

# Chapter 5 : Context & Site



Illus: 78 Proposed Point of Intervention - Pienaarspoort Crossing Point (Author, 2011)

## 5.0.1 SITE SELECTION

The focus area chosen is Mamelodi East, as it exhibited the most dynamic growth and movement patterns as it is the newest area in regard to development, made up of predominantly temporary housing.

Once this was established, a more permanent element was chosen to become a key stone in future analysis and design proposals, in this case the Pienaarspoort Train Station was a perfect choice as this serviced the largest portion of the Mamelodi East population in terms of rail transport .

An extensive overview of the Mamelodi Nellmapius Master Plan Proposal done by GAPP Architects and planners in 2010 was undertaken by several students in a research group.

The work was condensed and the appropriate points were extracted to form the framework group's master plan approach:

**DEVELOPMENT OF NODAL CORRIDORS**

**DELINEATION OF THE DISTRICTS**

**LAND USE ALLOCATIONS**

**NODAL DEVELOPMENT STRATEGY**

**PRECINCT DEVELOPMENT SCHEME**

## 5.1 MAMELODI/ NELLMAPIUS REGENERATION OVERALL STRATEGY

The GAPP strategy aims to establish the core public realm as a utilizable and managed resource, and to pro-actively promote up-front infrastructure.

Thereby allowing additive growth and development in a desired pattern of development in support of the broader urban growth. (GAPP, 2010:56)

Dewar and Uytenbogaardt cite that South African cities require a paradigm shift from considering outlying areas as 'suburban' and to rethink them in terms of city development. (Dewar & Uytenbogaardt;1991,45)

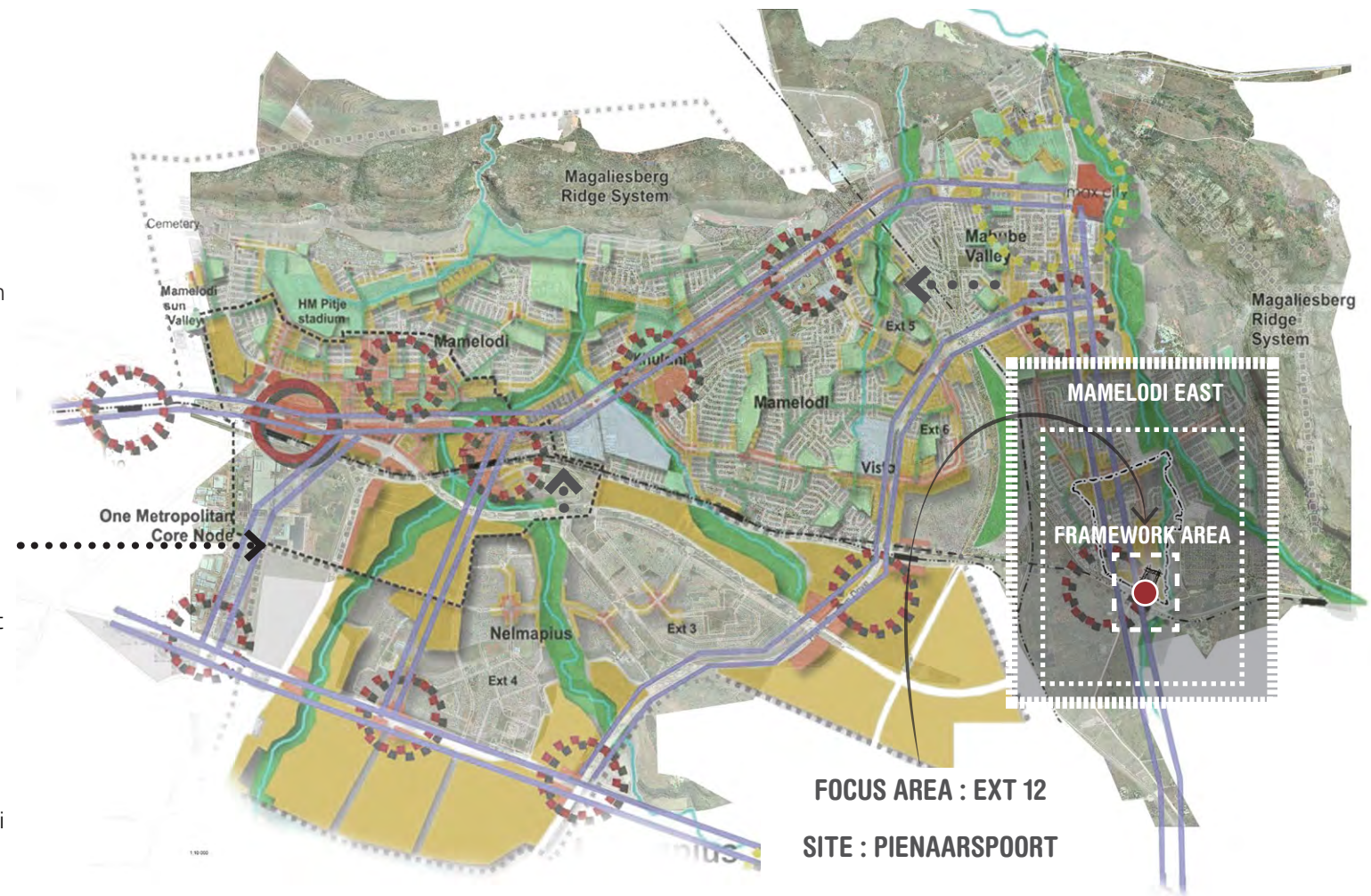
This is seen in the concept termed by the GAPP framework as:

### STRATEGIC DEVELOPMENT THROUGH CORRIDORS OF NODAL DEVELOPMENT

These corridors aim to foster development along spines of activity and activate this development at the specified nodes.

