

CONNECTING THE ZUIDAS

New Directions In The Public Interior

INTRODUCTION

Research

Research question

CONCEPT

location

Zuidasdok

Urban plan

DESIGN

structure

space

shelter

REFLECTION



Station Delft



Station Den Haag Cs



Station Breda



Station Rotterdam Cs

March 20th 2009

deVerdieping
Trouw

Een broek koop je op het station

Joeri Wisse – 20/03/09, 00:00

Zes grote treinstations worden de komende jaren flink vernieuwd. Op Leiden Centraal krijgt het 'station van de toekomst' al vorm.



Stations are becoming
more public



Central passage at Leiden Central Station



Central passage at Rotterdam Central Station

March 20th 2009

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Stations are becoming
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March 7th 2014

metro

Poortjes van een half miljard gaan gewoon dicht

GEPLAATST: 7 maart

Staatssecretaris doet niets met 'verkiezingspraatje' eigen partij en coalitiegenoot om poortjes op treinstations open te laten.



Stations are becoming
less public



Central passage in Rotterdam CS



Secondary tunnel in Rotterdam CS

CONCLUSIONS:

- Stations are accumulating more functions such as retail and catering
- Are often the venue for **temporary events**
- Stations are becoming destinations on their own instead of spaces of transition
- Stations are losing their position as connecting element in the city fabric
- The location of the functions or events in relation to the OV-chipcard gates is crucial

Stations are becoming
more public

Stations are becoming
less public

Symfonisch vuurwerk op Rotterdam Centraal



Article in the Metro of October 3rd, 2014

CONCLUSIONS:

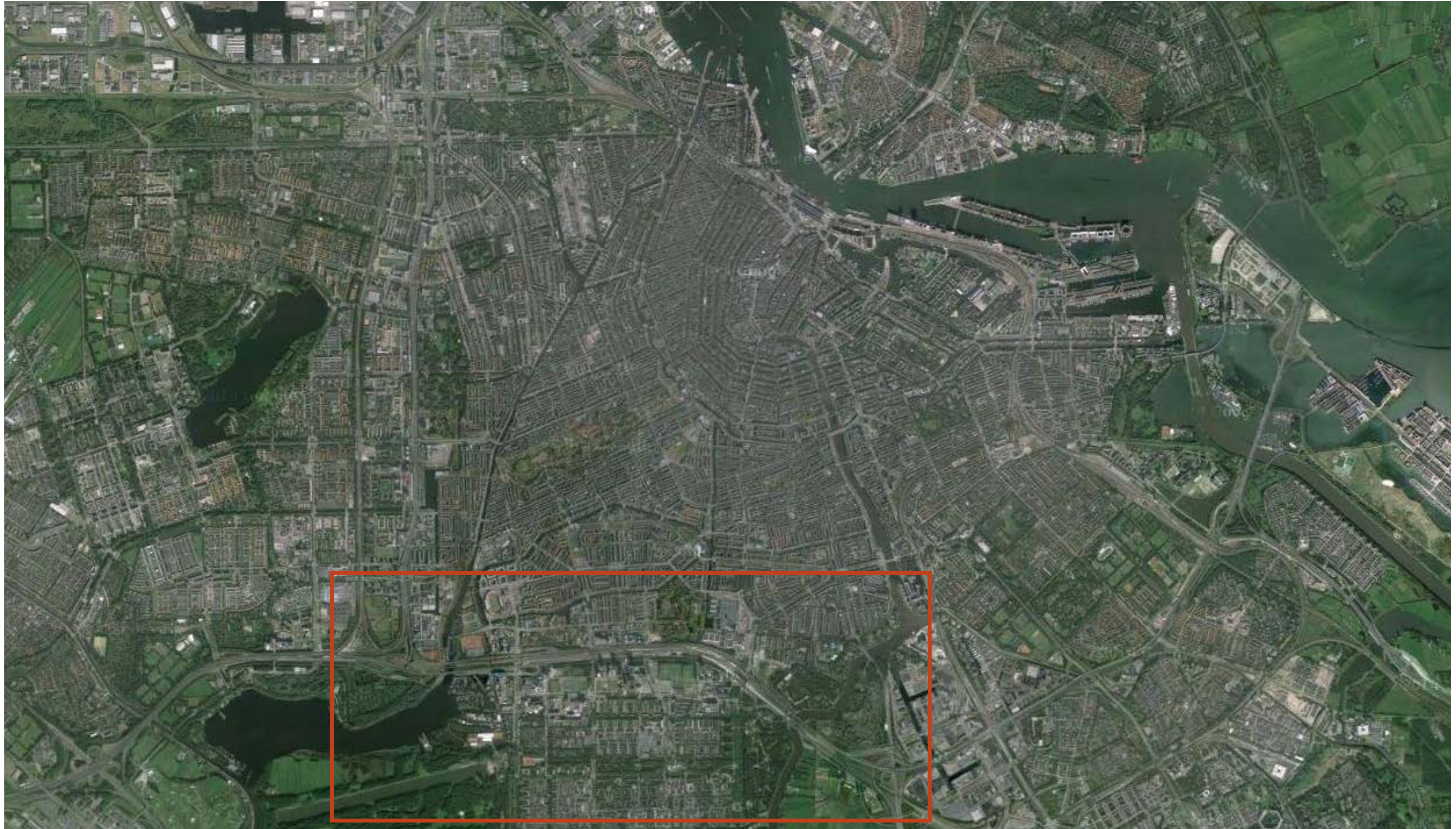
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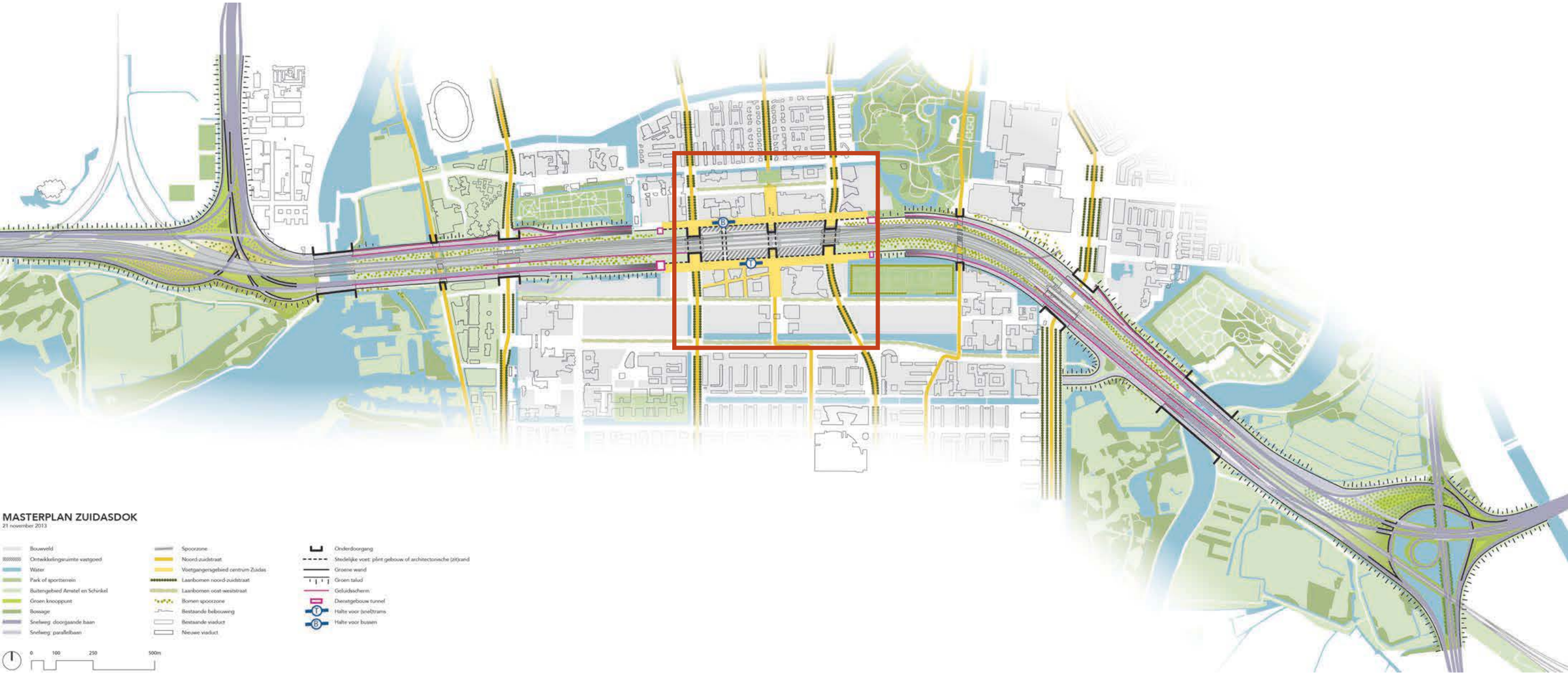
Stations are becoming
more public

Stations are becoming
less public

RESEARCH QUESTION:

In what way does the typology of the station need to change in order to remain a connection within the city while at the same time accommodating more functions?









Station Amsterdam Zuid



Platforms



Central passage



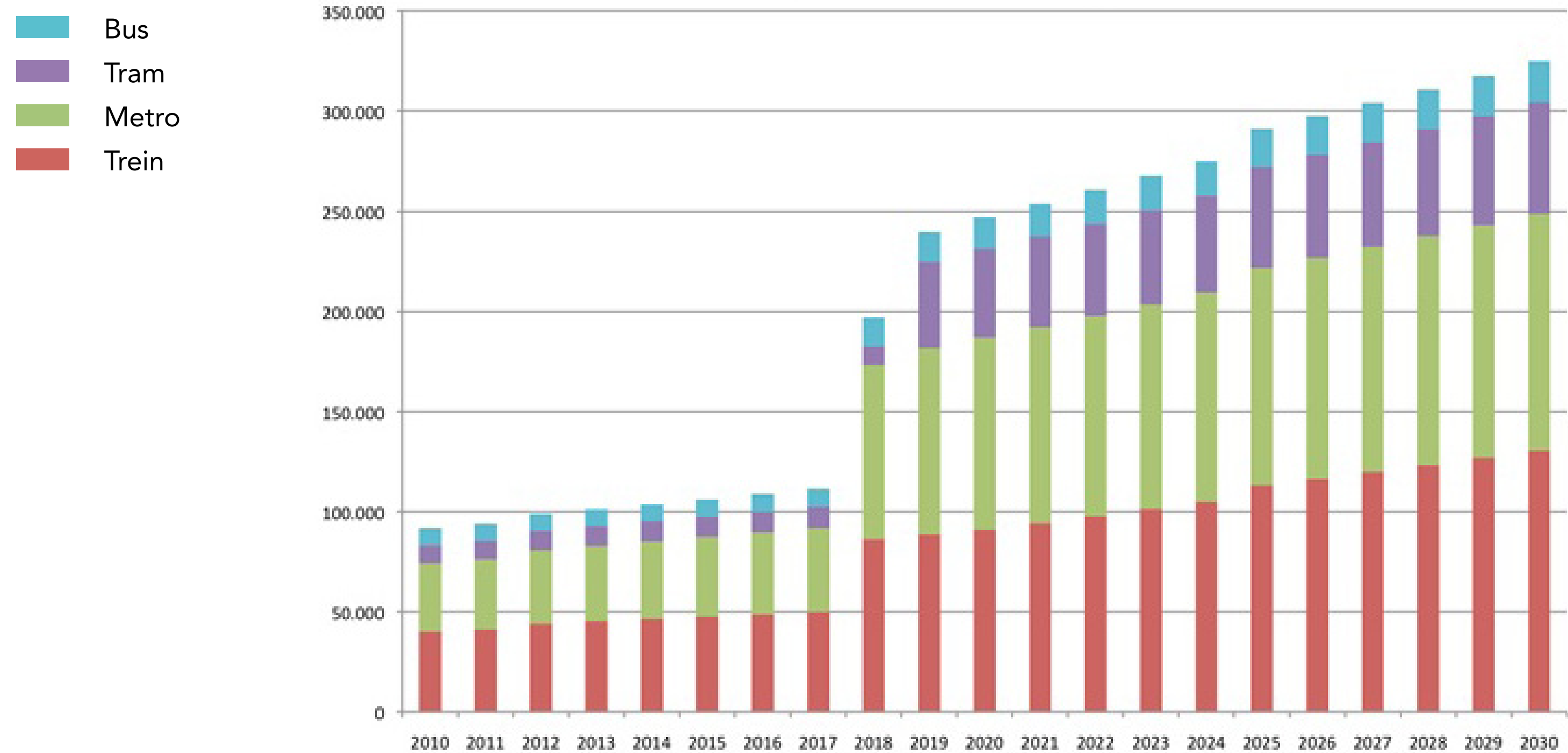
Entrance at the Mathlerplein





FASE I

- from 2014 to 2030-2040
- placing the A10 underground
- create temporary station

