

CONTEXT STUDY 3/
 Global Context
 Regional Context
 City Context
 Urban Context
 Urban Frame
 Arrival Threshold
 Site



3/ 001

'Context is the application of idea to place: it gives reality to the idea and is the design response to the particularities of place.' [Dewar + Uytendboogaardt, 1991:15]

Global Context 3.1/ 16
 Africa
 South Africa
 Mining Industry/
 Tourism/
 Transport/

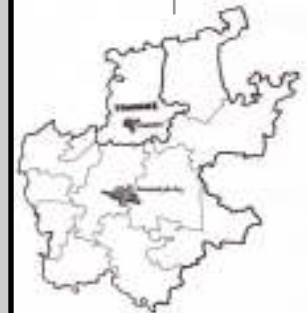
Urban Context 3.4/ 20
 Muckleneuk
 Mears Train Station
 Elandsport Road
 UNISA

Site 3.7/ 24
 Mears Train Station
 Elandsport Road
 Mears Street
 Berea Street

Regional Context 3.2/ 17
 Gauteng
 Johannesburg
 Pretoria

Urban Frame 3.5/ 21
 Movement Lines
 Active Edges
 Building Fabric

Arrival Threshold 3.6/ 22
 Elandsport Road
 Ridge Road
 Mears Train Station



3/ 004



3/ 002

City Context 3.3/ 18
 Pretoria
 City Grid/
 Movement Channels/
 Typography/
 Ecological Corridor/

Built Fabric/
 Union Buildings
 UNISA
 Museum of Science + Technology
 Bosman Station
 Town Hall
 Church Square



3/ 003



3/ 005

- List of Illustrations/**
- 3/ 041** View Down Mears Street [Author]
3/ 042 South Entrance to Pretoria CBD [Author]
3/ 043 Elandsport Road Panoramic North-Eastwards [Author]
3/ 044 Urban Area of Focus [Author]
3/ 045 Zones of Activity [Author]
3/ 046 Lines of Movement through Urban Precinct [Author]
3/ 047 Active Edges of Urban Precinct [Author]
3/ 048 Edging Fabric of Urban Precinct [Author]
3/ 049 South Entrance to Pretoria [Author]
3/ 050 Elandsport Road outward bound view [Author]
3/ 051 Pick-Up-and-Drop-off area on Elandsport Road [Author]
3/ 052 Elandsport Road viewing South Towards UNISA [Author]
3/ 053 Elandsport Road Pedestrian Edge [Author]
3/ 054 Elandsport Road Vehicular Entrance [Author]
3/ 055 Pedestrian Crossing on Elandsport Road [Author]
3/ 056 Key Plan [Author]
3/ 057 Elandsport Road outward-bound view [Author]
3/ 058 Pick-Up-and-Drop-off area on Elandsport Road [Author]
3/ 059 Ridge Road + Elandsport Road Junction [Author]
3/ 060 Elandsport Road Diagram [Author]
3/ 061 Mears Train Station [Author]
3/ 062 Mears Train Station platforms [Author]
3/ 063 Mears Train Station Control Tower [Author]
3/ 064 Key Plan [Author]
3/ 065 Mears Train Station [Author]
3/ 066 Mears Train Station Retaining wall [Author]
3/ 067 Mears Train Station + North Edging Context [Author]
3/ 068 Mears Train Station from Willow Road [Author]
3/ 069 Elandsport Road Panoramic [Author]
3/ 070 Mears Train Station Pedestrian link to Vehicular Link [Author]
3/ 071 Mears Street becomes Elandsport Road [Author]
3/ 072 Key Plan [Author]
3/ 073 View down Mears Street towards Pretoria CBD [Author]
3/ 074 Site Elevation Facing onto Mears Street [Author]
3/ 075 Site viewing South East + Mears Street [Author]
3/ 076 Site from Berea Street Entry [Author]
3/ 077 Site Viewing South out towards Mears Train Station [Author]
3/ 078 Site Panoramic Viewing West to North to Berea Street [Author]
3/ 079 Key Plan [Author]
- 3/ 001** Pretoria Skyline from Union Buildings [Author]
3/ 002 Africa / Asia / Europe [Author]
3/ 003 Construction Laborers [EQF Project Managers at Maponya Mall, Soweto]
3/ 004 Gauteng Province [Author]
3/ 005 South Africa Map [Author]
3/ 006 Africa / Asia / Europe [Author]
3/ 007 200 yr Time Line [Author]
3/ 008 Main Vehicular Transport Network for South Africa [Author]
3/ 009 Johannesburg Skyline from N1 heading North [Author]
3/ 010 Pretoria Signpost on N1 on Midrand heading North [Author]
3/ 011 Johannesburg Skyline + Main Transport form [Author]
3/ 012 Signage on the M1 towards Johannesburg CBD [Author]
3/ 013 South Africa Map [Author]
3/ 014 Provinces in South Africa [Author]
3/ 015 Gauteng [Author]
3/ 016 Pretoria + Johannesburg Road Transport Network [Author]
3/ 017 UNISA from M7 [Author]
3/ 018 Site Workers [EQF Project Managers at Maponya Mall, Soweto]
3/ 019 Johannesburg Skyline + M1 [Author]
3/ 020 Skilled Labour at Work [EQF Project Managers at Maponya Mall, Soweto]
3/ 021 Pretoria + Johannesburg Relationship Diagram [Author]
3/ 022 Jacaranda's [Author]
3/ 023 Pretoria Aerial + Context [University of Pretoria Geography Department]
3/ 024 Pretoria CBD Movement Lines [Author]
3/ 025 Road Signage on Midrand heading Northwards [Author]
3/ 026 Union Buildings [Author]
3/ 027 Pretoria + Site Location [Author]
3/ 028 Church Square [Author]
3/ 029 Pretoria Typography [Author]
3/ 030 Tshwane Inner City Programme, Spatial Development Framework Presentation Feb 2006 [Dept. of Public Works + Dept. of Public Service + Admin]
3/ 031 Union Buildings [Author]
3/ 032 Pretoria Town Hall [Author]
3/ 033 UNISA from Groenkloof [Author]
3/ 034 Museum of Technology [Author]
3/ 035 Pretoria Train Station [Author]
3/ 036 UNISA [Author]
3/ 037 Elandsport Road Pedestrian Edge [Author]
3/ 038 Elandsport Road Pick-Up-and-Drop-off area inward-bound [Author]
3/ 039 UNISA from M7 [Author]



