

Creating an urban place through A proposal to create an urban re

The project is a Multi-Mode Transport node for Fort & Pettah, which handles Buses, Trains, Boats, Taxis and pedestrians for better options of movement. It will be a result of the evaluation of problems /needs of the context and the interdependent spaces which reflect the life style of the people.

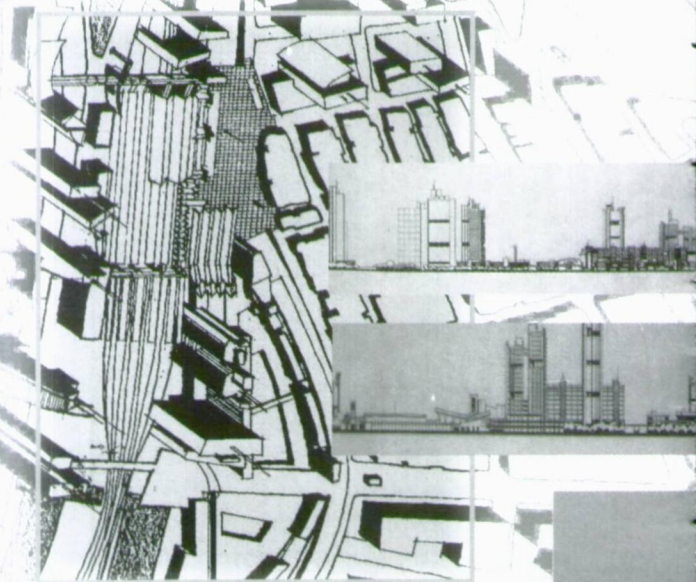
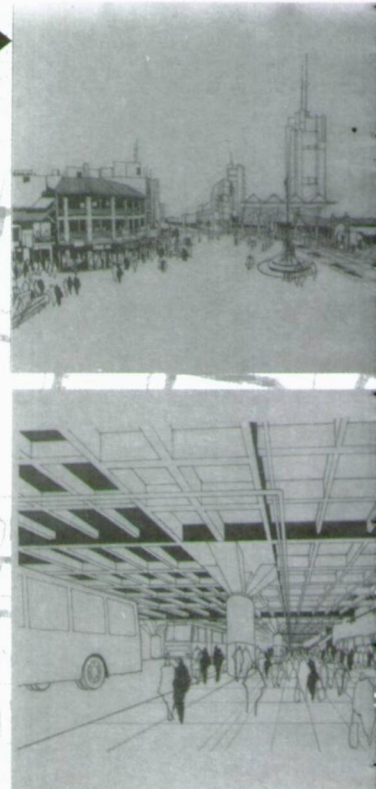
Colombo, the capital of Sri Lanka, has a history going back to more than four hundred years. Commercial investment has forced drastic changes in order to compete with foreign cities and to respond to the growing demands of the globalization process. This in turn has created extremely uncontrolled urban growth and congestion on both the city's resources and the people it represents resulting in Colombo losing it's character and becoming uninhabitable. There is an increasing loss of intimacy or 'loss of nearness' between people and their world as well as between person and person. This tendency, coupled with the escalation of urbanity and urbanism seem to result in the gradual disappearance of healthy environments. While undermining the role of the city as the most important cultural, political settlement of communal living, the prevalent architecture reinforces alienation by a serious disregard of existential qualities such as **imageability, memorability inhabitability** and so forth.

The growth of a city is intimately linked to the factor of accessibility and as such transportation plays a vitally important part. It is apparent that the present transportation system leaves much to be desired, the problem stems from the fact that the structure of the city lacks flexibility .The common perception is that all problems are due to the lack of resources, this is simply not true. It is our inability to use the resources available to us in a meaningful way, which creates the problems.

The Fort railway station originally established in 1860s has been the most important station in the country since the introduction of railway to Sri Lanka. It was the gate way to the out side world and the journey was a celebration during the great Victorian era. This is a good opportunity for an advertisement of future intent to make the railway station once again part of the public realm, to make it a **celebration of arrival and departure**, gateway to the city.

