Life Mercantile Hospital
Islamic Boutique

CHAPTER 2

SECTION I

Exploring the Context

Throught the exploration and understanding brought about by investigating the spatial segregation of Port Elizabeth, its impact on the transport patterns and the impact it bares on the transport industry, this chapter outlines the programmatic issues that are derived from the taxi industry and how they can be best addressed within the urban intervention.

Through understanding the spatial segregation patterns that were investigated in the previous section, in order to bring about an understanding of the historical urban structure of Port Elizabeth and the nature in which the travel patterns were influenced by this structure, these characteristics of the urban fabric led this study in search of understanding the conceptual notion of 'publicness' and it's influence in an otherwise segregated environment. Hajer and Reijndorp (*In search of the New Public Domain*) and Oldenburg (*In the Great Good Place*) by Oldenburg expanded on some of the work of Homi K Bhabha, and in order to understand the concept of publicness their ideas will be reviewed and discussed. The main objective is to bring about a clearer understanding of the public realm.

Publicness is a concept that attempts to qualify the elements that make up one space to be more appealing than the next, which distinguishes the quality of one space from another. Through different social interactions and the backgrounds of different people, the same space can be perceived and used differently by different users of the space in accordance with their perception of the space. In order words, there is a different level of publicness for different individuals as much as one spatial experience can be more pleasing to one individual than it is to another. To expand further on this concept the same can be said about a private space; an individual can experience and perceive a private space to be more public than a public space. To address and comprehend this ambiguity between the blurring between public and private space, the latter is often reduced to a measuring 'unit' by sets of core dimensions illustrated in the table on the right. Through this lens of analysing publicness, the notions of public and private in publicness are used more as assessment tools that may be rendered irrelevant to the architectural discourse; however, while the basic core dimensions constitute the theory, they over-rationalise publicness where the complexity in the relationship between a person and the space is hardly apparent.

To obtain a clearer understanding of the 'cultural landscape' as conceived by Reijndorp & Hajerand and 'third places' by Oldenburg, these will be discussed to aid the discussion. Parallels can be drawn between the concepts of publicness, cultural landscape and the third space (Varna and Tiesdell, 2010; Nemeth and Schmidt, 2010; Hajer and Reijndorp, 2010)

Cultural landscape

The question posed in this section is whether the quality of the landscape may provide new perspectives for the appearance of a new public domain. In their book- *In search for the new Public Domain*, Maarten Hajer and Arnold Reijindorp (2010) postulate that we cannot expect classical examples of public domain, such as the public spaces of Paris and Barcelona, to be delivered to us in our contemporary context. According to them, we need to look for new sites. The cultural landscape, as spoken of by Hajer and Reijndorp, is not merely a reproduction of former successful public spaces with underlining layers of an over-sanitized and aesthetically pleasing environment. These spaces tend to lack character and soul due to the alienation presented in the articulated environment, disconnecting and discouraging the user from being an actor in the space because of the absence of the cultural configuration layer. The cultural configuration has extensive variety, namely the cultural geography, cultural identity and the cultural significance. Functionality in space tends to de-void diverse cultural spaces which creates friction and energy that can only be created in that environment.

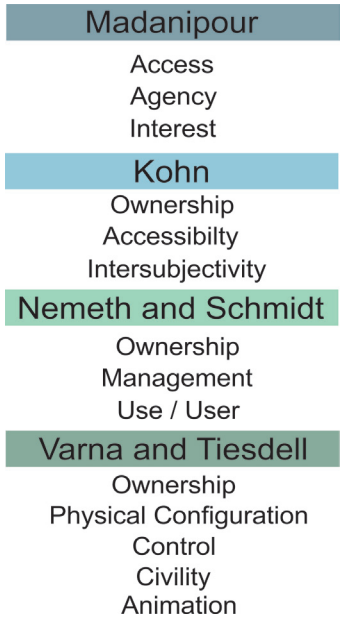


Fig 59. List of the core dimensions of publicness as identified by Madanipour, 1999; Kohn, 2004; Nemeth & Schmidt, 2011 and Varna & Tiesdell 2010

The energy and friction provided by the overlaying of subcultures and different social groups presented in a space create more lively public space, which in turn increases the degree of publicness in a space. 'Such spaces take into consideration the phenomenology of space. Where each person will experience the space differently, given that a 'frictionless' space accounts for the comfort of only one particular group, it demeans the level of publicness of the space as it is not to be perceived as public by others' (Hajer and Reijndorp, 2011).

Third place

A third place is an informal gathering place in which people gather between home and work. Oldenburg expands on the works of Homi K Bhabha, elaborating on how important the third place is for social interaction as these spaces can be viewed as the neutral meeting place of people of different subcultures. In a third place, the boundaries of social or public interaction are pushed into a more private domain, as these spaces include restaurants, coffee shops, and other hangouts, which may be technically private spaces in certain instances. Oldenburg explores these characteristic in the following:

On neutral ground

- 'In order for the city and its neighbourhoods to offer the rich and varied association that is their promise and potential, there must be neutral ground upon which people may gather. There must be places where individuals may come and go as they please, in which no one is required to play host, and in which we all feel at home and comfortable'(Oldenburg, 1999: 22)

The third place as leveller

- 'A place that is a leveller is, by nature, an inclusive place'. (Oldenburg, 1999: 24)
- 'The great bulk of human association finds individuals related to one another for some objective purpose… In contrast, what Georg Simmel referred to as "pure sociability" is precisely the occasion in which people get together for no purpose, higher and lower, than for the "joy, vivacity, and relief" of engaging their personalities beyond the contexts of purpose, duty, or role' (Oldenburg, 1999: 25)

Conversation is the main activity

- 'Neutral ground provides the place, and levelling sets the stage for the cardinal and sustaining activity of the third places everywhere. That activity is conversation.' (Oldenburg 1999: 26)
- Rules of conversation tend to exist within the third places. These rules 'fit the democratic order, or the levelling that prevails in third places' (Oldenburg,1999: 28)

Oldenburg further argues that for the space to be considered as third space, it should inherently possess certain qualities such as affordability, accessibility, and be inviting and comfortable. However, he emphasises the importance of the sense of belonging and ownership to the third space.(Oldenburg; Hernandez 1999).

Conclusion

Energy in a place can be ignited by a spark from that can be derived from different sources, caused by frictions. In physics, the law of conservation of energy states that the total energy of an isolated system cannot change it is said to be conserved over time. Energy can neither be created nor destroyed, but can change form. The same can be concluded about the conceptual notions of publicness and third space, the energy presented by the actor in space remains active, which the environment changes, but it is also able to transform to adapt to the surrounds. In the same way, the psychological perception of a space can be perceived as the user interacting with the space as positive or negative space, and thus the social perception of the environment can be changed.

2.1.1 Understanding the nature of the context

Introduction

The study presented in this section follows the argument from the introduction, which is applied across the spatial segregation study of Port Elizabeth through the varous scales namely: metro, sub-metro and precinct scale. This reading of the city at metro scale will provides the opportunity to examine the different levels and nature of segregation within the city, and this will lead to a better understanding of what connects the city with regards to what the primary movement routes and activity nodes are that make this connection possible. This will provide an understanding of the notions presented by Oldenburg (1999:26) of a neutral ground that provides the place, and levelling that sets the stage for the cardinal and sustaining activity of third places everywhere.

At sub-metro scale this spatial segregation will be focused on the direct implications exerted on the precinct by natural and man-made barriers that govern the spatial experience and movement pattern of the area, as expended by Hajer and Reijndorp with regards to what makes one space more appealing than the next, and what distinguishes the quality of one space from another. When we understand the opportunities and constraints that connect and segregate the environment, a lens will develop to articulate a sensitive approach and 'cultural landscape' attitude, as described by Oldenburg, toward the identity of the area. Hereafter we can identify and design a strategy to implement the spatial framework.

The complex and interactive layers of the sub-metro scale will be studied and a further examination of these demographics will make way for a project that will create a spatial ,social and integrated intervention within the precinct. This intervention will recognises the natural and man-made barriers that govern the movement and energy flow of the area.

2.2.1 Metro scale

In spatial terms, it is often said that public spaces are often the significant elements that make up the urban landscape. However, within this array of various typologies and shades of public space it becomes a difficult exercise to identify which spaces constitute the core structure of the urban landscape. Lynch suggests that the quality of an environment exists within the given factors, such as the psychological background and socio-economic state of the occupants of the urban space. Lynch suggest a few vital performance dimension that become crucial in identifying this space:

- Vitality, which is defined as 'the degree to which the form of the city (settlement) supports the vital functions'.
- Safety, which can be described as a physically safe area with clean air, hygienic conditions and healthy food. It also means the treatment of those who have been subjected hazardous elements and it refers to systems that would assist in establishing these.
- Consonance means that the physical environment should be conducive to the biological requirements of human beings. The Natural rhythms, such as walking, should be supported by the spatial environment.

The study conducted at the metro scale is aimed at bringing about a thorough understanding of Port Elizabeth as a dispersed environment that is connected by activities along a primary transport route, which supports the system and connects the arrangement of space. Thus, with regards to a clearer understanding of the different scales and influences that each connection has to the environment, the public transport interchanges play a fundamental role in these compositions of space as they are strategically placed in the environment most connected to the direct context.

The objective of this research is to recognise the natural and man-made barriers that are perceived in an environment and the effects they have on the social and psychological perception of a place, as people generally will isolate themselves from an environment that does not appeal to there physical and psychological senses. These psychological and social barriers can be obstructed by the structures that are set up by the natural and artificial structures in an environment, and ideologies and perceptions of one space being better than the other, as Oldenburg expends in the search for publicness in a place. This is crucial, in Port Elizabeth in particular as the place has been divided into the southern and northern sphere of space that cross terminates through Korsten.

This spatial reading provides the data that is essential to analyse the movement patterns that exist from the south (core) to the north (periphery) and the relationships that emerge with the transport facility provided to the public. From the map presented, the primary transport routes in Port Elizabeth function as 'ring roads' that circulate predominately round the northern sphere of Port Elizabeth and Korsten becomes the threshold between the two divides of the city. The maps that projects these processes can be seen on Figure 59.

Korsten forms the first layer of the segregated environment in Port Elizabeth. It is centrally located within Port Elizabeth and the historical implication brought about by apartheid planning has fostered the area to function as a secondary CBD. The services found in the area serve people within and around the Korsten area, and this in turn intensifies the pedestrian movement along the public roads of the precinct.
For this reason, Korsten has been selected as the area for focus of further investigation for the purposes of this treatise.

Fig 60. Illustration of the two southern and northern sphere of Port Elizabeth :
(source: author)

2.2.2 Sub-metro scale

Korsten is an area that was formed out of consequence. The friction and energy flow that attracts and repels between the natural and man-made barriers subsequently resulted in the spatial and social condition experienced in the area. At the turn of the 20th century, the conditions of inner city of Port Elizabeth were poor and had fallen into disrepair,. Land that was leased by the municipality became extremely expensive for the black working class and due to the slummy condition that ensued, there was an outbreak an of the Bubonic plague, which necessitated the immediate relocation of the inhabitants of the 'inner city slum'. This relocation stretched as far as New Brighton, but Korsten developed as a residential suburb which increased the influx of occupants to the area who were not bound by the Native Reserve Location Act to move to New Brighton.
At that period of time, Korsten fell outside the boundaries of the Port Elizabeth municipality. As the effects of this peripheral condition of the area permitted land purchasing and the cost of living was affordable for the lower earning class, Korsten became a convenient place to settle. The following time-line structures the development patterns and events with regards to the development of Korsten:

1853- The village of Korsten was established outside the municipality boundaries of Port Elizabeth.

1902- Korsten was regarded as the worst slum area in Port Elizabeth.
1904- the village board controlled Korsten but was disbanded by the Cape government as a result of unsanitary reports.
1906- A second board was established which lasted until 1931 when Korsten became part of Port Elizabeth.

1933- Korsten lake was drained and plans were made to lead the water to the Salt lake.
1938 -The municipality established a five-year plan for the slums, Schauder Township was planned for coloured people, and McNamee Village for black people.

1956- 45 000 black and coloured slum dwellers were relocated to Kwazakele and New Brighton.
1958- Korsten existed as a non-mixed racial community until the 1960's.

In the 19th century, the Korsten area was sub-divided into equal rectangular plots that were used for small-holdings. This division enforced a strong structural grid that created an edge condition to the green belt near the N2 separating Gelvandale and Korsten.

To the south of Korsten lay a township called Schauderville, which was established on the escarpment of Korsten. This area was developed to house the coloured community just on the edge of Korsten. Further up is Newton park, which connects to the Korsten precinct through a major flood route that naturally channels itself between the two areas. Newton suffered from mismanagement along with the water channel running through it which added to the bad sanitation that affected the area.
There is a green belt running between Newton Park and Korsten that functioned as racial divider of (100 m in length) during the apartheid era, but it has presently lost its presence over the years as currently Diaz Road runs through the green buffer connecting commuters to the CBD.

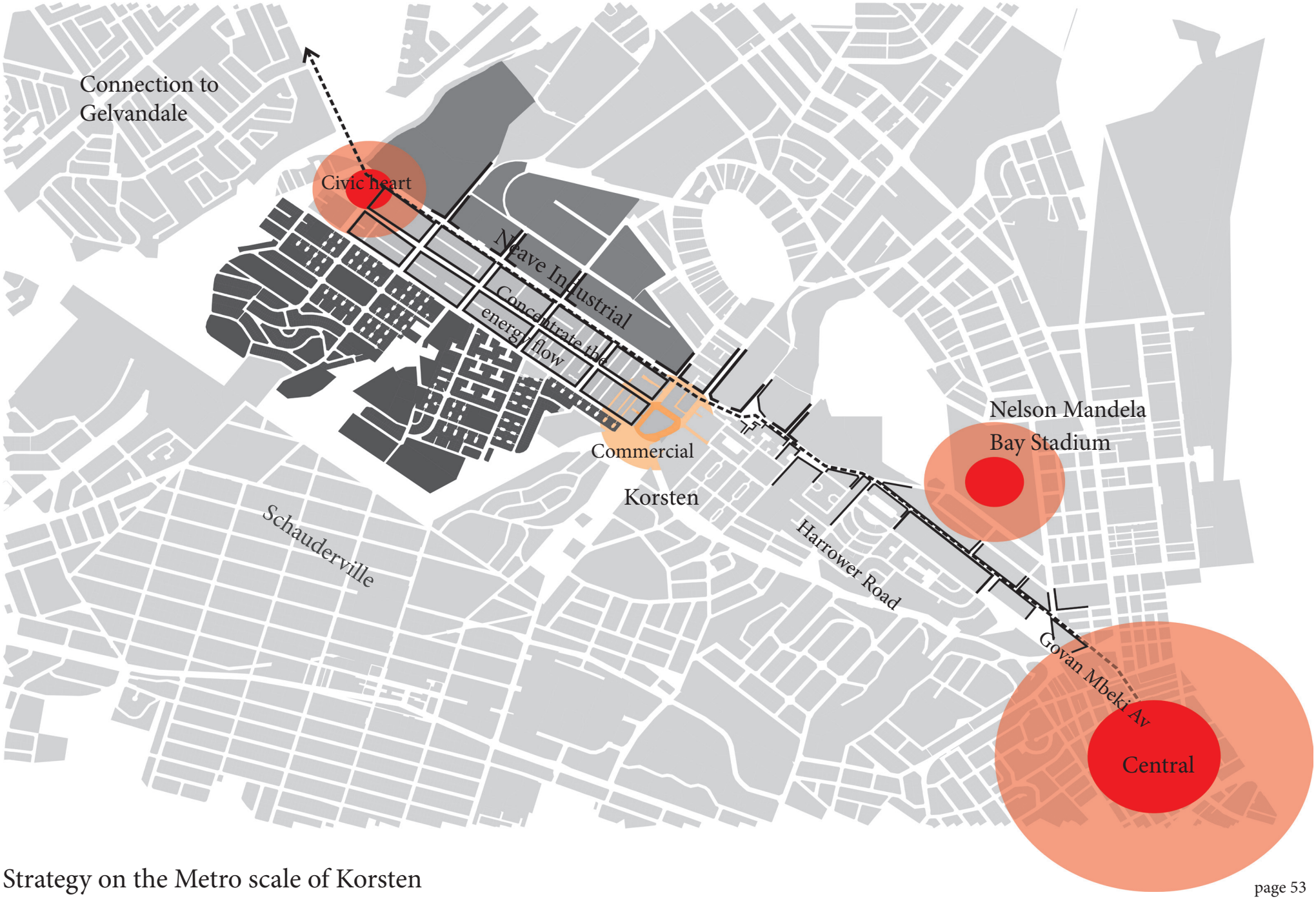
The Korsten area has not expanded over the years due to the spatial confinement that exists around the area, namely the industrial edge to the east and the escapement to the west. The area has been subjected to linear growth from Kempston Road to the N2 and this has been supported by the main traffic route that crosses the precinct. This condition adds to the segregated condition in the area and in addition Gelvendale is subjected to peripheral conditions which will inevitably further segregate the urban landscape.

The proposed strategy for the urban landscape of Port Elizabeth is to concentrate movement and activity from the city centre (CBD) through into the Korsten precinct, this is illustrated on Figure 60; this will effectively strengthen the commercial corridor between the nodes. By creating a node at the Civic Centre of Korsten we are not only effectively enhancing the energies at the commercial heart of Korsten, but also stimulating linear growth throughout the precinct by terminating all energies at the north -west part of the precinct.

The proposed precinct design strategy is to acknowledge the head and tail condition in Korsten and to support the different zones and energy at each end of the precinct. By doing this, there will be an equal flow of energy throughout the precinct and a concentration of energy to the centre of the precinct.

The cultural reading of Korsten is a result of the coming together of many different cultures from Southern Africa and beyond the borders to form a truly intricate, multifaceted cultural dish that can only be experienced in the streets of Korsten. There is a underlined condition to the socio-economic fusion of these cultures; as all have come to seek improved living conditions in a relatively affordable 'urban backpackers' precinct. There is a sense of community among the permanent dwellers of the areas, but a sense of a 'working relationship' between the traders, mainly because of the crime in the area.
What becomes interesting about this multi-layered culture is that the common objective is survival with regard to the trading nature of Korsten. This trading activity is the heartbeat of the precinct, it forms one of the primary activity that brings people in and out of Korsten and builds the physical nature of the area (temporary trading structures, the use of dilapidated building etc).

The primary trading culture of Korsten is supported by a well structured transport system that transports commuters to serve the market-place. This is made possible because major roads such as Kempston, Stanford and the N2 form the boundaries of the area, which makes Korsten extremely accessible, thereby forming the primary condition that is fundamental to the formation of the transport interchange.



Strategy on the Metro scale of Korsten

Fig 61. The diagram illustrates the proposed connection from the city centre, Central through to the Nelson Mandela Bay Stadium and terminating at the Civic centre of Korsten.
The strategy is to concentrate movement and activity from the city centre through into the Korsten precinct, this will effectively strengthen the commercial corridor between the nodes. By creating a node at the Civic centre of Korsten efficiently connecting Gelvandale to the activity corridor.

Fig 62. The illustration shows the natural elements and specifically the catchment area of Korsten, which runs straight through the middle of Durban Road and goes through to the Dry Lake at the bottom of the industrial area.

2.3.1 Defining the problem

The urban landscape is made up of many vital energy that is necessary to sustain life within the urban environment. Past civilizations and cultures were aware of this energy and built their building based on the energy flow of the place. 'Sense of place' is a much-used expression used to qualify a perception of quality in space. Nevertheless, we recognise that certain localities have an attraction that gives us a certain indefinable sense of well-being which we want to return to, time and again (Jackson, 1994:157-158). Korsten as an area of study has a very unique flow of energy pattern that response to external forces with influence the internal environment. The head of Korsten (Cotterell Road) receives an influx of energy (pedestrian movement, vehicle movement) that creates drama in the environment. Korsten is made up of different subcultures and therefore group identity of this place is closely linked with the form and history of the place.

' In the course of time the landscape, whether that of a large region like a country of a small locality like a market town, acquires its specific genius loci, its culture- and history- conditioned character which commonly reflects not only the work and aspirations of the society at present in occupancy but also that of its precursors in the area' (Conzen, 1996: 56-57). The southern location of Korsten (Cotterell Road) has experienced a healthy pulse and friction of energy that has give the area its identity and consequently has cause a contraction in the spread of the energy, as the head of Korsten (Cotterell Road) cannot expand further than its parameters.

