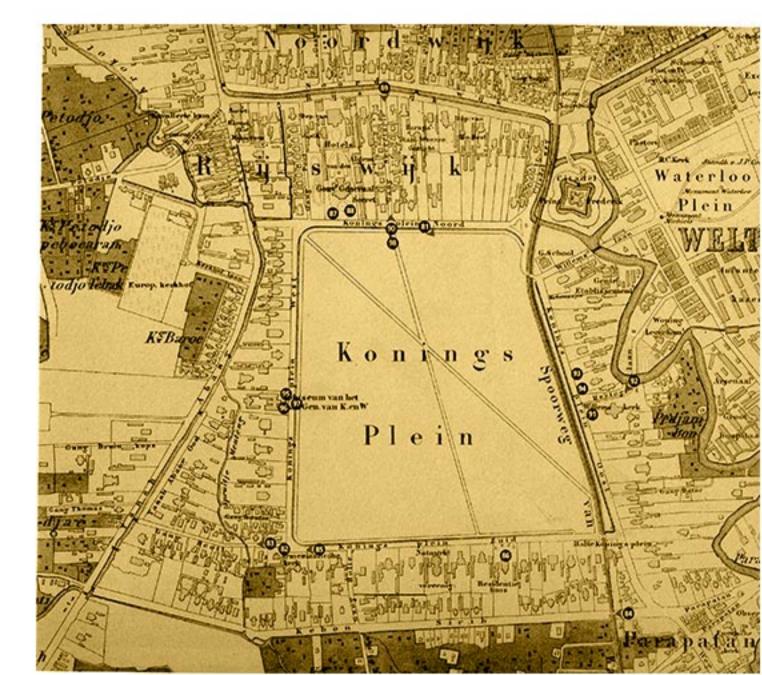
# PRAE TER VEHOR



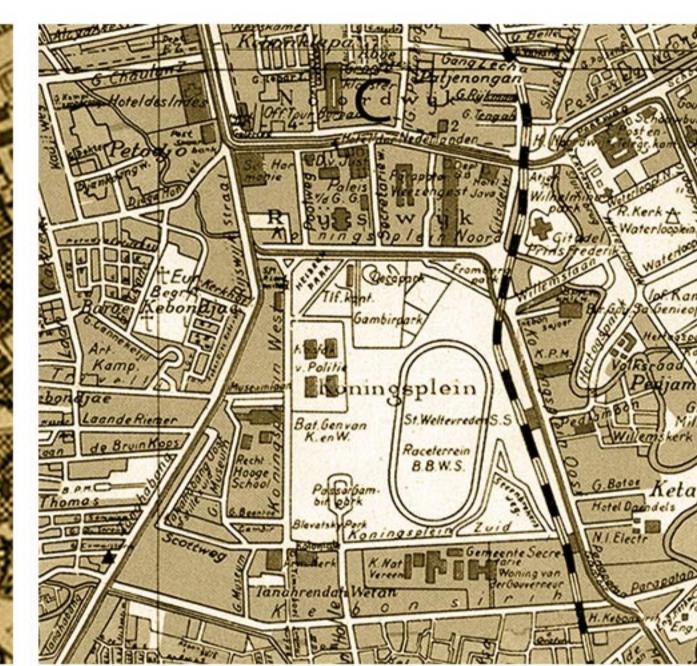
# A PROJECT STORY

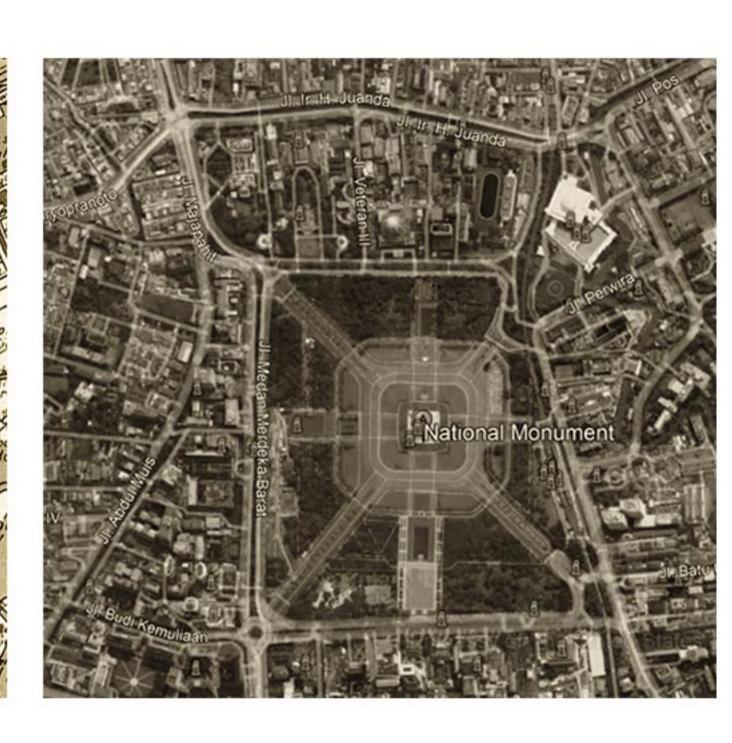
GUNTUR DANURAIN AKBAR 2022

Lapangan Medan Merdeka is a landmark of Indonesia that experienced irrelevancy in recent years. Surrounded by governmental buildings, juristical facilities, and even a Presidential palace, this area was intended as a historical landmark that signifies the nation's strength and patriotism. Even as far as it was known as Koningsplein, the urban square has witnessed much political strength over the years (1). In recent years the strength has been dying out. The political significance is seen by the number of visitors that experienced a decrease over the years. Although it is still relatively a significant political power, its relevance to the Indonesian and Jakarta Community has been fading ever since.

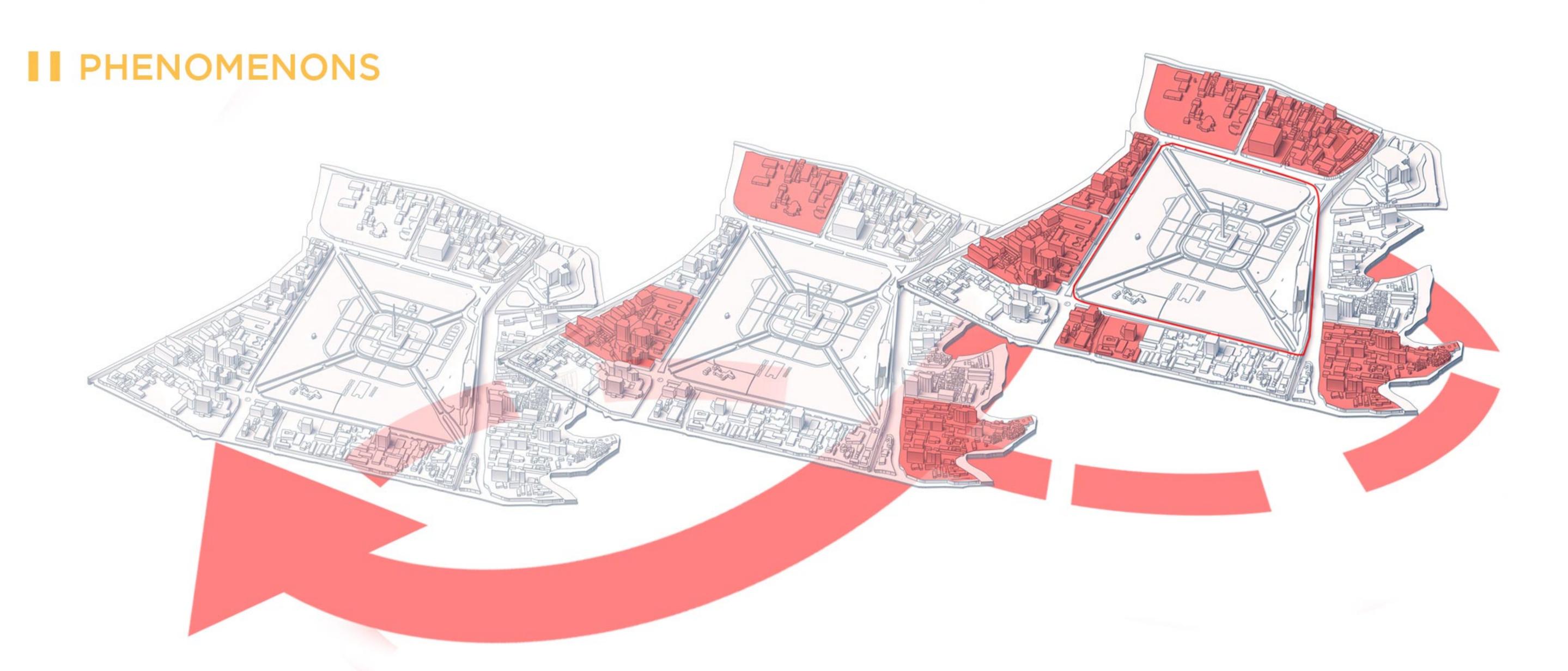








## SIGNIFICANCE



## RELOCATION OF CAPITAL CITY OF INDONESIA ALONG WITH ITS GOVERNMENTAL FACILITY

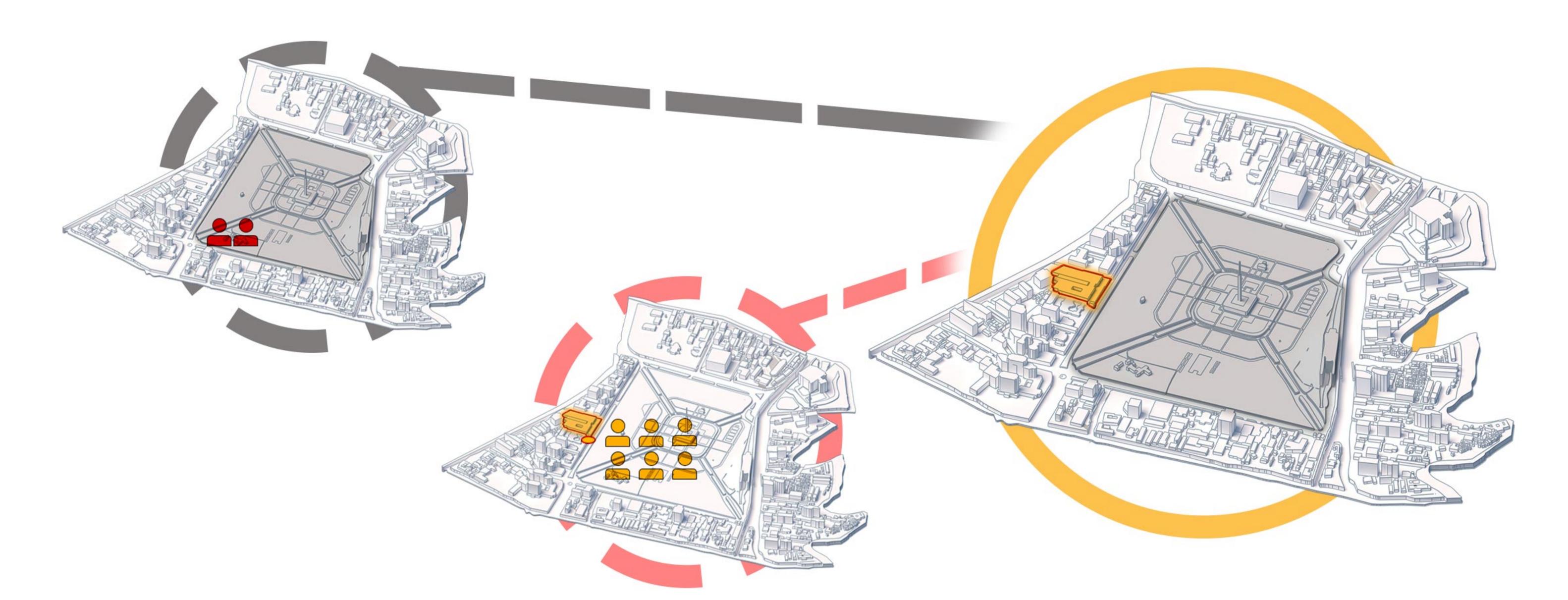
The capital city of Indonesia is planned to be relocated gradually starting in 2024, from Jakarta to Kalimantan. This relocation indicates a drastic macro-morphological transformation to Jakarta City, both tangibly and intangibly. The area is dominated by governmental and political plots/blocks (4). 81% of Medan Merdeka's typology, is dominated by governmental and political facilities. Buildings such as BUMN offices, The Supreme Court, Presidential Court, and other political assets surround the Urban Square (2).

	OBJECT	PERIOD				
	OBJECT	1	II	III	IV	PERMANENCY
А	President's Palace					changing
В	Office Buildings					persistent
С	Museum					persistent
D	Place of Worship					changing
Е	Train Station				<u> </u>	changing

	ODJECT	PERIOD				
OBJECT		Ĭ	П	111	IV	PERMANENCY
Р	Governmental Block			Als:		persistent
Q	Business Block		v.			changing
R	Housing Block					changing
S	Military Block					extinct

	ODJECT	PERIOD				
OBJECT		1	II	Ш	IV	PERMANENCY
G	School and University					persistent
н	Housing Area					changing
1	Hotel and Social Club					persistent
J	Factory					extinct
К	Hospital					persistent

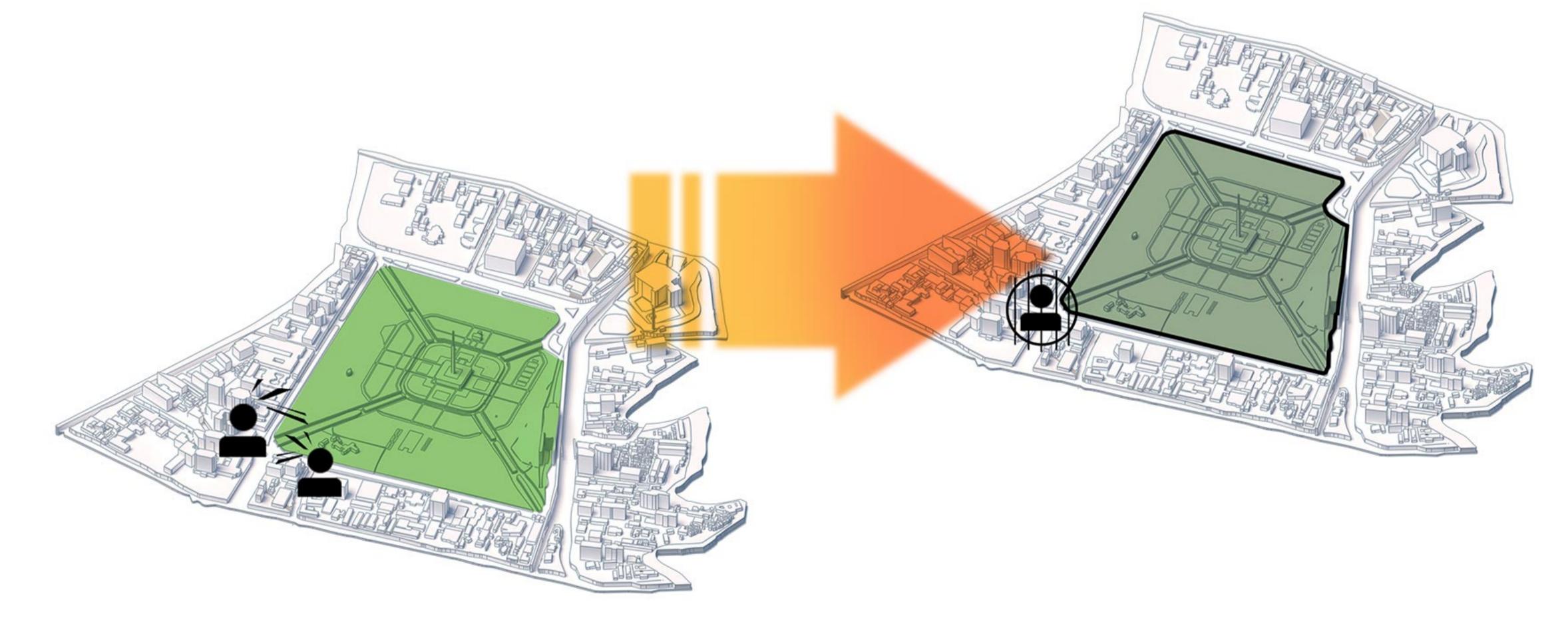
These governmental facilities have become a part of Medan Merdeka's Genius Loci, a significant identity that shapes the urban square (3). These facilities also serve as the main connection between Lapangan Medan Merdeka and the people of Jakarta. This can be seen from its persistency over the years. The relocation would cause 81% of its connectivity with the people of Jakarta to be severed.



