

The proposed site for the fashion school is not situated on Main Campus, because it would be too secluded from the public eye. Rather, it is situated next to Festival Street in Hatfield, north of the railway line and next to the proposed Gautrain station. The site falls within the student accommodation area of the University and because of its close proximity to the Main Campus, it functionally links the business area of Burnett Street to the University. If in future the University would remove its fences, the site could form part of a new urban campus.

At present the site is undeveloped and neglect of the public environment has lead to general grime issues accompanied by a perception that the area is unsafe. This is having an alienating effect on passersby and at the moment people are only using this area of Hatfield to get to and from their destinations as quickly as possible. The area is experienced as a monotony of cars and face brick buildings and any opportunity to create a sense of place has been diluted by the scattering of buildings that have no correlation towards each other.

In general the symptoms indicate a loss of place. Lost is the settlement as a place in nature, lost are the urban foci as laces for common living, lost is the building as a meaningful sub-place where man may simultaneously experience individuality and belonging. Lost is also the relationship to earth and sky.

Most modern buildings exist in a nowhere. (Norberg-Schulz, 1980:190)

However the emptiness that exists on site has not been viewed as a limitation, but rather, with reference to Rem Koolhaas, the 'void' is seen as the very source of inspiration to create something new in the urban fabric that is focused, but not fixed. (1996:90)

According to Norberg-Schulz there is a single primary human need and that is meaning. Only when a man identifies with his natural and man-made environment can he start to look for meaning and when he finds it he feels at home. (1980:23,50,166)

We then can agree with Judith Blau in her Framework of Meaning in Architecture, that it is essential to realize that the built environment has a meaning, and that this meaning has certain social consequences for the user. (1976:333)

Even when the meaning in an environment is unintentional, for instance in an urban context where different layers of time add new meanings to old buildings, it has an effect on the social identity of the place. The shift then in the social identity has become an important international measure for understanding emerging economies especially in transitional countries such as South Africa. (Burgess, 2002:12)

Norberg-Schulz talks of "a new right to choose and participate" (Ibid:192) and Le Corbusier aims to help modern man regain his alienated self by giving him 'freedom' as well as 'identity'. Both would be satisfied with the unlimited opportunities that are present in South Africa today. The challenge however is to create a real world place where all of this becomes visible.



# 3.1 precedents

There is a vision among the class of 2008 for a Future Urban Campus. We agree that the ideal scenario for the University of Pretoria would involve integration between the Main Campus and the Hatfield precinct. This became apparent after research on a metro scale made it obvious that the Main Campus fence is segregating people on an urban scale. The campus is situated on an important portal when one enters the Hatfield area from the Pretoria CBD and from University Road coming from Fountain's Circle. Many people use the old Administration Building as a point of orientation.

In the past vehicles and pedestrians could access the campus from underneath the Human Resource building, but since public access was denied on campus due to safety reasons, pedestrians have been forced to walk all the way around campus. The new boundaries are not only physical ones but also psychological barriers that lead to the everyday man on street feeling unwelcome.

Integration into the urban landscape will not subtract from the University's status, but has the potential to attract more learners to the institution, as it will be marketing itself as a place for the people.

The only factor preventing such an integrated campus at present is the crime problem of the area that enforces the need for control. The class is of opinion that with ingenious implementation of control, safety can be ensured in Hatfield without the need for fences.

Key Indicators for high quality design interventions in the area were listed:

Vitality  
Accessibility  
Diversity  
Equity  
Control

By addressing these five issues in all the surrounding design projects, good quality environments will be designed and even if projects come about in different phases of the Future Urban Campus model, integration of the projects will be possible.

**“In our mobile society, we relate to interchanges, departures and arrivals more than we do to the traditional idea of ‘home’.” (Qiunn.2003:106)**



The Gautrain is a cardinal factor of influence on the choice of site, as it is anticipated by the 2017 demand modeling study (Tshwane SFAG 1\_March'2003:Part2, 4-1), that 46,140 people will use the station daily. This will lead to a strong pedestrian demand on site with a proposed pedestrian route linking the Hartbeespoort station east of the Gautrain station to the Rissik station further west of the chosen site.

