

# 3 CONTEXT ANALYSIS

## 3.1 URBAN FRAMEWORK

### 3.1.1 METHODOLOGY

To explain the current vision of future development in Tshwane, more than twenty frameworks were reviewed in an initiative by the City of Tshwane and the National Department of Public Works. In support of existing planning schemes a new framework was compiled. The framework is limited to the future expansion of Tshwane's Inner City.

Structuring elements that influence the city fabric are open space (natural ridges, river edges, green open space) and movement (routes and public transport networks). The framework focused on these two structuring elements:

- Open space within a city
- Movement and public transport

### 3.1.2 INTRODUCTION

The proposed development framework focused on open space and movement so as to anticipate future city expansion. The framework's vision is aimed at creating a "World-class African city", for Tshwane's Central Business District.

In 2001 the National Cabinets finalised the decision that all national government offices will remain or be located within the Inner City

of Tshwane. This was followed by the National Department of Public Works' Re Kgabisa proposal, a planning scheme aimed at developing government owned buildings and property in the Inner City of Tshwane (Inner City SDF 2007:5).

The Re Kgabisa Framework focuses on the development of three major nodal points in the Tshwane Central Business District; the Union Buildings, Freedom Park and Church Square, establishing the Inner City as administrative capital embracing cultural identity (Re Kgabisa Tshwane 2005:33).

The framework allows for future development and maximises social exchange for people using the city. The framework discusses two aspects:

- Open space: natural elements linked through a system of networks.
- Movement & Public Transport: as important structuring element for urban growth.

The approach of the framework is based on the belief that the public urban environment plays an important role in the social and economic life of the City and its inhabitants. This framework sets out guidelines to serve as design principles for the public urban environment of the Tshwane Inner City.



**METROPOLITAN STRATEGY**

Pretoria is located in the northern part of Gauteng Province, approximately 50km north of Johannesburg. It is one of the country’s three capital cities, serving as the executive (administrative) and de facto national capital.

**LOCAL CONTEXT**

The Central Business District is located between two ridges of the Magaliesberg, Witwatersrand (north) and Salvokop (south). The development of Tshwane revolves around the Inner City and is fed by satellite district developments.

**NATURAL SETTING**

Inner City development revolves around church square. North-East expansion occurs towards Arcadia/Sunnyside (east), Marabastad and the industrial area (west). There are two main rivers, the Apies River (east) and Steenhovenspruit (west) that run through the city, forming historical borders.

**FIGURE 13** (top left)

Local Context.

**FIGURE 14** (top right)

Natural Setting.

### 3.1.3 STUDY AREA: SPATIAL FORM

The study area is the City of Tshwane Inner City. Rather than being a strictly defined area delineated along clear-cut cadastral boundaries, the Inner City is a loosely defined bowl-shaped area, which on its east-west axis stretches from the Union Buildings in the east to the Tshwane Showground in the west, and along its north-south axis stretches from Belle Ombre Station and the National Zoological Gardens in the north, to Pretoria Station and Salvokop in the south.

The growth of Tshwane was profoundly influenced by such geographical markers as the east-west mountain ranges (Pyramid Koppies, Magaliesberg, Witwatersberg and a whole range of smaller hills to the south), the Apies River and the Pretoria fountains to the south. The most dominant of markers is the Magaliesberg range that stretches from Rustenburg in the west, up to Mamelodi in the east. Over a distance of more than one hundred and thirty kilometers, this mountain range has a number of natural access points, a few of which are regarded as key gateways to the City (such as the Fountains Valley and Wonderboom Poort gateways).

These natural landmarks aid in developing an open-space network for Tshwane as well, which is regarded as the most important structuring element in the City and has a decisive influence on where development can take place and where it cannot. Rivers, mountains, protected areas, dams, nature reserves, wetlands and so forth are all regions that are excluded from areas with development potential, so as to protect the ecological integrity and sustainability of the metropolitan area. These areas have formed physical barriers in the city around which development must arrange itself. This often hampers accessibility and movement in the city, yet adds conversely to the quality of living environment that the city can offer.

### 3.1.4 DESIGN GUIDELINES

#### 3.1.4.1 OPEN SPACE

The main structuring element of the city is open space. This constitutes natural ridges, river edges, parks, sport grounds, and predominantly green open spaces. The proposed urban framework focuses on these spaces, and they have guided the major proposals.

Tshwane's Inner City is located between two ridges, the framework looked at conserving the natural element/ridges through a network system of open space. The network will shape the character of future growth.

The following "nodes" and "ways" are the major structuring elements within the city:

#### GREEN ways

These are areas of natural green open space, protected due to ecological diversity:

The first and highest level of structure in the city, Tshwane's natural ridges, shape the predominant character of the city.

Activities in this area focus on ecological research, education, conservation of biodiversity, eco-tourism, trails and guided walks.

Privately owned ridges must be conserved in accordance with the Gauteng Department of Agriculture's Conservation and Environmental Policy on Ridges, 2004.

#### GREEN nodes

These are destinations with a predominant green/open character. Irreplaceable and unique assets in the city, such as the Pretoria Zoo as a destination within the Inner City, add value, character and significance to the area:

Ecological Structuring Elements focus highly on protecting fauna and flora within the city.

They can be characterised as natural or man-made.

Man-made nodes must be well maintained and provide activities that focus on ecological research, education, conservation of biodiversity, ecotourism, trails and guided walks.

#### YELLOW nodes

This is the second layer of open space within a city. It should be linked to the Structural Elements of the open-space network.

They are characterised as Artificial city-scapes, Hard surface or Soft landscaping e.g. parks, schools or recreational facilities:

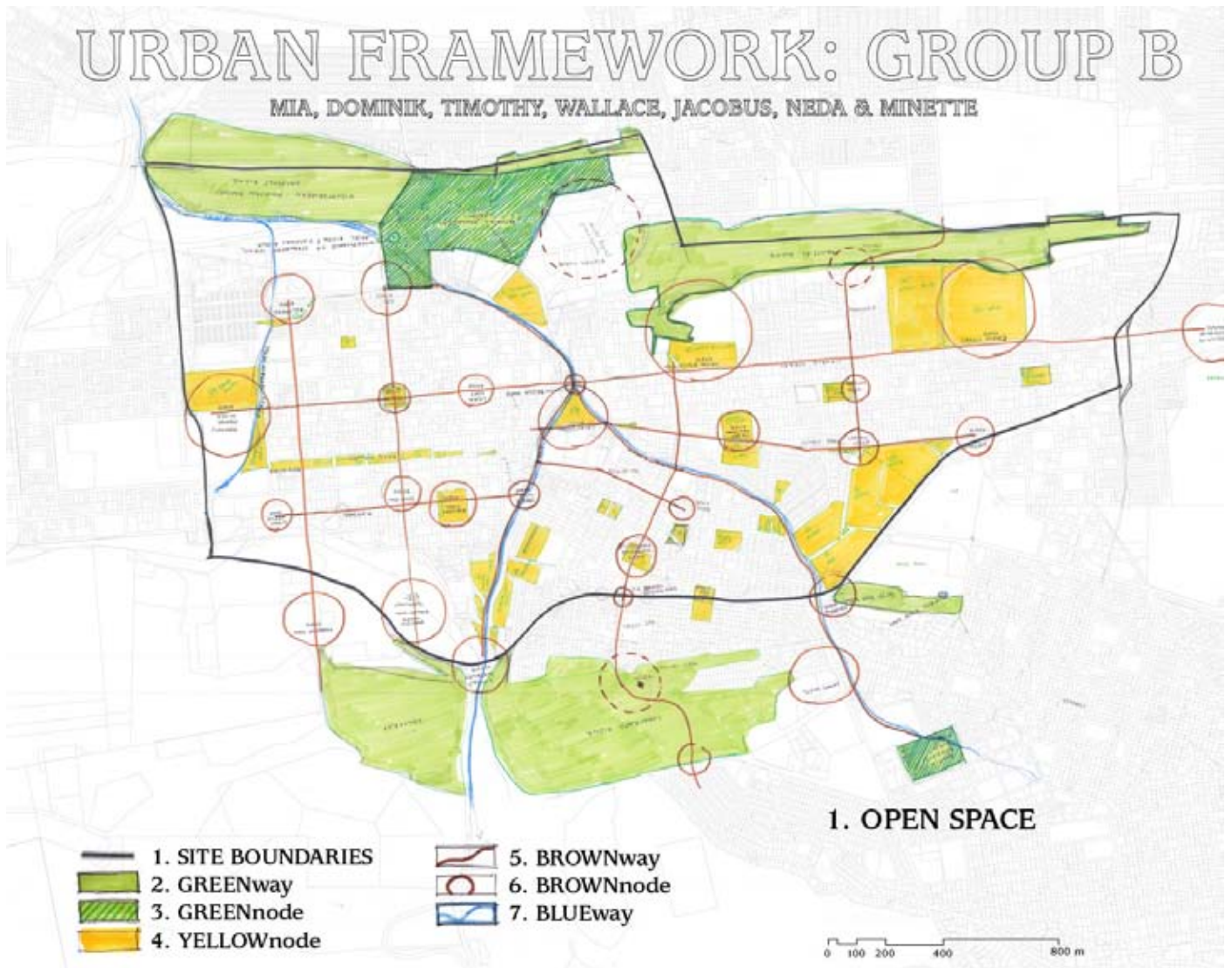


FIGURE 15

Open space.

### *Hard surface*

Hard urban spaces, or squares, should facilitate social interaction. Buildings must accommodate activities and openings linking onto these spaces. Space must be well detailed with urban design elements such as street furniture, setbacks, and decorative trees, and should provide robust and multi-functional elements.

### *Hard surface - Squares*

The development of existing and new squares within the city's cores must be actively promoted. These are significant place-making destinations. Commissioning and installation of public art in these areas are essential.

### *Cultural Historical Site or Destination*

These areas are irreplaceable socio-economic reflections of "historical events" and must be protected at all times, and integrated within the framework. They are actively managed and conserved within the framework.

### *Soft landscaping - Recreational park*

This implies the development of multifunctional regional recreational nodes, relating to neighbourhood needs.

### *Soft landscaping - Sports facility*

The continued existence of already-existing sport clubs and the development of new clubs and facilities within the northern extents of Tshwane must be facilitated.

### *BROWN ways*

BROWN ways are corridors, linkages and/or activity streets, aimed at connecting the GREEN ways (Open Green Space) in the city. They are characterised as linear elements that aim to enhance the spatial character of the city:

### *Cultivated areas*

These areas are characterised by human intervention in terms of formal and informal landscaping elements. Tree planting is the main spatial definition element and support the ecological functioning of the city's open space network.

Pedestrian movement in these areas is encouraged through the provision of well-developed walkways and site furniture (benches, litterbins, etc).

### *Built-up areas*

These areas are characterised and lined by intense activity-generating and typically non-residential land uses, formalised road reserves, street furniture and formal landscaping. Trees define edges of the space together with buildings.

### *BROWN nodes*

Destinations that occur along BROWN ways strengthen and connect all open space within the city. For example, Pretoria station as a BROWN node enhances the spatial character of the Paul Kruger BROWN way and links the open space of the GREEN ways between the northern and southern ridges of Salvokop and the Witwatersrand mountain range.

BROWN nodes range from gateways, to intersections, to monuments. It is important to classify the node in order to use the appropriate guidelines set out.

BROWN nodes are integral and important components to the socio-economic well-being of the city and play a vital role in supplementing ecological functioning of the framework.

Public art should be actively implemented within Brown nodes.

### *Gateways*

Development at gateways must be of landmark quality. New gateways must be developed on important entrance routes to the city in order to announce the visitor's/tourist's arrival and to improve

the legibility of the city.

BLUE ways

BLUE ways are natural waterways.

These include natural, cultivated and built-up watercourses. They are important Ecological Structuring Elements within the framework and must be conserved.

Storm water management and design solutions must be based on ecologically sound principles (water retention, detention, infiltration, quality, re-cycling) complementary to functional and safety aspects.

The canalisation, transformation and exotic cultivation of water courses can no longer be allowed.

Urban agriculture within watercourses should not be supported within the defined 1:100 year flood line area.

The amendment of the 1:50 year flood line by infilling will not be supported due to the resulting cumulative negative impacts on rivulet and riparian systems.

No development will be allowed within the 1:50 year flood line.

#### 3.1.4.2 MOVEMENT

Movement is discussed as an important structuring element.

##### *Gautrain*

The Gautrain has become one of the main modal structural elements in Gauteng. Public transport is a problematic area in South Africa, and the Gautrain is a major initiative aimed at linking the larger cities in Gauteng. Gautrain Pretoria Station will bring urban revitalisation encouraging business, tourism and residential growth. Existing land uses must be improved and pedestrian links created to ensure safe passage for commuters.

It is anticipated that around 55,000 commuters will make use of the Pretoria Gauteng Station alone ([www.gautrain.co.za](http://www.gautrain.co.za)).

The Gautrain Stations must be able to sustain this large capacity of people moving between cities and stations. Thus appropriate design considerations are applicable, including active edges, spill-out space, information centres, legibility, and safety measures.

##### *Metrorail*

The Metrorail is the existing mode of public transport in and around the city. Pretoria Station is the main Metrorail station within the City of Pretoria. Metrorail transports up to two million passengers daily in the following operational areas: Gauteng, Western Cape, Kwazulu-Natal and the Eastern Cape.

Design of Metrorail stations must provide adequately-sized platforms that can accommodate the movement of people departing and arriving at the station.

##### *Main routes*

These are the major thoroughways within the city. They create a network of main roads within the CBD linking districts within Pretoria.

##### *Red ways*

Red ways include different types of movement arteries, the most important being corridors, linkages, activity streets and collector roads. These are elements that connect points of interest.

