



4. CONTEXT ANALYSIS

4.1 CONTEXT AND PRECINCT ANALYSIS

Pretoria's central business district (CBD) is situated in the greater City of Tshwane and is marked by a number of important historical buildings and places of significance. The chosen site is situated in the south-western quadrant of the CBD. The Pretoria Station lies directly to the south, at the end of Paul Kruger Street.

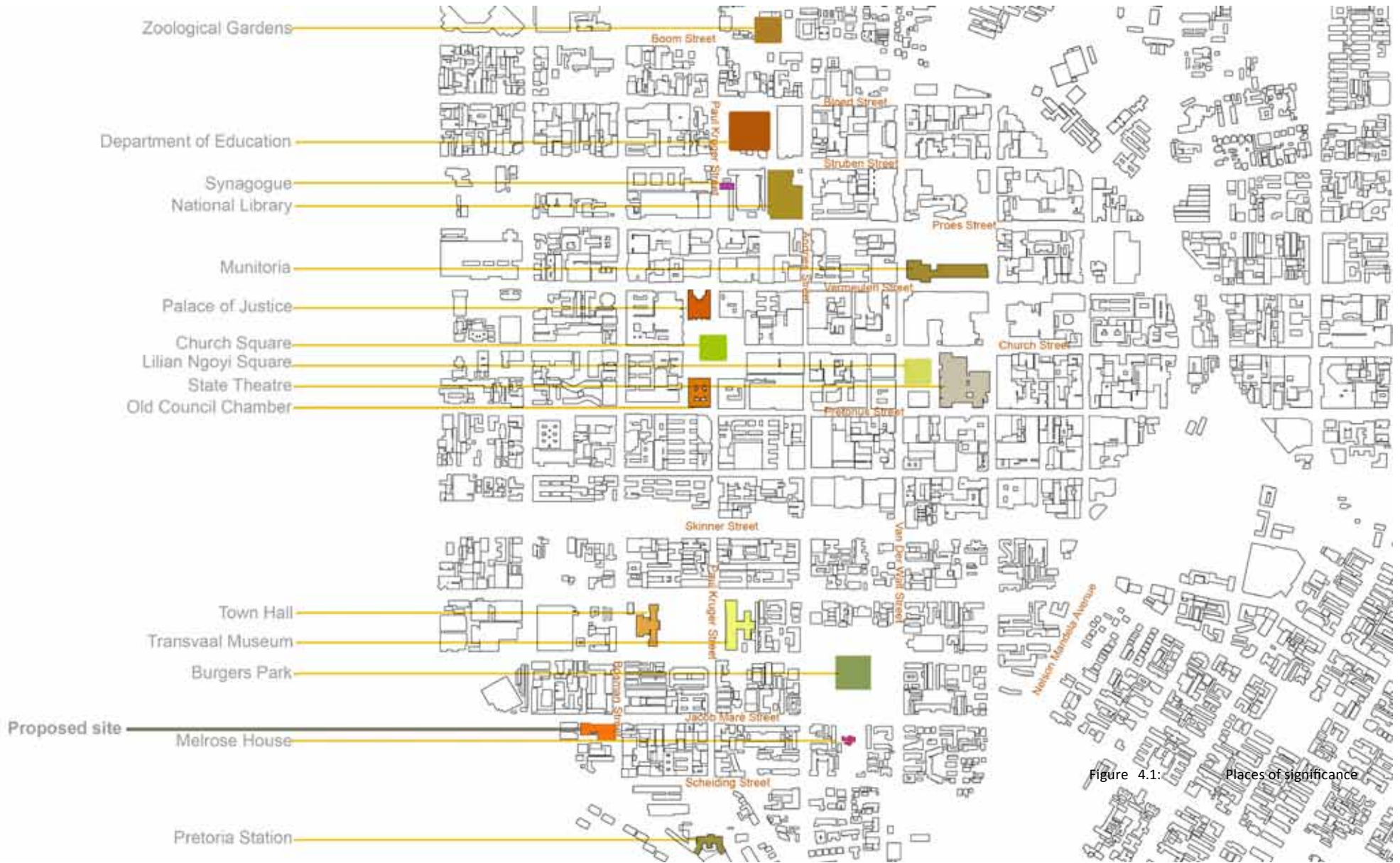


Figure 4.1: Places of significance

4.2 THE EXISTING FABRIC

The transport node functions as the southern gateway into the city. Paul Kruger Street forms both a physical and a visual axis into the CBD. The existing urban fabric degrades towards the south. The study area around the Pretoria Station stands separate and is poorly integrated into the rest of the city, with the railway system forming a distinct barrier between the Pretoria Station transport node and the Salvokop area. Nelson Mandela Drive represents a major spine on the eastern edge of the city separating the area from the eastern surrounds..

