

10. HISTORIAN'S REPORT

PREPARED BY

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Historical Precinct

BRIEF

“We (Mashabane Rose Associates) acknowledge that the inner city of Tshwane is recognized as an area of historical and heritage significance and as such, visible and invisible structures or places need to be acknowledged. The full extent of this will be covered in the HIA.”

Consultation with historian

“We have discussed the project with Anton Jansen, of the Tshwane Heritage Trust, who will likely be appointed as the historian to assist with the development of the HIA. His knowledge of the area is extensive and will be of great value to this project.”

DEFINITION

The broad generic term *Cultural Heritage Resources* refers to any physical and spiritual property associated with past and present human use or occupation of the environment, cultural activities and history. The term includes sites, structures, places, natural features and material of paleontological, archaeological, historical, aesthetic, scientific, architectural, religious, symbolic or traditional importance to specific individuals or groups, traditional systems of cultural practice, belief or social interaction.

“Conservation”, in relation to heritage resources, includes protection, maintenance, preservation and sustainable use of places or objects so as to safeguard their cultural significance.

South African society has been undergoing fundamental transformation over the last two years. In accordance with the principles of justice, democracy, non-racism and non-sexism, every sector of our society is facing change.

While this may be unsettling for some, for many, it brings hope that their needs, views and aspirations will now also become part of the mainstream.

South Africa's first democratically elected Government has contributed to this process by creating our first Ministry of Arts, Culture, Science and Technology. South Africa is indeed on the brink of experiencing a cultural Renaissance.

MESSAGE FROM THE MINISTER OF ARTS, CULTURE, SCIENCE AND TECHNOLOGY,

DR. BS NGUBANE ON THE WHITE PAPER ON ARTS, CULTURE AND HERITAGE (1996)

REPUBLIC OF SOUTH AFRICA

NATIONAL HERITAGE RESOURCES ACT No 25 , 1999

Inventory of national estate

39. (1) For the purposes of the consolidation and co-ordination of information on heritage resources, SAHRA must compile and maintain an inventory of the national estate, which must be in the form of a data base of information on heritage resources which it considers to be worthy of conservation, including—

(a) all places and objects with which it and its predecessors have been involved;

(b) a local authority must inform SAHRA on the destruction of a place listed in a heritage register, whereupon SAHRA must record such destruction in the inventory.

GENERAL HISTORY OF THE CITY OF TSHWANE AND THE PRECINCT

The pre-*difaqane* era (1825) has left no written history of the area presently known as the City of Tshwane. However there is tangible evidence of population found at the Wonderboom from the Stone Age era dating back as far as the year 1500.

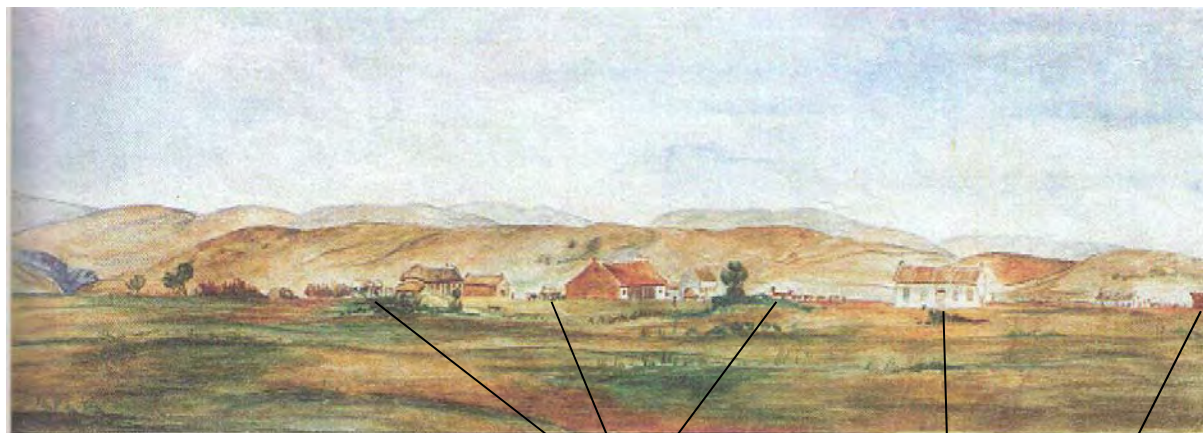
The Tshwane region lacks a thorough archaeological and paleontological research so as to reconstruct the past. That, what may have been there in the precinct under discussion, has been eradicated by white settlers.

The first written notes of the Pretoria area are between 170 and 180 years old. This information became available when the first white travellers, e g traders, hunters and missionaries visited this region and they were followed by white settlers.

However none of the above has specific reference to the precinct under discussion.

The first white settlers arrived a decade and a half after the *difaqane* . In 1854 church building commenced on ground what is today known as Church Square. The contractors laid out the original square and a number of stands around it and the two roads leading to it, viz Markt (now Paul Kruger) and Church (now Helen Joseph) Streets.

The first definite legacy of the precinct is Marianne Churchill's pencil and watercolour painting of 1857.



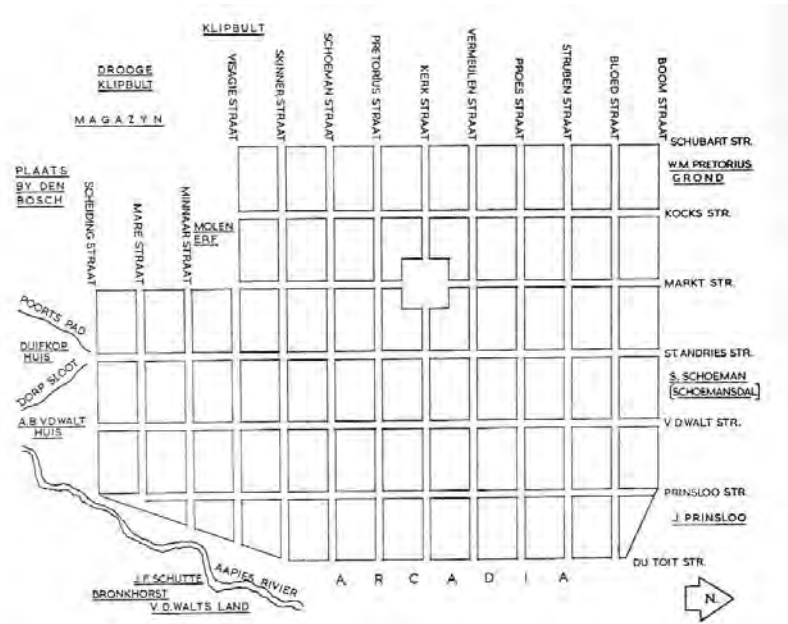
Oxwagons

First church on Church Square

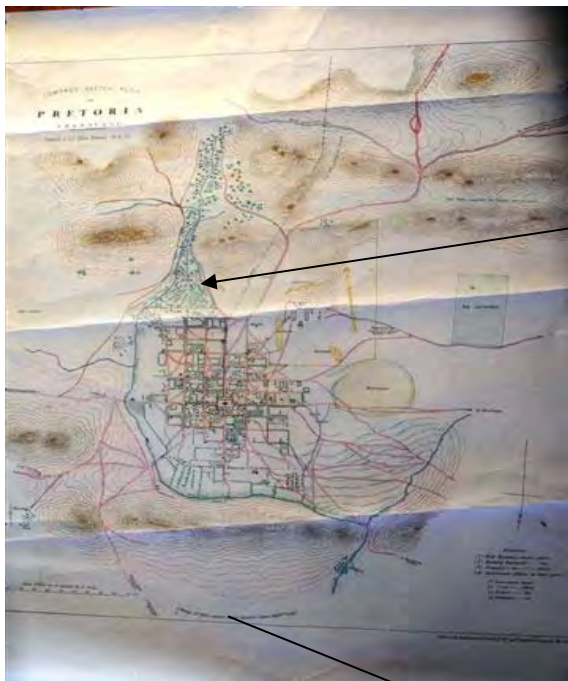
Thabo Sehume Street

In 1859 Andries François du Toit completed the surveying of the enlarged town with Church Square as its centre and Scheiding, Schubart, Boom and du Toit Streets as its boundaries. He also re-surveyed the water furrows from the Fountains to the town and had aqueducts.

