

# 8 | DESIGN DEVELOPMENT



### **DESIGN DEVELOPMENT INFORMANTS**

- [A] ORIENTATION
- [B] EXISTING STRUCTURES
- [C] PUBLIC SPACE
- [D] SITE SLOPE
- [E] PEDESTRIAN MOVEMENT
- [F] PUBLIC VS. PRIVATE
- [G] SCALE
- [H] FORM
- [I] STEREOTOMIC & TECTONIC
- [J] FINE GRAIN, LARGE GRAIN
- [K] FORMAL & INFORMAL
- [L] REVEAL & CONCEAL

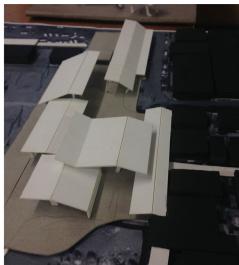


Figure 8.2. Roof exploration responding to varying building scales

### 1.1\_ SCALE MEDIATION

The models explores how architecture can mediate between the varying scales of Marabastad's fine urban fabric, the city's large urban fabric and the large scale of Belle Ombre Metro station and the sub-station.



Figure 8.4. Scale response to Belle Ombre by roof

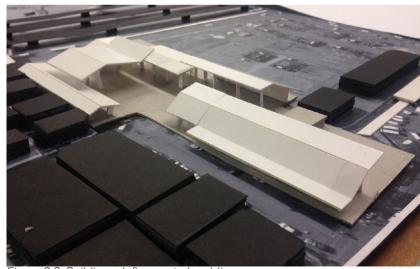


Figure 8.3. Buildings define central public space



### 1.2\_ PUBLIC SPACE

The placement of buildings creates 'negative' spaces which become public space. The activities which surround the public space provide energy ensuring activity within public spaces.

Figure 8.1. Aerial illustrating how negative space becomes public space.



### 2.1\_NORTH ORIENTATION

The site's long N-S axis required careful consideration of building placement & orientation to optimise on natural sunlight.

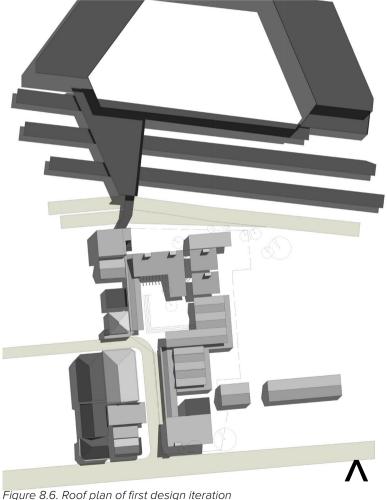
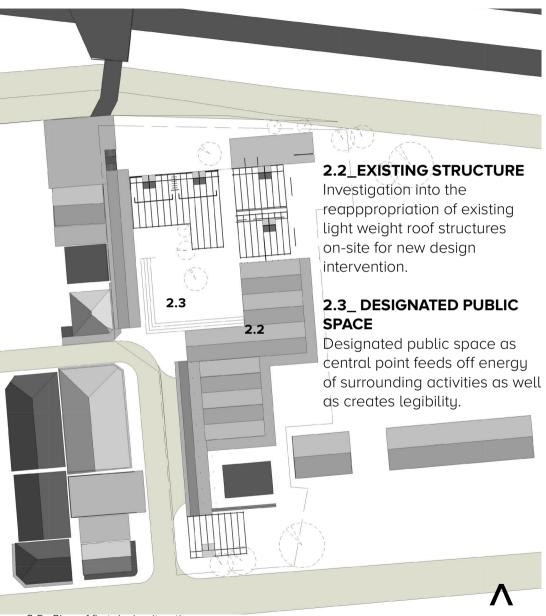


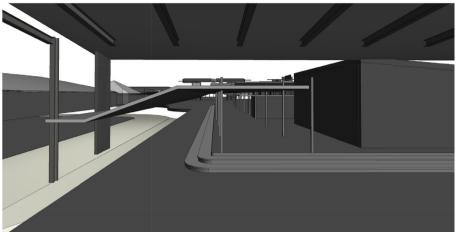
Figure 8.5. Plan of first design iteration





### 2.4\_SITE SLOPE

The site has a 4m slope towards the North. Exploration of how various levels can differentiate between private & public spaces as well as faster & slower routes was explored.

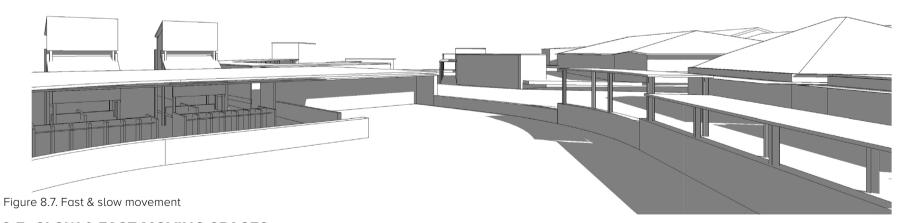


slower, more private restaurant space

faster public walkway

Figure 8.8. Level difference

Figure 8.9. Change in levels differentiate types of space



### 2.5\_SLOW & FAST MOVING SPACES

Change in level differentiates between fast pedestrian movement to and from the Belle Ombre metro station and slower pedestrain space on the lower level. Programmes such as informal vendors are located on faster routes while slower spaces such as the restaurant are located along slower movement routes. The site slope and level changes assist in defining these different spaces.



### 2.6\_PEDESTRAIN MOVEMENT

Situating appropriate programmes and buildings along the pedestrain movement path.

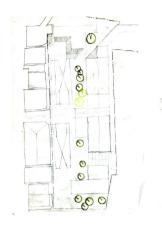


Figure 8.10. Creating designated public space

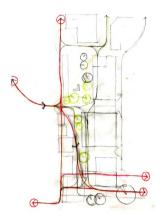


Figure 8.11. Pedestrian movement through the site

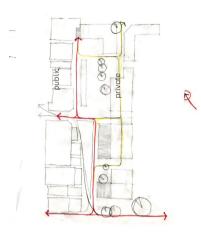
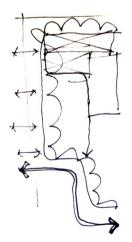


Figure 8.12. Paths of accessibility.





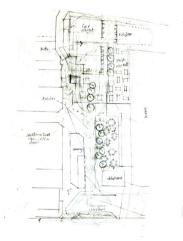


Figure 8.13. Degrees of accessibility Figure 8.14. Public & private programmes

Degrees of accessibility for public & private programmes: public programmes situated along pedestrian path for easy accessibility, while private prgrammes set back.

