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aan my ouers
“Space and time are always and everywhere social. Society is always and everywhere spatial and temporal.”

[HILLIER 1984:92]
## INTRODUCTION

## THEORETICAL DISCOURSE

### 2.1 urban spatial disconnect

#### 2.1.1 physical

#### 2.1.2 spatial

#### 2.1.3 virtual

### 2.2 urban utility portal

#### 2.2.1 setting

#### 2.2.2 behaviour

## CONTEXT ANALYSIS

### 3.1 academic precinct

#### 3.1.1 secondary education

#### 3.1.2 sense of place

#### 3.1.3 iconic heritage

### 3.2 urban lines of connection

#### 3.2.1 physical axis

#### 3.2.2 visual axis

### 3.3 gautrain development

#### 3.3.1 gautrain rapid rail link

#### 3.3.2 hatfield station

#### 3.3.3 electronic ticketing

### 3.4 feeder and distribution transport

#### 3.4.1 sarcc

#### 3.4.2 rapid bus transit

### 3.5 loftus versveld platform

#### 3.5.1 sarcc and gautrain rails

#### 3.5.2 platform infrastructure

## PRECEDENT STUDIES

### 4.1 storefront for art and architecture

#### 4.1.1 no wall, no boundary

### 4.2 mcCormick tribune campus centre

#### 4.2.1 functional boundaries

#### 4.2.2 spaces that evolve from boundaries

#### 4.2.3 universal language

### 4.3 dairy mall taxi rank

#### 4.3.1 shared public space

## DESIGN DISCOURSE

### 5.1 constructing space

#### 5.1.1 window in the wall

#### 5.1.2 re-define a boundary

#### 5.1.3 outline of enclave

#### 5.1.4 entering the enclave

### 5.2 programming space

#### 5.2.1 spatial hierarchy

#### 5.2.2 infrastructure generates public space

#### 5.2.3 information accommodates mobility

## CONCLUSION

## TECHNICAL RESOLUTION

### 7.1 site perimeter

#### 7.1.1 concrete skin

#### 7.1.2 support

#### 7.1.3 soffit surface

#### 7.1.4 transition zone

### 7.2 surfaces that morph

#### 7.2.1 bulkhead

#### 7.2.2 counter

### 7.3 lighting

#### 7.3.1 overhead

#### 7.3.2 interactive

### 7.4 objects in space

#### 7.4.1 public seating

#### 7.4.2 internet satellites

### 7.5 information signage

#### 7.5.1 permanent

#### 7.5.2 digital

#### 7.5.3 rotary

### 7.6 noise attenuation

#### 7.6.1 noise barrier

#### 7.6.2 traffic calming

## REFERENCES

## APPENDIX
Gautrain rapid rail Link logo.

Gautrain electronic ticketing system.

Metro commuter rail at Loftus Versveld Station.

SARCC commuter rail distribution route.

Proposed rapid bus transit vehicle.

Tshwane municipality distribution bus.

Alignment of Gautrain and existing SARCC and rails.

Urban frustration: commuters carrying luggage.

Existing entrance: inactive.

Main existing entrance: active.

Main entrance: access gate.

Hawkers and insufficient disposal infrastructure.

Ticket officer.

Urban frustration: ineffective shelter on platform.

Ground surface infrastructure: weathered dustbin.

Dismantled information building on platform.

Unintelligent damaged signage.

Storefront for art and architecture hinged panels of the facade.

Section of the McCormick Tribune Campus Centre.

Elevated "L" tracks segregating the site.

Plan allocating pre-existing footpaths and diagonal walkways.

Furniture of interior public spaces.

Interactive interiors accentuated in bright colours.

Iconography used as a universal language system.

Diversity at Dairy Mail Taxi Rank on Bosman Street.

Public street furniture integrated with activities of sidewalk.

Fluid integration of urban spatial activities and transport systems.

Physical barriers and possible connections.

Conceptual diagram: permeable penetration of UP boundaries.

Conceptual diagram: fragmentation of linear space.

Conceptual diagram: movement and spaces that communicate.
FIG 62: Site section: perimeter of enclave.

FIG 63: Conceptual diagram: surfaces that morph from the ground, shared space.

FIG 64: Conceptual model: surfaces that morph from the ground.

FIG 65: Conceptual model: blurring the boundaries enabling seamless transition spaces.

FIG 66: Conceptual sketches: outline of the enclave.

FIG 67: The Main Administration Building.

FIG 68: Conceptual diagram: movement through existing entrances.

FIG 69: Conceptual diagram: visual and physical links and relocated entrances.

FIG 70: Rhythmic alignment of Palm Trees on University Road.

FIG 71: Site plan indicating movement through the platform.

FIG 72: Plan showing core structure that ties the ground surface infrastructure.

FIG 73: Entrance A: movement patterns around taxi and rail interchange.

FIG 74: Section CC: Interactive and Transition Spaces.

FIG 75: Rendered perspective of entrance A.

FIG 76: Rendered perspective of security ipod.

FIG 77: Entrance B: movement patterns around bicycle and rail interchange.

FIG 78: Section FF: communicative spaces that informs the Bicycle Pod.


FIG 80: Rendered perspectives of Bicycle pod: communicative spaces.

FIG 81: Entertainment and Communications iPod sharing a transaction space.

FIG 82: Section EE: communicative spaces.

FIG 83: Rendered perspective of communication and entertainment pods.

FIG 84: Rendered perspective of communication pod and internet satellites.

FIG 85: Plan allocating the internet satellites and public seating network.

FIG 86: Rendered perspective of objects in space: public seating and internet satellites.

FIG 87: B-panels: insulation in concrete slab.

FIG 88: Kalk White Pigmented Floorcote

FIG 89: Marble Grey Pigmented Floorcote

FIG 90: SensiTiles

FIG 91: Section BB: surfaces that morph (bulkhead) condensed and relieved space

FIG 92: Storefront for art and architecture: fibre reinforced precast concrete panel.