

02

FRAMEWORK

The larger, urban context of this study forms part of the north eastern quadrant of the Pretoria inner city, and is part of the larger urban vision as proposed by a group of students. The study area focussed on in this study is the Staatsmuseum building. It is situated as a terminating point to Thabo Sehume Street on Boom Street on the northern edge of the National Botanical Gardens.

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2.1 GROUP URBAN VISION

A group urban study of the north eastern quadrant of the Pretoria inner city, has been conducted through a lens of the Tshwane Vision 2055 for the City by myself, Mr. Buckley Tompson and Mr. Johann Boonzaaier. The study considered various influences in the city, in order to gain a better understanding of the future of the city. The study firstly identified, that in order to understand the current condition of the city, together with the future projection of what the city might become, the history of the city needed to be investigated first.

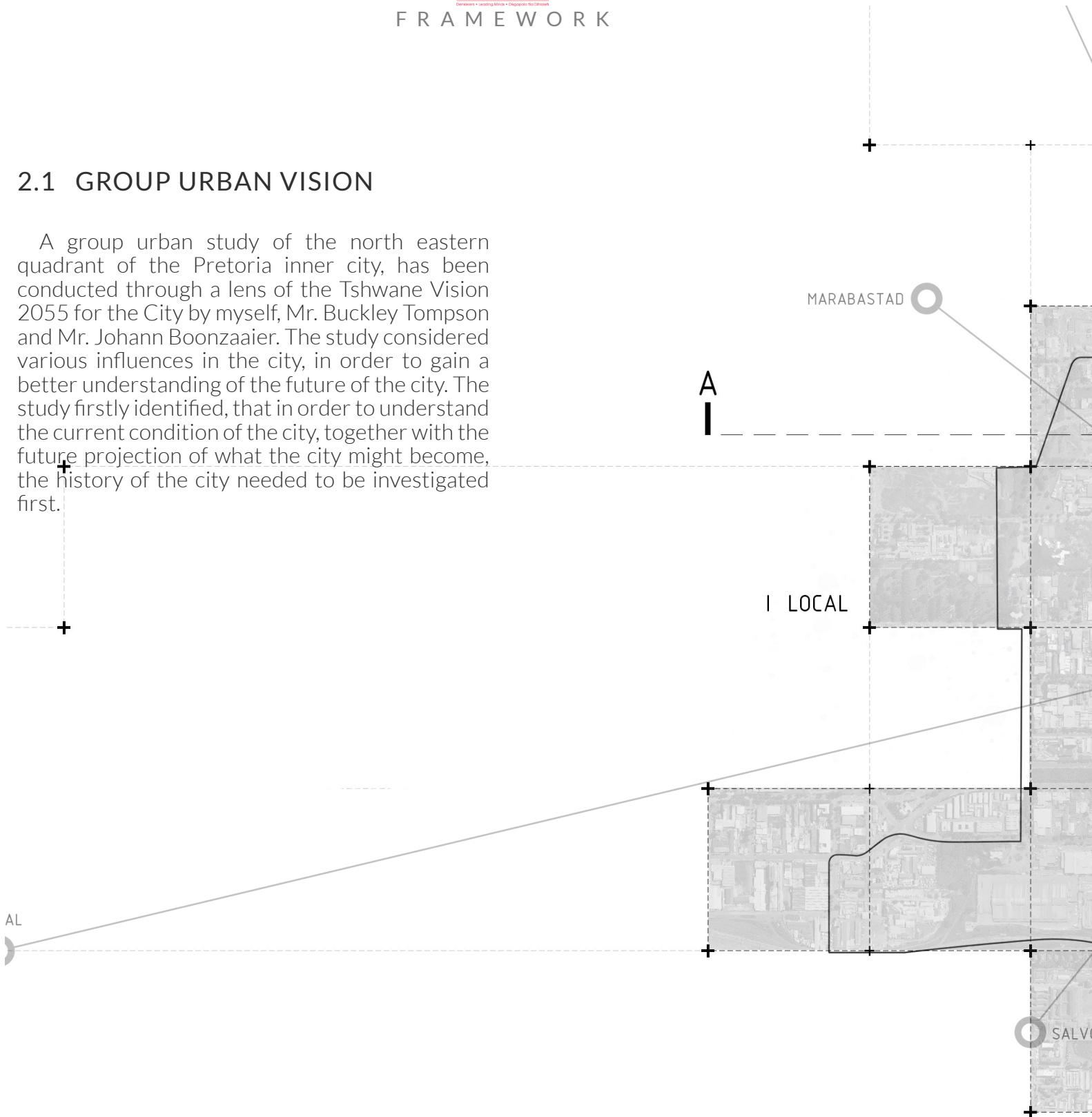
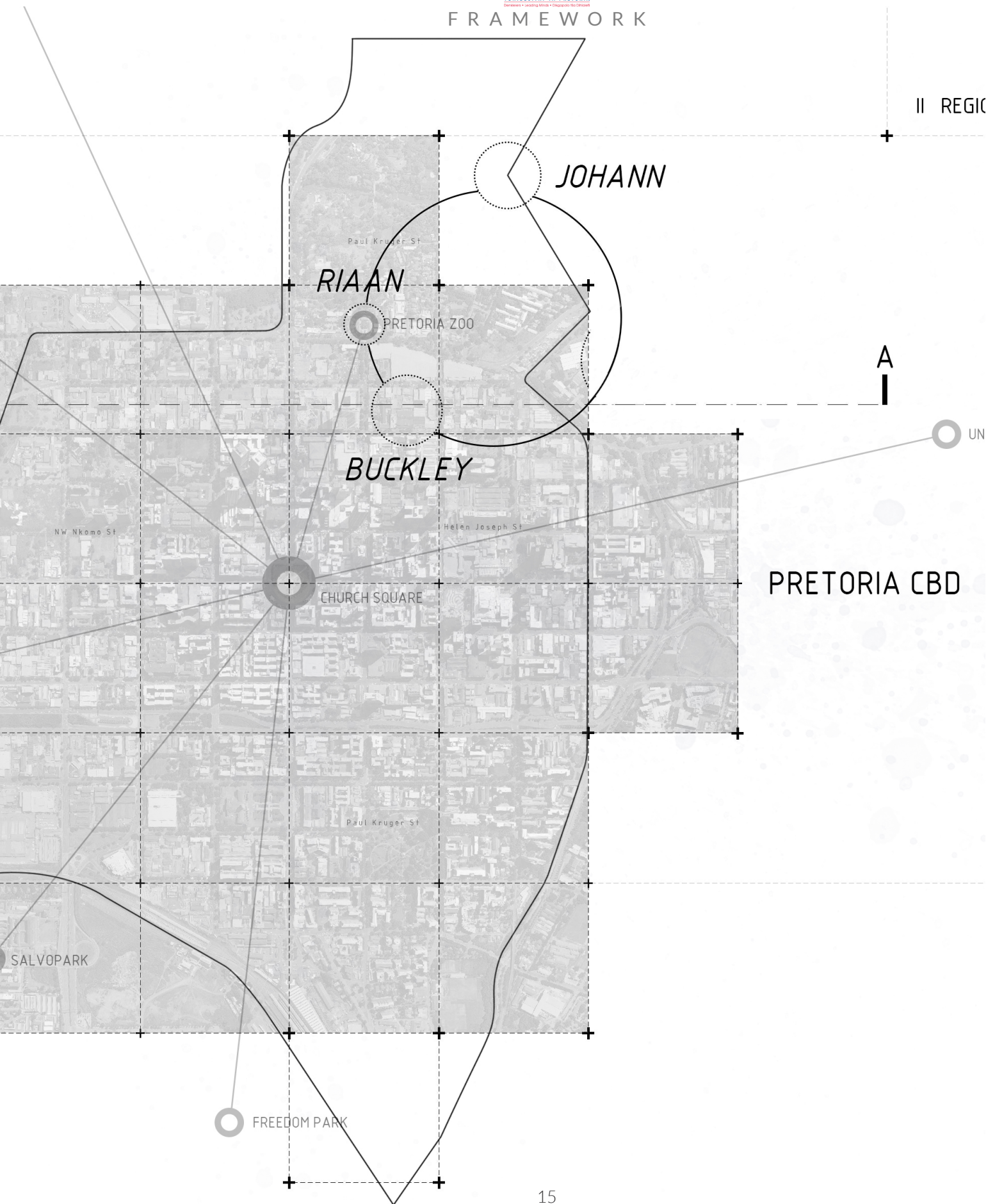


