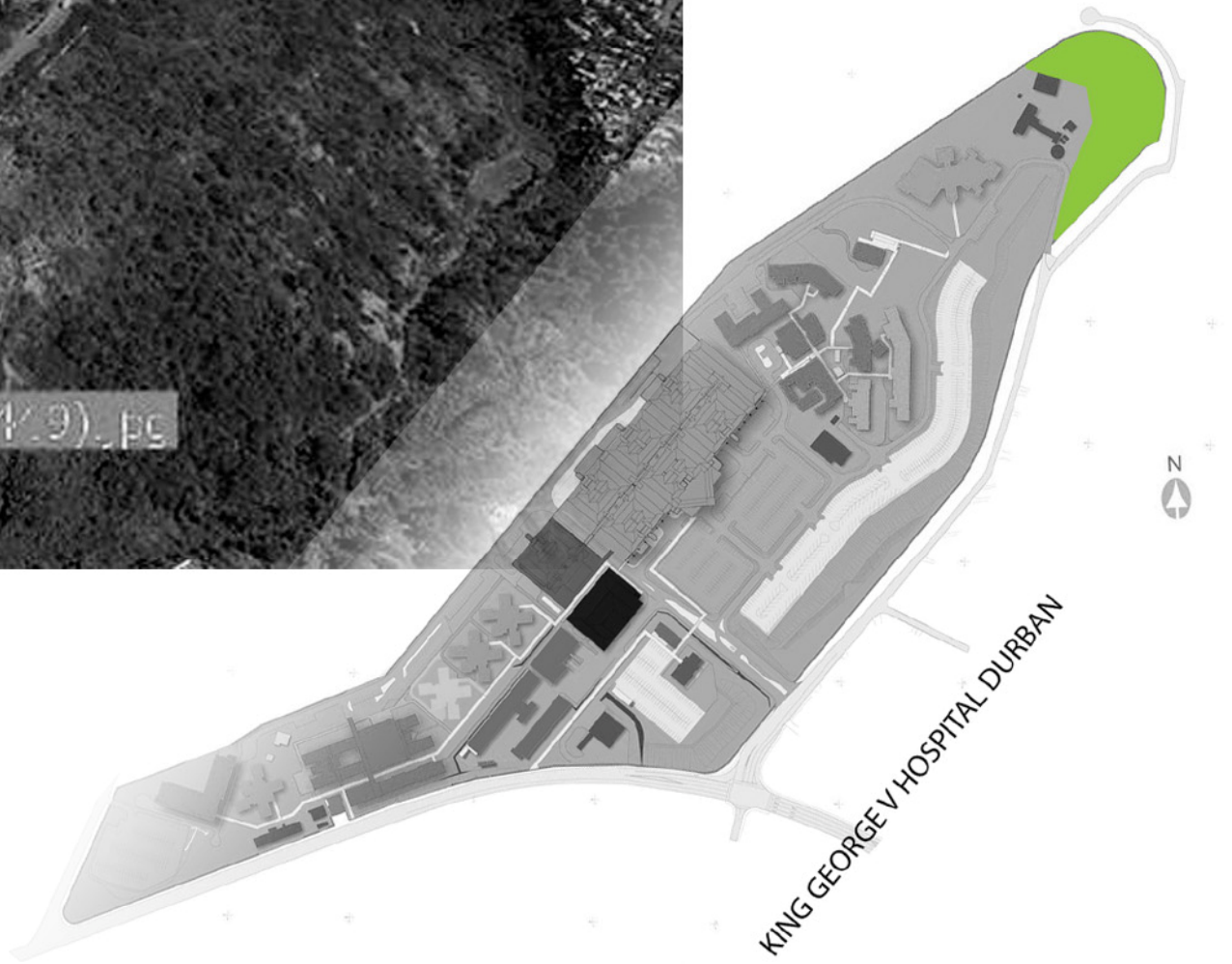
