



N. Hamdi, *Small Change*
(Turnbull, cited in Hamdi,
2009:107).

“Network Governance: An inside-out structure of social organizations and enterprises held together by well-connected and well-networked systems rather than command and control hierarchies or power elites analogous to organic systems”



4 Framework for Salvokop

The Bigger Picture
Problem Statement
Vision & Parti
Connect & **Preserve**
Analysis of Existing Frameworks
Proposal

An understanding of the area of Salvokop and the importance of its unique nature informs the development of a framework for the entire area to guide development towards a common goal.

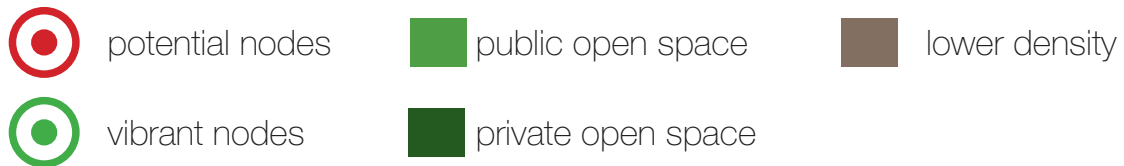


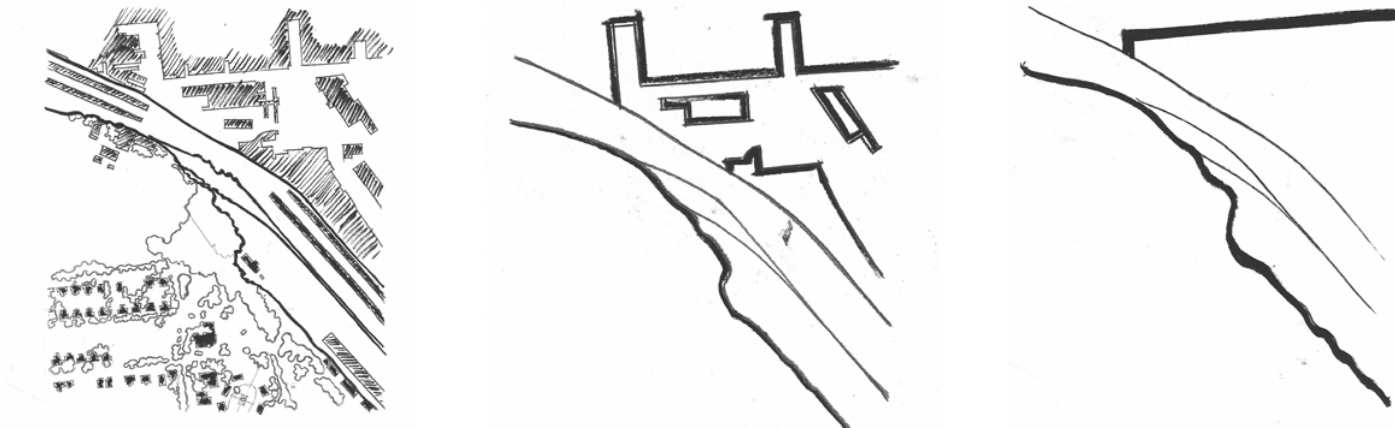
Figure 4.1: Map of Pretoria with vibrant and potential nodes and public and private spaces mapped

The bigger picture

Public and private open spaces in Pretoria Central and Pretoria West were explored and surveyed, and vibrant and potential nodes were identified and mapped. Salvokop was classified as a potential node due to the lack of activity, but counter-balanced by its possibility of becoming an active, high economic and social energy area. Due to its ideal location close to employment opportunities, transport terminals and other amenities it has the potential to develop into a healthy, well-functioning and popular area. But, due to the railway line separating Salvokop from the city the entire area has been insulated from the energy that makes the inner city meaningful. The historic and residential component, combined with the newly established cultural and tourist attraction (Freedom Park) ensure a unique character with the potential of growth

Problem statement for Salvokop

The isolated nature of Salvokop, caused by the railway, has led to the development of a **unique character**. This separation has, however, also resulted in a disconnectedness of **energies and activities** from the rest of the city.