Figure 2.1 North east quadrant of the inner city of Pretoria

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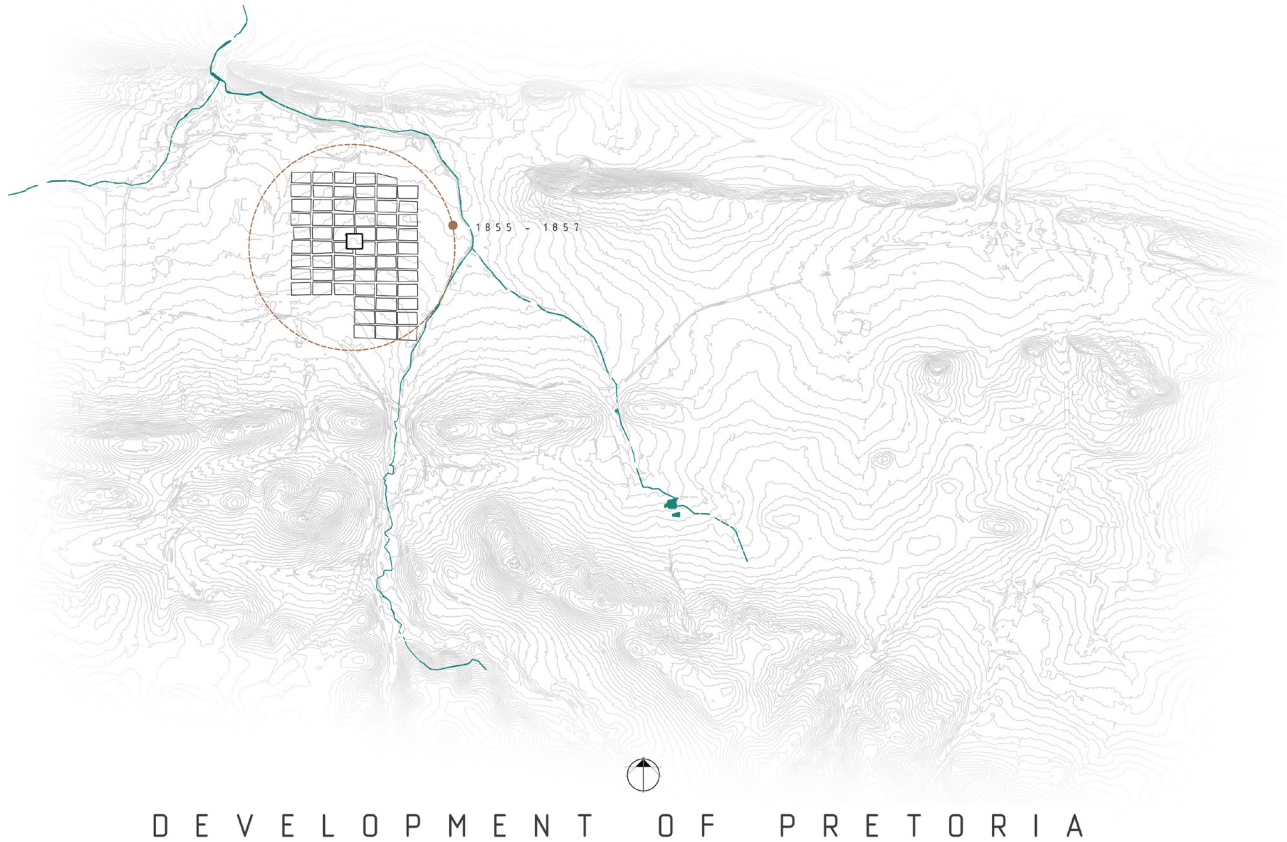


Figure 2.2 Original topography and development of Pretoria (1855-1857)

Pretoria city was set out between 1855 and 1857 and was contained by the natural topography of the area (see Figure 2.2). To the north and the south, two ridges form the natural boundaries, and to the east a stream of water forms the natural boundaries of the original city grid. Research used by Rose-Redwood (2008:42-48), regarding grid systems states that according to Stanislawski (1946), the development of a city, that is confined by any form of boundary, is known to develop according to a closed grid system, as the natural boundaries will limit the growth and sprawl of the urban fabric.

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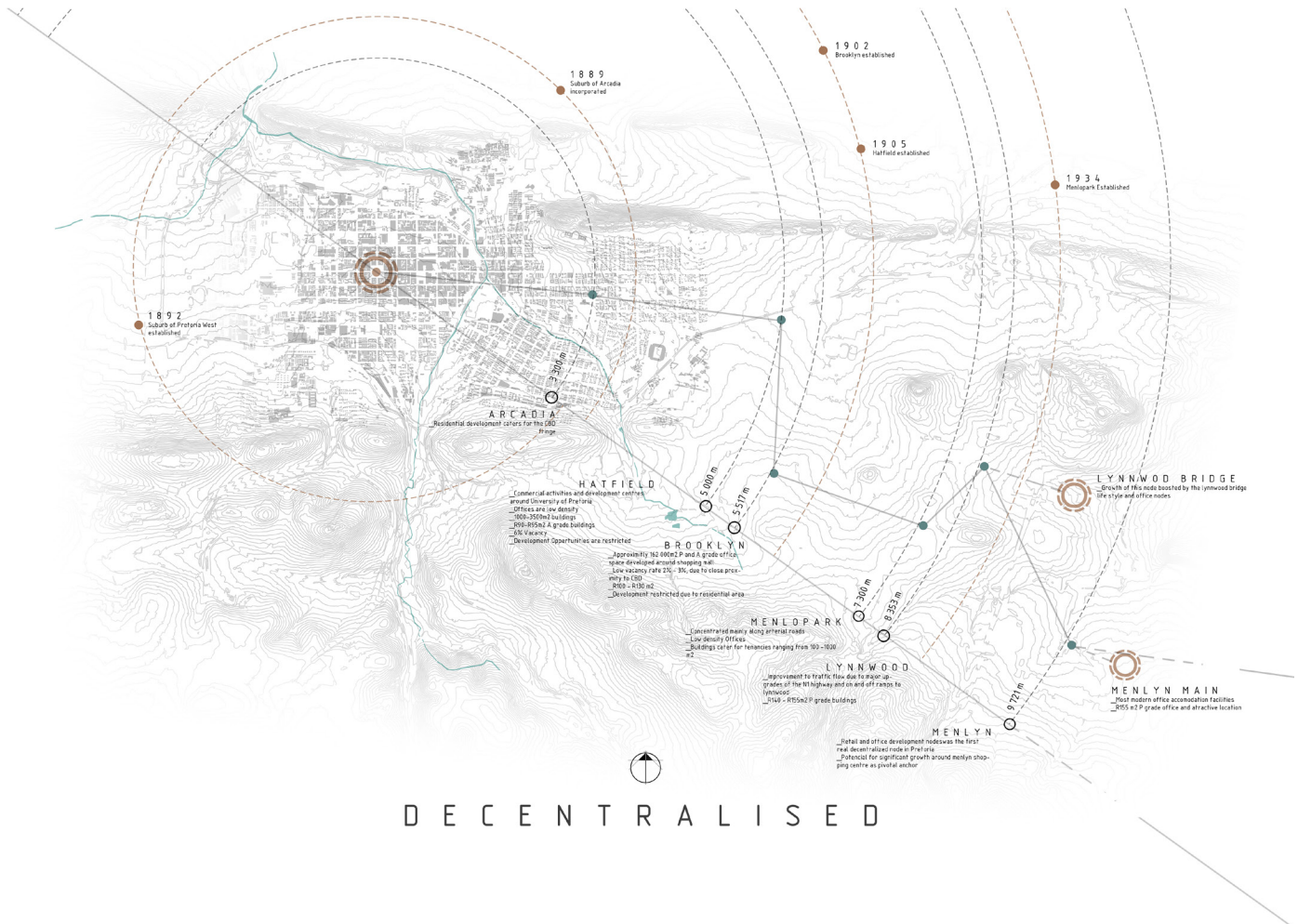