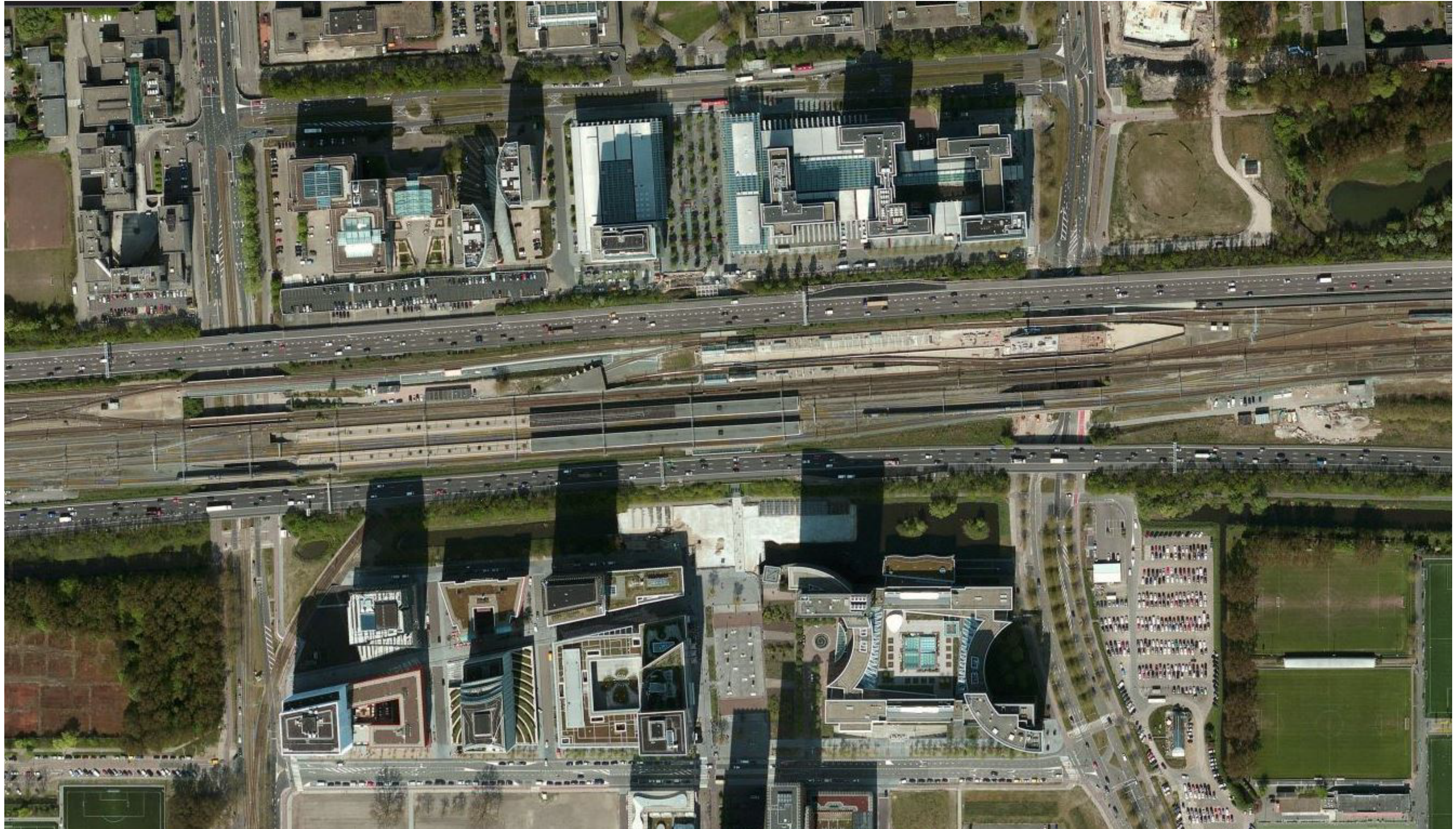


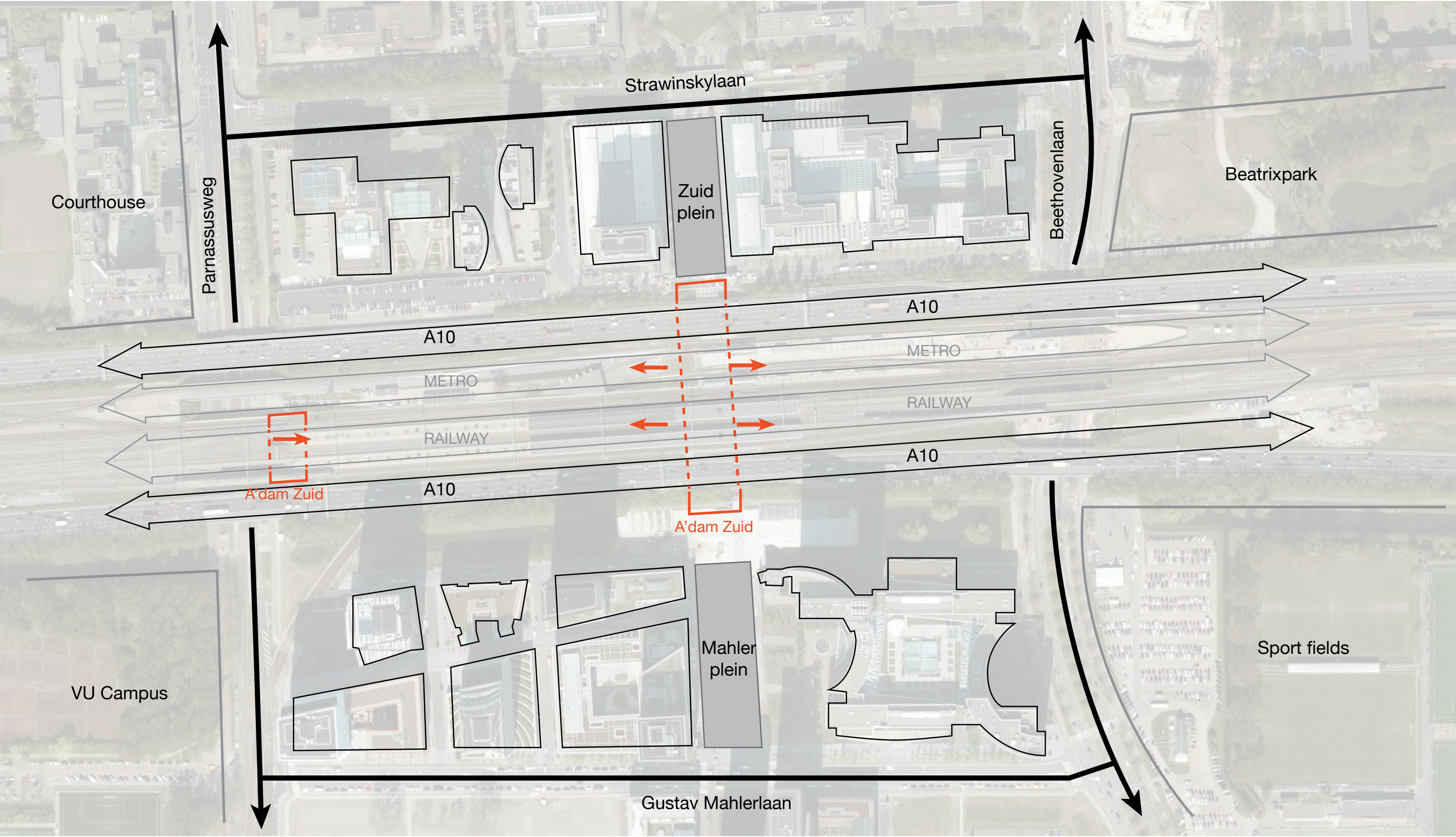
FASE I

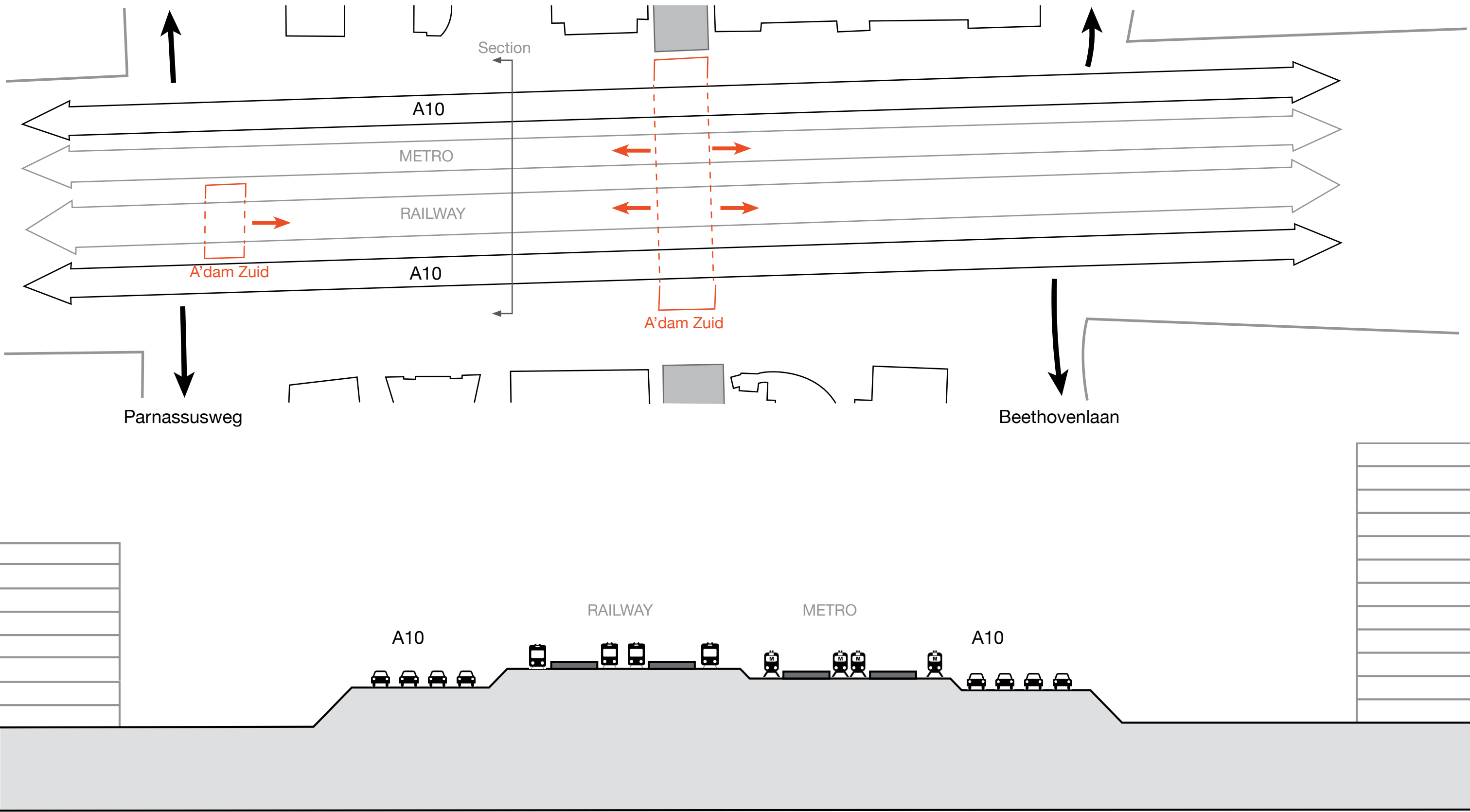
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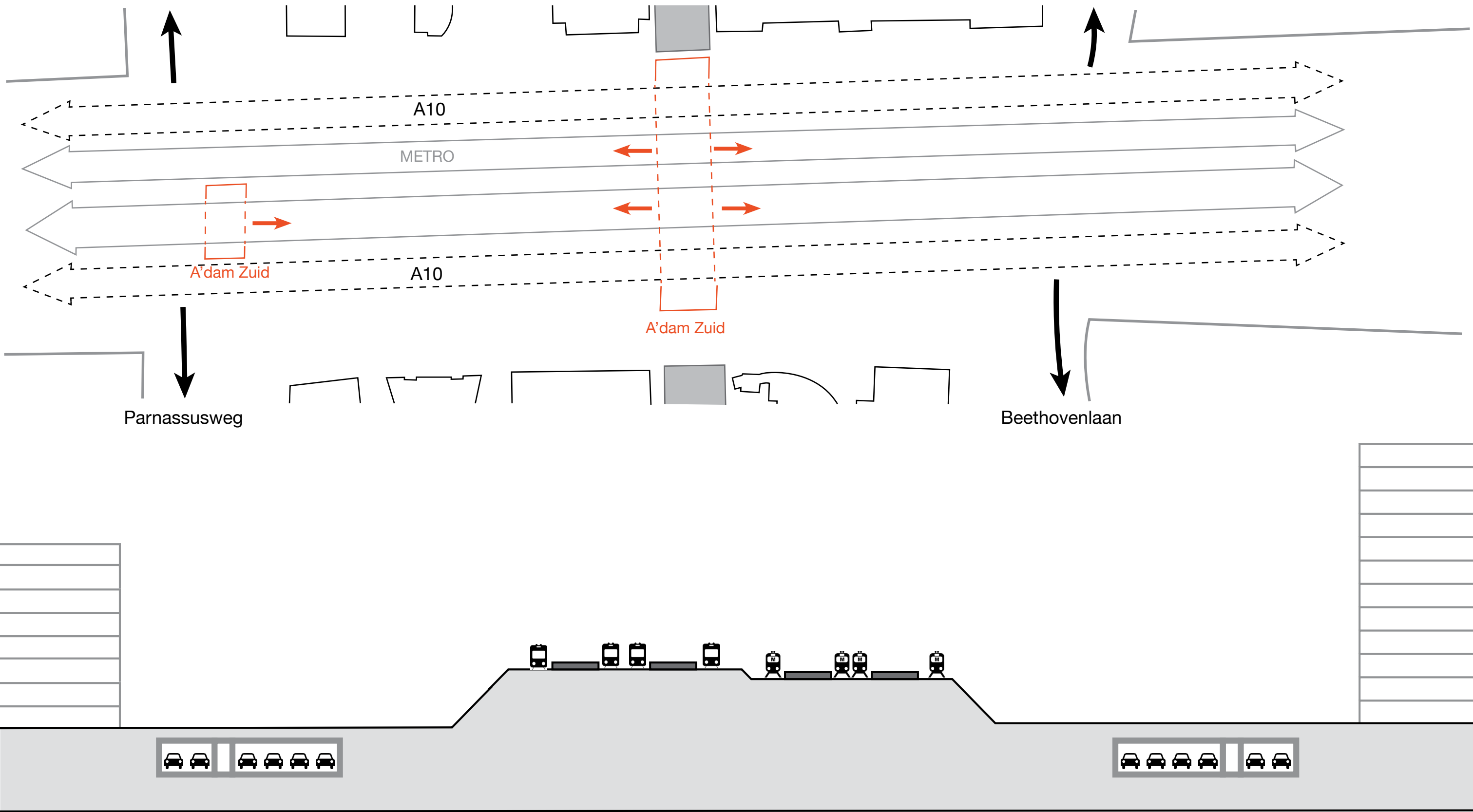
FASE II

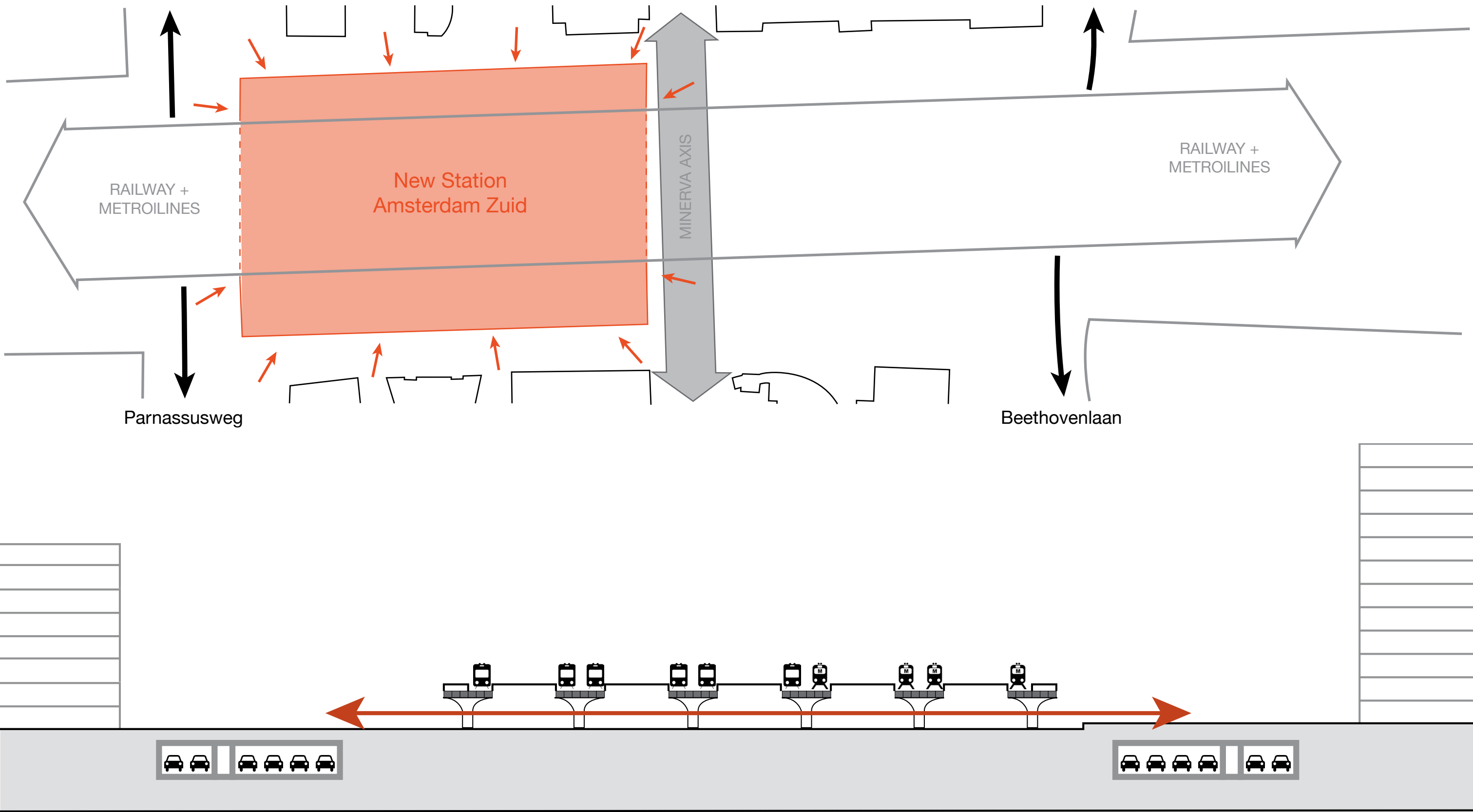
- from 2030-2040
- also placing train and metro underground
- permanent station in de Zuidasdok

