

Chapter 7 - Context

7.1 Location



Figure 7.1.1 Map of Africa with the location of South Africa (Author, 2011).

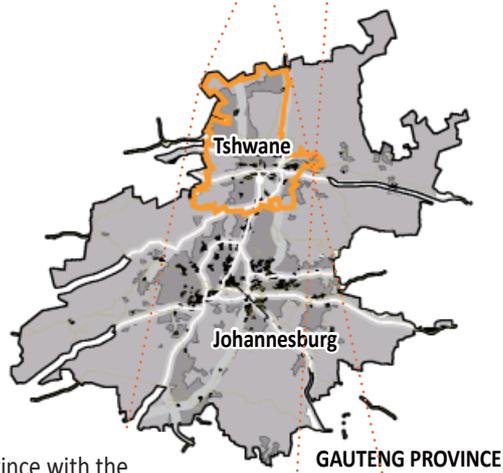


Figure 7.1.2 Map of Gauteng Province with the location of Tshwane. (Group Framework, 2011)

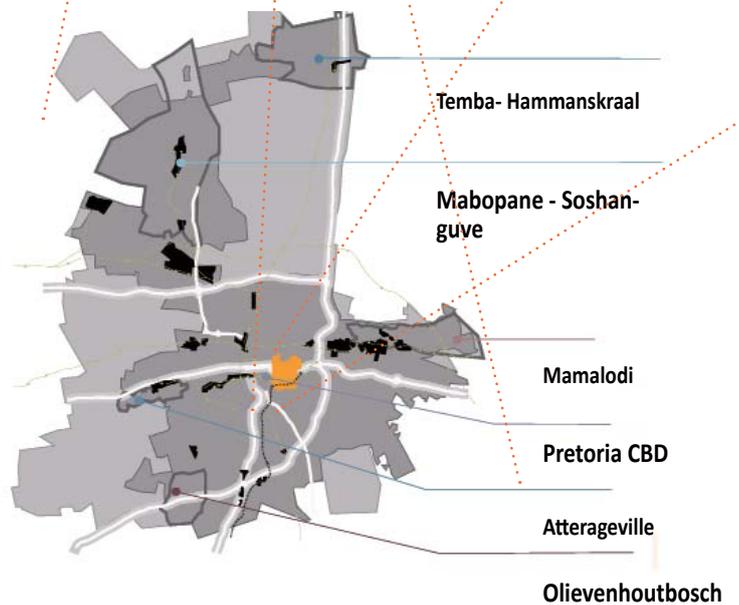


Figure 7.1.3 Outline of Tshwane with the location of the CBD of Pretoria

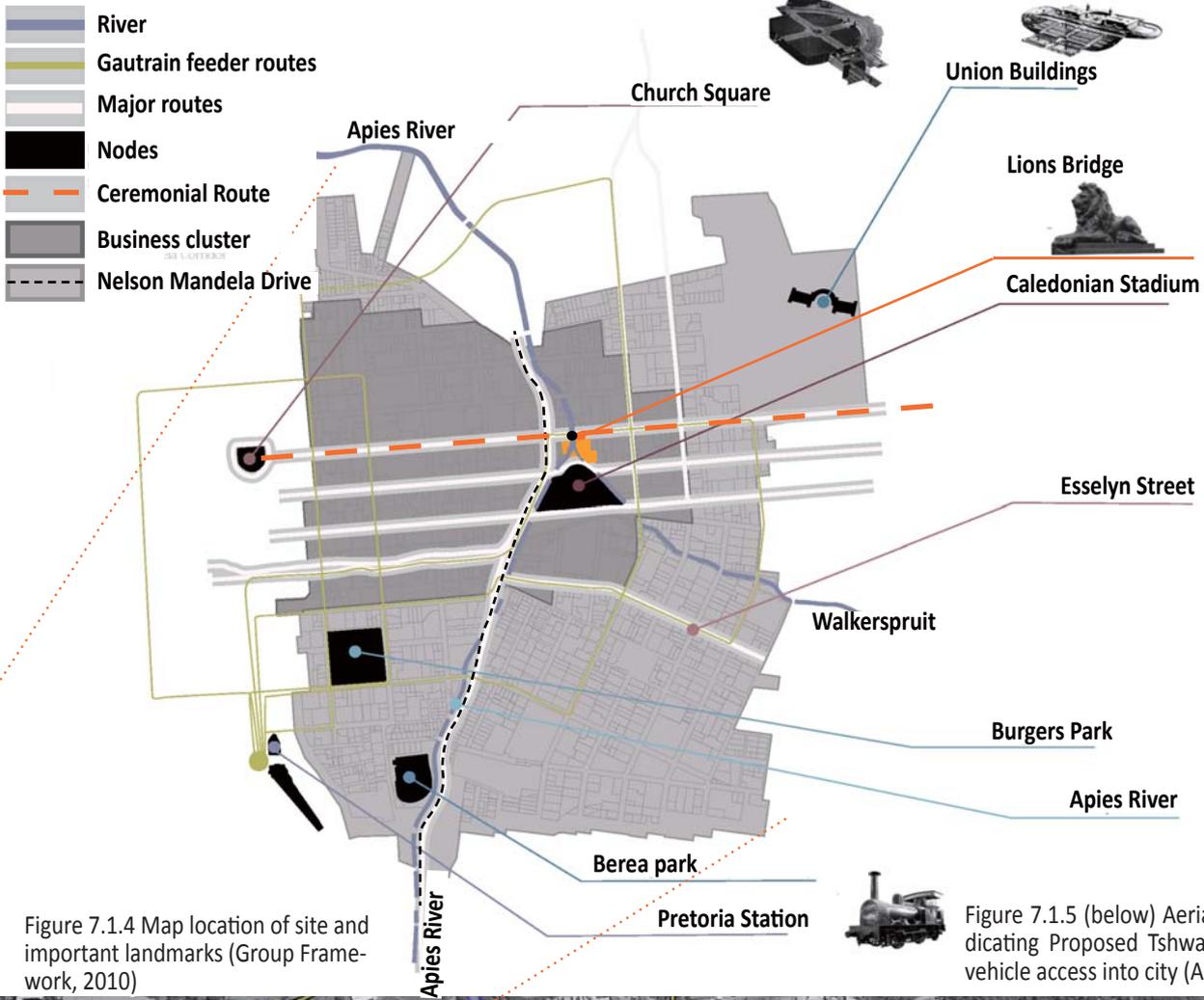


Figure 7.1.4 Map location of site and important landmarks (Group Framework, 2010)



Figure 7.1.5 (below) Aerial Photo of site indicating Proposed Tshwane BRT and main vehicle access into city (Author, 2011).

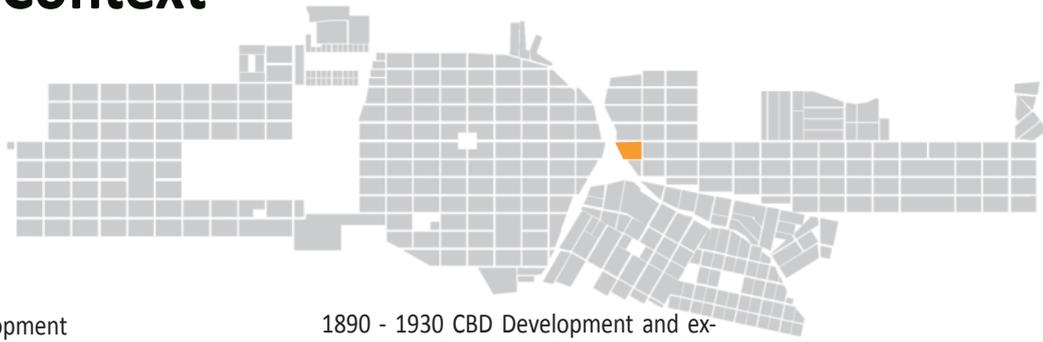
7.2 Historical Context

Urban



1850 - 1890 CBD Development

Figure 7.2.1 Cadastral of Pretoria's development between 1850 - 2007 (Author, 2011)



1890 - 1930 CBD Development and expansion to the west and the east



Figure 7.2.2 Map of Pretoria 1889 (UPSpace Archives, University of Pretoria, 2011)

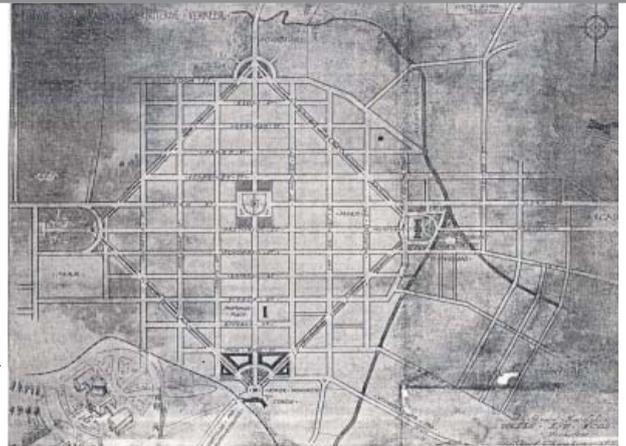


Figure 7.2.3 Moerdijk Proposed Urban scheme : 1930 (UPSpace Archives, University of Pretoria, 2011)

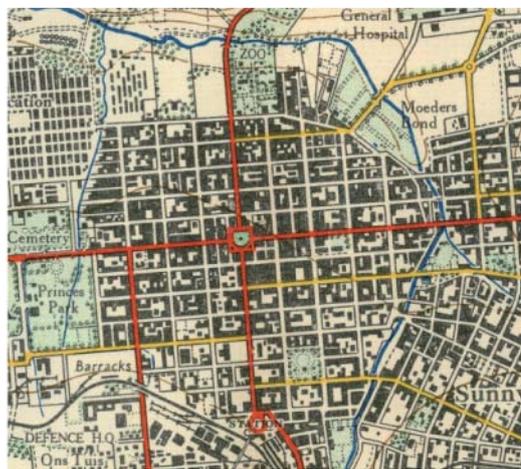


Figure 7.2.4 Map of Pretoria: 1896 (Andrews, 1899).

Figure 7.2.5 Figure Ground 1936 of ceremonial route (Pretoria colour fold up map, 1936)

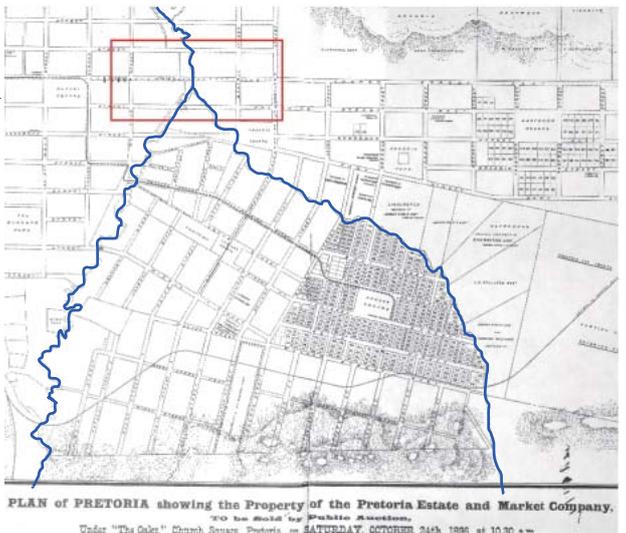
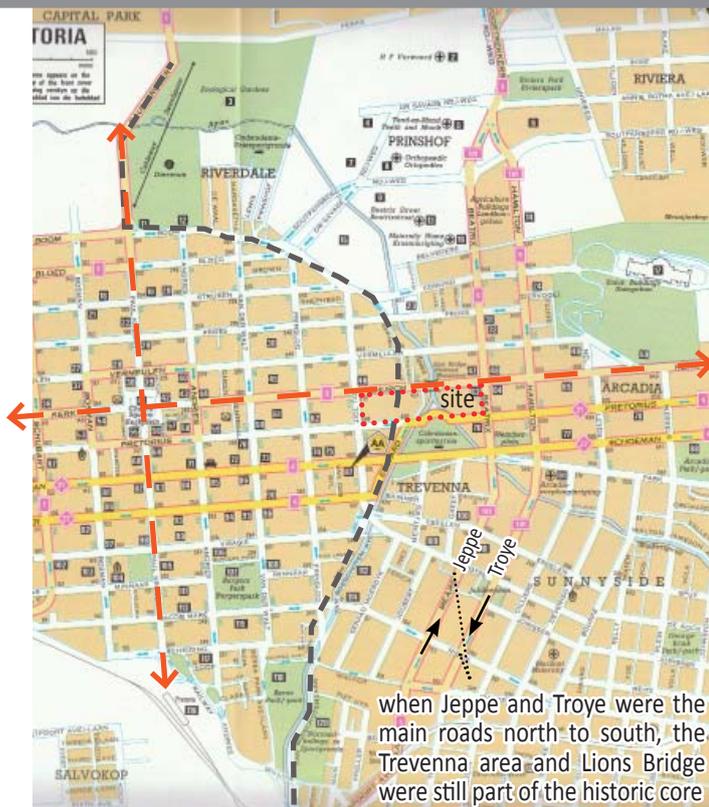


Figure 7.2.6 Aerial Photo of Pretoria: 1949 (Voutsas and Findlay, 1949).

