

RE-URBANIZING SYSTEM RELEVANT INFRASTRUCTURE?

KCAP

ACTIVE IN VARIOUS FIELDS



Living Environments



Transformations



Culture and Education



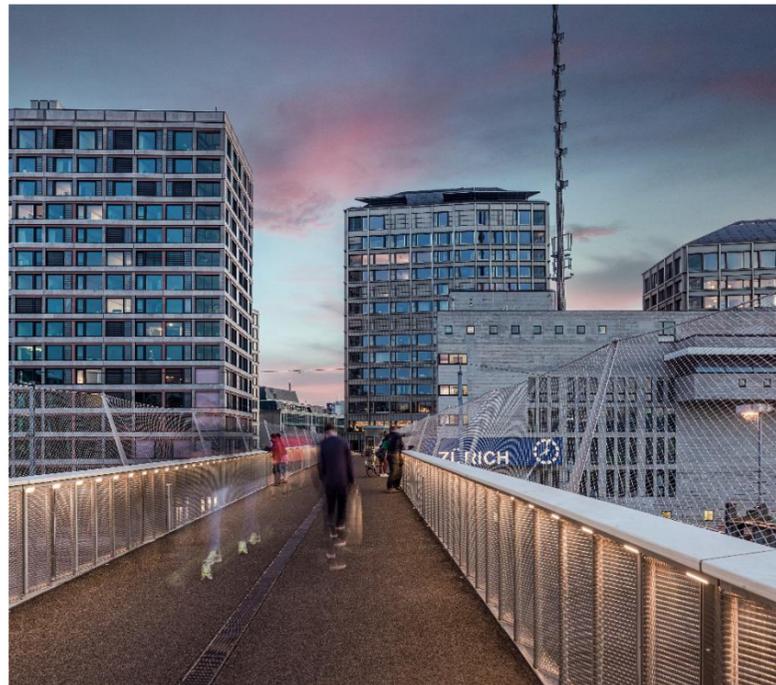
Strategic Planning



Work and Innovation



Resilient Landscapes



Connecting Places



Re-urbanizing urban Infrastructure

DIE STADT VON MORGEN

**EINE CO-EXISTENZ VON
STADT | NATUR | INFRASTRUKTUR**

RE-THINKING THE RAIL PRECINCT AS RIVER

Europaallee (Stadtraum HB) Zurich, CH

With Ernst Basler & Partner, Zurich (coordinator); Rotzler Krebs, Winterthur (landscape); Max Dudler, Stücheli Architekten,
David Chipperfield Architects, Gigon-Guyer Architects, Wiel Arets, Caruso St. John Architects, Bosshard Vaquer
Architekten, Boltshauser, Graber Pulver Architects, Masswerk, e2a Architects

