TERMINAL BUILDINGS

“It is good to have an end to journey toward; but it is the journey that matters, in the end.” - Ernest Hemingway

4.1 RAILWAY TERMINALS

Originally terminals were the end of a railway line (the terminating point) hence the name given. An example would be Grand Central Terminal in New York city, USA.

4.1.1 Building as an Interchange

Grand Central Terminal (1871) New York, USA

The building serves as a **transportation hub** connecting train, metro, car and pedestrian traffic in an efficient way. It has 67 train tracks on two different levels and the whole complex became known as 'Terminal City'. This included apartments and office buildings and was a 'city in the city' complex. The terminal focuses on moving large numbers of people and acts as an interchange between various modes of transport both above and below ground. This is achieved by the use of a **public concourse.** (Ermengem, 2014). A Concourse is fundamentally a place where paths or roads meet, and is usually found at the front of or inside a public building. The new cruise terminal will need to accommodate for large numbers of passengers and public that are likely to cross paths, therefore this method of dealing with large numbers of people would be appropriate for handing cross flows between passengers and public.

GRAND CENTRAL TERMINAL FLOOR PLANS

04-01


04-02
To platforms
To street
To street


04-03

4.2 AIRPORT TERMINALS

In modern times air travel has become necessary in order to transport people and cargo over long distances in a shorter time than rail and sea. Like train terminals, airports aid in the movement and transfer of people between various modes of transport. An example being Heathrow Terminal 1 in London, UK.

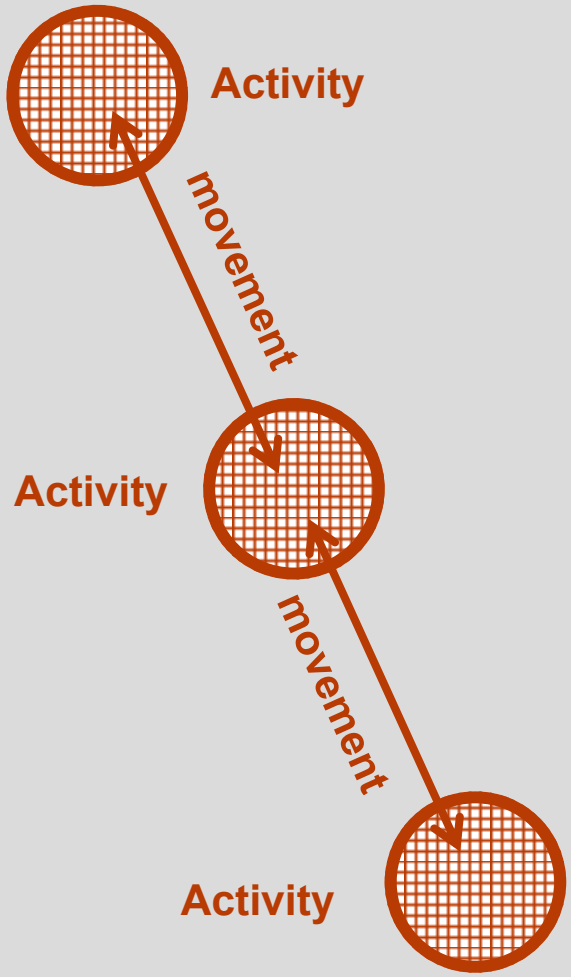
4.2.1 Building For Transfer of People

Heathrow Terminal 1 London (1968), UK.

The design of the terminal relies on the process of arriving and departure passengers as well as check-in points, circulation, customs and immigrations. The success of these is determined by the **walking distance and efficient processing times** at the various facilities. During planning stages, British Airways established a **trickle flow process** for departing passengers, who are assumed to trickle towards the boarding gate passing through the various facilities, such as restaurants, as opposed to endless queuing all at the same time, which creates a rather monotonous boarding process. This method is problematic due to last minute gate allocation to outgoing flights which causes sudden surges in passenger numbers when gates are announced. The piers linking aircraft to the main terminal building are on one level causing a cross circulation of arriving and departing passengers (Swales, 1998). In the case of the cruise terminal, the location of berthing ships is predetermined and passengers disembark and board at different times. Therefore the trickle flow process would be successful if used in the new cruise terminal for Durban harbour.