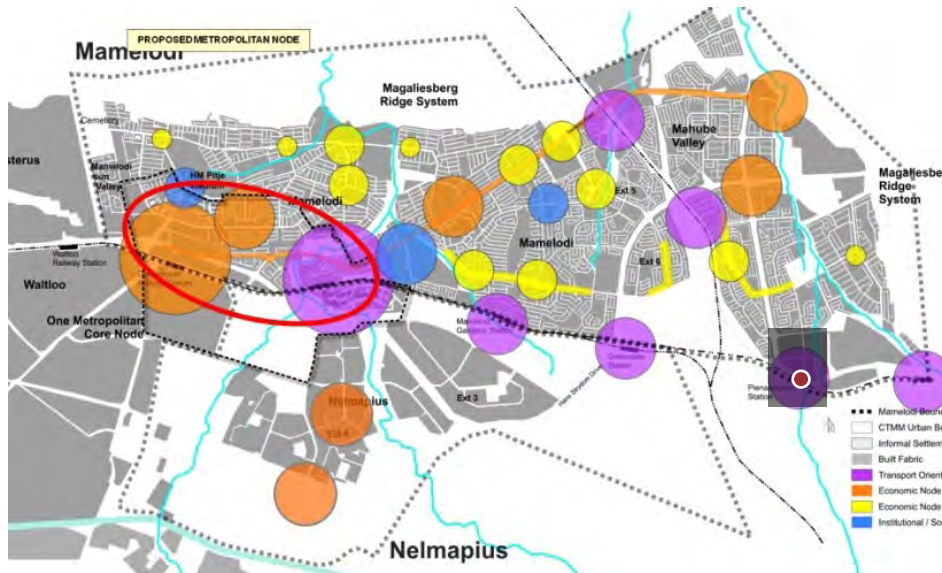
The Framework group noted:

- There were issues of ignoring current and existing activities in the Mamelodi East into development plans.
- A lack of regard for the heritage of Mamelodi/Nellmapius Area

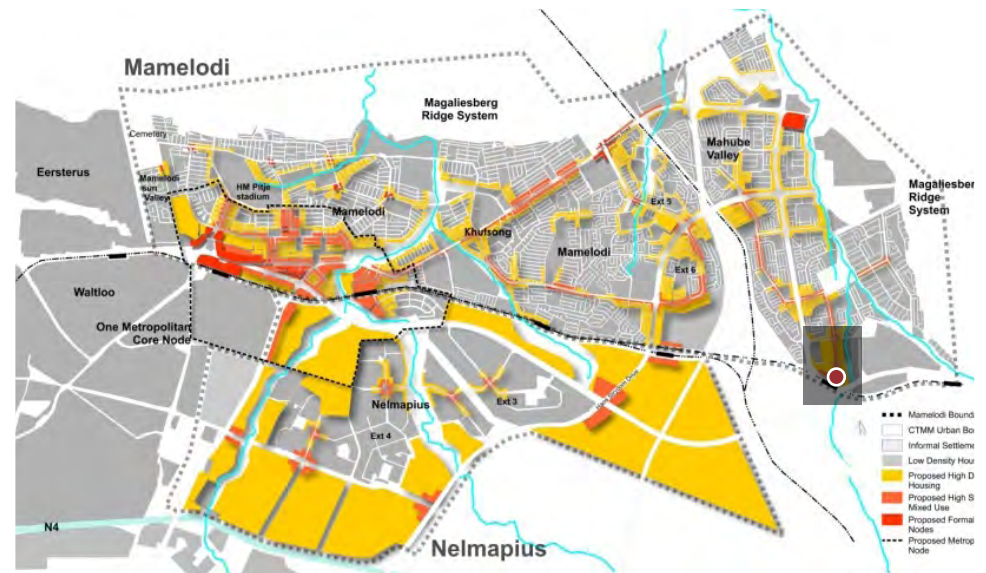


Illus: 79 GAPP FRAMEWORK PROPOSAL & site of intervention (GAPP, 2010)

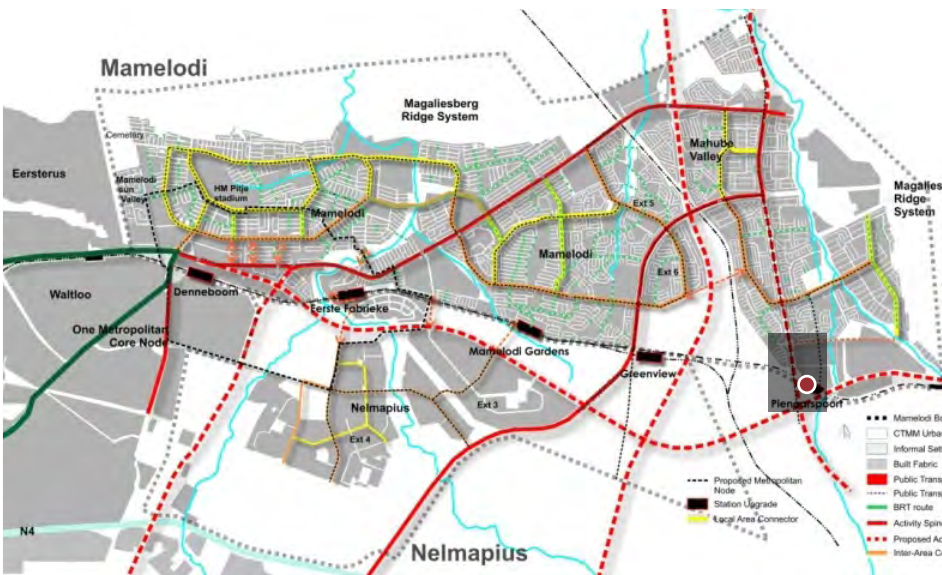
## 5.1 MAMELODI/ NELLMAPIUS REGENERATION STRATEGIES



