



CATEGORY Urban design/architecture

LOCATION Capelle aan den IJssel - De Hoven 2

POPULATION 65,000

STUDY AREA 53.5 ha. **INTERVENTION AREA** 1.6 ha.

SITE PROPOSED by woningstichting Com.wonen and the Municipality of Capelle aan den IJssel

OWNERS OF THE SITE woningstichting Com.wonen (real estate) and the Municipality of Capelle aan den IJssel (public area)

COMMISSION AFTER THE COMPETITION realisation of housing in the intervention area

TRANSFORMATION OF SITE

Develop an attractive urban residential environment that links up with the high-rise development of the first phase and the preference for housing with access at ground level in the development. The site is situated close to both the town centre's main access road and to the main access roads to the quieter residential areas. The design of the housing should suit the lifestyles of the future occupants and not focus so much on financial means. People and their environment are central. The site is characterised by its high-density and inventive use of public space. The adjacent buildings are designed with ample and practical public space with sufficient green and spacious zones giving the occupant a feeling of living in a pleasant, safe and functional environment.

CITY STRATEGY

The municipality of Capelle aan den IJssel aspires to the development of areas in consultation with the (future) residents. The designs are based on lifestyles instead of financing categories. The ambition is, in consultation with the partners, to achieve the most sustainable development possible of housing and other areas, while endeavouring to realise this with ground-level access housing. High-rise is permitted, but public support for this is limited. There should be a clear distinction between public and private areas. The public areas should be clearly defined, the green zones as practical and useful as possible. Extra square metres of surfacing should be compensated by extra water.

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SITE DEFINITION

The intervention area borders the town centre of Capelle aan den IJssel and is in the immediate vicinity of the main access roads and the metro line to Rotterdam. It comprises one “fixed pattern” with four medium-rise flats with a common hall, characteristic of the sixties production-based development: relatively small housing units on a plinth of garages. Because of this there is no interaction with activities at ground level. There are no other functions than housing present in the area. The parking spaces are situated in the middle of the fixed pattern. The green facilities are for the greater part functional, and situated within the blocks. The neighbourhood is characterised by little social cohesion, poor maintenance of the public space, a relatively high number of ethnic groupings and a high level of criminality. Roekstraat and the adjacent development form the transition between Hoven 1 (high-rise),

and Hoven 2 (360 housing units in total), for which more ground-level access housing and designs according to lifestyles are desired, as in “de Wiekslag” later. Kerklaan, one of the historical roads, ends at the corner of the intervention area, a site that at present is not conspicuous.

NEW MOBILITY

The site is situated close to a metro station and the town’s main access roads. The challenge in the plan is to motivate occupants to travel by public transport or bike as often as possible, to discourage the use of the car, especially where in-town activities are concerned and, where possible, the removal of the car from the street scene.

NEW WAYS OF LIFE

The area is at present characterised by mono-functional development leading to selection according to income. The aim in

the future is to make lifestyles the selection criterion. The choice of living in a specific area should be determined by the lifestyle which that area represents. Public space supports the interaction between the different residents in the area.

NEW SUSTAINABLE DEVELOPMENT

There are water and green zones in the immediate vicinity. The quality of these should be substantially improved. The aim is to have as many environmentally-friendly banks as possible, the decoupling of rainwater drainage and natural infiltration into the ground. Water should be retained for as long as possible and the green zones should be sufficiently large as to be practicable. Preference is given to native, non-exotic flora and maintenance should be as environment-friendly as possible.

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Border of the intervention site



Junction Kerklaan - Fluiterslaan



Public space study area



Public space