

South African Chancery in Berlin Germany

'The diversity and richness of the peoples of South Africa are reflected in the new Embassy building in Berlin'. Architect & Builder 2004: 20

This is an architecture representative of the South African culture while still keeping in touch with the contemporary architectural trends. Through the articulation of spaces, selection and application of materials as well as the use of art, a South African signature has been stamped in Germany.



Figure 1: Main entrance
Ref: Architect & builder 2004: 20

Figure 2: Atrium
Ref: Architect & Builder 2004: 26

The atrium in this building acts as a main linking space. Different offices belonging to one department have their own shared common spaces which extend out into the main atrium space (Main communal space). Through this effect a sense of community within a community is created. MMA who were the project architects referred to the atrium space as 'inkundla'. This is a Nguni word for a gathering space.



Figure 3: Typical floor plan. Ref: Architect & builder 2004: 34



Figure 4: Typical section. Ref: Architect & builder 2004: 34, 35



Figure 5 & 6: Artwork in the atrium space
Ref: Architect & Builder 2004: 24, 28

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Figure 7: External column representing 'Back bone'



Figure 8: Ref: Architect & Builder 2004: 32

The different symbolic artwork applied in both the atrium and outside spaces has helped in giving more meaning to the architecture. Some of the structural elements have been given more meaning beyond their own function. 'The external structural column, which represents the "backbone" of the new democracy.....' Architect and Builder 2004: 32. The artwork has even been extended to free standing sculptural artwork detached from the building's structure.



Figure 9: patterns representing jewellery
Ref: Architect & Builder 2004: 21



Figure 10: Glass façade representing
Transparency in government.
Ref: Architect & Builder 2004:22

A lot of metaphor has been used in order to give the architecture an appropriate meaning. The glass applied on the façade by the main entrance is symbolic of South Africa's transparent Government. While on the rest of the other facades, the horizontal aluminium strips applied on them are symbolic of jewellery (bangles and necklace) won by African people.

Nordic Embassies in Berlin Germany

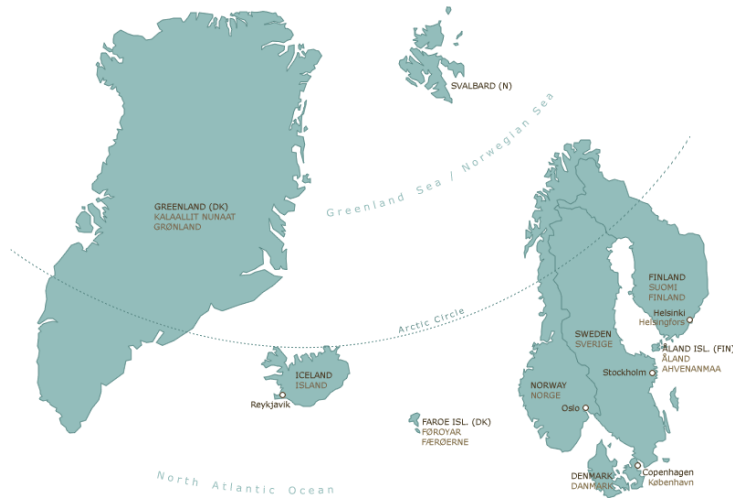


Figure 11: map of the Nordic Countries

http://www.nordicembassies.org/the_nordic_region/map/the_nordic_region_map.gif

'Nordic cooperation is based on a common cultural heritage, common history and common values with regards to people, democracy and justice.' http://www.nordicembassies.org/the_nordic_region/
In 1952 Five different countries (Royal Danish, Finland, Republic of Iceland, Norway and Sweden) came together to form the Nordic council. In celebrating this history the five different countries looked for an architecture which would best represent all of them equally.

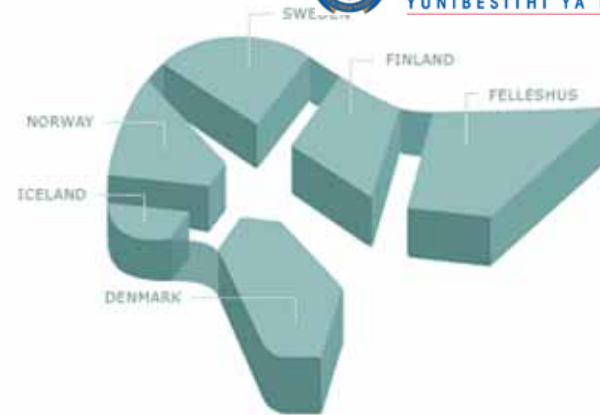


Figure 12: Massing model of the Nordic Embassies

<http://www.nordicembassies.org/>



Figure 13: bird's eye view of the Nordic Embassies. Jodidio 2001:106

The five different ambassadorial buildings forming the Nordic Embassies are a representation of the different countries which make up the Nordic council. An extra neutral building (Felleshus) which does not belong to one of the countries but belong to all of them combined completes the complex. To represent the unity that is celebrated by these countries, all the buildings on site are tied together by a copper skin.

