

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	Pieter Jan Bernard Tilman
Student number	4602994

Studio	
Name / Theme	Borders & Territories: Transient liquidities along the new silk road II
Main mentor	Filip Geerts
Second mentor	Gilbert Koskamp
Argumentation of choice of the studio	The studio offers education that examines the critical relationship between architectural theory, spatial analysis and architectural design. Potential research subjects, such as infrastructure and border conditions interested me from the start of my MSc degree. The emphasis on the theoretical dimension of architecture gave me great insight in new concepts, which I will be able to use in the development of the project. During the Modi Operandi workshop I was taught a speculative and practical approach to bridge research and design. These arguments and my previous experience with the BT tutors made me choose Borders & Territories: Transient liquidities along the new silk road II.

Graduation project	
Title of the graduation project	Towards the Transformation of an Air Terminal Site
Goal	
Location:	Atatürk Havalimanı (Former international airport of Istanbul)
The posed problem,	The vast area that has become available with the closure of Atatürk Havalimanı has become a void in the metropolis. Although it is deeply embedded in the fabric of the city and its infrastructure, the area is completely closed off and inaccessible to the public.
research questions and	How could architecture transform enclosed urban areas and engender their transformation into public space?
design assignment in which these result.	Design the transformation of the former Atatürk Havalimanı area by using an organizational matrix to turn it into a public space.

Especially in Istanbul, where the number of enclosed areas has steadily increased it is relevant to research how architecture can deal with enclosure. Specifically, the areas abandoned by the departure and closure of an airport need to be addressed, because they are deeply embedded in the fabric of the city and its infrastructure. The transformation of the former Atatürk Havalimanı will question the relations between the city, the void and its (current) exclusionary perimeter.

Process

Method description

In the analysis of a research site in Istanbul I analyzed a gated community in the west of the city. In this analysis I made a series of drawings which provided insight in the architectural principles of the gated community. In this process I discovered a delicate way of portraying a project in Exodus: The Voluntary Prisoners of Architecture by Rem Koolhaas. The drawings provide a description of a series of rituals that define the project. This serial method can provide me with a structure for the design process.

Hejduk publication and exhibition 'Victims' as a reference might be useful to define the approach of an 'empty' lot. Hejduk approaches the site with a certain abstraction and a 10-step process for the citizens to perform. *"A central recurring theme of research in Hejduk's projects of that period is the development of the concept of "Masques": architectural structures embodying a character, specified more by the construction of relationships with other elements than by a specific identity and representing the problematic correlation between the human being and the symbols which he's supposed to embody. All the projects related to the "Masques" intervene in places tied to a strong collective memory but laying in a state of abandon."* (Fabrizi, 2018). This project highlights how one could deal with the abandoned and space the specific collective memory of this space. Although the airport might not have as a horrific history as the site Hejduk addresses, applying the process (partly) might offer insight in an approach that considers the relationship citizens have with the particular site.

Furthermore, in the Modi Operandi workshop multiple strategies have been developed in dealing with the site.

In MO#1 I developed an interpretation of the site in the form of a layered 2.5D model. The model emulates the site by interpreting it as a set of different systems. These systems are constructed by the use of material that is used for fencing and walling off sections of the airport. Barbed wire, concrete, chain link fencing, metal poles and steel cables construct my understanding of the airport.

In MO#2 the assignment was to develop an assembly inspired by form. In this assignment I developed a mobile that assembled shapes inspired on the geometries that make flight possible around the airport. For instance, the concrete structures for the parking garages, the flight glide paths that guide the landing of planes and constructive geometries of the terminal roof. This mobile is then painted in red and white stripes to make the viewer hyper aware of their shapes without giving it a certain identity.

In the final MO#3 I took a casted block of gypsum and defined a 2 part iterative method. Taking three different tools (hammer, saw, putty knife) and three colors of paint (black, white, red) I started a process of iterative destruction and painting. Each destruction was followed with the painting a particular color. The base color of the brick being black, the soft application of the tools highlighted in white and the aggressive application of the tools highlighted in red. The model highlights not only the destruction, it also highlights the method of dealing with the existing structure.

From the Downsvew Park competition entries one stood out to me. The proposal made by the design team led by Stan Allen and James Corner offers me insight in the transformation of an urban void into public space with programmed and unprogrammed elements. Their proposal uses a matrix of two integrated systems "that direct and support the unfolding of any number of future demands as information flows through their ever-evolving geometries." (Czerniak, 2001, p. 58) This organizational approach gives me tools to address the challenge of tackling this vast area.

