

A SMALL SCALE ENTERPRISE

A temporal and spatial stopgap
for development in Marabastad

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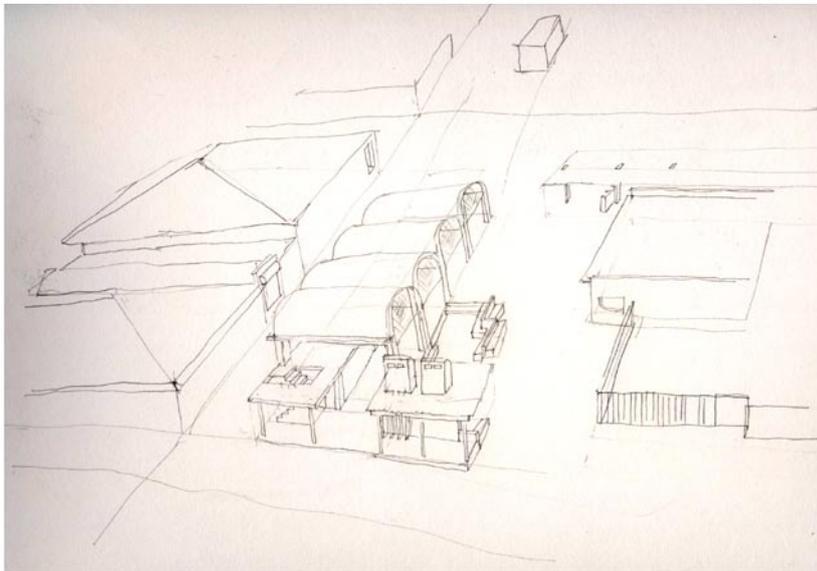


Fig. 1.1 Sketch of
design (author, 2006)

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My God and my Lord Jesus to whom I owe everything.

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PROJECT SUMMARY

In the context of development in marginalised communities in South Africa (and other Third World countries), the thesis project suggests an interim phase of development – between the immediate needs of the marginalised community and the implementation of urban development frameworks. The interim phase has both spatial and temporal implications – it is development at a smaller scale (i.e. site specific) and due to its small scale and subsequent smaller impact on its surroundings, it can be implemented in a shorter period of time. The phase thus fills the spatial and temporal gap for development in Marabastad.

The design is one such attempt at starting to fill the gap. It entails the design of a space that functions mainly as a market, which many commuters in Marabastad use as a thoroughfare and as a place to eat and rest. Basic market infrastructure is provided in the form of improved floor surfaces, trees, water and electricity, ablution facilities, storage, shelter and structure. Apart from serving the physical needs of the users of the site, the space should elicit a sense of ownership with its own implied advantages.

The market and the accompanying facilities provided in the design are a direct response to the current activities and problems on the site. The implementation of similar projects across Marabastad, each addressing site specific issues, could ultimately lead to the whole of Marabastad being rejuvenated.

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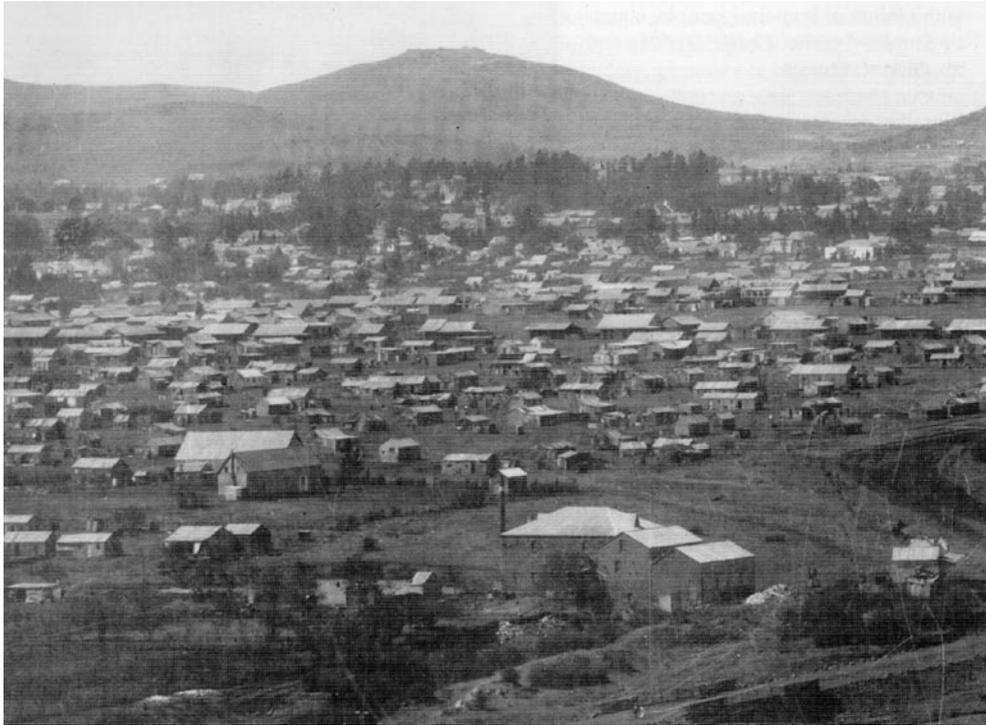


Fig.1.2 View of Marabastad from Daspoortrand in 1905 (IUDF, 2003)



Fig.1.3 Asiatic Bazaar in 1954 (IUDF, 2003)

1. project description

1.1 BACKGROUND TO STUDY

Marabastad was established in 1888 as a government-controlled 'location', named after Chief Maraba, a translator for the landdrost of Pretoria. As a place providing accommodation for Africans, Coloureds and Indians, it developed into a community rich in cultural diversity (Friedman, 1990:25-37). After the introduction of the Group Areas Act in 1950 (Joyce, 1989:248), the different racial groups resident in Marabastad were forced to move to respectively allocated locations around Pretoria. Marabastad, on the threshold of Pretoria's city centre, developed into a thoroughfare for commuters who now had to travel from outlying areas to their places of work in the city.

Today, Marabastad is a poor community consisting mainly of commuters, hawkers selling to the commuters, wholesalers selling to the hawkers and other bargain shops. The study is an attempt to facilitate the needs of the part of the community viewed as most exposed to the environment (physically, socially and politically), namely the hawkers. The site chosen for intervention is relatively small, for the reason that success in a context such as Marabastad, is more likely at a small scale than at a larger scale. The design could serve as a pilot project, which if successful, could be a trail-blazer for similar projects and subsequently, through many small projects, a whole area could be rejuvenated. By addressing the needs of the hawkers through the intervention, the potential exists for the other groups in the Marabastad community to also benefit.



Fig.1.4 Commuters waiting for bus at 2:45 a.m. (Badsha, 1989)



Fig. 1.5 Black locations in relation to Pretoria (author, 2006)

The choice of Marabastad as study area was made following an interview with Mr M. Erasmus at Munitoria. Currently, five particular areas in Pretoria are being considered for redevelopment in the Tshwane Inner City Development and Regeneration Strategy (2005). Moreover, Marabastad, as first Black location in the Pretoria area (Friedman, 1994:18), plays an important role in portraying the history of Pretoria. Due to its positioning in the city and its unique culture it poses tourism potential from which the users of Marabastad and greater Pretoria can benefit.

Locations were viewed as temporary lodging during the Apartheid era and this resulted in inadequate provision of basic services in the area. This led to neglect of the overall environment – Marabastad is a good example of such neglect (Friedman, 1994:109). In our country's recent democratic history, many attempts are being made to repair the damage inflicted on the cities' environment by Apartheid's urban policies. One such example is the Thokoza Dam, Moroka Park project in Soweto. The park is part of a linked system of open spaces in Soweto that form part of the Mofolo-Moroka Open Space Development Framework (March 2000) prepared by Newtown Landscape Architects. The development of the open spaces serves to conserve the ecological value of the spaces as well as allowing community use of the parks. In close collaboration with the surrounding community, a wasted open area was transformed into a useful community park (Darroll, 2002:186,187). The attempts of improving areas affected by the Apartheid policies are often addressed by urban development frameworks. Development frameworks consist of proposals for large scale interventions and long term visions of what places might become. Examples of aspects addressed by the current development framework for Marabastad (Integrated Urban Design Framework for Marabastad, 2002) include proposals for land considered for restitution, restructuring the layout of sites, the reintegration of Marabastad into the rest of the inner city of Pretoria and function rezoning in and around the area of Marabastad – these examples clearly delineate the scale of development planned for the area. Evidently, the scale of these aspects makes for long term planning and intervention (roughly 10 to 20 years). It is thus the temporal and spatial scale of development frameworks and their implications that are under consideration.

As a result of the long term view of development frameworks, the matter at hand is overlooked and focus on the present needs of poor communities is often lost. The tendency to generalise the conditions and needs of poor communities leads to inappropriate development. Furthermore, the broad scale view of development frameworks also tends to ignore the local culture inherent in communities ('culture' implying the social and spatial patterns of communities) – also leading to inappropriate development that is to the detriment, rather than the upliftment of communities. In these generalisations, poor communities are characterised as disorganised and unplanned, while in reality there is a tremendous amount of social & spatial organisation in such communities, which a person from the outside would have difficulty noticing, let alone understand (Hardoy & Satterthwaite, 1989:40). The importance of this structure in the community is underestimated by government actions, in the case of evictions, as stated by Hardoy et al (1989:23,38), but also in the execution of frameworks in poor communities. The network of family, friends and contacts that co-community members establish is an extremely important support system (i.e. finding jobs, financial support) which the implementation of a development framework might completely shatter without proper involvement of the community. Both the present conditions and local culture of a community considered for development need to be fully comprehended. The success of such a project lies in comprehensive communication and coordination between the developers and the community role players.



Fig. 1.6 Thokosa Dam Moroka Park Precinct in Soweto - an example of township upgrading (Darroll, 2002).

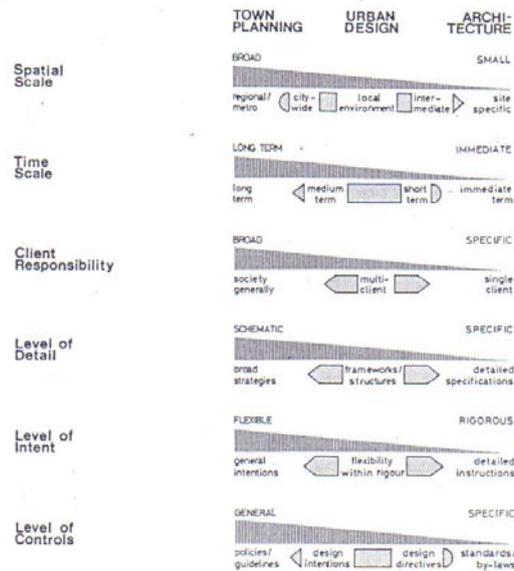
Most frameworks' *"literature...about...development... is characterized by a considerable optimism that governments could create the conditions for 'take-off' and then self-sustaining economic growth so resources should be concentrated on removing key bottlenecks. The rapidly growing illegal settlements were often regarded as a transitory phenomenon which would soon disappear as the economy developed"* (Hardoy et al, 1989:42-44). The importance of development frameworks for the structured development of cities cannot be underestimated and their vital role in the successful functioning of cities is recognised. But since the spatial scale of development frameworks are from a 'city wide' scale, to the 'local environment' through to the 'intermediate' scale (the scale prior to 'site specific') (Senior & Wood, 1987:35) their vision for the future does not appear to be adequate to address the pressing needs that Marabastad is experiencing at present. The immediate needs of Marabastad include the provision of jobs, better living, working and environmental conditions as well as safety, which could be met by short term projects. All of these needs are also addressed in development frameworks, but on a larger scale which implies implementation in the long term. In the short term, however, the possibility does exist for simple, self-help projects on an individual scale – such as providing temporary jobs and improving working conditions. *"Big projects have little or no appeal for them [the squatter citizens]. The city they live and work in is unrelated to the city that the mayors and technocrats want to build. The neighbourhoods of the poor form a city of pragmatists."* (Hardoy et al, 1989:17).

As is stated above, the value and necessity of development frameworks are not discarded – but an interim phase of development is proposed – a phase that has the possibility of operation and use before the ultimate implementation of large scale frameworks – that would enable the immediate needs of the users of Marabastad to be met. It is this need for quicker delivery in poor communities that this project/thesis attempts to address.

1.2 CLIENT

The client for this community based project is the NGO, Pretoria Community Ministries, which has an office situated in the Asiatic Bazaar, Mogul Street, Marabastad.

Fig.1.7 Comparison of different aspects of town planning, urban design and architecture respectively (Senior & Wood, 1987)



1.3 DESIGN PROBLEM STATEMENT

According to Senior and Wood (1987:34), in the context of South African cities, a gap was identified between what town planners and architects considered the design spectrum their discipline needed to cover. Their finding was that due to the 'blinkered' work description of each discipline, the public environment was neglected. Urban design as a discipline was a response to this gap. Although a new profession is not suggested, a gap on the temporal, spatial and detail scale is however identified in designing for poor, marginalised communities (such as Marabastad). The gap exists between the current community conditions and the lapse of time until the eventual implementation of development frameworks in the community. Additionally, a gap exists at the spatial and detail scales of development frameworks, since the individual in his/her unique position is largely ignored.

People in marginalised communities such as Marabastad, exhibit specific needs – urgent to the extremely poor – that need immediate addressing. It is this gap in the design continuum that this study would like to address: alleviating basic needs in the short term. The ultimate design objective is the generation of projects that can be implemented in the very immediate future – short-term, interim, hands-on, self-help, participatory, adjustable, small-scale interventions – from which the community members can optimally and rapidly benefit.

Although the whole of Marabastad is in need of upgrading, there are a number of areas that are comparably worse off than others. This includes areas where spaces are not ideally suited for their function, areas that pose specific dangers to the people and that display the greatest want concerning the needs of the people in Marabastad – but they also hold significant potential for improving the overall impression of Marabastad when development in the longer term starts taking place.

The aim of the project is thus to find ways of *improving* the conditions of the people using Marabastad in the short term by means of small-scale planning and design that is problem driven (lack of infrastructure, services, shelter, storage, etc.) as opposed to extensive programming and long term *solutions* (Goethert & Hamdi, 1988:26).

1.3.1 SUB-PROBLEMS

1. Sub-problem 1

What are the specific, immediate physical needs of the people in Marabastad, as a poor and marginalised community, which are identified through observation in Marabastad and through research on similar communities?

2. Sub-problem 2

Which 'problem areas' in Marabastad can be used as sites and what are their respectively identified problems?

3. Sub-problem 3

What type of design project would optimally meet the immediate needs of the community, while simultaneously ensuring a sense of ownership to the project and provide opportunity for further spontaneous development?

1.3.2 ASSUMPTIONS

The following assumptions are accepted for the study:

- a) In the case where a site falls in or on the boundary of a heritage site, it will not nullify the design intervention, but rather enhance it due to the tourism and cultural regeneration potential a site might have by hosting a historical landmark.
- b) Land claims or property rights on the sites to be developed will, for the time being, not limit what the development on the specific sites might be.
- c) Due to the relatively short timeframe in which to gain insight into the very diverse needs of the community of Marabastad, a number of assumptions concerning their needs had to be made.

1.3.3 DELIMITATIONS

My study will include:

- only the three specific problem areas discussed in the study, albeit that other similarly deficient sites exist in Marabastad.

My study will exclude:

- discussing the whole spectrum of social needs in Marabastad in detail. Mere mention of them will be made since more detailed discussions can be found in other sources (i.e. the Integrated Urban Development Framework for Marabastad, proposed by Aziz Tayob Architects Inc.). Thus, the word 'need'/'needs' will generally signify physical needs, while otherwise, when referring to social needs, it would be spelt out as such.

2. theory

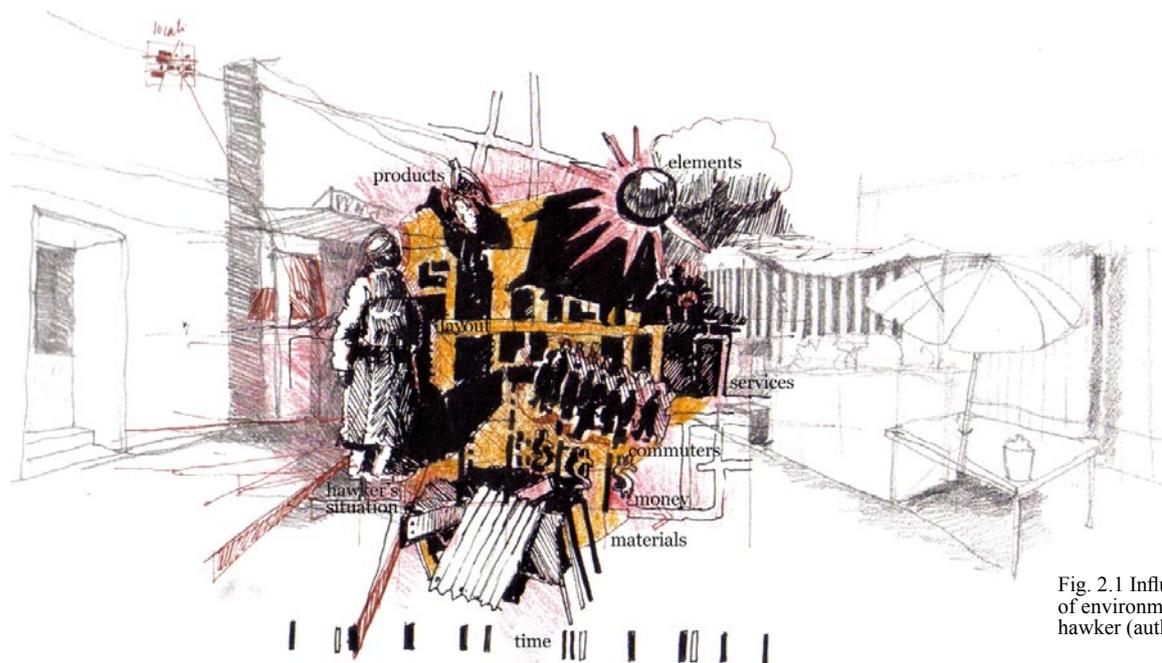


Fig. 2.1 Influences of environment on hawker (author,2006)

2.1 NEEDS OF POOR, MARGINILISED COMMUNITIES



Fig. 2.2 Various needs apparent in Marabastad displayed as symbols (Miller, 1994:39)

PHYSICAL CHARACTERISTICS OF SQUATTER SETTLEMENTS

Squatter settlements are areas where people illegally set up house on public land; 'slums', a term used interchangeably for 'squatter settlements' are defined as thickly populated, squalid parts of a city, inhabited by the poorest people in cities (Webster's, 1994: 1380,1343). The physical characteristics and needs include very poor living conditions, unemployment, insecure shelter, unsanitary or no disposal of waste and little or no access to services. Such communities, although not recognised by most, are intricately layered constructs consisting of interwoven physical, social & economical components. Hardoy et al (1989:40) state that outsiders to slums (especially government) are under the impression that such communities are random or unplanned, without considering the possibility that the specific physical and social layout is not an ad hoc phenomenon but a fine-tuned organisation. Slums in the South African context can be similarly characterised.

MARABASTAD DEFINED ACCORDING TO THE ABOVE DEFINITIONS

While much of the material and research about people in squatter settlements concern people in and around their home environments, Marabastad is for the moment not a predominantly residential community. Marabastad's only residential component at present is people illegally sleeping in empty buildings, in sub-letted apartments and in hawker stands due to financial restrictions. Others sleep in shops trying to curb robbery. Therefore, although Marabastad is in many respects similar to ordinary squatter or slum settlements, it needs to be classified in different terms and since the nature of most of its uses are work-related this naturally influences the current needs of the community. Hence, Marabastad can be classified as a community consisting mainly of mobile, ephemeral users using it either during the day as trading platform or as a thoroughfare from their homes to town and back.

The needs of the Marabastad community thus include the ubiquitous requirement of jobs, sufficient infrastructure (i.e. road upgrading and stormwater facilities, etc.), services (i.e. waste collection, sanitation and health services) and the provision of appropriate workspace – also substantiated by Hardoy et al (1989:6), who state that the needs are *“adequate means of livelihood, a secure shelter, access to clean water, health care and education, protection against natural disasters and contamination from wastes – as well as basic political and civil rights.”*

2.2 PROBLEM AREAS

The term ‘problem area’ is derived from the book, *Microplanning* (1988) by Goethert & Hamdi. Microplanning is a planning process grounded in community participation and is a response to local circumstances (economic, environmental, social, etc.) to ensure appropriate development through which the community can be educated/trained with the vision of improved environment conducive to people’s upliftment. The process encourages programmes that are problem-driven and programmes flexible enough to adapt as new problems arise – programmes that are impossible through pre-planning and ‘pre-packaging’ (Goethert et al, 1988:7). Hence, the term ‘problem area’.

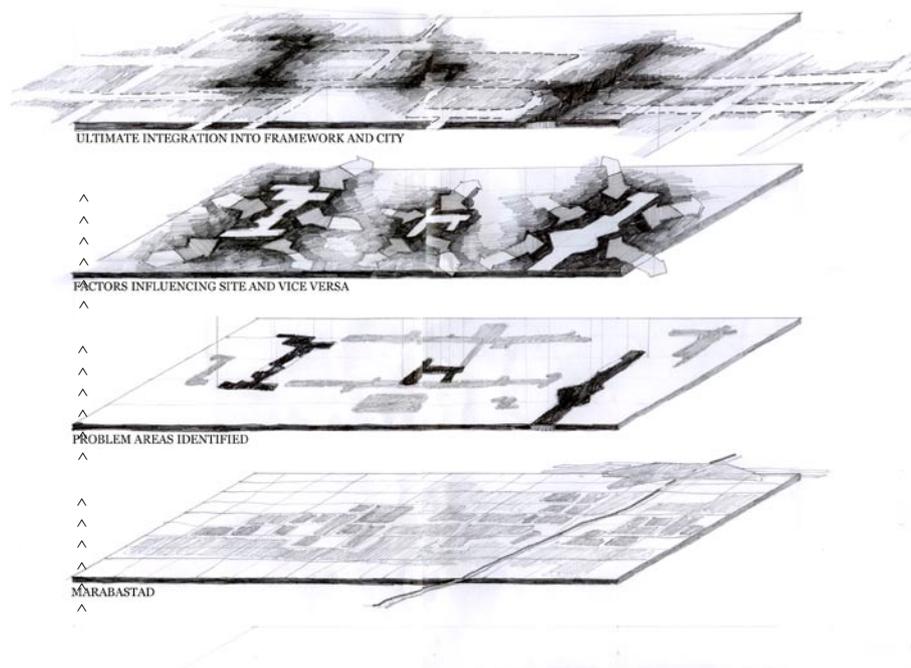


Fig. 2.3 Process of problem area identification, determining its influence on the environment and vice versa, and ultimately after its development, how it integrates into the rest of the development framework (author, 2006)



Fig. 2.4 First problem area discussed: squatter characteristics (author, 2006)

PROBLEM AREAS IN MARABASTAD

Problem areas in Marabastad cannot be circumscribed by one definition, for this reason three types of problem areas are identified in Marabastad. Firstly, there are problem areas that can be described as ‘architecture/zones of transgression’ – as described by Doron:

“The squatters...the street vendors...practise architecture and transform the architecture that already exists. These marginalized communities not only occupy places, they also change them. Most clearly they do this in those places that the discourse sees as void or wasteland, derelict or residual. In short, they are involved in two focal points of architecture and planning: changing the uses of places, and changing the design of places. Sometimes they do this only by being there, sometimes they act/work/live in places that were not planned for these purposes, and in other cases they literally build or renovate them. Looking at the architecture they create and the means they use, I will call it Architecture of Transgression, i.e. taking existing architecture and plans of these areas to their limit and there opening up a new space. They also act using methods and materiality at the boundaries of architecture and planning and find other possible means for creating architecture. Their presence, and above all their architecture, transgresses the idea of what architecture and planning is, thus creating an Architecture of Transgression.” (Doron, 2000:57)

By the above quote is implied that the people who use the space most frequently, are the people who decide how the space is used and occupied. This is especially true of squatter settlements, where the people make do with what is at their disposal – renovating areas with the material that is available. According to the authors of *Squatter citizen*: “[i]t could be said that the unnamed millions who build, organise and plan illegally are the most important organisers, builders and planners of Third World cities.” (Hardoy et al., 1989:15). According to Nicks (2003:203) there is a tendency among urban designers and landscape architects to over-design in the context of low-income areas. He states that only minimal design is required in such areas and that further appropriation of the space will be filled in by the users. These references signify that architects and planners can and should only have limited ‘engagement’ in the final planning of areas such as Marabastad, and should hand the final, continuous appropriation of space over to the users (Doron 2000:57).



Fig. 2.5 Second problem area discussed: natural area misused (author, 2006)



Fig. 2.6 Third problem area discussed: unsafe areas between buildings (author, 2006)

Secondly, there are open, natural areas that are ‘wasted’. An example of this in Marabastad is the area adjacent to the Steenovenspruit. To begin with, the spruit’s natural quality and function was warped when it was channelled. A campaign to naturalise the spruit is not at all implied, but a salvaging of what the spruit might offer the community of Marabastad. In addition, the open area around the spruit and the spruit itself is literally ‘wasted’ upon with the dumping of rubbish on it. Another manner in which the area adjacent to the Steenovenspruit is wasted is the fact that the activities taking place on the site are not taking place under ideal circumstances. It is a common phenomenon in Pretoria that the leftover areas and areas peripheral and adjacent to watercourses are neglected. The current usage of the area should be a good indicator to what the future function of the space should include. Thirdly, there are a handful of historically significant exterior spaces in Marabastad that are neglected and are deemed unsafe because they are underutilised and it is worth inspecting the reasons why they are considered thus. The renewed use of these areas will create the possibility of re-instating value into historically significant areas that are presently disregarded, in favour of both the users of Marabastad and potential visitors. Hence a summary of three types of wasted spaces identifiable in Marabastad:

- a) Problem areas: areas illegally occupied – squatter characteristics
- b) Problem areas: natural area – underutilised and misused
- c) Problem areas: areas between buildings unutilised and unsafe

THE ADVANTAGES OF USING PROBLEM AREAS

The reason for choosing problem areas in Marabastad as sites for intervention, is that most other areas in Marabastad are already – although not ideally – relatively well appropriated to its users’ functioning. The areas to be addressed are the ones most in need of improvement, be it environmentally, spatially, economically, physically or socially. Another reason for choosing problem areas is that they are potentially dangerous areas. Neglected areas tend to collect waste, which poses problems of waste contamination and evildoers might be inclined to hide in dark, unsurveyed, disordered or overgrown places. Problem areas can also impact negatively on the viability of Marabastad as a place for visitors. ‘No man’s lands’ usually have a negative connotation and people steer away from dirty or deserted places, while areas that display the appearance of maintenance, create the impression of being safe and tend to attract more people. This is substantiated by the *Broken Window Effect* strategy. It is a strategy proposed to prevent vandalism and states that if problems occur in an area (i.e. a broken window in a building or scattered litter), the best would be to fix the problem within a short time. The reasoning behind fixing problems as soon as possible is that if, for example, a window in a building is broken, vandals will be more prone to break more windows in the building, which might eventually lead to them breaking into the building itself and even squatting in the building. Likewise, if sidewalks are kept clean and an image of cleanliness is instated in an area, people will be more keen to keep the area clear from rubbish. Its aim is to limit and hopefully eliminate petty crime (http://www.theatlantic.com/doc/prem/198203/broken_windows). Another benefit of using problem areas is that where they are situated in places that are already developed, one can work within existing parameters and, often, with existing infrastructure, which can guide intervention decisions – resulting in designs that are well-adapted to their environments.