They give hierarchy in the legibility and experience of the city. Red ways form networks that allow for both vehicular and pedestrian movement. There is potential for commercial activity and socio-economic interaction in these areas.

The character of red ways is cultivated through human intervention in terms of formal or informal activities and landscaping elements. Tree planting is the main spatial-defining element used to define the different routes in terms of scale, hierarchy and districts.

##### *Ceremonial boulevards*

Visual and physical links between other higher-order city structuring elements, such as important functional nodes and the public urban are known as ceremonial boulevards.

Church Street and Paul Kruger Street (*cardo decumanus*) as ceremonial boulevards link symbolic nodes (Church Square, City Hall, the Union Buildings, Lion's Bridge etc.) and informal and formal recreational open spaces (Burger's Park, Church Square, Caledonian Sports Grounds, Sammy Marks Square).

The historic value of Paul Kruger and Church Street contributes towards experiencing the city, place-making and supporting the image of a capital city.

The ceremonial boulevards are lined by intense activity generating land uses and should contain highly formalised road reserves, street furniture and formal planting. Double rows of significant trees define the edges of ceremonial boulevards together with buildings.

*Note on guidelines:* These guidelines are adapted from the Housing, City Planning and Environmental Management Department (City Planning Division :2007).

In order to enhance the legibility of the city or to create a sense of place, spatial-development frameworks may propose certain themes for different boulevards and civic squares.

#### *Layout*

All roads must have a walkway on each side to a minimum size of 1.3 meters wide. Walkways and other pedestrian areas should be separated from driveways and other vehicular areas by means of landscaped strips or other landscaping features for aesthetic, climatic and safety reasons.

#### *Landscaping*

All unpaved or non-tarred surfaces must be appropriately landscaped or at least be planted with low-maintenance ground covers. Central parts of bigger traffic circles must be landscaped, unless they are designed as civic squares, markets or other types of squares. Through appropriate landscape design, trees and other plants must be used along roads through residential and other sensitive areas to act as a buffer against noise.

#### *Lighting*

The lighting of roads and traffic circles must primarily be lighting that is appropriate for vehicular traffic, but pedestrian areas must also be well lit.

#### *Public furniture*

Centres of traffic circles are suitable for the placing of various types of landmarks and decorative or symbolic features. The provision of appropriate noise barriers along very busy roads through residential and other sensitive areas must be considered. Depending on the circumstances, these can be in the form of solid walls (always combined with vegetation to soften the visual impact), wooden or glass panels, specially designed devices, vegetation, etc.

#### *Destinations and points of interests*

Points of interest along proposed public transport routes link several important destinations. In determining these places, cognisance was taken of tourism within Pretoria, and it was taken into account that the public connectivity routes could play a very important role for tourism in the city. The following attractions and destinations are important places along and around public transportation routes and, hence, appropriate linkages are to be created to facilitate access and connectivity:

- The proposed Salvokop Village and Freedom Park, where Salvokop will be developed as a high density residential and mixed-use neighbourhood, and Freedom Park is to be developed as a major tourist attraction to celebrate the freedom struggles of the past;
- The Voortrekker Monument;
- UNISA;
- The Museum Precinct, which includes City Hall, the Transvaal Museum and other museums in Visagie Street;
- Church Square;
- National Zoological Gardens and the National Cultural History Museum;
- The Union Buildings;
- Nelson Mandela Development Corridor and the Department of Trade and Industry development;
- The Caledonian Sports Grounds; and
- Loftus

Two categories are dealt with: historic (which is more tourist orientated e.g. Union Buildings) and local places (places where locals frequent but not exclusively e.g. Loftus Sports Stadium). These destinations and places of interest vary, but general guidelines can be set to ensure a general intention:

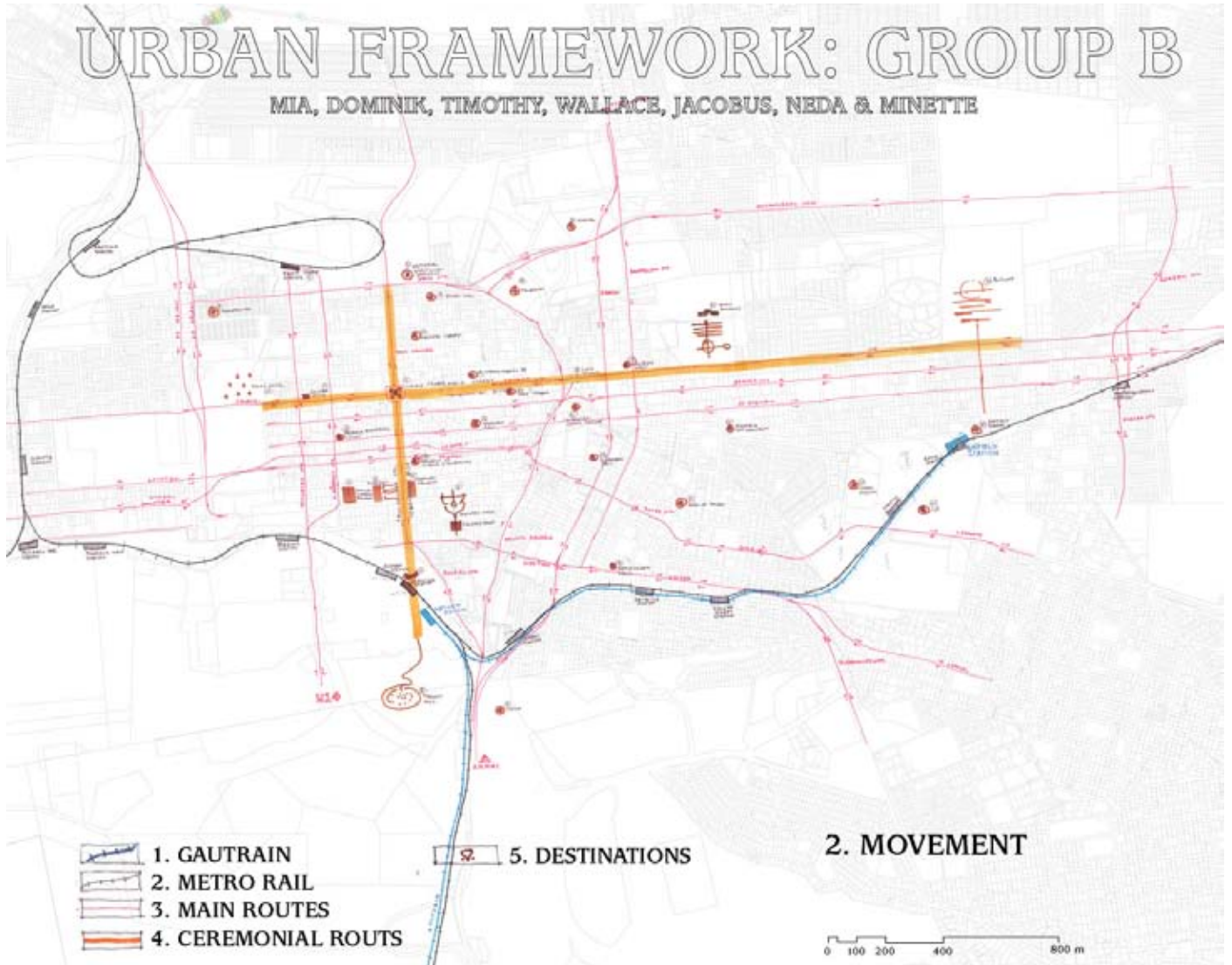


FIGURE 16

*Movement.*



Interventions must enhance the character of the area. Sufficient, appropriately designed and conveniently placed public amenities, utilities and facilities must be ensured. Vehicular movement, parking, public transport, walking, strolling, gathering and recreation must be considered in designs. Buildings must actively contribute to the spatial definition of hard urban spaces and to their attractiveness, to the street front, and to the surrounding buildings. Landscaping of the property must be appropriate to the public and communal spaces that will contribute to the quality of the site. Appropriate plants and trees must be used according to the site and place.

#### *Heritage guidelines in buildings*

The following guidelines are adapted from the document, ‘Former TAFE Site Urban Design Guidelines’, published in August 2006.

A building must be classified as a heritage building in terms of laws, acts and registration under SAHRA.

The building is to be retained and adaptively re-used as part of any new development.

A comprehensive Conservation Management plan should be prepared and should guide the adaptive re-use of the building and the design of its landscape and setting.

Guidelines pertaining to SAHRA must be adhered to.

Uses and the treatment of the building should be compatible with its conservation value and celebrate its history as a significant part of the development.

Any extensions or additions to the building should be designed to complement its style, form, proportions, colours and the overall heritage context of the setting.

Development applications affecting or adjacent to this heritage item must be supported by a Heritage Impact Assessment report.

Restoration of the building should be carried out in accordance with the Conservation Management Plan and overseen by a qualified and respected Heritage Architect.

#### 3.1.3.3 PUBLIC TRANSPORT

The Proposed Bus Rapid Transport (BRT) routes and stations are the main concern in discussing public transport. An alternative route for the blue line was proposed along Park Street, to allow for more adequate growth to occur. The line initially corresponded to the Gautrain route which allows limited growth area as it is restricted to one side because it borders Lucas Rand Ridge.

#### 3.1.4.4 DISTRICTS

In all cases, it is important to retain the existing character of the district.

##### *Residential low density*

“Urban” small village character of the centre should be respected and enhanced so as to retain existing character of the district.

Greater height is to be located close to Main Road only in the locations shown on the diagrams.

Taller buildings should be oriented north-south so that the buildings present a narrower frontage to the views from north.

All taller building form should be designed to reduce visible bulk.

Height reduction must provide a transition in scale to the adjoining existing development.

Taller forms should be set back from the street frontage to preserve the existing scale, and relationship to the street.

##### *Residential high density*

Active frontages are to be provided to all street edges and to all frontages depending on the zoning.

The visibility, functionality and safety of building entrances must be optimised by orienting the entries towards the public street and by providing clear lines of sight from the entrances, foyers and lift doors. Apartment buildings are to be designed to provide passive surveillance to all public domains including streets, lanes and communal public spaces.

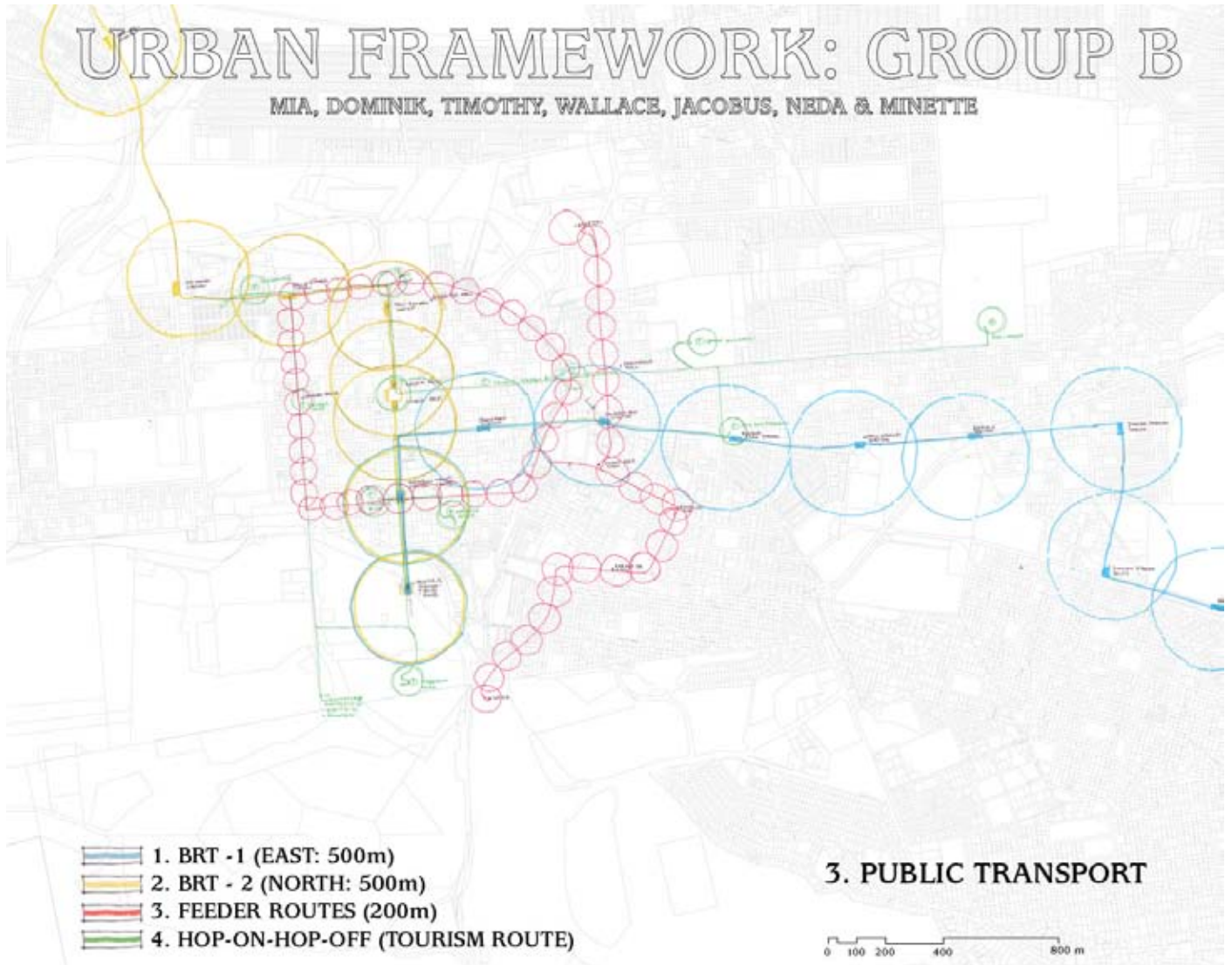


FIGURE 17

Transport.