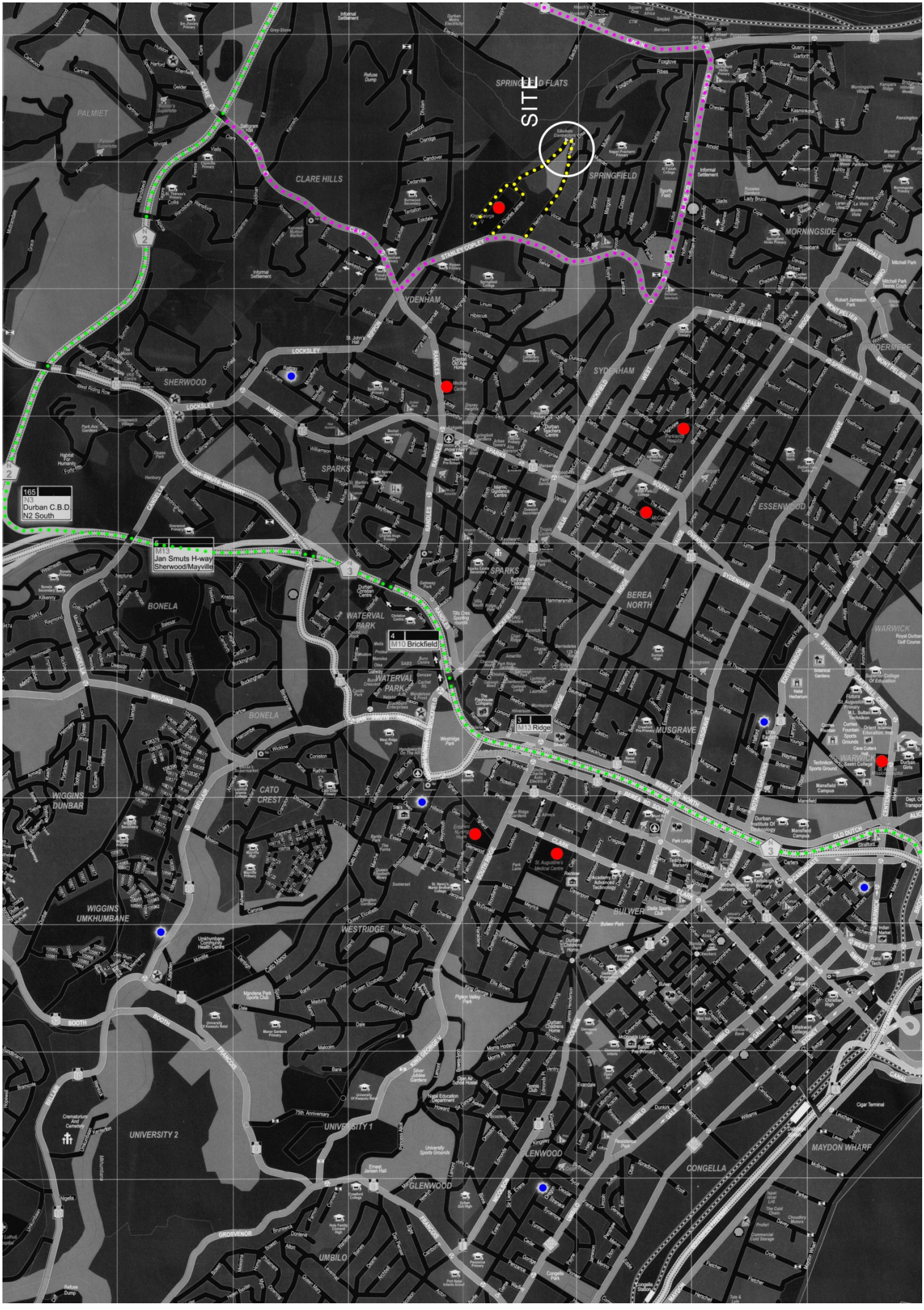
10 SITE ANALYSIS