According to the Gautrain Rapid Rail Link Composite Station Functional Area Guidelines document the Hatfield station "...falls within the Hatfield business area uniquely located in an area of prime development." (Tshwane SFAG 1\_March'2003:Part2, 4-1) Because the site is next to the Gautrain station bus terminus, it introduces an exciting opportunity for intervention in an area that is envisaged to become a highly pedestrianised mixed use node. Development in the area is further based on the idea that the area will become a future destination for local and international tourists, with educational, sport and entertainment facilities creating the main attractions.

The development framework for the area proposes that "...more permanent residents are introduced to the node to combat the seasonal nature of student accommodation"(Tshwane SFAG 1\_March'2003:Part2,4-7) and it can already be noted that large scale developers such as City Properties are developing high density residential living units targeting the future expected economic profile of mid income families and young and upcoming professionals.

These high level living units do not have private gardens, and inhabitants need a spill out area for recreational purposes. It often occurs that developers do not see the economic potential of designed open public spaces, because there are not many urban public squares in South Africa that function as effectively as European squares or public spaces in informal settlements do. With the introduction of high density living in Hatfield and an alternative pedestrian lifestyle aided by the Gautrain, the success of an urban open space becomes a real possibility.

The Gautrain development document concludes that the "Existing urban structures around the stations do not have sufficient densities to ensure the necessary patronage, and intervention will be required by government to encourage the private sector to make use of the development opportunities presented by the guidelines in this document." (Tshwane SFAG 1\_March'2003:Part3, 5-1)

## 3.3 Gautrain

### Johannesburg Park Station

The journey begins at Park Station, Johannesburg and travels underground to Rosebank.



### Rosebank

Still underground, it surges forward to one of the country's busiest economic precincts, Sandton.



### Sandton

It then goes off to Marlboro, passing under the M1 motorway and surfacing at its tunnel portal just before Marlboro Station.



### Marlboro

From Marlboro, Gautrain continues north above ground to one of the country's fastest growing areas - Midrand.



### Midrand

On the outskirts of Centurion, the train takes to the sky and on a viaduct, crosses over the N1 highway, across the Jahn Vorster interchange and onto the Centurion station.



### Centurion

It continues on a viaduct until after the Jean interchange on the Ben Schoeman highway.



### Pretoria Station

Next on the itinerary is the Pretoria Station in Tshwane.



### Hatfield

A mere 42 minutes after leaving Johannesburg Park Station, Gautrain reaches its final destination, the vibrant suburb of Hatfield with its café society, students and embassy staff.



fig.21

From Sandton, Gautrain also links with the Ekurhuleni municipality in the East, via Marlboro to Rhodesfield station and from there to the OR Tambo International Airport. It is this link between Sandton and OR Tambo International Airport that truly benchmarks Gautrain with the best rail systems in the world.



### Rhodesfield



### OR Tambo International Station

The Hatfield Precinct component of the Future Urban Campus is called S.T.A.R.T.

S.T.A.R.T. involves a framework with guidelines that aim at Social Transition – through the Activation of Regenerative Techniques. There are six projects involved with this framework and all project guidelines are in accordance with the March 2003 Final Draft, Composite Station Functional Area Guidelines for the Gautrain Rapid Rail Link, Tshwane.

Norberg-Schulz listed 'the path', 'the core' and 'the domain' as three complex totalities that an individual needs in order for him to orientate himself in a man-made environment.(1980:59) By ensuring that all three issues are addressed on an urban scale, a unique character is created in the S.T.A.R.T. precinct, where people can orientate themselves in their environment and identify with the human scale of the design interventions.

People also need to identify with other people in their environment and according to sociologist Steven Burgess, different groups of people should be exposed to other social identities in order to form a cohesive South Africa. To achieve this goal knowledge of one another is needed. Government departments that address the softer issues such as art and culture need to stimulate programs where businesses and communities provide a platform for shared knowledge-building (Burgess, 2002:119).

The value added to the urban context of Hatfield in this regard will rely on the opportunities that S.T.A.R.T. creates for knowledge sharing.



The success of the S.T.A.R.T. precinct will depend on the quality of the public space that binds the six projects together in an aim to create a foci of civic identity that will become a destination for local and international visitors to the area. The place will become known as a vibrant area that is permeable to the public, because there is opportunity for self expression and group interaction in the form of creative activities, recreational pass times, educational facilities and urban sports.

The area will pride itself in its South African richness and will not be satisfied with another international example.

### 3.4