STADTRAUM HB - EUROPAAALLEE

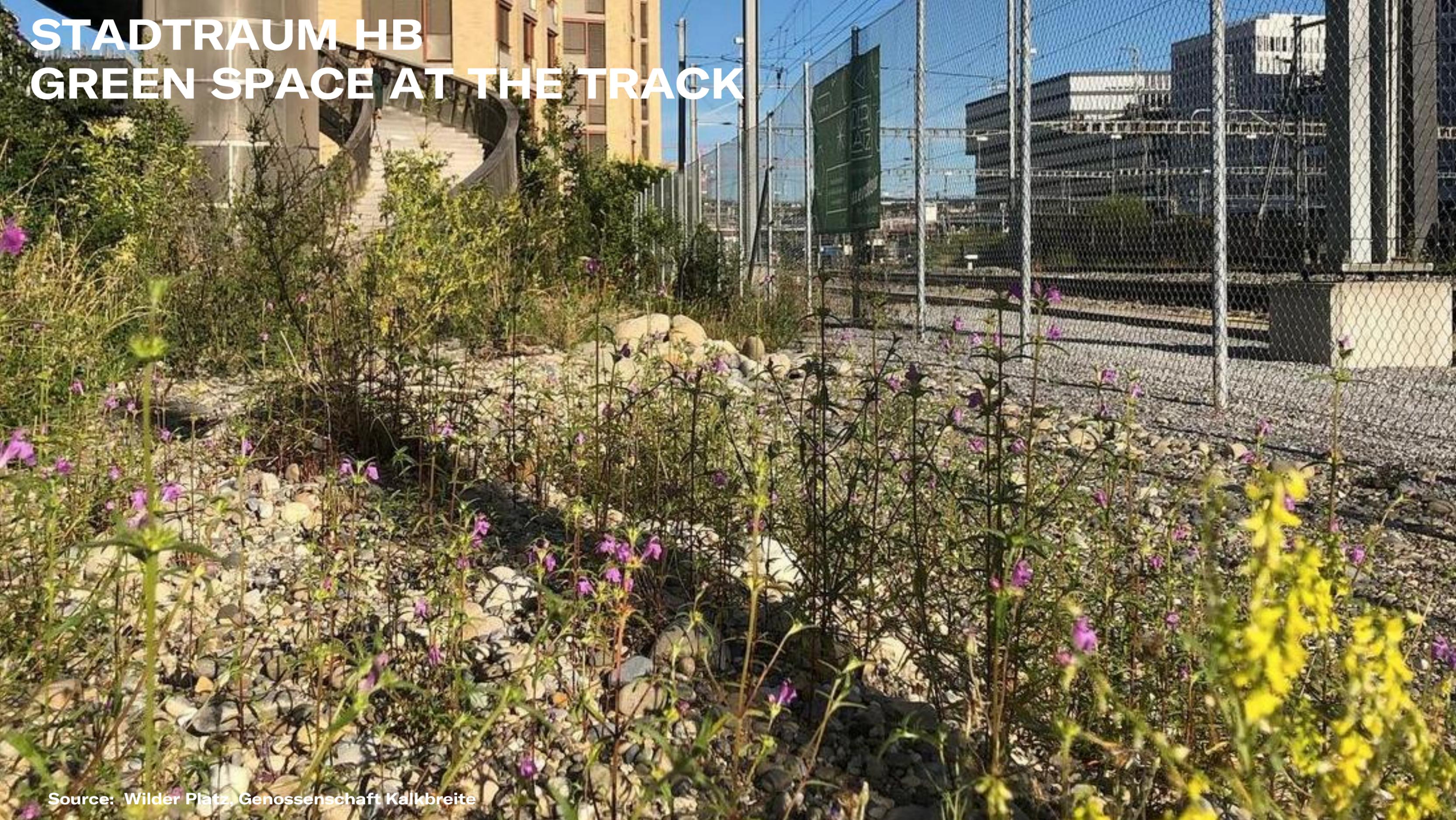
A RIVER OF TRACKS



STADTRAUM HB PUBLIC SPACE AT THE TRACK



STADTRAUM HB GREEN SPACE AT THE TRACK



Source: Wilder Platz, Genossenschaft Kalkbreite





Brownfields, vacant or derelict land, usually industrial in nature, are often surrounded by the city without actually being part of it. Resulting barriers make these 'blind spots' impermeable and inaccessible from the surrounding city. The impermeability of these areas, and the difficulty to move locally between surrounding neighbourhoods, obstructs the urban life and often degrades the quality of the enclosing districts.

Good networks that allow different modes to move flexibly through the city are the drivers of city life. The barriers can be woven effectively into the urban fabric so that they become part of its unique character. This requires the linking of a site to its surrounding areas, as well as the knitting of the networks on all scales and for different modes; from the public transport, to the pedestrian, cycling and to the vehicular access. Characteristic to this approach is the way the new network is anchored on the blueprint of existing lines and how it links existing and new centralities of the city.

The Lower Lea Valley was inaccessible area of 232 ha. In the east of London. The dynamic of the Olympic games offered the opportunity to reinvent the different networks across the site. The purpose was to 'stitch' together neighbourhoods and repair barriers, as well as to stitch the Lower Lea Valley back to greater London. Strategies such as maximising transport connections, and creating networks for cycling, pedestrians, vehicles and different types of public transport between the former Olympic site and its established neighbourhoods, will create an 'Open City' with interaction and cross-fertilisation among the parts of the urban mosaic.

