

ANNEXURE B

Copies of media articles on
the MCDC-project

Corridor link mooted

Anton Fisher

POLITICAL CORRESPONDENT

A multimillion-rand high-density development corridor linking Pretoria with Johannesburg is on the cards and could result in a major boost for the city's economy.

However, a major sticking point could be the controversial PWV9 toll road which would form the southern part of the development corridor but which has been put on hold by the Gauteng province following protests by residents.

The development corridor, which is still being investigated, would run from Soshanguve through Pretoria West as far as Randburg, with the Mabopane highway as its spine. A number of "fast-track" development projects in areas such as Mabopane and Soshanguve would form part of the long-term planning.

Transport Minister Mac Maharaj said at a media briefing yesterday the project was part of four major metropolitan corridors being planned around the country.

According to Mr Maharaj, the RDP provided R8-million for the initial feasibility studies for the four projects, with the one in the Western Cape at a more advanced stage.

Principles

Department of Transport official Theo Maeder said: "The principles behind the Pretoria-Johannesburg corridor are similar to the Gauteng-Maputo corridor."

"The idea is to create the environment for the private sector to invest money and to redesign our cities."

The initial study is being conducted under the auspices of the Greater Pretoria Metropolitan Council (GPMC) which has also

contributed about R200 000 towards the project.

According to GPMC officials, the development corridor would not simply be a transport corridor but would be an attempt to stimulate economic development, job-creation and housing.

Officials, who did not want to be named, said the development corridor was still at the "concept stage" but that certain obvious "fast track" developments would be started.

These would include projects to upgrade infrastructure, provide housing and create jobs in the northern areas of Klipkransfontein, Soshanguve and Mabopane which would be the starting point of the corridor.

From there the corridor would run through Kirkney to Atteridgeville, Lotus Gardens and then end, as far as the GPMC jurisdiction is

concerned, at Sunderland Ridge.

The PWV9 toll road would then continue the corridor.

However, recent protests by residents forced the provincial legislature to call for an environmental impact study (EIA) and announce plans to consult with residents before further decisions were made.

Full capacity

Residents have suggested that four roads through Midrand should be upgraded to their full design capacity instead of driving a single six-lane highway through the region to alleviate congestion on the Ben Schoeman highway.

Council officials said the development corridor and its link to the PWV9 toll road, was likely to be discussed on Friday when the GPMC hosts a development summit in the city.

Planned corridor 'will boost western areas'

Airton Fisher

POLITICAL CORRESPONDENT

City areas that have stagnated in recent years, including the western part of the central business district, are in for a windfall from the planned Mabopane-Centurion development corridor.

The boon for other areas such as Rosslyn and Kirkney as well was confirmed yesterday by Louis Potgieter, executive director of land use and planning of the Greater Pretoria Metropolitan Council (GPMC).

He said the "corridor of opportunities" was being envisaged as a flagship project of the GPMC for the region.

It would represent a high-density development linkage between Mabopane/Soshanguve and the R28 freeway to Krugersdorp and would have a wide-ranging impact on all aspects of development over the entire area covered by the corridor.

"The GPMC has already set a process in place to determine a Strategic Development Framework for greater Pretoria," Dr Potgieter said.

A Development Summit which will attempt to finalise the strategic

framework is to be held in the city tomorrow.

The Mabopane-Centurion corridor would "give credence to the participation of the private sector and local communities with local government in planning the development of the region".

While engaging in strategic planning, "fast-track" implementation would simultaneously be activated in areas where community needs had been identified and technical feasibility had been established.

On Tuesday Transport Minister Mac Maharaj first disclosed plans to develop a Pretoria-Johannesburg metropolitan corridor to link the two cities.

It is believed that the controversial PWV9 provincial toll road was put on hold by the Gauteng legislature after protests from residents that it could form the southern part of the development corridor.

Residents have suggested that four roads through Midrand should be upgraded to their full design capacity instead of driving a single six-lane highway through the area to alleviate traffic congestion on the Ben Schoeman highway.

Beeld

Maandag 10 Junie 1996

Planne vir korridor 'n eerste vir Suid-Afrika

DIE beplande ontwikkelingskorridor tussen Centurion en Mabopane is 'n eerste vir Suid-Afrika en 'n voorbeeld vir die res van die land.

Só het mnr. Sicelo Shiceka, Gauteng se LUR, vir ontwikkelingsbeplanning, en plaaslike regering, oor die projek van die metropolitaanse raad (MR) van Pretoria gesê.

'n Verslag oor die projek is onlangs op 'n vergadering van die MR oorweeg.

Die projek behels onder meer die bou van 'n pad tussen die twee gebiede om ontwikkeling in die gebied aan te help. Veral inwoners van die Soshanguve-omgewing behoort daarby baat te vind.

Die raad sal ook 'n verskeidenheid projekte van stapel laat loop om ontwikkeling in die strook aan te moedig.

'n Verslag sal opgestel word om kort- en langtermyn-ontwikkelingsmoontlikhede in die korridor te skets. Kriteria, redes en prioriteite van moontlike projekte sal ook in 'n verslag opgeneem word. Hoop sal as hoofmaatstaf geld.

Wanneer 'n verdere verslag met besonderhede oor ontwikkelings-

Huge plan for housing, business and tourism is taking shape

60 km growth strip for city's west side

Klm Helfrich
STAFF REPORTER

A multimillion-rand development corridor to the west of Pretoria is planned to breathe new life into the region's economy and upgrade previously disadvantaged communities.

The Mabopane-Centurion Corridor Development will provide a north-south link stretching from Tswaing to Centurion and will incorporate Akasia, Rosslyn, Klerksoord, Klip- and Kruisfontein, Pretoria West, Pretoria Industrial Township, Atteridgeville, Sunderland Ridge and the south-western agricultural/rural area of Centurion.

To date the project has been financed by a R2-million planning grant from Deputy President Thabo Mbeki's office, issued as part of the RDP.

The project leader and controller, the Greater Pretoria Metropolitan Council, has provided R200 000 in the current financial year, with R300 000 earmarked for next year.

"We are talking big numbers with this development, possibly R1 000-million," said metro council

chief executive officer Dr Lucas Botha during a workshop on the development at Swartkop yesterday.

"Using the proposed PWV9 road as a spine to link residential, commercial and industrial elements the corridor will, in time, become a thriving, bustling area housing people, the places they work at and also provide for recreation and tourism," he said.

Business plan

Following yesterday's workshop the metro council team, working in conjunction with its consultants, will start to prepare more formal development plans with a view to presenting a business plan for at least a portion of the corridor at an international investment conference scheduled for mid-1997.

"It's early days but I would like to see a five-year time frame on the first stages of the Mabopane-Centurion Corridor Development. This, to my mind, is a reasonable time and if one waits longer one starts to lose ground," Dr Botha said.

