STRATEGIE VOOR DE VERANDEREND STAD

NIEUWJAARSLEZING BKO HUUB JUURLINK

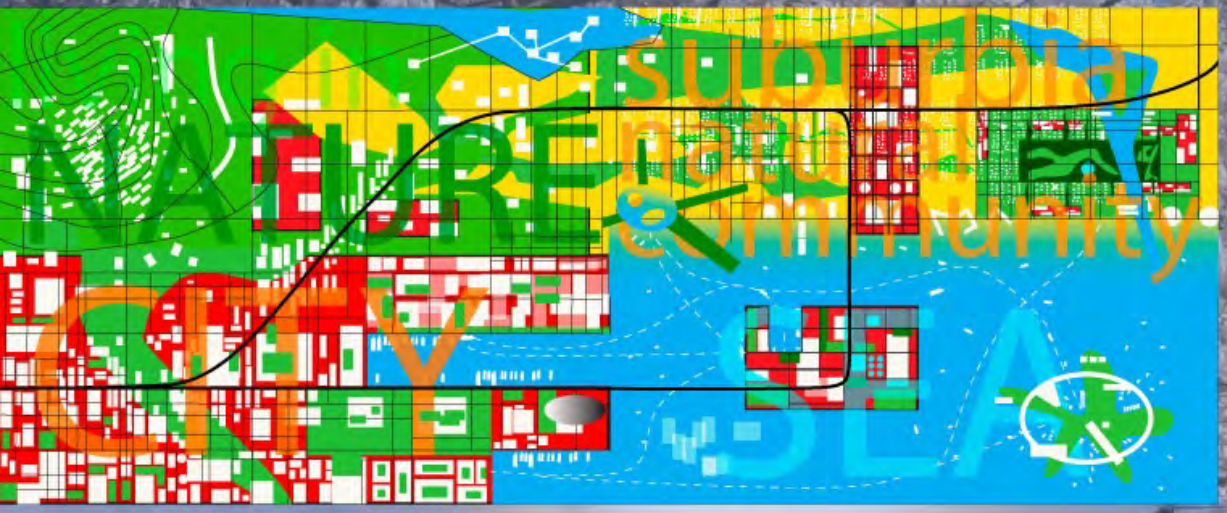
2022

JUURLINK STEDENBOUW [+] GELUK bv LANDSCHAP

CULD

Complex Urban Landscape Design

jvantspijker & partners



creative and integral approach to urbanism, traffic, ecology and city branding

Partners:

Huub Juurlink,
- stedenbouwkundige BNSP
- landschapsarchitect BNT

Cor Geluk,
- stedenbouwkundige BNSP
- Landschapsarchitect

Jaakko van ‘t Spijker, CULD
- architect, BNA

Bureau’s:

Amsterdam
Rotterdam

Workforce:

12 ontwerpers en 2 administratieve krachten

Sinds:

1995 Juurlink [+] Geluk, stedenbouw en landschap
2007 CULD, Complex Urban Landscape Design

JUURLINK STEDENBOUW [+] GELUK bv LANDSCHAP

CULD

Symbiosis between working and nature

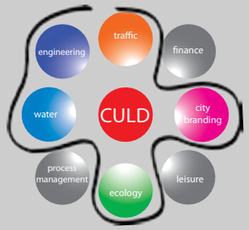
Heart of the campus: congress centre, restaurants, nursery and meeting rooms

Key themes

- A symbiosis between an office park, water management and nature
- Long term traffic solutions in flows and parking
- Stimulation of pedestrian and cyclist traffic
- High-quality technology in a natural environment
- Stimulation of spontaneous contact through concentrated facilities and restaurants
- Global branding of the Philips High Tech Campus

Project data

Site:	90 ha (900.000m2)
Program:	220.000 m2 GFA offices and laboratories 130.000 m2 GFA renovation Parking: 8000 build parking spaces
Process:	Competition, 1st prize, 1997 Master plan, definitive design, design public space
Status	Ongoing Partly ready, under construction
Design:	CULD together with INBO/JHK architects
Consultants:	DHV environment and engineering Brink group process management DG Group ecologic engineering Tielemans building engineering
Client:	Philips Electronics, The Netherlands



Philips High Tech Campus Eindhoven (Netherlands)

Working in an inspiring green sustainable landscape has been the main focus of the master plan for the Philips High Tech Campus Eindhoven. Situating all parking facilities in garages, such as the "green boxes", makes a literal symbiosis between office buildings and the landscape possible.
The ecological and geomorphological structure of the area have been translated into three different landscape types – a forest in the north, a heather field in the south, separated by a lake in the centre. The landscape and architecture have been arranged around innovative, sustainable solutions such as water management, the reduction of energy use and the use of environmentally friendly materials.
The Strip, which houses all the shared facilities such as congress rooms, a supermarket and four big restaurants, forms the beating heart of the campus.

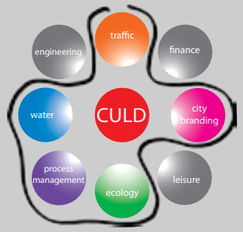
Transformation to a pedestrian campus

Key themes

- Global branding of the university as an ecological sustainable water campus
- A synergy between traffic, public space, ecology and the perfect study environment
- Education together with commercial development
- A new gathering building with restaurant, exhibition space and theatre
- Two atmospheres; green open campus in contrast with a dense pedestrian city

Project data

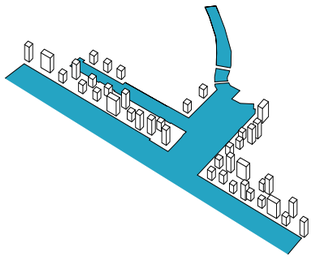
Site:	20 hectares (200.000m2)
Program:	235.000 m2 GFA University Spaces, Student Housing, Offices Parking: 2800 spaces Parks: 50.000m2
Process:	Competition, first prize, 2007 Master plan commission
Status	Ongoing
Execution:	2007-2018 first phase 2018-2035 second phase
Design:	CULD
Consultants:	ABT Delft financial consultants, DG Group ecological engineering dS+V traffic engineers and public transport consultants
Client:	Erasmus University Rotterdam, The Netherlands



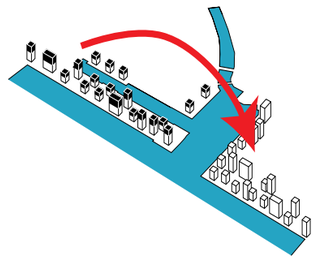
Erasmus University Campus Rotterdam

The master plan for Erasmus University Rotterdam is aiming at two main goals. The first goal is achieving a much more student and pedestrian friendly atmosphere and having a lively heart, a place to gather and meet. The other is to establish more space for expansion of schools, housing and offices, without changing the geographical border of the site.
The introduction of two axes organizes the internal circulation and marks a clear hierarchy to the new main entrances. At the crossing of the two axes, a new restaurant, exhibition space and theatre will be combined in an appealing new student building, acting as the beating heart of the campus. One of the new axes, the University Plaza, will act as a main street, housing all facilities such as a bookshop, restaurants, supermarket and hotel. Parking will be located underneath this University Plaza. The University Plaza also provides a clear distinction between a high-density urban area on the south side, and a green park in the northern part. A water management scheme, with a new lake as its core, creates a sustainable ecological structure for the campus.

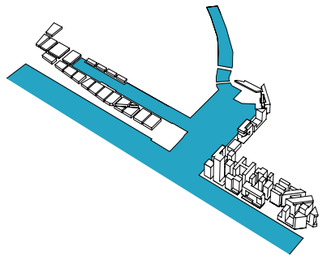
Using the local DNA of the city



Ordinary harbour development



Transformation concept



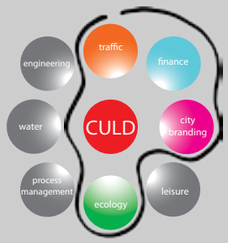
Two atmospheres

Key themes

- Global branding for Kaohsiung
- Green sustainable city on the waterfront
- A synergy between recreation, offices, shopping and housing
- Enhancing existing green historic qualities
- Two economical attractive settlement climates - creative industry versus business residence

Project data

Site:	97 hectares (970.000m2)
Program:	3.271.000 m2 mixed-use GFA, housing, offices, leisure, retail Parks: 250.000m2
Process:	Competition, first prize, 2006 Master plan commission, 2006 – 2008
Status:	Ongoing
Design:	CULD
Execution:	2008-2030
Consultants :	EDS Environmental Design Solutions Taipei, MRT-engineering, Kaohsiung Shin Traffic consultants, Kaohsiung
Client:	City government Kaohsiung, Taiwan



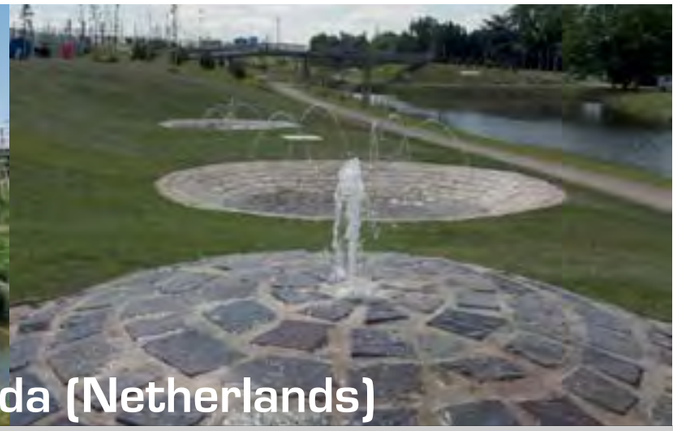
Kaohsiung Waterfront Redevelopment (Taiwan)

The strategic and integrated master plan developed by CULD for the redevelopment of the old harbour of Kaohsiung Taiwan gives the city the opportunity to have a prominent position along the waterfront.
Two appealing atmospheres are created by the introduction of two different urban scales – a high-density urban multinational business district near the existing centre, and a low-density leisure and creative industry orientated area near the Shoushan Park. A heart of the area is formed by a central water square, a marina and an expansive inner harbour. All of these elements have been connected together by a green park flowing down from the Shoushan Park and the historic mountain nearby. Innovative and sustainable building concepts have been developed at the level of the typology of the architecture. The master plan offers the city a framework that creates a balance of two distinct characters, one embraces creativity, culture, leisure and tourism whilst the other has a strong potential for business development. The master plan established guidelines which make any adaptation of future changes possible without losing its core quality.

Ecology and recreation on the highway

Key themes

- A synergy between ecology, recreation and heavy infrastructure
- Pine forest forms a recognizable point on the Amsterdam – Brussels – Paris route
- Romantic park in contrast with the rigid railway track and highway
- The new pine tree forest is a place to socialize and meet
- Two new park-ducts form an ecological connection over the infrastructure



Project data

Site:	13 hectares (130.000m2)
Process:	Master plan commission, 2006 – 2008
Status:	constructed / realized
Design:	CULD
Execution:	2006-2008
Consultants:	Plan3 engineering consultants BSI consultants green engineering
Client:	Municipality of Breda, The Netherlands

Park Prinsenbeek Breda (Netherlands)

A new high-speed train connection between Amsterdam and Paris, joined with the expansion of a local highway, demolished a park in the periphery of Breda. In our plan, the creation of an elevated park over the highway and train line delivers the necessary green space for the area and neighbourhood. This was realized by the construction of two “park-ducts” (normally viaducts), which connect the park areas along the highway.
The design of an intimate romantic park contrasts with the linear shapes of the concrete constructions of the highway, creating surprises when the two meet. In the experience of car passengers, the park with its tress is floating above the highway. In addition, the highway is sometimes a surprise for people walking in the park. By adding height differences, the topography will no longer be derived from the park-ducts and highway, but by the overall idea of the park. The recreational value of the park has been enhanced by carefully adding a network of bike and pedestrian trails, beautifully designed furniture, a wooden platform along the central pond and a gorgeous bridge. The use of iconic pine trees further contributes to the uniqueness of the park.

