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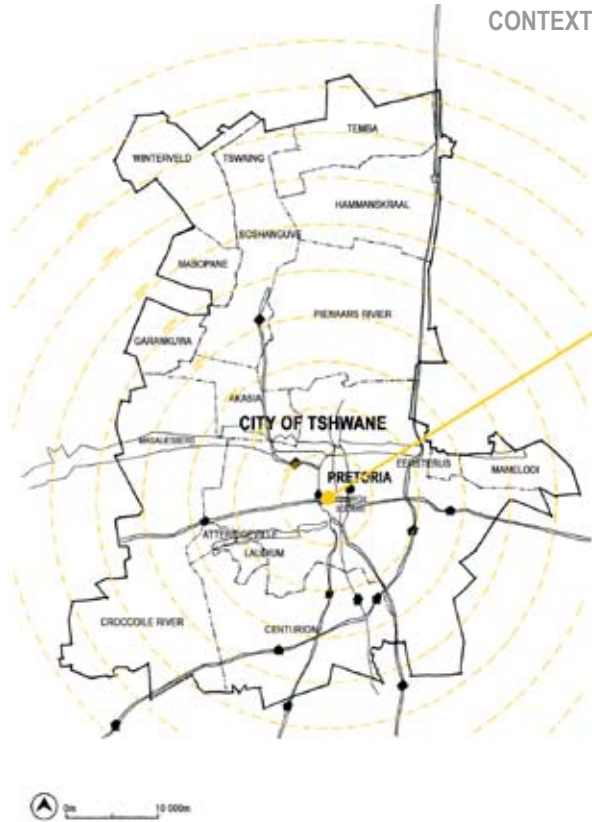


FIG.21. CONTEXT_CITY OF TSHWANE

CITY OF TSHWANE

Tshwane is located in Gauteng Province and includes Pretoria which is the governmental capital of the country.



FIG.22. CONTEXT_PRETORIA

PRETORIA

Pretoria is based on the Roman 'urbs Quadrata', the town is quartered by the intersecting cross of the 'Kardo' that is the North-South Axis, and 'Decumanus' the East-West Axis (Fisher, 1998: 62). The intersection forms the centre of the town, Church Square.

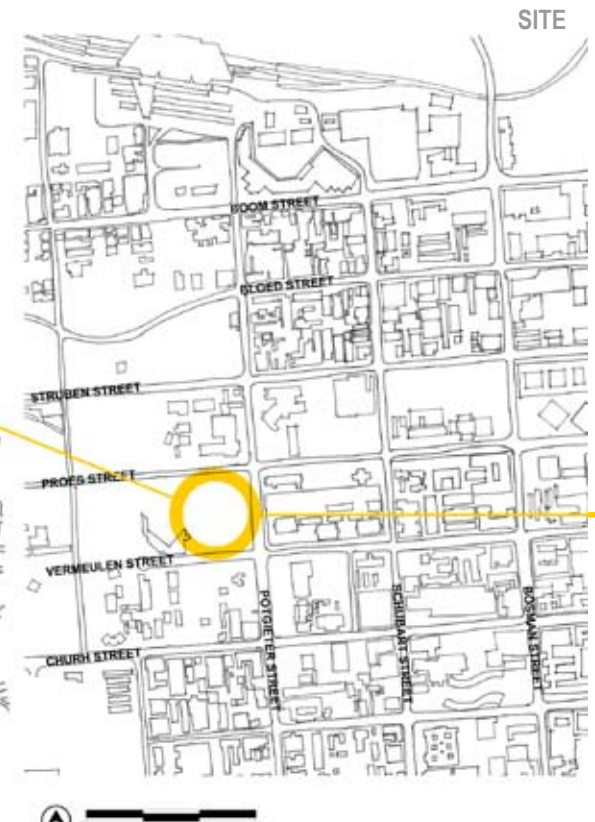


FIG.23. PROPOSED SITE

PROJECT SITE

The proposed site is situated in the North West Quadrant of Pretoria, between Proes-, Potgieter- and Vermeulen Streets. Erf number R/1/30.18.



