DESIGN BRIEF

Developing a program for the **left over spaces** of the Prins Claus Plein, in relation to the perspectives of **2040**, based on the assumption that nowadays problems will be solved by the **automotive industry**.

ARCHITECTURE OF CHANGE

Dealing with architecture near a high density of traffic infrastructure, needs a radical new approach towards the typology of buildings. One can build along a highway, or even over it, but in the end it will always result in two different entities that happen to stand next to each other. For this project my aim was to interweave the world of the highway and the world of architecture.

Furthermore, a strategy of allowing evolution and change could bring forward new insights in ways to design on a site like this, where change is constant. It is not about being as flexible as possible in a certain building envelope, but about having a flexible envelope to start with. The goal is to provide an architecture that is flexible enough to be a long-lived tool: a structure which has the ability to become whatever it needs to be by use of addition, subtraction and substitution.

This type of flexibility infers a major, qualitative shift in the process of design. First the process cannot be based upon a fixed set of criteria which describes what the building must be, thereby specifying optimal solutions. Rather, design will have to be based upon the range of potential, encounterable pressures. The major problem of design now moves to a higher level, i.e. to the design of building systems which can meet anticipated needs for flexibility.

The design in the end consists of a permanent structure that functions as the backbone of the building. From this all spaces cantilever out at twelve meters outside. Any function, any form and any combination of units can be placed on the structure, in order to meet a users’ needs at any given moment in time. From an engineer’s point of view the dynamic loading of the structure was challenging. From an architect’s point of view the thinking about possible evolutions of the building was the biggest challenge.