

CHAPTER

04

[precedent study]

4.1 Theoretical / **Magnets** / C. Price 1996

4.2 Functional / **Parc de le Villette** / B. Tshumi 1982-1998

4.3 Programmatic / **Community Green Station** / Architectural Services Department 2014

4.4 Services Precedent / **Centre Pompidou** / Richard Rogers and Renzo Piano 1977

*The chapter focuses on the **four** categories of precedent studies; related to components of theory, function, program and services. Each study is discussed with reference to the proposed design for the Block of Brown Street.*



Presistance of Nature

4.1 theoretical precedent

Magnets

by C. Price 1996

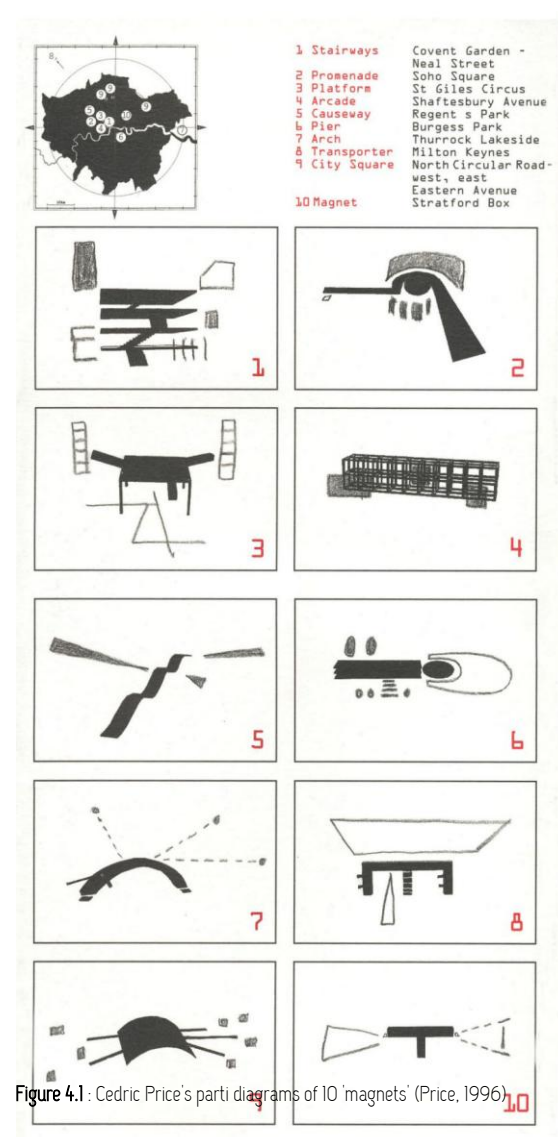
[urban infrastructure and planning]

In 1996 as part of seven projects on the theme of anticipatory architecture 'Magnets' by Cedric Price proposes ten short life structures, to be funded by local authorities, which would provide amenities and stimulate new patterns of public movement. As an 'anticipatory architecture', the magnets were designed as temporary, mobile, structural adjustments to the existing public realm. "The magnets are both pragmatic and polmatic in the way they turn space to the public advantage. Unlike conventional architecture, they are not an end in themselves but encourage the continual necessity for change" (Price, 1996).

The 10 magnets include: Stairways, Promenade, Platform, Arcade, Causeway, Pier, Arch, Transporter, and City Square. These structures were intended to occupy space not usually seen as sites that are available for public use, such as, air space above roads, streets, parks, lakes and railways. They were designed to generate new kinds of access, views, sanctuary, safety and delight; to "overload" underused or misused sites and make them more delightful and playful (Hardingham, 2003: 89).

