

fig.9



medicines . ikhaya lemithi yesintu . lehae lame

history

the centre for indigenous medicines . ikhaya lemithi yesintu . lehae lameriane yaseth<mark>u . the centre for</mark> indigenous medicines . ikhaya lemithi yesintu . ehae lameriane yaseth<mark>u . the centre for</mark> indigenous medicines . ikhaya lemithi yesintu . ehae lameriane



EXISTING URBAN FABRIC

Marabastad had always been characterized by a fine-grained urban fabric, which was the direct result of the relatively small stands (248m²) grouped into city blocks of around six to eight stands each, strung in two rows along narrow service lanes. The small scale of developments, shaded colonnades built over public pavements and the density of the suburb contributed to a charming, pedestrian-friendly character. Of this original fabric only the zone between Mogul Street in the north and Bloed Street in the south has remained, the area closest to Bloed Street, however, badly eroded. The ban on new developments and uncertain status of Marabastad has resulted in neglect of most of the surviving buildings. The centre for indigenous medicines acts as a catalyst of redevelopment in this area, and will blend in with the and complement the existing fabric.

The zone between Bloed and Struben Street has been entirely demolished, and is a wasteland except for some structures of the PUTCO bus depot. The zone between Struben and Proes Street, which formerly housed the municipal compounds, has also been demolished and is vacant land except for a shopping development between Steenhoven Spruit and Potgieter Street in the west, and a motor service facility on the corner of Struben and 7th Streets.

In stark contrast to the original fine-grained texture of Marabastad stand the monolithic and insensitive developments which were later placed along the periphery and inside the area.

These include the Maraba Shopping Centre inside the northern Asiatic Bazaar, the Belle Ombre railway station and adjacent bus-and shopping facilities on the northern edge, and the Kruger Park high-rise social housing block on the south-eastern edge of Marabastad. These have a detrimental effect on the character of the area, but must be accepted as fixtures.

In summary the urban fabric of Marabastad reflects extreme contrasts, from the intimate scale of the original fine-grained environment, over large tracts of wasteland to harsh structures of oversized mass

The ASIASTIC BAZAAR PRECINCT

The Asiatic Bazaar lies between D F Malan Drive West in the west, Struben Street to the south, Steenhoven Spruit and 11th Street in the east and the railway line in the north.

The area comprises predominantly retail and wholesale outlets and vacant, undeveloped pieces of land, with limited entertainment and religious activities. The western part of this area formerly housed schools, but has now been isolated from the Asiatic Bazaar, essentially forming a traffic island been D F Malan Drive, East and –West, containing a filling station, some government buildings and vacant land.

This area contains the following main elements:

i. Maraba Shopping Complex:

The area north of Boom Street is covered predominantly by the Maraba Shopping Complex. This shopping complex was established by the Community Development Board in terms of the Group Areas Act to relocate the Indian traders from the white CBD of Pretoria around 1970. It is currently privately owned by the traders as a share block scheme.

ii. Boom Street

Boom Street is the historic east-west shopping street in this part of town with shops on both sides of the street for the full length of the Asiatic Bazaar.

iii. Indian Retail Fruit and Vegetable Market

The Indian Retail Fruit and Vegetable Market is located on the south-western corner of Maraba Shopping Complex, with a parking facility immediately west of it. It is possibly the only shopping activity that draws a recognized white clientele into the Asiatic Bazaar because of its access from D F Malan Drive, and isolation of the parking facility from the Maraba Centre.

iv. Bus Depot

Typical corner in Asiatic Bazaar Area

The PUTCO bus depot is located in the southern part of the Asiatic Bazaar, between Bloed, Struben and 7th Streets.

THE BELLE OMBRE STATION PRECINCT

The area directly east of the township Asiatic Bazaar Extension 1 up to Boom Street, comprises the Belle Ombre Station precinct, railway lines, bus terminus and Boom Street taxi rank.

The Belle Ombre Station acts as a collecting terminal for black commuters and migrant workers between the city centre and the northern townships and rural areas. It has a self-contained shopping centre within the station concourse.

From here the commuters change over to other modes of transport, which are mainly busses and taxis. The bus terminus is directly linked to the station concourse and is fenced off from the Asiatic Bazaar.

A pedestrian ramp leads off to the east, away from the Asiatic Bazaar and into the taxi rank and adjacent shopping centre. A pedestrian ramp to the west of the station serves the bus station immediately west of the Maraba Shopping Centre.

A pedestrian bridge with a stair from 11th Street allows commuters from Potgieter Street to gain access to the station concourse.



