



**PI-9273**

Seat No. \_\_\_\_\_

**B. Architecture (Sem. X) Examination**

**July - 2018**

**Research Methods**

Time : 2 Hours]

[Total Marks : 80

**Instruction :** All questions are compulsory and carry equal marks.

- 1 Is architectural research equivalent to scientific research ?  
Write a detailed note on your understanding of both types of research with examples.
  
- 2 Name the components of a proposal in architectural research and define each component.
  
- 3 Write short notes on the following :
  - (a) Primary and Secondary data in a research
  - (b) Difference between Inferences and conclusion in research
  - (c) In-text Citation
  - (d) Parenthetical References
  - (e) Plagiarism.
  
- 4 Read the following paragraph. Write its 'summary' and 'review' as a researcher in architecture.

If we restrict our geography to India, the answer would be a resounding yes. Currently we exist in a crisis of production, as not only are we building less and less (if at all) for the people, the projects that are indeed supposed to be public in nature are being built without true public participation – for instance there are almost no open design competitions that value design merit over turnover – measured competence. And most of the funding dynamics are also such that the Government itself spends less, and instead there is reliance (pun intended) on private capital. The moment the Government abdicates its role and responsibility as a provider for spaces and (places) for people, architecture for the public good dies right there – and instead is absorbed

into the capitalist game of architecture for profit. And thus the much celebrated new 'museum' in Mumbai is not a freely accessible public building, but the arrivals and departure lounges of the city's fancy new airport – the Terminal 2 as it is called – where an exploding economy allows for the polarization of wealth to create a new class of people who can afford air travel – a new elite – for whom these works of art are no different than a temporary visual relief from the monotony and drudgery of a large building with an endless repetition of modular spatial and structural bays. Thus the art becomes less an appreciation of craft, technique and intellectual engagement, and becomes akin to a billboard or advertisement professing the airport to be more than what it really is – an airport. In most cases – the artworks – many of which are of a grand scale and as works in themselves extremely meticulously crafted – are barely visible or readable in their entirety – placed awkwardly in light wells and inaccessible or placed along travelators where one is unable to appreciate the work itself as there is no opportunity for pause and reflection. So the building takes us back to the museum – as – cabinet – of – curiosities – although here for the paying air traveller – and to be seen as glimpses of 'an exotic India'.

But if we investigate this death of the public building and thus the absence of an architecture for – all, one realises, that architecture in the independent country rarely ever had a public or social agenda. Our most celebrated public buildings are still the ones that were built by the British, and in sporadic incidents, rare flashes of exalting public architecture in the few decades after independence. Our railway stations, other than the stupendous creations that were the (British-built) terminal buildings such as those in Chennai, Kolkata or Mumbai – were mostly utilitarian sheds, devoid of even the most basic necessities or facilities. As such they were not even utilitarian. And oh, since they are meant to serve the poor masses, as such, they were deemed just enough. There is no dignity in poverty, no dignity in the remote, no dignity in the rural.

– Supriyo Bhattacharjee in an article titled "Architecture in India Serves Only the Economic Elite"