Over the years a new pulse has emerged at the tail of Korsten (Ableet Street), which is civic in nature, comprised of all the municipal facilities that the general public would need to utilise in there daily life. This newly formed energy has created a pulse that supports the current activity and energy that can experienced at the southern end (Cotterell Road) of Korsten.

These two environments have been identified for potential intervention sites, and to further identify the 'sense' of the two environments, the author will refer to Lynch (1981).

He suggested that universal city qualities exist that are relevant to urban dwellers from all walks of life with different backgrounds and socio-economic status. These qualities are referred to as performance dimensions. The author explains that not all performance dimensions would be of equal importance depending on the context, and that in some cases trade-offs must be negotiated depending on a person's preferences or values (Lynch, 1981:111-112).

These suggested performance dimensions are as follows:

- Sense is the degree to which the settlement can be clearly defined and mentally differentiated and structured in time and space by residents, and the degree to which that mental structure connects with their valuse and concepts – to match environment, our sensory and mental capability and cultural constructs (Lynch, 1981:118).
- Identity is the ability of an area to be different from other areas 'sense of place' (Lynch, 1981;131).
- Structure of a small place is 'the sense of how parts fit together' (Lynch, 1981:134). Orientation is critical to ensure access to opportunity.
- Congruence refers to how the form or appearance of a building (or space) is matched by its social, economic or cultural role. It refers to how its location communicates its function (Lynch, 1981:138)
- Transparency, refers to the ability of the city or urban places to be perceived by means of the five basic human senses. Here the 'sense of life' comes into being (Lynch, 1981:139).

A study of Korsten's energy reading will be discussed in the following sections to assist in identifying a site that presents the desired conditions for an mini-bus interchange.

2.3.2 Spatial frame work

Activity Reading through Korsten

Fig 63. The map illustrates the different intensities of energy present within different natures of activities and zones within Korsten.

Korsten connectivity to the rest of the metro

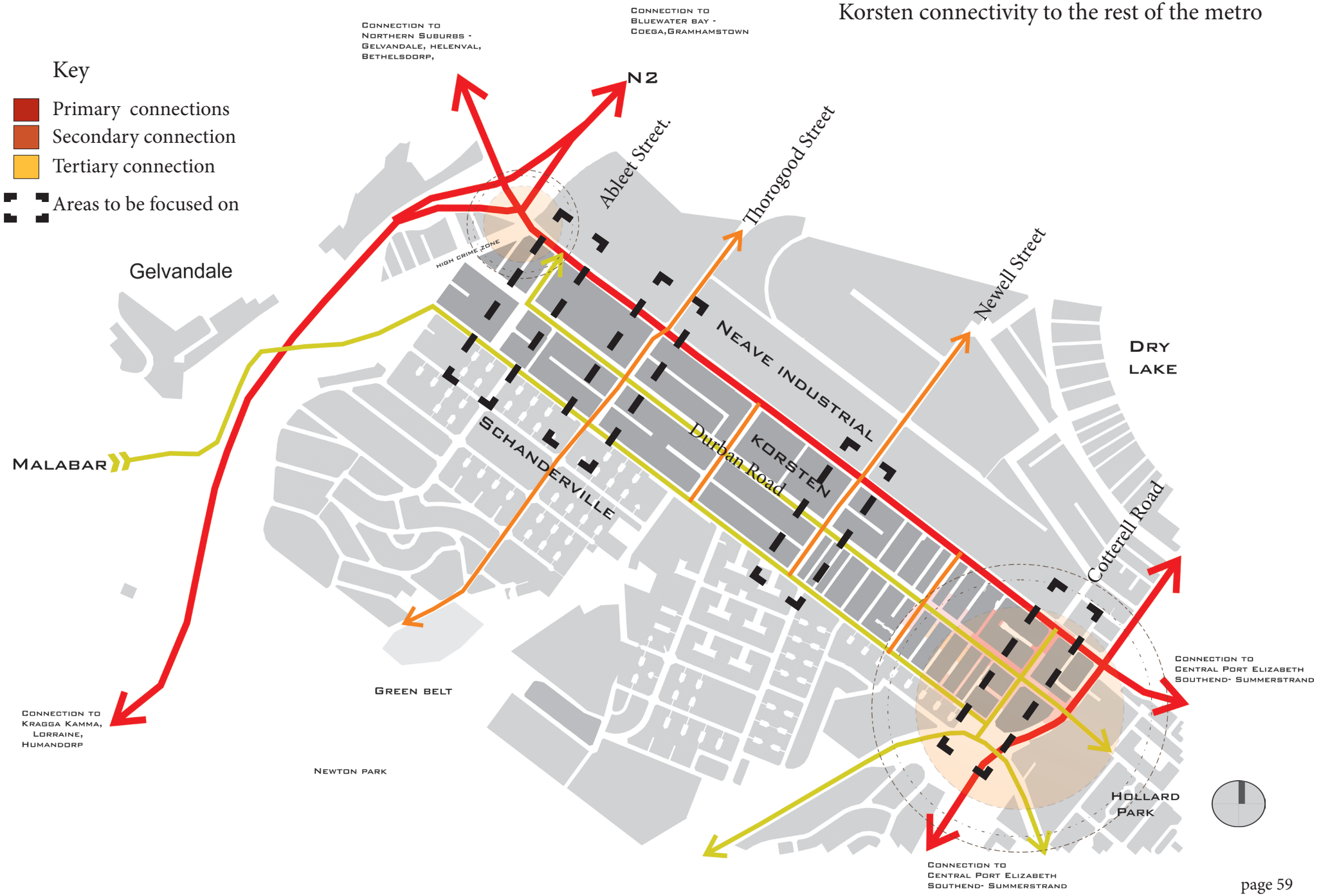


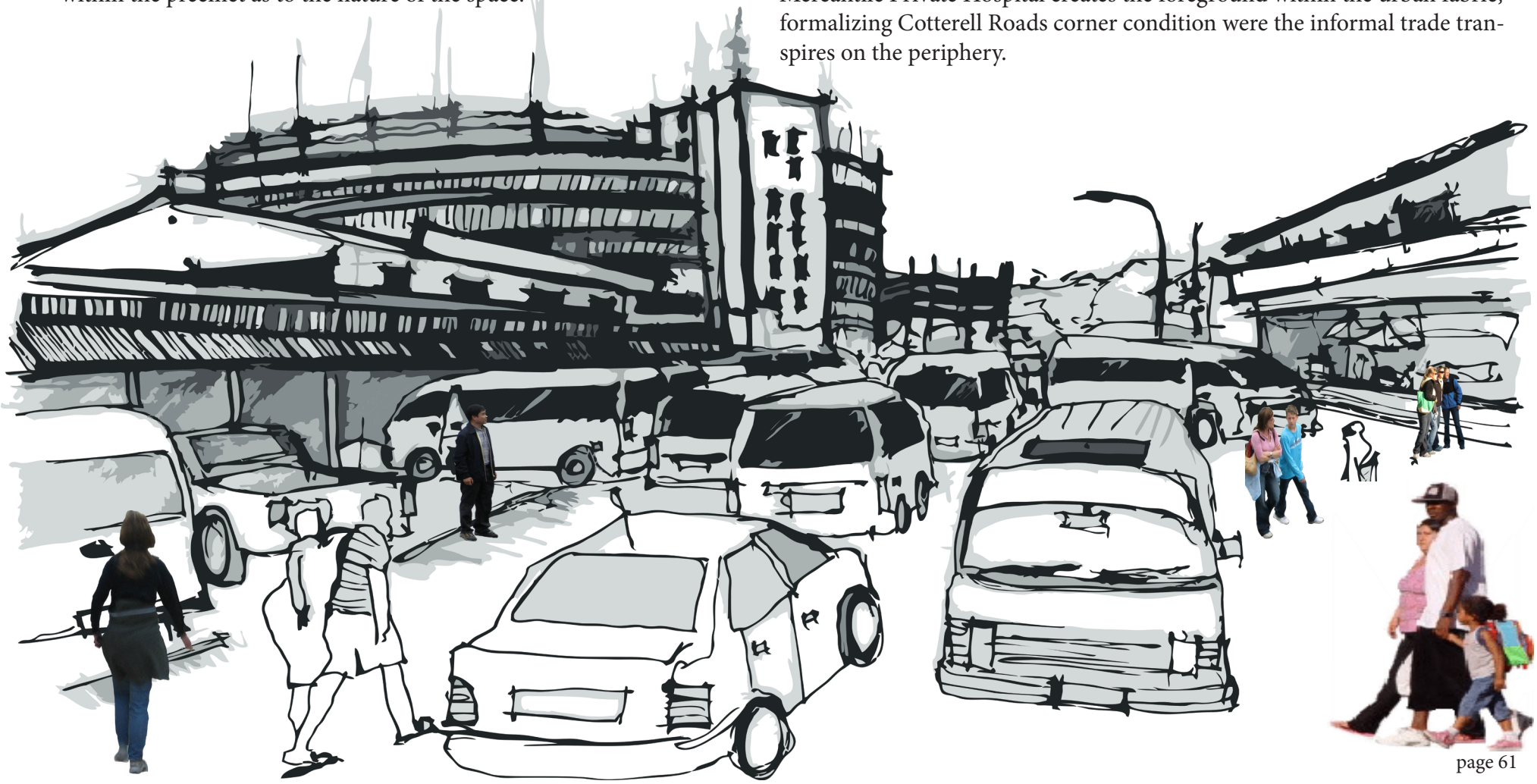
Fig 64. The map illustrates primary and secondary connections that exist internally and to the rest of the Metro. The streets that will be analysed will be as follows :
At the head of Korsten , Cotterell Road will be the area of focus, which will progress into the nature of Durban Road. Newell Street will be the next area of focus leading to the termination at Thorogood Street and Ableet Street.

Cotterell Road intensity use.
The energy of the pedestrian movement along Cotterell Road is generated by the transport node that works as a catalyst in the area.
The commercial activity (formal and informal)forms around the transport node.
The informal taxi rank that exists on Cotterell Road is situated harmoniously within the urban fabric, transporting passengers without any spatial conflict or creating confusion within the precinct as to the nature of the space.

Stanford road is an arterial route on the industrial edge, that creates a buffer condition of pedestrians due to the high traffic of private and public transport facilities.

Cotterell Road is a very high pedestrian strip that is activated by the informal taxi stop zone. This concentration of density has resulted in this area being identified as a high crime zone because of the lack of well-defined activity areas that all transpire on narrow paved areas.

Mercantile Private Hospital creates the foreground within the urban fabric, formalizing Cotterell Roads corner condition were the informal trade transpires on the periphery.



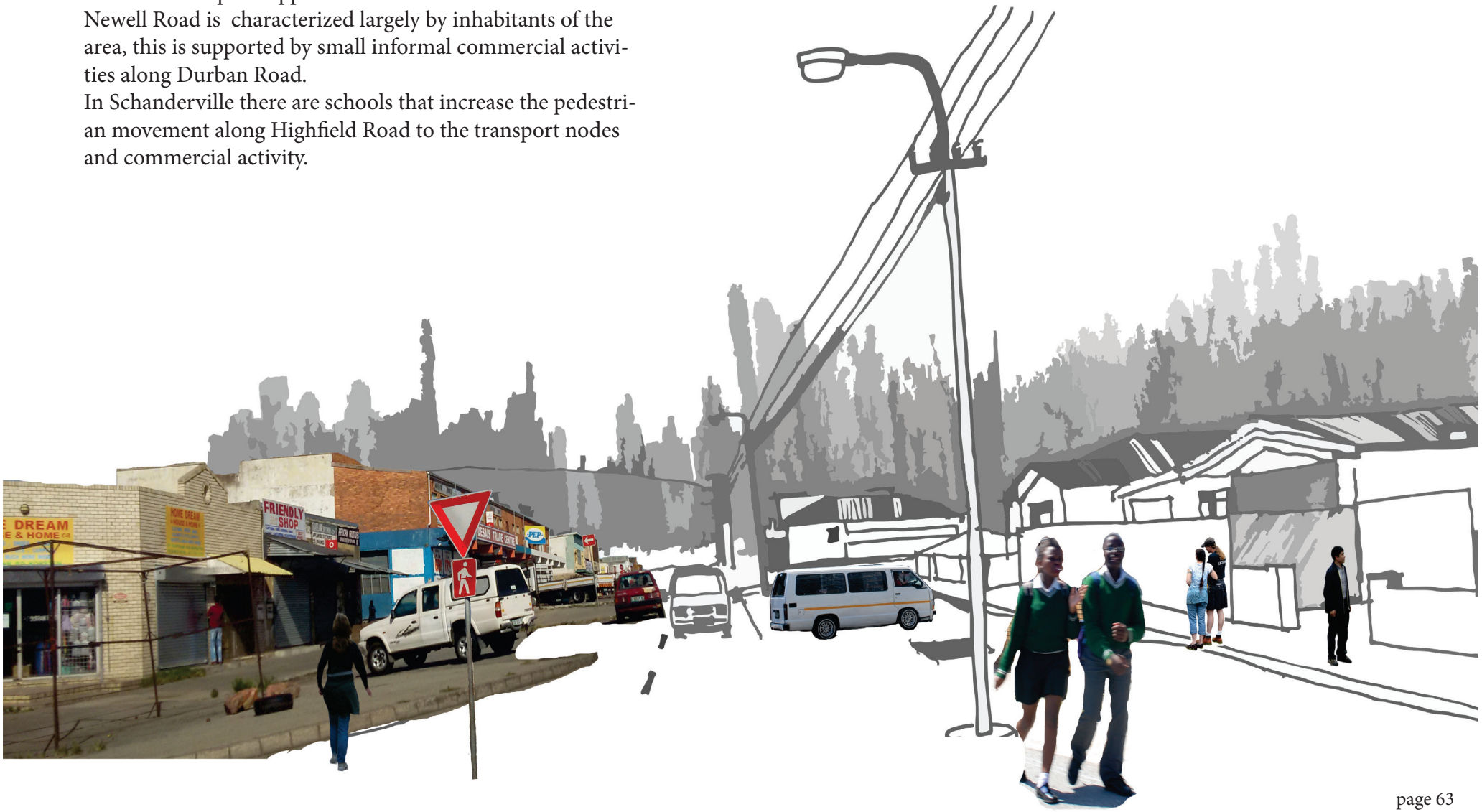
Durban Road intensity use.
As the pedestrian progresses down Durban Road, the nature of the activity changes from formal trade to predominantly informal trade and there is an increase in residential buildings. This change is also evident in the reduced energies that transpire along this strip of Durban Road.
This area of Durban Road is not preferential for pedestrians as there are no covered walkways and the surface is not smooth to walk on, so pedestrians prefer walking on the street.

Highfield Road is divided into two strips that create a privacy gradient from commercial activity to residential ,this provides a thoroughfare linking schools to taxi rank. This soft edge with covered tree lines becomes the preferred pedestrian thoroughfare.

Stanford Road maintains being a arterial route on the industrial edge, creating a buffer condition of pedestrians due to the high traffic of private and public transport facilities. However, residential houses and small-scale businesses exist along this edge, resulting in little or moderate movement for people.

Newell Road intensity use.
Gelvandale residents connect to Korsten via the lower Durban Road in search of job opportunities. This major pedestrian link generates the activity along the Durban Road edges and small-scale informal traders are present.
Newell Road is a predominantly residential area with the occasional shop to support the area.
Newell Road is characterized largely by inhabitants of the area, this is supported by small informal commercial activities along Durban Road.
In Schanderville there are schools that increase the pedestrian movement along Highfield Road to the transport nodes and commercial activity.

On Stanford Road and along Durban Road there is a concentration of formal trading activity (petrol station, shops etc) that cater to the motor industry and as a result high density of private vehicles can be experienced.
There is very little public transport interaction as a result of little or no pedestrian interaction along the industrial edge.



Ableet Street intensity use.
The pedestrian activity on the tail of Korsten precinct is less active, but never the less maintains a moderate pulse between the formalized commercial activity and the public institutions.
The nature of the commercial edge is rigid and very formal, serving a particular market, making this area less friendly for informal trade.
People move along this area are moving between sacred spaces, commercial activity and residential spaces.
Residential enclaves also create an environment where strangers can easily be identified, and this is not promoting this area as public domain.

This area of Korsten feels more private vehicle friendly as formalised commercial activity takes place along this edge and is supported by private entities. The informal trade is not supported and this is evident as pedestrian movement is controlled.

2.3.3 Spatial framework

Site selection

This section follows the previous spatial investigations conducted in Korsten, and the diagrams below indicate the possible spatial relationships that the intervention could bring about within the precinct.

The following models represent the conditions that are present in Korsten and pose possibilities for intervention:

- The first model(Figure 65.1) represents how the interchange can form part of the fabric on the main route of Durban Road in Korsten.

- The second model (Figure 65.2) represents how the interchange could be integrated within the urban fabric creating an intersection point with the environment.

- The third model (Figure 65.3 represents the interchange forming part of a gateway system or being part of a termination point in the urban fabric.

These models were developed to investigate the most applicable response to the context that would acknowledge the head and tail condition of Korsten and integrate the environments, also recognising the conditions presented by Lynch in identifying the best 'sense of place' for the environment. The response would need to recognise the following aspects of Korsten:

1. Korsten thrives on its commercial and industrial industry, and the precinct is a trader's hub.

2. Korsten's informal and formal trade form the backbone of the precinct and this influences the area's integration with the external system within the Bay (the transport system), making it a 'commercial and cultural melting pot for both inhabitants and strangers'.

3. Korsten functions as a secondary CBD from Central with a secondary modal interchange that connects the area to the rest of the Bay.

4. The Korsten precinct contains a number of civic building that people frequently visit (the Port Elizabeth Traffic Department and the two state hospitals).

5. The stadium precinct presents an economic opportunity that can possibly have an impact on the area. It also presents a social aspect as it is a pedestrian friendly zone that connects to the Korsten precinct.

Fig 65. The diagrams illustrate the three different models that pertain to connectivity to an environment : (source : author)

Fig 65.1

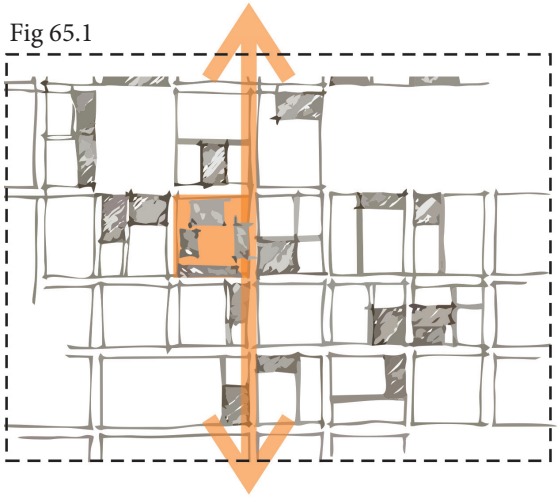


Fig 65.2

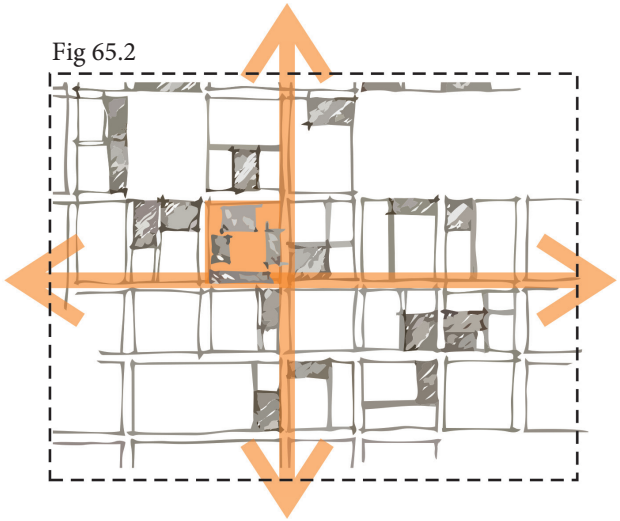
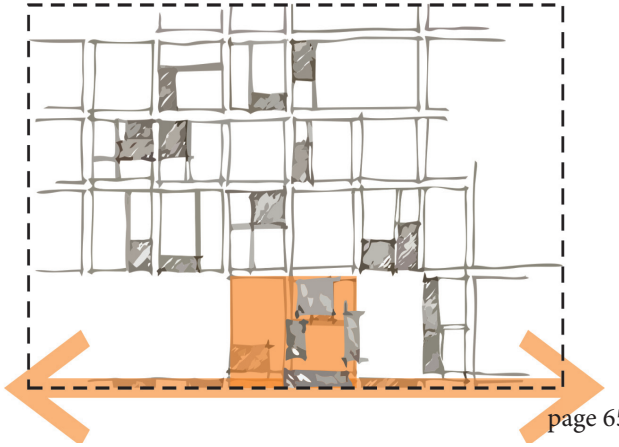


Fig 65.3



2.3.4 Precinct

Fig 66. The diagrams illustrate the proposed precinct design, the civic nature on the precinct has been developed from an understanding of the existing footprint that is on the site but strengthened by concentrating the cluster and providing public open space as termination to the precinct. : (source : author)

2.3.4 The Urban structure

Spatial syntax.

