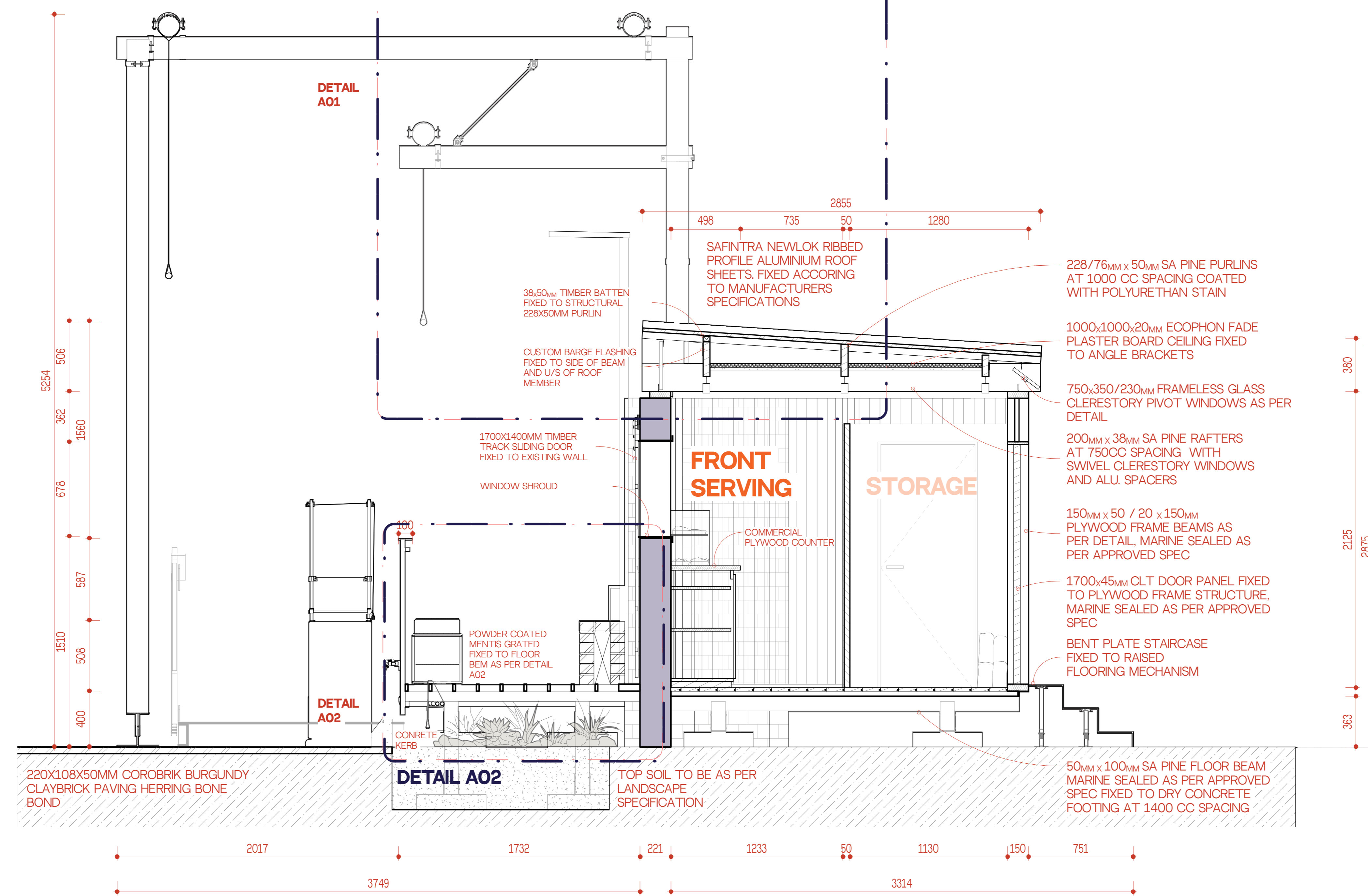
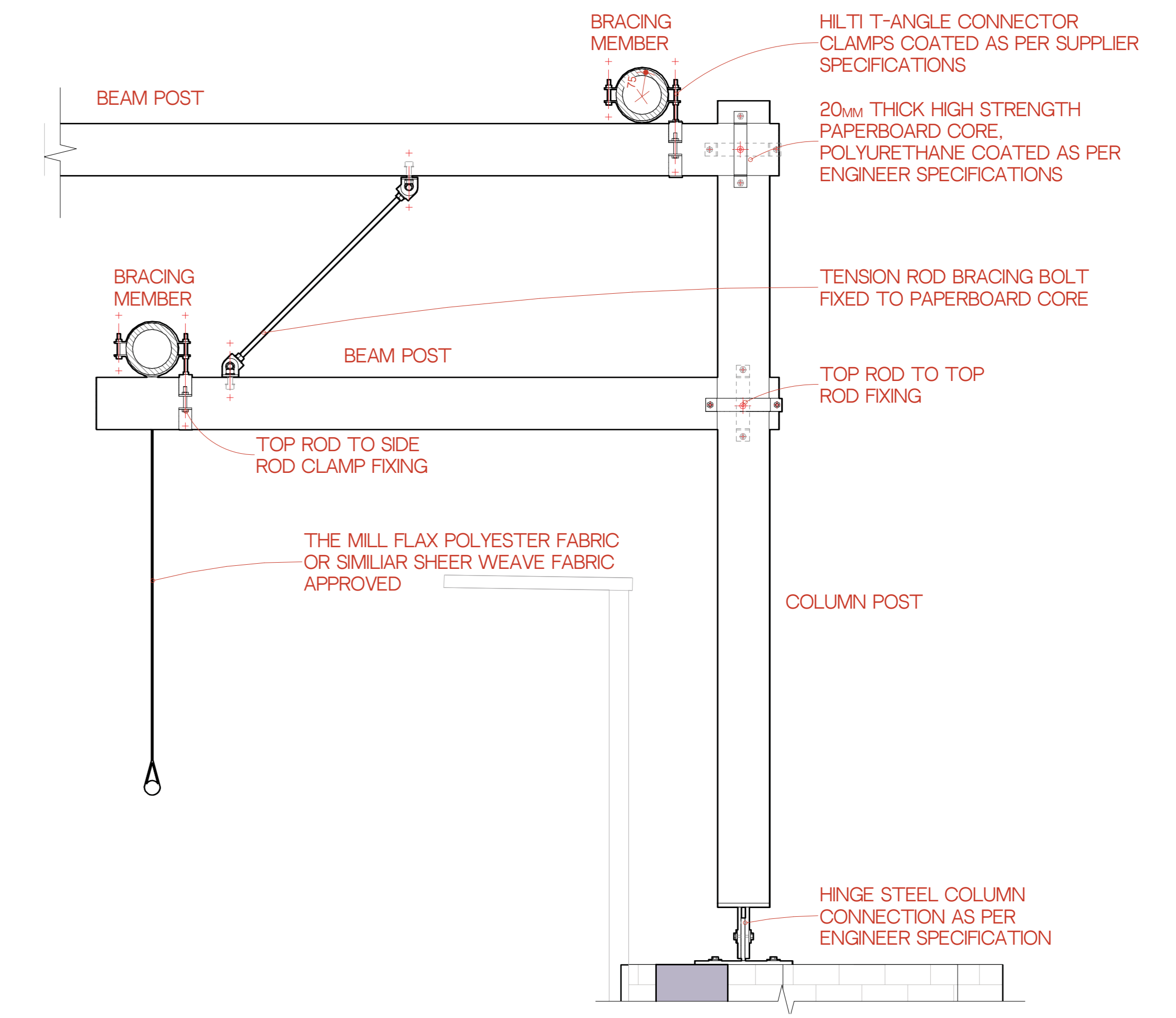


DETAIL A01



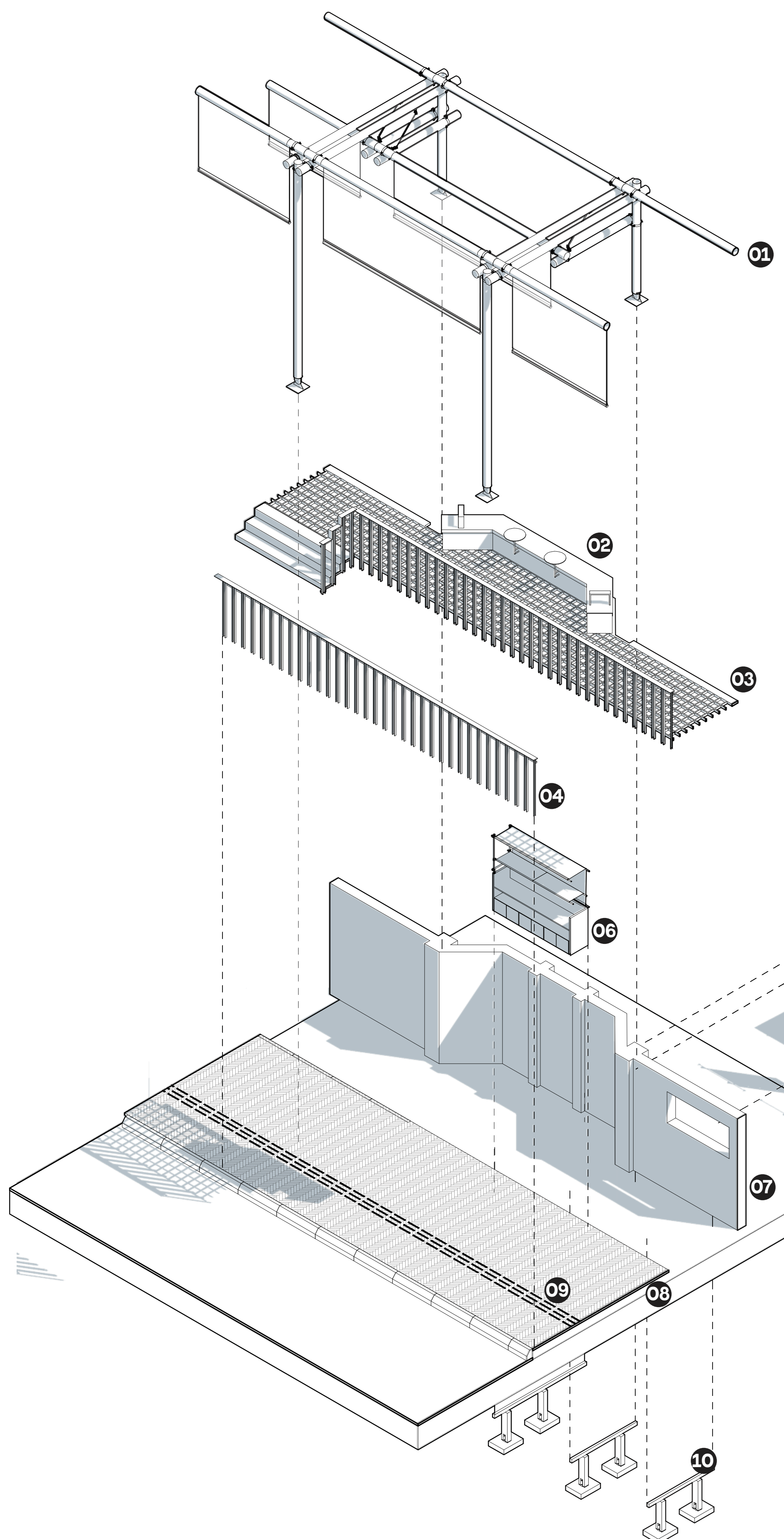
001 SECTION A - A

125



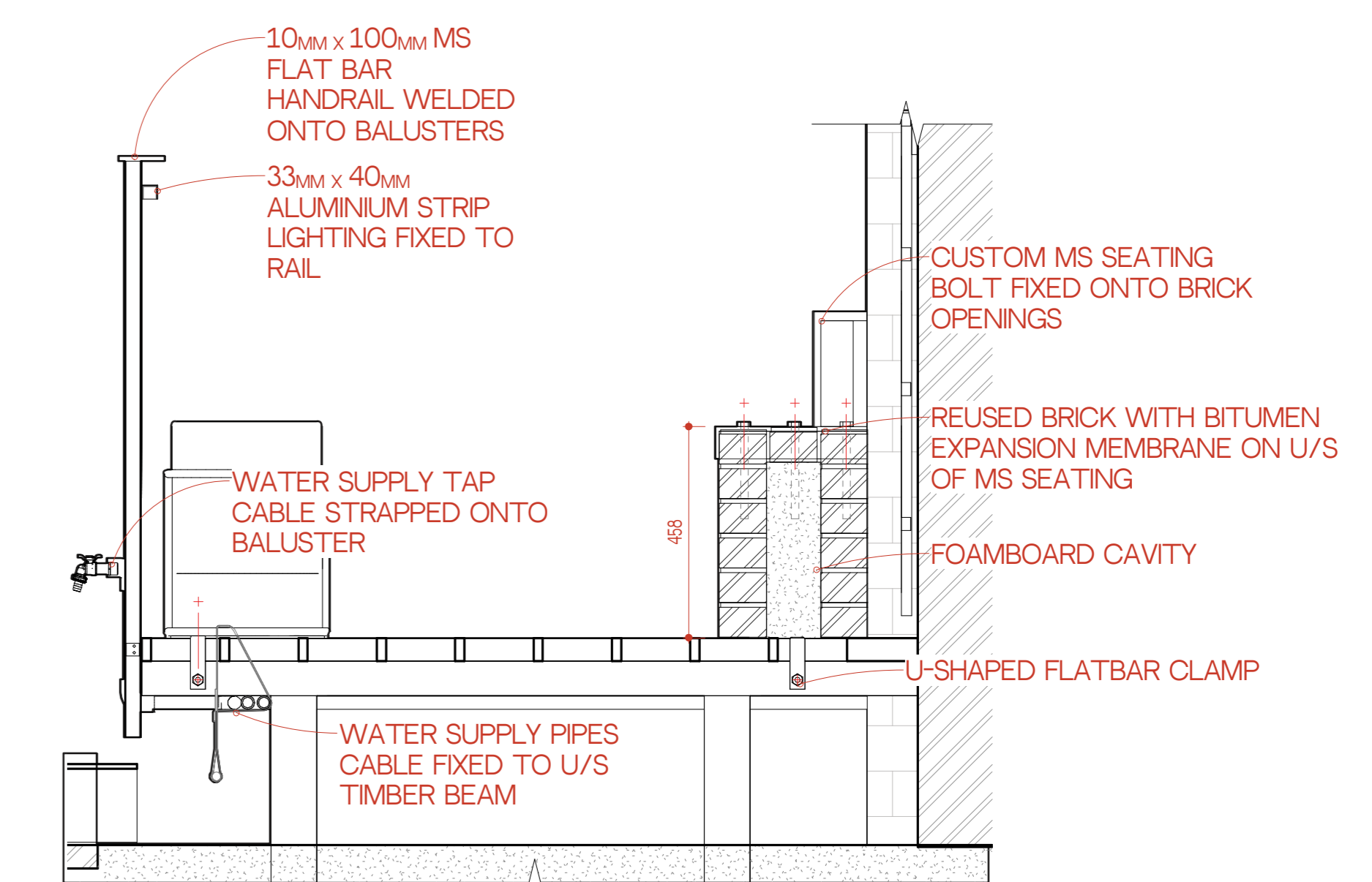
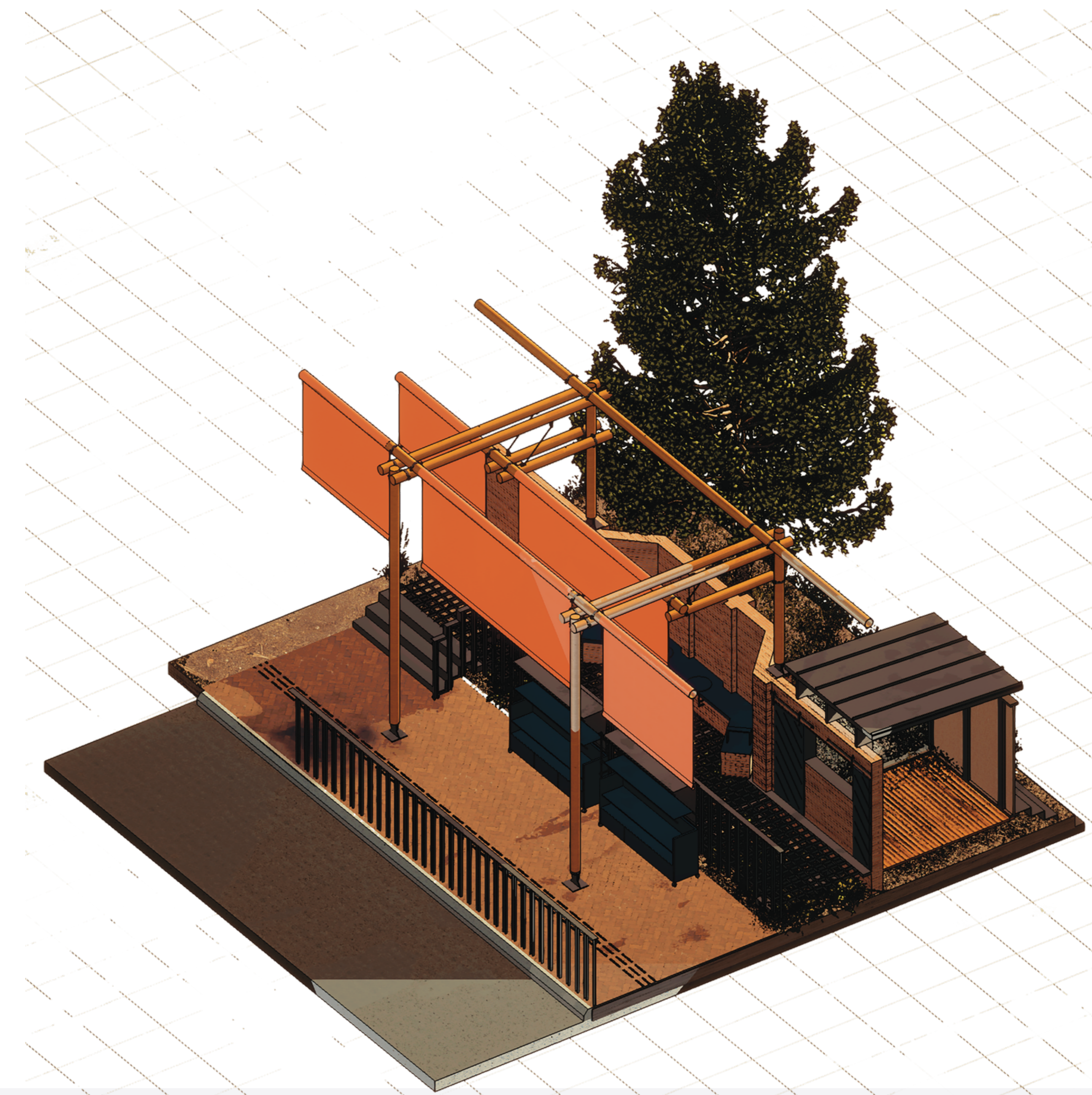
A01 OVERHEAD PAPERBOARD STRUCTURE DETAIL

