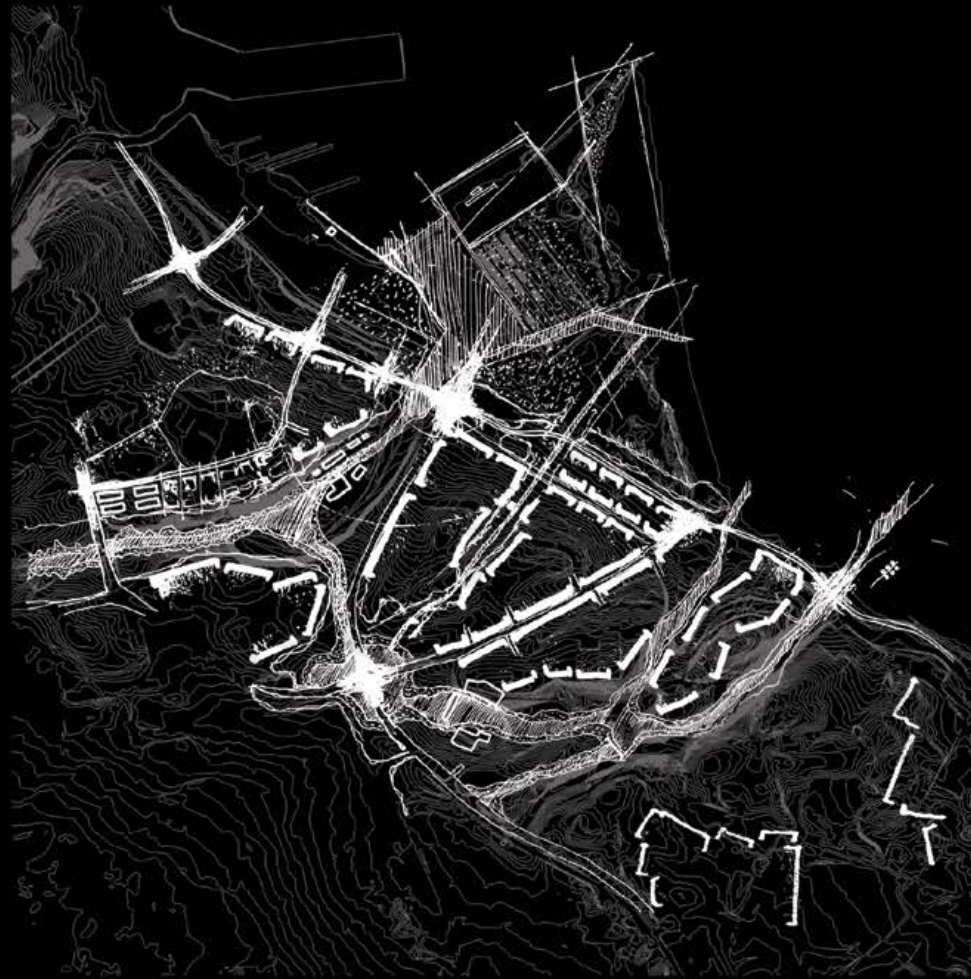


FORGOTTEN PLACES

points of confluence in existing urban frameworks



Scott Lenton
Master of Urban Design
2019

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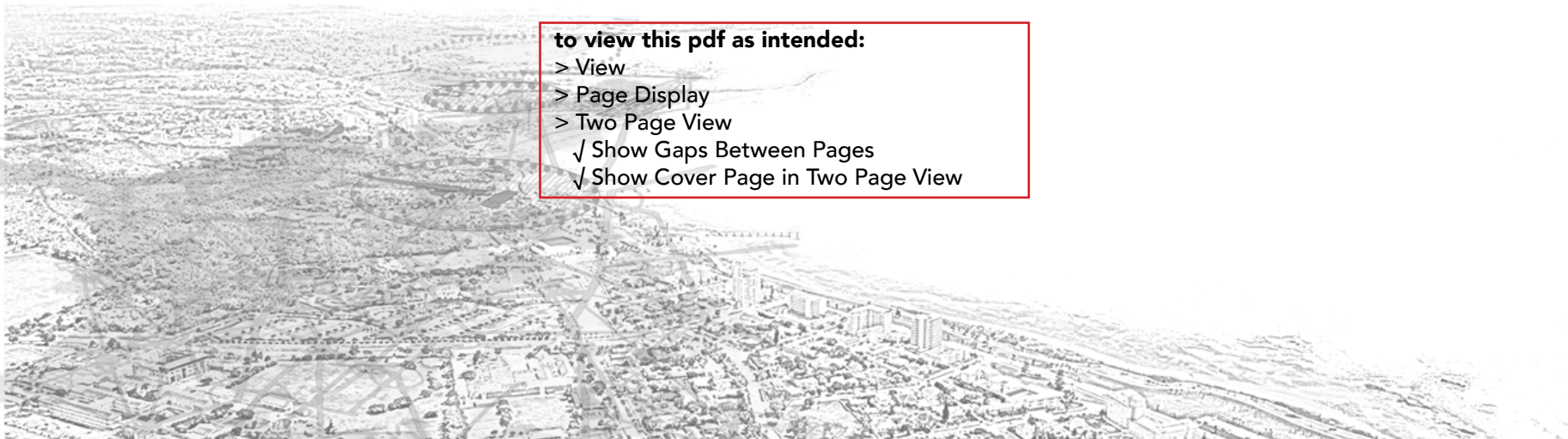
Dissertation presented as part fulfillment of the degree of Master of Urban Design
In the School of Architecture, Planning and Geomatics University of Cape Town
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Figure 1 (Cover): Forgotten Places - points of confluence in existing urban frameworks.

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Abstract

The notion of Forgotten Place within the urban realm is very intriguing as a narrative from which the revitalization of dilapidated and under-utilized space can be given a new importance. This dissertation addresses the design challenge of revitalizing and reshaping spaces within an existing urban context using specific theoretical principles to help make the legibility of the proposal clear.

Currently in our cities, designers face the challenge of generating outdoor environments as communal, inclusive spatial frameworks that propagate new development.

Pedestrian connections between important destinations are often disjointed and disturbed, where walking can be a disorienting experience. Identifying these gaps in spatial continuity, then using a set of design principles, these Forgotten Places can be filled with a framework of buildings and interconnected open-space opportunities that will generate new interest and use.

These misused spaces have underlying themes which link to the authentic identity of local communities. It is suggested that this meaning is culturally immensely significant, and that remembering these definitions allows for a more integrative and inclusive set of city-making components.

Forgotten Places in the existing urban fabric of Port Elizabeth provide an exceptional opportunity to reshape a deteriorating and underused place, so that it attracts people back into powerful places of cultural significance and helps restore communities.

KEY WORDS: *Forgotten Place, revitalization, dilapidated, urban-renewal, misused spaces, authentic identity, ephemeral patina, powerful places, historical significance, cultural significance, communities restored*

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Acknowledgments

Special thanks go out to my partner Chelcie Akom, without whom I would not be able to have achieved many of the successes enjoyed this year. Her continued support is extremely important in facilitating my growth as a young urban designer and architect.

I also thank my parents, Andrew and Christine, for their unceasing encouragement and support. Thank you for being wonderful role models and for gracing me with the opportunity to be able to study and pursue my dreams further.

I take this opportunity to thank my family, friends and loved ones who have helped me achieve my goals and who have never given up on me. Without their encouragement it would not have been possible.

I am grateful to Doctor Kathryn Ewing, senior lecturer for urban design at UCT, for sharing her expertise and knowledge. Her sincere and valuable guidance as well as encouragement that he has extended to me throughout this journey is appreciated.

I would like to take this opportunity to express my gratitude to Istvan Gosztola for his support and expertise - acting as an unofficial external promoter and mentor.

As external promoters, I would like to take the chance to thank Ashleigh Brander-Florence and Claire Abrahamse for their strategic input at various stages of this academic year.

In no particular order, I would also like to thank the following people, who have also added a great sense of direction in my development as a young urban designer; Brett Lenton, Anita Coetzer, Ernie Jacobs, Yvonne Lenton and Andrew Palframan. I place on record my sense of gratitude to one and all, who directly or indirectly have assisted me in this venture.

Finally, I dedicate this work to the memory of Stephan Coetzer and his loving son Stefan.



Figure 05: Old Picture Humewood Algoa Bay Port Elizabeth.
© Unknown (2011)



Figure 6: Old Pier, Port Elizabeth - Humewood Six Pillars.
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INTRODUCTION

Position Statement

Aim

Objectives

Research Question

Research Design and Methodology

Position Statement

This research assumes the position that an existing urban context, which is underutilized and dilapidated, has the ability to be revitalized and reshaped by means of engaging with specific notions of Forgotten Place which have evolved from a concept of lost space.



Figure 7: Industrial wastescape.
© Author (2019)

Aim

The aim for this research project has been established as follows:

To explore the notion of Forgotten Place within the urban realm, which will result in an upgrade and revitalization of dilapidated and under-utilised spaces within an existing urban context.

After clearly defining the objectives and developing an appropriate brief, a programme of functions will aim to solve the problems from an urban design position.

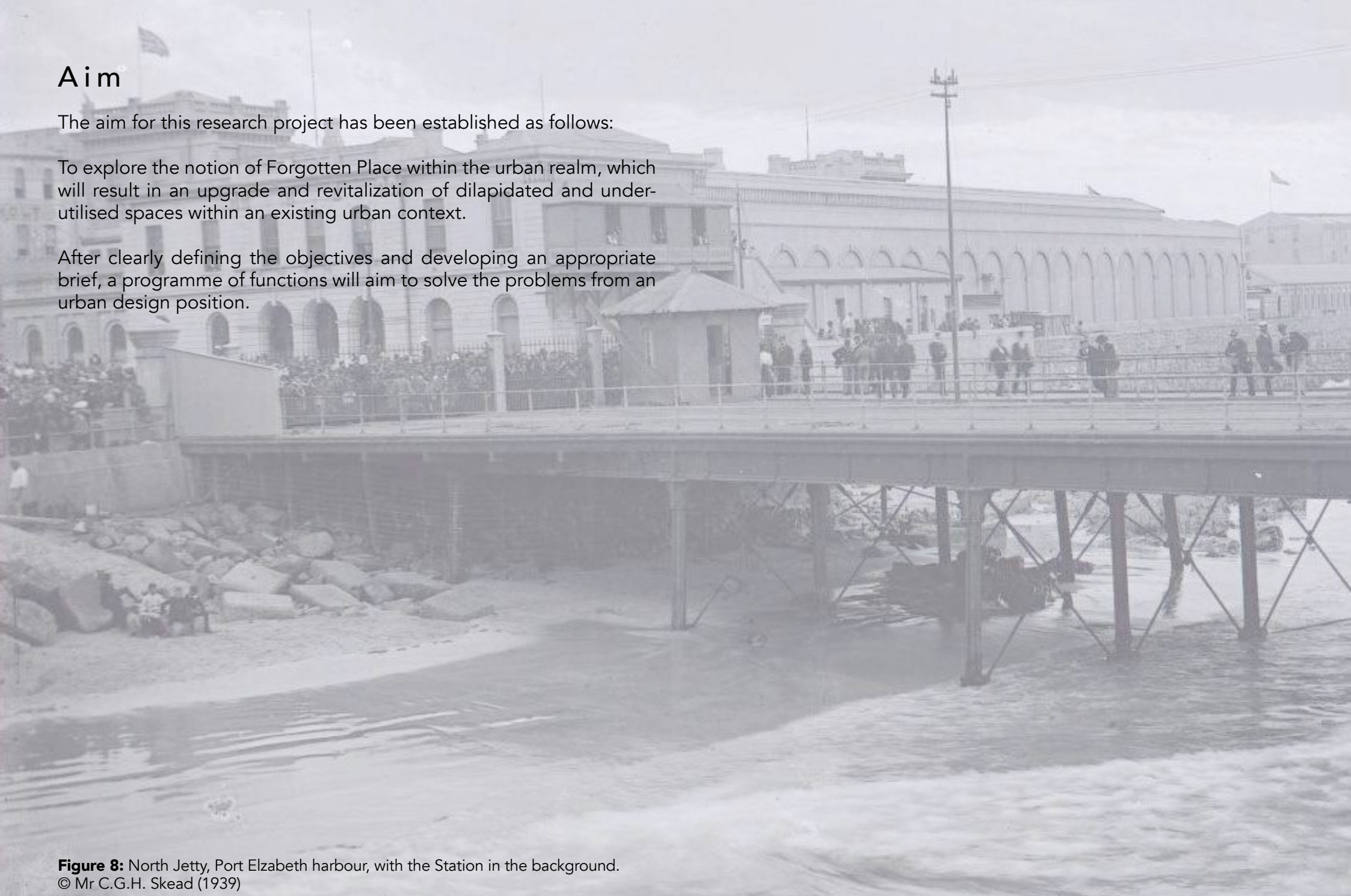


Figure 8: North Jetty, Port Elizabeth harbour, with the Station in the background.
© Mr C.G.H. Skead (1939)

Objectives

1. To come to an understanding of the spatial design of Forgotten Place.
2. Identifying key zones within an urban area where the revitalization of these Forgotten Places can contribute to enhancing a particular precinct.
3. Making use of minimal design principles by only implementing the spatial framework (or skeleton) which is necessary for other programmatic functions to grow from organically, over a period of time.



Figure 9: Manganese Ore Terminals and Fuel Depot Tank Farm.
© Megan Pollock (2014)

Research Question

Why do Forgotten Places, with their ephemeral patina which has accumulated over time, have the ability to change communities through spatial revitalization?



Figure 10: The Port Elizabeth Harbour, with adjacent iron ore refinery manganese depot.
© Megan Pollock (2014)

Research Design and Methodology

The research design for this project was a constant deliberation between finding the appropriate theoretical framework and applying these learned principles into a compelling methodology. This methodology revolves around making constant comparative analysis examples to explain how the chosen context is performing against a newly proposed theoretical definition.

This approach was adopted because of the use of the newly founded theoretical definition of Forgotten Place. Constantly checking that the terminology has not become misconstrued was vitally important. The theoretical framework was fundamental to guiding how place is understood and subsequently unpacked.

There are some limitations which are significant to mention in the methodology of this research project. Time constraints made it impossible to visit the site, although this limitation is seen as more of a positive aspect. The reason for this being that the use of phenomenology has been integral to understanding a sense of place, or genius loci of a landscape, and this was achievable through past memories of the context (author raised in Port Elizabeth). Consequently, ethical considerations were not strongly taken into account, which is atypical of designing spatial development frameworks in an urban context. As a result, on the ground interviews were lacking in this particular research project. Access to municipal connections also proved to be a meaningless endeavour

as they were exceptionally restrictive and unhelpful. However, by focusing on specific design challenges faced within the city, as well as comparing it to the current Spatial Development Framework for the city of Port Elizabeth, a feasible design proposal was ultimately suggested.

It is important to state that this theoretical definition of Forgotten Place is not only present in the cities that are compared, but that it exists in many other South African settlements. However, the relevance of the areas compared are fundamental in furthering the explanation of the theoretical definitions.

Constructivism (phenomenology, case studies and ethnography):

The sense of place that was experienced while visiting the site, making use of literature from specific sources that are relevant. Using existing examples of how the upgrading of lost space has successfully contributed to creating better communities.

Critical Theory (action research):

Making use of the data collected while on the site visit like interviews, focus group interviews, community organization, measurements and photographs.

This would be tested using a comparative analytical approach to understanding existing urban settlements. These urban areas would be tested against a specific set of criteria which have been predetermined from the findings in the theoretical framework.

Finally, the design will be displayed using spatial drawings, hand sketches and a printed theoretical document. This will also include the necessary method of urban representation that is needed to correctly convey the primary design intentions. Conceptual urban design models at different scales will also be used to better explain the design.

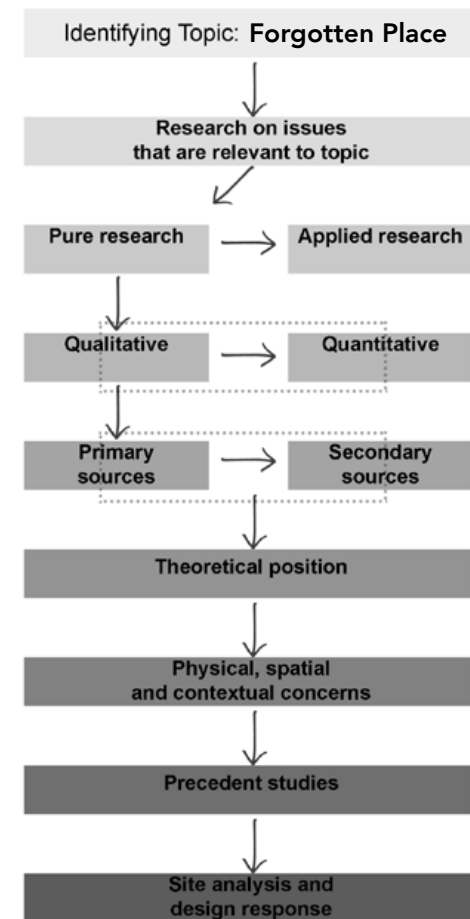


Figure 11: Summary of research process. © Author (2019)



Figure 12: Diagram: summary of research process, rear image from a site visit to Khayelitsha.
 © Author (2019), Kathryn Ewing (2019)

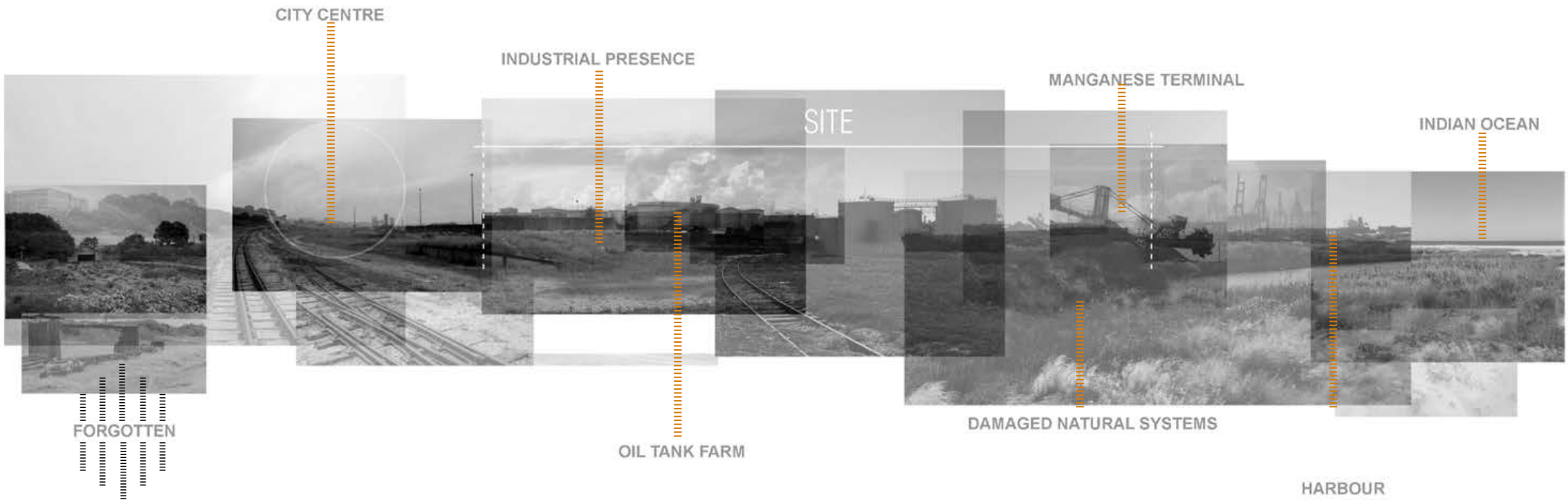


Figure 13: Photomontage with a drawing of field condition.
 © Author (2019), rear image Lebbeus Woods (2006)

THEORETICAL FRAMEWORK

Finding Lost Space
Space versus Place
The Genius Loci
A Sense of Place and Authenticity
The Production of Space
Thirdspace
Forgotten Place

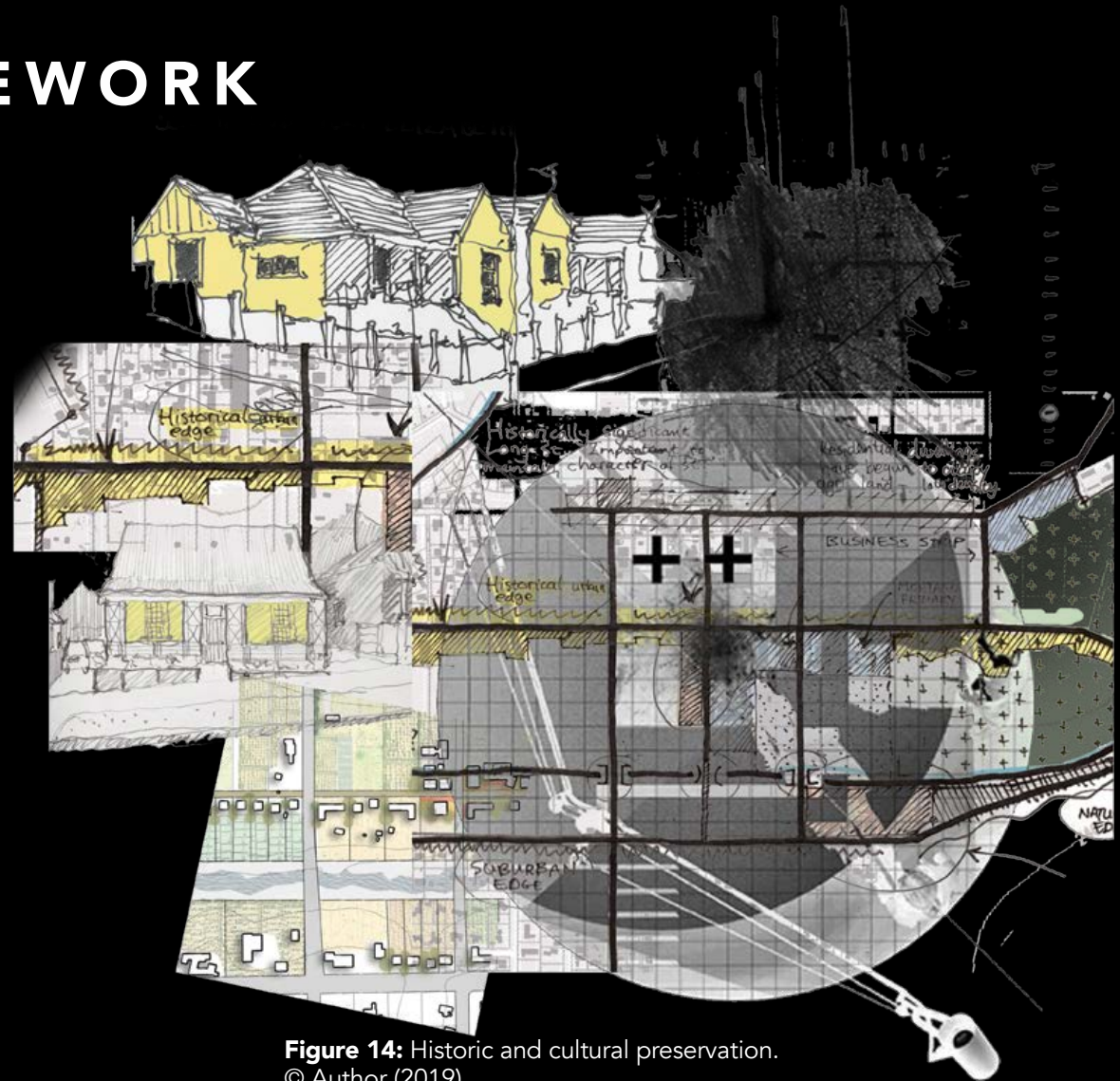


Figure 14: Historic and cultural preservation.
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Finding Lost Space

The notion of Forgotten Space within the urban realm is very intriguing as a narrative from which the revitalization of dilapidated and under-utilized space can be given a new importance. This dissertation addresses the design challenge of revitalizing and reshaping spaces within an existing urban context using specific theoretical principles to help make the legibility of the proposal clear.

This problem has had an impact on all urban centres. Society's dependence and over-utilization on vehicular transportation, coupled with urban-renewal and zoning policies, the dominance of private over public interests, as well as changes in land use in the inner city have all resulted in the loss of values and meanings that were traditionally associated with urban open space.

Currently in our cities, designers face the challenge of generating outdoor environments as communal, inclusive spatial frameworks that propagate new development. Every modern city has a surprisingly high proportion of vacant, unused land. In the latter half of the twenty-first century, the radically changing economic, industrial, and employment patterns have further aggravated the problem of forgotten space in the core of these urban settlements. This is especially true along highways, railroad lines, and waterfronts, where major gaps disrupt the overall progression of the city.

Pedestrian connections between important destinations are often disjointed and disturbed, where walking can be a disorienting experience. Identifying these gaps in spatial continuity, then using a set of design principles, these forgotten spaces can be filled with a framework of buildings and interconnected open-space opportunities that will generate new interest and use. Recognition of the gaps and overall patterns of development opportunities should be done before any site-specific urban design or landscape architecture is employed. Forgotten spaces, underused and deteriorating, provide exceptional opportunities to reshape an urban centre, so that it attracts people back downtown and counteracts sprawl (Trancik, 1986).

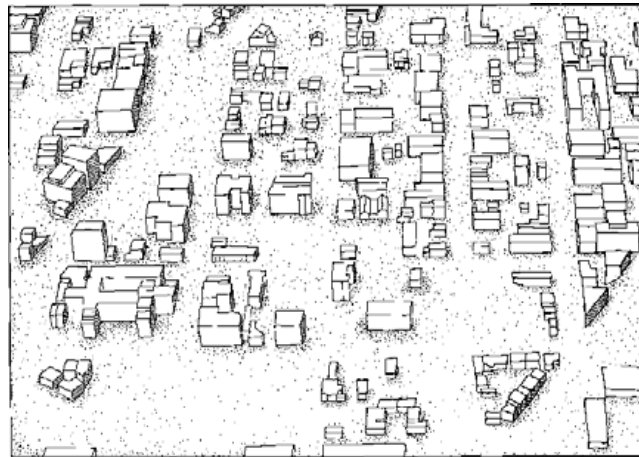


Figure 15: Wahington - showing how roadways and parking lots have destroyed the consistency of the urban fabric.
© Trancik (1986)

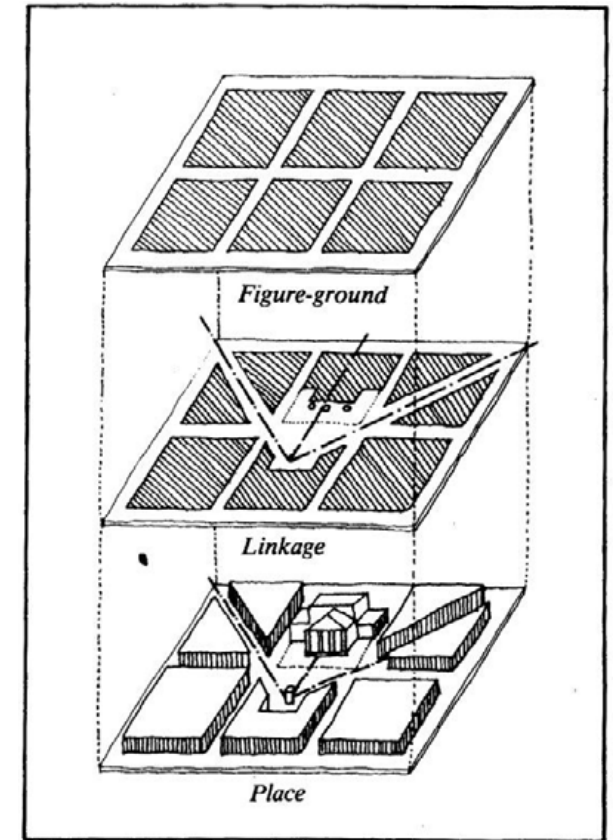


Figure 16: Principles of Lost Space.
© Trancik (1986)

The causes leading to lost space:

- The automobile
- Modern movement in architecture
- Zoning and urban renewal
- Privatization of public spaces
- Changing land use

Problems faced by designers:

- Private interests have greater value than that of the public.
- Cities have a high proportion of vacant, unused land.
- Pedestrian connections between destinations are often disjointed and disturbed.
- Along highways, railroad lines, and waterfronts, these major gaps disrupt the overall progression of the city.
- Identifying these gaps in spatial continuity, these forgotten spaces can be filled with a framework of buildings and interconnected open-space opportunities that will generate new interest and use (Trancik, 1986).

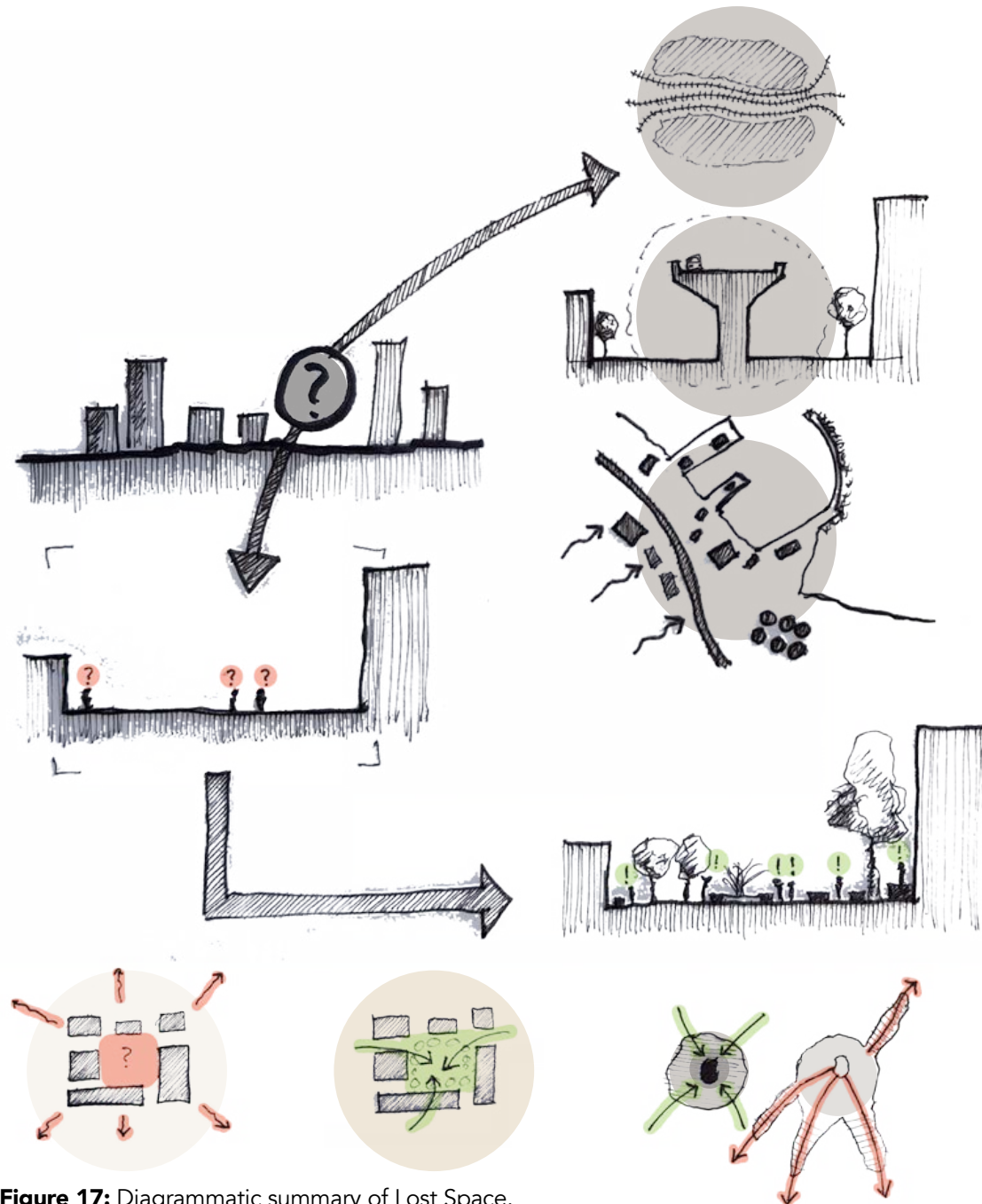


Figure 17: Diagrammatic summary of Lost Space.
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Space versus Place

Space and place are urban design conditions which are inextricably linked. Space could be defined as an open and abstract area without any substantial meaning. While place could be understood as a tangible and finite unit of space, which is experienced through the body and senses which are associated to security, inhabitation and identity. Place is not evaluated as a subjective and conceptual idea, but instead a position or part of space which derives its distinct identity via factors constituting that space (ie. value, human experiences).

Another definition of space is that it can denote a three dimensional element and be perceived as a continuous field. Paolo Portoghesi describes space as a 'system of places' - implying that space as a concept finds its etymology in physical circumstances.

Martin Heidegger postulates that place makes it plausible for a space to exist and therefore be constructed; a constructed place establishes and connects spaces. One of the aims of urban design is to initiate the unrealized content of a given context by transforming somewhere to a place, consequently making and also preserving a place. A sense of place could be recognized as the concept of belonging to an environment in which someone feels safe and protected. "Place is security, space is freedom" (Norberg-Schulz, 1980).

Identity and sense of place are two of the themes which are especially important in understanding the theories of space discourse. This discourse explicitly states that individuals require a sense of identity and belonging to a certain place or region. The identity of that place is constantly determined and redetermined as a result of the development of the place throughout time (Adam, 2012).

The relationship man has to his physical environment forms the foundation for the influence place has on an individual's identity. Characteristics of identity which are connected to place are defined as 'place-identity'. Place-identity is explained as the individual's integration of place into the greater awareness of self.

An individual's place-identity is developed from a young age, as people learn to view themselves as separate from, but associated to the physical environment. The notion of home functions as an environment of key significance, followed by the neighbourhood in which a person belongs to and the other programmatic functions with this scale of interaction. It is in these conditions that social and environmental energies and connections are established, and therefore the 'lenses' are created through which this user will later differentiate, scrutinize and create places. The place-identity of a person is ever-changing throughout their life. (Israel, 2003).

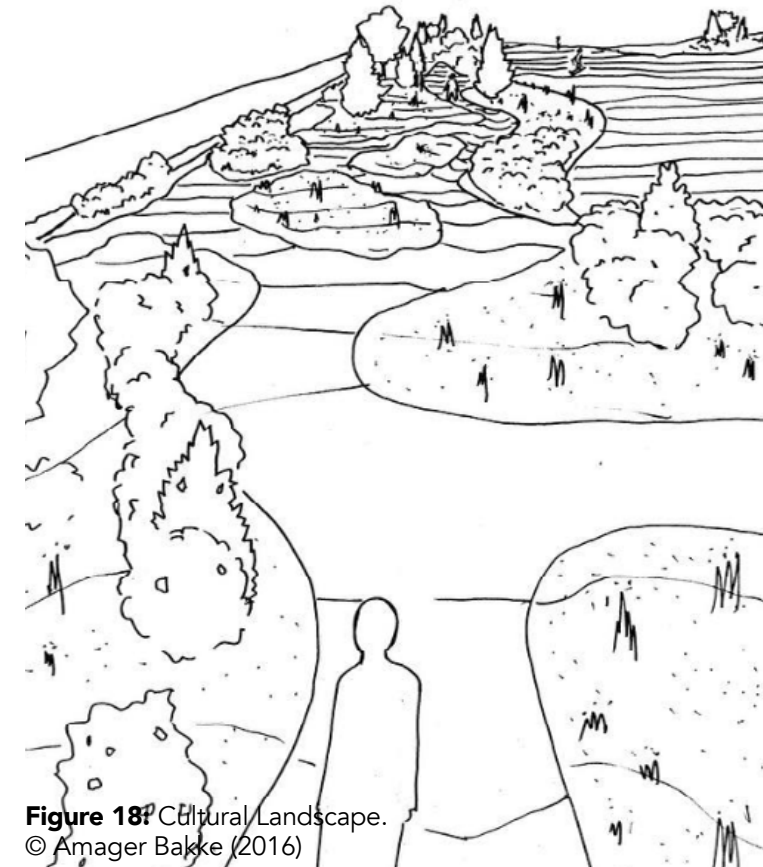


Figure 18 Cultural Landscape.
© Amager Bakke (2016)

The Genius Loci

In order to comprehend the genius loci of a place, the concept of meaning has to be examined and understood. The meaning of any entity is dependent on its connections and relations to other entities.

Meaning is essential for identity, the identity of an individual is ascertained through the meaningful relationships they have with their environment. This relationship comes about because of a place's character, which describes the spirit of a given place. The expression 'character' is determined by how things 'are', and only once the character of a place is determined can one reach an interpretation to the genius loci, or spirit of a place.

Norberg-Schultz gives prominence to the tectonic characteristics of built forms to exemplify the context which they occupy. Phenomenology is concerned with the process of producing urban environments (focusing on a specific site), with an emphasis on dwelling and historical connections. The tectonic and materials of a specific urban environment accentuate the sense of place, or character, created. He prioritizes the significance of phenomena, such as the feeling and emotions that one may experience when they find themselves in a specific place:

"When man dwells he is simultaneously located in space and exposed to a certain environment, that is, he has to know how he is in a certain place".

It could thus be said that man will establish his identity in that context (Norberg-Schulz, 1980).

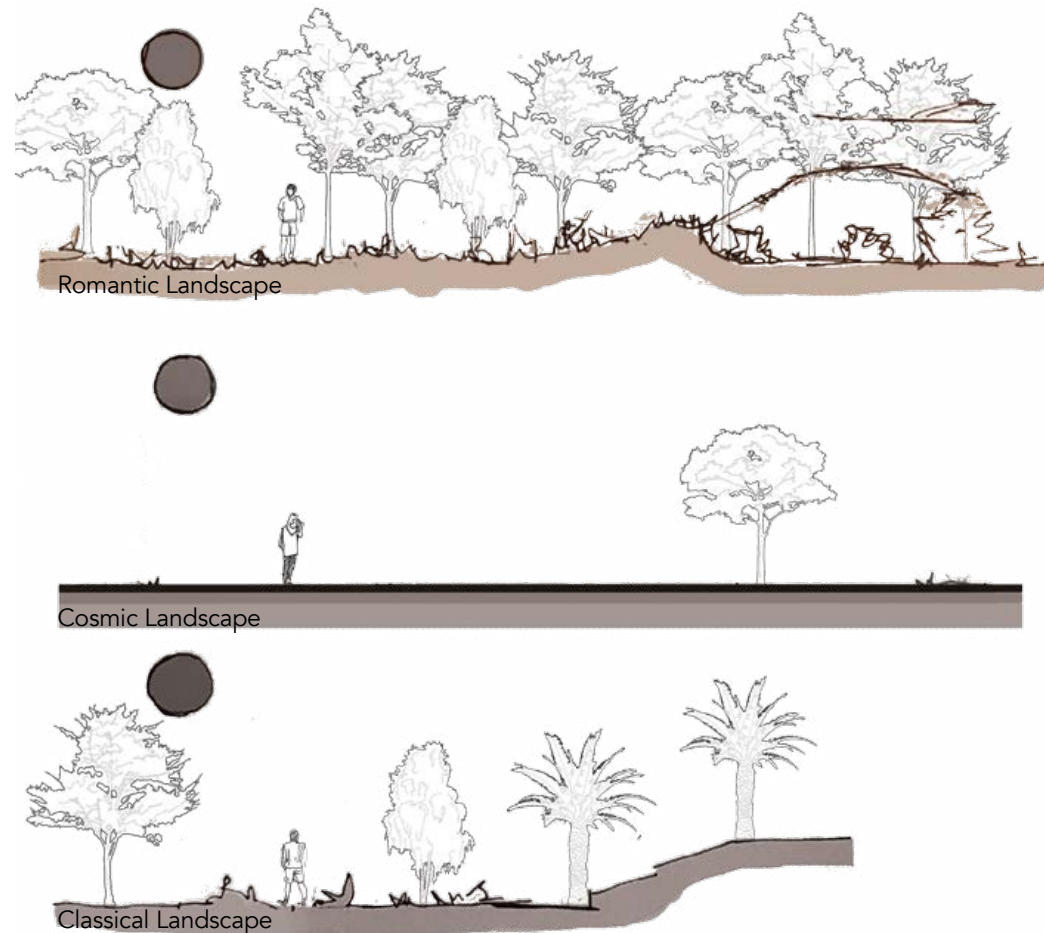


Figure 19: Phenomenology and different landscapes.
© Author (2019)

A Sense of Place and Authenticity

A local place identity begins to explain the importance and uniqueness of 'place'. Those unique characteristics that make any place of special interest worthy of preservation. It is hard to define character and quality as these are not quantifiable, leading to unsuitable explanations which are normally insufficient.