Figure 2.3 Decentralisation of Pretoria

The city of Pretoria has crossed the natural boundaries in all directions, but the majority of urban sprawl has taken place toward the east of the city (see Figure 2.3), resulting in the establishing of various CBDs throughout the city, causing many civic functions to migrate out of the inner city. The sprawl has had a significant influence, in the way the city is accessed and used today. Many people live outside the inner city and have to commute to the city for work on a daily basis. The majority of these people make use of public transport to do so.

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POSITIVE CONTRIBUTION

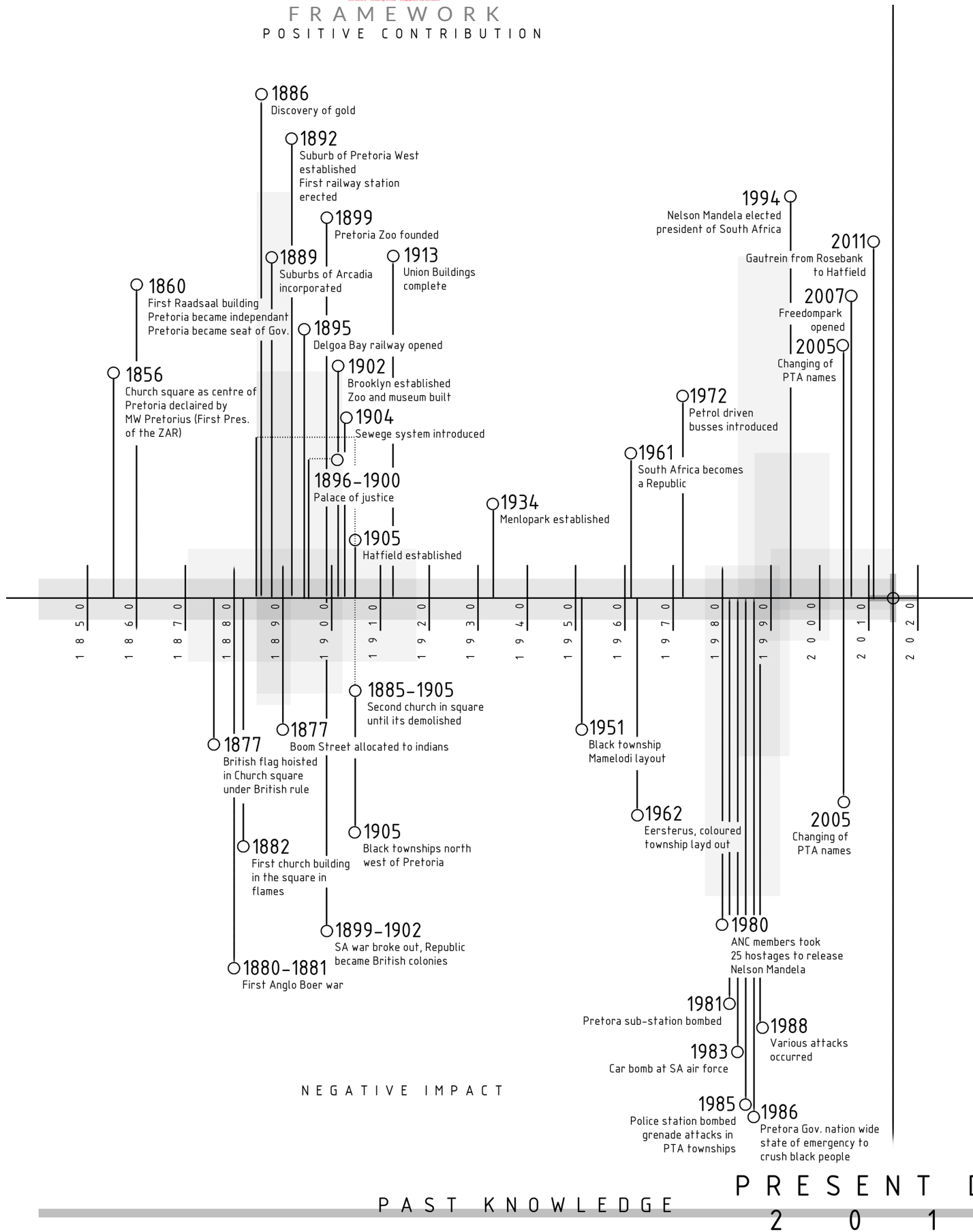
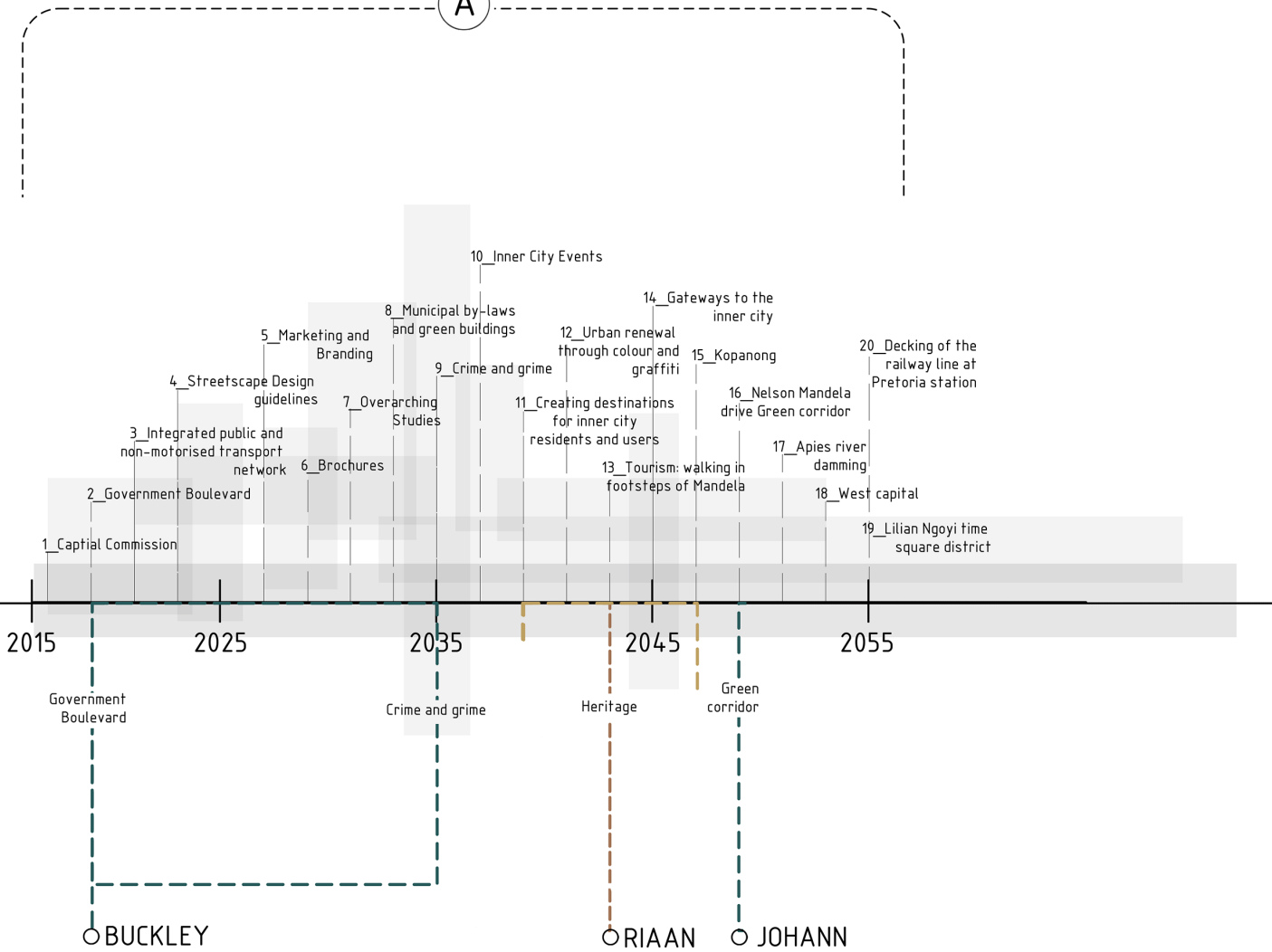


