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Urban place making in Maputo: an investigation towards a contextually appropriate urban design approach: Place making in Sub-Saharan Africa: an investigation towards a contextually appropriate urban design approach

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CHAPTER 03: CONTEXT ANALYSIS



Previous page: View of the Bullring's entrance. Sourced:http://nandiphamntambo.com/2009/04/16/the-encounter-at-michael-stevenson-cape-town-16-april-30-may-2009/

1. BACKGROUND AND INTRODUCTION

The theoretical discourse discussed various elements involved in urban place making from the broader city-wide scale down to the human dimension. This discussion laid out the theoretical base for the research project including various important aspects to consider in terms of place making, especially within the context of a city in the Global South.

The Research Project is located within the peri-urban context of Maputo as a case study, but aimed to provide insights into the contextual difficulties and realities of designing for and working within a developing African, and more specifically Sub-Saharan African context.

Jenkins (2013:51) describes Sub-Saharan Africa as entering its "bulge" stage in terms of demographic change, linked to urbanisation with complex political systems and social and economic deprivation. With this in mind, the approach towards urban development and the expansion of urban boundaries (to include current peri-urban areas) becomes increasingly significant. In addition, the state's capacity to keep up with development and infrastructure provision will likely remain limited.

Information on the case study site was gathered during a site visit (March 2015) and desktop research. Due to the practical difficulties of undertaking empirical urban research in the region and on the specific site, previous research by Andrag (2007) as well as social media and blogs were used to inform some of the social aspects of the context and site. Andrag has conducted several interviews as part of a research project in 2007 which represents local views from the representative community. Information gathered from this process has informed the basis for the context analysis.

1.1. MOZAMBIQUE

Mozambique, located in the south eastern part of Sub-Saharan Arica (SSA) falls within what is often defined or referred to as the global South. The country is bordered by Tanzania, Malawi, Zambia, Zimbabwe, South Africa and Swaziland.

Originally a Portuguese colony (since the first half of the eighteenth century), Mozambique reached independence in 1975 after which it was divided into 11 provinces of which Maputo city was recognised with provincial status (Jenkins, 2013:65). The country went through a devastating civil war between 1977 until 1992. Much of the Portuguese heritage and culture is still prevalent in the country.

As with most other African countries, the country's urban population is rapidly growing. The UN projects Mozambique's population to expand to 31.2 million, of whom 15.6 million (50%) are expected to be in urban areas (Jenkins, 2013: 51).

The urban core and peri-urban areas in major cities such as Maputo will continue to experience development pressure with continuing rural-urban migration in addition to the continuing high-demographic growth rates of existing urban populations (Jenkins, 2013).

The state's capacity to keep up with the rapid growing demand in terms of infrastructure provision becomes strained which leads to self help solutions from often poorer communities[1]. This trend is expected to remain the norm for the foreseeable future (Jenkins, 2013: 23)

The concept of 'informality' is often used within this context (of the global South) and generally refers to

1 Governments and the private sector often predominantly attend to the demands of more organized and vocal middle classes and elites in their investment policies. (Jenkins,2013:14)



Map of Africa with Mozambique highlighted in red on the south eastern coast.

that (economic activity, social organization, urban form etc) which is not identified, measured, regulated, or legalized by the state (Jenkins,2013: 21).

Although the concept of informality is often associated with disorder and illegality, it is often much more a result of the state's limited or lacking capacity. This form of urban development then often results in perceptions of rural development in contrast to urbanity. The mixture of what is associated with formal development in contrast to informal[2] is especially evident in peri-urban areas and therefore represents the selected site's geographical location and situation.

The urban form in Mozambique, and in this case Maputo, remains predominantly unplanned or unregulated by the state in large areas of the city. The urban structure largely dates back to the colonial era with additions and amendments as the city has grown and expanded. Much of this is due to the state's limited capacity (even prior to independence) in combination with the rural-urban migration and expanding population. These residents however do feel threatened by the possibility that their land and houses may be regarded as 'illegal' as they often feel secure in their long-term ownership of their land either through family inheritance or long-term local involvement of local administrative authorities which includes the witnessing of transactions associated with land or dwellings. Although these practices may not be regarded as 'formal', they are locally accepted as legitimate (Jenkins, 2013; 2001).

2 For the purposes of this report, no further discussion of defining informal versus formal will be dealt with.

1.2. MAPUTO

Maputo, previously known as Lourenco Marques, is a vibrant African city with various textures and colours. The city is located on the western side of the Maputo Bay, in close proximity to the Estuário do Espírito Santo where the rivers Tembe, Umbeluzi, Matola and Infulene drain. The bay is 95 kilometres long and 30 kilometres wide.

The city's urban structure is seen as divided in two major development areas with the formal previously being known as cidade de cimento ' the cement city' with its wide tree lined boulevards often regarded as in contrast with the informal city also previously known as caniço 'the city of reeds' due to the prevalence of reed as the building material. The selected site is located on this urban edge, within what can be referred to as the peri-urban.

Some of the major physical, social and economic problems identified in Maputo include rapid urban population growth, poverty, unemployment, access to housing and infrastructure for the urban poor, limited state capacity in provision of basic services, decentralisation and access to public and private transport as well as environmental problems.

Most of the social amenities related to health, education and recreational facilities along with work places are located in the central core of the city. This limits accessibility with constrained access to public and private transport systems as well as traffic. Opportunity therefore exists to accommodate these facilities in the peri-urban areas surrounding the core city.



Mozambique is one of the poorest and most aid-dependent countries in the world, yet the city has been experiencing a construction boom linked to foreign investment and increased trade.

Coal mining and other extractive industries makes Mozambique one of the fastest growing economies in Africa. The construction of new tower blocks dominate the Maputo skyline.

The significant trans-boundary Maputo Development Corridor connects Maputo to the Witwatersrand. The historic railway route built in 1895 is being redeveloped as a joint Special Development Initiative between South Africa and Mozambique and has attracted donor and private sector investment.

New development and the growing economy is however focussed on the middle to high income group and still do not benefit the majority of the population, many of whom remain to live in poverty.

The country's civil war, which ran between 1977 and 1992, spurred urban growth as people migrated to the cities for safety. The urban population is still growing rapidly which makes the combined metropolitan area of Maputo and the adjoining city of Matola, one of the fastest-growing in Africa. As a result, unplanned urban expansion is taking place.

Andersen & Jenkins (2011:1) maintains that the organised land division and physical planning through plot allocation is a realistic solution to the rapid urban growth. The successful 'Strategic Action Planning' programme which was used for land distribution during the 1980's provides a basis for this statement. If accompanied with political will and strategic vision, the future growth of the city can be planned for cost effectively.

Left: Map of Maputo city and its regional boundaries

Below: Photo of Maputo CBD at night by Carlien Oberholzer (National Geographic, Your Shot)















Images of Maputo's CBD and its wide tree-lined boulevards. The construction boom currently experienced in the city puts pressure on developable land on the urban periphery.

Maputo is famous for its architecture by prominent architects such as Pancho Guedes. The bright colours and facade details resemble the Portuguese influence on the architecture.

The streets resemble those of European cities yet with elements of Africa. Sidewalks are used for more than just walking, it becomes part of the urban production space.

Top left to bottom left - sourced from: http://whatsonafrica.org/maputomodernism/; http://whatsonafrica.org/maputomodernism/; http://www.skyscrapercity.com/showthread.php?t=1785008;
Top right to bottom right: http://www.skyscrapercity.com/showthread.php?t=25474&page=5; http://www.scidev.net/global/cities/multimedia/urban-challenges-booming-maputo.html













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INFORMAL ECONOMY:

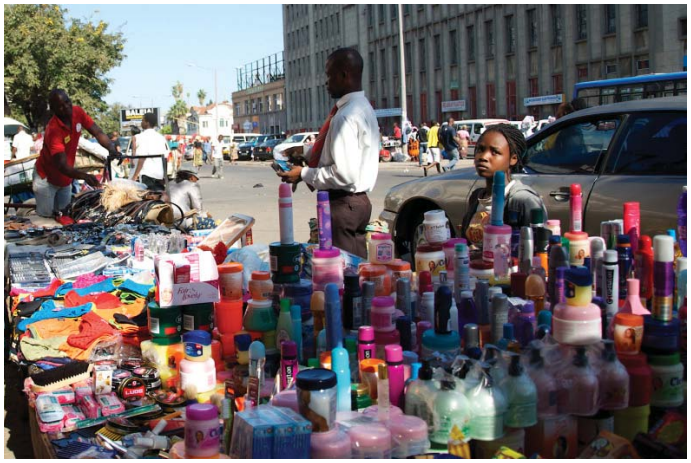
The informal economy remains one of Maputo's major economic forces and is evident in the urban structure and the way in which the city is used . Rural-urban migration during and after the civil war in the 1980's has played a formative role in this development.

Informal trade is usually prevalent along major routes, which ensure maximum exposure. The location of these can inform a layer of the city's structure and movement patterns. Informal trade has a specific role within the economy, and in the context of developing countries and cities such as Maputo, sufficient provision needs to be made to accommodate these traders.















URBAN ELEMENTS

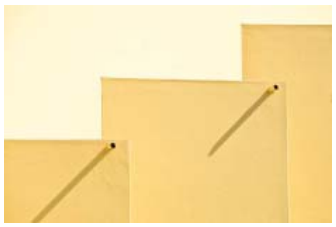
The city with its strong Portuguese influence is layered with creative and colourful urban elements including paving patterns, murals and facades. These elements add unique character and identity to the city.



























Left: Pavement patterns in Maputo CBD (March 2015)

Murals are prevalent throughout the city and forms part of its unique character.

The brightly coloured urban environment resembles Maputo's widespread vibrant culture and energy.

