

CONTEXT

Urban framework

FRAMEWORK vs. MASTER PLANNING:

There are countless examples of authoritarian, simplistic, erroneous and coercive acts of mapping, with reductive effects upon both individuals and environments.

- James Corner on Mapping

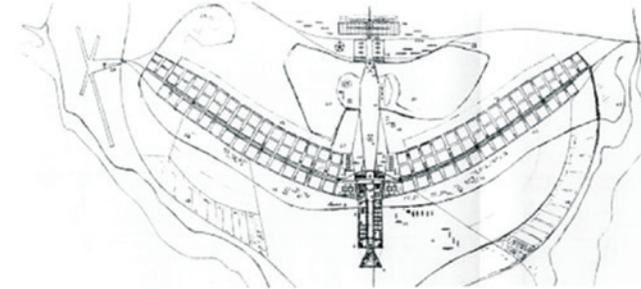
(COSGROVE, 1999:213)

The failure of bureaucratic regimes to embrace the complexity and fluidity of urbanism and of culture had reductive effects upon both individuals and their environments. The limits of the master plan strategies for capital cities negate to address the probability of prospective growth under uncertain conditions. This diminishes the likelihood of embracing the improvisation and uncertainty that exist in urban conditions. The reality of urban conditions does not conform to a single operative strategy. (GRAAFLAND, 2000:6)

The failure of a universalistic approach associated with master planners lies in politico-ideological models of state-controlled schemes (GRAAFLAND, 2000:6). A framework is more than an instrument of an authoritarian regime; it functions as an instrument anticipating urban growth and addresses future needs of uncertain conditions, an aspect that is not present in master planning. Master planning and the eidetic factors associated with politico-ideologies leads to the stagnation in urban conditions.

- Frameworks accept spatial needs in a city, providing future infrastructure.
- Frameworks are a means to re-work what already exists, drawing from open space, movement, historic events, political interests and programmatic structures in the urban condition.
- Frameworks aim to create a city as a place of living spaces, allowing flexibility in elements that create urban form.

Particularly relevant to Pretoria, with ever changing urban conditions a proposal framework aims to create a city with new possibilities. Antiquated design principles are reorganised, shifting the focus from objects and functions to diversity and innovation.



Fig_42: 1956 Master Plan for the capital of Brazil, Oscar Niemeyer. An example of failed politico-ideological master planning (shaped in the form of an airplane).



Fig_43: 1999 Public Realm Strategy for Park Royal, 5th Studio. An urban framework using a layered approach to improve Europe's largest industrial area. The diagramme illustrates the integrated strategy of targeted interventions.

METHOD

Various planning schemes initiated by the local government and national departments provide similarities in future development for the capital core of Tshwane. The framework was reviewed and acquired from more than 20 development frameworks and strategies initiated by the City of Tshwane and the National Department of Public Works.

The focus of the project was:

1. Open space in the city.
2. Movement and public transport.

The framework identifies open space and movement as structuring elements influencing densities and the fabric of the city. The study reviews natural ridges, river edges, green open space, movement routes and public transport networks limited to the inner city of Tshwane.

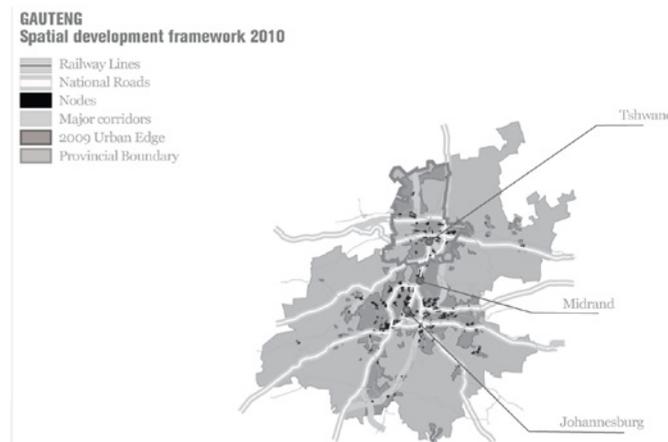
INTRODUCTION

In 2001 the National Cabinets finalised the decision that all national government offices will remain or be located within the Inner City of Tshwane. This was followed by the National Department of Public Works's Re Kgabisa proposal, a planning scheme aimed at developing government-owned buildings and property in the inner city of Tshwane. (INNER CITY SDF 2007:5)

