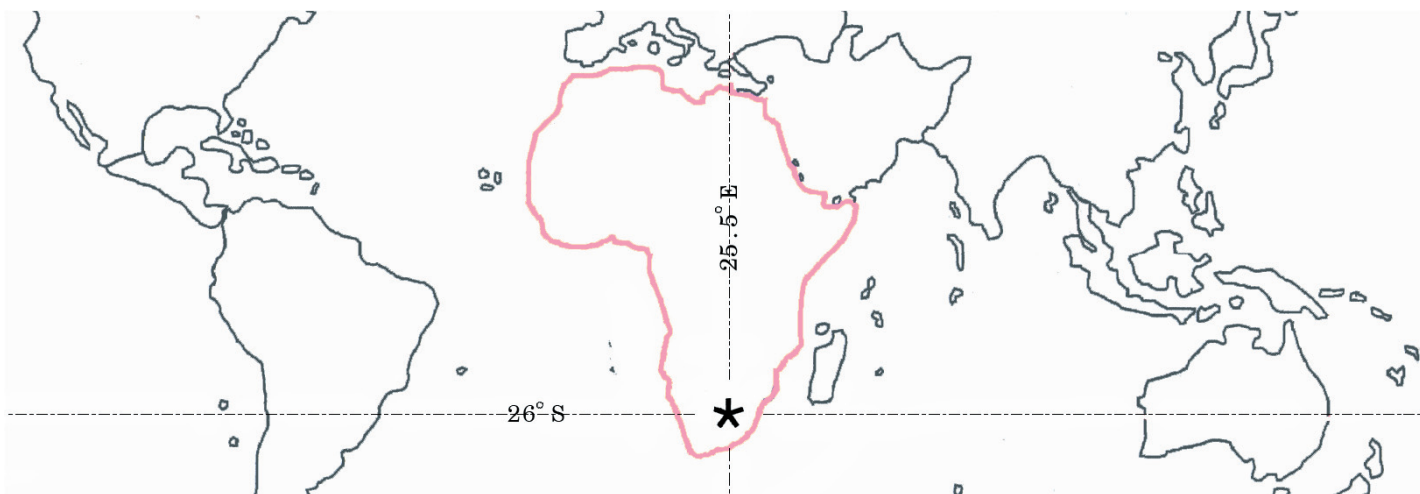


PHYSICAL CONTEXT



TSHWANE/PRETORIA

Pretoria is the administrative capital city of South Africa and a postmodern city experiencing the symptoms of post colonialism (or post-apartheid). There is a simultaneous influx of the previously disadvantaged community from neighboring townships to the inner city and the subsequent retreat of the 'colonizer' to the safe and secure illusion of suburbia.



As a result, isolated island communities experience a volatile coexistence with their neighboring communities, which in turn led to the fragmentation of the urban fabric. Isolated mega-developments in the east are connected to the inner city with high-speed roads to prevent symptoms of 'the other' to infiltrate the enclosure of steel and tinted safety glass. Cars dominate the urban functions and pedestrians are moving obstacles and possible lawsuits.

Tshwane represents several aspects of an African city: impermanence of people and places and growth of the informal sector. As a result, the inner city has become alive, vibrant with pedestrian movement, social interaction and street vending. The CBD is multiracial and multicultural, neither traditionally African nor Western. The inner city is inhabited by a younger generation of students and low to middle income families. Employment, amenities and recreation are within walking distance from high-density residential nodes. The inner city is also rich with the monuments of history, which is sadly neglected since the new transcends the importance of the old, post modernity calls for cities to evolve.

The administrative capital city of South Africa envisions in becoming an internationally acclaimed African capital of excellence. A city that represents the nation state and radiates national identity to Africa and the world. This can only be achieved through: the provision of sustainable services and activities in order to better the lives of its citizens; the breakdown and integration of island communities in the east; and the formulation of a urban language that every inhabitant will find legible can find her/his own voice.

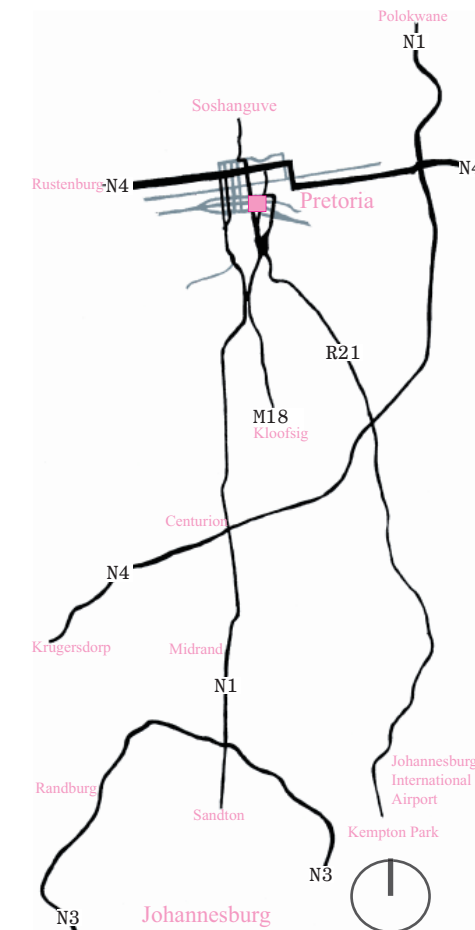


FIG. 3.1 (opposite) Tshwane in the global context.  
 FIG. 3.2 (Middle) Tuscan Estate  
 FIG. 3.3 (above) Major vehicular routes in Gauteng



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FIG. 3.4 Aerial photograph illustrating the visual axis linking the Union Buildings and Freedom Park. FIG. 3.5 (opposite) Diagram illustrating major vehicular routes in Tshwane

### PHYSICAL LOCATION

Tshwane: Administrative Capital of South Africa  
south Berea , northwest corner of Nelson Mandela Boulevard (R21) and Railway Street.

### SITE DISCRIPTION

The site forms part of the Berea Sport grounds situated directly south and housed the ground's tennis courts. The tennis courts are currently derelict and dysfunctional. The site is Adjacent to the Apies River directly east and a commercial district on the western side

### SITE CHOICE MOTIVATION

Lost space on the periphery of Tshwane CBD and forms part of the southern gateway into the CBD.

It is located on the Apies river and forms part of the Nelson Mandela development Corridor.

It is located near (0.8 Km) the Tshwane Train Station and on-route to JHB International Airport: R21

The site is walking distance from UNISA and its adjacent sports ground.

The site is of Historical significance.

It is located near Gerhard Moerdyk St and the Bruytenbach theatre.

The site falls within the visual axis between Freedom Park and the Union Building.

### SOUTH BERIA

South Berea is the southern gateway to the inner city and CBD, and has the potential to become a landmark and statement as a gateway for the inner city. Berea Park can potentially serve as a major attraction to both visitors and investors, and due to its proximity to the Apies River, an important feature of the open space system of the inner city (Capitol Consortium 1999: 8, 37).

Currently the land use is in a transitional phase and the emergence of retail is replacing the previous low-density land use. South Berea is demarcated for mixed land use to include office space, retail, residential and institutional facilities. South Berea entertains major pedestrian activity due to the proximity of the Pretoria train station (Capitol Consortium 1999: 8).

### POTENTIAL AND OPPERTUNITIES

The mixed land use has to respond to the train station and gateway to the south by means of retail and tourist facilities. The parks are to be included in an integrated open space system along the Apies River and respond to the proposed Nelson Mandela corridor development framework (Capitol Consortium 1999: 12).

### SOCIO-ECONOMIC CONTEXT: SOUTH BERIA

South Berea is characterized by a high-density residential context with informal entertainment and commercial activities. The resident society are predominantly lower-middle class and of a multicultural nature. The resident society is divided into two distinct components: A conservative older white population (minority) relying on personal vehicular transport and a younger multiracial pedestrian orientated population that relies on public transport. The multiracial social component makes use of the train as a means of transport and a large majority is employed in the CBD. Street vending is commonplace and some residents are owners of informal trading stalls along busy streets. The students who attend the educational facilities in the area reside in the edge cities and rely on the train for transport.

The area is characterised by heavy pedestrian movement during peak hours to and from Pretoria Station on a daily basis. Commuters drop their children at the educational and remedial facilities in the vicinity and do their business en route between place of employment and the station. Nelson Mandela Blv. and Railway str. entertains heavy vehicular traffic during peak hours to and from the inner city.

