

# Synergy between Productive Forces

**Transforming  
an Urban Void  
into the Missing  
Link between a  
Vulnerable  
Neighbourhood  
and an Upcoming  
Makers District**





Dear European competitors,

European NL, Rotterdam Architecture Institute (AIR) and the municipality of Rotterdam are proud to propose five locations for European 15. All five have been designated ‘high priority’ development sites by the municipality.

**This is the site brief of Kop Dakpark. In short, the challenge is to develop a radical spatial intervention on this site: a new building with innovative workhome typologies for various generations and income brackets, surrounded by high-quality green public space. The aim is to create a new centre of activities that restores social and economic connections, contributes to a healthy and climate adaptive city, revitalizes ground floors with (public) economic activities and fuels the urban dynamics in all neighbouring districts.**

**Colophon**

**European 15 Rotterdam**  
Initiated by Stichting European NL  
In full-partnership with Rotterdam Architecture Institute  
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### **In Search of 'Good Growth'**

Rotterdam is growing. The city aims to build 50,000 new homes in the next decade and to vigorously enhance the quality and energy performance of the existing built environment. In short, Rotterdam is looking for 'good growth': building a compact, circular, productive, healthy and inclusive city with equal opportunities and high quality of living for everyone. It aims to be a vibrant and welcoming place for people of all walks of life, ages and beliefs. Citizens of Rotterdam should be able to live productive lives by working, learning, caring or in any other way contributing to the development of the city and its narratives. Therefore, it is important to remove barriers, to increase connectivity, to collaborate on 'making city' and to move forward on the rich Rotterdam tradition in architectural experiment and innovation.

### **Radical Renewal of Spatial Policy**

For European 15, five sites have been selected within the city of Rotterdam that could catalyse opportunities on multiple levels. Places that could enhance the city's social resiliency and contribute to 'good growth'. These five sites will be a testing ground for the new Rotterdam vision and regulatory framework on spatial and socioeconomic developments, called the *Omgevingsvisie* (Environmental Strategy). This framework is currently being drafted by the municipality. Because of its holistic approach, it should accelerate innovative spatial solutions and sustainable socioeconomic developments. It is supported by an extensive participatory process and an action research program. The European 15 sites have been

selected to implement this process, through research by design and its aim of implementing exemplary projects. The five assignments are in line with the theme of European 15 and the central themes of the *Omgevingsvisie*: Productive, Inclusive, Circular, Healthy and Compact City.

### **Public Learning Programme**

In addition to the European 15 competition process, there is an extensive public learning programme, including public events, workshops, masterclasses and a storytelling campaign. European 15 is initiated by European NL, Rotterdam Architecture Institute, the municipality of Rotterdam and aims to connect a strong network of committed and innovative private parties.

This period is a crucial moment in the urban development of Rotterdam. For the municipality, the possibility of acquiring diverse new ideas, testing the scope of the *Omgevingsvisie*, and at the same time providing opportunities to young talent, is the main reason for the cooperation with European 15.

Enter the European 15 competition and join the Rotterdam search for good growth and the urban work-and-live environments of the future.

Best regards,

European NL,  
Rotterdam Architecture Institute  
&  
Municipality of Rotterdam



**KOP DAKPARK**



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# Rotterdam x European 15

**The fifteenth edition of European centres on the productive city as a design and development challenge. European NL and the Architecture Institute Rotterdam have set up a partnership for European 15 and decided to work together with the municipality to focus on five Rotterdam locations that are each exemplary for the current challenges the city faces. Through the international platform of European Europe, young design teams are challenged to work on these questions. The express ambition of the competition is to award the five winning teams a follow-up contract in line with their design proposals.**

To Rotterdam, its participation in European 15 also presents an opportunity to field-test the *Concept Omgevingsvisie* (Concept Environmental Strategy Rotterdam). The pursuit of a densified city (a) with resilient residential environments requires reciprocal considerations between the need for productivity (b), health (c), inclusiveness (d), and a sustainable, circular living environment (e). The recently drafted *Concept Omgevingsvisie* (also see text in box) puts these five perspectives on the city on the agenda in mutual coherence. A design competition aimed at innovation must take this ongoing thinking and development process into account and ideally also inform it. Taking productivity as a starting point, the European 15 challenges will therefore also address the other cornerstones of the *Concept Omgevingsvisie*. European 15 is partly aimed at acquiring knowledge about the biggest post-war change in the field of spatial planning in the Netherlands.

## Radical Renewal Spatial Policy in the Netherlands

### ENVIRONMENTAL ACT

The Omgevingswet (Environmental Act) is a Dutch act that will enter into force in 2021. The Environmental Act is about the physical living environment, in other words: about everything we need to live, work, study and recreate, such as water, air, soil, nature, roads, energy and buildings. At this time there are many separate rules and regulations that concern our physical living environment. When the new act is in force, all those different rules and regulations will have been combined into a single, coherent act. The Environmental Act not only ensures that there are fewer rules, but also that these rules are clearer and more accessible. In addition, it will be easier for residents and entrepreneurs to start initiatives together. The municipality monitors and advises what possibilities there are.

### ENVIRONMENTAL STRATEGY NL

The Environmental Act requires that all municipalities and provinces draft a local environmental strategy that reflects how each municipality or province will deal with developments in

the physical living environment now and in the future. Central government also draws up an environmental strategy. An environmental strategy is a story, image or website by which the municipality shows how it wants to organize its physical living environment.

### ENVIRONMENTAL STRATEGY ROTTERDAM

Rotterdam takes developments that affect the use of space, such as climate change and population ageing, as well as the growth of the city, into account. Today, the city houses about 644,000 people. This number is growing and every day, in addition, thousands of people come here to work, study, spend leisure time or because they have to go to hospital. That is a lot of space users. However, the space is limited. That is why it is important to think about which activities go where. The green and the water need space, for example, as do new homes, solar energy, waste collection as well as everyday facilities within walking and cycling distance.

Rotterdam's Environmental Strategy is not only about the city or the centre of Rotterdam, but also about the port area and about Hoogvliet, Rozenburg, Pernis, Heijplaat and Hoek van Holland. Very different areas that are all part of Greater Rotterdam. Different things are important in different areas. But whatever the area, we always look at the whole. Are there enough dwellings, is there proper public transport, outside public space, greenery, schools and care facilities within walking and cycling distance and are the air and water clean? Rotterdam has developed a *Concept Omgevingsvisie* in which it summarized the above in five perspectives:



**Compact City** Rotterdam develops into a densified, attractive city by the river



**Healthy City** Rotterdam makes healthy urban living possible



**Inclusive City** Rotterdam offers space for encounter and participation



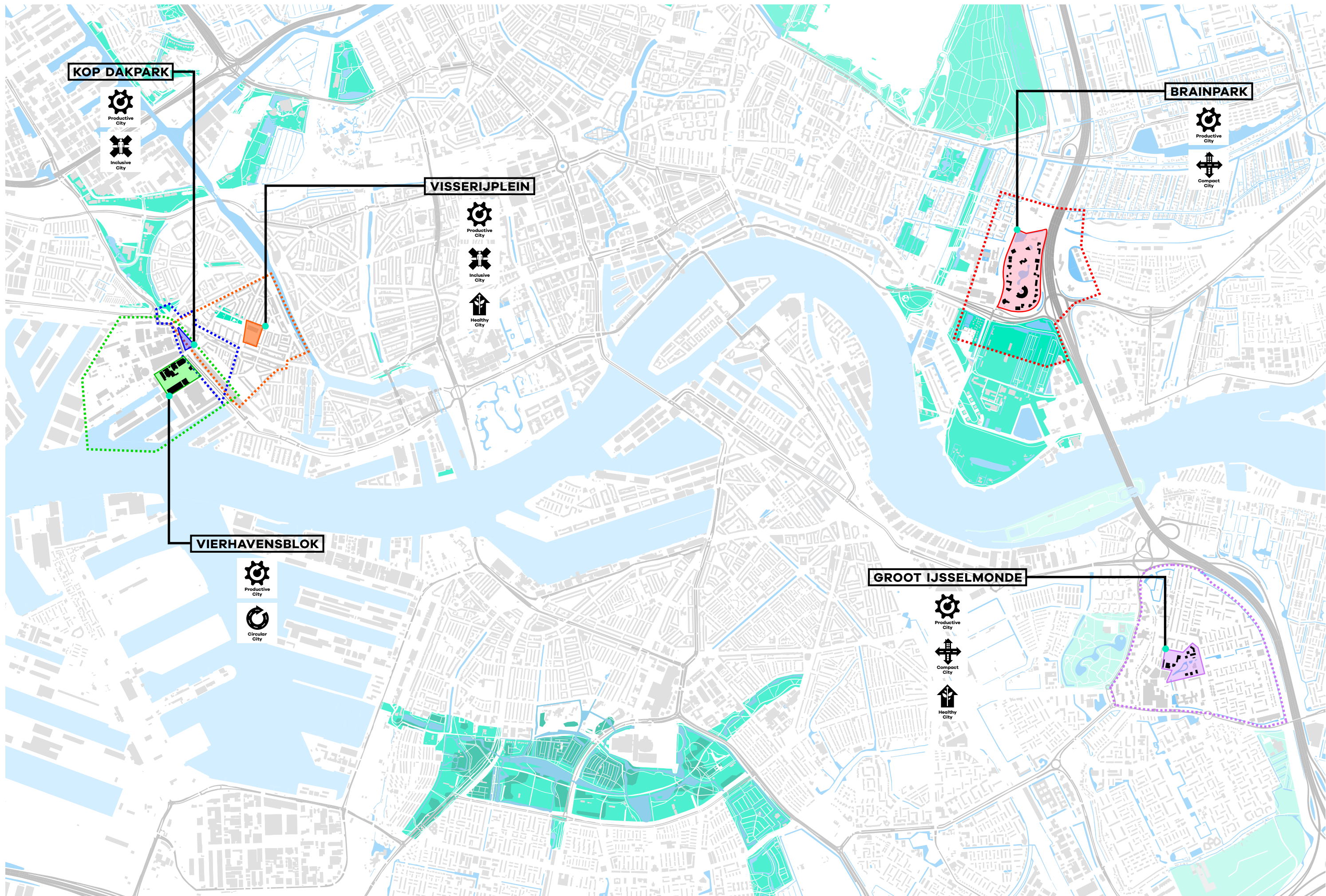
**Circular City** Rotterdam offers space for sustainable energy and recycling



**Productive City** Rotterdam makes room for The New Economy

The definitive *Omgevingsvisie Rotterdam* (Environmental Strategy Rotterdam) will be published in 2020.







## URBAN CONTEXT

Innovation at the Boundary between City and Port  
Working on Twenty-first Century Skills  
Densification around Public Transport Hubs

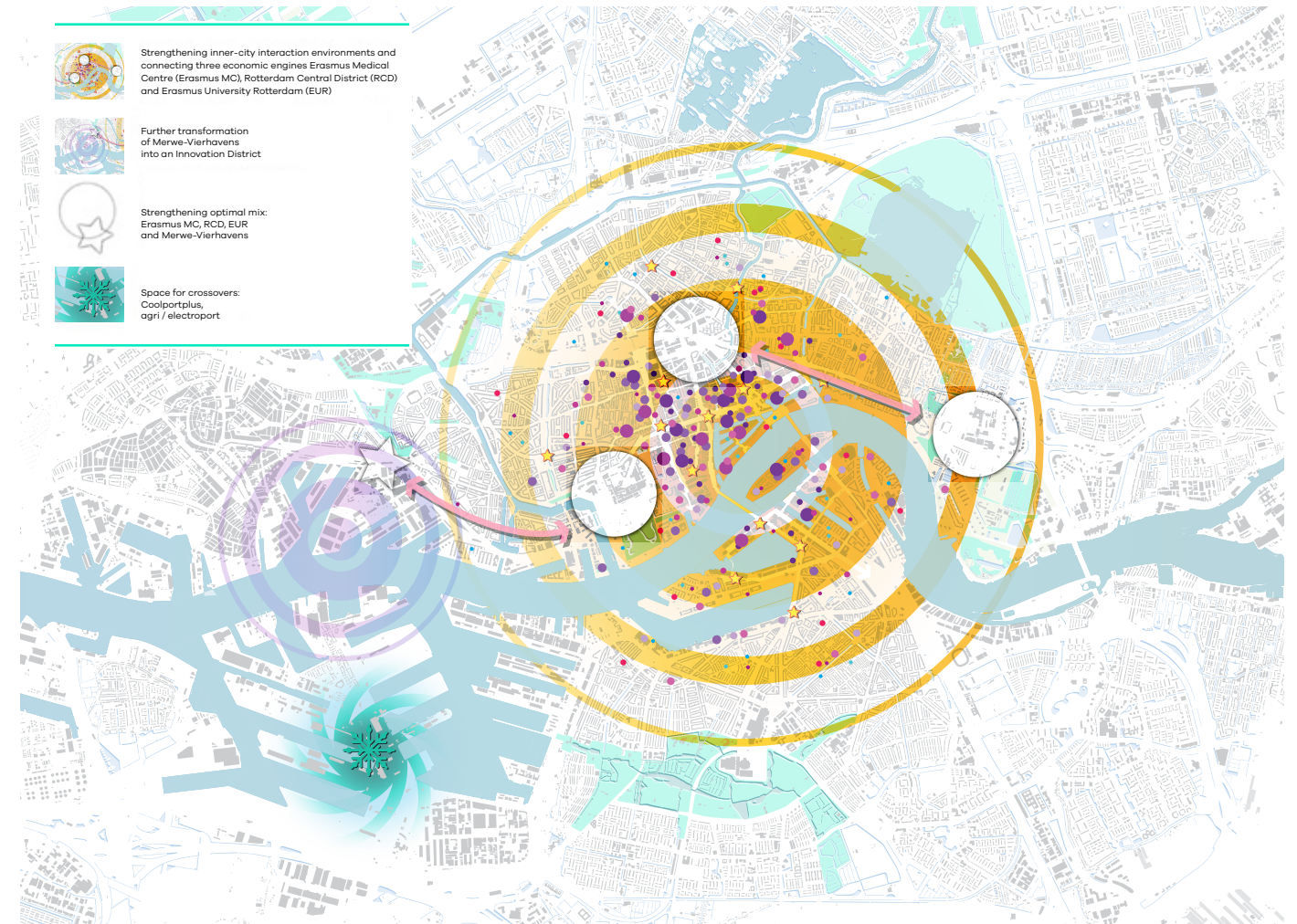
The City of Rotterdam seeks opportunities to accommodate its growth in the existing city. Densification of urban voids, in particular the ones near a public transport hub, with a strategic position in the city is part of this strategy. This type of development is ideally suited to catalyse new interaction milieus, since it offers the opportunity to implement a new work-and-live programme connecting citizens with all sorts of backgrounds, knowledge and skills, various (economic) activities and other 'resources' that are already present in the surroundings. Especially urban voids that are at the intersection of multiple neighbourhoods with diverse urban dynamics, like the plot at the beginning of the 'Dakpark', offer unorthodox anchors for such productive milieus.

# Innovation at the Boundary between City and Port

Rotterdam has always been a port city. The port of Rotterdam is the largest seaport in Europe and tenth in the world. The port owes its leading position to excellent accessibility by sea, intermodal connections with its hinterland (water, rail, roads) and to the people working in and for the port and industrial area. In order to maintain its leading position, the port of Rotterdam has continued to develop to be able to respond to changing circumstances. To be able to absorb the boom in transshipment, for example, Rotterdam constructed increasingly large port basins. In recent decades, however, the city and port have grown apart in the physical sense. The port moved in the direction of the sea, the city took over old port areas and shot up towards the sky. The boundary between city and port is particularly crucial to the quest for innovation and ways to further develop the port city, as it consists of outdated port areas that provide the perfect conditions for the invention of ways to renew the industrial economy: close to the city, plenty of space and including rich cultural heritage. New ideas need old buildings! as Jane Jacobs would say. Moreover, these areas allow the linking of transitions in the field of energy and raw materials to the associated socioeconomic and spatial development of the city. In Rotterdam, the port and the city face this transition together, as the two strongly connected components of a single urban system.

