CHAPTER SIX

CONTEXT ANALYSIS

CONTEXT

CITY

FRAMEWORK

SITE ANALYSIS

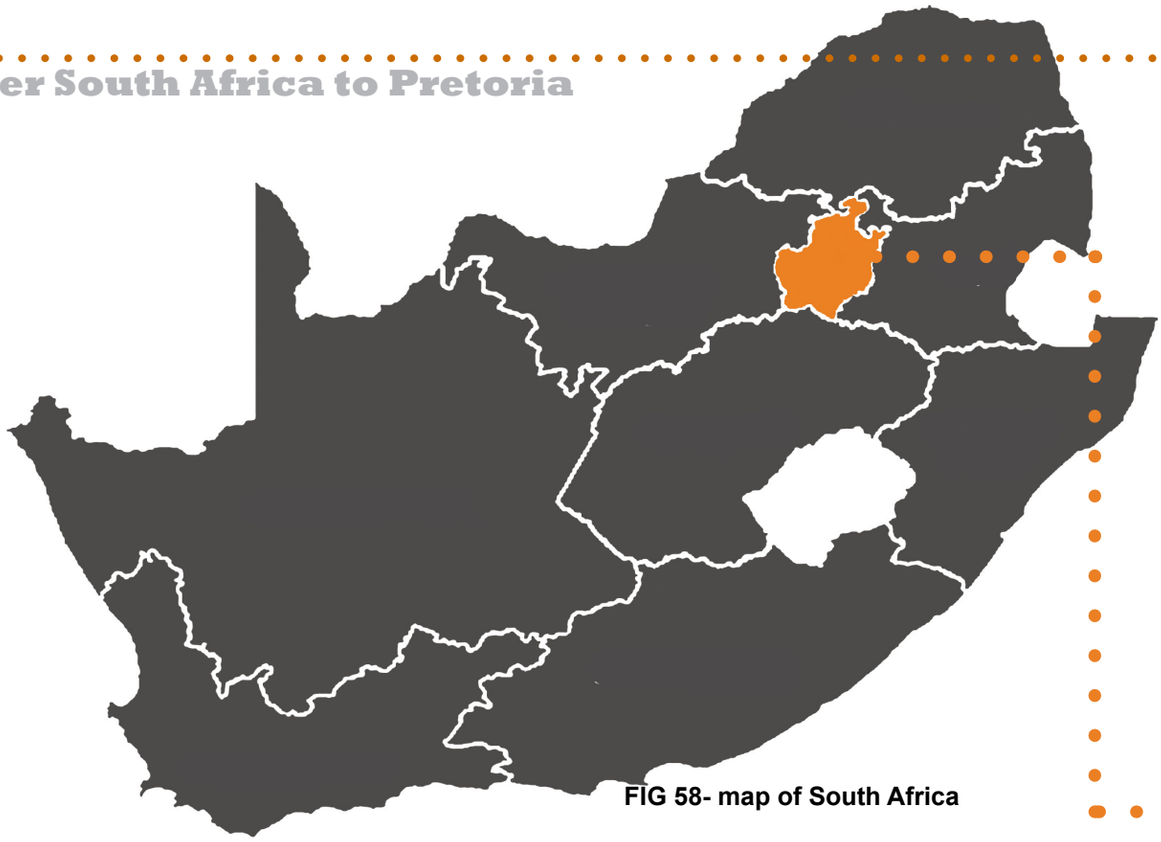


FIG 58- map of South Africa

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.

SITE LOCATION

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.

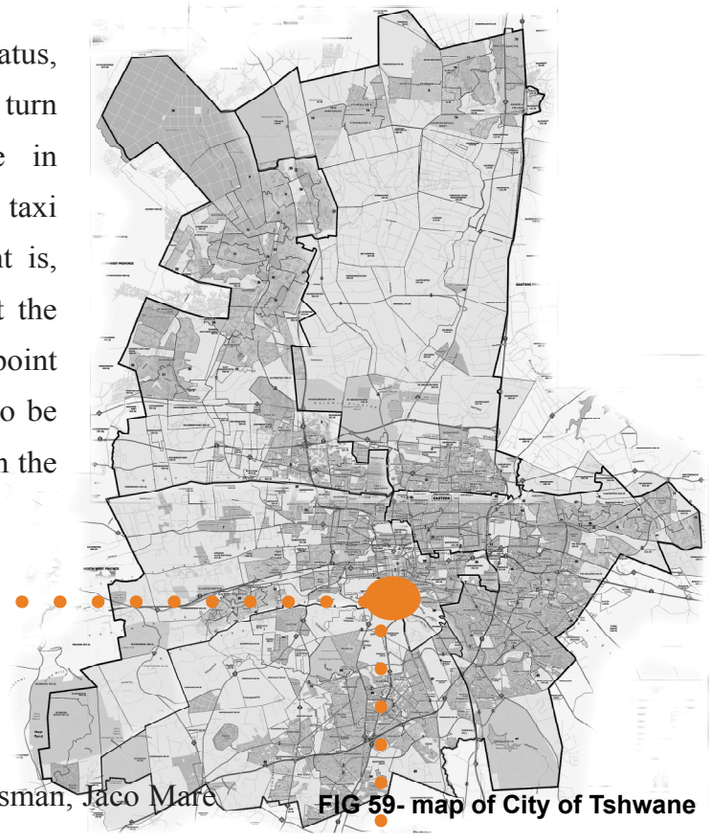


FIG 59- map of City of Tshwane

Site Address:

The site is located on the corner of Bosman, Jaco Mare and Scheiding Stree

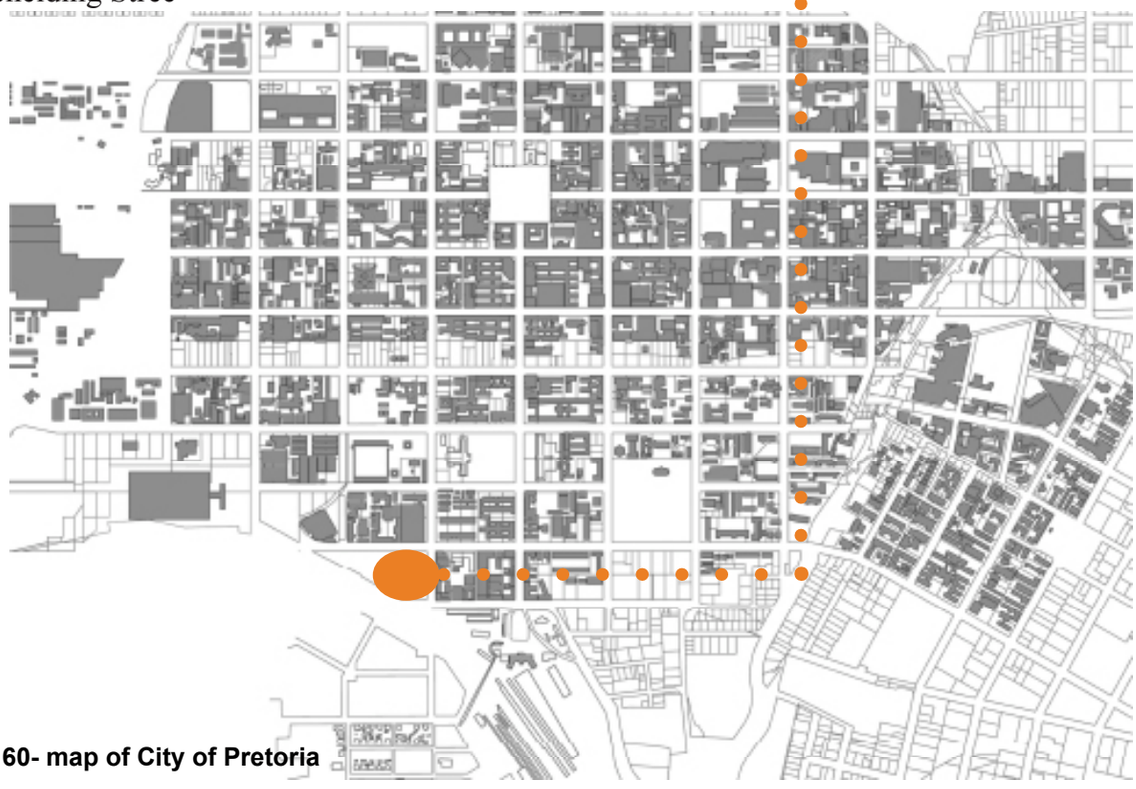
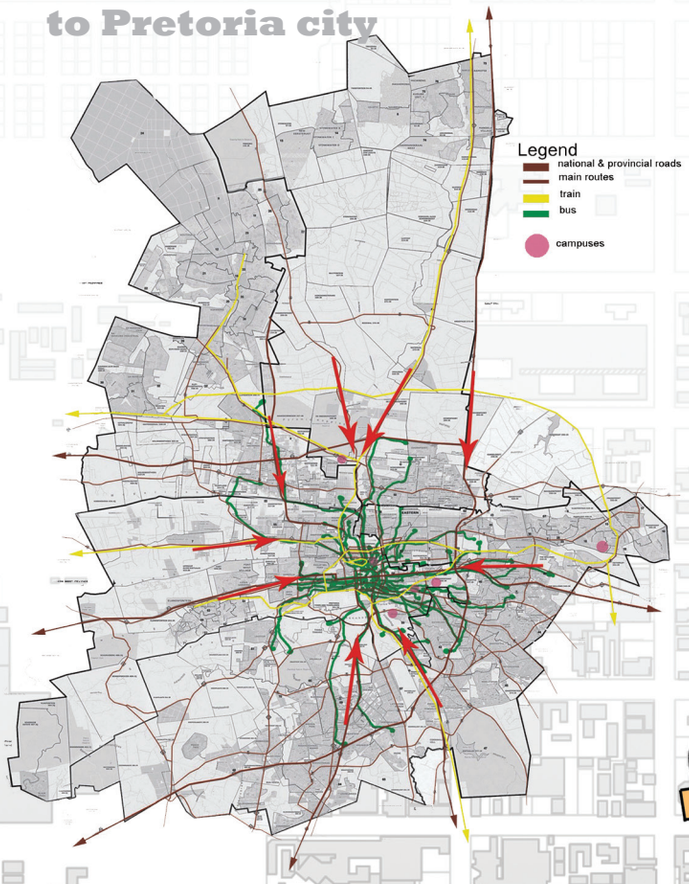


FIG 60- map of City of Pretoria

Tshwane metropolitan to Pretoria city



Public Transport and Primary Routes

FIG 61- map of City of Pretoria

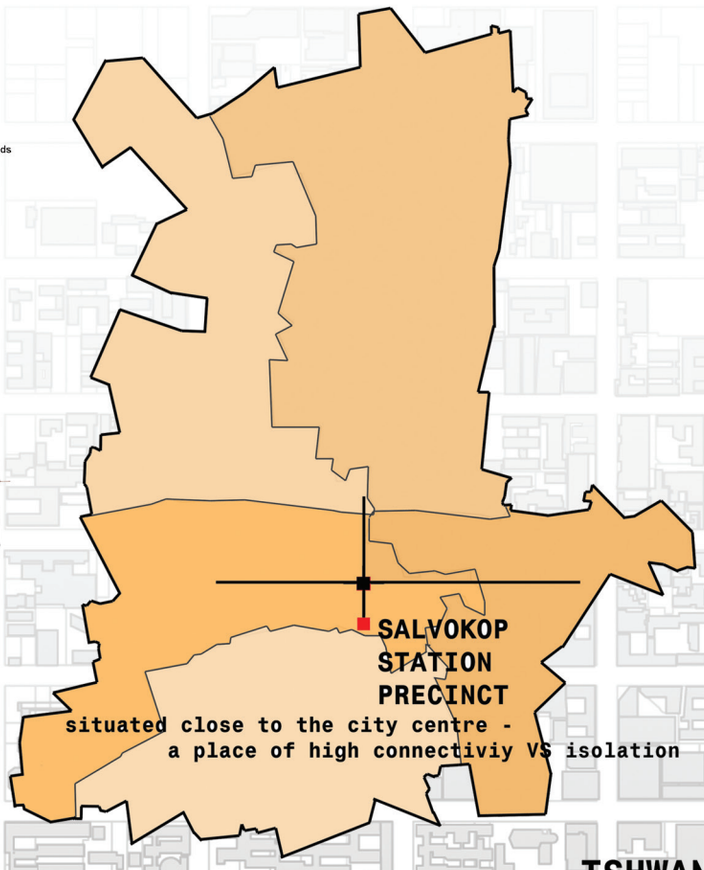


FIG 62- map of City of Pretoria

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.