Figure 2.4 The history of Pretoria together with the Tshwane Vision 2055 used as a future projection of various projects

FRAMEWORK

GOVERNMENT PROPOSAL

A



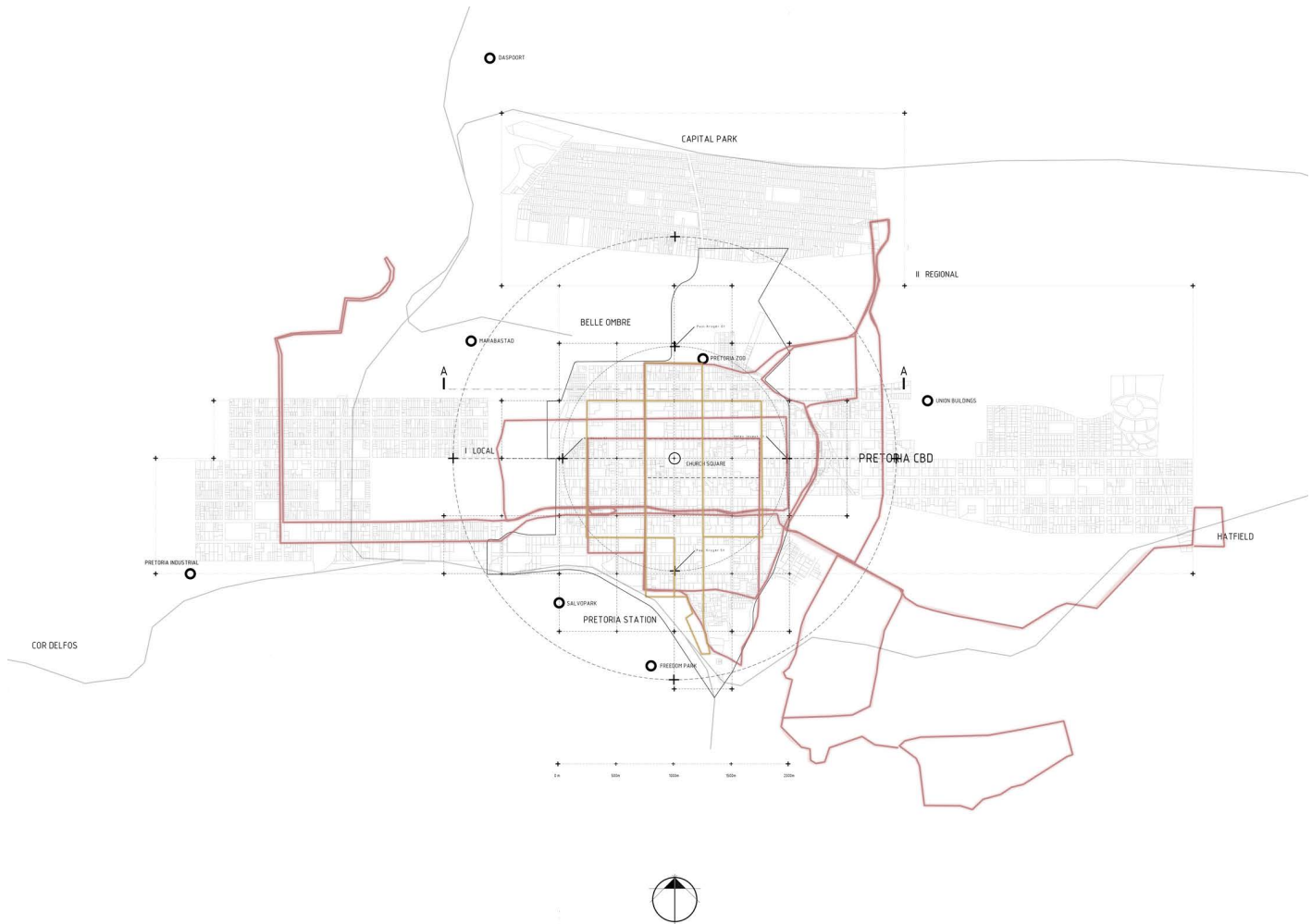
B

BRIDGING DIVIDE

DAY
1 5

FUTURE IMPLEMENTATION

FRAMEWORK



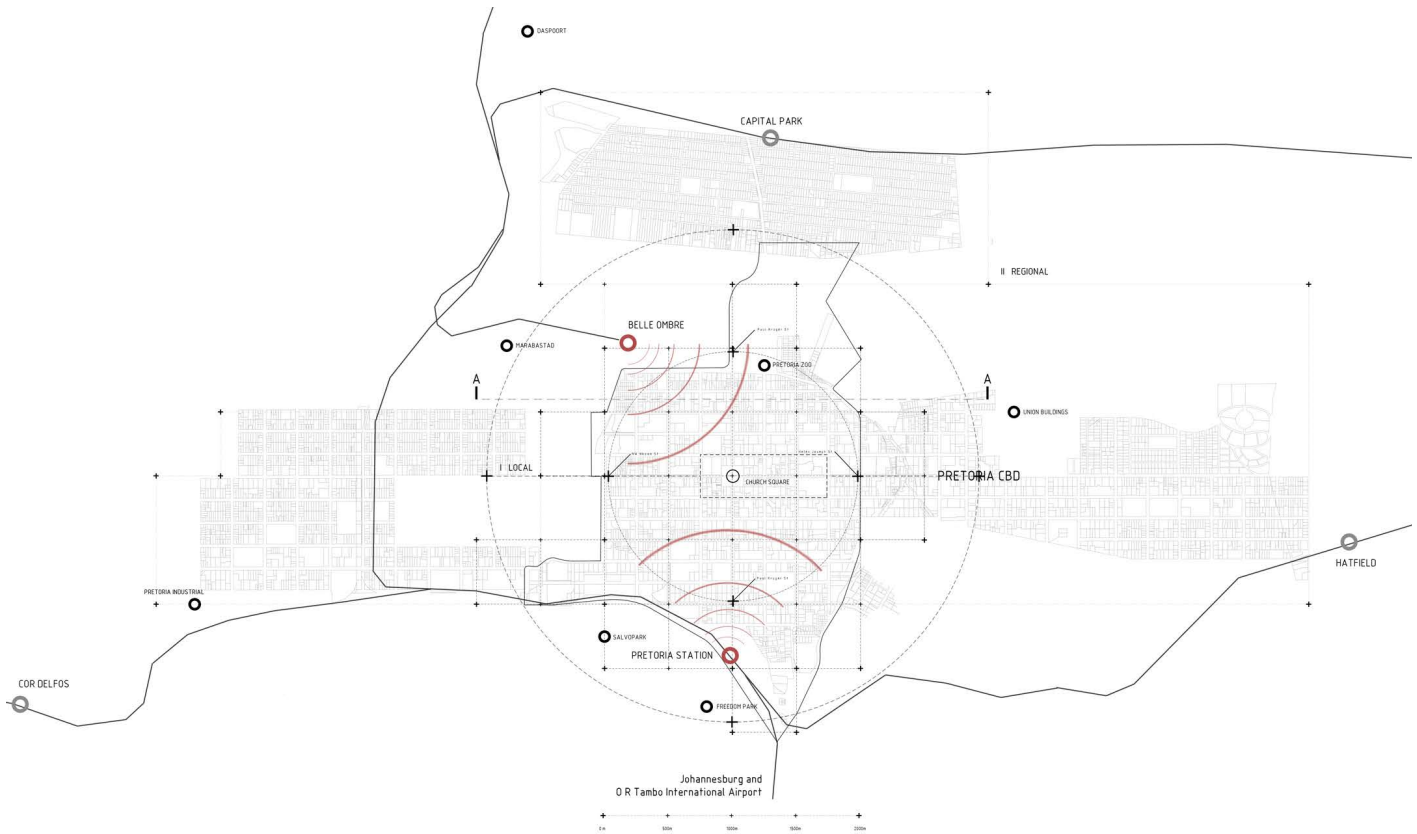
B U S R O U T E S

Scale 1: 20 000

Figure 2.5 Bus routes to-, from- and in the inner city

This study has identified the position of the major train stations, bus routes and taxi ranks, in an attempt to understand the movement to and through the inner city (see Figure 2.5). One of the findings is that there were various taxi ranks, close to the centre of the city to the east, that have, as a result of urbanisation and continuous civic development of the city, been pushed to the peripheries of the city.

