

3.2 The city and *Salvokop*

The area between Salvokop suburb and the railway tracks has been functioning as a railway precinct since 1892. It has always been separate from the 'normal' urban fabric (Salvokop Steering Committee 2003:39). Although the suburb has a finer grained street grid, the road pattern aligns with that of the city. The alignment emphasizes the urban design intention of the township - reading as a continuous grid divided by the railway reserve (*ibid*: 45). There have been numerous unsuccessful attempts to regenerate and reintegrate the suburb in the past - the 1974/5 and the 1999/2000 attempt, to name a few. In the Integrated Spatial Development Framework (ISDF 1999) for Pretoria, the preservation of the residential environment is encouraged as well as the development of more housing (Salvokop Steering Committee 2003:38). The author is of the opinion that it would be ideal if the new housing is integrated with other essential urban facilities, such as the open space network, recreation facilities and access to transport infrastructure.

Fig. 26 Relationship between *Salvokop* and *Pretoria* centre (Author 2006)

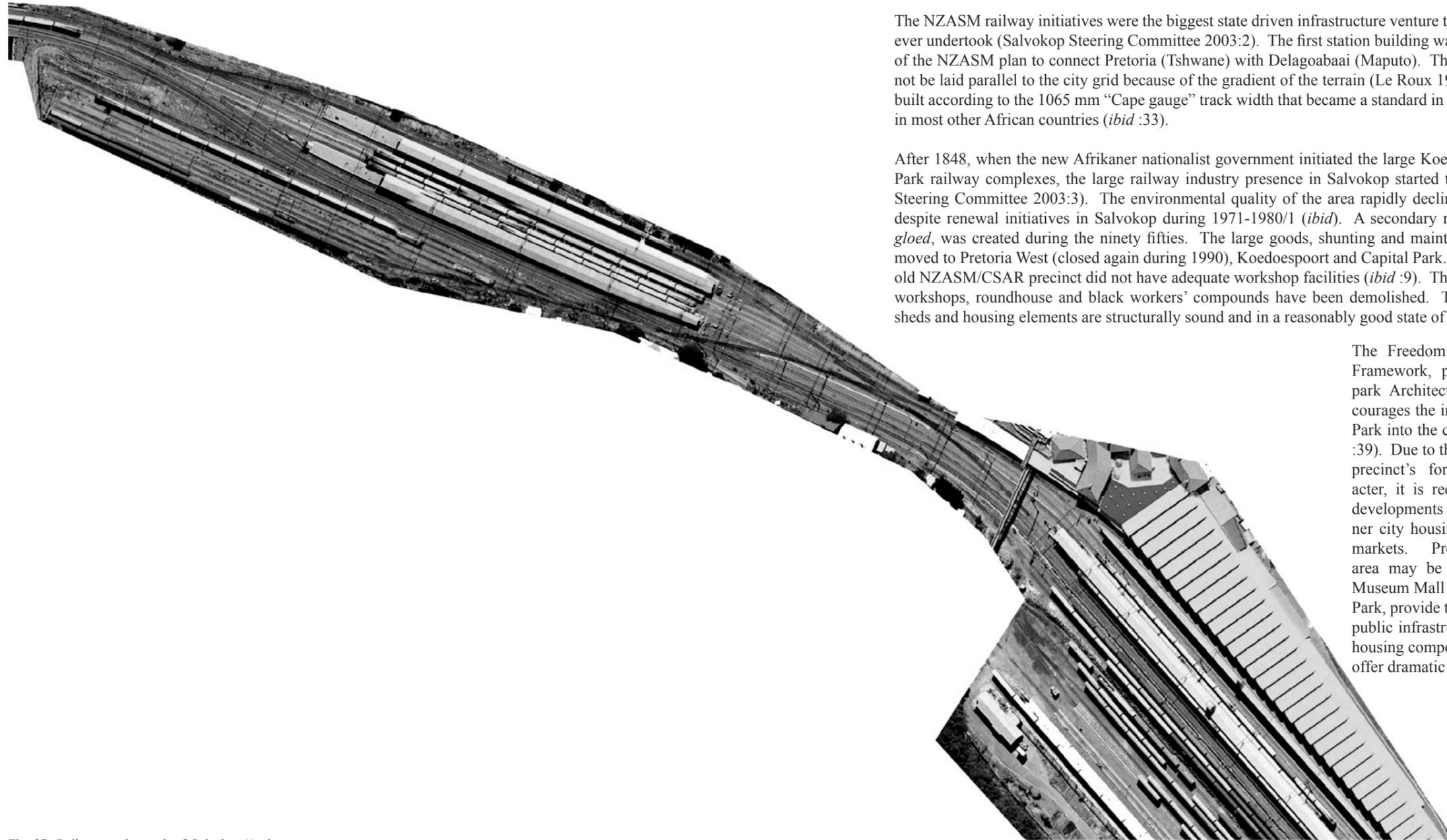


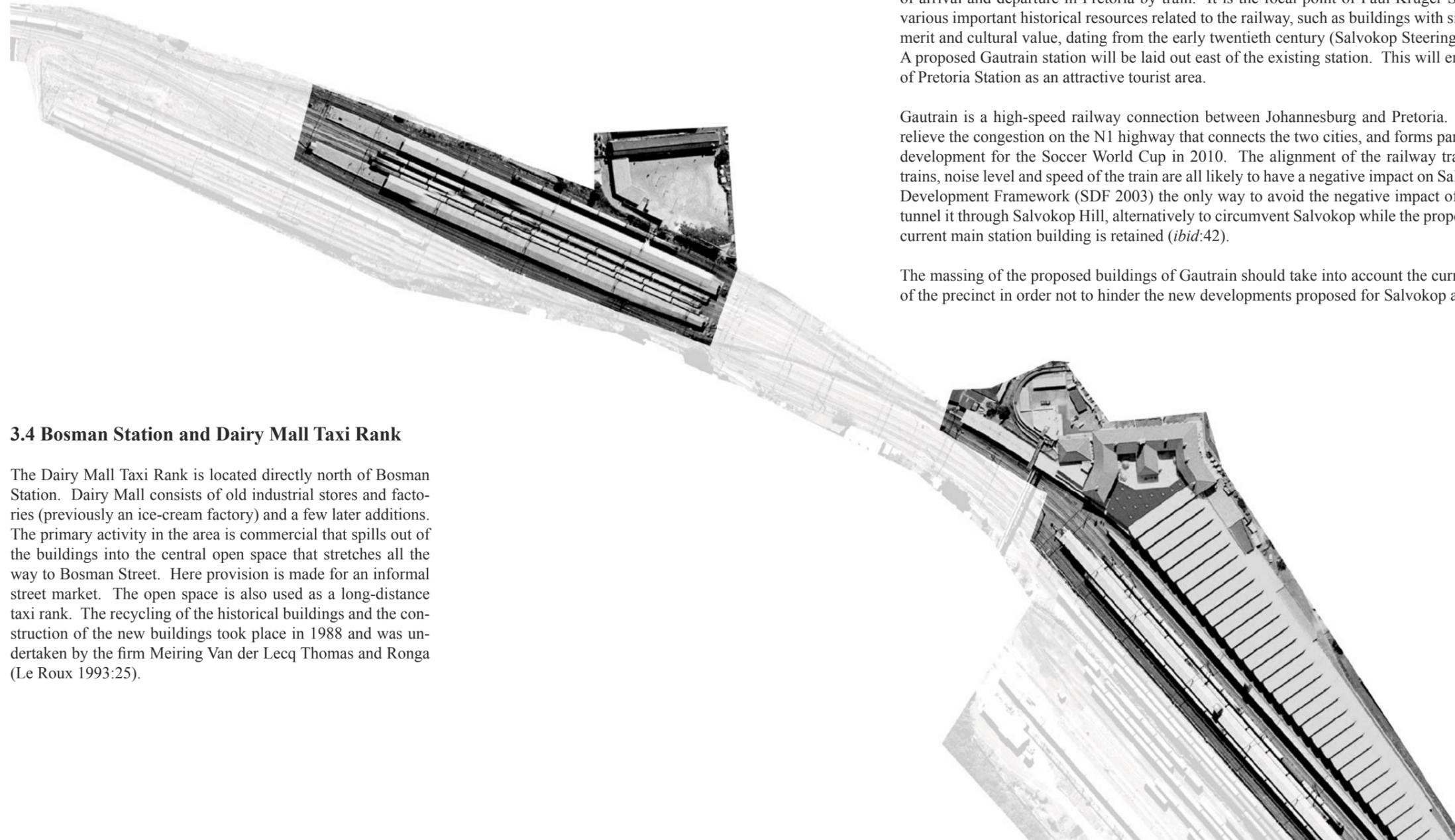
Fig. 27 Railway tracks north of Salvokop (Author 2006)

3.3 Railway tracks

The NZASM railway initiatives were the biggest state driven infrastructure venture the Transvaal Republic ever undertook (Salvokop Steering Committee 2003:2). The first station building was built in 1892 as part of the NZASM plan to connect Pretoria (Tshwane) with Delagoabaai (Maputo). The railway tracks could not be laid parallel to the city grid because of the gradient of the terrain (Le Roux 1993:26). The lines are built according to the 1065 mm “Cape gauge” track width that became a standard in 1873 and was adopted in most other African countries (*ibid* :33).

After 1848, when the new Afrikaner nationalist government initiated the large Koedoespoort and Capital Park railway complexes, the large railway industry presence in Salvokop started to decrease (Salvokop Steering Committee 2003:3). The environmental quality of the area rapidly declined during 1981-2002 despite renewal initiatives in Salvokop during 1971-1980/1 (*ibid*). A secondary railway suburb, *Moregloed*, was created during the ninety fifties. The large goods, shunting and maintenance