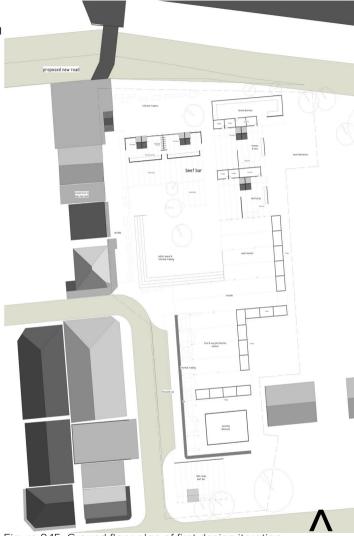


Figure 8.15. Ground floor plan of first design iteration

### 2.7\_PRIVATE VS PUBLIC

Public programmes located along busy pedestrian paths, while private programmes situated further from the main pedestrain movement

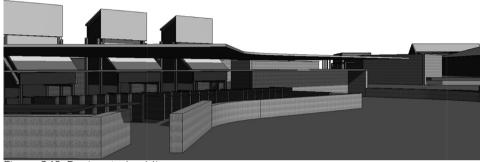


### 2.8 DESIGNATED PUBLIC SPACE

### 2.9\_THRESHOLDS

Adjacent public activities create new programmatic opportunity. The communal braai areas create opportunity for a restaurant space which generates energy for designated public spaces within Marabastad.

Public edges (i.e to restaurant) are easily accessible



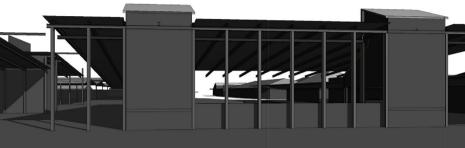


Figure 8.16. Designated public space

Figure 8.17. Edges & thresholds

### 2.10\_FINE GRAIN, LARGE GRAIN

Frame structure allowing for adaptability, change and self-organisation.

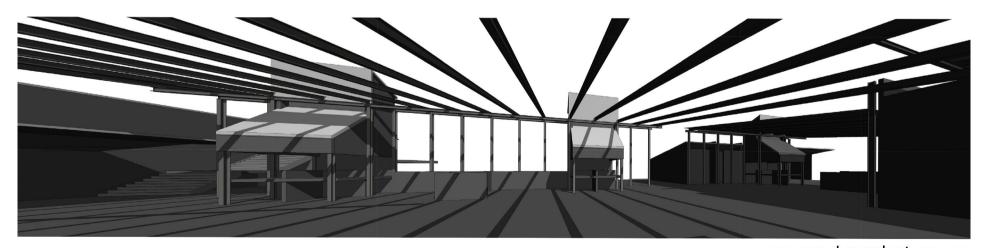


Figure 8.18. Fine grain, large grain



### 2.11\_SMALL SCALE TO LARGE SCALE

Decending roof heights allow for a transition from large to small scale. They also create clerestoreys which allow light into deep spaces.

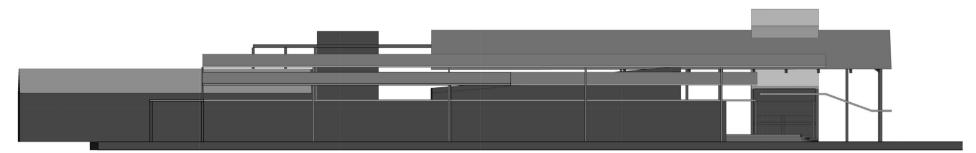
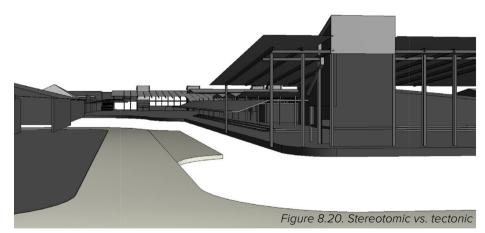
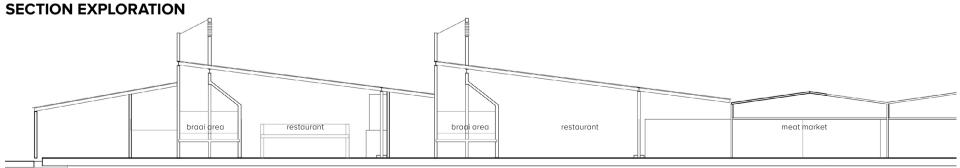


Figure 8.19. Scale transition through varying roof levels transition

### 2.12\_ STEREOTOMIC & TECTONIC

The building needs to respond to both the stereotomic language of the Belle Ombre Metro station as well as the tectonic language of the sub-station. Exploration of an architectural condition that facilitates the transition between the two is important.







### 2.13\_LANDMARKS

Creating new landmarks within the landscape announces public space & creates legibility within the urban environement.

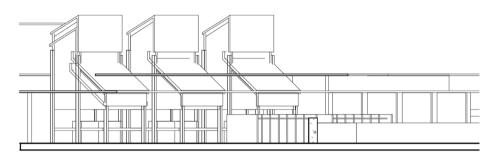


Figure 8.23. Landmarks

Figure 8.21. Furnace chimeny

### 2.14\_FORMAL & INFORMAL

Providing infrastructural needs for existing activities that also allow for adaptation in the future.

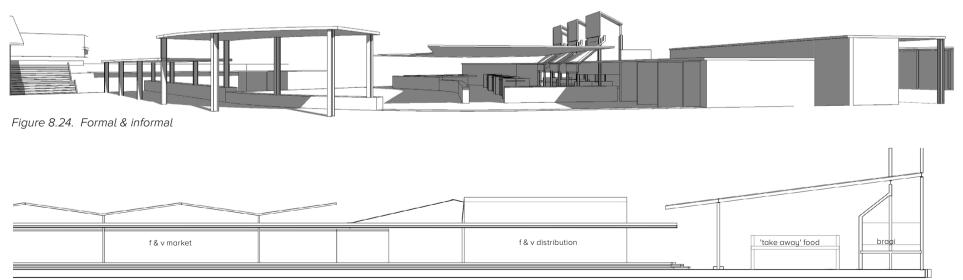
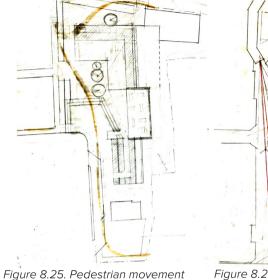


Figure 8.22. Section exploration



### 3.1\_ REVEAL & CONCEAL

The design intervention needs to promote programmes that require faster moving pedestrian traffic from north to south in the mornings & slower moving traffic from south to north in the afternoons.



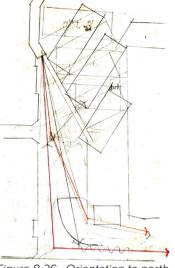


Figure 8.26. Orientation to north

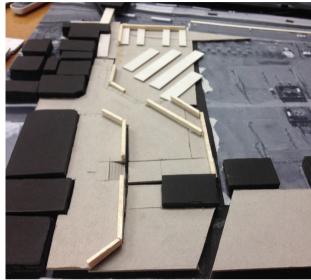


Figure 8.29. Pedestrian movement informs form

### 3.2\_ORIENTATION

The building's placement & orientation needs to take sun direction, pedestrian accessibility and programmatic needs into account.

