



5. SITE ANALYSIS

INTRODUCTION

This chapter explores the immediate context of the site and the composition of the chosen building.

5.1 SITE DESCRIPTION

The Bosman Street taxi rank is located on the corner of Bosman and Jacob Maré Streets. The site forms a triangle next to the railway lines adjacent to Salvokop. Between vehicle and pedestrian activity areas, the existing building on the site lies abandoned and under-utilized. The surroundings are abuzz with activity while the empty shell attracts negative energies, alienating potential users from the existing structure. Today the site is a large ambiguous zone, overpowered by vehicle movement. The site is a very ordinary place, yet is ideally situated to cater to the needs of the daily commuters. One can still find beauty here despite the uncoordinated orders.

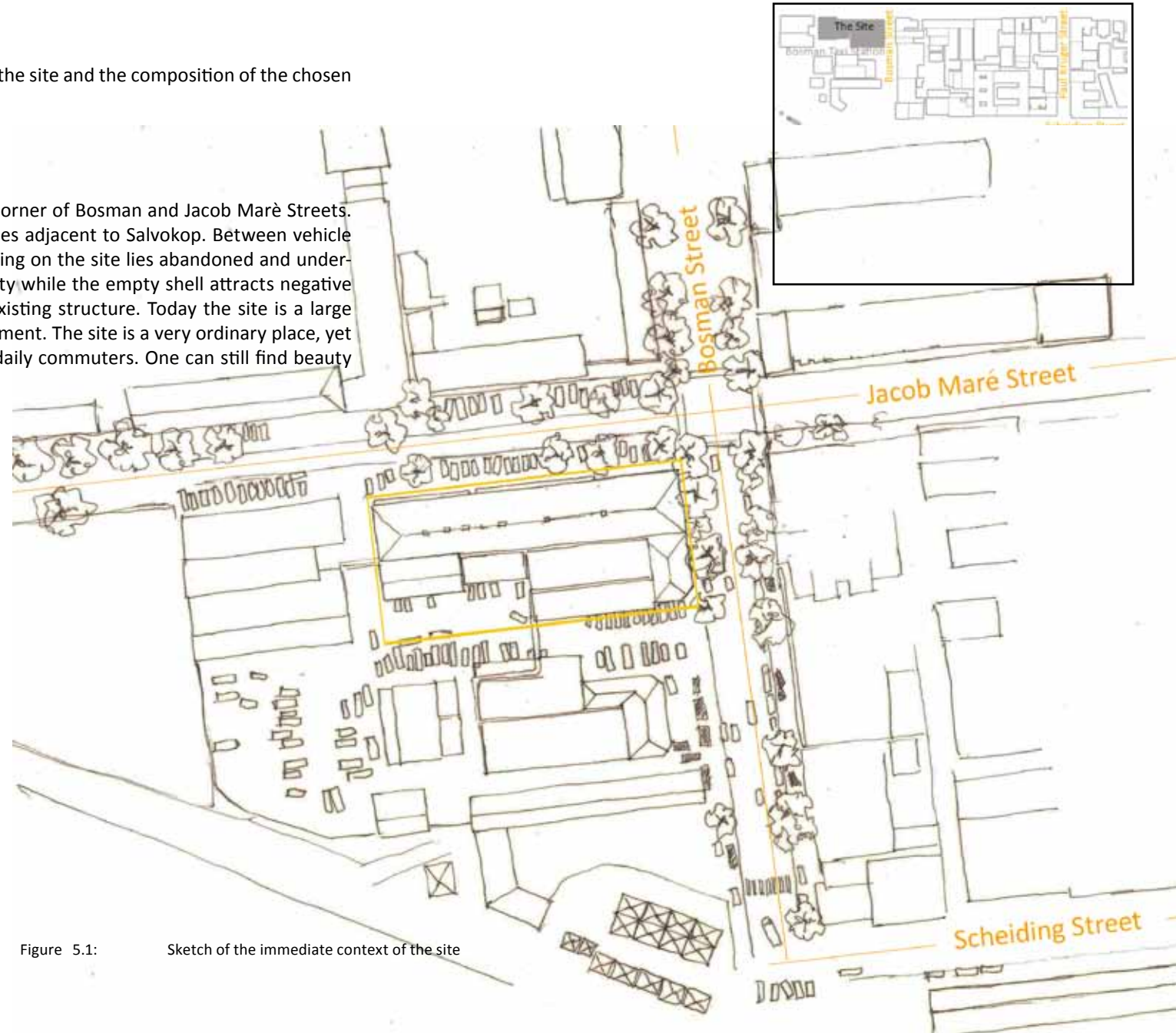
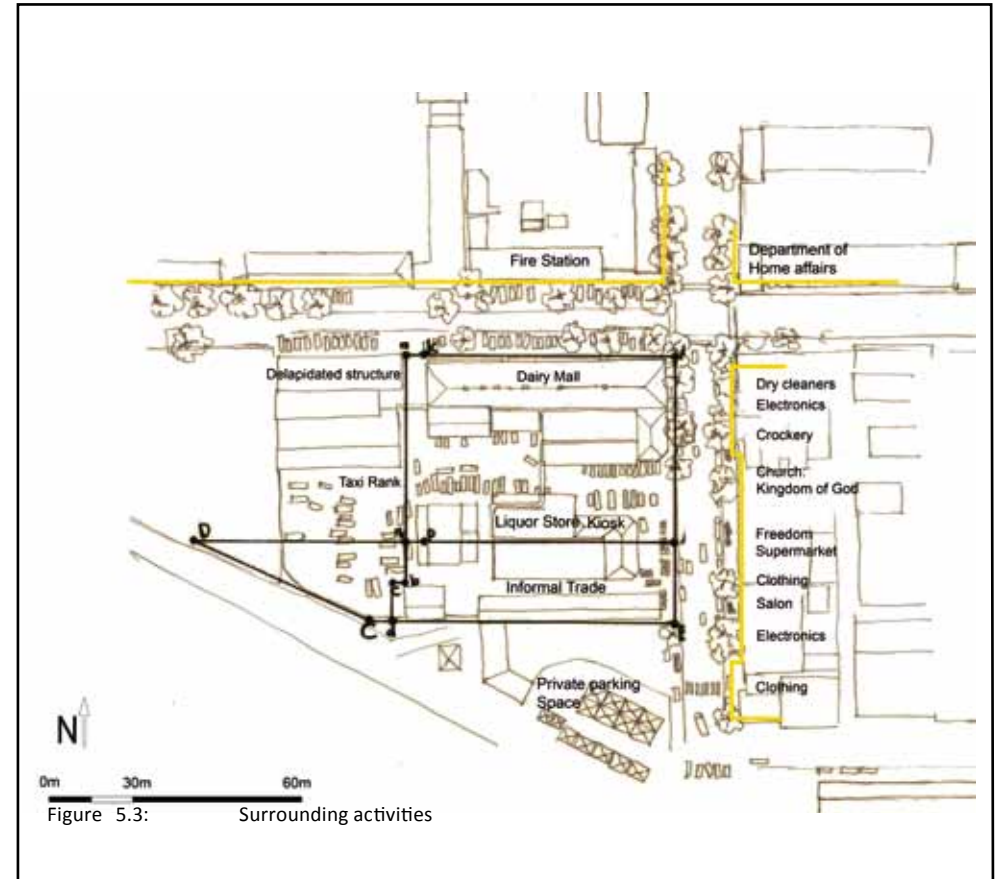
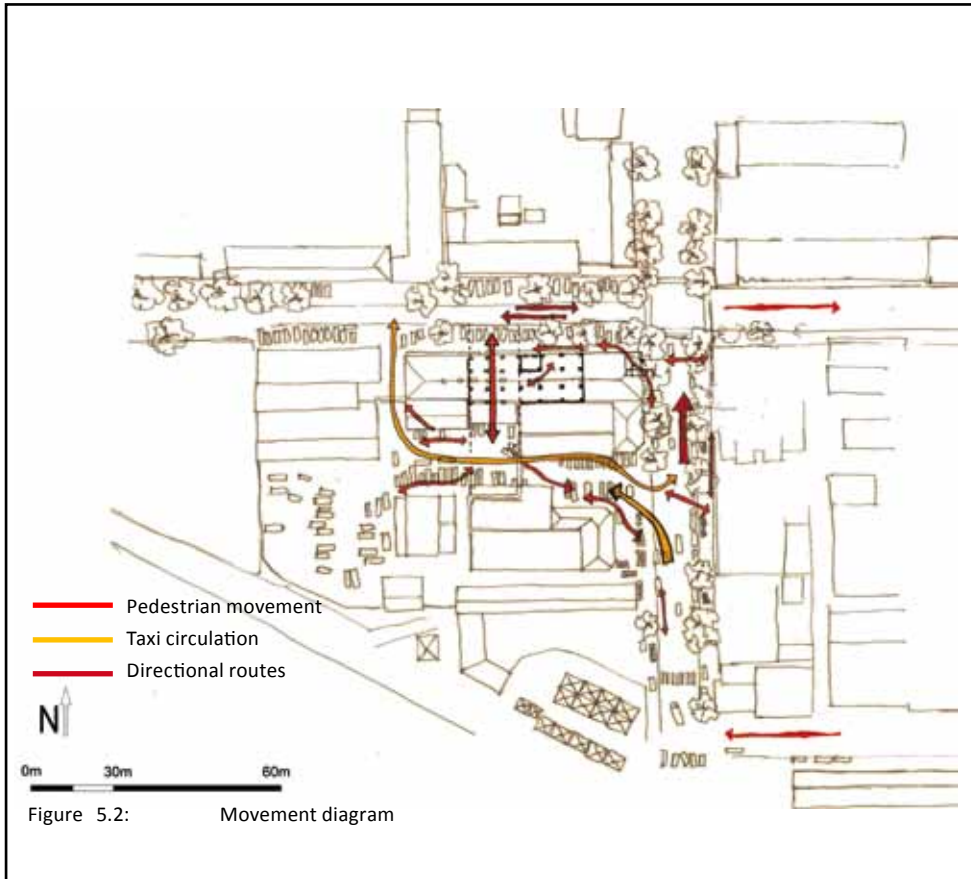