## Working on Twenty-first Century Skills

Rotterdam wants to be a productive city and accommodate different types of productivity that fit the different characters of its districts and inhabitants. Employment in Rotterdam is changing. As the jobs provided by the port long attracted lots of low-skilled labourers, the construction of increasingly large port basins was often accompanied by the construction of working-class neighbourhoods to accommodate dock workers. The initial reciprocity between the port and these neighbourhood has now ceased to exist. The growing importance of computerization and robotization has led to a sharp increase in productivity. Companies are expected to computerize further in the next two decades, causing certain jobs to change and disappear. Traditional industry is being replaced by the next economy. This transition will inevitably have far-reaching consequences to communities, especially to those in adjacent working-class neighbourhoods. An important section of Rotterdam's population will find it hard to keep pace with this digital society. At the same time, good marketing has ensured that craftsmanship and 'the experience' are now increasingly important. In order to keep up with the new economy, there is a growing need for twenty-first-century skills in Rotterdam.



**Strategic planning map next economy**

Source: 'Kaart van de Stad'

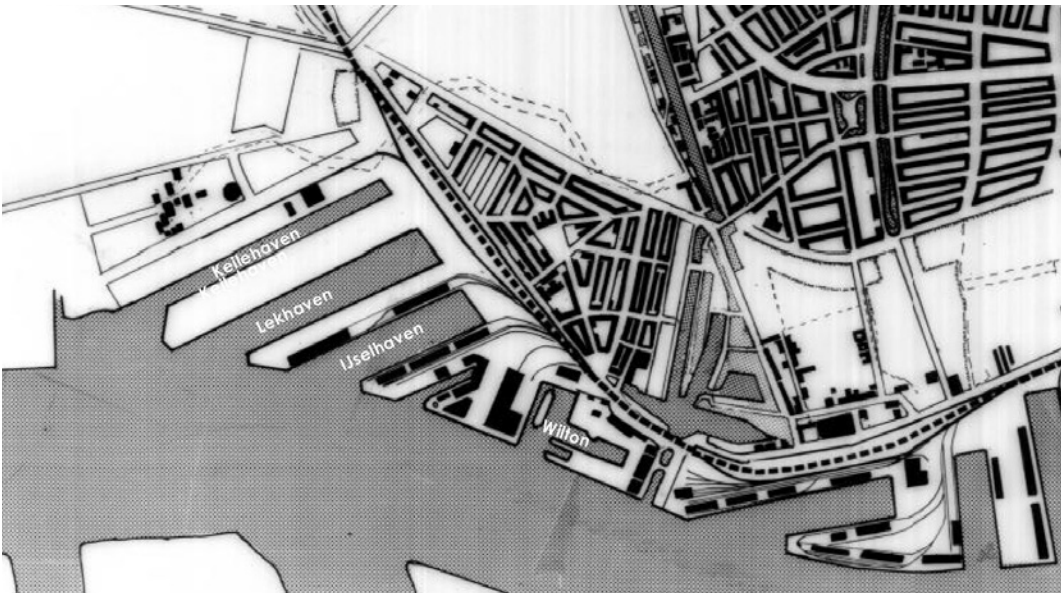
## Densification around Public Transport Hubs

Rotterdam firmly links the urbanization challenge to mobility. This is inspired by the increasing pressure on the space in Rotterdam on the one hand and the importance of sustainable, accessible and fast mobility options on the other. Especially around high-quality public transport hubs (HOV), function mixing and densification are promising options. Mixing workhomes and facilities can meet the urban challenges facing Rotterdam, such as the substantial need for extra housing in the city and the demand for attractive working environments for companies in the next economy. By mixing functions, the city can more easily achieve its urbanization task inside the existing city (rather than in green areas). In short, function mixing contributes to a sustainable use of space and to a dense city. In mixed areas, the connections of high-quality public transport hubs are used more intensively than in monofunctional areas as there are more potential passengers. Existing and new high-quality public transport hubs are therefore important starting points for new developments.





The pedestrian bridge provided dock workers from Bospolder with access to the port area



Vierhavens and Bospolder, situation around 1910

## History

The annexation of Delfshaven by Rotterdam in 1896 paved the way for the expansion of the port and city. The situation of the Vierhavens area and Bospolder district arose at the beginning of the twentieth century when, to expand the port, four harbour basins (Vierhavens) were realized to the west of Delfshaven. Simultaneously with the construction of the docks, from 1908 onwards, dock workers' districts such as Bospolder were realized inside the dikes. A bridge over the tracks connected the district to the port area. In the current situation, there is hardly any interaction between the port area and the neighbourhood anymore. Due to the construction of the Schiedamschen district on the former site of Shipyard Wilton and the partial filling in of Keilehaven and Lekhaven, the port area and the view of the river and Bospolder gradually grew apart. Both spatially and programmatically, the district was cut off from the port. The district now looks like one located on the outskirts of the city rather than one that is part of a dynamic urban transition area.

### STUDY AREA

History  
Dynamic City Districts  
Infrastructure and Connectivity  
Urban Interventions  
Between a Rock and a Hard Place?





Photo: Frank Hanswijk



# Dynamic City Districts

## BOSPOLDER AND TUSSENDIJKEN

East of the project site are the pre-war, multicultural city districts Bospolder and Tussendijken, often referred to in one and the same breath as BoTu. There is an enormous diversity and dynamic among the residents, entrepreneurs and organizations in BoTu. That is the strength of the neighbourhoods and also what makes them unique. BoTu has a high population density of over 14,000 residents and is viewed as a people's neighbourhood with a relaxed and friendly atmosphere where its multicultural character is not up for discussion. Nevertheless, because it is dealing with serious issues, BoTu is not associated with attractive living. The neighbourhoods deal with great challenges in the realm of safety, working and living. The socioeconomic problems in BoTu are complex: prolonged dependence on social security, health concerns, financial problems, loneliness among the elderly and disturbances by street youths. A large part of the population has no access to the labour market. Aside from the Schiedamseweg, the shopping strip on the south side of Tussendijken with a few successful entrepreneurs and a lot of one-man shops, the local employment rate in the neighbourhood is low. There is also little variation in housing supply. Of over 3,000 houses, about 75 per cent is social housing. About 70 per cent of the residences are tenement buildings or apartment buildings without elevators in the low-rent sector. There are, however, few possibilities for various target groups to find a suitable residence or advance their living circumstances. This is why many residents, when their income improves, move to a better house outside of the neighbourhood. A diversified housing stock means a better balance between the underprivileged and the privileged, increasing the social and economic resilience of the area. The locations that become available for development are to contribute to the part of the housing supply that is currently insufficient, or to create some leeway to be able to deal with other parts of the neighbourhood that are not scheduled yet. Bospolder and Tussendijken have been thoroughly renewed and are places where people of Rotterdam of various lifestyles live side by side. An example is the housing complex Le Medi (founded in 2008): a unique design that symbolizes integration of residents and lifestyles. Another good example is the 'Dakpark' – bordering on the neighbourhood of Bospolder, initiated and still managed and programmed by local residents – which is a visible improvement on the quality of living and creates a meeting place for various groups of people.

## SPANGEN

The Spangen area – to the north of the project site – is a modern urban neighbourhood that greatly appeals to new residents. After a turbulent past, the area is now up-and-coming thanks to a number of successful social and physical developments in recent years. Since 1990 many buildings have been demolished, renovated or rebuilt. The first – successful – examples of Rotterdam's DIY project catch the eye: the Wallisblok and De Blauwe Vos. Spangen is home to a mix of over 10,000 residents with varied cultural and social backgrounds.