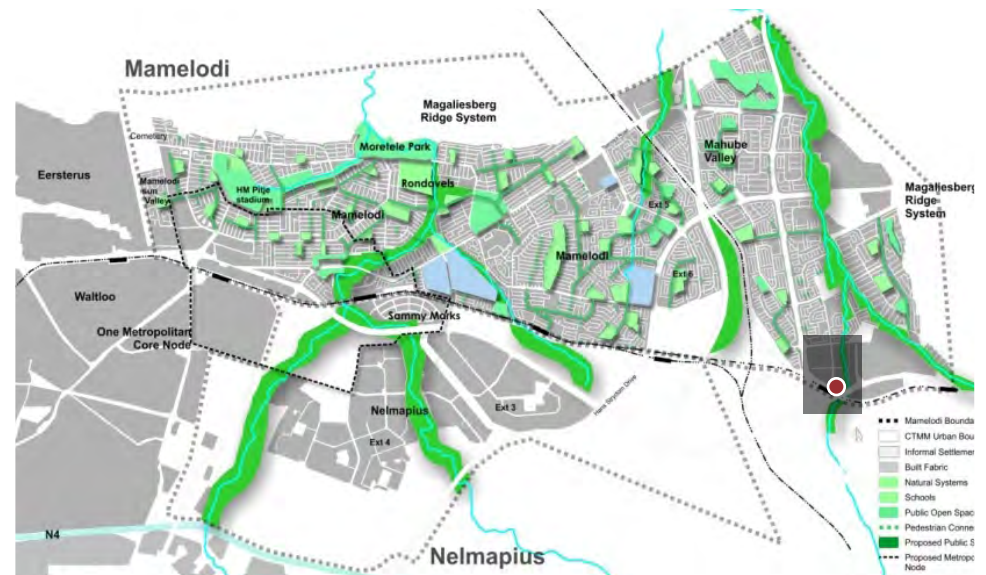
Illus: 80 Nodal development strategy (GAPP,2010)



Illus: 81 Housing density strategy (GAPP,2010)

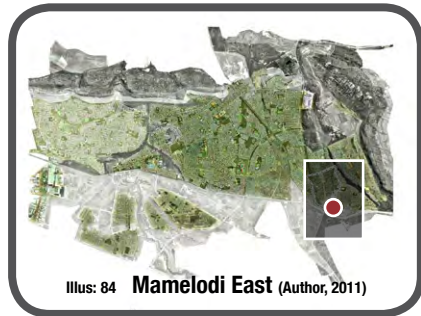


Illus: 82 Vehicular movement strategy (GAPP,2010)



Illus: 83 Open space green strategy (GAPP,2010)

## 5.2 MAMELODI EAST IN CONTEXT



POPULATION:	144,024
LAND AREA:	1490
HOUSEHOLDS:	42,360
PEOPLE PER HOUSEHOLD:	3.4
GROSS POP. DENSITY:	97
NUMBER OF DWELLINGS:	42,360
GROSS DWELLING UNIT DENSITY:	28

(GAPP,2010;115)

An area of the Eastern sector of Mamelodi has been identified due to the contrast between a consistent lack of formal development and the opportunity presented by the location of a transport node in the form of the Pienaarspoort Station.

This area displays a medium sized settlement of temporary housing bordered by permanent RDP supplied housing. These factors combined make the site an ideal laboratory for experimentation of a space of secondary production.

GAPP's framework calls for a large economic node, the Nellmapius East Precinct, to be proposed on the unused tracts of land south of the Pienaarspoort Station.

The scheme is supported by a new road linking Max City to the south and forming a transport node of economic energy just south of the Pienaarspoort Station.