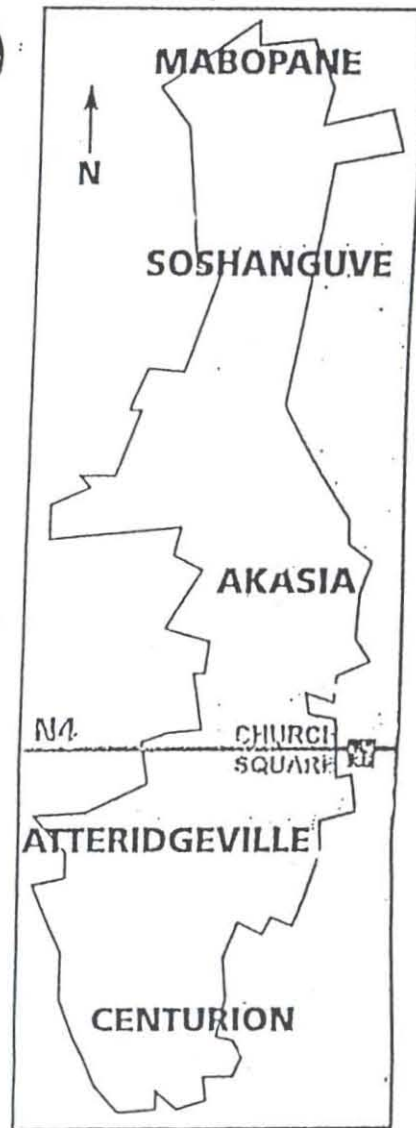
The proposed development will be 60 km long and about 10 km wide and was described as an econ-

omic subregion of Gauteng at the workshop. It includes an area of North-West province but the major portion of the corridor is in Gauteng - the country's most prosperous and economically active province.

Delegates to the workshop were also told Greater Pretoria had the lowest unemployment rate of the total South African labour force, according to 1991 statistics, and also registered the highest rate for formal employment in Gauteng in 1995, according to Development Bank of South Africa figures.

Research undertaken for the Mabopane-Centurion corridor has brought to light the availability of land which can house an additional 225 000 people. The current, estimated population of the corridor is 860 000, expected to grow to 1,8-million by 2010.

"There is a massive need for housing thousands of people within the corridor and surrounds, especially in Soshanguve, Atteridgeville and Mabopane," said consultant Dr Judex Oberholzer, adding the Pretoria metropolitan structure was "not efficient, a consequence of past urbanisation policies".



The corridor earmarked by the Pretoria Metropolitan Council for a massive development.

MCDC plan taken a step forward

Kim Helfrich
STAFF REPORTER

Five basic criteria to make the western side of Greater Pretoria an economically viable and livable entity have been put forward.

At the second think-tank within a month to make the proposed Mabopane-Centurion Development Corridor (MCDC) a reality within five years, about 40 participants, representing local authorities, government and provincial administrations, considered a mission statement to make the development corridor an attractive proposition to both local and offshore investors, while at the same time providing an improved quality of life to previously disadvantaged communities in the area.

The corridor development proposed by the Greater Pretoria Metropolitan Council (GPMC) will stretch from Tswaing in the north to Centurion in the south and will add measurably to both Greater Pretoria's and Gauteng's economy.

Among the criteria submitted to the workshop were the enabling of local communities, concentrated urban development, economic growth centres in the 60 km-long corridor; regional interaction on a transport and land use basis and accessibility to both labour and markets.

Conference

"We want to have the nuts and bolts of the corridor development in position by early next year with a view to an international investment conference scheduled for the middle of the year," said Hendrik Kleynhans of the GPMC.

Feedback from the workshop held at the beginning of this month was all positive with comments along the lines of "socio-economic, physical and environmental developments".

"The corridor should be viewed as a tool to engender integrated development in the region, an understanding of the realities and urban dynamics at work to optimise urban activity to maximum benefit of the communities in the best interest of the wider area" and "the best opportunity for growth and investment in the north-west sector of Gauteng".

To date the ambitious project has been funded by a R2-million planning grant from Deputy President Thabo Mbeki's office, with R200 000 coming from the GPMC, which has earmarked another R300 000 for the next financial year.

Marrying the RICH SOUTH TO THE POOR N r t h

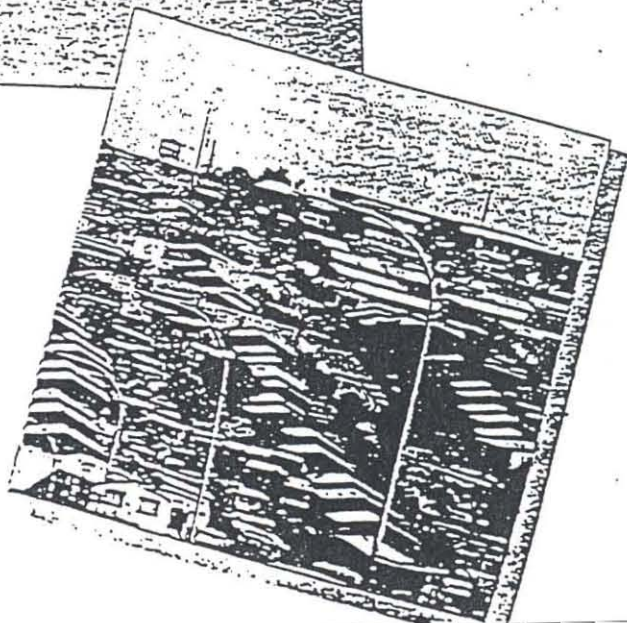
There is a freshness about the Mabopane-Centurion Corridor that makes one think that, whatever may be going wrong elsewhere, here someone is certainly getting things right in the new South Africa.

