

CV

ir Henk J.M. Bouwman *fRSA AoU* Urbanist and Designer



Henk Bouwman (1964) is educated as an architect and engineer at the Delft University of Technology, but is fascinated by urbanism and has built his expertise on that ever since.

Since founding 'Sevenhill urban producers' in 1998, Henk Bouwman has pioneered methods of adapting urban and space planning techniques to meet the needs of the emerging knowledge economy. Merging with 'HKB Urbanists' in 2003 gave the possibility to combine these new design methods with the handicraft of a traditional, renowned practice with strong links to the academic world. Within HKB he has played a mayor role in the design for Utrecht Central Station District from 2000 (an investment budget of app. 3 billion Euros). In this work the new attitude towards the role of the urban plan has become reality. Throughout the years there has been a focus on developing planning instruments to serve the clients questions. They combine the physical opportunities of Space with the values of its Users to a meaningful Place. This has led to a new initiative Urban-imPulse that helps clients to discover their ambitions, develop the tools to achieve them and direct their efforts for the best possible results. One recent outcome is the set-up of LearningCitiesPlatform.eu, together with INTA and The Academy of Urbanism. This Platform enables Places (projects and their crew) to exchange knowledge on managing Change, Connect, Collaborate, Communicate and Control within their process. LCP organises Events and Workshops and publishes the generic results to contribute in enhancing the professional knowledge on urban change.

In Urban-imPulse, Henk Bouwman has been focusing on transport and urbanism, working with public sector and public private partnership clients. This work ranges from transport infrastructure design solutions, the integration of public transport with land use development and generating distinctive contemporary public realm design strategies for increasingly complex urban environments. He is also specialised on writing the brief for better design and urban realm quality. He has contributed to many publications and is currently engaged on advising the Independent Transport Commission (ITC London) on the socio-economic and spatial impact of the development of the High Speed Rail (HS2) from London to the north of England, which has recently resulted in the publication 'Ambitions and Opportunities'.

Henk Bouwman continuously advised cities throughout Europe and Asia on managing the process of innovation and change. Henk has held a number of academic posts and is currently teaching graduates at the Academy of Architecture in Amsterdam. Next he has setup the Graduate Programme for Barratt Homes UK: Learning from London. He is fellow of the Royal Society of Arts and academician within the Academy of Urbanism. He lectures widely, and has co-authored a number of books.

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Key Assignments (recent)

Independent Transport Commission	Advice and Publication on the Socio-Economic and Spatial Impact of HS2 (High Speed Rail from London to North England): 'Ambitions and Opportunities, the Spatial Impact of HSR'
City of Tampere	Re-formulating the brief for the Station District Development in Tampere, Finland
City of Utrecht (NL)	Senior Urban Designer & Advisor for the Projectoffice Stationsgebied Utrecht (POS) a Referendum, Master- & Legal plan and several (2000-2012) Leading role in Participation Groups for a Vision on Kop van Lombok (current) Quality team for Public Transport Hub Utrecht (www.CU2030.nl)
City of Linköping (Sweden)	Review on High Speed Train Railwaystation developments in Linköping & Norrköping (2011)
City of Schiedam	Strategy on Economic Revitalisation of the Historic Inner-City of Schiedam
Province of Friesland	Overall Development plan Nieuw Stroomland (2010-2011)
Rijnsweerd Workplace, Utrecht City of Rotterdam	Vision on the Future of Rijnsweerd Office Workspace (Ass. of owners) (2011) Vision, Design & Legal Guidelines 'Kern&Plassen' Hillegersberg Quarter (2009)
Den Haag	Participatory Coproduction Vision for neighbourhood Bezuidenhout, Haagwonen Housing corporation (2008)
Province of Drenthe	Vision on ways of further urbanisation for 5 existing cities in Drenthe (GS Drenthe)
City of Beijing (China)	Review on the centre plan of the Future Science & Technology City (2011)
City of Chelmsford (UK)	Changing Chelmsford, vision on revitalisation (2010 & 2012) City of Tampere (FIN) Workshop on Managing Change and Collaboration (2012)
TCO, La Réunion (Indian Ocean, FR)	Member of expertpanel for advice on procurement for 'Developpement d'une Eco Cité Insulaire et Tropicale à la Territoire de la Côte Ouest', City of Le Port, Réunion
Tainan, Taiwan	Jury member for competition on the Development of the Central Station District, City of Tainan

