

contents

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| | | | |
|----------------------------|-----|------------|-----------------------|
| list of illustrations >> | 4 | | |
| list of abbreviations >> | 17 | | |
| introduction >> | 11 | | |
| theoretical exploration >> | 14 | | |
| | | context >> | 22 |
| | | | access |
| | | | ISDF |
| | | | study area |
| | | | analysis |
| | | | historical background |
| | | | climate |
| | | | amenities |
| | | | characteristics |
| precedent studies >> | 52 | | |
| design investigation >> | 67 | | |
| technical investigation >> | 88 | | |
| design proposal >> | 108 | | |
| conclusion >> | 117 | | |
| addendum a: schedule >> | 121 | | |
| references >> | 125 | | |

Context



fig.3.1 Road Map: Pretoria, Johannesburg and surrounding areas

fig.3.2 Road Map: Pretoria Inner City



Vehicular

Main arteries entering Pretoria:

N1 north: Polokwane

N1 south: Johannesburg (via N14)

R21: Johannesburg International Airport

N4 west: Rustenburg

N4 east: Witbank

The site is easily accessible from these major roads. Road signs to and from the inner city area is clear and easy to follow. The site is situated just off the significant Paul Kruger Street - an axis linking Church Square with Pretoria Station.

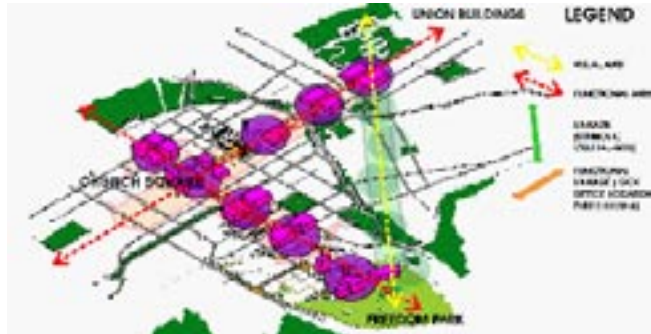
Public Transport

The site is situated within walking distance of Bosman Street Station (210m) and Pretoria Station (550m). The Gautrain Station will be located next to the Pretoria Station which will link Johannesburg and Johannesburg International Airport with Pretoria. Inner city bus stops as well as private taxi's are located outside Pretoria Station. Local and international visitors can reach the site by public transport.

fig.3.3 Public Transport Map: Train Stations

Context

ISDF Framework



Tshwane Integrated Spatial Development Framework

(compiled by Tshwane Municipality)



Precincts

New precincts proposed for the city centre are illustrated on the map above. The area in which this study will be undertaken is the Museum Park Precinct. The vision of the framework for this precinct is to express our cultural heritage.



Pedestrian and Public Transport Spine

Paul Kruger and Church Street are earmarked to become pedestrian priority routes, linking the future Gautrain Station with other stations and attractions in the city centre. These routes will be serviced by a bus system that could later be replaced by a tram or light rail system.



Private Transport and Parking

A system of one-way streets around the periphery of the city centre will be dedicated to private transport. Parking facilities will be provided along these routes and will link with pedestrian and public open spaces.



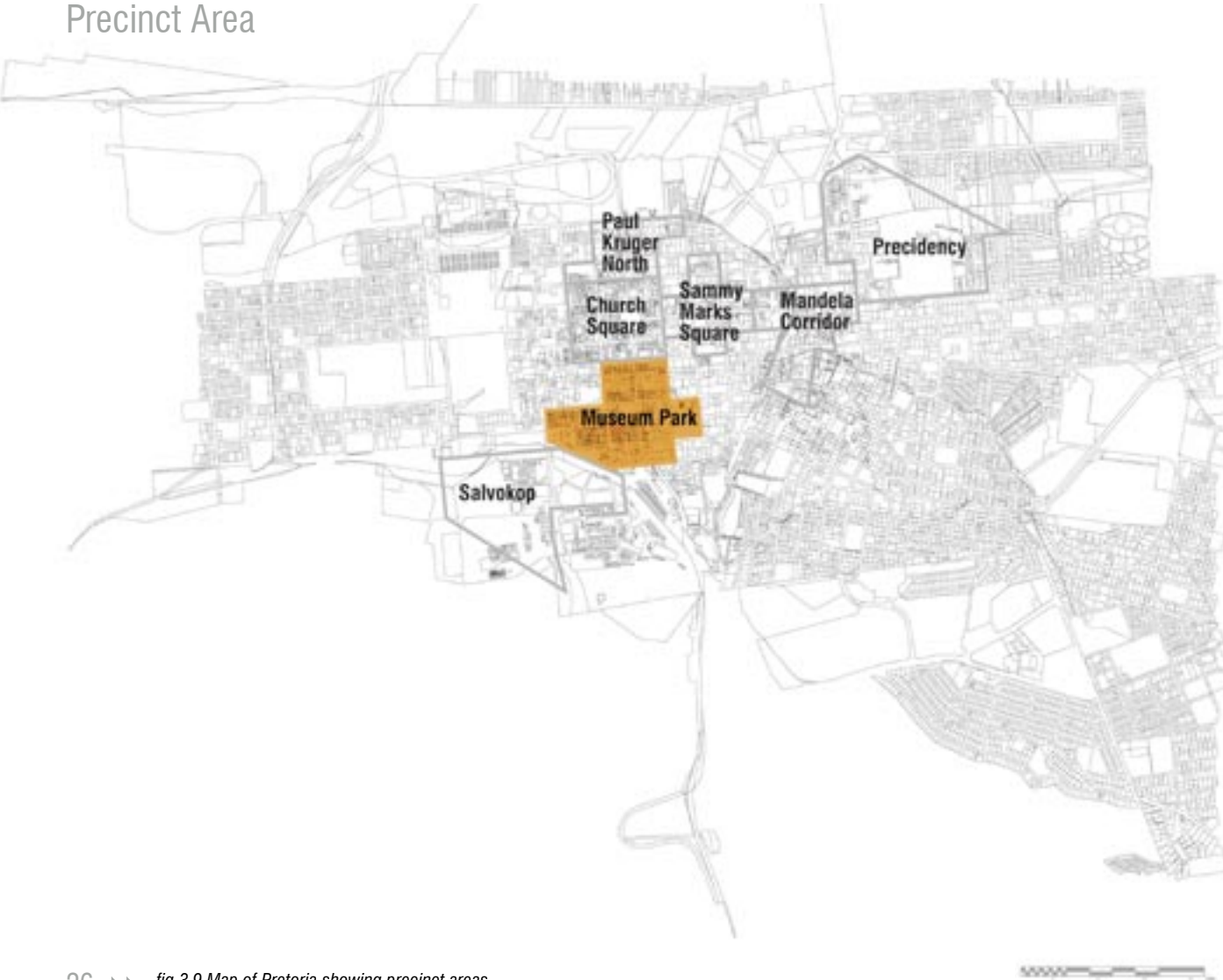
fig.3.4-3.8

Public Space Network

A network of public space and green space will be developed to correspond with pedestrianised areas.

