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 African cities are born, as perhaps no other urban spaces are, of the kinds of spatialities Lefebvre refers to as ‘abstract space’, or ‘representations of space’. This signifies a geometric and homogeneous space of separation and power, built upon a dominance of the visual, of formal relations amongst objects organized on the basis of technical knowledge. Abstract space has come to dominate the form of the modern city. It is exemplified by the homogenization and division involved in the capitalist commodification of land and the construction of alienating environments in which the possibilities for alternative spatialities are repressed. (Judin H. & Vladislavic I., 1998, p.165)

It is a challenge to define and research on this ‘abstract’- or as I personally see it - this ‘heterotopic’ space which is an area of variant spatial potentialities. In the post-apartheid era, planners are trying to design with principles opposed to South African cities, principles that have contributed to urban sprawl, poor accessibility and a fragmented environment, problems that are compounded under apartheid by the location of segregated residential areas for the poorest groups on the peripheries of the cities. Whereas, the new South African city can’t be part of the vision - as globalization demands - of a Compact or Sustainable city. Of course many elements of the segregated apartheid city are unlikely to disappear.

The specific context of Durban touches global issues like the crowded, inconvenient shanty towns, the degradation of the suburbs and the implications of the urban sprawl in the cities. The same situations when neighborhoods turn upside down, city centers get abandoned or even the constant shifts of the social functions are happening everywhere in countries all around the world under the new rule of Globalization and fast urbanization. The emerging societies and economies can create informals in all the scales but also as we see in the particular case of South Africa and Durban, the roles can be easily shifted. The social and spatial boarders are flexible and social integration is a process that goes through the complexity of our cities.

It is, I believe, the model of connectivity and flows which may improve the quality of life for the future’s South African communities. Its dynamics challenges the predetermined patterns of urban life and conventional planning, it offers opportunity for architects and urbanists to rethink alternative approaches and solutions to facilitate the people to make collective choices dealing with the complex urban conflicts. Durban gives me an excellent chance to explore design and equality between formal and informal, past and future.

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.
Contents

Preface .................................................. 5
A. Introduction ....................................... 8
   A.1 Location of context
   A.2 Overview of scales
   A.3 Historical overview
B. Problem field definition ......................... 20
   B.1 Motivation
   B.2 Problem statement
   B.3 Hypothesis
   B.4 Aim
   B.5 Expected outcome
   B.6 Thesis relevance
      B.6.1 Social
      B.6.2 Academic
   B.7 Challenge
C. Theoretical Research ............................ 26
   C.1 Heterotopias
   C.2 Main concepts and theories
   C.3 Research question
      C.3.1 Sub-questions
   C.4 Methodology
D. Spatial Research ................................. 32
   D.1 The U.I.A. Competition
   D.2 Field Trip
   D.3 The urban tissue
   D.4 Interviews
   D.5 Official & Municipal Plans

Informal part of the city: Names and hours from a taxi rank in Durban
E. The three scales of development ..... 38
E.1 Regional development
   E.1.1 Planning framework overview
   E.1.2 Economy
   E.1.3 Infrastructure
   E.1.4 Housing & Population
   E.1.5 The 2 different Worlds
   E.1.6 Context & Conclusions

E.2 Urban Development
   E.2.1 Analysis framework overview
   E.2.2 Formal Spatial Clusters
   E.2.3 Informal Spatial Clusters
   E.2.4 Mixed Use
   E.2.5 Road Network
   E.2.6 Green Structure
   E.2.7 Spatial Hierarchies-Activators
   E.2.8 Strategies
   E.2.9 New Movement Flows
   E.2.10 Context & Conclusions

E.3 Local Development-Intervention Area
   E.3.1 Analysis framework overview
   E.3.2 The “gates” of Warwick Junction
   E.3.3 Land Use & Spatiality
   E.3.4 Flows & Informality
   E.3.5 The markets & The traders
   E.3.6 Strategy - From urban to local
   E.3.7 Design and Heterotopias
   E.3.8 Vision
   E.3.9 Layer Analysis
   E.3.10 Phasing
   E.3.11 The unit
   E.3.12 Rules and Stakeholders

F. Reflection ........................................ 102

G. Theory Paper .................................... 104

H. Index ............................................ 112

I. Bibliography .................................... 114

Formal part of the city: Official govermental services in Durban’s urban area
A. Introduction

Map Source: IHS Global insight, International chamber of shipping
The position of Durban as the second largest port city in Africa, and its high connectivity on a national, regional and local scale, reinforces its position as the ‘arrival city’ of southern Africa. This resulted in a huge wave of urbanization where people from other parts of Africa, as well as from the surrounding regions, tended to flock to the city of Durban in an attempt to increase their economic and employment opportunities. This wave of growth, primarily of an informal nature, places enormous pressure on the ability of the local authorities and the state to provide adequate services and to fulfill the basic needs of the urban poor. This is a vicious cycle where the number of informal dwellers are ever increasing, putting even more pressure on the system and service delivery capacity.

Durban is bounded by the Indian Ocean on the east and the warm Mozambique Current contributes pleasantly to its climate. With temperature ranging from 16°C-25°C during winter and 25°C-33°C during summer, the subtropical climate and the favorable position of its spatial characteristics made Durban one of the three most significant cities in the country. The local economy has also benefited tremendously from the development of the port, which is the busiest harbor in Africa. As a touristic destination, except the sunny climate and the expansive beaches, the city is claimed to offer a rich and diverse cultural heritage, major sporting events, impressive conference facilities, exciting waterfront developments etc. - all supported by a well-developed city infrastructure, transport and communication systems and world-class commercial and financial services (Durban Metro, 1999).

Durban is the most important logistics hub of South Africa but also the gateway to other attractions in the province of KwaZulu-Natal such as Drakensberg Mountains, the Midlands Meander, the battlefields of the Anglo-Zulu War and Anglo-Boer War and the North and South coasts. The international market is changing with growing interest in historical, cultural, ecological evidence as well as “sun & sea” holidays and Durban is the getaway to international trade in South Africa. To this picture we need to add also the problems that the city is facing. High percentages of unemployment rates, unequal distribution of wealth, poverty and the high levels of crime and grime are some of the issues that darken the prestige of the city. The investments in tourism and infrastructure but also the responding to a changing market are believed that are the most significant factors for the challenges that the city faces.

The ‘deracialization’ of urban space in terms of both residential location and economic activity, has transformed South Africa’s metropolitan areas and has created places of formal and informal domicile, livelihood and working activity, elements that will be the basis of my research.
A.2 Overview of scales

It is important to recognize the three scales of Durban that I will be working on. Starting from the metropolitan scale, going through the urban scale and finally to the local and the area of intervention, the problematic settled, even though the scale changes, remain the same. The multiscalar approach will help me to have a clear image of the project as the proposed strategies can influence all the possible scales.
From the first years, Durban was developed as a port city. The urban grid was introduced in relation with the harbor and since then the expansion of the city was directed to the other directions. There were two significant axes from West to East which by the geomorphology were developed as the main city structure. The first urban elements that the city had were the harbor, the beachfront, the Botanical Gardens (an important green area) the cemetery and the King’s personal land. With the exception of the last one, the rest remain the same until today. The inner city started to develop as the heart of the whole metropolitan region when the city started to develop according to modern principles of European architecture of the 60s and 70s. Today the phenomena like urban sprawl, migration and fast development have not changed the inner city of Durban.
A.3 Historical Overview

Apartheid Era in Durban

Segregation City

In Durban, the distinction—between European insiders and Indian/African outsiders was strengthened throughout the first half of the 20th century, a period that saw dramatic growth in the city’s population and economy. During this time, urban administrators began to apply the principles and practices of modern planning methods, tightly regulating land use and residence along racial lines. This control reached its apogee with the passage of the Group Areas Act of 1950, which led to the forced removal of thousands of Indian and African strangers to newly constructed townships located far from the Central Business District (CBD). From this period, 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 through the control of space (Popke & Ballard, 2003).

Source: Davies R. J., 1981
Before Apartheid

The regime of Apartheid was the ultimate expression of the control of space through the control of race. This control reached its apotheosis with the passage of the Group Areas Act of 1950, which led to the forced removal of thousands of Indian and African businesses from the Warwick area. This act was part of a larger policy of regulating land use and residence along racial lines, which 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 and conflict.

In Durban, the distinction—between European insiders and Indian/African outsiders—was strengthened throughout the first half of the 20th century, a period that saw dramatic growth in the city's population and economy. During this time, urban administrators began to apply the principles and practices of apartheid as a 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 the Warwick area. Almost 40 years later, there was still no provision for African businesses in the area.

Source: (Davies R.J., 1981)
Spatial Aspects of Apartheid in South Africa

The bureaucracy of everyday life

Black & white discrimination on the beauty contests is not visible only because of the stylistic black and white photography, but the rather social black & white policies.
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 performances 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.
Gentrification
A massive expansion of contemporary offices (lawyers, doctors, architects and other professionals), technology firms, book shops, antique shops etc, often converted suburban homes, has changed the once white suburbia. Public life, once only in private clubs, is established and reinforced in these areas with restaurants and outdoor cafes.

Integration of Golden Mile
The coast, from being a leisure only for the white people, then divided very unequally, nowadays it is the largest place where the density of the people is a mix between all of the apartheid groups as well as a huge number of tourists. Part of the big Golden Mile at the north end of the beach front is the development of the Sun Coast Casino shopping complex, where one can notice a mixture of different social classes any given evening.

Flight
The huge shift of the population and business activity has a perfect paradigm, 20 km north of Durban, Umhlanga. The area developed further after the fall of Apartheid where the white people that abandoned the center created an area, similar to the edge-cities of USA where real estate is the output of highway connections and the businessman’s search for greenfields developments.

Township Changes
Chatsworth, the large Indian region 15km south-east of Durban, was a clear residential township. Today, it has a complex economic life with a large amount of informal commercial and residential activity, expanded shopping center life and intensified differentiation between rich and poor neighborhoods.

Flatland
This little neighborhood around the Albert Park is the nearest residential area to the area and the port. It used to be a white area with many inexpensive apartment blocks and now has become a neighborhood where many black office workers seek a different lifestyle from that of the townships but in the streets you can see a large number of the other races as well. It is an accurate representation of the urban lower middle class today, unlovely but vibrant section of town.

Central Business District
The affluent is not the main characteristic of the CBD any more where only the white people had, but it still has retained important functions as many governmental buildings, law firms and harbor related firms. The biggest hotels remain also in the area while the streets are most of the time crowded by any, if rarely white, races.

Social Integration
The white population of Durban has fallen considerably in the last 20 years. At the same time the Indian population has stagnated or increased slightly while the black population has increased substantially. A good example is Musgrave Centre in the central Berea, which has rapidly acquired a large Muslim Indian population.