The two fountains yield 25 million litres of water per day, 20 litres can sustain a person per day. During the 1890's the water furrows were supplemented with pipes but by the 1910's they became obsolete and were used as storm water drainage.



Map of Pretoria by A F du Toit 1859



Two main fountains

Map drawn in 1879 during British occupation of Pretoria

Church Square

STREETS

GENERAL HISTORY

As mentioned above the streets were surveyed by Andries François du Toit, well planned and avoiding the mistakes made in town planning by his European forefathers. The width of most of the streets was determined by the U-turn made by an ox-wagon with a full span of 16 oxen.



Helen Joseph Street looking towards Church Square intersected by Lilian Ngoyi Street

In 1910, The Pretoria Municipality opened a granite quarry at Bon Accord (north of Pretoria) for the supply of granite kerb stones along the city streets, cobbles stones for the Old Market Square, and crushed stone for roads. The granite is called Norite (Noir = black)



Granite kerbing

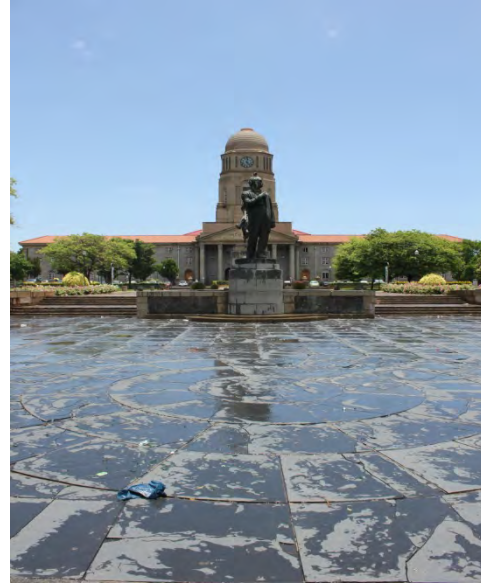
From various quarries south of the city blue slates slabs were quarried as paving for sidewalks. The standard size of these slabs was 2'0" x 2'0" x approx. 2" thick (500 X 500 X 50 mm). Many of the city's

sidewalks still have these slabs. It is likely that the water furrows date back to early 1890's, having been quarried from the Erasmus Quarry.



Removal of historic slates in Sisulu Street

(picture taken 25 November 2012)



Blue slates laid in patterns

in front of City Hall Paul Kruger Street

When streets are re-designed care must be taken to re-use these materials.

Water furrows were the life line of the town. The footprint of these furrows should be brought into the new design of the streets.

The city had a number of public toilets e g Church Square, Market Square, Municipal Offices in Pretorius Street and most public and private buildings were open to the public. We propose to bring back public toilets on a PPP-basis (Public Private Partnership).

Bicycles were an important mode of transport. Every street block had a few bicycle racks, most of them in steel and later a concrete cast block with a slot to take a bicycle wheel.

The inner city had at one stage 5 bicycle shops, a well-known one was the Metro Cycle House occupying three shops in the Lewis and Mark Building. Therefore many old Pretorians know this building as the Metro Cycle House.

Cycling should be brought back to the inner city and cycle lanes should be part of new development.

MADIBA STREET (Vermeulen Street)

HISTORY

Vermeulen Street is named after the two Vermeulen brothers Jacob (Kootjie) and Hendrik, both pioneers.

Hendrik lived in Vermeulen Street next to the present Pretoria News Building (277 Madiba Street).

HERITAGE RESOURCES

From east to west left hand side (southern side)

From du Toit to Sisulu Street the entire Madiba Street streetscape is dominated by the South African Reserve Bank Building (SARB). The Du Toit Street corner was a parking area owned by the Nederduitsch Hervormde Kerk.

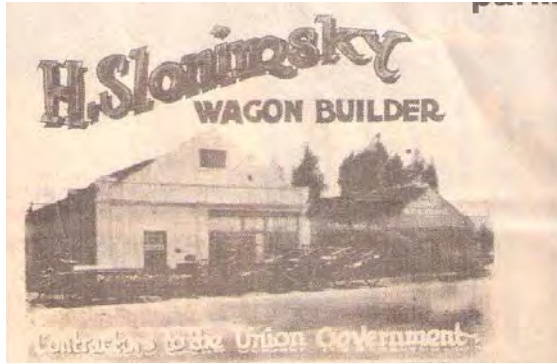
The SARB purchased the site for parking ca 2000.



SARB parking garages, Madiba Street

West of the parking ground was the rear entrance to the Pretoria Polytechnic (1906), and in 1928 it moved to Helen Joseph Street (corner of du Toit) and renamed Pretoria College for Technical Education. The structure had a domed shape roof – see comments at 390 Madiba Street.

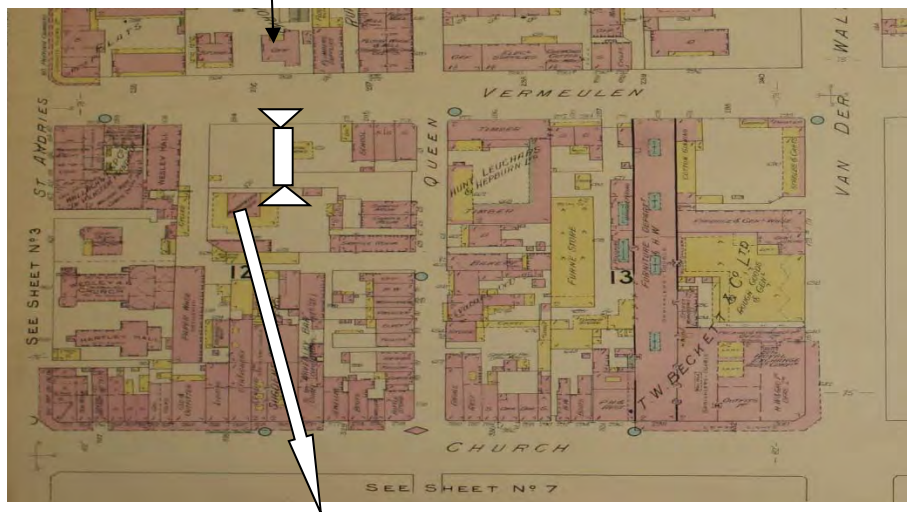
What is now the closed-up rear entrance to the Sammy Marks Complex stood once Slonimsky's carriage building business later to be known as P & S Timber .