Employment chronology

2012 - current	Urban-imPulse.eu <i>Strategic design & advise on urban change, owner</i>
2003 - 2012	HKB Stedenbouwkundigen BV Groningen-Rotterdam <i>Senior urban designer & advisor, owner</i>
1998 - 2003	Sevenhill Urban Producers Rotterdam <i>Urban designer, owner</i>

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Network

Academy of Urbanism AoU
INTA

European Convenor for the Academy of Urbanism, London, UK
International Urban Development Organisation, Paris,
member

RSA
SEEDA

Fellow in the Royal Society of Arts, London UK
HST-Connect Member

Education

1983 - 1989

Technical University Delft, Architecture & Urban Design
Thesis & Plan: East River Landing, Manhattan New York "City of the Horizon"

Academic posts

2007- current

Academy of Architecture, Amsterdam

2014

Academy of Arts, dept. of Urbanism, Fontys University College Tilburg NL

1998

TU Delft, TU Eindhoven, RIBACS Rotterdam, NHTV Breda, Academie Tilburg (Fontys)
Guest professorships, lecturer

2004 - 2009

Masterclasses Atelier State Architect (Jo Coenen)/(Liesbeth van der Pol)

2002 - 2004

Helsinki University of Technology (HUT)
Visiting professor urban design

2009 - 2010

Edinburgh College of Arts,
Visiting professor urbanism & planning

2009

École des Ingénieurs de Ville de Paris, gastcollegereeks

Civic Activities

2003 - 2006

Elected Member of Provincial Parliament of Zuid Holland

1998 - 2002

Elected Member City Council, Borough of Kralingen-Crooswijk, Rotterdam

2005 - 2007

Advisory Board of Hernesseroord, Julianadorp, Psych. care

Skills

Languages
Tools

Dutch (native) English, French, German
Vectorworks (CAD), Adobe (Illustrator, Indesign, Photoshop) Hand drawing!

