

Case Studies

1. Metro Mall

Taxi and Bus Rank and Traders` Market, Johannesburg, Newtown, 1999, Architects: Urban solutions Architects & Urban Designers.

2. Warick Junction

Urban Renewal Project Berea, Durban, 2001, Architects: MA Gafoor; Kooblal & Steyn.

3. SESC Pompéia Factory,

São Paulo, Brazil, 1977-1986, Architect: Lina Bo Bardi

4. Huelva Bus Terminal

Doctor Rubio s/n, Huelva 1990-1994 Architects Cruz / Ortiz

5. Santa Justa Train Station

Avenida de Kansas City, Seville 1988-1991 architects Cruz / Ortiz



Fig 39: Photo collage of the Metro Mall

1. Metro Mall

Taxi and Bus Rank and Trader` Market, Johannesburg
(1999)

Architects: Urban Solutions Architects & Urban Designers

This is an urban renewal intervention in Newtown Johannesburg. The site area is 2, 6 hectares, and stretches over two land parcels (fig x). This project links Braamfontein, north of Johannesburg, with Newtown. Busses, Taxis, Traders and its associations are integrated. A Large variety of trading spaces caters to different trader needs and means. These stalls consist of small floor spaces with concrete counters, larger roller shutter lock up cubicles and fully serviced outlets. Sufficient space for 800 traders, 25 busses and 2000 taxis are provided.

This building's vibrant atmosphere and neatly organised informal commerce is qualities that will be made manifest in the proposed project. Insight in informal trader requirements is obtained when visiting this project. The legible transport organisation also contributed to resolving some of the circulation problems of this study.

Fig 40: Interior view of a double volume entrance foyer. The two land parcels of which the site consists of. Sketch plan





2. Warwick Junction

Urban Renewal Project. Berea, Durban (2001)
Architects: MA Gafoor: Kooblal & Steyn

One of South Africa's busiest transport and commercial nodes, Warwick Junction, is despite the fact that it is a rundown area with crime and unhygienic conditions, a vibrant and interesting part of Durban. The interchange comprises of the Berea Rail Station, the Victoria Street Bus Terminus, taxi ranks and numerous formal and informal markets. It is bisected by freeways and the N3 Eilat Viaduct overhead. Historically an apartheid creation of a modal interchange on the edge of the white city, the site was between the West Street Cemetery and an 'Indian' or 'Squatters' fruit and vegetable market. Its proximity to the city centre also made it an ideal location for municipal bus sheds. The low lying site was divided by a creek that drained the Western Vlei. In a 1997 the area was provided with new and upgraded facilities.

Two-thirds of the inner city's traders is accommodated at Warwick Junction to provide for the 460 000 people that pass through the area daily. The area accommodates "2000 taxis, 130 000 daily taxi departures, 140 000 daily departures on train and bus,...8000 market and kerb-side traders, 1200 bags of rubbish daily, 23 000 weekly customers through a 70m² formal sector butchery, prime formal business rentals between R70-90/m²." The approximate yearly turn over of R1 billion compared to that of the nearby Pavilion's R1,2 billion is impressive to say the least. The Herb Traders Market has 500 stall keepers and an estimated employment chain of 14 000 outside the Market. In the first year of trading, the annual turn-over was R170 million.

The Mealie Cooking Facility prepared cooked mealies with an estimated R1 million street value per week. The 28 bovine head cooks, produces 250 heads a day, that amounts to an annual income of R2,2 million.