Figure 5.1: Sketch of the immediate context of the site



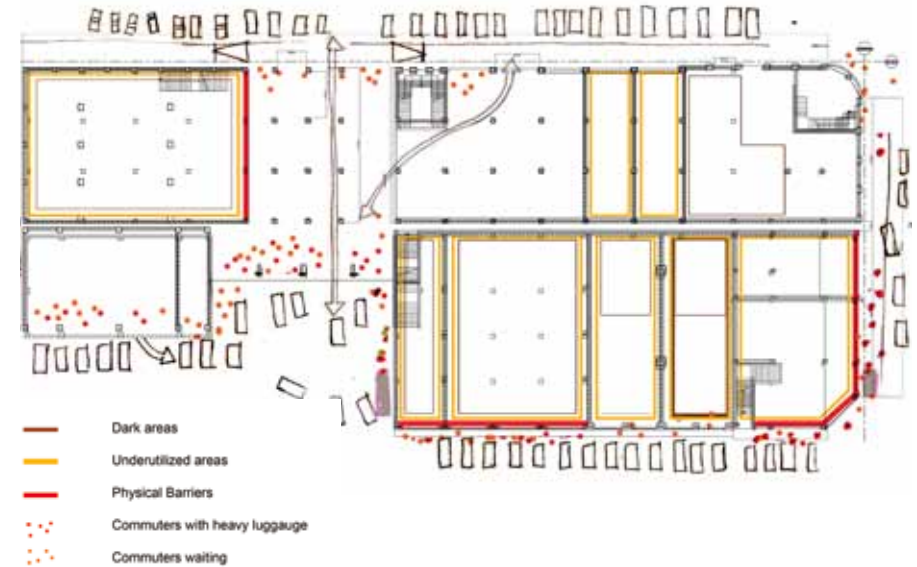
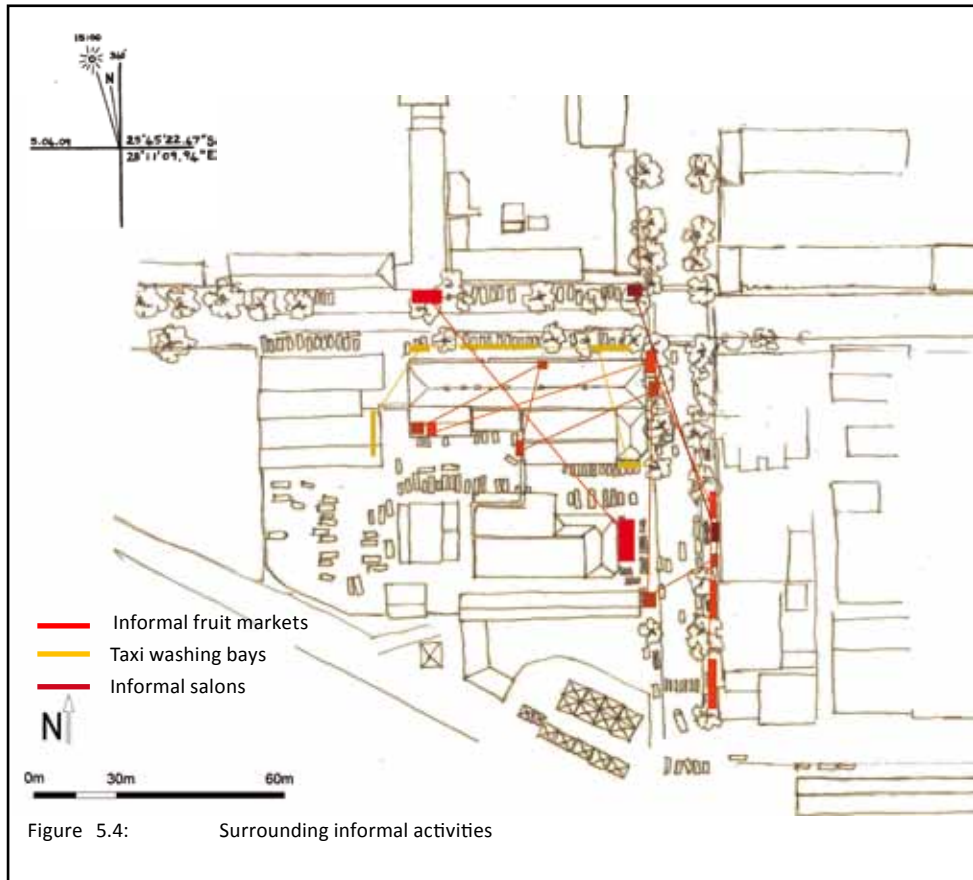
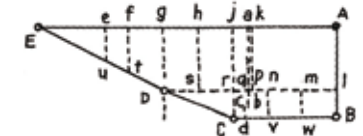


Figure 5.5: Diagram of the existing building conditions

Physical Address	Jacob Mare Street 149, corner Bosman Street, Block 27 – Old Dairy Mall
Zone use	Special
Coverage	>80%
Height restriction	>19m
FSR Floor space ratio	All Floor areas /Erf area = >1.0
Parking	1 parking space per 100 sq/m
Building line	<5m relative to the street
Erf Description	Consolidated 3366 comprises components 1 and 2 Erf 2833 and Erf 2891 Portion a-q-l-A of erf 3366 (Building location) aq -70m ql -94m lA -70m Aa -94m
Site description	Transit position in the urban fabric Multifunctional environment



