



# 7. DESIGN DEVELOPMENT

Key words: Meeting place  
Transition  
Regulate  
Diverse



Fig 7.1: Collage of concept development



## Concept One

The first concept is not on the site as described above. It is a parasitic intervention directly attached to the Bloed Street Taxi Station. The structure extends from within the taxi station west towards Andries Street. The aim of the intervention is to be an extension of the taxi station.

The design is feminine, welcoming, embracing. Soft curves wrap around the natural landscape to enhance the journey from rural environment into the urban context. Ramps guide the transition from road to building, increasing in height as the structure takes form and function.

The entire facility is raised into the tree canopy in order to free the user from the constraints of urban activities. It is a haven in which to rest and relax, to prepare for the transition into the city.

From this concept several design solutions evolved:

- The facility is dependant on the location of transport interchanges because it is the first place a person sets foot on urban territory
- The facility must have a sense of place, it must be grounded in the urban context

After evaluating the concept and its location, it was clear that the meeting place must be between the two transport interchanges. The reason is that the taxi stations service different areas. Thus Pretoria acts not only as a destination but also as an interchange between provinces.



Fig 7.2: Plan of Concept One

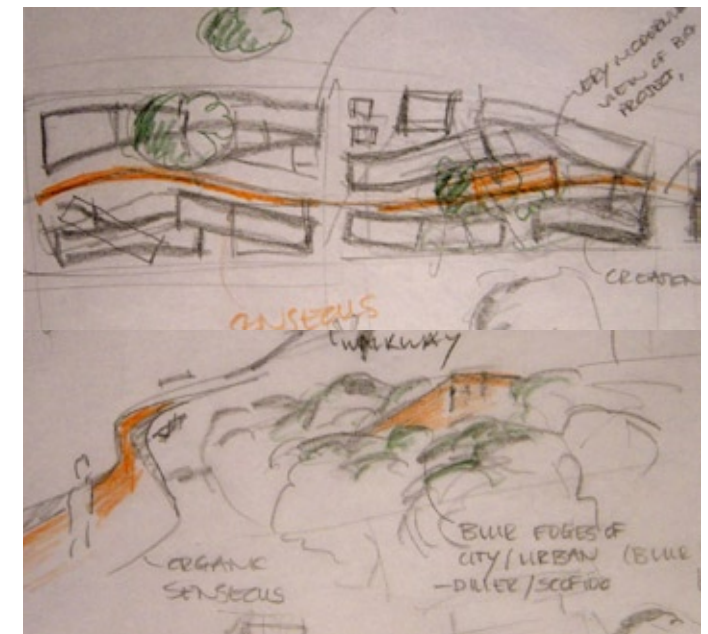


Fig 7.3: Illustrations of Concept One

## DESIGN DEVELOPMENT

## Transition facilities

There are various transition facilities in Gauteng. The Yeast City Housing Project is located in Visagie Street opposite Burgers Park. It provides social and educational support for people moving from the rural environment into the city. The clients are young adults in search of work, money and a better life. However, the principle behind the facility is that of aiding people who are employed with accommodation and education (Zanele 2007: Interview). This limits the client profile.

There are several transition facilities in Johannesburg due to the Transition Housing Programme initiated by the Inner City Shelter Forum of the Greater Johannesburg Transitional Metropolitan Council (GJTMC). The aim of these facilities is to develop and support personal upliftment programmes, establish linkages with training programmes, employment opportunities, encouraging entrepreneurship and assisting in business opportunities (Poulsen 2000).

The facilities are operated by various organizations such as Mes-Aksie and the Learn and Earn Trust.

The facilities are:

- Immaculate House in Rosebank
- Cornelius House in Marshalltown
- Putadijhaba House in Pageview
- Hi-Life Centre in Roodepoort
- Ekuthuleni in Joubert Park

The facilities have basic services, such as bakeries, laundries, second hand shops and public telephones. Most of the facilities have an open plan design and utilize robust materials in the structure for low maintenance. The fundamental point surrounding the facilities is that they are in constant and extensive use.

The Ekuthuleni project in Joubert Park is located in a building designed by Sir Herbert Baker. It was originally intended to be a Catholic Convent, before being converted into a Turkish Bath (Poulsen 2000).

According to Alan Lipman, a true example of transition in an urban context is the Mai Mai Bazaar in Johannesburg (Lipman 2003: 47). The bazaar is the social and economical centre of Zulu life in the Witwatersrand. It is near a long-range taxi terminus operating as a threshold into the urban context. The bazaar is alive with music, people, muti, beer, and workshops. Materials are robust and consists of baked brickwork, timber and corrugated and sheet iron.