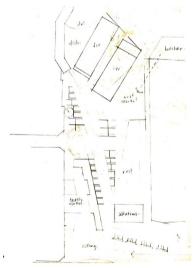
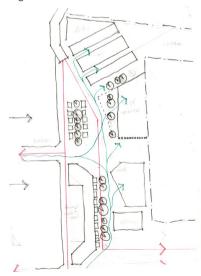


Figure 8.27. Aligned along pedestrian Figure 8.28. Formal & informal routes



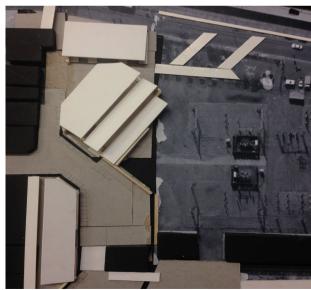


Figure 8.30. Building's orientation



### 4.1\_EXPLORATION OF PLAN

Exploration of the plan informed by:

- a) the movement of pedestrians through the site
- b) providing service cores which support surrounding activities

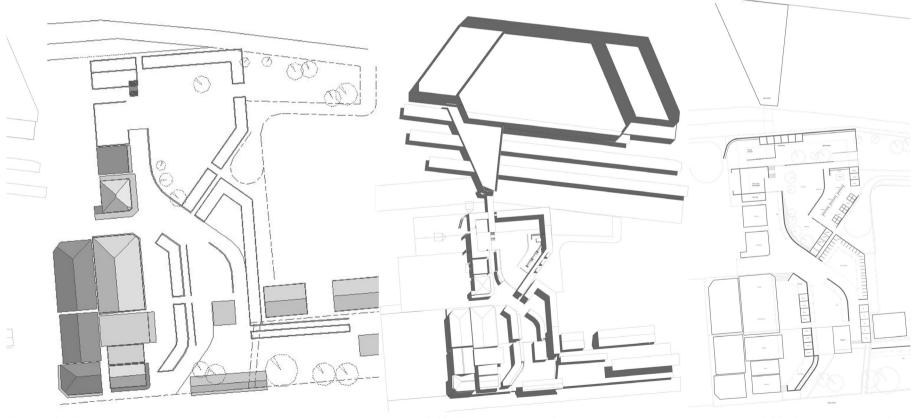


Figure 8.31. Form exploration 1

Figure 8.32. Form exploration 2

Figure 8.33. Form exploration 3



restaurant

neat market

### **4.2\_CONCEPT SKETCHES:** Form exploration

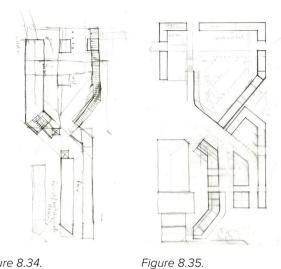


Figure 8.34.

Figure 8.36.

Figure 8.37.

4.3\_THE MODEL

The model explores:

- a) how the form of the buildings is informed by the existing pedestrain movement.
- b) as well as the provision of core formal structures which faciliate informal activity and allow for its self-organisation and adaptability.

Figure 8.38. Braai chimneys & restaruant



Figure 8.39. View from Belle Ombre towards Boom Street

Figure 8.40. Aerial view from Boom Street



### **SECTION EXPLORATION**

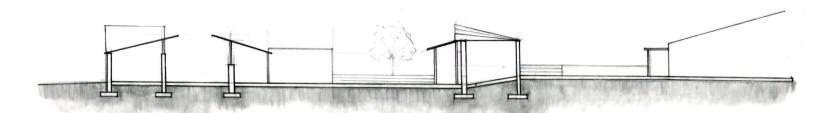


Figure 8.41. Section through fruit & vegetable market

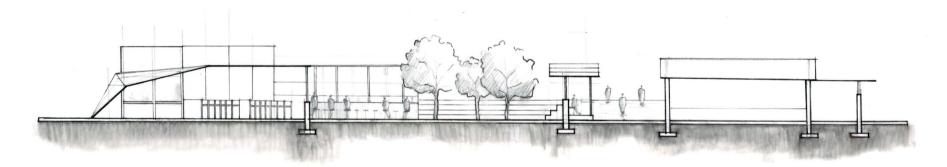


Figure 8.42. Section through offices and bitchery

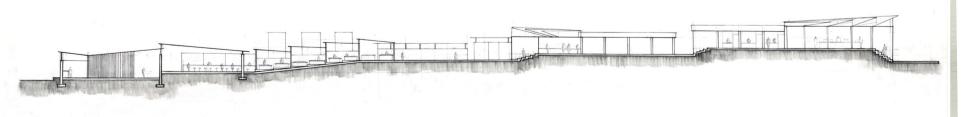


Figure 8.43. Section illustrating site slope



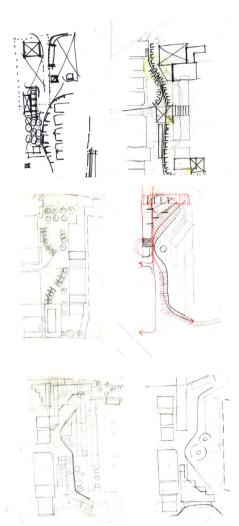
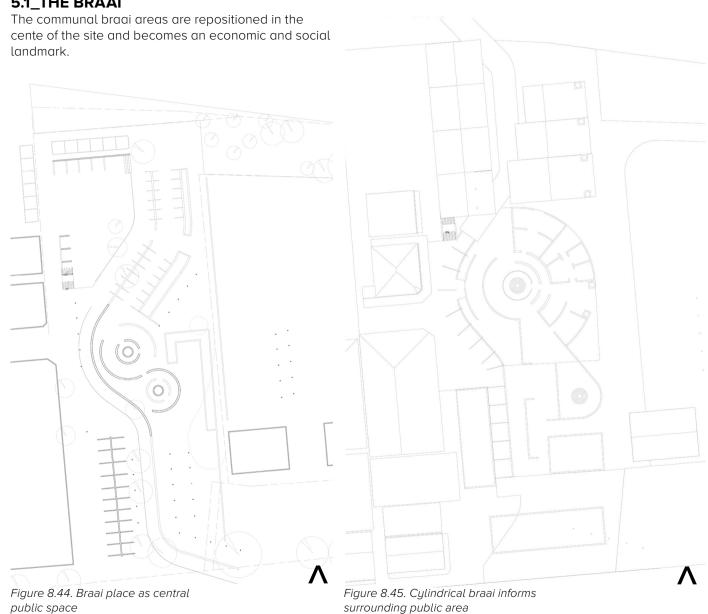
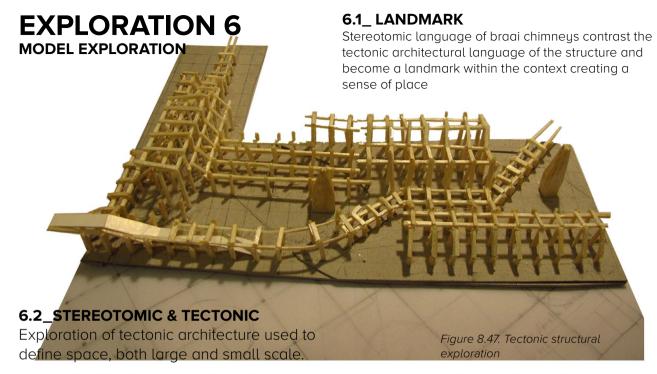


Figure 8.46. Concept sketches

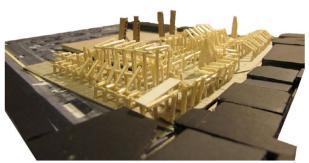
### **5.1\_THE BRAAI**



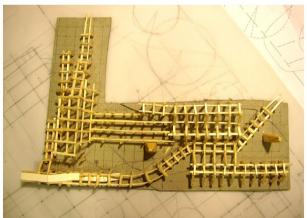




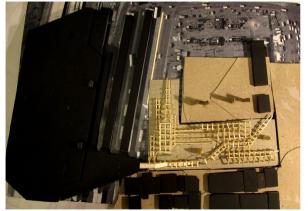
Tectonic response to sub-station on the east of the site







Ground plane is informed by the movement of pedestrians through the site.