1.2.1. HISTORICAL CONTEXT:

1544 – First successful voyage to Delagoa Bay (Maputo) by Portuguese captain Lourenço Marques

16th Century – Trade predominantly of Ivory between Portuguese and Locals

18th Century – Fall of Portuguese monopoly of Indian ocean trade

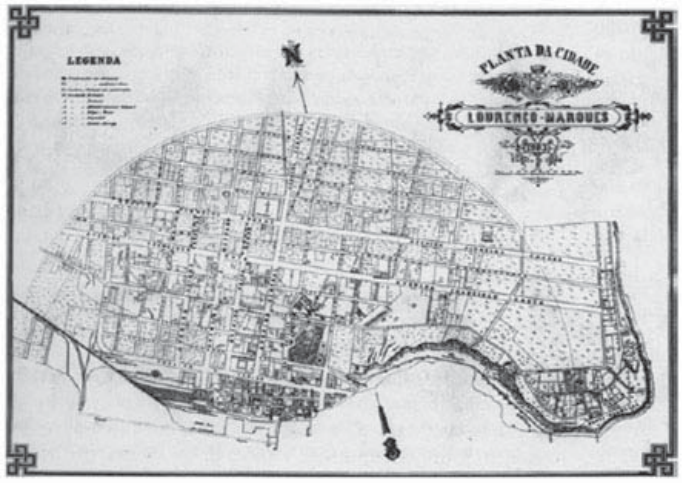
1850 – Military trading port established. Settlement is fortified to defend against invasions from Dutch and British along the coast, and Boers from the hinterlands.



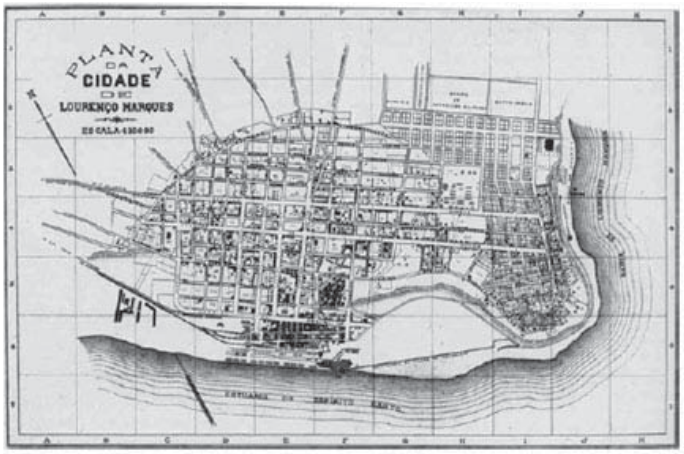
Layout of Lourenco Marques in 1876 showing ramparts, the fort, customs house, governor's house, public well and the road to Lydenburg (Jenkins, 2013: 81)

1886 - Gold discovered in Witwatersrand area in South Africa. In Maputo, all land within a 2km radius of the central square was registered on the town land registry (Foral).

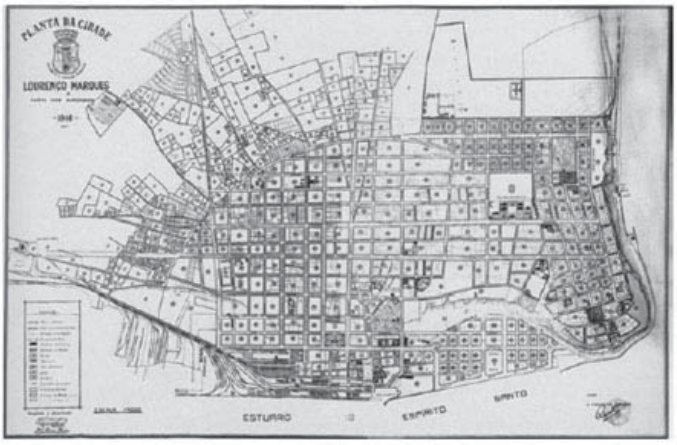
1898 - Lourenço Marques becomes the capital of Mozambique
1962-75 – Liberation struggle



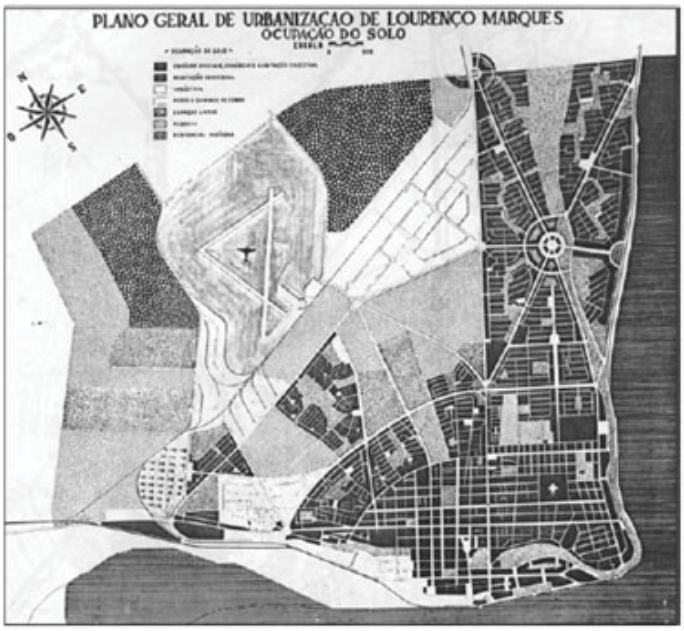
1903 plan of Lourenco Marques indicating the Foral area and the Polana headland township (Jenkins, 2013: 83)



Plan of Lourenco Marques in 1929 with the initial planned expansion to the northeast and slow occupation of the core planned area (Jenkins, 2013: 85)



Lourenço Marques cadastral plan of 1940 (Jenkins, 2013: 86)



The general urban expansion plan of Lourenço Marques in 1952 (Jenkins, 2013: 88)

1975 - Independence

1977-1992 - Civil war

1.2.2. URBAN STRUCTURE:

The Greater Maputo city which includes Matola city covers 675 km², while the core urban area is approximately 320km². This area is also the densest populated area of the city, inhabited by 96% of the urban population. The city is connected to other cities through the EN1 and EN 2.

Development spreads out from the old cement city forming three distinct concentric zones as explained in Jenkins (2013:100). These are:

Urban District 1 which comprises of the central core also referred to as the cidade de cimento, represented by the half-moon layout. This zone, developed primarily during the colonial period, is formally planned and relatively well serviced. Land uses include a mix of commercial, residential and industrial uses.

Urban Districts 2 and 3, forming the inner belt around the core to the north and northwest is historically known as the subúrbios. The area dates back to 1930 and comprises of high density unplanned residential development with some formally planned portions for industrial development. The area has relatively poor infrastructure and social equipment, but accommodates a high amount of workplaces, especially "informal" commerce.

Urban Districts 4 and 5 forms the outer belt with a mix of land uses including unplanned low density residential, industrial, urban agriculture, lower density residential and informal commerce as land uses. The area is poorly serviced with limited social facilities.

The latest development plan for the city, the Maputo city Structure Plan (Plano de Estrutura Urbana do Municipio de Maputo PEUMM) was approved in 2010 and has the following objectives:

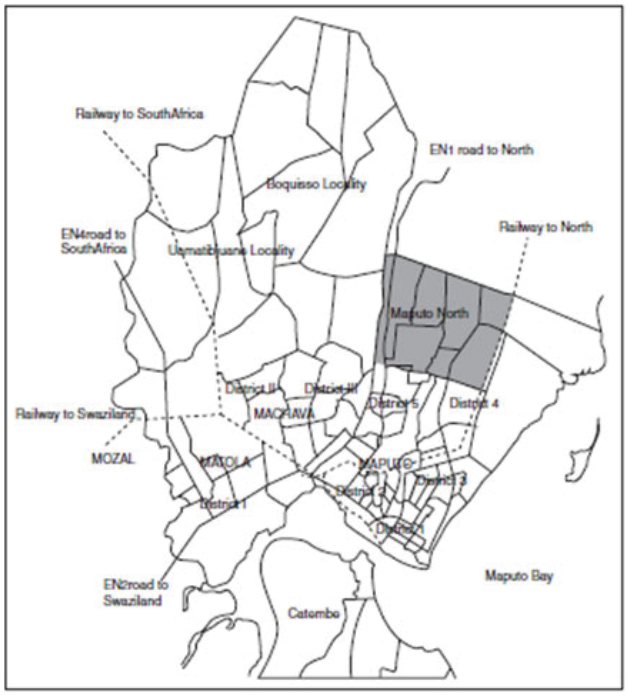
- The restructuring and development of 3750 hectares of urban "slums" in the period between 2008-2018;
- Improvement of accessibility to all urban areas, especially the business districts/centres of the city, as well as links to foreign countries, including via the international airport of Maputo;
- Ensuring ecological balance and environmental quality;
- Creation of new social and economic centres: administrative, commercial, and recreational;
- Densification of urban areas in order to decrease the cost of infrastructure and service provision;
- Phased development of infrastructure and urban services up to acceptable levels;
- Development of new well-planned urban areas, which absorb the increase of the population including areas for social housing;
- Promotion of the construction of social housing projects

The plan is as Jenkins (2013:100) states highly ambitious with the high cost associated with its implementation. The objectives can however be considered as a guideline for development in Maputo.

With reference to the 2010 Structure Plan, the concept of acceptable urban form[3] remains one of the issues. The reality is that it is not always economically possible to implement these plans with the state's limited capacity and funding.

One of Jenkins' main critiques of the Structure Plan is that it is "top-down" and predominantly 'physical' which tends to ignore the realities of implementation and socioeconomic, social and cultural realities and aspirations. An acceptance of the culture of make-do and self help systems from the bottom up remains the realistic way forward.

