

P4 Reflection Paper

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Research Based Designed

Complex Graduation Studio is a research-based studio. The main theme of CP Mid-city Amsterdam is to design for 2050. The theme requires us to think and imagine the future and design for the future. The concept of 'TIME' is of great importance in this graduation studio. Since we are dealing with the scenario of Amsterdam of 2050, the 'time' is one of the crucial issues to be considered. Technology grows ever since, which brings great improvement of urban development and architecture.

The research is mainly separated into 2 parts: seminar research and studio research. Both researches are based on a futuristic scope.

In the studio research, we as a group based on the site research. We mapped every specific aspect of the site to get a solid overview about the site. We made a 2m*2m site study model. At the same time, our scopes extend from the nowadays' data to the future development. We mapped the future development of the area. After the collection of these hard data, we generate a group vision based on the research data. In the seminar research, we separated 3 topics: mobility, energy and health. During the seminar research, we are not limited to the existing situation, we think and imagine at a broader scale. For instance, the mobility theme: we investigate the future means of mobility, and the future mobility lifestyle. In the end, we generated a mobility vision for Amsterdam.



Own Research & the Project

In my own design research, during the seminar research, I researched about the suburban mobility and how the future mobility will be in the suburban area of metropolitan cities. During the research, I compared Amsterdam with the mega city Shenzhen in China. By doing the data research and comparison, I reached the conclusion: in the suburban area, the mobility hub should be able to be a development driver and at the same time, to be able to include the social life of the neighborhood.

With this research conclusion in mind, I chose the area around Holendrecht station as my architectural intervention site. Consequently, from a broader scale, based on the group research data, I made further and more specific site analysis around my own site. This process helped me to reach my urban implementation plan. I decided to open up the dirt underneath the train track around the station and replace this area with an active activities route. In this case, the barrier created by the dirt will disappear and this area will be an attraction point for the neighborhood. After the urban implementation plan, I started to think about my architectural intervention. During this process, I did several case studies. I chose several train stations in the Netherlands as case studies. By studying the stations, I can grasp the required size of a station by the flux of people. At the same time, I studied the needed functions for a station. After the decision of the size and functions, I started to look at social space and what functions can be integrated with the train station typology. As in my site there was an elevated train track, which appears to be a barrier in my site. I investigated

the under bridge designs in other projects. After the researches were done, I started generated my program bar and started to think about how all the programs are interconnected. After all the research and programing, the project started to take shape. During the design The whole process is coherent and interconnected, I think it's helped me a lot to reach the final design.



For the construction and building technology of my project, I want them to be coherent with my design goal and intention. My concept is to make a “bridge” over the elevated train track and create an area of public space underneath the train track. Thus, I use truss as my main constructional method. Wooden truss enable me to create large long spans space and thus make public space. The building itself as a long shed crosses over the train track and the lower side of the building envelop becomes the ‘fifth facade’ of my building. The shaded area below the ‘fifth facade’ becomes a ‘urban living room’ for the public.

Project & Social value

Train was the symbol of steam age and the symbol of development. Urban sprawl often happened around the train track, which can be seen also in ‘Amsterdam 2040’ plan, in which it’s decided that more density will be added along the infrastructure bundle. Our location is situated at the border of Amsterdam. The area is featured by abundant greening and diverse social life. In the globalization context, what can be achieved by making a train station complex in this highly identified and diverse area is a challenging and valuable task . In Amsterdam South East, There are contrast between nature & machine, contrast between local & global, contrast between now & future, contrast between fast infrastructure need & the slow social life etc. All this contrasts are crashed together in around Holendrecht station. It’s with great social value to investigate how to use a highly standardized train station typology (standard dimension of train , machines, platform etc.)to include all the diverse and lively social lives. In 2050, from the mobility perspective, the road will be more and more human-based, in other words, the road will be given back to people. At the same time, the train station is natural coverage point for the neighborhood. Consequently, my project is an futuristic train station that includes social lives and nature.