The advantage of developing problem areas is that areas that were once unutilised, unproductive, and considered as threats, can now be transformed into areas conducive to improving the overall display and nature of Marabastad (Doron 2000:52).

2.3 STRUCTURE, EMERGENCE AND GOING TO SCALE

A relationship exists between what Hamdi calls structure (2004:73), emergence (2004:73) and going to scale (Goethert et al., 1988:7). In upgrading a community like Marabastad, the relationship becomes very important. With the provision of the correct amount of *structure* to a community in need, while still allowing *emergence*, i.e. entrepreneurship, the opportunity exists for individuals and the community to develop economically through the process of ‘*scaling up*’

2.3.1 DESIGNED STRUCTURE

The term ‘designed structure’ implies the amount of planning and the subsequent physical design a designer proposes for an area being developed, i.e. planning documents, paving and buildings. A number of factors influence the decision on how much structure to provide; the following sub-headings are a description of the various factors:

a) Community participation and responsive design

Community participation and responsive design are encompassed by the theory behind ‘Microplanning’ explained in 2.2. Since the knowledge of the users and inhabitants of Marabastad make of them the true designers of their environment, the importance of community participation and involvement is essential. Consultation with the community regarding its needs and preferences is essential in the process of an attempt to improve the environment (Schaugh, 2003:158). Participation has the added benefit that the participants will acquire knowledge that they can then transfer to their home communities. The project endeavours to identify specific activities of the members of the Marabastad community (through empirical research) and the design project should facilitate and complement the existing activities and functioning.

By using interviews (interviewing is the measure of community participation that was possible for the project, although Microplanning advocates community workshops as appropriate participation), on-site observation and research, the possibility exists to make assumptions as to what structure the community would benefit from.



Fig. 2.7 Hawker stall layout on site; stall layout adapted to edges and commuter movement (author, 2006)

b) Small scale intervention; short term implementation

From various examples it has been proven that projects that directly affect a community (esp. concerning income and living conditions), are only effective if delivery is in a relatively short period of time. For the project to be done in a short time frame, it implies that it should be on a small scale. Small-scale interventions as discussed by Goethert and Hamdi have the potential of delivering quick results through which the community can gain trust in the process and in turn, because they were involved, develop self-reliance (2004: 28).

Apart from the fact that smaller projects would generally require a shorter period to be implemented, another motivation for smaller, site-specific development is that it is possible to fill the gap between the immediate needs of the community and the implementation of the development framework proposed for the area. As Hamdi (2004:54) states, the rate and process of implementation of a design should be determined by the assessment of risks according to the manner in which they have an effect on a person's safety:

1. life risks (in the South African context this might include death through violence)
2. risks affecting a person's dignity (social or political conflict or exclusion, land security, employment, education)
3. everyday risks (water, sanitation, food or fire)
4. risk from lack of resources or opportunities (transport, info, education, employment).

Derived from the assessment of the risks, it is possible to phase a project over a certain period according to the immediacy of the risk.

A project without structure would result in an unorganised place and a community without assurance that what was implemented will last. Structure has the potential to provide stability and serve as common ground from which the whole community could benefit (Hamdi 2004:xvii), such as the provision of ablution blocks and water, facilities that a large group of people can use.

Apart from the importance of communities being involved enough in the process and the opportunity for people to act spontaneously, structure is an important factor in a project that could convince local government of the viability of the project.



Fig. 2.8 An example of space appropriation: eating stall in Marabastad, on a two metre strip next to the road and fixed onto an adjacent fence. A comfortable, shaded spot is made with limited provision (author, 2006).

2.3.2 EMERGENCE

'Emergence' (Hamdi, 2004:73) refers to the freedom planning and its subsequent design grant the users of a space to use initiative and entrepreneurship to change and alter the area. Emergence also refers to the quality of a design to change over time, i.e. the project under discussion's function might change over time from an area with the flexibility to adapt to changes, to an area that is fixed, with a determined layout and function.

a) Space appropriation

Through emergence, a relevant design can develop into a unique interaction between what is provided for the community via the project structure and the manner in which the community uses and appropriates the space. When one enters communities such as Marabastad, one is confronted with a place that has been expertly appropriated to its users' day to day activities – with the limited resources that they have at their disposal. As Hardoy & Satterthwaite states, the real designers of the slums are, and should be, their inhabitants. Their design responses are naturally more appropriate in terms of the local climate, culture and resources (Hardoy & Satterthwaite, 1989:15-17). Although the original layout of Marabastad was determined by urban policy around the beginning of the 1900's (Friedman, 1994:107), the customisation by the Marabastad users of their environment, was a natural occurrence from the outset of Marabastad's establishment, and it continues up till today.

In reference to development in needy communities, Hamdi (2004:xviii) asserts that designers must strike a balance between designed structure and emergence. Structure in development provides a place with stability, security and robustness to deal with change, while emergence invokes the uniqueness of a certain place's character. The question of where to draw the line on how much structure to provide without inhibiting the process of emergence still remains (Hamdi 2004:73). Through informed choices, participation and experience a level of success might be achieved.



Fig. 2.9 Example of space appropriation: eating stall just outside Marabastad fixed to fence and lamp post (Le Roux & author, 2006).

2.3.3 GOING TO SCALE: WHAT THE PROJECT HOLDS FOR THE FUTURE

Going to scale is a natural process that emanates from the successful dialectic between structure and emergence as discussed above. The successful dialectic creates opportunities for entrepreneurship and gives small ‘organisations, events and activities’ the chance to grow (Hamdi, 2004:xix).

a) Individual economic upliftment

A simple intervention – such as the provision of a roof over the ladies cooking bovine heads in Warwick Junction – can help individuals to upgrade their business, however small the business or improvement might be (refer to case studies 2 and 3).

b) Skills training

A large majority of people in Marabastad are unemployed and a great need exists for job creation. Through the participation of community members in the construction of the project, temporary jobs could be created. Moreover, skills training from which people could permanently benefit could be transferred to the community members involved, providing better opportunities for future employment. Preferably, tendering for construction companies should be awarded to the company providing the most opportunity for skills training and community involvement. In the Thokoza Dam Moroka Park precedent discussed previously, the Johannesburg City Council and DANCED (the Danish environmental development agency) – the agency that funded the project – one of the requirements of the project was that local labour and resources should be used as far as possible so that much of the total contract value stays in the community. Involving the community in the design and construction of the project would play an important role in ensuring community ownership and future maintenance of the project (Darrol, 2002:187).

2.4 INTEGRATED URBAN DESIGN FRAMEWORK FOR MARABASTAD

The following is a quote from the 1998 framework proposal by Aziz Tayob Partnership Architects Inc.:

“The project brief called for the following deliverables:

‘The integrated development plan for Marabastad shall integrate Marabastad within the grid of the Inner City. The integrated plan shall set essential development guidelines for development within Marabastad and the vacant land adjacent to Marabastad. The integrated development plan shall play a very important role in the restitution of Land Claims. The integrated development plan shall consist of:

- Development guidelines*
- Guidelines for the handling of squatters, illegal immigrants and hawkers.*
- An urban design framework*
- Land use proposals*
- Guidelines for the completion of land claims*
- An integrated plan*
- A framework for implementation’.*” (1998 Framework proposal, Chapter 1)

The Integrated Urban Design Framework (IUDF) for Marabastad (Aziz Tayob Architects Inc.) is an excellent proposal if only its implementation could be accelerated. It poses a very thorough investigation into the current situation in Marabastad and subsequently provides apt guidelines for both the urban spatial development of the area and complementing guidelines pertaining to the human, social, political and economic aspects that should influence the development (section 5.2.3 of the IUDF for Marabastad). The delay seems to be rather due to the slow process of the Land Rights Restitution rather than to an IUDF that is not comprehensive enough. In the meantime, the gap between the immediate needs of the community and the implementation of the framework still exists and the immediate needs of the users of Marabastad are not met. A main distinction between framework implementation and microplan implementation is that microplanning focuses firstly on a specific site rather than a larger urban area as addressed by frameworks (Goethert&Hamdi 1988:17). This study has as its aim to fill the temporal gap between the current conditions of the community and the commencement of implementation of future projects. The projects would be of a flexible nature in order to be adaptable to future projects and frameworks.

CONCLUSION

With the continual growth and expansion of the ‘microplanned’ projects, and hopefully with the relative success of the projects (measured by assessing whether the goals that were set by the planning were met), local government and even authorities higher up might be convinced and influenced to promote similar small projects. The success of the project holds the potential for other projects to receive better funding and speedier implementation.

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)

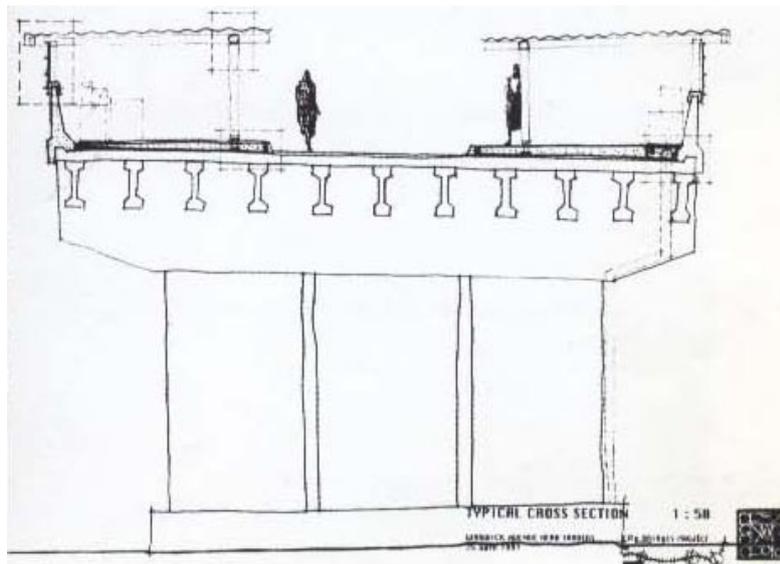


Fig. 3.3 Technical drawing of roof structure erected on bridge (Dobson, 2001)

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)

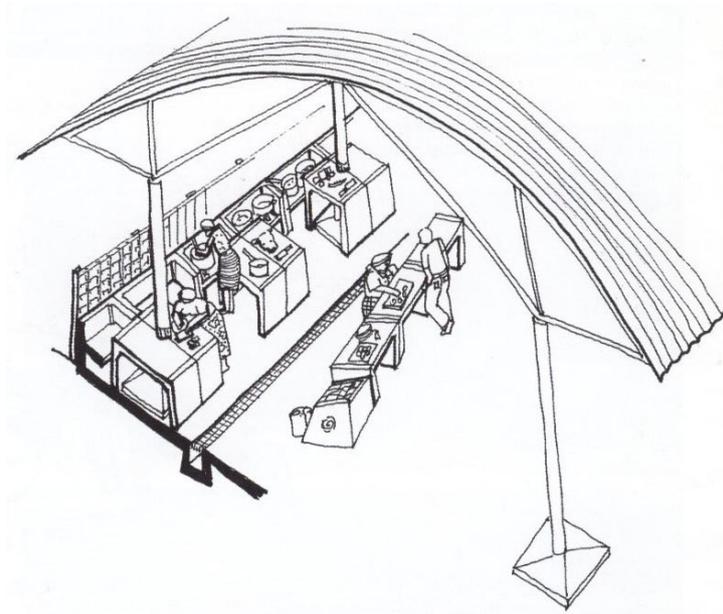


Fig. 3.5 Perspective drawing of bovine head cooking facilities (Dobson, 2001)

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)

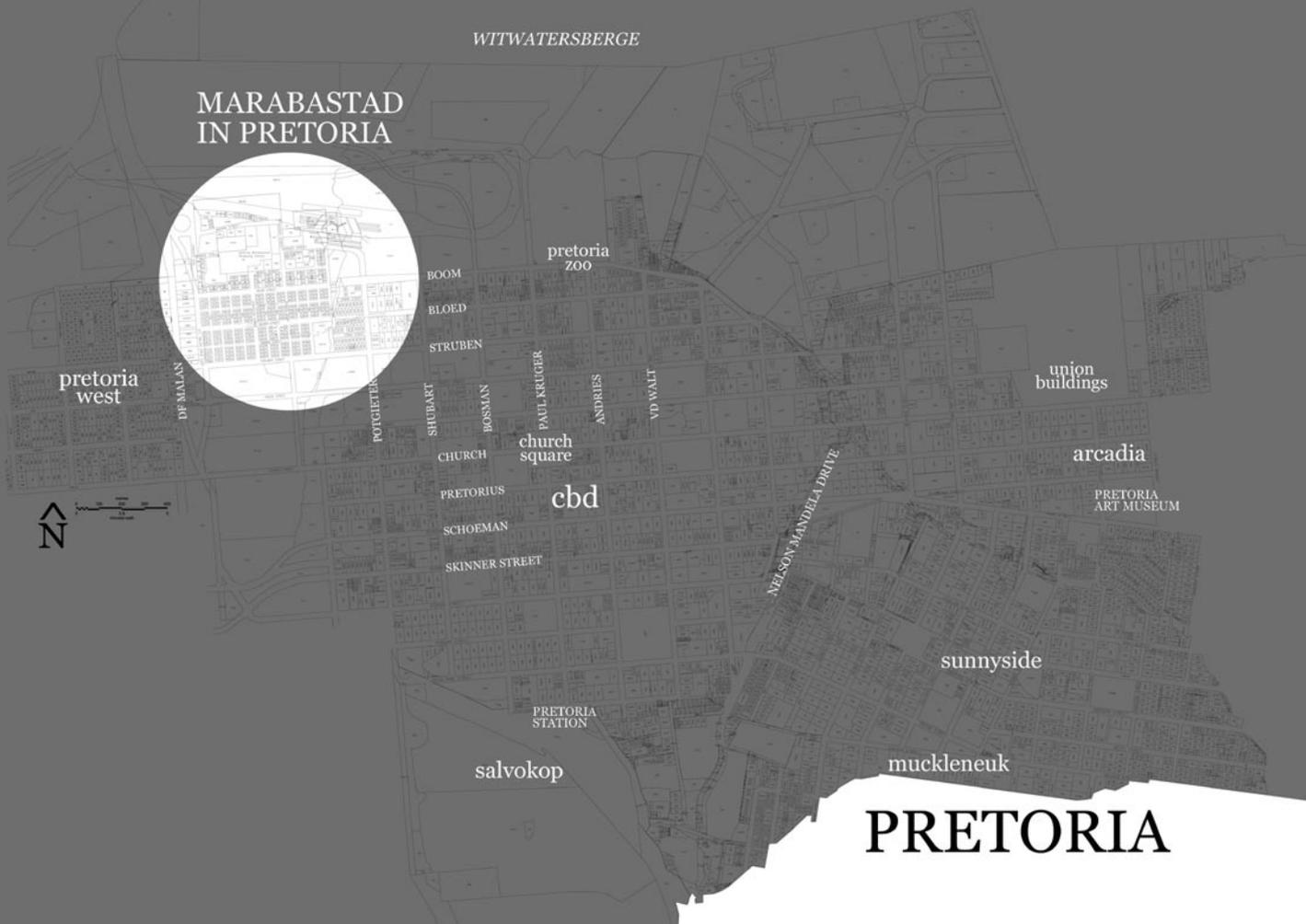


Fig.4.1 Map of Pretoria (author, 2006)



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

4. analysis



Fig 4.3 Map of site showing zone positioning (author, 2006)

4.1 CONTEXT ANALYSIS

4.1.1 MARABASTAD AS PART OF PRETORIA

Dobson (2001:6), referring to Warwick Junction in Durban (South Africa), states that a reminder of Apartheid is the transportation modal interchange of which people oppressed by Apartheid had to (and still have to) make use of to move between home and work. At these interchanges, symbioses have developed between the commuters, with a need for food and convenient, cheap shopping, and opportunists (street vendors) serving them, with subsequent opportunists providing street vendors with stock. Marabastad serves as such an interchange. From its existence as an interchange, Marabastad has developed into an organised system of relationships that sustain the community. The system reaches much further than the physical structure of Marabastad – it consists of layers and scales of interdependence which gives Marabastad its unique character.



Fig.4.4 Map of Marabastad showing location of site (author, 2006)



Fig.4.5 Commuters on a Marabastad bus (Badsha, 1989)

The issues under consideration for the project area analysis are broadly the same issues that are relevant for the specific site. The following is thus a discussion of different aspects of Marabastad with further discussion of these aspects as they feature in the specific site in section 3.3.

ECONOMIES

As discussed above, Marabastad consists of different strata of society and levels of income groups. The two main groups are people earning incomes through the secondary economy and others from the primary economy. The secondary economy consists of the hawkers and street vendors selling to commuters moving through Marabastad, while the primary economy entails the many shops found in Marabastad. The shops vary from wholesalers selling to hawkers to hardware stores and pharmacies. The symbiotic relationship between the wholesalers and the traders lie in the fact that the traders are dependent on the produce sold by the wholesalers, while the wholesalers are dependent on the traders to sell their goods to the thousands on the streets who will not and do not have time to visit shops on their way to work and back. Furthermore, the traders provide convenient shopping to the commuters moving through Marabastad every day. All the economies are thus responses to other economies.

General merchandise sold by vendors includes traditional products (eg. Mopani worms, spices, medicinal herbs, etc.) and food cooked on the street (pap, sheba, spicy chicken, etc.) that is either bought on the go or enjoyed while sitting under temporary gazebos. Fruit and vegetables are either bought at the fruit and vegetable market or from farmers in the countryside and is then sold on the streets. The following are other commodities sold by traders: snacks in the form of chips, candy and peanuts, accessories like watches and belts, oils and pesticides, beauty products, soap and cigarettes. Another common sight is Vodacom, MTN and Cell-C phone network carts from which the commuters make calls.

Fig. 4.6 A cobbler's working tools (Spies & author, 2006)

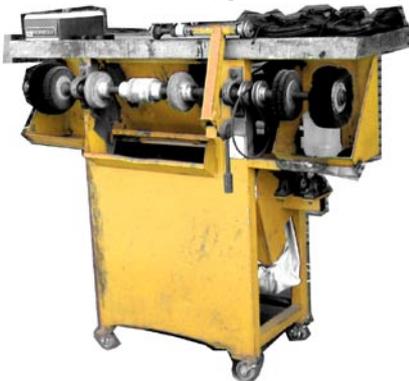


Fig. 4.7 A street electrician in Marabastad (author, 2006)



Fig. 4.8 Example of a barber in Marabastad (author, 2006)



Figures 4.6-8 Examples of economies in Marabastad

OPPORTUNITIES

As discussed earlier, in poor communities such as Marabastad, people make do with what is at their disposal, what is cheap and easily accessible and so design their environment accordingly. A certain atmosphere is created by the materials and methods used to build their environment and it lends to the site its unique character. The structures are arranged according to the movement patterns of the commuters and the current layout is already a valuable incentive as to what the proposed layout of the site should be.

A paradox of activities further define the site's demeanour: an interplay of exchanges between hawkers and commuters, thievery and illegal business alongside people trying to earn an honest day's living, cultures that clash and complement each other, contented and discontented people along the same street, pride in detail and effort amidst squalor, serves as examples. All these qualities of the site already make of it a successful site in terms of appropriateness to its surroundings. The opportunity now exists of planning a project in such a way as to preserve the unique quality.

Workshops

Many of the hawkers not only sell goods bought at wholesalers, but are craftsmen selling products manufactured by themselves, e.g. cobblers, dressmakers and hair stylists (view figures 4.6 - 8). Hence, an unexploited potential economy in Marabastad is workshops. An example of such a workshop is a shoe shop with a manufacturing department shown to the author by a local Marabastad friend. The store employs deaf members from surrounding communities. The advantage of workshops in a community such as Marabastad, where jobs are in short supply, is significant. Empowering people with the knowledge gained at workshops could mean that trainees would more easily be able to find jobs. Workshops also allow individual artists and craftsmen to develop their skills further with the potential of selling to the larger public.

Entertainment

Since its beginning, Marabastad has been known for its music and entertainment and its musical legacy seems not to have died out altogether. Scattered along the streets one finds people promoting musicians' music with big speakers and amplifiers, and musicians wanting to display their talents have the opportunity over weekends to perform at the Beer Hall in Marabastad.

Marabastad could attract more visitors and tourists by making more places accessible in the evenings through improved safety and provision of facilities for economic activity to continue into the night.

LANDUSE



Fig. 4.9 Map showing landuses in Marabastad (author, 2006)

Currently, Marabastad has no official residential component. The IUDF for Marabastad does however propose the incorporation of a residential community in Marabastad in the future (section 9 of the IUDF for Marabastad).

The three landuses, namely streets, historical landmarks and open spaces are referred to later in the document, while the rest of the landuses and zoning indicated on the map, give a clear indication of the current activities in Marabastad:

The transport modes (trains, buses and taxi's) are what energise Marabastad.

The commuters using the modes of transport create an opening for people to sell goods to the commuters, hence the many hawkers in Marabastad. Wholesalers in turn respond to the need of the hawkers to have produce to sell. Other businesses all provide bargain shopping opportunities.

MOVEMENT AND ACCESS

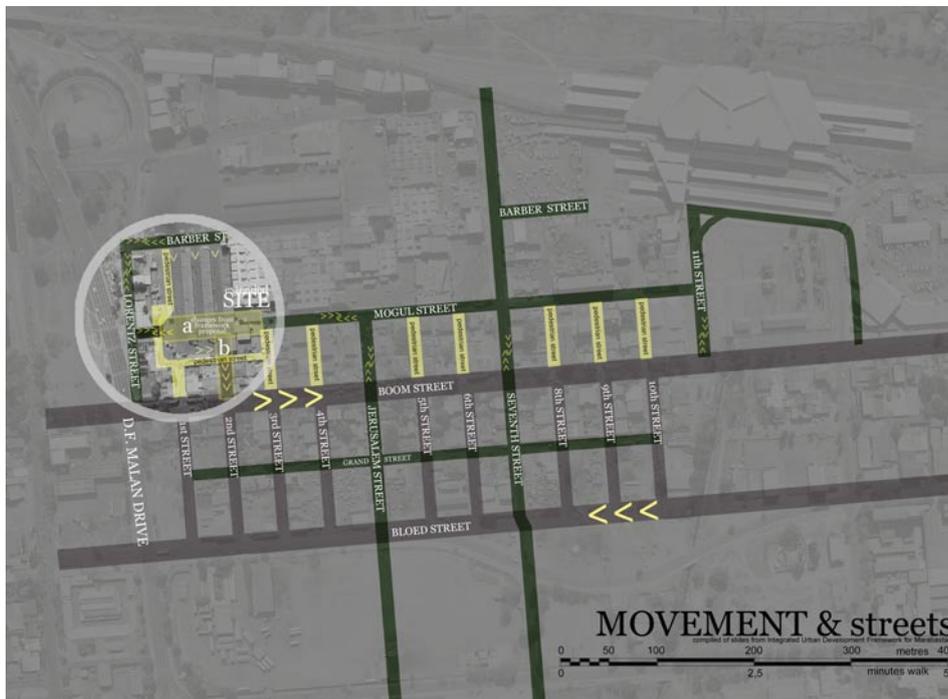


Fig. 4.10 Movement map of Marabastad (author, 2006)

Boom Street, a one way running east, is the main thoroughfare through Marabastad. Taking Boom Street from D.F. Malan Drive into Marabastad is the easiest way to enter the area. Even though south to north running streets also allow access, most of these streets are rather overcrowded with pedestrians, vehicles and road construction. Construction on the roads is currently underway, which should in the near future slightly improve the congestion. In light of the theory discussed in section 2, ubiquitous and random treatment of areas being developed should be avoided. There are currently projects under construction in Marabastad that seem to be randomly treated with no consideration as to what would really improve the urban quality in the area.

The streets of Marabastad are always congested with movement, and traffic moves slowly, with the exception of Boom Street. The conglomeration of motorised traffic and pedestrians in the streets seems to have resulted in a compromise of movement between them. The pedestrian streets to the north of Boom Street have a positive effect in accommodating pedestrians by totally segregating vehicles from pedestrians, allowing traders to freely place their stalls along the street.

HISTORICAL LANDMARKS AND PROBLEM AREAS



Fig. 4.11 Historical landmarks and problem areas in Marabastad (author, 2006)



Fig. 4.12 Examples of historical landmarks in Marabastad (author & Le Roux, 2006)

Landmarks and problem areas

In 1991 the firm Schalk le Roux Uys Kruger Architects was commissioned by the National Monuments Council to do a survey of the buildings with heritage value in Marabastad to establish which buildings were worthwhile to conserve. As stated in the subsequent book documenting the survey, the firm found that it was necessary not only to preserve certain buildings, but more importantly to preserve the area's overall historical quality (Le Roux, 1991:1). Thus, all of the landmarks are not use-specific but are only proposed to be preserved due to their contribution to the overall historical character of Marabastad.

Landmarks on the map herewith are indicated together with problem areas identified in Marabastad. Choosing potential sites for intervention was guided by the problem areas' proximity to landmarks.

VEGETATION AND OPEN SPACE

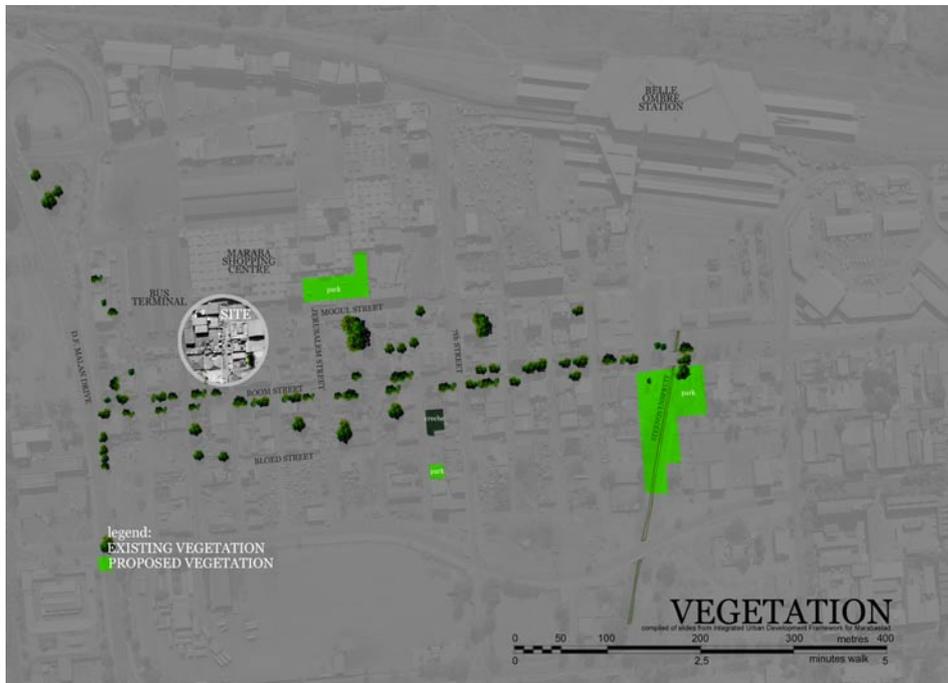


Fig. 4.13 Vegetation in Marabastad (author, 2006)

Vegetation and density

Vegetation and density are viewed together since the density will have an influence on how vegetation would be suitably applied in Marabastad.

EXISTING SITUATION

There is a serious lack of vegetation and green open spaces in Marabastad. Even though Marabastad's composition is already dense with limited open space, the need exists for considering which existing open spaces could be compromised and transformed into green spaces.