311 Madiba Street

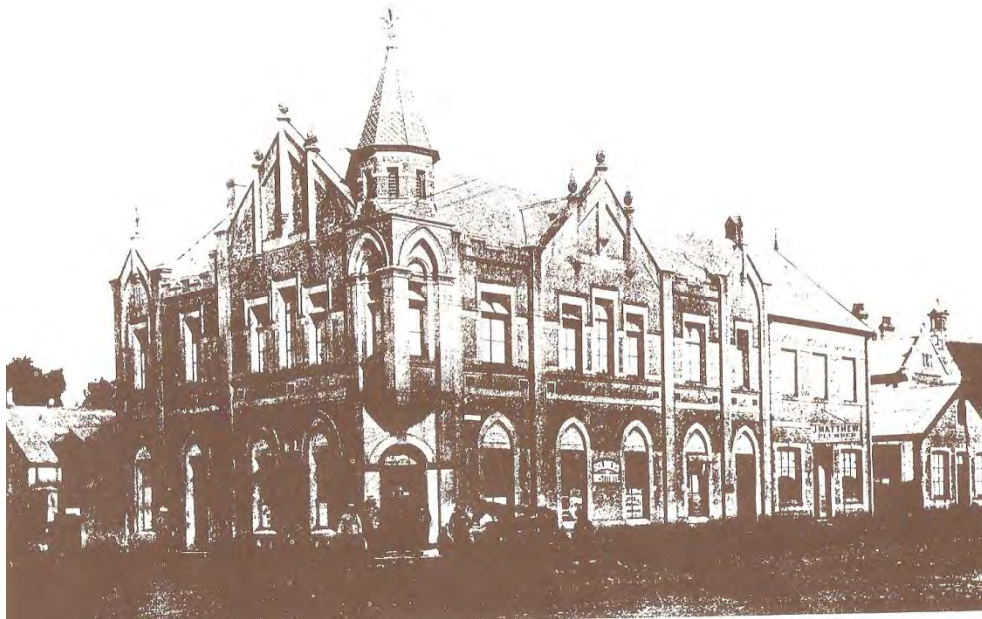
In the block between Queen and Thabo Sehume Street, hidden by the Bruyn Park Building, is the Central Mosque. At the designing stage of de Bruyn Park it was agreed upon with the architect (Louis Peens) and the owner of the building (Henry de Bruyn) to form an arcade creating a vista from the street to the mosque. This did not materialize.

Proposed arcade



Map dating 1925 with Mosque Site. Present Mosque (1928) not yet built.

On the south east corner of Madiba and Thabo Sehume Streets, where now De Bruyn Park is, was according to a map of 1889 an Indian shop, later to be demolished and in 1892 the Caledonian Building was erected and which became known as the Wallach's Printing and Publishing Co. This building was demolished during the 1960's.



Wallach's Printing on the south-east corner of Madiba & Thabo Sehume Streets

*Picture: Young
Pretoria 1889-1913*

The south west corner of Madiba and Thabo Sehume Streets housed the City Library (now named Es'kiah Mphahlae Library) and the State Library (now named the National Library). These buildings are now undergoing restoration.



19th Century

Masonic Hall on the right and the Baptist Congregational Church on the left. Sketch by Lola Dunstan



Three historic buildings 20th century, left was the bookbinding store of the libraries, middle State Library and extreme right the Municipal Library. However the Municipal and State Libraries sometimes changed buildings.

From east to west right hand side (northern side)

390 Madiba Street. The dome shape design is equivalent to the Pretoria Polytechnic (1906) design opposite the street. It was constructed by A van Veelen & Son (building contractor) late 1950's or early 1960's. The curved Oregon Pine beams are paired and form a single span.

The building was erected for a tobacco company. Should be preserved.



Muntoria: Build in 1969 in the Modern Movement style is an architectural icon in the CBD. It was the 5th council chamber of the city and had the first black mayor as chairperson of council meetings.

Part of Muntoria was gutted by fire in 1997.





Karl Kling Building late 1950's. Architect: Oscar Hurwitz

These typical 1950 and 1960's office buildings are outdated as offices and should be turned into residential apartments.

HELEN JOSPEH STREET (Church Street)

HISTORY

As mentioned above Pretoria's central streets were named after pioneers but the two main arteries received neutral names derived from the church building and the market on Church Square (Paul Kruger Street was originally Market Street and renamed in 1938).

The street catered mostly for transport, first ox wagons, then trams, then buses and motor vehicles.

Little cognisance was given to pedestrians.

The first electric tram travelled the Sunnyside route on 2 November 1910 signalling the final retirement of the horse drawn tramcars.

Tram rails were re-discovered when two decades ago the tarred surface was removed and replaced with paving blocks.

From 1939 until the 1980's Helen Joseph Street became a bus artery to the eastern and north eastern suburbs.



An original Pretoria electric tram presently at Fort Klapperkop (Pretoria).



An original Pretoria tram halt re-installed at Burgers Park (Pretoria)



Queen Street Sammy Marks Buildings Water furrows acting as storm water drains



Joseph Helen Street looking west ca 1954 at the corner of Lillian Ngoyi Street. Sammy Marks Square on the right and Lillian Ngoyi Square on the left. The 5-storey building on the right and the De Bruyn building on the left still exists. Note the overhead wires of the trolley busses.

HERITAGE RESOURCES

From east to west left hand side (southern side)



Example of mixed use, shops at ground level, apartments on first and second floor. A feature is the use of facebrick in patterns



Was this approved by the City Council Council?



