

3. Context

Pretoria, the capital city of South Africa located in the municipal area of Tshwane. It is bounded by Salvokop Hill, Skanskop and the Witwaters Mountain range through which the Apies River¹ flows. The study area is located south of Pretoria's central business district and is characterized by gentle northward sloping land, bordered by the southern edge of the city grid, formed by Scheiding Street, and Salvokop Hill (also known as Bron Koppie, Signal Hill, Time Ball Hill and Railway Hill). Historically, Scheiding Street formed the border between city and the adjacent grazing fields (Salvokop Steering Committee 2003:12).

Salvokop is a suburb on the northern slopes of Salvokop Hill. Adjacent to Pretoria Station, it is one of two suburbs in Tshwane with an important railway heritage (*ibid*:32). Although not the only example of railway suburbs, it is one of the best preserved. This is due to its semi-isolated location without pressure from urban development (*ibid*:34). Established in 1892 as a permanent railway camp, Salvokop was to house the erstwhile Dutch South African Railway Company's (Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij) employees. Its history spans six railway administrations:

- Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM), 1892-1900
- Imperial Military Railways (IMR), 1900-1902
- Central South African Railways (CSAR), 1902-1910
- South African Railway (SAR), 1910-1981
- South African Transport Services, 1981-1990
- Transnet and its subsidiaries, since 1900 (*ibid*: 11)

Currently the national railway operator Transnet, regards the suburb as a burden on its asset register (*ibid* : 35). Employees of Transnet and private tenants live in the suburb.

South of Salvokop, on Salvokop Hill, is a new tourism and heritage-based development called Freedom Park. The park aims to tell the story of South Africa in a visual interactive way (Freedom Park Trust 2004). The development of the park includes improvement to Salvokop neighbourhood and urban regeneration in the surrounding areas.

North of the study area is a region associated with government institutions. To the west of Salvokop lie the National Defence Force headquarters and staff housing. The Pretoria and Central Prisons, Weskoppies Psychiatric Institute and the SAPS College are also in the vicinity (Salvokop Steering Committee 2003:33). In the final draft of the NDPW-Tshwane inner city project, spatial development framework (September 2005), a proposal was made to move the Department of Correctional Services to the north-western part of Salvokop (City of Tshwane 2005:238). A move that will add to the institutional and institutionalised nature of the area.

¹ The first occupants called the pools of water along the Apies River, the river and the valley, *Ezwebuhlungu*, *Mbibane* and *Tshwane* (Salvokop Steering Committee 2003:11).

