

### 3. case studies

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Fig. 3.1 Condition of bridge before herb traders started using it (Dobson, 2001)

## CASE STUDY 1

### WARWICK JUNCTION, DURBAN, SOUTH AFRICA Herb traders' stalls by OMM Design Workshop

The principle of accepting and using the existing layout of the traders is the principle in consideration. As stated in the theory, the everyday users of an area have the best understanding of how a place functions. In the case study the architects recognised the traders' ability to spot potential selling space. Their intervention was a direct response to where the traders were sitting and the stalls that were designed were not pre-designed but customised to fit on the bridge. Provision of infrastructure was kept to a minimum (Dobson, 2001:9).



Fig. 3.2 Herb traders under roof structure erected on bridge (Dobson, 2001)

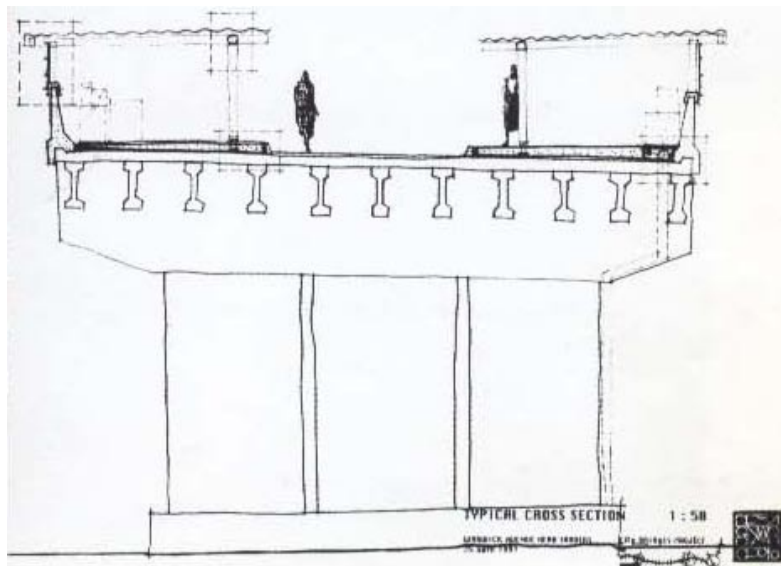


Fig. 3.3 Technical drawing of roof structure erected on bridge (Dobson, 2001)

## CASE STUDY 2

### WARWICK JUNCTION, DURBAN, SOUTH AFRICA Facility for bovine head cooking by Lees & Short

The case study shows that with the provision of simple but accurate facilities, individuals' businesses can expand for the betterment of their economic situation. Most of the traders in communities such as Warwick Junction and Marabastad are women, who are mostly the breadwinners of a family in South Africa's African society today. The far reaching implication of providing a substantial income for the breadwinner of a family, is that the children of that family are not forced to work, giving them the opportunity to receive an education (Dobson, 2001:12).



Fig. 3.4 Bovine head sold on street (Wall, 2000)

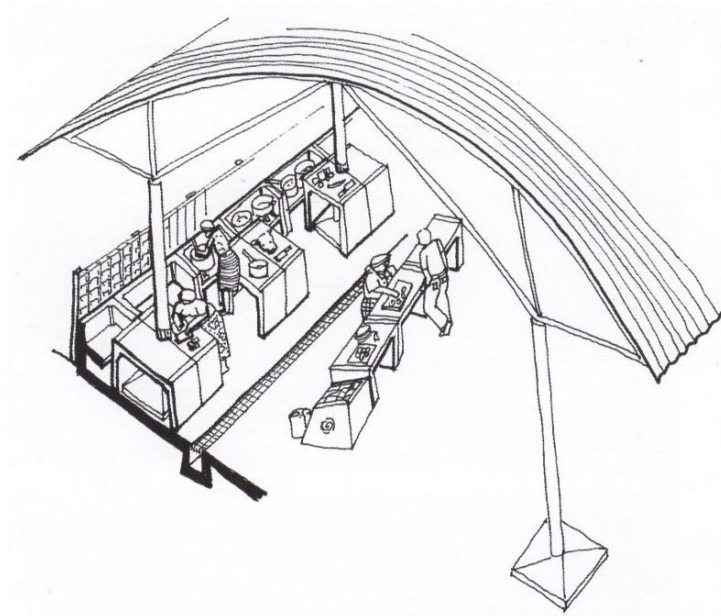


Fig. 3.5 Perspective drawing of bovine head cooking facilities (Dobson, 2001)