Figures 4.2-4: Character comparison

Framework Vision and Parti diagram

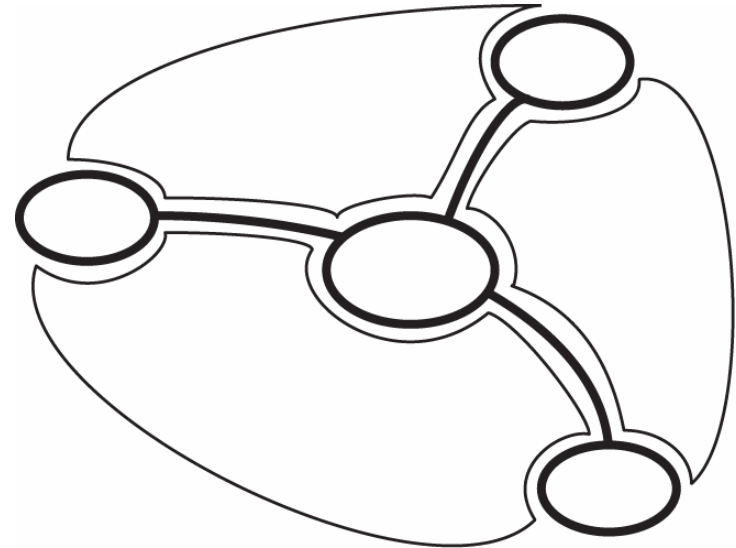
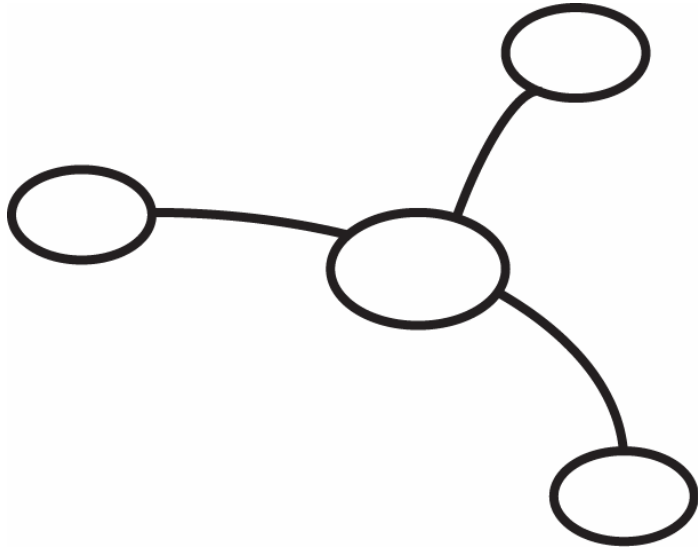


Figure 4.5 Parti diagram 1, Figure 4.6: Parti diagram 2

The **connecting** of different entities whilst still **preserving** the separate identities.

Connect

verb. (kə-někt')

- bring together or into contact so that a physical and/or metaphysical link is established.
- to establish a relationship between unique edges

