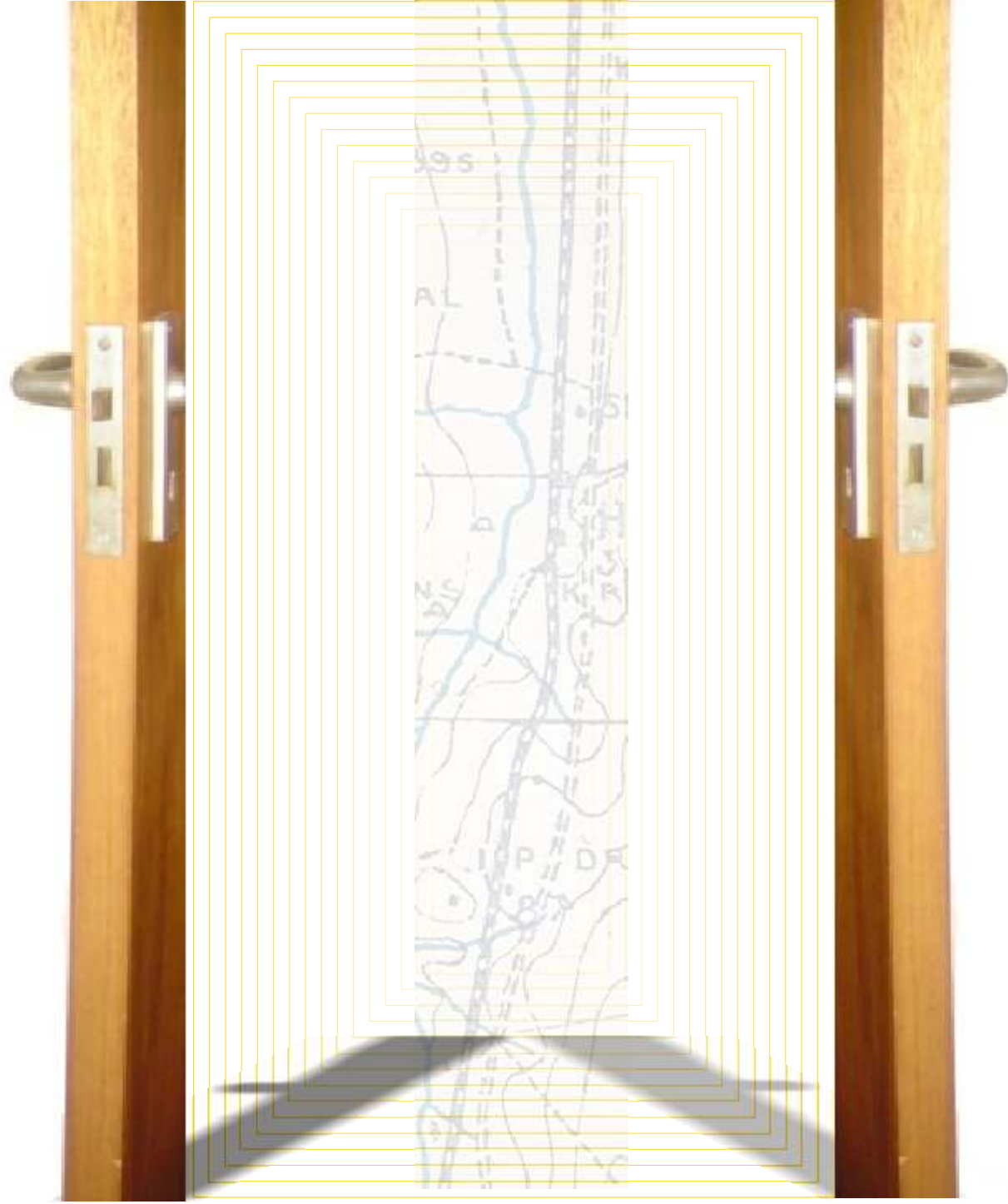
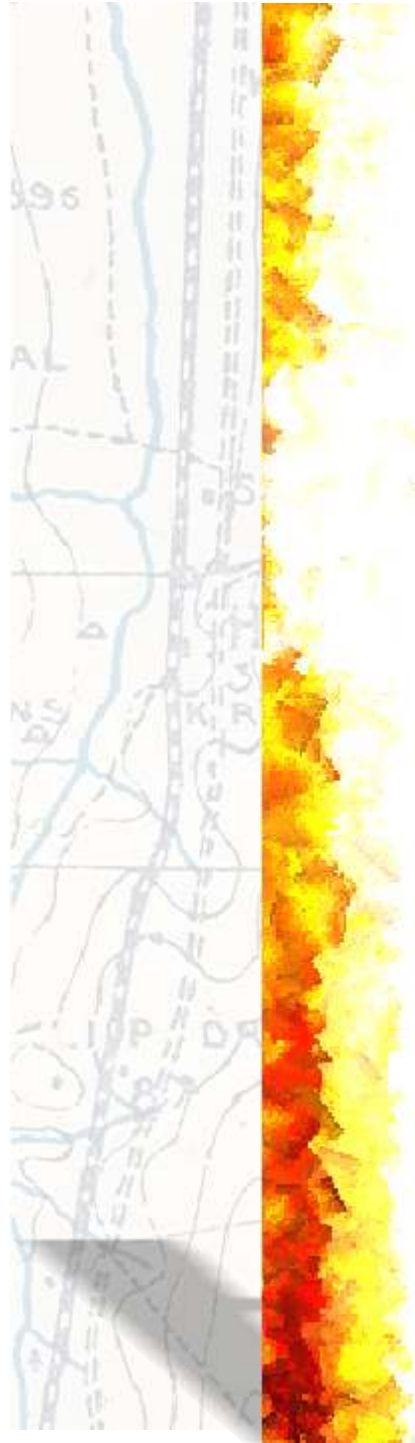


EPI SODE 2

free - mind!





CONTEXT

METROPOLITAN

REGIONAL

CURRENT CHALLENGES

STATUS QUO

FRAMEWORK

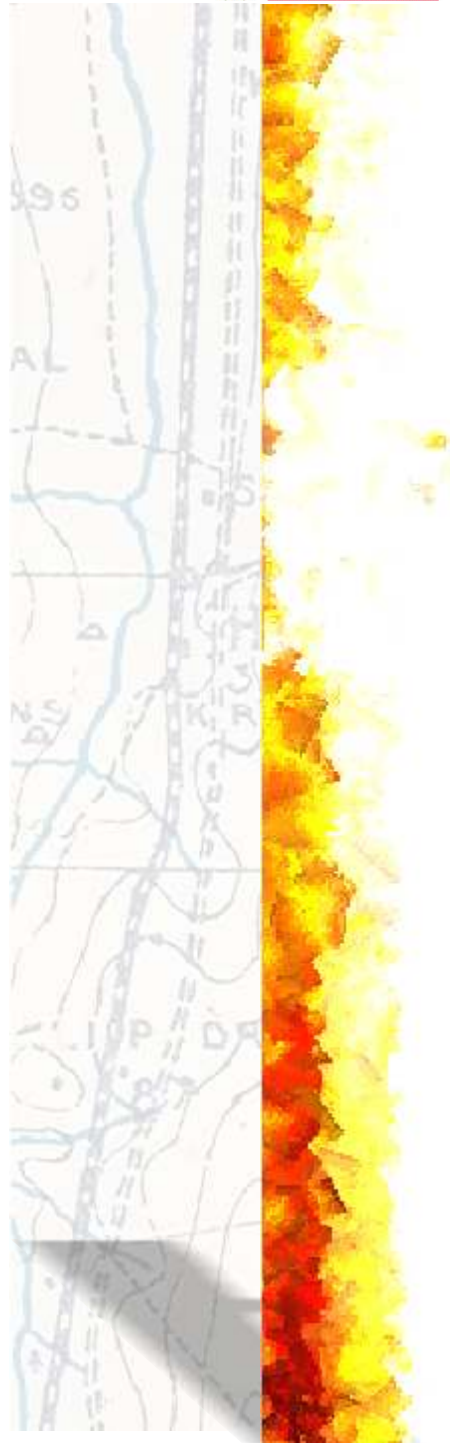
SITE CONTEXT

SITE ANALYSIS



FIGURES

002 . IMAGES!



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CONTEXT

INTRODUCTION

“South Africa (figure 1) consists of the first world archipelago buoyant on a third world sea. This has been brought about, and exacerbated, by hundreds of years of racial division, only lately brought to an end. The effects of urban landscapes have been intense and contrast between first and third world can be seen no more obviously than in the contrast between the ‘authentic’ cities built for whites, and the ersatz cities built by whites for the blacks. :(Schaug, 2003)

During the pre-democratic period, when the government built townships for the black communities, decisions were made behind closed doors. The sites were chosen, consultants briefed and design and construction followed without consulting the dwellers for their input.

Now in the democratic South Africa, things are done contrast to pre-1994; all role players such as municipalities (figure 2.), stakeholders and the community members play a part in decisions.

South Africa, although a developing country with a population of about 42 million is accompanied by massive growth of rural settlements with a flood of people in migrating to the largest cities (Appleton, 1993; Urban Foundation, nd). The flood is mostly brought into the city due to job opportunities available, lack of facilities and public open space in the South African townships. One cannot stop to wonder at how much worse things are in the rural areas from where they migrated. The current urban fabric still reflects the segregation that dominated the apartheid regime by not being able to absorb or allow for transformation of ill perception about the need of public open space in South African townships such as Hammanskraal.

PROVINCIAL



Fig. 1: Gauteng Province



Fig. 2: City of Tshwane

CONTEXT

METROPOLITAN

The city development strategy views the north of the city of Tshwane as the entry point for development. Hammanskraal is one of the townships, north of Tshwane CBD area. (Figure 3)

"Townships are the centres of their region. A circle could be drawn to show the area where people go to work do shopping or visit government offices. A larger circle could be drawn to show the area from which people occasionally go to restaurants, concerts and football matches. Much larger still will be the circle within which people take their crops to selling the markets, or buy goods in the markets to sell in their spaza shops." (Oram, 1965:5)

The current development strategy for the region is planned by professionals that have been trained in western (European) conditions, where standards of services, development, and building are high. (Oram, 1965:47)

There is often a failure to provide opportunities for small craftsmen, such as bicycle repairers, tin smiths and sandal makers. These often work on shop verandas or in the street in constant fear of removal by the police.

There is no sympathy for the mechanic who wishes to repair cars and motor bicycles at his own house, because to do so is against zoning regulations. The activity of such people is disliked because they are untidy, but they are useful and meet a need of a community such as Hammanskraal.