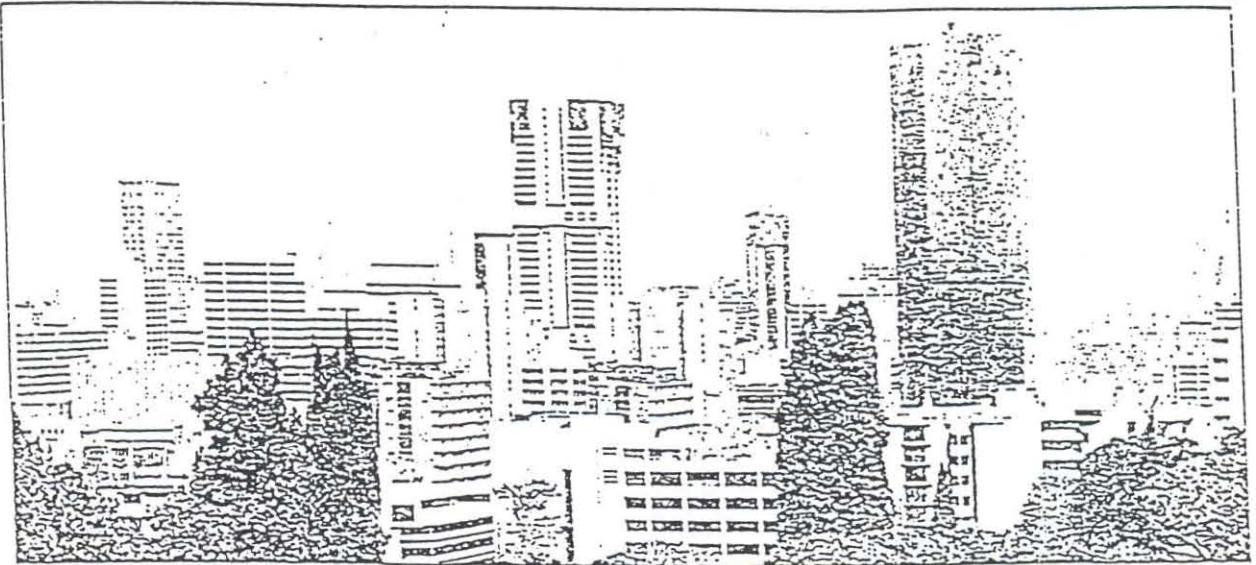
It stretches from Zoutpan in the north, along the PWV9 Highway, through Pretoria to Centurion (the former Verwoerdburg) in the south. Unlike the Maputo Corridor, which stretches from Witbank to Maputo in Mozambique, it is not a rework of an existing idea, but something new and fresh intended to marry the rich south, which has much of SA's industry, with the poor north, which has a wealth of labour, largely unemployed.

To marry the rich south with the poor north

The driving force behind the project is the Greater Pretoria Metropolitan Council which, to date, has spent R1.2bn on infrastructure. If it succeeds it will create both employment and a wider spread of job opportunities. It has been designed so that its components will complement each other. The aim is to create job opportunities close to where people live.

Zoutpan in the north, site of the Ts'waing meteorite crater, is unde-





veloped but well populated. It can, however, be developed into an ecotourism destination. Its southern neighbour Soshanguve is a poor dormitory area in need of development and investment. Then comes Kruisfontein, a developing settlement, followed by the Rosslyn/Klerksoord area which is industrialised, but has ample land to accommodate new investors. The dormitory areas north of it can supply more than enough labour to meet its needs.

When completely developed the corridor will be a mix of economic nodes, dormitory areas and even an agricultural area.

A mix of economic nodes,
dormitory areas and
agriculture

A number of major international companies have already invested in Greater Pretoria, which has 700 manufacturing companies and 2.5% of total national business investment. But more is needed. The area employs only 5% of the country's workforce and contributes only 13% to the GDP.

The city and its surrounds has become a vital cog in SA's automotive manufacturing industry, with 40% of SA's motor manufacturers in its confines. Mercedes Benz of SA's head office is in Pretoria and there is talk of it mak-

ing a substantial investment in the area. BMW, which also makes Land-Rovers, has a plant there and is in the throes of investing an additional R1bn. All its right-hand drive Three Series cars will be made there. Mitsubishi, Ford and Mazda products are also made in the area by Samcor, and Nissan makes its own cars there, and Fiat Unos.

SA's steel giant Iscor started in Pretoria and still operates a major plant there. Pretoria Portland Cement, the country's largest cement manufacturer, operates a major plant on the outskirts of the city and SA Breweries' Pretoria brewery is one of the largest in the southern hemisphere.

The corridor's potential has already attracted investors from the Middle East and the far East, and businessmen from Singapore are looking for joint ventures, and horticulturalists from Korea are investigating the possibilities of growing fresh flowers there for export. The GPMC has already hosted several trade delegations, and is expecting many more.

Businessmen from
Singapore and
horticulturalists
from Korea

The GPMC says the focus now is to open up the north. The build-

ing of roads and the provision of piped water has already started. The next phase will be to persuade entrepreneurs to invest in factories and small businesses.

People are already being trained for urban farming. This is a form of agriculture that had always been around - it's an intensified form of growing vegetables in the backyard - but demonstrated its potential when many lost their jobs during sanctions and found the only way to feed themselves and their families was to grow their own vegetables. Some grew enough to sell to others, which alerted the corridor developers to the business possibilities of this form of agriculture. It will make plots of ground available which, if worked properly, should ensure an adequate living for those who work them. The project will take years to develop and will eventually link up with the Maputo Corridor, branch out into Bronkhorstspuit and KwaNdebele and link up with the Northern Province.

This may be pure speculation, but some years ago an unofficial study done on the future of airports in what is now Gauteng concluded that by about 2020 short take-off and landing (STOL) aircraft will become vitally important, because Pretoria and Johannesburg will be one city, stretching all the way down to Vereeniging on the Vaal River. ☉

MAJOR INITIATIVE TO BRING DEVELOPMENT TO WEST OF GREATER PRETORIA

Unlocking area's economic potential

The Project

Being managed and co-ordinated by the Greater Pretoria Metropolitan Council (GPMC) the Mabopane Centurion Development Corridor (MCDC) is a joint planning exercise between all tiers of government, with involvement of the relevant communities and the private sector.

The planning is being done for an area stretching from Mabopane/Soshanguve in the north (with Tswaing as the most Northern tourist node) up to Centurion (the west to south western parts) in the south, with as a basic aim the regeneration/revitalisation of the western half of Pretoria by making use of the development corridor concept.

Aim of the Project

- To promote the sustainable growth opportunities in the MCDC.
- To address the social needs in the western part of Greater Pretoria
- To regenerate, reconstruct and revitalise the area into a sustainable development corridor