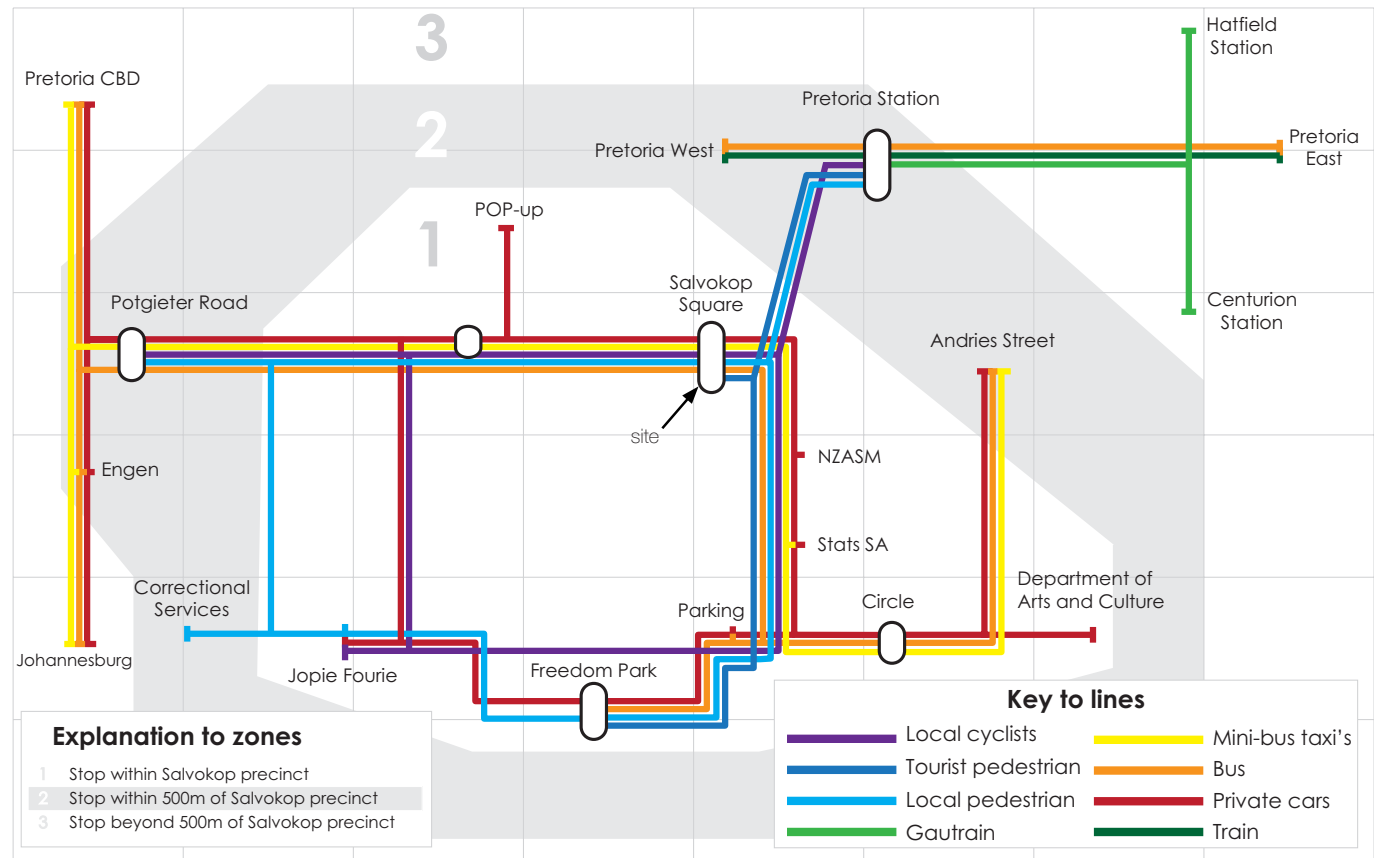


Figure 4.7: Connect Concept

route, destination, landmarks, waste, social, economy, access/accessibility, urban, activation, bridging, transport node, residential, informal trade, public space, industrial, tourism, breathing space, street edge, sustainable, landscape urbanism, urban farming, social housing, planning level, safety, prescription, catalyst, waste landscapes, energies, experience, spatial level, movement, views, activities

Preserve

verb. (prī-zûrv')

- maintaining the fabric of a place in its existing state and retarding deterioration (Burra Charter: 1979)
- maintaining the activities on grass root level and establishing a network (Hamdi: 2004)

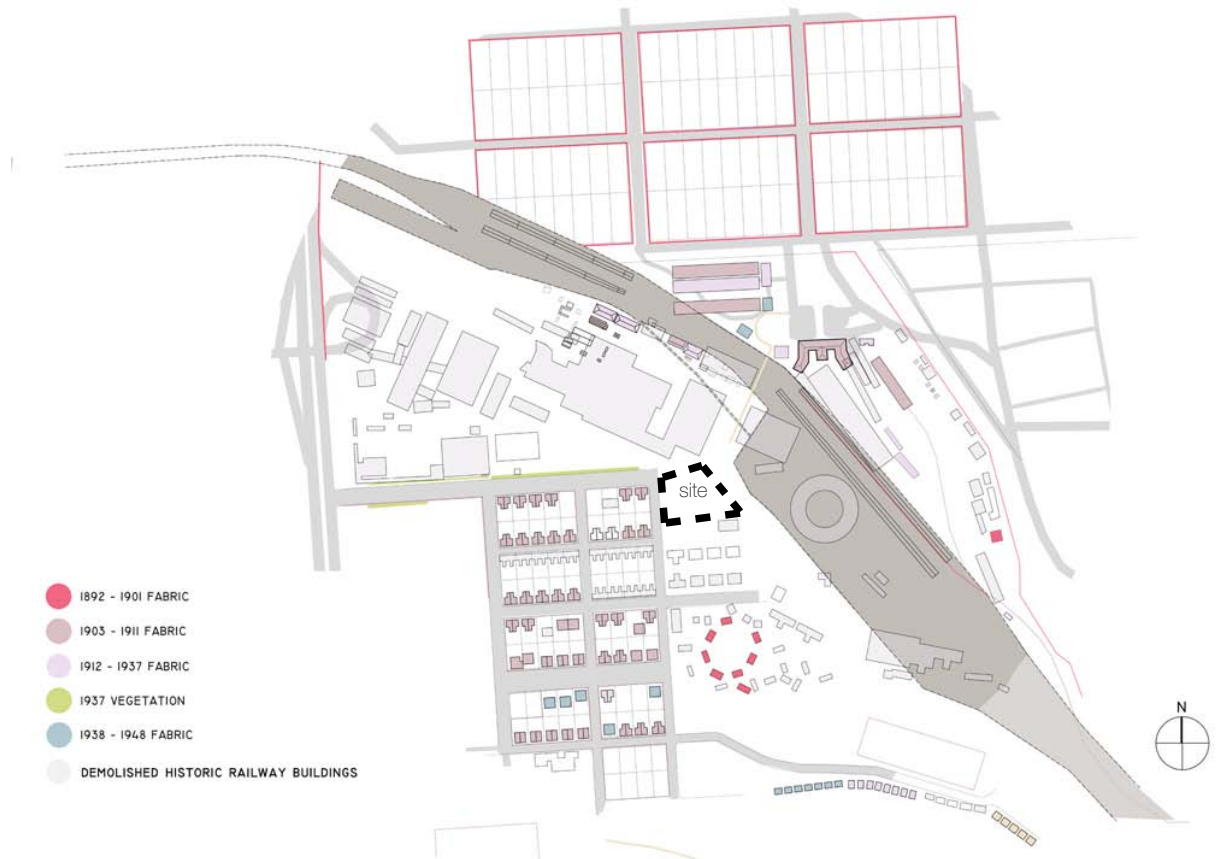
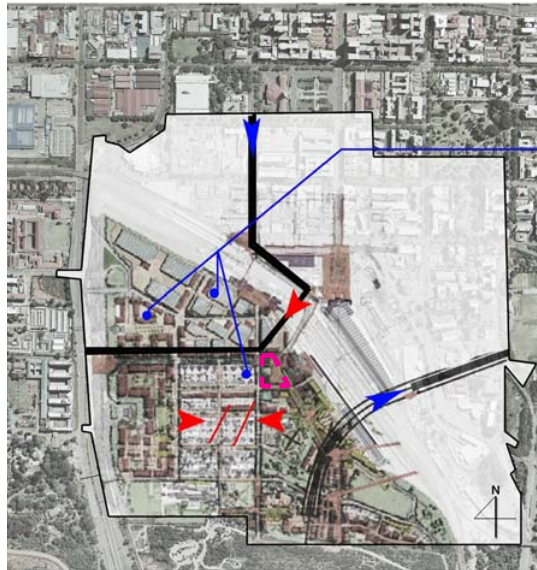


