

New Centrality in the making

Working towards an *integrated* Kop van Feijenoord

URBAN PROBLEM

The public transport in the south of Rotterdam is moderate. With a population of almost 350.000 inhabitants this area has no central point where all public transport means comes together to strengthen the accessibility in this area. All lines are oriented on Rotterdam central while there such be a node in the southern part as well. Although new means of transport, Randstad rail, are linked to these area still the accessibility of this area is not improved because there is no integration on the existing lines.



The municipality created a master plan, Rotterdam Urban Vision 2030, consisting of 13 key projects that will sustain the main aims, creating a stronger economy and the city to become an attractive residential area. Of these 13 projects, 4 of them are in the south and 3 in the design location, Kop van Feijenoord. The issue is that non of these 3 project are integrated with each other or the urban context which is a missed opportunity for the development of these district

Feijenoord has a fragmented urban structure caused by spatial barriers creating several islands with an introvert character.

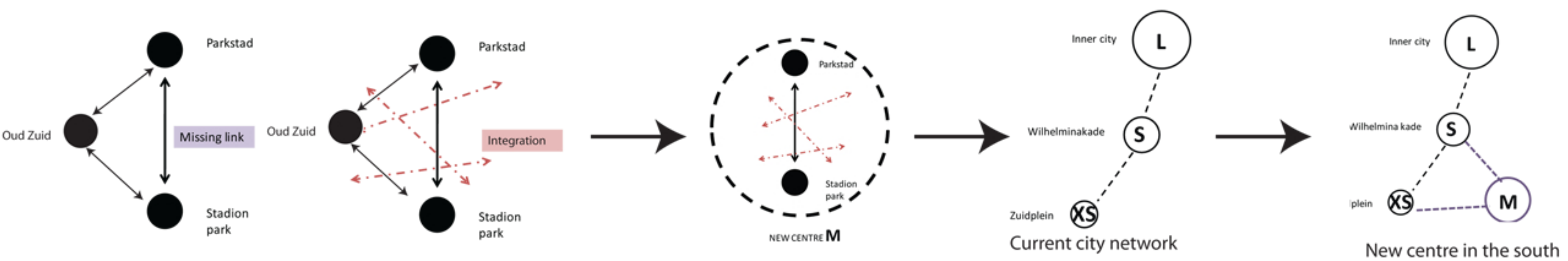


AIM

The whole project is basically is about dealing with integration, the integration of Rotterdam south on the city network and on the urban scale the integration of the projects Parkstad Oud Zuid and Stadionpark with each other and the district. If Rotterdam south wants to have a position on the network it need to have a node on this network connecting with the other nodes. In this area there is no specific node, transit node, that can be position on the network. Although the Zuidplein was designed to become the main centre of the south. Currently this project has a more local character. Now the aim is to restore this idea that might be the solution for the Rotterdam south. Current events in this area are of great importance, so they might create a new opportunities to develop itself in the network. The downside is that these assigned programs, Stadionpark and Parkstad are individually developed, no interaction between themselves and the district which might be a threat.

To achieve the vision, to create a new centre in the south connecting the area on the city scale, first the interaction between projects and surroundings has to be established therefore the south want to become a node on the city network.

