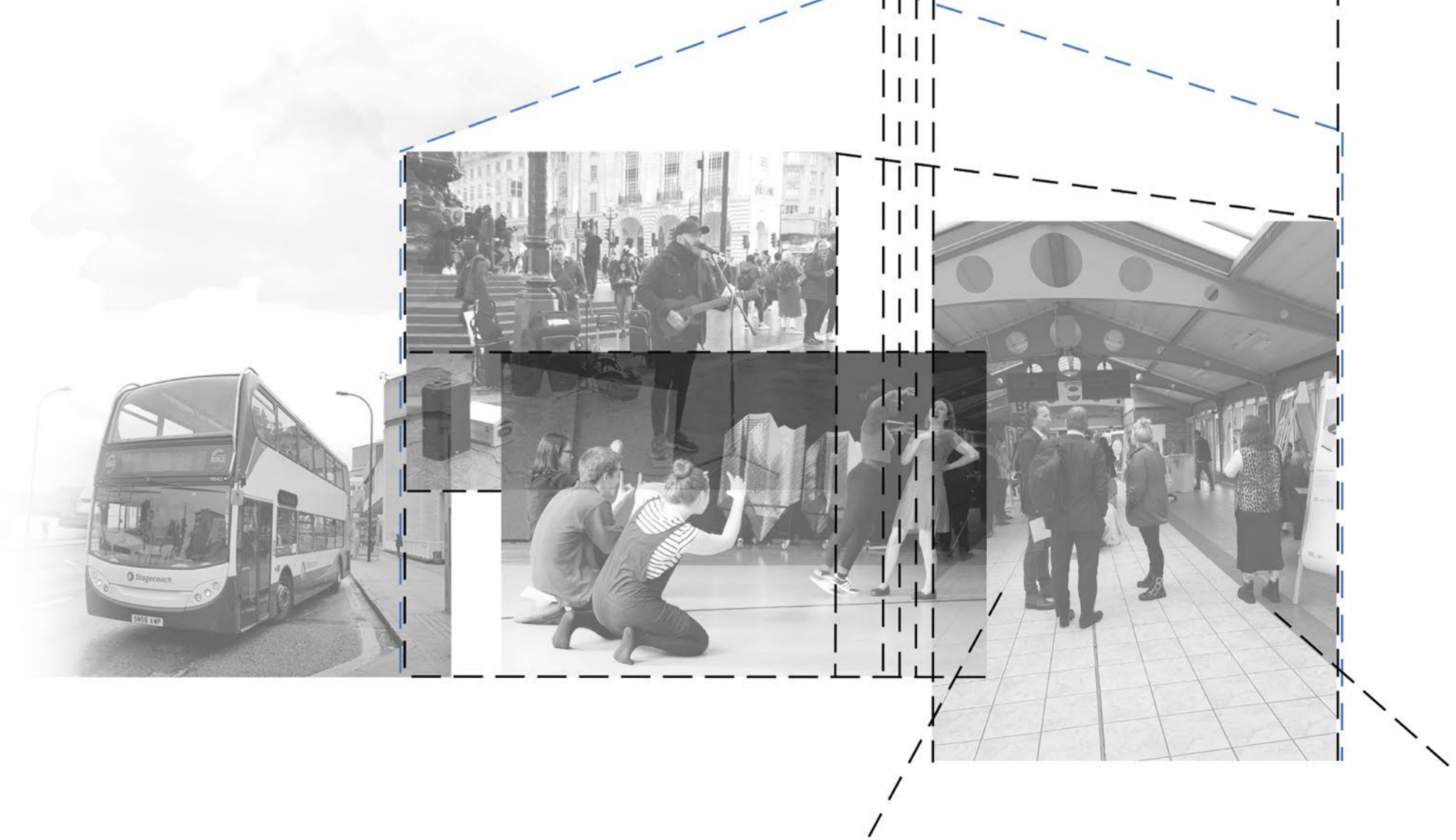


## SITE



## SOCIAL INTERCHANGE

A collaborative project with Sheffield Interchange and the South Yorkshire Mayor's Office to enhance the user experience and social interaction with minimal resources.

### BRIEF

The Sheffield Interchange, an existing under-utilised piece of infrastructure in the Sheffield city centre, is in need of modernisation. Infrastructure is vital to a country's economy and has many potential roles within it. The aim is to develop ideas on how to enliven public spaces within the Sheffield Interchange and encourage social interaction. The Interchange would need to be reconnected with the rest of the city and justify its existence on an economic level. Currently the interchange is being utilised by the public walking through or people waiting for a bus. However the building is in need of another purpose to grow financially.

In addition to the bus services in the Sheffield Interchange, my approach is to incorporate another relevant usage which would help people and businesses to grow, ensuring a renewed sense of exhilaration, whilst preserving the historical character of the building.

Current main events and entertainment which take place in the Sheffield city centre can include, shows, performances and exhibitions which all encourage social interaction and leisure. Sheffield is known for a demographic of student life and people starting out. Larger famous venues are dedicated to experienced professionals. To kick start your career, a useful trick would be to begin in a smaller scaled venue which would give a young professional the opportunity to learn and get tips.

Whilst analysing the potential of existing structure and interactions, my technique is to incorporate flexible, temporary spaces informing inclusivity, which young professionals can utilise as a venue to showcase and develop their skills, allowing people and businesses to grow and interested parties to support and congregate. This will not only ensure a positive impact on the environment and encourage an inviting feeling towards the public but will also allow informal access to what happens around the city centre and give the users a reason to stay longer and enjoy their experience of using the bus services.

This would provide a sense of community as the level of social interaction would increase due to people engaging with the site, helping the building to regain its presence in the city, whilst generating a safer environment.

### USERS

By portraying the venues in the Interchange, additional users would be students and young professionals who are starting up their careers and would like to showcase and develop their current capabilities in front of an audience seeking entertainment. Other potential users may be people looking to support others and collaborate with people with a similar interest.

After graduation it can vary between weeks and months before an individual may find a job or profession. This could be due to not having the required skill set. My design will give these users a space to develop these skills and network, helping them to achieve their aspirations in a shorter period of time.