Global View
The specific context of Durban touches global issues like the crowded, inconvenient shanty towns, the degradation of the suburbs and the implications of the urban sprawl in the cities. The same situations when neighborhoods turn upside down, city centers get abandoned or even the constant shifts of the social functions are happening everywhere in countries all around the world under the new rule of Globalization and fast urbanization. The emerging societies and economies can create informalities in all the scales but also as we see in the particular case of South Africa and Durban, the roles can be easily shifted. The social and spatial boarders are flexible and social integration is a process that goes through the complexity of our cities.
The beachfront - the center of recreation activities and social space - functioned during the Apartheid years as the backyard of the city where access was limited to the colored with caution and danger signs. After Apartheid it became the place of designation of social frustration.
B. Problem field definition

Warwick Junction, Under the Formal Networks (fly-overs) lie the Informal Networks (Informal Markets and Traders), Picture Source: www.flickr.com
Why can’t a white neighborhood be called a township? If they start gagging themselves, why can’t we reframe the white neighborhood as a township? The flight, is it a flight or is it some kind of formal escape? Gentrification is not something that needs to happen in an area, this could be happening even in informality. Is it possible to look at these new towns in a Koolhaasian sense, flight in the city center, like in Delirious New York? Why can’t we call the center of Durban as mass factory? People go there during the daytime to work or to shop and they leave by night leaving an abandoned city. These issues raise many questions about the political commitment and disciplinary obligations of planners that I am very much interested.

In my urbanism studies, my personal motivation stands exactly at the point where we have already decided to cross those spatial borders and when we create the special conditions by analyzing, diagnosing, and finally planning how they can be overlapped reinforcing the special and spatial identities. To define the place of my research-intervention, helped me the UIA 2014 International Student Competition which is taking place in Durban’s Warwick Junction. The main theme of the competition is: architecture OTHER-WHERE exploring Warwick Junction through the filters of resilience, ecology and values. Everybody is using these issues in the South African contest, which issues are constantly shifting the conditions of parameters of spatial landscape, informality, safety, sustainability, identity etc.

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.
The development trends of large-scale infrastructural projects and local fragmented architectural interventions has led to a lack of connection between metropolitan and local scales and public transport systems, where the neglected urban tissue is the resultant space of these projects. The lack of planning coordination in the area of Warwick Junction historically until today has led to it having no clear spatial identity; this coupled with the disposition of the local authorities towards informality has led to a loss of sense of place.

The uniqueness of locality and community identity of the area of Warwick Junction as the biggest transit oriented node but also the biggest informal node in the city, creates opportunity for multiple user interest groups, especially the informal, whose needs are not being recognized by the formal actors and authorities.

The transition from a race-based to a class-based apartheid disguised under free-market principles, enforces the dissemination of strategic public land ownership to investors and property developers.

The above criteria expressed in the spatial, economic and political complexity within Warwick Junction gives rise to tension between the formal and the informal relations that results in conflicts of the place-space structure of the area.

Since the problem and challenges show no respect to socio-spatial boundaries, thinking at a different level and scale is essential. Traditionally, planners have directed their focus towards the neighbourhood, city, or metropolitan level. For natural resource protection, transportation planning and economic structure and development, thinking in a three dimensional scale is necessary and has a number of advantages. It brings greater resources on evaluating and defining problems, which cannot be handled effectively on a separate scale.

The hypothesis is: What would be the future identity of Warwick Junction if: a) No spatial intervention is done, b) The development of the area is geared towards formal and private-driven approaches and c) The development of the area is geared towards diversity (regarding the weakest groups).

The question is: How to trigger future growth in order to unlock competitiveness in the city region and moderate and reinforce diversity amongst different social groups in the center of the city?

Warwick Junction is the perfect example for this kind of experimentation.
B.4 Aim

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.

Warwick Junction presents great difficulty in making the transition from an, unregarded significant urban and metropolitan node to an node of reference in different scales. The area needs a changeover to a new economic base that supports and stimulates economic growth from formal and/or -in the case of the Warwick Markets- 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.

The main aim, is to provide a strategy/vision built upon Warwick Junction assets utilizing any kind of drawbacks.

B.5 Expected outcome

The security problems, the environmental blight, the fragmentation of space and the inadequate facilities, meet the needs of people using the area (commuters, traders, public transport operators) and create a negative image in the entrance of the city. Also, the poor condition of many existing buildings (many of them part of the cultural heritage of Durban) and the different conflicting interests for the area led to deterioration of the Inner City and hastened a flight of capital to the suburbs (Umhlanga). The local authorities don’t seem to consider taking firm and decisive action to control undesirable activities and the local government continues its lack of commitment towards Warwick resulting in a low priority and minimal funding to the improvement of the area around Berea Station, one of the busiest stations in the country.

By keeping the vibrant economic activities, to rise interest of other sectors (both from outside and from within the area). Also to utilize, based on research and strategy, the tremendous potentials for job creation focusing on small and informal business but also to secure interest for tourism. Another outcome, is to suggest other ways of living utilizing the abandoned buildings and the vacant land providing also public facilities and services which can also be accessible to the urban poor in the Inner City. This is the place where the different heterotopic frameworks can co-exist boosting social confidence in this part of the city but also in Durban as a whole.
What happens now? After 20 years of Apartheid falling, what has really changed socially but also spatially in South Africa? We are still running to tremendous socio-spatial issues, tremendous disparities and huge gaps. It is clearly visible that planners and the discipline itself need to find ways to accommodate this kind of realities. We should rethink what is infrastructure doing in terms of these disparities. In a post-apartheid context, where is an apparent shift from a racial apartheid towards an economic apartheid, globalization and all the processes linked to it has had a significant impact on the social and spatial structures of these cities. The shift towards a neoliberal market and a premature de-industrialization, Africa in particular is suffering the effects of globalization simultaneously with that of rapid urbanization.

As cities are increasingly ‘modernizing’, their focus is mainly investment oriented, in order to be competitive in the global market. The ability to attract FDI (Foreign Direct Investment), lies in the functionality of the city, a stable and democratic political structure as well as increasingly ‘quality of life’, as measured through specific instruments in order to determine the ‘attractiveness’ of a city’. All these pressures tend to lead towards the idea that informality is a bad reality and that they should ‘get rid’ of it on the part of the local authorities and the government.

The informal markets organize themselves around transport nodal points and public transport interchanges, to take advantage of the circulation flows of people. These areas pose new opportunities for the formal market sector, which want to change the identity of these areas and cater for a different social class. This conflict of interests can be best illustrated by a recent proposal for a new mall on the site of Warwick Junction in the Durban Metropolitan area, the biggest transport interchange node in Durban. This site is home to about 8000 daily traders with about 500 000 commuters traversing the site every day, this is evidence of the conflicts of interest between the different stakeholders. The fact that the UIA (Union of International Architects) is funding a student architectural competition based on this area, is an indication of the awareness of that.

This thesis has its academic relevance in addressing the concerns of redevelopment strategy on the three different levels and scales, within the search for a new model of urban development that will respond to the real needs and demands of the different urban systems in South Africa and other emerging economies. The major aim of the thesis is to learn the principles of academic research in the field of urbanism and to develop critical and analytical skills necessary in the practice or academic work in the areas of spatial planning and urban design.
The main challenge is how to marry these two different social but also spatial worlds. The designed and the undesigned space, the formal and the informal sector, the poor and the rich (profitable) levels of the city, the space of action and flows and the remaining - forgotten - space. The idea of the open or unfinished project is central. An approach that relies on an understanding of space as a temporal realm, capable of flexible and layered configurations, or as we will see later on the 'heterotopic' space. It is important to define new ways of seeing the social and spatial landscape.
C. Theoretical research

Flyovers & Bridges in Warwick Junction, Picture Source: www.flickr.com
The heterotopia is capable of juxtaposing in a single real place several spaces, several sites that are in themselves incompatible.

The identity is hard to define as it is constantly in a state of flux, which transforms continuously and gets adapted to the nature and circumstances of the environment. The space is homogeneous and yet separated, shattered and yet preserved. The complexity of the environment gives the impression of disorder and arbitrariness, but contains internal (collective) self-organizing rules. I am not referring to the total area of urban or regional planning or the segmented place of architecture. I’m talking about the need that consolidates the functional pieces of a space separated, thereby realizing the homogeneous and shredded character.

(Theory Paper)
C.2 Main concepts and theories

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).

Diversity

Heterotopias of difference are still places in which irreconcilable spaces coexist, but what constitutes irreconcilability is constantly contested and changing. As these heterotopias fluctuate between contradiction and acceptance, their physical expression equally fluctuates between invisibility and recognition. (Cenzatti, 2008)

Adjusting the goals of renewal to the demands of the lower classes means, among other things, substantially reducing the prospects for assembling sufficiently large tracts of cleared land to make feasible the construction of dwelling units attractive to the middle-class suburbanites whom the city is anxious to woo back into its taxing jurisdiction.

This, in turn, means the central city may have to abandon the goal of recolonizing itself with a tax-paying, culture-loving, free spending middle class and be content instead with serving as a slightly dilapidated way-station in which lower-income and minority groups find shelter and a minimal level of public services. . . . (Wilson, 1966).

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)
Socio-spatial fragmentation

Space itself, at once a product of the capitalist mode of production and an eco-nomic-political instrument of the bourgeoisie, will now be seen to embody its own contradictions. The dialectic thus emerges from time and actualizes itself, operating now, in an unforeseen manner, in space. The contradictions of space, without abolishing the contradictions which arise, Iront historical time, leave history behind and transport those old contradictions, in a worldwide simultaneity, onto a higher level; there some of them are blunted, others exacerbated, as this contradictory whole takes on a new meaning and comes to designate ‘some-thing else’—another mode of production (Lefebvre, 1991).

The social formation, characterized by dominant-dependency relationships between population groups and a system of social relations that resembles a race-class like stratification, has persisted and intensified over time. It suggests a colonial-like system of organization in which the spatial form of the city is dominated by institutionalized segregation of race groups. 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-de-

Identity is one of the essential goals for the future of good environment. People should feel that some part of the environment belongs to them, individually and collectively, some part for which they care and are responsible, whether they own it or not. The urban environment should be an environment, which encourages people to express themselves, to become involved, to decide what they want and act on it. (Appleyard & Jacobs 1982, 11).
C.3 Research question

How can we activate the socio-spatial connection within an heterotopic framework looking through the case of Durban’s Warwick Junction?

C.3.1 Sub-questions

In order to find an answer to this question, the elements that it contains should be researched separately. The following sub-research questions, therefore, represent the in-between steps that will be taken:

- What is a heterotopic space?
  (Literature Review)
- What are the different levels of heterotopic spaces in three different scales (Metropolitan, Urban, Local)?
  (Historical Review + Research Analysis)
- What principles of heterotopias appear in Warwick Junction?
  (Literature & Historical Review)
- What is the role of Warwick Junction in the regional context?
  (Research Analysis + Mapping)
- What is a socio-spatial connection/integration and with what means can be achieved?
  (Literature Review + Case Studies)
- How is informality related to heterotopias in case of Warwick Junction?
  (Research Analysis)
- How to reinforce the diverse identity of Warwick Junction?
  (Models & Strategies Testing)

C.4 Methodology

The methodological framework of the thesis combines a number of (theoretical and empirical) research methods that are going to be used in order to answer my research/sub-research questions. These questions reflect not only the problem statement that will be explored by my thesis but also my main objectives. The theoretical methods involve a general literature study on the Post-Apartheid planning, urban diversities and identities but also it will touch issues like resilience, ecology and values in an urban context.

The empirical methods are primarily related to markets, formal and informal (Lagos etc). The analysis of other documents and literature related to big infrastructure nodes as well as some aspects by maps and critical texts are the basis for future planning and design proposal.