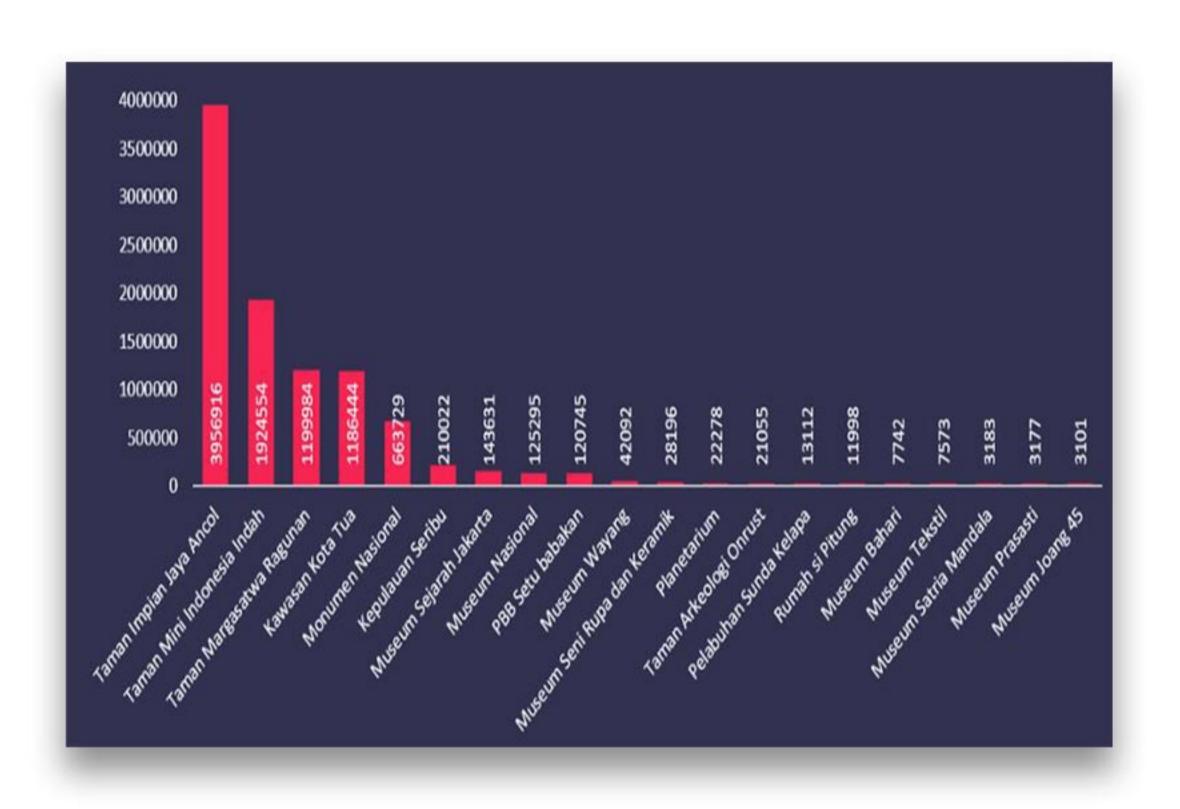
# DECREASING AMOUNT OF VISITORS ALONG WITH ITS SIGNIFICANCE AS MONUMENTAL OBJECT



Monumen Nasional (Monas) is the most significant element that shapes the identity of Lapangan Medan Merdeka, a uniquely designed attraction that acts as a symbol of Indonesian people. That being said this connection decreases in the recent contemporary era, especially in the recent years of 2010-2020. According to the visitor's demographics, most people are more attracted to visit other attraction, that surrounds the Medan Merdeka area, such as National Museum and National Gallery, than Monas. International tourists also feel more attracted to visit the National Museum, with the number of visitors reaching 5.331 people in 2020, whilst Monas stopped at 4.339 people (6). Although it doesn't seem too significant, this can be concluded that despite Monas being designed to have more gravitas than other attractions, it still falls short of the surrounding attractions. This signifies Monas' physical disconnectivity from its people compared to other surrounding attractions

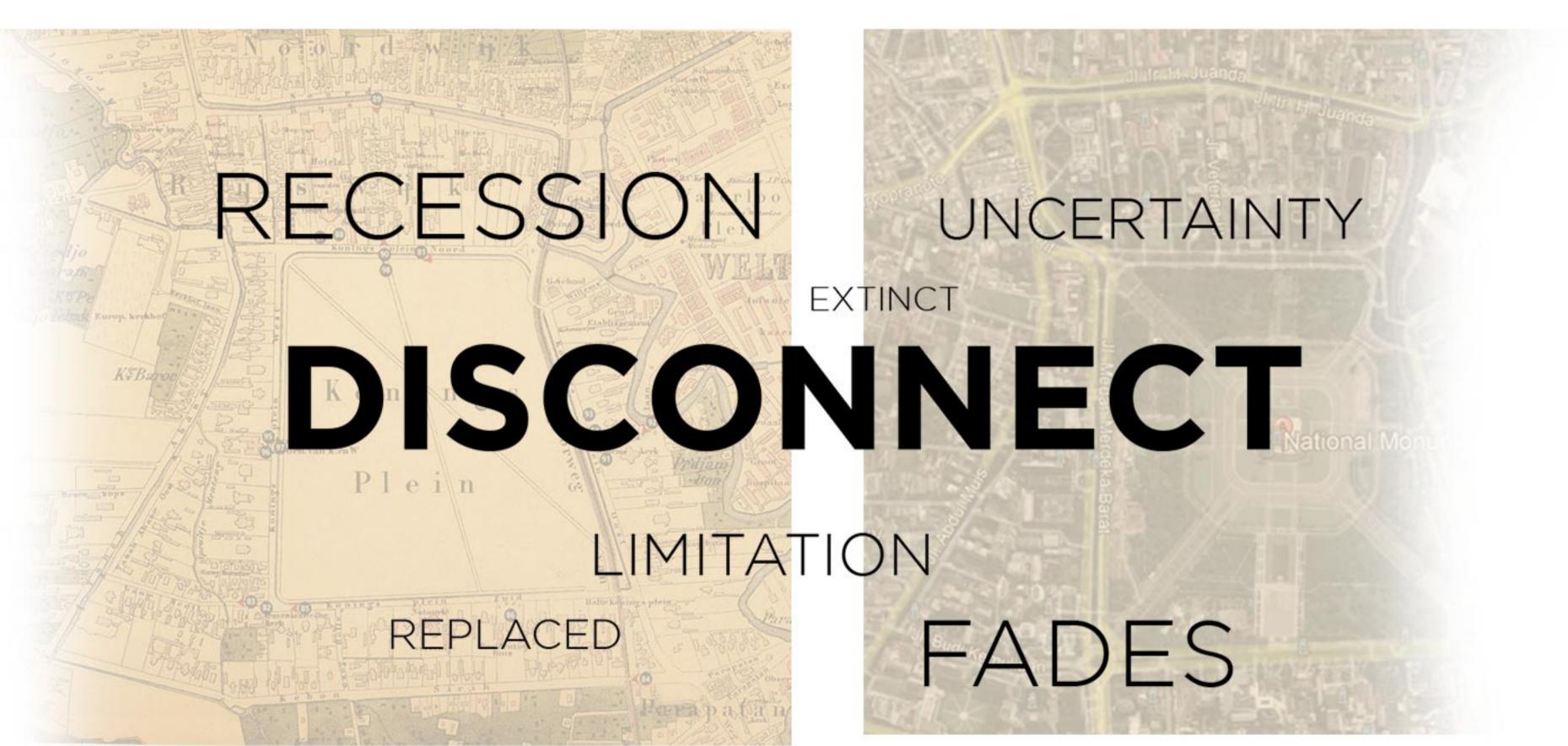


# EXCLUSIVITY OF LAPANGAN MEDAN MERDEKA



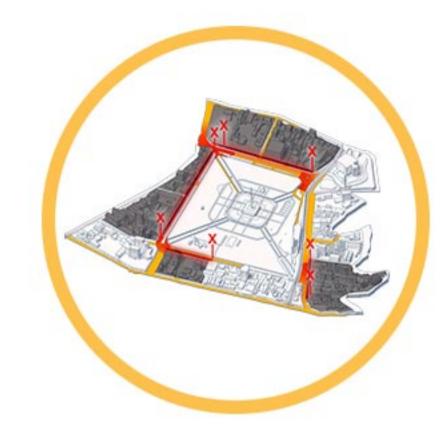
As an Urban Square, Lapangan Medan Merdeka has to be able to accommodate the community's activities and needs. This had been true since its days as Koningsplein in 1914, where the square accommodated the Hindia-Belanda community's activities of its time. Unfortunately through the Government's Letter No. 36/2002, in Soetiyoso's era, it was decided that the square will permanently be fenced to restrict street vendor's operations within the square, to keep the square clean, showing off Indonesia's political glory (5). Although it has proper intention, the solution towards the problem disregards, and in turn crippled, the inclusivity characteristic of an urban square, rendering the square exclusive. In the later era, the Square took a hit during the pandemic, due to its exclusivity. Compared to its nearby morphological equal, Kota Tua, it has a very low percentage number of visitors during the "New-Normal period". Kota Tua has twice as many visitors during this period compared to Lapangan Medan Merdeka, with the number of visitors reaching 1.186.444 people in 2020, whilst Lapangan Medan Merdeka (shown as Monas) only had 663.729 visitors (6). This shows how the fence truly affects and severs its connectivity with the community, to maintain its connectivity towards the governmental function.





The main issue concluded from the three phenomenons is the disconnectivity between Lapangan Medan Merdeka and the Indonesian/Jakarta Community as a public square. Both physical and sentimental connections between Jakarta People and the square are fading over the years. Starting from the fence restriction until the relocation of the Capital City will reconfigure the morphological stance of Lapangan Medan Merdeka towards a new uncertain direction and orientation that may or may not diminish the Genius Loci of Lapangan Medan Merdeka. This issue signifies the need and importance of adapting Lapangan Medan Merdeka elements to reconnect the square with its surrounding community whilst maintaining its Genius Loci.





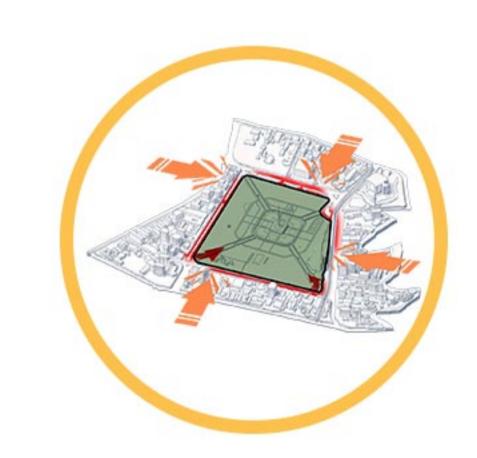
AREAL PLOT/BLOCK TRANSFORMATION

Along with its pedestrians, due to the relocation of political function.



ACCESS POINT CLOSURE

One of the physical disconnectivity that causes the lack of visitors (7)

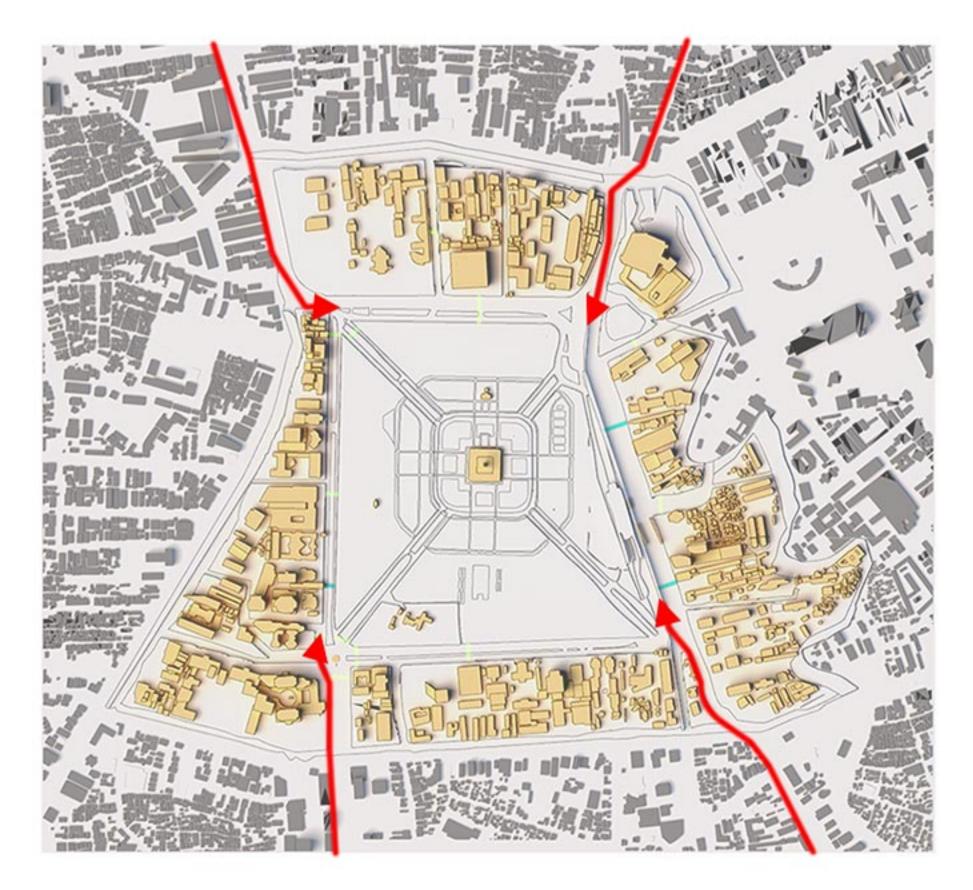


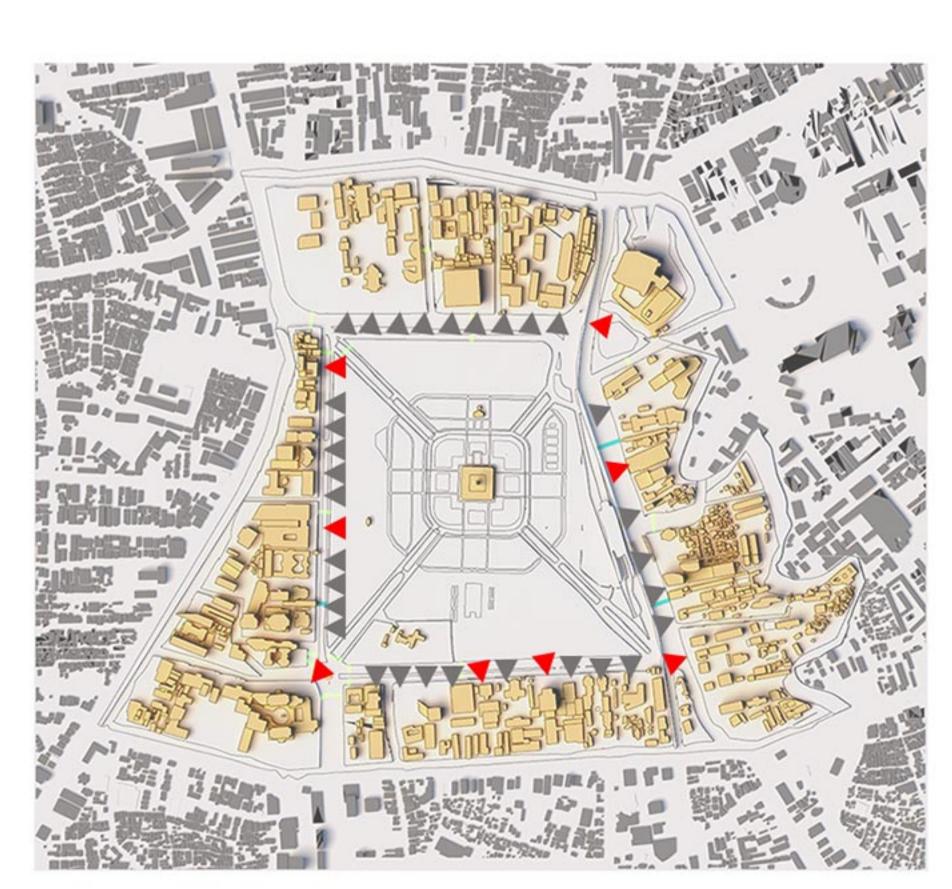
PHYSICAL
DISCONNECTIVITY AS AN
URBAN SQUARE

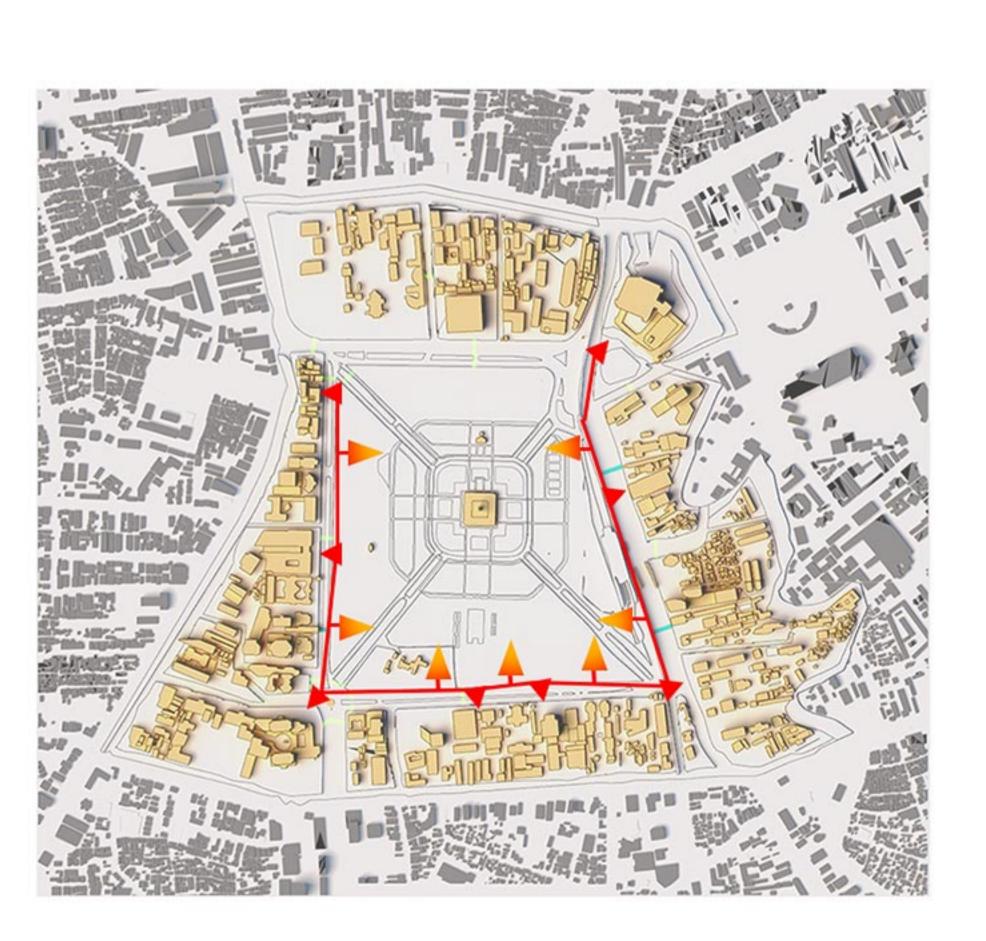
Due to the fence restriction in 2002



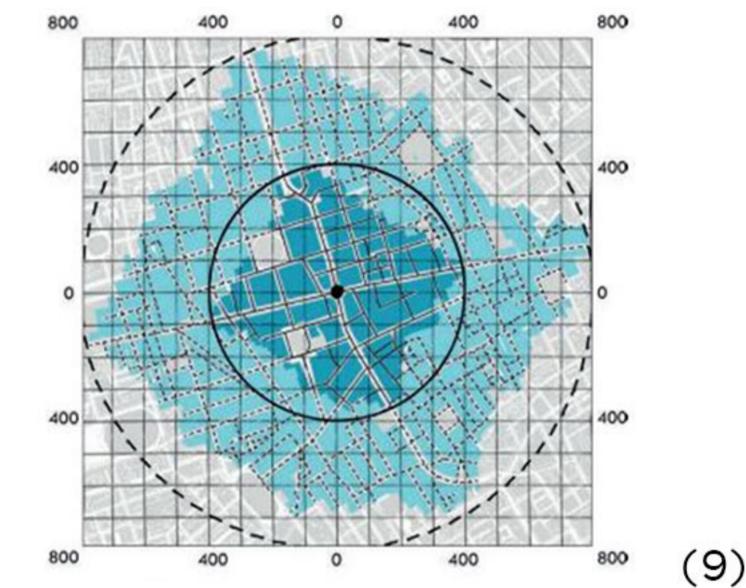
"How to create a proper frontage and access point of LMM that would increase walkability using permeability approach"







# ARCHITECTURAL APPROACH: PERMEABILITY



The issue and thesis statement and basis concluded that the most significant elements that would effectively reestablish the relevance of Lapangan Medan Merdeka are Frontage and Access Point elements. Frontage elements consist of elements that directly parallel the main street, including the pedestrian, whilst Access Point elements consist of elements that directly lead into the inner area of the square including elements that connect the square to other facilities. Both took part in reestablishing the physical (and indirectly intangible) connectivity issues of Lapangan Medan Merdeka due to their relevance with the walkability aspect that would directly attract and connect users with the square.