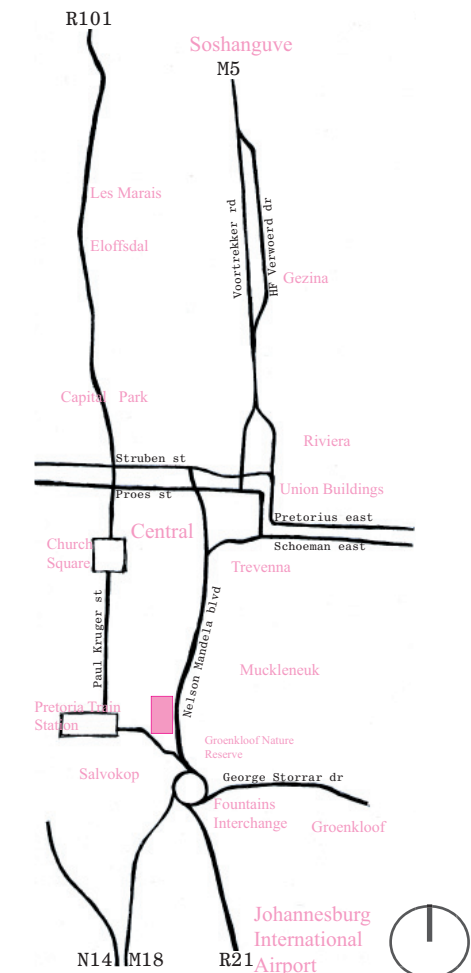






FIG. 3.6 Figure ground map of Tshwane.

#### TSHWANE INNER CITY SPATIAL DEVELOPMENT FRAMEWORK (TICP SDF)

The TICP SDF is a macro scale urban development framework with the intended aim of achieving sustainable urban renewal.

The first facet of the framework involves the strengthening of two important movement corridors, namely the Paul Kruger and the Church streets corridor, as well as the important Union Buildings-Freedom Park visual axis. The entire urban framework is based on the development of these three axes.

Pedestrian core – pedestrian-friendly environment supported by an upgraded inner city public transport core and periphery system. This will link regional transport nodes with bus/taxi activities.

Road network - maintenance of existing one-way couplet system and the introduction of parking garages to alleviate traffic flow in the inner city and in order to pedestrianise the inner city.

Public space - a series of hard surfaced public squares and parks. Protected green space enclosing the inner city and all along the Apies River and Walker Spruit (TICP SDF 3 February 2006 by GAPP).



FIG. 3.7 Tshwane CBD

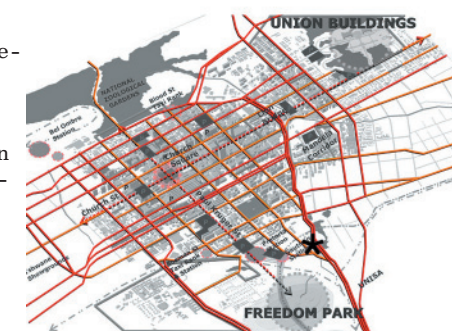


FIG. 3.9 Road network

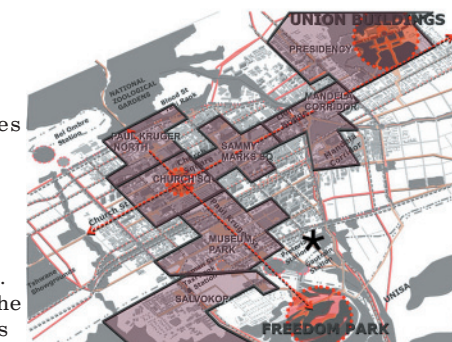


FIG. 3.11 The seven development precincts



FIG. 3.8 Pedestrian space and link network



FIG. 3.10 Public space



FIG. 3.12 Nelson Mandela Development corridor



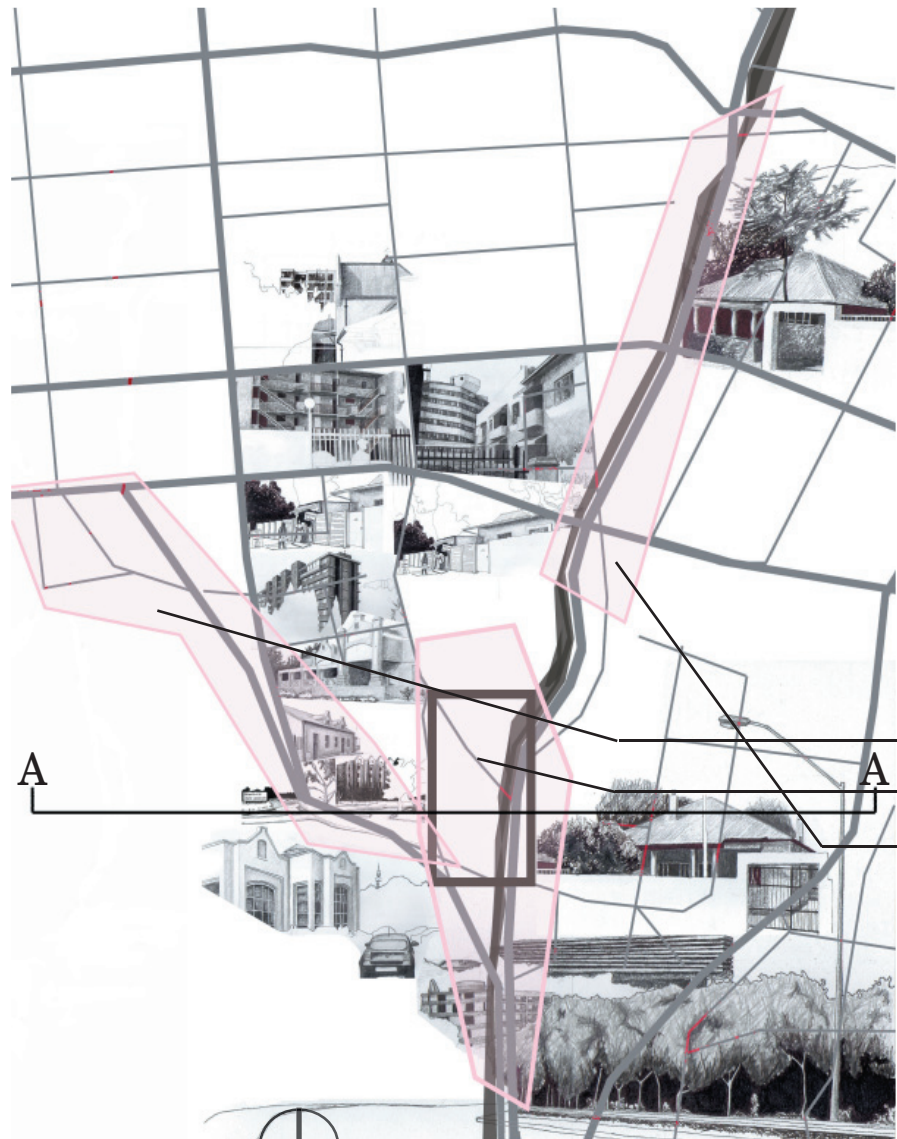


FIG. 3.13 Urban identity map

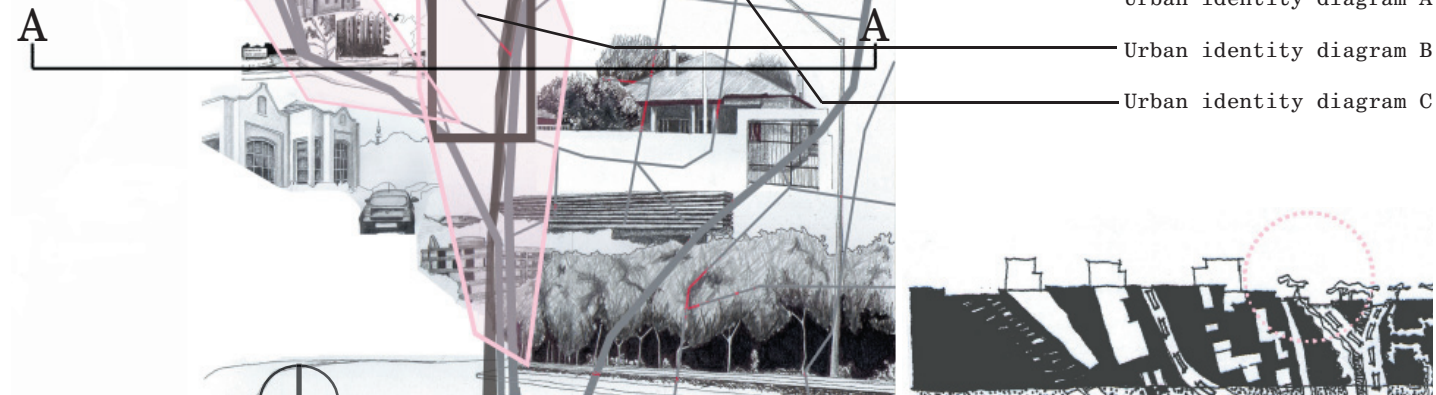
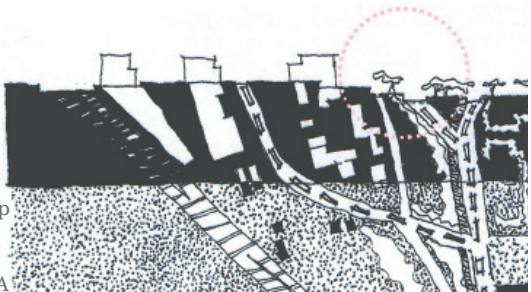