## MERWE-VIERHAVENS

Rotterdam is making room for the manufacturing industry in the Rotterdam Makers District: the RDM area and the Merwe-Vierhavens District (M4H) together will be the innovative manufacturing industry's regional hub. This is where the transition to the new economy of port and city is put into practice. This is where port development and urban development come together. Over the past ten years, the RDM area has already developed in the spirit of the Makers District into a hotspot for technological training institutes complemented by research facilities and maritime and technology companies. The Innovation Dock comprises flexible spaces for start-ups and experiments. In the year 2019, the RDM area is almost in full operation. The M4H District is still at the beginning of its further development into an innovation environment. The area is turned into a vibrant district that features a mix of new manufacturing industry, urban facilities, housing, culture and a circular economy. Including a substantial number of dwellings – about 3,500 to 5,000 by 2035 – M4H contributes significantly to Rotterdam's inner-city building challenge of 50,000 dwellings. The innovative concept that is presented here ensures that the area makes an important contribution to attracting and retaining the people needed to make the city and port of the future.



**Housing complex Le Medi in BoTu, inspired by architecture of countries around the Mediterranean Sea, design by Geurst & Schulze, Korteknie en Stuhlmacher**

Photo: Frank Hanswijk





### View on the Vierhavensblok in Merwe-Vierhavens

Photo: Frank Hanswijk



### Mathernesserdijk in the neighbourhood Spangen

Photo: Hester Blankestijn



### Typical architecture in the neighbourhood Tussendijken

Photo: Frank Hanswijk



### Typical street of Merwe-Vierhavens

Photo: Frank Hanswijk



### Wallisblok, a successful example of Rotterdam's DIY housing project

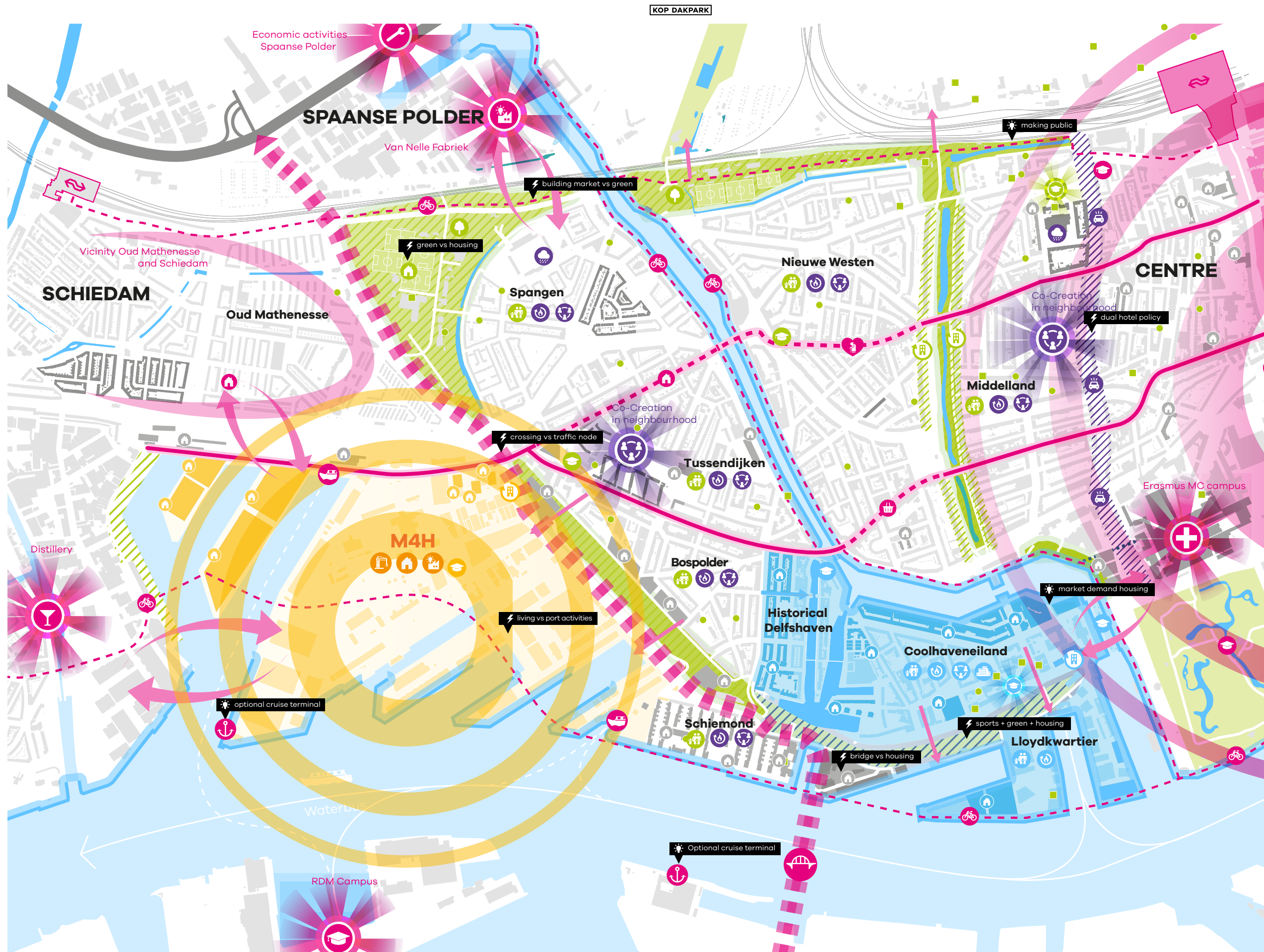
Photo: Hester Blankestijn



### Market at Visserijplein, a gathering of multiple generations, cultures and entrepreneurs

Photo: Frank Hanswijk





## Spatial strategy for district Delfshaven

Source: Gemeente Rotterdam

- Attracting privileged families
- Green ring
  - Transformation to housing
  - Possible other learning environments
  - Privileged families in the city
  - Greening
  - Housing
  - Primary / secondary school

### Redevelopment M4H into an innovative Makers District and housing location

- Port activities
- Innovative companies
- Pressure from M4H

### Development water-related districts (Delfshaven, Lloydkwartier, Coolhaveneiland)

- Waterfront development (City in Delta, Living along the River)
- Urban density

### Focus on sustainability and resilience (social and climate)

- Co-creation
- Climate adaptation
- Energy transition
- Environmental pollution

### Improving connections (programme and infrastructure)

- Programmatic link
- Urban street / facilities strip
- Focus on housing (transformation of urban street)
- Focus on health care (transformation of urban street)
- Focus on retail (transformation of urban street)
- Connections
- Slow traffic connection
- Pressure from city centre
- Third city bridge
- Optional cruise terminal
- Water bus stop

Tension

Opportunity

Housing in development

Potential new housing



# Infrastructure and Connectivity

## PARKLANE

The Parklane concept was introduced in 1987 in the context of a study into the main spatial structure of the Schiehaven/Müllerpier area. An avenue-like exit road, the spatial backbone of this western district, connects large area developments in Rotterdam-West with the city centre, the river and the highway system. Parklane, a green approach road to the western part of Rotterdam, is important to the accessibility of the city centre. The road also relieves residential areas of through traffic. But the meaning of Parklane exceeds traffic engineering aspects. With its representative look it is in a broader sense the entrance to the city and therefore important to the development opportunities of the