THE LEGACY MASTERPLAN FRAMEWORK

RE-KNITTING THE NETWORK:
REPAIRING THE CITY WITH THE MOVEMENT NETWORK



Historically rail corridors were usually perceived as the backside of the city. The emission of noise and dust from the passing trains made these corridors unattractive and difficult to inhabit. They mostly had frayed, random edges with low quality uses and, as such, created unattractive entrances to the city. In large metropolises the combination of these corridors with other infrastructures has created the occasional 'over-dose' where large railway yards, railway lines, highways, tunnels and flyovers are all combined.

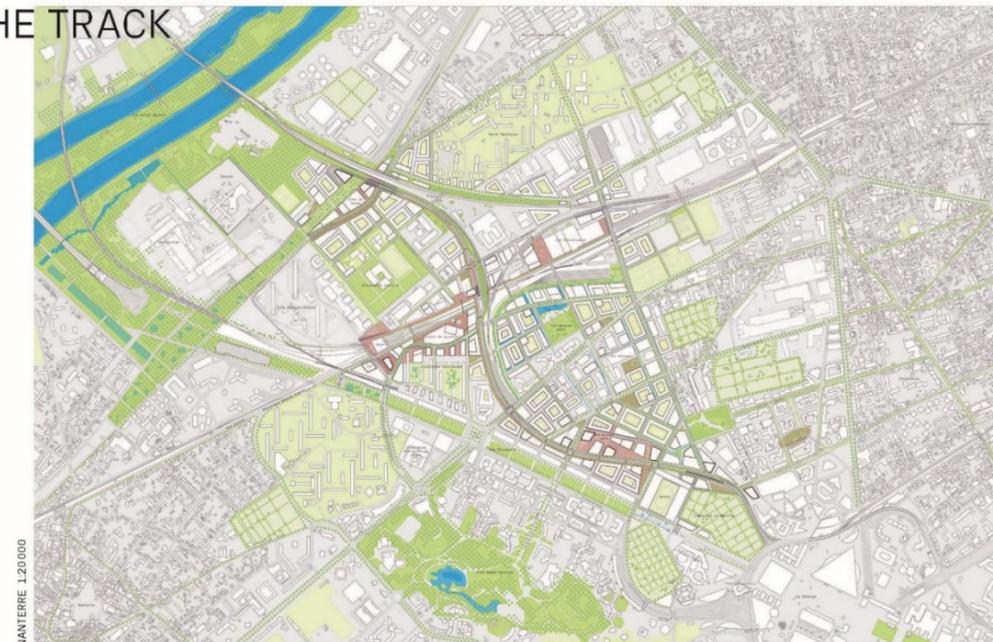
Similar to the changing relation between cities and their rivers, cities now embrace these large spaces as breathing spaces in the urban fabric. The combination of development pressure, reorganisation of track space and improving building technology has allowed cities to turn towards the infrastructural corridors. This opens up opportunities to create attractive entrances to the city.

The project 'Le Faisceau' in Nanterre behind La Defense concentrated on the transformation of a long axis with an extreme accumulation of train corridors and roadways. By applying different strategies to overcome this infrastructure bundle, and by turning the adjacent neighbourhoods towards the main corridor, the infrastructural residual space was transformed into an urban spine and breathing space that would connect the fragmented areas and make them liveable once more.