This begins to lead onto the proposition that a group identity (the people as a community), which are closely linked with the form and history of place, are directly and indirectly creating a sense of place (or genius loci), for that specific context.

Normally with preservation of these areas the aim is to limit and constrain, usually to minimize physical change. Except, as it has been explained earlier, communities are in a continuous state of metamorphosis. Their values and desires change, individuals change, whether by growing older or by moving between different areas within the urban realm. Therefore it could be expected the genius loci should also be in a constant state of turmoil and change. This is a disputable concept, as to whether this sense of place is 'sanctioned to change' - as it seems to be in contradiction with the definition of what makes a place inherently have specific qualities (Jiven et al., 2003).

By extension, this sense of place exists within all urban settlements. The argument though, would be to which degree this can be experienced or 'felt' by users of these places.

An easily accessible example would be to ask a random sample of people how they experienced certain places in a relatively new city (or 'young' city) which has not had a especially abrasive or tumultuous past. Then taking the results and comparing them to how the same sample of people interacted with places in a well established 'older' city which has a much richer history. It is suggested that the findings would be definitive in the participants consensus of the power of these places, and how a sense of place is much more 'present' in the one example than the other.



Figure 20: The old Boet Erasmus stadium in Port Elizabeth.
© Leon van der Westhuizen (2015)

The Production of Space

In The Production of Space, there are three primary spatial concepts; mental, social and physical spaces. These spaces are inextricably linked (Lefebvre, 1992).

Using The Production of Space as a framework for analysis, physical space is understood or produced in a combination of three ways:

- The **conceived space** of urbanists constitutes primary structuring elements like topography, city form, mobility etc.
- The **perceived space** of creativity is constituted by individual users recognition of nature, and how man fits in to nature.
- The **lived / experienced space** performs off the assumption that the user has certain instincts specific to their context.

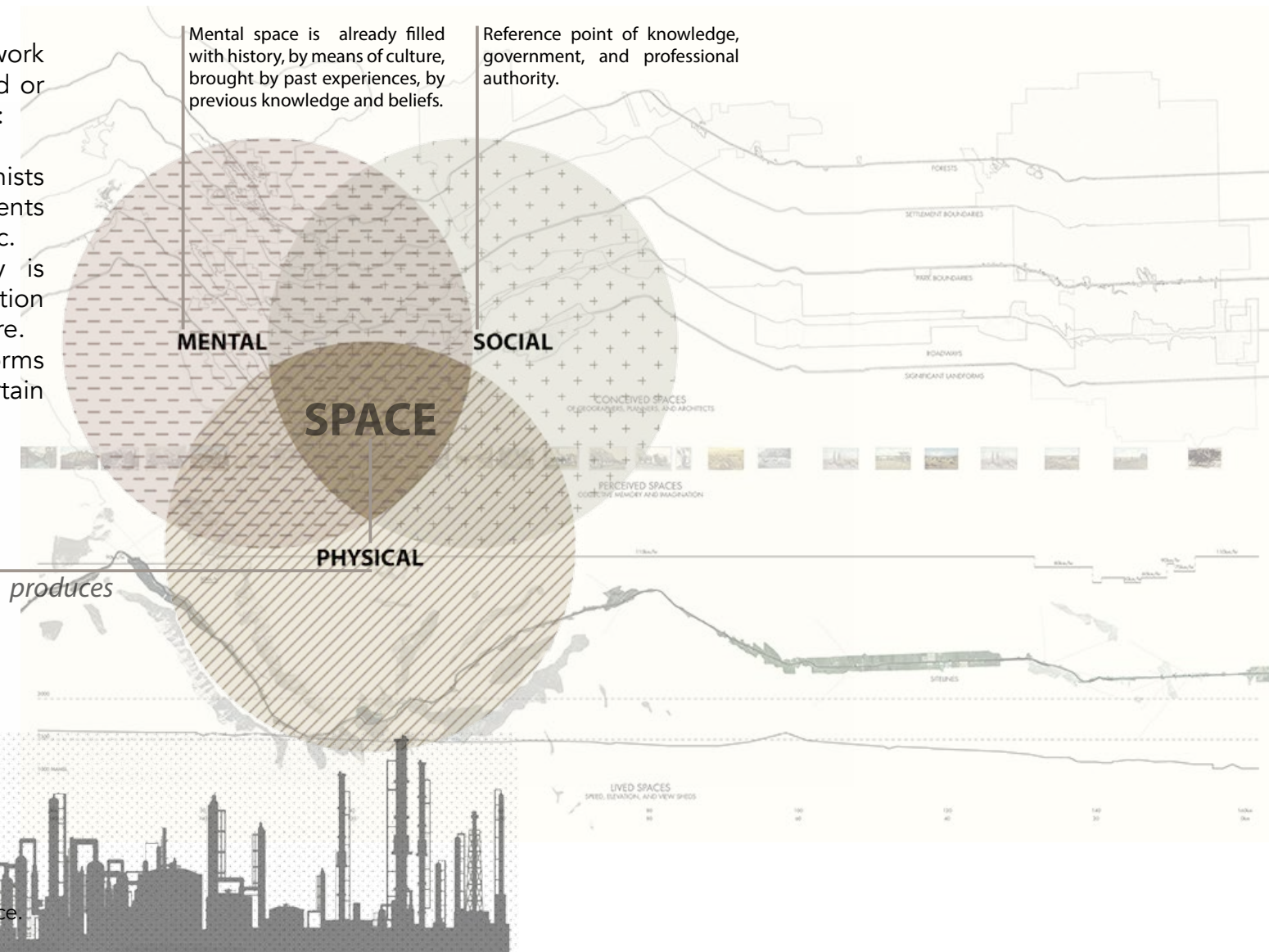


Figure 21: Interpretation of the Production of Space.
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Thirdspace

Thirdspace is expansion from the work of Lefebvre, and is concentrated within the field of cultural geography (Soja, 1996).

- Firstspace could be described as real or authentic space – the context which is directly experienced and can be drawn out.
- Secondspace can be evaluated as envisaged or metaphoric space – so how space and place are experienced.
- Thirdspace is the amalgamation of First and Second space to create the lived space - this space is tangible and intangible, an actual-and-virtual place of specific uniqueness.

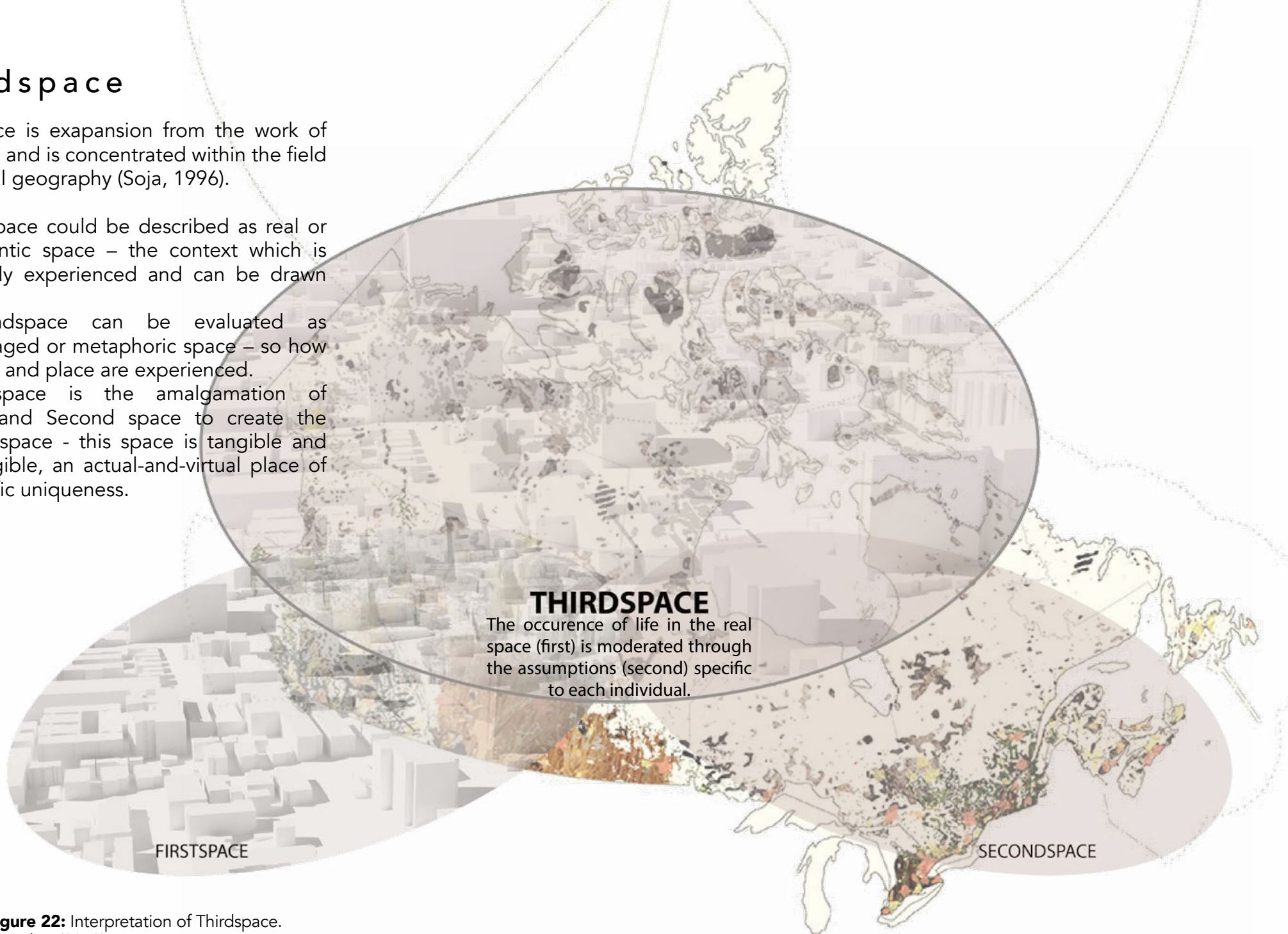


Figure 22: Interpretation of Thirdspace.
© Author (2019)

Forgotten Place

A clear and important distinction about the conceptualization of this terminology, is that it is unequivocally the amalgamation and parallel blending of linked notions from urban design and sociology.

It is postulated that these themes are in fact inextricably linked from one another. These ideas will begin to outline a definition which can allow for a more accessible way of approaching certain urban design challenges.

The most important themes which are fundamental to defining the concept of Forgotten Place can be summarised as follows;

- Critical understanding of the difference between space and place, which allows for a more clearly expressed definition of what constitutes place.
- The genius loci of a place, in essence a sense of that place.
- Communities from a particular geographical context which invariably have specific identity traits.
- The authenticity possessed by these communities which make them unique.

These above mentioned themes are not to be understood as interdependent of one another, but rather as being connected in a symbiotic relationship.

Forgotten Place can be described as follows:

Forgotten Place is an authentic identity which a particular community can immediately associate with tangible spatial signifiers that form an ephemeral patina. Users are simultaneously conscious of this presence, yet unaware of the potential that these places hold. All the decay which has happened has hidden the discernible and recognizable true meaning of these powerful places.

It is suggested that these places have meaning which is culturally immensely significant, and that helping communities to remember these definitions allows for a more integrative and inclusive set of city-making components.

Forgotten Place is an authentic identity which a particular community can immediately associate with tangible spatial signifiers that form an ephemeral patina. Users are simultaneously conscious of this presence, yet unaware of the potential that these places hold. All the decay which has happened has hidden the discernible and recognizable true meaning of these powerful places.



Figure 23: Industrial structures which are the cause of many Forgotten Places.
© Jessica Burgess (2014)

Leading on from the subsequent explanation of the terminology and the intended derived meanings, it has found that these would be the primary criteria in the suitability of an area to be considered as a Forgotten Place;

- Historical and cultural significance
- Natural systems
- Centredness
- Brownfield sites

Historical and cultural significance

The scale of the historical area and the subsequent impact on the development of the city, as well as the cultural under-currents which have now become associated with these areas within the urban settlement. The preservation of historic and cultural icons is highly important within these redevelopment areas, where maintaining this sense of place is linked to the character and continued success of an overall vision to help individuals better connect with a sense of authenticity within their communities.

Natural systems

Often natural systems have shaped the urban form to a certain extent within specific contextual setting. Many of these systems would now become perennial and are inevitably extremely damaged. However, a substantial natural footprint can usually be saved in these areas, and the restorative ability to create healthier urban areas from upgrading and maintaining these natural

systems is valuable. In taking advantage of neglected urban pockets, designers are able to bring ecology into the urban environment, thereby encouraging healthy lifestyles through direct contact with nature.

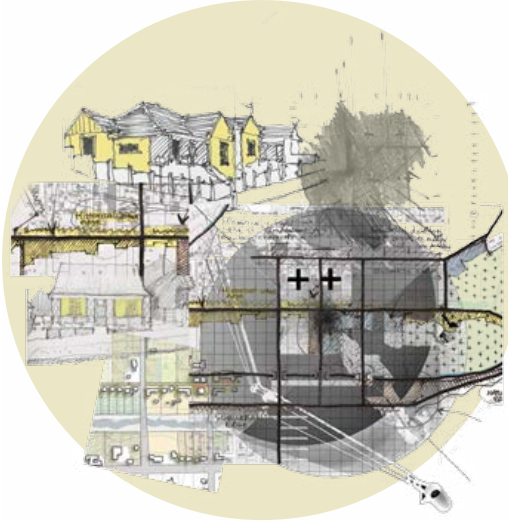
Centredness

A precinct which is being tested should once have been part of a 'centredness' or have the future potential to upgrade to such a function within the greater context of the city. This upgrading would allow for higher accessibility.

Brownfield sites

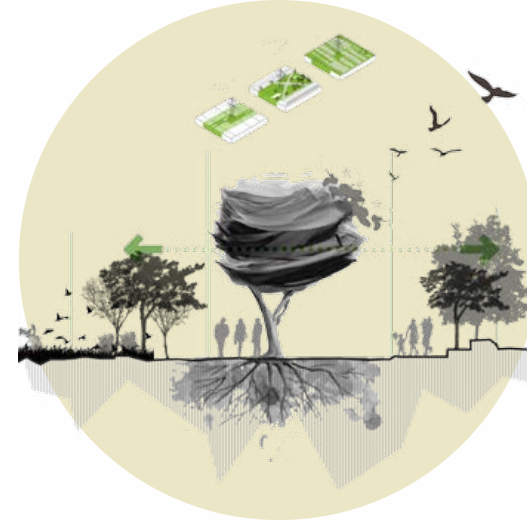
Specific sites within the urban realm are in dire need of spatial interventions and would not be interfering with other ephemeral conditions. These sites upon which previously forgotten activities have taken place allow for a mixing of new activities. This allows for highly heterogeneous set of places which have a great amount of flexibility and are able to be more resilient.

These criteria should not be mistaken as principles upon which to determine any design decisions, but rather as a starting point to analyse urban settlements to see if they contain traces of Forgotten Places.



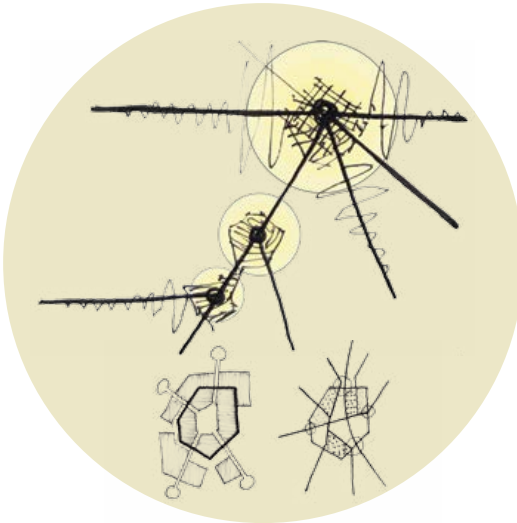
Historical and cultural significance

The preservation of historic and cultural icons is highly important within the redevelopment of specific areas, where maintaining this sense of place is linked to the character and continued success of the overall vision.



Natural systems

Take advantage of neglected urban pockets to bring ecology into the urban environment, thereby encouraging healthy lifestyles through direct contact with nature.



Centredness

Accessibility is a key principle and allows for a highly functioning set of urban and natural systems.



Brownfield sites

A mixing of activities allows for highly heterogeneous spaces which have a high amount of flexibility and are able to be more resilient.

Figure 24-27: Diagrams depicting the suitability of an area to be considered as a Forgotten Place.
© Author (2019)



Figure 28: Cape Town metropolitan urban extent.
© Author (2019)

COMPARATIVE AREA ANALYSIS

Comparing Two Potential Areas
District Six, Cape Town
Southend, Port Elizabeth
Suitability Criteria



Figure 29: Nelson Mandela Bay metropolitan urban extent.
© Author (2019)

Comparing Two Potential Areas

District Six, Cape Town:

Arriving at a definitive urban context in which to test the notions of Forgotten Place would only be achievable through a comparative analysis. This comparison aimed to look at a problem which is inherently faced by all urban settlements - but aimed to show which zones within these cities are more desperately in need of intervention.

The criteria for selection which have been outlined in the theoretical framework were used as guidelines when analyzing these large scale areas.

The Dutch Explorers first colonized the Cape (at later stage were overpowered by the English), and had an immeasurable effect on the local inhabitants of Southern Africa.

In Cape Town, District Six and its surrounds offer the potential for multiple instances of Forgotten Place. Investigating some of most important determining layers in District Six did reveal some interesting concepts which relate closely to the theoretical framework.

District Six is inextricably linked with the history or the urban morphology for the city, as well as having strong cultural connections

with the communities which have previously lived here and been subsequently removed.

Importantly, the natural systems have helped dictate the urban form to an extent. These systems are mostly in a state of disrepair and are not well integrated into the current settlement pattern.

These areas of interest will be investigated and discussed in a directly comparative method with Southend (Port Elizabeth).

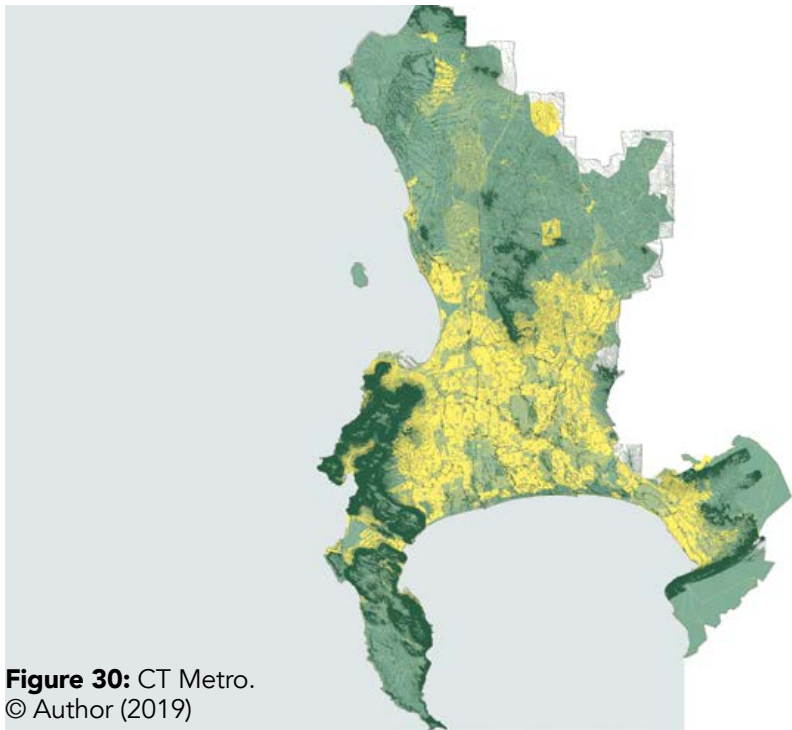


Figure 30: CT Metro.
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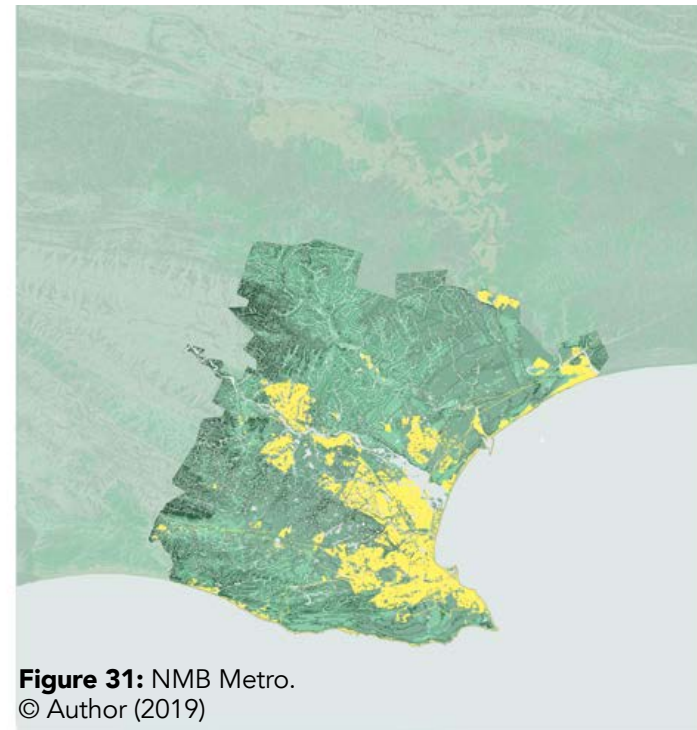


Figure 31: NMB Metro.
© Author (2019)

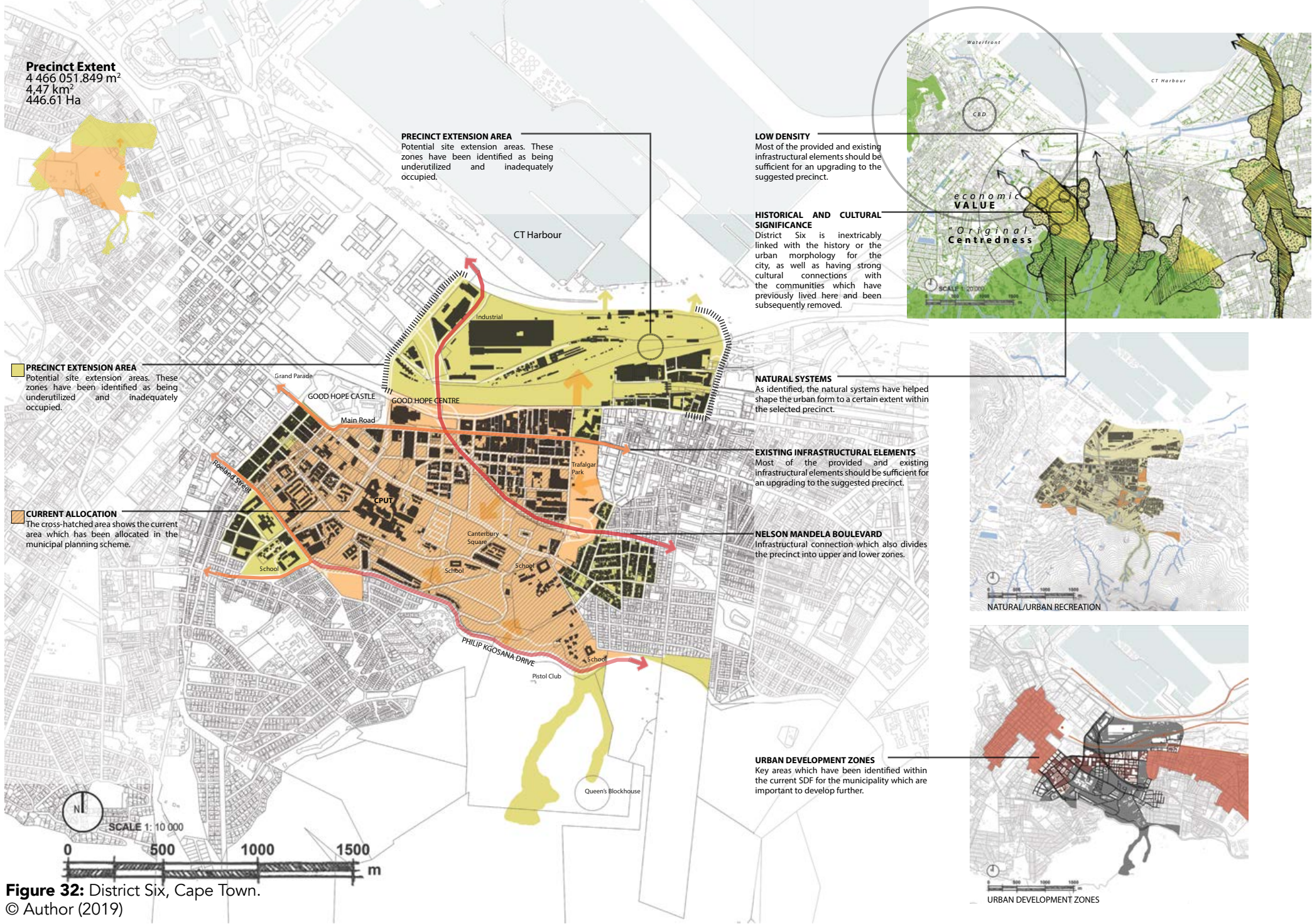


Figure 32: District Six, Cape Town.
 © Author (2019)

Comparing Two Potential Areas

Southend, Port Elizabeth:

The impact of Colonial settlement and institutional segregation of the local people of an area is extremely evident in Port Elizabeth. It could almost be said that the entire urban morphology of this city is based on the segregation of various groups of peoples at different times throughout the last two hundred years.

In the Eastern Cape the nomadic indigenous peoples were adverse to the possibility of conflict, and therefore would usually avoid confrontation. Initially this had a minimal impact on their lives, as they chose to move

away and continue their pastoral existence in near proximity to the settlers. However this did start having extremely negative effects on more 'territorial' people, like those of the local fishing communities of Algoa Bay.

After the Battle of Blaauwberg in the Cape, many Malays started a new existence in Port Elizabeth. Their ability to live off the sea and provide for themselves was in direct harmony with the Mfengus. However, this changed immediately with the arrival of the arrival of the British Colonial Government. The London Missionary Society initiated the segregationist policies in Port Elizabeth (Hendricks, 2017).

An interesting comparison will be drawn between the two different areas and will show that their history and culture are similar, yet there are some fundamental differences which will eventuate in being the key deterministic factors on which an area has a greater potential for the revival of Forgotten Place.

Figure 33: CT Development Zones.
© Author (2019)

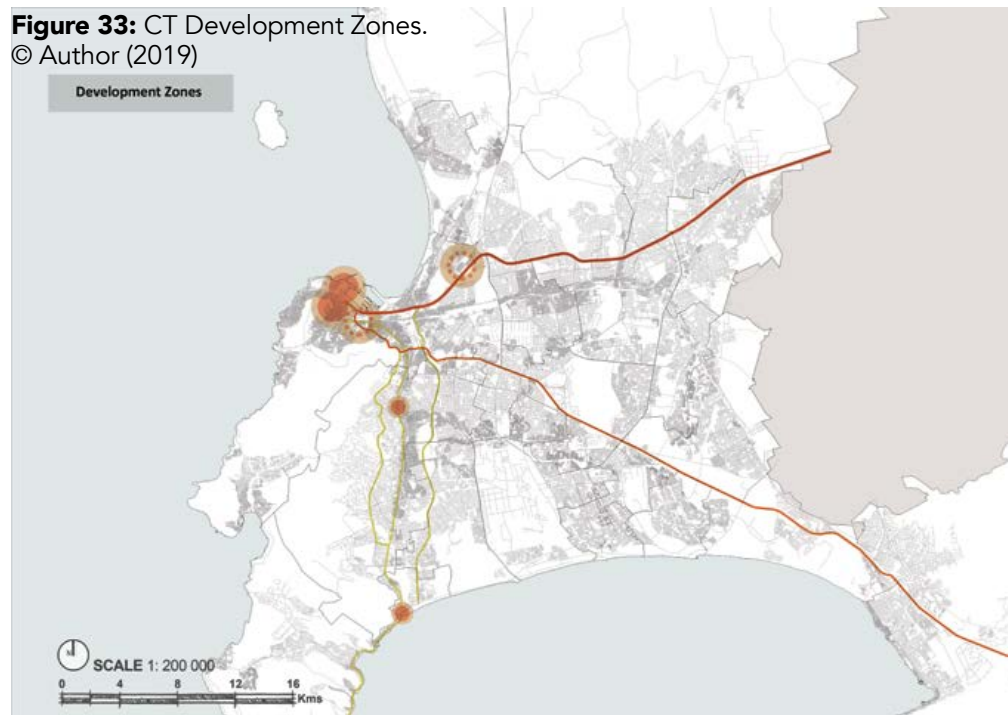
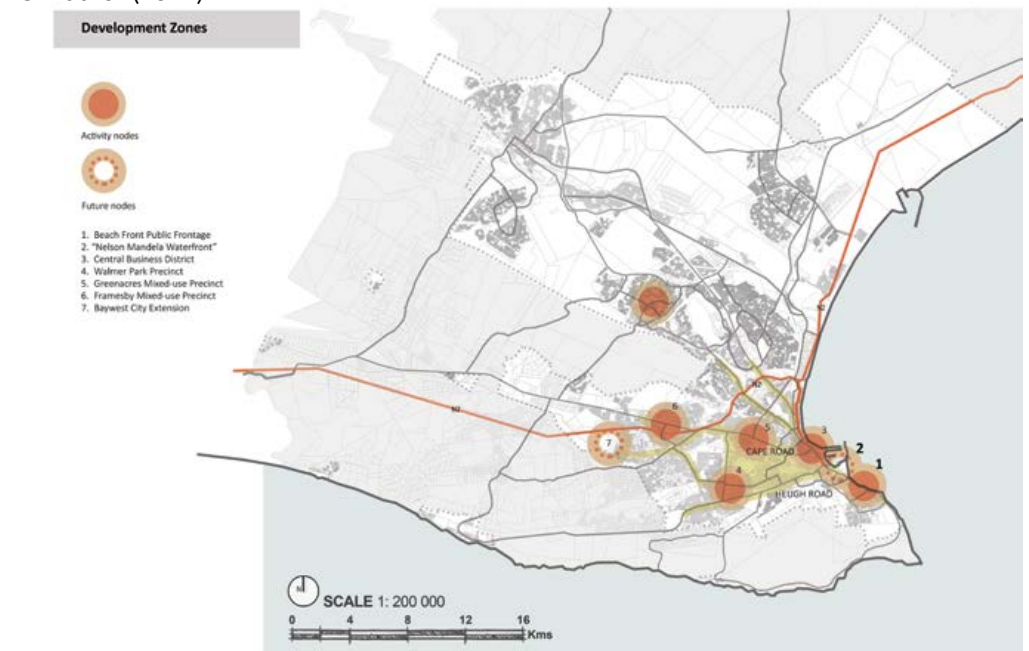


Figure 34: NMB Development Zones.
© Author (2019)



Precinct Extent
 4 571 014.091 m²
 4,57 km²
 457.10 Ha

EXISTING INFRASTRUCTURAL ELEMENTS

Most of the provided and existing infrastructural elements should be sufficient for an upgrading to the suggested precinct.

HISTORICAL & CULTURAL SIGNIFICANCE

The Humewood and Southend areas in Port Elizabeth have strong connections to the history and urban morphology of the city, as well as having strong cultural connections with the communities which have previously lived here and been removed.

LOW DENSITY

Most of the provided and existing infrastructural elements should be sufficient for an upgrading to the suggested precinct.

NATURAL SYSTEMS

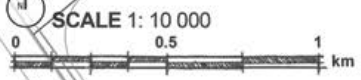
As identified, the natural systems have helped shape the urban form to a certain extent within the selected precinct.

CURRENT ALLOCATION

The cross-hatched area shows the current area which has been allocated in the municipal planning scheme.

PRECINCT EXTENSION AREA

Potential site extension areas. These zones have been identified as being underutilized and inadequately occupied.



EXISTING INFRASTRUCTURAL ELEMENTS

Most of the provided and existing infrastructural elements should be sufficient for an upgrading to the suggested precinct.

NATURAL SYSTEMS

As identified, the natural systems have helped shape the urban form to a certain extent within the selected precinct.



Highlighted areas of current recreation - quality of these spaces is not depicted.



Key areas which have been identified within the current SDF for the municipality which are important to develop further.

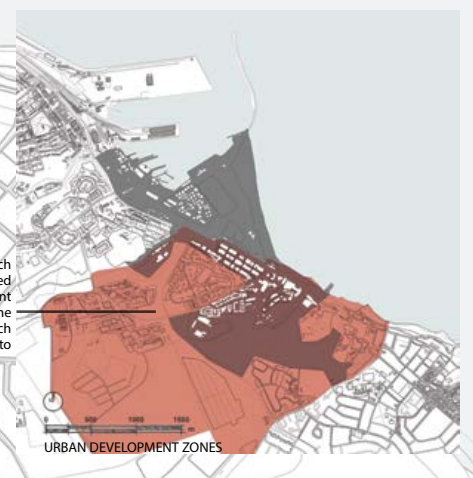


Figure 35: Southend, Port Elizabeth.
 © Author (2019)

Comparing Two Potential Areas

Suitability Criteria:

Historical and Cultural Significance

District Six is strongly linked with the history of Cape Town, as well as having strong cultural connections with the communities which have previously lived here and been subsequently removed.

The Humewood (and extended) areas in Port Elizabeth are inextricably connected with the history and urban morphology of the city, as well as having strong cultural connections with the communities which have previously lived here and been removed.

The important differences to note would be the scale of the historical area and the subsequent impact on the development of the city, as well as the cultural under-currents which have now become associated with these areas within the city.

Port Elizabeth was established as a segregated set of communities which never completely recovered, and was at certain times made worse by divisive planning methods. Culturally, certain highlighted areas still have an undeniable link between practices which help give unique character which is starting to be lost.

Natural Systems

As identified, the natural systems have helped shape the urban form to a certain extent within the selected precinct. Many of these systems are now perennial and extremely damaged.

The valleys which carry fresh water down into the area have been disconnected at various locations due to urban settlement and poor management of the natural systems present. The hydrological and vegetation biomes have been particularly impacted upon.

Although the damage to both natural systems is extensive (as can be expected within such an urbanizing environment), the ability to be able to successfully rehabilitate some of these systems has a higher potential to work in the Humewood precinct. This is due to a lower density of built form, a substantial natural footprint which can still be saved and the restorative ability to create healthier urban areas by upgrading and maintaining the natural systems.



Figure 36: Historical and Cultural Significance - District Six.
© Author (2019)



Figure 37: Historical and Cultural Significance - Southend.
© Author (2019)



Figure 38: Natural Systems - District Six.
© Author (2019)



Figure 39: Natural Systems - Southend.
© Author (2019)

Comparing Two Potential Areas

Suitability Criteria:

Centredness

The desired precinct should once have been part of a 'centredness' or have the future potential to upgrade to such a function within the greater context of the city.

Within the context of Cape Town, the chance of District Six functioning as a new area of centredness for the city is not viable. Development of new nodes in the northern suburbs have become essential to accommodate for the growth of the city and sprawl, and have taken much significance off the further expansion of the current 'centre' of Cape Town. There are now many centres distributed across the city, and including this into an older centre would not work. There is a greater emphasis on linear growth rather than radial flows of energy.

The Port Elizabeth beachfront has a higher chance of success for creating a new centredness. This is based on the fact that there are more places which need re-interpretation, a closer proximity to functions which can still accommodate for an increase in use and an existing element of surety. The overall centre would be able to envelop and grow so that the extent could incorporate this new organic centre.

Brownfield Sites

The brownfield sites in the District Six precinct have much more significance to them than being derelict and outdated urban allotments. These sites are very sensitive to development.

The Humewood precinct does not have as many sites, but these few sites are larger - and potentially have less cultural significance, which is vital to their future potential to develop into an appropriate function.

Although there are a lower number of brownfield sites within the Humewood precinct, these specific sites are in more dire need of spatial interventions and would not be interfering with other ephemeral conditions.

Conclusion:

It is important to state that these criteria allow for a surface level investigation of suitability rather than a meaningful analysis of the context. These areas are tested to see if the notion of Forgotten Place is applicable, and to what degree it can be assigned.

After a process of elimination based on the suitability criteria of Forgotten Place, the site in Port Elizabeth outperformed the site in Cape Town. The subsequent site analysis, in conjunction with these findings, will begin to develop a more definitive understanding of the potential project.

Before undertaking the site analysis, a series of case studies will be investigated in terms that would be helpful to furthering the thinking behind of Forgotten Place.