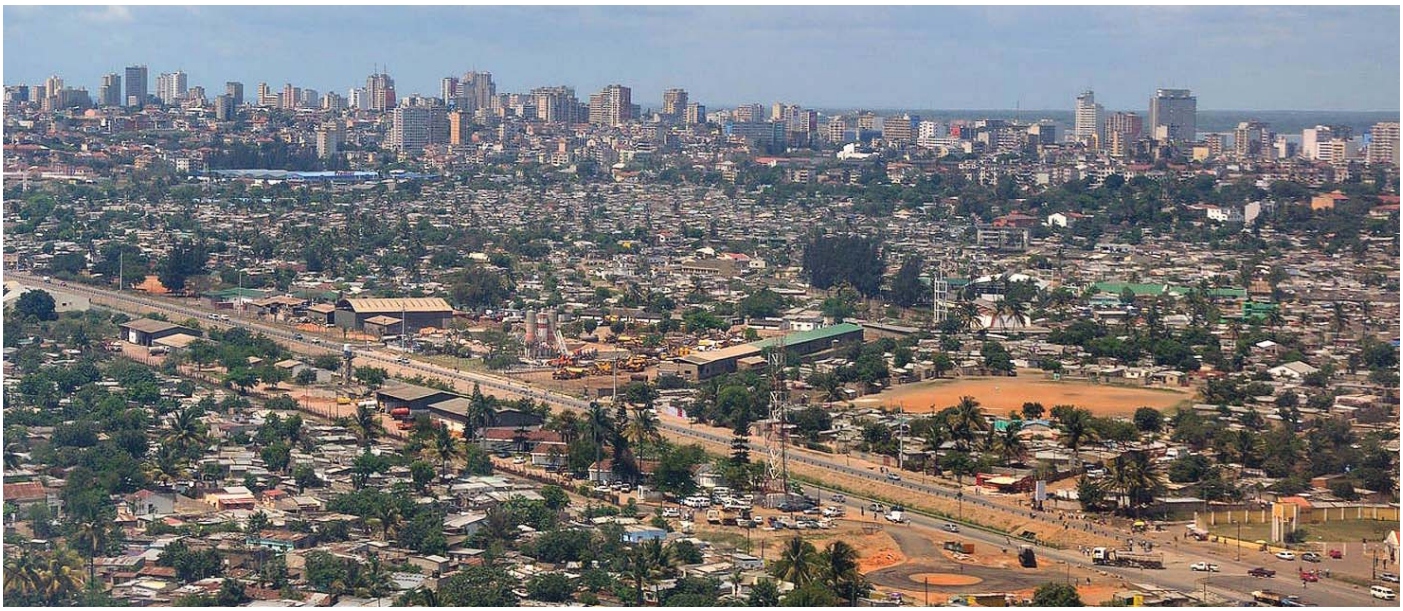
3 The ideal urban form is associated with fully consolidated land, high density development with appropriate infrastructure similar to that seen in Urban District 1.



Map of the Greater Maputo administrative structure as well as the area know as Maputo North (Jenkins, 2013: 107)



Above: View of Maputo with the semicircular road separating the urban from the peri-urban as seen on the left (Sourced: http://mapio.net/pic/p-6562348/)



Above and below: Maputo CBD in the far background with the peri-urban, informal city in the foreground (Sourced: http://www.cntimeslive.com/2013/11/cnt-express-6th-november.html; https://commons.wikimedia.org/wiki/File:2010-10-18_10-56-01_Mozambique_Maputo_Aeroporto_%E2%80%9D-B%E2%80%9D.jpg)



Below: Aerial view of a section of the peri-urban, informal city (Sourced: http://www.directionsmag.com/pressreleases/getmapping-partnership-creates-new-maputo-base-map/136957)





Maputo city Structure Plan 2010 (Jenkins, 2013:101)



Left and below: Informal retail is found all along main movement routes throughout the city. (Souced: http://www.scidev.net/global/cities/multimedia/urban-challenges-booming-maputo.html; http://www.trekearth.com/gallery/Africa/Mozambique/South/Maputo/Maputo/photo470849.htm



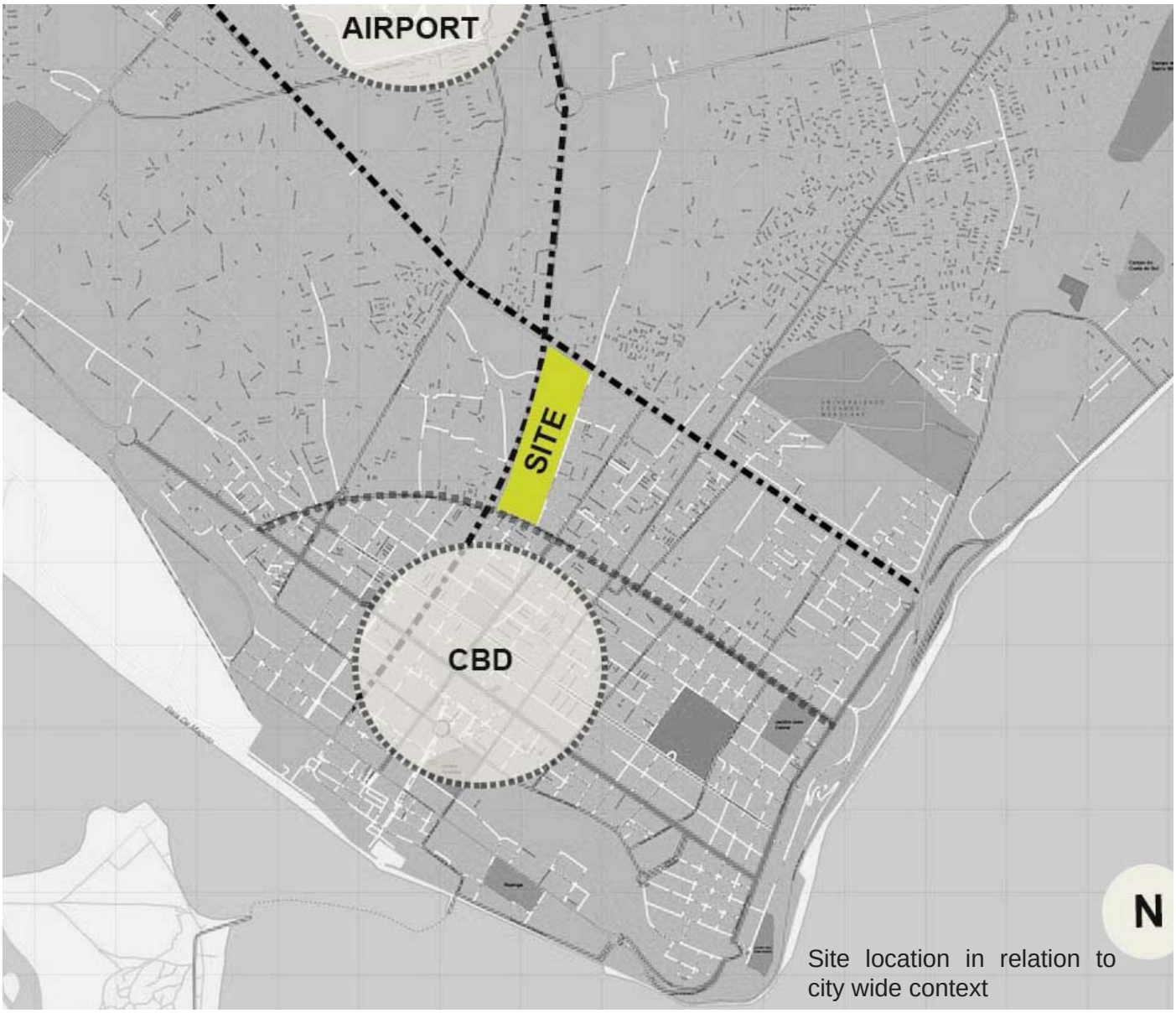
2. THE SITE AND SURROUNDING CONTEXT

On a regional scale, the site is conveniently located on the edge of the 'formal' city, 2,5km from the International airport in the Maxaquene district of Maputo. This places it in the area defined as peri-urban. The site is further bordered by the relatively informal neighbourhood of Mafalala (left/west) in contrast to the formally planned neighbourhood of Malhangalene (right/east). The various users from these areas currently use the site for different purposes. The main components being open space, light industrial uses, retail and residential.

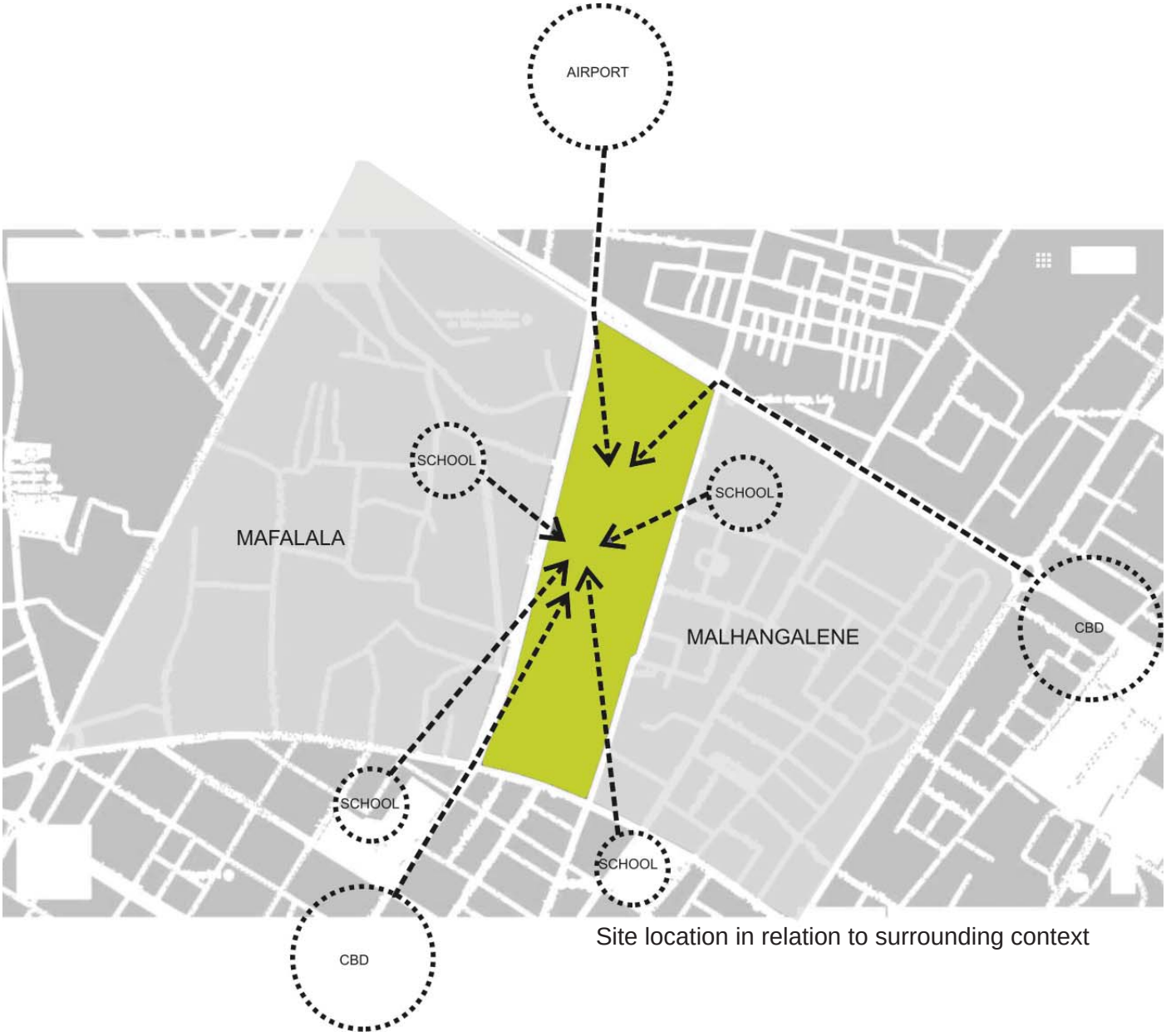
The location emphasises the city's expansion and edge effect between the unplanned, informal, and formal, and planned. The site's location presents an opportunity to weave various land uses and typologies into the city's fabric between the formally planned and unplanned organic development found at this urban intersection.