Most of the trees are street trees along Boom Street and others are between buildings, inaccessible to the public. There is no grass or other shrubs except for the lawn in the crèche.

Marabastad carries a large amount of pedestrians each day. The small surface area allows limited space for the development of green spaces, creating the need for alternative ways of greening the area. Furthermore, the prevalent activities of Marabastad (hawking, walking, etc.) are physically harsh on the environment, thus the need for vegetation application able to withstand constant traffic.

VEGETATION PROPOSALS

- Where streets are wide enough to accommodate both the needed traffic flow and extra space for trees, new street trees should be planted.
- Where appropriate horizontal surfaces are limited, vertical landscapes should be considered. Optimally, these landscapes should be combined with taps and other water sources to allow otherwise wasted water to be used to good effect. The vertical landscapes could include trellises (planting against fences), pergolas (climbers overhead) and espaliers (climbers against walls).



Fig. 4.14 Creche
grass - the only
grass in Marabastad
(author, 2006)

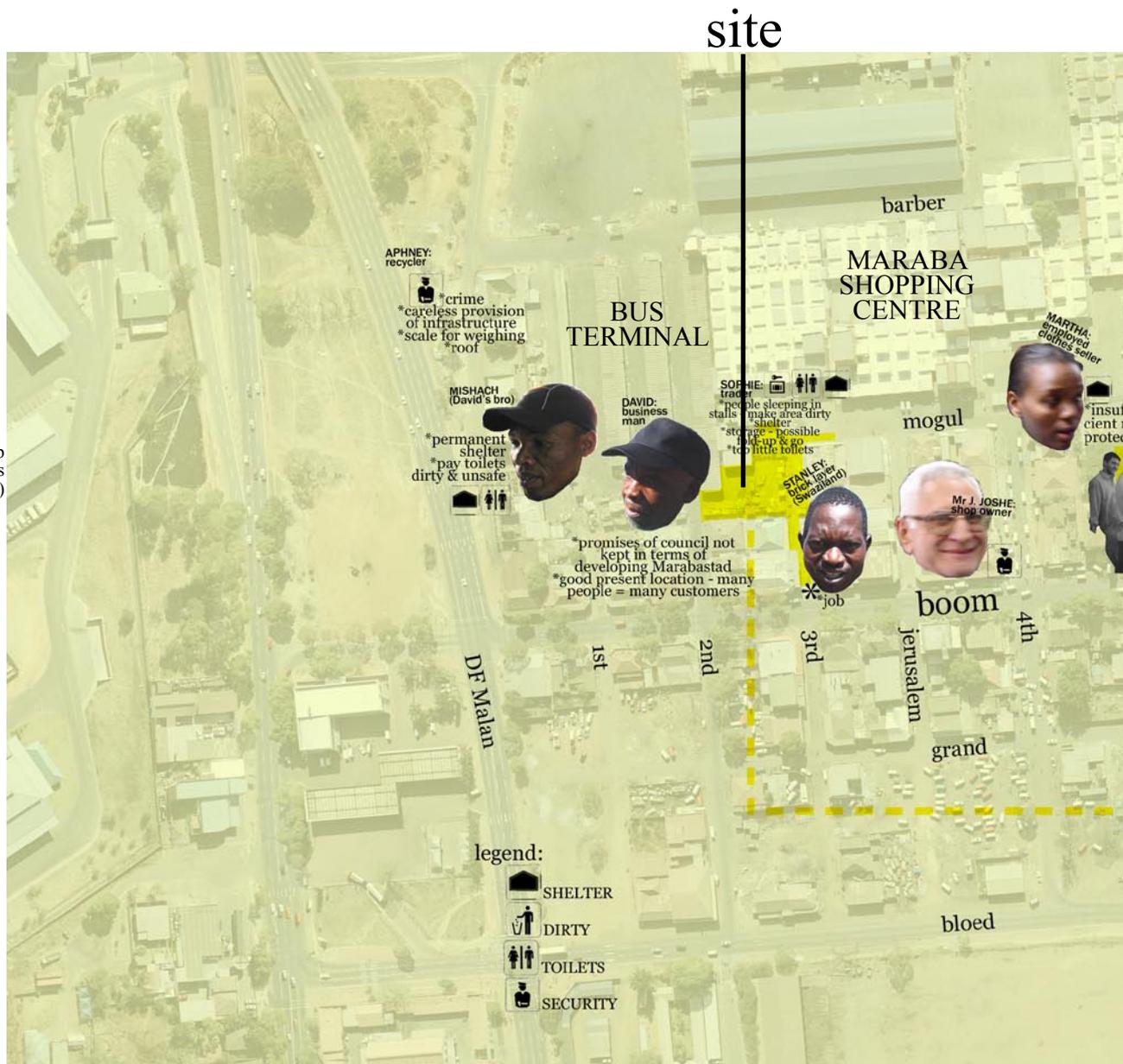


Fig. 4.15 Aerial map indicating interviews (author, 2006)

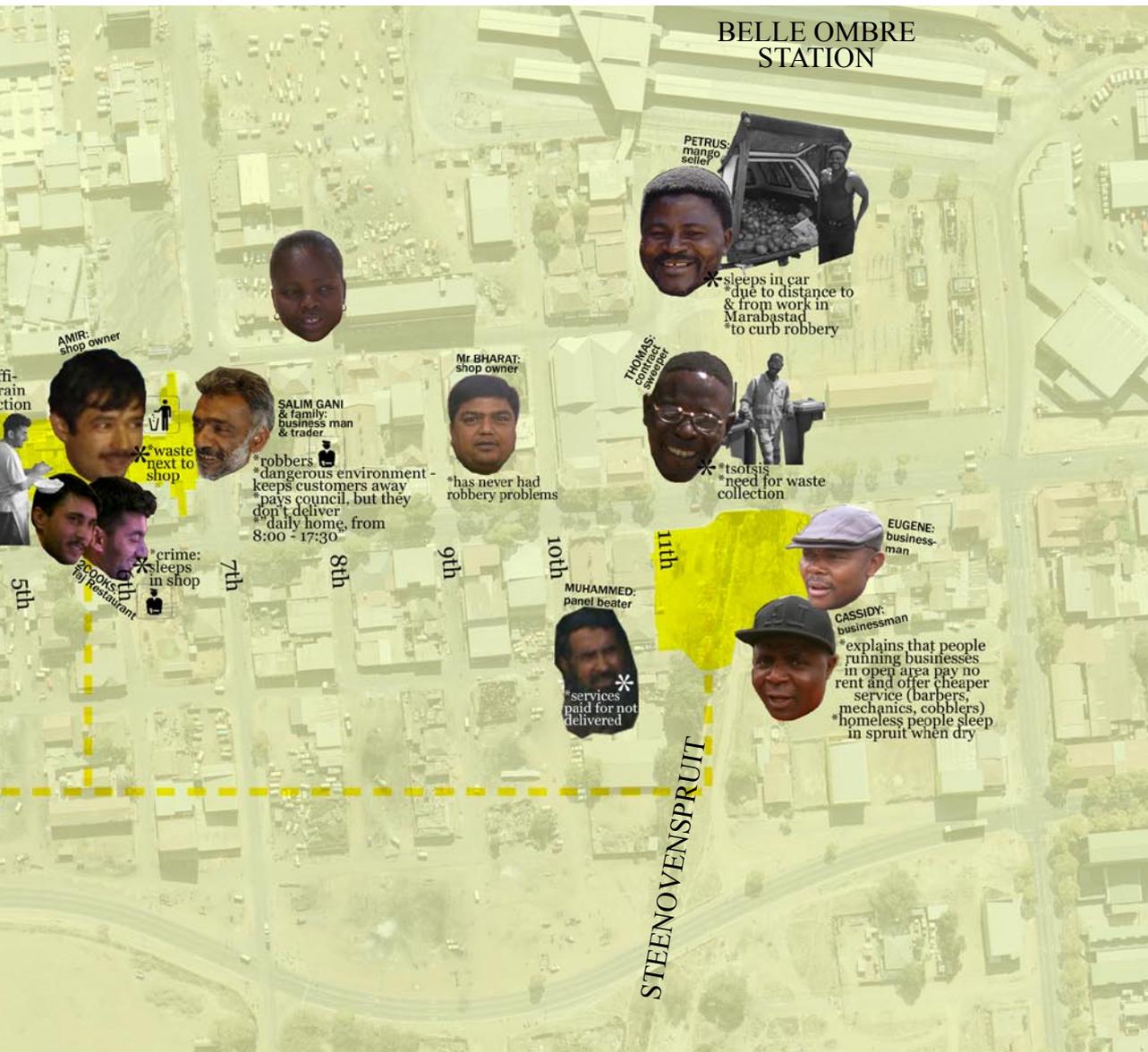
INTERVIEWS

The following map represents a summary of interviews conducted with commuters, hawkers and shop owners in Marabastad.

The question posed to the interviewees was 'what do you view as problems in Marabastad'.

The general problems prevalent in most of the interviews were the following:

- crime
- lack of council and police intervention to prevent crime
- unemployment



Specific problems of the hawkers are:

- provision of good shelter
- provision and upgrading of ablution blocks
- storage facilities
- garbage not collected

Specific problems of shop owners are:

- services that are paid for are not delivered

4.2 THREE SITES ANALYSES

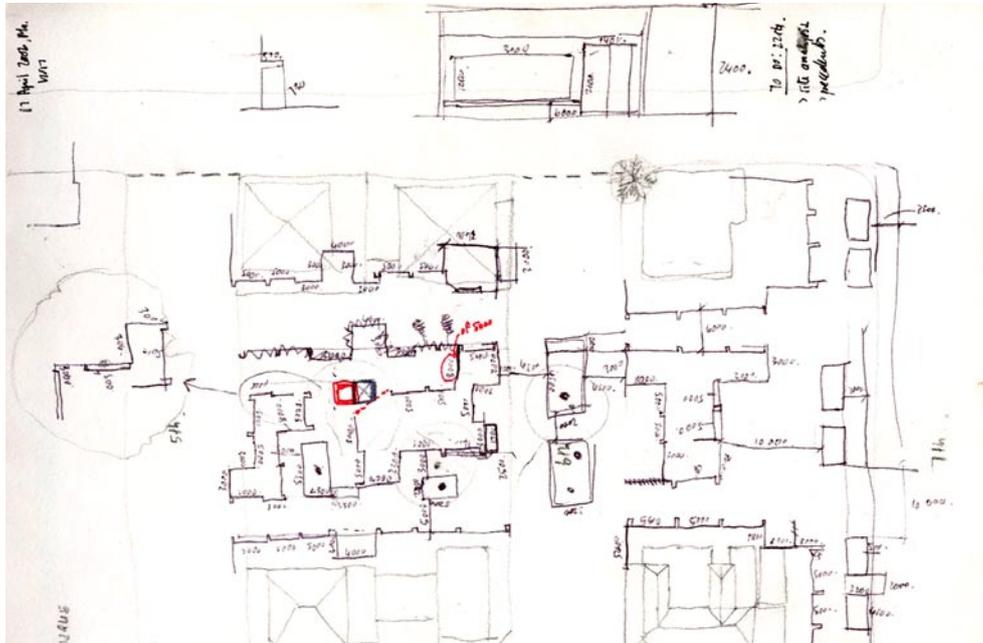


Fig. 4.16 Site survey of historical market (author, 2006)

SITE CHOICES & MOTIVATION

a) Problem areas

As previously stated, the decision was made to use problem areas as sites for intervention. Thus, the first factor determining the choice of site was whether it was considered a problem area. Through frequent site visits, photographs, interviews and intuition, three sites in Marabastad were decided upon. The respective sites were chosen each with a combination of factors making it a unique problem area (refer to 2.2).

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3 PROBLEM AREAS:

(refer to section 2.1 for descriptions of the three problem areas)

1 Informal market adjacent to PUTCO bus terminal

Fig. 4.17.

2 Steenovenspruit on the eastern edge of Marabastad

Fig. 4.18.

3 Historical market on Boom street

Fig. 4.19.

1

Fig. 4.17 Photo of part of informal market by PUTCO bus terminal (author, 2006)



2

Fig. 4.18 Photo of situation at Steenovenspruit (author, 2006)



3

Fig. 4.19 Photo of historical market (author, 2006)



b) Problem areas and the vicinity of historical landmarks

Secondly, the choice of sites was substantiated by their proximity to historical landmarks. Many of the remaining buildings of the historical Marabastad are recognised as historical landmarks to be preserved.

In an area in which neglected historical landmarks occur, it is likely that as their surroundings improve, those responsible for the landmarks will start restoring it. Furthermore, it is probable that the upgraded surroundings and the subsequent restoration of a landmark would attract visitors due the site's new-found accessibility and attractive display.



Fig. 4.20 Historical landmarks in Marabastad (author & Le Roux, 2006)

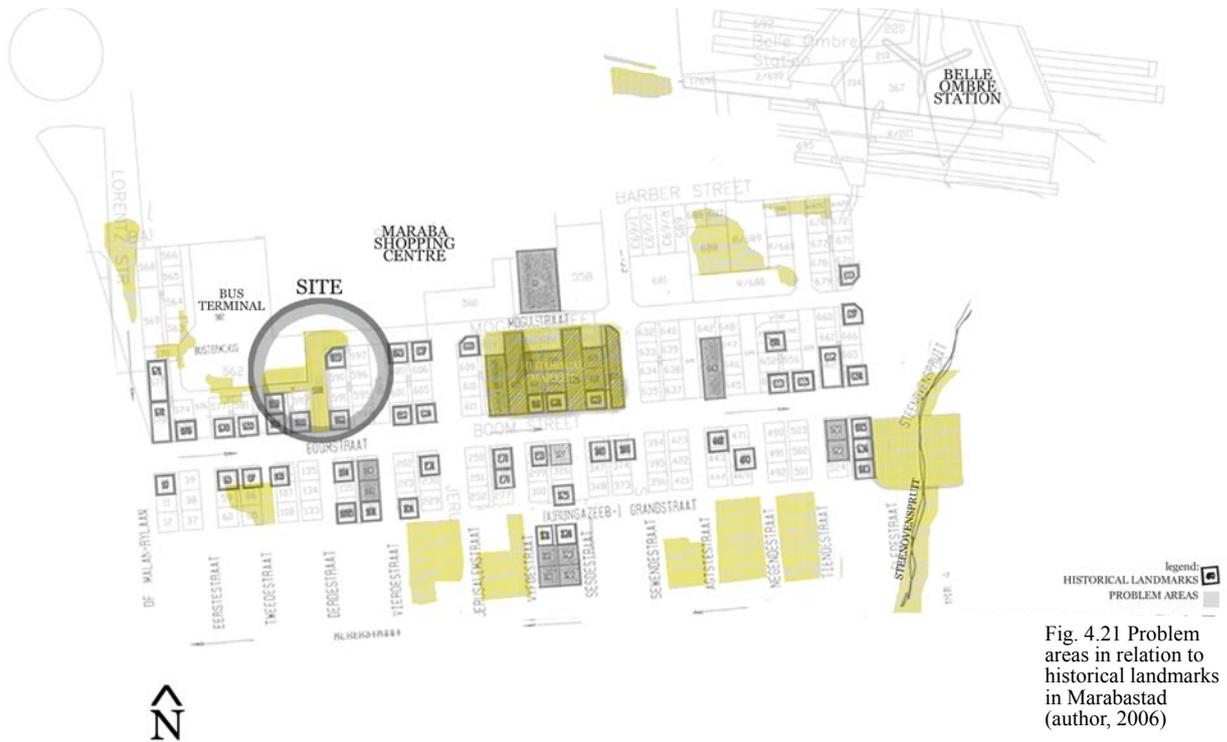


Fig. 4.21 Problem areas in relation to historical landmarks in Marabastad (author, 2006)

c) Location of problem area in relation to Boom Street

Thirdly, each site's close proximity to Boom Street made it a more obvious choice. Boom Street is considered the pulse of Marabastad as is evident from the following quote:

"Boomstraat self is die hart van die dorpsgebied..." (Le Roux 1991:15)

There is a continual flow of people in Boom Street and subsequent trailing off it. It also serves as the thoroughfare for most people visiting Marabastad. In terms of visitors, a site in Marabastad connected to Boom Street would probably be the most likely site to draw people due to its visibility from the street, hence the choice of sites along Boom Street.

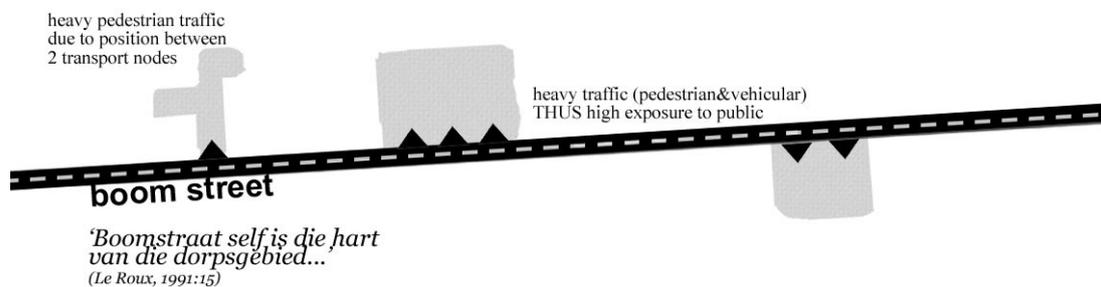


Fig. 4.22 Problem areas in relation to Boom street (author, 2006)

4.3 SITE ANALYSIS - GENERAL



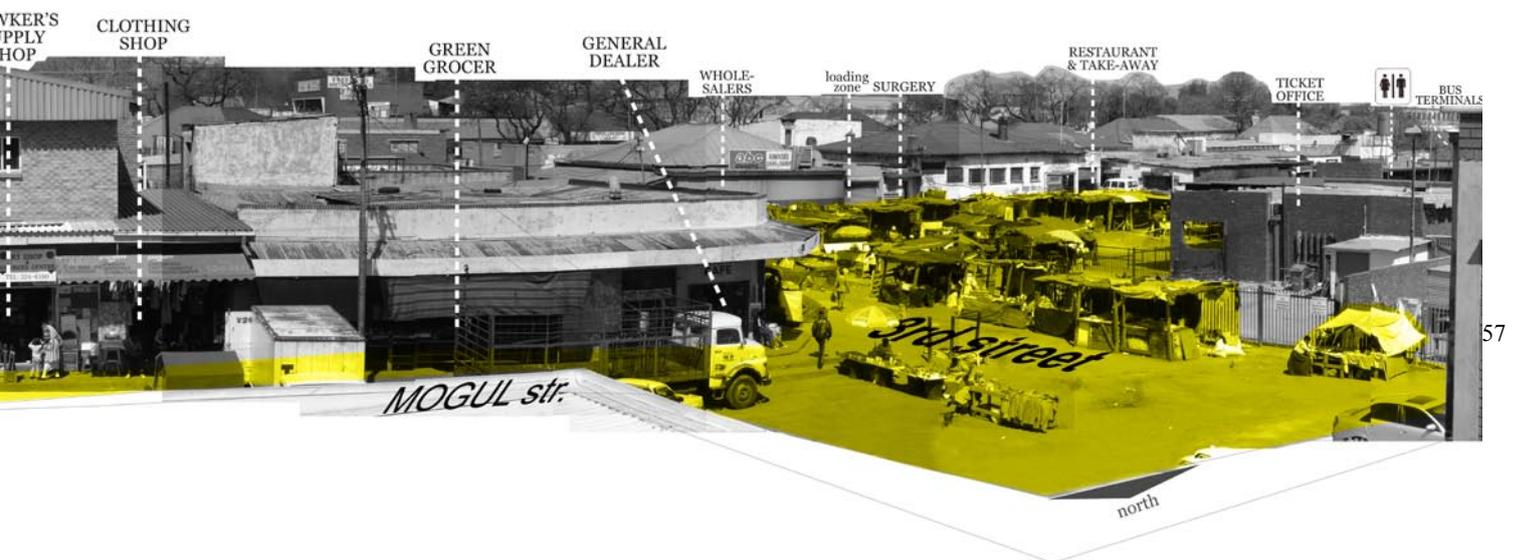


Fig. 4.23 Birdseye view of site, from the north, indicating landuses around site (author, 2006)



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Fig. 4.24 View from east of the site (author, 2006)



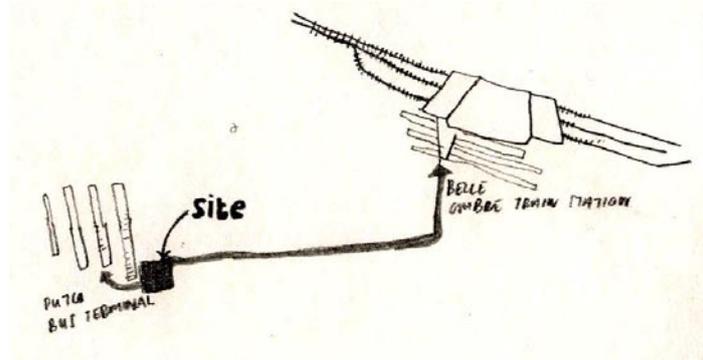


Fig. 4.25 Site location in relation to train station (author, 2006)

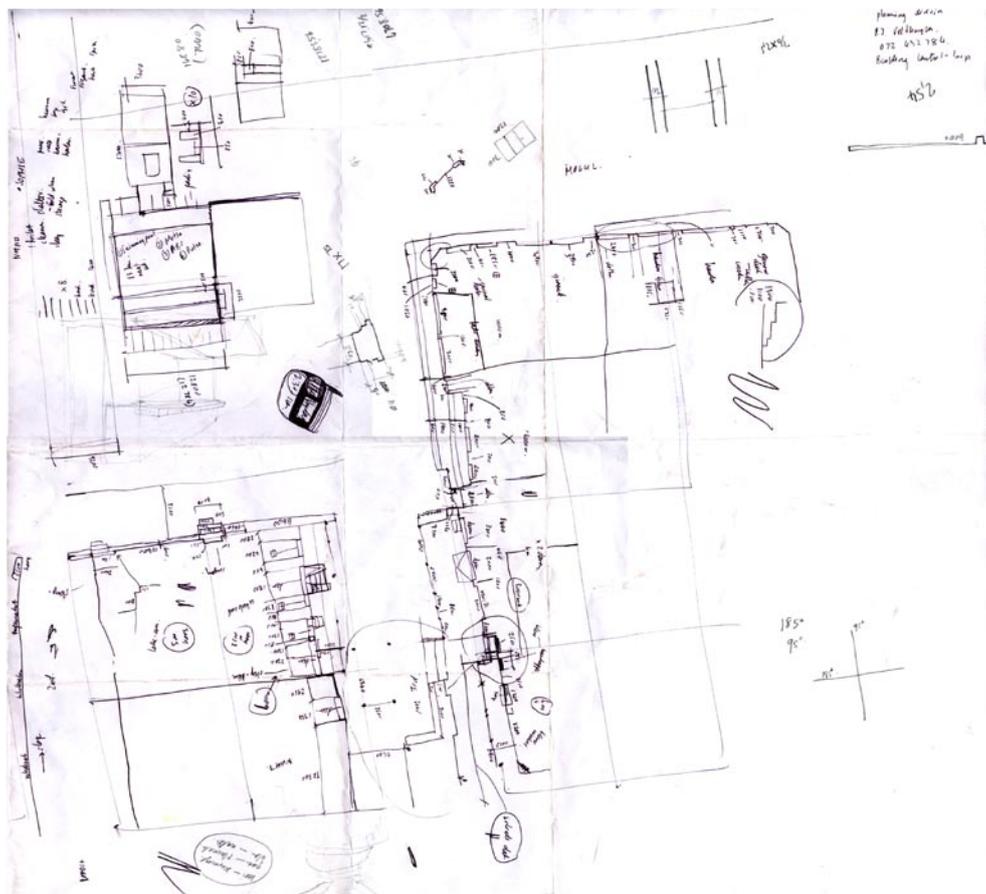


Fig. 4.26 Site survey (author, 2006)



Fig. 4.27 Differentiating between site and extended site (author, 2006)

A distinction is made between the *extended site* and the specific *site area*. The extended site refers to the whole bus terminal area, stretching from Barber Street in the north, to the pedestrian street behind the toilets in the south, 4th street in the east and Lorentz Street in the west (see fig. 4.27).

The site area includes Mogul Street and the Marabastad Shopping Centre in the north, the referred to pedestrian street in the south, 4th street in the east and 2nd street in the west. The specific site into which most effort is put is best indicated on the map.

BACKGROUND

The chosen site is characterised by squatter-type structures, functioning as street vendors during the day and as permanent illegal squatting space during the evening. There are also ephemeral vendors on the site that do not have permanent structures from which they sell, but who set up stall from scratch every day.

As can be expected from a place such as Marabastad, which is in continual flux, the quality of the site has changed over the year. Garbage collection and cleaning have significantly improved and the streets are noticeably cleaner. It is this quality of constant transformation, typical of Marabastad, which gives all the more reason for a design that is able to adapt to change. Another change has been the replacement of the original asbestos bus terminal roofs with IBR steel sheets.

Despite the neglected condition of the environment and structures on the site, a pulsating atmosphere prevails that is unique to Marabastad.

SPECIFIC LOCATION

The site is positioned along a section of the eastern side of the PUTCO bus terminal. It is strategically located on the route from the Belle Ombre train station and the taxi rank to the bus terminal (view fig. 4.23). The thoroughfare of people to and from the different transport modes is the reason for the creation of the place and its existence. The site is also part of a larger system of people who are largely dependent on each other for income and livelihood.

Development on the proposed site has the potential to affect a large part the Marabastad community. Despite the small surface area that the site covers, a large number of people move through the area that can all benefit, however little, from the improvement of the site, as the space is made to function better as a waiting, trading and resting space.

ECONOMIES, OPPORTUNITIES, VEGETATION AND DENSITY

Aspects pertaining to economies, opportunities, vegetation and density on the site are very similar to their occurrence in the rest of Marabastad. They are thus illustrated, where possible, only with photographs.



Fig. 4.30



Fig. 4.31



Fig. 4.28



Fig. 4.29



Fig. 4.32

Fig. 4.28-32
Economies on site
(author, 2006)



Fig. 4.33 Pride in
meticulous organisation
of products sold
(author, 2006)

LANDMARKS AND PROBLEM AREAS

The landmarks bordering the site are not proposed for preservation for their specific uses, but rather for their contribution in establishing the historical character of Marabastad.

The following constraints attributed to the site being qualified as a problem area:

- historicity of the landmarks identified as having historical value are neglected
- there is a complete lack of vegetation on site
- hawkers, the main component of people on the site are not provided with shelter of any kind
- no adequate provision of ablution facilities
- in terms of waste, there are few, if any litter bins, causing an unhygienic environment
- waste collection is often delayed and causes an accumulation of garbage
- there is no provision of water in close range of the site
- no consideration was given to stormwater management
- safety problems include pilfering and a lack of surveillance

Other constraints specific to the site are certain regulating structures that are presumably remnants of the controlling nature of the Apartheid era, during which many structures in Marabastad were erected. These structures include the bus terminal and the accompanying ticket office.