TRICKLE FLOW PROCESS DIAGRAM

04-04



4.3 CRUISE TERMINALS.

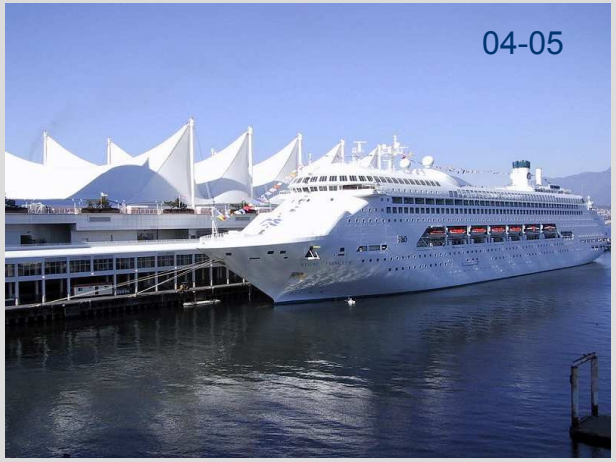
Like airport terminals, cruise terminals aid in the movement and transfer of people, however cruise passengers are on holiday, therefore different considerations apply when compared to airports (Swales, 1998). Waiting times are not as crucial as airports, therefore larger space is required for relaxing, seating and shopping. These spaces need to interact with public edges as well as provide public interaction with water's edges in order to gain a sense of place.

Due to the seasonal nature of cruising, an economically feasible design is required. Ships are not docked everyday, therefore the transfer of passengers at a cruise terminal becomes an event. This sets up a platform for dynamic spaces that constantly evolve with time.

"For space in our image is place, and time in our image is occasion." – Aldo van Eyck

A building type that shares this concept of seasonal periods would be sports stadiums that have an eerie sense of place when there are no spectators, yet the identical space has a potential vibrancy when the event or time changes.

CANADA PAVIOLION



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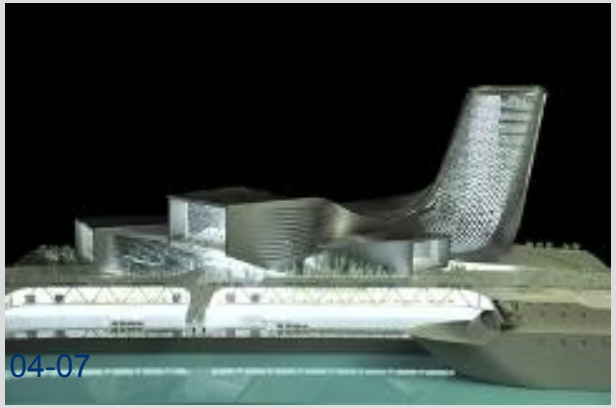
YOKOHAMA INTERNATIONAL PORT TERMINAL

04-06

TAIWAN PORT AND CRUISE SERVICE CENTRE



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4.3.1 Building as Place Maker.

Canada Place (1986), Vancouver.

Situated at the Burrard Inlet waterfront, the terminal forms part of the original Canada pavilion from Expo 1986. The terminal is the main origin for Alaskan cruises therefore adding to the buildings landmark status. This is enhanced by the five sail roof profile that represents the rich seafaring tradition (Cruisenotes.wordpress.com, 2014). This iconic building captures **a sense of place** even after the 1986 Expo event. This is done by incorporating aspects into the building that represent the seafaring traditions of the place.

