

bibliography

REFERENCES



BOOKS:

KURTICH, J. & EAKIN, G. 1993. Interior Architecture. New York: Van Nostrand Reinhold.

GERNEKE, G. 1998. From Brazil to Pretoria, in Fisher, R.C. Le Roux, S. & Mare, E. Architecture of the Transvaal. Pretoria: UNISA.

WOODSTOCK, W. 1988. Introduction, in Austen, R.A., Adaptive Reuse: issues and case studies in building preservation. New York: Van Nostrand Reinhold.

NORBERG-SCHULZ, C. 1980. Genius Loci: towards a new phenomenology of architecture. New York: Rizzoli: Gagosian Gallery.

LYNCH, K. 1960. The image of the city. Cambridge: MIT Press.

MAP STUDIO. 2002. Pretoria Street Guide. Rivonia: Struik.

FISHER, R.C. 1998. The Third Vernacular, in Fisher, R.C., Le Roux, S. & Mare, E.Architecture of the Transvaal. Pretoria: UNISA.

FISHER, R.C. & LE ROUX, S. 1989. Die Afrikaanse Woning. Pretoria: Unibook.

LE ROUX, S. & BOTES, N. 1990. Plekke en Geboue van Pretoria. Stadsraad van Pretoria.

GANS, D. 1987. The Le Corbusier Guide. New York: Princeton Architectural Press.

NUTTGENS, P. 1998. The Story of Architecture. London: Phaidon.

GUITON, J. 1981. The ideas of Le Corbusier on architecture and urban planning. New York: G. Braziller.

RISSELADA, M. 1988. Raumplan versus Plan Libre: Adolf Loos and Le Corbusier, 1919-1930. New York: Rizzoli: Gagosian Gallery.

BAKER, G.H. 1996. Le Corbusier: The Creative Search: The Formative Years of Charles-Edouard Jeanneret. London: E & FN Spon.

BAKER, G.H. 1983. Le Corbusier: An Analysis of Form. New York: Van Nostrand Reinhold.

LE CORBUSIER, 1964. The Radiant City: Elements of a doctrine of urbanism to be used as the basis of our machine-age civilization. New York: The Orion Press.

GEHL, J. 1987. Life between buildings. New York: Van Nostrand Reinhold.

JONES, W. 2008. New Transport Architecture. Great Britain: Octopus Publishing Group.



CANIZARES, A.G. 2006. London: Architecture and Design. China: daab.

JOURNAL ARTICLES:

STEPHENS, S. 2003. Zaha Hadid revs up a tight site in Cincinnati with the Rosenthal Center for Contemporary Art and draw a crowd. Architectural Record. January 2003. Volume 191, Issue 8, p.86-93.

MORE, R. 2003. Zaha Hadid in America. Domus. July-August 2003. Issue 861, p.28-43.

SLESSOR, C. 2003. Swiss civility. Architectural Review. April 2003. Volume 213. Issue 1274, p.63-69.

FRASER, K. & PUGH, R. & WONG, D.J. 2005. Vauxhall Cross, bus station, London. The Arup Journal. Issue 3.

SUDJIC, D. 2001. Il vortice dell'informazione. Domus. March 2001. Issue 835, p.36-59.

POLLOCK, N.R. 2001. Toyo Ito imagines what the future of information and digital technologies might be, then builds it in Sendai, Japan, at Mediatheque. Architectural Record. Volume 189. Issue 5, 191-201.

WEBB, M. 2001. Layered Media. Architectural Review. October 2001. Volume 210, Issue 1256, p. 46-56.

ITO, T. 2001. The Lessons of Sendai Mediatheque. Japan Architect Yearbook. December 2001. Issue 44, p.6-8.

NISHIZAWA, T. 2001. The Second Creation. Japan Architect Yearbook. December 2001. Issue 44, p.12-13.

KOBAYASHI, T. 2001. Sendai Mediatheque Architectural Outline. December 2001. Issue 44, p.16.

FINCH, P. 2006. Club Class. Architectural Review. July 2006. Volume 220, Issue 1313, p.72-75.

GIBSON, G. 2006. Shaft. FRAME, November- December 2006. Issue 53, p.33.

JORDAAN, G. 2008. Two Tswane Projects. Architecture SA. September-October 2008. p.32-36.



PLANS:

SMIT & VILJOEN. 1958. Building Plans, Berrals - Flats & Shops (Erf 807/r/2).