3/ 006

**Global Context 3.1
South Africa**

South Africa is located on the Southern tip of Africa [3/ 006 + 3/ 008] with a population of approximately 44 187 637 people. The distribution of ethnic groups consist of 79% Black African's, 9.6% Whites, 8.9% Coloured and 2.5% Indian/ Asian. [www.cia.gov 2006/10/02] South Africa is termed a 'Developing Country' still coming to terms with the suppressive effects of Apartheid resulting in the majority of the population being uneducated and having a low level of skill. Government's main initiatives are to 'alleviate poverty' and 'create housing'. However a very high unemployment rate of approximately 26.2% [Ballim 2005:6] means a drastic move towards 'Job Creation' and 'Skills Development' is required to increase the general skills level of the workforce.

History reflects the arrival and clashes between British and Dutch Settlers to South Africa and the native African People. The discovery of diamonds [1867] in Kimberly in the Free State and gold [1886] located in the region now known as Gauteng were and still are, the generators for development in South Africa. The South African History in the last 200 years [3/ 007] reflects a sequence of events resulting from an influx of foreigners into South Africa causing a mix of cultural conflicts. The largest change for South Africa was the abolishment of Apartheid and a move towards a multi-racial democracy with the election of Nelson Mandela in 1994. It is essentially from this point that South Africa is seen as the 'Rainbow Nation' consisting of 11 Official Languages and a culture which attempts to move towards a more integrated existence and individual equality. The main dynamics which dictate South Africa are those of the Mining Industry and Tourism with Transport in the form of Roads and Vehicular Movement being the means to development and growth.

Vehicular movement is the main connection and transport network throughout South Africa shown in 3/ 008 whereby cities are linked via main roads such as the N1, N3, N4 and N12. South Africa is a country which relies heavily on it's Road Transport as the main generating dynamic in the movement of people and goods. Vehicular culture is a definite feature in the 'South African Lifestyle' whether it be by car, bus or taxi.