Problems Include

- Negativity around the PWV 9



DEVELOPMENT CORRIDOR

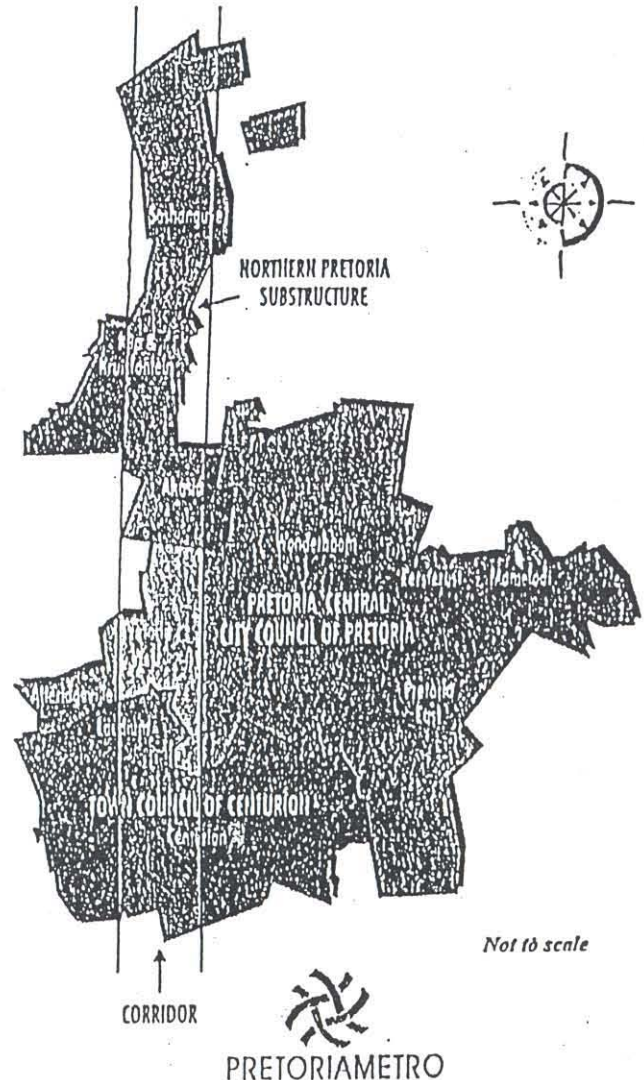
- Availability of finances for implementation
- Large backlogs that also need to be addressed
- More co-ordination is necessary
- Lack of wheelers and dealers to set up joint venture projects
- Lack of innovative thinking
- Differences in opinions regarding priorities
- Difficulty experienced to involve representatives of Northwest
- Economic growth trends of the Province and metropolitan Pretoria are presently directed to a large extent away from the MCDC in an easterly and south-easterly direction.
- The large area south of the Schurweberge is underlain by

dolomite and will have a direct influence on the ability of these areas to accommodate urban growth in future.

The proposed alignment of PWV-9 by-passes and all current major land use activities south of the Schurweberg, especially those in Centurion such as their CBD area.

Successes Include

- Support for the project received thus far from government institutions, communities and the private sector.
- Commitment to make the project a success.
- The level of community involvement and the ongoing increasing thereof.
- The general progress made with the project since it officially started in May 1996.
- The amount of funding allocated by the GPMC for implementation projects allocated to areas within the MCDC at the present financial year.
- The vast existing development and investment opportunities.
- Joint venture discussions with private sector investors and their keenness to investigate such an opportunities



Not to scale



viii. Pretoria News: March 1997

R1-m boost for crater museum

The Tswaing Crater Museum north-west of Pretoria is to get a financial boost totalling R1-million. This was announced by outgoing Minister of Arts, Culture, Science and Technology Dr Ben Ngubane.

Addressing delegates, including Unesco members at an international symposium on culture, communication and development, organised by the Human Sciences Research Council (HSRC), he said development of the crater museum was a special cultural project.

"The meteorite crater will be turned into a site museum and will conserve documents,

research and interpret the natural and cultural heritage of the site in a holistic way."

Dr Ngubane announced that renovations at the Robben Island prison would be finalised this week.

His department would manage and supervise development which he predicted would become "a major tourist attraction".

Sarafina II

Also under the spotlight at the symposium was *Sarafina II* and perceptions of the role of the SABC-TV as a multicultural and multi-lingual broadcaster.

Professor Temple Haupt-

fleisch of the University of Stellenbosch said the *Sarafina II* saga had done immense harm to cultural development - particularly theatre development.

"The saga leads the public to question the efficacy of theatre as a means of communication."

Judy Bernstein, a sociologist at the University of Port Elizabeth, said preliminary survey results indicated serious negative consequences for the future of SABC-TV.

Dr Ngubane takes up a new provincial appointment as MEC for finance and agriculture in KwaZulu-Natal today. - Staff Reporter

ix. The Beeld: 17 June 1997

Insette oor korridorplan ingewag

Eugene Yssel

Pretorianers het tot 7 Julie tyd om kommentaar te lewer op die geïntegreerde ontwikkelingsraamwerk van die Mabopane-Centurion-ontwikkelingskorridor.

Volgens die metroraad sal die projek lei tot die vestiging van 45 000 huishoudings in die Klip- en Kruisfonteingebed en daarmee saam 71 000 werkgeleenthede oor die volgende veertien jaar bied.

Die konsepdokument is afgehandel ná uitgebreide gesprekke met en insette van 'n wye reeks organisasies en instellings.

Organisasies wat insette gelewer het, is onder meer die Soshanguve-inwonersvereniging, welsynsorganisasies, smousverenigings, bouers, gemeenskapspolisiëringsforums, die WNNR, die verskillende metropolitaanse rade in Gauteng, politieke organisasies en omgewingsforums.

Die korridor sal van Mabopane en Soshanguve in die noorde deur Akasia en Pretoria-Wes tot by Centurion en uiteindelik tot by die Samrand-ontwikkeling strek.

Insette en kommentaar kan aan die direktoraat van grondgebruik en -beplanning gerig word by Posbus 6338, Pretoria 0001. Die konsepdokument kan besigtig word in die metroraad se kantore op die vierde verdieping van die H.B. Phillipsgebou op die hoek van Bosman- en Schoemanstraat.

x. Rekord-Moot: 04 July 1997

Plans for corridor completed

THE draft document of the Integrated Development Framework for the Mabopane-Centurion Development Corridor has been completed and the public can now give comments before the final document is drafted.

A spokesperson for the Greater Pretoria Metropolitan Council says the document outlines the different dimensions of the development accompanying the corridor.

The draft document was compiled after discussions with among others the Soshanguve Resident Association, social and welfare organisations, hawker associations, builders, community

policing forums and political organisations.

The corridor will stretch from Mabopane and Soshanguve in the north through Acacia and Pretoria West up to Centurion. The project will bring housing as well as job opportunities to many people. Approximately 45 000 households will be established in the Klip and Kruisfontein areas and it is envisaged that this will be coupled with the creation of 71 000 jobs over 14 years.

Members of the public can give input on the draft document until July 7.

It should be send to the Directorate of Land Use and Planning, PO Box 6338, Pretoria, 0001.

Framework on corridor available for comment

Elize Doman

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SHOW FOCUS

PRETORIA NEWS
WEDNESDAY AUGUST 27 1997

The disadvantaged set to break through class barrier

City project clears way for opportunities

Pretoria is launching a Development Project which is the first of its kind on this scale in South Africa.

This project is aimed at empowering the disempowered and disinformed with survival information.

This will enable disadvantaged people to break through the socio-economic class barrier.

The statement "information equals power" could not be closer to the truth in modern society, where critical information is owned and controlled by those in power.

Today it is no less true than it was centuries ago. The only way disempowered people can escape this is by having access to quality information. This is what the initiative is all about.

All agents, organisations, institutions, levels of government, non-governmental organisations, community-based organisations and development forums concerned about the flow of information are partners in this initiative.

Business and local government has forged a partnership called the Human Development Initiative, with its main objective to facilitate the development of people in Pretoria through the facilitation of information flow.

Its primary function is to enhance communication between all stakeholders partici-

The Internet Project is just one of the projects aimed at improving the flow of information to disempowered members of our society.