Figure 4.8: Preserve Concept

heritage, conservation, character, identity, waste landscapes, social, ruins, ecology, railway, urban fabric, residential, informal trade, public space, processes, patterns, energies, industrial memory, breathing space, experience, mnemotechnic devices, catalyst, urban village, railway, sustainable, planning level, spatial level, chance encounter, movement, views, activities

GAPP framework



STRENGTHS

- Increased accessibility - new vehicular bridge
- Respect for historic
- Activation of site - quick & light industrial proposal
- Mixed uses - no monofunctionality - diminished link of Salvokop & city

WEAKNESSES

- Bad vehicular access positioning (north)
- Connections of above and below bridge ignored
- North accessibility becomes a throughfare
- Framework is building orientated & ignores ecological systems
- Focuses on infill
- Quick-fix solution
- Inappropriate handling of heritage

Figure 4.9: Gapp framework strength and weaknesses

Tshwane Open Space framework



STRENGTHS

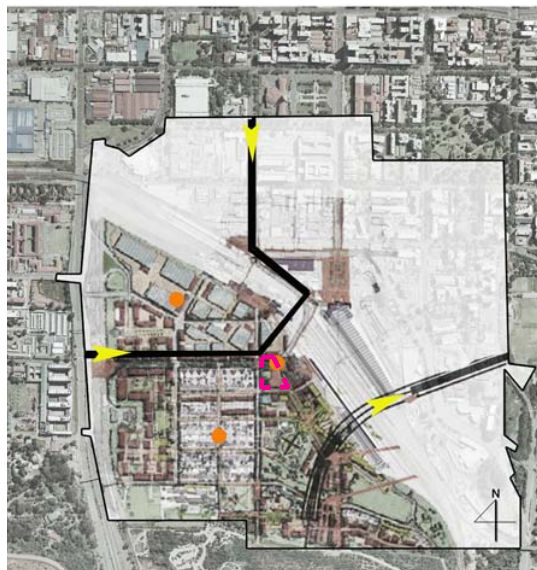
- Focus on greater picture
- Focus on open spaces
- Incorporation of pedestrian and ecology
- Zonal framework

WEAKNESSES

- No specific reference to Salvokop and its character
- No economic or social considerations
- Zonal framework ignores character and detail

Figure 4.11: TOSF strength and weaknesses

Analysis of existing frameworks
site highlighted in pink



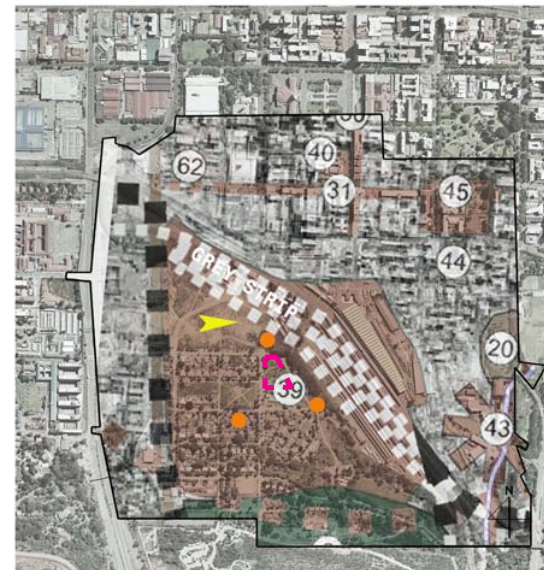
PRESERVE

- Respects historic fabric
- Increases residential
- Does not provide for informal trading spots
- No preservation of existing character and identity
- Planning level that ignores spatial character
- No preservation of open breathing spaces