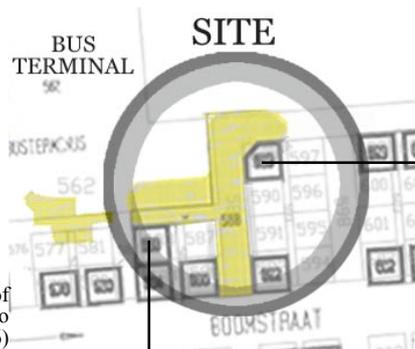


Fig. 4.34 Location of landmarks adjacent to site (author, 2006)



Fig. 4.35



Fig. 4.36



Fig. 4.37

Fig. 4.35-37 Two landmarks bordering site (author, 2006)

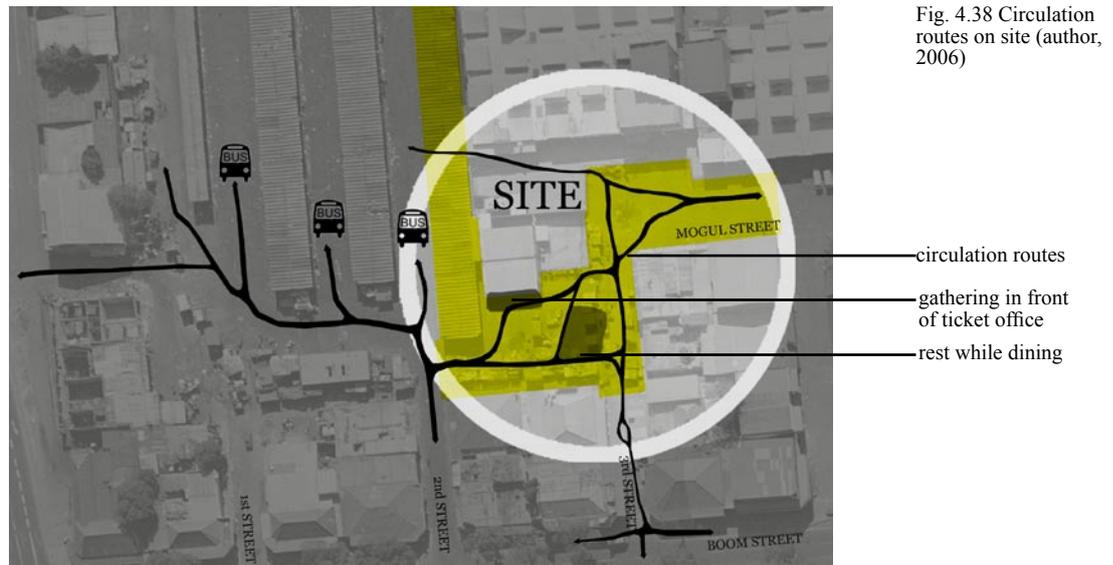


Fig. 4.38 Circulation routes on site (author, 2006)

MOVEMENT AND ACCESS

Buses are the only transport mode found at the bus terminal while the other modes of transport (Belle Ombre train station and taxi ranks) that the commuters make use of, are east of the bus terminal (the bus terminal being on the western edge of Marabastad). The movement of commuters between the different transport modes is the main generator of trade in the area. Buses arrive on site hourly, ensuring an ongoing influx of people on and around the site.

Suggested adjustments to framework proposal and current site movement

(view fig. 4.39)

a) Adjustment to framework proposal

The Marabastad development framework proposal includes opening up Mogul Street to run across the bus terminal grounds. It is strongly suggested that the road be kept as is, since a certain protective quality is established in the current cul-de-sac of Mogul Street. The fact that the street is not a complete thoroughfare from the west to the east of Marabastad, means that traffic at the western end of Mogul Street is very quiet and thus creates a safe pedestrian environment. Breaking through the bus terminals would disturb the current preference of pedestrians over vehicles.

b) It is also suggested that 2nd street is converted to a one way. Making it a one way, with one lane, would provide higher pedestrian safety since traffic would only have to be observed from one direction.

64

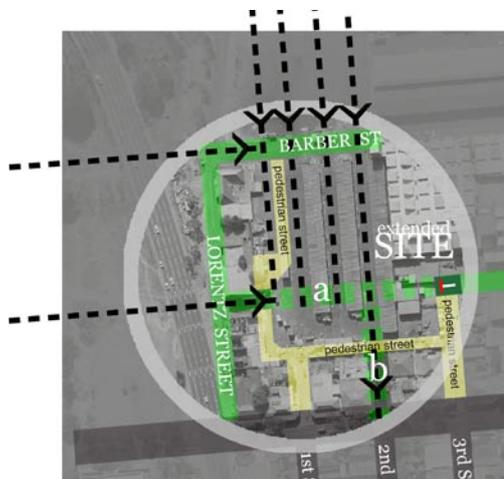


Fig. 4.39 Suggested road configuration on extended site (author, 2006)

Fig. 4.40 Landuse around site (author, 2006)



LANDUSE

Landuse on site consists firstly of an informal market. The market is however a reaction to the site's main purpose: serving as a bus terminal. The surrounding buildings house businesses that are typical in the rest of Marabastad. Hawkers wholesalers and green grocers supply stock to the hawkers. Most of these shops allow hawkers to sell directly in front of their shops, probably because it attracts customers.

The general dealers and take away shops provide goods that hawkers do not provide (i.e. cutlery, kitchenware, furniture, electrical supplies, food that cannot be cooked on the street, etc.). Small enterprises such as women's hairdressers are also found just off the site. One empty building borders the site on its eastern boundary.

4.4 SITE ANALYSIS - SEVEN ZONES

1



Fig. 4.41 Plan indicating zones (author, 2006)

DESCRIPTION OF SEVEN ZONES IDENTIFIED ON THE SITE AREA

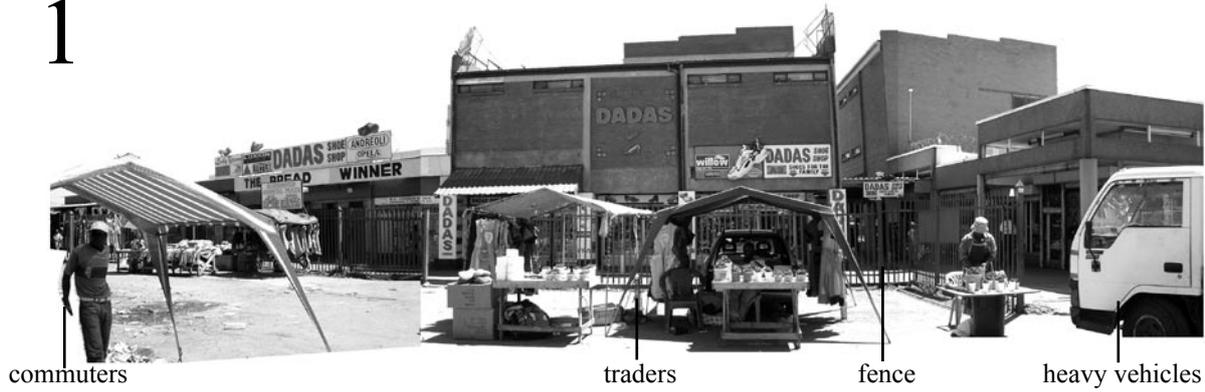
Seven zones were identified on the site that each has a different quality, which serves a different function and requires different interventions. The site is divided into the zones as set out below. The division of the site into zones aided in the decision-making of which layout, structures, planting, paving and amenities would be suitable for the respective areas (section 5.2).

ZONE 1.
APPROACH TO SITE FROM BELLE OMBRE TRAIN STATION – MOGUL STREET

The segment of Mogul Street that is included in the site area is the most westerly part of the street. The street ends in a parking lot that also forms the eastern edge of the bus terminal. The road is very wide, reaching a width of up to 20 metres and it is covered by asphalt. Along most of the northern boundary of the zone is a fence that separates the street from the shopping mall. There are openings in the form of gates in the fence at certain instances to allow passage into the shopping centre area. The function of the fence can only be ascribed as having security value - the openings are presumably closed during the evening. The area mostly serves as thoroughfare for the thousands of commuters moving to and from various transport modes. Heavy vehicles still reach this end of the street, including garbage trucks and delivery vehicles. Scattered along the Mogul Street part of the site are hawkers that have set their stalls up along pedestrian routes. No provision in the form of shelter or services has been made for them.

Fig. 4.42 Site photo with landuse (author, 2006)

1



traders

rubbish

fence

traders

1



67

Fig. 4.43 Site photo with landuse (author, 2006)

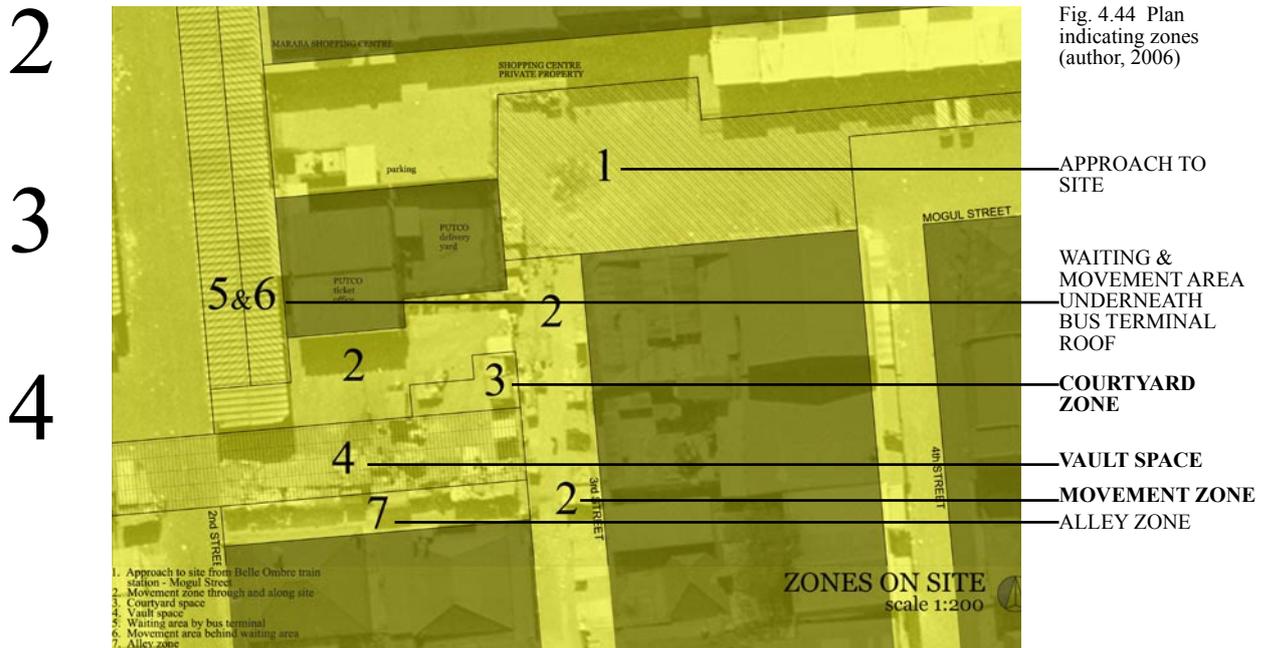


Fig. 4.44 Plan indicating zones (author, 2006)

**ZONE 2.
MOVEMENT ZONE THROUGH AND ALONG SITE**

As has been stated, a lot of movement occurs on and around the site in the form of commuters moving between transport modes. As along most areas of movement, people also stop to either trade, talk or relax. The movement zone thus also includes the quieter spaces along the areas of pedestrian movement where trading and resting is expected to take place. The paving consists of interlocking concrete paving blocks and in situ cast concrete paving. In some areas the interlocking blocks have been removed by the users of the site to facilitate stormwater runoff.



Fig. 4.45 Situation at ticket office circa 1980 (Badsha, 2006)



Fig. 4.46 Current situation at Putco ticket office (author & Spies, 2006)

ZONE 3.
COURTYARD SPACE

In the central part of the space in front of the ticket office, there are currently hawkers stalls that serve as cooking facilities. The people selling the cooked food also provide seating to their customers in the form of steel tables and plastic chairs. The paving consists of a concrete slab that seems to have been laid without much forethought; it creates a harsh and reflecting surface.

ZONE 4.
VAULT SPACE

This is a proposed zone and it falls to the north of the alley zone. It also includes the pedestrian crossing strip that crosses 2nd street and connects the designed vaults on site and the suggested vaults between 1st and 2nd street. Currently, activities in the zone include mostly hawking and pedestrian movement; it also includes an area that crosses 2nd street which numerous pedestrians make use of to reach other parts of the bus terminal.

Fig. 4.47 Cooking in area in front of ticket office (author & Spies, 2006)



3

Fig. 4.48 Permanent hawkers, creating alleyway to its back (author & Spies, 2006)



4



5
6
7

ZONES 5&6.

WAITING AREA AT BUS TERMINAL AND MOVEMENT AREA BEHIND WAITING AREA

The area serves as a drop-off and embarking spot for bus commuters. The two zones are both underneath the most easterly existing bus terminal roof. Most of the floor area under the terminal roof is occupied by steel railings and seating that was presumably implemented in the time of 'forced busing' (Lelyveld, 1986:119) to control people boarding buses. Through observation it was noticed that the railings are not used for its original purpose, but rather as a structure onto which is placed a horizontal surface that the hawkers use as platform from which to sell their goods. The railings only serve as a reminder of the previous regime and physically it is a barrier to commuters trying to reach their buses. The area is usually full of activity with people walking along the back of the railings and hawkers trading in and along the railings (view fig. 4.50). Being under a roof, the space tends to be dark.

70



5&6

Fig. 4.50 View of activities underneath bus terminal (author & Spies, 2006)

ZONE 7.
ALLEY ZONE

The alley zone is formed due to an impermeable edge created by hawkker stalls that are permanently on site. The zone is between the back of these stalls and the façade of buildings that are mostly unresponsive to the street. The alley zone is also separated from the rest of the site by a barrier kerb. From interviews with people familiar with the site, it was learned that people illegally sleep in the stalls that create the alley boundary. Although one understands that many of the people that do sleep in their stalls do it out of necessity, it remains illegal and alternative housing facilities should be considered. As a result of both longitudinal sides of the alley being relatively ‘dead’, the zone is not frequently used, making it a potentially dangerous and unpleasant area.

The building façades include a roller door where goods for hawkkers’ wholesalers are delivered, thus making the alley necessary for delivery vehicles.

CONCLUSION

Through detailed site analyses, one can discern and consider site-specific aspects vital for optimal development, which could address all the underlying issues that influence the site and its functioning. The in-depth study of smaller areas, within the context of larger frameworks, allow for deeper insight to develop projects that are more suitable in their local contexts.

7

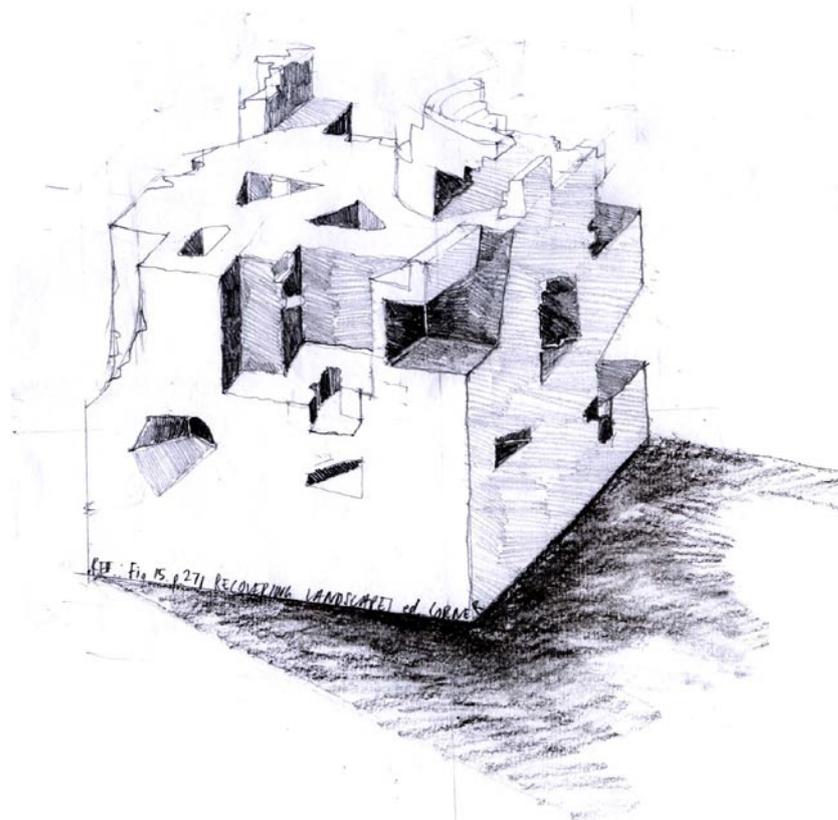


Fig. 4.51 View of situation in alleyway (author, 2006)



Fig. 4.52 View of situation in alleyway (author, 2006)

5. design and technical development



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Fig. 5.1 Illustration representing an object's adaptation to its environment (author, 2006)

5.1 DESIGN COMPONENTS

The design serves to improve the environment that directly influences the quality of life of firstly the hawkers (which comprise the main component of users on the site) and secondly the people using the site as a trading, waiting or resting area. From the theory and analysis sections, the following design components were decided upon:

SELLING SPACE

The site is zoned as 'informal market' according to the urban framework by Aziz Tayob Architects. At present, the site already functions as a public market, although other activities are also prevalent, i.e. pedestrian flow and dining.

Behrens and Watson (1997:212) differentiates between four levels of public market provision:

1. Lock-up stalls
2. Market buildings
3. Shelter and stall infrastructure
4. Basic level of market infrastructure.

The thesis project falls between the third and fourth level of market provision.

Allowing for a variety of trading space possibilities (eg. lock-up stalls, counters, etc.) would make a market space more user-robust, but due to restricted space on this site, it would result in a congested space. Hence, the decision was made to have no formally constructed stalls, but rather mainly open space that allows the hawkers to position themselves where they see fit. Though Hardoy et al. (1989:15) refers to the layout of communities, and not necessarily the layout of traders in an open space, they state that the daily users of an area know the area they use the best (i.e. movement patterns). In the case of the traders, they would be able to make the best judgment as to which positions would allow the most customers, thus an open space allows them liberty to place themselves. One can however make relatively accurate assumptions as to where the traders would set up their stalls. People in general, feel safe when they have protection behind them, requiring that they only survey the area in front of them, as the defensible space theory of Newman states (Broadbent, 1990:149). From this and by observing the traders in Marabastad, one can assume that traders would locate themselves against columns, along railings, walls and other structures (view figures 5.2-5) and specifically along large volume pedestrian routes (view figures 5.6, 7). This requires that suitable structures be provided for the hawkers against which they can place themselves, but at the same time structures that are not specifically hawker stands. It also requires that the structures are located as close as possible to high volume pedestrian routes.

Currently, all hawkers selling in the open air have no permanent hawker stalls except the ones illegally squatting in certain parts of Marabastad. Many, though not all, hawkers have gazebos that they set up each morning as shelter. Others might set up a table and an umbrella, or only a custom-made table from which to sell. There is a degree of flexibility that the hawkers enjoy by not having a permanent stall. If, for instance, the need arises for them to set up stall elsewhere, they are free to do so.

Fig. 5.2 Columns as structure for hawker stalls (author, 2006)



Fig. 5.3 Wire screen as hawker stall support (author, 2006)



Fig. 5.4

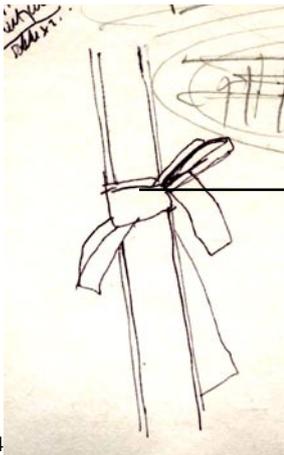


Fig. 5.5

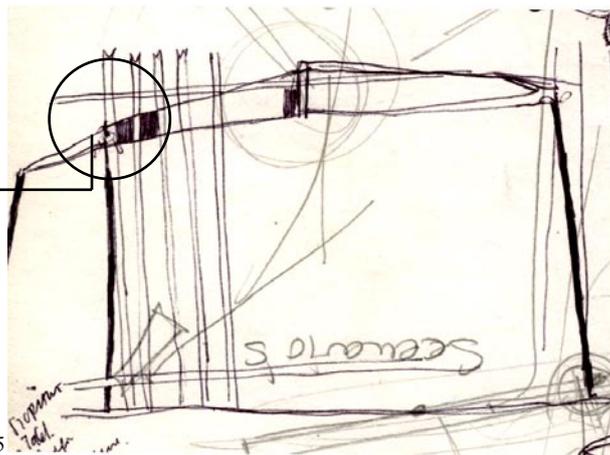


Fig. 5.4, 5 Illustrations of hawker stall fastened to fence (author, 2006)

Not providing physical hawker stands also leaves the area uncluttered and it allows the space to be used for other functions when selling does not occur there, i.e. concerts in the evenings. Because it is an already existing trading area, most traders have fixed selling spaces and although there are not individually indicated selling spaces, an understanding exists as to which area belongs to whom. This being another reason for avoiding the provision of constructed stalls.

In addressing the need to provide trading space for hawkers, an alternative solution to its provision is to ensure that walkways in the design are wide enough to accommodate pedestrians, hawkers and buyers. Since the site needs to cater for all three, the solution applies well in the area. Depth of stalls are generally between 1,5 and 2 metres and stall widths range between 1 and 2,5 metres depending on their function - an average of 5 metres is proposed for walkways that can accommodate both pedestrians and stalls (Behrens et al., 1997:216).

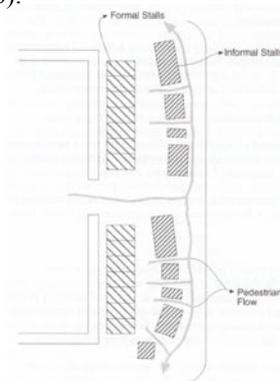


Fig. 5.6. Linear configuration of formal and informal stalls (Watson & Behrens, 1997)

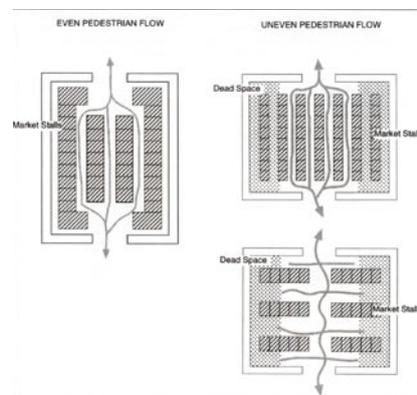


Fig. 5.7. Illustrating distribution of pedestrian flow along different stall layouts (Watson & Behrens, 1997)

AMENITY PROPOSAL

From case studies, observation, interviews and research, the following amenities are proposed:

- Storage

There are already five containers that have been provided at certain spots in Marabastad in which traders can store their stock. A payment of roughly R20 a month is made and the containers generally stay open until seven o'clock at night. Prices of storage space rent are however fluctuating and uncertain and cause discontent among the traders.

The need for regulated rent prices should be considered, with the possibility of a hawkers association which will be able to regulate prices.

- Garbage bins

- Shelter

- Toilets

- Electricity

- Water

- Steel structures along certain edges of the site to serve as frameworks for trading stalls

In discussing the provision of infrastructure for markets, Behrens and Watson suggest that provision should occur as a response to the emergence of a market. The 'emergence' of a market has already occurred on this site and thus the appropriateness of the provision of amenities (Behrens et al., 1997:217).

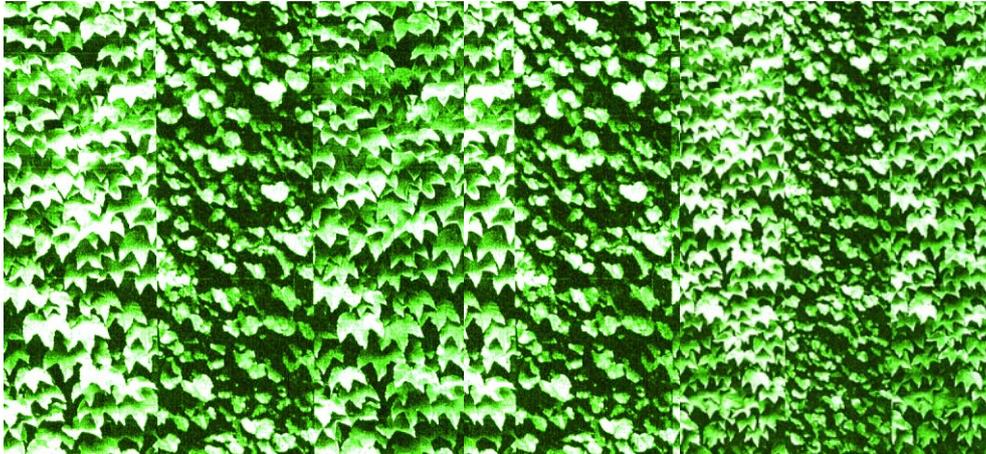


Fig. 5.8. (author unknown)

PLANTING

In a recent National Geographic article the positive effect which contact with nature brings about in people is reiterated. The article states that “*parks and gardens are...essential to human social and psychological well-being*”. Research shows that people who are in contact with green areas can better cope with stress and hardships, they are also less aggressive and violent, and apparently achieve better results in concentration tests (Ackerman, 2006:110). All the planting species proposed for the area are indigenous for the reason that most indigenous vegetation attracts specific insects and birds (Joffe, 2001:10). If this could be the case on the site, the space might be the only place where commuters can come into contact with a small piece of nature. It is proposed that all the trees that are to be planted on the site, be planted level to the ground (as opposed to being planted in planters) in tree grids. This allows the paving area to continue uninterrupted and thus provides unobstructed walking surface for the many pedestrians that use the area.

PROPOSED TREE SPECIES

- Terminalia sericea (Silver clusterleaf)
- Mimusops zeyheri (Transvaal Red Milkwood)
- Pterocarpus rotundifolius (Dopperkiaat)

The Terminalia and Pterocarpus tree species are chosen for their light canopies that allow dappled sunlight to reach the floor surface, but that still provide shade against the harshest sun (Joffe, 2001:114, 95). This quality is important since the space is relatively small, and a densely canopied tree would result in an overly-shaded space. All three tree species do not have aggressive root systems, preventing damage to paving. The Terminalia and Pterocarpus species are deciduous and the Mimusops evergreen.

PROPOSED CLIMBER SPECIES

- Combretum microphyllum (Flame creeper)
- Clematis brachiata (Traveller’s Joy)

Both climbers are fast-growing, providing greenery in the area in a relatively short time, and both need a structure for growth stability. The climbers also both have a beautiful display of flowers, the Clematis in summer, and the Combretum between August and October (Joffe, 2001:351, 353).



Fig. 5.9. *Clematis brachiata* (Joffe, 2001)



Fig. 5.10. *Combretum microphyllum* (Joffe, 2001)



Fig. 5.11. *Terminalia sericea* (Joffe, 2001)



Fig. 5.12. *Pterocarpus rotundifolius* (Joffe, 2001)



Fig. 5.13. *Mimusops zeyheri* (Joffe, 2001)



Fig. 5.14. Fossar de les Moreres, Barcelona, Spain: example of patterned application of brick paving (Berrizbeitia & Pollak, 2003)

PAVING, SURFACE AREA AND STORMWATER RUNOFF TREATMENT

Unterman (1984:59) states that two thirds of a person's 'visual cone' is toward the ground, making detailed paving even more essential in Marabastad where most of the movement is pedestrian. For this reason, brick is used as paving material for the intimate, human quality it possesses. The specific brick pattern application for each zone is discussed in section 5.2.

To allow unobstructed pedestrian movement, most of the surface area on the site is without level differences. The only exceptions are the sunken courtyard space and the barrier kerb by the bus terminal. The level difference of the courtyard is to distinguish the movement zone from the quieter space of the courtyard, while the barrier kerb is to encourage people to rather cross the street at the official pedestrian crossing.