Figure 40: Centredness - District Six.
© Author (2019)

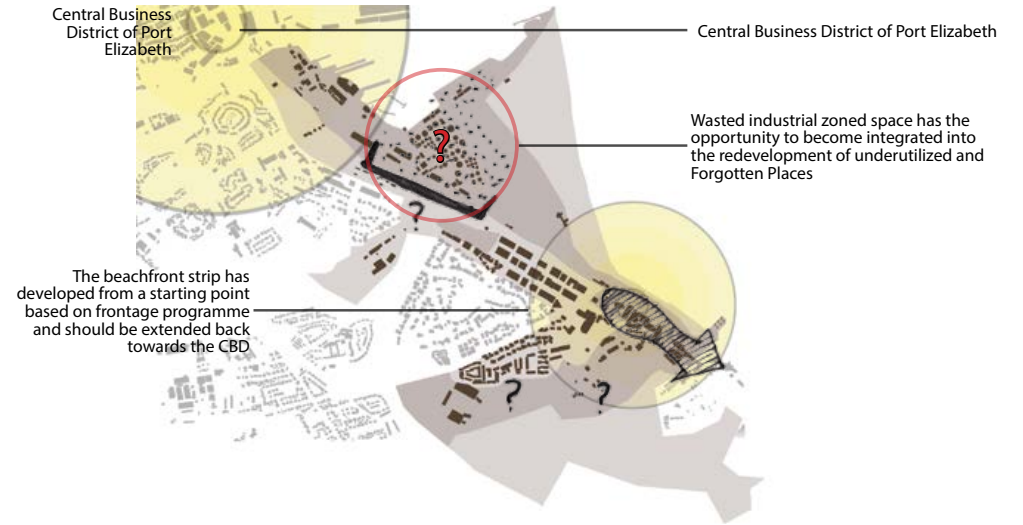


Figure 41: Centredness - Southend.
© Author (2019)



Figure 42: Brownfield Sites - District Six.
© Author (2019)

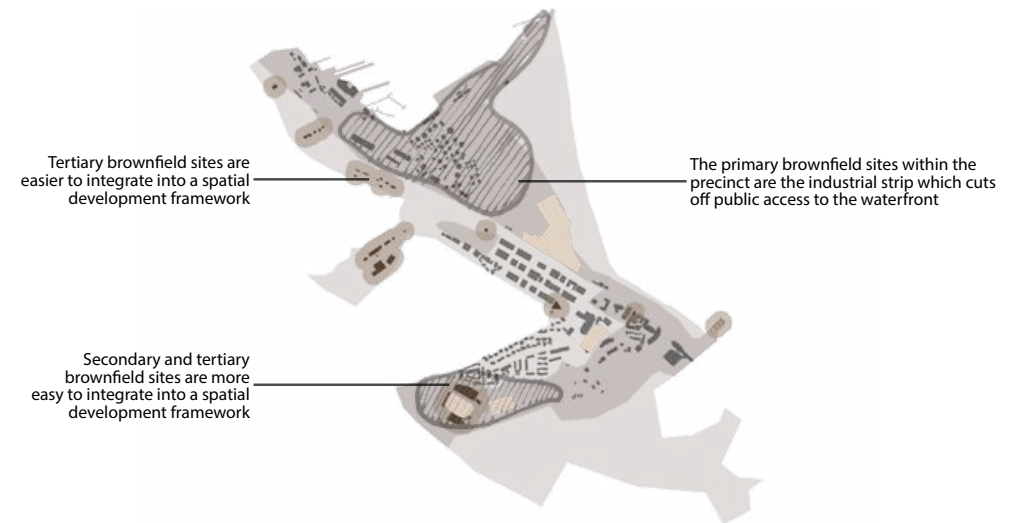


Figure 43: Brownfield Sites - Southend.
© Author (2019)



Figure 44: Guayaquil, quayside Malecón 2000.
© Sandra B Cohen (2017)

CASE STUDIES

- Study 1 - Malecón 2000 & future projects in Guayaquil
- Study 2 - HafenCity, Hamburg
- Study 3 - Madrid Rio

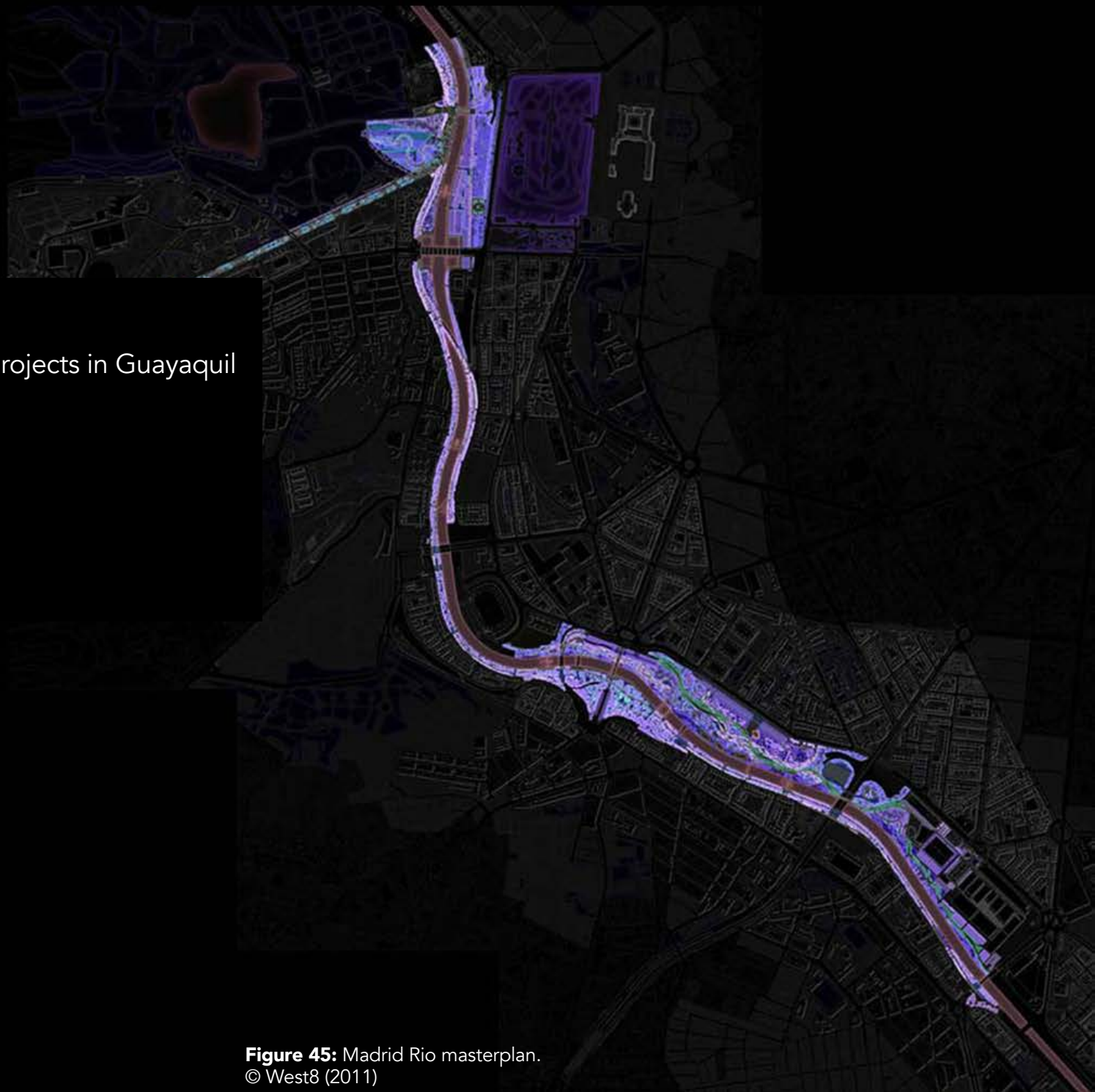


Figure 45: Madrid Rio masterplan.
© West8 (2011)

Malecón 2000 & future projects in Guayaquil

Oxford Brookes University team

Highly developed cities like New York have used waterfront improvement projects to help facilitate an enhanced image of the city, as well as increasing revenue.

A different type of waterfront regeneration was undertaken in Guayaquil, the port city of Ecuador, with the project beginning in the late 1990's.

Malecón 2000 has transformed the city radically. Important to note for this case study is the variety of programme which was included to diversify and adapt (a key principle which is noted from this global south case study which is slightly different to other examples in the west). Cultural, recreational and commercial projects have been built, while existing monuments have been incorporated into this new framework along the River

Guayas. These set of catalytic projects have undeniably improved the overall livability of the city while transforming the image into a much more positive destination for the larger metropolitan.

This ability of a set of catalytic framework based projects to act as an attractor for a larger set of communities is an important lesson to learn for my project. Some of the key design methods which are applicable:

- Initiator of whole proposal was upgrading the public transportation system to allow higher accessibility for the whole city.
- Upgrading of culturally significant area for all in the city to enjoy as public space.
- Catalytic projects 'attaching' to framework.
- Project divided into different sectors.

- Implementation timeline was expedited to achieve maximum effectiveness of design intent.

The results of this regeneration project have been extremely positive. Malecón 2000 achieved its main objectives, successfully restoring the connection of the city with the river, affording a comfortable space for all the inhabitants to progress commercial, recreational and cultural ventures. This mix of programme has been an underlying reason for the success of the project (Fernández-Dávila et al., 2007).

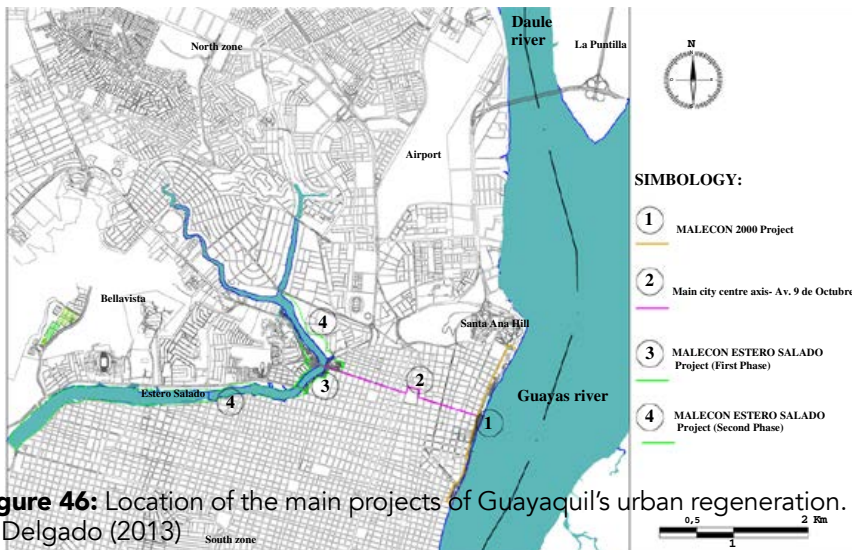


Figure 46: Location of the main projects of Guayaquil's urban regeneration. © Delgado (2013)



Figure 47: Photos "before" and "after" of the stairs area of the Santa Ana Hill Project. © Fundación Malecón (2000)



Figure 48: Simon Bolívar Pier.
© Directorate of Press Municipality of Guayaquil (2014)

Malecón 2000 & future projects in Guayaquil

Perkins Eastman



Figure 49: New City Guayaquil.
© Perkins Eastman (2019)

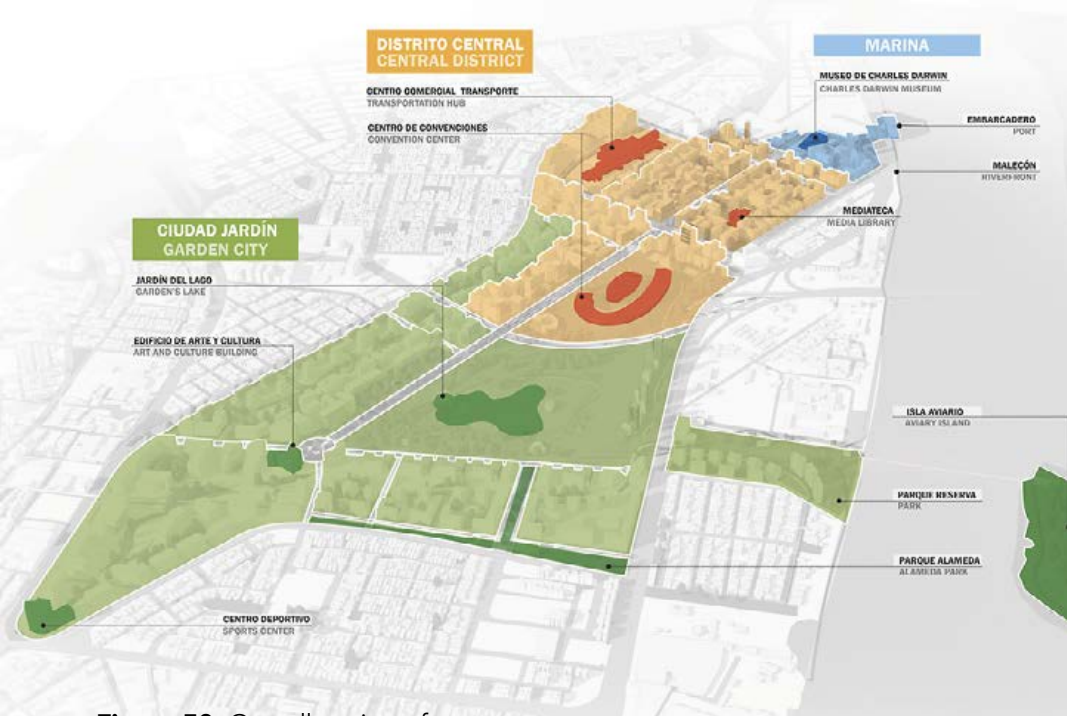


Figure 50: Overall zoning of programme.
© Perkins Eastman (2019)

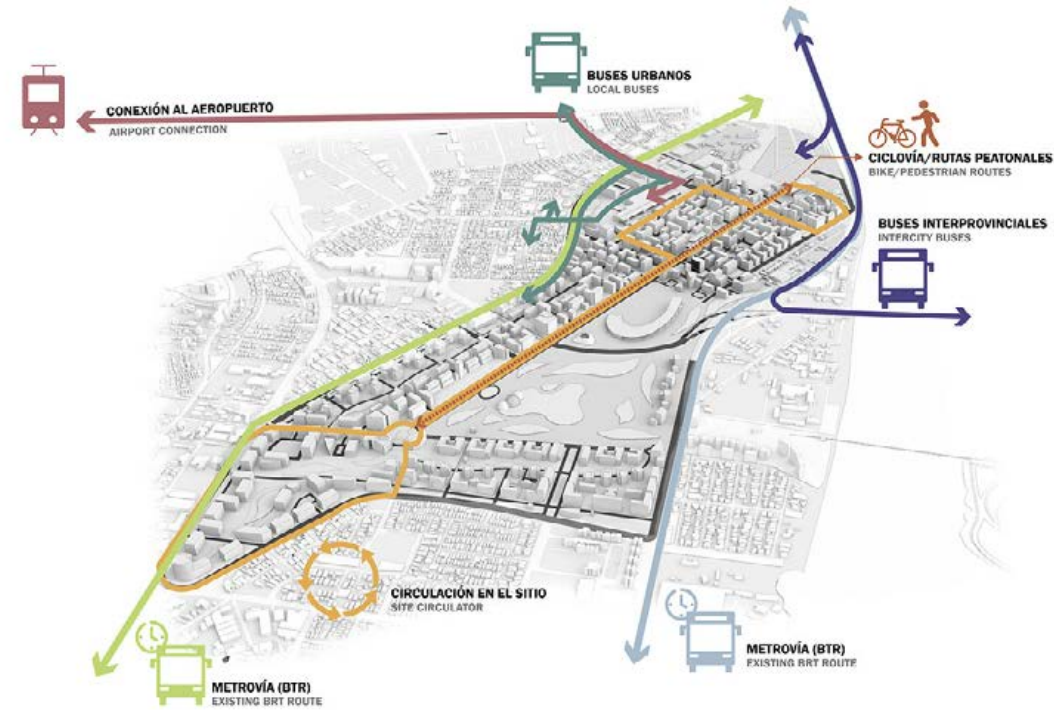


Figure 51: Primary transportation routes.
© Perkins Eastman (2019)



Figure 52: Recreational places.
© Perkins Eastman (2019)



Figure 53: Recreational places.
© Perkins Eastman (2019)

HafenCity, Hamburg

HafenCity is the redevelopment of a formerly industrial port area into a new mixed-use district in the city of Hamburg.

KCAP/ASTOC tended to move away from the traditional masterplan top-down approach. There is an appreciation of events happening over a much shorter period of time which positively impact on the overall vision.

This approach was based on fixed design principles, what would be interpreted as “non-negotiables” - which in this context are perfectly suitable.

This has resulted in the development becoming a lively amalgamation of programme which activates the waterfront for a more recreational purpose rather than industrial.

Importantly, it must be noted that one of the ‘non-negotiables’ was preservation of certain culturally significant elements like the old port structure and visual connections with other legible parts of the existing city.

Another very important design intervention was to do with the natural systems present which have the potential in this instance to cause major damage if not managed properly. The management against flooding called for resilient solutions for prevention against these disasters from the initial conceptual stages of the project (KCAP/ASTOC, 2019).



Figure 54: HafenCity, Hamburg.
© Tanja Nagelsmeier (2018)

HafenCity, Hamburg

KCAP/ASTOC

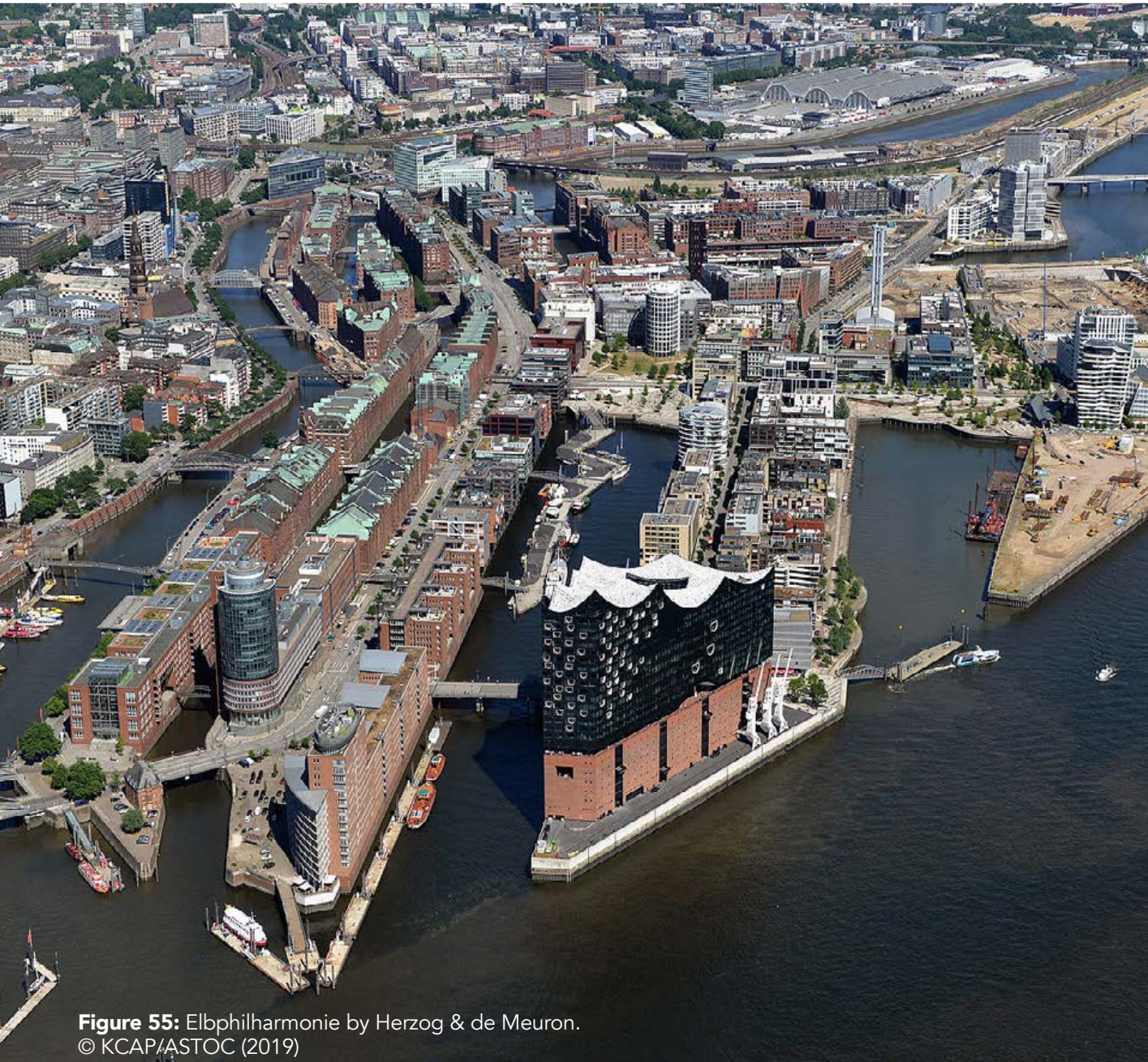


Figure 55: Elbphilharmonie by Herzog & de Meuron.
© KCAP/ASTOC (2019)



Figure 56: HafenCity 1.
© KCAP/ASTOC (2019)



Figure 57: HafenCity 2.
© KCAP/ASTOC (2019)



Figure 58: HafenCity 3.
© KCAP/ASTOC (2019)



Figure 59: HafenCity Masterplan.
© KCAP/ASTOC (2019)

HafenCity, Hamburg

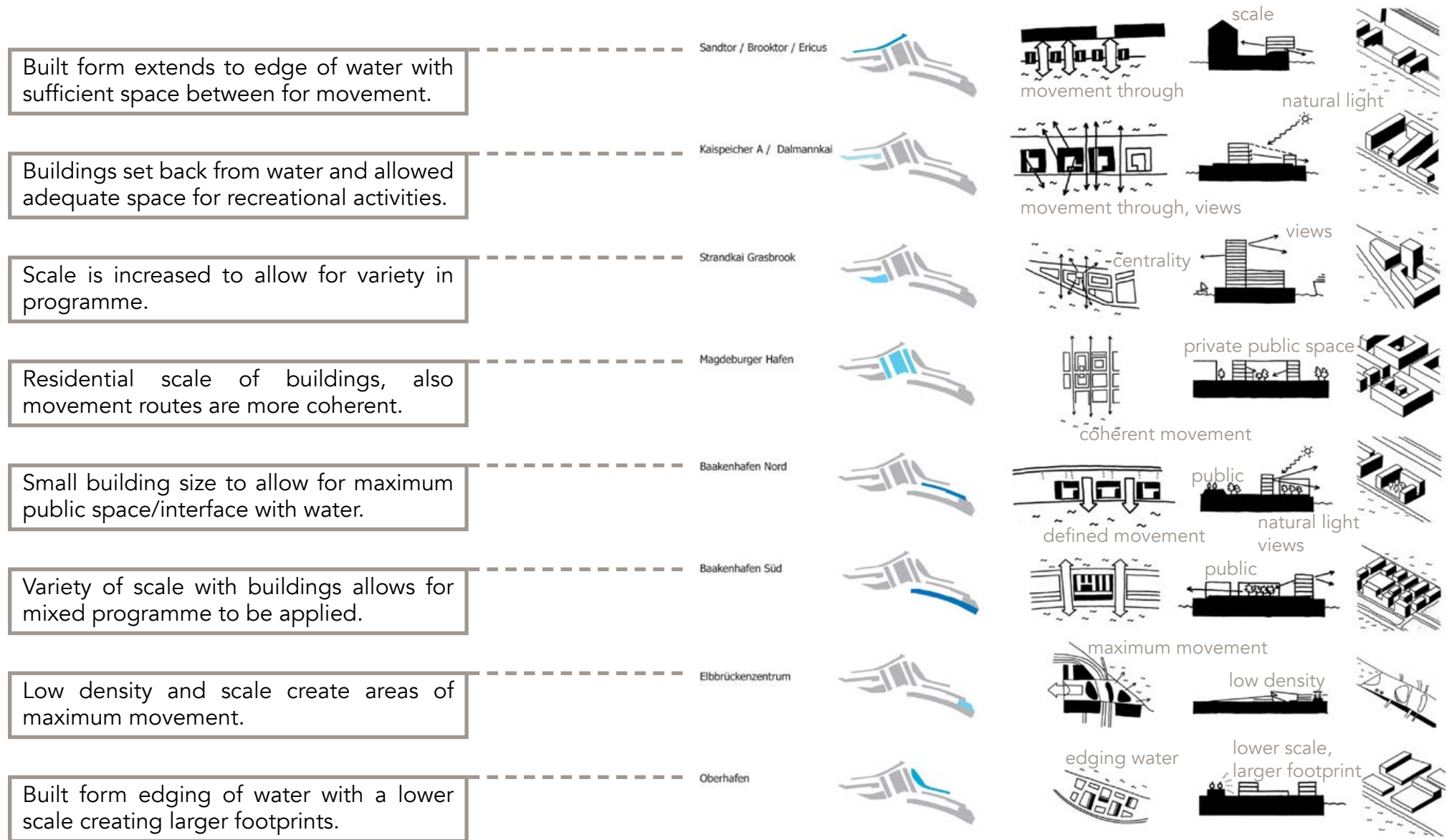


Figure 60: HafenCity Design Principles for various zones of the masterplan. © KCAP/ASTOC (2019)

Madrid Rio

West 8

Madrid was facing a massive infrastructural dilemma at the turn of the century. The old form of the city simply did not have adequate space for all the new servicing required (which did not exist when Madrid was originally planned), as well as the increasing burden on the infrastructure.

To solve these problems, West8 helped the city to envisage a public space in the heart of Madrid by making these infrastructural/servicing problems disappear.

The project was split into 'components' - which were designed separately, but with whole in mind. One of the most important missions was to re-introduce the natural Spanish landscape into the city. Madrid had

become an uncompromising, hard, urban environment which was dying out because of the overemphasis on infrastructure (which created dead spaces).

In the various components of the project, there are different themes. These themes are representative of historic, cultural and natural features which are important to the inhabitants of Madrid.

Furthering this line of thought, these symbolically powerful signifiers are vitally important with the users of these public places. The inhabitants are now able to use a recreational zone which is embedded into the centre of Madrid, while still feeling that the urbanity of the city is not overpowering.

The extent to which massive infrastructure could almost entirely be made subterranean has been one of the key factors in 'freeing up' all this space in the city. Sinking six kilometres worth of highway, railway, sewerage and other services was enough to completely transform the way in which this city was able to access and interact with the public realm (West8, 2011).

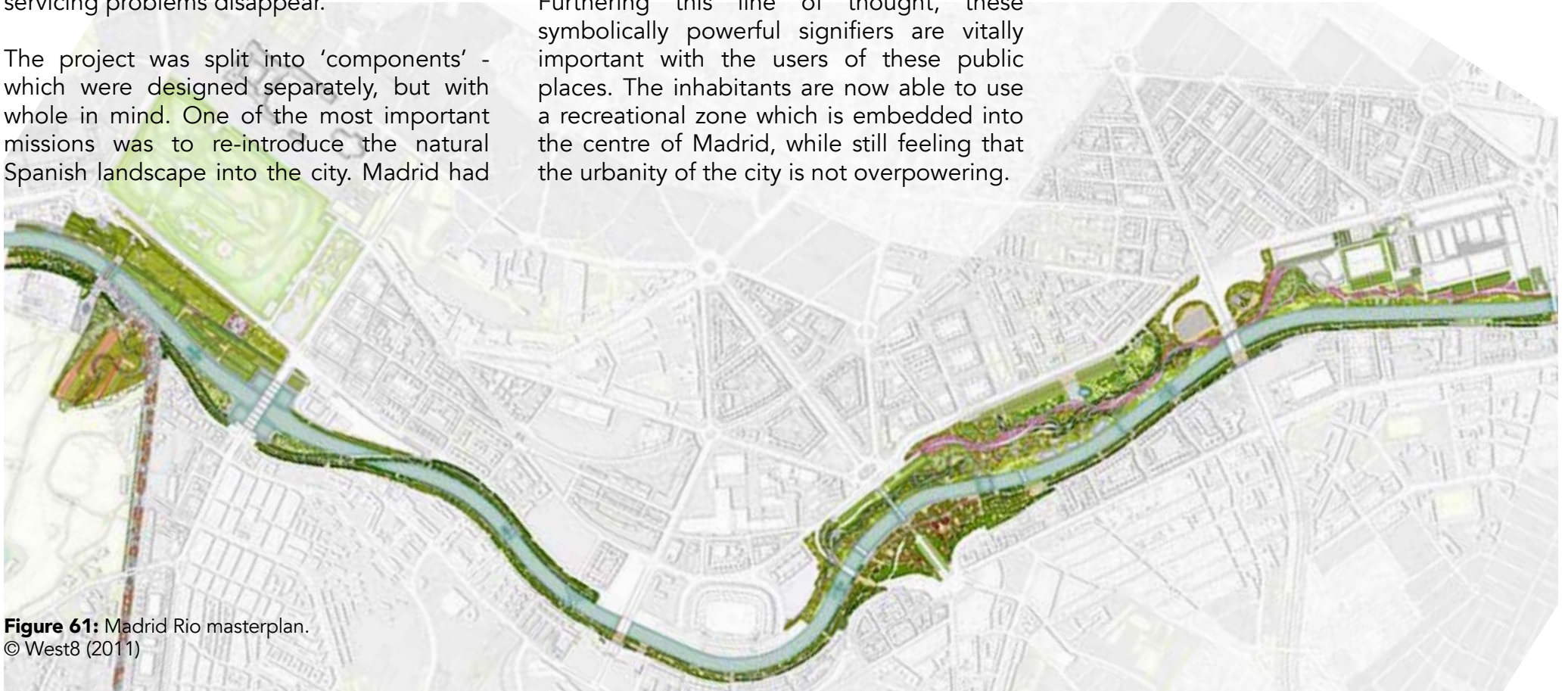


Figure 61: Madrid Rio masterplan.
© West8 (2011)

Madrid Rio

King's Bridge and Virgen del Puerto Gardens



2003



2006



2011

Arganzuela Park



2003



2006



2011

Portugal Avenue



2003



2006



2011

Figure 62: Madrid Rio - landscape transformation.
© Biennial Internacional de Paisatge de Barcelona (2007)

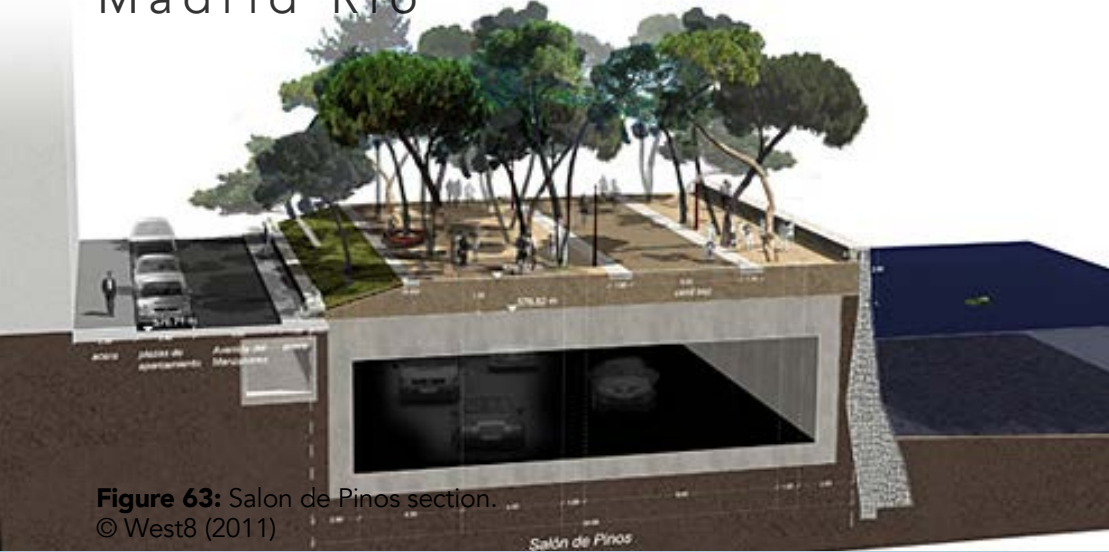


Figure 63: Salon de Pinos section.
© West8 (2011)



Figure 64: Pine trees with movement paths along river.
© West8 (2011)



Figure 65: Madrid Rio before in 2007.
© urbanistdispatch (2014)



Figure 66: Madrid Rio after in 2011.
© urbanistdispatch (2014)



Figure 67: Av. de Portugal, Madrid Rio.
© Author (2019)



Figure 68: Puentes Cascara, Madrid Rio.
© Author (2019)

Personal photographs of Madrid Rio, visited in May 2019 while attending the Norman Foster Foundation for the workshop named "On Cities". These public spaces are truly magnificent. Allowing for maximum integration and inclusivity for all inhabitants of the city.



Figure 69: Huerta de la Partida, Madrid Rio.
© Author (2019)

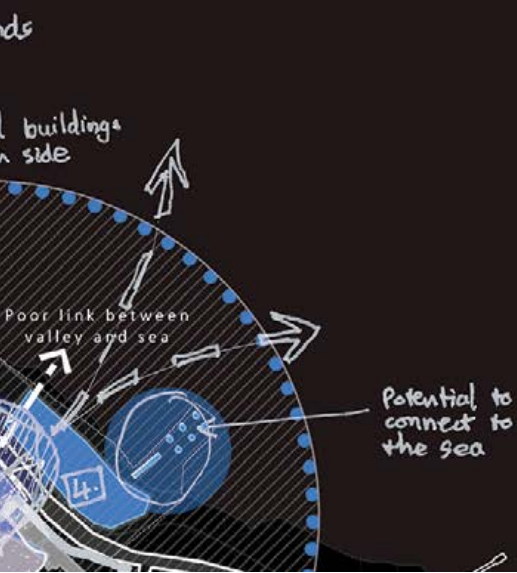


Figure 70: Points of Confluence - representative site analysis
© Author (2019)



STUDY AREA ANALYSIS

- Review of Municipal Policy
- Metro Analysis
- Active Precincts Project Map
- Active Precincts Commentary
- Localised Site Analysis
- Unpacking the Natural Systems
- Historical and Cultural Urban Layering
- Composite Understanding of Findings



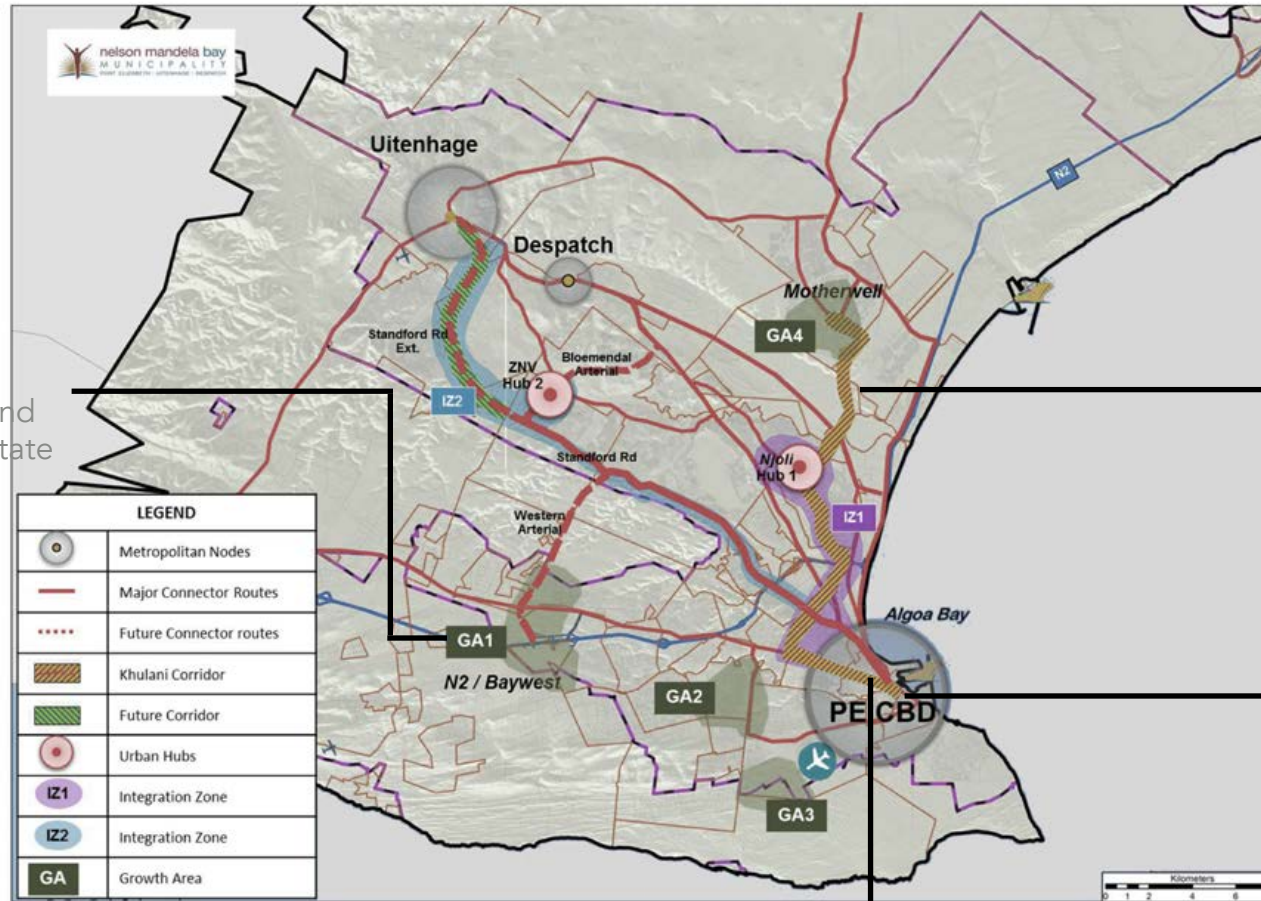
POINTS OF CONFLUENCE:

1. Major point of confluence.
 - Urban infrastructure damaged natural system.
 - Catch-and-release potential to help direct urban and natural systems into various programmes.
2. Urban interaction with natural systems.
 - Directional change of energies.
3. Infrastructural elements combined with industrial zoning has choked natural system.
 - Public access has been completely removed.
4. Infrastructure has choked under-utilized natural system to point of failure.
 - Public access is not adequately managed.

Figures 71 - 104: All figure descriptions can be found in [Appendices: List of Figures](#), and done by Author (2019), unless otherwise stated.

Review of Municipal Policy

Growth Areas:
 GA1: Baywest/N2 Nodal
 GA2: Fairview
 GA3: Walmer/Summerstrand
 GA4: Motherwell/Wells Estate
 NMBM (2017).



The Khulani Corridor key strategy for this Integration Zone is focused on Transport Orientated Development; in-situ informal settlement upgrading; cultural / tourism development and the development of a waste beneficiation park NMBM (2017).

The Baakens Valley: The Valley offers significant potential for property development through the rehabilitation of the river and the creation of a water body to attract mixed use real estate property development NMBM (2017).

The main strategy for CBD is focused on inner city rejuvenation and densification NMBM (2017).

Figure 71: Urban Network Framework with Urban Hubs and Integration Zones.
 © NMBM (2017), colour edited by Author

Uitenhage and Dispatch remain as industrially productive areas of the metropolitan. The contribution made to the economy is extremely important

Comments on Growth Areas:

GA1 Baywest/N2 Nodal

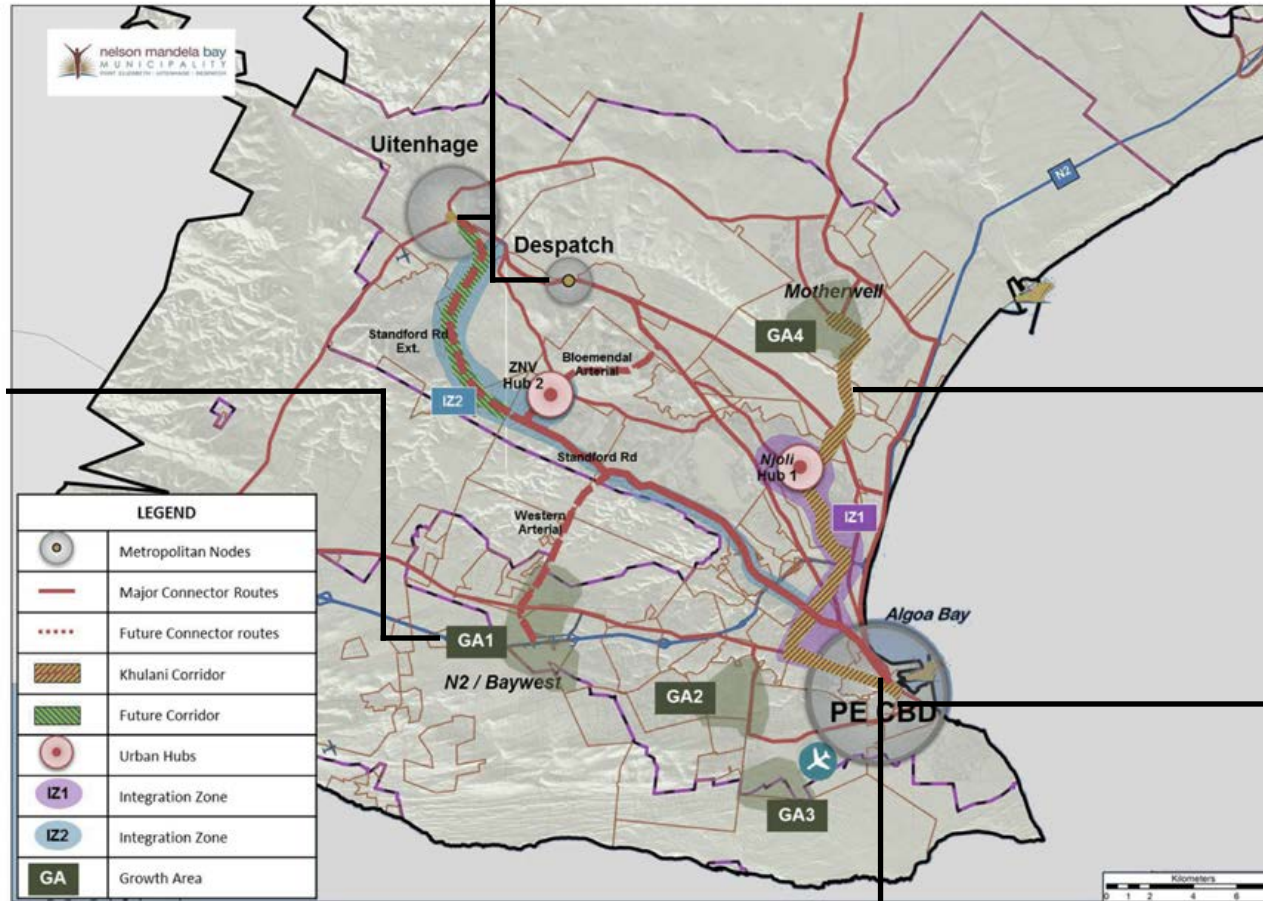
The introduction of Baywest Mall along the side of the N2 on the outskirts of PE has had a negative effect on the inner-city as it has exacerbated sprawl and sucked much of the economic life out of the CBD. There should be much less emphasis on this growth area.