110



001 EXPLODED AXONOMETRIC

150



A02 KIOSK AILES DETAIL

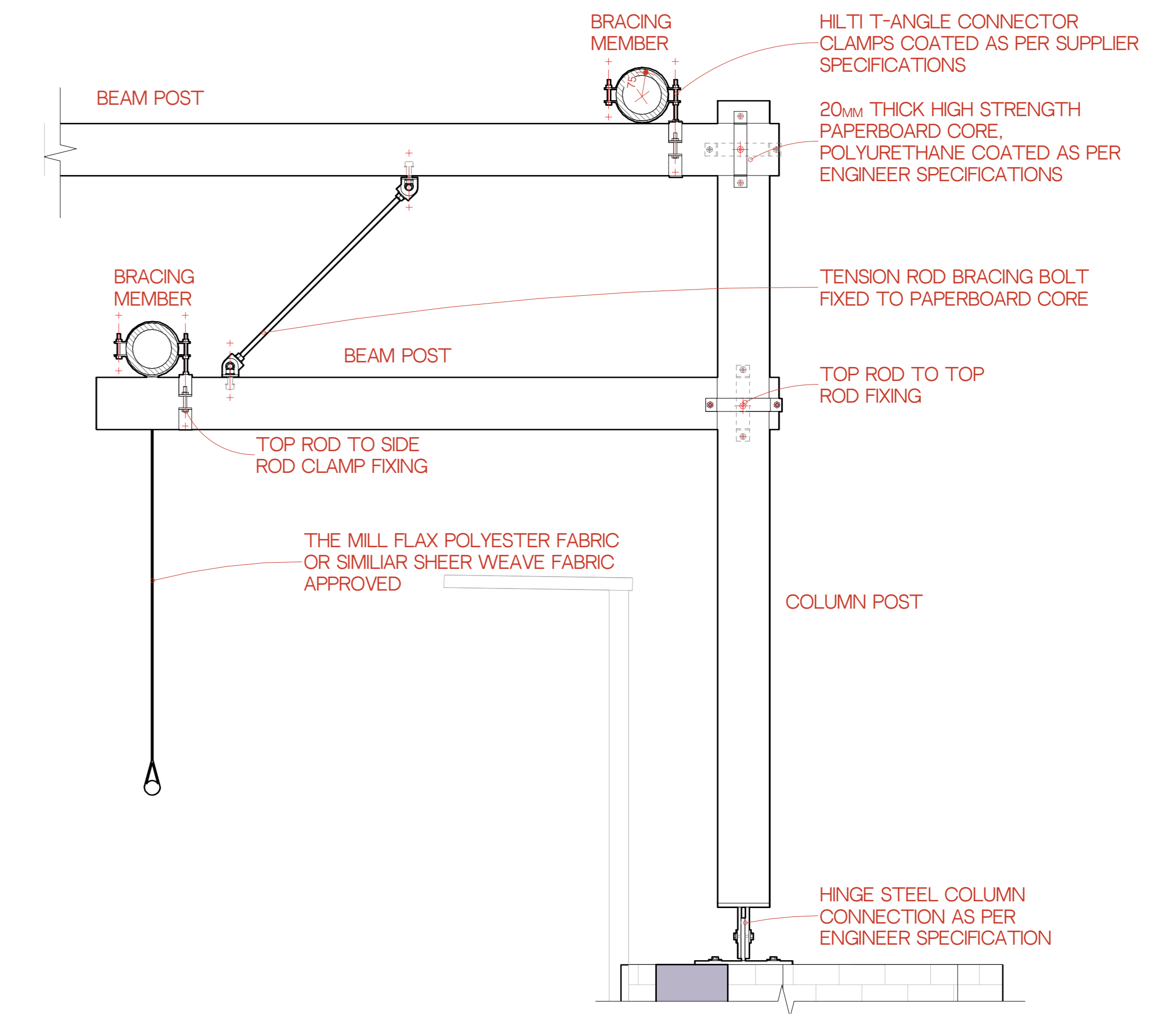
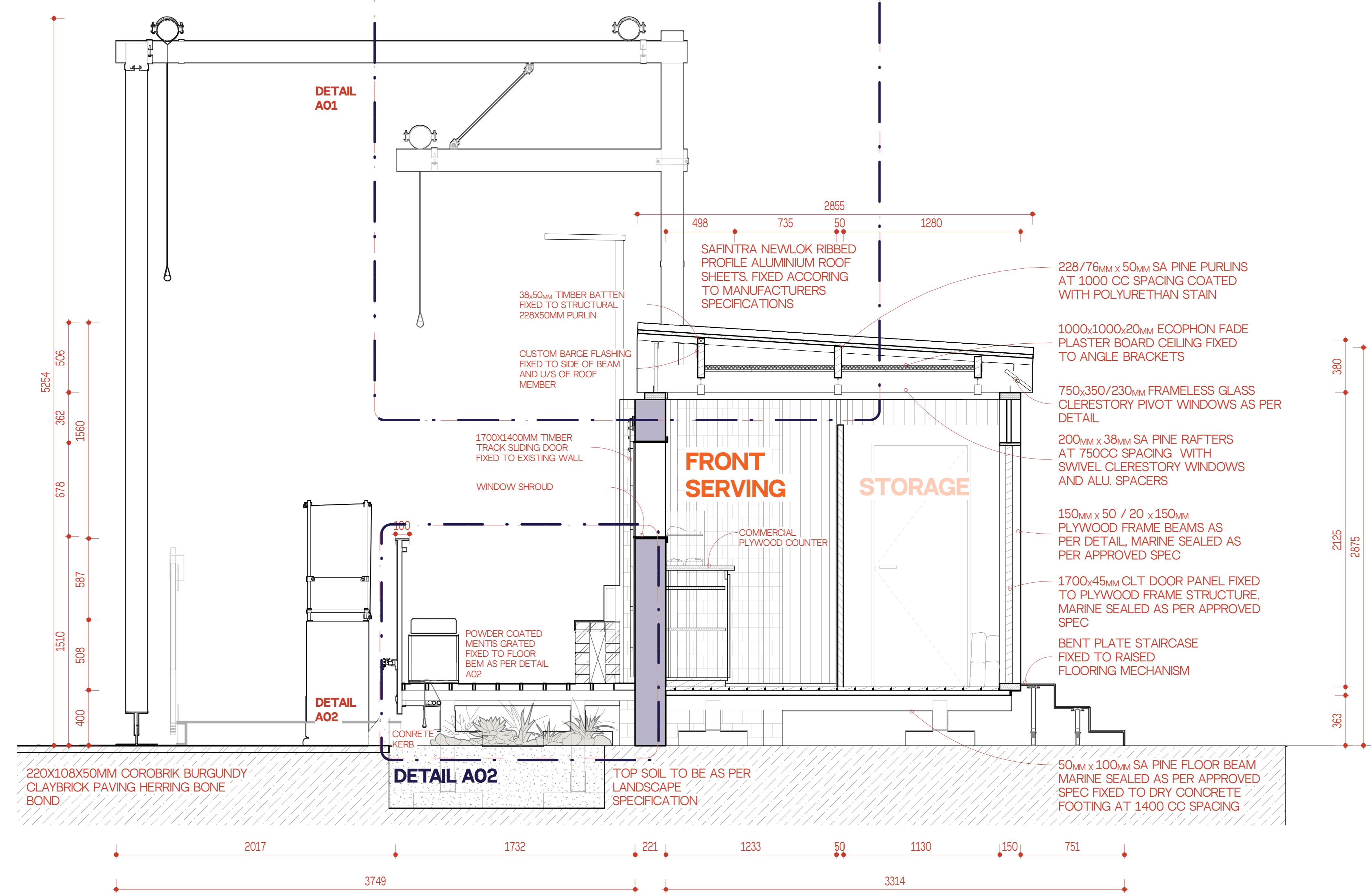
130

COMPONENTS LIST

- 01 OVERHEAD STRUCTURE ,CUSTOM PAPERBOARD TUBE / 150mm Ø
- 02 PUBLIC SEATING, MS AND REUSED BRICK / 3650x480MM
- 03 MENTIS GRATING PLATFORM, MS / VARIOUS DIMENSIONS
- 04 SAFETY RAILING , MS / 1200x100MM - VARIOUS LENGTHS
- 05 KIOSK STRUCTURE, SEE DETAIL FOR COMPONENTS / VARIOUS DIMENSIONS
- 06 VENDOR MOBILE STALL, CUSTOM MS / 2033x472x1770MM
- 08 NEW PEDESTRIAN PAVING, CLAYBRICK / 220x105x50MM
- 09 DIRECTIONAL TACTILE PAVING, PVC / SINGLE ROW
- 10 KIOSK FLOOR BASE, TIMBER, CONCRETE / VARIOUS DIMENSIONS

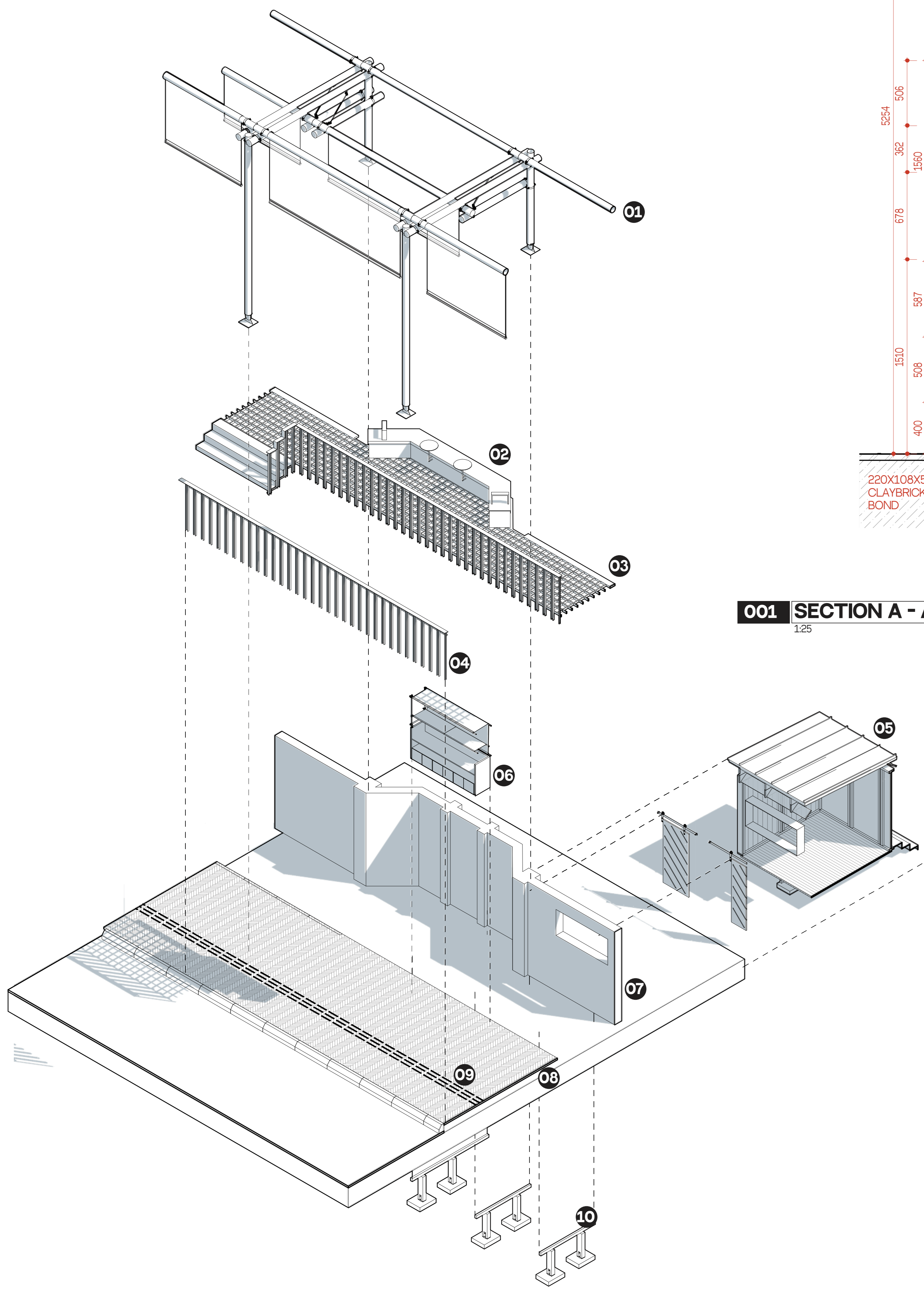
01 PRIMARY SYSTEM - KIOSK AILES

DETAIL A01

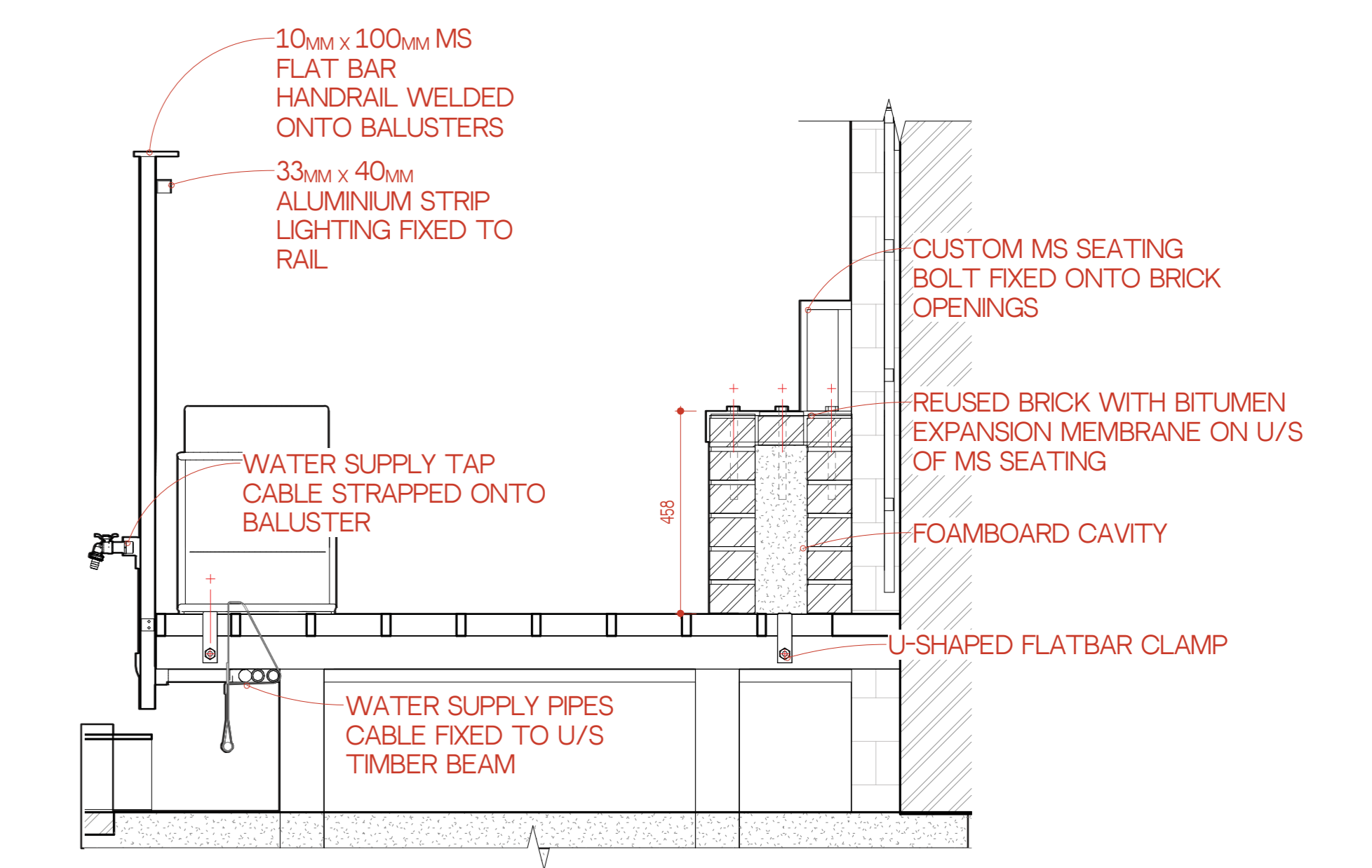
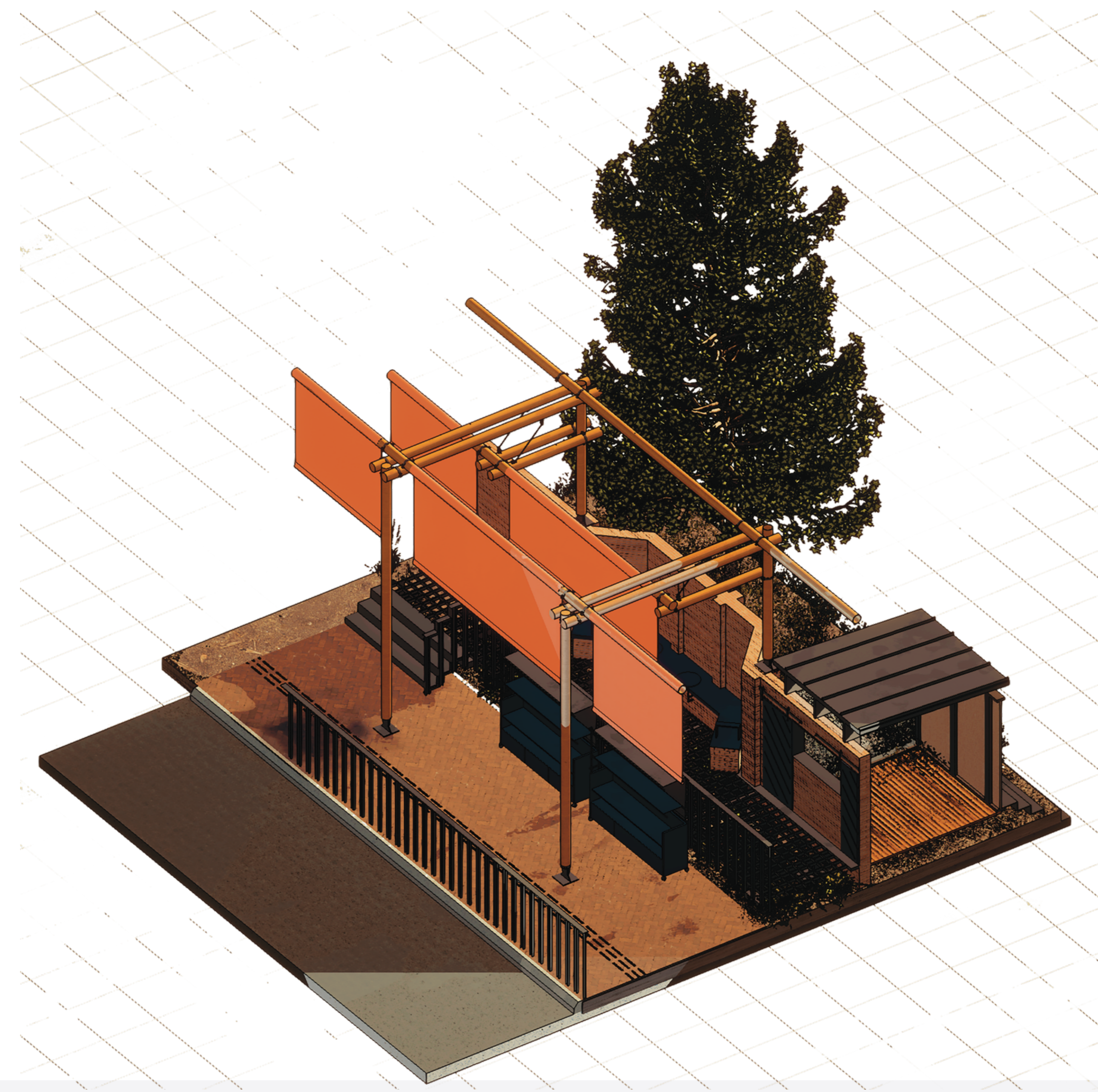