Context

Precinct Area



MUSEUM PARK PRECINCT

The site is situated in the Museum Park precinct as proposed by the Tshwane ISDF. This precinct was chosen for two reasons. Firstly, the theoretical exploration pointed out that a site should be chosen that is on the border of the CBD where interaction between field-dependent and independent spatial expression can be found. Secondly, the chosen topic, an institute for African language studies, fits into a cultural and historical context.

STUDY AREA

The area includes the South western border of the central business district which is mainly within the Museum Park Precinct. The aim of studying this area is to compare spatial characteristics of the CBD with that of its peripheries.

SITE

The site, situated on the corner of Bosman and Minnaar Street hosts views of the City Hall, Pretorius Square and the Transvaal Museum. Currently the site is used as parking for employees of the adjacent Spoornet building.

Context

Study Area

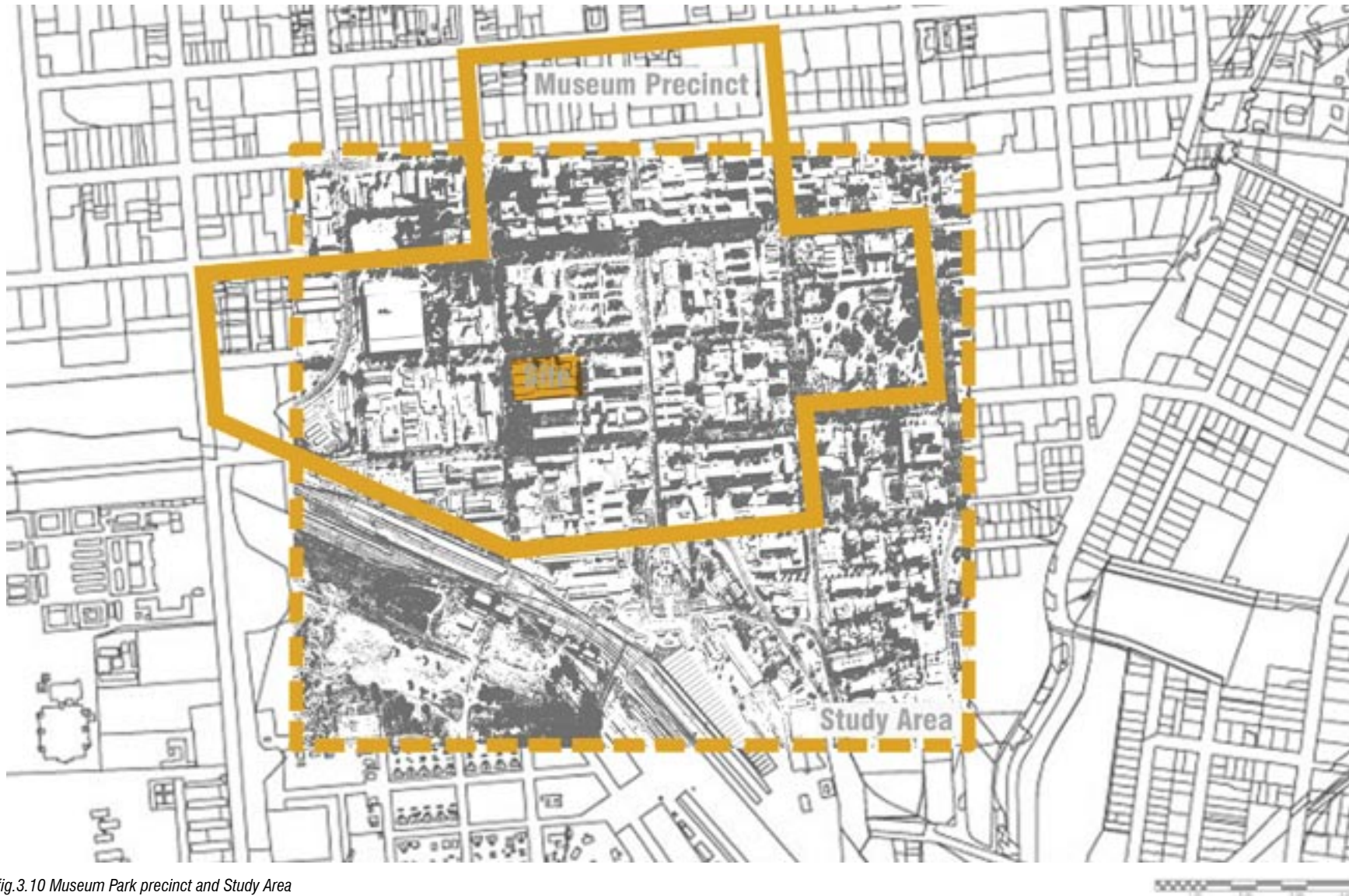


fig.3.10 Museum Park precinct and Study Area

Context

Present Museum Park Area

CURRENT MUSEUM PARK

The current Museum Park area was designed in 1999 by Holm Jordaan Architects. Attention was given to the upgrading of the sidewalks, especially along Minnaar Street, to promote a pedestrian feel and to connect the museums and centres. This was done by introducing paving patterns, seating, lighting and signage. Centres included in the heritage precinct are:

MELROSE HOUSE

The Peace Treaty of Vereeniging, which ended the Anglo-Boer War, was signed on these premises on 31 May 1902. The building now serves as a museum for the Victorian to Edwardian architecture. Courses, exhibitions and antique markets are held here. (Museum Park Brochure)

BURGER'S PARK

The park is opposite Melrose House and has a restaurant located in the centre.

TRANSVAAL MUSEUM

The Transvaal Museum was built in 1913; the north and south wings were extended ten years ago by Holm Jordaan Architects.

The Natural History division displays the biodiversity of southern Africa, focussing on the evolution of mammals, reptiles and birds. Guides and courses are available as well as a specialist natural history bookshop.

The Geosciences Museum is also situated in the Transvaal Museum and houses a collection of rocks, minerals and fossils.

CITY HALL

The Pretoria City Hall was built in 1935 and designed by J. Lockwood Hall. The pediment was designed by Anton van Wouw and depicts the history of Pretoria.