In order to make sure the design works properly, additional analysis and a design approach are implemented in this case. Permeability is the most suitable approach to use in this design case, due to its direct correspondence with walkability. A permeability approach is an approach that tests accessibility qualities along with its privacy, by analyzing surrounding factors that form the access (such as type of users from alternate destination points, pedestrian facilities and elements, directivity, et cetera). In this capacity, two operative permeability theories are being used to analyze and used to create the design basis.



The ped-shed theory (point-to-point measurement instead of the traditional 800 M radius) examines permeability, from a walkability standpoint, by comparing the amount of potential alternate destinations within the area, to the overall walking distance a person has to take to pass said destinations. This is used to determine which access point from each edge of the main roads in the Medan Merdeka area towards the Lapangan Medan Merdeka needs permeability improvement (9).

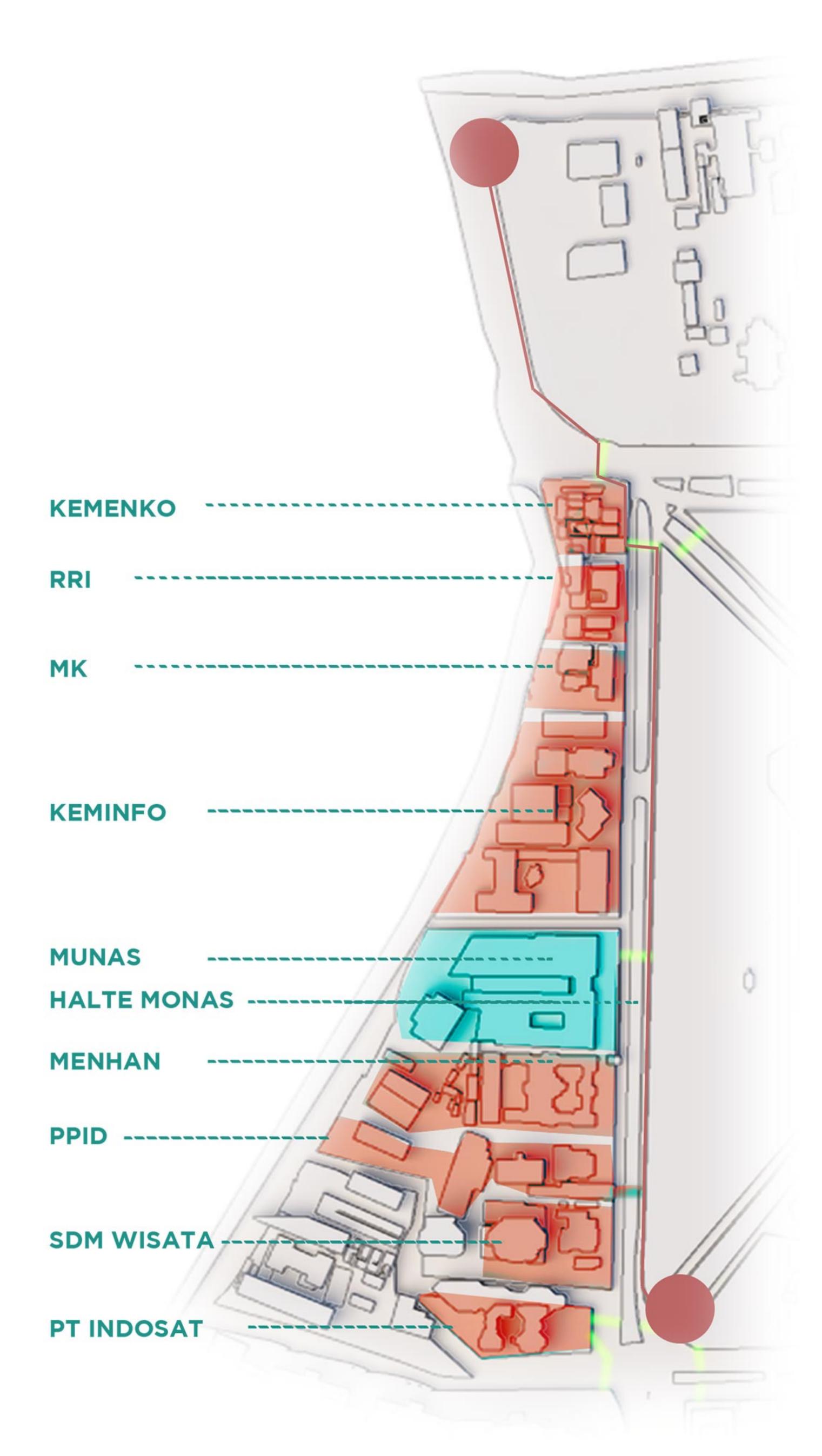
The ped-shed theory (point-to-point measurement instead of the traditional 800 M radius) examines permeability, from a walkability standpoint, by comparing the amount of potential alternate destinations within the area, to the overall walking distance a person has to take to pass said destinations. This is used to determine which access point from each edge of the main roads in the Medan Merdeka area towards the Lapangan Medan Merdeka needs permeability improvement (9).

The Integrated Modification Methodology Theory (IMM) measures directivity (affects overall permeability), from a walkable standpoint, by comparing the range it takes to reach a relevant potential alternate destination, (Mapped out from ped-shed) to its overall displacement. This is used to determine potential alternation destinations that lack the most connection with Lapangan Medan Merdeka and to increase the permeability through the provision of said connectivity (8).

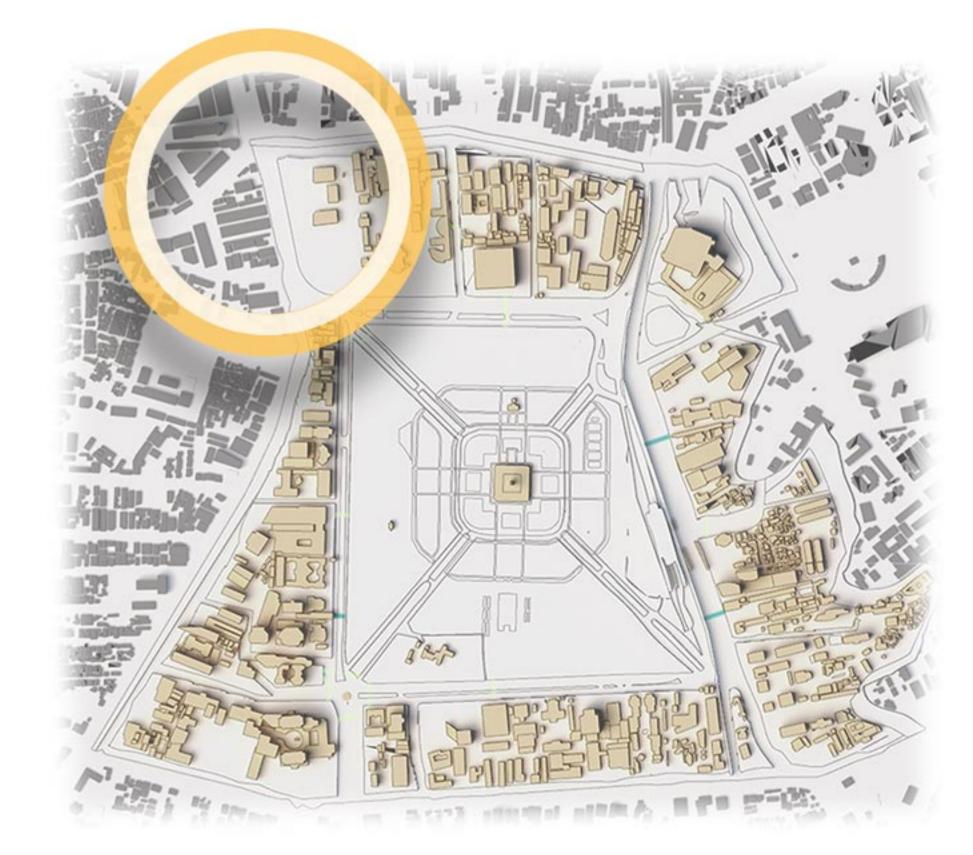
8. Manesh, Tadi, Urban Transition, a New Pilot Eco-district in Porto di Mare Area (Milan) via IMM Methodology (2011)

9. Porta, et al, Master Planning for Change, Designing The Resilient City (2020)





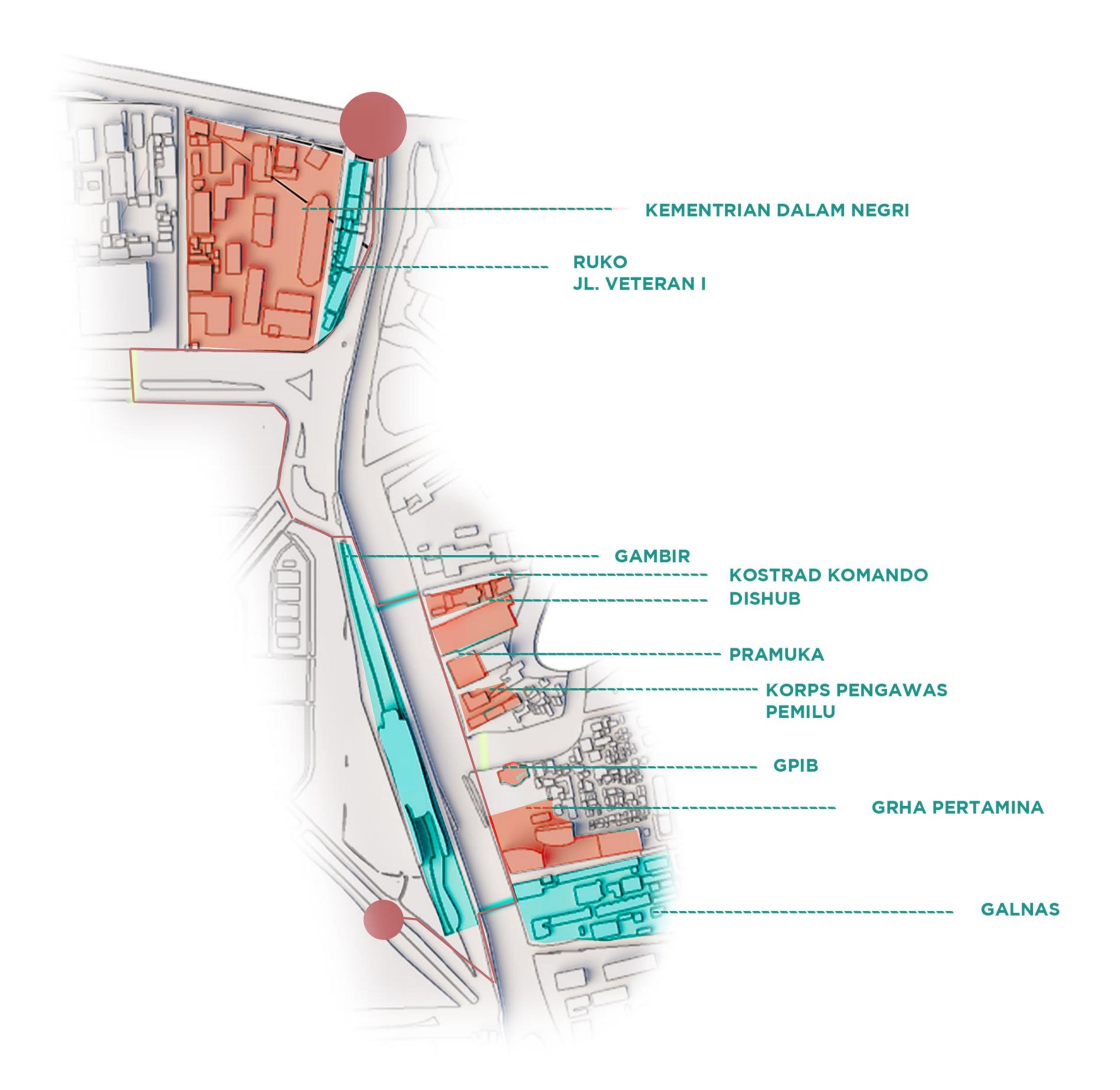
F I N A L
PERMEABILITY
1/1600=0.006



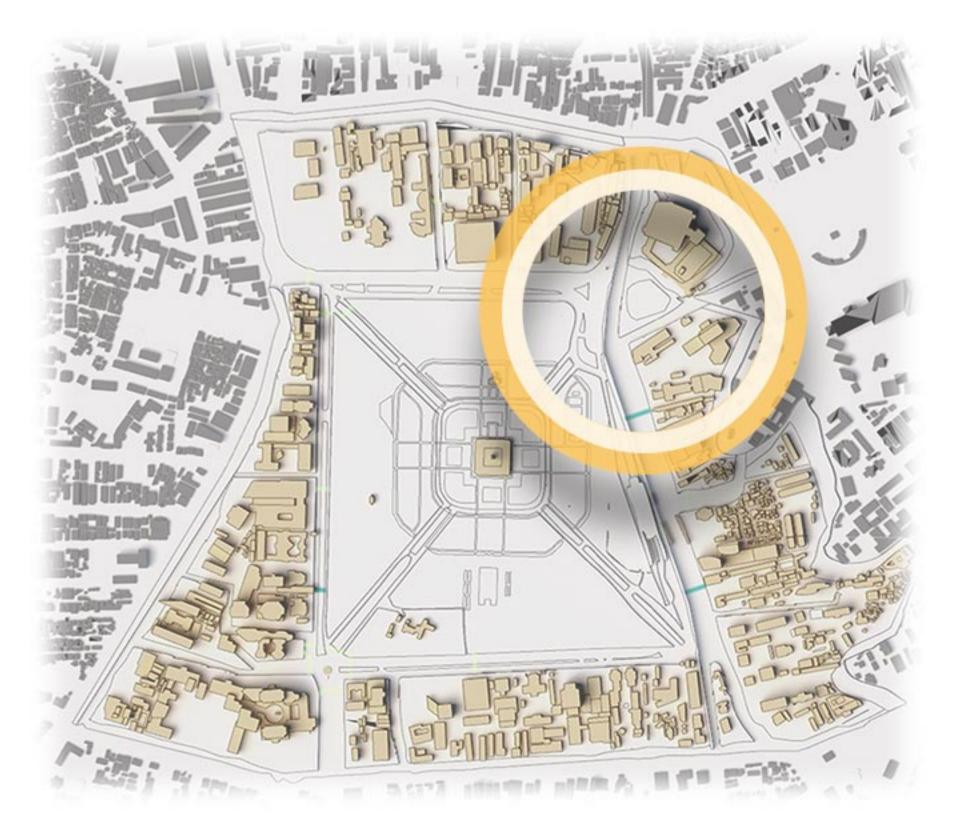
## ENTRY POINT JL. MAJAPAHIT

Permeability from Jl. Majapahit has the amount of 0.006. This is considered low compared to the other areas. This is due to its opposing side with the main entrance of Lapangan Medan Merdeka. The overall route taken (Medan Merdeka Barat) is relatively public and eligible to be revitalized. The adjacent alternating route however (Medan Utara) is not eligible to be included in the revitalization since the plot in this area belongs to the government and requires a more private characteristic due to its delicate facilities.