facilities were moved to Pretoria West (closed again during 1990), Koedoespoort and Capital Park. This was because the old NZASM/CSAR precinct did not have adequate workshop facilities (*ibid* :9). The central and ancillary workshops, roundhouse and black workers’ compounds have been demolished. The remaining offices, sheds and housing elements are structurally sound and in a reasonably good state of repair (*ibid*: 39).

The Freedom Park Urban Design Framework, prepared by Freedom park Architects in Association encourages the integration of Freedom Park into the centre of Pretoria (*ibid* :39). Due to the old NZASM/CSAR precinct’s former industrial character, it is recommended that new developments should focus on inner city housing, light industry and markets. Properly designed this area may be used to connect the Museum Mall Precinct and Freedom Park, provide the urban facilities and public infrastructure required by the housing component of Salvokop and offer dramatic views of the city.



3.4 Bosman Station and Dairy Mall Taxi Rank

The Dairy Mall Taxi Rank is located directly north of Bosman Station. Dairy Mall consists of old industrial stores and factories (previously an ice-cream factory) and a few later additions. The primary activity in the area is commercial that spills out of the buildings into the central open space that stretches all the way to Bosman Street. Here provision is made for an informal street market. The open space is also used as a long-distance taxi rank. The recycling of the historical buildings and the construction of the new buildings took place in 1988 and was undertaken by the firm Meiring Van der Lecq Thomas and Ronga (Le Roux 1993:25).

Fig. 28 *Bosman Station and Pretoria Station* (Author 2006)

3.5 Pretoria Station

The precinct around Pretoria Station is considered an important public place because it is the primary point of arrival and departure in Pretoria by train. It is the focal point of Paul Kruger Street south, and it has various important historical resources related to the railway, such as buildings with significant architectural merit and cultural value, dating from the early twentieth century (Salvokop Steering Committee 2003:39). A proposed Gautrain station will be laid out east of the existing station. This will enhance the importance of Pretoria Station as an attractive tourist area.