The links and connections between the city and the surrounding spaces are poorly integrated and a clear identity is not defined. Much of the area surrounding the station has become fragmented and parcels of land form triangles along the railway. A decrease in density occurs to the south of Jacob Marè Street. The problems identified in the area include the lack of orientation, proper ordering and legibility. Public spaces in general stand separate from adjacent land parcels.

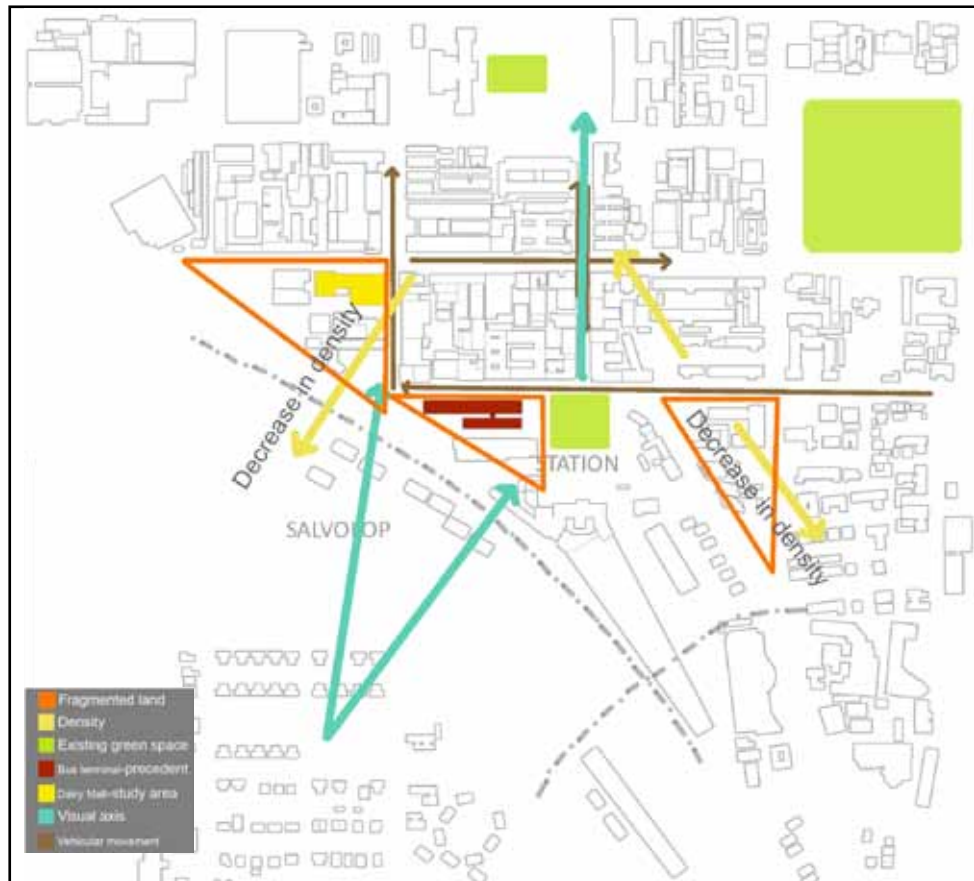


Figure 4.2: Context conditions

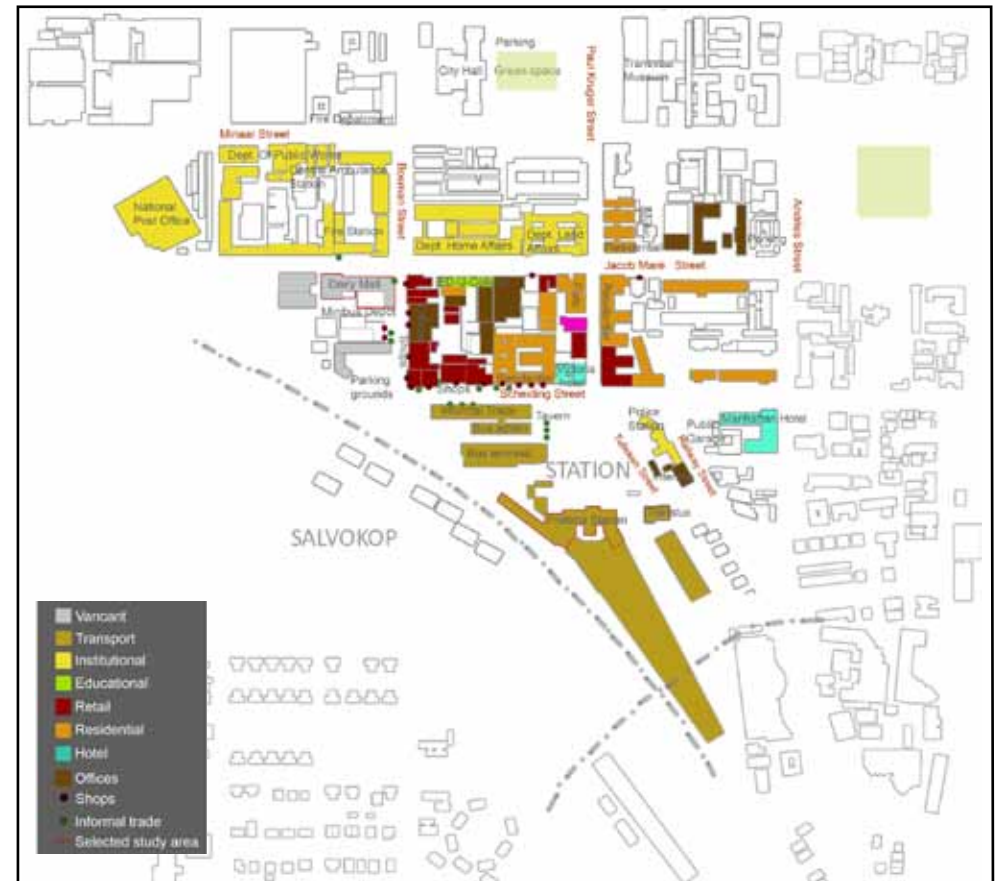


Figure 4.3: Existing facilities surrounding the site

4.2.1 THE IMMEDIATE CONTEXT CHARACTERISTICS

4.2.1.1

_The environment is not legible and it is difficult to orientate oneself.

4.2.1.2

_The area is very congested, with high levels of pedestrian movement.

4.2.1.3

_No coherent transport system.

4.2.1.4

_Green spaces form barriers and are not properly maintained

4.2.1.5

_Many amenities, for example the Bosman Street taxi rank, arose around the railway station out of need.

4.2.1.6

_Connections to the Salvokop residences remain uncelebrated.