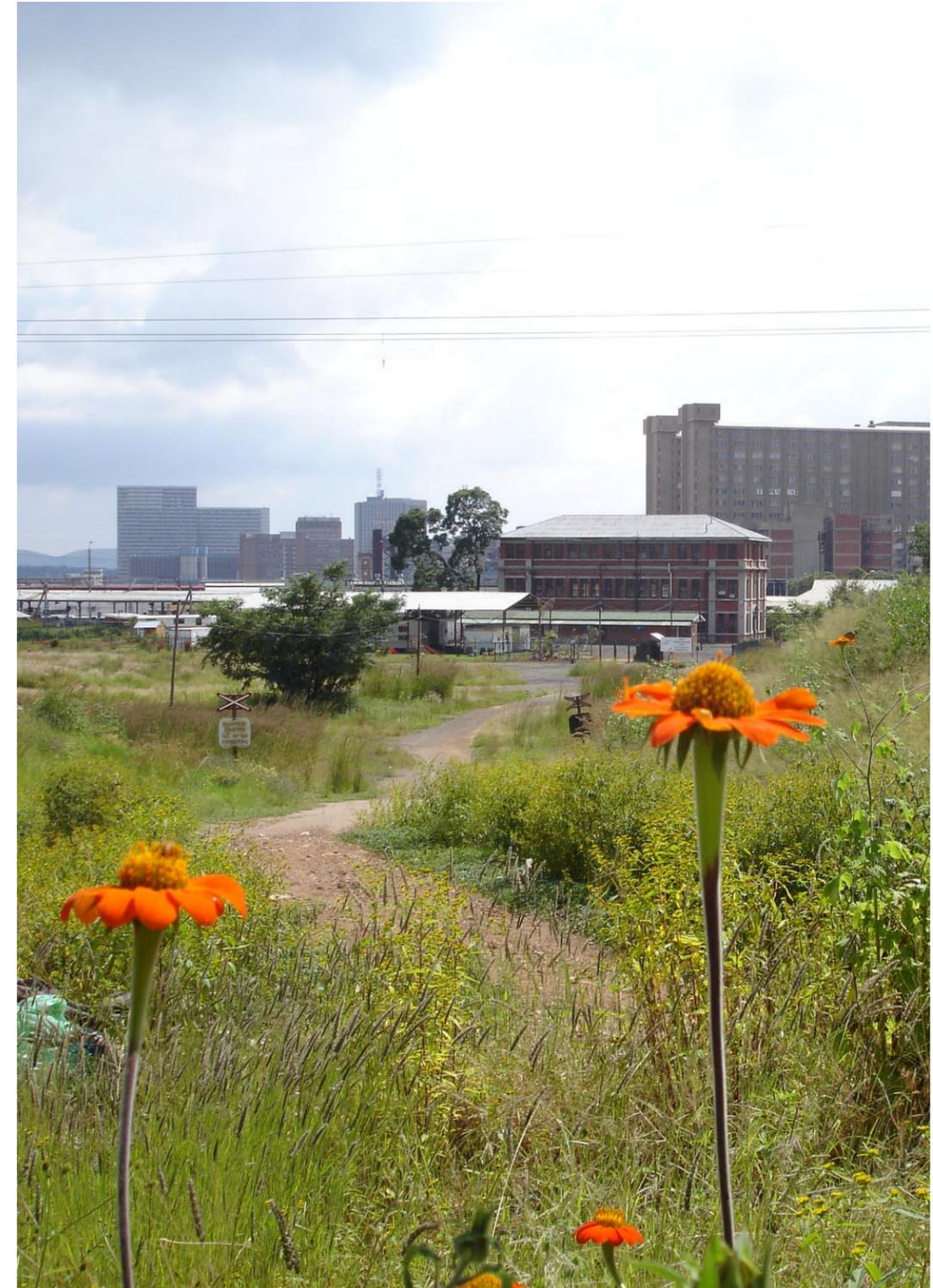


Fig. 19 Salvokop - Marshalling yard in summer, looking north towards the city. Chief Engineering in the front and Department of Home Affairs on the right. (Author 2006)



Fig. 20 *Salvokop* - marshalling yard in winter. Looking north-east towards *Pretoria Station* designed by Herbert Baker. (Author 2006)



Fig. 21 *Salvokop* - marshalling yard in winter. Looking south towards the neighbourhood. (Author 2006)