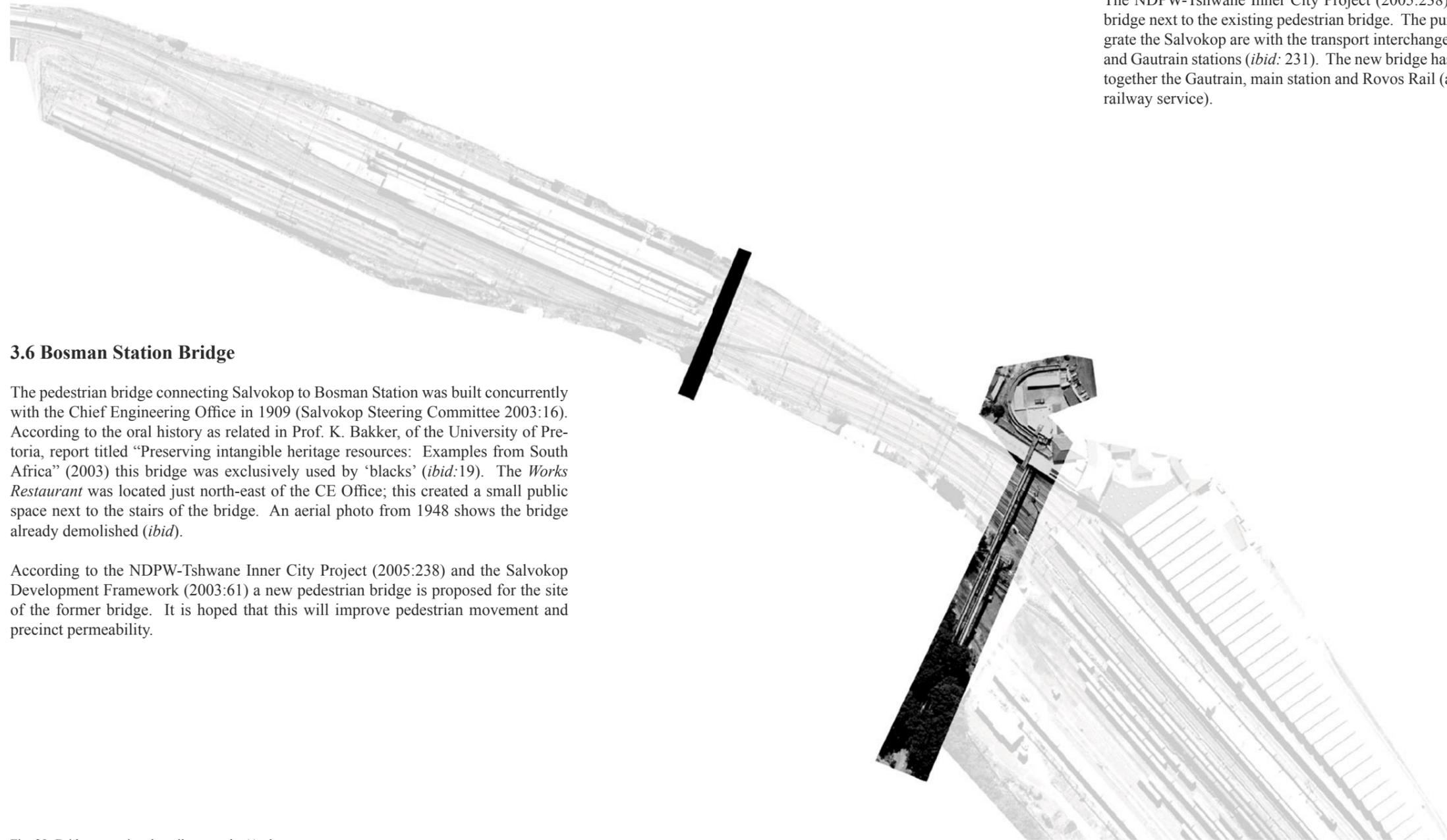
Gautrain is a high-speed railway connection between Johannesburg and Pretoria. The train is meant to relieve the congestion on the N1 highway that connects the two cities, and forms part of the infrastructural development for the Soccer World Cup in 2010. The alignment of the railway tracks, frequency of the trains, noise level and speed of the train are all likely to have a negative impact on Salvokop. The Salvokop Development Framework (SDF 2003) the only way to avoid the negative impact of the train would be to tunnel it through Salvokop Hill, alternatively to circumvent Salvokop while the proposed station east of the current main station building is retained (*ibid*:42).

The massing of the proposed buildings of Gautrain should take into account the current heritage resources of the precinct in order not to hinder the new developments proposed for Salvokop and Time Ball Hill.

3.7 Pretoria Station Bridge

In a photograph from 1932 a new pedestrian bridge is plainly visible. The bridge has a double staircase perpendicular to its walkway (Salvokop Steering Committee 2003:17). A 1937 aerial photograph shows a new, curved ramp around the station annex that replaced the stairs (*ibid* :18).

The NDPW-Tshwane Inner City Project (2005:238) proposes a vehicular bridge next to the existing pedestrian bridge. The purpose of this is to integrate the Salvokop area with the transport interchanges of Bosman, Pretoria and Gautrain stations (*ibid*: 231). The new bridge has the potential of tying together the Gautrain, main station and Rovos Rail (a luxury long-distance railway service).

