

However, in order to gain a deeper understanding of the lower-level activities within a certain urban context and the connection of these activities with the greater whole, an in-depth investigation of the social activities in the specific area is required. These activities not only include day-to-day interaction between city inhabitants, but also interaction between inhabitant and environment (feedback into the self-organizing system). On a human scale this feedback can be seen in the adaptation of specific environments and establishment of context sensitive activities in order to fulfill a certain need.

This study will look at these activities, their impact on the environment and the emergent products produced. This knowledge will be utilized to identify activities or strategies, based on the emergent quality of the city as self-organizing system, in order to guide or regulate an emergent design process.

physical
context



Orientation

The Central Business District (CBD) of Tshwane comprises of roughly nine city blocks in the east-west direction and eleven in the north-south direction. As indicated by figure 004 on page 17, the boundaries to the south and west are the southern railway line and D. F. Malan drive respectively. Boom Street acts as northern boundary and Nelson Mandela Drive as eastern edge (The eastern edge can also be seen as the Apies River).

Currently there exists seven major access points into and out of the Tshwane CBD. Nelson Mandela Drive and the Ben Schoeman Freeway enter the CBD from Centurion and Johannesburg in the south. The N4 toll road connects with Hartbeespoort dam and Rustenburg in the west as well as with Bronkhorstspuit and Witbank in the east. The other three access points connect to the north via D. F. Malan Drive in the north-west, Soutpansberg road/Dr. Savage road in the north-east, and Paul Kruger Street, originating in Church Square, directly north. Refer to figure 006 on page 17 for illustration.

Vehicular movement through the CBD is mainly focused in certain areas as illustrated by figure 005 on page 17. Main arteries for public transport north of Church Square include Boom and Struben streets in the east-west direction and Nelson Mandela Drive in the north-south direction. Soutpansberg/Dr. Savage Road access route is also extensively used.

page 14: figure 002
View of the Tshwane CBD around 1960 with the site under investigation visible north of the circle in the lower part of the photo (Academic Information Service Africana, University of Pretoria)