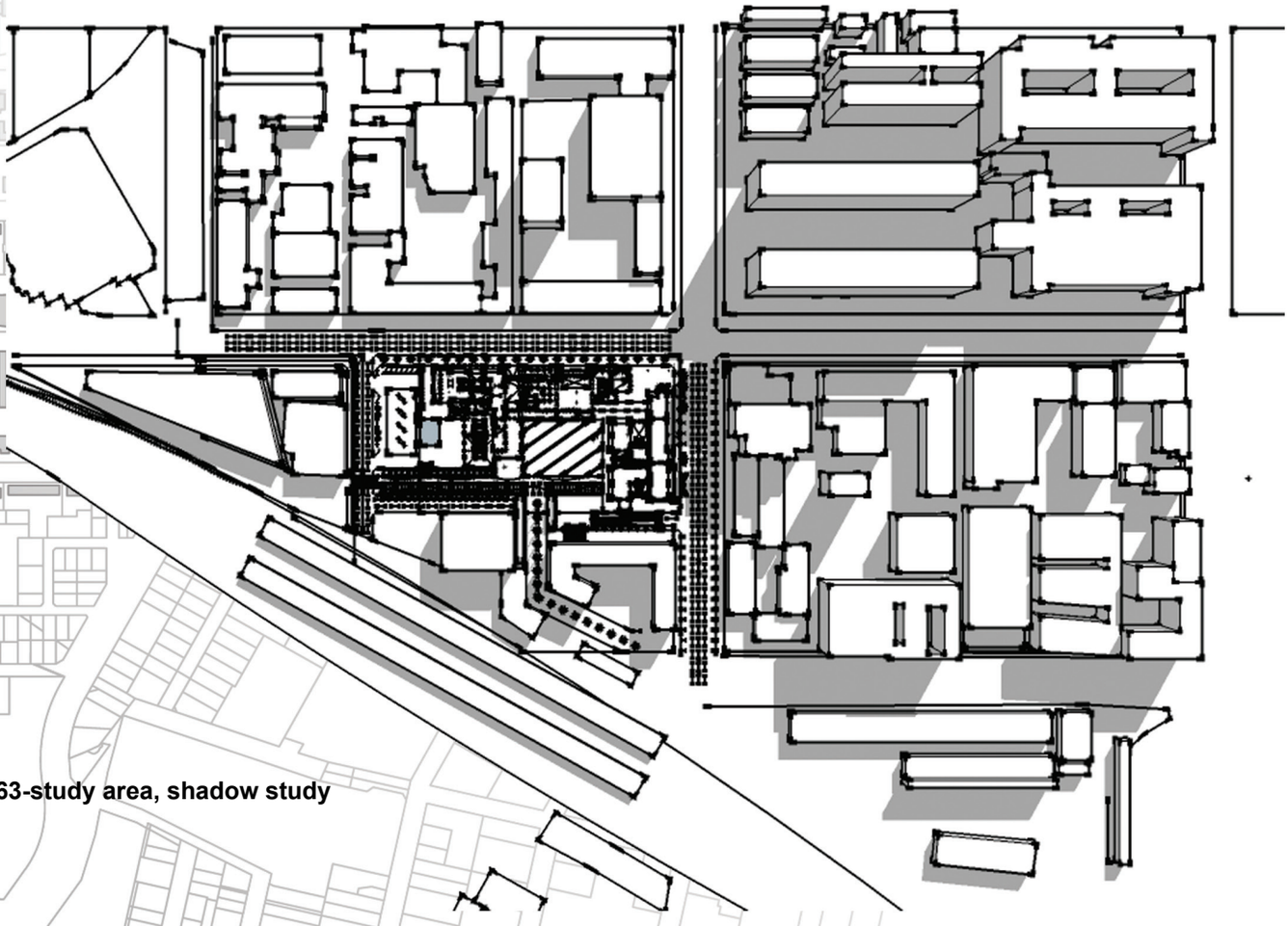


FIG 63-study area, shadow study

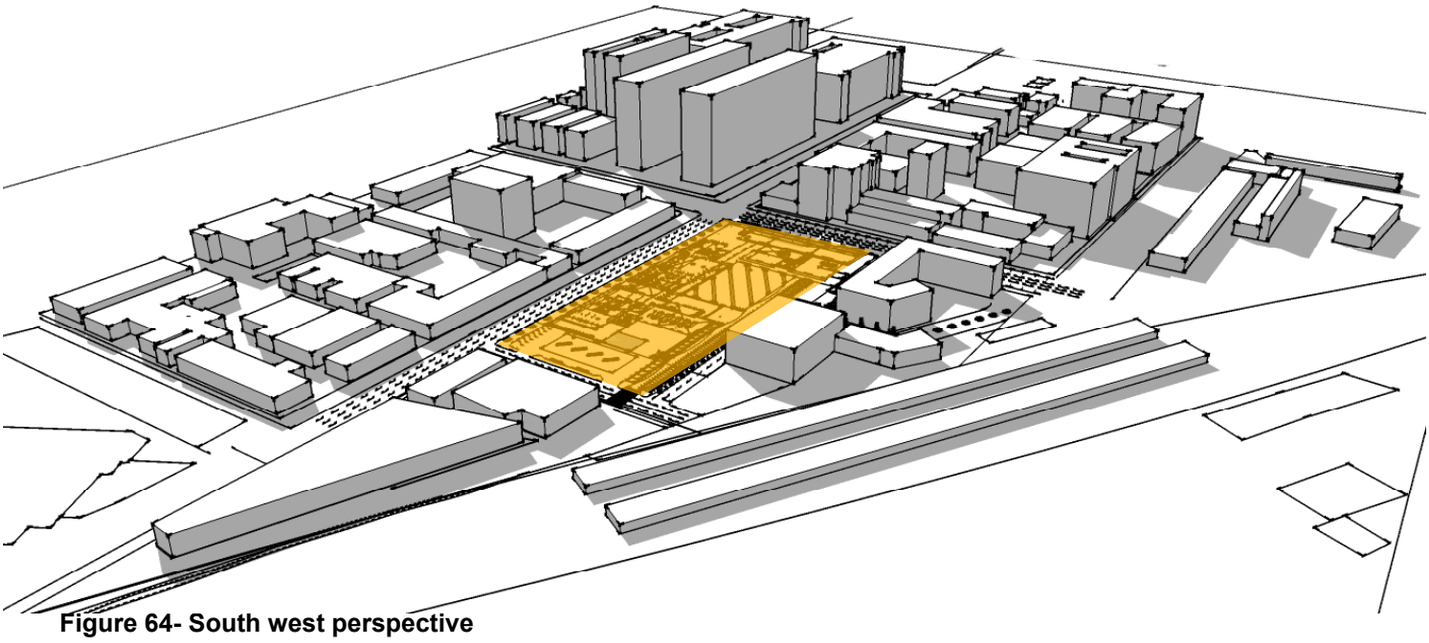


Figure 64- South west perspective

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.

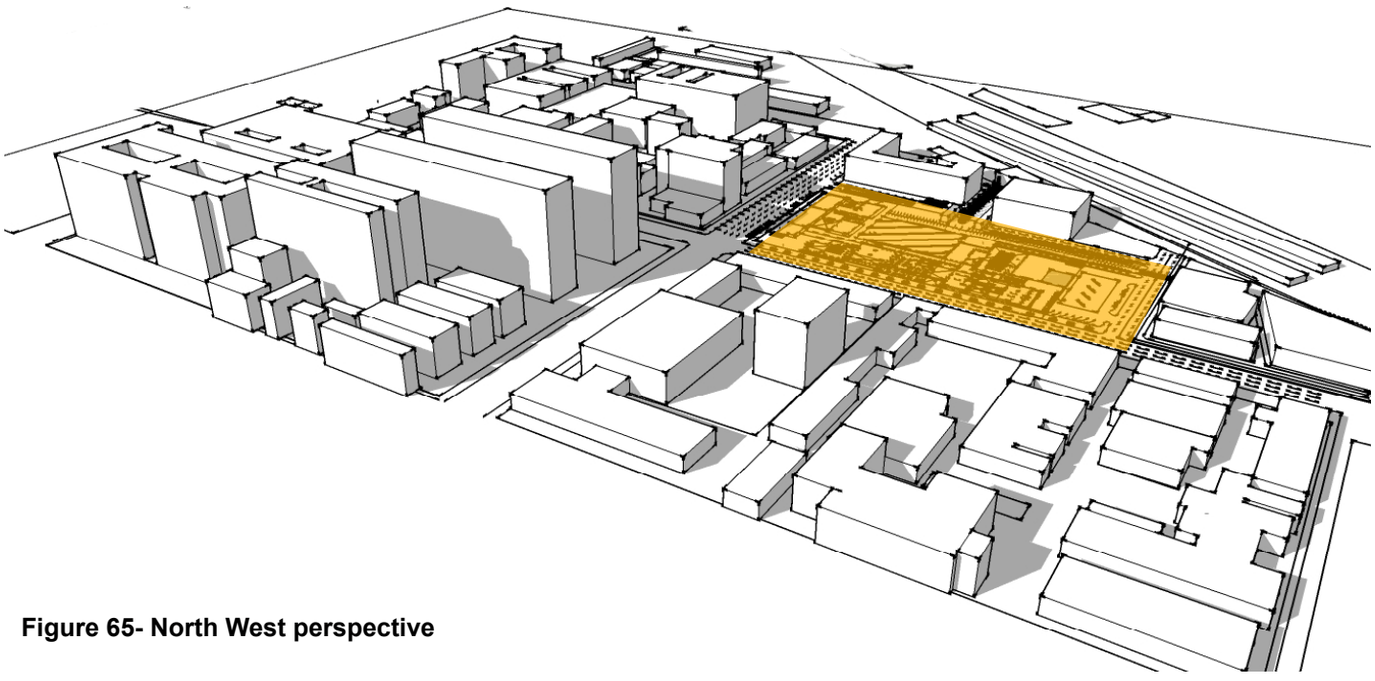


Figure 65- North West perspective

STUDY AREA

WEATHER CONDITIONS

Pretoria is located in the northern edge of the Gauteng province, approximately 1 370 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:

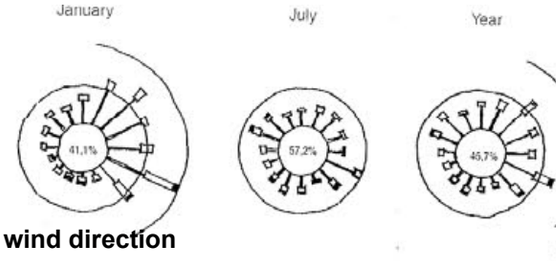


FIG 66- Annual wind direction

The predominant wind directions are as follows

Summer: East-North to East-South-Easterly

Winter: South Westerly

MONTH	TEMPERATURES		RAINFALL	
	Average daily maximum	Average daily minimum	Average monthly (mm)	Average number of days >= 1mm
January	29	18	136	14
February	28	17	75	11
March	27	16	82	10
April	24	12	51	7
May	22	8	13	3
June	19	5	7	1
July	20	5	3	1
August	22	8	6	2
September	26	12	22	3
October	27	14	71	9
November	27	16	98	12
December	28	17	110	15
Year	25	12	647	87

FIG 67- Annual rainfall patterns

City of Pretoria Transport nodes
Pedestrian and Vehicular movement

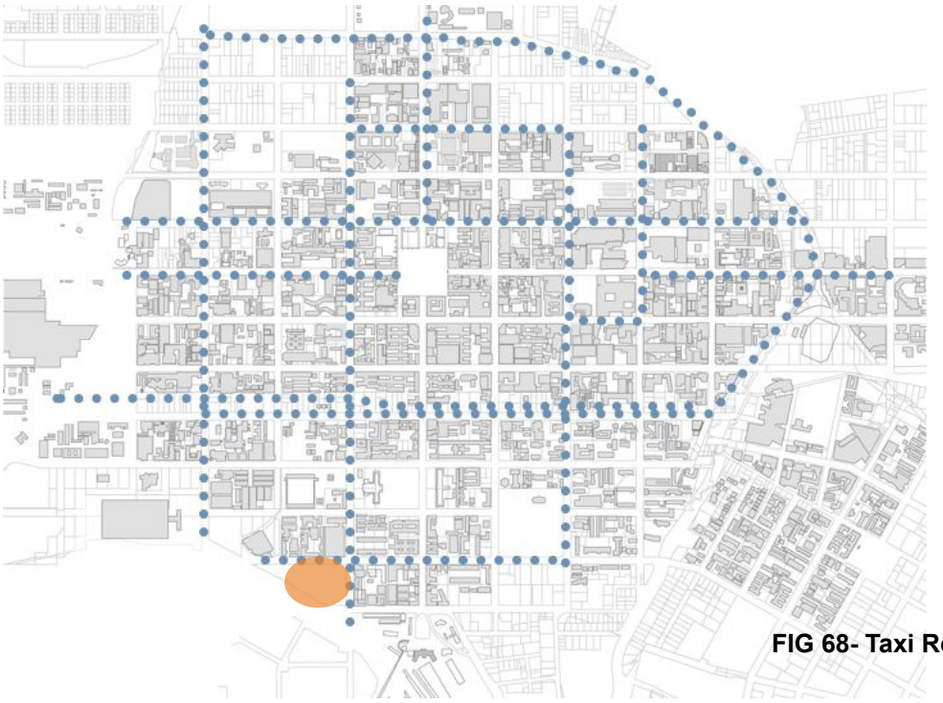


FIG 68- Taxi Routes through city

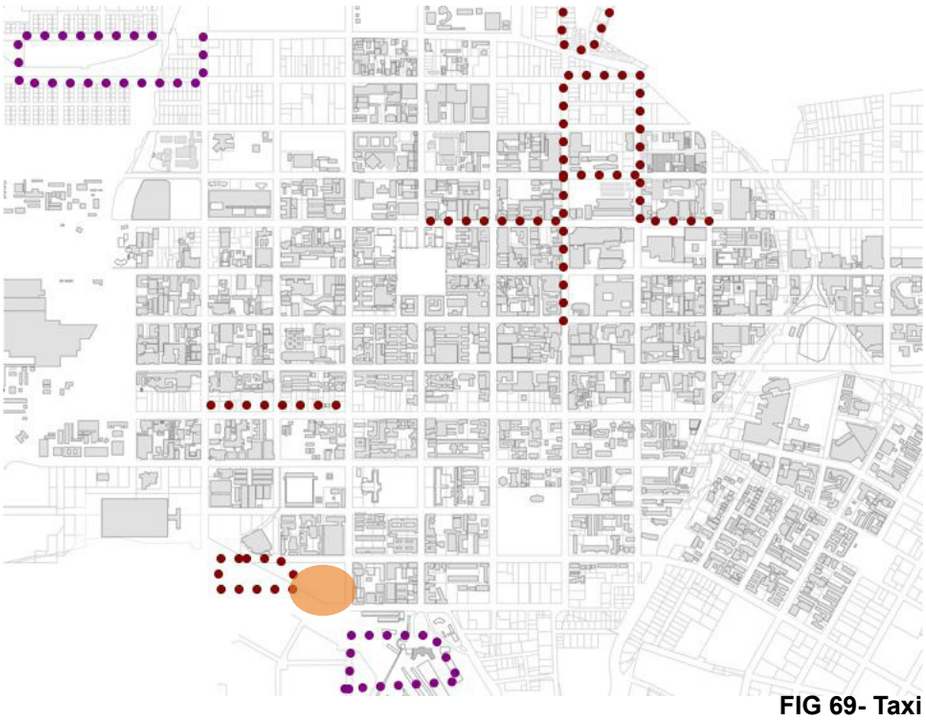


FIG 69- Taxi Ranks in city

CITY ANALYSIS

FIG 70- Pedestrian movement

FIG 71- Bus stops

Pretoria Station and Salvakop Link Framework

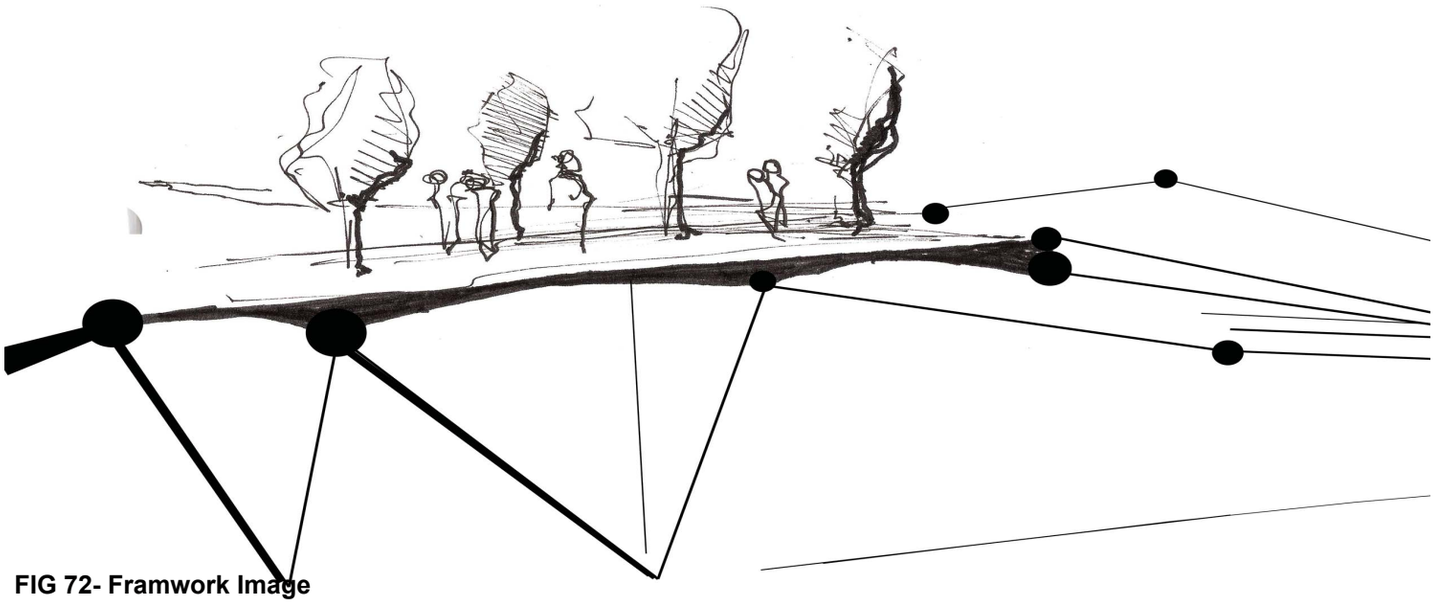


FIG 72- Framwork Image

Focus Area

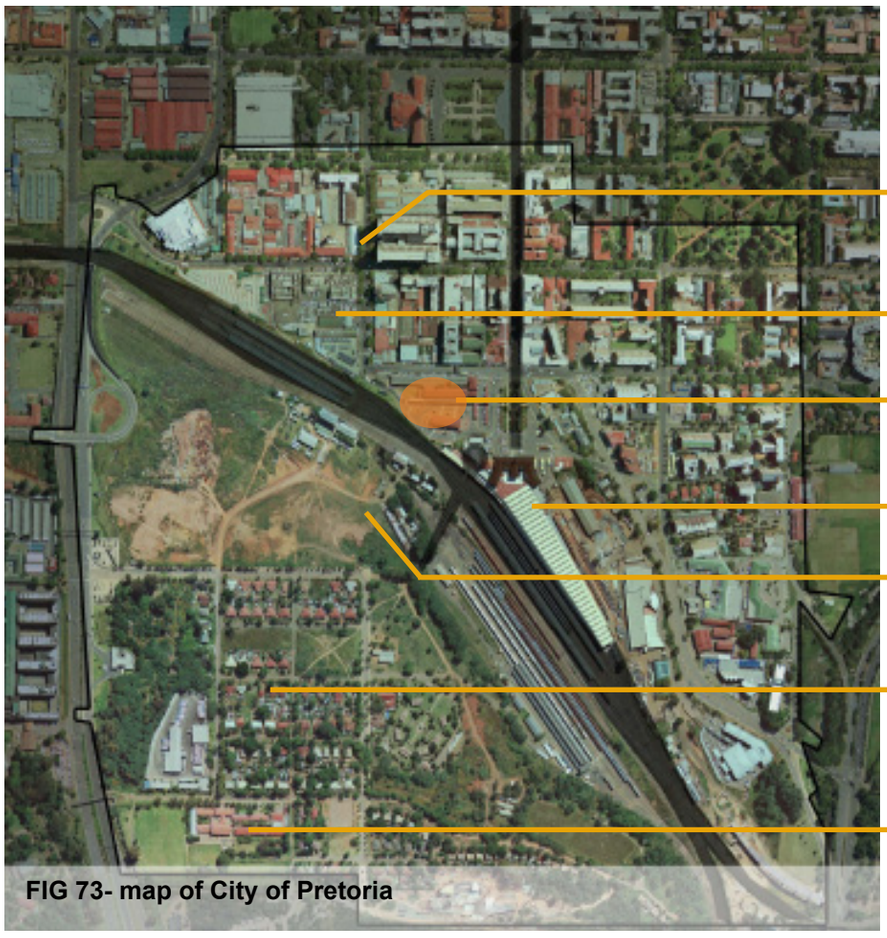
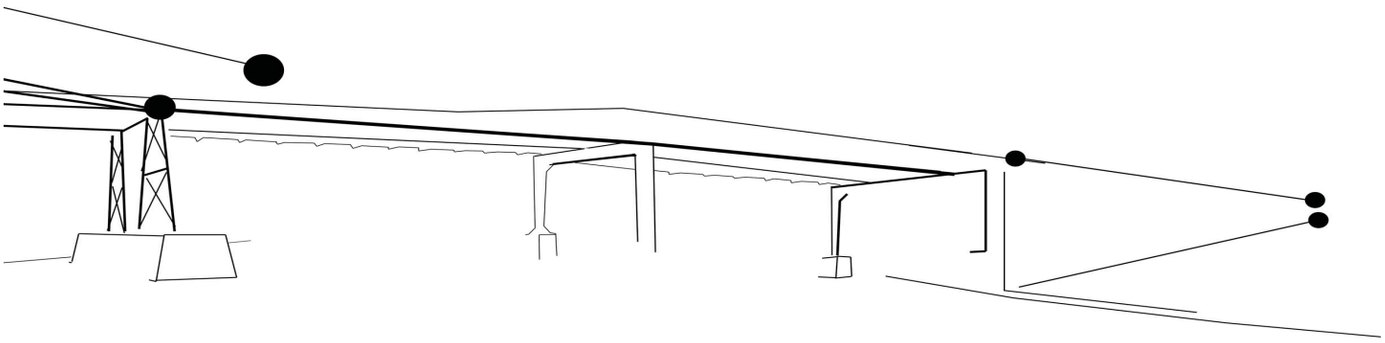