Figure 7.2.7 Figure Ground Study 2007 (Author, 2011)



1930 - 2007 CBD Development and morphology to the current CADASTRAL form



when Jeppe and Troye were the main roads north to south, the Trevenna area and Lions Bridge were still part of the historic core

■ Position of Nelson Mandela Drive and part of a ring road system that gets built in 1994.

Figure 7.2.3 is the proposed urban scheme by Gerhard Moerdijk, 1930.

The proposal identifies the Caledonian Sports ground and Lions Bridge as one of the 4 anchor sites of a new Pretoria master plan and the location for a new city hall. This scheme never materialized, but even then the Lions Bridge and the Caledonian sports grounds were identified as important nodes; part of the cultural memory and heritage of the Pretoria. However, today the opposite is true, and both the Caledonian and Lions Bridge seem fragmented from their surroundings, contributing very little to the experience of the city and the memory.

Figure 7.2.4 illustrates the natural organic form of the river before it was canalised.

Figure 7.2.5 highlights the 'cardo' along Paul Kruger street (the north-south axis) and orientation and the 'decumanus' along Church Street (the east-west orientation). This point was set out from where the Apies River and Walkerspruit merge. The 'cardo-decumanus' was originally developed by the Romans as a military strategy to protect their cities, and adopted by M W Pretorius. Today much of the significance of Church street and Lions bridge and the ceremonial importance of the axis between Church square to the Union Buildings along Church Street don't exist.

Figure 7.2.8 is a map drawn prior to the construction of Nelson Mandela Drive illustrates how the city grid and blocks were incorporated and were more integrated with the rivers. Today, with the construction of the ring road a lot of the social fabric and networks that once existed along the river have been fragmented.

Figure 7.2.8 Pretoria guide map before the construction of the ring road and Nelson Mandela Drive (AA, 1966 - 1985 :85)

Pretoria - Situated on the banks of the Apies River and bounded by the north by the Magaliesberg Range, Pretoria was founded in 1855 by M W Pretorius, then President of the Transvaal Republic, and named after his father Andries, hero of the Battle of Blood River in 1838.

Historical Context

Urban

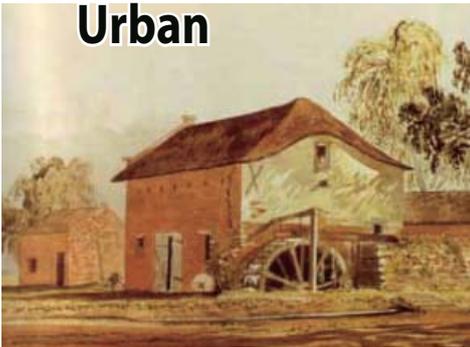


Figure 7.2.9 painting of the old mill and water wheel by W.H Throne dated 19 August 1887 (Bolsman, 2001: 19).



Figure 7.2.10 Photo of Lions bridge and Apies River before it became canalised (Andrews, 1999: 64).

Figures 7.2.9 - 7.2.15 paint a very different image of what Pretoria was like then, especially the sites around Lions bridge. Much of the qualities and experiences experienced then are not present today.

Figure 7.2.12 is a photo of Edward street, no longer accessible or experienced the way it use to be. Since the construction of Nelson Mandela Drive, the street no longer exists and the only remnants of the street forms part of a private parking area that sits adjacent to the Apies river and Lions bridge. The parking area detracts from the memory and image of Lions Bridge proclaimed as a national monument in 1981.

Figure 7.2.12 is an aerial photograph of Pretoria in 1947 where the Pretoria Central public swimming pool existed (illustrated in dashed red lines and the site of study in orange). Later it was demolished and new Department of Trade and Industry (DTI) built in its place. The DTI today acts as a separate entity and cuts itself off from its surrounding context - another example of the negative influences of privatised exclusive space planning. (see earlier Chapter 4 : 21, on Trancik's urban theories about privatisation, the negative effects that result in the fragmentation of space).



The Caledonian Sports Grounds was established on the grounds belonging to Eddie Meintjes, who, with Ewald Esselen used their influence with President Kruger to have the road (Pretorius Street) closed at the town boundary to accommodate the area required for the playing fields, thus causing the 'kink' in the street when the town extended eastwards, (Andrews, 1989: 116)

Sytze Wierda, a Government architect, (Figure 7.2.13) designed the lions statues on Lions Bridge, the Raadsaal and Palace of Justice on Church Square, also de-

7.2.11 Aerial photograph of the Caledonian sports grounds taken in 1947 (UPSpace Archive, University of Pretoria, 2011).



Figure 7.2.12 Photograph of Edward Street and the mill (Andrews, 1989: 64)



Figure 7.2.13 photo of one of the lion statues on Lions Bridge (Author, 2011).

signed Lion Bridge. The Lions were cast at the Sun Foundry in Scotland and placed in position when the bridge was completed in 1898 (Andrews, 1989: 104).

Figure 7.2.14 is a photograph of the local troops gathering in Church Square in preparation and departure for the ceremonial procession down Church Street (Andrews, 1999: 02).

THE SITE

In 1855 Church Square was set out on higher ground, in line with the elbow of the Apies River.

During 1875, a water wheel and mill (figure 7.2.9 and Figure 7.2.12) were built on the western river bank.

In 1894 saw the completion of Lions Bridge on Church Street (van der Waal collection).

In 1909 Pretoria experienced extensive loss to property and life as a result heavy rains turning the river into a torrent after heavy rainstorms, resulting in canalisation of the river which began from Proes Street southwards till the late 1930's (van der Waal collection).

In 1994 Nelson Mandela Drive was constructed along the Apies River, replacing many of the smaller streets to form a major connectivity spine from Pretoria southwards (Andrews, 1989).

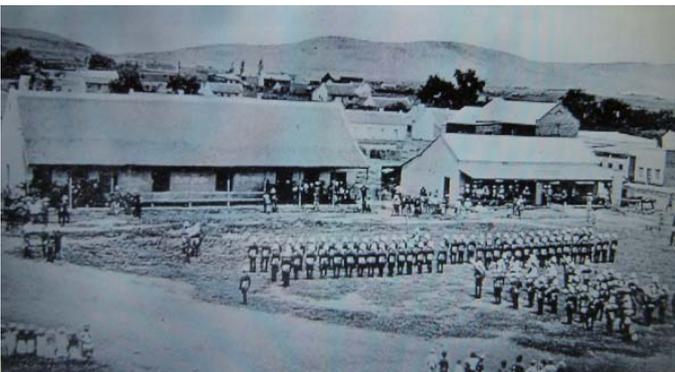


Figure 7.2.14 Photograph of Church Square and troops getting ready for the annual ceremonial march (Andrews, 1989).

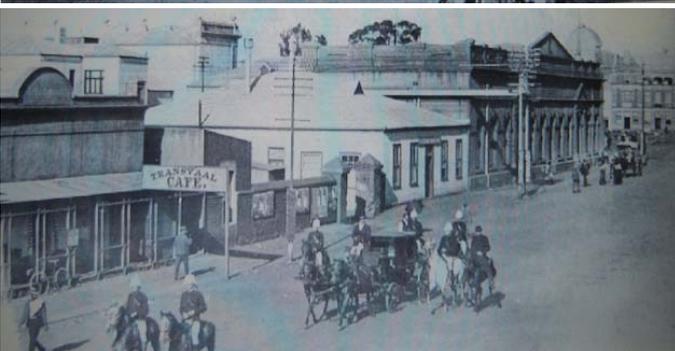


Figure 7.2.15 Photograph of Church Street at the time (Andrews, 1989).

Historical Context

River



Figure 7.2.16 Thomas Baines' 1872 painting of Pretoria and Lions Bridge (Bolsman, 2001: 20).

THE RIVER

Around 1835 the first Voortrekkers settled at Fountains Valley, migrated from the Cape Colonies, during the Great Trek, then settled in at Fountains Valley for its abundant supply of fresh water - approximately 25 million litres of water entered the Apies River on a daily basis (Bolsman, 2001:170).

In 1912 a row of date palms was planted along the Apies River (Bolsman, 2001: 170).

Between 1909 - 1930 began the straightening and canalization of the river were started (Bolsman, 2001: 170).



Figure 7.2.17 painting of the Apies canalized by Pieter Wenning (Bolsman, 2001: 135).

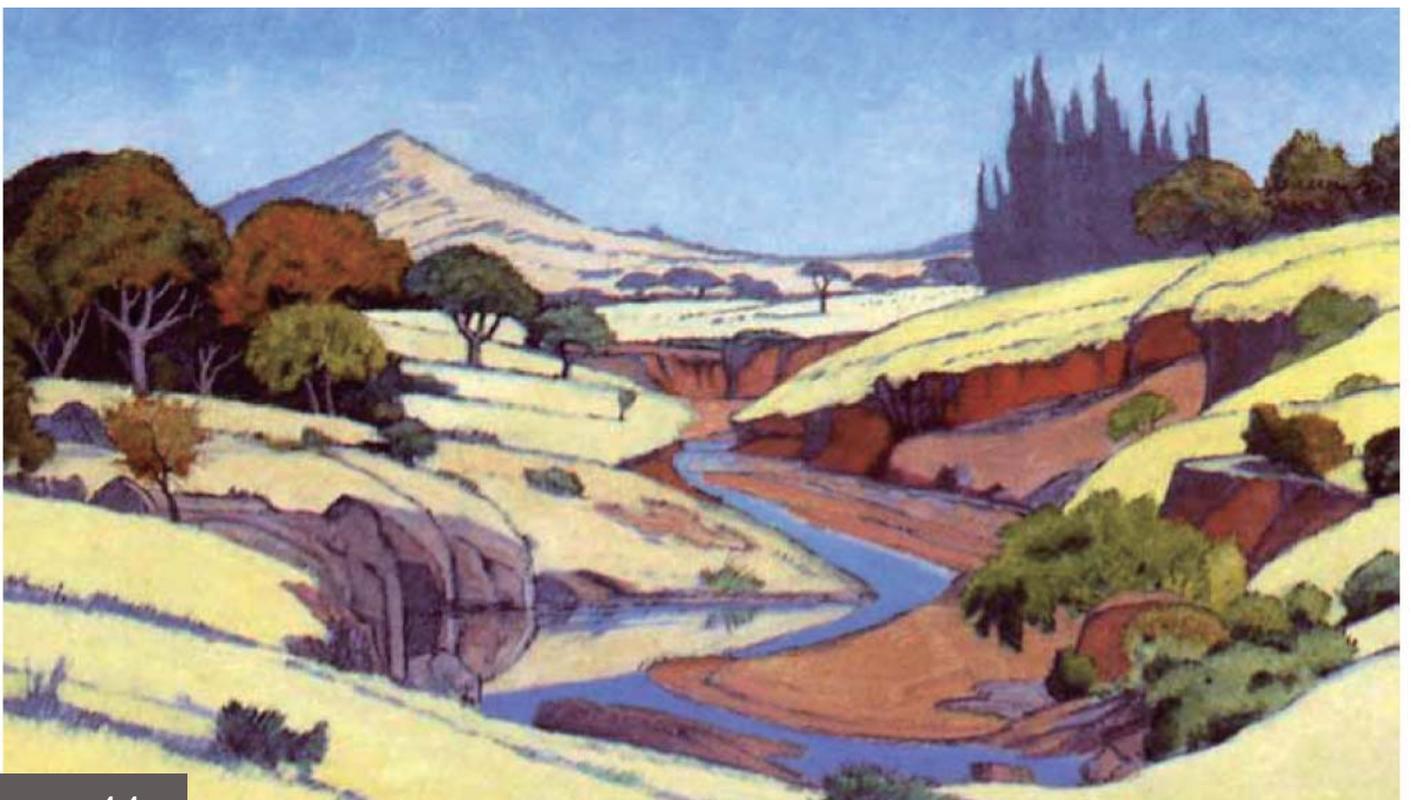


Figure 7.2.18 painting of the Apies Rivers natural erosive quality by Henk Pierneef (Bolsman, 2001: 134).