SITE
SPRINGFIELD FLATS
SPRINGFIELD
CLARE HILLS
PALMIET
MORNINGSIDE
SHERWOOD
SYDENHAM
SPARKS
ESSENWOOD
BEREA NORTH
BONELA
WATERVAL PARK
WIGGINS DUNBAR
CATO CREST
WIGGINS UMKHUMBANE
WESTRIDGE
MUSGRAVE
BULWER
GLENWOOD
UNIVERSITY 1
UNIVERSITY 2
CONGELLA
MAYDON WHARF
UMBILO
WARWICK
165
N3
Durban C.B.D.
N2 South
M13
Jan Smuts H-way
Sherwood/Mayville
4
M10 Brickfield
3
M13 Ridge

HEALTHCARE

POLICE

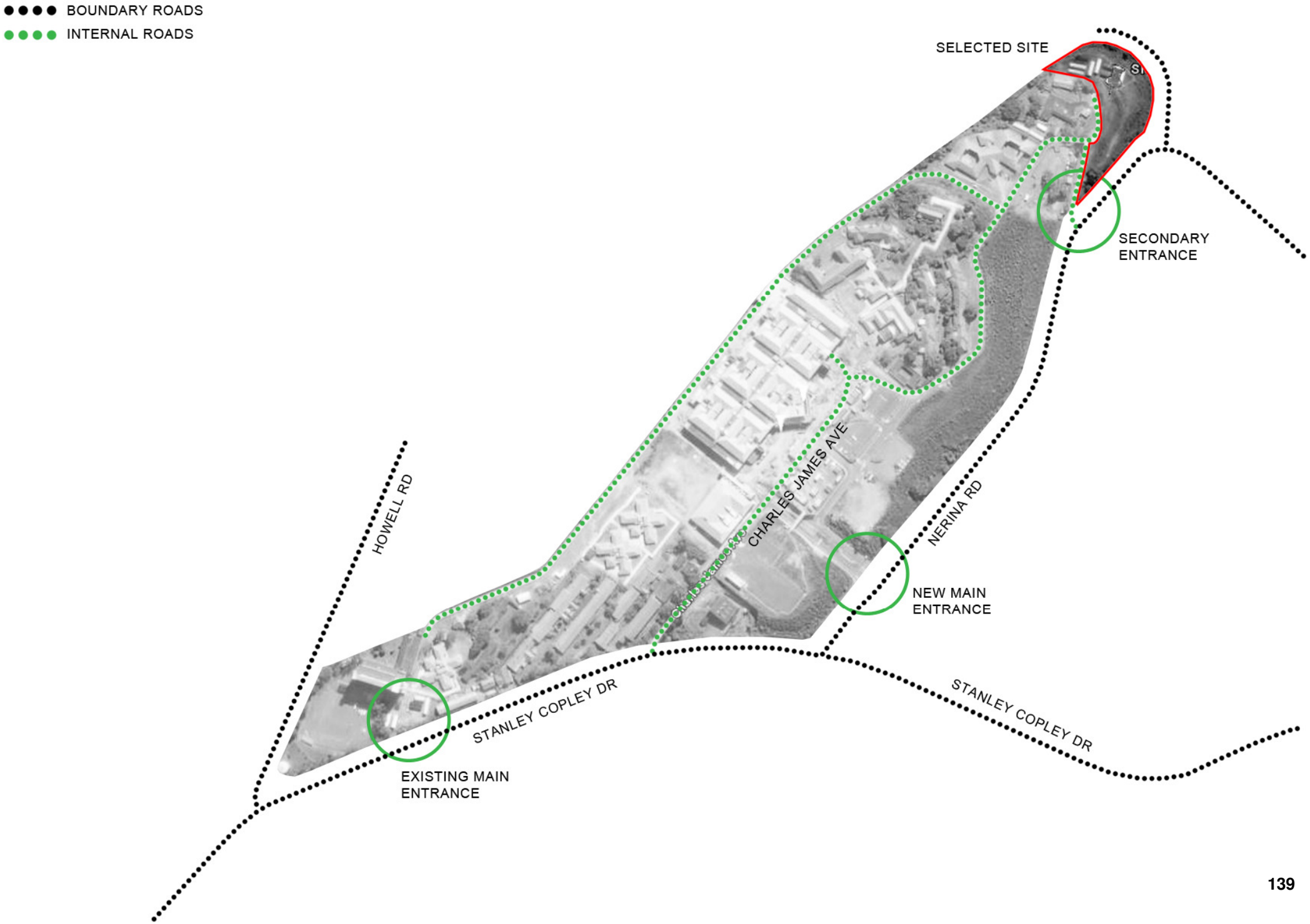


Motivation

KwaZulu-Natal is situated between the Indian Ocean and the Drakensburg-uKhahlamba Mountains. It has the highest population of all the provinces in South Africa. The Province is divided into eleven district municipalities, the largest of which is eThekwini, with Durban lying at its centre. The eThekwini district is home to three million people and is one of the fastest growing urban areas in the world.

The central location of King George V Hospital within the context of Durban is a strong motivator for allocating the CCC within the hospital complex. The new facility will be separate from the main hospital while maintaining an important link for the 'cross pollination' of competent and qualified staff to consult in the CCC. One of the main intentions of the CCC is that it minimizes the secondary trauma that patients experience by offering all the required medical and legal assistance in one location. It will be situated at the end of the campus, which will be visible to the surrounding suburbs as it is an elevated site. In responding to the desperate rape situation in South Africa and the world at large, it is important that people are aware of the help that is available. For this reason, the CCC needs to be something that is visible to the public and a place that people of all races and religion feel free to use. The fact that the CCC is on a site that can be viewed from a distance means that it will be a prominent form within the context and will communicate its vital existence to the community.