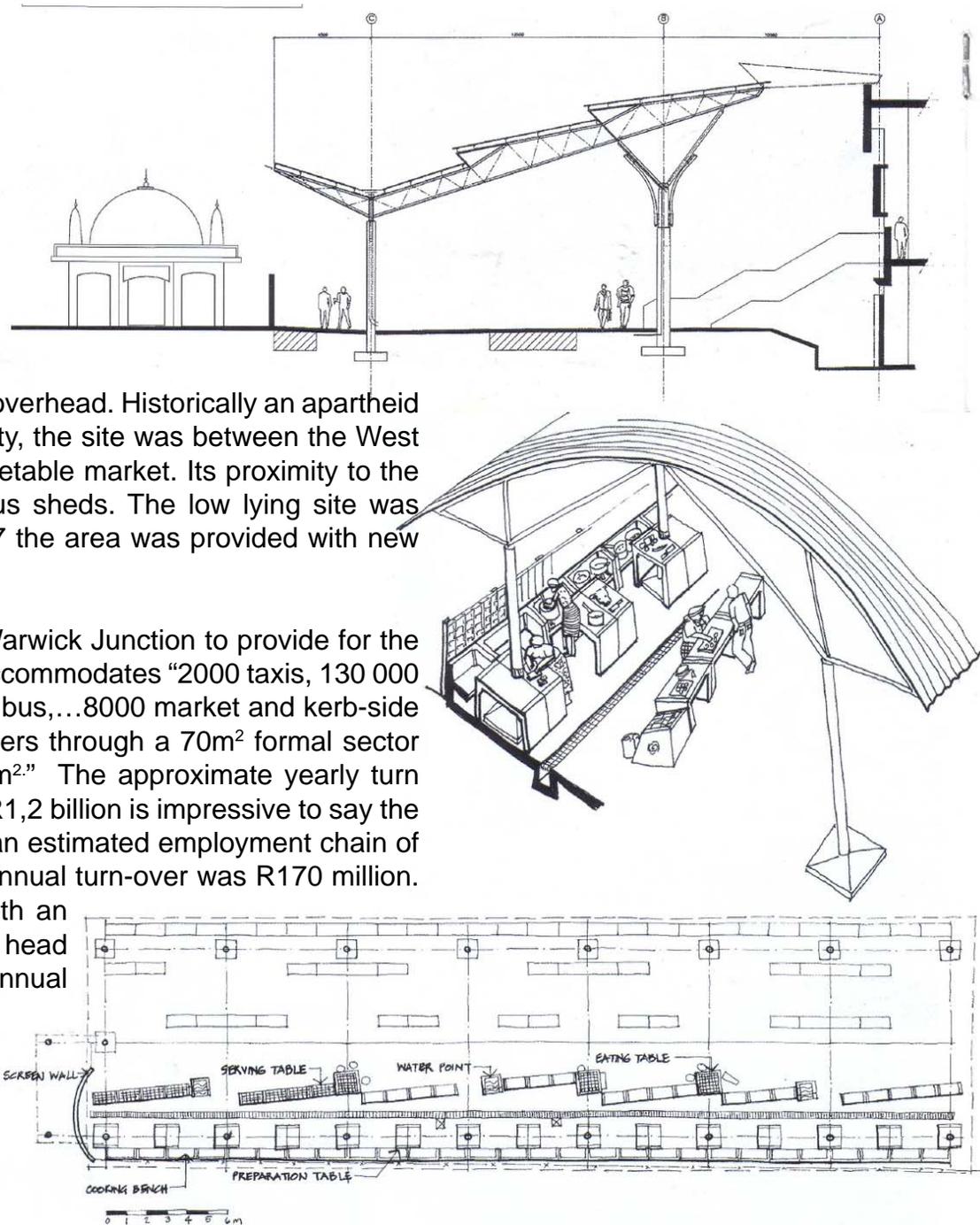


Fig 41: Opposite page. View of Herb trader stalls

Fig 42:

Top: Section of Hazrath Badsha Peer shelter (Brook Street)

Middle: Facility for Bovine Head Cooking (Warwick Avenue)

Bottom: Plan of the Facility for Bovine Head Cooking

(Warwick Avenue)



- | | | |
|---|--|---|
| 1 Facility for Mielie Cooking: Matic + Van Zyl | 5 Herb Traders' Stalls: OMM Design Workshop
Kooblal & Steyn | 9 Facility for Bovine Head Cooking:
Lees & Short |
| 2 Pavement Stalls: Lee Sanders | 6 Information Centre: Laren Beni Architect | 10 Pinafore Traders' Stalls:
Mike Legg Architects CC |
| 3 Traders' Stalls on Leopold Street Pedestrian
Bridge: Langa Makhanya & Associates | 7 Hazrath Badsha Peer Shelter:
Kooblal & Steyn | |
| 4 Market Road Bridge: OMM Design Workshop | 8 Early Morning Market upgrade: MA Gafoor, | |



The Queen Street vehicular onramp and Victoria Street off-ramp was left uncompleted. Pedestrian paths to connect the Victoria Street Bus Terminus and taxi ranks, as well as more space for herb traders were needed. So “the idea was born to use the ‘white elephant’-freeway spurs as sale overhead passages, build connecting bridges and transform the ramps into sheltered traders’ stalls.” The achievement of the Market Road Bridge, that connects the unused freeway and the on- and off-ramps, were described by architect Melinda Silberman as the “Best of the Century”, as it was the first structure to address informal trade. The structure consists of lightweight structures with shading devices of wattle branch. “The transient quality expresses the informal trading patterns of hawkers who ply their wares on the Bridge.”