A01 OVERHEAD PAPERBOARD STRUCTURE DETAIL

001 SECTION A - A



001 EXPLODED AXONOMETRIC



A02 KIOSK AILES DETAIL

COMPONENTS LIST

- 01 OVERHEAD STRUCTURE ,CUSTOM PAPERBOARD TUBE / 150mm Ø
- 02 PUBLIC SEATING, MS AND REUSED BRICK / 3650x480mm
- 03 MENTIS GRATING PLATFORM, MS / VARIOUS DIMENSIONS
- 04 SAFETY RAILING , MS / 1200x100mm - VARIOUS LENGTHS
- 05 KIOSK STRUCTURE, SEE DETAIL FOR COMPONENTS / VARIOUS DIMENSIONS
- 06 VENDOR MOBILE STALL, CUSTOM MS / 2033x472x1770mm
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- 08 DIRECTIONAL TACTILE PAVING, PVC / SINGLE ROW
- 09 KIOSK FLOOR BASE, TIMBER, CONCRETE / VARIOUS DIMENSIONS
- 10 KIOSK FLOOR BASE, TIMBER, CONCRETE / VARIOUS DIMENSIONS

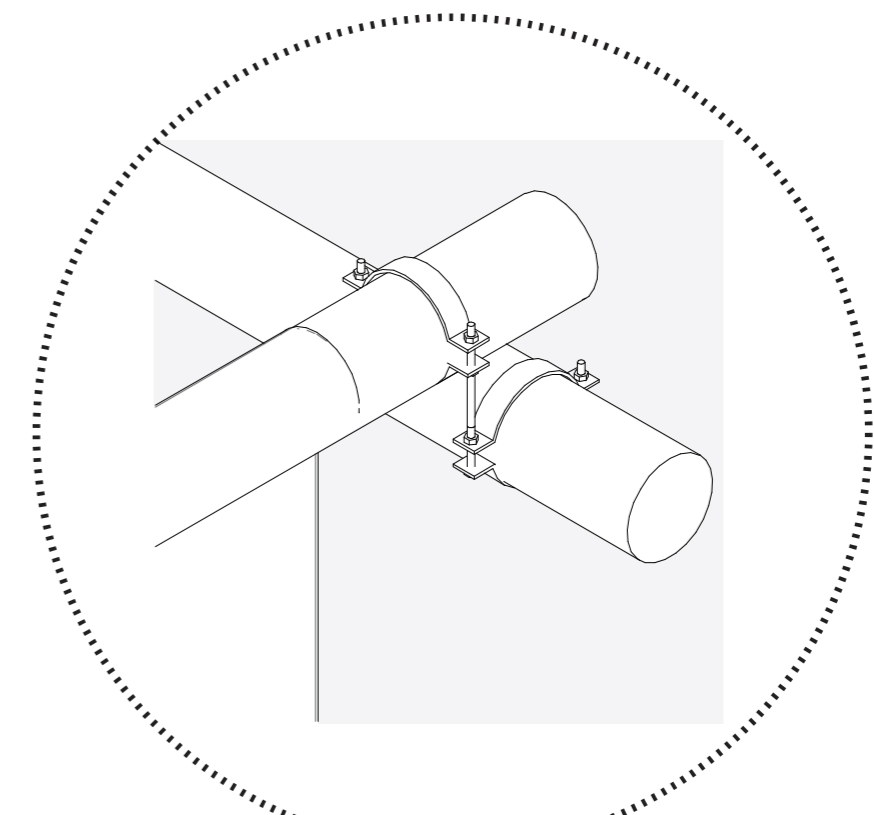
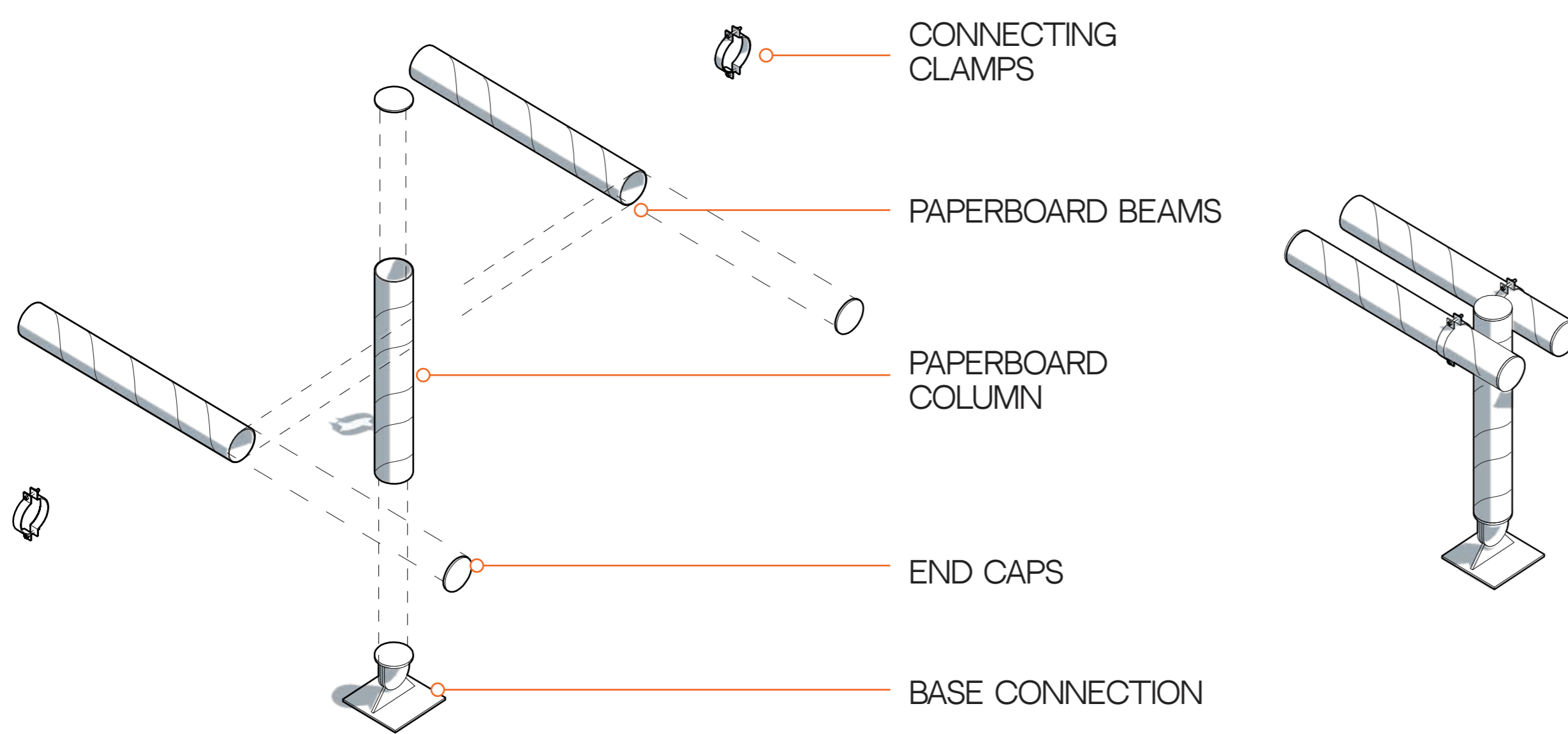
01 PRIMARY SYSTEM - KIOSK AILES

# PROTOTYPE

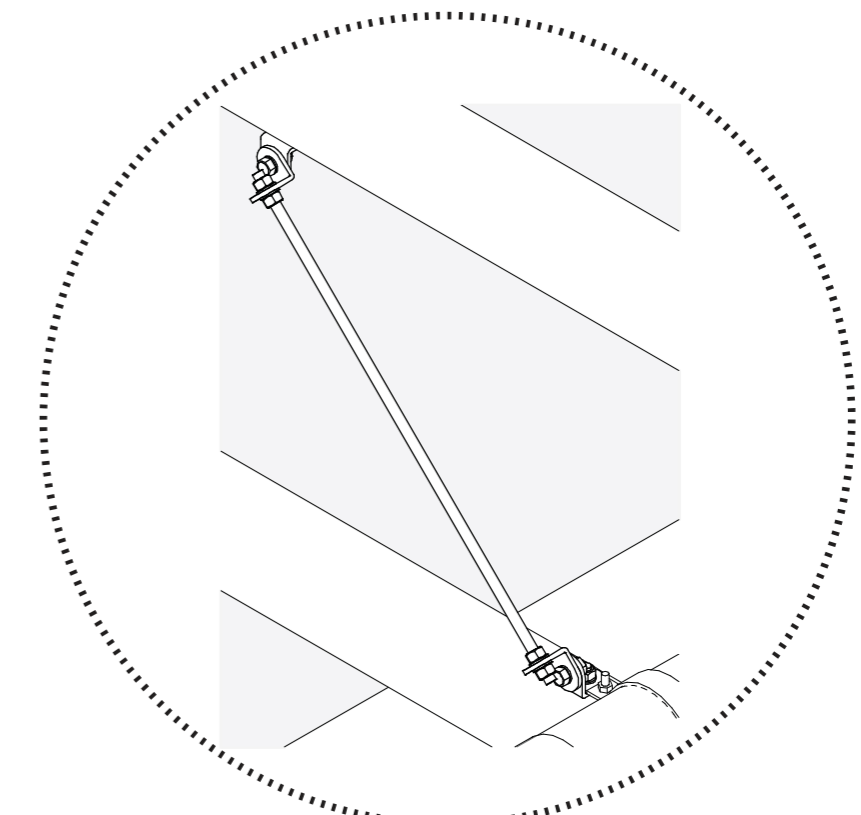


PAPERBOARD TUBES IN STRUCTURAL AND CONSTRUCTION ENGINEERING (BANK & GERHARDT, 2016)

HEXAGONAL CONNECTION DETAIL (GUADARRAMA, 2013)



HILTI T ANGLE CONNECTOR CLAMPS TO BE BE FIXED IN AJOINING TUBE IN PERPINDUCULAR POINTS SO BOLTS MAY CONNECT TO ONE ANOTHER



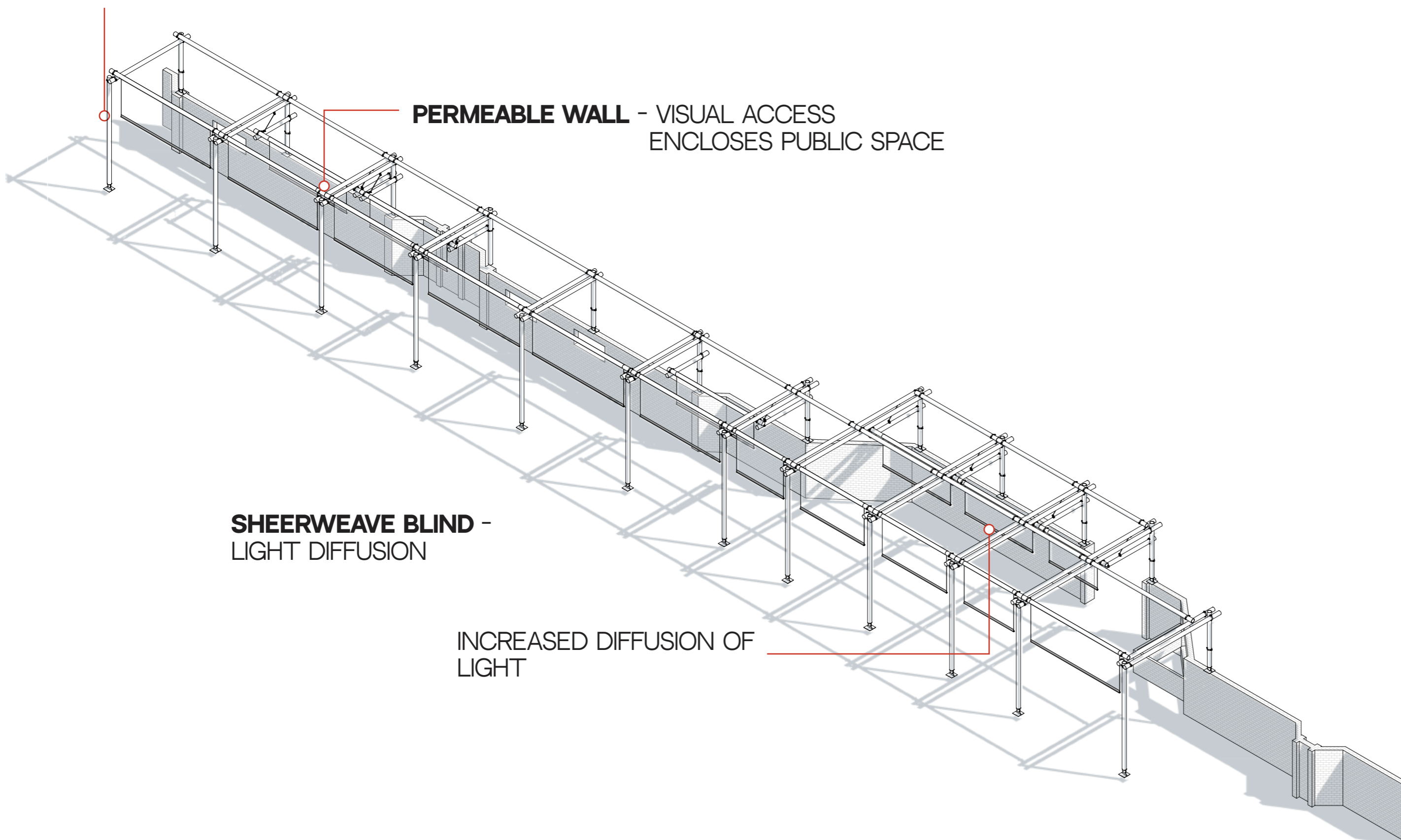
TENSION ROD BRACKET TO BE FIXED ALONG PREDRILLED HOLES AND TO BE CONNECTED AT CENTERS AS PER DWG A01

