

4.1

# LOCATION



Fig - 4.1  
Photograph of historical  
remains on site. These  
buildings were the old  
foreman's homes. By Au-  
thor.

# CONTEXT

## INDUSTRIAL DEVELOPMENT IN PRETORIA - A BRIEF OVERVIEW

The administrative capital of South Africa, Pretoria, has a rich heritage of industrial development which shaped the physical growth of the city. In 1855 Pretoria was established as a municipality which makes it the oldest manufacturing center in the old Transvaal (now Gauteng).

By 1955, Pretoria's industry produced 30% of the country's total industrial output. This rapid industrial development was not only due to extreme human enterprise but due to the geographical location of the city (Unknown, 1955, p. 99). The occurrence of basic raw materials within close proximity and the rail and road connections with domestic and foreign markets made it an ideal place for the modern industrialist. Pretoria forms part of the Witwatersrand industrial complex which comprises Johannesburg, The East and West Rand and Vereeniging. By the 1960's this industrial complex served 2.5 million people within a 115 kilometre radius (Stark, 1955).

Pretoria's close proximity to iron ore and coal, resulted in ISCOR (now MITTAL) being established here. ISCOR became South Africa's largest steel manufacturer and took local production of steel from 18% to 90 percent within 15 years of its opening in 1934 (Unknown, 1955).

Local government also aided the industrial progression by developing support services for the industrialist, such as the SABS (South African Bureau of Standards) and the CSIR (Council for Scientific and Industrial Research). This growing industry forced other sectors to upgrade and expand, such as the rail network which by 1950 became the 4th largest in the Union. By the 1960's there was no more space to repair coaches and the government undertook the construction of new workshops

at Koedoespoort; at the time was the largest rail maintenance workshops in the Southern Hemisphere. (Stark, 1955, p. 100)

The steel industry may be the most significant in the development of industrial Pretoria but there were/ are a few other industries that also played significant roles. The Kirkness brick making yards, situated in Groenkloof which had an annual output of 50 million bricks and the development of Portland Cement at Daspoortrand which was the first of its kind in South Africa (Unknown, 1955, p. 54).

By the late 1950's the local government wanted to develop secondary industry in Pretoria and located a new industrial development area about 10km north of the city centre, known today as Rosslyn. This was the start of the industrial sprawl which was later to become the cause of industrial wastelands around the periphery of Pretoria.

Industrial development forms a large part of Pretoria's heritage, but is somewhat overshadowed by Pretoria's eventful political past. When entering Pretoria from the west, there is some poetic justice in the fact that not only the Voortrekker Monument is visible perched on the hill, but by its feet the ISCOR complex grinds on (Stark, 1955, p. 33).

In 1873 after the discovery of gold at Pilgrim's Rest, Hungarian industrialist Alois Hugo Nellmapius came to Pretoria to pursue his fortune. After many small enterprises in 1881 he received the sole right to manufacture alcoholic beverages from President Kruger and met with businessman Sammy Marks to establish the first distillery in Pretoria. In 1883 the Eerste Fabrieke Hatherly Distillery opened in Vlakkfontein (now Mamelodi). The Eerste Fabrieke complex expanded further when in 1895 the South African Fruit and Meat Preserves Company opened next to the distillery and was later joined by the Consolidated Glass

Works Company in 1896. Eerste Fabrieke Hatherly was the first industrial development in Pretoria and set the tone for future industrial development (Kaye, 1978, p. 3).