In order to understand Warwick Junction and Durban, a targeted data research is needed. Statistical information on economic profile, demographic processes and spatial restructuring will help to evaluate current trend. These data are divided into subset of information, including land use, economic, infrastructure, demographics, governmental jurisdiction. Those are the themes in which data are categorized and compiled for processing, illustrating creating new urban taxonomies. Mapping will be used to show results of analyses of statistical data. The analysis on the influence to the surrounding areas and also to metropolitan scale will be translated into drawings as well. In this step it is important to spatialize information.

The way to organize all the different elements of this research project in a structured process, where it can be defined the interrelation between them, is one of the main goals of this thesis plan. In that sense, all the general elements of the research project, as literature review, case studies, research questions and evaluation are organized in a logical process which will guide during the development of my thesis.
Methodology Scheme

**PROJECT DEFINITION**

- The context: Warwick Junction, Durban
- Literature Study
  - Apartheid & Post-apartheid Planning, Social Change,
  - Informality & Informal Networks, Port City
- Preliminary analysis
  - Multi-scalar Analysis, Historical Development, Spatial Hierarchies

**Problem statement**

- Lack of connectivity between metropolitan and local scale
- Not integrated public transport system
- Fragmentation - No clear spatial identity
- Dissemination of public land ownership
- Tension between formal & informal

**Aim**

**Hypothesis**

What would be the future identity of Warwick Junction if:
- a) No spatial intervention is done,
- b) The development of the area is geared towards formal and private-driven approaches, and
- c) The development of the area is geared towards the diversity (regarding the weakest groups).

**Research Question:**

How can we activate the socio-spatial connection within an heterotopic framework looking through the case of Durban’s Warwick Junction?

**CONCEPT RELATED**

- Literature Review

**Theoretical Framework**

- heterotopic spaces
- adaptation of the networks
- socio-spatial integration

**Empirical Framework**

- Spatial Form
- Functional Relationships

**Conclusions**

- Guidelines + Tools

**CONTEXT RELATED**

- Planning system in Post-Apartheid Cities
  - Historical Review

- Analysis Warwick Junction - Durban
  - multi-scalar analysis
  - spatial structure (mapping)
  - fieldwork
  - spatialize information
  - planning & stakeholders reviews
  - socio-spatial trends & demands
  - urban systems & networks

**Conclusions**

- Definition Approach + Key Strategic Goals

**CRITICAL VISION**

- PLAN PHASING + REVIEWING SYSTEM + URBAN & LANDSCAPE STRUCTURE

- Progressive Strategies & Goals - Review of Planning Process

**DESIGN**

- EVALUATION
  - PROPOSAL
D. Spatial research

Informal Markets and Traders, Picture Source: U.I.A Competition brief
D.1 U.I.A. Competition

Trying to define the site or the area of my intervention, I came across the very interesting UIA 2014 International Student Competition. 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 (the competition brief). The sub-themes are:

1. Resilience (Emergence, Poverty Alleviation and Spatial and Geo-political Economies)
2. Ecology (Time, Evolution, Systems, Processes and Environmental Concerns) and,
3. Values (Architectural Practice and Education)

The competition is meant to explore and translate these subjects into a proposal, aiming suggesting processes of intervention and models of community participation. Though I had never worked on the African cities, I thought that this was a very good chance for me to expand my knowledge in these unfamiliar for me urban conditions, tackling themes like segregation, spatial and social inequalities, urbanization in undeveloped countries etc.

The competition has itself some questions that can help me with my own research questions, two of which are:
- 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? The questions have to do with issues like diversity and borders which I personally want to investigate.

Finally, the products that the competition requires are:

a. The development of a LONG-TERM - LARGE SCALE vision for WARWICK JUNCTION
b. The development of a MEDIUM TERM - MEDIUM SCALE INTERVENTION on one edge of the BROOK STREET CEMETERY
c. A SHORT TERM/IMMEDIATE - SMALL SCALE INTERVENTION as urban catalyst in WARWICK JUNCTION.

The above products, meet my personal belief, that we, as planners or designers, cannot find solutions, unless factors as time, scale and participation are also included in our research.
In order to successfully promote its tourism opportunities, Durban attempted to enhance its image and appeal by promoting its sports, convention and cultural attractions. With that image I travelled to Durban. Durban as sporting Mecca, Durban as World Class Convention Destination or Durban as A “Melting Pot” of Culture, but things were different when I was there. The separation of the two different worlds happens in area of 5 kilometres distance. The centre of the city is well designed, clean and safe. The beach-front is one of the best in South Africa and sport and convention opportunities are great for this side of the globe. Investments are running close to the beach-front and tourists are visiting from all over the world.

But:
Due to past racial legislation, tourism in Durban has been regarded as a missed opportunity for the majority of people in South Africa, and more specifically Durban. A major problem facing the city is the poor involvement of previously disadvantaged groups in the tourism sector. This is attributed to the fact that the majority of people have not benefited from, or have been exposed to, the industry, and hence perceive the industry as a “white man’s preserve”. As a result the tourism industry does not cater for the emerging black market in terms of its facilities and services. As emphasised earlier, this was because Durban’s main attractions and accommodation establishments were developed to attract the white middle-class visitors.

It would appear that many areas behind the beachfront have been neglected by landlords and the local authority in terms of provision of services and amenities. A concerted effort is required from the private and public sectors to halt the physical decay in such areas and to facilitate general upgrading. This will help dispel the negative perceptions of such areas. This must be accompanied by strategies to severely penalise perpetrators of crime, finding more innovative means to provide opportunities for the unemployed and educating local people about the importance of tourism.

The lack also of an integrated plan for the weakest groups of the city was clear in the streets of the city. Informality was present everywhere. Sometimes well promoted and designed creating special markets and giving the idea of a well designed space and other times, the poorest would use the streets or the abandoned buildings for their very first needs creating as a result two different cities. A different view is required from the both sides, so the city to have a clearer, and as a result, a more integrated image.
1. Another ‘White Elephant’

2. Durban Beach-front

3. Villas and first class residential area

4. Berea Station Market

5. Behind Durban’s Beach-front

6. Abandoned buildings in the center of the city
Durban was designed as an European Modern City and that was obvious while walking in the streets. Wide streets, car oriented highways, tall buildings and skyscrapers, big facility and conventional centers, a well designed beach-front etc. The orientation is clear by 4 highways from West to East that also pass through the center of the city. The beach front is in the East side of the city and the port, the main economic provider of the city lies in the South. Many landmarks around the city also give the image of a well oriented city. This image is revised while approaching the area of Warwick Junction. The clear direction is lost, the clean, safe and wide roads turn into flyovers, market streets and small informal passages. The scale of the city changes, becomes smaller and from that point on we are talking no more about one city but for a clusters of communities and neighbourhoods.

The Municipality itself is not explicitly addressing poverty alleviation. Rather, it is aimed at modernising and commercialising areas, creating hopefully improved conditions for informal traders, renovating transport networks, and upgrading environmental facilities. Although there are indirect benefits which could result in poverty alleviation, these are difficult to quantify and impossible to measure.

The Formal Modern City of Durban, Source: www.ds-lands.com
Informal Sector

The traders have created their own organisations and groups to support and provide help for them as traders but also they have created a sense of community. Even though the concerns are big for their future and their vitality, the main concerns are about safety, accommodation, infrastructure and the lack of support from the authorities.

WHAT DO YOU DO, HOW DO YOU USE THIS SPACE?
I sell fruits, vegetables clothes and other items to people. I have a stand here as well as a lock up facility in the back. I am a barber. We have a tent where we cut hair here. I used to be a security guard, but that work is too long and I don't like working at night and sleeping in the day.

HOW IS THIS SPACE GOOD FOR YOUR WORK?
Very close to the taxi rank, sheltered from the sun and rain and close to the toilets.

WHAT WOULD MAKE THIS SPACE BETTER FOR YOU?
I would like a big sign and a shop that has my name painted on it to tell everyone where I am and that I sell good food.

WOULD YOU RATHER WORK SOMEWHERE ELSE IN THIS OR ANOTHER AREA?
No, this space works for us.

WHAT DO YOU DO, HOW DO YOU USE THIS SPACE?
I sell fruits, vegetables, clothes and other items to people. I have a stand here as well as a lock up facility. I don't use the lock up facility because it is too far from the people movement.

HOW IS THIS SPACE GOOD FOR YOUR WORK?
The space is good. My only complaint is how the city network is treating us. I also have no electricity in my lock up facility. I would like electricity.

WHAT WOULD MAKE THIS SPACE BETTER FOR YOU?
Better lighting, so we could trade in the early morning and the late evenings. It would be nice to set up a night time market for those people who travel late.

WOULD YOU RATHER WORK SOMEWHERE ELSE IN THIS OR ANOTHER AREA?
No, inside the market space would be better.

WHAT DO YOU DO, HOW DO YOU USE THIS SPACE?
The road is small (and one way), which means it is easier to manage taxi pick ups and drop offs. We are taxi drivers. We pick up passengers, wash & repair our taxi's, and even sleep here.

HOW IS THIS SPACE GOOD FOR YOUR WORK?
It is close to the toilets, sheltered from the sun and rain under the freeway overpass and lots of people walk past here.

WHAT WOULD MAKE THIS SPACE BETTER FOR YOU?
We would like shelter from the sun and rain for our passengers, closer ablutions and a facility for washing our taxi's.

WOULD YOU RATHER WORK SOMEWHERE ELSE IN THIS OR ANOTHER AREA?
Yes, this space works for us.

WHAT DO YOU DO, HOW DO YOU USE THIS SPACE?
I sell three meals a day to the taxi drivers and to the people who walk past. I only sell at lunch, because I have to look after my granddaughter and help her get ready for school each morning.

HOW IS THIS SPACE BAD FOR YOUR WORK?
There is no access to water and I have to pay someone to watch my stand or fetch water.

WHAT WOULD MAKE THIS SPACE BETTER FOR YOU?
I would like to see more lighting, a shop that has my name painted on it to tell everyone where I am and that I sell good food.

WOULD YOU RATHER WORK SOMEWHERE ELSE IN THIS OR ANOTHER AREA?
No, this space works for us.

WHAT DO YOU DO, HOW DO YOU USE THIS SPACE?
I sell fruits, vegetables clothes and other items to people. I have a stand here as well as a lock up facility. I would like more space as well.

HOW IS THIS SPACE BAD FOR YOUR WORK?
There is limited space for parking, and over-night stays are not safe for the Taxi drivers (no security at night). The 1-way road is small (and one way), which means it is easier to manage taxi pick ups and drop offs. There are many pedestrians who walk here which is good for business. There are many street stalls which we can as well.

HOW IS THIS SPACE BAD FOR YOUR WORK?
There is limited space for parking, and over-night stays are not safe for the Taxi's (no security at night). The 1-way road makes it difficult because to return it is very far down 3 blocks.