Surface runoff treatment is incorporated into the paving pattern by sloping the paving in such a manner as to lead all the water off site via a shallow swale (fig.5.16). Incorporating the stormwater runoff system into the paving allows the paving to be more than just aesthetic (Pinder & Pinder, 1990:3).

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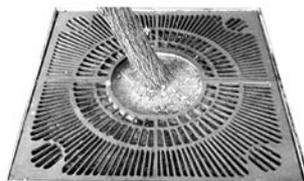


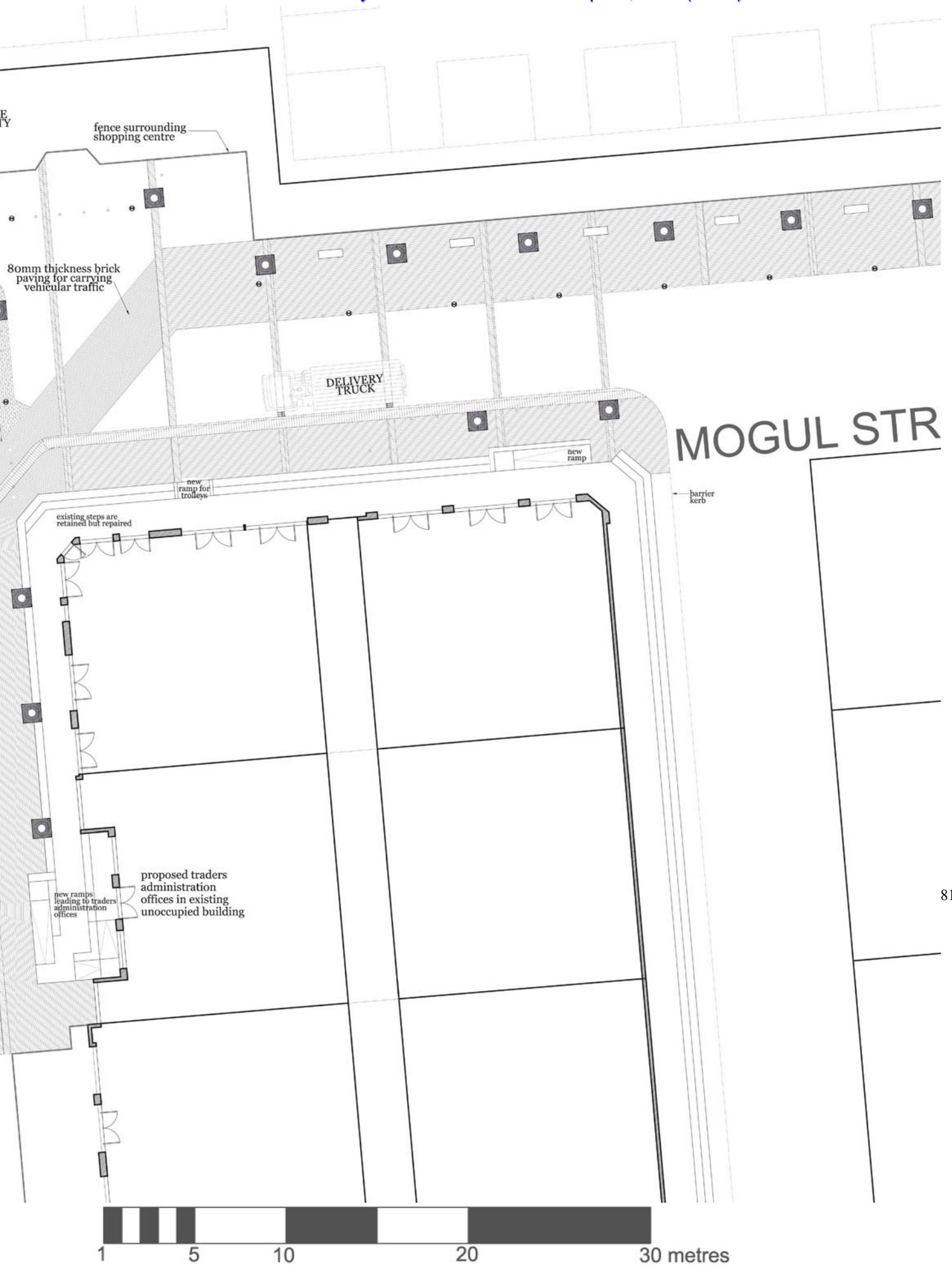
Fig. 5.15. Tree grid (author, 2006)



Fig. 5.16. Example of stormwater runoff treatment incorporated into paving (author unknown)



PAVING PLAN 



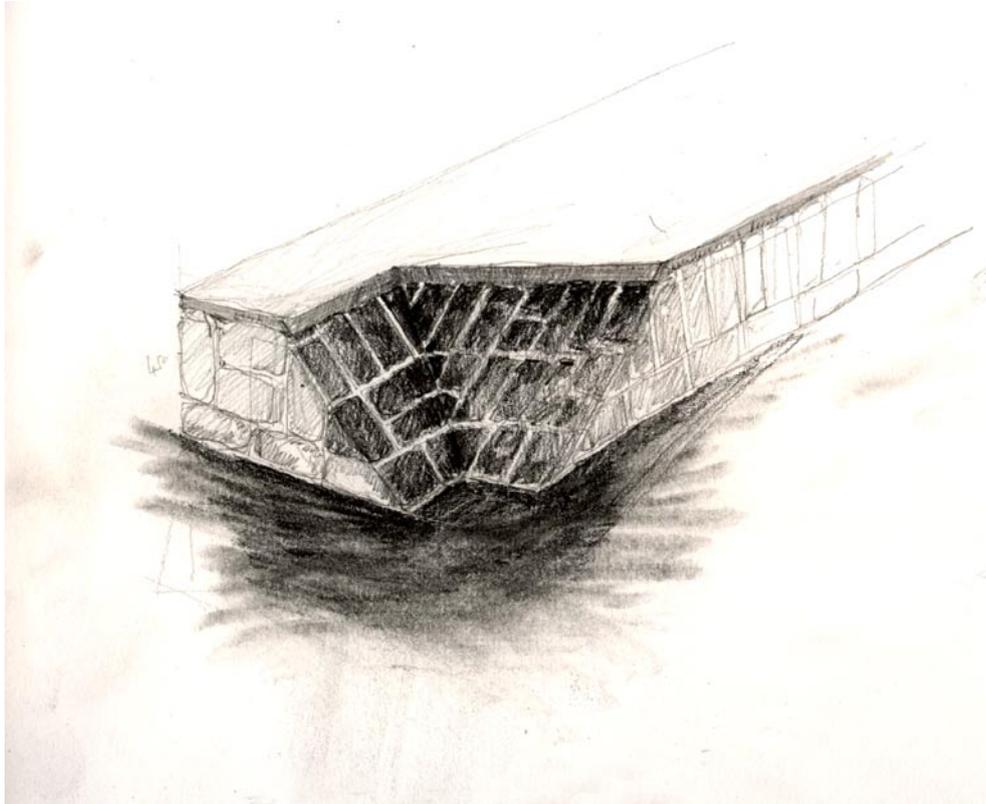


Fig. 5.17. Detail of proposed brick bench with pedestrian friendly corner (author, 2006)



Fig. 5.18. Wall serving as protection and seating (author unknown, 1984)

SEATING

Where it is feasible, all the areas of level-change and where retaining walls are necessary, the structures built are so treated that they provide ‘sittable’ space. Whyte (1980:28) speaks of ‘integral sitting’ as seating formed by features inherent in an area (eg. steps) that if treated correctly, could serve well as sitting space. A number of objects that could be made ‘sittable’ include ledges, planter edges, bollards and retaining walls.

Seating walls can also serve as barriers between pedestrians and vehicles (view figure 5.18), as well as serve as a divider of a space’s functions, i.e. pedestrian circulation and quieter seating space.

Furthermore, movable chairs that allow freedom of placement to its users are proposed for the courtyard (Unterman, 1984:28). Most of the eating stalls on the site already provide loose plastic chairs for their customers.



Fig. 5.19. Eating stall with portable chairs and tables in Marabastad (Molenaar & author, 2006)

PEDESTRIAN ACCOMMODATING WALKWAYS

It is necessary to respond to the large pedestrian volumes prevalent on site by preventing the design of features that can potentially cause harm (eg. sharp edges, view fig. 5.17). Often-passed corners are treated in such a manner as to prevent unnecessary injuries, and round columns (eg. at the Baragwanath Transport Interchange in Soweto), instead of square ones, are used in high traffic areas for the same reason. The overall levelness of the site and the elimination of steps in highly trafficked areas are other aspects that will walking more pleasant (Unterman, 1984:6).

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LIGHTING

The provision of effective lighting can serve a safety, social and economic advantage by allowing night activities on site. Hawkers selling food could economically benefit from better lighting, being able to stretch their time of selling into the evening. The combination of good lighting and public activity on site in the evenings will make it safer and more accessible to the broader public.

→ BARBER STREET

LORENTZ STR

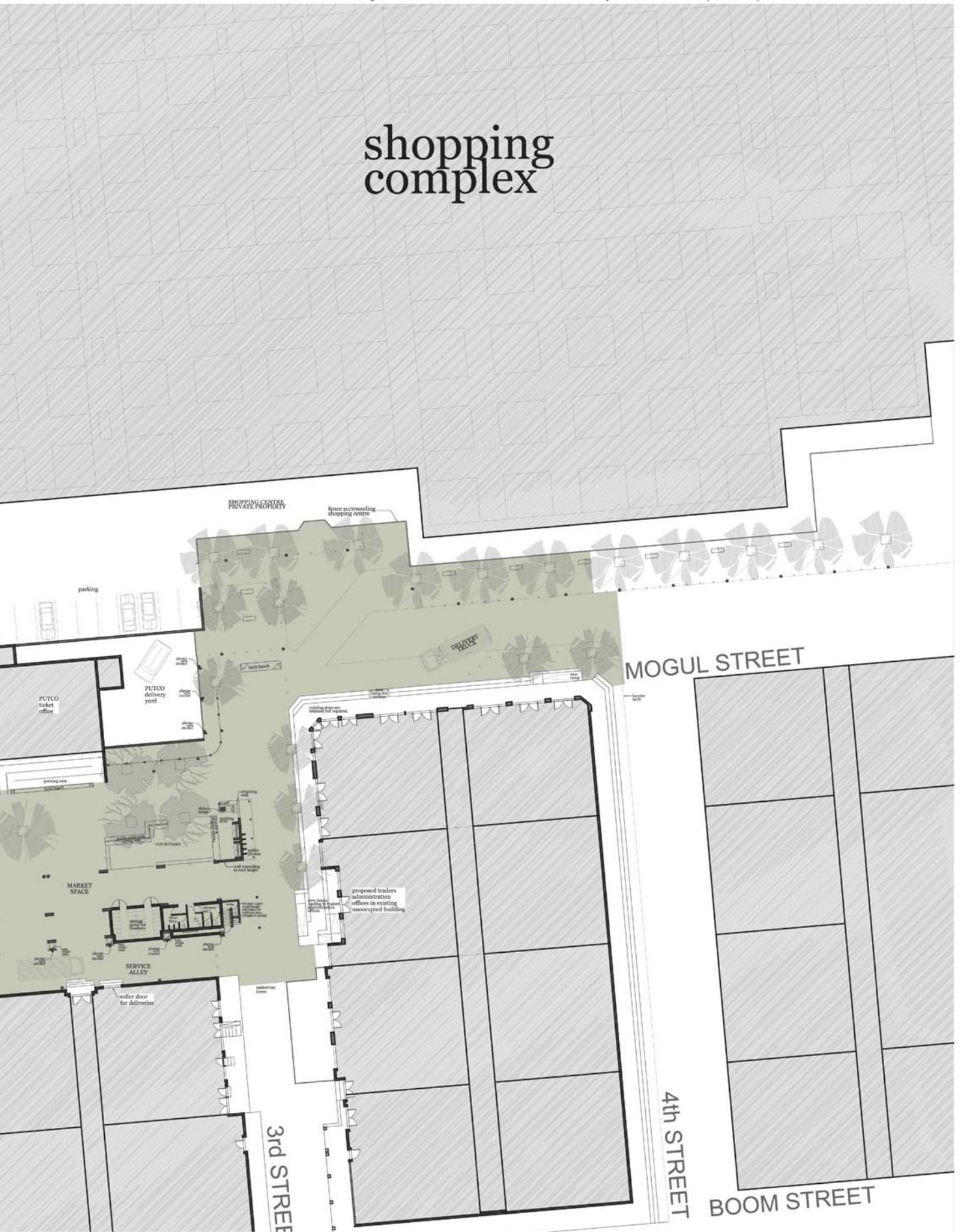


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SITE PLAN 

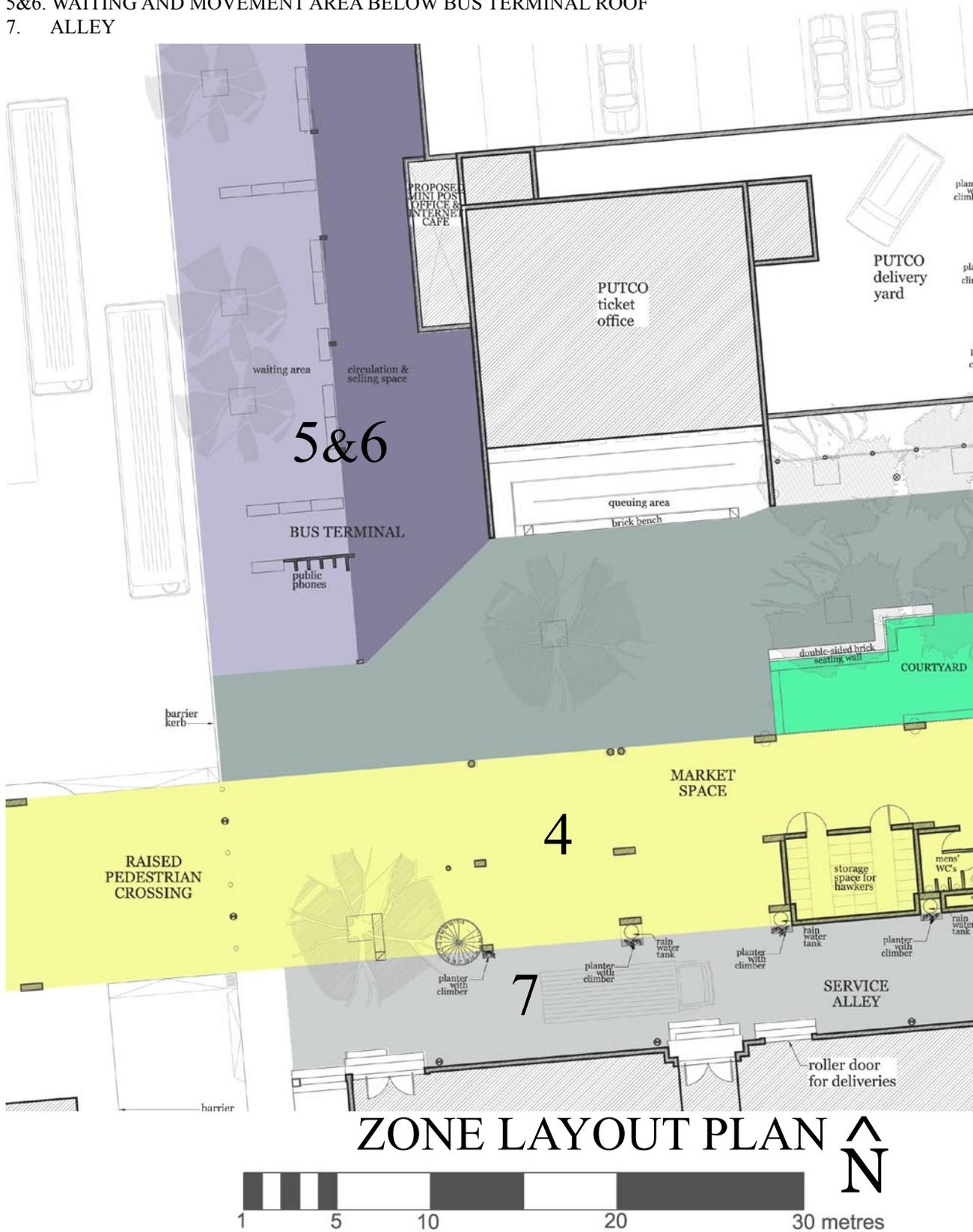


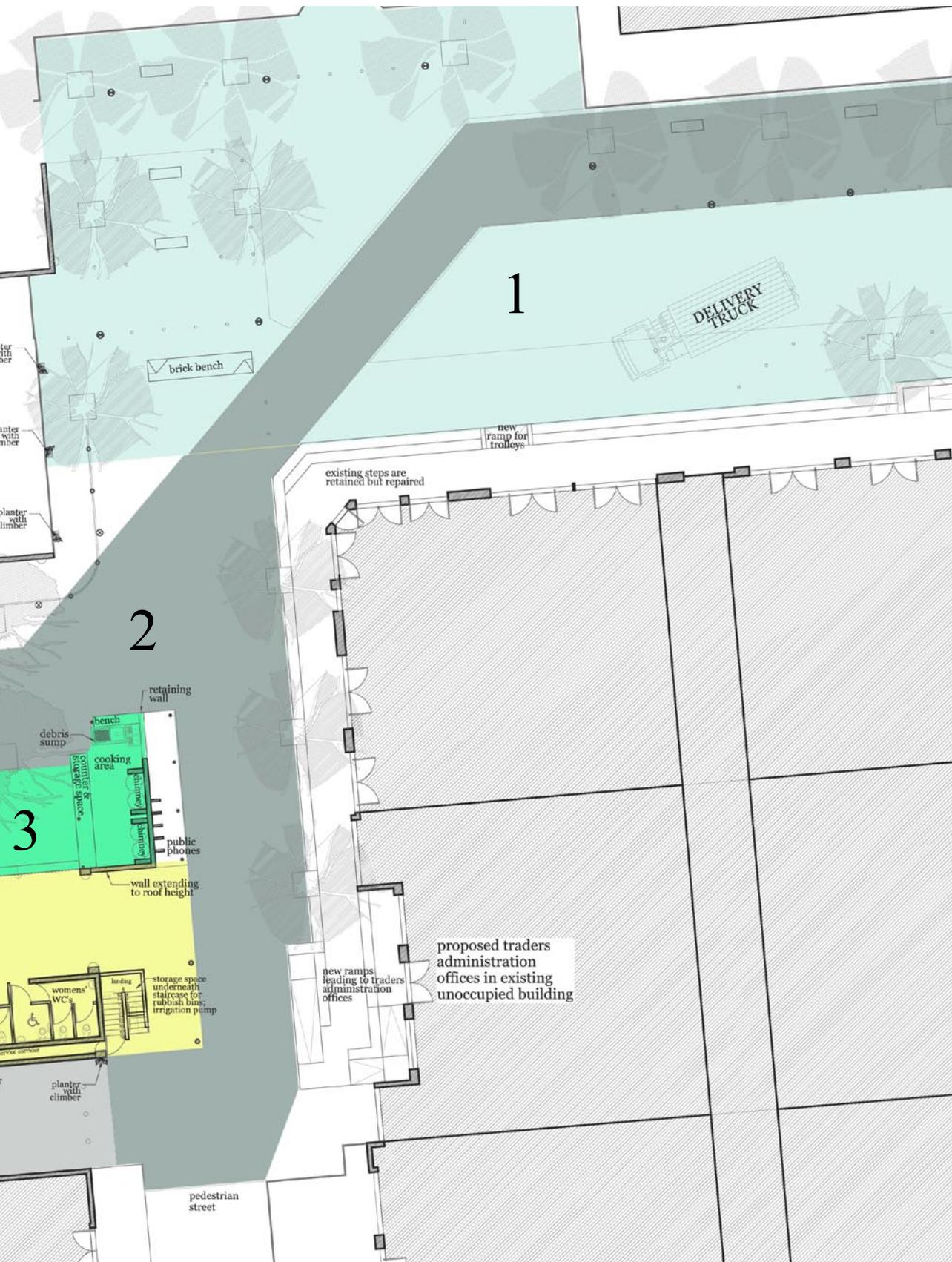
shopping complex



5.2 DESIGN PROPOSALS IN EACH OF THE SEVEN ZONES

1. APPROACH TO SITE
2. MOVEMENT ZONE
3. COURTYARD
4. VAULT SPACE
- 5&6. WAITING AND MOVEMENT AREA BELOW BUS TERMINAL ROOF
7. ALLEY





ZONE 1.
APPROACH TO SITE FROM BELLE OMBRE TRAIN STATION – MOGUL STREET



LAYOUT PROPOSAL

As is stated in the theory component, the decision was made to respect the current layout of the site, which is shaped mainly by the positioning of the hawkers. Most of the hawkers place themselves along the edges of the site and some have strategically placed themselves in frequently passed areas that are not necessarily along edges. This layout of the hawkers is one of the main factors determining the placement of structures and planting.

STRUCTURES PROPOSAL

Due to the compromise of movement between pedestrians and vehicles, few structures are proposed for this zone. The extent of structures include seating along the edges of the site, bollards that segregate pedestrians from vehicles and vertical gum poles at intervals that can serve as support for the structures of hawkers' stalls.

Since the zoning of the framework proposed for Marabastad does not include this area as official informal market, simple structures (i.e. the gum poles) instead of built structures are proposed to assist traders selling along the fence.

PLANTING PROPOSAL

The extent of vegetation for this zone is trees, planted along the edges of the site. The planting would serve as shelter for hawkers selling in that area. The fence mentioned earlier is seen as the boundary against which the structures and planting are placed.*

SERVICES PROPOSAL

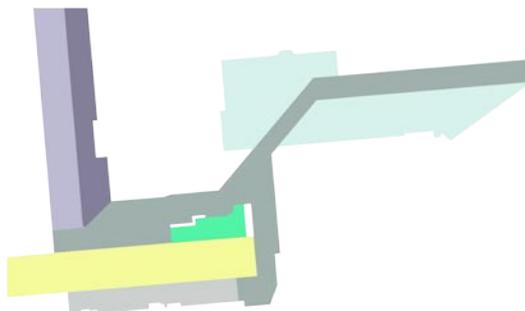
No services are proposed for this area.

PAVING PROPOSAL

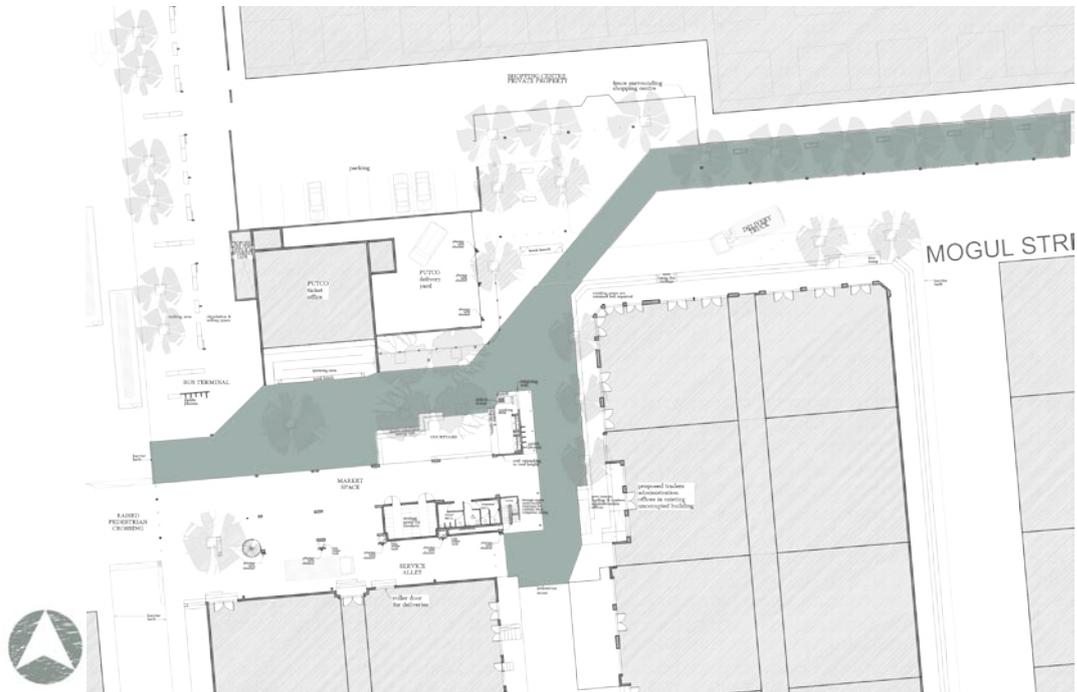
Paving suitable for relatively heavy vehicles (garbage trucks, delivery vehicles) is naturally proposed in the areas where heavy vehicles traverse the street. The areas segregated for pedestrians and hawkers only can be treated with the same quality as is proposed for zones 5 and 6.

Although different types of paving are proposed, paving materials that are similar (i.e. in colour and shape) is desired to ensure the continuation of surface area that is at a suitable scale for pedestrians, since pedestrians are the most frequent users of the site.

*If the fence is removed in the future, the structures and planting placed along the edge of the fence would still be suitable and not out of place. Both the structures and planting would provide comfortable congregation space outside shops and so attract people while the trees also add pedestrian scale to the street (Untermann, 1984:165), making the necessary walk down Mogul Street a more pleasant experience for the commuters.



ZONE 2.
MOVEMENT ZONE THROUGH AND ALONG SITE



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Fig. 5.20. Directional paving (Weilacher, 1999)



Fig. 5.21. Swale incorporated into paving (Pinder et al, 1990)



LAYOUT PROPOSAL

The area where most of the pedestrian flow occurs requires unobstructed space for movement. Enough space for movement should be allowed to accommodate pedestrian flow while still allowing for extra space needed for pedestrians that stop for retail purposes as well as allowing for seating space. To accommodate people who want to sit, seating along the edges of the movement zones are proposed.

The open area in front of the ticket office also holds the potential of becoming an outside area where people could gather in the evenings. Food could be served from the courtyard space (described below) to the crowds that gather and a lively atmosphere could be created within a well-lit area.

STRUCTURES PROPOSAL

Structures include the benches proposed along the movement space. Bollards are also proposed where vehicle movement should be restricted.

PLANTING PROPOSAL

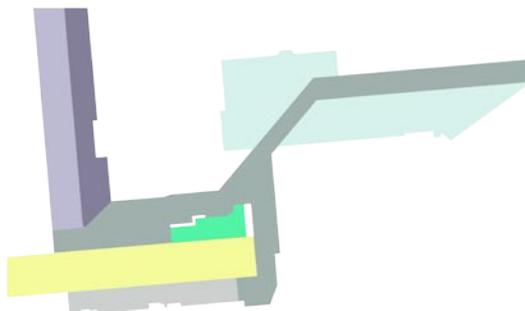
Trees are proposed along the edges of the movement zone. The trees would provide shade for hawkers and seated persons and would also serve to define the space.

SERVICES PROPOSAL

No services are suggested for this area except for the proposed ablution block next to the ticket office.

PAVING PROPOSAL

Part of the paving in this zone would functionally serve as a shallow drainage channel for stormwater runoff. As previously discussed, paving can also be used directionally and the movement zone seems an appropriate area for applying paving in such a manner.



ZONE 3.
COURTYARD SPACE



LAYOUT PROPOSAL

The courtyard's longitudinal sides face north and the courtyard is therefore optimally oriented with respect to sun orientation. The layout proposed is mainly rectangular except for a narrowing of the courtyard where the movement zone adjacent to the courtyard requires the extra space. The largest area of the courtyard would ideally be used as seating space for customers of the food stalls and others stopping to relax.