PROPOSED SITE

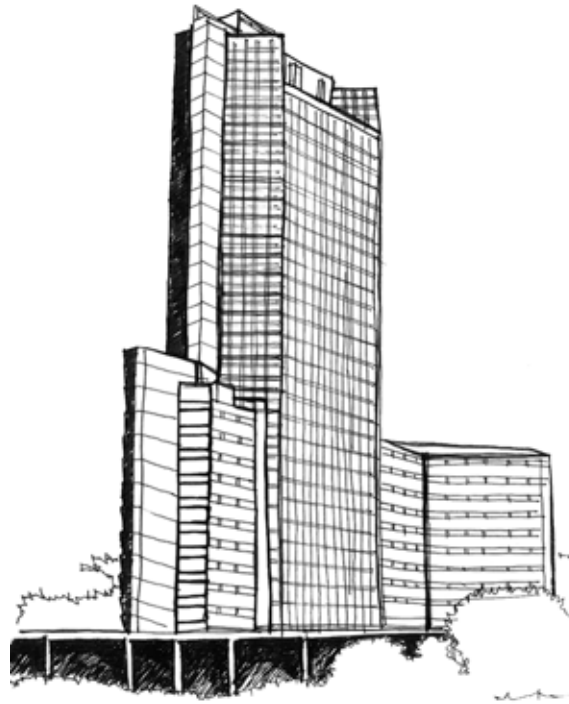
The suitability of various sites was investigated. The positioning of the minibus taxi within the transport industry determined the site selection to a large extent (Addendum B). The site is situated opposite the Kruger Park Residential Unit that is currently vacant. Approximately 200m from the site there is an informal taxi rank on a vacant erf with no facilities. This further emphasised the need for a transport facility. The proposed site is situated in between Bell-Ombre station to the North, and Pretoria station to the South. The needs assessment established that most commuters travel from Atteridgeville, west of Pretoria and Mabopane, north of Pretoria, making the site an ideal location for a transit park.



FIG.24. PROPOSED SITE IN CONTEXT



FIG.25. SITE PLAN MARKING VISUAL CONTEXT



1] KRUGER PARK
FIG.26. VISUAL CONTEXT_KRUGER PARK



2] SCHUBART PARK
FIG.27. VISUAL CONTEXT_SCHUBART PARK



3] DAERAAL FLATS
FIG.28. VISUAL CONTEXT_DAERAAL FLATS



4] JET SET PARK
FIG.29. VISUAL CONTEXT_JET SET PARK



5&6] VERMEULEN STREET HOUSES
FIG.30. VISUAL CONTEXT_VERMEULEN STREET HOUSES



FIG.32. COLLAGE OF EXISTING CONTEXT BRANDING



AERIAL PHOTOGRAPH

FIG.33. STUDY AREA: EXISTING SITE AERIAL PHOTOGRAPH



FIGURE GROUND

FIG.34. STUDY AREA: EXISTING FIGURE GROUND PLAN



CONTOURS & ERF NUMBERS

FIG.35. STUDY AREA: EXISTING CONTOURS & ERF NUMBERS PLAN



FIG.36. STUDY AREA: EXISTING SEWERAGE PLAN



FIG.37. STUDY AREA: EXISTING VEGETATION PLAN



FIG.38. STUDY AREA: EXISTING VOLUMES OF VEHICULAR MOVEMENT.



CURRENT LANDUSE
FIG.39. STUDY AREA: CURRENT LAND USE



PROPOSED BUS SYSTEMS
FIG.40. STUDY AREA: PROPOSED BUS SYSTEMS



PROPOSED FRAMEWORK
FIG.41. CONDENSED STUDY AREA: PROPOSED FRAMEWORK PLAN

SITE CLIMATE

The site climate conditions have to be considered during the design process. This was necessary in order to achieve environmental comfort for the users. It also enables the project to become resource efficient by making use of natural ventilation and water harvesting.

