

## BACKGROUND

### THE FOCUS AREA

Over many years the North-west edge of Pretoria's Inner City has been forgotten by the development framework of Inner City integration. As a result the edge has a dead area with large open tracts of undeveloped land. The appearance of the area demonstrates a significant moment in the history of the city. To preserve the history and uplift social economic growth the site has been chosen as a pioneer project of the development process in the area.

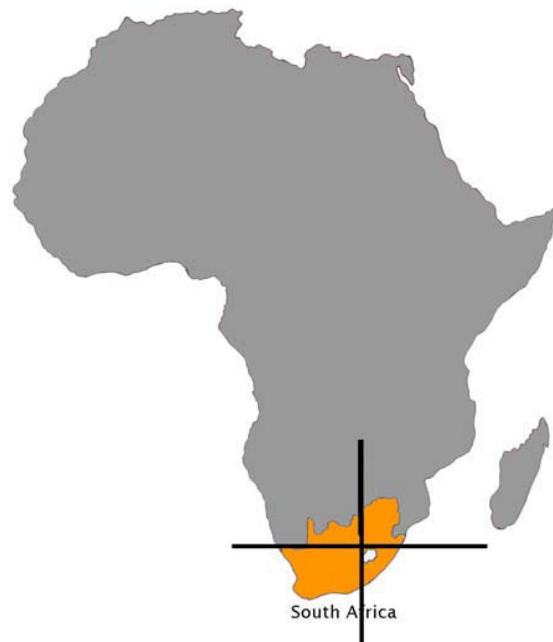


Figure 2.1.1 Location in Africa



Figure 2.1.2 Location in South Africa

## SITE LOCATION

The proposed site meant to accommodate the social housing project is situated in the North-west of Pretoria Inner City, close to Marabastad. It is located on the corner of Schubart Street and Struben Street.

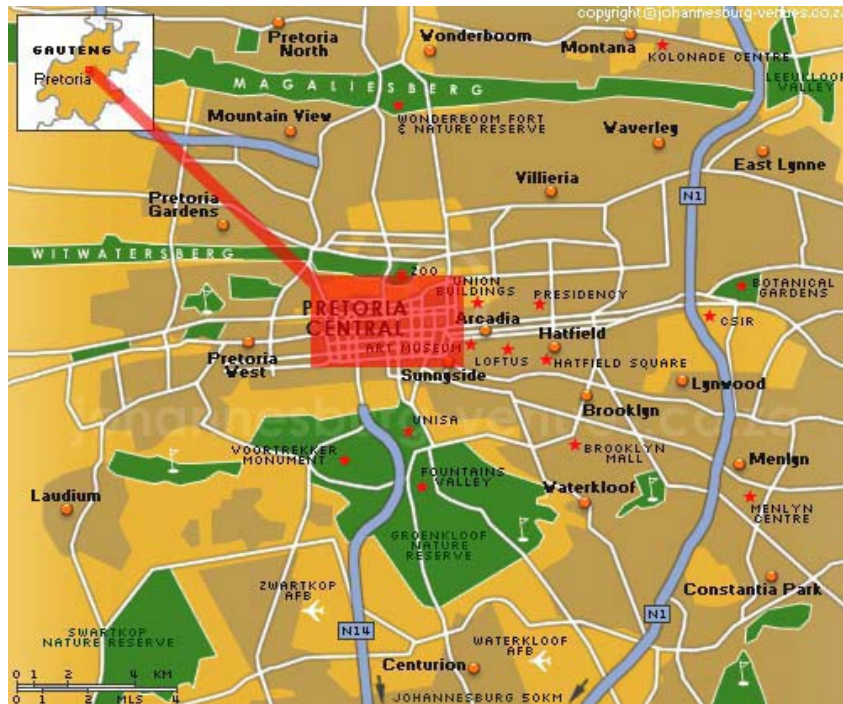


Figure 2.2.1 Location in Gauteng Province  
([www.johannesburg-venues.co.za/pretoria-map.htm](http://www.johannesburg-venues.co.za/pretoria-map.htm))



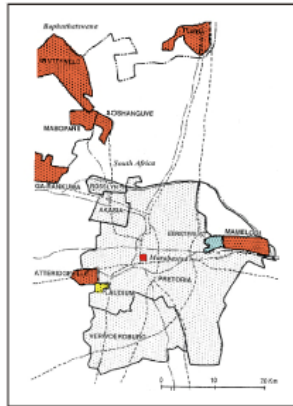
Figure 2.2.2 Location in Pretoria CBD  
(Department of Geography, University of Pretoria 2007)