FIG 73- map of City of Pretoria

FRAMEWORK

LINK

framework linking Salvokop with the city



Functional Mapping

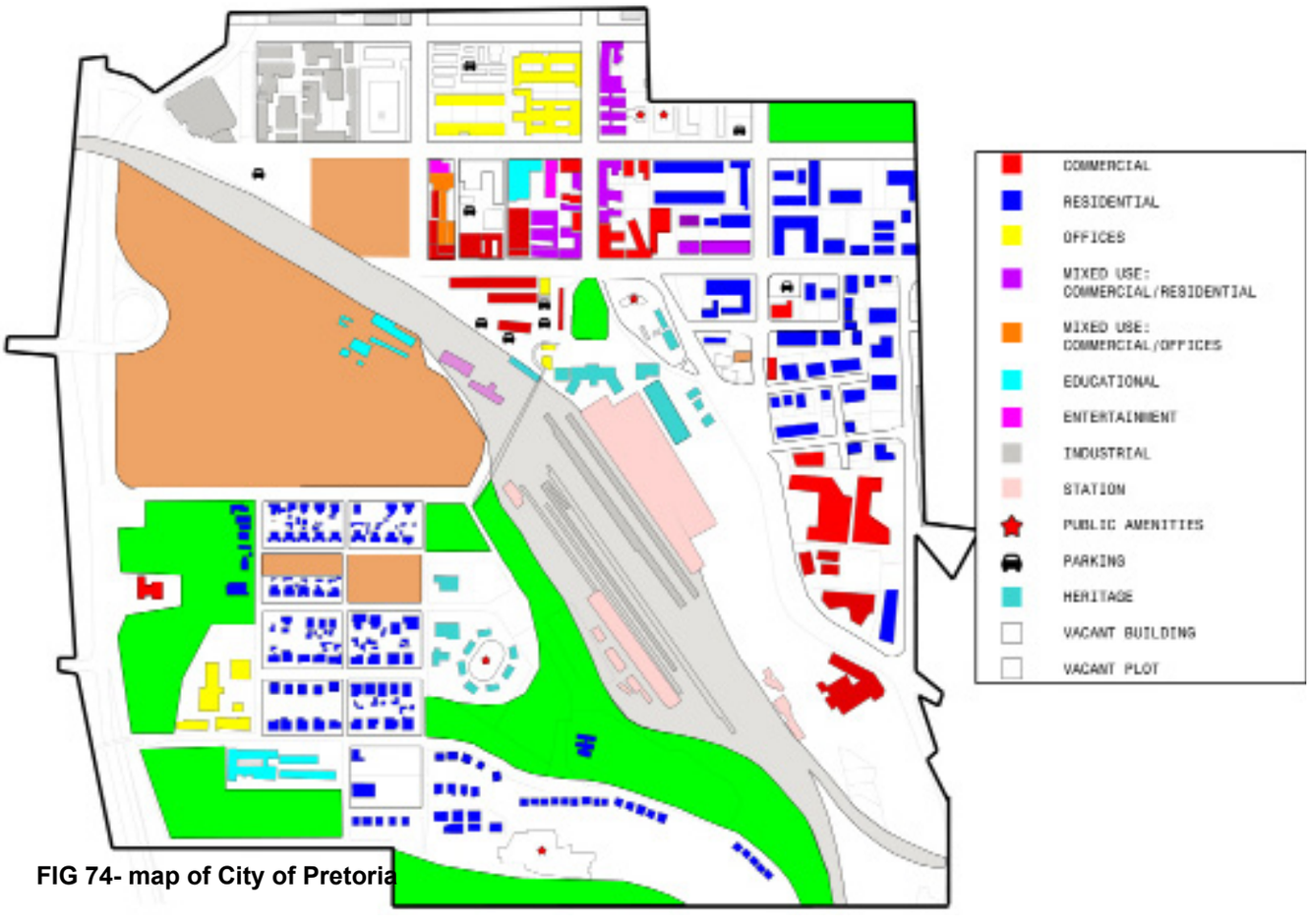


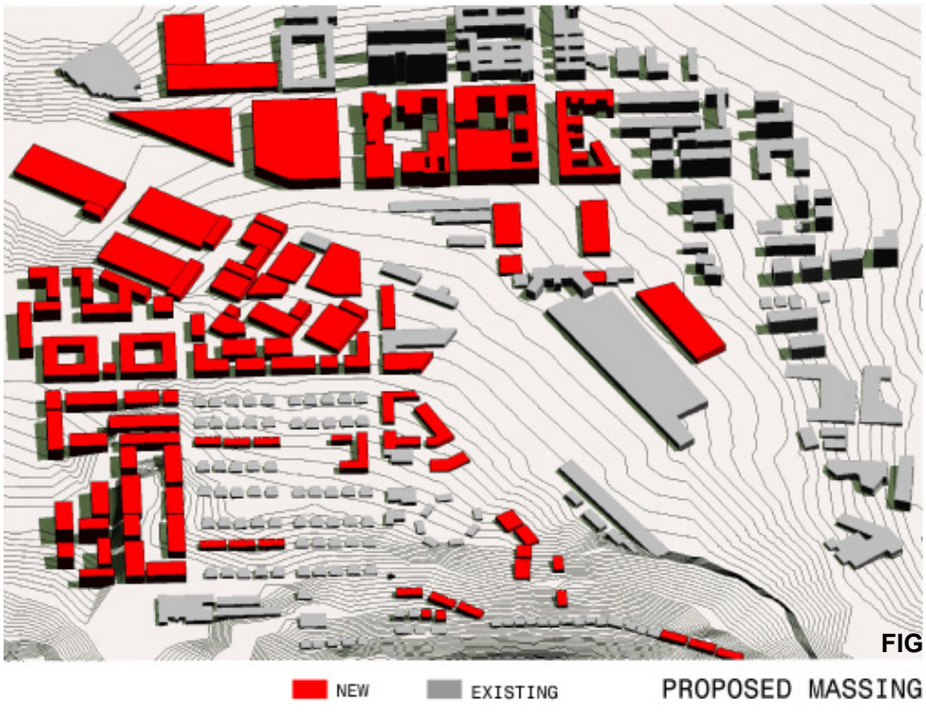
FIG 74- map of City of Pretoria

Green Edges

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

FIG 75- Framework, objectives

Massing



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

FIG 76- Framework, objectives

FRAMEWORK

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 gate way between town and Salvakop
- Address the backs of buildings

FIG 77-Framework, objectives

FIG 78- Panoramic View of site

FIG 79- Ariel View of Site

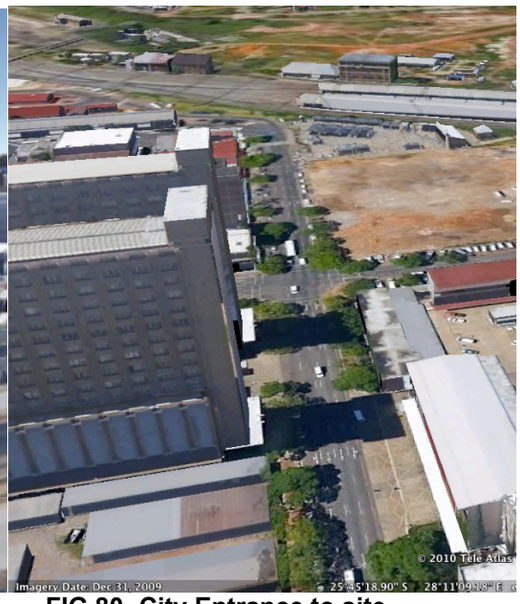


FIG 80- City Entrance to site

SITE IMAGES

FIG 81- Corner View of Site

COUNCIL PROVIDED SITE INFORMATION, & CLIMATICS

CONSOLIDATED TITLE DIAGRAM

SIDES metres		ANGLES	
AB	87,63	A	90.00.00
BC	110,56	B	90.41.30
CD	79,46	C	157.20.20
DE	152,82	D	174.52.00
EA	319,58	E	27.06.10