Footprint of Pretoria's water furrows

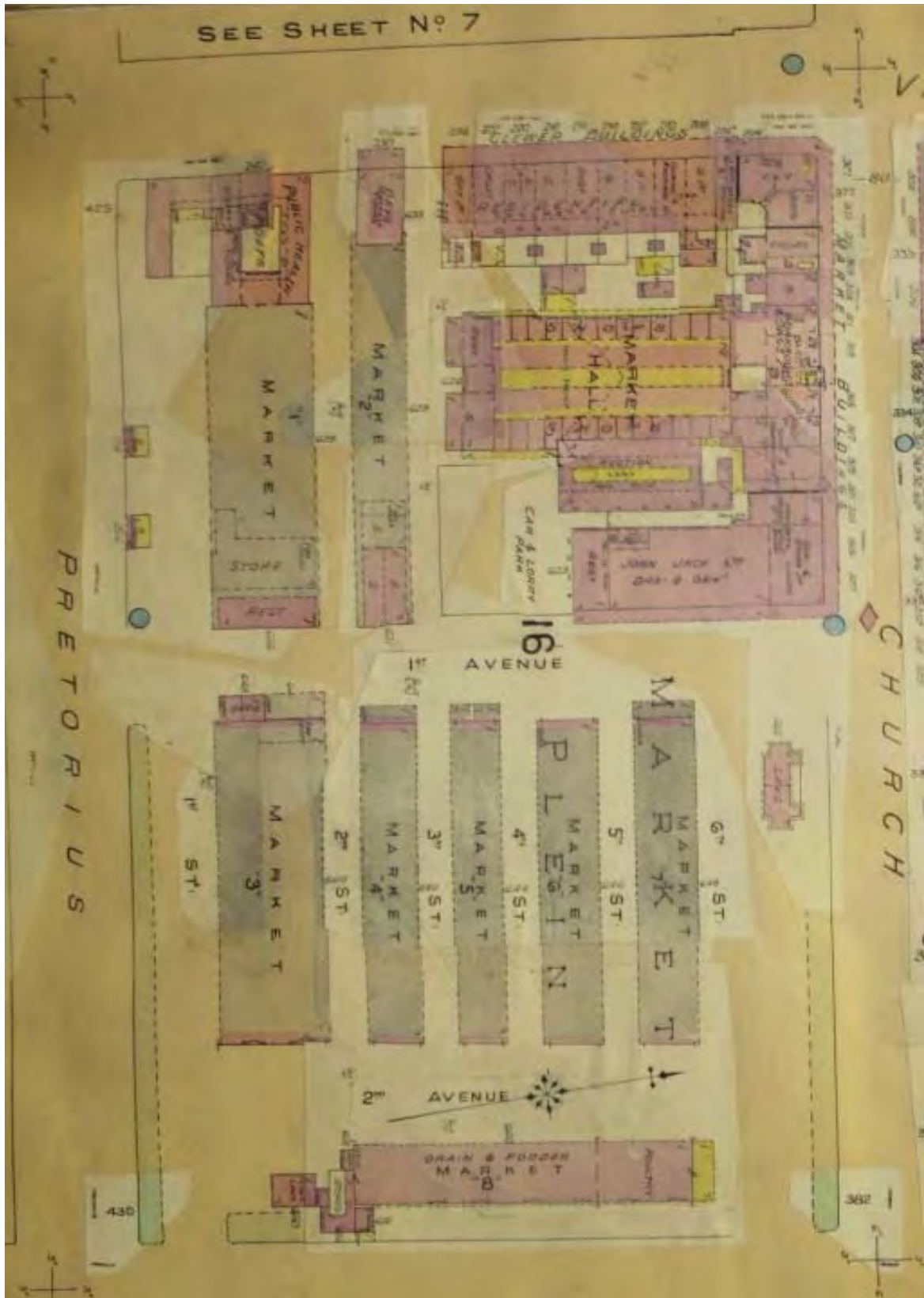


Water furrow exposed



The first Municipal Council was established in 1903 and attention was given to services and upgrading of the town.

"The condition of these furrows was a matter of concern, as they were considered no better than open sewers, although brushed and flushed from the main furrow" – extract from the Mayor's Minutes 1903-1904



Market Square 1953. Lillian Ngoyi Street on top, Thabo Sehme Street bottom.



State Theatre erected on the Old Market Square.

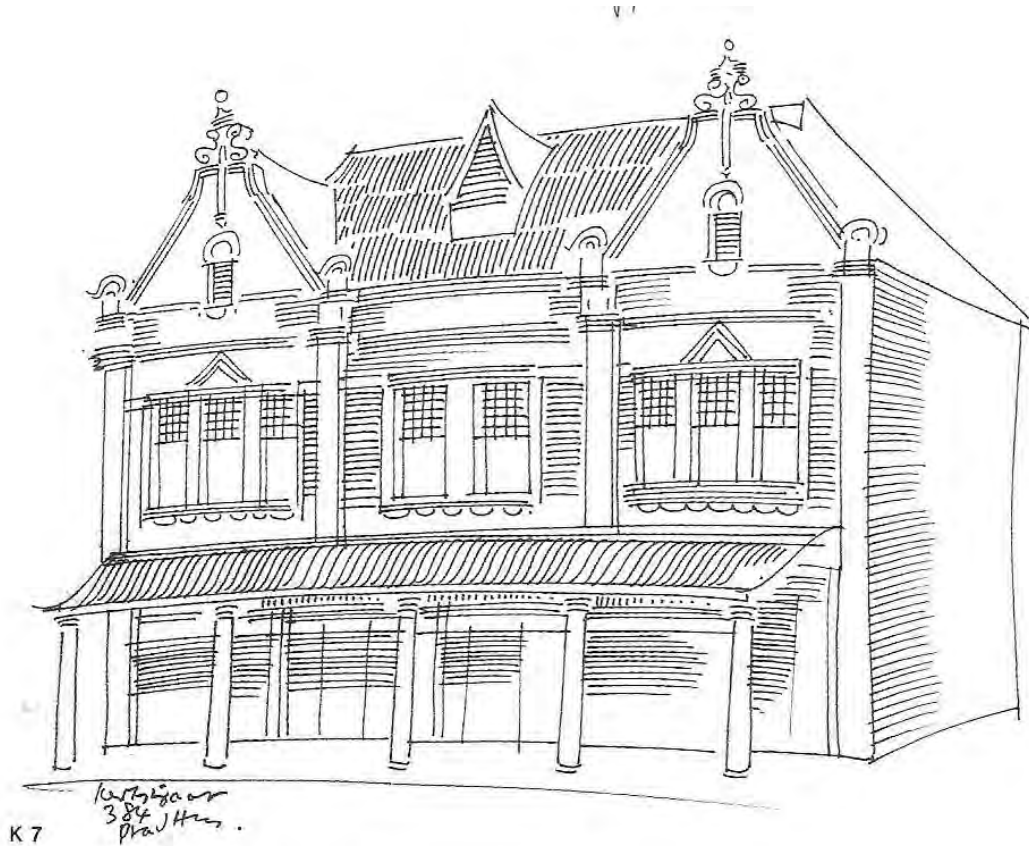


*Cuthberts Chambers (no 251 – corner Thabo Sehume). Designed by Gordon Ellis and completed in 1931.
View of the façade to remain exposed*

From east to west right hand side (northern side)

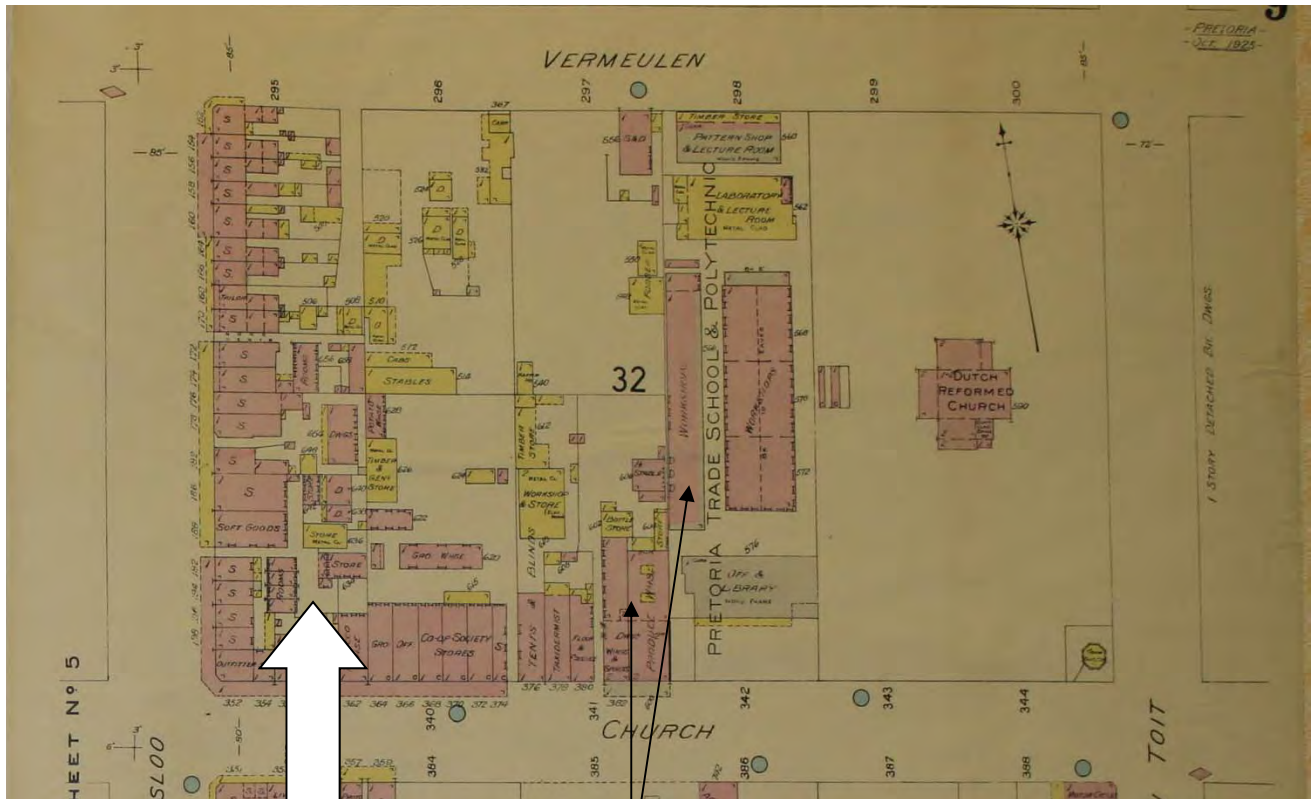
Street no 349, presently Protea Driving School.