5.2 HISTORICAL AND FUNCTIONAL FACTORS

An article published in the *Sake-Rapport* in 1988, describes the intended vision for the dairy depot building in Pretoria then. Pretoria United Dairies was bought by Nelcorp, who planned to convert the precinct into a business hub where more than 60% of the stores would be rented out to wholesale merchants and the rest to smaller enterprises. The inner court was meant to function as a flea market area, to be branded collectively as the Dairy Mall. Meiring, Van der Lecq, Thomas and Ronga Architects worked on the adaptation of the old factory.



Figure 5.6: Dairy Mall article (*Sake-Rapport*, 1988)

The old industrial store and factory, with newly added structures developed into a busy informal market setting that served minibus commuters. Functions of the previous legacy were reconciled with the new commercial atmosphere. The Dairy Mall thrived as an important social and public domain within the city. The innovative re-use of the building showed the positive unplanned adaptability of a city culture (Le Roux & Botes, 1993:25).

Figure 5.7: Sketched portion of the north facade



Figure 5.8: Photo of a portion of the south facade (Le Roux & Botes, 1993:25)



Today the building is vacant and certain parts are secured to prevent unwanted activity. According to informal traders around the site (personal communication, 2009), part of the building burnt down in 2004 and most of the roof was destroyed. The dilapidated building finds its romantic character in its empty and decimated form. Standing under-utilised and poorly integrated, the shell provides a canvas for new possibility. Niches on the edge of the building serve waiting commuters today.



Figure 5.9: Physical barriers



Figure 5.10: Fire damage



Figure 5.11: People on the edges of the building

Figure 5.12: Photo of a portion of the south facade, 2009



Figure 5.13: Sketch of the east corner

5.3 COMPOSITION AND FORM OF THE HOST BUILDING

The building consists of a double-storey concrete column-and-beam structure with a combination of face-brick walls and infill brickwork that link separate blocks. Only a suggestion of an iron roof structure exists on the outer edges of the building. The Dairy Mall is a composition of four combined buildings divided by a major service core running from east to west, separating most of the individual blocks on the ground floor. Unit A has an open axis on the ground floor running from north to south. Unit A is connected to Units B and C on the first floor, each consisting of different floor levels. Unit D stands completely separate from Units B and C and connects to Unit A only by a deck on the first level.