Fig 7.4: A worker in the Mai-Mai Bazaar



## Concept Two



The second concept is situated on the allocated site, bounded by Boom, Andries, Bloed and Paul Kruger Streets. The focus of the concept is the pedestrian link between the two transport interchanges. A solid element is situated in the pathway so as to obstruct horizontal movement. The element houses various self-help functions that facilitate the introduction of a rural immigrant into the urban context.

A second, larger solid element is situated against Bloed Street. This element houses regulated functions. The two elements are connected by a ground floor-market.

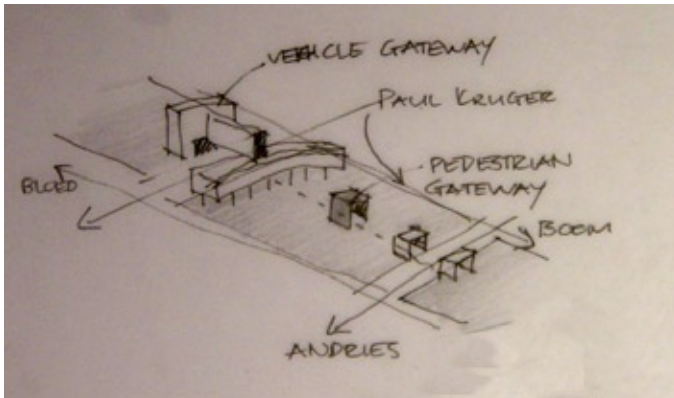


Fig 7.5: Obstruction in the pedestrian link

## DESIGN DEVELOPMENT

From this concept several design solutions evolved.

- The project acts as an intervention between the two transport interchanges. It disrupts the regular linear movement pattern.
- The programme of the facility is divided into three components. The first is regulated functions situated in a controlled environment on the street barrier. The second is self-help functions in a managed environment next to the pedestrian link. The third is the self-regulating market that binds the first two components.
- In terms of scale, the street element is larger than the centre element. The street element addresses the city scale while the centre element addresses the human scale. Neither of the elements impose their dominance on the market. The market is framed by the two elements.

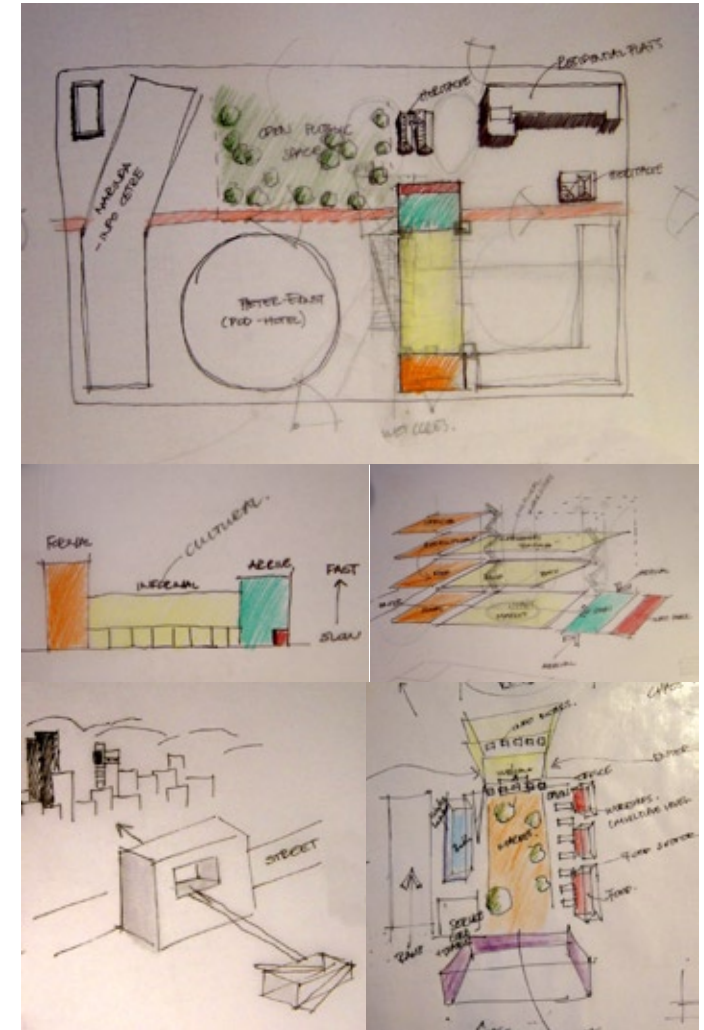


Fig 7.6: Component illustration of concept two

## The Market

Markets are alive and bustling with music, smells and traders negotiating over their goods. There are various forms that a market can take. Three distinctly different markets are the Mercado Central in Maputo Mozambique, Warwick Junction in the Durban CBD and the Mangel Road Market on the perimeter of Durban CBD.

### Mercado Central

The Mercado Central is in the centre of the Maputo CBD and it is the 'Forum' that relates commerce to governance in Maputo. The market is in close proximity to the harbour, the train station and various other public institutions, such as the library.