04-08

SAIL ROOF ON CANADA PAVILION

04-09

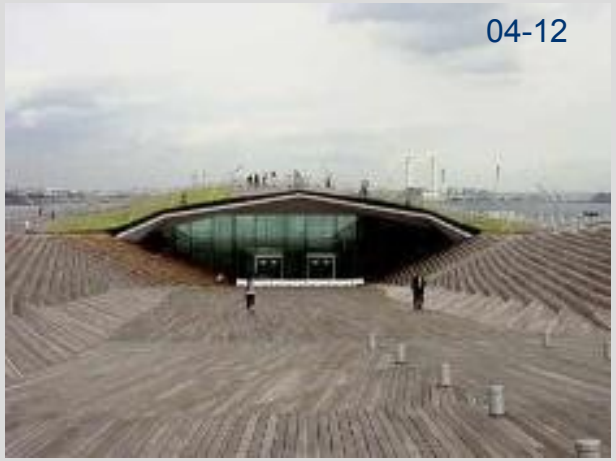
CANADA PLACE ON EXPO 86 ADVERTISEMENT

04-10

CANADA PLACE ON POSTAGE STAMP

04-11

MORPHING FROM EXTERIOR TO INTERIOR



SUBTLE LEVEL CHANGES

TRANSITION BETWEEN VARIOUS MATERIALS

4.3.2 Building as an Extension of Public Space

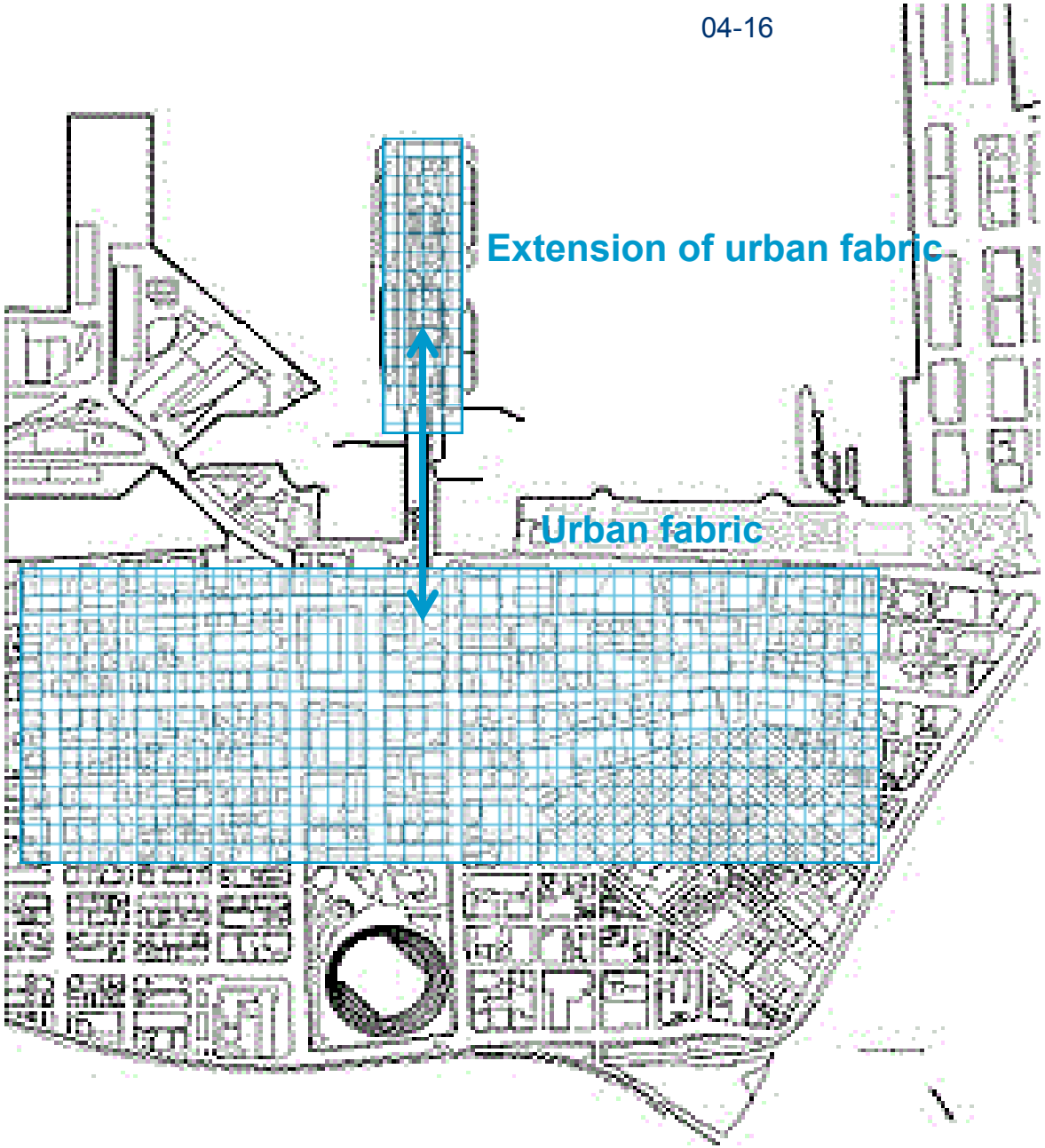
Yokohama International Port Terminal (2002), Japan.

