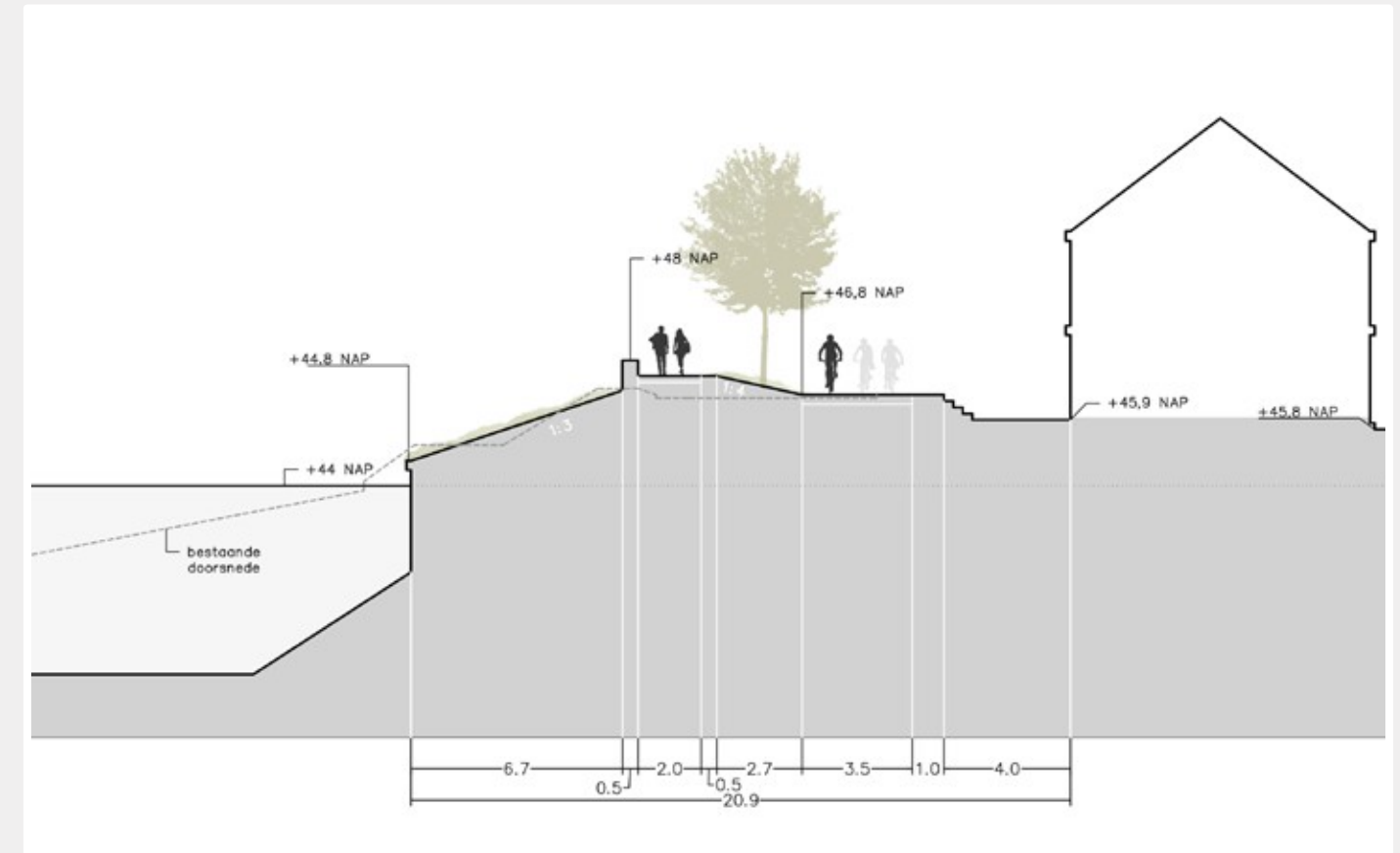
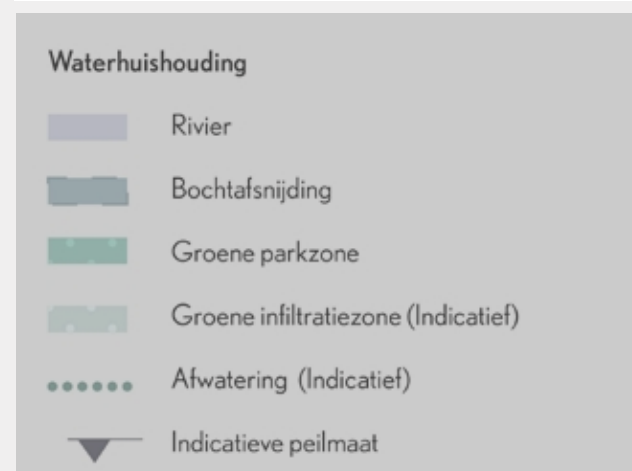
Limmel aan de Maas will be a residential area where the qualities of living in close proximity of the Meuse can be optimally utilised. The green wedges give shape to the high-quality spatial connection between the neighbourhoods and the banks of the Meuse. Nautical safety will play an important role in the development of the neighbourhoods. In consultation with Rijkswaterstaat and the Water Board, the waterline of the Meuse bank near the former Zinkwitter site will be adjusted (the bend cut). The dykes along the Meuse will be raised to approximately 48 m +NAP.

The entire Trega and Zinkwitter site will be raised by an average of 1 metre of 'topsoil' to cover the contaminated soil and make it ready for construction. These elevations will affect the water management of the area and the green design. The new neighbourhood will be designed to be climate-proof. Water retention will be achieved in the green wedges and green neighbourhood squares by incorporating wadis. There will be differences in the level of the terrain, particularly at the transition between the existing environment and the new neighbourhood. Embankments and slopes must be fully incorporated into the design.