## HISTORICAL CONTEXT

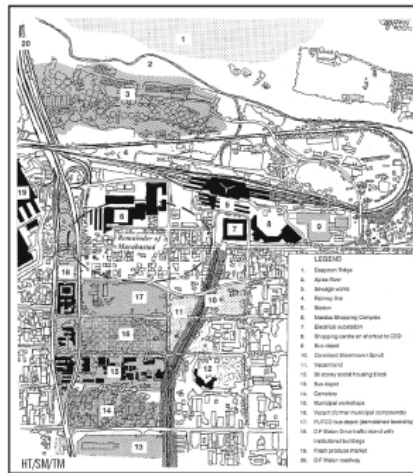
Marabastad plays an important role in the function of Pretoria. Over a hundred years ago Marabastad was not part of the Inner City of what was then Pretoria. It was planned by the Apartheid regime to accommodate mixed-use facilities for black, coloured and Asian communities. The growth of the black population, the Indian immigrants and the coloured community during the 20th century forced the Apartheid regime to pass new laws to stop the expansion of the communities towards the Inner City of Pretoria. The new relocation of the black community to the North of Pretoria drastically increased commuter traffic from the new townships to the city centre through Marabastad.



Figure 2.3.1 The transformation of Marabastad (Tayob, 2002: 42)



Divided Pretoria in 1990 (Source: Lemon)



Besieged Marabastad in 1990



Figure 2.3.2 Marabastad as a bridge from surrounding townships to the city.  
(Tayob, 2002: 60)

The new railway station, Belle Ombre, and associated bus and taxi ranks, was proposed by the regime in 1965 to deal with the increased traffic and was completed in 1981.

The development of the Belle Ombre Station established a node for trading and public transport. It acted as a bridge from the townships to the city centre and from Marabastad to other destinations around the country.

Marabastad was a vibrant mixed-used community environment. The end of this development process during the 1960's resulted in a downward spiral that made the area an inadequate place to live.

Crime, poverty, unemployment, homelessness, informal trading, inappropriate services delivered to squatters in open land and disintegrated community life emerged.

Post 1994 the South African Government on the basis of the new National Constitution appeared in 1996 to address the problems of the past, embarking on a new development programme for. An urban framework project to uplift Marabastad, and integrate it into Pretoria's Inner City



## URBAN CONTEXT

The area around the proposed site currently has a mixed-use function associated with it.

It consists of residential areas, commercial areas, open land and education and Government facilities. Most of the facilities are for the working class. The residential zone is situated to the South of the proposed site, along Proes Street. Considered as low cost housing it is accommodated within a complex of four high rise buildings, each more than 20 stories high. The complex has sport and recreation facilities. The existing recreation facilities are for children to use after school and are monitored by a supervisor.

The adjacent building, on the corner of Potgieter Street, is a 7 storey building housing flats, but is however not classified as inner city low cost housing.



Figure 2.4.1 The urban context around the site  
(Department of Geography, University of Pretoria 2007)



Figure 2.4.2 urban context

The East side of Proes Street comprises Government and education facilities. The education facility is a primary school for boys and girls from grade 1 to 7. Within a walking distance of 25 minutes from the proposed site there are existing recreation and historical facilities. The National Zoological Garden is situated in the North-east along Boom Street at the corner of Paul Kruger Street.

The Belle Ombre Train Station is located in the North-west along the extension of the Potgieter Street corner with Boom Street. Further, on the South-east, Church Square is situated in the centre of Pretorius, Vermeulen, Bosman and Andries Streets. The Paul Kruger House and a Church are situated to the South of the site, along Church Street

## **THE PROPOSED SITE CONTEXT**

The site is L shaped and falls in a smooth slope from the South-east of Proes Street to the North-west of Struben Street. It comprises 50% open land, with the rest covered by buildings. The existing built environment is made up of a car workshop and parking on Struben Street, at the corner with Schubart Street. Proes Street is occupied by a car workshop. A middle class school, with crèche and pre-primary levels from grade 1 to 5, is situated on Potgieter Street, at the corner with Struben Street.