The terminal plays a pivotal role on the city's waterfront, creating a continuous public node along the water's edge. The roof of the terminal is an a open public plaza with the linear characteristic of industrial piers being eliminated by the fluid public circulation. This is enhanced by the uninterrupted multidirectional space, as apposed to gateways and flows of fixed orientation. The building is rather an **extension of the urban fabric** and not a figure on the end of the pier. (Arcspace.com, 2007).

This continuity is achieved by the subtle transitions between:

- **Interior and exterior spaces**
- **Level changes**
- **Use of materials**

04-16



SECTIONS

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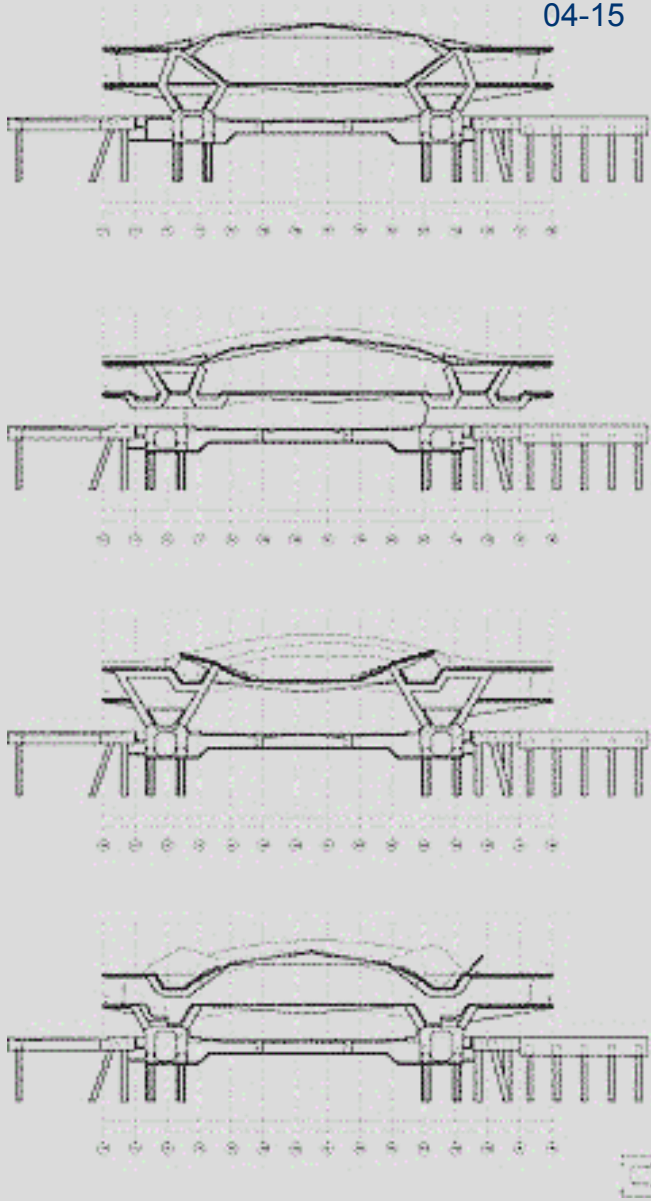
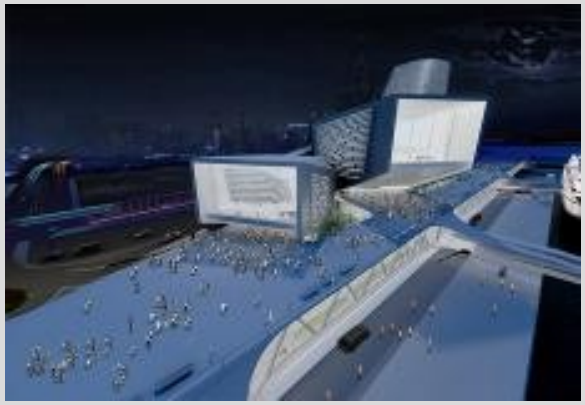


