

# Contextual Analysis 03

This context analysis concerns itself with identifying the influencing factors of both the physical and cultural landscape on a multi-scale level of execution. The site in question is measured on its regional, city-wide, and local significance in a bid to substantiate the brief for this project.

The analysis on a local scale is two tiered in its approach, since the Salvokop Precinct is due for many changes in the coming years as is stipulated in the Salvokop Development Framework. It is within the proposed SDF that the Centre for the Performing Arts is to be developed, but this does not negate the importance of understanding the existing context, as it is upon this context that the foundations for future changes are based upon. This context analysis therefore seeks to develop the readers understanding regarding the future for the area as well as its related existing fabric.



### 3.1. Exploring the Context of South African Music

The story of South African music is one of dialogue with imported forms, and varying degrees of hybridisation over the years. From the earliest colonial days until the present time, South African music has created itself out of the mingling of local ideas and forms with those imported from outside the country, giving it all a special twist that carries with it the unmistakable flavour of the country ([www.music.org.za](http://www.music.org.za)).

isiginci asakh'umuzi - a guitar doesn't build a homestead, says the age-old Zulu prophecy, but in such circumstances - isiginci siyakha' ilizwe - a guitar builds a nation ([www.afribeat.com](http://www.afribeat.com)).

"Music is our strength, our mobilizer. Music makes our people very strong when they are together, it enables people to keep on struggling under terrible conditions ", said Don Ngubeni - director of Radio Freedom ([www.afribeat.com](http://www.afribeat.com)).

African music is not so much an art and aesthetic as it is the essence and beauty of life – “dancing with sound, subtlety and fury, striding rhythmically through the ceremonial spirits of the African people, across the disparate landscapes and fragmented history” ([www.afribeat.com](http://www.afribeat.com): miscellaneous quotes). Music doesn't merely represent the context, music is the context. The culturally variant yet integrative effect of musical percussion and rhythm, acts as one of the purest forms of expression while providing the truest representation of the emotions, the intensity and belief. Music provides its listeners with a feeling of identity, whereby they share a common interest with others, stimulating social interaction or providing comfort in solitude.

The music culture of this country is by no means just a record of expression, but serves as a chronological tool that serves to document the history of this country. For every shift in public perception, governmental policy, oppressive regimes and national triumphs, there has been an equally impressive musical development that presents contemporary listeners with the truest perception of society at any given time.

South Africa is as diverse in its forms of Performance Art as it is in its cultural heritage. Performance art ranges from forms of musical expression - from using the voice in singing to instrumental expression in the fabrication of melody -, to drama and theatre - story telling, theatrical performance, formal stage or under a tree -, and to dance and rhythmic expressions using the human body, be it purely to the beat or for dramatic conveyance of a message. The scope of involvement is immense and the potential for cultural explorations cannot be denied. In the country that is South Africa, no greater tool than performance art is at our disposal in the effort to bridge the cultural divide and fully prosper from the opportunity that investigation of heritage and culture - past, present and future.

### A History of South African Music

In the Dutch colonial era, from the 17th century on, indigenous tribes people and slaves imported from the east adapted Western musical instruments and ideas. The Khoi-, Khoi, for instance, developed the ramkie, a guitar with three or four strings and used it to blend Khoi and Western folk songs and dances in the colonial centre of Cape Town, which rapidly became a melting pot of cultural influences from all over the world ([www.iexplore.com/trip/safrica\\_culture](http://www.iexplore.com/trip/safrica_culture)).

Western music was played by slave orchestras (the governor of the Cape, for instance, had his own slave orchestra in the 1670s), and travelling musicians of mixed-blood stock moved around the colony entertaining at dances and other functions, a tradition that continued into the era of British domination after 1806 ([www.safrica.info](http://www.safrica.info)).

In a style similar to that of British marching military bands, coloured bands of musicians began parading through the streets of Cape Town in the early 1820s, a tradition that was given added impetus by the travelling minstrel shows of the 1880s and has continued to the present day with the great carnival held in Cape Town every New Year ([www.iexplore.com/trip/safrica\\_culture](http://www.iexplore.com/trip/safrica_culture)).

In the early years of the 20th century, the increasing urbanisation of black South Africans in mining centres such as the Witwatersrand led to the development of slumyards or ghettos where new forms of hybrid music began to arise. Marabi was the name given to a keyboard style (usually played on pedal organs, which were relatively cheap to acquire) that had something in common with American ragtime and the blues, played in ongoing cycles with roots deep in the African tradition. Such bands, which produced the first generation of professional black musicians in South Africa, achieved considerable popularity in the 1930s and 1940s.

The 1950's saw the inception of South African jazz, with heroes such as Hugh Masekela taking centre stage. Masekela played his way through the vibrant Sophiatown

scene and to Britain with King Kong, eventually finding himself as a success in New York in the early 1960s ([www.safrica.info](http://www.safrica.info)). Jazz continued to be played in South Africa during the years of severe repression, with groups such as The African Jazz Pioneers and singers such as keeping alive the mbaqanga-jazz tradition that had enlivened Sophiatown ([www.safrica.info](http://www.safrica.info)).

From the 1960s onward, more and more white rockers and pop groups appeared to appeal to white audiences in a segregated South Africa. As the 1970s drew to a close, however, the mood began to change, and the echoes of Britain's angry working-class punk movement began to reach South Africa. Springs, a poorer white area on the outskirts of Johannesburg, proved to be the breeding ground of a new generation of rockers - rockers as unimpressed by the commercial blandishments of the mainstream industry as they were disillusioned about South Africa's repressive white regime.

During the 1980s, the black townships were held captive by what came to be called "bubblegum" - bright, light dance pop influenced by American disco as much as by the heritage of mbaqanga. In the 1990s, a new style of township music grabbed the attention and the hearts of South Africa's black youth. That music was kwaito, probably now the biggest force in the South African music scene.

Today, South Africa's kwaito stars are the commercial centrepiece of a diverse and ever-growing music industry, one too broad to be contained in one overview. They are rivalled in their selling capacity by the long-standing gospel industry, but also get some significant competition from hip-hoppers and rappers. Such influences are also pouring into the kwaito pot and keeping alive the South African tradition of making music that speaks to and with global trends while always remaining defiantly home-grown ([www.safrica.info](http://www.safrica.info)).



3.2. Inner-City Context Analysis - the City of Tshwane  
- Brief description and urban design critique.

This urban context analysis serves to illustrate the nature of the great city of Pretoria and the implications and relationship towards the precinct of Salvokop, where this project is predominantly focused. The relationship between the Salvokop precinct and the inner-city precinct are deemed to serve as a model for inner-city regeneration.

Transport Systems

It may be said that Pretoria is characteristically spread very thin, with distances between various amenities and residential communities often enormous. These distances are thus impossible to traverse without the aid of vehicular transport, be it public transport or personal motorcar. It is the latter through which most of Tshwane's citizens find their way, with major roads streaking their way across the urban landscape and high vehicular traffic often causing more hindrances than public service.

Salvokop is situated at the South-West Gateway to the inner-city of Pretoria. The precinct also falls within the Mabopane-Centurian and Trans-African Development Corridors (N14 and N4). The site is effectively positioned at a confluence of several major access ways through the area. These access ways are both road based and mass public transport via rail. The Salvokop precinct intersects the proposed Gautrain project which is destined for the area adjacent to the Pretoria Station.

Inner city public transport is predominantly road based, through the means of buses on a regular and scheduled route, and privately run taxi services, the most common of which are mini-van taxis that freelance the city urban landscape, depositing and picking up passengers indiscriminately to any

location accessible by motor vehicle. The degree of flexibility of these taxi services – allowing personalized transport according to the needs of the paying passenger – is far more popular to the general population, even though the service is at times more expensive than municipal provided public transport services. Thus the local taxi rank is an important transport node that needs to be addressed for the convenience of commuters in the area.

Green Spaces

The city of Pretoria is characteristically a green city. Planting is abundant, albeit mostly artificial. Green spaces on all scales are not uncommon. These green spaces in turn do serve quite often as open areas for public recreation and congregation. There are in fact, many pristine areas in and around the city; most noticeably the hill tops that dot the landscape (Salvokop included).

According to the Pretoria ISDF, a new initiative is in place to create a broad scale 'green belt' that offers a visible and predictable link between green spaces in and across the city along a defined axis. This green belt will be characterized by numerous green spaces located within reasonable distances of each other and of suitable proportions to accommodate the city population in search of recreation. This 'green belt' is planned to run through and incorporate the natural landscape of Salvokop as part of its green network.

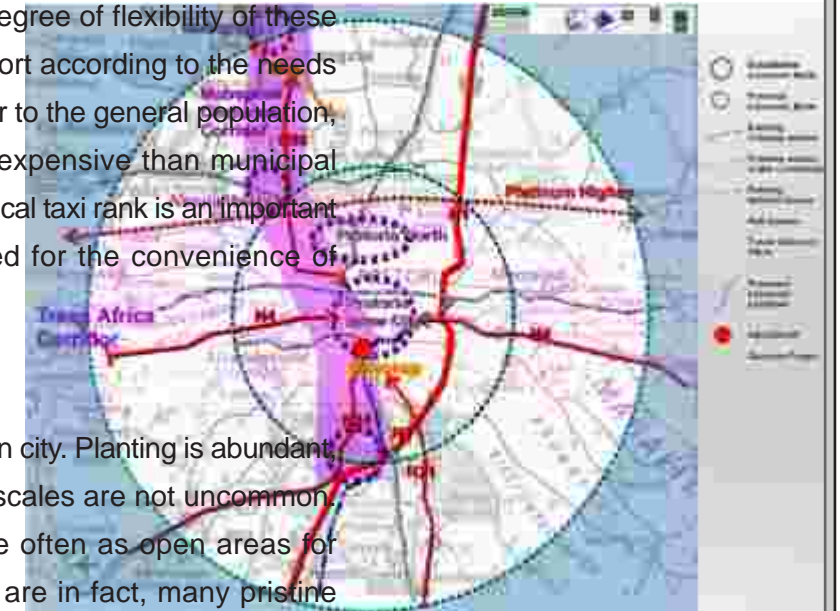


Figure 3.01 Regional layout and connectivity of the Pretoria Inner City

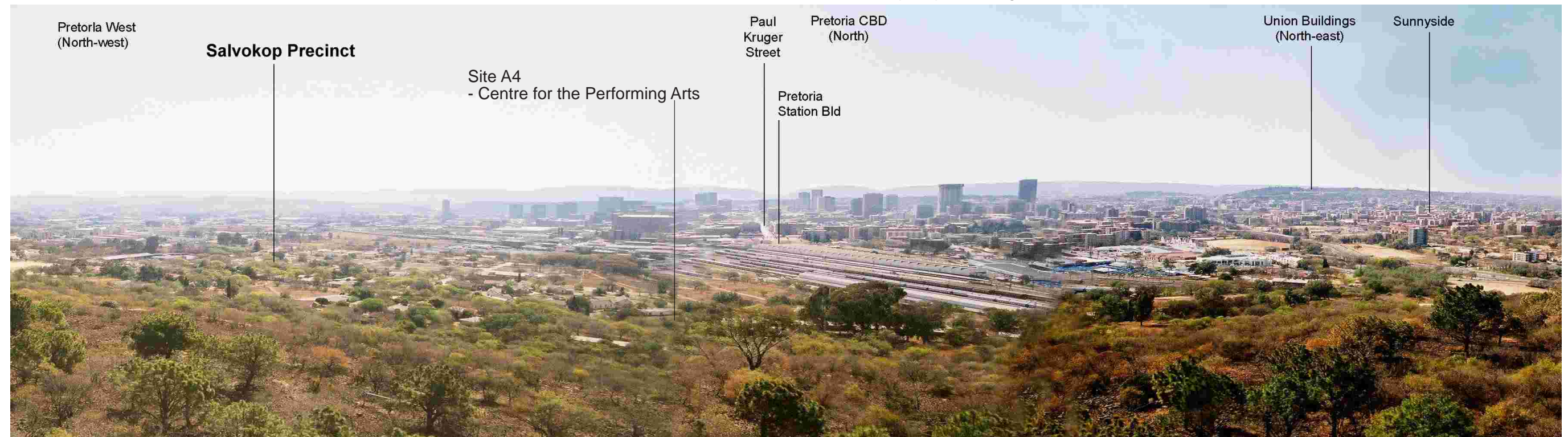


Figure 3.02 Aerial view over Salvokop Hill indicating the close relationship between the precinct and the neighbouring CBD



## Centre for the Performing Arts

Located within Salvokop, the fruits of the architectural design competition “Freedom Park” will be situated atop the hill. This ‘park’ is intended to exploit the natural landscape of the hilltop, aiding in its use as a public open space.

