

荷蘭
The Netherlands

VMX Architects

成立時間 / YEAR FOUNDED: 1995
 主持人 / PRINCIPALS: Don Murphy + Leon Teunissen
 目前規模 / NUMBER OF EMPLOYEES: 20 人



Cheng: Can you shortly introduce how you started the office and what is the architectural environment at that time in the Netherlands? What is the structure of the office at the time?

Leon: 11 years ago in 1994, Don set up the office after winning the European competition for 20 senior housings, I joined in 3 months later and was the business manager. We were both doing something else for other offices because we had waited 2 years to realize that project.

In 1995 we applied for some grants from the government, around 20,000 Euros (NTD800,000), and hired some people with this money. We benefited a lot from the research commissions that government distributed to young architects in the mid-90s, for example, city's entrance study, Amsterdam post-war neighborhood urban study, technical problems of old housing, etc. This helped us to build up our own network later on to get commissions. We showed our portfolios to a lot of urban planners in the municipalities at the beginning. After two years they started to approach us. At the first two years we managed to survive with the invited competition's money.

We structured our office to have 2 persons taking care of 1 project, 20 people and 10 projects running constantly. We are conscious not to expand our office because Don and I want to control every project that is going on.

Nowadays, it is not so easy to start an office anymore in Holland. Young people are more

on their own right now and have to learn to operate with reality. Actually it's not so easy to run an office in Holland as people think, in fact I know a lot of people who have started for 2-3 years and then died out.

Cheng: The "Fietsenstalling bicycle storage building" is one of your earliest buildings, and also the most famous one, how did the project come to you and help VMX to develop the design approach?

Leon: When we started the office, the director of NAI, Kristin Frireiss, initiated the "9+1" exhibition to support young architects, it was an exhibition about 10 young offices in Holland. We immediately contacted her to show our interest, later she asked us to help her in organizing the exhibition.

Through organizing the exhibition we got to know a planner in Amsterdam municipality and later he approached us with this commission, to free the entrance plaza in front of Central Station from the mass of bicycles. Our design was based on a very functional 1960's car park which enabled riders to route over the slopes to park their bikes. Red asphalt was used to cover the metal slopes, as is used on the bike lanes throughout the city. Due to the low budget, we assembled the building with steel from the shipyard. In a way this project was designed on the basis of the existing situation and practical functions, we saw these as potentials and wanted to creatively integrate them into the design. This approach is close to our main focus.

Cheng: How is this approach confronted by the following projects in the later years in the Dutch market?

Leon: After the year 2000, the Dutch architectural market has gone through the shift from state-control to privatization since the municipalities don't have so much money anymore, they give new projects to developers directly, and then the developers hire us. Therefore we have less conceptual and research projects now. However, we see in these socio-economic developments and market trends a creative potential capable of enhancing our interest in pragmatism and generating a new kind of architecture.

For example, in our housing projects in the IJburg Island, we were asked by the developers to make 28 housings and 32 apartments. We started to do research on the reasons of Amsterdammers wanting to move out of downtown Amsterdam; it turned out that people wanted to have a garden of their own and to park their car in front of their house. We started to examine these issues, putting away underground parking as requested by the developer so that we could have good gardens for the houses. At the end we came up with the proposal of make a parking tower within the apartment building. With this solution the people who live in the houses have gardens and the people who live in the apartments can park in front of their houses! In the air! A woman who bought an apartment unit told me she just can't wait to feel the luxury of having returning home from work, instead of carrying all the groceries by herself from the underground parking lot to her house, she can now just ask her husband to download them in front of their apartment door!

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2, 3 腳踏車停車場 - 我們在金屬製的斜坡鋪上與城市中的腳踏車道一樣鮮紅色的瀝青，有創意地將環境現況以及實際的機能需求結合在一起。/ Bicycle Storage Building - Red asphalt was used to cover the metal slopes, as is used on the bike lanes throughout the city. This project creatively integrated existing situation and practical functions into the design.