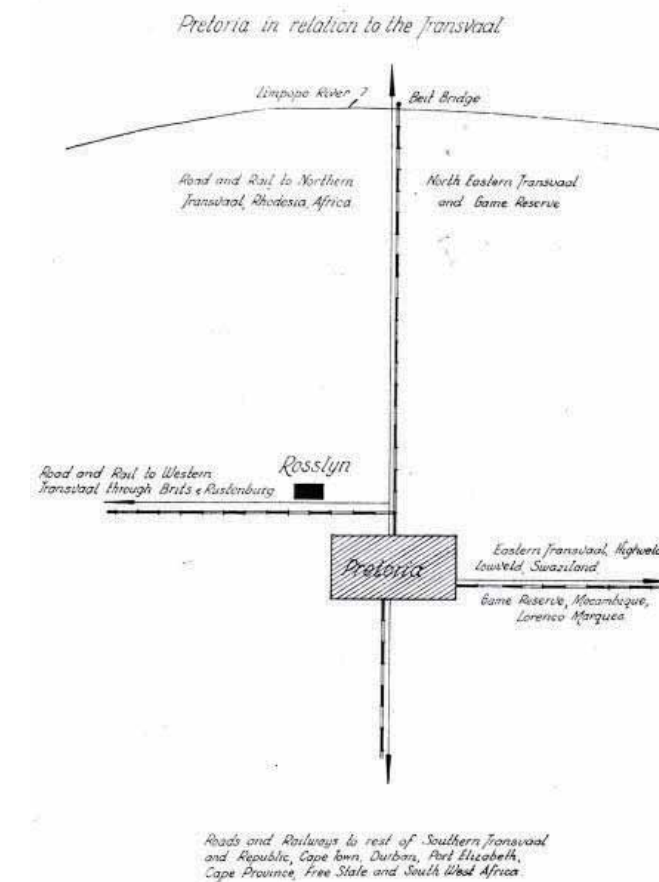


Figure - 4.2 - Rail and Road network in Pretoria 1955

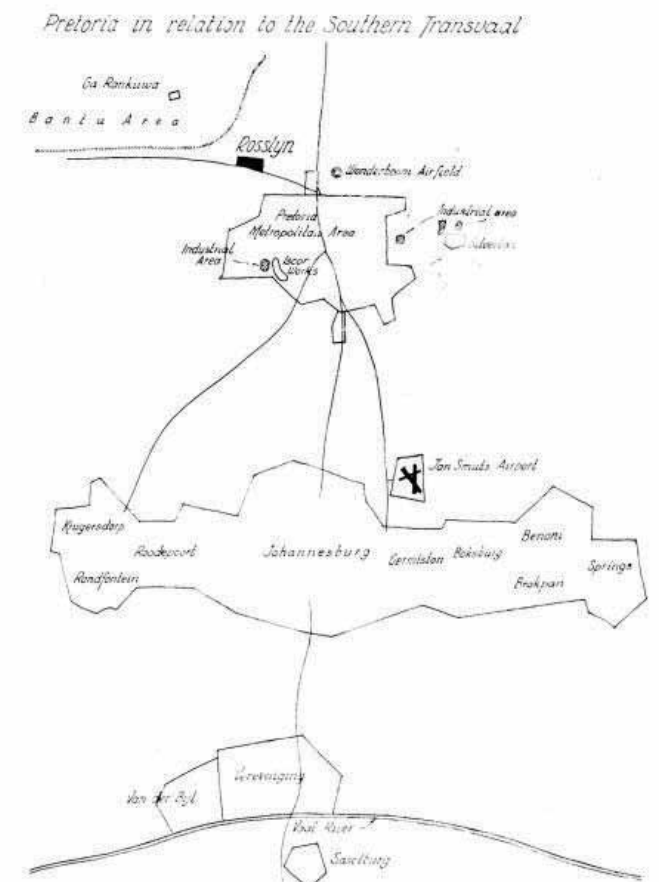


Figure - 4.3 - Witwatersrand Industrial complex

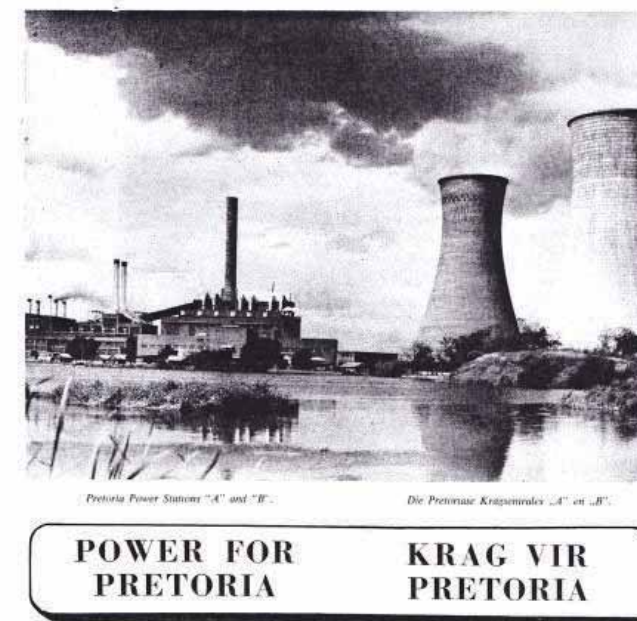


Figure - 4.4 - Pretoria West Power Station initiated industrial development

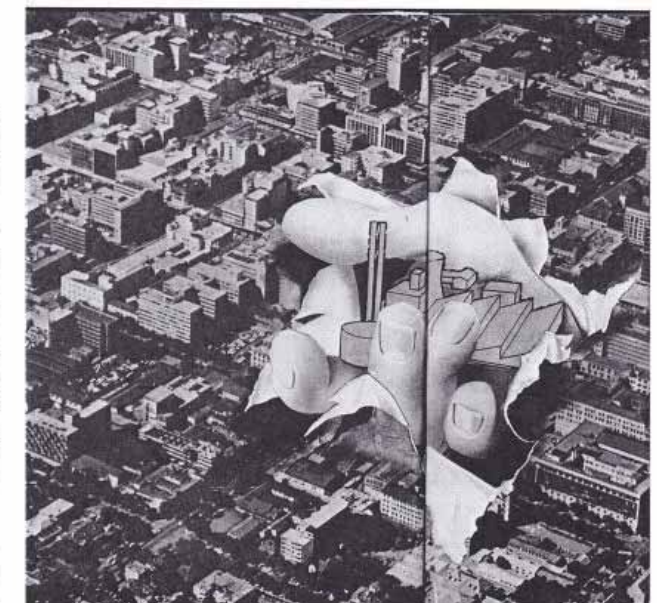


Figure 4.5 - Image from 1955 - Pretoria and Industry

# SETTING

## SITE SELECTION CRITERIA

The following criteria were established to focus the selection of site. The criteria aim to address a typology of site that can act as a canvas on which the hypothesis and sub problems of the dissertation can be tested.

