a clearing amidst movement
General interest

Marconiplein: specific history of a transport place

A new agenda

Proposal
General interest
Passage of time and place
'Ideal' metrostation Tussenwater
‘Award winning’ metrostation Blijdorp
Traffic square and station Marconiplein
Abstraction of time, place as obstacle
Stations as real estate
Close ties to branding theory, lack theory on factual behaviour amongst ‘others’
stations replacing the city?
the herberg: a ‘station’ to rest and meet with strangers
‘Station’

etymology: late 13c., “place which one normally occupies,” from Old French stacion, estacion “site, location: station of the Cross; stop: a standing, standing firm; a post, job, position: military post; a watch, guard, sentinels; anchorage, port”

The meaning “regular stopping place” is first recorded 1797, in reference to coach routes; applied to railroads 1830.

A statio (Latin for “position” or “location”) is the place where, in the Roman Rite, a devotion to the stations of the Cross is celebrated. [Wikipedia: ‘Statio’]

The Stations of the Cross or the Way of the Cross, also known as the Way of Sorrows or the Via Crucis, refers to a series of images depicting Jesus Christ on the day of his crucifixion and accompanying prayers. The stations grew out of imitations of Via Dolorosa in Jerusalem which is believed to be the actual path Jesus walked to Mount Calvary. The object of the stations is to help the Christian faithful to make a spiritual pilgrimage through contemplation of the Passion of Christ.

Commonly, a series of 14 images will be arranged in numbered order along a path and the faithful travel from image to image, in order, stopping at each station to say the selected prayers and reflections. The style, form, and placement of the stations vary widely. The typical stations are small plaques with reliefs or paintings placed around a church nave. Modern minimalist stations can be simple crosses with a numeral in the centre.

The earliest use of the word “stations”, as applied to the accustomed halting places in the Via Sacra at Jerusalem, occurs in the narrative of an English pilgrim, William Wey, who visited the Holy Land in the mid-15th century, and described pilgrims following the footsteps of Christ to the cross. In 1521, a book called Geystlich Strass (German: “spiritual road”) was printed with illustrations of the stations in the Holy Land. [Wikipedia: “stations of the Cross’}
Via Dolorosa I...XIV Fourteen Stations of the Cross

I  Jesus is condemned to death by crucifixion by Pontius Pilate
II Jesus takes up the Cross
III Jesus falls for the first time
IV Jesus meets his mother
V Simon of Cyrene helps

Route of Procession

VI Jesus to carry the Cross
VII Veronica hands Jesus the handkerchief
VIII Jesus falls for the second time
IX Jesus comforts the women of Jerusalem

IN THE CHURCH OF THE HOLY SEPULCHRE
X Jesus is disrobbed
XI Jesus is crucified
XII Jesus dies on the Cross
XIII Jesus' body is taken down from the Cross
XIV Jesus' body is laid down in the tomb (Holy Sepulchre)

spiritual 'stops'
Khaju bridge: a street over a butress dam
relation between infrastructure, landscape and being amongst strangers as meaningfull moment
Architecture as open infrastructure

Adresses the future of the city not by rules and codes (zoning, top down systems, building codes), but by fixing points of surfaces, access and structure with bottom-up means.

Organise and enable series of flows and movements and exchanges.

Within it their is no absolute in gain of freedom, but recognition of potential free play in another dimension.

Quotes from the 6 propositions for an infrastructural urbanism by Sean Allen [1997]
Marconiplein
history of a transport place
Case-study: Marconiplein in Rotterdam
'00-'30
Edge of the Boulevard city

'40-'60
Spectacular entrance for high speed movement to places elsewhere

'70-now
Conflict-managed infrastructural knot between very different urban fragments

'00-now
Changes around the square
Corner on the dyke between Delftsehaven and Schiedam
1916 - Expansion of Rotterdam, the harbor and housing for the educated working class
Marconiplein: open paved square at the edge of the boulevard city
Marconiplein: open paved square at the edge of the boulevard city
Mixing slow speed traffic with parking, shopping and linger
‘00–’30
Edge of the Boulevard city

‘40–’60
Spectacular entrance for high speed movement to places elsewhere

‘70–now
Conflict-managed infrastructural knot between very different urban fragments

‘00–now
Changes around the square
From edge of the city to...
a roundabout as high-speed entrance between two growing cities
modernist planning after bombardment of Marconiplein
Marconiplein: a spectacular entrance for high-speed motorised movement towards places elsewhere
Sense of spectacle and linger
‘00–’30
Edge of the Boulevard city

‘40–’60
Spectacular entrance for high speed movement to places elsewhere

‘70–now
Conflict–managed infrastuctural knot between very different urban fragments

‘00–now
Changes around the square
1960’s from main entrance...
1990's - changing main roads, the metro and increasingly isolated traffic domains
1980’s Marconiplein as collection of traffic domains
Marconiplein as station
passage - passing
‘00-’30
Edge of the Boulevard city

‘40-’60
Spectacular entrance for high speed movement to places elsewhere

‘70-now
Conflict-managed infrastructural knot between very different urban fragments

