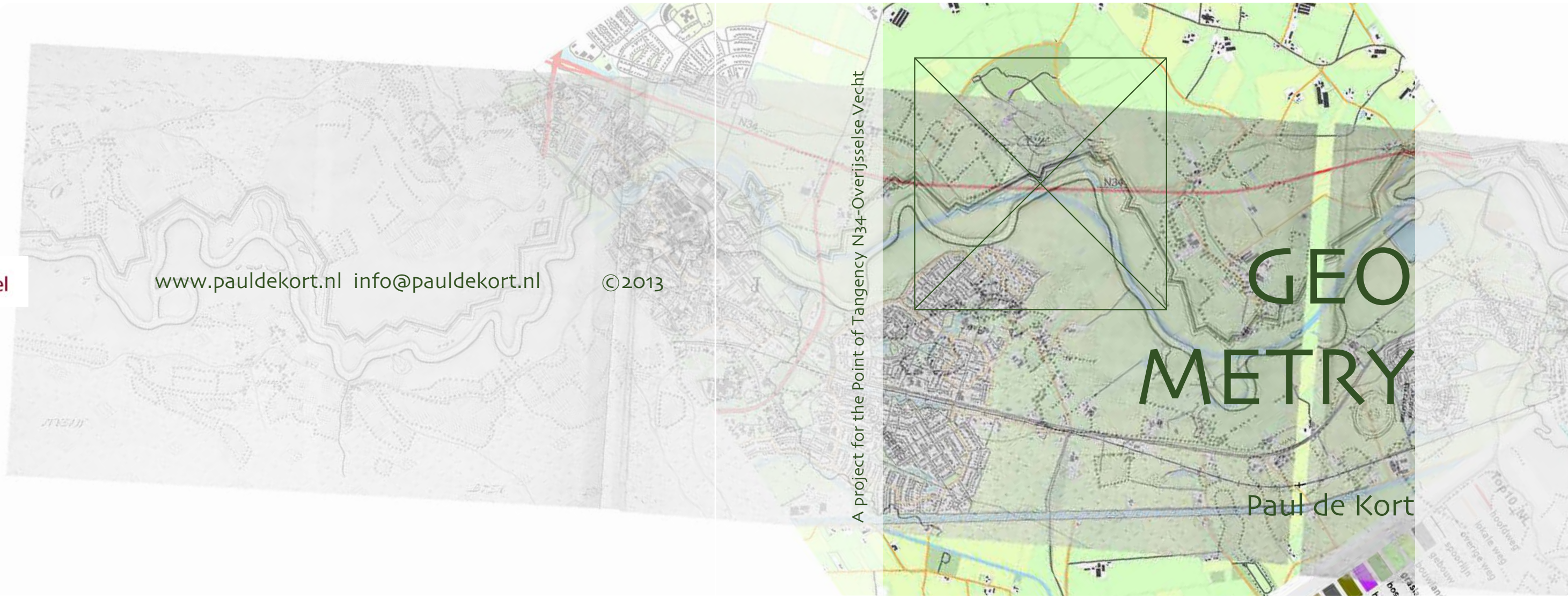
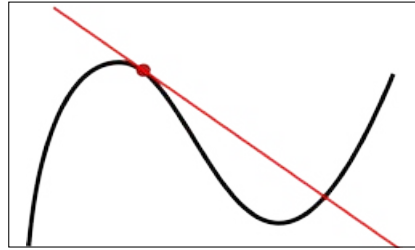


GEO METRY

Paul de Kort



Point of Tangency N34

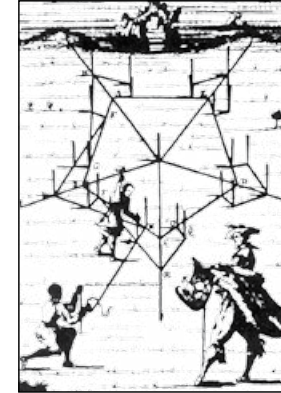


In just one place alongside the provincial road N34 does this straight line through the landscape of Overijssel touch one of the curves of the meandering Vecht.

A point of tangency in geometry is the point where a straight line touches a curved line. The original meaning of geo-metry is the 'measuring of the earth'.

Our landscape has been measured and mapped meticulously for centuries. Famous names we associate to this day with the art of cartography and geometry are Simon Stevin, Cornelis Krayenhoff, Menno van Coehoorn, and Pieter de la Rive.