GA2 Fairview + GA3 Walmer/Summerstrand

These can be viewed as corridor developments and are vibrant with a mixed-use of programme and high movement of vehicles, pedestrians - and high economic value to the city.

GA4 Motherwell/Wells Estate

There should be more emphasis on this GA as it caters for the northern suburbs of the metropole.



The TOD focus for Motherwell is important as it allows for the people living the outlying northern suburbs to access economic opportunities in the city, as well as being able to enjoy the recreational functions along the PE beachfront area.

There is sufficient importance given to this River Valley, however where there is a major lost opportunity is the inclusion of the adjacent valleys into this area of potential for development into economic, public and natural assets for the metro.

There is perhaps misguided importance given to the CBD - as all the programmatic functions contained within can be found outside of this area and are in much better condition elsewhere.

Figure 72: Urban Network Framework with Urban Hubs and Integration Zones.
© NMBM (2017), overlay edited by Author

Metro Analysis

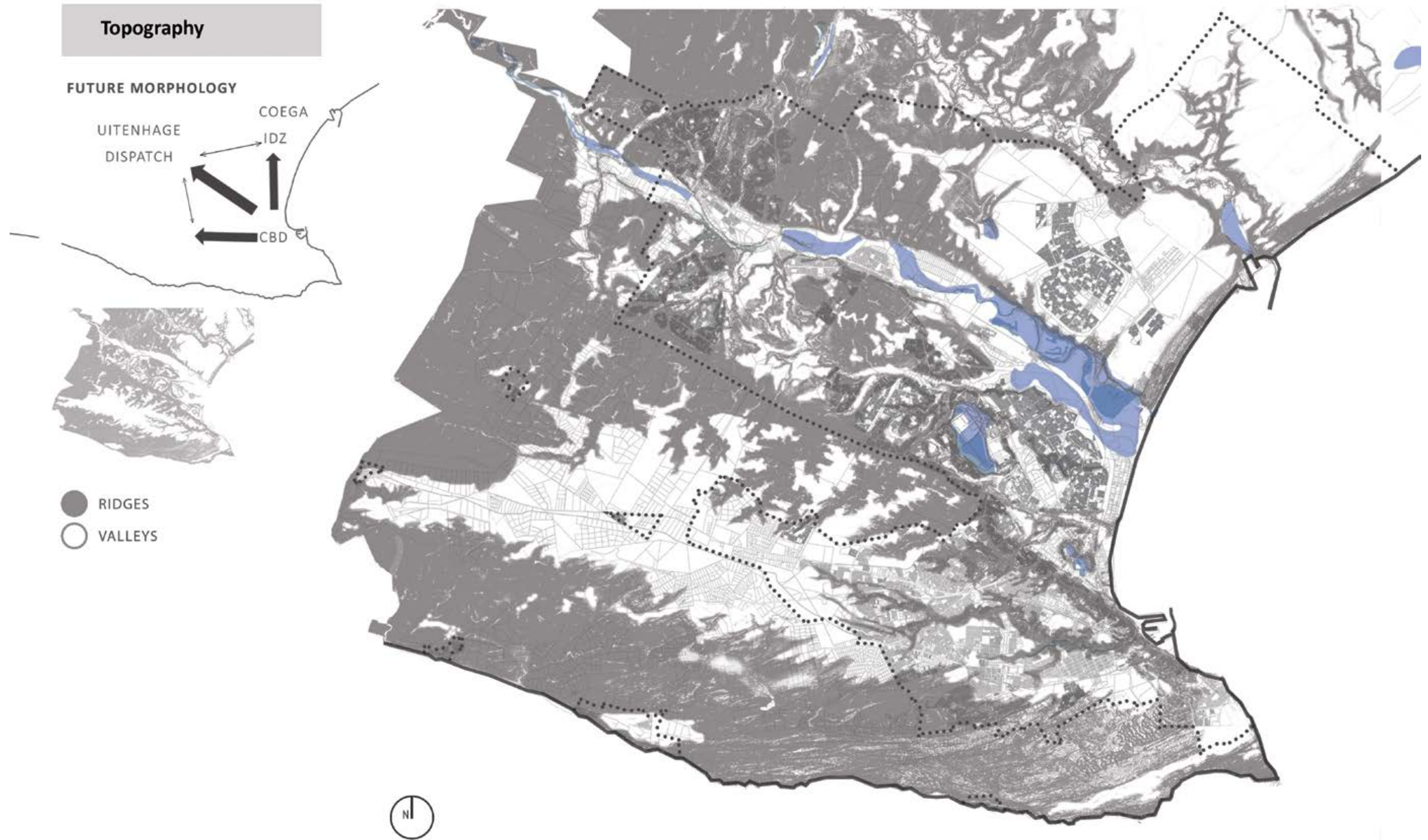


Figure 73: Topography.
© Author (2019)

Water Bodies



1. BAAKENS RIVER
2. NORTH END LAKE
3. SALT PAN
4. SWARTKOPS RIVER
5. COEGA RIVER
6. SUNDAYS RIVER

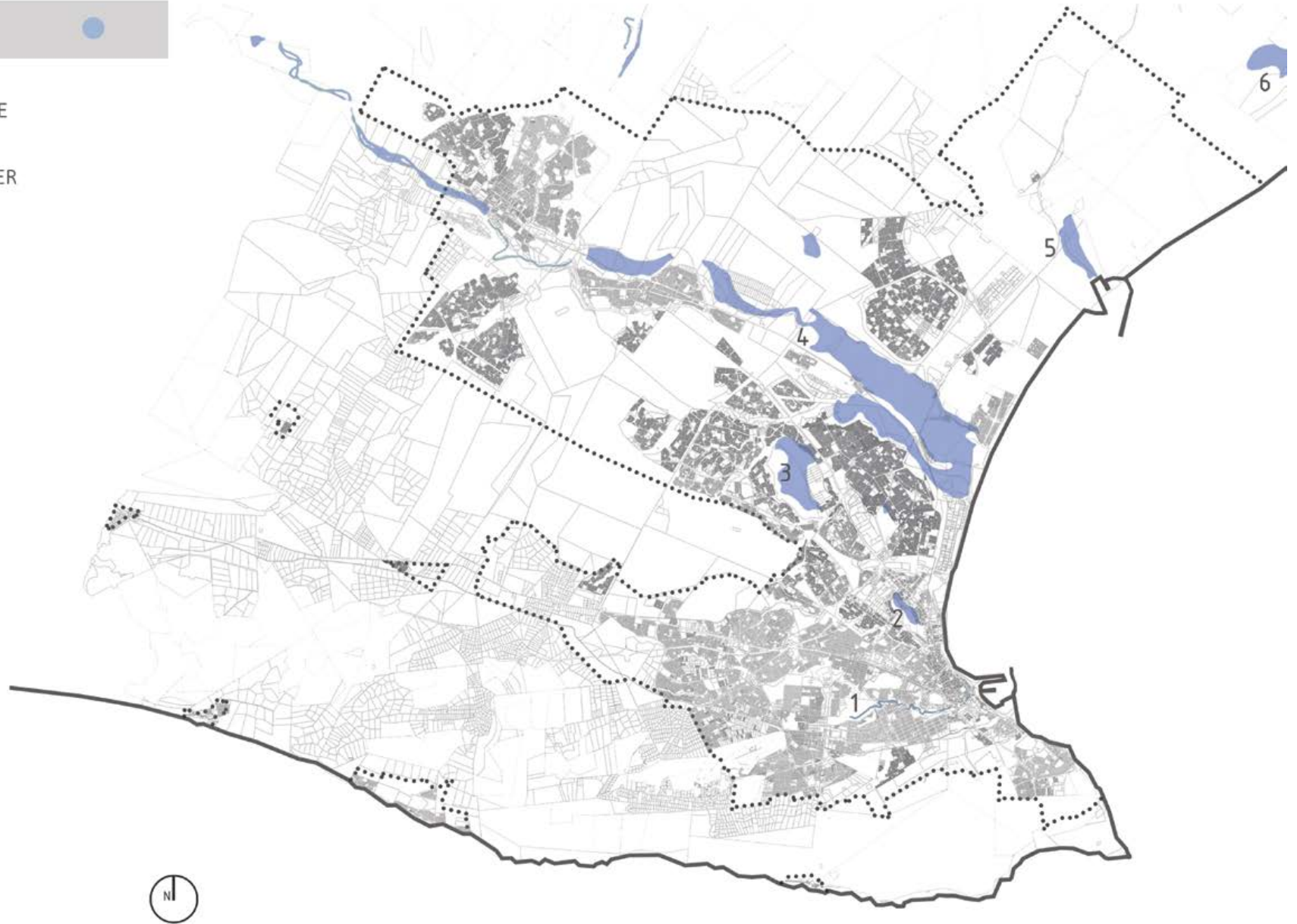


Figure 74: Water bodies.
© Author (2019)

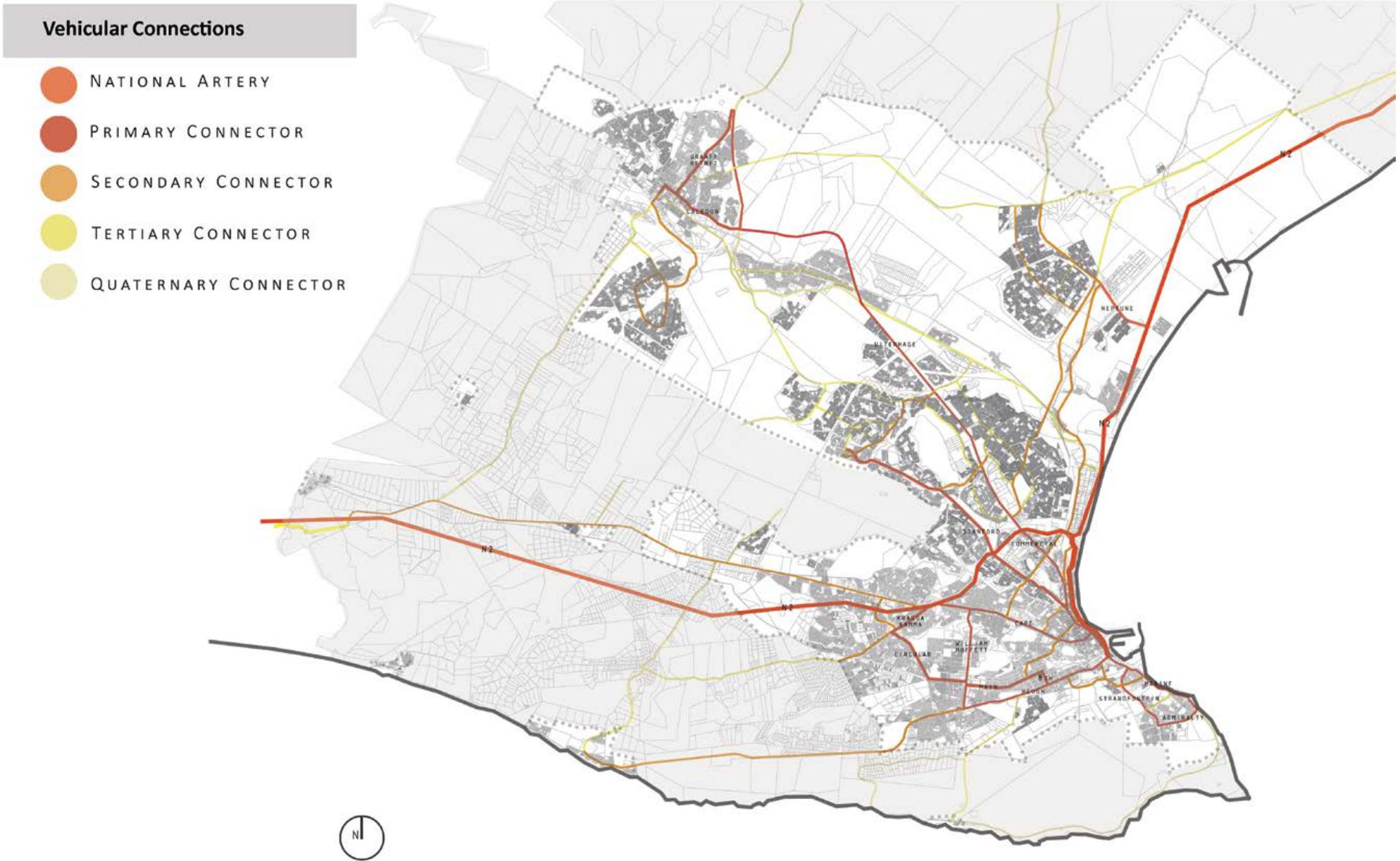


Figure 75: Vehicular connections.
 © Author (2019)

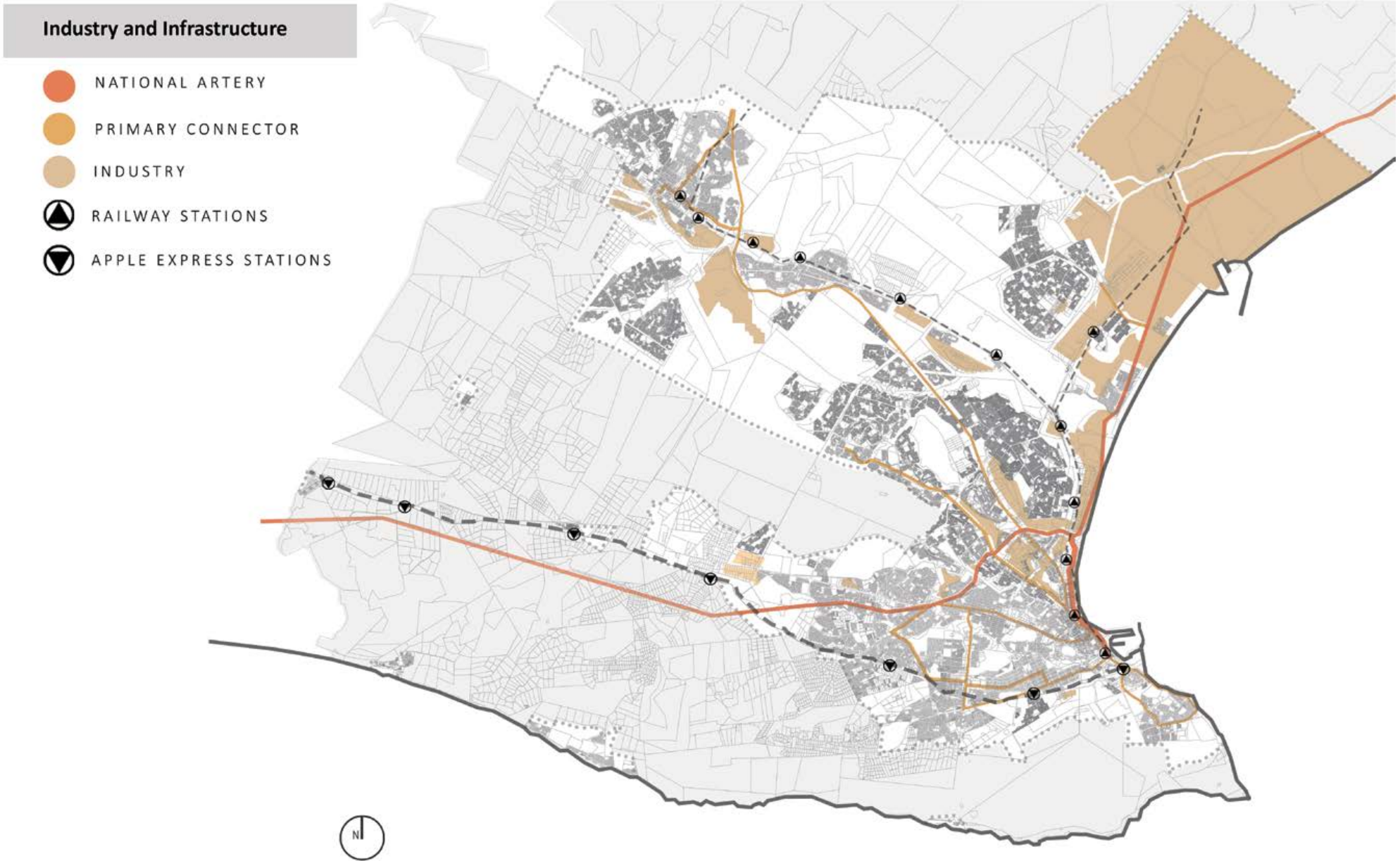
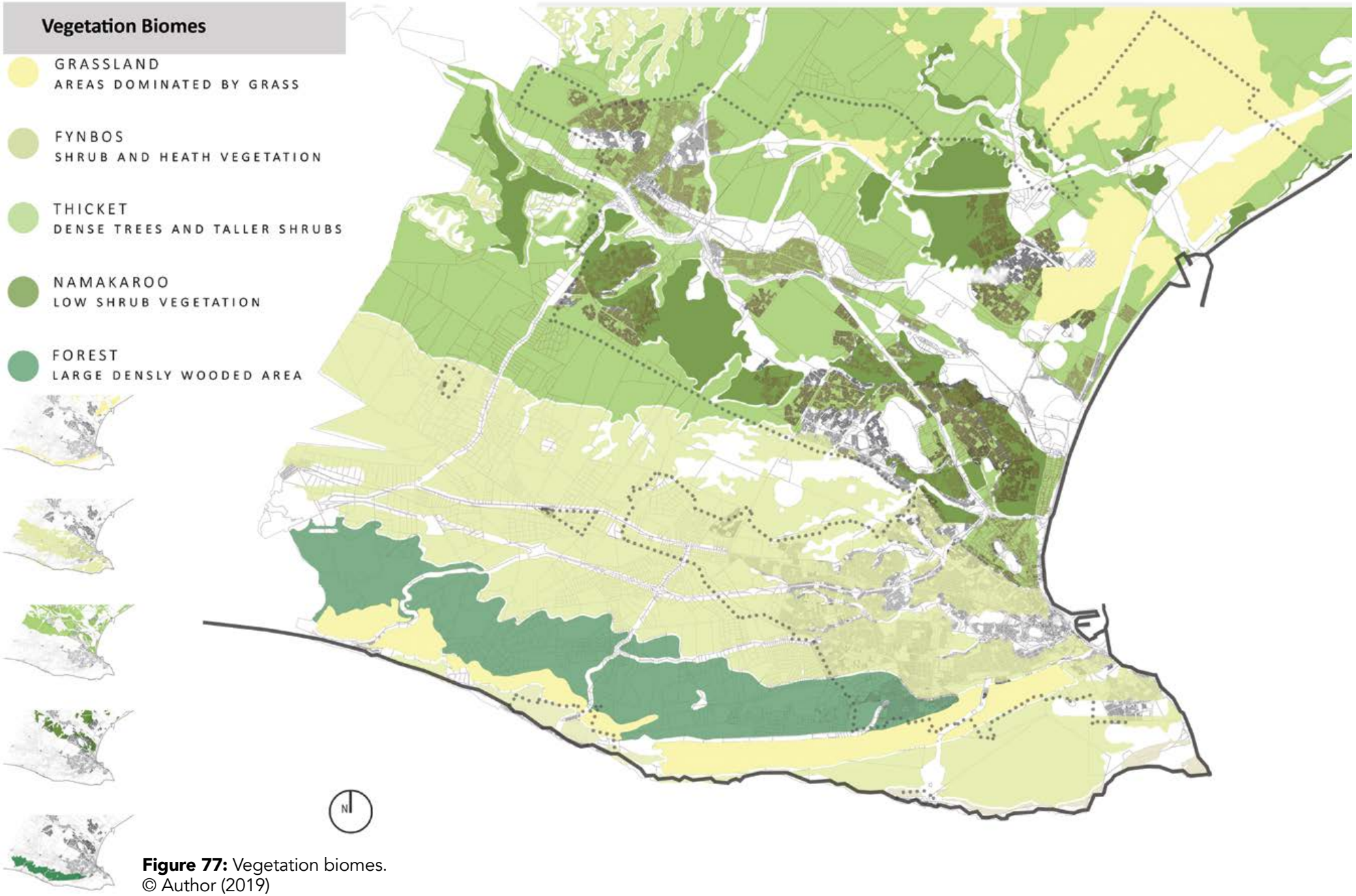


Figure 76: Industry and infrastructure.
 © Author (2019)



Development Zones



Activity nodes



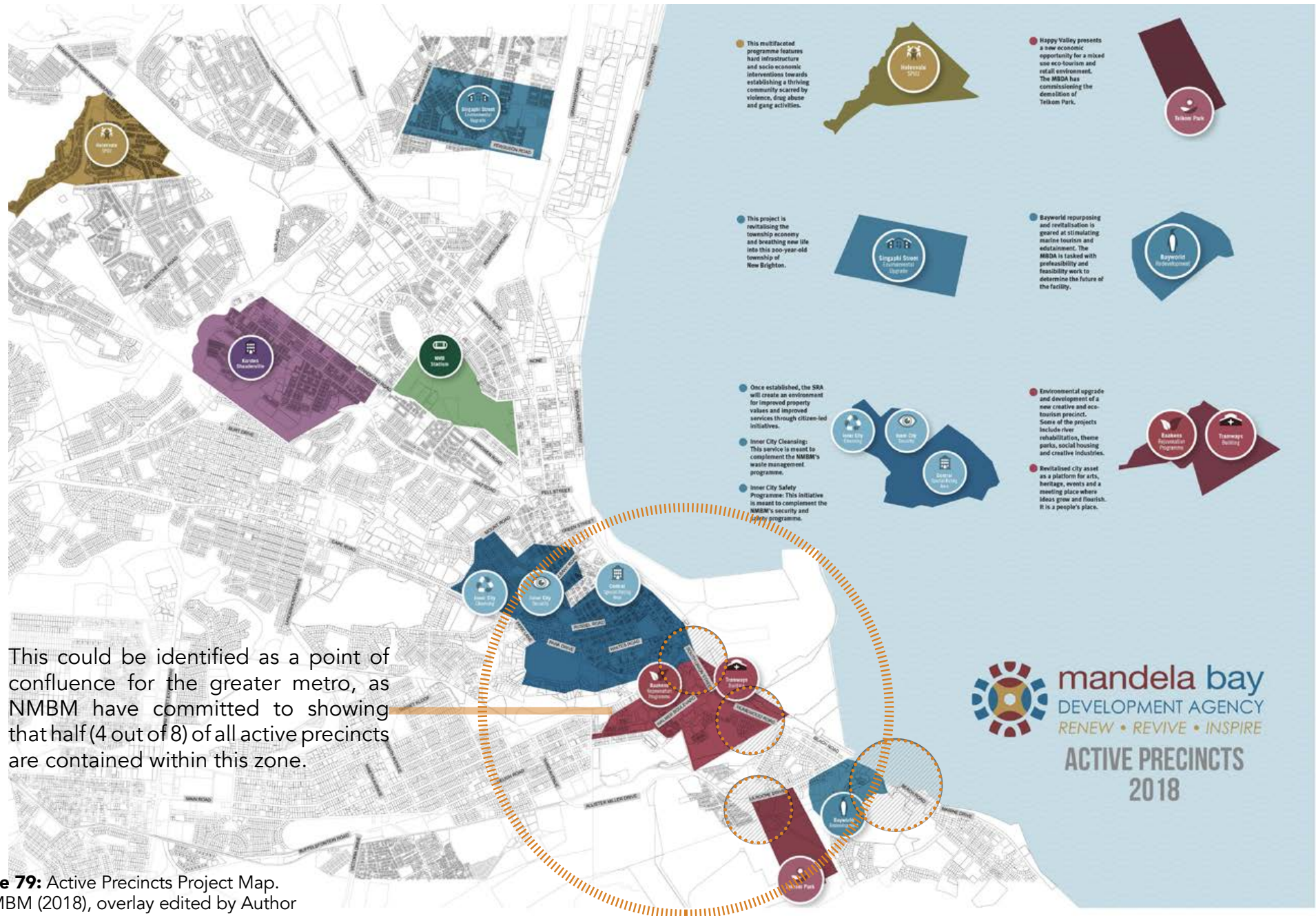
Future nodes

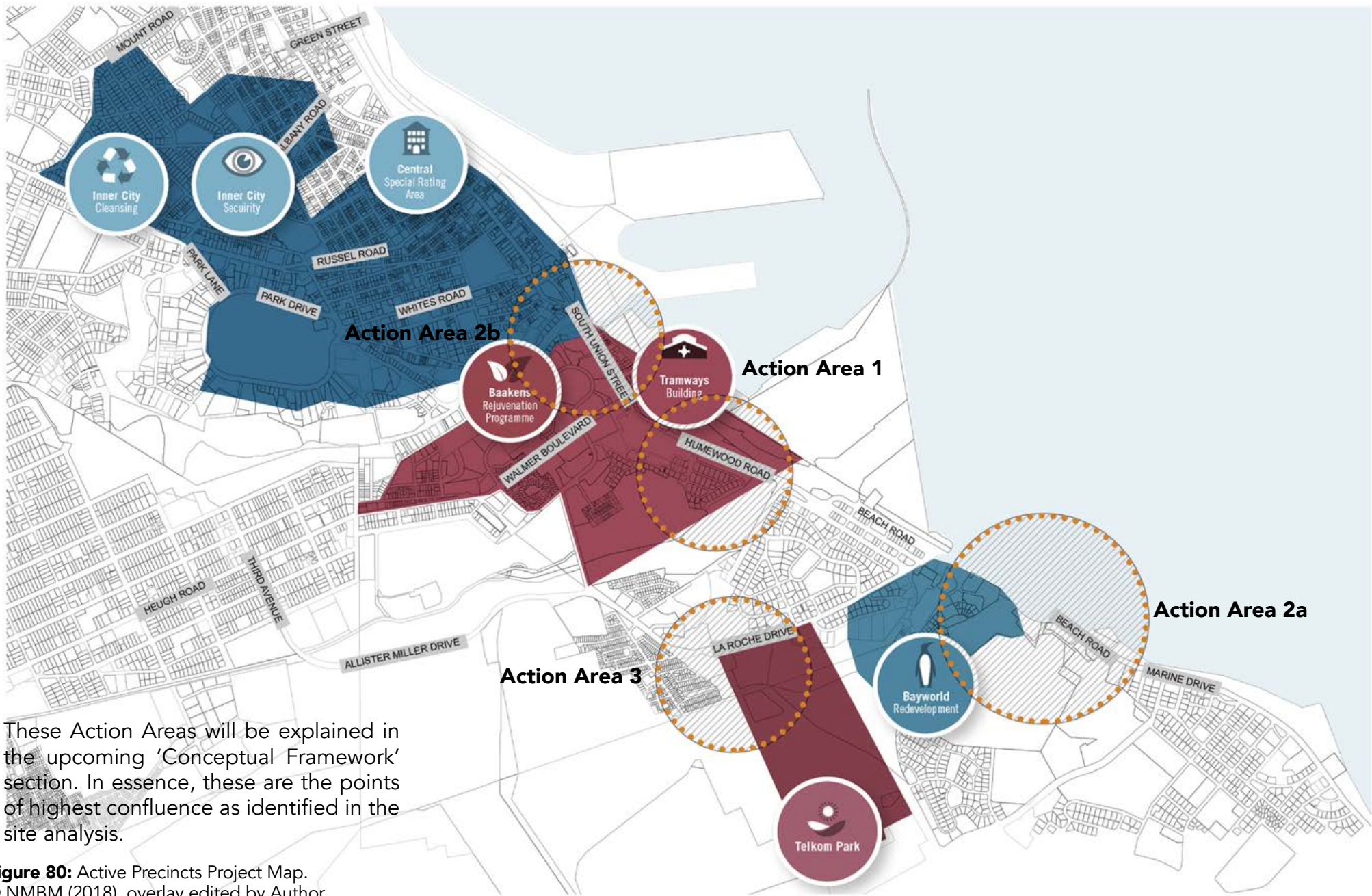
- 1. Beach Front Public Frontage
- 2. "Nelson Mandela Waterfront"
- 3. Central Business District
- 4. Walmer Park Precinct
- 5. Greenacres Mixed-use Precinct
- 6. Framesby Mixed-use Precinct
- 7. Baywest City Extension
- 8. Coega IDZ
- 9. Motherwell
- 10. Uitenhage



Figure 78: Development zones.
© Author (2019)

Active Precincts Project Map





These Action Areas will be explained in the upcoming 'Conceptual Framework' section. In essence, these are the points of highest confluence as identified in the site analysis.

Figure 80: Active Precincts Project Map.
© NMBM (2018), overlay edited by Author

Active Precincts Commentary

- Happy Valley presents a new economic opportunity for a mixed use eco-tourism and retail environment. The MBDA has commissioned the demolition of Telkom Park.



- Bayworld repurposing and revitalisation is geared at stimulating marine tourism and edutainment. The MBDA is tasked with prefeasibility and feasibility work to determine the future of the facility.



Figure 81: Active Precincts Project - Telkom Park.
© NMBM (2018)

Happy Valley, NMBM (2018):

- Happy Valley presents a new economic opportunity for a mixed use eco-tourism and retail environment. The MBDA has commissioned the demolition of Telkom Park (Boet Erasmus Stadium).

Comments:

Agreed that Happy Valley represents a new economic opportunity. However the programme suggested seems slightly out of character and should perhaps rather be; eco-tourism and low to medium density residential which incorporates an element of low income accommodation.

Figure 82: Active Precincts Project - Bayworld Development.
© NMBM (2018)

Bayworld Development, NMBM (2018):

- Bayworld repurposing and revitalisation is geared at stimulating marine tourism and edutainment. The MBDA is tasked with prefeasibility and feasibility work to determine the future of the facility.

Comments:

This old plot and action area is located on prime beachfront locale, with the programme that should feed into the economic development of the entire beachfront. Suggested programme includes; retail, open public space, mixed-use and high-end residential.

- Once established, the SRA will create an environment for improved property values and improved services through citizen-led initiatives.
- Inner City Cleansing: This service is meant to complement the NMBM's waste management programme.
- Inner City Safety Programme: This initiative is meant to complement the NMBM's security and safety programme.



Figure 83: Active Precincts Project - Central Business District.
© NMBM (2018)

Central Business District, NMBM (2018):

- Improved property values and improved services through citizen-led initiatives.
- Inner City Cleansing: This service is meant to complement the NMBM's waste management programme.
- Inner City Safety Programme: This initiative is meant to complement the NMBM's security and safety programme.

Comments:

- Citizen-led initiatives difficult to achieve because of the complex nature of the CBD, with xenophobia being a massive cause for concern. More importantly, because of the Growth Area 1 Baywest/ N2 Nodal, the inner city is losing much of its revenue to outlying growth areas.
- Inner City Cleansing is a good initiative and should be carried out - as long as funds from the municipality continue to support.
- Safety in the CBD would be achievable through specific implementation projects which are not being actively pursued.

- Environmental upgrade and development of a new creative and ecotourism precinct. Some of the projects include river rehabilitation, theme parks, social housing and creative industries.
- Revitalised city asset as a platform for arts, heritage, events and a meeting place where ideas grow and flourish. It is a people's place.



Figure 84: Active Precincts Project - Central Business District.
© NMBM (2018)

Bayworld Development, NMBM (2018):

- Environmental upgrade and development of a new creative and ecotourism precinct. Some of the projects include river rehabilitation, theme parks, social housing and creative industries.
- Revitalised city asset as a platform for arts, heritage, events and a meeting place where ideas grow and flourish. It is a people's place.

Comments:

- The eco-tourism precinct is the ideal programme for this area which has a strong emphasis on active natural systems in the valley.
- The revitalization of this valley for arts, heritage and public place can be used as an example for the other valleys (Shark River Valley and Happy Valley) because of the experienced success of this initial projects. The programme would be different for each valley, which will be shown in 'Conceptual Framework'.

Localised Site Analysis

Before undertaking the site analysis, a series of case studies will be investigated in terms that would be helpful to furthering the thinking behind of Forgotten Place.

The local study area includes portions of the following; Port Elizabeth harbour, Southend, Humewood and Humerail, Summerstrand. Many of these neighbourhoods are culturally significant and contributed to the morphology of the city.

The natural systems and ease of access to resources were some of the primary founding conditions for the settlement. These factors lead to much settlement being 'on the tops of hills', with resources being in the valleys below. This pattern of urban settlement made Port Elizabeth expand along these ridge lines in a sort of 'five finger plan' - similar to that of Copenhagen, Denmark.

In this localised site analysis there is a clear indication given of the context that is going to be worked in, with conceptual depictions of structuring elements. In furthering this thinking, infrastructural and natural elements as well as points of interest are highlighted. These will be important to investigate when unpacking the natural and urban systems.



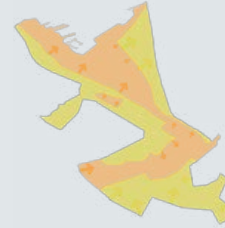
Figure 85: Morphology stack.
© Author (2019)



Study area which includes portions of the following; Port Elizabeth harbour, Southend, Humewood and Humeral, Summerstrand.



Precinct Extent
 4 571 014.091 m²
 4,57 km²
 457.10 Ha



Description of the primary structuring elements of the study area - highlighting points of interest which would be important to analyse.

EXISTING INFRASTRUCTURAL ELEMENTS
 Most of the provided and existing infrastructural elements should be sufficient for an upgrading to the suggested precinct.

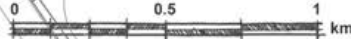
HISTORICAL & CULTURAL SIGNIFICANCE
 The Humewood and Southend areas in Port Elizabeth have strong connections the history and urban morphology of the city, as well as having strong cultural connections with the communities which have previously lived here and been removed.

LOW DENSITY
 Most of the provided and existing infrastructural elements should be sufficient for an upgrading to the suggested precinct.

NATURAL SYSTEMS
 As identified, the natural systems have helped shape the urban form to a certain extent within the selected precinct.

PRECINCT EXTENSION AREA
 Potential site extension areas. These zones have been identified as being underutilized and inadequately occupied.

SCALE 1: 10 000



Conceptual depiction of the man-made structuring elements of the study area.



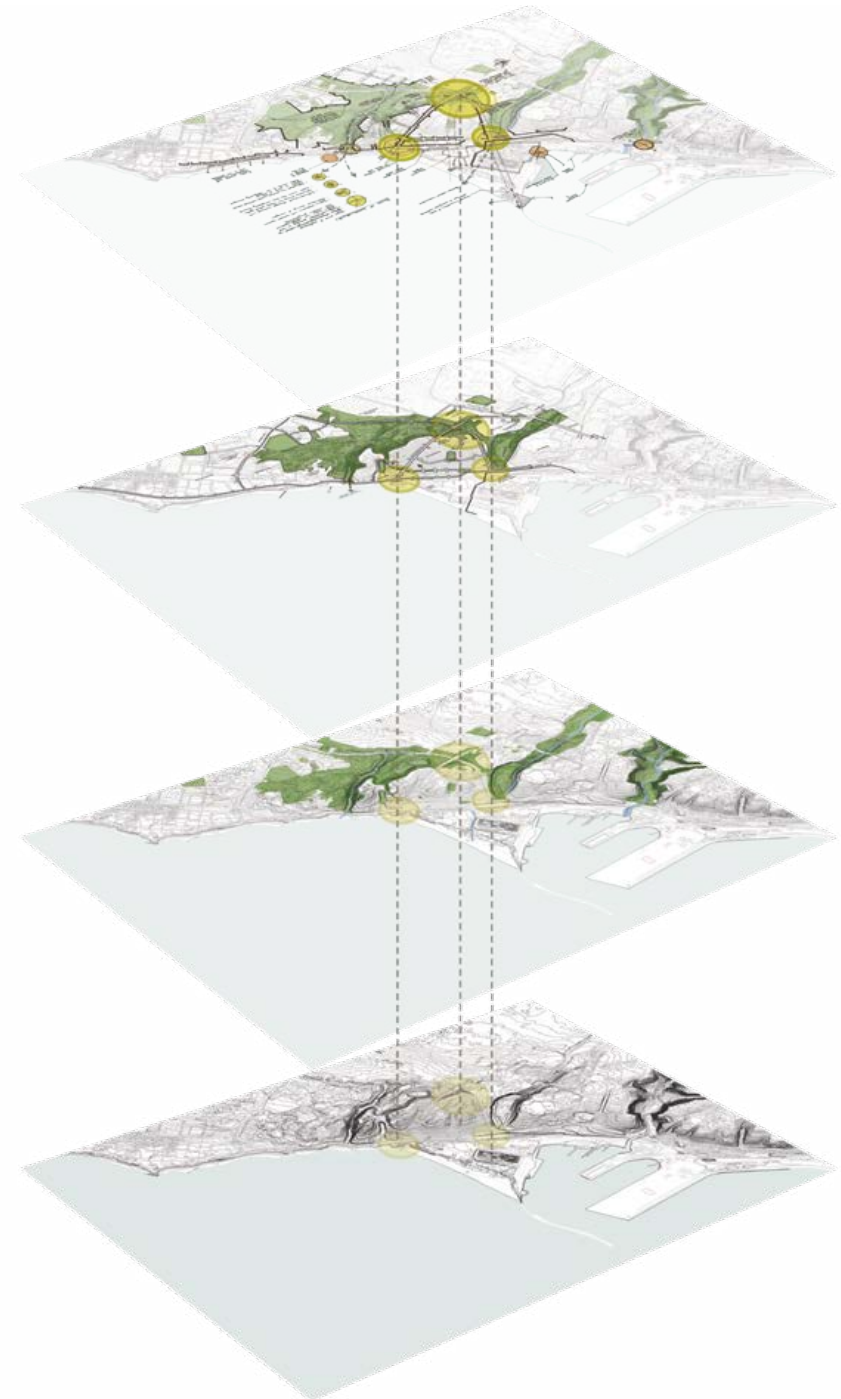
Unpacking the Natural Systems

The importance of the natural systems in the ordering of the morphology of Port Elizabeth has already been briefly mentioned and will now be explored in more detail.

As can be seen from the lay of the land (see Topography), there is a very distinct rising and falling of the land. Port Elizabeth is topographically very interesting, with there being a great variety in the study area.