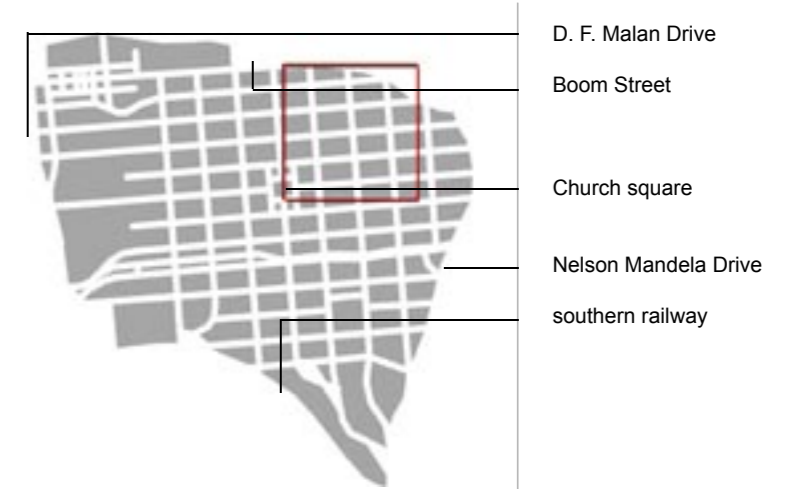
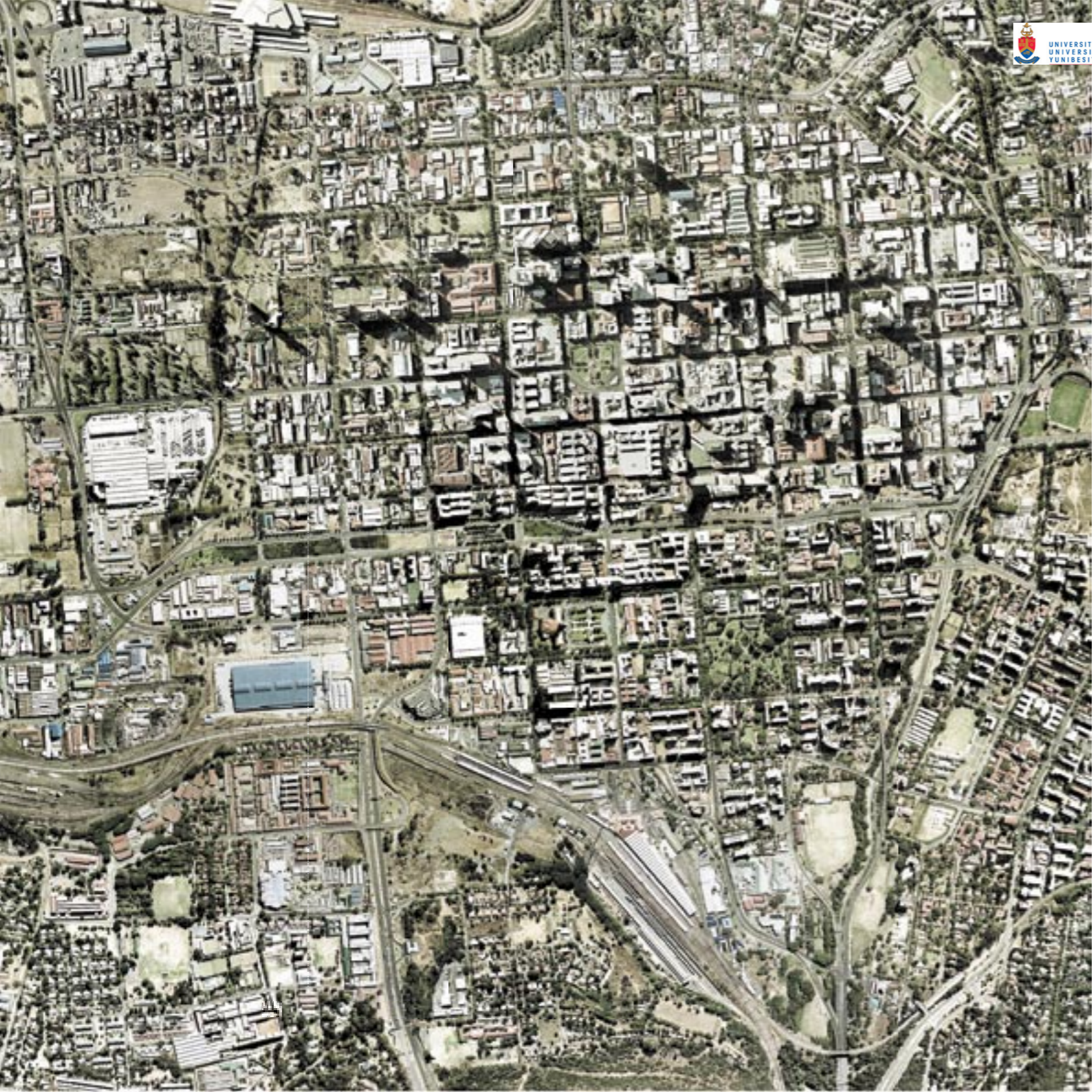
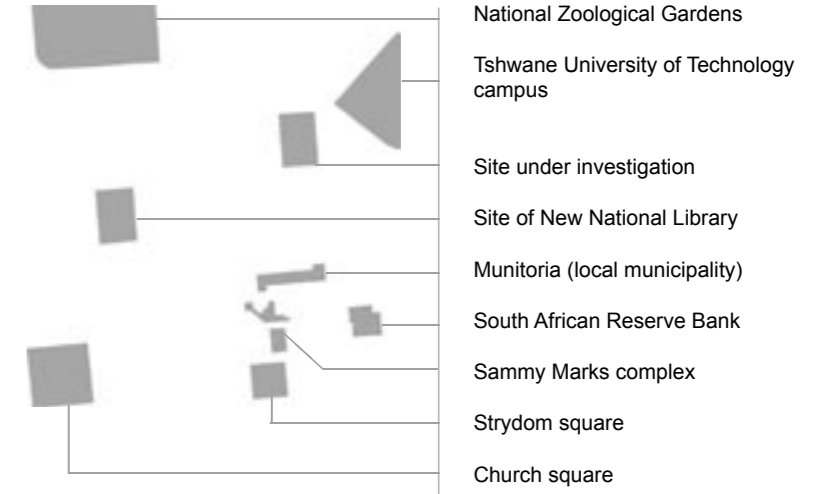