Condensing the urban fabric through the incorporation of a mixed -use model (commercial, housing and civic structure) is crucial creating a post-industrial structure in Korsten.
The heightening of the building edge provides for vertical density that will not only enclose the space, but incorporate more users into the space.

Fig 67. The diagram illustrates the mixed-use facilities: (source :author)

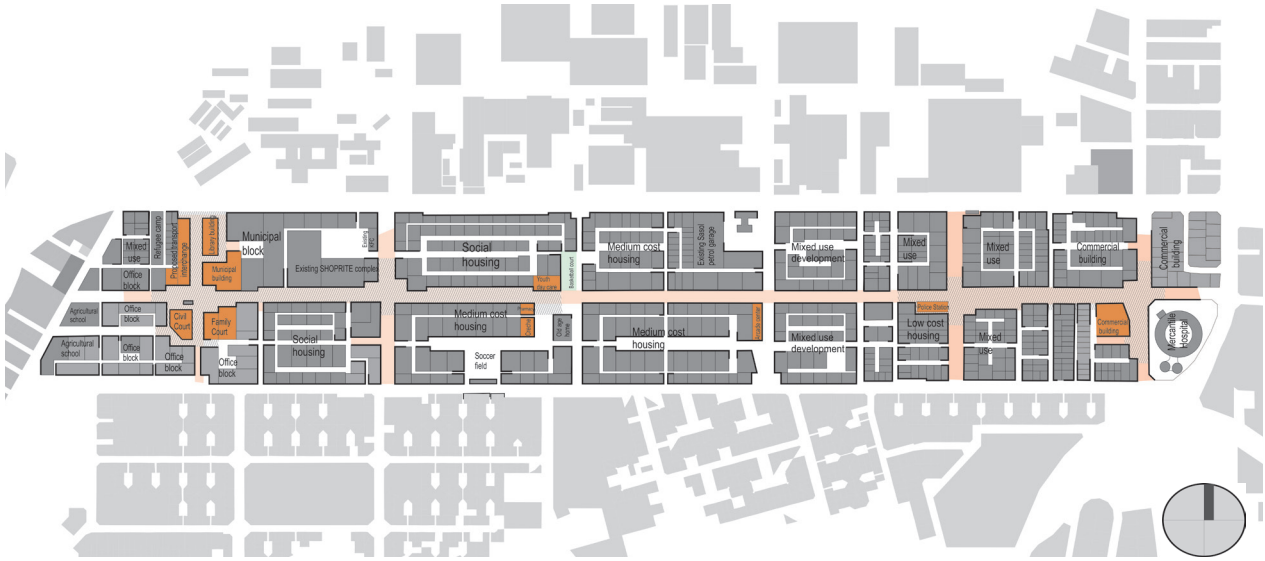


Fig 68. The diagram illustrates the centres condition employed to the Korsten precinct: (source :author)

The arrival and departure zone of the precinct has been highlighted in the diagram, and the linear axis that connects the two spaces has been strengthened. This will create an environment where Korsten is a destination that attracts energy through to the central core of the precinct, offering commercial and civic activities that support each other. These two centres will form a visual connection and dialogue between the two zones which will create energy that can be articulate a fusion of different activities in the precinct.

A hierarchy of movement routes is essential as this creates an environment that is clear and legible for the pedestrian and motorist.
All movement routes have been mapped, and these strengthen the connection integrating the intervention to the BRT system.

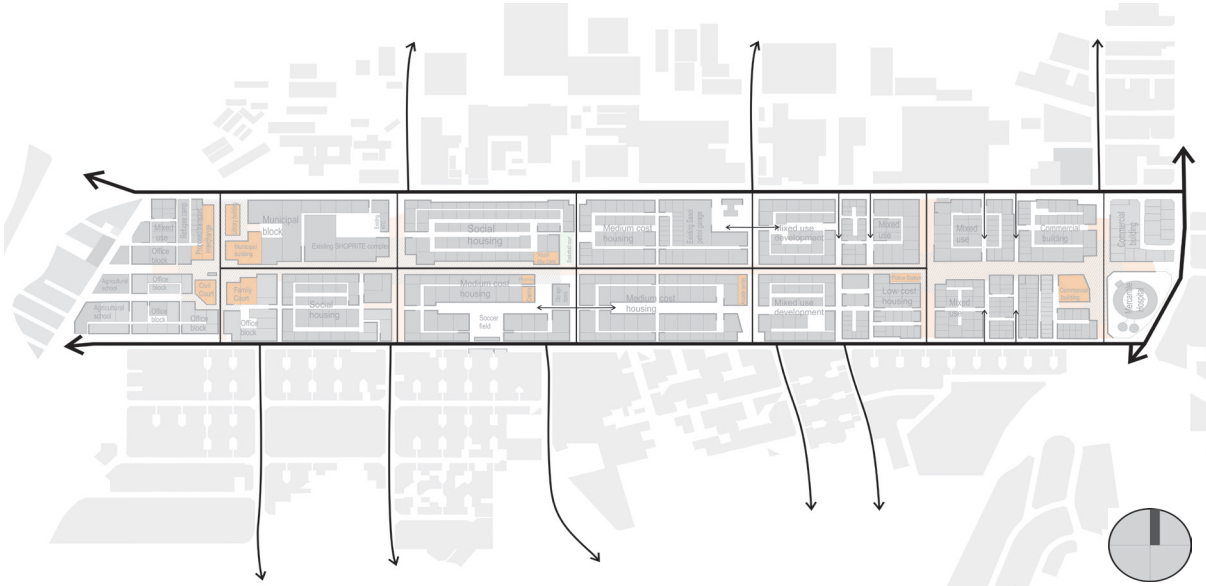
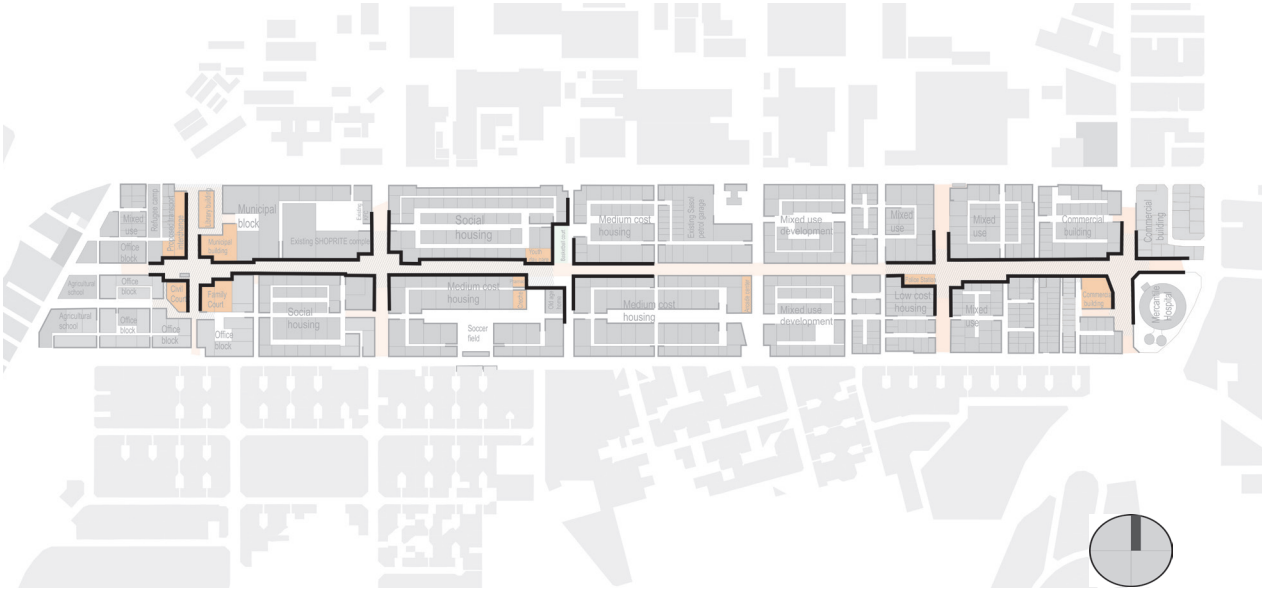


Fig 69. The diagram illustrates the Movement patterns employed to the Korsten precinct: (source :author)

Fig 70. The diagram illustrates the Hierarchy of public space articulated to the Korsten precinct: (source :author)



Positive settlements are characterised by a hierarchal 'family' of public spaces that are both nodal and linear. These spaces are the informal meeting spaces within the precinct, they represent the highest order of social infrastructure.

The strategic placement of transitional zones of activity and public areas of rest have been mapped and these elements will: Blur harsh edges of the rigid grid structure to maintain a visual along the street edge and connect the street as an entity; and

- Provide for areas of rest for pedestrians as they move between points of interest.

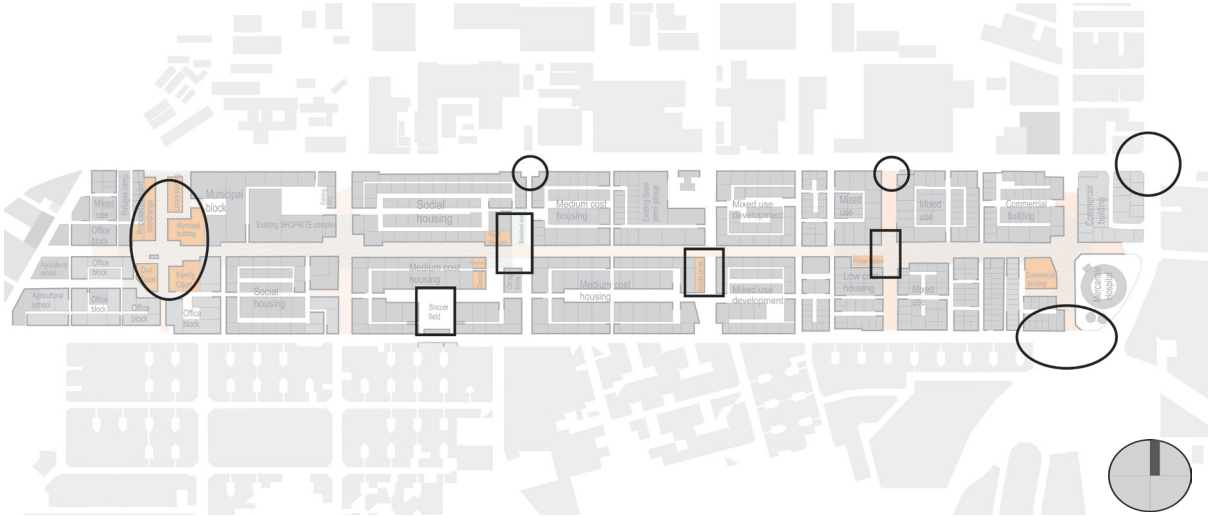


Fig 71. The diagram illustrates the Transition zone and open space network articulated to the Korsten precinct: (source :author)

Fig 72. The diagram illustrates the Civic structure articulated to the Korsten precinct: (source :author)

The civic precinct in the framework incorporates the following civic and community functions:
a community hall, public library, post office, municipal administration functions such as a traffic department, mini-bus transport interchange and a police station.
The strategic placement of these facilities is to enhance the civic nature of the precincts and reinforce the current public institutions on site.

The transport structure and the relevant architectural responses are mapped out as illustrated, and they incorporate natural movement routes and respond to existing barrier conditions on site. This movement system acknowledges the BRT system, and the interchange has been strategical placed within the commercial and civil zone of Korsten.

Transport network system

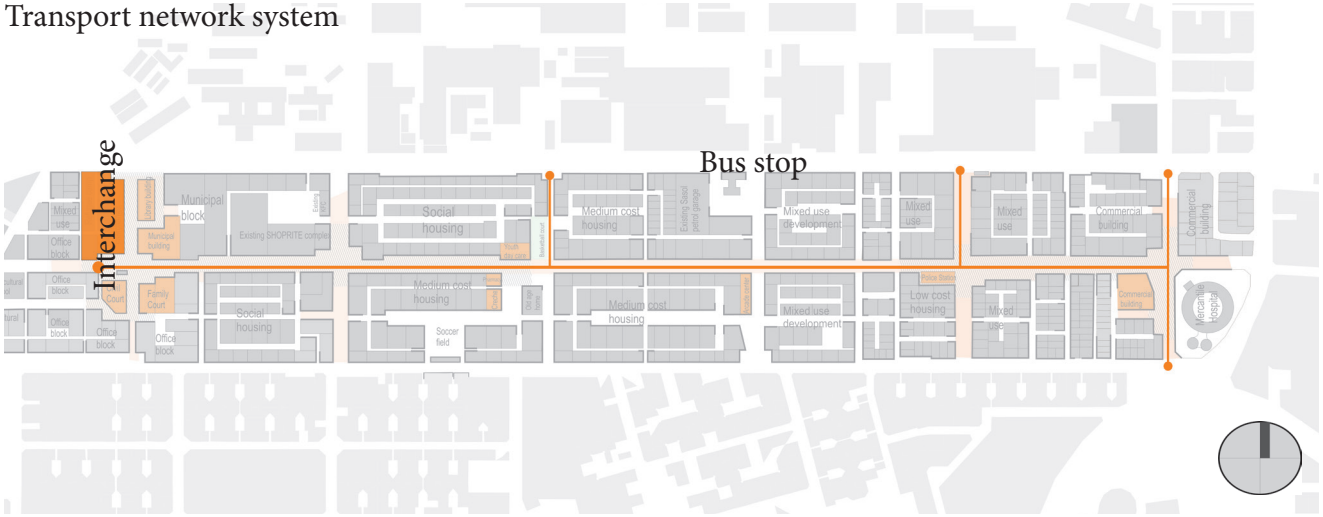
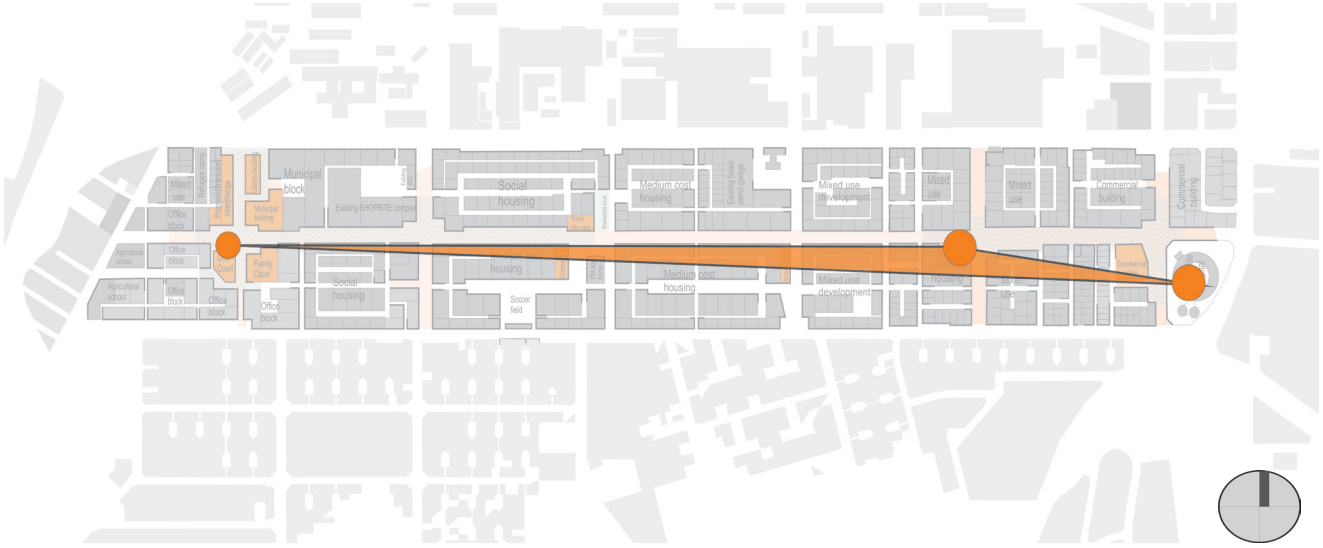


Fig 73. The diagram illustrates the Transport network routes articulated to the Korsten precinct: (source :author)

Fig 74. The diagram illustrates the Landmarks and focal points articulated to the Korsten precinct: (source :author)



Landmarks are essential as an assistive device for orientation. The Mercantile Hospital with its shape and size, but particularly its placement within the precinct, functions as a way finder for commuters and sets up a physical hierarchy within the built fabric. The police station is the second landmark within the precinct, and serves as a visual link and element of enclosure that defines space in the commercial strip of Korsten.

The civic heart forms the final layer of positive pockets of space, which are defined by the large buildings and public spill-out spaces, sculptures and markers as well as seating and vegetation to soften and define space the space for the pedestrians.

2.3.5 Conclusion : On the context

This section of the research discusses the spatial concern of Korsten, Port Elizabeth, in terms of the integrated and segregated nature of the context and bring about an area of focus for the intervention.
Korsten has been identified by the Nelson Mandela Bay Municipality as an important link that connects to the central core of the city as a secondary economic bead to the central CBD .As the Korsten area is currently in a decaying state it is important to regenerate this urban core. Given the high levels of cultural diversity, industrial and commercial activity that heighten the pedestrian activity on site, Korsten presents the opportunity to become a **post-industrial cultural precinct.**
An 'Industrial districts' is a term that is used to describe an area where workers of a monolithic heavy industry live within walking distance from where they dwell. Regenerating this has economic and environmental impacts that must be considered, but this intervention nevertheless comes with inherent requirements for the industry to work and the people to benefit from the manufacturing.

The built form of Korsten
The Nelson Mandela Stadium in North End is a landmark in Port Elizabeth and serves as a iconic building in the background, but its presence does not really contribute to precinct.
The Mercantile Private Hospital forms the highest point in the hierarchy of the Korsten precinct because of its formal expression as an extruded cylinder within a predominantly rectangular precinct. The hospital is three times higher than any other building in its surrounding context, and the building's height and its location makes it a landmark that gives the precinct a gateway condition as we move to the commercial heart of Korsten .
The civic building in the Korsten precinct generally function as isolated entities that are dispersed clusters within Korsten and Schauderville. These buildings don't contribute significantly to any civil presence in the precinct, expect for the Mercantile Hospital as mentioned. These public buildings function within fenced conditions and they fail to produce public outdoor space within and round the civic structure.

Through the understanding obtained by engaging with the different layers of Korsten and the different natures of connection that exist within the environment, the third diagram presented below will be used to develop the interchange as a catalytic development at the end of the Korsten precinct that engages with the axes connection from the N2, Gelvandale and most importantly, the civic building on Korsten.
This model will make use of the following opportunities :

- Mixed use nature of the context that can be integrated into the transport nodes.
- The concentration of public buildings to increase the public interaction within the precinct.
- Promote the multi- cultural nature of the precinct by implementing a hybrid model of living.
- Integrating transport system which will present a framework for all the traffic routes.