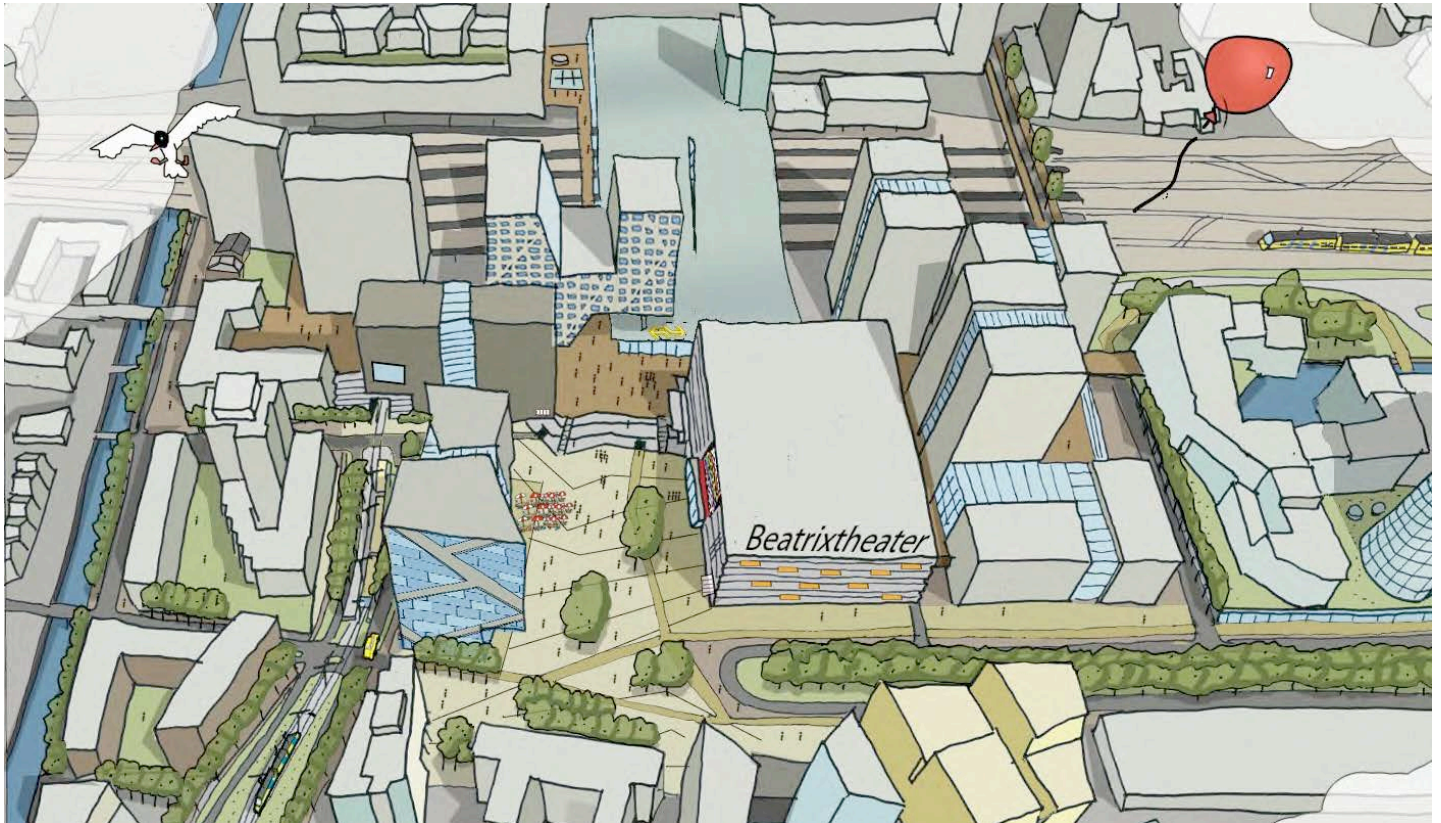
Contact

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Utrecht is part of the 'Randstad', the four big Dutch cities including Amsterdam, Rotterdam and The Hague. Utrecht is the centre of the Netherlands with its railway-hub and the big national 'programs' (shopping, Trade Fair and home for national companies). Utrecht has addressed the Randstad's needs for housing areas ('VINEX') by developing a new city quarter to the west of the existing city. By doing so, Utrecht has grown by approximately 100.000 inhabitants within 15 years. Utrecht with its central position in the Randstad is the main rail interchange for the Netherlands. The rapid growth of the city, the increasing usage of the station and the poor east-west connections through and around the railway station was the trigger for restructuring the Station Area. The credo Think Global, Act Local has been a subject of debate in Utrecht politics for many years. The Masterplan Scheme of 2004, based on the outcomes of a Referendum in 2002, gave answers how to deal with national developments and local needs: Act Big, Behave Small. The result was an agreed development framework and a leading role for the city in celebrating its local character, whilst accommodating major "national" programs, for a public transport hub, shopping centre and exhibition ground.