3.1 Context analysis

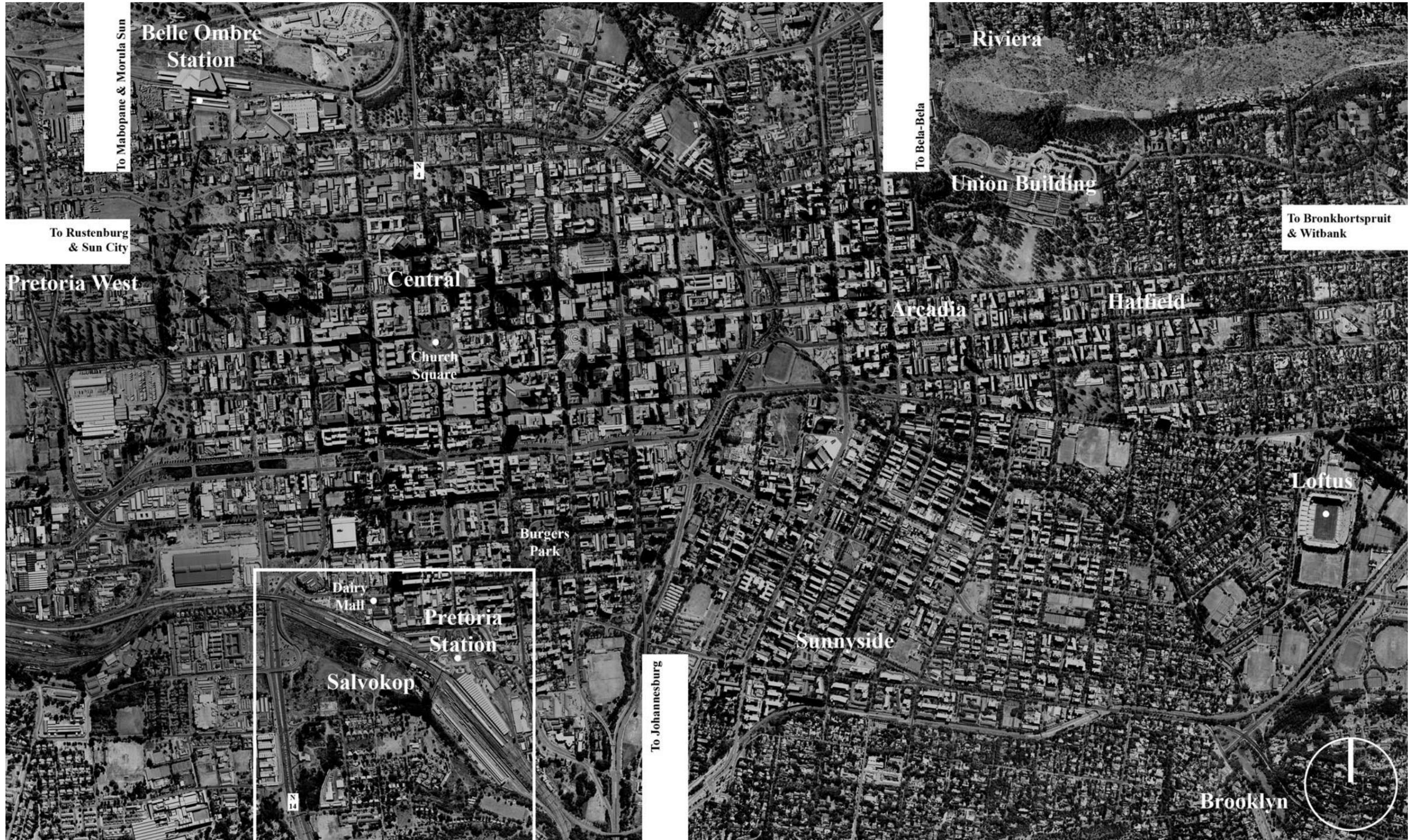


Fig. 22 Pretoria in the greater context (Author 2006)