Figure 4.4: Bosman Street linking Pretoria Station with Belle Ombre Station

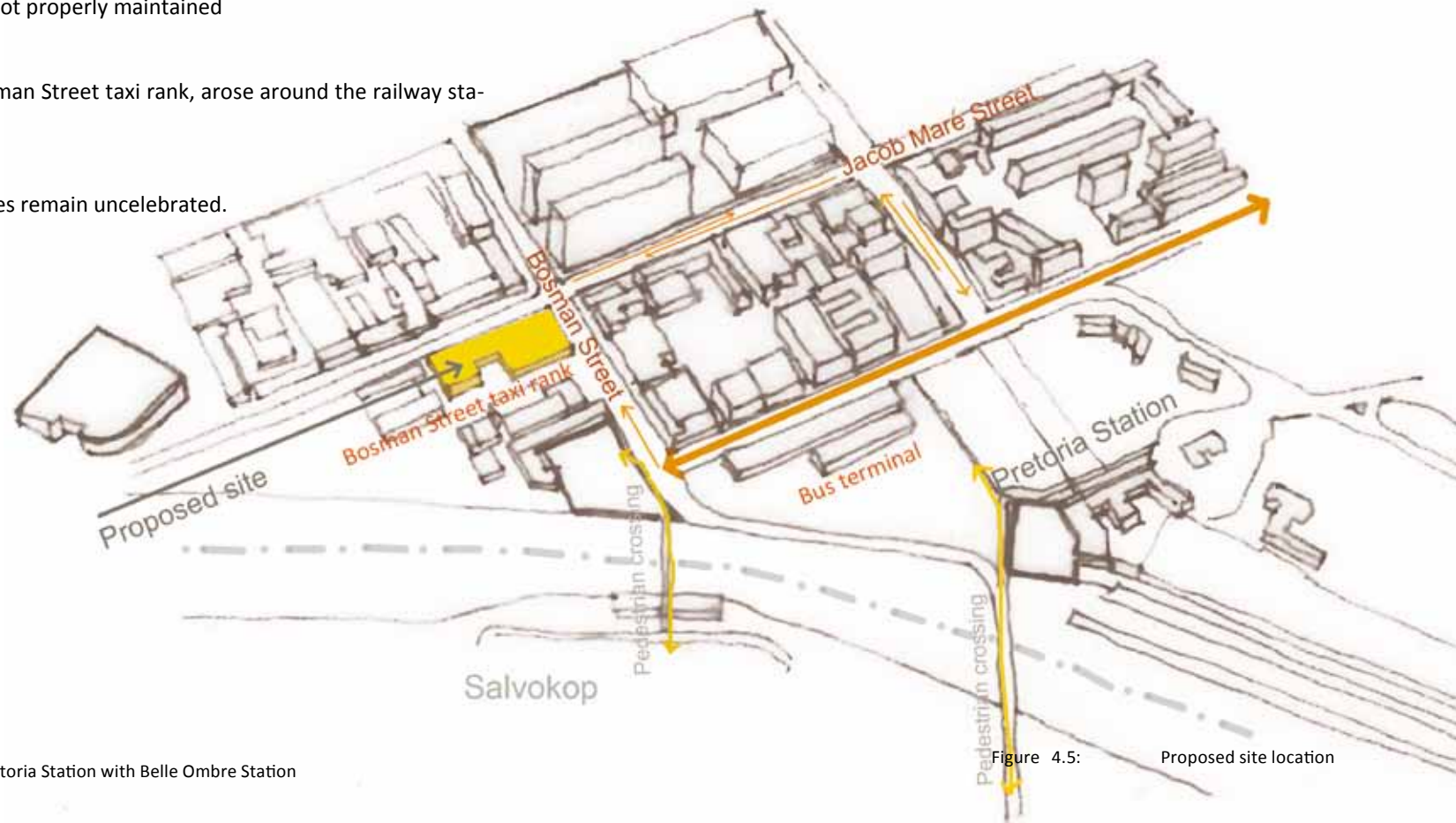


Figure 4.5: Proposed site location

4.3 REGENERATION STRATEGY

The redevelopment of the Pretoria Station precinct is seen as a transit-orientated development which would entail the creation of an innovative, compact environment that is easily accessible and readable. Establishing new grounds for redevelopment has a number of benefits. Newly established connections or 'green links' between residential, retail and transport nodes will enhance pedestrian movement and access. The aim is to improve visual clarity and to promote the CBD by means of its transition spaces.

_A regional node is developed to contain a variety of uses, such as transport, retail and residential developments connected by a series of 'green links'.



Figure 4.6: Figure ground study

_Aim to promote and celebrate regional connections and reintegrate them with the city fabric.

_Promote east--west connections.

_Create green arcade systems as **links** throughout the precinct.

_Improve the density of the region.

_Create new public spaces within the nodes to assist movement.

_Establish gateways from major routes as transition and guiding beacons to enhance legibility.

_Four major spatial belts, linked with soft and hard spaces are proposed.

_The system encourages pedestrian movement, formal transit movement routes and base-ment parking.

_The redevelopment proposes green spines that connect important buildings with visual links.

_The activity spine allows for pedestrian and transport activity.

_The cultural spine leads people into the CBD.

_The train station serves as a prominent feature of the identity of the city.

4.4 THE PRETORIA STATION FRAMEWORK PROPOSAL

Information on the redevelopment of the Pretoria Station precinct has been adapted from the Salvokop Redevelopment Framework prepared by GAPP Architects, and expands the vision further into the CBD. The framework has been developed as part of a Master's course group framework proposal (Seabrook & Van der Westhuizen, 2009).