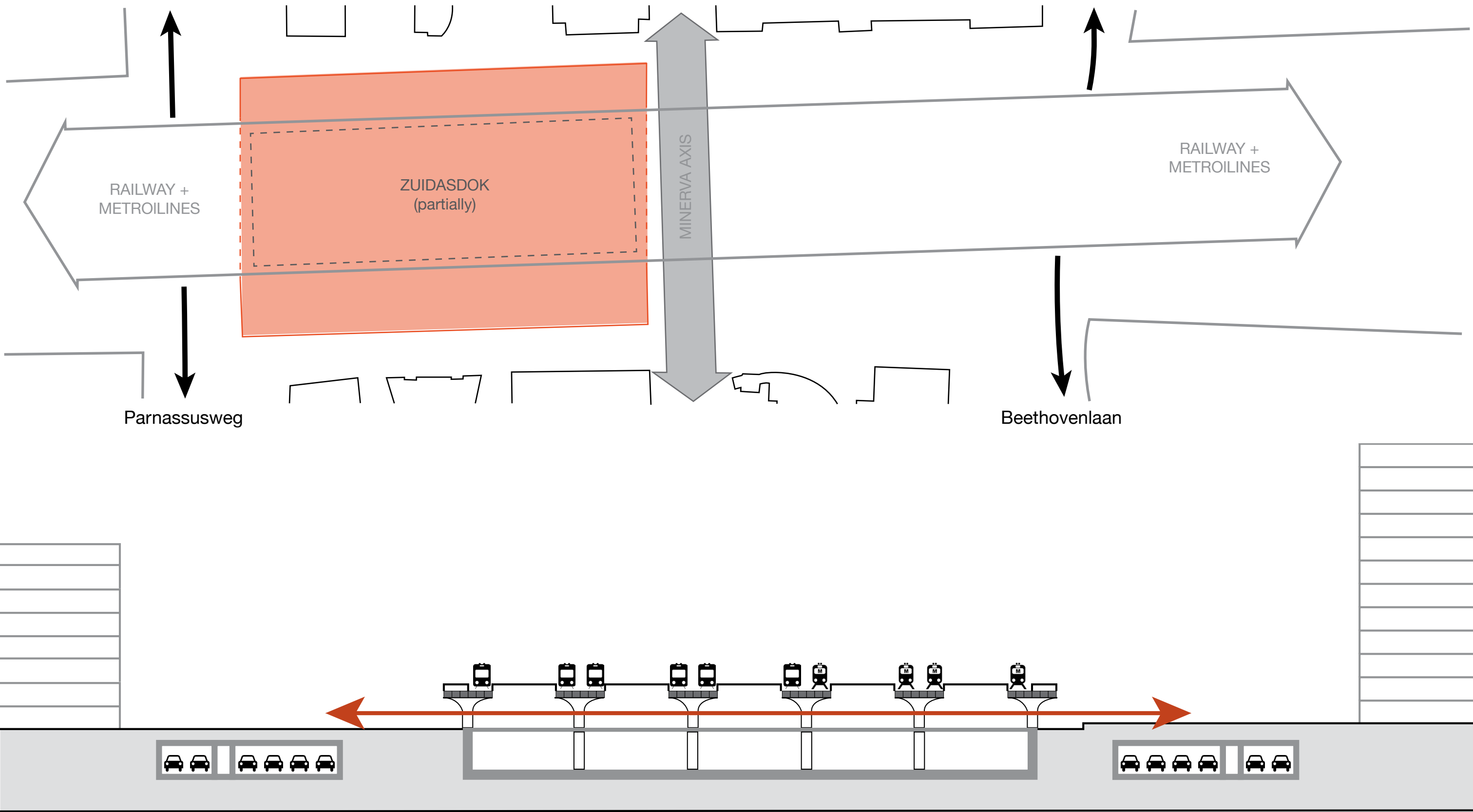


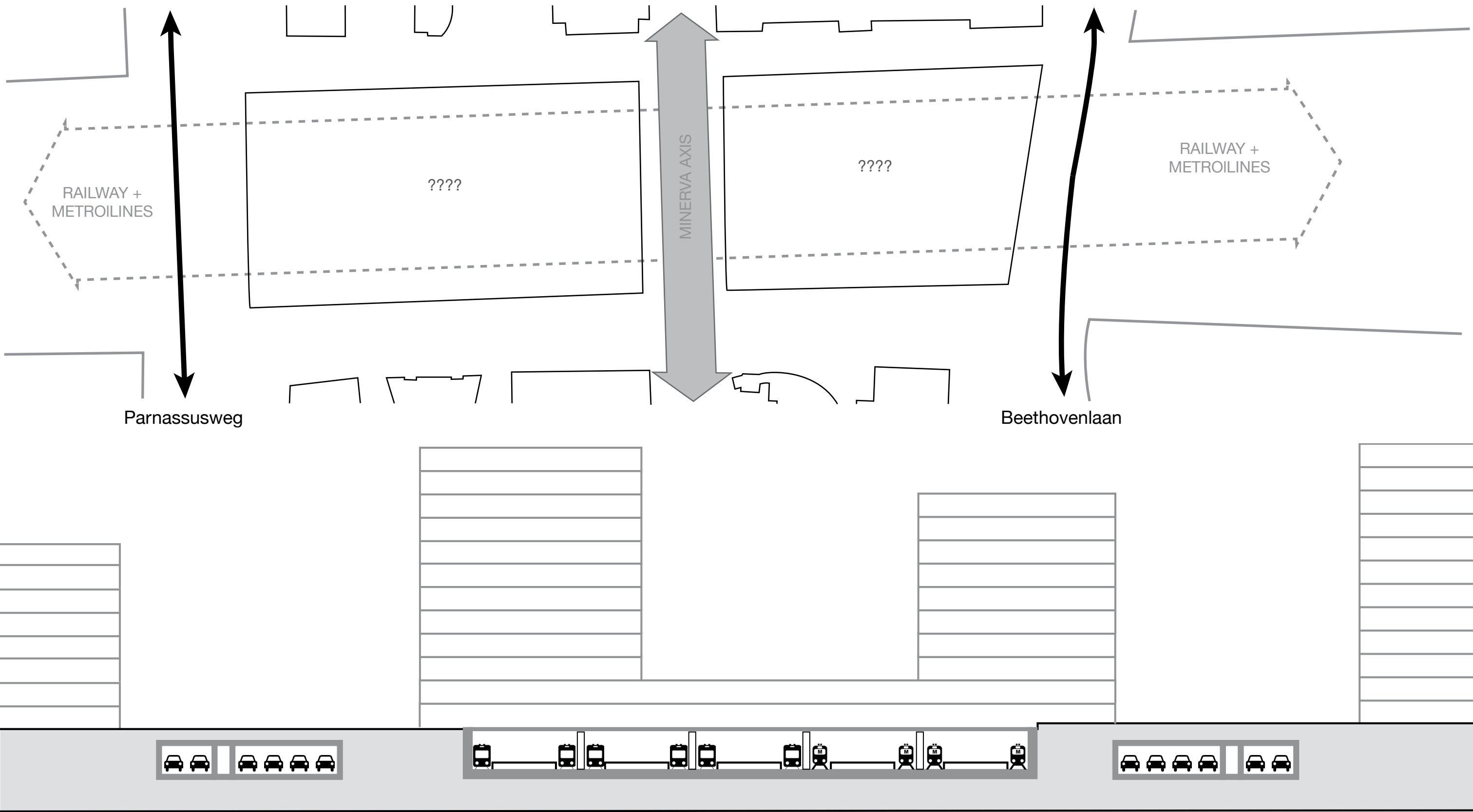


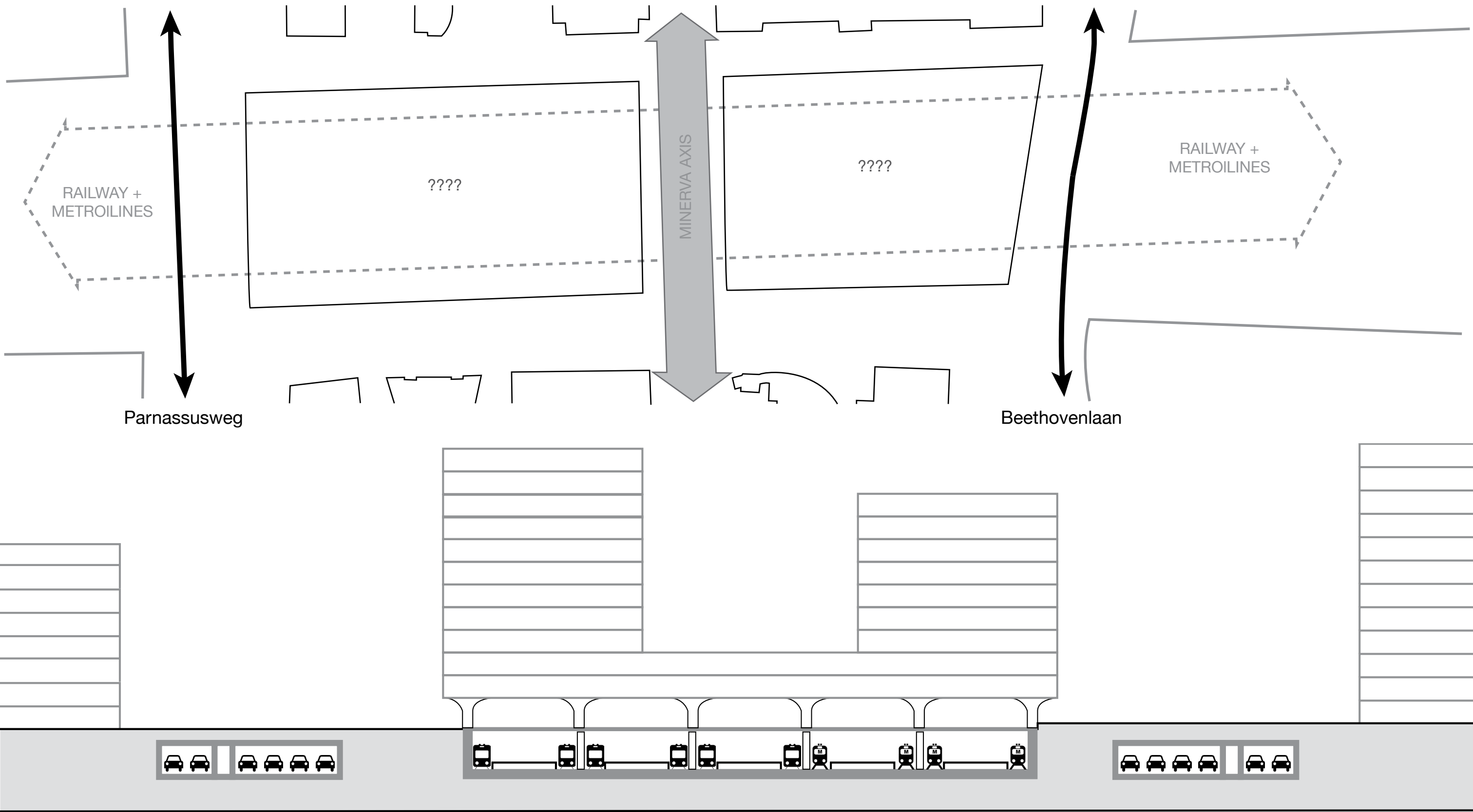


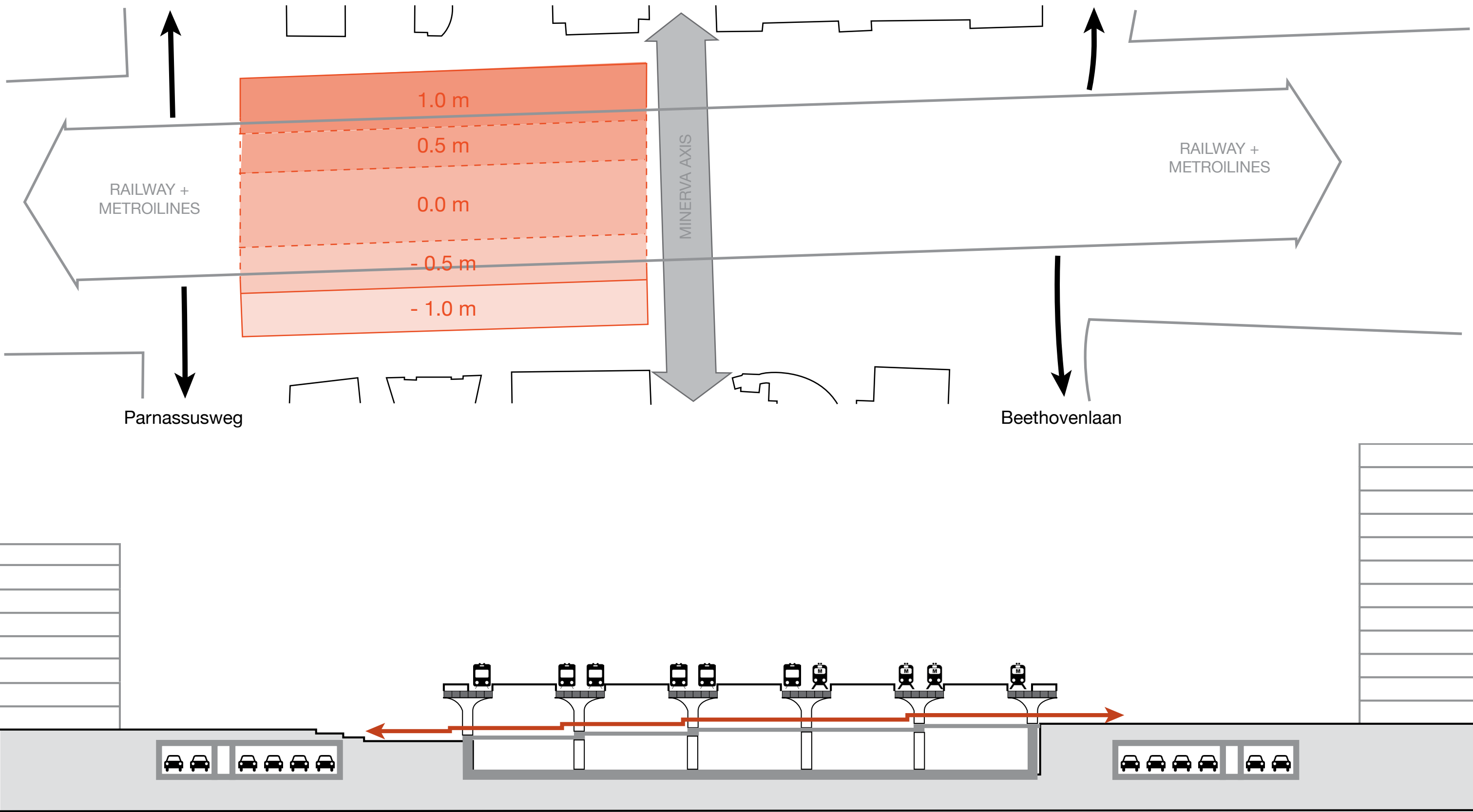


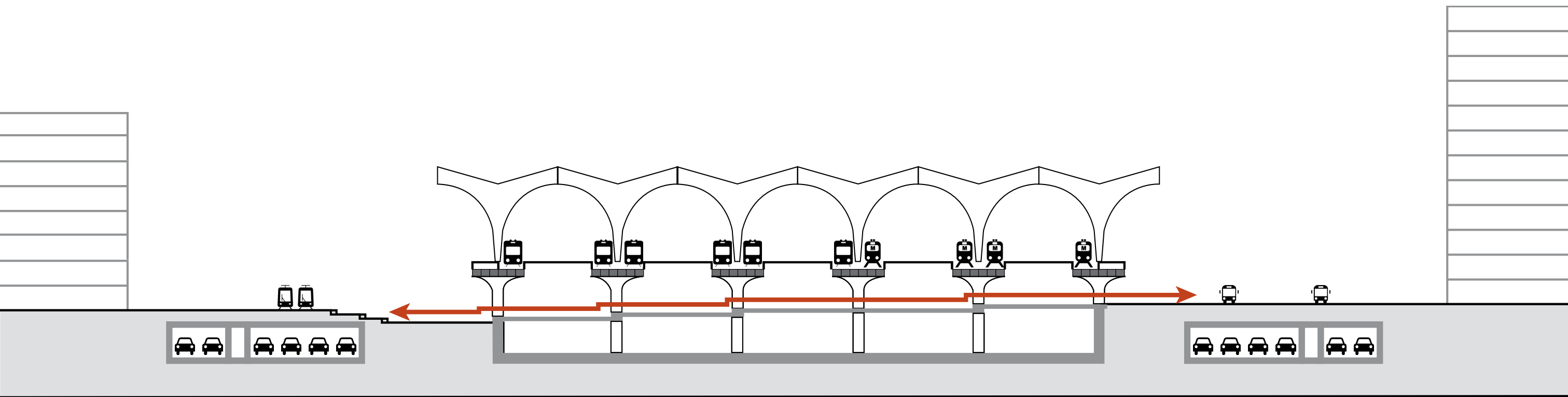
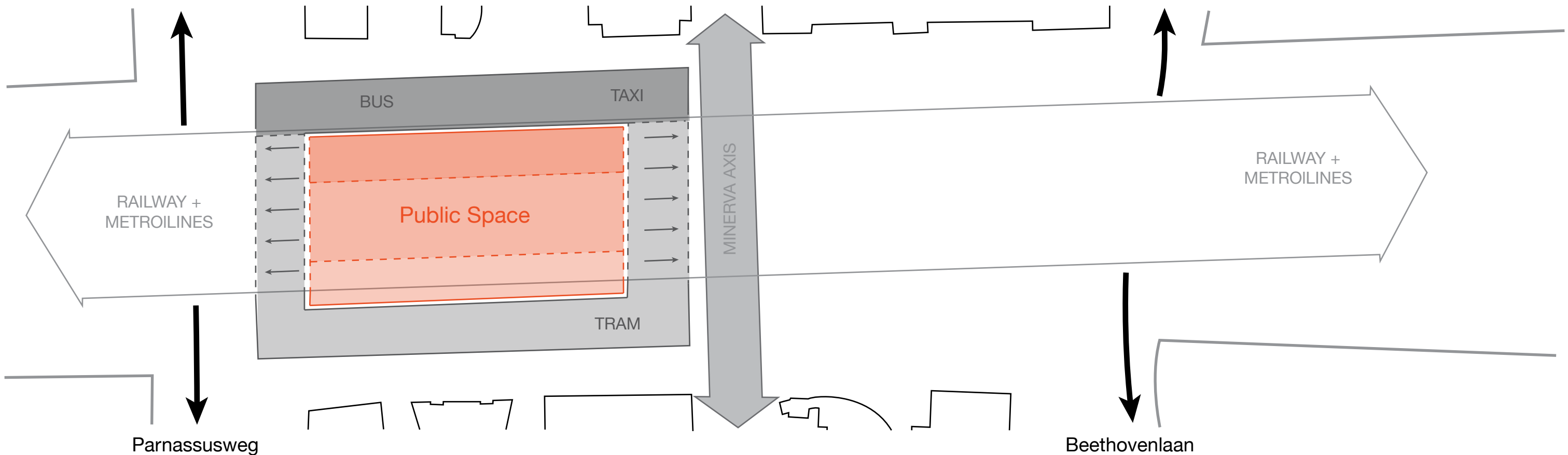