This site housed the first technical college (Pretoria Polytechnic) and moved in 1928 to the corner of du Toit Street was renamed Pretoria College for Technical Education.



Pretoria Trades School also known as Pretoria Polytechnic. Sketch by Hannes Meiring

At the rear of this building the domed shaped workshops extended to Madiba Street



SARB

Pretoria Polytechnic

Map 1925



SARB

Crossing Sisulu Street it is proposed to turn this block, up to Lillian Ngoyi Street, into a historical site with periodical street furniture e g lamp posts, tram, water furrows, street development (see pictures below).



Memorial columns erected in 1994 must be retained



Typical 1990's street furniture to be retained



Original post box moved from Cuthbert's Building

With Kynoch Building (no 336) dating ca 1880, the oldest existing building in the CBD, and the Lewis & Mark Building (no 322-330) designed by a W J de Zwaan this could become the “Kimberley” of the City of Tshwane.

The latter is of international significance; a Dutch architect, a Lithuanian (Jewish) immigrant and the shops occupied by various nationalities.



Kynoch Building ca 1880, oldest commercial building in the city. Not in use.



Lewis & Mark Building



1903

Both the Lewis & Marks and the Kynoch Buildings are the sole survivors of the early days of commercial activity in and around the old market square (later renamed Strijdom Square) and now known as Lilian Ngoyi Square.

During the 1960's, busses serving the eastern and north eastern suburbs, were removed from Church Square and the departing points were placed between Lilian Ngoyi and Thabo Sehume Streets. To commemorate this event a replica of a typical bus bench could be reinstalled.



A typical Pretoria municipal bench at bus halts and in parks

Libri Building (no 268 - 270). A very classical example of Art Deco by architect Burg 1935. Façade not to be obstructed by trees.

PRETORIUS STREET

HISTORY

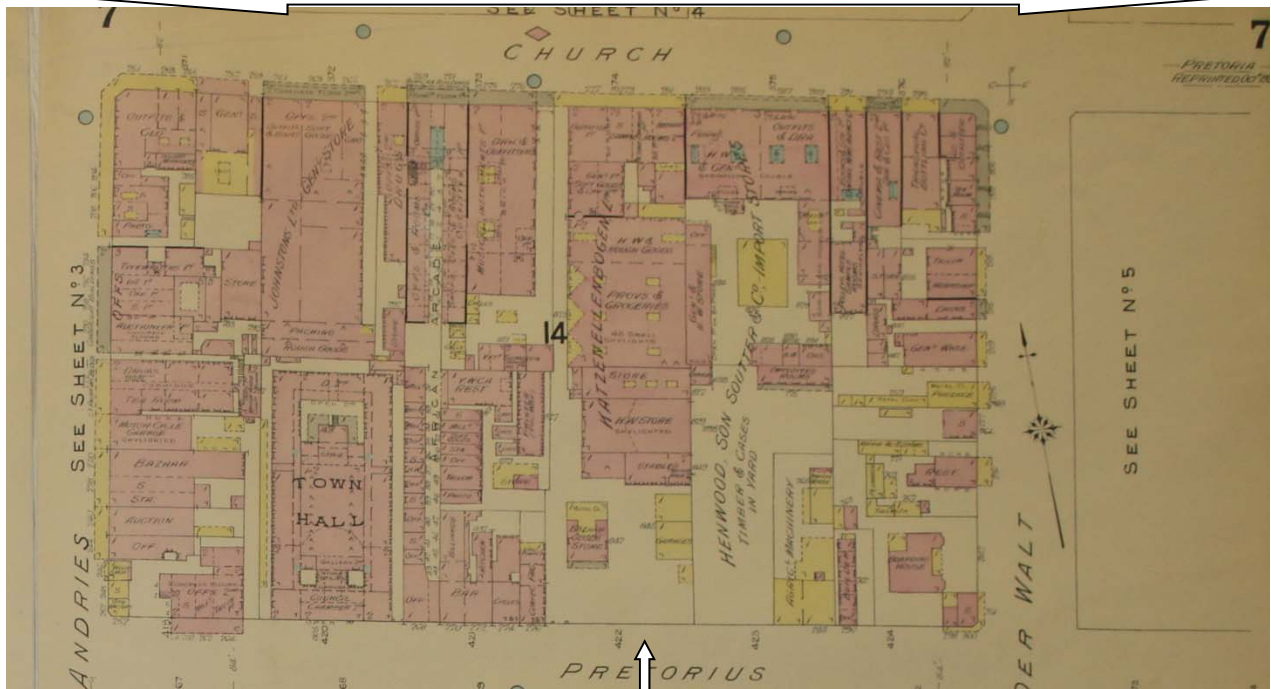
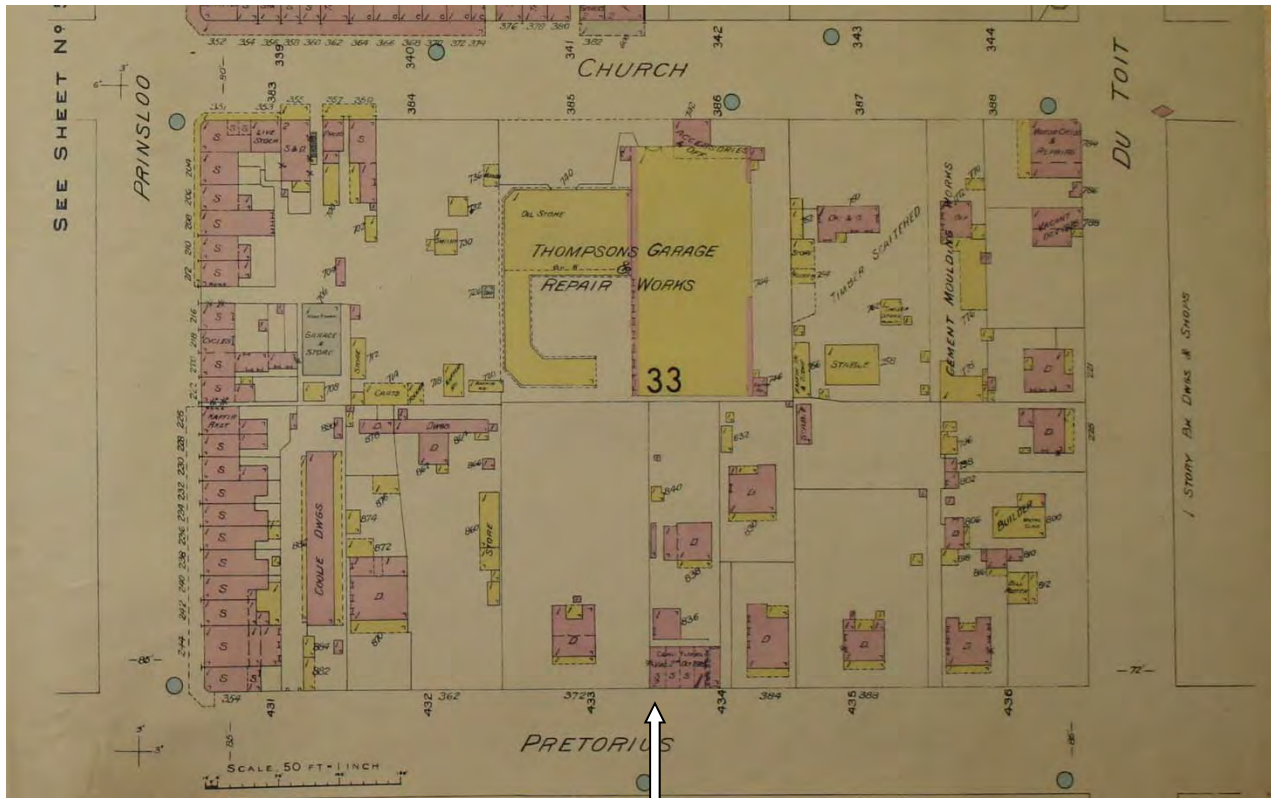
Pretorius Street is named after father and son Andries Wilhelmus Jacobus (1798-1853) and Marthinus Wessel (1819-1901). The City of Pretoria was founded by the son and named after the father.



