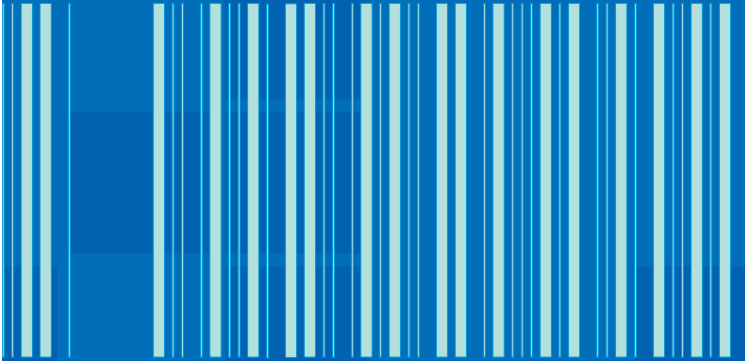




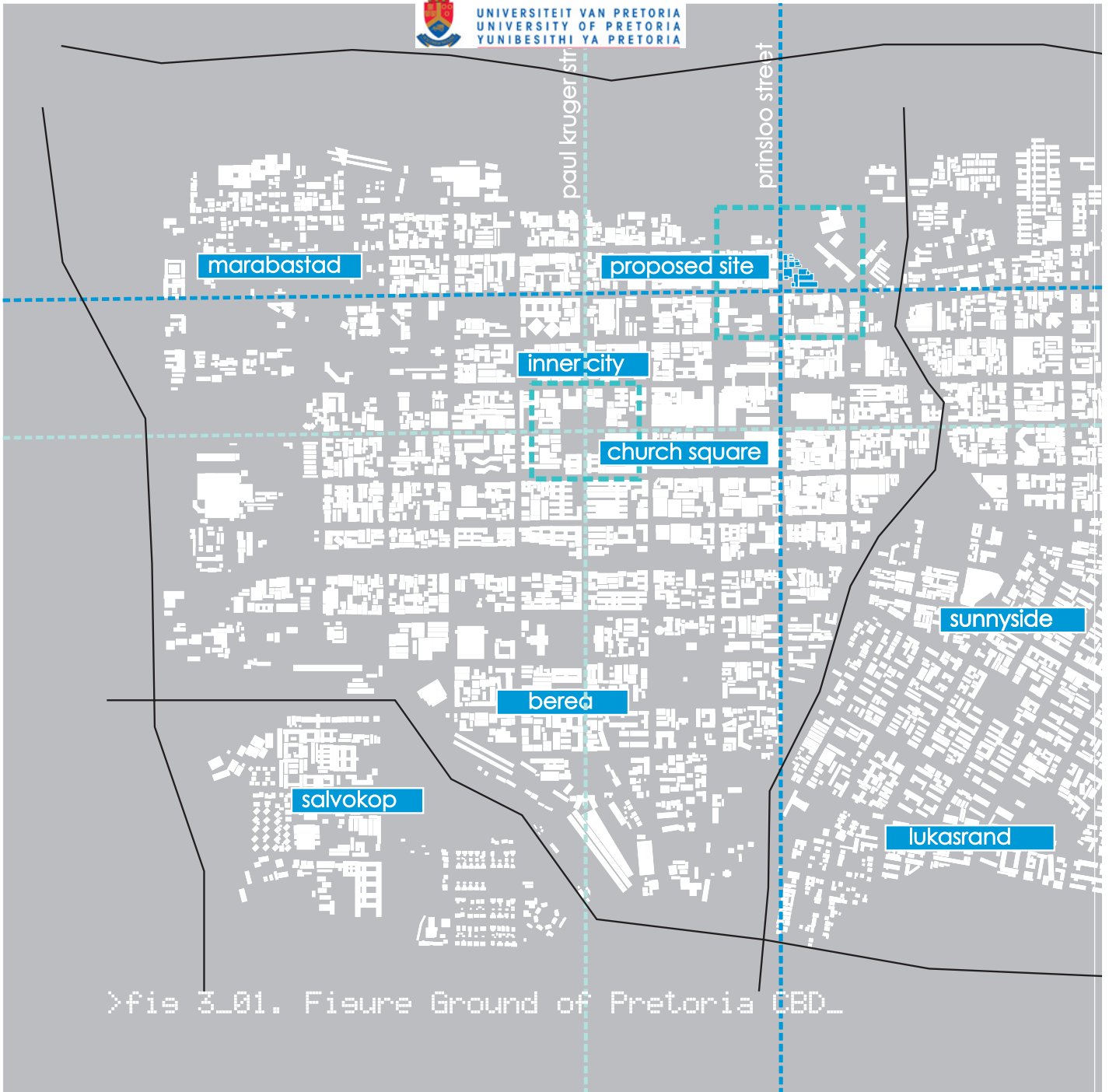
CONTEXT



# T ANALYSIS

Urban and Contextual Framework

- > Macro Scale\_
- > Meso Scale\_
- > Micro Scale\_



>fig 3\_01. Figure Ground of Pretoria CBD



meintjieskop



struben street

union buildings

church street

## >Figure Ground of the Pretoria CBD\_

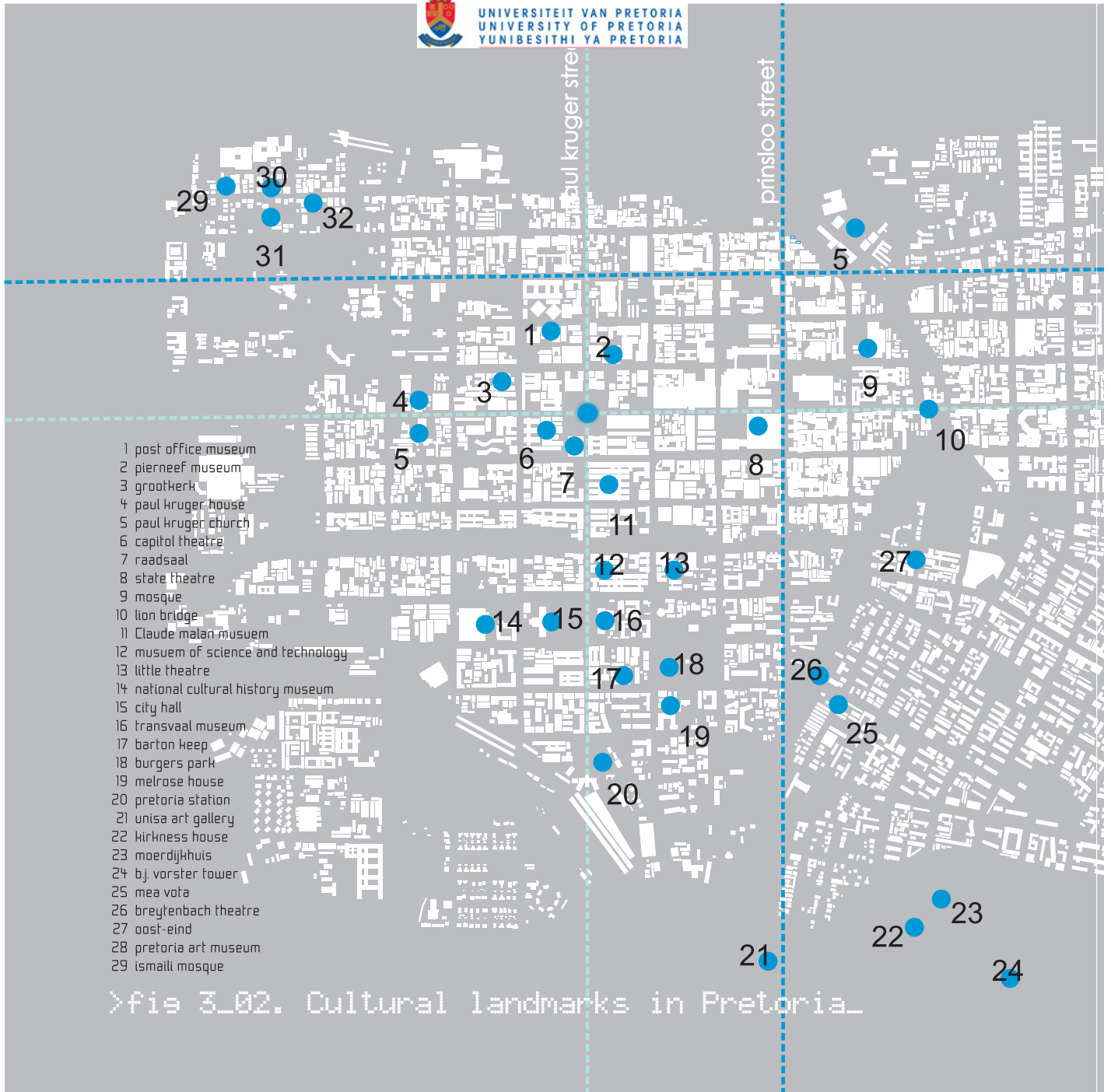
3\_04

The two central axes in Pretoria\* are dominant visual and spatial features, and the grid system creates a strong visual hierarchy. Natural features shape the form of the city. To the west and east the Hennops and Apies Rivers form the historic city edges, while to the north and the south the city is contained by parallel ridges, the Magaliesberg and Salvokop ridges. Church Square, in the city centre, is a vital node and can be considered the heart of Pretoria.

