

06

UNION BUILDINGS



01

UNION BUILDINGS



02

UNION BUILDINGS



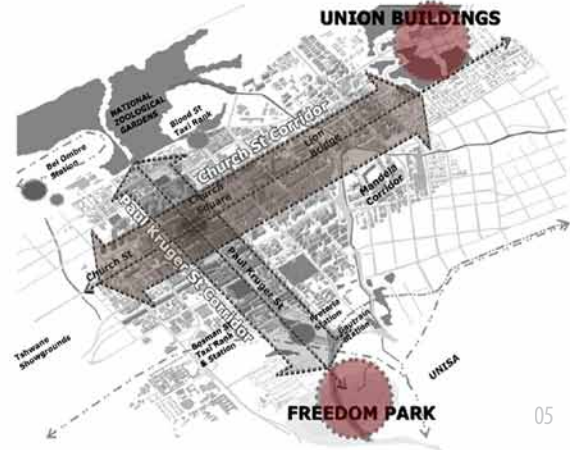
03

UNION BUILDINGS



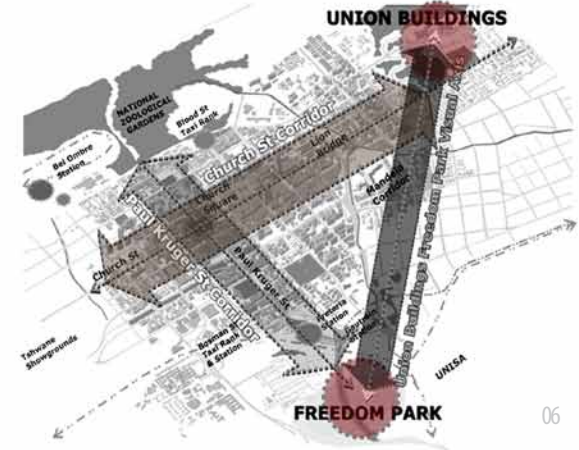
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UNION BUILDINGS







05

UNION BUILDINGS



06

-  corridor axis
-  visual corridor
-  functional corridor
-  symbolic sites

+ Rekgabisa Tshwane Framework

The *Rekgabisa Tshwane* framework (Tshwane Inner City Programme and Spatial Development Framework) is a macro scale urban development framework with the intention of creating sustainable urban development. It is currently the intended framework for implementation.

The framework is mainly based on creating an infrastructure spine in terms of transport and services (The City of Tshwane, 2006).

The main principles as broadly:

- 01 | The development of Paul Kruger Street and Church Street as focal axis in terms of identity, edge function and movement. With the addition of a visual axis from Freedom Park to the Union Buildings.
- 02 | The creation of a pedestrian friendly inner city through the implementation of an improved public transport system which runs between the CBD and the periphery, together with the introduction of consolidated parking facilities to alleviate traffic.
- 03 | The establishment of a public space network, connecting active public spaces throughout the city including river edges and green spaces.
- 04 | The symbolic linking of sites (visual corridors).
- 05 | Strategically locating Government Offices to support systems, especially around the development corridors.