This concept of building design reveals new possibilities for architecture. Buildings, in the way that they become infrastructural, become part of the urban structure and although they

appear light-hearted, they allowed to exceed their conventional functional expectations. The projects of both Tschumi and Price provide planning approaches that are theoretical and contextual and also contain the need to be flexible (see "Flexibility", Chapter 1).



cedric price

Anticipating the unexpected

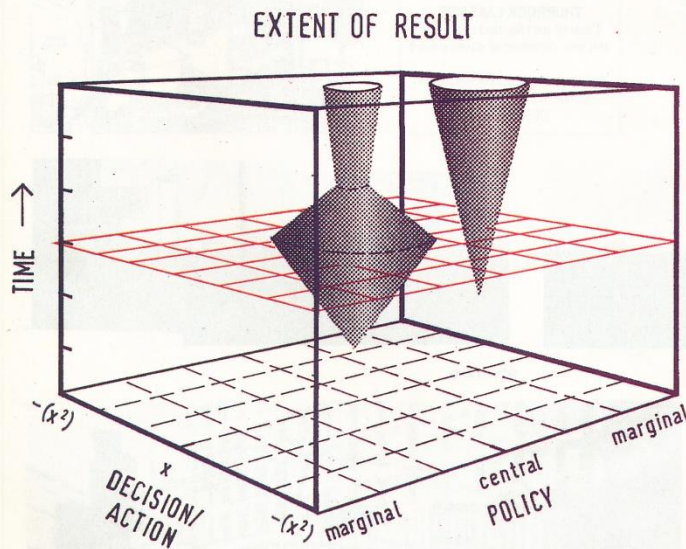
In the following pages Cedric Price explores some of the themes which are examined in his recent work on anticipatory architecture. The work refers to the seven projects outlined below

'There are many situations in which to be systematically late, is to be systematically wrong'

Sir Geoffrey Vickers VC, 'Value Systems & Social Progress' 1968

To establish a valid equation between contemporary social aspirations and architecture it is essential to add to the latter doubt, delight and change as design criteria. Architecture is slow and therefore requires anticipatory design. Clients should never be embarrassed by admitting doubt or ignorance or by changing their minds – that's what we're here for – and why I have selected these extracts of some projects of the 1990s.

Cedric Price



THE LOGIC OF OPERATION APPROXIMATION (OR SHIPS THAT PASS IN THE NIGHT)

MAGNET

Magnets are installed on existing metropolitan sites which are underused or misused. The structures are transplants providing socially beneficial movement routes. Their planning encourages adjacent future growth while the fixed life structures enable variation and reassembly to be undertaken with speed and minimal disruption.

5 September 1996

STRATE

Forty-three hectares of British Rail land adjacent to Stratford E15 centre designated for redevelopment of the existing main-line station together with a Channel link station. Variety of options require further consideration – political, social and economic – occasioning phased future development. Intermittent work undertaken since 1989 – project is on-going.

STRATTON

A cross-Rhine international road link together with a phased development of previous industrial and dockland zone. A new TGV station is included in the proposed educational, industrial and community plan development to be administered by a new Joint Cities authority. The new motorway enables a variety of uses below, while the motorway itself is incorporated within larger activity volumes. Long-term redevelopment of industrial polluted land creates new demolition and horticultural industries.

HAVEN

Bremehaven recognises the need to increase both tourism and advanced scientific/oceanographic industries to replace declining ship-building and fishing. A new ocean research dock is established with increased tourism phased with new city access and communication.

RINK

Consideration of a rail Channel link bridge over the Thames, as opposed to a tunnel.

APPEX

Design 'primer' for rail passenger station designers. In-office use only.©

MILLS

A variety of pedestrian riverside movement is combined with phased agronomy and public space programme in this south end of the Lea Valley Park. Adjacent to STRATE and former site of the proposed FUN PALACE.

the architects' journal | 27

Figure 4.2 : Cedric Price's parti diagrams of 10 'magnets' (Price, 1996)

4.2 Functional Precedent

Parc de le Villette

by B. Tshumi 1982-1998

[public infrastructure and planning]

The Parc de la Villette was designed to revitalize an abandoned and undeveloped piece of land in Paris, France. The idea was to redevelop the land between a meat market and slaughterhouse which dates back to 1860. Briefed to design an urban park, Tshumi envisioned the Parc de la Villerte as a place of culture where natural and artificial are forced together in a state of constant reconfiguration and discovery.