3/ 008



3/ 009

**Global Context 3.1/
Africa
South Africa
Mining Industry/
Tourism/
Transport/**



3/ 010



3/ 013



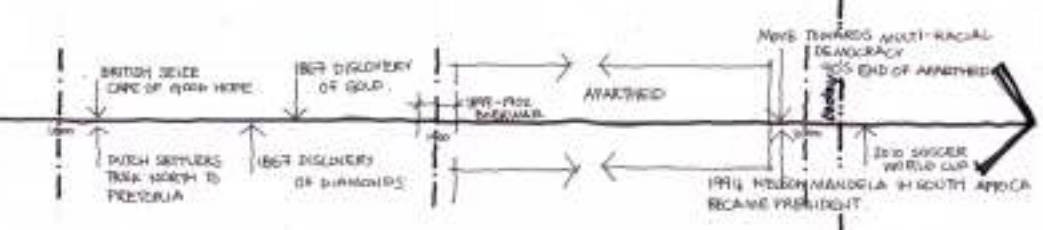
3/ 011



3/ 014



3/ 012



3/ 007

Illustrations/

- 3/ 006 Africa / Asia / Europe [Author]
- 3/ 0087200 yr Time Line [Author]
- 3/ 008 Main Vehicular Transport Network for South Africa [Author]
- 3/ 009 Johannesburg Skyline from N1 heading North [Author]
- 3/ 010 Pretoria Signpost on N1 on Midrand heading North [Author]
- 3/ 011 Johannesburg Skyline + Main Transport form [Author]
- 3/ 012 Signage on the M1 towards Johannesburg CBD [Author]
- 3/ 013 South Africa Map [Author]
- 3/ 014 Provinces in South Africa [Author]

CONTEXT STUDY 3/ Regional Context 3.2/

Regional Context 3.2/
Gauteng

Though the smallest geographically sized province in South Africa, Gauteng is reputed as the Economic Hub and main contributor to the GDP [Gross Domestic Product] of South Africa. Estimated as contributing more than 38% towards the GDP of South Africa and 9% of the GDP for the entire African Continent. [www.en.wikipedia.org 2006/10/2006] Gauteng has a population of approximately 8 837 178 people recorded in the Census of 2001 however CSIR estimates a population of 9.5 Million with a growth of 100 000 people per year.

Johannesburg and Pretoria [Tshwane] are the two main cities located within Gauteng with Johannesburg as the 'Economic Capital' and Pretoria as the 'Administrative Capital'. Due to the Mining Industry Johannesburg has developed into the largest Economic generator and now has an array of contributors such as 'finance, manufacturing, technology and telecommunications'. [www.en.wikipedia.org 2006/10/2006]

Pretoria houses the 'Governmental Quarters' located in the 'Union Buildings, the 'National Department of Education' and an array of Education Facilities promoting Gauteng as the Education centre of Learning. Gauteng consists of UNISA [the University of South Africa], University of Pretoria and Tshwane University of Technology along with the University of Witswatersrand, University of Johannesburg, Vaal University of Technology and Medical University of South Africa.

Large numbers of people commute every day from Pretoria to Johannesburg along two main vehicular links, the N1 and the N14 which results in traffic congestion especially along the N1 along Midrand during working hours and peak rush hour 7h00-11h00 and 16h00-18h00. The economic structure is such that Johannesburg holds a lot of economic activity however people are inclined to live in Pretoria and prefer to commute. The implementation of a High Speed Link, the Gautrain between Pretoria and Johannesburg will attempt to change this mentality of vehicular movement and promote public transport.



3/ 017

Regional Context 3.2/
Gauteng

Johannesburg
Pretoria

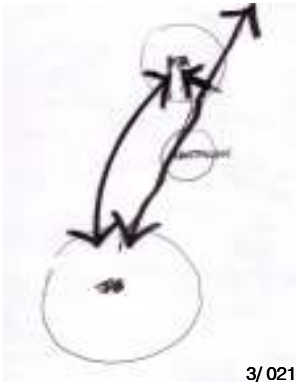
Vehicular Movement/
Gautrain/



3/ 018



3/ 019



3/ 021



3/ 020



3/ 015



3/ 016

Illustrations/

- 3/ 015 Gauteng [Author]
- 3/ 016 Pretoria + Johannesburg Road Transport Network [Author]
- 3/ 017 UNISA from M7 [Author]
- 3/ 018 Site Workers [EQF Project Managers at Maponya Mall, Soweto]
- 3/ 019 Johannesburg Skyline + M1 [Author]
- 3/ 020 Skilled Labour at Work [EQF Project Managers at Maponya Mall, Soweto]
- 3/ 021 Pretoria + Johannesburg Relationship Diagram [Author]