The ‘Music Bridge’ (as it is colloquially known because of blaring radios) was designed to protect informal traders from the elements and to provide a safe pedestrian environment.

The Mealie Cooking facilities were developed to promote hygiene and safety. Experiments were also done by the project leader, in which he found wood fires to be a better option than gas fires, as gas fires can puncture drums due to high-pressure. Furthermore “a prototype sump was designed and integrated into the central drainage channel to trap mealie jackets and ash to avoid the sewage system becoming blocked.”

The Bovine Head Cooking facility was called for to address existing problems such as unhygienic cleaning and disposing of offal and blood into municipal stormwater systems. Pre-cast furniture, lockable water-points and pre-paid electricity systems were designed for the new facility. “Cookers will thus have pavement kitchens, comprising of a cooking bench, with sides to protect the primus flame from the wind, a stainless steel surfaced preparation table and a tiled serving

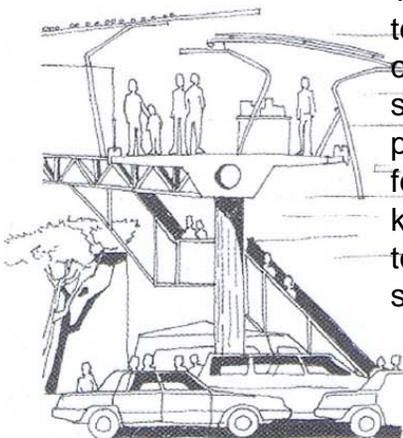
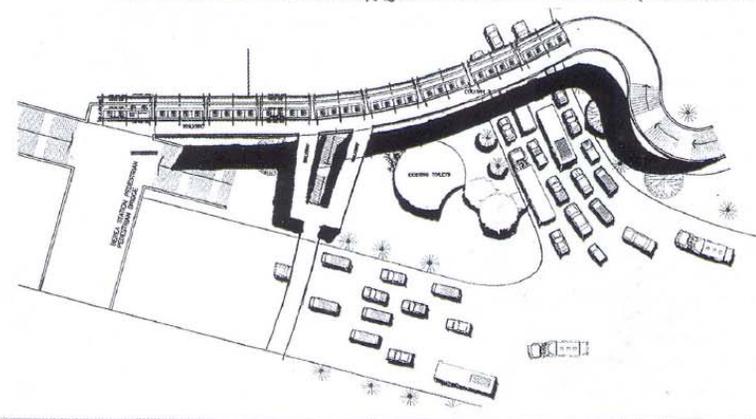
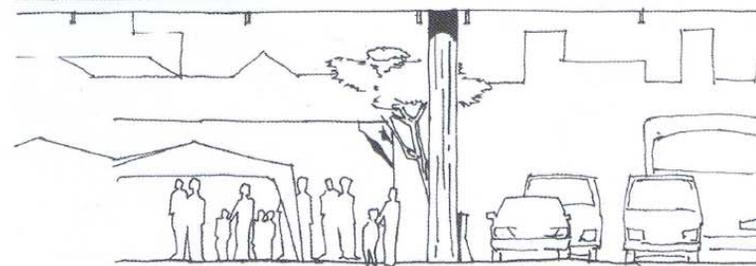
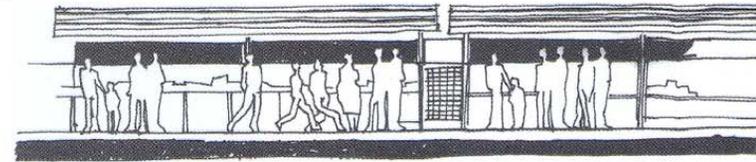


Fig 43: Opposite page. The Site.