FIG. 3.14 East-west section A-A

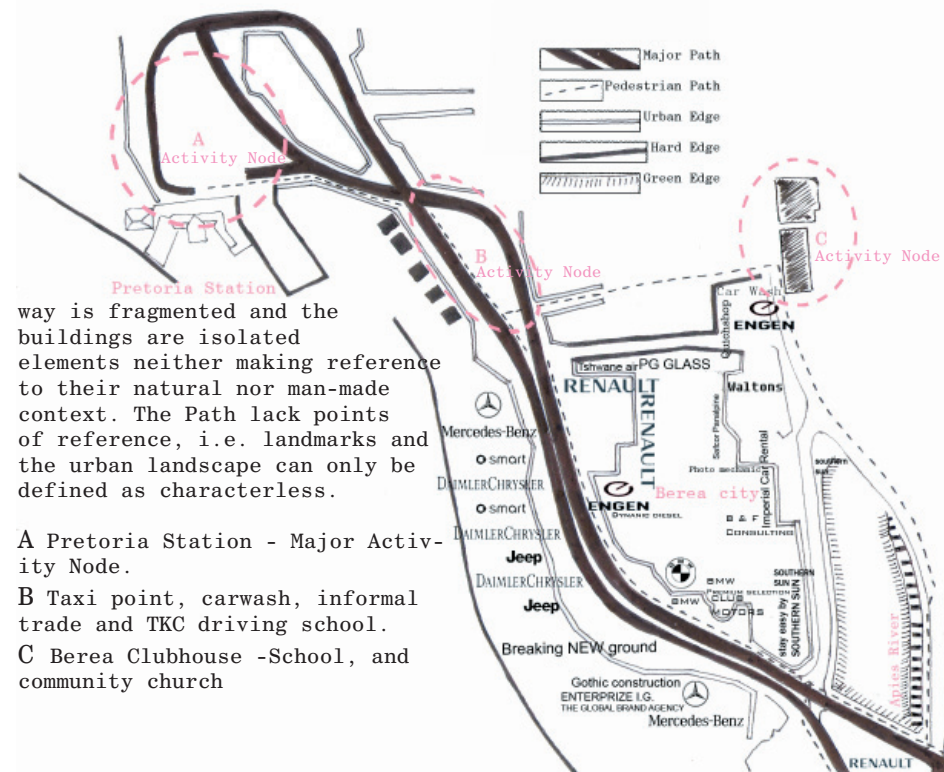


Urban identity diagram A  
 Urban identity diagram B  
 Urban identity diagram C

**RAILWAY ST**  
 This path links Pretoria Train Station with Nelson Mandela Blv.

The urban fabric along this path is un-defined and illegible due to the lack of character. Berea City is the commercial hub of the area, but communicates and serve only the vehicular traffic passing through. As result, Berea City has become alienated from the pedestrian orientated society in which it is located. Railway St can also be characterised as a fast moving vehicular route, which serves as a major barrier for pedestrian movement. Pedestrian crossings are few and undefined, which in effect discourage pedestrians from using this pathway.

The urban edge defining this path



way is fragmented and the buildings are isolated elements neither making reference to their natural nor man-made context. The Path lack points of reference, i.e. landmarks and the urban landscape can only be defined as characterless.

- A Pretoria Station - Major Activity Node.
- B Taxi point, carwash, informal trade and TKC driving school.
- C Berea Clubhouse -School, and community church

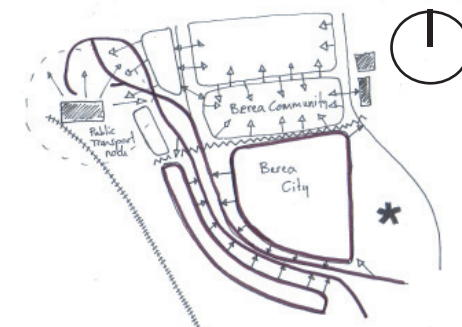


FIG. 3.15 (top) Urban identity diagram A. Railway road.  
 FIG. 3.16 (bottom) Communication diagram between Berea city and the suburb of Berea.



### GREEN GATEWAY TO PRETORIA CBD

Nelson Mandela blvd. is the main feeder into Pretoria inner city in a north-south direction via links with the N14 and N1 in the south and is therefore the most prominent gateway into the city.

Nelson Mandela blvd. runs parallel with the Apies River, the most prominent natural feature of the inner city, and forms part of the inner city's open space system. Berea Park and the UNISA Sunnyside campus (both Sport grounds) form the current southern gateway into the city. The construction of Nelson Mandela blvd. resulted in large areas of urban wasteland along the route and large-scale streets, which intersect with Nelson Mandela blvd., resulted in a fractured urban fabric. Furthermore, existing natural features are mismanaged, mono-functional and poorly defined, that don't serve the intended purpose. All this enforces the lack of identity and vision for the area.

FIG. 3.17 (top) Urban indentity diagram B. Nelson Mandela Blvd.  
FIG. 3.18 (bottom) Communication diagram between the suburbs of Berea and Muckleneuk.

Nelson Mandela blvd. is dominated by vehicular traffic and peak-hour traffic has been the greatest spatial form giver during recent developments and the needs of pedestrians and urban citizens have been largely overlooked and neglected.

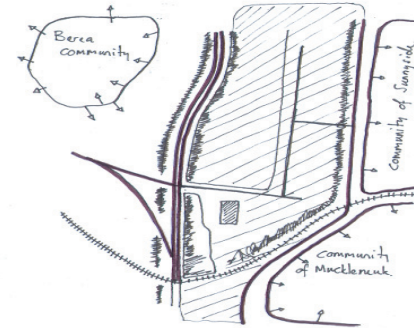
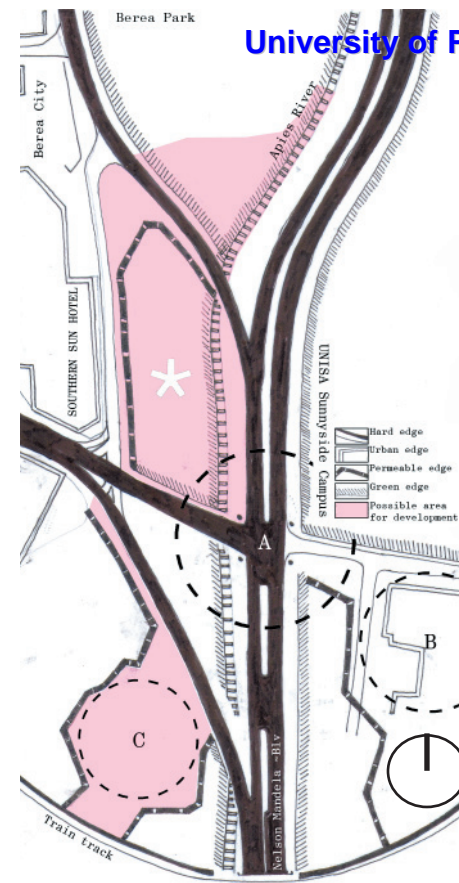
(MDC Urban Development Framework 2005: 3)

A Undefined activity node and major linkage between inner city citizens and the high income community of Mackleneuk