#### Public Amenities

The City of Pretoria is littered with institutions of public benefit. Police stations and medical centres are numerous – see provided graphics. Schools are also an abundant resource as well as the overabundance of venues for retail. The inner-city layout of Pretoria is fully equipped to cater for the needs of whoever might choose to live there. The city centre is however seen separate from the city suburbia that surround it for many kilometers. These suburban landscapes are self sufficient in the sense that all amenities are provided for and readily accessible to each quadrant of habitation.

The so-called public institutions and government/municipal facilities are those amenities that warrant travel over distances for the city population. The town hall, museums, government departments and union buildings and national zoological gardens are all placed within or just outside the extents of the city centre. This is due to the fact that these institutions were constructed before the mass expansion of people to the comfortable suburbs quite some distances away, when the emphasis of public activity was still concerned within the city centre. This is not to say that the museums etc. go unused though, the city centre still retains, if not exceeds, the ‘pre-expansion’ population density within.

While the public institutions mentioned previously do not go unused, there is significant drive from the powers that be to increase the waning public interest in such institutions. The idea has thus been constructed to develop a city wide ‘Cultural or Civic Spine’ that runs along two axes, intersecting at Church Square – a pivotal centre point within the urban structure of the city. Running east-west, the idea as stipulated by the Inner-City Spatial Development Framework is to cultivate and increase activity along Church Street, to increase its significance as a carrier of people from the extents of suburbia back to the heart of the city. More importantly – to this thesis project in any case – is the north-south axis that originates with the national zoological gardens. This spine of activity is deemed to run down and through Church Square, bisecting the town hall and Transvaal museum along Paul Kruger Street and terminating at the freedom park development at the top of Salvokop hill. The reason for the extremity of this termination point within Salvokop is to breathe life into the community and encourage public participation and enthusiasm towards the Freedom Park development, which has national relevance and prestige as a beacon for the triumphant struggle of the present government over past adversities.

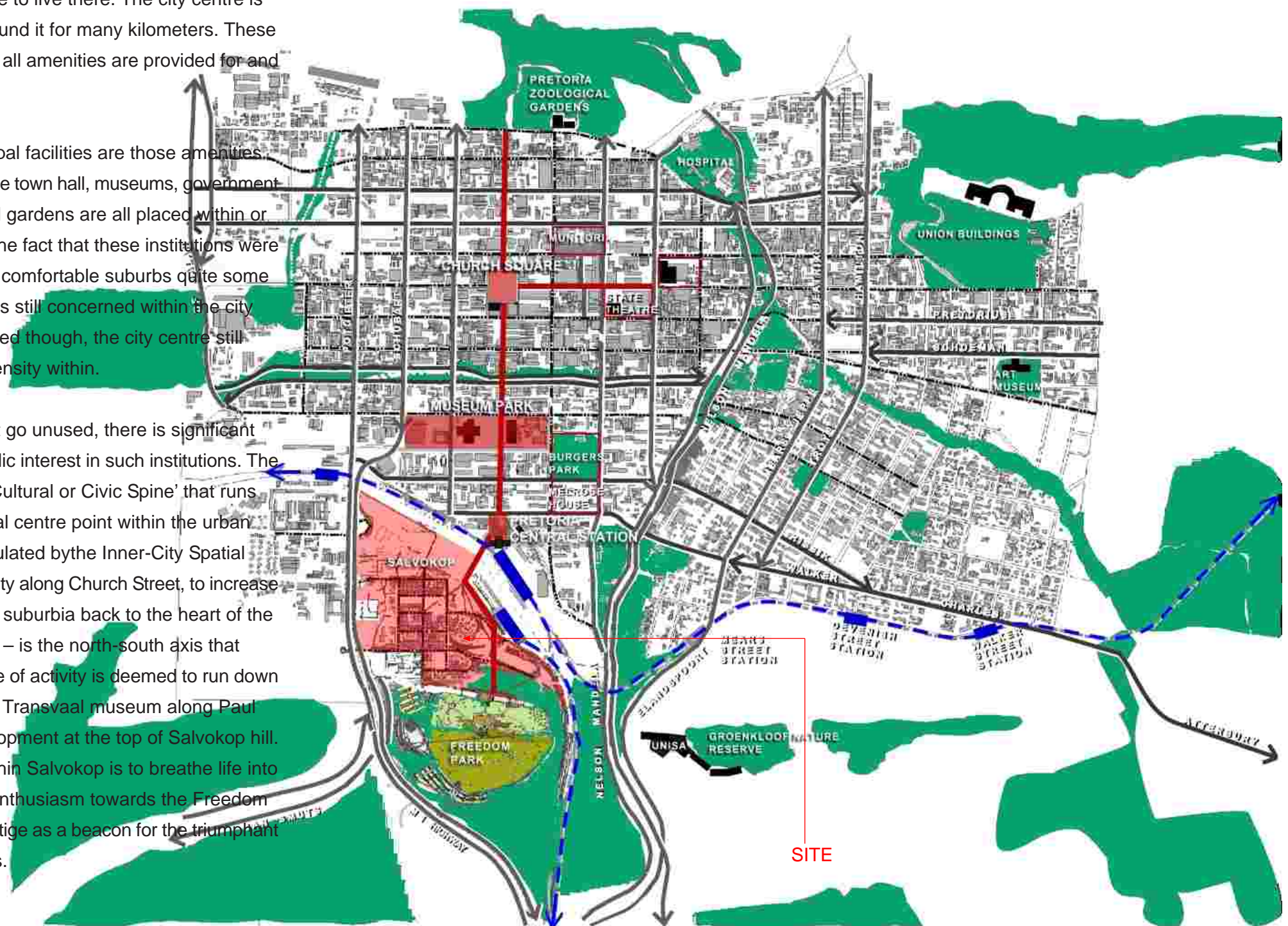


Figure 3.03 Cultural Spine link between Slavokop and the Inner CBD



### 3.2.1. Inner-City Planning Context

Current planning work, that impacts and relies on the Salvokop precinct, takes form in the following:

- The Pretoria Inner-City Integrated Spatial Development Framework (ISDF)
- The Apies River Urban Design Framework
- The Paul Kruger Street Upgrade Plans
- The Freedom Park Development Framework
- The Salvokop Development Framework

Findings from the Pretoria ISDF identify Salvokop as a specific functional area or precinct (22), in the Inner city. This finding further substantiates the precinct's responsibility to integrate itself with the inner city. Salvokop is further more desired to develop a strong residential core with a commercial and tourism focus due to its direct relationship with the nationally significant development of Freedom Park Heritage Site. The Apies River Urban Design Framework identifies the Paul Kruger Street Spine, the Pretoria Station Forecourt and Freedom Park Heritage Site as important contributing elements to the development of the Salvokop precinct. The effectiveness of integrating these elements within the Salvokop development framework will ultimately determine the ability of the area to sustain continued public interest and a vibrant resident community.

A broad scale vision for the development of the Salvokop Precinct and its immediate context can thus be described in the following goals:

- To create a unique development precinct that builds on the assets of the inner city and contributes to the progressive revitalization of the area.
- Focus on heritage tourism, festival retail, commercial, housing, and recreation activity to establish a new living cultural precinct for the inner city.
- To create a core of exemplary heritage and environmental conservation area that provides a tourism and educational attraction to the area supporting the location of the Freedom Park national legacy site.
- To creating a new civic and cultural spine (to be integrated with the Paul Kruger Street Spine) that links the central city system, Museum Park and Pretoria station through the redeveloped Salvokop village towards Freedom Park.

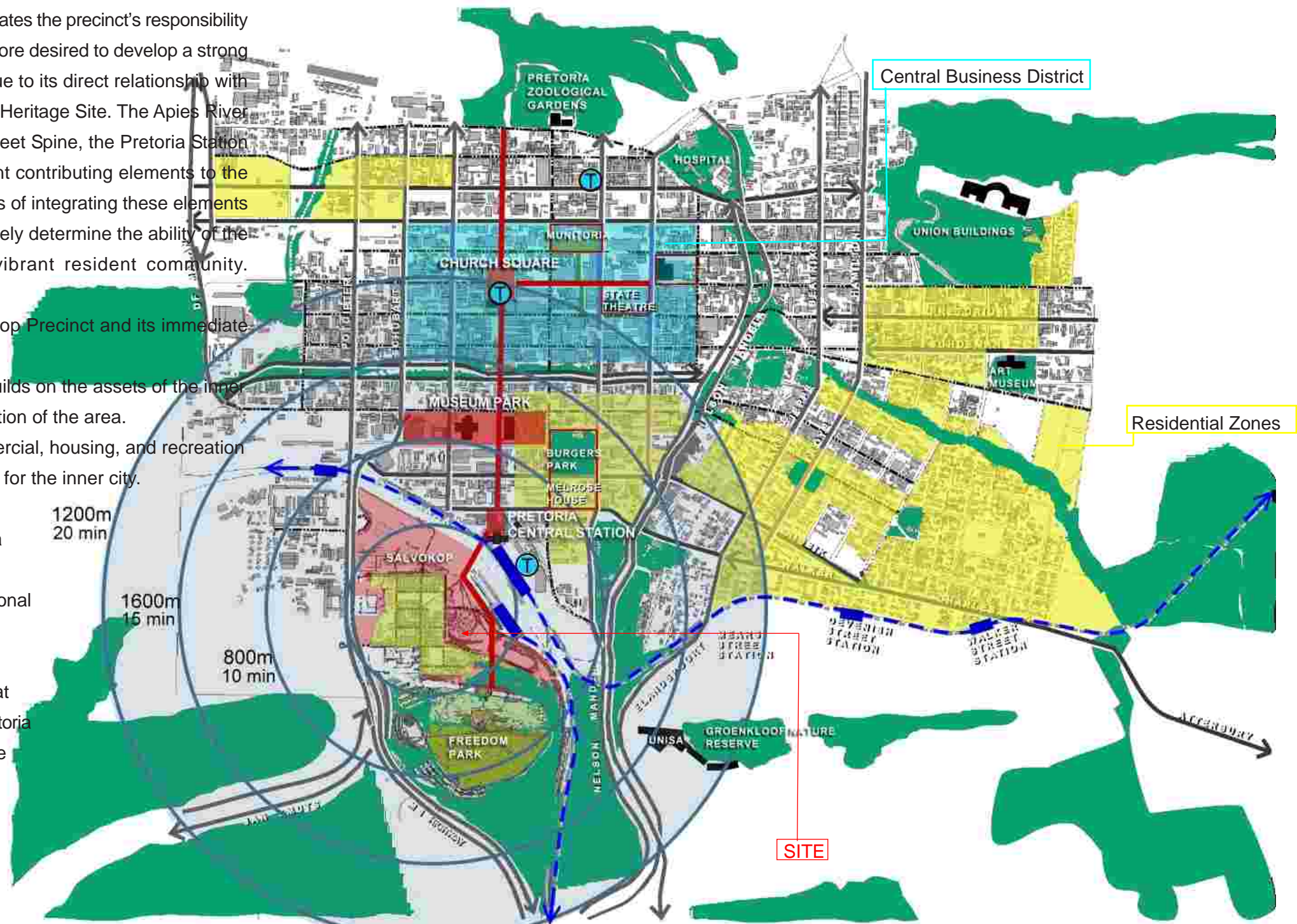


Figure 3.04 Residential concentrations and walking distances



### 3.3. Salvokop Precinct Context Analysis

Salvokop is destined for future redevelopment according to a government interest in inner-city regeneration. Salvokop itself has a total area of approximately 49 hectares, 13,5 hectares (27,3%) of which is already occupied land, and a further 247,7 hectares (50,5%) available land for development. While aspects of future plans for development will be discussed, this chapter seeks to provide a comprehensive analysis about the status quo of the area known as Precinct 22 (Salvokop). Such an analysis is important since even the Salvokop Development Framework will take time to implement, and if the project as proposed by this dissertation is to succeed, it must be fully compliant with the requirements as set out by the context at every incremental level of development and growth.