The proposed station square (which will be the main focus of the multi mode transport node) is where all the pedestrian movements criss-cross and also this is the central place which leads to all the areas such as Fort; traditional financial district, Galle face; Colombo's prime public space, Lake district; new business center, Port district, Pettah; bazaar district, transport node and proposed business park. Apart from this it will be linked to suburban and regional centers by rail and highways.

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gh Additive Transformations: n a i s s a n c e a t t h e h e a r t o f C o l o m b o

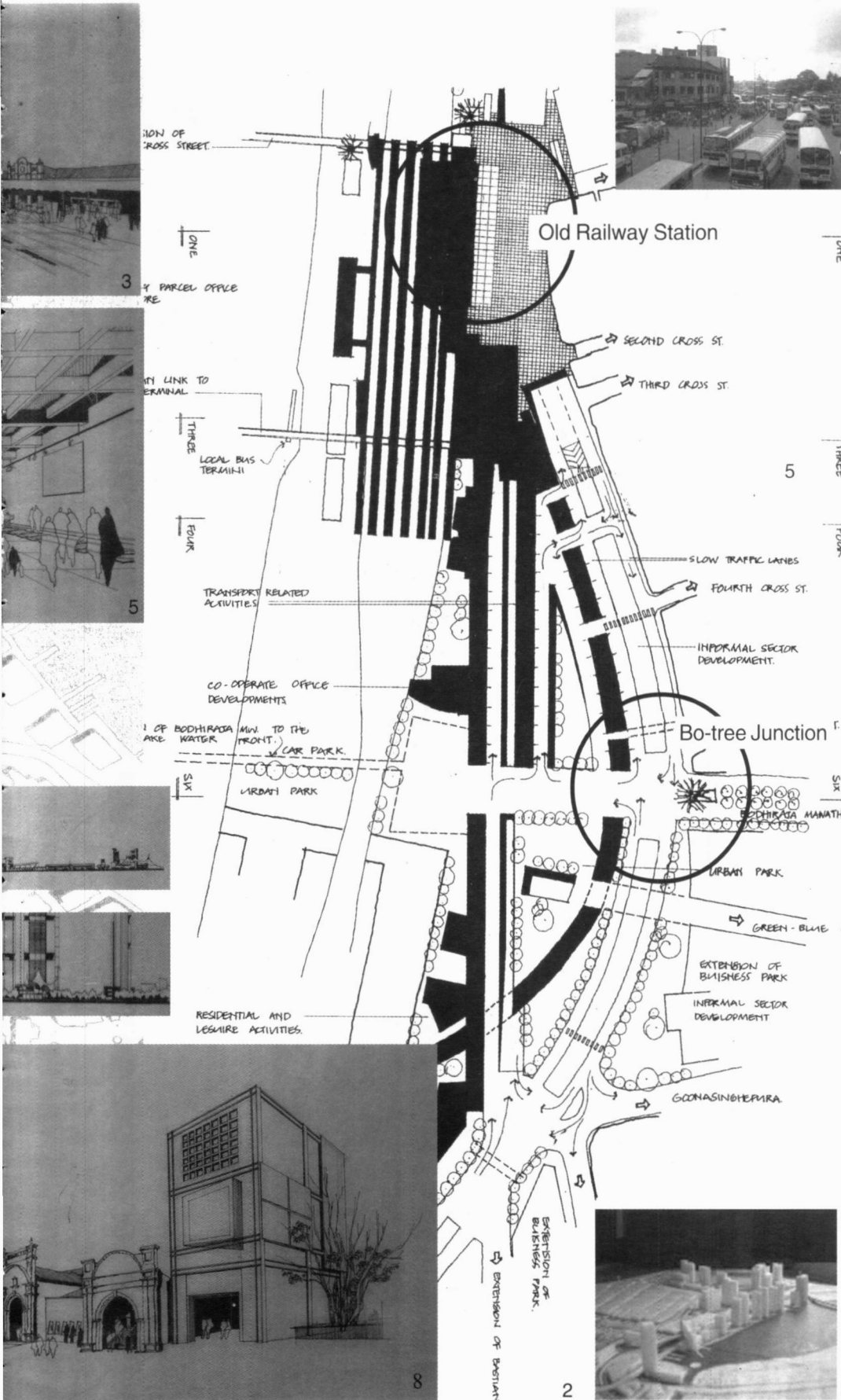
The station square will create a cultural diversity to take the global challenge of the 21st century, when Colombo becomes the financial capital of the south Asian region.