AFRICAN WINDOW CULTURAL MUSEUM

The museum is dedicated to the heritage and culture of all South Africans. The museum also has conference facilities, exhibition space and a restaurant. (Museum Park Brochure)

INNER CITY ENVIRO CENTRE

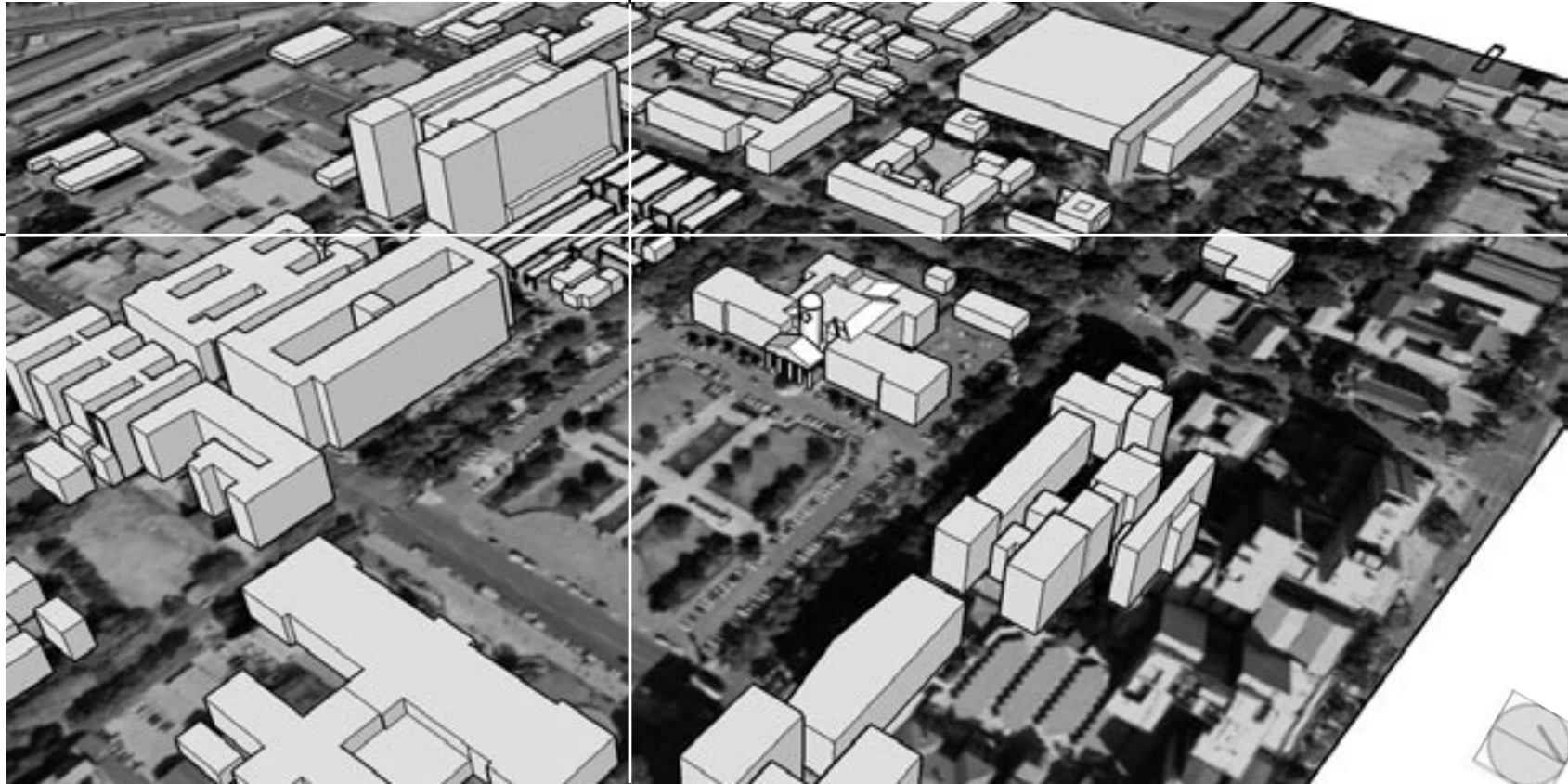
The centre promotes environmental awareness through workshops, courses and programmes.

MUSEUM OF SCIENCE AND TECHNOLOGY

An interactive museum where the discoveries in science and technology is explained to the visitor.

MUSEUM PARK TOURISM CENTRE

Apart from providing visitors with information and brochures on Pretoria, the centre also provides accommodation for visiting school groups.



3.11 Perspective: Study area



- 1. City Hall**
- 2. Pretorius Square**
- 3. Transvaal Museum**
- 4. Spoornet**
- 5. Department of Land Affairs**
- 6. Department of Home Affairs**
- 7. Old Fire Station (now Tourist Info)**
- 8. Tshwane Emergency Services**
- 9. Government Garage**
- 10. African Window Museum**
- 11. Dairy Mall**
- 12. Bosman Street Station**
- 13. Pretoria Station**
- 14. Market & Bus Stop**
- 15. Multi-use Area**
- 16. Post Office**
- 17. Land Bank**
- 18. Burger's Park**



30 >> *fig.3.12 Aerial photograph of Study Area*





fig.3.13 Buildings in Study Area

Context

ANALYSIS OF PRETORIA

An analysis process is undertaken, using the theory of field-dependence and field-independence. The first area to be analysed is the greater Tshwane Municipal area. After that, the study area is again analysed in terms of the theory. This was done to determine which types of spatial expression can be found and where they are located.

Looking at the city planning strategy for apartheid Pretoria during the 1960's, a field-dependent diagram can be identified. Each area focusses inward, onto itself and interaction between areas is discouraged.

After the 1994 elections and democracy, racial segregation was no longer enforced by law and integration slowly started taking place. The areas around the CBD show the most dynamic patterns in terms of spatial use due to interaction. In these areas a wider variety of cultures and nationalities are found. Different elements within the area (such as buildings, infrastructure and facilities) are linked to each other through interaction.