TEMPERATURE

Lowest min.: -5,5°C ; Average of 12,1°C
Highest max.: 36,3°C ; Average of 24,8°C

RAINFALL

Summer rainfall area, with an average of 674mm rainfall per year.

SHADOWS

A shadow study indicated minimal shade coverage on the site. This might cause a micro climate heat island in the event of overusing hard landscaping.

WINTER MORNING SHADE



FIG.42. CONDENSED STUDY AREA: WINTER MORNING SHADE ON SITE _ 22 JUNE 09:00

WINTER AFTERNOON SHADE



FIG.43. CONDENSED STUDY AREA: WINTER AFTERNOON SHADE ON SITE _ 22 JUNE 15:00

SUMMER MORNING SHADE



FIG.44. CONDENSED STUDY AREA: SUMMER MORNING SHADE ON SITE _ 22 DECEMBER 09:00

SUMMER AFTERNOON SHADE



FIG.45. CONDENSED STUDY AREA: SUMMER AFTERNOON SHADE ON SITE _ 22 DECEMBER 15:00

STUDENT FRAMEWORK

The following problem statement emerged after numerous site visits:

Pretoria as a city is a consumer. The city functions on a linear influx and output of energy and waste. The city is fed by surrounding rural environment, but also expects this environment to absorb its waste. In order for the city to protect its dwellers in the future it needs to start providing for them. The city should start to function on energy from circular motion, not just producing waste but recycling it too.

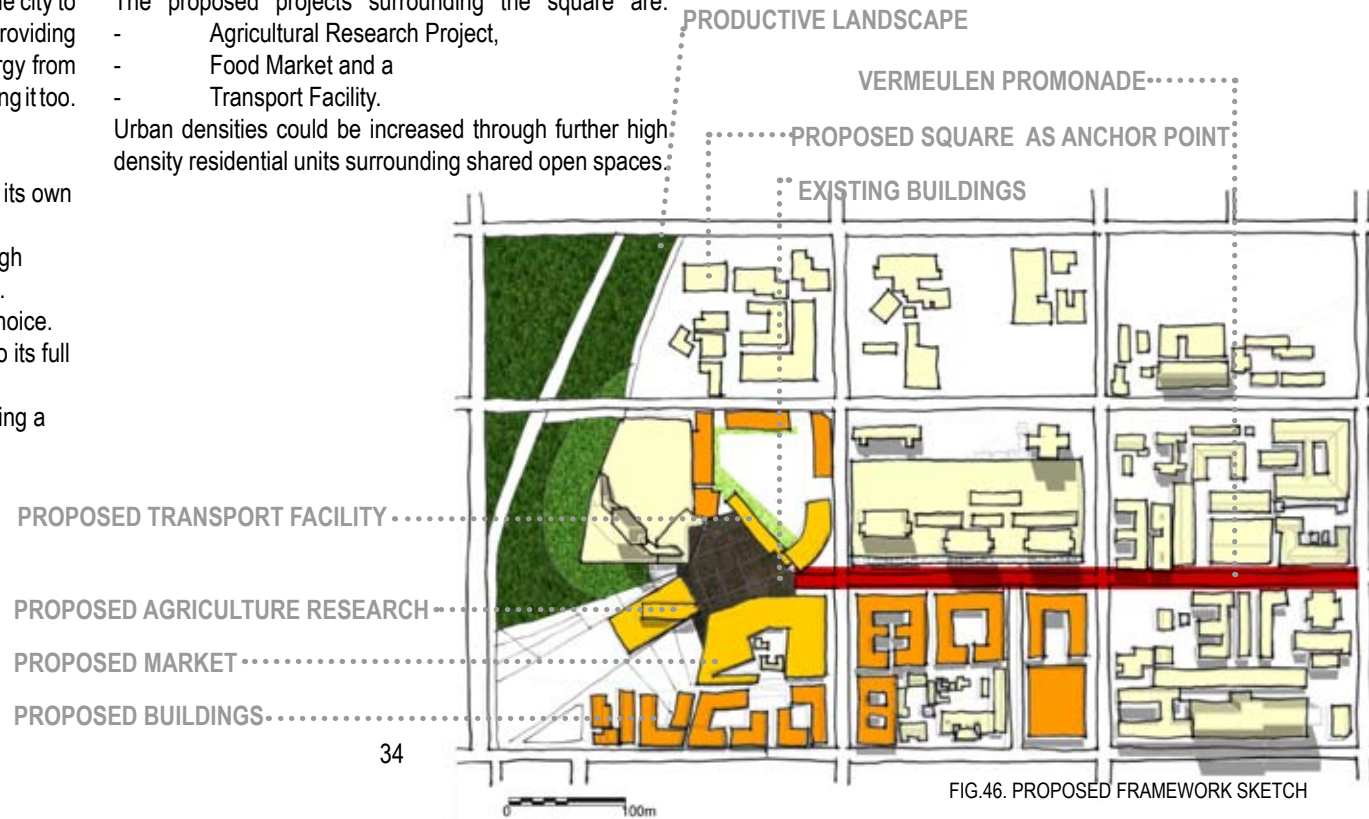
Project objective as a response to the above are:

- To create a sustainable Borough in the city with its own identity in the city.
- Focussing on the needs of the pedestrian through densification and providing shared public space.
- Providing dwellers with adequate access and choice.
- Utilising existing fabric natural and man-made to its full potential.
- Reconnecting the city with the landscape, creating a productive system.

The predominately pedestrian orientated Vermeulen Promenade acts as an anchoring in conjunction with the Steenhoven Spruit. Between Kruger Park and the Steenhoven Spruit a productive landscape is proposed with fruit bearing trees reconnecting nature with the man-made. The Public Square, serves as the anchoring point of the framework. The proposed projects surrounding the square are:

- Agricultural Research Project,
- Food Market and a
- Transport Facility.

Urban densities could be increased through further high density residential units surrounding shared open spaces.



CONCLUSION

Key issues that should be addressed in the proposed Project:

- The Public Square will serve as an anchoring point: therefore the boundaries of the square should be clearly defined.
- Waste should be recycled through a closed loop system.
- The transition through space forms a path for the user that establishes his/her experience. The understanding of these paths by the user determine the success of the design.
- Axis defining paths should be incorporated and communicated as visual references.
- Conflict between transport modes should be avoided ensuring fluent circulation for both vehicle and pedestrian, this could be established by designating specific areas for both.
- Incorporating a transport node into urban fabric is economically viable. Taxis as the generator serve various activities. The facility should act as magnet for people and opportunity within the urban scope.
- The height of the surrounding buildings and the plinths of Kruger Park and Schubart Park should be acknowledged.
- Climate and Services should be considered from the onset of the designing process.