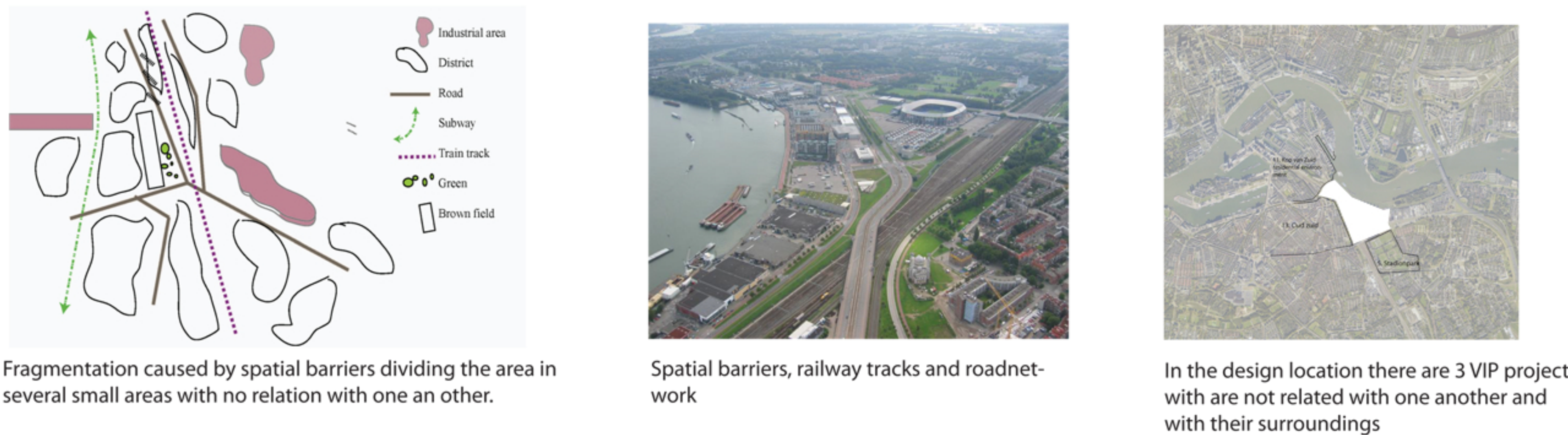
STRATEGY



DESIGN LOCATION KOP van FEIJENOORD



PROBLEMS

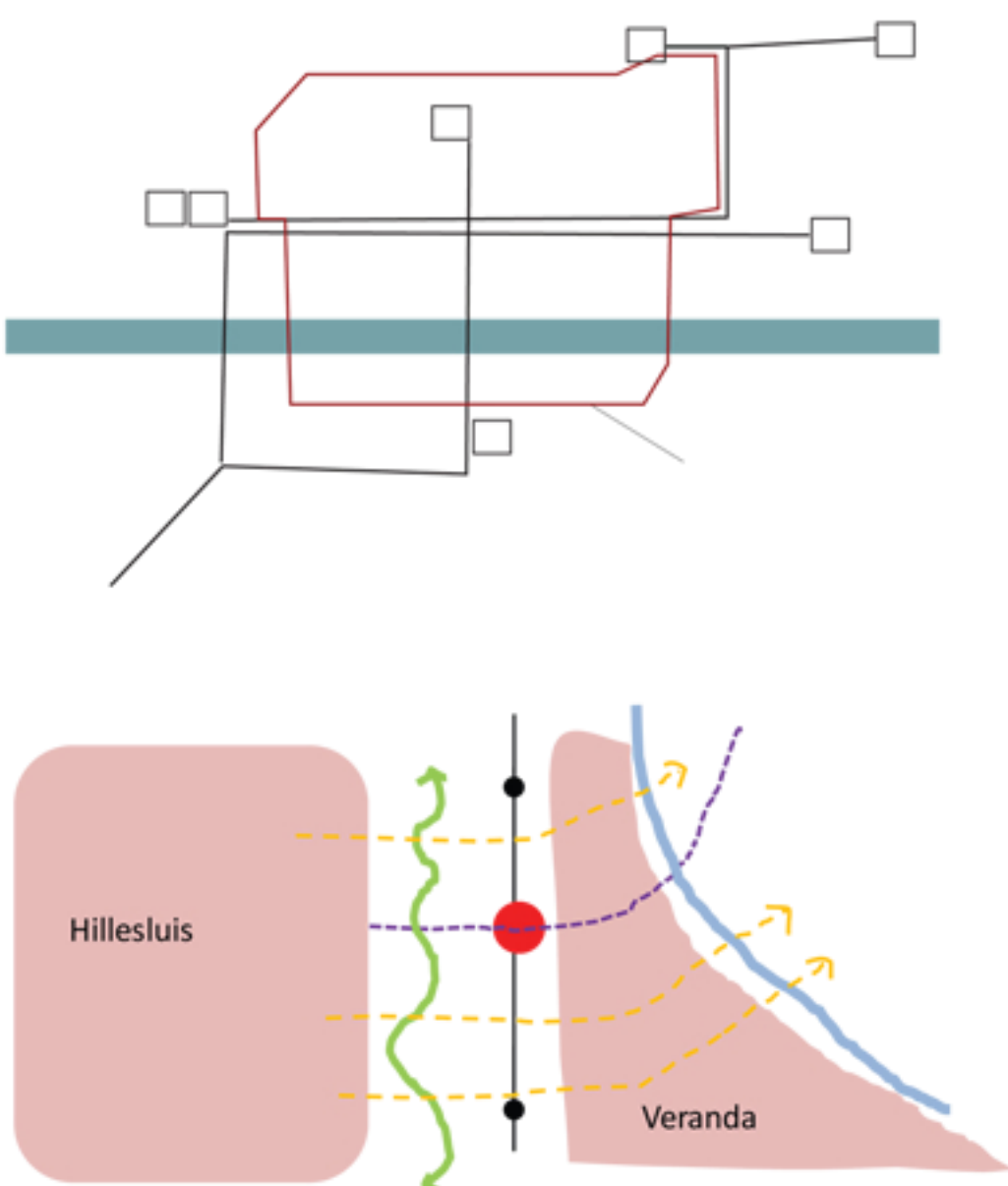


SPATIAL CONCEPT

The strategy applied in this project influences the position of Rotterdam south on the city scale.

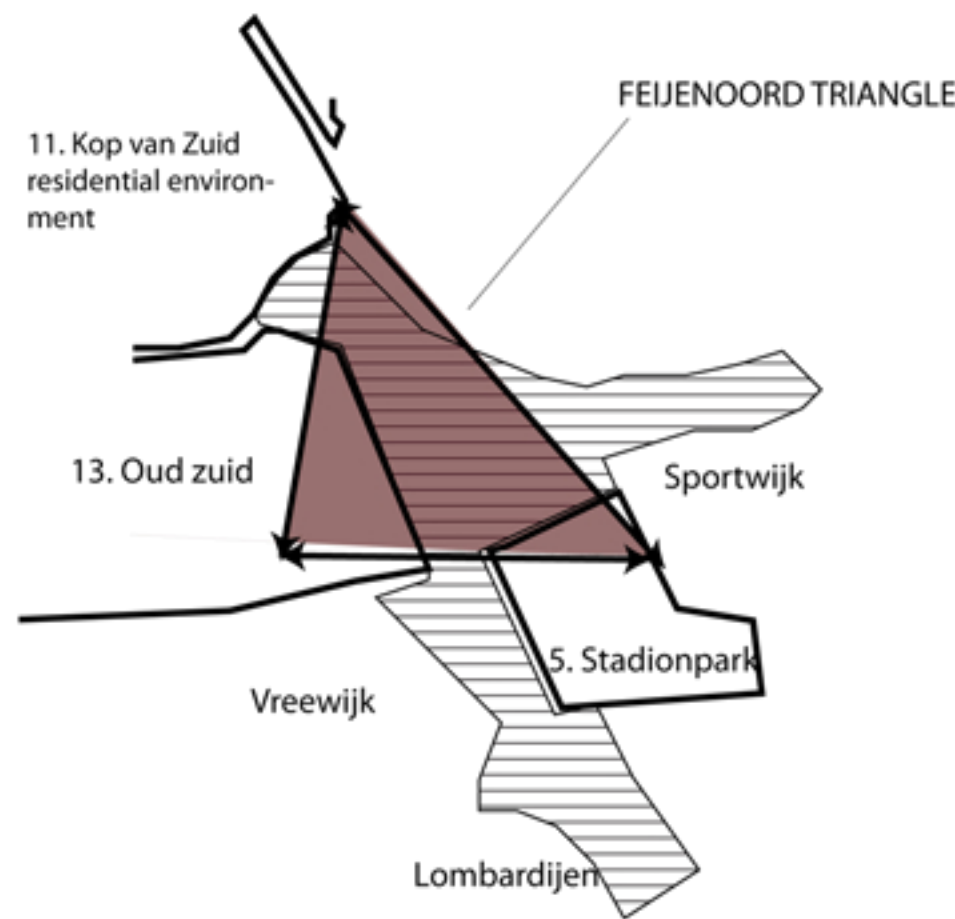
The proposed strategy for the positioning of Rotterdam south on the city network, enhancing the proposed public transport network by the municipality into a new circle metro network, the City line, covering most important nodes, educational, transit oriented, residential zones, programs in the both districts.

The new train station in the Feijenoord Triangle will become the starting point for integrating both Parkstad and Stadionpark with each other and the surrounding areas. By using the existing axis in the area together with the landscape elements green and water as the link between the Veranda and Hillesluis connecting the urban density and program.



DESIGN TASK

- 1.The improvement of the public transport network in the south and on the city level.
2. Dealing with the spatial
- 3.The development of the triangle to link the key projects and their surroundings.



NO INTEGRATION BETWEEN VIP PROJECTS



INTEGRATED KOP VAN FEIJENOORD