The market is enclosed with small perimeter shops that have entry points on the side of the street and the market. The market area is distinctly layered according to the goods sold. Fruit, vegetables and fish products are the main constituents of products for sale.

During heat waves the market closes, due to the stifling atmosphere generated by the corrugated steel roof and the lack of ventilation because traders store goods against the windows and walls.

The Mercado Central is a primary example of how commerce and governance intertwine in the urban fabric. The market is a vibrant, energetic environment where tourists, working class people and traders interact.



Fig 7.7: Location of Mercado Central in Maputo



Fig 7.8: Entrance to Mercado Central



Fig 7.9: Interior of the market



Fig 7.10: The market in action



## Warwick Junction

Apart from being a market area, Warwick Junction is one of Durban's most dynamic transport interchanges and trading hubs. It is located at the Berea Road Rail Station, various taxi terminuses and the Victoria Street Bus Terminus.

The market extends from the streets to squares, from internal covered markets to external street vendors, from formal herb and bovine cooking markets to informal stair and floor markets.

Everything is on sale at the Warwick junction. The atmosphere is electric as some 300,000 commuters pass through the different areas between the train and taxi stations on a daily basis (Dobson 2001: 8).

Herbal traders are located in a unused freeway overpass, and the bovine head cookers are supplied with concrete working tops. Traders have locking facilities and vendor tables.

Warwick Junction is an evolution in market design as it recognises the importance and relevance of informal traders. It incorporates the basic requirements of the traders into the market design.



Fig 7.11: Bridge roof to herb market



Fig 7.13: Bovine market



Fig 7.12: Location of Warwick Junction in Durban



Fig 7.14: Herbal market

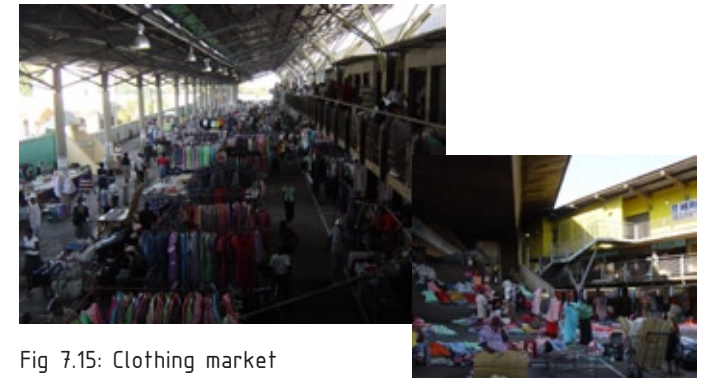


Fig 7.15: Clothing market

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### Mansel Road Market

The market is situated in Greyville, Durban. The core of the market lies in accommodating travellers on the long haul-busses predominantly from Limpopo and Mpumalanga. The peak time of the market is between 23h00 and 01h00. In some cases traders sleep on the pavement and customers wake them up to purchase their goods.

Trading and accommodation are intertwined in the Mansel Road Market. The trading units are designed so that there is a living compartment at the back, storage in the centre and a trading compartment at the front. However, in practise all the space is used for accommodation while storage has been moved to the roof.

Women selling industrial waste are the most influential traders. There are also 180 bays for car boot sales and 180 bays for pinafore ladies (Harber 1997: 6). Public showers are adjacent to the shop and luggage holding area. Hot water showers are provided at a cost of R3-00 each.

The Mansel Road Market showcases that markets are dynamic and diverse. Traders manipulate function and space in order to satisfy their needs.

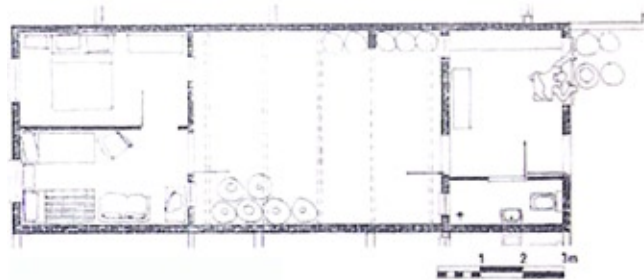


Fig 7.16: Photograph and plan of trading units



Fig 7.17: Photograph, section and plan of shower facility



Fig 7.18: View along trade front



Fig 7.19: Storage on the roof



Fig 7.20: Pinafore market





## Concept Three



This concept involves consolidating the importance of the market by giving it a definite sense of place. Two large vertical spires are constructed at the intersection point between the market, the pedestrian link and the urban square. The vertical spires are the meeting place, the reference point, the starting point.

The scale of the vertical spires is such that when entering the CBD from Paul Kruger Street they are clearly visible and identifiable. The two spires anchor the various functional planes that compliment the activities in the market. The planes are each expressed in their own right, protruding from a central point in the direction of the city. When the planes encounter the street, an invisible vertical barrier bars the planes in order to create a smooth street line.