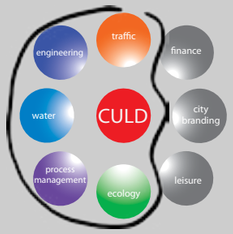
Living on a former green military base

Key themes

- A new green and sustainable approach to suburban development
- Characteristic public spaces with focus on human scale and use
- Embedded in the historical existing woods with surgical precision
- Drastic reduction in the amount of pavement, informal transportation concepts
- Meeting every demand in housing typologies and markets
- Sustainable water management delivers beautiful space

Project data

Site:	45 ha (450.000 m2)
Program:	1450 residences, 1 school
	Parking: 900 build spaces
	Parks: 10 hectares
Process:	Competition, 1st prize, 2003
	Master plan commission
	Defintive Urban Design
Status:	Ongoing, First phase realized, Second phase under construction
Design:	CULD together with architecture Studio HH
Consultants :	Raadhuis advies, traffic consultants
	DSB Eindhoven finance, projectmanagement and engineering
	DG Group ecological engineering, DHV construction advise
Client:	Municipality of Eindhoven, The Netherlands

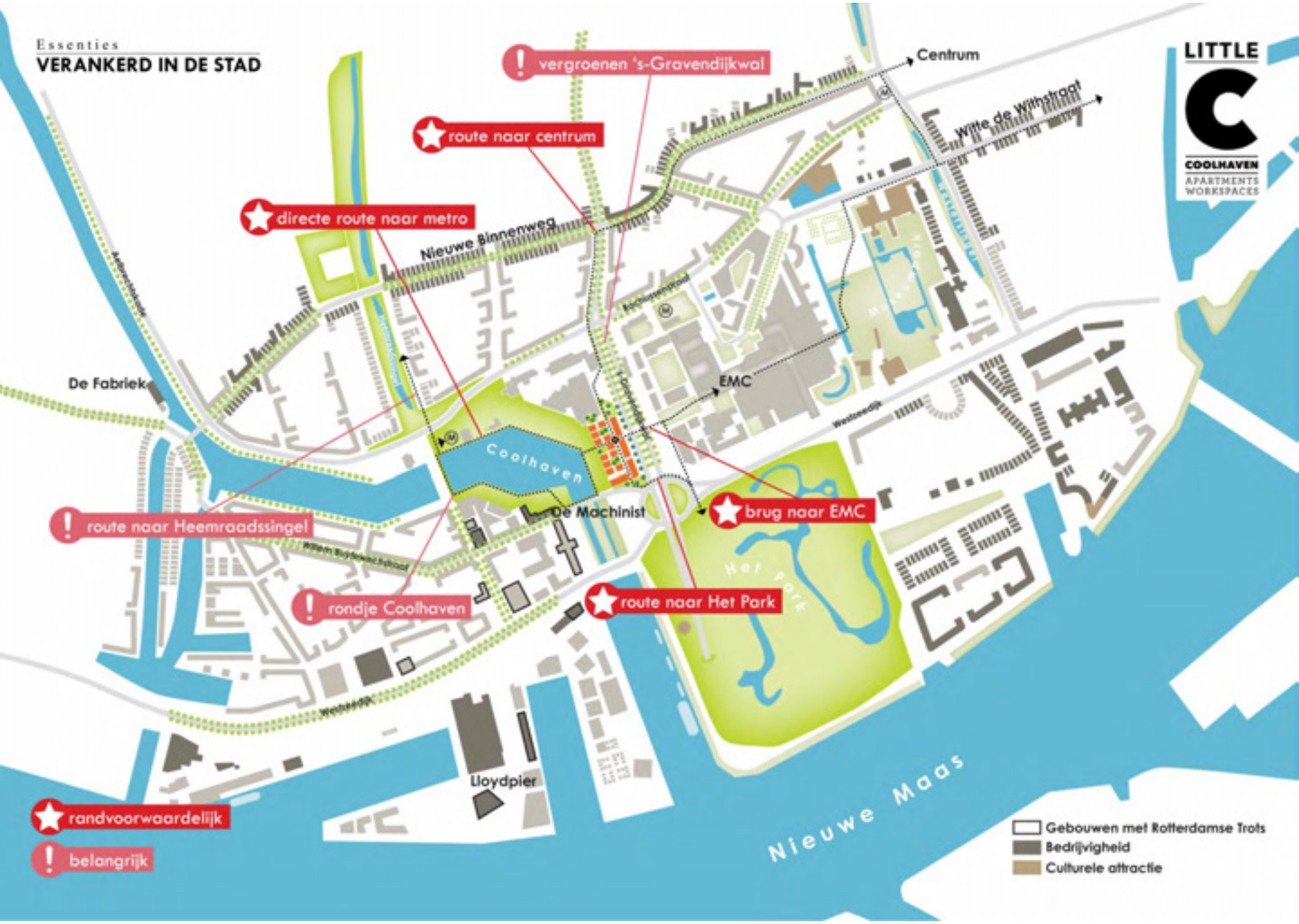


Waterrijk Meerhoven Eindhoven (Netherlands)

Instead of the rather technical and only functional approach of the most suburban developments, the new neighbourhood Waterrijk is with surgical precision, embedded in the existing woods of a former tank training course. Here historical value of the former tank course and the intervention of suburban development are blending to a new balance.
Due to a different approach to plotting, and the creation of informal public spaces, the amount of paving will be substantially reduced. This is strengthened by facilitating parking underground or in gardens. Based on a number of open spaces in the forest, the neighbourhood is divided in a number of small chambers with differing housing typologies.
The structure of the existing woods and the newly introduced concept of different chambers and public space form an inspirational base to make exceptional architecture in single houses, urban fabrics around squares and free shaped apartment buildings in the woods.

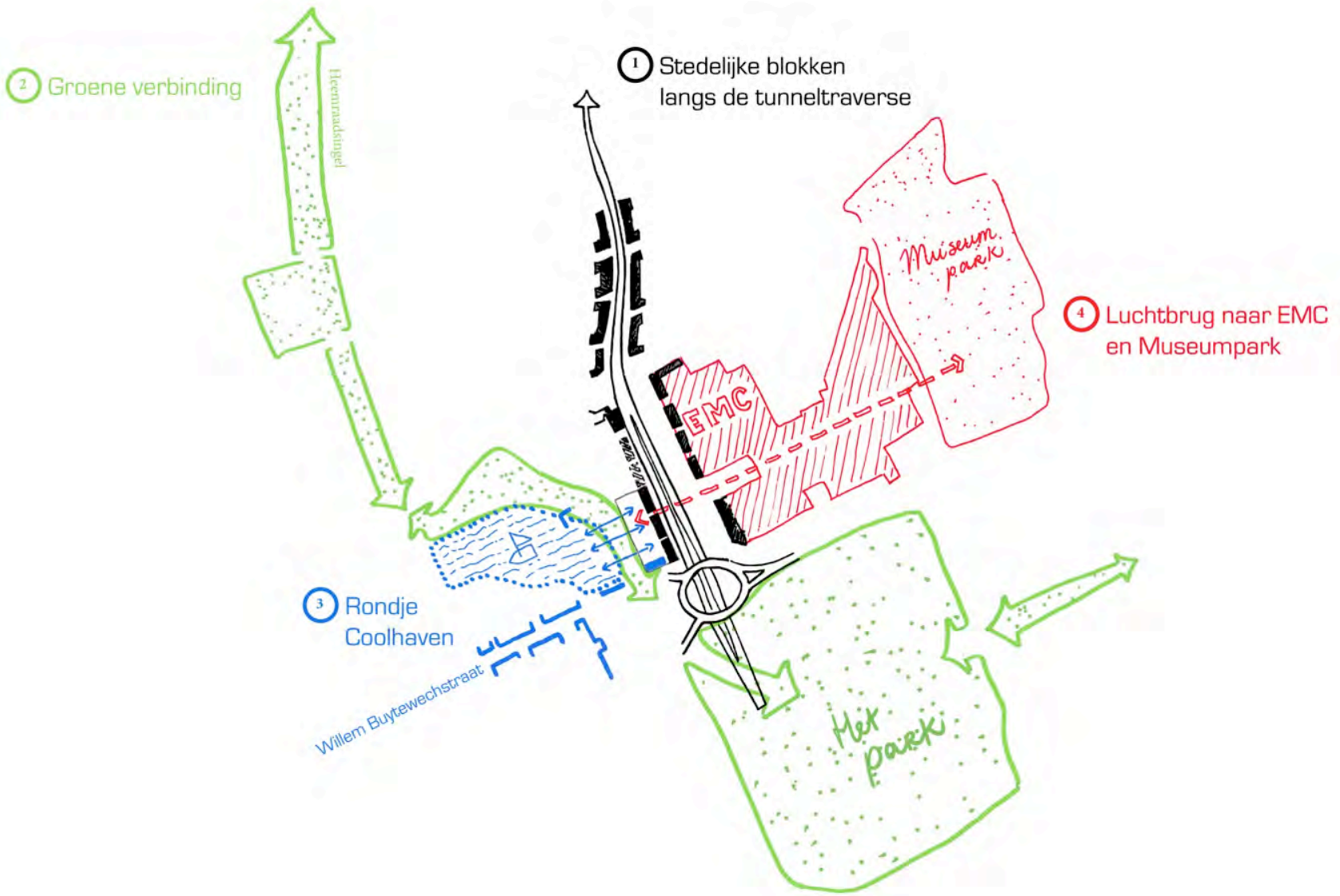
Essenties

VERANKERD IN DE STAD



LITTLE C COOLHAVEN APARTMENTS WORKSPACES

Little C en Erasmus MC gebruikmakend van de omliggende kwaliteiten

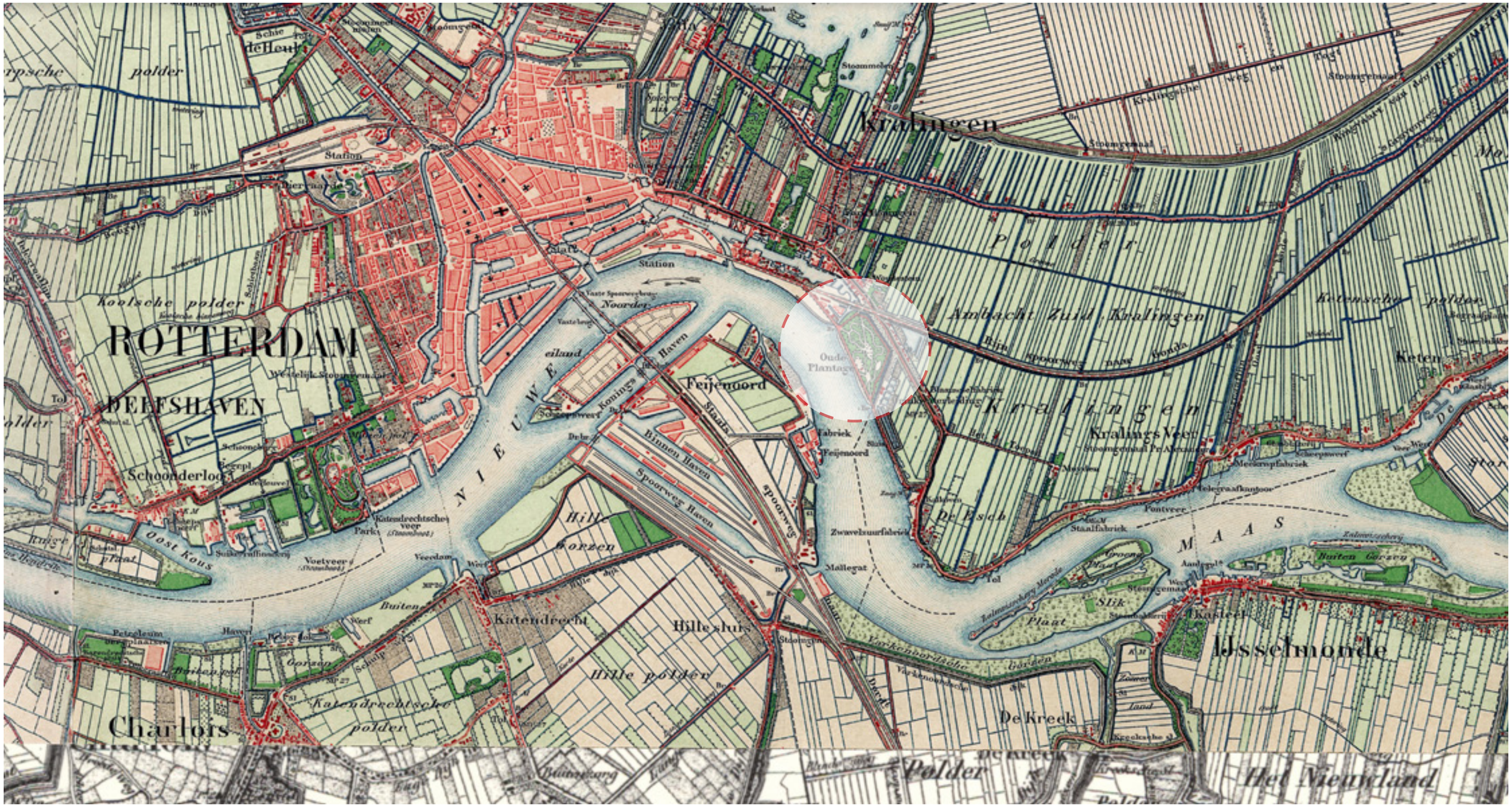


Little C wint Rotterdam Architectuurprijs 2021

NIEUWS

HISTORIE KRALINGEN

OM TE WETEN WAAR JE NAAR TOE KUNT, MOET JE WETEN WAAR JE VANDAAN KOMT



1930

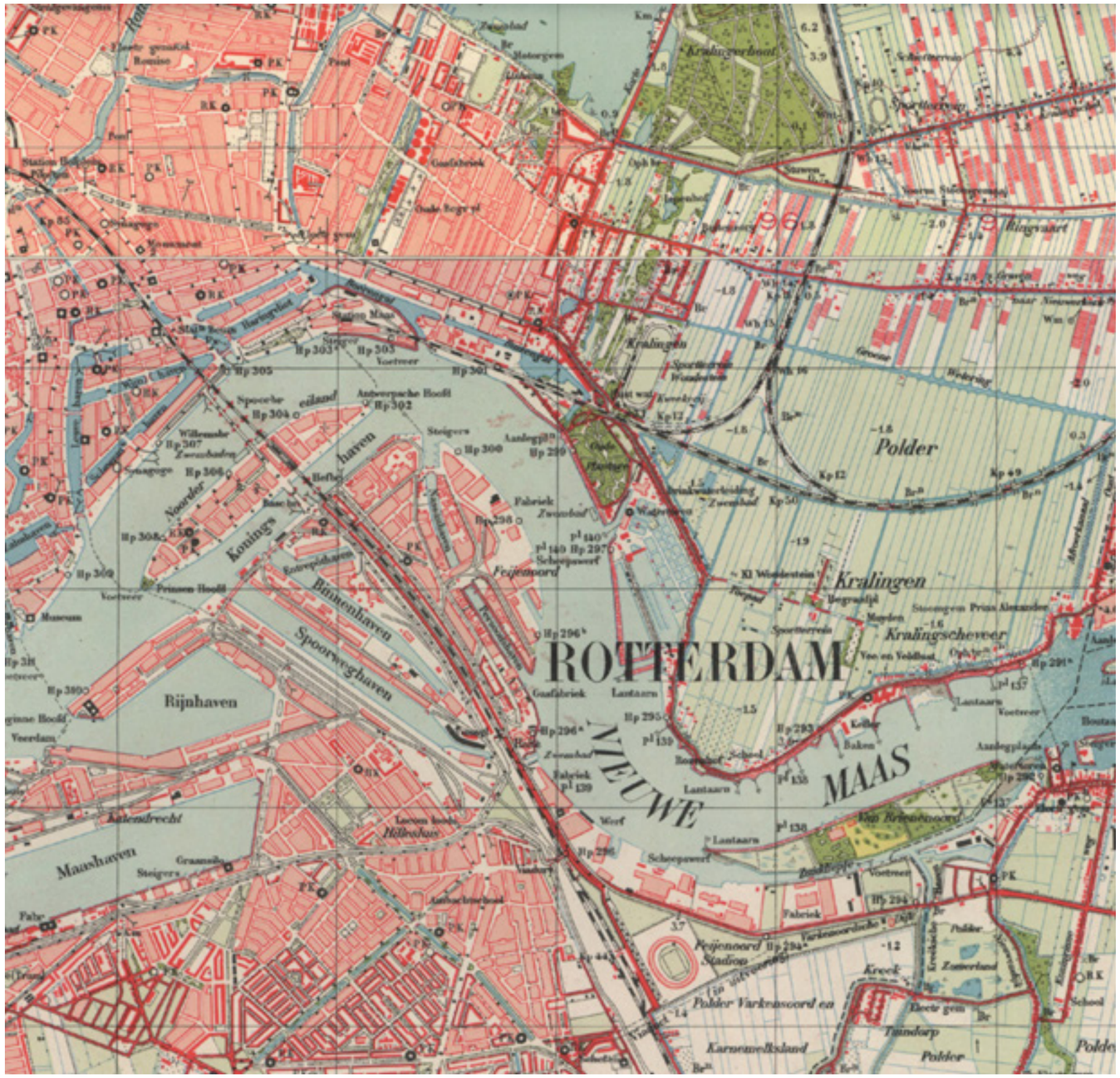
Roterdam: een klassieke havenstad omgeven door slagenlandschap