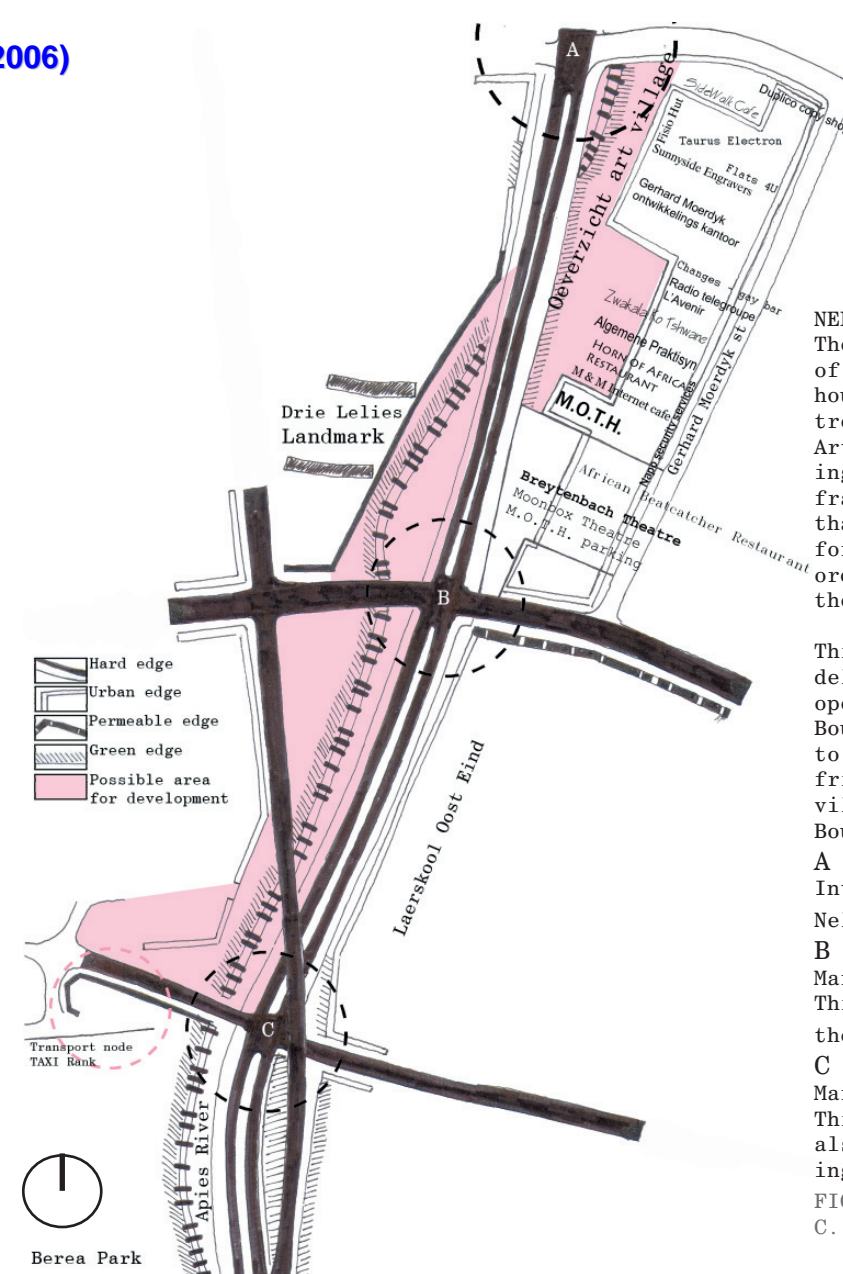
B Small scale formal commercial node

C Informal activity node: community soccer field on weekends.

Nelson Mandela blvd, UNISA Sunnyside campus, Elandspoort rd and the train track serve as a buffer zone between the communities of Mackleneuk and Berea. In effect, no social interaction occurs between these two communities. This lack of interaction contributes to the fracturing of urban fabric and loss of a holistic identity of the area. The urban open space is under utilised, mismanaged and derelict and the Apies River a hide out for criminals and the homeless.



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**NELSON MANDELA DEVELOPMENT CORRIDOR**  
The Oeverzicht art village consists of a variety of existing historical houses and the Bruytenbach Theatre, which becomes the focus of the Arts and Culture cluster according to the MDC urban development framework. The framework proposes that this area provides an outlet for arts and cultural activities in order to strengthen the existing theatres in this precinct.

This section of the Nelson Mandela Corridor is characterised by open wasteland on both sides of NM Boulevard, which does not relate to the Apies River in a pedestrian friendly manner. The Oeverzicht art village is barely visible from NM Boulevard.

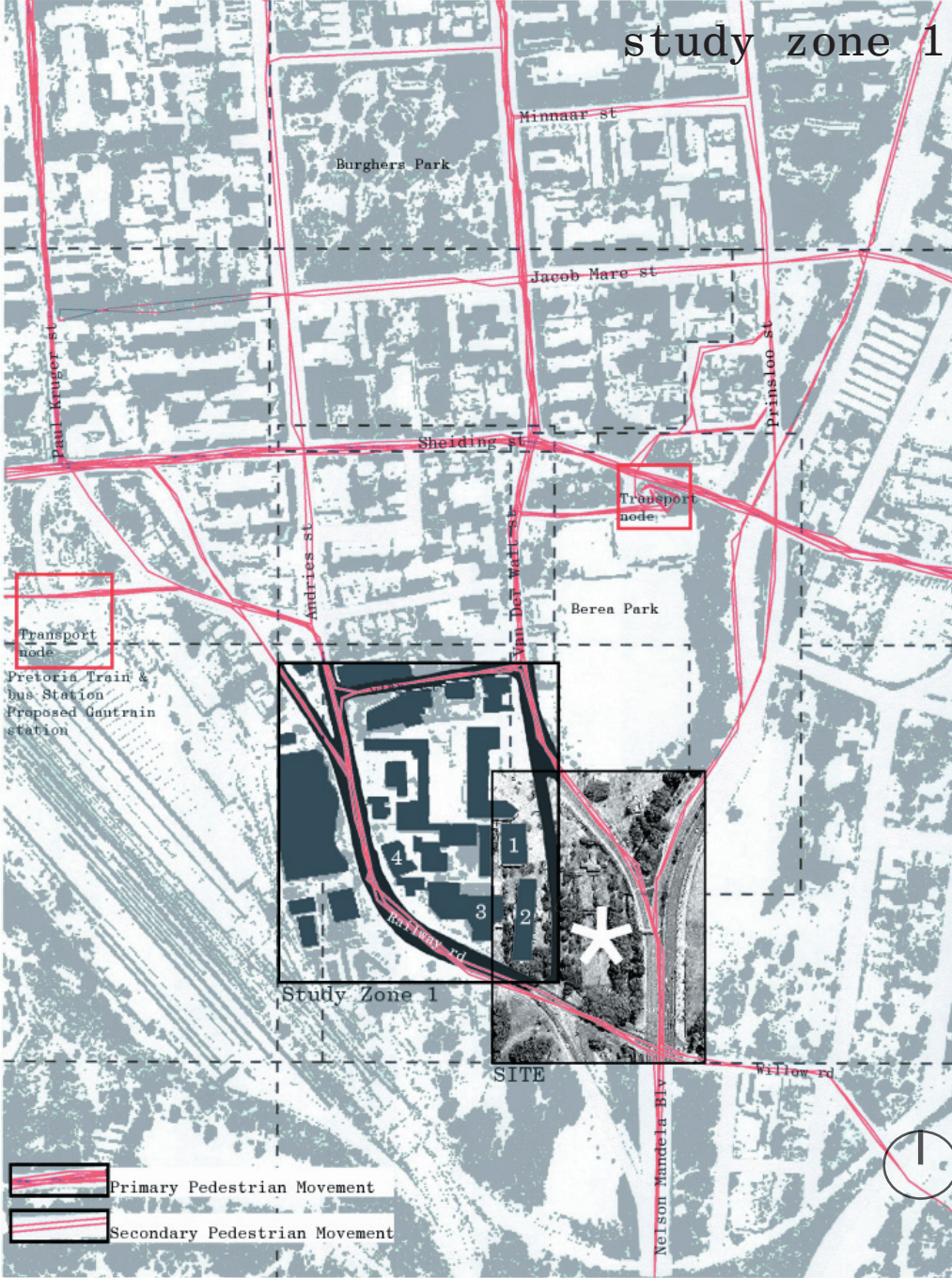
A Large vehicular intersection. Intersection between Kotze str. and Nelson Mandela Blvd.

B The intersection between Jacob Mare str. and Nelson Mandela Blvd. This vehicular interchange node is the current gateway into the CBD.