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T R A I N R O U T E S

Scale 1:20 000

Figure 2.6 Train routes and their proximity in terms of pedestrian accessibility

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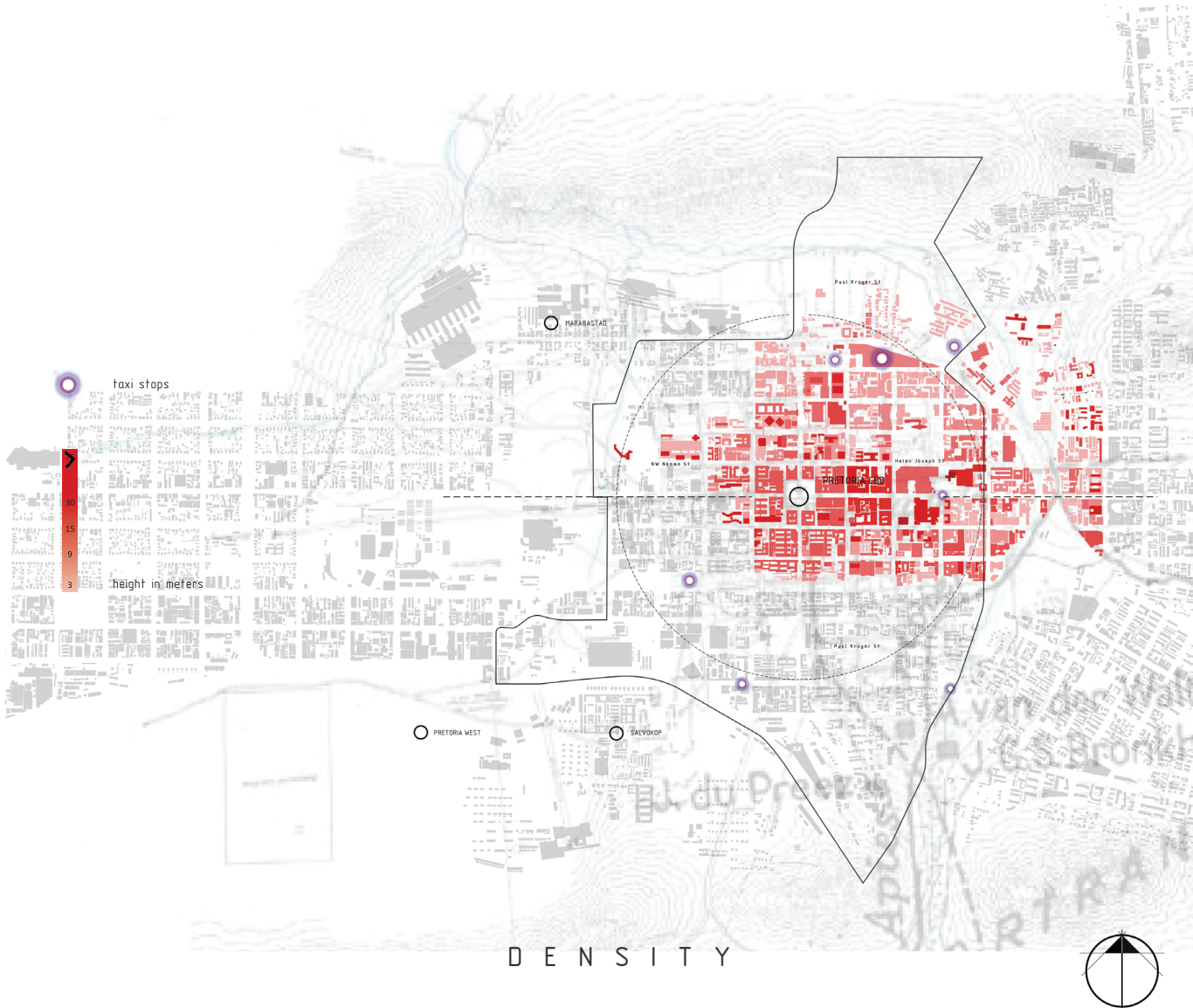


Figure 2.7 Layering of building footprint vs. building height in the inner city

A study of the building height, compared to the building footprints and urban density, shows that this quadrant is one of the least dense areas of the city in terms of building mass and height, thus showing this quadrant as a very informal part of the city (see Figure 2.7).