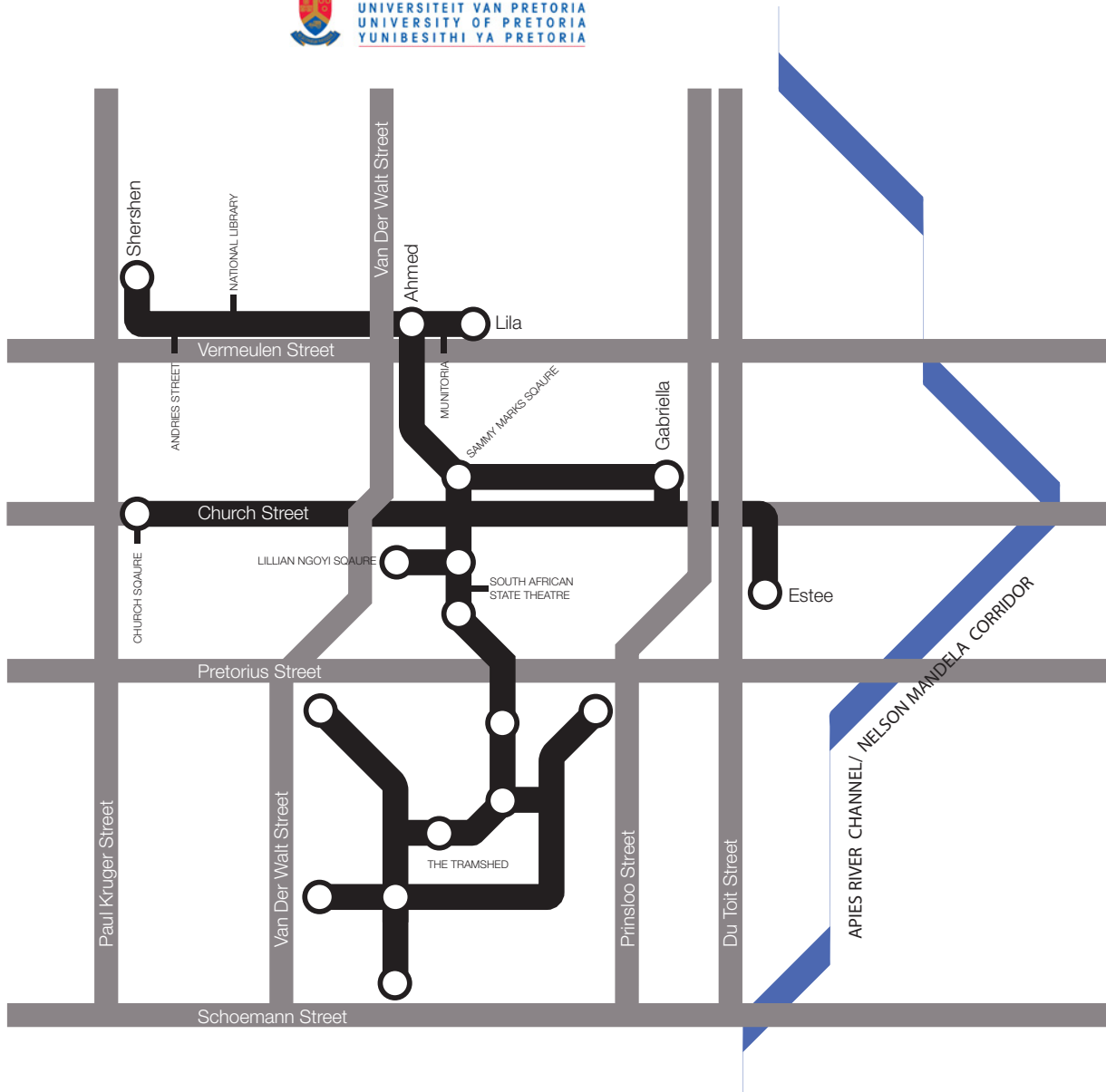
After group analysis of the framework it was found that although based on sound principles, the Rekgabisa Framework has potential shortcomings that could be addressed:

- 01 | A hierarchical system may benefit the function of the network of public spaces. Currently each one is proposed to be hard-surfaced and similar in size. The programming of their edges have also not been considered thoroughly.
- 02 | The governmental programming of the 'functional spines' are questioned as government institutions are predominantly private and do little to add to the quality of their surrounding environments.
- 03 | The effect of informal trade has not been considered or designed for.
- 04 | City blocks are still based on original agrarian concept, they are too large and more suitable to a predominantly vehicular orientated city. Therefore it could be beneficial to further improve inter-block pedestrian movement with smaller, inter-dispersed open spaces as well as arcade systems.

Opposite page |

Figure 6.1: The Rekgabisa Tshwane framework (The City of Tshwane, 2006. Edited by Author)

- 01 | The focus area
- 02 | The public space network
- 03 | The main axis
- 04 | The seven development precincts (with the Sammy Marx precinct highlighted)
- 05 | The functional corridors or 'spines'



+ Urban Framework

The proposed urban framework is a contextual framework aiming to strengthen the existing urban fabric by reacting to and consolidating existing infrastructure, which therefore does not impose on the existing urban layers. A particular emphasis is also placed on the connectivity of the study area and the linking of the different proposed interventions. Four different scales are addressed: urban (macro planning strategies), block (micro planning strategies), architectural (edge conditions) and detail level (design guidelines).