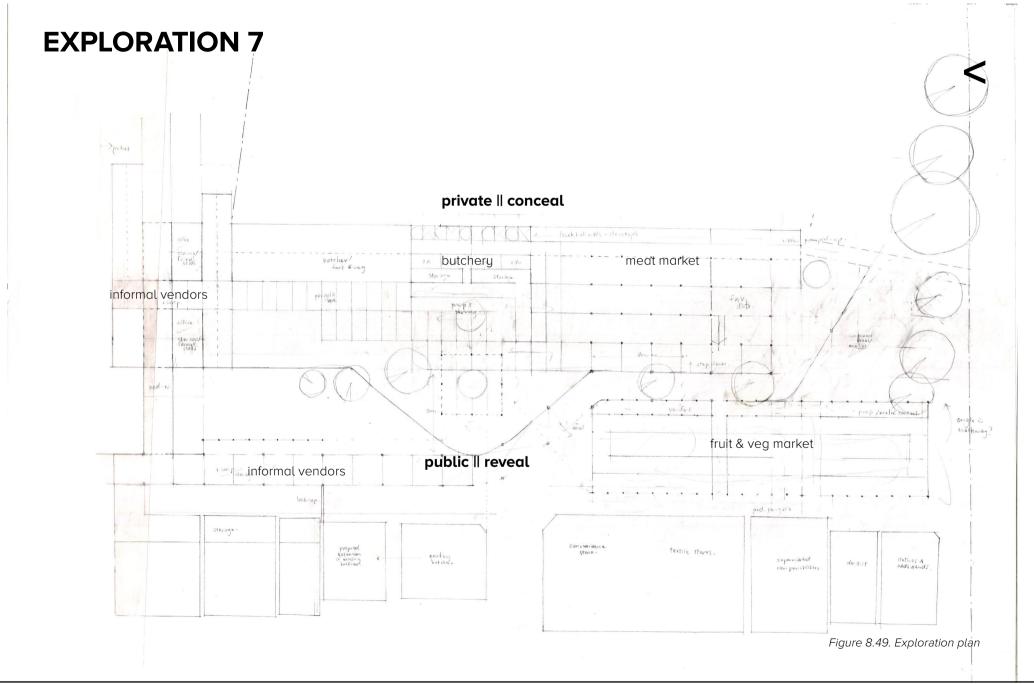


**6.3\_SMALL SCALE TO LARGE SCALE**Response to both large scale of Belle Ombre and small scale of existing hertigae fabric.

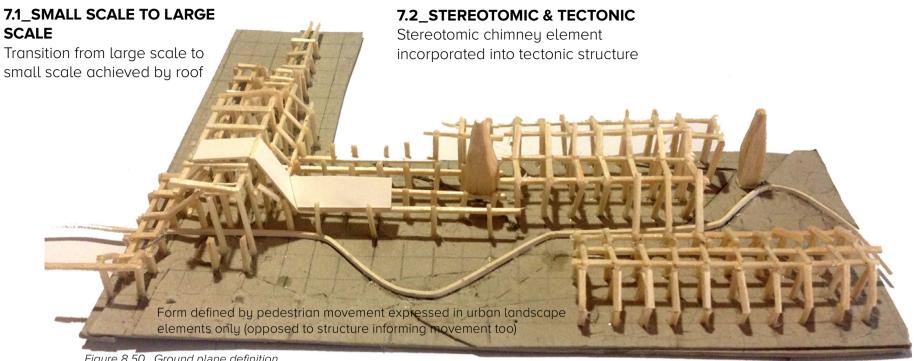


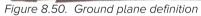
Placement of braai defines public space and creates increased legibility.