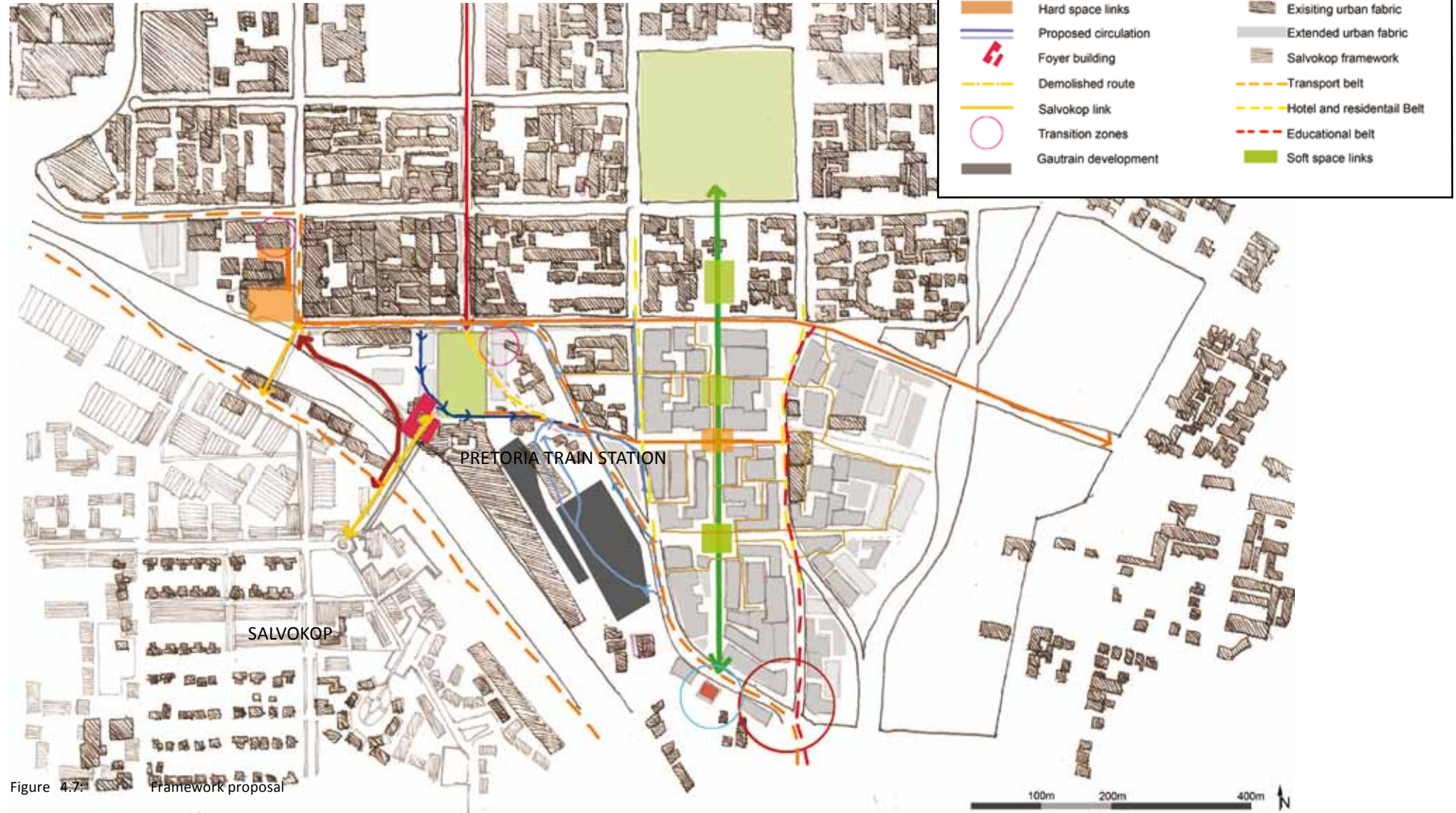


Figure 4.7: Framework proposal

4.5 CONTEXT PRECEDENT

The waiting place_ Pretoria Station bus terminal

A study was conducted to determine the typical qualities of a waiting space. The immediate surroundings were mapped to gather information concerning the overall waiting experience. A qualitative approach was followed in order to determine how daily users interact with their environment.



