

# REFLECTION

## Reflection (P4) on design and research

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## Relationship between the graduation topic, the studio topic, the master track and the master programme (MSc AUBS).

The graduation project that I am about to present is a market for Vlissingen. In it, I address to contemporary challenges I have a personal fascination with, such as public architecture, the contemporary qualities of industrial architecture, our efforts in reduction of carbon emissions, and how to rearrange the contemporary dissociation of landscapes of production and consumption.

The Delta Interventions studio had as 2017-2018 topic The North Sea as territory. In it I could explore in depth my fascinations, which were triggered and conditioned because of the technicalities and cultural aspects of water.

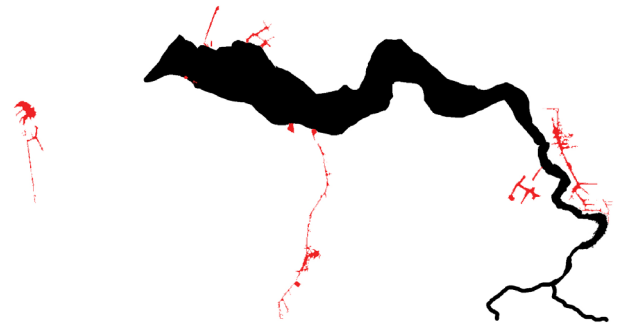
During the first months of research, I could understand how the North Sea is a landscape of trade on both local and regional scale; the architecture and the citizens reacts to this and create a rich public life among ships, port infrastructure, water and architecture. This is one of the key elements of my project; and it is as well, the main hinge between my project and the studio topic.

The connection existing between my project and the master track of architecture lies in the specificity of the project for Vlissingen. In the project, I explore a decay area suitable for regeneration. The rich past of the site and its current state, made take specific decisions such as the scale of the design, the way I reflect in the architecture of the urban surroundings, and how I engineer certain aspects in the load/unload of merchandise of the market.

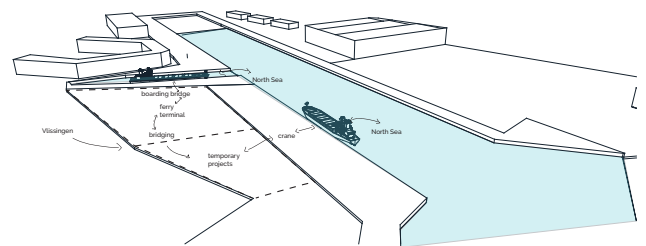
I would like to mention two ways in how the project relates with the program of AUBS: urbanistically, in the national impact that I enquire the coming back of the binnenvaart may bring to dutch cities; and regarding to building sciences in the exploring the challenges and technicalities in the use of a vierendeel structure of big dimensions to accommodate both, maritime infrastructure and architecture under one roof .

## Relationship between research and design.

I would like to start this reflection mentioning four different moments where the research lead to design decisions:



Schelde binnenvaart network. Study scheme



Vlissingen former dockyard. Study scheme

I, a **bibliographical research** at the beginning of the studio year. In it, I found the cultural relationships between water and architecture. I can summarize this as follows: throughout the years, in the North Sea cities something unexpected arrives by boat, disembarks in an architecture situated next to the water and an interchange begins. From theaters and markets to stock exchange. This knowledge was important to design the narrative of the project.

II. During the studio trip in the North Sea, we visited a variety of relevant sites for our project's research. A turning point in my project was the **site visit** to Maasvlakte where the subject of binnenvaart attracted me in a presentation. I was able to have a brief **talk** with the the public relations team, about the state of art between the Rotterdam Port and the Binnenvaart. This lead me to make more precise my subject and have a more accurate research and design instruments.

III. A third relationship between research and design was the exploring of old **photos and drawings in archives**, regarding to port-cities in The North Sea. This in order to understand the conditions in how the ships and cities were intertwined in the North Sea for centuries. **The graphic testimonies informs my design.** Particularly in how the city and architecture operates with the ships. The archive research was key in the selection of the site in my architecture proposal. With it, I chose a decayed site in Vlissingen, that years ago enjoyed a rich public life.

IV. I researched on **the trends** in industrial production next to deltas, maritime transportation and consumption habits in cities around the North Sea. This informed me on the state of the art efforts in CO2 reduction for the afored mention activities. Doing this, I look up for an innovative approach and social relevance of the architecture programme of my design.