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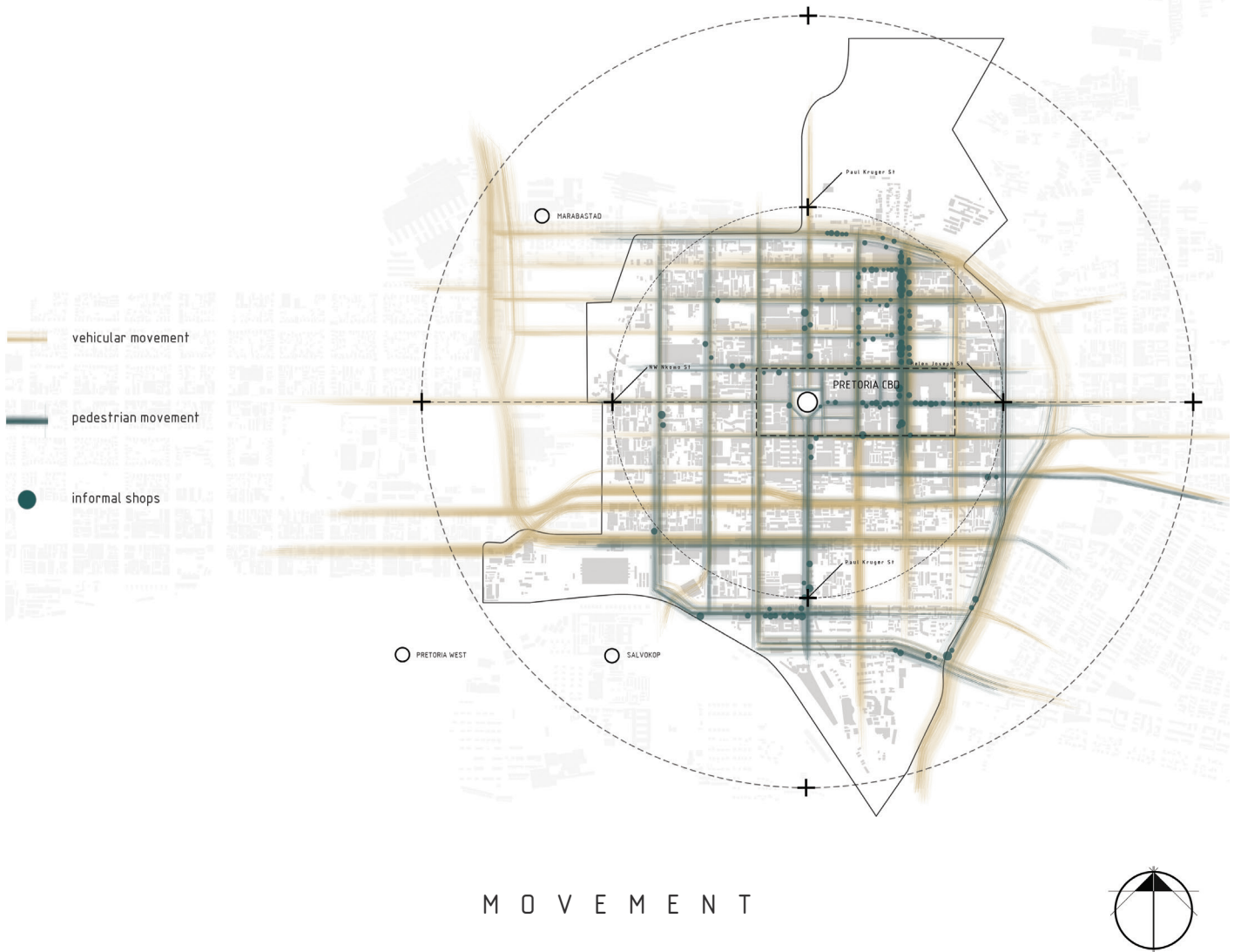


Figure 2.8 Layering of movement activity throughout the inner city

A study of the pedestrian activity in this quadrant, shows that the streets have high activity of pedestrian movement. This is as a result of the presence of two large taxi ranks to the north eastern edge of the inner city (see Figure 2.8).

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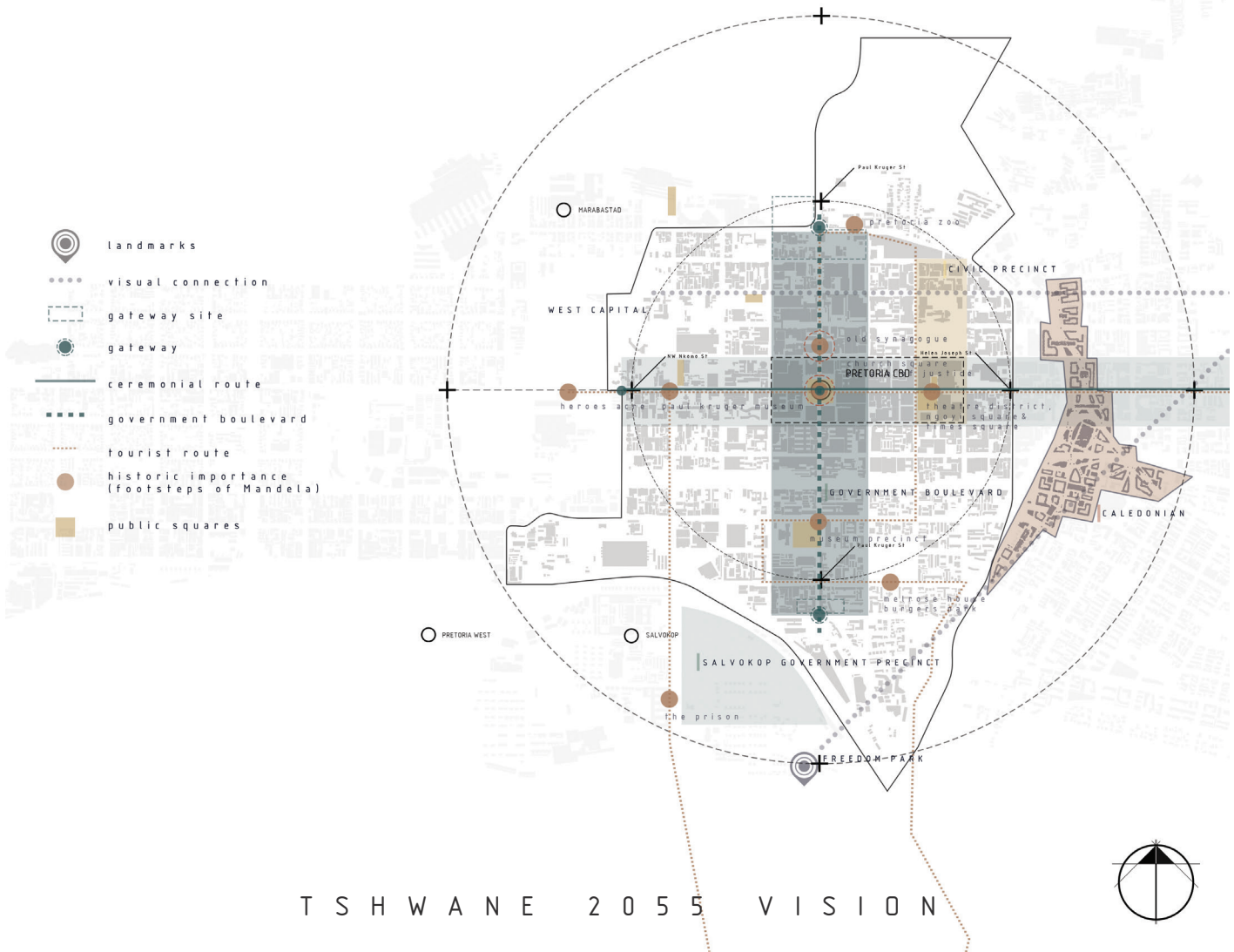


Figure 2.9 The Tshwane Vision 2055

As part of the Tshwane Vision 2055, there is a proposition to formalise the segment between Bosman Street and Thabo Sehume Street, from south to north, as a government boulevard, and the strip between Lilian Ngoyi Street and Sisulu Street, from the south to the north, as a civic precinct (see Figure 2.9).