## PEDESTRIAN SPINE

**PERMEABLE WALL** - VISUAL ACCESS ENCLOSSES PUBLIC SPACE

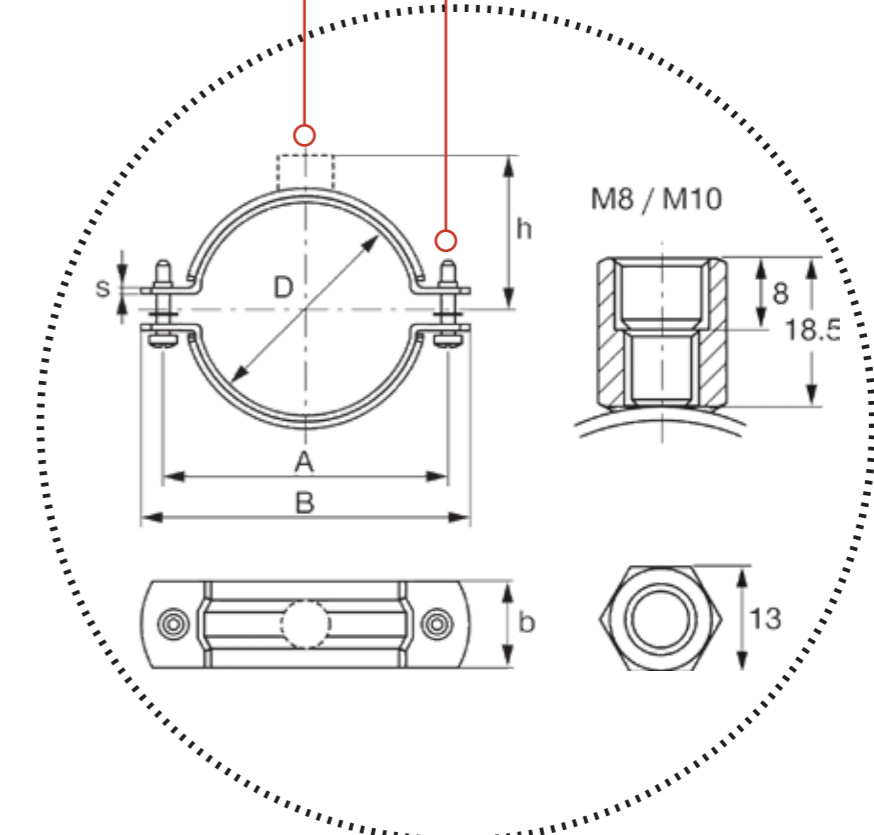
**SHEERWEAVE BLIND** - LIGHT DIFFUSION

INCREASED DIFFUSION OF LIGHT

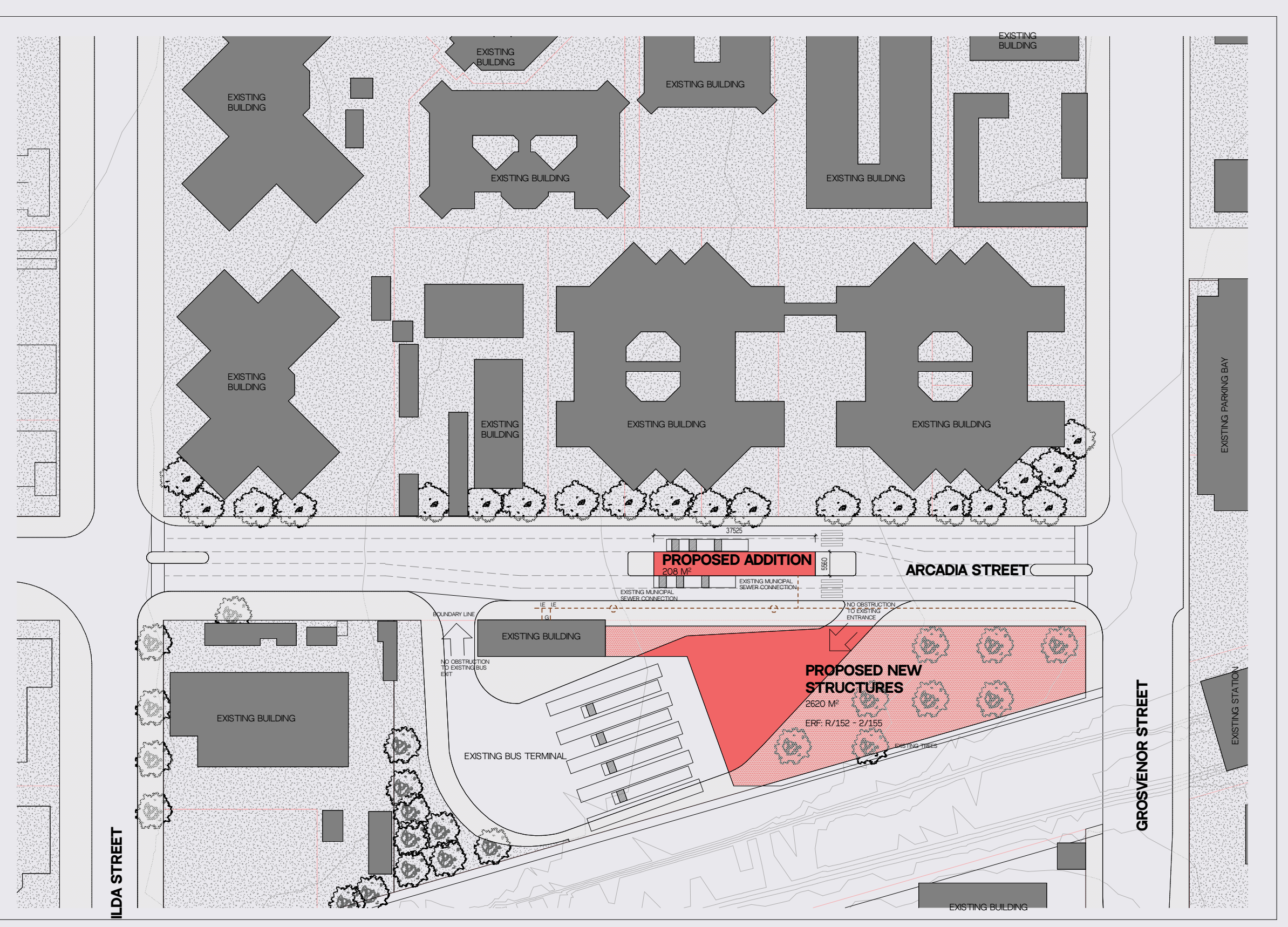
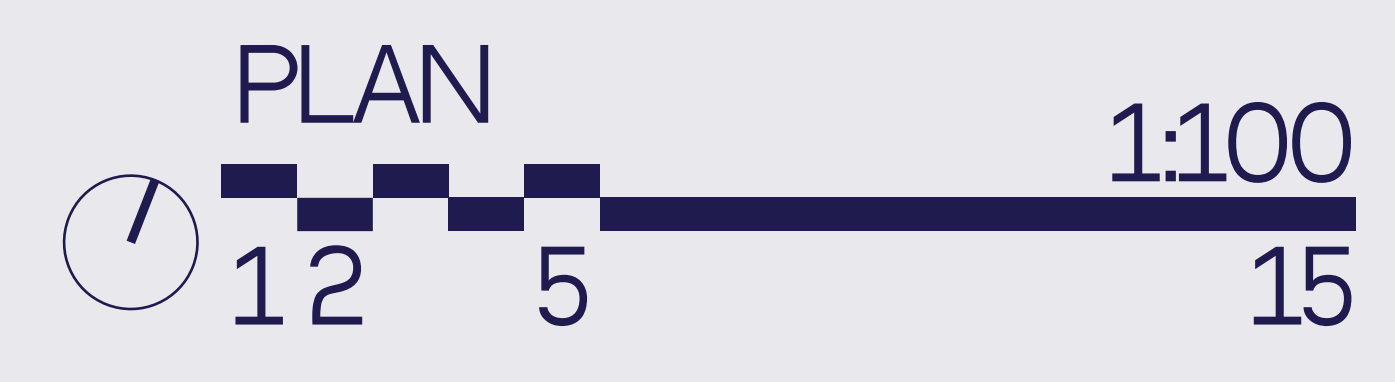
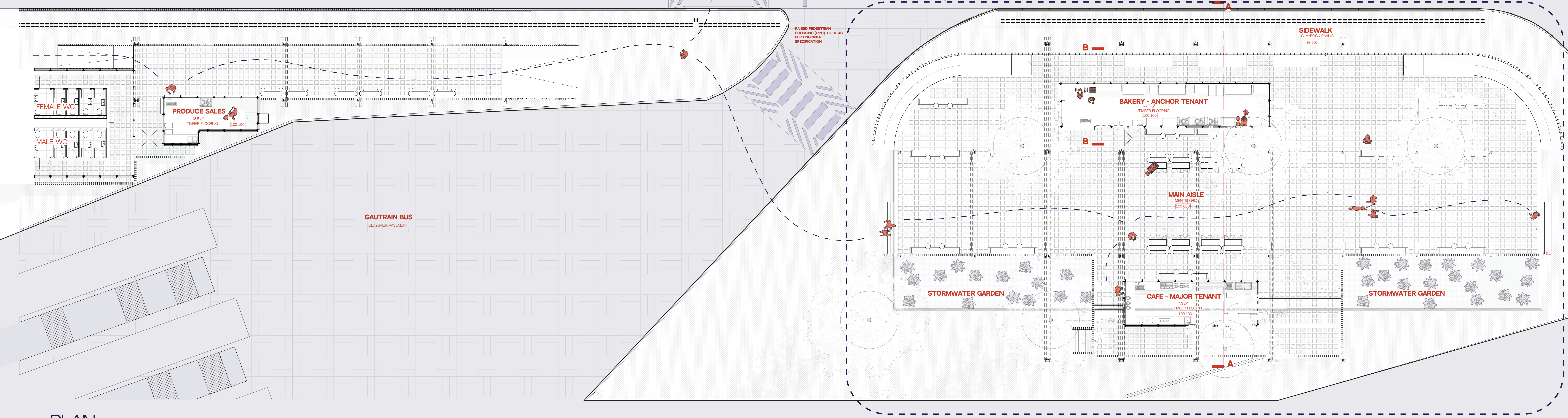
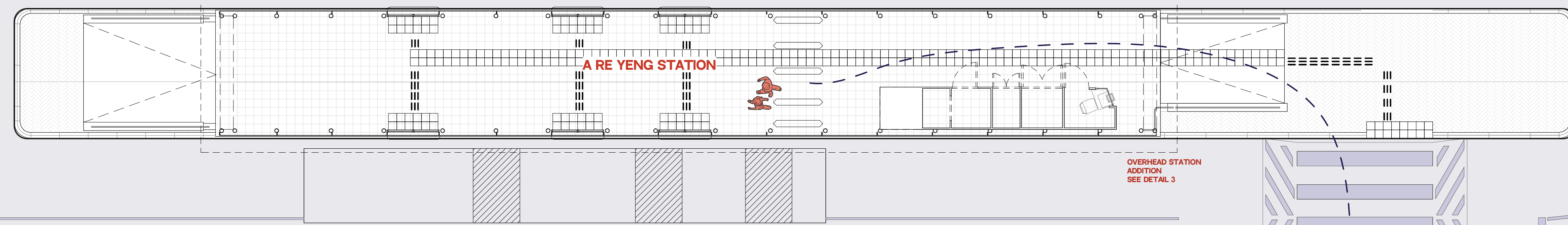


TOP KNOT FIXING - GALVANISED THREADED ROD TOP CONNECTOR WITH NUT AND WASHER

SIDE ROD FIXING - GALVANISED THREADED WITH NUT AND WASHER



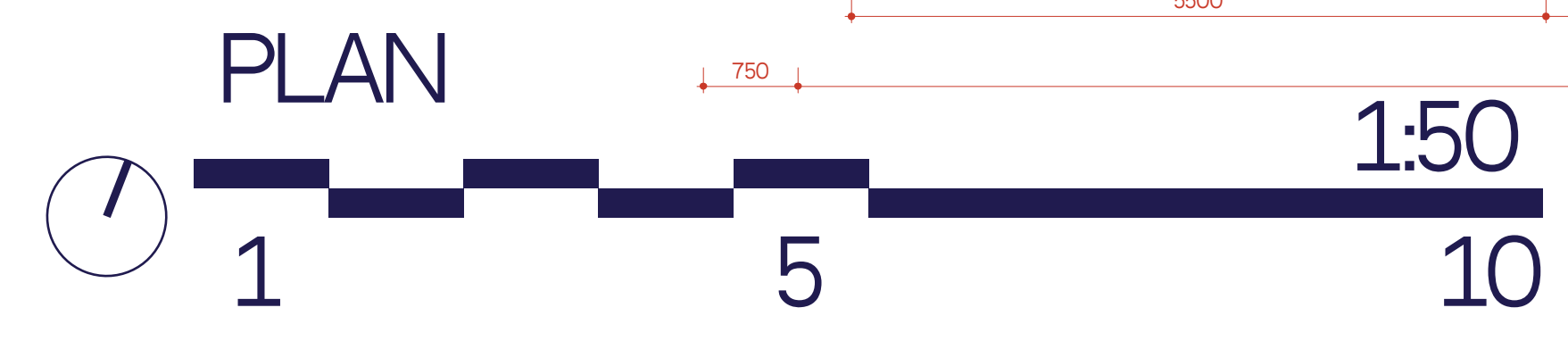
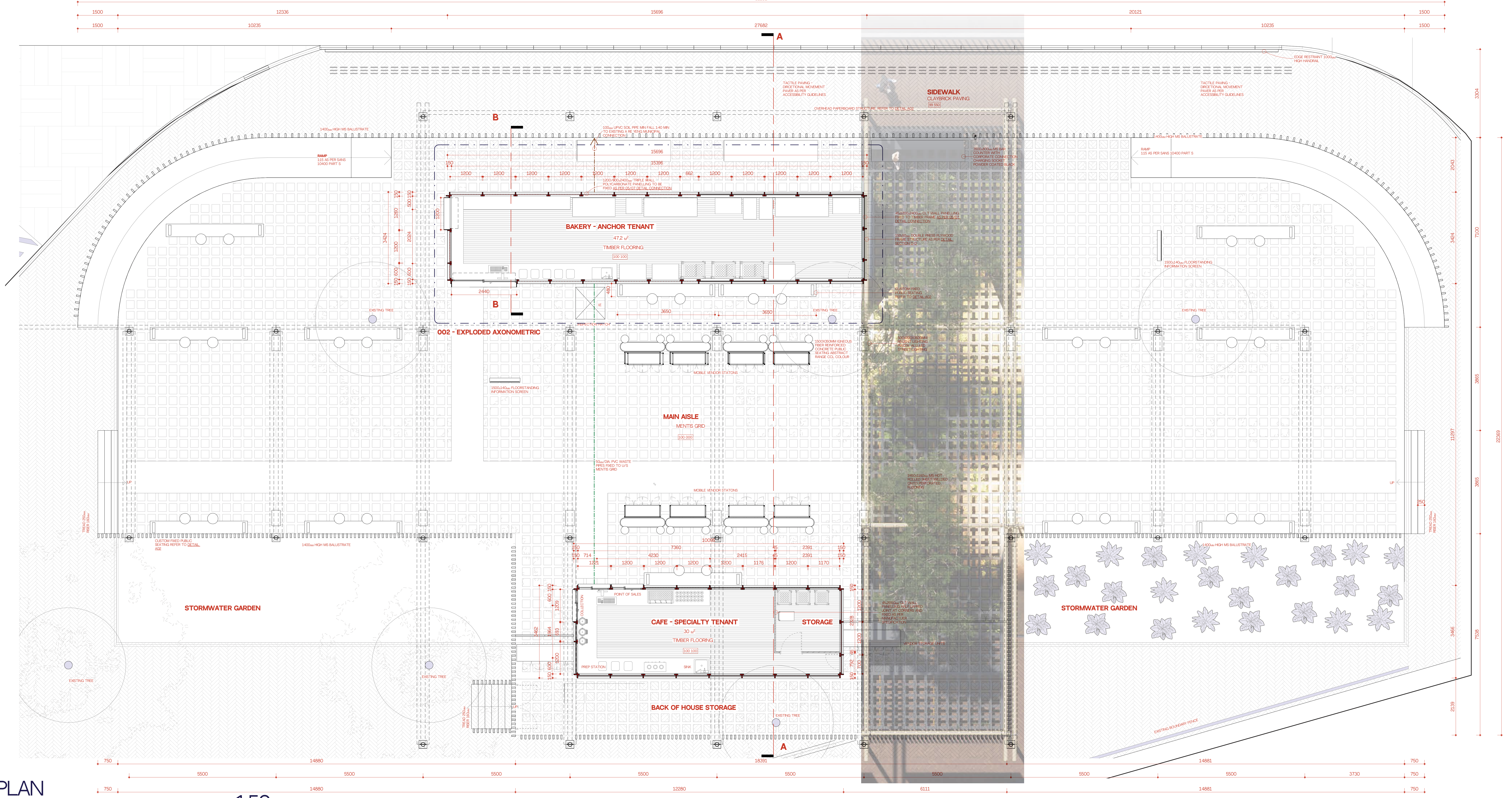
CONNECTOR CLAMPS TO BE CONNECTED AT ALONG VARIOUS BOLTING SOCKETS TO THE CONNECTING CLAMP