CONNECT

- Increased accessibility - new vehicular bridges
- Activation of Salvokop which connects it to city
- Bad vehicular access positioning (north)
- North accessibility becomes a throughfare
- No thought for metaphysical connection

Figure 4.10: Gapp framework connect and preserve



PRESERVE

- Incorporation of pedestrian and ecology
- No specific reference to Salvokop and its urban fabric
- Zonal framework ignores character and detail
- Does not address existing activities

CONNECT

- Focus on connecting open spaces
- No economic or social considerations
- Zonal connections and links
- No additional access points into Salvokop - remains isolated and cut off
- No metaphysical connections

Figure 4.12: TOSF framework connect and preserve



Re Kgabisa framework



STRENGTHS

- Strong Paul Kruger street Axis
- Encouraged slow development
- Links Salvokop to city physically and economically
- Increased access to Salvokop

WEAKNESSES

- Memorial based
- Focus on governmental sector
- No focus on character or community
- No environmental consideration

Figure 4.13: Re Kgabisa strength and weaknesses



PRESERVE

- No focus on character or community
- No sign of preservation of the existing urban fabric
- No acknowledgement and response to existing activities and processes on site

CONNECT

- Strong Paul Kruger street connection
- Links Salvokop to city physically & economically
- Increased access to Salvokop
- Governmental uses makes Salvokop an important node in the city
- No metaphysical connections to Salvokop

Figure 4.14: Re Kgabisa framework connect and preserve

Arup framework



STRENGTHS

- Arts and culture activation of Salvokop
- Destination points
- Addition of uses to Salvokop

WEAKNESSES

- No concern for character or community
- No environmental consideration
- No concern for heritage fabric
- No concern for public interface
- Continues to create fenced off islands