see: www.CU2030.nl

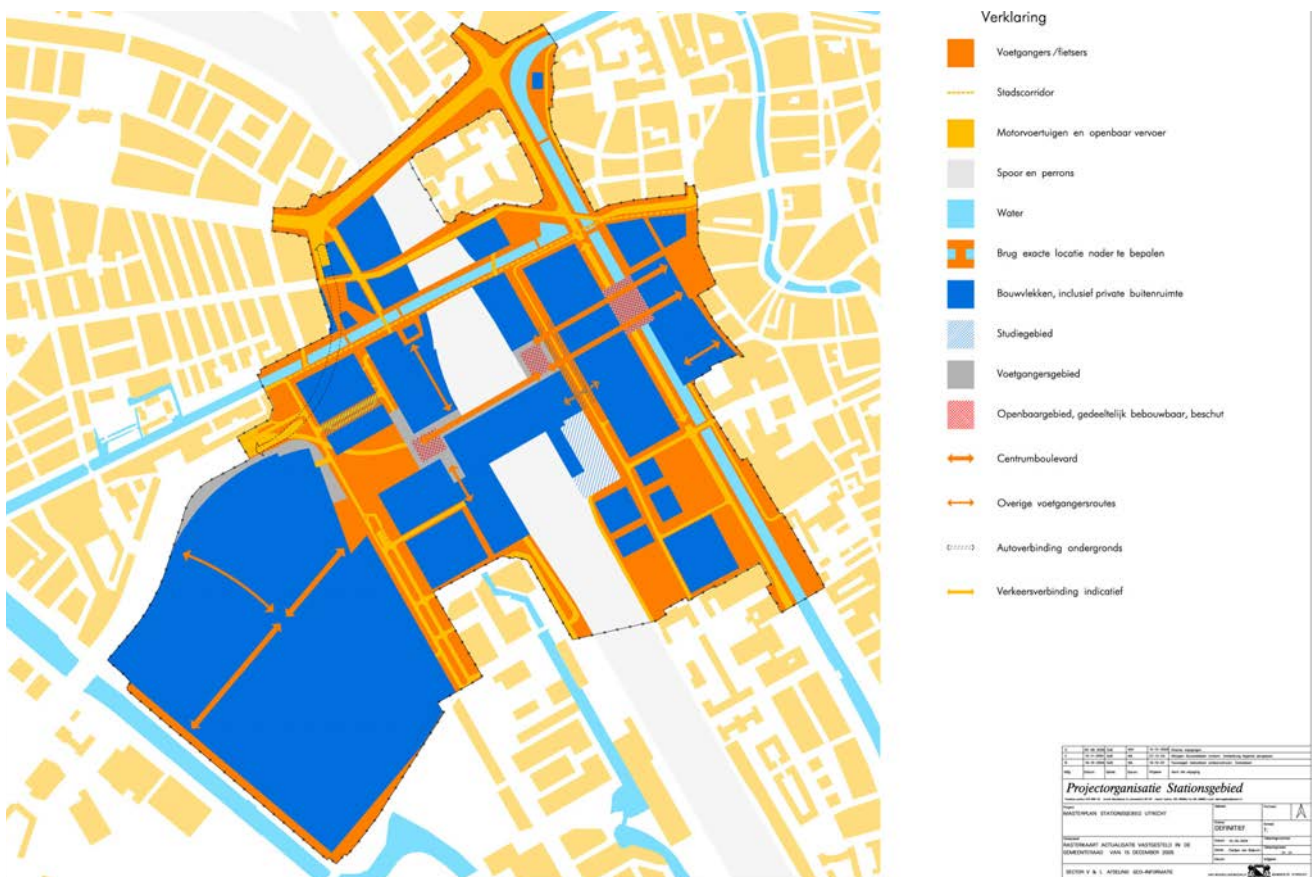
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Based on the outcomes of the Referendum the Project Organisation developed a Masterplan, accepted in 2005. This was an unusual Masterplan as it consisted of a Vision, a Thematic Map on the Public Realm and on the Type of Activities and programmes. Since it was known to be a long-term process one decided not to focus too much on floor space numbers and income. On the other hand the Public Realm Map gave insight in the costs of the Capital Web that were to be made in the future. The Masterplan consisted finally in a Map that defined the Public Space from the Development lots and existing built environment; the so-called Rasterkaart (see map below).

Both the Map for Public Realm and Programmes were sided by guidelines on 'behaviour' of buildings, principles of materials to be used in the public realm and the quality level.