# 3.2 SITE

## *CONTEXT AND SETTING*

### 3.2.1 BACKGROUND TO STUDY AREA

The Caledonian Sports Grounds is geographically located as a knot between the Central Business District, Sunnyside and Arcadia, forming the eastern portal into the CBD. The site is naturally bordered by two rivers, the Apies River (west) and Walker Spruit (east). The rivers are routes that connect the site but are now neglected and fragmented. The other borders are three major arteries: Nelson Mandela Drive, Schoeman Street and Pretorius Street. Thus the site is highly accessible. The grounds constitute 45,000 square meters of recreational area and are essentially the sole public sports and leisure facility within the city precinct.

The Caledonian Sports Grounds form an integral part as node within Open Space Framework. Tshwane's Inner City vision for the capital of culture states the following in the City development strategy under Tshwane Kopanong Crossing (Tshwane integrated spatial development framework 2010):

Vibrant public square establishing a growth node between Hatfield and the CBD while revitalising Sunnyside (also residentially): Negotiate and facilitate the redevelopment of the Caledonian Sports Grounds for purpose of a world class African Centre through a Public-Private Partnership.

The Apies River Framework, together with the Nelson Mandela Corridor proposal, provides the opportunity to develop a social space. The Apies River has become a lost opportunity because of its degraded state but provides a significant asset that runs twenty kilometers through the city and becomes an important connector route.

### 3.2.2 URBAN GREEN AND OPEN SPACE NETWORK

The project will engage with the existing landscape as part of a series of social spaces, promoting collective urban life.

According to Dewar & Uytendogaardt (1991:59), creating networks of interlocking linear activity systems, and accommodating a mix of intensive and social activities and facilities across the city, is dependent on:

- The densification of the city, combating low density sprawl, creating a public ethos which establishes land as a valuable commodity, and imploding growth within the existing urban area.
- Establishing a Grid of continuous direct public transportation channels across the metropolitan area. By creating choice, density contributes to viability.
- Reinforcing spatial logic of transportation by incorporating rhythmic systems of urban public spaces. Public spaces should coincide with points of greatest accessibility. Larger spaces should be created

along the intersection of two major transportation channels.

- Locating public facilities and social services around public spaces. Public places should celebrate the facilities and the facilities should be used to give a sense of scale, definition and enclosure to the spaces. Hierarchical correlation between the order of a facility and the order of the public space are also important.
- Transformation of transport channels to activity systems, achieving a degree of activity mix. This provides opportunity for very small-scale (informal) entrepreneurs.
- Maximising the potential of the best-located land parcel systems. Including higher-order social services, recreational facilities and active environments actively combats the tendency of these centres to gravitate towards the higher income areas.

Tshwane has a large variety of open space resources, from protected areas, ecological and conservation areas, to recreational parks, resorts, sporting facilities, and cultural historical open spaces. This creates the opportunity and the potential for developing a high quality environment. However, the majority of open spaces in Tshwane are lacking in the following regards (TOSF 2005:63):

- Open spaces do not conform to the standards of development and comfort, do not offer any protection against the elements (sun, wind, rain), and do not offer opportunities for relaxation or recreation.
- They are not integrated within a network to facilitate movement.
- There is no triangulation of open space. Triangulation requires that a variety of facilities and activities overlap to create interest, choice and variety.
- The open spaces are generally mono-functional, thus only attracting a section of the community at certain times.
- Hard open spaces, such as streets and activity spines, are mostly dominated by cars.
- Civic spaces are non-existent.
- The majority of open spaces are perceived as, and in many cases are, harbouring criminal activity, vagrancy, etc.
- Most open spaces are under-funded, neglected, inaccessible, and without the necessary infrastructure and amenities

*Interface*

Interface refers to the handling of the relationship between a development and the open space along the river, with reference to two components, namely:

- The boundary interface; and
- The building interface.

The interface should support the following principles:

Provide for maximum visual access to the open space to ensure informal surveillance and safety of the Apies River.

Provide for maximum physical access to activities along the Apies River.

Support and enhance the spatial qualities of the character of the open space within a specific precinct.

	BOUNDARY INTER-FACE WITH APIES RIVER	BUILDING INTER-FACE WITH APIES RIVER
VISUAL ACCESS	No visual obstructions along the length of the boundary may be created.	Windows looking out on the space should be provided over the whole length of the building.
PHYSICAL ACCESS	Direct access along the whole length of the boundary should be possible.	At least one main entrance should be provided to each building.
SPATIAL QUALITIES	Space should flow freely over the boundary and around the building. The boundary could be defined by trees but not in a straight line.	Transitional space should be created through at least 80% of the length of the building.

**FIGURE 18** (top)

*Guidelines for the creation of an appropriate interface are defined by the following.*

### 3.2.3 CONTEXT

Historically the precinct has been used as a node for recreation. The precinct functioned as a recreational area, dominated by three activities.



**FIGURE 19** (top left)

Apies River regeneration project.

**FIGURE 21** (top right)

**NAME:** Department of Trade and Industry.  
**FEATURES:** Redeveloped city block with scattered heritage buildings on the peripheral edges of the development.  
**No of storeys:** Four.

**FIGURE 20** (top center)

Apies River brick column.

**FIGURE 22** (middle left)

Kirneels Young-wandelpad along Walker Spruit for jogging, walking and cycling.

**FIGURE 23** (middle center)

**NAME:** Oost Eind School.  
**STREET:** Meintjies street.  
**FEATURES:** Main School building and fragmented school terrain.  
**SIGNIFICANCE:** The building is one of the few remaining historically significant buildings in Trevenna.

**FIGURE 24** (middle right)

**NAME:** Department of Minerals & Energy.  
**HISTORY:** The site was previously part of the Oost-Eind School grounds  
**STREET NAME:** Meintjies Street.  
**No of storeys:** Six.

**FIGURE 25** (first 3 bottom left)

Features along Walker Spruit.

**FIGURE 26** (bottom right)

Empty site 1 Taxi rank & bus stop.  
**STREET NAME:** Jeppe Street.



**FIGURE 27** (top left)  
Caledonian Sports ground.



**FIGURE 28** (top middle)  
Curved stone wall along Pretorius Street.



**FIGURE 29** (top right)  
**NAME:** Lion Bridge.  
**FEATURES:** Four Lion statues on sandstone podiums.  
**SIGNIFICANCE:** Geographically the bridge pronounces the transition from the urban grid to city grid. Of significant historical value.

**FIGURE 30** (middle right)  
**NAME:** Lion bridge Island.  
**FEATURES:** Triangular piece of land, bordered by two rivers and a road.  
**SIGNIFICANCE:** The piece of property is the node where the Apies river and Walker spruit meet, and is of considerable geographic importance.