The site should have rich industrial heritage.

Only brownfield sites will be considered.

The site should have existing infrastructure: transportation and basic services.

The site should be well connected to neighbouring communities.

There must be future initiatives for development on the site.

## SITE SELECTION

The investigation started by looking for sites close to the CBD of the CoT (City of Tshwane). The search led to the area of Pretoria West which is characterised by secondary industry that has mostly become defunct and derelict. Pretoria West was considered and measured against the criteria but finally disregarded due to the lack of connection to local communities and no future development initiatives of substance. Further investigation found a site in the Eastern precinct of Tshwane called Mamelodi, where all the criteria were met and a site called Eerste Fabrieke Station Precinct was finally chosen.



Figure - 4.6 - Africa with South Africa as indicated (By Author)



Figure - 4.7 - South Africa with Tshwane as indicated (By Author).



Figure - 4.8 - City of Tshwane with Mamelodi as indicated (By Author).



# PROJECT LOCATION

## WHY MAMELODI AND EERSTE FABRIEKE?

The site is well connected to transport infrastructure: Love Drive and Eerste Fabrieke Train station borders the site

The site has a very strong industrial heritage; it is where the first industrial building in the old Transvaal was built, namely the Eerste Fabrieke Hatherly Distillery.

The site has lost all industry related production and is now used for cattle farming, therefore making it a brownfield site.

The site is bordered by communities such as Mamelodi to the north and Nellmapius to the south making it a intersection between the two.

GAPP has developed a framework for the Mamelodi and Nellmapius area called the Tsosoloso Program, which includes developmental framework for the site and its surroundings.

## SITE ANALYSIS

The Eerste Fabrieke site is currently occupied by a cattle farm which covers the entire heritage area as well as more land to the East. There are only a few remains of the original Eerste Fabrieke factory which consist of underground vaulted tunnels in which the alcoholic beverages were distilled, some foundations of the Consolidated Glass works and some houses dating back to the founding of the distillery in 1883.

The rail forms the site boundary to the north with the Eerste Fabrieke station located on the site. The southern and western boundaries of the site are defined by the Pienaars River, and the eastern boundary is defined by the proposed new Hans Strijdom Precinct.

The Nellmapius Township has extended north and almost meets

with the Pienaars River which forms the Southern boundary of the Eerste Fabrieke complex.

## PROBLEMS

The site acts as a wedge between Mamelodi west on the northern side and Nellmapius on the southern side. This is due to the site being occupied for agricultural purposes and is therefore disconnected from the urban network.

The railway line on the northern side of the site and the Pienaars River on the southern side, act as physical barriers that restrict access to the site. There is only one way to and from the site and that is via a deteriorated dirt road which connects with Love Drive and travels underneath the railway line to Tsemaya Road. The road is in such a bad condition that travelling is slow and dangerous.

The site is a prime location for the connection of Mamelodi West and Nellmapius North, but due to the physical barriers and limited access, the site lays dormant and acts as a divide rather than the connecting tissue required.

## OPPORTUNITIES

The site forms part of the new spatial development framework designed by GAPP. The fact that the site is well serviced with infrastructure, namely the Eerste Fabrieke Train Station, and is in close proximity to other large vehicular routes, makes it ideal for nodal development.

The abattoir will act as a catalyst for future develop-

Figure - 4.10 - Photograph of cattle grazing in large amounts of rubbish found along the streets of Mamelodi (By Author).

ment on site and will support a series of small business incubators which will produce from the waste of the abattoir. The entire animal carcass can be recycled to produce a myriad of products.

The abattoir and the small business incubators can provide the infrastructure for future growth on the site. The site is to become a production centre which will supply the local community with employment and will establish a local economy within Mamelodi and Nellmapius. The production centre will become the binding fabric between Mamelodi and Nellmapius and will become a production node within the spatial development framework proposed by GAPP.

# 4.3



The site within its context:

1. Eerste Fabrieke Station
2. Flood plane - Green corridor
3. Tsamaya Road Precinct
4. Educational Facility
5. Nellmapius Extension 4
6. Pienaars River
7. Nellmapius Extension 3
8. Love Drive Precinct
9. Hans Strijdom Precinct
10. Dump Site
11. Pienaarspoort Precinct
12. Mamelodi
13. Project Location

Figure - 4.11 - Aerial photograph of the Mamelodi Area.