The site has strong boundaries formed by the surrounding major movement corridors (Avenida Acordos de Lusaka; Avenida Joaquim Chissano and Avenida Marien Ngouabi (representing the edge of the core formal city)).

The site as a whole is locally known as the Praça de Touros (Bullring) site due to the landmark Bullring structure dating back to the Portuguese colonial era.



Site location in relation to city wide context



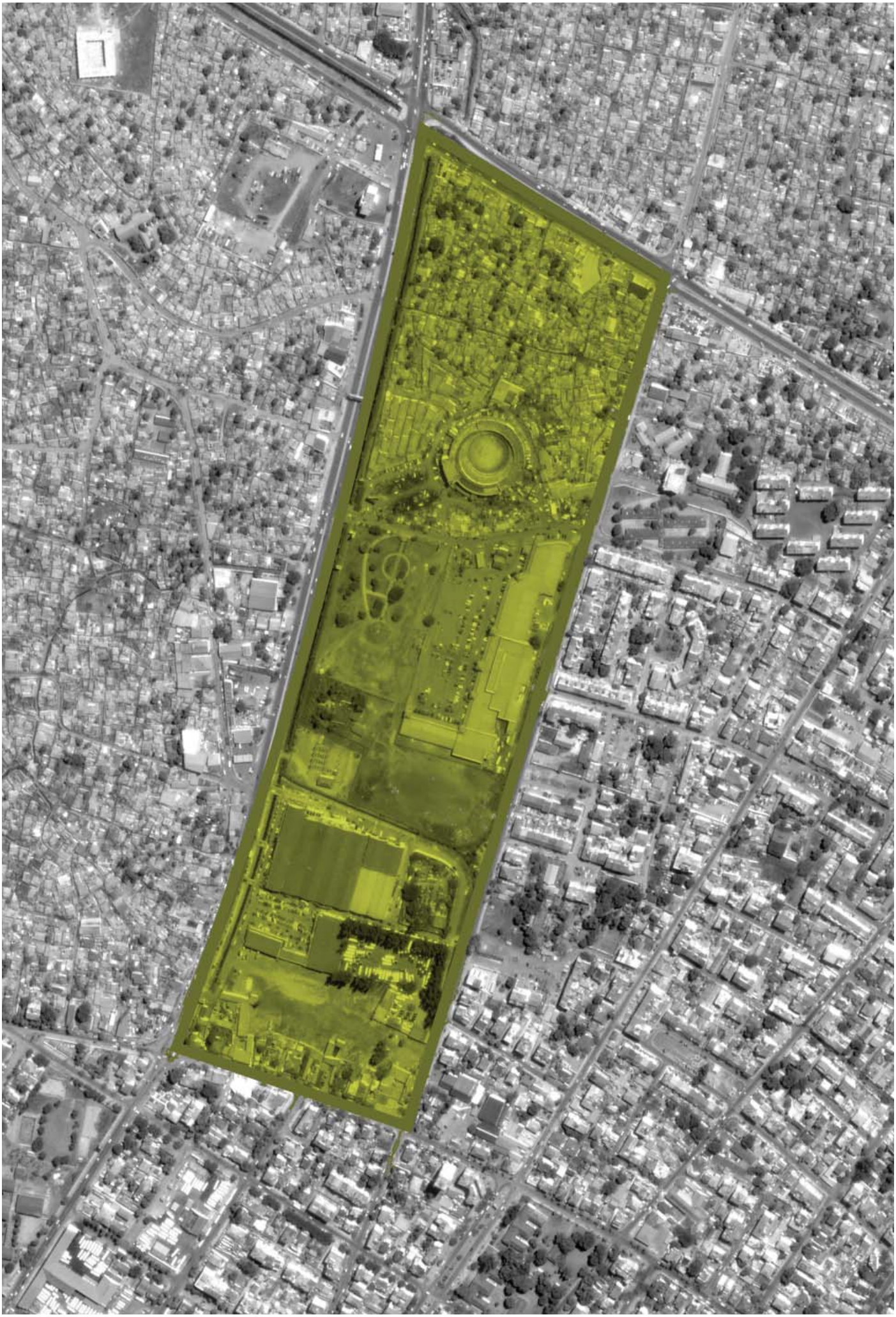
Site location in relation to surrounding context

2.1. SURROUNDING CONTEXT

There are three primary schools and one high school in the area surrounding the site. These schools are in need of recreational (sport and play areas), cultural and additional educational (classrooms and libraries) facilities (Andrag, 2007: 73-75). The PARK OF PEACE (PARQUE DO PAZ) is currently used for the schools' recreational purposes (Andrag, 2007:73).

As in most developing countries, the local hospital is overcrowded and the local community is in need of medical facilities or a clinic (Andrag, 2007:74).

Leissle (2015) compares Mafala to neighbourhoods such as Harlem in New York City or Soweto in Johannesburg. This cultural hub was home to many of Mozambique's finest artists, intellectuals, and leaders, including the first president, Samora Machel. Local tours are available to visit the homes of poets and politicians, and tourists are often treated with live performances by local artists as a glimpse into the dynamic culture within these narrow alleyways. Mafalala is further well known for its annual cultural festival.



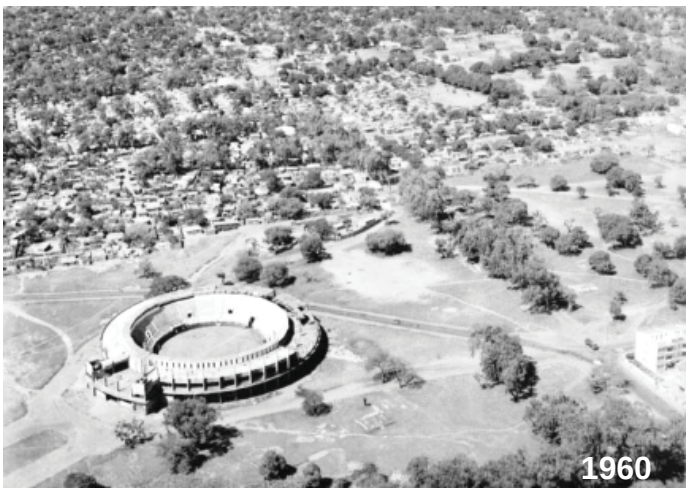
2.2. HISTORICAL CONTEXT

Historical aerial images from Google Earth indicate the transformation the site has undergone over the past 50 years.

From the images below it becomes clear that the Bullring was one, if not the, first buildings on the site. The residential neighbourhood in the north was also developed relatively early and expanded over time.

The area south of the Bullring seems to have been a large green open space which was cut in half with the development of the convenience retail complex in the eastern half. The centre was developed in 1997. By 2005, informal development has crept up onto the Bullring, yet with a clear line of 'respect' surrounding the structure. The open space in front (south) of the Bullring was slowly taken over by informal development.

The top image dates back to 1960. The image just below's date is unknown, yet it can be seen from the other aerial photographs that it was pre-2005. The dates on the rest of the images going down left all the way to bottom right are: 2005, 2011, 2012, 2014, 2015.