The Parc de la Villette was designed according to three principles of organization that Tshumi classifies as points, lines, and surfaces. The 135 acre site was organized spatially into a grid of 35 points, which he called follies. The series of follies gave a dimensional and organizational quality to the vast expanse; serving as points of

reference. The repetitive nature of the follies, though each unique and different, allow for visitors to retain a sense of place.

Similar to the Manhattan Transcripts (1976 - 1981), Parc de le Villette manifests urban life and activity where space, event and movement all converge into a larger system. Criticized of being too large and designed without consideration for the human scale and argued to exist within a vacuum not responding to the history and context of the site. With such a large scale, however, the design becomes an analytical and conceptual approach to the way a human feels within a larger urban setting. The theory is justified and gives meaning to a design that prioritizes creation of space over building.

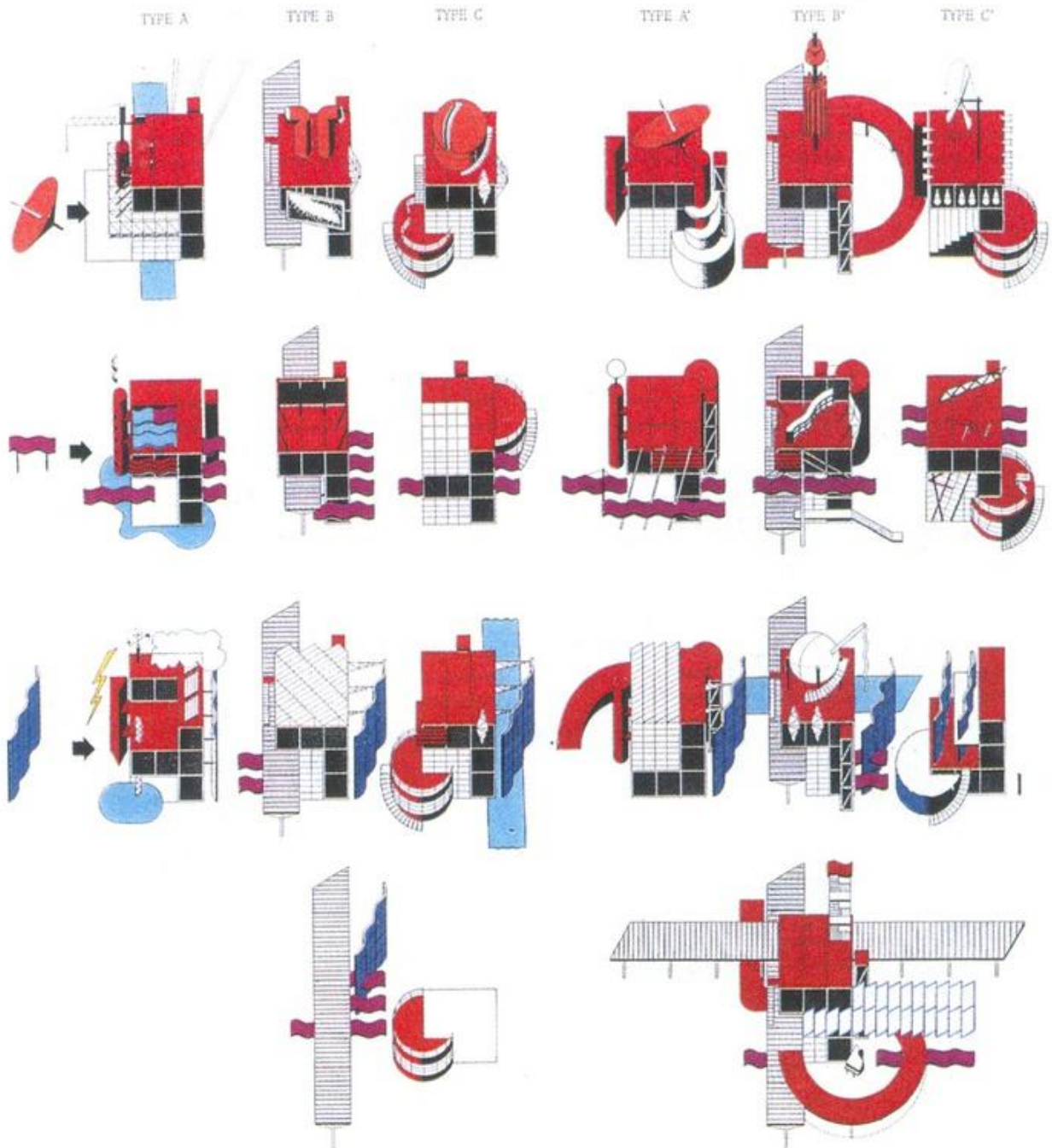


Figure 4.3 : Diagram Series of folly types by Tshumi (Achdaily.com)

4.3 Programmatic Precedent

Community Green Station

by Hong Kong Architectural Services Department 2014

[program and function]

Located in Sha Tin, Hong Kong, the Community Green Station is a pilot project for the implementation of the Government's 'reduction first waste' management strategy. The project supports recycling efforts at a community level. It also holds exhibitions and offers educational programs to advocate the importance of recycling. The station consists of an education centre, workshop, office and ancillary facilities.

The challenge of the project was to create a temporary recycling station that would have a positive impact on the community. Having turned an underutilized car park into a gathering place, the idea was not create a rubbish collection point but that to fashion a positive addition to

the local area. In this way, sustainable design is not treated as a technique, but as a part of local culture.

