

**Graduation studio:**

**Complex projects**

AMS-MID CITY

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## BRIEF PROJECT DESCRIPTION.

In a future not so far away, 2050, we envisioned a part of the city freed from infrastructural barriers; a future in which railways will travel underground, with less crowded places and better connections, especially at the two shores of the IJ, or where the station is located, whose location marks a clear border between the city and river. Giving a total sense of forgetting that there is another part of the city after that.

The main purpose of the project is to provide a physical connection to the area next to Centraal Station. As today the only way to cross the IJ River is through the ferry. This results in an inefficient connection, it might happen that during peak hours, the ferry is so crowded that it leaves no way at all to hop on, so pedestrians have to wait until the next one.

The secondary, is to host some activities within the bridge structure.

A mixed program that reflects the two different identities at the shores of the IJ, busier, more global on central station, therefore a visitor center with exposition spaces and other amenities, a library on the north side, to expand and enhance the cultural activities on the north side. Therefore, the project also wants to highlight the different characters of the two areas concerned.

BUSY  
GLOBAL

TO  
TO

QUIET  
LOCAL

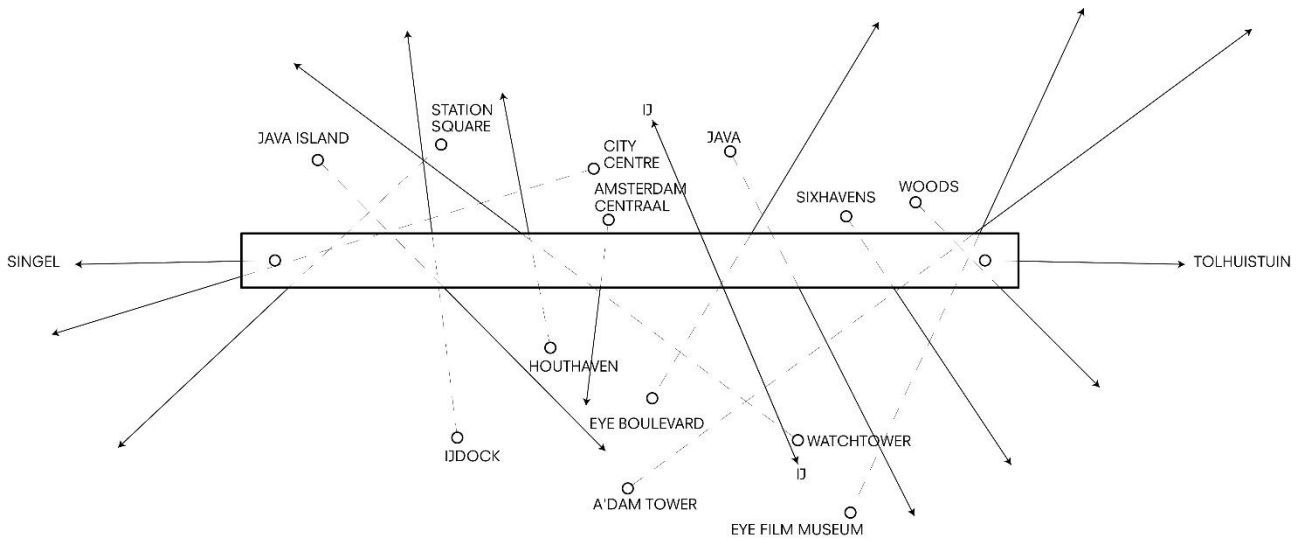


VISITOR CENTER

MEETING CENTER

CROSSING EXPERIENCE

But the most important thing the project wants to achieve is to reestablish the old relationship with water. Providing a place where to stay and enjoy the view above the IJ River. Fulfilling a desire 150 years old, that started even before the creation of the railway station.



What would have been nowadays if another location was chosen? Among Stationplein, there was Sarphatipark and Leidsplein, but the story goes that the prime minister of that time, Thorbecke, imposed his will and decided to put where it is still nowadays.