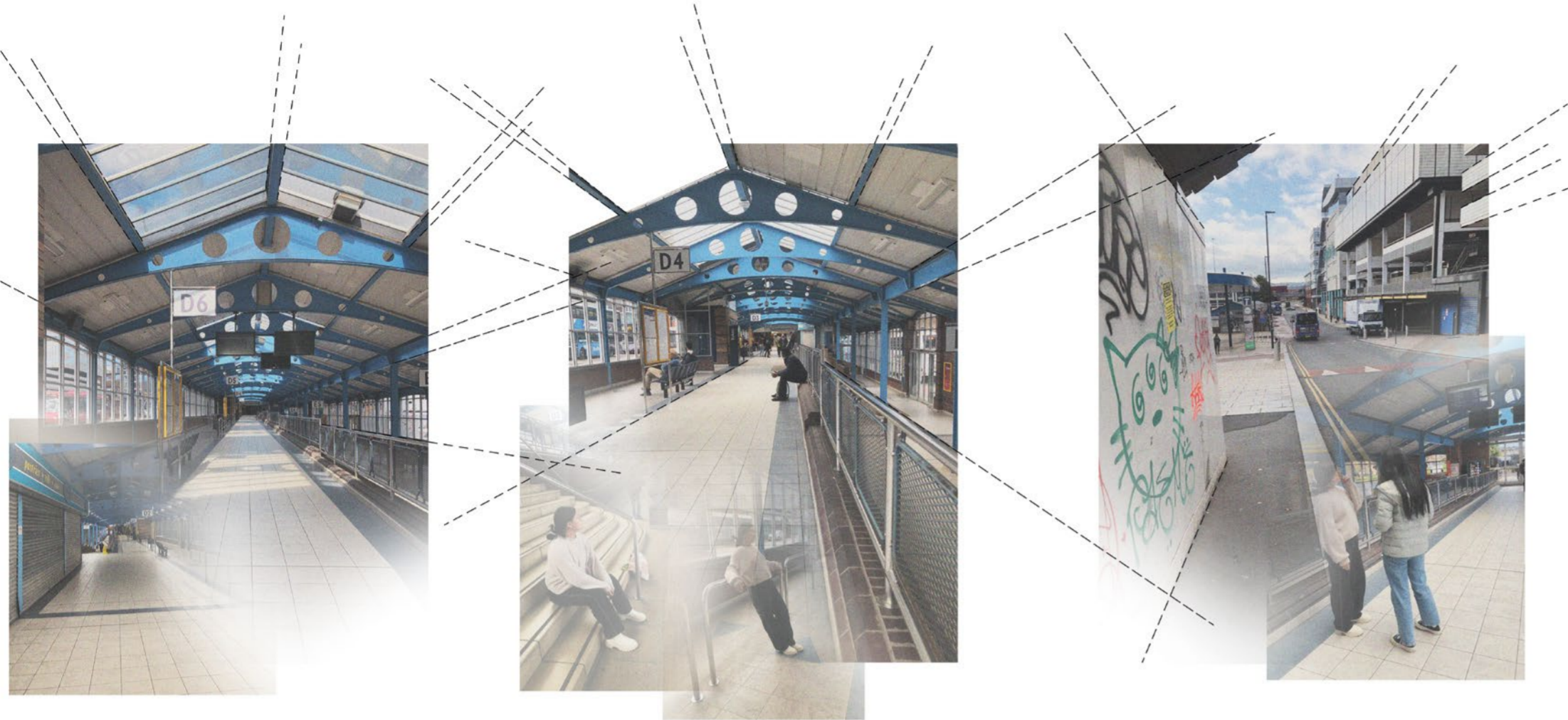
### CLIENTS

The commissioning clients involved in this project are the owners/ managers of the Interchange. When meeting with the client at the site, they revealed what aspects they would like to be involved in the overall design. It was interesting to see how they did not see the full potential of the Interchange due to their ideas being limited.

Interested parties such as the South Yorkshire Mayoral Combined Authority were involved in the official launch event for the project. Their mission is to create a stronger, greener and fairer South Yorkshire. They work together to discover the potential of people, business and places to ensure growth and success in all sectors by certifying that they have the skills and training that they need. Their vision is to grow an economy that works for everyone and strengthen the quality of life for all.

By serving South Yorkshire everyday they strive to connect people and businesses to the places they aspire to be, by using a transport system which is reliable, green and affordable. By investing in infrastructure they aim to transform South Yorkshire, re-energise high streets and convey new homes.

The head of data and intelligence at SYMCA works closely with the Interchange and became very insightful when describing what could be considered on our designs. The site needed to be converted into an interesting and exciting community asset which easily reconnects the site and people back to the vibrant Sheffield city centre. The site would need to be made better for the current users who are getting a bus, walking through or even who work there.

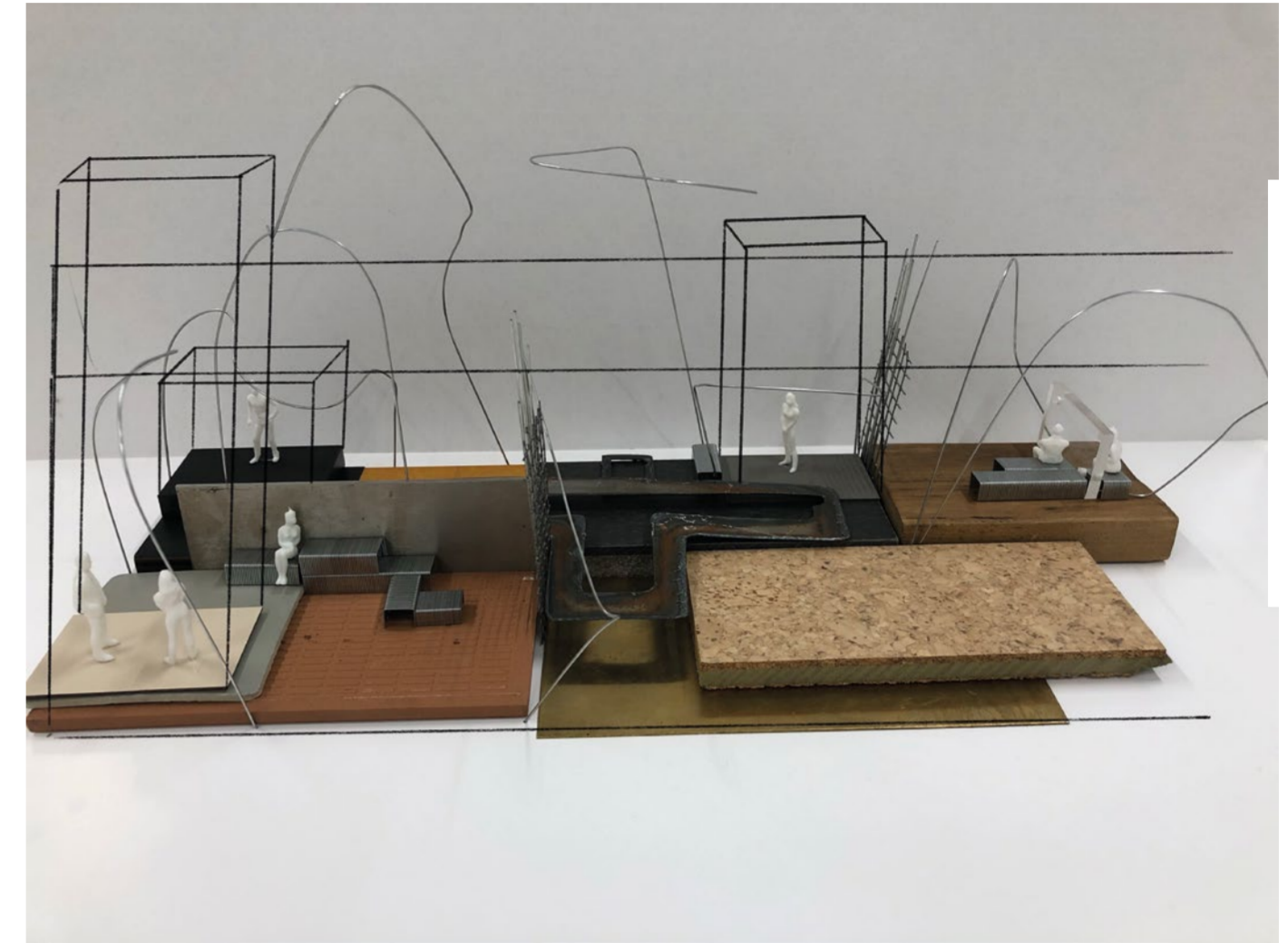
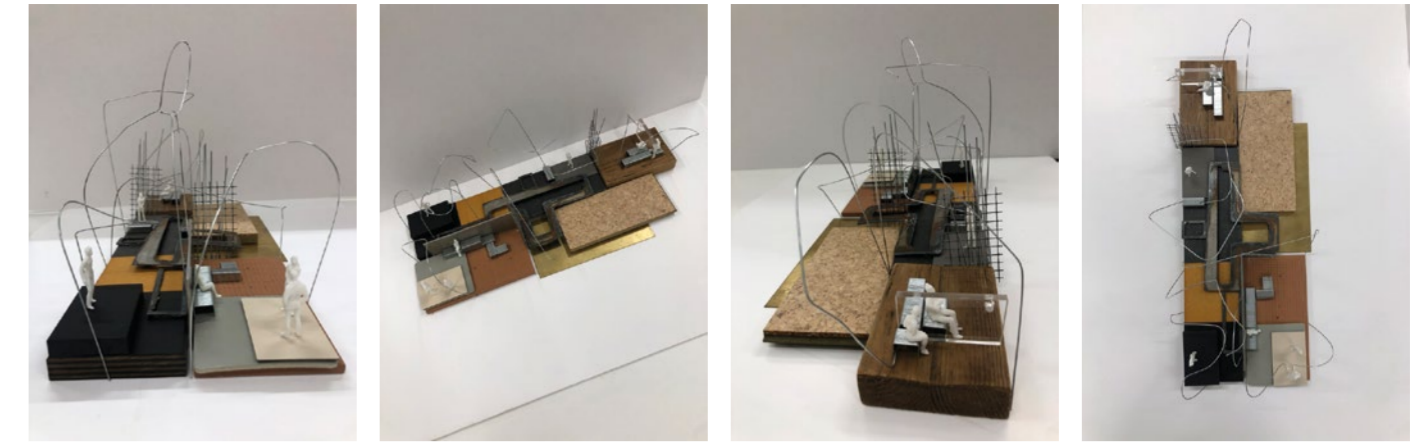