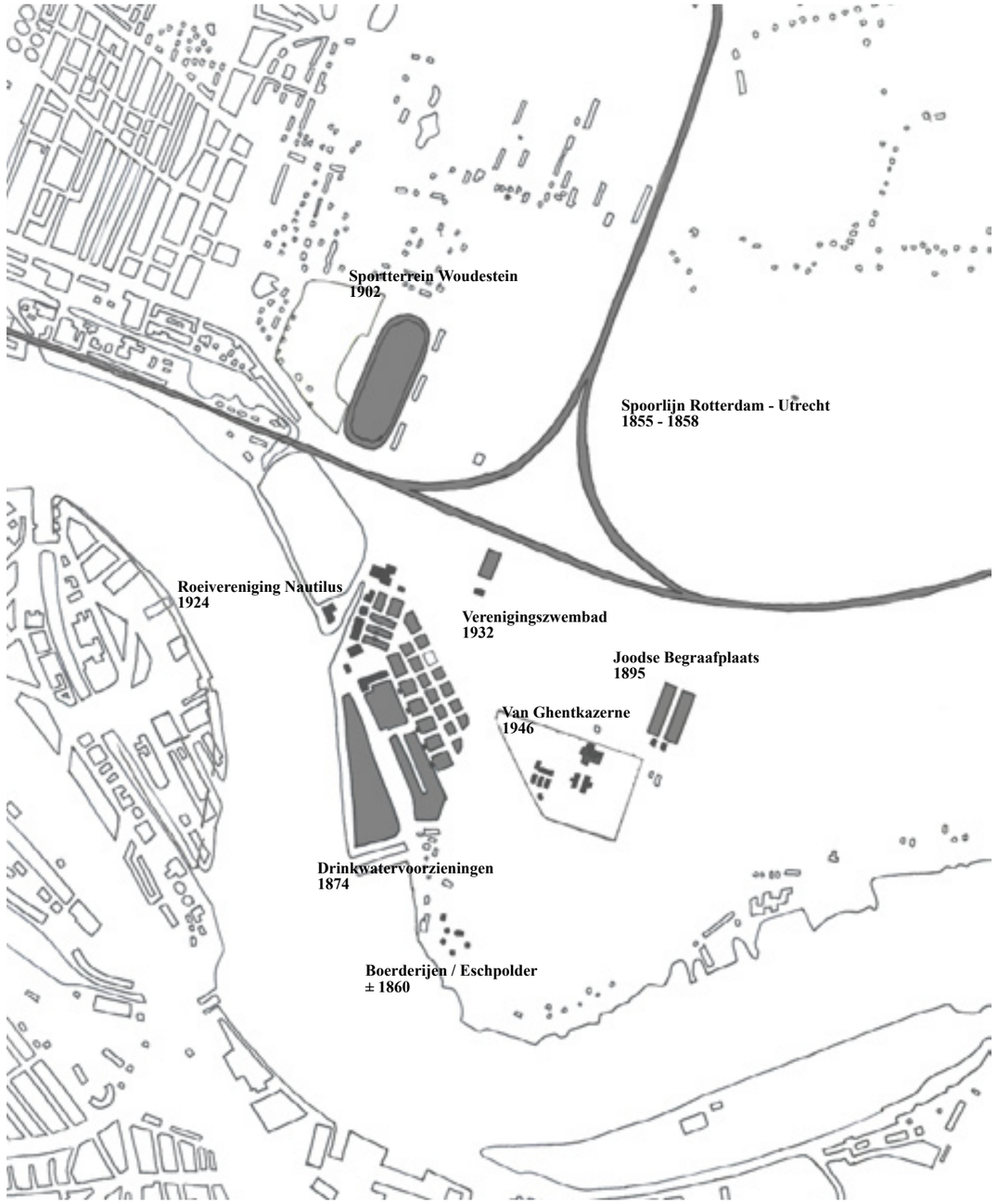
DE OUDE HAVEN

OUDE HUIZEN VAN KRALINGEN

DE OUDE PLANTAGE

Oost Rotterdam was de omgeving voor de welgestelden, met stadshuizen en de oude Plantage





1959

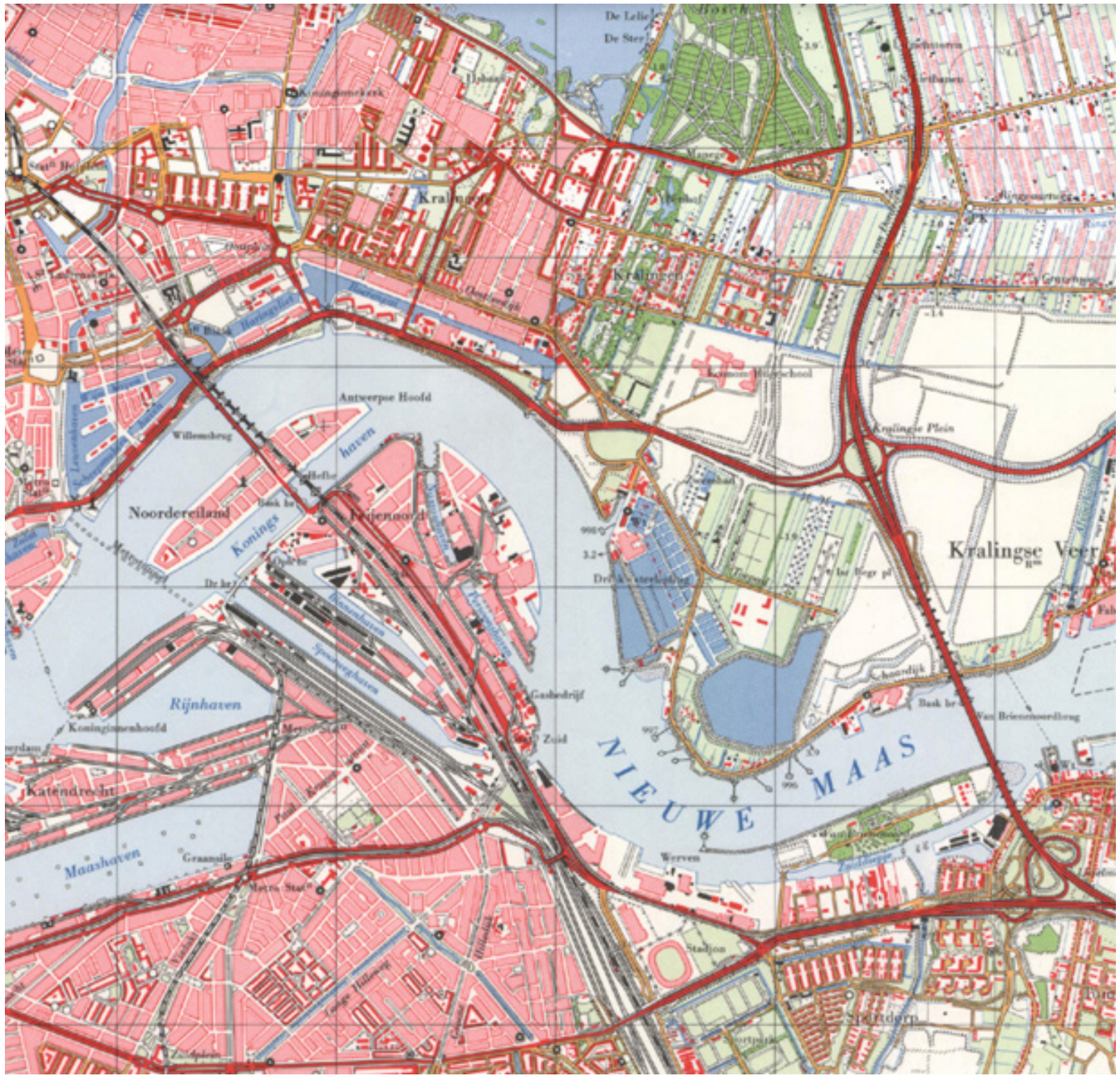
Spoorlijn ten zuiden van Kralingen, Maasstation en veel perifere stadsprogramma's landen in omgeving van Kralingen

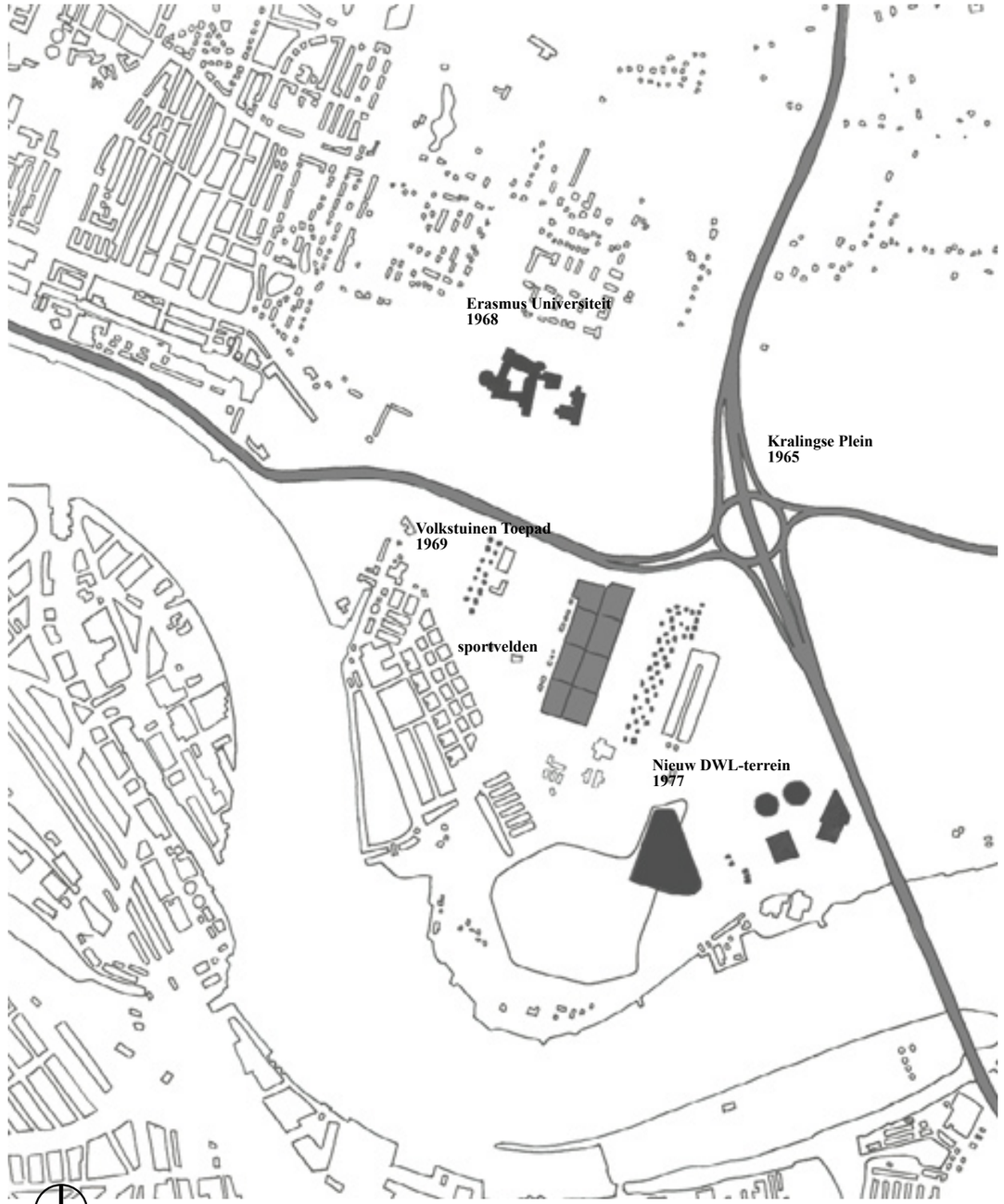
DRINKWATERVOORZIENINGEN

VAN GHENTKAZERNE

STATION MAAS

De bekkens van drinkwaterleiding bedrijf, Maasstation en van Ghentkazerne





1970

Grote verandering: de komst van een nieuw era van snelwegen en het nieuwe bouwen

Berm toerisme:

De auto wordt voor de meeste gezinnen bereikbaar, en wordt in de begin tijd aanbeden

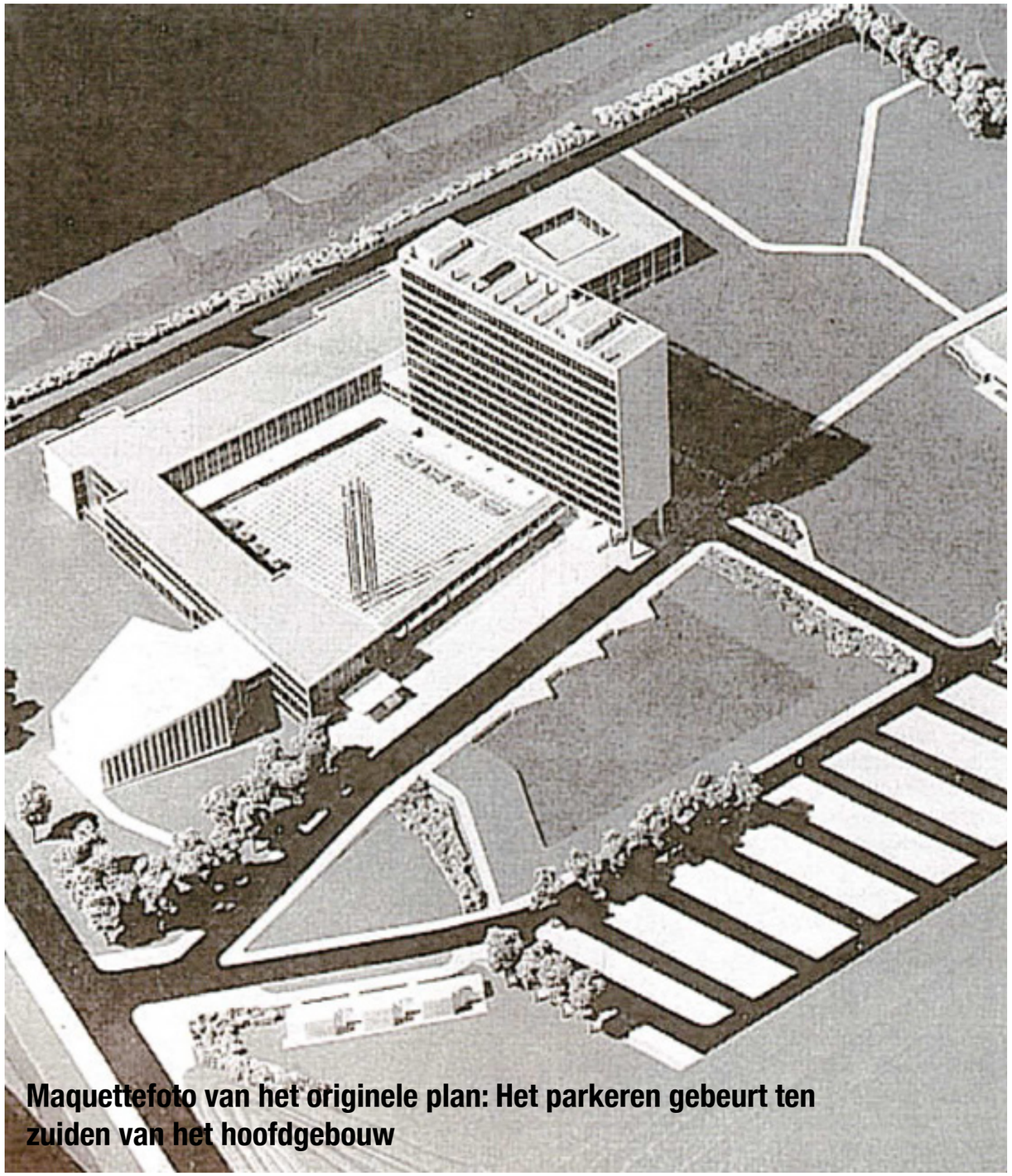
OOSTZEEDIJK

MAASBOULEVARD

Door de toename van het autobezit krijgt ook het wegenverloop in de stad een andere vorm

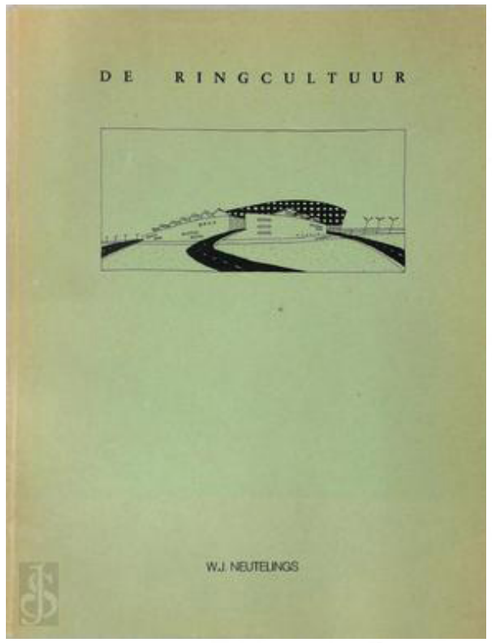
Bijlmermeer Masterplan, Siegfried Nassuth

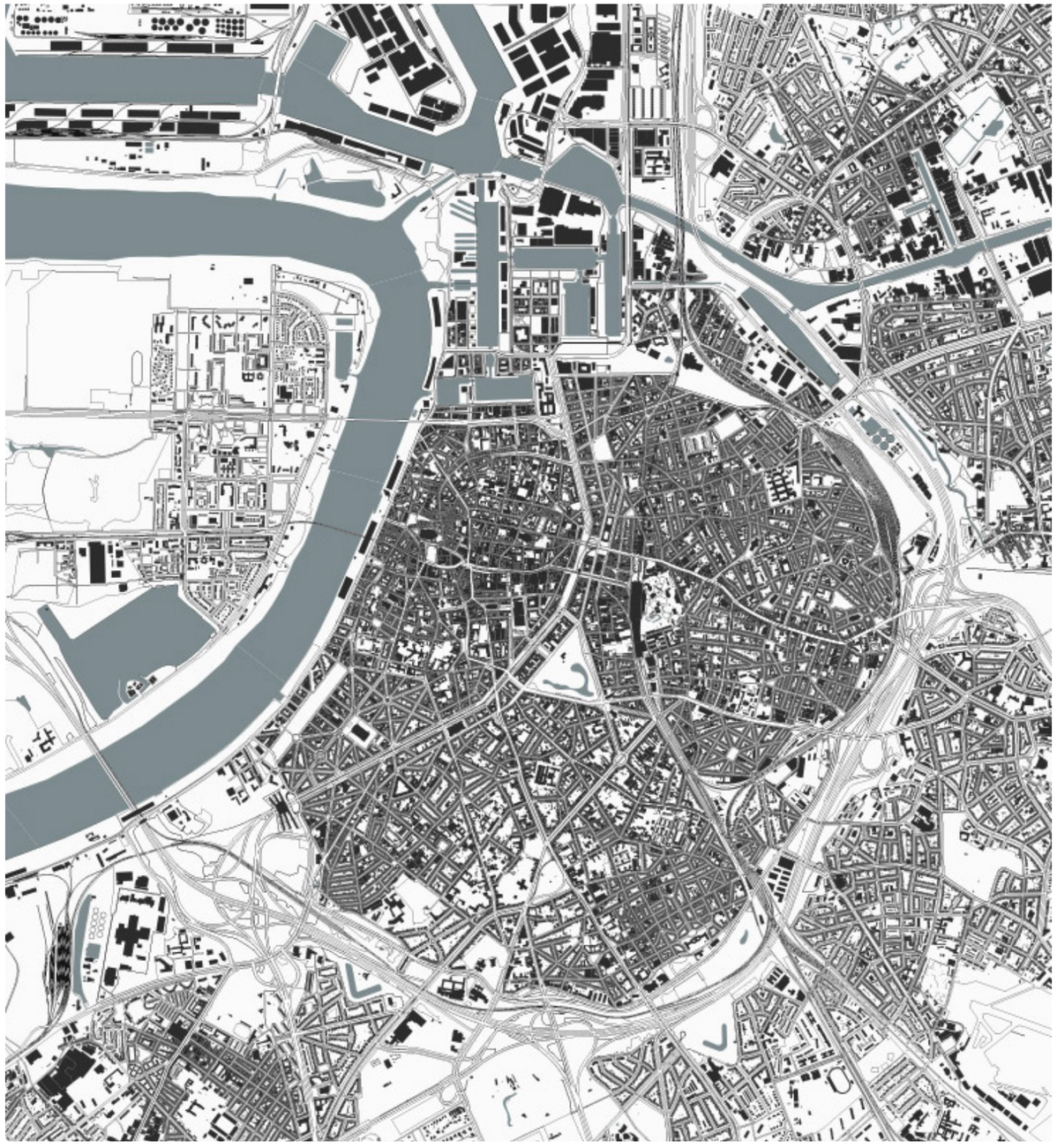
Nieuw DWL-terrein



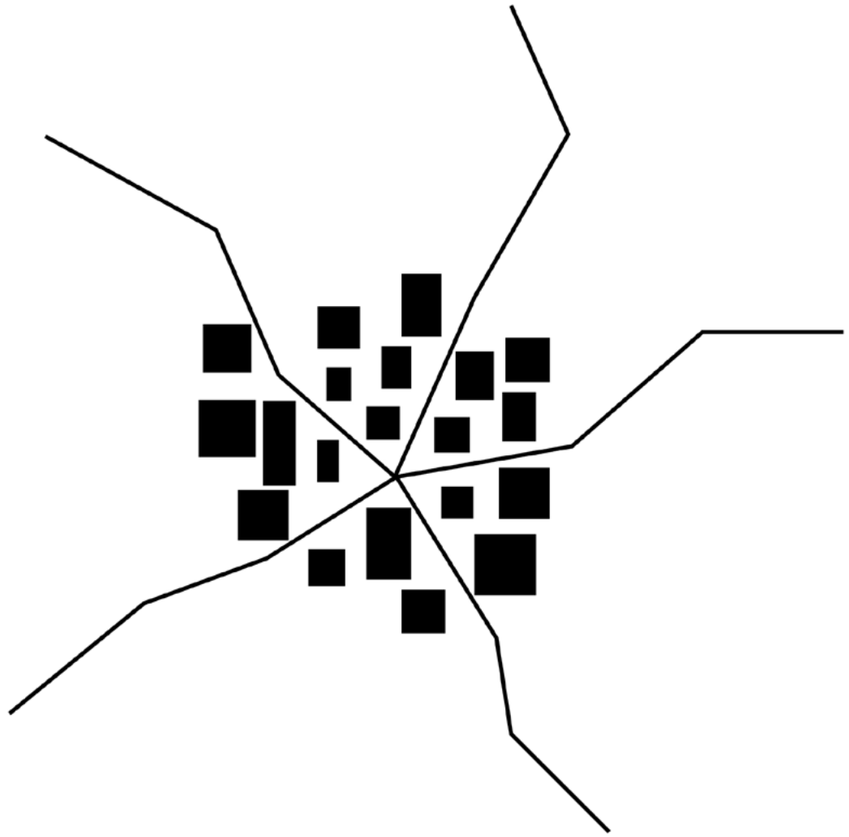
Maquettefoto van het originele plan: Het parkeren gebeurt ten zuiden van het hoofdgebouw

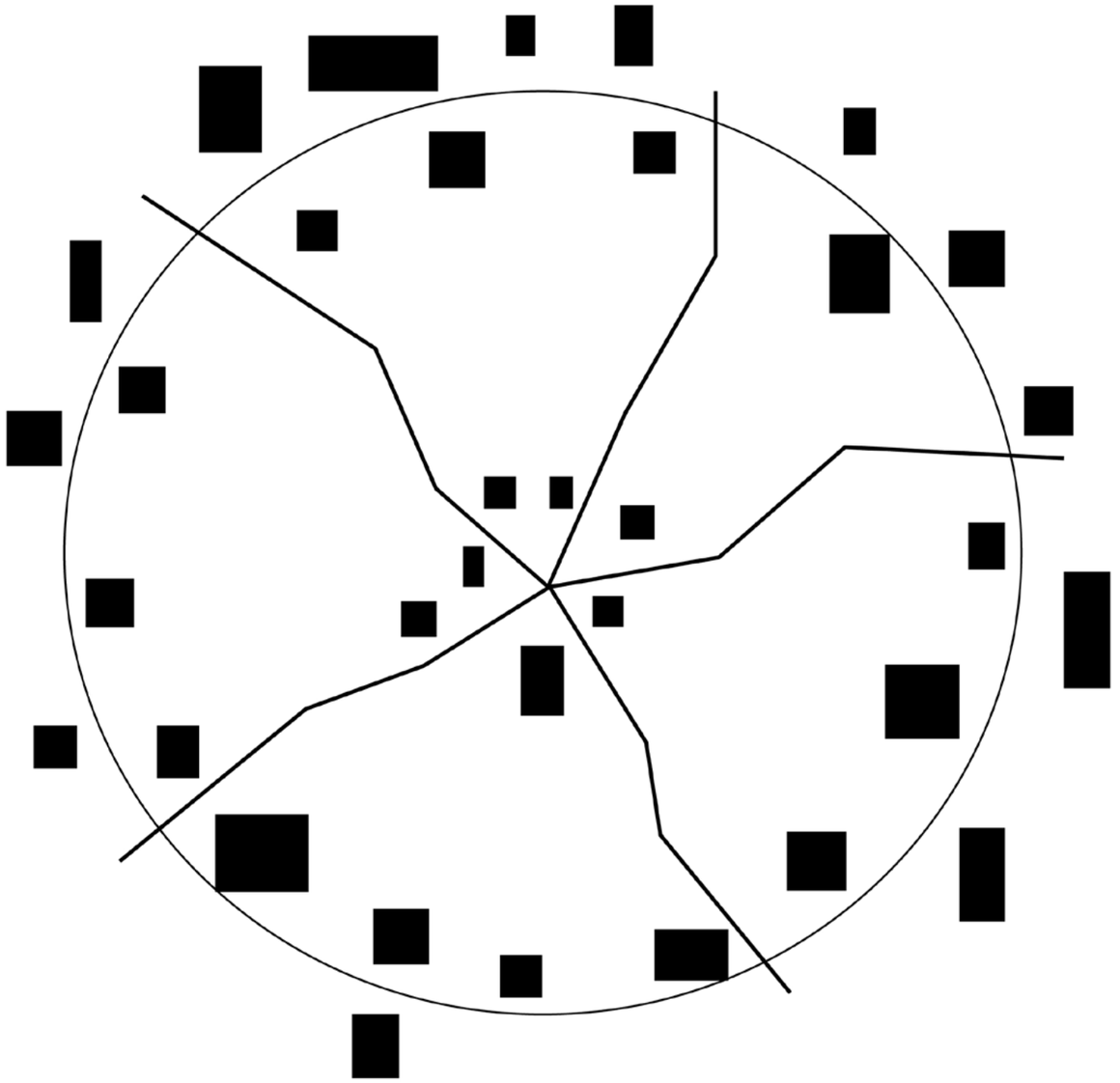
Licht Lucht en Ruimte, nieuwe wijk Ommoord, ook toegepast op het hoofdgebouw van de Erasmus Universiteit