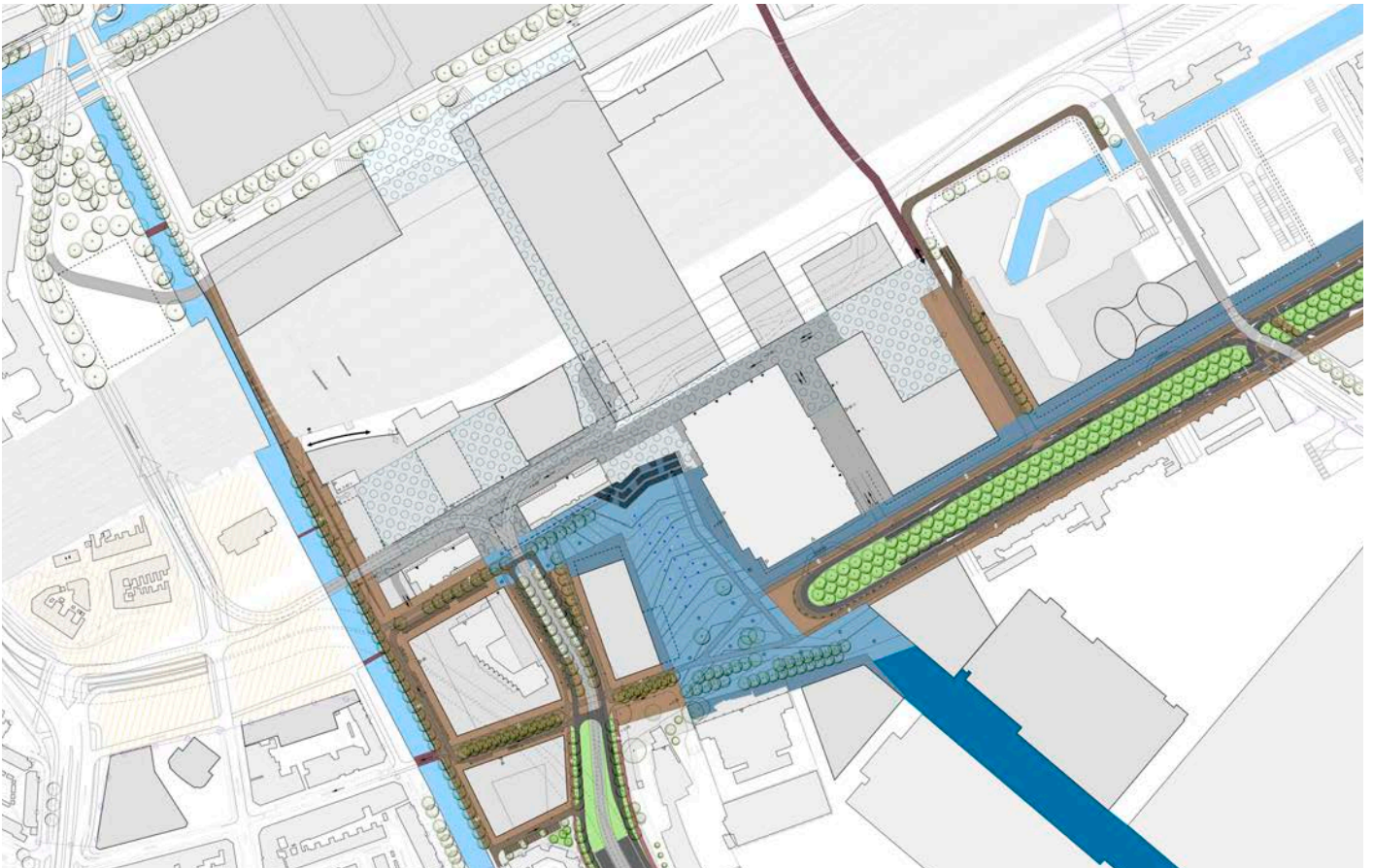
The overall basis for the Masterplan was the Values that came out of the Referendum. That is maybe the most important reason that the Masterplan has overcome the financial crisis and is still relevant.



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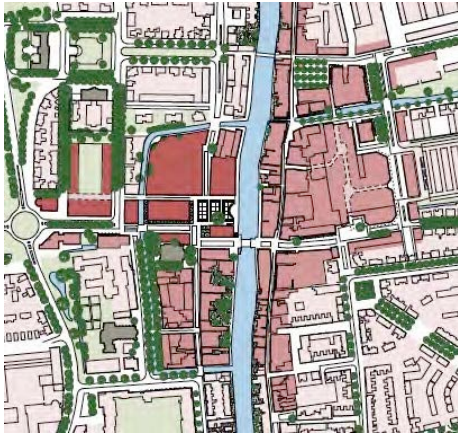
Since Stakeholders and the politicians wanted more certainty on the outlook and costs of the Public Realm, we made a detailed plan for the plan area. This was not a final design, but a tool to be able to calculate, to show the necessary 'ingredients' and their spatial impact, and finally to show that what we wanted was really possible and feasible. The map below shows a part of this work.