City Context 3.3/
Pretoria

The Urban Planning of the Jacaranda City [3/022] Pretoria, takes on a grid like pattern running North-South and East-West within two ridges forming the city valley. [3/023 + 3/024] The North Ridge forms part of the Witwatersberge and Daspoortrant, and the South Ridge forms part of the Langeberge and Kwaggasrant. Due to this topography the two main entry points into Pretoria from Johannesburg are those from the East from the N1 [3/023] and N4, and from the South via the N14, M18 and R21. This dynamic topography allows for amazing views for the location of important monuments in Pretoria such as the Union Buildings [3/026 + 3/031] viewing over Pretoria on the South side of the North Ridge of the Witwaterberge. An important line of movement for Pretoria is that of Church Street running from East to West which is both a historical and an active movement line. The centre of the CBD can be seen as the cutting point at which Church Street and Paul Kruger Street meet creating the historical point Church Square. [3/026] The implementation of Nelson Mandela Avenue as a green corridor running parallel to the Apies River creates a fast moving link into the city directly from the N14 and services the CBD Centre [3/027]. Elandsport Road distributes visitors towards Sunnyside and Hatfield forming the South and Eastern edge of the CBD.



3/025

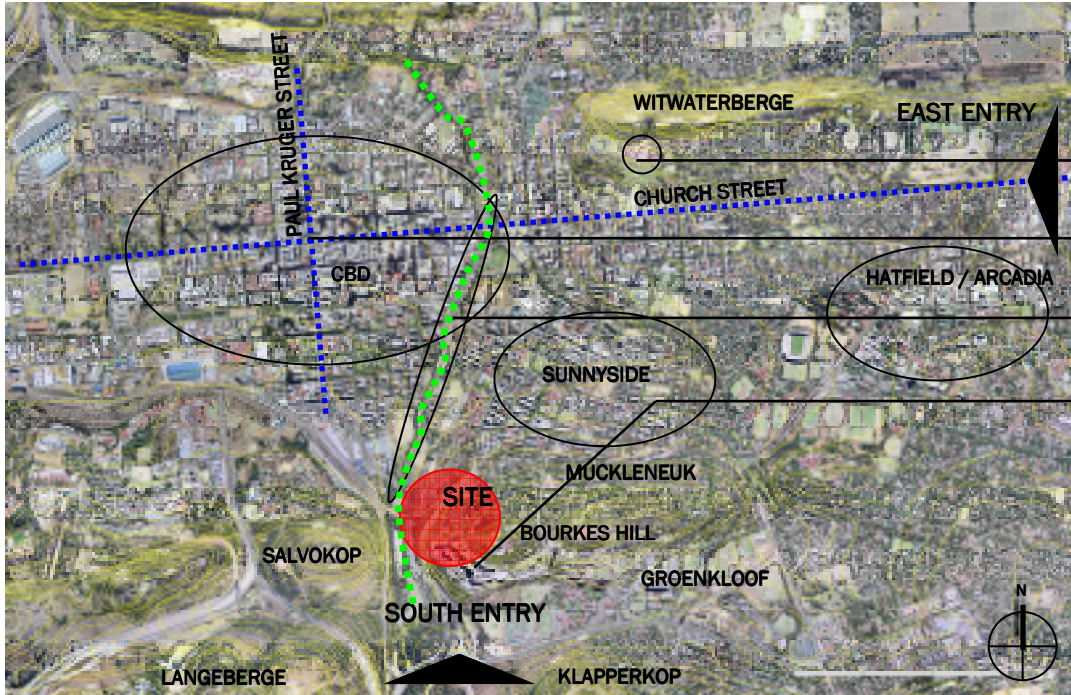


3/022

City Context 3.3/
Pretoria
City Grid/
Movement Channels/
Typography/
Ecological Corridor/