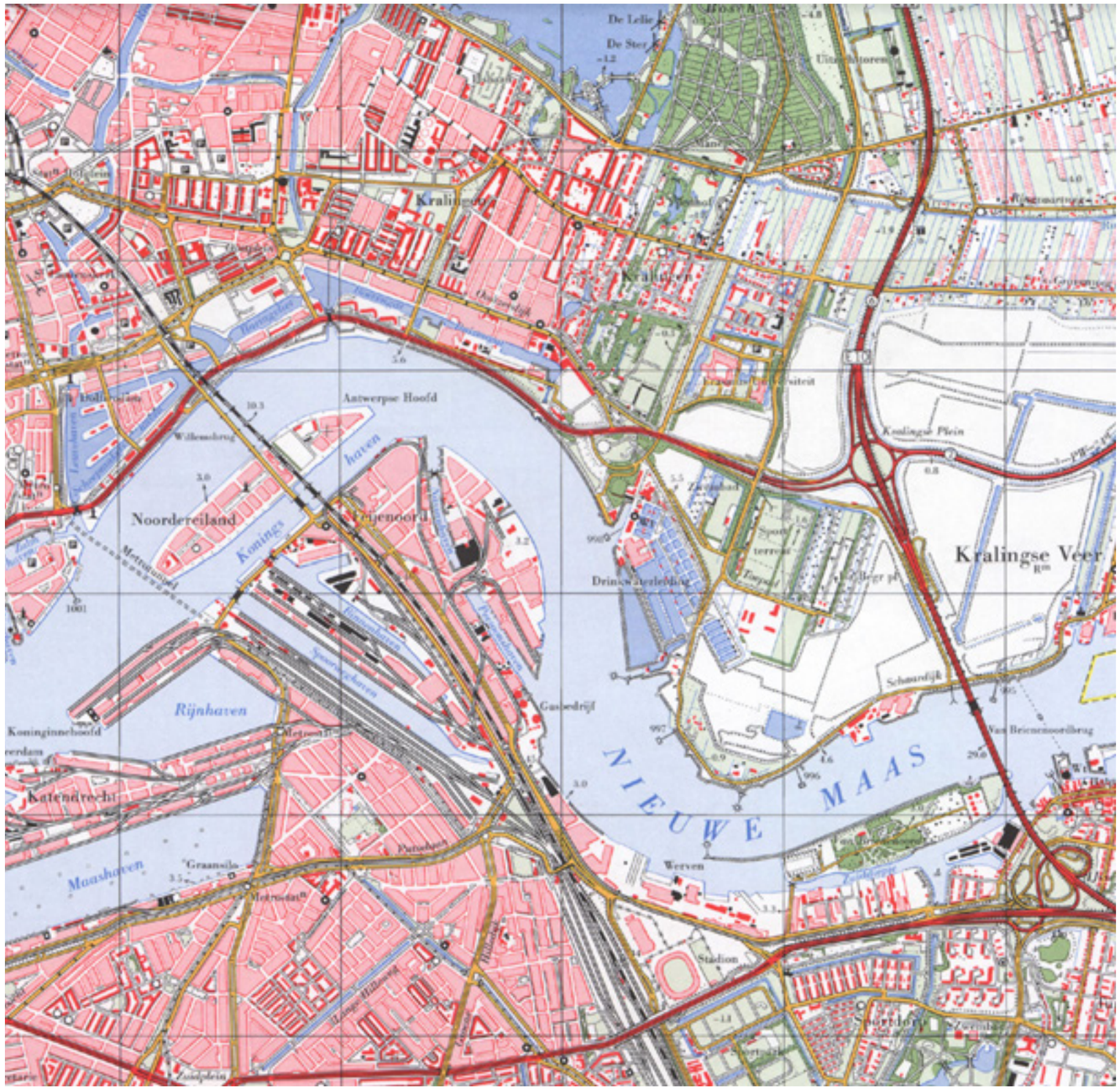


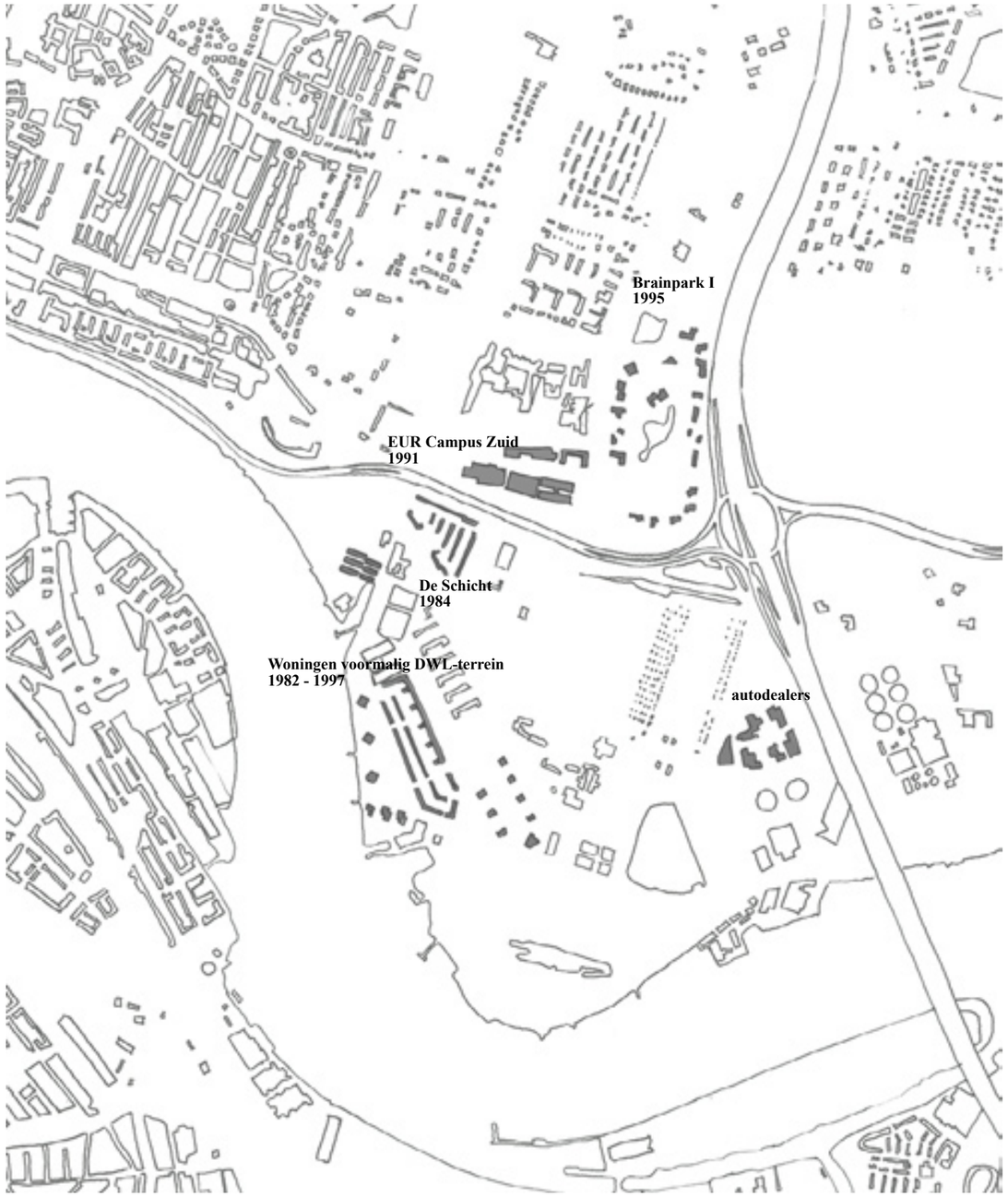
Effect van dit nieuwe meer individuele transport, ringcultuur (W.J.Neutelings)
Studie Antwerpen





De voorzieningen van de stad worden uitgehold en grote instituten komen langs de ring terecht





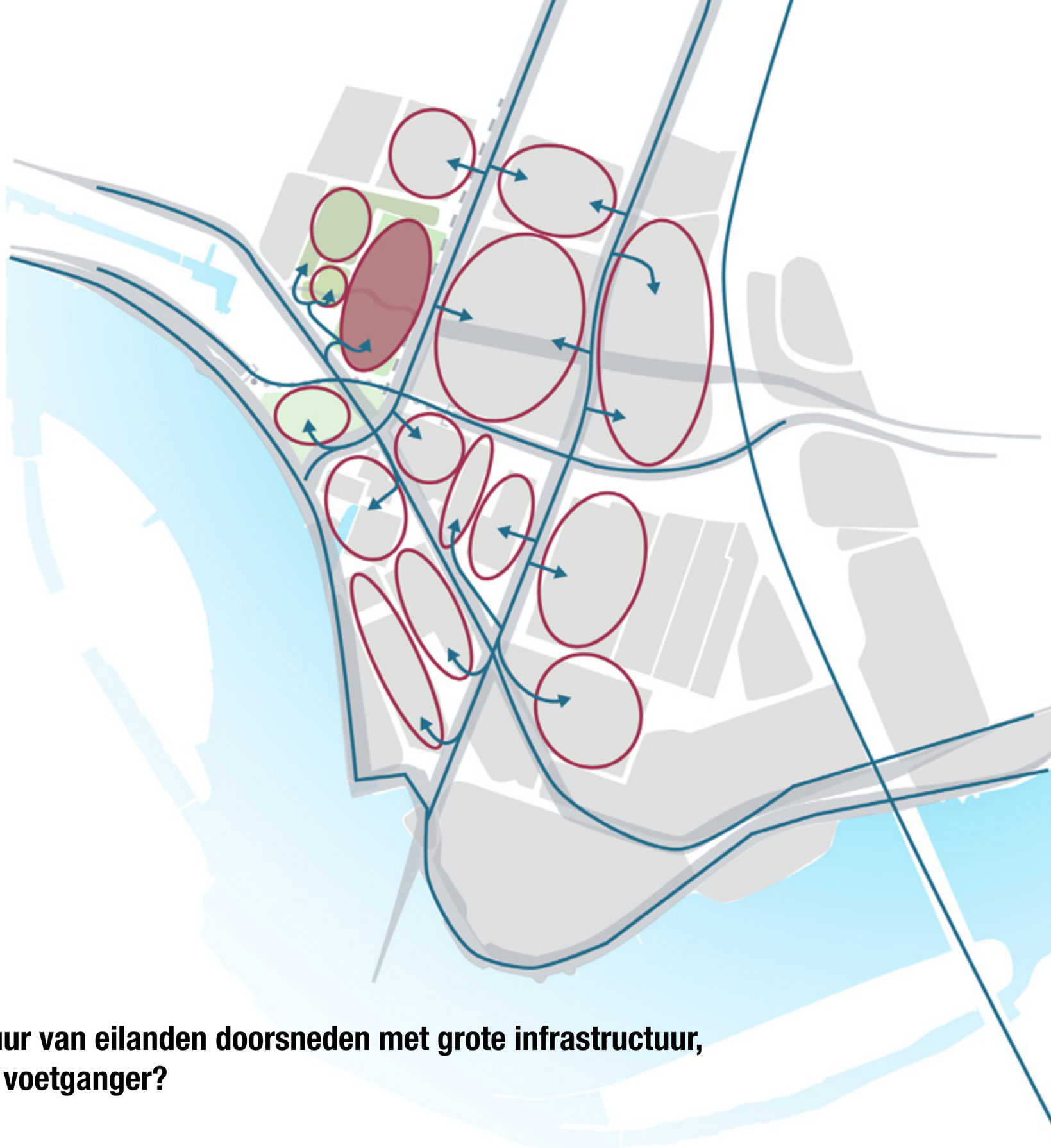
1980

Daarom komen Brainpark, Autostrada maar ook de uitbereidingen van de Erasmus Universtieit allemaal direct langs de ring terecht

Perifere programma’s strijken neer langs de snelweg: brainpark en autostrada

?

?