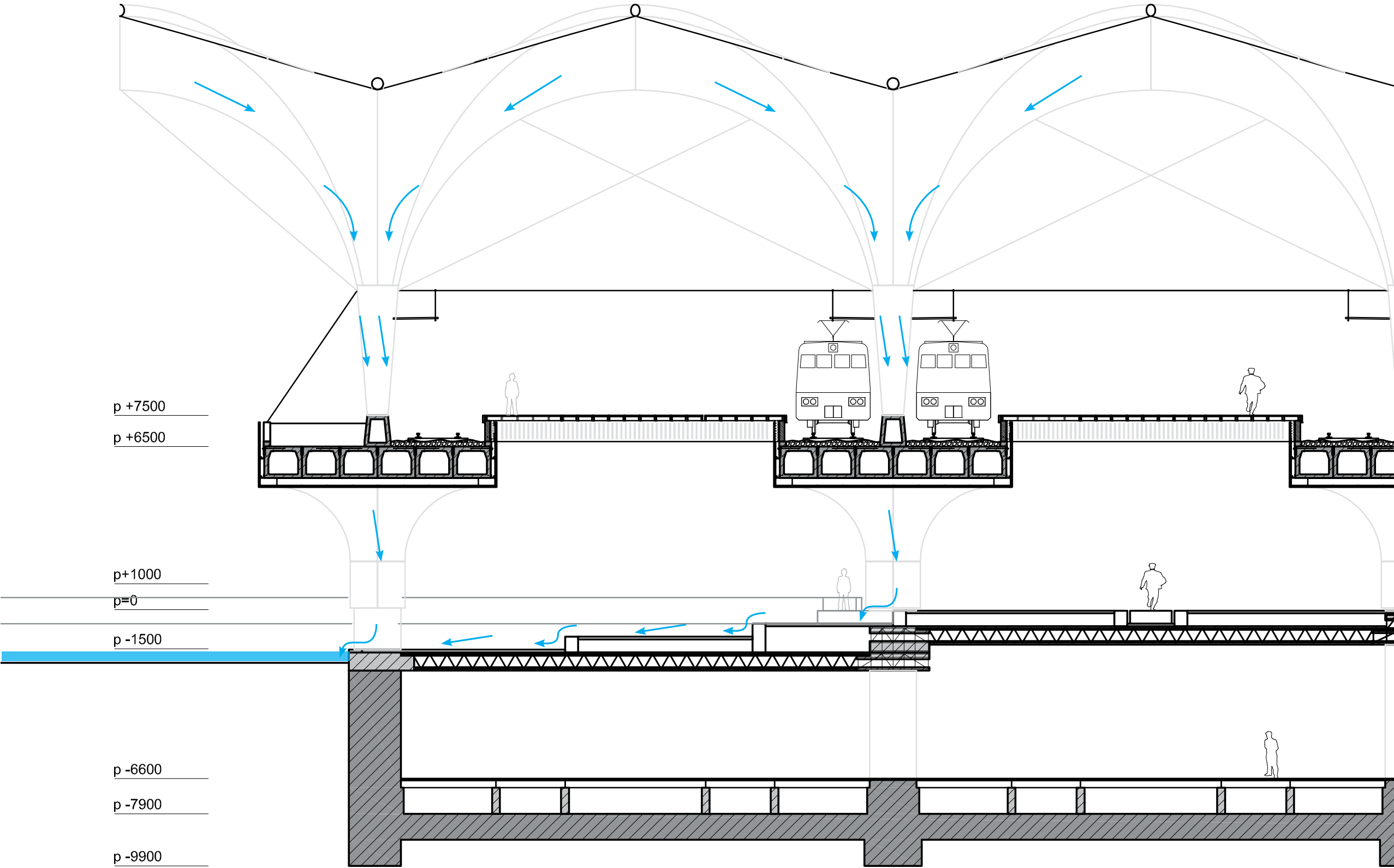


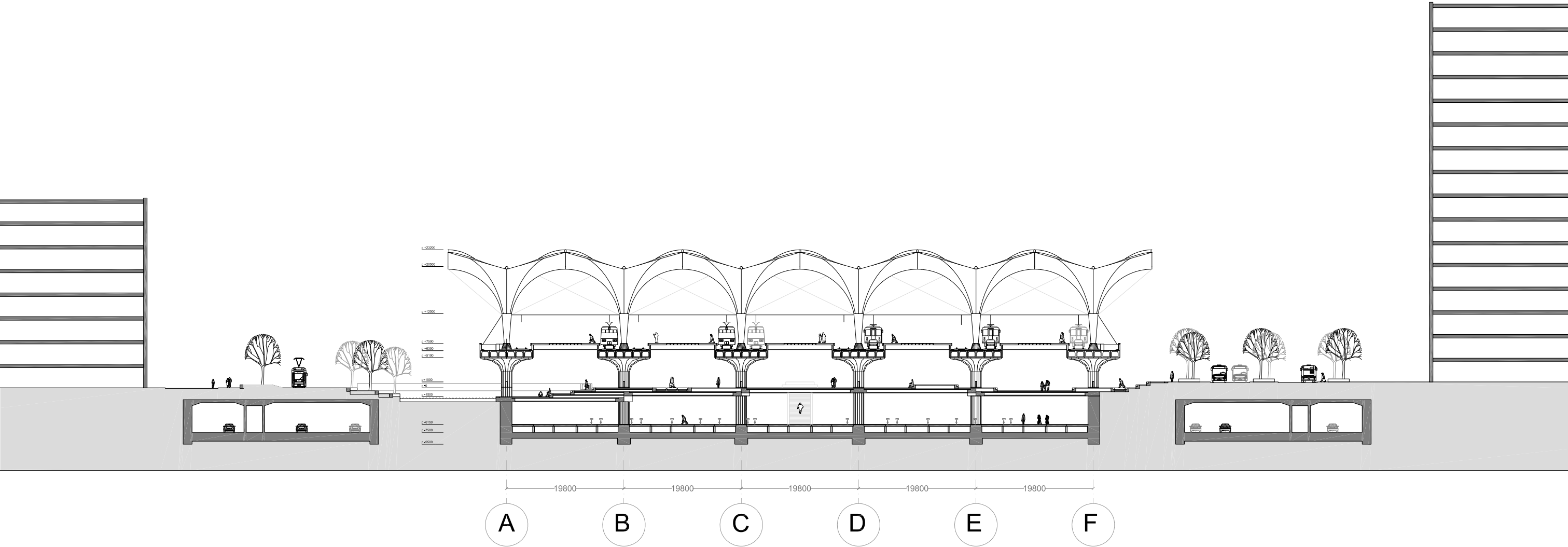


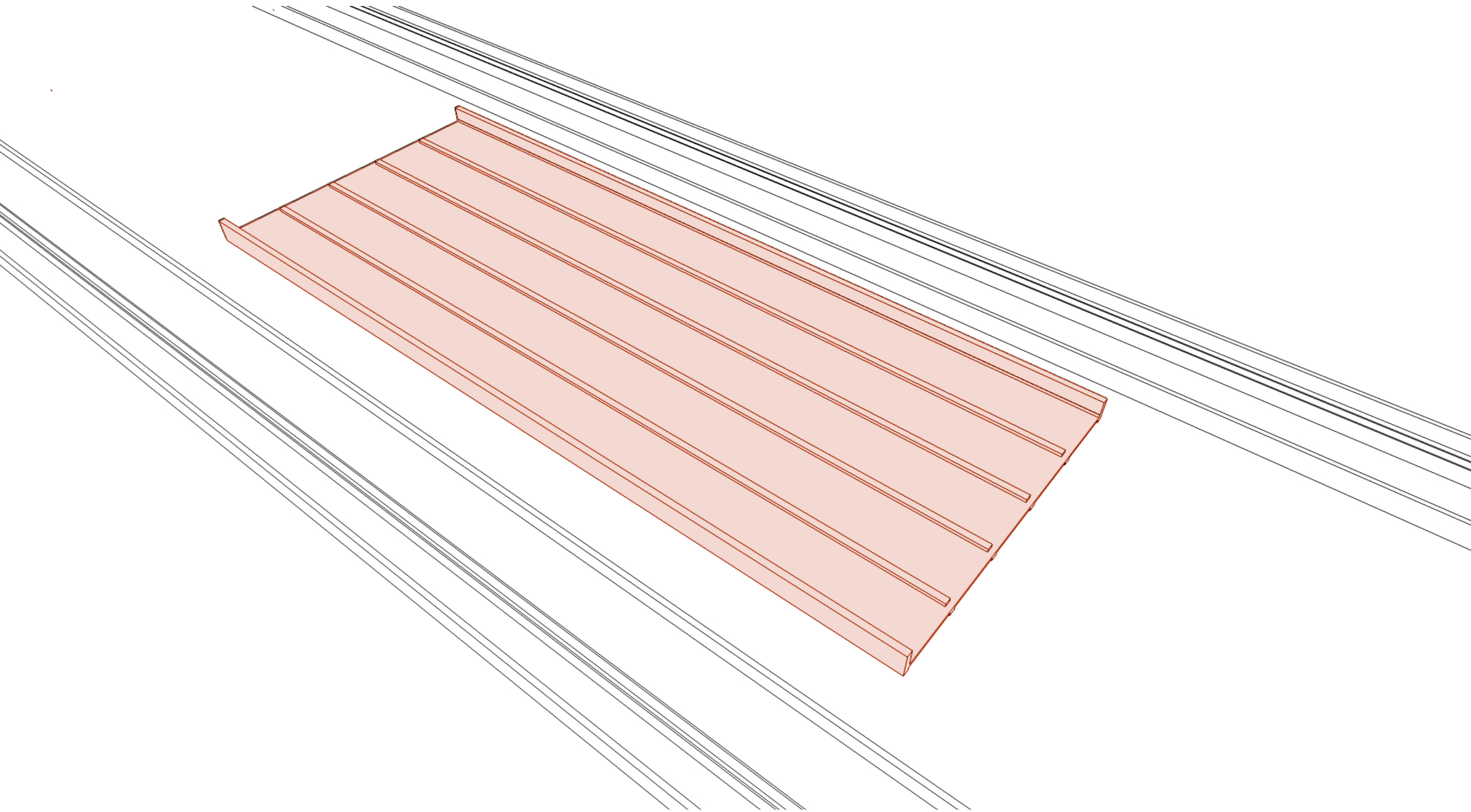


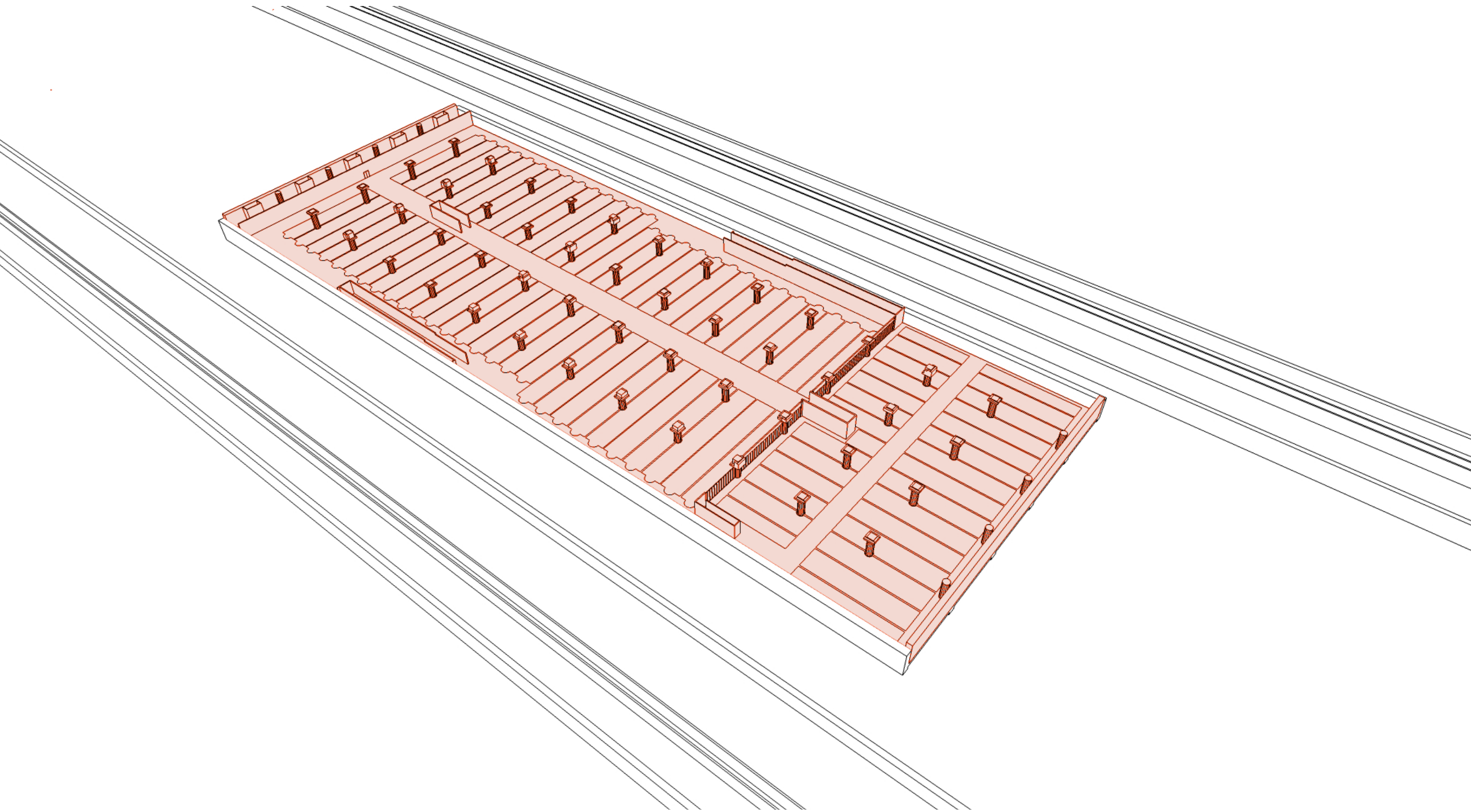


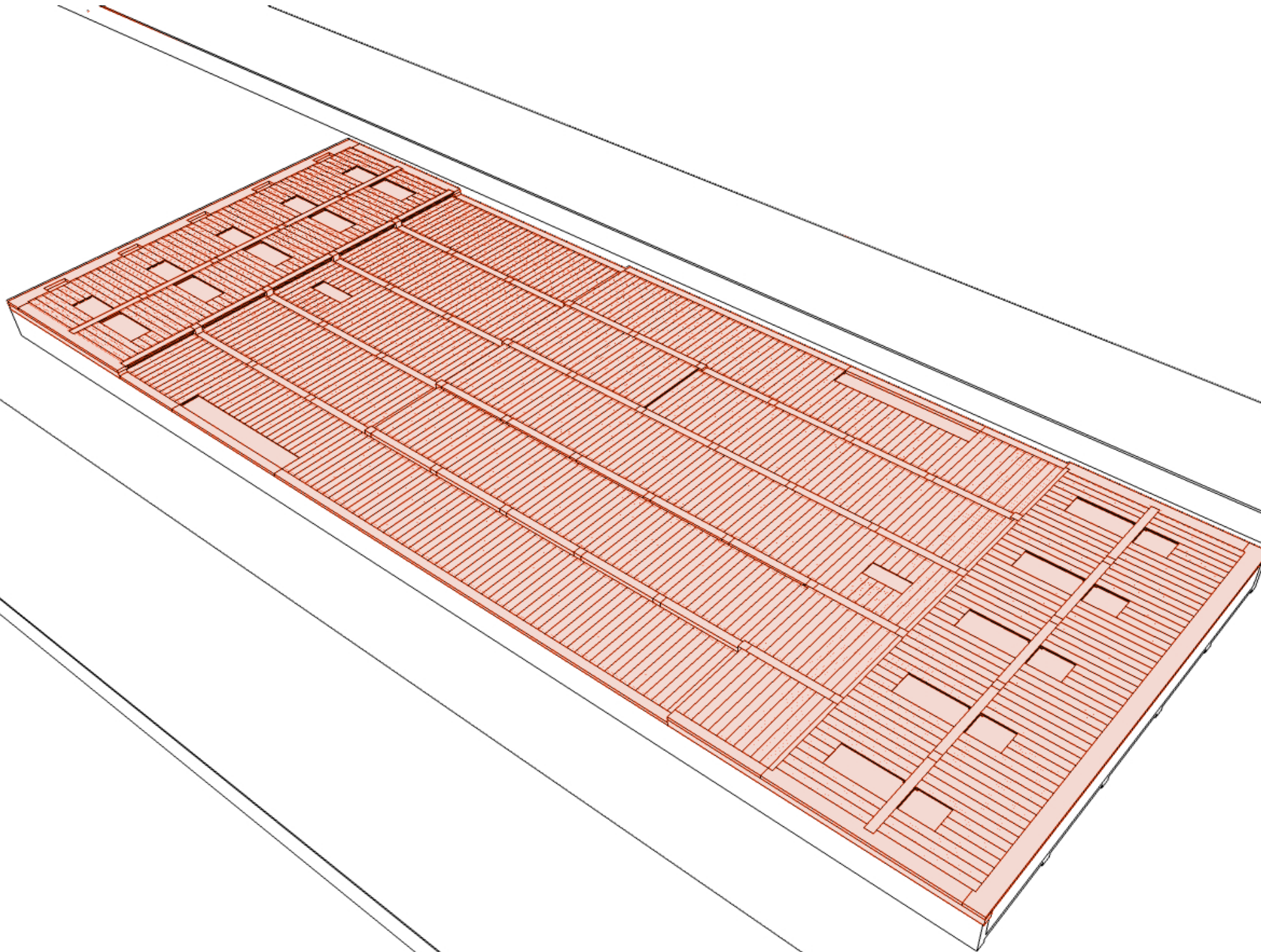


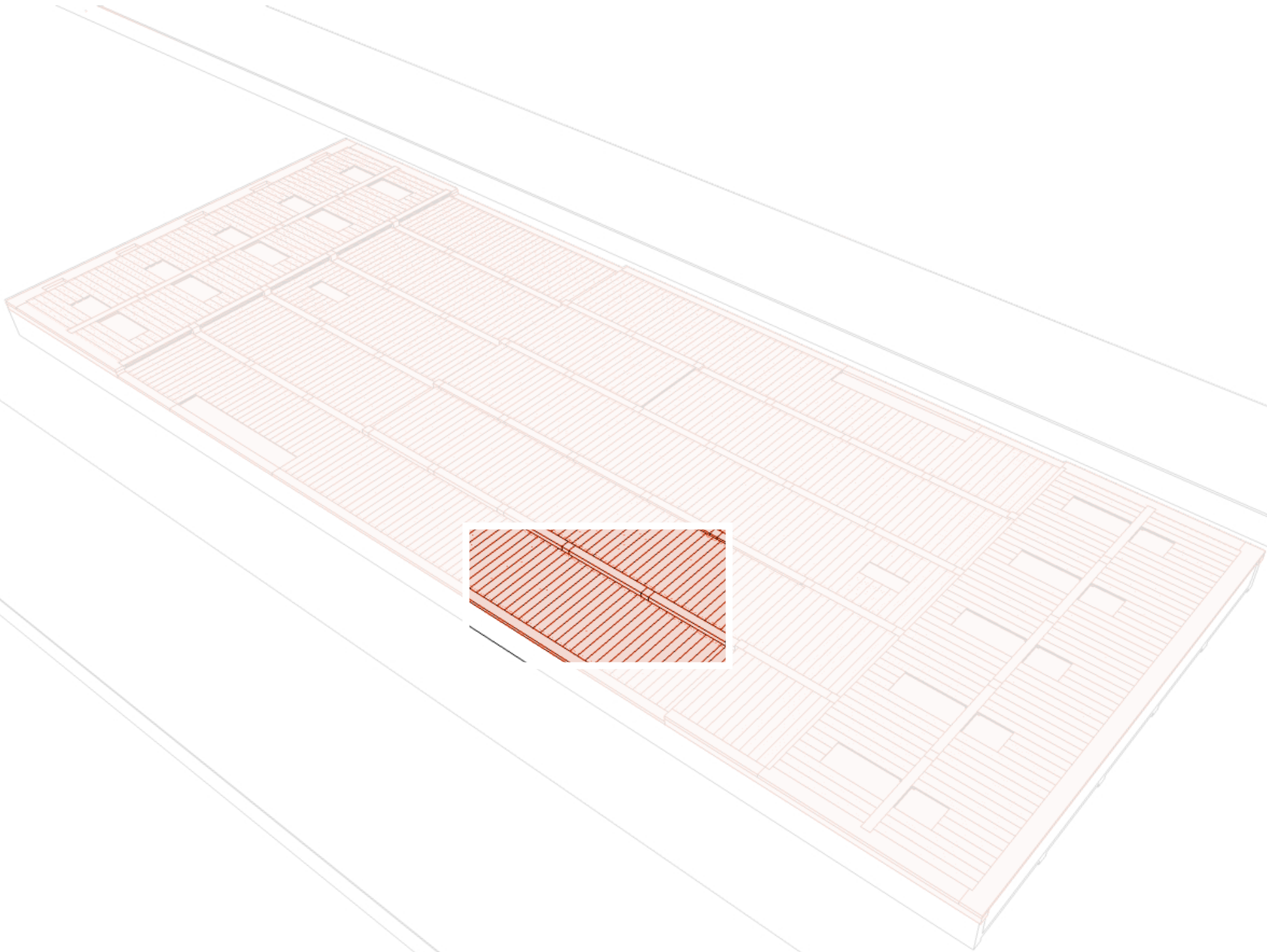




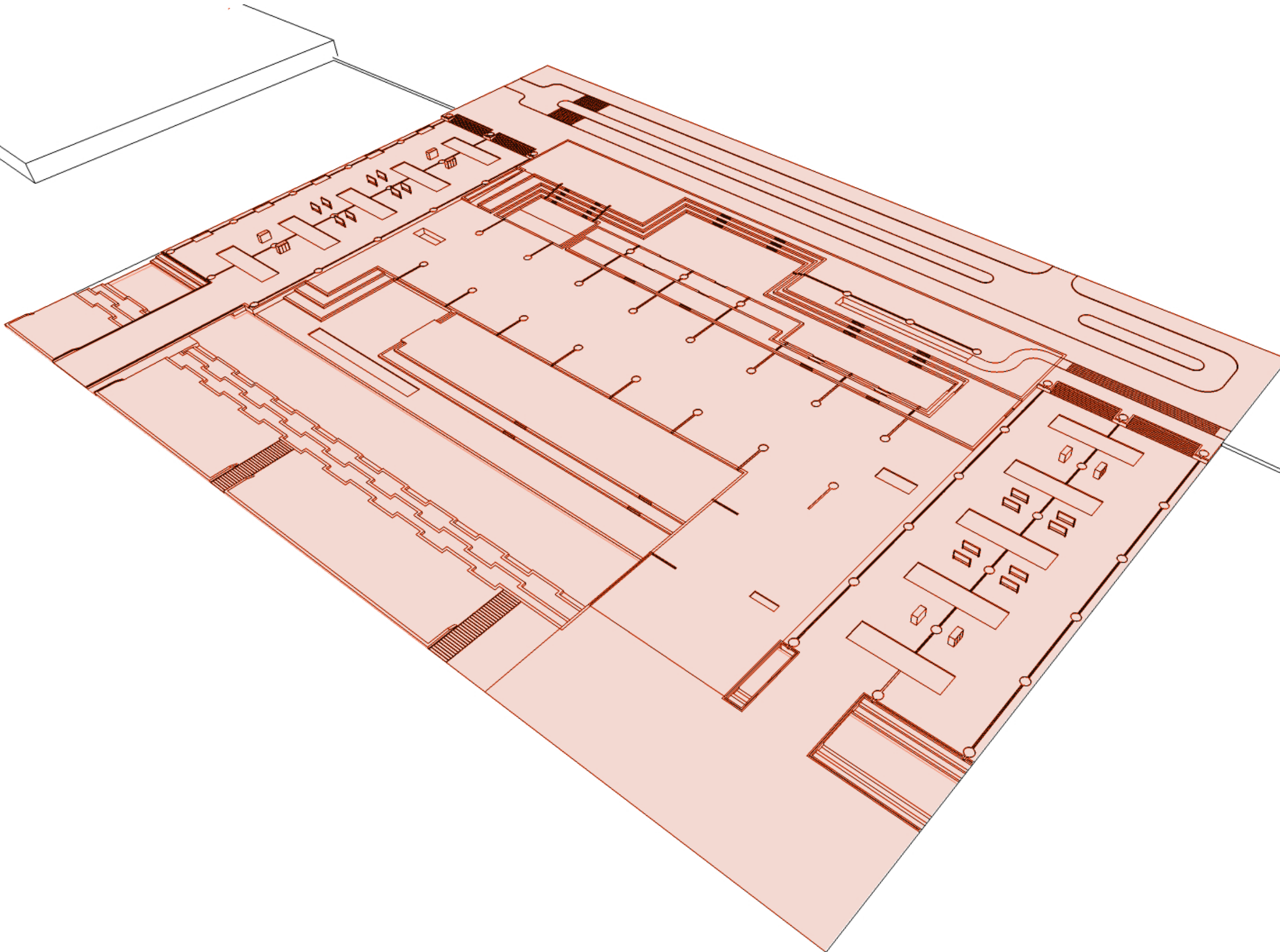


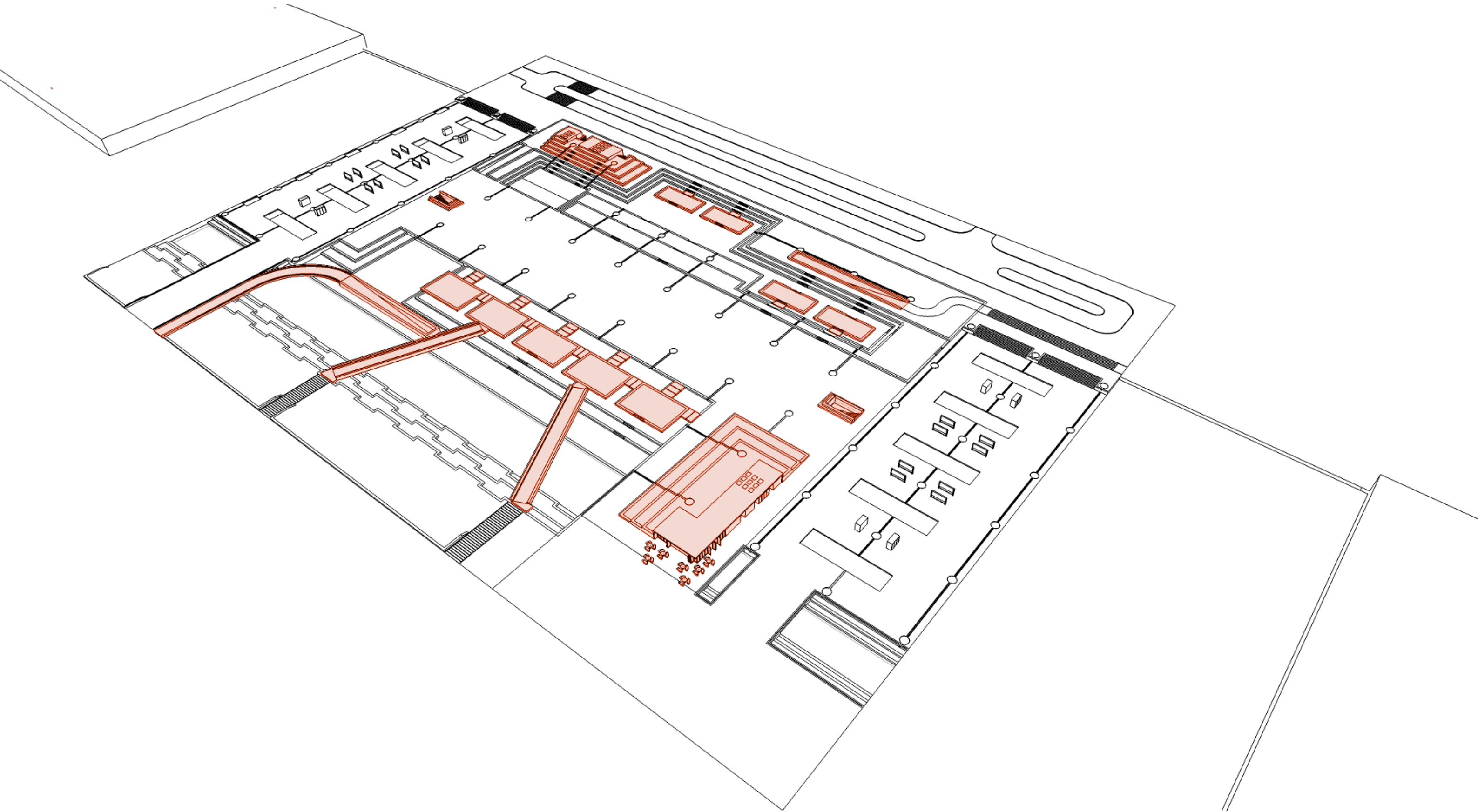


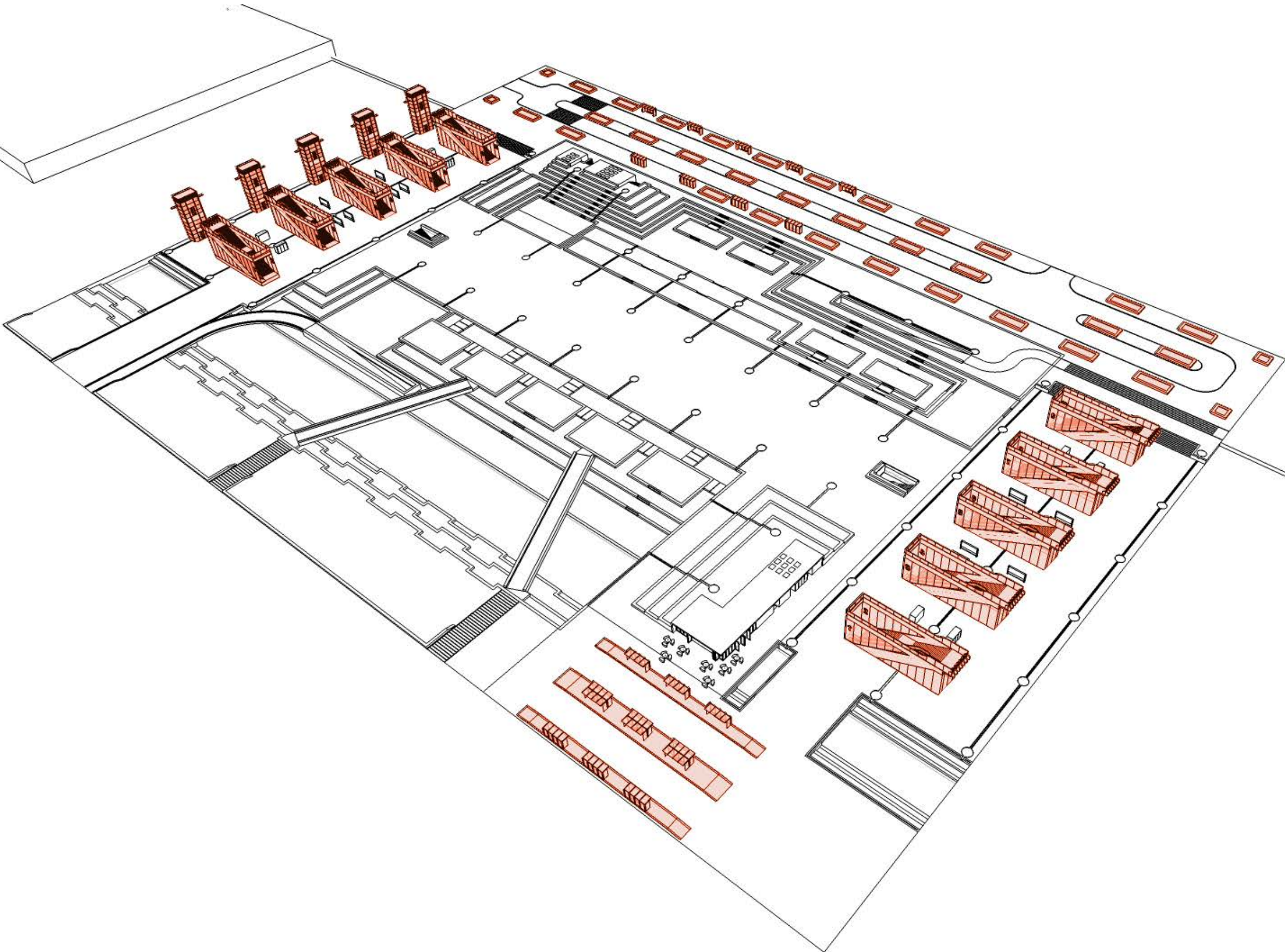


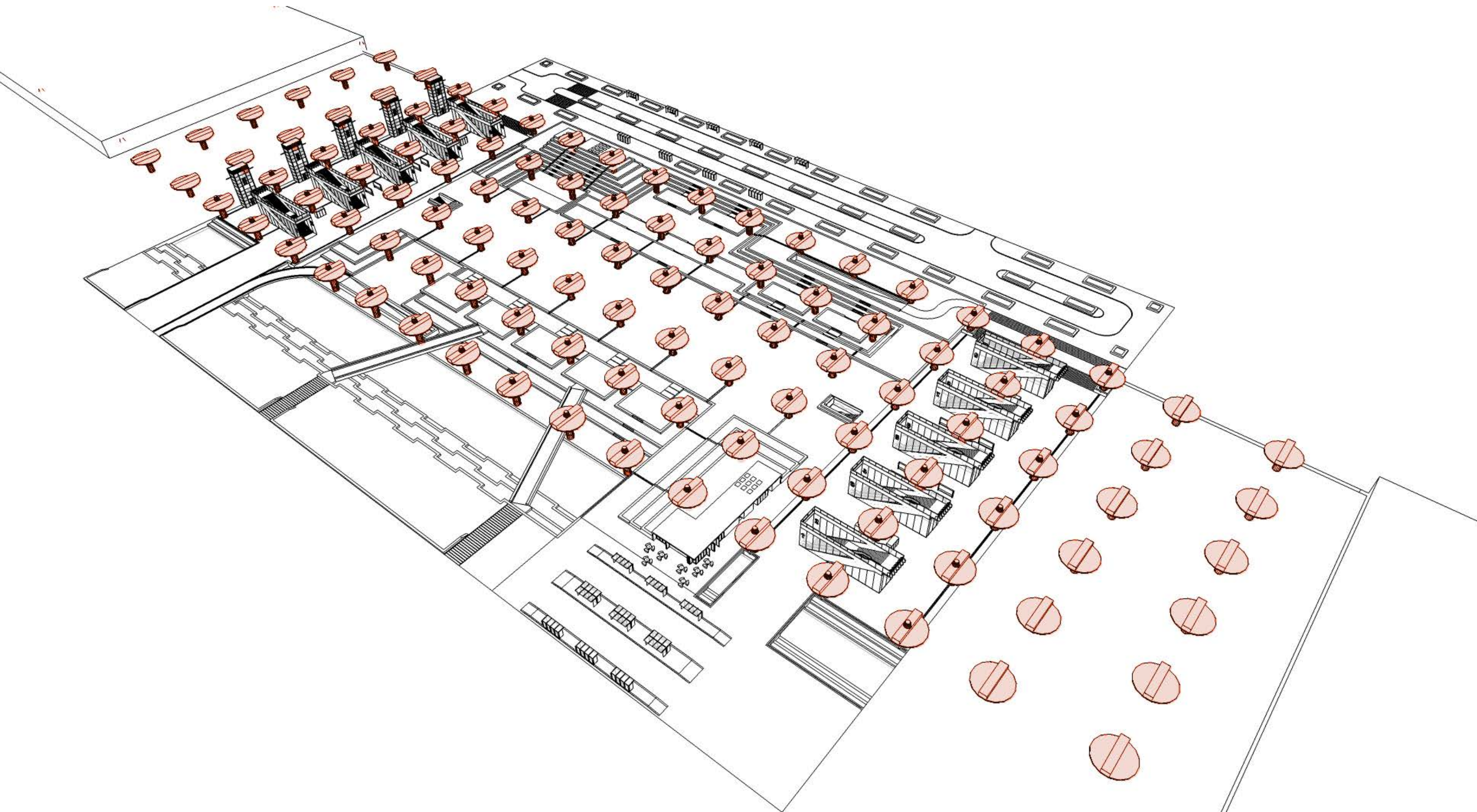