S.G.No. A
Approved
7279/89
for
SURVEYOR-GENERAL

ORD. No. 15/1988
Section 96
Certificate

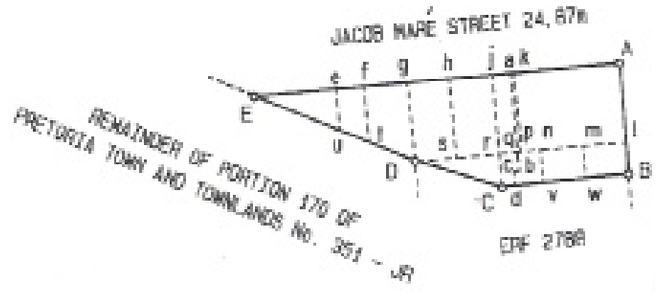
BEACONS REPLACED
D
.....
SR. No. 2162/88

DESCRIPTION OF BEACONS :

A . . . . . 12mm Iron peg
B . . . . . 12mm Iron peg in concrete
C . . . . . 15mm x 1,35m Iron peg in concrete block
D . . . . . 12mm Round iron peg

COMPONENTS :

1. The figure aABdcba represents Erf 2833.
   Vide Diagram S.G.No. A 1857/63. Deed of Transfer No. T 24599/1963.
2. The figure EabcdCDE represents Erf 2991.
   Vide Diagram S.G.No. A 2338/66. Deed of Transfer No. T 40762/1967.



SCALE : 1/5 000

The figure A B C D E A
represents 2,1748 hectares of land being

ERF 3366 in the township of
PRETORIA

and comprises components 1 and 2 as tabulated above

Province of Transvaal
Compiled in May 1989 by me

J L WILLIAMS
Land Surveyor

This diagram is annexed to No. T 13409/1990 d.d. i.f.o. Registrar of Deeds	The original diagrams are as tabulated above	File S.G.No. G.P. TP 637 Comp. JR-7A-4/81