WORLD WIDE WEB INFORMATION:

Pearman, H. 2006. Gabion: Retained Writing on Architecture. Internet: http://www.hughpearman.com/2006/17.html. Access: 23 January 2008.

Weidemuller, M. 2007. Zaha Hadid: Building Things The World Has Never Seen Before. Internet: http://www.qantara.de/webcom/show_article.php/_c-310/_nr-387/_p-1/i.html?PHPSESSID=e9bdfb8b79 2730cb71153d8b94775f58. Access: 23 January 2008.

Mario Botta Architetto: Public Space. Internet: http://www.botta.ch/Page/Pu%202002 422 Pensilina en.php#. Acess: 27 September 2007.

SolarCentury. 2008. Vauxhall Cross Interchange. Internet: http://www.solarcentury.com/projects/public_sector/vauxhall_cross_interchange. Access: 23 January 2008.

Sendai Mediatheque. 2002. About Sendai Mediatheque. Internet: http://www.smt.city.sendai.jp/en/smt/. Access: 15 February 2008.

Virgin Atlantic. 2008. Upper class: The new London Heathrow Clubhouse. Internet: http://www.virgin-atlantic.com/en/gb/whatsonboard/clubhouses/lhrclubhouse.jsp. Access: 25 January 2008.

Rogers Stirk Harbour + Partners. 2007. Lloyd's Register. Internet: http://www.richardrogers.co.uk/work/selected works/lloyd s register/completed. Access: 25 January 2008.

Soltani, S. 2006. Uplifting. Internet: http://www.building.co.uk/story.asp?sectioncode=482&storycode=3071610&featurecode=11708&c=1. Access: 9 July 2008.

Chami, C. 2007. Archinnovations: Le Corbusier and Villa Savoye Remembered. 20 August 2008. http://www.archinnovations.com

O'Rourke, D. & Norris, G.A. 2002. MIT: Greening East Campus. Internet: http://www.archinode.com/lcaadapt.html, accessed 24 July 2008.

Gautrain Rapid Rail Link. 2007. http://www.gautrain.co.za. Accessed 14 April 2007.

Venter, I. 2007. Government wants you to take the bus, but one or two speed bumps loom. Internet: http://www.engineeringnews.co.za. Accessed 28 April 2008.

Masango, D. 2007. Major move to ensure transport readiness for 2010. Internet: http://www.baunews.gov.za, accessed 28 April 2008.

Colt International Limited. 2006. Architectural Solutions: Solar Shading Systems. Internet: http://www.coltinfo.co.uk/products-&-systems/architectural-solutions/louvre-systems. Accessed 27 August 2008.

Haver & Boecker. 2006. Vertical Mounting Systems: MULTI-BARRETTE. Internet: http://www.diedrahtweber.com. Accessed 24 July 2008.



PAPERS, REPORTS & OFFICIAL PUBLICATIONS:

HOLM JORDAAN GROUP. 2005. Tshwane Inner City Development and Regeneration Strategy. 2005.

URBAN SOLUTIONS. 2005. Tshwane Inner City Spatial Development Framework. 2005.

BOHLWEKI ENVIRONMENTAL, 2003. Environmental Impact Assessment (draft) report for the proposed Gautrain rapid rail link between Johannesburg, Pretoria, and Johannesburg International Airport.

CAPITOL CONSORTIUM. 1999. The Inner City Spatial Development Framework. Pretoria: Capitol Consortium

Gibbert, J. Sustainable Building Assessment Tool (SBAT), Notes compiled for Continued Practice Development 713 (2006), Department of the Built Environment, University of Pretoria.

SOUTH AFRICAN BUREAU OF STANDARDS 0400, Code of practice for the application of the National Building Regulations, 1990. 1st revised addition. Republic of South Africa: Bureau of Standards.

Archive of the Department of Architecture, University of Pretoria, Pretoria. 2007.



ILLUSTRATION CREDITS:

000 FRONT

Fig. 0.1. Sketch of the Berrals building by the author (Author 2007)

001 INTRODUCTION

Fig. 1.1. Sketch of the Berrals building by the author (Author 2007)

002 PROBLEM STATEMENT

003 HISTORIC BACKGROUND

- Fig. 3.1 The object of study (Author 2007)
- Fig. 3.2. The Ministry of Education and Health, Rio de Janeiro, Brazil designed by Le Corbusier, Oscar Niemeyer and Lucio Costa, Image by Nelson Kon (http://www.vitruvius.com.br).