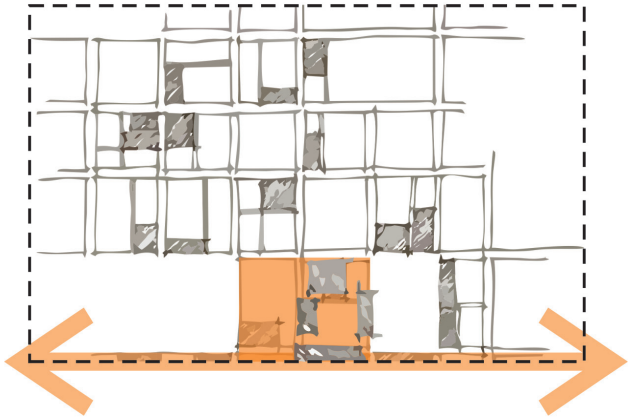


Fig 75. The diagrams illustrate the models to be employed that pertain to connectivity to the Korsten environment : (source : author)

2.4 Conclusion to content

Through understanding the historical baseline conditions of Korsten during the post apartheid era and the current conditions of the area, Korsten feels like a 'backpackers' haven for all travellers from different spheres in Africa and beyond coming to seek better living conditions.
The Korsten precinct is predominantly occupied by coloured people, but there are many other population groups such as Somalian, Chinese, Indian, white and black people. A significant number of the white working-class population reside in the northern part of Korsten. The black population of Korsten consists of Nigerians, Ghanaians, Zimbabweans and South African black population groups. A conclusion can be drawn that Korsten's multicultural, highly diverse nature is a sanctuary for travellers and that Korsten is a 'sanctuary for the urban nomad'.

Sanctuary in this context, refers to a places for the public realm, articulated to be neutral as describes by Oldenburg, by extension the term has come to be used for any place of safety on foreign ground.
The urban nomads by definition is a small but diverse section of society that lives and works in an urban area, yet does not own property or otherwise reside permanently in any one location.

With Bhabha's theory forming the baseline condition of this treatise, Korsten possess the criteria described in engaging with the sense of a place. Thus, an understanding as been developed to comprehend the role and function of the site selected and the various forces that are at play.

What are the programmatic components of transport interchange?

It is imperative to understand the nature of the public realm and the structuring elements that define the space, in particular the people in urban realm (travels, taxi operates and the community at large) -when designing and articulating a public facility. These are factors that can inform and impact the proximity between activities, as well as the security, comfort, convenience and accessibility of the intervention as suggested by Hajer and Reijndorp (2010).
Understanding the nature of an efficient transport interchange is imperative to unpacking the distinguishable features of the facility, there are four different types of distinctions, namely stops, ranks, terminals and loading zones.
A taxi terminal is an off-the-street facility at the end of one or more routes, whereas a rank is usually located within the road reserve where the taxis are allowed to stop, while a holding area is an area where the taxi waits between trips and there is no passenger activity (Kus, 1995:56-56).
Five major components have been identified that pertain to the core spatial elements of an interchange:

- Trans modal layout

The accessing of vehicles from one point to the next creates a network system where vehicle can circulate and be held at specific points for servicing, washing and storage.

- Social space and pedestrian interface for the urban nomad

An interchange works as a filter of movement from one space to the other and a meeting point at a junction where interaction can generate energies between the users of the space. These can be classified as gathering spaces that form around waiting areas, circulation spaces and movement patterns, which are vital in this sense to understanding the relationships and spatial dimensions of space.

- Commercial space: market and formal retail

Informal and formal trade takes place when people using a space come into contact with a junction or walk along a route to a node. The interchange must recognise this interface and provide the necessary facilities, such as secured formal trade stalls with public ablution, and sheltered platforms with refuse collection and storage areas.

- Management

All well-structured system requires a facility were formal gathering can occur so that structures can function effectively. Office space for the different management structures within the interchange need to be considered and the taxi drivers need private ablution facilities. Cleaning and disposing of unwanted waste within the environment could foster a sense of ownership over the space for the users.
A secure and safe environment must be articulated as the nature of interchange can at times be hostile, and surveillance within the area would minimise this undesired experience.

- Signage

To effectively communicate the main purpose of the environment to the users of the space, signage may be used as a medium of communication.

Accommodation Schedule

A detailed breakdown of activities to be accommodated with approximated floor area space

Main Interchange Concourse (Ground Floor Level)
Circulation +/-1000m2
Drop-off zones +/-500 m2
Security Office +/-40 m2
Seating +/- 300 m2
Public ablutions +/- 35 m2
Cleaning and storage +/- 30 m2
Telephone booths +/-20 m2
Information Kiosk and notice boards +/- 20 m2
General Parking (200 @ 8m2) +/- 1600 m2
Retail +/- 1000 m2
Total +/- 4545 m2
Feeder Stations
Taxi
Feeder Rank/Loading Bays (100 @ 16m2 each) +/- 1600 m2

Bus
4 Buses at
Waiting +/- 500 m2
Ablutions +/- 35 m2
Security +/- 15 m2
Traders' Market and +/- 500 m2
Formal retail +/- 500 m2
Refuse storage and collection area +/- 150 m2
Total +/-3300 m2

Management (First Floor Level)
Administrative Offices
Manager's Office +/- 20 m2
Staff offices (10 @ 15 m2 each) +/- 50 m2
Reception and waiting +/- 35 m2
Cleaning and Storage +/- 25 m2
Kitchenette and staff room/lounge +/- 40 m2
Ablutions +/- 35 m2
Conference room +/- 150 m2
Total +/- 310 m2
Grand total +/- 8 155 m2

NYC Green Cart
Life Mercantile Hospital

PART 2

Design development

Context response and Design development
The following section will provide the conceptual basis of the project and architectural responses towards the design of the Korsten interchange, these ideas will be represented in drawing and model form.

3.1 Design premise

In the previous sections of the document, spatial segregation has been underlined in terms of its relationships pertaining to the urban fabric of Port Elizabeth and in particular the Korsten area, this analysis was necessary to uncover and explore the notions of 'publicness'. This process was essential to realize an intervention that would integrate and connect the environment across all scales. Korsten as the 'place in between' has been identified as the threshold between the city and township providing the desired condition for an intervention, creating spatial and psychological inter-connectivity for the city.
The pubic domain perception can easily be misunderstood as it goes further than understanding public space, the conceptual notion of public domain does not always function as public space but the essence of the notion can be a spatial construct of the 'space of differences', the space to be confronted with the other and its dispositions, beliefs and behaviours. (Boomkems,R.; 1998, Hajer, M and A. Reijndorp; 2001)

The Parc La Vilette in Paris, designed by Tschumi is an example that is going to be used in the quest to understand the attitude and approaches used to integrate and articulate the public domain. Tschumi describes the design as a superposition of points, lines and surfaces and an arrangement, stacking and confrontation of internal and external routes, gardens, fields, trees and the famous structure, the red follies. (Walker, E ;2006)
Four elements that form the basic spatial construct which Tschumi uses to enlarge the diversity of the publicness in the park having been identified and will be discussed in order to extrapolate and comprehend the principles :

The first element are the routing, the park consists of external routes; which connect the park to its external environment and these routes connect through the park into the city centre. These form the internal structure of the park and place the park in a wider system spatially. The relationship formed by these interconnecting routes encourages different domains to fuse at a mutual point bringing a public of different destinations within the spatial structure creating urban meaningful unity to the fabric.

Fig 76. The diagrams illustrate the urban setting of the Parc La Vilette.

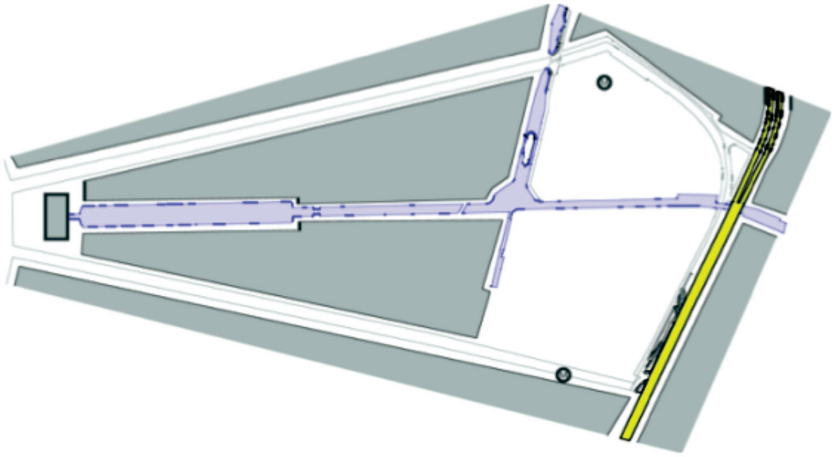


Fig 77. The diagrams illustrate the plan for Parc La Vilette.

The second element identified is the diversity of the program of the Parc La Vilette, this complexity and multi- diversity can be experienced on different levels and definitions within the space. The park accommodates a variety of function that relate to the neighbourhood condition as well as serving the city centre, places with a defined function and more undefined spots, fixed programs and temporal events. The significance of this is that its brings people to the space that encounter the experience on a daily bases and to people create an event to encounter the spatial experience.

The third element within this spatial construct is the superposition which makes this space more ambiguous, this element allow 'actors in space' to participate in framed space, to create a scene for inhabitants of the space to experience and engage without shaping the public domain that is formed. The space provides flexibility for the user to dictate its nature, providing for overviews of space or intimacy; with a view to others; or just enclosed space; an individual spot in space or an open connected space. The understanding of these elements and the nature of 'actors in the space' is fundamental in the shaping of a public domain.

Lastly, how these elements fuse and create moments in space and form the 'in-between' is what allows the actors in space to participate in the domain and brake tension between man and element, Tschumi achieved this effect by employing his famous follies. By bringing together the routes, program, sphere in one structure of space, gives space to a meaningful meeting among the different public. Because this meeting, the confrontation, we should not take it literally. According to Hajer and Reijdorp, looking at and looking to is already something. (Hajer, M and A. Reijndorp; 2001)

By understanding the nature and intention on each element separately and jointly, an environment shaped the social and spatial dimension of an area, this approach and attitude to space and social construct is what is anticipated in the engagement and development of the interchange in Korsten.

Fig 78. The diagrams illustrate the external routes, internal routes and cultural history of Parc La Vilette.

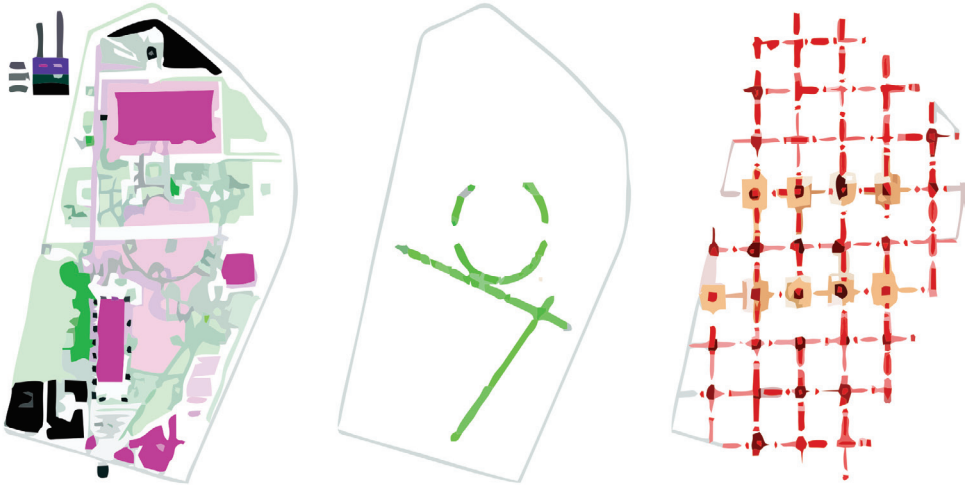


Fig 79. The diagrams illustrate the program, fixed form and structure of Parc La Vilette.

3.2 Design development

Form and organization of space characterize the physical environment. Ordering of public space has been seen as the interface of daily involvement with different scales of movement networks (Hillier and Hanson, 1984). In spatial terms, continuity and connectivity in cities is influenced by the spatial organisation of the city namely; movement , visibility and the presence of the people in places. This understanding influences the human constructs perception of publicness. The spatial-perception argument is constructed by the framework set up to create the conditions for the public realm to exist in; the physical activity and the physical organisation of public space. These expects structure the various dimensions of the public realm that are encored in the physical configuration of the space.

The urban condition of Port Elizabeth, particularly Central and Korsten have always functioned as independent entities with different spatial-perception that have structured a different senses of publicness, though connected by the movement routes. The mini-bus taxi functions as a medium that not only connects the different people to different places but is an extension of the public realm while the taxi rank becomes 'the place between' space. The everyday experience, functions, and forms of public realm are been explored whilst emphasizing the role of people in urban space.

While connecting urban infrastructure is critical in connecting the city, its is important to foster the corridor of publicness between the different nodes as this forms the public perception of differences in space.

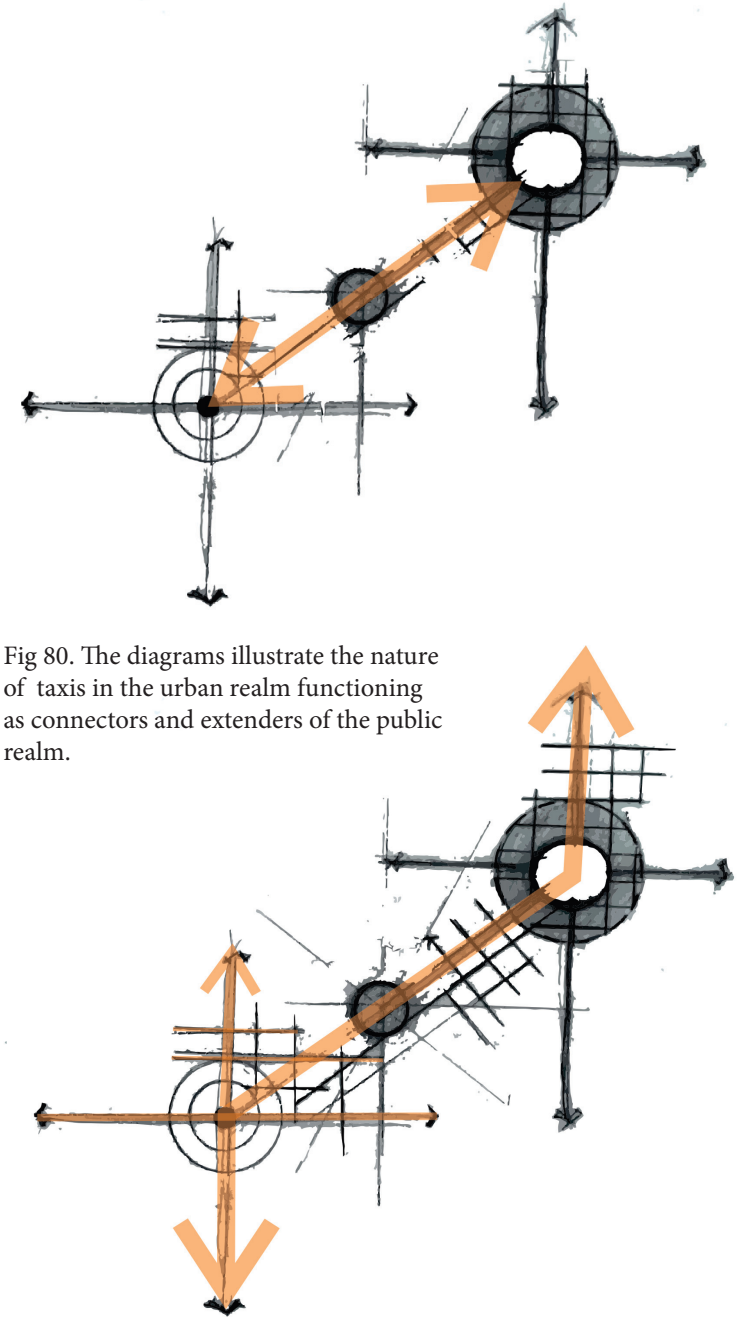


Fig 80. The diagrams illustrate the nature of taxis in the urban realm functioning as connectors and extenders of the public realm.

By using the four elements that form the spatial construct which Tschumi uses in Parc La Vilette, the Korsten urban structure has been studied according to the various layers which make up the public domain of the place.

The first elements studied are the routes, as previously discussed Korsten has three main routes that shape the movement around Korsten. Stanford Road is the main arterial route that is connected to the Khulani Corridor which places the precinct to a broader spatial system, while Durban Road forms the commercial edge in the precinct. Highfield Road connects the southern residential areas of Korsten to Durban Road and into the precinct.
The fusing of these different domains at a mutual point in the precinct enables the multi- layers of function and culture are to met and form a truly heterogeneous space giving meaning to the urban unity of Korsten.

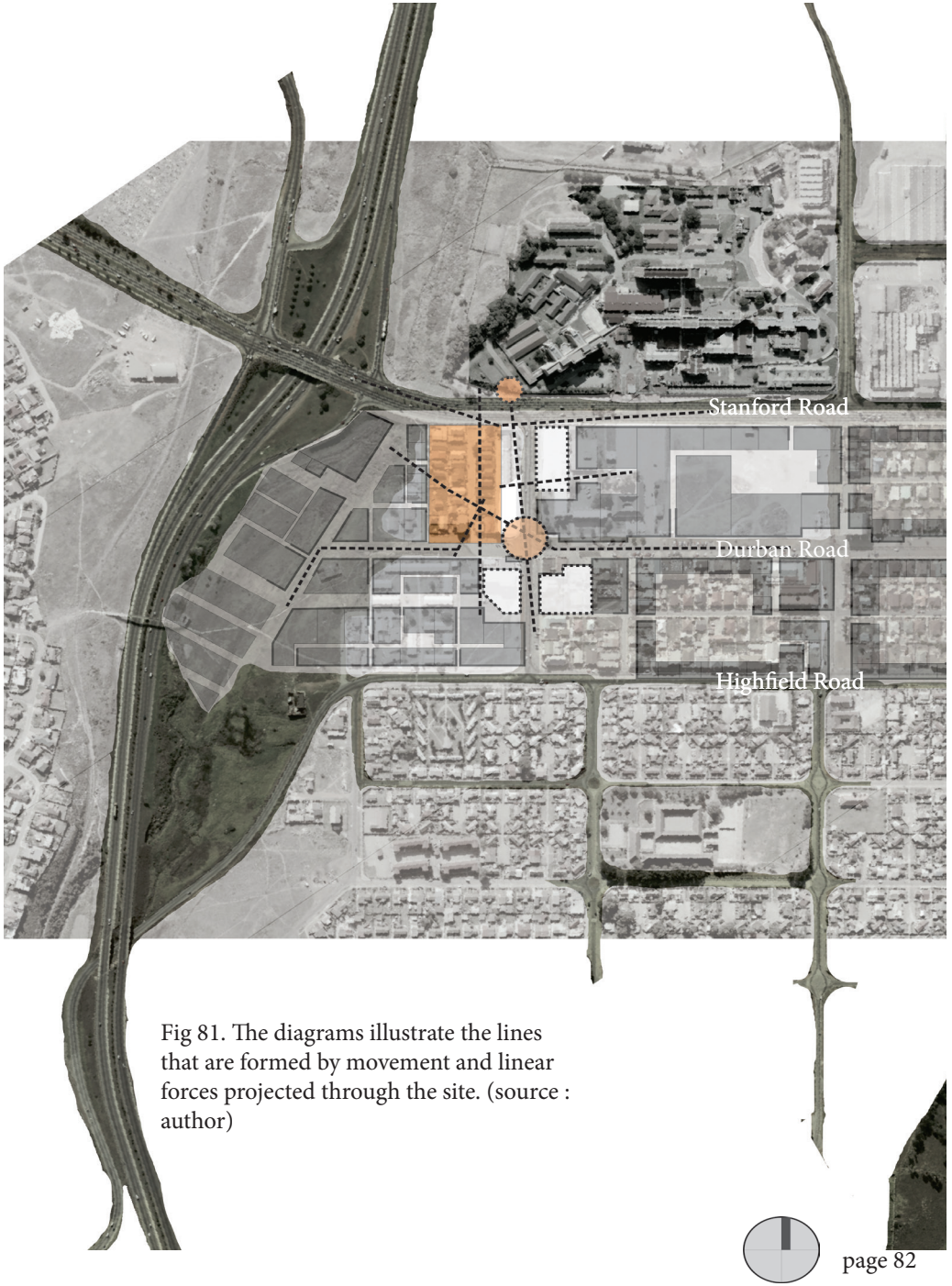


Fig 81. The diagrams illustrate the lines that are formed by movement and linear forces projected through the site. (source : author)

The second element identified is the diversity of the program; by using the surrounding building as contours that frame the space-between, the intervention becomes a ‘filter’ and can be read as a frame that isolates moments in the surrounding context.
By doing this; the surrounding building start to live out into the intervention and can be perceived as an urban lounge environment that breaks the lines between thresholds forming an urban place. By allowing the various functions of the neighbourhood to shape the edges of the site, the space becomes meaningful in creating a ‘cultural landscape’ that has extensive variety, namely the cultural geography, cultural identity and the cultural significance as expended on by Maarten Hajer and Arnold Reijindorp (2010).