The site within its context:

1. Eerste Fabrieke Station Platform
2. Eerste Fabrieke Station
3. Historical Houses
4. Historical Outbuildings
5. Love Drive
6. Historical remains of underground storage of distillery
7. Cattle Farm
8. Informal Settlement
9. Historical Building Remains
10. Pienaars River
11. Open Field

Figure - 4.12 - Aerial photograph of the Eerste Fabrieke area.



Figure 4.13 - Heritage on site.

**OnSite**

All photos by author.



Foundations of the original distillery

Underground tunnels that was used for distilling



Deserted office building against station



House dating back to distillery

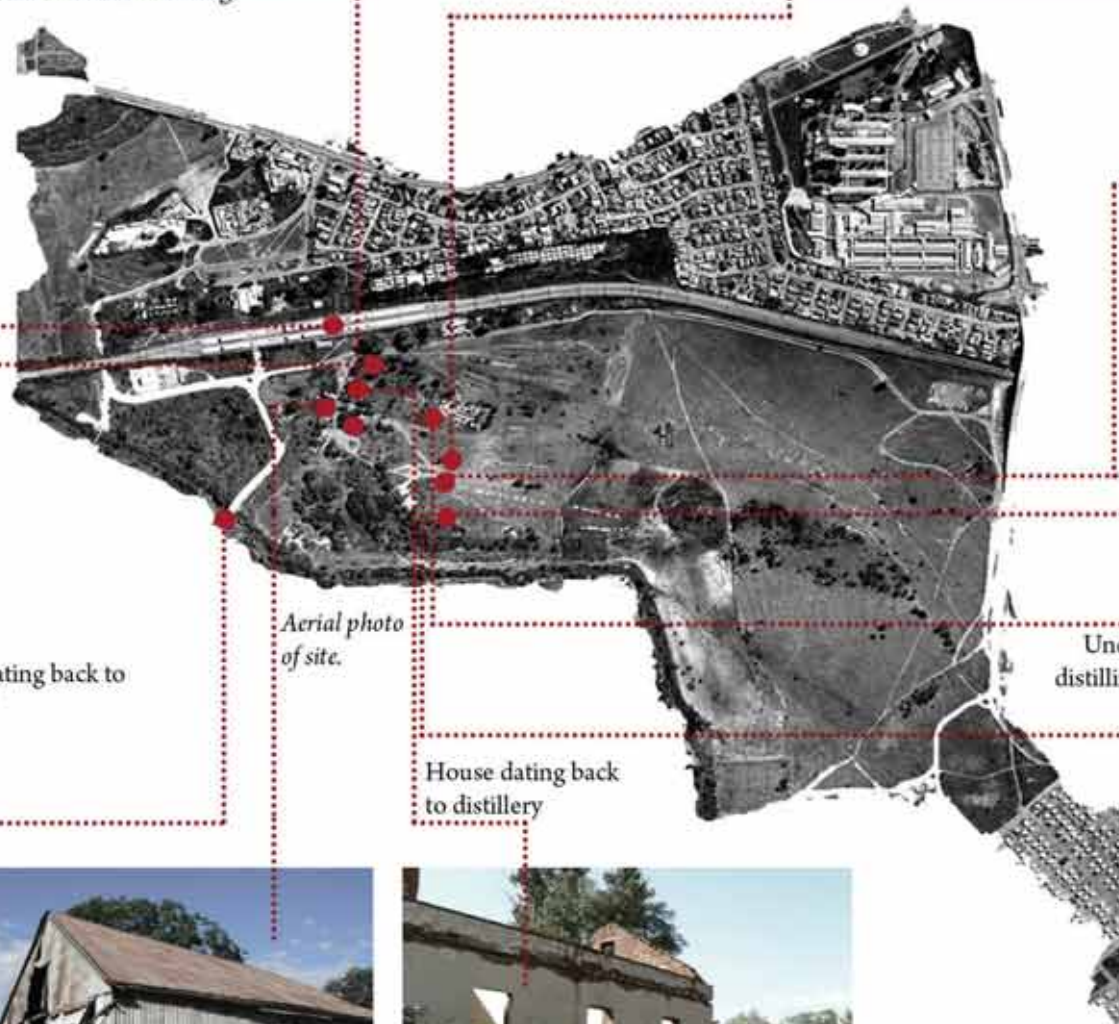
Love Drive access route



Outbuilding dating back to founding of distillery



House dating back to distillery



Aerial photo of site.



Foundation walls of outbuilding dating back to distillery



Underground distilling tunnels

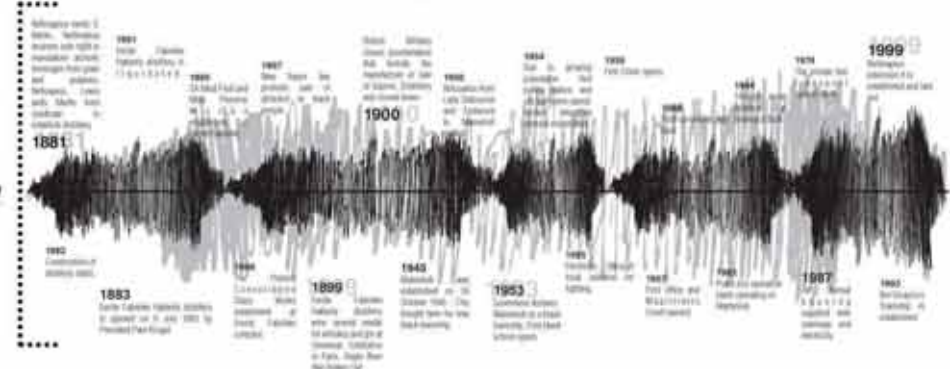


Underground distilling tunnels



Underground distilling tunnels

Refer to Timeline on p. 82 & 83 for historical information.