Pretorius Street looking west ca 1906. Corner of the Old Town Hall on the extreme right. The last tall building on the right is the Old Raadsaal (Church Square).

HERITAGE RESOURCES

From east to west right hand side (northern side)





South facade of State Theatre and entrance to underground parking



296 Pretorius Street. Constructed for Volkskas Bank.

When the new Volkskas Bank Building (now ABSA) was completed Volkskas moved and Central Street Post Office occupied the building. Presently shops and offices.



Central House corner Central Street. Art Deco.



Pretoria's first official Town Hall

In the middle of the block between Central and Thabo Sehume Streets is City Central Building. This site is of historical and public significance as here the first Pretoria Town Hall was built in 1905 and demolished in 1973. From here the municipal offices moved to Munitoria. We suggest a photographic display on the pavement of this fine architectural gem.



This office block is on the site of the demolished Town Hall

From east to west left hand side (southern side)



On the south west corner of Pretorius and Lillian Ngoyi Street one of the first International Five Star hotels, The Culemborg , was erected in the 1960's.



281 Pretorius Street. Although a bit out of context this a fine example of mixed use. The well known firm Union Cycle Works occupied the ground floor with apartments on the floor above



THABO SEHUME (Andries Street)

HISTORY

Andries Street was named after Andries Wilhelmus Jacobus Pretorius (1798-1853). Pretoria was named after him. He was an immigrant from the Cape Colony.




Thabo Sehume Street looking south from the corner of Madiba Street with the State Library on the right and Wallach's Printing Works on the left (1951).

HERITAGE RESOURCES

From north to south left hand side (eastern side)

On the north-east corner of Thabo Sehune Street is the Nederlandse Bank (Netherlands Bank) building. Designed by Norman Eaton and completed in 1953 is of historical and great architectural interest.

The Dutch East Indian Company, also known as the VOC  used 'klompjes' (a small brick) as ballast on their ships around the Cape (17th century). Some of these 'klompjes' were offloaded at the Cape and these became a household name in architecture. Eaton used 'klompjes' in the design of this building as the 'Dutch Connection'.

In 1985 a Dutch national and an anti-apartheid activist, was arrested by the South African Police on alleged explosive smuggling. De Jonge, in leg irons and handcuffs, managed to enter the Dutch Embassy on the 2nd floor, where the SAP hauled him outside. This caused an international diplomatic row. De Jonge was returned to the embassy where he stayed 9 months.





From north to south right hand side (western side)

Of historical significance are the Library Buildings on the south west corner of Madiba Street.









A fine example of bringing history to the public. A photographic collage on a building on the corner of Bureau Lane.



QUEEN STREET

HISTORY

To follow the success story of Johannesburg (1886) that corner sites sold for double the price, the City Council decided to construct a connecting street between Helen Joseph and Johannes Ramokhoase Streets, creating an additional eight erven.

During the 1980's the section between Madiba and Johannes Ramokhoase Streets was closed.

The street is named after Queen's Hotel.



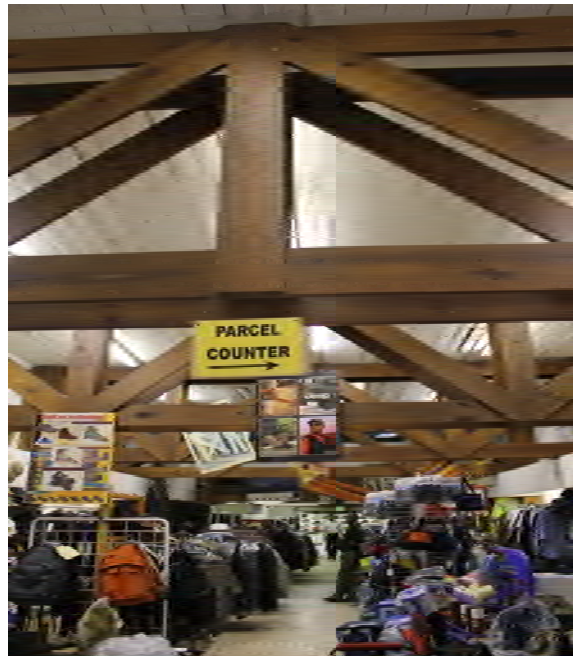
HERITAGE RESOURCES

From north to south left hand side (eastern side)

Only one small building in the centre of the block is of historical significance. It dates back to the 1910's



Grossberg's Outfitters.



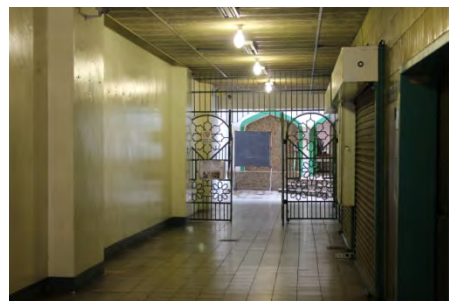


Undated sketch of Queen Street by Walter Battiss looking north. Grossberg Outfitters on right hand with gable street light. Hunt, Leuchars & Hepburn Ltd (building merchants) north and Holly Electrics (presently known as Keens Electrical) across Madiba Street on right hand. Entrance to Mosque on left at A.

From north to south right hand side (western side)

In the centre of the block of Madiba, Queen, Helen Joseph and Thabo Sehume Streets is a hidden jewel; the Mosque dating back to 1928. Entrance can be obtained via an unsympathetic passage from Queen Street (no 51).

This building is of cultural and historic significance and should be viewed from the street. See Madiba Street.





CENTRAL STREET

HISTORY

When the business of Henwood's closed in the late 1800's the property was acquired to create a link between the two main streets and was appropriately called Central Street

HERITAGE RESOURCES

From north to south left hand side (eastern side)

The Pieter Neethling Building (no 222) (1939) housed various Afrikaner societies and political movements. Its northern neighbour was de Bruyn Shoe Store (see Madiba Street and the Mosque) and its southern neighbour was the Trust Bank (corner Pretorius Street).

From north to south right hand side (western side)



The construction date of Central House (no 223 corner of Pretorius Street) is unknown to author but it may be assumed 1930's as it is designed in the International and Art Deco style.

The Pretoria Main Post Office on Church Square opened its first branch in this building and named it Central Post Office which was rather confusing.