The urban design of the new neighbourhood is based on the challenges that the ground surface (with embankments) poses to the design.

The integration of the existing buildings in the Beck neighbourhood requires special attention in the development of the plan. Nautical safety requirements will also lead to an elevation of the dyke along the Meuse at Beck. Because the existing buildings here are quite low (level approx. 46 m above sea level), the profile of the dyke will be very specific in order to create a spatially acceptable situation.

The use of a brick quay wall approximately 60 cm above the dyke level could be a local solution and give this place a special position in the image of the Meuse banks. This solution has also been applied to the south side of the Kennedy Bridge along Blekerij.



Desired profile of the banks of the Meuse at Beck



Reference quay bend cut (RWS) Image: Blekerij Maastricht



Existing situation at Buurtschap Beck

34 Parking solutions

The urban planning challenge of creating a contemporary residential area is largely determined by the quality of the integration of parking requirements. But we are also taking into account the mobility transition, in which we are seeing a change in car use. The municipal parking standard has recently been adjusted. Limmel aan de Maas is set to become a highly sustainable neighbourhood in which the energy transition and mobility transition will have a visible impact on the urban design. This area vision shows possible parking solutions that fit in with the ambitions we have formulated for a sustainable and future-proof neighbourhood.

Car-free residential streets fit in with the village atmosphere that is being pursued. In the neighbourhoods, the car is a 'guest'. Parking spaces will therefore be fitted into the building blocks as much as possible. Each building block has one or two gates through which residents drive 'inside'. Cars disappear from the public space.

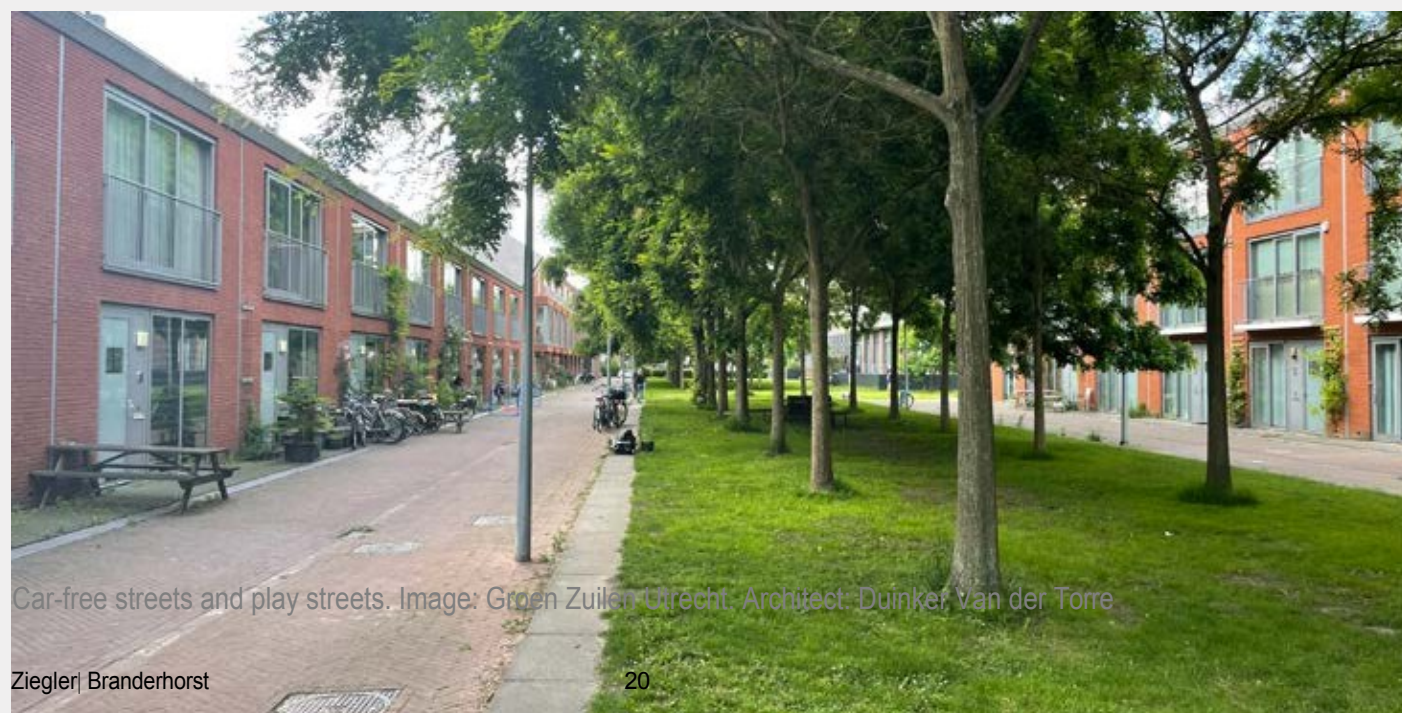
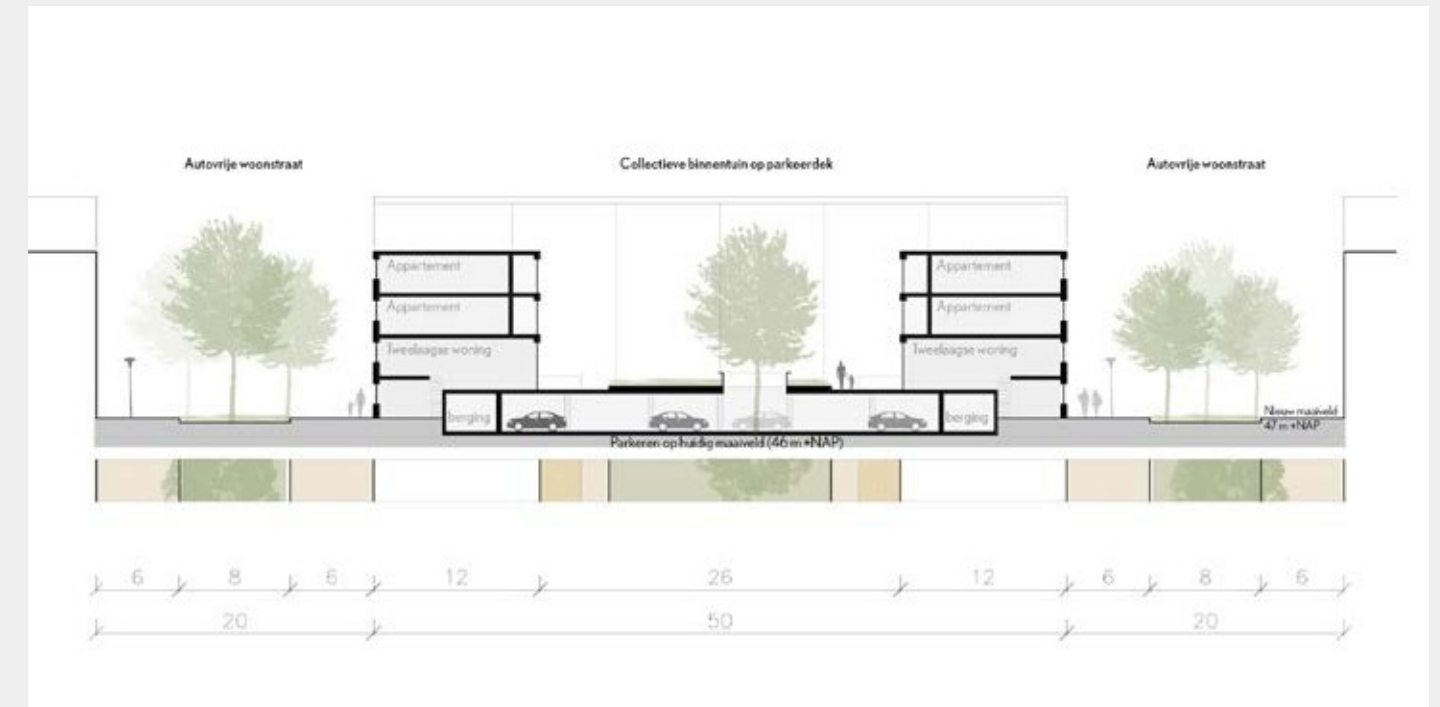
Visitor parking spaces will be clustered in green parking boxes or on small parking squares surrounded by hedges. There will therefore be no parking spaces along the streets, so that as much space as possible remains in the streets for grass verges, wadis and rows of trees. This creates space for car-free park streets or play streets.