Geometry



Pieter de la Rive (1694-1771) mapped the catchment of the Vecht in Overijssel in the early 18th century. The last pages of the Cultural Historic Atlas of the Vecht (2011) show this map across multiple pages. An eye-catching element in this drawing, and perhaps the direct cause for making this map, is a 35 kilometre long defence line that stretches from Gramsbergen to Dalfsen.

As a military engineer, Pieter de la Rive designed and built the world famous entrenchment of Bourtagne and the defence lines around Maastricht, but the line alongside the Vecht, like more military plans, was never executed.

It remained an ambition, and above all, a beautiful drawing.

Dalfsen

Ommen

Hardenberg

RAAKPUNT N34

Gramsbergen

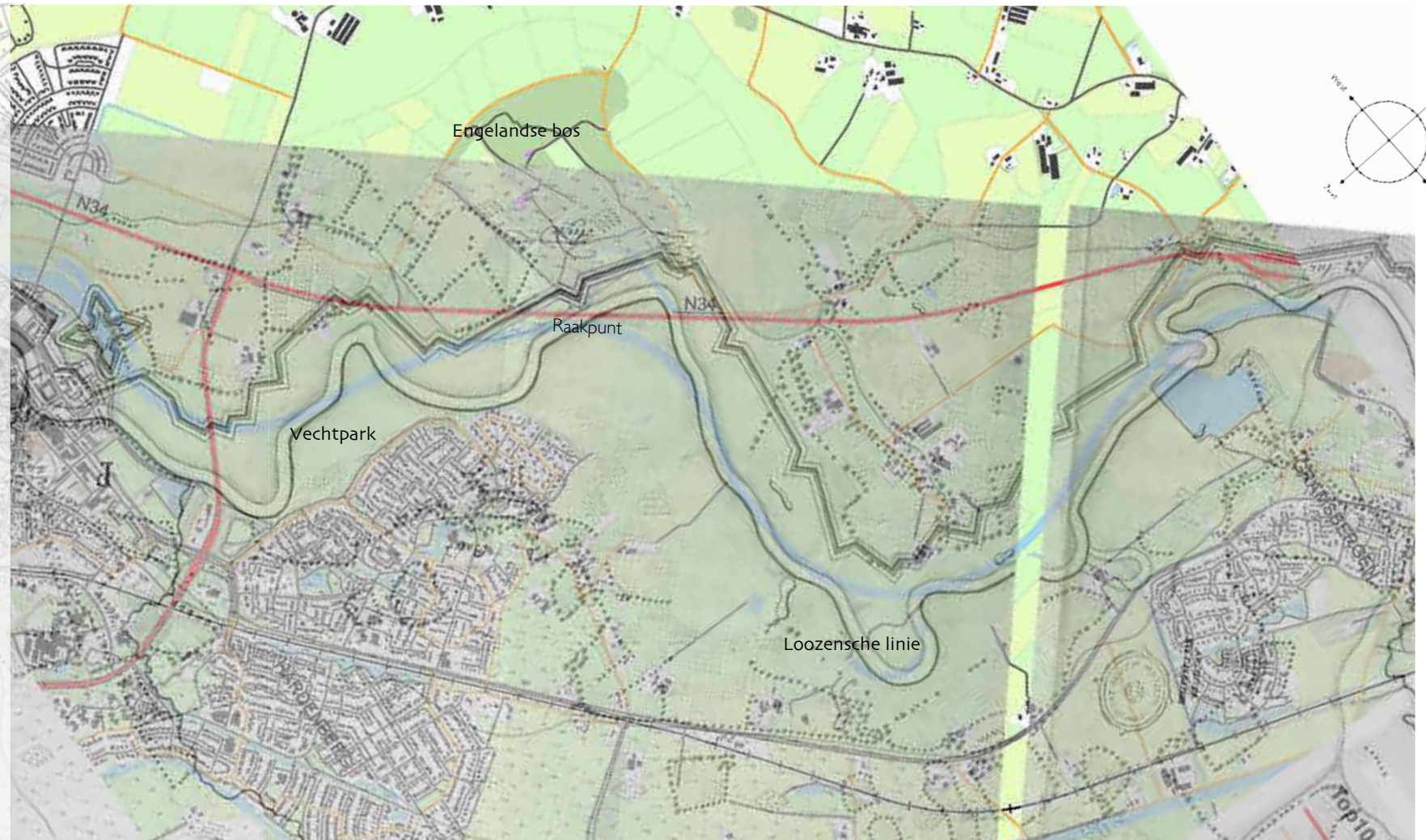
Jodenweg

It is informative to compare historic maps and compare them to today's topography and look at what has remained the same and what has changed; this can lead to unsuspected solutions to design problems. The same happened with this project. One of the strongholds in De la Rive's defence line was to be in the exact same place as the Point of Tangency N34. From a military point of view, this was a strategic and clever place for a stronghold, because, just like today, this particular place touched a curve in the meandering Vecht.