LILIAN NGOYI STREET (van der Walt Street)

HISTORY

Andries Petrus Jacobus van der Walt (1814-1861) bought a property between the present Berea Park and the Pretoria Station. He was Pretoria's first field cornet. Waltloo Industrial Township was named after him and J J P Prinsloo.



This sketch, drawn by Dr W J Leyds, is of van der Walt's house, one of the first houses in Pretoria.



An undated photograph of Lilian Ngoyi Street showing the open water furrows

HERITAGE RESOURCES

From north to south left hand side (eastern side)

In 1912 the specially built tram sheds were completed. The building is still here today. It is a fine example of industrial architecture and brick work of its time and represents an extremely important era in the city's transport history.



The last electric trams in Pretoria left the Van der Walt Street sheds for their final runs on 19 August 1939.



Photographs taken ca 1913



The Pretoria Civic Trust were the initiators to have the Tram Sheds re-used as a shopping mall

SISULU STREET (Prinsloo Street)

HISTORY

Joachim J P (Tweeduim “Two-thumb”) Prinsloo was a mining entrepreneur and a pioneer merchant in Pretoria. The names Prinshof (near the Apies River) and Waltloo (an industrial township) recalls his name.

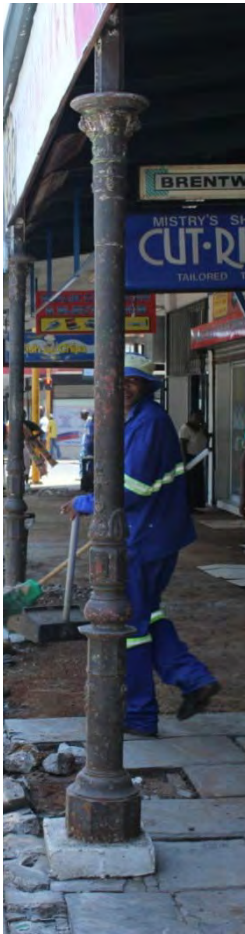
HERITAGE RESOURCES

From north to south left hand side (eastern side)



From Johannes Ramokhoase Street up to the Midtown Building all shops should be restored in compliance with the National Heritage Resources Act, no 25 of 1999.

The street block presently occupied by the South African Reserve Bank Building had similar Indian shops. The Indian businessmen were the hidden economic back bone of the poor whites (arm blanks) during the period 1910 to 1970. This could be recorded on an interpretation board on the sidewalk.



The marvel of cast iron



On the south east corner of Helen Joseph Street and Sisulu Street one of the Zuid-Afrikaansche Republiek's presidents (Thomas Burgers) had his residence here. This could be recorded on an interpretation board on the sidewalk.



From north to south right hand side (western side)

On the south west corner of Sisulu and Helen Joseph Street was the old market which moved from Church Square in 1891 and was demolished in 1966.



Market Hall Lewis & Marks Building Indian Shops Sisulu Street

The Market Square

DU TOIT STREET

HISTORY

Du Toit Street was the eastern boundary of the original town of Pretoria. The name commemorates Andries François du Toit (1813-1883). He filled the post of landdrost and was given the task of officially laying out the town.

Pretoria at that time was bordered by Boom Street; Potgieter Street; Scheiding Street and du Toit Street.

The street was named after him because it was the boundary between the town and the farm owned by him. (Andrews T, 1989. P27)

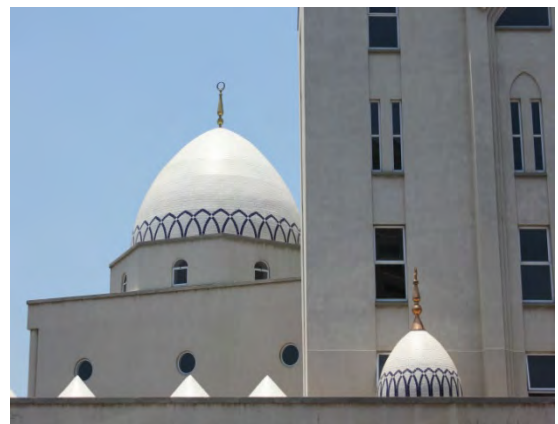
The 'Sunnyside Tram' turned from Helen Joseph Street south into du Toit Street and ran as a single line in the centre to Esselen Street.



In Du Toit Street the original boundary of Pretoria could be inserted in the paving.

HERITAGE RESOURCES

From north to south left hand side (eastern side)



A good example of how to re-use a redundant building. This was originally a five-storey wholesaler and re-designed as a mosque.

Of historical significance is the old Pretoria Technical College with its imitation sandstone façade. Noticeable are the over emphasised 'long and shorts' and the 'keystones'. The former had its origin in middle ages where the master mason constructed the corners of a building and the apprentice mason did the infill. The phrase '*the long and short of the story*' derives from here.



Helen Joseph Street façade (Main entrance)

From north to south right hand side (western side)

The Hervormde Kerk (no 169) is a typical example of the Flemish Renaissance Style.

Designed by Kraan & Wijers (Dutch Architects). This building is of significance as the world famous painter Vincent van Gogh's brother was a member of this church. Cornelius van Gogh was killed in the South African War. His name is immortalised on the scroll of honour attached to the exterior of the church and many overseas visitors makes this a port of call.







An Art Deco style apartment block erected by the Nederduitsch Hervormde Church on the corner of Helen Joseph Street.

BLIC SPACES

In the precinct under discussion there are three existing Public Spaces viz. Lilian Ngoyi, Munitoria and Sammy Marks. Each open space to have its own identity and where possible linked with the past but adaptable to present and future uses.

Furthermore these open spaces can be integrated with Church Square and Union Building's Amphitheatre and Garden

The various identities could be as follows:

- Lilian Ngoyi Commerce
- Sammy Marks Arts & Culture
- Munitoria Local affairs
- Church Square Ceremonial) outside scope
- Union Buildings Political) of the brief

Lilian Ngoyi Square

The old Municipal Market, situated on the the street block Helen Joseph/Lillian Ngoyi/Pretorius/Sisulu Streets had to make way for the State Theatre, Strijdom Square and the Volkskas Building in 1966.

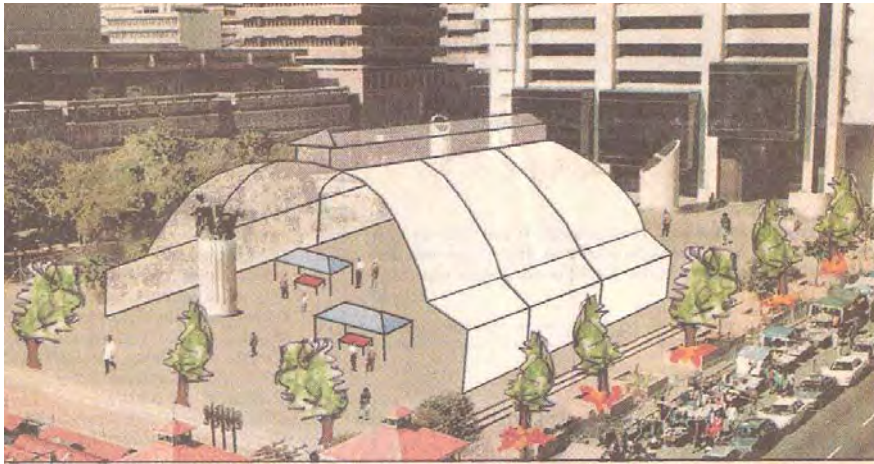


The Jameson Raid trial (or the Reformers) in the Market Hall 1896

This square can be associated with commerce as Pretoria's Market was situated on this site and for the past decade or so formal and informal trades are plying their trades. Below a proposal how this open space can be utilised and still commemorating Pretoria's commercial heritage.

