

Existing Situation:

- **Site Identification.**
- **Site.**
- **Warehouse**

The Existing Situation:

Site Identification

“The Tshwane Metro’s City Development Strategy (CDS) pays particular attention to expanding the development potential of the currently underdeveloped northern areas of the city.” The northern parts of Tshwane was identified as a key area (zone of choice) where action can now be taken to make a significant difference in the future in order to turn Tshwane into a leading African capital.

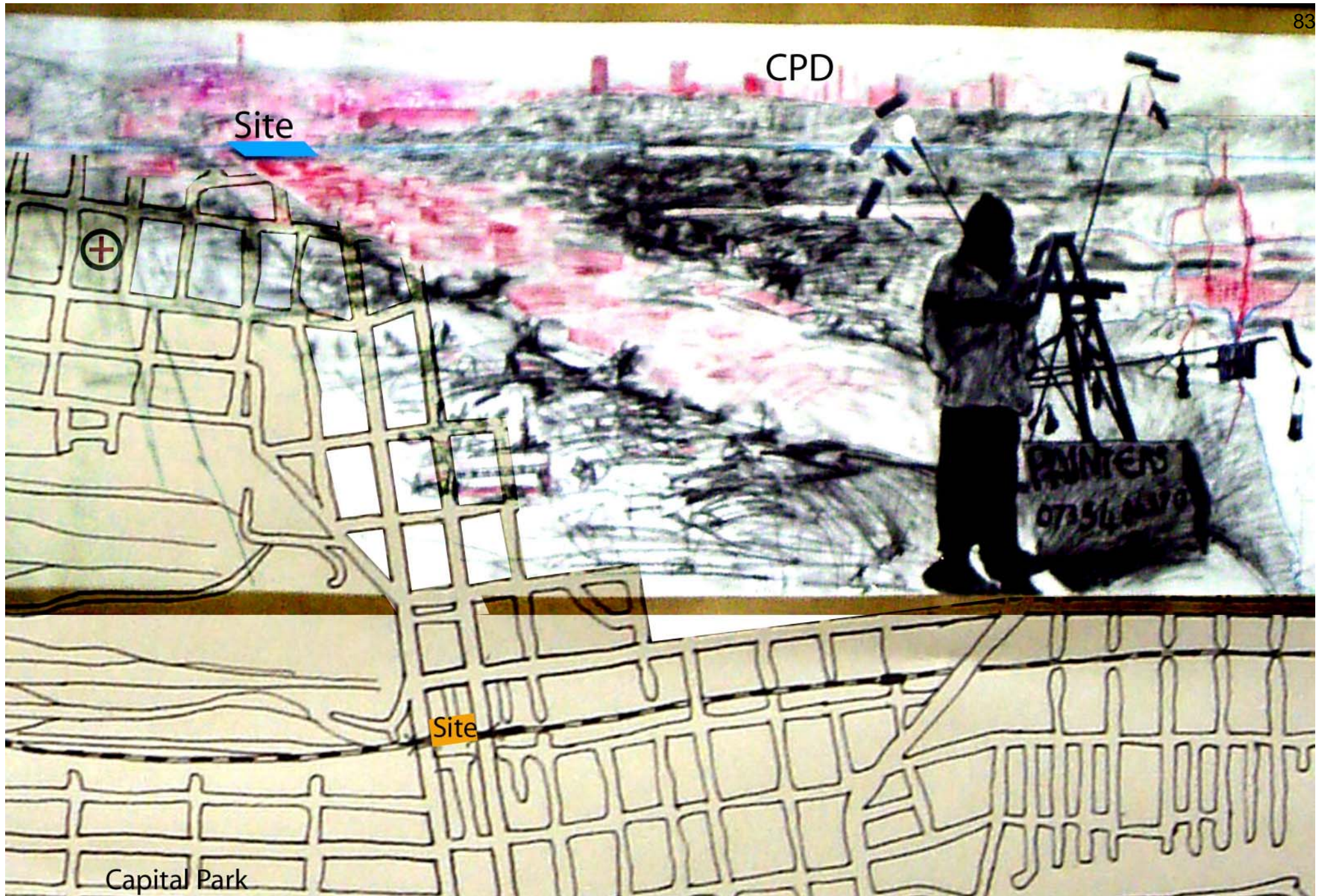
“The Tshwane city priorities are:

- Managing and developing infrastructure.
- Strengthening key economic clusters
- Ensuring community
- Safety
- Building and sustaining communities

The development of the north will have the largest impact on the city of Tshwane as approximately half of Tshwane’s population lives there without access to economic and other civic opportunities. The north is the area where mainly impoverished black people reside on the periphery of the current urban settlement.” (Skosana, A.2006: 12-13)

The site is located 2km north of Church Square (city centre), where the largest development spine (Voortrekker and Verwoerd road), intersects with the railway line. The identified site has the potential to become an imperative northern entry point of the inner city, creating not only easier physical access but also access to employment. This

Fig 65: Opposite page: The Voortrekker and Verwoerd road development spine radiating northwards from the CPD.



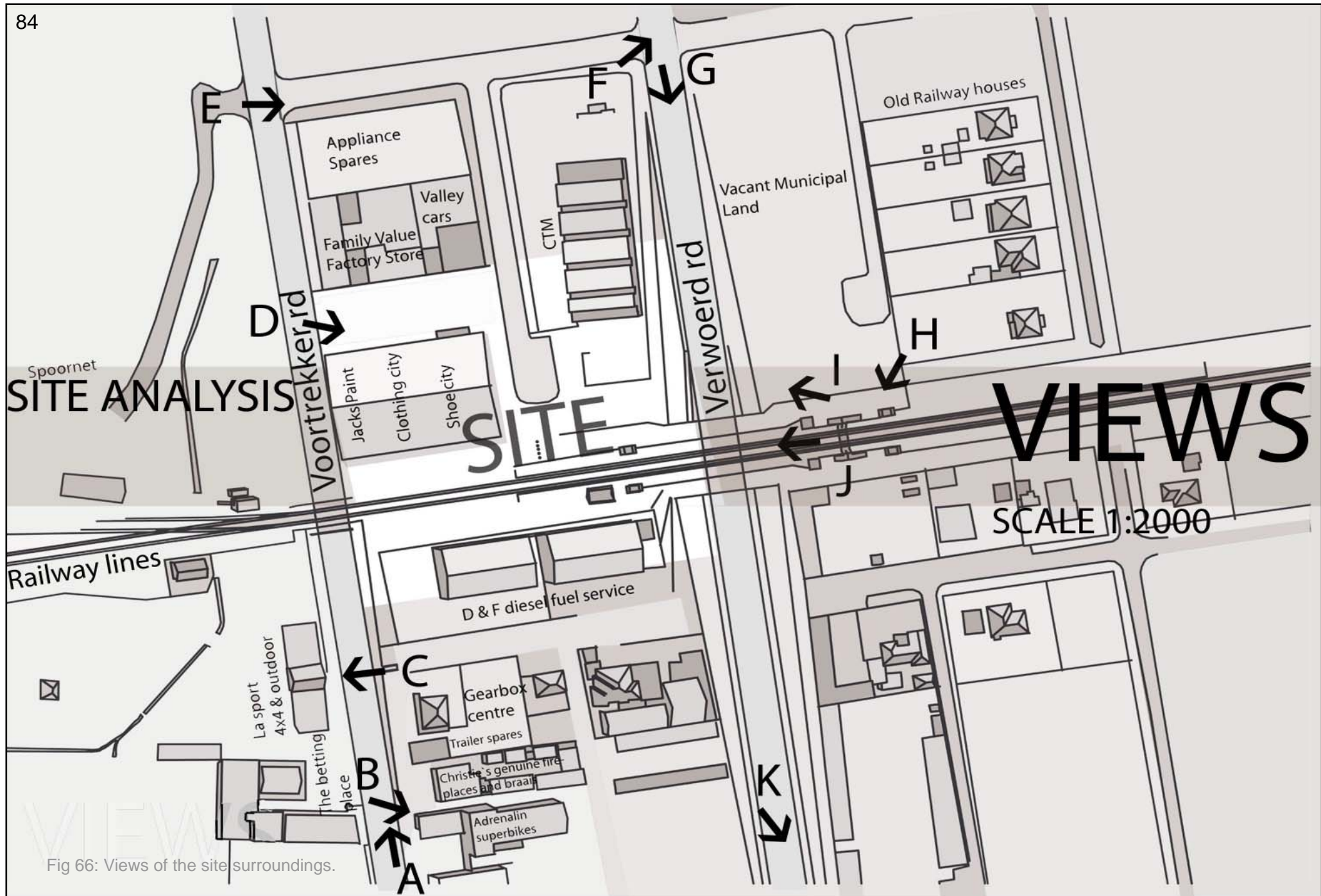


Fig 66: Views of the site surroundings.



A Railway bridge over Voortrekker rd



B Adrenalin Superbikes

C L.A. Sport

D Jacks Paint



E Auto Mall



F Leons Autobar

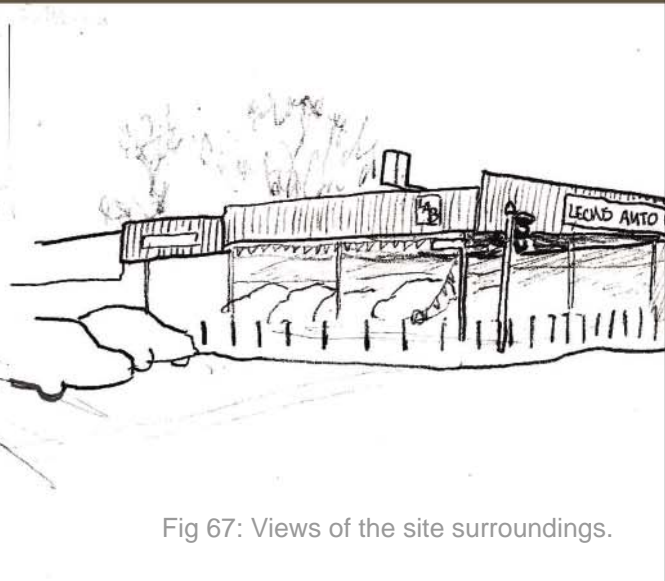


Fig 67: Views of the site surroundings.

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G Platform bridge over Verwoerd rd