004 CONTEXT STUDY

- Fig. 4.1. A map indicating the different areas of focus in the context study (GAPP 2006: TICP SDF).
- Fig. 4.2. Map of Gauteng Province indicating the position of the municipal ward City of Tshwane (http://www.tshwane.gov.za/streetmaps)
- Fig. 4.3. Map of the City of Tshwane indicating Pretoria's Central Business District (http://www.tshwane.gov.za/streetmaps)
- Fig. 4.4. A street map of Pretoria, indicating the position of the site in relation to known landmarks of the city (MAP STUDIO 2002: 34-35)
- Fig. 4.5. The location of the site in the streets surrounding it (MAP STUDIO 2002:34-35)
- Fig. 4.6. A map of Pretoria drawn in 1959, a year after the construction of the Berrals building (Allen 1971: 7)
- Fig. 4.7. A bridge cross the Apies River, connecting to the DTI (Author 2007)
- Fig. 4.8. A view of the Apies River/Canal from Esselen Street (Author 2007)
- Fig. 4.9. A view of the Apies River/Canal revealing its deteriorating state (Author 2007)
- Fig. 4.10. The left over segments of land created by the meeting of the rigid grid and the natural course of the Apies River, a digital collage by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.11. The figure ground map indicating the ill defined nature of the built fabric along the Apies River and Nelson Mandela Drive, a digital collage created by the author (Figure ground map GAPP 2006: TICP SDF)
- Fig. 4.12. A photo of Nelson Mandela Drive and its green island spaces (Author 2007)
- Fig. 4.13. A map of Pretoria before the construction of Nelson Mandela Drive, edited by author (Base Map Archive of the Department of Architecture, University of Pretoria 2007)
- Fig. 4.14. A map indicating the Berrals position in the urban fabric, as part of a residential block in Berea, edited by author (Base Map Archive of the Department of Architecture, University of Pretoria 2007)
- Fig. 4.15. The postion of the natural elements determining access points into the city, digital collage created by author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.16. The southern entry routes into the city (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.17. Elements signifying entry into the city along the southern route (MAP STUDIO 2002: 42)
- Fig. 4.18. A view of the Pretoria CBD skyline (Author 2007)
- Fig. 4.19. A figure ground map of Pretoria indicating the location of the Mandela Development Corridor, a digital collage created by the author (Figure ground map GAPP 2006: TICP SDF)



- Fig. 4.20. The extent of the Mandela Development Corridor (Jordaan 2008: 36)
- Fig. 4.21. A 3D model of the planned Gautrain (http://www.gautrain.co.za)
- Fig. 4.22. The Gautrain (http://www.gautrain.co.za)
- Fig. 4.23. The planned route of the Gautrain indicating the position of Stations (http://www.gautrain.co.za)
- Fig. 4.24. The Pretoria Station designed by Sir Herbert Baker
- Fig. 4.25. The Feeder and Distribution routes serving the Gautrain in relation to the site, digital collage created by author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.26. The curb interface of the BRT system that is easy to negotiate
- Fig. 4.27. A sign indicating dedicated bus lanes
- Fig. 4.28. An example of Curitiba's BRT system that has been integrated into the existing road network
- Fig. 4.29. The bus stop located behind the site on the corner of Skinner Street and Kotze Street (Author 2008)
- Fig. 4.30. Important paths surrounding the site, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.31. Pedestrian movement routes surrounding the site, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.32. The edges created along the Apies River ande Nelson Mandela Drive, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.33. The areas surrounding the site, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.34. Nodal elements in the area, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.35. Landmark elements in the area, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.36. The position of surrounding buildinds in relation to the site, a digital collage created by the author (Aerial photograph Geography Department, University of Pretoria)
- Fig. 4.37. The position of Pre-Rand Motors next to the Berrals building on the island site (Author 2007)
- Fig. 4.38. The remains of a structure on the southern side of the Berrals building (Author 2008)
- Fig. 4.39. Activity along Esselen Street (Author 2008)
- Fig. 4.40. The DTI and Esselen Street (Author 2008)
- Fig. 4.41. The entrance to the DTI facing the corner of Esselen Street and Meintjies Street (Author 2008)
- Fig. 4.42. The solid edge of the DTI facing the Apies River (Author 2008)
- Fig. 4.43. The Travenna Office and Retail Campus in Meintjies Street (Author 2008)
- Fig. 4.44. Gerhard Moerdyk Street (Author 2008)
- Fig. 4.45. A view of Berrals from the Village (Author 2008)
- Fig. 4.46. The residential building Barryhof (Author 2008)
- Fig. 4.47. The First Church of Christ, Scientist (Author 2008)
- Fig. 4.48. Berral's signage (Author 2008)
- Fig. 4.49. Original ground floor plan (Smit & Viljoen: 1958)
- Fig. 4.50. Original mezzanine floor plan (Smit & Viljoen: 1958)
- Fig. 4.51 Original first to fourth floor plan (Smit & Viljoen: 1958)
- Fig. 4.52. Original elevation of the eastern front facade (Smit & Viljoen: 1958)
- Fig. 4.53. Original elevation of the western back facade (Smit & Viljoen: 1958)
- Fig. 4.54. A section revealing the 'free facade' (Smit & Viljoen: 1958)
- Fig. 4.55. A section through the central staircase (Smit & Viljoen: 1958)
- Fig. 4.56. A diagram of the column structural system (Author 2008)