There is also a visual and spatial link between the Sammy Marks Square and Lilian Ngoyi Square.

Public toilets on this square are a necessity.



Design by Anton Jansen; Graphics by Maryke Carstens; Beeld 4 July 2001

A proposal to erect a glass dome on Lillian Ngoyi Square to house informal traders.

Sammy Marks Square

For more than a century this corner site (north east corner of Helen Josphe & Lilian Ngoyi) was used for commercial purposes. The photograph below, taken in 1914, shows John Jack's on the corner. John Jack, born on the farm Germiston near Glasgow in Scotland was a mining pioneer (Simmer & Jack Gold Mine) and the city of Germiston was named after him.



The property was expropriated by the City Council of Pretoria and the new Sammy Marks Complex was erected in 1993 with the Sammy Marks Square a part of the integrated development that includes both public and private sector amenities. This is done to form a meaningful integration with the broader civic context which would also include the



adjacent developments in order to create a precinct which is seen as a "people's place" and serve as an identifiable physical landmark in the heart of Pretoria. (www.ablewiki)

The centre houses various municipal departments e.g. Culture & Recreation, the Es'kiah Library (Es'kiah Mphahlele – prophet and social critic) and the magnificent Pretoriana Collection.

The ground floor colonnade and first and second floor covered passages are ideal for viewing and protects the public during inclement weather.

With this as background the square is eminently suitable to form an open air art-and-culture nucleus.

Munitoria Square

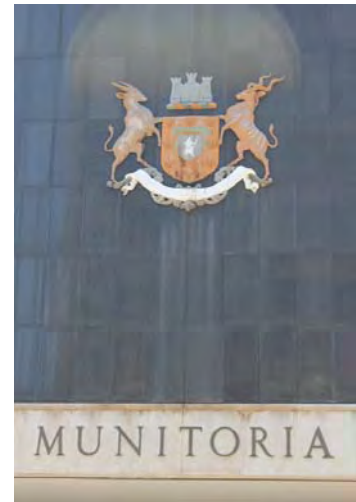
This public space must be opened again and various objects relating to local government and/or typical of the Tshwane region exhibited.

Pretoria's birthday and the commemoration of Tshwane's new local dispensation could be annually celebrated here.

Presently a huge rock from the basement excavation is front of the main entrance (presently hidden by corrugated fence).

Public toilet facilities are a necessity on this corner.

The monument commemorating those who have died for freedom needs urgent restoration and good interpretation.





RECOMMENDATIONS AND CONCLUSION

The following is recommended

1 TRAMS

Closure of certain streets to vehicular traffic will have an impact on other streets in the CBD.

Although modes of traffic is outside the scope of this report transport planners should take cognisance of the fact that trams in the CBD are historical correct and does have advantages over any other mode of transport.

Metropolitans seeking traffic solutions for their CBD's turn to electric trams or upgrade their existing tram systems. Intelligent trams have a larger capital outlay then buses but the investment is superior to any other transport. See London (UK) *et al* for turn-about strategy.

Trams will be advantageous to connect the historical points under discussion in this project with other nodes e.g. Union Buildings, Church Square, Historical Mile (Paul Kruger Street), Freedom Park.

Residential suburbs such as Arcadia, Sunnyside, Berea, Salvokop and Marabastat can be linked by a tramway.

2 MEMORIALS

Memorials should be erected to *inter alia* educate visitors, attract tourism, connecting people to commemorate the past.

It is the responsibility of the city authorities to keep the legacy of the city alive and pass it onto coming generations as a reminder of the 'good and the bad'.

Signage pointing to where black citizens once lived will give cognisance to the immense important role they played in the development of the CBD. Presently this is nowhere acknowledged.

Memorials along Sisulu Street, *albeit* not always large structures, commemorating disruption, displacement and restriction of peoples, should be erected.

It is recommended to recall the historic footprint of tram lines and boundary of Pretoria on streets and at pedestrian crossings.

Jacaranda's played an important role in the beautification and marketing of Pretoria. Before Lillian Ngoyi Street was turned into a one-way street, Jacaranda's lined the street. The uprooting and replanting at Klapperkop along Johan Rissik Drive should be commemorated.

3 RETURN OF RESIDENTS

Traditionally Pretoria CBD was a mixed-used town with residential, commercial, institutional and industrial buildings. Through economic evolution, industry moved away from the CBD but by governmental intervention, no residential component was allowed in new buildings (1930's). This phenomenon occurred also in other major cities. This process led to inner city decay.

Since 1990 New York (USA) (and many other cities) successfully embarked on a turn-about strategy with the result an increase in living conditions, environmental quality and a decrease in crime.

Buildings such as the Karl Kling Office Block (Madiba Street) could be redeveloped into an apartment block.

Owners of high rise buildings should be encouraged to turn roofs into roof- apartments.

4 PARKING

By reclaiming the precinct under discussion for the peoples and by obstructing motor vehicles entering this section, alternatives must be provided.

Trams, as discussed above, is one alternative. Another alternative is to provide underground parking at Church Square.

This has been under discussion for the past 40 years but due to financial constraints this has not materialised> However this is a long-term investment and proven in other cities (e.g. *Grande Place* and *Place des Héros*, Arras, France).

5 PUBLIC TOILETS

As mentioned before Public Toilets are of necessity in a precinct which caters for pedestrians.

In lieu of erecting new structures existing shops could be rented and re-used as toilet facilities. Using existing shops will have no detrimental impact on historic street fronts. These facilities can be operated on a PPP basis.

6 STREETSCAPES

FLOWER BOXES

Existing flower boxes should be re-vitalised and each set of boxes to be made the responsibility of a custodian. A few examples of existing flower boxes. This could be expanded in front of other buildings, each set of boxes to communicate with the building. Prevent monotony.



Sammy Marks Complex: c/o Lillian Ngoyi & Madia Streets. Custodian CoT



Victims of Freedom Struggle; Muntoria Square c/o Lillian Ngoyi & Madiba. Custodian CoT



Munitoria: Madiba Street. Custodian CoT



Sammy Marks Complex: Madiba Street. Custodian CoT



Desert box (not flower box) Madiba Street. Custodian property owner



c/o Madiba & Lillian Ngoyi Streets: Custodian owner of building

SEATING

A legacy of the 1950 – 1980 era is to prevent people sitting on dwarf walls, window cills, flower boxes, etc. Dwarf walls were designed in such a manner to prevent 'loitering', see below.



Attention should be given to a tourist who needs a resting point, to view the surroundings and associate the seat with the environment.

Standard street furniture may be vandal proof, low in maintenance and economical but could become monotonous and not an added-on value to the city's streetscape.

A few suggestions:



*Bicycle seats to commemorate the many
cycle shops*



Basket seats around the old Market Square



*Horseshoe seats in front of the Slonimsky
shop*



Contemporary seating

PAVING

The only historical paving of heritage value is the blue cut slates. Presently these paving slabs occur in small sections throughout the precinct and therefore do not form a unity. They should be uplifted and re-used in a section(s) where the heritage value is optimised.

Damaged slabs should be carefully removed and cut to specific sizes and re-used in flower boxes, memorials etc.



A typical scene in the CBD. This sort of vandalism must be prevented. Broken slates can be re-used, see below.



Re-use of old Slates in walls



..... or as decorative paving



A typical example of good interpretation (Paving Queen Street, Mosque)

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