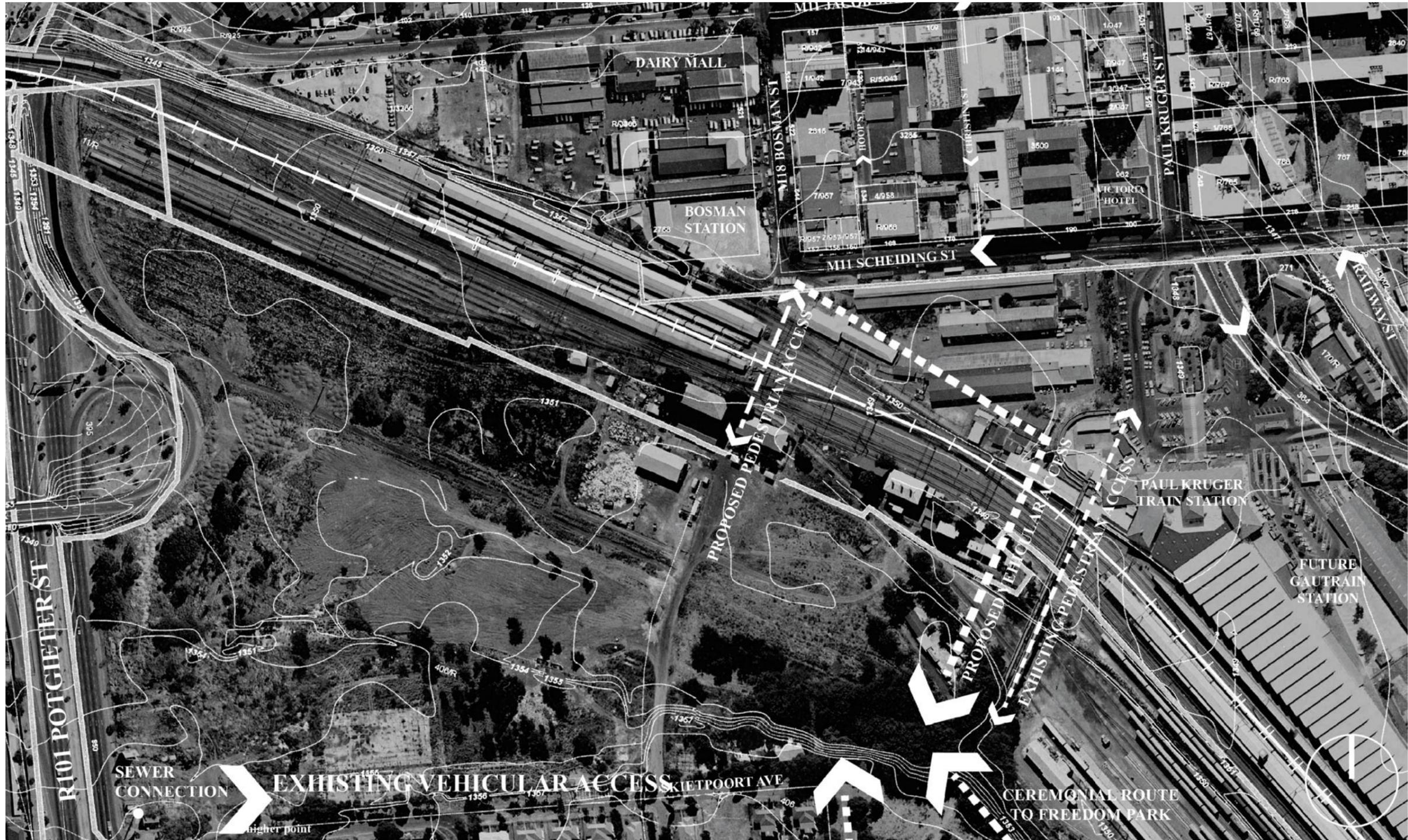


Fig. 23 Physical context of Salvokop (Author 2006)