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Figure 14 Main entrance to the Nordic Embassies
http://www.nordicembassies.org/pictures_views/pictures/bild_14.jpg



http://www.nordicembassies.org/pictures_views/pictures/bild_14.jpg



Figure 15: Side view of Nordic Embassies. Ref: Jodidio 2001: 107



Figure 17: Perspective of Nordic Embassies Jodidio 2001: 107

Department of Trade and Industry (South Africa)

The compilation of this complex has a certain resemblance to the Nordic Embassies. It is made up by a series of buildings which come together into creating one whole complex. The different buildings are pulled together by the main roof over the public spaces.

Even while enjoying fresh air within their different balconies, occupants are given an opportunity to interact with each other as well as with passers by.



Figure 18: public space in the DTI Ref Korin

The public space gives occupants and visitors an opportunity to interact as they move from one building to another. This makes the outside circulation space feel more than just a circulation space.



Figure 19: vertical circulation in the DTI Ref: Korin



Figure 20: Public space in the DTI Ref: Korin



Figure 21: Balconies in the DTI Ref: Korin

Brickfields and Legae (South Africa)

The commercial activities on the street face of the building, help create a visually safe and alive street edge. With their threshold canopy, the commercial activities have also helped in reducing the building down to human scale for passers by on the street pavement.



Figure 22: Brickfields and Legae Commercial. Ref Phumlani



Figure 23: Brickfield and Legae commercial. Ref Phumlani

Metro Mall (South Africa)

The building allows for normal human activities and social interaction inside and around it to take place and continue freely. Passers by are given enough space to circulate around the building. They are even provided with resting points for when catching a breath or waiting for someone.



Figure 24 & 25: street edge of Metro Mall

In allowing for thorough fare through the building market vendors are given free advertisement. Good design of the building has made business marketable for its customers.



Figure 26: Market in Metro Mall

Site location

The chosen site is located in the suburban/business area (Hatfield) of Tshwane. Hatfield is an area blessed with a large number of embassies belonging to various countries, University Of Pretoria and many other institutions. Easy access to Hatfield whether you are entering it from Tshwane CBD, Pulkwane or Johannesburg makes it a good location. Like many other places Hatfield also has a history of how it came about.

History of Hatfield

Like many other towns, Hatfield started out as a small farm. Due to the introduction of infrastructure and the rise in demands it grew to become what it is known to be today. The names of different people who are seen as being major contributors in the development of Hatfield are inscribed on its various streets. Duncan Street named after Patric Duncan a Colonial Secretary of Transvaal is an example of street recorded history.

Hatfield was only considered as being a part of Pretoria after 1916. It started off as being a farm plot (Koedospoort) owned by Cornelius Bronkhoist in the late 1850's. After being sold to the Methodist society in 1885 by Cornelius's decedents the farm was officially passed on to Patric Duncan in 1903. Two years later the layout design of the new town (Hatfield) started under the control of W.R Lanham who had received the commission.

In that same year 1905, the 2nd earl of Selbourne was appointed as the British Governor of Transvaal. The newly designed town was then

named Hatfield, the same name that the 2nd Selbornes farm was called back at home where he came from.

While Hatfield was still a farm plot the site where the University Of Pretoria is currently located, was used as grazing ground for farm stork. The definition of the extent to which the University of Pretoria was to occupy the land was demarcated by Hugh Crawford and Tielman who were commissioned for the job in 1910. The extent of the University was then demarcated through Burnett Street, University road; Lynnwood Street and Albert Street (now known as Roper Street). These are the four streets enclosing the University.

Due to the introduction of the University and the major access route which existed, Hatfield saw a growth in its residences. As the number of residents grew, a demand for the commercial sector was soon realised. With the introduction of the long awaited Gautrain which is currently under construction Hatfield is seeing another change or development in its skyline and landscape.