#### Movement and Access

The Salvokop precinct is separated from the inner city of Pretoria rather decisively by the railway lines servicing the Pretoria Central Train Station. Up until this point, this restricted access to the Salvokop Residential Village from the West, via Potgieter Street – which in turn transfers motor cars to the south bound N14 highway. This important intersection between Potgieter Street and Skietpoort Street is currently the only vehicular connection with the outside world. All manner of vehicles traverse this roadway, including buses, garbage trucks, delivery vehicles and all visitors intending to experience Freedom Park. Skietpoort/Koch Street is the major artery of the neighbourhood, taking upon itself the characteristic of public roadway. The street network is a clearly defined balance of tarred 'domestic' scale roadways personal to the residents of Salvokop, and the structure of its 'public' roadway that encircles the main residential clusters and passing by the primary school at the south end of the of the precinct, only to return perpendicularly to its origin.

The scale of the landscape is at a very human scale, with pedestrian movement typifying the majority of human movement in the area. Not only does this pedestrian movement occur between residences, but also due to the important link to The Pretoria Central Station Forecourt (Bosman Street) via a pedestrian bridge traversing the railway lines. Current efforts to improve the area have been concerned primarily with renovation and lighting of a boulevard through the area along Skietpoort/Koch street, terminating at the existing entrance to Freedom Park. Improved footpaths and benches ironically line the major vehicular line of movement, while pedestrian movement continues to cut through the rigid street grid, through buildings and over vacant plots.

#### Public Open Spaces

Spaces for public congregation are abundant, mostly taking place in areas of high levels of pedestrian convergence. Such an area is the deposit point from the pedestrian bridge to Pretoria Central Train Station. This plot of land is currently mostly vacant, yet serves as the primary centre of activity to passers by and residents. Movement through this point is further supplemented due to the fact that the major taxi rank of the area lies at the opposite end of the bridge across the railway. It can be assumed therefore, that these spaces of congregation are only successful due to the suitability of access for pedestrians and proximities to local amenities. It should be noted at this point that these public spaces are not formalised and were adopted by their users out of convenience.



Figure 3.05 Aerial photograph of Salvokop as it exists today



Figure 3.06 Proposed layout for Salvokop with the institution of the Salvokop Development Framework. Site shown in red



**Residential Component**

Salvokop is the remnant of what used to be employee housing for Transnet workers in financial difficulty in the 1890's. These houses are still under ownership by Transnet who makes the buildings available to families and workers under lease agreement. Houses are each situated on an individual stand, with each characteristically fenced off and private. Current residential densities are measured at 3,2 Dwelling Units per hectare, translating in roughly 126 existing units. Density may thus be described as low, with a relatively small number of families taking up residence in relation to the overall area of the precinct. It is in this numerical fact that future spatial development seeks to prompt a change, with an increase in residential densities. Residents are a permanent fixture, although community presence during the day is mostly in the form of the youth and the elderly while capable workers earn a living elsewhere.

The SDF has investigated the methods of improving the residential situation of the Precinct. Two types of housing units are proposed namely up to 3 storey walk-ups and single storey row houses, all to a medium level of finish. All residents are to be provided with options for renovation or new accommodation (624 units). All accommodation will continue to be on a rental basis.

**Commercial Component**

Salvokop is a predominantly residential precinct. All locally operated commercial activity is based around the activity node of the pedestrian bridge in the form of informal vending and one small restaurant and Fast-food café. Outside public interest is non-existent and thus no commercial or retail ventures have been attempted.

Future initiatives seek to promote light industry and much commercial enterprise, both for local retail and attracting new businesses. Office development is a key new strategy for the area in key locations, as well as construction of a new hotel. All this hopes to provide a vibrant and sustain population basis for the area during all hours to promote an active and prosperous urban community.

**Industrial component**

Light industry and warehousing forms the transition between Salvokop and the inner-city. This industry is again the property and responsibility of Transnet for the servicing and maintenance of the rail works nearby. Access to this industry is not generally obtained through the Salvokop village, although this is possible. The industry has no direct influence on the area all except for employment opportunities for residents and a feature on the foreground on the city vista.

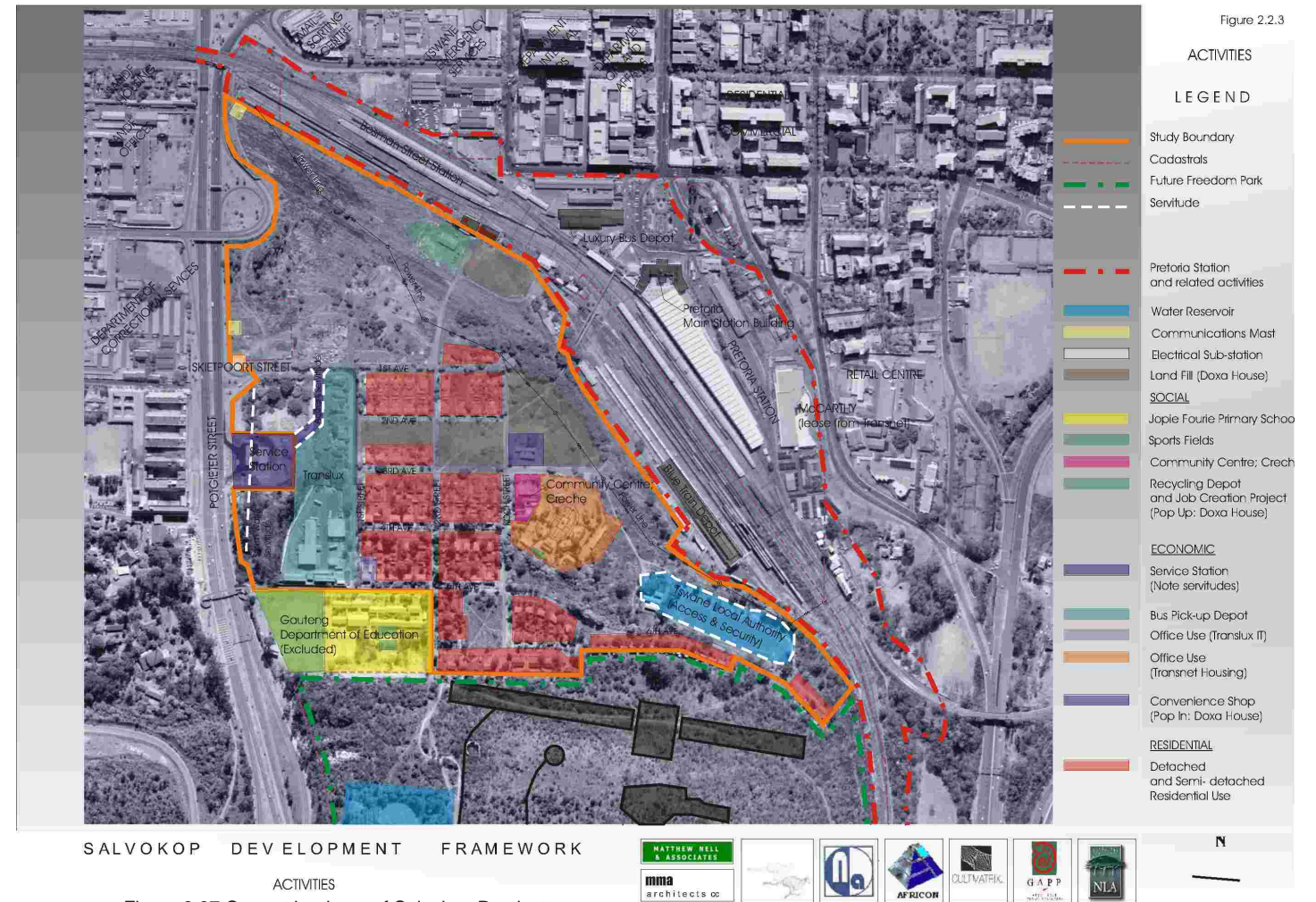


Figure 3.07 Current land-use of Salvokop Precinct



3.3.1. Salvokop Development Framework

According to the Salvokop Development Framework, redevelopment of the Salvokop Precinct needs to be targeted at achieving its role as:

- An economic node – adopting a mixed land-use approach with viable investment opportunities through creation of new development energy and destination attraction.
- A contained neighbourhood that sustains residential activities with a densification of residential layouts through providing a range of housing options.
- A cultural Heritage node that accommodates activities linked to Freedom Park and Tshwane tourism which effectively exhibits local culture and promotes tourist retail.
- A transit oriented node that considers the convenience of the tourist, businesses, residents and workers' transport needs.
- A natural and historical area that build on local assets and interlinked with Tshwane at a broader scale of influence, contributing to the national significance of the area aided through government development.

It is in these interests that future development needs to evolve, representing the interests of the local community, the broader metropolitan community and tourist as well as the represented municipal stakeholders.

The Salvokop Village is envisaged to become a pedestrian friendly mixed use Inner City Precinct while retaining a human scaled with a range of housing options and employment opportunities. In order to support the integration of the area into the Inner City and Freedom Park, the

Precincts' core development is key, basically concerning itself with the cultural, heritage and public space spine (Civic Spine) edged with commercial, cultural and heritage activity.



Fig.1.4.2.b

FORM RESPONSE DRAWING

The Development Framework is concerned with 3 key issues:

- a Movement and Access strategy (dealing with access to and movement within the re-development area),
- a Special Places Strategy (dealing with the elements of the site that develop and control its character and form as well as establishing Salvokop as a destination in its own right) and,
- a Functional Integration Strategy (dealing with the approach to the economic environment, approach to statutory land use, the land use options and the housing strategy).