# BACKGROUND OF MAMELODI

Mamelodi is a black township founded in 1945 under the apartheid regime, situated on the eastern edge of the CoT. The earliest proof of habitation in Mamelodi is of 1854 when it was still known as a farm called Vlakfontein. In 1874 the Vlakfontein farm was divided into three parts with Part one forming south east Mamelodi as it is known today, part 2 is situated at the foot of the Magaliesberg - Mamelodi north, and part 3 is Mamelodi west (J. Walker, 1991, p. 3).

Townships were residential areas created for non - white citizens between 1905-1960 and are still situated on the periphery of the city. These residential areas were separated from the white residential areas by industrial buffer zones. In the case of Mamelodi, the industrial area of Silverton is positioned between it and the CBD of Pretoria, separating it from the white residential areas. (Breed, 2003, p. 1)

Townships were formed by the apartheid city planning logic, which according to Breed (2011) is characterised by the following:

1. Racial separation of residential areas by highways, industrial areas and railway lines.
2. White residential areas located on prime land with natural resources close to the CBD.
3. Black townships were located on the periphery farthest from the CBD and cut off from it by means of buffer zones.
4. Access from the townships to the CBD was mostly through the rail system.

The government created a series of acts to support the creation of townships. These acts were:

The Natives Land Act of 1913. Blacks were allocated corresponding ethnic 'homelands' or reserves to live in and any purchase or lease of land by blacks outside these homelands was prohibited.

The Population Registration Act of 1950 classified every South African by race: whites (from European descent), blacks (from African descent), coloureds (persons of mixed race) and Indians (from Southern Asia).

The Group Areas Act of 1950 reinforced in 1966, established residential and business sections in urban areas for each race; members from other races could not live, operate a business or own land in these areas. (Breed, Mamelodi Presentation, 2011).

By 1950 black people were relocated from the mixed race area of Lady Selbourne, which was one of a few urban areas where black citizens could have property rights, to Mamelodi. In 1958 Lady Selbourne was declared a white area and all black residents had to move either to Mamelodi or other peripheral townships (J. Walker, 1991, p. 1). In 1968 all development in Mamelodi halted because of the influx of many non white people from the countryside and due to this people were forced to move to Bophuthatswana, a homeland/reserve, about 40 kilometers from Pretoria (Breed, 2011).

Today, Mamelodi is a vibrant mixed race community which is still suffering from the apartheid planning of the 1940's. The area has grown to a population of 359122 residents, which is causing the inherent problems to amplify. The area still suffers from a lack of services and service delivery. There is also a lack of local economy in Mamelodi. This is caused by the planning problems within Mamelodi which discourages investment due to the disconnected nature of the place. This will be addressed further in the framework proposal by GAPP. A few statistics regarding Mamelodi:

4.4

## Demographics

Total population: 359 122

Households: 106 670

Ave household size: 3.4

Ave pop. density: 9 415.5 p/ km<sup>2</sup>

Household density: 2 835.7 hh/km<sup>2</sup>

Income less than R30 000 p/a: 60%

Income - none: 23% (of the 60%)



Figure - 4.14 - Photograph of Mamelodi (By Author).