The northern edge of the market is framed by open planes gliding past one another, giving shadow and form to the activities. The southern edge is framed by the planes that abut the street barrier.

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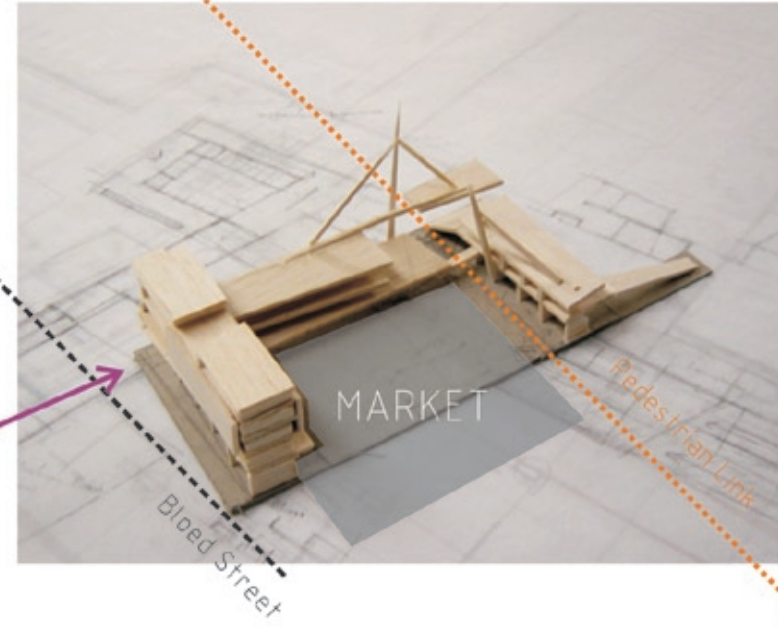