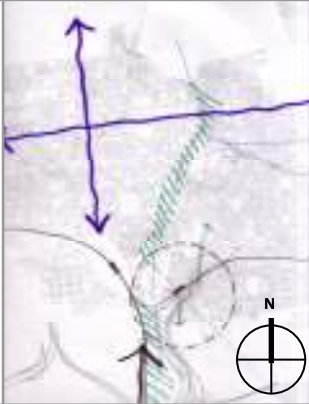
3/026



3/023

3/024

UNION BUILDINGS
CHURCH SQUARE
NELSON MANDELA AVENUE
UNISA



3/027

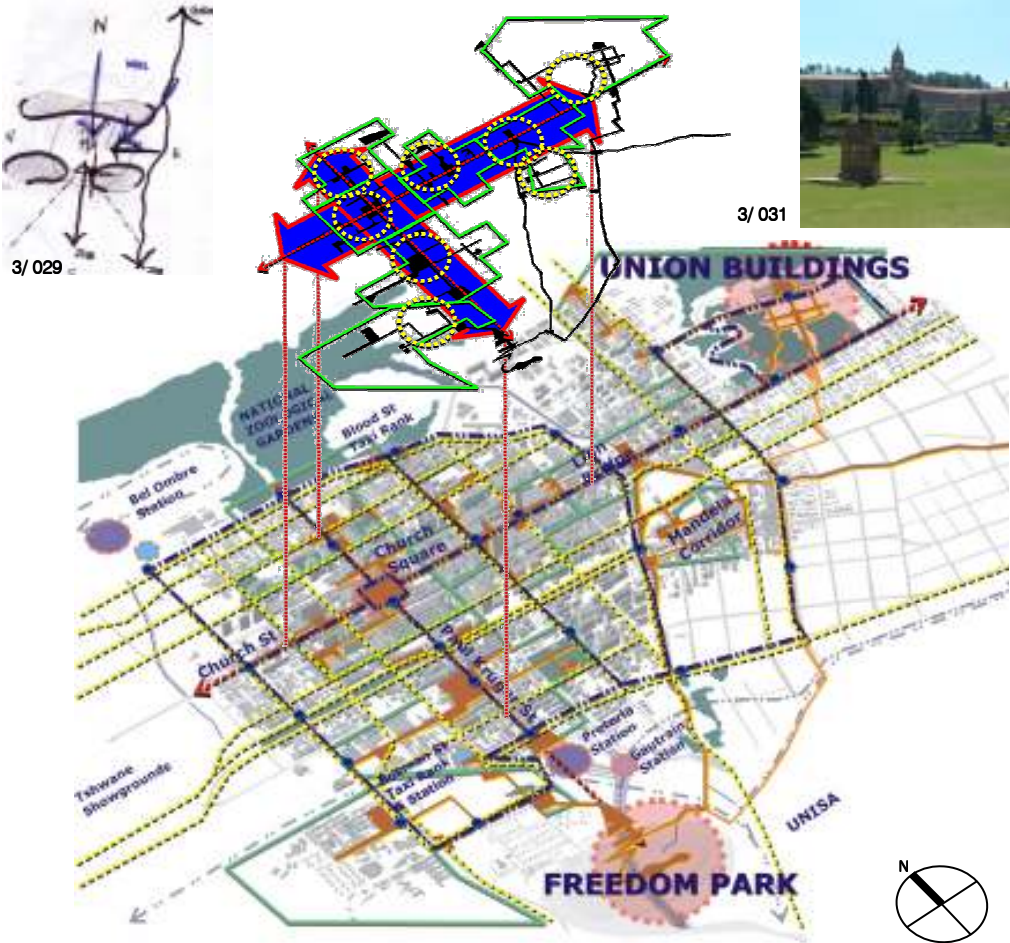


3/028

City Context 3.3/

The Inner City proposal for development [3/ 030] intends to build on the existing grid of Pretoria with the intention of accentuating the two Axis roads Church Street and Paul Kruger Street with governmental Offices creating 'Governmental Boulevards.' Emphasis is on connection to landmarks such as the old Union Buildings and the new Freedom Park development by creating visual linkage and physical linkage to Church Square.

As a Historical base Pretoria is known for the Vootrekker Monument, the Union Buildings [3/ 027 + 3/ 031] and many Education facilities and museums such as the University of Pretoria, UNISA [3/ 033 + 3/ 036], the Museum of Technology [3/ 034] and the Transvaal Museum. UNISA sits as a prominent landmark located on the Southern Entrance into Pretoria and is visible from the N14 highway approach. Other important features of Pretoria include Bosman Station [3/ 035], the Town Hall [3/ 032], and Church Square [3/ 028] all located in the CBD .