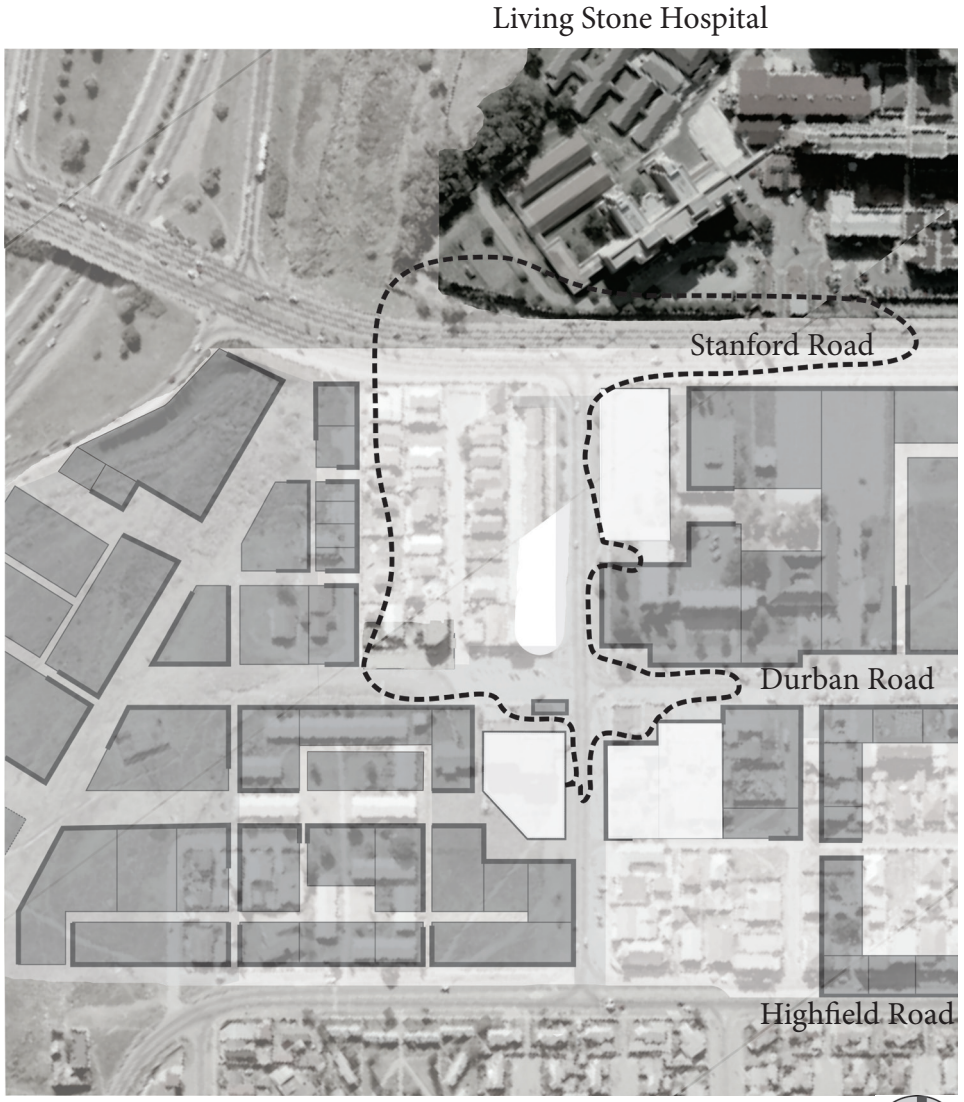


Fig 82. The diagrams shows that integration of different public domains and there natures in spaces being connected on a mutual plane. (source : author)

The third element used in Tschumi is the spatial construct; the superposition which makes space more ambiguous, by reducing the spatial construct of space to points, lines and surface. By doing this Tschumi allows the inhabitants of space to occupy the space and make it their own.
The nature of the space becomes neutral while the actors shape the levels of enclosure or openness; intimacy or publicness and the degree of interaction that is desired. The public focus is on the taxi loading area but the journey to the space opens up the possibility of integration of program, routes and spheres in one structure, this ambiguity is necessary in forming the public domain.

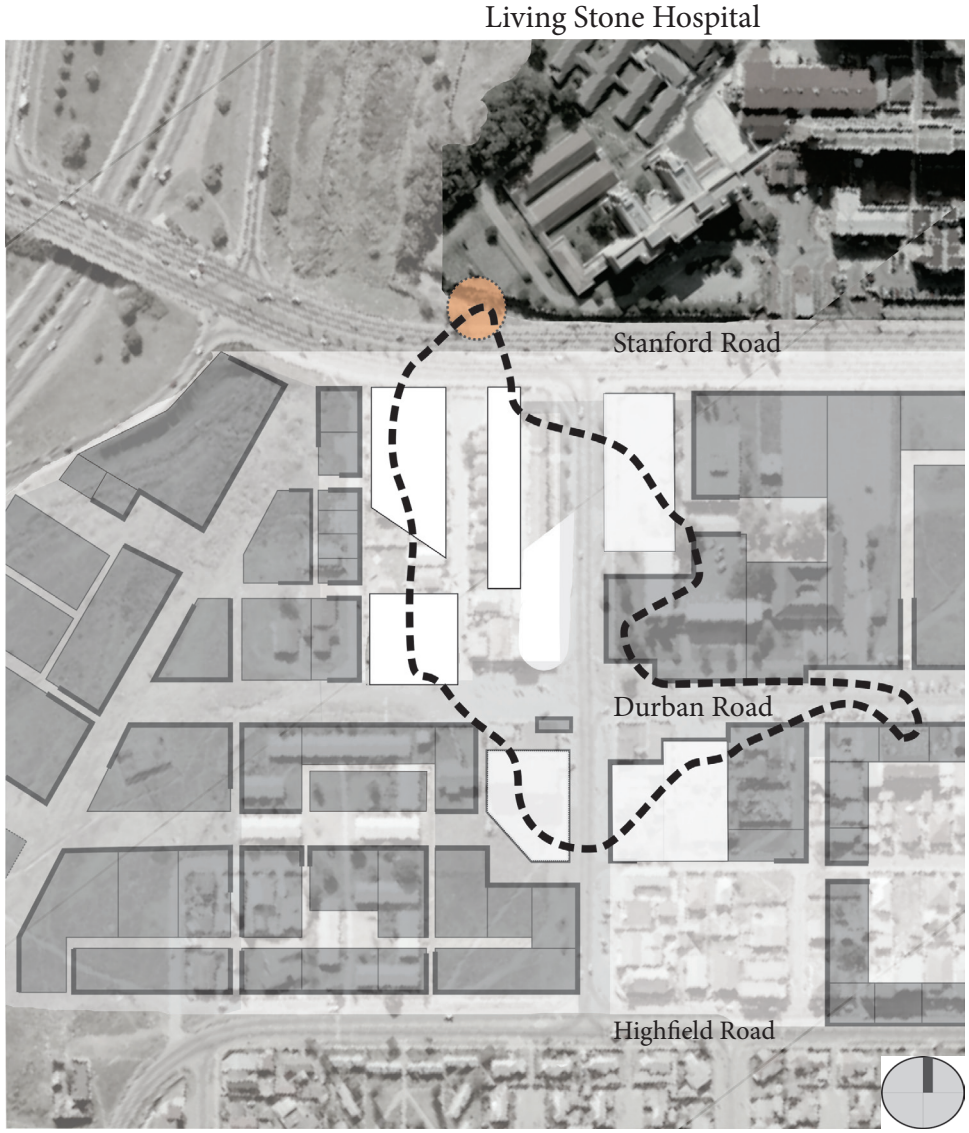
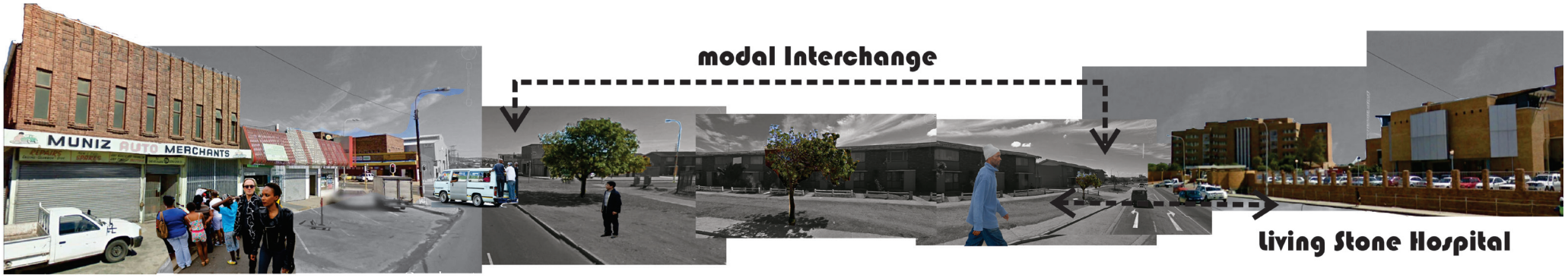


Fig 83. The diagrams shows the different levels of connectivity that existing in separate entities in space and how continuity can be achieved without fusing elements (source : author).

Lastly, the fragmented space creates tension between place and encourages ribbons of space to activate and break the lines of thresholds giving greater meaning to the place. This juxtaposition between program and place creates further ambiguity but the sense of place is not lost as the actor is constantly aware of their surrounding and 'cultural landscape' of the place. The two specific domains of Korsten that function as core- connectors in the greater network, fuse at the taxi loading area by accommodating the differences but simultaneously bring together the spatial structure, as Tschumi did in La Villette.

The knots in the network of the arterial and pedestrian routes gives possibility in space for public interpretation and instantaneously shapes space for people to met, these knots function through movement but are activated by program because it is program that generates the journey between space, but a sense of openness is needed to concur the space and for the actor to make it their own.

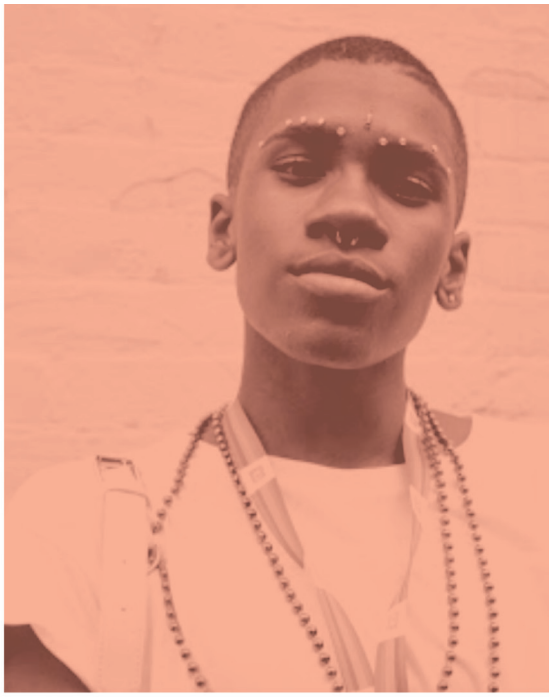
Fig 84. The diagrams shows the knots in the network of the arterial and pedestrian routes (source : author).


MUNIZ AUTO MERCHANTS
modal Interchange
Commercial zone
living Stone Hospital

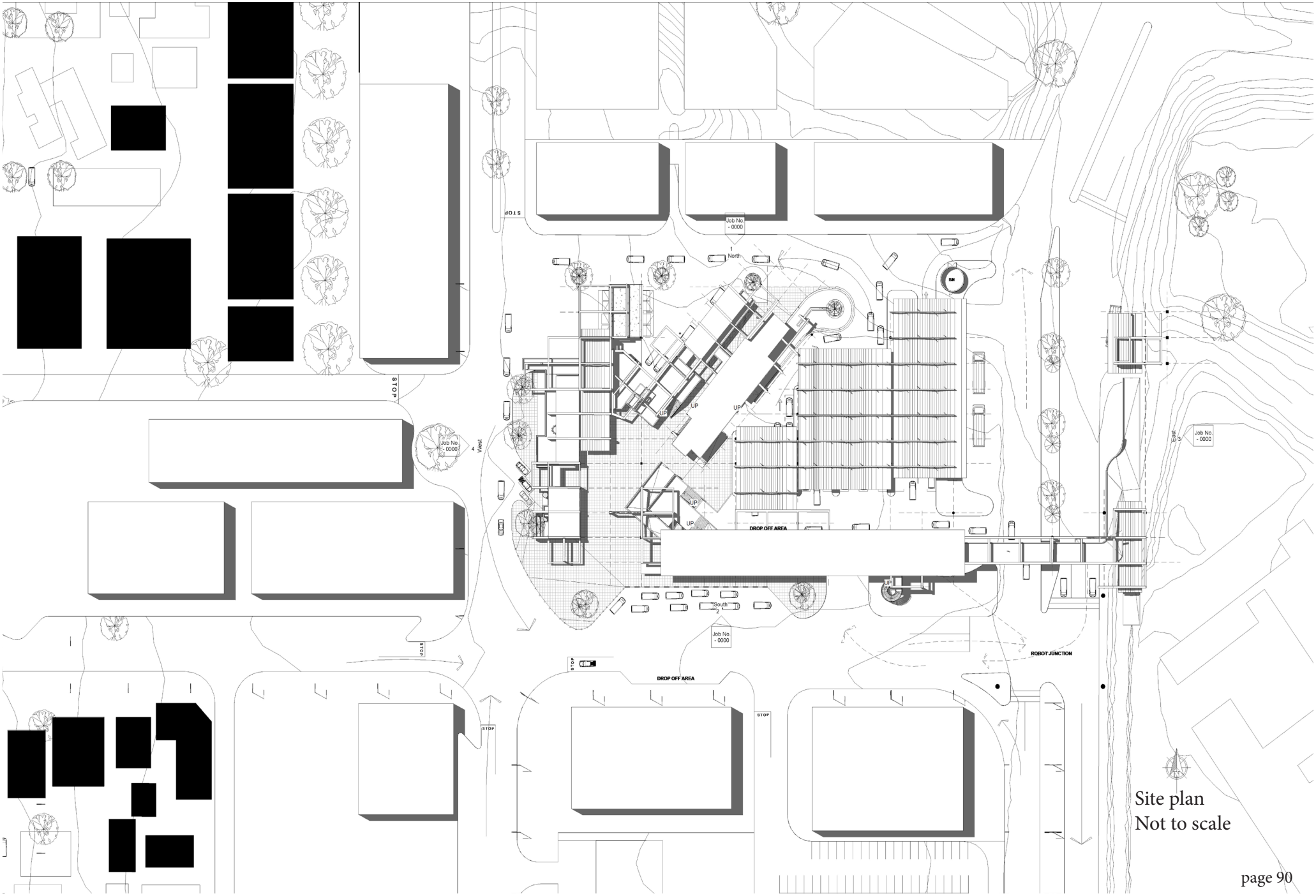
MUNIZ AUTO MERCHANTS
Taxi zone
Market and pedestrian zone
Pedestrian bridge

MUNIZ AUTO MERCHANTS
Taxi zone
Market and pedestrian zone
Pedestrian bridge

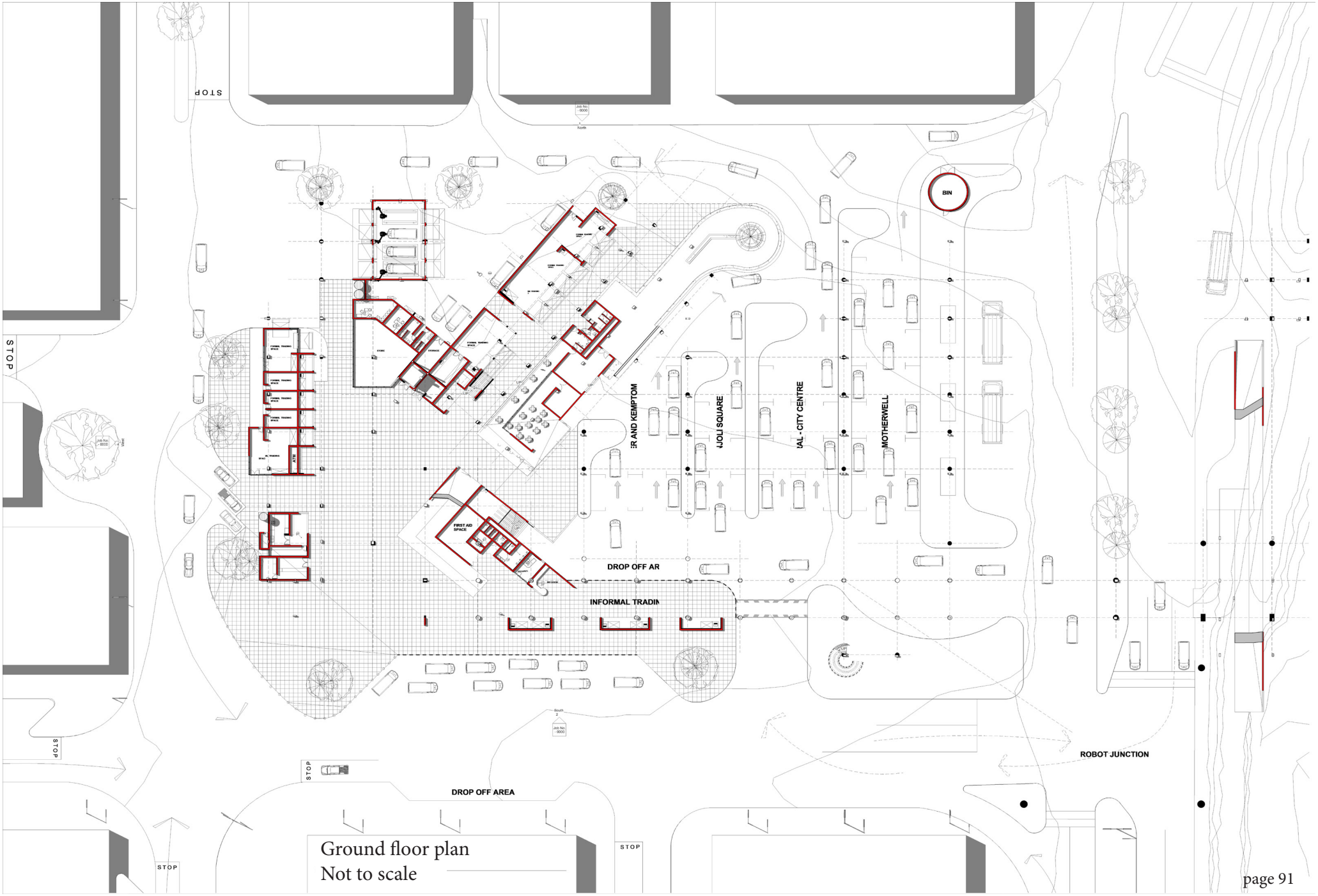
Fig 85. The diagram illustrates the proposed connection that bind the different domains on the precinct and the understanding of there nature in space. The taxi rank forms the line of threshold between the different areas and an understanding needs to be developed as to allowing the 'in-between space' to function as a mediator between the different realms (source : author).