Reference: ir. Albert Hutschemaekers, Director Project Organisation Station Area (POS): +31 30 286 9600 or +31 651 144 120 (gsm)

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Alphen aan den Rijn is a town in the geographic heart of the Randstad and has approximately 100.000 inhabitants. It is situated directly south of Schiphol Airport. Due to it's growth the city-centre needed to expand to accommodate new programmes and to add retail floor space. MAB development and the City of Alphen aan den Rijn has asked to make a Masterplan for the city centre expansion with respect for the existing structure of building blocks, routes and the waterway. The extension is west from the waterway (left in the plan) and consists of new blocks with housing and retail, a theatre and a new town hall. It also created a new city square at the riverside. The plan is realised.



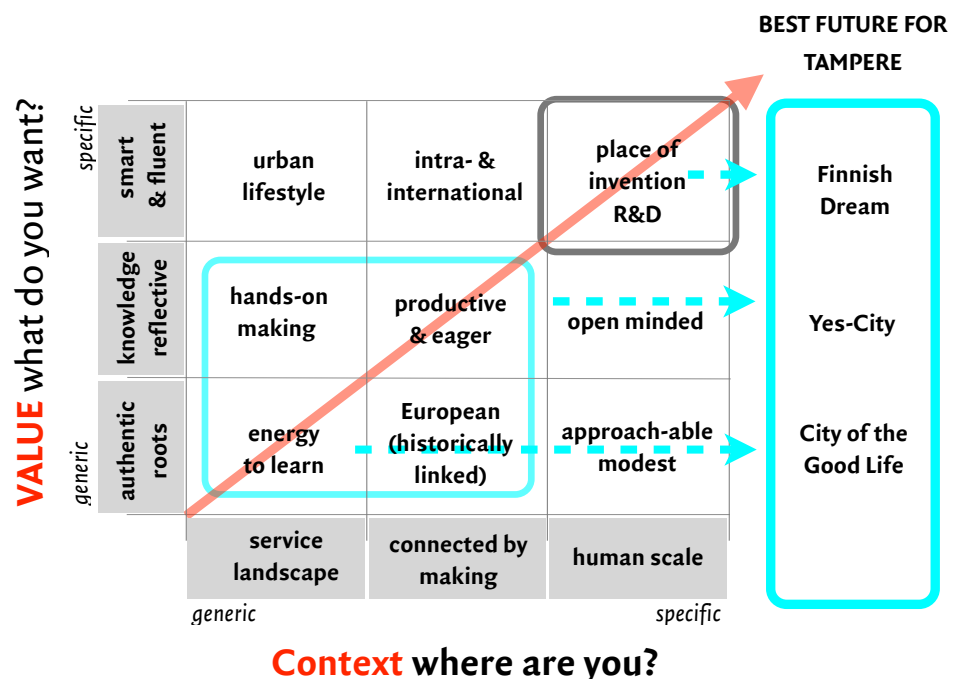
Tampere is a city in the mid-south of Finland (300.000 inhabitants) and forms an important rail interchange for Finland. The city has developed in the 19th century as an industrial city, mainly on textile, paper and machinery. Today the city is rich in its industrial heritage. In the late 20th century the city has reinvented itself by developing Nokia (in a small town with that name, adjacent to Tampere) from a tire industry to one of the largest phone and communications industries in the world. The industry has left Nokia and Tampere years ago, but the spin-off has brought new businesses like the computer gaming industry (Rovio; Angry Birds etc).

Tampere has decided to upgrade its station and the surroundings to address the growth of the city and to meet the demand for more rail cargo capacity. Tampere invited Daniel Liebeskind to design a Masterplan, which consisted of a huge development on top of the tracks. The plan was a pré-crisis scheme.

Obviously this didn't work out well and we were asked to help the city and the railway company to redefine a Statement of Need to finally write a new Strategic Brief on the development. We organised a workshop with all stakeholders and based on the outcomes we re-wrote the Statement of Need for the city (see below the scheme resulting from the workshop).

At this moment Tampere has set out for a procurement to choose a consultancy to make a new Masterplan.

