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25

5.1 INTRODUCTION

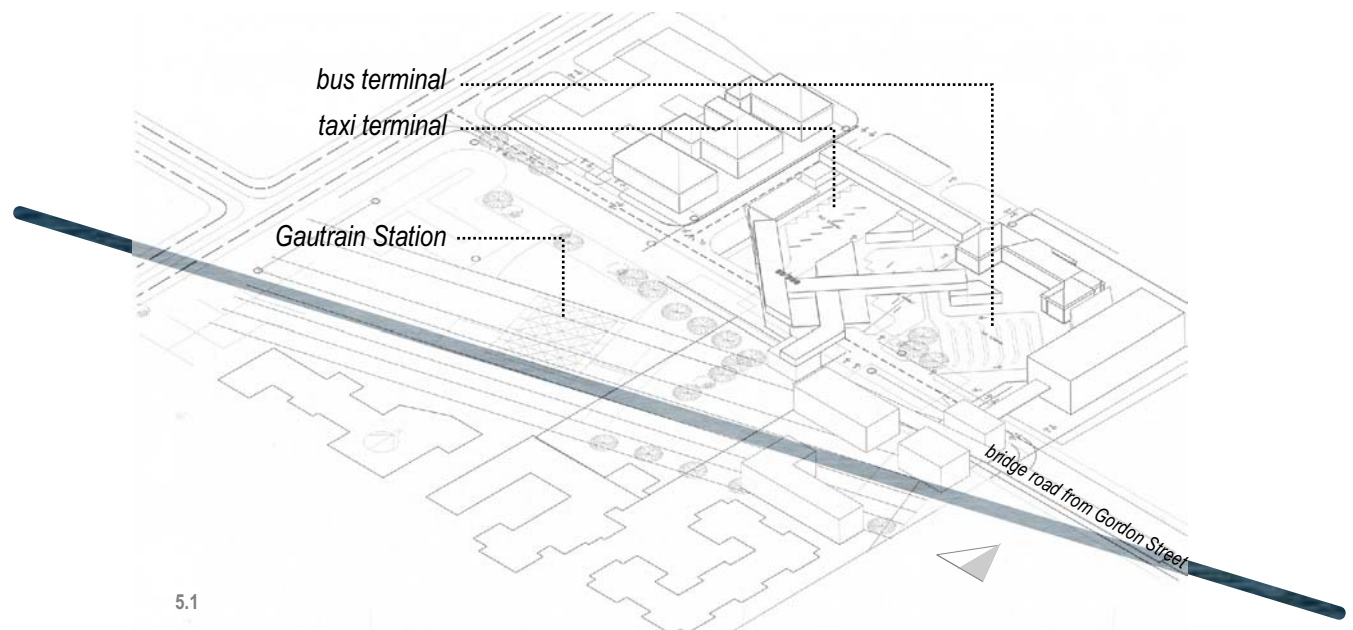
The final design solution for the site discussed in this thesis came, as result of extensive planning as to what would work in collaboration with the HGSD. Much time was spent on the planning, and testing, of different functions for a modal transfer facility to complement the station. The initial concept for the area surrounding the station was a modal transfer facility, able to process private vehicles, shuttle buses and coaches. A decision was made to pedestrianise the area as much as possible; to ensure a safe, vibrant urban development. Private vehicles were "banned" from the site, assigned to a proximate parkade in Arcadia Street. Access is now only given to Gautrain shuttle buses, service vehicles and coaches for the intercity bus terminal. The roads were also laid out to have minimal impact on pedestrian movement channels, limiting the times roads have to be traversed by foot to reach a destination.