EXAMINATION FEES PAID
for SURVEYOR-GENERAL

CITY OF TSHWANE
CITY PLANNING
2010 -05- 18
GEOMATICS
METROPOLITAN MUNICIPALITY

SURVEYSRAFIX - Tel. (012) 667-0150

FIG 82- Council site information

SITE INFO

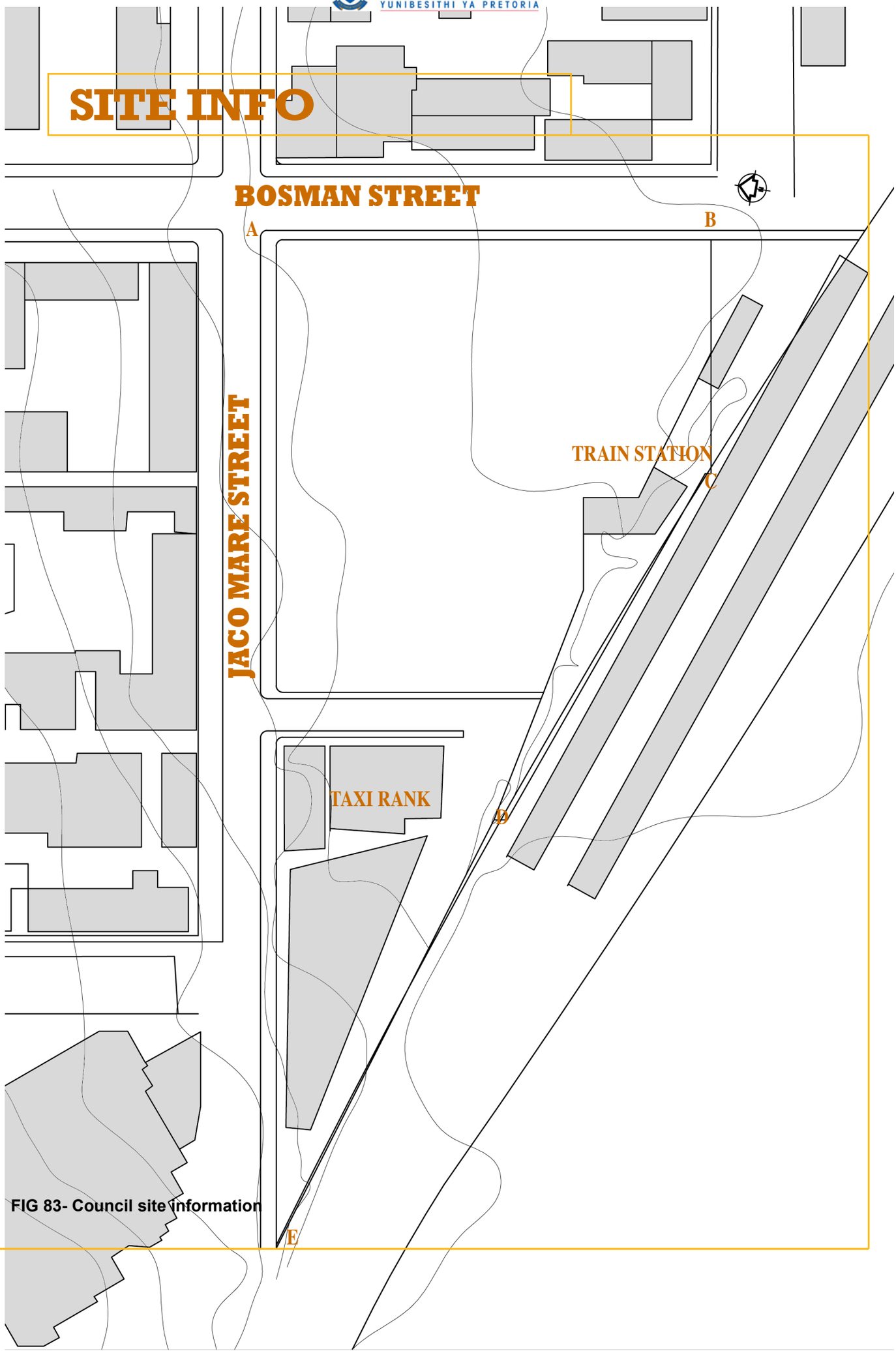


FIG 83- Council site information

Existing Conditions, and Proposed Additions based on analysis

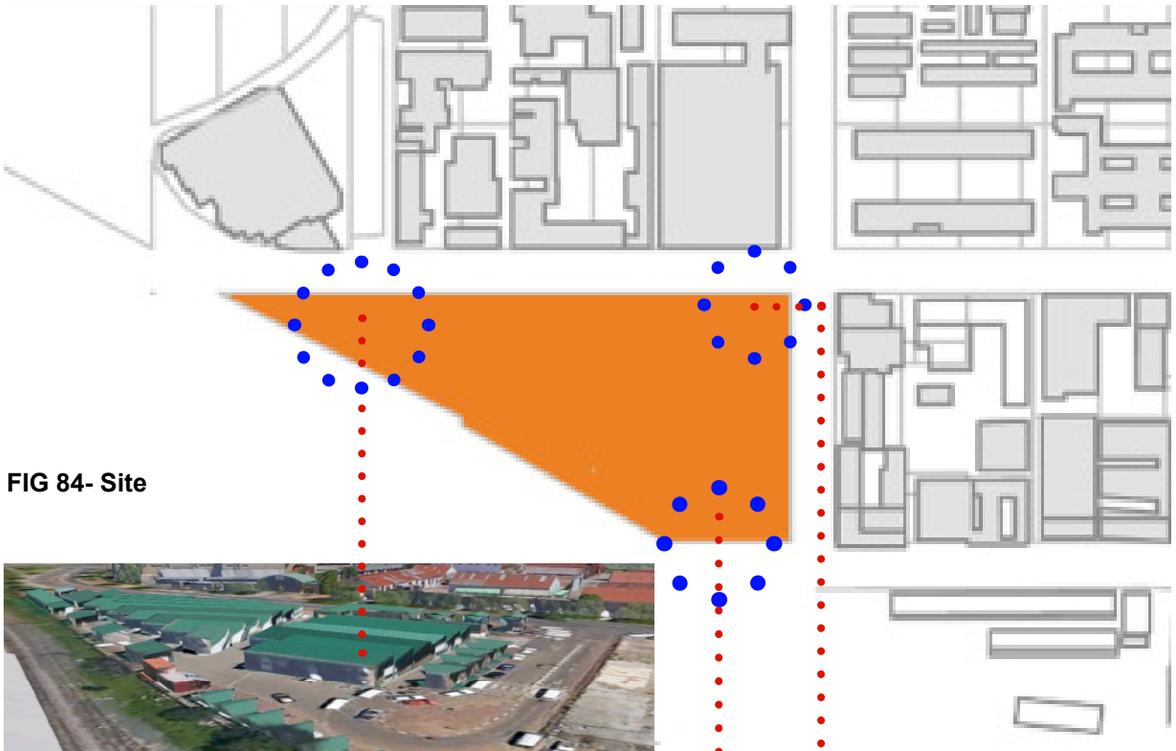


FIG 84- Site

FIG 85- Taxi Rank

FIG 86- Train Station entrance

FIG 87- Entrance to the City

The Site, has three prominant nodes, the first is the north corner, which is the first contact point for people comming 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, whic is the contact point for commuters who use taxis to come in and out of town

SITE ANALYSIS

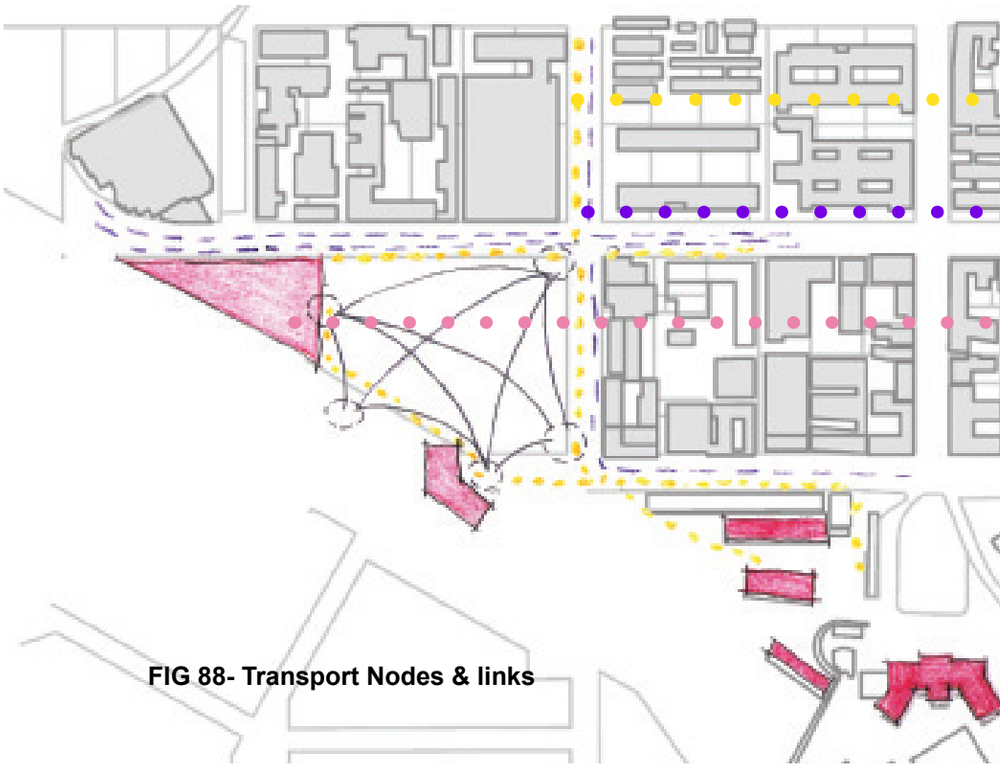


FIG 88- Transport Nodes & links

the images shows, 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

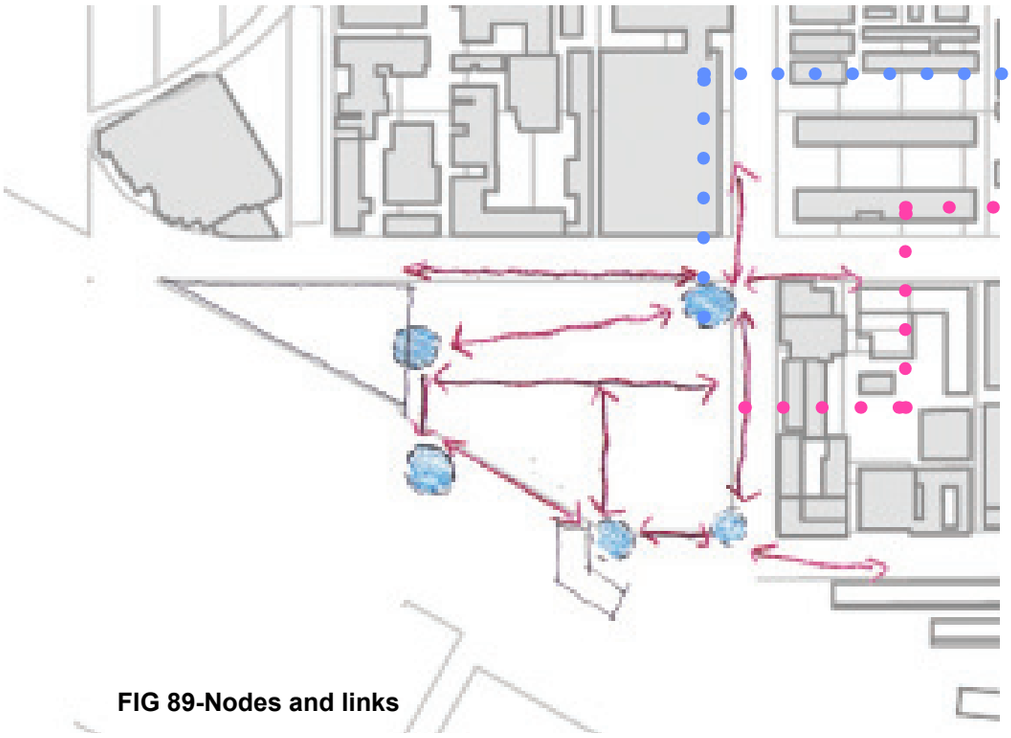


FIG 89-Nodes and links

the images shows, 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