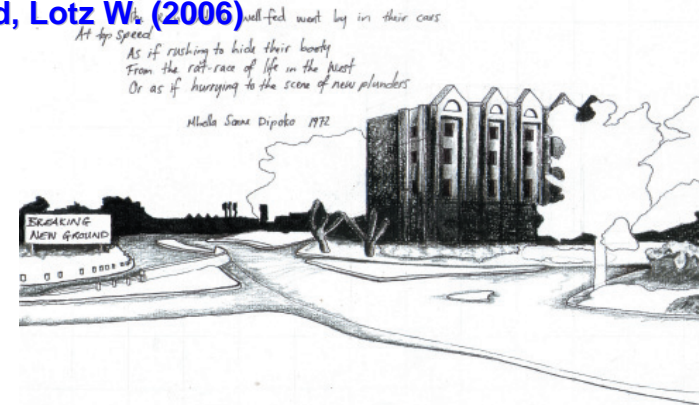
C The intersection between Jacob Mare str. and Nelson Mandela Blvd. This vehicular interchange node is also an important pedestrian crossing.

FIG. 3.19 Urban indentity diagram C. Oeverzicht art village.

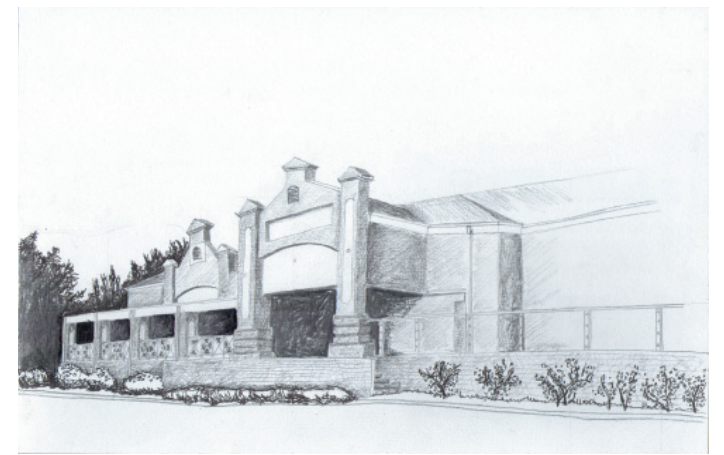




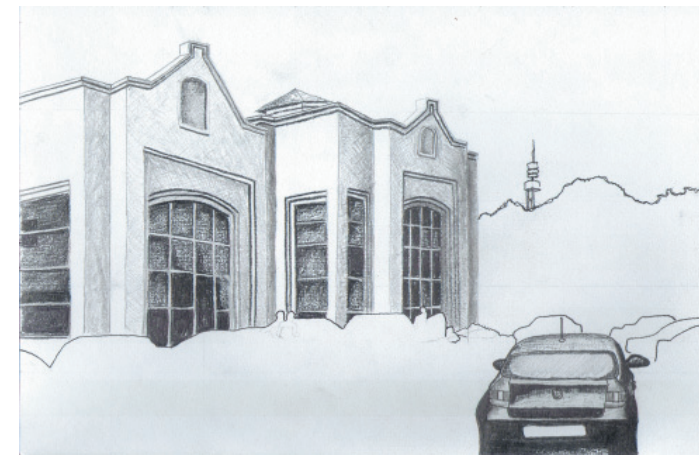
University of Pretoria etd, Lotz W. (2006)



2. (FIG. 3.21) Southern Sun Hotel



1. (FIG. 3.22) Fountains Motown commercial centre



3. (FIG. 3.23) Club Motors BMW Dealership



4. (FIG. 3.24) Transnet Offices

Fig. 2 FOUNTAINS MOTOWN COMMERCIAL CENTRE

This commercial development is a typical example of contemporary large-scale developments scattered throughout the urban context of Pretoria. The uninspired architectural language is characterised by solid volumes of plastered brickwork and large street facade windows that serve the sole purpose of advertising consumer goods. These developments are usually insensitive towards the landscape and the natural flora is replaced with large asphalt fields. Buildings that dominate their landscape.

The Fountains Motown development is more widely known as Berea city, even though not a single shop in the entire development serves the Berea community. One is left with the feeling that Berea city is inconvenienced by the financially weaker community of Berea and reaches out to the wealthier communities of the eastern suburbs.

On closer inspection of Club Motors BMW dealership the author, surprisingly, found subtle references made to the architectural language of Berea Park clubhouse and Transnet depot. The straight gable of the Transnet depot were reinterpreted and the corbel repeated in the case of the clubhouse, the louvered window reinterpreted in aluminium.

**Fig.4 TRANSNET DEPOT**  
This is an important landmark to the southern entrance into Pretoria CBD. The building is a typical example of the characteristic NZASM architectural style of the settlement at Salvokop.

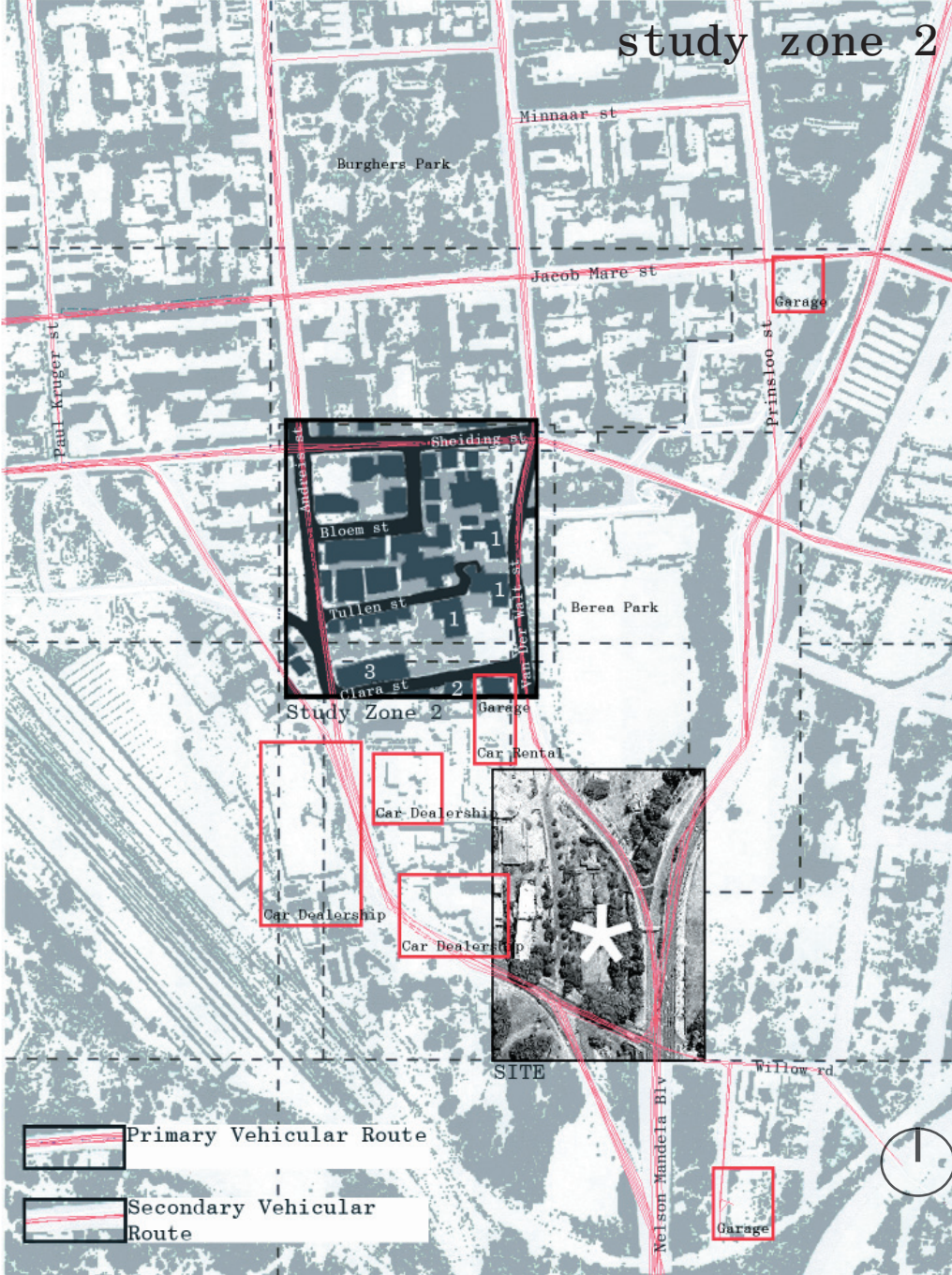
The building is a big single storey workshop built very close to the road with a corrugated steel roof.

