Curriculum Vitae

(As of 04/2025)

1 Personal information

Enshan Chen
PhD candidate

Urban Design section, Urbanism department, faculty of Architecture and Built Environment, TU Delft

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Personal website: https://1309928130.github.io/

2 Education

TU Delft
(2024 QS Ranking in Architecture: No.3)
Delft, the Netherlands
Ph.D. (Urbanism), 2021-Present
PhD thesis research title: Station-city integration towards fluctuation-supportive railway station areas: The problems, assessment, and guidelines

Tongji University
(2024 QS Ranking in Architecture: No.13)
Shanghai, China
Master of Architecture (Urban Design & Theory), 2018-2021
Research topic: The Urban Form of Railway Station Areas

Chongqing University
Chongqing, China
Bachelor of Architecture, 2011-2016

3 Certificate

Class 1 Registered Architect (China) (一级注册建筑师), 2023-Present

4 Skills

Languages: Chinese, English
Programming: Python, R, C#, HTML, LaTeX
Software: SPSS, QGIS, Grasshopper, Rhino, Sketch Up, sDNA, UNA; AutoCAD, ArchiCAD; V-ray, Lumion, Inscape; Photoshop, InDesign, Illustrator, MassMotion (crowd simulation software)

5 Software/Plugins developed

Out of personal interests, I develop Rhino plugins:

- PandaModelling [Writtern in C#]
- PandaMeasuring [Writtern in Grasshopper]
- PandaAnalytics [Written in Python; Based on my PhD research]

6 Publications

Published journal articles (Peer-reviewed)

[During PhD degree time]
Enshan, C., van de Spek, S., van der Hoeven, F., & Triggianese, M. (2025). Evaluate user satisfaction for urban design of railway station areas: An assessment framework using agent-based simulation. Environmental Impact Assessment Review, 110, 107685. https://doi.org/10.1016/j.eiar.2024.107685 [Journal quartile: Q1; Impact factor: 9.8; SSCI] [PhD project work package 2]

Chen, E., & Zhuang, Y. (2022). The Stakeholder Gaming and Element Organization——Research on the Station-city Integration Development of Utrecht Central Railway Station [In Chinese]. The Architect. 3, 52–60. https://doi.org/10.12285/jzs.20211015002

[During master's degree time] Chen, E., Jiang, M., & Zhuang, Y. (2021). Research on Urban Morphology Characteristics of Railway Station Based on Density and Function Index[in Chinese]. Architecture Technique, 27(04), 100–102. https://doi.org/10.19953/j.at.2021.04.024

Chen, E., Yang, S., & Zhuang, Y. (2021). Analysis of Urban Security Based on Visibility: Taking Utrecht Railway Station Area as an Example [in Chinese]. Architecture Technique, 27(04), 121–123. https://doi.org/10.19953/j.at.2021.04.031

Enshan, C., & Wenda, S. (2021). Analysis of Spatial Features of Adjacent Neighbor and Preliminary Discussion of Renew -Taking Four Adjacent Neighbors of Jiangxibei Road and Wujin Road of Shanghai City as an Example [in Chinese]. Housing Science. https://doi.org/10.13626/j.cnki.hs.2021.01.007

Published conference papers, posters, or oral presentations (Peer-reviewed)
Zhoulanyi Xing, Junting LIN, enshan CHEN. (2025) Exploring Functional Configuration in European Station Areas Based on Multi-Scale Accessibility Quantification. AESOP ANNUAL CONGRESS 2025

Anan Tian, Enshan Chen (2025). Mediated Architectural Repositories: Performing a Context-Driven, Spatio-Temporal VR Archive Prototype. CDRF 2025 (The 7th International Conference on Computational Design and Robotic Fabrication)

Enshan, C., van der Spek, S., van der Hoeven, F., & Triggianese, M. (2024). Study the Design Principles for Fluctuation-Responsive Railway Station Areas. The 16th Conference of the International Forum on Urbanism (IFoU), Multi-city Online. https://www.researchgate.net/publication/384561119_Study_the_Design_Principles_for_Fluctuation-Responsive_Railway_Station_Areas [Abstract + Full paper]

Enshan, C., Stefan, van der S., Frank, van der H., & Manuela, T. (2024). Assessing user satisfaction for urban design of railway station areas. ACSP 64th Annual Conference, 1257-1258. https://cdn.ymaws.com/www.acsp.org/resource/resmgr/2024_conference/docs/acsp2024_bk_of_abstracts.pdf [Abstract]

Chen, E., van der Spek, S. C., van der Hoeven, F. D., & Triggianese, M. (2022). Station City Integration in China: Towards Mobility Resilience and Public Space Flexibility. Urban Transitions 2022: Integrating Urban and Transport Planning, Environment and Health for Healthier Urban Living. https://www.researchgate.net/publication/381189110_Station_City_Integration_in_China_Towards_Mobility_Resilience_and_Public_Space_Flexibility [Poster]

Published book chapters
Zhuang, Y., & Chen, E. (2022). The urban form of the railway station area. In Station-city integration: Urban design (In Chinese), 191-226. China Architecture & Building Press.