**Safety/ Security**  
 I found that safety was a huge issue within the interchange due to the lack of presence inside. If more people congregated in the interchange it would seem more livelier and enforce comfort, helping people to gain confidence and trust in their surroundings.

**Comfort**  
 Another issue I would like to address is the deficiency of comfort due to the shape and materiality of the limited amount of seating, forcing people to have trust that the surrounding structure can be used as comfort. Having more facilities to engage in comfort could encourage users to spend more time in the space.

**Way Finding/ Navigation**  
 An issue that I feel is ongoing is navigation. This is down to the fact that many people are unaware of the interchange's existence due to the building not benefiting anyone apart from the people getting a bus. Incorporating a community asset in the interchange will allow more people to engage in the site, helping the area to become more populated which will generate a safer space. This will help people gain trust within finding the building as the interchange would become a strong attraction which would help regain its presence in the Sheffield city centre.

Another part of this issue addresses the navigation inside of the building. Because of the confusion and trust of finding the correct bus, many people avoid having to get a bus as it is easier to travel by car. However if the navigation system improved, catching a bus would seem more effortless.

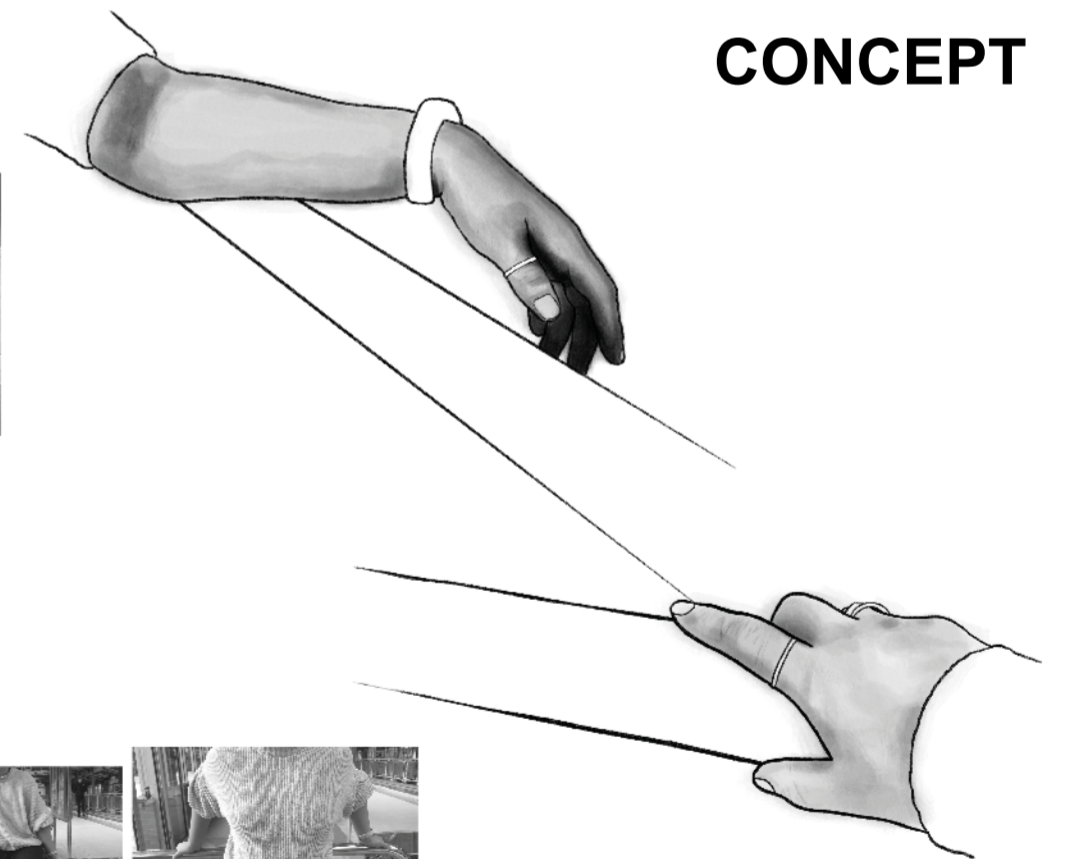


**INTERACTIONS WITH EXISTING STRUCTURE**

**Comfort/ Trust**

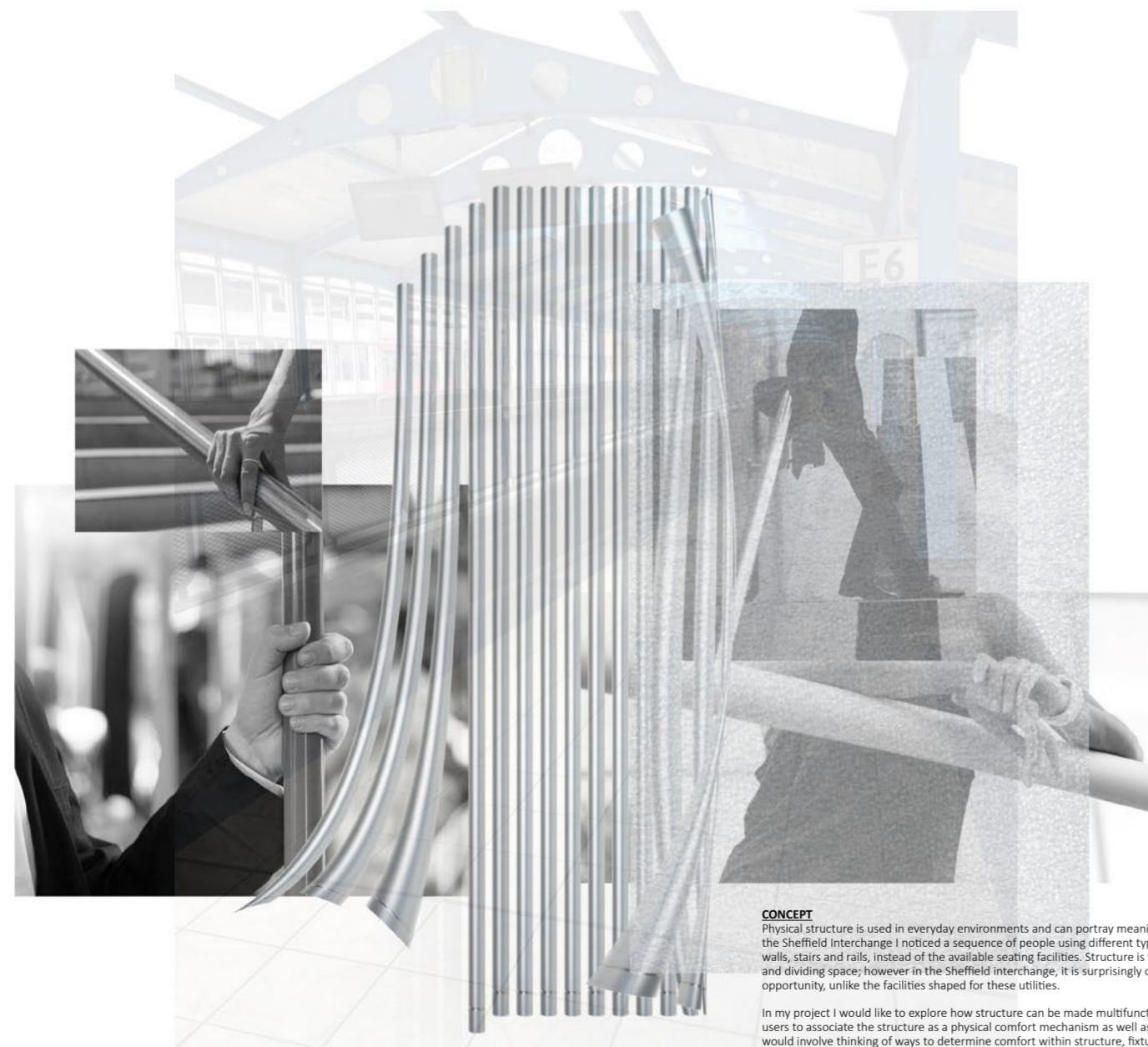


**Support/ Trust**



**CONCEPT**

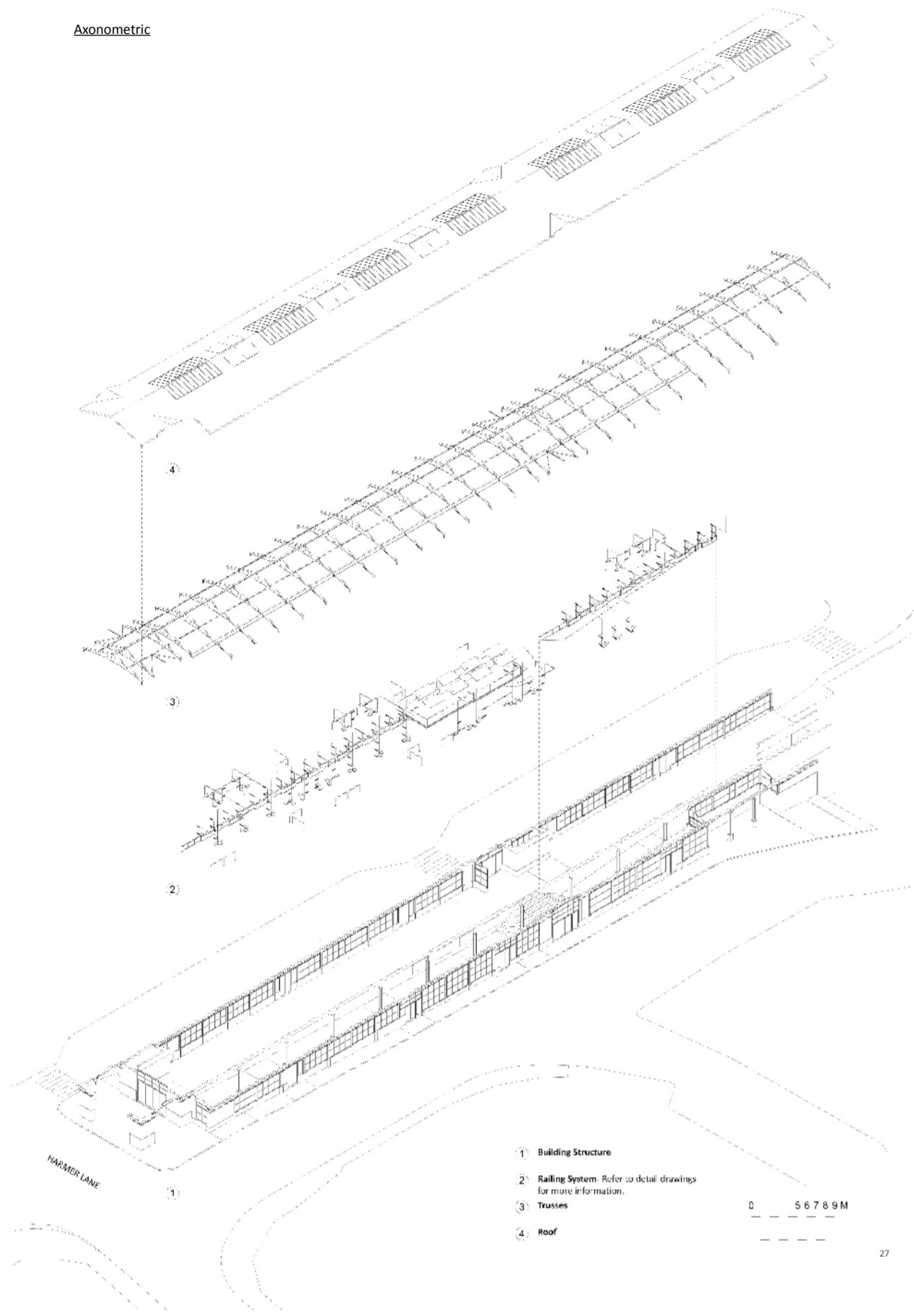
Exploring human interaction and positioning with a railing. A railing can have a multifunctional purpose. For example it can be used as a form of trust including physical comfort and physical support.