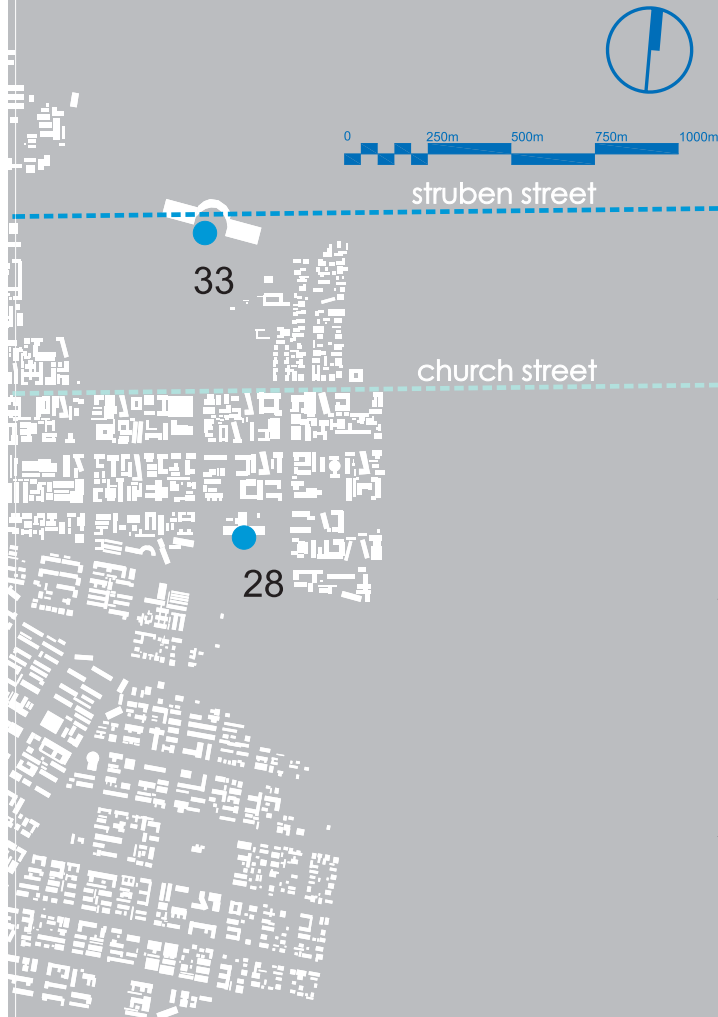
The proposed site is located in the north-eastern quadrant of the city, on the historical edge. It can similarly be defined as a node with vertical and horizontal axes formed by the pedestrian and vehicular movement patterns.



\* The city is referred to as Pretoria which forms part of the Tshwane Metropolitan area.



>fie 3\_02. Cultural landmarks in Pretoria



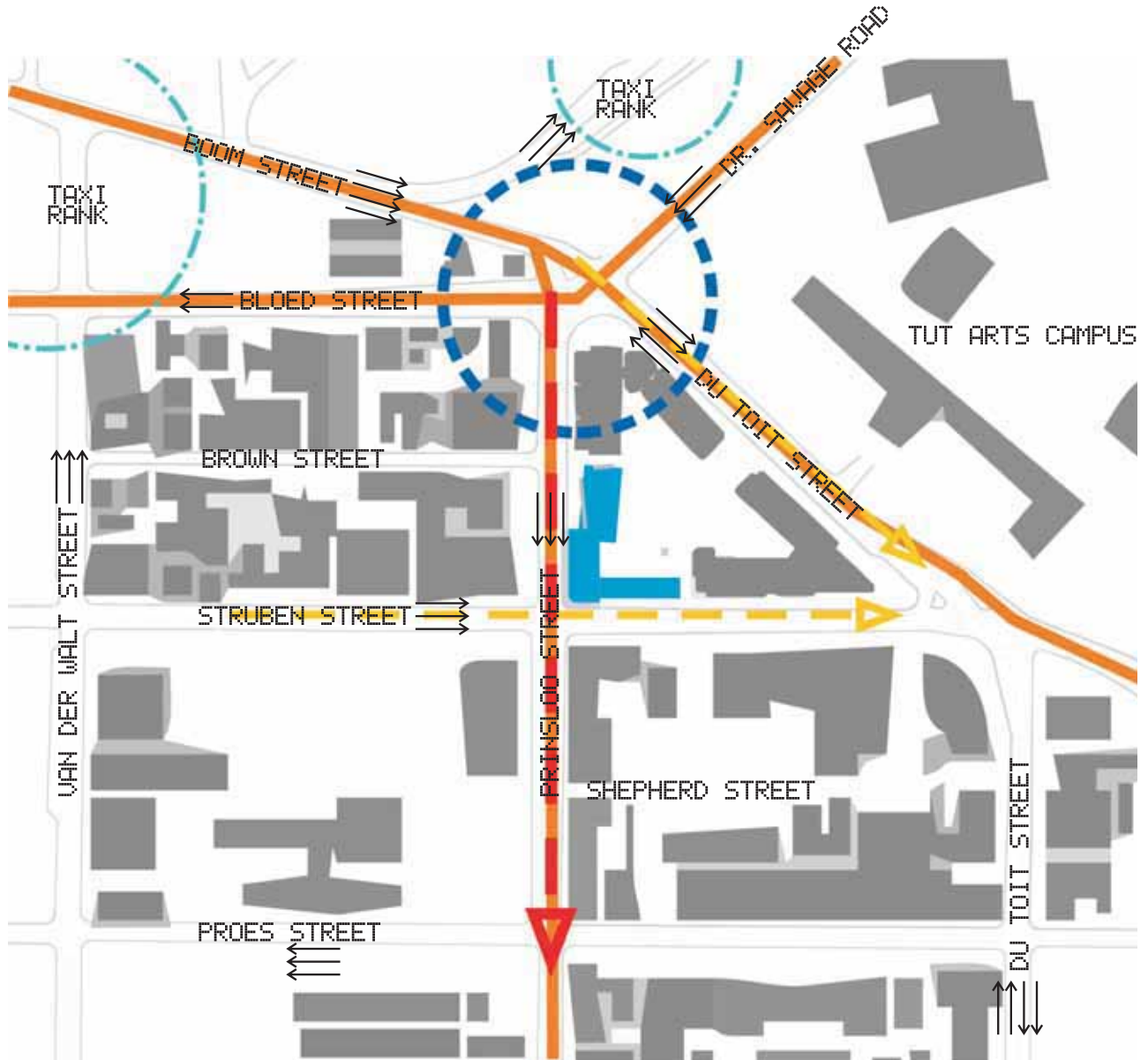
## > The Cultural Network

According to the guidelines set out in the Tshwane Inner City Development and Regeneration Strategy (2005: building block 2), Tshwane should be developed as the Cultural Capital of Africa. This idea is vital for shaping the identity of Tshwane.

