INFRASCAPE AND BEYOND

by

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HD 99-1307 A

Submitted to Department of Architecture
On 141201 in Partial Fulfillment of the
Requirements for the Degree of
Masters of Architecture

Abstract

Traditionally some unchanging large-scale thing—the Acropolis, the River, the Canal or some unique configuration of the ground—was the thing that made the whole community structure. Thus as cities evolved into the contemporary times, there lies the need to look at the present large-scale structures existing in the cities. This dissertation responds to a series of questions posed in relation to the figure of transport infrastructure urbanism, and its implications to the issue of place making. It also involved looking at transport infrastructure network beyond its technicalities and banality. Most importantly, how transport infrastructure is such a regular item in the issue of globalisation and modernisation.

Logic, economy, structural clarity of architectural solutions are by themselves a source of poetic satisfaction for even the least developed cities.1 With this very notion, this paper sets out to explore the interfaces that can develop between the society and the infrastructural systems and possibly a clue how these interfaces incline to provide a locality despite the adoption of a global system. What makes London train stations different than the rest of the world? What makes Los Angeles roads less global? These are just some questions to begin to ask prior to any investigations.

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1 Team 10 Primer edited by Alison Smithson, MIT Press, 1968