- Fig. 4.57. The services and spiral staircase attached to the back facade (Author 2008)
- Fig. 4.58. The fencing constructed in front of the entrance (Author 2008)
- Fig. 4.59. Screens constructed of hollow clay bricks in concrete frames (Author 2008)
- Fig. 4.60. A view of the plastered southern facade and the billboard attached to it (Author 2008)
- Fig. 4.61. The uneven brick floor surface in front of the shops (Author 2008)

005 PRECEDENT STUDIES

- Fig. 5.1. The Villa Savoye, framed by the surrounding landscape, photograph by Mary Ann Sullivan (http://www.bluffton.edu/~sullivanm/france/poissy/savoye/0009)
- Fig. 5.2. A sketch of Villa Savoye (Baker 1983:142)
- Fig. 5.3. An aerial view of the site and its views (Baker 1983:142)
- Fig. 5.4. Villa Savoye as an elevated basic primitive (Baker 1983:143)
- Fig. 5.5. The route the car followed on site (Baker 1983:143)
- Fig. 5.6. The ground floor volumes in perspective, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-ground-floor-perspective)
- Fig. 5.7. The 'box' elevated on pilotis, freeing the ground floor for circulation, photograph by Mary Ann Sullivan (http://www.bluffton.edu/~sullivanm/france/poissy/savoye/0113)
- Fig. 5.8. The glass curve and entrance of the villa, photograph by Mary Ann Sullivan (http://www.bluffton.edu/~sullivanm/france/poissy/savoye/0127)
- Fig. 5.9. The two means of vertical ascent within the villa, part of the 'promenade architecturale', image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-circultation-in-every-direction)
- Fig. 5.10. First floor plan, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-main-floor-plan)
- Fig. 5.11. A perspective of the first floor, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-main-floor-perspective)
- Fig. 5.12. A view of the terrace from the living room, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-looking-out-at-terrace-1)
- Fig. 5.13. The edge between inside and outside spaces, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-living-room)
- Fig. 5.14. The second floor plan, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-roof-floor-plan)
- Fig. 5.15. A perspective of the second floor plan, image by Creative Commons Attributions 2.5. (http://architypes.net.image/villa-savoye-roof-perspective)
- Fig. 5.16. The ramp leading from the terrace to the roof, photograph by Mary Ann Sullivan (http://www.bluffton.edu/~sullivanm/france/poissy/savoye/0057)
- Fig. 5.17. The framed view of the end of the ramp, photograph by Mary Ann Sullivan (http://www.bluffton.edu/~sullivanm/france/poissy/savoye/0068)
- Fig. 5.18. The sedate exterior reveals nothing of the dynamic interior program (Moore 2003:31)
- Fig. 5.19. Bergisel Ski Jump, one of Zaha Hadid's more famous projects (http://www.egodesign.ca)
- Fig. 5.20. The Vitra Fire Station in Weil am Rhein, Germany (http://www.tallerdnp005.blogspot.com)
- Fig. 5.21. The east cross section reveals the construction of the floor surface to form the back wall (Moore 2003:40)
- Fig. 5.22. South cross section through the centre revealing the vertical movement between the gallery volumes (Moore 2003:21)
- Fig. 5.23. Ground floor plan (Moore 2003: 32)
- Fig. 5.24. Second floor plan (Moore 2003:32)
- Fig. 5.25. View of the ramping staircases from the top (Moore 2003:41)
- Fig. 5.26. A view from the fourth floor on to the circulation void (Moore 2003:38)
- Fig. 5.27. Concept sketch of the terminal's canopy (http://www.botta.ch)
- Fig. 5.28. The canopy of the interchange by day (http://www.gallery.cortesi.info)
- Fig. 5.29. The canopy changes colour according to the seasons. The canopy lit in a violet colour at night (http://www.botta.ch)