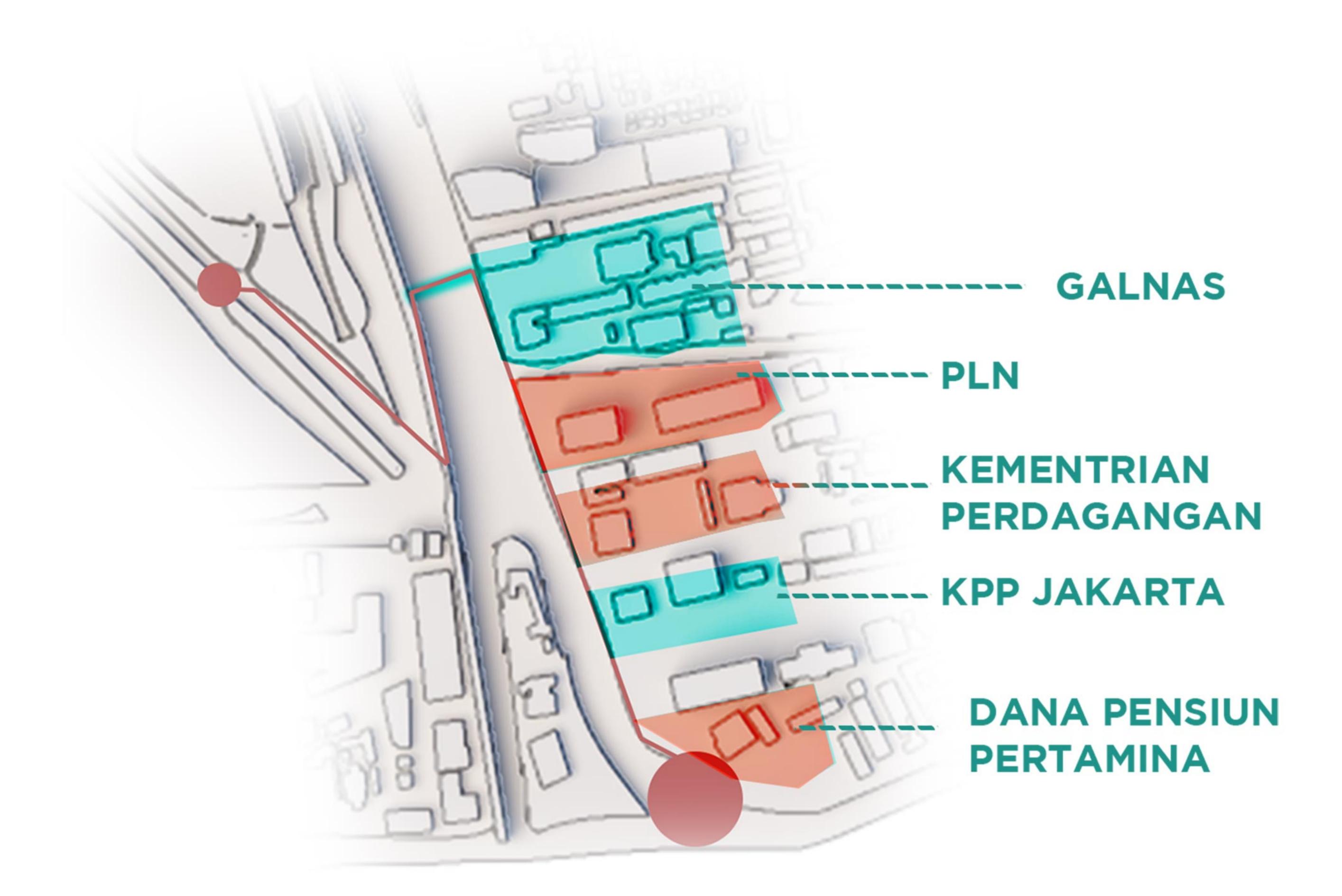


# F I N A L P E R M E A B I L I T Y 3 / 2 0 0 0 = 0 . 0 0 1 5

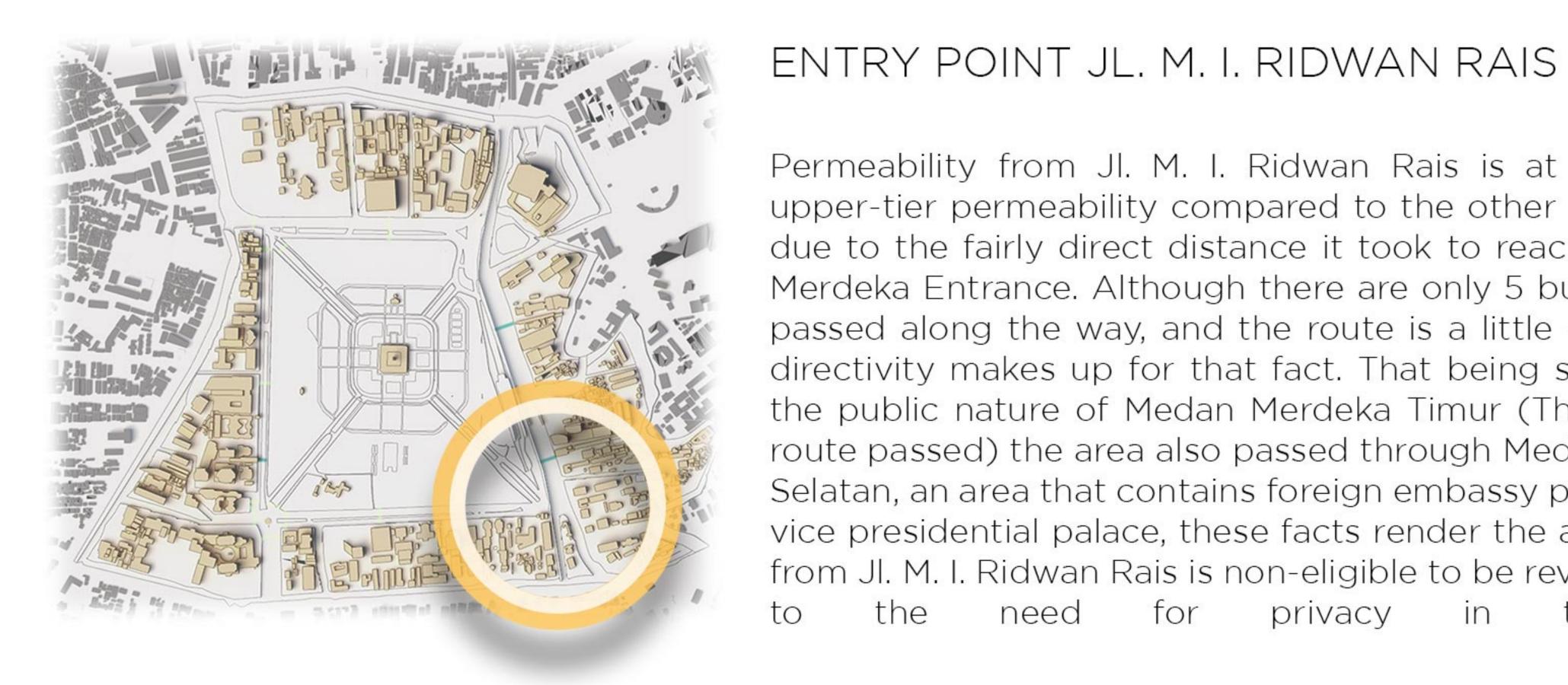


# ENTRY POINT JL. VETERAN I

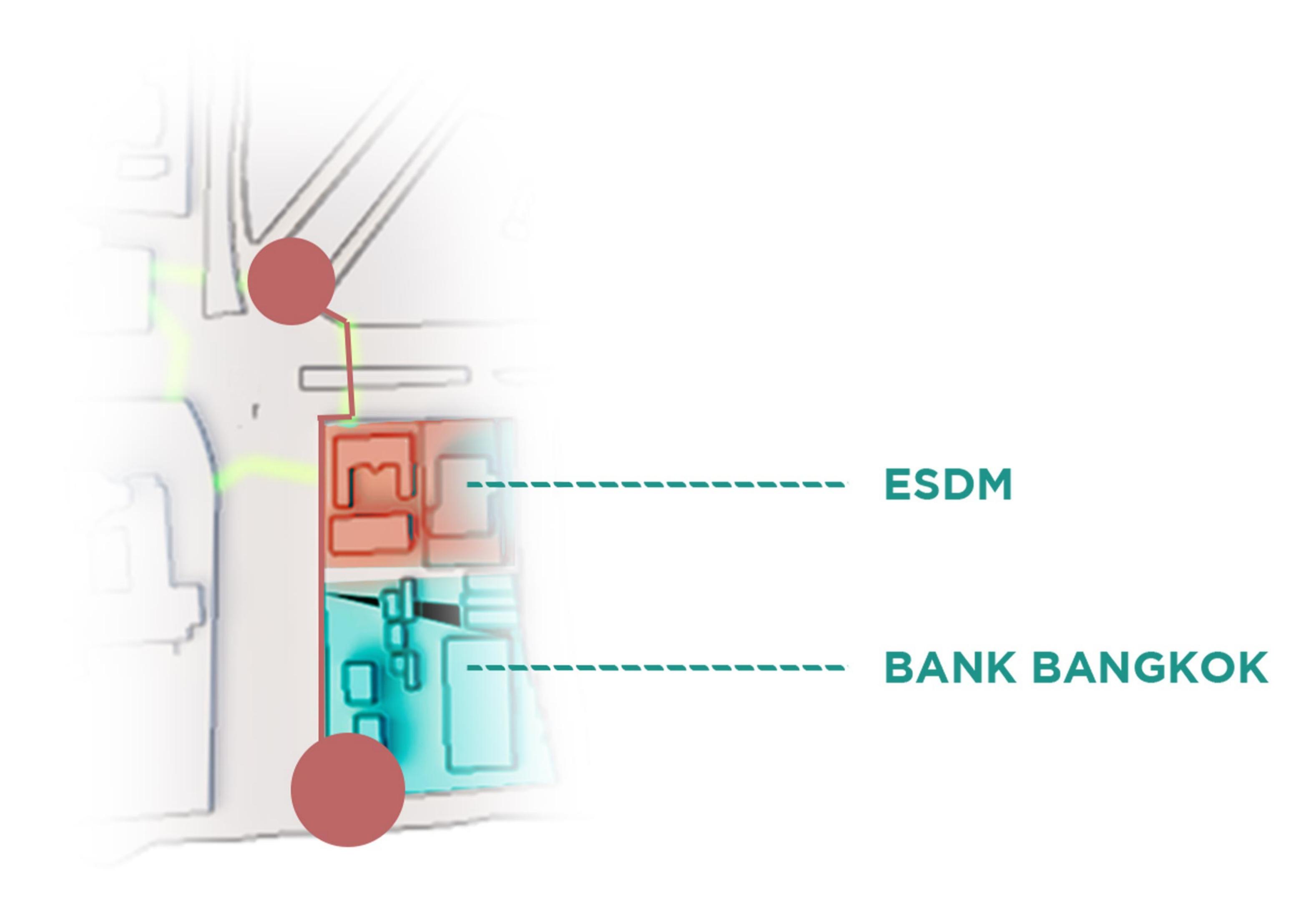
The permeability of JL. Veteran I is amongst the lower tier compared to the other area. The same can be said for the nearby area along with its route towards the Lapangan Medan Merdeka's entrance. The amount of permeability is only 0.0015. This is due to the number of public buildings passed doesn't match the range it takes to travel from Jl. Veteran I ( and II) through Jl. Medan Merdeka Timur towards the entrance. Albeit, the area is still considered public since the office buildings and governmental facilities do not require that much privacy. The area also acts as a transit hub due to its connectivity with many public means of transport and its adjacency with the government transportation department. Despite that, the area still has very poor walkability since the pedestrian is taken by Gambir's plot delineation and the remaining pedestrian, are taken by many other semi-public transport such as Bajaj and other transport. The revitalization of this condition would also serve as an additional attraction towards the overall Medan Merdeka area.



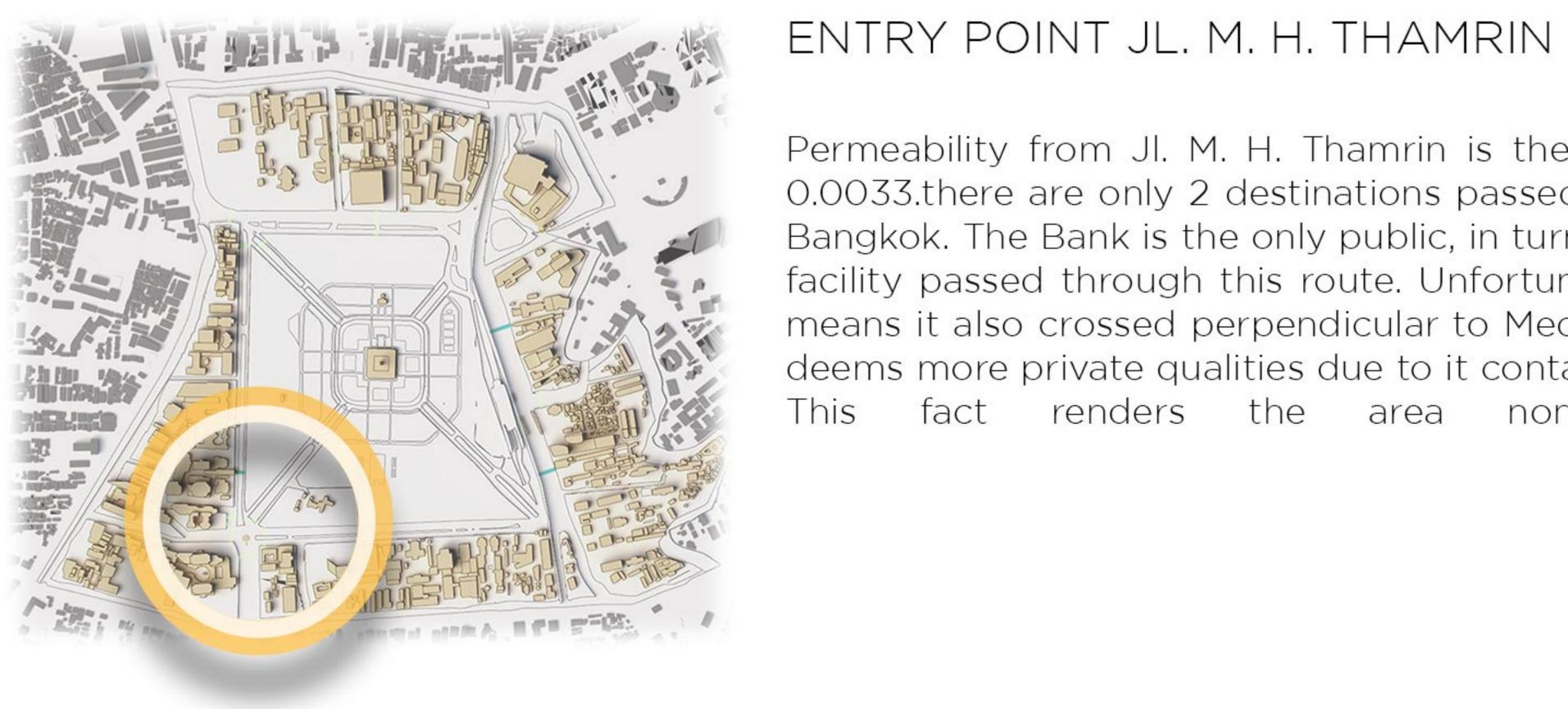




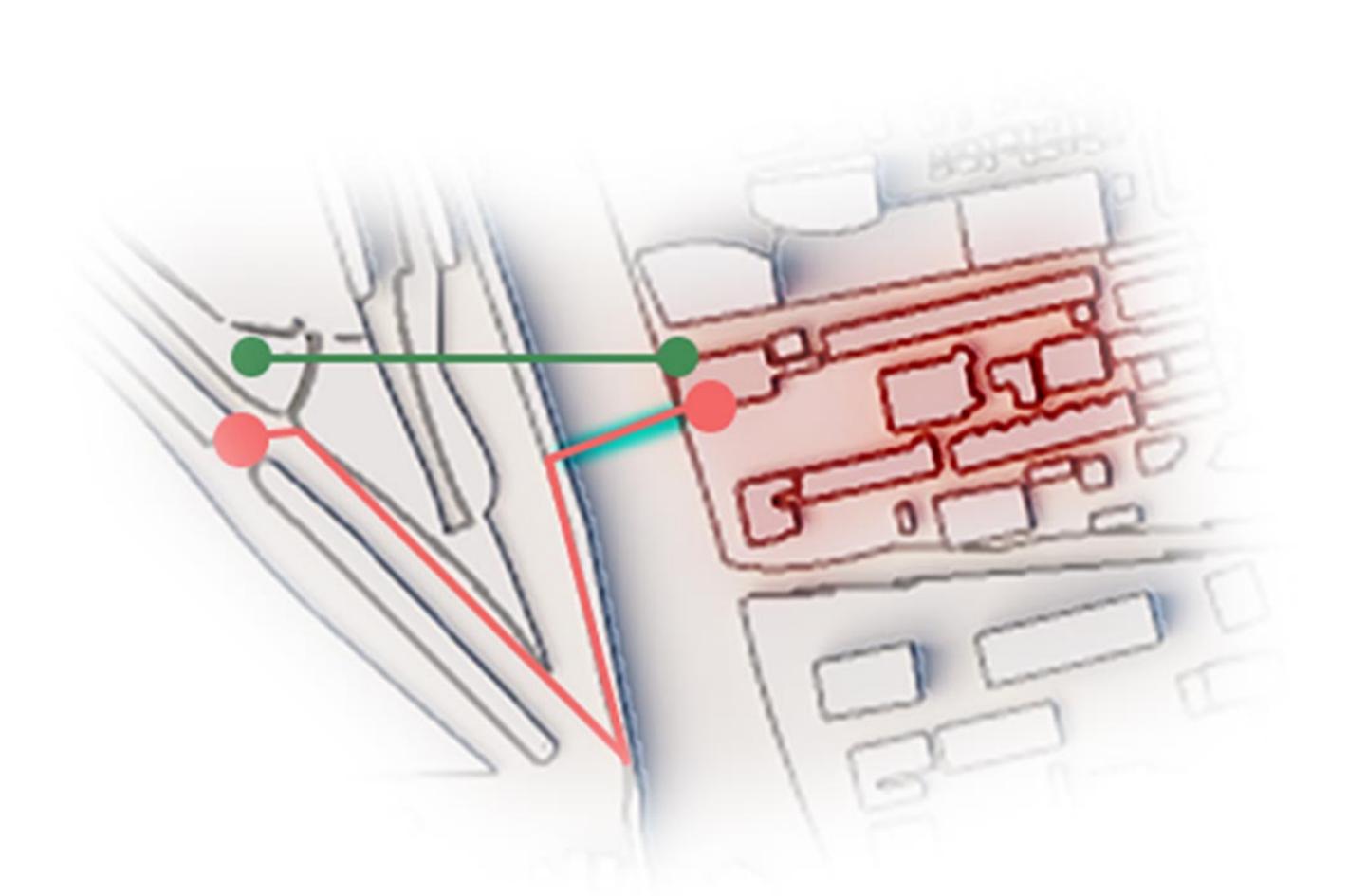
Permeability from Jl. M. I. Ridwan Rais is at 0.0026, an upper-tier permeability compared to the other area. This is due to the fairly direct distance it took to reach Lapangan Merdeka Entrance. Although there are only 5 buildings that passed along the way, and the route is a little oblique, the directivity makes up for that fact. That being said, despite the public nature of Medan Merdeka Timur (The dominant route passed) the area also passed through Medan Merdeka Selatan, an area that contains foreign embassy plots and the vice presidential palace, these facts render the access point from Jl. M. I. Ridwan Rais is non-eligible to be revitalized due need for privacy in the area.