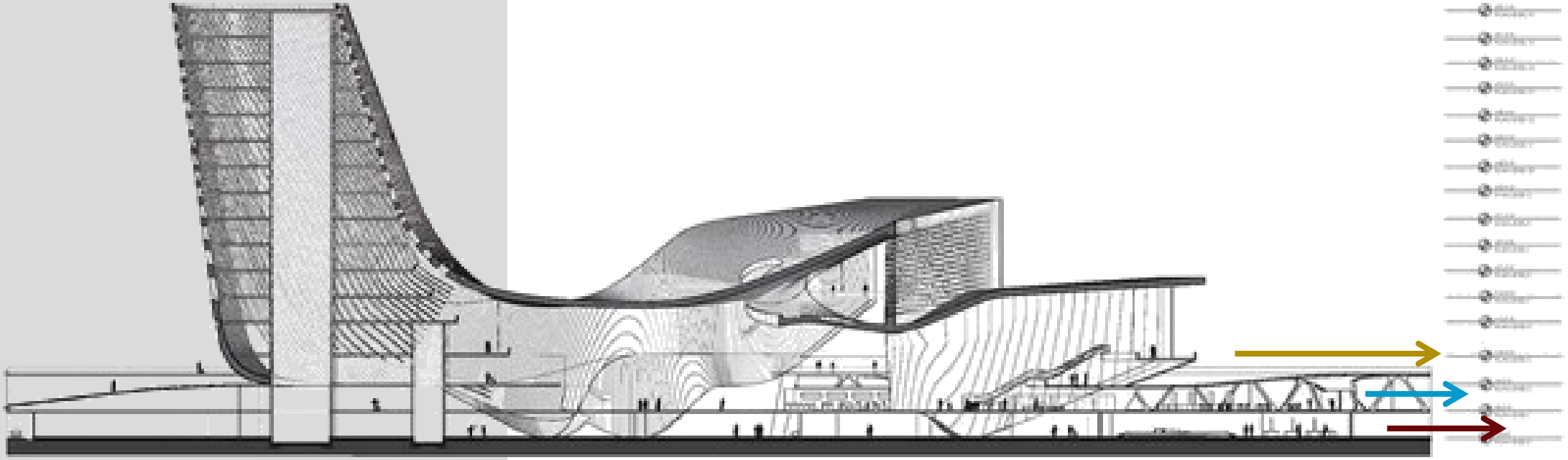
PUBLIC ESPLANADE



04-17

SECTIONAL VIEW

04-18

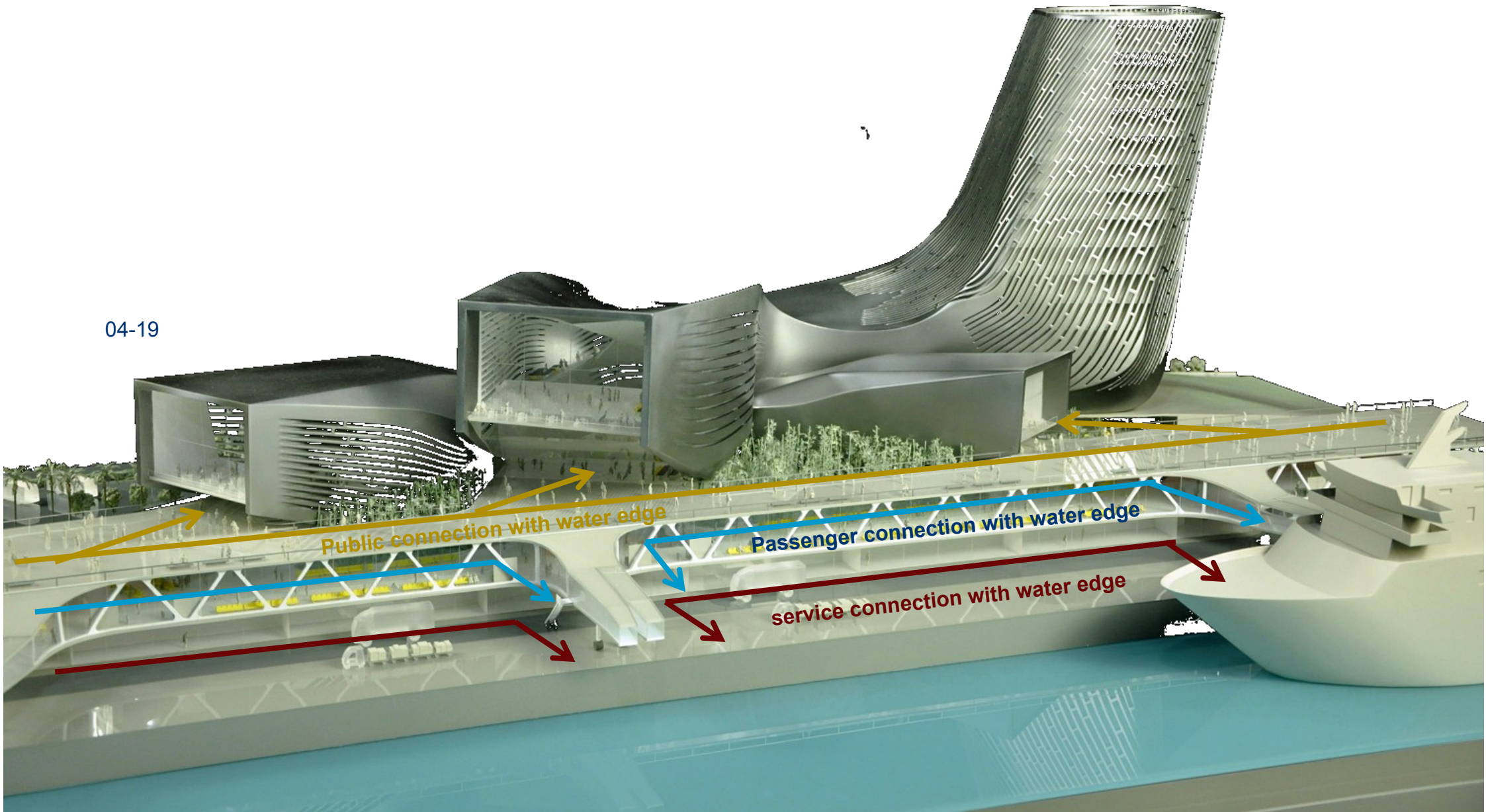


4.3.3 Building as a Connection to Water Edges.

Port and Cruise Service Centre (2012), Southern Taiwan.

The terminal takes advantage of the lateral positioning to the city grid in order to connect with the pubic. Public flows are elevated on a **public esplanade** along the waterfront and cruise functions are located just below the esplanade. This separates public from passengers, yet still creating a **connection to the water's edge** for both passenger and public. Concourses are orientated parallel to the waterfront in order to maximise the interfaces with water and land (Arcspace.com, 2011) .

04-19


Public connection with water edge
Passenger connection with water edge
service connection with water edge