

Graduation Plan

Master of Science Architecture, Urbanism & Building Sciences



Graduation Plan: All tracks

Submit your Graduation Plan to the Board of Examiners (Examencommissie-BK@tudelft.nl), Mentors and Delegate of the Board of Examiners one week before P2 at the latest.

The graduation plan consists of at least the following data/segments:

Personal information	
Name	Bart de Jong
Student number	5084326

Studio		
Name / Theme	Methods of analysis and imagination – A matter of scale	
Main mentor	Ir. W.W.L.M. Wilms Floet	Architecture
Second mentor	Prof.dr.ir. K.M. Havik	Architecture
Argumentation of choice of the studio	<p>For my graduation studio I was looking for a studio in which I could express and explore personal fascinations through design and research.</p> <p>Methods of analysis and imagination offers a flexible program which allows to pursue personal fascination with a strong focus on research through design.</p> <p>My experience with the Borders and Territories studio in msc 2 was very positive. I appreciated the opportunity to shape your own research by choice of topic and development of own research methods. Though I missed the strong architectural design focus.</p> <p>Methods of analysis and imagination offers this focus on research trough design with a strong architectural focus and therefore it is the studio of my choice</p>	

Graduation project	
Title of the graduation project	Scale of Speed – Tallinn waterfront nexus
Goal	
Location:	Vanasadam, Tallinn, Estonia
The posed problem, research questions and design assignment in which these result.	

Scale of Speed – Tallinn waterfront nexus is a counter proposal to the current proposal of the redevelopment for the Ferry terminal A in Tallinn. The aim of the project is to exploit untapped potential from this proposal.

Therefore, this project is based on an opportunity statement rather than a problem statement. The redesign of the ferry terminal and port area within Tallinn entails potential through two lenses: Architecture as a sequence and Architecture as a system.

First off, at the moment the entrance to Tallinn is experienced as a backdoor entrance. Arriving ashore from the ferry you enter small corridors which offer very little orientation. Once outside you land in a chaotic transport hub without clear indication of your position related to the city. With the new development this does not change. The opportunity lies in transforming the area into a front entrance. To provide a gateway in which one experiences Tallinn when entering.

Besides this, the current program is very unambiguous, whereas analysis of arrival as a system unveils potential to enrich this. Currently the different functions of residence and transportation are positioned side by side. However, stacking these functions would provide a composition which shows great similarity with the composition of a street race pit building¹. This would provide the opportunity to create a multifunctional architecture by creating synergies within the current program.

This opportunity statement leads to the following research question:

'How does the simultaneous development of architecture as a system and a sequence inform and enlarge understanding of composing arrival to Tallinn?'

This question is answered by the design of a ferry terminal which can also function as a Formula 1 pit building.

¹. In motor racing, the pits are the areas at the side of the track where drivers stop to get more fuel and to repair their cars during races (collins dictionary, n.d.).

Process

Method description

The framework of this research through design consists of the two earlier mentioned approaches to interpret and express architecture. Additionally, the theme of the studio, A matter of scale, is the third one.

Architecture as a sequence

In this approach architecture is considered a sequence which is dependent on the relation between space, event and movement. A sequence of perspectives related to plan and program can express this relation.

This enables the characterization of these sequences.

Architecture as a system

Systems thinking is a way of recognizing an object as a result of interacting parts. Drawing the architecture as these interacting parts allows to change it and to create synergies within the system.

These two interpretational approaches form the basis for the design. By comparing and combining the sequential and systematical approach synergies can be created.

A matter of scale

Expressing this design in plan and section throughout various scales grounds the project.

Additional to traditional scales the research also includes the scale of speed by moving projection of the design. This also allows scale to be given to the designed sequences.

Combining these three approaches in a cyclical process where each iteration on one approach affects the other two leads to a constant re-interrogation of produced output. This design method ensures that the result will be a comprehensive design.

Literature and general practical references

The framework for the design research, described in the method description consists of three parts, each with there particular theories and literature:

Architecture as a sequence

Tschumi, B. (1996). *Architecture and disjunction*. The MIT press.

Tschumi, B. (1982). *The Manhattan Transcripts*. <http://ci.nii.ac.jp/ncid/BA25169570>

Architecture as a system

Stalder, L., & Darò, C. (2017). Eight Points on Infrastructure and Architecture. In I. Ruby & A. Ruby, *Infrastructure Space*. Ruby Press.

Velikov, K., & Thün, G. (2017). Territorial infrastructures: Recognizing Political Environmental Ecologies. In I. Ruby & A. Ruby, *Infrastructure Space*. Ruby Press.

A matter of scale

Schulz, A., & Schulz, B. (2015). *Perfect Scale*. Detail.

Appleyard, D., Lynch, K., & Myer, J. R. (1965). *The view from the road*.

<https://ci.nii.ac.jp/ncid/BA02223542>

Reflection

The relation between my graduation project and the topic of the studio is quite direct. The topic of the studio is: 'A matter of scale'. A part of my graduation project is to explore scale in the form of relation between scale and speed. In a way my project explores the possibility to broaden the spectrum of scale by adding an extra parameter in the form of speed.

The projects foundation is architectural, however strong elements of urban design and landscape architecture are included. As a transport HUB the building is part of national and international networks. As ferry terminal the building is part of opening up de coastal landscape to public. And as pit garage the building is part of a racetrack covering the city.

By making an urban intervention that brings out unused potential of the site while offering the possibility of hosting a global sports event my graduation exemplifies how creating synergies can reduce the intrusiveness of global events within the urban landscape.

Besides this the research provides applicable tools how to take speed into consideration during the design process. This way variable speeds can be used express architectural intentions.