APARTHEID CITY DESIGN

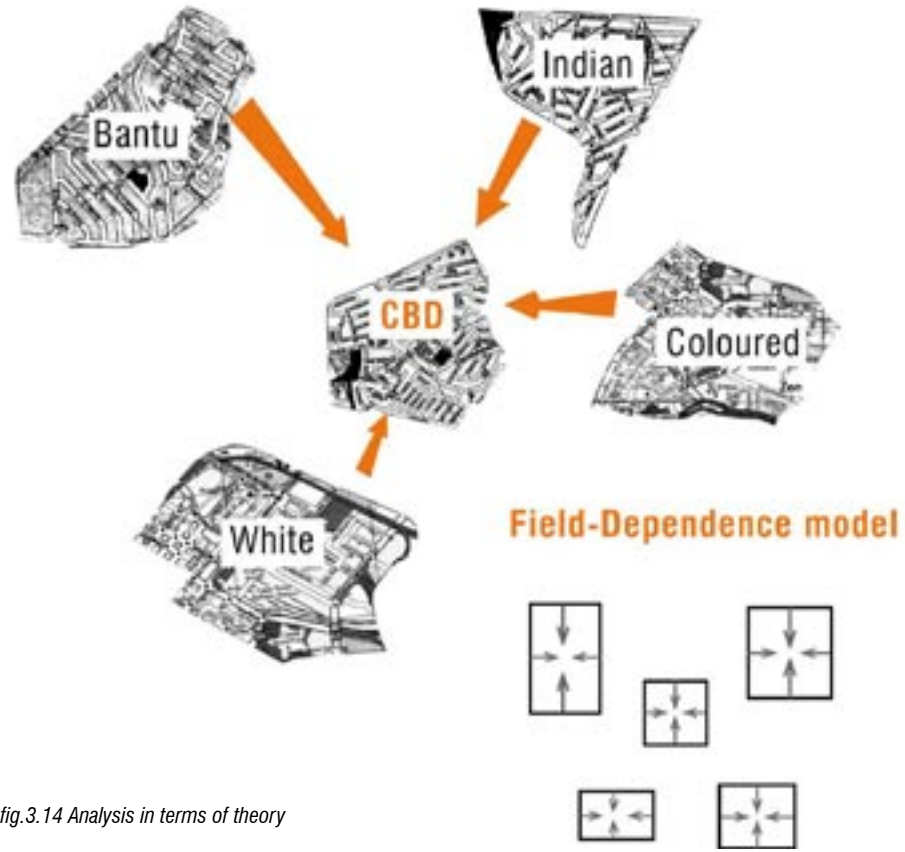


fig.3.14 Analysis in terms of theory

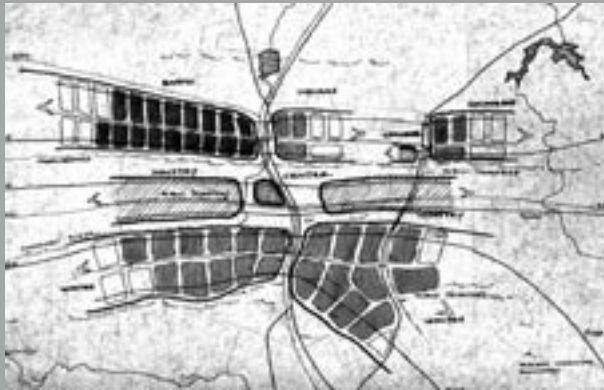


fig. 3.15 “A Sketch for an ideal city on the site of Pretoria” (Ball.B.W.B. 1968:125)

In his thesis, Brian Ball discusses the thinking behind city planning in the apartheid era. The thought pattern in the 1960's was that friction between racial groups could be avoided by designing separate residential areas and not to allow one race to travel through another race's area. This caused a strong division between different parts of the city by transport links. Today, even after the Group Areas Act was abolished, the road network still makes integration difficult.

POST-APARTHEID CITY DESIGN

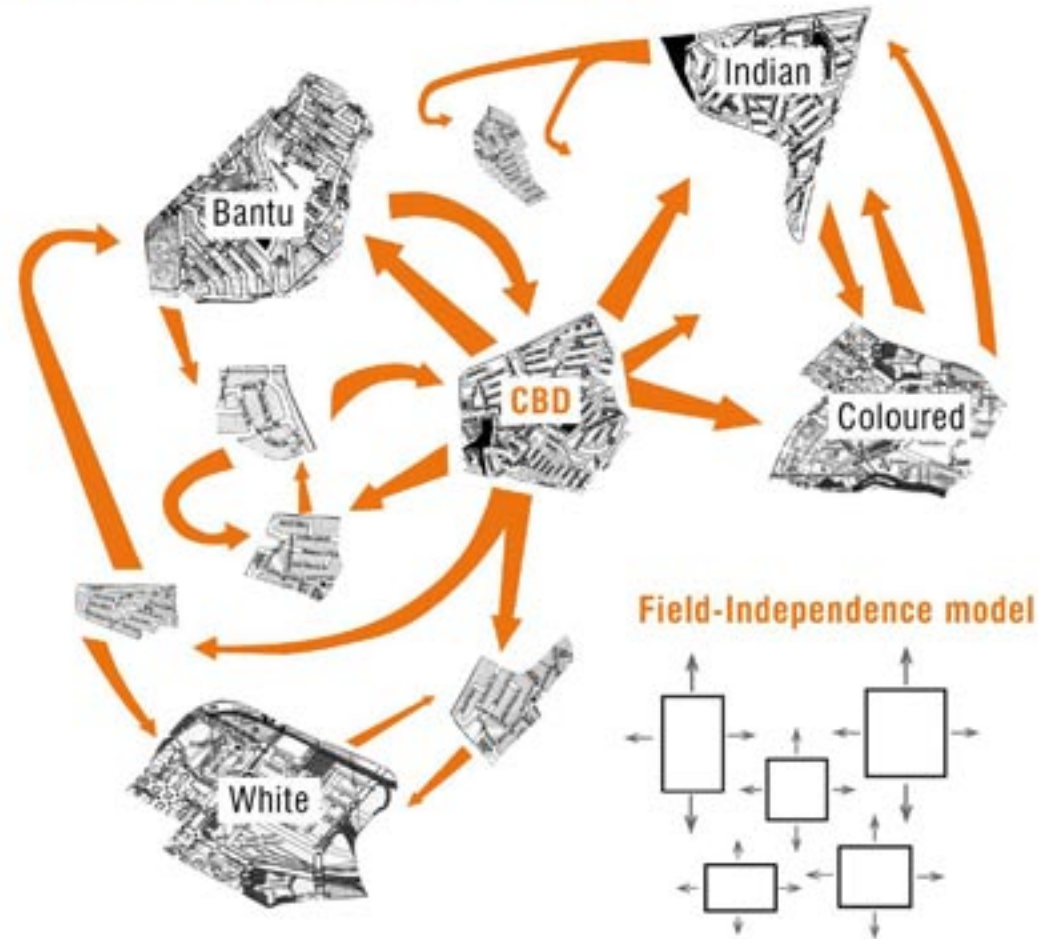


fig.3.16 Analysis in terms of theory



Context

ANALYSIS OF STUDY AREA

The proposed site, investigated in this study, falls within the CBD of Pretoria, but is located on its south-western border. The site and its surroundings are analysed in terms of the field-dependence/independence diagrams. This also serves as a test for the findings in the analysis of the greater Tshwane municipal area.

The results show that the inner part of the CBD still functions mostly fielddependently whilst the borders are showing field-independent activity. One can say that the new field-independent tendencies are slowly 'creeping' into the CBD. Currently the buildings of the CBD rarely accommodate new dynamic and therefore hamper the tendency to develop. This is especially evident in the institutional and governmental buildings. If the CBD is to reflect the needs of its users, this problem has to be addressed.