THE NAME

The Matabele tribe, who conquered the Bakwena tribe that had settled along the Magaliesberg, gave the river the name Enzwabuklunga (or Zwabuhlungu) which means 'painful', in reference to the sharp edged dolomite stones found in the river and at the fountains that hurt the women's feet when they fetched water or had to cross the river.

The Tswana people, who arrived later, called the river Tshwane, named after a prominent chief of the time (van der Waal collection).

After the first Voortrekker settlers arrived at the Fountains Valley, the river's name was adopted with reference to the thousands of vervet monkeys that inhabited the banks of the river (Bolsman, 2001: 170).

THE ENVIRONMENT

The Apies River valley was home to a large population of lions that were hunted and exterminated. The existing heritage land mark, the Lions Bridge, still stands in memory of what once existed. The vervet monkey habitat was destroyed, they were either killed or captured; and other animals such as the likes of hyenas and jackals were also chased off (Bolsman, 2001: 170).

As one of the settlers of the time wrote: "The trees along the Apies River made a beautiful pleasance, remarkable for its scenery, and the place was blessed with a fine climate and an abundance of the purest water. In those days the central portion of the central city was covered by what we called bontbos, that is clumps of trees with open space between, that gives the whole a parklike appearance, while mimosa [mimosa spp. are exotic invaders from South America] and the white flowered 'buf-felpeer', in spring filled the air with a sublime perfume"

(Bolsman, 2001: 170).

In 1912 two rows of date palm trees were planted along the River (van der Waal Collection), which still stand out very prominently and form part of the identity of the Nelson Mandela Drive.

Figure 7.2.16 is a painting of Pretoria in 1872 by Thomas Baines, showing the current day Lions Bridge towards the city centre, illustrating its importance even then.

Figure 7.2.17. is a painting by Pieter Wenning, showing the canalisation of the Apies River.

Figure 7.2.18. Is a painting of Apies River with Meintje's Kop, by Henk Pierneef. This picture paints a very different image and experience for the current day city dweller.

The canalization of the river was as a result of floods that caused loss of lives, animal stock and damages to buildings. In the painting one already can see that the existing eco system had a natural erosive character.

The historical and cultural importance of the river plays an important role in understanding Pretoria and its history.

7.3 Urban context and concept (Macro)

Theory investigation

The following chapter will form the basis for the urban investigation of Pretoria, and will influence future design decisions.

Figure 7.3.1 refers to the outline map of the Boston peninsula, described by Lynch, as the conventional map outline which forms the basis for any mapping (Lynch, 1960:18).

Figure 7.3.3 refers to the basic outline of Pretoria's CBD, which will form the basis of the city grid. Lynch, as illustrated in figure 7.3.2, uses the same basic map of Boston and layers the map with its major and minor concept elements. These concepts such as the 'node' or landmarks, 'paths', 'edges', and 'district'; (1960:84). Lynch defines these elements as the basis man uses to create his orientation in space.

The same technique and principles by Lynch will be applied to the basic figure ground of Pretoria, (figure 7.3.3). Lynch's theories will be used in formulate a mental image of Pretoria to assist the design requirements, so that the design holistically integrates into its surrounding and context (figure 7.3.4).

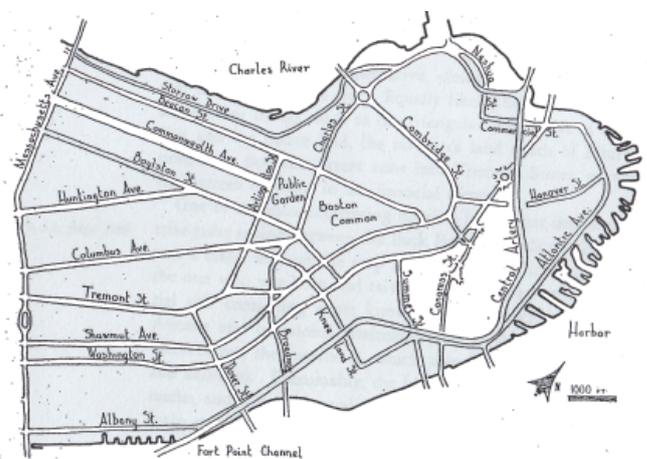


Figure 7.3.1 Basis of a map for Boston, USA (Lynch, 1960:18)

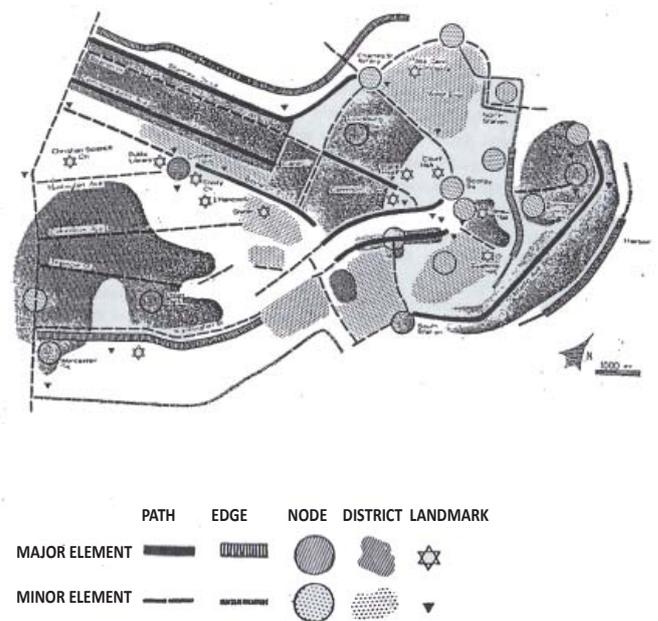


Figure 7.3.2 Map of Boston layered using using major and minor elements for man to orientate himself (Lynch, 1960:84).

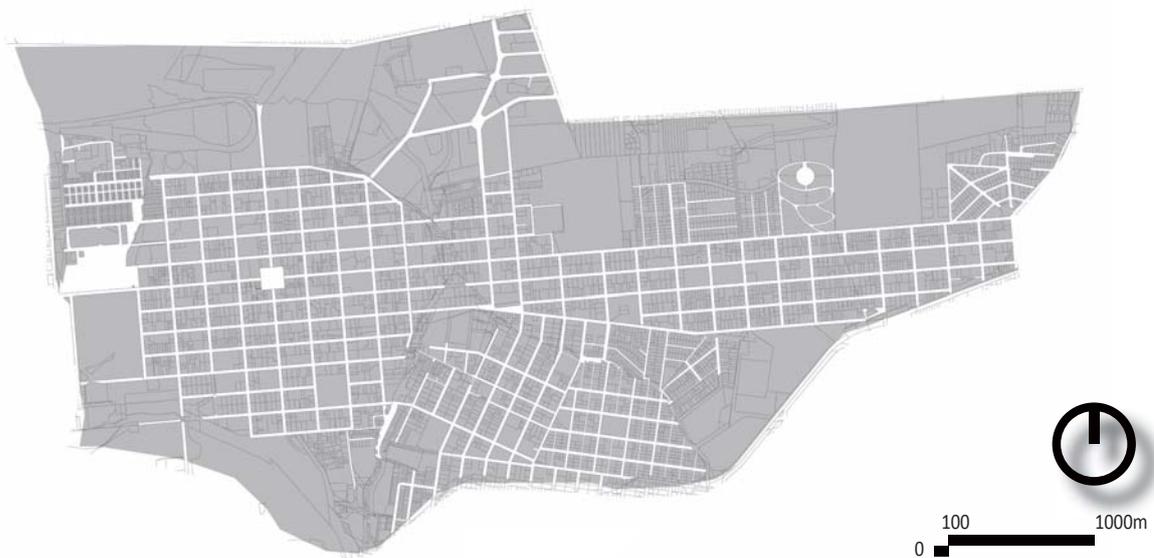


Figure 7.3.3 Basis of the map of Pretoria CBD (Author, 2011).



Figure 7.3.4 Map of Pretoria CBD layered with different nodes, routes, and paths described further and in more detail in this chapter (Group Framework, 2010)

Urban context and concept

Fusion of the different layers

(for breakdown of layers see ADDENDUM A)





Figure 7.3.5 Photo of the CBD taken from the Union Buildings (Author, 2011)

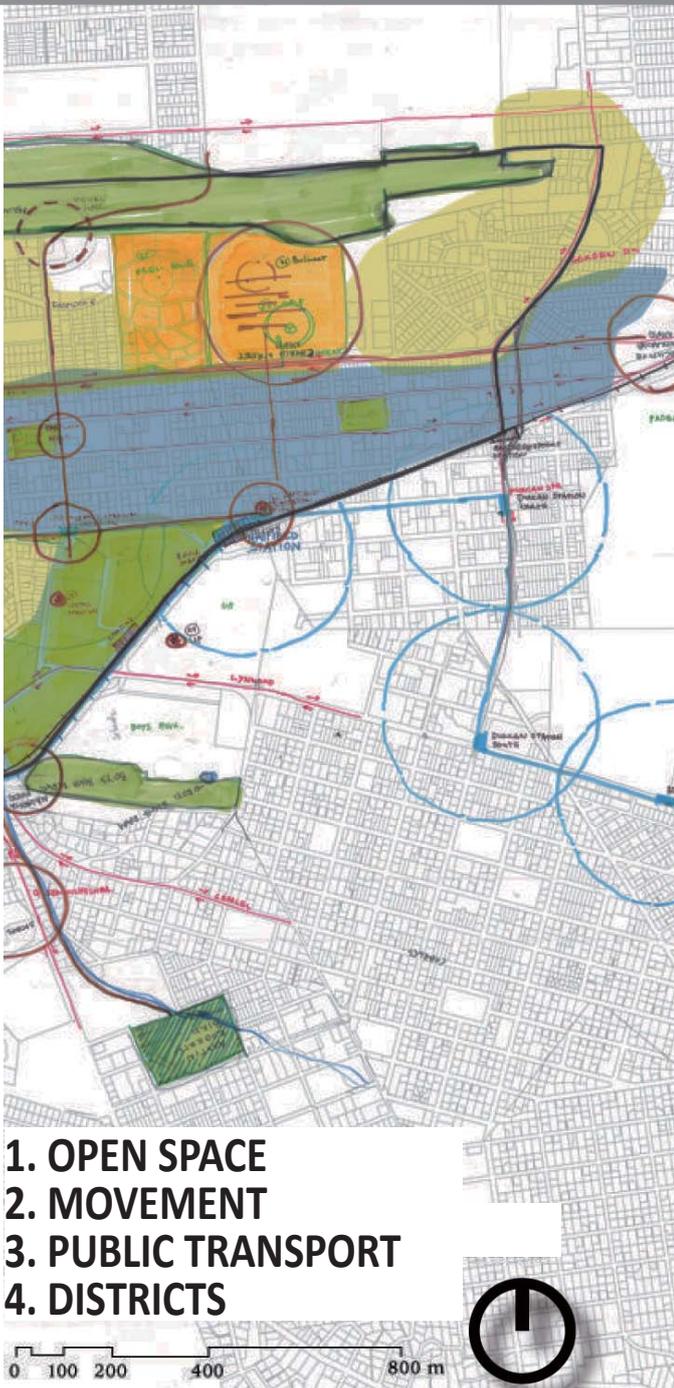


Figure 7.3.6 is a map of the different layers fused together (Refer to appendix A:). The map creates interesting links and helps identify possible opportunities where there is most activity or areas that require most attention.

The map created an understanding of the context of the city and the context of the surrounding intervention, thus inform decisions that are related to the needs of the people in the surrounding area.

Figure 7.3.6 Map of the different layers overlaid ontop of each other (Group Frame, 2011).

Urban context and concept

The potential of the river as a transitional route



Figure 7.3.7 Figure ground map of Pretoria (Author, 2011).



Figure 7.3.8 figure ground highlighting the potential of reactivating the Apies River and Walkerspruit (Author, 2011).



Figure 7.3.9 Photo of Walkerspruit (Author,2011).



Figure 7.3.10 Photograph where the two rivers merge (Author, 2011).

Figure 7.3.7 is a figure ground map of Pretoria, illustrating the Apies River and Walkerspruit as barriers with inactive edges that do not integrate with its surroundings.

Figure 7.3.8 is the figure ground highlighting the potential of the rivers as thresholds through the city. Highlighted in the red are the important and historic cultural open spaces of Pretoria.

The buildings surrounding the river currently don't interact with the river and have responded negatively to its edges, cutting themselves off from any form of interaction or connection physically or psychologically.