Half-depth car parks and parking boxes inside the building blocks can provide a double benefit at this location. The current ground level will be raised with a living layer. This is not necessary where cars are parked. This parking solution will save on groundwork and site preparation. But the semi-underground parking spaces can also be easily concealed from view with greenery.

The cross-section of the building blocks indicates the potential of this integrated parking solution within the building blocks.

Semi-underground parking

Built parking solutions with a deck are an added bonus for the homes. The deck must be able to support sufficient soil cover to create a fully-fledged roof garden.



Car-free streets and play streets. Image: Groen Zuilen Utrecht, Architect: Duinker, Van der Torre



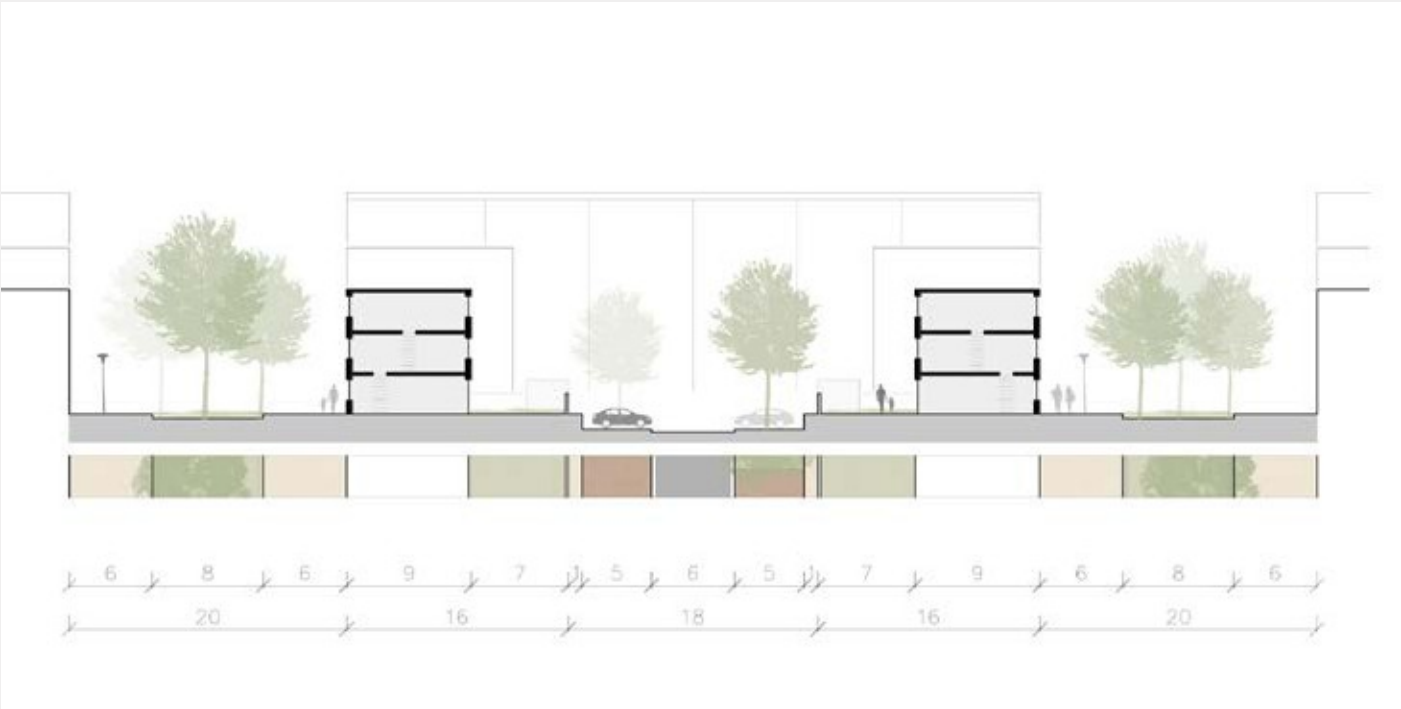
A semi-underground parking solution



Daylight and natural ventilation in the garage

Parking courtyards in inner courtyards

Inner courtyards have a collective character and trees between the parking spaces make the inner courtyards greener



Parking boxes in public spaces

In addition to collective solutions in inner courtyards, visitor parking spaces will be integrated into parking boxes and green parking areas surrounded by hedges.



Visitor parking in parking boxes, framed by robust hedges



Parking spaces have open paving, allowing rainwater to infiltrate

3.5 Sustainability

Limmel aan de Maas will score higher than the current standard on all aspects of sustainability.

Limmel aan de Maas will score higher than the current standard

However, the priority of the area owners lies in realising sustainable energy generation and storage. The application and integration of high-efficiency solar panels on all roof surfaces of the property development is the starting point. Each home will have a minimum number of panels so that every home can be zero-energy. Heat pumps will be installed wherever possible.

Research is being conducted into clustering heat pumps as a collective facility per block. Where heat pumps remain visible on the roof surface, they will have to be integrated into the architectural image. Brick "chimneys" no longer function as flues, but as architectural casings for the heat pump. Heat storage will also be implemented per building block. Options to be investigated include integrated battery packs and systems that store energy in the ground. Finally, the aim is to investigate whether heat exchangers can be used to extract energy from the water in the Meuse River to supply the neighbourhood. There are already some interesting reference examples of this (Maastoren, Rotterdam).



Integrated heat pump as a chimney



Full utilisation of flat roofs for PV panels



Integrated PV panels on gable roofs

3.6 Participation

This area vision was developed in close consultation with representatives of the residents of Limmel: the board of Limmel Neighbourhood Network. These residents are very involved and have taken a very constructive approach to the design process. In various sessions, the Limmel Neighbourhood Network has been in discussion with the area owner, Maaszicht BV (Trega). Constructive comments from various parties have been incorporated into this area vision. There is consensus on the content of this document.