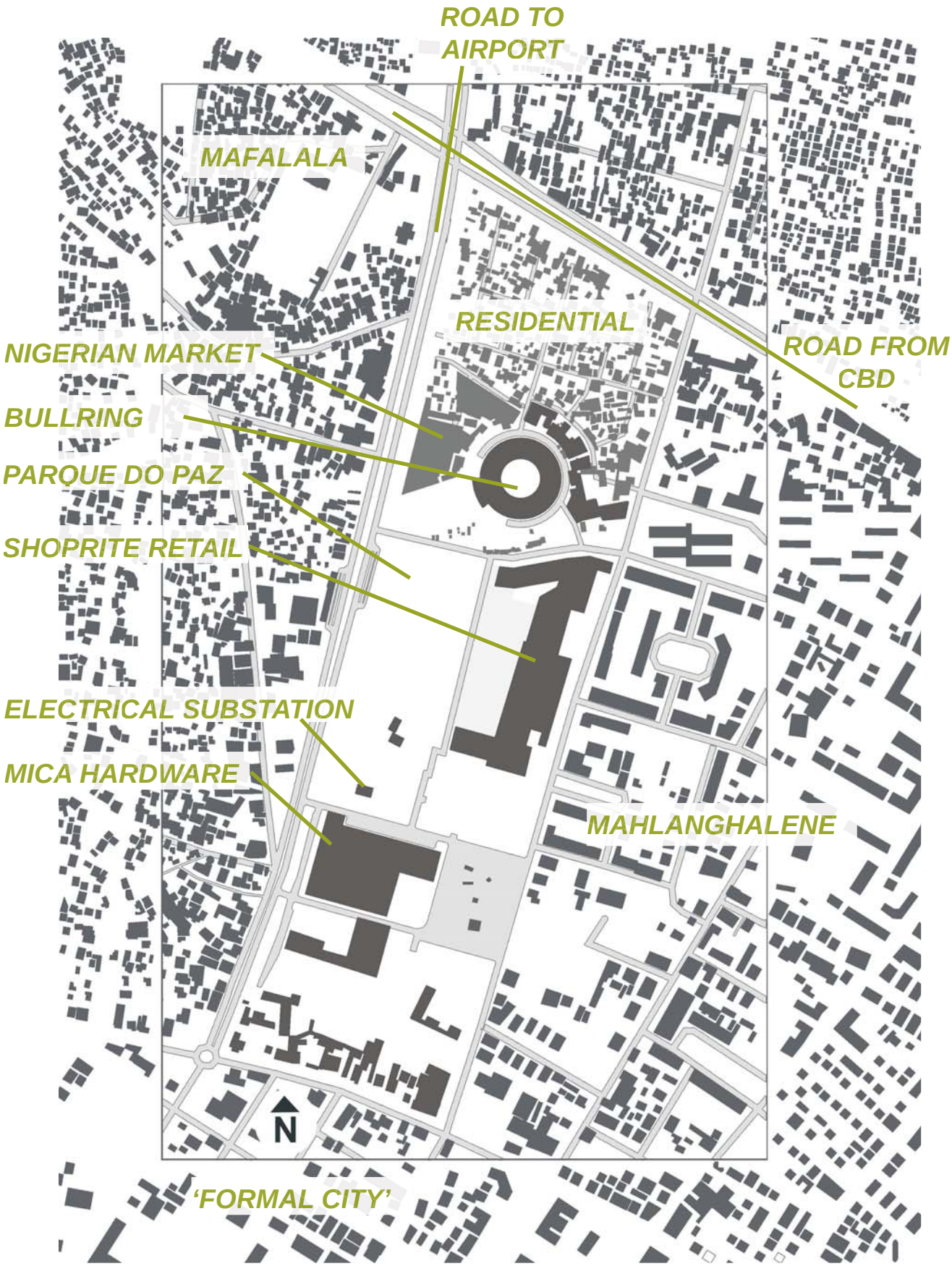


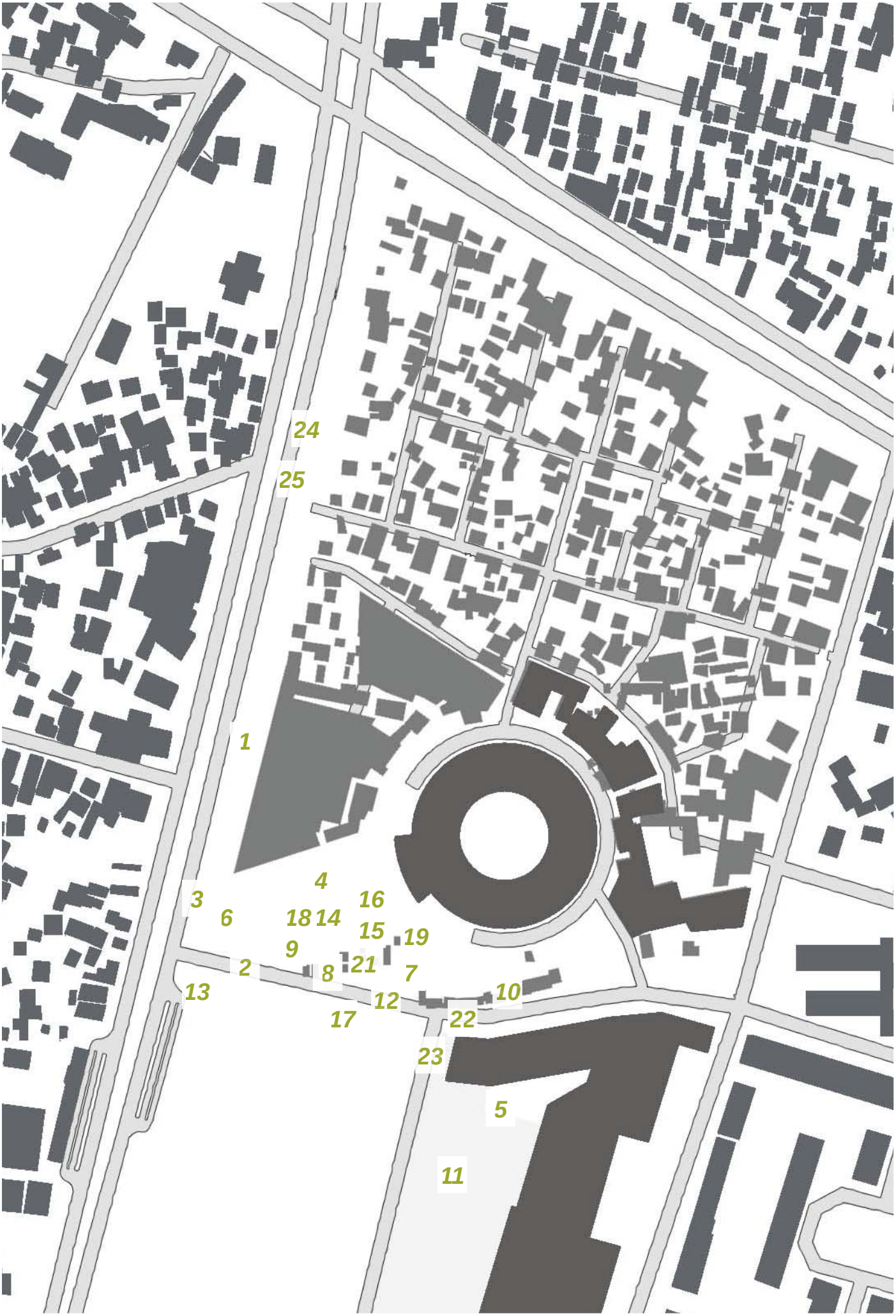






2.3. SITE ANALYSIS




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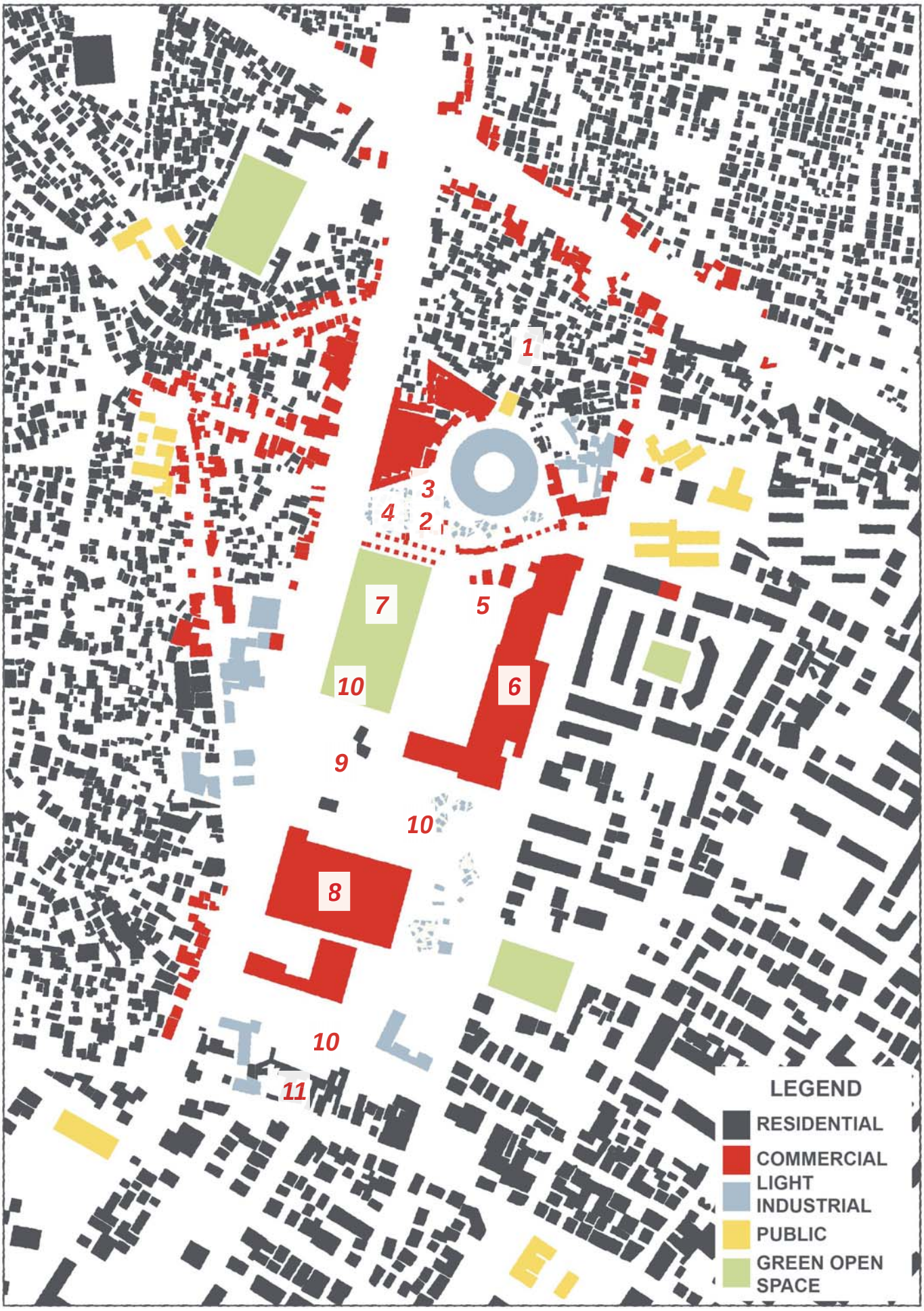
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Map of the existing land uses