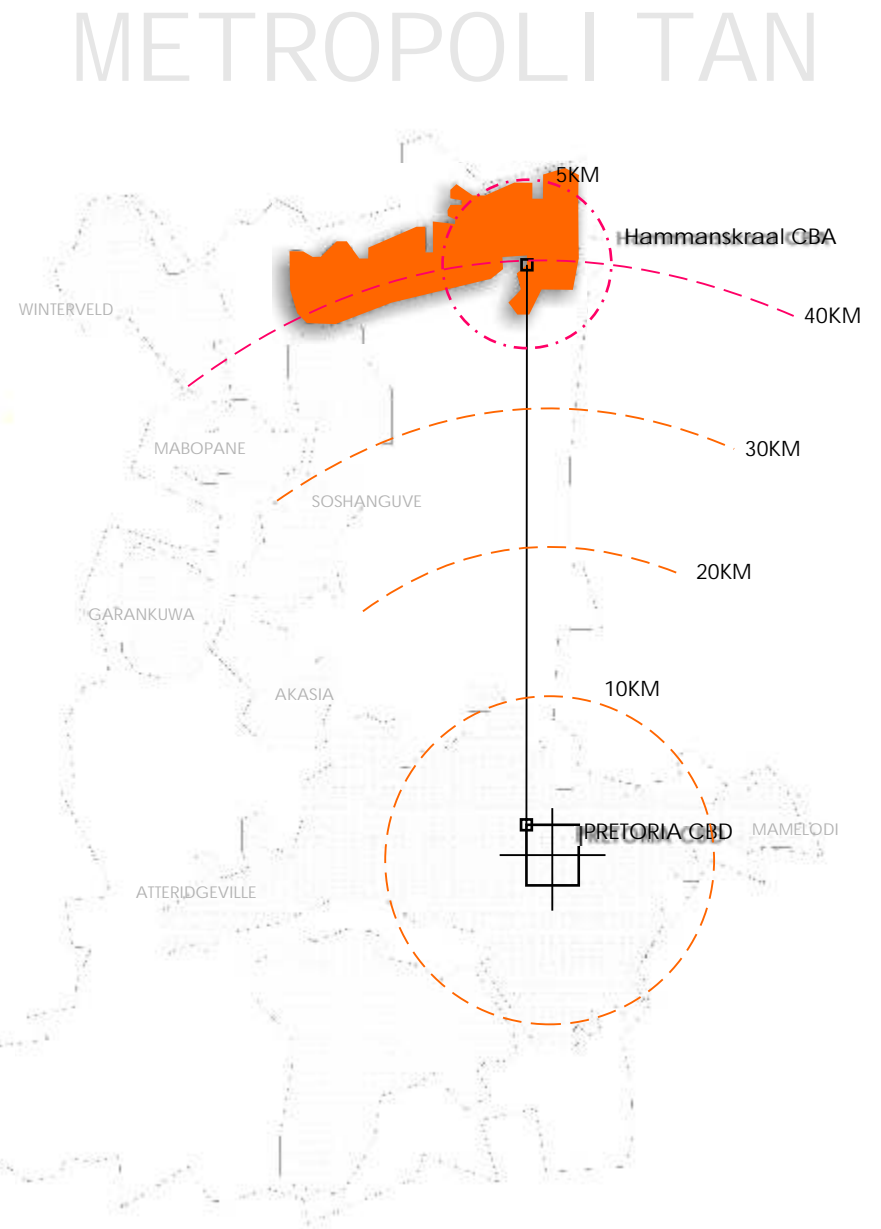


Fig. 3: Hammanskraal in relation to Pretoria CBD

CONTEXT

REGIONAL

The town of Hammanskraal is situated north of the city of Tshwane, known as the Tshwane Cross Border Area. It comprises of residential settlements of Ramotse, Marokolong, Mandela village, Rens town (Hammanskraal Ext1), Kanana (Hammanskraal west) and Portion 9, Leboneng and Temba.

The area holds a total population of about 206 000 people (Census 2001) which are predominantly African people from disadvantaged communities (99.6%). Much of the land on which these settlements exist is under tribal authority and many of the developments took place in ad-hoc way with no formal overall plan for the area.

We live in a less grand style in Hammanskraal, but it is Marokolong village that I spent some of the happiest years of my boyhood and whence I trace my earliest memories.

The village is dissected by two major routes that connect the city of Tshwane to Limpopo province. The N1 on the east and R101 known as Old Warmbath road on the west. The village is about 30km to the north of the CBD of the city of Tshwane.

There is only one primary school with one soccer field and netball court in devastating conditions. There are no proper roads but what is important about them is that they are wide enough for us to play street soccer.

There is high percentage of formal brick structures and shacks, majority are owned and fully paid off. The provision of services, as mentioned previously, especially water and sanitation needs serious attention.

REGIONAL

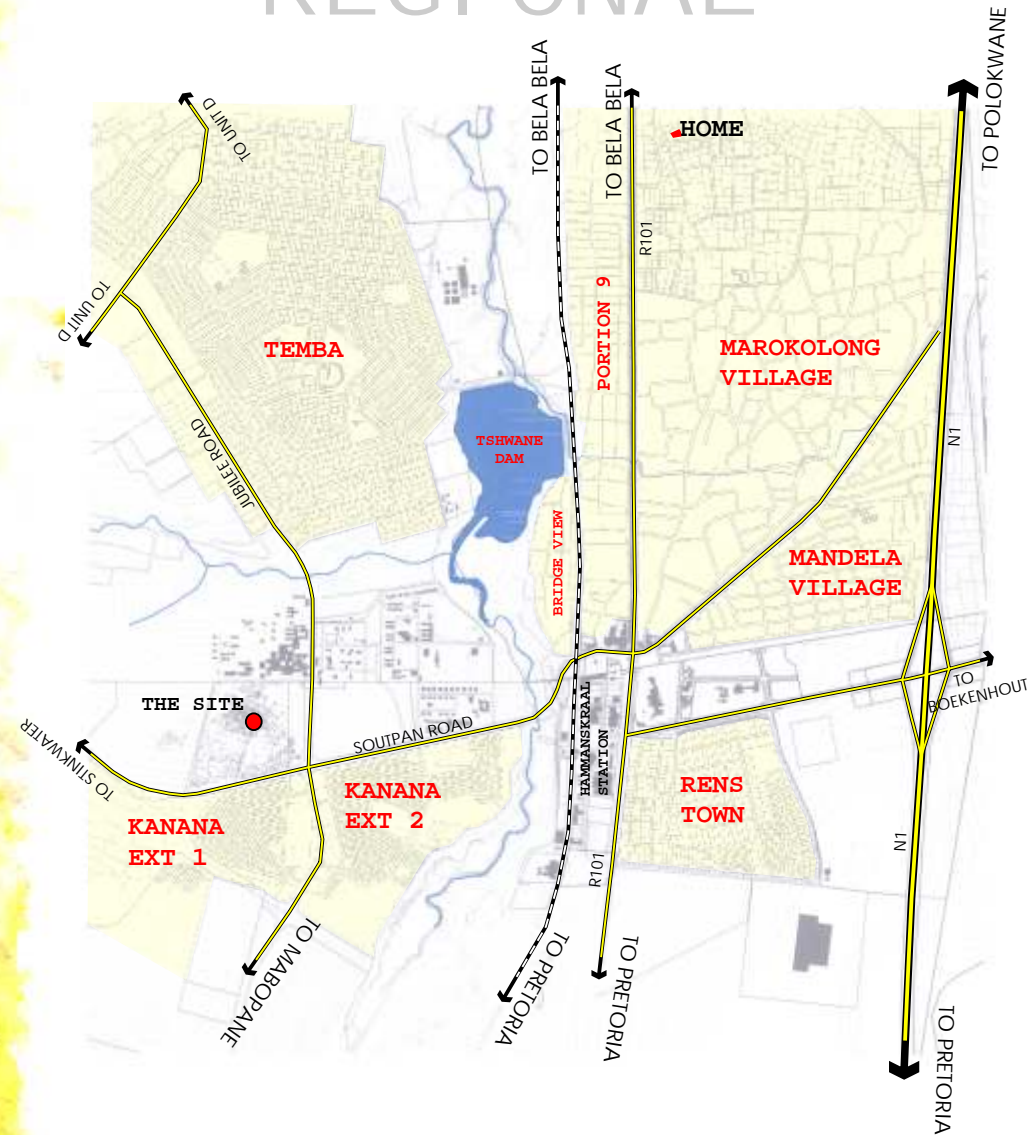


Fig. 4: University of Pretoria in relation to Hammanskraal

CONTEXT

REGIONAL

The majority of industrial uses are located in the Babelegi industrial area, situated in the north-eastern part of the village along the Pretoria – Babelegi railway line and Old Warmbath road (R101). There is a trend of non-residential functions to concentrate in the north-south direction along R101 from Hammanskraal up to Babelegi.

The settlements are served by one shopping centre (Kopanong shopping centre) located at the access route from the N1 freeway and at the Hammanskraal railway station. Other retail forms such as spaza shops are scattered throughout the village.

According to the Hammanskraal Spatial Development Framework(2005), as far as highest education qualifications for people older than twenty years are concerned, it was indicated that about 13% of the people in the area had no formal schooling background and another 31,3% only had some primary school education (not necessarily completed primary school).

In total about 52% of the population only have qualifications at primary school level and lower. Only 17,8% of the total population completed their school careers and/or had higher educational training.

This is not surprising to me, because as I have grown up in the area, education was never seen by the people in my neighbourhood as imported as getting a job. But the other fact is that there is not enough school in the area, especially tertiary institutions. There are more primary schools than any other forms of schooling, which statistically is correct according to the Hammanskraal RSDF.



Fig. 5: Zoning

CIRCULATION

CIRCULATION

CONTEXT

There is currently no passenger rail in the area. The existing railway line is a trail of the past.



Majority of the people in the area are pedestrian and rely mostly on taxi's as the other form of transportation



the existing bus terminal is at capacity and there is high congestion in the morning and afternoon.