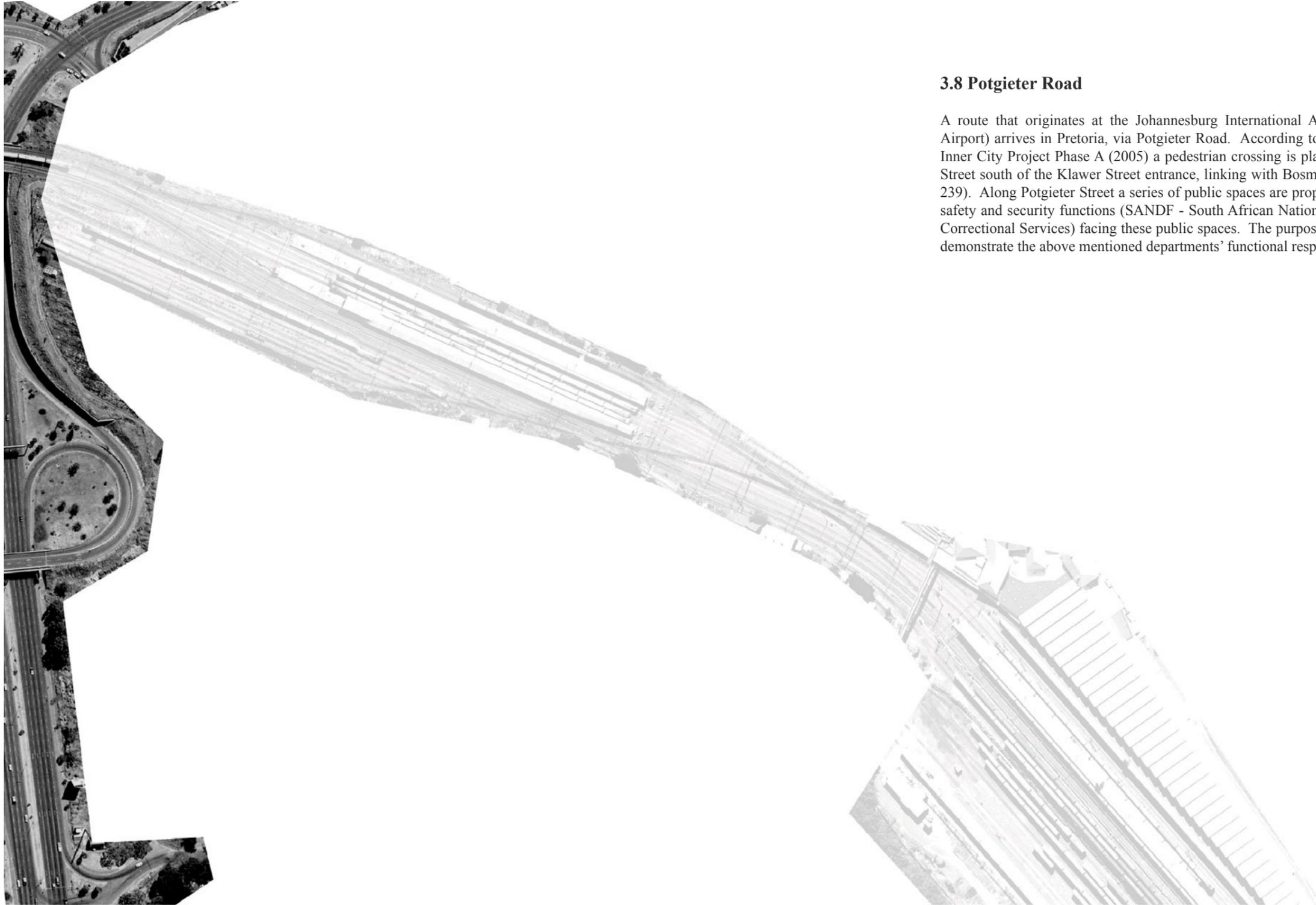


3.6 Bosman Station Bridge

The pedestrian bridge connecting Salvokop to Bosman Station was built concurrently with the Chief Engineering Office in 1909 (Salvokop Steering Committee 2003:16). According to the oral history as related in Prof. K. Bakker, of the University of Pretoria, report titled “Preserving intangible heritage resources: Examples from South Africa” (2003) this bridge was exclusively used by ‘blacks’ (*ibid*:19). The *Works Restaurant* was located just north-east of the CE Office; this created a small public space next to the stairs of the bridge. An aerial photo from 1948 shows the bridge already demolished (*ibid*).

According to the NDPW-Tshwane Inner City Project (2005:238) and the Salvokop Development Framework (2003:61) a new pedestrian bridge is proposed for the site of the former bridge. It is hoped that this will improve pedestrian movement and precinct permeability.

Fig. 29 Bridges crossing the railway tracks (Author 2006)



3.8 Potgieter Road

A route that originates at the Johannesburg International Airport (O.R. Thambo Airport) arrives in Pretoria, via Potgieter Road. According to the NDPW Tshwane Inner City Project Phase A (2005) a pedestrian crossing is planned across Potgieter Street south of the Klawer Street entrance, linking with Bosman Rail Station (ibid: 239). Along Potgieter Street a series of public spaces are proposed with a cluster of safety and security functions (SANDF - South African National Defence Force and Correctional Services) facing these public spaces. The purpose of this decision is to demonstrate the above mentioned departments' functional responsibility (ibid: 238).

Fig. 30 Relationship between Salvokop and Potgieter Road (Author 2006)

3.9 Historical context

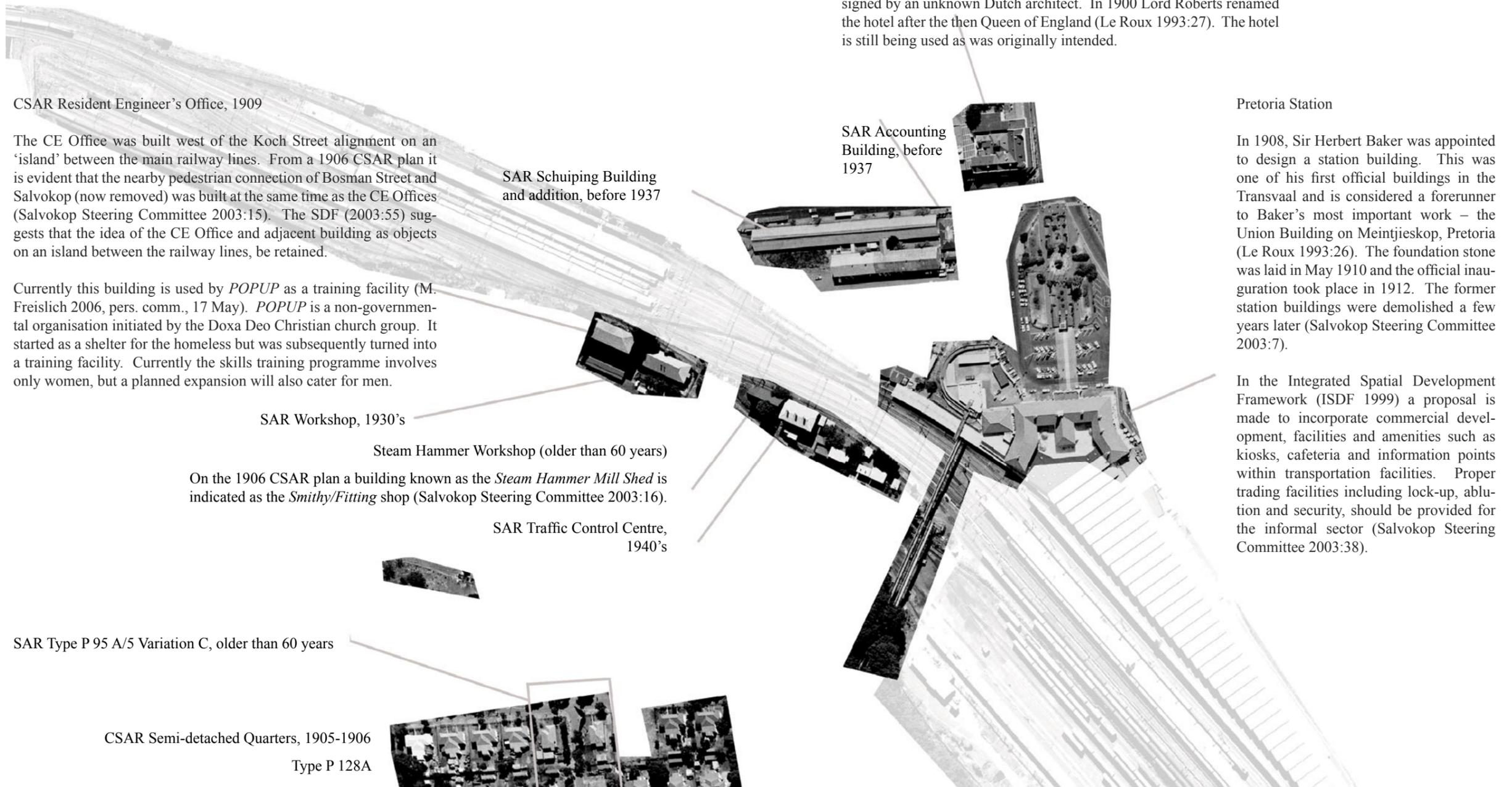


Fig. 31 Historical context of the marshalling yard of Salvokop (Author 2006)