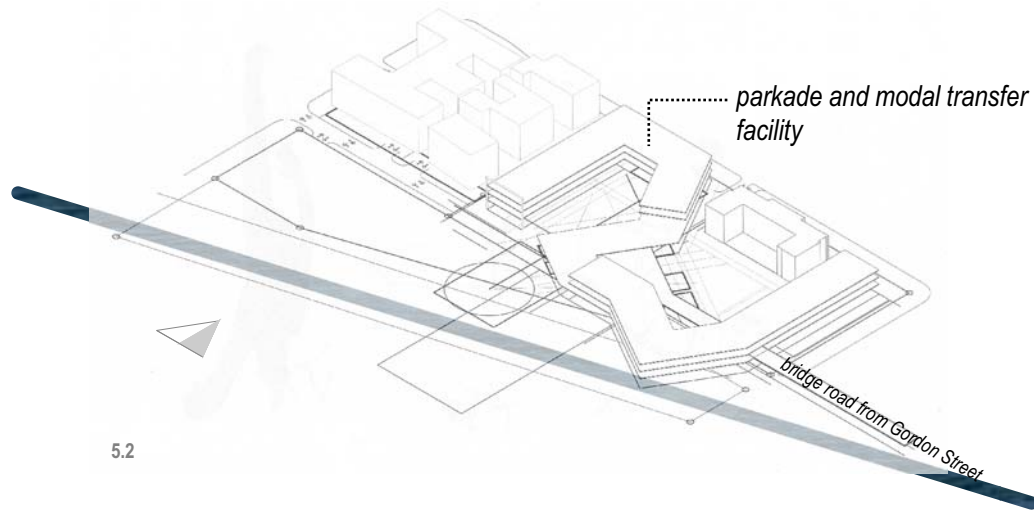
The result of these decisions was that I managed to plan myself out of a job.

The decision was then made to focus on one site, designing a building responding to the context by ensuring a vibrant urban development. Ironically, the concept of a *Job Centre* fulfilled all the needs of such a development, and a client was chosen.

The resulting Urban Design Concept is based on trial and error during this planning stage, and is a suggestion on how sustainable urban developments could be implemented.

Urban Design Concept





5.2

5.2 **CONCEPT**

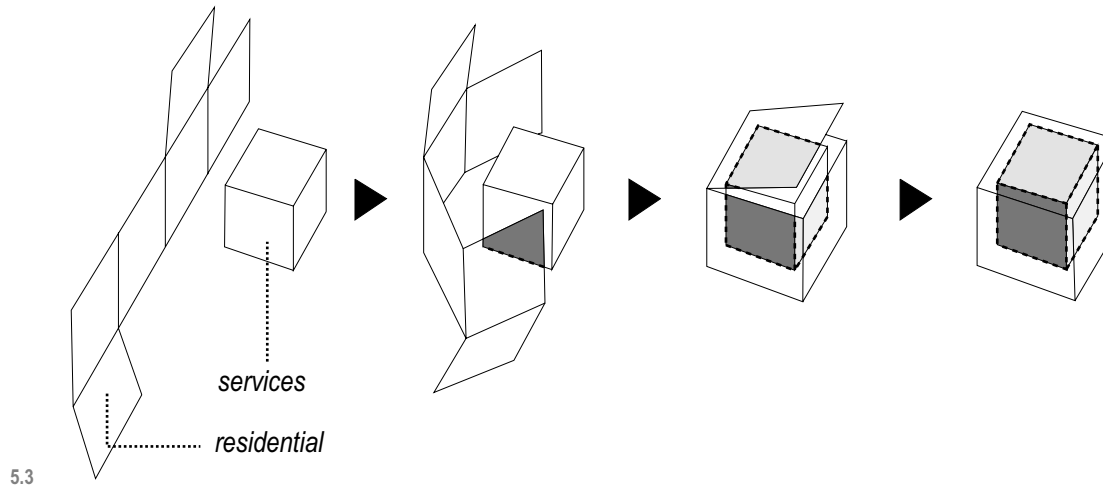
As an urban design concept, the main principle applied in the project is to envelope the ancillary functions of a settlement, such as place of work and transport, with the residential function.

Another aspect is to keep these residential units to a maximum elevation of 15m to ensure connection and a relationship with ground level, eliminating the disconnected feeling experienced by inhabitants of high-rise apartment blocks.

In effect, every vertical storey in an apartment block now becomes a horizontal residential strip, with the ability to traverse other buildings, as well as road servitudes.

In an urban context, this will ensure a higher building density, without the "dead" spaces which occur after hours such as in the Pretoria CBD. Twenty-four hour activity and passive security through "eyes on the street" therefore ensures a vibrant urban atmosphere, while combating urban sprawl.

- 5.1 Modal Transfer planning concept 1.
- 5.2 Modal Transfer planning concept 2.
- 5.3 Urban design concept: enveloping the ancillary functions with the residential component.



5.3

On an environmental response level, the concept offers a meditation on the conceptual boundaries between interior and exterior space. In a way interior space is to a large extent a 19th-century "invention". With the exception of the Pantheon and the great Gothic cathedrals, architecture once largely served to define exterior, civic space. It is only with the rise of post Enlightenment notions of the individual, an increasing focus on personal privacy, and the progressive retreat from the public domain, that the architectural conceptualization of interior space becomes viable. A close connection exists between space and social territory. With the contemporary world so privatized, interior space threatens to consume all space. The problem now is that almost all social space has become interior space (shopping malls), and we are not aware of it. In South Africa, and especially Pretoria with its predictable climate, exterior space should be utilized as much as possible. This concept allows an opportunity to do just that.

