Looking Through the “Other” City

- How to activate the socio-spatial connection within an heterotopic framework looking through the case of Durban’s Warwick Junction
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South Africa and Durban

- the 3rd biggest city in S. Africa
- the most important logistics hub of South Africa
- the getaway to international trade in South Africa
- very high percentages of unemployment and crime
- urbanisation in S. Africa and in Durban is synonymous with informality, urban sprawl and abandonment of urban centers

Globalization and Durban

- the second largest and the busiest port city in Africa
- the ‘arrival city’ of southern Africa
- huge wave of urbanization
- lack of ability of the local authorities and the state to provide adequate services and to fulfill the basic needs of the urban poor
- number of informal dwellers are ever increasing
- subtropical climate and favorable position
- an important tourist destination
- major sporting and conference facilities, and cultural heritage
The heterotopia is capable of juxtaposing in a single real place several spaces, several sites that are in themselves incompatible... 

Foucault M., 1967, Of Other Spaces

- How to activate the socio-spatial connection within a heterotopic framework looking through the case of Durban’s Warwick Junction
Dystopia
from Ancient Greek δυσ- (hard, difficult, bad)

Utopia
from Ancient Greek οὐ (not)

Heterotopia
from Ancient Greek ἕτερος, ὁδός (other, another)

Koolhaas R., 2002, Lagos Wide & Close
Koolhaas R., 1972, Exodus or the Voluntary Prisoners of Architecture

Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst
Dystopia
- poor and unsafe place
- illegitimate and illegal activities
- unplanned or temporary infrastructure
- social and spatial flexibility
- eternal organization and networks - identity
- diversity and variety of space

Utopia
- collective organization and equality
- clear and efficient infrastructure
- illusion of freedom
- homogenization and division
- predetermined patterns of urban life and conventional planning

Socio-spatial Equality
- Formal & Informal Urbanism
- Infrastructure as a Catalyst

Koolhaas R., 2002, Lagos Wide & Close
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Durban's Warwick Junction

How to activate the socio-spatial connection within an heterotopic framework looking through the case of Durban's Warwick Junction
During the Apartheid Era, the infrastructure played a significant role in enforcing segregation and inequality. Signs of division were prevalent, as seen in the image of a railway crossing with signs indicating separate areas for different races. These signs reflect the socio-spatial inequality and formal and informal urbanism of the time. The bureaucracy of everyday life was dominated by these infrastructural decisions, which perpetuated the policies of the Apartheid regime. Understanding these aspects is crucial for the design and evaluation of modern urban planning strategies.
A group of boys taunting a squad of policemen deployed to monitor the gathering. The playfulness and the reality of police brutality make this picture tragicomic. It unites the capacity for comedy with apartheid’s real tragedy.
Street performance took on various meanings during the heavily censored years of repressive white minority rule. The policeman’s presence gives the picture two performances – one by the street dancer, while the other emerges from the tension and curiosity evoked by the policeman’s presence.
The regime of Apartheid was the ultimate urban tool to control the city and its residents. It is important to investigate this system as for a period of almost 40 years there was no provision for African businesses in Warwick area, let alone tolerance of informal trading.

In many ways, the desperate measures of successive apartheid regimes can be viewed as a logical expression, albeit a particularly violent one, of modernity's more general will to eliminate ambivalence.

Apartheid in South Africa became the watchword for order through separation. In many ways, the desperate measures of successive apartheid regimes can be viewed as a logical expression, albeit a particularly violent one, of modernity's more general will to eliminate ambivalence.

Before Apartheid

Historical Analysis

The apartheid era

Distribution of Whites, 1951
Distribution of Blacks, 1951
Distribution of Indians, 1951