- Fig. 5.30. The canopy in pink (http://www.botta.ch)
- Fig. 5.31. The polycarbonate skin of the canopy (http://www.botta.ch)
- Fig. 5.32. The location of the Vauxhall Cross Interchange in the centre of a multitude of converging roadways (http://www.nhgroupplc.co.uk)
- Fig. 5.33. The ribbon-like structure forming shelter and seating (Jones 2006: 64)
- Fig. 5.34. A section through the ribbon-like structure(Jones 2006: 70)
- Fig. 5.35. The shelter volume created by the ribbon structures (Jones 2006: 70)
- Fig. 5.36. Exterior of Sendai Mediatheque (Ito 2001:8)
- Fig. 5.37. A three-dimensional model of the three structural elements of the facility: the tube, plate and skin (Webb 2001: 46)
- Fig. 5.38. A three-dimensional illustration of the three structural elements of the facility: the tube, plate and skin (Pollock 2001: 193)
- Fig. 5.39. Terminals for searching catalogues within the library (http://www.smt.city.sendai.jp/en/smt)
- Fig. 5.40. Magnifying readersfor the visually-impaired (http://www.smt.city.sendai.jp/en/smt)
- Fig. 5.41. Interior view of the Virgin Atlantic Clubhouse (Finch 2006: 73)
- Fig. 5.42. Furniture elements used to hide the air-conditioning system due to the low floor to ceiling height (Finch 2006: 74)
- Fig. 5.43. The vertical glass towers attached to the original Lloyd's Register building (Canizares 2006: 179)
- Fig. 5.44. An aerial view of the context model showing the glass atria between the concrete main buildings, and the cores located at the ends of the rectangular blocks (http://www.richardrogers.co.uk)
- Fig. 5.45. An elevation of the context model (http://www.richardrogers.co.uk)
- Fig. 4.46. Detail of one of the glazed service towers (http://www.richardrogers.co.uk)
- Fig. 5.47. The glazed service towers are constructed of light tubular steel frameworks (http://www.richardrogers.co.uk)
- Fig. 5.58. The new entrance and lift shaft of the Victorian Credon Centre (Gibson 2006: 33)
- Fig. 5.59. Enamel graphics baked on to glass from a soft glow at night (http://www.building.co.uk/story.asp?sectioncode=3071610&featurecode=11708&c=1)
- Fig. 5.60. An internally lit galvanised steel screen with a coloured twin wall polycarbonate lining was designed to help partially sighted visitors to the main entrance (http://www.building.co.uk/story.asp?sectioncode =3071610&featurecode=11708&c=1)
- Fig. 5.61. A detail of the corner's curved laminated glass (http://www.building.co.uk/story.asp?sectioncode=3071610&featurecode=11708&c=1)
- Fig. 5.62. Detail of glass construction (http://www.building.co.uk/story.asp?sectioncode=3071610&featurecode=11708&c=1)

007 DESIGN DISCOURSE

- Fig. 7.1. Les Demoiselles d'Avignon (1907) by Pablo Picasso (http://www.smarthistory.org/les-demoiselles-davignon.html)
- Fig. 7.2. Woman with a guitar (1913) by Georges Braque (http://www.artchive.com)
- Fig. 7.3. Nature morte a la pile d'assiettes (1920) one of the purist paintings done by Le Corbusier (http://www.bgc.bard.edu)
- Fig. 7.4. A line drawing of the painting *Nature morte a la pile d'assiettes* (Baker 1983:97)
- Fig. 7.5. A three-dimensional expression of Purism found in architectural elements (Baker 1983:97)
- Fig. 7.6. A three-dimensional model of the Domino Prototype (http://www.flickr.com/photos/18732494@noo/314827020)
- Fig. 7.7. (a & b) 1920 Citrohan Model (Baker 1983:93 & 96)