SALVOKOP DEVELOPMENT FRAMEWORK

VISION AT SITE SCALE

Figure 3.08





### Movement and Access

In order for Salvokop to serve its purpose as a regionally significant destination, as well as function integrally with the inner-city, it is imperative that improved access be afforded to the precinct. The SDF therefore proposes three main access points. Improved access for the current Skietpoort/Potgieter junction is required to accommodate for an increase in traffic levels. New access points are to be provided via Dequar road, a bridge running perpendicularly to Potgieter street, and from Bosman street, whereby a bridge to traverse the railway lines is to be constructed. This new bridge will contribute to the continuation of the Paul Kruger Street (Civic Spine) upgrade. Guidelines for the three main access points are:

- Skietpoort Access:
  - Initial upgrade: 1 additional lane inwards (eastbound)
  - Further upgrades required to handle projected total traffic. Addition of right turn lanes on Potgieter (southern approach) & outwards on Skietpoort (west)
- Dequar Access:
  - Single lane approaches would be sufficient to handle projected portion of traffic
- Bosman Access:
  - Projected level of service warrants intersection upgrade changed to 2-way system.

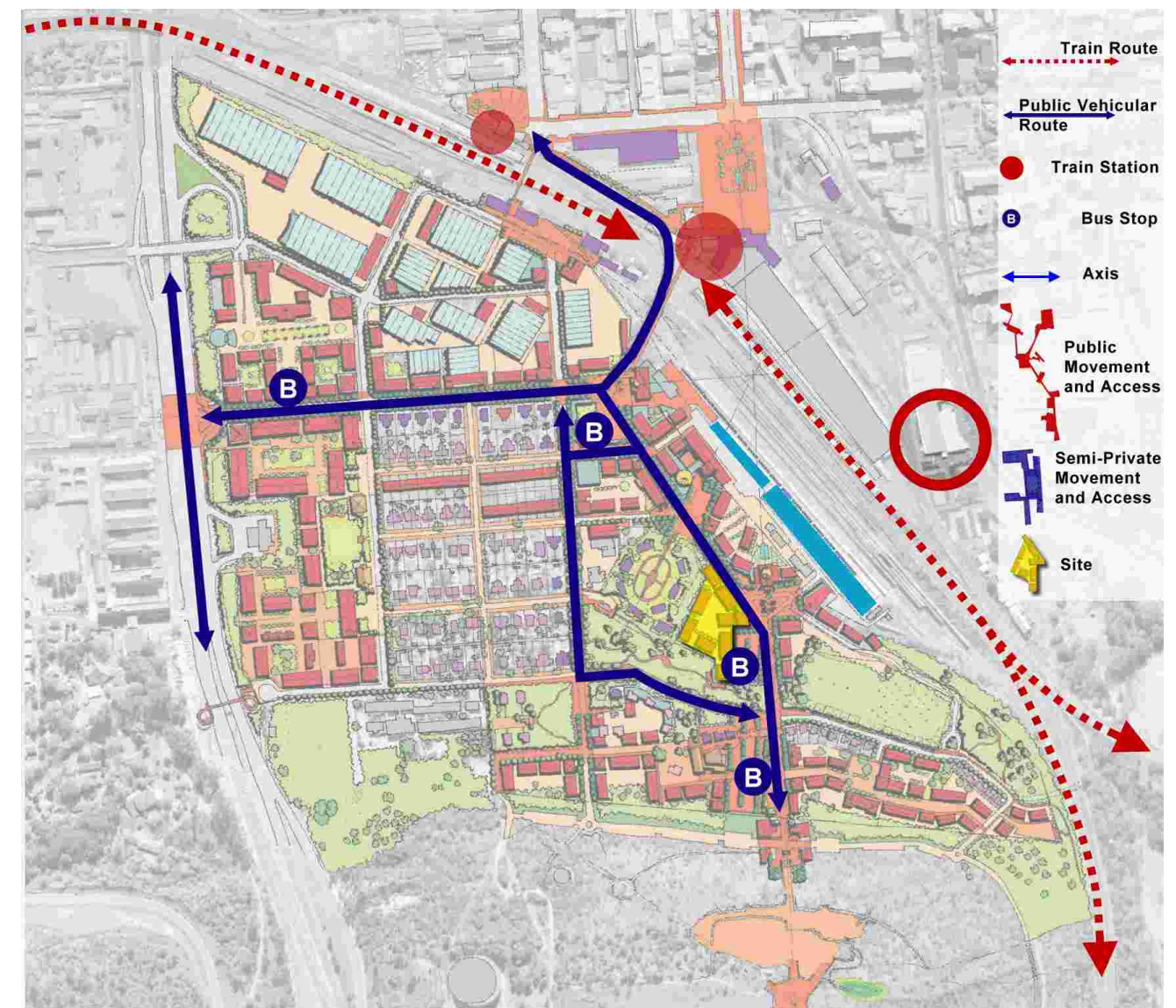
In terms of inclusive design for pedestrians, the proposed network structures the main pedestrian infrastructure for public movement within the precinct through the main linkages and the series of public spaces proposed. This major public pedestrian infrastructure, abutting the roads and linking through pedestrian priority public spaces, operates in the North-South direction along Koch Street and the Civic Spine. This activity spine will aid in connecting Freedom Park to the Central City area along improved pedestrian bridges across the rail yards to Pretoria and Bosman Street stations. A second level of pedestrian infrastructure is more focussed on the movement of the resident community within the housing and mixed use areas and is designed to be more intimate and focused on prioritising the pedestrian over the car.

The proposed structuring of public transport movement on the site reinforces the main pedestrian routing in order to equally serve the needs of public access to the area as well as providing access for the resident community to areas beyond walking distance. Current routes of public vehicular transport will be respected and adopted to maximum effect.

### Special Places Strategy

This strategy is primarily concerned with ensuring the desired environment is created as well as the various 'Special Place Elements'. The strategy is aimed at Creating a framework of Special Places on the site that create destinations in their own right on the site and that support the attractions of the Inner City and Freedom Park.

Figure 3.09 Public Transport Systems for the Salvokop Development Framework, site in yellow





The guiding principles for this strategy would be creation of a series of special places by:

- Capitalising on the current assets of the site to create special places particularly the Heritage Resources and pattern of past development and their linkage to the Inner City.
- Providing new opportunities for the creation of unique environments across the area that support re-development and the linkages to Freedom Park and the Inner City.
- Establishment of a biodiversity park in the area that promotes indigenous flora and prevents alien transfer.
- Creation of a range of hard and soft landscaped spaces of both intimate and public activity.
- Appropriate development of the grand Ceremonial Way terraced space as a gateway to freedom Park and catalyst for a multi-functional environment and commercial stimulation.

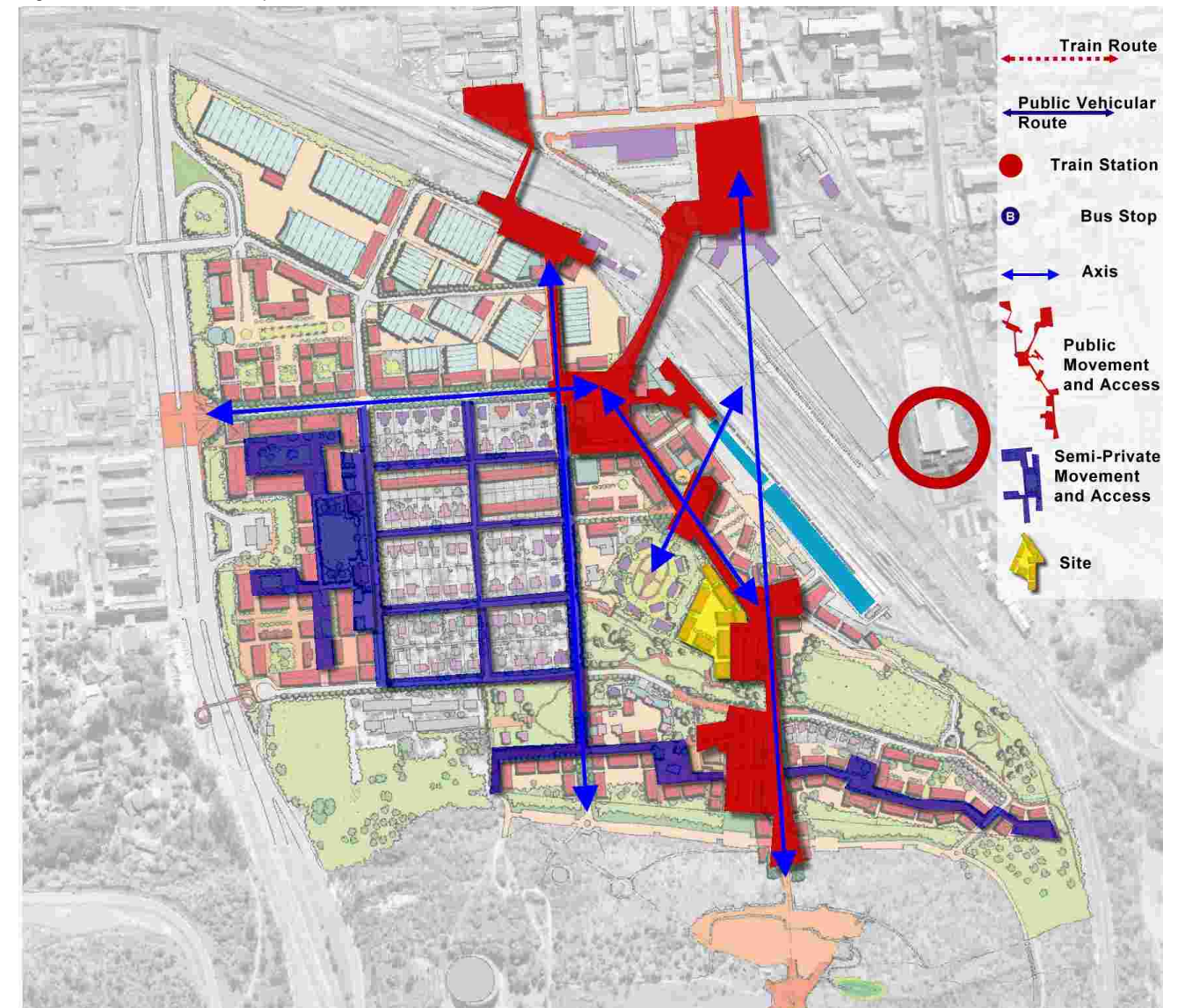
Functional Integration Strategy

The Functional Integration Strategy focuses on the recognition of the economic environment, the setting out of the identified statutory establishment of rights the two development options retained into the future, and the specific strategy for housing on the site. As such it attempts to give guidance to the formulation of the statutory rights application based on the strategy for land development, capacity for development of the site, the key land use options to pursue and an approach to securing affordable housing for the area. As well as a strategy for the engineering services required.

Guiding principles for this strategy, as defined by the SDF:

- Capitalise on the current assets of the site to create re-development opportunities
- The Heritage Resources and their use in support of the Freedom Park Project and their linkage to the Inner City heritage
- The proximate governmental and industrial development and Pretoria status as the centre for foreign embassies and trade missions
- Pretoria as a location for national departments (location of the DTI)
- The rail yards as a working environment and potential attraction
- Establish a residential community that has both a direct relationship to the areas past and to its future
- Creation of new development opportunities appropriate to market conditions

Figure3.10 Public movement patterns





3.3.2. Freedom Park Framework Analysis



Figure 3.11



Figure 3.12

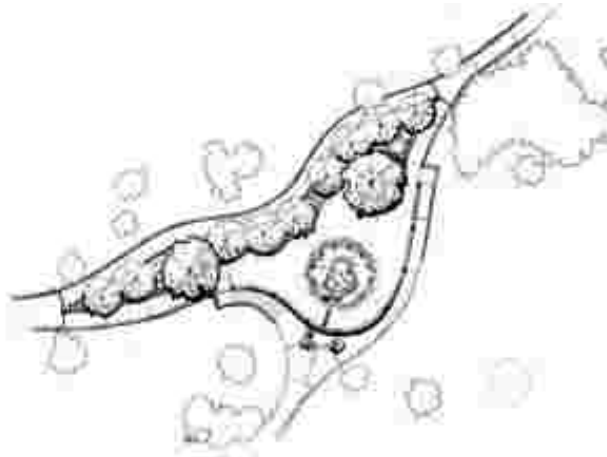


Figure 3.13



Figure 3.14 Current Freedom Park Access via Koch Street

(Freedom Park Trust, 2003: www.freedompark.co.za/index)

*This is a place of historical wonderment, where all ignorance and hatred are crushed, where freedom symbolises a milestone in the South African evolution*



The official Mission Statement of Freedom Park available on the internet website (www.freedompark.co.za) is stated simply:

**To provide a pioneering and empowering heritage destination that challenges visitors to reflect upon our past, improve our present, and build on our future as a united nation.**

Freedom Park is the first of many important catalysts for the precinct of Salvokop. The position of the monument and memorial was specifically chosen for the area due to its prominence both as a visual icon and as a historic location. Its juxtaposition on the skyline with the Voortrekker Monument - just kilometers away - emphasise the importance of all facets of history and cultural influence that has guided this country to where it is today.