# DEVELOPMENT OF MAMELODI

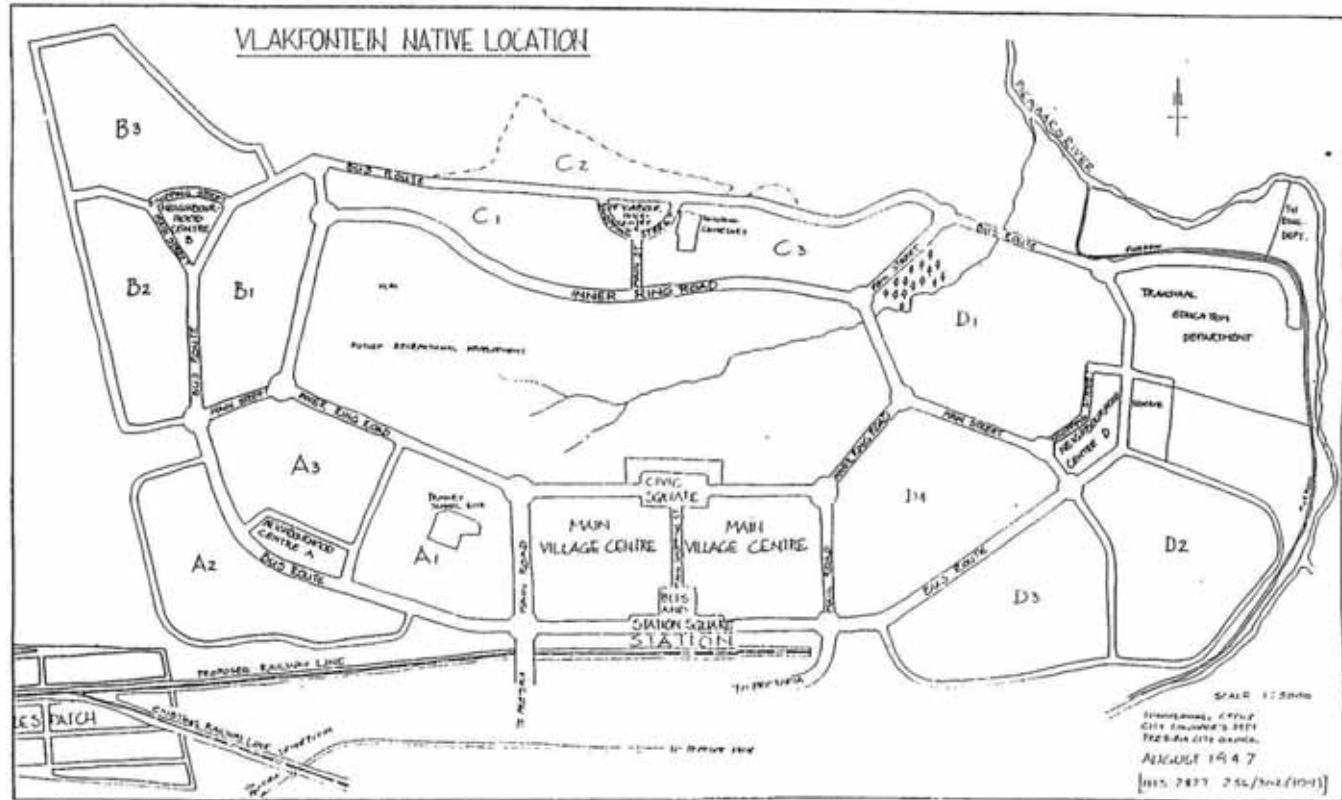


Figure - 4.15 - Layout prior to the establishment of Mamelodi.

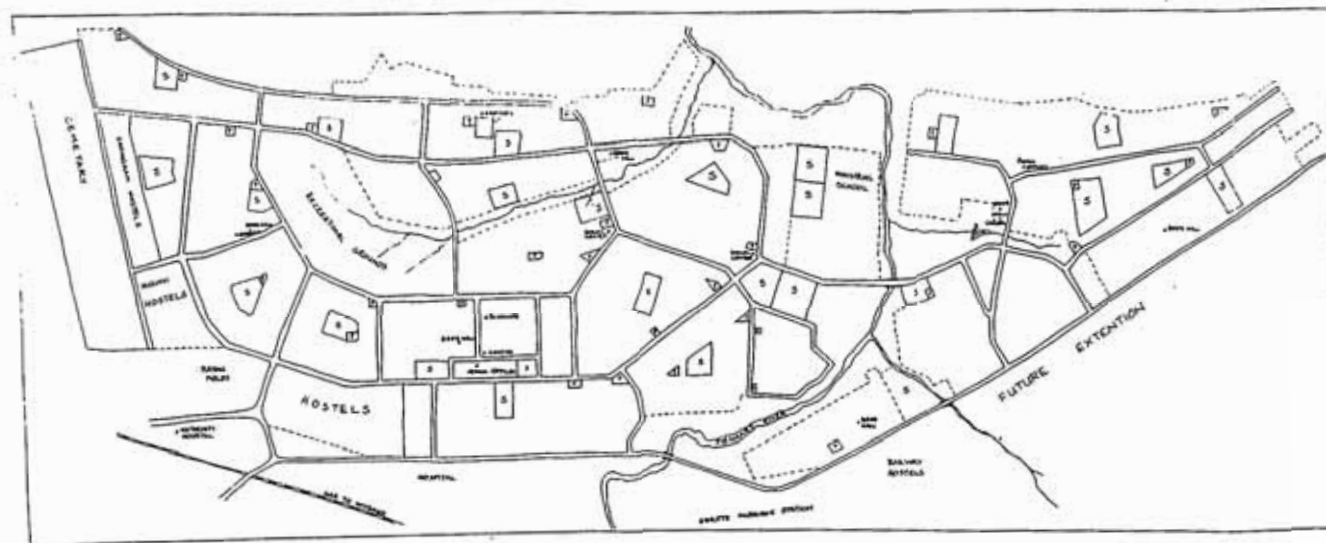


Figure - 4.16 - Old Map of the original layout of Mamelodi (1961).