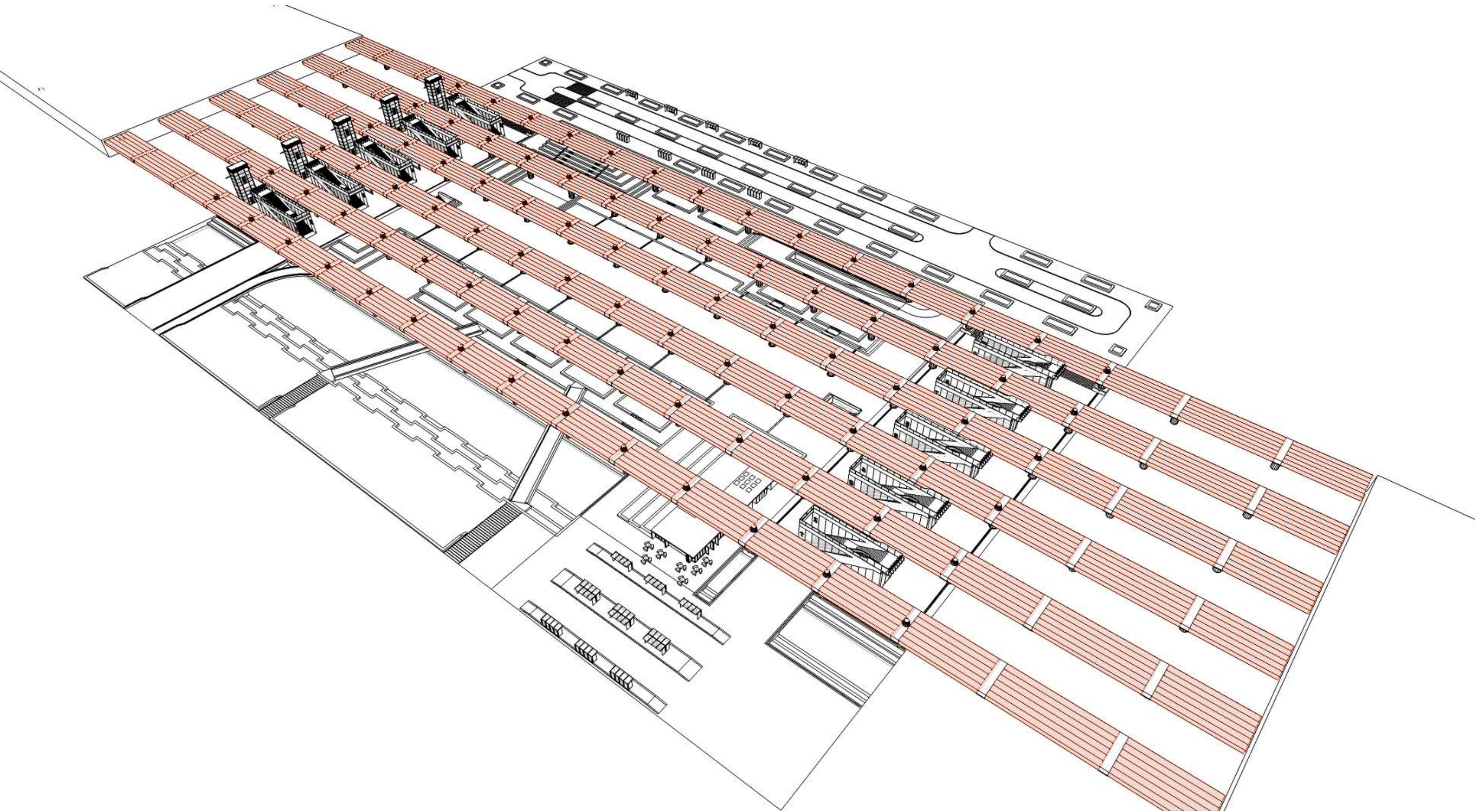


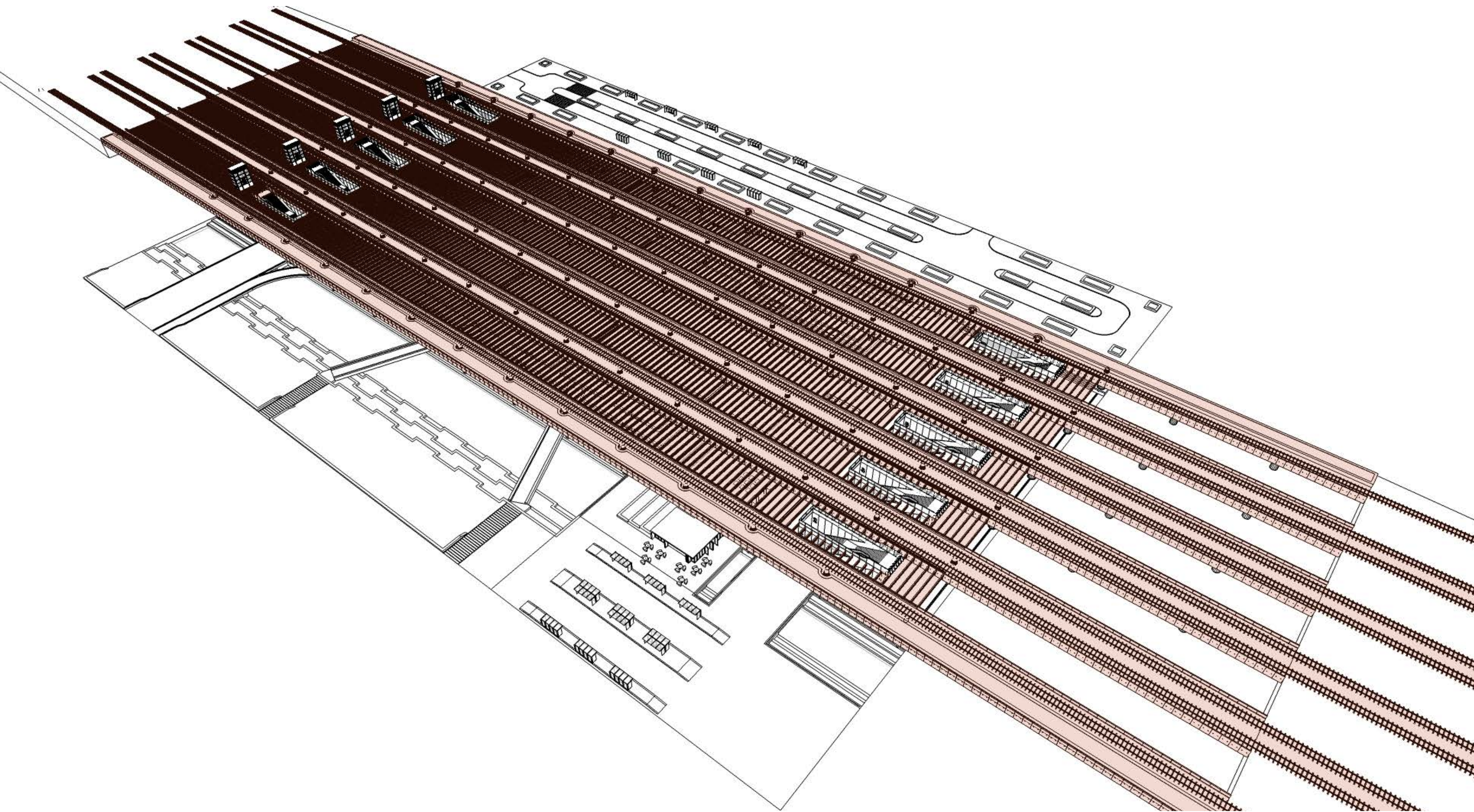


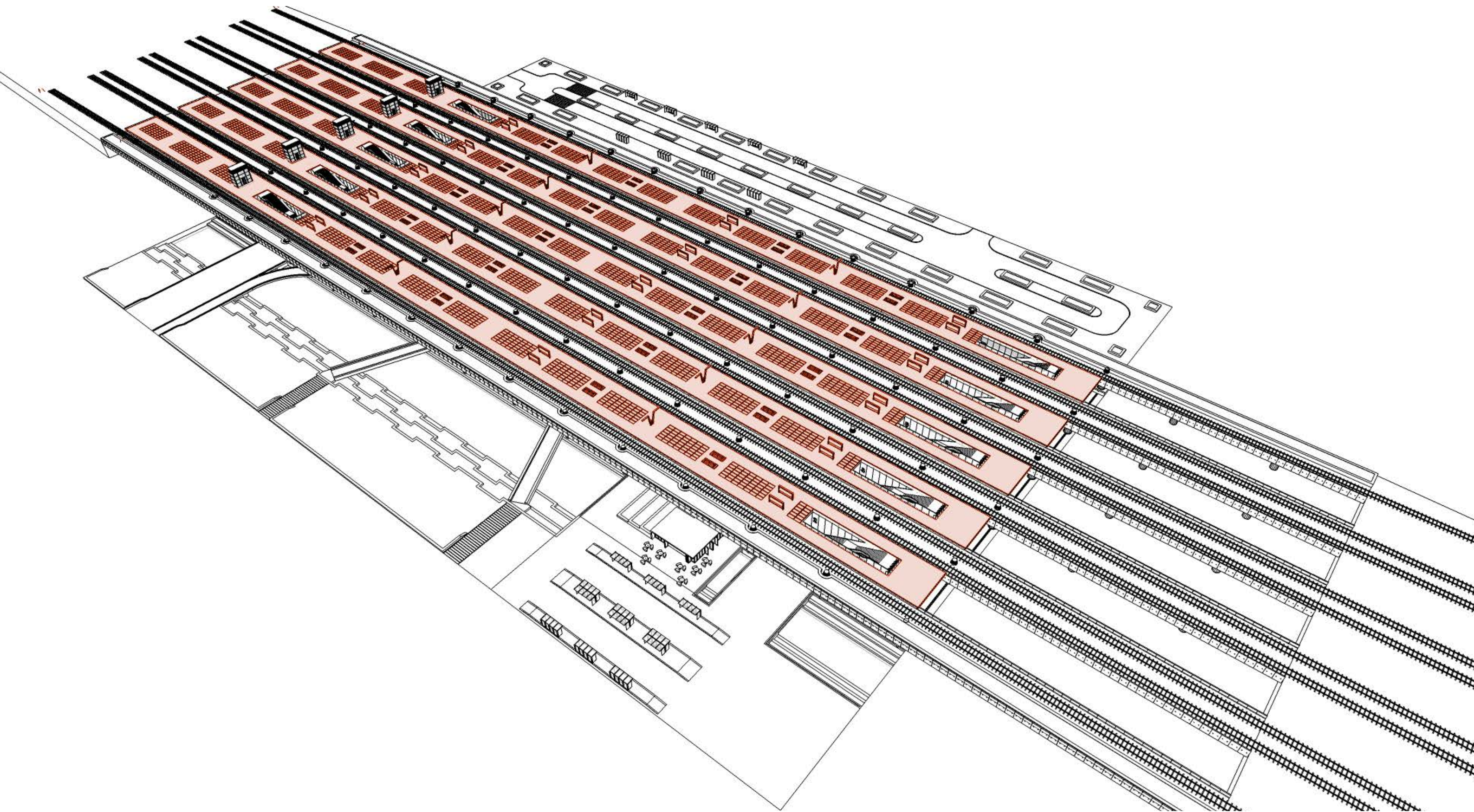


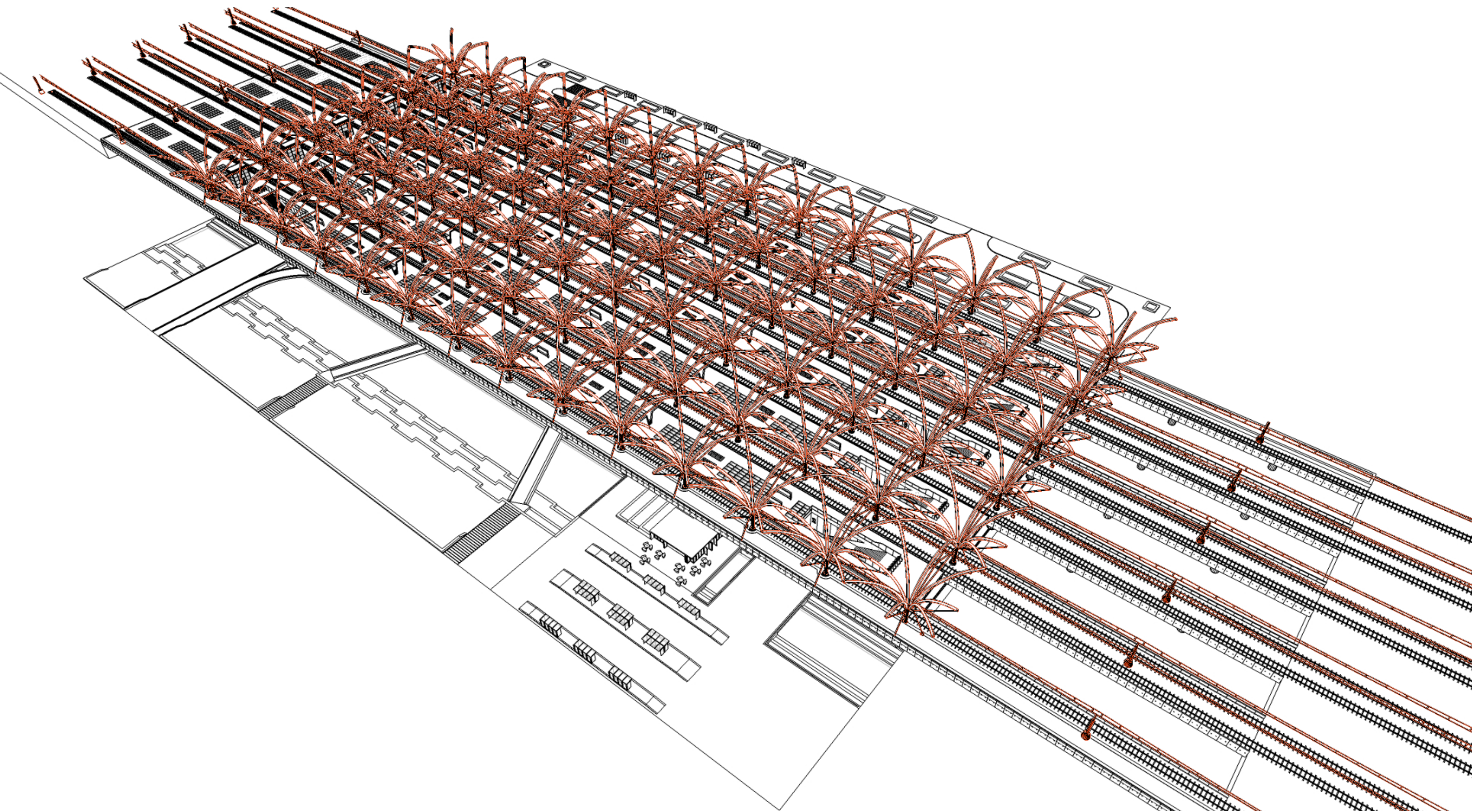


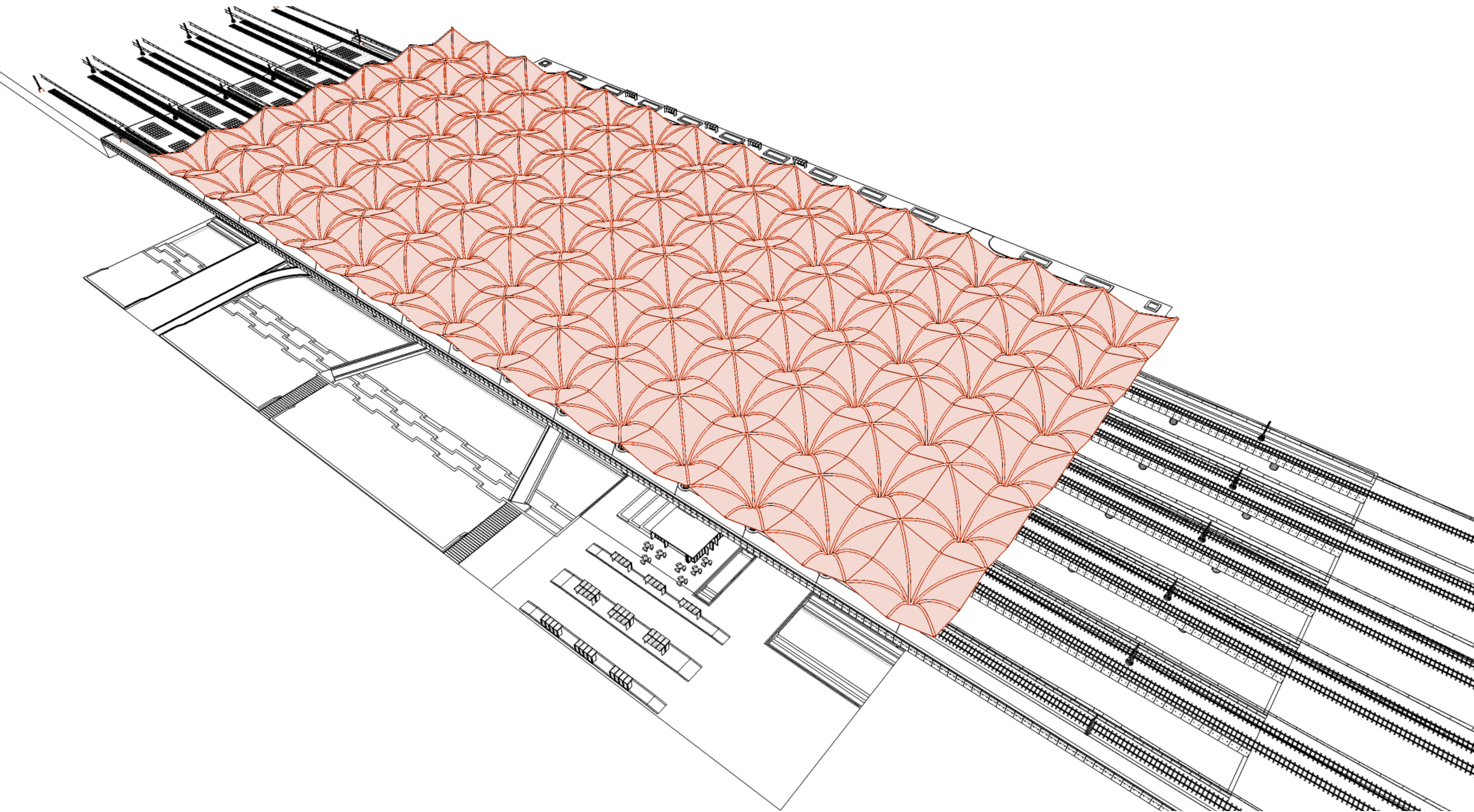


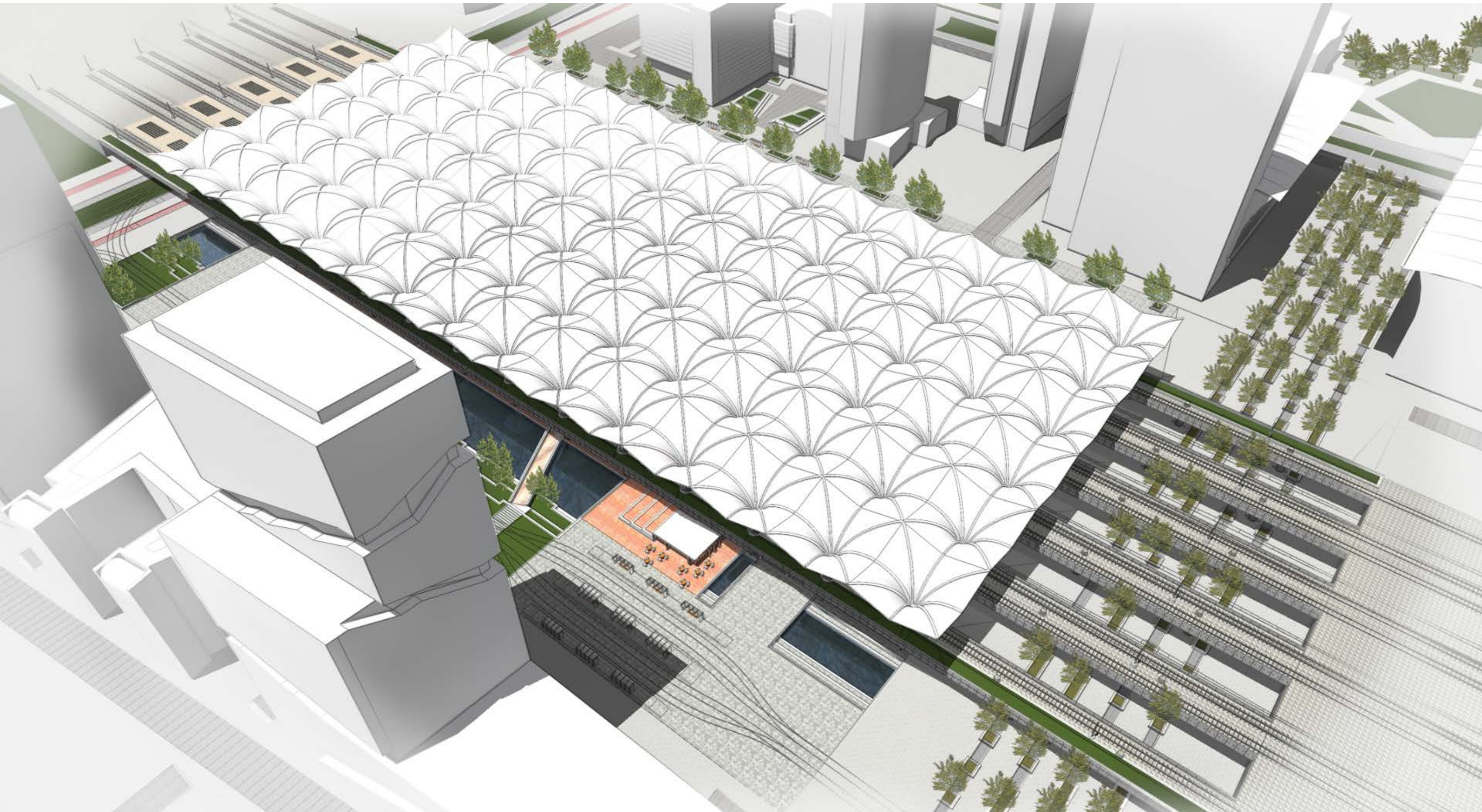


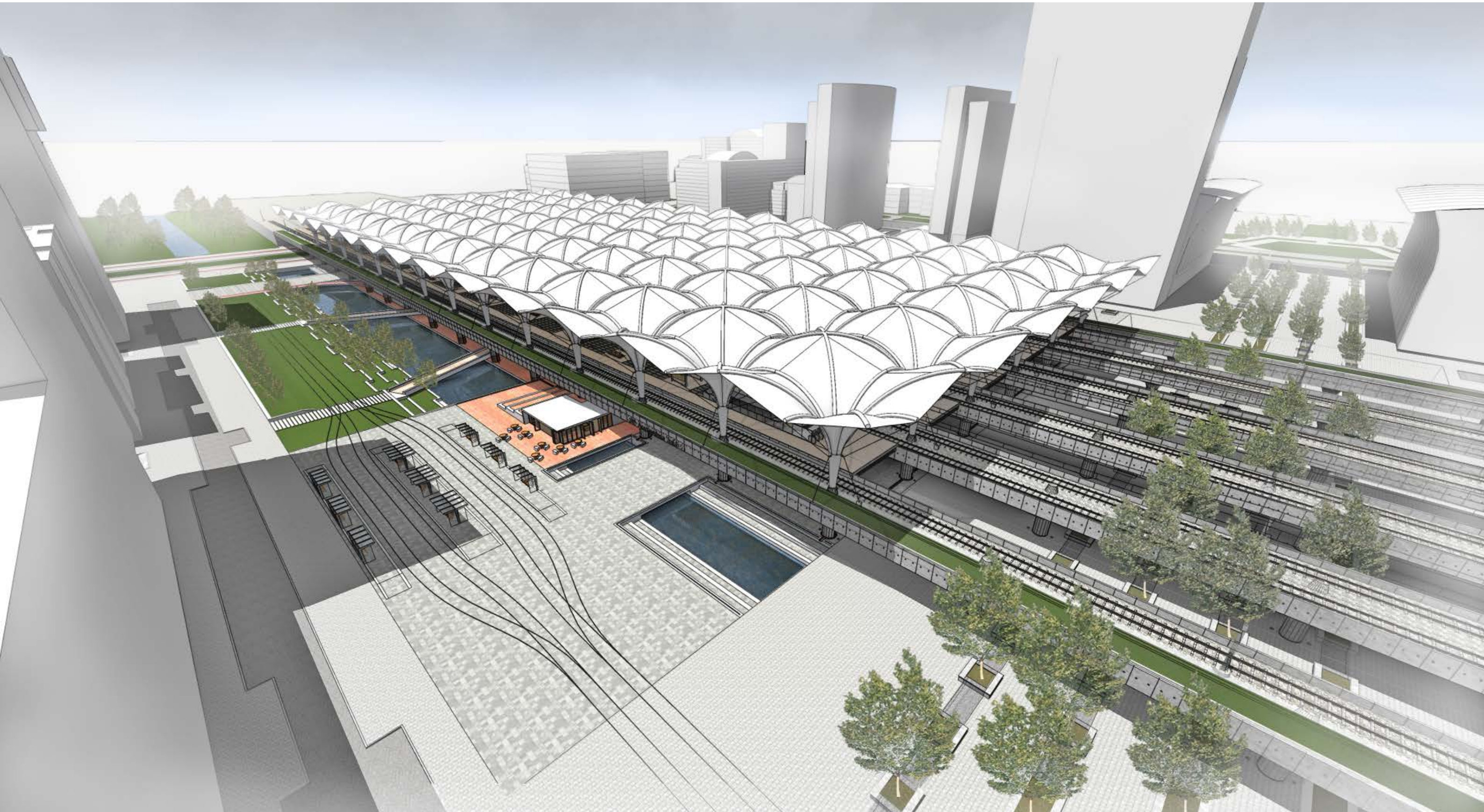








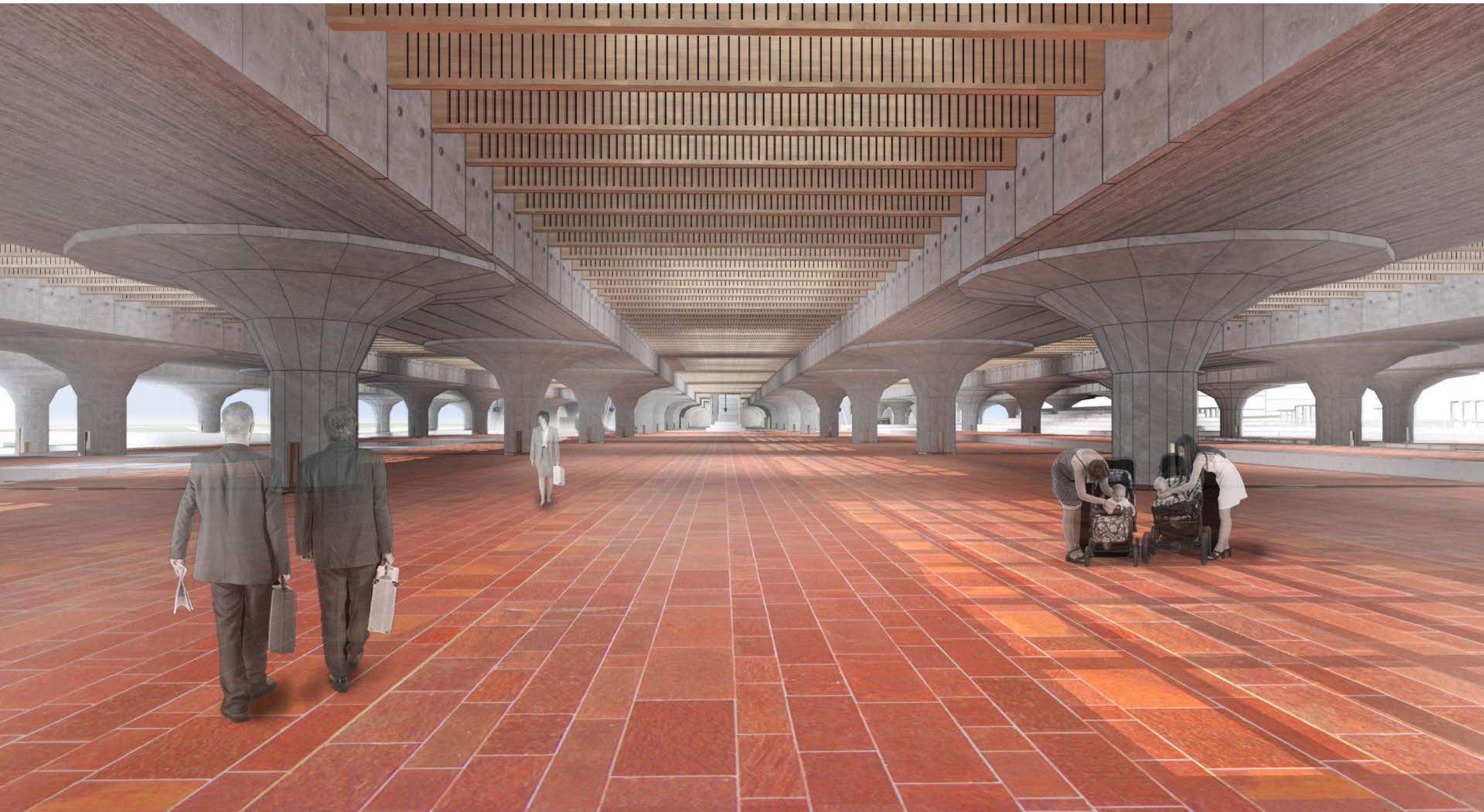
















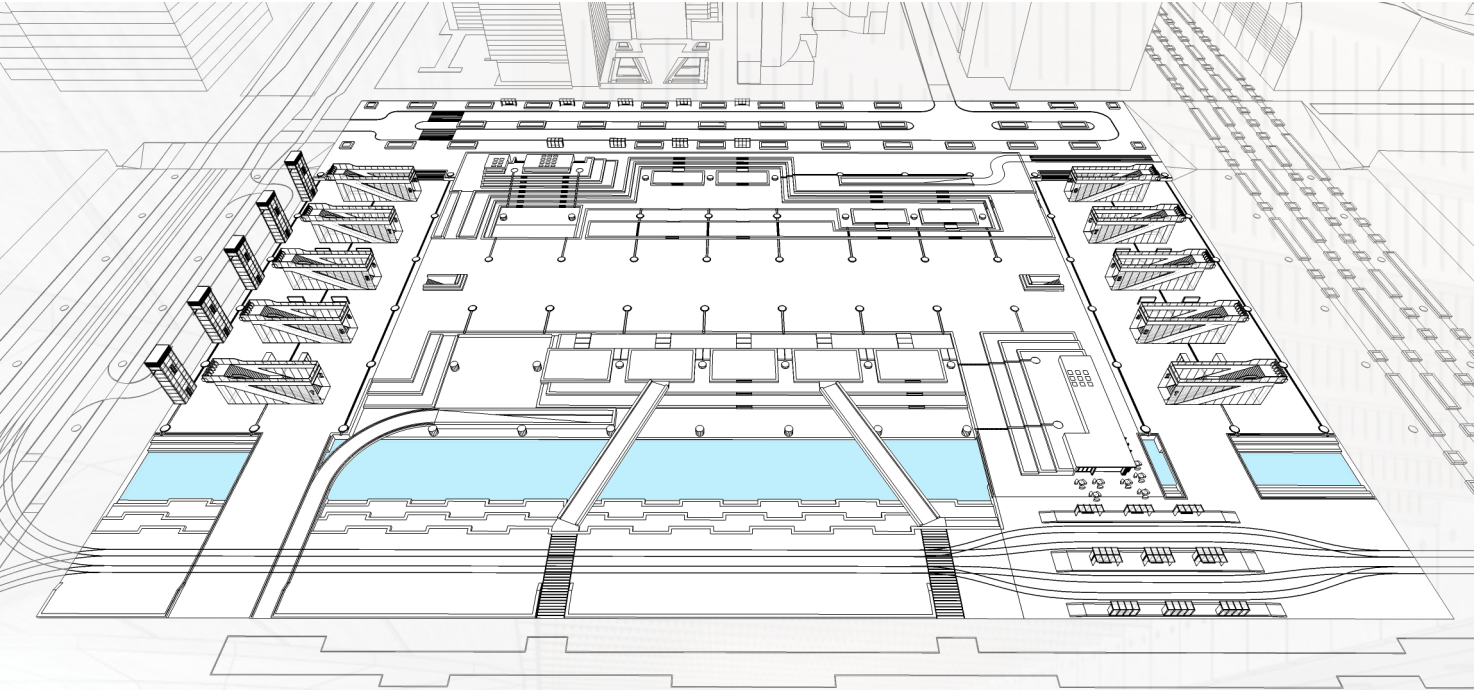