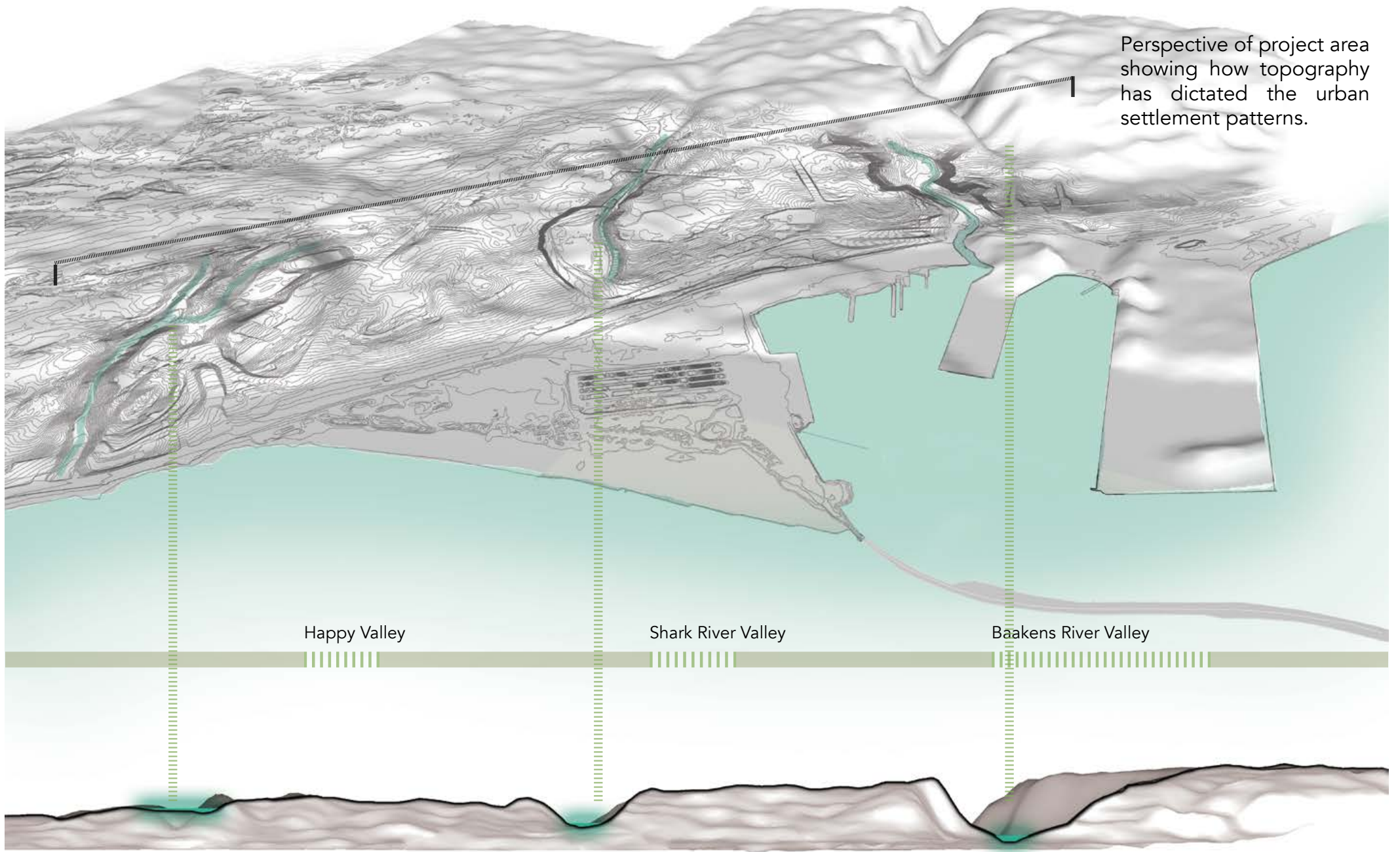
Three river valleys occur in the immediate vicinity; Baakens River Valley, Shark River Valley and Happy Valley. Within the topography there is a fairly clear definition of where the hydrological processes begin to take place. The steep relief on all the river valley's northern (more moisture) and southern (less moisture) slopes allows for moderate flowing rivers to move down towards the bottom of the catchment area and into the ocean. Unfortunately this process has been interrupted and disconnected in some places.

The natural processes of disturbance happening in the area are essential to the healthy functioning of all the eco-systems. Fire is necessary in the life cycle of fynbos, with a Mediterranean rainfall pattern which causes the hydrological systems to take on a new life, while in summer hot conditions can lead to droughts. All these dynamic systems create an ever changing set of interlocking processes which are sensitive to the interference by human beings.





Topography



Perspective of project area showing how topography has dictated the urban settlement patterns.

Happy Valley

Shark River Valley

Baakens River Valley

Perspective and Section of Topography



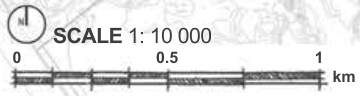
Blue / Green Systems





- Dense vegetation
- Sparse vegetation
- Infrastructural barrier
- Urban barrier

Natural / Urban Interface





Identifying Confluence



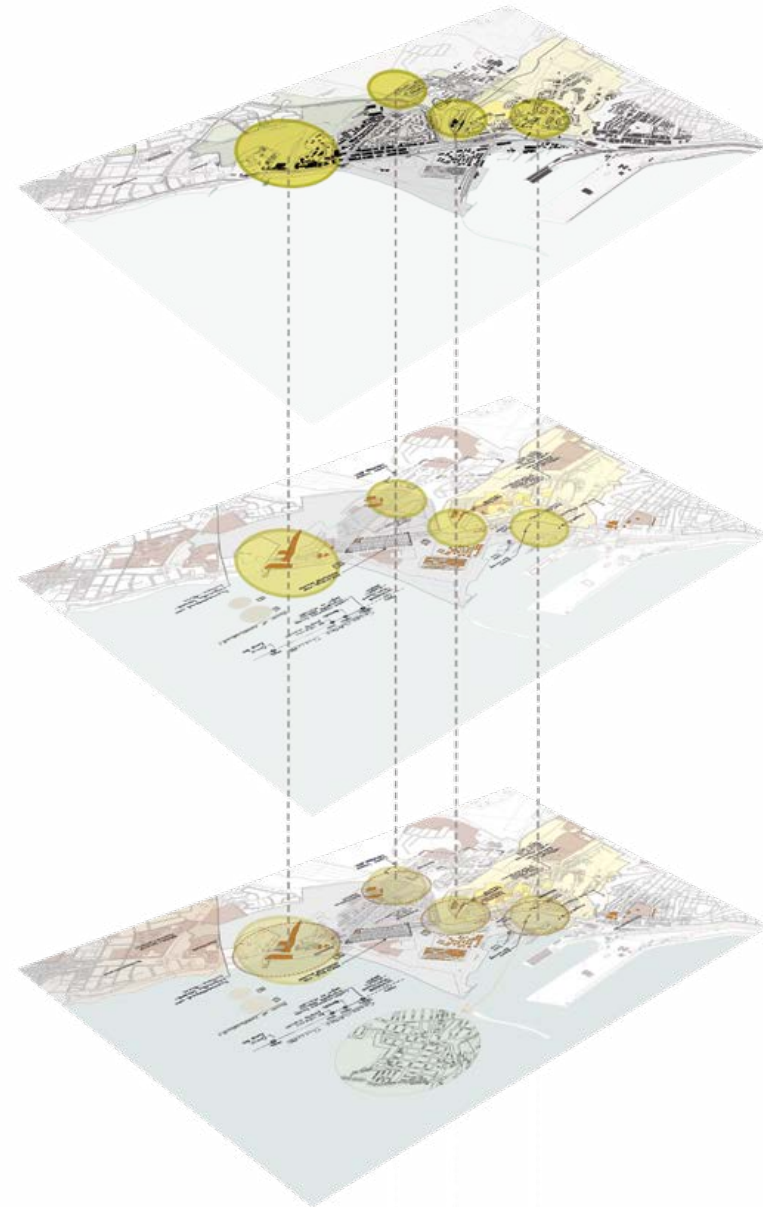
Understanding the findings from mapping the natural systems is an important step towards identifying the most appropriate areas for intervention.

Composite of Findings

Historical and Cultural Urban Layering

The approach was to analyse Port Elizabeth as a complex set of communities which have historically been subject to segregation. This allows for a more in depth understanding of certain settlement patterns and better comprehension of the city making for Port Elizabeth.

One of the most important aspects to Forgotten Place is unpacking the patina (or layering) of crucial historical and cultural happenings. The goal in peeling back these layers is to reveal significant moments in the past which are fundamentally important and should be remembered.





Mobility Network





Composite of Findings

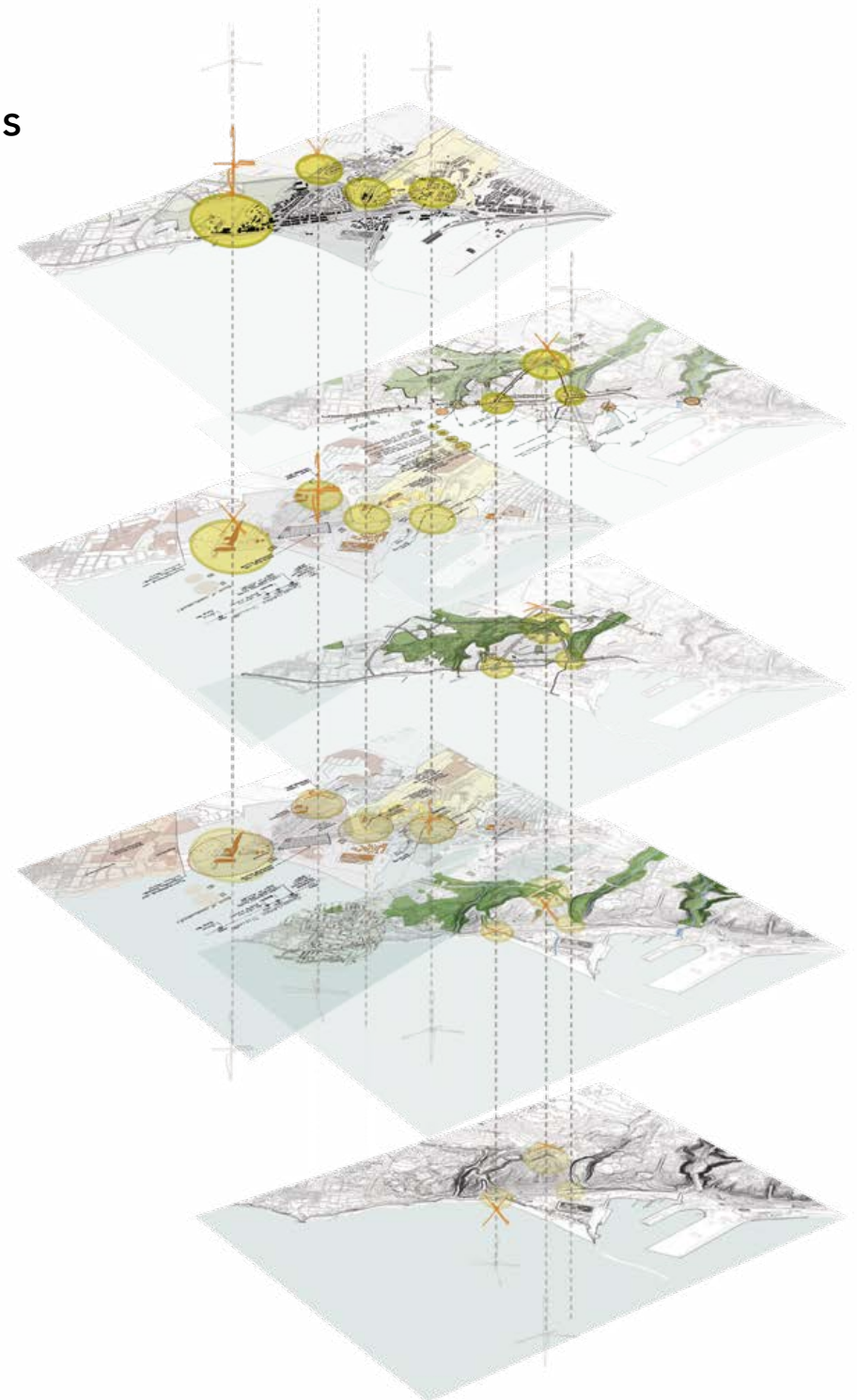
Composite Understanding of Findings

In the localised site analysis there was a clear indication given of the context, and by further investigating infrastructural and natural it would help find interesting intersections.

As it was discovered when unpacking at the natural systems, these dynamic sets of layers create an ever-changing set of interlocking processes which are sensitive to the interference by human beings. These natural systems therefore directly affected the morphology of Port Elizabeth.

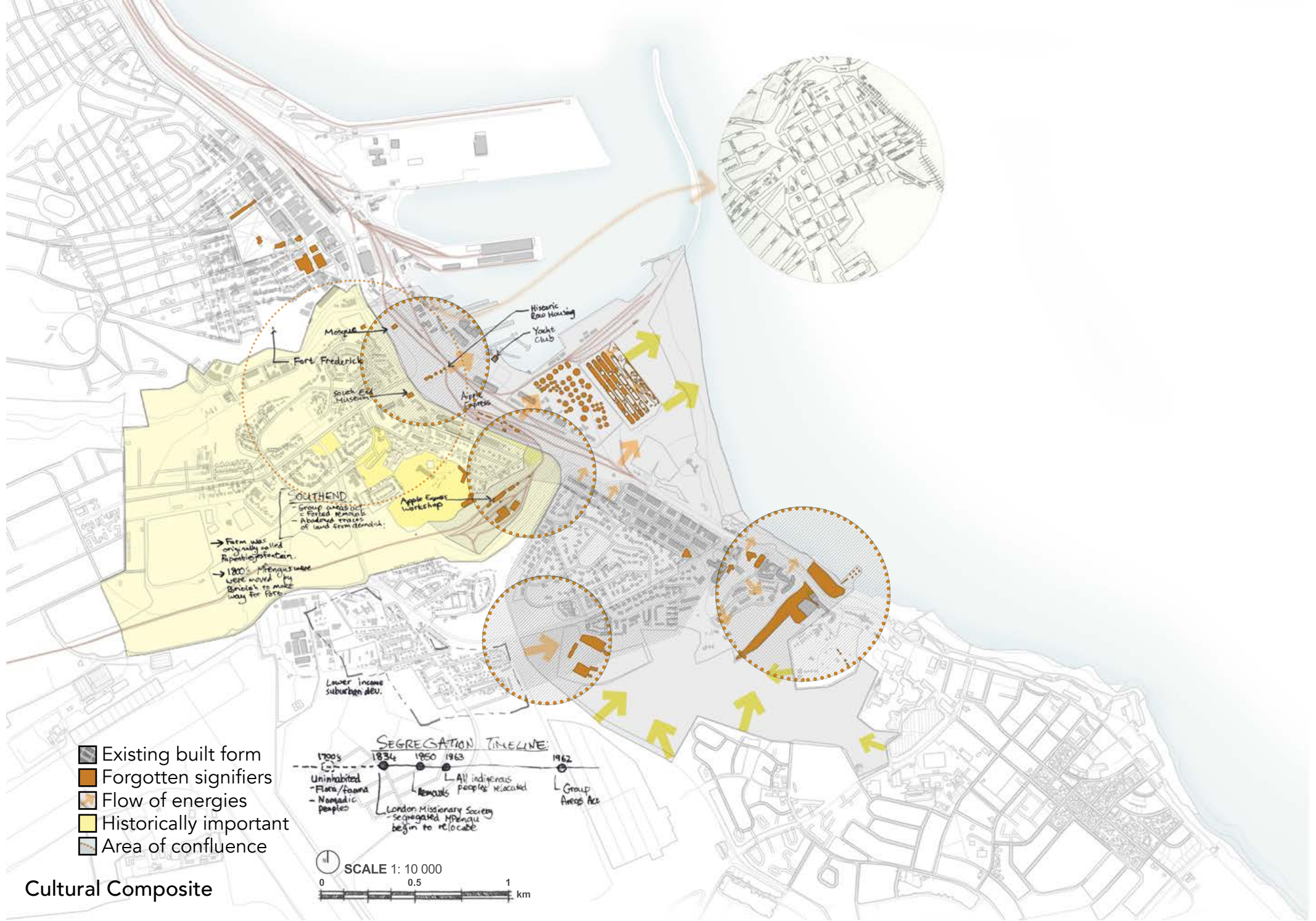
Next was mapping the historical and cultural urban layering. It was vitally important to critically analyse the patina of historical and cultural occurrences.

Finally, as explained in the theoretical framework, an essential component of teasing out Forgotten Place is from creating composite layers of specific elements in order to correctly find the points of highest confluence. This will be achieved by overlaying the various natural, urban and historical layers and then creating composites which come from previously understood mappings. This reveals points of confluence in the existing urban framework.

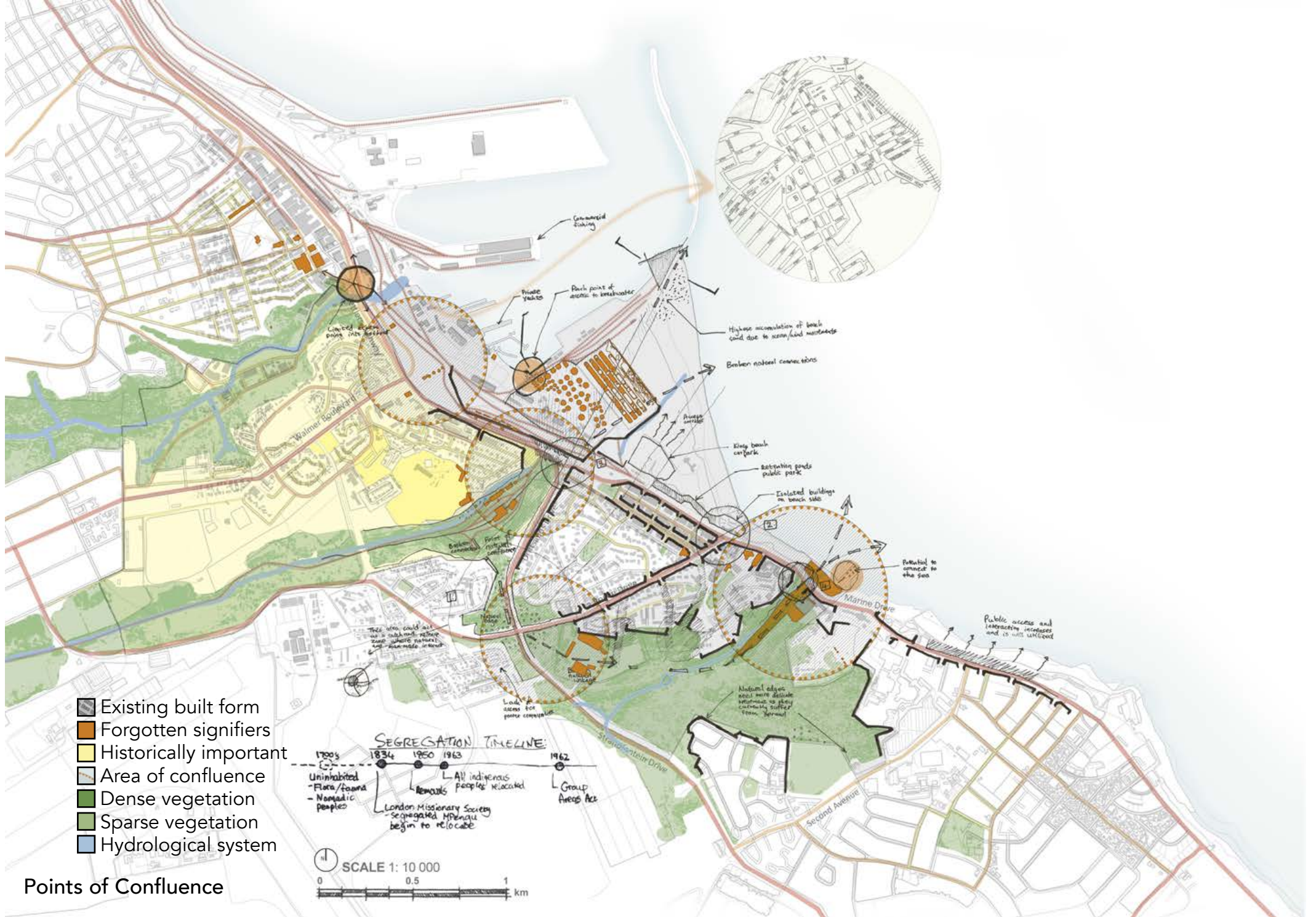




Natural and Urban Tension



Cultural Composite



- Existing built form
- Forgotten signifiers
- Historically important
- Area of confluence
- Dense vegetation
- Sparse vegetation
- Hydrological system

SEGREGATION TIMELINE:

1700s - Uninhabited - Flora/fauna - Nomadic Peoples

1834 - London Missionary Society - Segregated Mpondo begin to relocate

1850 - Removals - All indigenous peoples relocated

1962 - Group Areas Act

SCALE 1: 10 000

0 0.5 1 km

Points of Confluence

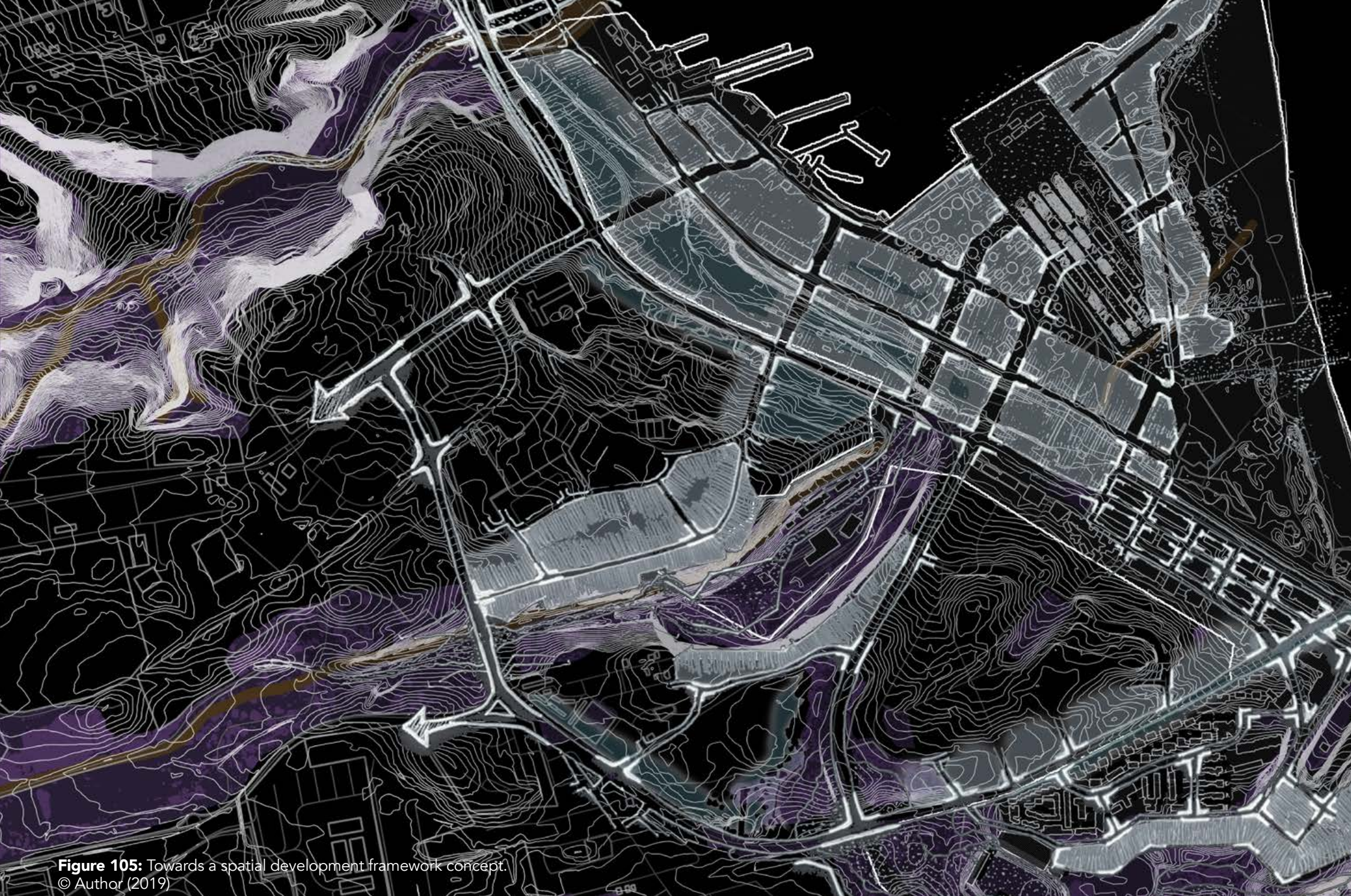


Figure 105: Towards a spatial development framework concept.
© Author (2019)

TOWARDS A SPATIAL DEVELOPMENT CONCEPT

City Scale Approach

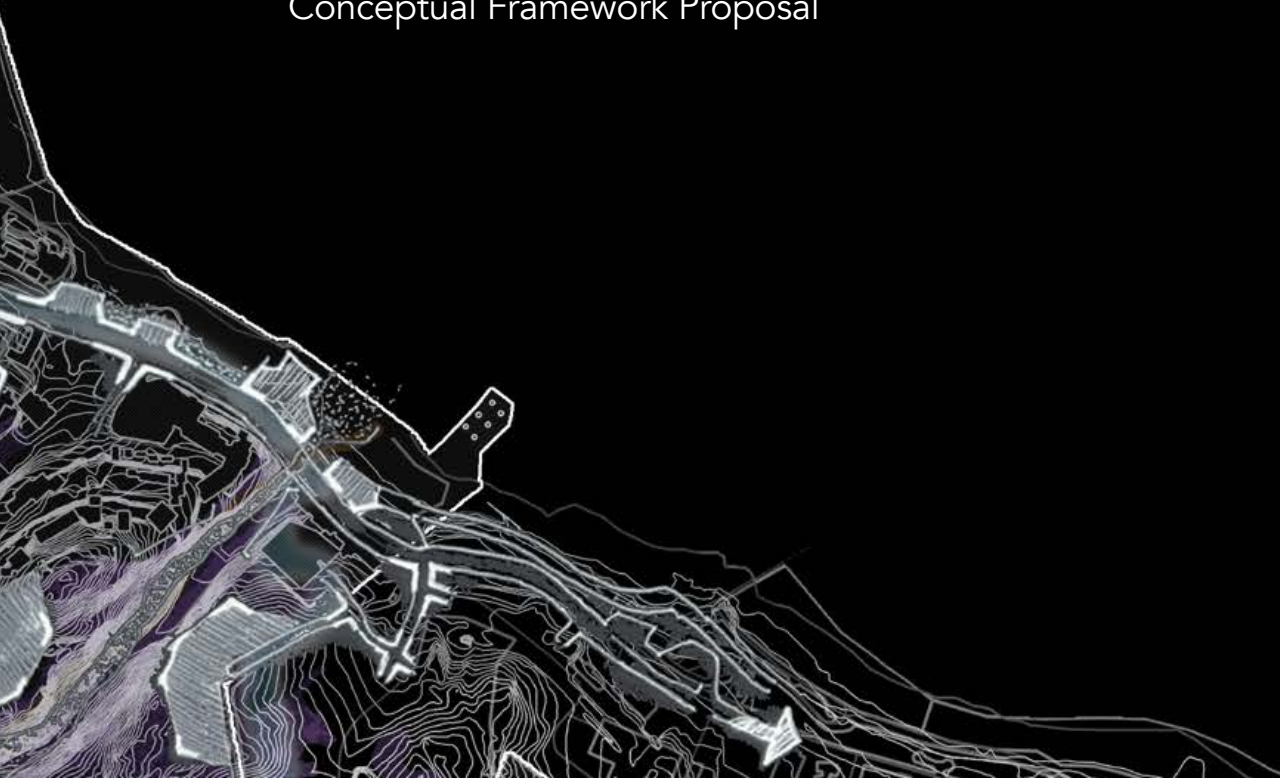
Conceptual Framework

Scenario 1 - If nothing is done

Scenario 2 - Public domain

Scenario 3 - Emphasis on housing

Conceptual Framework Proposal



City Scale Approach

Implementing ideas which are oriented around Forgotten Place begin with a city scale approach.

As was found in the site analysis, there are specific reasons for the urban form of Port Elizabeth. However, the growth of new parts of the city, as well as managing existing areas through revitalizing and rejuvenating them needs to be explored.

These city scale problems need to be addressed in order for the conceptual framework to function adequately. The proposals for this level are more conceptual, and aim to empower the proposed conceptual framework by refocusing the flow of energies into the Forgotten Place between the CBD and the current beachfront activities.

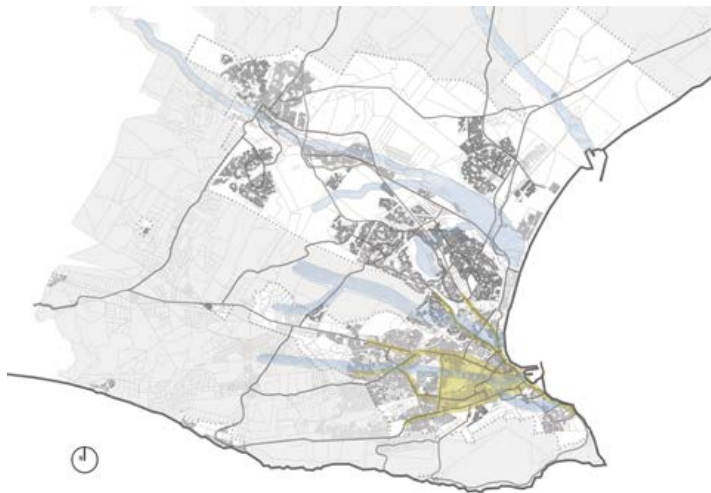


Figure 106: Metro understanding.
© Author (2019)

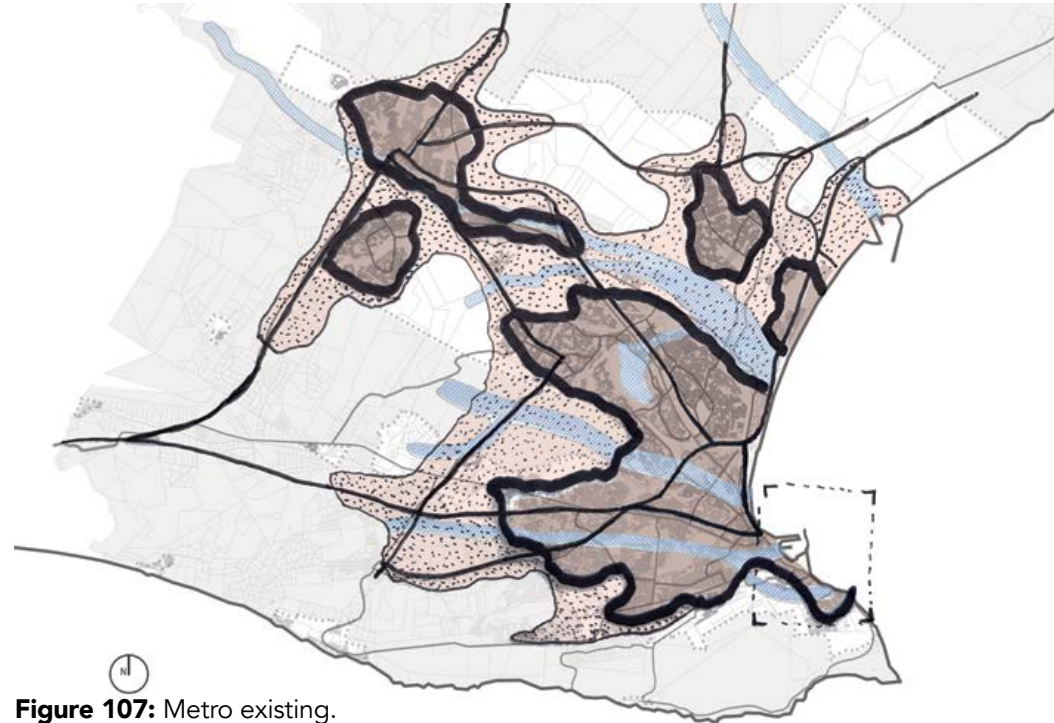


Figure 107: Metro existing.
© Author (2019)

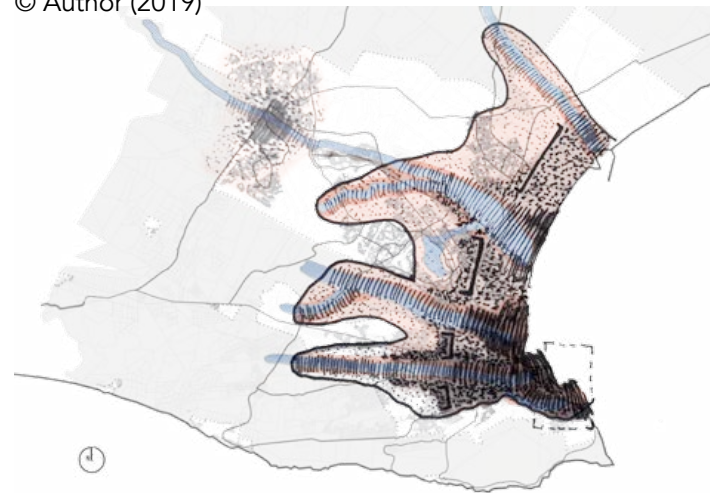


Figure 108: Metro conceptual understanding.
© Author (2019)

Topography

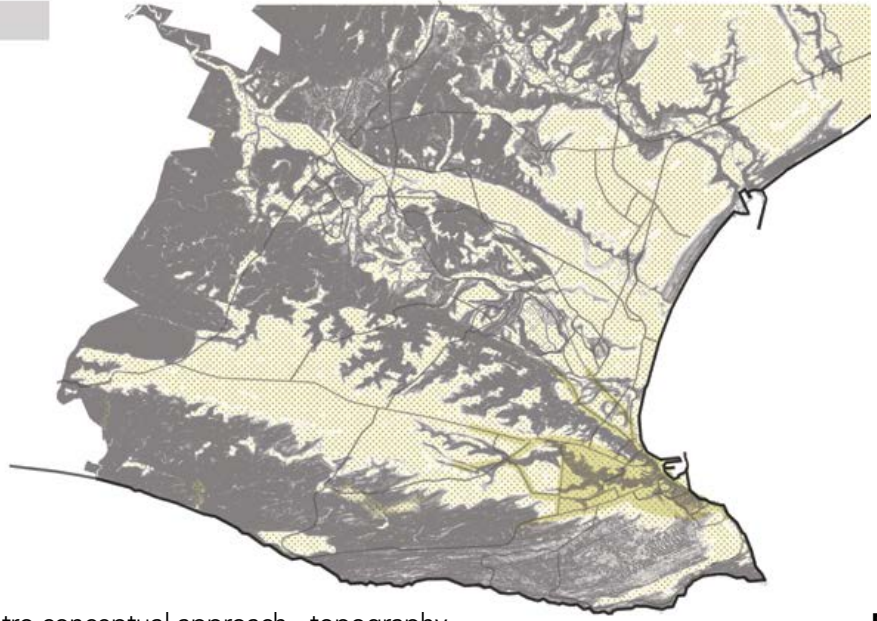


Figure 109: Metro conceptual approach - topography. © Author (2019)

Vehicular Connections

- NATIONAL ARTERY
- PRIMARY CONNECTOR
- SECONDARY CONNECTOR
- TERTIARY CONNECTOR
- QUATERNARY CONNECTOR



Figure 110: Metro conceptual approach - vehicular connections. © Author (2019)

Industry and Infrastructure

- NATIONAL ARTERY
- PRIMARY CONNECTOR
- INDUSTRY
- ▲ RAILWAY STATIONS
- ▼ APPLE EXPRESS STATIONS

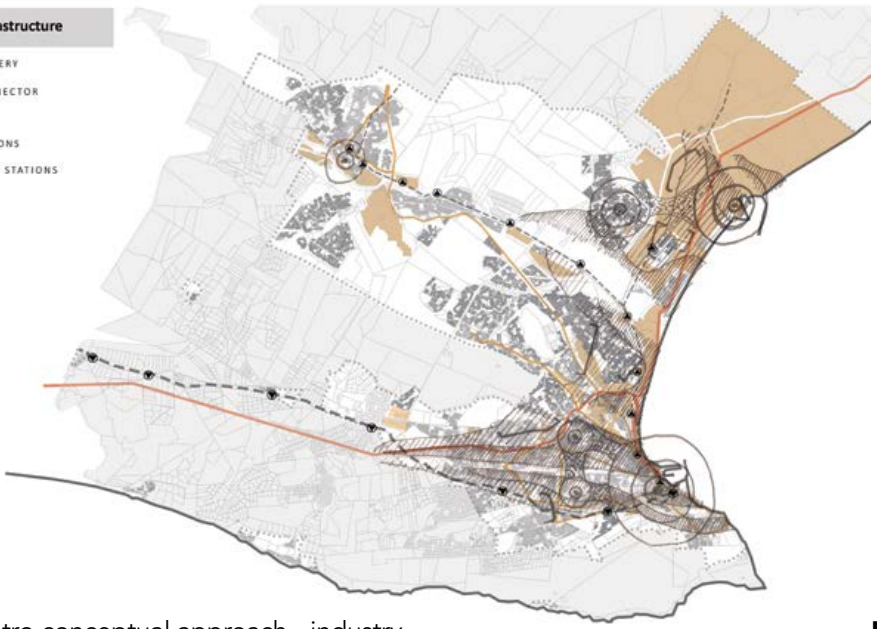


Figure 111: Metro conceptual approach - industry. © Author (2019)

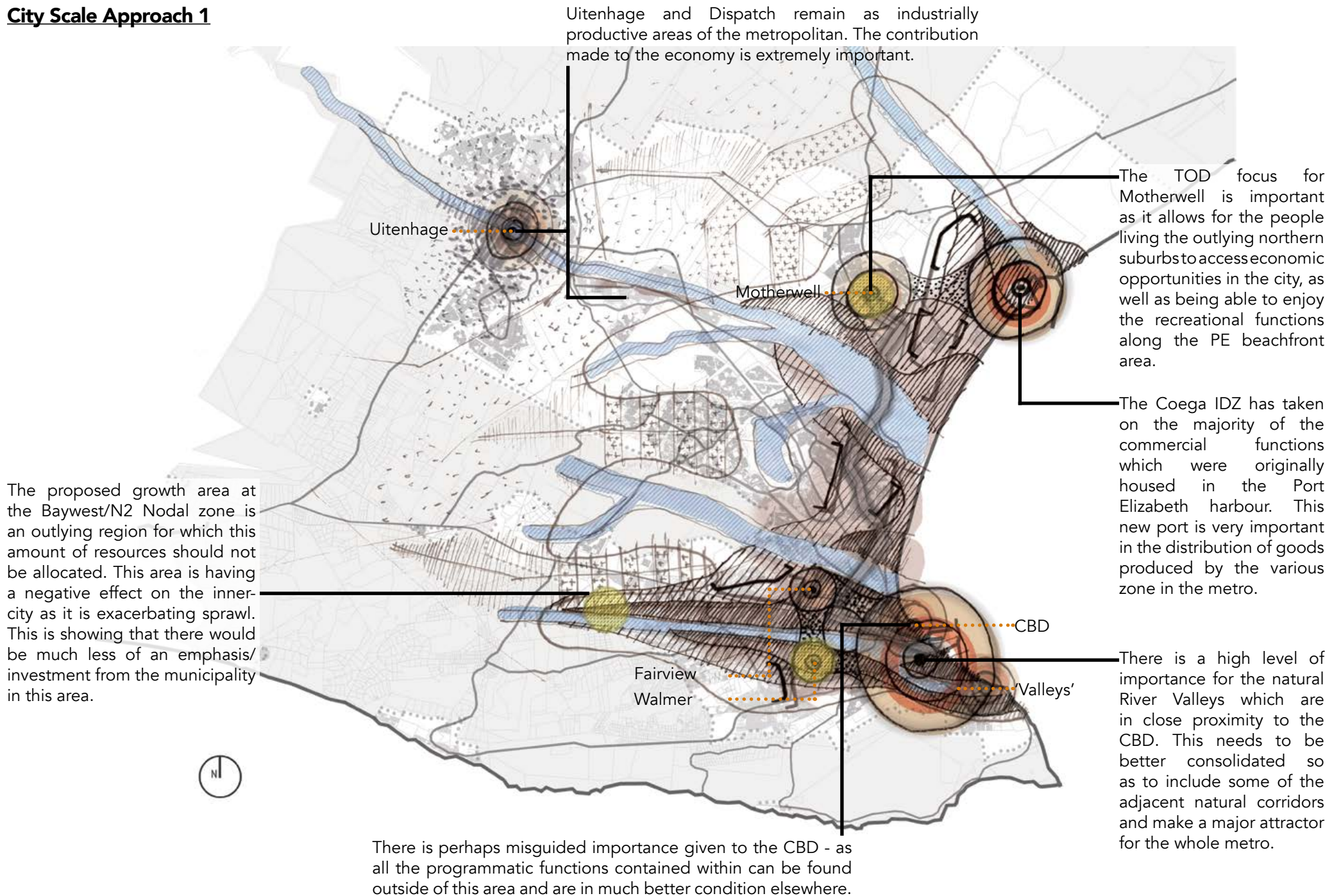
Vegetation Biomes

- GRASSLAND AREA DOMINATED BY GRASS
- FYNBOS SHRUB AND HEATH VEGETATION
- THICKET DENSE TREES AND TALLER SHRUBS
- NAMAKAROO LOW SHRUB VEGETATION
- FOREST LARGE DENSELY WOODED AREA

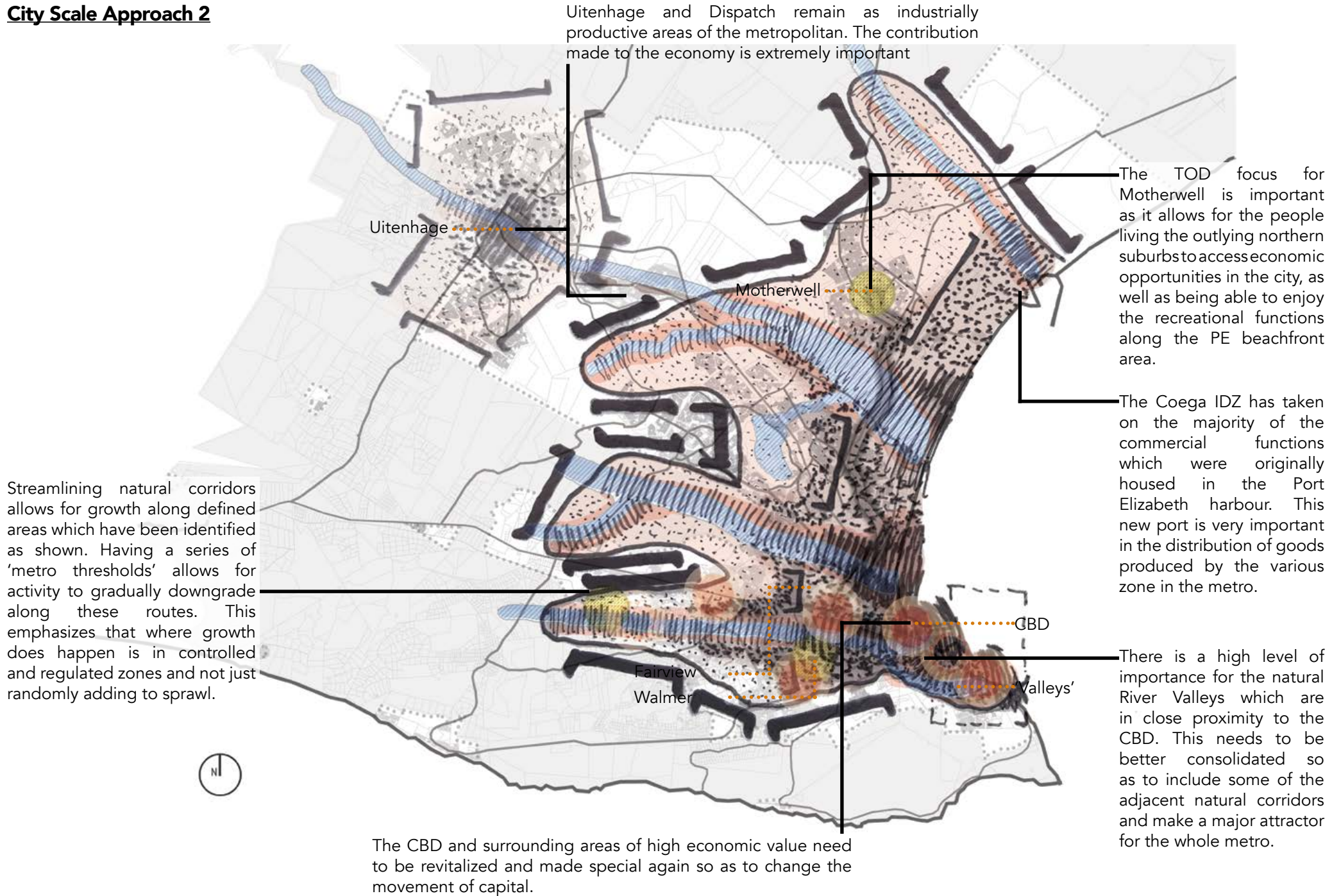


Figure 112: Metro conceptual approach - vegetation biomes. © Author (2019)

City Scale Approach 1



City Scale Approach 2



Conceptual Framework

The conceptual framework can be described as being as a point of confluence for the greater metro (as shown in 'Active Precincts Project Map'), where it is suggested that implementing a set of action areas within this locale would be beneficial for the Nelson Mandela Metro.