Trust has been built up in recent discussions. There is a good basis for a successful follow-up. The Limmel neighbourhood network remains closely involved in the implementation and is taking its responsibility in this process. This area vision will be widely shared in the neighbourhood via the network and explained by the board. The residents of the Beck neighbourhood will be approached and informed individually.

This area vision has been discussed with all professional stakeholders in this area: Area owner Van Mourik (Zinkwit), Rijkswaterstaat, the Water Board, Servatius Housing Association, Beatrixhaven Business Association and, of course, the various disciplines within the municipality of Maastricht.



24 September 2020, Lochtmanhuis Limmel



18 June 2021, Coolhaven Rotterdam



9 June 2022, Mosae Forum Maastricht

4. Vision for the neighbourhoods

4.1 Dolman Quarter

Green mixed urban neighbourhood



The Dolmanskwartier is located on the southern half of the former Trega site and south of the first green wedge. In the spatial framework, the extended Dolmanstraat is proposed as the connecting link between the historic village and the Meuse. The profile of the street and the building height are in line with the current Dolmansstraat. Towards the east, in the direction of the city, the building height gradually increases.

The Dolman Quarter will be a green, mixed-use urban neighbourhood. The housing density and building height will increase from the low village edge to the banks of the Meuse. The connection between this neighbourhood and the current buildings in Limmel must be designed very carefully and naturally. The eastern edge of the Dolmanskwartier is located on the new Borgharenlaan. Here, the new neighbourhood has an urban building edge of a maximum of five storeys.

Characteristics:

- Mix of stacked and ground-level homes
- Removal of part of Willem Alexanderweg
- Carefully designed connection to the buildings in Limmel
- High-quality green outdoor space
- Space for apartment buildings with up to five storeys
- Urban guidance on Borgharenlaan

Programme:

- Dolmanskwartier+ Limmelkwartier: 710 homes
- Dolmanskwartier: bandwidth of 370 - 530 homes, in relation to the programming of the Limmelkwartier
- Development area: 5.2 ha

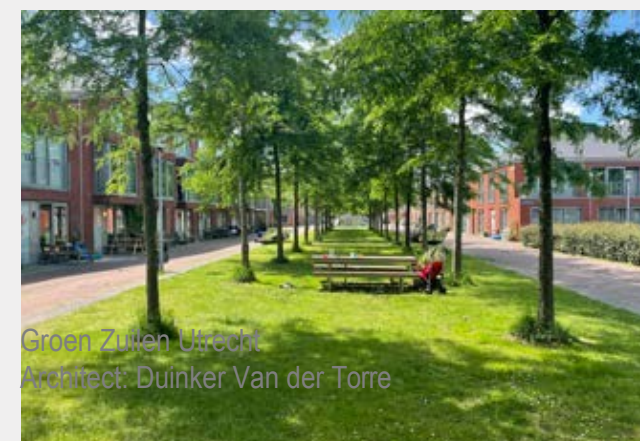
The internal street pattern in the Dolmanskwartier is clear and simple. Each street is oriented towards the green edges. There is a small green square in the middle of the neighbourhood. Where possible, streets are designed as low-traffic streets or 'play streets'. This is possible if a parking solution is incorporated within the building blocks (see chapter on parking). The compact layout of the Dolmanskwartier with its relatively high housing density requires a high-quality design in terms of typology, architecture and outdoor space. Designing the transition from village scale to urban scale requires craftsmanship in the elaboration. For example, part of the apartment blocks could be designed with 'ground-level' dwellings on the first two floors. The transition between ground-level dwellings and apartments is very gradual and poses a specific architectural challenge. Innovative, sustainable and climate-proof solutions are desirable.