The aim of reconnecting the river with the city and reviving it into a transition route and river park, could activate the edges of the river creating new potential for the buildings to respond positively to the river and enhance the experience of the people living in the city or using the river walk. People using the river could thus enhance the memory and character, creating new opportunities for people to connect with the cities history and memory.

Figure 7.3.9 is a photo of Walkerspruit, the environment with the trees still offers the potential for a pleasant experience if people could move along its edges, experiencing the coolness of the shade provide by the trees. The route could be populated with urban furniture and pause areas, the buildings facing the river could become more commercially and retail orientated to enhance the experience and passively police the river.

Figure 7.3.10 is a photo taken from Lions Bridge where the two rivers merge, looking onto an open



Figure 7.3.11 Photo of a building adjacent to Walkerspruit (Author,2011).

green park space, that is currently fenced off.

Figure 7.3.11 is a photograph of an adjacent building with an industrial character, currently used as a church and Christian book store. The photo also illustrates the edges of the river fenced and cut off from access to the public,

Urban context and concept

Walkerspruit and the Apies River edges become activated, creating other potential development

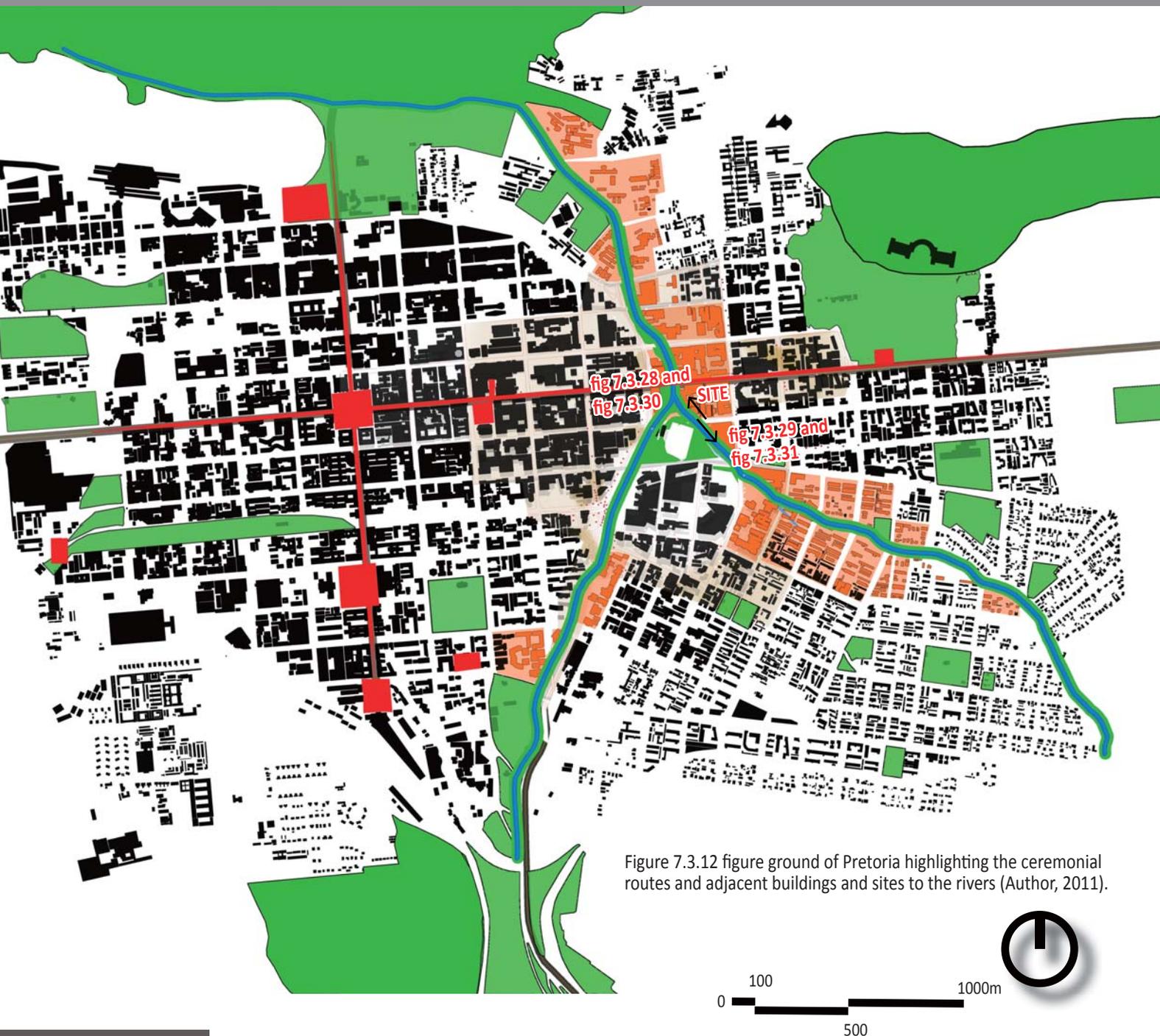




Figure 7.3.13 Photo taken on site of the edge of the river (Author, 2011)



Figure 7.3.14 Photo of character of the existing building to be retained (Author, 2011).



Figure 7.3.15



Figure 7.3.16

Figure 7.3.15 and Figure 7.3.16 Photo of influential character of industrial building along Walkerspruit (Author, 2011).

Figure 7.3.12 is a figure ground map of Pretoria, highlighting the ceremonial route along Church Street and Paul Kruger Street. The ceremonial route along Church Street will connect the Union Buildings, Lions Bridge, Lillian Ngoya Square and Church Square. The buildings and street should contribute and reflect the character of Church Street as a ceremonial route. Greater focus should be emphasized on pedestrian circulation with urban furniture, cycling lanes and landscaping for shade. With the reactivation of Walkerspruit and the Apies river, economic interest in the area will increase therefore resulting in the buildings around it becoming more valuable and stimulate further development around the river. Guidelines should be put in place for developments to integrate with their surroundings. Upliftment of the area with new recreational activities will attract people back to the CBD. with the city becoming more attractive to live in, mixed used developments could create a environment for the city to function 24/7.

Figure 7.3.13 is a photograph of the rivers edge currently used to store vehicle spare parts, detracting from the potential and experience of the river.

Figure 7.3.14 is a photo of the industrial character of the buildings found on site that will be incorporated with different program.

Figure 7.3.15 and 7.3.16 are photos of the building opposite the southern end of the site that echo the industrial character of the area, elements of the surrounding tectonics and materials will influence the design to enhance the character of the site and context. The building is currently used as a church fronting Pretorius Street that is currently a major route into the city. This road is also very hazardous with narrow pavements that are difficult for pedestrians to cross. At this point along the river walk, a robot intersection is proposed to make it easier for pedestrians to cross the road safely.

Urban context and concept

The river park phased into different character sections influenced by its surrounding context

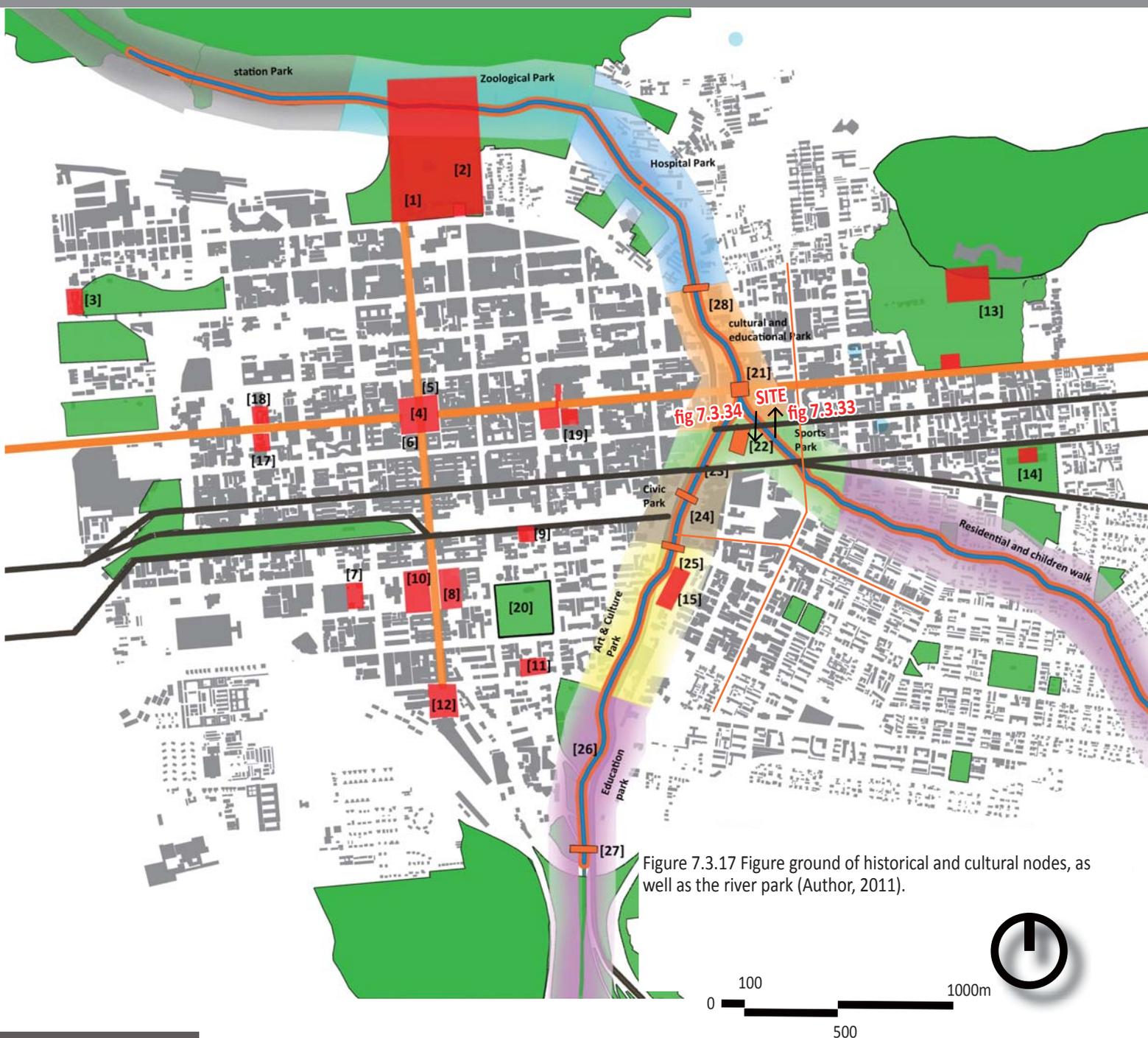


Figure 7.3.17 Figure ground of historical and cultural nodes, as well as the river park (Author, 2011).



Figure 7.3.18 Existing industrial buildings on site to be retained (Author, 2011).



Figure 7.3.19 Photo of the Caledonian Sports Ground (Author, 2011).

CULTURAL NODES

1. Pretorian Zoological Gardens
2. Aquafurn and Snake park
3. State Model School Museum
4. Church Square
5. Palace of Justice
6. Old Raadsaal
7. African Window Museum
8. Transvaal Museum
9. Museum of Science and Technology
10. City Hall and Pretorius Square
11. Melrose House
12. Pretoria Station
13. Union Buildings
14. Pretoria Art Museum
15. Oeverzicht Art Village
16. NZASM Houses
17. Paul Kruger's Church
18. Kruger House
19. State Theatre
20. Burgers Park

HISTORICAL NODES

15. Oeverzicht Art Village
21. Lions Bridge
22. Caledonian Sports Field
23. Palm Trees
24. Skinner Street foot bridge
25. Victoria Bridge
26. Apies River - Capital Park
27. NZASM Bridge
28. Hove's Drift

Figure 7.3.17 is a figure ground study highlighting all the cultural and historical nodes in the CBD. There are many historical nodes located along the Apies river, and very little potential to really experience them or celebrating their historic value as a result of the river being canalized.

It is proposed that the river walk be split up into different experiences and character based on its surrounding context and cultural value.

The area surrounding the site along Walkerspruit, will have a cultural and educational character, this is influenced by the string of T.U.T satellite buildings along the Apies river. The cultural influences are a result of Lions Bridge and Church Street that are important heritage and cultural nodes. The aim of the river park and surrounding developments will enhance the memory and experience of the history of the site and its cultural significance.

The T.U.T satellite buildings also form an important part of the city's culture and should be enhanced and made more legible by creating a link along the river.

Figure 7.3.18 is a photograph of the abandoned historic industrial building on site.

7.4 Site Context (Micro)

Pedestrian movement and activity



Figure 7.4.1 photograph of pedestrian movement along Church Street (Author, 2011).