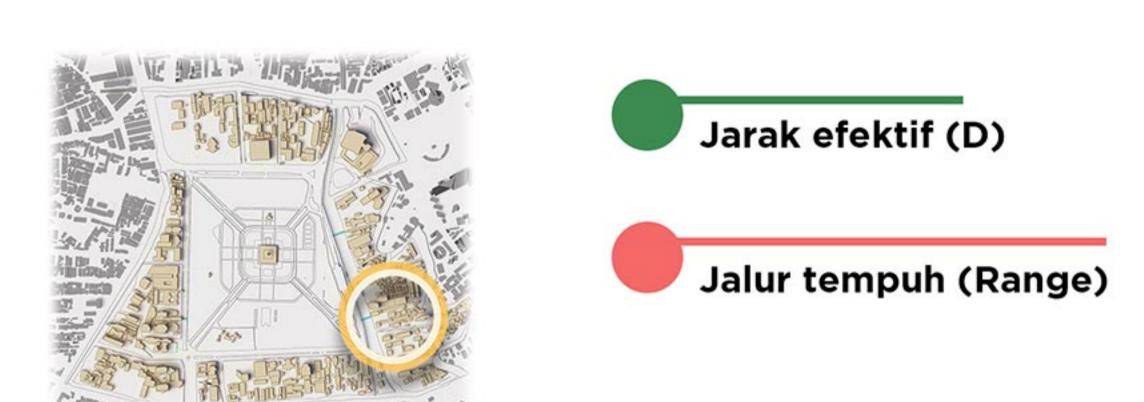
# F I N A L PERMEABILITY 1 / 3 0 0 = 0 . 0 0 3 3



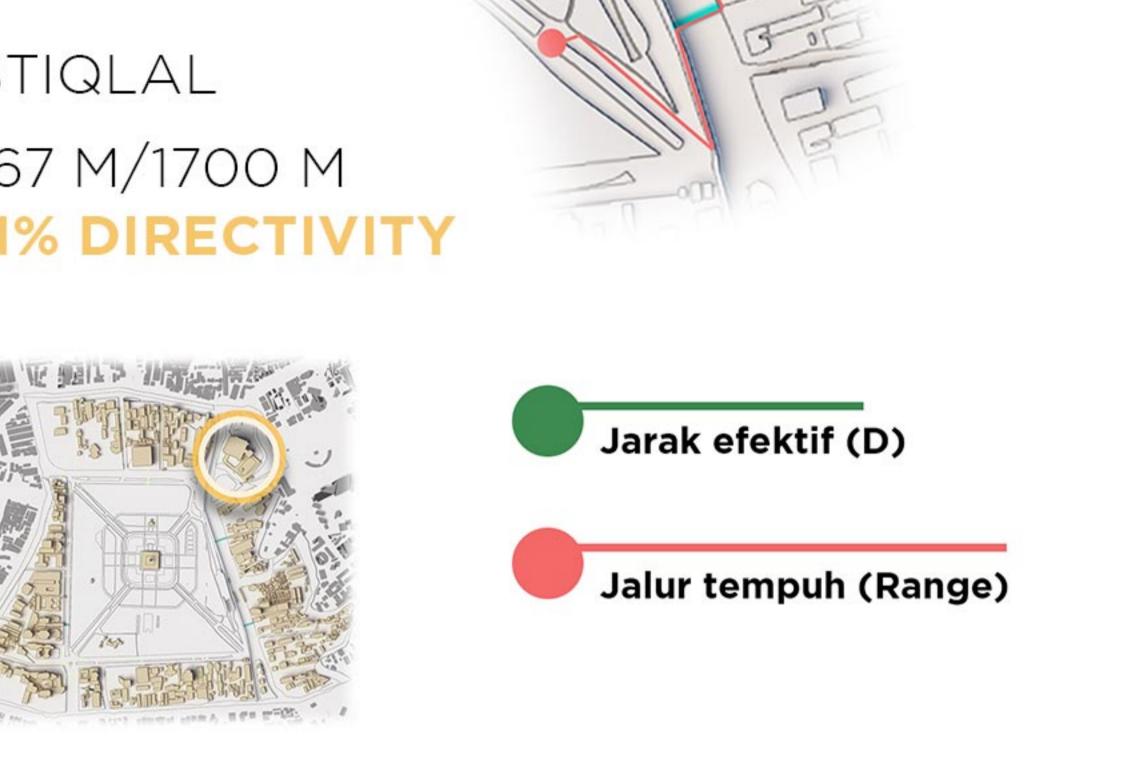
Permeability from Jl. M. H. Thamrin is the highest one amongst others, at 0.0033.there are only 2 destinations passed from the route, ESDM and Bank Bangkok. The Bank is the only public, in turn, a potential alternate destination facility passed through this route. Unfortunately, the directivity of the route means it also crossed perpendicular to Medan Merdeka Selatan, an area that deems more private qualities due to it containing the vice presidential palace. This fact renders the area non-eligible to be revitalized.

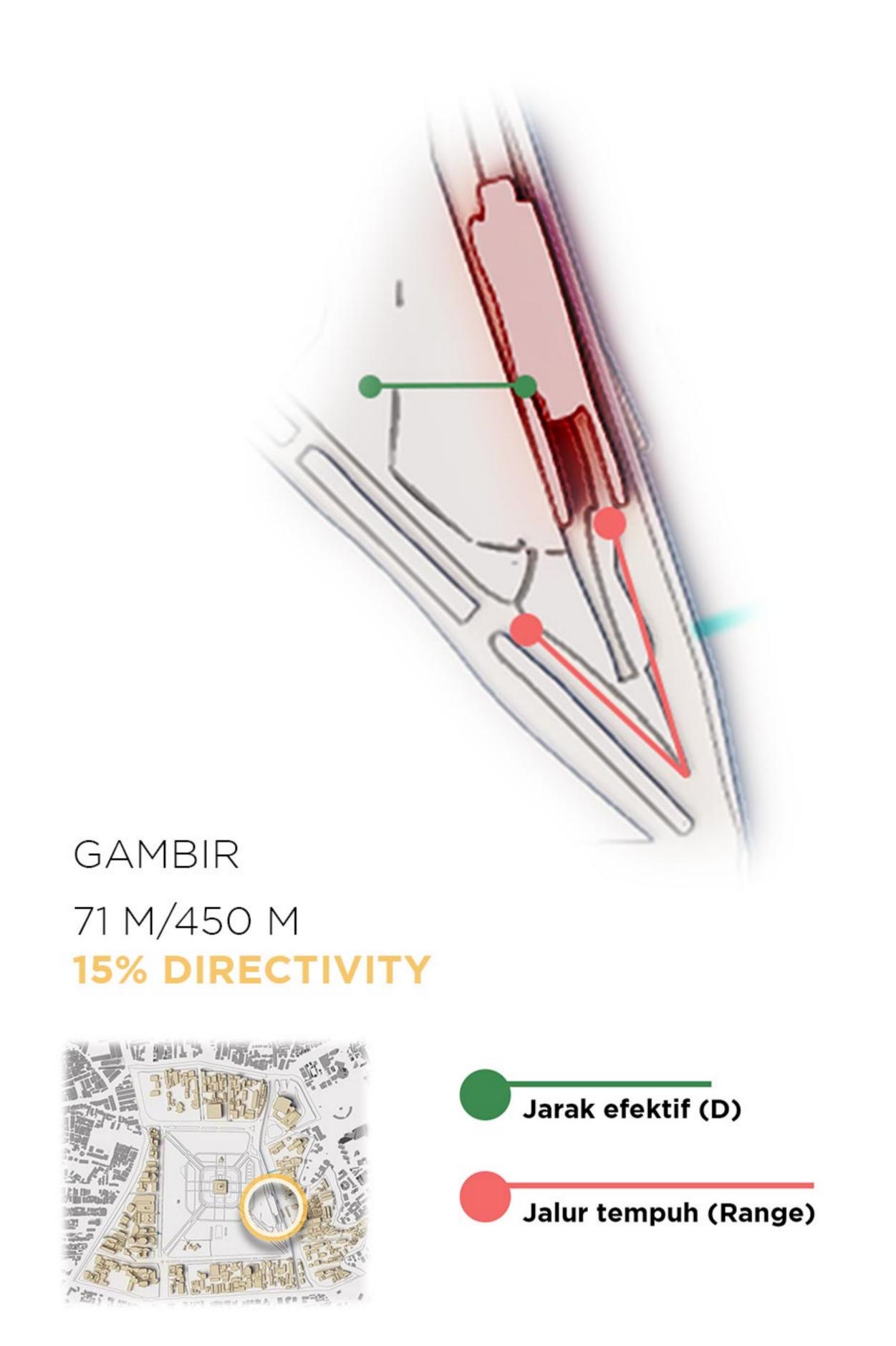


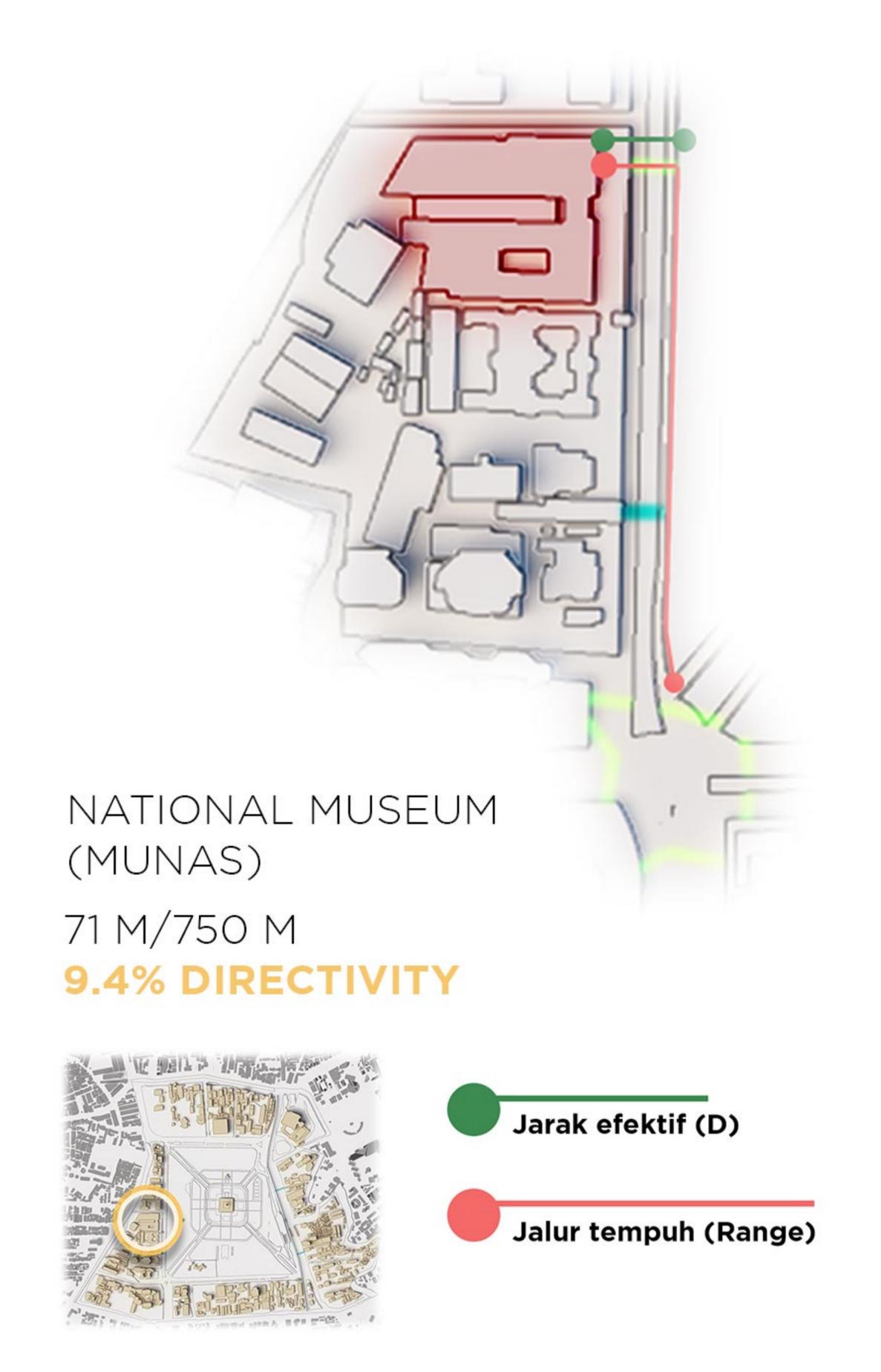
NATIONAL GALLERY 136 M/290 M **46% DIRECTIVITY** 