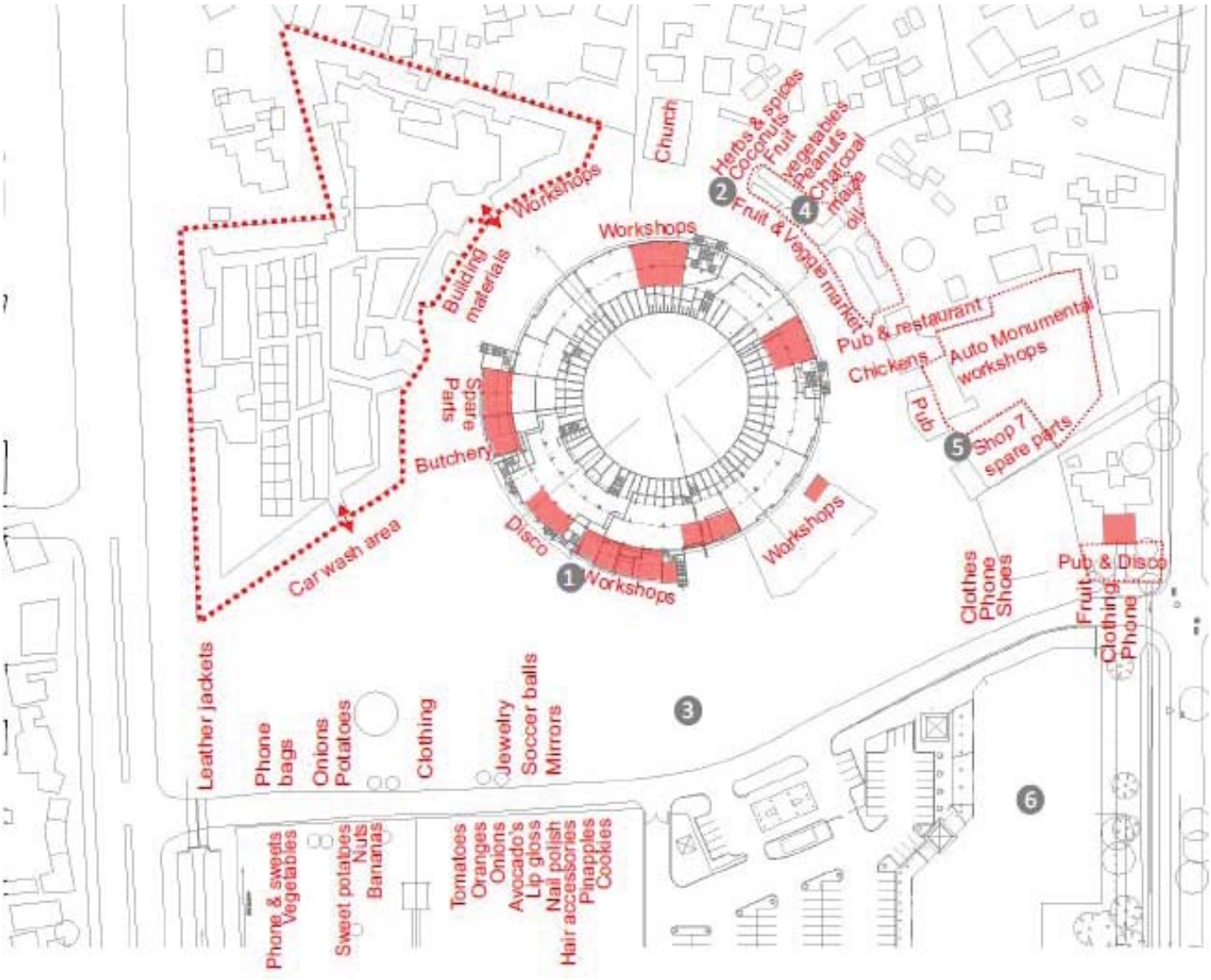
2.3.1. LAND USE AND AP-PROPRIATION

The site currently consists of various fragmented land use zones. These zones include the following key areas:

1. Low density informal residential settlement
2. Informal retail traders
3. Informal market
4. Informal light industrial workshops and retail
5. Fuel station
6. Shoprite shopping complex
7. Peace park
8. Big box retail stores
9. Existing electrical substation
10. Open space
11. Mix of 'formally' planned residential and light industrial

The site is currently mainly characterised by informal development and activities. The lack of any formal urban structure and the predominantly haphazard development infringes on open and public space. The landmark Bullring structure is used by informal light industrial activities such as car repairs and the selling of spare parts. The structure is deteriorating and not celebrated in any way.

From Andrag's (2007:65) interviews it was gathered that the shop owners of the trading stalls surrounding the Bullring currently pay some form of rent for their space to the Municipality - determined by size of stall and type of retail.



Socio-economic map of the Bullring and immediate surroundig area (Andrag, 2007: 64)











INFORMAL TRADING: Informal trading is a vital part of the economy in developing cities, and is also one of the most prevalent land uses currently on the site. In order to allow for this form of appropriation, it is imprtant to understand what constitutes this form of appropriation. These are almost always located on the busiest pedestrian movement routes or interchanges. The elements of a typical trading stall are further unpacked in Chapter 4.

Images top right anti clockwise to bottom left: Informal trading and light industrial activties in front of the Bullring; Informal retail along Rua Reinata Sadimba with the fenced 'Park of Peace' in the background; Typical informal trading stalls found on Rua Reinata Sadimba and in the open space in front of the Bullring. (March 2015).



FORMAL RETAIL: The South African owned Shoprite retail complex with its vast parking area borders the 'Park of Peace' with the large Mica hardware store further south. The supermarket was opened in 1997. Part of the conditions of trade was an agreement with the Municipality that a contribution would be made to the construction and upgrade of the 'Park of Peace' adjacent to the complex in addition to the monthly municipal tax. The centre which includes other South African chain stores as well as a few local line shops, largely provides for a higher income group from other parts of Maputo rather than the local neighbouring population who cannot afford to shop here (Andrag, 2007: 72).







LIGHT INDUSTRIAL (CAR WASH AND REPAIRS): The Bullring and surrounding area with its light industrial activities is known as the largest car repair and spare parts hub in Maputo. Make-shift structures are used for shade where necessary while tyres, exhausts and other car parts are visible in heaps all over the open space in front of the Bullring.







Right: The 'formal' convenience retail complex with its dominating parking lot is in stark contrast to the mostly pedestrian and informal setting within which it is set.

2.3.2. USER GROUPS

On a regional scale, the site is conveniently located on the edge of the 'formal' city, 2,5km from the International airport and surrounded by a few schools and the neighbouring Mafalala and Malhangalene neighbourhoods. The various users from these areas will use the site for different purposes.

- Mafalala community
- Mahlangalene community
- Local Schools
- Retail customers
- Local government/Municipality
- Maputo community
- Existing residential inhabitants
- Light industrial workshops and customers
- Tourists
- Ministry of Arts & Culture
-

Other stakeholders could include:

- Private investors
- Department of Architecture

Right: A diagram illustrating all the relavnt stakeholders connected to the site

Below: The local schools in the area is under pressure in terms of facilities and adequate space







Right: Participants in the annual local Mafalala cultural festival.(Sourced: http://www.magazineindependente.com/www2/mct-lanca-projecto-mafalala-destino-turistico-de-excelencia/)









2.3.3. APPROPRIATION

Space becomes place once it is used, occupied and ownership is taken in some or other form. The appropriation of the space becomes part of the site's character and identity, the life that takes place on it. It is therefore important to understand the different forms of appropriation and what they involve.

Appropriation is influenced, among other aspects, by context, cultural values, and practices. When working in an unfamiliar context, it is often difficult to understand these factors on a deeper level. The objective of this project is however to devise a way of building an approach to decipher some of these key influences in order to design a proposal which can be transformed once local stakeholder involvement is possible.

The context and typical forms of appropriation applicable to the project's context have therefore been analysed to inform the framework.



Above: Informal trading stalls are found all over the streets and prominent routes in developing countries. These stalls are often placed strategically where they have maximum exposure to possible clients. Their stalls consist of a few basic elements to facilitate the sale - shade or coverage and a display platform, surface or structure.

Right: The local Mafalala cultural festival is held every year. Urban 'rooms' are used for performances. These performance spaces consist of a surface, a 'backdrop' (often a boundary wall or residential structure) and sometimes some form of coverage (a roof or shade cloth). Additional facilities such as lighting, a raised platform, electrical connections for sound and seating for the audience could enhance the experience and exposure of this local tradition.

Below: Convenience retail centres are often difficult to integrate into the urban fabric as they are destinations that usually require large parking areas and further do not contribute anything to the public realm. An alternative approach could be to propose different uses during different timeframes to stitch such a typology back into the urban fabric.



Right: The Maputo Fashion week is an annual event, growing in popularity each year. Local talent is explored and showcased in a variety of forms ranging from fashion to local DJ sessions and musicians.





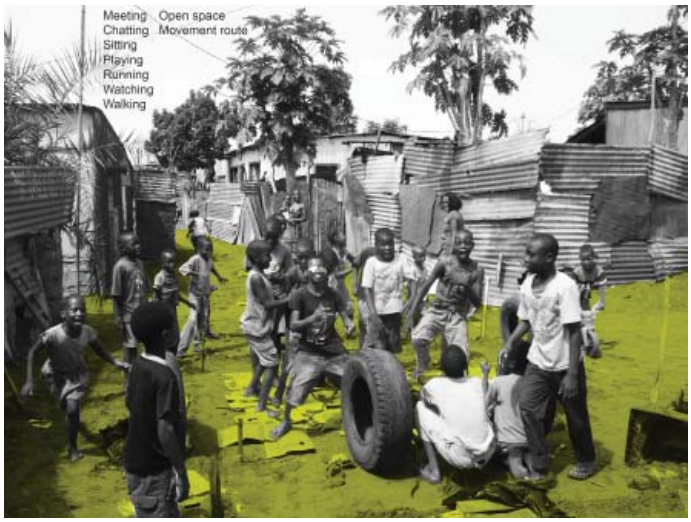


Urban play is a significant form of urban appropriation in developing cities such as Maputo where the street and spaces between buildings become the playground. Rasmussen (1962) refers to this in 'Experiencing Architecture' where a wall becomes a surface for a ball to bounce off from, stairs become platforms for games and small squares playing fields. Water features and public art are other platforms which provide opportunities for playful interaction.













Football is very popular in, among other, African countries. Open spaces are creatively converted into playing fields in even the tiniest of spaces. Playing as a form of appropriation, and in this case football needs little more than an open surface. Additional elements such as seating and shade for spectators, goal posts, protection from traffic, a green surface and lights for play at night are extra additional benefits and could increase the appropriation and pleasure experienced significantly. Vertical surfaces for advertising become opportunities for income generating projects, while establishing boundaries for the field.





Mobile libraries and clinics enable exposure to books and services in communities where these services are not always available.



Activities such as watching television often takes place in public and communal spaces in developing countries such as Mozambique. The warm climate makes outside public spaces ideal. In a more 'western' context, large projection screens are used for open-air film evenings among other. The infrastructure is similar, yet the contexts or audiences may differ. The objective is to enable an environment accessible to various user groups.