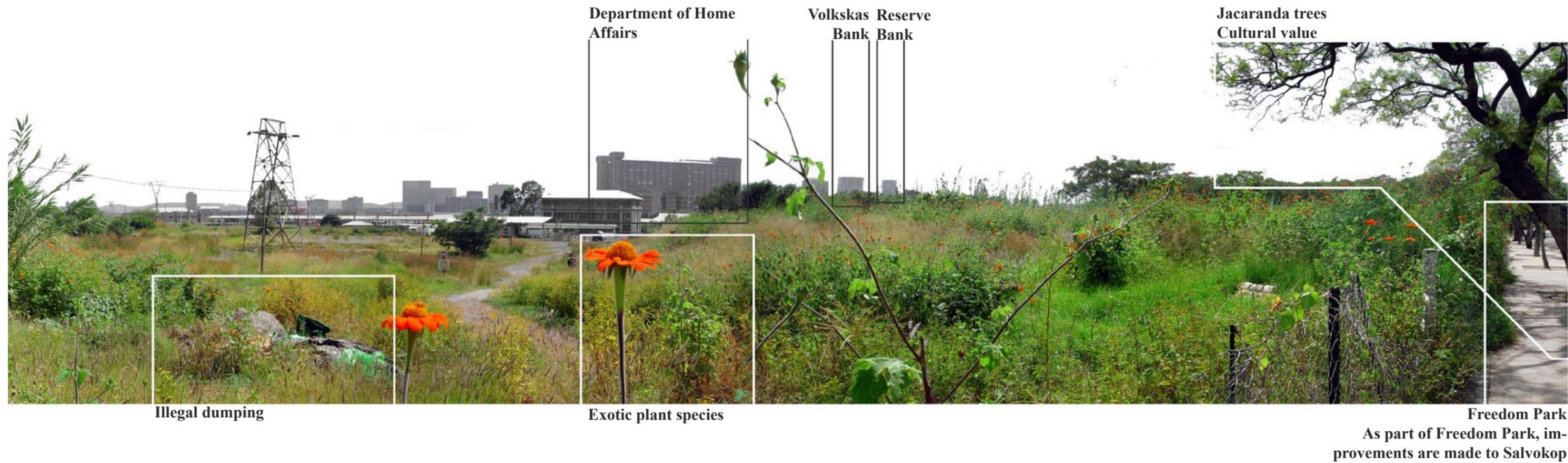
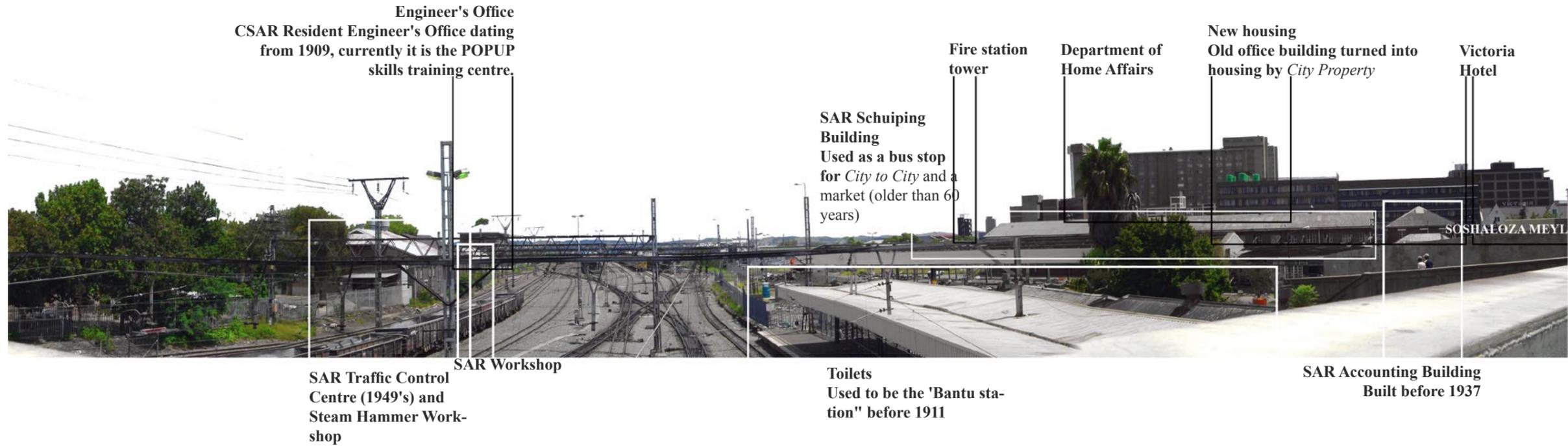
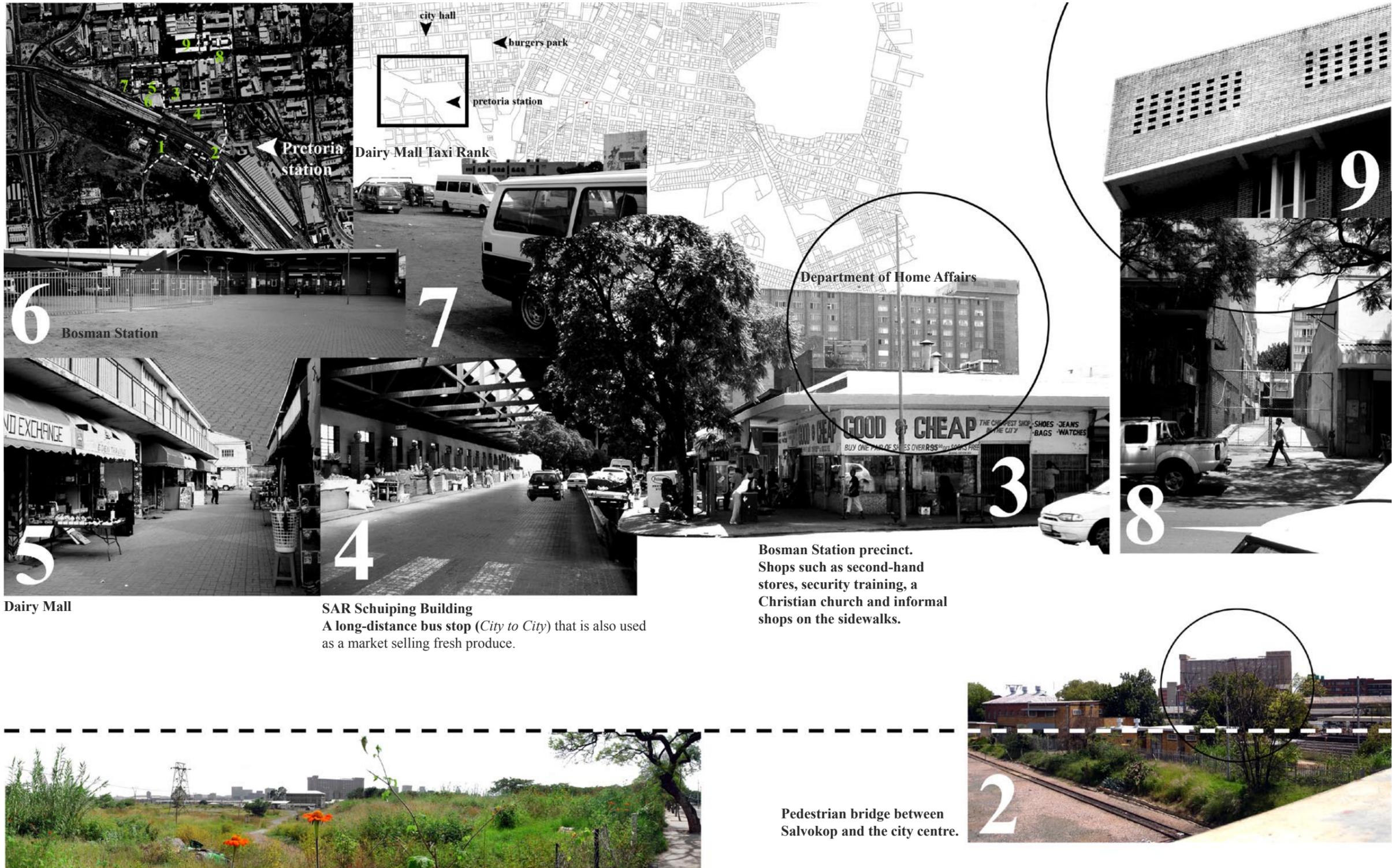


Fig. 24 Context analysis (Author 2006)



Dairy Mall

SAR Schuiping Building
A long-distance bus stop (*City to City*) that is also used as a market selling fresh produce.

Bosman Station precinct.
Shops such as second-hand stores, security training, a Christian church and informal shops on the sidewalks.

Pedestrian bridge between Salvokop and the city centre.

Fig. 25 Context analysis (Author 2006)