The initiative's main objective is to ensure that any member of society can at any given time access quality information.

The council is using state-of-the-art electronic technology to make information available to people and organisations locally and internationally through the Internet.

Their task is to source data from various information providers and make it easily available to the ordinary citizen.

This information will reside in a "digital library".

This is a term used for information in various computers irrespective of place. The information can originate from various resources, but it is pooled in the "digital library". This makes information easily accessible, searchable and locatable.

The establishment of the "digital library" is part of a local government program of establishing community support centres in various disadvantag-



can access it without being intimidated by the unstructured way it is represented at the moment.

A major development initiative is being planned to the west of the Greater Pretoria area.

The purpose of this initiative is to unlock the area's economic and social potential through the structured utilisation of its development and investment opportunities.

This part of Greater Pretoria has a local population of almost 86 000 and an even larger regional population adjacent which can, according to existing research, increase to more than 1.8-million by the year 2000.

The Greater Pretoria Metropolitan Council (GPMC) and the Office of the Deputy President (Department of Transport) are financing this joint venture planning project as part of the redevelopment of the western part of Pretoria.

The GPMC, being the project manager, intends to invest more than R125-million this financial year (1996/1997) by implementing projects within the corridor.

The planning of the Mapopane-Centurion Development Corridor is still in an early stage. If you are interested in participating in this project and would like more information, visit their exhibition stall at the

have computer facilities and trained personnel to assist any person should help be needed.

This will allow people to have immediate and unlimited access to all government and relevant information usually only available to the privileged few.

This service will be available at any computer linked to Internet.

The Pretoria Human Development Initiative is embarking on a project which will make national and local information accessible by managing

GREATER PRETORIA METROPOLITAN COUNCIL
OFFICE OF THE CHIEF EXECUTIVE OFFICER

COR BOSMAN & SCHOEMAN STREETS PRETORIA 0002
P O BOX 6338 PRETORIA 0001

TEL (012) 323 9351 / 325 4880
FAX (012) 325 6799



PRETORIA METRO

PRESS RELEASE

TO: Sidwell Medupe, 804 1184
FROM : Page Boikanyo-GPMC Communication Section
DATE: 19.06.1997

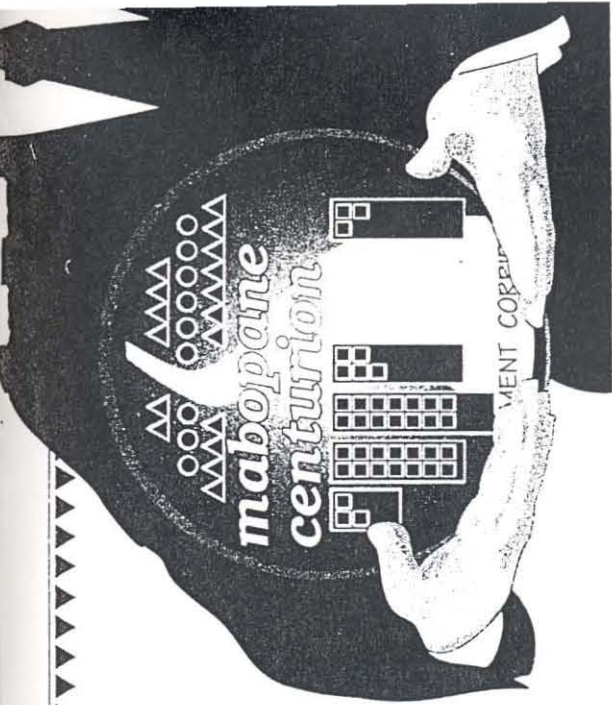
The GPMC is pleased to announce the completion of the draft document of the Integrated Development Framework for the Mabopane-Centurion Development Corridor.

This document which outlines the different dimensions of development accompanying the corridor, is an outcome of extensive discussions and inputs made by a wide-range of organisations and institutions. These included among others : the Soshanguve Residents Association, Social and Welfare Organisations, Hawkers Associations, Builders, Community Policing Forums, CSIR, the different Metropolitan Local Councils in the Gauteng Province, Political Organisations, Environmental Forums and so forth.

The corridor will stretch from Mabopane and Soshanguve in the North, proceed through Akasia and Pretoria West to Centurion and ultimately to the Samrand Development. The project will bring with it housing as well as job opportunities. In this regard 45 000 households will be established in the Klip and Kruisfontein area only and this is likely to be coupled with the creation of 71 000 jobs over a period of 14 years. Undoubtedly, a project of this magnitude is bound to generate economic growth for Greater Pretoria and its inhabitants.

Now that the draft of this important project has been completed, the Greater Pretoria Metropolitan Council wishes to invite inputs from members of the public with the aim of finally completing the Integrated Development Framework document. The closing date for contributions from the public is **7th July 1997**. These should be forwarded to the GPMC, **Directorate of Land Use and Planning, P.O Box 6338, Pretoria, 0001**. The draft copy of the document could be consulted at the GPMC, (4th Floor Room 415) H.B Phillips Building, Cnr. Bosman and Schoeman, Pretoria.

Enquiries:
Hendrik Kleynhans
Tel (012) 323 9351 / 325 4880



DEVELOPMENT CORRIDOR

A major development initiative is being planned to the west of the Greater Pretoria area. The purpose of the initiative is to unlock the area's economic and social potential through the structured utilisation of its development and investment opportunities. This part of Greater Pretoria has a local population of almost 860 000 and an even larger regional population adjacent which can, according to existing research, increase to more than 1.8 million by the year 2010.

The Greater Pretoria Metropolitan Council (GPMC) and the Office of the Deputy President (Department of Transport) are financing this joint venture planning project as part of the redevelopment of the western part of Pretoria. The GPMC, being the Project Manager, intends to invest more than R125 million this financial year (1996/1997) alone, in implementing projects within the corridor.

The planning of the Mabopane-Centurion Development Corridor is still in an early stage. If you are interested in participating in this project and would like to attend workshops, or would like more information, return the completed tear-off form together with the questionnaire in the addressed return envelope or post to ..

URBAN-ECON
PO Box 13554
HATFIELD
0028

mabopane centurion

DEVELOPMENT CORRIDOR

HOW THE BALL
IS GOING TO ROLL

FOR

YOU



DETAILS

NAME: INITIALS:

ORGANISATION:

POSTAL ADDRESS:

CODE:

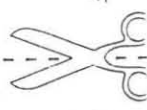
STREET ADDRESS:

CODE:

TELEPHONE: () FAX.: ()

DESCRIBE YOUR INTEREST IN THE MABOPANE -CENTURION DEVELOPMENT CORRIDOR:

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GREATER PRETORIA METROPOLITAN COUNCIL

The Mabopane-Centurion Development Corridor, being the "Corridor of Opportunities", will provide a north-south link stretching from Mabopane and Soshanguve in the north, through Rosslyn, Akasia and Pretoria West to Centurion, Midrand and the Samrand development in the south.