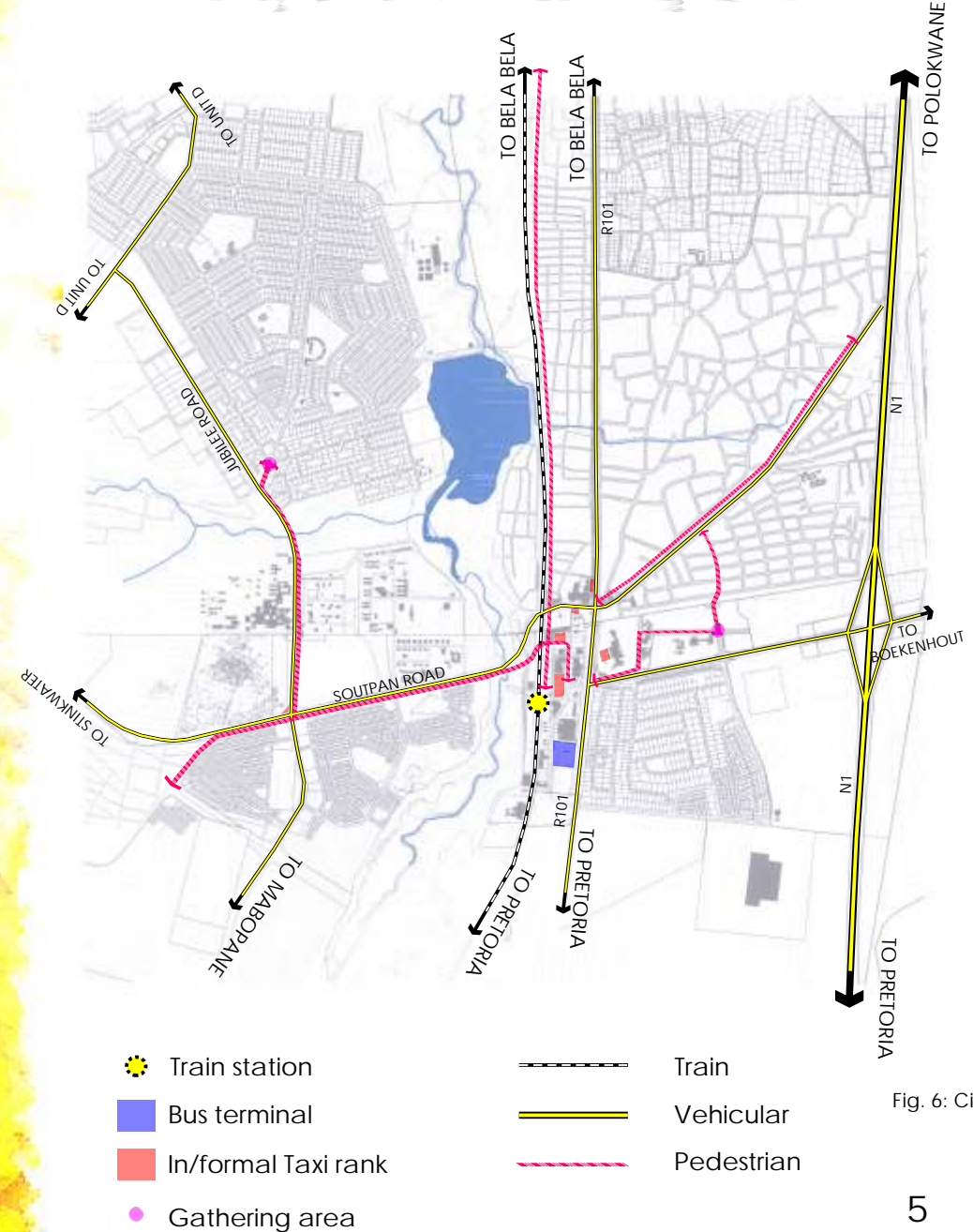


Fig. 6: Circulation

CONTEXT

TOPOGRAPHY AND DRAINAGE

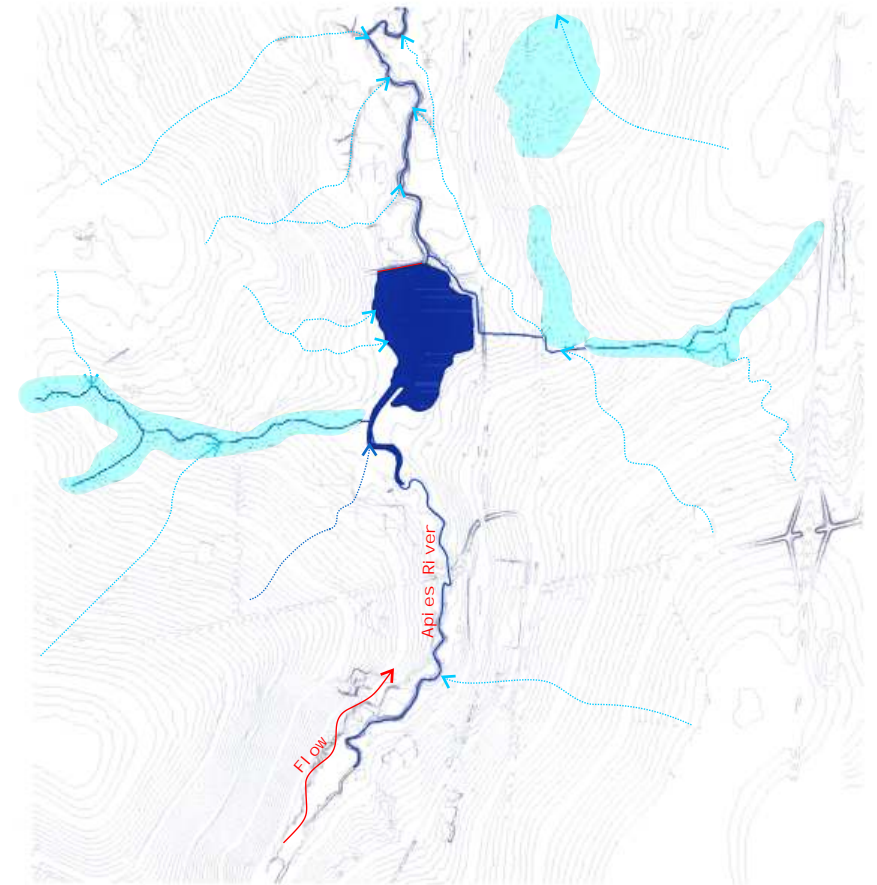
The Apies river is in a terrible condition. The existing pedestrian bridge is not safe. The river edge is subject to erosion and is not stable.



FISHING, CROSSING, SWIMMING



TOPOGRAPHY



DRAINAGE

- Dam
- Wetland
- ~ Tributaries
- ~ River

Fig. 7: Topography & Hydrology analysis

CONTEXT

OPEN SPACE



The existing park is not being used.
Streets are used as play grounds.
The University of Pretoria is not only fenced off but not operational.
Majority of children rely on day care centres for play equipments.
The existing Nelson Mandela statue is not enclosed by buildings of importance



OPEN SPACE



- Bushveld
- Riverine
- Public open space
- Cemeteries

Fig. 8: Open space analysis

CONTEXT

PUBLIC AMENITIES



Kopanong shopping complex: serves the surrounding communities with grocery and jobs: centrally located.



Management of informal traders and taxi industry is poor to non-existence.



Signs of informal traders along R101 road as means of income and entrepreneurship.



Entrance to Jubilee Hospital is not well defined hence not legible.



Existing skill development center is not closely located to the community, hence it makes it difficult for people to get empowered.



Informal traders on the intersection of Jubilee Road & Soutpan Road creates great exposure to general public passing by.

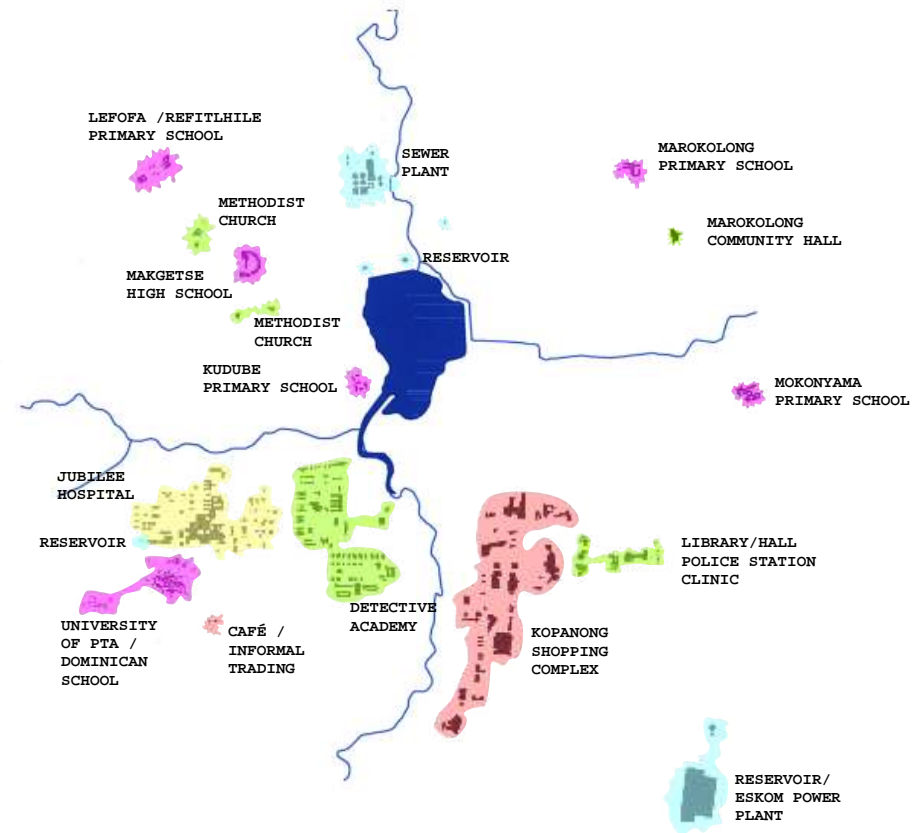


Detective Academy, recently re-opened, provide jobs and education to the local youth who does not have funds to further their education



Existing schools are beyond capacity and with lack of open space in the area, streets are playgrounds

PUBLIC AMENITIES



- Retail / Spazas
- Health facility
- Public amenities
- Institutions / Schools
- Industrial

Fig. 9: Existing public amenities

CONTEXT

CURRENT CHALLENGES

According to TIDP (2006 - 2011), the current situations in Hammanskraal are as follows:

Crime, safety and security

There is a high need for police patrols in the area due to high rate of crime. The police station is not habitable and it is at a terrible state. There is a great need for a complete new building.

Medical emergency services

There is currently only one fire station in no-mans land (Babelegi industrial area), which needs to be relocated to the township. For emergencies it becomes difficult for our constituencies to get quick service, as ambulances take 30 minutes to reach the township.

Community centre, halls and multi-purpose

The existing Temba multi-purpose sport centre, community hall and library are beyond capacity and controlled by a fence, hence limiting access to the community in general but well located. The existing Hammanskraal multi-purpose sport centre, community hall and library are under resourced; as a result they become vacant.

Schools, educational facilities and libraries

There are currently four high schools, which are accommodating learners from Bridgeview, Kanana, Mandela village, Marokolong village, Rens town and Portion 9. These schools are full to capacity and overcrowded. Building of extra classrooms is so essential.