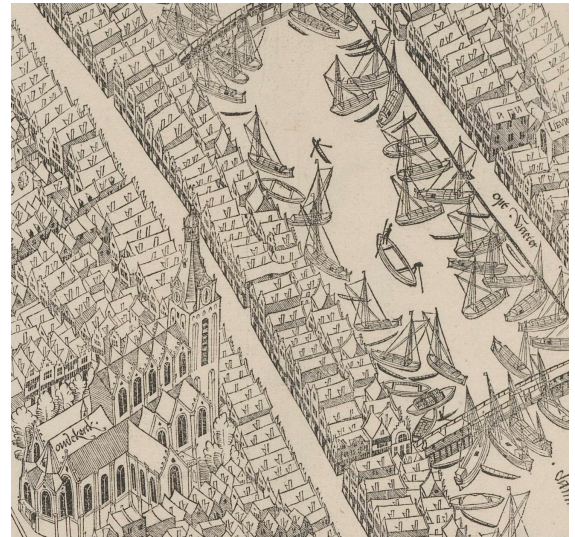
## Elaboration on the research method and approach .

Most of the research methodology that I carried out was based in the heuristics method. I have previously address this matter in my position paper. On that time I wrote

“British Encyclopedia defines, heuristics are useful for working in an informal, intuitive and speculative way (Britannica, 2017)” and I continue “The heuristic perspective, precisely allows to find significant connections between disciplines that may not seem so related (Zaid, 2013).” [...] “Another reason to choose this approach



Vlissingen. Site visit



Archive material of North Sea cities. (Anthonisz. 1557)



Exploration in new production schemes. Aquaponics



is the trial and error perspective. It is possible to start an argument and elaborate alternatives as working lines in diverse formats such as narrations, drawings, videos or models.”

Indeed, while elaborating this project, there was a first moment where I research and I extract information (mentioned in Aspect 1). But many of these lines of research were unconnected or did not make sense.

There is the moment where the heuristic method tries to link them, in this case, elaborating drawings, models, and even failed proposals for the project. However, this was important as well because it permits to learn and inform to the new design on what it does not make sense for the site and for the project engineering: is in the essence of the heuristic method.

However, I consider that in order to follow this scientific method, it is important not to lose the main guidelines of the project. In my case, it is exploring of the “point of exchange” condition between the sea and the city, and how and until which extent architecture addresses towards it and how express this.

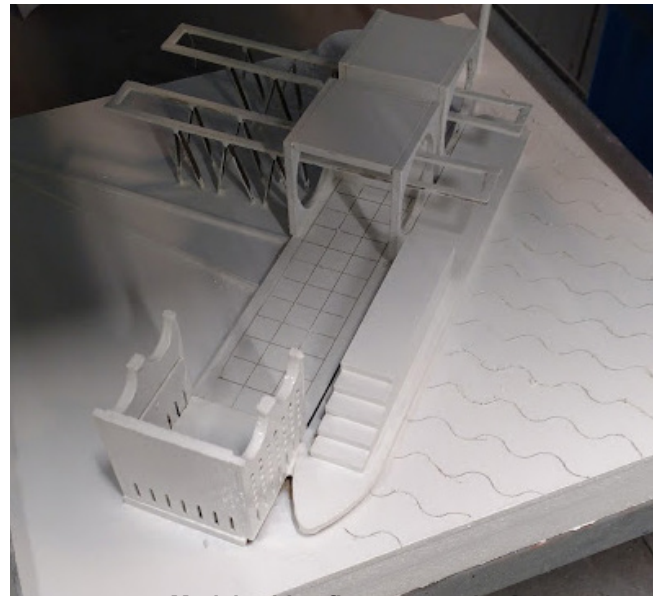
The tutoring had diverse moments in this process; they never “validate” an idea; however I consider my tutors were consequent in this mistake-proofing approach.

### **Elaboration on the relationship between the graduation project and the wider social, professional and scientific framework; transferability of the project results.**

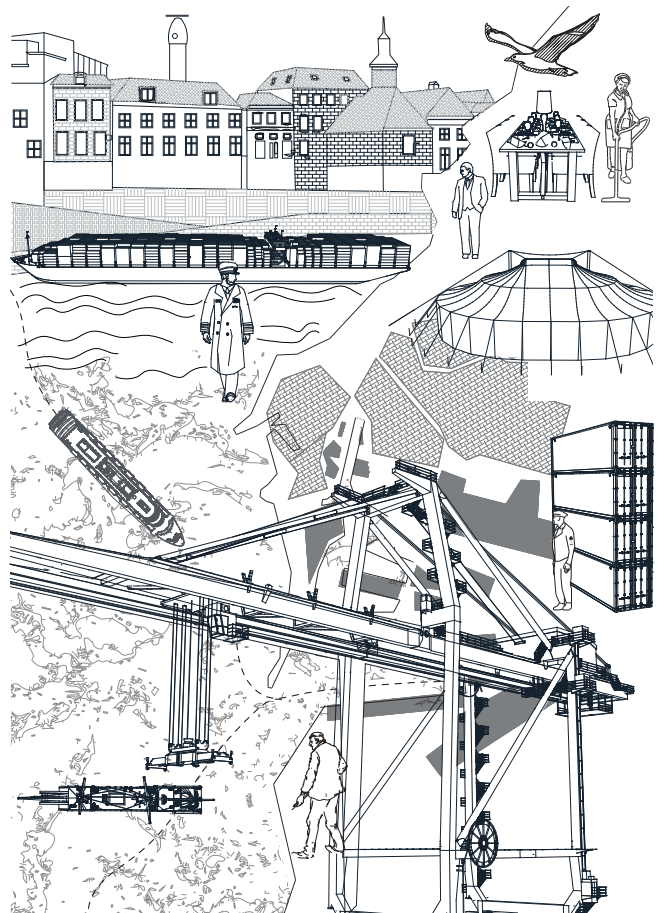
I find a social relevance in this project focusing in the **increasing tendency of inland water shipping** (binnenvaart) and the impact it may bring to the cities along The Netherlands. The annual growing of 5% in this method of transportation (bureauvoorlichtingbinnenvaart, 2018) Raises the question on how dutch cities can take an economic advantage of this issue at the time they trigger the life's quality of the citizens.