The implementation of a set of such action areas would refocus the energy of the city which is currently sprawling because of proposals like the Baywest/N2 Nodal growth area.

Opposite to the above growth area strategy, this conceptual framework would act as consolidated skeletal structuring element, to which action areas are attached, and within these are a series of smaller pilot projects.

The approach to how to solve this conceptual framework will be shown with three possible approaches, all with different implementation strategies.



Figures 113 - 126: Figure descriptions can be found in [Appendices: List of Figures](#), and done by Author (2019), unless otherwise stated.



Action Area 1

Primary area of degradation, maximum Forgotten Place potential.

Action Area 2a

This area can be seen as the gateway to the existing beachfront extension as well as a point of confluence for natural systems and public interface with natural systems.

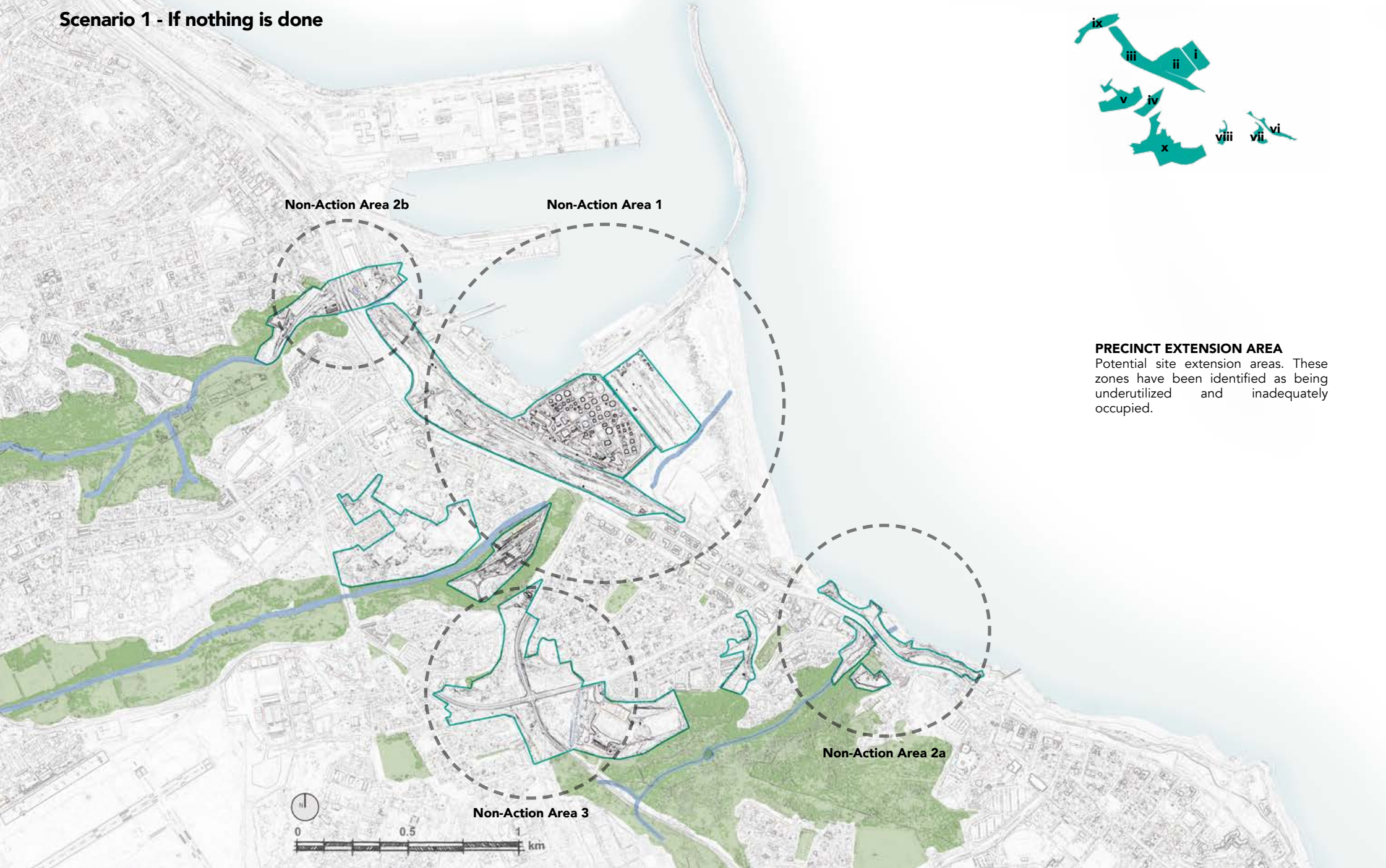
Action Area 2b

Gateway zone and secondary connection point for new programme with the larger metropolitan context.

Action Area 3

Dealing with the correct implementation of natural systems management as well as re-purposing of existing infrastructure.

Scenario 1 - If nothing is done

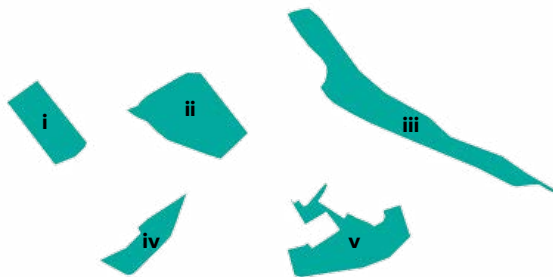


PRECINCT EXTENSION AREA
Potential site extension areas. These zones have been identified as being underutilized and inadequately occupied.

Scenario 1 - If nothing is done

Non-Action Area 1

In this scenario it is shown how the identified 'non-action' areas have not been sufficiently utilized to help integrate the city and make the public domain more accessible to the people of Port Elizabeth. The highlighted zones in this area create a massive disconnect with existing structuring elements of the city like mobility networks, public accessibility and damaged natural systems. In not acting on the need to revitalize these forgotten structuring elements there has been an oversight on the part of the municipality to improve the city as a whole.



Non-Action Area 2a + 2b

Infrastructural elements dominate this zone while simultaneously damaging fundamental natural systems. This disproportionate relationship between the urban and natural elements at this junction needs to be substantially altered to improve the overall connection with existing mobility networks. These areas should act as gateways towards a larger functioning system which is already in place and functions well for the communities of the city.



Non-Action Area 3

Ignoring the vital role which the present natural systems play in maintaining a healthy balance between the urban elements is manifesting itself as wasted potential. This wasted potential could be restored and contribute substantially to the lack of diversity in certain programmatic planning aspects, while restoring and allowing natural systems to thrive.



Scenario 2 - Public domain

PRECINCT EXTENSION AREA
Potential site extension areas. These zones have been identified as being underutilized and inadequately occupied.



Scenario 2 - Public domain

Action Area 1

The Forgotten Places within the harbour, Southend and Shark Valley damaged natural systems are part of a new waterfront development. The scale of this development is one of the most important factors. Not overly ambitious, but rather based in necessity of what is required by the city. Implementation of this action area can happen about two years after the completion of both action areas 2a/b and 3. Completion of this would be done in a series of staggered pilot projects which would be finished incrementally over ten to fifteen years.

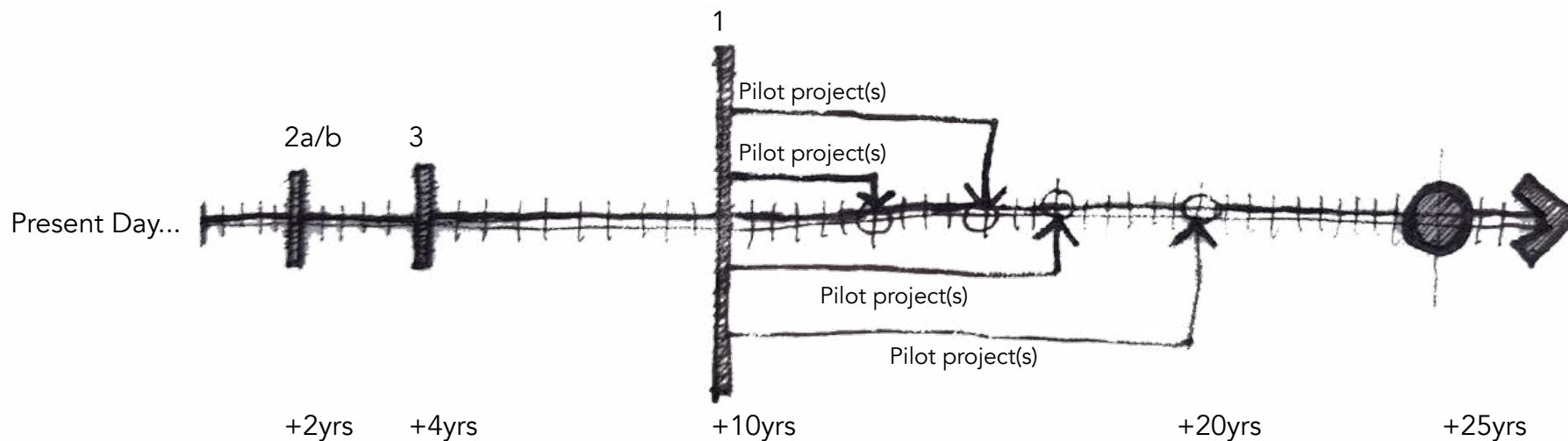
Action Area 2a + 2b

These action areas act as gateways to an existing system which is currently working well (Port Elizabeth beachfront). These action areas are seen as being fundamental for the future success of any projects. Similarly to Malecón 2000, where this whole proposal is dependent on upgrading the public transportation system to allow for higher accessibility of the whole beachfront for all the people of the metro.

Action Area 3

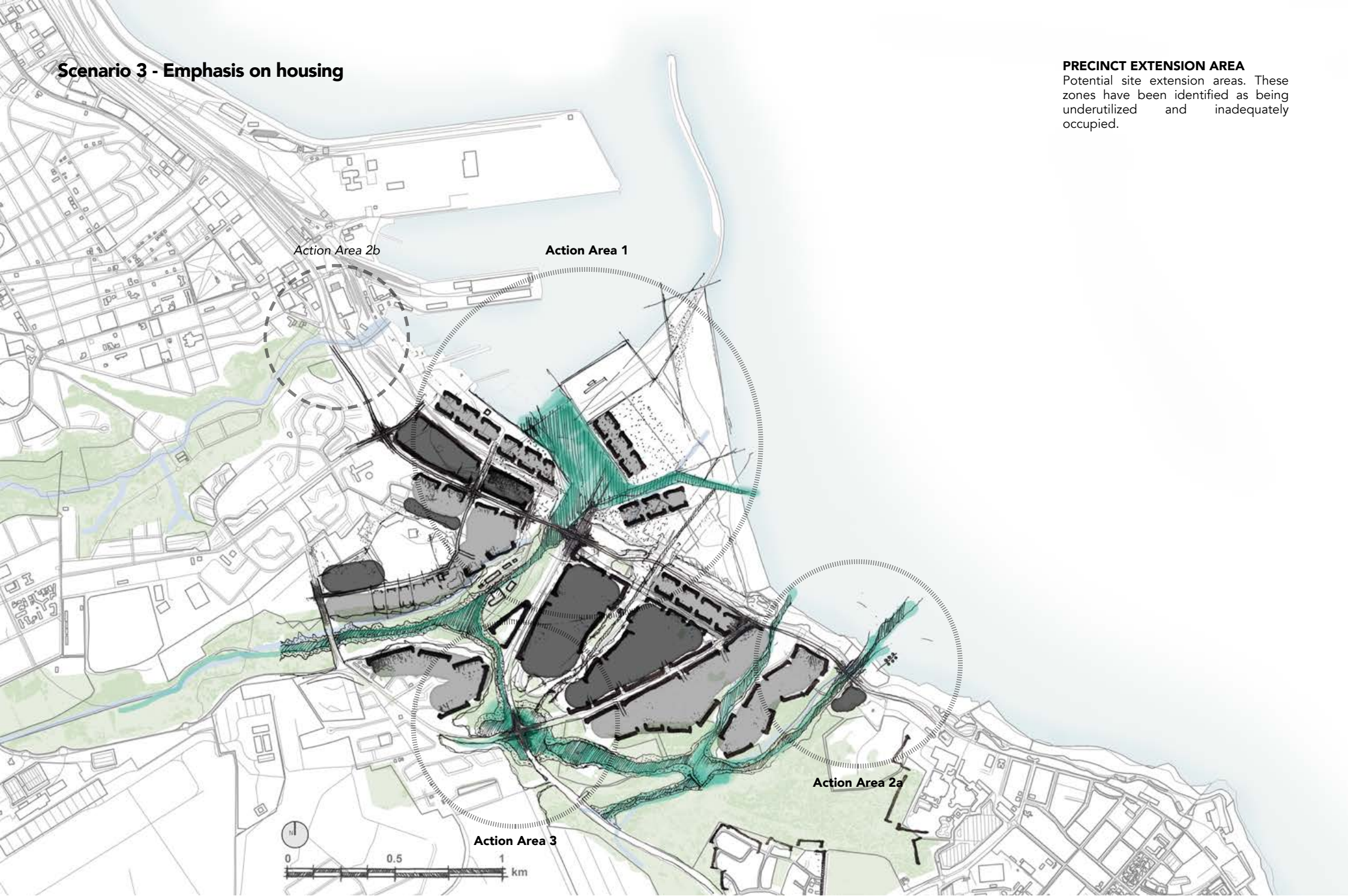
Completion is strategically placed after 2a/b completion, but before action area 1 commencement. The influx of additional money would help facilitate the growth of action area 3 into an eco-tourism/residential/natural preservation zone.

Conceptual Implementation Strategy



Scenario 3 - Emphasis on housing

PRECINCT EXTENSION AREA
Potential site extension areas. These zones have been identified as being underutilized and inadequately occupied.



Scenario 3 - Emphasis on housing

Action Area 1

This area has the ability to be a massive contributor on diversifying the way in which people inhabit and live along the Port Elizabeth beachfront. The housing programme for this action area would be highly varied - ranging from a form of social housing, to high end sectional residential apartments. The location of this area within the greater context of the metro would act as a pivotal point of confluence between urban and natural elements. This could allow for a better harmony of communities which now have a much more accessible point of departure from which to engage with the city.

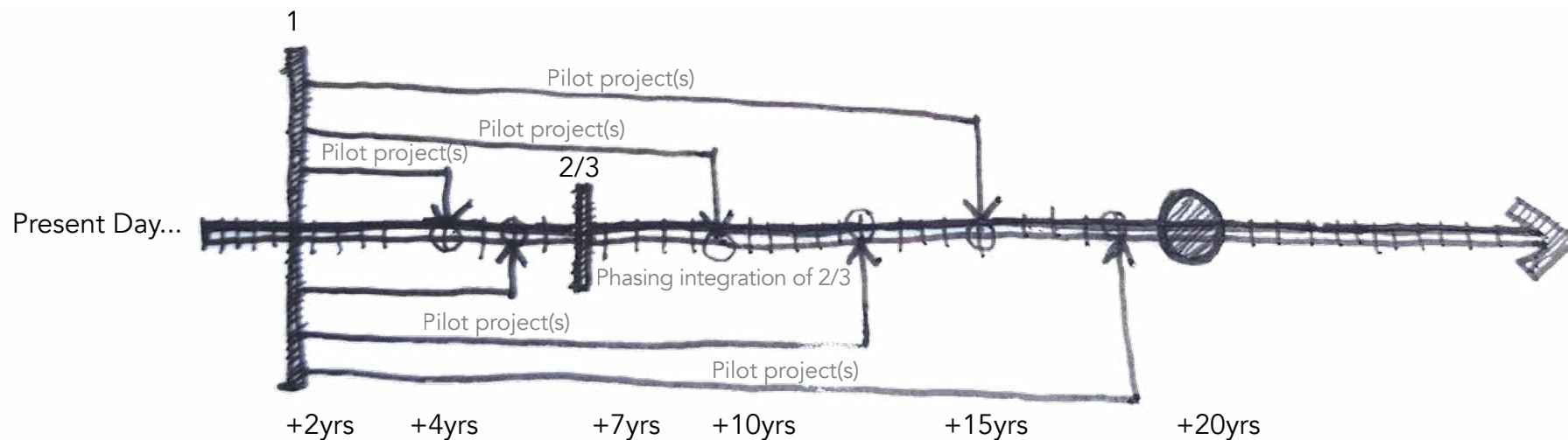
Action Area 2a + (2b)

In this scenario, 2a has a tighter zone in which housing could be realistically applied - and for this reason, coupled with the proximity to other recreational activities, would tend towards this housing being mid to high end residential built forms which have a scale and proportion applicable to the existing buildings. 2b would not be as relevant because of a non-compatibility with an emphasis on the more specific programmatic function of housing. Both 2a and 2b would still function as gateways towards a larger functioning mobility network.

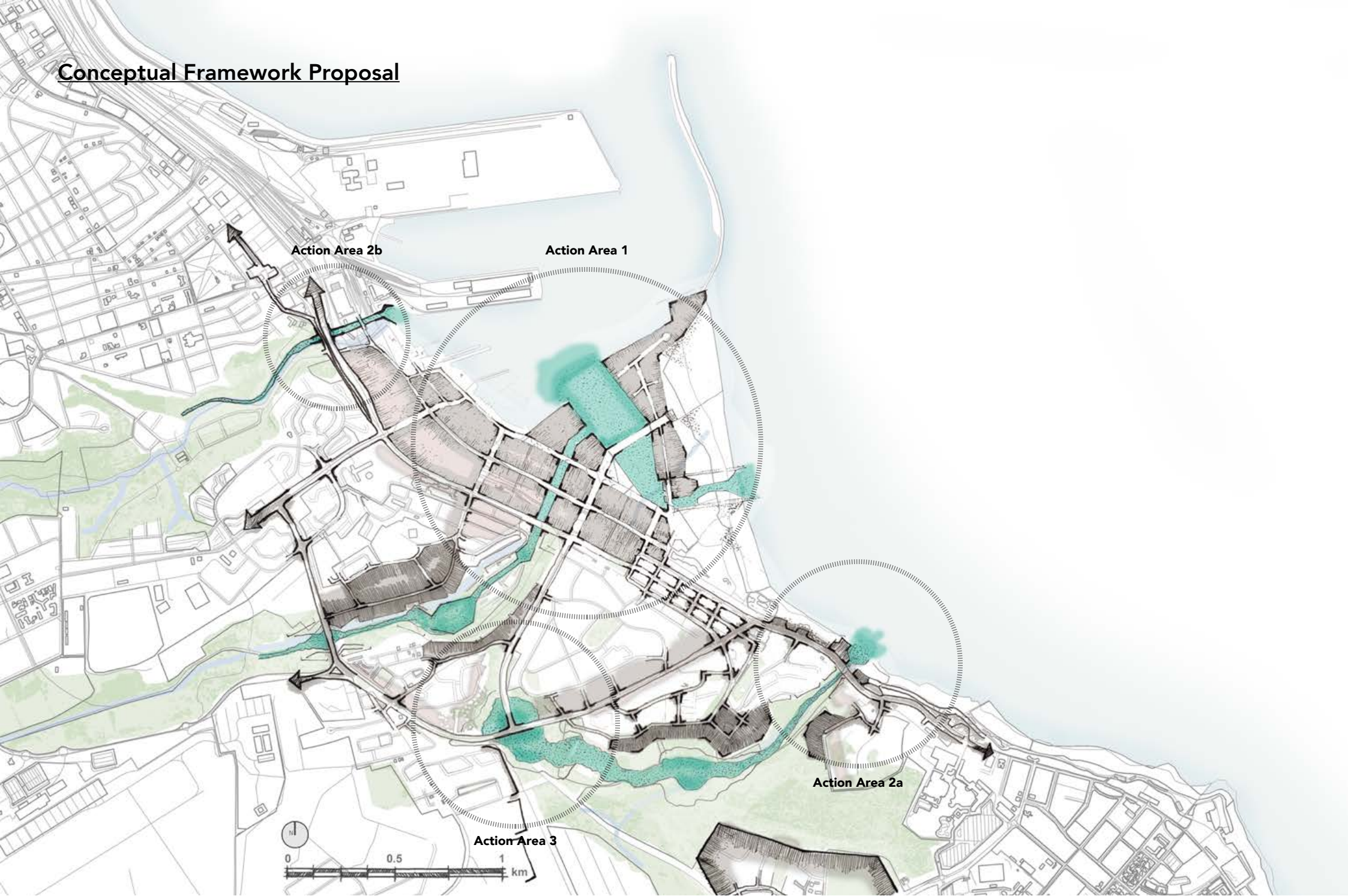
Action Area 3

In action area 3 the priorities of certain frameworks would mean that there would be restrictive 'non-negotiable' guidelines as to where buildings may encroach into these revitalized natural systems. A balance between the urban and natural elements is achievable - with these blue / green corridors acting as 'veins of life' which can be intertwined with recreational and residential functions.

Conceptual Implementation Strategy



Conceptual Framework Proposal



Conceptual Framework Proposal

Action Area 1

In this proposal there is a delayed start to the start of meaningful activity in this area because of the necessity for a highly functioning mobility network to be established. The implementation strategy investigates dividing and staggering the programme so as to 'feed' off the other catalytic projects in the proposal which can help maintain and propagate the success of this intervention. The vision would still be that this set of projects act as an attractor to the larger metro, but the implementation and effectiveness is dependent on the success of 2a and 2b creating a more accessible beachfront.

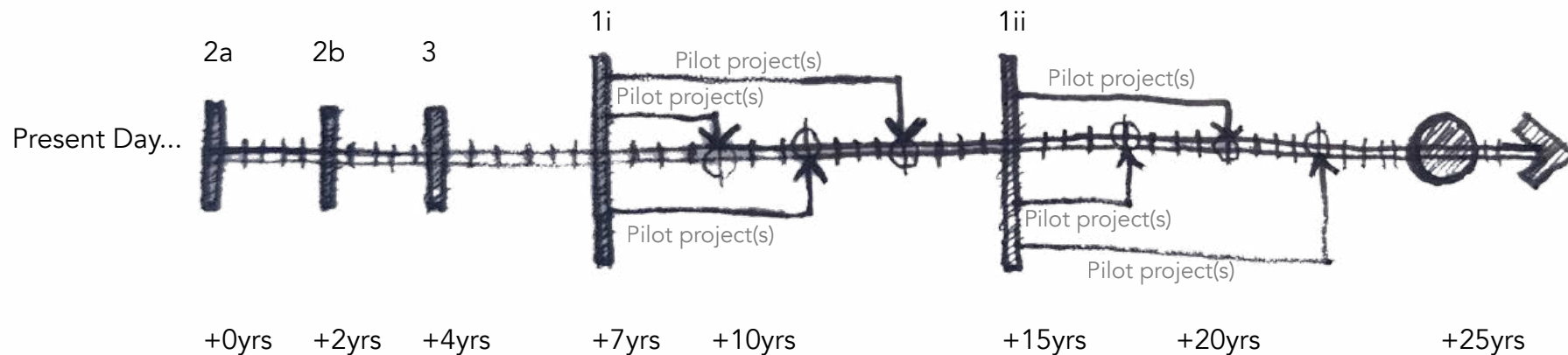
Action Area 2a + 2b

Similar to scenario 2, these action areas act as entry points into an existing system which is working well (beachfront), but still has much Forgotten Place. This proposal is dependent on upgrading the public transportation system which will allow for higher accessibility of the whole beachfront for all the people of the city.

Action Area 3

Staggering the implementation of 3 allows for an influx of additional capital to facilitate the growth of the entire proposal. This area would tend more towards a zone of natural preservation coupled with the applicable amount of residential programme. Importantly there would be restrictive 'non-negotiable' guidelines for this area.

Conceptual Implementation Strategy



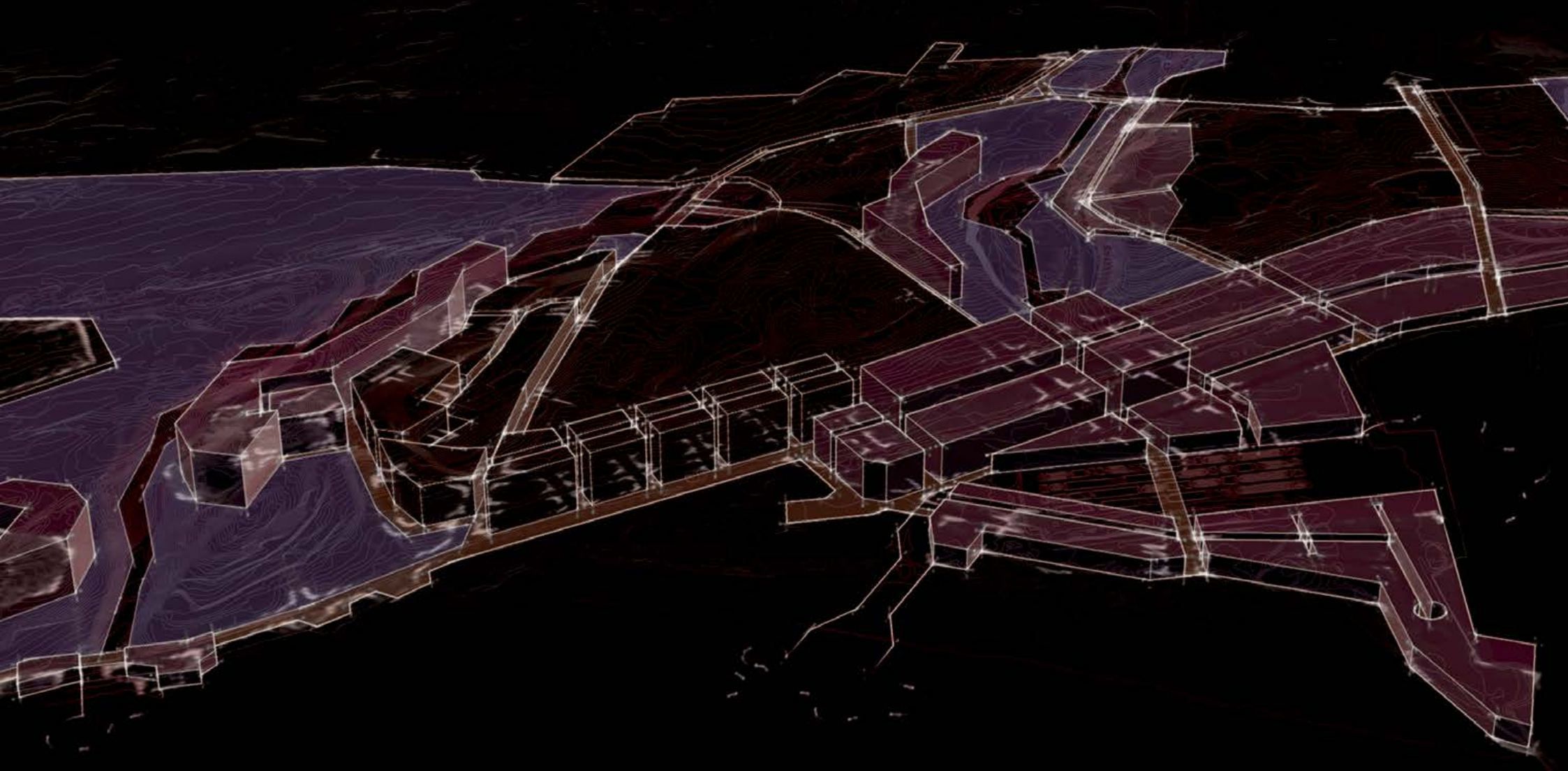


Figure 127: Conceptual framework - vision.
© Author (2019)



PROPOSED VISION

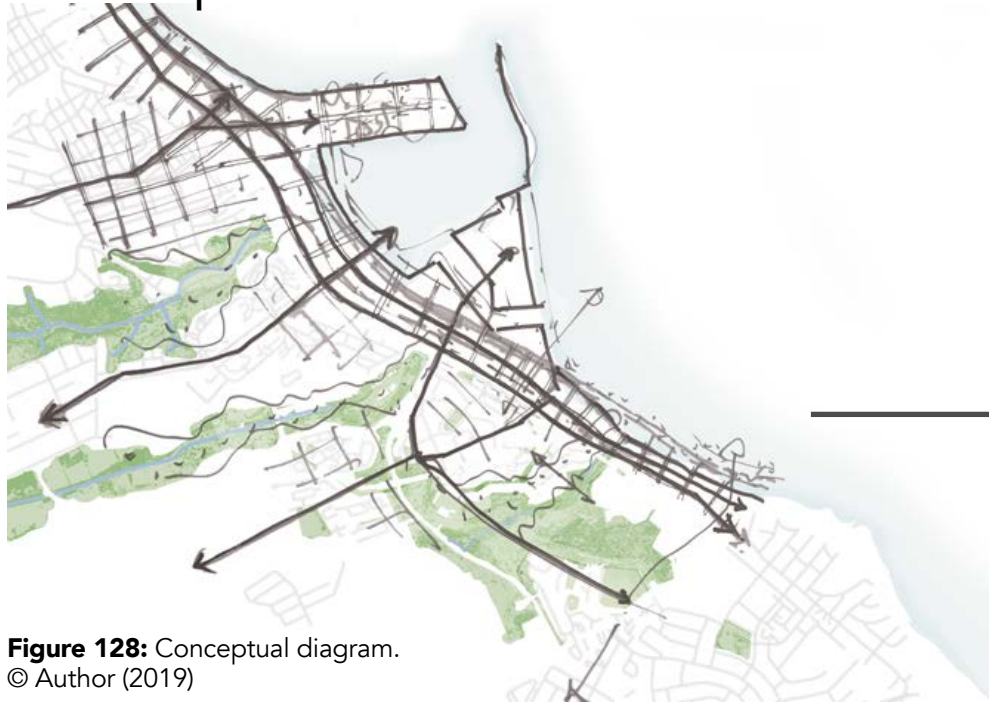
Conceptual Framework Vision
Action Areas
Concluding Thoughts

** Final design presentation to be added to document after portfolio on 12/11/2019.*

Conceptual Framework Vision



Diagram of Broken Continuity: Depicting a disconnected system which currently exists - and proposing to stitching this part of the urban fabric back together.



Conceptual Diagram of Framework Vision

- Natural Structuring Elements
- Cultural Structuring Elements
- Accessibility Hierarchy

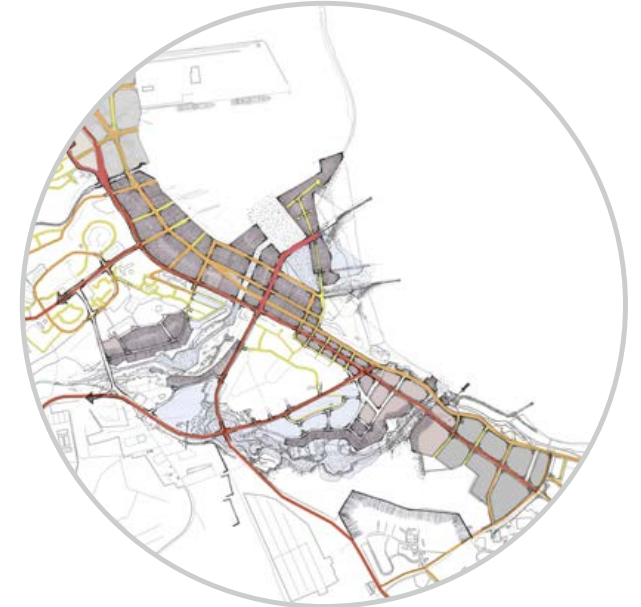
Figure 128: Conceptual diagram.
© Author (2019)

Figure 129-131: Layering elements of Framework Vision.
© Author (2019)

Natural Structuring Elements

Cultural Structuring Elements

Accessibility Hierarchy





Action Area 1 (i,ii,iii,iv,v)
 Primary area of degradation,
 maximum Forgotten Place
 potential.

Action Area 2a (vi,vii,viii)
 This area can be seen as
 the gateway to the existing
 beachfront extension as well
 as a point of confluence for
 natural systems and public
 interface with natural systems.

Action Area 2b (ix)
 Gateway zone and secondary
 connection point for new
 programme with the larger
 metropolitan context.

Action Area 3 (x)
 Dealing with the correct
 implementation of natural
 systems management as well
 as re-purposing of existing
 infrastructure.