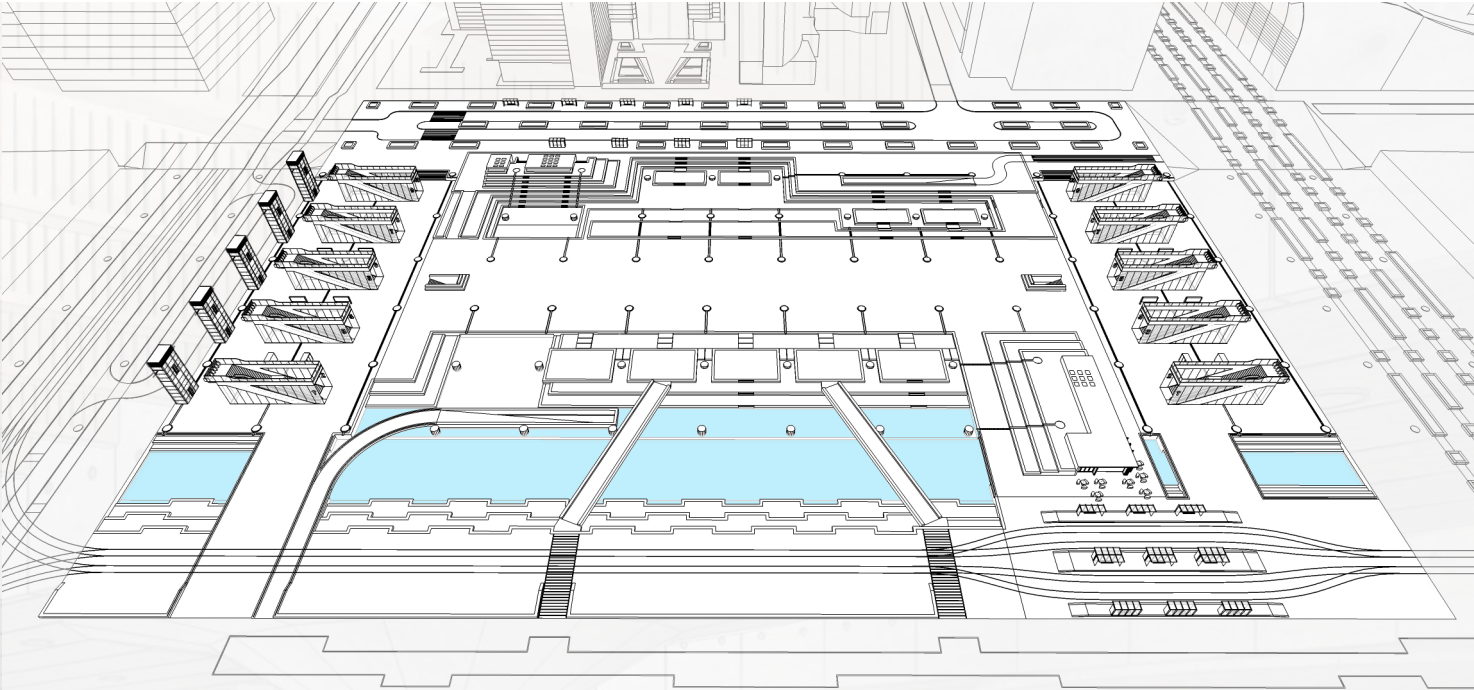




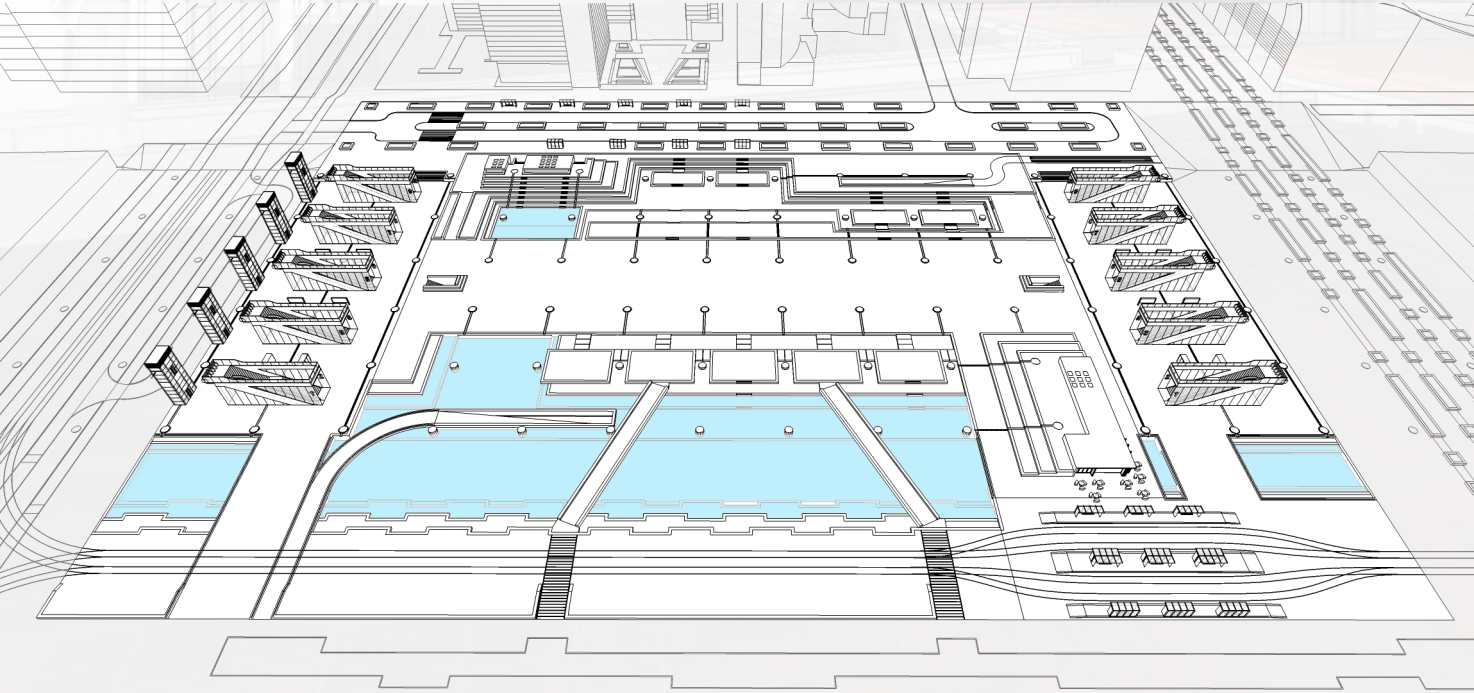




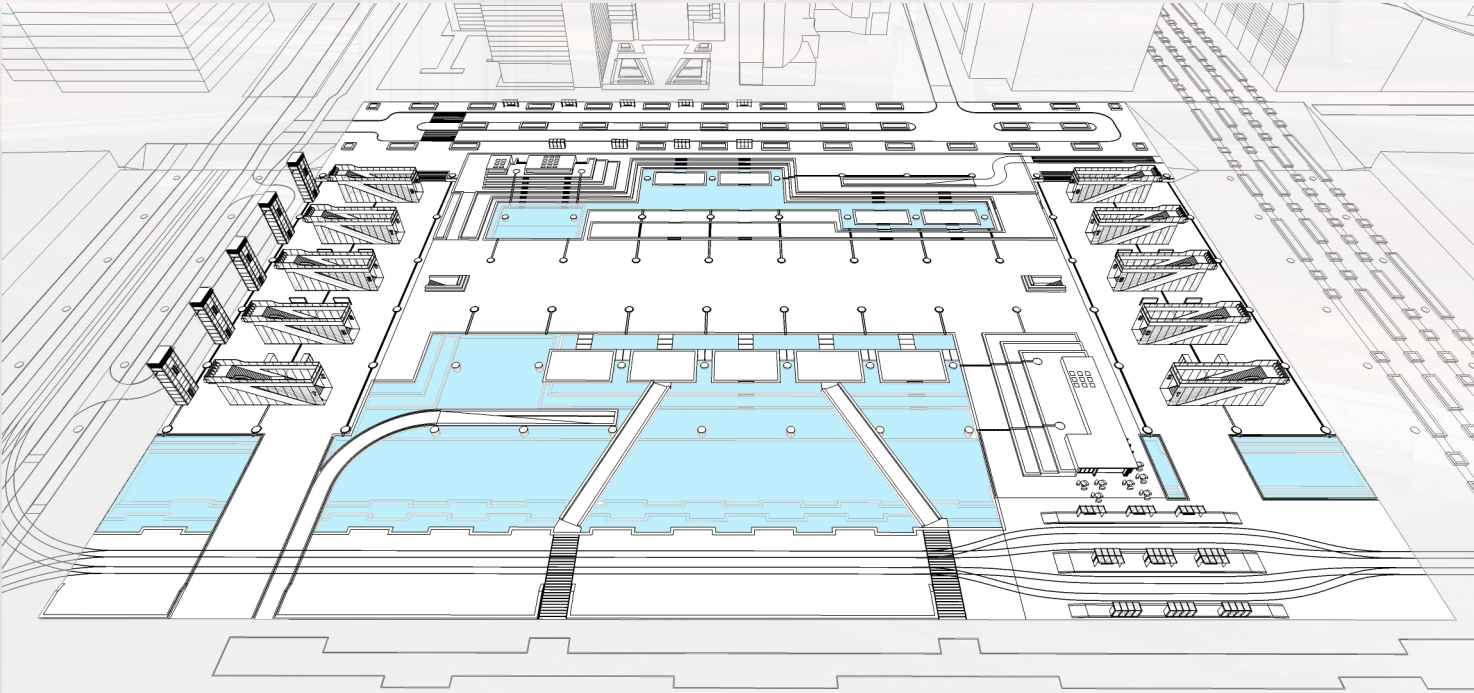
Water level



Water level + 500



Water level + 1000

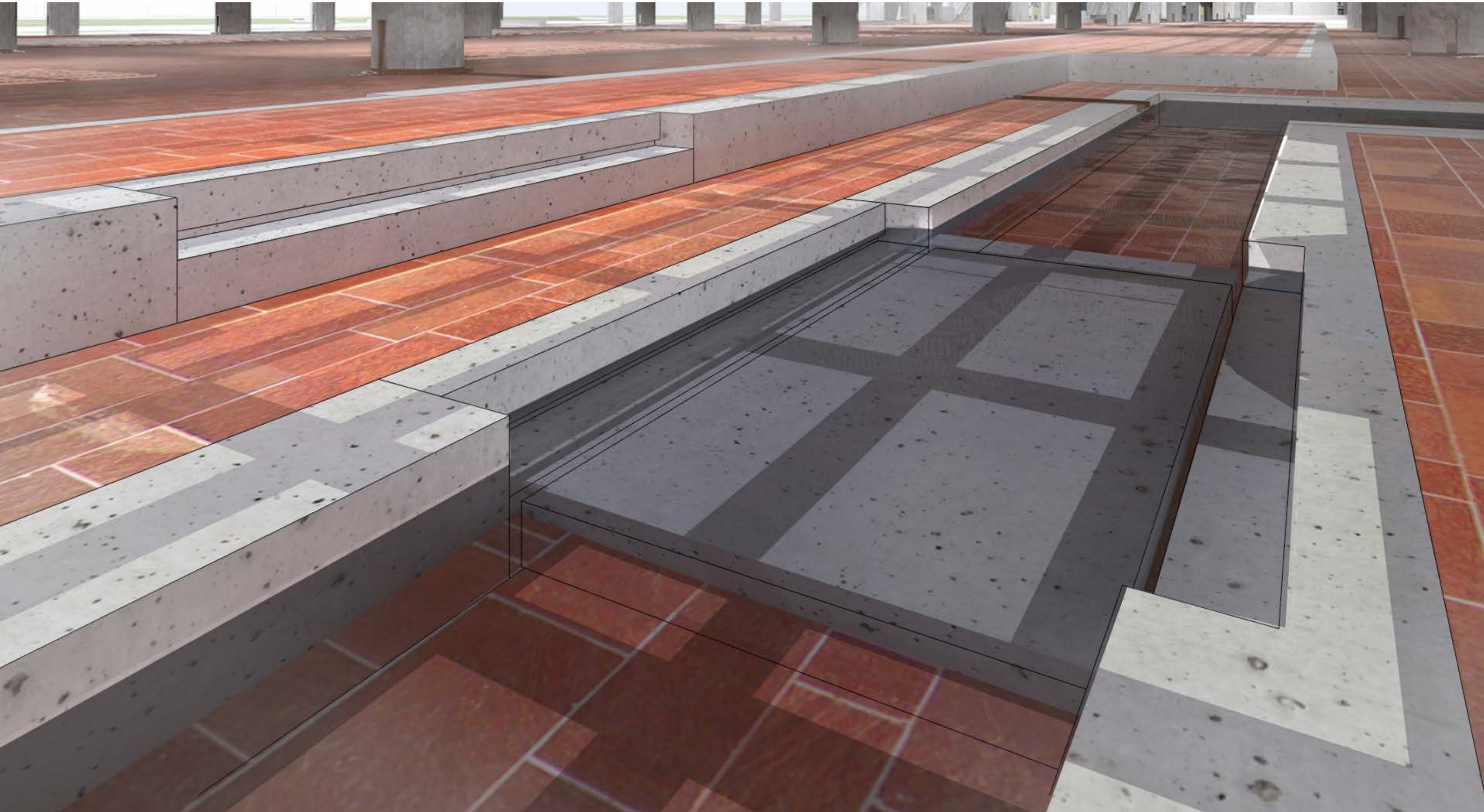


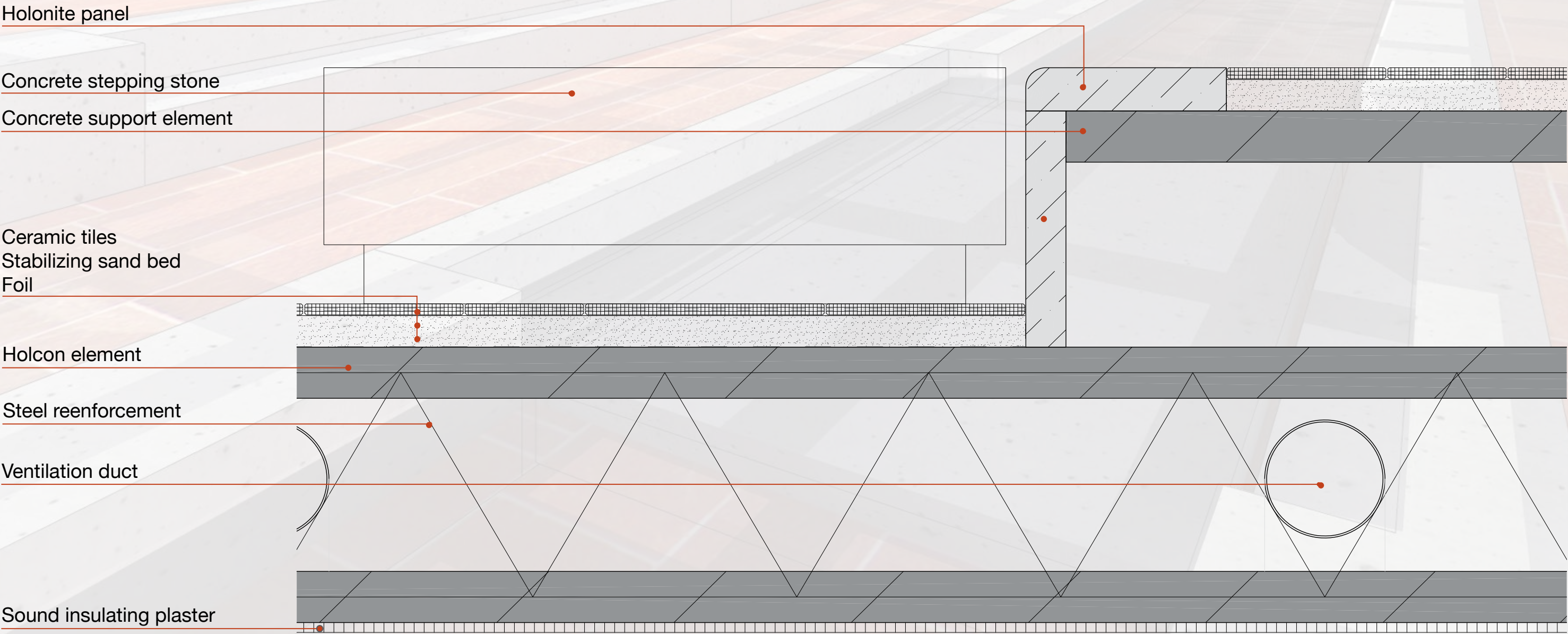
Water level + 1500











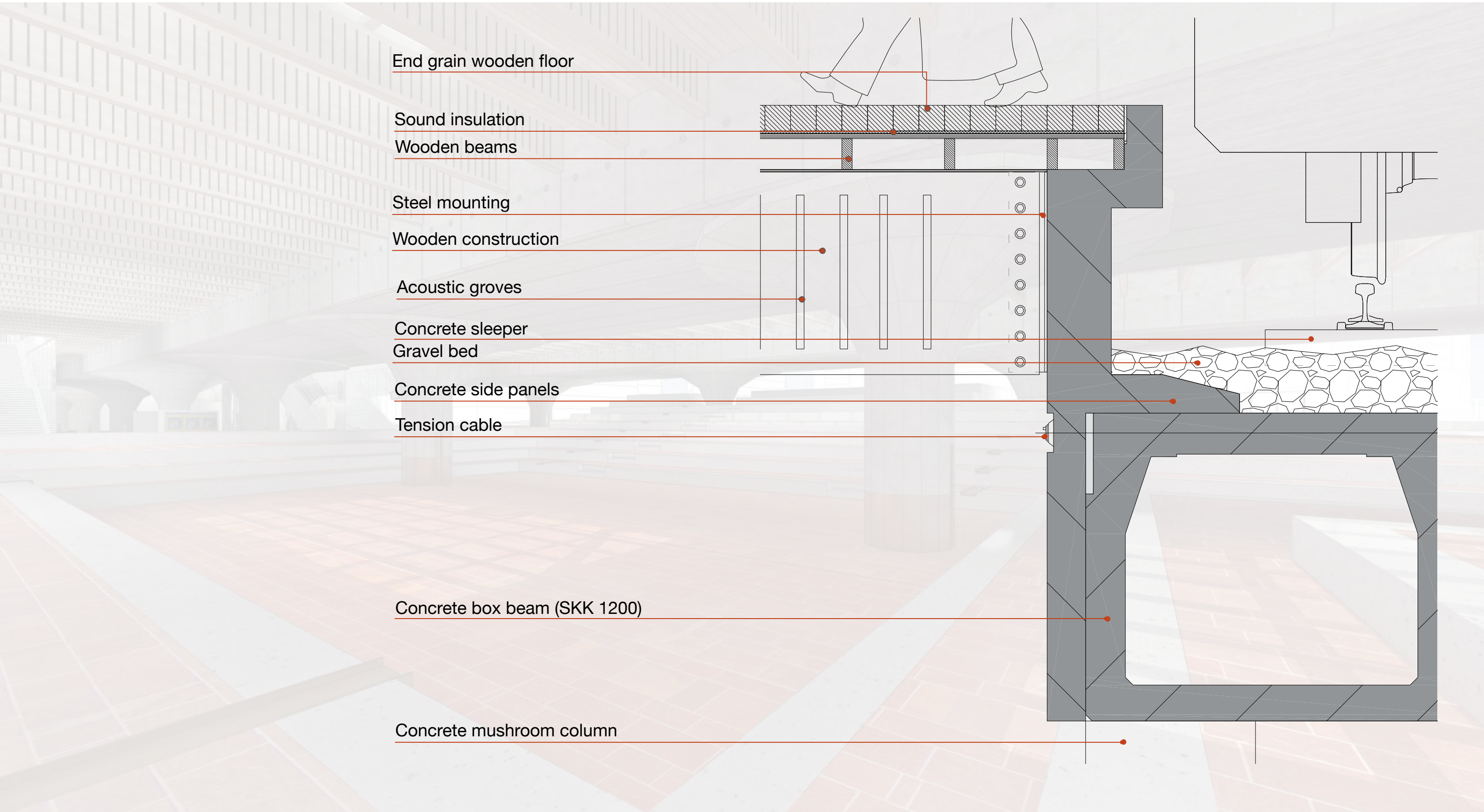


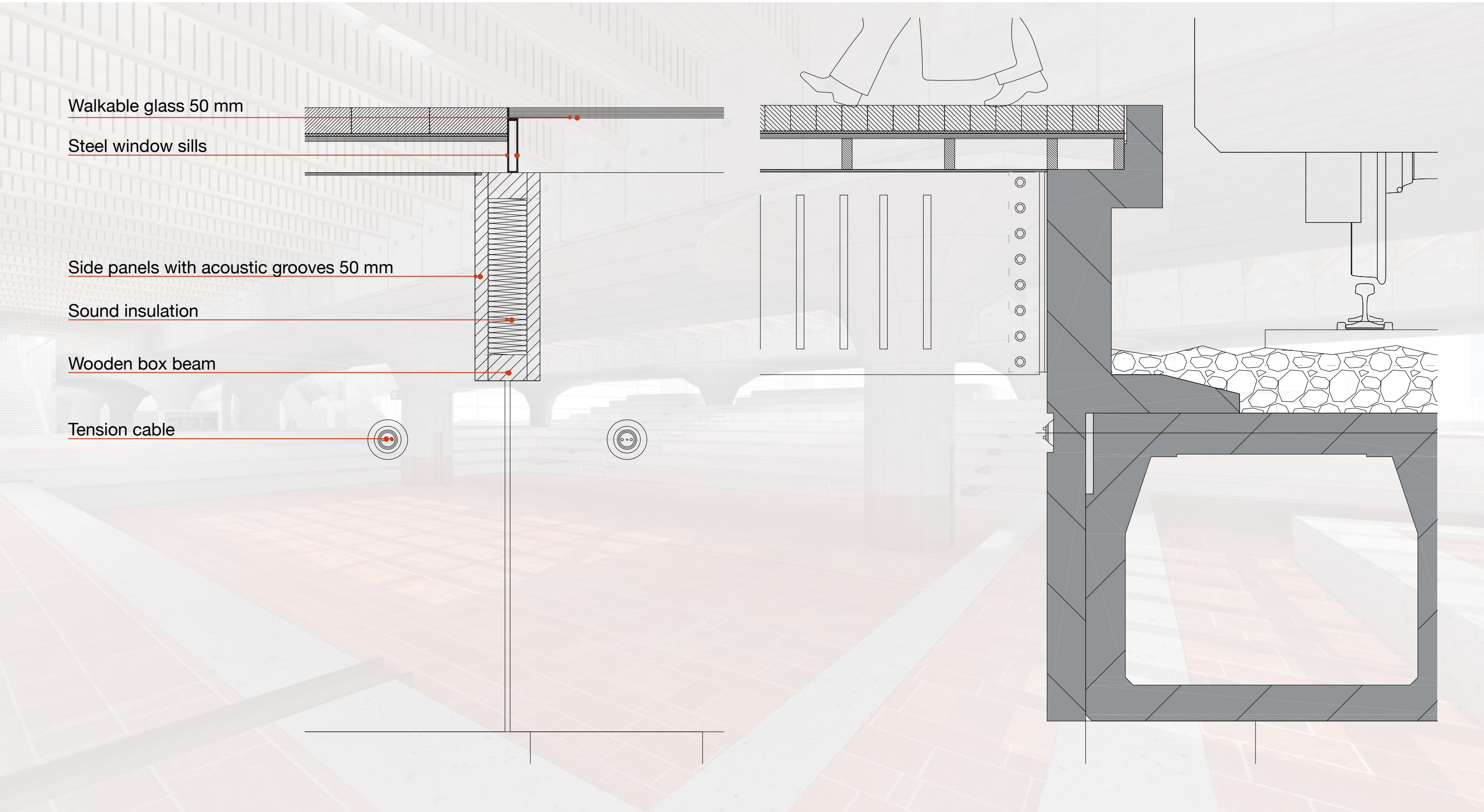