The station square caters to any type of public activity for all the people all the time bringing every body together breaking all the social, cultural, political differences.

Most of the users today are middle income and lower income people but with the introduction of efficient public transport systems most of the upper income people also will move to public transport (main idea is to attract car uses) therefore high quality, high-tech public facilities also will be provided. **Interaction** of people of all classes, mix of ideas and knowledge and influences will reinforce the social system and life style of the people and this will lead to the achievement of the ultimate goal "urbanity" in totality.

The architectural intervention, which is proposed, would be the **additive transformation** method, in which an original nucleus is transformed by a sedimentary and incremental process of addition of new parts and elements. As it's a sedimentary process, additive transformation ensures a sense of continuity and sense of place in the construction of urban space or the city in both historical and spatial terms.

- 1 .The built fabric
- 2 .Ground level layout
- 3 .Station Square
- 4 .Existing context
- 5 .Drop-off point at below ground level
- 6 .Elevation to Olcott Mawatha
- 7 .Elevation to D.R.Wijewardane Mawatha
- 8 .Old and New
- 99 .Possible future fabric



The present railway station building will be preserved with the removal of hustle and bustle, while some of the main functions retained. In order to promote public realm and tourism, museums, restaurants and bookshops will be housed within the old building. While shifting part of the functions to the new transport interface in order to promote multi-mode options to the public.

Richness of the historical layers, vibrant drama of the day to day street life and the future developments of the area, will add another dimension, which demand the value of the square as the city's most prominent public space.

Original railway bridges will be extended and used to link city's most vibrant areas.

The in-door and out-door spaces will give visual and physical connections to the surroundings providing imageability and legibility to the user/public. The whole web will have several domains with different activities such as waiting for transport, gathering, watching people, shopping, leisure, nightlife and as a drop off point.

The language advocated in this design proposal will use the transparent bases of most of the proposed structures as retreats for intense public gathering and social interaction, while facilitating needs and functions of the people with permeability and robustness through out the scheme. The solid fair-face concrete structures of lower bases will handle the transport activities, hustle and bustle. Light weight steel and glass elements being the places of concentrated work, collective work and spaces for social interaction of differing intensity.