CASE STUDY 3

BUSINESS DAY NEWS ARTICLE March 2006

In short, the article suggests that if the breadwinner of a family (in this case, a hawker) were to receive ‘enterprise development assistance’, his/her income could increase, with the result that the children in the family will have a more likely chance to an education. As is shown in the previous case study (bovine head cooking), with the proper improvement of low income citizens’ physical working conditions, their salaries can increase.

From these and other case studies one can get a glimpse of what the effects of minor interventions can be (Janisch, P. 2006).



Fig. 3.6 Article scan (author, 2006)



## CASE STUDY 4

### ROAD UPGRADE Penang, Malaysia

The case study is another example of how a simple and small intervention, such as the upgrading of a road, can add to not only the physical quality of an area, but also to economic growth as well as pride in the owners of property along the road. With the improvement of the street, the businesses along it were made more accessible to customers and tourism, allowing them to prosper economically.

Penang is already an established tourist town in Malaysia, and with the provision of basic services and infrastructure in this specific area, it is now able to optimally benefit from tourism. Marabastad is viewed by the IUDF for Marabastad as an area with specific tourism value, thus with similar provision of infrastructure in Marabastad, the same benefits could possibly be gained. Marabastad has inherent historical value and upgrading the area offers the possibility of exploiting that value with minor intervention.



Fig. 3.7 Street upgrading in Penang, Malaysia (Bakker, 2004)

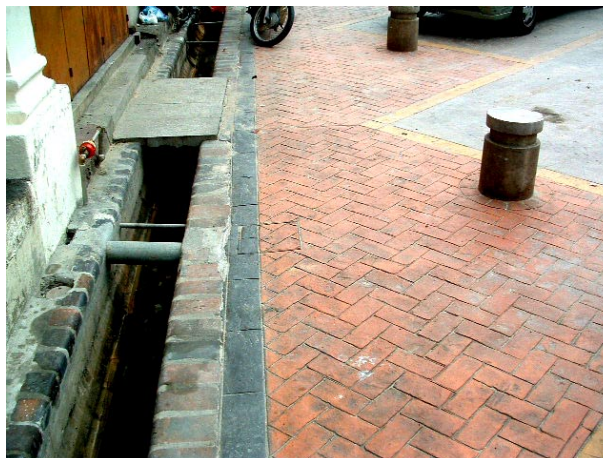


Fig. 3.8 Detail of street upgrading (Bakker, 2004)

## CASE STUDY 5

### BARAGWANATH PUBLIC TRANSPORT INTERCHANGE AND TRADERS MARKET SOWETO, GAUTENG, SOUTH AFRICA.

by Urban Solutions Architects and Urban Designers.

As with the study area in discussion in the thesis, the Baragwanath case study is a very busy transport node in Soweto. The project consists of a 1.3 km long, 0.5 km wide concrete sculptural structure that serves as a core into and onto which different facilities are placed. The facilities support the needs associated with buses, taxis and hawkers that use the area. The fact that the needed shelter required by the different activities the structure supports was not met by just another conventional roof structure, is found to be successful because it gives the area a unique character.

Involving the community (i.e. local artists) in covering the landmark elements of the structure with artworks and the fact that the structure the people now use every day, was 'designed' for them, was a means of instilling a sense of ownership and pride in the project.

Structural aspects in consideration are the materials used and the handling of the edges of structures. Concrete was used for the structure, intending to give it a robust and permanent nature. In transport nodes, with constant traffic and friction, robustness of materials is an important quality. Although concrete is a very suitable material for the context, it tends to be cold; the brick used sporadically gives needed warmth between the concrete. The details included in the development also give the high, concrete structure a more human scale. The round columns used make for a pedestrian friendly environment (Deckler et al., 2006: 64-67).