Fig 7.21: Market framed by structures

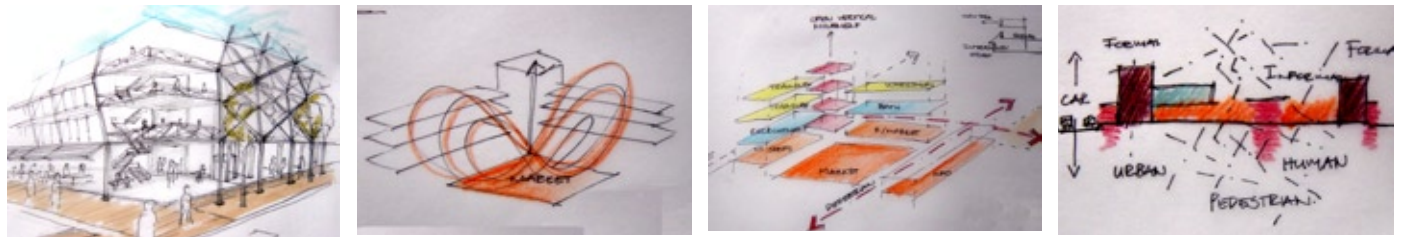


Fig 7.22: Concept Three sketches



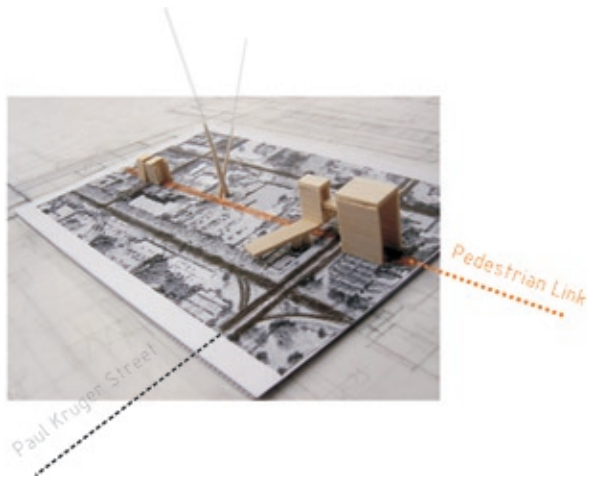


Fig 7.23: Vertical spires from Paul Kruger Street

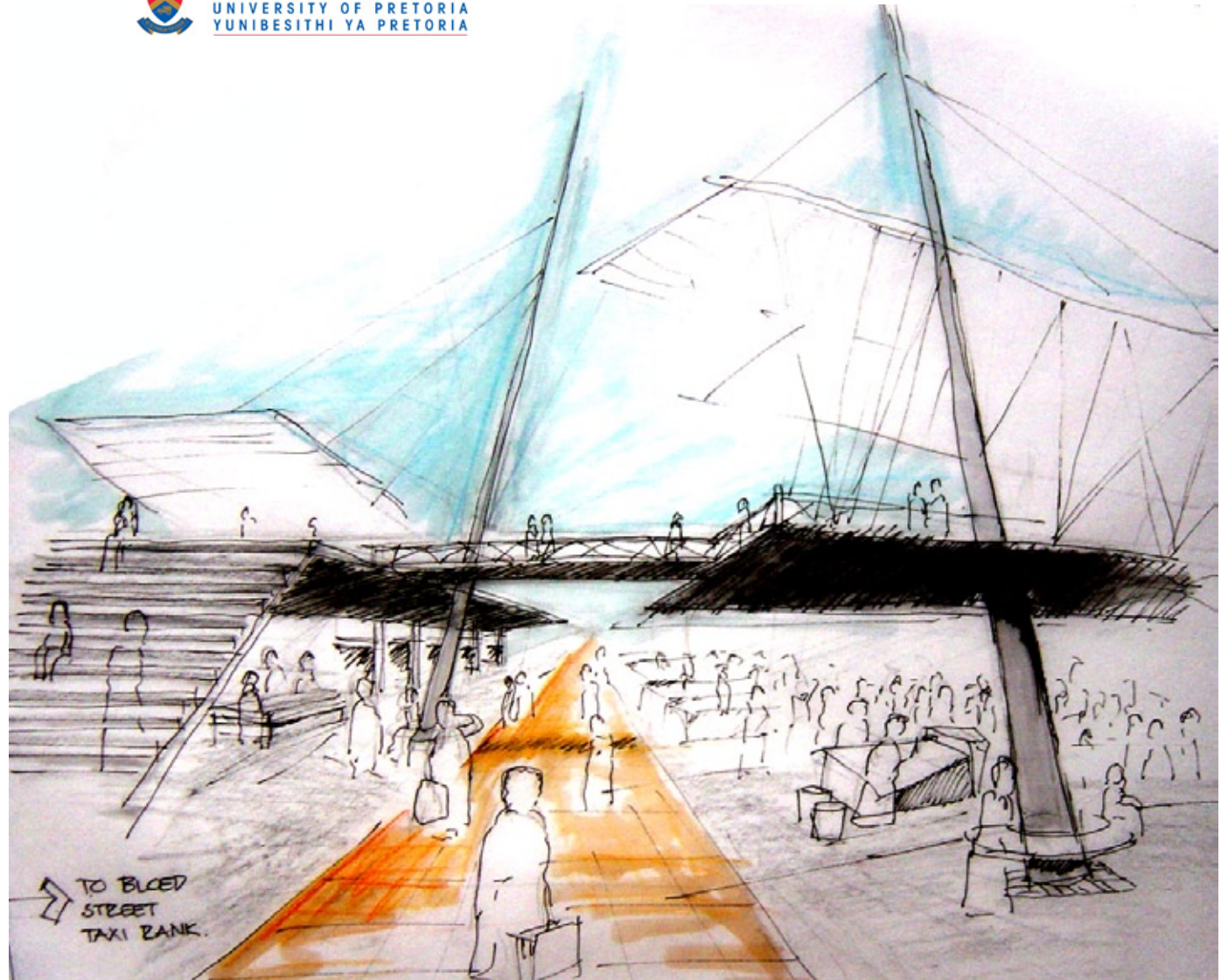


Fig 7.24: Meeting point at the spires



## Federation Square: Melbourne

The structures framing Federation Square are on a human scale. They compliment each other in terms of orientation, scale and construction materials. Shops open up onto the square and several ad hoc activities happen on the square during the day and the night. The site is permeable and accessible, encouraging the use of the square by workers, visitors and commuters (Gaventa 2006: 24).



Fig 7.25: Human scale of Federation Square in urban context

## Kunsthal: Rotterdam

The main objective for the Kunsthal design is to invite the public into the building by using transparent materials in strategic locations (Metz 1993: 68) An unusual feature is the glass facade of the auditorium. This allows the auditorium spectators to become performers for the outside public. The use of a transparent facade enhances the communication between the outside and inside.



Fig 7.26: Transparent facade exhibiting auditorium spectators

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## Sharp Centre for Design: Toronto

The Sharp Centre for Design is an extension of the Ontario College for Art and Design (OCAD). It is a steel 'table top' structure suspended in the sky on twelve multi-coloured steel legs. The legs create a vibrant and dynamic relationship between the structure and its environment.

The rectangular structure is situated above the original OCAD building. This indicates the respect the rectangular structure has for the original building and the ground floor activities.

The project has been praised by the *Toronto Urban Design and Architecture Awards* in May 2005 for its excellent relationship with the public realm (OCAD 2006).



Fig 7.27: Perspective of Sharp Centre for Design



## Concept Four



The protruding planes are given form and function. The structural language of the three components is enhanced to increase each component's identity. The street structure is bound by an encapsulating roof that frames all events and programmes within the structure. This gives a definite southern edge to the market area.