It embodies functional simplicity expressed through exposed stone foundation walls, plasterwork and placement of openings on street facade. A large group of scattered outbuildings grace the backyard. (Le Roux 1990: 170)

It is a representative example of the architecture of the ZAR, with a strong unity of material as well

as architectural form language. The ZAR style aimed at establishing a unified design language for building groups, instead of individual masterpieces. (Holm 1998: 66)

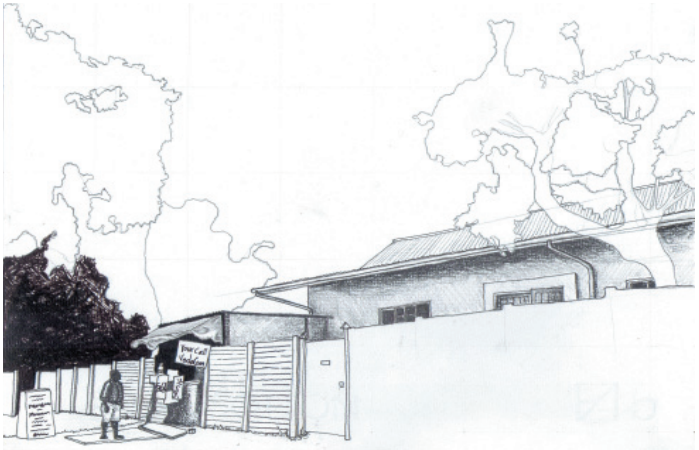




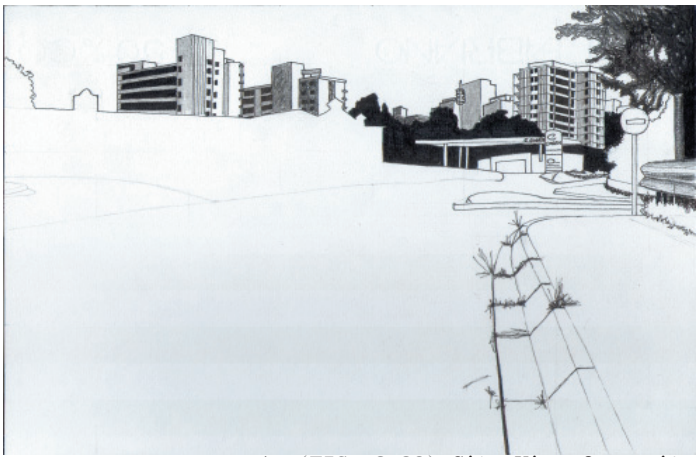
University of Pretoria etd, Lotz W. (2006)



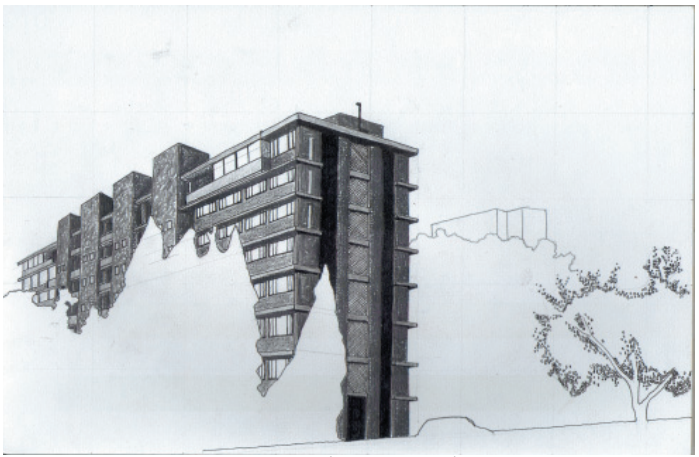
4. (FIG. 3.26) View of UNISA from the site



2. (FIG. 3.27) Pink House in Clara ST.



1. (FIG. 3.28) City View from site



3. (FIG. 3.29) Clara Berea Lodge

Fig.2 APPROPRIATION OF THE EXISTING  
The Appropriation of existing infrastructure in order to accommodate local needs is commonplace throughout post-colonial Africa. Pretoria is no exception and this house located near the site is a prime example of this phenomenon.

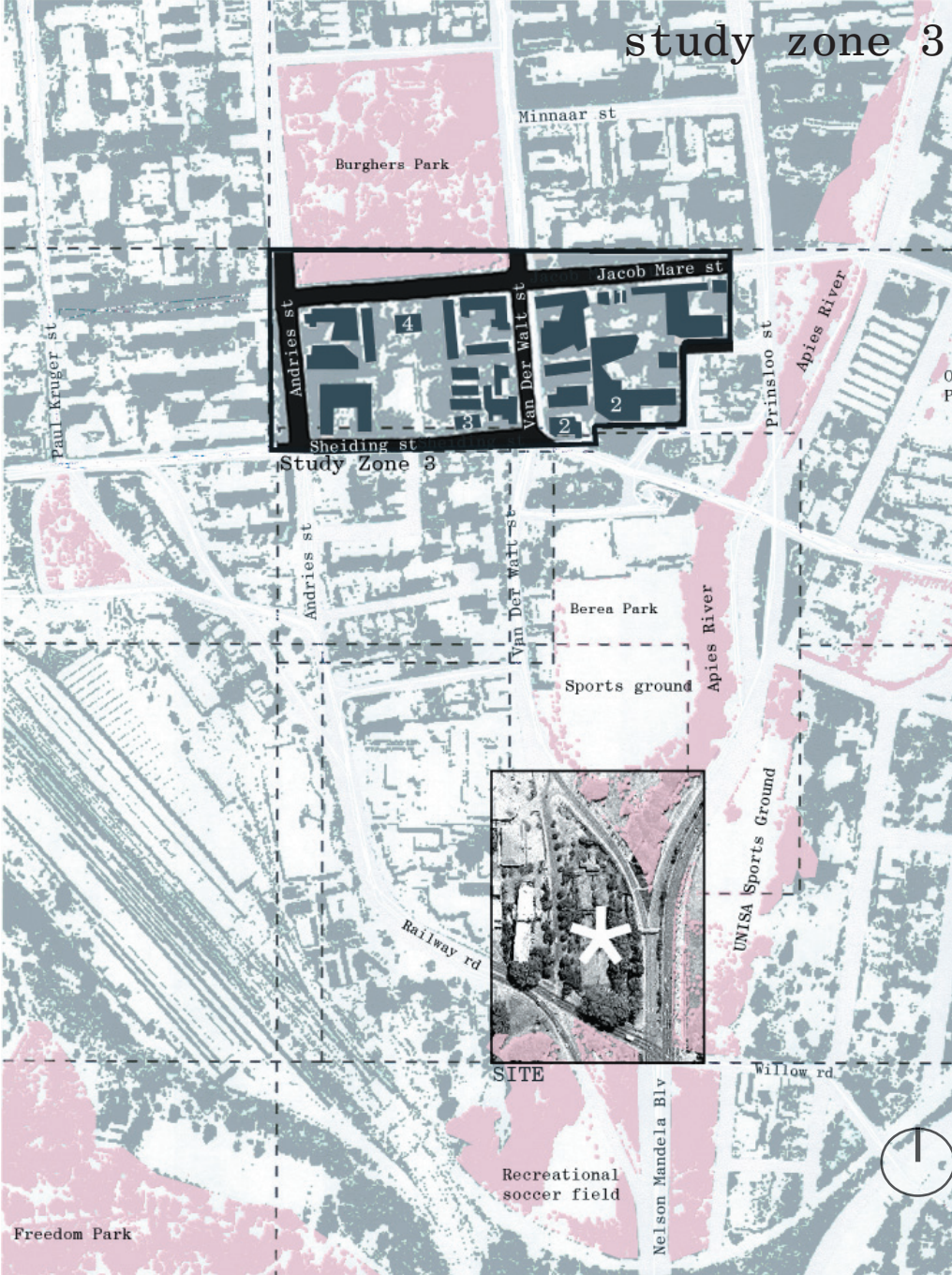
a small informal shop. This little business, among a few others in the area, flourishes due to the lack of supermarkets in South Berea.

Furthermore, the kiosk adds vibrancy and colour to the previously dead streetscape.

The kiosk is built from discarded and recycled materials and sells goods varying from home appliances to cell phone airtime. The owner creates job opportunities by employing local woman from the area.

The owner, a Nigerian, appropriated his garden wall to accommodate





study zone 3

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Fig.2 BEREJA MANSIONS

Berea Mansions is a typical example of the 'modernistic' architectural trend of the 1930's, a duel between art deco and modernism. Art Deco, with its characteristic block-shaped, geometric forms and decorations led the way for the acceptance of the modern movement in architecture. A double volume entrance portal and roof projections on the street facade are typical of this architectural movement.