Freedom Park is important to the proposal for a Centre for Performing Arts in many ways. Firstly it serves as the origin and/or termination of the important Ceremonial Way upon which most major development for the area is proposed. Secondly, the nature of its facilities effectively complement the strategy for cultural and educational development along the Ceremonial way axis.

Thus through a partnered relationship of mutual benefit between the facilities of Freedom Park and the Centre for Performing Arts, the opportunity for the creation of a vibrant area of broad appeal exists. While Freedom Park associates itself with past influence on the present and a wider sense of sentimentality, the centre for the Performing Arts offers the opportunity for new skills and interest in cultural exploration to free the spirit of artistic and cultural expression for propagation of the the broad community of this country into a future of possibility.

Phase I: Garden of Remembrance

- Ring Road
- Parking
- Ablution Facilities
- Information Kiosk
- Terraces
- Cave Tunnel
- Contemplative Path
- Isivivane (Completed)
- Reflective Path
- Sikhumbuto
- Sculptures (artistic forms)
- Children's Garden
- 'Tiva'-lake

Phase II: Informational Areas

- The Dream (museum)
- Pan -African Archives
- Audio-visual library

Phase III: Hospitality Areas

- Amphitheatre
- Moshate(presidential hospitality suite)
- Commercial facilities



Figure 3.15



Figure 3.16



Figure 3.17



3.3.3. Impact of the Gautrain

The Gautrain Rapid Rail Link has the primary objective to provide a state-of-the-art rapid rail service between Pretoria, Johannesburg and the Johannesburg International Airport (corporate.gautrain.co.za).

One of the key criteria of the project is to rejuvenate the city centres of Pretoria and Johannesburg and it is therefore a condition of the project to provide a station at the existing Pretoria Central Train Station. An important secondary objective of the Pretoria station is to provide an inter modal facility for passengers that use the existing South African Rail Commuter Corporation service operated by Metrorail to areas such as Atteridgeville, Mabopane, Shoshanguve, Mamelodi, and the proposed Pretoria Ring Rail service who wish to make use of the train. An additional station in Hatfield has also been approved.

Planned station land-uses include retail and commercial activities, as well as social and recreational facilities (corporate.gautrain.co.za). In order to maintain maximum comfort to surrounding environments, noise levels are limited to:

Period of Day (T)	L <sub>Aeq,T</sub> (dBA)	L <sub>Amax</sub> (dBA)
06h00 – 22h00 (daytime/evening)	60	85
22h00 – 06h00 (night-time)	50	85

Due to the fact that the train will remain subsurface within acceptable distances of the Salvokop Precinct, much of the noise and vibration impact is negated. Structural noise is however still relevant, unfortunately lack of construction details available at present do nothing to provide an adequate assumption of possible impacts. It is assumed for purposes of this dissertation that the effects are within reasonable limit. (EIA Noise and Vibration Report Part 1, 2003: www.gautraineia.co.za)

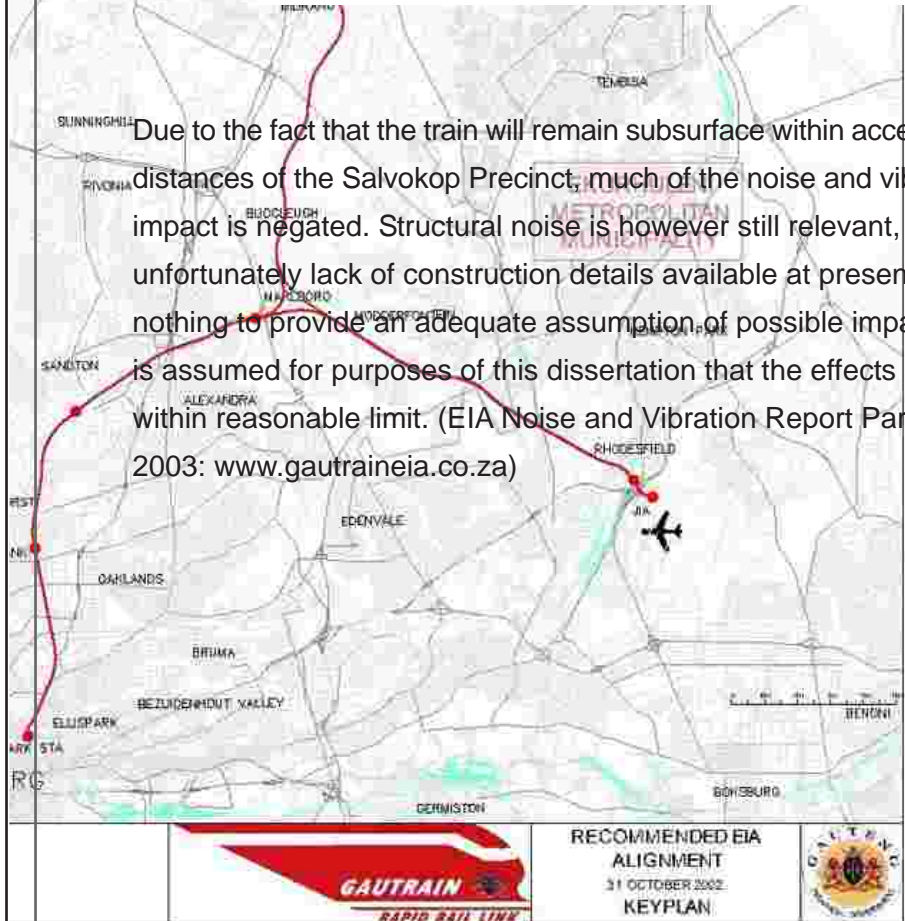
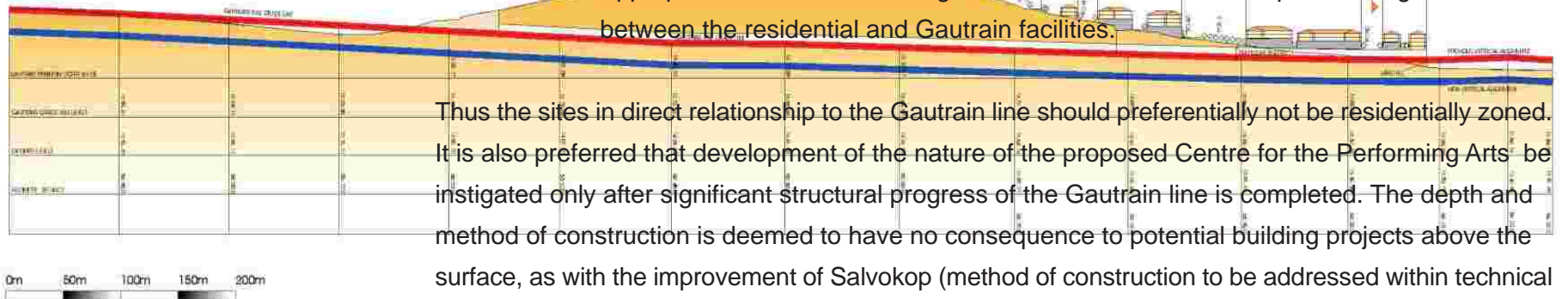


Figure 3.18 Regional Path of Gautrain

The impact of construction of the Salvokop tunnel on the natural vegetation and established trees in the Precinct was an issue of concern raised by the EMP committee. It was thereby decided that in order to minimise impact on the area, the slope above the existing dirt road should be properly fenced and safeguarded as a “no-go area” during construction. According to recommendations in the Land-Use and Town planning Aspects of the draft EIA report (Volume 3, Chapter 9: www.gautraineia.co.za):

- The historic buildings associated with Salvokop and the proposed Freedom Park development on the high-lying land will require appropriate screening measures to be incorporated so as to minimise visual impact and disturbances associated with the tunneling below Salvokop. The open cut section before the tunnel below Salvokop functionally divides the development area of Salvokop and access provisions for vehicular and pedestrian movement are required so as not to isolate the eastern component of the existing Salvokop area.
- Where the introduction of the Gautrain infrastructure abuts directly on residential properties, the following mitigation measures should also be implemented:
  - Appropriate setbacks or building restriction areas should be imposed along the interface between the residential and Gautrain facilities.



Thus the sites in direct relationship to the Gautrain line should preferentially not be residentially zoned. It is also preferred that development of the nature of the proposed Centre for the Performing Arts be instigated only after significant structural progress of the Gautrain line is completed. The depth and method of construction is deemed to have no consequence to potential building projects above the surface, as with the improvement of Salvokop (method of construction to be addressed within technical Investigation of this dissertation).



SALVOKOP DEVELOPMENT FRAMEWORK  
GAUTRAIN IMPACT SECTIONS AA & BB

The development of the Gautrain Rapid Rail Link thus takes a giant leap in including Salvokop within the greater metropolitan and regional map. Due to the proximity of the proposed train stations, the success of such flagship developments as Freedom Park and even the proposed Centre for the Performing Arts is greatly increased as physical distances are negated though creation of ease of travel and access to the greater public. The immense expected interest in the public oriented facilities of Salvokop means that the area now is certified of regional significance and appeal.