Accordia Cambridge. Architect: FCB Studios



Broekman Amsterdam. Architect: De Nijl



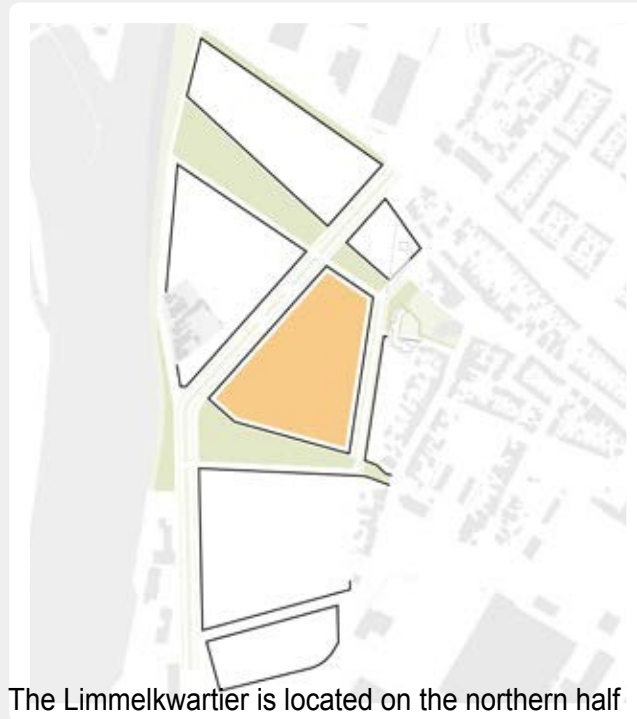
Groen Zuiden Utrecht
Architect: Duinker Van der Torre



Engelse Park Groningen Architect:
Bedeaux de Brouwer

4.2 Limmel Quarter

Relaxed village expansion



The Limmelkwartier is located on the northern half of the former Trega site and between the first green wedge and the new Borgharenlaan. The Limmelkwartier connects to the village centre of Limmel. The current Willem Alexanderweg will be downgraded to an internal 'village road' with addresses.

The Limmelkwartier will have a clearly defined perimeter with accents on the corners. Apartments on the corners will not exceed four storeys in order to fit in with the village scale. The neighbourhood consists mainly of ground-level dwellings.

Features

- Predominantly ground-level homes
- Accents of flats on the edges and corners
- A mix of ground-level types in the centre of the neighbourhood
- Lifetime-proof homes
- Green profiles with minimal paving

Programme:

- Dolmanskwartier and Limmelkwartier: 710 homes
- Limmelkwartier: bandwidth of 180 - 340 homes, in relation to the programme for Dolmanskwartier
- Development area: 3.2 ha

The density of housing is slightly higher on the edges than in the centre of the neighbourhood. In the centre of the neighbourhood, a mix of patio homes, courtyard homes and semi-detached homes will be built.

The streets in the Limmelkwartier are part of informal routes that connect the surrounding neighbourhoods (for slow traffic). The streets 'bend', giving them a sheltered village character. In the centre of the neighbourhood, there will be a small green square for orientation and meeting people. The public space in the neighbourhood will be landscaped and minimally paved.



Cortile Ceramique Maastricht
Architect: Bruno Albert



Witbrand Tilburg
Architect: Bedeaux de Brouwer



Accordia Cambridge
Architect: ECA Studios



Trichterveld Maastricht
Architect: Frans Dingemans
New construction/renovation: Bonstén Rats



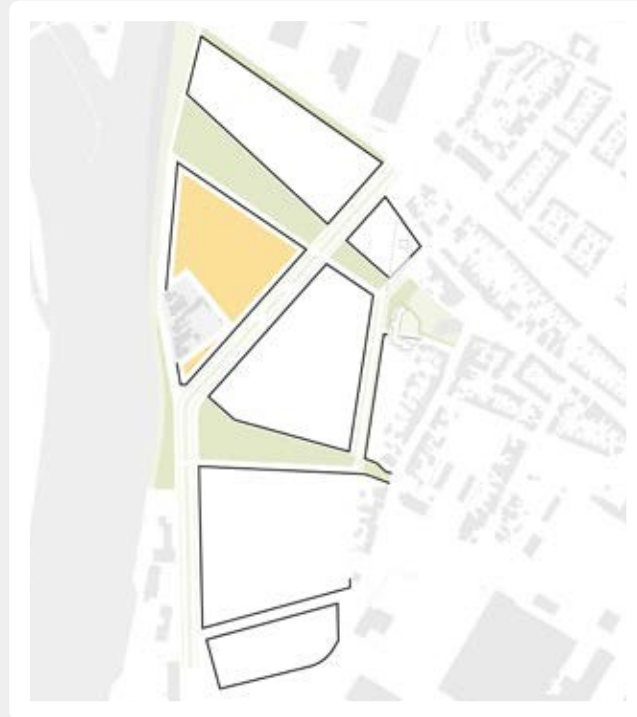
Strip R Eindhoven
Architect: HCVA



Zandvoert The Hague
Architect: Jan Wils

4.3 Beck- kwartier

Garden neighbourhood on the Meuse



Features:

- Predominantly ground-level homes
- Accents on the edges and corners
- Semi-detached houses in the middle of the neighbourhood
- Green profiles with minimal paving
- The southern tip has a special public function with a distinctive appearance in the plinth

Programme:

- 160 homes
- Development area: 2.3 hectares

The Beck quarter is located between the new Borgharenlaan, the second green wedge and the banks of the Meuse. The existing buildings of the Beck settlement (the historical name) will be integrated into this neighbourhood, giving it a unique character. The existing homes in Beck are located on the current Borgharenweg. This profile will be modified and raised due to new water safety requirements. The urban design of the neighbourhood will be based on the new requirements and associated water levels. The connection between the new neighbourhood and the existing buildings must be designed with the utmost care.

The Beck quarter consists mainly of ground-level dwellings and, like the Limmel quarter, will have continuous perimeter development. The corners of the neighbourhood are closed and can form an accent with an extra storey.

The southern tip is an accent location and occupies a special position. This accent building is located at the bend of the new Borgharenlaan on the sightline from the city. The plinth of this accent building will have a special function with a public appeal. The location of this function on the banks of the Meuse gives rise to a special design for a meeting place (terrace/fish restaurant) on the Meuse.

The centre of the Beck quarter is formed by a small green neighbourhood square, surrounded mainly by semi-detached detached houses with spacious gardens. The housing density is lower in the centre of the neighbourhood than at the edges. The differences in level in this neighbourhood (due to the low-lying existing houses) must be designed very carefully.



Treebeekplein Brunssum Architect: Jo Janssen



Klevarie Maastricht
Architect: Humblé Martens & Willems



Parklaan Sittard
Architect: Humblé Martens & Willems



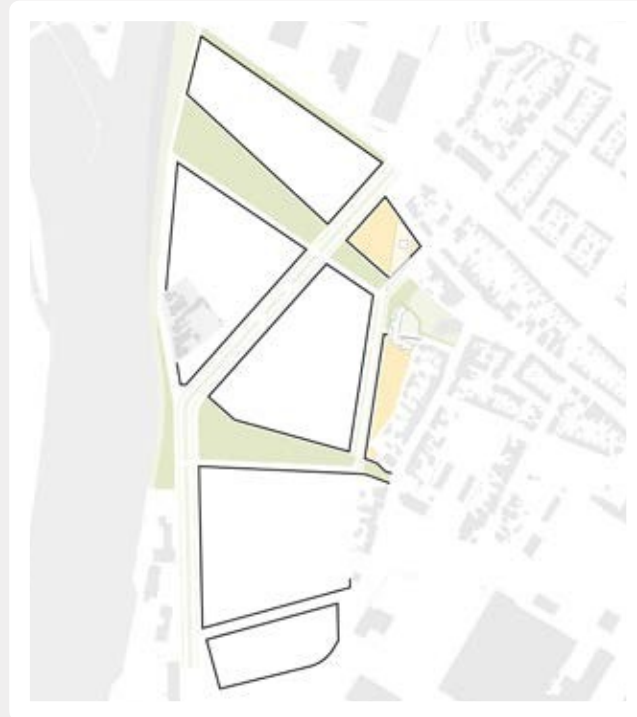
Annadal Maastricht, Pasteurspad



Spaarndammerbuurt Amsterdam Architect: Monadnock

4.4 Edge of Limmel

Village completion around the church



Features

- The church once again at the centre of the village of Limmel
- The public space around the church connects the village with Limmel on the Meuse.
- Edging off the octagonal areas with predominantly ground-level dwellings
- Attention to phasing in connection with existing homes.

Programme:

- 120 homes
- Development area: 1.1 ha

Along the edge of the current village of Limmel, there are small locations where housing development is possible. This new housing development will provide a seamless connection to the village. The current Willem Alexanderweg causes a lot of traffic noise in the back gardens of the village have fences and noise barriers on the public road. This weak 'backyard' appearance must be eliminated and bordered with a parcel of ground-level homes. In time, the petrol station along Willem Alexanderweg will be relocated, freeing up another high-quality residential location.

The edge of Limmel should be seen as a village expansion. The grain size of the buildings and the architecture should build on the village. Around the church, the centre will be renovated and the public space enhanced. Where the entrance to the church and the old cemetery are currently hidden, they will be placed at the centre of the village centre. The striking village church must once again become the centrepiece and form the link between the old Limmel and the new Limmel district on the Meuse.



Langemark-Poelkapelle Architect:
Studio Thys Vermeulen



Uitdorp Architect:
Architect: Studio Thys Vermeulen



Graauwaart Utrecht
Architect: Hans van der Heijden



Uitdorp Architect:
Architect: Jo Janssen

4.5 Beatrix Quarter Urban work location



The Beatrixkwartier is located on the north side of the former Zinkwit site and north of the second green wedge. The Beatrixkwartier connects to the Beatrixhaven working area and will also be developed as a working location. The Balijeweg is located on the north side of the neighbourhood and has a wide green verge along the carriageway. This stems from the wide green profile of the Balijeweg further to the east. The Balijeweg forms an existing green connection between the village of Limmel and the Juliana Canal.

The Beatrixkwartier consists of an elongated strip with a double row of commercial plots and an internal access road. One row of commercial plots is located directly along the second green wedge. Requirements are imposed on the commercial buildings along the wedge based on the spatial quality of the green wedge. These are high-quality commercial buildings that together form a strict building line. The buildings are connected with limited space between them so that the

Features

- Balijeweg has a green profile with a wide verge alongside the carriageway.
- High-quality businesses with representative architecture towards the green wedge and Beatrixhaven

Programme:

- Development area: 2.7 hectares of commercial plots

series of buildings form a spatial accompaniment to the wedge.