Hazrath Badsha Peer shelter

Fig 44: Trader` Stalls Street Pedestrian Bridge



Fig 45: Market Road Bridge

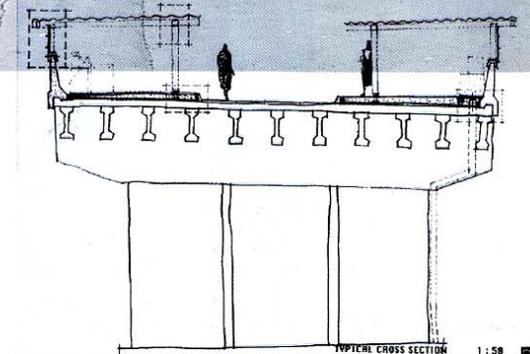


Fig 46: Herb Traders` stalls. Mealie Cooking. Pavement Stalls, Alice Street & Canongate Road



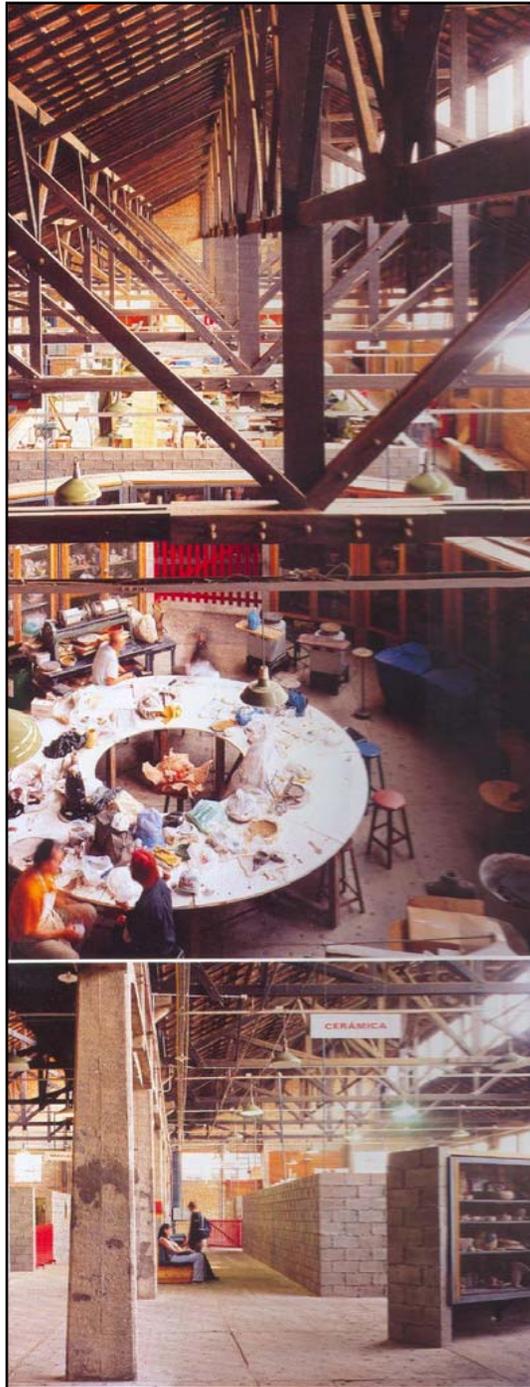
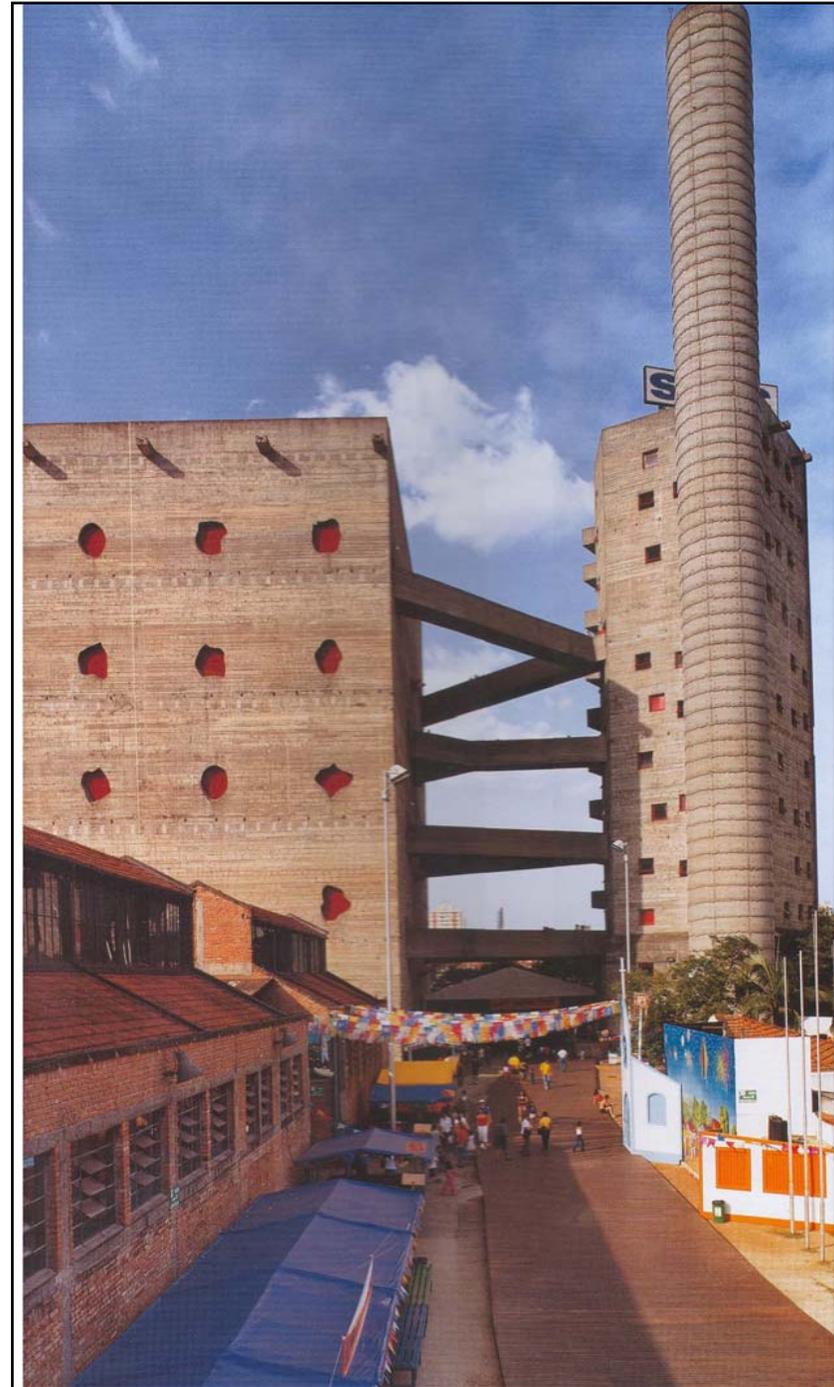


