A lesson learnt from North European project processes

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1. Rotterdam CS

Rotterdam Central Station, 2014 © MTriggianese
**Facts and Figure**

**ROTTERDAM CENTRAAL**

- **Location**: Province Zuid Holland, the Netherlands
- **State of progress**: ongoing (High Speed station 2003-2014 completed; District planning phase 1998-2025)
- **Financing**: Dutch government
- **Stakeholders**: NS, Prorail, The Dutch government through the Ministry of Transport, The city of Rotterdam
- **Programme of the public transport terminal**: integral station roof, concourse and travellers’ tunnel, platform fit-out, commercial spaces, offices, restaurants, cafés and facilities for travellers
  - Ca 46,0000 mq GFA
- **Architects of the Station**: TEAM CS a cooperation between Benthem Crouwel Architects, MVSA Meyer en Van Schooten Architecten, and West 8

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**Destination** | **Travelling time**
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Amsterdam | 0.35 hrs
Antwerp | 0.32 hrs
Brussels | 1.10 hrs
Frankfurt | 4.15 hrs
Köln | 3.07 hrs
Paris | 2.30 hrs
London | 3.09 hrs
Schiphol airport | 0.19 hrs

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Ms. Triggianese – TU Delft – (Before) Station Design
Station Building

Rotterdam Central Station by S. van Ravesteyn, 1956

Rotterdam Central after the WW II, 1946

Rotterdam Central Station by Team CS, 2014 © MTriggianese

Ms. Triggianese – TU Delft – (Before) Station Design

Rotterdam Central Station – design proposal, 2001 © Alsop
Programme for Rotterdam Central District:
Station Building & Transport, Public space, offices, hotel, parking, residential, casino, commercial functions, hospitality, theatre, congress, lobbies

Gross floor area:
600,000 m² in 1998 reduced to 400,000 m² in 2002

Timeline:
Central Post 2009
HSL operational + RandstadRail + Weena tunnel: 2010
Station + Garage Kruisplein: 2013
Private Initiatives (Conradstraat, Delftseplein, Weenapoint, Schiekadeblok) 2007-2025

Reference: http://rotterdam-centraldistrict.dpi.nl

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2. Timeline

How to integrate spatial issues along the decision making process?

‘Rotterdam Centraal’ Design Development, 2014 © MTriggianese
Inter-modality

Exploring, developing, budgeting, possible scenarios

- MODAL SPLIT: Subway, Tram, bicycle, bus, cars
- Transfers: platforms, stairs and lifts, passage (s), hall
- Travellers facilities, connections
- Additional facilities (commerce and services)
- New urban integration and image: 4 scenarios / budgets including options based on station level, city level, transportation planning and urban design
Spatial Integration

From the Concept to the Project (2004)

- Make the station part of the urban fabric
- Heritage - Van Ravesteyn station
- Facilitate pedestrian flows
- Accommodate new travellers and visitors
- Place ‘to be’ and not a place ‘to pass through’

Number of travellers/day:
2013: 110,000
2025: 323,000

Reference: [http://benthemcrouwel.com](http://benthemcrouwel.com);
[http://www.west8.nl](http://www.west8.nl); [http://www.mvsa-architects.com](http://www.mvsa-architects.com)

© Holland RailConsult/Prorail

Rotterdam Centraal, 2004 © TeamCS

Design Levels for Rotterdam CS Vision, 2003 © Prorail/City
3. Station Project

From the Project to the Station (2014)

An INTERNATIONAL HUB along the HST network
A GATE for North Europe
A new IMAGE for Rotterdam City
A new SQUARE for the City Center
North and South Two different facades / identities

Rotterdam Central Station, 2013 © Jannes Linders
Ambition development

From the Station to the District (2007-...)
Attractive and Liveable City center
(initiative of the Municipality of Rotterdam together
with local and global investors)

The DESIGN of the station and its district
makes fully use of potential imaginary
These projects are based on high degree and
multiple ambitions, How to integrate the means to
actually implement the urban visions?

<Mixone> concept in Weena | Glocal City Vision
2007 © Concire and the City of Rotterdam
Reference: http://www.rotterdam.nl

Rotterdam Central Station District, Quality Plan 2009 © Maxwan A+U and the City of Rotterdam
Reference: http://maxwan.nl
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