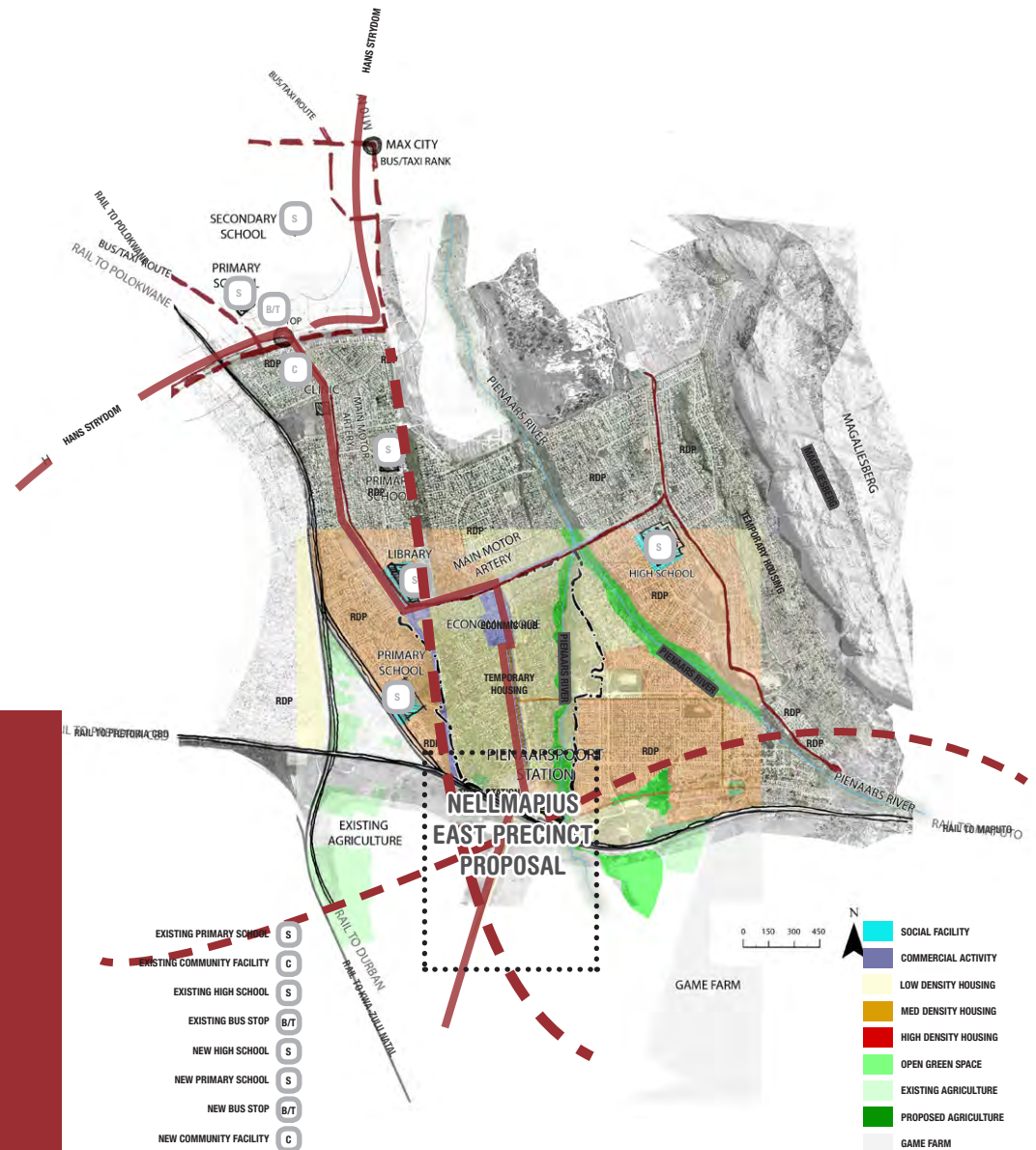
### INTERVENTION FRAMEWORK

The author's proposal is to work within the GAPP Framework, but facilitate the growth of the precinct as well as the future major roads through an incremental process of growth around a key intervention. (see Illus: 87 , on page 72)

By using existing mobility routes and land uses, the intervention framework proposes growth through a series of negotiated responses with regard to responses by local inhabitants to mobility opportunities and key social and retail points along this development.

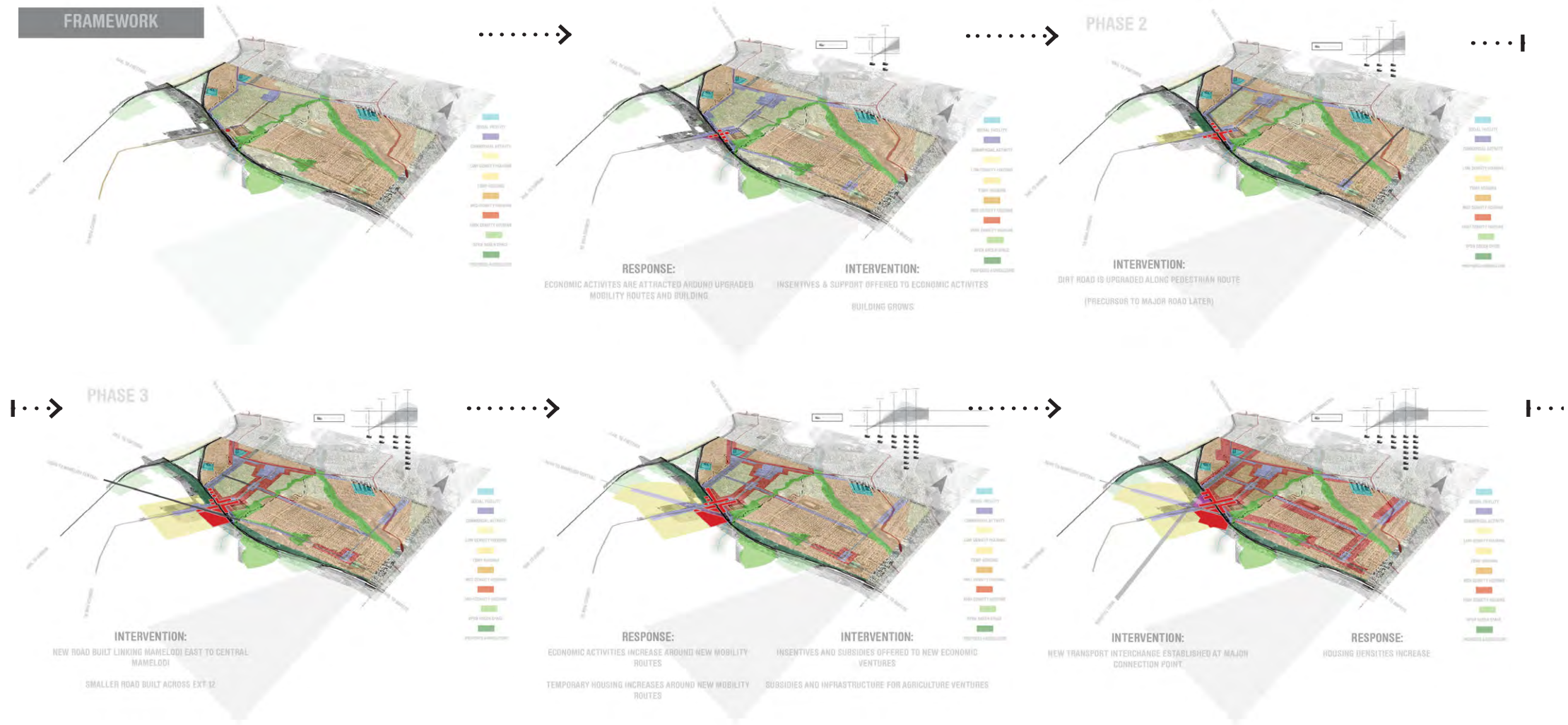
Ultimately the framework revolves around the development of the precinct as major transport hub of rail, bus and taxi.