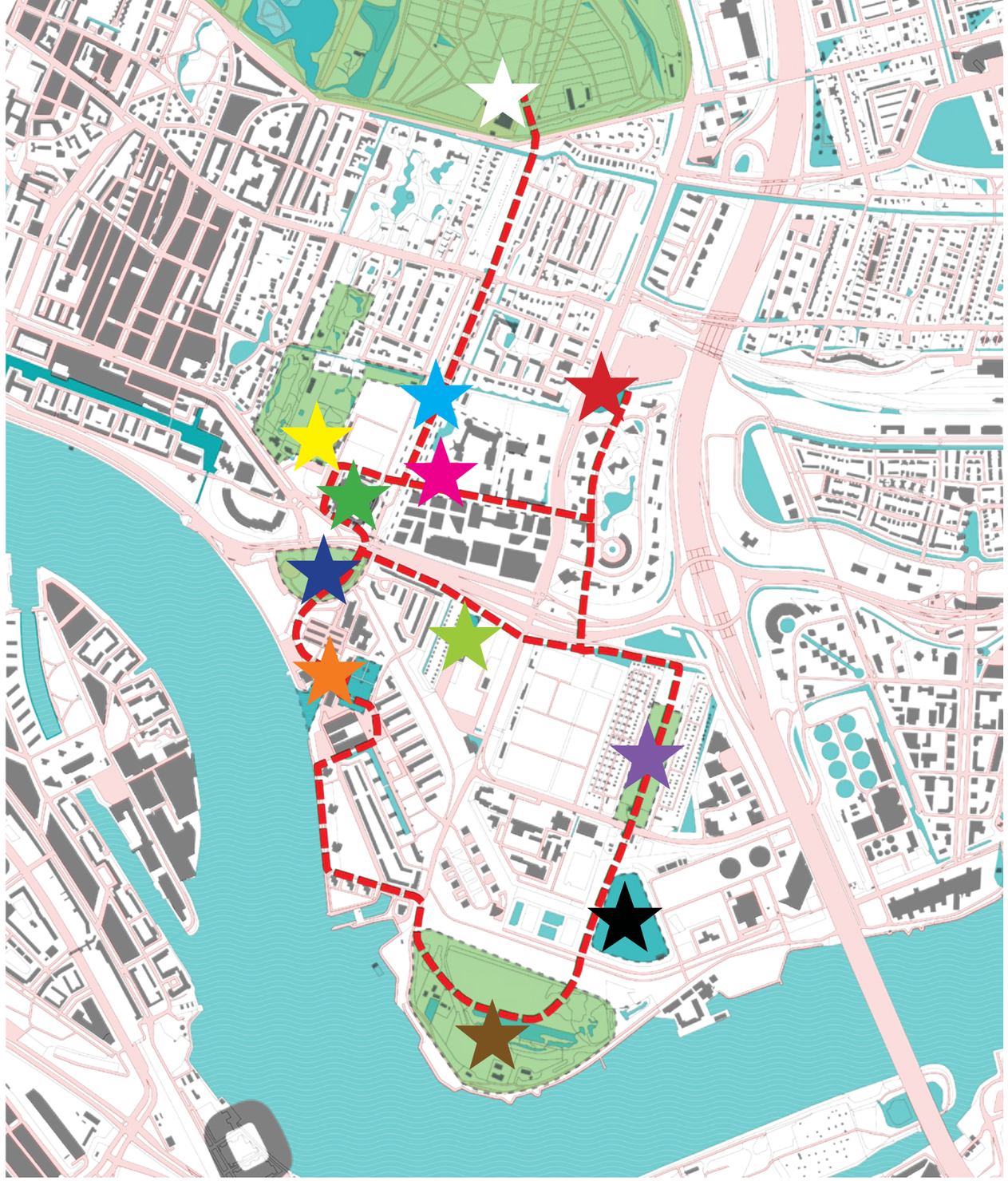
Hierdoor ontstaat een sturctuur van eilanden doorsneden met grote infrastructuur, waar is de fietser, waar is de voetganger?

In deze verzameling van verschillende eilanden zijn soms nog rudimenten van de oude tijd zichtbaar

STRATEGIE-ONTWIKKELING VOOR ROTTERDAM OOST

3 SCENARIO'S BEKEKEN

v.b.n.b.: Erasmus Campus, Sjatoodoo, De Oude Plantage



De route

Een belangrijke route waar fietser en voetganger voorrang hebben rijgt alle bijzondere landmarks/gebieden aan elkaar en waarmee het gebied meer toegankelijk wordt voor direct omwonenden en gebruikers

Erasmus Campus

Arboretum Trompenburg

De Oude Plantage

Mozaiek

De karakteristiek van de eilanden zelf worden sterker gemaakt, waardoor je motivatie krijgt er toch te komen

Voorschoterlaan

Levendige stadsboulevard (ref.: Passeig de Gràcia, Barcelona)

Burgemeester Oudlaan

Dotteren en omzetten van charismatische en verbindende lijnen

De verbindingslijnen in dit stadsdeel worden genormaliseerd en verbeterd zodat er geleidelijk een omslag plaatsvindt van perifeer naar normaal stadsweefsel

1: ROUTE LANGS STEDELIJKE JUWELEN

2: PARKEN MOZAÏEK

3: CHARISMATISCHE EN VERBINDENDE LIJNEN

VERBINDING MET HISTORIE	★★★	★★	★★★
DEFRAGMENTEREN EILANDEN	★	★	★★★★
LOGISCHE STADSSTRUCTUUR	★★	★★	★★★★★
RUIMTELIJKE BAKENS & IDENTITEIT	★★★	★★★★	★★★
VERBINDING NOORD-ZUID, OOST-WEST	★	★	★★
OVERKOEPELENDE GROENSTRUCTUUR	★	★★	★★★★
IMPLEMENTEERBAARHEID	★★★★	★★★	★★
STRATEGISCHE HOUDBAARHEID	★★	★★	★★★★

Dotteren

Uiteindelijk is er gekozen voor het verbeteren van dit stadsdeel met de verbindende lijnen

DE STRATEGIE VAN DOTTEREN EN VERBINDEN

1. Stadsstraat Kralingse Zoom
2. De herstelde Honingerdijk
3. De groene bomen allee (Honingerdijk)
4. De verbindende Plaza
5. Het Oeverpad langs de Maas
6. De Institutenlaan
7. Tunnel Plantage park

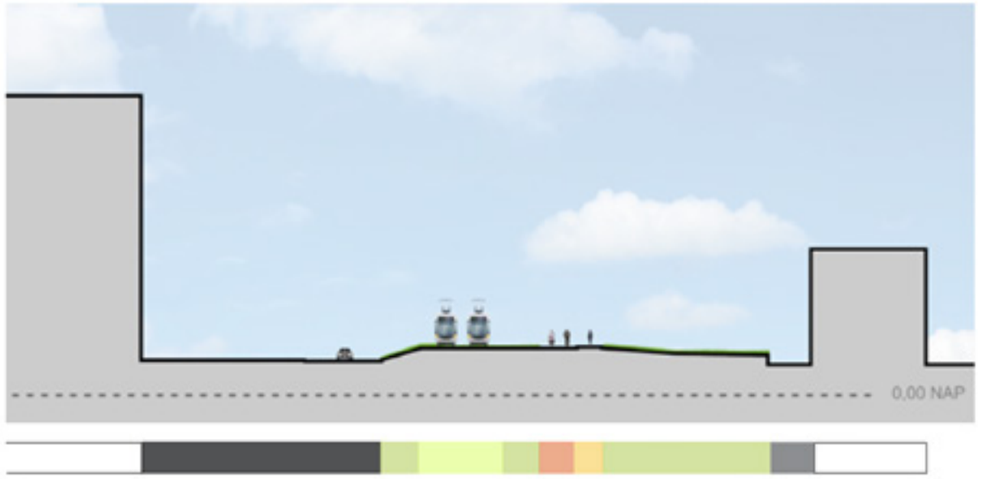
Component 1: het dotteren van lijnen met nadruk op voetgangers en fietsers, deze zijn

Huidig: Kralingse Zoom

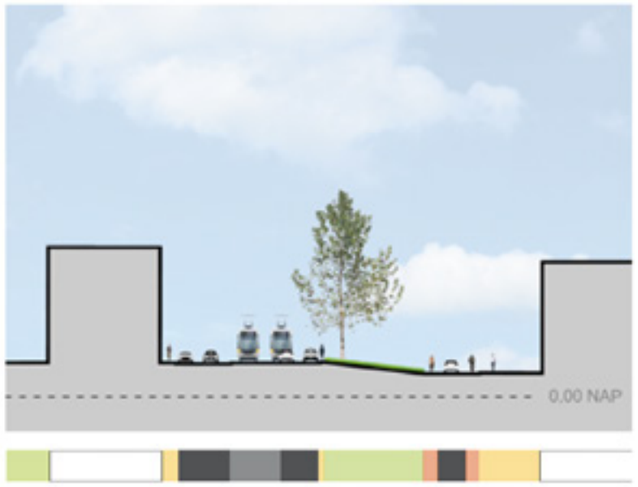
Kans: Kralingse Zoom

Stadsstraat Kralingse Zoom met mooie bomenlaan en wanden

Huidig: Honingerdijk, Noord.



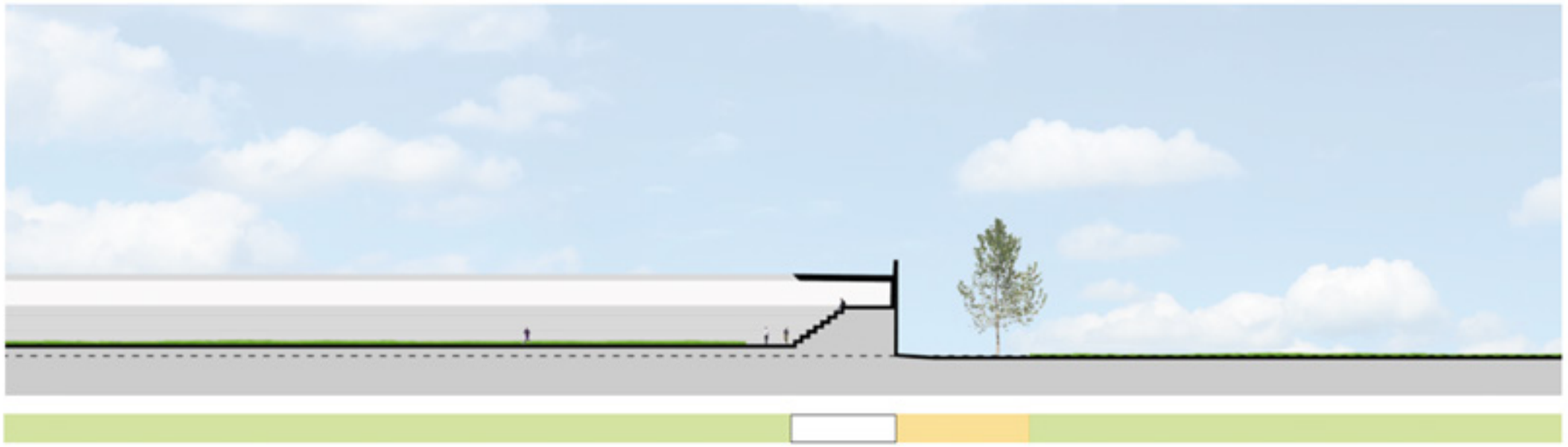
Huidig: Honingerdijk, Zuid.



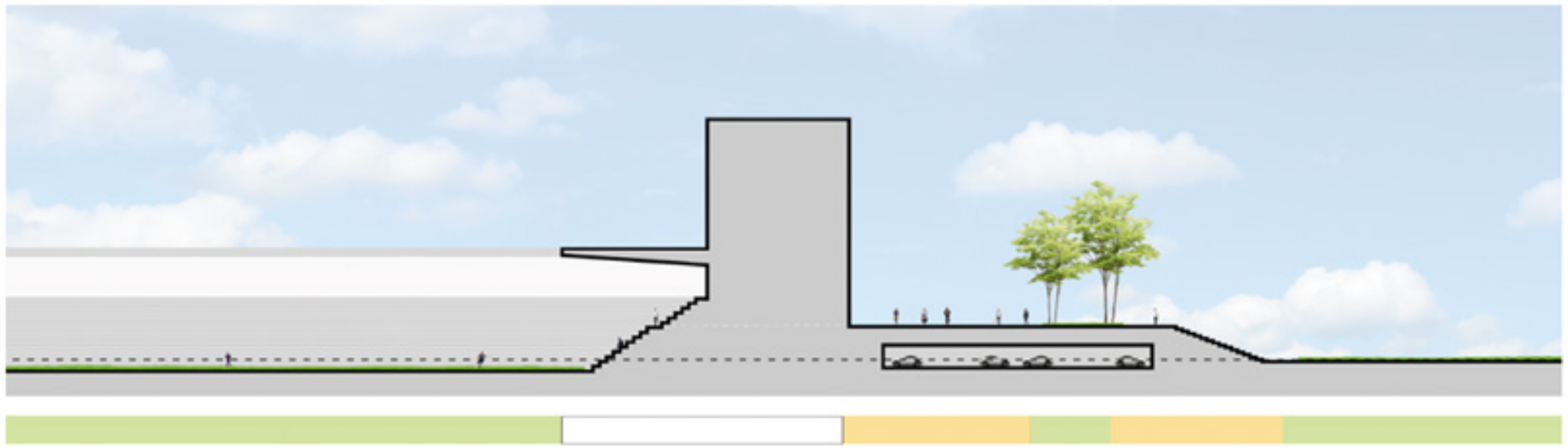
Kans: Honingerdijk, Noord.

Kans: Honingerdijk, Zuid.