Figure 5.4 illustrates how the concept could be applied to an urban context such as Hatfield.

Figure 5.5 illustrates a proposed implementation of this concept on the project in discussion. An aspect, which should be mentioned, is that the "warehouse" function can be replaced by a "community centre" function to be used by the community forming a layer above the other functions.

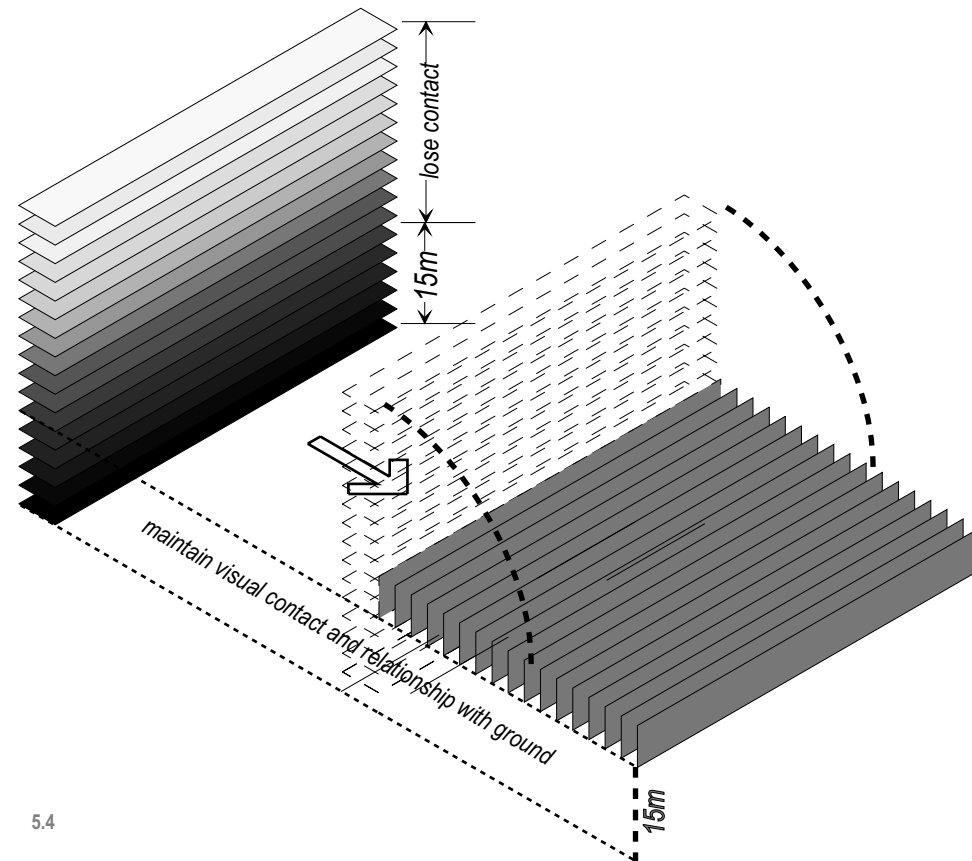
5.4 Rotating the vertical to form a horizontal residential plane.

5.5 Moving interior social space to the exterior.

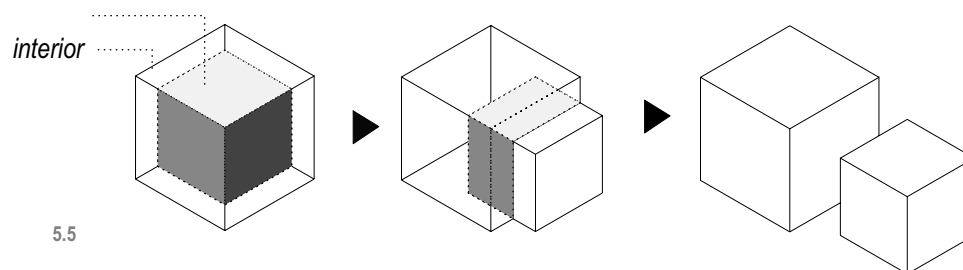
5.6 Urban design concept applied to an urban context.

5.7 Urban design concept diagrammatically applied to the project.

27



5.4



5.5