### FRAMEWORK AREA - CURRENT LAND USE ANALYSIS



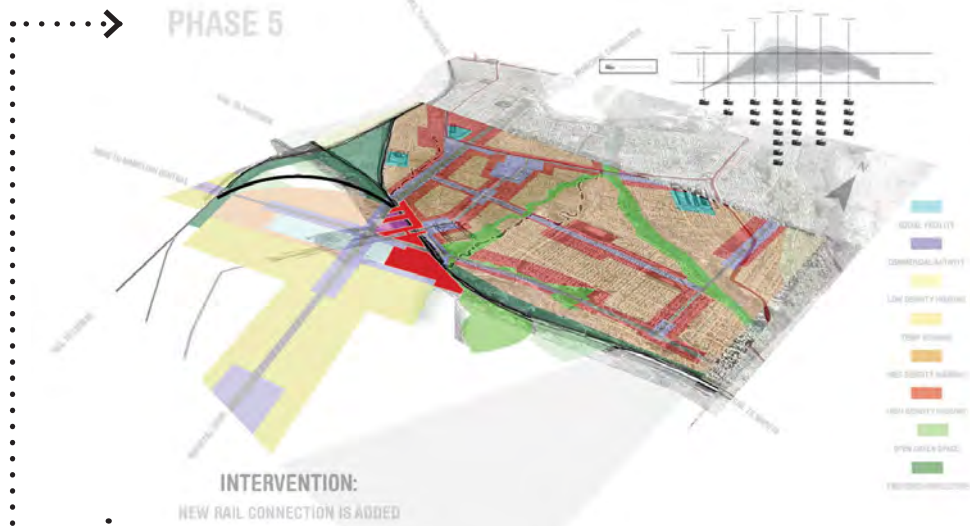
Illus: 85 Analysis of Current Land Use in Mamelodi East (Author, 2011)

### 5.3 FRAMEWORK AREA - INTERVENTION PROPOSAL



Illus: 86 The framework proposal development for Pienaarspoort (Author, 2011)