The layout also includes a space designated for cooking. This area would include most of the services in this zone (i.e. water and electricity points). The cooking area includes a counter, with lockable space underneath. The traditional cooking in 'konkas' produces a lot of debris and ash, and as with the bovine head cooking facility in Warwick Junction, a sump designed to catch the debris is proposed.

Integral to the proposed roof over the cooking facility are two chimneys constructed to prevent smoke from entering areas where it is not wanted.

STRUCTURES PROPOSAL

Partial roof covering over the cooking space is suggested to provide impervious shelter. Bordering the courtyard is the proposed vaults; the vaults and the roof covering the cooking space serve to enclose the courtyard.

The boundaries of the courtyard space are a seating wall in the north, steps in the south and west and cooking space in the east. The seating wall is double-sided and serves as seating to both the outside of the courtyard and its inside space.

SERVICES PROPOSAL

Services proposed in this area are water and electric points that mainly serve the cooking area.

PAVING PROPOSAL

A paving pattern that focuses inward (i.e. circular) into the courtyard space is proposed for the area. Since the area would be used not as a place to quickly pass through as on the rest of the site, but rather as a place to stop, a more detailed paving pattern could be implemented. People have time to observe detail and smaller paving materials (i.e. half bricks) would suit the area.

PLANTING PROPOSAL

One tree inside, and one just outside the courtyard is proposed. The latter tree is close enough to the courtyard that it still influences the character of the space. Next to one of the vault columns bordering the courtyard a climber in planter is suggested that could grow up the column and so introduce vegetation in the area.



Fig. 5.22.
Konka (author,
2006)

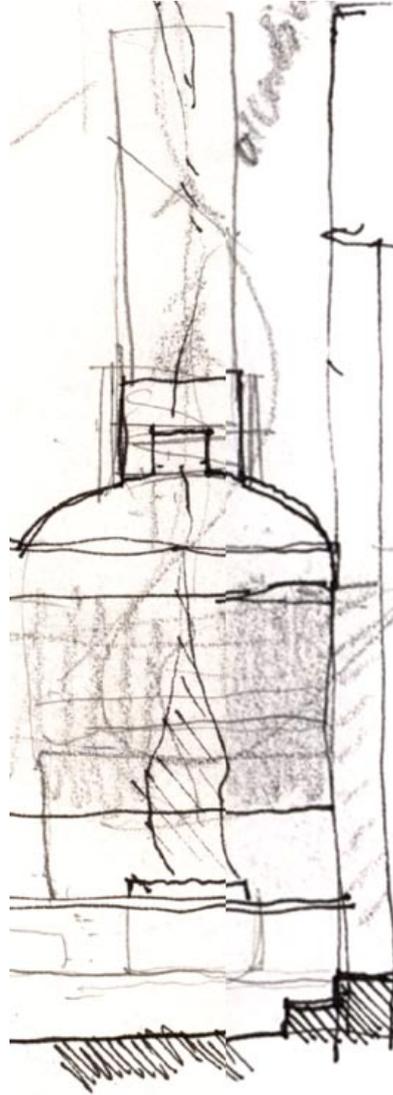


Fig. 5.23. (author,
2006)



Fig. 5.24. (author,
2006)

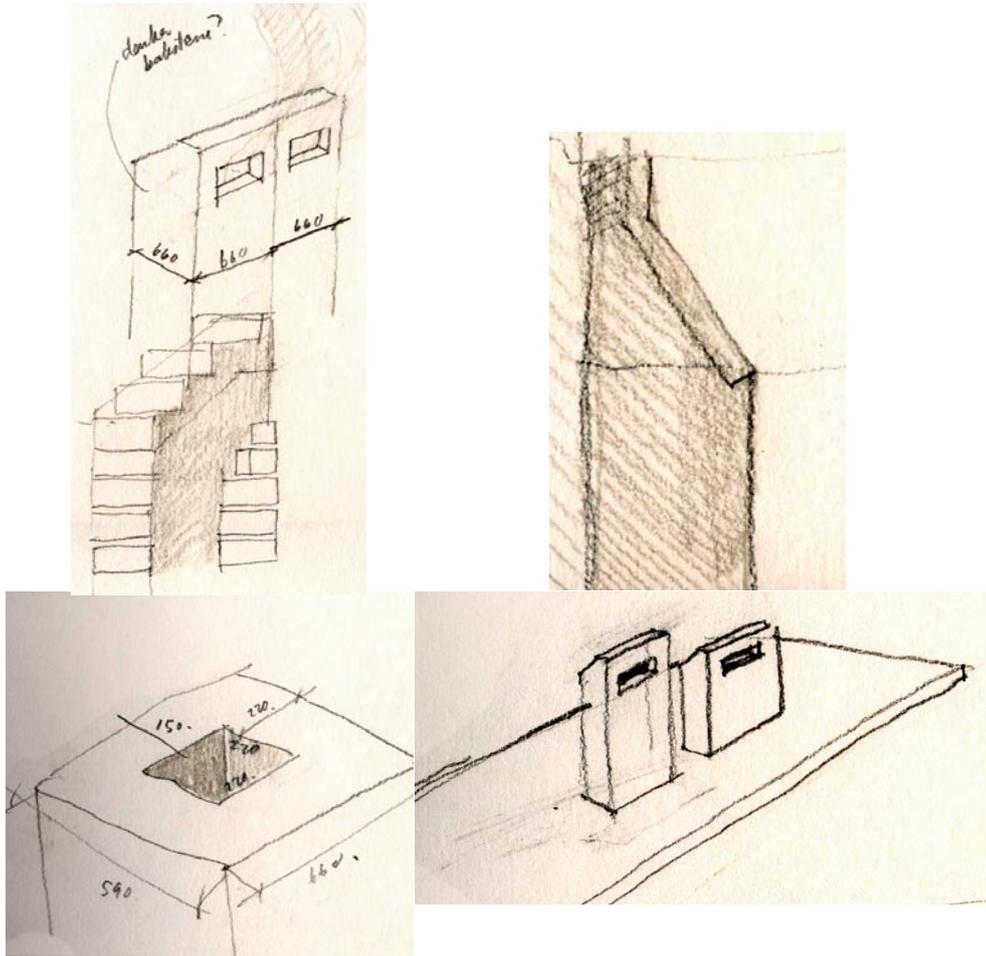


Fig. 5.25. (author, 2006)



ZONE 4.
VAULT SPACE



LAYOUT PROPOSAL

The layout is linear in an east west direction and follows the tendency of the permanent hawkers to place themselves in this direction. The function of the vaults is to serve as overall structure for hawkers to place themselves under. The structure also serves as a core onto which services can be added.

The reasoning behind the placement of the vaults in this position is because the northern façade against which the vaults are placed does not respond to the street. The vault structure's visual permeability will however will not result in totally blocking the façade. Placing the vaults relatively close (5m) to the buildings also did not cause reason for alarm for the same reasons. Storage space and a new ablution block between specific columns also make up part of the layout. They are placed in an area below the vaults that can be anticipated not to carry as many pedestrians as the rest of the area and therefore their positioning would not really upset flow of movement.

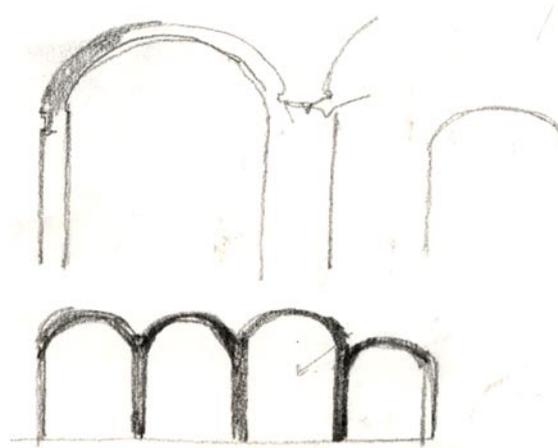


Fig. 5.26. (author, 2006)

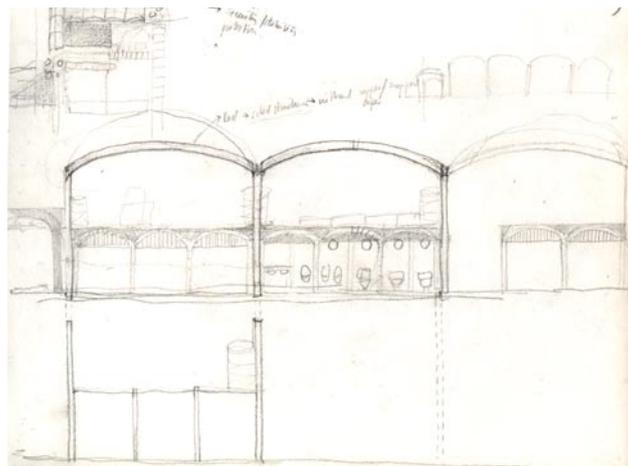


Fig. 5.27. (author, 2006)

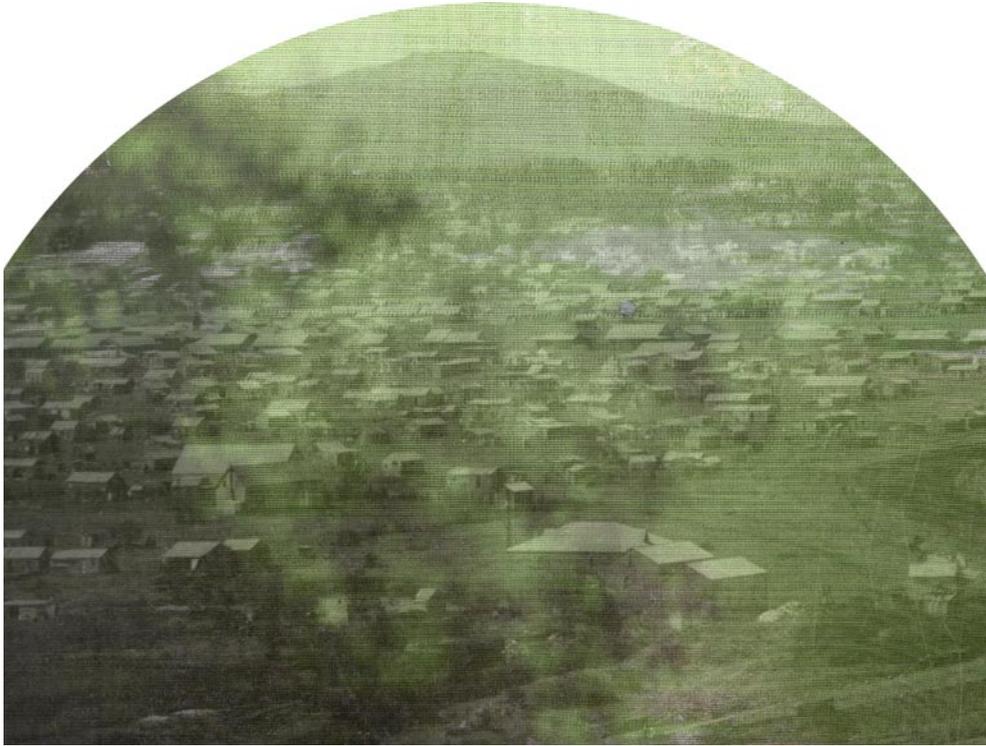


Fig. 5.28. Screen in vault (author, 2006)



Fig. 5.30. Peanut bag (author, 2006)

Fig. 5.31. Peanut cooker (author, 2006)



Fig. 5.29. Typical folding table used by hawkers (Greenfield catalogue)

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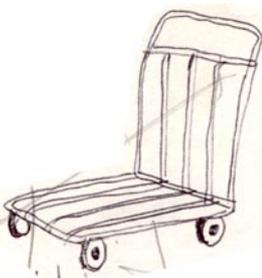


Fig. 5.32. Trolley (author, 2006)



Fig. 5.33. Trolley (author, 2006)



Fig. 5.35. Carrying bag (author, 2006)

Typical features used by hawkers in Marabastad

STRUCTURES PROPOSAL

The vaulted structure was not chosen as a shape that responds to its surroundings, but rather for the qualities inherent in vaults. C. Alexander speaks of a ‘sheltering roof’, a vault being an example of such a roof. The respective vaults all create a separate, individual space and so divide the large space into a few smaller ones, creating a more human scale and thus an ‘atmosphere of shelter’ (Alexander, 1977:572). The height (approximately 8m) of the vaults was initially decided upon as a reaction to the experience of walking through the historical market located in Marabastad (view figures 2.6 and 4.19). The historical market, as described in the analysis, has an inappropriately low roof, with meandering pathways leading to different selling spaces. The layout of the market makes the space quiet, dangerous and unpleasant, and the market is not on any direct pedestrian route, which limits potential customers from passing stalls.

The height also allows space for a mezzanine floor. The choice was made to construct the mezzanine floor across the southern length of the vaulted structure only. This allows a large part of the vaulted structure to still have a double volume and so create the openness that was observed as lacking in the historical market. The mezzanine floor serves as a space proposed for use as workshops (refer to section on economic situation in Marabastad) and also as shelter for hawkers on the southern side of the vaults. A screen of shade cloth in a steel frame is proposed on the structure’s northern façade, since the height of the vaults would allow rain to enter the structure. The mezzanine floor also serves as roof for the storage facilities and the men’s ablution block.

PLANTING PROPOSAL

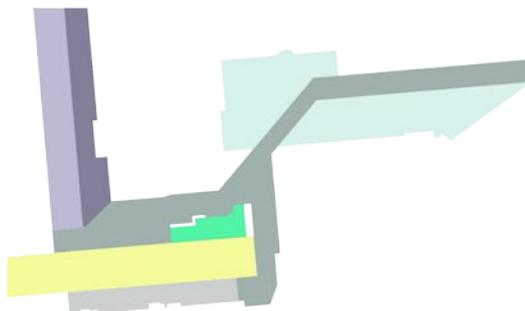
Planting in this zone consists of one or two trees and climbers planted in planters next to the structures’ columns and allowed to grow up the column.

SERVICES PROPOSAL

The vault structure serves as a core (view case study 5) into which certain amenities for the hawkers can be fixed. Amenities such as storage facilities and other associated infrastructure (i.e. electricity and water) are the services proposed for this area.

PAVING PROPOSAL

Paving in this zone is proposed to be a specific community project that the people using the site, especially the hawkers, can assist in designing and paving. The paving materials for this area can also be smaller than the general size paving unit (i.e. brick) used throughout the site, since the movement tendency in this area is also to slow down, giving the opportunity to observe the floor surface.



ZONES 5&6.
WAITING AREA AT BUS TERMINAL AND
MOVEMENT AREA BEHIND WAITING AREA



Fig. 5.36. Sign pillar at bus stop: something to read while waiting (Alexander et al, 1977)



Fig. 5.37. Teller: a service (author, 2006)

LAYOUT PROPOSAL

It is proposed to remove all the existing steel railings and seating. The western half of the area cleared below the terminal roof is to function as a seating area for commuters waiting for buses. Included in the proposal of the waiting area is the addition of trees. The eastern half of the cleared area below the terminal roof is to be used as circulation space and space for hawker trading.

Alterations to the existing layout are in areas where structures have hitherto prohibited movement and thus influenced the positioning of hawkers (following the accepted principle that hawkers place themselves at places of intense pedestrian movement). Anticipation as to where hawkers would locate themselves is also made also according to the above stated principle.

The 'Bus stop' and 'A place to wait' patterns in A Pattern Language (Alexander, 1977: 453&710), suggest that in a place where people have to wait, one can at least attempt to make the waiting experience positive, by combining waiting with other activities. In the Marabastad context, facilities such as automatic tellers, a small post office, an internet café and public phones is proposed to be implemented in close proximity of the bus stop. These activities are proposed along the movement area behind the waiting area. The width of the terminal is narrow enough so that with whichever activity a commuter is busy, he/she would still be close enough to the bus stop to be able to hear it arriving.

STRUCTURES PROPOSAL

It is proposed that certain parts of the roof be cut out of the existing roof, either to facilitate better pedestrian movement or to allow trees to be planted at certain intervals along the terminal. There is already a tendency with the hawkers to use the steel structure supporting the terminal roof, as armature on which to hang certain goods sold (view figures 5.2 and 5.3). It is proposed to add a new steel framework onto the existing one, at a lower level, to make it more accessible but still leaving enough headspace for comfortable walking.

Constructing a small building that could house a miniature post office, an internet café and an automatic teller against the ticket office's western wall is proposed. Extending the existing roof attached to the ticket office.

PLANTING PROPOSAL

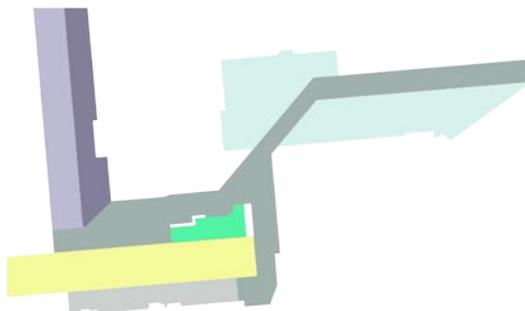
The only planting proposed in this zone is trees in the spaces created where the existing roof has been cut out.

SERVICES PROPOSAL

Banking facilities in the form of an automatic teller, public phones, post office facilities and internet connection is proposed in this zone. Currently, barbers on the streets use charged batteries as power supply to motor their clippers (view fig. 4.8). The provision of electricity will allow small businesses to set up their stalls with more ease.

PAVING PROPOSAL

The paving in this zone is divided into two paving types. The first paving pattern is a general paving pattern, neither directional nor inward-facing, and the second is the paving pattern applied in the waiting area. The first pattern is proposed as general (i.e. running bond, stacked mix) since a variety of activities occur here. The second area is a waiting area, thus the same type of paving pattern is proposed in this area as is proposed in the courtyard zone.



ZONE 7.
ALLEY



Fig. 5.38. (author, 2006)

LAYOUT PROPOSAL

The most important proposal for this zone is the opening up of the impermeable edge produced by the hawker stalls. Permeability will ensure a safer space because of increased visibility on the site and it would visually enlarge the relatively small area by extending the observable space. Unterman (1984:147) suggests that with the addition of landscape elements, existing alleyways can be transformed from being mere service lanes into spaces where pedestrians would enjoy walking.

STRUCTURES PROPOSAL

Structures in this zone would only include bollards preventing vehicles to drive beyond the delivery area and planters for climbers.

PLANTING PROPOSAL

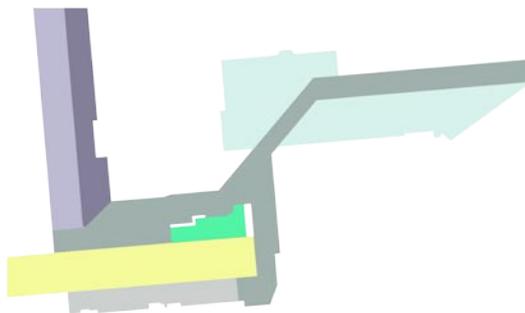
Lack of space prevents the planting of trees. Climbers in planters are however suggested next to the vaults' columns to soften the space and so attract pedestrians.

SERVICES PROPOSAL

No services are suggested for this area.

PAVING PROPOSAL

Using the same paving material as is used throughout, the alleyway can in this way also be included as part of the site area. This part of the paving would however necessitate a stronger sub-base for carrying vehicles.



ROOF PLAN



2ND FLOOR PLAN



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DRAINAGE PLAN



IRRIGATION PLAN



STREET FURNITURE PLAN

LEGEND:

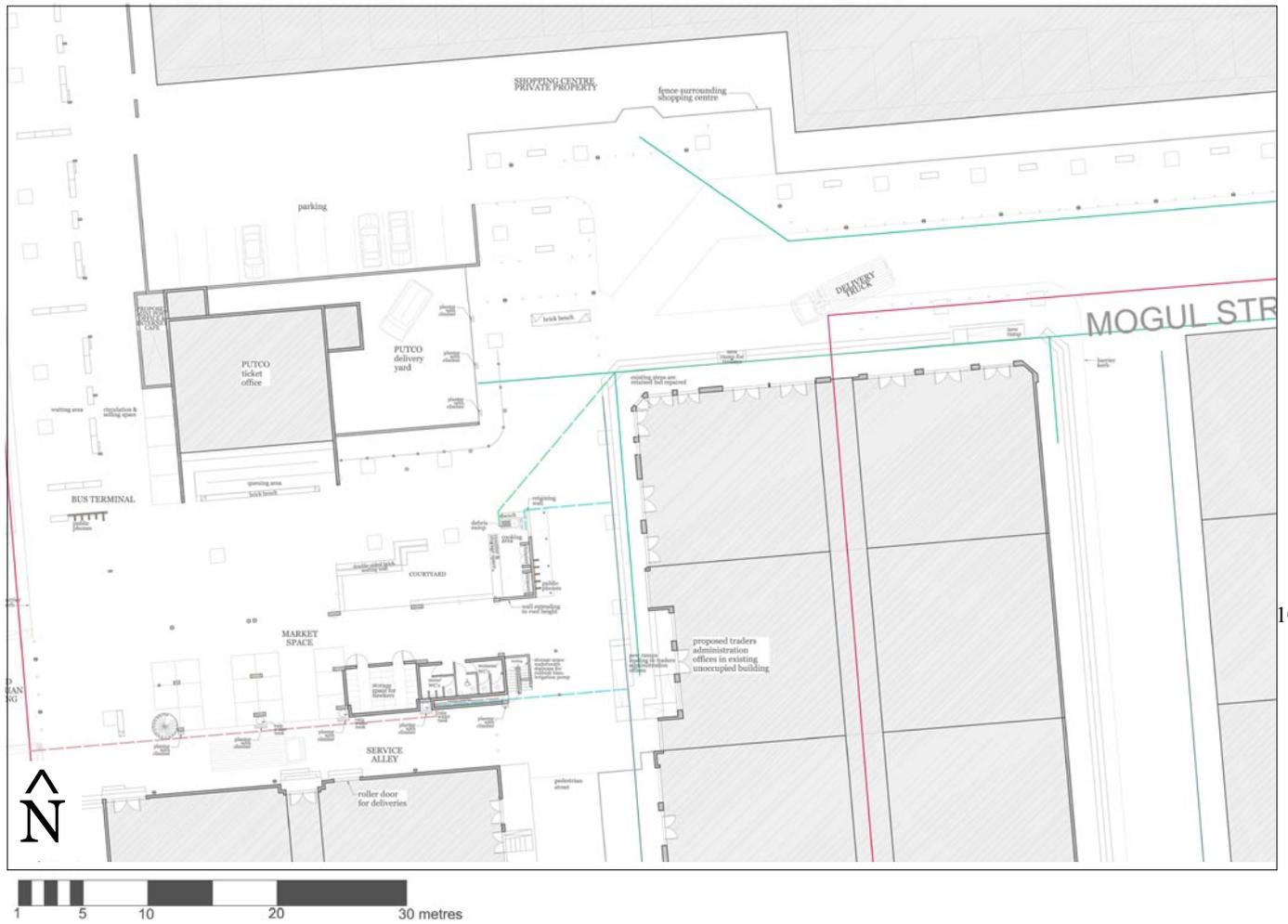
- bench 
- bench with backrest 
- brick bench 
- signage 
- steel frame 
- bollard 
- fluorescent light 
- medium height light 
- street light 
- spray light 
- litter bin 



SERVICES PLAN

LEGEND:

- existing sewerage
- new sewerage
- existing water
- new water
- existing stormwater
- new stormwater



COMMUNITY PARTICIPATORY COMPONENTS OF DESIGN

The following components of the design are considered for specific community participatory projects:



1. BRICK BENCH

The brick benches are constructed of rubble and other ‘found objects’ of Marabastad. Physically they add a rich texture to the design and they also add to the reminiscence value of Marabastad.

2. SCREEN PRINTING AND WEAVING

The screen consists of a ‘Coolshade’ netting, made from a high density polyethylene knitted fabric. For the netting to fit between the columns of the vaults, the treble standard size (7500x5500mm) Coolshade is used. The varying colours in which the Coolshade netting is manufactured provide varying shade coverage. The screens crafted by the shade netting can easily be replaced, thus a definite decision does not have to be made as to which colour to use. Netting with a high percentage of shade coverage can, for example, be used in summer, simultaneously blocking harsh sun and summer rains. Community members can aid in weaving patterns and illustrations onto certain shade nettings, while images can be printed on others.

3. MURAL PAINTING

Blank, unused walls bordering the site can be used to good effect as canvases for community members to illustrate their thoughts and ideas.

