4. Context

Tshwane

Gauteng

South Africa

Africa
In an age when more than half the world population is concentrated in cities (Brudett & Sudjic, 2007: 8), Pretoria, like so many other world cities, is faced with questions of globalization, sustainability, jobs, immigration and social exclusion (Brudett & Sudjic, 2007: ibid). At this time in history, cities all over are undergoing great changes to increase the quality of social interaction and diversity of activities within urban areas (Gehl, 2006: 7).

Urban centres will become places of high density and will include a diversity of activities (Brudett & Sudjic, 2007: 68). To create a healthy urban environment, amenities like housing and work opportunities need to be in close proximity for the future urban dweller (Alexander et al, 1977: 53). Walking and public transport will be the main forms of transportation in urban centres. Our engineered cities governed by vehicular access and movement routes will be re-appropriated (Gehl, 2006: 45). The need for private transportation will be minimized by the close proximity of amenities found in the urban environment (Jacobs, 1992: 35).

Site Selection
The Place of Remembrance is meant for the urban dweller: not exclusively for a particular group of people, or geared towards a particular religious group. Relationships “between” is the primary drive of the project. To strengthen the relevance of the site selection process, an “inbetweenness” is used as primary parameter for the site selection process. The physical manifestation of the relationship between the physical and the spiritual is chosen. By identifying places of religious worship within the urban environment, and using humanistic planning principles (Gehl, 2006: 7), a study area is identified.

Humanistic planning principles are centred around the idea of a concentration of activities within reach of people on foot, limited to a 5 minute walking radius (Gehl, 2006: 83). Circles with a 5 minute radius are drawn around each place of religious worship. Potential study areas are identified by selecting areas where multiple circles overlap.
Within the study area, several conditions of inbetweenness are identified as primary site informants. As numerous conditions exist in the urban environment, specific conditions of inbetweenness need to be identified within the study area.

For the purpose of this study the conditions of inbetweenness are limited to those conforming to the following requirements:

- space found within the limits of a city block
- awkward space: space not able to be used for the general functions found within an urban environment
- left over/lost and under-utilized space
- vertical inbetweenness

Sometimes unplanned, these conditions of inbetweenness carry the inherent function of delivering much needed ventilation and light to the buildings framing them. These two functions also play a major role in the design of the place of remembrance as it will populate the inbetween.

The images show the process of site selection. Within the study area six conditions of inbetweenness have been identified. All these sites could house a vertical place of remembrance, as it is the aim to have more than one vertical place of remembrance in the urban environment.

These sites are evaluated according to a more detailed set of requirements to establish a specific site. For the purpose of the study a specific site is needed that will house the first of many vertical places of remembrance.
### Site selection as per requirements

<table>
<thead>
<tr>
<th>Requirements:</th>
<th>Site:</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity to the city centre (&lt; 1km)</td>
<td></td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Accessibility of the condition of inbetweeness</td>
<td></td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>Visibility from street</td>
<td></td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Existing condition of collective dwelling on site</td>
<td></td>
<td></td>
<td></td>
<td>x</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Possible scenarios of private and public space</td>
<td></td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Condition of verticality</td>
<td></td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site infrastructure (existing services and parking)</td>
<td></td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>
Site analysis

Fig. 24: Functions housed on the block of the proposed site (Author, 2010).

Fig. 25: The image shows the "in-between" to be used on the site for the vertical park of remembrance (Author, 2010).

Fig. 26: (Opposite page) 3D figure-ground of Pretoria CBD with site highlighted, showing close proximity to many amenities in the CBD (Author, 2010).
Accessibility: Interior

The block, located between Pretorius, Van der Walt, Schoeman and Andries Streets, has an existing arcade system, the President Arcade, the Steyn Arcade and the Middestad Mall, providing access to its interior. This provides an opportunity to utilize the interior, as pedestrian access is already in place. In Figures 16 and 17 one can see the existing arcade system (indicated in red) providing access to the block interior.

The section below indicates an existing public parking structure on the southern part of the site. The parking structure will serve as access for services to the facilities. When a memorial service takes place, it can be used by private vehicles.
Northern Facade

Fig. 30: Composite image of the northern facade of the block (Author, 2010).

Southern Facade

Fig. 31: Composite image of the southern facade of the block (Author, 2010).
Fig. 32: Activity in Pretorius Street at the entrance to President Arcade (Author, 2010).

Fig. 33: Municipal parcade with its entrance to the south of the block in Schoeman Street (Author, 2010).

Fig. 34: President Arcade south entrance (Author, 2010).

Fig. 35: Key of block.

Fig. 36: The site’s northern street face, showing the verticality of the “in-betweenness” (Author, 2010).
Fig. 37: Figure ground study done using an aerial photo from 1937 (Van der Waal collection, University of Pretoria) (Author, 2010).

Fig. 38: Figure ground study done using an aerial photo from 1947 (Van der Waal collection, University of Pretoria) (Author, 2010).

Fig. 39: Figure ground study done using an aerial photo from 1975 (Van der Waal collection, University of Pretoria) (Author, 2010).

Fig. 40: Figure ground study done using an aerial photo from 2010 (www.tshwane.gov) (Author, 2010).

Fig. 41: Figure ground study done for the site for 2030. The development shows how the vertical place of remembrance influences the built form and its context over time (Author, 2010).

Fig. 42: Figure ground study done for the site for 2050. The development shows how the vertical place of remembrance further influences the built form and its context over time (Author, 2010).