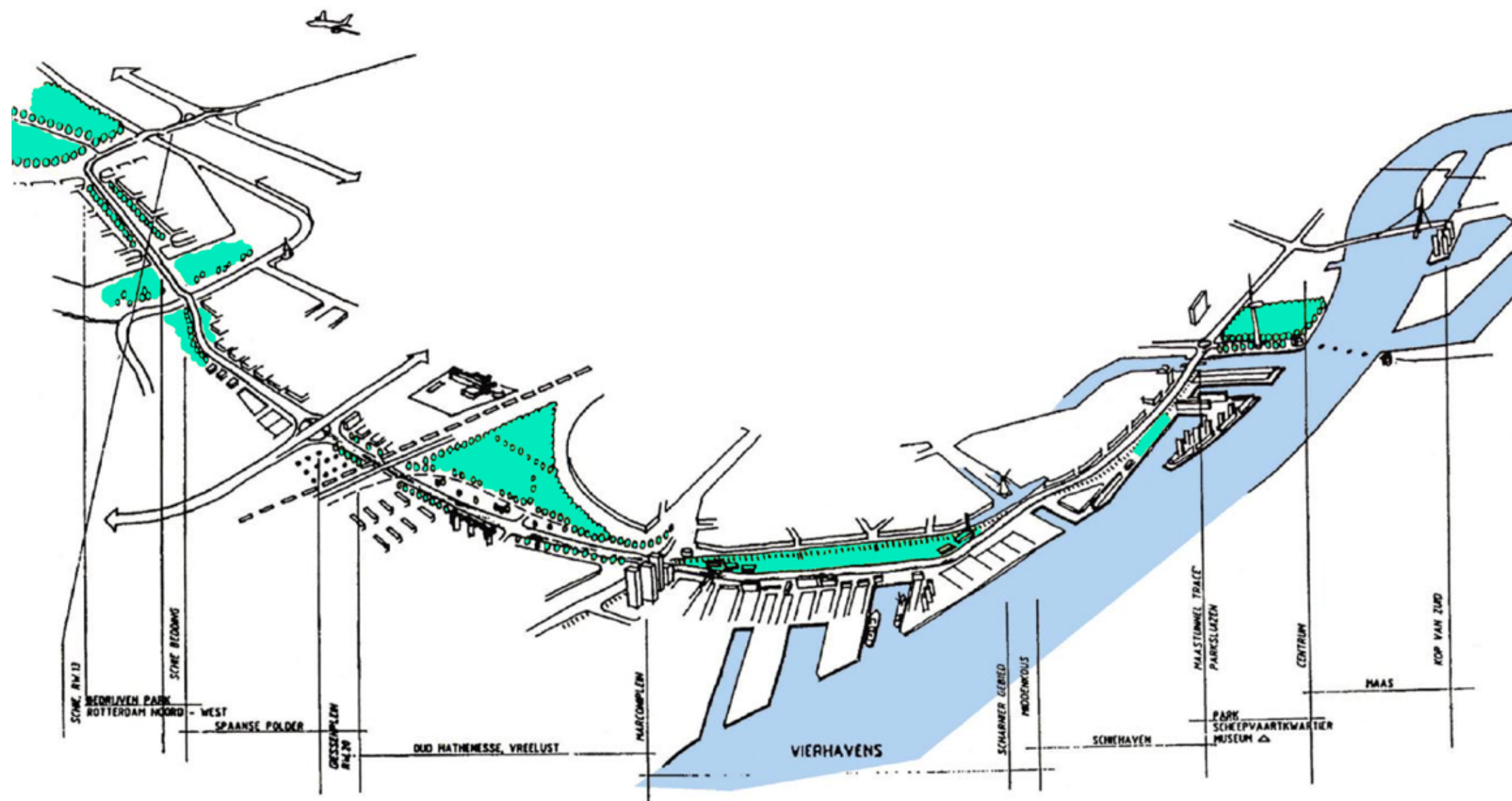
adjacent areas. Vierhavensstraat is part of the Parklane trajectory. It is the most natural boundary between the city on the north-east side and the Merwe-Vierhavens area on the south-west side: between two spatial, programmatic units with their own urban dynamics.

## MARCONIPLEIN

The project site borders on Marconiplein, which is an important high-quality public transport hub. At this point metro, bus and tram come together. The large open, infrastructural space is bordered by a motley collection of buildings. Some of these buildings have recently been renovated. In 2012, one of the Marconi towers on Marconiplein was renamed Rotterdam Science Tower. The 22-storey building is ideal for medical companies that want to work in the vicinity of the ErasmusMC. In 2018 the adjacent, abandoned office towers were transformed into more than 880 new dwellings measuring 40 to 70 m<sup>2</sup> for young professionals.

## Location of the Vierhavens on Parklane and the river

Welstandsparagraaf 'de Strip'

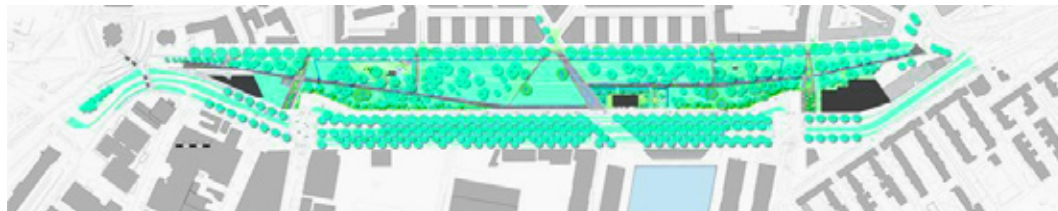




# Urban Interventions

## THE STRIP

On Parklane, on the disused railway yard to the north-east of Vierhavensstraat, a large elongated building constructed in 2014 hugs the outside of the river dike. The building houses a mixed urban programme consisting mainly of peripheral and themed retail, so-called BigShops. Located on and adjacent to the roof of The Strip is a large public park measuring approximately 7 hectares. The Strip reflects the two claims made on this space: on the one hand, there is a demand for various types of business spaces as well as a need for jobs at the urban and regional scale; on the other, residents of the adjacent, densely built city districts need high-quality outdoor space.



### Urban Design of The Strip

Source: Gemeente Rotterdam

## (ROOF) PARK FOR CITY AND DISTRICT

Rotterdam is characterized by a system of dikes that protect its inhabitants from floods. Like a parallel line, the dike accompanies the river running through the city. At the location of The Strip the dike widens, as it were, into an elongated park. At this scale, the park functions as a city park.

The linear main structure of the 'Dakpark' is part of the Green Connection: an 8-km long green route through Delfshaven. The Green Connection is supported by a coalition of green initiatives along a green route that uses the historical structures of port railways, canals and Schie harbours. It is also a network of green initiatives that link local care and welfare in the neighbourhood to being in the green outdoors.

Some of Bospolder's side streets end in entrances to the park that are linked to gardens. The entrances cut across the linear grid by a pattern of themed gardens, small pathways, bushes and borders that give the park sufficient cohesion and make it dynamic, exciting and appealing to visitors. This setup creates a direct relationship between the neighbourhood and the park. At this scale, the park functions as a neighbourhood park. The 'Dakpark' is an example of resident-inclusive construction. It is the result of a residents' initiative dating back some 18 years. The neighbourhood designed the park together with the municipality and developers. Since 2013, residents have been united in the Dakpark Foundation. A partner of the municipality and the landscape designer, this foundation is committed to the creation of a pleasant and well used park. Eight 'commandments' have been drafted to guide its development. The foundation sees the



### Map of the Green Connection

Source: KRACHTGROEN

'Dakpark' as a single, large, green meeting space and living lab. And with success; the 'Dakpark' functions as a place of relaxation for residents of Bospolder and Tussendijken, especially in the summer. The foundation consists of several volunteer teams, each organized on the basis of a particular passion or need. But the 'Dakpark' is also an example of nature-inclusive construction in an urban context. The park, constructed at more than 9 m above ground level, is part of a larger green structure. Greening and densification go hand in hand.

## Between a Rock and a Hard Place?

The strategic location of the project site as an approach to the city centre near exit roads and public transport hubs, as well as its exciting location on the border of various dynamic areas, offers enormous potential for new developments. However, although the plot at the beginning of the 'Dakpark' is, at a larger scale, part of a bigger and clear urban structure, this location feels abandoned in reality: a void between the port and the city. The site is not considered part of the M4H area; adjacent urban neighbourhoods do not feel related to it either. The commercial programme of peripheral and themed retail trade is not working properly. There is a threat of vacancy. This makes the intended intervention in this plot at the beginning of the 'Dakpark' extremely relevant. It is a special place that lends itself perfectly to reflecting the unique character of Rotterdam, raw and dynamic, a focal point that creates coherence and synergy between the surrounding entities.