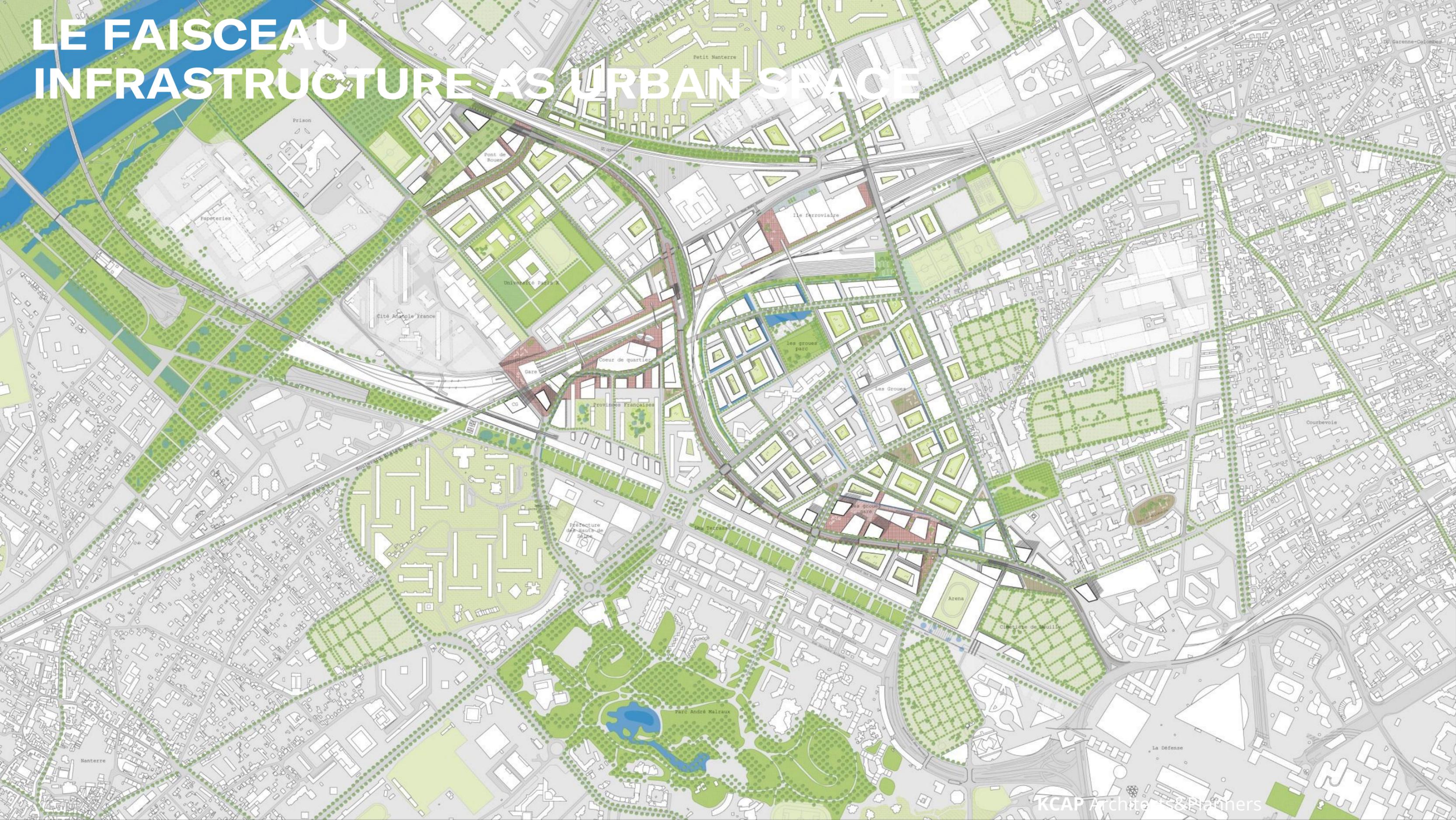
In the same perimeter, this strategy was applied on an architectural scale for the EOLE RER station design for the future les Groves neighbourhood. The station building connects adjacent urban areas through its public station hall. A promenade along the tracks profits from the transparency over the railway yards by opening a view of the city towards La Defense skyline.