In today's landscape, this place is the end of a lane that forms the sharp border of the 'Engelandse Bos'. On older maps, we are able to distinguish the already forming plots, but there is no lane leading to the N34 yet.

This lane stems from a more recent period and has a sensitive history. Jews, who were locked up in labour camps, like camp Molengoot near Collendoorn, north of Hardenberg, were put to work on public roads while waiting for transportation to extermination camps. They build the road and it has since been known as Jodenweg ('Jews road').

The drawing from 1720 projected on today's topography.



1720



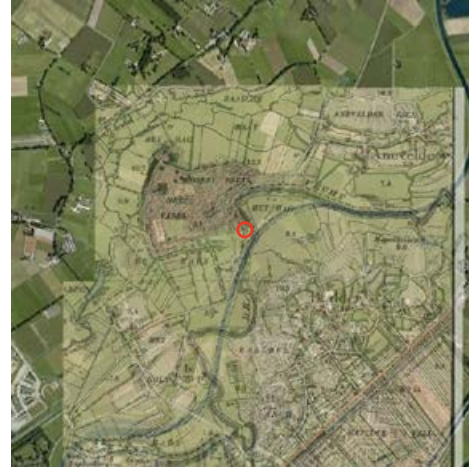
1820



1850



1908



1912



2013



The topographical development around the Point of Tangency since the early 18th century.



The Jodenweg ending in the field alongside the N34.

In the place where the Jodenweg touches the N34 and where De la Rive drew his stronghold is now a meadow, a little lost in a corner of the Engelandse forest and squished in between the N34 and the old meander; hidden in the thickets.



The Jodenweg seen facing the N34

Missed opportunity...

Because the mowing field of the meadow is situated below the road of the N34 we are not able to see the vast curve in the Vecht on the other side. Just like we can't see the panorama in the direction of the Loozensche linie, Baalder and the Vechtpark, and this is a shame.