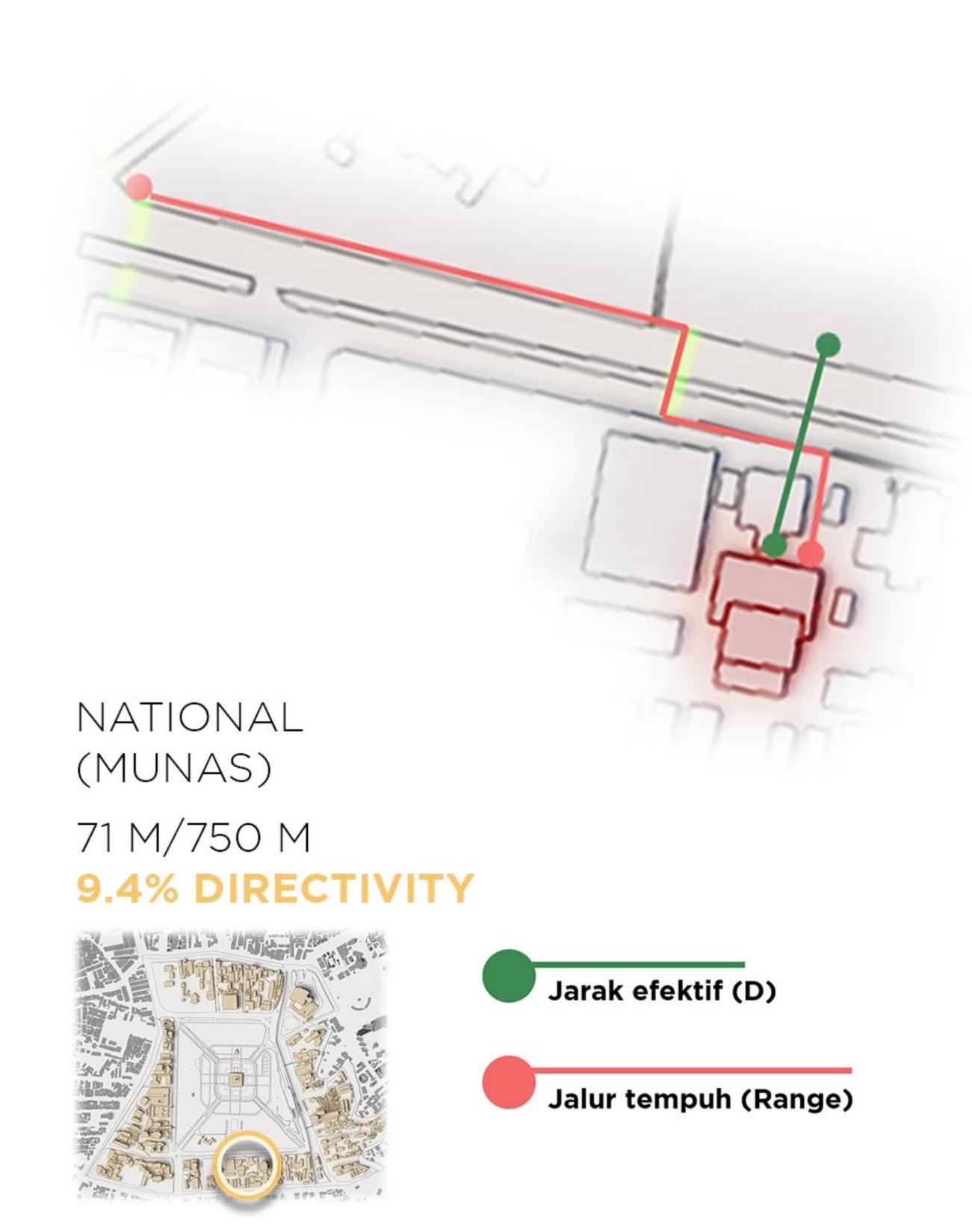


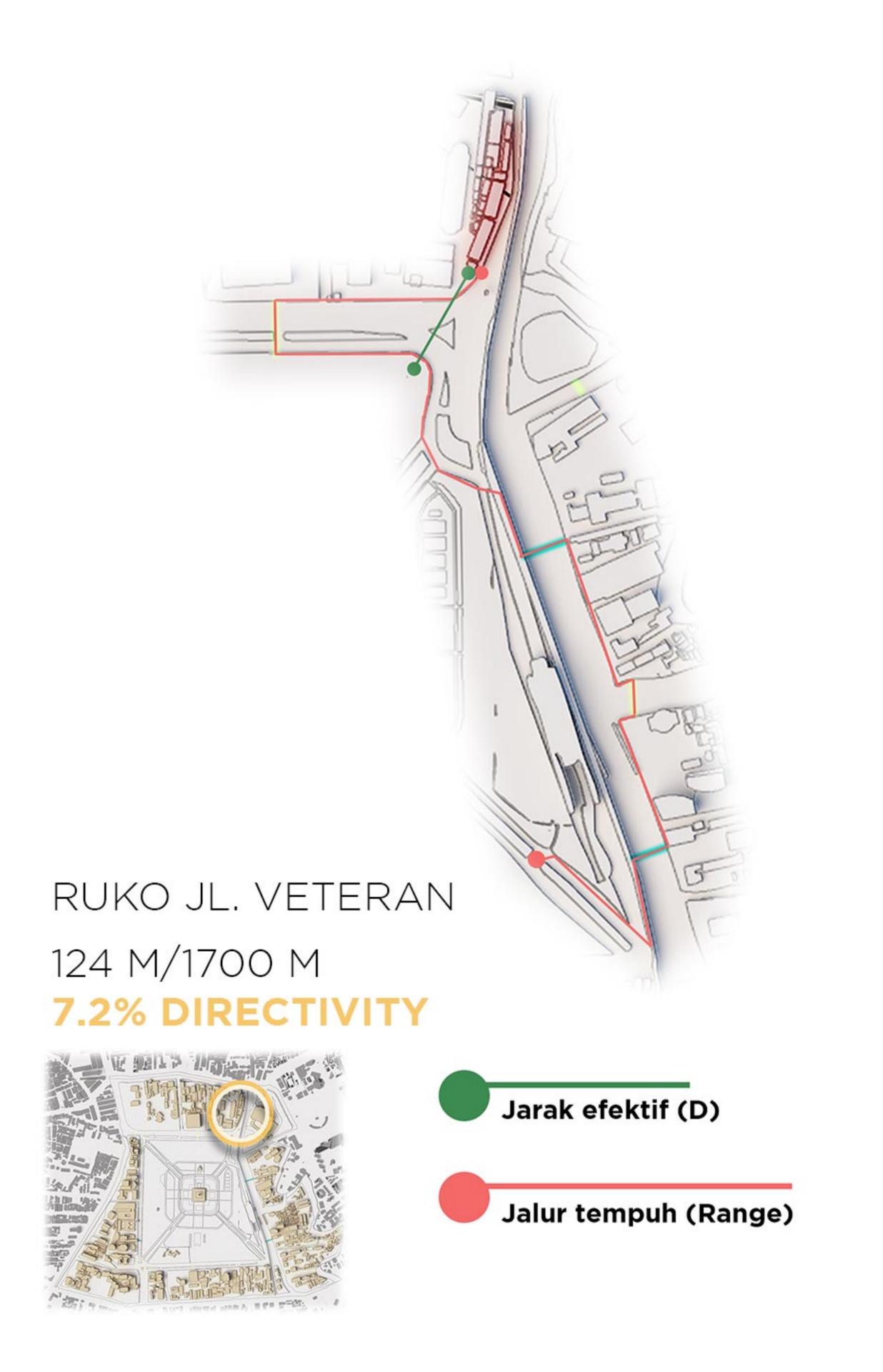


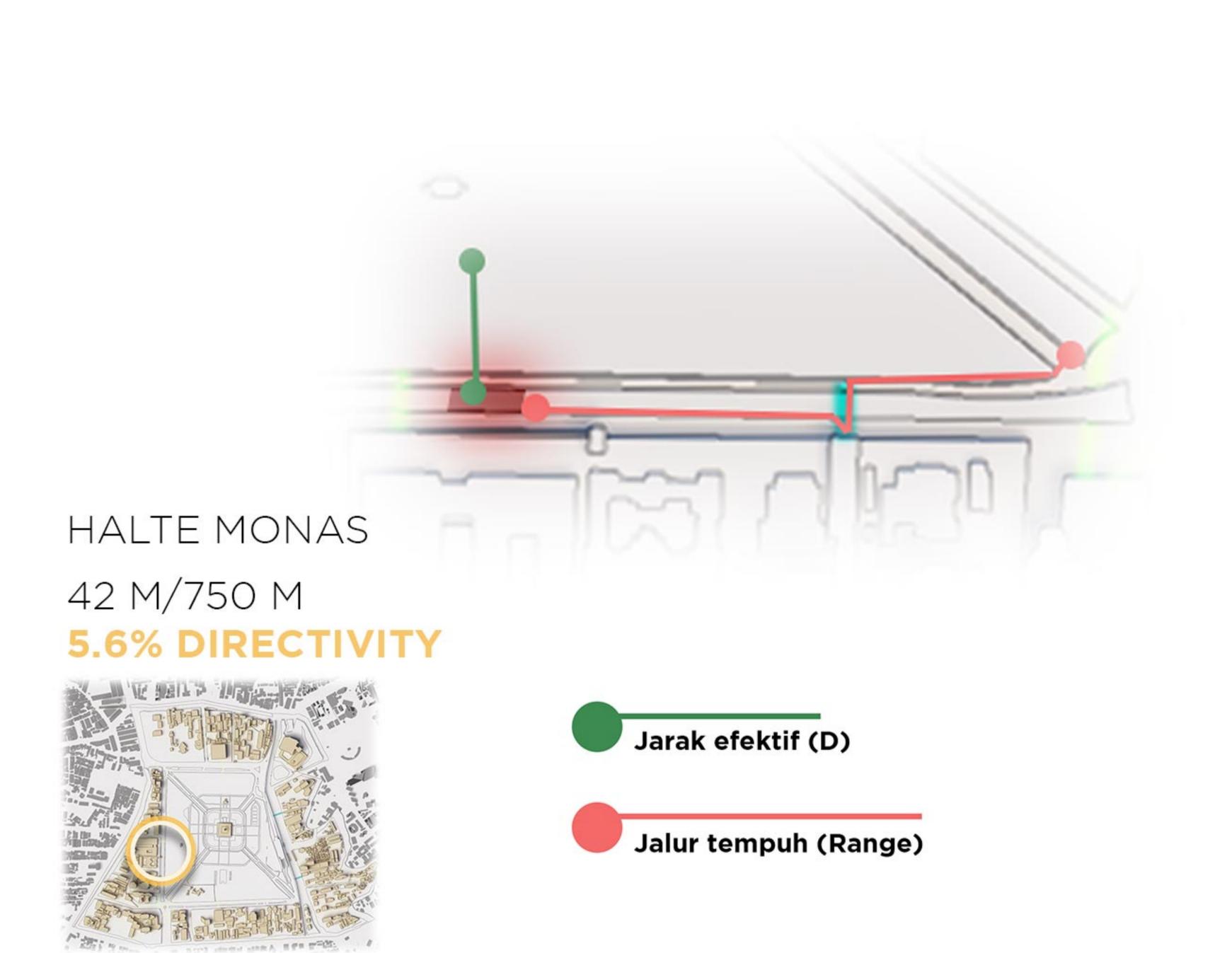












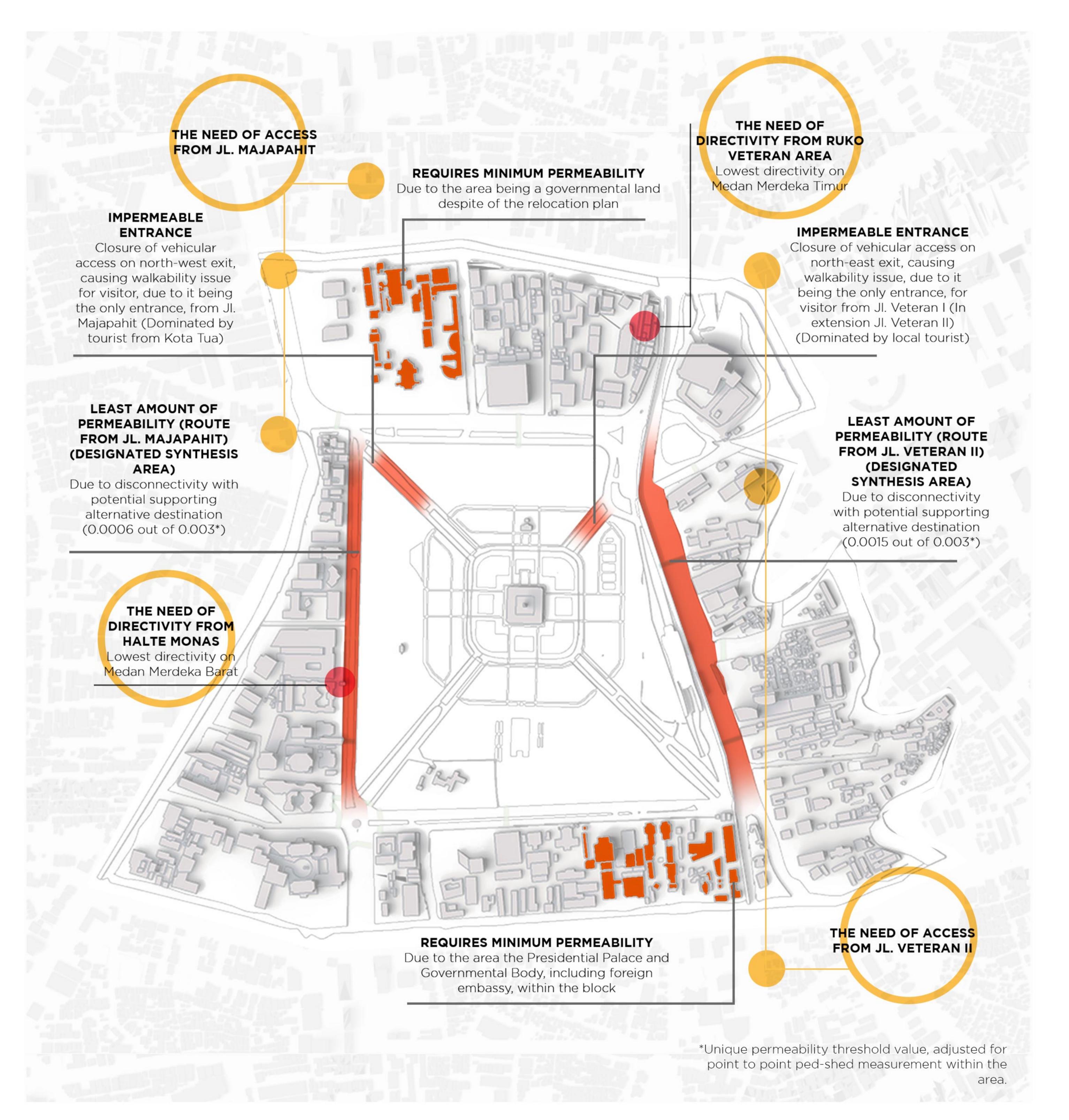
The analyses above show the amount of directivity from potential alternate destinations surrounding Lapangan Medan Merdeka (even non-eligible areas as a quantitative comparison). From the analyses, it can be concluded from Jl. Medan Merdeka Barat, the lowest permeability falls onto Halte Monas, whilst from Medan Merdeka Timur is Ruko Jl. Veteran. The two has the lowest permeability compared to other potential alternate destination yet both still have viable unique qualities that enhances the connectivity with potential users.

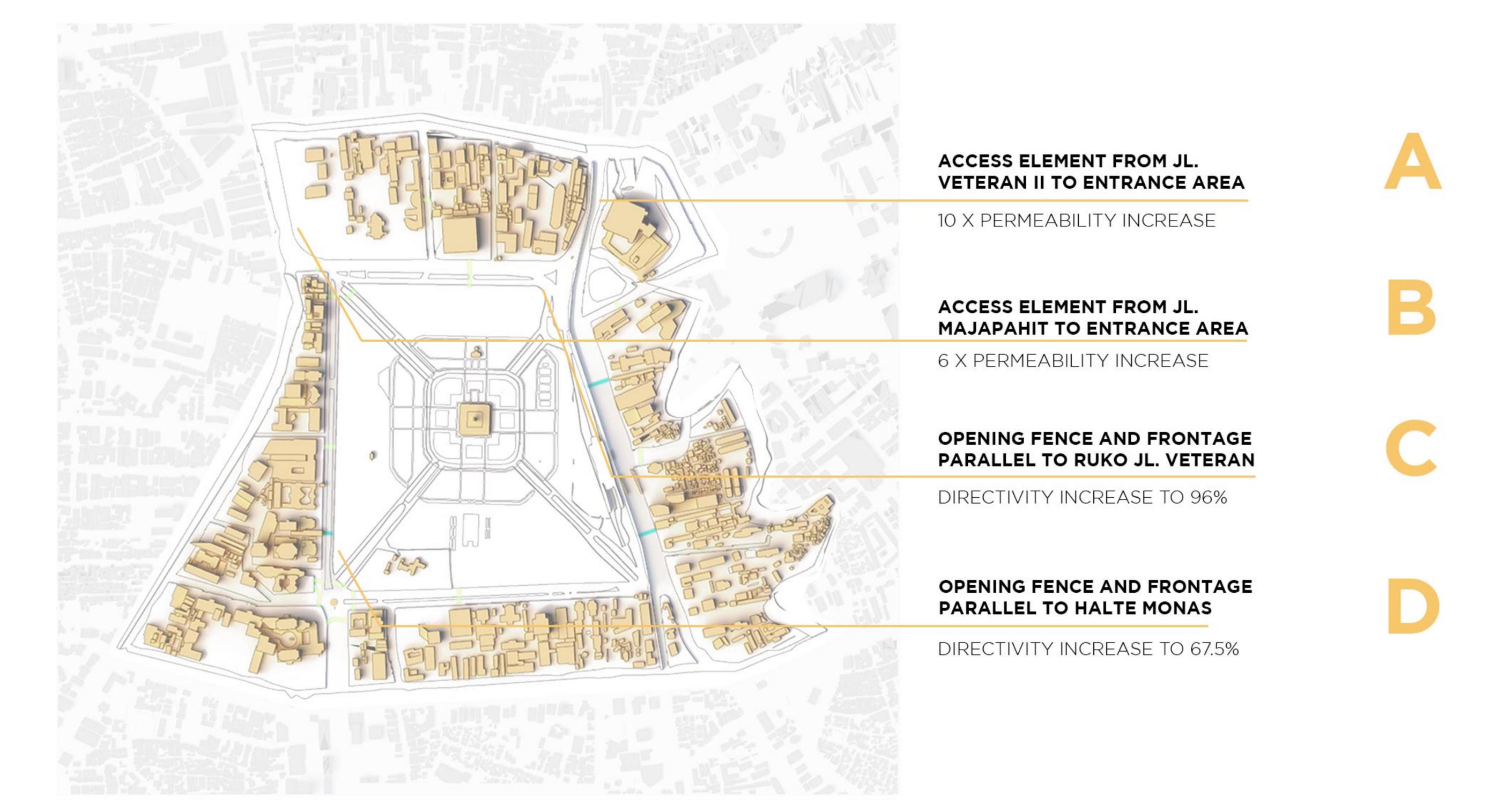
Halte Monas acts as a transport hub, gathering potential users from areas outside of the Medan Merdeka area. The halter also gathers users that ought to go to National Museum, passively adding connectivity to users of nearby alternate destinations.

The Ruko of Jalan Veteran serves as a culinary attraction for tourists, a timeless attraction that is beneficial to attracted towards Lapangan Medan Merdeka. The area would also serve as a parking pocket for Lapangan Medan Merdeka.









# CORE

# IMPLEMENTATIVE CONCEPT

for a more direct access point (in the form of a walking bridge/JPO) from JI.

Veteran I & II and Accommodate

Directivity of Ruko Veteran.

### OVERRIDE ENTRANCE AREA

for a more Direct Access Point from Jl. Majapahit.