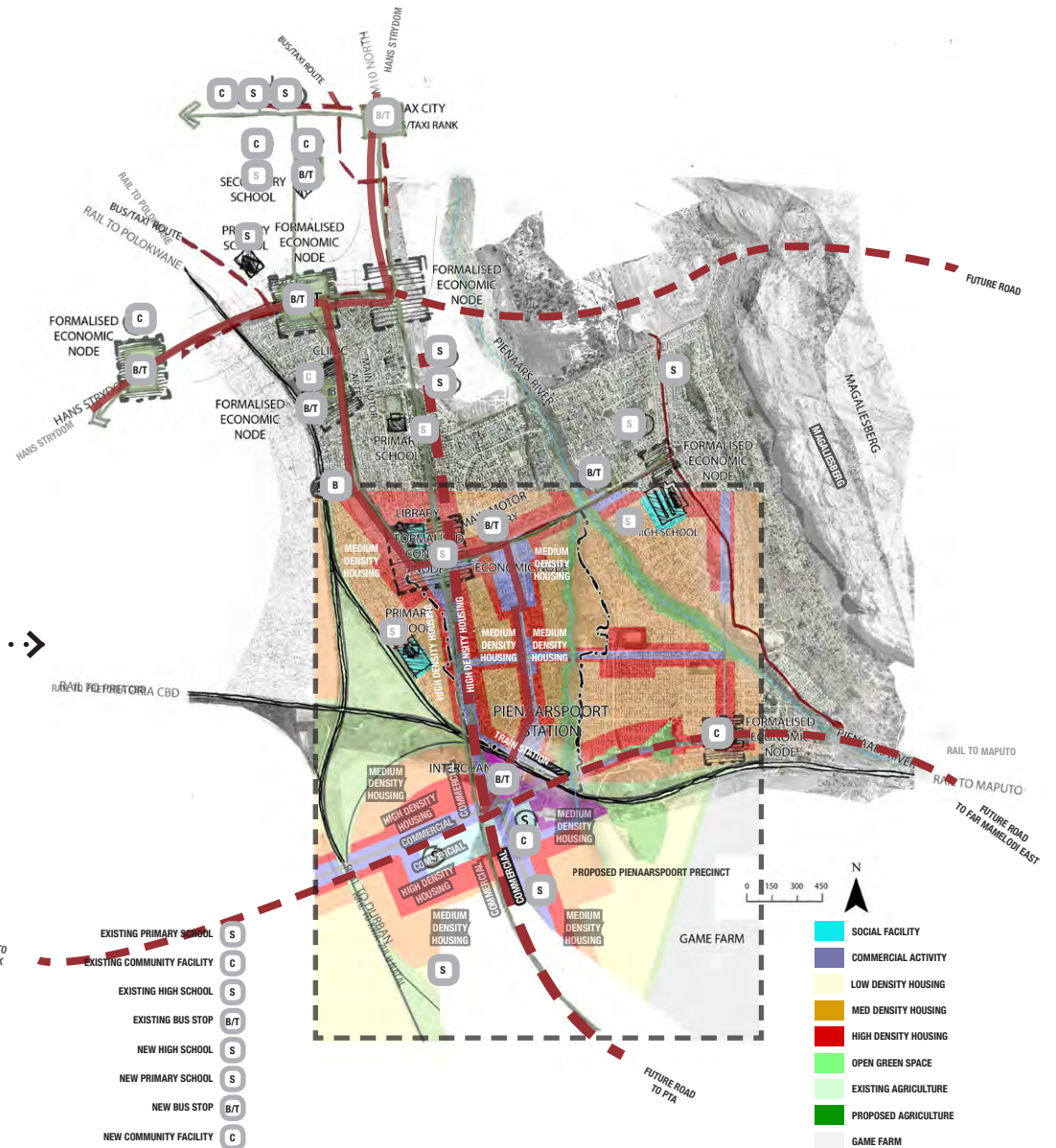
FRAMEWORK PROPOSAL



STATE OF EQUILIBRIUM

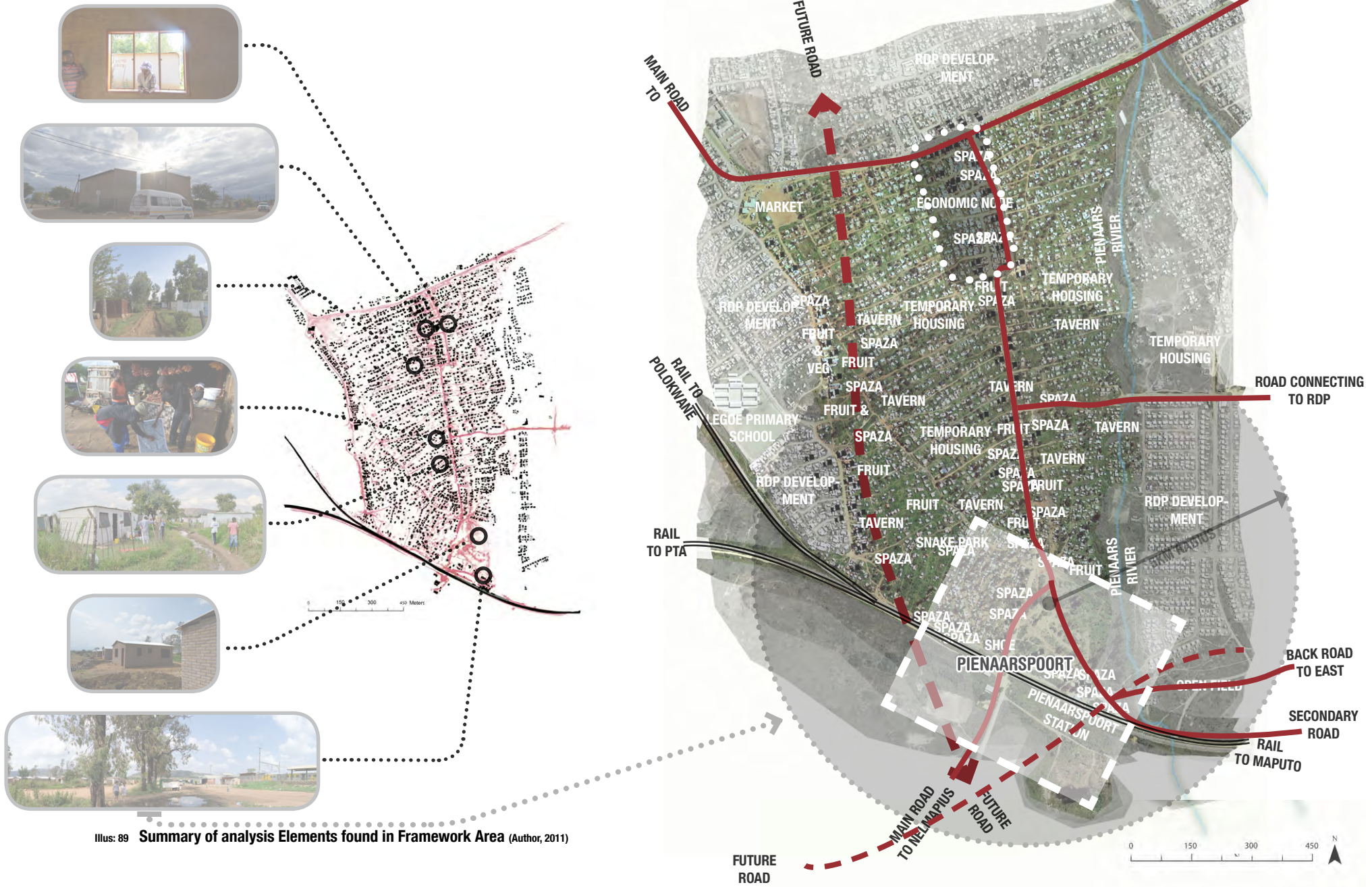


Illus: 87 Key frames of framework plan (Author, 2011)



Illus: 88 Proposed Framework by Author for Development (Author, 2011)

### 5.4 FOCUS AREA - SITE ANALYSIS

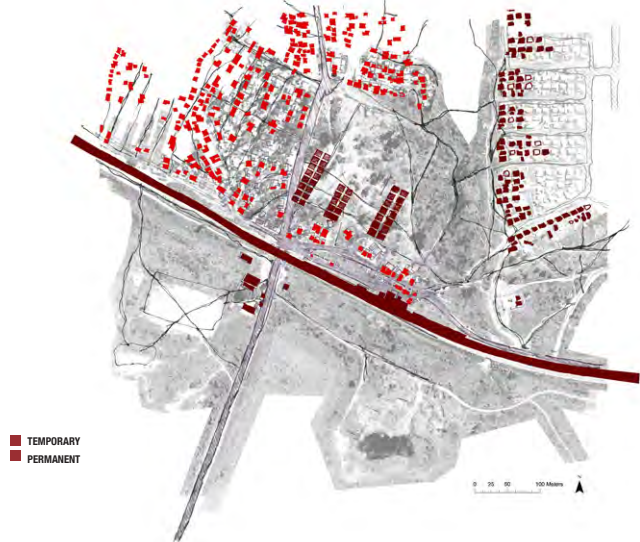


Illus: 89 Summary of analysis Elements found in Framework Area (Author, 2011)