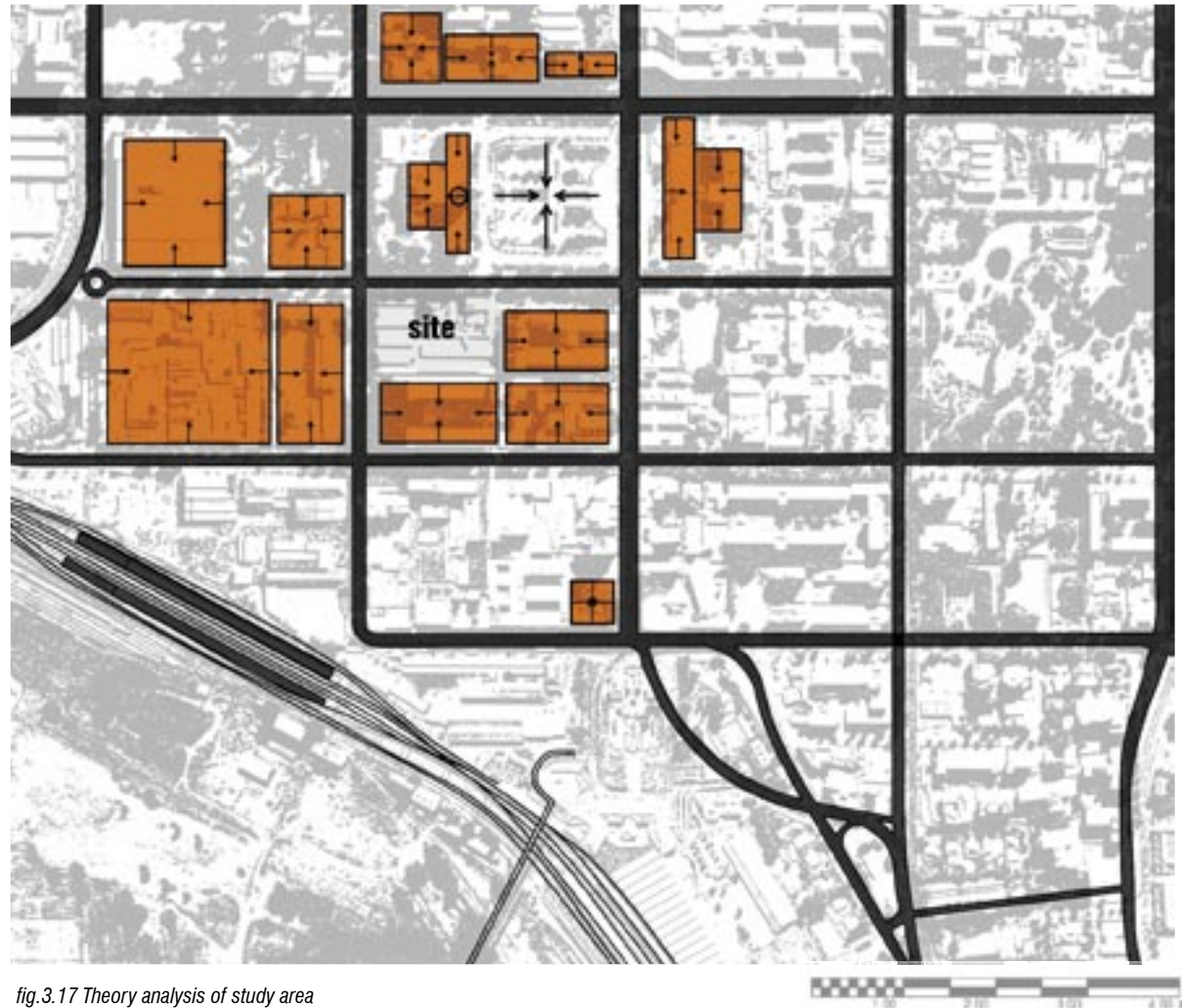


fig.3.17 Theory analysis of study area

CHARACTERISTICS OF A FIELD-DEPENDENT URBAN AREA:

- Buildings and spaces are not adaptable to different programmes and users.
- Only one or two functions are housed within the building.
- Low density of users and the buildings are not used to an optimum.
- Ill defined
- Do not attract new users

CHARACTERISTICS OF A FIELD-INDEPENDENT URBAN AREA

- Buildings and spaces are able to adapt to a variety of programmes and users over time.
- Multi-functional buildings. Many functions are found in one area.
- High density
- Well defined, character.
- Attracts a wide range of users at all times of day.

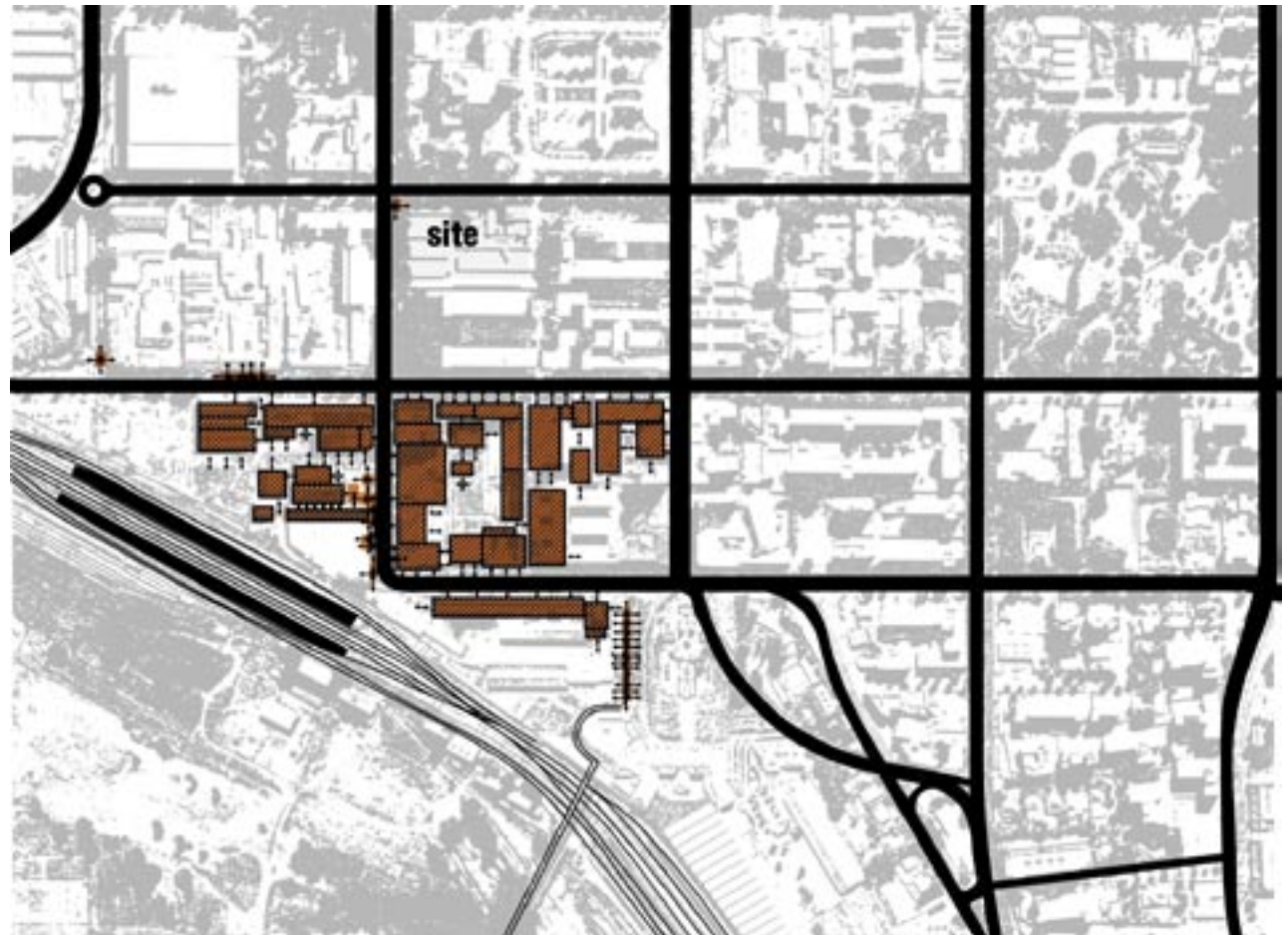


fig.3.18 Theory analysis of study area



Context: Site Analysis



*3.18 Model of field-dependent/independent site analysis.
White buildings = field-dependent
See-through buildings = field-independent*



The following analytical map shows the adaptive qualities of the buildings in the study area

Areas identified as constants are those that show little or no change over its lifespan. As indicated earlier, these occur towards the centre of the CBD.