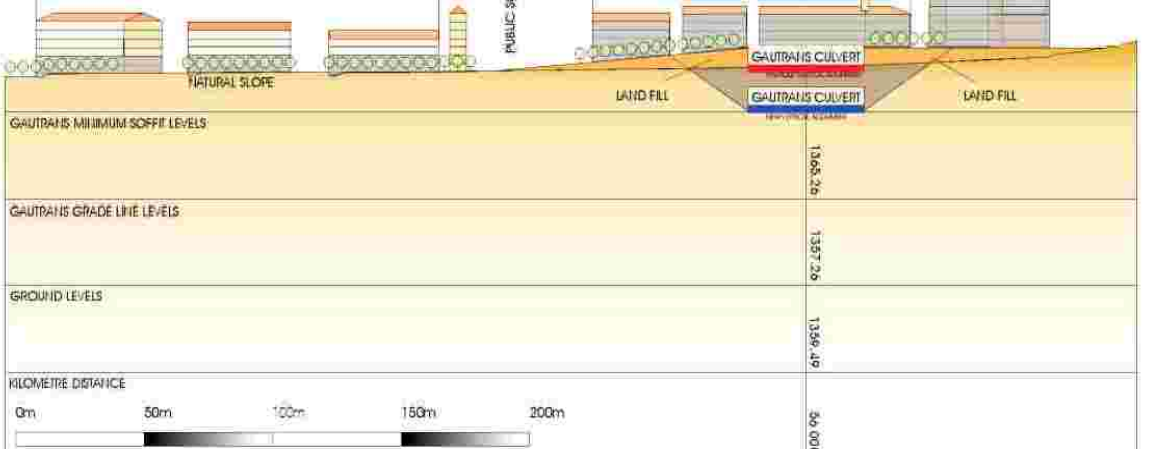


Figure 3.19





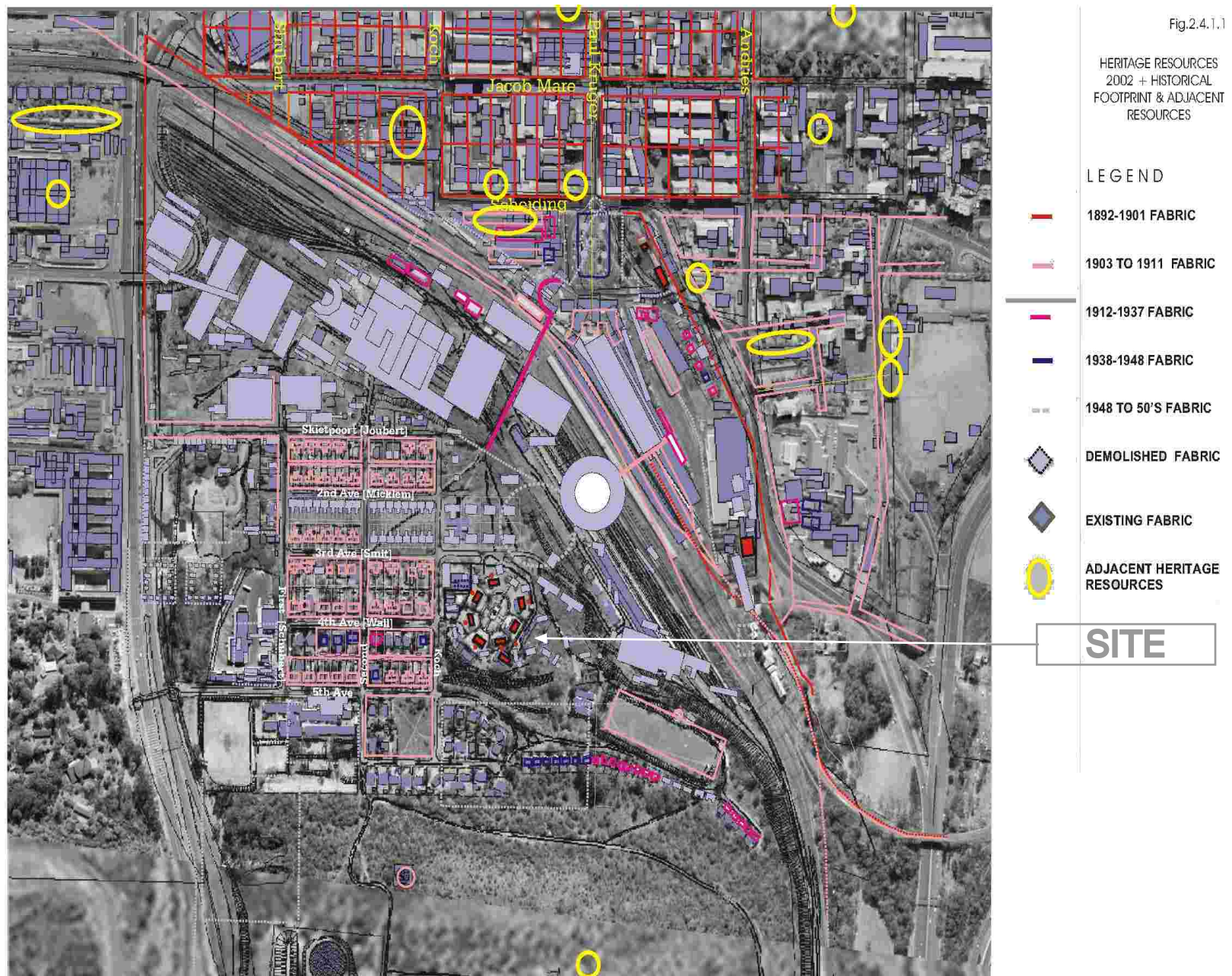


Fig.2.4.1.1  
HERITAGE RESOURCES  
2002 + HISTORICAL  
FOOTPRINT & ADJACENT  
RESOURCES

LEGEND

- 1892-1901 FABRIC
- 1903 TO 1911 FABRIC
- 1912-1937 FABRIC
- 1938-1948 FABRIC
- 1948 TO 50'S FABRIC
- DEMOLISHED FABRIC
- EXISTING FABRIC
- ADJACENT HERITAGE RESOURCES

**SITE**

3.3.4. Historical Context of Salvokop

The Salvokop Precinct is one of the remnants of the apartheid era. The township was established in the early 1890's by the Nederlandse Zuis-Afrikaanse Spoorweg Maatskapy (Netherlands South African Railway Company) also known as NZASM, to provide low-rental housing to poor white railway-workers as an incentive to secure their service. The NZASM was established in 1887 to build the Pretoria-Delgoa Bay Line. The company was liquidated in later years and since then has been replaced by numerous administrations, currently it is under ownership by Transnet. After the democratisation of South Africa, the precinct changed significantly in terms of the social, economic and cultural composition of its residents. Occupation by black tenants of the dilapidated houses abandoned by whites in the early 1990's fulfilled present needs of those residents in need of shelter in close proximity to the workplace and nearby resources of the CBD (Setshedi, 2004: 14).

The history of Salvokop encompasses the history of six major railway administrations that helped to shape South African history:

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

As such Salvokop played a significant role in the industrial growth of the opening up of the northern regions of the country in the Colonial era and the subsequent Union and Republic. It is an important cultural landscape which serves to demonstrate the railway industry as a particular class of strategic industrial development, an architecture of particular historical importance in terms of social and aesthetic value, and a strong association with the labours and lives of a large section of the South African railway community over a period of more than a century (GAPP architects, 2003: 19).

SALVOKOP DEVELOPMENT FRAMEWORK

HERITAGE : HISTORICAL FOOTPRINT & ADJACENT RESOURCES  
Figure 3.20

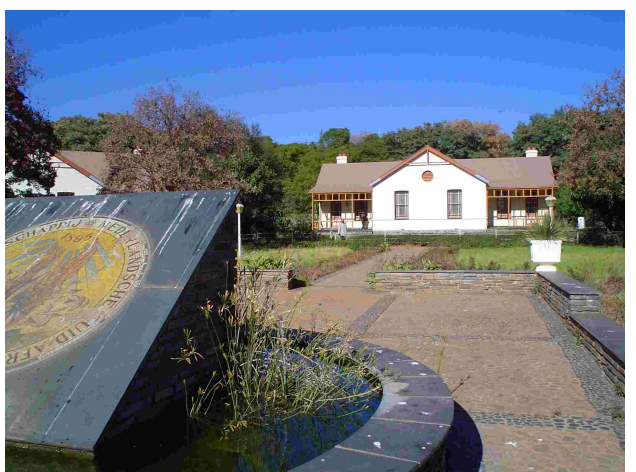
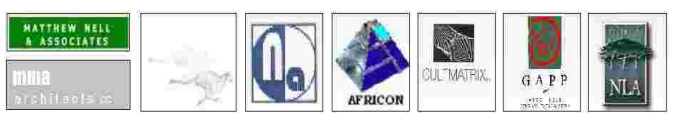


Figure 3.21 NZASM Heritage Housing Complex

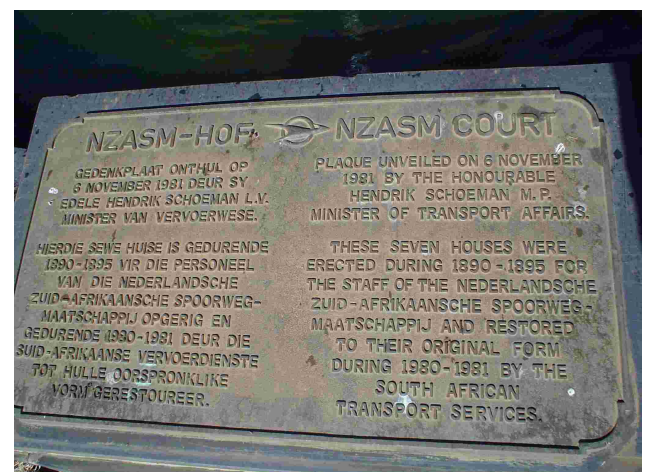


Figure 3.22



3.3.4.1. Design Considerations

The presence of historically significant sites such as the NZASM court – proposed future Conservation Interpretation Centre for heritage information – means that a particular sensitivity is necessary, especially in situations of direct adjacent placement to such sites.

The words ‘sympathetic’ and ‘sensitive’ are terms of reference, referring to some form of connection being established between new architecture and an existing historical site, requiring a connection of particular quality.

According to the Washington Charter (1987) - The ICOMOS Charter for the Conservation of Historic Towns and Urban Areas - in order to be most effective, the conservation of historic towns and other historic urban areas should be an integral part of coherent policies of economic and social development and of urban and regional planning at every level. The ICOMOS charter of 1966, article 1 stipulates that the concept of an historic monument embraces not only the single architectural work but also the urban or rural setting in which is found the evidence of a particular civilisation, a significant development or an historic event (Strike, 1994: 3).

Further concepts to take into consideration according to the Washington Charter of 1987:

- New functions and activities should be compatible with the character of the historic town or urban area.
- Traffic inside an historic town or urban area must be controlled and parking areas must be planned so that they do not damage the historic fabric or its environment.
- When it is necessary to construct new buildings or adapt existing ones, the existing spatial layout should be respected, especially in terms of scale and lot size.
- The introduction of contemporary elements in harmony with the surroundings should not be discouraged since such features can contribute to the enrichment of an area.

Four concepts could be implemented in the aim to design to compliment a historical setting, as with the NZASM court in Salvokop. These concepts include: design through association, response to location, integrative design, and design by assimilation. Design



Figure 3.23 NZASM Axis looking south



Figure 3.24 View towards Freedom Park



Figure 3.25 NZASM Axis looking east, towards site

through assimilation could be simply defined as establishing a direct symbolic and aesthetic association to an existing example of architecture, in essence adopting stylistic characteristics (Strike, 1994: 24). Response to locations is developed through an understanding of how the existing building relates to the area and then deciding what role the new architecture should take in order to strengthen this relationship (Strike, 1994: 38). Integrative design is concerned with design that operates within the actual fabric of the ‘monument’ – architecture that is generated from factors within the existing fabric (Strike, 1994: 64). Design by assimilation considers the process by which architecture is linked to a historic site by forming reference to a physical element of the existing historical fabric. This new architecture is therefore generated by assimilation of an existing element of the site (Strike, 1994: 95).

With specific reference to the design strategy of this dissertation project, emphasis is placed on a responsive approach, whereby relationships are strengthened within the location. Thus the development is planned to aid the monument’s importance as a key site in the area. Thus no aesthetic reference is to be made to the development but rather intentional design considerations to include its existing axial characteristics and sensitivity to available views and overshadowing during all times of the year. Implied height restrictions as suggested by the SDF are to be respected.



3.3.5. Socio-Economic Context

Pretoria (Tshwane) is fairly unique in having relatively large skilled, white-collar workforce, predominantly due to the influence of government (as a very large employer in the city) and the strong base of tertiary educational and research institutions in the area. A recent estimate suggests that government bodies and public enterprises employ 36% of the total economically active population in Pretoria, compared to 18% for South Africa as a whole. Tshwane has also a substantial supply of unskilled and semi-skilled labour.