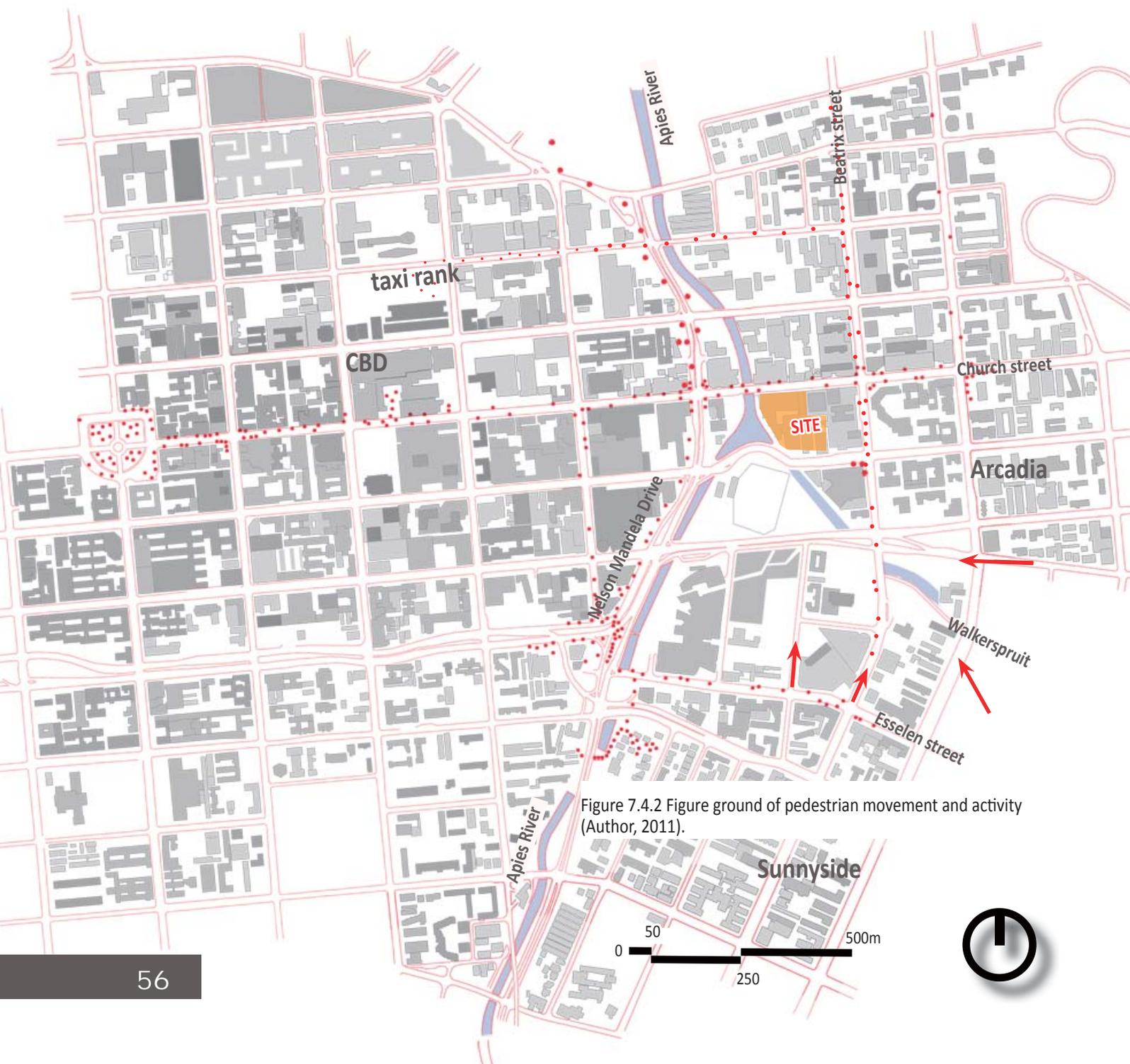


Figure 7.4.2 Figure ground of pedestrian movement and activity (Author, 2011).



Figure 7.4.3 photograph of the position along the river the river walk will cross Church Street (Author, 2011).



Figure 7.4.4 Photograph of pedestrian movement along Nelson Mandela coming off Esselen out of the suburbs (Author, 2011).



Figure 7.4.5 picture of formalized informal trade along Beatrix Street (Author, 2011).



Figure 7.4.6 Photograph of high pedestrian activity during peak hours along Beatrix Street (Author, 2011).

Pedestrian Movement

Pedestrian movement are generally in the early mornings and evenings when commuters migrate from the suburbs of Sunnyside and Arcadia these times are when pedestrian movements are at their busiest. During the day most of the pedestrians are made up of students and scholars. People that don't live within the city make use of public transport (mostly informal) to get to work this also takes place in the morning and late evening and the majority of these commuters travel from Atteridgeville, Mabopane, Garankuwe, or Soshanguve; and get dropped off at the taxi rank and make their way to their respective places of employment.

Many of the pedestrians travelling to and fro from the south or north have to walk long city blocks if the river walk was to be made accessible a lot of pedestrians would use the walk as it would cut there distance to walk down quiet considerably.

Movement Networks along the River and Church Street, form main generators for the design

New pedestrian promenade along the Apies River and Walkerspruit forming a new transition route between the University of Technology (TUT) and suburbs to the south and east of the city.



Figure 7.4.7 Figure ground of river park and ceremonial routes (Author, 2011)



Figure 7.4.8 Photograph of Church Street looking toward Pretoria CBD (Author, 2011).

Figure 7.4.9 Photograph on Pretorius Street, with poorly demarcated public transport waiting facilities (Author, 2011).



Figure 7.4.10 Section 01 through Church Street and Lillian Ngoya Square (Author, 2011)

Figure 7.4.7 is a figure ground study highlighting the river and Church Street as two important design generators. Walkerspruit and the Apies River could function as a green recreational route, that could enhance the experience of citizens or commuters who travel into the city from Sunnyside and Arcadia. The river would also create areas for potential social interaction and recreation making the city more attractive and vibrant. This would stimulate more people wanting to live closer to the city. Church Street becoming more pedestrian focused could become an annual event where ceremonial

events can take place, the likes of marches, parades and or other political events, marching between the Union Buildings and Church Square.

Figure 7.4.10 is conceptual section through Church Street and Lillian Ngoya Square (see figure 7.4.7), illustrating how the street activities could flow into open public squares, where the threshold between the street and open space become fused to allow for recreational activities to take place.

Ceremonial routes conceptual character (Church Street)



Figure 7.4.11 Figure ground highlighting ceremonial route (Author, 2011)

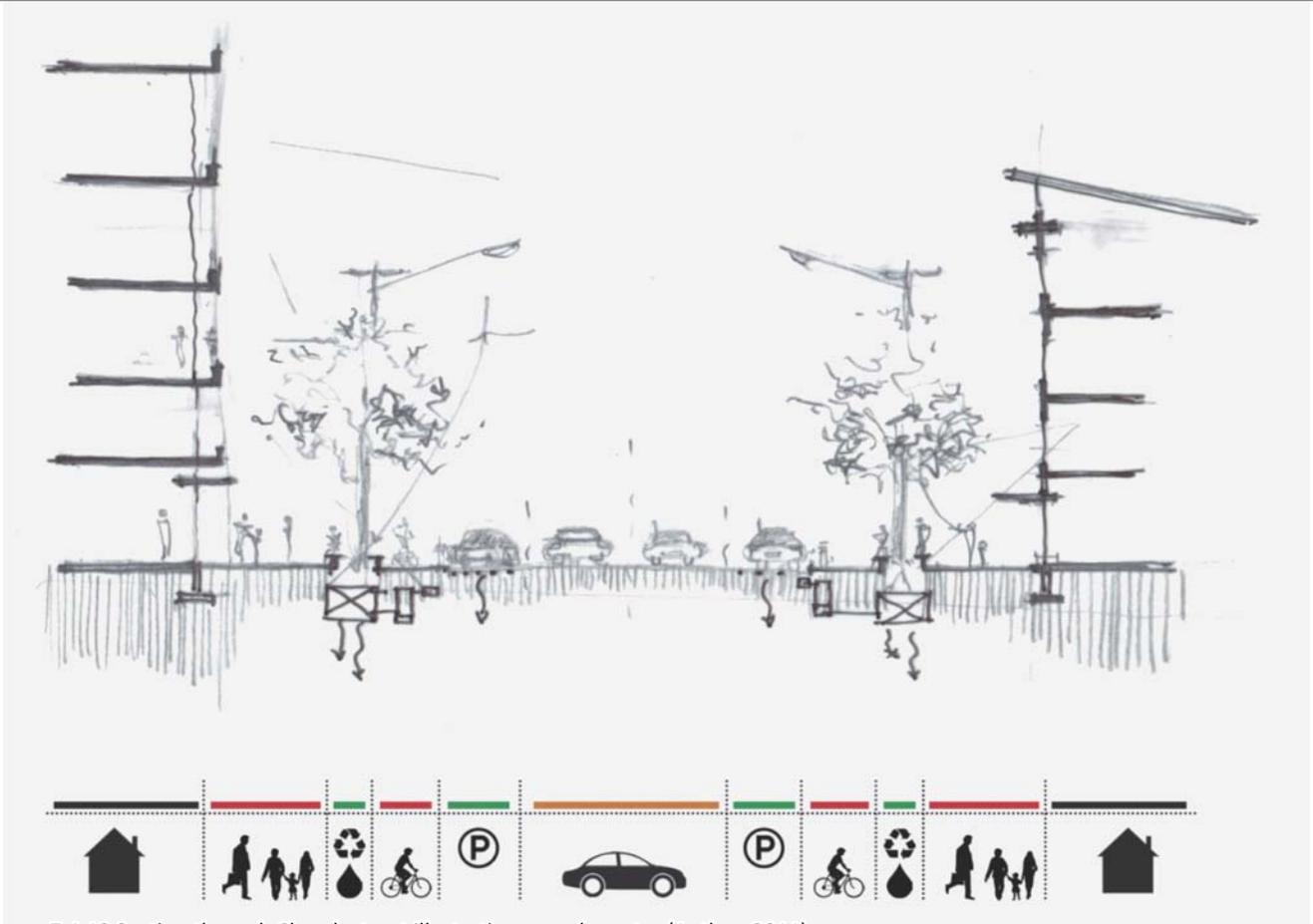


Figure 7.4.12 Section through Church street illustrating new character (Author, 2011).

Figure 7.4.12 is section 02 (see figure 7.4.11) through church street, illustrating the reduction of vehicle lanes for wider pavements for pedestrian circulation. The urban proposal is to create more urban seating, planting and cycling routes, aimed at creating a friendlier pedestrian environment, and enhancing the character of the ceremonial route between the Union Buildings and Church Square.