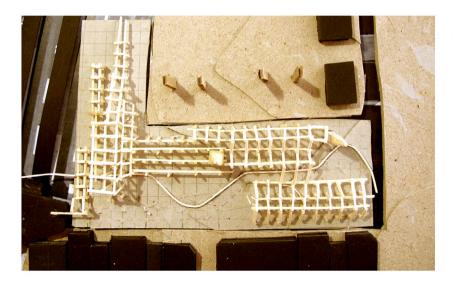


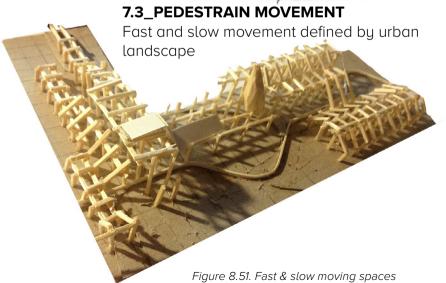




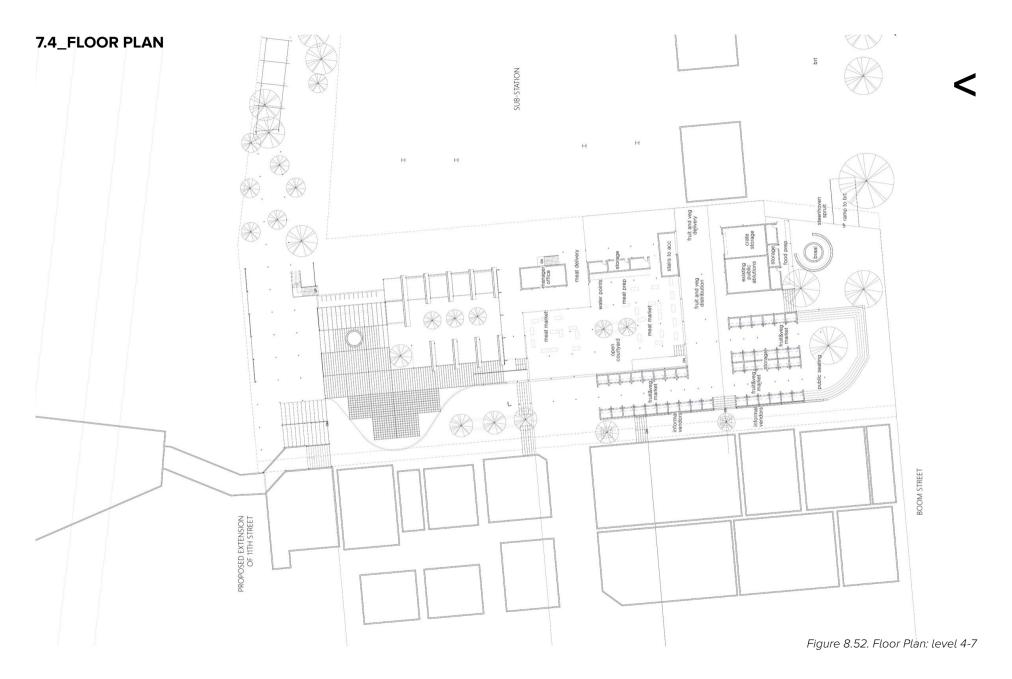




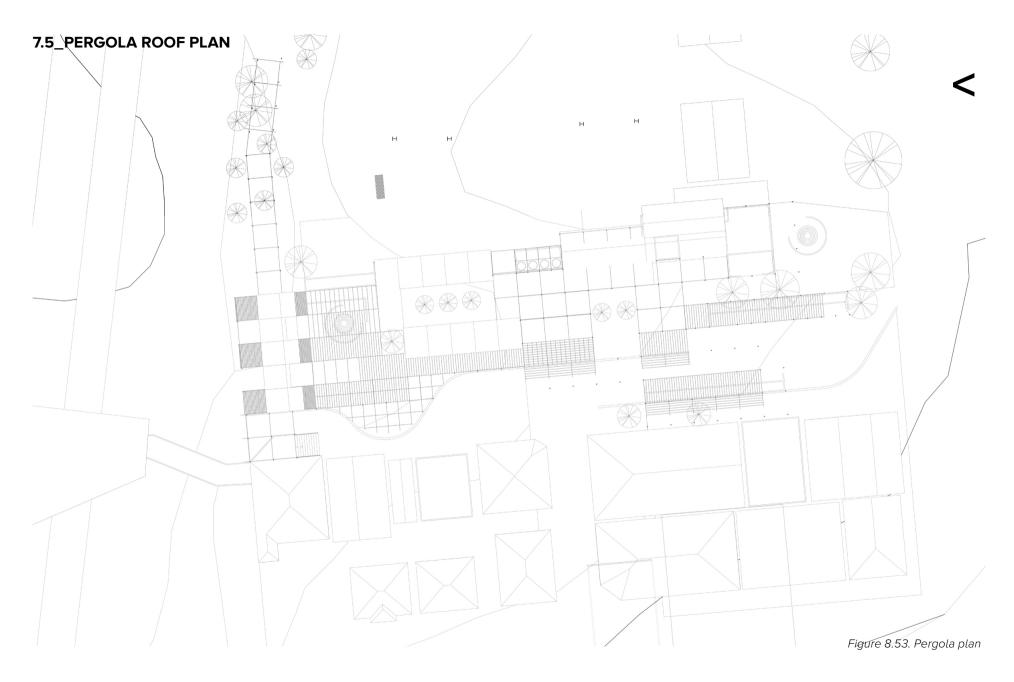




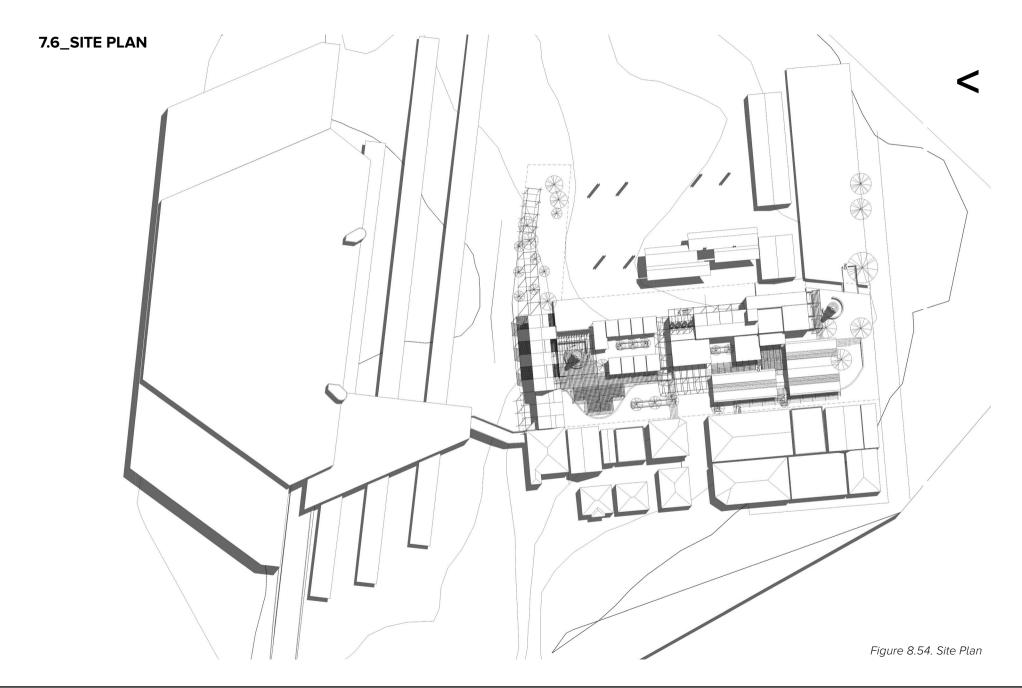




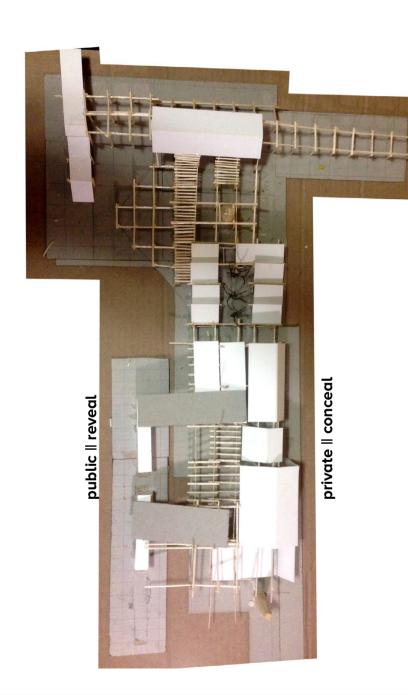




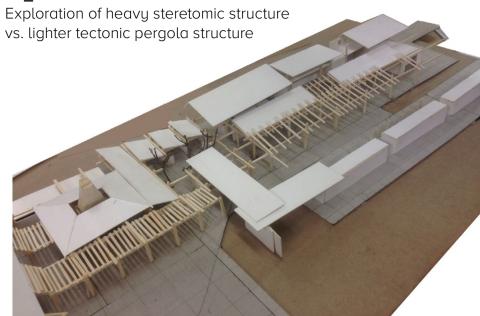








### 7.7\_MODEL EXPLORATION



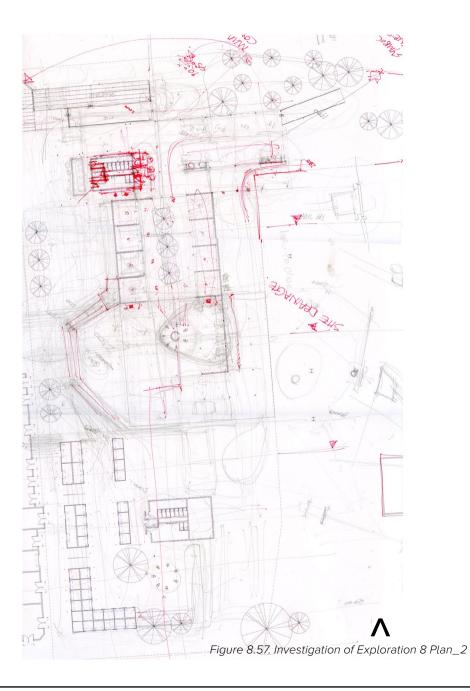