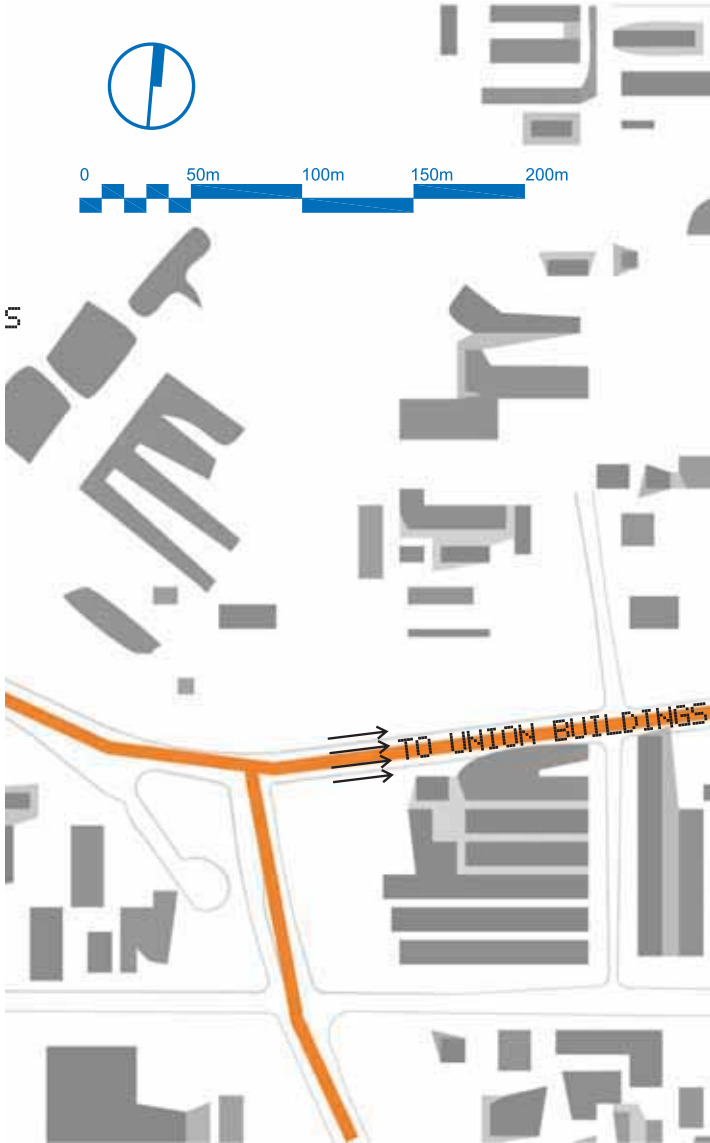
As part of the context analysis, existing cultural landmarks were identified and mapped (Fig. 3\_02). These include, amongst others, historical buildings, museums, theatres, galleries and tourism nodes.

From this analysis it is clear that there is a rich mixture of existing cultural landmarks. However, there is a lack of linkages between them, especially to and from the TUT Arts Campus. Although these landmarks are in close proximity to one another, they remain fragmented.

If the Tshwane Framework is to be realised, the cultural landmarks can not function in isolation, but must be linked within a network where they strengthen and support one another.








>Fig 3\_03. Existing vehicular movement patterns in the vicinity of the study area.