Areas of adaptation and transformation are those showing a successful change of use or users during its lifespan. These are mostly found on the outskirts of the CBD but are slowly moving towards the centre. When designing in this area, the need for buildings that can adapt has to be considered. The sites open for development are ideal in answering the need of the area. Any interventions on these sites should be adaptable and should comply to principles of cross-programming, space-independence and flow of dialogue.

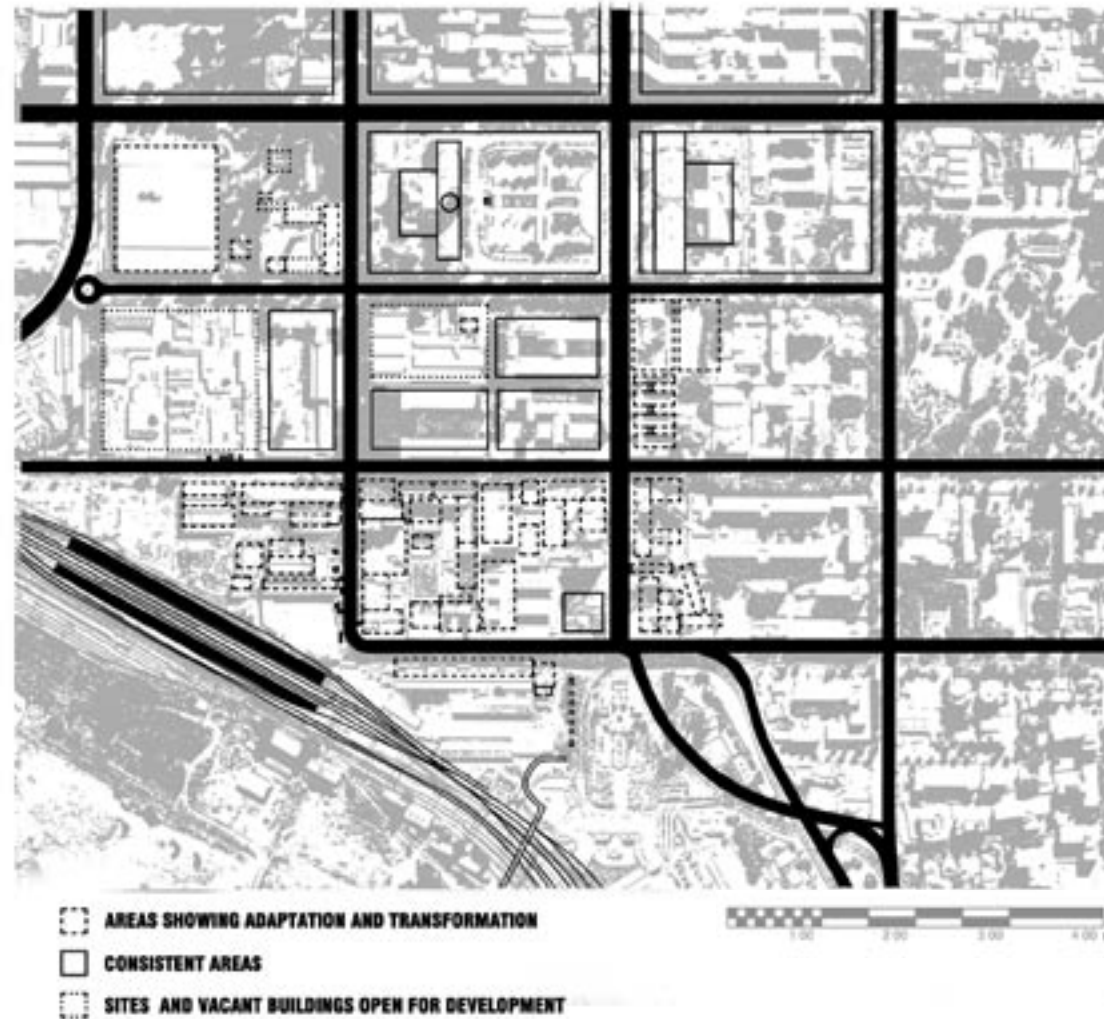


fig.3.19 Adaptive buildings in study area

Context

Patterns of Consistency: Layers of History



fig.3.20 SANAF Aerial Photograph of Pretoria in early 1900's (exact date



fig.3.21 SANAF Aerial Photograph of Pretoria in the 1930's (exact date unknown)

Context Study

Patterns of Consistency: Layers of History



fig.3.22 Location of Christina Street

The area on which the site is situated was originally part of the farm Elandspoor. The owners of the farm's daughter married Phillip Carel Minnaar, after whom the street was named.

The aerial photo's (*fig.3.20&3.21*), taken in the early 1900's and 1930's (exact dates unknown), show the site to be used for residential buildings. One can clearly distinguish a lane flanked by houses. During an interview with Anton Jansen, Chief Executive Officer of the Tshwane Building Heritage Association on 24 May 2006, it was found that these buildings were erected in 1899 to serve as boarding rooms. In 1913 they were described as the Eloff Cottages. Existing Building 1 (*fig.3.23*) can be assumed to be the last remaining cottage.

Christina Street no longer runs from Scheiding Street through to Minnaar Street, but is fenced off at Jacob Mare Street by the Department of Home Affairs. This eliminates an important link between Pretoria Station and Pretorius Square. The design therefore proposes to open Christina Street for pedestrian use.



fig.3.23 Existing Building 1: Residential building, currently a security office



fig.3.24 Existing Building 2: Old railway building, currently vacant

Context

Patterns of Consistency: Layers of History

Existing Building 1: Cottage

The heritage value of a building is determined by how well it represents the architecture of its time. Due to the alterations to the cottage this value has diminished.