H Gezina station platform

I CTM from pedestrian bridge

J Train on bridge over road

K Verwoerd rd

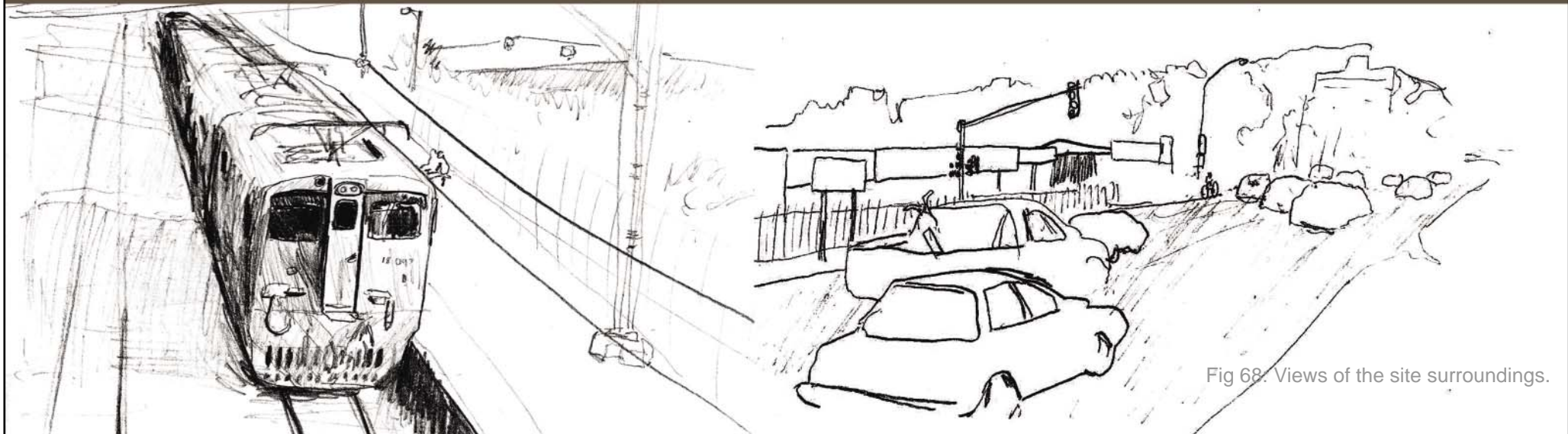
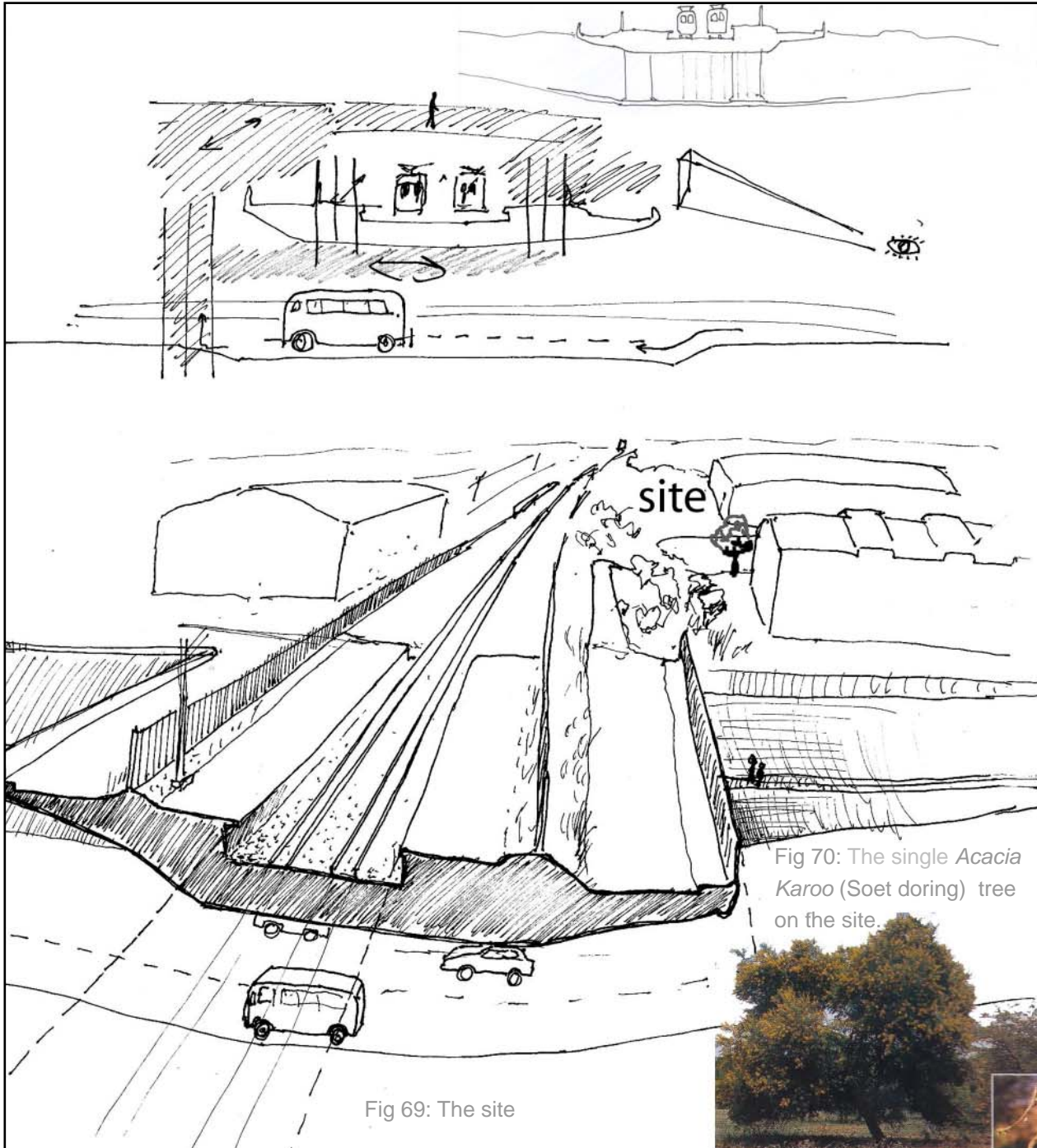