3/ 029

3/ 031



3/ 033

City Context 3.3/
Built Fabric/
Union Buildings
UNISA
Museum of Science +
Technology
Bosman Station
Town Hall
Church Square



3/ 034



3/ 035



3/ 032



3/ 036

Illustrations/

- 3/ 022 Jacaranda's [Author]
- 3/ 023 Pretoria Aerial + Context [University of Pretoria Geography Department]
- 3/ 024 Pretoria CBD Movement Lines [Author]
- 3/ 025 Road Signage on Midrand heading Northwards [Author]
- 3/ 026 Union Buildings [Author]
- 3/ 027 Pretoria + Site Location [Author]
- 3/ 028 Church Square [Author]
- 3/ 029 Pretoria Typography [Author]
- 3/ 030 Tshwane Inner City Programme, Spatial Development Framework Presentation Feb 2006 [Dept. of Public Works + Dept. of Public Service + Admin]
- 3/ 031 Union Buildings [Author]
- 3/ 032 Pretoria Town Hall [Author]
- 3/ 033 UNISA from Groenkloof [Author]
- 3/ 034 Museum of Technology [Author]
- 3/ 035 Pretoria Train Station [Author]
- 3/ 036 UNISA [Author]



3/ 041



3/ 042

Illustrations/

3/ 037 Elandspoor Road Pedestrian Edge [Author]

3/ 038 Elandspoor Road Pick-Up-and-Drop-off area inward-bound [Author]

3/ 039 UNISA from M7 [Author]

3/ 040 Aerial + Local Context Diagram [Author]

3/ 041 View Down Mears Street [Author]

3/ 042 South Entrance to Pretoria CBD [Author]

3/ 043 Elandspoor Road Panoramic North-Eastwards [Author]



3/ 043

THRESHOLD OF ENTRY



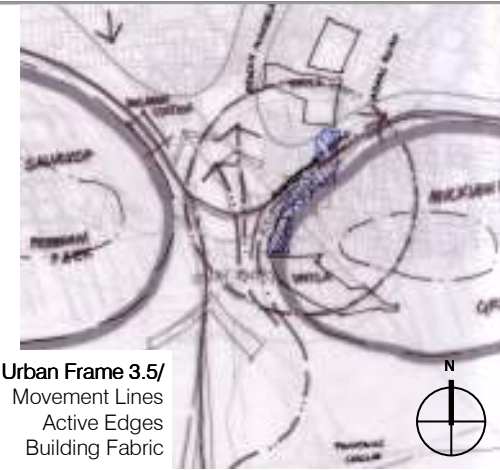
3/ 044

Urban Frame 3.5/
Movement Lines
Active Edges
Building Fabric

CONTEXT



3/ 045



Urban Frame 3.5/
Movement Lines
Active Edges
Building Fabric

3/ 049



3/ 050

LINE OF MOVEMENT



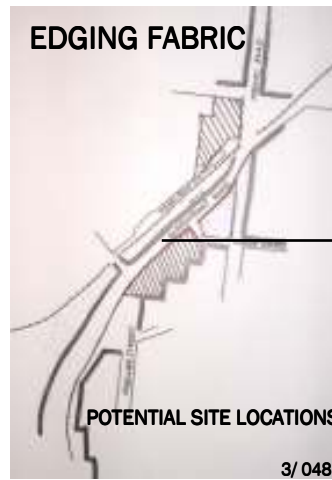
3/ 046

ACTIVE EDGES



3/ 047

EDGING FABRIC



3/ 048

POTENTIAL SITE LOCATIONS




3/ 051

Illustrations/

- 3/ 044 Urban Area of Focus [Author]
- 3/ 045 Zones of Activity [Author]
- 3/ 046 Lines of Movement through Urban Precinct [Author]
- 3/ 047 Active Edges of Urban Precinct [Author]
- 3/ 048 Edging Fabric of Urban Precinct [Author]
- 3/ 049 South Entrance to Pretoria [Author]
- 3/ 050 Elandsport Road outward bound view [Author]
- 3/ 051 Pick-Up-and-Drop-off area on Elandsport Road [Author]