Fig. 32 Pretoria - Surveyor General 1932 update of 1911 survey (Photocopy Van der Waal Collection, Merensky Library, University of Pretoria Green indicate the site under investigation.



Fig. 33 Pretoria (Pretoriana Collection, Merensky Library, University of Pretoria)

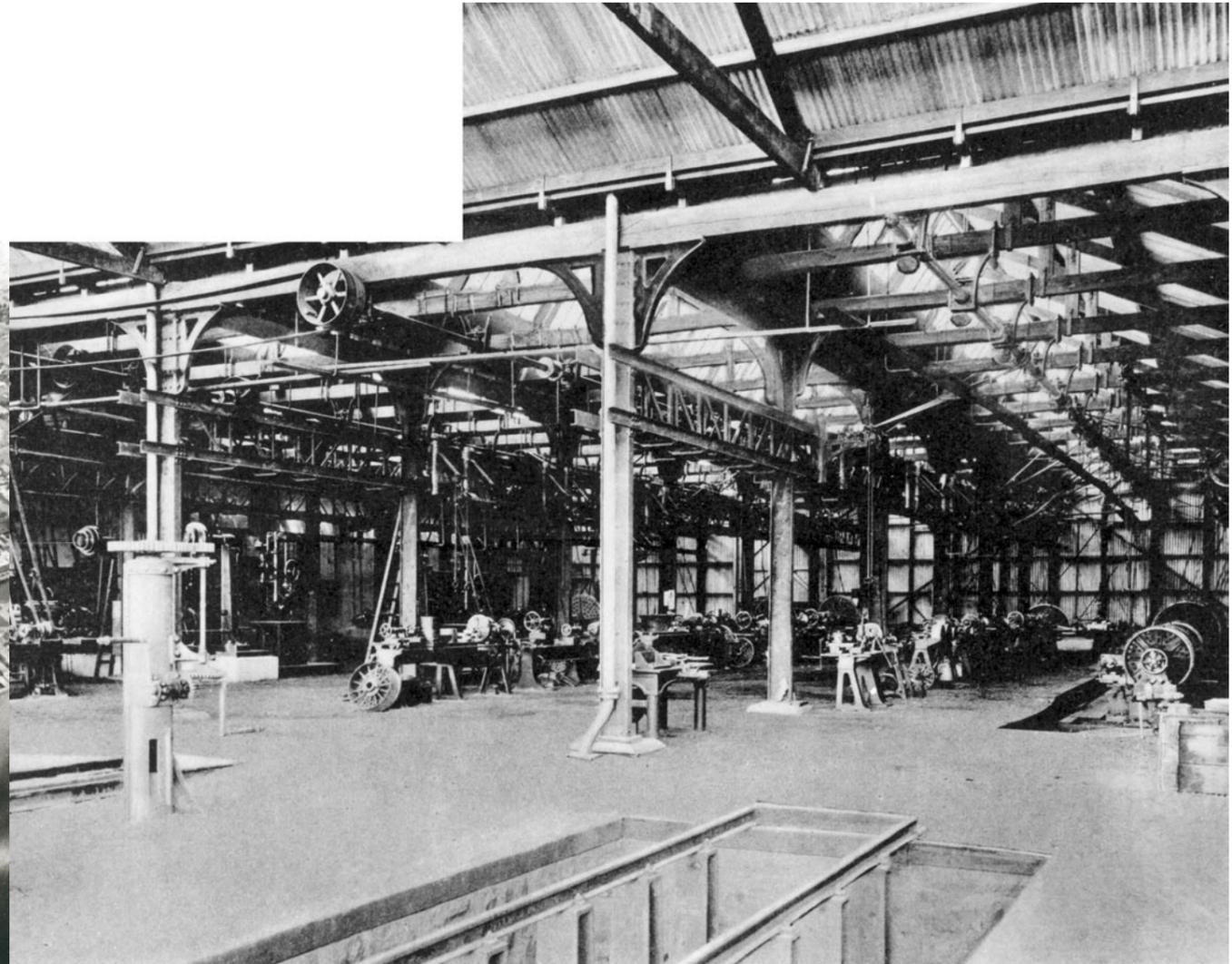


Fig. 34 Central Workshop interior in circa 1896 (Pretoriana Collection, Merensky Library, University of Pretoria)

3.10 Freedom Park



Fig. 35 Scenario of Freedom Park and its surroundings, from *Freedom Park: National Legacy Project* (2002), prepared by Freedom Park Architects in Association