**CONCEPT**  
 Physical structure is used in everyday environments and can portray meaning in a space. During my study of the Sheffield interchange I noticed a sequence of people using different types of structure as seating such as walls, stairs and rails, instead of the available seating facilities. Structure is typically used as support, safety and dividing space; however in the Sheffield interchange, it is surprisingly chosen as a comfort and seating opportunity, unlike the facilities shaped for these utilities.

In my project I would like to explore how structure can be made multifunctional and find ways to encourage users to associate the structure as a physical comfort mechanism as well as a support system for the space. This would involve thinking of ways to determine comfort within structure, features or fittings whilst allowing for original usages. My concept reflects using affordances. Affordances can be occasions which suggest a possible action that can be identified by a user. There are 6 types of affordances including explicit, hidden, pattern, metaphorical, negative and false affordances that imply how an object can be used. However my project will explore explicit affordances which encourage certain interactions through physical appearances.

Axonometric

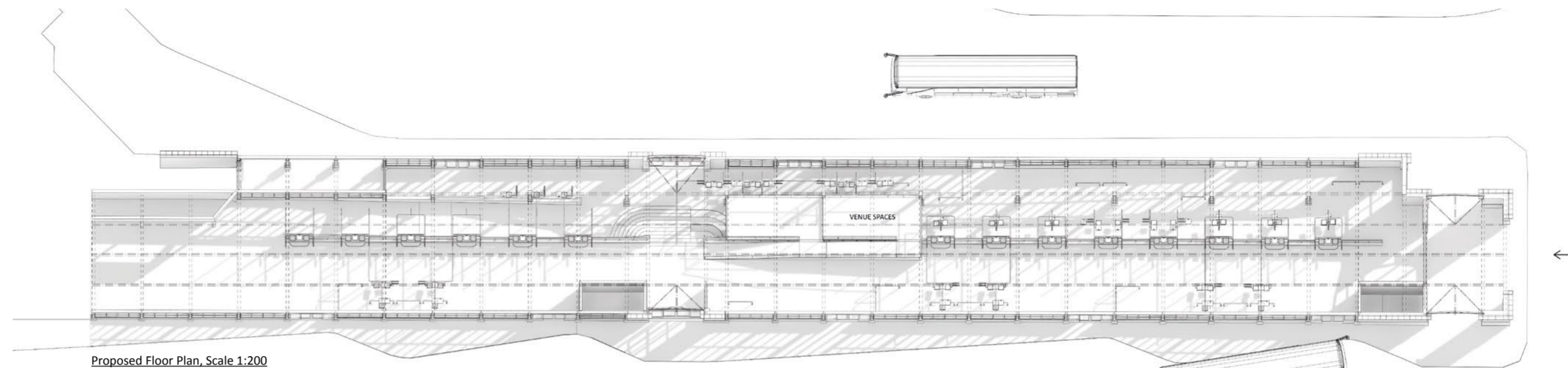


- 1 Building Structure
- 2 Railing System Refer to detail drawings for more information.
- 3 Trusses
- 4 Roof

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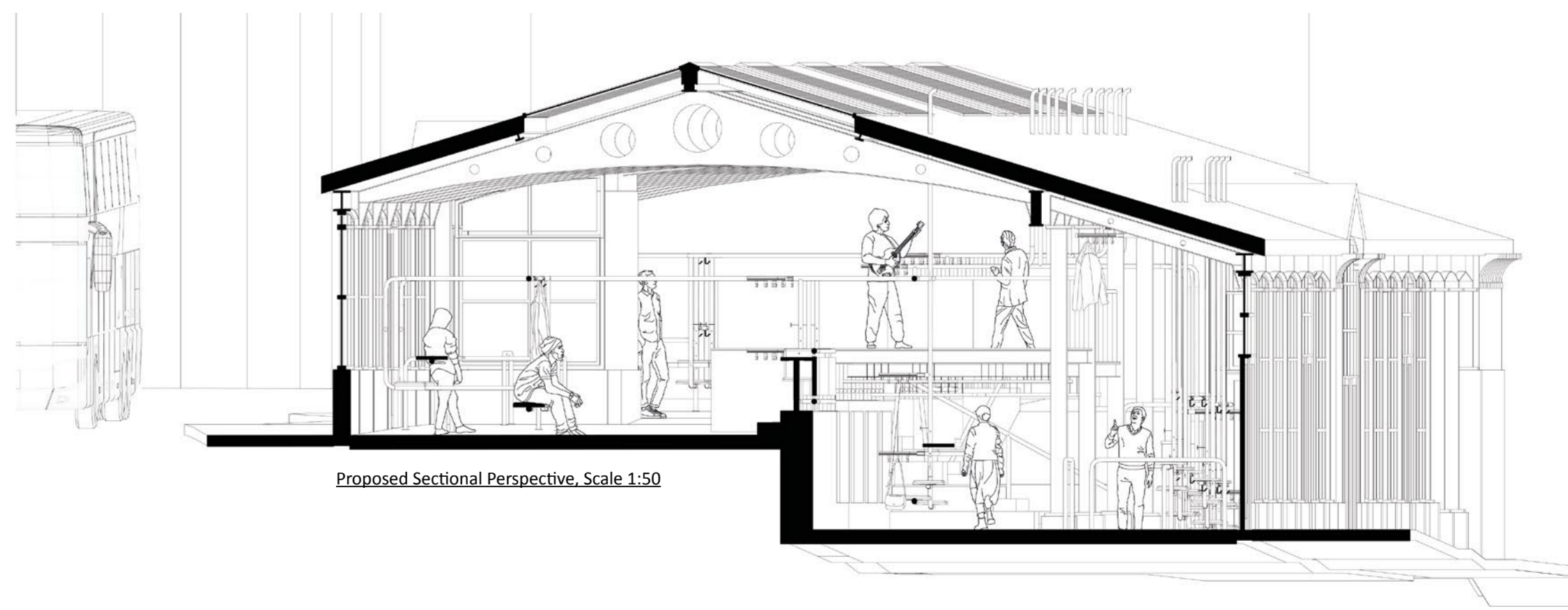
# PROPOSED