Source: (Davies R.J., 1981)
Socio-spatial Equality

Post-Apartheid Era

Central Business District

Flight

Gentrification

Integration of Golden Mile

Social Integration

Source: http://www.fad.co.za/
Urbanization trends in developing countries are synonymous with urban informality. The urban regeneration process within these cities is being increasingly led through market-driven approaches, where new financial forces tend to alter the identity of these areas. This trend, coupled with the phenomena of globalization and the processes that are associated with it, have a tendency to manifest themselves in a very specific type of socio-spatial structure, which is fundamentally an expression of urban political and economic systems. The shift towards neo-liberalism has led to the establishment of an increasing informal sector, as this plays a central role in the lives of the dispossessed and poor who strive to create a means for economic survival outside of the formal system.
Warwick Junction
- dynamic trade and transport hub in the heart of Durban’s inner city
- vibrant activity and movement node for hundreds of thousands of people every day
- close to the city’s biggest economic providers (harbor, CBD, beachfront)
- next to the city’s public functions (governmental buildings, universities, hospitals)
- historic part of the city
The main theme of the competition is: architecture OTHERWHERE and explores Warwick Junction, a unique location in central Durban. The competition aims to recognize the complex systemic ecology that underpins the economic, cultural and social dynamics inherent to this area, and to find ways to strengthen, reinforce or expand these systems in a beneficial way.

- Is Warwick Junction’s diversity and contrast to be encouraged, celebrated, or bridged? If so, through what means and in what terms?
- How does the superficially chaotic informal sector become integrated with the linear, seemingly ordered configuration of businesses found along bordering streets?

**Formal Sector:**
- The city is transforming as important projects are happening
- We are open to suggestions and ideas to improve the life and work of the traders but there is a problem of between departments in terms of developers
- There have been actions for and from the organizations of the traders towards the university
- Significant infrastructure projects have happened lately

**Informal Sector:**
- Everywhere you want to go to the city you have to go through Warwick
- No spatial identity - Community sense of Identity
- Concerns for their future and their vitality
- Lack of social infrastructure (safety, accommodation, childcare)
Housing Project - Student Housing
Reusing the old rail lines - Rail station
Mall - Taxi Rank
Building
Community Center
Central Library
Metropolitan Lines
Dr. Pixley Kaseme Street (Old West Street)
Recreational Water Park
Element
Point - Touristic and Recreation Development

Socio-spatial Equality
Formal & Informal Urbanism
Infrastructure as a Catalyst

Context
Research
Analysis
Heterotopia
Strategy
Design
Evaluation

Spatial
Warwick

Heterotopia
Changing context -

**WHY?**
- Rapid Urbanisation
- Identity - Conflicting interest between inhabitants of the area and local authorities
- Durban's position as a gateway - migration into the area due to informal nature & high connectivity
- New market forces in search of new opportunities that the area poses - tendency towards formalisation
- High service demand - inability of local authorities to control
- Negative environmental impacts on the area due to the informal nature of activity
- Lack of quality of life - Infrastructure dominated urban landscape - loss of sense of place
**Urban Commoning**

The city is the site where people of all sorts and classes mingle, however reluctantly and agonistically, to produce a common if perpetually changing and transitory life. The commonality of that life has long been a matter of commentary by urbanists of all stripes, and the compelling subject of a wide range of evocative writings and representations. The recent revival of emphasis upon the supposed loss of urban commonalities reflects the seemingly profound impacts of the recent wave of privatizations, enclosures, spatial controls, policing, and surveillance upon the qualities of urban life in general, and in particular upon the potentiality to build or inhibit new form of social relations (a new commons) within an urban process influenced if not dominated by capitalist class interests (Harvey, 2012).

**Socio-spatial Fragmentation**

Space is not a scientific object removed from ideology and politics; it has always been political and strategic. [...] Space has been shaped and molded from historical and natural elements, but this has been a political process. Space is political and ideological. It is a product literally filled with ideologies (Soja, 1980).

Intensification of established social relations has become reflected in the achievement of spatial clarity in the social structure of the Apartheid City. The structure of the city, furthermore, not only reflects inequities inherent in the social formation but has the capacity to perpetuate dominant-dependency relationships and to predispose a large fraction of the Black population to positions of continuing sub-servience and under-development (Davies, 1981).

**Urban Identity & Diversity**

Cities are growing much more quickly than they ever have. That means that whether we want it or not, the whole idea of the city is being reinvented. They will never look like a conventional city, but it will certainly survive, because new forms of living in the city are being defined here. The city will become a mixture of formal, senous, complex structures; and lightweight, informal, impermanent, and flexible entities. This combination of the rigid and the free is already very visible (referring to african context) (Koolhas, 2005).
The main aim of this research is the recognition of the diversity & identity of the area of Warwick Junction within the Durban Metropolitan Area, using a multi-scalar approach in the analysis of planning & space in order to evaluate the conflict of actors towards the inclusion of the weakest groups and to reinforce the spatial identity of the area. The area needs a changeover to a new economic base that supports and stimulates economic growth from formal and/or -in the case of Warwick - informal sector. Furthermore it is important to focus on creating a positive identity and balancing out any of the economic but also socio-spatial disparities across the area while diverse economic profiles should be introduced wherever they are not present.