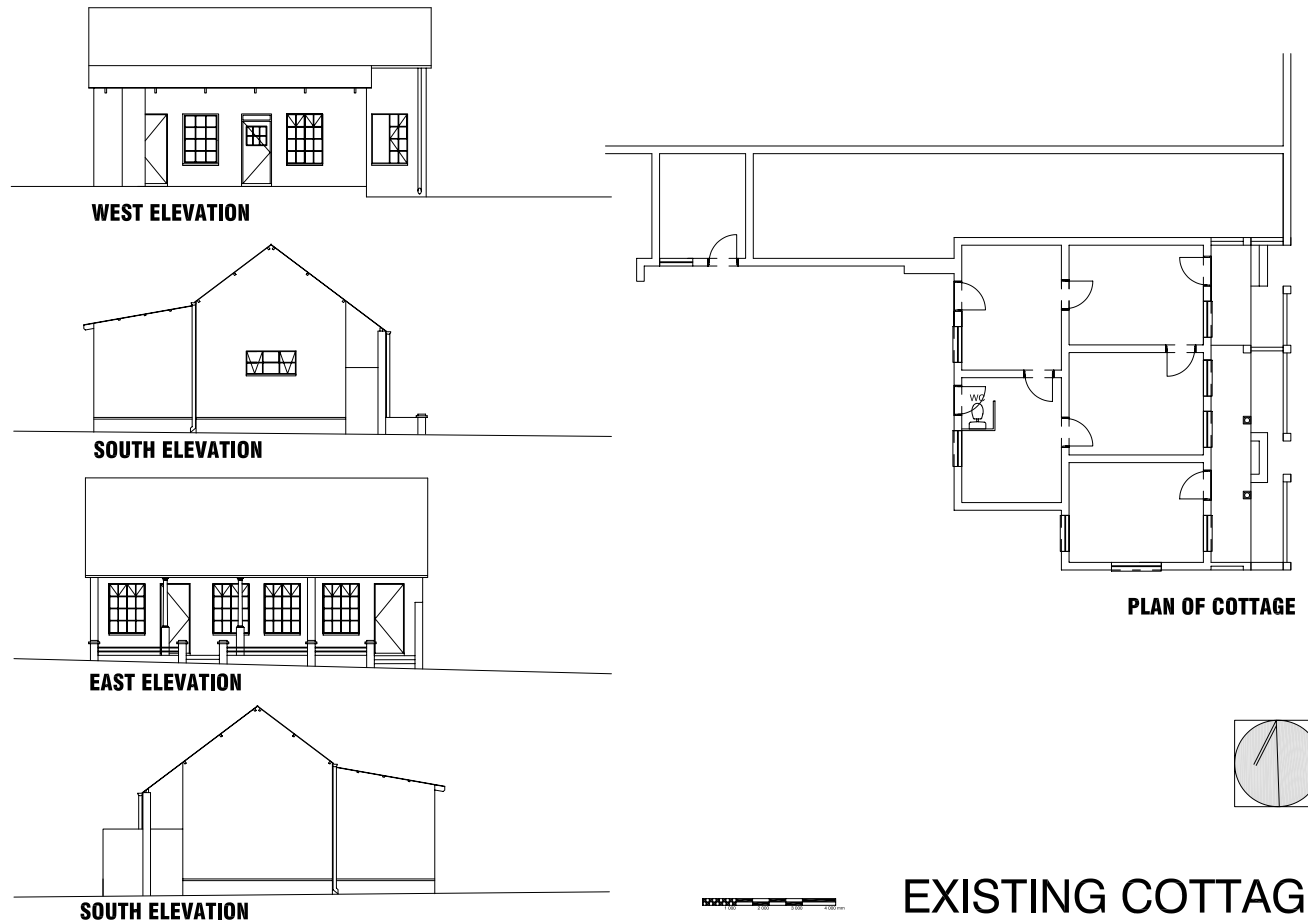
The significance of the cottage now lies in the function it used to house, and its location on Christina Street.

The design proposes that the cottage gets demolished to 450 mm above ground level. These walls will be used as outside seating for the adjacent kiosk or as a picnic area. In this way the 'hospitality' function of the building is continued and its location on Christina Street is remembered.

Neither building, nor any part of a building older than sixty years may be altered or demolished without a permit from the South African Heritage Resources Act (SAHRA). To apply for this, a report has to be handed in to SAHRA including full documentation of the building. This was done by taking photographs and measurements from which a set of measured drawings were produced.

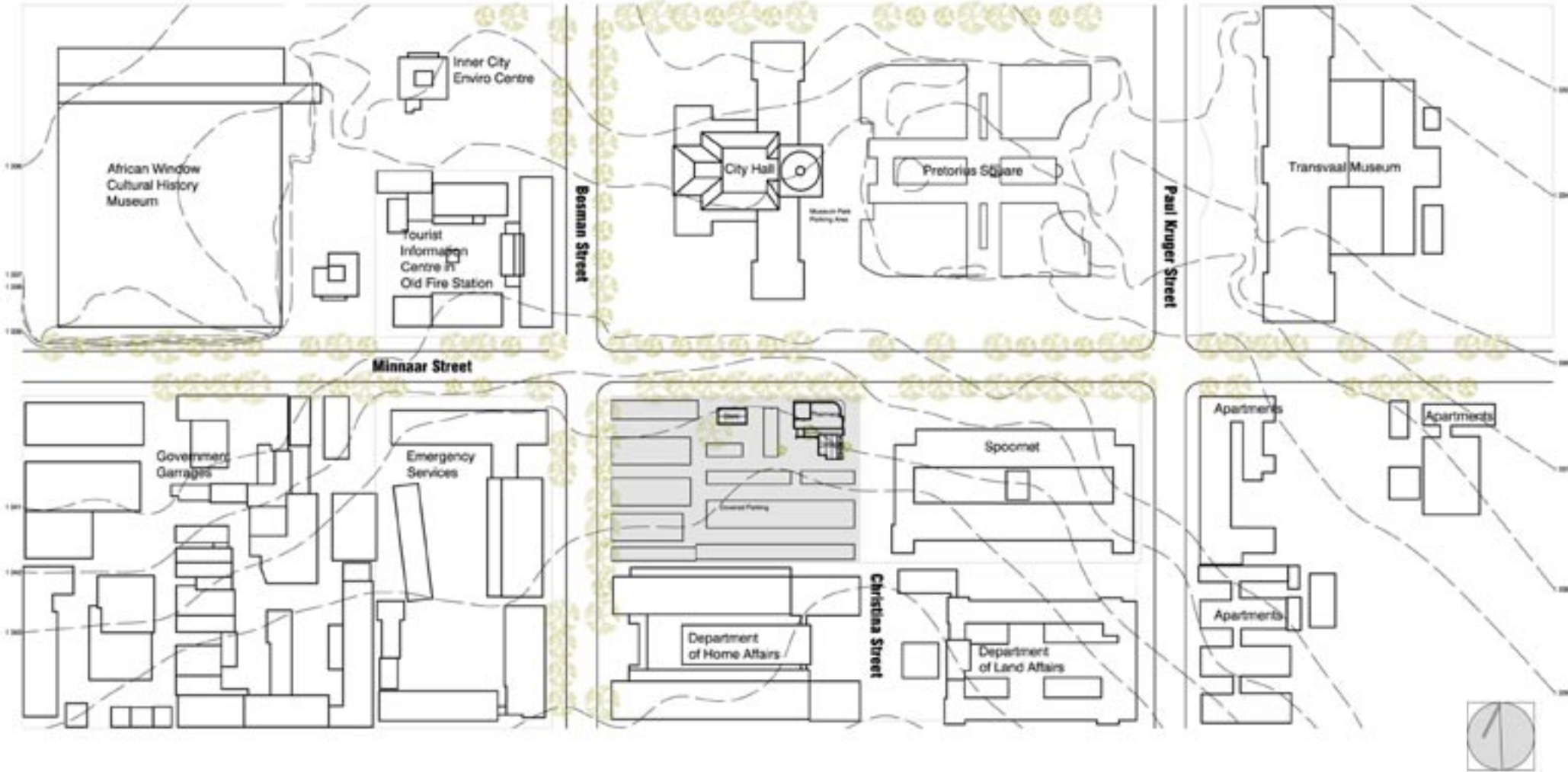
Existing Building 2: Railway Building

This 1920's art deco building is owned by NZASM. It was used as a Pharmacy until 23 April 2006; since then it has been vacant. The design proposes to demolish part of this building but to keep the core and convert it into a restaurant or kiosk. This is a significant location on the site as it has a visual relationship to Pretorius Square.



