Complex projects
Amsterdam Studio
Eldin Geldenhuys - 4152492
Tutors: S. Steenbruggen, H. van der Meel

...Buildings are designed and constructed within acomplex web of social and political concerns. To ignore the conditions under which architecture is practised is to fail to understand the full social import of architecture...The refusal to address the ways in which this mediation takes place is a refusal to address the full question of architecture.
-Neil Leach

The Zuidas, located between Schiphol, the 4th largest airport of Europe, and the city centre of Amsterdam represents the perfect example of a global business location. Zuidas caters insolently for all criteria set out Aregarding the location of a major property investment. Well placed to be connected by all modes of transport to any destination on the planet not with standing its embed dement within the culture of a small historical town. This new global district will act as the new front door to the city of Amsterdam , welcoming tourists, citizens and business men and women. Yet the train station which is located within the Zuidas does not have the ability to function as such a transition point, nor does it architecturally illuminate this gateway to the city. Thus the stated question is what does the Zuidas STATION need to become to be the next GLOBAL MOBILITY node of Europe?

The main goal of my graduation project was to create a infrastructural node within the Zuidas which acts as a transition point on a local, district and national level. Alongside this I aimed to design a architectural gesture that illimnates the local and global community within the Zuidas. The main building prinicipals focus on connectivity, cultural unity and creating a reference point within the urban district. The design could be divide into two sections: trade and travel. The trade funtion is located on top of the infrastructure thus giving travels a direct transition point between various types of transportational systems and a local area for travellers and business men and women to work.

THE RELATIONSHIP BETWEEN RESEARCH AND DESIGN

Starting off with this project I had little knwlegde of the city of Amsterdam and its various districts. Oud Zuid/Zuidas was a district which that I felt became much more interesting when we started researching it. When hastly looking at Oud Zuid one does not see real "issues" within the district, neither is there actually space to building anything due to its density. Yet after the first few weeks we as a group saw that the area "is not done" even though the municipality of Amsterdam sees it as a "untouchable" and done district of Amsterdam.

This for me was quite mind-boggeling t see that we had such a different opinion of Oud-Zuid than the speakers of the AMS (Advance Metropolitian solutions). This facinates me that we as Architects might see solutions or issues that other might not even know. I personally also feel this is where the Complex projects studio approach really excel in. One examines the culture, history, amenties, economy and many more aspects of the district. As someone who enjoys working with number this research based design can be quantified. As a designer one can use this information and data to determine what might be needed within a city (district). In contrast to other studio's at the Architecture faculty,
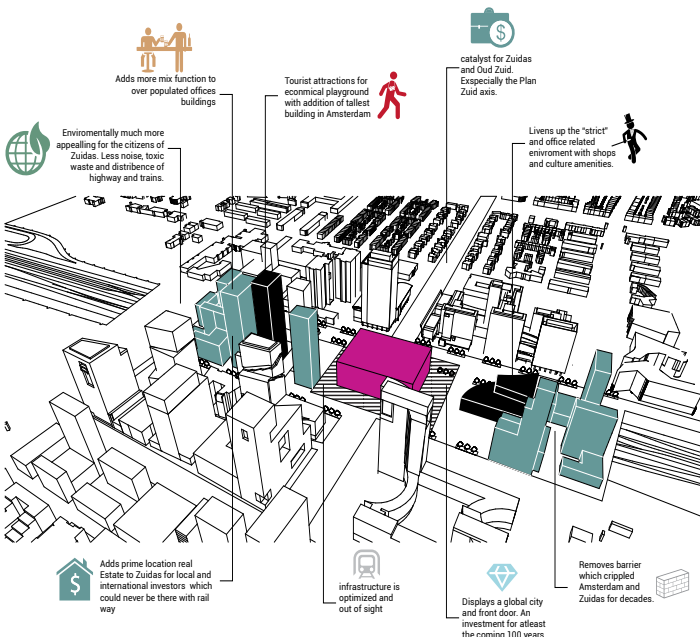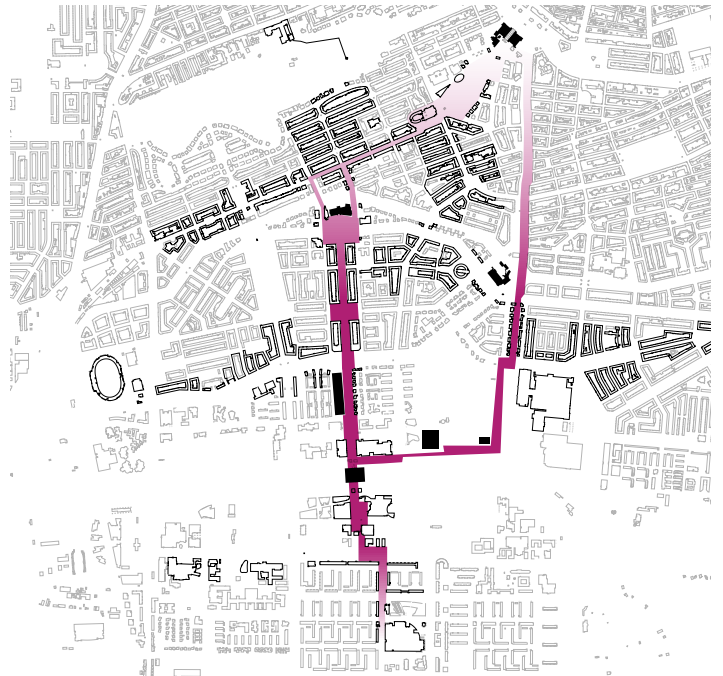
THE RELATIONSHIP BETWEEN THE METHODICAL LINE OF APPROACH OF THE GRADUATION LAB AND THE CHOSEN METHOD CHOSEN.