Fig. 3.9 Sculptural structure of transport interchange (Deckler, 2006)



Fig. 3.10 Sculptural structure of transport interchange (Deckler, 2006)

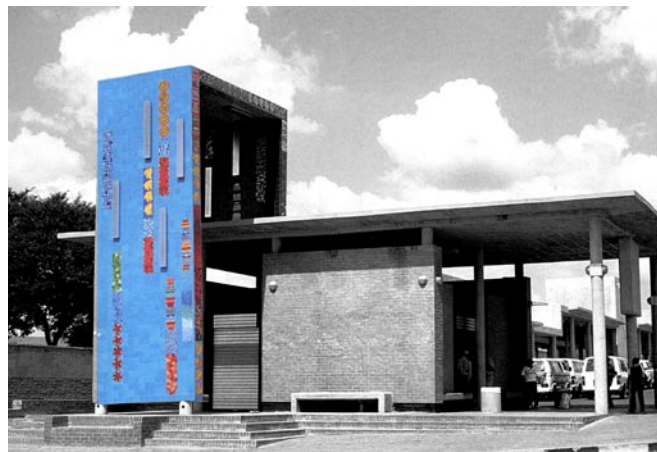


Fig. 3.11 Landmark structure with mosaic detail by community artists (Deckler, 2006)

## CASE STUDY 6

### MARY FITZGERALD PLAZA, JOHANNESBURG, SOUTH AFRICA

The trading component of the Mary Fitzgerald Plaza consists of markers on the ground and paving details that demarcate stalls on the plaza. Provided alongside the demarcated stalls are electrical points traders can make use of. The stalls are rented per month and the monthly payment of R1400 covers the use of electricity. The stalls' dimensions are 2,5 x 3 metres.

Concrete as a robust construction material was used for street furniture.

Walls bordering the plaza that would otherwise be harsh were decorated with themes applicable to the plaza's context. Making the walls available to paint upon, allows people a chance to communicate thoughts and ideas.



Fig. 3.12 Painted wall adjacent to plaza (author, 2006)



Fig. 3.13 Electrical points on the plaza (author, 2006)



Fig. 3.14 Marking on plaza floor surface indicating stall positioning (author, 2006)



## CASE STUDY 7

### MARKET OUTSIDE KOMATIPOORT, SOUTH AFRICA

Simple structures were erected next to the main road at the southern entrance road into Komatipoort to accommodate informal traders of fruit, vegetables and other products. The structures serve as storage with lock-up areas, counters and minimal shelter. They were erected approximately ten metres from the road. The structures themselves do not serve as the place from which they sell, but rather stepped steel shelves on which they display their goods. The traders sell their goods right against the road where passing traffic can easily spot them.

The case study serves as an example that very often markets are built without considering the pattern in which traders usually organise themselves. The storage space is of use, but the roofs over the counter and storage below would better have worked as shelter for the traders closer to the road where the traders position their stalls.



Fig. 3.15 Built structures shown in yellow in the background; display structures in the foreground (author, 2006)



## CASE STUDY 8

### MAPUTO FISH MARKET, MOCAMBIQUE

The central part of the market serves as an area where a number of small restaurants surrounding it can communally serve their respective customers. Simple, portable tables and chairs are placed on loose sand below a spreading and shade-giving tree, creating a protected atmosphere that many people can enjoy.

Adjacent to the restaurants is the fish market where fishmongers sell their products to not only the restaurants at the market but also to customers from outside. A symbiotic relationship thus exists that sustains its viability. In much the same way the movement of commuters through the site in Marabastad sustains its viability as a market.



Fig. 3.16 Central part of market with scattered tables and chairs (author, 2006)

## CASE STUDY 9

### INHAMBANE COURTYARD MARKET, MOCAMBIQUE

This market area in Inhambane has similarities to the proposed market design. Both have small surface areas which accommodate a large number of hawkers. The high roof and the open sides of the structure invites business in and allows a small space to appear larger; the type of structure also suits the hot climate of Mocambique. The treed open courtyard adds to the positive feel of the market.

A few counters with storage space underneath is provided, but for the rest hawkers supply their own structures on which to display their stock.

Dissimilarities - the market at Inhambane is a *destination* as opposed to a market existing due to it being a thoroughfare, as is the case in the Marabastad project site. A thoroughfare requires more open space for traversing commuters.