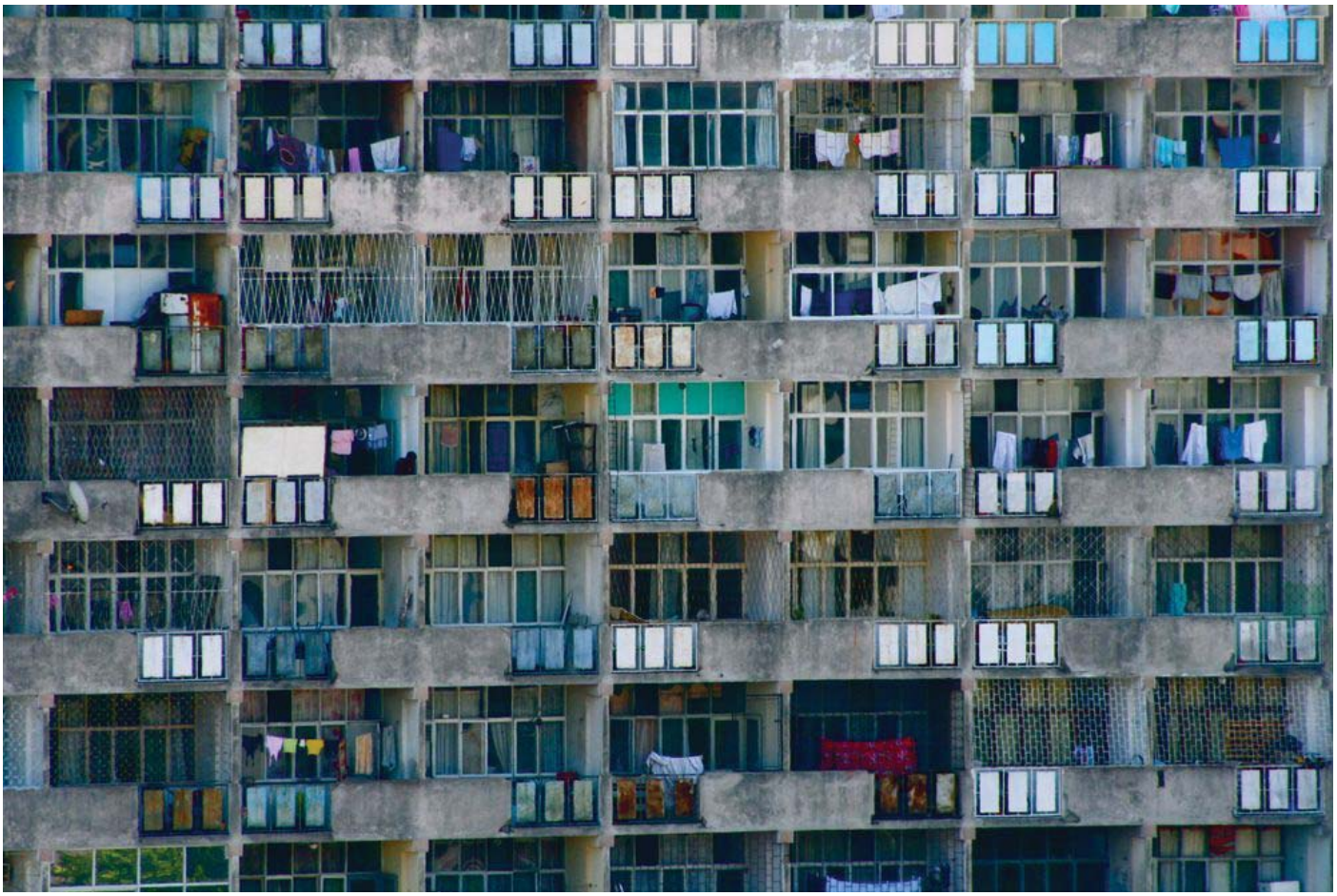
Urban thresholds become important boundary lines when meeting spaces become blurred between the public and private realm.





Street cafes are popular tourist destinations, and ideal for people watching. Public squares and streets are good locations for such uses.





Photos by Jacques Terblanche (National Geographic, Your Shot)

2.3.4. BUILT FORM

The urban form and built environment on the site varies between formal structures such as the Shoprite retail complex to informal trading stalls and car repair workshops closer to the Bullring.

The site consists of single storey residential development, while the Bullring rises above its surrounding context at a height comparative to approximately 5 storeys (15m).

Mafalala is predominantly 1 to 2 storey development while the more formal urban form in Mahlangalene consists of 3 to 4 storey blocks.

The figure ground study illustrates the variation in urban grain surrounding the site and the site as cross-over between the unplanned and planned areas.
The scale of the formal built forms on the site signifies larger footprints often representative of the large retails stores found in the peri-urban areas, mixed with a finer grain of informal residential towards the north.

Material use vary between more permanent structures from brick or concrete blocks to corrugated sheeting and plastic cover sheets.



Typical built form in Mahlengalene (http://housesofmaputo.blogspot.co.za/2015/06/casa-haffejee-na-malhangalene.html?view=flipcard)



Typical built form in Maputo CBD.

Below: Avenida Acordos de Lusaka is lined with predominantly single storey, retail/commercial uses mixed with residential properties with their backs towards the road. The boundary walls are often used as advertising surfaces on this prominent movement corridor. The existing open drainage channel hinders pedestrian or vehicular access to most of these properties





Bottom: The Mafalala neighbourhood at night.



Above: A figure ground study illustrating the built form on the site and the existing surrounding context.











Above: Typical built form and character in Maputo with active ground floor edges along the sidewalks.





Above: Market in Mafalala (Sourced: https://www.flickr.com/photos/zug55/8049757776)



Above: Mixed-use buildings (commercial and housing) in Malhangalene (Sourced: http://housesofmaputo.blogspot.co.za/2015/07/predio-junto-igreja-nova-da.html)



The image above illustrates the edge condition of the site where walls are used for advertising, the storm water channel is a barrier to accessing the site, informal car repairs and the selling of car parts are evident. The formal city can be seen far away in the background.



Drainage channel in Mafalala (Sourced: http://news.bbc.co.uk/2/hi/africa/8366064.stm)



House of famous Mozambican footballer Eusebius Ferreir in Mafalala. (Sourced: http://clubofmozambique.com/news/mozambican-government-elects-mafala-la-as-a-tourist-destination-of-excellence/)







A street in Mafalala, images sourced from: http://agiter.blogspot.co.za/2011/09/maputo-em-imagens.html











2.3.5. MOVEMENT NETWORK

The site is currently fragmented in movement, land use and built form. Cars take up most of the open space in front of the Bullring as the area is dedicated for car repairs and spare parts. The site is surrounded by major movement routes, Avenida Joaquim Chissano and Avenida Acordos de Lusaka connecting the site to the CBD. The semicircular road, Avenida Marien Ngouabi, is the southern boundary of the site and represents the border of the 'formal' city.

Linkages through the residential area in the north have developed informally. The primary link through the site is the road (Rua Reinata Sadimba) going east-west through the site and providing access to the retail complex. There is no visible link in the north-south axis of the site. The surrounding roads bordering the site links the site to the formal city, CBD, the airport and national road out of the city.