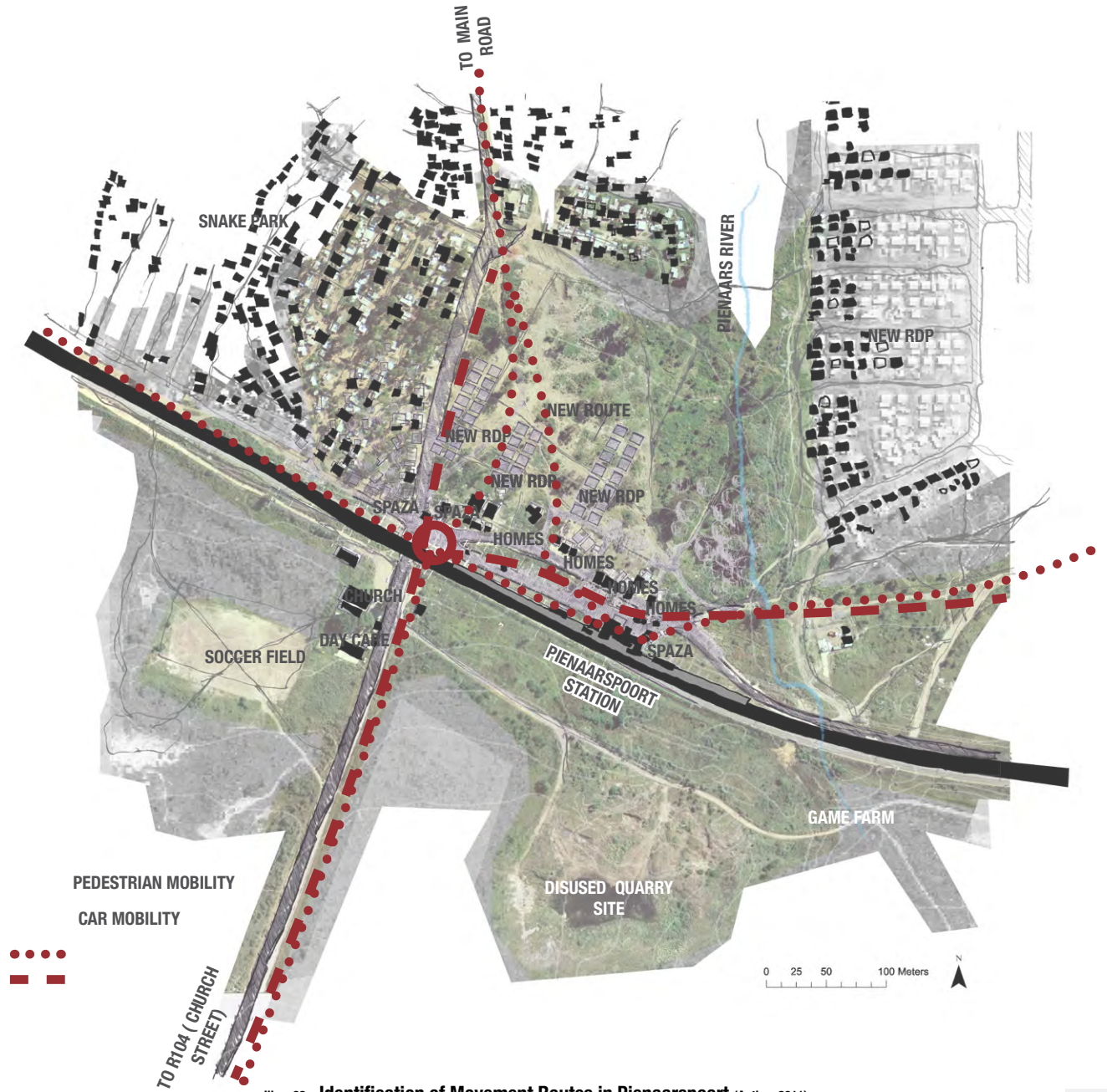
## 5.5 PIENAARSPOORT - SITE ANALYSIS



Illus: 90 Identification of Temporary & Permanent Mobility Elements in Pienaarspoort (Author, 2011)



Illus: 91 Identification of Temporary & Permanent Structural Elements in Pienaarspoort (Author, 2011)



Illus: 92 Identification of Movement Routes in Pienaarspoort (Author, 2011)

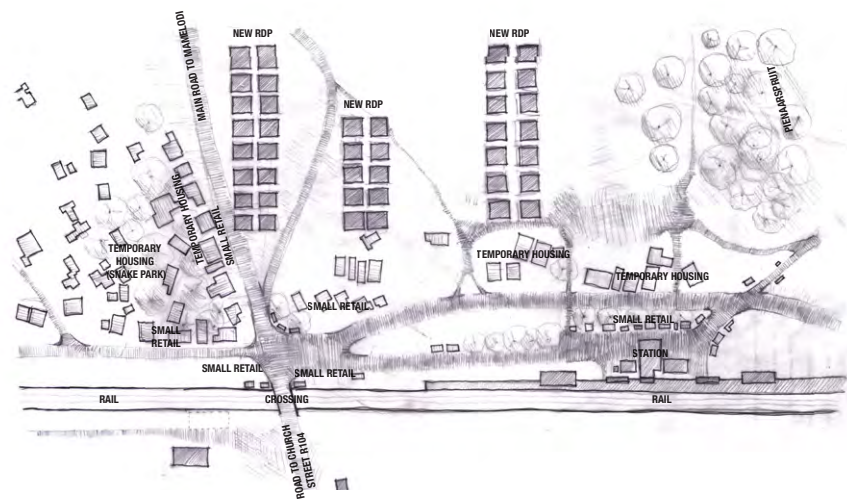


## 5.6 SITE ANALYSIS SUMMARY

Through an in depth site survey, the juncture at the Pienaarspoort Station rail crossing provides a key point at which to intervene and test the theories of flexibility and adaptiveness.

Currently there is a small component of RDP homes being constructed adjacent to the site; the first step by the local government in a much larger RDP scheme.

The station itself supports the Mamelodi East region, and is the focal point of pedestrian movement in the area.