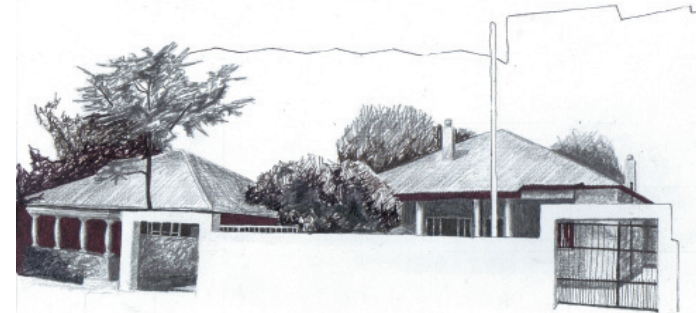
Art Deco, with its superficially modern features, was a style with a strongly associative character and expressed fashionable progressiveness and optimism. This universally popular style was harshly criticised by architects of the International style, who insisted on a functional and structural architecture, free of decoration.

Art deco was an art glorifying the machine and inspired by the speed of the automobile and plane - a faith in mechanised modernity which celebrated glass, aluminium, polished steel and chrome. Mosaic floors, chrome-plated doors and decorated window-panes are characteristic features associated with art deco architecture.

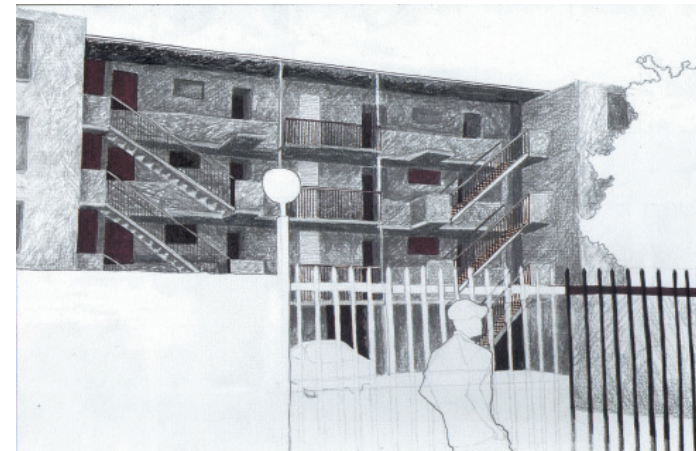
(Fransen 1982: 235-236)

Fig.4 MELROSE HOUSE 1886

Eclectic Victorian of nature, this building reflects the lifestyle of a typical family of high financial standing during the late nineteenth century. The house is isolated in the middle of the garden, and



1. (FIG. 3.31) Doctor and Dentist



3. (FIG. 3.33) Apartment Block

detached from neighbours and the street, a retreat to the private world of the nuclear family.

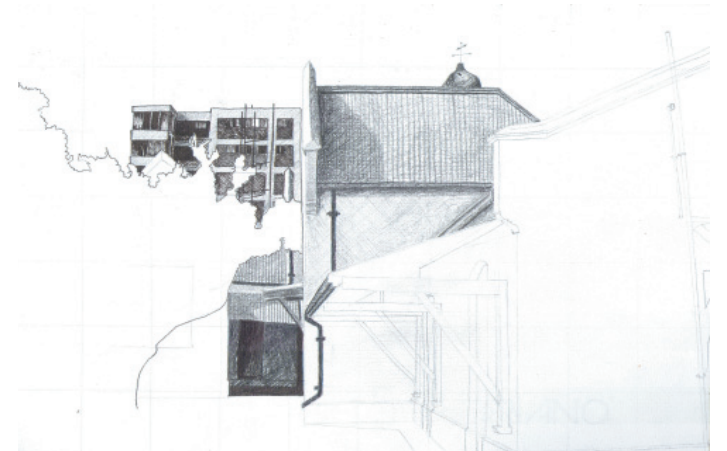
The Victorian house proclaims privacy through the structured progression from public to private spaces. Surface design transcends the importance of space design and the building's structure disappears in an outer layer of decorative

work serving as screens from which insiders are allowed to observe the street without being seen. The asymmetric design of the building allows for movement, adaptability and change.

The building is characterised by the elaborate use of imported prefabricated materials ordered and exported from England as per cata-



2. (FIG. 3.32) Bereja Mansions(right) and Prestige Park



4. (FIG. 3.34) Malrose house: Stables

The building has a veranda that serves as a climatic response to the fierce sunlight and serves as an effective shading device.

The building is of great historic and cultural value.

(Holm 1998: 70-71)



- automotive and commercial cluster
- sport and recreation cluster
- government and business cluster
- ARTS AND CULTURE CLUSTER

MANDELA DEVELOPMENT CORRIDOR (MDC) urban development framework : prepared by Urban Solutions Architects and uraban designers, January 2005.

The framework proposes a set of principles that guards the urban spatial expression and ensures an urban environment that is legible, coherent and easily understood. Its aim establishes a clear understanding of what the urban environment looks like and the way it reflects cultural identity. Furthermore, it aims at maximising social interchange through urban form, which will encourage and facilitate exchange between people. (MDC 2005: 1-2)

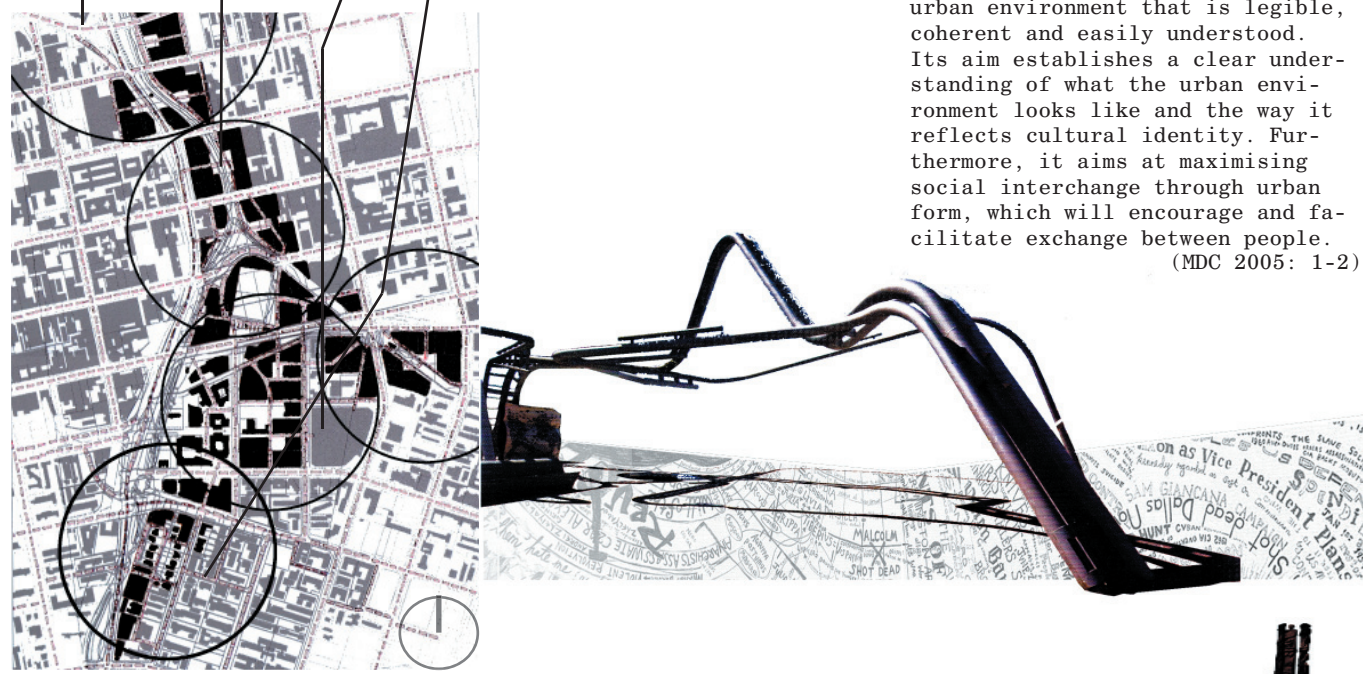


FIG. 3.35 Urban development proposal for the MDC as prepared by Urban solutions architects and urban planners.

The MDC proposes four development precincts: the automotive and commercial-; the sport and recreation-; government and business-; and the arts and culture cluster. The proposed development falls within the arts and culture cluster. The local district identity of the arts and culture cluster will serve as an outlet for arts and cultural activities and strengthen the existing theatres of this precinct. This dissertation will briefly discuss three design principles, which will visually communicate with visitors and urban dwellers alike. The three design principles are: signage; surfacing and; art and sculpture. (MDC 2005: 12)

Signage - Signage can contribute significantly to the overall appearance of the MDC. The signage system should address all general and individual needs and requirements in terms of locational, statutory and advertisement signage. In order for signage to be understandable it is important to group signs together to avoid clutter and confusion (MDC 2005: 19).