‘00-now
Changes around the square
Train infrastructure separated harbor from the city
Marconiplein: a node between a green fragments
moments of transport between green fragments
the green network: alternating between moments of linger and movement
Renewed interest in Marconiplein
Historically present spatial qualities and characteristics could re-establish a sense of place and historical continuity
’00–’30 Edge of the boulevard city
Trees as ‘open’ threshold / boulevard extended as edge
‘40–’60 Spectacle of high-speed distribution
figure of the circle to distribute and create a centre of attention
70's-now Marconiplein as station and complex infrastructural junction
Looping trams and bus embracing a centre, neighbouring big park fragments
Clearing

etymology: late 14c. *faction of making clear,* verbal noun from clear (v.).
Meaning “land cleared of wood” is from 1818, American English.
Open square for pedestrians between transport platforms and the city
Architecture to frame a centre of importance, movement as decor
Gardens between traffic and a cleared centre of importance addressing different interiors
Invitations of play, the edge as place to linger
A new agenda
Using transport language to include an abstract notion of spatial experience
transport systems as barrier between green fragments
Re-introducing the figure of the circle: transport systems embracing green, and extending the boulevard
a shared interior mediating between parks, infrastructure, the harbor and the boulevard
Proposal:
a canopy and carpet
Existing topography: a dyke platform
Station: the bus platform and organisation
Station: Trams- and the Metro
Park surfaces
Cycle roads
Canopy
-framing a clearing-
Existing: transport systems take centre stage
Proposal: Station platforms to frame a public place
Existing topography
Lowering the clearing, access, overview and dampen traffic noise
a bridge connecting harbour, boulevard and station
Dyke to shorten landing
Extension of the bridge: shelter and direct access to the platforms
A combination of bridge and trees address both parks and platforms as continues canopy.
decor of movement / ‘open’ canopy structure
Sheltering - Opening / Canopy - Ground
Built and grown canopy
Stairs and ramps leading straight to the platforms and bike parking
Repeated segment of wooden waffle structure on concrete columns
Repeated segment of wooden waffle structure on concrete columns

Kerto-q laminated wooden boards slide into a waffle structure and enclosed into 4 boxes.

Joining of elements and placement on steel pin-joints.

Pin-joint placed on prefab concrete columns. Brick cladding on-site afterwards.
Kerto-Q laminated wood (63mm)
Joining of elements: 2x33mm

Steel pin-joints
Prefab concrete column
(on-site) brick cladding

Gutter

Prefab concrete and brick clad steps
(on-site) brick cladding

Section of segment and stair
Wooden rail (220mm width)
Lighting
Kerto-Q boards (33x100mm)
Kerto-Q boards (33x130mm)
Wooden decking
Waterproof membrane
Kerto-Q laminated wood (63mm)
Kerto-Q laminated wood (63mm)
Kerto-Q laminated wood (33mm)
Steel strips attached to pin-joint
Wooden foot-plate of prefab element
Steel plate of pin-joint
Pin
Brick cladding
Prefab concrete column

Facade and column detailing
Opening / shelter
Brick-clad stairs curve up from the ground
Carpet
- addressing different complexities with floor materialisation-
Kalmer square: materialisation of the floor as subject of design
Parc del Clot: combination of topography and surfaces
Floor and the ground

Traversing its literal and metaphoric meanings, the floor becomes the basic tool to tame and eventually overcome physical geographic abnormalities, to homogenise context and prepare a smooth surface for the frictionless circulation of commodities.

'People are treated like mobile packages rushing from A to B on a networked, yet frictionless surface, as if transportation is based solely on the space of flows, serving only the circulation of capital and information.'

'The interrelations of humans with space and context cannot be overlooked. For transportation infrastructures are primarily dedicated to serving living beings, and are placed in a specific urban context, among people who unavoidably develop experiences and memories, even without using these infrastructures for their primary purpose. Hence transport infrastructures stand in a peculiar position between the space of flows and the space of places: different from a mere instrument of flows, like a container port, but more than just a place-specific locale, like a neighbourhood square, harbours and train stations are something in-between.'

'In any case, a more balanced relation between floor and ground is best pursued at the ground floor level, where the city meets the cars, the buses, the trains, and even the ships. It is perhaps not by chance that the two words meet each other there; most instances of transportation infrastructure are necessarily expressed on the ground floor, for the public to reach them. There, all sorts of different systems are capable of establishing seemingly disorderly relations and distractions. Besides, the floor is always trying to escape the complexity of the ground floor with fences, buffer zones, and concealed spaces.'

(George Papas Papamitsakis - The Floor Is Not the Ground: Ecologies of Transportation Infrastructure)
Proposed: carpet addressing different uses
station floor connect all (5) platforms
Walking route as guiding principle
Opening up to recreation and opportunities to linger
Ring of gardens and gravel connect (3) park fragments
a paved clearing of systems create a play of pools and cyclist
clearing - zoom
Re-extending the boulevard as place to linger commercially
Canopy - framing space / Carpet - addressing different uses
Carpet and canopy: Urban interiors
Meeting of infrastructures
fields of recreation
A moment of movement between parks
edge of the station
Structure for navigation and ecology
Voids in canopy structure address navigation, bats and birds
Opening / shelter
Meeting of infrastructures
The Metro-exit
A moment of movement between parks