

## **Reflection Daan Zimmerman**

In this reflection, I look back on the entire project and assess whether my approach was effective, how I responded to feedback from my tutors, and what I've learned over the past year.

### **Process**

One thing that really defined my process was the number of changes in direction. I changed my research topic once I had a clearer idea of what I wanted to design. Instead of repurposing the Biesboschhal, I chose to create an additional connection between Stadswerven North and South, which required a different kind of research than I had originally planned. This shift set me back in terms of scheduling, as I had to develop an entirely new research plan. Despite the delay, I'm glad I made the change—the research directly informed the final design I developed for the project.

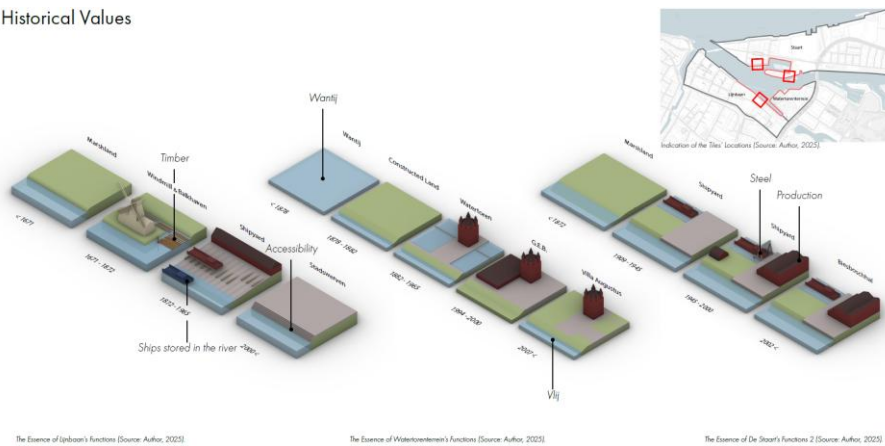
During P2 and P3, I presented my design and received valuable feedback, which led to some significant changes. Based on this feedback, I completely revised my master plan twice. While these revisions delayed my timeline, they ultimately improved the final outcome. Fortunately, the earlier versions weren't wasted, I was able to reuse many of the conclusions I had drawn when creating my third and final master plan. That said, I did lose quite a bit of time developing the earlier designs.

Thanks to the feedback and the changes I implemented, I'm very satisfied with the current master plan and concept. However, some aspects of the design remain underdeveloped, and at times I experienced stress due to the heavy workload and tight deadlines. One key lesson I've learned is to postpone fully developing digital designs until I'm more confident in the overall concept. I would rather invest more time early on in experimenting with different ideas and concepts and exploring what challenges and opportunities they embody.

### **Research**

The goal of my research was to create a historical value assessment of my project's location. This assessment was meant to serve as guidelines, inspiration, and/or a foundation for the design concept. I found it challenging to define specific criteria for evaluating the site's history before I knew which aspects of the location would turn out to be interesting. While studying the history, I gained a lot of insight, but I still found it difficult to determine which information was truly useful and which wasn't, as I had learned so much. By visualizing the transformations the site has gone through over time (Fig. 1), I believe I ultimately succeeded in identifying the key qualities of the different historical periods. For future value assessments in similar situations, I would focus on the criteria, function, use, form, and materials, as I think those are especially relevant for heritage & architecture.

## Historical Values



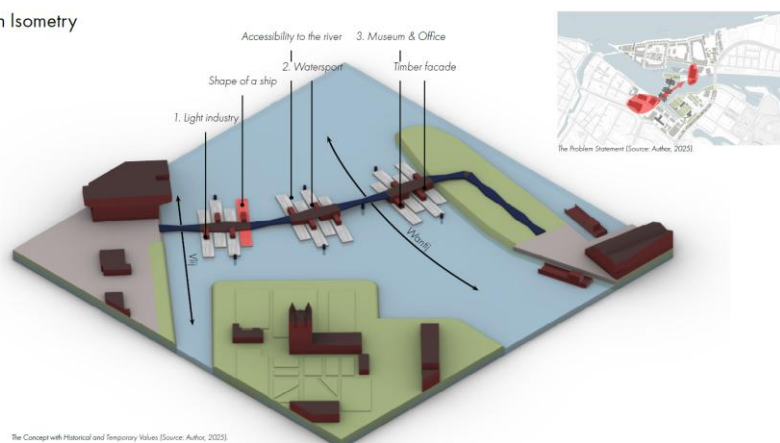
Revitalizing Heritage in Stadswaer

Summary till P2 | 6

Figure 1 Slide 6 from P3 displays the values found in the essences of the transformations