WHAT WOULD MAKE THIS SPACE BETTER FOR YOU?
We would like shelter from the sun and rain for our passengers, closer ablutions and a bigger facility for washing our taxi's.
One of the most recent local government initiated economic development projects, which could have far reaching impacts on street traders, is the Urban Renewal Programme in the Durban Metropolitan Area (DMA). At least R110 million is likely to be spent as part of a city-wide revival and re-generation under the auspices of the Durban Metro Council in the next three years. The area chosen for the Urban Renewal Programme is a major regional hub for public transportation and trading. The central tenet of the Urban Renewal Programme is to ‘address issues relating to economic growth and development, the provision of major social services, the need for affordable, replicable and sustainable inner city housing, as well as general environmental improvements’ (interviews, Wilkinson, Dobson). At the heart of this colossal Urban Renewal Programme ‘is an attempt to increase market opportunities for street traders located in Warwick Avenue’ (interviews, Wilkinson, Dobson). New facilities such as post offices, banks, sports and other facilities are planned for the area, indicating a desire to attract and create business opportunities. The Urban Renewal Programme also involves the relocation of some taxi and bus ranks to release additional land for the establishment of a market precinct, landscaping and the upgrading of safety facilities such as street lights and appropriate policing. Documents of the Durban Metro Council claim that the programme is strategically placed within the Durban’s Metro Spatial Development Framework.

The Warwick Junction area is an example of an enclave where people’s informal trading activities have helped reconstruct the urban landscape beyond recognition. It has the largest concentration of transportation facilities within the Durban Metropolitan Area, including the Berea Station, long distance bus ranks and commuter bus and taxi facilities. As such this area functions as the primary metropolitan transportation node. The structure of the movement network and the associated transportation infrastructure makes this area one of the most accessible parts of the city, and has correspondingly resulted in its having the highest number and concentration of informal traders, and the greatest variety of goods sold and services provided within the study area. (Khosa & Naidoo, 1998)
The main public projects in the city center seem to be disconnected and driven only from tourism and market forces.
E. The three scales of development

Metropolitan Context

Urban Context

Local Context

Central Square, Durban - From Formal to Informal and back, Source: www.flickr.com
E.1 Regional development

E.1.1 Planning framework overview

The city of Durban (or eThekwini as it is known in the post apartheid era), situated on the East coast of South Africa in the province of KwaZulu-Natal (KZN). The rapid growth of population was followed by the direct increase in housing stock implying an increase of population density from 32.5 to 36.7 p/ha. Along this, has increased considerably the proportion of the population living in poverty. A number of abandoned central buildings has been taken over for residential purposes. Opposed to this trend, comes the response of urban reconstruction with investments in projects like the Warwick Junction Mall, Sun Coast Casino, Point District Development, Durban International Convention Centre (ICC) etc. These projects want to recapture the vision of Durban in attracting more tourists but also to bring back residencies for the middle class of all races in the central Durban. Many of the projects developed are happening in the periphery, generating in a polycentric development plan, making Durban a city of ‘non-centers’, disconnected urban satellites that have displaced a sense of center (Nomico & Sanders, 2003).
There are clear income differentials between the different residential areas within the Metropolitan Region which tend to reinforce the current inefficient spatial structure of the central area. Low income households tend to be concentrated at the periphery (e.g. Pinetown South) away from the major commercial and industrial nodes. High income households are however, concentrated in formal, low density residential areas such as Westville and Queensburgh which have adequate access to urban services, facilities and opportunities. There is also a high incidence of squatting and informal land invasions such as Cato Crest.

The constraint on land in the central area, particularly for residential development, has resulted in a significant thrust for development in the north (and to a certain extent in the west). This growth has manifested in a push for the location of commercial and key community facilities in the adjacent regions where access to or availability of commercial and major community facilities is limited. Residential densities in the Central Spatial Region have largely been characterised by low density settlements which have been informed by apartheid planning which created a spatial form that was racially structured, highly fragmented and poorly integrated. Urban sprawl as manifest in this region only exacerbates an inefficient public transport system largely due to low thresholds resulting from low densities around the core areas (CSR) and outward sprawl that makes it difficult to provide affordable and effective commuter transport systems. Furthermore due to the excess infrastructure capacity available in this region, opportunities for densification present a challenge due to limited space actually available for development.
Some of the 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 need
- 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

The Central Spatial Region contributes to 56% of the eThekwini Municipal Area GDP and is centred on the transport and logistics activities of the Port. Durban the major port city within this region is home to the second largest industrial hub after Gauteng and plays an important role as a trade route for export and import industries in South Africa, especially from eastern markets.
In South Africa more than 15 000 people are killed on our roads every year, 40% of those are pedestrians, and significant numbers are children of the poor working classes,” Cronin observed. “The numbers of road traffic fatalities are greater than that of malaria, and steadily approaching that of HIV. This tragedy is increasing, partially due to … investments in freeways and roads rather than public transport. “But it is preventable, given major interventions. So we really welcome the publication, as it gives us a better understanding of what we are facing in South Africa on the transport and health front.” Climate Change Conference of the Parties (COP-17)
The predominant form of inadequate housing in the city is to be found in the informal settlements that have developed on Apartheid “buffer strips”, marginal land within established areas or land that formerly lay beyond the city boundaries under the jurisdiction of “independent” states. Informal dwellings represent about 75 per cent of the metropolitan gross housing backlog of 305,000 units (Makhatini et al, 2002, 2). The population living in informal areas is overwhelmingly African, and indeed nearly half the African population of the entire municipal area lives in informal dwellings. Informal settlements are characterised by structures that are constructed, to varying degrees of permanence, with a variety of found materials including corrugated iron, plastic, timber and metal sheeting.

What was once a sandy lagoon on the eastern coast of South Africa is now the country’s third-richest city, with 31 ultra wealthy millionaires in 2011. The city, also known as eThekwini (Zulu for “lagoon”), saw its population of multimillionaires expand by a third since 2007. Its growth has been helped by a relatively diverse economy based on port activity, manufacturing and tourism. In 2003, Durban was the top port for containers shipped to Africa and second in the southern hemisphere, after Melbourne, Australia. The city’s warm temperature and beaches make it an attraction for global events. South Africa’s wealthy, who mostly live in Johannesburg and Cape Town, have begun moving to the resort town Umhlanga, north of Durban, where they can spend their days shopping at the Gateway Theatre of Shopping, one of the largest and most luxurious shopping centers in the country as well as Africa.
The poor tend to be the major users within the CSR of transport, social, economic and welfare purposes but do not have access to housing due to affordability outside of specialised housing such as hostel dwellings. Limited housing opportunities for the poor exist in the core urban centres such as the Durban and Pinetown CBD’s. “Rack-renting” especially in the iTrump area (central) in the form of informal conversions of office buildings and warehouses into residential cubicles for rent to the poor is prevalent in the CSR. The Council’s concerns about rack-renting revolve around fire, health, economic and social abuse, and crime as these are unregulated residences.

The growth of manufacturing industries centred around the port has been the most important aspect of the Durban economy since the 1920s, and now accounts for about 30 per cent of the local economy (eThekwini Municipality 2002a). Tourism, concentrated along the coast, contributes approximately 24 per cent to the local economy, with finance and transport being the other major sectors (eThekwini Municipality 2002a,2). The Durban economy accounts for approximately 60% of the provincial Gross Geographic Product.
E.1.5 The two different Worlds

Former residents of Durban’s informal settlements

KwaMashu Township, Picture Source: http://www.timeslive.co.za/
Umhlanga - Private developments for Durban's richest, Picture Source:
E.1.6 Context & Conclusions

Spatial Conflict

Formal/Informal Spatial Trends

Warwick Junction’s Context seen through the prism of Metropolitan Consideration

TENSION BETWEEN THE FORMAL & THE INFORMAL ACTORS AND PROCESSES

SPATIAL FRAGMENTATION - NO CLEAR SPATIAL IDENTITY

LACK OF INTEGRATED PUBLIC TRANSPORT SYSTEM

LACK OF URBAN PLANNING COORDINATION

HIGH CONNECTIVITY OF TRANSPORT NODAL POINTS - CONGESTION & LOSS OF “SENSE OF PLACE”
By recognizing that the trends and processes within the city of Durban are not isolated, and that it’s part of a larger scale of processes related to the phenomena of globalization and urbanization and by creating new infrastructure linkages in the form of road and rail, coupled with mixed uses along these corridors, looking at Warwick Junction is easy to identify and cater for the needs of the formal and informal sectors of Durban, using infrastructural developments as a catalyst for development of the entire region of Durban benefiting both the formal and the informal economy.
E.2 Urban development

E.2.1 Analysis framework overview

The urban area is a mature, well developed economic zone with a high business density. Economic structures are a mix of modern developments alongside dated and inefficient structures. The dated developments are increasingly under the spotlight with a view to redevelopment. Residential accommodation within this zone also tends towards higher densities. It is a large formal employer, and has over 18 000 formal jobs or 48% of the total Corridor’s (from CBD to airport) job opportunities. This excludes informal employment, like that in the Warwick Triangle.

The Triangle is developing into a unique economic node, and caters mainly for the poor and passers by. Retail & Services (especially Financial) dominate, accounting for 48% of the formal employment in the segment, followed by Manufacturing and Logistics at 32%. A key contributor to employment in the longer term will be the development of sport and recreation facilities on the level land between Umgeni Road and the Beachfront. The 2010 Soccer World Cup and activity around the new Moses Mabhida Stadium provided good opportunities to develop this theme and to install the necessary infrastructure, but 5 years later nothing significant has really happened.
The analysis of the urban scale was based on the “Image of the city” and “The Naked City” intentionally so to interpret the logical grid of the city radically, distinguishing the spatial clusters, the activators and the different hierarchies.
The formal spatial clusters are facilitated by administrative buildings, education and healthcare facilities, the train stations and significant cultural buildings, what is called social infrastructure. In addition to support these functions, there are also included the big shopping malls and the parking buildings. The character that these clusters develop is endogenous, which means that they have the tendency to function from outside to inside.
and even though they follow the structure of the city, they also define the movement of the people and act as fixed urban attractors. Their layout is defined and there is no space for spatial intervention. The formality that characterizes these places is obvious also by their shape and their position in the urban grid of the city.
In the case of the city of Durban the informal clusters are the informal markets and the informal taxi ranks. Their position and their structure differ and change following the big mobility cluster as the train stations but also other social infrastructure. The place they develop is the forgotten public space of the city and even if sometimes it is required some kind of a frame and organization (informal traders in the city center) there are
not any spatial borders that they develop in. Therefore their character is exogenous and temporary, which means that they work as a transition or additional place in the urban void. Their influence in the city is important, in terms of defining alternative ways of living from the formal one and they are most of the time very vibrant and are defined by internal rules and organization.
As Durban was developed as a European city in the African context, in the tall buildings with the very strict urban form the mixed use functions blend residential or institutional with commercial or cultural both in the vertical but also in the horizontal level of the city. The last 15-20 years the mixed use buildings are extending towards the expansion of the city in the north but also in the west-industrial part of the city. The benefits are obvious while
walking in the streets where you can see a variety of housing and development, reduced distances to social infrastructure (education, healthcare etc), retail (beachfront) and work places. Historically in Durban this type of urban zone is developed around the two main axes that join the beachfront with the Berea train station.