The 'Dakpark' on the border of neighbourhood Bospolder (on the right),  
one of the largest rooftop parks in Europe

Photo: Frank Hanswijk





**View on Merwe-Vierhavens, a port area in transition  
to makers district, from the Dakpark**

Photo: Frank Hanswijk



**View on the neighbourhood Bospolder from the Dakpark**

Photo: Frank Hanswijk



PROJECT SITE AND ASSIGNMENT

- Facts & Themes
- Characteristics
- Competition Assignment

Facts

Site representative

Municipality of Rotterdam

Actor(s) involved

Municipality of Rotterdam, Stichting Dakpark, Groene Connectie, Delfshaven Coöperatie, winkeliersvereniging Bigshops

Team representative

architect and/or urban planner

Expected skills with regards to the site’s issues and characteristics

Architectural, Urban Design

Communication

Anonymous publication online after the 1st jury round  
Publication in book and potential exhibition after the competition

Jury - 1st evaluation

With the participation of the site representative

Jury - prize selection

Ranked selection: with Winner (€12,000), Runner-up (€6,000) and Special Mention (no financial reward)

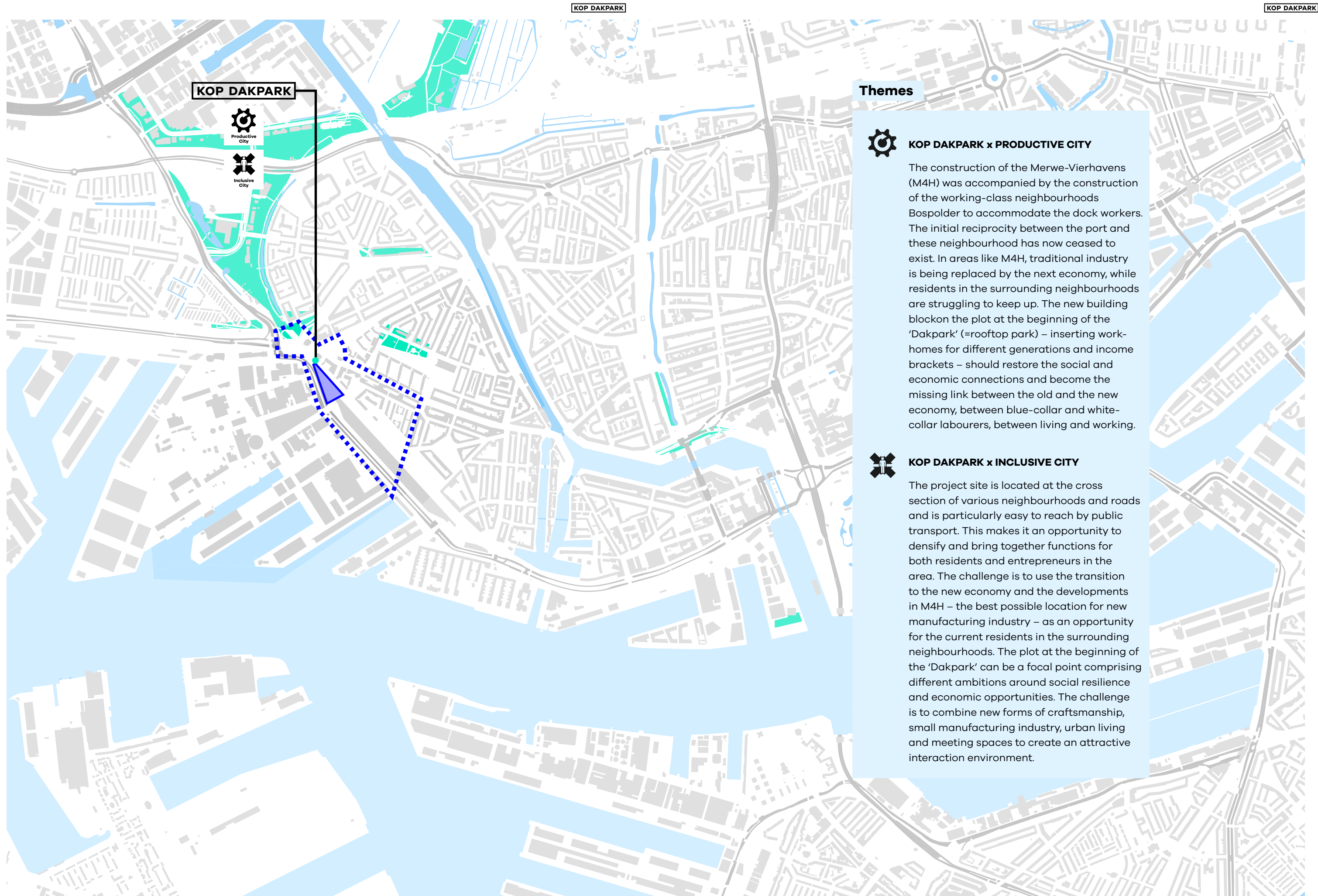
Post-competition intermediate procedure

Meeting to present the rewarded teams to the site representatives  
Possible workshop on site with the rewarded teams – winner(s), runner(s)-up, special mention(s)

Commission given to the selected team(s) for the implementation

Follow up design (or research by design) assignment on implementation at the project site (or a site with similar characteristics) commissioned by the municipality of Rotterdam and/or private partners





## Themes



### KOP DAKPARK x PRODUCTIVE CITY

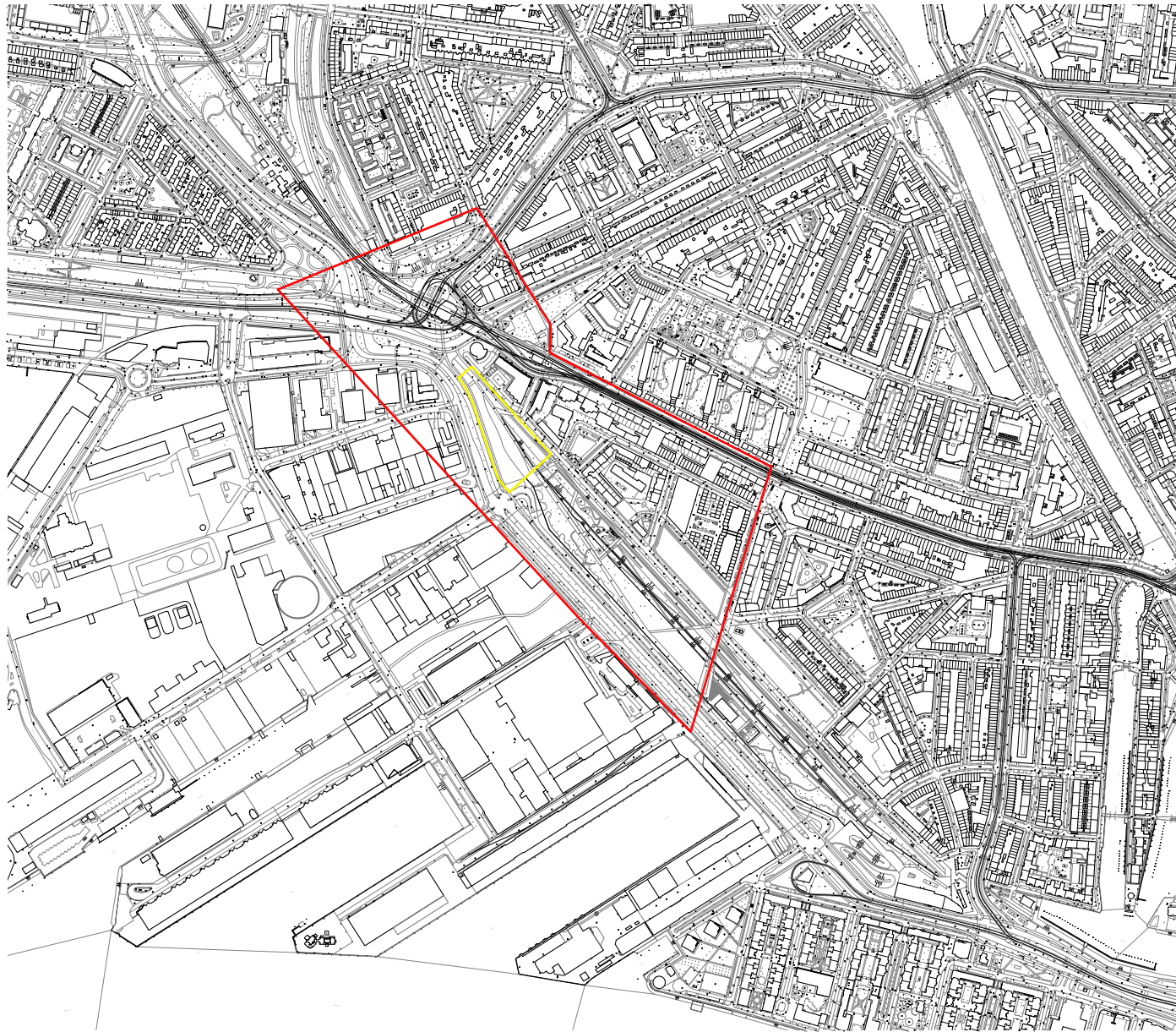
The construction of the Merwe-Vierhavens (M4H) was accompanied by the construction of the working-class neighbourhoods Bospolder to accommodate the dock workers. The initial reciprocity between the port and these neighbourhoods has now ceased to exist. In areas like M4H, traditional industry is being replaced by the next economy, while residents in the surrounding neighbourhoods are struggling to keep up. The new building block on the plot at the beginning of the 'Dakpark' (=rooftop park) – inserting work-homes for different generations and income brackets – should restore the social and economic connections and become the missing link between the old and the new economy, between blue-collar and white-collar labourers, between living and working.



