Integrated Schiedam Centrum Railway Station and its surroundings into local urban context with a view to the Transit-Oriented Development strategy

Background

The railway station Schiedam Centrum Station, which is one of the nodes of the regional networks, how to make these nodes complementary with local networks, and linked to old city centres and sub centres. Thirdly, how to make Schiedam Centrum Centrum Station and its surroundings integrate into local urban context with a view to the Transit-Oriented Development strategy. Schiedam Centrum Station and its surroundings are also new regional points well served by public transport in which a more specific planning effort is needed. Hence, the research questions are:

1. How to bring place sense to Schiedam Centrum Station surroundings?
2. How to transform the Schiedam Centrum Station northern area?
3. How to fill in the vacancy?
4. How to break the barriers?

Schiedam Centrum Station surrounding

In recent years, a concept is developed to balance between regional networks and local networks, how to make these nodes complementary with each other. Many railway stations and their surroundings are also new nodal points well served by public transport. This research portrays a region where a more specific planning effort is needed. In a recent research, Rotterdam Nieuw Mathenesse Plan (Rotterdam, 2003), in Schiedam a gap of the old station and its surroundings is of concern. From the 'place' point of view, the reality shows Schiedam Centrum Station and its surroundings more resembles a jump-in and jump-out space between different functions and economic activities. From the 'node' point of view, the reality shows Schiedam Centrum Station and its surroundings more resembles a node and place. The reality shows that the station area of Schiedam Centrum Station is a gap of the old station and its surroundings. For the 'node' point of view, the reality shows Schiedam Centrum Station and its surroundings more resembles a node and place.

Methodology Structure

The study is based on the following strategies:

1. Methodological approach
   - Literature Study
   - Thesis Study
   - Theory Study

Research Questions

- In between Vakant form the current situation around Schiedam Centrum Station.
- Vacant of Schiedam Centrum Station area. It more likes a jump-in and jump-out space between different functions and economic activities.

Schiedam Centrum Station surroundings

Schiedam Centrum Station surroundings is the area where a more specific planning effort is needed. In Schiedam a gap of the old station and its surroundings is of concern. From the 'place' point of view, the reality shows Schiedam Centrum Station and its surroundings more resembles a jump-in and jump-out space between different functions and economic activities. From the 'node' point of view, the reality shows Schiedam Centrum Station and its surroundings more resembles a node and place.

The scale of building typology is related to what kind of function program but provides a human scale street pattern. The scale of building typology is related to what kind of function program. The scale of building typology is related to what kind of function program. The scale of building typology is related to what kind of function program.

Design Topics

- Improved Design Principles
- Alternative design proposals
- What kind of street pattern?
- What are the weaknesses of TOD roles and potentials and to solve the problems of Schiedam Centrum Station and its surroundings?
- What kind of function program but provides a human scale street pattern?
Changes of station service radius after intervention come to a ‘newside’ of the city. Also for north, east and west. The former ‘backside’ of station could be service for the south old centre side. Since the highway and railway are barriers for people to walk and cycle to north of station.

In the current situation, Schiedam Centrum Station are mostly only for the south, but provides ways to go to east and west from station. Therefore, the service of station could not only for the south, but for the north, east and west.

The intervention of proposal links south and north and furthermore reduces the barriers for people to walk and cycle to north of station.

Influence to Schiedam City

In the current situation, Schiedam Centrum Station is mostly only used for the south, but provides ways to go to east and west from station. Therefore, the service of station could not only for the south, but for the north, east and west.

The intervention of proposal links south and north and furthermore reduces the barriers for people to walk and cycle to north of station.

Schiedam Centrum Railway Station and its surroundings are local urban context with a view to the Transit-Oriented Development strategy 2/3.

In the northern area of highway, ‘s-Hertogenbosch industrial sites, which could bring a better outdoor walking environments and attract attentions from the people who are driving on highway.

In Rotterdam Alexander urban pattern, which is large scale, is used in the in between vacant site to create indoor walking through space for people to avoid the noise and pollution from railway and highway.

In the middle area of highway, ‘s-Hertogenbosch Church could have a good public function on the square. The square could form new program and square for staying since the good accessibility from the square.

In the southern area of highway, a river view apparent could be formed to new program and square for staying since the good accessibility from the riverfront area.

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The existing routes which are essential for linking station to other centralities of the city.

The street pattern which could happen in the north, after carrying out the essential proposal links.

The overall proposal for linking.

Garbage filling in site is transformed to temporarily events site.

The former vacant site in the in between area is transformed to a mixed-use site with new programs. Extend the station hall to develop a station passage combining the under railway stage space, which was storage space before, and new programs.

Open up the space under the highway, to make a direct connection for people to walk through to north Schiedam Centrum Station square.

RECONCILE RAILWAY WITH CITY
Integrate Schiedam Centrum Railway Station and its surroundings into local urban context with a view to the Transit-Oriented Development strategy 2/3

Key Project 2
North of Schiedam Centrum Station Master Plan

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N

Station

Key Project 2
North of Schiedam Centrum

The intervention of proposal could change the land use of station surroundings. Station square areas could become to mixed-use site. The in-between highway and railway area and station north former industrial sites could become to residential and commercial areas. A new center in the north could be formed.

Schiedam Centrum Station could become to a regional node not only for transportation but also for many events and activities to be carried out there.

Roles After
Schiedam Centrum Station surroundings as a new commercial and entertainment/culture node in Rotterdam Metropolitan networks.