1. The only complex building in the heart of Warwick Junction

2. A historical street, Yusuf Daddo has kept its low height with commercial uses in the ground floor and offices or housing in the upper ones

3. Residential building with a supermarket and commerce in the street level
The car based society of Durban has defined not only the urban developments (Umhlanga) but also the urban structure of the city. Heavy mobility elements like flyovers in the area of Warwick Junction, 5-7 car-lines roads that go through the city center allowing high speed and places where a national or a primary road continues as a secondary or tertiary road with the same dimensions are the norm in Durban. This situation has its impacts on

Map of the road network

Legend:
- National Roads
- Primary Roads
- Secondary Roads
- Tertiary Roads

N
1km
the public mobility system as there is a lack of integration but also this issue creates spatial fragmentation and congestion of mobility in certain areas as Warwick Junction but also other places of the city.

1. The flyovers in Warwick function also as the gate to and from the city

2. National Road

3. The node where a national and a primary city road meet

4. The secondary or tertiary roads may have the same width as a primary road
The green elements of the city are the ones still remaining from the first designing intentions of the city. With the exception of the beachfront and the area around the stadium which were part of the development following the World Cup of 2010 in South Africa, the rest are the same as 100 years ago. The golf court, the Botanical gardens, the park in the center of the city, the West Street cemetery and Albert Park close to the port are still the
main green points of the city. They are disconnected from each other, the accessibility is difficult and enclosed and they monofunctional (cemetery, golf court etc.) It is vital for the city theses place to be integrated in the public space network with multifunctional sides, to be connected and also to be mic-tured with public facilities and infrastructure.
By the previous analysis, we see that there are created spatial hierarchies that are formulated by formal and informal clusters, mobility and infrastructure, mixed use areas and public space. There are three main activators that are fed by the two main axes of the city and run from Warwick Junction, passing from the city center and finish at the beachfront. They are recognized places in the city not only functionally but also spatially.
In the beachfront the main category of activators are commercial, leisure and public space with plenty of green and open space. The center of the city looks like an well organized place where all the axes meet in an orthocanonic grid, the administrative buildings and the shopping areas dominate and the directions are clear. The informal traders are organized being part of the urban identity that the center has. The area is very friendly to pedestrians (underground passages under the main roads) and the access to public infrastructure is easy. Finally, the loss of sense of space is noticed in Warwick Junction where because of big transportation nodes, not sufficient amenities and urban infrastructure and the high percentage of informality, the lack of spatial identity has risen social questions and issues concerning safety, friendly walking areas etc. issues to deal in the local scale. It is important to recognize the value of the street as the connector-activator that becomes the area of concentration and the platform of intervention. Although the city has mainly an East-West direction and function (because of the port and the geographical conditions), the direction of activators is North-South and the research both in urban and in the local scale is at the same direction, creating axes of intervention and strategy.
E.2.8 Strategies - 1. Accessibility and Social Infrastructure

With the recognition of the lack of integrated public transport system within the city of Durban, this strategy seeks to create a pedestrian friendly city fed by an integrated public transport system for taxi’s and buses. Certain roads are to be pedestrianised coupled with bus transport along the main urban corridors. Taxi’s will have dedicated routes that feed the city in the longitudinal direction, at the same time reactivating the streets that run perpendicular to it and giving directionality, creating a legible and organised public transportation system. There are three main transport nodal points for buses and taxi’s on each side of the longitudinal axis, which act as attractors and reanimate the public space corridors and streets that lead into it.

The urban strategy takes into account the movement flows of the people as a way to facilitate the formal / informal connection. Traders are often located along movement corridors, therefore, it’s important to recognize this factor, and plan for an integrated approach. We propose to pedestrianise the central urban corridor, which are fed by bus public transport within the 400m walkable radius. We seek to humanise the city and create a pedestrian and cycling friendly city. Sustainability is a key issue within the city, creating a safer, more liveable and walkable city, accessible by all social groups.

The proposed strategy is to create a network organised market streets within the urban fabric, located along movement corridors that can allow the formal / informal connection to co-exist in a synergetic manner.
The city of Durban is rich in historical and cultural heritage, an asset that should be recognised to provide a sense of identity for communities and residents, and to increase Durban’s potential as a tourist destination. The proposal defines three streets of historical and cultural significance, integrating this aspect in the strategy, we recognise the potential of the local culture for locally based economic, social and other developments, strengthening the connection to the local people. Local understandings and interpretations of a community’s history reflect past events that feed and are partially driven by the demands, sentiments and interests of those in the present. By incorporating the unique cultural values, traditions and value systems, a more effective and efficient development can be achieved.
I recognize the green and blue landscape structure as integral to the proposal, as it seeks to address the spatial fragmentation and social segregation that are facilitated through the privatization of public space considering firstly, that the public realm belongs to all, and everyone should have access to these places.

The strategy is an integrated green landscape structure by connecting the existing parks and green spaces in the city through green corridors, that can reactivate these public spaces and create new opportunities, for the formal and informal social actors in the city. The propose is to create new connections to the harbour waterfront, breaking down the barriers that currently exist in order to reactivate the public space along the harbour waterfront.

Map of the proposed green network
**Integrated Vision for the city**

The proposal for the urban scale of the city of Durban incorporates the each of the proposals-strategies. The overlapping of the already explained proposals and their design principles are the basis of the vision as they are the ones that are directly translating the analytical framework as well as including innovative methods and technics. All of this combinations determine the strategic framework of Warwick Junction.
E.2.9 New movement Flows

Map of the pedestrians related to the activators

The movement flows in the new conditions of the city suggest also the new vision. The three axes have not the same identity but neither the same density. The beachfront is a clear linear element, the axe in the center of the city appear to have an inner morphology fed by the city backbones and Warwick Junction has a clear identity fed by the new infrastructure nodes (including the train station) and the informal markets.
Diagrams of the functions related to the movement flows

- Public Space (Parks, Squares etc.)
- Administrative
- Culture (Theatre, Library, Museum etc.)
- Education
- Leisure (Cafe, Cinema, Restaurans etc.)
- Markets (mainly informal)
- Medical
- Service (Banks, Industry etc.)
- Religious
The proposed urban strategies and this image include the main morphological components and urban setting in the city of Durban. Its objectives are to achieve harmonious integration of the three centers-axes in the structure of the city and to rethink the integration of the public space but also of the urban historical and cultural landmarks as reference in the new urban context and restore functional and urban identity within the city. Also by the introduction of a well organized social infrastructure, the proposal touches the issue of informality mainly developed in Warwick Junction, as an upgrading process that consists of spatial but also economic, social and environmental improvements. The strategies aim to the equal distribution of facilities, public transportation, community and social buildings and green areas.

The proposal also defines possible areas for development related to the aims mentioned earlier. Some types of interventions in these areas that can be mentioned are restructuring and improvement actions, rehabilitation with focus on the different social groups, reconstruction and reorganization of infrastructure, development of open space, expansion of the mixed use grid, transformation of certain points with strategic importance for the city etc.
E.3 Local development - Intervention area

E.3.1 Analysis framework overview
The site, referred as Warwick Junction developed into a successful urban node at the edge of the Colonial city and was the only place for over a century which was a racially mixed community, vivid and harmonious. From the 1900s it was a desirable residential and business zone due to the proximity to the center but also to the large Indian markets. By 1930’s, the area transformed into an important transport node with the implementation of the bus system and the construction of the Berea Railway. With the development of a major freeway, in the late 60’s the area community was cut in half. In the early 90’s, with the collapse of apartheid, the area totally neglected by the market, started to be a self-organized community with a vibrant environment of informal economy. Today are the area is the working place of around 8000 informal traders and around 500,000 commuters every day. As (Maharaj, 1999) supports, the Warwick Avenue Triangle is the integrated community apartheid could not destroy.
1. The street that separates the cemetery and the Warwick Junction from the city.

2. The model of street life and activities function as an introduction to Warwick Junction.
1. The train station, the biggest infrastructure element followed by informal traders.

2. The lack of human scale infrastructure dominated by heavy infrastructure creates all kinds of congestion under the flyovers.
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. The 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.

However, in 2009, the municipality announced it’s plans to build a huge shopping mall in the area, threatening the livelihoods of the traders. Private property interests, combined with a city conforming with modernist notions of ‘cityness’ ahead of the 2010 Soccer World Cup, were suggested as critical factors behind the recent plans. The city is thus facilitating private property developer interests in the area. Also the lack of the state regulation has allowed the major settling of immigrants and other socially weak groups in the area.

The area has attracted many attention from architectural offices to NGOs. Many of the markets in the area have been upgraded as well as new ones have been created. The trading intensity was managed successfully and the new structures in the area (bridges, links, shelters etc.), attract more traders and visitors. The new interactions, dynamics and networks are have created new urban flows and new opportunities for the area which are further to be investigated.
E.3.4 Flows & Informality

Map of informal Traders

Map of pedestrian routes and densities
E.3.5 The markets & The traders

The Traditional Medicine/Muthi Market
Impepho & Lime Market
The Brook Street Market

Map of the Markets of Warwick Junction

Three types of trading facilities
Given the confluence of rail, taxi and bus transport in Warwick Junction, this area has always been a natural market for street vendors. During the height of apartheid however informal trading was harshly controlled. It was only in the late 1980’s that vendors were allowed to operate but no trading facilities were provided. By the mid 1990’s nearly 4000 traders were working in the area, many of them had been displaced by political violence and were forced to both live and work in the area.

The combination of a local authority in transition grappling with post apartheid realities and an articulate group of female and male street traders created the context for the Warwick Junction Project. Over a ten year period Council officials, together with these traders, spatially redesigned the area providing a dramatically improved environment for commuters and infrastructure for many different trader groups. Serious urban management concerns, including crime and cleaning, were also addressed. It is not possible to detail all the changes in the area over this long period however interventions supporting traditional medicine traders and cardboard collectors give some sense of the change process.

In 2003 the Warwick Junction Project’s jurisdiction was extended from the Warwick precinct to the whole inner city. Since then Project officials have been unable to dedicate the same degree of attention to infrastructure upgrades and day-to-day management in the precinct. In interviews in 2008 both traders and officials alike noted that some of the infrastructure built in the late 1990’s is in need of an upgrade and transport routes could be improved. The February 2009 announcement that the city planned to build a shopping mall in the centre of Warwick however came as a surprise to many. The site for the proposed mall is the Early Morning Market the hub of fresh produce trade in area. Fresh produce has been traded from this site since Indian indentured labourers first established market gardens in the 1880’s. The wall surrounding the market dates back to 1934. The current market building has been carefully renovated to be appropriate for fresh produce trade. Some of the traders are third and even forth generation traders. It is estimated that over 2000 people derive their livelihoods from this market.
Zooming into the edges of the site of Warwick Junction, I see the area as a heterotopic space within the city, and its actually these heterotopic spaces that create breeding grounds for informality. This strategy recognizes the presence of the cemetery as part of our public space, that the pressure from the transport nodal point and huge infrastructures in the site. The extension of the edges into an integrate system with a programmatic landscape of informal markets. The public transport system is organized at two major nodal points at each end of Warwick Avenue, creating a pedestrian friendly street with markets, access to social infrastructure and an integrated system of public space. The reorganization of transportation system relieves pressure and gives space to informality with-
in the area of Warwick Junction recognizing the needs of the local inhabitants. This provided new opportunities to reorganize the edges around the cemetery, creating new linkages over the existing railway station. A programme was formulated extending the programme required by the competition to take into consideration to needs of the urban poor and local inhabitants of the area, proposing a hybrid approach to informality. From organized markets for street trading, providing opportunities for growth into entrepreneurs and finally to grow into formalized businesses. We recognize of course that the traders can choose how much they want to grow, therefore the hybrid approach to informality.
Heterotopias bring together people who are in crisis with their environment and deal with some everyday problems, having realized the contradiction among what they would like to have and what they have in actuality. Heterotopic places try to preserve the independence of thought and action, whether this works through conditions, practices or social claims. Of course I am not referring to the personal trace of each individual, but the common features of social networks to which they belong and the specific systems that interact with the space. These people construct places where they apply their own beliefs, a kind of microcosms and urban structures in the city, snapshots of another condition included in the urban space and time.
Yet, where the ephemeral urban structures begin to grow and reproduce their own sites and links, always within an increasingly technologically developing world, they create their own identities. Identities that repel the city itself and make individual defence mechanisms. Therefore, the existing order is reversed and a new system of social organization is hatched. The other places reflect the everyday, the granted but also the proposal of a turnover life. The format of the premises, their symbolism, the flows inside them and the general operation of them inside the city, express the values of the dominant culture and life, opposing, rejecting or reversing them. These substantial places, besiege the city itself and formulate heterotopias. The recommended way of living, includes the practical expression of the strong forms of collective creation and configuration of everyday life as a process of resolving social contradictions. The entrenched - in a sense - spaces, become haven, within which are applied alternative forms of social organization, grown alternative perspectives, formed human relationships and behaviours, not only liberated but also free.