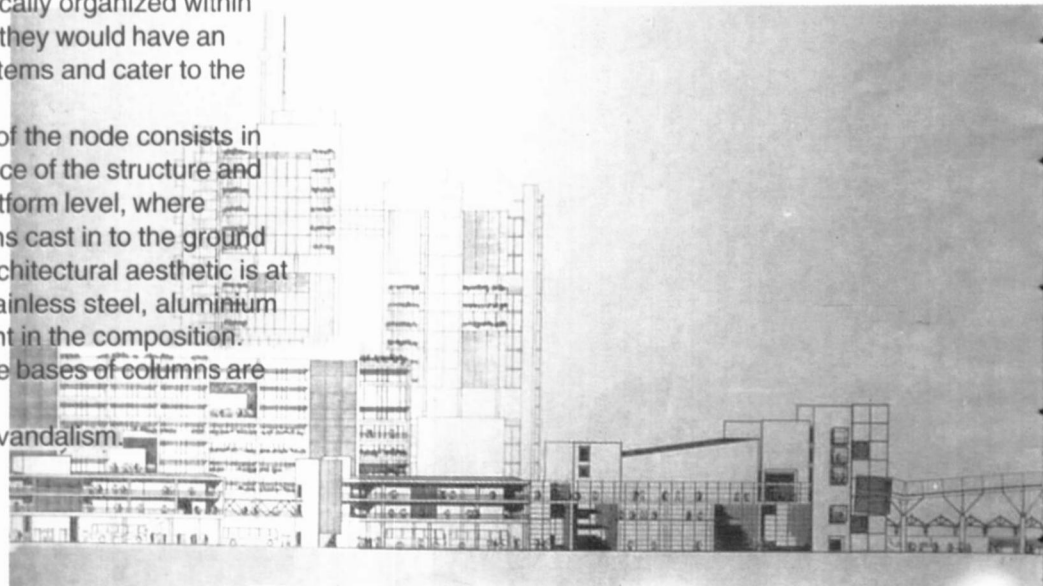
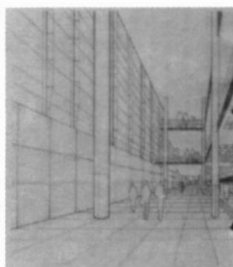
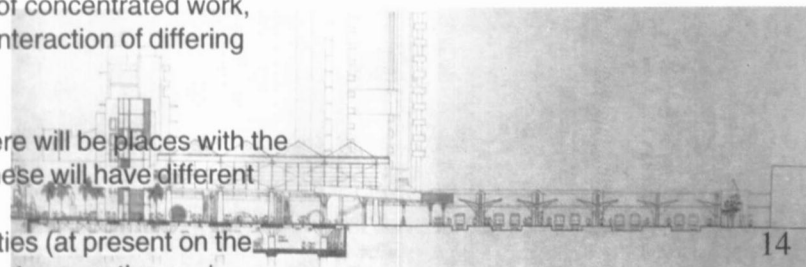
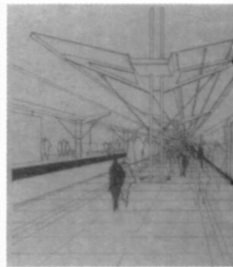
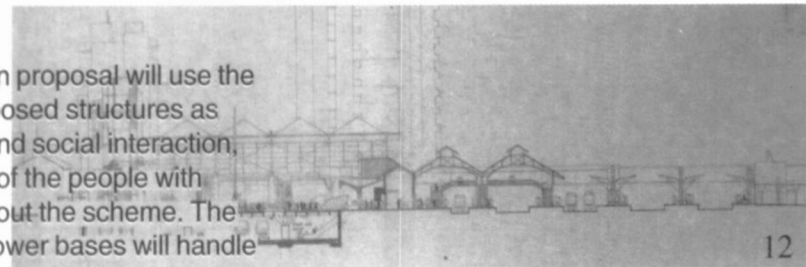
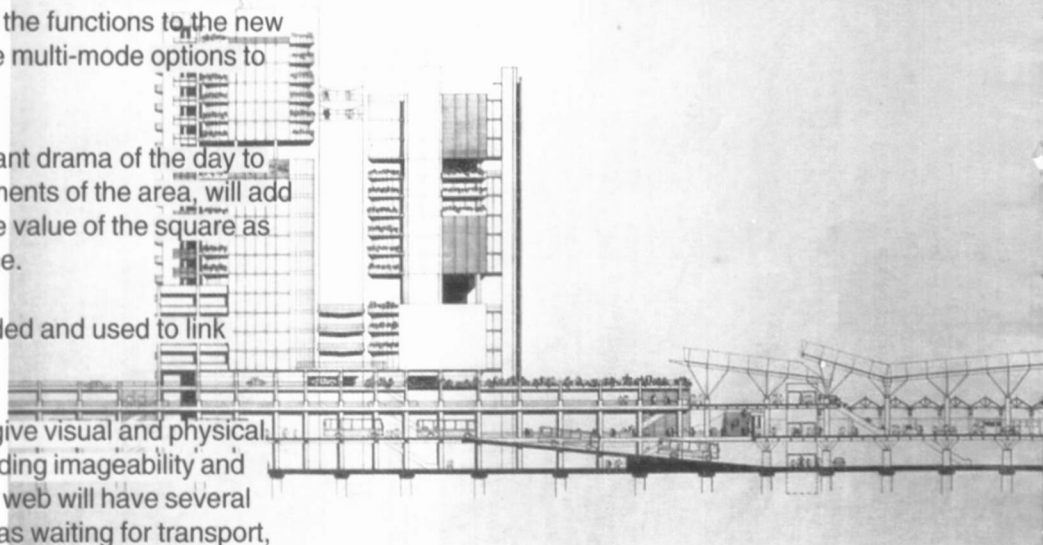
Apart from the overall imageability there will be places with the local association "machang culture" these will have different characters and understanding.