Figure 4.9: Key plan

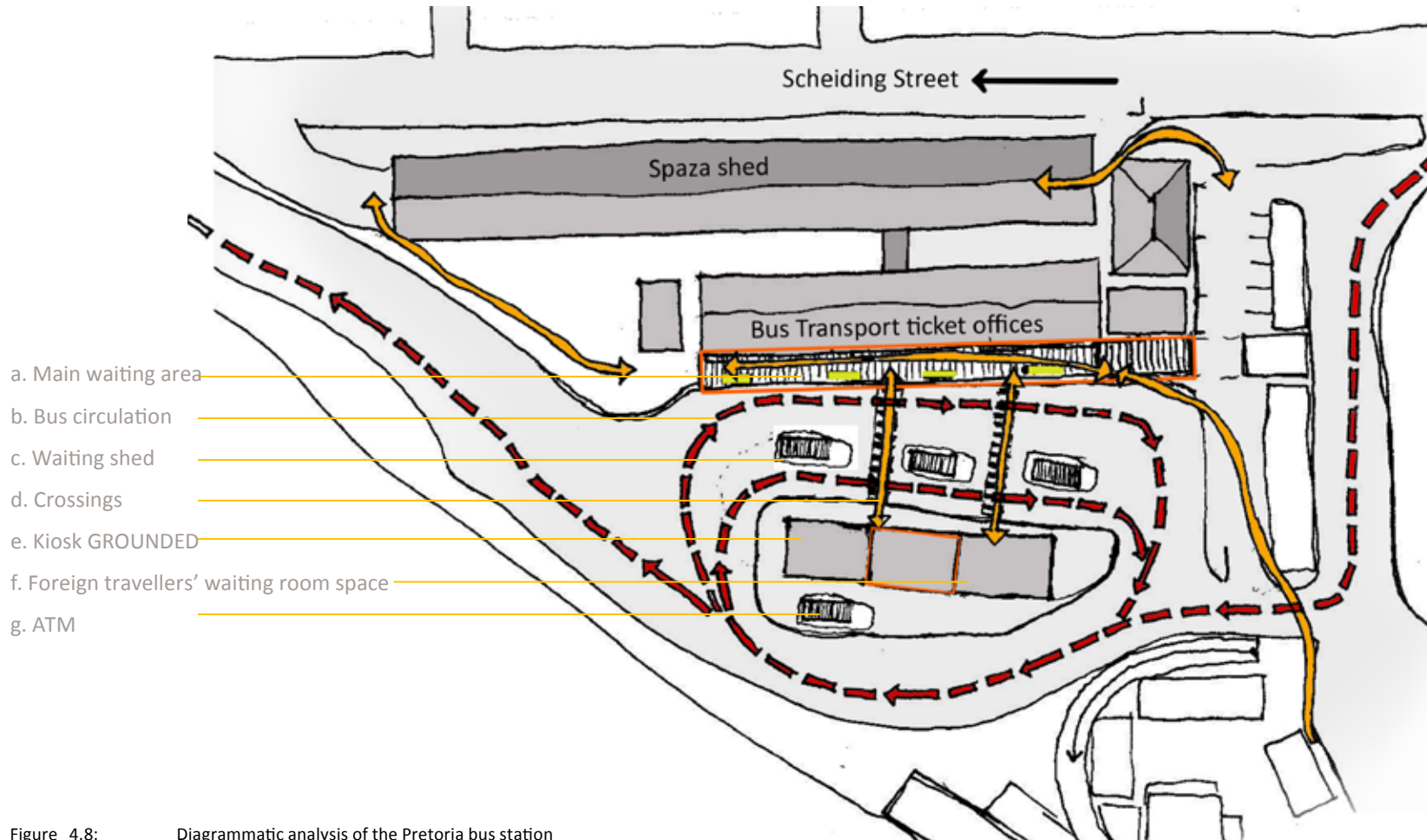


Figure 4.8: Diagrammatic analysis of the Pretoria bus station

4.5.1 EXTRACTED INFORMATION

_ People who wait alone tend to be singled out and are more vulnerable to the experience of waiting. Single people seem to wait more uneasily and tend to walk around more often while waiting.

_ Elevated objects or elements (for example balustrades) sometimes serve as resting points or stops, for leaning against (Fig 4.14).

_ When waiting, people tend to face the traffic zone so that they are ready when the transport arrives.

_ The precinct has a distinct lack of interior waiting space and people are exposed to the outside environment. A longitudinal, covered space serves as the main waiting area. Linear benches provide seating (Fig 4.15).

_ Longitudinal seating seems to discourage dense packing. The packing efficiency for members of the public who do not know each other results in more or less 50%-60% efficiency. For example, on a bench that can accommodate five people, only three seats are likely to be occupied, with in-between seats left open (Fig 4.15).



Figure 4.13: Main waiting space



Figure 4.14: Balustrades serve as pause spaces



Figure 4.10: Waiting shed



Figure 4.11: Kiosk seating space



Figure 4.12: GROUNDED kiosk



Figure 4.15: Linear seating