The open land at the corner of Proes and Potgieter Street is used by the school as a sports facility. The other portion of open land on the corner of Schubart Street and Proes Street is an informal taxi rank.

The middle of the site is occupied by different informal and trading activities. Footpaths play an important role as a short cut between the streets.







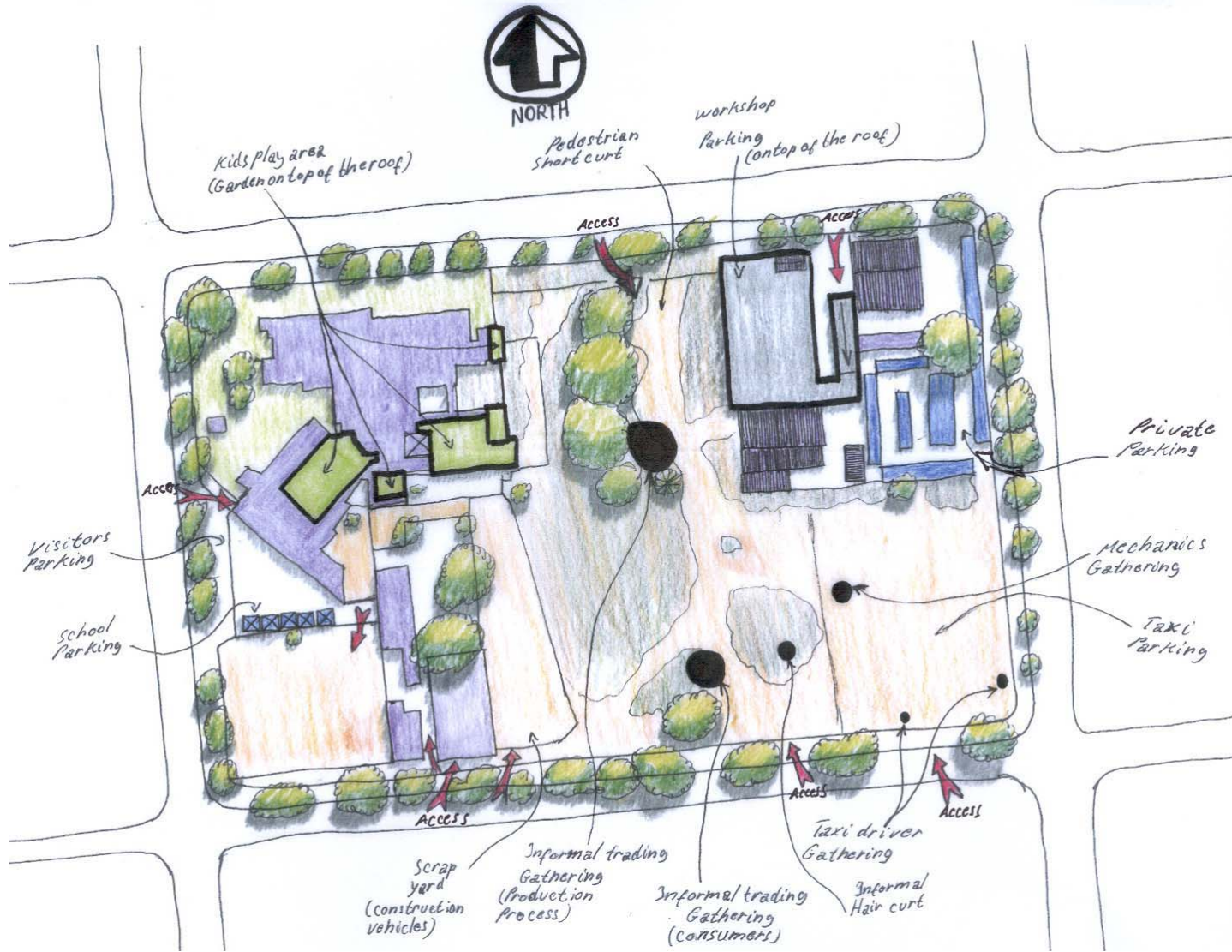


Figure 2.5.2 Existing activities on site



Figure 2.5.3 Car workshop on North-east of the side



Figure 2.5.4 Car workshop on South-west of the site



Figure 2.5.5 Rental parking



Figure 2.5.6 Education facility



Figure 2.5.7 Sport facility

## Transport and Routes

Public and private transport links the West of Pretoria and Pretoria Central Business District through Struben and Proes Street. Transport is frequent in this area. However, no bus stops exist on the site. The surrounding roads are not very busy. The distance from the site to Church Square is walkable. Pedestrian traffic is very low compared to bus and taxi traffic. Noise pollution is relatively low. The existing taxi rank on site is not a pickup point, it is only for parking services.