Proposed Floor Plan, Scale 1:200

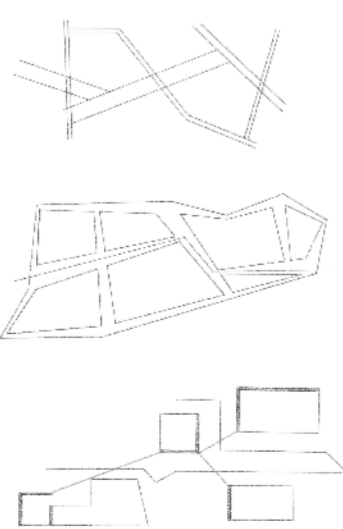
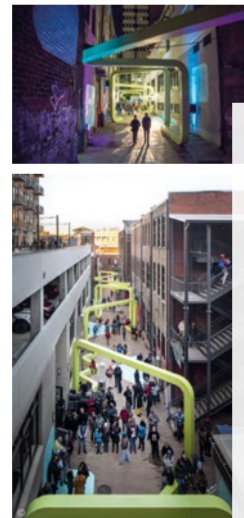
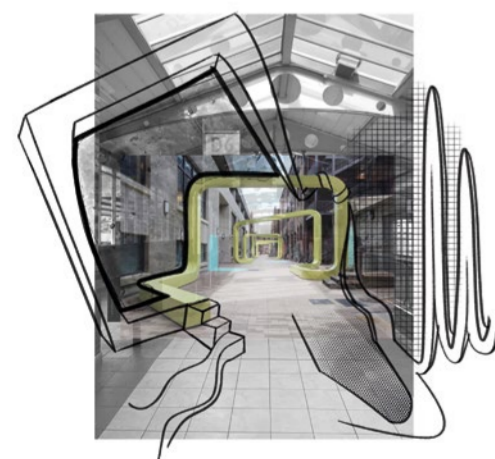
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Proposed Sectional Perspective, Scale 1:50

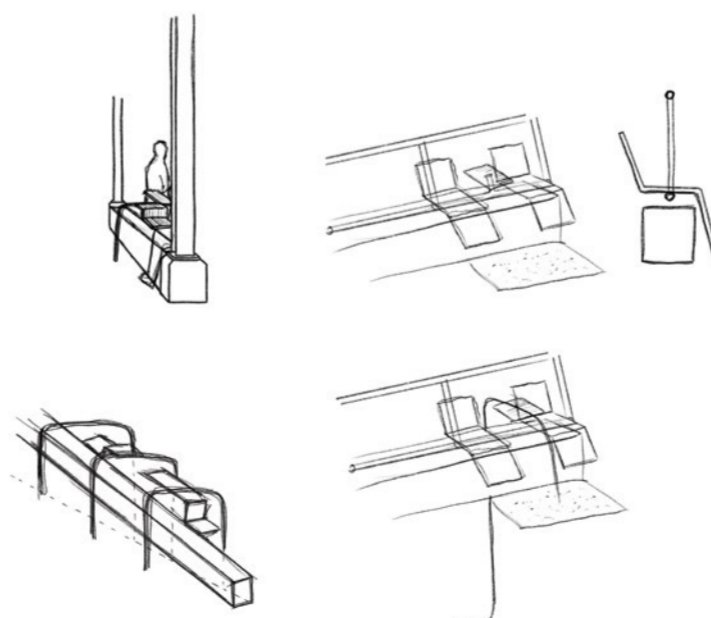
Key Plan



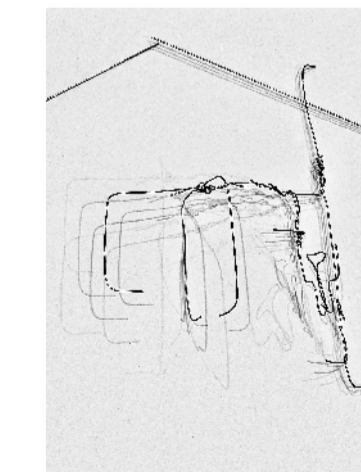
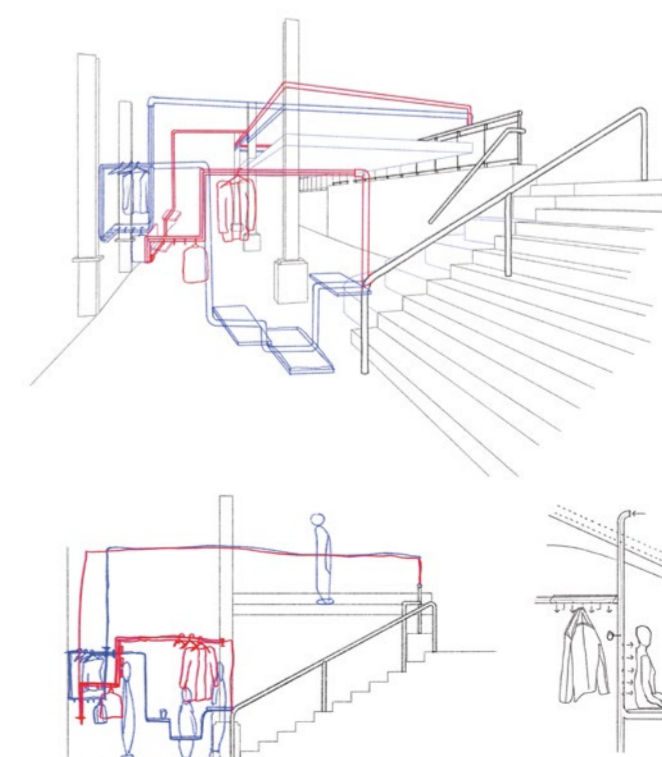
PRECEDENT STUDY: White Architects Transforms a Swedish Square with 65 Meter Bench

The 65 meter long, continuous bench, multi-level sits is used as a central gathering place which attracts visitors to sit, walk, play and socialize. This project informed a new identity for the square which could also be used for entertainment purposes such as informal performances, increasing the opportunities for social interaction. The outdoor seats to double sided with a variation of seating types and heights such as a reclining bench, step up sofa and deep platform which meets ergonomics.

This case study has informed my own design process as it has inspired me to consider topography and how the excavated floor levels in the Sheffield Interchange have potential and could be manipulated for another use. It is interesting to see how the shapes of seating inform comfort and how a person is positioned for different purposes.