De continue dijk voor langzaam en bestemmingsverkeer, doorzetten door Plantagepark

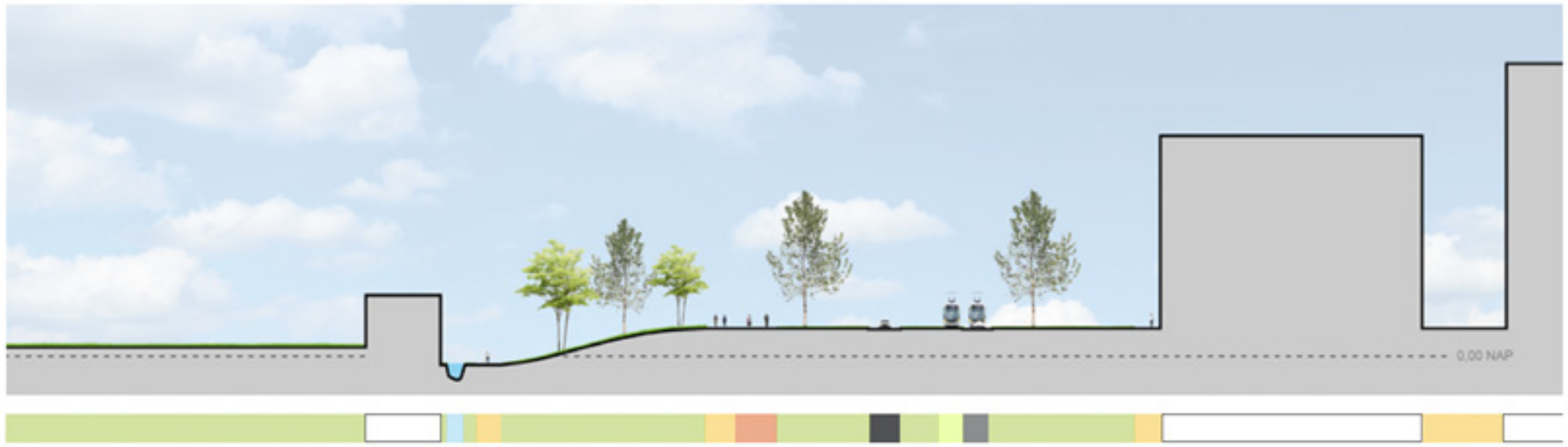


Huidig: Erasmus Plaza.

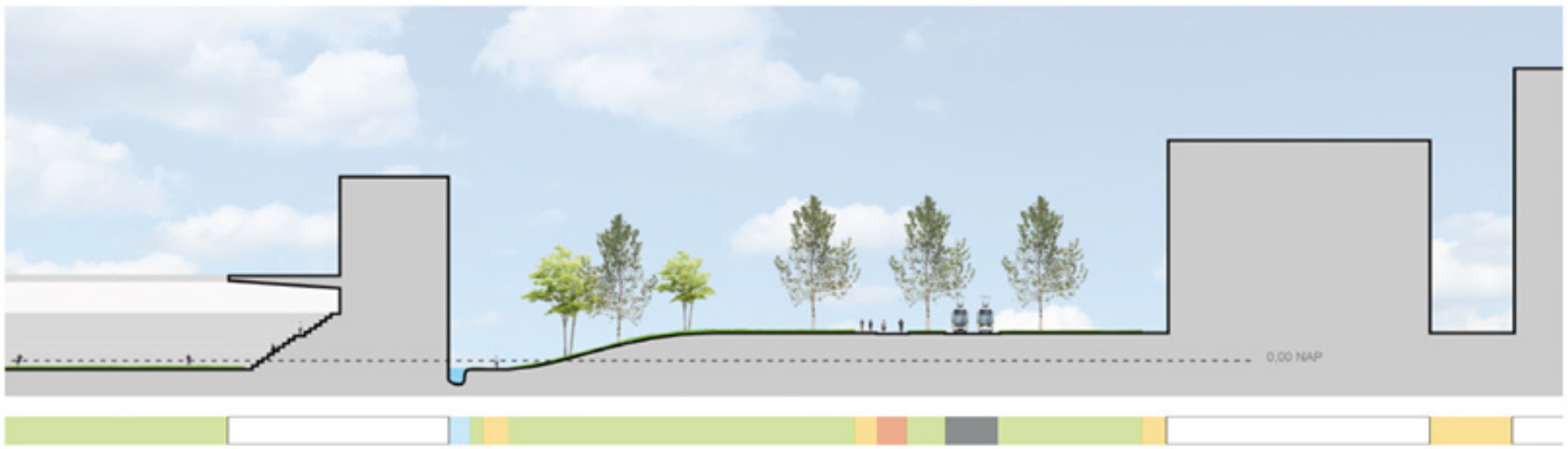


Kans: Erasmus Plaza.

De verlengde Plaza, naar Brainpark en Honingerdijk, voor voetgangers en fietsers

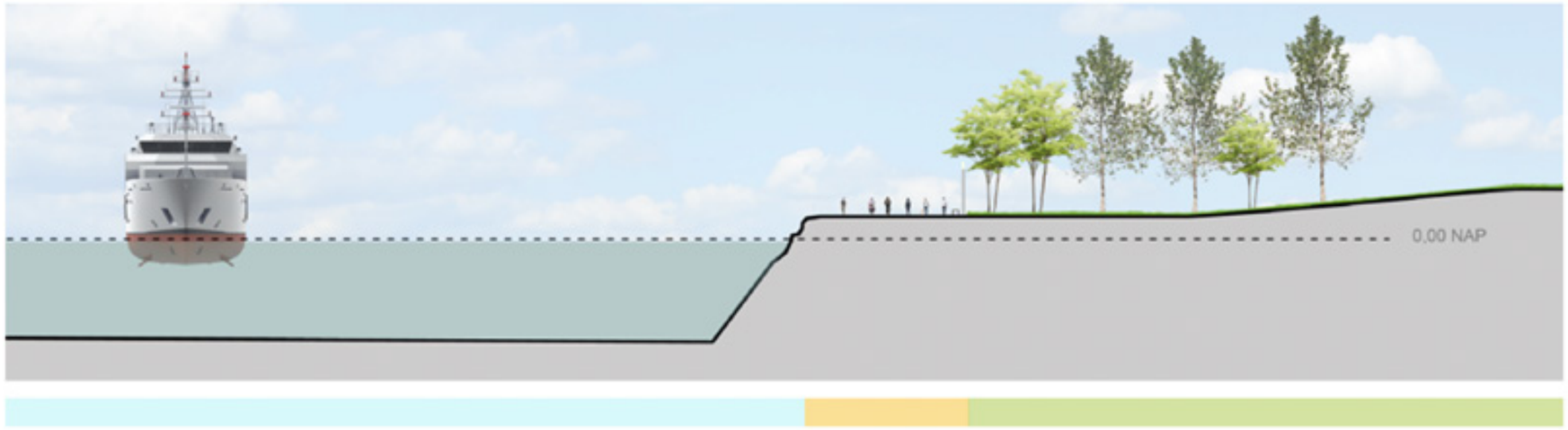


Huidig: Burgemeester Oudlaan.



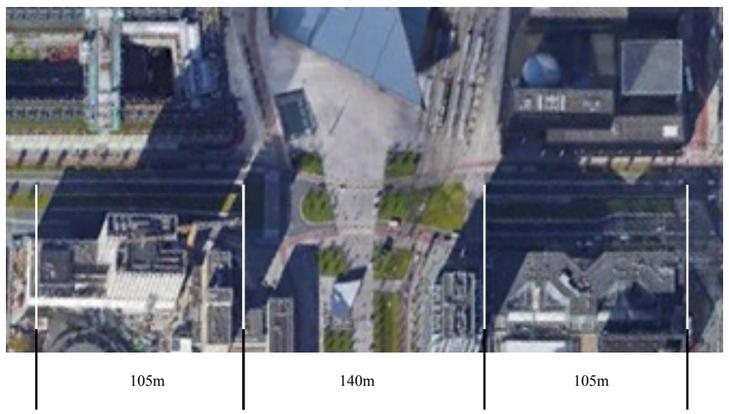
Kans: Burgemeester Oudlaan.

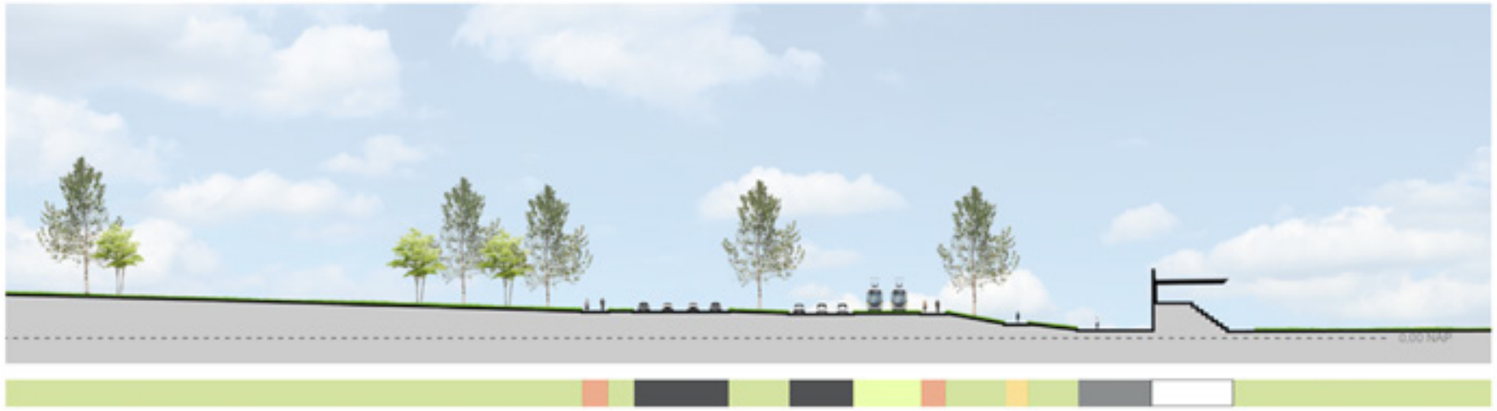
Afmaken van de bomenlaan tot aan het Plantagepark



Kans: Maaspad

Het Oeverpad langs de Maas, voor fietsers, hardlopers en voetgangers





Huidig: Abraham van Rijckevorselweg.

Kans: Abraham van Rijckevorselweg.

Het ondertunnelen van Rijckevoorselweg, Kralingen aan de Maas

① Doorzetten fietsroute noordkant campus naar metro en Kralingen

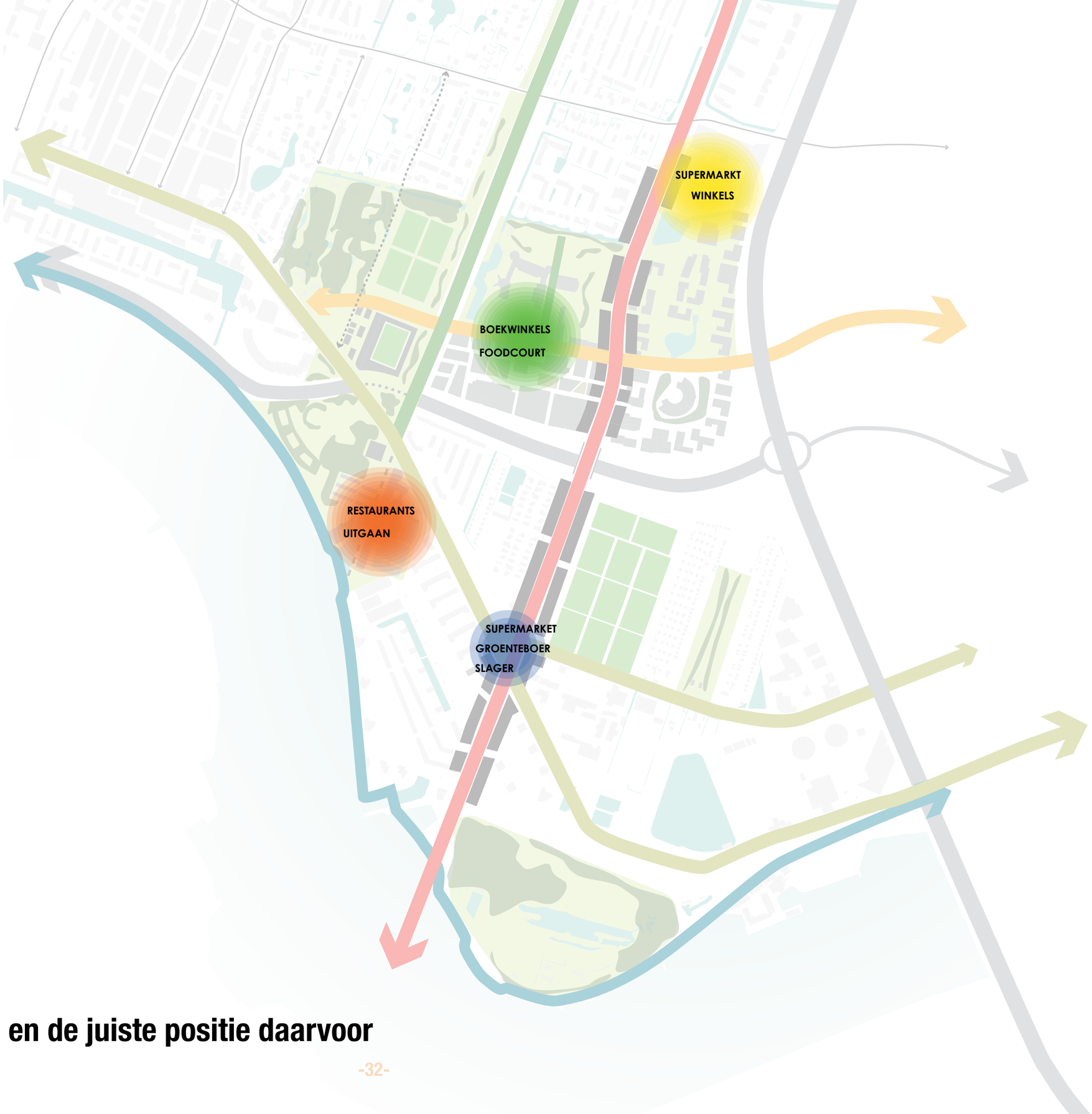
② Informele fiets/looproute tussen Plaza, Arboretum en Honingerdijk