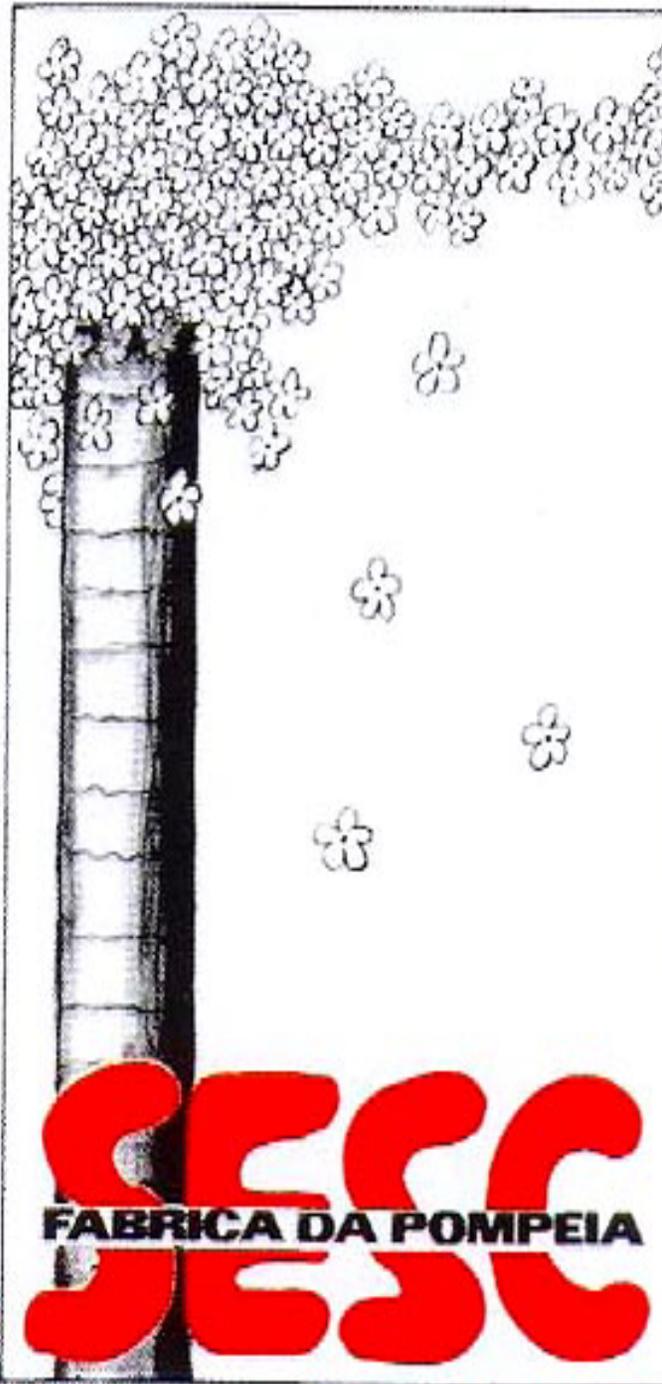
Fig 48: Interior of appropriated factory
Fig 49: The transformed Factory
Fig 50: Opposite page: the transformed Factory