EXTENDING THE FRONTAGE AREA and opening the fence to create

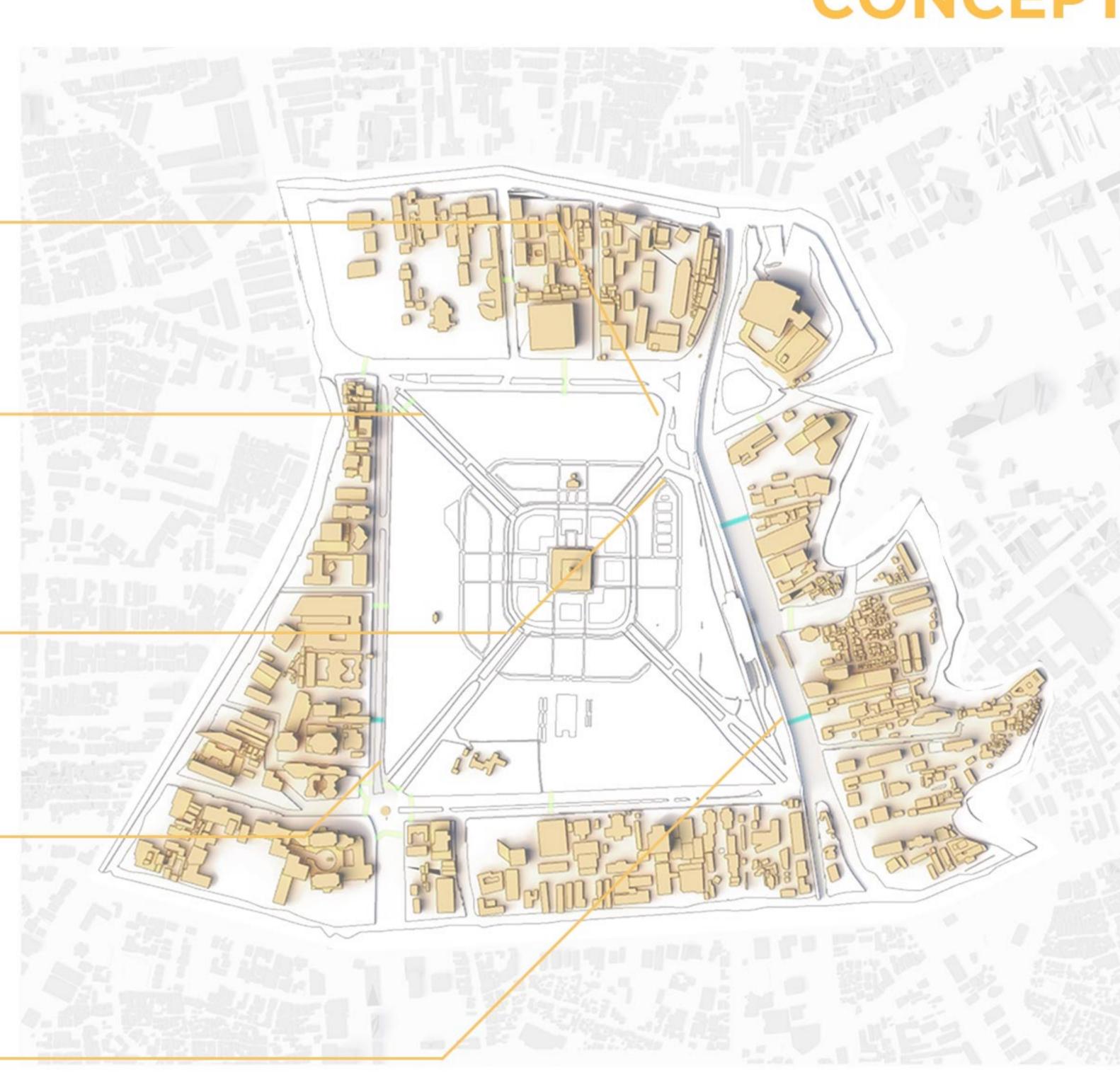
attraction to attract users from Ruko Jl. Veteran and in turn Gambir (due to its adjacency) to attract more relevant users.

## EXTENDING THE FRONTAGE AREA

and opening the fence to create attraction to attract users from Halte Monas and in turn Munas (Due to the shared access between the two).

# ADDITIONAL ELEVATED PEDESTRIAN MODULE

to aid the lack of pedestrians in Medan Merdeka Timur (according to Jl. Veteran I analysis), to reestablish overall area permeability.



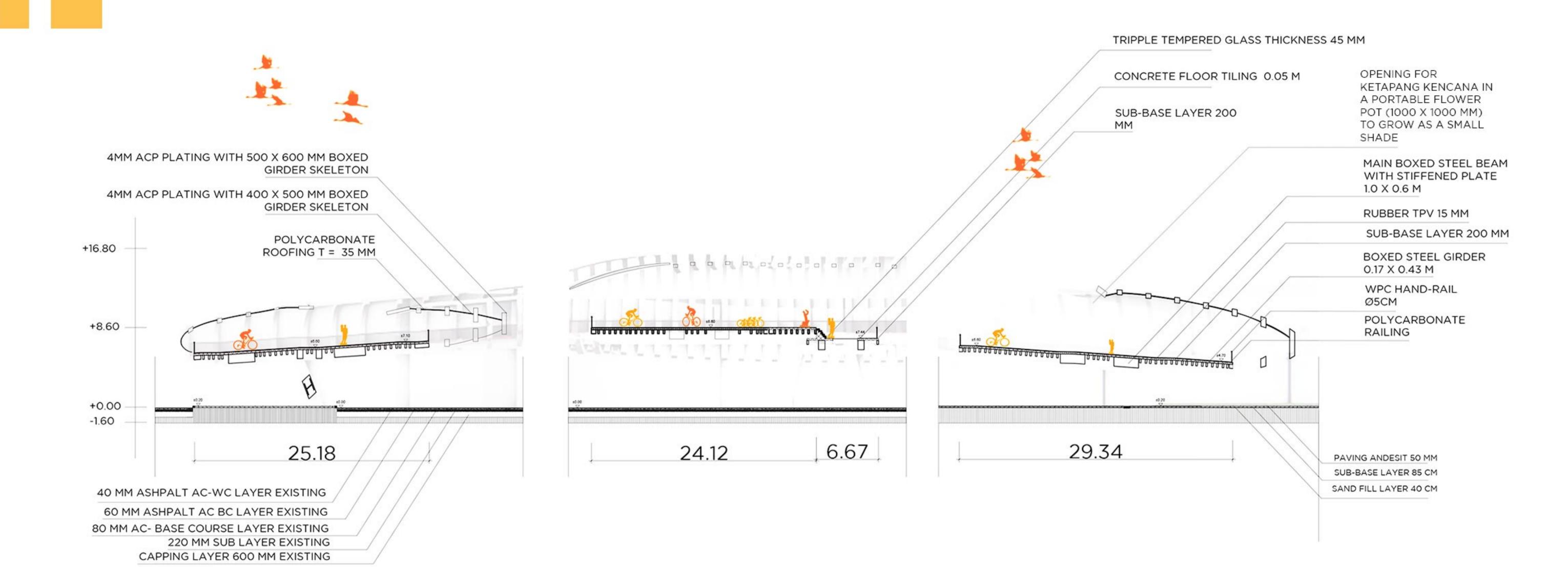




1-Connecting point from Jl. Veteran II to north-east entry of LMM 2-Access from pedestrian area to north-east entry of LMM 3-Connectivity with Gambir 4-Connectivity with Galnas

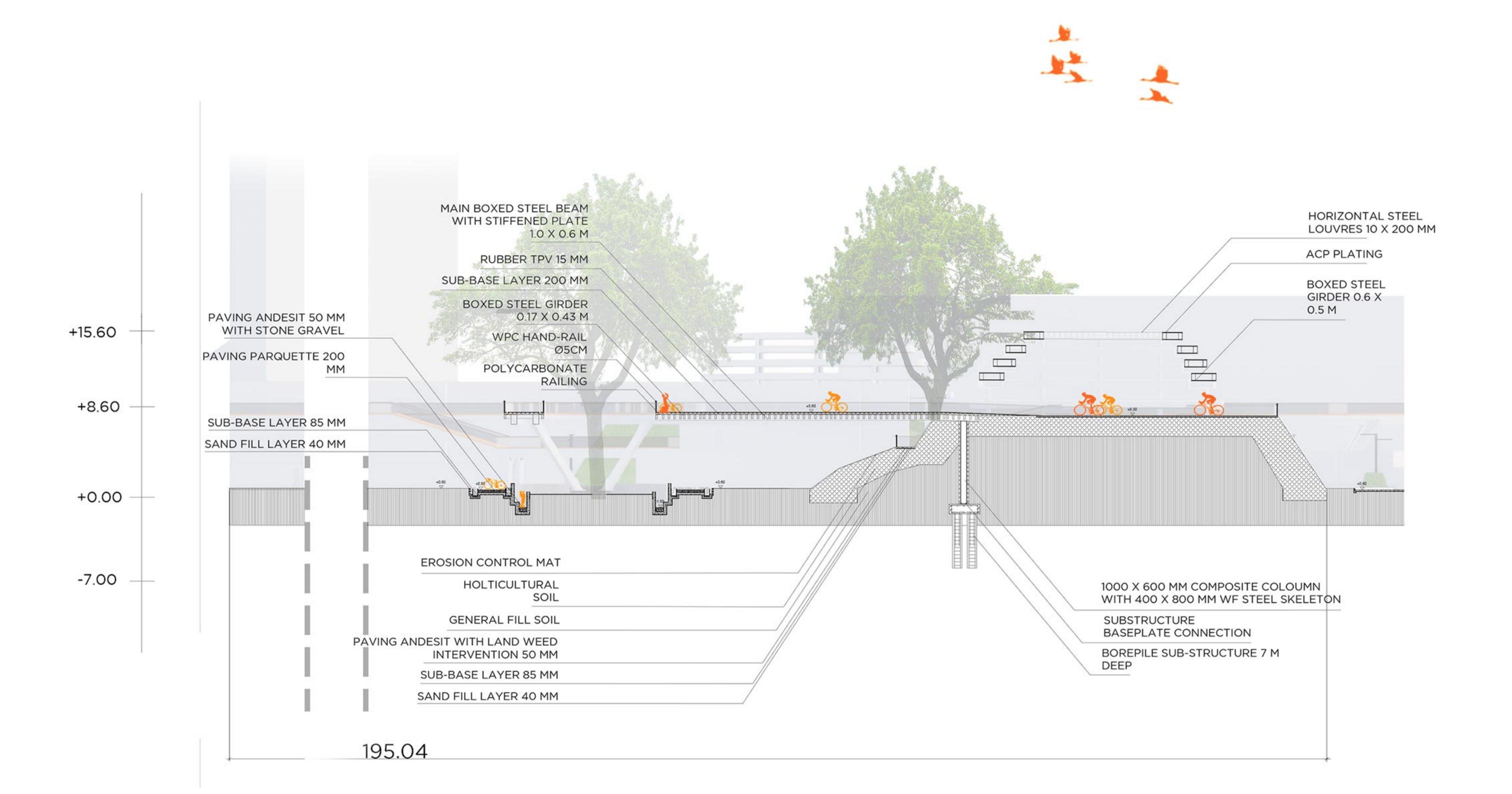
4-Connectivity with Gambir 5-Directivity and connectivity with from Munas 6-Public transport parking pocket, connecting buffer zone with gambir users

# MODULES



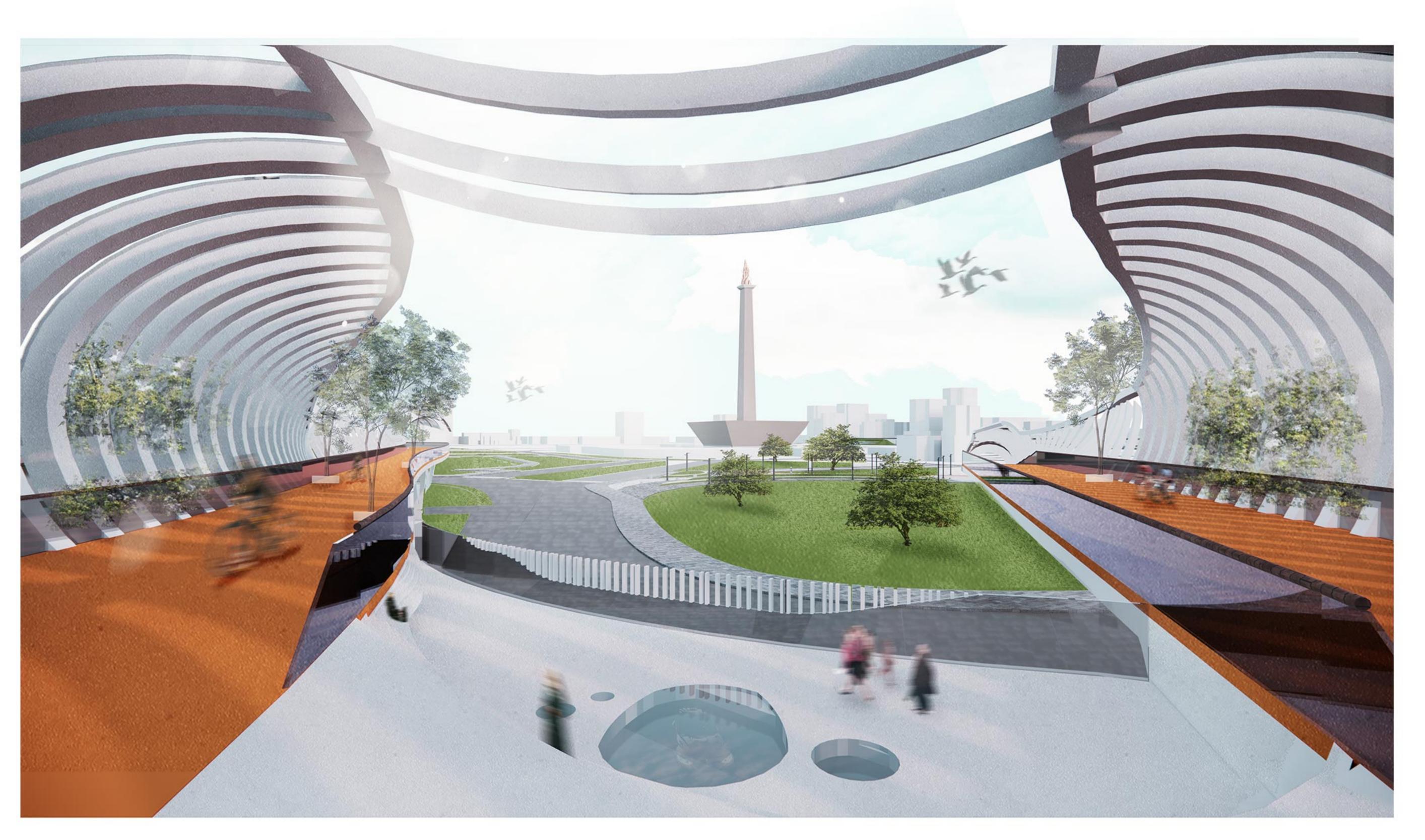
# MODULE A

A module that frames Monas as it was (where cars can pass through) and how it was intended by Soekarno.



# MODULE C

Ground-level seating element for bikers under a shade, also utilized as a seating area for users of Gambir station and pedestrians that pass through the area.



Module A's framing visualization.

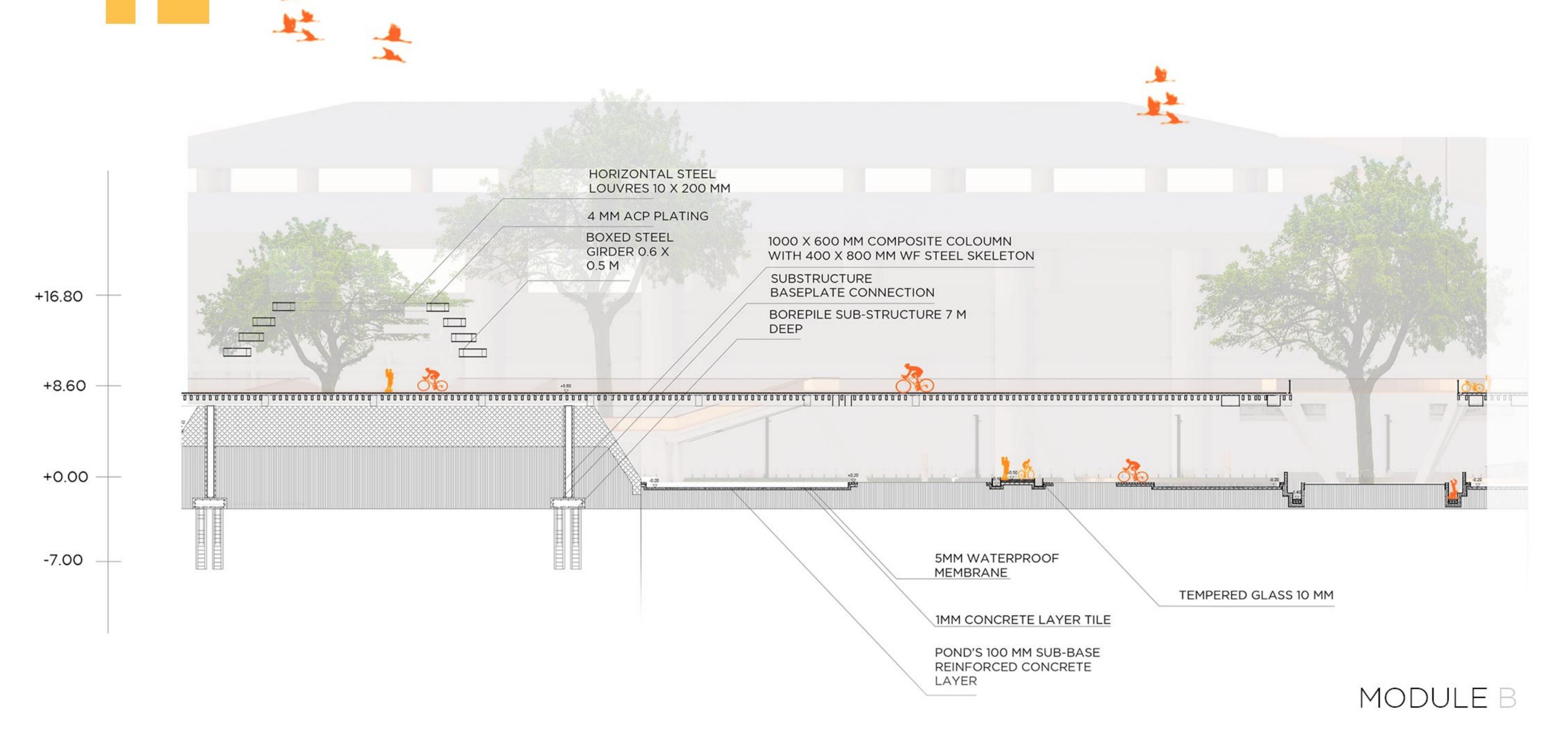


Module C's ambience interpretation.