**FIGURE 31** (bottom left)  
**NAME:** Kruisweg Koffiehuis  
**FEATURES:** Small residential building on the corner of Beatrix and Schoeman street  
**SIGNIFICANCE:** This insignificant single story building does not contribute to the architectural language of the vicinity.

**FIGURE 32** (bottom third from left)  
**NAME:** Sonstraal  
**FEATURES:** U-shaped residential block  
No of storeys: Five.

**FIGURE 33** (bottom second from left)  
**NAME:** Sterland.  
**FEATURES:** Sterland movie complex and Hotel.  
**SIGNIFICANCE:** Sterland is one of the few remaining movie and entertainment buildings located outside a mall complex.

**FIGURE 34** (bottom right)  
**NAME:** Emanuel Christian Church Building.  
**FEATURES:** A double story triangular building.  
**SIGNIFICANCE:** The building is one of the few remaining heritage structures in the vicinity.  
No of storeys: Two.  
**STREET NAME:** Pretorius Street.

### 3.2.4 HISTORY

#### 3.2.4.1 SITE HISTORY

Historically the precinct has been used as a node for recreation. The precinct functioned as a recreational area, dominated by three activities:

Sentraal swimming pool complex (now demolished) across from the Caledonian Sports Grounds; the Oost-Eind School (currently proposed for office redevelopment); and the Caledonian Sports Grounds.

Pressure to develop the precinct as an urban node resulted in the repossession of land occupied by the school and swimming pool. In 1992 a City Lake (an urban design proposal to dam the Apies River) was proposed for the study area. However, the proposal never materialised, following a number of objections from various people and organisations.

From Earthlife Africa (1995):

- Apart from the symbolic value of water in cityscapes, the water surface of a city lake will serve no function to residents. (Earthlife Africa 1995:15).
- It is doubtful whether tourists will visit Pretoria for the sake of a lake and retail activities that are no different to those in their own countries. Developments such as these are inappropriate for developing countries (Earthlife Africa 1995:15).
- Instead of building a lake, which does not allow much freedom of movement, parks could be considered as spaces for recreation. Parks are more versatile since they support a wide range of activities (Earthlife Africa 1995:16).
- The existing Apies River canal can be enhanced and, if possible, form a green belt through the entire city. Many residents have long been calling for the provision of recreational space along the existing canal (Earthlife Africa 1995:16-17).

From the Sunnyside East Residents' Association, who viewed the whole of Sunnyside as (Cronje 1993:1):

A distinct Secondary Business District containing primarily small to medium-sized retail, as well as flats and houses. Large-scale development [would] blur Sunnyside's separation from the Central Business District and Sunnyside [would] lose its special identity.

The following prerequisites were determined for any development in the proposed development area (M & R Properties 1993:9):

- The original Oost-Eind School is a national monument and would be retained as an integral part of the development.
- The Meintjies Street houses, located from Skinner Street up to Voor Street, formed a pleasant visual whole with the school and would be preserved.
- The bowling clubhouse was architecturally re-usable.
- The curved stonewall in Pretorius Street was of historical value and would be preserved.

The Pretoria public has used the Caledonian Sports Grounds for over 90 years. In recent years, the grounds have been used mainly for soccer, but before that they were used for rugby, athletics, bowling, netball and for other celebratory occasions. The grounds are currently used regularly by the Northern Transvaal Central District Soccer Association and for final matches of high schools and primary schools in the area.

The government proposed the development of the Department of Trade and Industry, which was completed in 2002. The DTI was designed with arcades linking pedestrians to the CBD and access is now security controlled.

#### 3.2.4.2 ARCADIA SHEPHERDS

The Precinct is currently home to the Arcadia Shepherds Soccer Club.

The Arcadia Shepherds were formed in 1903 in Pretoria, when a group of about 30 young soccer enthusiasts gathered on the corner of Du Toit and Vermeulen Streets (where the Dutch Reformed Church stands today) in the casual proceedings of a football match. Many of them had been intrigued by the football skills of the British troops stationed in and around Pretoria at the time and at the suggestion of one of the enthusiasts, Bobbie Sinclair, the club name was agreed upon as Arcadia Shepherds, as most of the football lovers hailed from the nearby suburb of Arcadia (History of the Arcadia Shepherds 2006:1). Arcadia is a Greek derivative for "a rustic life" characteristic of the countryside, with a pastoral existence of shepherds tending sheep. With this in mind, the club attached the word "Shepherds" to their name. Their home base, the Caledonian Stadium, was originally registered in the names of Sir John Wessels and a Mr. Esselen in 1894.

*FIGURE 35 (opposite page)*

*Aerial photo of Pretoria, early 1900's: UP Space.*

1. Theosophical society (music hall).
2. Pretoria central Swimming pool.
3. Caledonian Sports Ground.
4. Soccer Pavilion.





Two years later it was sold to the Caledonian Society of Pretoria, an organisation committed to fostering and maintaining links to their Scottish heritage (History of the Arcadia Shepherds 2006:1).

In 1916 the Pretoria Municipality purchased the property for £8,500. The Northern Transvaal Football Association (NTFA), now referred to as the Football Association of Pretoria, have had their headquarters at the grounds since 1903. During the early part of the 20th Century the grounds mostly comprised of an oval that served as a pitch for such sports as football, cricket and hockey. The perimeter track also served speedway and greyhound racing, as well as athletics, with the current car park being situated where a bowling green once stood (History of the Arcadia Shepherds 2006:1). The Caledonian was later redeveloped in the 1950s to cater exclusively for football.

During the 1960s football became a professional sport in South Africa and the Arcadia Shepherds made history when they declared themselves the first professional club in the country. They played in the first ever professional game in South Africa, which was hosted in Johannesburg – only after prompting the Pretoria Municipality, who had prohibited the hosting of professional sports events at the Caledonian, to allow for this (History of the Arcadia Shepherds 2006:4).

At this stage of their history the club had gained a fan base of over 2,000 so-called “non-Europeans” – more than any other Transvaal club at the time (History of the Arcadia Shepherds 2006:4). They were admitted into the Caledonian free of charge, where they sat in a specially designated fenced-off area in order to beat the apartheid ban. In 1965 the apartheid government decided to act against black supporters, requiring the club to acquire special permission from the Department of Community Development in order to allow these followers into the Caledonian. This did not last long and from 1966 onwards police granted only “Europeans” entrance to the Caledonian, diminishing and consigning supporters to a non-multicultural fan base (History of the Arcadia Shepherds 2006:6).

During the 1970s, through a number of successful campaigns and shrewd contract negotiations, Arcadia Shepherds became one of the wealthiest clubs in South Africa (History of the Arcadia Shepherds 2006:13). In 1973, on the club’s 70th anniversary, the Arc’s reached a pinnacle in their colourful history, being the first team in South Africa to successfully complete a “treble” tournament campaign, securing the Coca-Cola Shield, The Castle Cup and the Embassy Cup (History of the Arcadia Shepherds 2006:15).