CHALLENGES

We have primary schools built years ago, namely; Kudube primary school, Mosaledi primary school, Mokonyama primary school and Marokolong primary school. These schools need to be extended and refurbished. In 2004, an additional primary school (*Makgake* primary school) was built as a result of the above mention need, but with no sport and recreational facilities.

Sports and recreational facilities

Existing facilities, Temba multi-purpose sport facility with soccer, tennis and basketball are located only in reach of Temba community and is not accessible to all people in Hammanskraal. Proper sports field, tennis court, combination courts and cricket oval as well as recreational facilities are not available.

Business and economic development

Hammanskraal skills developments centre; built in 2006 for training *SMME's* in tour guiding, tour operation and SA hosting (Tourism division) is not properly marketed within the community.

Tourism, marketing and communication

Hammanskraal is a rapidly growing community. Hammanskraal residents and the surrounding communities fight a battle against unemployment and poverty. The concept of tourism is completely unknown to them and as such is not seen as an opportunity of economic development that could make a difference in their lives. One of the community members said: "Tourism does not put bread on my table." "Our community has a lot to offer" said another, "The problem is that we need more feet" The challenge is: What can the community of Hammanskraal do to unleash its tourism potential and attract more tourists?

CONTEXT

Tshwane dam and Apies River are identified as future tourist attraction in Hammanskraal, but not yet developed. The existing Mandela village community-trading complex has not fully competed in tourism but has great potential as can be incorporated in *Dinokeng Tourism initiative*.

Agriculture development land and trading

Workshop was held on 24 august 2007 to discuss possible options to address needs for fresh produce market in the north of Tshwane; nothing has really been followed up after such initiative.

Pavements, sidewalks and pedestrian bridge

Having the Apies River across Hammanskraal, a safe pedestrian bridge is needed to allow kids from surrounding settlements to cross on and commute to school. Sidewalks are also essential including traffic safety.

Roads maintenance and management

All internal roads need to be planned, paved and maintained.

Transportation – bus, taxi, pedestrian and parking

Bus and taxi bay needed. The entire population uses *North-west star* buses that have got only 50 buses to transport the workers to Tshwane CBD on daily bases. The buses are expected to make several trips a day and this results in breakdowns.

CHALLENGES

From above mentioned situation one will try to find answers to the following questions in order to suggest solutions to this problem:

1. Does Hammanskraal have the potential to become a unique tourist destination in the city of Tshwane and greater Gauteng?
2. What does this community have to offer?
3. Can this community realise the enormous potential that they have, have a shared vision for this area and work towards a common goal?

Other challenges that may counteract socio-economic development in the area are:

1. Lack of knowledge and understanding of what public open space really is.
2. Wider opportunities offered by public open space is not appreciated
3. Poverty and unemployment
4. Crime and safety in public open spaces.
5. Domestic tourists are sceptical about visiting areas such as Hammanskraal.

In general: Townships are not safe; townships such as Hammanskraal, have nothing to offer in terms of sport and recreational leisure; Lack of commitment and involvement of the people in the community. (Planning, decision-making, development or marketing); Skills and lack of training opportunities; Lack of capital and funding; Language barriers; Hammanskraal lacks access to existing open spaces information and tourism markets as visitors stay in hotels or lodges in Pretoria or Johannesburg and therefore do not take opportunities to visit the local craft and enjoy the natural environment within a park or resort since the latter does not exist; Some people in the community are negative due to lack of information and awareness of socio-economic developments and public open spaces; and Lack of proper

CONTEXT

STATUS QUO

As I grew up in Hammanskraal, public amenities were built in an ad hoc manner as to answer the needs of the community. As a result the public amenities became islands within different communities.

Hammanskraal is blessed with one of the most prominent natural feature in the City of Tshwane. The Apies River dissects the area into two halves and becomes the binding element that runs within the area. The river and its tributaries is uninviting, mismanaged and neglected.

Current management of informal traders and taxi industries within Hammanskraal is poor to non-existent. These sectors are an important part of the movement economy within the urban cores.

The area currently, lacks identity, as it is poorly defined and always being seen as a mess by tourist and even the local communities.

There is currently lack of good quality urban public open spaces, where people can meet to see and to be seen, spaces where a variety of amenities are immediately accessible.

Hammanskraal is blessed with a variety of historical elements, be they buildings or statues. These elements are currently not seen as means of marketing the area, culturally as well as historically.

The above highlighted aspects are important to not only for the area but for my community. It was important for me to provide guidelines addressing such issues in order to establish a framework for the Hammanskraal area as a whole.

STATUS QUO

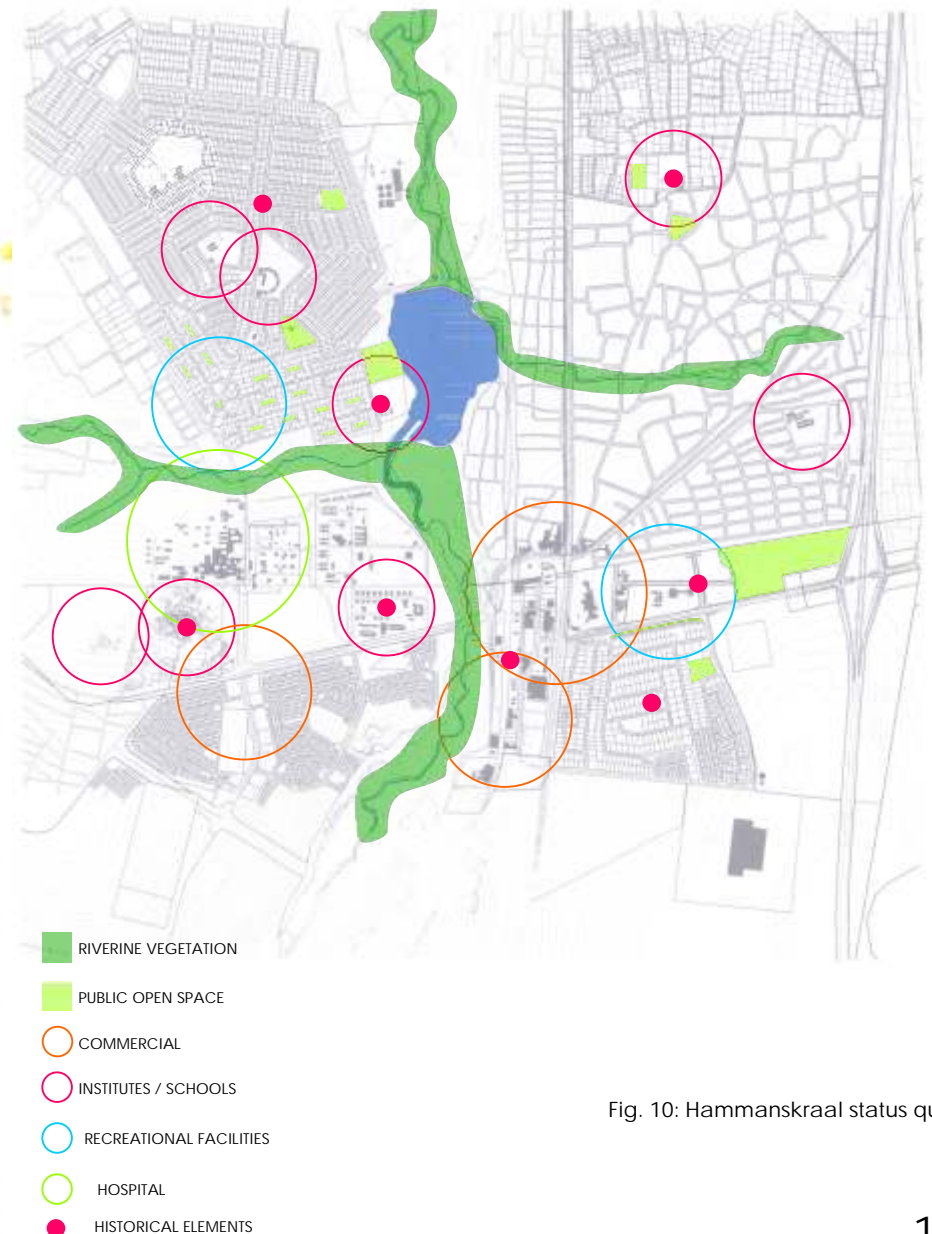


Fig. 10: Hammanskraal status quo

CONTEXT

GUIDELINES - TOWARDS AN INTEGRATED FRAMEWORK

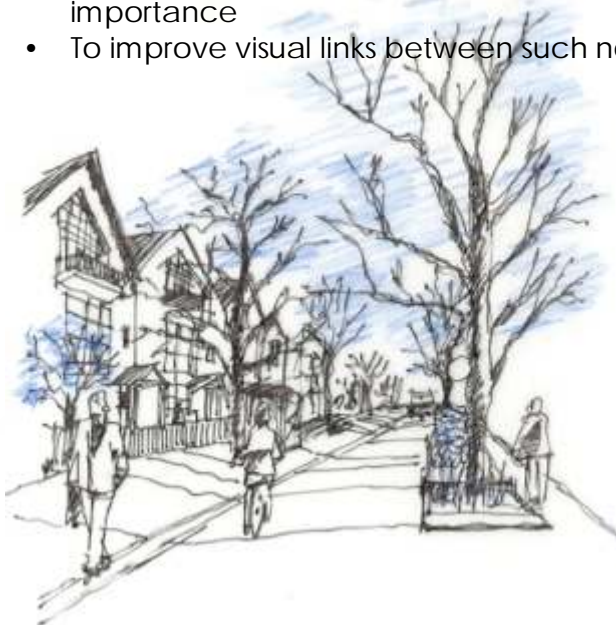
The following guidelines were derived from Hammanskraal status quo. My focus has been to resolve the fragmentations that exist in the area. The guidelines aim to highlight the nodes of importance in the area.