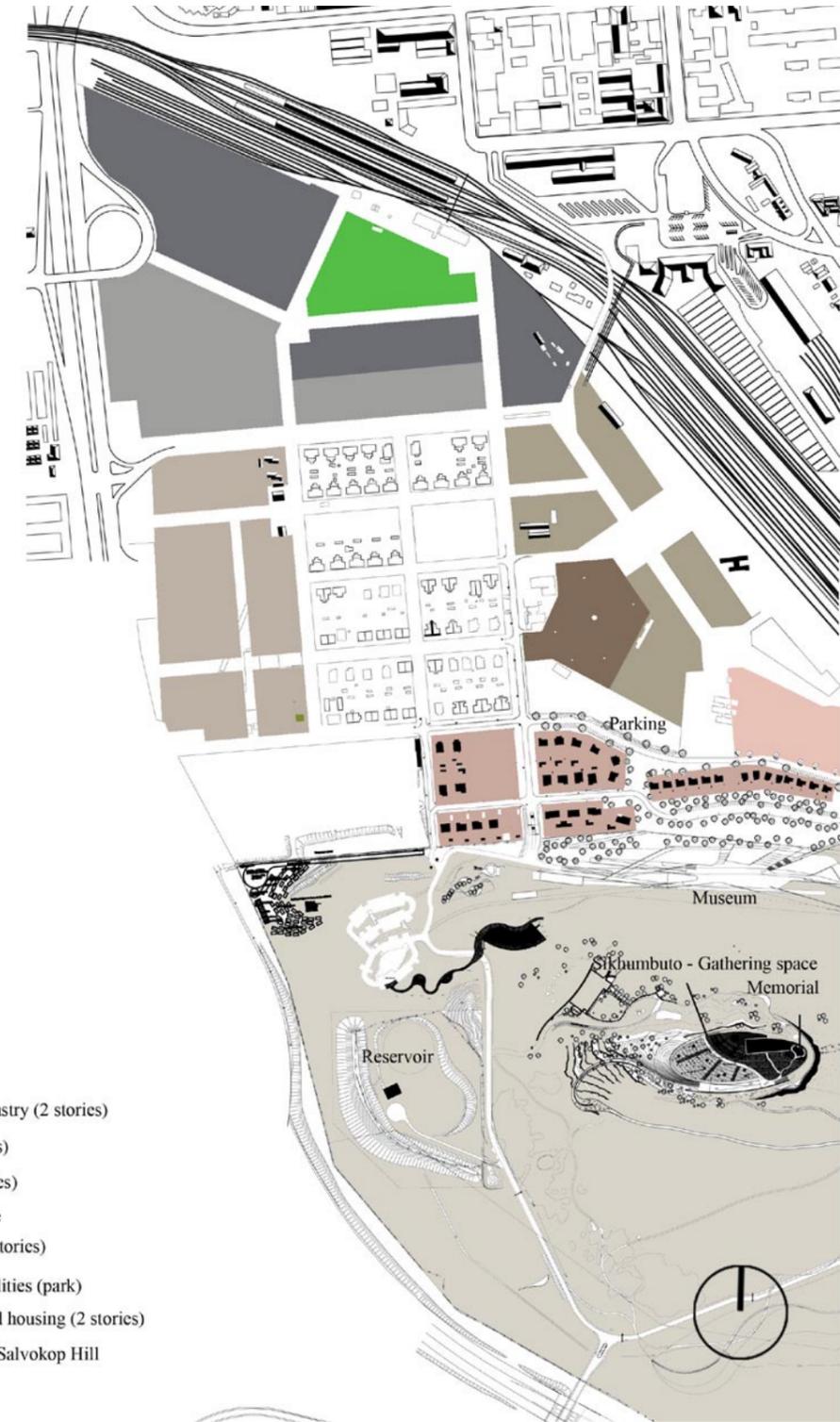


Fig. 36 Urban proposal for Salvokop

3.11 Preceding context studies

A thorough investigation on the history of Salvokop and the value of the history was done by Prof. K. Bakker and compiled in a report with the title: “Preserving intangible heritage resources: Examples from South Africa” (2003). This report was used to compile a proposal for Tshwane; the “NDPW-Tshwane inner city project – spatial development framework: Phase 2 – Overall executive report” (2005). These documents were assessed by the author and a map showing the historical traces and appropriate urban design information is provided (fig. 37).

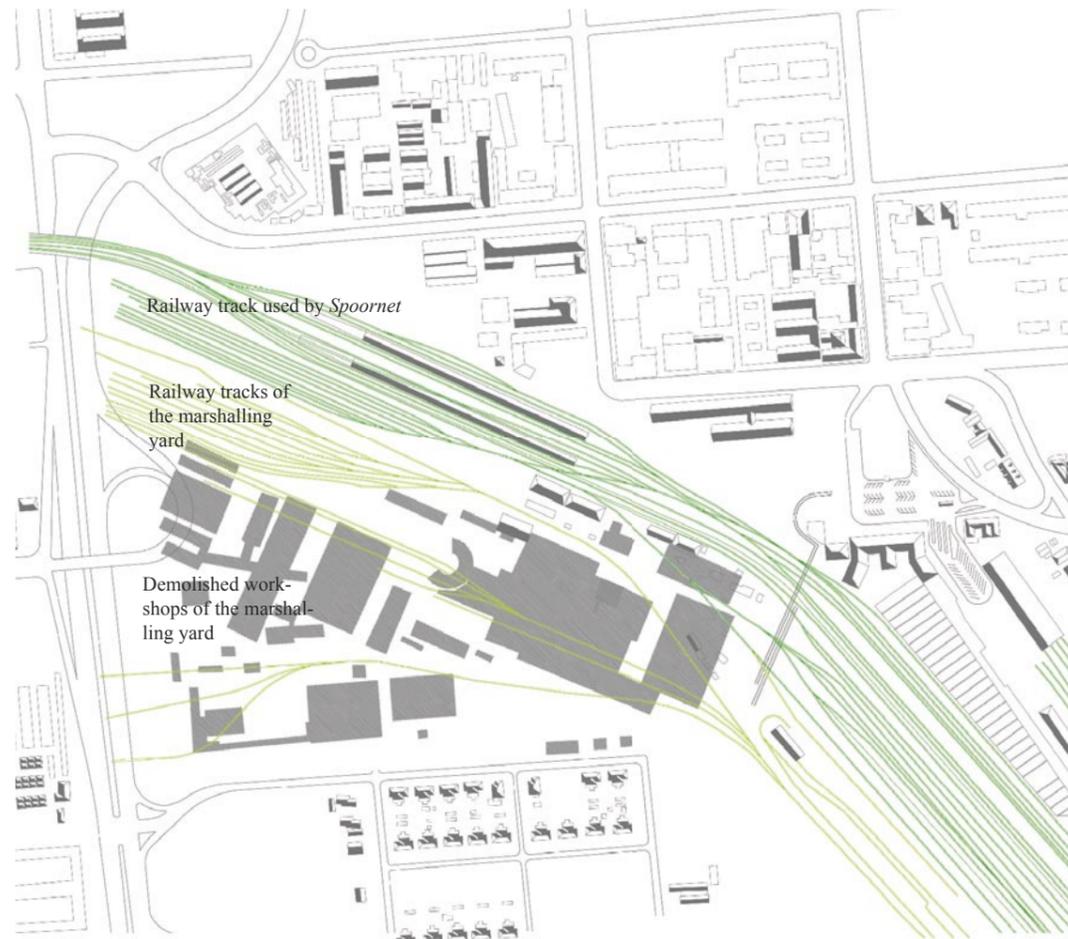


Fig. 37 Traces of the marshalling yard (Author 2006)