The dynamic quality of the structures framing the market is increased by relocating the rigid street component west of the protruding factory frame. The protruding factory frame communicates with the interior pavilion and the market. The façade of the frame is transparent in order to increase the communication between the activities inside the frame and the market. The frame overlooks the interior pavilion.

The interior pavilion is an open structure that communicates with the market and it is an extension of the ground floor. The pavilion acts as a permeable filter between the market and the urban square.



Fig 7.28: Perspective from Boom Street

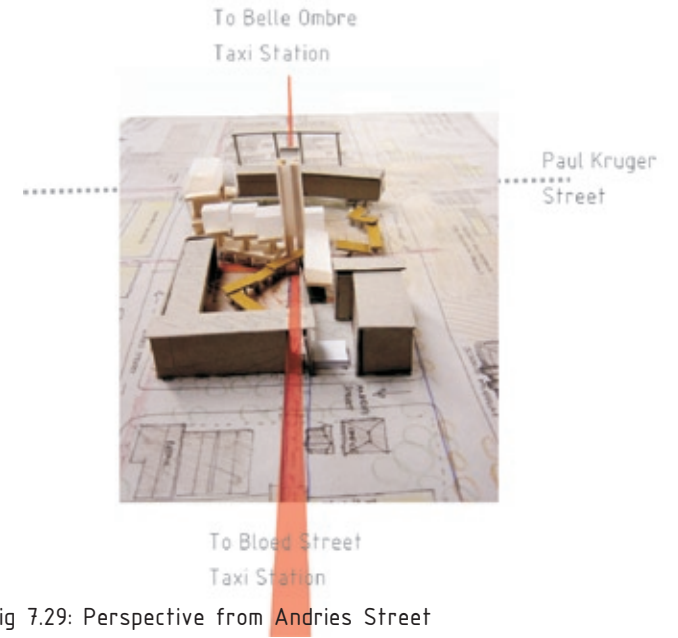