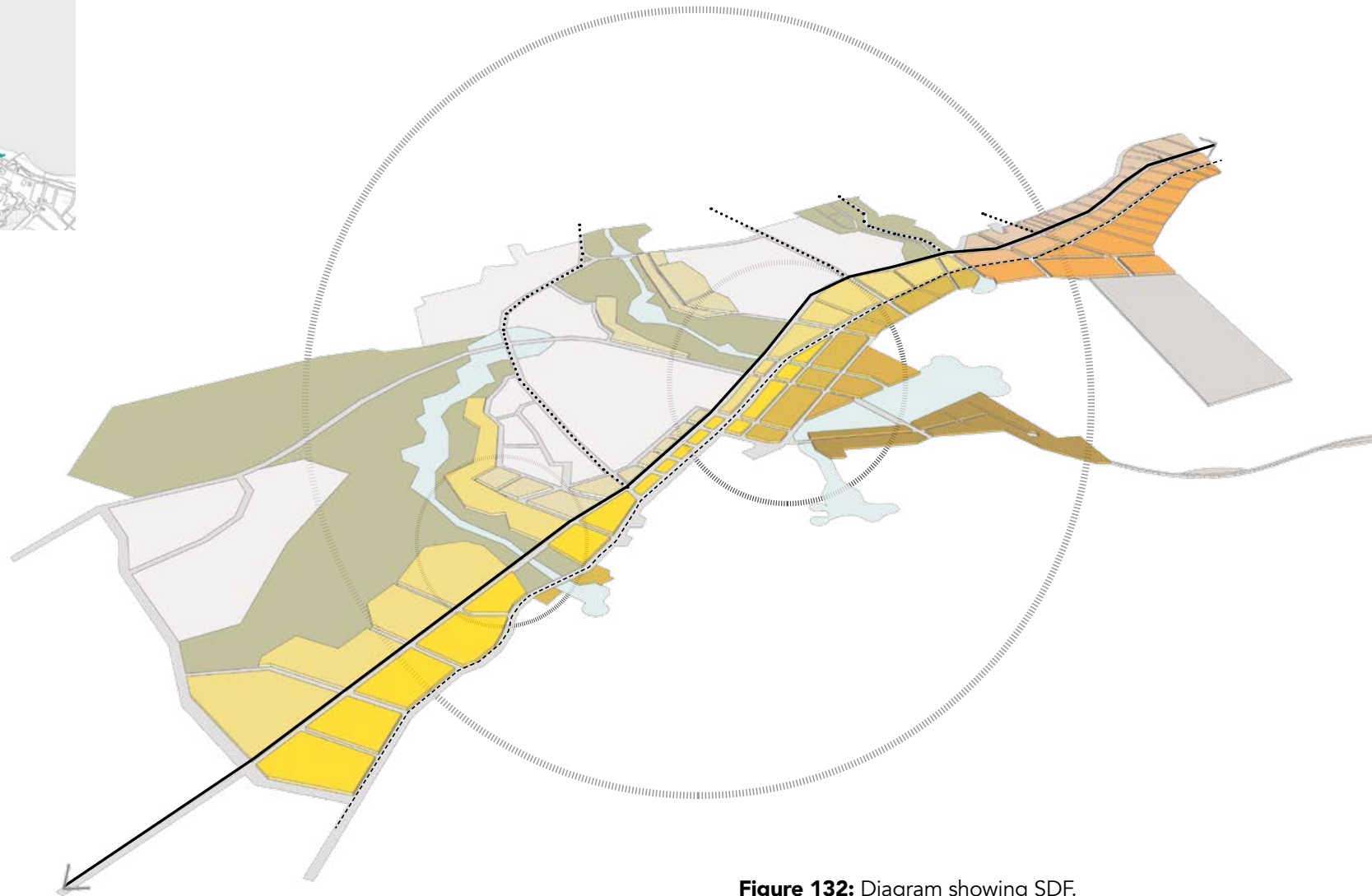
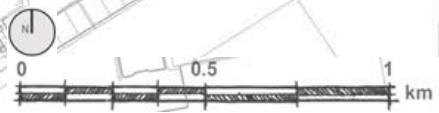


Figure 132: Diagram showing SDF.
 © Author (2019)

Figure 133 (proceeding 1): Conceptual Framework Vision.
 © Author (2019)

Figure 134 (proceeding 2): Vision Explanation.
 © Author (2019)

Conceptual Framework Vision



Vision Explanation



The CBD's connection down to the water has been choked off by industrial and infrastructural barriers. In this vision it is proposed that the new urban fabric from the Framework is extended and allows for the CBD to enjoy the same amount of accessibility to the ocean as the rest of the system.

All commercial harbour related activities have now been completely moved to Coega and allow for a more accessible and public interface.

This area has a certain level of non-compatibility with regards to certain programmatic functions due to locality and existing restrictions.

- Primary Programme:
- Commercial activities
 - Downgraded infrastructure
 - Transport gateway

Strategic set of groynes (Gr.1 + Gr.2) which prevents longshore drift moving beach material along the coast. This allows for the build-up of a beach by mitigating the effects of erosion.

Shark River Valley is similar edging condition to that of Happy Valley - main difference is the emphasis on a lower scale or built form in order to relate to adjacent Southend.

- Primary Programme:
- Low income / GAP housing
 - Forgotten Place revitalized
 - Public park

The Forgotten Places within the harbour, Southend and Shark Valley damaged natural systems are part of a new waterfront development. The scale of this development is one of the most important factors. Implementation of this action area happens after the completion of action areas 2a/b and 3.

- Primary Programme:
- Commercial activities
 - Recreational activities
 - Mixed-use with High-end residential

This action area acts as a gateway to an existing system which is currently working well. This action area is seen as being fundamental for the future success of any projects.

- Primary Programme:
- Recreational activities
 - Mid / High-end residential
 - Commercial activities

Extension of Nelson Mandela Drive consolidated into the existing urban fabric.

In action area 3 the priorities of certain frameworks would mean that there would be restrictive 'non-negotiable' guidelines as to where buildings may encroach into these revitalized natural systems. A balance between the urban and natural elements is achievable - with these blue / green corridors acting as 'veins of life' which can be intertwined with recreational and residential functions.

- Primary Programme:
- Wetland rehabilitation park
 - Recreational activities
 - Low / Mid income residential



Natural Structuring Elements

Accessibility Hierarchy



Cultural Structuring Elements

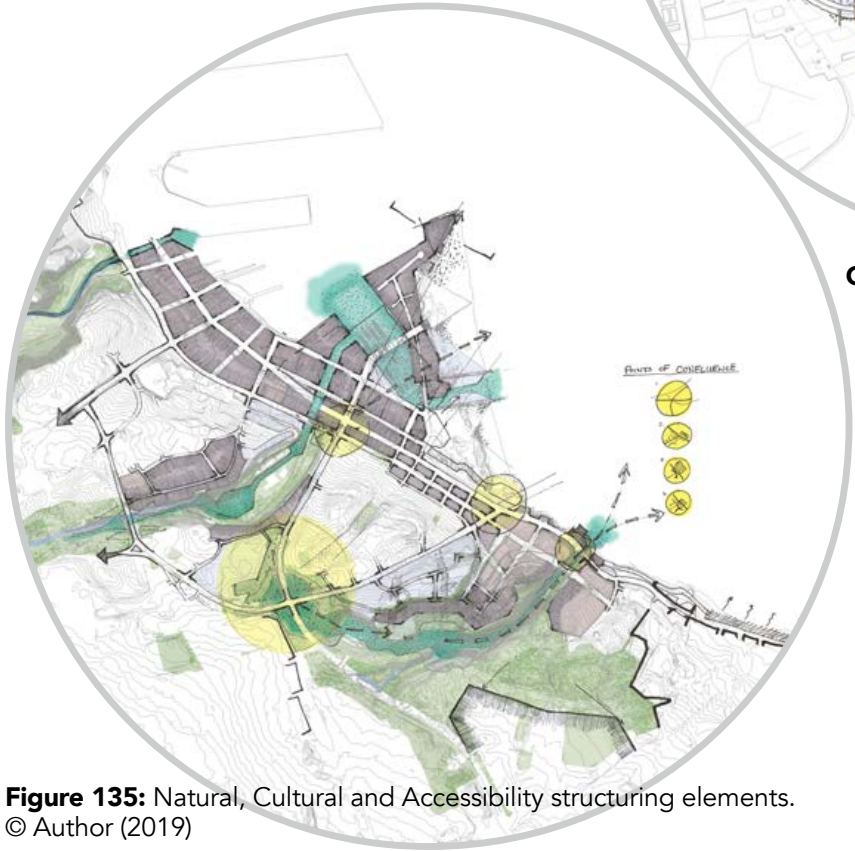


Figure 135: Natural, Cultural and Accessibility structuring elements.
© Author (2019)

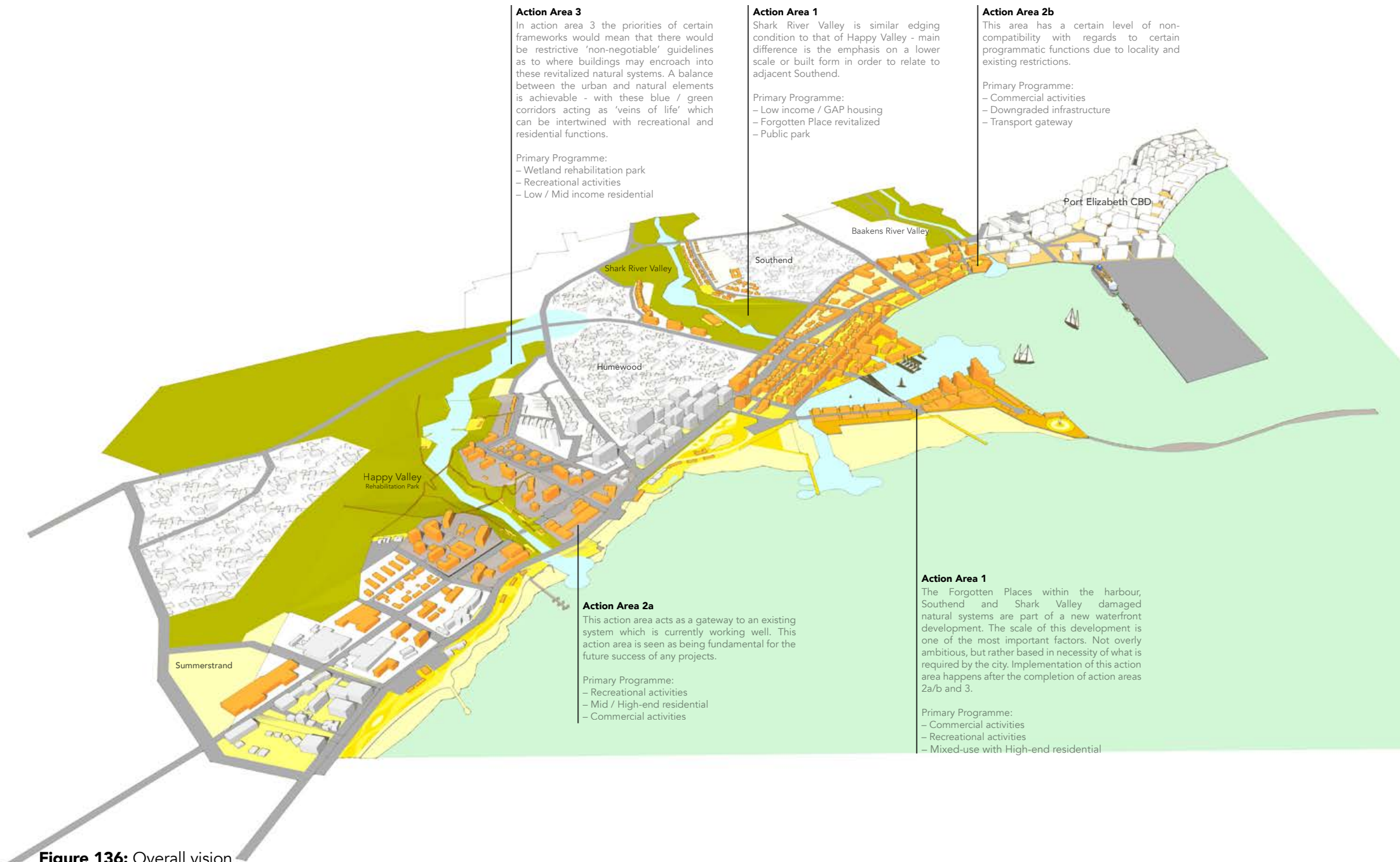


Figure 136: Overall vision.
 © Author (2019)

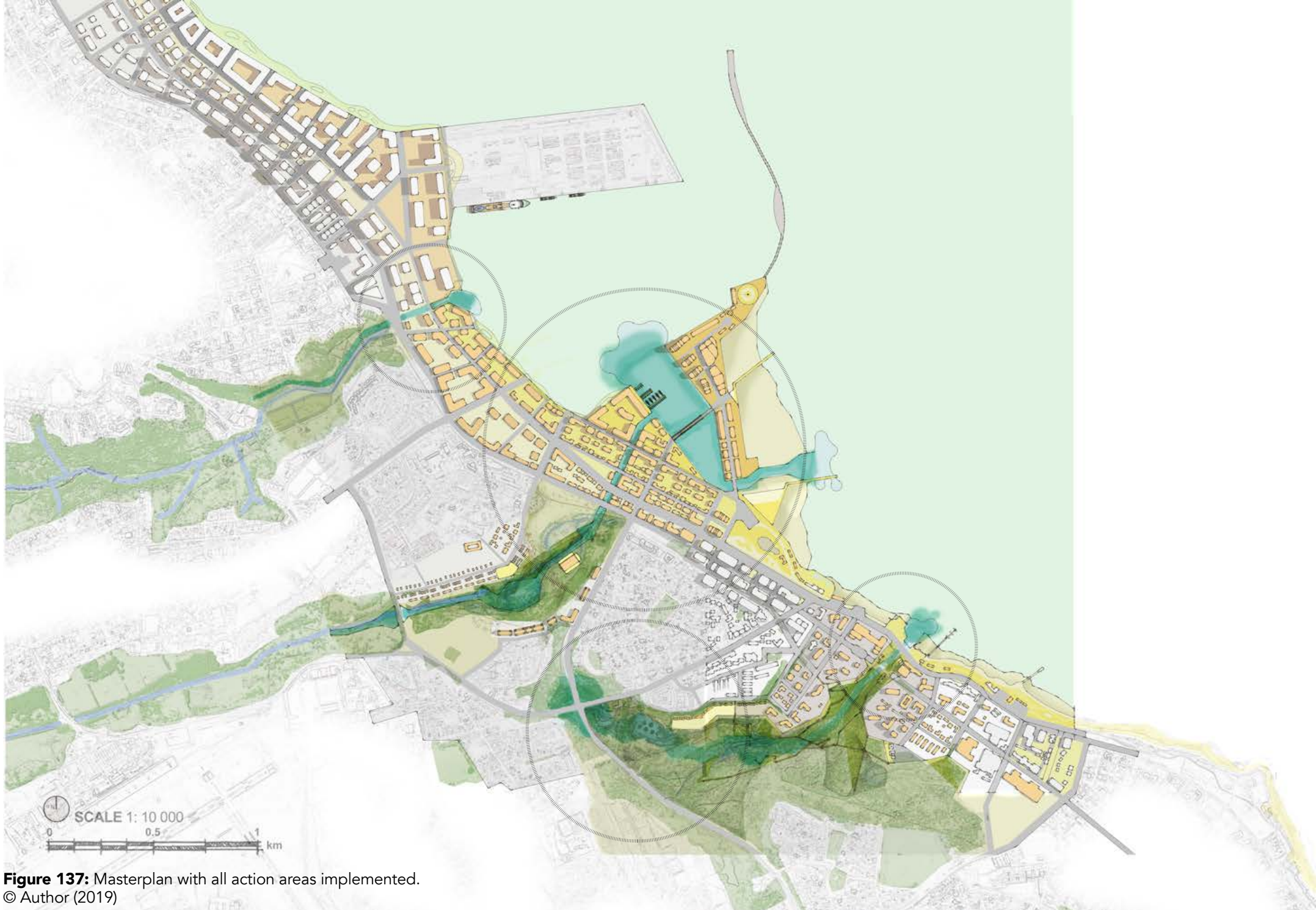


Figure 137: Masterplan with all action areas implemented.
© Author (2019)

Symbiotic Points of Confluence

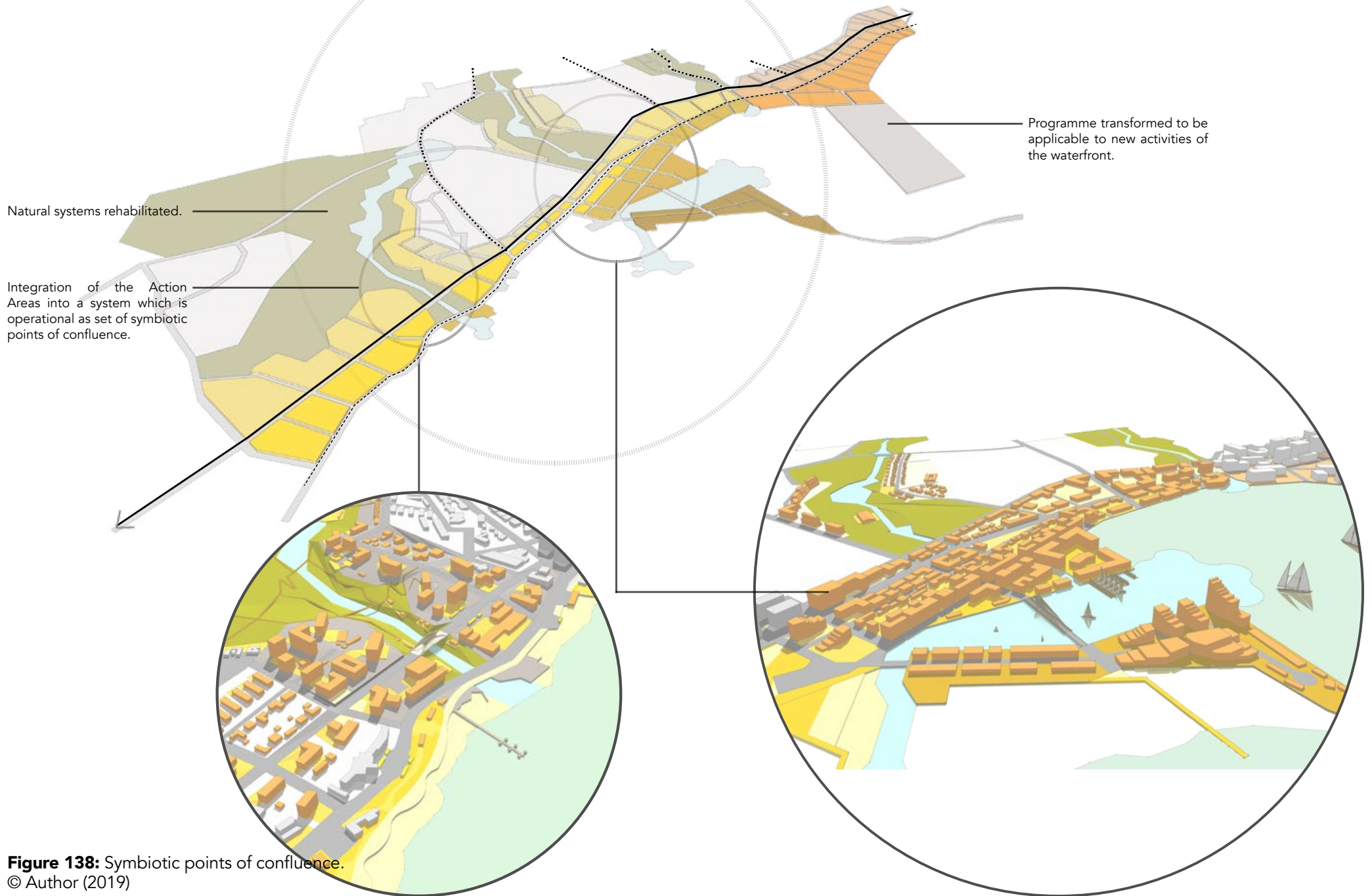


Figure 138: Symbiotic points of confluence.
© Author (2019)



Figure 139 (preceding): Action Area 2a - Precinct Plan.
 © Author (2019)



- | | |
|--------------------|-----------------------|
| Public Facility | Transport Use |
| Mixed Use | General Residential 1 |
| General Business 1 | General Residential 2 |
| General Business 2 | General Residential 3 |

Figure 140: Action Area 2a - Zoning Plan.
 © Author (2019)



Figure 141: Action Area 2a - Natural Systems.
 © Author (2019)

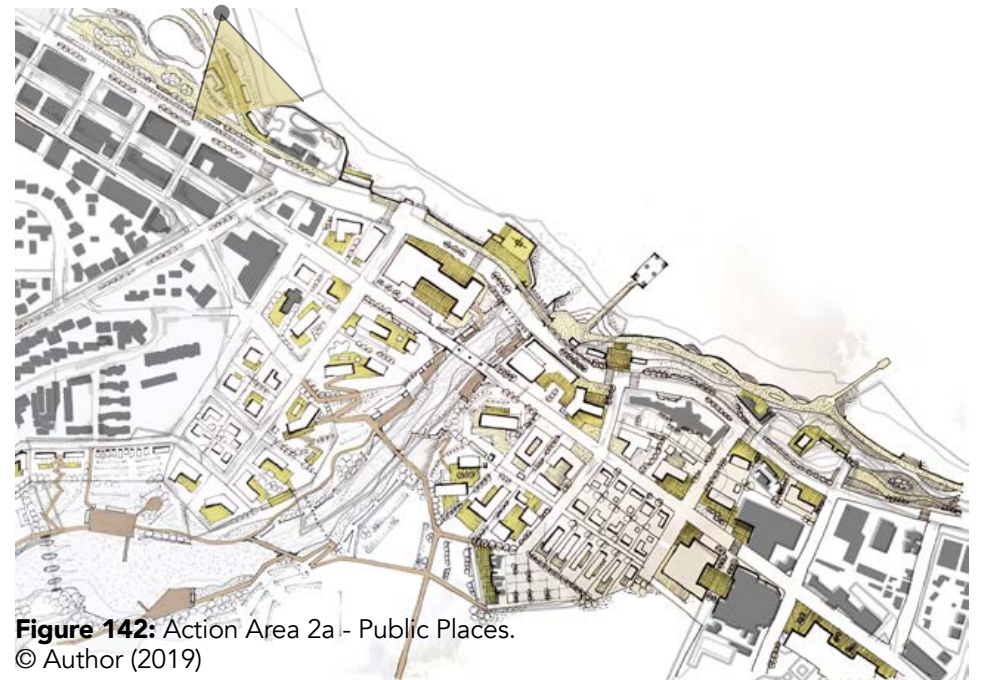
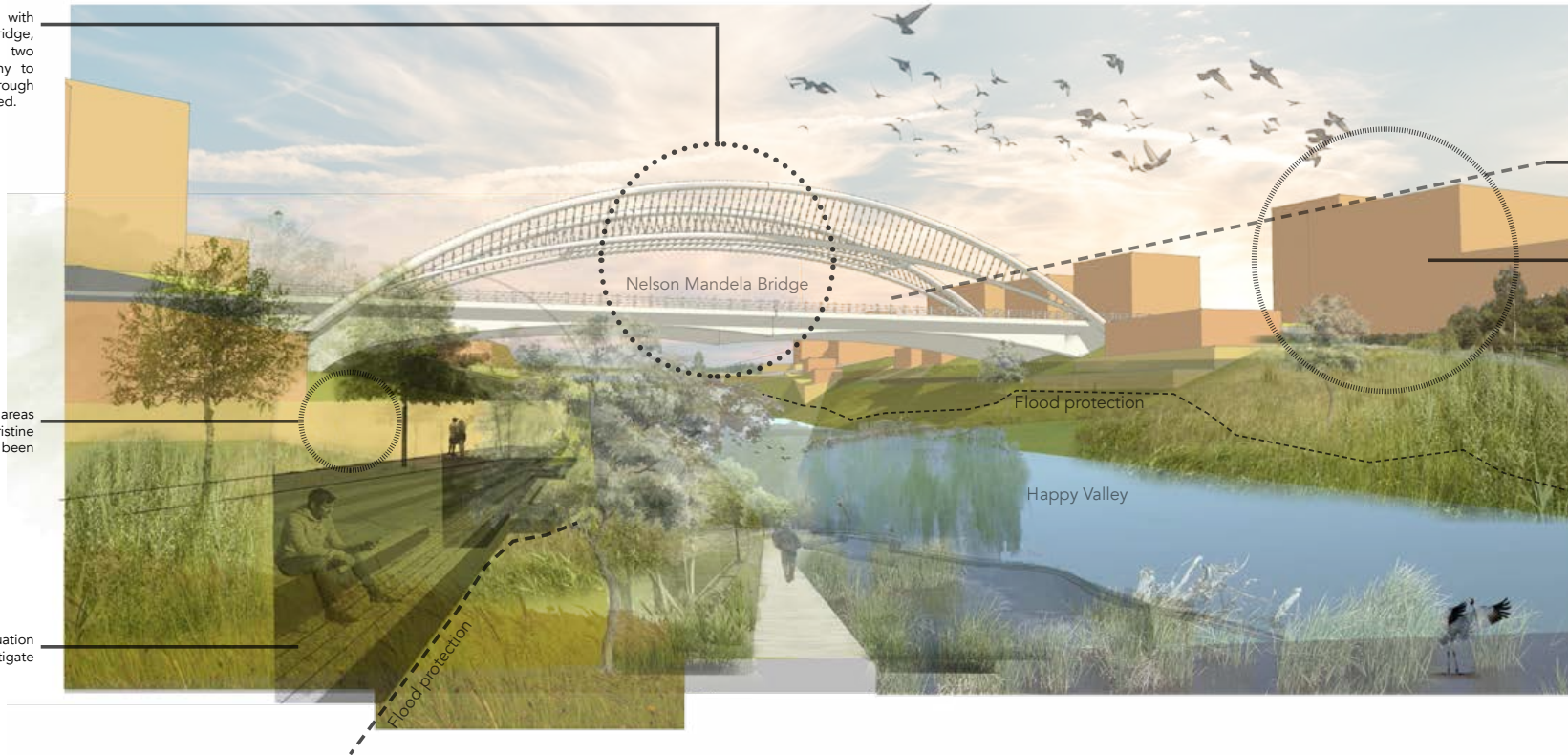


Figure 142: Action Area 2a - Public Places.
 © Author (2019)

Restored Natural Systems

Upgrading infrastructure with implementation of new bridge, strategically placed between two highpoints on the topography to allow for nature to pass through below without being undisturbed.



'Public platforms' allow for areas which are integrated into the pristine natural park system which has been revitalized to its full potential.

Implementation of flood attenuation systems which can help mitigate when a natural disaster occurs.

Scale maintained.

Interface between urban and natural threshold is blurred along valley edge so as to allow for a harmonious integration with man and nature.

Figure 143: Action Area 2a - Restored Natural Systems.
© Author (2019)

Public Interface

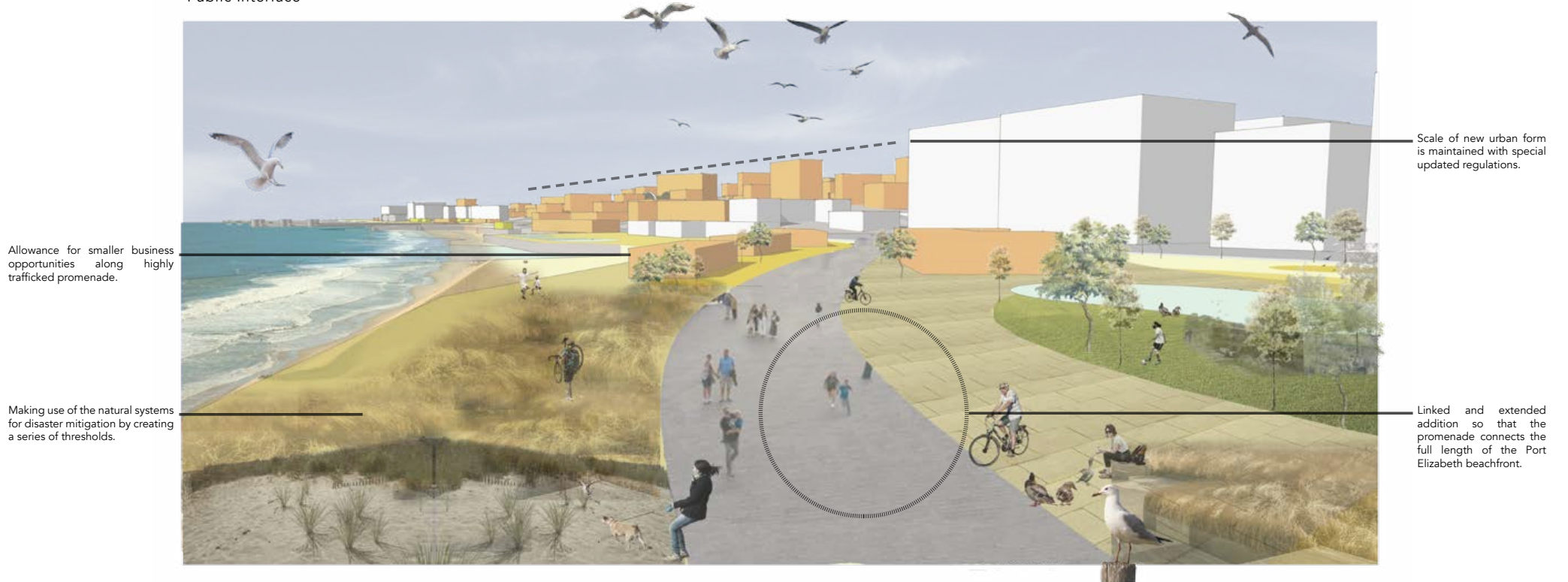


Figure 144: Promenade - Public Interface.
© Author (2019)

Perspective of waterfront development

Mooring space for private and leisure water vehicles.

New canal area allows for private and leisure water vehicles access to the waterfront amenities.

New infrastructural connection back into waterfront business precinct.

New groyne which allows for the build-up of a beach sand by mitigating the effects of erosion while simultaneously creating a public connection with the water.

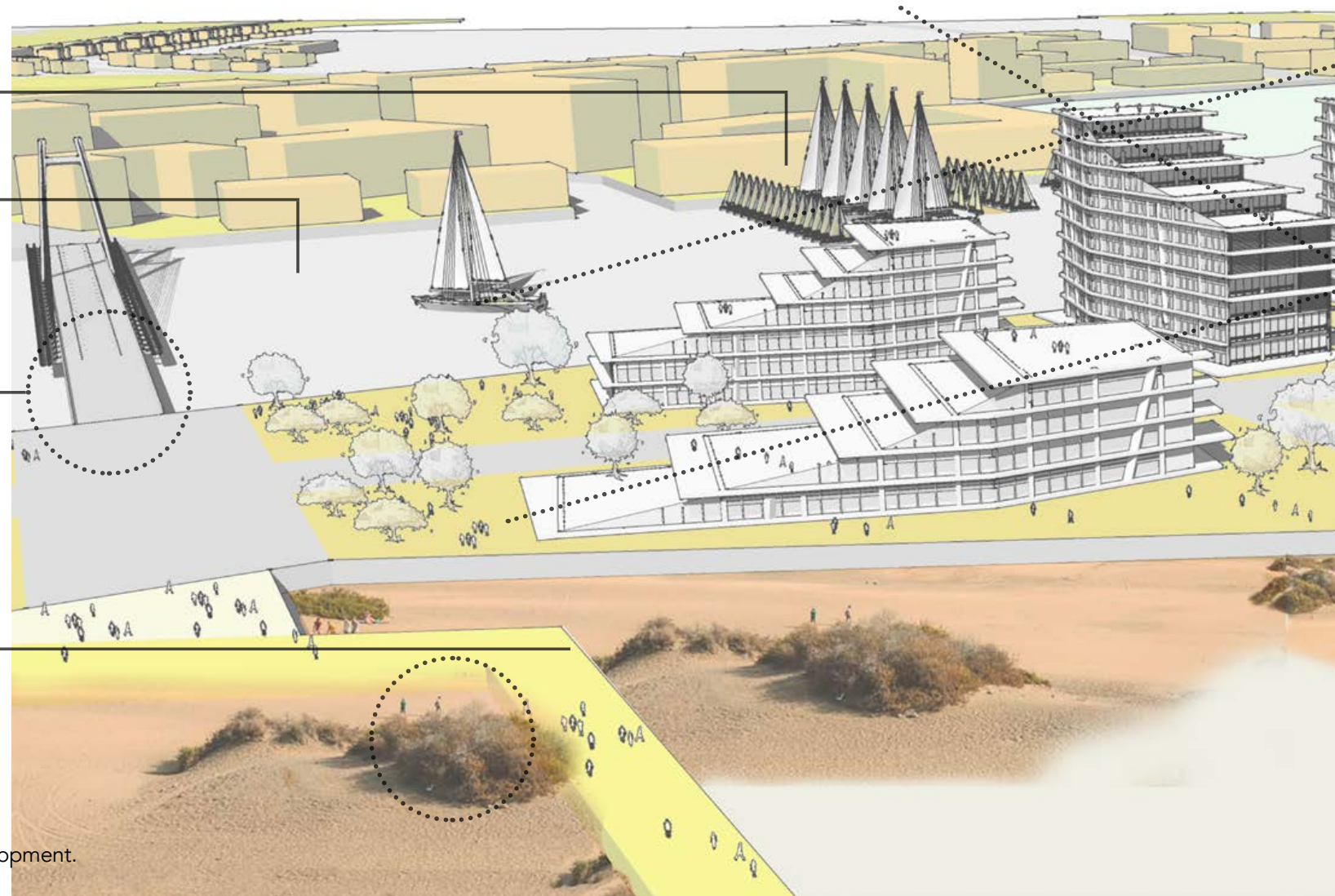
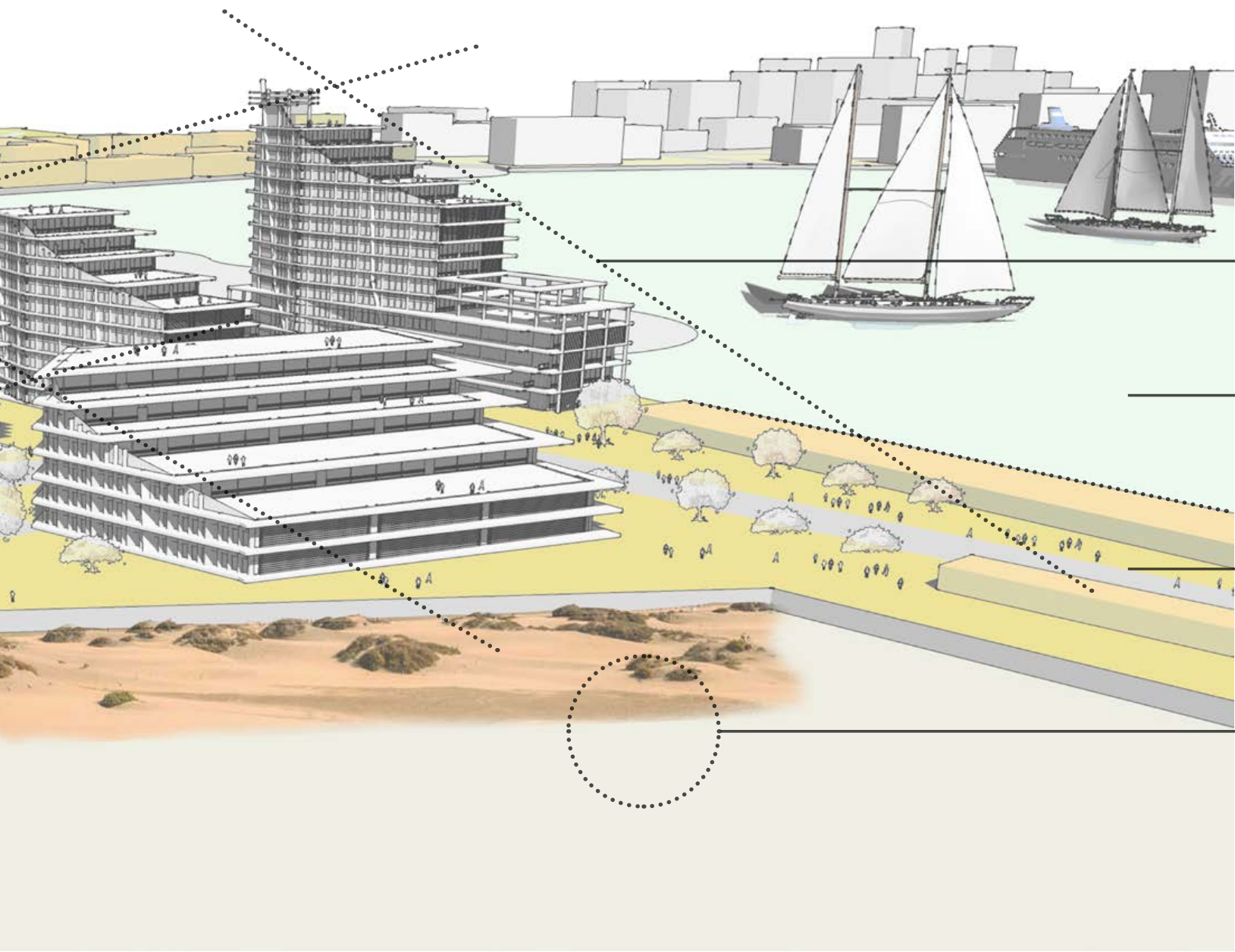


Figure 145: Perspective of waterfront development.
© Author (2019)



Scale and mass controlled to allow for maximum views and natural light.

All commercial harbour related activities have now been completely moved to Coega and allow for a more accessible and public interface.

Extension of public interface with water which culminates in a Nelson Mandela Memorial Statute.

Restored dune field environment.

Cross Section A.X¹ - A.X¹

Section-cut reference line on Conceptual Framework Vision

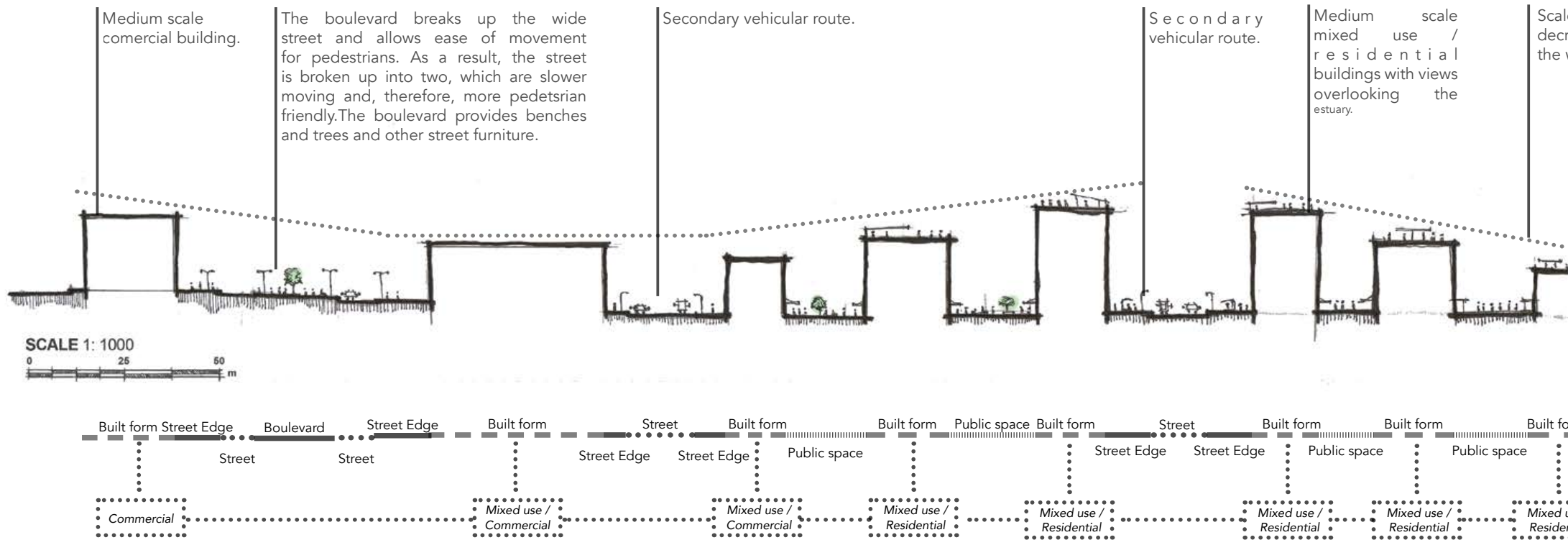
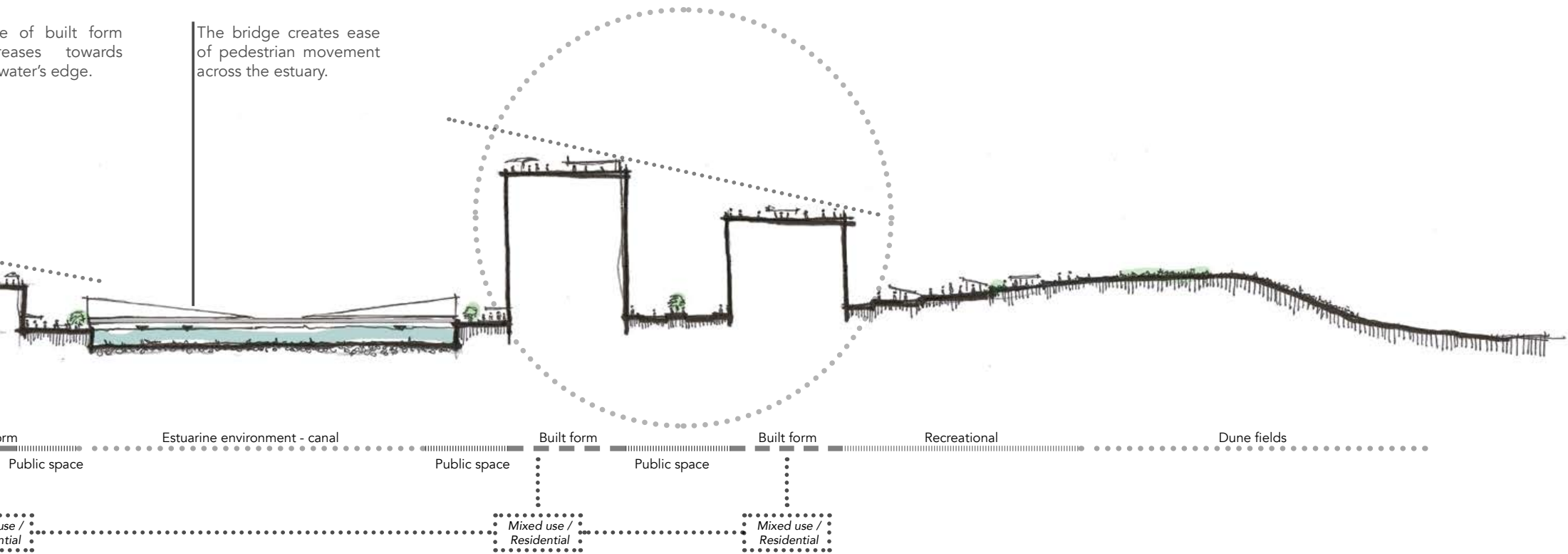


Figure 146: Cross Section through waterfront development.
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e of built form
reases towards
water's edge.