Figure 004: boundaries



Figure 005: movement arteries

Figure 006: access points



Located within the north-eastern quadrant of the CBD the area identified for further investigation forms an integral part of the workings of the Tshwane CBD: it is located along major arterial routes and forms part of the north-eastern gateway into the city. The area is mainly zoned for commercial use with some residential, institutional, governmental and light industrial land use. Figure 007 indicates areas of interest in the quadrant.

page 18: figure 007
North-eastern quadrant of the Tshwane CBD.



figure 008: figure ground study

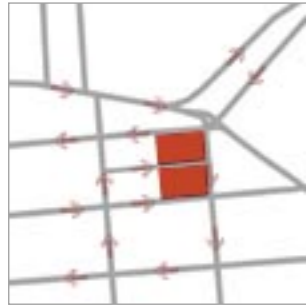


figure 009: traffic orientation

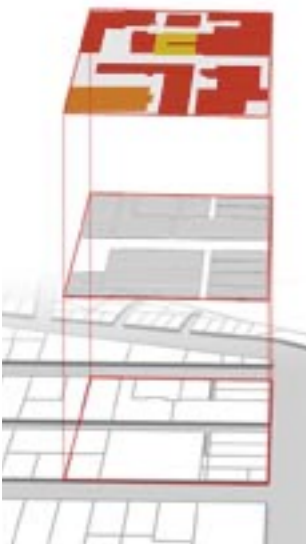


figure 010: zoning and current land use

The site under investigation lies at the corner of Bloed and Prinsloo Streets, with the southern edge defined by Struben Street (refer to figure 007 on page 18). As the figure ground study (figure 008) illustrates, the site lies at the end of the city grid. As described earlier, Boom Street acts as the northern edge of the CBD and Soutpansberg and Dr. Savage Roads constitutes one of the access points into the city from the north. Thus, the site can be seen as a gateway (entering the city via Dr. Savage road focus is directly on the north-eastern corner of the site). As shown by figure 009 most of the roads surrounding the site have been changed into one-way routes thus allowing for very specific viewpoints of and access points onto the site with regards to vehicular movement.

The site covers half a standard Tshwane city block (130m x 220), and is roughly 15 200m² (1.5ha). Brown Street cuts through the site in the east-west direction, decreasing the overall erf sizes but allowing for rear access. The site is divided into 13 erfs with usage zoned for general business. According to the official definition for this use zone, the following activities can be accommodated:

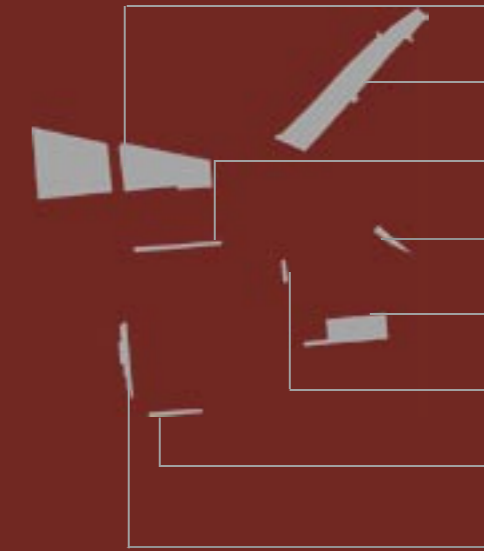
- Business buildings
- Government buildings
- Parking garages
- Places of institution
- Places of public worship
- Places of refreshment
- Residential buildings
- Restricted industries
- Shops
- Social Halls
- Vehicle sales marts.

Current land use is mainly commercial with isolated residential buildings (as per figure 010).

Mobility/activity mapping

Movement on and around the site can be divided into two categories: vehicular movement and pedestrian movement. With the Boom street taxi rank located just north of the site, public transport plays a vital role in the determination of pedestrian movement routes. The site acts as a route rather than a destination for most pedestrians: people move from the taxi rank into the city during the morning rush hours, which is mainly between 08:00 and 10:00, and out of the city toward the rank between 16:00 and 18:00.

There is also an increase of pedestrian movement between 12:00 and 14:00, when people buy lunch from the various food vendors. With zoning in the area mainly pertaining to offices and institutional usage, the need for street food vendors exists and makes out a major part of the social interaction.