SITE
Claridge Rd
Burnwood Rd
Candover Rd
Cedarville Rd
Clova Rd
Tantallon Ave
Eskdale Rd
Avis Rd
Howell Rd
Charles James Ave
Stanley Copley Dr
Clare Rd
Daintree Ave
Viola Rd
Salvia Rd
Tulip Pl
Tulip Rd
Lupin Rd
Sorrell Rd
Marigold Rd
Protea Rd
Nerina Rd


BOUNDARY ROADS
INTERNAL ROADS
SELECTED SITE
SECONDARY ENTRANCE
HOWELL RD
CHARLES JAMES AVE
NERINA RD
NEW MAIN ENTRANCE
STANLEY COPLEY DR
STANLEY COPLEY DR
EXISTING MAIN ENTRANCE


Peter Road
Peter Road
Reservoir Hills
Prospect Hall
Umgeni Park
Umgeni Park
Athlone
Riverside Rd
Beachwood
Claire Estate
Claire Estate
Springfield Flats
Palmiet
Palmiet
Athlone Rd
Claire Hills
SITE
Springfield Flats
Dawncrest
Claire Hills
Springfield
Springfield
Alpine Rd
Morningside
Morningside
Gardenpark
Rooikoppies
Gardenpark
Windermere
Stamford Hill
Sydenham
Sydenham
Jan Smuts Hwy
Windermere
Sherwood
Stamford Hill
Sparks
Sherwood
Sparks
Essenwood
Berea West
Essenwood
Berea West
Argyle Rd
Western Fwy
Windermere Outlying
Durban Beach Front
Bonela
North Beach
North Beach
Bonela
Waterval Park
Musgrave
Greyville
Old Fort
Waterval Park
Musgrave
Old Fort
Greyville
Blackhurst
Wiggins
Soldiers Way
South Beach
South beach
Wiggins
Warwick
Durban
Durban Beach Front
Westridge
Westridge
Warwick
Durban
Bulwer
Bulwer
Ridgeview
Esplanade
Esplanade
Natal Bay
Point
Umkumbaan
University of Natal
Umkumbaan
University of Natal
Glenwood
Glenwood
Congella
Maydon Wharf
Image © 2009 TerraMetrics
Durban Harbour
Image © 2009 DigitalGlobe
©2007
Google

SITE PLAN *1:1000*






SALES & RENTALS



View towards entrance (back of site) *Author's own*

Eastern boundary *Author's own*





North East View towards Indian Ocean *Author's own*

Northern boundary (front of site) *Author's own*





View towards N2 (Northwest direction) *Author's own*



Western View *Author's own*





View of Entrance *Author's own*

A Northern view from above the site *Author's own*





Street Edge

Author's own

At present, the boundary to the hospital is hard and alienating. The idea is to transform this threshold through the effective use of landscaping. By planting trees along the street edge, it would be softened and create a feeling of a forest enclosing the CCC. This provides a barrier which is more sensitive to the surrounding context. It prevents victims from feeling exposed while maintaining a level of permeability through to the community.







Middle Left: *Nerina Rd*
Bottom Left: *Bus at entrance*
Bottom Right: *Boundary Fence along Nerina Rd*
Author's own



Looking up at the site from Nerina Road *Author's own*

A Northern view from above the site *Author's own*





Image is author's own







On questioning hospital staff and residents, as well as observing the movement of traffic, it became apparent that a well functioning network of public transport exists in the area servicing King George V Hospital and the surrounding communities.