Papers in submission or mostly finished
Enshan, C., van de Spek, S., van der Hoeven, F., & Triggianese, Tian, A., M. Lin, J. Problem statement of the overcrowding and emptiness in railway station areas: Case studies 【PhD project work package 1-a】

Enshan, C., van de Spek, S., van der Hoeven, F., & Triggianese, M., Cui, M. Inquiring fluctuation-supportive spatial solutions addressing overcrowding and emptiness in railway station areas: A literature review【PhD project work package 1-b】

Enshan, C., van de Spek, S., van der Hoeven, F., & Triggianese, M. Investigating the design principles for fluctuation-supportive Railway Station Areas【PhD project work package 3, project result-presenting website click the link】

Enshan, C., van de Spek, S., van der Hoeven, F., & Triggianese, M. Anan, T., Junting, L., Lanyi, X. Assessing visual experience: Evidence extracted from image segmentation

Enshan, C., Anan, T., van de Spek, S., van der Hoeven, F., & Triggianese, M. Assessing

fluctuation-supportive design principles through workshop and agent-based simulation: Six scenarios of Sloterdijk station area, Amsterdam

Lin, J., Enshan, C., & Yu, Z. A review of urban design research on railway station areas in the European context: “Vision description - place questioning - spatial intervention - humanistic reflection”(In Chinese)

XING Zhoulanyi, LIN Junting, CHEN Enshan, ZHUANG Yu1. Identification of Areas for Optimization of Public Transit Arrivals and Departures within High-Speed Railway Stations Based on Multi-source Data – A Case Study of Shanghai Hongqiao High-Speed Railway Station Area (In Chinese).

Thesis and graduation progress
• The thesis is under internal revision.
• Expected to graduate sometime between September and December 2025, depending on when my daily supervisor comes back from sick leave and the official procedure.

7 Academic activities

17-21/03/2025. Tutoring in an international workshop: Reimagining Architecture of Interchange. For a group of 35 students in the ATHENS Network. TU Delft, the Netherlands

03/2025. (Online) Tutoring in a course: How to expand your discipline and keep it relevant in transformative times. Tongji University, China.

25/09/2024. Organize Workshop: Fluctuation-responsive railway station. TU Delft, the Netherlands

15/04/2024. Participant Serious Game: Crossing the Farm (a board game testing how the food system might form a future self-sustainable city, with the participation of multiple stakeholders). Rotterdam, the Netherlands

12/03/2024. Participant Workshop: Low carbon stations. TU Delft, the Netherlands

16/11/2023. Attend Conference: National stations congress. ’ s-Hertogenbosch, the Netherlands

06/22/2024. Present Lecture: Station-City Integration, towards the Dynamic Model: The problems, assessment, and guidelines. Active mode lab, faculty of Civil Engineering and Geosciences, TU Delft, the Netherlands

8 Working or practice History

03/2018-09/2018, Urban designer, Tongji Architectural Design (group) Co.,Ltd. Shanghai, China
• Urban Design of Core Area In Zhengzhou South Railway Station
• Urban Design Of West Lake Area In Zhangzhou

07/2016-08/2017, Architect, Shanghai TIANHUA

Architecture Planning & Engineering Ltd. Shanghai, China • Beijing Mentougou Longfor Shopping Mall
• Taiyuan Yangjiayu Macalline Residencial District Project

09/2015-03/2016, Intern Architect, Chongqing TIANHUA
Architecture Planning & Engineering Ltd. Chongqing, China

9 Design-related content

• The design portfolio at the Master's degree time Click the link

• Lead a team of 6 people joined a design competition, Sep 2024, shown as follows:

Figure 1: Results of a recent design competition: We won a 3rd-prize

10 Future research plan

Based on my current research, I can continue to deepen and expand in the two dimensions of content and analytics:

Content - 1. Research on complex buildings and city districts (taking railway station buildings and surrounding areas as an example, Figure 1); 2. Fluctuation-supportive spatial solutions.

Analytics - Various technologies, including agent-based modeling (Figure 2)

In terms of content, complex buildings and city districts are complex adaptive systems with various performance and multifaceted components (such as position, spatial configuration, spatial quality, and programming; types of space users, crowd behavior characteristics, individual psychological characteristics; mobility, distribution of crowd activities, types of activities, etc.), which can be intervened by interdisciplinary means including design (spatial planning and design, transportation, management, etc.). We need to study these performances, elements, and means. The development and design of complex projects typically involve complicated decision-making (for investment, design, etc.) of various stakeholders, so co-creation and participatory design should be further explored to facilitate the complex projects. In my current PhD project, I simulated the railway station system by integrating many factors, but there is still a lot of content to be done in the future (Fig. 1).