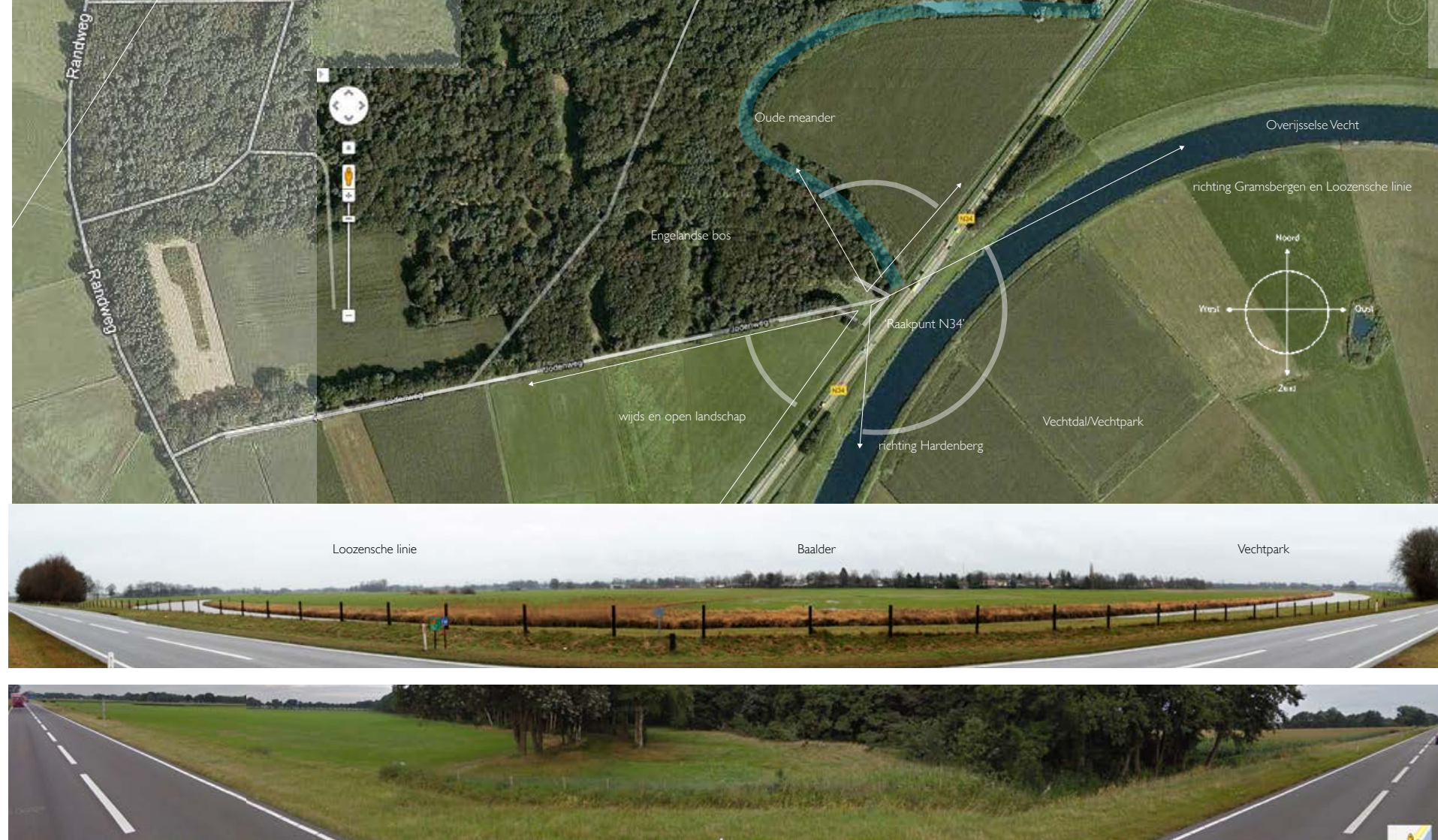
If De la Rive had been able to realise his plans 300 years ago, we would have found a stronghold that could pick up visitors to look over the panorama of the Vechtdal today. The strategic position of a defence fortification on the inner bend of the former meander of the Vecht would have heightened the experience of this old riverbed and would have made its presence in the Engelandse forest more well-known.

If De la Rive's plan would have been realised 300 years ago, the straight line of the Jodenweg would have ended in a monumental stronghold, like a topographical arrow pointing towards the Point of Tangency.

In this Point of Tangency, where road and water, fast and slow traffic combine their tracks, this stronghold would have functioned as a strategic eye-catcher, pointing out this special place to speeding drivers passing by.