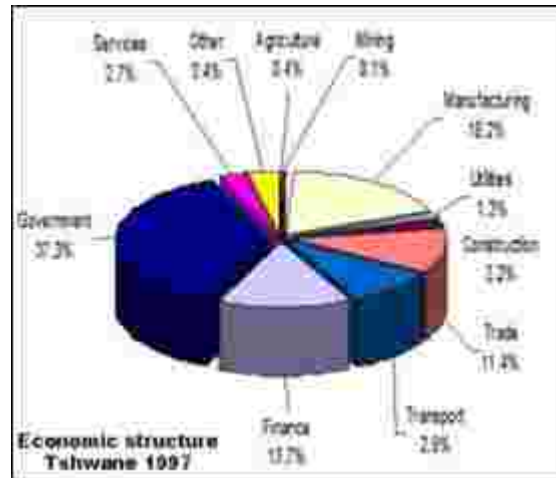


Figure 3.26 Economic structure of the city

Currently, the leading economic sectors in the City of Pretoria are the government sector (which forms part of the services sector and have specific implications for the development of the office market), followed by the manufacturing sector, financial and business services, trade and transport. The sectors that had the largest contribution to economic production in the province include the services sector (40.9% to the value of the services sector in Gauteng), 32.4% in the transport sector and 26.4% in the utilities sector. The economy of Tshwane registered an economic growth between 1996 and 2001 of about 4.4% per annum.

Evidence of a high population density among young people in urban areas such as the CBD indicates a broad need for convenient location to inner city centres in pursuit of employment opportunity. The Salvokop area is currently more accessible from the CBD than from its southern or eastern borders, which creates a more favourable environment for CBD-associated activities to filtrate into facilities provided on Salvokop. Whereas this trend will increase the integration of Salvokop with the CBD, it might also prevent larger and more prestigious investors to locate in the area. However, the potential to attract niche-focused retailers should not be underestimated, given the location of the site in terms of the main routes in Pretoria, its linkage to Freedom Park, as well as the potential to link overall development in Salvokop to a specific investor-attractive theme (similar to what is happening in Newtown, Johannesburg). These factors increase the attractiveness of the site in terms of investment potential and the need for development management. Examples are specialist retailers with the tourism industry as target market.

The Primary Market Area includes those areas from where the majority of customers (approximately 75%) will potentially be attracted to the site and include the Salvokop Village and the Pretoria CBD. The Secondary Market Area entail the area in close proximity to the site from where customers have a choice to frequently visit the business concerns on the site. It is the areas from which 40%-60% of the clientele will be drawn and encompass Sunnyside, Muckleneuk, Arcadia, Hatfield, Hillcrest, Colbyn, Groenkloof, Brooklyn and Pretoria West.

Miscellaneous Statistics for the City (Statistics South Africa, Census 2001)

- Population density : 8216 – 17897 persons per km<sup>2</sup>
- Population Majority Group : Black African
- People with disabilities : 0,04%
- Dwelling type : formal
- Rooms per household : 1,91 – 3,3
- Household size : 2 persons per household (derived by average)
- Access to services : 56,61 – 77,65% of households
- Economically Active population : 1,83 – 2,93% (high)
- Ages 20 years and above with no schooling : 0,85% (medium low)
- Ages 5 to 24 not attending educational institutions : 4 – 4,5% (very high)



Figure 3.27 Economically active population

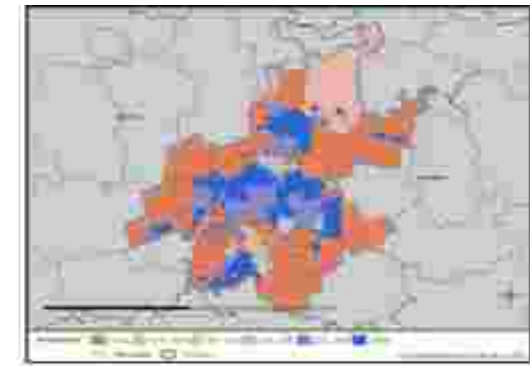


Figure 3.28 Average population for Gauteng



Figure 3.29 Persons not attending educational institutions

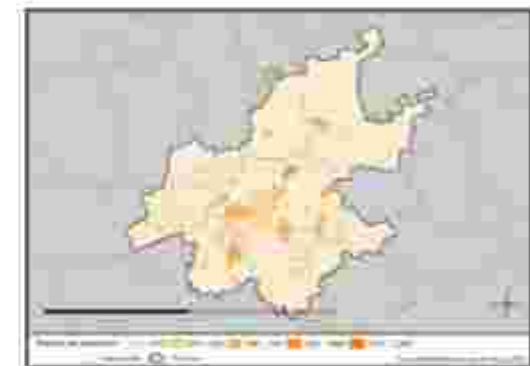


Figure 3.30 Population density for Gauteng

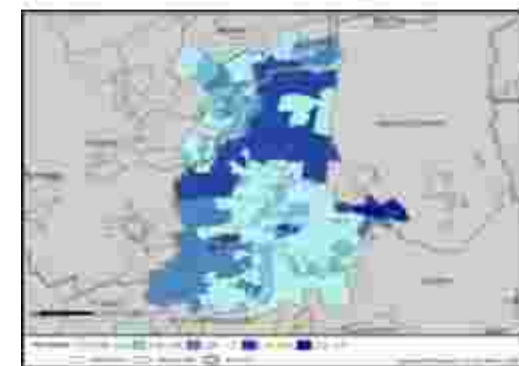


Figure 3.31 Population with no previous schooling

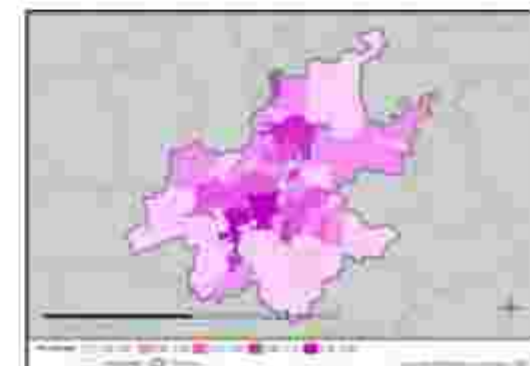


Figure 3.32 Population percentage with disabilities



### 3.4. Site Analysis

Up until this point, a clear relationship between Salvokop and the inner-city of Pretoria has been established, both in terms of physical locality and desired public contribution. Salvokop has thus been proven to be in a position of regional significance for future development, and that that the feasibility of this dissertation project is optimal for such a development. Thus it became necessary for a decision on an actual site location to be made, where such a development would be best suited within the Salvokop Precinct. The criteria established to decide upon the ideal location were as follows:

- Easily accessible at all phases of SDF implementation,
- Direct visual relationship with the freedom park development,
- Situated along a main public route and strong pedestrian exposure,
- Proximity to public transport systems, both inner city and inter-city,
- Position within commercial or multifunctional sector of SDF, without interference to private residential sector,
- Direct visual or geographical relationship to cultural spine extended from inner city.

Thus the decision was made to place the proposed development of the Centre for Performing Arts on the vacant site title “A4”, within Zone A of the SDF.

#### 3.4.1. Administrative Issues

The current zoning reserve on the land is historic and the new provisions of the South African Transport Services Succession Act and current Land Use Planning legislation dose not give a clear indication of whether a re-zoning or full township establishment would be the better process to establish the statutory basis for re-development rights and the development control of the area. Site A4 is a new derivative within the previously South African Railway owned portion 406, zoned “South African Railway Special”.

As stipulated in the new SDF the site is currently zoned for commercial and/or business development. The SDF also recommends a two story height limit in order to maintain the integrity of the existing historic built fabric, thereby limiting overshadowing or imposing built forms that detract from the experience of the historic fabric. Since current efforts to reconfigure the cadastral landscape are still in progress, no clear indication of future density restrictions and floor area ratios are available. It is also assumed for all intents and purposes that no restrictive real rights exist over the site, as well as servitudes. Instead, constraints are determined from the SDF zoning restrictions and proposals, in order to ensure that the Centre for Performing Arts conforms and compliments the standard as agreed upon by the SDF committee. Instructions for land use within the stipulated zone thus call for developments such as: Light commercial, clean industry, wholesale and warehousing and support functions – provision of a segment of housing, retail and recreational facilities to ensure urbanity.



Figure 3.33

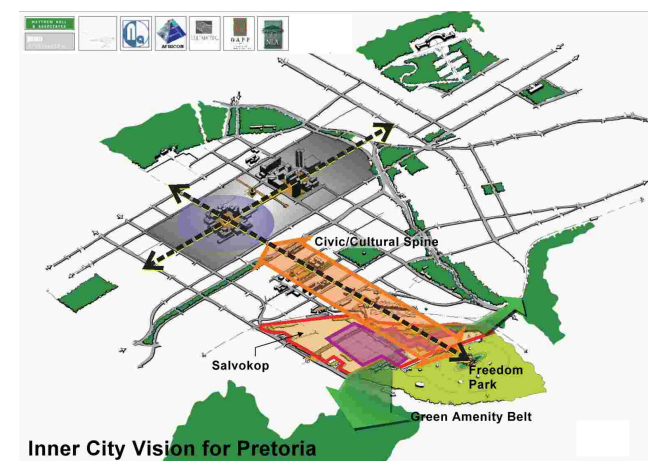


Figure 3.34 Inner City vision, cultural axis and green belt

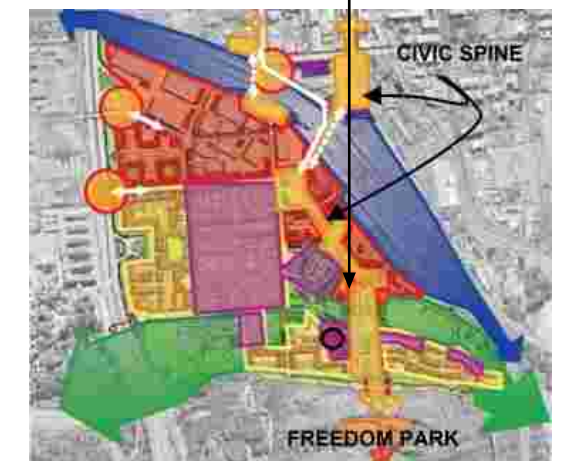


Figure 3.35 Development strategy for Salvokop



# Centre for the Performing Arts



APPROACH TO SITE AND COMMERCIAL



VIEW FROM PAUL KRUGER ST



PEDESTRIAN BRIDGE TO CITY



VIEW TO SITE



MAIN ENTRANCE



VIEW TO CITY



ACCESS TO FREEDOM PARK



NZASM COURT HERITAGE SITE



3.4.2. Physical Features and Geographical Analysis

Site A4 has an area of 10 635 m<sup>2</sup>, and lies on the northern facing slope of the Salvokop hill, providing excellent aspect and views into the city. Gradient is slightly steep, with a slope of approximately 1: 36. Coupled with the slope are a number of steep cuts into the landscape forming small 'terraces', most probably artificially introduced some time ago during early construction.

At present there is one major pedestrian access route in effect along the eastern edge of the site. The layout of this walkway will eventually be assimilated into the Ceremonial Way of the SDF, preserving its importance as a pedestrian route for residents, and forming the eventual eastern perimeter of site A4.

The Area lies within the Timeball Hill Formation of the Pretoria Group of the Transvaal Sequence. The dominant rock types are partly ferruginised quartzites with shales. Dominant soils are the Glenrosa Farm, Dumisa Family. These soils are typical of slightly steep locations in the area, offering limitations such as: Restricted soil depth and very stony topsoil (fig 2.1.22.).