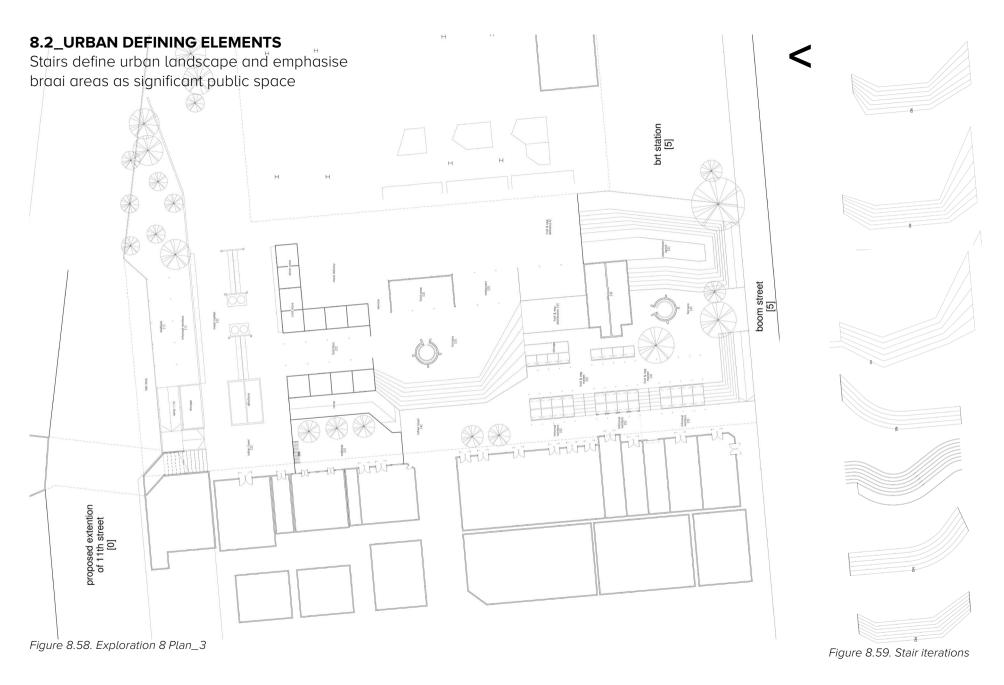
### 8.1\_PLAN EXPLORATION OF STAIRS

Exploration of incorportaing public seating and steps awhere level changes occur. Urban defining elements become public

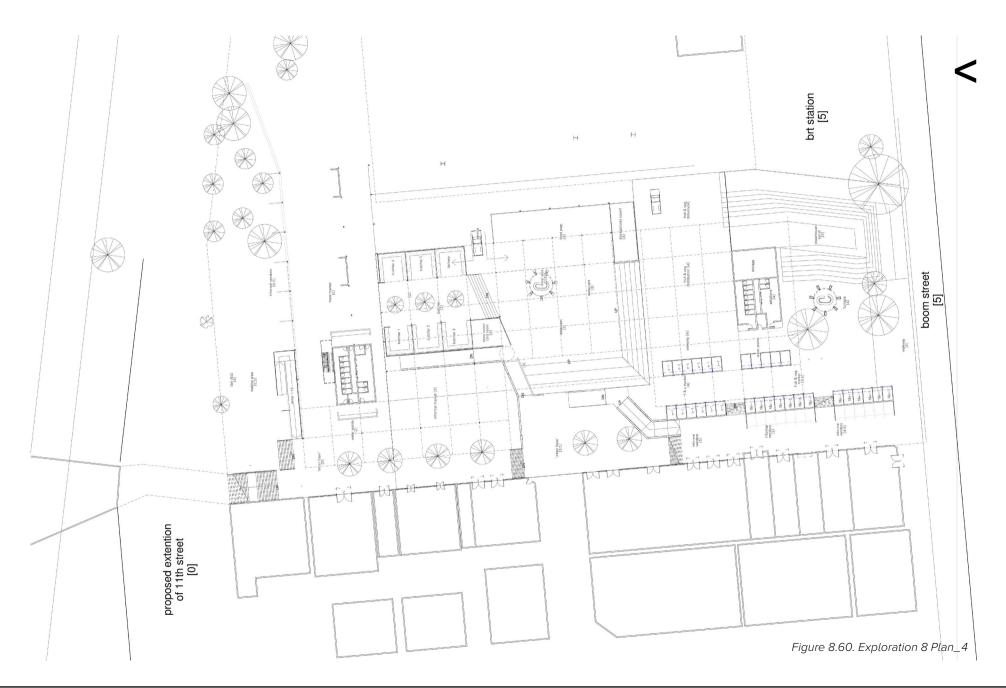






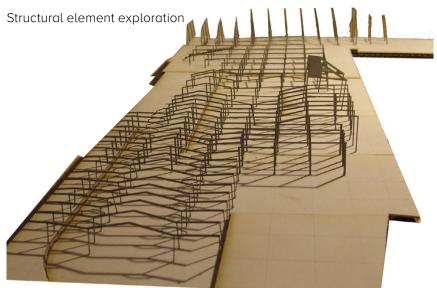








# **MODEL EXPLORATION**



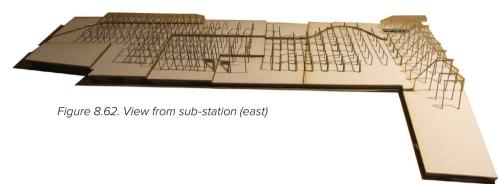


Figure 8.61. View from Boom Street (south)