SITE PLAN 1 5 20



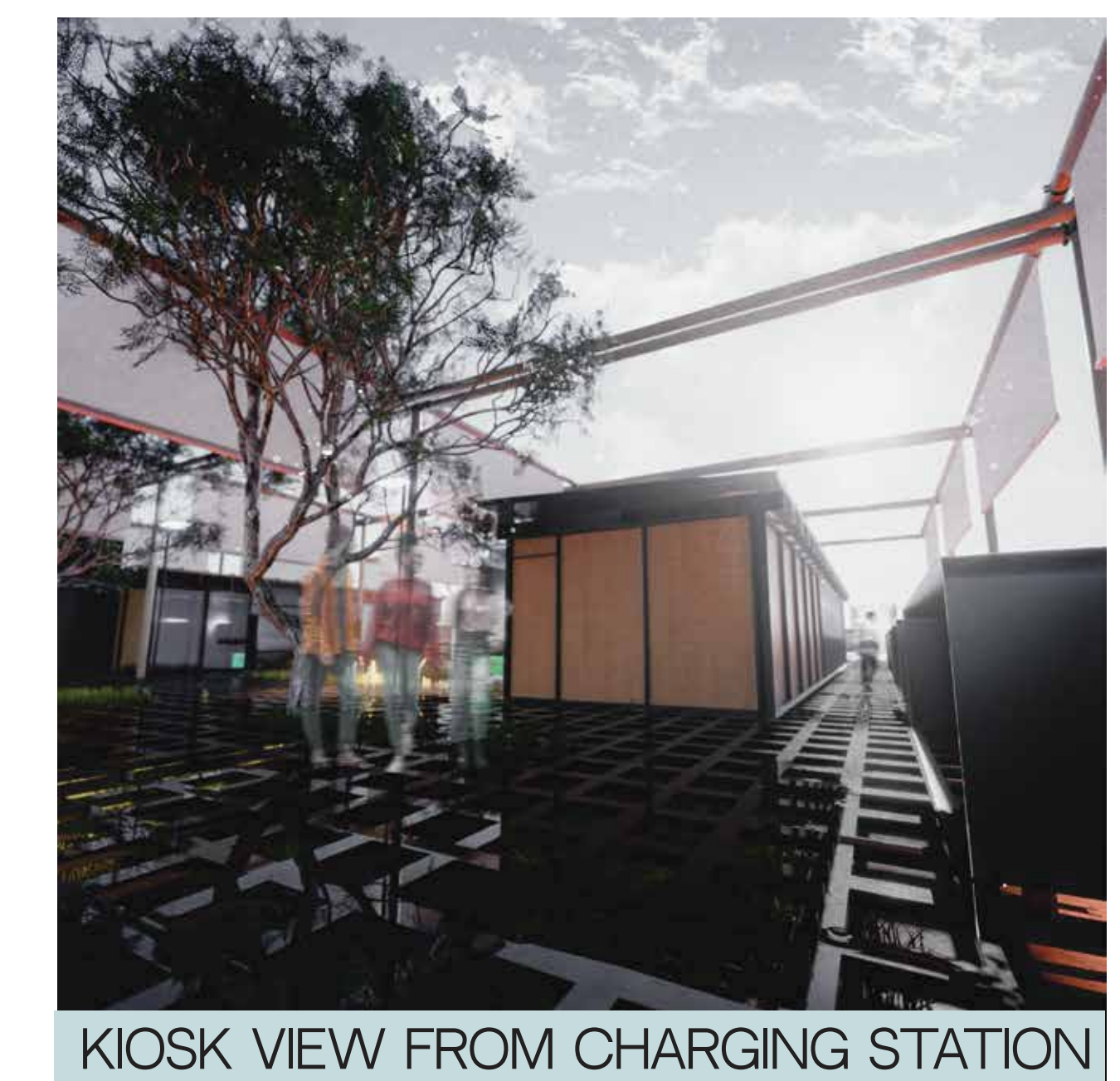
# 02 PEDESTRIAN PROMENADE



KIOSK VIEW FROM MAIN AISLES

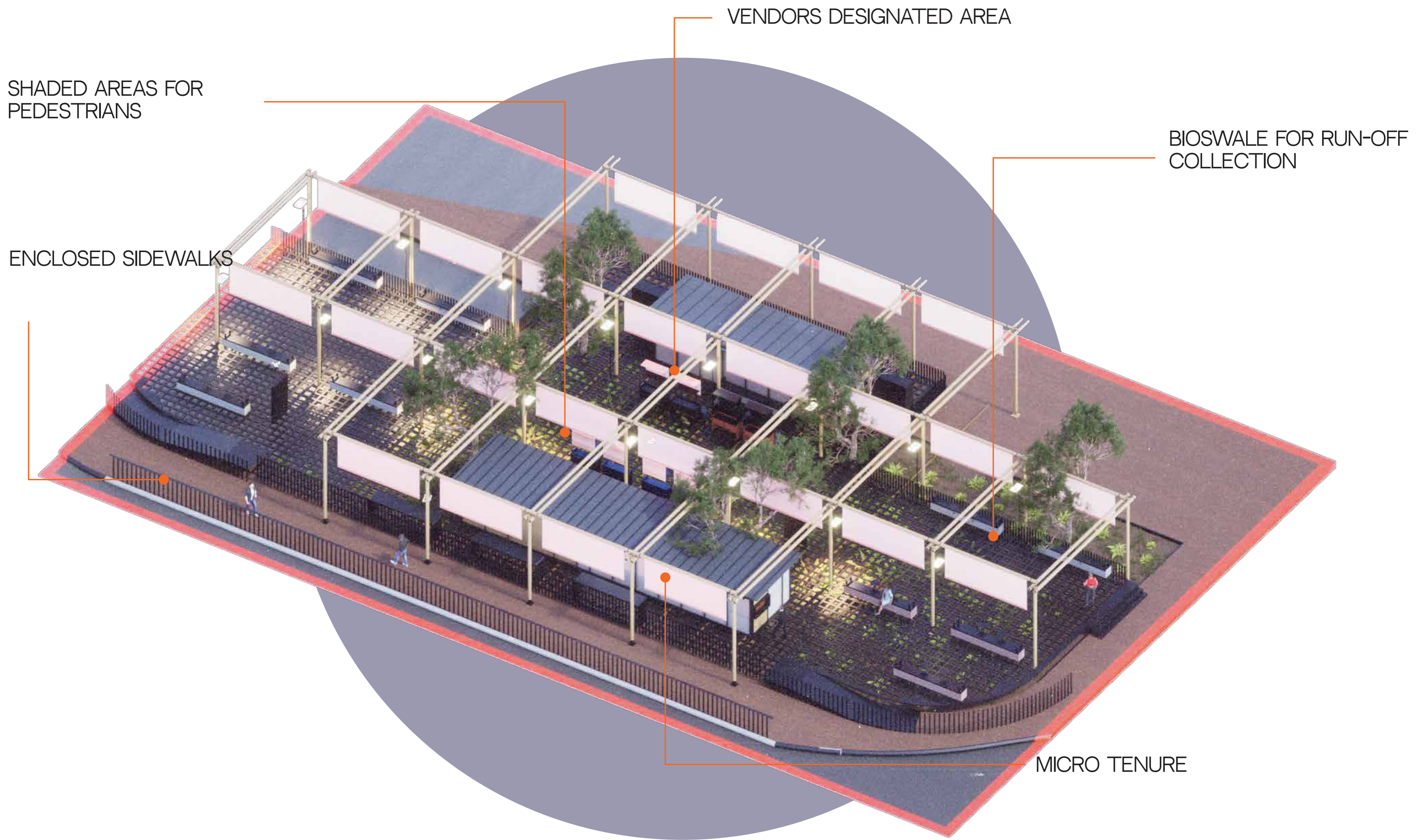


PLATFORM VIEW FROM GENERAL WALKWAY



KIOSK VIEW FROM CHARGING STATION

# 02 PEDESTRIAN PROMENADE



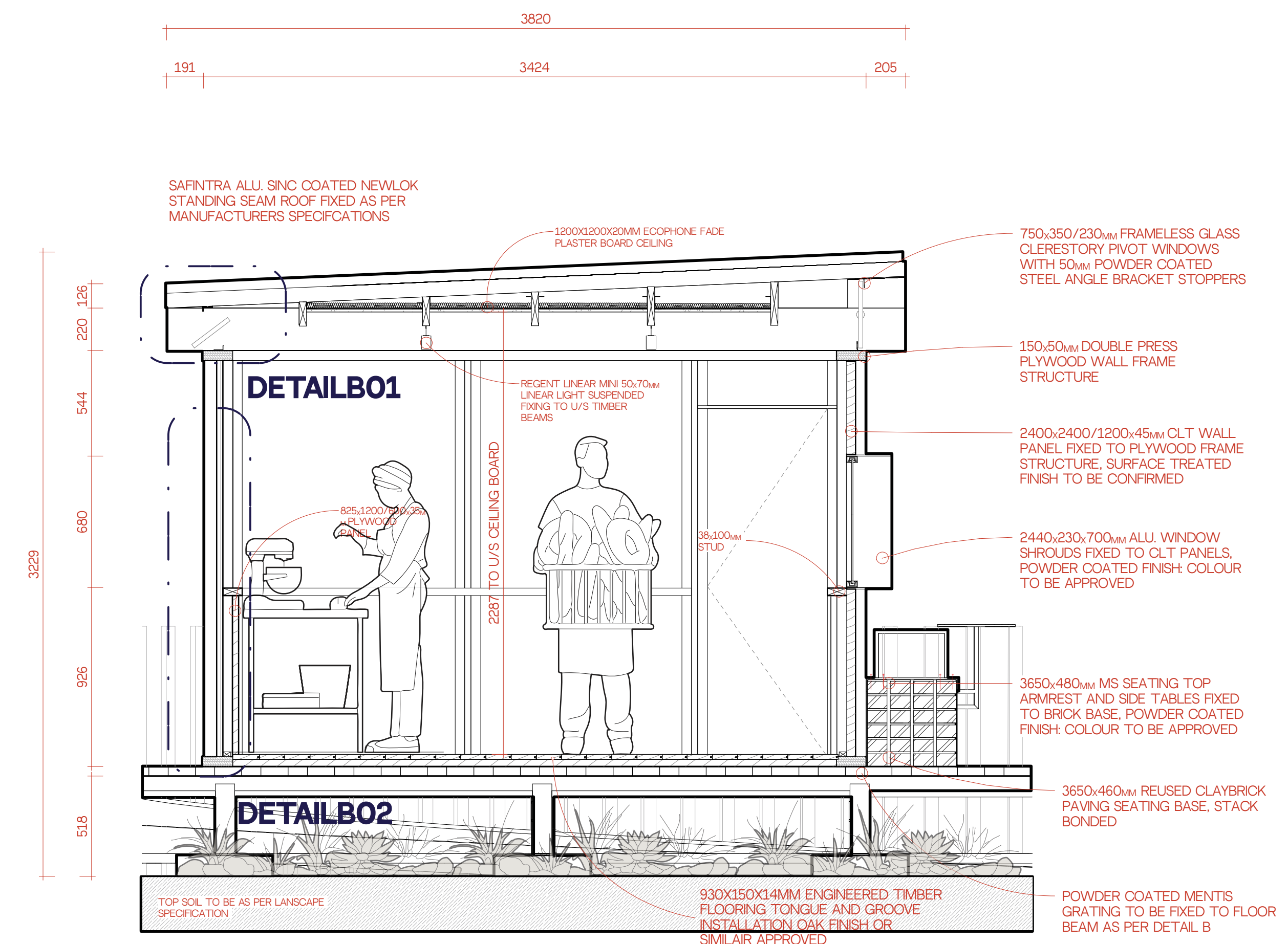
SECTION A - A

1:50

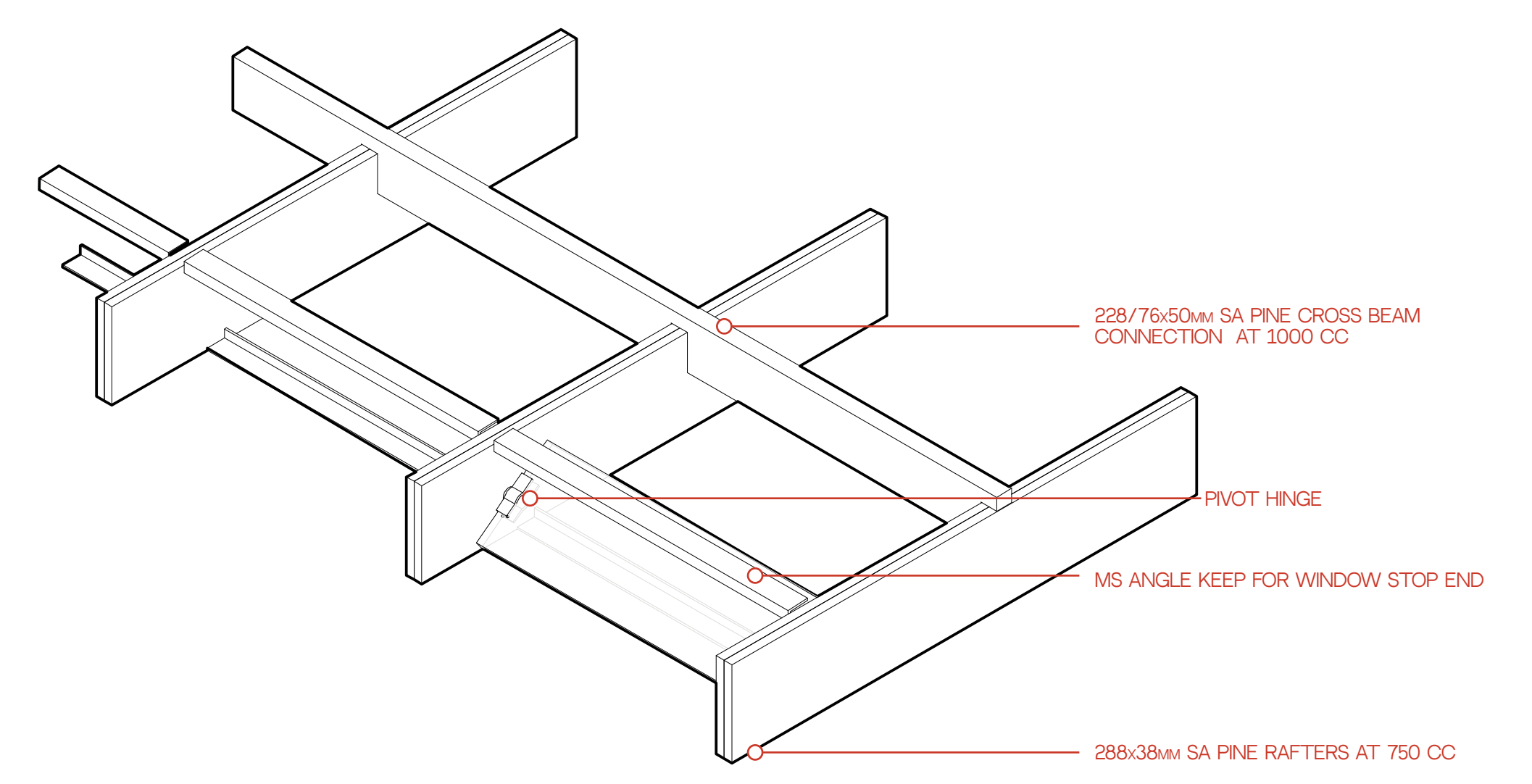
1 5 10

# 02 PEDESTRIAN PROMENADE

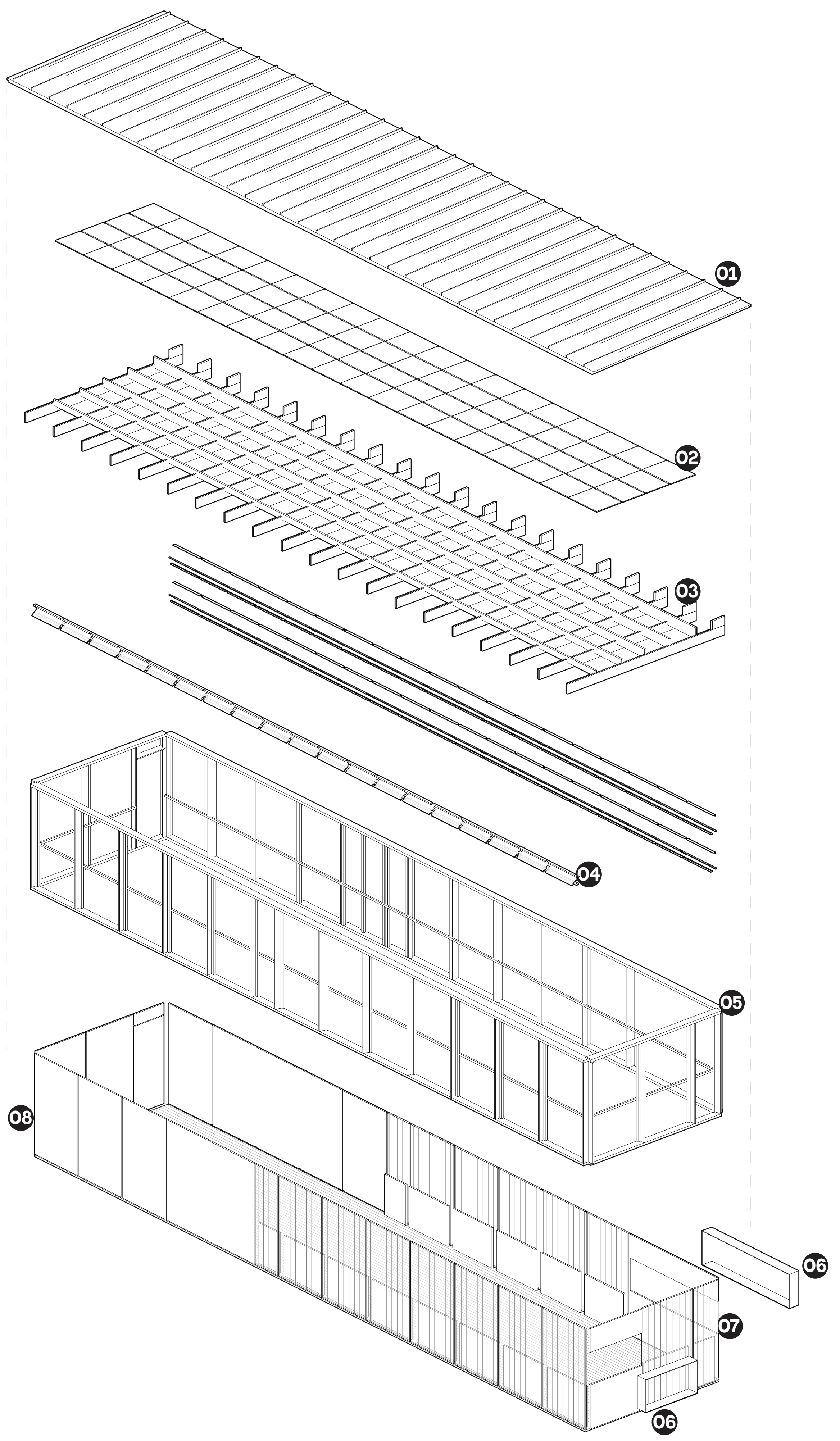
HATFIELD STATION



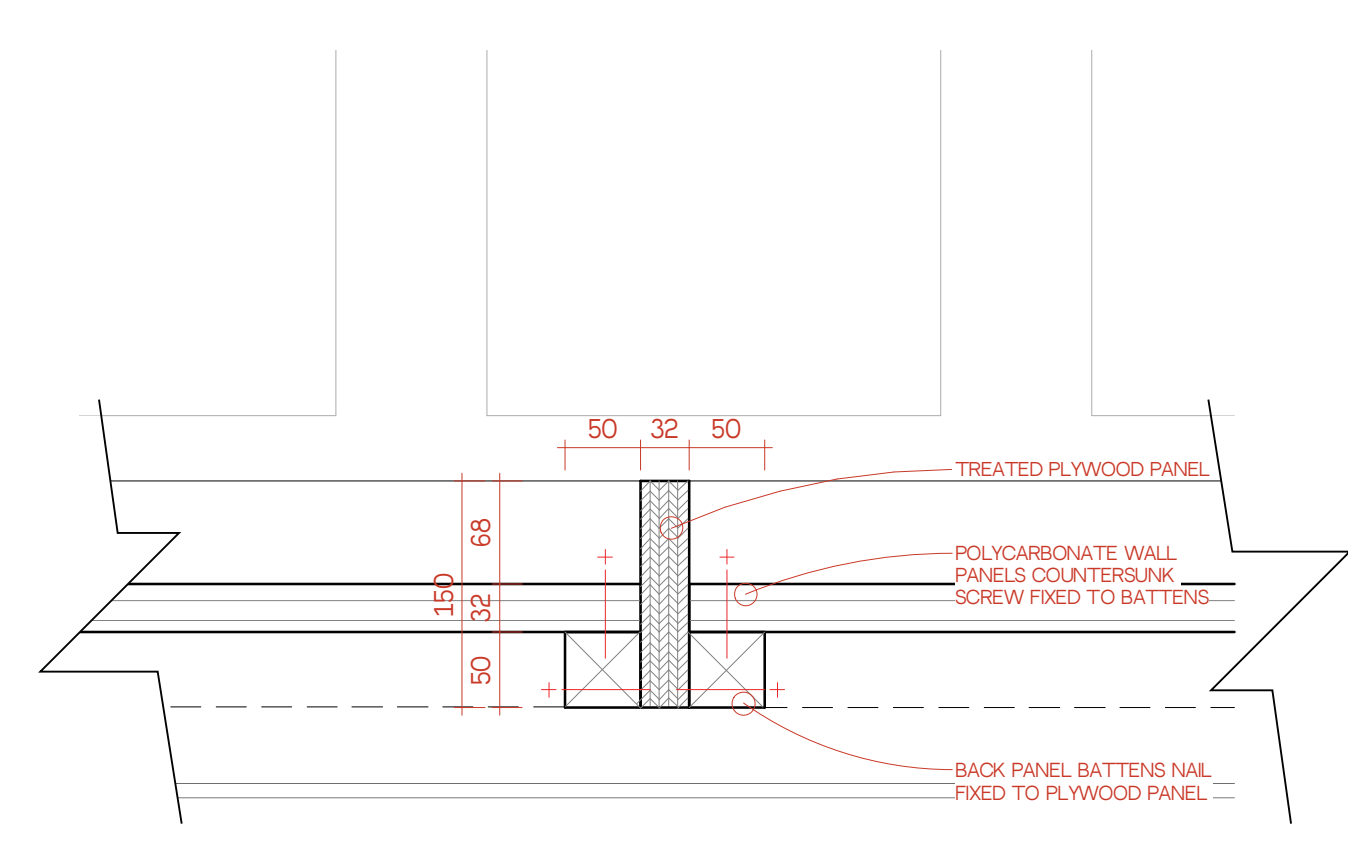
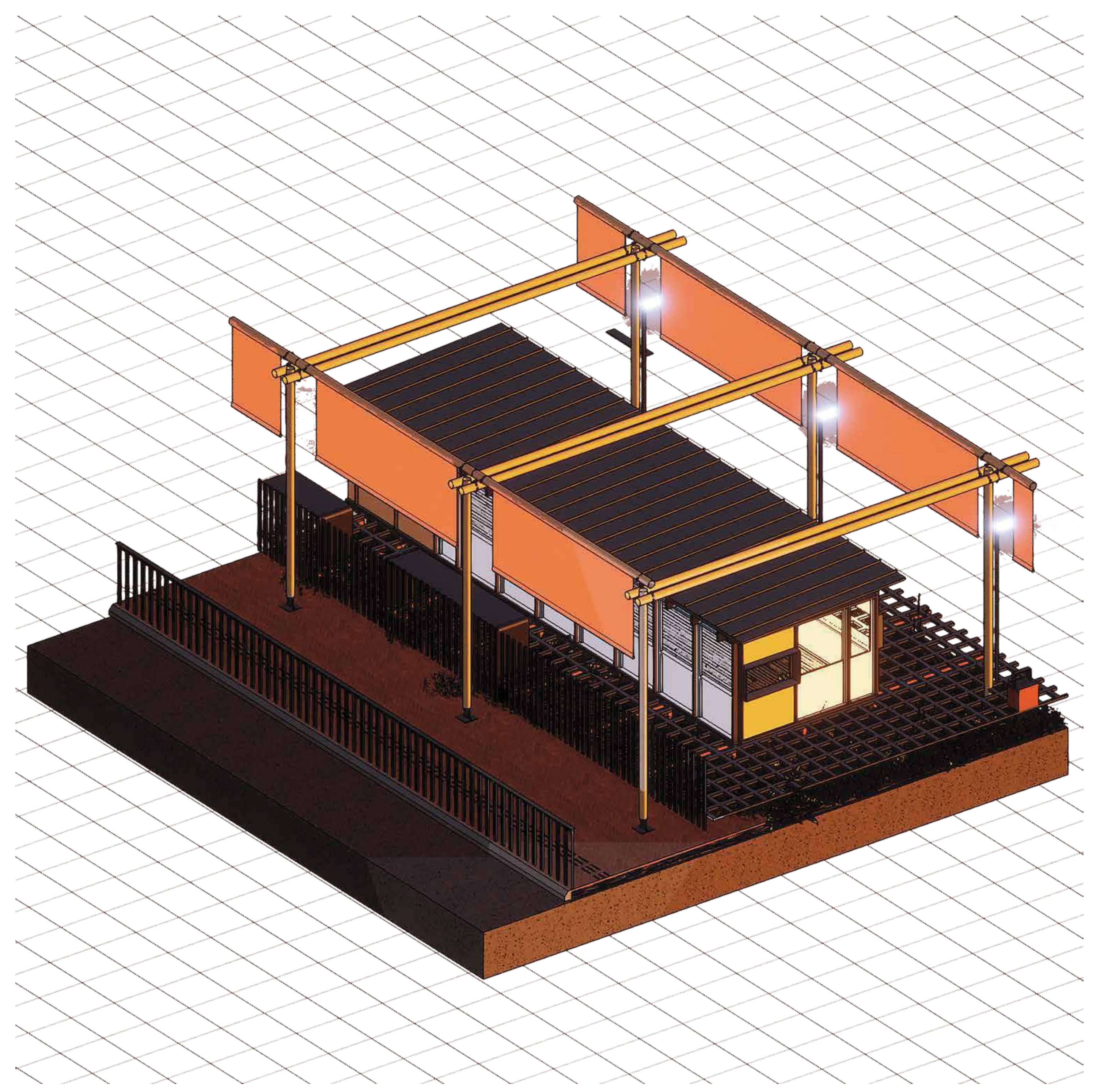
**002 SECTION B-B**  
120



**B01 WINDOW DETAIL**  
130



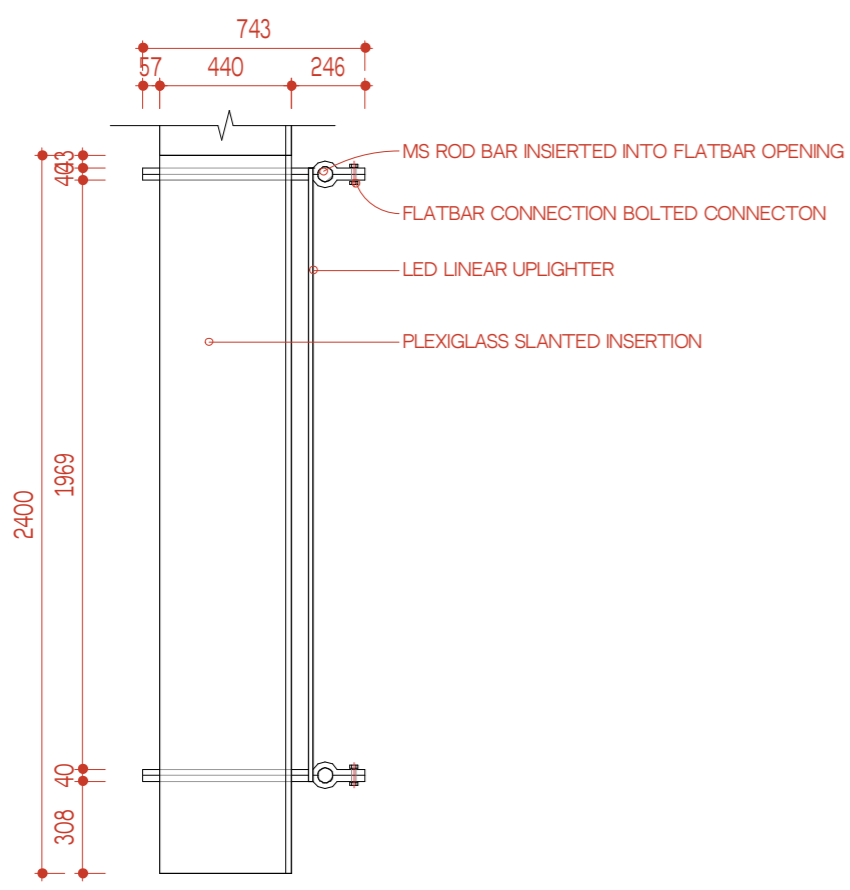