The bridge creates ease
of pedestrian movement
across the estuary.



Cross Section A.X² - A.X²

Section-cut reference line on Conceptual Framework Vision

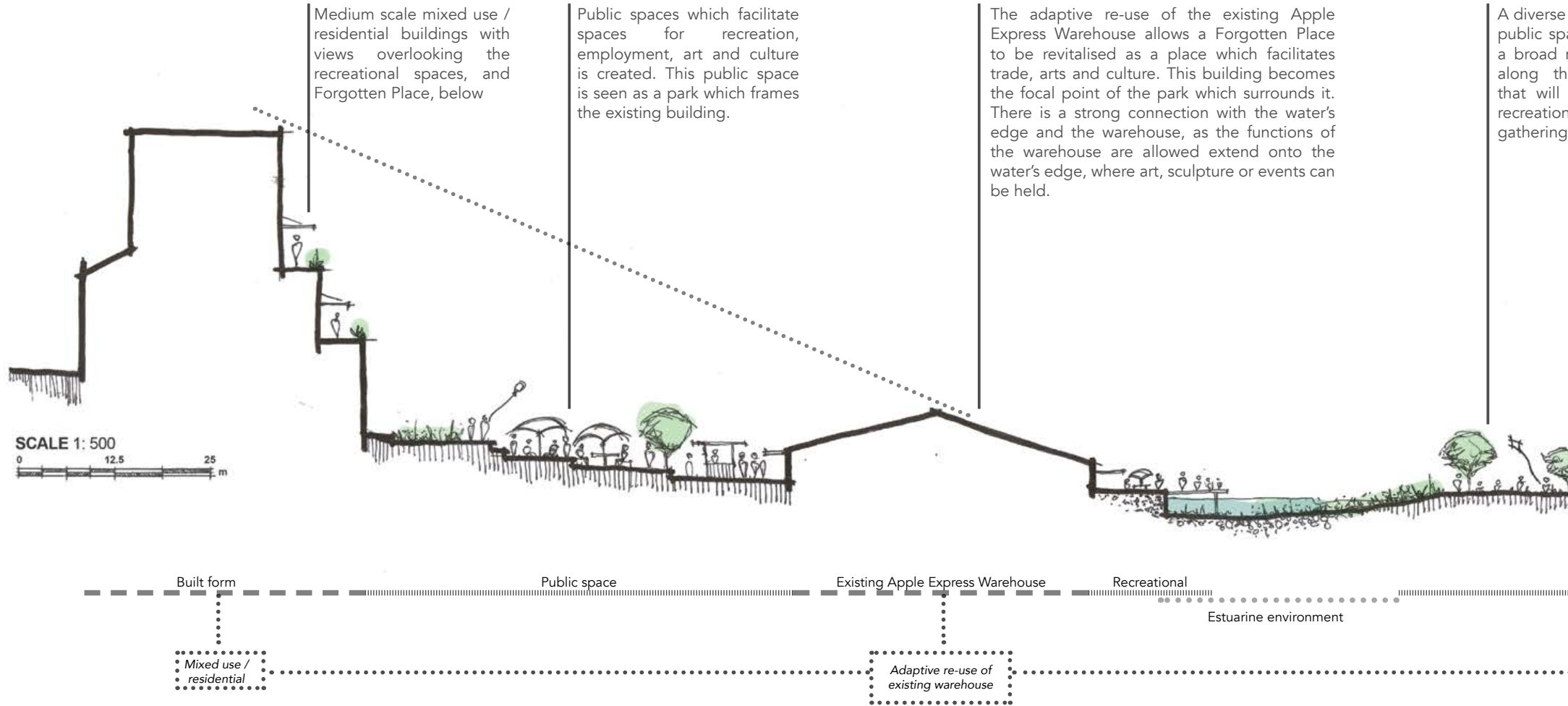


Figure 147: Cross Section through Action Area 1 - Apple Express Park.
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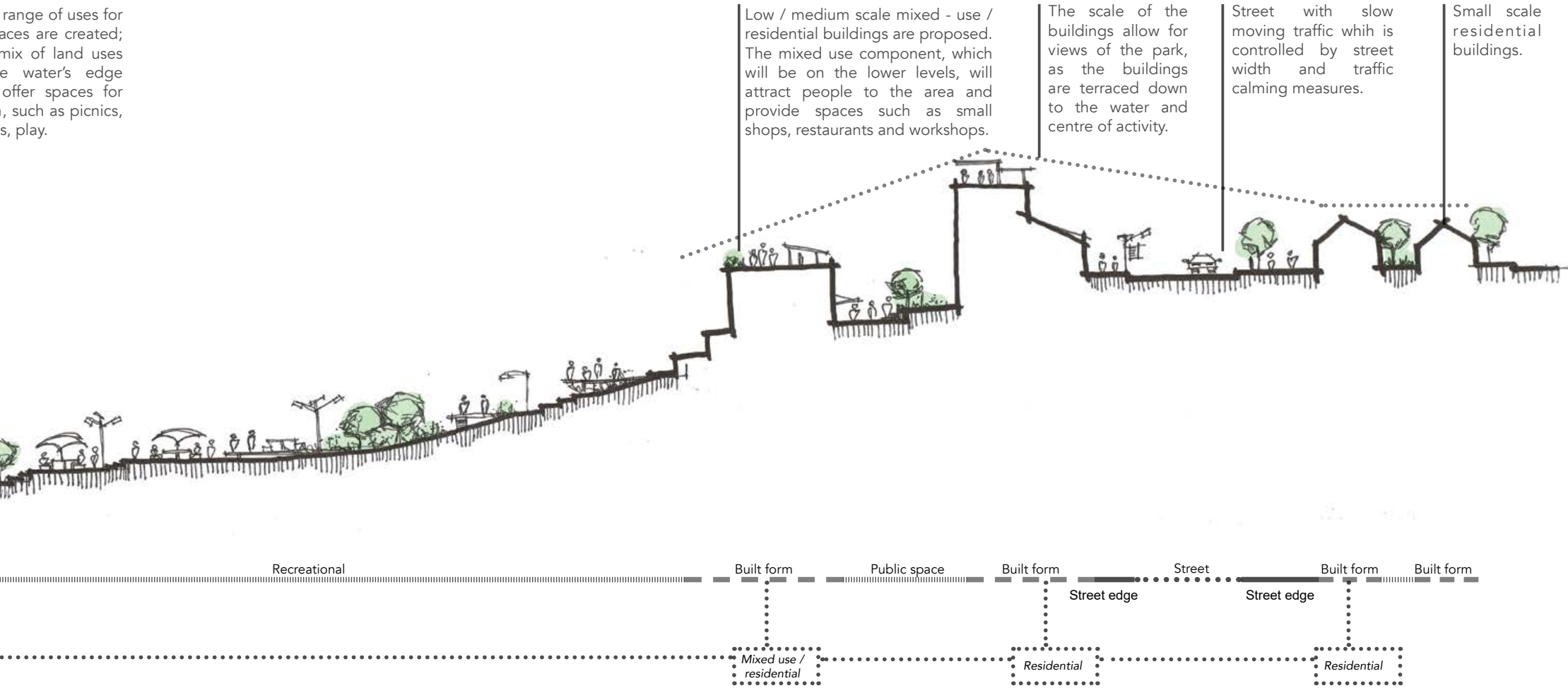
range of uses for
aces are created;
mix of land uses
e water's edge
offer spaces for
, such as picnics,
s, play.

Low / medium scale mixed - use /
residential buildings are proposed.
The mixed use component, which
will be on the lower levels, will
attract people to the area and
provide spaces such as small
shops, restaurants and workshops.

The scale of the
buildings allow for
views of the park,
as the buildings
are terraced down
to the water and
centre of activity.

Street with slow
moving traffic whih is
controlled by street
width and traffic
calming measures.

Small scale
residential
buildings.



Cross Section A.X³ - A.X³

Section-cut reference line on Conceptual Framework Vision

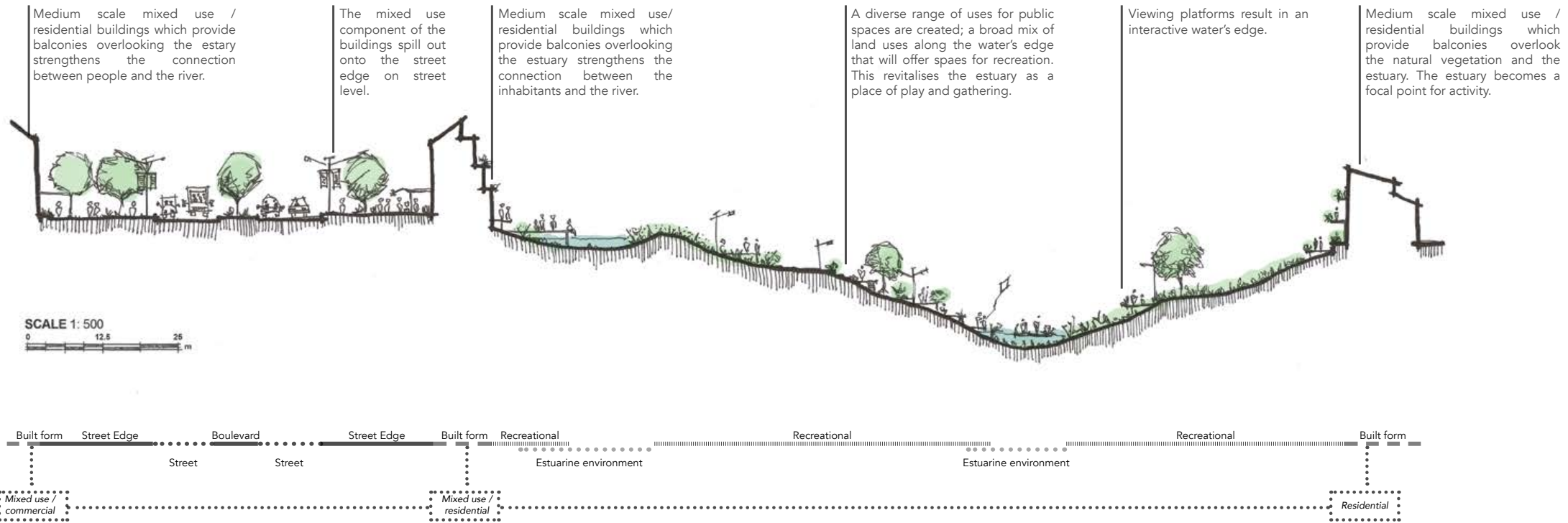


Figure 148: Cross Section through Action Area 3 - Happy Valley upper.
© Author (2019)

Perspective of Apple Express Park



Figure 149: Perspective of Apple Express Park.
© Author (2019)

Cross Section A-A

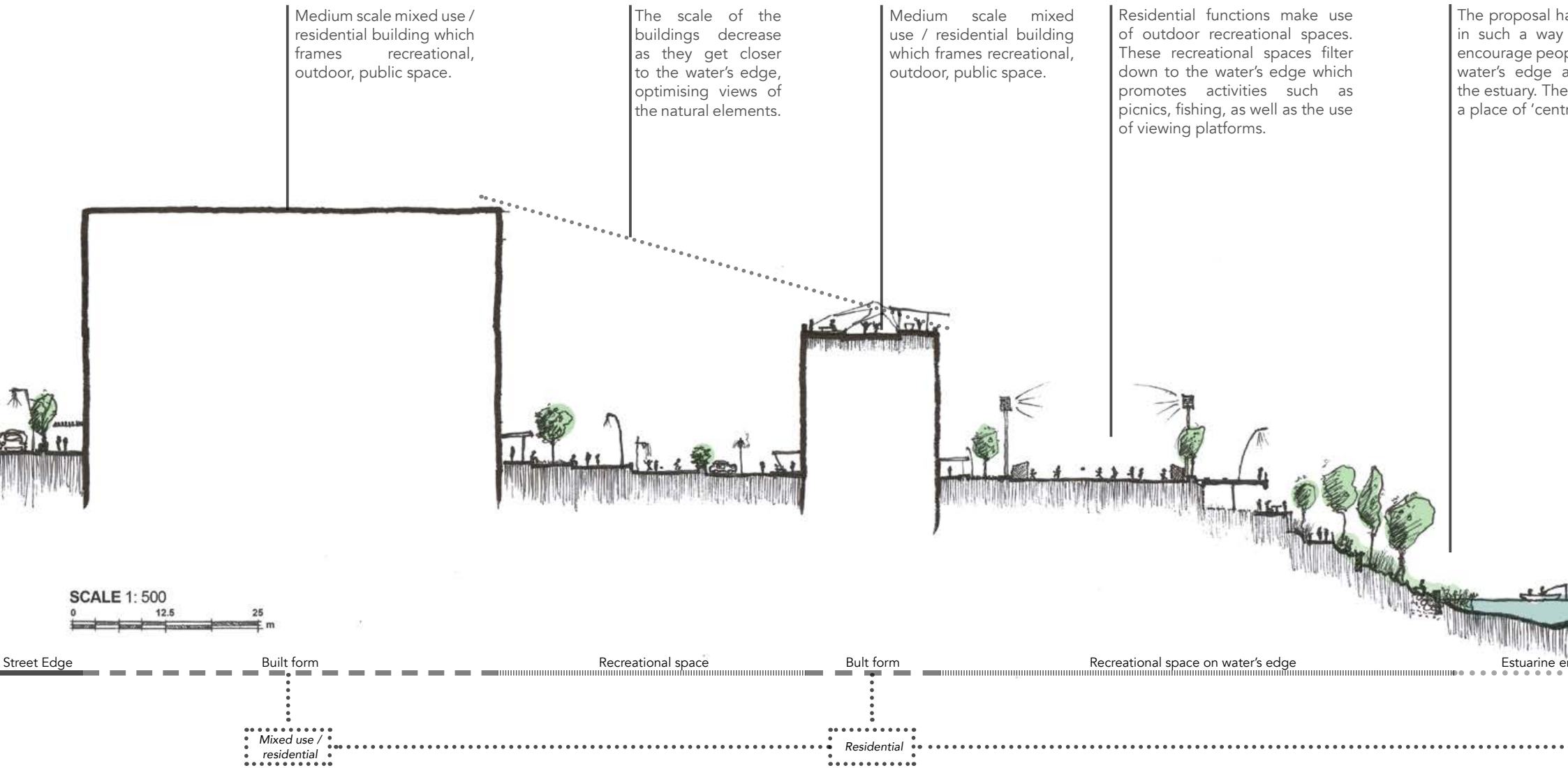
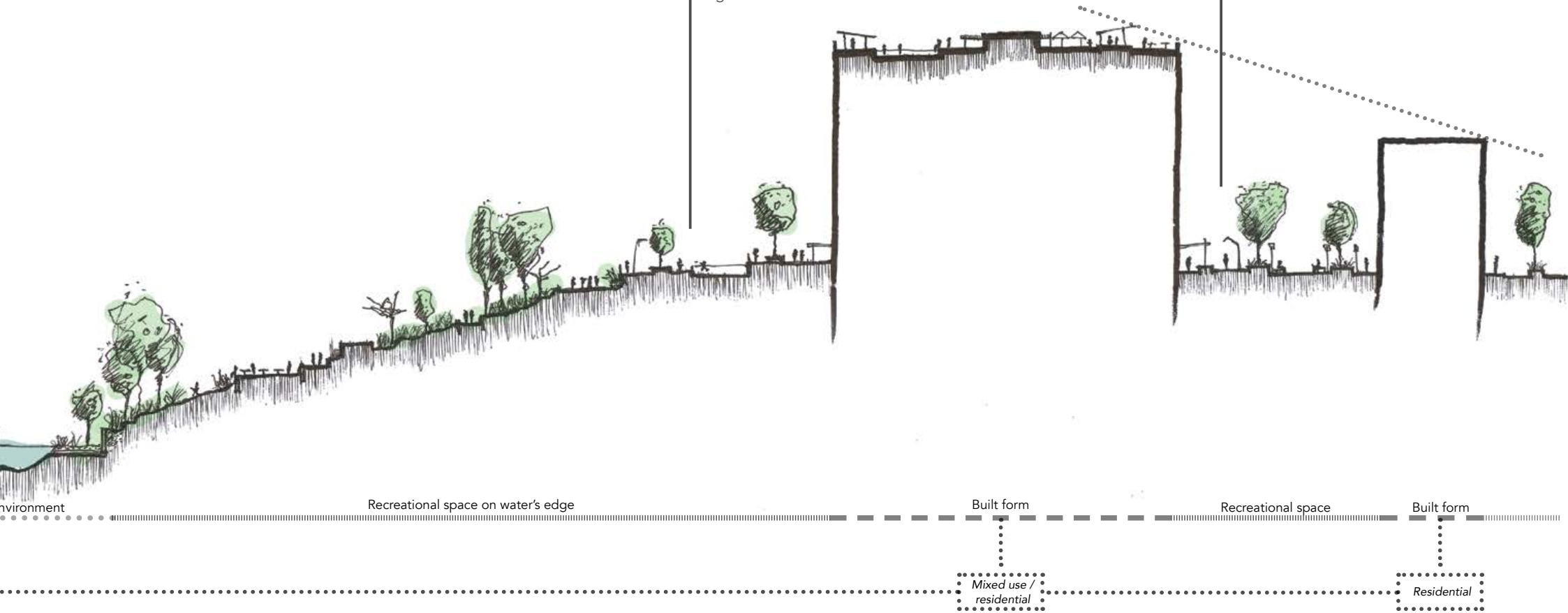


Figure 150: Cross Section through Action Area 2a - Happy Valley.
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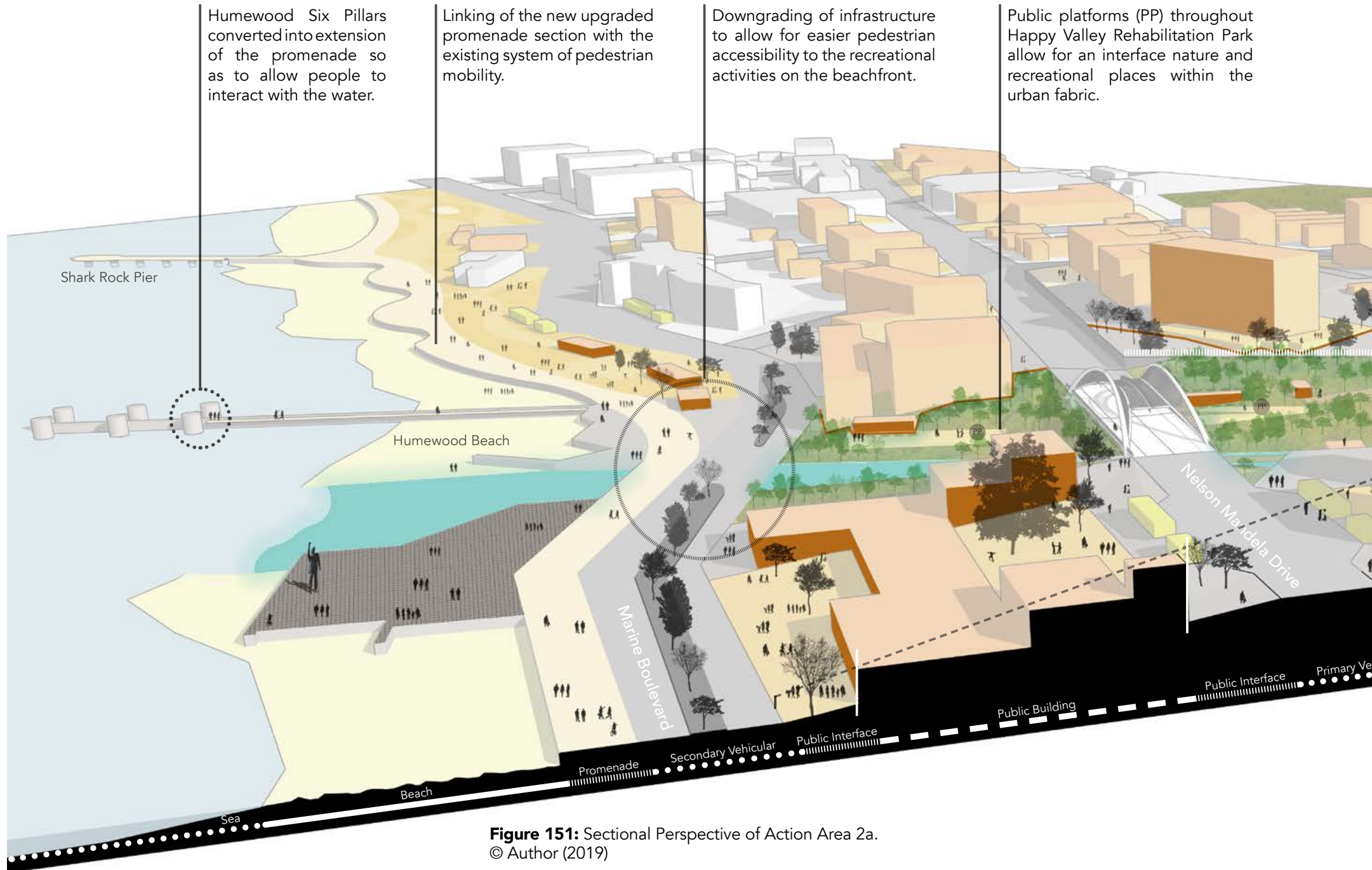
as been designed
that will directly
ble to come to the
and engage with
estuary becomes
redness'.

The urban design strategy
embodies key initiatives to create
a diverse range of uses for the
public recreational spaces which
lead down to the estuary. This
includes a commercial / mixed
use programme near the water's
edge.

Intimate spaces between
buildings facilitate, and
encourage, interaction
between built forms.

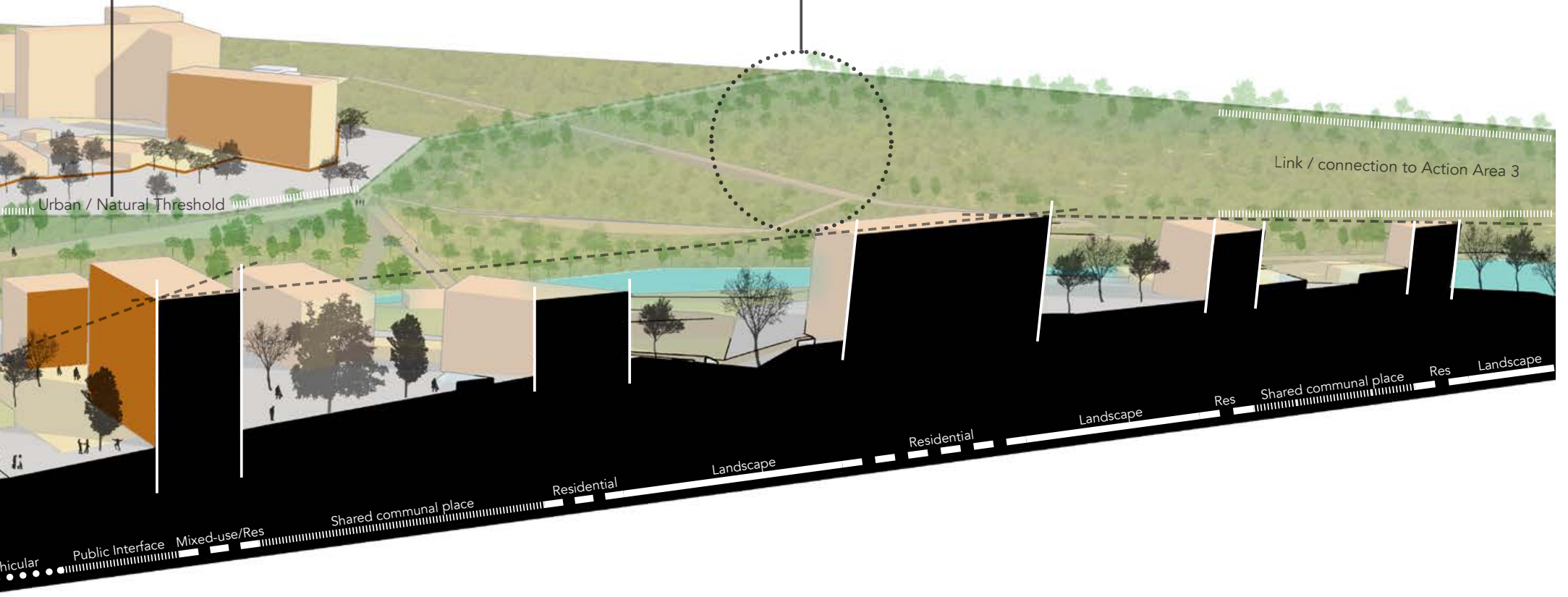


Sectional Perspective of Action Area 2a



Interface between urban and natural threshold is blurred along valley edge so as to allow for a harmonious integration with man and nature.

Happy Valley Rehabilitation Park - promoting the use of available natural systems for disaster management by creating a series of thresholds and affording communities places of recreation.



Perspective of Action Area 2b

Natural system treatment of Baakens River Valley similar to that of the other two methods used in Action area 2a (Happy Valley) and 1 (Shark River Valley).

Gateway zone and secondary connection point for new programme with the larger metropolitan context.
– Commercial activities
– Downgraded infrastructure
– Transport gateway

Scale set-up for the waterfront development.

Termination ends as opportunity to make public connection to the water.

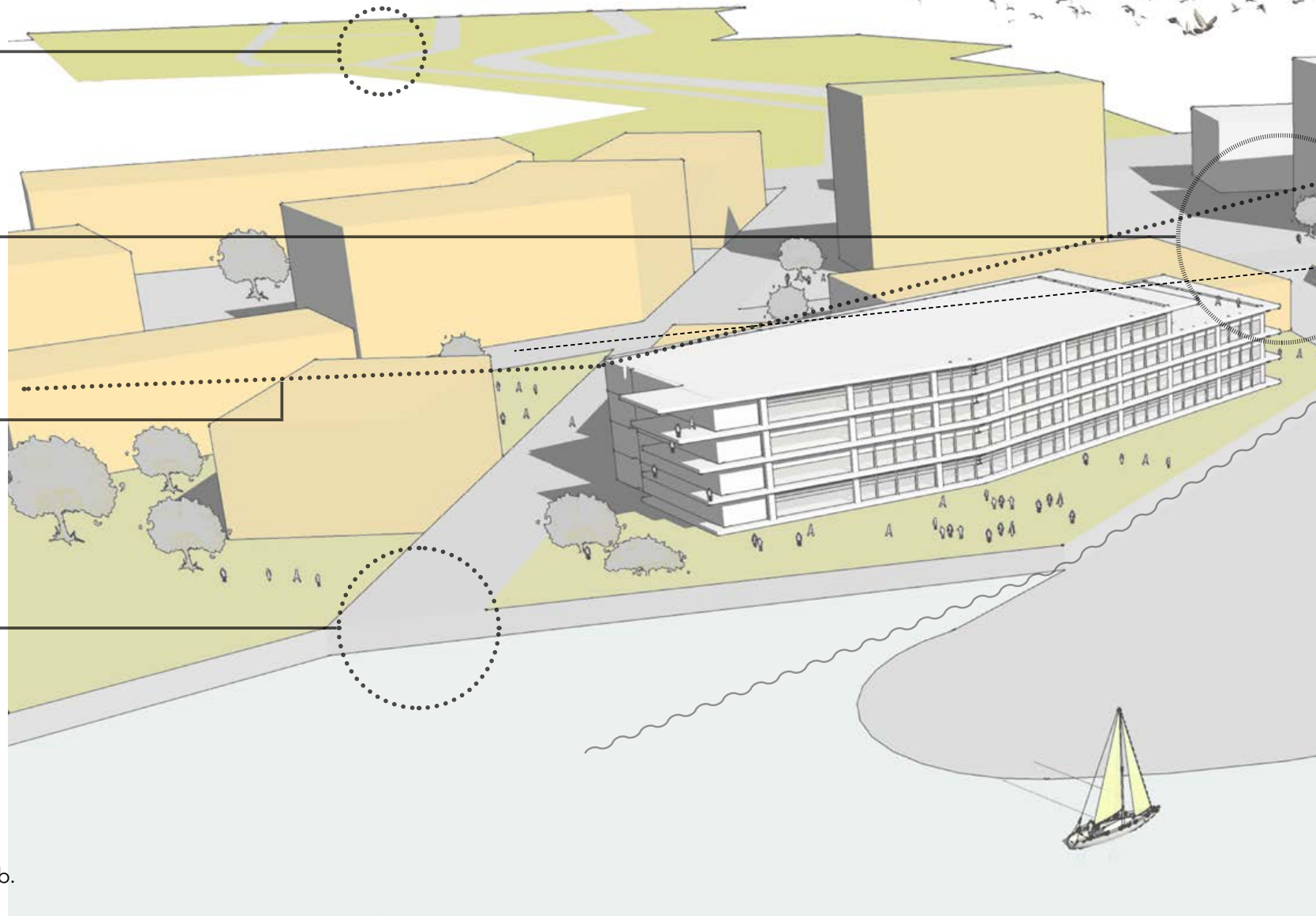
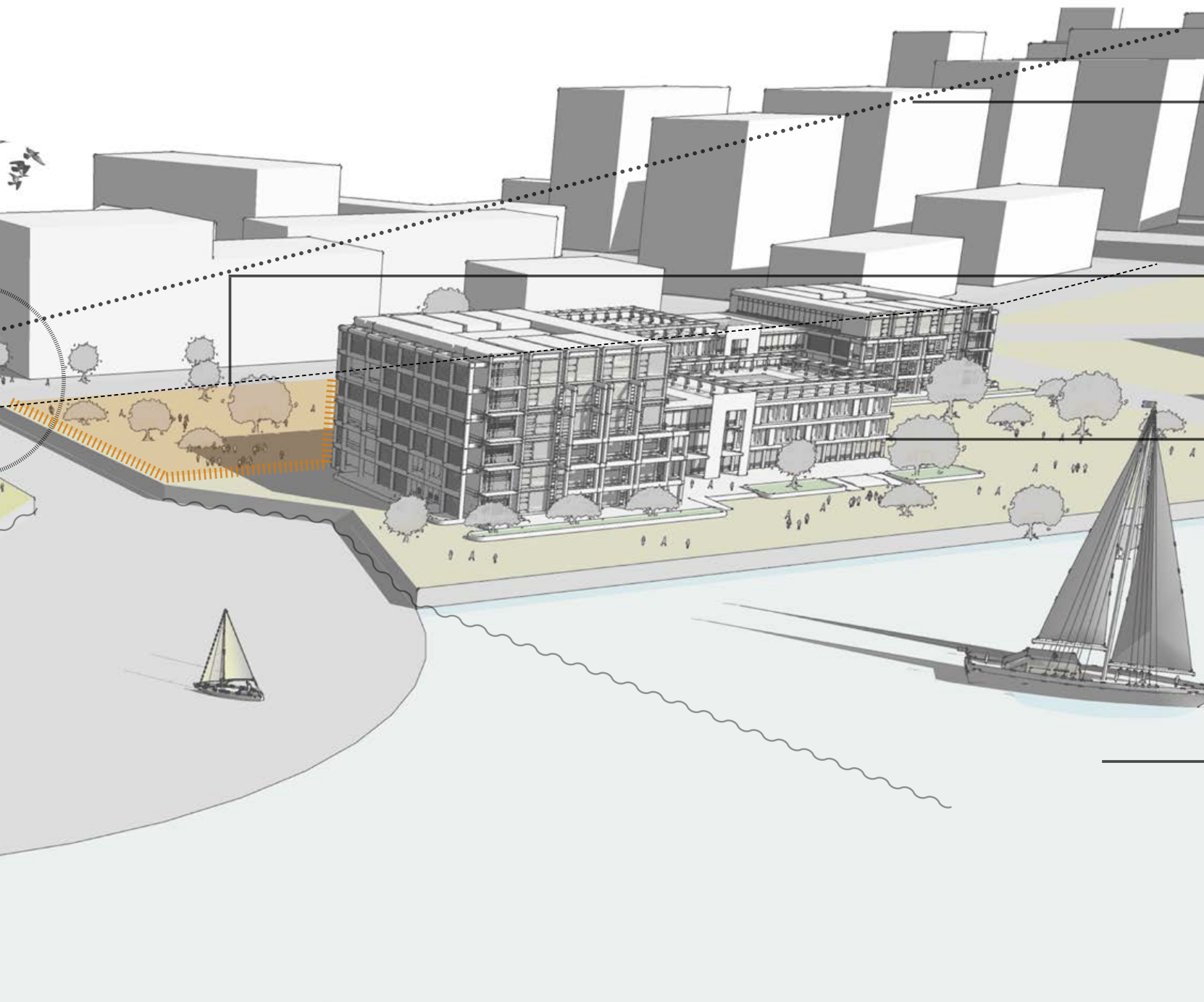


Figure 152: Perspective of Action Area 2b.
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Scale downgraded to integrate into newly proposed development, with this interchange acting as the zone of change from CBD to waterfront.

Transport gateway.

Commercial activities.

All commercial harbour related activities have now been completely moved to Coega and allow for a more accessible and public interface.

Concluding Thoughts

Finding Forgotten Place within an existing urban fabric is a relevant and pertinent topic within the field of urban design. Working within almost all urban areas would lead to the potential to find Forgotten Places, however the validity and strength of this presence will be stronger in different contexts. This research project can be explained as the entry point into a much more complex set of issues which will be explored more in the future.

The role of an urban designer in our current African context is hard to clearly define. Specific contextual problems will call for a myriad of differing responses - which is why flexibility and a sensitive approach is preferable.

The ability of the urban designer to mix together a number of different fields of interest like city planning, landscape architecture and architecture - while trying to make sure the proportions of these areas are in harmony. This marriage of skills allows for the urban designer to create frameworks from which networks of streets, natural vegetation, public places and built forms all follow through with a sound logic which is contextually applicable.

The capacity to work well with an extremely diverse set of constraints and informants is key to the success of an urban designer's suitability to certain projects. This ability to be flexible is important to working well within complex teams of professionals from a variety of backgrounds.

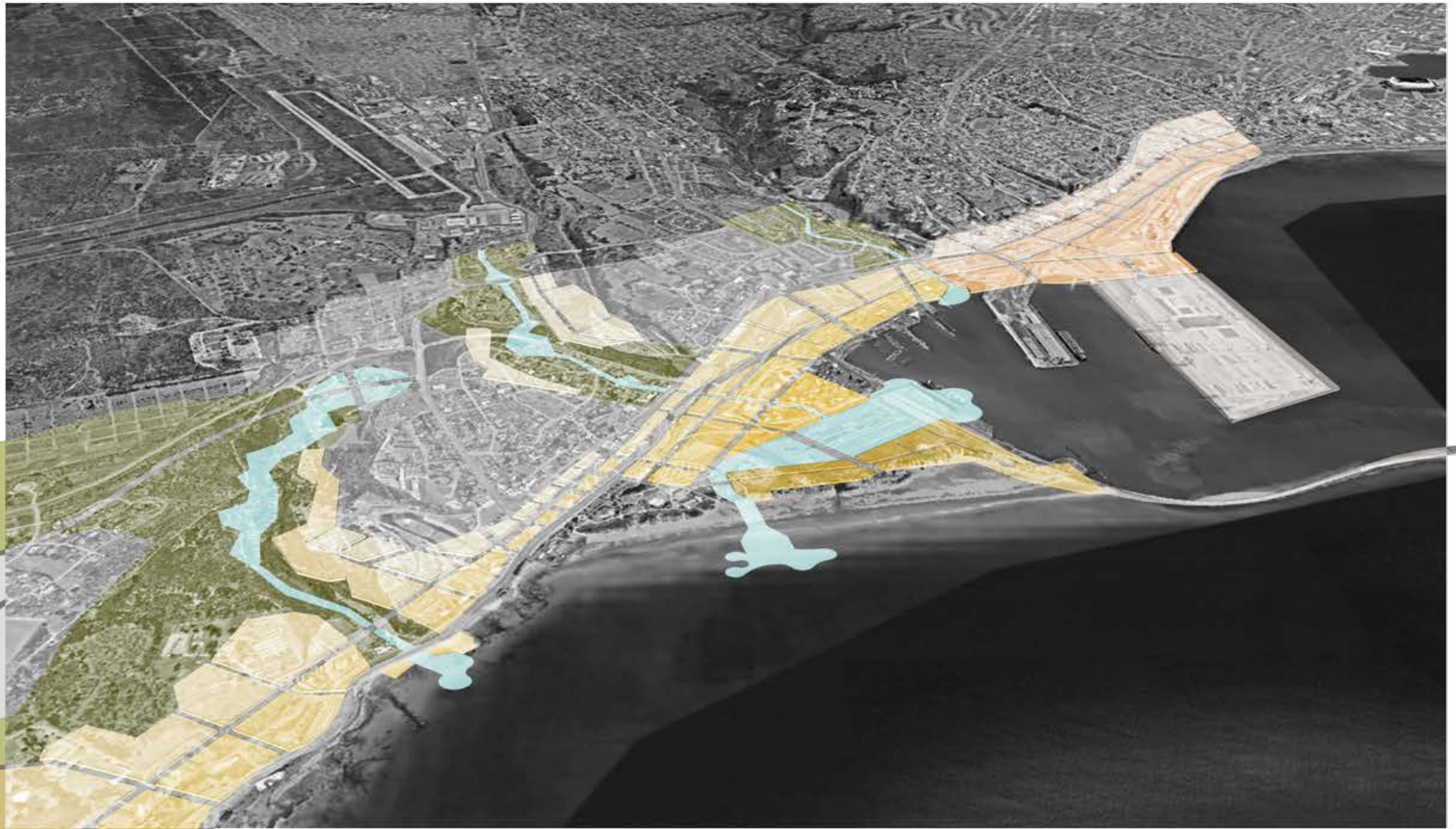


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