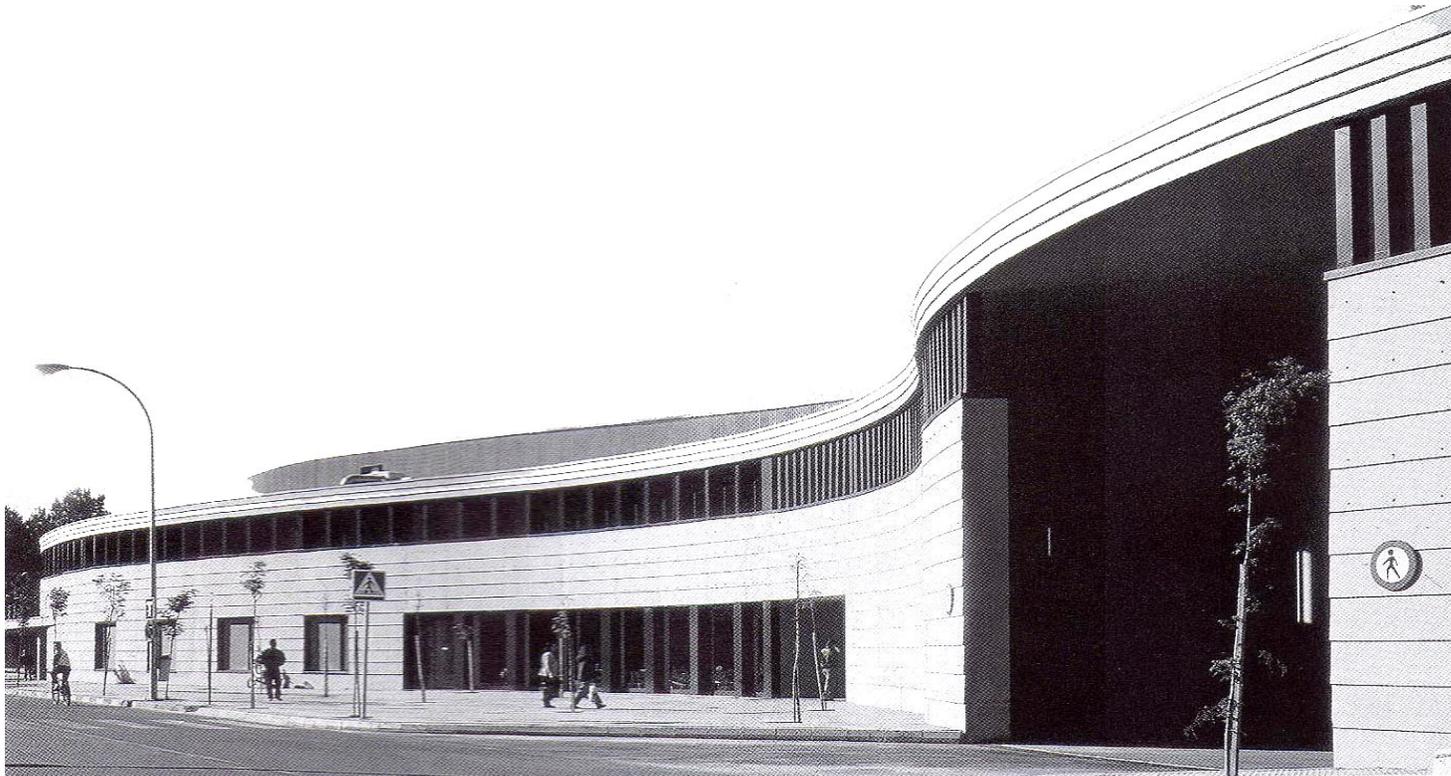
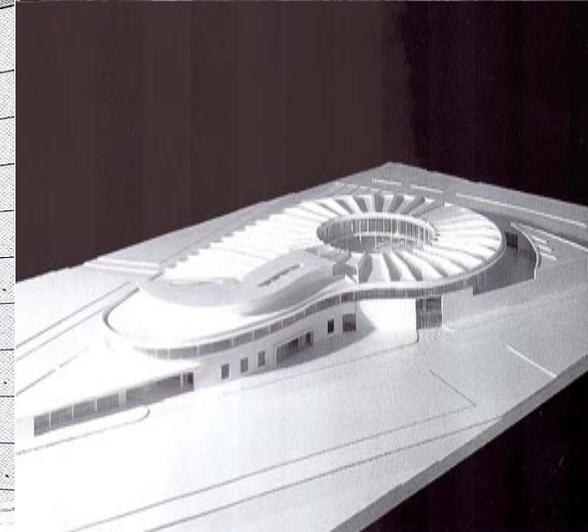
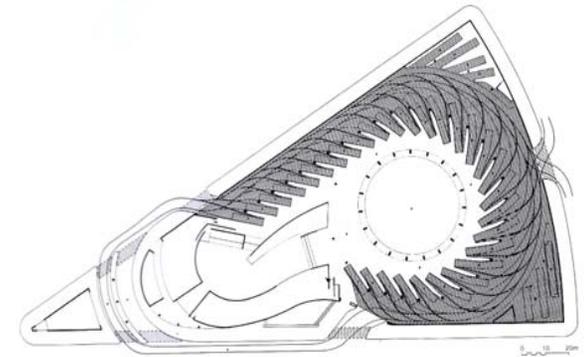