(Theory Paper)
E.3.8 Vision
Based on the different networks that were defined from the analysis a plan is formulated to react to both formal and informal words. As opposed to have a final idea for the area, defined by great and formal gestures, one of the cornerstones of this project is by taking the existing fabric as a starting point, to formulate an urban umbrella. In order to retain the existing sense of community which gives a sense of identity in the area, unique in South Africa but also from international point of view, our strategy is to “build” on the strengths of what characterizes Warwick Junction.

A strategy to maintain the current dynamic and the authenticity while with careful interventions to succeed the adaptation of the networks, highlighting certain points and extending the dialogue between what is existing and what is to come. The missing history needs to be recognized. By rethinking the Red square and the memorialization of the public space we introduce Warwick Junction not only as a big transportation node or as is turistically famous The markets of Warwick, but as a place where everything comes together through an hybrid heterotopic approach that connects formal and informal and is “formalized” by the past, the present and the future.

By acknowledging the symbolic identity of the street as the urban element that keeps the functionality of the space and creates the vitality of the area, some of the interventions include the reestablishment of the theatre lane, the better connection of the markets over the rail lines, the practical use of the lower side of the flyovers (leaving more space for the commuters), the combination of the different processes in the horizontal ground level, the introduction of public events related to the surrounding land use and the creation of small units of social infrastructure with the potential of extending dialogue between the street and the buildings.
Maintaining the urban fabric but changing the car density will allow to keep the vitality of the area in terms of movement and flows of the people. The Warwick avenue will be pedestrianized and will be used only by public transportation (buses) and pedestrians facilitating markets, public space and social infrastructure. Also the service roads will have access with a controlled (rules and regulations) circulation. In the southern area the primary road is proposed to go underground so to allow the better connection of the whole axe for the pedestrians and the other local users and commuters. It is important for the area to secure stability and safety through the new circulation design.
The public space is seen as a flow of spaces that work as a carpet to identify the unity of the area. The green and open space is positioned in relation to the existing buildings, the new units and the flows of the people. I am not talking for parks and islands of green, separated from the rest of space but rather flowing surfaces where the flexibility of the units, the movement of the people and the traders are the boarders-nonboarders of the space. This is intentionally suggested so the transition from the different activators to be related to the open space. Using public space as a powerful design tool will create landmarks by placing public events (art, music etc.) in strategic locations, will establish a new social identity, will encourage social mixing and will promote high levels of design in the most deficient parts.
By suggesting positions of development, the intension is to reinforce the urban structure by encouraging regeneration, settling historic depts ad influences on the urban environment and balance the formal and the informal expression in one place. Therefore instead at looking at Warwick Junction only from one stakeholder’s view it is important to allow spatial communication. The variety of the urban patters will create (sustain) complexity and character. Also it is important to create a strong relationship between the university, the healthacare facilities, the private realm and development and the informal units and markets. One thing that can be stressed about is that identity of an area stems from the relationship between its natural and built form, but also from the configuration of building and city structure, the levels of public and private and the coherence of the spatial structure to allow diversity and vitality.
When talking about flexibility in the case of Warwick Junction I refer to the relation of formal and the informal. By mixing the functions and keeping the human scale, we can create vitality and attractiveness while at the same time safe and sustainable communities are created. Where new development is to be located, the proposal is to reinforce the existing character. Shape and form distinctiveness can create local identity and character. The proposal is not a blueprint where everything is fixed and designed to the very little detail. Rather I suggest the ground where the different stakeholders can decide what kind of development will suit the best. Also another form of building is introduced where by light structures the formal and informal becomes one, the private and the public mix horizontally but also vertically and principle of sustainability and feasibility can be defined by the individuals.
E.3.10 Phasing

The recognition of the closed informal markets, the train station, the cemetery and the other activators like the healthcare buildings and the university is the first stage of the intervention. By introducing the activation of the new infrastructure units from urban scale to the local, two
new bus stations are created in the both sides of Warwick Avenue. Also the creation of a bus lane going through Warwick Avenue but also towards the city and will make a clear definition of public transport and the private (taxis). The next step is the integration of green using a ruler the flows of the people. Also it is proposed that the new roofs of the bus station to work as an additional public space. The injection of the units will happen in the planned form guided by the needs of the commuters. The position of the units will be defined by several stakeholders like associations of the traders, NGOs, student groups in relation with the universities etc. In the end, the area can be attractive for other developments concerning service, commercial, office etc. but also it will start to regenerate the existing buildings.
The module of the unit is the place which works as a mirror of the society. It includes the ground, the level of development, the structure. It works as a spatial connector providing different kinds of services (accommodation, storage, parking etc.). It is important these structure to be provided by the municipality as the first and the most important stakeholder. They can grow and are independent of the surroundings but at the same time, as the traders they organize and construct the space of the city. The unit is a minimum facility of steel with the core that can facilitate all the infrastructure (water, electricity, toilets etc.) that the unit needs. The municipality provides the structure, the ground and the model of one or more units, defined by its function. The second stakeholders (NGOs, Students, Traders Associations) define also the flexibility which is an internal knowledge. The last stakeholder, the users by their personal integration with the units define the small scale intervention.
The structures will support plants and green roofs so to reduce the urban temperatures & improve the air quality, but they also suggest place for gardening. The steel grille floors enable the sunlight to come inside. The structure of 9m can provide easy and cheap access and by maintaining the urban scale can create fast assembly. The light structures system offers flexibility so the residents can change the space division by themselves. Every module has its own core which works for vertical circulation and infrastructure (water, electricity, stairs etc.) By rising the floors (housing, social infrastructure etc. the ground floor can be used by the traders for markets, storage, parking etc.)
In the significance of having a module, meet together the development of the whole area. The hierarchy, the form, the distance from one another, but also from the existing buildings are planned by the first stakeholder, the municipality. After analysing the possible locations of the expansion of the units and trying to keep the vitality of the area, they provide the ground and the structure. The second stakeholders are the NGOs working in the area, the trader associations, the universities which by their inside knowledge and the continuous communication will define the densities, the materials and the different qualities that they think it will be best for the last groups of stakeholders, the users. It is important at this point to say that the units can have one character (for example housing) but also can mix different functions like storage, market, social infrastructure etc. This will create the platform for a flexible and feasible urban structure.
Hierarchy of the units

Development of the Unit
F. Reflection

... as Research

The project “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” was developed within the Complex Cities Studio and deals with the problematics of the constant socio-spatial shifts of the city center of Durban, in South Africa.

The specific area of Warwick Junction, in the center of the city is the platform and the center of research and design. A multiscalar spatial research was combined with an multi-disciplinary historical analysis considering the issues of social segregation of the color-ed (black & indian) population, a practice achieved through the strict regime of Apartheid. Apartheid was the general “modern” system to eliminate ambivalence through the control of space and the effects are still very obvious through the different spatial entities of the city. A preliminary urban analysis, in-situ observations and remarks through the fieldtrip in the research area, followed by extensive interviews of formal sector (academics, civil workers, engineers from different departments of the municipality, private architects) but also from the informal sector (informal traders, NGOs working with traders, waste pickers) helped me identify the key issues of my research. The analysis formed as an outcome of this first part of my research was also the trigger for further investigation of the problem statement, seen through the lens of Warwick Junction setting the problem statement and formulating the main aim of this analysis which would be the recognition of the diversity & identity of the area of Warwick Junction within the Durban Metropolitan Area. Recognizing the urban tendencies, my attempt to evaluate the conflict of actors towards the inclusion of the weakest groups and to reinforce the spatial identity of the area, brought me to my theoretical research of the heterotopic space in the city, the space of the city which is not a fixed situation but a result of the constant socio-spatial shifts inside the city. The concept of heterotopia was explored towards three directions: A. Socio-spatial equality, supported by theories on socio-spatial fragmentation (Davies, Lefebvre, Soja), B. Formal & Informal urbanism, supported by the theory of Urban Commoning (Harvey) and C. Infrastructure as a Catalyst, researching concepts of Urban Identity & Diversity (Jacobs, Koolhaas, Wilson).

Heterotopic space touches urban issues and conditions like informality, urban sprawl, safety, resilience, identity etc. Durban is also effected by the urbanization trends, that in the global context manifest themselves in a very specific type of socio-spatial structure, which is fundamentally an expression of urban political and economic systems.

... as Methodology

The urban area of Durban was designed following the model of an European Modern City. Wide streets, car oriented highways, tall buildings and skyscrapers, big facility and conventional centers, a well designed beachfront etc. This 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. This image of the modern city is revised while approaching the area of Warwick Junction. The clear direction is lost, the clean, safe and wide roads turn into flyovers, market streets and small informal passages. The scale of the city changes, becomes smaller and from that point on we are talking no more about one city but for a clusters of communities and neighbourhoods.

In order to understand Warwick Junction and Durban, a targeted research data was needed. Statistical information on economic profile, demographic processes and spatial restructuring helped me evaluate the current conditions. These data were divided into subset of information, including land use, economic, infrastructure, demographics, governmental jurisdiction. Those are the themes in which data are categorized and compiled for processing, illustrating creating new urban taxonomies. Mapping was used to show results of analyses of statistical data. This
... as Design

analysis was translated into drawings in order to understand the spatial clusters of the city an important step to spatialize the information found.

The methodological analysis was not a linear process, but rather a spherical view of the findings which helped me understand the three different scales of analysis and put the base where theoretical and analytical frameworks came together in order to formulate the strategies and define the proposal. During the phase of the proposal for the area of intervention it was important to gather both conclusions in order to define guidelines and tools, but also the approach that would been followed by the key strategic goals. A critical vision, a plan, was formulated based on these goals while at the same time the system was reviewed and progressively from the urban to the local scale and later to the area of intervention, strategies were built upon the emergence of an integrated design. To conclude, during the whole process of my project, from research to analysis and from methodology to strategy and design, research itself defined a base for the design and the design itself had risen questions to evaluate and reconfigure the research.