DESIGN DEVELOPMENT

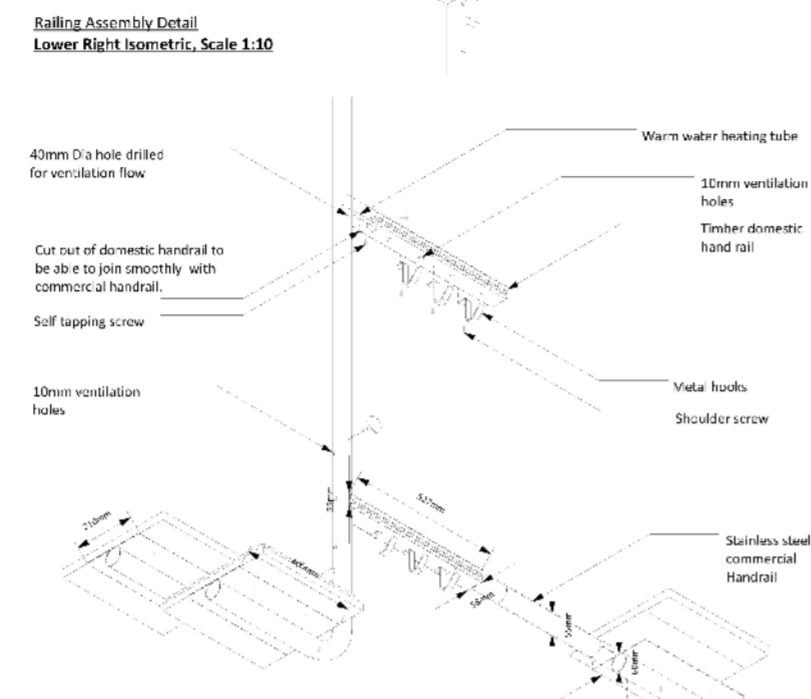
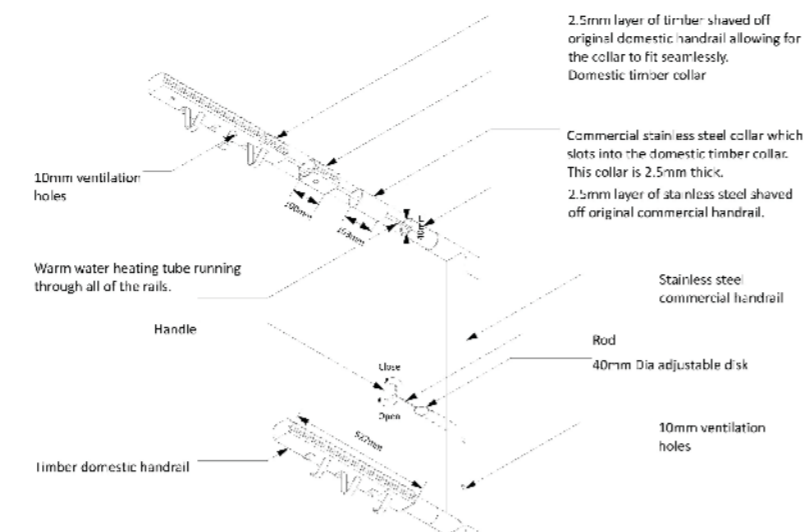
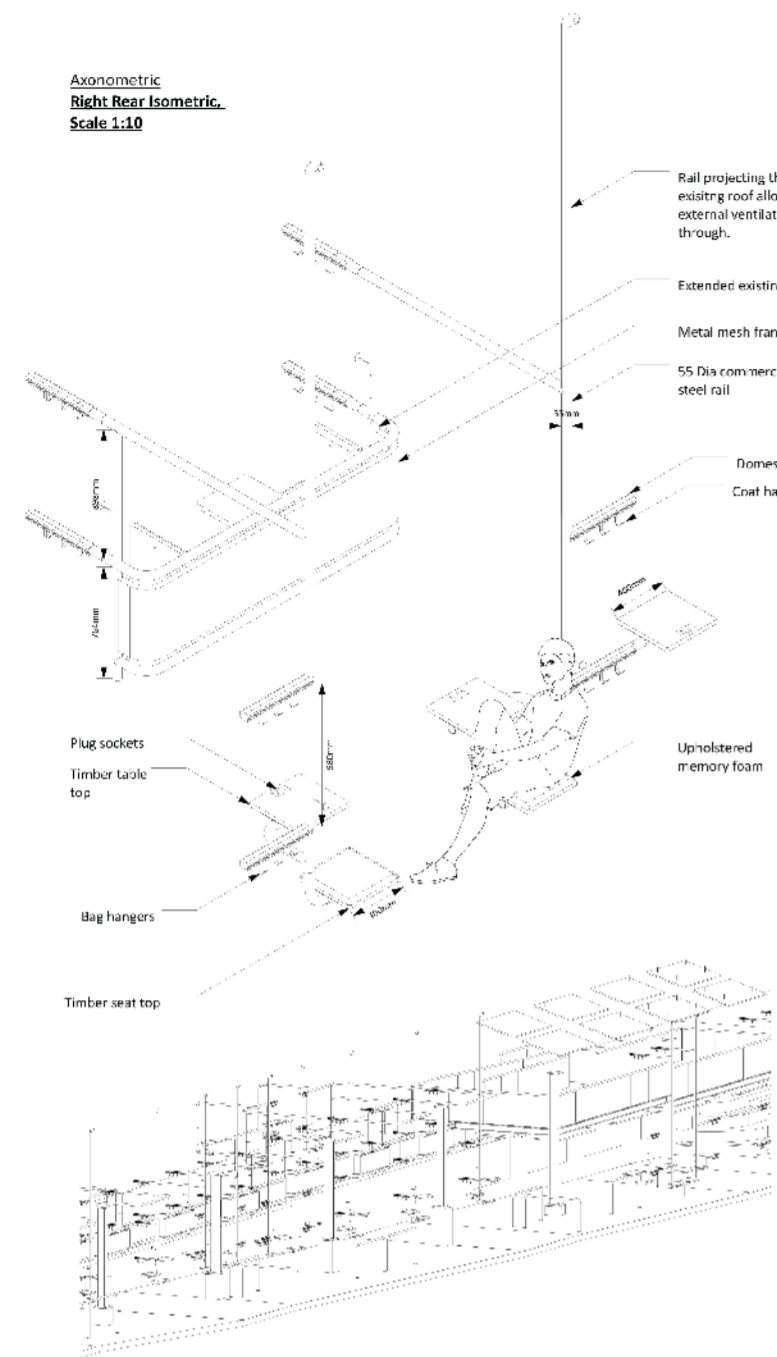


Due to the distribution of seating heights in the Sheffield Interchange, I found this to be a perfect opportunity to have low seating areas for high chairs or car seats throughout the building to encourage multiple age groups to use. I adapted the design to allow young children to sit and drink the building.