Fig 68. Views of the site surroundings.



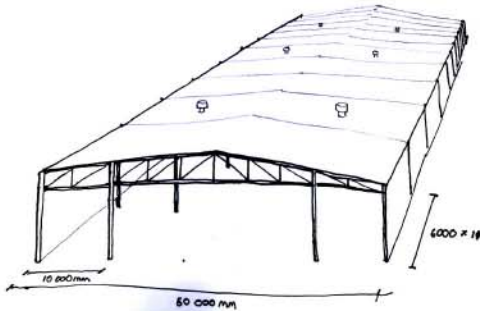
The Site

The site is situated between Voortrekker rd and Verwoerd rd. It consists of the existing Gezina platform, a warehouse and a portion of municipal reserve between CTM and the railway tracks. Train commuters and hawkers are complaining about the safety hazards that the site houses. Access to the existing station is difficult and commuters have to walk through the site. A large *Acacia Karoo* is the only large tree on the site (figx).

Fig 70: The single *Acacia Karoo* (Soet doring) tree on the site.

Fig 69: The site





Warehouse

The site is situated in an industrial area filled with warehouse type structures. The warehouse currently accommodates three tenants (Clothing City, Shoe City and Jack's Paint). The building consists of an uncomplicated steel structure with non-load bearing infill walls. The steel structure is bolted together and can easily be reassembled. This structure is a appropriated as a portion of the final design.

Fig 72: The warehouse on the site.