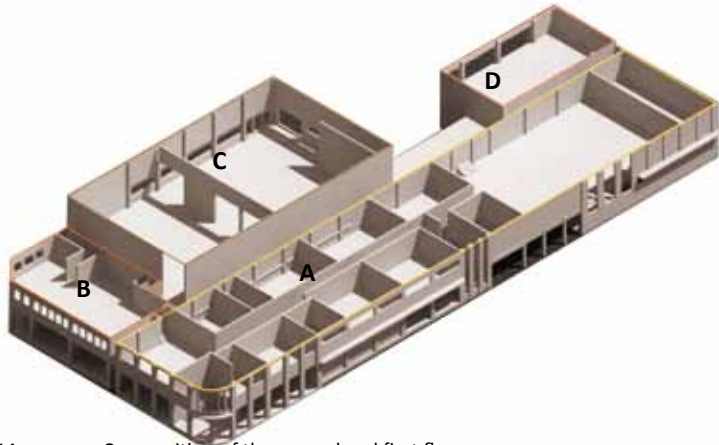


Figure 5.14: Composition of the ground and first floors

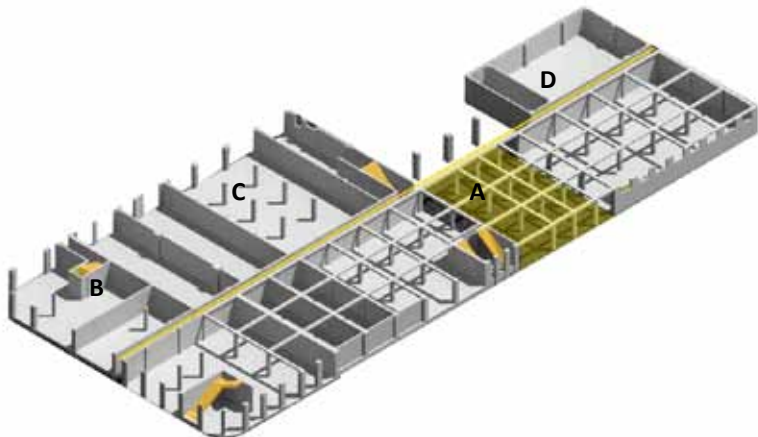


Figure 5.15: Composition of the ground floor



Figure 5.16: North facade



Figure 5.17: South facade



Figure 5.18: East facade



Figure 5.19: West facade

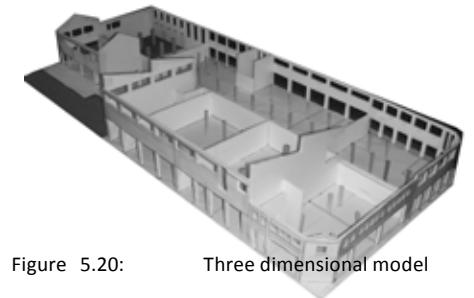


Figure 5.20: Three dimensional model

The composition of the north and east facades consists of a symmetrical interface providing the building with an interplay of solids and voids. These elements bestow a rhythmical character on the existing facades. This image represents the very busy intersection carrying high levels of traffic and pedestrian movement on a daily basis. The spaces around the building serve as parking and washing bays for taxis.