鄭：能不能簡短地說明事務所是如何開始？當時荷蘭的建築環境是什麼樣的狀況？以及當時事務所的組織架構？

Leon：1994年，Don 贏得了 European 競圖後成立了事務所，3個月後我成了專案負責人，我們等了兩年才得以開始真正實現那案子，所以同時也幫忙作了些其他事務所的案子。

1995年我們向政府申請了大概2萬歐元的補助金(80萬台幣)，我們就用這筆錢雇了些人加入事務所。我們也受益於90年代中期政府提供給年輕人參與的委託研究案中，研究像城市入口研究、戰後的阿姆斯特丹鄰里都市關係、老舊集合住宅的更新技術議題等等，這些也幫助我們建立起與後來委託案的關係。我們一開始採取的方式是給政府的都市規劃師看我們的作品集，2年後他們便找上了我們。剛起頭的兩年我們也依賴邀請競圖的經費生存。

我們讓兩個人負責一個案子，所以有20個人處理10個案子，但不會想擴大事務所的規模，因為我和Don想參與到每個進行中的案子。

現在想在荷蘭成立事務所不再是件容易的事了，年輕建築師必須靠自己以及處理現實問題，在荷蘭經營事務所其實不像大家所想那樣容易，就我所知，很多事務所做個2、3年就沒辦法再繼續了。

鄭：「Fietsenstalling-腳踏車停車塔」是你們早期的、也最有名的作品，這個案子是怎麼來的？以及它如何協助你們發展設計程序？

Leon：當我們開業的時候，NAI(荷蘭建築協會)會長Kristin Friess策劃了一個關於

荷蘭10位年輕建築師的展覽「9+1」，我們馬上向她表達我們的興趣，後來她就請我們去安排這個展覽。

在規劃這個展覽過程中我們認識一個市政府的規劃師，後來他促成這個案子，希望藉由一個供腳踏車停車的立體來紓解中央車站前廣場。我們的設計來自於1960年代非常機能取向的停車方式：可以沿著坡道停放腳踏車。

我們在金屬製的斜坡鋪上與城市中的腳踏車道一樣的紅色的瀝青，由於經費很少，結構體用的是造船廠的鋼。某個程度上這個設計是依據現有的狀況以及實際的機能需求，我們把這些視為潛力然後有創意地整合進設計中，這接近我們的主要想法。

鄭：以這樣的設計方法，如何面對接下來幾年荷蘭市場導向的案子？

Leon：2000年後，政府不再投注那麼多錢，荷蘭的建築市場從國家主導轉向私人主導，

現在政府直接將新案子給開發商，開發商才找上我們，因此不太有研究及概念性的案子了。然而在這樣社會經濟的發展下，市場導向的結果提高了我們對實務的興趣以及產出新建築的可能。

以我們在IJburg Island的案子為例，開發商要求要蓋28戶獨棟住宅及32戶公寓，我們就開始去研究為什麼阿姆斯特丹市民想要搬出城市中心區，結果是因為大家希望在房子前面有自己的庭院及車庫。我們想去解決這樣的問題，但決定不做開發商所要的地下停車場，這樣獨棟住宅住戶才可以有花園。我們於是想出了個辦法：在公寓中做一個停車場，這樣一來住在單棟住宅裡面的人就享有門前的花園，住在公寓的人就享有門前而且是在空中的停車空間！一位買了一個公寓單位的婦女跟我說她等不及要享受工作後就能直接回到家裏的奢華感，再也不用提著一堆雜物從地下停車場坐電梯上去了，只需要叫老公載到她們到門口放下來就好。



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IJburg 集合住宅設計—為解決開發商所面對的問題、住戶的需求加上建築師的新觀念，我們配置了一個停車場在公寓裡頭。 IJburg Housing Block Project—To integrate a parking tower into the apartment building give an answer to the request of the developer, the demand of the residences and vision of the architects.