③ Verbindt met de Oude Plantage

④ Informele verbinding naar Brainpark

⑤ Informele verbinding Oude Dijk

Component 2
Informele routes mogelijk maken dwars door de gebieden heen



Component 3

Nadenken over voorzieningen en de juiste positie daarvoor

Component 4

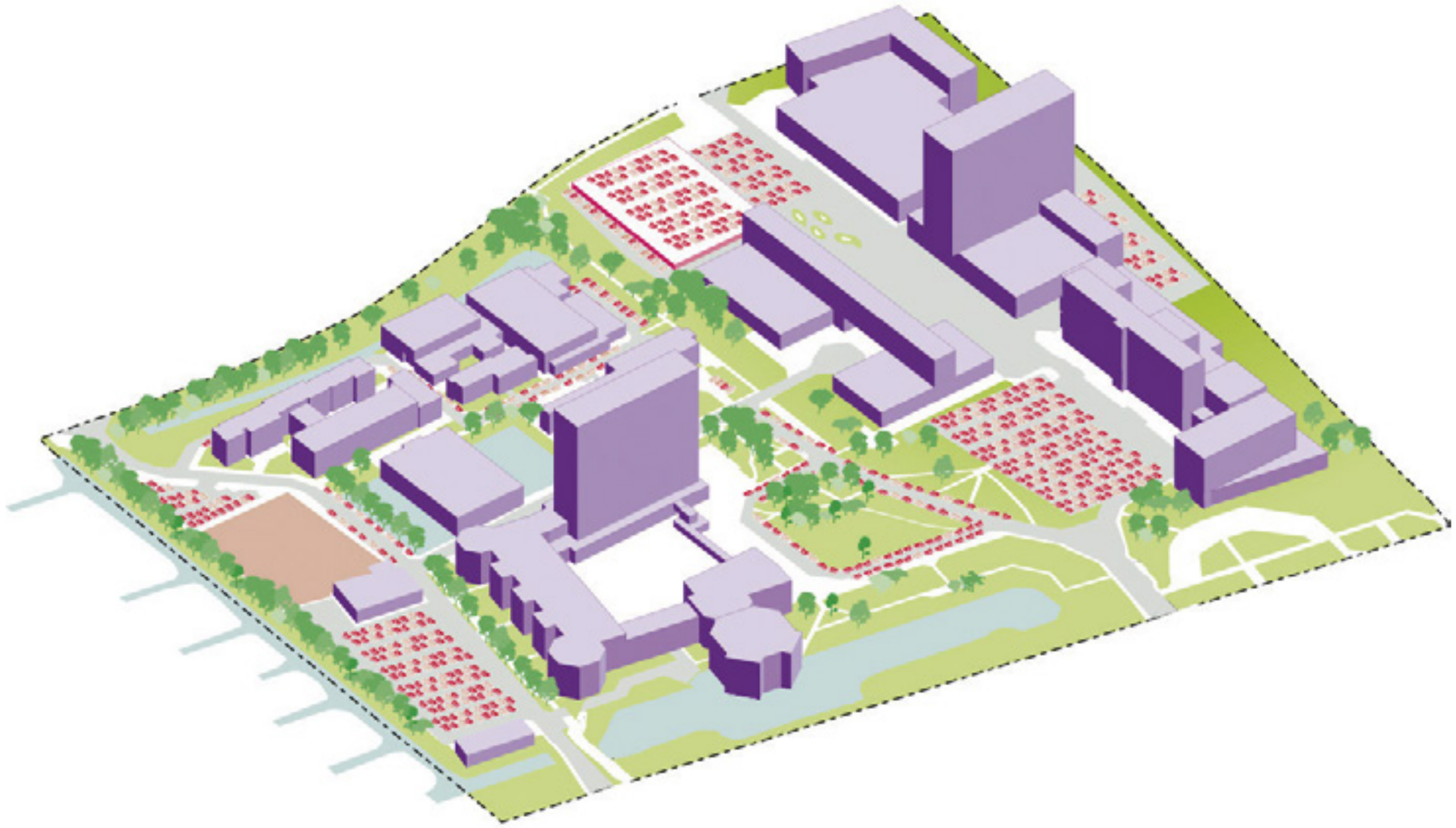
Nadenken over drukte en rust, intensief programma en extensief programma

Wensbeeld, totaal kaart van alle componenten

STRATEGIE

GEBIED IS ZO GROOT DAT ER REGIE GEVOERD MOET WORDEN

MET DE 4 COMPONENTEN ALS KADER



Erasmus campus 2008, ontstaan van toen en toen en toen…totaal gericht op auto

Masterplan

-Autoluw maken (opruimen auto en mobiliteitsplan),
-Aansluiten op stad (Plaza)
-Groei faciliteren
-Gebruik maken van schema Drukte en rust

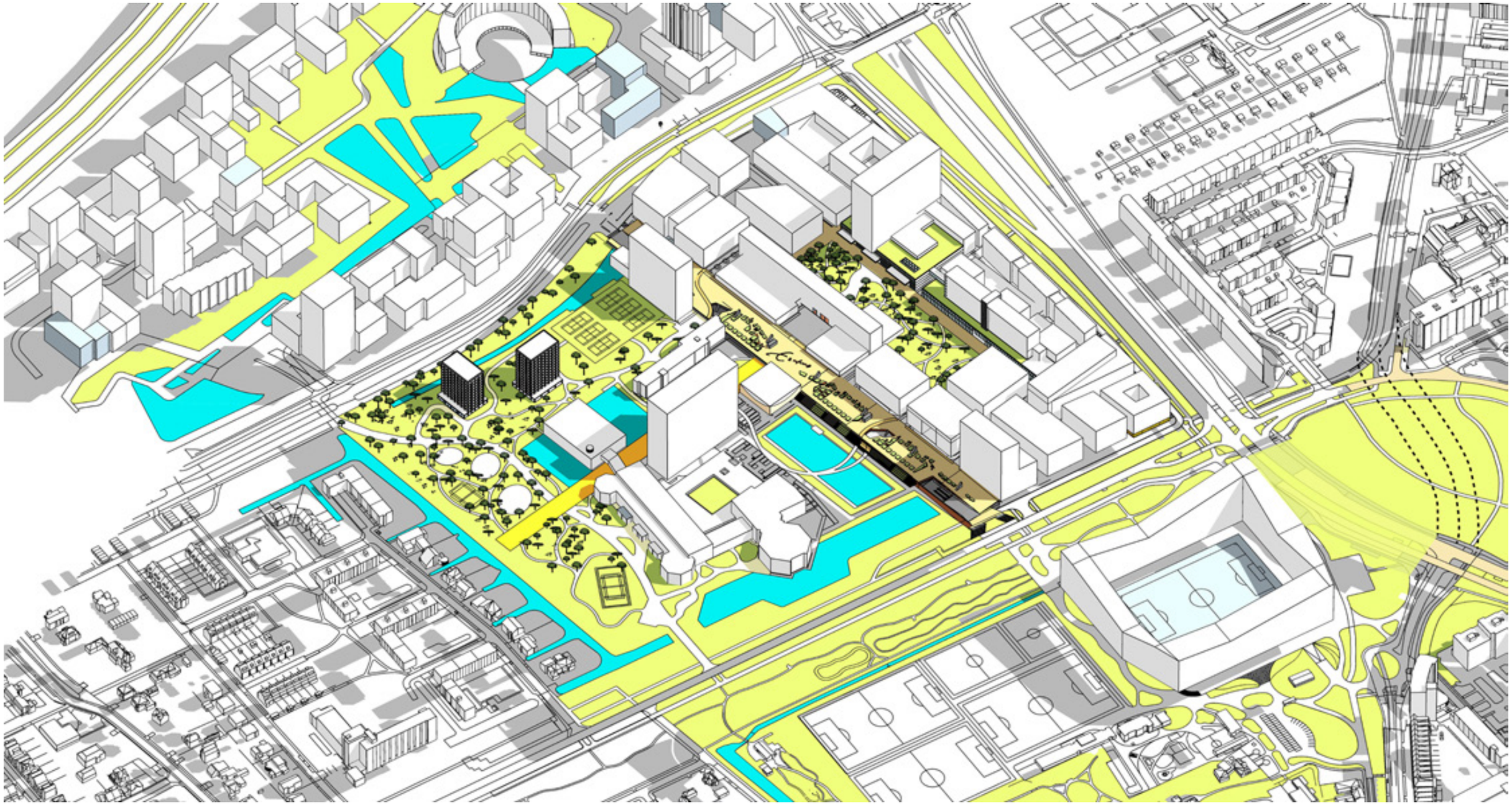
Na 14 jaar

-Noordelijk deel wordt al groener
-Groot deel auto eruit
-Verdichting aan zuidzijde

2008

2011

2013

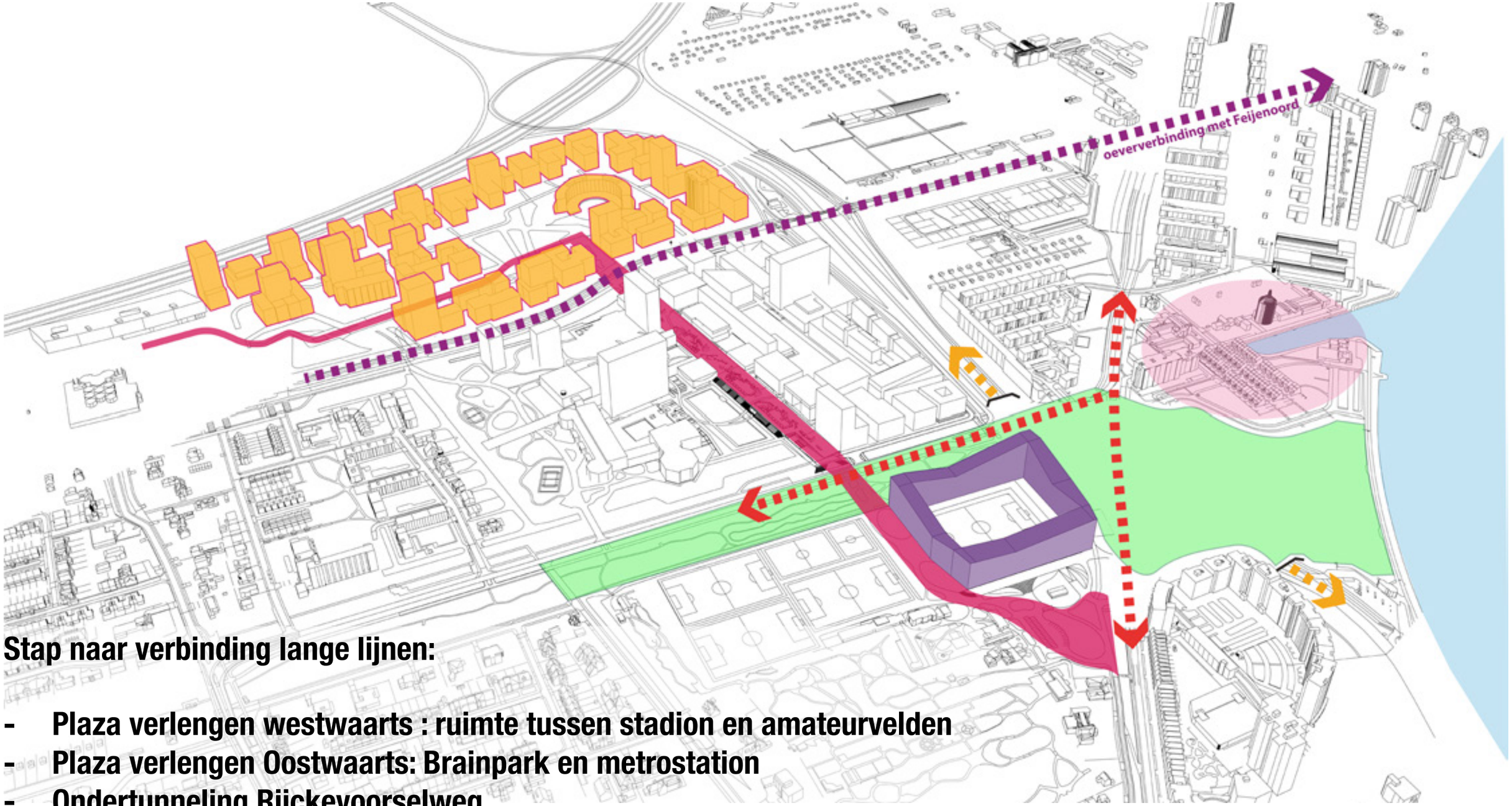


EUR werkt aan volgende stappen:

- Opruimen oude gebouwen noord en

- Vergroenen noordzijde en verdichten zuidzijde

- Werken aan verschillende biotopen



Stap naar verbinding lange lijnen:

- Plaza verlengen westwaarts : ruimte tussen stadion en amateurvelden
- Plaza verlengen Oostwaarts: Brainpark en metrostation
- Ondertunneling Rijckevoorselweg
- Doortrekken Burg. Oudlaan
- Veranderen van Kleur centrum bij haventje
- Doortrekken dijkjes
- Managen van intensiteit bebouwing naar zuid-oost zijde gebied

Altijd afwegen zoet en zuur!

Visie voor Kralingen, werken aan een wijk met oog op menselijk contact, zet in op

-Lange lijnen en toegankelijkheid fietser voetganger, de 5 profielen

-Onderdoorgang Rijckevoorselweg

-Bewaak dynamisch gebied versus rust, geleid de groei

-Besteed aandacht aan informele routes

-Denk goed na over welke voorzieningen waar

-Neem en geef, concentreer je vooral op de hoofddoelen die je wilt bereiken