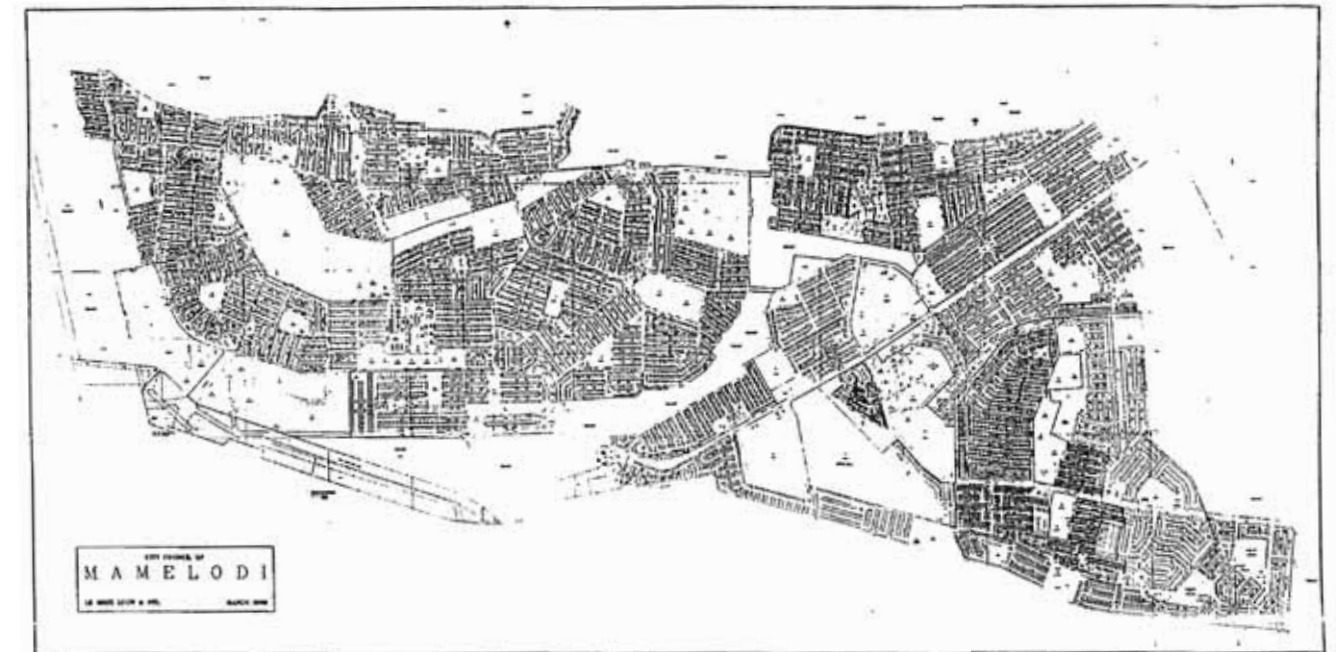


Figure - 4.17 - Survey of built fabric (1970).