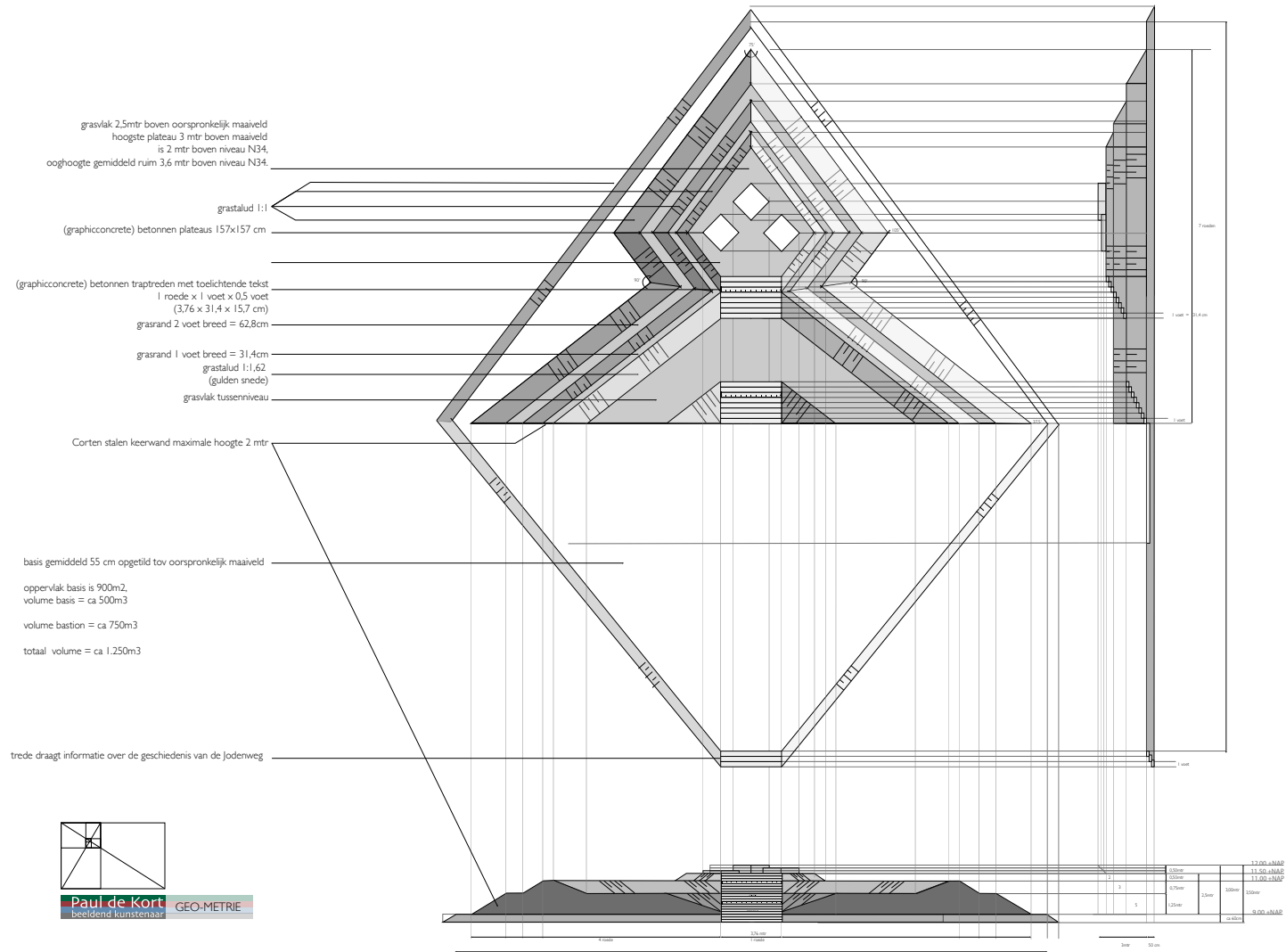
Finally, it would have functioned as sound insulation for the N34, making the meadow an even nicer place to be.

Panorama over the Vechtdal, seen from the Point of Tangency with a view on the Jodenweg and the meadow from the N34.



Or is it?

The design assignment for 'The Point of Tangency N34' has given me the opportunity to set all of this straight. The land art GEO-METRY is inspired by the Old-Dutch bastion type with dimensions based on the golden ratio and a Rijnland's measurement system (in rods and feet), just like Pieter de la Rive would have used in 1720: *De la Rive revisited*



Podium

GEO-METRIE vormt een podium voor de verborgen kwaliteiten van dit landschap. Vanuit Hardenberg wordt de wandelaar uitgenodigd om de Jodenweg volledig uit te wandelen. Het kunstwerk is als markant punt opgenomen in het wandelnetwerk en het Pieterpad. De wandelaar die tot nu toe door het Engelandse bos werd geleid, volgt nu de vloeiende lijn langs de meander op de grens van open akkerland en de beslotenheid van het Engelandse bos. Het nieuwe pad kruist op twee plaatsen het ondiepe water van de meander.



GEO-METRY

At the place of the stronghold there are three concrete plateaus with maps from 1720, 1908, and 2013. 1720 marks the moment De la Rive drew his plans for the defence line and in 1908, the meander in the Vecht was cut off in a dotted line (this was completed in 1912). The plateaus vary in height and seem to be made of different layers, this is a reference to the layers of the landscape. Visitors can sit on the plateaus and enjoy the view with stories about the changing landscape, the meandering river, the treacherous marshlands, the vast heaths, historical battles, and never built defence lines in the back of their minds. The history of the Jodenweg should certainly be added to this list.

The Rijnland measuring system:

- 1 inch = 12 stripe = 2,61 cm
- 1 foot = 12 inches = 31,4 cm
- 1 rod = 12 feet = 3,76 mtr

The plateaus are 5 x 5 Rijnland feet.

The steps are 1 rod long and 1 foot wide.







N34
35,6