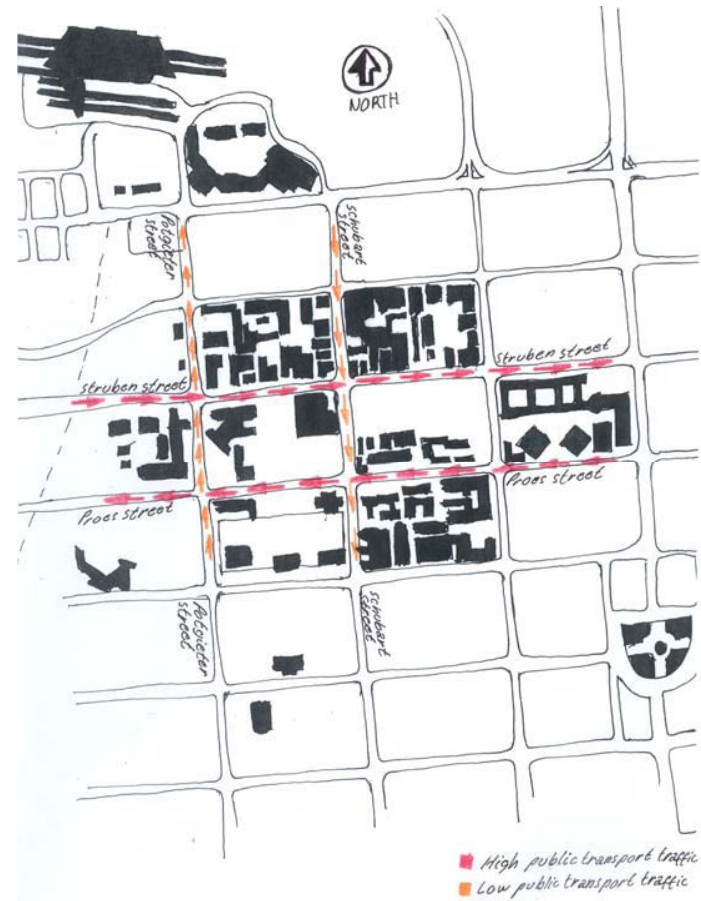


Figure 2.5.1.1 Public transport route





Figure 2.5.1.2 Vehicles traffic



Figure 2.5.1.3 Pedestrian traffic

## Trading and Safety

Due to the open nature of the site, as well as the pedestrian traffic and the existing taxi rank, informal trading has emerged.

The businesses are run by homeless people who produce and sell their own goods and by hawkers who supply meals to taxi drivers.

The site is inappropriate to sustain these types of businesses. It does not have running water, sanitary or disposal facilities. Therefore, the informal trading has destroyed the environment through overcrowding. The site has also become unsafe and vulnerable for crime activities



Figure 2.5.2.1 Existing informal trading



Figure 2.5.2.2 Existing taxi parking



Figure 2.5.2.3 Foot paths layout  
(Department of Geography,  
University of Pretoria. 2007)

## Servitudes

The site's sewer connection runs along Proes and Schubart Street. No water connection runs on the proposed site. It runs on adjacent sites along Struben, Potgieter and Proes Streets.