**002 EXPLODED AXONOMETRIC**  
150



**B02 KIOSK WALL FRAME/PANEL CONNECTION**  
135

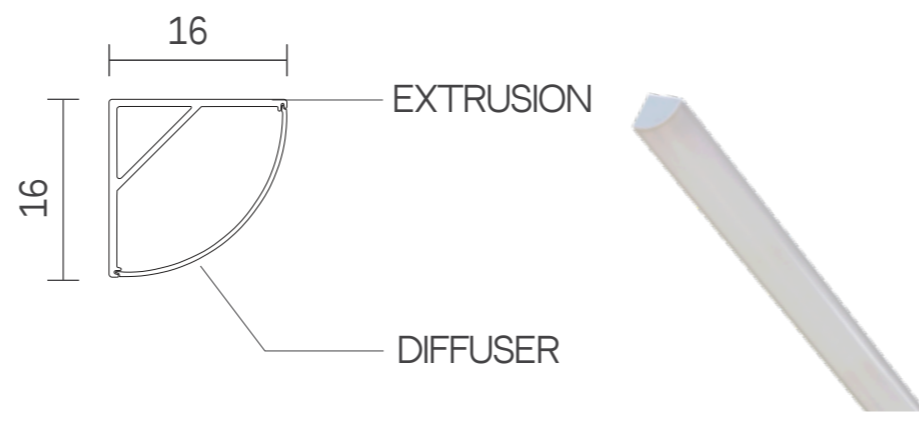
**COMPONENTS LIST**

- 01 SAFINTRA NEWLOK, ALU. ZINC SHEETS / 16460x3820mm
- 02 ECONPHON PLASTER BOARDS , ACOUSTIC BOARD / 1200x1200x20mm
- 03 TIMBER BEAMS, SA PINE / VARIOUS DIMENSIONS
- 04 CLERESTORY PIVOT WINDOWS , GLASS PANELS / VARIOUS HEIGHTS - 750mm WIDE
- 05 LUNAWOOD TIMBER FRAME WALL STRUCTURE, / VARIOUS DIMENSIONS
- 06 POINT OF SALES, ALU. WINDOW SHROUDS / VARIOUS LENGTHS - 675mm HIGH
- 07 WALL PANEL, TRIPLE WALL POLYCARBONATE / 2400x1200/600x32mm
- 08 INNER WALL PANEL, CLT / 2400x1200/600x45mm