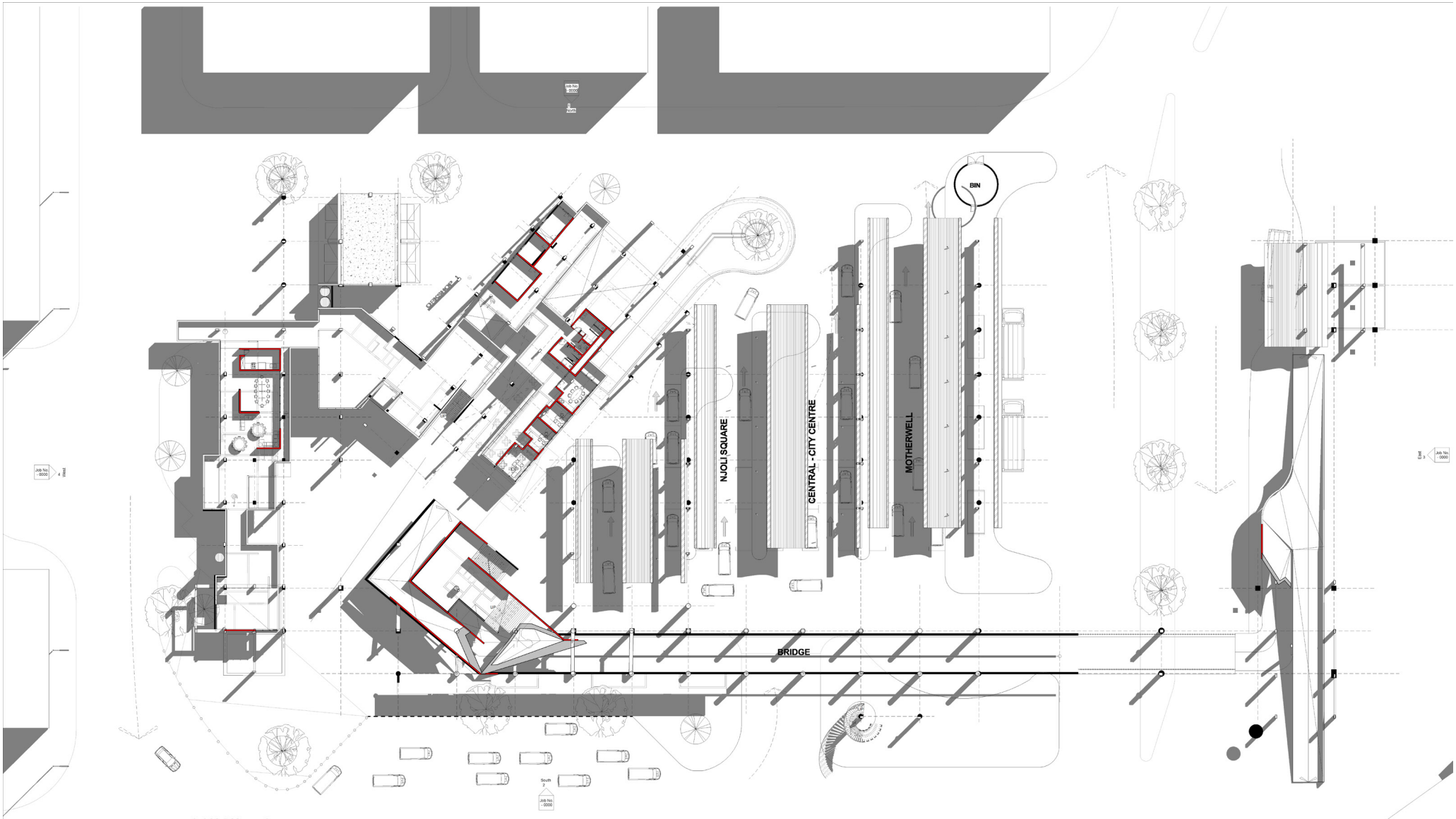
“Architecture is not the understanding of form but is a form of understanding”. Bernard Tschumi



Site plan
Not to scale



Ground floor plan
Not to scale



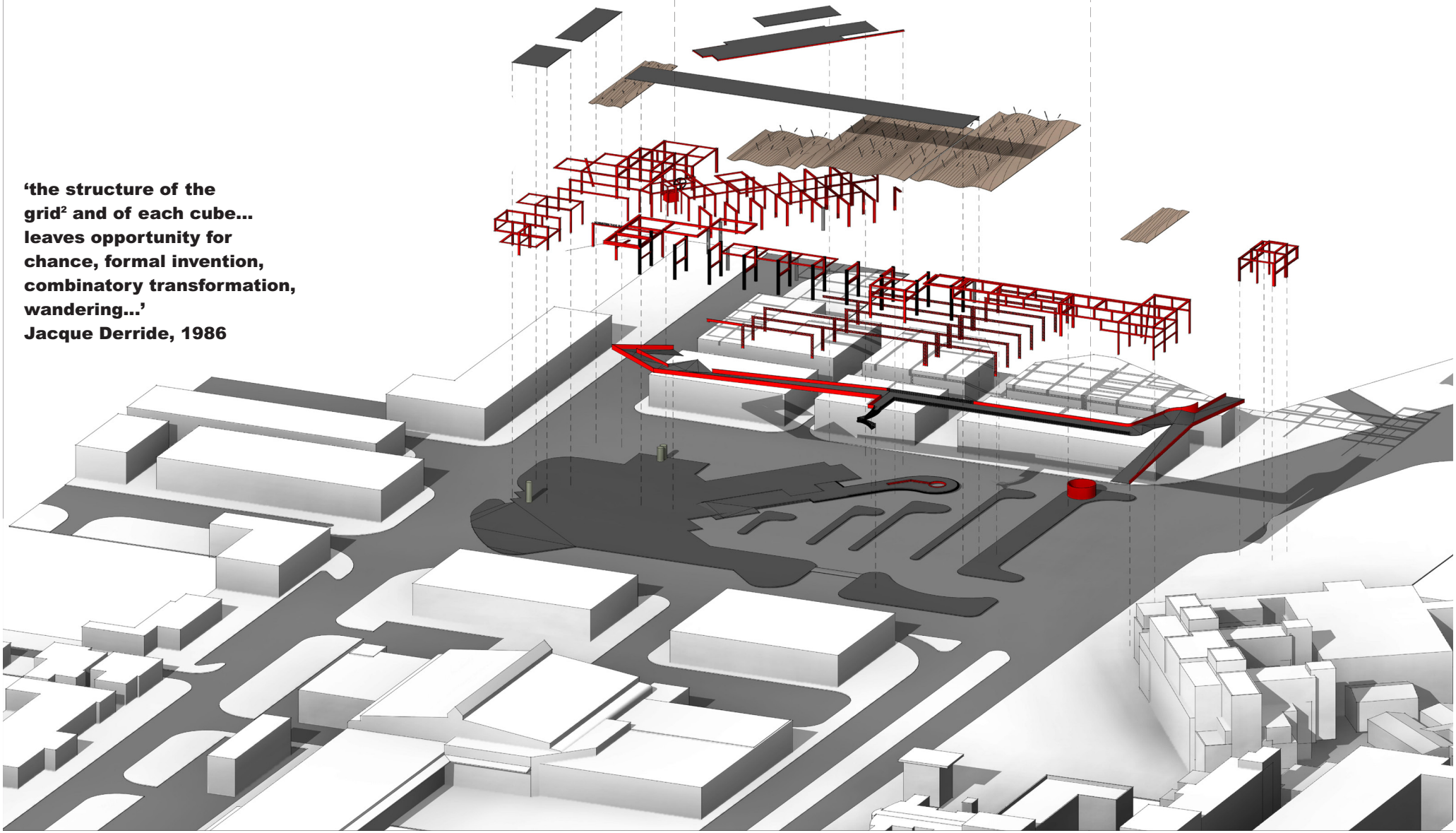
1 Lvl 02.5 Mezzanine
1 : 200

Site plan
Not to scale

tHE LINES are composed of two major perpendicular axes running parallel to the orthogonal grid rectangular grid. These form the major walkways throughout the park and consist mostly of steel and iron. The lines give the space a strong linear focus.

The surface element becomes the infill between the built structure that organize the project spatially and functionally.

'the structure of the grid² and of each cube... leaves opportunity for chance, formal invention, combinatory transformation, wandering...'
Jacque Derride, 1986



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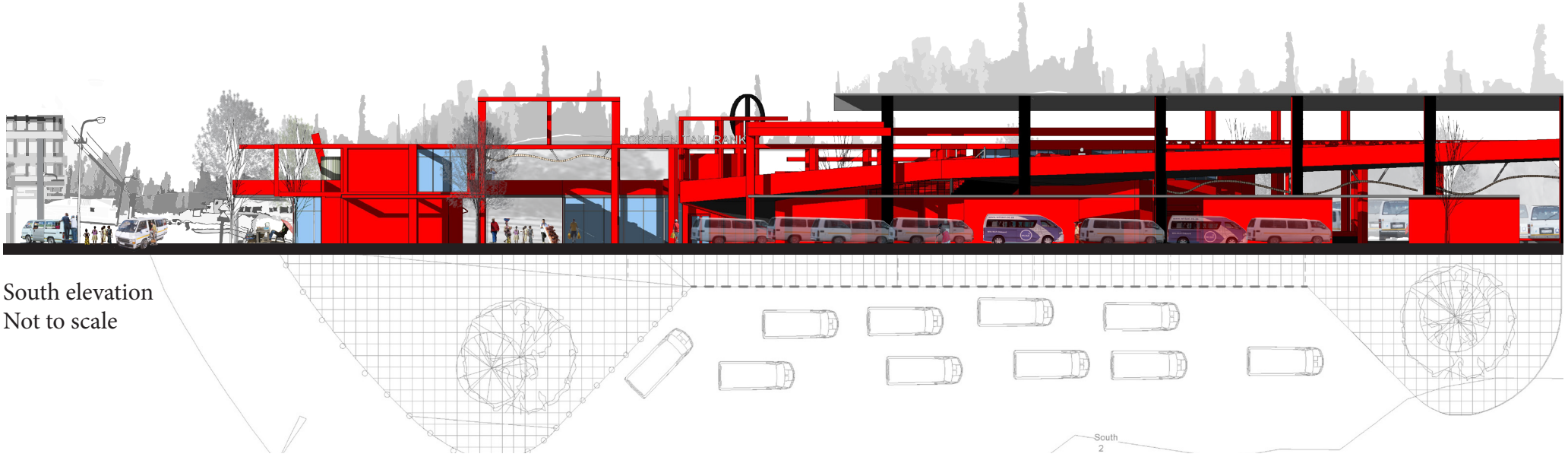
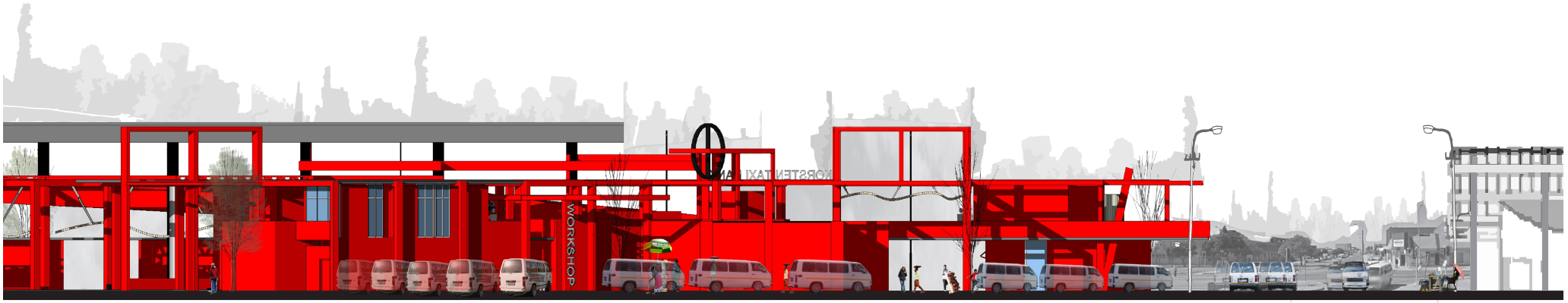
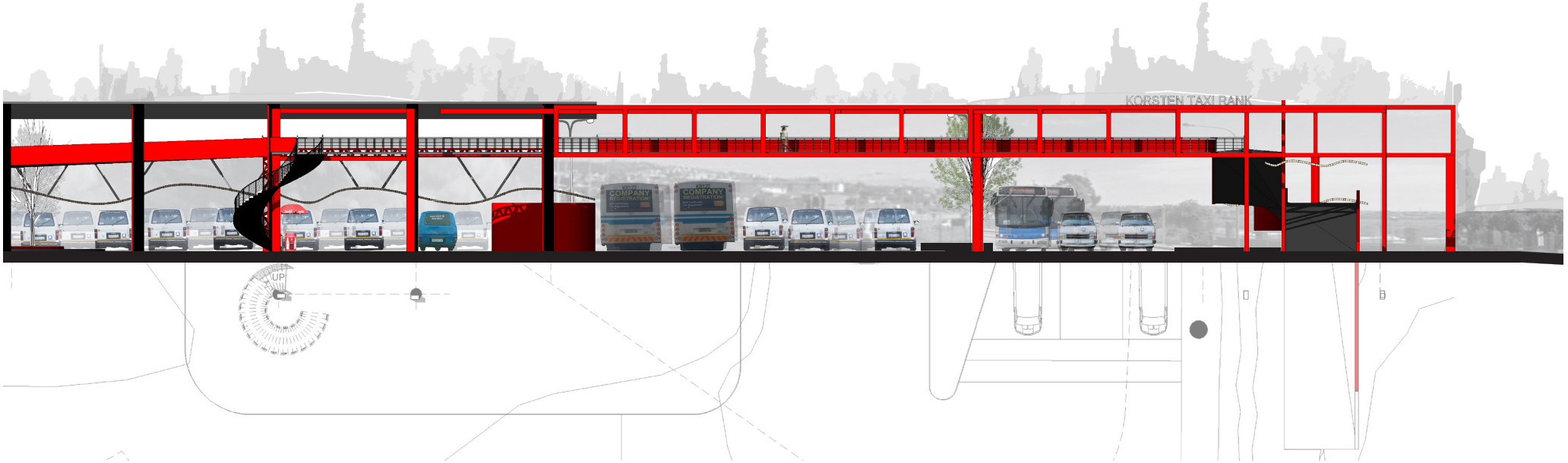
North elevation
Not to scale



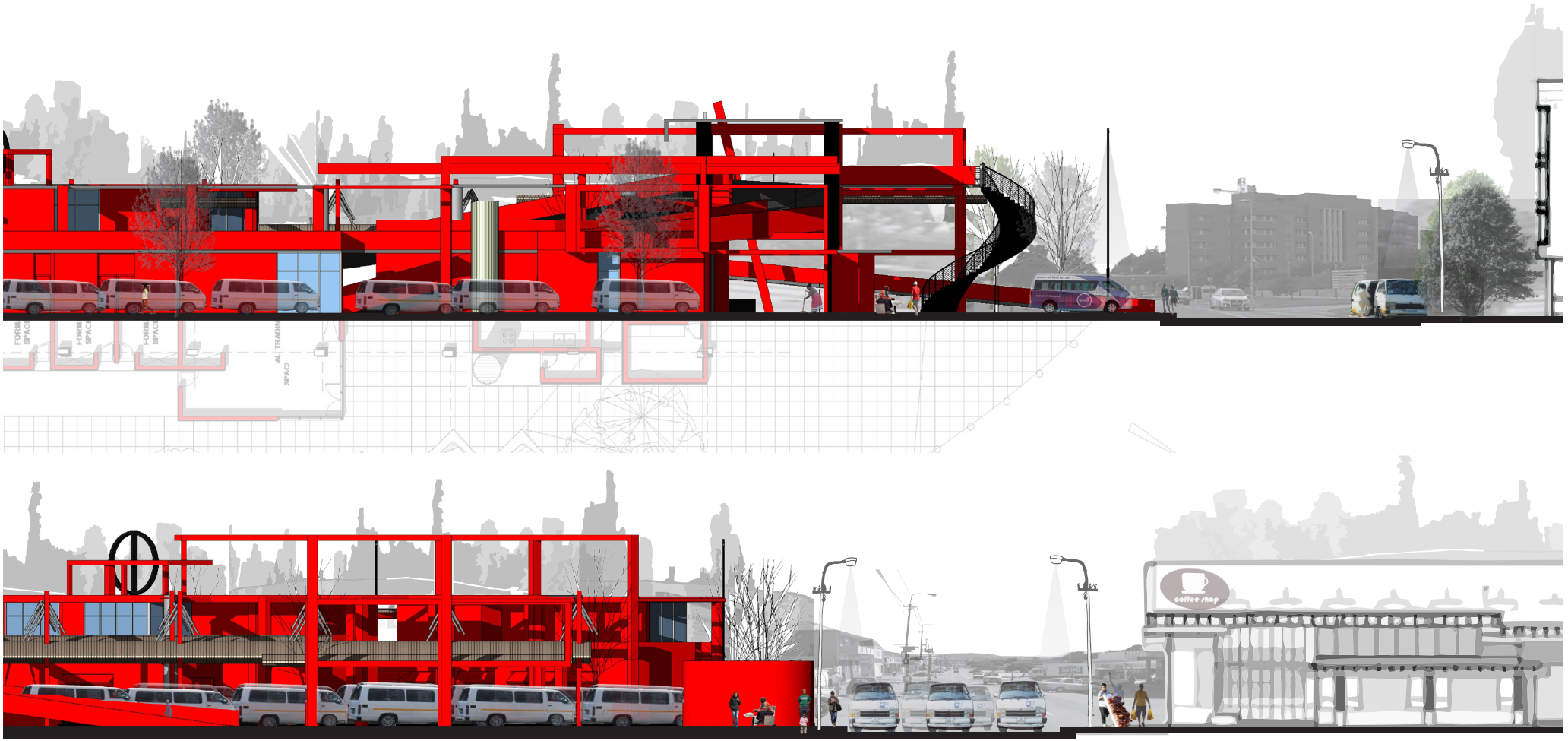
South elevation
Not to scale

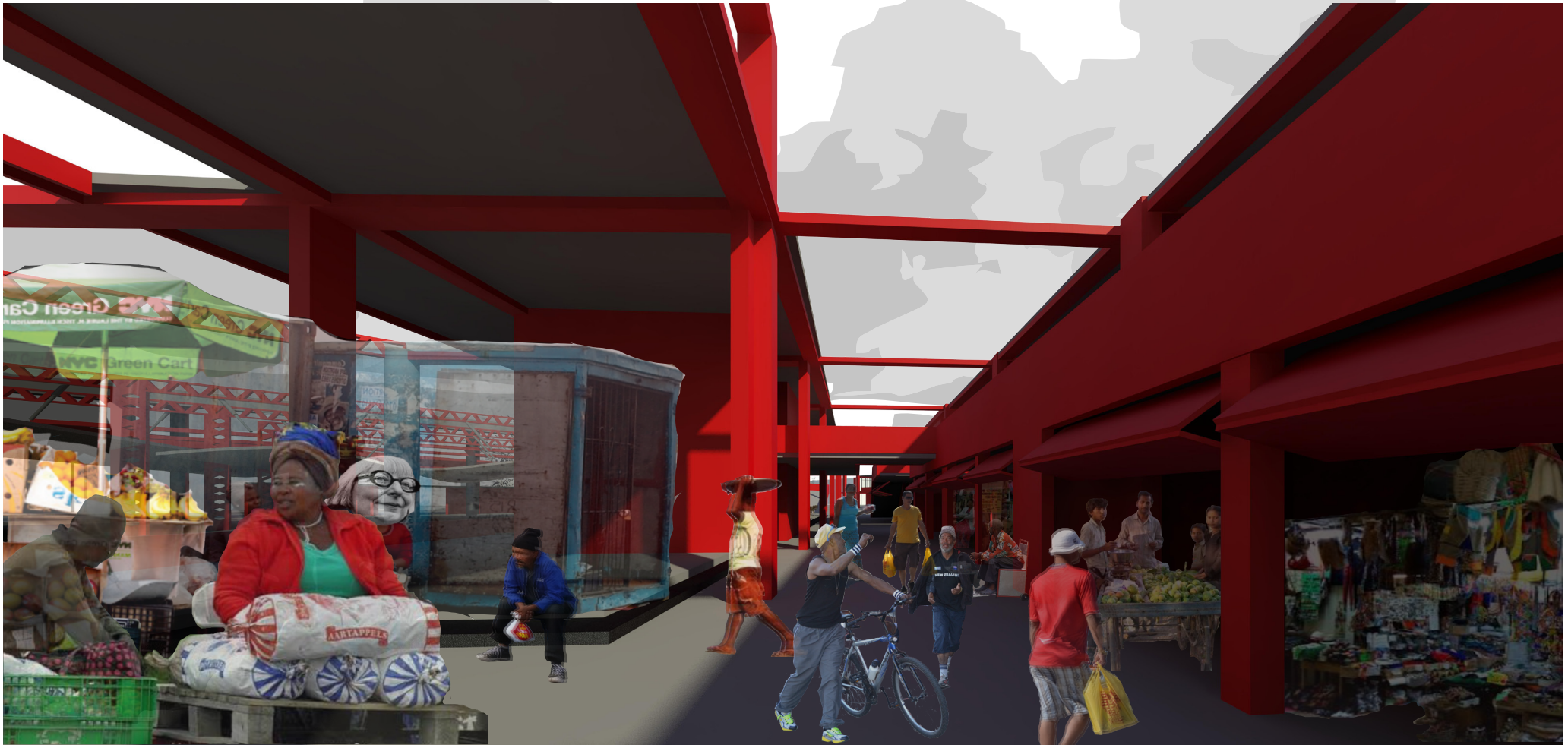

WORKSHOP


KORSTEN TAXI RANK
UP

West elevation
Not to scale

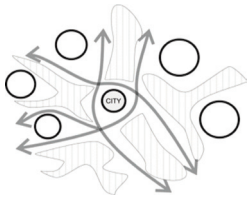
East elevation
Not to scale


coffee shop


NYC Green Cart

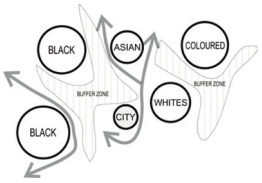
The Problem

The urban transformation in South Africa has been influenced by many factors, namely the legacy of apartheid, legislation and settlement planning, private sector investment decisions, social and economic transition, and intergovernmental relationships.