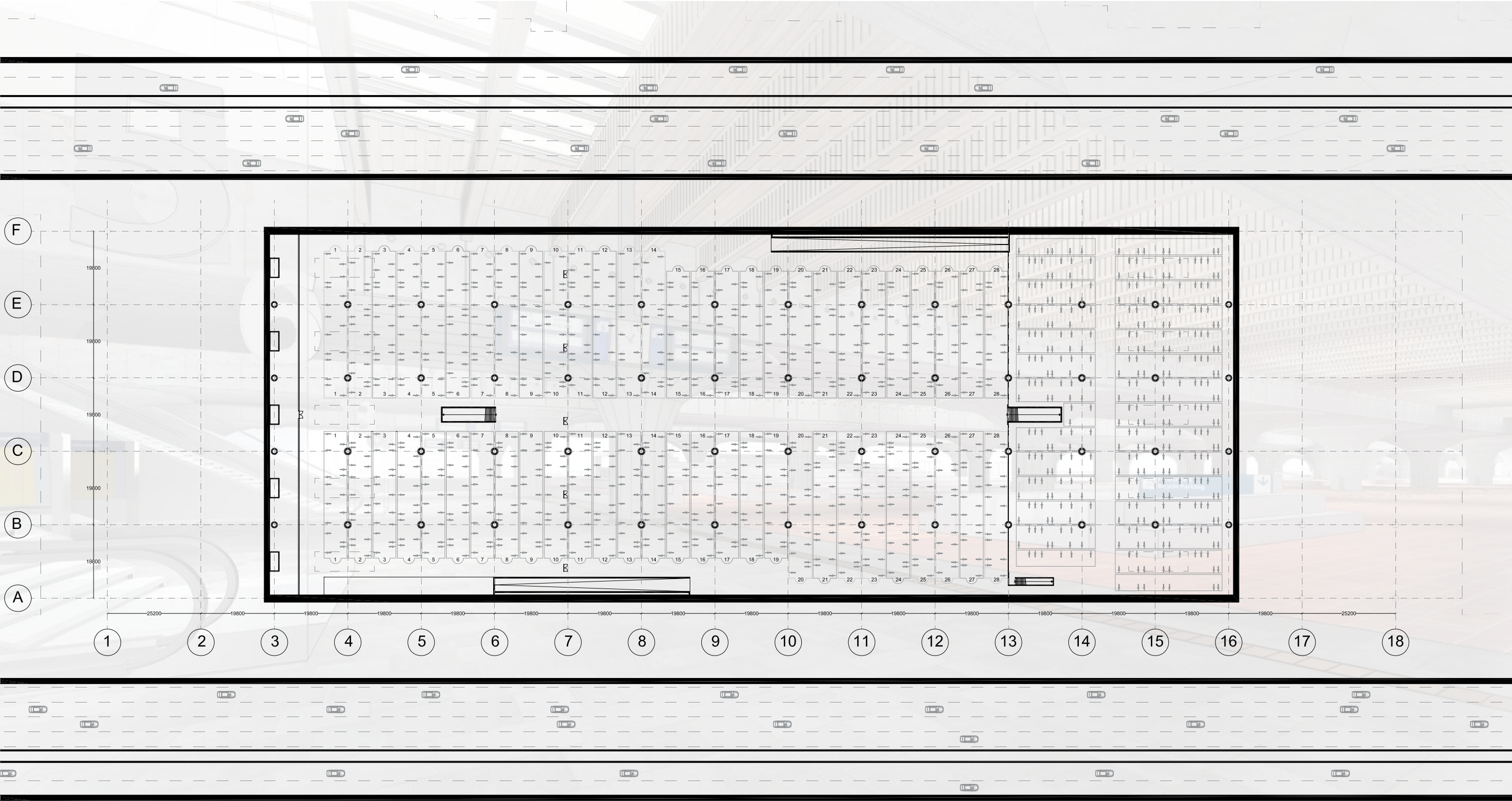


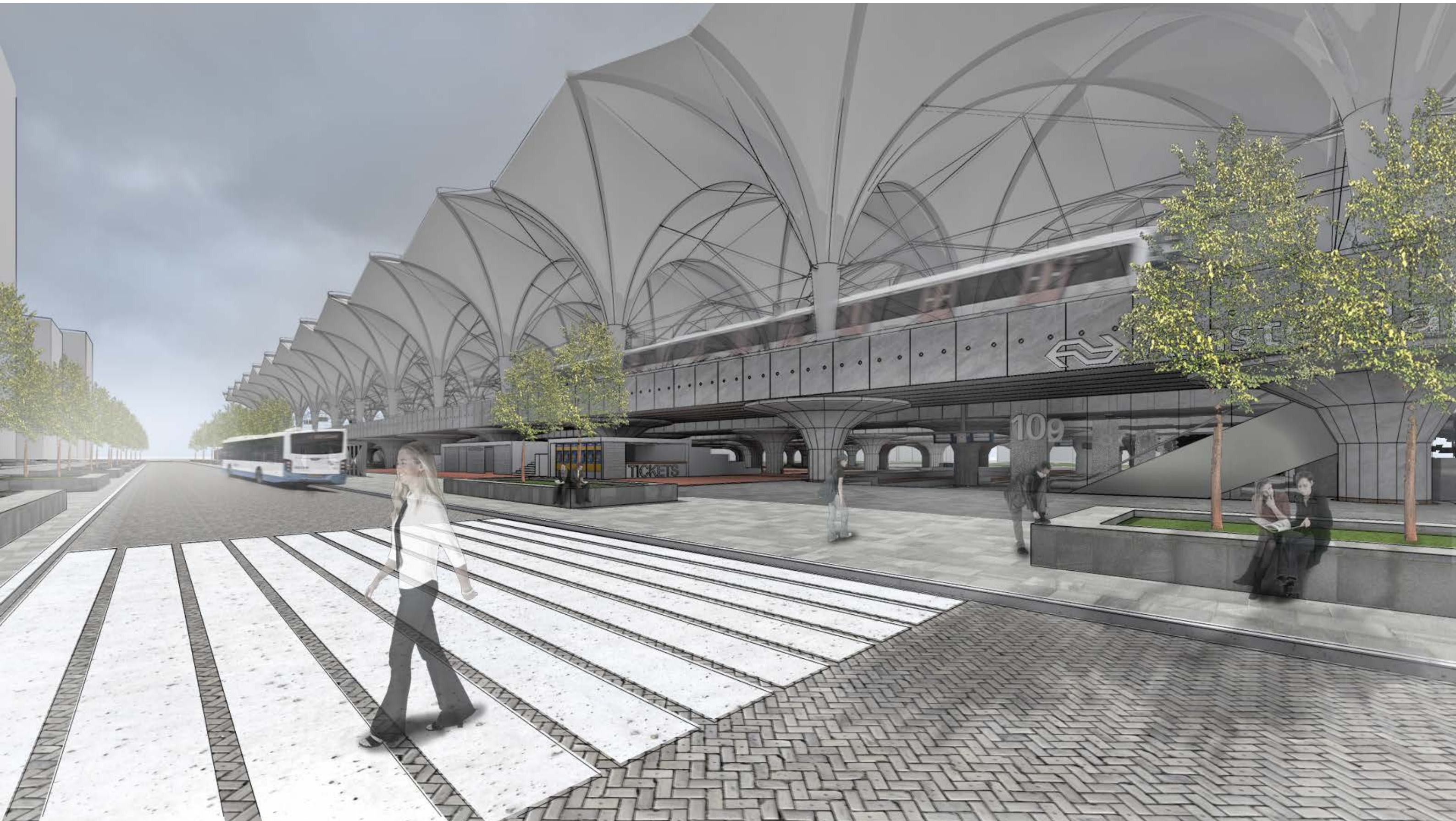








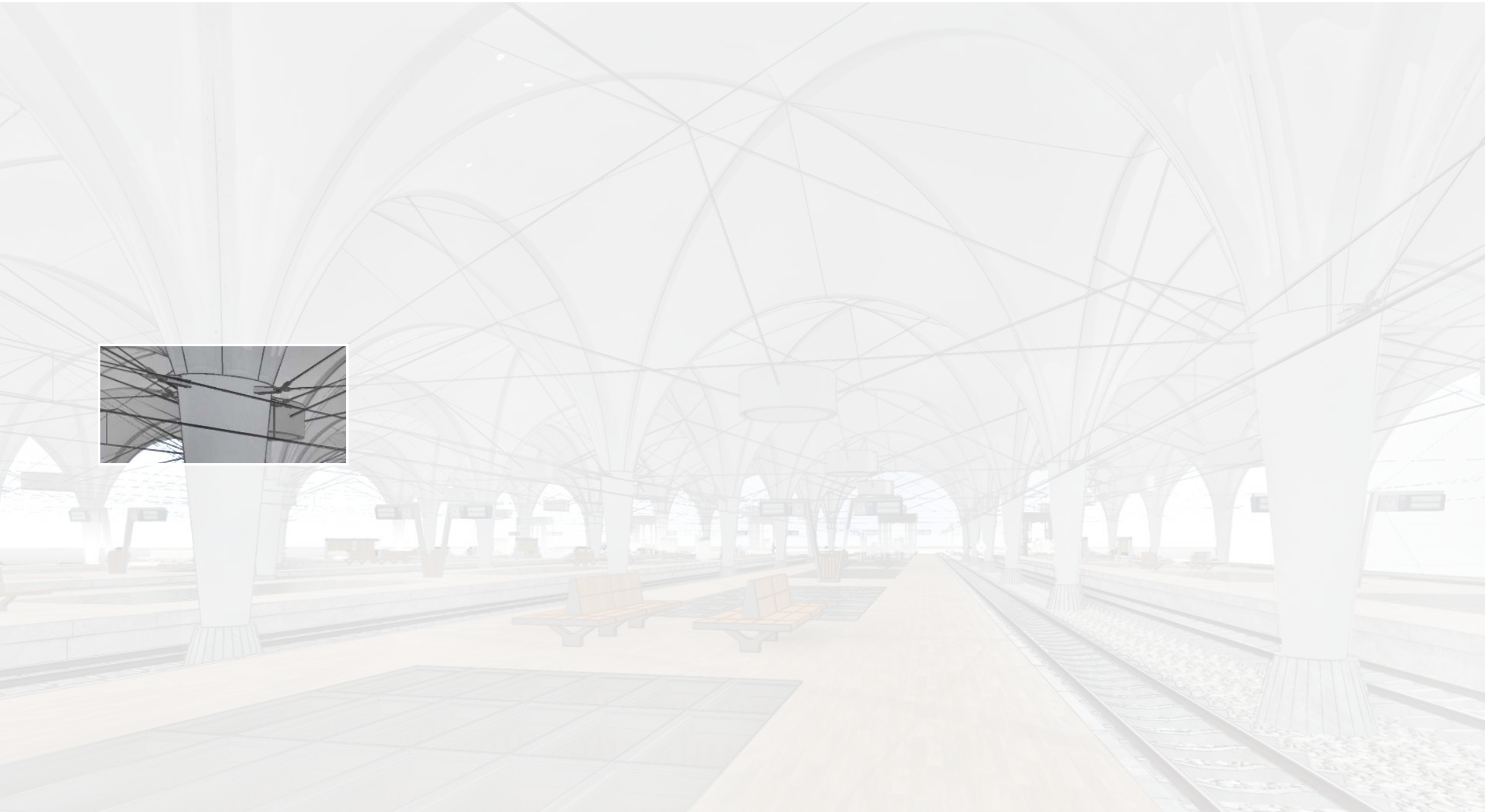


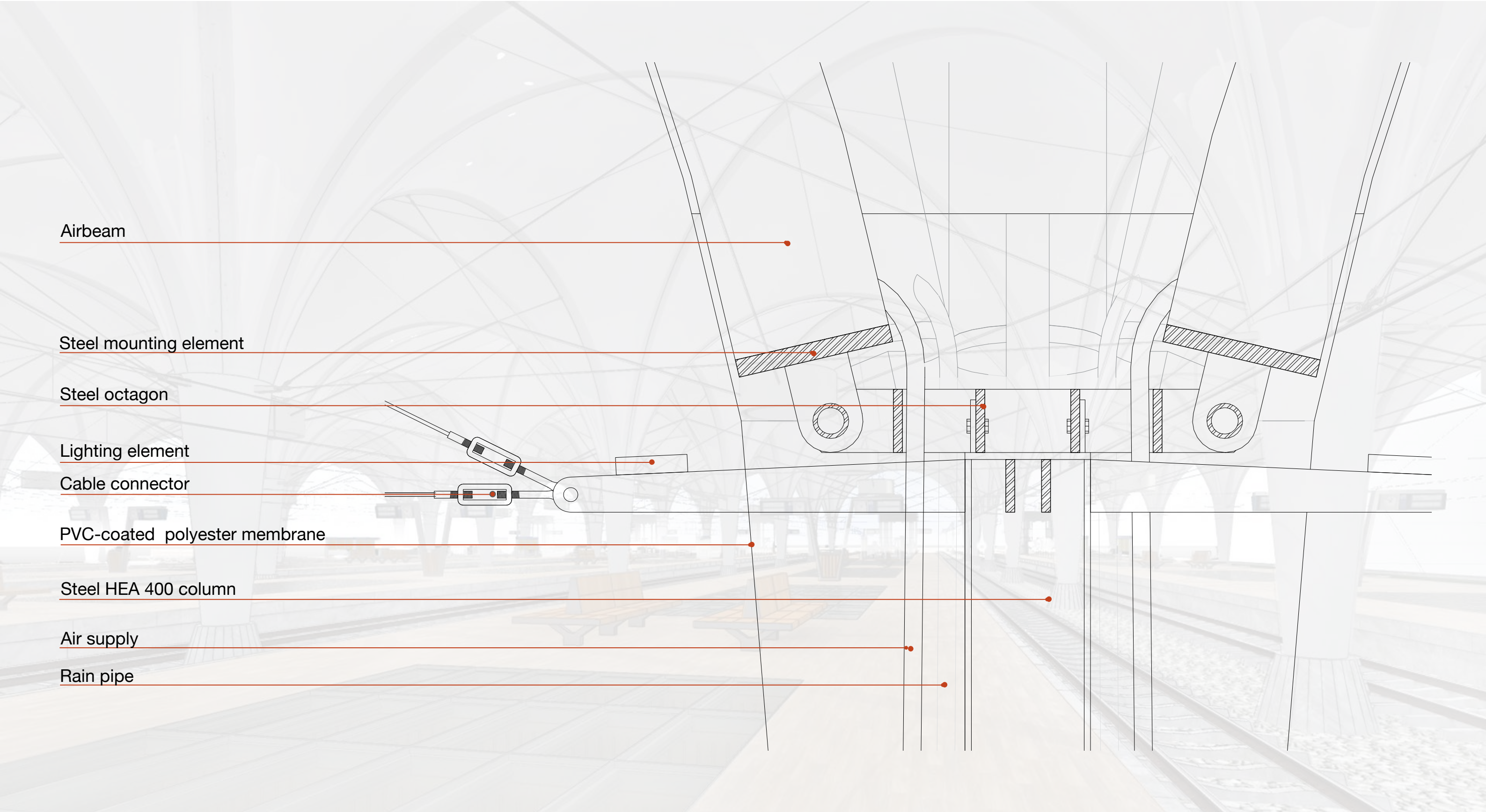


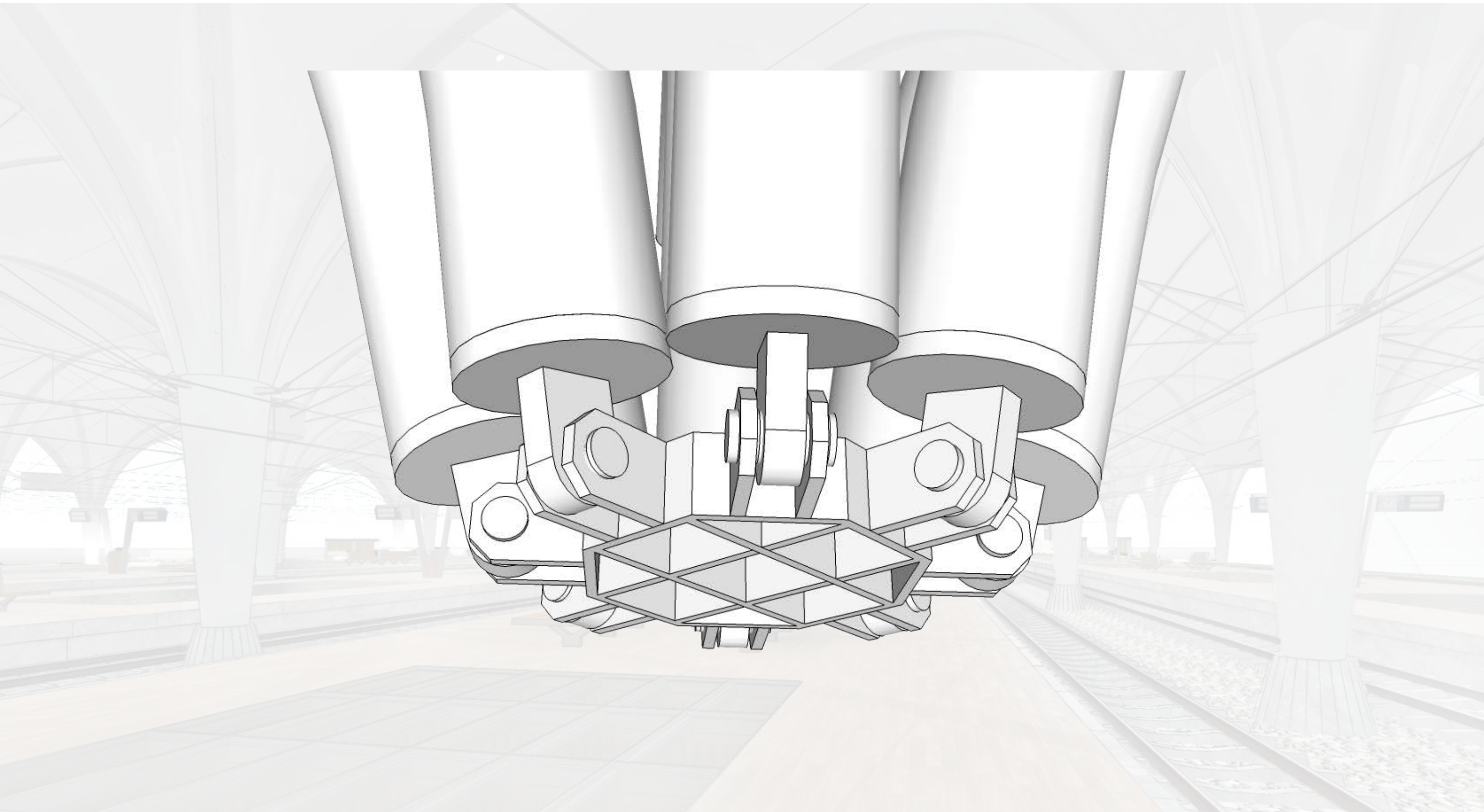




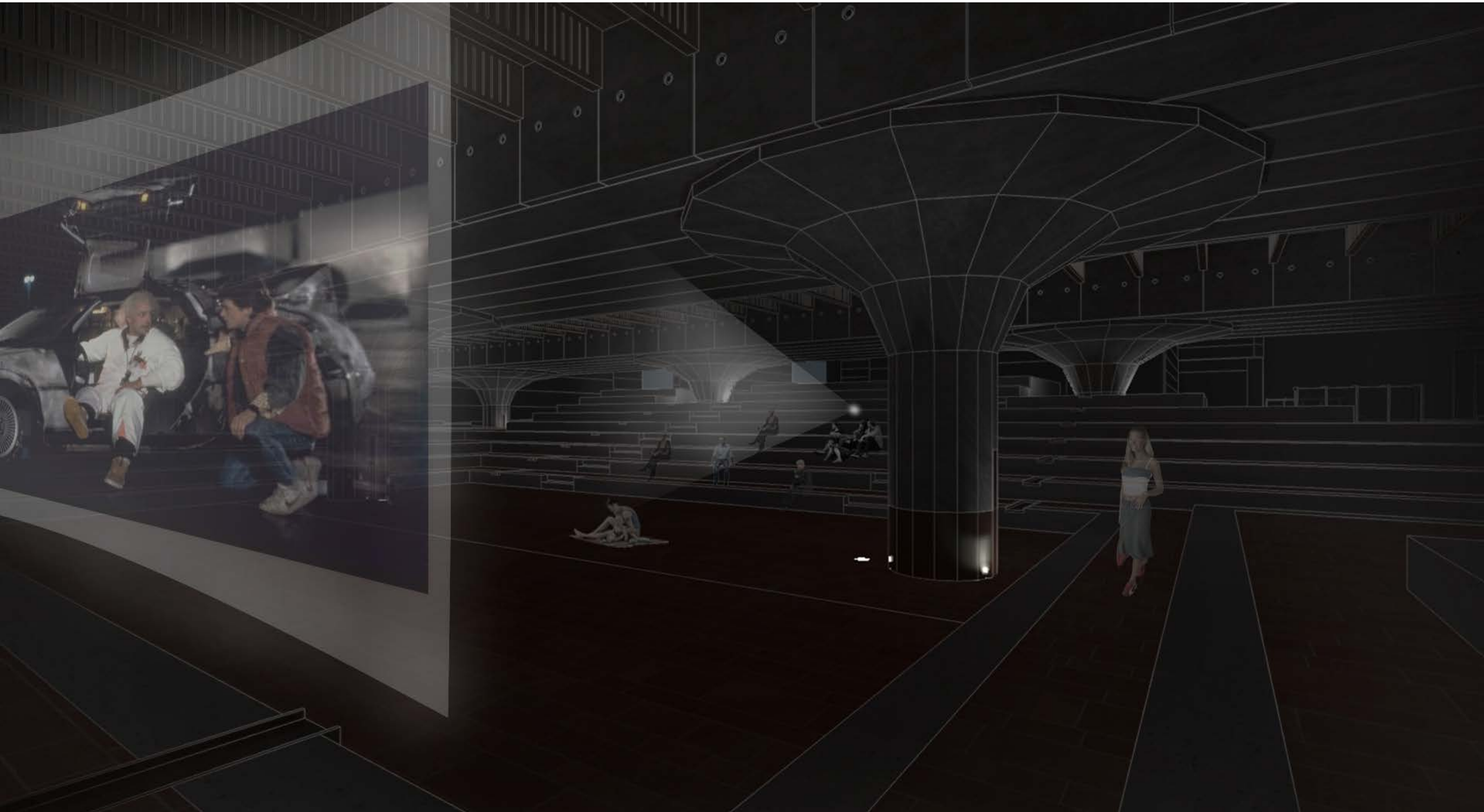




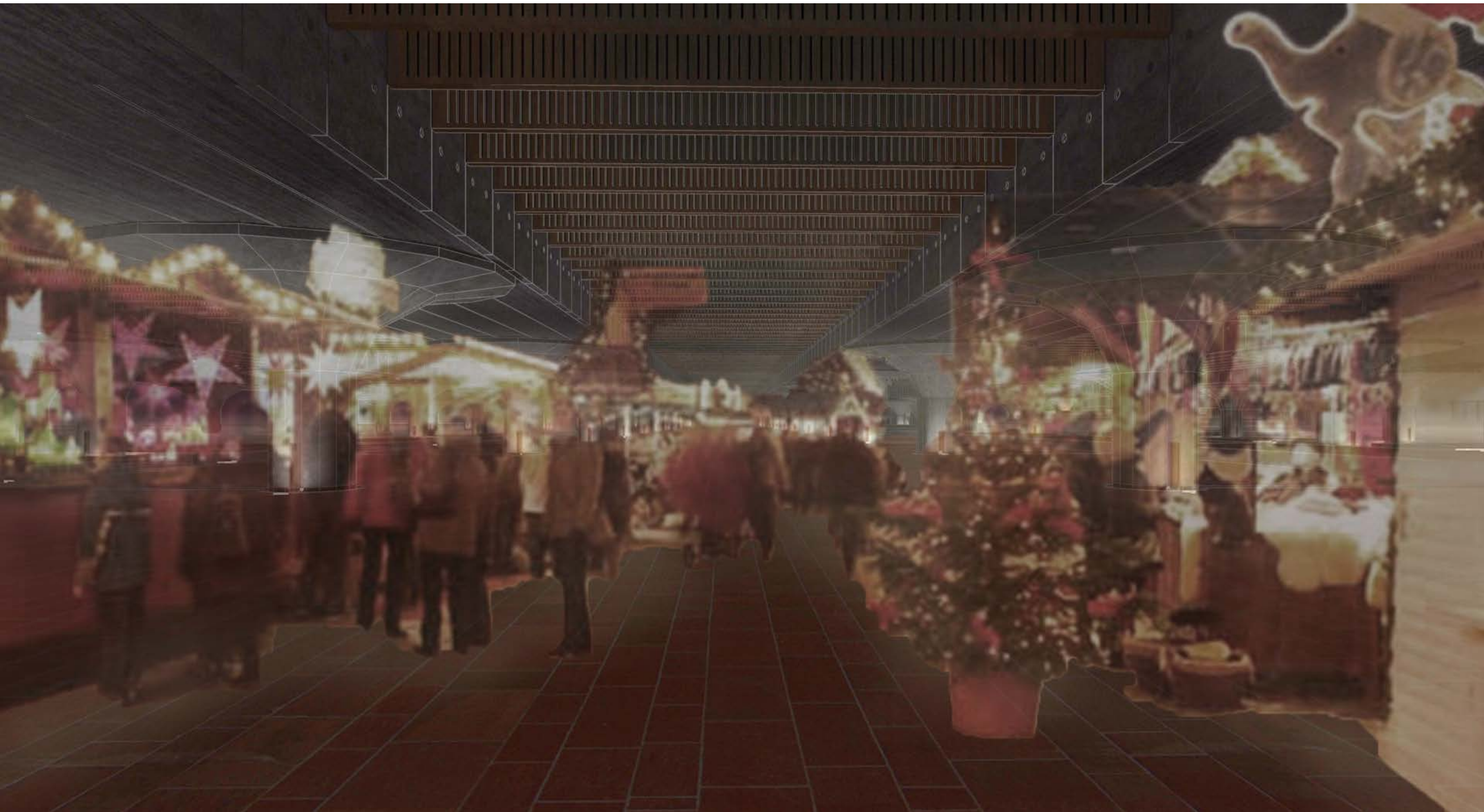














REFLECTION

- The plan is quite extreme, but is needed to break free from the current typology
- The plan doesn't have any PV-cells or heat pumps, not sustainable in energy but in material and construction
- The HOLCON floors were chosen based on the theme of temporarity, however the landscape would preferably become permanent, which could have led to a permanent floor system
- PV cells can be placed on the membrane possibility for selfsustaining building

THANK YOU FOR YOUR HELP AND ATTENTION!

...ARE THERE ANY QUESTIONS?