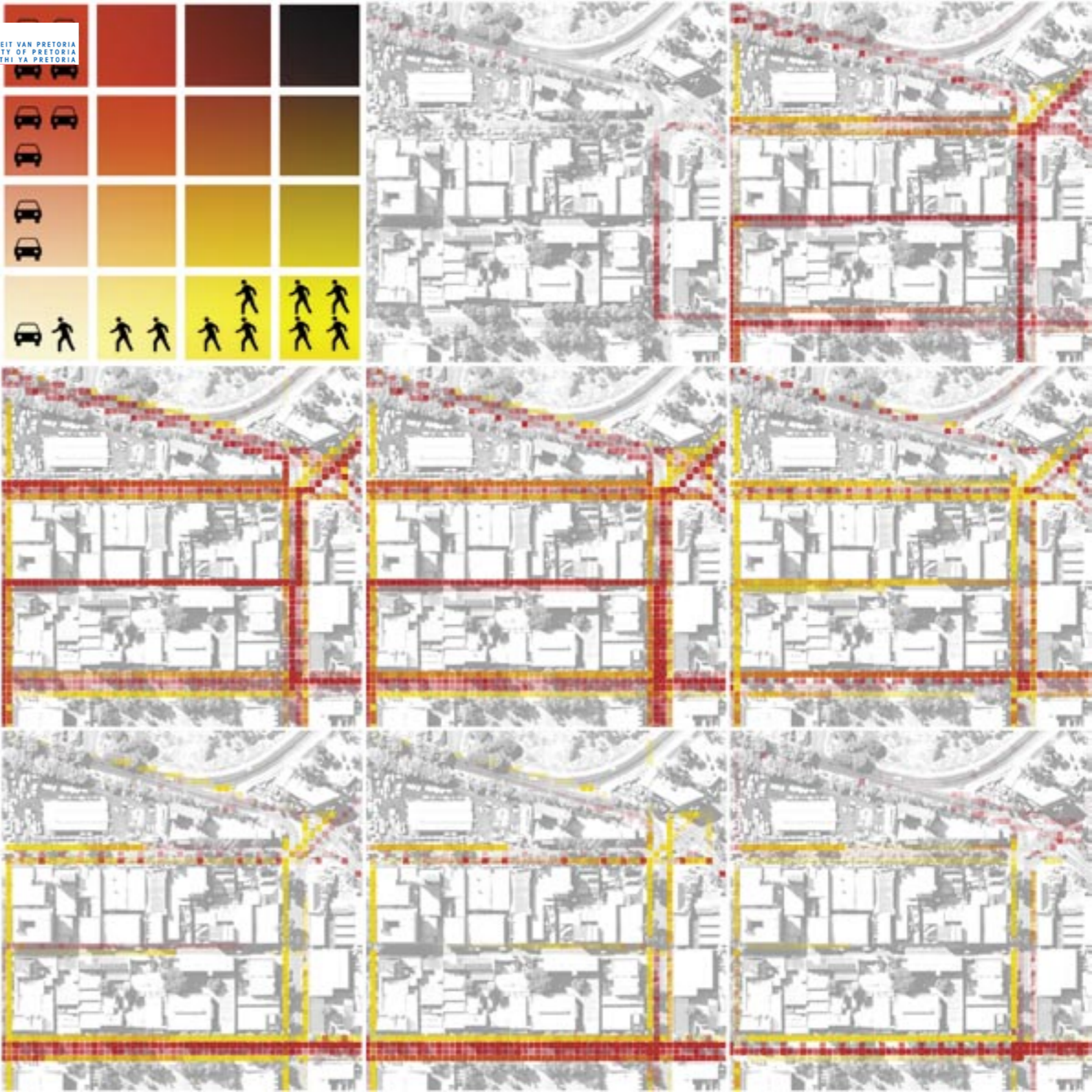


- Boom Street taxi rank (formal)
- Dr. Savage Road taxi rank (formal)
- Brown Street taxi waiting area (informal)
- Edward Street taxi rank (informal)
- Shepherd Street taxi rank (informal)
- Du Toit Street taxi rank (informal)
- Proes Street taxi rank (informal)
- Van Der Walt Street taxi drop-off zone (formal)

The Dr. Savage road taxi rank to the north-east of the site also contributes to pedestrian activity on and around the site. These two formalized ranks are not the only public transport interchanges in the area with Brown Street, Shepard Street and parts of Struben, Prinsloo and Du Toit streets housing informal taxi stops. These taxis enter the city in the mornings from various locations, including Bronkhortspruit and Mpumalanga. Drivers will wait until the evening and return with mostly the same commuters.