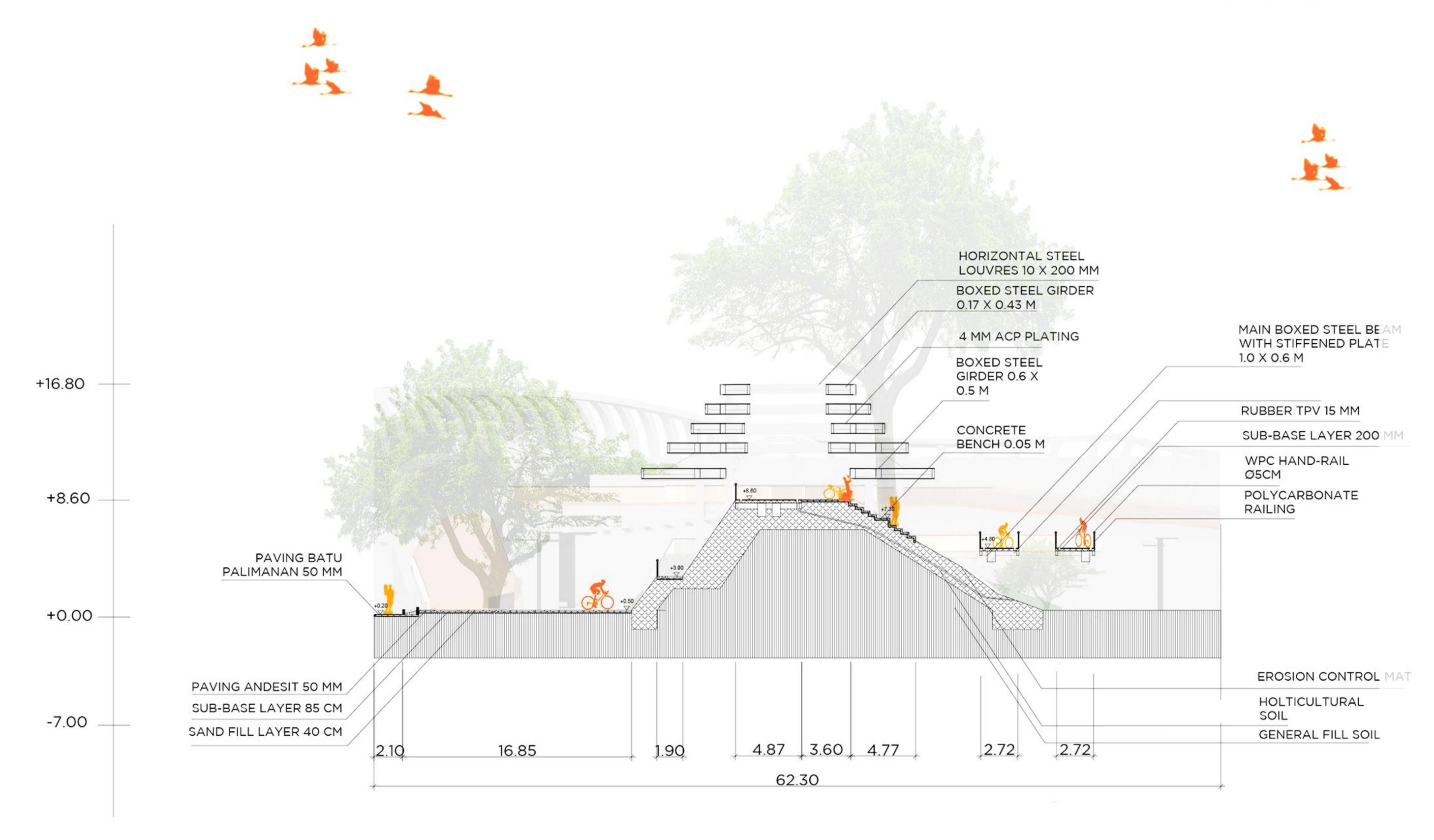
Historical aspects and landmarks are experienced, and attract users, passively through monumental framing along the



# MODULES



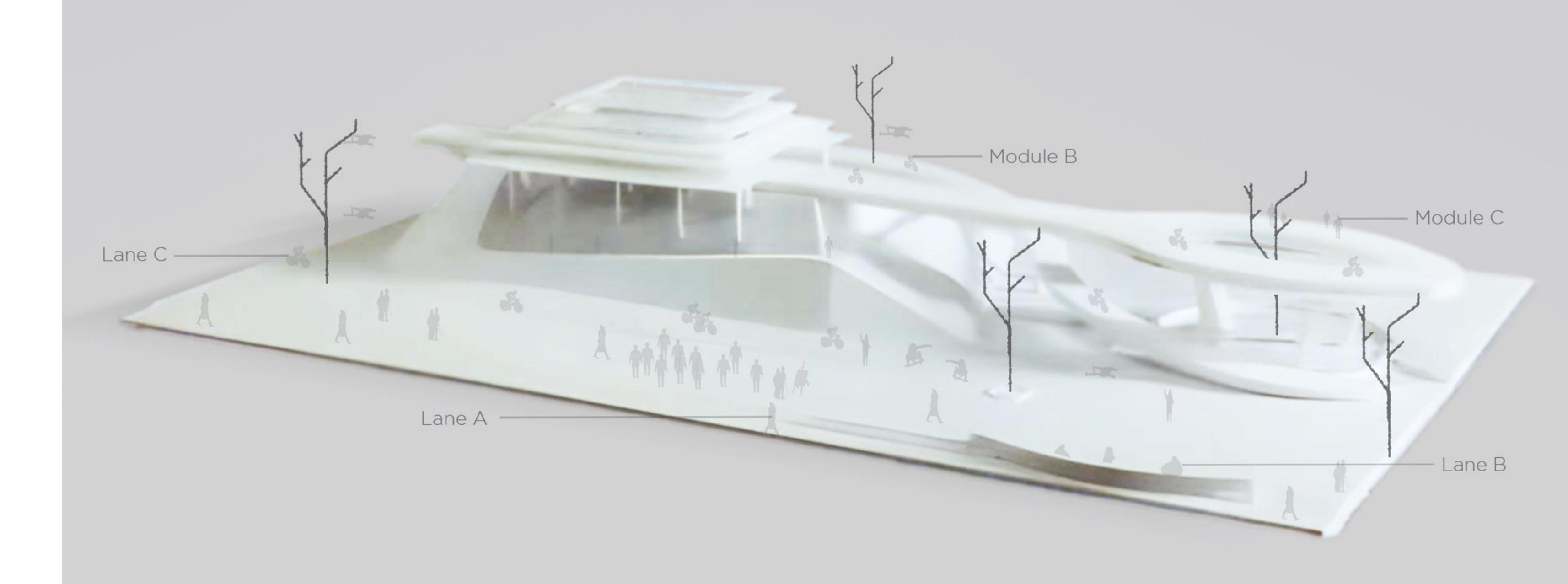
Bikelane and cooling module for bikers, acts as a shade and comfort area for users, without covering the whole serial vision of the area. This design is intended to attract users through needs.



# MODULE D

This multi-level pedestrian pathway is designed to be wider and more comfortable as it gets closer to Lapangan Medan Merdeka. This design aims to attract potential users accordingly to their necessity and different demographics.

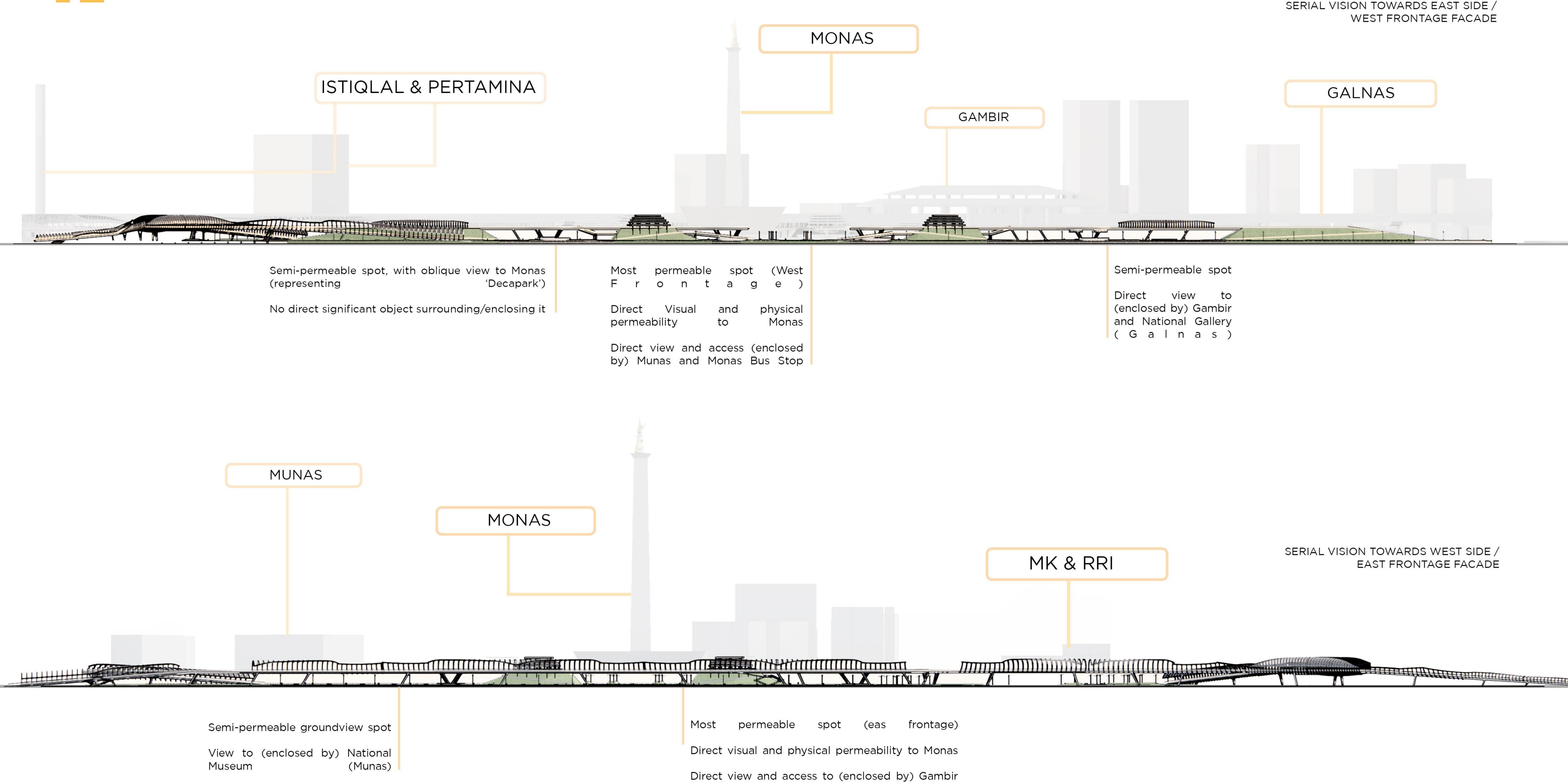


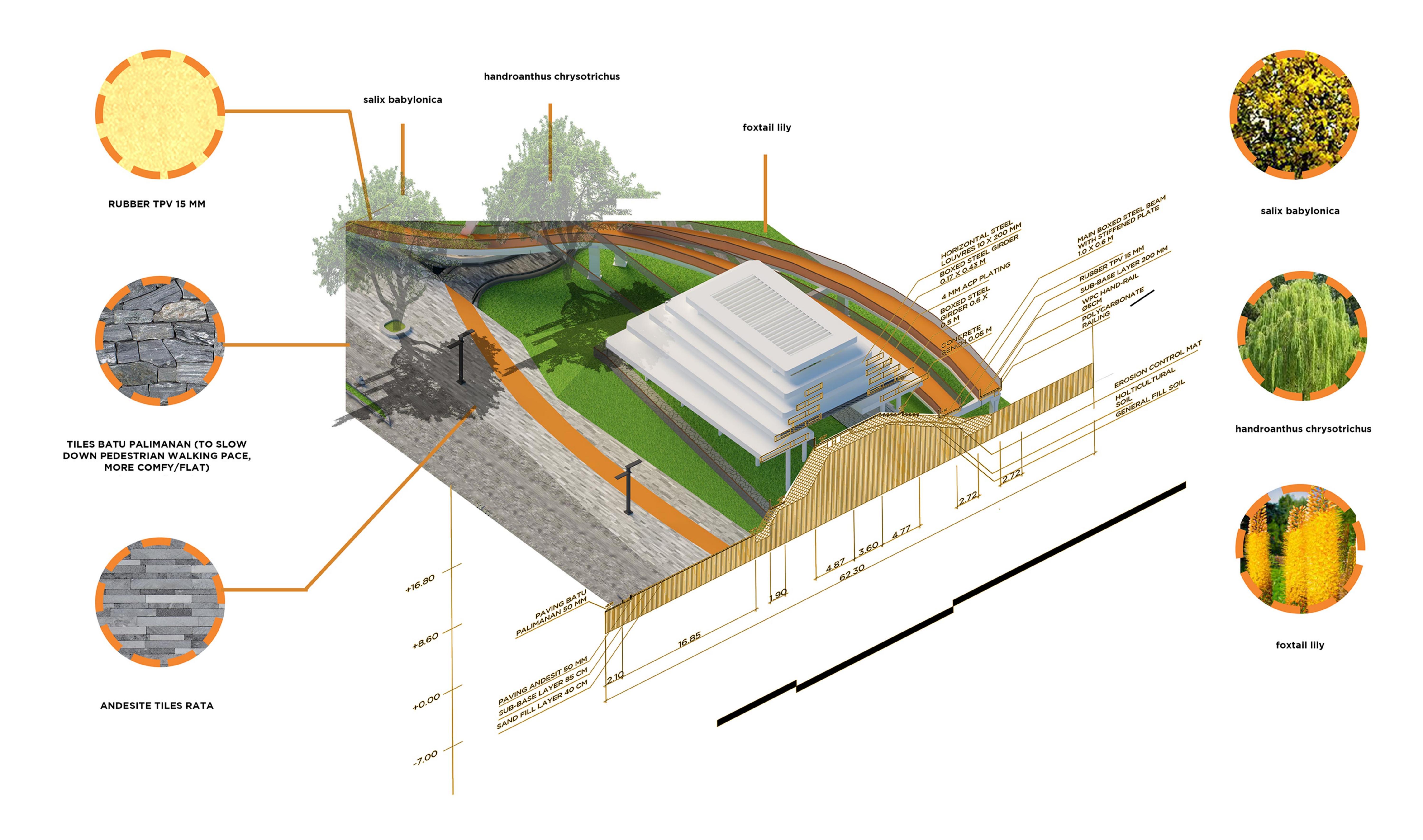


Lane A - Direct Lane - attracts tourist and worker - using textured and small path

Lane B - Resting Lane - where people fly drones, resting, etc - for slowed down/tired Lane A users Lane C - Activity Lane - place for people to play around and bikers to pass - for when people attrected by Monas view/framing









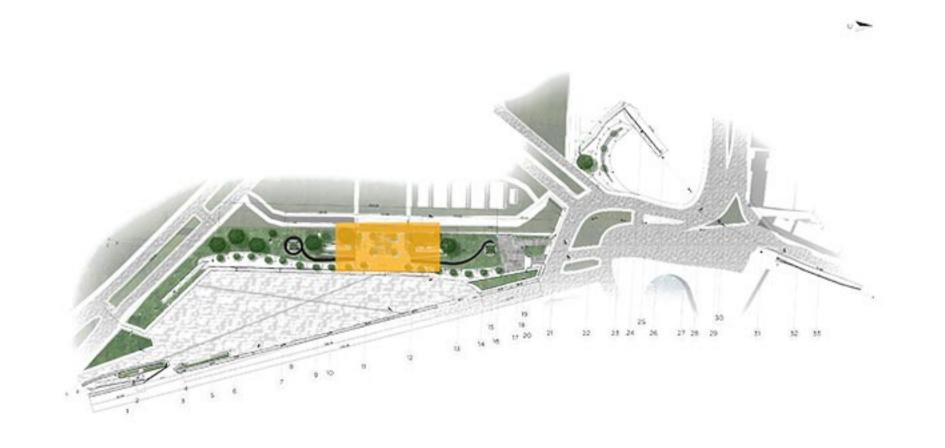


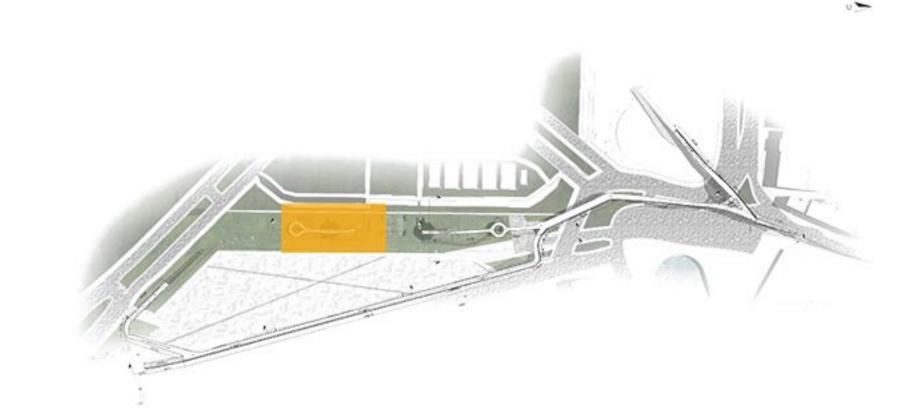






East Frontage's Pedestrian Perspective













West Frontage's Module C Perspective

