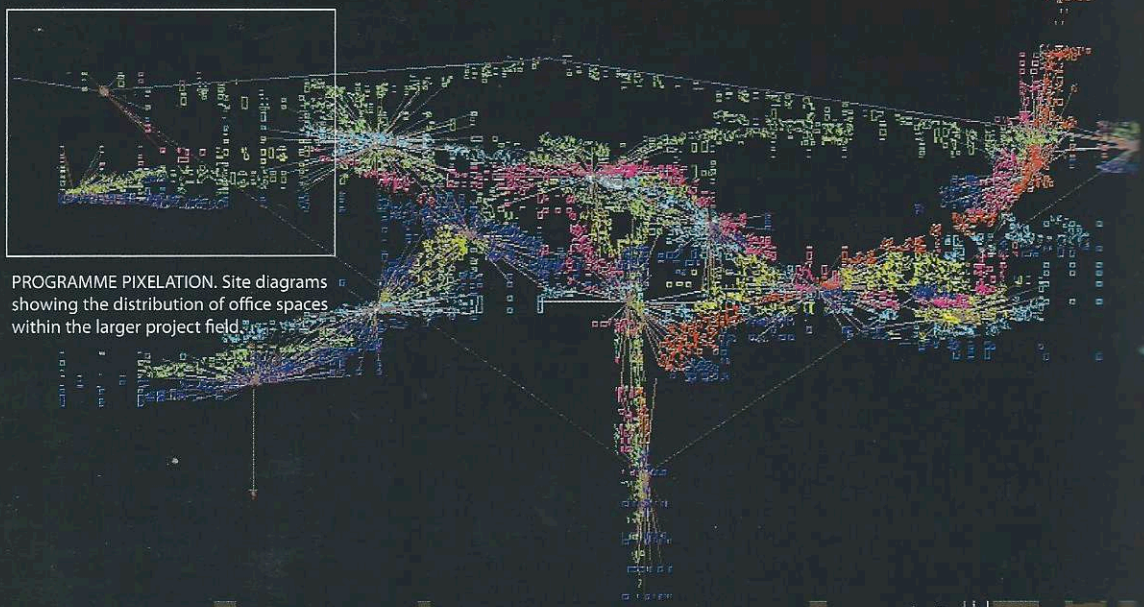
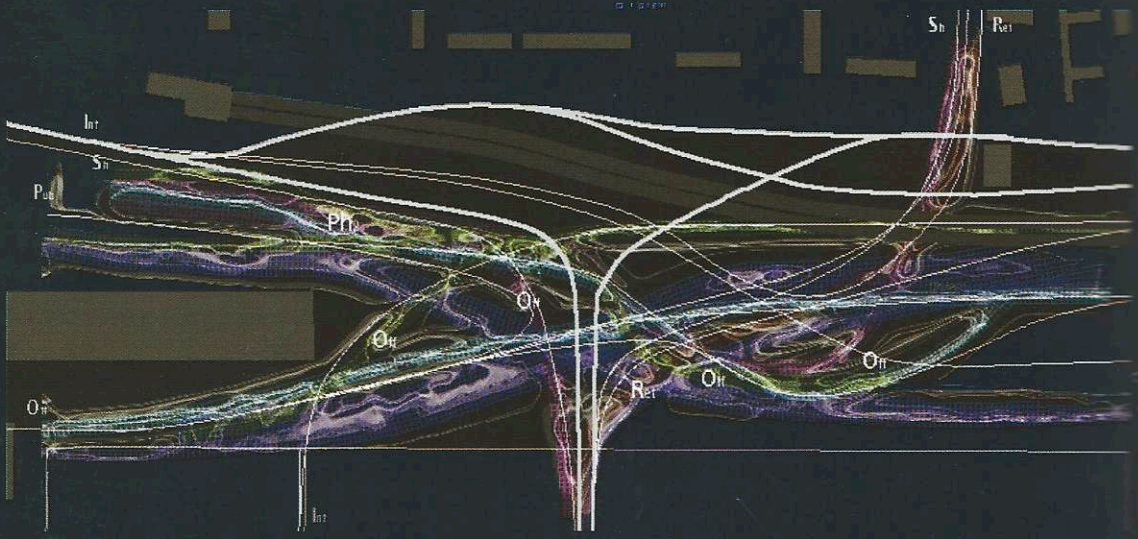


PROGRAMME PIXELATION. Site diagrams showing the distribution of office spaces within the larger project field.



_NETS_PLATES_STRIP_ **20.INCUBATOR**

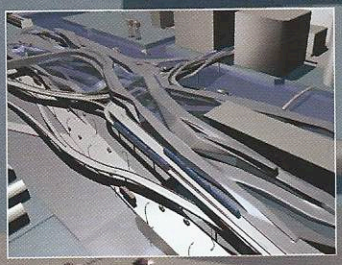
A Supple Striation of Crossing Office Paths

ACCELERATING URBAN SPACE. The proposal situates a new office incubator at the intersection of several roadways. Elevated office platforms merge with the geography of high-speed transportation to create a new model of linear office blocks connected with their infrastructural surroundings.

Project	Corporate Incubator
Date	10.98 - 01.00 AA DRL v. 2.2
Location	Canary Wharf, London
Team	Juan Carlos Sanchez, Lars Teichmann, Kristan van Weert

This project converts the formal organisation and design strategies associated with high-speed traffic systems into a new architectural language: one that treats the design of space as the systematic modulation of speed and movement. It proposes a coordinated large-scale business 'incubator' catering to new high-tech businesses, with a series of bundled office slabs organised less as a direct extension of the motorways and flyovers directly adjacent to the site, and more as a clone of these infrastructural systems. Accordingly, the podium-level office spaces borrow their logic and their structural order from the large-scale engineering techniques that are currently used in motorway construction, and operate as distinctly directional, linear office environments.

The project stitches together left-over parcels and under-road spaces that cannot be developed according to conventional office planning assumptions. Rather than treating the infrastructural net-



AERIAL VIEW. The site is along a motorway adjacent to the Canary Wharf office development in East London.

ENTANGLED WORKING SPACE (insets). Raised office platforms align with existing elevated roadways.

ROAD v. BUILDING. The site plan shows the majority of the office platforms developed as seamless extensions of the surrounding road network.

work of elevated roadways, rail lines and service routes as a neutral system for reaching a destination, the design team uses the coordinated features of these infrastructures to provide an entirely original office form for that destination. The bundling together and unwinding of this network of linear slabs creates considerable variation in the kinds of office environments possible, but all spaces share a similar topology, as two-way slabs that extend great distances in one direction but are very narrow (and thus close to natural light and air) in the other.

The adoption of the engineering principles associated with road construction (appropriate in this instance, as the slabs often need to span across ground-level roads, railways, canals and other obstacles) has an added advantage: it creates column-free interior spaces that can be occupied with great flexibility by a wide range of potential tenant scenarios. There are several unexpected modern precedents

for this kind of infrastructural engineering of office space, notably the long-span concrete structures of Nervi or the raised-platform 'mat-buildings' of Team 10. Another more immediate precursor can be found in the 'infrastructural' urbanism projects of Le Corbusier: the Algiers project for a large-scale urban settlement, for example, quite literally takes on the form of a high-speed motorway. What makes this project different is that it not only adopts an infrastructural diagram as a formal organisational device but also uses the large-scale engineering and construction systems associated with it, allowing the design to explore an entirely new kind of horizontal, distended office domain. <<