S.T.A.R.T

Urban development study and design of Hatfield was conducted in a group effort. This is a group made up of Masters Professional students working in both the Hatfield area as well as University Of Pretoria Hatfield Campus. The group is named S.T.A.R.T (Social Transition Through Activation of Regenerative Techniques).

Zoning of Hatfield by S.T.A.R.T (Social Transition Through Activation of Regenerative Techniques) group work



Figure 1: Location of Hatfield on a Tshwane micro scale



Figure 2: Zoning, important nodes and gate ways entering Hatfield from all sides.

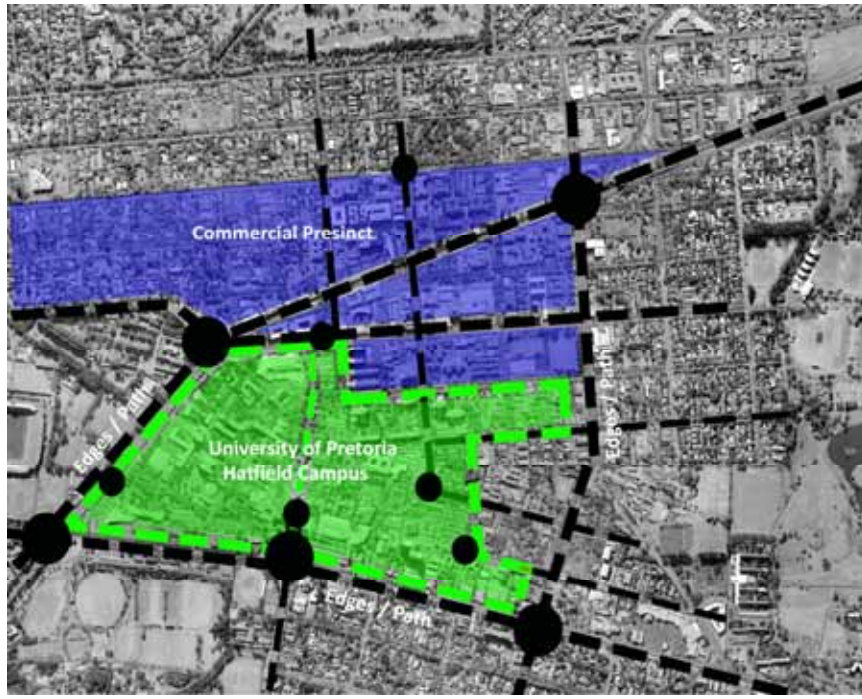


Figure 3: Main Roads taking you in and out of Hatfield.



Figure 4: S.T.A.R.T Proposal to link Gautrain station bus terminal with Rissik Train station (local train) through linking public spaces designed as part of the five different designs on the sites.

Figure 5:

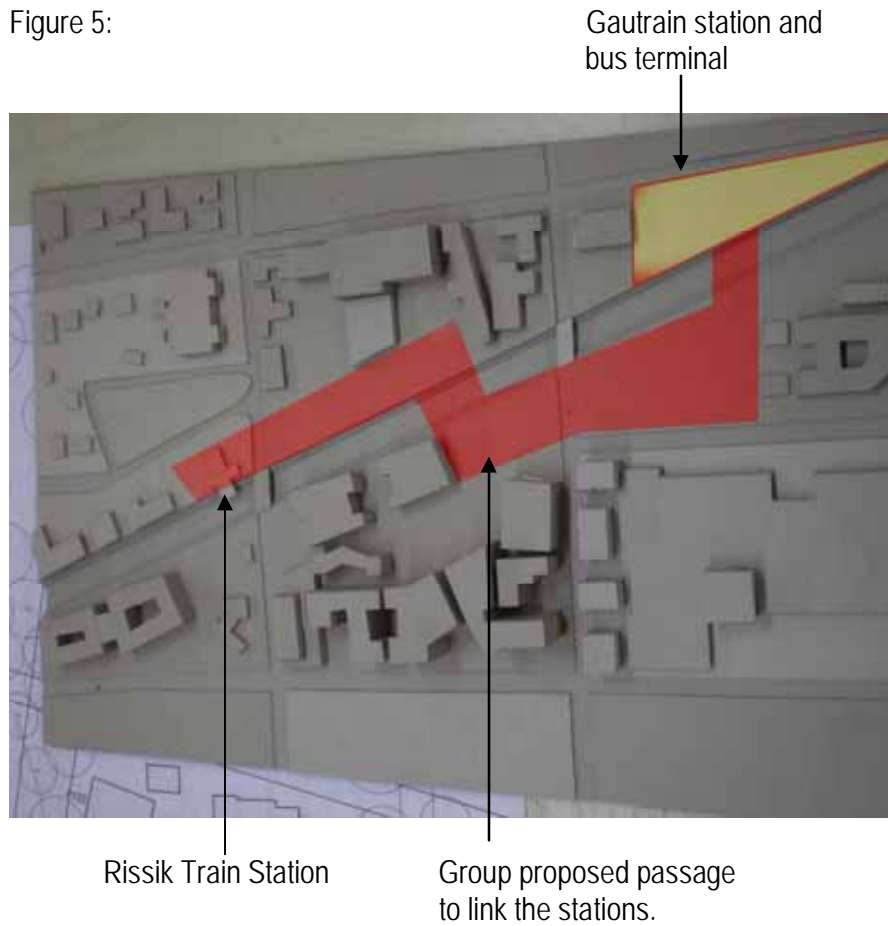


Figure 6:

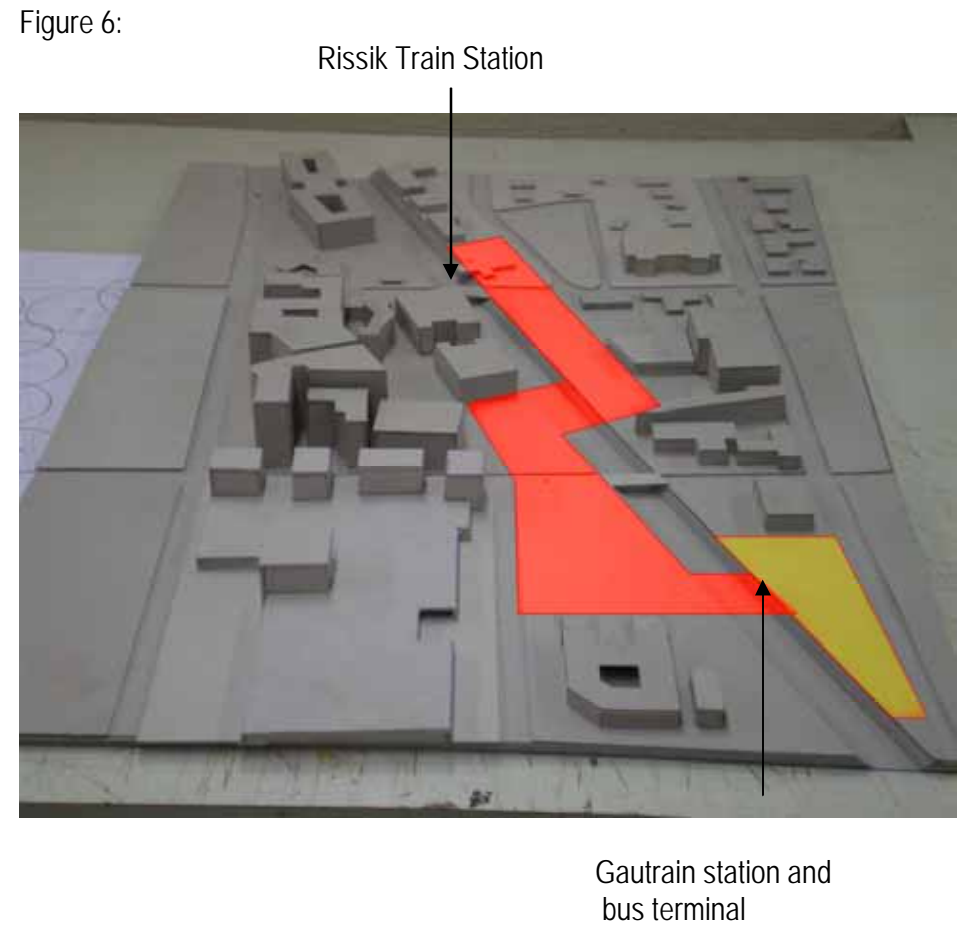




Figure 1

The map shown above was created in 1990 in order to mark sites that are regarded as being of important historical value. The sites marked with a dark purple colour are regarded as being of highest important historical value. While the sites marked with a light pink colour are regarded as being of important value.