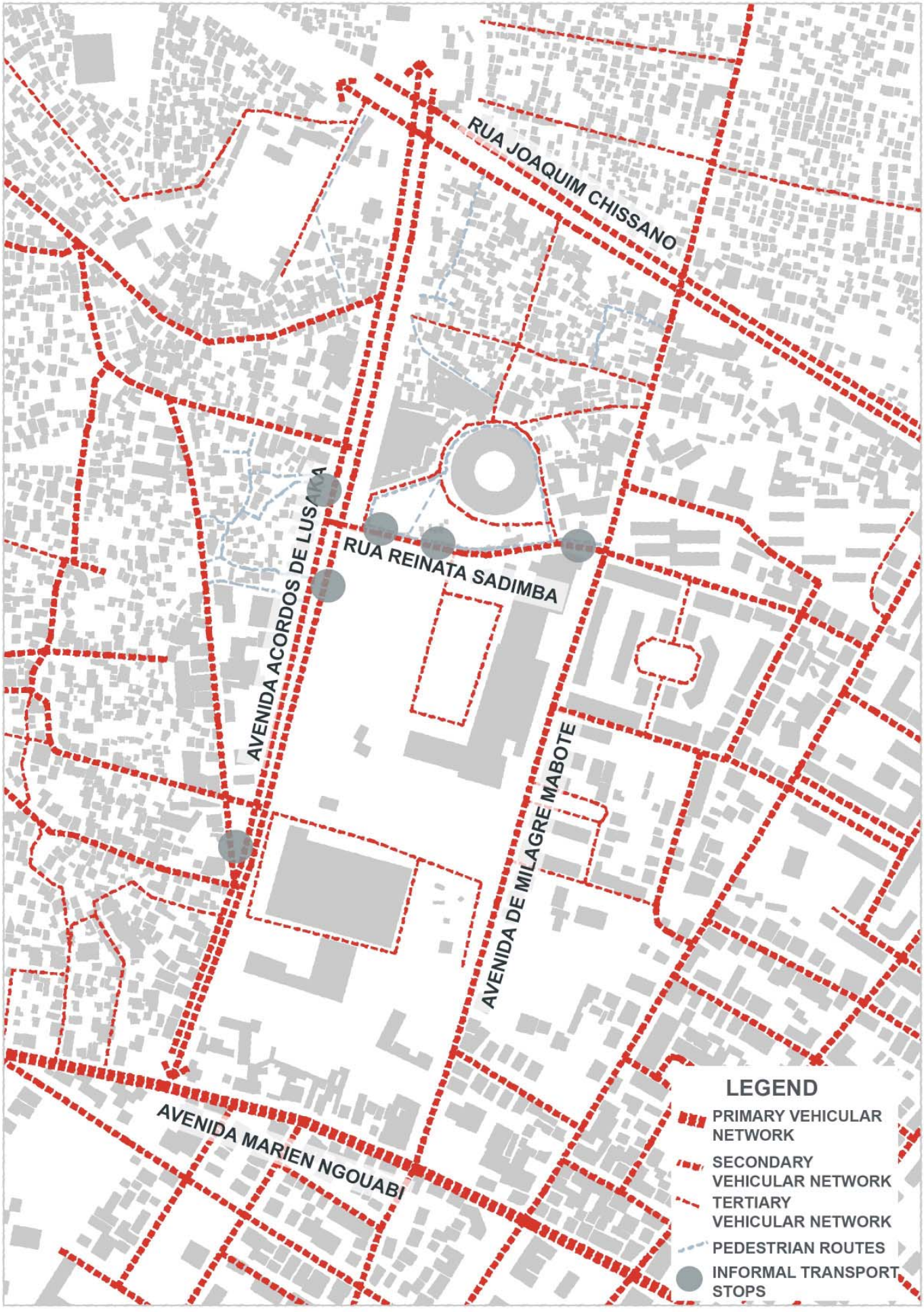




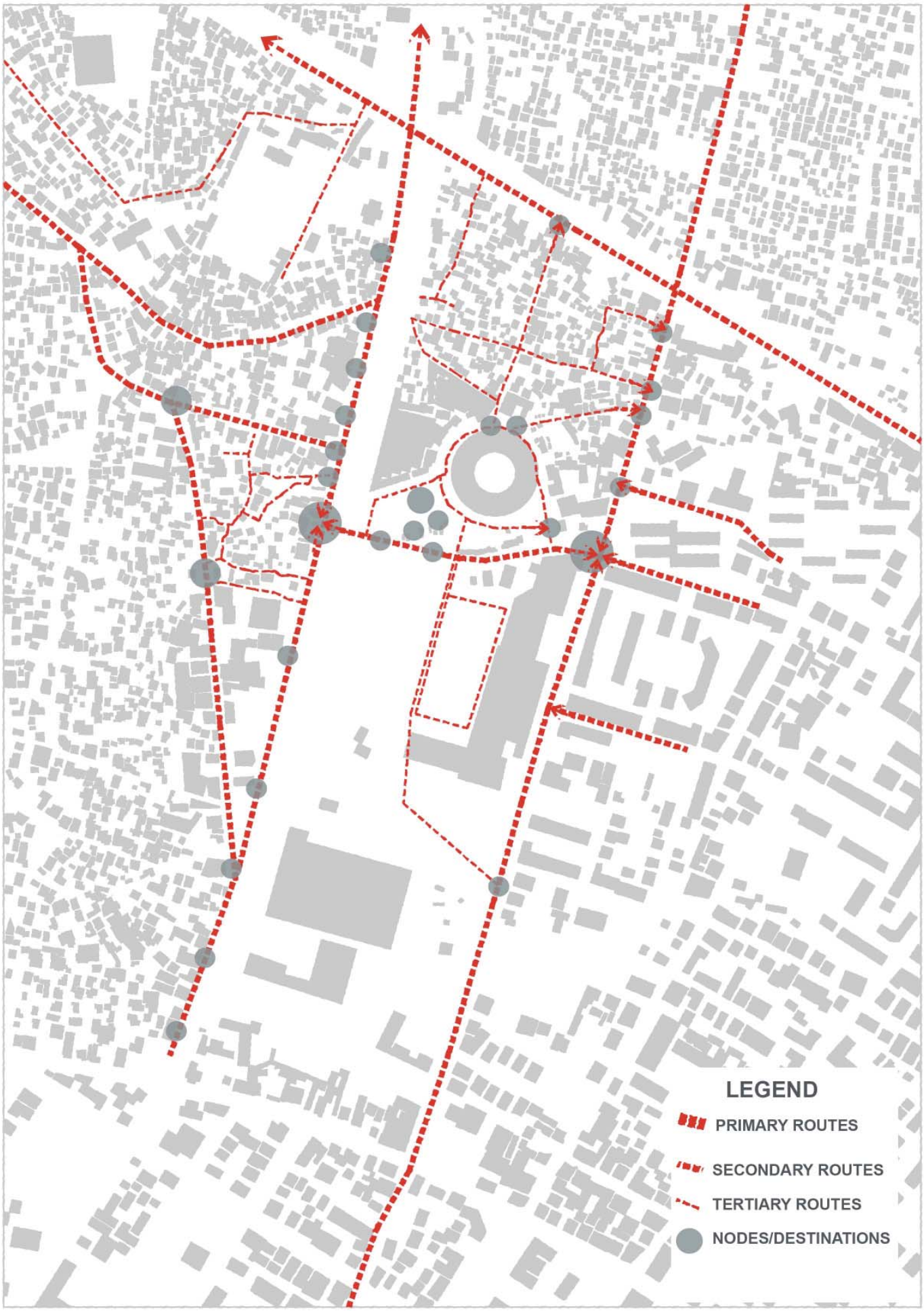




Top Right: Photo by Mariano Silva (National Geographic, Your Shot)
Top: Current vehicular movement route through the site Rua Reinata Sadimba.
View down Avenida Joaquim Chissano
View down Avenida Acordos de Lusaka
Car repairs on site in front of the Bullring
Left: Rua Reinata Sadimba is lined with informal retail.



Vehicular movement network



Pedestrian movement network

2.3.6. PUBLIC AND OPEN SPACE

The site is currently predominantly characterised by informal development and activities. The lack in urban structure and the largely haphazard development on the site infringes on open and public space. The Bullring is not celebrated in any way and the public park ('Park of Peace') is fenced and currently inaccessible.

Top right: The 'Park' of Peace' is fenced of and closed to public access; The iconic Bullring is filled with car repairs and light industrial activities both inside and outside. The public/open space is currently filled with cars and spare parts; Open stormwater system on Avenida Acordos de Lusaka
Below: Aerial view of the 'Park of peace' (Google Earth, 2000













The Park of Peace as seen from the Bullring (Photo by Andrag, 2007)

2.3.7. THE BULLRING

The selected site is characterised by the significant landmark structure of an old bullring constructed by the Portuguese during the 1960's. Today, this once active and celebrated structure is neglected and essentially abandoned, with the exception of light industrial activity such as car repairs. A South African blog describes the structure as '...unceremoniously, forgotten... surrounded by an array of rackety fruit and veg stalls and makeshift car garages' ("Praca De Touros". Mahala).

The Bullring has been used for a variety of events during the past 60 years including being the set for a scene in Sydney Pollack's 2005 film "The Interpreter".

The structure, originally designed to facilitate bullfights has been used for several different cultural events during the years. Artist Nandipha Mntambo has for example used the structure as backdrop and context for her artwork entitled 'Ukungenisa' (2007-2013).

The surrounding environment is currently largely used for informal activities such as car repairs, informal trading of car parts, food and clothing.

In 2012 it was reported that the bullring arena was being used as a home, soccer and bicycle track. The outside described as grease, grime, potholes and banana peels ("Praca De Touros". Mahala).







Historical images of the Bullring (Source: https://delagoabayworld.wordpress.com/category/lugares/lm-praca-de-touros-monumental/)











Views taken from inside and outside the Bullring structure. Bottom left: Artist Nandi Ntembo used the Bullring as backdrop for one of her artworks (Source: https://za.boell.org/categories/topics)











3. SWOT ANALYSIS

STRENGTHS:

- Location on urban periphery between the formal and informal city,
- Intersection of two major movement routes bordering the site (Avenida Acordos de Lusaka, Avenida Joaquim Chissano)
- Bullring as landmark and heritage structure
- Commercial node (Shoprite, Mica and Spar).

WEAKNESSES:

- The Bullring is dilapidated and neglected. .
- Haphazard development
- Prime site is currently used for light industrial activities which results in a polluted environment
- No clear vision or proposal for way forward
- Land uses, movement networks and built form are fragmented which results in disjointed development
- Buildings don't interact/respond to the public spaces
- Locals complain about lack of waste management and service delivery
- The area lacks structured open public space.
- Currently the northern section of the site has developed relatively haphazardly with through routes
- The Bullring and surrounding area has developed into a light industrial zone slowly creeping into all the leftover open space.
- The road running through the site which provides access to the retail complex along with the landmark Bullring structure seems to be the only structuring elements.

OPPORTUNITIES:

- The Park of Peace is being repaired and remains one of the only open spaces left in the area
- With the exception of the 'Park of Peace', and a few trees in the residential area in the north and a few more in the south, there is no coherent green structure which defines spaces on the site.
- The spatial structure is scattered and lacks any visible clear structure to integrate the various uses and users on the site and the surrounding context.
- Cultural precinct with Bullring at its centre with music concerts and events,
- Residential densification in line with neighbouring Mahlanghalene neighbourhood
- Accessible sports and recreational facilities
- Diversity in urban form to accommodate formal and informal
- Underutilised land lends itself towards opportunities for clustering of land uses
- Unifying the land uses, movement routes and urban form to establish a clear spatial structure and identity on the site.
- The current vibrant energy created around the Bullring due to the informal retail of spare presents an opportunity to activate the south of the site as a vibrant node once the market is relocated
- An open site south of the Shoprite complex is currently vacant while the area south of it is used as a depot adjacent to the Mica hardware and Spar retail store.

THREATS:

- Cars take up most of the open space in front of the Bullring as the area is dedicated for car repairs and spare parts.
- As motorised traffic is increasing in developing countries, increased pressure is experienced on open space for parking areas and traffic. Open space is built on and parks converted into parking areas.
- Without a vision and management, informal and light industrial activities will dominate the site
- The Bullring will further deteriorate
- As populations increase, traffic increases and the demand it places on public space and quality of life. Opportunities for spontaneous self-expression are reduced and the urban poor are further pushed into smaller urban spaces.
- Public infrastructure will further deteriorate as no new investment is taking place
- Environmental degradation due to unregulated light industrial activities and lack of urban management and ownership.

4. CONCLUSION:

The context analysis highlights the significant location of the project on the urban periphery of Mozambique's capital city, Maputo. As the city expands and increasing pressure is experienced on the urban boundaries, the site becomes an important node for catalytic development.

The threats associated with leaving the site as it is and not intervening include further haphazard development and threatens open public spaces which will disappear if not dedicated, and in that way protected.

The potential of the site in terms of location as well as land use and the landmark Bullring structure presents an opportunity to structure the future development of the site in a way that would contribute positively to the precinct, surrounding neighbourhoods and city as a whole.

The interested and affected stakeholders and users were investigated, and their various forms of appropriation related to the site interrogated. The concept of appropriation, and the way in which space is used by these various stakeholders, especially the neighbouring communities provides a framework to develop a proposal for the future development of the site. The urban design framework will provide a platform for life to take place through appropriation in various different ways.