Private vehicles mainly move in the East-West direction down Bloed Street (into the city) and Boom Street (out of the city). Dr. Savage road also carries a fair amount of private vehicles as it connects to the north of the greater Tshwane via Soutpansberg road. Activity northbound mainly takes place between 16:00 and 18:00. An increase in vehicular movement southbound down Dr. Savage road and consequently Prinsloo Street take place between 07:00 and 09:00, with people moving into the city from the north.

page 22: figure 011
Public transport nodes



As can be seen from the activity mapping figures (012, page 24 and 013, page 25), some streets clearly separates vehicular and pedestrian movements. Sidewalks are wide and covered with informal trading stall creating a barrier between high speed traffic and more calm pedestrian movement.

However, there are some points where no clear distinction can be made between vehicular and pedestrian moving zones, thus the activity mapping indicating a chaotic activity scheme. One such area falls within the direct scope of this investigation. The junction directly north-east of the site under investigation, where Boom, Bloed, Dr. Savage, Edmond and Du Toit streets intersects, poses an interesting challenge in terms of movement and accessibility on both a pedestrian and vehicular scale.

Emergence in the self-organizing city

Relationships

The northern sidewalk of Du Toit Street is walled off from the Tshwane University of Technology campus, thus creating a less active street frontage. This, and the comfortably wide sidewalk, has created the opportunity for informal street kitchens to develop. These traders buy their stock from one of the local stores, Ratanama butchery, and the butchery in return stores their equipment there at night. These stalls consisting of steel tables and canopies are set up around 10:00 in the morning, prior to lunch when people will move out of the city to buy food. The stalls are disassembled around 18:00 as patrons buy food prior to embarking on the journey home. The mutual relationship between Ratanama butchery and the informal kitchens and its consequential influence on the environment and movement patterns have created a pedestrian link along the city edge as indicated on figure 014.



figure 014
Du Toit Street informal kitchens



Brown Street cuts through the site in the east-west direction. This allows for service entrance and loading zones for most of the buildings on the site. Orientated as a one way travelling east, this ally is used by taxis as an aid in navigating the one way streets surrounding the site. The proximity of buildings in this narrow street creates a shaded environment thus informal ranking takes place there during the day. Pedestrian activity is limited: the back side of buildings limit visibility and thus the area becomes unsafe; there are only two access points, thus movement is limited with only one possible escape route.

The corner of Bloed and Prinsloo Street is defined by a one storey building with a canopy covering the sidewalk held up by concrete columns. This building forms a landmark when accessing the city via Dr. Savage road with the focus on this corner. The building has a unique bazaar quality which adds greatly to the spirit of the area. The main uses located within the structure include a typical corner convenience store, a fitment centre and a doctor. The canopy and amount of pedestrian movement (to and from the Bloed Street Taxi Rank) allows for informal trade to take place, which also creates a barrier between pedestrian and vehicular movement. The stalls trade in food, snacks and traditional remedial products.

The pedestrian activity in Struben Street is in direct contrast to that of Bloed and Du Toit Street as there exists no relationship between the building frontages, the sidewalk or the street. Where Du Toit Street sidewalk allows for relaxing while having lunch, and Bloed Street sidewalk facilitates movement and trading, Struben Street sidewalk infrastructure creates an unpleasant, car and parking orientated zone. The building facades are set back with no canopy or overhang and some are fenced off for security reasons. The southern sidewalk is defined by a palisade fence overlooking a parking lot. There are no informal trading as pedestrian movement is almost non existing.



figure 015: View down Du Toit Street sidewalk with the informal kitchens acting as barrier between pedestrian and vehicular movement (by author)

figure 016: Bloed Street telephone box

figure 017: Corner of Bloed and Du Toit Streets. The corner is defined by the canopy held up by red columns. This building adds to the character of the area