Figure 4.15: Arup framework strength and weaknesses



PRESERVE

- No focus on character or community
- No concern for heritage fabric

CONNECT

- Arts and culture link with city
- No metaphysical connection

Figure 4.16: Arup framework connect and preserve

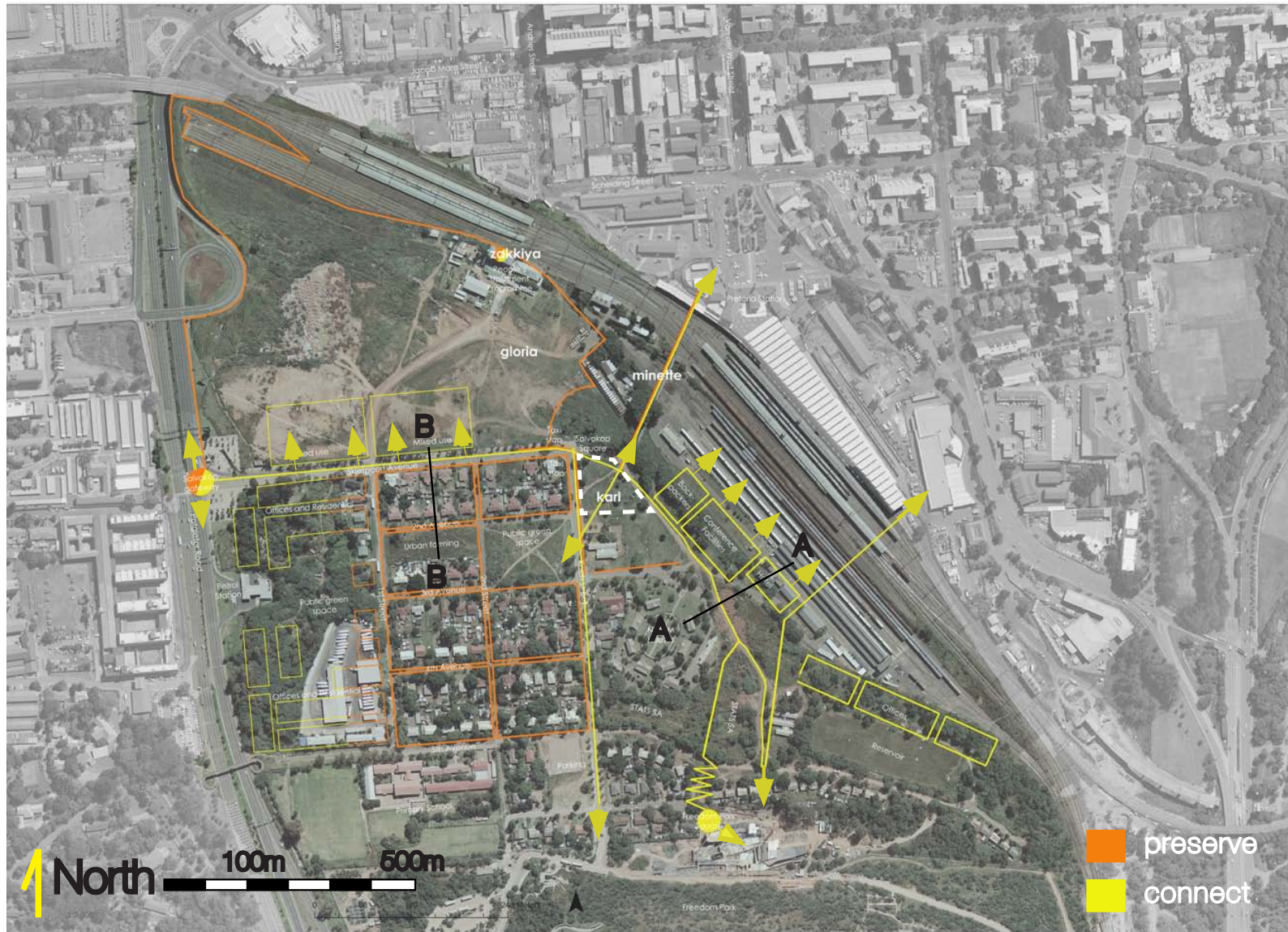


Figure 4.17: Map showing connect and preserve application areas

Proposal

The proposal for Salvokop rests primarily on giving substance to the concepts of “connect” and “preserve”. By connecting existing activities internally and to the rest of the city they will have the opportunity to revive and flourish; this will also increase awareness of the area and promote the efforts to preserve the heritage and to improve the social and economic situation of the local residents.

Whilst existing frameworks considered isolated aspects of the above proposal, a combining of the strengths of each would provide impetus for a healthier city environment.

Connect

The importance of promoting vehicular access is recognised as a key component of increasing the volume and positive impact of the proposed new activities. It is for this reason that a new access road entering Salvokop from Andries Street is proposed. This would link into the important traffic node in the south of the study area, just north of Freedom Park. Skietpoort Avenue would also be extended to link up with the aforementioned node. This extension would also create a pedestrian-friendly street, if combined with traffic calming measures such as paved surfacing.

Pedestrian-only routes (such as the bridge from the station) would be given high priority and appropriately complemented through a widening of walkways and the use of paving material where none currently exist.

Retail, office, conference and hotel facilities proposed on the north-eastern slope overlooking the railway line would provide an opportunity for members of the public to view both the existing Blue Train platform below and the proposed pedestrian-friendly route on the Skietpoort road extension.

Preserve

The suburb’s existing inhabitants, their activities and the buildings they use should be recognised and appropriately responded to. It is for this reason that preservation forms a fundamental role in this development proposal. Although it might slowly evolve in the future, the current residential fabric should be respected and protected, with all the proposed important thoroughfares being directed around the suburban environment in the south-western region of the suburb. The largely abandoned northern area north of the existing Skietpoort Avenue will in all probability experience