The neighbourhood unit was conceived also out of concern about the poor living conditions in the cities - it was a comprehensive physical planning tool to be utilised for designing self-contained residential neighbourhoods that promoted a community lifestyle away from the 'ills of the city'.

The core principals used to achieve this were:
- Creating a separate zone for commercial and industrial zones;
- Fostering a sense of containment and internal sprawl; and
- Creating development that caters for low densities.

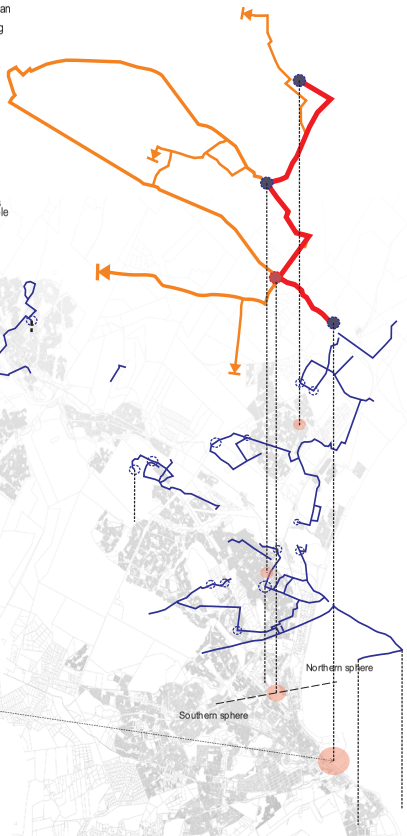


The Apartheid Group Areas Act of 1950's 1950 marked the beginning of the nationwide pursuit of urban segregation. This was the physical and racial move that the apartheid government took to separate racial groups and create an environment in the city that 'whites regarded as their own cultural domain' (Lemon, 2000:199 - 200), and this was the birth of the Apartheid Group Act of 1950's.

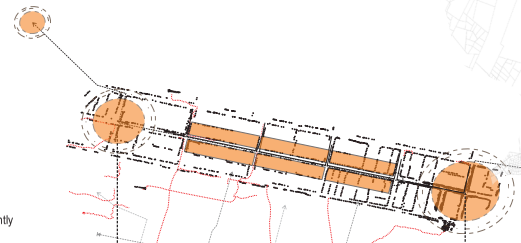
The Khulani corridor ignites a spark for urban development around the Korsten area to rejuvenate the urban precinct out of its dilapidated state. The aim of this investigation is to develop a safe and accessible commercial core for Korsten by;
- Identifying the habitable public realm of Durban Road as an active urban corridor;
- Revitalizing the public image of Korsten and consolidating the nature of it community;
- Implementing an urban framework that would be a basis for future development.

The bus service around the metro is well organised as it is a privately owned business called Algoa Bus Services. However, the routes served by the bus service are rigid and it is unable to serve larger areas on the outskirts. The bus service functions in a loop system, as illustrated in the diagram below.

The diagram below illustrates the complex network routes and efficient transport system taxis provide, serving people on the extreme periphery and effectively connecting them back to the city.



The map illustrates the PTP (Public Transport Plan) for the Metro.

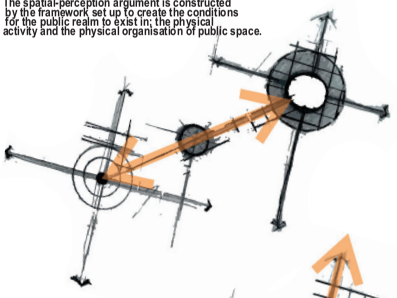


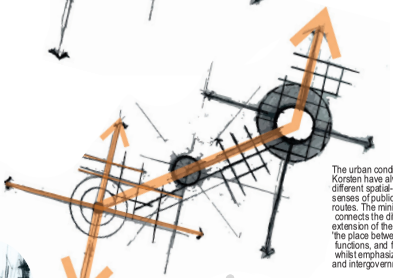
The diagram illustrates the proposed connection from the city centre, Central through to the Nelson Mandela Bay Stadium and terminating at the Civic centre of Korsten.

The strategy is to concentrate movement and activity from the city centre through into the Korsten precinct, this will effectively strengthen the commercial corridor between the node. By creating a node at the Civic centre of Korsten efficiently connecting Gelvandale to the activity corridor.

Korsten being centrally located within Port Elizabeth has fostered the area to function as a secondary CBD from Central with its own public building, transport node and commercial hub. These service serve people within and around the Korsten area, this in turn intensifies the pedestrian movement along the public roads mainly along Durban Road. The industrial edge has created a hard edge that has contained t he development of Korsten and defined a vehicle dominated zone within the precinct, this however has helped to concentrate the pedestrian traffic along Durban road. The residential edge has defined a steady flow of pedestrian movement from Shauderville filtering to Durban Road.

In spatial terms, continuity and connectivity in cities is influenced by the spatial organisation of the city namely; movement , visibility and the presence of the people in places. This understanding influences the human constructs perception of publicness. The spatial-perception argument is constructed by the framework set up to create the conditions for the public realm to exist in; the physical activity and the physical organisation of public space.

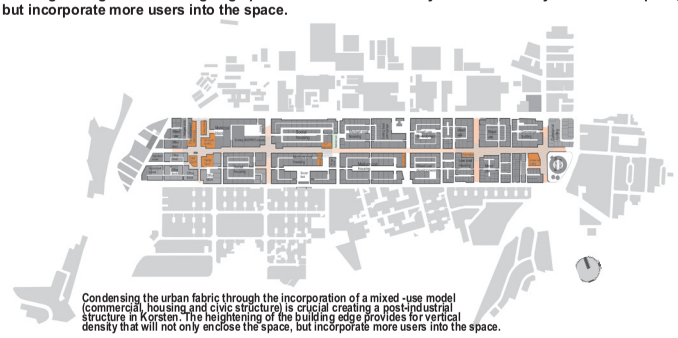




The urban condition of Port Elizabeth, particularly Central and Korsten have always functioned as independent entities with different spatial-perception that have structured a different senses of publicness, though connected by the movement routes. The mini-bus taxi functions as a medium that not only connects the different people to different places but is an extension of the public realm while the taxi rank becomes 'the place between' space. The everyday experience, functions, and forms of public realm are been explored whilst emphasizing the role of people in urban space. and intergovernmental relationships.

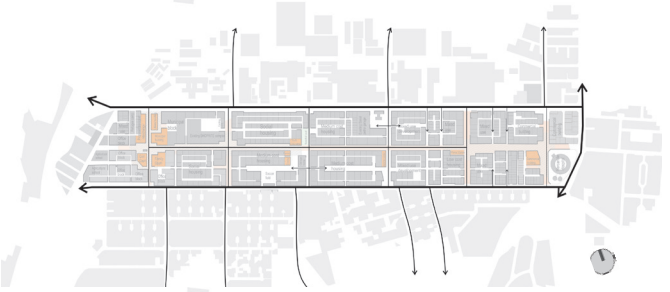
Urban structure

Spatial syntax.
Condensing the urban fabric through the incorporation of a mixed-use model (commercial, housing and civic structure) is crucial creating a post-industrial structure in Korsten. The heightening of the building edge provides for vertical density that will not only enclose the space, but incorporate more users into the space.

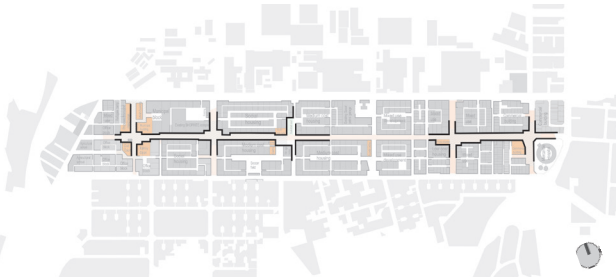


Condensing the urban fabric through the incorporation of a mixed -use model (commercial, housing and civic structure) is crucial creating a post-industrial structure in Korsten. The heightening of the building edge provides for vertical density that will not only enclose the space, but incorporate more users into the space.

The arrival and departure zone of the precinct has been highlighted in the diagram, and the linear axis that connects the two spaces has been strengthened. This will create an environment where Korsten is a destination that attracts energy through to the central core of the precinct, offering commercial and civic activities that support each other. These two centres will form a visual connection and dialogue between the two zones which will create energy that can be articulate a fusion of different activities in the precinct.

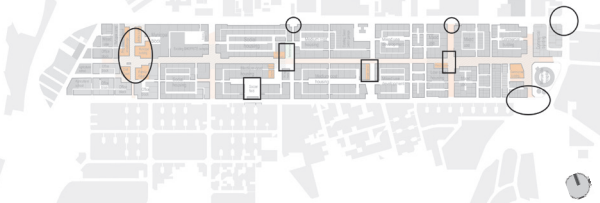


A hierarchy of movement routes is essential as this creates an environment that is clear and legible for the pedestrian and motorist.All movement routes have been mapped, and these strengthen the connection integrating the intervention to the BRT system.

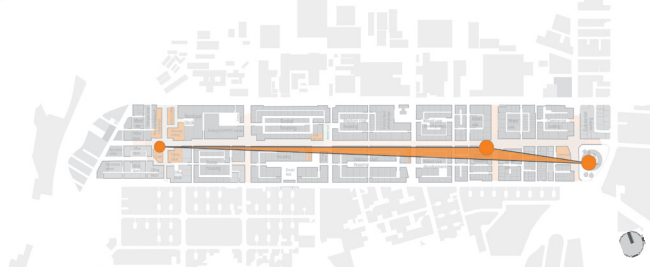


Positive settlements are characterised by a hierarchal 'family' of public spaces that are both nodal and linear. These spaces are the informal meeting spaces within the precinct, they represent the highest order of social infrastructure.

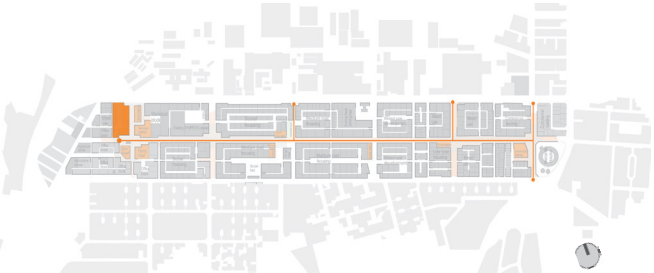
The civic precinct in the framework incorporates the following civic and community functions: a community hall, public library, post office, municipal administration functions such as a traffic department, mini-bus transport interchange and a police station.
The strategic placement of these facilities is to enhance the civic nature of the precincts and reinforce the current public institutions on site.



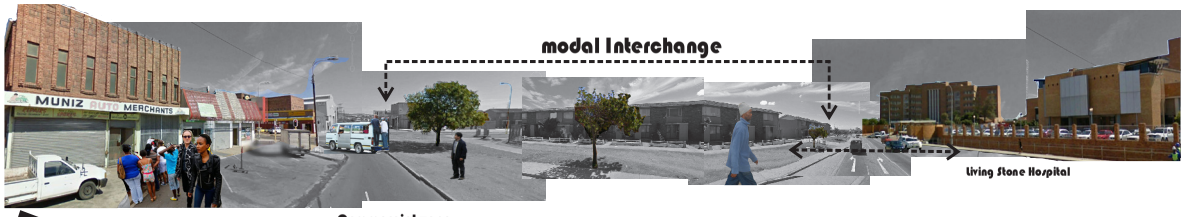
The strategic placement of transitional zones of activity and public areas of rest have been mapped and these elements will:
Blur harsh edges of the rigid grid structure to maintain a visual along the street edge and connect the street as an entity; and
• Provide for areas of rest for pedestrians as they move between points of interest.

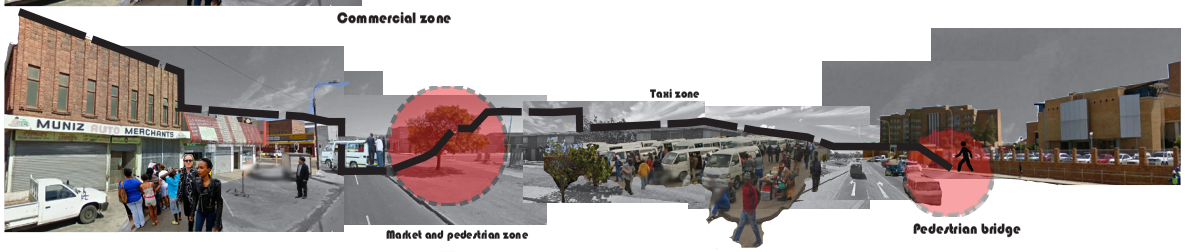


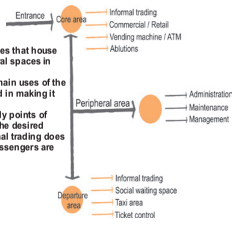
Landmarks are essential as an assistive device for orientation. The Mercantile Hospital with its shape and size, but particularly its placement within the precinct, functions as a way finder for commuters and sets up a physical hierarchy within the built fabric. The police station is the second landmark within the precinct, and serves as a visual link and element of enclosure that defines space in the commercial strip of Korsten.
The civic heart forms the final layer of positive pockets of space, which are defined by the large buildings and public spill-out spaces, sculptures and markers as well as seating and vegetation to soften and define space the space for the pedestrians.



The transport structure and the relevant architectural responses are mapped out as illustrated, and they incorporate natural movement routes and respond to existing barrier conditions on site. This movement system acknowledges the BRT system, and the interchange has been strategical placed within the commercial and civil zone of Korsten.

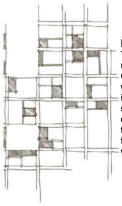






Technical requirements
The core area are the main spaces that house diverse, function forming, general spaces in buildings.
The peripheral areas serve the main uses of the building and the people involved in making it function efficiently.
The departure areas are generally points of transition, from the building to the desired destination. At this point, informal trading does not function as effectively as passengers are anxious to depart.

Separted spatial response
When spaces are isolated but linked by a common element that compliments the spatial dimension of the space, this creates an introverted activity. However, an interactive public realm as energy can easily be transformed from one form to another, but this enforces a mono-functional environment that can lack in variety.



Integrated spatial response
This relationship is spatial and can be translated into the urban environment, which leads to the question:
Can a taxi rank be translated as a space that is integrated with the environment increasing the densities of occupant's interaction within the public realm and enriching the spatial relationship within the community and the environment? The question that follows is; How then can the taxi rank maintain its identity and not become a function that must be tucked away as a rejected space within the city?

The taxi system

Long distance taxis is a taxi system that is self explanatory, the taxis move people from extreme periphery conditions to the core with few or no stops. The taxis use arterial routes to avoid stop and go areas.

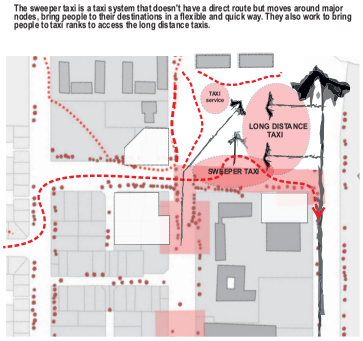
The sweeper taxi is a taxi system that doesn't have a direct route but moves around major nodes, bring people to their destinations in a flexible and quick way. They also work to bring people to taxi ranks to access the long distance taxis.

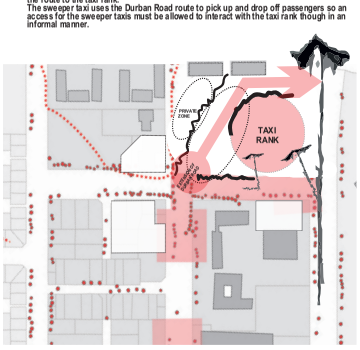
Human activity

Durban Road has been extended into the site to create continuity of the informal activity within the precinct, allowing pedestrians to activate the informal and formal activities along the route to the taxi rank.
The sweeper taxi uses the Durban Road route to pick up and drop off passengers so an access for the sweeper taxis must be allowed to interact with the taxi rank though in an informal manner.

Movement system
Connectivity with the surrounding context and most importantly the connectivity to the local movement system is crucial for the connections within the taxi rank:

Pedestrian bridge has been introduced to connect people within the industrial edge of the precinct and from Living Stone Hospital.
A slip-in route has been introduce for the long distance taxis to access the site at ease.

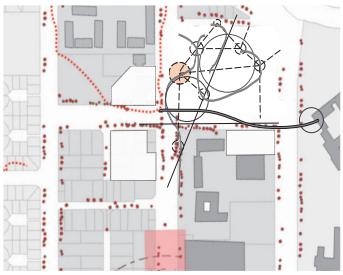


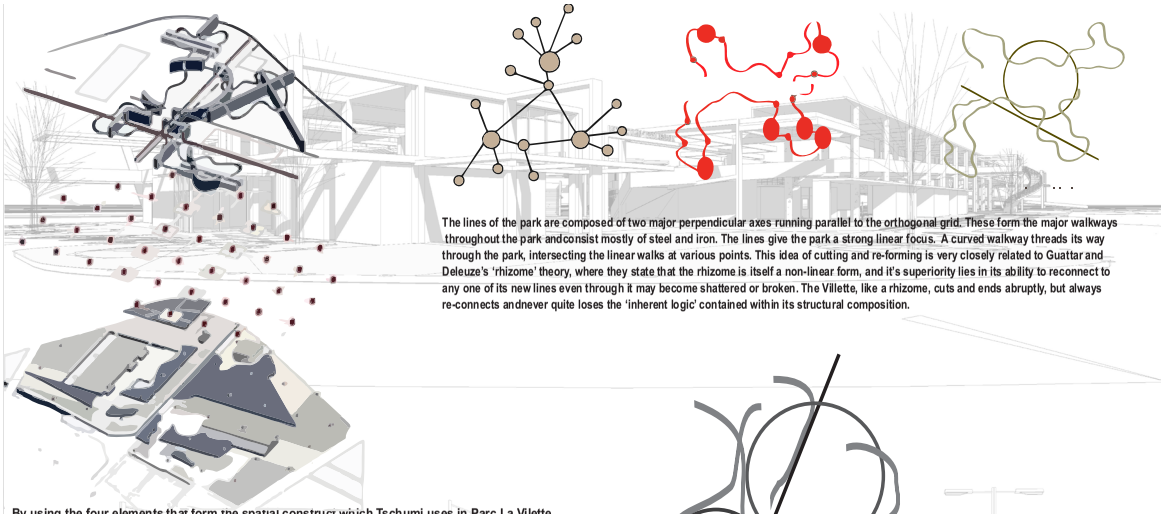


Taxi requirements
As there are eleven taxi association in Port Elizabeth and each located in different zones of Port Elizabeth, Korsten has two of the taxi association offices that run within and around Korsten. It is import to zone the offices close to the taxi action as the taxi marshal and taxi owners can monitor what happens during the day.
The taxi service areas are located at a more private edge away from all the action that surrounds the rank.