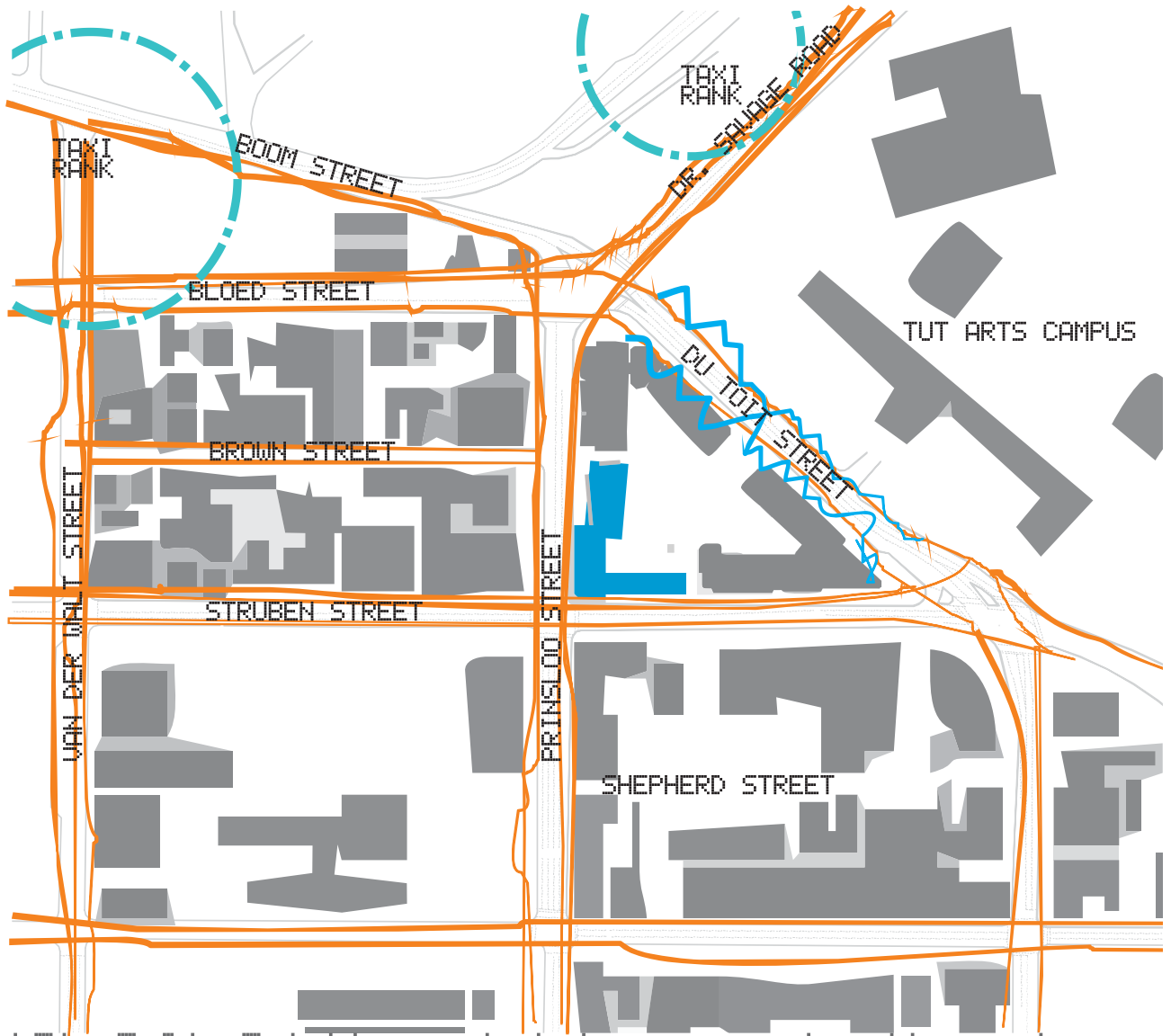
## >Vehicular movement patterns\_

The Dr. Savage Road gateway into the north-eastern area of Pretoria is currently undefined. Prinsloo Street, west of the proposed site, is a one-way street leading into the city centre. Struben Street, a quiet street with sporadic activity, is a one-way street leading to the Union Buildings that forms part of the Government Boulevard.

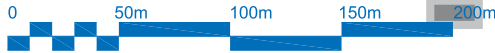


-  >dr savage street gateway\_
-  >primary vehicular route\_
-  >secondary public transport route\_
-  >secondary private vehicular route\_
-  >public transportation nodes\_