Figure 6.2: Diagram illustrating the connections between different interventions as well as existing public spaces (Author, 2011)

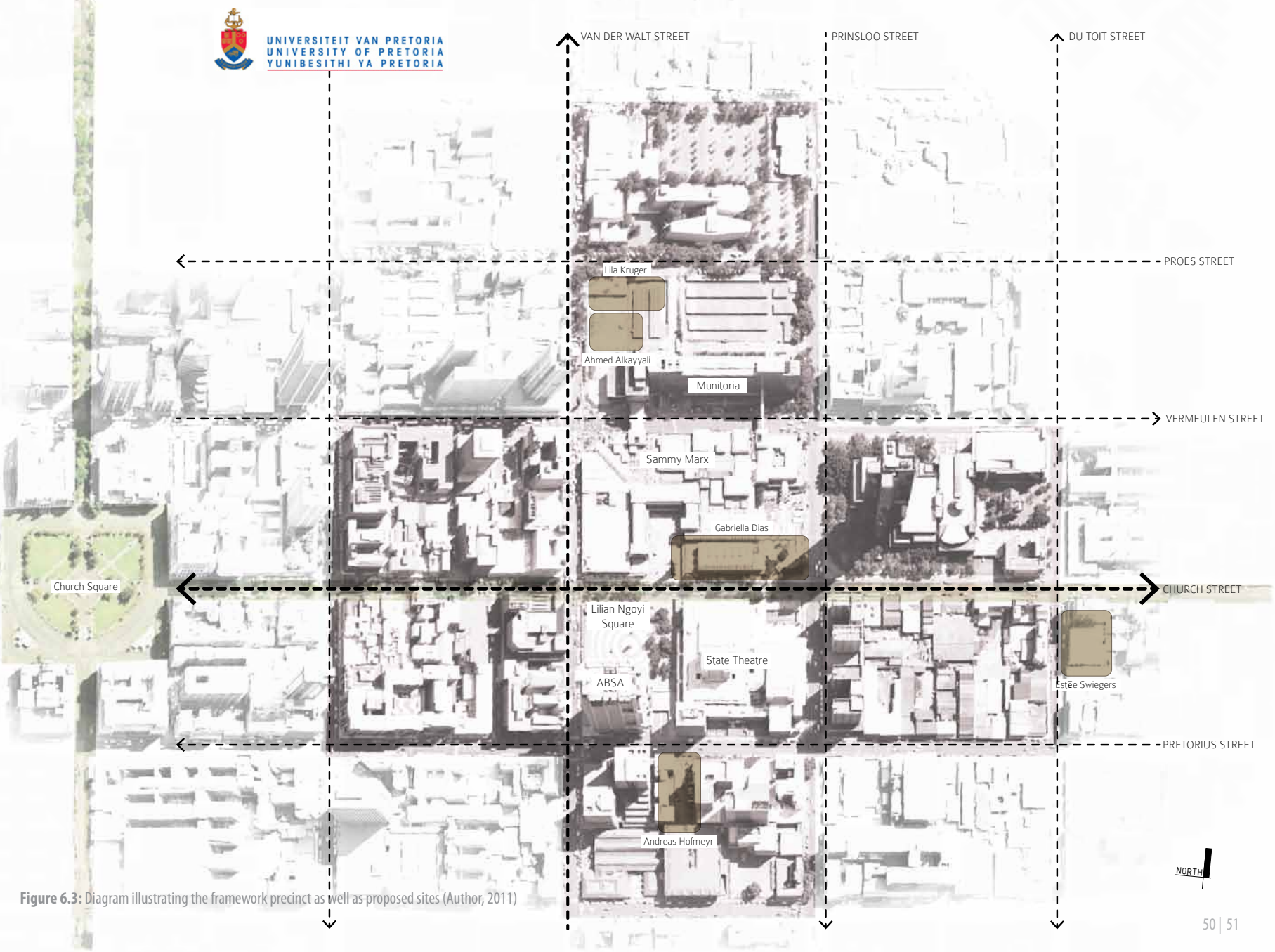


Figure 6.3: Diagram illustrating the framework precinct as well as proposed sites (Author, 2011)