So, how to provide a strategy/vision built upon Warwick Junction assets utilizing any kind of drawbacks?
Expected Outcome

Instead of trying to change the space of the city - or to design a better one - I will try to influence the spatial relations and networks through which they are connected.
Development issues as described in CENTRAL SPATIAL DEVELOPMENT PLAN ANNUAL REVIEW are:

- World class investment zones
- High dependence upon road-based public transport
- High degree of social needs
- High social and economic costs of city structure
- Constraints to restructuring city form
- Poor urban environmental quality
- Jobless growth in the formal economy
- Infrastructure limitations to economic expansion
- Changing location patterns
- Changing nature of economic markets
- Historical lack of strategic spatial guidance
- Focus on facilitating development
- Weakly developed systems to deal with land use conflict
- Land and legal obstacles to development

Socio-spatial Equality

Formal & Informal Urbanism

Abandoned buildings in the center of the city

Umhlanga - Private developments for Durban's richest

Heterotopia

Context Research Analysis Strategy Design Evaluation

Metropolitan

Infrastructure as a Catalyst
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Observations

- Constraint on land in the central area for residential development has resulted in significant thrust for development in the north.

- Clear income differentials between the different residential areas away from the major commercial and industrial nodes.

- High income households are concentrated in low density residential areas with adequate access to urban services, facilities and opportunities.

- Push for commercial and key community facilities in the adjacent regions where access to or availability of commercial and major community facilities is limited.

- Residential densities have largely been characterised by low density settlements racially structured, highly fragmented and poorly integrated.

- Urban sprawl as manifest in these regions only exacerbates an inefficient public transport system.

- Opportunities for densification present a challenge due to limited space actually available for development.

Context

Analysis

Heterotopia

Strategy

Design

Evaluation
Mahatma Gandhi spent his formative years in Inanda where he started his passive resistance movement. In 1904 he established the Phoenix Settlement

Nelson Mandela cast his vote in the country's first democratic elections in 1994
Strategy for a functionally Interrelated Region
Definition of Scale

Historical

- 1840
  - Botanic Gardens
  - Cemetery
  - King's Dairy Farm

- 1870
  - First City Extension
  - Train Station

- 1900
  - Albert Park
  - Kings Park

- 1980
  - Suburban Train Station
  - Golden Mile

1840 1870 1900 1980

City Center
Socio-spatial Equality

The Modern City of Durban, Source: Painting in the Architectural School of Durban

Urban Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Context

Research

Analysis

Heterotopia

Strategy

Design

Evaluation
Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Phycogeographic map of Paris, Guy Debord, The Naked City (1957)

Map of Boston, Kevin Lynch, The Image of The City (1960)
Urban Destinations - Formal Spatial Clusters

- Social infrastructure (Governmental Buildings, Museums, Train Stations etc.)
- Educational buildings (Universities, Private schools etc.)
- Healthcare Facilities (Hospitals, Clinics etc.)
- Shopping malls
- Parking

Socio-spatial Equality
Formal & Informal Urbanism
Infrastructure as a Catalyst
Urban Destinations - Green Structure
Urban Destinations - Mixed Use
Urban Destinations - Green Structure

Context
Research
Analysis
Heterotopia
Strategy
Design
Evaluation
Urban Destinations - Spatial Hierarchies

Why?
- Not clear - spatial identity
- 3 different urban tissues
- 3 different city levels (railway, city level, flyovers)
- Different layers of road infrastructure
- Informality bigger the formality
- Big transportation node (train, bus, taxi)
- Not friedly walking area
- Not public activities - recreation facilities
- Not sufficient amenities and social infrastructure
- Not enough or integrated open and green space
- Safety and security issues
Why?