Fig 7.29: Perspective from Andries Street



Fig 7.30: Scale of structures

## DESIGN DEVELOPMENT



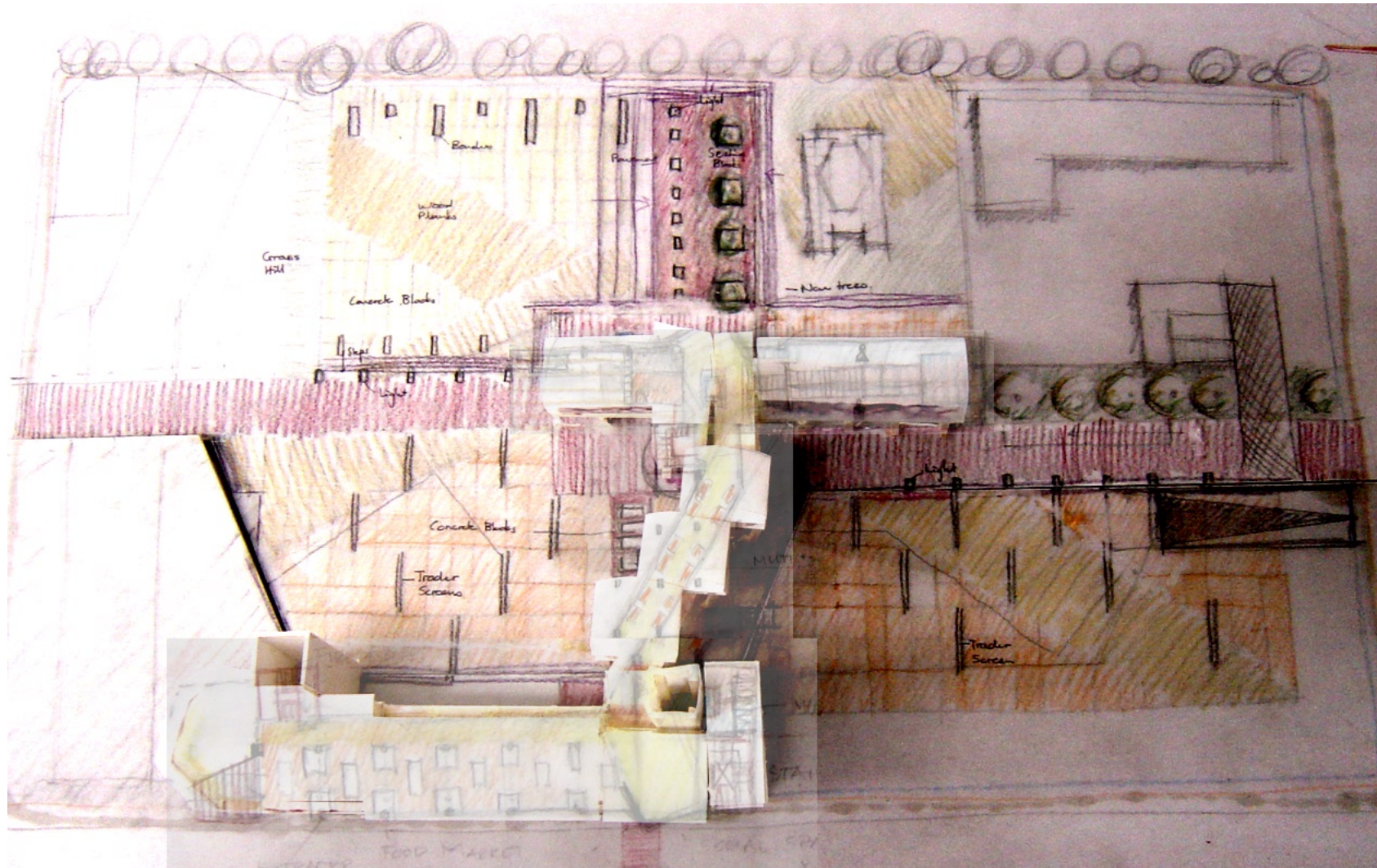


Fig 7.31: Concept Four plan



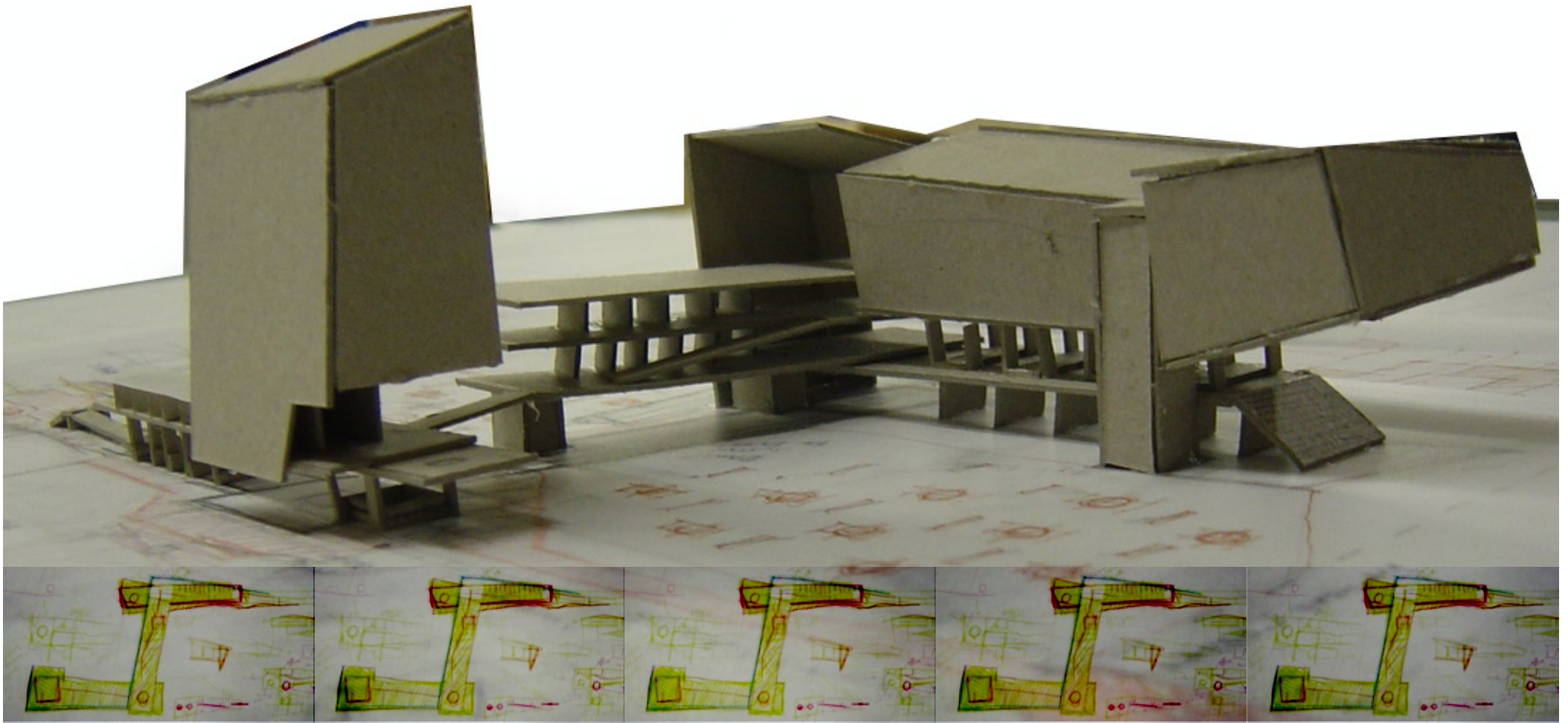


Fig 7.32: North perspective from Boom Street

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The dynamic character of the structures is enhanced with dynamic linear profiles projecting on each other. This generates an architectural language in which the structures communicate with each other in order to create a cohesive whole. The aim is to strengthen the structural language of each component. This gives dignity and identity to the structures.