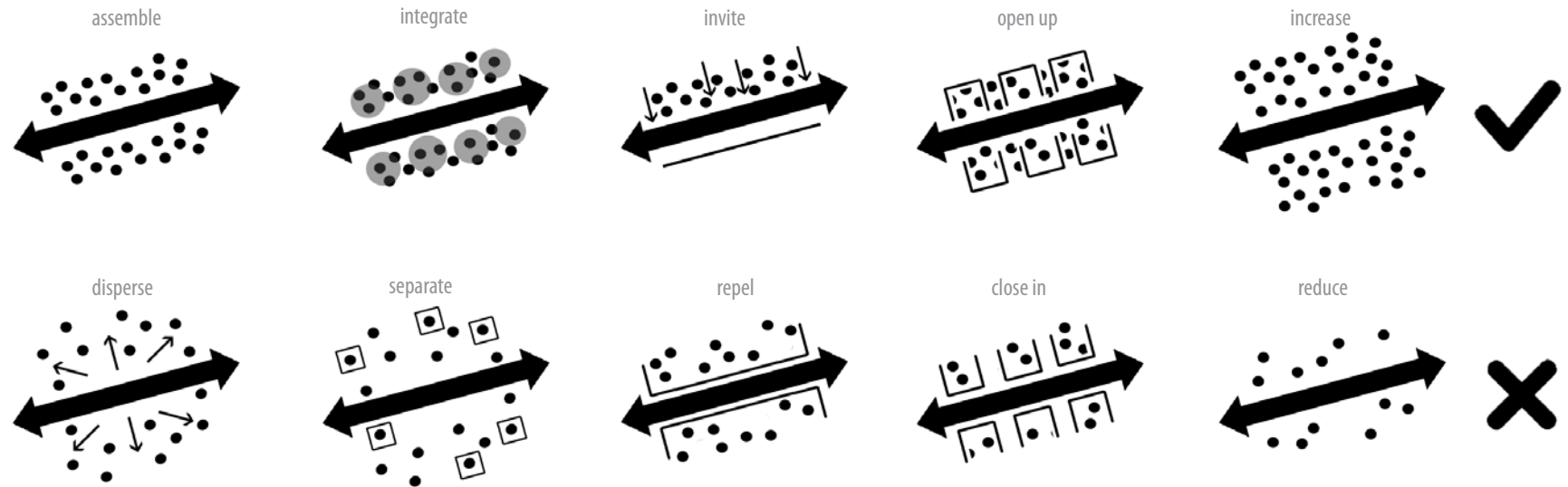


Figure 6.5: Diagram illustrating the proposed spatial planning principles (Author, 2011)

+ Macro Planning Principles

The historic planning of Pretoria (as discussed in Chapter 5) is readdressed. The city's blocks are currently vehicle oriented with large 'superblocks' which hinder comfortable pedestrian movement. By introducing inter-block movement and reactivating the arcade system, the blocks are fragmented to a human scale which is more pedestrian oriented, but still allows for vehicular access (fig. 6.3).

This also contributes to a public space network that would be connected and *fed* by these movement routes. This allows for the public squares to become pedestrian oriented rather than vehicle oriented spaces.

+ Micro Planning Principles

Multifunctional block typologies, with basement parking, are proposed in order to free up negative space on street edges and give it back to the public realm. Introduction of housing units is proposed in order to counteract the migrating culture, densify and add to the notion of a 24 hour city.

In terms of spatial planning, the principles, as explained in *Cities For People* (Gehl, 2010), illustrated in figure 6.4 should be implemented on a block scale within the public space network. Public spaces that invite users into the space allow for interaction and integration on a social level as well as with the urban fabric itself. This breathes life into the city and contributes to a more dynamic character.

+ Edge Conditions

Interactive street edges that invite rather than repel need to be created implementing the following principles (figure 6.5):

- 01 | The architecture needs to allow for permeability and transparency on street level
- 02 | Spaces need to be defined (narrowing of spaces at strategic points) in order to encourage interaction - interaction between users, the user and the city and direct interaction between user and building.
- 03 | Interactive edges also slow the pace of pedestrians which create the possibility for trade opportunities and social relations to develop.

+ Design Guidelines

The emphasis of the design guidelines are *urban comfort*, *urban experience* and *urban opportunities*. These principles all contribute to a richer urban environment and experience. *Urban comfort* deals with the protection against unpleasant sensory experience, crime, violence as well as traffic and accidents. *Urban experience* entails positive sensory experiences, thermal and climatic comfort and urban scales. *Urban opportunities* propose creating urban environments where everyday recreational activities are provided for, such as sitting, waiting, walking, talking and playing.