3. SESC Pompéia Factory,
São Paulo, Brazil, 1977-1986,
Architect: Lina Bo Bardi

“Lina was called on to envisage a sports and leisure centre for former workers in an ex-industrial area. The architect was presented with an old factory, fated to be demolished like many others in the vicinity. She decided to preserve the building and all the other materials and features that helped keep the memory alive of the old factory's existence on the spot. There was nothing nostalgic about this. Lina Bo Bardi preserved it in order to subvert it. Her work is the ally of leisure no longer it's opposite. She abstracts all that is unpleasant, repressive, violent and painful about work and instead relates to sensibility, freedom, imagination and libido. “(De Oliveira, Unknown: 23-24)

Bo Bardi also used the approach of improving on that what is existing on the site, which is central to the design theme of the project. This project deals with large “warehouse type” structures, these large open spaces can feel very impersonal, and an attempt to create large spaces that communicates on a human scale will be made in the design.





4. Huelva Bus Terminal

Doctor Rubio s/n, Huelva (1990-1994)

Architects Cruz / Ortiz

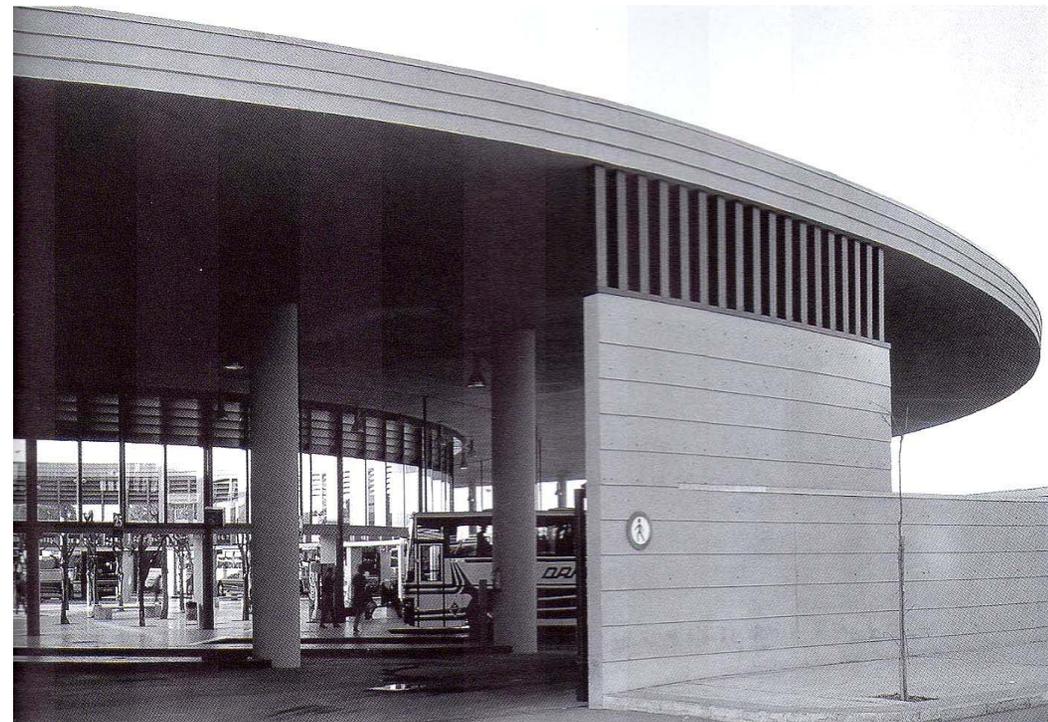
The new bus terminal for Huelva was to be located on a site in the form of a 33° sector with a radius length of 200 meters. The shape of the building stems directly from the terminal, and the ground plan meets a complex set of varied requirements.

On the ground floor, the passenger services are located around the main concourse, while the transport companies have their offices on the first floor, in an area also containing the staff rest rooms and changing rooms. The passengers concourse is formally linked with the platform zone around which the busses turn, in order to interrupt pedestrian traffic flows. The bus platforms have been designed around a large circular courtyard juxtaposing the garden and the busses. The result is one of the most outstandingly attractive parts of the plan.

However, an attempt has been made to re-establish the unity of the whole by covering it all with an enormous flat roof, 7 meter above the floor, bringing together the concourse and the bus shelter and avoiding the split between the two that tends to exist in such buildings.

In the Huelva Bus Terminal the flowing elements of the building was influential. The most important influence however, was the manner in which the large, yet compact, bus turning circles were solved. The same fluidness of movement through the building can be considered necessary.

Fig 51: Photo montage of the Huelva Bus terminal



5. Santa Justa Train Station

Avenida de Kansas City, Seville (1988-1991)

architects Cruz / Ortiz

“The area chosen for the new central passenger station in Seville, although relatively near to the city centre, was a large site that had hardly been developed at all. The new station was expected to turn the surrounding neighbourhood into a busy urban nucleus. This effect was to be built over connecting neighbouring parts of the city previously separated.

“It was thus considered vital, before starting on the design for the station building itself, to re-plan the large site inside which it was to be located.



“A three-storey building was designed with an average depth of 25 meters to run along nearly the entire perimeter of the site. This would position the building in homogenous surroundings more suitably laid-out than the old neighbourhood. Having a single building stretching along the edge of the site would also provide the old and the new streets with a uniform line of reference, configuration a wider area so that the station building and the generous spaces necessary for traffic and parking would not clash with the scale of the surrounding urban environment. Within a short period, the new activities were to create a sector of the city whose identity would revolve around the fact that it contained railway station. Until then, the Santa Justa Station project could not be considered complete.” (Moneo 1996 : 56)

Of particular interest in the Santa Justa Train Station was the tectonics and flowing forms of the architecture. Other important factors that influenced the design were the connections on both sides of the railway and the ease in which movement is allowed to happen in the space. The abridging nature of the solution (caused by the obstructive problems related to the railway tracks) is relevant. The building is multilevel and the terminals cross over the tracks, thus enabling easy access from both sides

Fig 52: Photo montage of the Santa Justa Train Station