When the idea of playing professional football matches was being considered, the Arcadia Shepherds became the first club in South Africa to field a multi-racial team. On July 1, 1974, Arcadia Shepherds were banned from using the Caledonian (History of the Arcadia Shepherds 2006:19). This ban was imposed to prevent black fans from viewing matches from outside the venue. The council had all the trees felled around the perimeter of the stadium. This decision effectively deprived the club of its home ground - preventing them access to the Caledonian for the next nine years. The Super Stadium in Atteridgeville and H. M. Pitje Stadium in Mamelodi became their new headquarters, yet this “homelessness” drastically diminished their local fan base. Arcadia Shepherds were eventually obliged to sell their First Division franchise to Dynamos in 1990 (History of the Arcadia Shepherds 2006:19). To survive, management were forced to sell their star players such as Mark Fish, who was sold to Jomo Cosmos in the early 1990s, for about R75,000. When negotiations with the council and government over the return to the Caledonian eventually failed, it signalled the end of a great football era at Arcadia Shepherds (History of the Arcadia Shepherds 2006:22).

In 1997 a five-year development programme was initiated. The first step was to have the ban on the Caledonian Stadium lifted and in 1998, professional soccer returned to the Caledonian when PSL club Supersport United played Hellenic (History of the Arcadia Shepherds 2006:22).

The history of the Arcadia Shepherds is a lively account of one of South Africa’s oldest football clubs and illustrates the influential role they played in the development of soccer in this South Africa. This history is a legacy not only to the community who support Arcadia Shepherds and it is a significant part of Tshwane heritage that is worth preserving and celebrating.

**FIGURE 36** (opposite page)

*Image depicting the Arcadia Shepherds at the Caledonian Sports Grounds in 1974.*