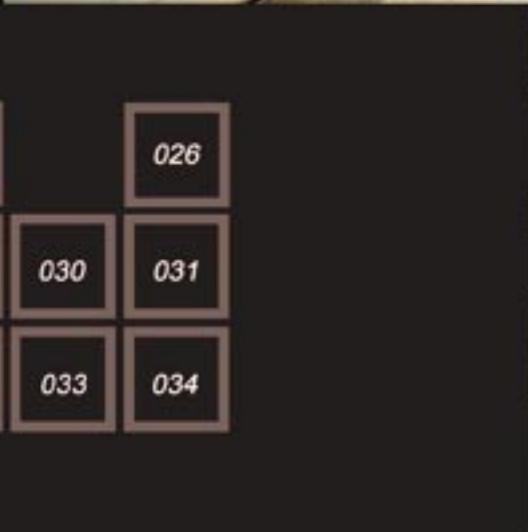
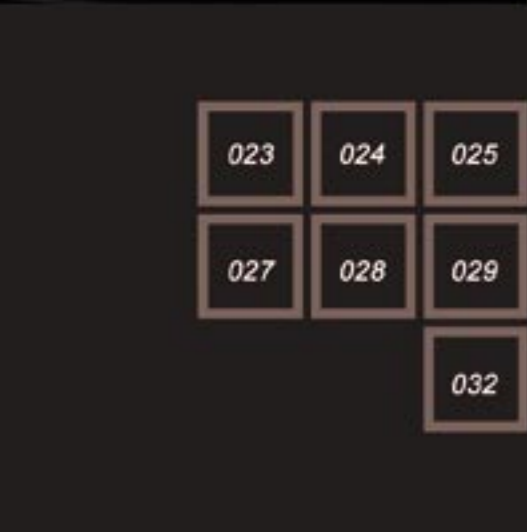
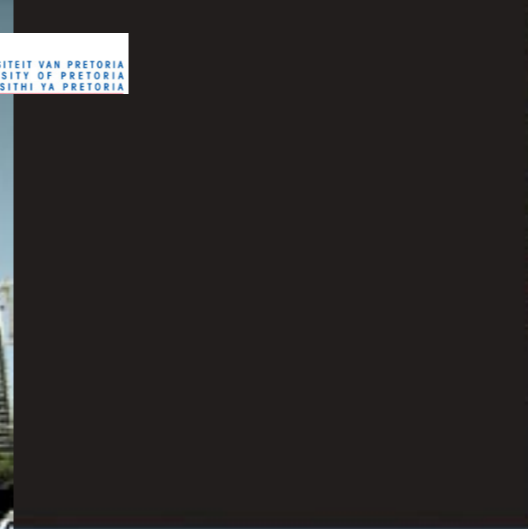
figure 018: Du Toit Street with informal kitchens on sidewalk

figure 019: Ratanama butchery sidewalk (Bloed Street)

figure 020: Prinsloo Street with the corner shop in the background.

figure 021: Prinsloo Street sidewalk. The edge of the sidewalk is used for trade of food and remedial products. This created a barrier between pedestrian and vehicular movement.

figure 022: Ratanama butchery, Bloed street.



023	024	025	026
027	028	029	030
	031	032	033
		034	

Figure 023: Brown Street urban fabric (Author)

Figure 024: Brown Street informal taxi rank (Author)

Figure 025: Existing building canopies create roof for informal ranking in Brown Street (Autor)

Figure 026: View over parking terrain from Struben Street (author)

Figure 027: Prinsloo Street informal trading under existing building canopy (author)

Figure 028: Soutpansperg road: exit route to the North-east (author)

Figure 029: Existing building canopies create roof for informal ranking in Brown Street (Autor)

Figure 030: Urban fabric along Struben Street (author)

Figure 031: Urban fabric along Struben Street (author)

Figure 032: Existing building canopies create roof for informal ranking in Brown Street (Autor)

Figure 033: Urban fabric along Struben Street (author)

Figure 034: Fenced off sidewalk in Struben Street (author)

Page 70: Figure 090: Concept sketch of Prinsloo Street façade (author)
 Page 72: Figure 091: Line diagrams showing boundary identification and open space size determination through the use of sun angles (author)

Page 74: Figure 092: Open public space identification. Concept sketch by author
 Figure 093: Movement exploration through open public space
 Concept sketch by author

Page 75: Figure 094: Exploration of the relationship between open and enclosed public space and movement possibilities. Concept sketch by author.

Page 76: Figure 095: Initial section through private open space. Sketch by author.