River walk conceptual Character

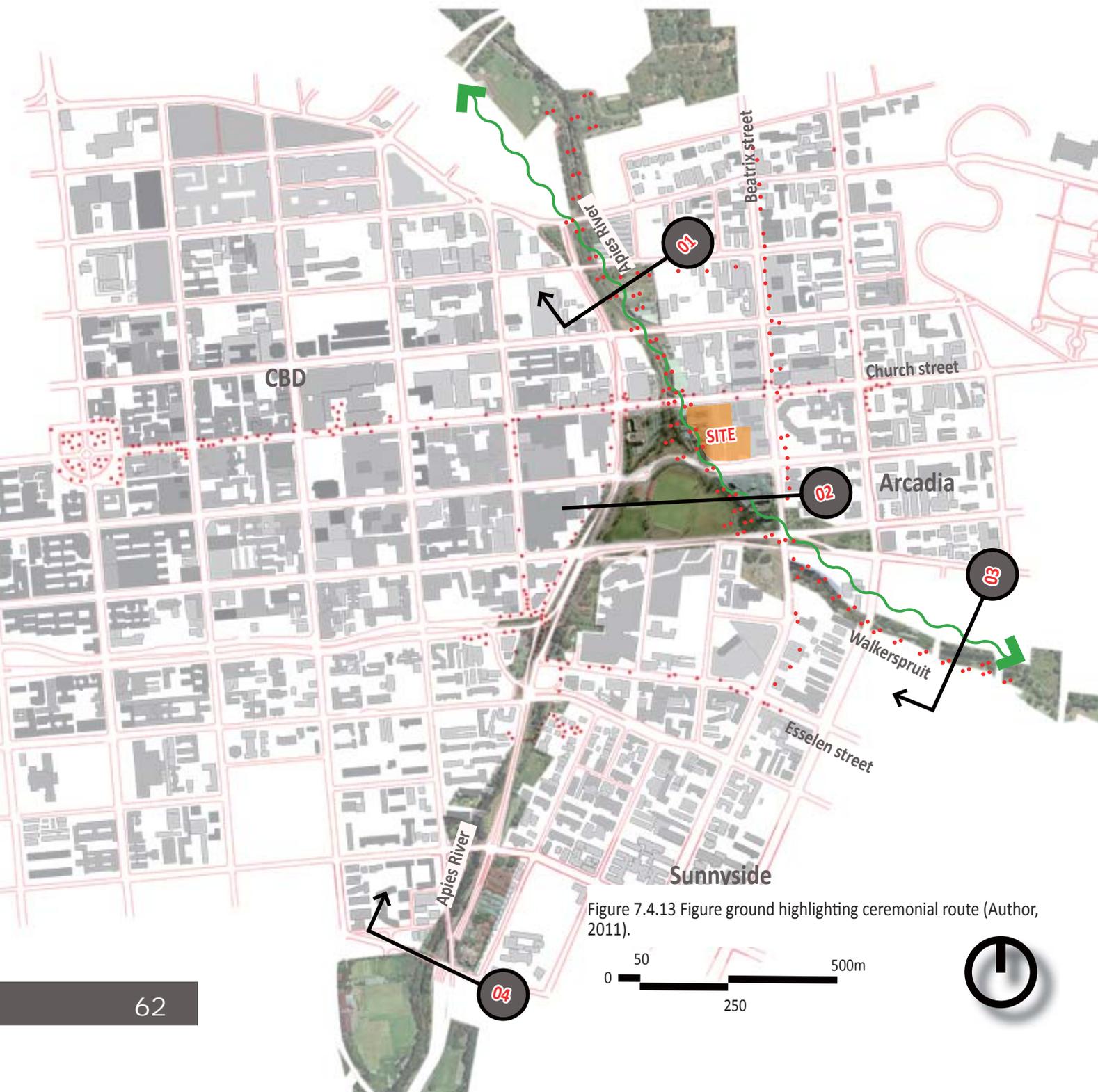
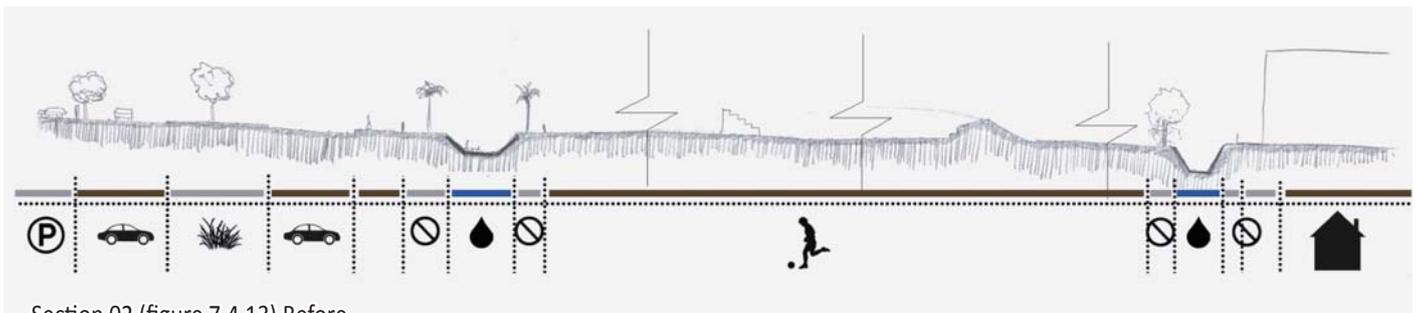
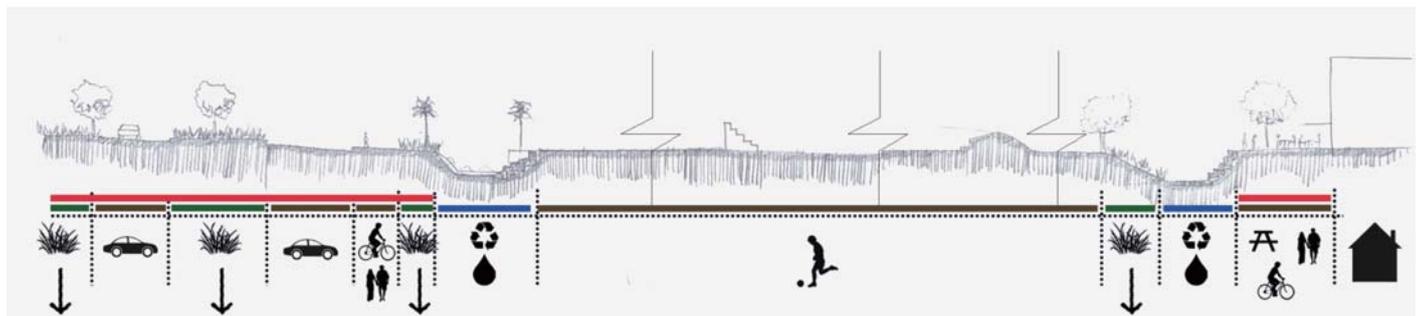


Figure 7.4.13 Figure ground highlighting ceremonial route (Author, 2011).

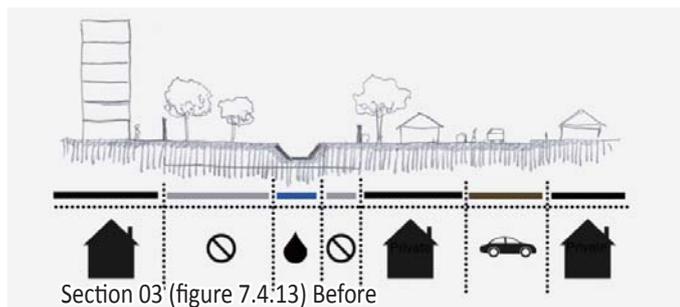


Section 02 (figure 7.4.13) Before

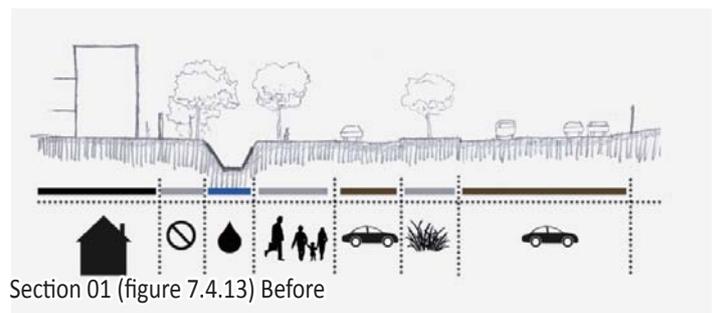


Section 02 (figure 7.4.13) After

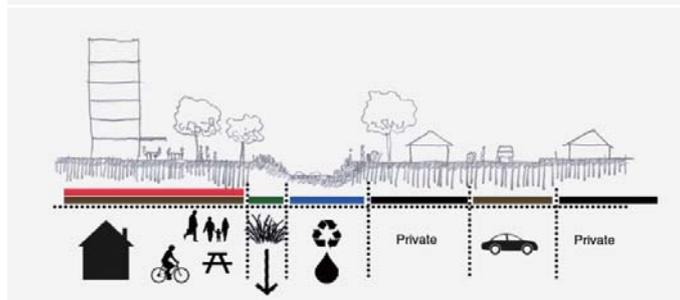
Figure 7.4.14 Concept before and after section 02 (figure 7.4.13) through the Caledonian Sports grounds, including the Apies River and Walkerspruit (Author, 2011).



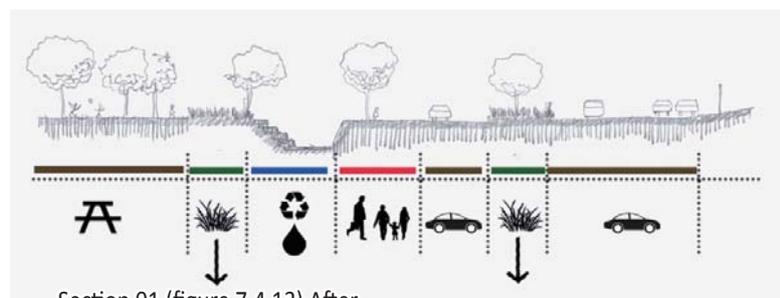
Section 03 (figure 7.4.13) Before



Section 01 (figure 7.4.13) Before



Section 03 (figure 7.4.13) After



Section 01 (figure 7.4.13) After

Figure 7.4.15 Concept before and after section 01 & 03 (figure 7.4.13) through the Apies river and Walkerspruit (Author, 2011).

Figure 7.4.14 of section 02 (see figure 7.4.13) through the Caledonian sports grounds, illustrating the existing character of the two rivers and the proposed character of a proposed river walk with activated edges. Animating the edges of the rivers to encourage pedestrian movement could activate the Caledonian sports ground, and visual policing making the park a safe accessible place for social interaction and recreation.

Figure 7.4.15 are sketch sections 01 and 03 taken through the Apies river and Walkerspruit (see figure 7.4.13), illustrating the potential recreational value of the river, by making the river more accessible as a river park transitional route through the city.

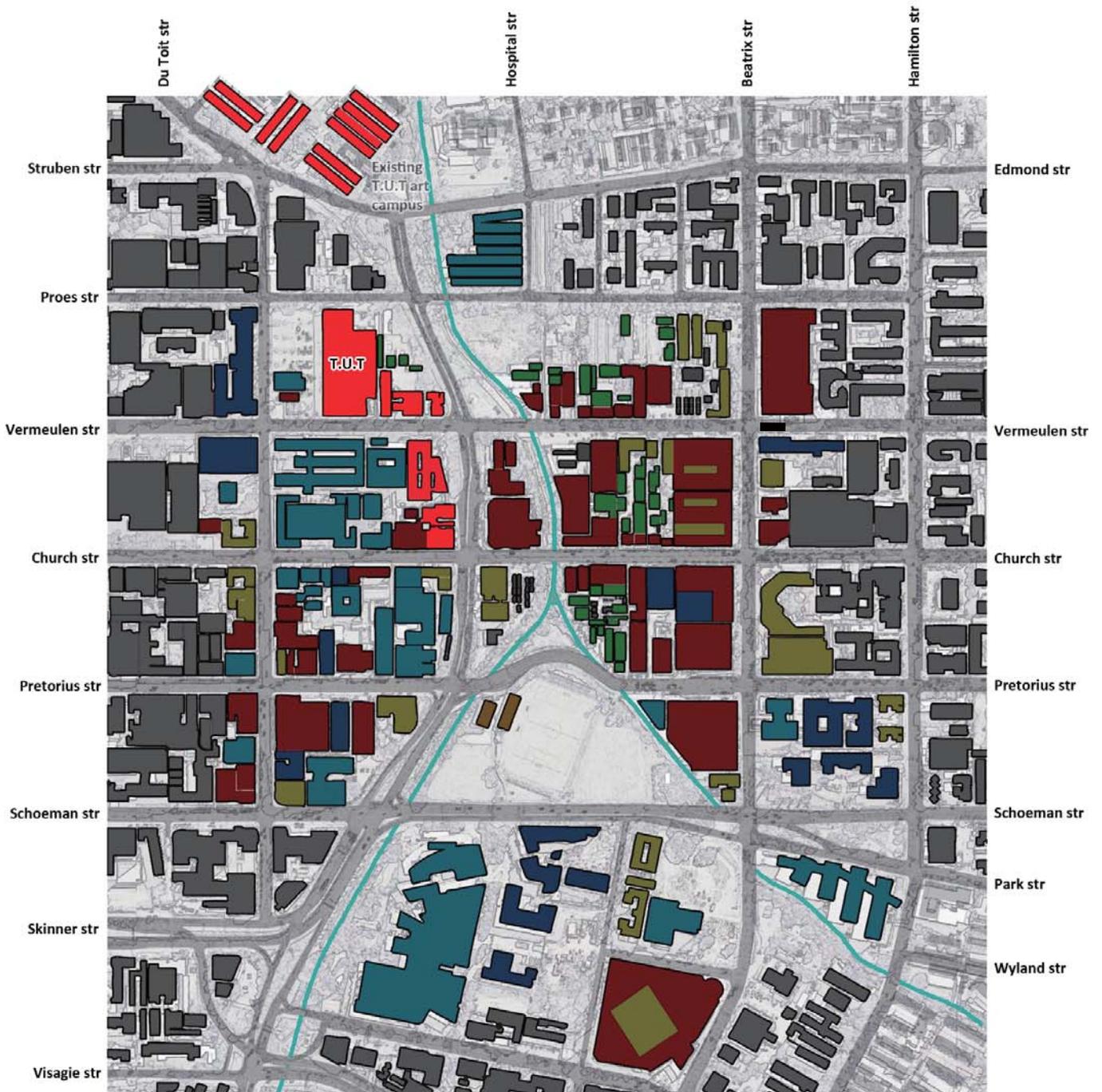


Figure 7.4.16 Map of surrounding use and distance from T.U.T satellite campuses (Group Framework, 2011).