Fig. 38 Roundhouse (et Waterval-Onder) interior, circa 1895 (Pretoriana Collection, Merensky Library, University of Pretoria)



Fig. 39 Railway tracks of the marshalling yard (Author 2006)



Fig. 40 Workshop in marshalling yard (Pretoriana Collection, Merensky Library, University of Pretoria)



Fig. 41 Workshops 1895 (Pretoriana Collection, Merensky Library, University of Pretoria)

3.12 Spatial stories

Master planning has the inherent weakness of little or no adaptability. The urban design framework (as employed by GAPP architects and urban designers) attempts to overcome this weakness by distributing a series of ‘working mechanisms’ throughout the city fabric. These mechanisms are capable of change over time and adapt to changing patterns of use. A simple example of this kind of mechanism on a macro-scale is the precinct - a thematically coherent collection of programmes in a defined area. On a micro-scale a mechanism might be as simple as the relationship of a building to an adjacent open area. When a given situation in the city changes, it is up to the design professional to use the mechanisms built into the urban design framework to guide decision making process.

While the urban design framework goes some way to overcome the limiting nature of the master-plan, it has its own weaknesses. An example of this kind of weakness is that it relies heavily on the competence of the designer that uses the framework. The apparent lack of *status quo* information in the final framework, renders current occupancies, uses and users invisible to the designer. The top-down planning approach, despite having been generated from a set of on-ground conditions, easily results in large homogenous use patterns. A methodology premised on integrating existing patterns of use (be they desirous, institutional, commercial or illicit) is thus proposed.

Activities taking place in and around the site were analysed as follows: A series of user groups were identified. The terrain traversed and occupied by each group was mapped. The external and local forces that influence the use of spaces are mapped in turn. By identifying these forces it allows the researcher to come into contact with the dynamic forces that operates on the city. Ongoing changes and imperceptible factors can be identified. The mapping process draws on Michel de Certeau’s theory of ‘spatial stories’. The term refers to the everyday acts that connect places, as well as the nature of these connections (De Certeau 1983:115, 121).

The following groups of activities have been identified for the analysis:

3.12.1. Residential: The residents north of the railway tracks and Salvokop Suburb move between their residence and the areas where they shop and play; such as the Dairy Mall, Burgers Park and the Church Square precinct.

3.12.2. Criminality: This group is made up of petty criminals. They operate in busy areas such as the train stations targeting tourists. Spaces around the railway tracks and in-between disused buildings are hiding places and somewhere to rest.

3.12.3. Institutional: Many buildings in central Pretoria are government owned (City of Tshwane 2005: 126). Movement occurs between departments, parking areas and transport nodes.

3.12.4. Tourism: Numerous hotels can be found in the area, including the Victoria Hotel, Belgrave Hotel, Manhattan Hotel and Burgers Park Hotel. Movement is restricted to sidewalks and tourist attractions

3.12.5. Building conversion: Companies such as the City Property Group are market and profit driven. Redundant office space is converted into housing which has a positive, if perhaps unintentional effect on the area.

3.12.1 Activity Group: Residential



A. Historical railway works. A natural buffer is located between the residential area and the railway tracks. Before the Second World War this area used to be an important railway precinct (Bakker 2003:4). Railway operations were moved to Gezina due to inadequate space available and the majority of the railway buildings in Salvokop were demolished.

B. Freedom Park. It is hoped that this development will increase tourism and private sector investment in the area.

C. Gautrain. A high-speed train network that will connect the affluent areas and inner cities of Johannesburg and Pretoria. A stop is planned for the Pretoria Station.

D. Train stations.

E. Dairy Mall Taxi Rank.

1. Railway tracks - defines the edge of the city.
2. Bridge - allows the residents to cross the railway into the city.
3. The functions of these buildings changes according to their users' needs. These buildings would not have been able to sustain themselves without the Bosman Train Station and the Dairy Mall Taxi Rank.
4. Porosity. No large scale buildings were built on the block between Scheiding St., Bosman St., Mare St. and Paul Kruger St.
5. Terrain Vague.
6. Government buildings.
7. Parking for the government buildings.
8. Public parks. Planned recreation.
9. Heritage resource
10. Museums
11. Tourist information centre
12. Private ownership. Profit driven with no social agenda.
13. Careless management.
14. Companies do not rely on these properties for profit, e.g. Salvokop neighbourhood.

Fig.. 42 Activity group: Residential (Author 2006)

3.12.2 Activity Group: Criminality



Fig. 43 Activity group: Criminality (Author 2006)