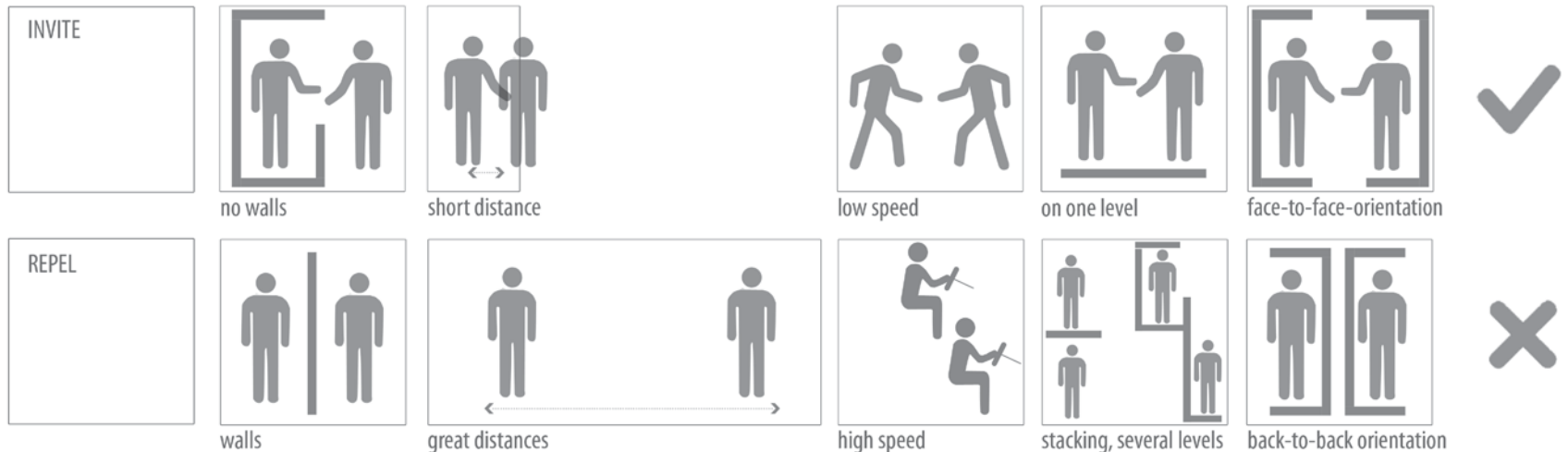


Figure 6.6: Diagram illustrating inviting edge conditions as opposed to repelling conditions (Gehl, 2010. Edited by Author)

+ Design Guidelines (Gehl, 2010)



+ Urban Comfort

Protection against:

- 01 | Unpleasant Sensory Experience
wind & rain
pollution & dust
noise & glare
- 02 | Crime & Violence
lively public realm
eyes on the street (passive surveillance)
overlapping of functions (day & night)
good lighting
- 03 | Traffic & Accidents
protection for pedestrians (bollards,
eliminating fear of traffic)

+ Urban Experience

Design for:

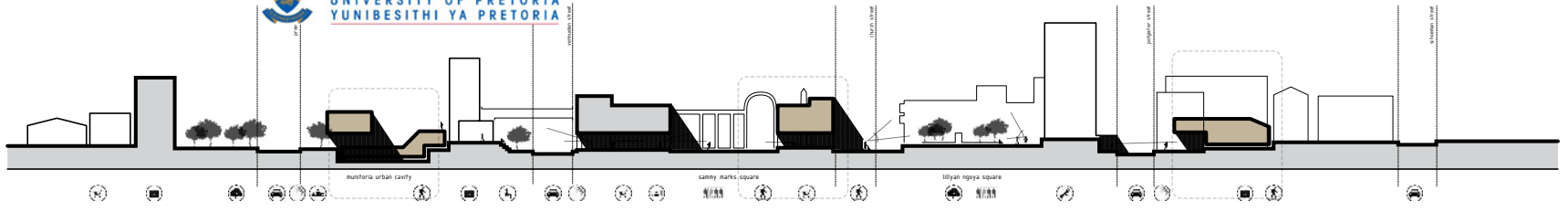
- 01 | Human Scale
buildings and spaces designed to human
scale
- 02 | Enjoy Climate
sun / shade
heat / coolness
breeze
- 03 | Positive Sensory Experience
good design & detailing
good materials
fine views
trees, plants, water