- Fig. 7.8. (a & b) 1922 Citrohan Model (Baker 1983:103 & 104)
- Fig. 7.9. (a & b) 1927 Citrohan Model (Baker 1983:108 & 111)
- Fig. 7.10. A sketch by Le Corbusier demonstrating the Four Compositions (Baker 1983:247)
- Fig. 7.11. A section through Villa Savoye revealing the ramp as the architectural element along which movement is channelled (Risselada 1988:112)
- Fig. 7.12. The spiral staircase, expressing dynamism in its form
- Fig. 7.13. Carpenter Center for the Visual Arts, Harvard University 1963
- Fig. 7.14. Millowners' Association Building 1954
- Fig. 7.15. Original ground floor plan indicating position of columns (Smit & Viljoen 1958)
- Fig. 7.16. Original mezzanine floor plan indicating position of columns (Smit & Viljoen 1958)
- Fig. 7.17. First, second, third and fourth floor plans indicating position of columns (Smit & Viljoen 1958)
- Fig. 7.18. Ribbon window and free facade with 'brise soleil' screens (Smit & Viljoen 1958)
- Fig. 7.19. The ribbon window and free facade with 'brise soleil' screens (Author 2008)
- Fig. 7.20. The view from Skinner Street revealing the rows of windows on the back facade (Author 2008)
- Fig. 7.21. A sketch of the back facade (Author 2008)
- Fig. 7.22. Sectional sketch showing the roof structure of the building (Author 2008)
- Fig. 7.23. Plan indicating central position of the main stair (Smit & Viljoen 1958)
- Fig. 7.24. An example of a space that is similar than thaproposedMediatheque
- Fig. 7.25. A conceptual sketch demonstrating the linear circulation possible when two of the surrounding roads are used as part of a pick-up and drop-off system (Author 2008)
- Fig. 7.26. A diagram indicating the static elevated box hovering over the circulation space (Author 2008)
- Fig. 7.27. The split-level circulation under the main space (Author 2008)

008 TECHNICAL REPORT

- Fig. 8.1. The angle the louvres can rotate (http://www.coltinfo.co.uk/products-&-systems/architectural-solutions/louvre-system)
- Fig. 8.2. A detail of the seamless louvre system (http://www.coltinfo.co.uk/products-&-systems/architectural-solutions/louvre-system)
- Fig. 8.3. An application of Colt Carrier System 4 (http://www.coltinfo.co.uk/products-&-systems/architectural-solutions/louvre-system)
- Fig. 8.4. Detail of Multi-Barrette 8113 mesh type (http://www.diedrahtweber.com)
- Fig. 8.5. Detail of top mounting (http://www.diedrahtweber.com)
- Fig. 8.6. Detail of intermediate mounting (http://www.diedrahtweber.com)
- Fig. 8.7. Detail of bottom mounting (http://www.diedrahtweber.com)
- Fig. 8.8. Detail of rod and eyebolts (http://www.diedrahtweber.com)
- Fig. 8.9. Detail of wire connector (http://www.diedrahtweber.com)
- Fig. 8.10. Detail of rod and eyebolts (http://www.diedrahtweber.com)
- Fig. 8.11. An exterior application of the mesh (http://www.diedrahtweber.com)
- Fig. 8.12. An interior application of the mesh (http://www.diedrahtweber.com)



009 TECHNICAL DOCUMENTATION

Fig. 9.11. Section C- C Scale 1: 50 (Author 2007)

Fig. 9.1. Site Plan Scale 1: 200 (Author 2007) Fig. 9.2. Ground Floor Plan Scale 1: 50 (Author 2007) Fig. 9.3. Mezzanine Floor Plan Scale 1: 50 (Author 2007) Fig. 9.4. First Floor Plan Scale 1: 50 (Author 2007) Second & Third Floor Plan 1: 50 (Author 2007) Fig. 9.5. Fig. 9.6. Fourth Floor Plan Scale 1: 50 (Author 2007) Fig. 9.7. East Elevation Scale 1: 50 (Author 2007) Fig. 9.8. West Elevation Scale 1: 50 (Author 2007) Fig. 9.9. Section A- A Scale 1: 50 (Author 2007) Fig. 9.10. Section B- B Scale 1: 50 (Author 2007)

Fig. 9.12. Louvred Wall System Detail: Wall Mounted Scale 1: 50 (Author 2007)

144