The planned development will focus on four key areas:-

- Investment
- Transport infrastructure and accessibility
- Human resource development
- Sustainable environmental development

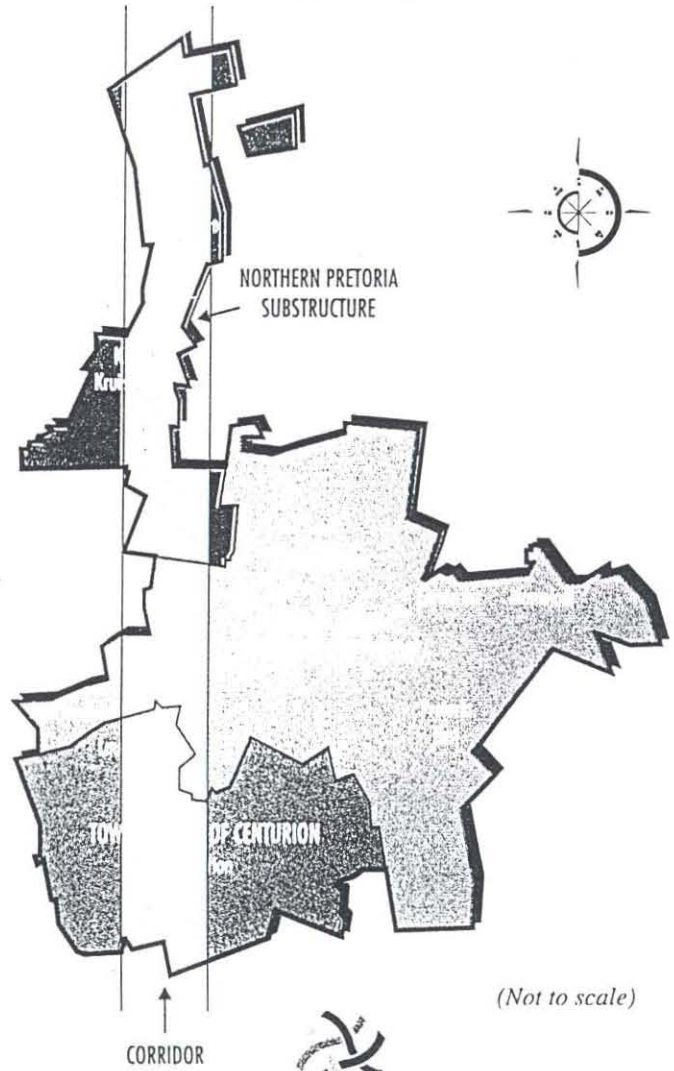
In order to sustain relatively high economic growth rates in the MCDC over the next 10 to 15 years, the following key strategies will be promoted:-

- Employment through industrialisation
- Skills development programmes
- Optimal resource utilisation
- Infrastructure and urban development
- Integrated environmental management

The PWV-9, being the identified regional access-spine will link the existing and planned industrial, warehousing and trade centres, housing developments, regional sports and national tourism facilities to each other.

The Mabopane-Centurion Development Corridor will be intersected by the high priority Maputo Development Corridor along an east-west link (linking Rustenburg with Maputo).

The anticipated economic spin-offs as well as social and physical benefits that will occur at the intersection of these two corridors, coupled with potential incentives in the corridors, will create investment and development opportunities.



GREATER PRETORIA METRO
GREATER PRETORIA METROPOLITAN COUNCIL

IF YOU ARE INTERESTED IN PARTICIPATING IN THIS PROJECT AND WOULD LIKE TO ATTEND WORKSHOPS, OR WOULD LIKE MORE INFORMATION, PLEASE COMPLETE THE REVERSE SIDE OF THIS TEAR-OFF FORM AND PLACE TOGETHER WITH QUESTIONNAIRE IN RETURN ENVELOPE

OR MAIL TO:

URBAN-ECON
Development Economists

PO BOX 13554
HATFIELD
0028



PWV 9 FREEWAY

APRIL 1997



INTRODUCTION

Johannesburg and Pretoria, two large conurbations, situated 60 km apart, and belonging to the hub of economic activity in South Africa, is an ideal situation for cross-pollination and development. It will happen, planned or not planned. Fortunately, following the new legislation, Land Development Objectives are being compiled by metropolitan, local and provincial authorities to ensure that development is planned to be of maximum benefit to the majority of the people, and that the best use is made of the land available. The spinal cords and catalysts of such modern developments are the main road communication links

STATUS QUO

The main existing road link, the N1, is already congested at peak periods, even though it was recently widened from four to six lanes.

Development is taking place along its entire length, traffic congestion can only worsen and journey times increase. The current peak hour will become the peak two hours and the peak three and four hours until the road is congested the whole day unless capacity is increased. The R21, running past the Johannesburg International Airport, assists by providing a partially eastern route in the sector for traffic finding that route convenient. This R21 freeway can be widened from four to six lanes to increase capacity and it can also be extended on the PWV 13 route to link into the N3 south of Johannesburg near Heidelberg.

However, on the western side there is no freeway to accommodate major through traffic

TRAFFIC

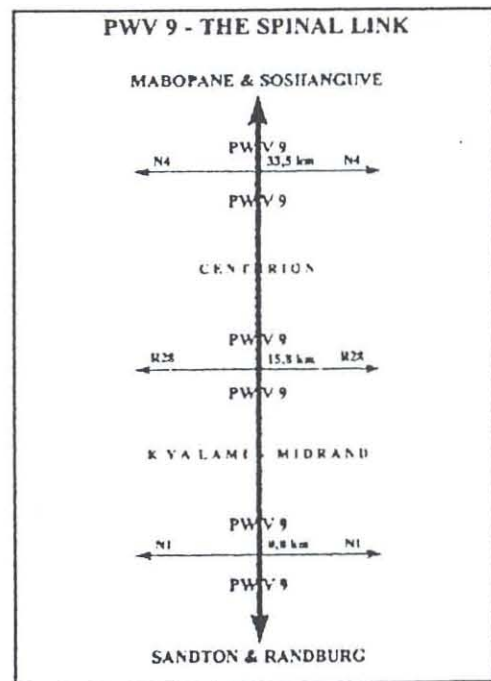
Traffic in the Pretoria-Johannesburg corridor is at present of the order of 140 000 vehicles per day and it is growing on average at about 4% per year, with some existing sections of the PWV 9 route having a 13% growth rate.



It has been forecast, that should the PWV 9 freeway be built by the year 2000, the traffic on it will be:

Year	Traffic Forecast (vehicles per day)
2000	30 000 to 40 000
2010	50 000 to 60 000
2030	80 000 to 95 000

Furthermore, as other freeways such as the N1 and the R21 become increasingly congested, more traffic will divert to the PWV 9. Traffic on the N1 is already at the 70 000 to 85 000 vehicles per day level as compared with the N1's capacity of about 80 000 vehicles per day.