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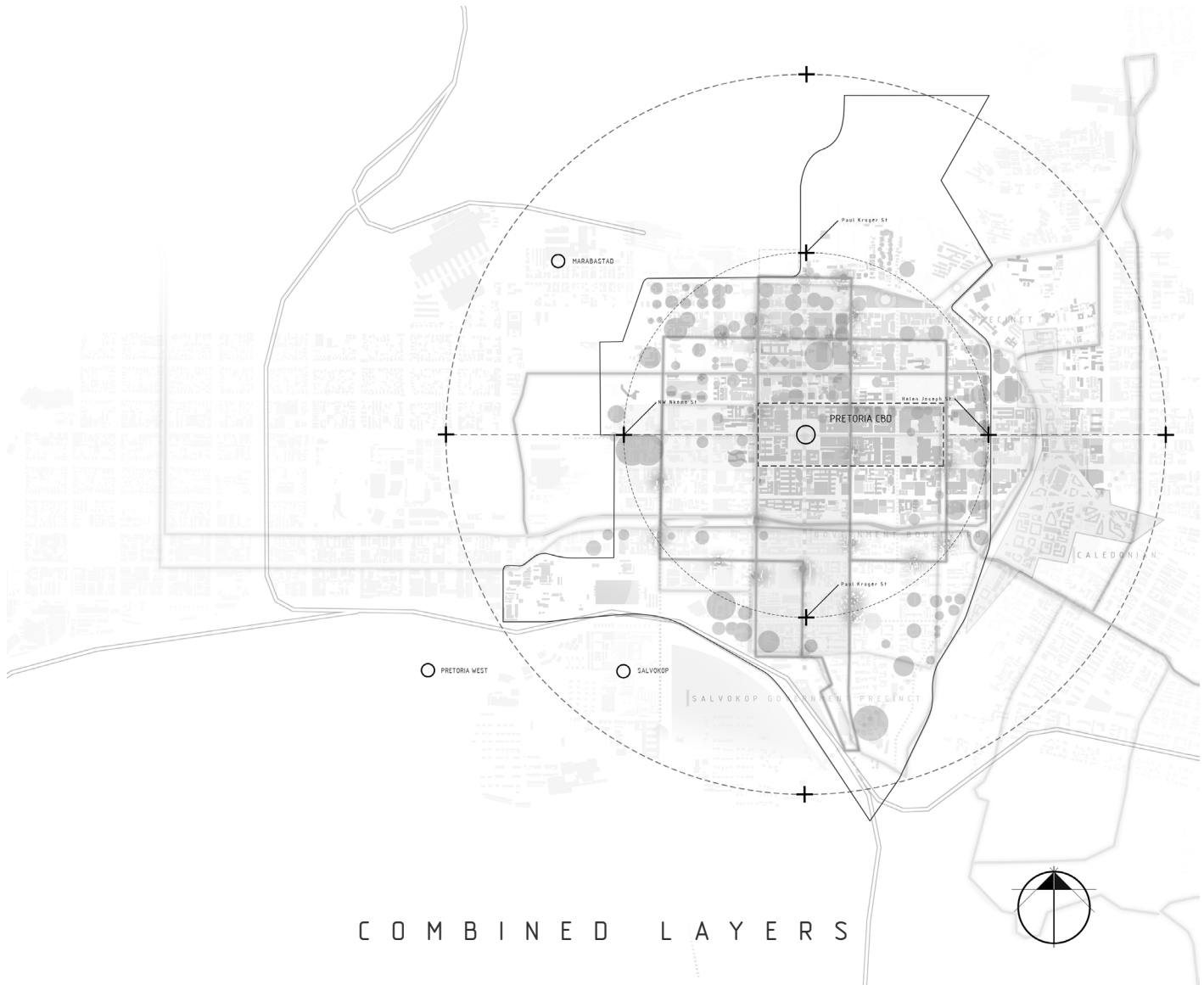
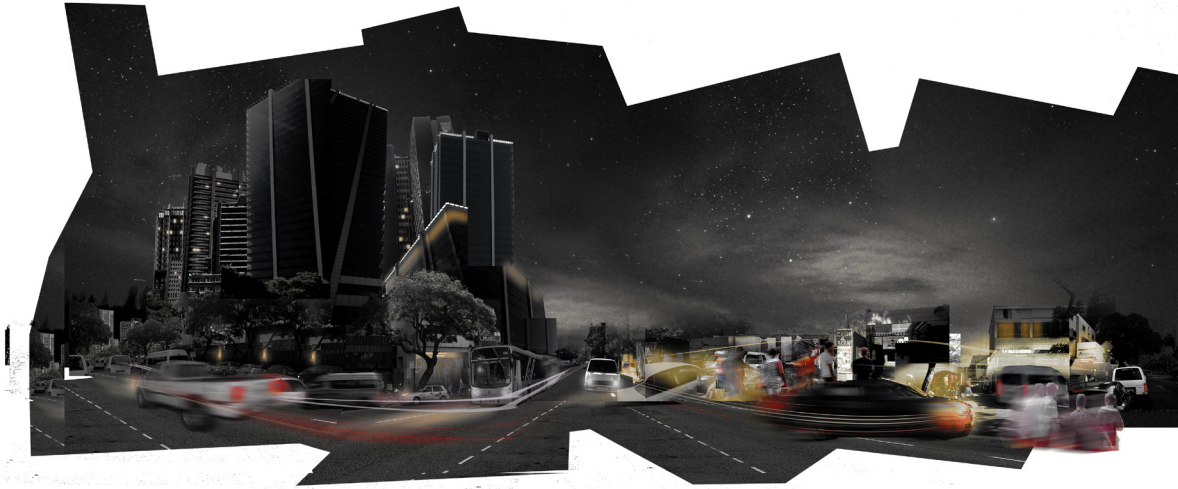


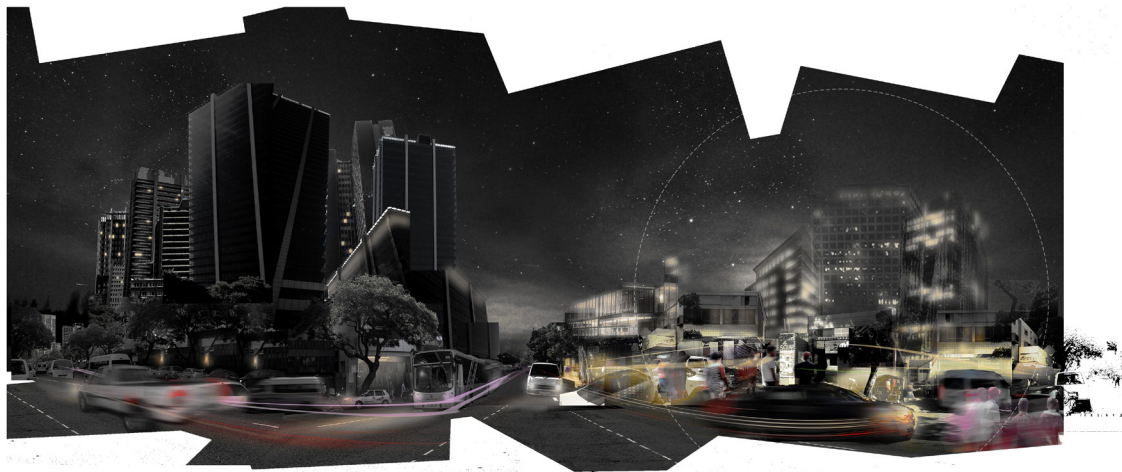
Figure 2.10 A layering of various maps to identify opportunities in the city

With the layering of the different maps of bus routes, taxi ranks, pedestrian movement, building height and density together with the Tshwane Vision 2055, it becomes evident that the north eastern quadrant of the inner city is one of the least dense areas in terms of building fabric with the most pedestrian activity however, it is excluded from the Tshwane Vision 2055 (see Figure 2.10).