### KOP DAKPARK x INCLUSIVE CITY

The project site is located at the cross section of various neighbourhoods and roads and is particularly easy to reach by public transport. This makes it an opportunity to densify and bring together functions for both residents and entrepreneurs in the area. The challenge is to use the transition to the new economy and the developments in M4H – the best possible location for new manufacturing industry – as an opportunity for the current residents in the surrounding neighbourhoods. The plot at the beginning of the 'Dakpark' can be a focal point comprising different ambitions around social resilience and economic opportunities. The challenge is to combine new forms of craftsmanship, small manufacturing industry, urban living and meeting spaces to create an attractive interaction environment.





**European 15 assignment Kop Dakpark: study area (red) and project site (yellow)**

Source: Gemeente Rotterdam

**Site Family** creating proximities – third spaces in between

**Location** Rotterdam, Marconiplein, Kop Dakpark

**Population** 644,000 inhabitants (Rotterdam)

**Strategic Site** 20.4 ha

**Project Site** 1.1 ha

**Scale** S/L

**Owner(s) of the Site** mix of public and private ownership



**Kop Dakpark: project site (yellow)**

Photo: Frank Hanswijk



# Characteristics

## KOP DAKPARK

The project site is an urban void situated in western Rotterdam next to the Marconiplein, an important public transport hub and gate to the inner city. It is at the intersection of several residential areas originally planned for the working classes – Bospolder, Tussendijken, Spangen and the Witte Dorp – and the port area M4H that is being transformed into an innovative makers district. Between M4H and Bospolder there is the ‘Strip’, an elongated building with a range of large chain stores and a lively communal park on top. The ‘Dakpark’ is well used by many people from surrounding neighbourhoods and the Merwe-Vierhavens area (M4H), but they also experience it as a physical barrier whereas it should be a connection between the two areas. The park’s crossing facilities leave much to be desired.

Partly due to the economic crisis, neither the plot at the beginning of the ‘Dakpark’ near Marconiplein nor its tail end at Hudsonplein has been developed as yet. In many ways, the two undeveloped sites are ‘missing links’. This competition is specifically aimed at the plot at the beginning of the ‘Dakpark’, the tapered site between Vierhavensstraat and the water barrier on Hudsonstraat. One tip of the projected end building to be developed on this site will be on Marconiplein, which stands out by the striking Marconi towers that are being transformed into residential buildings, and it will border on the local police station and the M4H area. Due to the complex infrastructure surrounding it, the project site is difficult to reach by car, but the adjacent high-quality public transport hub (metro, tram, bus) also ‘makes the world one’s oyster’. The location of this corner building will be striking, not only because of The Strip, but also because of the urban fabric surrounding it. Any plan for the end building must therefore be very ambitious.







Photos: Frank Hanswijk





## Competition Assignment

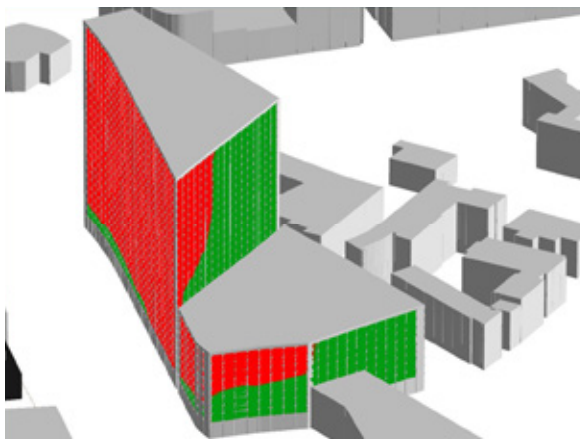
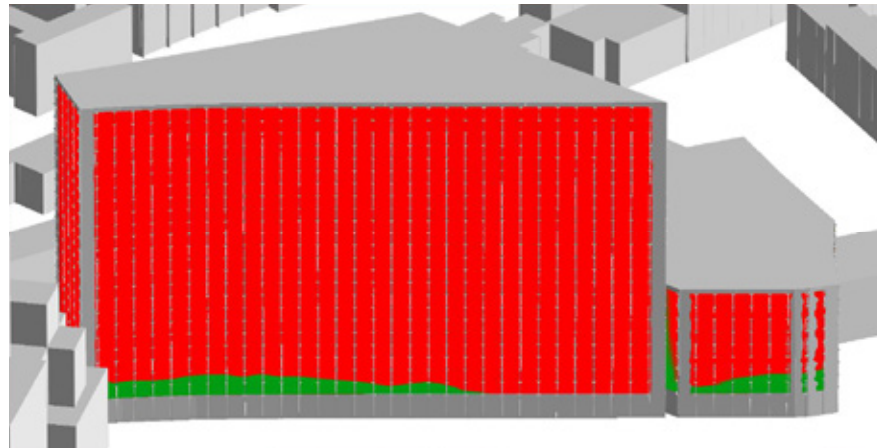
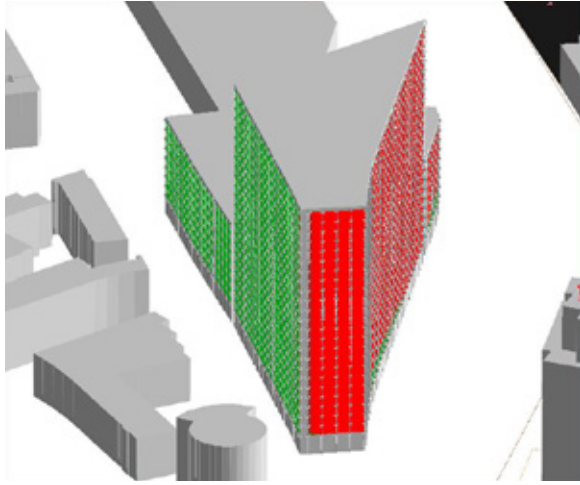
**The challenge is to develop a radical spatial intervention on this site: a new building with innovative workhome typologies for various generations and income brackets, surrounded by high-quality green public space. The aim is to create a new centre of activities that restores social and economic connections, contributes to a healthy and climate adaptive city, revitalizes ground floors with (public) economic activities and fuels the urban dynamics in all neighbouring districts.**

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The design teams are asked to produce an architectural design for a new building block at the project site. Conditions are:

- The building densifies the area and introduces new workhome typologies for various generations and income brackets.
  - The building connects the diverse surrounding neighbourhoods, the M4H area development and the Marconiplein public transport hub.
  - The building extends the rooftop park and contributes to a healthy and climate adaptive city.
  - The building vitalizes the use of public space and reinforces the Strip with BigShops by introducing a new economic programme on the ground floor.
  - The proposal addresses the environmental and noise nuisance complexities that are relevant on this site.
  - There is a maximum building height of 50 metres.
-





■ < 55 dB(A)

■ > 55 dB(A): exceeding the norm, curtain wall or deaf wall required

### Visualisation of noise levels at the project site due to the neighbouring industrial areas

Source: Gemeente Rotterdam



## THE JURY

### Jury

**Jacob van Rijs** (chairman)

Architect, MVRDV (Rotterdam, NL)