THE PWV 9 FREEWAY

PWV 9 is part of the Gauteng Provincial Road Planning Network. It is a north-south freeway to the west of the N1. It connects northern Pretoria, Pretoria West, Centurion, Kyalami-Midrand, and Sandton-Randburg over a total distance of approximately 60 km.

It thus provides a spinal cord for a development corridor from Mabopane-Soshanguve in Pretoria north to Sandton in the south. The route commences in the south at the N1 at Fourways and goes northwards crossing the R28 (Krugersdorp freeway) at 15,8 km and the N4 near Quagga Toll Plaza at 33,5 km and links with the nine kilometres of constructed PWV 9 road south of Rosslyn at 39,3 km. Then there is approximately 11 km north of Rosslyn to Mabopane-Soshanguve still to be built to a standard higher than the present two lane road facility.



PROJECT ADVANTAGES

- It will help resolve road traffic congestion between Pretoria and Johannesburg
- The provision of PWV 9 will trigger and permit tremendous development and growth:
- Population in the PWV 9 corridor is expected to grow from 400 000 in 1991 to 2,5 million in 2030.
- Job opportunities should increase from 120 000 in 1991 to 300 000 in 2030.
- Potential retail floor area should increase by 300 000 m² by 2030, i.e. three developments similar to Midrand.
- Three major industrial areas should be established by 2030.
- Land values should increase by at least R1 250 million, which is more than the cost of the toll road.
- Rosslyn should become a regional industrial area.
- There should be a revival of the Kirkney/Andeon industrial area.
- The Sunderland Ridge industrial area in Centurion should expand markedly.
- The intersection of the R28 and PWV 9 should stimulate growth in the area and develop so that retail shopping, offices, industries and commercial enterprises would be accommodated. This area should then interact with Samrand to the east and Lanseria to the west.
- The building of PWV 9 should increase the rate of growth of places such as Kyalami Park.

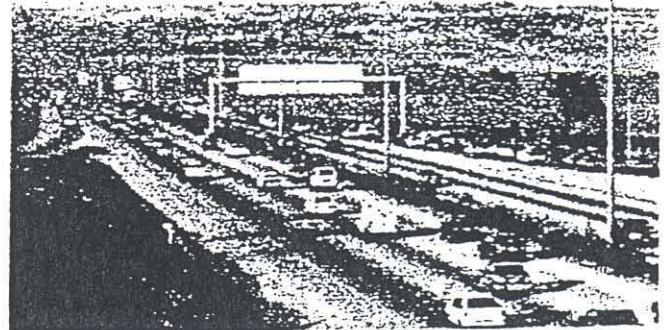
COST

Most of the land needed for the sections north of the N4 and south of the R28 has been acquired, but an appreciable amount of land acquisition is still required between the N4 and the R28. Due to the heavy cutting in rock through the Suiderberg, north of the N4, the road construction of this section of road will be very expensive and therefore various options are still under consideration.

The total cost of the remaining land acquisition and the road construction of PWV 9 is of the order of R760 million. Finding a sum of this order from normal and traditional sources will prove to be very difficult due to other demands for funding. Therefore a user pay approach has to be considered if the project is not to be delayed beyond an acceptable time period.

FINANCE

Toll financing of the PWV 9 is viable provided the other freeways in the Pretoria-Johannesburg road transport corridor are also tolled and a suitable toll strategy developed for the corridor. Toll tariffs can then be kept at acceptable levels and be sufficient for assured viability of the project.



CONCLUSION

The PWV 9 will help resolve road traffic congestion between Pretoria and Johannesburg and provide a western freeway in the transport corridor.

From a land-use perspective the PWV 9 could serve as a development corridor along which mixed land-use nodes can be established together with high density residential

areas and could act as a vehicle for economic development in general.

From a Reconstruction and Development point of view it will open up new areas of job opportunities because of the improved accessibility to the Witwatersrand area and improve the standard of living for many people.

GPMC: MOVING ALONG THE CORRIDOR OF DEVELOPMENT

After recognising the western part of Greater Pretoria as a strategically important area with redevelopment and investment opportunities, the National RDP, the National Department of Transport, the Greater Pretoria Metropolitan Council and the other three Metropolitan Local Councils (NPMLC, CCP, TCC), initiated the development programme known as the Mabopane - Centurion Development Corridor Project. Other important stakeholders are the private sector and the relevant communities.

In January of 1996, an amount of R2.2 million has been injected to kick-start the planning process. The GPMC, which is assuming the role of the project manager and co-ordinator views the MCDC Project as part of its overall objective to redress the social disparities which exist in the area through urban reconstruction. The planned corridor coupled with a diversity of other supporting development projects, should unlock the economical potential of this unexplored area. The strategic importance of the planned corridor was underlined by the MEC for Development Planning and Local Government, Mr Sicele Shiceka, when he described it as the first of its kind in the history of South Africa.

Stretching from Soshanguve, but specific the Mabopane railway station in the north, proceeding through Akasia and Pretoria West to Centurion, the 60 kilometres long corridor will end up in the new Samrand, which can be considered as an extension of the Midrand high-tech devel-

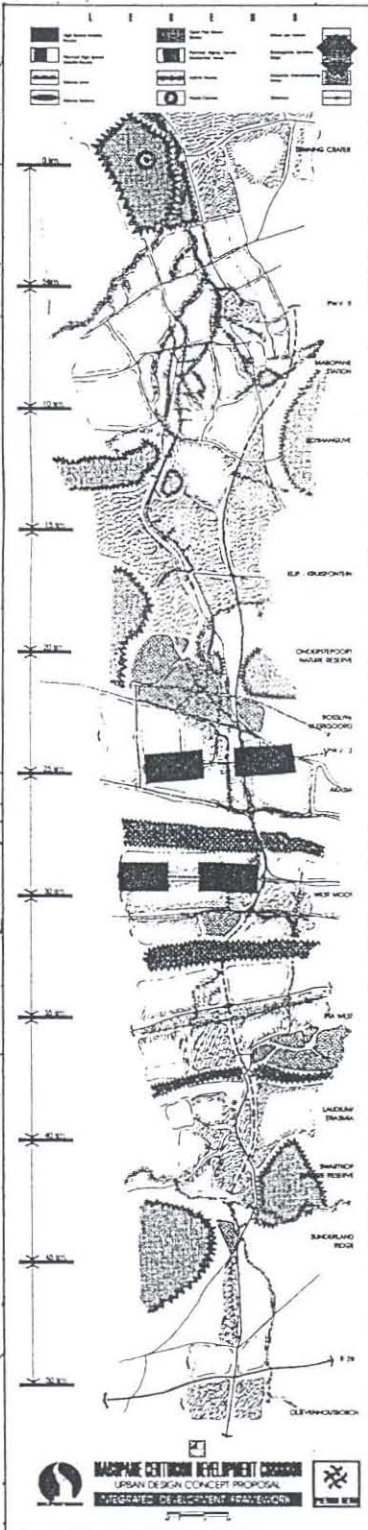
opment axis. Development in the south. Samrand is said to be one of South Africa's fastest growing cities and houses some of the country's high-technology industries as well as the head offices of many of South Africa's leading organisations. Given these positive economic factors, Greater Pretoria is likely to be placed on the global economic map.