INFRASTRUCTURE AS AN URBAN SPACE:
EMBRACING THE TRACK SPACE

LE FAISCEAU AND EOLE RER STATION



LE FAISCEAU INFRASTRUCTURE AS URBAN SPACE



GARE EOLE PARIS ATTRAKTIVIERUNG + BELEBUNG



**RE-THINKING
LANDFILLS
AS PRODUCTIVE
RECREATION AREAS**

COPENHILL-COPENHAGEN INCINERATOR + RECREATION



Source: BIG Copenhagen

COPENHILL-COPENHAGEN INCINERATOR + RECREATION



Source: BIG Copenhagen

COPENHILL-COPENHAGEN SKIHANG + KLETTERWAND



Source: BIG Copenhagen

COPENHILL-COPENHAGEN

IM HAFEN



Source: BIG Copenhagen

**RE-URBANISIERUNG
VON INFRASTRUKTUR
IN
PRODUKTIVE AKTIVE
URBANE AREALE**

WERKSTADT VERDICHTUNG INDUSTRIE



WERKSTADT VERDICHTUNG INDUSTRIE



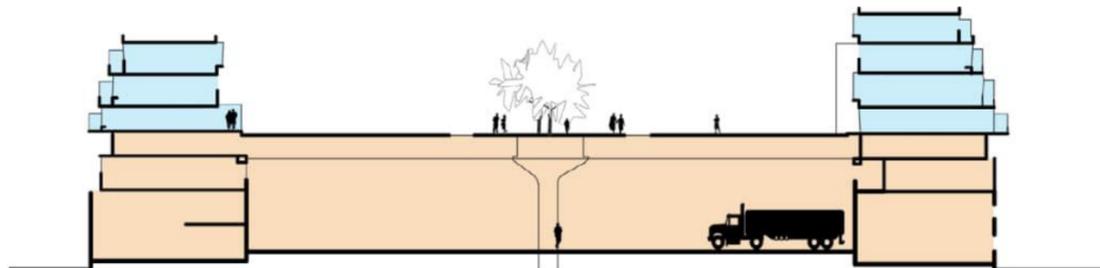
Source: KCAP Studio Vulkan, IBV Hüsler, Keoto, Masterplan Werkstadt Zürich

WERKSTADT URBANE VERDICHTUNG



Source: KCAP Studio Vulkan, IBV Hüsler, Keoto, Masterplan Werkstadt Zürich

KENSINGTON & CHELSEA DEPOT
WARWICK ROAD, LONDON



Function: Council Depot with housing above

Architect: Arup

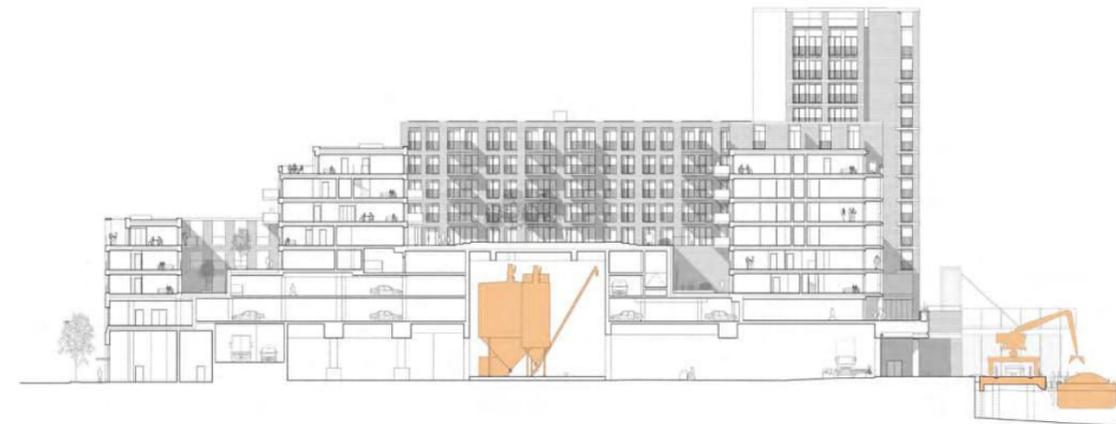
Date: 1980s

A podium structure accommodates a large council vehicle depot at street level, whilst supporting affordable housing above.

Although there is a blank frontage to the street, the development meets the back of pavement and is compatible with the surrounding Georgian terraces and streetscape.

The housing provision is of a high standard and is set back on terraces, and the industrial element functions well.

ALBERT WHARF + CEMEX AGGREGATES
HAMMERSMITH & FULHAM



Function: Aggregates wharf with housing above

Architect: Allies and Morrison

Stage: Planning granted 2016

The construction of a concrete podium over the safeguarded Albert Wharf will facilitate 237 dwellings (use class C3), residents parking, an extension of the Thames Path and clerical space associated with the running of the Cemex plant.

Parking and services are used to form an acoustic a buffer, protecting the residential units from excessive noise.

SWISSMILL INDUSTRIE + STADT



SWISSMILL CARGO ZUG



Source: web Photo credits NZZ/ Goran Basic

SWISSMILL GETREIDESILO WIRD BEFÜLLT



DIE STADT VON MORGEN

**EINE CO-EXISTENZ VON
STADT | NATUR | INFRASTRUKTUR**

DANKE!
THANK YOU!