Figure 5.21: View of the north facade



Figure 5.22: View of the east facade

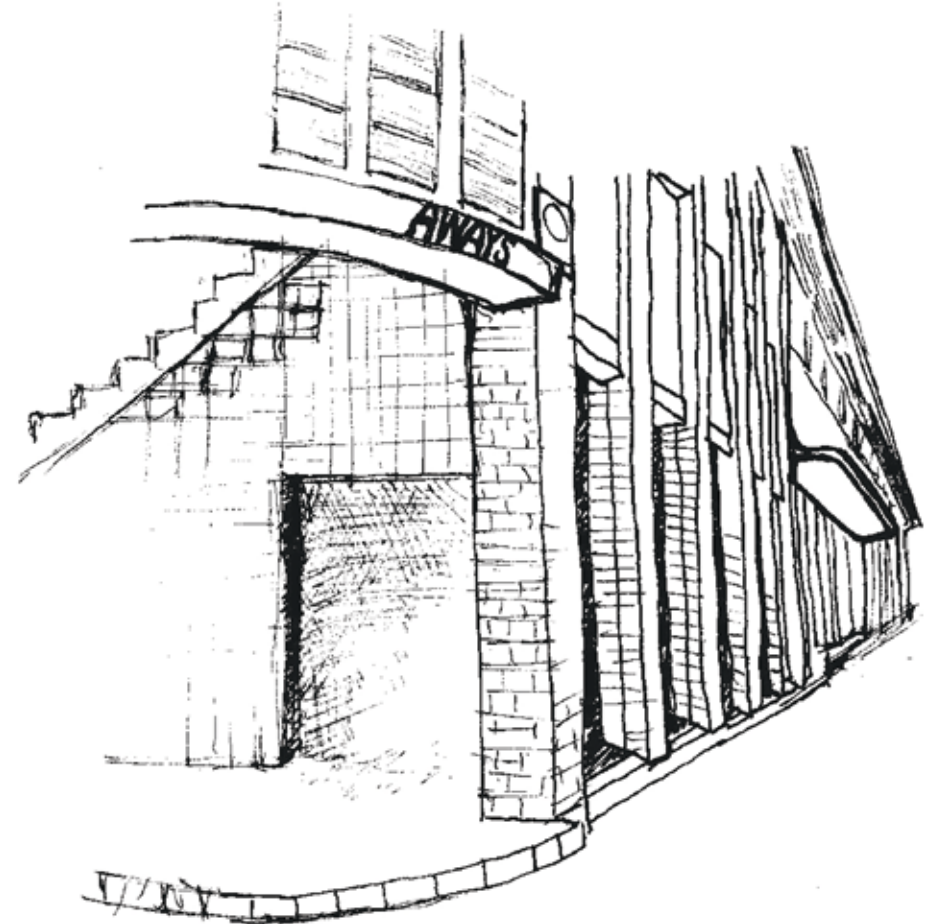


Figure 5.23: Sketch of the east corner

5.4 BUILDING AND SIGNAGE CHARACTER



Figure 5.24: Signage collage

5.5 MATERIALS

The palette of existing materials found in the building consists mainly of a variety of face-brick infill and concrete elements. Concrete composite floors are exposed and all windows have been removed. Some walls are tiled or painted in bright colours.

Figure 5.25: Material palette



5.6 SITE DEVELOPMENT PROPOSAL

The aim of the proposed project is to establish connections across the site that will link up with Salvokop and the Pretoria Station, marking the site as an important crossing point from Salvokop into the city. The intention is to continue the system of links through the site and use the existing building as a haven for daily commuters.

The Dairy Mall building is unresponsive towards the site activities, as only the edges serve as waiting spaces. The project proposes that the site should be redeveloped to form a logical transition environment for taxi drivers. The site diagram proposes preliminary ideas to improve routes that facilitate overall transition and parking spaces. The taxi drop-off and pick-up points are identified, as they influence the use of the building from its external edge to its interior space. These specified points will influence the internal spatial programme.

The existing envelope will be used as a transition space for those travelling between work and home. The building focuses on the transition typology of the site and the aim is to redevelop the building to serve the user. As waiting is a key component of commuting, the refurbishment of the building will include waiting spaces, that are sympathetic to waiters. The building will host various facilities to support daily users in their ordinary, everyday tasks.

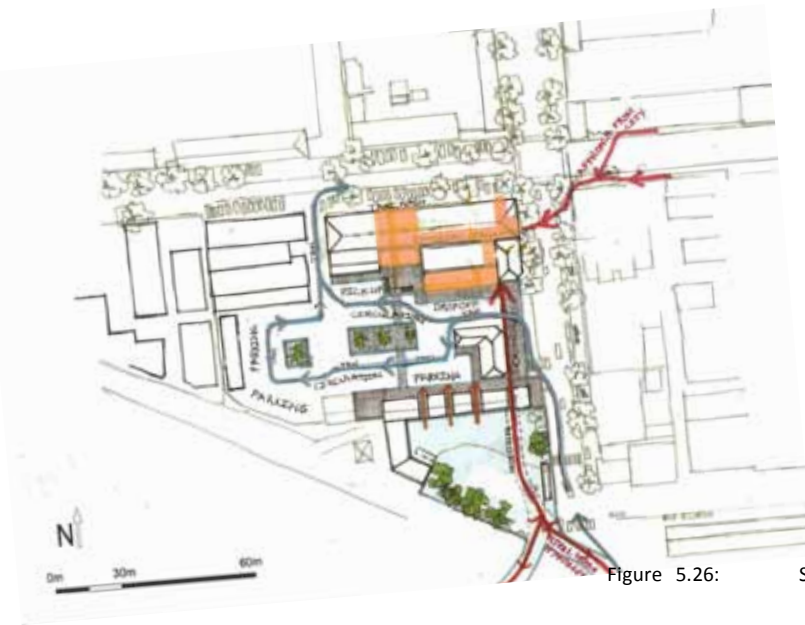


Figure 5.26: Site diagram