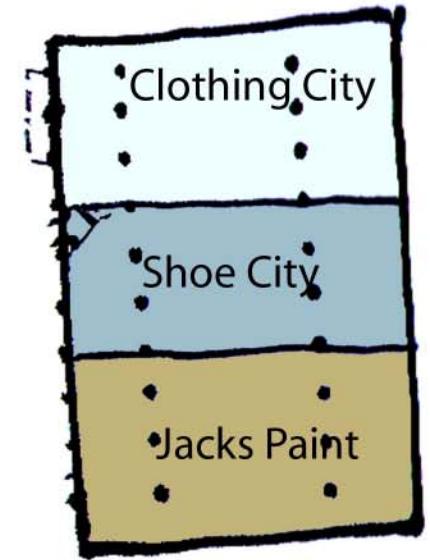
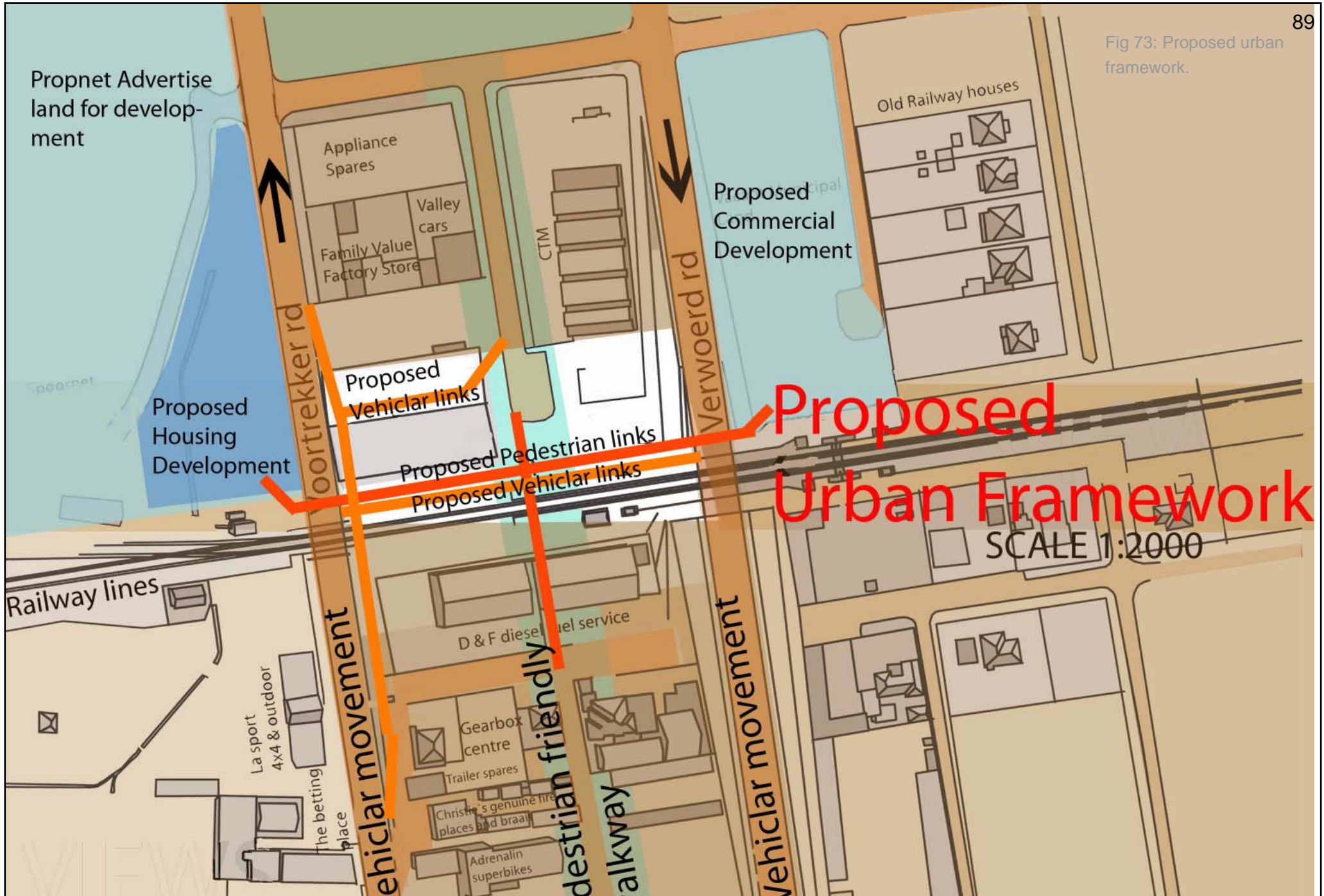


Fig 73: Proposed urban framework.



Propnet Advertise land for development

Proposed Housing Development

Appliance Spares
Valley cars
Family Value Factory Store

Proposed Commercial Development

Old Railway houses

Proposed Vehicular links

Proposed Pedestrian links
Proposed Vehicular links

Proposed Urban Framework

SCALE 1:2000

Railway lines

vehicular movement

pedestrian friendly
walkway

vehicular movement

La sport 4x4 & outdoor

The betting place

D & F diesel fuel service

Gearbox centre

Trailer spares

Christie's genuine tire places and braai

Adrenalin superbikes