CONTEXT STUDY 3/ Arrival Threshold 3.6/

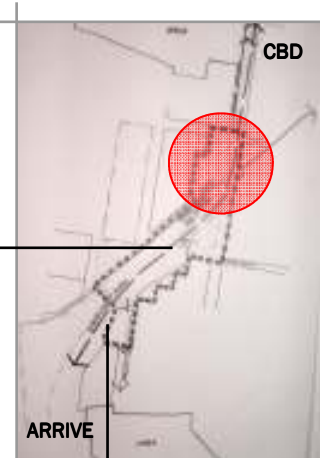
 <p>3/ 052 NORTH TOWARDS CBD</p>	 <p>Arrival Threshold 3.6/ UNISA SOUTH TOWARDS FOUNTAINS CIRCLE ELANDSPORT ROAD</p>	 <p>3/ 055</p>	 <p>CBD SITE ARRIVE</p>
 <p>ARRIVAL THRESHOLD</p> <p>3/ 053</p>	 <p>MEARS STATION ELANDSPORT ROAD TOWARDS CBD</p> <p>3/ 054</p>	 <p>3/ 055</p>	 <p>ELANDSPORT ROAD OUT OF PRETORIA</p> <p>3/ 056 3/ 057</p>
 <p>ELANDSPORT ROAD OUT OF PRETORIA PICK-UP-DROP-OFF POINT</p> <p>3/ 058</p>	 <p>ELANDSPORT ROAD TOWARDS CBD RIDGE ROAD TO UNISA</p> <p>3/ 059</p>	 <p>ELANDSPORT ROAD RIDGE R ROAD TO UNISA</p> <p>3/ 060</p>	<p>Illustrations/ 3/ 052 Elandsport Road viewing South Towards UNISA [Author] 3/ 053 Elandsport Road Pedestrian Edge [Author] 3/ 054 Elandsport Road Vehicular Entrance [Author] 3/ 055 Pedestrian Crossing on Elandsport Road [Author] 3/ 056 Key Plan [Author] 3/ 057 Elandsport Road outward-bound view [Author] 3/ 058 Pick-Up-and-Drop-off area on Elandsport Road [Author] 3/ 059 Ridge Road + Elandsport Road Junction [Author] 3/ 060 Elandsport Road Diagram [Author]</p>

CONTEXT STUDY 3/ Arrival Threshold 3.6/

Arrival Threshold 3.6/



3/ 061



Arrival Threshold 3.6/
Mears Train Station

3/ 054



3/ 062



3/ 053



3/ 055

Illustrations/

- 3/ 061 Mears Train Station [Author]
- 3/ 062 Mears Train Station platforms [Author]
- 3/ 063 Mears Train Station Control Tower [Author]
- 3/ 064 Key Plan [Author]
- 3/ 065 Mears Train Station [Author]
- 3/ 066 Mears Train Station Retaining wall [Author]
- 3/ 067 Mears Train Station + North Edging Context [Author]
- 3/ 068 Mears Train Station from Willow Road [Author]



3/ 066



3/ 067



3/ 068

<p>3/ 069</p>			<p>Site 3.7/ Mears Train Station Elandsport Road becomes Mears Street</p> <p>3/ 072</p>	
<p>3/ 070</p>				<p>3/ 073</p>
<p>Illustrations/ 3/ 069 Elandsport Road Panoramic [Author] 3/ 070 Mears Train Station Pedestrian link to Vehicular Link [Author] 3/ 071 Mears Street becomes Elandsport Road [Author] 3/ 072 Key Plan [Author] 3/ 073 View down Mears Street towards Pretoria CBD [Author] 3/ 074 Site Elevation Facing onto Mears Street [Author]</p>				
<p>3/ 074</p>		<p>3/ 074</p>		

<p>UNISA ACCOM. 3/ 075</p>	<p>BEREA STREET</p> <p>MEARS TRAIN STATION ENTRY</p> <p>BEREA STREET</p>	<p>CBD</p> <p>SITE</p> <p>ARRIVE</p>	<p>3/ 079</p>
<p>BEREA STREET 3/ 076</p>	<p>ELANDSPOORT ROAD</p> <p>ACCESS FROM BEREA STREET</p>	<p>Site 3.7/ Mears Train Station Berea Street</p>	<p>Illustrations/ 3/ 075 Site viewing South East + Mears Street [Author] 3/ 076 Site from Bera Street Entry [Author] 3/ 077 Site Viewing South out towards Mears Train Station [Author] 3/ 078 Site Panoramic Viewing West to North to Bera Street [Author] 3/ 079 Key Plan [Author]</p>
<p>ELANDSPOORT ROAD TOWARDS CBD 3/ 077</p>	<p>ELANDSPOORT ROAD OUT OF PRETORIA</p> <p>MEARS TRAIN STATION</p>	<p>MEARS STREET TOWARDS CBD</p>	
<p>3/ 078</p>	<p>WEST</p> <p>MEARS STREET TOWARDS CBD</p> <p>NORTH</p> <p>BEREA STREET</p>	<p>MEARS STREET TOWARDS CBD</p>	