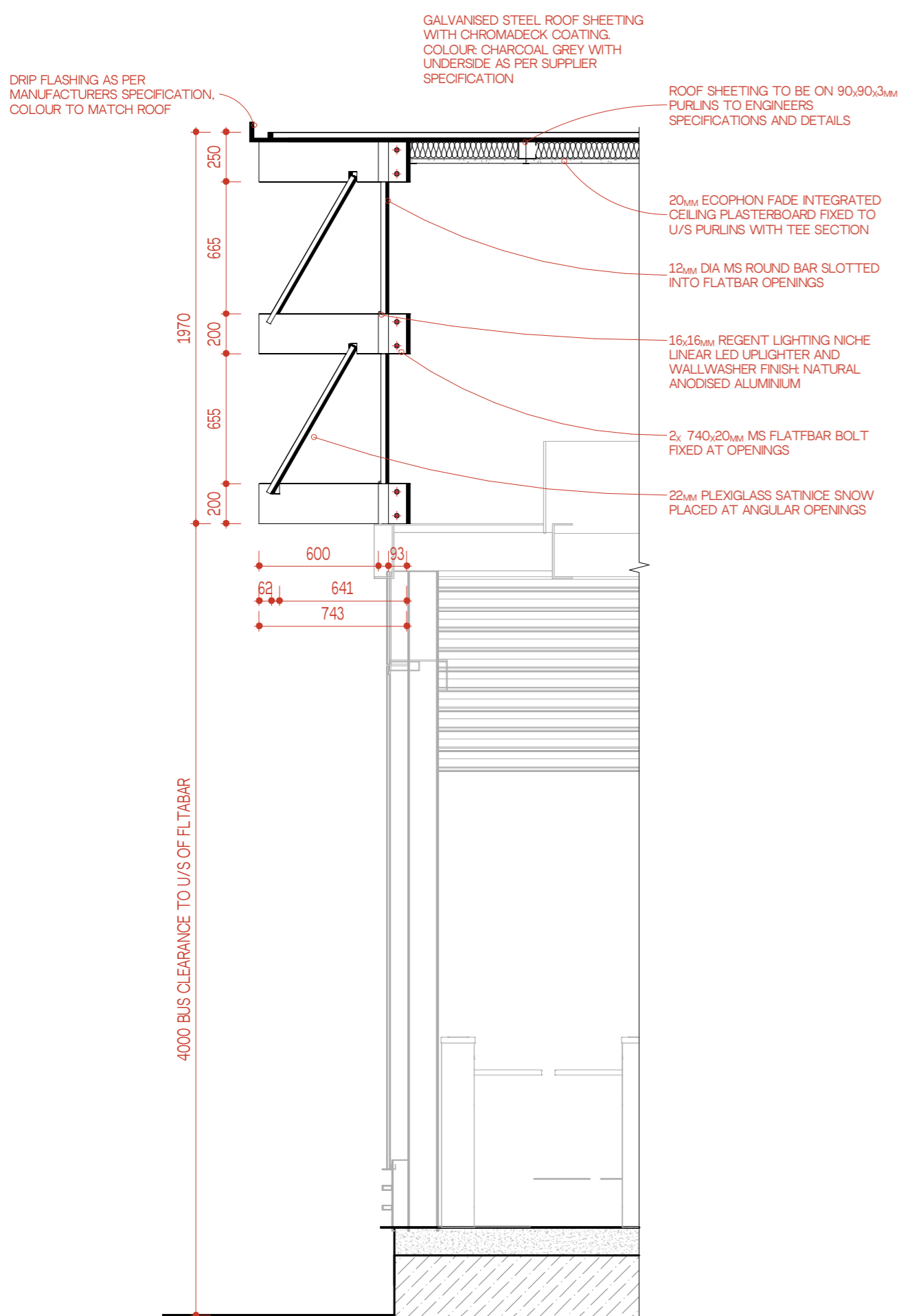
**001 PLAN VIEW**

1:25



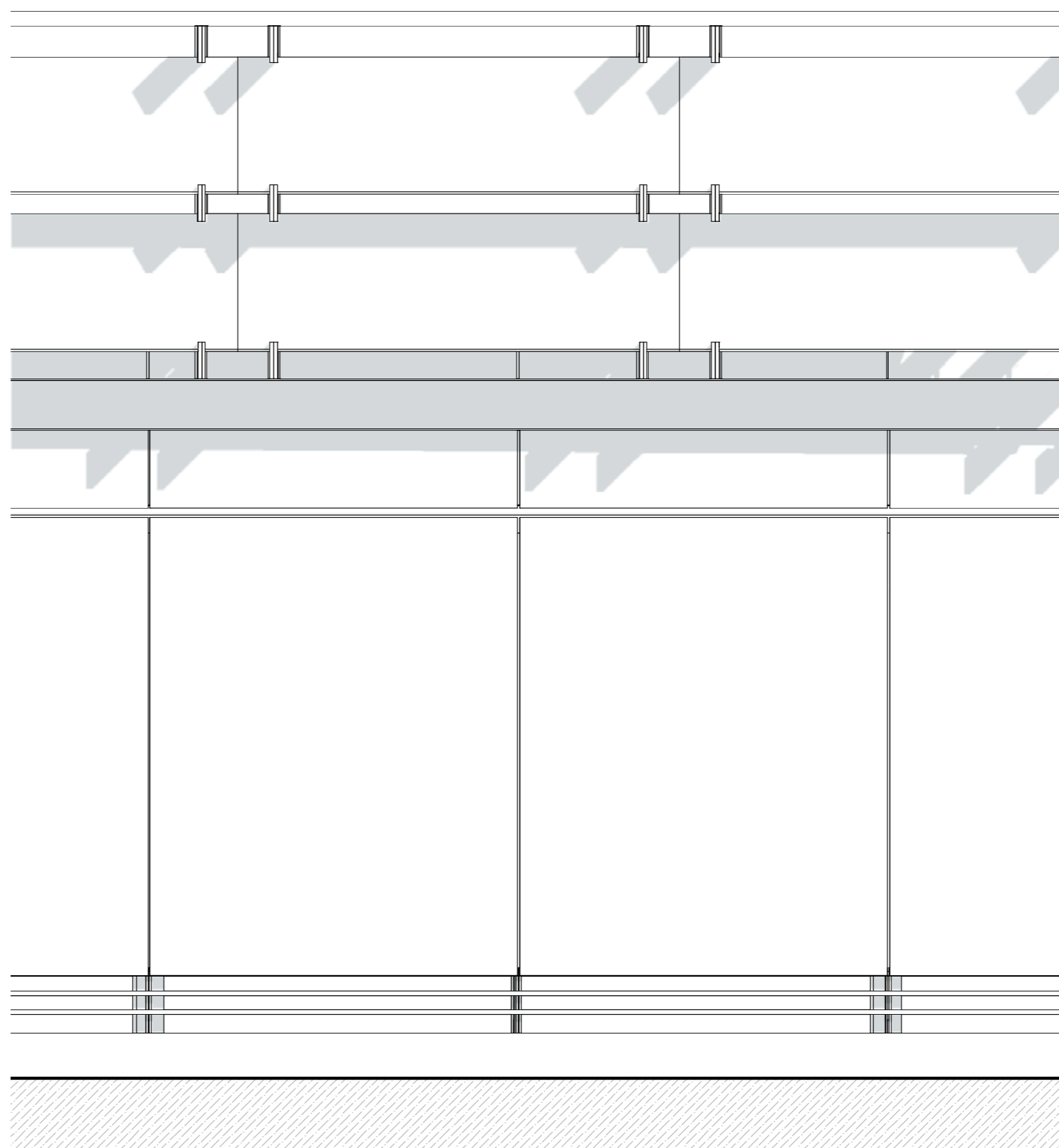
**001 UPLIGHTER SECTION**

N.T.S



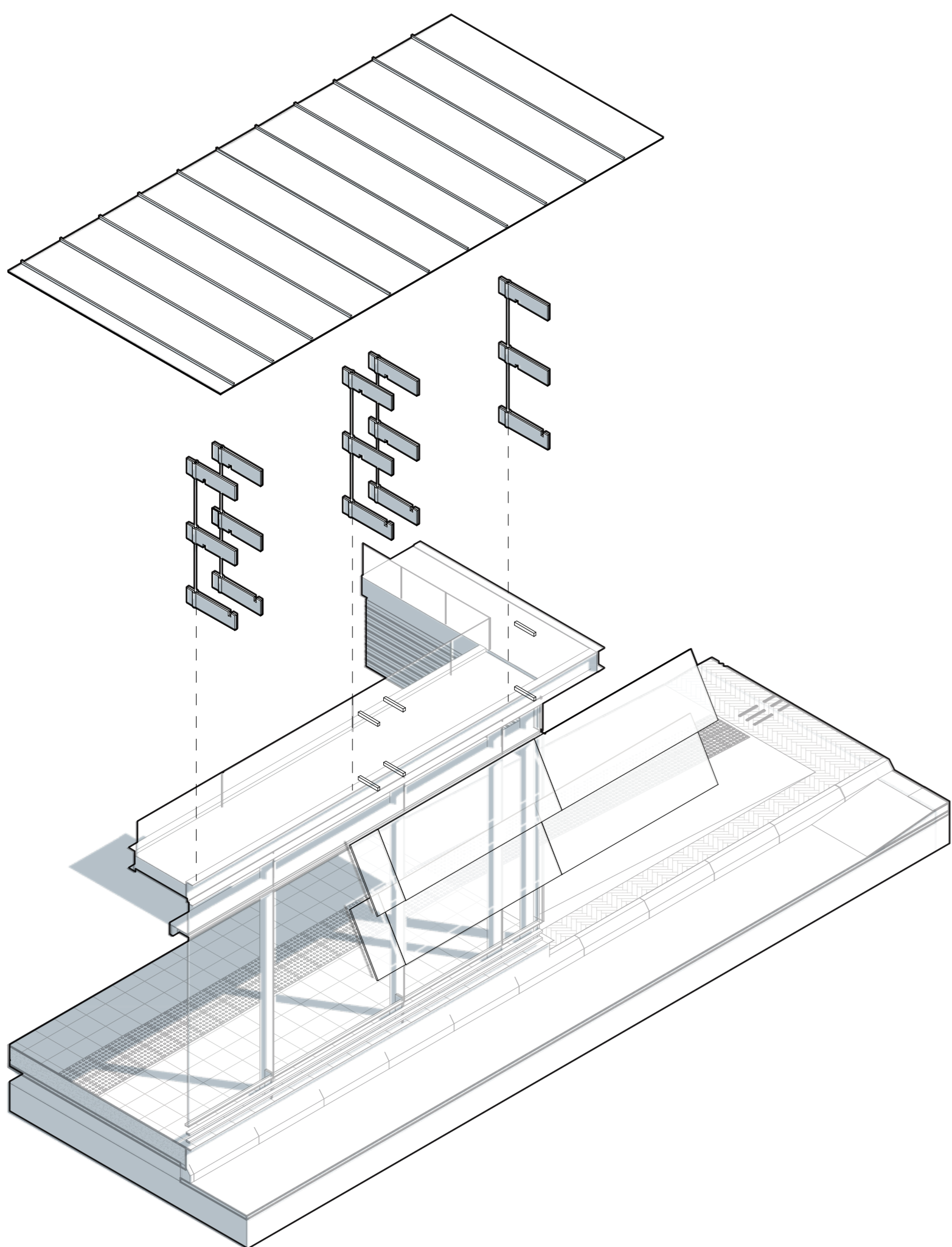
**003 SECTION THROUGH A RE YENG WALL**

1:25



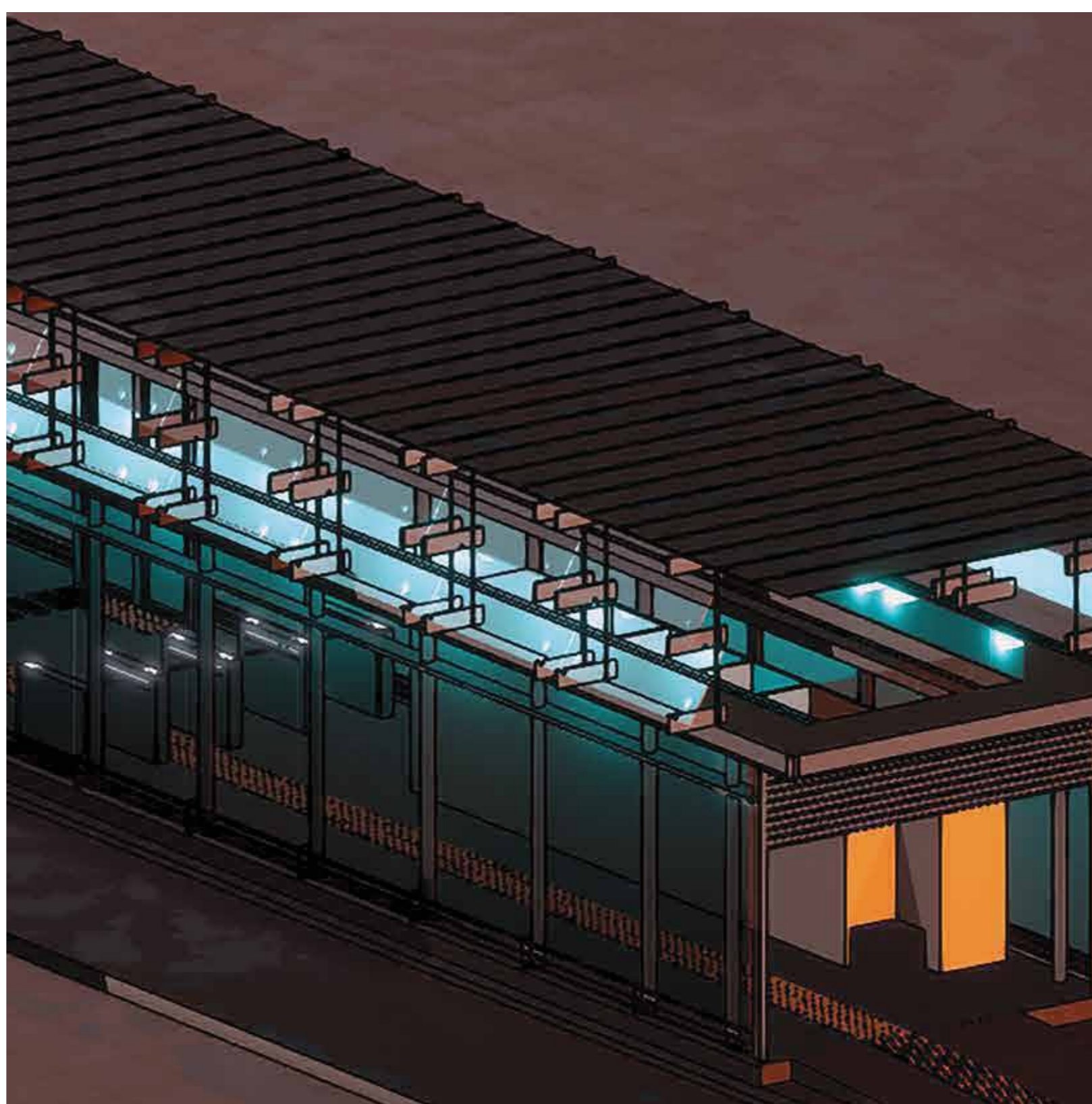
**001 FRONT ELEVATION**

1:25



**003 EXPLODED AXONOMETRIC**

1:50



**003 RENDERED VIEW**

N.T.S

# 01 STATION OVERHEAD

A RE YENG STATIONS

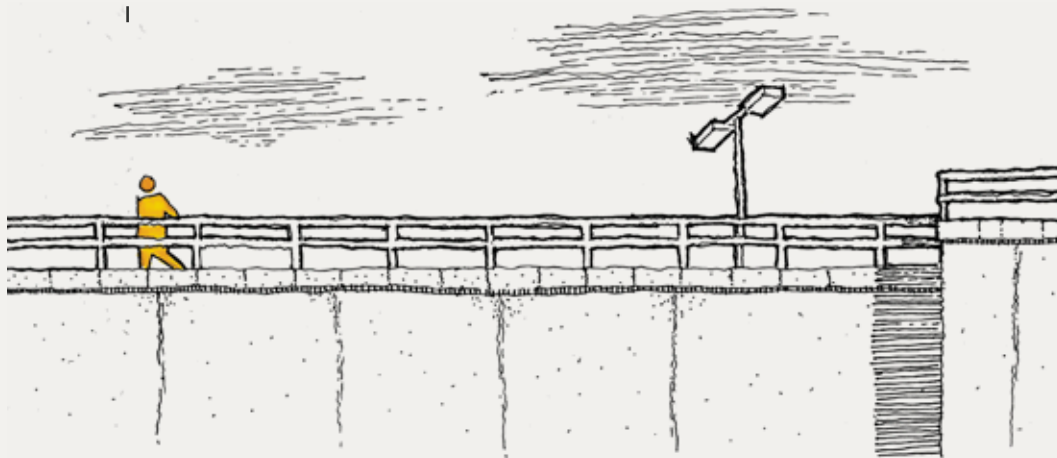
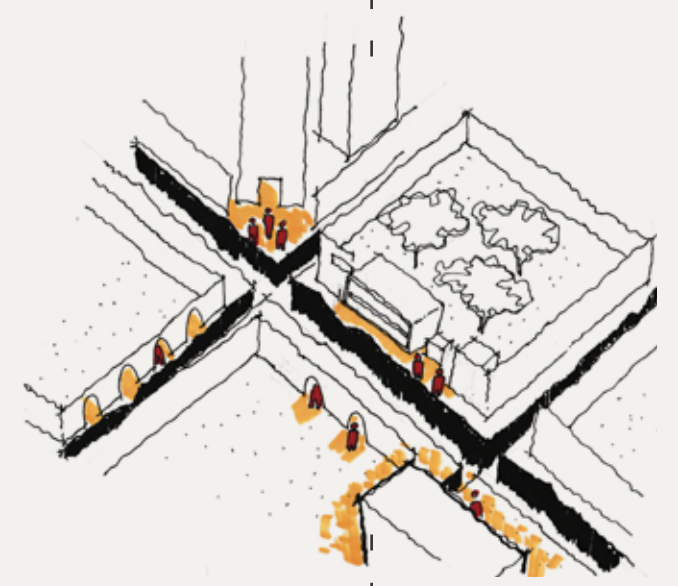


# 11 REFLECTION

## NEW MOBILITY NARRATIVE



HAS ACCESS GOODS AND AMMENITIES THAT ARE ALONG THE MOBILITY ROUTE



THE COMMUTER CAN ACCESS NON MOTORISED INFRASTRUCTURE ALONG-SIDE PERMEABLE ENCLOSURES

THE COMMUTER HAS TO TRAVEL LENGTHY DISTANCES TO REACH DESTINATIONS

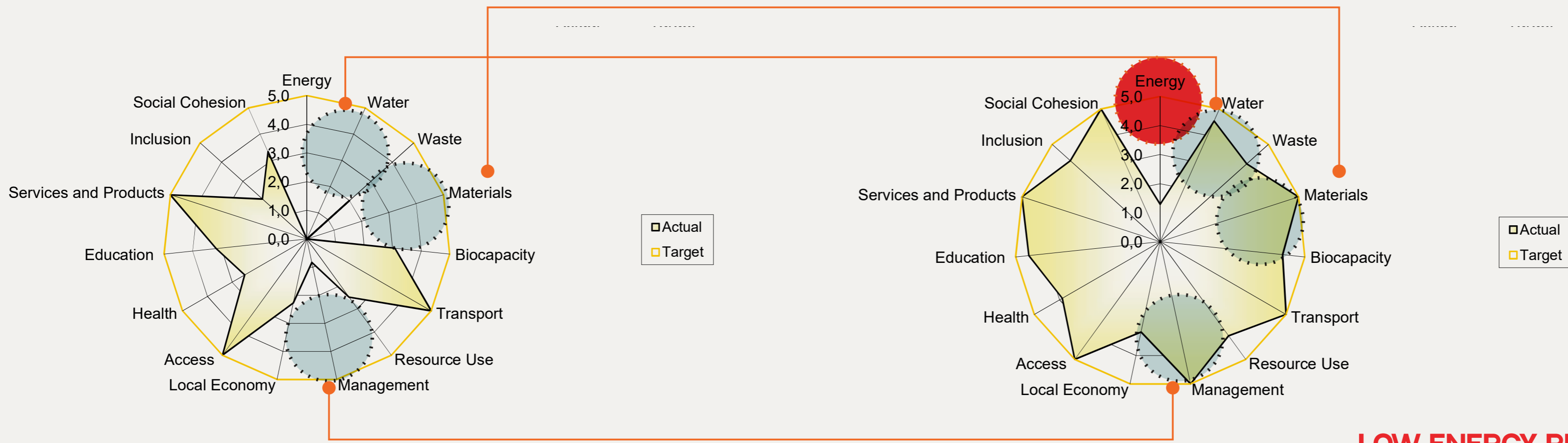


THE COMMUTER UPON EXITING PUBLIC TRANSPORT



# 11 REFLECTION

## SBAT REPORT



**LOW ENERGY RESPONSIVENESS DUE TO USE OF INDUSTRIAL MATERIALS AND EQUIPMENT FOR FOOD PROVISION**

### IMPROVED AREAS AS A RESULT OF THE FOLLOWING ASPECTS:

- LAND USE AND PROGRAMMING OF VACANT SITE
- STORMWATER HARVESTING AND MANAGEMENT
- USE OF LIGHT AND LOW THERMAL MASS MATERIALS AND CONSTRUCTION.