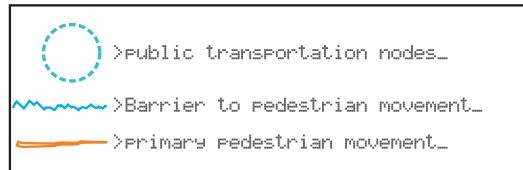


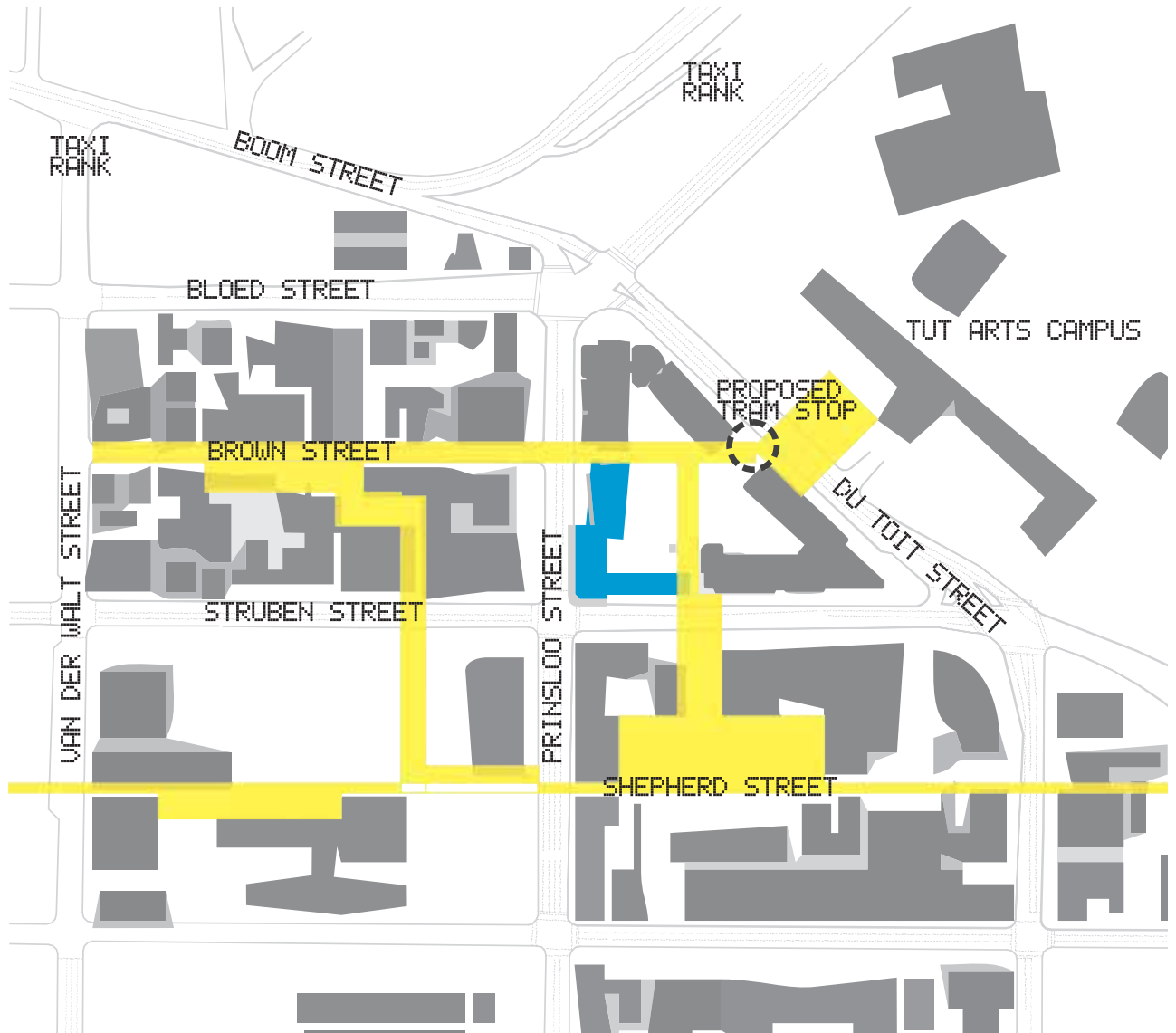
>Fig 3\_04. Existing pedestrian movement patterns in the vicinity of the study area.



## >Pedestrian movement patterns\_

The formal taxi rank in Bloed Street together with the informal taxi rank in Dr. Savage Road service the study area. Pedestrian activity occurs mainly around those transportation nodes. The primary pedestrian movement routes flow along Van der Walt and Prinsloo Streets, to the west of the proposed site. It is difficult to negotiate the sidewalks in Du Toit Street, as they are blocked by cars from the workshops as well as the taxis which use the area as informal parking rank. This situation has a negative effect as most pedestrians avoid the area.





>fig 3\_05. Proposed new links as per Group Framework\*\_



### >Proposed new links\_

The proposed new pedestrian network aims to connect the new and existing open spaces with the city fabric. There are three proposed new routes that serve the site from the west, south and the north-east. The route from the North-East will incorporate the isolated TUT Arts Campus with the city. It should also open up the large green space of the Apies River. A tram stop on the proposed site also forms part of the proposal.



	>proposed tram stop_
	>new links_

\* Refer to Group Framework Proposal - addendum to document.



>Fig 3\_06. Existine buildines of historical sienificance



## >Heritase value\_

The existing built fabric was investigated and listed according to the following criteria:

### •Building construction type

Buildings were grouped as of either brick and concrete structure (traditional load bearing) or steel-frame structure

### •Building condition

Condition of the existing fabric was evaluated and placed in one of three categories -

excellent - well maintained and structurally sound  
average - minor repairs and maintenance required  
poor - bad state of repair, not structurally sound

### •Heritage value

Various sources were used to assign a heritage value of low, average or high to buildings. See Group Framework addendum.

<b>B</b>	>brick and concrete structure_
<b>S</b>	>steel frame_
●●●	>poor condition_
●●	>average condition_
●	>excellent condition_
<b>Red</b>	>low heritase value_
<b>Yellow</b>	>average heritase value_
<b>Green</b>	>high heritase value_





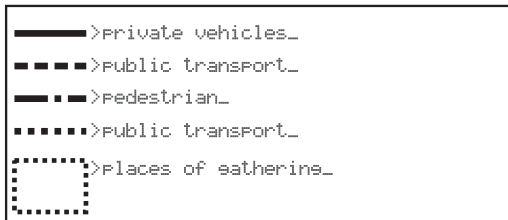


>fig 3\_07. Combination of existins movement patterns\_



## >Movement patterns and areas of congregation

The existing movement patterns of private vehicles, public transport and pedestrians were combined and overlaid with the various areas of congregation. High traffic volumes occur at the intersections of Prinsloo and Struben Streets, places of gathering which are usually densely populated. Opportunities for informal trade and public transport pick-up/drop-off zones were identified at these points. Areas of congregation which have a low traffic volume generally act as rest/pause areas. These usually occur in side streets, in shaded or semi-enclosed spaces, as in for instance Shepherd Street.