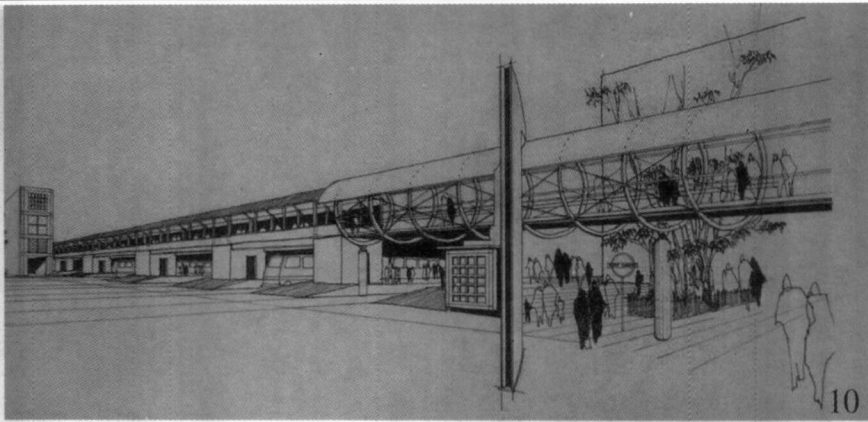
The informal sector commercial activities (at present on the pavement or housed in temporary structures on the road edge), will be legalized and systematically organized within the movement of pedestrians, so that they would have an opportunity to sell branded goods or items and cater to the upper income people as well.

Apart from the scale, the excitement of the node consists in the tension between the sheer elegance of the structure and the rough vigor of raw concrete. At platform level, where concrete diaphragm walls and columns cast in to the ground have been left exposed, the robust architectural aesthetic is at its most pronounced. Use of steel, stainless steel, aluminium and glass create polished counterpoint in the composition.

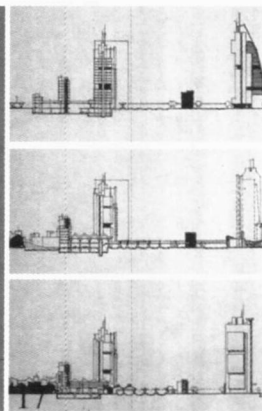
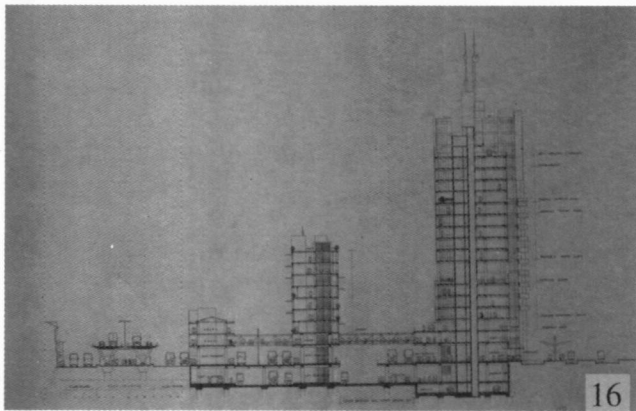
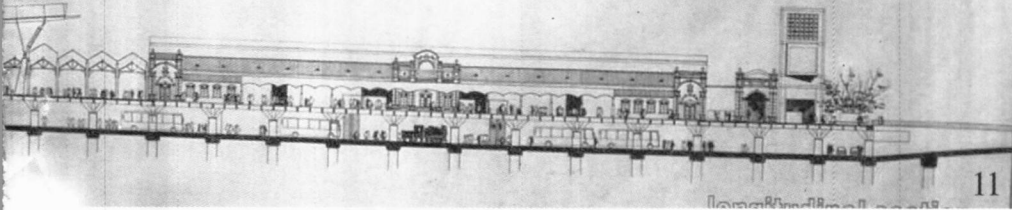
To prevent vandalism and damage, the bases of columns are clad in stainless steel.