In complex projects as in ms3 studio one approaches the situation - which is to draw a picture of the future of Amsterdam in 2050 - in a very structured, organized and data-orientated methodology.

As described in the msc1 studio, student must thorough examine the anatomy of a city to understand its landmark(s).This analytical process is compared to a medical autopsy as illustrated in The fabric of human body by Andreas Vesalius. To a certain extent student within the complex project studio all seem to start with the same approach when examining their given location within Amsterdam. As a body, dissecting it, removing layer by layer. And place everything separate. To understand each part of the whole (body) system. With this in mind I quote Neil Leach in his book: Rethinking Architecture - [...Buildings are designed and constructed within acomplex web of social and political concerns. To ignore the conditions under which architecture is practised is to fail to understand the full social import of architecture...The refusal to address the ways in which this mediation takes place is a refusal to address the full question of architecture].

Complex projects does not start with a location or building site. It tries and understand the city, find a problem and make a design which solves this problem on a local, city or national level. With this in depth research trying to "find the problem" one starts t connect emotionally to the district, you understand the people, culture, issues making your project much more of a narrative. I described this design methodology within my research methods paper as "research narrative based design"

Adds more mix function to over populated offices buildings

Tourist attractions for econmical playground with addition of tallest building in Amsterdam

catalyst for Zuidas and Oud Zuid. Exspecially the Plan Zuid axis.

Enviromentally much more appealling for the citizens of Zuidas. Less noise, toxic waste and distribence of highway and trains.

Livens up the "strict" and office related enviroment with shops and culture amenities.

Adds prime location real Estate to Zuidas for local and international investors which could never be there with rail way

infrastructure is optimized and out of sight

Displays a global city and front door. An investment for atleast the coming 100 years.

Removes barrier which crippled Amsterdam and Zuidas for decades.

P4 Reflection
11-05-2018

THE RELATIONSHIP BETWEEN GRADUATION PROJECT AND WIDER SOCIAL CONTEXT

This project could start helping us understand what the mbility of the middle 21st century could look like. Mobility is the veins which serves the urban life within our modern cities. It is one of the major influences for the growth of any 21st century city. It enables trade between individuals and companies. It can strenghten tourism, real estate developments and trade routes. Finally the most of important factor would be that it can connect people. It can connect individuals that may not have been connected before and can enable people to want to be more mobile. When one can understand how these infrastructural systems work one can start thinking how to design these train stations, pod terminals or hyperloop stations. These mobility typologies are quite difficult to design and can change quite rapidity when a transportation system improves or is replaced. The only constant aspect we are seeing in mobility is that people want to go faster, cheaper and in more comfort.

The biggest contribution that this project and design studio will be that AMS (Advance Metropolitan Solutions) located in Amsterdam will have gained a large amount of research and designs done by students of the TU Delft. These design might help city planners to see research results within Amsterdam differently. Some solutions might actually be able to be implemented practically on small or large scales.

More importantly in contrast with the municipality of Amsterdam our group argues that the Oud-Zuid district located just north of the Zuidas is not complected and it should be adjusted to improve mobility and social interaction between international and local citizens.