LEGEND

-  commercial
-  industry
-  residential
-  civic
-  office
-  leisure
-  educational

Figure 7.4.16 is a map of the surrounding context, illustrating the variety of mixed use surrounding the site.

The map also illustrates the clusters of industrial building on the site and adjacent sites. Many of the industrial buildings on the site have a unique construction character that have been placed in a unique environment, the design should enhance the experience and character of the site and its surroundings.

The close proximity of the different T.U.T satellite buildings enhance the proposed character of an educational cultural river park - that string the different T.U.T buildings together.

Its also for that purpose the proposed location for the T.U.T post grad art facility will be ideally located next to the river along the river park walk.

The intergrated mixed use post grad art facility will enhance the experience of the river creating recreational areas for students to socialise.

The open nature of the development will give the public the opportunity to interact with the artists and the artwork that gets created.

7.5 Site Context

Pedestrian movement and activity



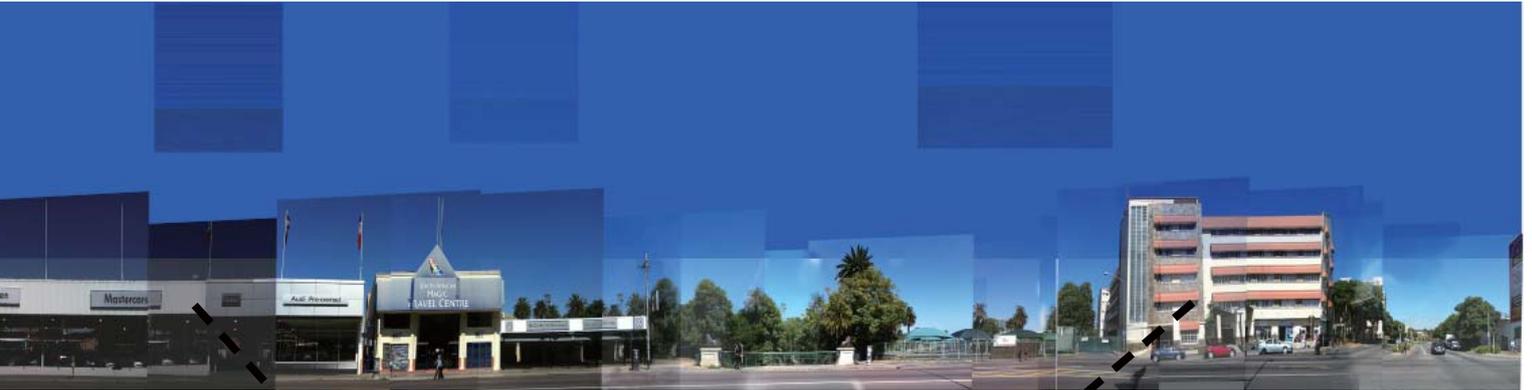


Figure 7.5.1 Panoramic of Church Street elevation (Author, 2012).

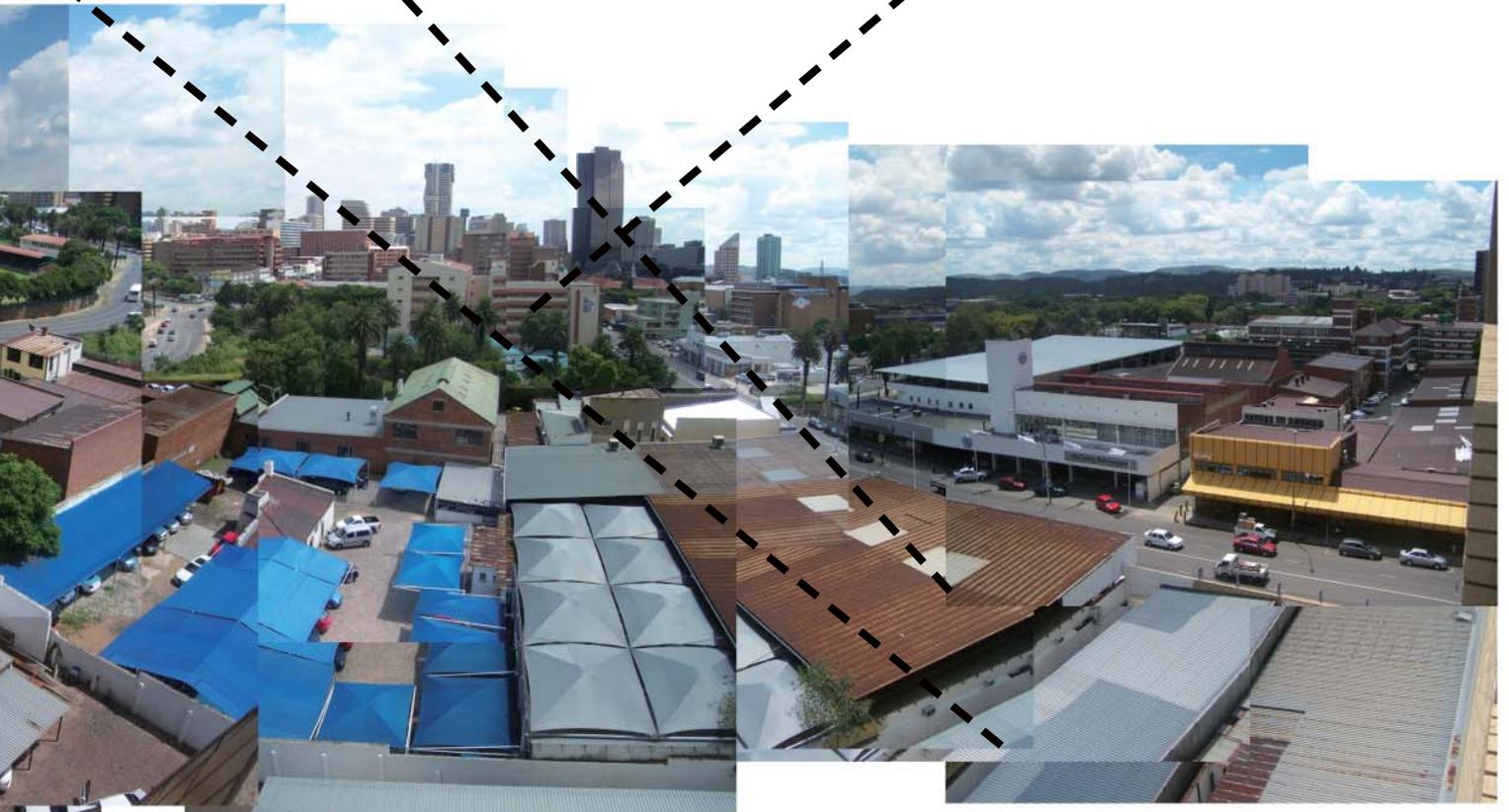


Figure 7.5.2 Aerial panoramic of site (Author, 2011).



Figure 7.5.3 Aerial photo of site plan (Geography Department, University of Pretoria, 2011).

25 12.5 0 25 50 75 Meters



Figure 7.5.4. View down Church Street towards the Union Buildings (Author,2011). Sancia and Polmed buildings opposite the Kingsley Centre have an imposing height and mass. Buildings have high residential densities that could support the recreational programs of the intervention



Figure 7.5.5 Linear, complex and odd buildings on northern side of Church Street (Author,2011). Site has retail activities at present, similar problems to project site: under utilized within the CBD. Has opportunity to create possible links from project site to Vermeulen street



Figure 7.5.6. Buchels building to the north of Church Street (Author,2011). Has a strong street presence which is enforced by its long linear form and canopy over the pavement. Its bright yellow facade also makes it stand out on the street edge.

SITE Context micro context study



Figure 7.5.7. McCarthy Volkswagen showroom complex fronting Church Street and the Apies river (Author,2011). Poor integration with the proposed urban river promenade. Also sits diagonally opposite Lions Bridge also contributes little to the edges of Lions Bridge to enhance its significance.



Figure 7.5.8. Lions Bridge crossing the Apies River along Church Street (Author,2011). The bridge marks the important crossing point between Sunnyside and The CBD as well it sits on the major east west axis of Pretoria.



Figure 7.5.9. Elbow of where the Apies River and Walkerspruit merge (Author,2011). The trees to the left create a pleasant edge between the River and the site. The palm trees can also be seen in the background and are of heritage significance.



Figure 7.5.10. View from north of Church Street looking towards Church Square (Author,2011). The Image illustrates the relationship between Benstra and the Precinct. The Benstra steps back and its scale compared to the adjacent buildings gives it a strong presence.



Figure 7.5.11. Fenced lost space has potential to be developed into green open space (Author,2011).



Figure 7.5.12. Apies River channel which becomes much wider and less steeper, the river travels north toward TUT (Author,2011).



Figure 7.5.13. View of Walkerspruit running northwards along the western edge of the site (Author,2011). To the left is a wedge of closed off green space between the Apies river and Walkerspruit, could become a possible open space link to the site.



Figure 7.5.14. View over Pretorius Street and the Apies river towards open parking area (Author,2011). In the background is the Lions Bridge hotel which is currently student accommodation.



Figure 7.5.15 Aerial photo of site plan (Geography Department, University of Pretoria, 2011).

25 12.5 0 25 50 75 Meters



Figure 7.5.16. Elevated view of the northern edge of the Caledonian sports-fields (Author,2011). The heritage stone retaining wall separates the fields from busy Pretorius Street providing access from the eastern suburbs of Sunnyside. In the background is the Caledonian's pavilion and administration building, typical of the Edwardian style. Both structures and the sports grounds are of heritage value to the city and area.



Figure 7.5.17. The historic retaining wall and row of Jacaranda trees create a unique street edge to the north of the Caledonian soccer grounds (Author,2011). The lighting structures in the background serve as landmarks in the immediate area.



Figure 7.5.18. Elevated view looking at the existing structures framing the west of the site adjacent to Walkerspruit (Author,2011).

SITE Context

micro context study



Figure 7.5.19. Walkerspruit leading southward between the eastern edge of the Caledonian sports grounds (Author,2011). Sterland shopping centre complex borders the opposite side of the channel. Walkerspruit leads further south into Sunnyside residential area.



Figure 7.5.20. Southern edge of Pretorius Street (Author,2011). Emannual Christian Church building in the fore-ground and the Caledonian sports field in the background marked by its prominent vertical light structures. The fields are extremely under used and could offer the precinct huge recreation potential.



Figure 7.5.21. Building adjacent to Walkerspruit (Author,2011). The building in the background fronts Pretorius street and the western facade fronts onto Walkerspruit and Caledonian. The building is currently occupied by a church and Christian book store.



Figure 7.5.22. Sterland cinema and shopping complex (Author,2011). Located on the south-west corner of Pretorius/Beatrix street crossing. The building has a strong presence and provides some recreation for the area but its solid perimeter creates a hard street edge making the area an unsafe urban edge.



Figure 7.5.23. Ramped entrance into the parking of the Benstra building with the Kingsley Centre in the background (Author,2011).



Figure 7.5.24. The Southern end of Pretorius is framed by the Emannual Christian Church (Author,2011). In the background is the Sterland complex which creates a hard edge onto the street making it very sterile during the day and very unsafe at night.



Figure 7.5.25. Kingsley Centre viewed from the south east on Pretorius Street (Author,2011). The building is the tallest building in the block. Is also offices for the department of Arts and Culture for Pretoria.



Figure 7.5.26. Benstra building (Author,2011). The south and western facades of this multi storey building defines the project site. The buildings northern facade create a strong urban edge onto church street but offers no pedestrian interface with the street.

Site context study

(For further site context study of the block and buildings - see ADDENDUM B.)

Figure 7.5.27 is a figure ground study of the existing building stock on site. The study looks at structures on site that are permanent or temporary. Through the analysis, it is revealed that there is a lot of potential open recreational space between the buildings and potential access across the site.

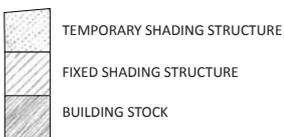


Figure 7.5.27 Figure ground analysis of solid building stock and lightweight temporary structures (Author, 2011).



Figure 7.5.28 is study of existing edge and entrance conditions of the site. The annotations highlight the current edge treatment conditions of the different buildings and access. The purpose of the study is to identify the existing permutations to the site and buildings to formulate an understanding of the different relationships between the building and street edges - an understanding of the various thresholds that exist and potential future connections.