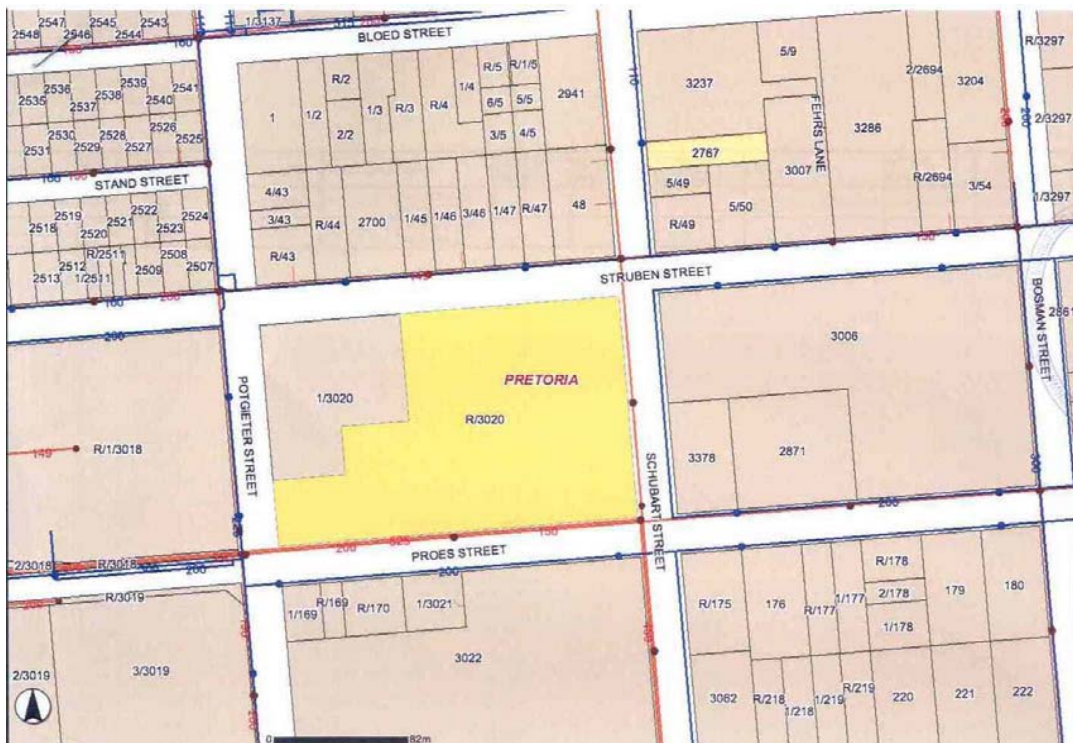


Figure 2.5.3.1 Servitude layout around the site  
(Municipality Council, Pretoria. 2007)



## Climate

The area is characterised by high temperatures during the summer season and low temperatures in winter. The rainy season is in summer, with an average rainfall of 741mm per year. “Mostly precipitation occurs in thunderstorms with rates of around 901 to 100mm per hour”. (A. Tayob, 2002:14)

The wind is not strong during either of the seasons. It blows mostly from the North-east in the morning and the North-west in the afternoon.

## SWOT ANALYSIS OF THE SITE

### **S** = Strengths

- Excellent site for a residential zone: calm, low noise pollution, easy access from Pretoria CBD along Proes Street and Pretoria West through Struben Street. Regular public transports and taxis along Strube and Proes streets.
- Close to education, recreation, historical facilities and the Pretoria CBD, which is within a 25 minute walking distance.
- Predominance of light industrial activities along Struben Street.
- High pedestrian movement during rush hour.

**W** = Weakness

- Open land, pedestrians use the site as a short cut.
- High level of homelessness.
- Predominantly unemployed people and hawkers use the land.
- Little pedestrian traffic after rush hour.
- Lack of market, shops, food outlets, parking bays, safety, public spaces and public toilets.
- Few bus stops along the streets around the site.

**O** = Opportunity

- Reinforce commercial facilities along the streets creating infrastructure for both formal and informal business activities.

**T** = Threats

- Crime activities.
- Slow development process.
- Lack of safety and job opportunities.
- Existing taxi rank parking.
- Alcohol abuse amongst the homeless.

## SITE ZONING

The proposed site is under the zoning certificate: Remainder of ERF 3020 Pretoria, Pretoria Town-Planning Scheme, 1974. This indicates that the site shall be used only for general business and residential areas.

## Site Coverage

The total coverage of the buildings shall not exceed 50% of the site.