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GOVERNMENT - PROPOSAL A

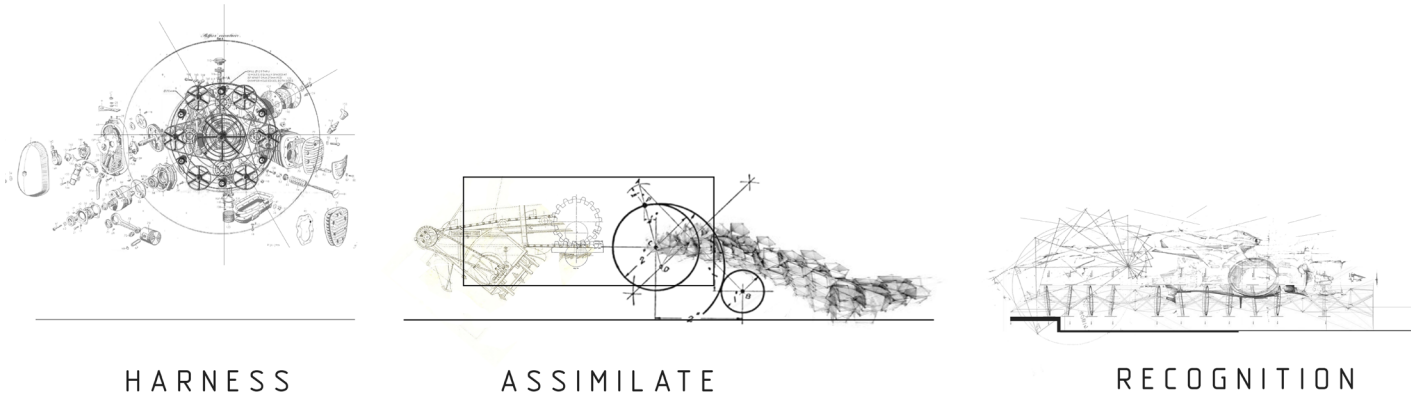


BRIDGING THE DIVIDE - PROPOSAL B

Figure 2.11 Artist impressions of what the city might become at the hand of the Tshwane Vision 2055 vs the group's proposed vision

This study identified that this quadrant poses major development possibilities. It also identified that civic densifications adds boundaries and does not allow for informal growth and activity. To a certain extent this quadrant should be allowed to develop informally, but with some formal guidelines, to act as catalysts for development.

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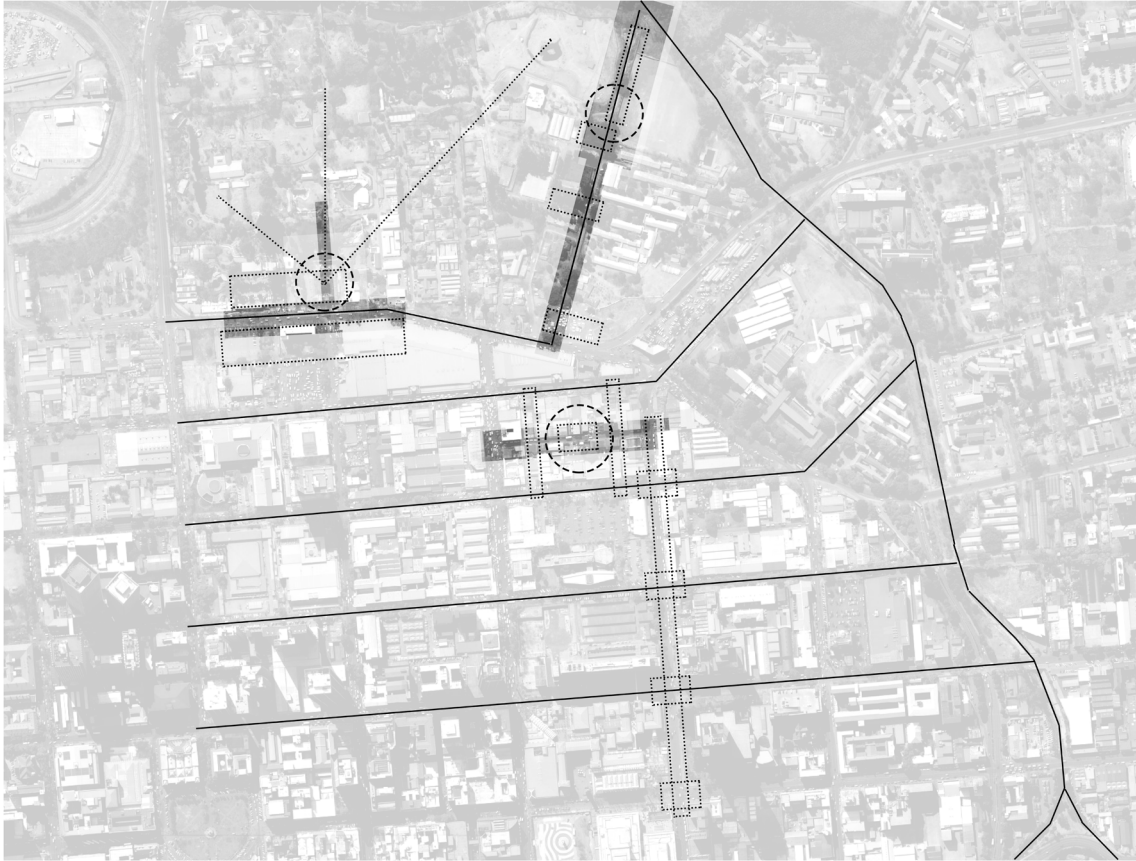


U R B A N I N T E N T I O N S

Figure 2.12 Diagrammatic representation of the three projects that will be applied to the precinct

Mr Thompson's project will aim to harness the energy and re-appropriate it in a new way as part of the formalisation of the precinct. This project will aim to assimilate the connection between the formal and the forgotten part of the city while Mr Boonzaaier's project will aim to recognise the forgotten part of the city, to become part of the city.

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U R B A N I N T E N T I O N S

Figure 2.13 A diagrammatic map showing the three intentions for the precinct

FRAMEWORK



Figure 2.14 A diagrammatic map showing the three intentions for the precinct in the city

FRAMEWORK



" H A R N E S S "

Site plan
Buckley Thompson

Figure 2.16 Diagrammatic plan of Mr Thompson's intervention



" R E C O G N I T I O N "

Site Plan
Johann Boonzaaier

Figure 2.15 Diagrammatic plan of Mr Boonzaaier's intervention



" ASSIMILATION "

Site Plan
Riaan Hollenbach

Figure 2.17 Diagrammatic plan of the intervention proposed by this study

2.2 RESPONSE TO URBAN VISION

One of the major opportunities, as identified in this urban study, is the development opportunity of the north-eastern precinct as a neglected part of the Tshwane Vision 2055.

Together with this opportunity, there are high levels of pedestrian activity in the area which, if harnessed, can benefit the correct development, as an integrated part of the precinct.

As part of the larger understanding of the combined new urban framework, one finds a building that was designed in the late 19th century and which was completed in 1904. This building is known as the *Old ZAR Staatsmuseum* and is situated on the periphery of the proposed Tshwane Vision 2055 governmental boulevard at the start of Thabo Sehume Street.

The museum which once formed part of the urban precinct now finds itself lost in its context with very little relationship and reference with either the city or with the NZG leaving the building with a sense of lost identity, or lost dignity in that it adds no value to the urban fabric.

As part of a larger urban vision, the response to the building should allow the building to assimilate the relationship between the forgotten and the formal.

The old *Staatsmuseum* is ideally located; not only is it situated within this precinct, but it is also on the threshold to the NZG, creating vast opportunity for a development.