The façades of the commercial buildings along the wedge are representative, with a height of two to three storeys. Brick architecture with high-quality bricks and joints is the starting point for all façades of commercial buildings along the wedge. The workplaces behind these façades have an unobstructed view of the green wedge and sightlines to the Juliana Canal. These commercial buildings do not have their entrance and address on the side of the wedge, which means that the commercial buildings must also have a representative façade on the entrance side.

These commercial buildings have fronts on two sides. The buildings must form a clear unity in conjunction with a well-designed site layout. In close consultation and in a visual quality plan to be worked out in more detail, the various commercial buildings will together form a high-quality 'ensemble' in a park-like setting.



Amsterdam Office
Architect: MIX



Zuidas Amsterdam Office
Architect: David Chipperfield



Schoten Office
Architect: Bovenbouw / Dirk Somers



Hamme Office Architect:
Thys Vermeulen



Industrial Catalysis Lab Delft Architect:
HCVA



Antwerp Fire Station Architect:
HCVA

5. Design explorations

5.1 Blocks in the green

This chapter, Design explorations, presents three different land parcelling plans that fit within the parameters of this area vision. These land parcelling plans were discussed during the design process involving various disciplines and stakeholders. The substantive discussions about the land parcelling plans focused on finding a balance between ambition, spatial quality and financial feasibility. These design explorations should not be seen as final images but as ideas. The area vision aims to ensure sufficient flexibility and leave room for advancing insights. In the elaboration of the spatial structure within the

neighbourhoods, typology and mobility issues still pose considerable challenges that require smart, sustainable and future-proof solutions.

Characteristics of the Dolman Quarter:

- Urban design: green fields with blocks
- High degree of public green space
- Focus on its own robust character

Characteristics of the Limmelkwartier:

- Urban design: Small-scale, garden-oriented neighbourhood
- High degree of developability (gardens)

Tel model

Trega:

Proportion of ground-level properties: 30%

Number of homes in Dolmanskwartier: 420

Developable Dolmanskwartier: 50%

Number of homes in Limmelkwartier: 180

Developable in Limmelkwartier: 78%

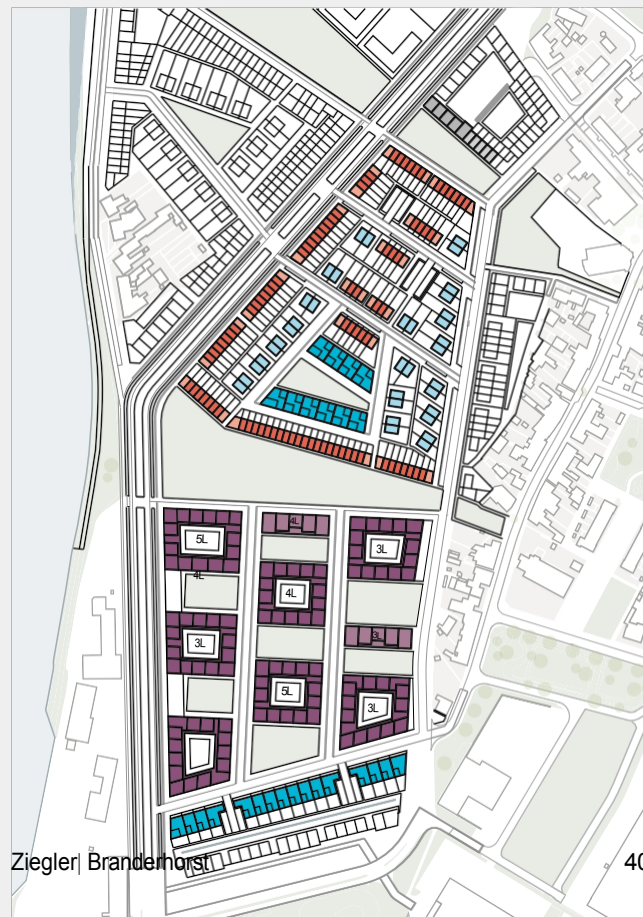
Zinkwit:

Number of homes in Beck neighbourhood: 160

Limmel:

Number of homes in Rand v Limmel: 80

*Numbers are indicative



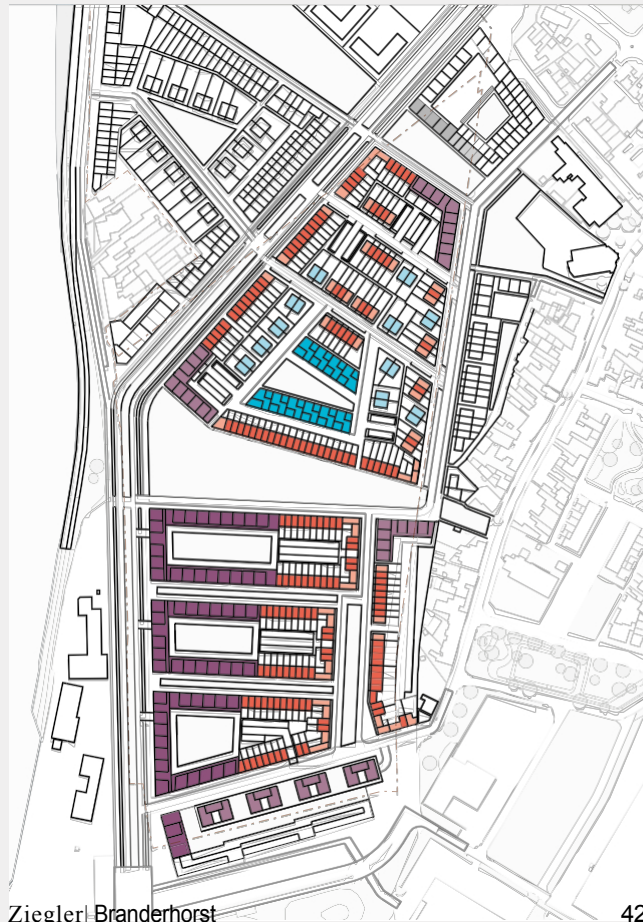
5.2 Village completion and vistas on the Maas