Words, put in the scheme by the Working Groups



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The **City of Beijing** is working on the City of Future Science and Technology within the Chang Ping District. It will combine Research & Development departments of global companies with University Campuses and a vast housing programme (approx. 1,6 million inhabitants). HKB Stedenbouwkundigen was asked to review the existing plan especially on the demands from high-educated international professionals that the city wants to attract. The result was a plan of constraints and the visualisation of it.

The work was commissioned by the Beijing University of Technology.



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Appingedam is a small town in the north of the Netherlands, which wanted to improve the urban quality of its inner city. It has a small historic town centre, which did not allow to deal with a new supermarket development that the city wanted to improve its economy. Thus we proposed to extend the centre to the other side of a small canal, which gave the opportunity to give way for the needed larger scale modern programmes. As a result of community involvement the architecture had to link to the existing historic atmosphere of the small city centre. A small harbour was introduced to allow touristic development as well. The plan is realised by private developers.



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Zagreb The City of Zagreb has asked to revitalise and ‘refresh’ the historic heart of the city, as part of policies to join the competition for the European Capital of the Year 2018. HKB Stedenbouwkundigen developed a strategy to open up the treasure, which was hidden in the old city. The proposal is both on adding programme and renewing the public space.

The Kaptol district in Zagreb houses the cultural memories of the city: it is the navel of the city of Zagreb with its capital buildings of the church and the state. During the years this part of the city has suffered ad-hoc solutions for traffic infrastructure. By re-inventing it’s historical and cultural assets, emphasizing the beautiful existing urban structure and adding new national programme (museums), Kaptol can be the proud heart of Zagreb again.

Learning Cities Platform

In 2012 I have initiated the European Learning Cities Platform (LCP) together with professor John Worthington (DEGW) and supported by the Academy of Urbanism and INTA. The LCP aims to provide a learning network for cities to share experiences, identify common problems and bring together the public, private and community partners to propose lasting solutions for managing the process for the transformation of cities. It is a network of people and places.

In June 2012 the first Learning Cities Platform event took place in Utrecht, Netherlands, hosted by the **City of Utrecht**. The invited cities (Bordeaux, Hamburg, Utrecht, Tampere, Malmö and Cardiff) reviewed their ambitions, and analysed and reflected on their flagship projects to reshape infrastructural space into meaningful places of connection.

Places of Connection is a record of the themes discussed and the concepts and principles resulting from the intensive two days of discussion and sharing of experience between the six cities and their projects.

Reference: Prof John Worthington: 44 7771 890 454 (gsm)

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Learning Cities Platform

PLACES OF CONNECTION
UTRECHT 2012

THEMES, CONCEPTS AND PRINCIPLES
Utrecht Hamburg Bordeaux Tampere Malmö Cardiff

Learning Cities Platform Event Utrecht 2012

John Worthington & Henk Bouwman ed.

THE ACADEMY OF URBANISM

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Learning from Europe; Capturing the Value of High Speed Rail

In 2013 the Independent Transport Commission decided to undertake a research on capturing the value of High-Speed Rail (HSR). In the United Kingdom an act is prepared on constructing a new high speed rail link from London to the north of England, linking cities like Birmingham, Manchester, Sheffield, Leeds and Liverpool.

Main reason is to widen the debate from technical issues like travel time benefit and costs to the socio-economic impact on HSR on English cities. After a call for evidence and a first report on that in November 2013, the programme has proceeded with a combined visit and symposium in February 2014. This was joined by representatives from the company that has to deliver HSR; HSR Ltd, the Department for Transport, Transport for London, the Airport Association and delegates from the various cities. Below is the cover of the report on that visit-symposium, held in Lille.

After this event the Department for Transport and the HSR Ltd decided to fully support further research. New visits and expert meetings are organized over summer and a main report on the findings and principles will be delivered in October 2014.

Urban-imPulse was asked in January 2014 to coordinate the visits, the making of the reports and to deliver input from experience.

The launch of the publication 'Ambitions and Opportunities, The Spatial Impact of HSR' was 20 November with the first hard-copy handed to Sir Patrick McLoughlin, Secretary of State for Transport.

Reference: Matthew Niblett, Secretary general ITC: +44 20 7253 5510



ITC 2014