Fig. 5.39, 40. 'Found objects' in Marabastad (author, 2006)



Fig. 5.41. Screens (author, 2006)

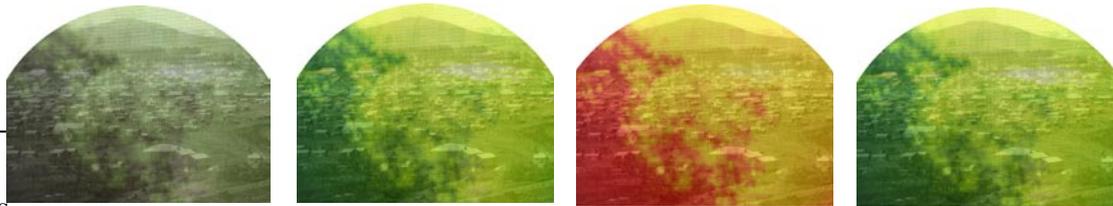
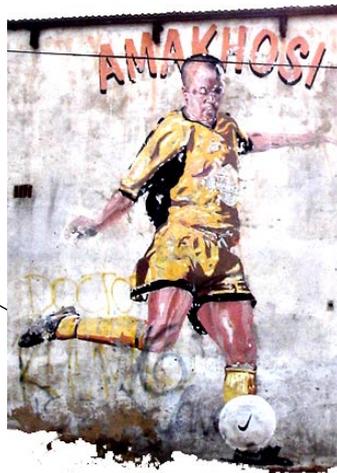
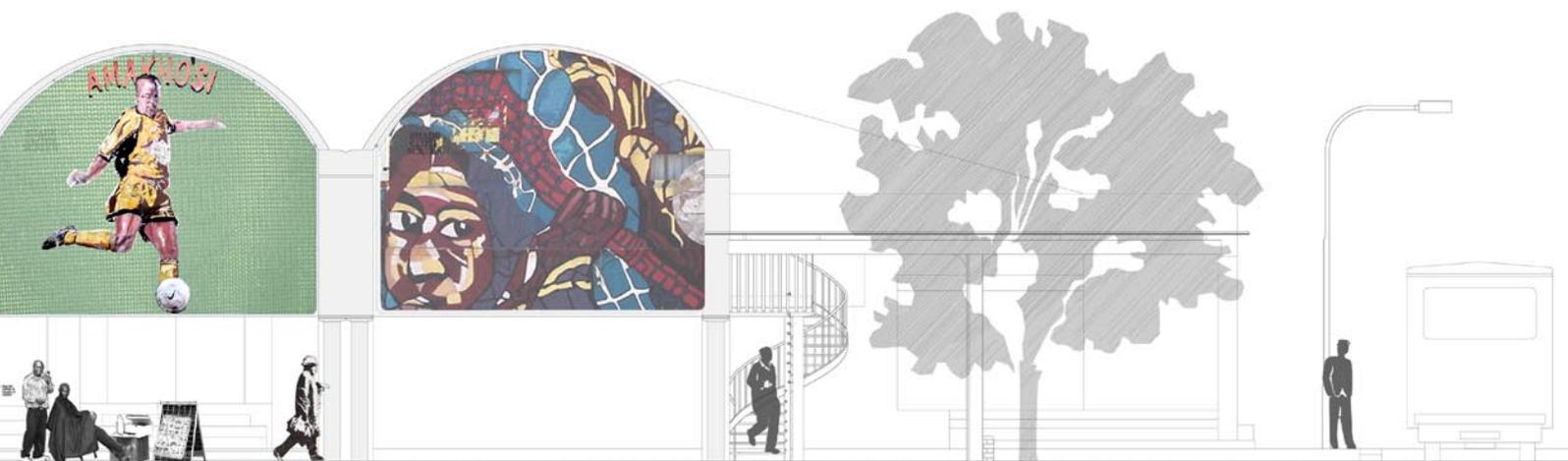


Fig. 5.42. Wall in Marabastad (author, 2006)

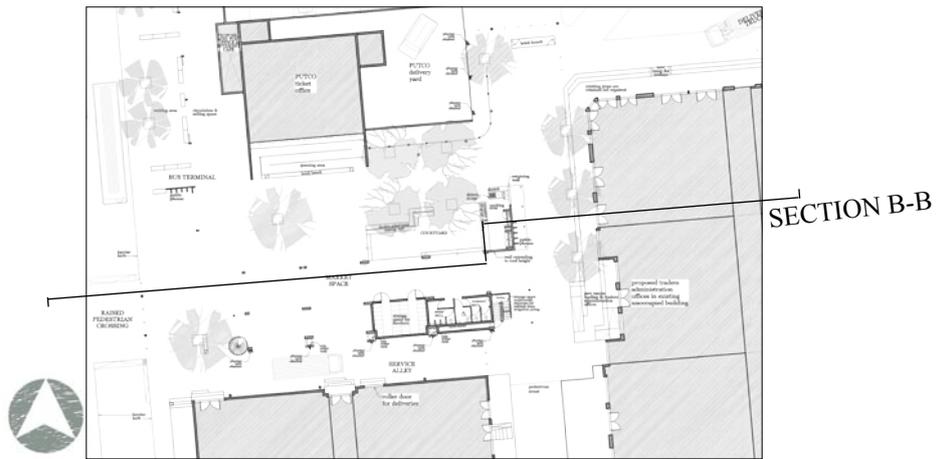




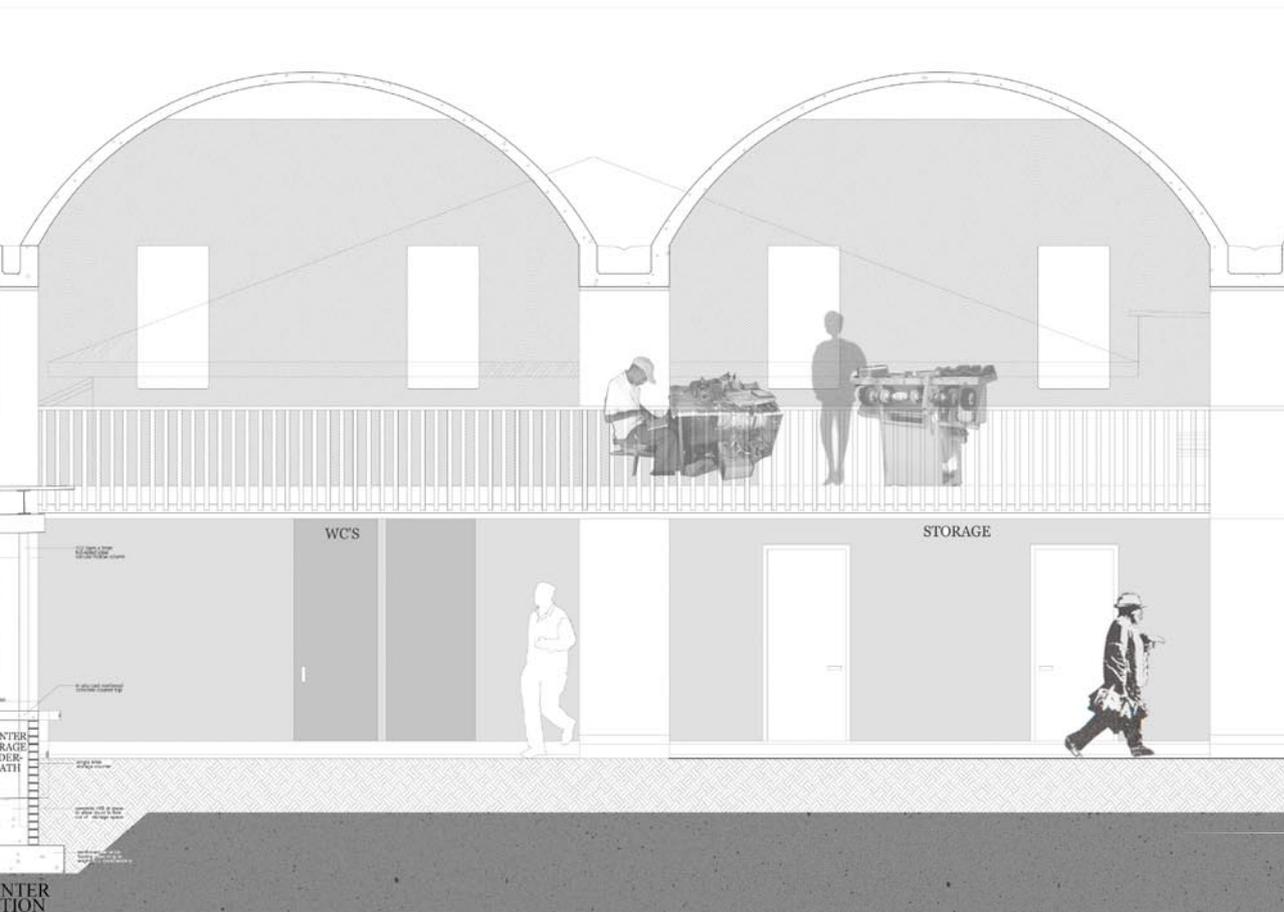
SECTION A-A



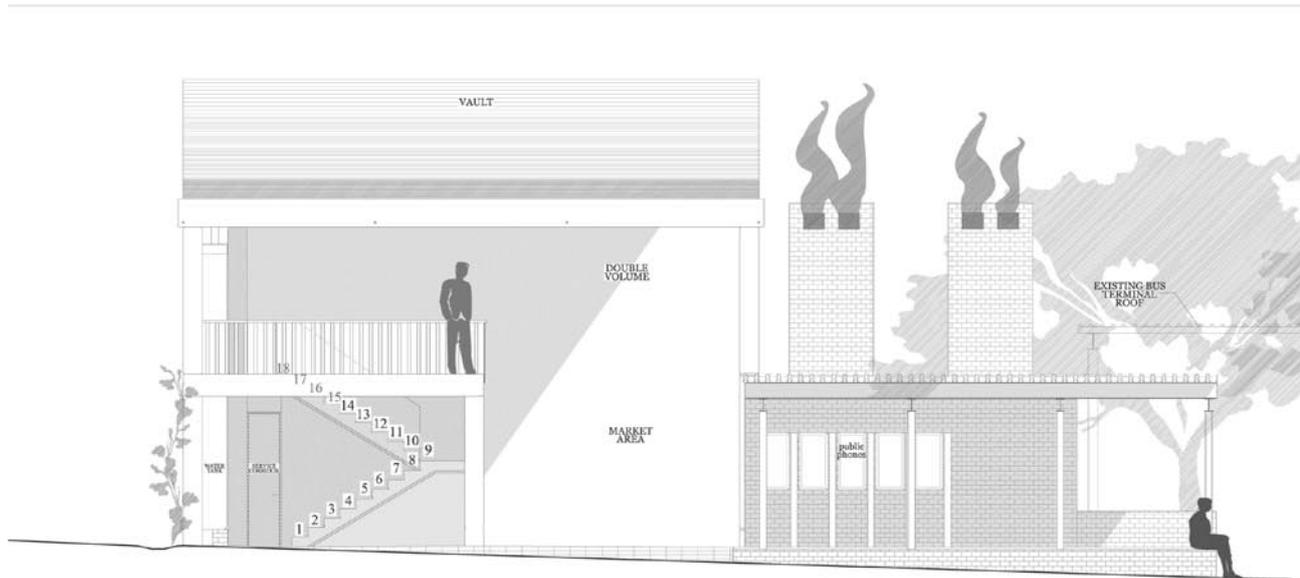
NORTHERN SECTION ELEVATION



SECTION B-B



SECTION THROUGH VAULTS & COOKING AREA



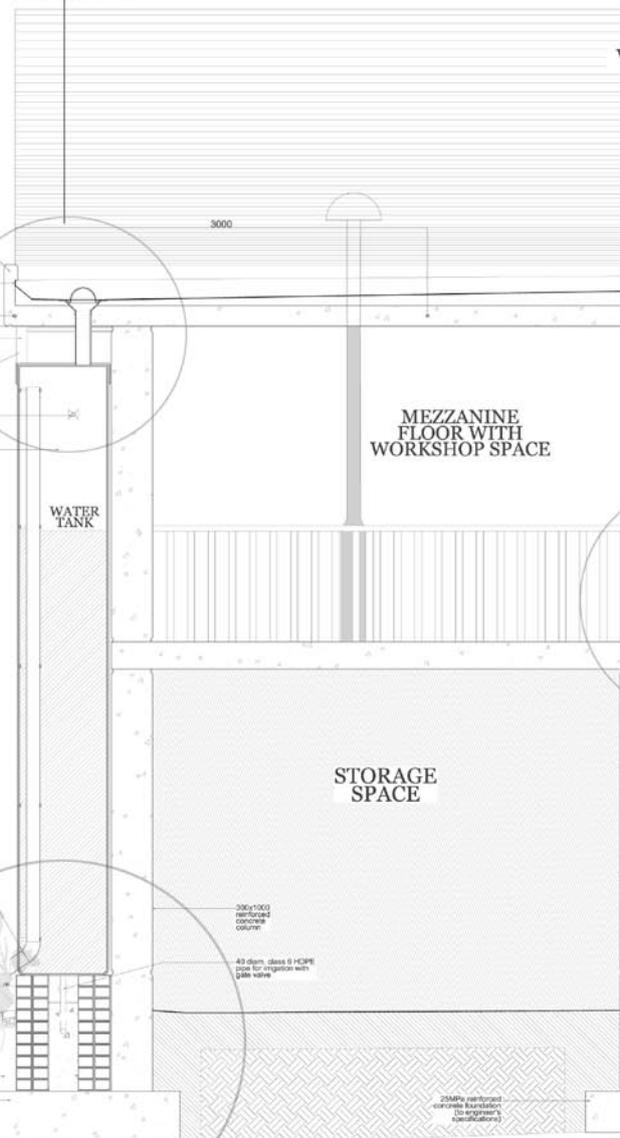
EASTERN ELEVATION





BOX GUTTER
DETAIL
SECTION 1

- reinforced precast concrete box gutter
- polymer modified bitumen waterproofing 2 mm, 40 litres of 1:100 lap
- 20 diam galvannead steel in section of 300c concrete
- 80x20x3 hot-rolled steel angle profile
- 50mm diameter mesh fastened to angle profile
- floating valve
- 6mm full width profile sheet water tank (1000mm x 500 in height), floating valve in tank to maintain water level in municipal supply area, see water at site, measure specific height

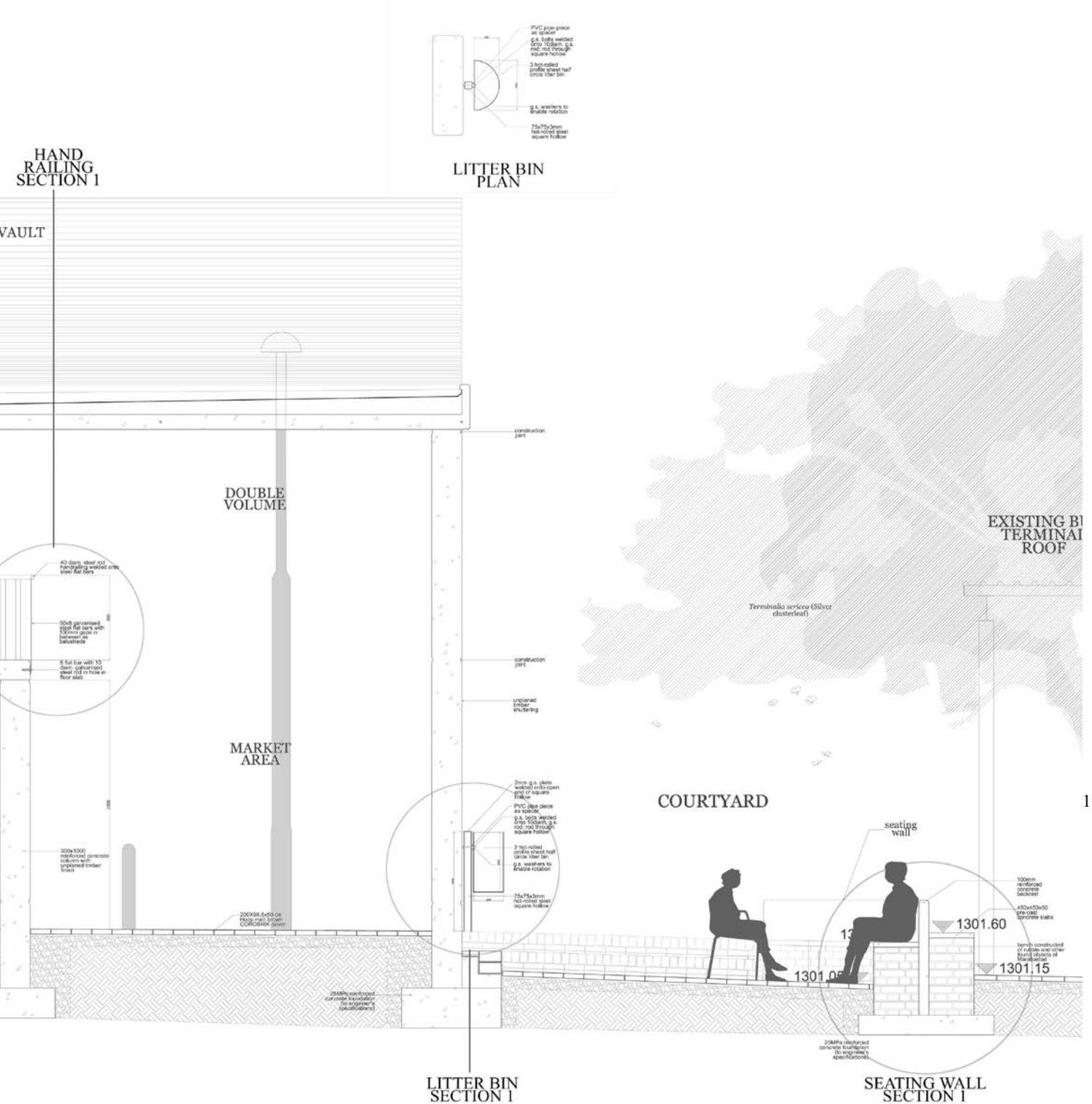


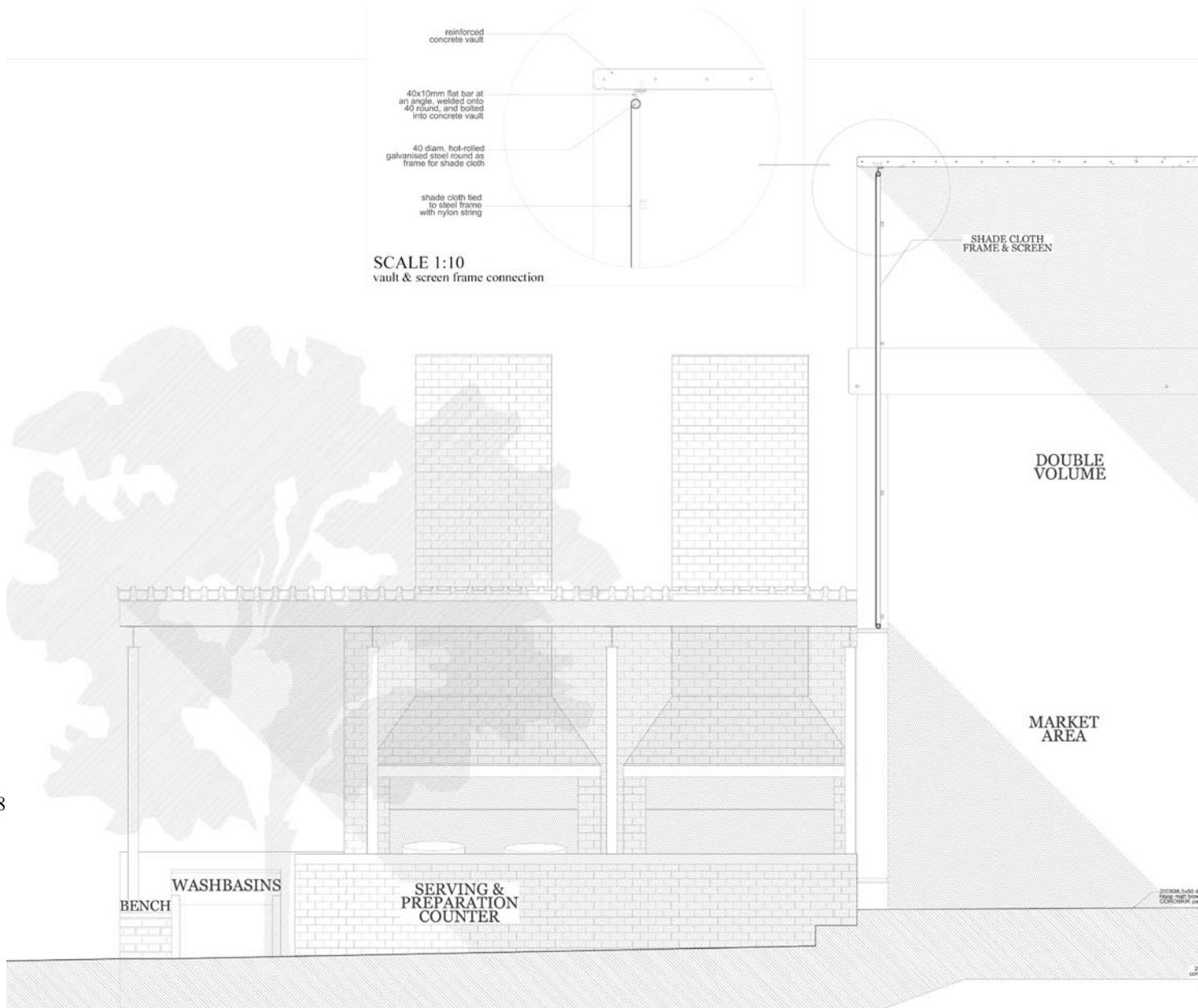
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PLANTER
BY COLUMN
FOOTING
SECTION 1

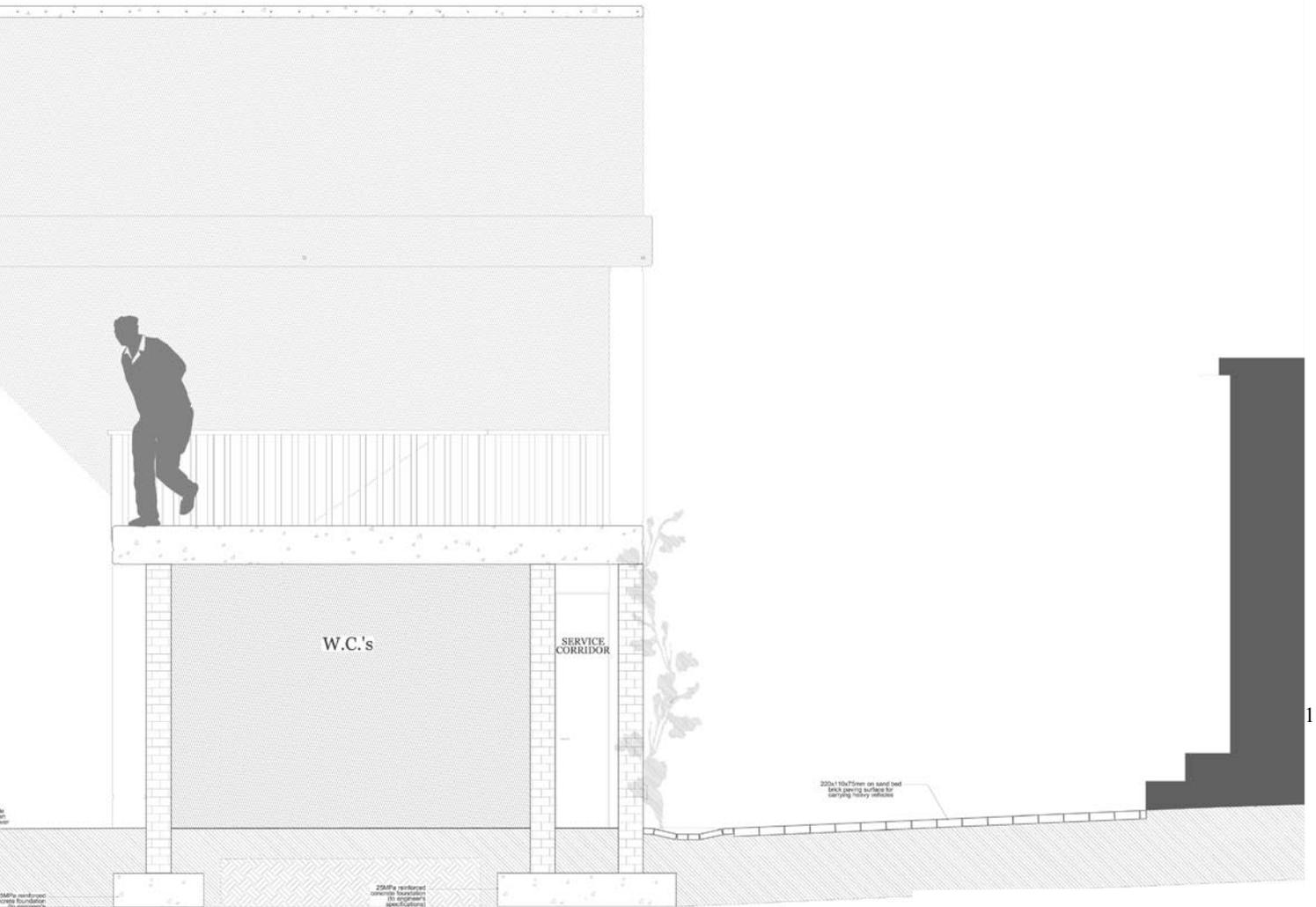
SECTION C-C

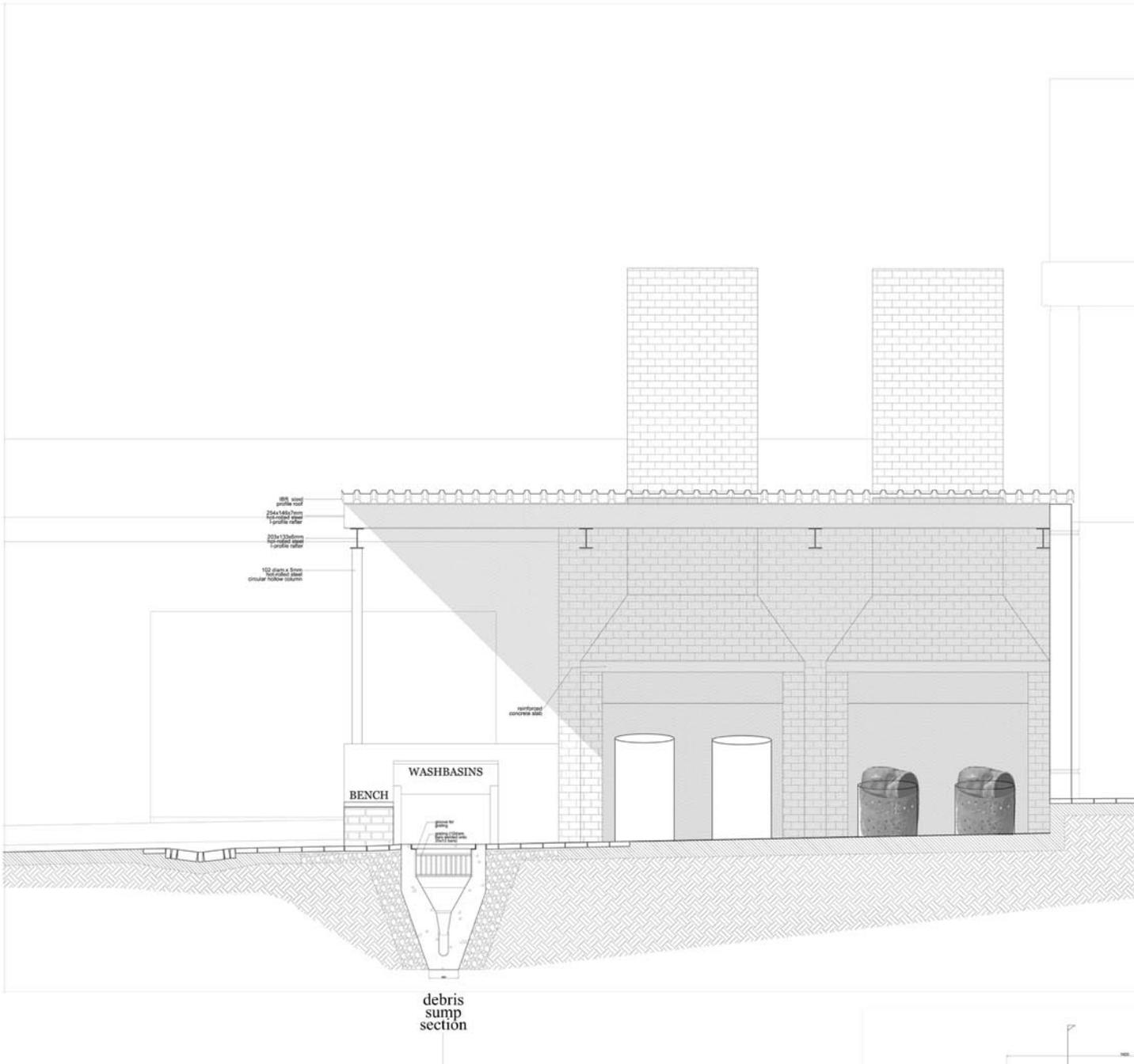




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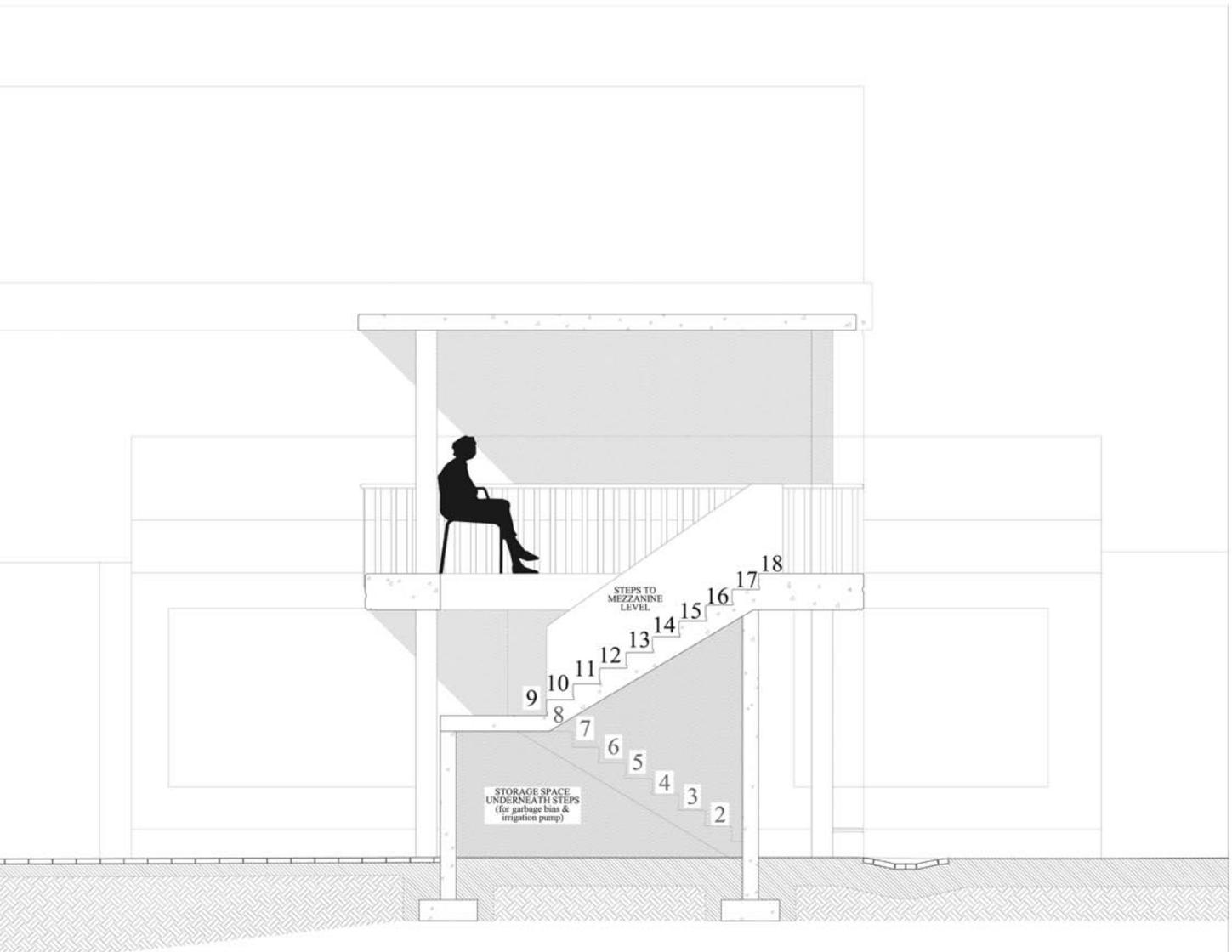
SECTION D-D



