CHAPTER SIX

CHAPTER 6- CONTEXT ANALYSIS
CHAPTER SIX

CONTEXT ANALYSIS

CONTEXT
CITY
FRAMEWORK
SITE ANALYSIS
Context:

Pretoria city is, predominantly viewed as a rigid, historically relevant, governmental city. Due to the fragmented nature of its growth of late, the city has also become synonymous with descriptions such as historic centre of commerce, low cost housing and transportation routes. This view disenables the city from fully taking advantage of its central character, as it only caters for the formal, mundane aspirations of its users. In order for the city to become a complete centre for sustained human settlement, it has to engage with all the needs of man including his marginal and experiential pursuits. By exploring, the capricious nature of man in conjunction with his more stringent aspiration, one could begin formulating the underlying principals needed to create a central zone geared at fostering social interaction and racial integration.

Systematically the city can make great steps in curbing the fragmented nature of the growing Tshwane, through the creation of a social realm within the city, which is designed to simultaneously address both formal and informal pursuits of the user. In so doing the city can become the holistic incubator, it needs to be, to redefine itself as the social nucleolus of Tshwane.
In following suit with the capital status, that Pretoria holds, the CBD can in turn become the central transport node in which all registered and unregistered taxi associations culminate. This sentiment is, further enforced by the condition that the city currently holds as the central point from which a commuter would need to be in order to get to any other point within the greater Tshwane region.

Site Address:

The site is located on the corner of Bosman, Jaco Mare and Scheiding Street.
Tshwane metropolitan to Pretoria city

FIG 61- map of City of Pretoria

FIG 62- map of City of Pretoria

Legend
- Orange: provincial roads
- Red: major routes
- Blue: minor routes
- Green: bus
- Pink: tramways

SAVOKOP STATION PRECINCT
situated close to the city centre - a place of high connectivity vs isolation

Public Transport and Primary Routes

TSHWANE
STUDY AREA

The study area of the design is located on the corner of Bosman Street and Jaco Mare Street. The area is located next to Pretoria station, the CBD, and sits adjacent to Salvakop. The situation posses a number of possibilities in the sense that directly adjacent to the site sits three different types of urban fabric. There is the City fabric, which is represented in the northern part of the study area, which has a number of high-rise buildings, with definitive street edges, then there is Salvakop, which lies to the south. This area is predominantly single story, and then there is the transport precinct (Bus, taxi and train), which surrounds the site. The design of the building would need to respond to all these conditions in a manner that gives credence to the scheme as a whole. The size of the site is also important, as there will be a need to further partition the site and zone new buildings that will compliment the scheme as a whole. The scale of the scheme will have to act as the buffer zone, or transition space between the three contrary fabrics of the CBD, Salvakop, and the transport nodes.
The following images represent the view from the northwest and southwest perspective of the site. The image indicates the shadow study in the morning periods, as well as the massing of the buildings that fall within the study area.
STUDY AREA

WEATHER CONDITIONS

Pretoria is located in the northern edge of the Gauteng province, approximately 1370 meters above sea level. The city is further firmly nestled within the valleys of the Magaliesburg mountain range. This location lends it to the following conditions.

RAINFALL:
Like most of Northern South Africa, Pretoria has experiences summer rainfall patterns, with a majority of its rainstorms occurring in the afternoon periods. The winter seasons are primarily moderately cold yet with sunny skies.
The city receives an estimated 700mm of rainfall per annum.

TEMPERATURES:
The average summer temperatures range from 15°C - 28°C.
The average winter temperatures from 6°C - 23°C

WIND:
The predominant wind directions are as follows
Summer: East-North to East-South-Easterly
Winter: South Westerly

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<th>Rainfall</th>
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<td>December</td>
<td>28</td>
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Year   | 25            | 12                | 647               | 87       |

FIG 66- Annual wind direction
FIG 67- Annual rainfall patterns
City of Pretoria Transport nodes
Pedestrian and Vehicular movement

FIG 68- Taxi Routes through city

FIG 69- Taxi Ranks in city

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Focus Area

Fig 72: Framework Image

Fig 73: Map of City of Pretoria

- Government Buildings
- Taxi Rank/Site
- Train Terminal
- BRT Station
- Brown Field Site
- Residential
- NAZM Offices

Chapter 6: Context Analysis
FRAMEWORK

LINK

framework linking Salvokop with the city

Functional Mapping

FIG 74- map of City of Pretoria
Green Edges

The introduction of green areas along the intervention area, increases pedestrian comfort, thus further pedestrianising the streets.

Massing

The intention of the framework, is to increase the density of the cityscape. By increasing the density, the city allows for greater access to amenities, and for the better use of services.
Objectives

- Densification of open unused land along the train station periphery
- Create links over the train tracks, to improve connection between town and Salvakop
- Activate the edges along the train track, by introducing activities along the perimeter of the tracks
- Establish special relations, between transport hubs, and pedestrians
- Increase parking area
- Activate small alleys
- Focus area to become gateway between town and Salvakop
- Address the backs of buildings
Existing Conditions, and Proposed Additions

FIG 78- Panoramic View of site

FIG 79- Ariel View of Site

FIG 80- City Entrance to site

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SITE IMAGES

FIG 80- City Entrance to site

FIG 81- Corner View of Site
COUNCIL PROVIDED SITE INFORMATION, & CLIMATICS

FIG 82- Council site information

61. CHAPTER 6- CONTEXT ANALYSIS
FIG 83- Council site information
The Site, has three prominent nodes, the first is the north corner, which is the first contact point for people coming from the city. The second is the train station end, which is the entry and exit point for commuters coming in and out of the city via train. And lastly, is the taxi rank end, which is the contact point for commuters who use taxis to come in and out of town.
the images show the major transport nodes around the site, and their respective entrance and exist. The image further depicts how pedestrians move to and between the different transport modes.