Following the conclusions extracted both from Research (spatial & theoretical) and Methodology (approach), the perspective of intervening in the specific area of Warwick Junction was clearly a matter of strategy connecting the local with the urban scale. This is because, while my area of intervention is a vivid, historic and dynamic node of the city, it also has developed problematic issues that result to a spatial exclusion from the city. It was important to maintain the current dynamic and the authenticity while with careful interventions to succeed the adaptation of the networks, highlighting certain points and extending the dialogue between what is existing and what is to come. The missing history needed to be recognized. By rethinking the historicity and the memorialization of the public space, Warwick Junction is addressed not only as a big transportation node or as is turistically famous The markets of Warwick, but as a place where everything comes together through an hybrid heterotopic approach that connects formal and informal and is “formalized” by the past, the present and the future.

By acknowledging the symbolic identity of the street as the urban element that keeps the functionality of the space and creates the vitality of the area, some of the interventions included had to do with the reestablishment of the local historical routes, the better connection of the markets over the rail lines, the practical use of the lower side of the flyovers (leaving more space for the commuters), the combination of the different processes in the horizontal ground level, the introduction of public events related to the surrounding land use and the creation of small units of social infrastructure with the potential of extending dialogue between the street and the buildings.
G. Theory Paper

Heterotopias:
The “other spaces” where place becomes an experience and acquires values

Abstract – Heterotopias, are places with no clear and immutable geographic boundaries or a fixed physical substance. They are places designated by acts or situations, from experiences or facts. Groups of people generate heterotopias by trying to construct therein or through them a situation ideal. The path is not settled or completely specified. Their practice is the effort to create the conditions that allow the passage to this ideal. These groups of people are certainly not homogenous masses: the diversity of individuals is expressed within the complexity and variety of space. This space becomes a communication code, where each element, combined with the location and function, refers to specific meanings and values.

Key words – heterotopias, city, space, experience, identity, values

1 Introduction

This paper examines the role and the contribution of heterotopias, the other spaces, in urban design and city theory.

The structure of this paper starts with the analysis and the definition of the term heterotopia and the importance of the other places in our cities and societies. In section two, it explores heterotopias through three different prisms and writers. The first prism is that of philosophy, where philosopher Michel Foucault who actually elaborated the concept of heterotopia, explains about the different types and principles. The second prism is that of sociology, where the philosopher and sociologist Henri Lefebvre refers to a trialectics of spatial practices, representations of space and space of representations. The third prism is that of urban design, where city theoretician David Grahame Shane breaks down cities into three constituent elements, describing heterotopia as the most important of the three. Afterwards, the paper discusses how the three perceptions of heterotopia, mentioned above, transform the meaning of space, identity and values. It focuses on understanding the conditions to create heterotopias and to use it in urban design as a tool. Furthermore, the theoretical findings will be translated in a study case in the city of Durban, South Africa. Heterotopias will be filtered through reflections of post-apartheid planning, the abandonment of the urban centres and the constant shifts of the social poles. The paper concludes with remarks on the other places, where urban design is a challenge for a balanced spatial integration.

2 Writing on Heterotopias

2.1 Foucault and Heterotopias

There are also, and this probably in all culture, in all civilization, real places, effective places, places that are written into the institution of society itself, and that are a sort of counteremplacements, a sort of effectively realized utopias in which the real emplacements, all the other real emplacements that can be found within culture, are simultaneously represented, contested and inverted; a kind of places that are outside all places, even though they are actually localizable.

(Foucault, 1967, p.17)

Before any in depth examination, we should note that the choice to focus on the other spaces by Michel Foucault, it is not random, but it comes to meet substantial questions that he had. In the same spirit of time, Foucault, based on the same principles of structuralism, tries to disassemble the whole social reality and to focus into the asymmetric development of social forms of that period of time. In order to explain everything, by its history, he takes the chance to detect the originality of social relations developed
in the society. As a result of this, he locates his interest in peripheral – extreme situations (prisons, clinics etc.) where relations develop outside of “normal”. He believes that the constitution of the “other” can be seen clearer inside the “whole” through its dynamic elements.

Foucault defines two main types of spaces that contradict to reality. The first one, the Utopias, created by the denial of the people to compromise to reality, leads them to fantasise a different/ideal order of social relations. This ideal society has its reflection in an ideal city and space. So, utopian places or non-real places having the “ideal” characteristics, exist in a “perfect” society, or in a society turned upside down. On the other hand, there is the existing type of contradicted space.

...even though they are actually localizable. Since these places are absolutely other than all the emplacements that they reflect, and of which they speak, I shall call them, by way of contrast to utopias, heterotopias.
(Foucault, 1967, p.17)

So to “localize” these realistic spaces, or heterotopias, Foucault analyses the basic principles of this study, described as heterotopology:

i. There is probably not a single culture in the world that does not constitute heterotopias. The first principle describes two different categories of heterotopias. Firstly, there are the heterotopias of crisis, existing in the “primitive” societies, places (sacred, privileged, forbidden) that accept people that are in crisis, like boarding schools for the boys etc. Secondly, there are the heterotopias of deviation, existing in the modern societies, so places where people act out of the normalities of each society, like prisons or clinics.

ii. In the course of its history, a society can make a heterotopia that exists, and has not ceased to exist, function in a very different way. The main example that Foucault gives here, is the cemetery. It is a place that connect with every other place of the society. Until the end 18th century, the cemeteries was placed in the centre, in the heart of the city. Though, the individualization of death gives another meaning to the burial of the body, when death is considered as an illness and from the 19th century onwards and cemeteries are consequently placed outside the cities.

iii. The heterotopia has the power to juxtapose in a single real place several spaces, several emplacements that are in themselves incompatible. Theaters and cinemas are places of juxtaposition where the stage or the screen are the places where the mirror of other/different emplacements are displayed. The Persian gardens are the best examples of the third principle, defined by their cosmologic and semiologic reference.

iv. Heterotopias are most often linked to slices of time - which is to say that they open onto what might be called, heterochronisms. Libraries and museums are part of the heterochronistic heterotopias. Knowledge, time, ideas become part of an eternity in a single place. On the other hand, we have the fairgrounds and festivals, when time becomes temporary and uncertain.

v. Heterotopias always presuppose a system of opening and closing that both isolates them and makes them penetrable. Foucault makes two interpretations. On the one hand, the “opening and closing” are clear and distinguishable (army, prison) and on the other hand, one can have permission after a process of rites or purifications with a certain permission (Muslim hamams, Scandinavian saunas).

vi. The last trait of heterotopias is that they have, in relation to the rest of space, a function. The two categories introduced here are the heterotopias of illusion and the heterotopias of compensation. Brothels create the illusion of an orthologic disguise in relation with the sexual normality, outside of them. Colonization, with its “organized and pure” structures come to rise the unconventional other places.
As we can see, there is no spatial similarity of the different examples referred by Foucault. We can say that, the only element that relates them to each other, is the role that play on the social structures of each society.

2.2 Lefebvre and Heterotopias

Beyond Foucault’s research on space, there were the situationists, the existentialists, the phenomenologists etc. One of the theoreticians that places emphasis on space was Henri Lefebvre. As he used to say, he was looking for the “new humanism”, that diversify itself from the humanism of liberal ideology, and at the same time, he opens the road for human emancipation.

He saw the weakness of the system to achieve a full inclusion of people in its structures, leaving “holes” and “cracks” through which, there could be generated alternative, to the predominant forms, subjectivities. In this vein, when Lefebvre talks about the “right to the city” and the city as a process, basically, he is trying to describe the field on which he can work and express. For him, space does not just reflect the existing (dominant) social relations, but rather, is a continuous challenge where, apart from the domination of the “normal”, we meet the controversy, the resistance and the different, or else the “other”. Lefebvre argued that while the production of capitalist space aims to be homogeneous and abstract (totalitarian), in reality is a process which leaves fragments of differential spaces. These are areas where we do not find a hegemonic central ideology but different forms of social relations. In «The production of Space», he proposes a triadic analysis for the space. Production of space is broken down into three distinct categories:

- the spatial practices (Espace perçu): objective space as a physical/empirical reality, formed in a specific context of social relations, needs and relationships, a granted and a neutral space
- the representations of space (Espace conçu): the conceived space of the scientists and artists, the mental produced space, the ideologic space
- the space of representation (Espace vecu): the lived space as unmediated experience, transformed from objective and conceived space

Although, he devotes a large part of his research on space, Levebvre makes only a few and scattered references to the issue of heterotopia. In «The Production of Space» heterotopia is used together with the isotopia and utopia, and more specifically as the opposite of the isotopia. For Lefebvre, isotopia is the dominant form of organization of space, the ‘normal’, the centre, while heterotopias are competitive, peripheral spaces. The motives and reasons that led him to use the term of heterotopia differ from those of Foucault. When referring to Foucault, he imputes him an obsession with the analysis of the individual against the collective subject, the abstract nature of the spatial flows. Therefore, while acknowledging that the analysis of “extreme social situations” that Foucault describes, is of particular interest, he argues that this insistence on the “peripheries” ends up despising the “centre”.

Edward Soja, in the same logic as Lefebvre, identifies the so-called double illusion in relation with the debate on space. Based on this line, Soja, considering that we have to think on space beyond this traditional dipole, introduces the term of «Thirding-as-Othering». By that, he tries to describe a condition, which will disassemble the holistic (dipolar) formats that seek to interpret reality in a static, unambiguous way. This circular and dynamic relationship between subject and object, the thirding, should not be understood simply as the “average” of these two poles. The concept of Thirdspace, proposed by him, is the experienced place that gives meaning to space, with an equal and especially reciprocal relationship. Thirdspace rises above the dominant patterns and dominant forms of ownership of space. It is direct, with ‘irrational’ view and is not part of the normal cap-
italist reproduction. He argues that it is the only category of the three, which can manifest controversies and challenge the social reality. So heterotopias are the Thirdspace, where both the dominant narrative about the place and actual social relationships developed, conduct the “otherness”. Therefore, we should not consider of the Thirdspace (or heterotopias) just as some other/different place but as a radically different way to think spatially. So finally, the heterotopias should not be perceived as a kind of spatial entities with strict boundaries but must be associated with dynamic (both spatial and temporal) relations to space, since they are established through empirical, cognitive and experiential processes.

Following Foucault’s heterotopias and Lefebvre’s “spaces of representation”, Marco Cenzatti elaborates the heterotopias of difference, arguing that the current socio-cultural and economic data have overcome the heterotopias of deviation and are no longer the dominant forms of heterotopia. Particularly, he argues that in the modern societies, the norms (the normal) have become much more flexible and dynamic. Thus, a deviation today cannot be seen as something static and given, but as something that is constantly being redefined. The fights given in the late 60s and onwards, from the various “minority” groups (gay, black, women etc.) claiming the right to difference, set a new social situation, a new model of social reproduction. Capitalism hasn’t failed, but rather reorganized, trying to incorporate these new conditions. In this logic, heterotopias can no longer take the form of a spatially limited institution (prison, clinic, etc.) that contain/exclude specific social subjects with stable characteristics. In the era of multiple identities, we have to treat them as a kind of practice, a form of ownership of certain areas at certain times. When social relations that define a space as heterotopic cease to exist, that space ceases to be a heterotopia. Thus, we may have a given space, with a particular physical configuration, where to acquire ‘heterotopic’ characteristics because of certain relationships that thrive in this specific situation (markets and fairs, public demonstrations, festivals etc.). We can say that, the heterotopias of difference are ephemeral spatial - social situations in places with interchangeable social subjects.