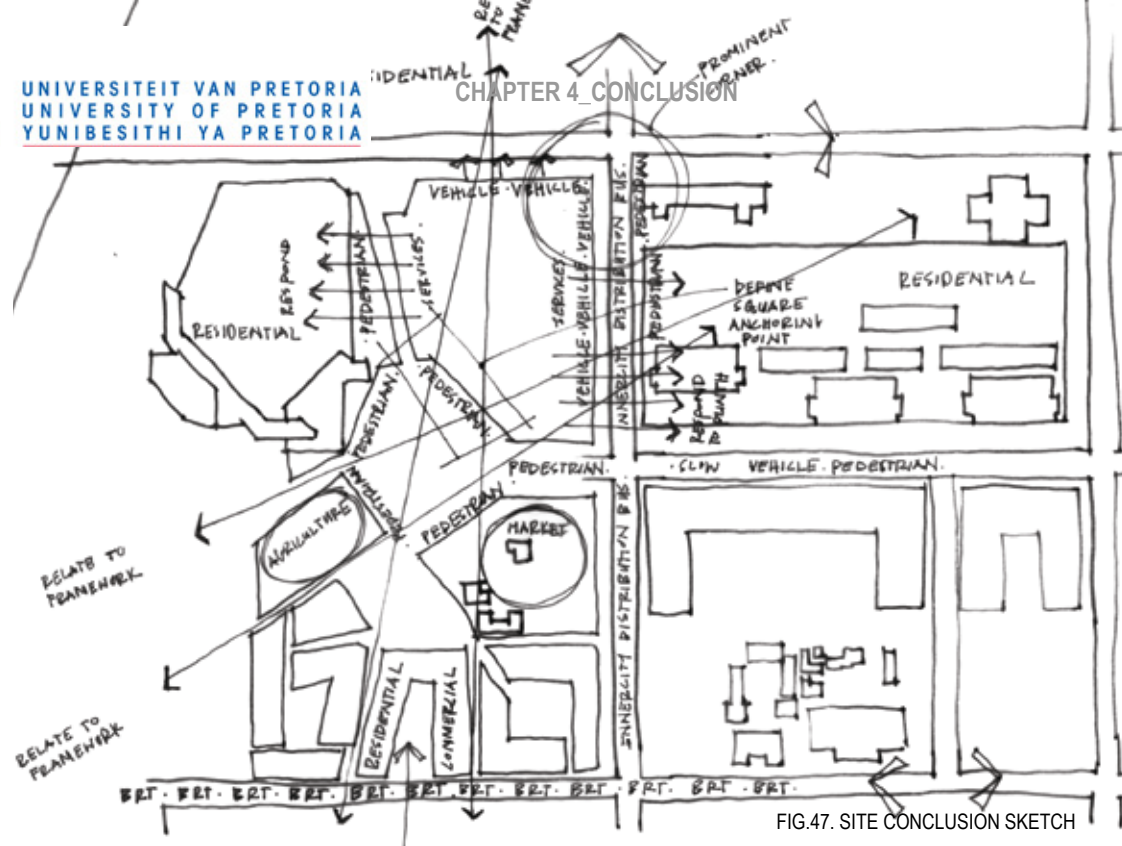


FIG.47. SITE CONCLUSION SKETCH

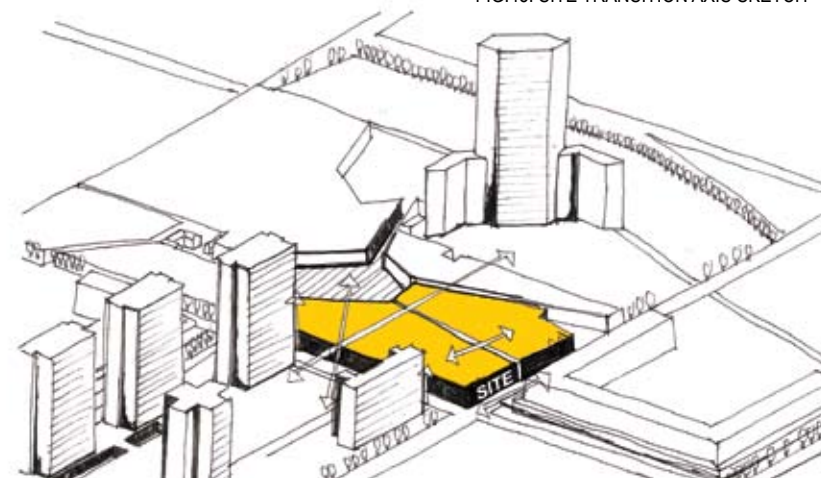


FIG.48. SITE TRANSITION AXIS SKETCH