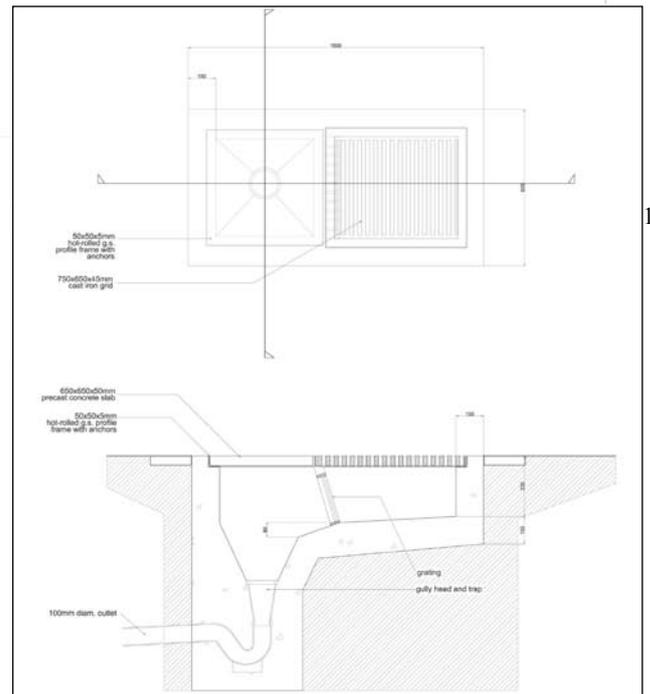


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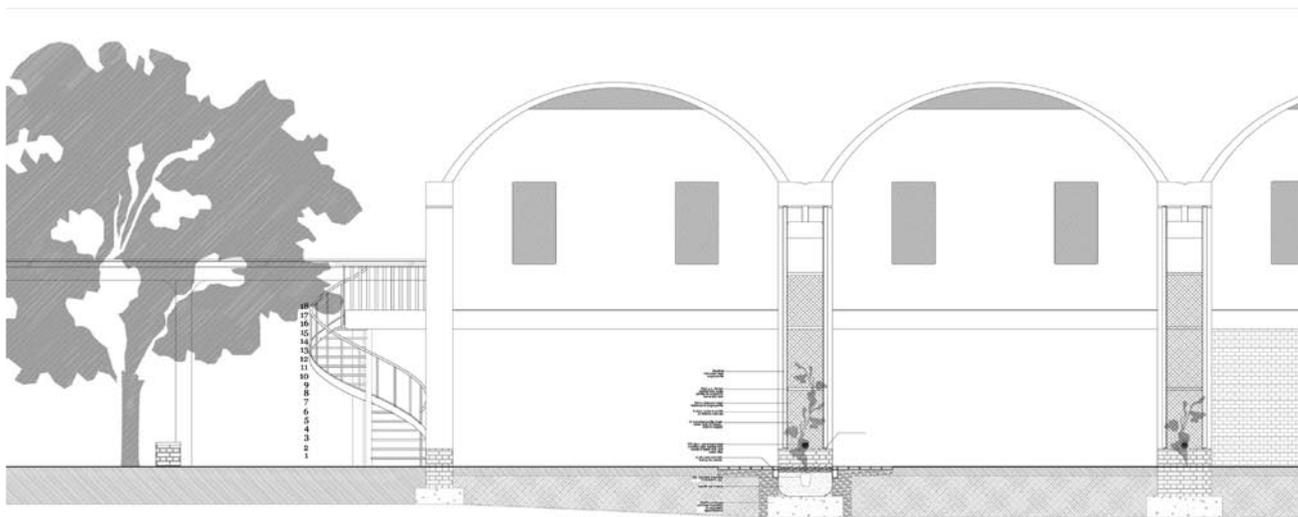


SECTION E-E



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DEBRIS SUMP PLAN & SECTION



PLANTER
BY COLUMN
FOOTING
SECTION 1

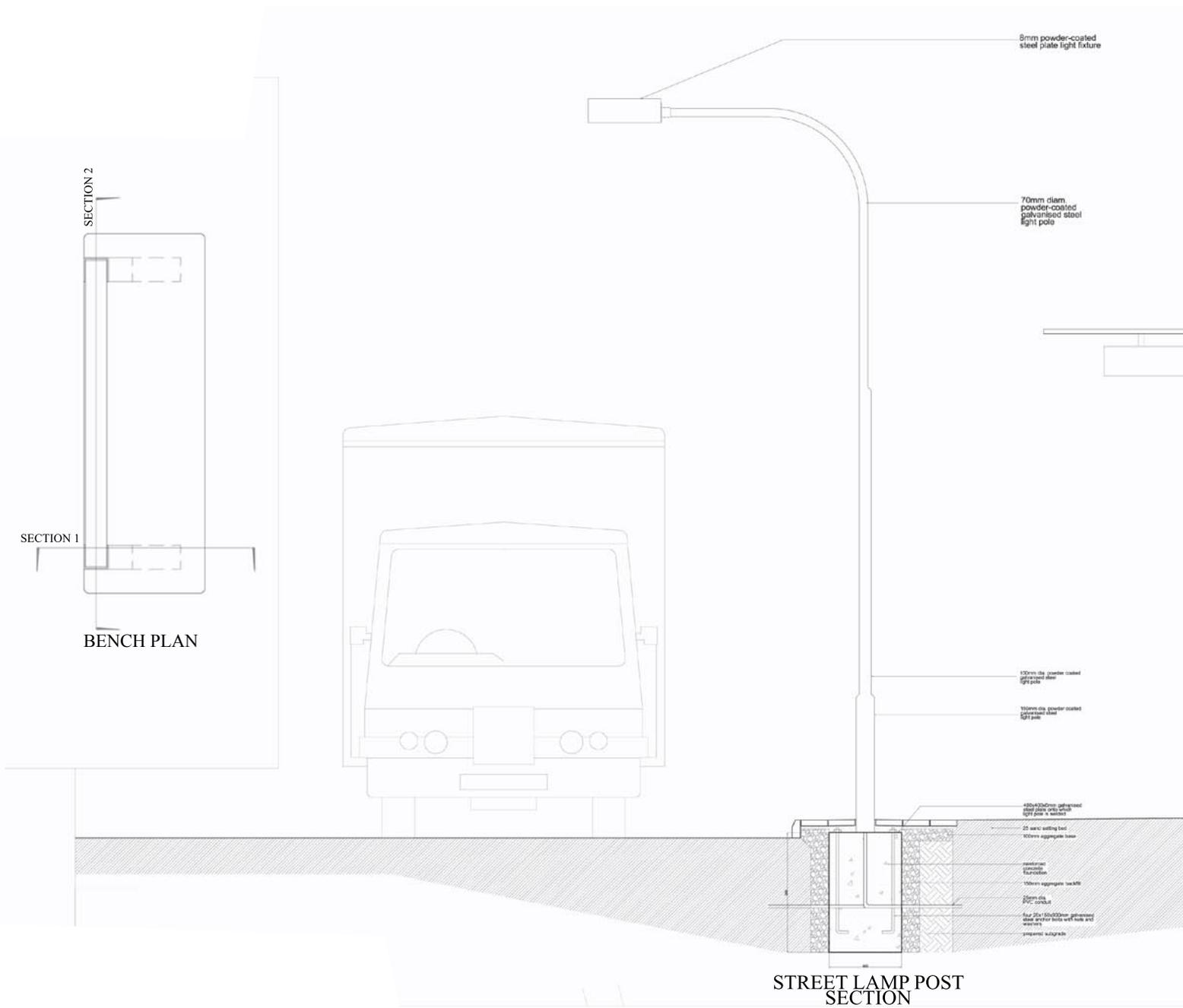
SOUTHERN ELEVATION

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WALL ADJACENT TO TICKET OFFICE ELEVATION

DETAILS BELOW BUS TERMINAL ROOF



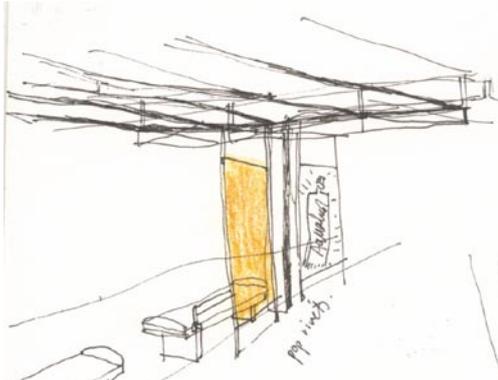
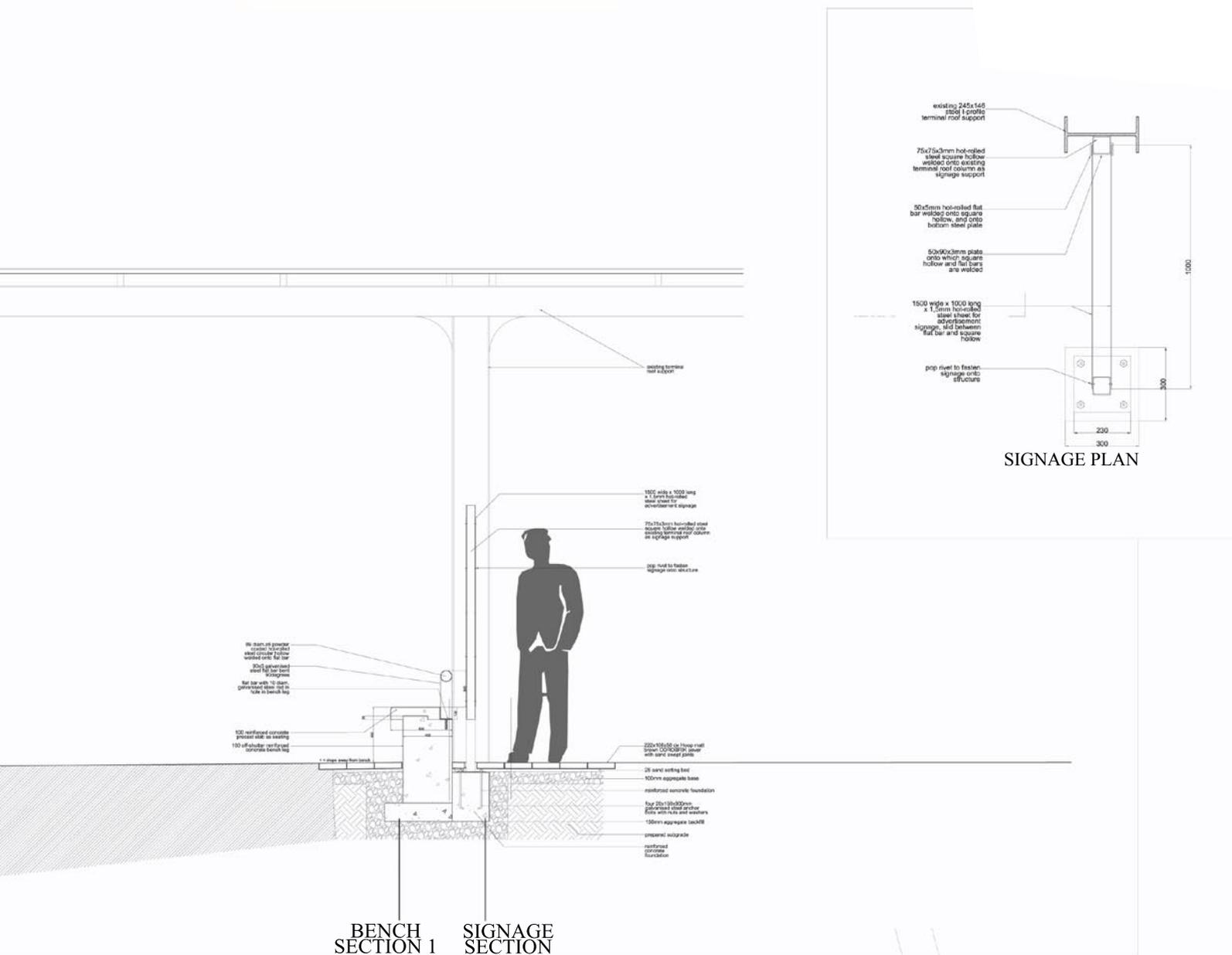
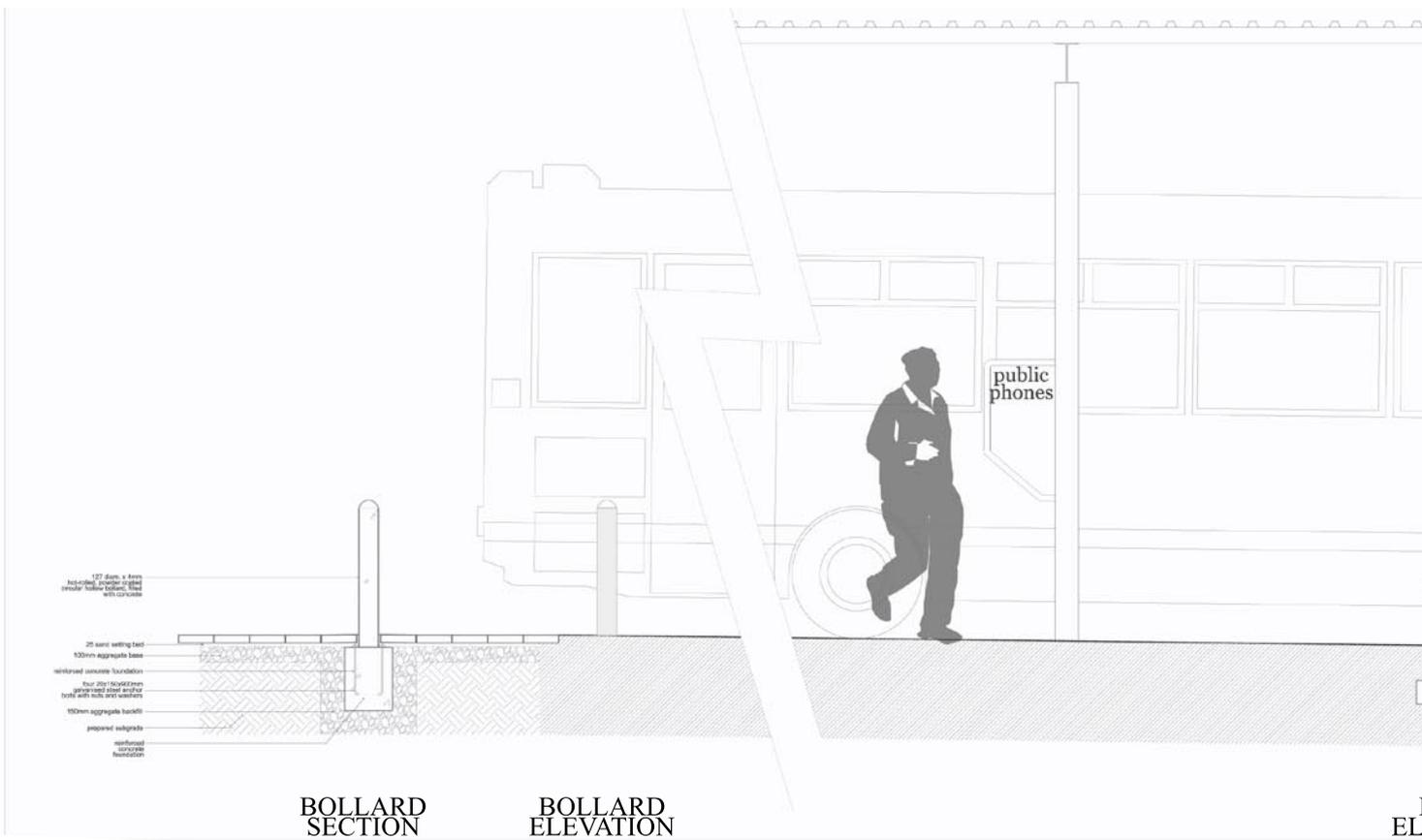


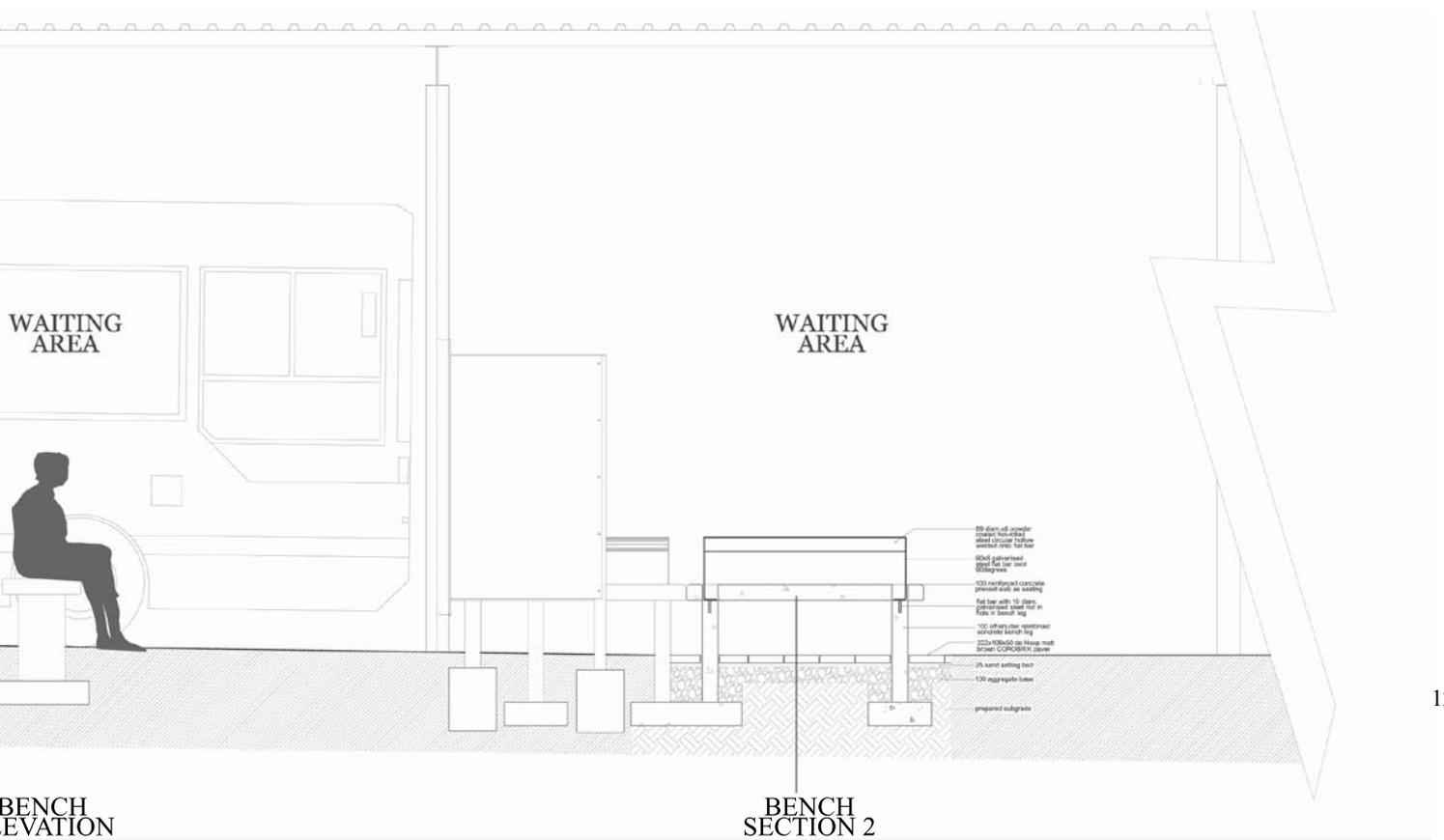
Fig. 5.43. Signage under terminal roof (author, 2006)



DETAILS BELOW BUS TERMINAL ROOF

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TWO OTHER PROBLEM AREAS' SUGGESTED INTERVENTIONS



Fig. 5.44. Image of existing situation along Steenoven spruit (author, 2006)

STEENOVENSPRUIT ON THE EASTERN EDGE OF MARABASTAD

Concrete platforms with possible electricity points could be constructed in the areas where hawkers are selling at present. It is also advised that the spruit is made accessible. This might be possible if the existing concrete channel that lines the spruit is broken up. The concrete pieces could be reused and placed in gabions which would be a better alternative lining for the spruit. Gabions would allow plant growth and so create a softer water edge, while still providing sufficient stormwater control.



Fig. 5.45. Image of existing situation under historical market's roof (author, 2006)

HISTORICAL MARKET ON BOOM STREET

Proposed for the historical market are firstly simple alterations to the roof. The hot, claustrophobic and anti-social space created by the low roof can be greatly improved by lengthening the steel columns supporting the roof and raising the roof by 500-1000mm. This would allow more light, more air and a higher visibility which could all contribute to a more attractive area. Ideally, however, would be to maintain the outer stalls as market space, where most of the pedestrian traffic is, while the central part is converted to other uses, eg. housing or offices. Currently, the selling spaces in the central part of the market are generally empty and quiet; adding a housing or office component would render the site more useful and this in turn would lead to a safer area. The fact that it is a historical landmark is overridden by the need for a better use of land. Part of the original structure will be kept for the hawkers at the periphery of the market and the central part of the structure could be incorporated into the new housing/office design, thus not eradicating the historical landmark.

ORGANISATIONAL FUNCTIONING ON DEVELOPED SITE

Initially, a trial period should be set aside for observing the utilisation of the developed site by its users. Strict prescriptive regulations for the use of the site is not advised. As Watson & Behrens (1997:217) states, extensive provision of market infrastructure should be a response to site use. The observation could be coordinated from the proposed hawkers administration office.

HAWKER STAND RENTING AND ELECTRICITY PROVISION:

A limited number of stands is proposed to be made available at a set price with the advantage of an electricity point and being under cover. The rest of the space should be left open for hawkers to set up stall as they read the use of the area.

The use of electricity is to be monitored from the administration office. A limited number of electricity points could be provided at first and as the need arises the number can be increased.

A basic rental fee should be charged for a hawker stand, while electricity can be bought additionally.

WATER PROVISION:

It must be prior knowledge to the hawkers that the provision of water in the market area is only initially to be free of charge. As the organisational functioning of the site falls into place, a basic fee for the use of water can start to be charged.

PROJECT IMPLEMENTATION

From interviews with two leading figures (Mr. Stephan de Beer from Pretoria Community Ministries and Mrs. Marlene Freishlich, Chief Executive Officer of Popup; refer to Appendix) in community oriented organisations, the following table with role players and their participation in the project implementation, is suggested:

POSSIBLE ROLE PLAYERS	ACTIVITY
Municipality & government	Funding
Professionals (architects/landscape architects/engineers/urban planners)	Skills delivery Skills training Planning Phasing
NGO's	Hands-on work Funding
Community (Marabastad)	Hands-on work
Community organisations	Job organisation & distribution

6. references, list of figures & appendix

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Marlene Freishlich, Chief Executive Officer at Popup, 17 May 2006

Stephan de Beer, PCM, 6 June 2006

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6.3 APPENDIX - INTERVIEWS

MARLENE FREISHLICH – Chief Executive Officer of Popup, 17 May 2006

Doxa Deo started the venture; leadership and police taken into city

For five years Popup was a shelter and a recycling depot

March 2004

Training and development component introduced

Government initiatives and industries support

Phases – women first and needs of market

Community leaders and social workers coordinate cooperation and networking with city council

- Strategic influence
- Influence on environment
- Not something in isolation

BURGERS PARK/BEREA PARK PROJECT

People involved:

- leaders: two foreigners and Stephan de Beer
- municipality – involved at different levels
- State
- engineering company – levelling of ground, sand and cement provided?
- Sponsorships – Old Mutual, Radio Pulpit, steel
- Forums
- Seed and trees donated – from nurseries

STEPHAN DE BEER, PCM, 6 June 2006

Question: If one starts with a community project, how does one go about?

- first ask the question, 'who is the community'?
- facilitation process – help with organisation to get one voice – for future development, community organisations are critical
- NGO's – faith-based/deliver services – day care, social work, etc.
- formal businesses – private sector (businesses) – corporate social investment – importance of cooperation

Question: Which people are involved and what are their roles?

- Officials (Burgerspark): local politics
- Negotiations – war, patronage
- Provincial and national governments: subsidies (Gauteng) – network and relationships
- Police: social crime prevention
- City council: never done with transformation process. Officials and politicians. Local opportunities – creative and organised = problem.
- Partners

GENERAL

Slow processes and the importance of credibility – success attracts people

One has to take risks

Get a good track record

Ensure that people have same agendas

It's a struggle

Have a clear vision

Have a broad support base

Work at local and suburb scale

Include individuals

Involve the private sector

Government (provincial) – subsidies (applicable in Marabastad = labour and trade and industries), social, health.

Donor agencies (local and international) – contracts 3-5 years

Build up a good CV for credibility

Professionals involved:

- Housing – council – volunteer knowledgeable persons – Marinda Schoonraad
- At risk to prepare project
- Negotiate tariffs – negotiate beforehand
- Depends on project – for example small-scale project – to make it feasible, mentoring about products (day care?), storage facilities – has place to stay, transport