Glass lifts improve security and deter vandalism.

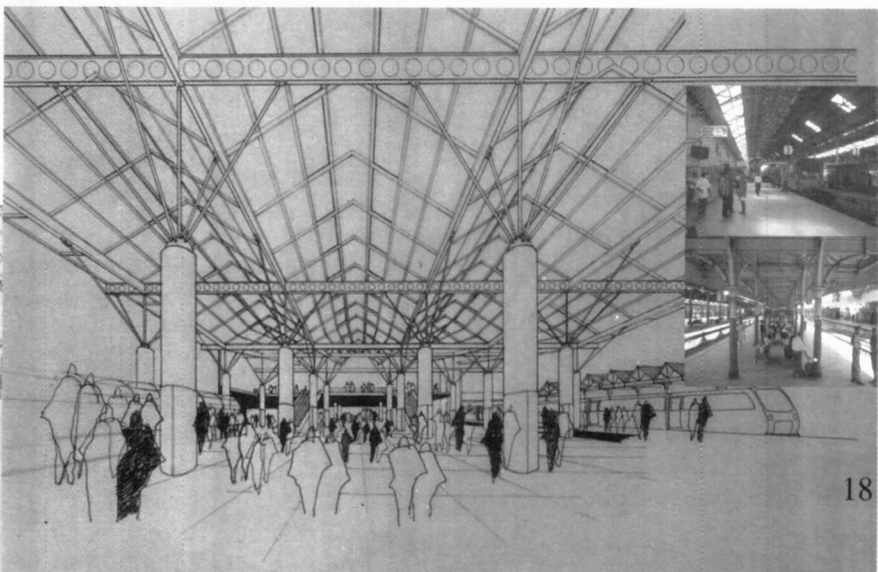




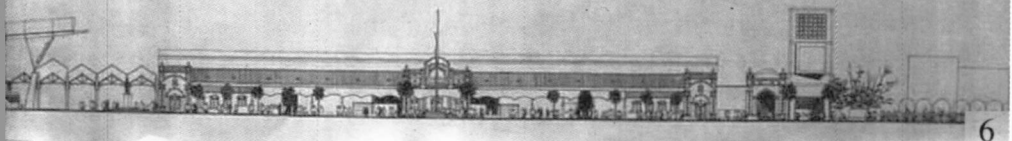
Roof of the transport interface bear on longitudinal and cross steel beams, which span on columns set at 12m grid with the help of tensioned steel props. Steel roof gable are held together and stiffened by an internal diagonal grid of stainless steel cables connecting the screw-fixed stainless steel bosses, which form each junction in the roof. Roofs are entirely of copper, apart from the glass strips, which run along either side of the ridge providing natural light. Up lighters set at every column provide multiple reflections on the glass and copper making the place more crystalline and magical at night. Small structures on the platforms and other public areas for instance, are executed in glass and steel with the rationalist rigour that informs the main structure.



Fixed, semi fixed and non-fixed elements – covered, transitional and open spaces – actual three-dimensional built fabric on the ground are a direct response to contemporary and futuristic local urban culture. That represented by the user attitudes on one hand, vibrant character of site and context, and the drama of natural setting on the other.



- 10 .Extension of First cross street to the Beira Lake
- 11 .Longitudinal section
- 12 .Section through old Railway building
- 13 .Railway platform canopy
- 14 .Section through multi-mode transport interface
- 15 .LRT platform
- 16 .Section through towers
- 17 .Section through the context
- 18 .Transport interface



Sanath Liyanage