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3 Urban Strategies

1. Accessibility and Social Infrastructure  
2. Green & Landscape Strategy  
3. Cultural & Heritage Strategy
1. Accessibility and Social Infrastructure

- Socio-spatial Equality
- Formal & Informal Urbanism
- Infrastructure as a Catalyst

Map showing urban planning strategies and infrastructure development.
2. Green & Landscape Strategy

Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst
Socio-spatial Equality

3. Historical and Cultural Heritage

Formal & Informal Urbanism

Infrastructure as a Catalyst
Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Strategy for a functional and equal city

Urban Destinations & Flows

- Warwick Junction
- Primary Destinations (CBD and Beachfront)
- Secondary Destinations
Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Strategy for a functional and equal city

Concept Diagrams

Public Transportation System

Urban Corridors

Social Infrastructure

Context  Research  Analysis  Heterotopia  Strategy  Design  Evaluation
Strategy for a functional and equal city
New Movement & Flows
Strategy for a functional and equal city

New Movement & Flows

Public Space (Parks, Squares etc.)

Administrative

Culture (Theatre, Library, Museum etc.)

Education

Leisure (Cafe, Cinema, Restaurants etc.)

Markets (mainly informal)

Medical

Service (Banks, Industry etc.)

Urban

Religious

Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Context

Research

Analysis

Heterotopia

Strategy

Design

Evaluation
Strategy for a functional and equal city
Proposed Development Plan
The infrastructure dynamic of the area is tremendous with **130,000 daily taxi departures**, **160,000 departures on train and bus** and **50,000 pedestrians**. It is also the economic dynamic, where the turnover is believed to be more than R1 billion (75,000,000 euro) annually, only from the informal traders. (Nomico & Sanders, 2003) Since 1995 the authorities recognized the potential of Warwick Junction Markets as an important economic generator and it became the site of a collaborative planning process with the sensitive integration of street traders within urban plans.
Richard Dobson - In 2006, he cofounded the NGO Asiye eTa-

18-12 Trader

3 Invisible workers

Dependency ratio
Issues
- Not clear - spatial identity
- 3 different urban tissues
- 3 different city levels (railway, city level, flyovers)
- Different layers of road infrastructure
- Informality bigger the formality
- Big transportation node (train, bus, taxi)
- Not friendly walking area
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Solutions
- Street Character and reforming of the markets
- A new platform and mobility regulations
- Green and landscape integration
- High traffic in the boarders of the area
- Formalising Informality and
- Clear urban nodes of transportation
- Pedestrianization anf landscape elements
- More public activities and engagement
- Efficient and integrated social infrastructure
- REinforcement of community character
Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

SITE DESTINATIONS & FLOWS

- Wavick Junction
- Primary Destinations (CBD and Beachfront)
- Secondary Destinations

Local Strategy

Context  Research  Analysis  Heterotopia  Design  Evaluation
Mobility and Road Infrastructure (Metropolitan, Urban, Local, Slow Traffic)

Socio-spatial Equality

Formal & Informal Urbanism

Public Space, Open space, Trading Space

Heterotopia

Context
Research
Analysis
Heterotopia
Strategy
Design
Evaluation

Infrastructure as a Catalyst
Formal (Stable) and Informal (Flexible) Facilities & Buildings

New Buildings, Restoration, Bus ranks, Taxi ranks

Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst
Socio-spatial Equality

Typologies & Heterotopia
Socio-spatial Equality

Typologies & Heterotopia

Context

Research

Analysis

Heterotopia

Strategy

Design

Evaluation

Formal & Informal Urbanism

Infrastructure as a Catalyst
Socio-spatial Equality
Phasing

Formal & Informal Urbanism

Infrastructure as a Catalyst

Context
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Formal & Informal Urbanism  
Infrastructure as a Catalyst

Context  
Research  
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Heterotopia  
Strategy  
Design  
Evaluation
Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Context  Research  Analysis  Heterotopia  Strategy  Design  Evaluation
Bus Rank - Parking, Green Roof for urban farming

Mixed use, Parking, Housing > 30, Office > 50% Private Developer

Social Infrastructure, Childcare center

Social Infrastructure, Health care center - Accommodation

Housing Units

Mixed use, Storage, Office > 60% Private Developer

Housing Units, Storage

Social Infrastructure, Municipal pay points, Small Business Support services, Storage

Educational units - Place for knowledge between traders and students

Socio-spatial Equality

Formal & Informal Urbanism

Infrastructure as a Catalyst

Context

Research

Analysis

Heterotopia

Strategy

Design

Evaluation
The unit

Hierarchy of the units

Private, Semi-public. Public Space
Reflection

Heterotopia