EXISTING COTTAGE

Context



EXISTING SITE PLAN



Public Open Space



| NAME | LOCATION | DISTANCE FROM SITE |
|------------------|--------------------------|--------------------|
| Pretorius Square | Paul Kruger Street | 25 m |
| Burgers Park | Andries Street | 390 m |
| Station Square | Scheiding Street | 550 m |
| Berea Park | Nelson Mandela Boulevard | 1.2 km |

Education



| NAME | LOCATION | DISTANCE FROM SITE |
|----------------------------------|-----------------------------------|--------------------|
| Ed-U-College Secondary School | Jacob Mare Street | 150 m |
| Loreta Convent | Visagie Street | 350 m |
| Citicol Secondary School | Cnr Schoeman & Schubart Street | 770 m |
| Fascinate College Primary School | Paul Kruger Street | 420 m |
| Vista University | Cnr Van der Walt & Skinner Street | 1.3 km |

Retail



| NAME | LOCATION | DISTANCE FROM SITE |
|-----------------------------------|------------------------------------|--------------------|
| Dairy Mall | Cnr Jacob Mare & Bosman Street | 150 m |
| Freedom Supermarket | Jacob Mare Street | 200 m |
| Informal Trade | Along Bosman and Scheiding Streets | 150 – 540 m |
| Small trade and fast food outlets | Along Paul Kruger Street | 230m – 1 km |
| Filling Station | Cnr Visagie & Bosman Street | 320 m |
| Berea Shopping Centre | Railway Street | 1.15 km |

Municipal Services



| NAME | LOCATION | DISTANCE FROM SITE |
|------------------|-------------------|--------------------|
| Fire Station | Bosman Street | 30 m |
| Metro Police | Visagie Street | 180 m |
| Police Station | Jacob Mare Street | 240 m |
| Municipal Office | In City Hall | 90 m |

Transport



| NAME | LOCATION | DISTANCE FROM SITE |
|-------------------------|---|--------------------|
| Pretoria Station | Scheiding Street | 720 m |
| Bosman Street Station | Bosman Street | 210 m |
| Minibus Taxi Rank | Cnr Jacob Mare and Bosman Street | 180 m |
| Taxi Pick-up Point | In front of Pretoria Station | 700 m |
| Future Gautrain Station | Railway Street | 770 m |
| Parking Areas | Scheiding Street, Pretoria Station & Pretorius Square | 20 - 760 m |
| Inter City Bus Stops | Scheiding & Railway Street | 670 - 760 m |

Museums & Historical



| NAME | LOCATION | DISTANCE FROM SITE |
|--|-----------------------------|--------------------|
| City Hall | Paul Kruger Street | 90 m |
| Transvaal Museum | Paul Kruger Street | 230 m |
| Tourist Info & Old Fire Station Museum | Cnr Minnaar & Bosman Street | 50 m |
| African Window Cultural Museum | Visagie Street | 330 m |
| Museum for Science & Technology | Skinner Street | 530 m |
| Melrose House | Jacob Mare Street | 620 m |
| Barton Keep | Jacob Mare Street | 350 m |

Character of Surrounding Area

Lighting

Apart from the existing buildings, there is no additional lighting on the site. On the northern side of Minnaar Street lamp poles are placed at approximately 5 meter distances apart. These are placed above seating units and were designed to give Minnaar Street a pedestrian friendly character, thus promoting it as a 'heritage boulevard'. Even with these lamp poles Minnaar Street is poorly lit at night. On the south side, where the site for this dissertation is situated, lighting needs to be designed in accordance with existing.



Seating

Benches are situated along the north side of Minnaar Street. These are mostly placed under deciduous Jacaranda trees (Jacaranda Mimosifolia) for shade in summer and sun in winter. The benches are well maintained. There is no seating on the south of Minnaar Street, where the site is situated.



Signage

'Museum Park' banners are placed along Minnaar Street. Municipal buildings, such as the Central Fire Station situated on the south western corner of Bosman and Minnaar Street, have the official 'City of Tshwane Metropolitan Municipality' signage boards. A mosaic plaque in front of the Tourist Information Centre show familiar images of Pretoria, including a Jacaranda tree in bloom.



Paving

Pedestrian walkways have been defined along Minnaar Street with the use of clay brick paving. This was done on both sides on Minnaar Street but the northern pavement is wider with a variation in brick colour creating a wave pattern. The paving is successful in creating a 'boulevard' feel along Minnaar Street.

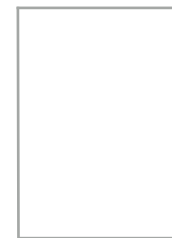


fig.3.25-3.39

Character of Surrounding Area

Jacaranda trees (*Jacaranda Mimosifolia*)

The Jacaranda tree is a Category 3 invader species, which means that no new trees may be planted, but it is not compulsory to remove existing trees. (www.tshwane.gov.za/weeds.cfm) The Jacaranda is deciduous and bears purple flowers in late spring. There are large Jacarandas on both sides of Minnaar Street as well as on the site. Because they are a recognised symbol of Pretoria, care should be taken not to remove or harm them during construction.



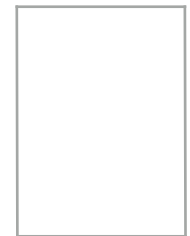
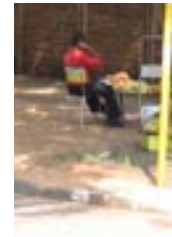
Fencing

For security reasons, the majority of properties are surrounded by walls or fencing. These are not coherent and often unsightly. Fencing eliminates the possibility of having semi-public and public areas around the buildings and does not allow for interaction between the public and the building. This should be addressed in the design.



Activities

Bosman -, Minnaar Street and Pretorius Square are utilised as a through route for commuters walking from Bosman Street Station to Paul Kruger Street. This route gets especially busy at 7 o'clock in the morning and at 5 in the afternoon. Some informal trade takes place along the route, selling food and snacks. Over weekends people relax and picnic in Pretorius Square. A group of boys from the surrounding neighbourhoods often gather with their skateboards on a Sunday.



Site Analysis

Patterns of Consistency: Movement



fig.3.40 Public Footpaths

Erf Numbers: 885.886,887
Zoning: General Business
Size: 7197m²
Coverage: 80%: Building of max 5757.6 m² footprint.
Height restriction: 25m
Floor Space Ratio: 4
Cost of sites: R48 000 000