The design is divided into a garden courtyard and backcourt that serve as a function of exhibition and workshop respectively. Modular containers are modified to suite different functions. A central garden engenders a sense of community in the form of an oasis within the heart of an industrial area. These components bring into being a multi-layered space; from public to private; from open space and semi-open space to enclosed area. It is an interpretation of a pavilion in a Chinese garden.



Figure 4.4 : Photographs of Community Green Station (Achdaily.com).

4.4 Services Precedent

Centre Georges Pompidou

by Richard Rogers and Renzo Piano 1977, Paris, France

[architecture and infrastructure]

In the 1970s, architects Richard Rogers and Renzo Piano collaborated on the design of a cultural centre in Paris, the Centre Georges Pompidou. Their primary concept for the building was to portray the museum itself as movement. Secondary to this, but framing applicable precedent for this dissertation, is the concept of exposing all the infrastructure of the building. All the different mechanical and structural systems are shown, not only so that they can be understood but also to maximize the interior spaces without interruptions. The various systems on the exterior of the building are painted different colours to distinguish their different roles. The structure and largest

ventilation components are painted white; stairs and elevator structures are a silver-grey; ventilation is painted blue; plumbing and fire control are green; the electrical elements are yellow and orange, and the elevator motor rooms and shafts, or the elements that allow for movement throughout the building, are painted red. Part of making these systems visible to the users of the building is that the articulation and organization of these services not only define spaces but also guide users in and around the building.

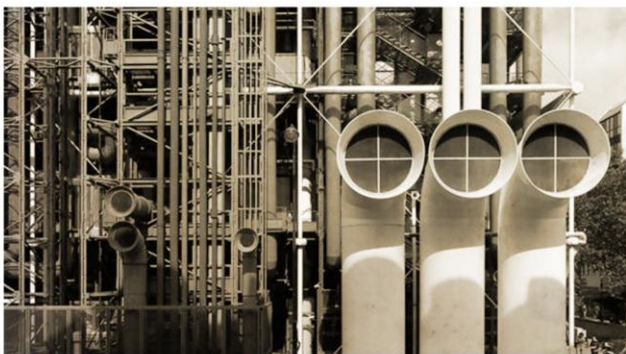


Figure 4.5 : Photographs of Centre Pompidou and its services(Achdaily.com).