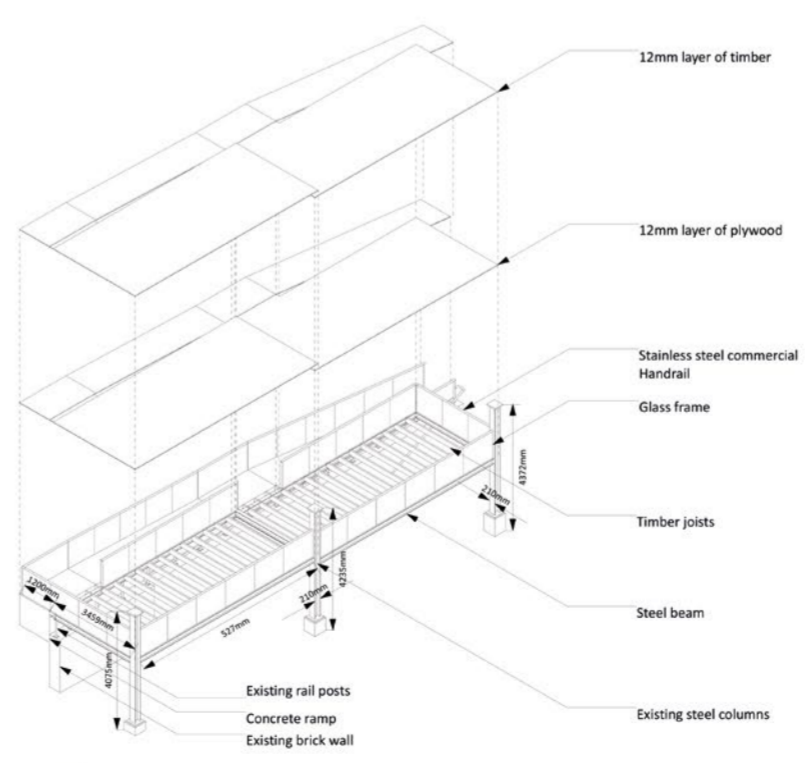
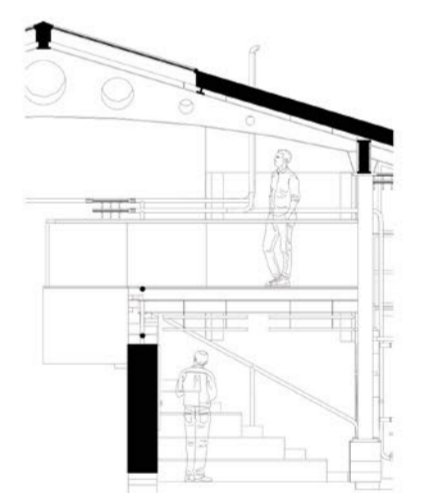
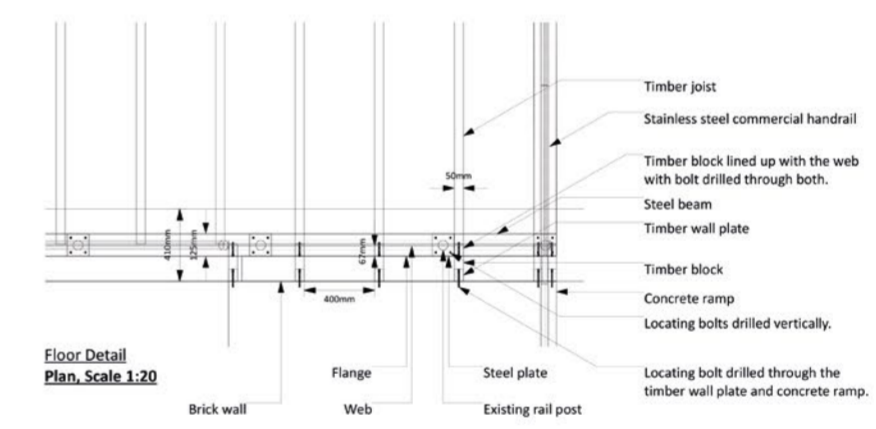
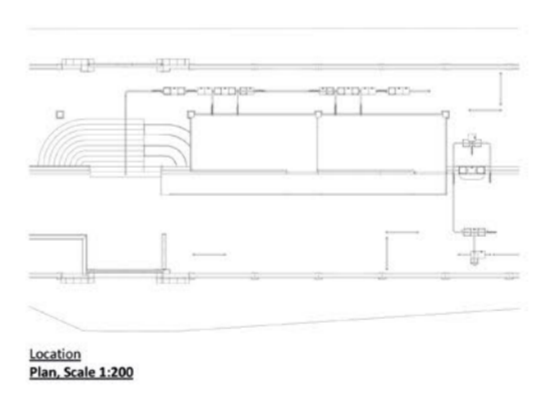
The seating system includes varying heights, materials and shapes to allow the users on the future site to sit. Through the seating system, the available facilities include: heads, cushioned seating, tables, chairs, and a variety of seating.

When developing the ventilation system throughout the site, I realized that the design of the site was not ideal for the ventilation system. I decided to use a series of seating areas to allow for the ventilation system to be integrated into the building. I decided to use a series of seating areas to allow for the ventilation system to be integrated into the building. I decided to use a series of seating areas to allow for the ventilation system to be integrated into the building.

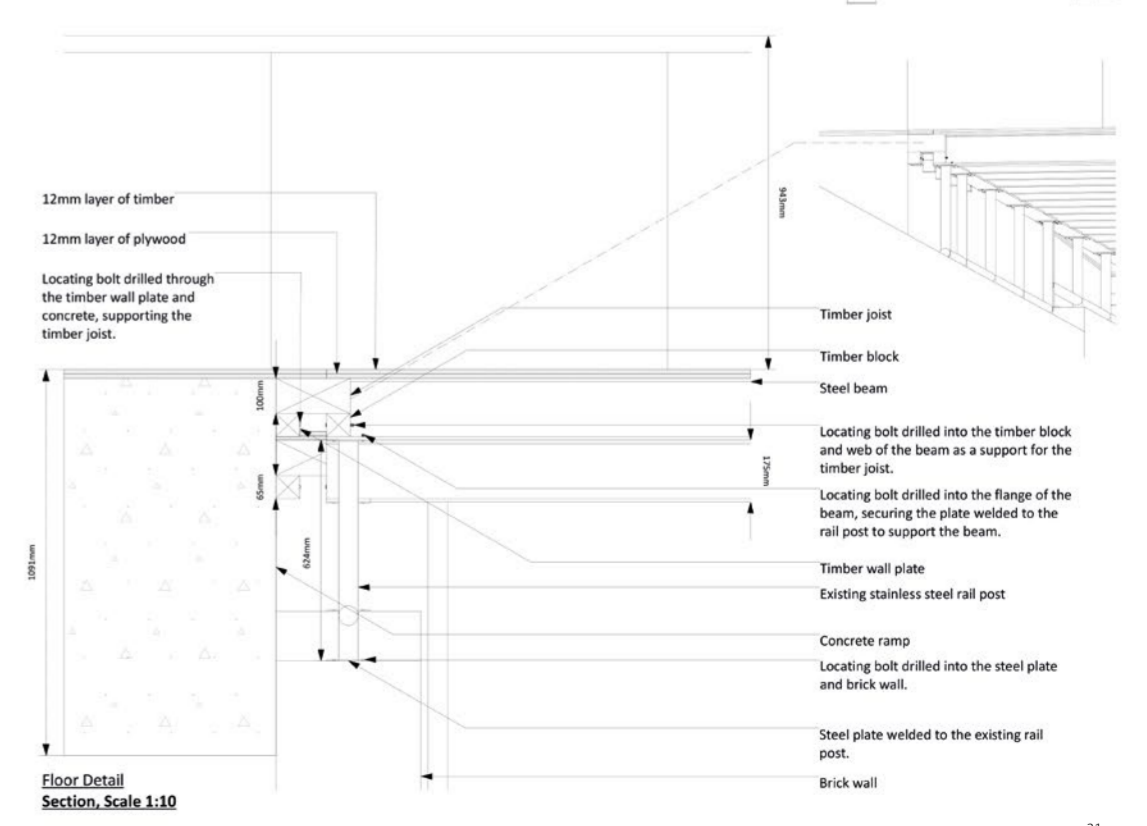
Please see the design report for more information.



**DETAIL**



**Assembly Axonomic, Scale 1:100**



**Floor Detail Section, Scale 1:10**



## HELPING TO MAKE IT HAPPEN

The final proposal shows a series of spaces to sit, wait, chat and performed, evolved from manipulating the existing handrail system. The proposal is being developed further by the management team of the Interchange to be tested out in sections of the bus station. I aim to collaborate further with the clients and realise a version of the project.