In these approaches of heterotopias, we can see an attempt to eliminate boundaries and to deal with them as something diffuse and dynamic into the social reality.

2.3 Shane and Heterotopias

David Grahaeme Shane gives another dimension to the meaning of heterotopias while addressing the new challenges for urban planning and design. The cities, he continues, are made up of fragments (they are no longer understandable in a holistic way) and dealing with them should be made fragment by fragment, in way that intervening in one wouldn’t damage the others.

Therefore, he proposes the three elements that an urban or city designer should consider. The first element is that of enclave, single-purpose assemblage space like public squares or other public buildings. The second element is that of armature. The armatures are the communication or transportation networks, usually the streets but also other linear functions like shopping arcades, boulevards etc. but also public demonstrations. The third and the most “crucial” elements of the city, the connecting ones, are the heterotopias. Heterotopia, for him, is any large and complex monument or public institution which combines different urban factors. Normally they “stand out” from the urban fabric and change the city over time. Some urban heterotopias are Centre Pompidou in Paris, Federation Square in Melbourne, London Eye. In his own words:

Urban actors and designers use heterotopias to combine enclaves and armatures, making new hybrids that they hope will have special advantages and accommodate change or difference in the city. Michel Foucault, the French philosopher who introduced the term to architects in the 1960s, was especially interested in the heter
Heterotopias used to bring modernism into traditional societies not based on modern science, organised by custom, magic or belief in different hierarchical systems. Foucault emphasised that heterotopias were often miniature models of an urban ecology, a small city within a city. Also the actors in charge often reversed significant codes inside the heterotopia. If the city was chaotic, for instance, then actors sought order, calm and control within the perimeter of the heterotopia. The other distinguishing characteristic of the heterotopia was its multiple actors, each with their own spaces and codes, all within one perimeter. This contrasted with a modern enclave that tended to be monofunctional – a business park, for instance, without other uses. Multiple actors could interact inside the heterotopia, try new combinations and experiment, without disturbing the whole urban ecology. (Shane, 2011, 37)

Based in the concept of the three elements he also introduces three models of the city design with “recombinations” of the three urban elements. The domination of one of the elements characterizes the model itself. For these new city models, he gives the urban equipment used, but also some examples for us to understand:

- **Archi Citta**: Enclaves dominate armatures, system must have heterotopic space. Urban equipment are such as the Main Square, gates, markets, temples etc. Some Archi Cittas are ancient city of Pompeii or Timagad
- **Cine Citta**: Armature dominates system. Urban equipment are such as a highway grid, arcades, malls, boulevards. Planed cities based on this model are Copenhagen or Upper West Side neighbourhood in New York
- **Tele Citta**: Heterotopias dominate system. Urban equipment are themed space or district, gated enclosure or historic district, entertainment district etc. The urban design movement of New Urbanism uses the same methods as Tele Citta. Time Square in New York, Disneyland, Christiania in Copenhagen or even the late Kowloon Walled City in Hong Kong are some examples of this model.

While he continuously invokes Foucault’s heterotopias, the new urban “principles” that Shane gives, take them to another dimension. For Foucault, heterotopia was not a functional space or even a specific place. It was rather a space where alternative social groups (with or without their own intention) gathered, creating these other spaces, usually temporarily, by having different social values. Shane’s heterotopias have to do mainly with diversity, spatially seen in every multi-use structure. He describes heterotopia as:

...what enables the city to maintain itself stably and urban actors to shift from one urban model to another or to hybridize the models. (Shane, 2005, p.227)

In the end, to the three city models, he adds the Net City as an emerging form, a “matrix” of heterotopian nodes.

### 3 Understanding the “other” spaces

Heterotopias bring together people who are in crisis with their environment and deal with some everyday problems, having realized the contradiction among what they would like to have and what they have in actuality. Heterotopic places try to preserve the independence of thought and action, whether this works through conditions, practices or social claims. Of course I am not referring to the personal trace of each individual, but the common features of social networks to which they belong and the specific systems that interact with the space. These people construct places where they apply their own beliefs, a kind of microcosms and urban structures in the city, snapshots of another condition included in the urban space and time.

Yet, where the ephemeral urban structures began to grow and reproduce their own sites and links, always within an increasingly technologically developing world, they created their own identities. Identities that repel the city itself and make individual defence mechanisms. Therefore, the existing order is reversed and a new system of social organization is hatched. The other places reflect the
everyday, the granted but also the proposal of a turnover life. The format of the premises, their symbolism, the flows inside them and the general operation of them inside the city, express the values of the dominant culture and life, opposing, rejecting or reversing them. These substantial places, besiege the city itself and formulate heterotopias. The recommended way of living, includes the practical expression of the strong forms of collective creation and configuration of everyday life as a process of resolving social contradictions. The entrenched - in a sense - spaces, become haven, within which are applied alternative forms of social organization, grown alternative perspectives, formed human relationships and behaviours, not only liberated but also free.

Groups of people generate heterotopias by trying to construct therein or through them a situation ideal. The path is not settled or completely specified. Their practice is the effort to create the conditions that allow the passage to this ideal. It is a process mainly spatial but also mental, a procedure through the uncertain, pulling the strings of their action. The uncertain is close to both the space of the imagination, (faith in change, in a better condition) and space of reality (looking for the most essential needs). At the same time, the standard elements are remote from the dream (stationary and absolute, and mostly unrealistic), but also from reality (rather than the reality itself, they enjoy a caricature crafted and permanently reproduced by themselves).

Heterotopias, as we know, have no clear and immutable geographic boundaries with a fixed physical substance. They are places designated by acts or situations, from experiences or facts. Their outline may vary, since the action and the various new needs move, transmit and transfer from one person to another and from one place to another. The instability that characterizes them, diversify them from any other place and gives them special interest. The identity is hard to define as it is constantly in a state of flux, which transforms continuously and gets adapted to the nature and circumstances of the environment. The space is homogeneous and yet separated, shattered and yet preserved. The complexity of the environment gives the impression of disorder and arbitrariness, but contains internal (collective) self-organizing rules. I am not referring to the total area of urban or regional planning or the segmented place of architecture. I’m talking about the need that consolidates the functional pieces of a space separated, thereby realizing the homogeneous and shredded character. And this character develops and transforms the social practices within a capitalist (progressing) society showing at the same time its boundaries.

The deceptive existence of boundaries, even if they appear to be resilient and temporarily transposable, suggests what might be happening inside heterotopic places. There is thus a particular, special charge, which profess the criteria and actions of groups of people - users who operate in these other places. These groups of people are certainly not homogenous masses: the diversity of individuals is expressed within the complexity and variety of space. This space becomes a communication code, where each element, combined with the location and function, refers to specific meanings. Inside heterotopias, the space generated is independent from the urban mainstream, socially, politically and spatially. These other spaces are immediately distinguishable from the built environment of the city. Therefore, the form of heterotopic spaces, even though freer in its internal organization and a very different aesthetic culture, is entrenched quirky but scrupulously by the urban and social environment. Each element acts as a mirror of the state hosting. The passages function like islands in a different social reality like giant parentheses in space and time. The potential lies in the power of each individual initiative, but also from the overall presence. Consequently, surfaces and micro - environments form a network, create a standalone place, a “reaction” to the urban fabric that has physical dimensions, changes in its structure, its color, its shape and materials of the space,
but also changes of the time (change of pace, change of perception of the time flows etc.). The events generated, the relationships realized and the behaviours exhibited cannot be separated from the space in which they take place.

Heterotopias are experiences, so combination of space and time, real and alternate. The space, which on the surface appears to be a collage, is actually a place of coexistence, a conglomeration of heterogeneous elements, a total of micro-environments that overlap and cohabit. It consists of places individual and collective, where the materiality of the space does not enclose the reality. The spatial organization reflects and combines the fantastic, the idea or the dream of social organization, the quality of human relationships in the now, which now was once tomorrow, the dream of yesterday.

Going through an heterotopic space, you can’t be oblivious to the situation that surrounds you. But also cannot depend on it. Formed within or outside the city, being constantly in interaction with it, heterotopias can shape the city, but mainly are shaped by it. Attracted by various activities and are clearly not closed and unaffected shapes, are led to this situation by other factors. They share some internal commons, they accept the same values, and their priorities operate in the same line. As a result of this, it attributed a specific identity, as it happens with general members of any group. If we put it more romantically, these places are spaces of desire, of permanent imbalance. They are bases of ablation of formalism and coercion, creating moments of game and of unpredictable situations. The satisfaction of the basic needs, writes Lefebvre, fails to choke the fundamental unsatisfied desires. Exactly at this point is where the permanent imbalance is reproduced. There is a dynamic state that is controlled by the people involved in this, which varies and is determined by their relations, space and time of actions. It is the experience of continuing experimentation. Space becomes completely terrestrial, any ideas where grown, become a reality. Here the old classical humanism (see public buildings and modernism) is no more recognized. The “human scale” is generated at that same moment. This is what gives value to these other places. Thus, the space formed is far from irrelevance and insignificance and the environment develops its own values.

4 Conclusions

Even though heterotopias are formally related to space, it seems that the main reference are the social implications of every society. Foucault’s heterotopias are related to the forbidden or temporarily enclosed spaces outside of the “normal” social forms. Lefebvre, even if he tries to escape the spatial boundaries of heterotopic spaces, describing them as places of challenge, controversy or resistance, asking for the right to the city, he implies that every society produces its own social space. The additional work of Soja and Cenzatti on heterotopias, proves the importance of adjusting to the social transitions, elaborating a supplementary third space or adding a new/different type of heterotopia trying to adjust also in the new social conditions. Shane’s view on urban design through the prism of heterotopias, gives explanations not only on the urban structures but also on the social structures and networks.

Therefore, it is not about heterotopia of crisis, but it is about society of crisis. It is about society of deviation, society of illusion, society of compensation and society of difference.

5 Recommendations for the graduation project / further research

The parallelism, or the reflection of heterotopia as a society can explain modern urban issues like the crowded, inconvenient shanty towns, the degradation of the suburbs and the implications of the urban sprawl in the cities. It can explain the fact when neighbourhoods turn upside down, when the city centres get abandoned or even the constant shifts of the social functions. Heterotopia can explain the
informalities, through the emerging societies and economies. Also, they can address the urban problems of weakest social groups, phenomena of rapid urbanization but also the social and spatial boarders. These are issues that are left to deal within the specific context of Durban.
Durban

A paradise and its people

Abstract Structures of the Units

Sketches of the new Space
Possibility of Functions

Bus Rank - Parking, Green Roof for urban farming

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

Social Infrastructure, Childcare center

Housing Units

Social Infrastructure, Health Care Center - Accommodation

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

Social Infrastructure, Short-term Affordable Accommodation

Housing Units

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