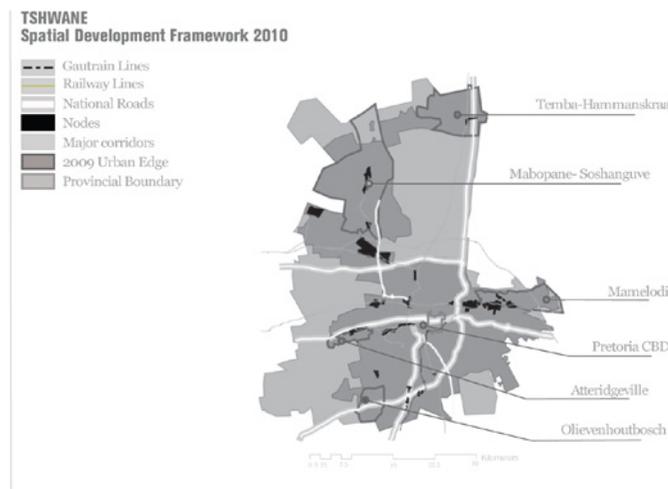
The document supports objectives and guidelines in different development areas as indicated in frameworks by the City of Tshwane and the National Department of Public Works. The Re Kgabisa Framework focuses on the development of three major nodal points in the Central Business District, the Union Buildings, Freedom Park and Church Square (RE KGABISA TSHWANE 2005:33).

The framework allows the development of social exchange for people using the City. The approach of the framework is based on the belief that the public urban environment plays an important role in the social and economic life of the city and its inhabitants. This framework sets out guidelines and design principles for the public urban environment of Tshwane inner city.

* Diagrammes on page 51 give an overview of movement, boundaries and nodes on a metropolitan and local scale.



Fig_44: Gauteng: Metropolitan strategy.



Fig_45: Tshwane: Local context.

STUDY AREA

The study area extends from an east-west axis (the Showgrounds to the Union Buildings) to a north-south one (the National Zoological Gardens to Pretoria Station). The area is not defined along clear-cut cadastral boundary. Restrictions were drawn up to include the Central Business District and the eastern expanses that feed into it (Arcadia, Sunnyside and Hatfield). The inner city is distinctive, although not cut off from areas beyond its boundaries. It contains the majority of public buildings falling under the management of the National Department of Public Works, encapsulating the administrative core of the City.

DESIGN GUIDELINES

** Extracts from the framework's guidelines are discussed. The framework is modelled on 'nodes' and 'ways' illustrating the underlying principles of conserving open space and improving movement in the city. These influence the spatial quality of the urban fabric and the scale of building in it.*

1. Open space: Tshwane's Inner City is located between two ridges, the framework focussed on conserving the natural elements by network system of open space. Structuring elements relating to open space; natural ridges, river edges, parks, sport grounds, and green open spaces.

- *GREENways*: Identified as green open space, GREENways are the fundamental components of the city structure e.g. the green/open character of Tshwane's natural ridges. Protected as areas of ecological sensitivity, attempts must be made to retain GREENways in their natural state. Protection of indigenous vegetation and strict control of development is essential.

- *BROWNways*: BROWNways are linking routes that aim to connect the GREENways in the city. BROWNways are linear elements aiming to enhance the spatial character of the city, e.g. trees defining the space of movement routes.

2. Movement: The framework analysed existing movement systems, witch are focused on private and public e.g. Gautrain, Metrorail, public- and private transport systems.

- *REDways*: Defined as throughways, REDways form the vehicular road networks that link districts to the Inner City. Identified as areas of potential commercial activity and socio-economic interaction the character of REDways are cultivated by informal activities and landscaping.



Fig_46: The development framework for Tshwane's capital centre. Open space and movement indicate where future urban development will occur, anticipating the future growth of the city

* Fig_47 (Next Page): Urban framework model.



URBAN FRAMEWORK CONTEXT

• 1. OPEN SPACE:

• 2. MOVEMENT:

• 3. PUBLIC TRANSPORT:

SITE BOUNDARY//GREENway//GREENnode//YELLOWnode//BROWNway//BROWNnode//BLUEway •

GAUTRAIN//METRO RAIL//MAIN ROUTES//CEREMONIAL ROUTES//DESTINATIONS •

BRT 1 (EAST 500m)//BRT 2 (NORTH 500m)//FEEDER ROUTES (200m)//HOP-ON-HOP-OFF (TOURISM ROUTE) •