Traffic control
Existing traffic lights have been used to control the flow of traffic but a new system of slip-way has been introduced to control the traffic flow and taxi interaction.
The Arterial route connecting Central to Gelvandale has to have traffic control to avoid vehicle collision and traffic congestion. Two access points have been articulated to control congestion and traffic flow (as per traffic engineers recommendation). The one controlled exist that extends in two different directions as also being articulated to control and reduce traffic congestion.

Site conclusion
The site is a made of a series of connection that link the spaces internally to the surrounding context. There are a series of points that create moments in space when they intersect, its is important to enforce this energy in the site response. To ensure that the energy is maintained and the 'space between' is kept ambiguous, the site response and programmatic concerns are put at a juxtaposition to one another.
The energy of the surrounding context needs to extend into the taxi rank and from the taxi rank into the surrounding buildings, that way the energy and the spirit of place is constantly interchangin

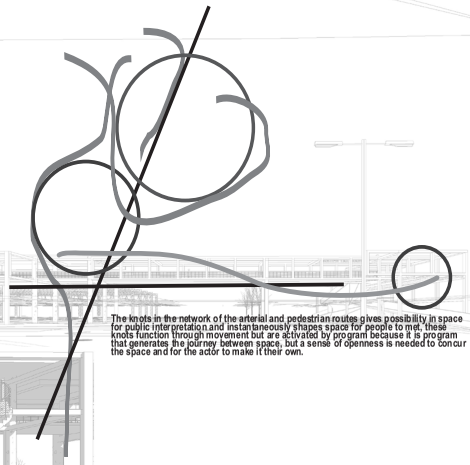




The lines of the park are composed of two major perpendicular axes running parallel to the orthogonal grid. These form the major walkways throughout the park andconsist mostly of steel and iron. The lines give the park a strong linear focus. A curved walkway threads its way through the park, intersecting the linear walks at various points. This idea of cutting and re-forming is very closely related to Guattar and Deleuze's 'rhizome' theory, where they state that the rhizome is itself a non-linear form, and it's superiority lies in its ability to reconnect to any one of its new lines even through it may become shattered or broken. The Villette, like a rhizome, cuts and ends abruptly, but always re-connects andnever quite loses the 'inherent logic' contained within its structural composition.

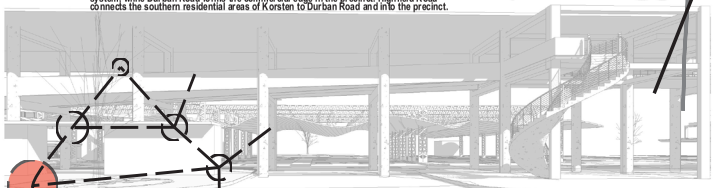
By using the four elements that form the spatial construct which Tschumi uses in Parc La Vilette, the Korsten urban structure has been studied according to the various layers which make up the public domain of the place:

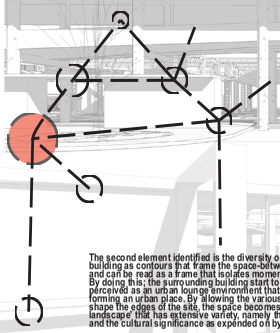
- The first elements studied are the routes,
- The second element identified is the diversity of the program;
- The third element is the superposition which makes space more ambiguous, by reducing the spatial construct of space to points, lines and surface,
- Lastly, the fragmented space creates tension between place and encourages ribbons of space to activate and break the lines of thresholds giving greater meaning to the place.



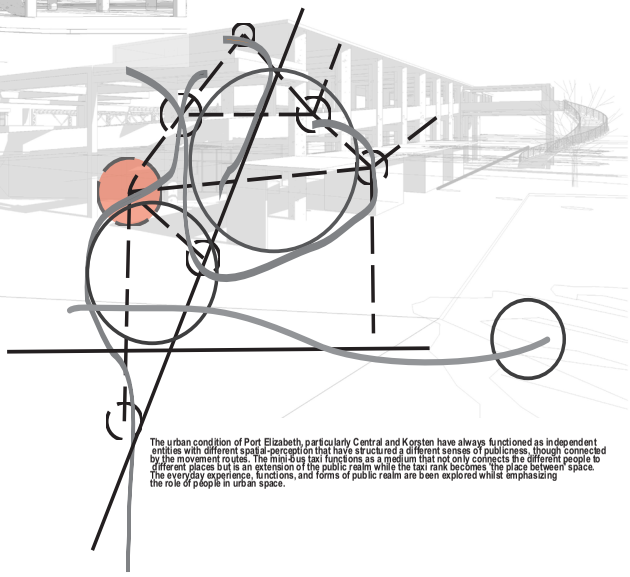
The knots in the network of the arterial and pedestrian routes gives possibility in space for public interpretation and instantaneously shapes space for people to met, these knots function through movement but are activated by program because it is program that generates the journey between space, but a sense of openness is needed to concur the space and for the actor to make it their own.

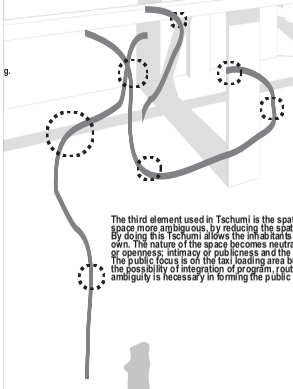
The first elements studied are the routes, as previously discussed Korsten has three main routes that shape the movement around Korsten. Stanford Road is the main arterial route that is connected to the Khujani Corridor which places the precinct to a broader spatial system, while Durban Road forms the commercial edge in the precinct. Highfield Road connects the southern residential areas of Korsten to Durban Road and into the precinct.





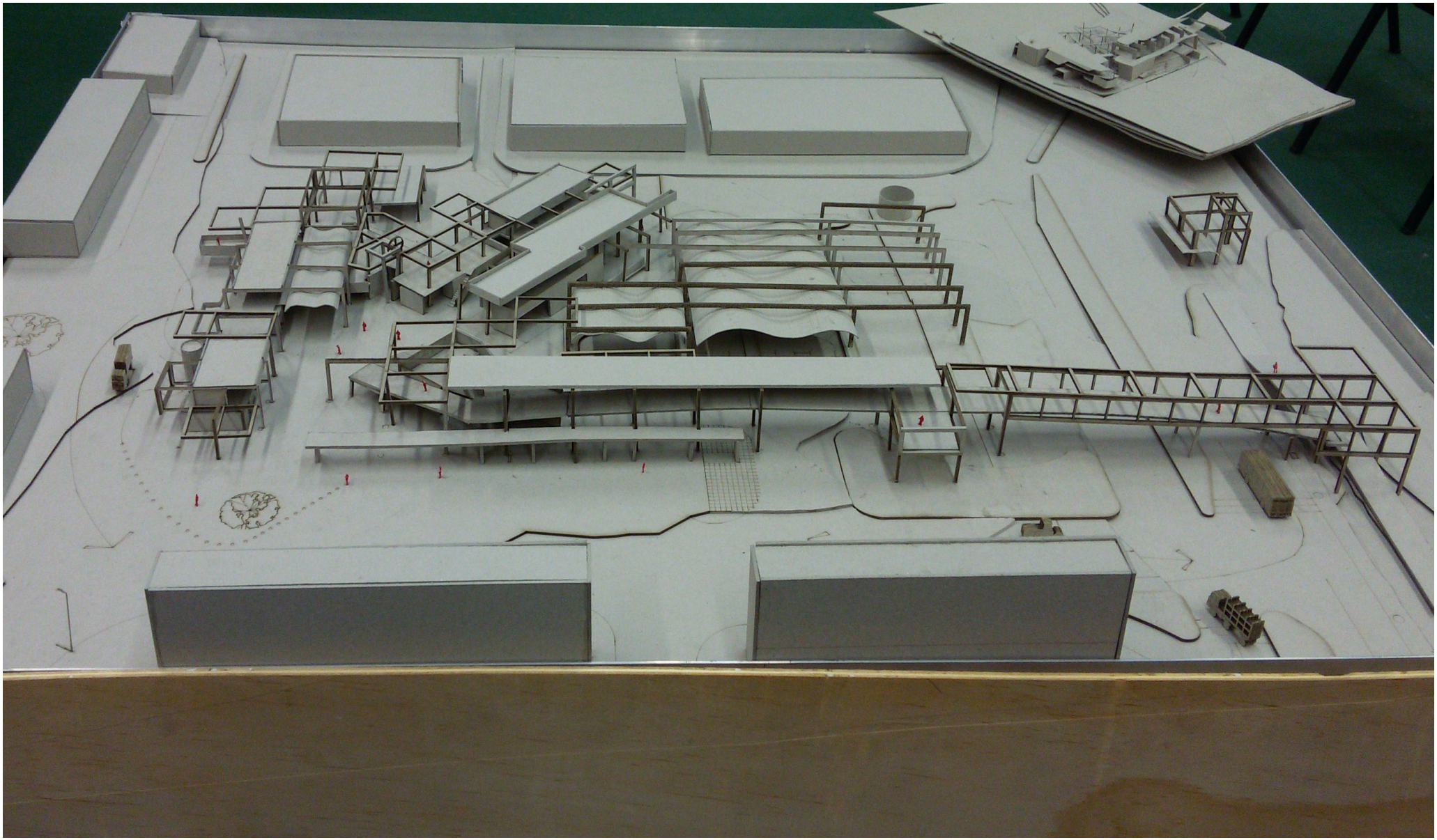
The second element identified is the diversity of the program; by using the surrounding building as contours that frame the space-between, the intervention becomes a 'filter' and can be read as a frame that isolates moments in the surrounding context. By doing this, the surrounding building start to live out into the intervention and can be perceived as an urban lounge environment that breaks the lines between thresholds forming an urban place. By allowing the various functions of the neighbourhood to shape the edges of the site, the space becomes meaningful in creating a 'cultural landscape' that has extensive variety, namely the cultural geography, cultural identity and the cultural significance as expended on by Maarten Hajer and Arnold Reijndorp (2010).

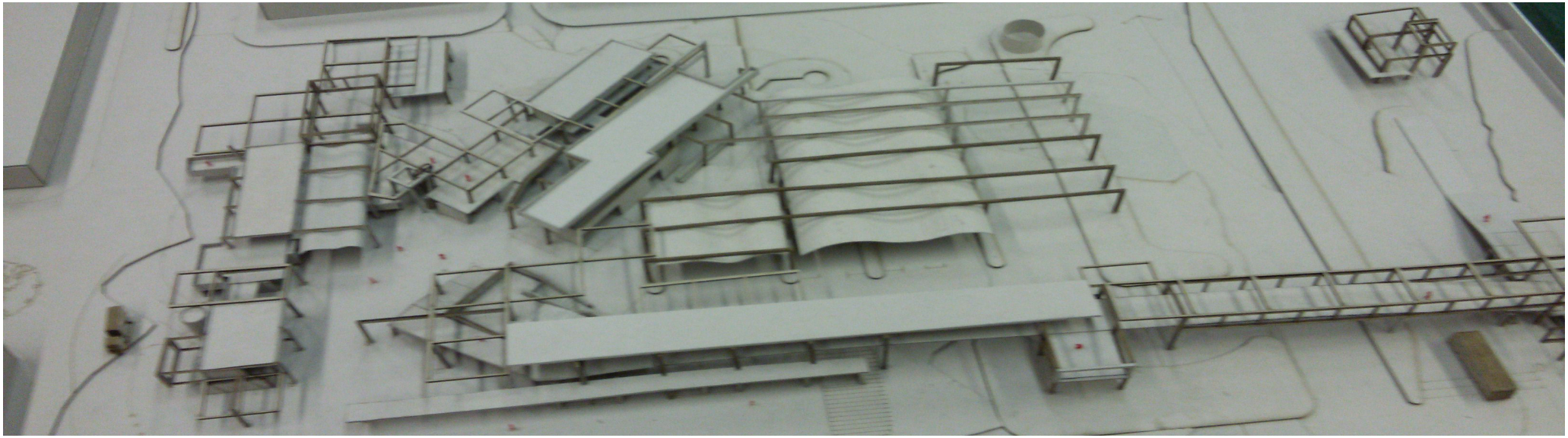


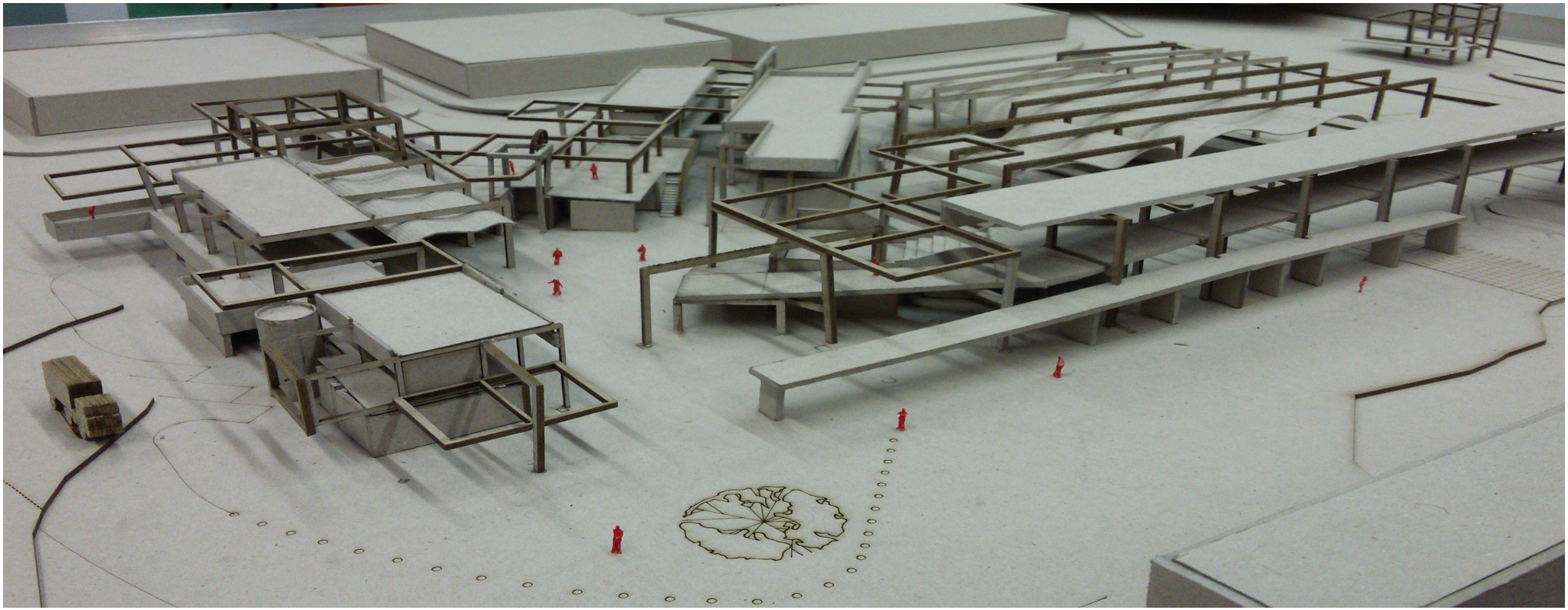


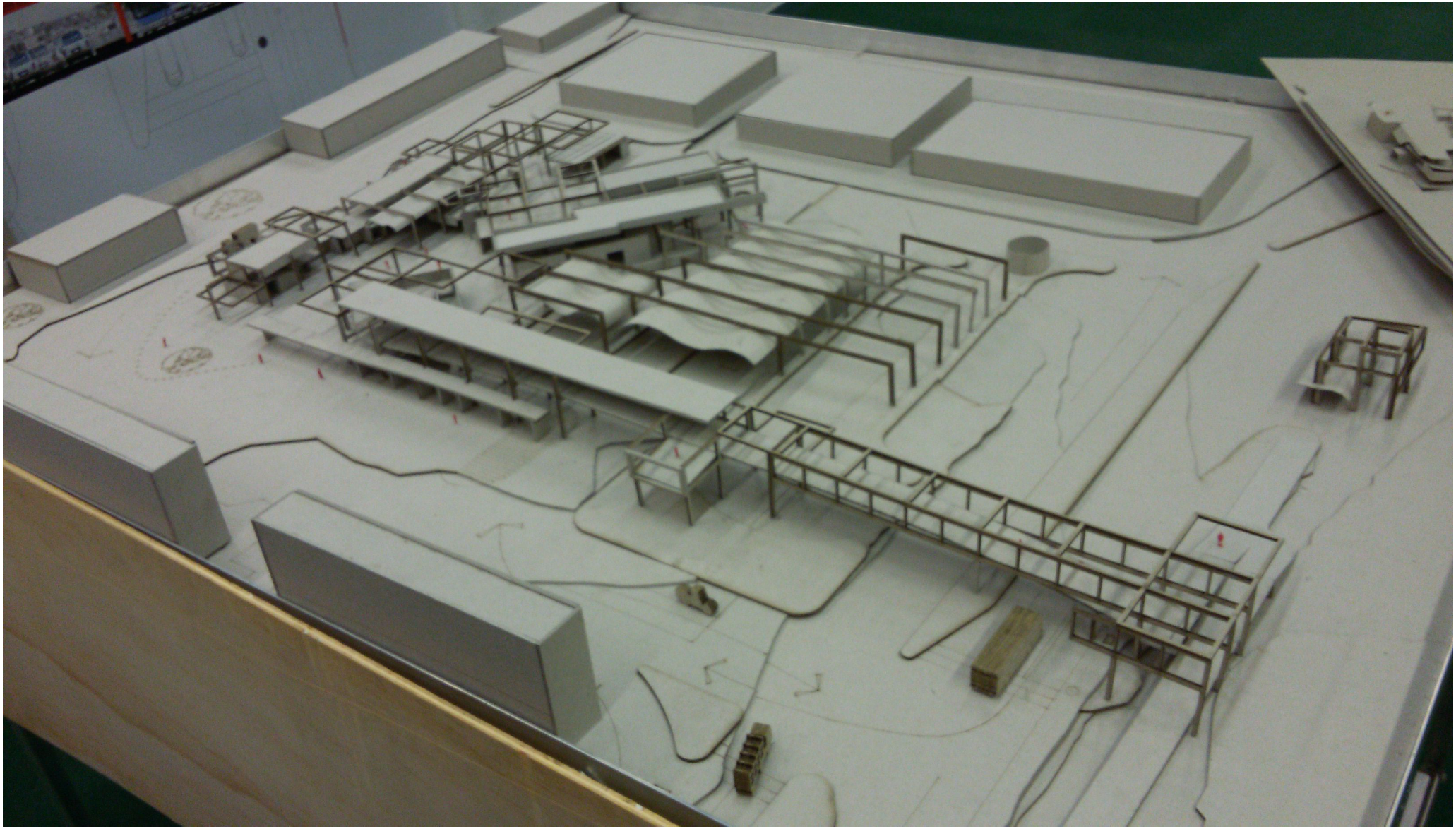
The third element used in Tschumi is the spatial construct; the superposition which makes space more ambiguous, by reducing the spatial construct of space to points, lines and surface. By doing this Tschumi allows the inhabitants of space to occupy the space and make it their own. The nature of the space becomes neutral while the actors shape the levels of enclosure or openness; intimacy or publicness and the degree of interaction that is desired. The public focus is on the taxi loading area but the journey to the space opens up the possibility of integration of program, routes and spheres in one structure, this ambiguity is necessary in forming the public domain.

The urban condition of Port Elizabeth, particularly Central and Korsten have always functioned as independent entities with different spatial-perception that have structured a different senses of publicness, though connected by the movement routes. The mini-bus taxi functions as a medium that not only connects the different people to different places but is an extension of the public realm while the taxi rank becomes 'the place between' space. The everyday experience, functions, and forms of public realm are been explored whilst emphasizing the role of people in urban space.









“We are confronted not by one social space but by many - indeed, by an unlimited multiplicity... No space disappears in the course of growth and development: the worldwide does not abolish the local... They attain ‘real’ existence by virtue of networks and pathways, by virtue of bunches and clusters of relationships.” Henri Lefebvre, 1974/1991:86

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