1. DISCONNECTED PUBLIC AMENITIES

- To identify and reactivate the nodes where such amenities exist to make them prominent and to ensure legibility

2. POOR LINKS BETWEEN HAMMANSKRAAL & NEIGHBOURHOODS

- To create vehicular system that will link the activated nodes as well as potential nodes.
- Enhance pedestrian movement between nodes of importance
- To improve visual links between such nodes



- ENHANCED PEDESTRIAN MOVEMENT -

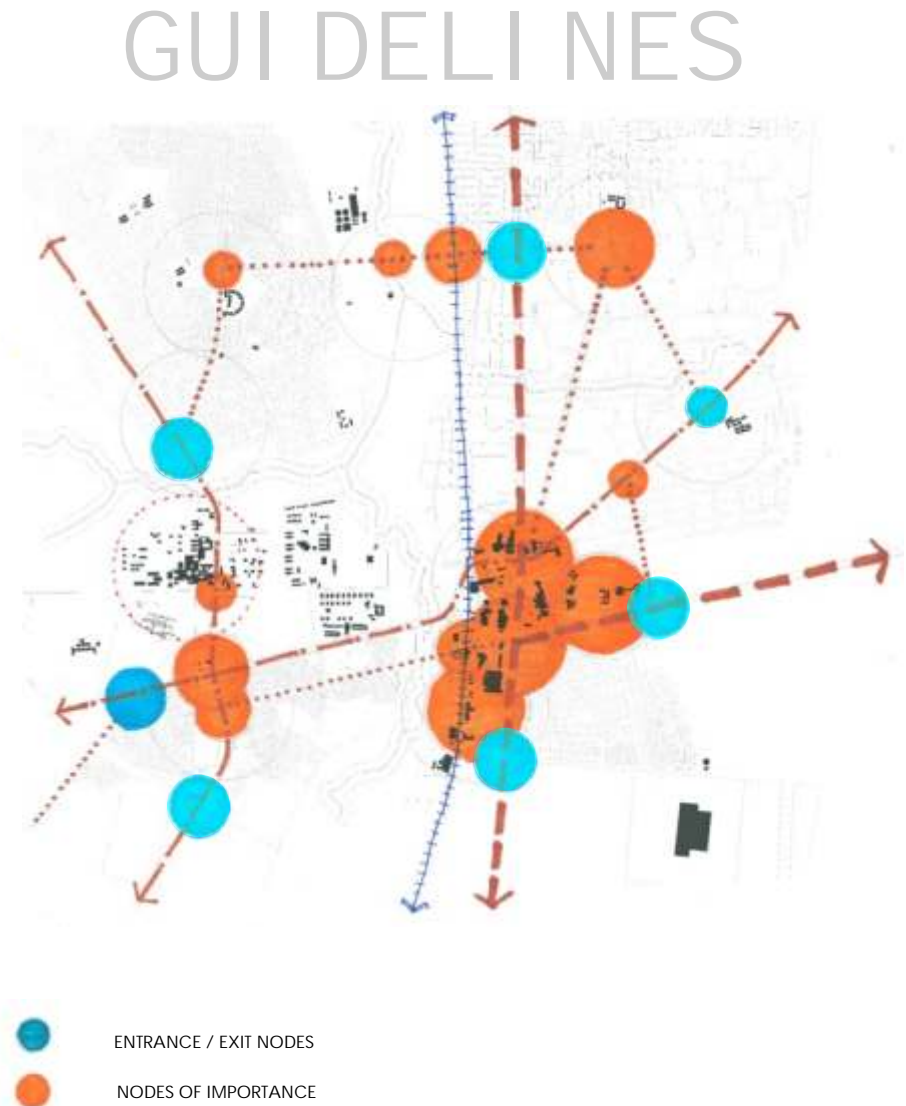


Fig. 11: Exists & Entrance nodes of importance

CONTEXT

3. Mismanagement of natural features

- Apies river cuts the CBA into two halves
- Aim to rehabilitate the river
- Enhance the quality and celebrating the natural resource as to support the community needs.
- Plant street trees which are deciduous, hardy and indigenous to south Africa – max 10m apart

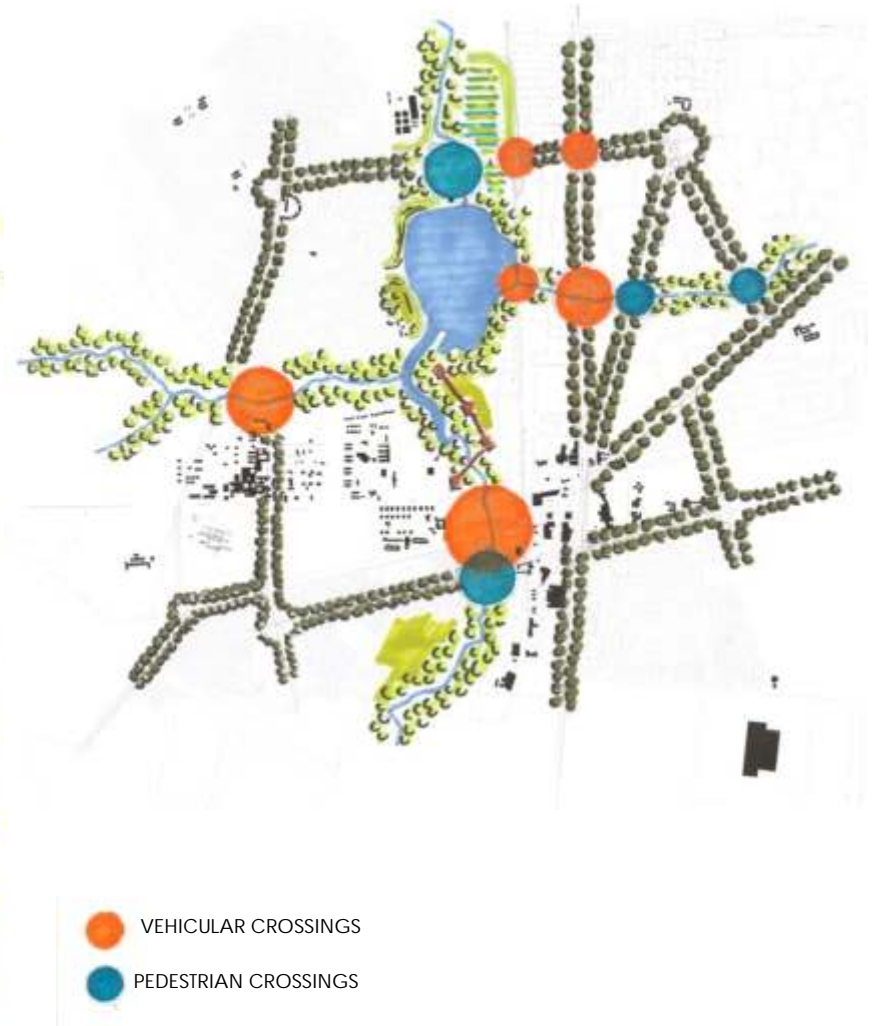


Fig. 12: Enhancement of natural features

CONTEXT

4. Historical fabric is not prominent

- There are currently historical elements in CBA, buildings and statues.
- These elements have memorial importance and enhance sense of place and identity. These nodes need to be identified and integrated into the larger vision.
- Visual link should be encourage for orientation purposes between such nodes



- REVIVE HISTORICAL NODES -

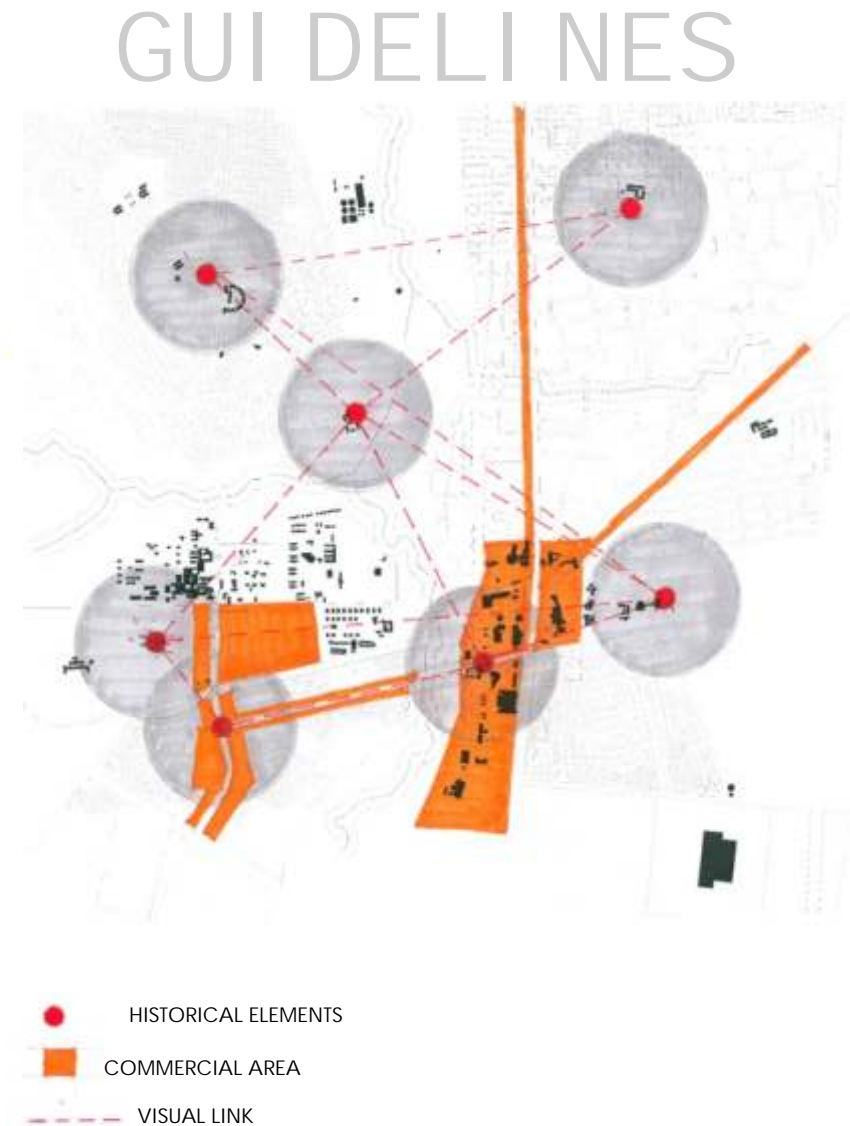


Fig. 13: Linking historical elements

CONTEXT

PROPOSED FRAMEWORK

The CBA development offers the opportunity to rectify the planning inadequacies of the past, which ignored space for social exchange. Instead focusing on the physical requirements, a broader view is taken to include the people that use those spaces and ensure exchange of views, ideas and friendship within them.

The vitality lies in the focus to create places around the people that use them.

The Hammanskraal Development Framework therefore sets out to create principles ensuring a coherent, easily understood and immediately legible environment for the local communities, visitors and users alike. The aim of the framework is to create a holistic impression, enforcing joint understanding of the future of the CBA.