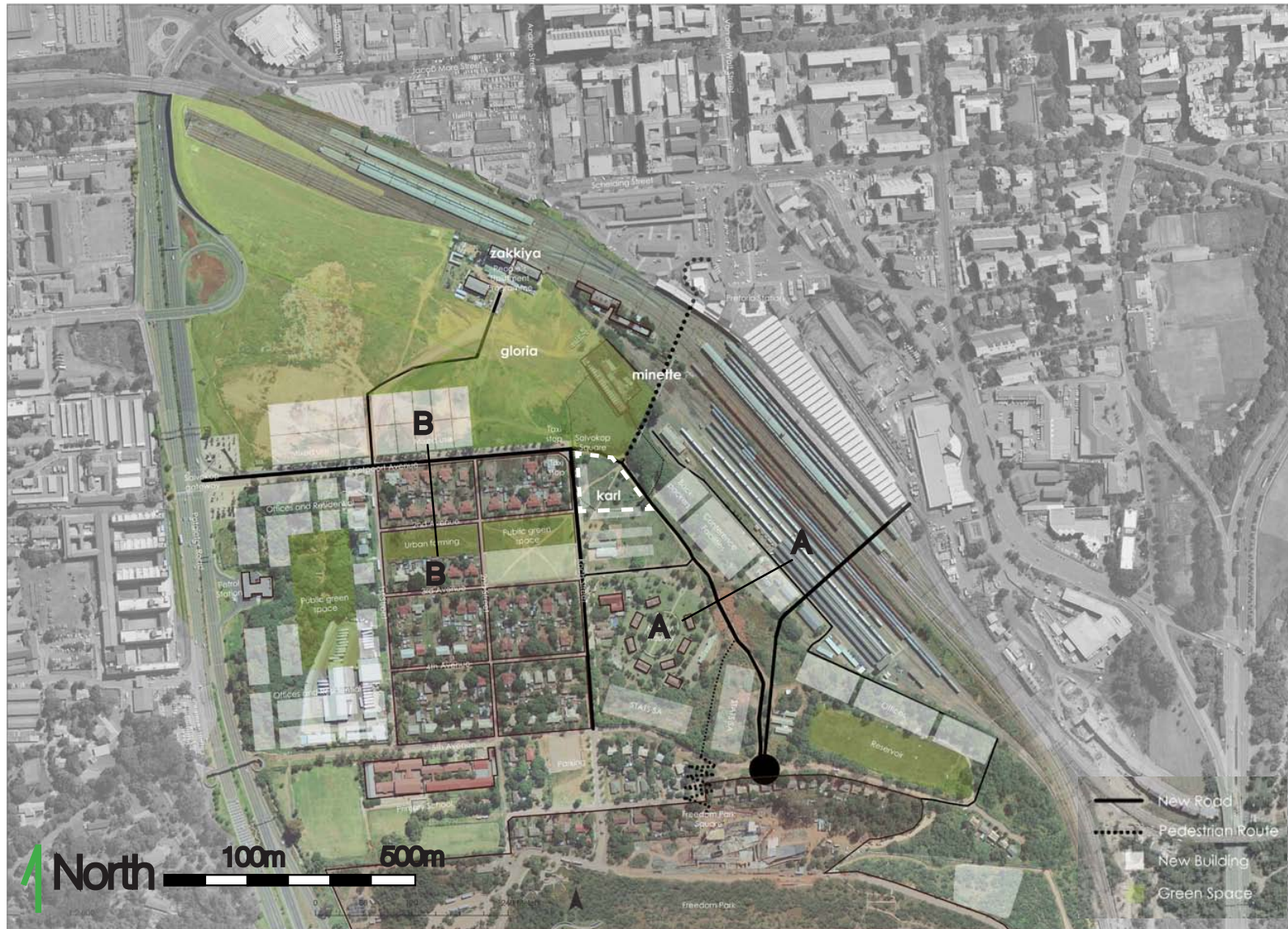
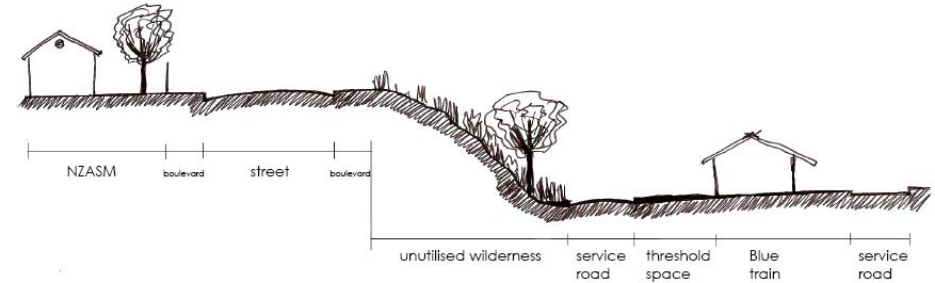


Figure 4.18: Map showing proposal

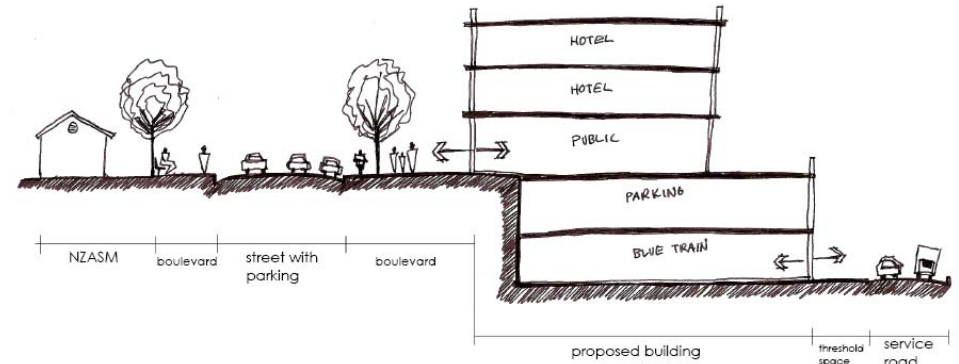
development on the fringes whilst the majority of the area will be transformed into a landscaped wilderness-styled open space (thus avoiding the creation of sterile non-places) that becomes accessible to residents

This proposal is based firmly on balancing both elements of connect and preserve. If Salvokop were to be treated merely as an extension of the CBD, and its unique identity disregarded in favour of introduction of an extensive new network of roadways in order to firmly connect the area to the city, much of the existing character would be destroyed and an opportunity for human scaled re-development would be lost. At the other extreme, if the area were to be too vigorously protected and access even further restricted, it would simply suffocate the existing actives resulting in a continuation of the slow yet steady deterioration of the region as a whole.