Top Left: *Stanley Copley Rd*

Top Centre: *Taxi passing existing main entrance along Stanley Copley Rd*

Top Right: *Bus/taxi stop opposite main entrance Rd*

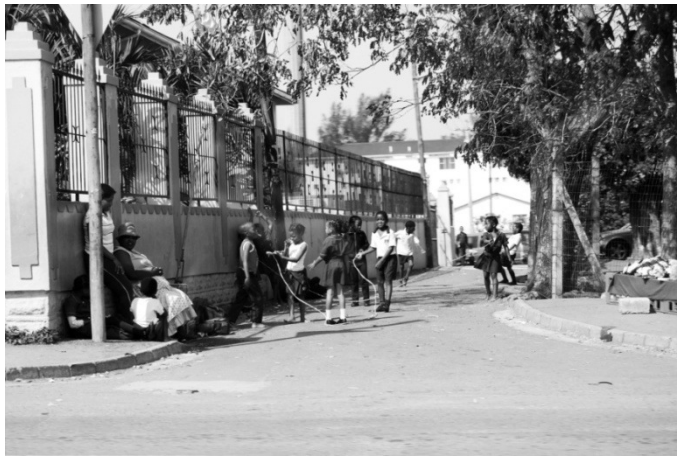
Author's own





The CCC, on its elevated site in the midst of this melting pot, would stand out as a beacon of hope, security and upliftment, in line with the revitalized King George V Hospital. As part of the community outreach program, some of the neglected, broken down recreational areas close to the CCC could be restored to encourage children to stay off the streets. The people would also have a symbol of values to which they could aspire.

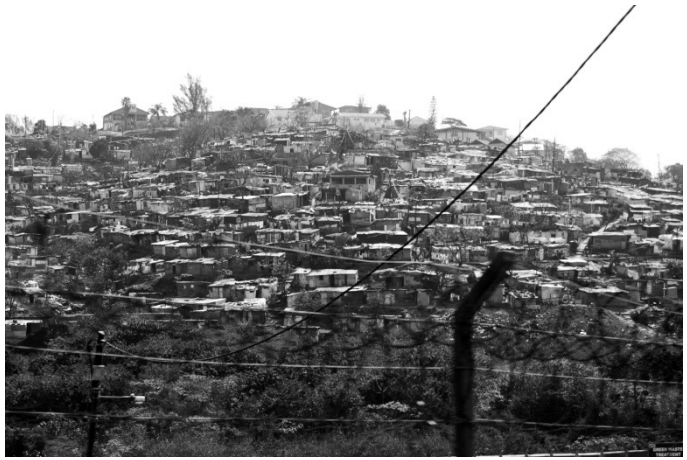




Top Left: *Urban debris*
Top Right: *Local Vendor*
Bottom Centre: *Nearby School*
Bottom Right: *Children playing in the street*
Author's own









There are signs of extreme poverty and urban decay, depressing dark apartment blocks and a lack of basic amenities. There are, however, notable contrasts between this and other parts which are better organized and well cared for. In other words, the CCC would be servicing a microcosm of greater South African society, sadly a breeding ground of rapists and abusers.

Top Left: *High density living*
Top Centre: *RDP housing*
Top Right: *Nearby township along Kennedy Rd (to the west of the site)*
Bottom Left: *View from park, west of the site, towards N2*
Author's own





Top Left: *Local Church*

Top Right: *Local Mosque*

Author's own

The site for the CCC is in the midst of a densely populated mixed use area of greater Durban which houses a diverse mix of culture, races and religions. One finds mosques next to churches, schools, factories, shopping malls, informal traders of all kinds and a plethora of low cost housing, shacks and more formal housing of a variety of standards.

Author's own





Author's own



Author's own



Travelling around the suburban, commercial and industrial areas which surround the hill that the site is on, shows how visible the CCC would be. This enhances the effect of the building being a beacon within the context of Durban.

Top: *View of site from Electron Rd*
Bottom left: *View of site from N2*
Bottom Centre: *View of site from N2*
Bottom Right: *View of site from N2*
Author's own







Climate

POSITION = 29° 58’ S 30° 57’ E

Considering KwaZulu-Natal’s climate is predominantly subtropical, especially along the coastal belt, an architecture which is suitably responsive is required. The traditional approach to the intense humidity was to build verandas. These formed covered outdoor living spaces which caught the breeze while providing shade and became a distinct characteristic of local design. In recent years, buildings have steered away from this effective element. Even though the disappearance of the veranda in recent times has been seen as a loss, there are examples such as the KZNSA Art Gallery in Durban which set a precedent for a contemporary response through its screens of slatted timber and clearstoreys which induces cross-ventilation.

The prevailing winds of the KwaZulu-Natal coastal belt are predominantly from the north east and the south west. Winds originating from these directions occur on more than 255 days of the year. The south westerly winds are generally stronger and at times carry rain. The mean monthly wind speeds are at their lowest in May and June. The highest mean wind speeds occur early in September and October. Maximum wind speeds are reached in the early afternoon (14:00) and the minimum wind speeds are reached in the early morning (between 06:00 and 08:00).