SITE PROGRAMS AND CONSTRUCTION

#### SUSTAINABLE BUILDING ASSESSMENT TOOL RESIDENTIAL 1,04

BI	Building Information	Target	Achieved
BI 1	<b>Building Targets</b>		
EN	Energy	5,0	0,0
WA	Water	5,0	0,0
WE	Waste	5,0	2,0
MA	Materials	5,0	0,0
BI	Biocapacity	5,0	3,1
TR	Transport	5,0	5,0
LE	Local Economy	5,0	2,3
MN	Management	5,0	0,8
RE	Resources	5,0	2,5
SP	Services and Products	5,0	5,0
AC	Access	5,0	2,5
HE	Health	5,0	3,2
ED	Education	5,0	5,0
IN	Inclusion	5,0	2,1
SC	Social Cohesion	5,0	3,3
BI 2	<b>Priority Key (Not Performance Key)</b>		
VH	Very High	5,0	
HI	High	4,0	
ME	Medium	3,0	
LO	Low	2,0	
VL	Very Low	1,0	
NA	None / Not Applicable	0,0	
BI 3	<b>Project Name</b>	Mobility as third space	
BI 4	<b>Address</b>	Arcadia st. Hatfield, Pretoria	
BI 5	<b>Site Area</b>	2620 m <sup>2</sup>	
BI 6	<b>Gross Floor Area (GFA)</b>	1500 m <sup>2</sup>	
BI 7	<b>Gross Internal Area (GIA)</b>	0 m <sup>2</sup>	
BI 8	<b>Number of Useable Rooms</b>	0	
BI 9	<b>Number of Bedrooms</b>	0	
BI 10	<b>Architect</b>	Thabiso Maja	
BI 11	<b>Mechanical Engineer</b>	Name: _____ Co: _____	
BI 12	<b>Electrical Engineer</b>	Name: _____ Co: _____	
BI 13	<b>Wet Services Engineer</b>	Name: _____ Co: _____	

VACANT SITE RESULTS

CONTEXTUAL RESPONSE

#### SUSTAINABLE BUILDING ASSESSMENT TOOL RESIDENTIAL 1,04

BI	Building Information	Target	Achieved
BI 1	<b>Building Targets</b>		
EN	Energy	5,0	1,3
WA	Water	5,0	4,5
WE	Waste	5,0	4,0
MA	Materials	5,0	5,0
BI	Biocapacity	5,0	4,2
TR	Transport	5,0	5,0
LE	Local Economy	5,0	3,2
MN	Management	5,0	5,0
RE	Resources	5,0	4,0
SP	Services and Products	5,0	5,0
AC	Access	5,0	3,9
HE	Health	5,0	4,5
ED	Education	5,0	5,0
IN	Inclusion	5,0	4,2
SC	Social Cohesion	5,0	5,0
BI 2	<b>Priority Key (Not Performance Key)</b>		
VH	Very High	5,0	
HI	High	4,0	
ME	Medium	3,0	
LO	Low	2,0	
VL	Very Low	1,0	
NA	None / Not Applicable	0,0	
BI 3	<b>Project Name</b>	Mobility as third space	
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BI 8	<b>Number of Useable Rooms</b>	0	
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BI 10	<b>Architect</b>	Thabiso Maja	
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BI 12	<b>Electrical Engineer</b>	Name: _____ Co: _____	
BI 13	<b>Wet Services Engineer</b>	Name: _____ Co: _____	

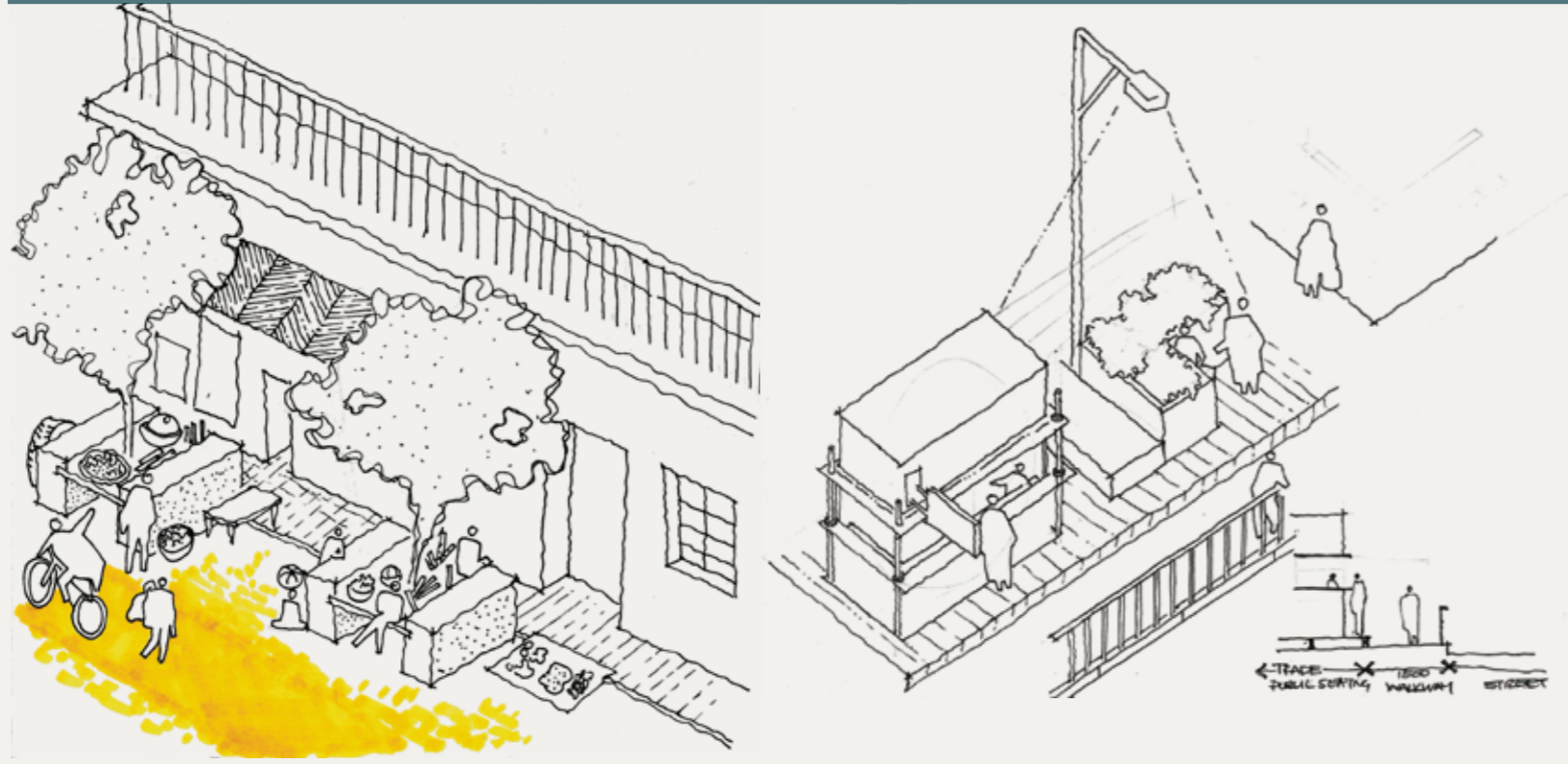
## CORRIDOR GUIDELINES RESPONSE

CRITERIA FOR INTERVENTION	RESPONSE	ACTIVE EDGES	RESPONSE	LAND USE	RESPONSE	INTERVENTION ARTICULATION	RESPONSE	COMMUTER BEHAVIOUR	RESPONSE	MATERIALS	RESPONSE
INTERVENTION SHOULD BE DIRECTLY ACCESSIBLE FROM SIDEWALKS	INTERVENTION IS BUILT ALONG SIDEWALK	INTERVENTION SHOULD BE SITUATED AT FRONT OF PROPERTY LINE (BUILD TO LINE)	INTERVENTION BORDERS IN FRONT OF PROPERTY LINE	INTERACTIVE USES ARE TO BE PROVIDED AT STREET LEVEL IN SMALLER UNIT	RETAIL AND OTHER SOCIAL AMENITIES ARE PROVIDED	PROPERTIES SHOULD PROVIDE DETAILING CONTROLS THAT PROVIDE OPTIMAL INTERFACE	USE OF MENTIS GRID MAY NOT BE OPTIMAL FOR INTERFACE WITH ALL USERS	INTERVENTION SHOULD TAKE COGNISANCE OF DOMINANT MOVEMENT PATH	INTERVENTION IS SITUATED ALONG DOMINANT MOVEMENT PATH	MATERIALS SHOULD BE CHOSEN FOR THEIR FUNCTIONAL EFFICIENCY AND AESTHETIC QUALITY AS WELL AS ENERGY MAINTANACE AND EFFICIENCY	SBAT ENERGY EFFICIENCY RESULTS NOT MET DUE TO PROGRAM DEMANDS
INTERVENTION SHOULD FRAME ABUTTING STREETS	INTERVENTION FRAMES ONE SIDE WALK OF ABUTTING STREETS	SHADE PROTECTION FROM RAIL SHOULD BE PROVIDED BY MEANS IF CONTINUOUS CANOPES OVER SIDEWALKS	PROVISION OF OVER-HEAD STRUCTURES ACCOMMODATES	INDUSTRIAL USES, MOTOR SHOWROOMS, DEPOTS, WAREHOUSES, SCRAP YARDS, BIG CHAIN RETAIL SUPERMARKETS/SHOPS, OFFICE PARKS ETC. ARE NOT CONSIDERED INTERACTIVE USES	NO SUCH SERVICES ARE MET	CORNER INTERVENTIONS AT INTERSECTIONS SHOULD EMPHASISE FOCAL NATURE AND VISIBILITY OF TRANSPORT STATIONS THROUGH PROJECTIONS, BAY WINDOWS, RECESSES, MATERIAL USE, ETC.	PERMEABILITY AND USE OF WAYFINDING SYSTEMS IN DETAIL DRAWINGS ACCOMMODATES SUCH	INTERVENTION SHOULD INTEGRATE RESTING AND PAUSE AREAS ALONG PROPOSED MIXED USE TYPOLOGY	INTERVENTION ACCOMMODATES PAUSING AND IDLING WITH PROVISION OF FOOD RETAIL	ACTIVE ZONES SHOULD INCORPORATE A MINIMUM OF 60% GLAZING TO ENHANCE SAFETY	POLYCARBONATE GLAZING IS USED ALONG WITH OTHER MATERIALS
COMMENTS		THE EDGE ZONE MUST BE INVITING AND RICH IN DETAIL ON THE GROUND FLOOR	USE OF ELEVATED FLOOR AND GREEN HARVESTING ACHIEVES INTENDED RESULTS	RESTRICTED INDUSTRIAL USES SUCH AS BAKERIES, ARTISANS WORKSHOPS ETC. ARE PERMITTED ON ACTIVE EDGES	BAKERS AND OTHER ARTISANAL FOOD RELATED USES ARE PRESENT ON SITE			INTERVENTION SHOULD BE DETAILED SO AS TO SLOW DOWN VEHICULAR MOVEMENT	KERB IS INTENDED TO SLOW DOWN TRAFFIC AND KEEP PEDESTRIANS SAFE FROM VEHICULAR MOVEMENT	MATERIALS SHOULD ALSO REFLECT THE AESTHETIC QUALITY OF THE BRT STATION	USE OF SOFTER MATERIALS MAY CONTRAST AESTHETIC QUALITY OF BRT STATION

# 11 REFLECTION

HOW DOES THE PROJECT IMPROVE THE QUALITY OF WALKABILITY AND SOCIABILITY OF PUBLIC COLLECTIVE SPACES?

ENRICHES THE SPACE WITH VARYING MIXED PROGRAMMED FUNCTIONS ALONGSIDE PEDESTRIAN SAFETY AMENITIES



HOW DOES THE PROJECT DRIVE QUALITATIVE SOCIO-ECONOMIC MOBILITY?

BY FOCUSING ON THE MICRO ECONOMIES SURROUNDING PUBLIC TRANSIT



HOW DOES THE PROJECT UTILISE EXISTING PEDESTRIAN MORPHOLOGIES AND SOCIAL ARRANGEMENTS?

PLACING INTERVENTION ALONG DOMINANT MOVEMENT PATH AND USING EXISTING BOUNDARY ELEMENTS



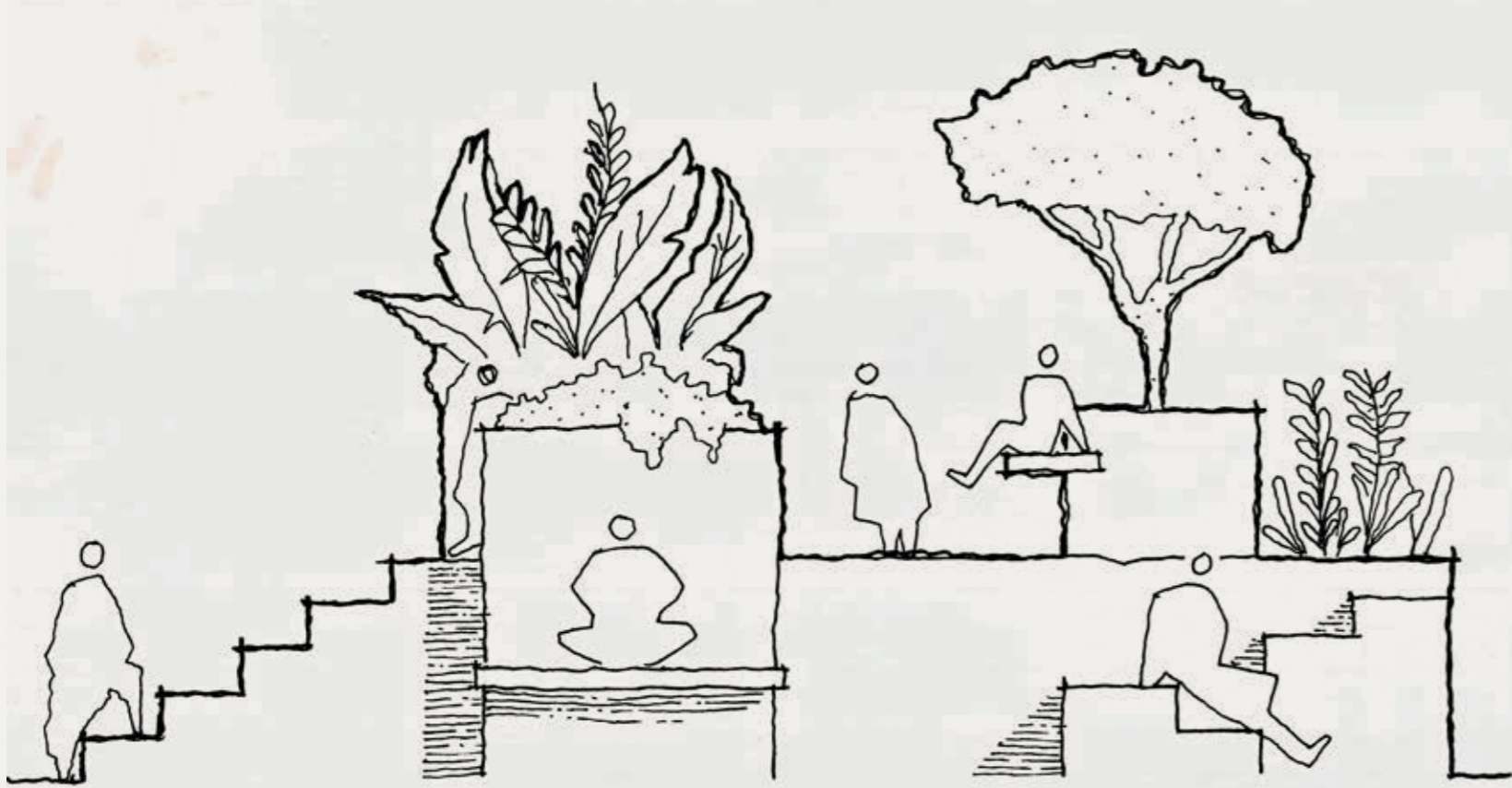
DOES THE PROJECT SUPPORT LONG TERM SUSTAINABILITY OUTPUTS?

ACHIEVES A HIGH SOCIAL AND ECONOMIC RATING, BUT LOWER ENVIRONMENTAL RATING

SB4 Environmental, Social and Economic Performance	
Environmental	3,8
Economic	4,4
Social	4,5
SBAT Rating	4,3

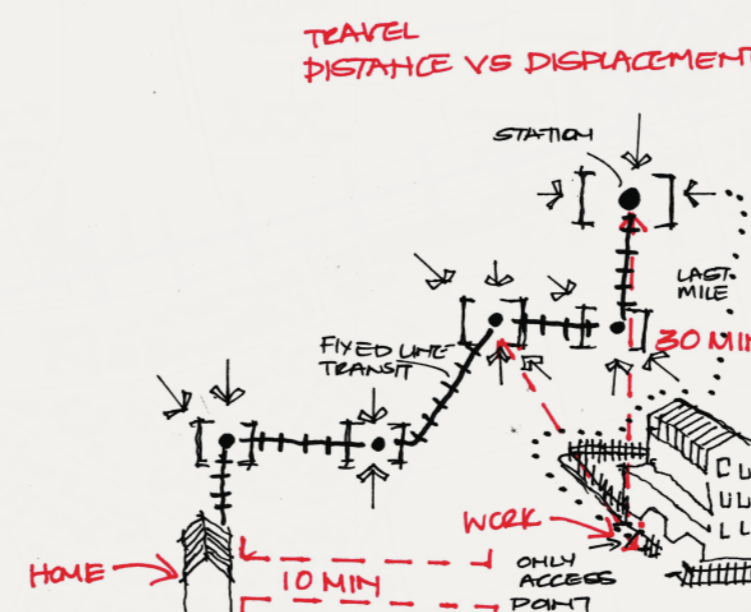
IS MINDFULNESS CONSIDERED IN PUBLIC INFRASTRUCTURE DESIGN?

SLOWING DOWN MOVEMENT, HAVING MULTI LEVEL SURFACES, INCORPORATING SENSORAL ELEMENTS



HOW DOES THE PROJECT REDUCE THE TEMPORALITY OF TRANSIT?

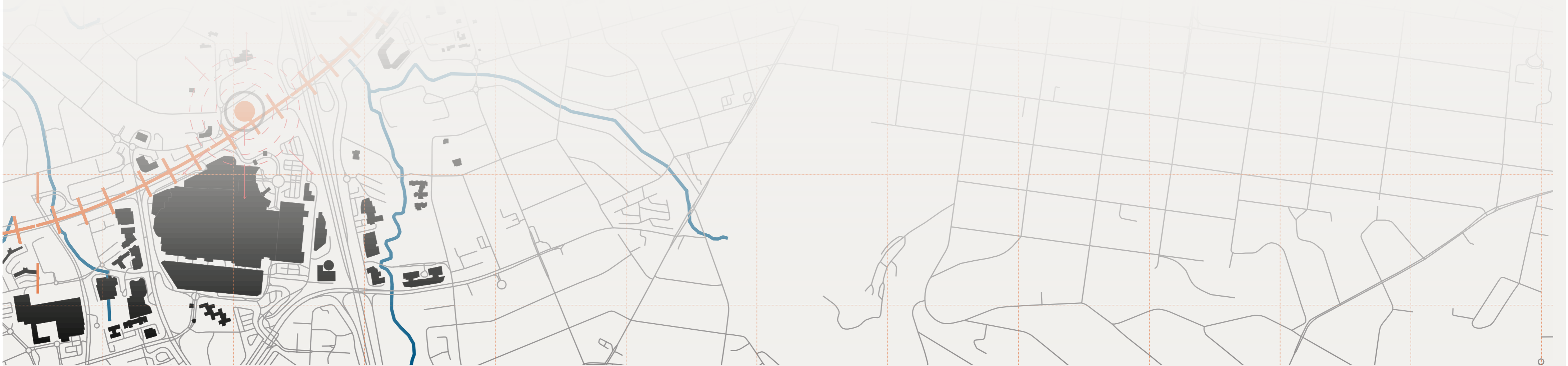
INTERVENTION PLACES DAILY GOOD ALONGSIDE MOBILITY ROUTE



THERE ARE TOO FEW VARYING AMENITIES, LIMITING PROGRAMS MAY NOT YIELD EXPECTED RESULTS

DOES THE PROJECT HAVE MIXED USE CONVENIENT FUNCTIONS?

PROVISION OF VARYING FOOD RETAILERS ALONG EXISTING INFRASTRUCTURE





# CORRIDOR

12.5