Surfacing - the hard surfaces of urban open spaces and pedestrian walkways along the Apies river should be firm, smooth, non-slippery and stable. The MDC framework proposes that African motifs

- geometric patterns of basket designs and the spatial sequences of traditional villages can be used as precedents to be reinterpreted as hard surface designs (Ibid).

Art and Sculpture - The MDC confirms that Art and Sculpture is an expression of a society's culture and values at a specific point in time. Urban art and sculpture will serve as focal points along a pathway and improves the legibility of a urban area by becoming small easily identifiable nodes that transform urban landscapes into interesting spaces and adds to the variety of routes (MDC 2005: 20).

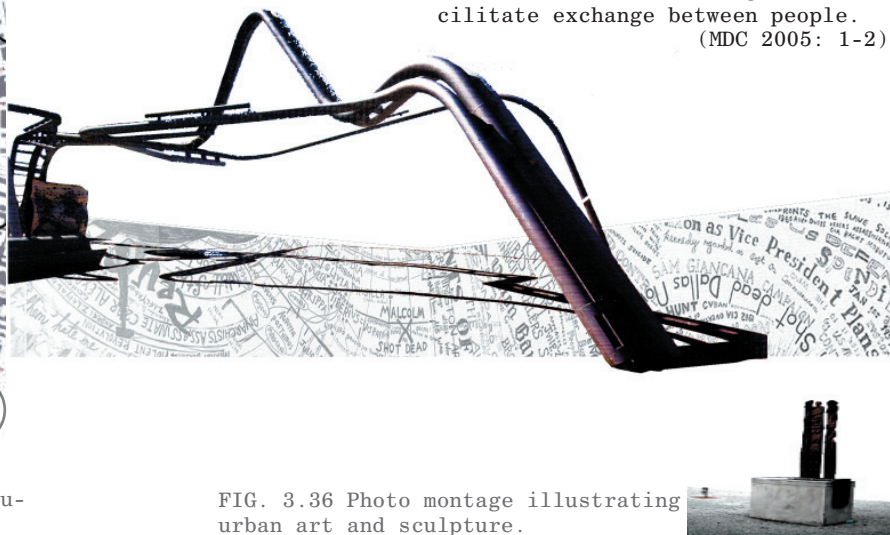


FIG. 3.36 Photo montage illustrating urban art and sculpture.





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### URBAN PROPOSAL

The site is to be integrated with the Oeverzicht art village, which forms the central core of the Art and Culture Cluster as proposed by the MDC urban development framework. This integration can be established by means of a pedestrian friendly walkway that responds to the Apies River from the intersections of Visagie road (north) and Railway road (south) with Nelson Mandela Boulevard. This link should be strengthened through the introduction of urban sculpture on regular intervals, seating, lighting to illuminate the walkway at night, surface treatment that corresponds with the identity of the immediate urban context (to improve legibility) and a security network consisting of security guards patrolling on bicycles along the route.

Pedestrian friendly road crossings: different height and surface treatment of pedestrian crossings in order to slow vehicular traffic down, accessibility of crossings improved to facilitate the old and infirm.

Restoration of Berea Park to perform its intended use: The sport facilities should be upgraded to facilitate sporting events, including formalised and informal soccer matches, thus also made more accessible to the urban residents of Berea, Sunnyside and Muckleneuk. The current function, a primary and a high school, should remain and upgraded to ensure a quality education, which in turn will attract a wider economic spectrum of pupils.

Appropriation of Berea City: This retail development is unsuited and insensitive to Berea and should be appropriated / or preferably redeveloped to accommodate formal and informal retail facilities on ground floor, office space on second and third floor and residential on the fourth floor. This will ensure a variety of activities over a longer time of usage and the different activities and people will provide a rich perpetual mix, which increase choice and establish a wide variety of meanings.

Establish a link between Pretoria and the proposed Gautrain stations with Berea city and the site: the proximity of Berea City to the train station (7 minutes walk) should be exploited and the extremely pedestrian unfriendly environment appropriated. A large percentage of Berea residents rely on public transport and the train and the connecting route is undefined and characterless. The existing pavements should be upgraded and widened as well as the introduction of street lighting and tree lanes. Informative signage are to be provided in order to improve legibility.

Introduction of urban agriculture: a large component of the female residents of Berea are unemployed and the introduction of urban agriculture in lost space will economically empower this demographic component by means of selling the fresh produce. Furthermore, urban agriculture provide functional urban green space, it utilises urban lost space and restores the historic function of a fresh produce market to the area.

Establish a pedestrian connection between Freedom Park and the Nelson Mandela development corridor. Freedom Park will be a historically and culturally significant urban green space and the pedestrian connection will ensure the continuity of the urban open space system of the city.





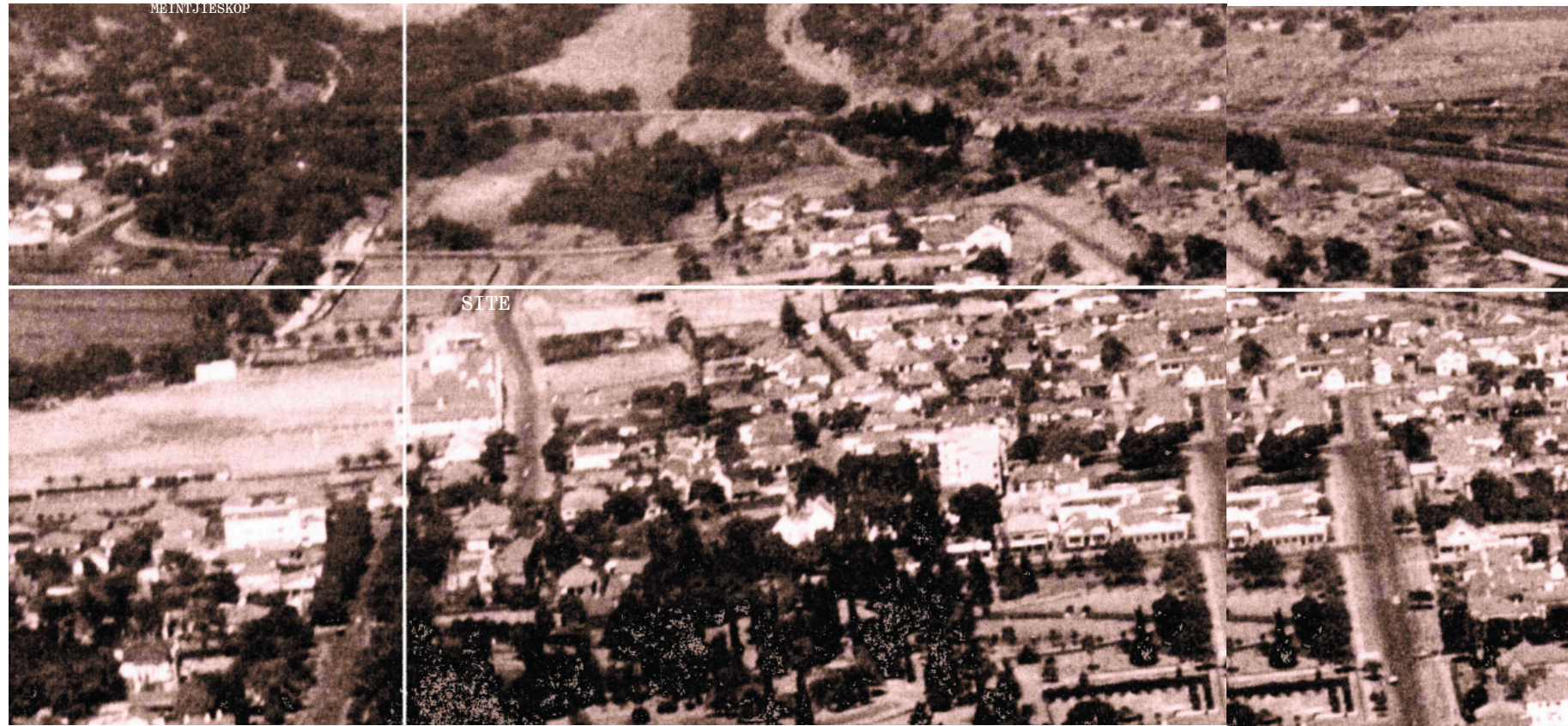


FIG. 3.38 Aerial photograph looking south S-west 1937 by SA airforce



FIG. 3.39 Aerial photograph 1934



FIG. 3.40 Aerial photograph 1996