The communication between the structure and the street is enhanced by the addition of prominent vertical movement elements. The structure is seen as an extension of the street and not a solitude component apart from the urban fabric.

The ground and first floor are constructed from reinforced concrete. This anchors the structure to the earth. The upper levels are constructed from steel profiles. The contrast between the robust heavy concrete and light steel enhances the duality of the rural and urban environments.

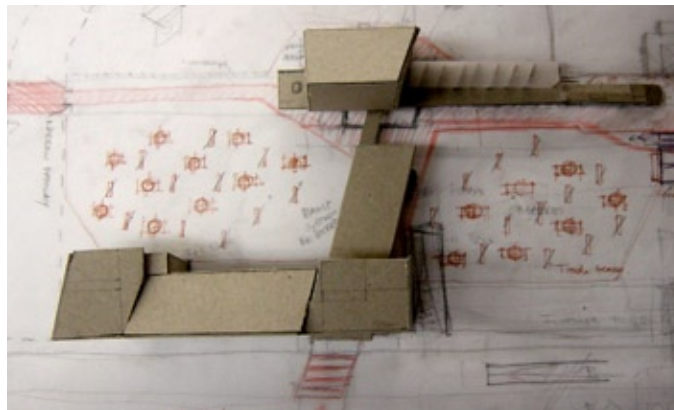
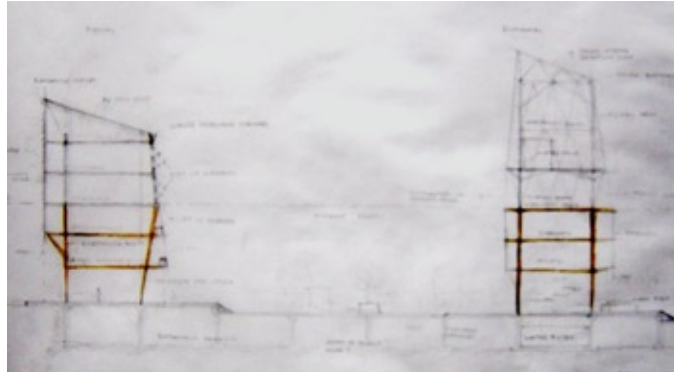


Fig 7.33: Concept sketch and model plan

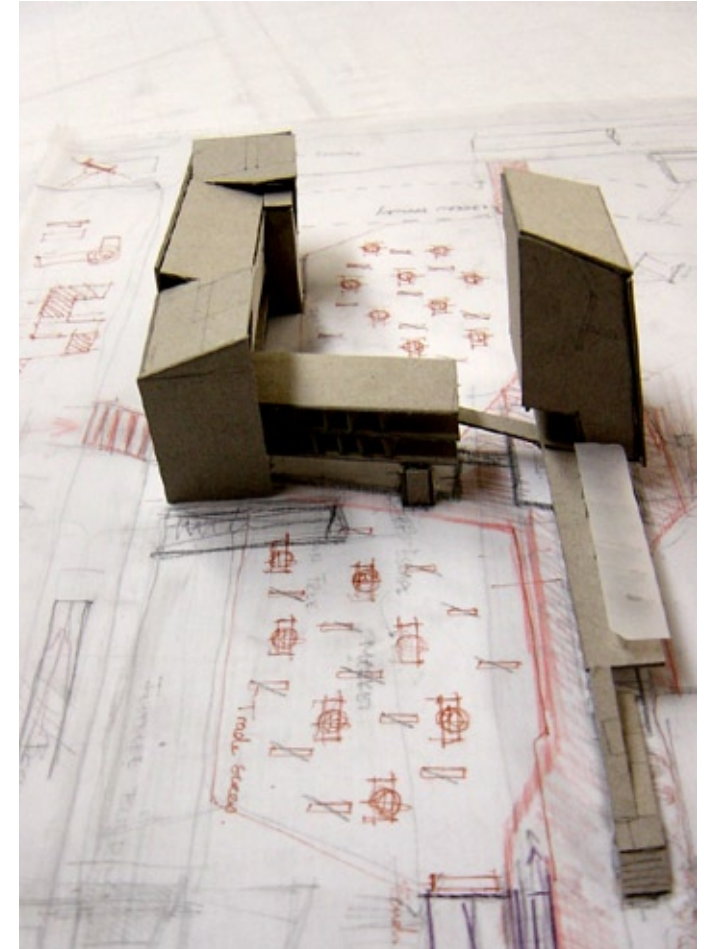


Fig 7.34: East perspective from Andries Street