## Site Height Restrictions

The maximum height of the buildings shall not exceed 16 metres

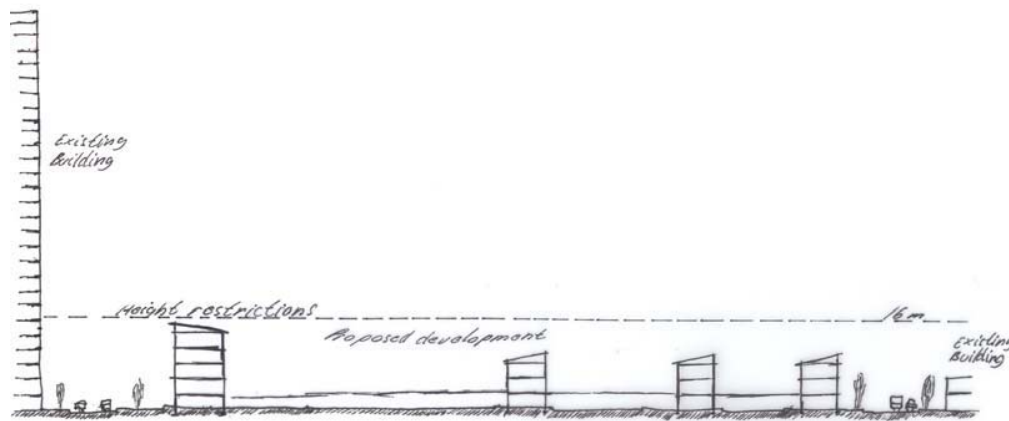


Figure 2.7.2.1 Height restriction



## Site Parking Requirements

The buildings shall provide demarcated parking spaces with manoeuvring space and 4 parking bays per 100m<sup>2</sup> gross floor areas.

## Site Floor Space Ratio (FSR)

The maximum floor space ratio (FSR) of the buildings shall not exceed 0.7

## Building Lines

The building lines are 3.5 metres from the boundary line of Struben and Potgieter Street. The site has an excellent context for a Social Housing Building. It is close to the centre of the Pretoria Central Business District. Transport routers, education, historical and recreation facilities are within walking distance. Walking distances will reduce the time and cost of transport along the routes, from home to work and school and vice versa.

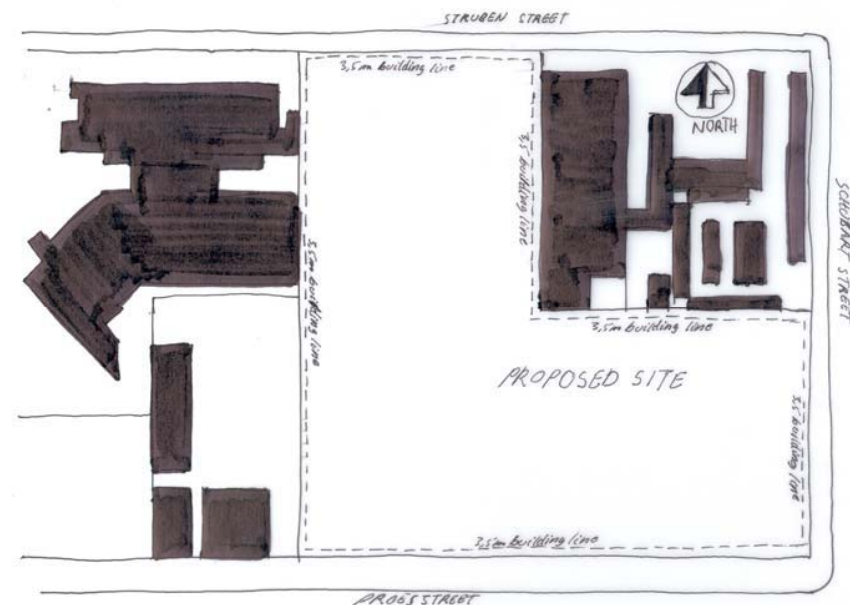


Figure 2.7.5.1 Site building lines

## PROPOSED DEVELOPMENT FRAME WORK

Aziz Tayob Partnership Architects Inc was appointed by the City Planning and Development Department of the City Council of Pretoria in 1997 to propose the integration of the urban design framework for Marabastad into the grid of the Inner City.

The proposal was based on physical and social economic issues related to urban design and environmental reintegration.

The urban framework is aimed to develop guidelines for a roads network, site layout, informal trade, public transport and public spaces in order to engage the socio-economic context of the Inner City. According to this proposal the chosen site was designed as a high-density residential and commercial zone.

