Reflection

Student: T.J.C. van Beukering
Student number: 4065662
Email address: t.j.c.vanbeukering@student.tudelft.nl
Mobile: +31 (0) 6 25 11 38 06

1 The Relationship between Research and Design

Working on a dynamic and floating design was a complex case, especially since it had to be able to move, open and close; only few moveable bridge typologies fitted the required properties for architectural functions/programme. A floating connection seemed to be the ideal method to establish a connection between both shores. The design had to apply to the general concept of using the roof as bridge, in this case, the ground level at 7.2 metres above sea level. Space between the connection (ground level) and sea level will contain hotel rooms. Below sea level the pontoons hold an auditorium and a bar/rentable area. Small pavilions and public space have been designed on the ground level itself, two extra levels of hotel rooms are located on the first and second floor. The transformation of the building is a unique event for both hotel visitors as pedestrians. Although, finding the right movement/transformation for the bridge has been a difficult issue during the design process due to the many possibilities.

2 The Relationship between the Theme of the Studio and the Subject

Architectural Engineering focuses on a design based on the technological fascination: technology driven architecture. As the proposal for the graduation subject started with my fascination for bridges, the topic soon developed to combining a bridge with a building into architecture. Research during the P1 phase of the graduation track led to a specific site in the given area; the mouth of the harbour in Scheveningen. In the Masterplan of Scheveningen I read about the demands for a bridge in this area, which perfectly suited my research fascination. While investigating the traffic flows, required dimensions, possibilities and impossibilities, more complexity got involved. Instead of researching the fascination for static bridges, the topic shifted to moveable bridges and its technical aspects.

3 The Relationship between the Methodical Line of Approach of the Studio and the Method Chosen by the Student in His Framework

According to the methodical line of approach of the studio, the main ingredients of the architectural design would be based on findings in the technical research, documented in the P2 research report.
The research topic, moveable bridges, was the determining factor during the design process. The report sets the technological boundary conditions and defined the possibilities and principles for the design. Also the site and urban boundary conditions have been defined during the first semester of the graduation process.

The movement, typology and main shape of the design are based on conclusions token during the research. The dynamic, floating vessels combined with a bascule bridge and hotel typology was the result of both design and research process during the P3 phase. This approach did work for me to find the desired solution to link both shores of Scheveningen-Port. Although, I would have preferred to do slightly more research to the urban component to design the building more suitable to its context as the bridge has its impact on the urban scale. The report provided me a technological toolbox with boundary conditions and starting points for a floating, moveable/transformable connection.

4 The Relationship between the Project and the Wider Social Context

Currently the mouth of the harbour divides the northern part of Scheveningen-Port from the south, a waterway with a width of 75 metres lies between both shores. The demand for a connection arises as several building projects are planned to be built in this southern area of Scheveningen-Port in the near future.

Manuel de Solà-Morales, the architect who designed Scheveningen its boulevard, developed a plan that starts at the pier and end at the harbour mouth. This route of the new boulevard, which nears completion, could perfectly cross the waterway and extent to the other side of the shore to establish a connection. In the past proposals for this connection have been designed ranging from bridges to tunnels and cableways. Many of these concepts did not suit the location due to investment costs or would obstruct vessels.

The site is struggling with the demand of a bridge; therefore the topic of my graduation plan was to connect both shores of Scheveningen-Port by architecture. At ground level, 7.2 metres above water level, the design forms a connection existing out of moveable components to allow different transformations based on the dimensions of vessels passing by.

Since the deck at ground level of the architectural design is used as element to link both shores, it will provide Scheveningen-Port a connection for ‘free’. On a national scale, the established connection will provide the Netherlands a continuous cycling path parallel to the coast from Den Helder to Hoek van Holland. Zooming in on Scheveningen, it will give the area Scheveningen-Port a boost on the scale of the city.