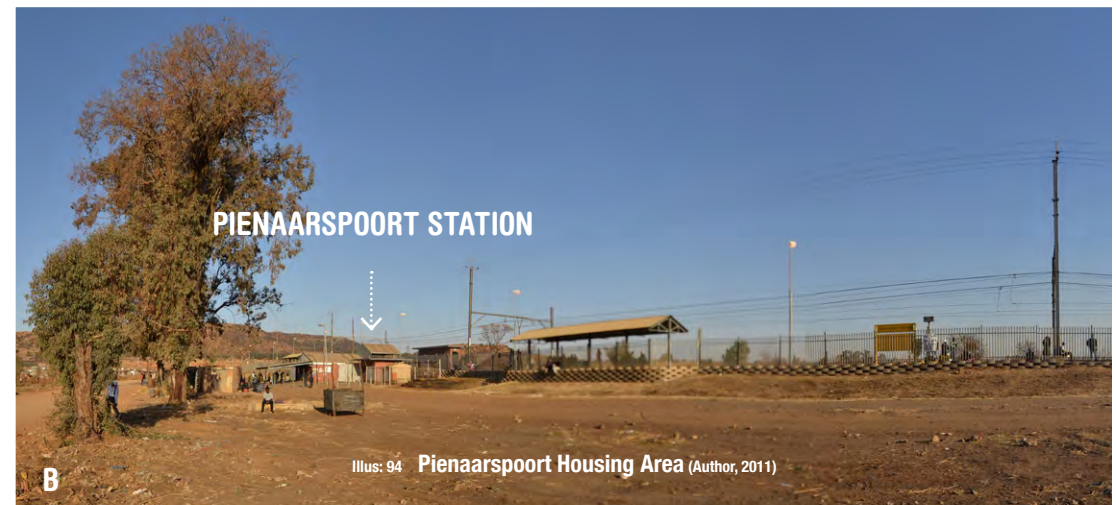
Illus: 96 **Sketched Summary depicting major retail and housing around crossing point** (Author, 2011)

At present there are small retail ventures feeding off the current pedestrian movement, including a tailor, several spazas and handful of smaller stands providing vegetables, phone access and other pedestrian hand held retail. (see Illus: 96)

Although there is major planned housing for the future of the development, strong pedestrian and automobile based retail remains the major programme in the area, coming to a head at the crossing point on the rail line. (see Illus: 97)



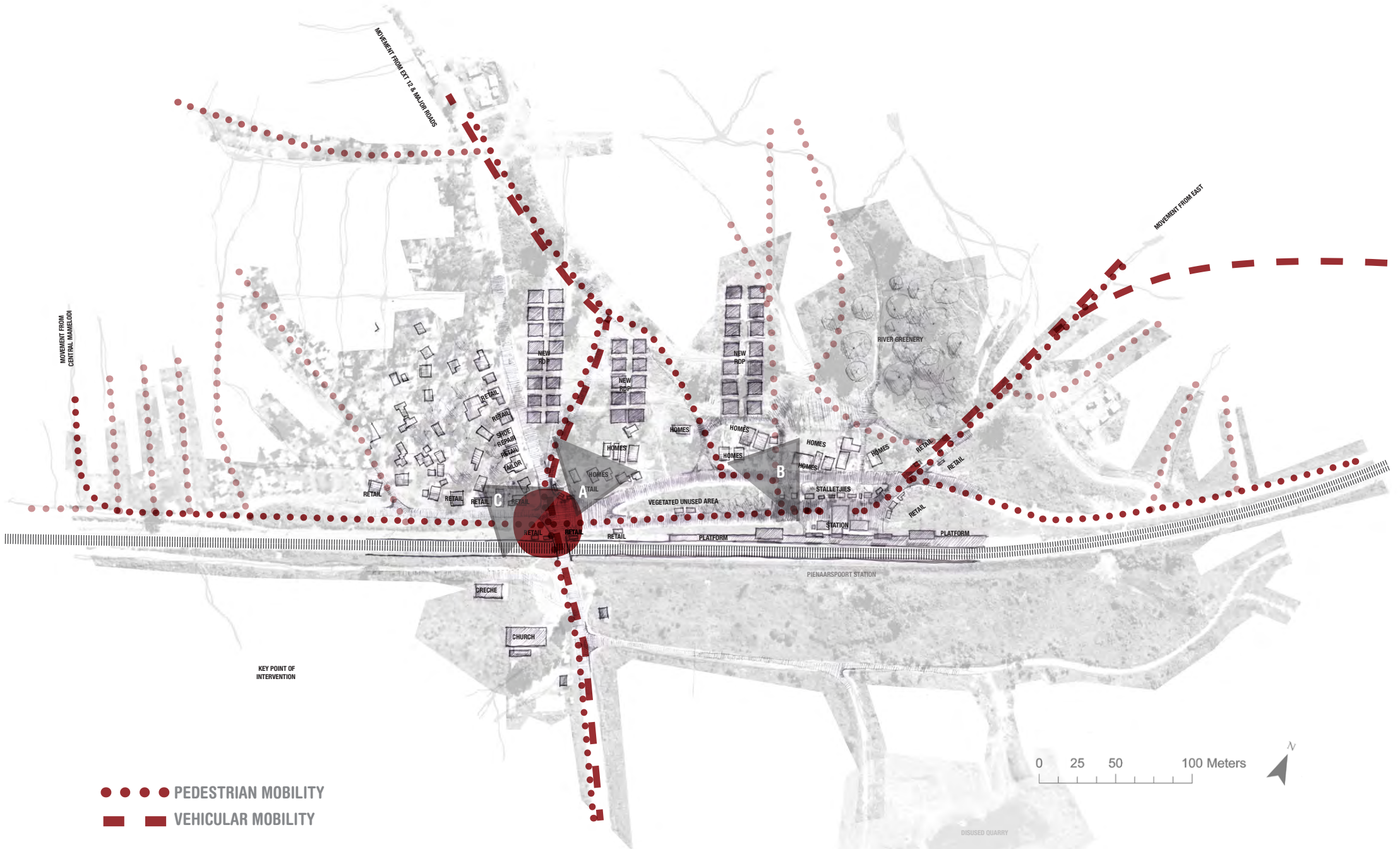
Illus: 95 **Pienaarspoort Retail Stands** (Author, 2011)



Illus: 94 **Pienaarspoort Housing Area** (Author, 2011)



Illus: 93 **Pienaarspoort Rail Crossing** (Author, 2011)



- ● ● ● PEDESTRIAN MOBILITY
- ▬ ▬ ▬ ▬ VEHICULAR MOBILITY

Illus: 97 Site Analysis Summary of Movement and Retail in Pienaarspoort (Author, 2011)