Fig. 3.17 Market at Inhambane with treed courtyard (White, 2006)



Fig. 3.18 Inhambane market's high roof structure (White, 2006)





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Fig. 3.19 Images of Marabastad (author, 2006)

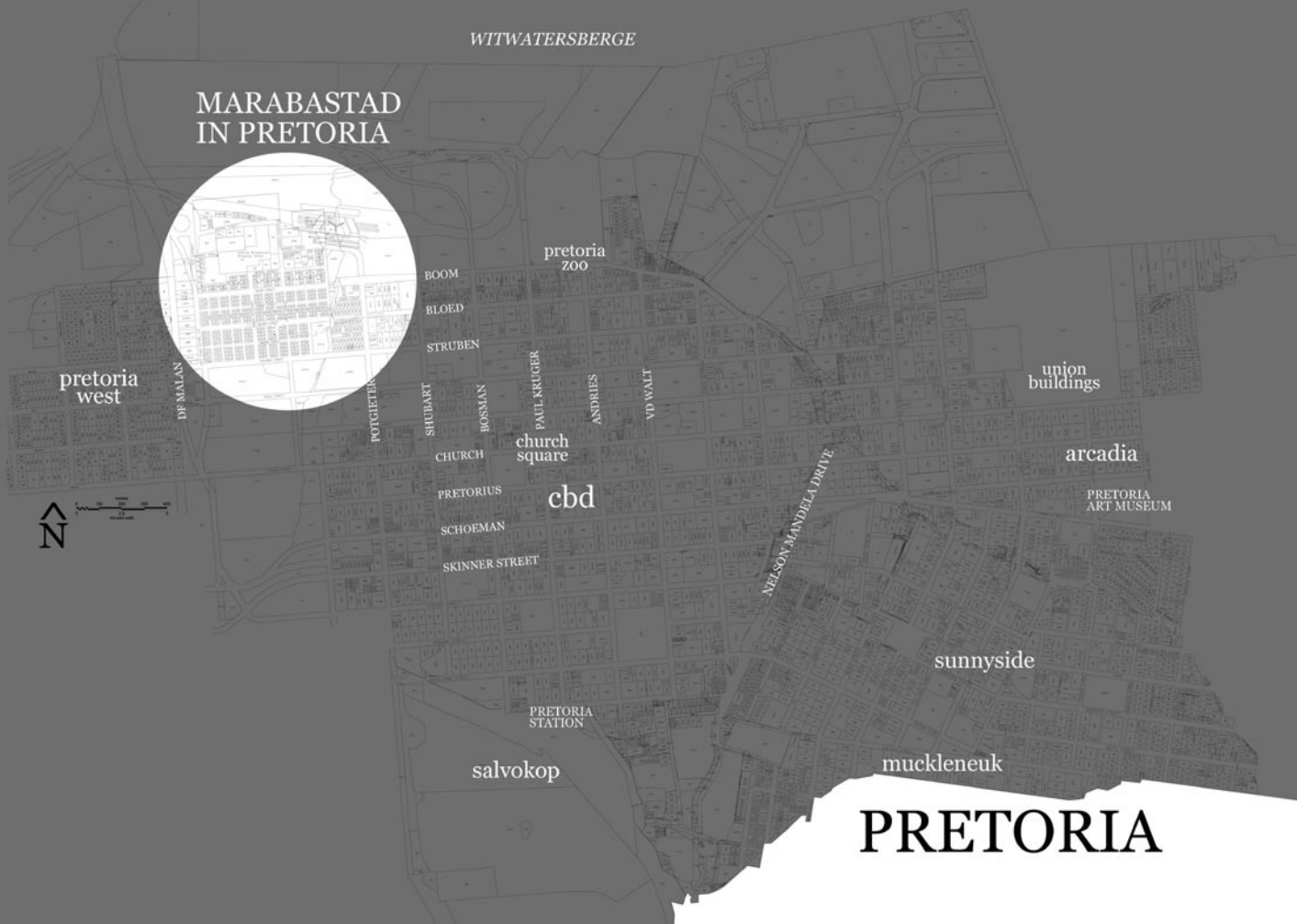


Fig.4.1 Map of Pretoria (author, 2006)



Fig.4.2 Map of Marabastad showing location of site (author, 2006)