In this map sites proposed for consolidation and construction of the African Dialogue Centre have no marks showing any historical value. Due to the introduction of the Gautrain the Tshwane Municipality has come up with new urban development proposals. These proposals have paved a way for some of the structures marked as being important to be removed. Some of the structures marked as being important are already being replaced by new developments.

Figure 2



Rissik train proposed site Gautrain bus terminal Gautrain station

Our student group framework creating a pedestrian link between the Gautrain station and Rissik Station

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Figure 3

Planned for low mixed Density
by Tshwane Municipality

Planned for business use
by Tshwane Municipality



Figure 4: Site proposed for the African Dialogue Centre viewed from Hilda Street bridge.



Figure 5:
Gautrain Station under
Construction

proximity of the site proposed
for the African Dialogue Centre.

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Figure 6



Figure 8



Figure 7



Figure 9: Building planned for demolition to give way for the proposed African Dialogue Centre

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Figure 10: Park Street (Viewed from Grosvenor Street back towards the West)



Figure 12: Park Street (Proposed development).
By: Phumlani .L. Khuzwayo



Figure 11: Hilda Street (Viewed from Hilda back towards the East)



Figure 13: Park Street (Proposed development).
By: Phumlani. L. Khuzwayo

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Figure 14: Hilda Street (View towards the North).

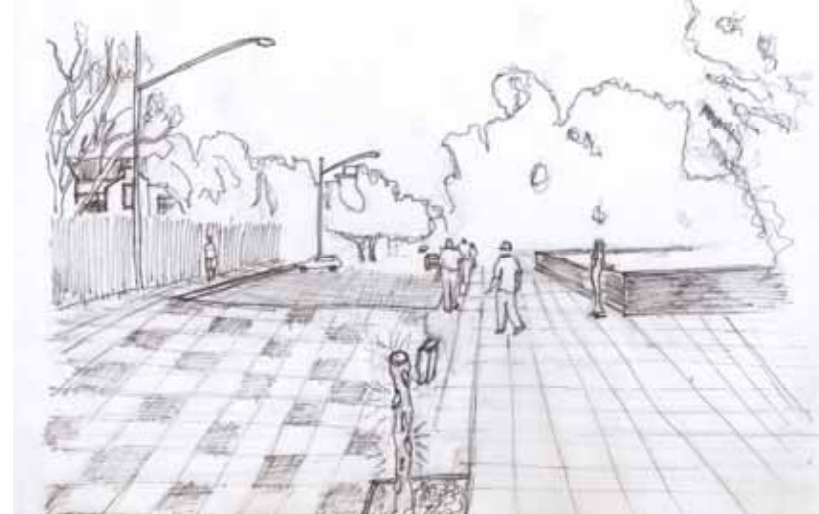


Figure 16: Hilda Street (proposed development).
By: Phumlani. L. Khuzwayo



Figure 15: Hilda Street and Park Street junction point

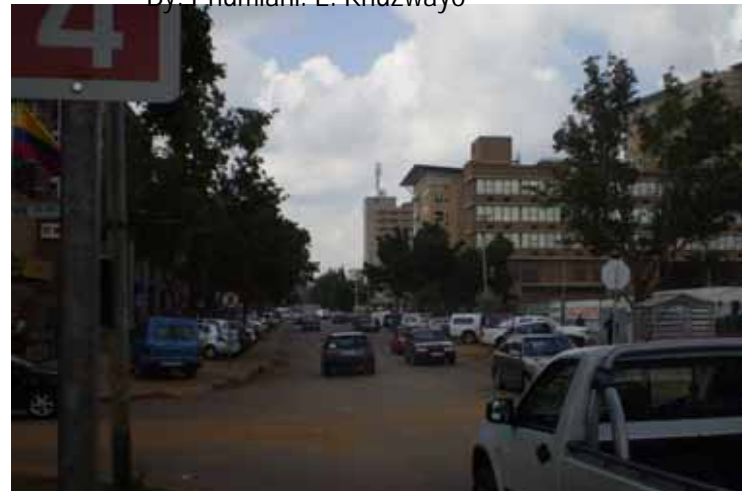


Figure 17: Surrounding context viewed from Hilda Street



Figure18: View of the surrounding context getting developed.

Edges around the African Dialogue Centre are developed with an intention of creating a pedestrian friendly environment. Introduction of street lights, benches, rubbish bins and water drinking points will aid in creating comfort and a park like feel for pedestrians.