Page 77: Figure 096: Public foyer. Concept sketch by author
 Figure 097: Open space development sketch (author)
 Figure 098: Private open space layout (author)

Page 78: Figure 099: Public skin/façade concept sketch (author)
 Figure 100: Bloed Street façade development sketch (author)

Page 80: Figure 101: Public square trading stalls design sketch (author)
 Page 81: Figure 102: Public square interior façade (author)
 Figure 103: Bloed Street façade development sketch (author)

Page 82: Figure 104 (top): Community hall southern façade concept sketch (author)
 Figure 105 (middle): Community hall northern façade concept sketch (author)
 Figure 106 (bottom): Community hall northern façade concept sketch (author)

Page 83: Figure 107: Initial section through community hall (author)
 Page 84: Figure 108: Concept sketch of day care centre (author)
 Page 86: Figure 109: Initial layout sketch for day care centre (author)
 Page 87: Figure 110: Sketch plan section through day care centre (author)
 Figure 111: Perspective sketch of play area and the dining halls eastern façade (author)

Page 88: Figure 112 - 115: Initial models for housing development (author)
 Page 89: Figures 116 & 117: Movement diagrams for housing development (author)
 Figures 118 - 120: Initial residential unit layouts derived from movement diagrams (author)

Page 90: Figure 121: The city street as neighbourhood. Volume model of Brown Street with public and private open space identification (model by the author)

Page 92: Figure 122: Program for residential unit design by author
 Page 93: Figure 123: Design sketches for residential units (author)
 Figure 124: Design sketches for residential units (author)

Page 94: Figure 125: Conceptual layout of residential unit with service box (sketch by the author)

Page 95: Figure 126: Section through residential unit placed on top of day care centre classrooms (author)

Page 96: Figure 127: Design sketches (author)
 Page 98: Figure 128 (top left): Diagram from *The Thinking Eye* by Paul Klee (Bacon 1968: 125)
 Figure 129 (top right): Concept study of screen surface no. 1 (model & photo by the author)
 Figure 130 (bottom left): Movement model over site (model & photo by the author)
 Figure 131 (bottom right): Concept study of screen surface no. 2 (model & photo by the author)

Page 100: Figure 132: Exploration of possible screen structure (author)
 Figure 133: Technical exploration sketch of possible structure for Eastern façade screen (author)
 Figure 134: Technical exploration sketch of possible structure for Eastern façade screen (author)

Page 102: Figure 135 (top): Concept model of Prinsloo Street screen structure (author)
 Figure 136 (bottom): Skin investigation no.1 (author)

Page 103: Figure 137: Detail design sketch of building skin (author)
 Page 104: Figure 138 (top): Skin investigation no. 2 (author)
 Figure 139 (middle): Skin investigation no. 3 (author)
 Figure 140 (bottom): Skin investigation no.4 (author)

Page 105: Figure 141: Design investigation sketch of possible skin material and structure (author)
 Figure 142: Euroslot stainless steel screen
 Figure 143: Movable screen façade

Page 106: Figure 144 (top): Skin investigation no. 5 (author)
 Figure 145 (middle): Skin investigation no. 6 (author)
 Figure 146 (bottom): Skin investigation no. 7 (author)

Page 107: Figure 147: Design investigation sketch of possible skin material and structure (author)
 Figure 148: Patrick Blanc's living wall at Quai Branly, London. Photo by P. Blanc (Grant: 65)
 Figure 149: Paviljoen Blackbox

Page 108: Figure 150: Design sketch showing section through day care centre classroom skylights (author)
 Figure 151: Design sketch showing section through day care centre classroom skylights (author)

Page 109: Figure 152: Concept sketches for rain water spouts (author)
 Figure 153: Isometric view of section model for residential block and day care centre (model by author)
 Figure 154: Section showing structural considerations for day care centre and residential block connection (author)

Page 110: Figure 155 - 157: Concept model and final product of vendor stalls in Bradbury street, London (Hawkins\Brown: 80)

Page 111: Figure 158: Design sketches for vendor stall by the author
 Page 112: Figure 159: Design sketches for vendor stall by the author
 Page 119: Figure 160: Isometric view of the building components (author)
 Page 121: Figure 161: Corner of Bloed and Prinsloo Street showing eastern façade screen and north facing offices (author)

Page 123: Figure 162: View of the public square showing the community hall's southern façade (author)

Page 125: Figure 163: The day care centre playground showing north facing classrooms and housing on top (author)

Page 127: Figure 164: View of Brown Street showing entrance to the public square and the housing block's south western corner (author)