>fig 3\_08. Existine areas of coneresation for city dwellers\_



## >Areas of congregation

Interaction was witnessed at street intersections where pedestrians pause before continuing their journey or changing direction. These places create opportunities for informal trade to occur. In quieter areas, the pace slows down and pedestrians gather to seek refuge from the primary routes.



>file 3\_09. Existing building use\_



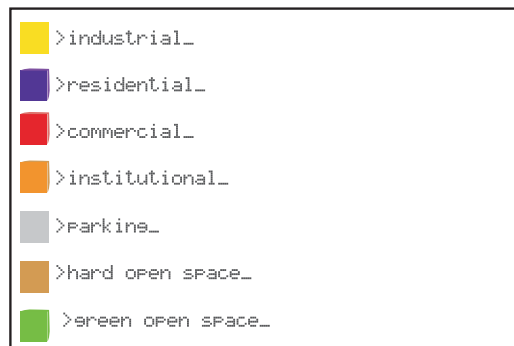


## >Existene Buildine use\_

A large portion of the proposed context is commercial, in keeping with the current uses in the Pretoria CBD. The proposed site is located on the edge of the CBD.

The proposed site hosts a strong mix of commercial and light industrial activities, with a few residential and institutional buildings scattered in between. Vehicular parking facilities on hard open spaces, tend to be cut off from the general public, mainly for security reasons.

The ground floor areas of buildings are mostly used for commercial activities. Covered sidewalks cater for pedestrian movement and informal trade. Residential buildings in the area cater mostly for students.





>fig 3\_10. SWOT analysis\_



## >SWOT analysis\_

### >Strengths

- Tree-lined walkways
- Presence of buildings with heritage and cultural value
- Zones of tranquility and energy
- Few derelict areas
- Existing infrastructure moderate to good
- Roads, electricity, water, sewage, waste disposal
- Formal and informal economic activity
- Informal economic activity along walkways
- High volume of pedestrian movement along van der Wall and Bloed streets
- Variety of commercial, institutional and residential activities
- Presence of taxi rank in Bloed Street
- High volume of taxi buses in streets

### >Weaknesses

- Lack of public green space and public buildings
- High ratio of hard to soft space
- Presence of derelict spaces, especially in Brown and Shepherd Streets
- Derelict state of buildings with heritage value
- Irregular build to lines in van der Walt and Bloed Streets
- Perimeter movement around blocks, limited permeability
- Tension between formal and informal traders
- Restricted activities after 7 in evening due to taxi rank closure at 19:30

### >Opportunities

- Open and green space converted into public spaces
- Wide hard-surface walkways covered with trees
- Integration of formal and informal trading
- Diversity of spaces and activities
- Increase pedestrian movement along walkways
- Use arcades to increase permeability of blocks
- Densify designated area
- Increase residential density and activities
- Attractiveness and ease of taxi and bus transport
- Increased economic activity due to taxi passengers
- Taxi rank in Bloed Street

### >Threats

- Derelict open spaces with garbage pile-up
- Lack of public green space
- General security is low with little police presence
- Specific market conditions due to low-income group clientele
- Illegal trade
- Disruption and tension between formal and informal traders
- Low maintenance of infrastructure and services
- Temporary removal of taxi rank for upgrading purposes
- High-risk investment conditions

>Strengths\_

>Weaknesses\_

>Opportunities\_

>Threats\_



--- >DR. SAVAGE ROAD GATEWAY

--- >PROPOSED MUSIC STUDIO



- - - >PROPOSED SITE



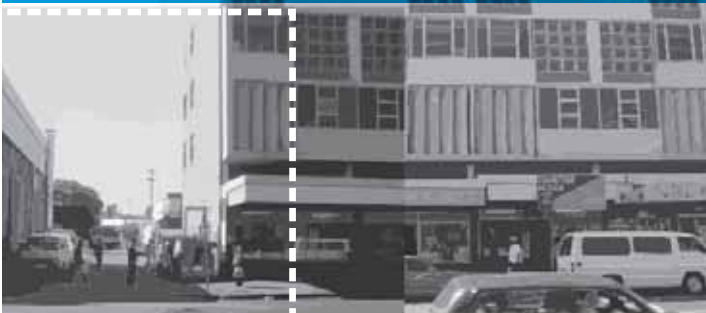




PHOTO BY M. JOOSTE



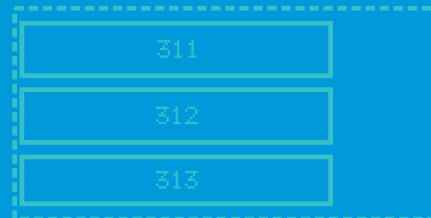
>STRUBEN STREET



>SHEPHERD STREET

## >Prinsloo Street

The proposed new pedestrian network aims to connect the existing open spaces within the city with each other. Three new proposed routes will serve the site from the west, south and the north-east. The route from the north-east would act as a link between the isolated TUT Arts Campus and the city. It should also open up the large, under-utilised green space of the Apies River. A tram stop on the site forms part of the proposed Group Framework.\*