The design statement concludes in an organizational matrix of elements to be integrated in the transformation of the site. The contents of the matrix stem from the urban analysis performed after my visit to Istanbul, the analysis of the site and references. Furthermore, the contents are chosen to meet the specific goal of creating public space, programmed and unprogrammed, rather than just open space. Lastly, the contents are adapted to local culture to fit within the urban social structures prevalent in Istanbul. All of these steps are crucial to embed the transformation in its social and architectural context.

Literature and general practical preference

General Practical:

Czerniak, J. & Harvard University. Graduate School of Design. (2001). *Downsview Park Toronto*. Prestel.

Fabrizi, M. (2018, 10 februari). *A Growing, Incremental Place – Incremental Time: "Victims", a . . .* SOCKS. <https://socks-studio.com/2015/11/01/a-growing-incremental-place-incremental-time-victims-a-project-by-john-hejduk-1984/>

Hefting, P. (1990). *Stadsmarkering/ marking the city boundaries: Groningen 950 jaar*. Dienst Ruimtelijke Ordening Groningen.

Hejduk publication and exhibition 'Victims', held at the AA from 24 September to 25 October 1986.

OMA/Rem Koolhaas, Schiphol S, <https://www.oma.com/projects/schiphols>

Rem Koolhaas, Madelon Vreindorp, Elia Zenghelis, and Zoe Zenghelis. *Exodus, or the Voluntary Prisoners of Architecture*. 1972

Smithson, R., Smithson, R., Flam, J. & University of California Press. (1996). *Robert Smithson: The Collected Writings*. Amsterdam University Press.

Literature:

Agamben, G. (1998): *Homo Sacer. Sovereign Power and Bare Life*, translated by Daniel Heller-Roazen. Stanford University Press, Stanford, CA. Originally published in 1995 as *Homo sacer II: II potere sovrano e la nuda vita*. Giulio Einaudi, Turin.

Agamben, G. (2005a): *State of Exception*, translated by Kevin Attell. The University of Chicago Press, Chicago, IL. Originally published in 2003 as *Stato di eccezione*. Bollati Boringhieri, Torino.

Amoore, L. & Hall, A., (2013, april). *The clown at the gates of the camp: Sovereignty, resistance and the figure of the fool*. *Security Dialogue*, 44(2), 93–110. <https://www.jstor.org/stable/26302221>

Ek, R. (2006). *Giorgio Agamben and the Spatialities of the Camp: An Introduction*. *Geografiska Annaler. Series B, Human Geography*, 88(4), 363–386. <https://www.jstor.org/stable/4621535>

Hyde, L. (1998). *Trickster Makes This World (1ste editie)*. Farrar, Straus and Giroux. <https://archive.org/details/trickstermakesth00hyde/page/n9/mode/2up>

Ramadan, A. (2012, 24 januari). *Spatialising the refugee camp*. *Transactions of the Institute of British Geographers*, 38(1), 65–77. <https://www.jstor.org/stable/24582441>

Schinkel, W. & van Reekum, R. (2019). *Theorie van de kraal*. Kapitaal - Ras - Fascisme. Boom Lemma.

Reflection

1. What is the relation between your graduation (project) topic, the studio topic (if applicable), your master track (A,U,BT,LA,MBE), and your master programme (MSc AUBS)?
2. What is the relevance of your graduation work in the larger social, professional and scientific framework.

1. The topic of my graduation project is the enclosure and its relationship with inside/outside. This suits the studio Borders & Territories well because the studio highlights research in specific border conditions and what role architecture plays in these conditions. Furthermore, the theme of the studio, 'Trans liquidities along the New Silk Road.' , is indirectly connected to the project. Turkey, which is a global player and important intermediary between the east and the west, builds large infrastructure projects to maintain its strategic position that facilitates in the trade between the east and the west. Therefore, researching how to deal with the abandonment of an old airport in favour of a new airport is relevant in the studio research topic. Furthermore, the project aims to establish an approach to the transformation of existing infrastructure. The project touches all the different disciplines within the faculty and therefore an interesting exercise. With the practice of architecture becoming a more and more interdisciplinary field these types of project offer an interesting insight in the boundaries of this master track.
2. The relevance of researching architecture that deals with old infrastructure can be described in 3 parts. Firstly, from an urban development perspective, large areas such as airports are often situated close to cities and within well connected mobility systems, the architecture produced there offers huge potential for cities and countries. Secondly, from a technical and social sustainability perspective, the reuse of old infrastructure is beneficial for the environment and the inhabitants of around the area. The emission from building can remain low and the area once unavailable to many inhabitants now becomes public domain. Thirdly, from an academic perspective, an abundance of questions arise from the act of abandoning such infrastructure: How could architecture make this area inclusionary again? How does architecture define the edge conditions around enclosed areas what is the relationship with the inside/outside? How could old terminal buildings be re-used effectively? How could airport infrastructure be applicable to a different functions?