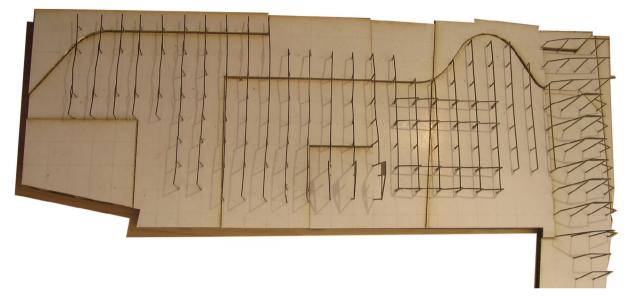
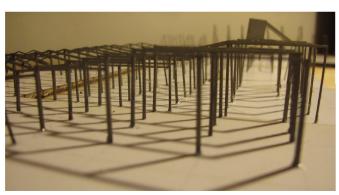
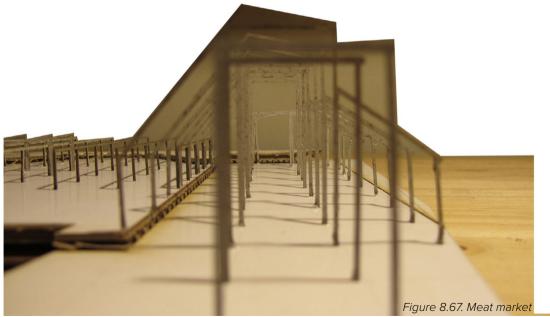


Figure 8.65. Aerial view of model









# PERSPECTIVE EXPLORATION



Figure 8.68. Informal market

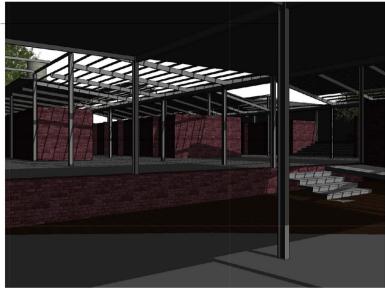


Figure 8.69. View from informal market to fruit & veg market



Figure 8.70. Walkway from meat market, past butchery (on the left) towards fruit & veg distribution

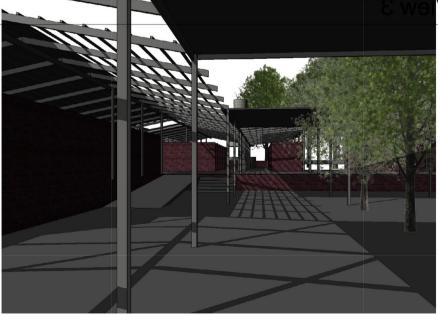


Figure 8.71. View of informal market and walkway



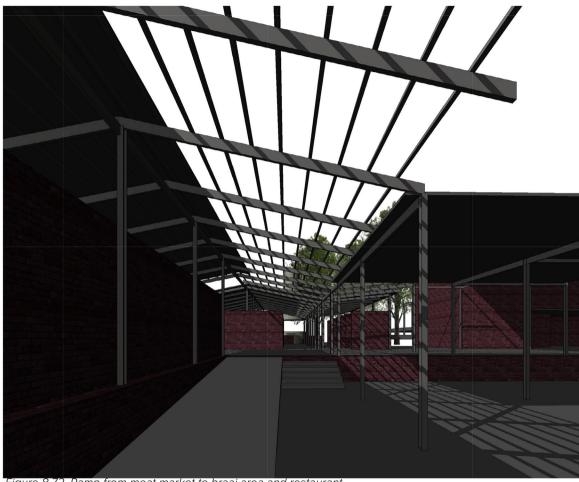


Figure 8.72. Ramp from meat market to braai area and restaurant

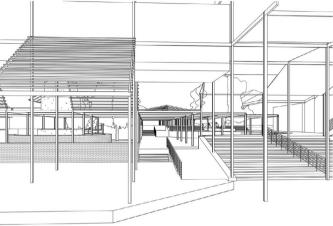


Figure 8.73. Northern taxi stop off looking towards site: meat market (left) and informal market (right)



Figure 8.74. Informal vendors at northern taxi stop



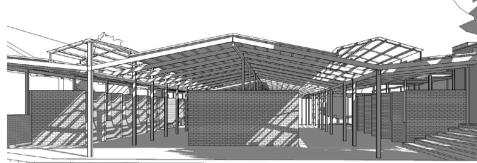


Figure 8.75. Fruit & vegetable market



Figure 8.77. Walkway through fruit & vegetable market

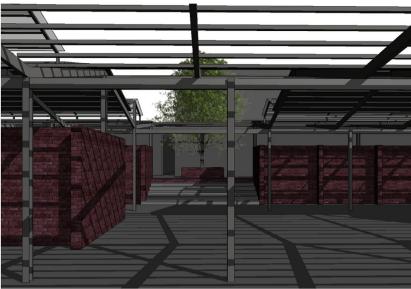


Figure 8.76. View from fruit & vegetable market towards formal stores

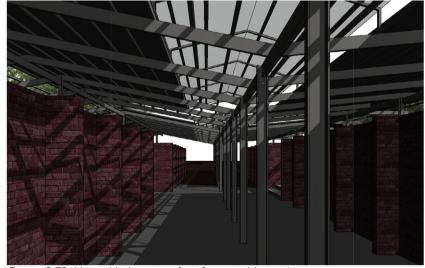
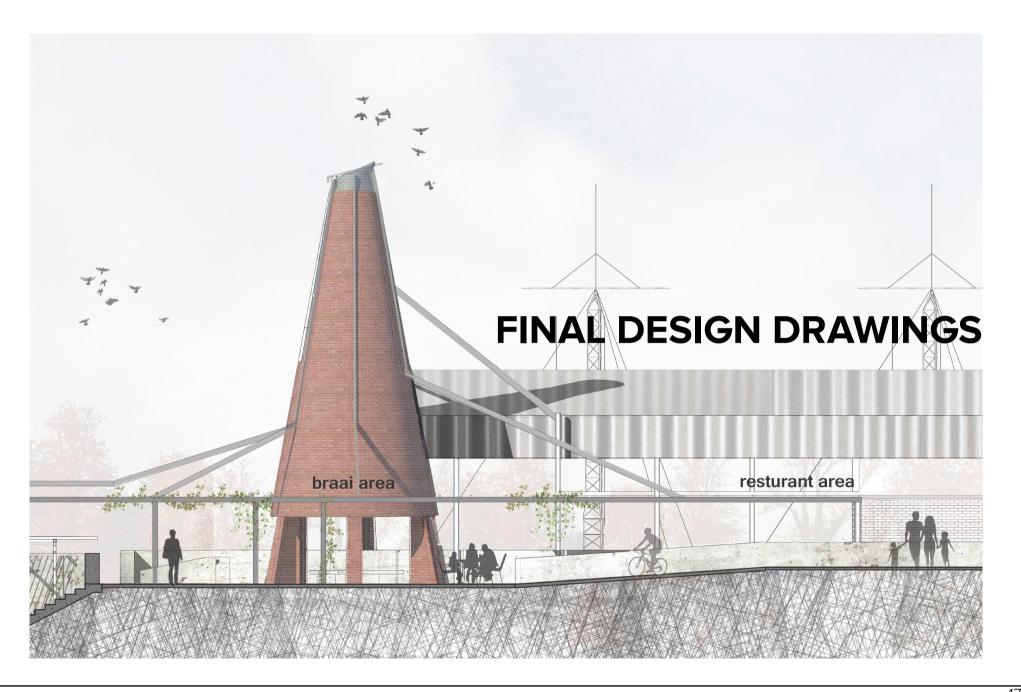