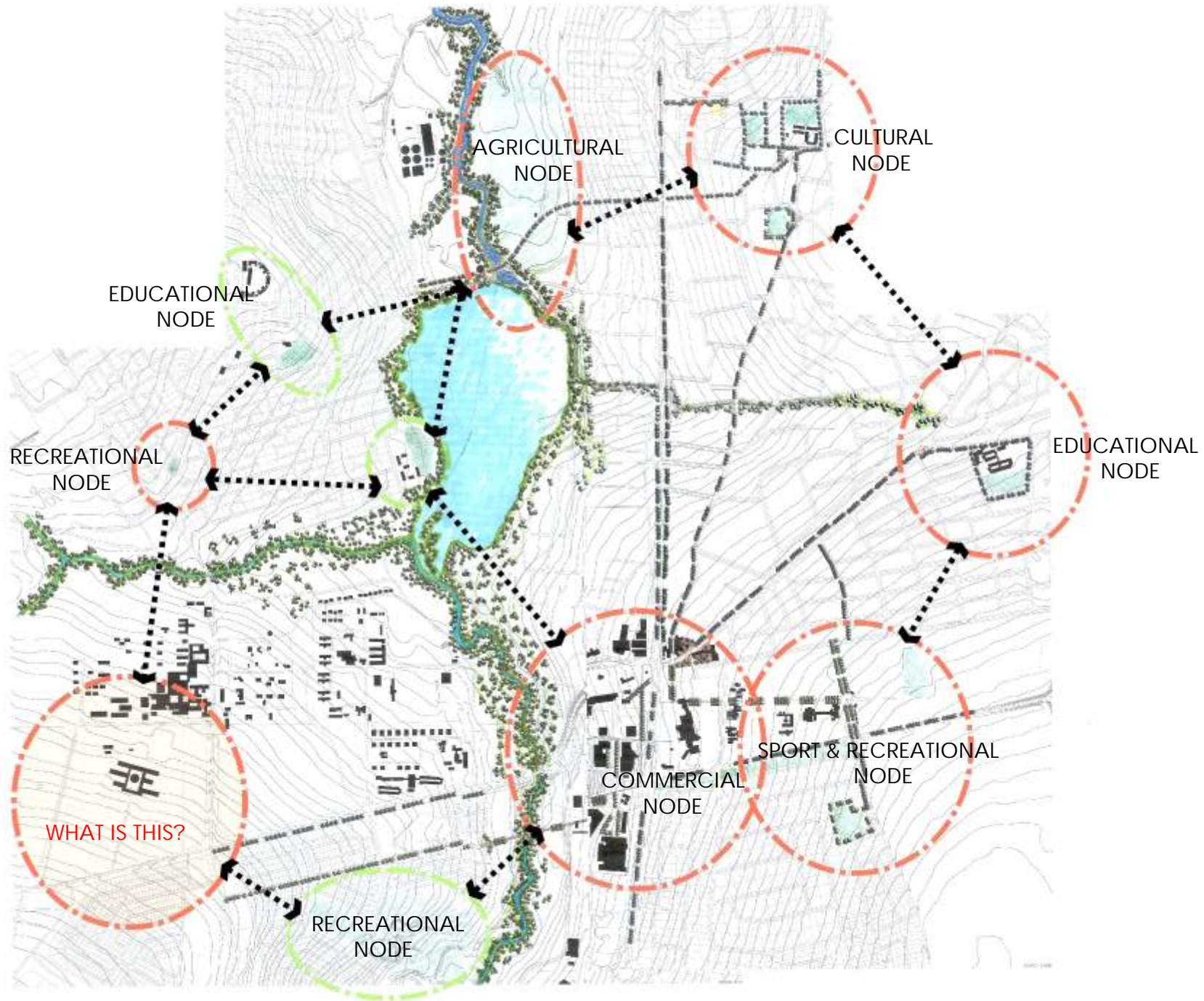
To achieve such vision, principles need to be set and jointly through the involvement of the general public and private relationship as aim to create a unique place. The principles should be easy to implement and most important to be understood by local people to ensure unity in design.

The principles set out to provide a spatial interpretation of the proposed development, will attempt to give meaning to them without giving direct instruction to what the architecture needs to embody.

Aim of the design framework

- To create a coherent, holistic vision with easily understood principles to address problems and needs of Hammanskraal communities
- To create sense of place and identity
- To maximise social exchange of all users
- To address issues of linkage, accessibility and legibility of all built form
- To facilitate exchange between people
- To integrate and manage the informal sector in Hammanskraal
- To emphasize and integrate historical elements
- To reactive existing nodes