Section A-A



before intervention



after intervention

Section B-B



before intervention



after intervention

Figure 4.19: Section A-A before and after proposal implementation

Figure 4.20: Section B-B before and after proposal implementation



Background (chapter 1)

Urbanisation

Sustainability

Housing in SA

History of Slavokop

Aerial History

Combat Urban Sprawl

Managing the increase of people

Importance of location
in the city

- Close to
 - Work
 - Transport
 - Retail
 - Social facilities
 - City Centre

Development of
transport routes

- Train
- Vehicular
- Pedestrian

Affect of Apartheid

Change of housing

Strong heritage environment

Mix of uses

- Heirachy of access
- Circulation
- Services

Salvokop Framework (4)

Connect

Preserve

Changing value of land

Land value
currently low

Considerable potential
for succesful
development

increase of
value

change of
use

Analysis (2)

Pedestrian movements

Balance

Currently under
accommodated

Encourage the existing

Evaluate need
before expansion

Vehicular movements

Currently under utilised

Potential increase due to

- ↳ Tourist activity
- ↳ Increase in development
- ↳ Proposal of new feeder road

Existing conditions

Street furniture

Currently site not of
high value

Developed Guidelines

Located within walking distance from work opportunities or transport terminal

Medium to high density

Address the immediate needs of the locals/residents

Incorporate a balanced mixed-use environment

Appropriate & responsive pedestrian scale

Form part of a sustainable long term plan

Facilitate the formation of communities

(3) Theories

Habraken - Supports

Lewis - Front to Back

Hamdi - Small Change

Brand - How Buildings Learn

(3) Local Documents

Breaking New Ground - 2004

Green Paper on Climate Change - 2010

Faster Harder Smarter - Tsela Tshweu design team

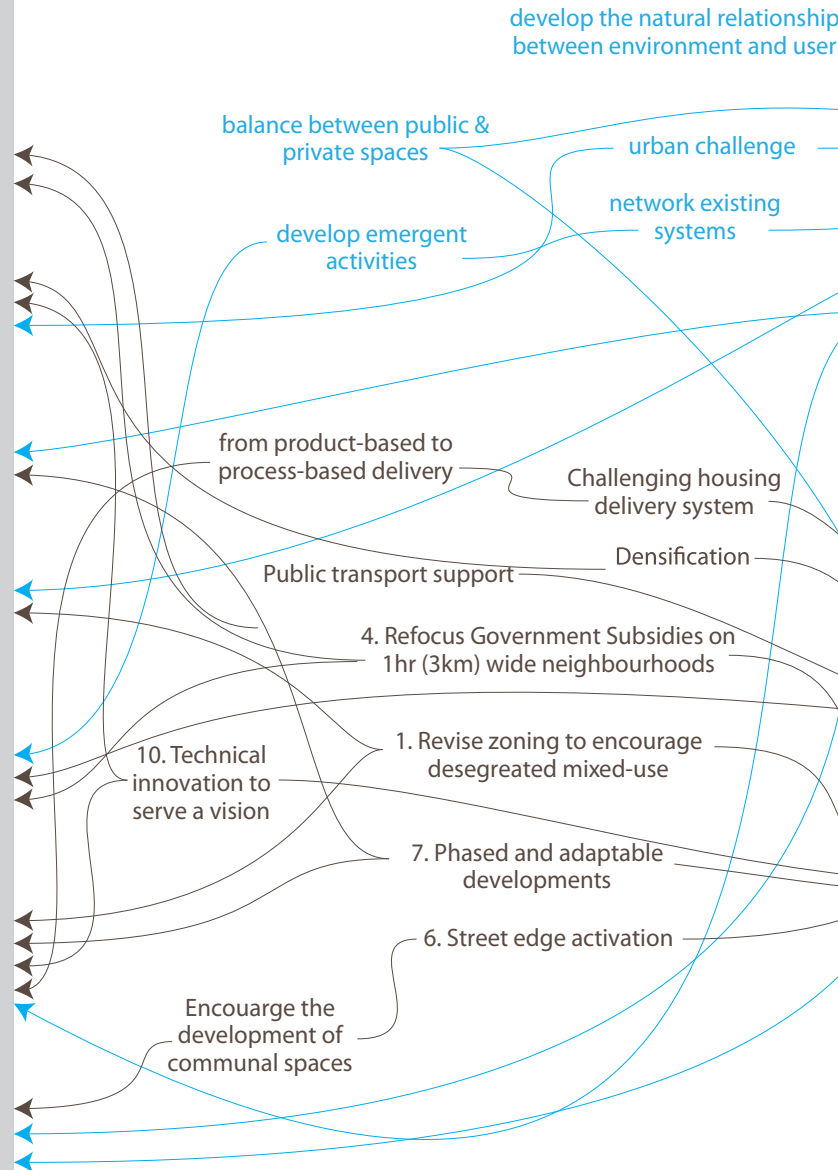


Figure 4.21 Diagram showing the formation of guidelines