Characteristics of the Dolman Quarter:

- Urban design: continuing the street pattern of Limmel
- Higher volumes on Borgharenlaan, building height decreases towards Limmel

Characteristics of the Limmel neighbourhood:

- Urban design: Small-scale, ground-level garden neighbourhood with apartment blocks on green wedges
- Highly publishable (gardens)



Tel model

Trega:

Proportion of land-based: 40%

Number of homes in Dolmanskwartier: 370

Developable Dolmanskwartier: 69%

Number of homes in Limmelkwartier: 220 Developable
in Limmelkwartier: 78%

Zinkwit:

Number of homes in Beck neighbourhood: 160

Limmel:

Number of homes in Rand v Limmel: 80

*Numbers are indicative



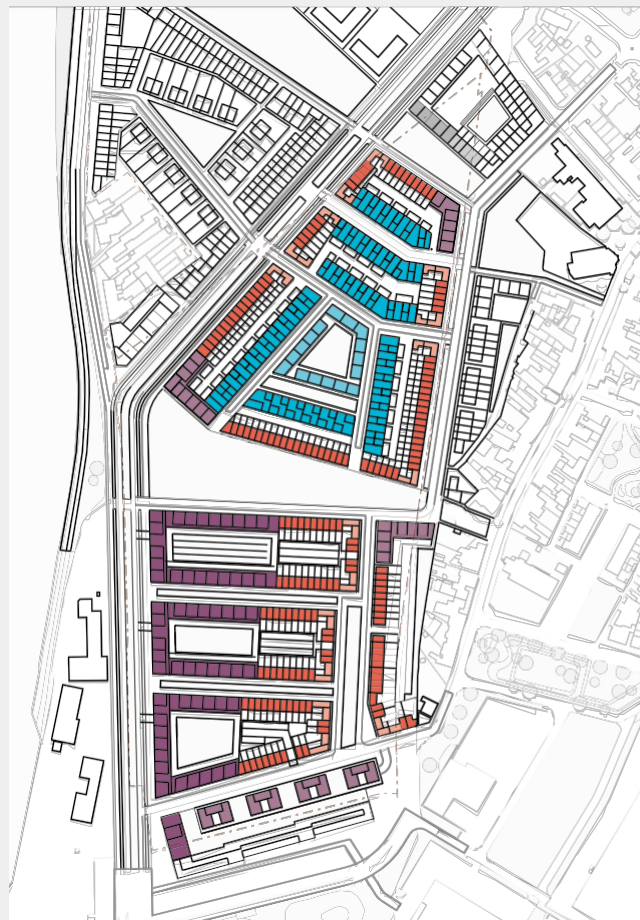
5.3 Hof van Limmel and views of the Maas

Characteristics of the Dolman Quarter:

- Urban design: continuing to build on the Limmel street pattern
- Higher volumes on Borgharenlaan, building height decreases towards Limmel

Characteristics of the Limmel neighbourhood:

- Urban design: Patio neighbourhood with apartment blocks on green wedges
- High degree of usability (gardens)



Tel model

Trega:

Proportion of ground-level properties: 40%

Number of homes in Dolmanskwartier: 370

Developable area in Dolmanskwartier: 69%

Number of homes in Limmelkwartier: 230 Available in Limmelkwartier: 80%

Zinkwit:

Number of homes in Beck district: 160

Limmel:

Number of homes in Rand v Limmel: 80

*Numbers are indicative



6. Vervolg

This area vision is a widely supported document that brings the future of Trega-Zinkwit as a mixed residential area on the Meuse a step closer. This area vision outlines an integrated framework within which the spatial and programmatic development of the area must take place. In any case, the starting point is to improve the spatial connection with Limmel and the city centre. In addition, the project must contribute to improving accessibility and traffic safety around Limmel. The overall plan will include a programme of up to 990 homes and an urban work location (2.7 hectares).

The municipal council is asked to adopt a new preparatory decision for the Trega and Zinkwitter site. The preparatory decision prevents undesirable developments and activities, but does allow to grant permits for developments that are in line with the area vision.

Many area partners are closely involved in the development of the area vision: Maaszicht BV, Van Mourik, Buurtnetwerk Limmel, the Servatius housing association and entrepreneurs from Limmel and Beatrixhaven. This area vision also anticipates the proposed plans of Rijkswaterstaat and the Water Board.

Rijkswaterstaat remains involved in the project by removing a navigational bottleneck in the transition between the Meuse and Juliana Canal. The Limburg Water Authority will raise the quays along the Meuse to increase protection against high water in accordance with the new guidelines.

Once this area vision has been adopted, letters of intent will be signed with the area owners (mid-2022) and a draft zoning plan will be prepared before the end of the year.

This participatory approach will be continued in full during the further elaboration of the (draft) zoning plan. The area partners will also be kept informed about any work to be carried out in the field of management and maintenance, research and preparatory work.

We conclude this area vision with two bird's-eye views. They illustrate the design explorations in variants and thus the scope of the integrated search for spatial qualities. But they also show the enormous potential of this development and the opportunities to be seized for Limmel and Maastricht. All those involved are looking forward to the next steps with optimism.



Bird's-eye view: Design exploration 5.1 - Blocks in the green



Bird's-eye view: Design exploration 5.3 - Hof van Limmel and vistas of the Meuse