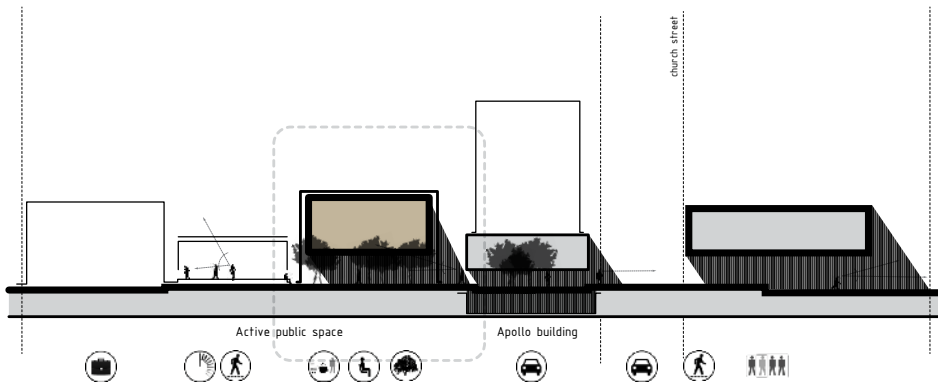
+ Urban Opportunities

Opportunities to:

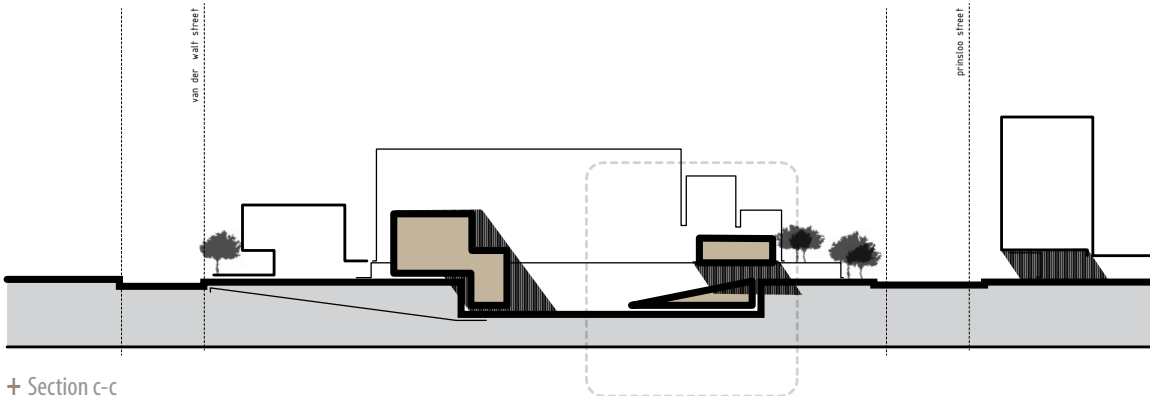
- 01 | Sit
zones for sitting
utilising advantages: view, sun, people
benches for resting
- 02 | Stand & Stay (Wait)
edge effect / attractive zones for standing
supports for standing
- 03 | Walk
room for walking
no obstacles
good surfacing
accessibility for everyone
interesting facades
- 04 | See
reasonable viewing distances
unhindered sight lines
interesting views
lighting (when dark)
- 05 | Talk & Listen (social interaction)
low noise levels
street furniture that provides 'talkscapes'
- 06 | Play & Exercise
invitations for creativity, physical activity, exercise & play
by day & night
in summer & winter



+ Section a-a















+ Section b-b



+ Section c-c

Urban Framework

-  housing and residential
-  commercial & institutional
-  retail & shopping
-  culture & religious
-  entertainment spaces
-  informal trading stalls
-  private vehicle parking
-  pedestrian activity & arcades
-  seating spaces
-  shaded green spaces
-  waiting spaces
-  public squares & public spaces

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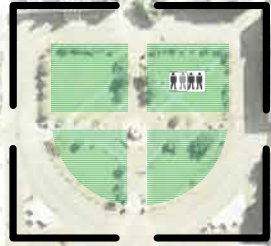
Figure 6.7: Section A-A with interventions highlighted (Author, 2011)

Figure 6.8: Section B-B with interventions highlighted (Author, 2011)

Figure 6.9: Section C-C with interventions highlighted (Author, 2011)

Opposite page |

Figure 6.10: Master plan of urban framework (Author, 2011)



- main squares
- secondary squares
- green spaces
- connection route between projects
- arcade system
- boulevard
- proposed sites