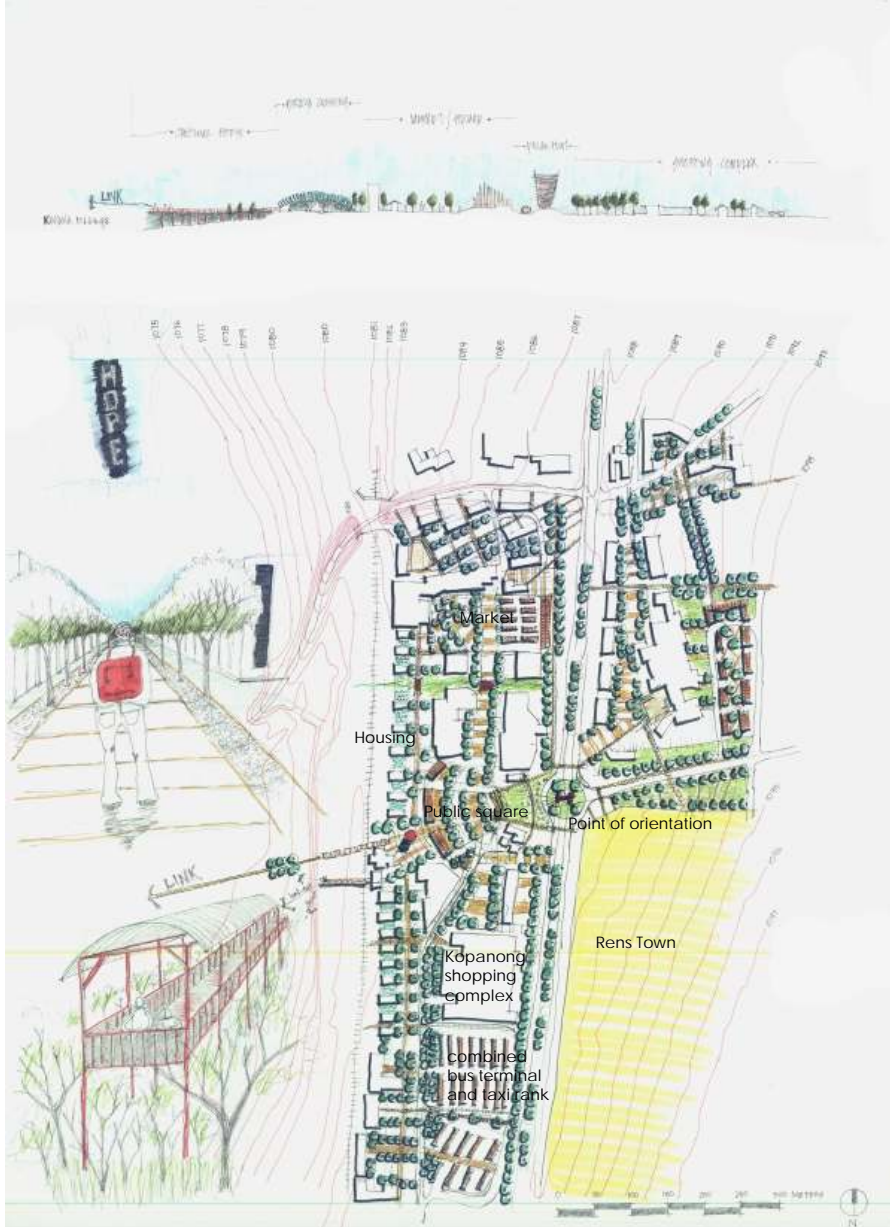




FRAMEWORK

CONTEXT

Commercial node

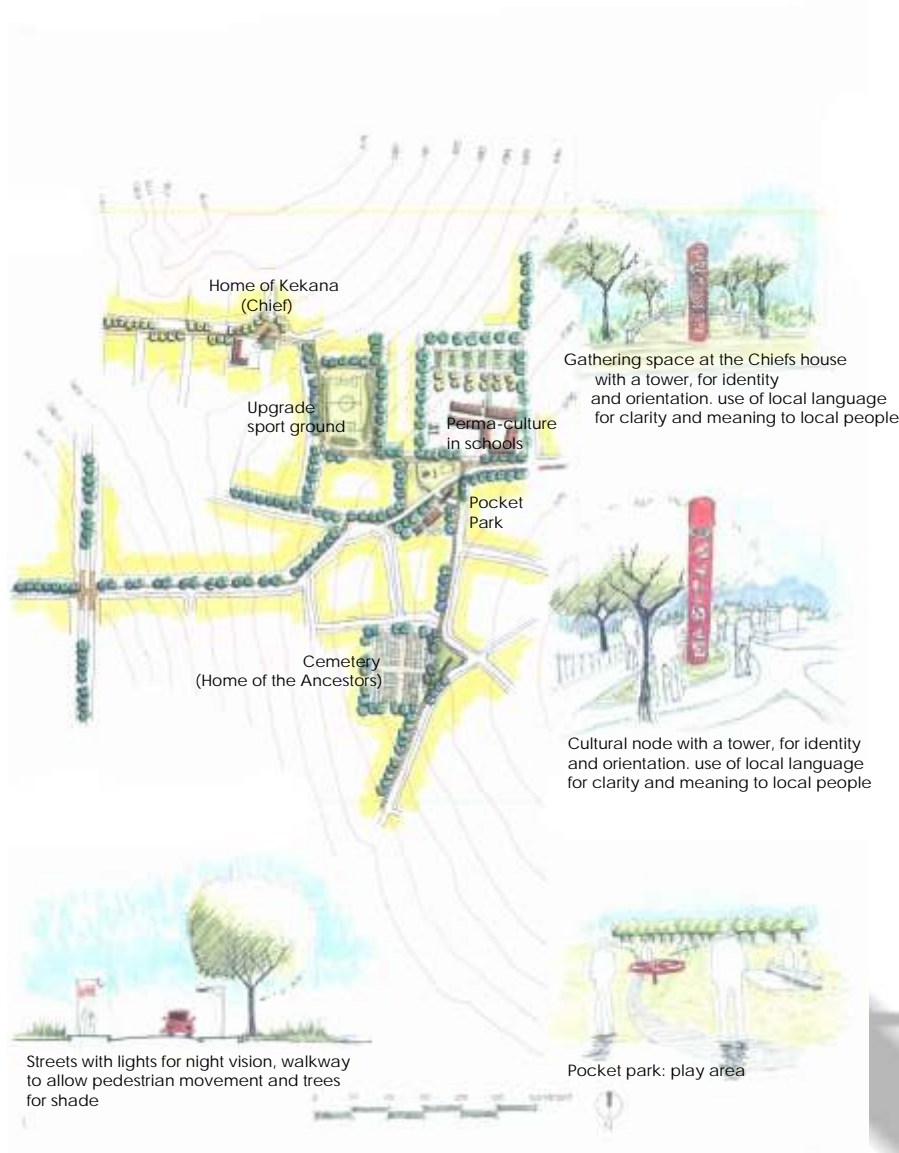


RECREATIONAL NODE



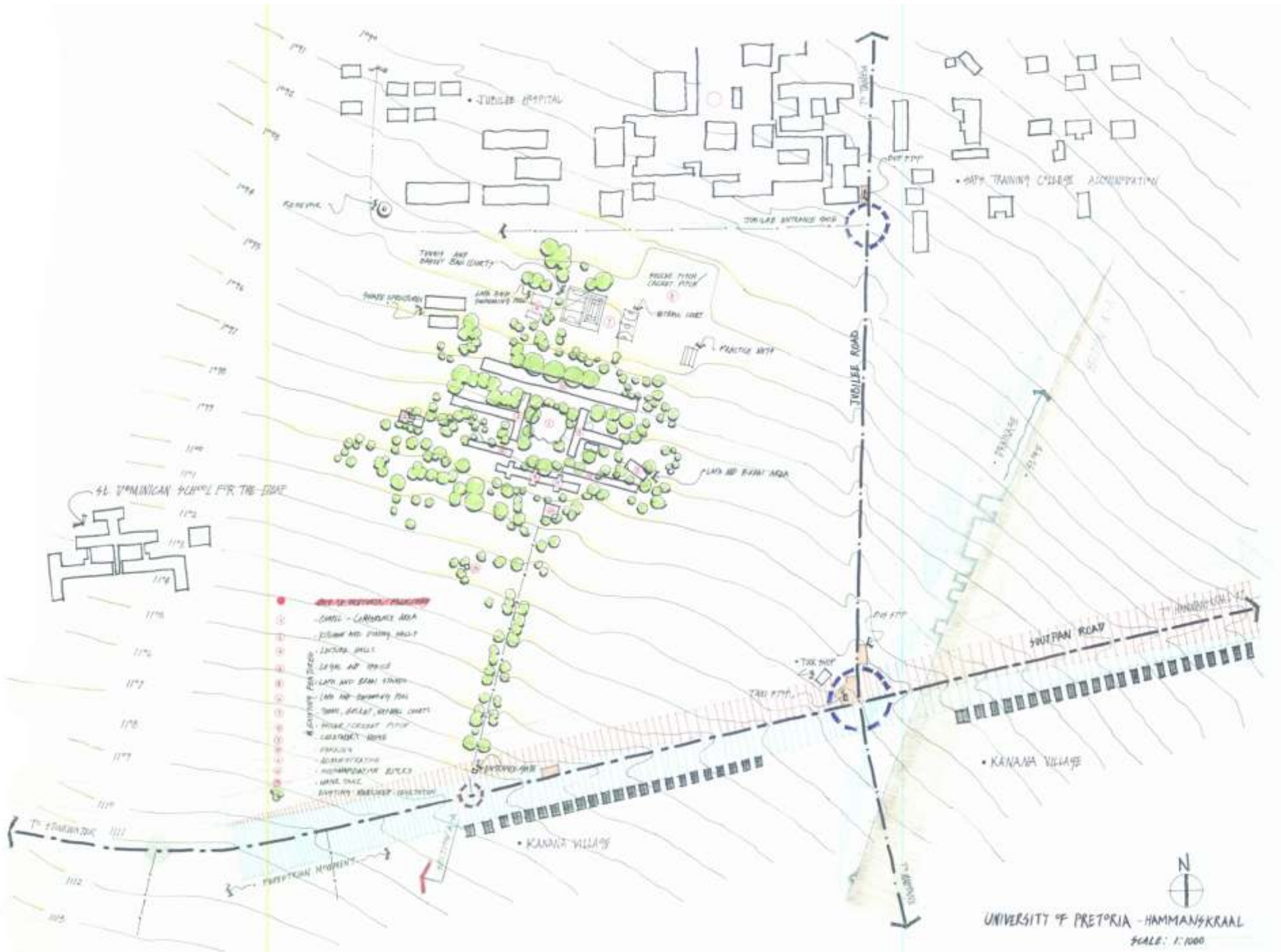
CONTEXT

Cultural Node



Educational Node





University of Pretoria
 Hammanskraal campus

CONTEXT

SITE - HISTORY

SKETCH HISTORY OF ST PETER'S SEMINARY

The history of St Peter's seminary is linked to the beginning of the very efforts of forming a local Black clergy. Since those early beginnings, St Peter's has been in different places as Mrs Schaffler elaborates.

The Trappists who eventually became the congregation of Mariannahill missionaries came to South Africa to evangelise. They came to South Africa as a result of a request by bishop Richards of the vicariate of the Eastern Cape to come to and educate and evangelize Black people in South Africa. They first settled in Dunbrudy in 1880 but later relocated to the present monastery in natal in 1882 (Schaffler,2008).

Once they settled in Mariannahill the work of evangelization began. By 1884 they had a school with 100 boys. This school combined education, manual work and catechesis. A young man by the name of Benjamin Makheba became the first catechist who worked along the monks (Schaffler, 2008)

From the beginning it seems that the founder of Mariannahill Francis Pfanner was keen to establish the church as fully as possible. In 1887 he founded a congregation for man who were either unwilling or unsuited for the Trappist rule. This venture was not too successful at the beginning. However about the same time, a young man from the school presented himself wanting to be a priest. Abbot Pfanner, as he now was? sent him to Rome for studies. Edward Mnganga was ordained in Rome in 1898 and returned to Natal. He is the first black priest of South Africa (Schaffler, 2008)

SITE

The successor of abbot Pfanner was also keen to have more black men trained as priests. In 1894 he sent two more young men to Rome for training. These were alloys Mncadi from Mariathal, near Ixopo and Charles Mbengane from Marianhill. (Schaffer, 2008).

ST MARY'S IXOPO

It was not until 1923 that the training of black clergy began in South Africa with the opening of St Mary's seminary in ixopo. Although it started as a minor seminary, in 1929 it became both minor and major seminary. From this effort the first priest to be ordained from St Mary's until the separation of the major seminary from the minor in 1946. With this move to a new place, the name also changed to that of St Peter's seminary (Schaffler, 2008)

ST PETER'S PEVENSEY

Up to this date the formation of black clergy was the responsibility of Mariannahill congregation which had initiated the enterprise in the first place. However, in 1947 when the bishops of Southern Africa met in Mariannahill for their conference, the bishop of Mariannahill gave land for building of the seminary.

ST PETER'S HAMMANSKRAAL

The Dominican father found Pevensey no longer suitable as allocation for a seminary as stated in one of the pamphlets, but according to Mrs Brigitte Schaffler, the relocation of the Dominicanfather to Hammanskraal was due to the groups area act that was inserted by the white South African government in the early 1940's. The seminary was dominated by black people and the white government saw it as a threat as it provided education to black people. Hammanskraal became the home for the seminar as it was then and still far enough from the Pretoria/Tshwane CBD.

CONTEXT

The Dominican fathers negotiated for land through the Archbishop of Pretoria, in Hammanskraal north of Pretoria. At the same time negotiations had to be entered into with the government for building of a seminary for blacks. The department of Bantu administration had no objection to the building of a seminary.

What really puzzled me during the interview was the things that Mrs Brigitte Schaffler mentioned; "the seminary could only be built provided that: (in order to avoid possible racial friction points,...) buildings of this nature must be erected not less than 500 yards from the nearest European residence, 500 yards from any national road, 300 from a provincial road and 200 yards from any other road or adjoining private property, except where the adjoining property is a nature reserve..."

Now I realize that this kind of procedures or guidelines has fragmented Hammanskraal, period.

Preparations of the buildings of the new ST Peter's started in 1962. ST Peter's Hammanskraal had been built for about two hundred students. However, the number of students never exceeded eighty in any one year. In the early 1970's part of the student blocks was converted into a conference centre. This was welcomed by many organisations in the days when conference centres were few or could not accommodate both black and white participants. Decisions affecting the life of the country were taken here by such organizations as the Southern African catholic bishops' conference; the South African trade union; congress of south African trade union and many other organisations of women, students and church bodies.

SITE



FIG.15.

CONTEXT

SITE ANALYSIS

The site property is situated on the University of Pretoria Hammanskraal campus. The property is bordered by Jubilee Road on the east and Soutpan Road on the south. Adjacent to the site, is Jubilee hospital on the northern side, Dominican school for the deaf on the west, Kanana village on the south and Detective Academy (SAPS Training Collge) further east of the side. The land use is undetermined but the university is zoned educational.