Figure 8.78. Natural light enters fruit & vegetable market













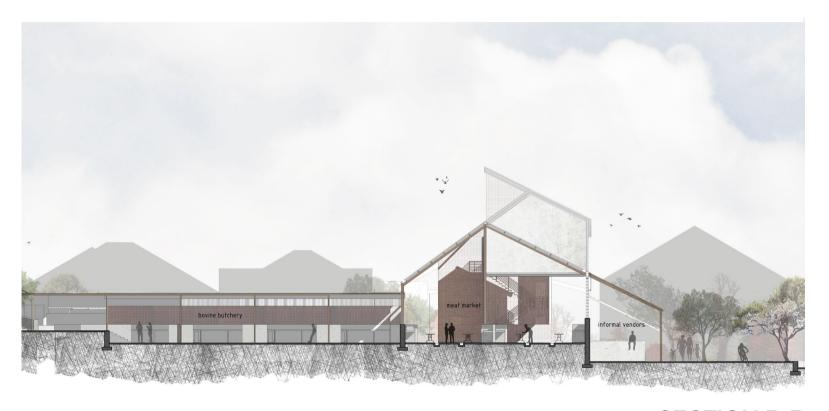


SECTION A-A 1:100





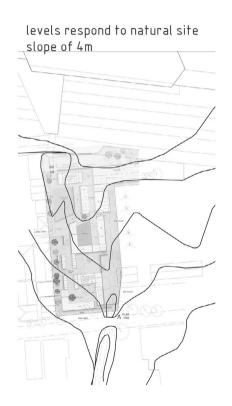




SECTION B-B 1:100



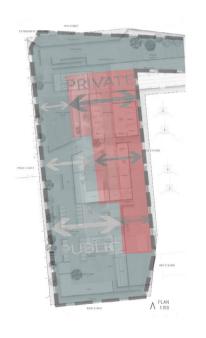
# **DESIGN INFORMANTS**



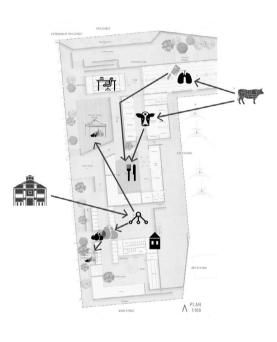
building placement to accommodate pedestrian movement



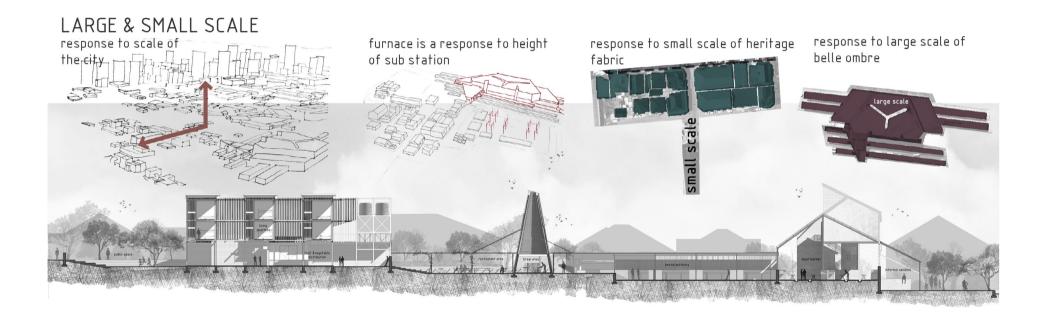
private programmes placed further from public spaces & walkways



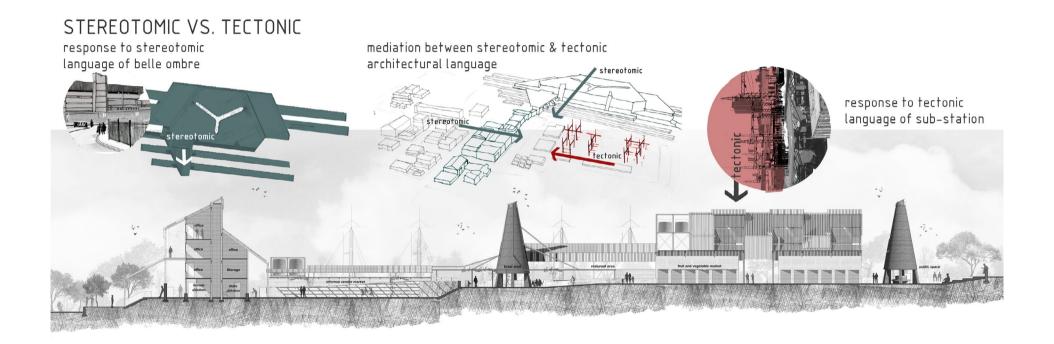
programmes located in accordance with other relating programmes







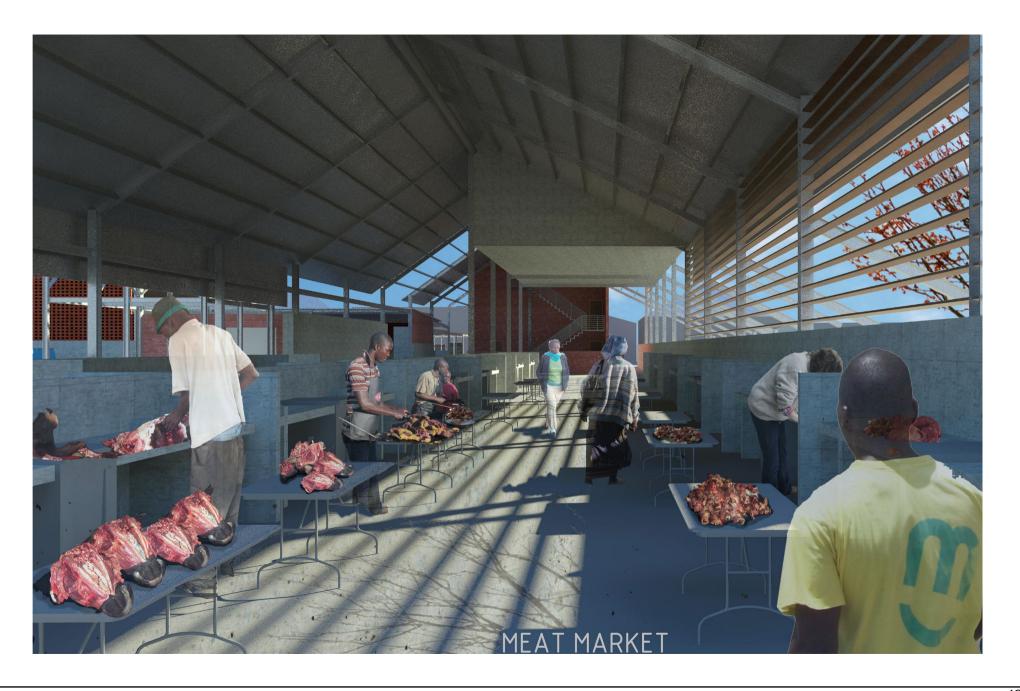






























FRUIT & VEGETABLE DISTRBUTION