**FIGURE 37** (pages 40/41)

*Apies River timeline.*

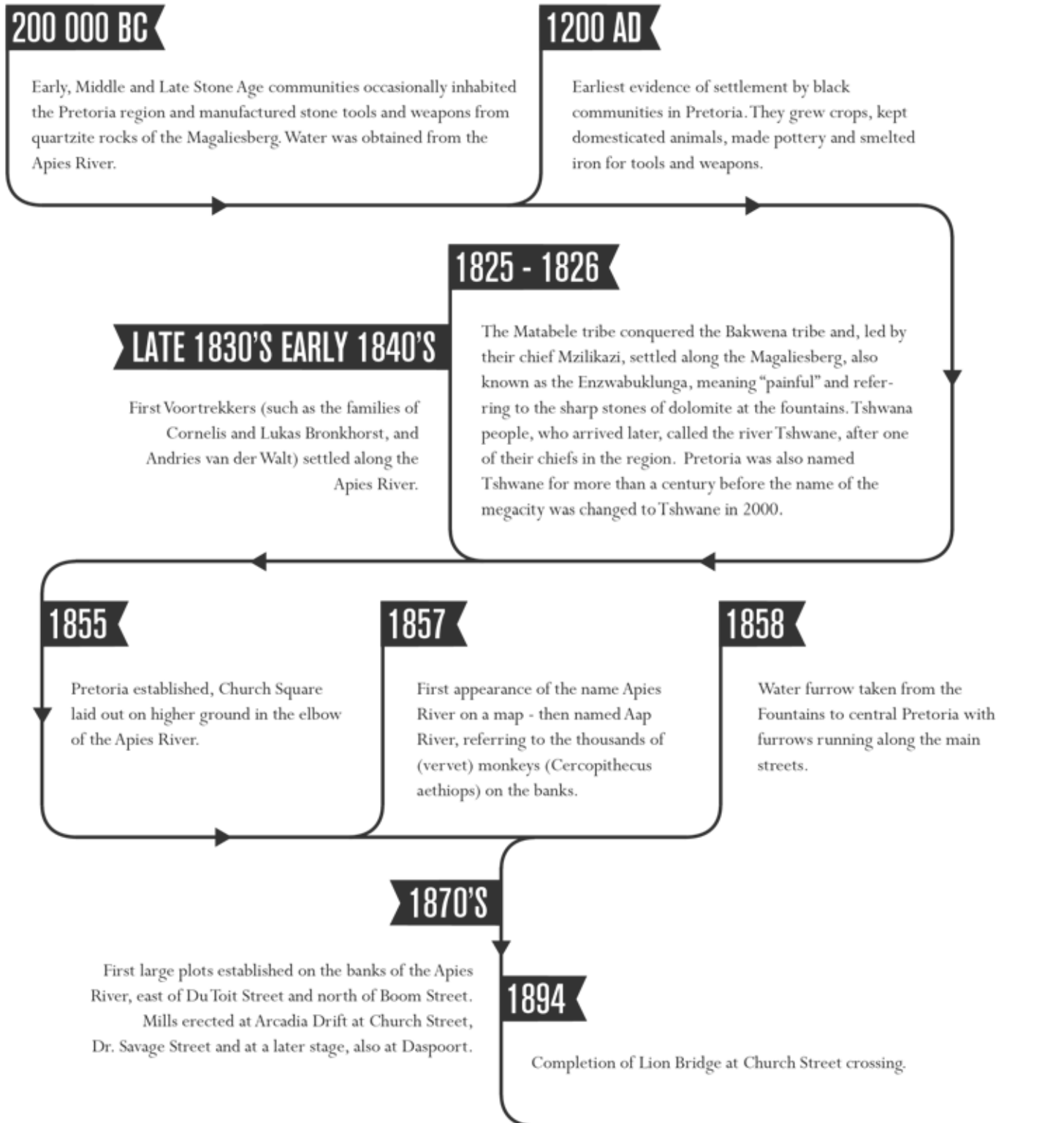


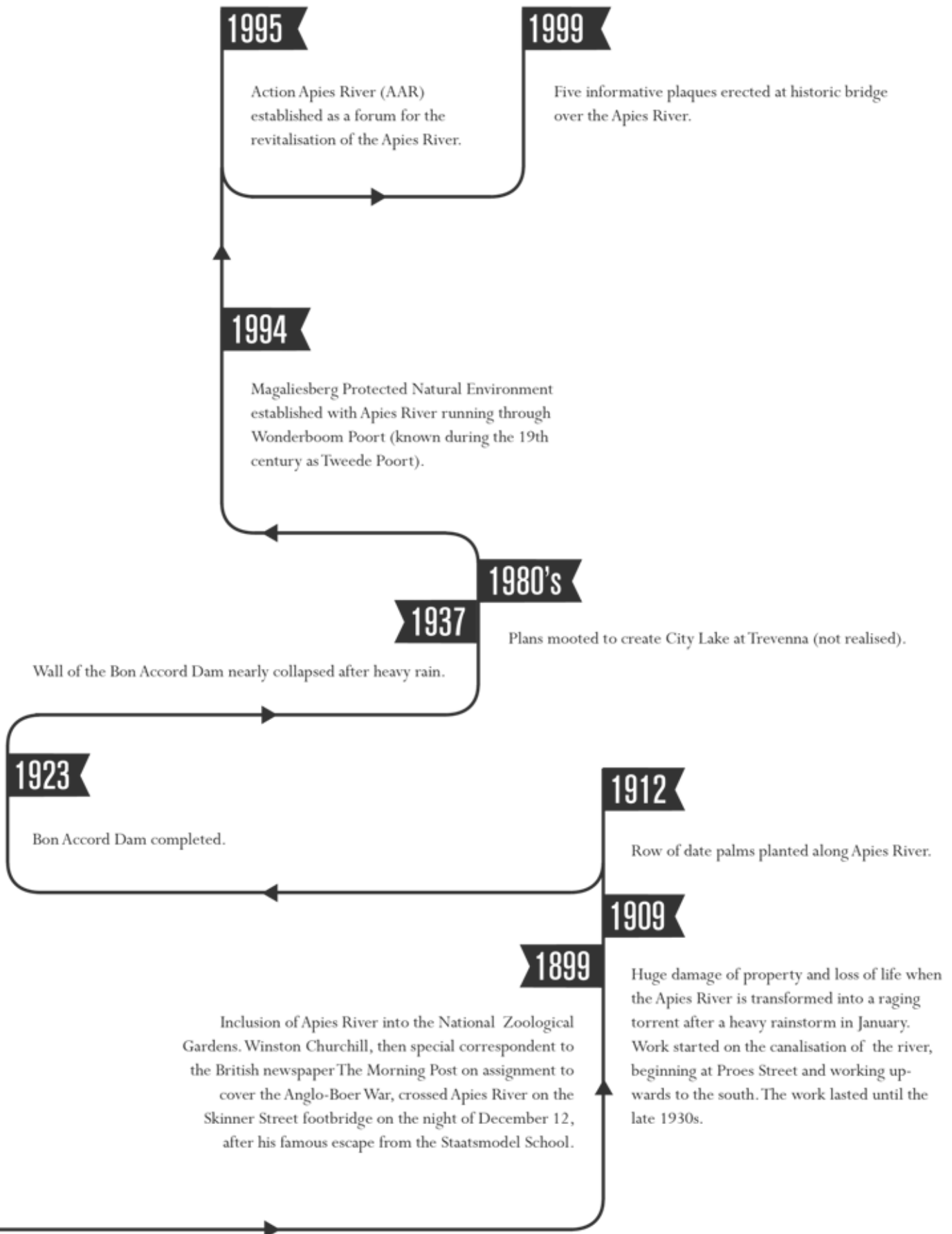
**STAN LAPOT**, the Arcadia Shepherds captain, watches **ROBERT MITCHELL** blast a free kick towards the Florida Albion goal in their recent cup game.



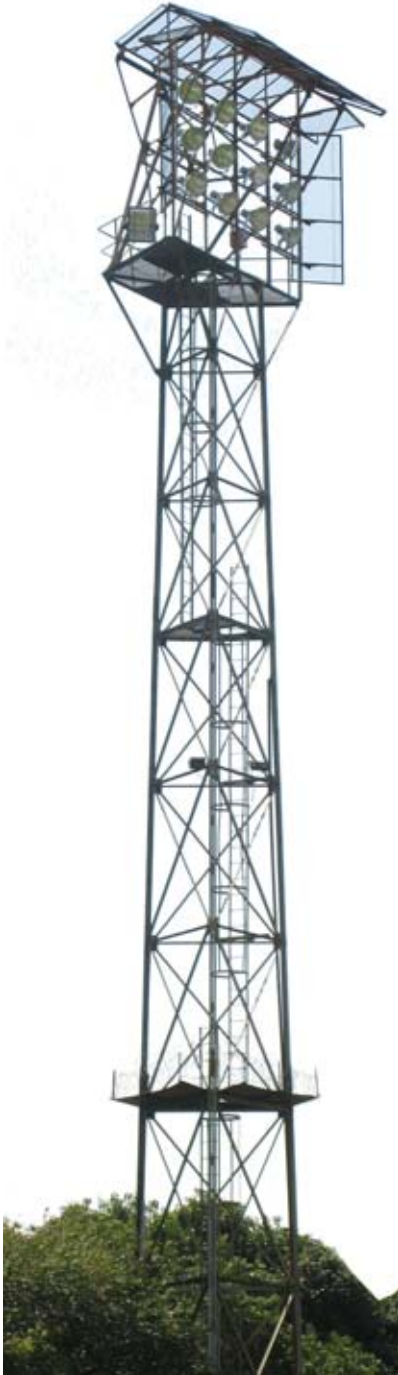
### 3.2.4.3 APIES RIVER

Time line illustrating history of the Apies River (Van der Waal and associates 1999):





3.2.5 SITE SIGNIFICANCE: HISTORIC ELEMENTS ON THE SITE



**FIGURE 38** (left)  
Floodlight structure.



**FIGURE 39** (top right)  
Clubhouse, Pergola structure covered with Banksias (rambling rose).

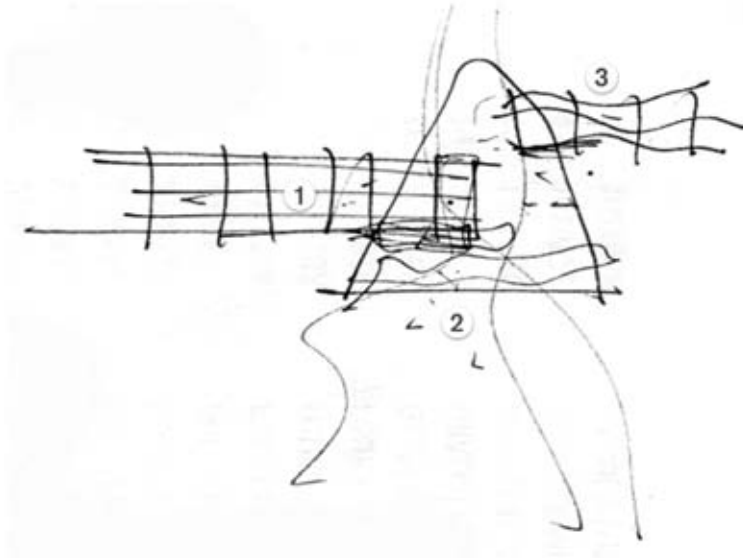


**FIGURE 40** (middle right)  
Pavilion structure.



**FIGURE 41** (bottom right)  
Curved stone wall along Pretorius Street.

3.2.6 USER GROUPS



1. Work

The CBD offers a mainly commercial component to consider

- Commercial
- Institutional
- Mixed use residential
- Hotels
- Hospitals
- Schools

2. Life & play

Sunnyside comprises a finer grain high density residential component and is renowned for its night and day entertainment. Commercial activities are both formal and informal

- Institutional
- Commercial
- Mixed use residential
- Schools

3. Life after work and play

Arcadia represents the main residential component, and feeder area to the site.

- High density residential
- Hotels
- Hospitals
- Schools

**FIGURE 42**

*Possible user groups identified.*