In addition, one of my research interests lies in fluctuation-supportive spatial solutions. Taking railway stations as an example, many large stations are congested during festivals and empty during non-peak times. How to design them well that they can adapt to the scale without being congested or empty is a proposition with great economic and social value; the results of my doctoral thesis provide a partial solution to this proposition. The proposition of dynamic use is not only related to train stations, but also other large facilities, such as sports stadiums, airports and other transportation facilities, hospitals [especially during the epidemic], municipal squares, buildings that combine peacetime and wartime, etc., all face the contradiction between peak capacity and emptiness in peacetime. These fluctuations in use can occur at different time scales, with frequencies such as daily, weekly, annual, and every decade, and can also intervene at different spatial scales, such as buildings, blocks, cities, and society. Therefore, there is still a lot of content to explore in this field. For example, in the Netherlands, facing the future of the delta in the face of climate change and rising sea levels, scholars in the same field have begun to explore future infrastructure that supports flexible use and provides flexibility to the built environment (which is usually considered to be a static or even eternal man-made object).

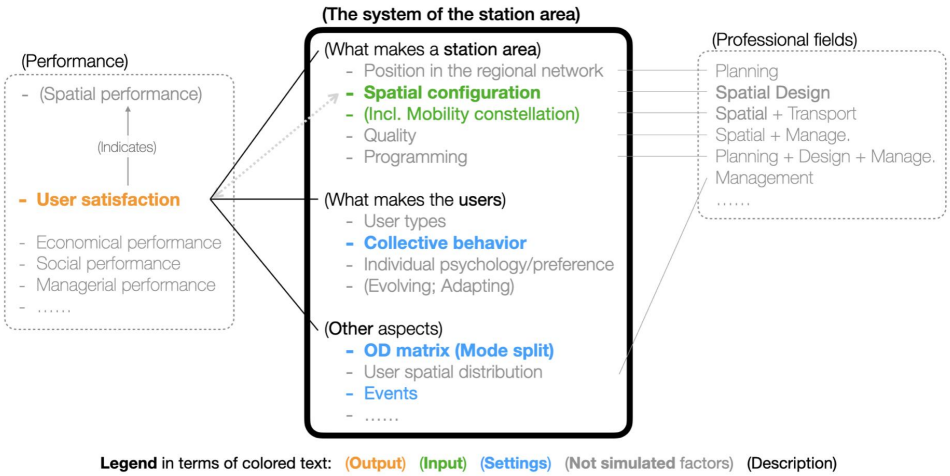

Figure 2: Complex building and block system simulation, taking railway station as an example

In terms of analytics, complex buildings and block systems and the physical elements and user groups contained therein need to adopt traditional research and analysis methods such as case analysis, phenomenology, and ethnography, and various new technologies can also be used. At different spatial scales, including individual psychological research at the micro scale, simulation

calculation at the meso scale, and quality measurement of cities at the macro scale, they can be combined with measurement technology of human factors, simulation technology, artificial intelligence, big data, etc. These studies at different scales can also promote each other. For example, the characteristics produced by micro-individual studies and the laws obtained by macro-research can be used as input parameters for meso-scale simulations or as ground-truth for evidence-based research.

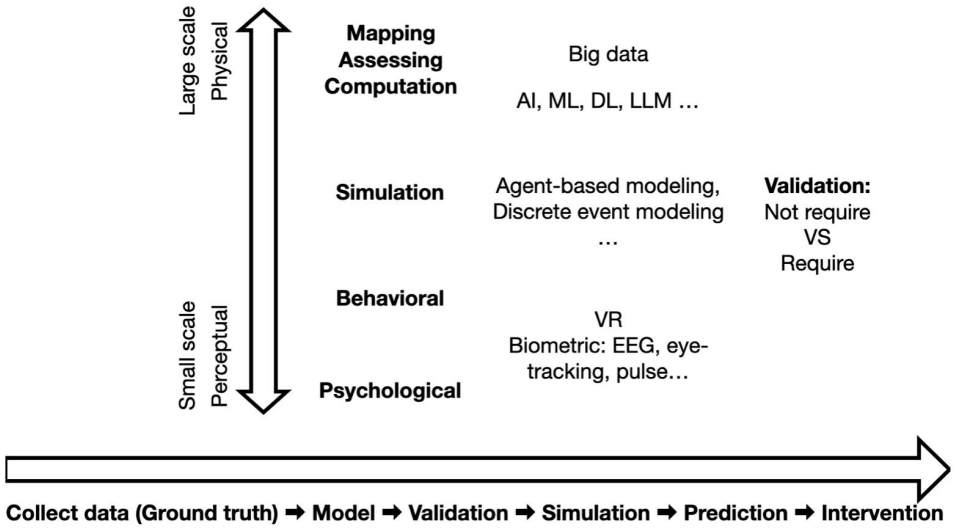

Figure 3: Research spectrum