This topic in itself raises a variety of urban, cultural and sociological questions. However, I think that one of the approaches that I took, and that I consider can be of relevance and really transferable, is the researching in the past in order to give accurate answers to the future. This helps to get a deeper understanding on the specificities of every site rather than project a “big picture” that promises to solve everything.

Another social relevance issue I address to is the car-



**Model with a first approach of the project.**



**Drawing expressing some project guidelines.**

bon footprint. Many efforts has been made in order to **reduce the carbon footprint** of the items we market. The project I elaborate addresses to link many of this efforts in order to gather them.

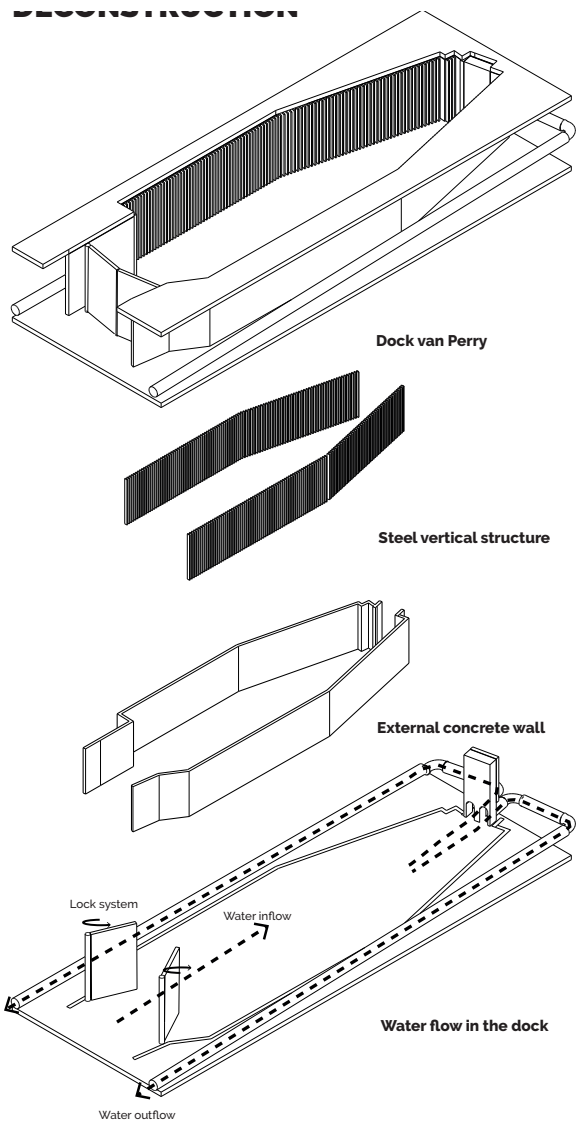
## Ethical issues and dilemmas encountered

The stronger dilemma in elaborating this project has to be with the inquiring of getting back the ships into the city. I present evidence on how they trigger not just the economy but as well boost the public life around them. I consider this way of transportation as well is key in reducing the CO2 emissions in The Netherlands, as one binnenvaart ship pollute less than twenty lorries.

But in the other hand, the consequences of the ships traffic may generate in certain points of the cities goes beyond the architect tasks. Therefore, it generates me a dilemma when I propose my vision. The site I am presenting my project, however, is situated next to an active binnenvaart water road with a range of ships berthing in the proximities.

## How the final part of the graduation period will be filled in?

I think that in order to finishing my project I have to reflect mostly in my mentors comments derived from the P4 evaluation; however, I believe that in the time span of four weeks, I should have to finish a good model and improve the perspectives images of my project in order to achieve the better understanding of my project.



Drawing exploring the construction engineering of the site.

## Sources:

BureauvoorlichtingBinnenvaart, 2018

<https://www.bureauvoorlichtingbinnenvaart.nl/duurzaamtransport/>

Anthonis, 1557

Plattegrond van Amsterdam, 1557, Cornelis Anthonisz. Rijksmuseum

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Encyclopedia Britannica(consulted october 22 ) Retrieved from <https://www.britannica.com/topic-browse/Philosophy/Epistemology>

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