SI TE

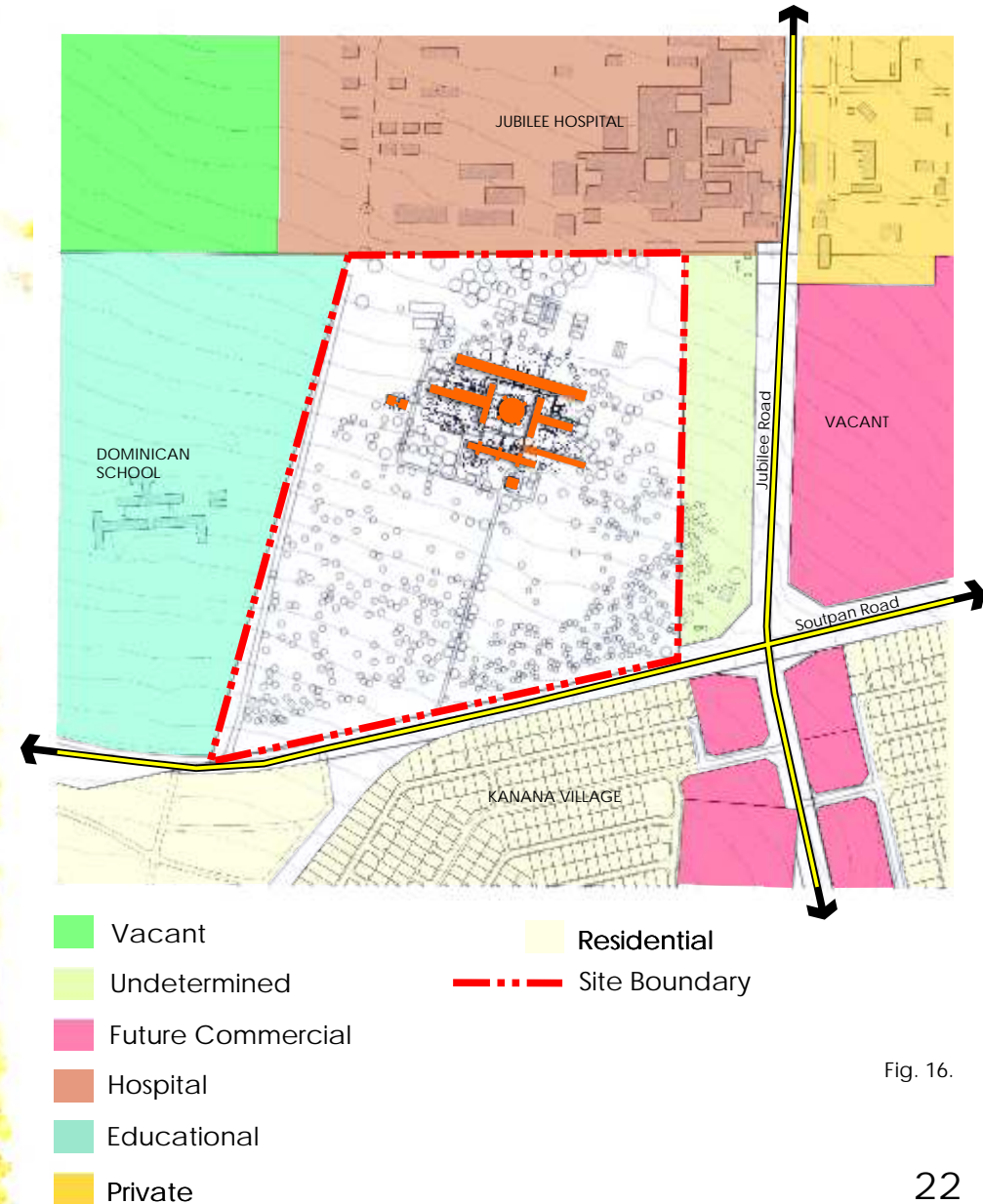


Fig. 16.

CONTEXT

The following facilities currently exist on site:

1. The chapel – not in use
2. Dinning hall and kitchen – not in use
3. Administration building – site management building
4. Hostels – not in use
5. Lecture halls – not in use
6. Shade structures
7. Covered parking
8. Caretaker's house - locked



BRAAI AREA



CHAPEL



SHADED AREA



TENNIS COURT

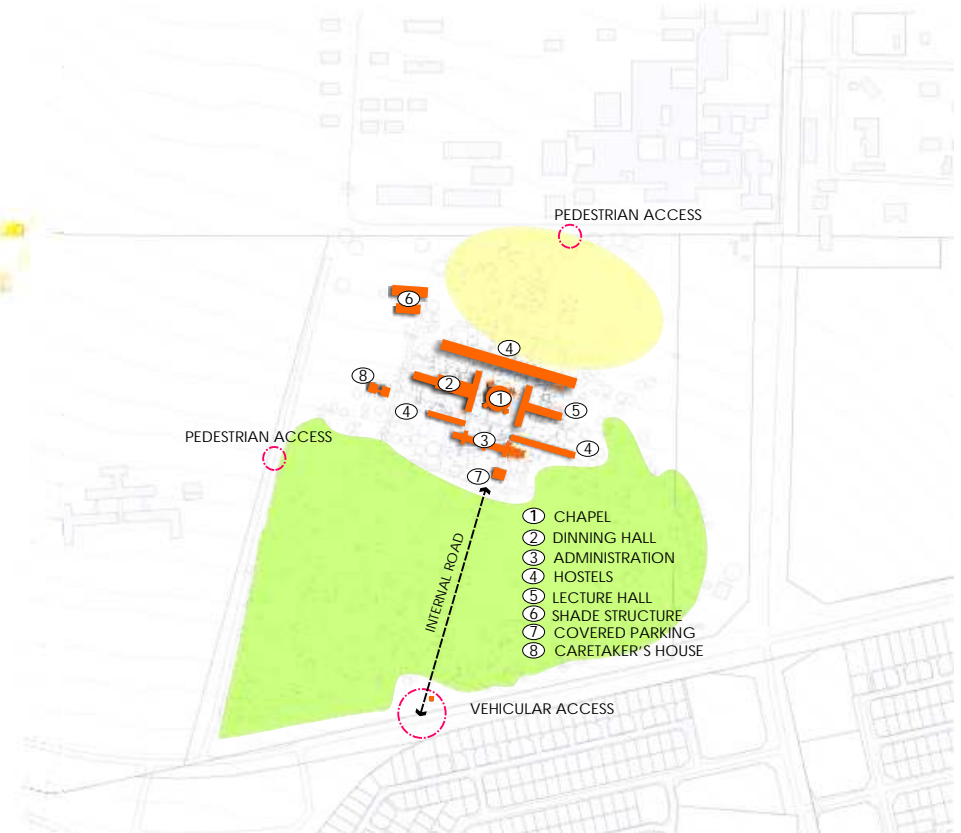


LANDSCAPE AREA / MANICURED LAWN



LANDSCAPE AREA / MANICURED LAWN

FACILITIES



- RECREATIONAL FACILITIES
- MIXED BUSHVELD VEGETATION

Fig. 17.

CONTEXT

I will not be able to explain each and every detail of the activities that took place on this site but rather portray images indicating events and moments that people had on this site.



SITE EVENTS



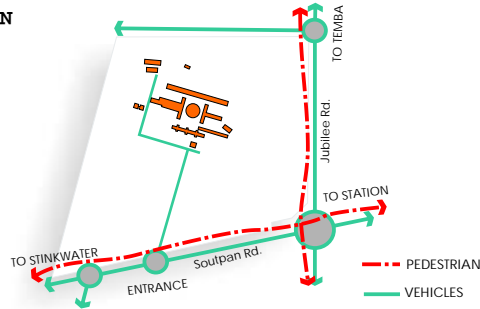
If you fail to see the person
But only the disability, who is blind?
If cannot hear your brothers cry for justice,
Then who is deaf?
If you do not communicate with your sister,
But separate her from you, who is disable, her or
y o u ?
If your heart & mind do not reach at your
neighbour, then who has the mental handicap?
If you do not stand for the right for all persons with
d i s a b i l i t i e s ,
Then you are crippled!

Fig. 18.

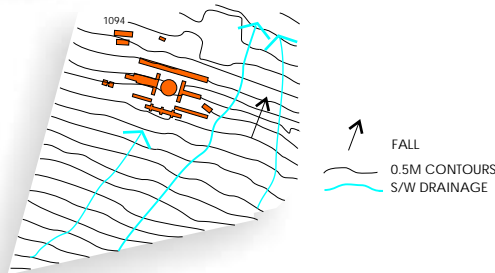
SITE

SITE ANALYSIS

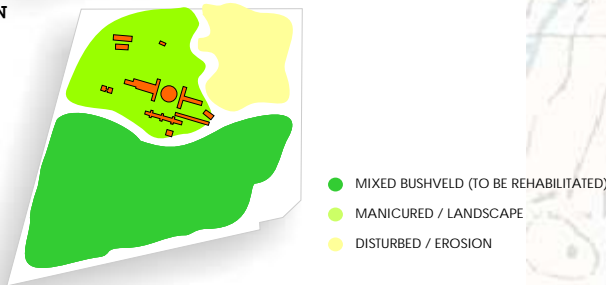
CIRCULATION



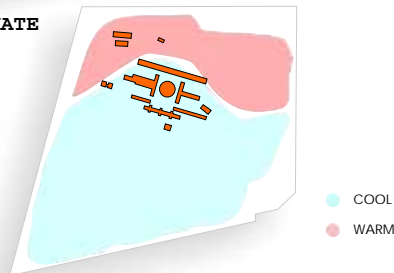
TOPOGRAPHY & DRAINAGE



VEGETATION



MICRO-CLIMATE



CONTEXT

SITE CONSTRAINTS AND OPPORTUNITIES

CONSTRAINTS

The university is not being used (closed).

The university should be open and its facilities should be used by the communities within which it sets.

Temperatures vary between -8 degrees Celsius and 40 degrees Celsius.

Shade structures and drinking fountains should be implemented to protect against harsh climate

Dry arid area which received 650mm rainfall in summer seasons and 350mm rainfall in winter seasons

Storm water management plan should be encouraged. storm water should be collected and retained on site. As water is a scarce resource, the local community should be taught about sustainability and ecology.

OPPORTUNITIES

The university is bordered by two prominent roads (Soupan & Jubilee road)

opportunity for commercial activities along the roads.

located within the future economic hub of Hammanskraal.

opportunity to encourage skills development projects to empower local communities

The university has a strong history :winning award, seminar for black priest, conference center for most political parties. located between Temba - pre-apartheid township (place of hope) and Kanana post-apartheid township (the promised land)

opportunity to be a memorial place and a link between the two townships.

CONTEXT

SITE FRAMEWORK

The University of Pretoria should open to the community so that the existing facilities can be utilized by the neighbouring communities and schools. New building could be added to the current ones with the idea of introducing the hand of the community.

The proposed buildings should respect the existing architecture and should by no means try to copy it. The proposed buildings should function as influenced by the local community. The buildings should follow the natural site topography.

Walkways (memorial path) should connect spaces enclosed by both the existing building and proposed. The paths should collect storm water during rainy seasons.

Storm water should be collected, harvested and retained on site according to the different stages of the proposed development.

The existing bushveld vegetation should be rehabilitated with the plant species similar to the ones existing on site. Environmental and sustainable principles should be applied as much as possible and such information should be extended to the local community.

Landscape elements should be utilized to portray the history of the area.

Natural materials from the site and local community should be the first priority for construction of any structure on site.

FRAMEWORK



Method of construction should be similar to that of the local community. This will give the opportunity for the development to employ local labour.

Existing informal traders should be incorporated into the development as a way of encouraging local skills and entrepreneurship.

CONTEXT

ACCOMMODATION SCHEDULE

As mentioned earlier in the previous chapter, the following listed activities are the most needed by the community in Hammanskraal. They were mentioned in the Regional Spatial Development Framework for the North Eastern Region Hammanskraal (2008) and by members of the local community as a step forward in dealing with poverty in the area as well as uplifting the community.

Note that they are listed in order of importance.

- LIBRARY
- COMMUNITY HALL
- GATHERING AREA – Amphitheatre
- URBAN AGRICULTURE
- RECORDING STUDIO
- MARKET

Also note that from the above mentioned activities by the community and legislation document, nothing has been mentioned about the history and environment. So I added the following facilities as also informed by the site and context.

- MEMORIAL PATH
- MUSEUM
- ART EXPO
- RESTAURANT
- INFORMATION CENTRE
- ENVIRONMENTAL CENTRE
- NURSERY
- STORMWATER RETENTION STRUCTURES
- TRADING STALLS
- SHADE STRUCTURES

SCHEDULE