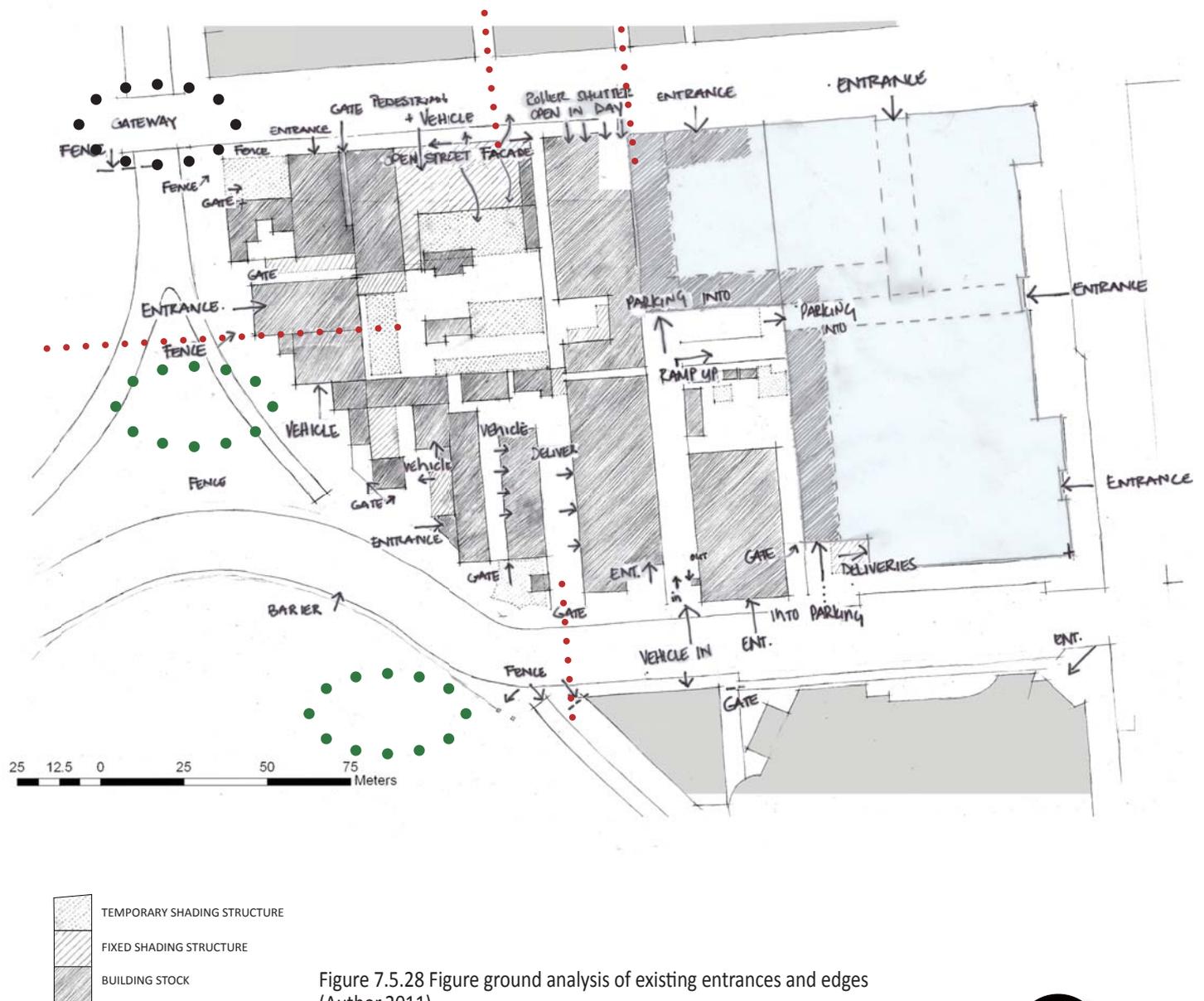


Figure 7.5.28 Figure ground analysis of existing entrances and edges (Author, 2011).



Figure 7.5.29 is a figure ground study of available open spaces between the existing buildings. Annotated are the potential reuses of the existing abandoned structures. The figure ground also highlights the possible relationships between the new programs and open spaces, allowing activities to spill out into the open spaces - activating the open spaces between the buildings.

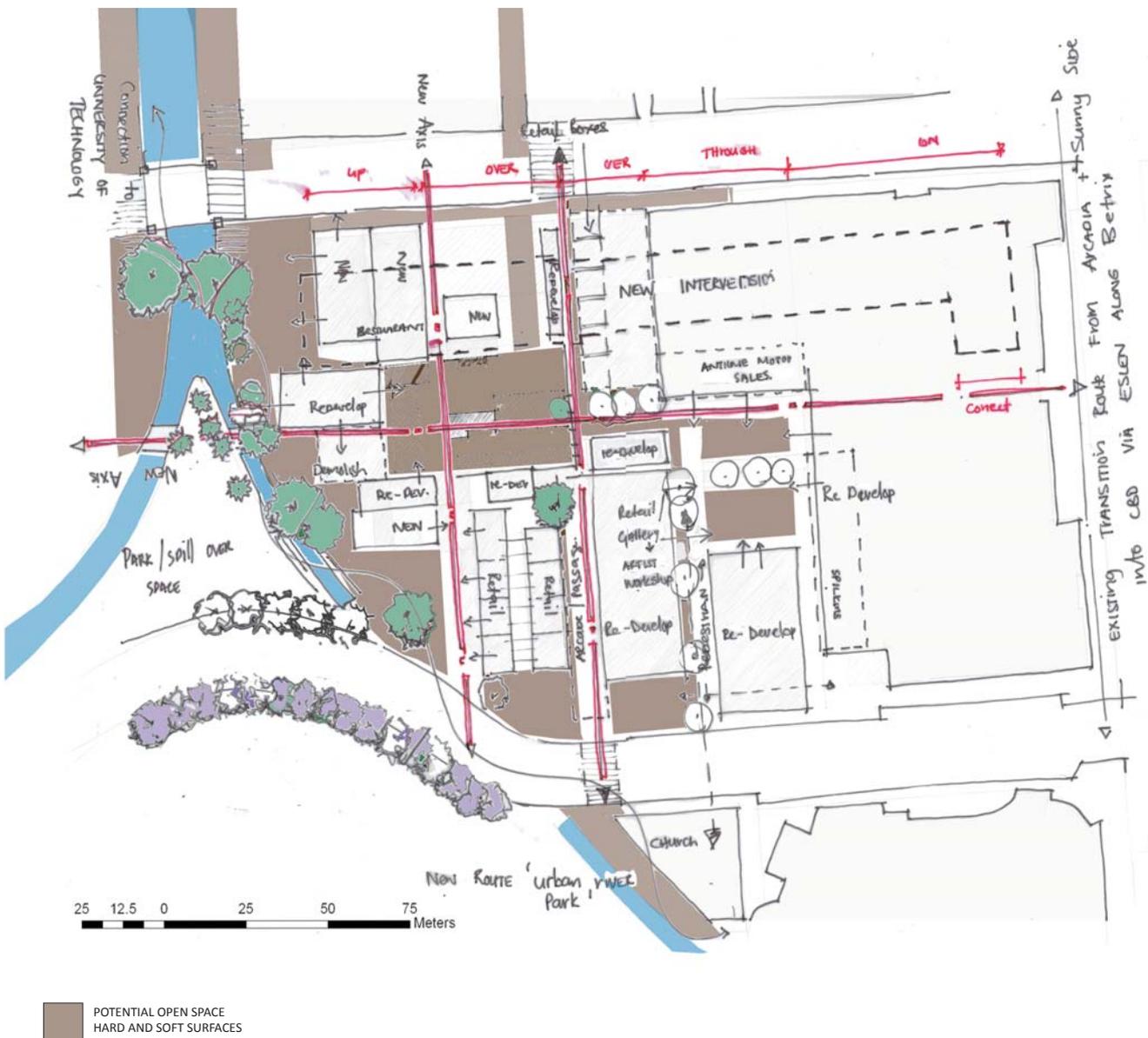


Figure 7.5.29 Figure ground analysis of existing open spaces between the buildings and potential axis links (Author, 2011)



Figure 7.5.31 is a figure ground study of valuable building stock on site that are worth retaining that make up the character and experience of the site.

The existing building character are industrial by nature and will be the guide for much of the new aesthetic of the development.

The existing buildings and structures will be integrated into the design for the new program of the new mixed use development.

The existing buildings for the framework and structure for the new intervention and frame the open spaces.

the new structure between the existing should enhance the experience of the existing structures and frame the open spaces, forming courtyards for private activities to spill over into, for the public to experience.

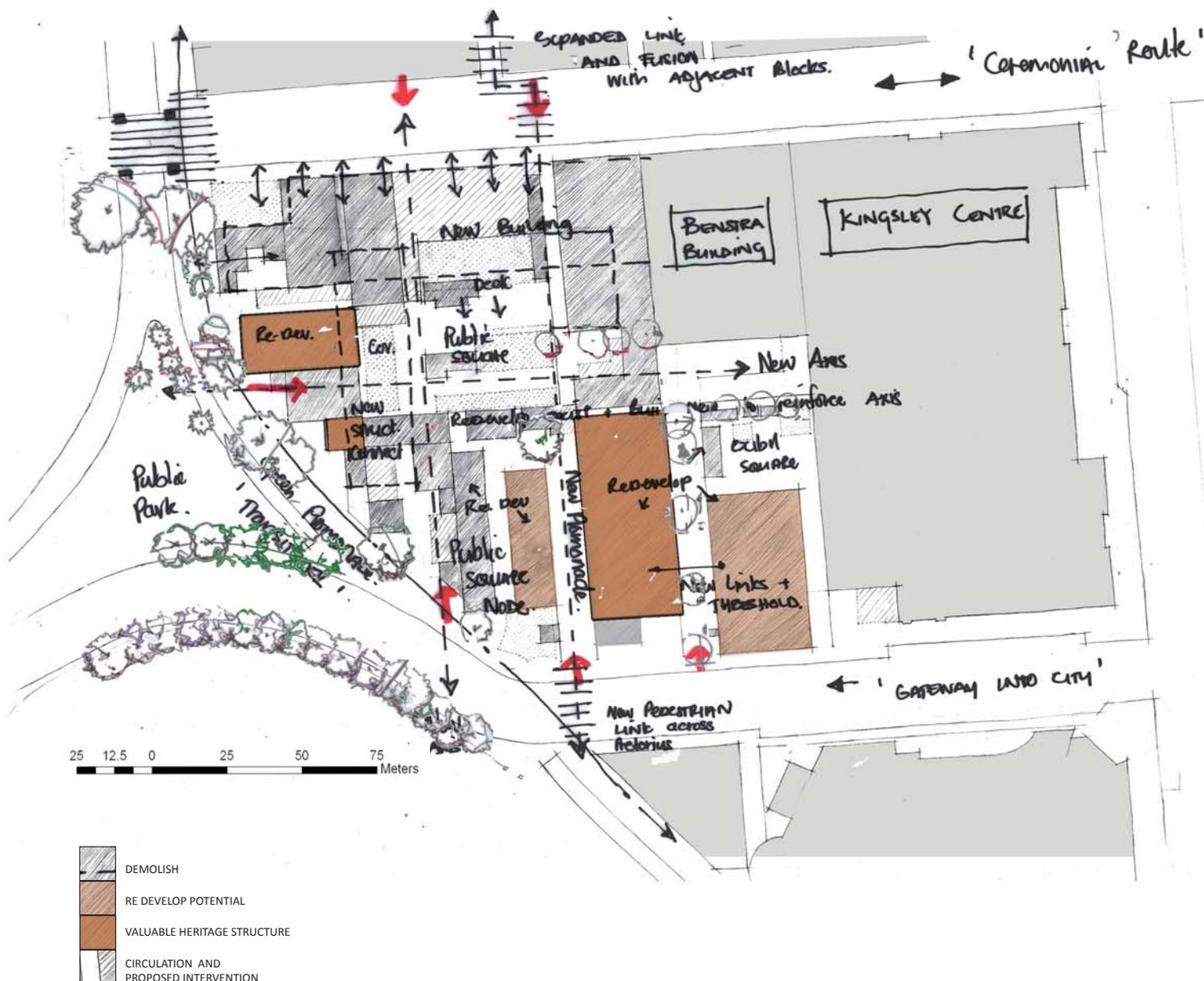


Figure 7.5.31 Figure ground analysis of existing valuable heritage structures to be retained (Author, 2011)