Based on the present conditions no difficulties will be experienced in excavations. It is apparent from earlier investigations that higher water tables have been measured and found to be of suitable standard.

There are no significant engineering problems related to foundation conditions on the site.



Figure 3.36 Aerial view of site and context

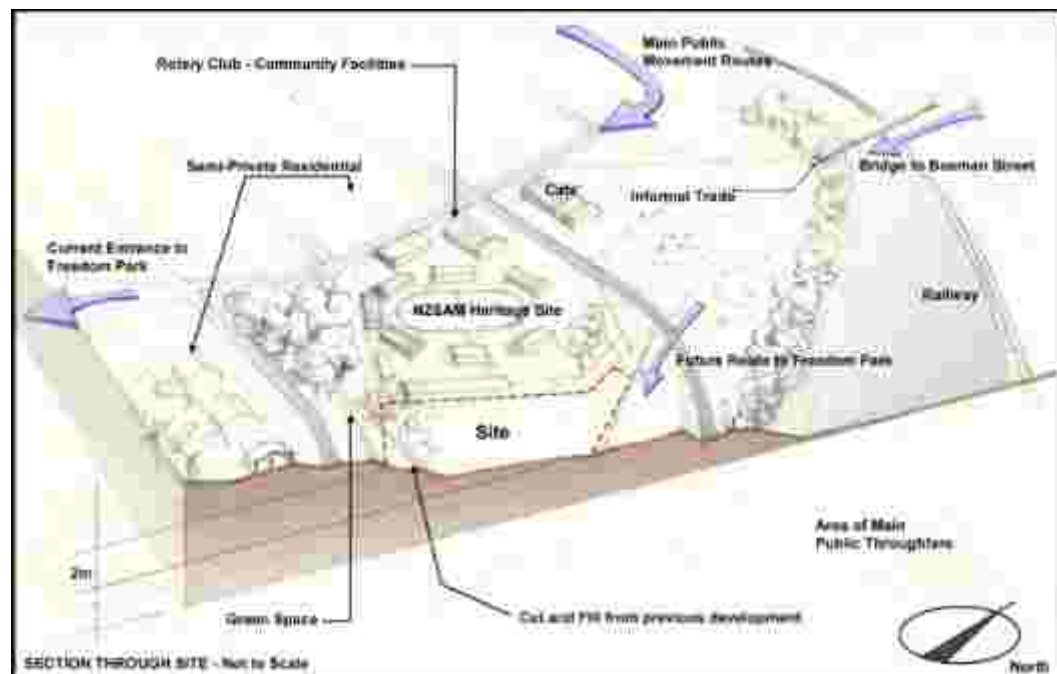


Figure 3.37 Section through site



Figure 3.38 Proposed cadastral layout, site in red



Figure 3.39 Form response drawing and prominent axes, site in yellow



### 3.4.3. Vegetation, Climate and Sun Angles

Vegetation within the site is placed within Zone 3 of the SDF vegetation survey, regarding the area as having a low to medium ecological value, due to the dominance of alien species, although appropriate development sensitivity is needed in certain circumstances. Sensitivity is needed in relation to existing vegetation patterns as well as the cultural landscape value of clusters of street trees (Jacarandas) in the area.

Precipitation in the area is recorded as having an annual average rainfall of 674mm.

Average Summer Rainfall: 522 with 48% cloud cover.

Average Winter Rainfall: 162 with 26% cloud cover.



Figure 3.40



Figure 3.41



Figure 3.42



Figure 3.43

Temperatures affecting the Salvokop precinct:

- Average Daily Maximum Temperature: 25°C
- Average Daily Maximum Temperature: 12°C
- Highest recorded: 36°C
- Lowest recorded: 6°C

Data from the website: Welcome to Pretoria (<http://home.mweb.co.za/ge/gelden/pta/>)

Vertical Sun Angles for Salvokop facing North at 12 mid-day:

Position: 25°44' South 28°11' East

Winter Solstice: 22 June - 44°

Summer Solstice: 22 December 87°

Average Summer Solar Radiation: 58, 7%

Average Winter Solar Radiation: 66, 2%

### 3.4.4. Physical Boundaries

The northern boundary is presently formed by an existing tarred road, 3<sup>rd</sup> Avenue, for access to existing rail works. Immediately opposite is a vacant site that serves as congregation space between the Bosman Street Bridge and the Salvokop Precinct. Future development will see this road eventually intersect the Ceremonial Way – as part of the Civic Spine - and provide access to and from the blue train station. As part of the concept to institute a series of formalised public open spaces, the area immediately to the north will thus become such a space, reinforcing the NZASM court axis.

An existing south-bound footpath forms the edge of the eastern boundary. 3<sup>rd</sup> Avenue sweeps south to form a gentle corner; however it is separated from the site by a cut into the natural topography. This cut is not traversable, forming an imposing barrier and effectively hiding the road from view, but aiding in an elevated and unobstructed view of the city. Running adjacent to the road for a distance is the existing footpath used by residents to reach the Bosman Steet Bridge. This footpath will eventually be assimilated into the important Ceremonial Way, providing main access to Freedom Park. This Ceremonial Way is assumed to become the major route through Salvokop - after infrastructural improvements are implemented to aid access to and from the inner city - by providing pedestrian walkways, bus stops and parking for visitors. Along the eastern boundary, as part of the 3<sup>rd</sup> avenue and Ceremonial Way intersection, will be a major public open space/square which will serve as an introduction to Salvokop from the Blue train station. The direct relationship with this space must be taken into consideration in the design process.

The southern boundary is characterised by much vegetation and steep slope. This is how it will remain, as part of the ISDF strategy to develop a Green Amenity Belt across the city of Tshwane. This green space is not to be disturbed, and will eventually gain reputé as a public green space for recreation.



Figure 3.44 View to north

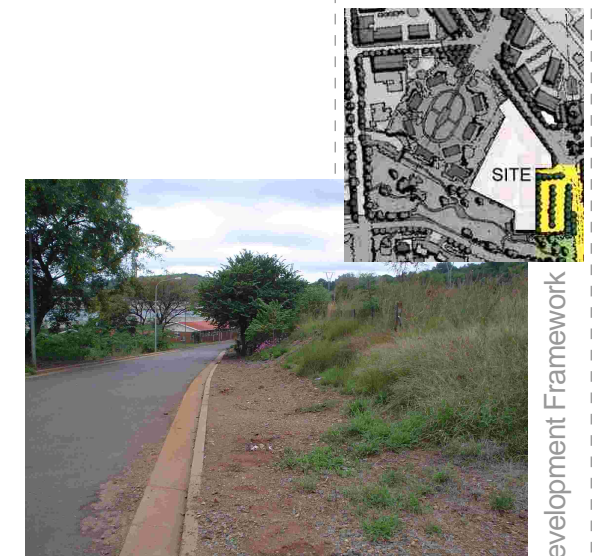


Figure 3.45 Western border, road to satellite train terminal



Figure 3.46 View to south, residential

Salvokop Development Framework

Salvokop Development Framework



The western boundary is defined by the heritage site NZASM court. This cluster of 8 residential units is regarded of utmost importance due to its historical value and heritage tourism potential. Bordered by a definitive perimeter fence, visual permeability is retained within the court, as well as the observable NZASM court axis, which urban planner seek to exploit. The houses are well maintained, 1 storey in height and inwardly oriented. It is for sensitivity to these houses that a height restriction is imposed on the adjacent site important to this dissertation.

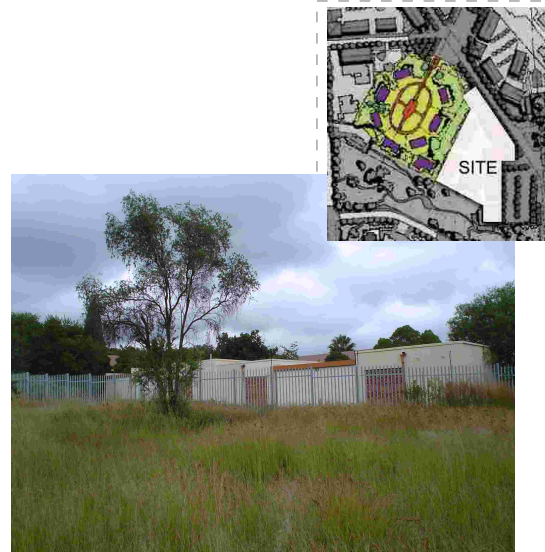


Figure 3.47 View towards NZASM Housing

### 3.4.4.1. Approaching the Site

Current approaches to the site, be it by foot or by car, immediately establish its position as a site of great potential for inner-city integration. The visual link with the city and the Paul Kruger Street Improvement are clear and obvious. Approach from within Salvokop via existing road systems does not make the location obvious, as the site sits tucked behind the NZASM court to the east. Approach via 3<sup>rd</sup> Avenue slowly reveals the site and the extent of its area, making it slowly obvious that the precinct does in fact extend far beyond what was originally visible. It is in fact this stretch of land that will become the major source of public activity in the future, as main access to Freedom Park and the Blue Train Station will be accommodated.

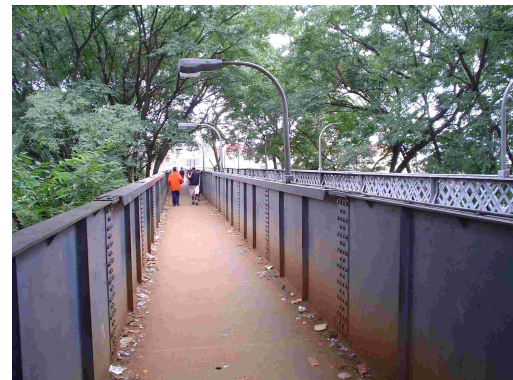


Figure 3.48 Approach from Central Station, pedestrian bridge

Approach from the north, via the Bosman Street Bridge, currently pedestrian but in the near future predominantly vehicular, places the site in direct physical view. The site lies on what will be the pivotal shift of axis that will reconnect the ceremonial way with the Civic/Cultural Spine axis of the Inner city, with visual connectivity re-established thereby. The road will be a two way layout with one carriage way in each direction. Extensive planting is planned to occur, with a line of trees to accompany the Ceremonial Way to the entrance of Freedom Park.



Figure 3.49 View towards site from north

Since the site shares access to a main public open space with the Blue Train Station, travellers will enter Salvokop with the first impression provided by the proposed development



Figure 3.50 location of public open space to north of site

of this dissertation. Pedestrian influence is greatly important as many residents will retain the route of movement to the train station, as well as disembarking passengers on a journey to experience the setting. The Public open space is further more defined by commercially focussed buildings, including potential offices of a height up to 6 storeys. A round about is most likely to be placed at the intersection to facilitate easy movement round the intersection which branches off into three directions. Parking is also expected to occur within the extents of the Ceremonial Way.



Figure 3.51 Koch Street, existing access to Freedom Park



Figure 3.52 Vision of position of Gautrain station



Figure 3.53 Section through Ceremonial Way and intended building heights

### 3.4.5. Relationship to Public Transport

The site will be situated on what is termed a Public Based Road System, which means a potential increase in road utilisation by visitors and definite public transport emphasis. Buses and taxis are the preferred means of road based public transport into Salvokop, with allocated bus stops already decided for the Precinct. A bus stop is situated conveniently adjacent to the site, allowing for direct conveyance of travellers into the site, should they wish to do so. Convenience for pedestrians travelling by train and future Gautrain is also sufficient, with walkable distances and comfortable infrastructure allowing for such pedestrian movement. Direct access is available to higher-paying passengers of the Blue Train, due to proximity of the station.