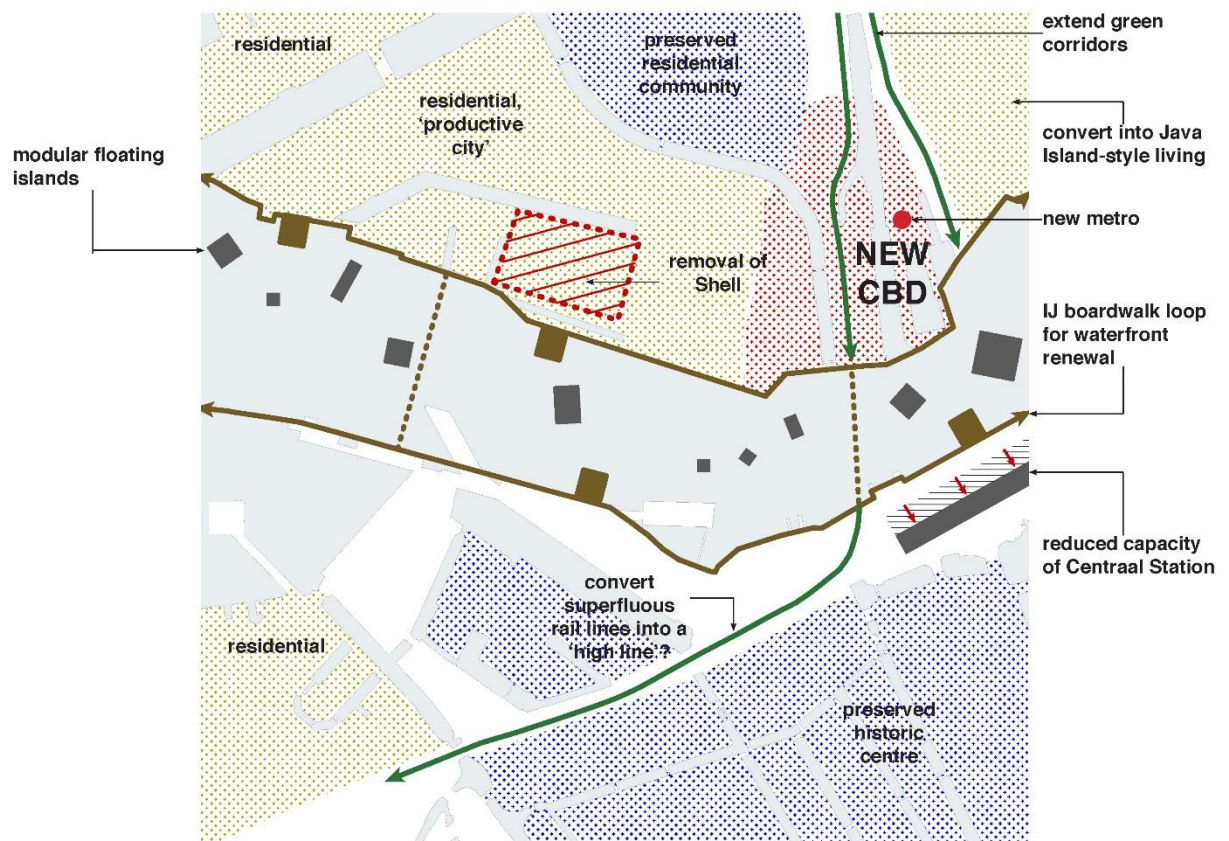


## RESEARCH AND DESIGN

How to envision a scenario to let the city develop as a whole?

This is what we, as group, tried to answer in the first phase of the graduation through our group strategy, which represents the culmination of personal and site-specific researches: we proposed to shrink the station, optimize it for less incoming traffic. Using the old railway infrastructure as a green boulevard for pedestrians and the shores of the IJ for new boardwalk.

We also thought about scattering the tourists better around the city because there was a serious proposal also by the municipality of moving out the cruise ferry terminal.



By moving out from the city of the cruise ferry terminal there is a huge potential and feasibility for connecting the busiest commuting route by ferry by using a more permanent and stable connections.

Providing a place where to stay and enjoy the view above the IJ River. Fulfilling a desire 150 years old, that started even before the creation of the railway station.

Which arose again since the opening of the EYE Film Instituut, so a competition was made "Sprong over het IJ" to gather opinions and design ideas for possible solutions to adopt in the future. Which was one of my personal researches done to understand better the site and the multiculturalism of Amsterdam.

More than 60 proposals were submitted, and most of them were suggesting making a bridge which in my opinion a bridge would solve many of the issues that commuters are experiencing.

The aim is to foster the growth of the city, as a whole, by using a simple infrastructural intervention that could trigger similar intervention all along the city banks, as proposed in the competition "Sprong over het IJ".

But my personal fascination was about how commuting affect wellbeing on an everyday basis, discovering that actually biking or walking for short distances can actually improve your mood if compared to the usual transport systems, such as car or train or ferry.

As previously mentioned, it lacks a stable connection to its north side, for historical and infrastructural reasons, since the IJ is still used nowadays as a water infrastructure, but in a minor and logistically different way. Fortunately, by 2050, the cruise ferry terminal will be likely moved somewhere else, as part of a city plan to reduce the number of tourists in the center of Amsterdam.

So, in the end it became quite natural to combine the structure of a bridge with the program of a mixed-use building, like the city itself, a wonderful example of multiple characters: a global tourist attraction yet so strictly related to the history of the nation.

The program inside is mixed also for practical reasons since in central station there is a lack of a real visitor center able to provide information about places different than the usual ones, with an exposition area to inform in a practical way all the various activities, places and events which the city has to offer. It's part of the experience of the visitor center to provide a restaurant and a bar area with a view towards the historic center and the square nearby. On the north part, in order to foster the local growth and to integrate more in the daily city-life, I thought about having a library, a nice implementation for the students of the university nearby. And in the central part just a passageway that takes all the width of the structure to let everybody enjoy the panorama all along the shores of the IJ.

Talking about space there is constantly something able to affect and create a collective perception of the surrounding: the built environment.

Basically, this is what we call reality, which is always subjective since it comes from a series of individual sensations resulting in an always different perception of the space.

The built environment is what shapes our time since we constantly interact with it. The interaction is based by a set of necessities that are in continuous mutation. What fascinated me is that is it up to the architect to provide the materialization of this collective vision, a vision that must be ahead of his time, because it needs to take into account the future trends on which society will base its life and interactions. A concretized utopia.

Therefore, exploring and mixing typologies and it's just a consequence of the desire, the research and the exploration process called Architecture.