[www.mvrdv.nl](http://www.mvrdv.nl)

**Johan Anrys**

Architect, 51n4e (Brussels, BE)

[www.51n4e.com](http://www.51n4e.com)

**Marc Glaudemans**

Director Province of Noord-Brabant (NL)

**Joost Beunderman (NL)**

Urban geographer and director of 00:/ (London, UK)

[www.architecture00.net](http://www.architecture00.net)

**Marieke Kums**

Architect, Studio MAKs (Rotterdam, NL)

[www.studiomaks.nl](http://www.studiomaks.nl)

**Beatriz Ramo** (ESP)

Architect, STAR (Rotterdam, NL)

[www.st-ar.nl](http://www.st-ar.nl)

**Tina Saaby**

Former Chief City Architect of Copenhagen (DK)

<https://dk.linkedin.com/in/tina-saaby-3786763>

### Jury substitutes

**Mariet Schoenmakers**

Independent urban designer and planner (NL)

**Like Bijlsma**

Architect, SUBoffice (Rotterdam, NL)

[www.suboffice.nl](http://www.suboffice.nl)

### Technical committee

Is tasked to advise the jury on the contextual sensitivity and the feasibility of the competition proposals. After judging the technical committee will select from its body an implementation committee that will advise on the successful implementation of European 15 proposals in Rotterdam.

The technical committee is composed of: two European NL board members; two launching partner representatives; a private partner representative for each committed party; one site specific stakeholder representative per site; both jury substitutes (unless tasked to act as an active jury member).



## ORGANIZATION

### Project coordination

#### **Martine Zoeteman**

Secretary to European NL / E15 Project leader

#### **André Kempe**

Secretary of the European NL Board

#### **Olof van de Wal**

President of the European NL Board

#### **Barbara Luns**

Director AIR, Rotterdam Architecture Institute

#### **Bas van der Pol**

Director AIR, Rotterdam Architecture Institute

#### **Mattijs van Ruijven**

Head urbanist, department of urban development, City of Rotterdam

#### **Esther Heemskerk**

Senior urbanist, department of urban development, City of Rotterdam

### Pre-competition working group

Jeroen Bleijjs, Jeroen de Bok, Paulien Campagne, Agnes Galama, Martijn van der Mark, Ingrid Michielsen, Kjeld Postma, Kim Schotting, Michelle Sleenbos, Sabina van der Spek, Marleen ter Vergert, Walter de Vries (City of Rotterdam); Peter Kleintunte (ASN Bank); Robbert de Vrieze (Delfshaven Cooperation); Lisa ten Brug, Lisa Lambert (AIR).

### European NL Board

#### **André Kempe**

Architect / Urban Designer

Co-founder / Director at Atelier Kempe Thill

#### **Jonathan Woodroffe**

Architect / Urban Designer

Co-founder / Director at S333 Architecture + Urbanism

#### **Madir Shah**

Architect / Urban Designer

Founder / Owner at URBANOFFICE Architects

#### **Olof van de Wal**

Director at SKAR - stichting kunstaccommodaties Rotterdam

Owner Leef de stad



RECOMMENDED READS

Rotterdam in Facts & Figures

[www.rotterdam.incijfers.nl](http://www.rotterdam.incijfers.nl)

In this database you can compile statistics related to several policy domains on the scale of the city, a district or a neighbourhood.

[www.wijkprofiel.rotterdam.nl](http://www.wijkprofiel.rotterdam.nl)

The Wijkprofiel (Neighbourhood Profile) shows how the 14 areas and 71 districts are doing socially, physically and in terms of security. The scores are based on measurable facts and figures and the experience of the citizens of Rotterdam: their vote counts for 50 percent.

Relevant policy documents

URBAN PLANNING

Omgevingsvisie Rotterdam (Environmental Strategy)

An introduction on the radical renewal of spatial policy in the Netherlands and how the City of Rotterdam is developing its own Omgevingsvisie (Environmental Strategy) according to this new Omgevingswet (Environmental Act). Note: The first version of this Omgevingsvisie is not public yet.

Kaart van de Stad (Map of the City)

A future exploration of (new) spatial development opportunities of the City of Rotterdam. (PDF, published 2016)

Stadsvisie 2030 (Urban Vision 2030)

Spatial development strategy of the City of Rotterdam. (PDF, published 2007)

HOUSING

Woonvisie 2030 (Housing Vision)

Housing development strategy of the City of Rotterdam. (PDF, published 2016)

ECONOMY

Voortgangsrapportage 2017 Havenvisie 2030 (Progress Report 2017 Port Vision 2030)

Update of the Havenvisie 2030, published in 2011. (PDF, published 2017)

Roadmap Next Economy Metropoolregio Rotterdam-Den Haag

Shared ambition of 23 municipalities in the metropolitan region Rotterdam-The Hague to improve the next economy. (PDF, published 2016)

MOBILITY

Meerjarenprogramma Infrastructuur, Ruimte en Transport (MIRT, Long-range Programme Infrastructure, Space and Transport)

Annual update of the national mobility strategy. (PDF, Dutch only, published 2019)

Stedelijk verkeersplan Rotterdam 2030 (Urban Traffic Plan Rotterdam 2030)

Mobility strategy of the City of Rotterdam. (PDF, Dutch only, published 2017)

OTHER RELEVANT INFORMATION

Het Verhaal van de Stad (The Story of the City)

What will the future of Rotterdam and its inhabitants look like in 2037? The answers of 9,000 Rotterdammers to this question are published online and in a downloadable PDF.

Ruimte voor een Stad in Balans (Space for a City in Balance)

An exploratory report mapping knowledge about participation and encounter in the Rotterdam neighbourhoods and identifying prospects for action in the physical domain that can contribute to participating and encounter.

Read more about European 15

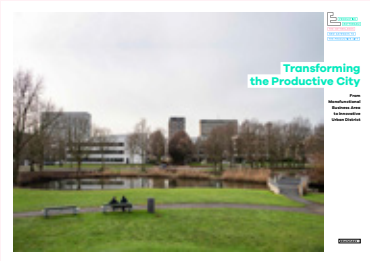
- [Online platform](#) with more information about the five sites in Rotterdam (NL) and weekly updates providing insight information
- [Competition Rules European 15](#)



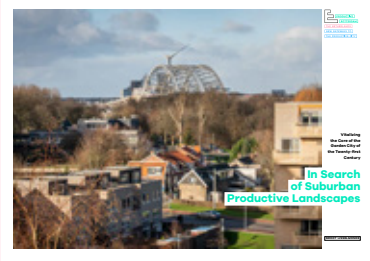
**European 15 Sites in Rotterdam (NL)**

European NL, Rotterdam Architecture Institute (AIR) and the municipality of Rotterdam are proud to propose five locations for European 15. All five have been designated ‘high priority’ development sites by the municipality.

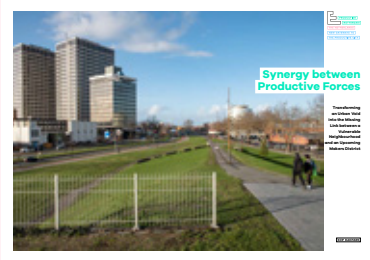
**BRAINPARK I**



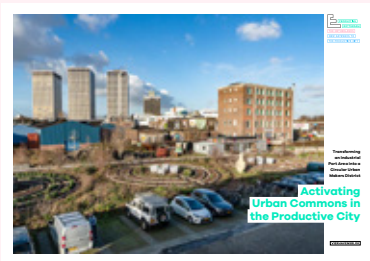
**GROOT IJSSELMONDE**



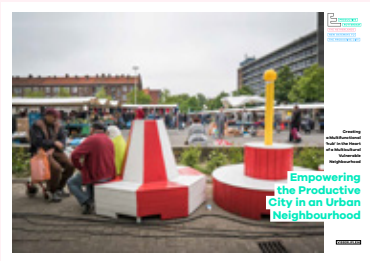
**KOP DAKPARK**



**VIERHAVENSBLOK**



**VISSERIJPLEIN**



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