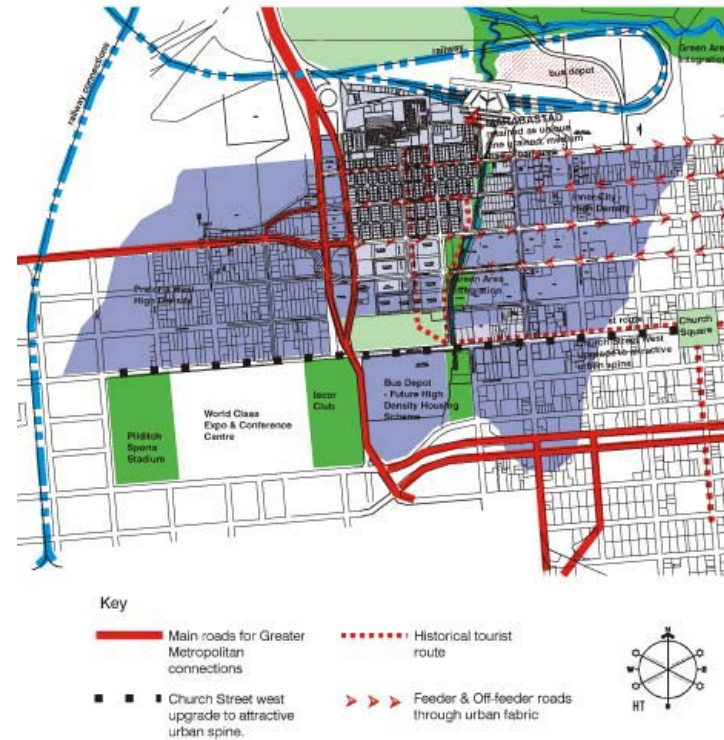


Figure 2.8.1 Proposed integration to the Inner City (Tayob, 2002:5)

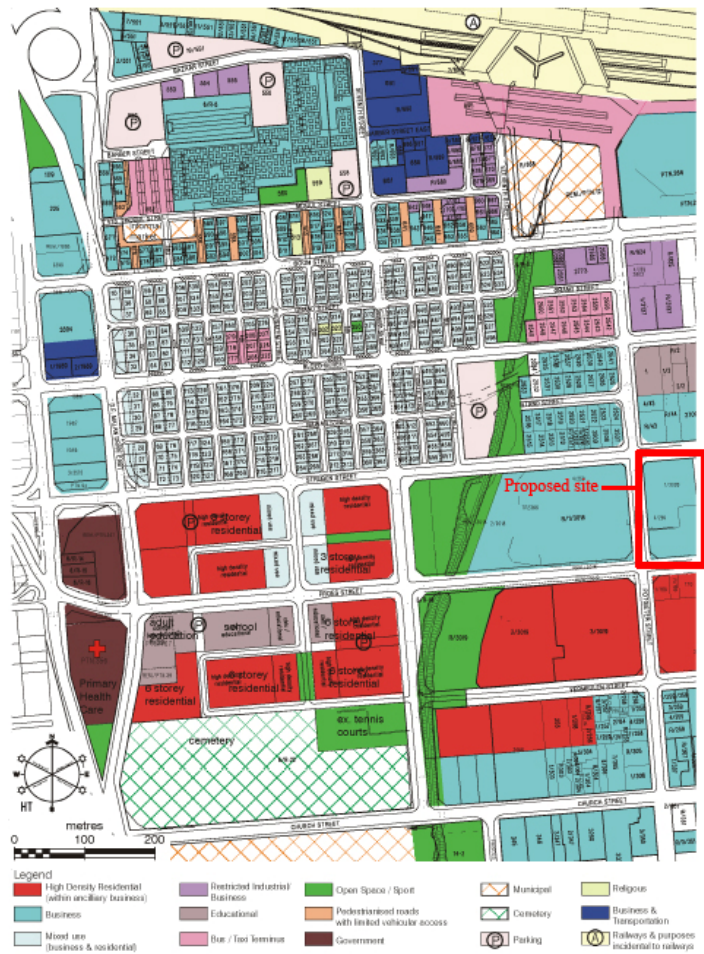


Figure 2.8.2 Proposed zoning  
(Tayob, 2002:22)

The physical aspect was to be integrated by defining the areas between Marabastad and the edge of the city through a transition in scale and density, where urban context (transport infrastructure and green spaces) and building context (heights and building function) filter into the city. On the other hand the socio-economic proposal integrates the community in uplifting programmes with regard to finance in housing, marketing and other diverse potential investments that re-establish the area as a tourist destination, and as a better place to live in Pretoria city. According with the framework, the proposed site was zoning for business.