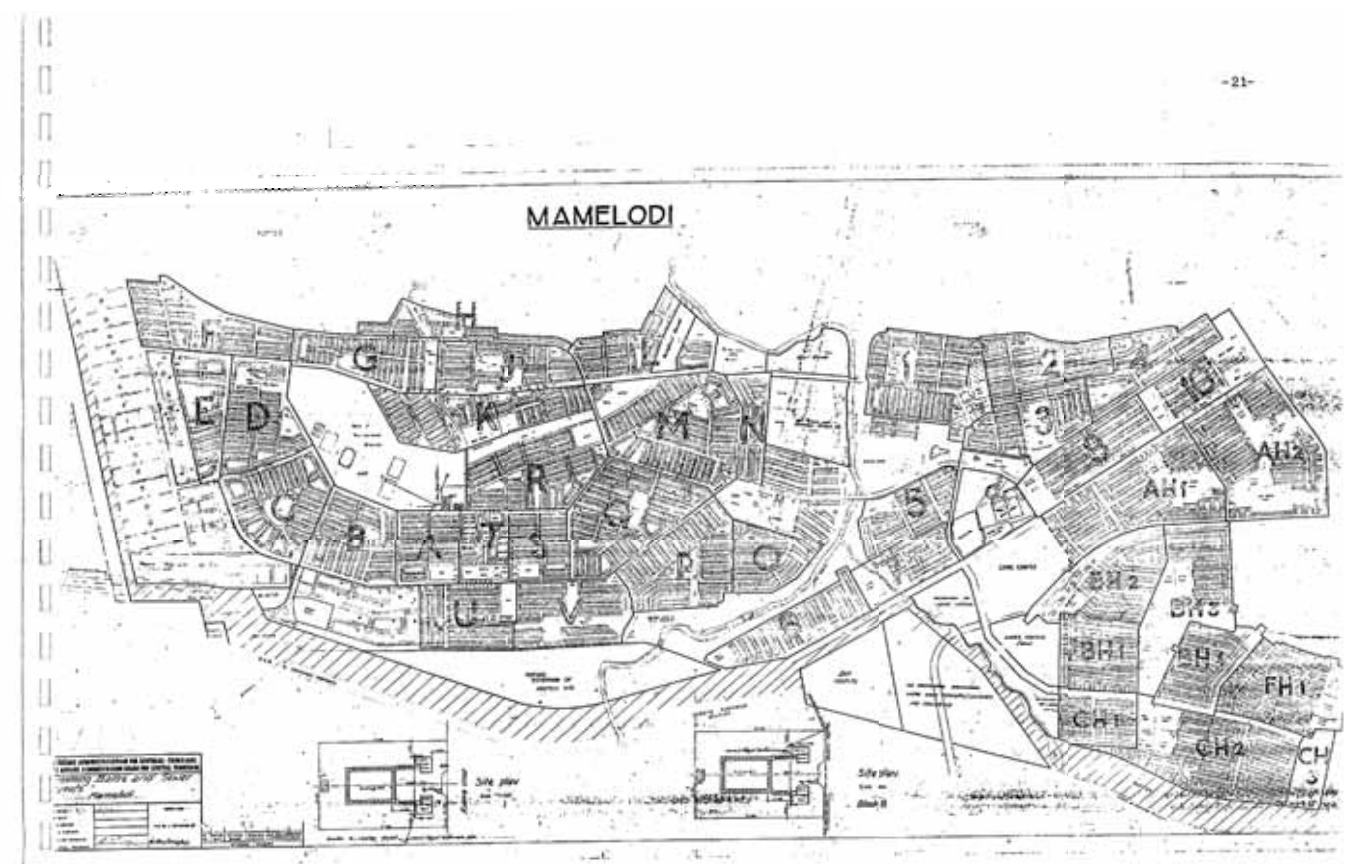
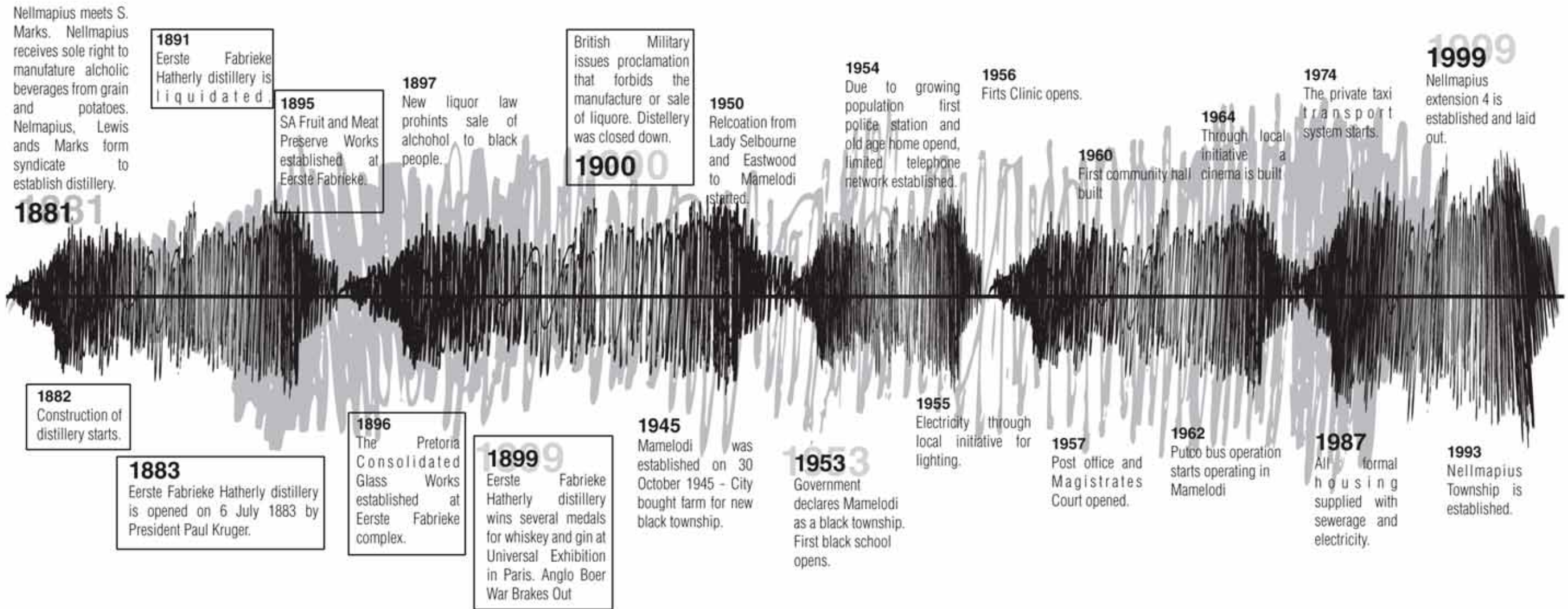


Figure - 4.18 - Final Layout (1976).



Source: (Kaye, 1978. p 4-30.)

Figure - 4.19 - Timeline of important events in Mamelodi (By Author).