3.12.3 Activity Group: Institutional

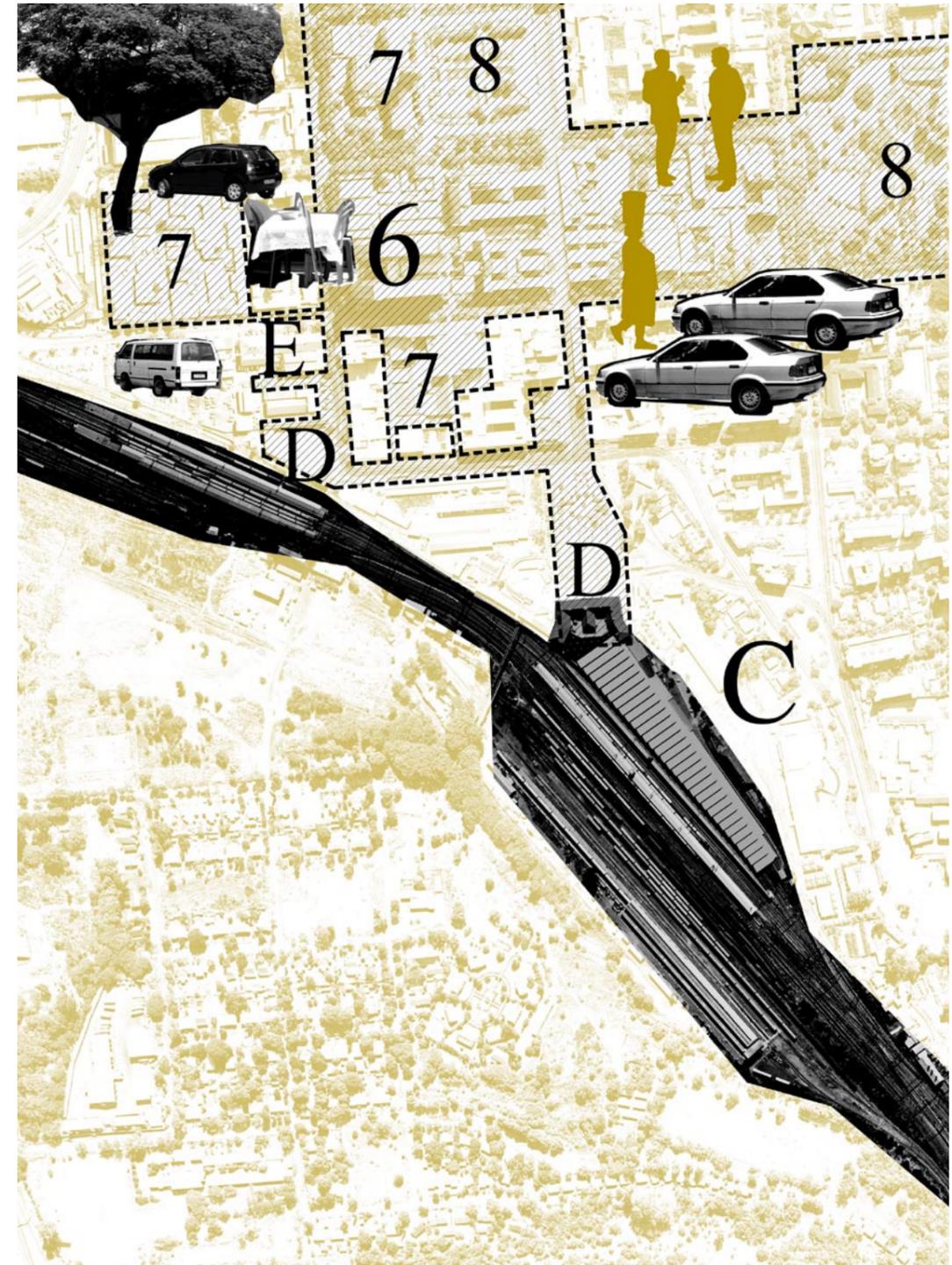


Fig. 44 Activity group: Institutional (Author 2006)

3.12.4 Activity Group: Tourism



Fig. 45 Activity group: Tourism (Author 2006)

3.12.5 Activity Group: Building conversion

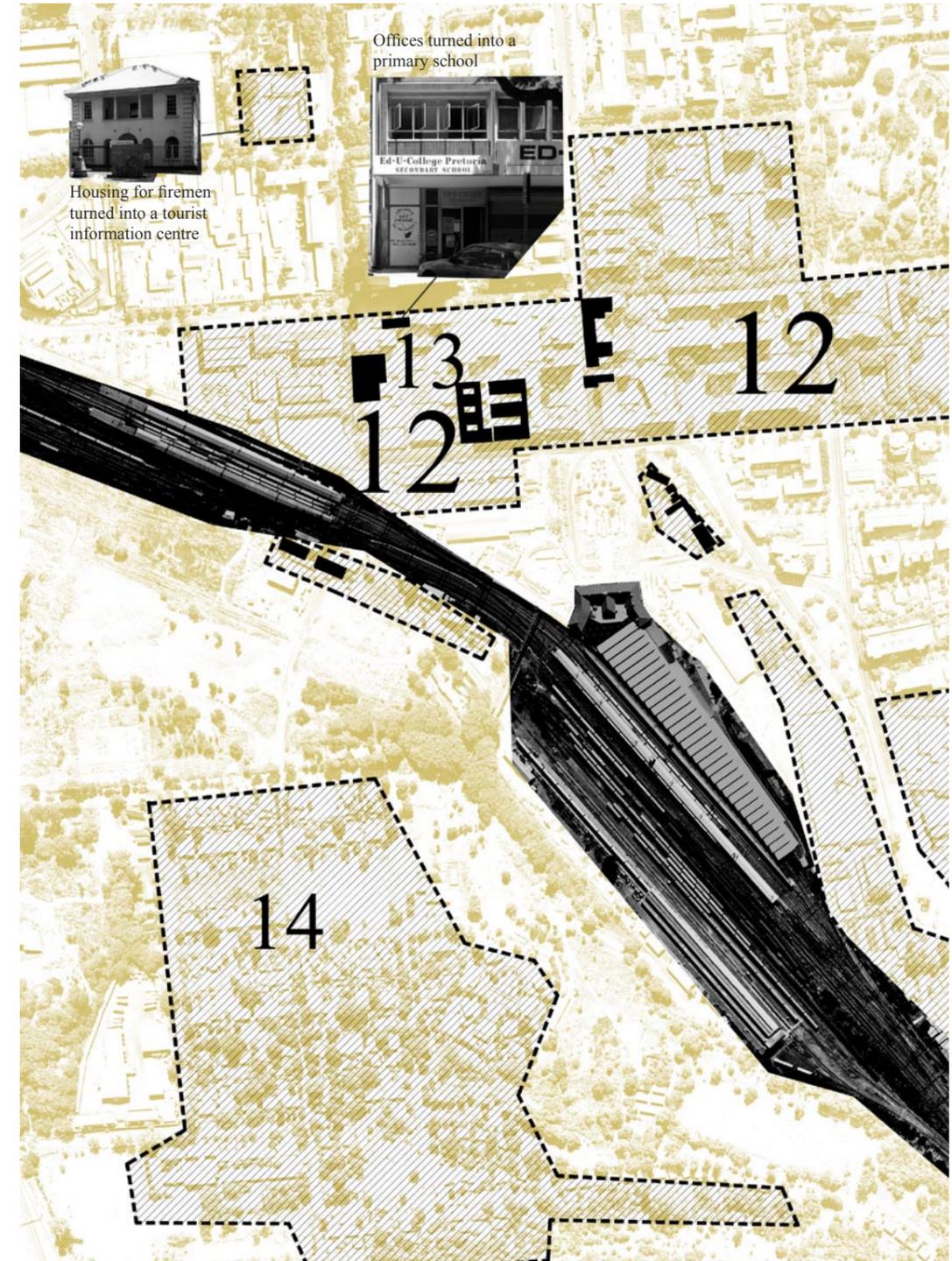


Fig. 46 Activity group: Building conversion (Author 2006)