The found values were translated into the master plan's concept (Fig. 2). I appreciate this approach to design and I believe that this is where the transferability within my project can be found. Many other architectural projects could use this way of working towards a design, which in my opinion can lead to meaningful results.

## P3 Concept in Isometry



Revitalizing Heritage in Stadswaer

Design P3 | 12

Figure 2 Slide 12 from P3 displays the master plan including the historical values retrieved from the value assessment

Also, I really enjoyed the archival research. By diving into the (digital) archives, I was able to retrieve large quantities of historical images and maps. They allowed me to uncover the historical transformations and eventually inspired my project's concept.

## Design

The goal of the additional connection is to improve the accessibility and connectivity of Kop van de Staart with Lijnbaan and the city centre of Dordrecht. Also, additional public functions should strengthen the existing public functions and provide possibilities for a new public centre in Stadswerven. Lastly, it should improve the relationship between residents/visitors and the river.

After P3 I changed my master plan once more. The proposed master plan was too challenging technically, as the bridge and pontoons were both floating which caused too much movement which damaged the concept. After P3's feedback, I explored what it would mean for the pontoons if the bridge was fixed. It meant that the pontoons did not necessarily need to be directly below the bridge, as they did not support the bridge anymore. This allowed me to construct a completely new concept (Fig. 3) that was inspired by an aerial picture from 1924 (Fig. 4), while still incorporating the historical values established from the research and answering to its original design incentive. It is also the master plan I'm most pleased with as it revitalizes a large historical maritime structure that was typical for this area for a long time but has disappeared since. I believe the concept fits within the principles of the master studio Heritage & Architecture.

A strong aspect of this concept is its modularity. Depending on societal demands, the number of modules can be altered. Also, its location can vary. They are transportable via the rivers and can be replaced elsewhere.

Although the design is not as complete yet as I had hoped, I believe the essential parts are covered. By fixing the bridge and focusing on the pontoons, I created a flexible, historically inspired concept that revitalizes the area's maritime heritage. The modularity of the design allows for adaptability to future societal demands. Moving forward, I aim to further develop the interiors and finalize the bridge design, as I have not been able to focus on those yet.



*Figure 3 P4 master plan.*



*Figure 4 Aerial picture of Stadswerven from 1924.*

"What would you do differently if starting this project again, given what you now know about balancing research, concept development, and technical design?"

If I were to start this project again, I would spend more time in the early stages experimenting with different design ideas before committing to one specific plan. This would have helped avoid some of the time lost when earlier concepts had to be revised or abandoned. I think experimenting and restricting myself less would be very beneficial for my process overall.

"How realistic do you think your project is?"

I do see several reasons why my project could be considered realistic.

First of all, I think the placement of an additional bridge in that place is very realistic. In master plans by the municipality for the development of Stadswerven, this additional bridge is also drawn but is not built yet.

I think the pontoons would allow a connection with the river that is not present in Dordrecht yet. Swimming in the river safely is something that is not possible yet and the calm current at this spot is a perfect place for the introduction of watersports. Also, other recreation and leisure activities can be housed very close to the water level which is still uncommon in Dordrecht.

Also, public functions on the river would provide an additional surface that can be exploited, which could be an incentive for developers to invest in such a project. The maritime industry has been very important for Dordrecht. I think a maritime industry-inspired public development on the river could be an asset for Dordrecht and its residents, which is a reason for the municipality to be willing to invest.

Lastly, the project's modularity makes it more attractive, as it is a concept that can gradually grow over time and the required investment can be kept to a minimum.