> WATERFALL TOMBSTONES

> AUTO DEALERSHIPS



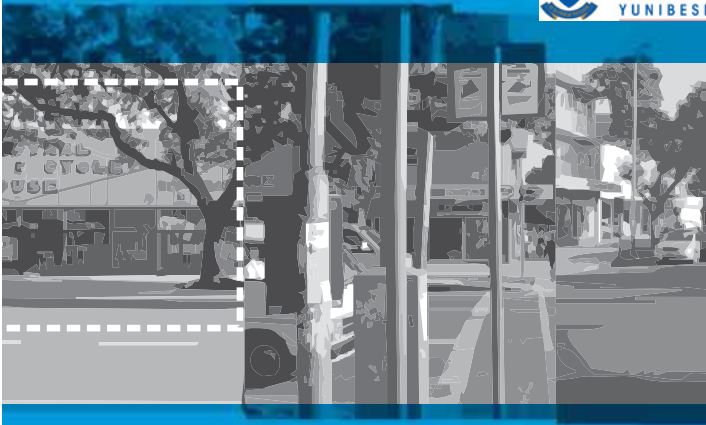
> IACARANDA TREE

> STRUBEN/PRINSLOO  
INTERSECTION



> PEARLS SPORTS BAR

> AUTOZONE AND PROPO



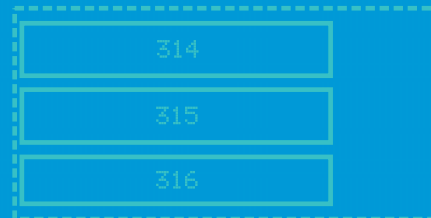
## >Struben Street\_

Struben Street is a relatively quiet one-way street connecting the city and the Union Buildings. Apart from late afternoon rush hour traffic leaving the city, only sporadic vehicular traffic passes the proposed site.

The sidewalks are pedestrian unfriendly and uncomfortable. Buildings have inactive street frontages and open space is fenced off with palisades.

The proposed site is currently dominated by Autozone\*. Motor repairs spill out onto the sidewalk. Palisade fencing acts as a barrier on the prominent corner, which also acts as a refuse collection area.

Jacaranda trees (Jacaranda mimosifolia) line Struben Street. They provide an 'avenue-like' quality to the street and can help extend a collonade effect similar to the one on Prinsloo Street.





>PROPOSED DANCE STUDIO BY A. SMOOK



>AUTOZONE AND PROPOSED SITE BY M. JOOSTE

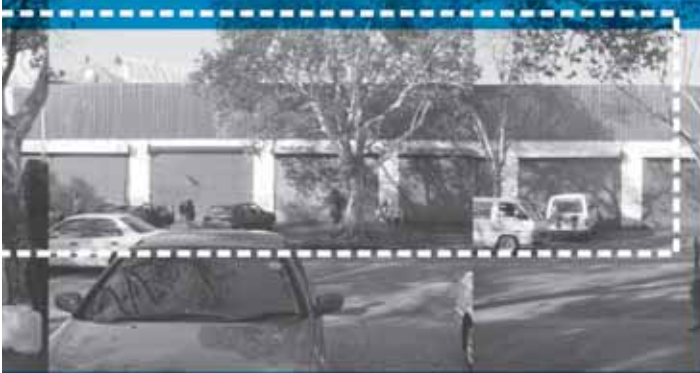


>MAIN ENTRANCE  
TO TUT CAMPOS



>INFORMAL  
RESTAURANTS





→ PROPOSED MUSIC STUDIO BY M. JOOSTE



→ DR. SAUJGE STREET INTERSECTION

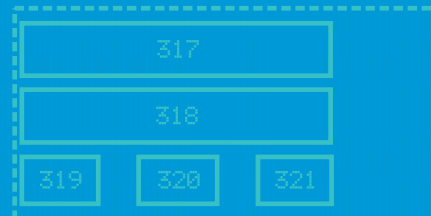


→ PRECAST CONCRETE WALL

## >Du Toit Street

Du Toit Street, lined with London Plane trees (*Platanus acerifolia*), is a busy two-way street defining the north-east city edge. There is a positive visual link between the proposed site and the street, especially at the intersection with Prinsloo Street.

The main entrance of the TUT Arts Campus is situated on Du Toit Street. However, the existing precast concrete perimeter wall acts as a visual barrier.





>fig 3\_22. Aerial view of proposed site.



## >The Proposed Site

The proposed site is located on the main access route to the city from the north-eastern areas of Tshwane, and is situated on the north-eastern edge of the CBD. Its boundaries are formed by Prinsloo Street to the west, Struben Street to the south and Du Toit Street to the north-east.

To insert a permeable scheme into the city, new links must be incorporated with the existing links through the site from the surrounding areas.

The proposed site is within easy walking distance of the currently being upgraded taxi rank in Bloed Street, and the informal taxi rank in Dr. Savage Road. Furthermore, the site functions as an entrance or threshold for visitors arriving by private transport.

Pedestrian activities occur mainly on Prinsloo Street to the west of the site, to and from the taxi ranks. Current light industrial activities on the site have a negative effect on how the city is perceived. The existing buildings and workshops have limited interaction with the sidewalk, and are generally avoided by pedestrians.

Proposed new links include a new pedestrian network and the new tram system. A new tram stop is envisioned on the Du Toit Street boundary of the site. The new pedestrian network aims to connect the isolated TUT Arts Campus with the city, allowing the site to act as a transition zone. Within this zone, the green belt of the Apies River should also become accessible to the city, and the city should also become accessible to the students.