As noted by the MCDC Project Manager, Hendrik Kleynhans, what is being planned is not a simple and ordinary corridor, but an integrated economic venture entailing several dimensions of development. For example, in consonance with the Metro's objective, which is to enhance the lifestyles of the residents of this city, the corridor brings with it opportunities of housing. In this regard, 45 000 households will for example be established in the Klip and Kruisfontein area only. Meaning that more than 220 000 additional people situated along the corridor will be housed. The implementation of this aspect of the plan should to some extent reduce the problem of accommodation facing our government.

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This publication is available on request in any of the official languages.



WONDERBOOM AIRPORT: THE LINK TO GLOBAL ECONOMY



Making Pretoria an economically competitive city that could be attractive to potential investors is one of the GPMC's objectives. This stems from the fact that a vibrant economy in the area is bound to effect positively on the lifestyles of its inhabitants. As part of its strategy to fulfill this goal, the GPMC is currently undertaking a wide-range of development projects and among these is to investigate a proposed plan to upgrade the Wonderboom Airport. The upgrading and development of this facility has become imperative to meet the requirements of the rapidly expanding global air travel and air cargo market.

STRATEGIC LOCATION

The Mabopane-Centurion Development Corridor would be situated on the western edge of the airport and would form a very important link to the central part of Gauteng. It would also link the airport to Rosslyn which already has a major component of the infrastructure required for light industrial development. As such the airport can play a significant role to reach the goal of creating 71 000 jobs in the MCDC by the year 2010.

The strategic situation of the airport at the crossing of the planned Gaborone - Maputo Corridor is crucial as this corridor is so designed to form a link from Botswana to the harbour facilities of Maputo in Mozambique. It is no doubt that the movement to be caused by the access to the harbour facilities would be a tremendous boost for economical development in the Greater Pretoria Metropolitan Area. What is important to note is that the airport development will

not be phased out in isolation i.e. without the required road infrastructure.

ECONOMIC ADVANTAGES

Undoubtedly, the improvement of the Wonderboom airport could bring with it some wide-ranging business opportunities for potential investors, entrepreneurs as well as for the residents of Greater Pretoria. For example, the project will generate many jobs as was the case when in 1995 Johannesburg International airport employed 15 000 people. Actually more jobs than anticipated could be created especially in the light of the industries that are likely to emerge in this area as a result of this development. It is said that over the past two years the Pretoria region has experienced growth rates of above 3% per annum. However, with the impact the upgrading of the airport could have on the economic activity, this growth rate has the potential to experience some acceleration. It is therefore, reasonable to state that this proposed modern facility could transform Pretoria into one of the great African Metropolitan cities it is destined to become.

We'd like to hear from you!

Contributions, comments and photographs for possible inclusion in the MCDC News may be sent to:
MCDC News, P O Box 6338, Pretoria, 0001.
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MCDC

News



VOLUME 1, NUMBER 2
Sept / Oct 1997

NEWSLETTER OF THE MABOPANE-CENTURION DEVELOPMENT CORRIDOR

TSWAING CRATER MUSEUM.

A COMMUNITY BASED ECOTOURISM PROJECT

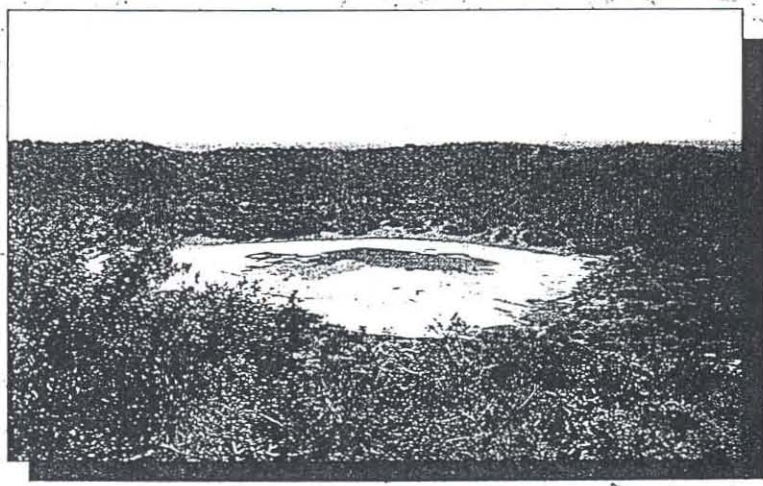
The Tswaing Crater Museum, which is the first enviro museum in South Africa is located 40 km from Pretoria on the Onderstepoort road. Surrounding the crater are the communities of Winterveld, Kromkuil, Mothla, Soshanguve, Kwa Ratsiepane and Nuwe Eersterust.

The Tswaing area is part of the Mabopane-Centurion Development Corridor. Like the MCDC, the Tswaing Crater Museum Project is aimed at small business development as well as human resource development.

ECONOMIC SPIN OFFS

According to the Chairperson of the Tswaing Planning Committee, Mr J J Basson, the promotion of the arts and crafts industries in the area is likely to stimulate business development with restaurants, accommodation, farming, and environmental education facilities emerging and developing into business entities. This should without doubt contribute positively to the development of tourism in the area. To add to this, the draft business plan of Tswaing estimates that the project will be self sustaining within three years after the development and commissioning of all the zones.

It is said that an industry claiming to be in the hospitality business can find that its products planning and marketing strategies are laid to waste through



bad service and a hostile reception from local residents.

To the contrary, the communities at Tswaing view the establishment of tourism industry in the area as an opportunity. Hence, a tourism sub-committee has been established to identify potential tourism products in the communities, it is hoped that the products will be developed for the tourism industry. The development of Tswaing Crater Museum as a community-based ecotourism project and as an integrated part of the Soshanguve-Centurion Corridor will contribute to the implementation of the corridor's mission and the RDP.

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GREATER ECONOMIC PROSPECTS FOR GREATER PRETORIA

The strategic importance of the development of the area known as Lotus Gardens was identified by the Pretoria City Council and the private sector. This site which is located directly north of Atteridgeville and approximately 10 km west of the Pretoria Central Business District (CBD), is bordered by the proposed FW9 to the East and the N4 to the South.

The private sector initiative took the form of multilateral discussions, culminating in the informal establishment of a development forum consisting of Newhco and Grinaker Projects. Other private sector developers expressed interest to participate in the development process after the primary services have been installed.

Pursuant to the establishment of the informal consortium of private developers, the Council was approached with a view to forming a joint venture for the further development of the Lotus Gardens area.

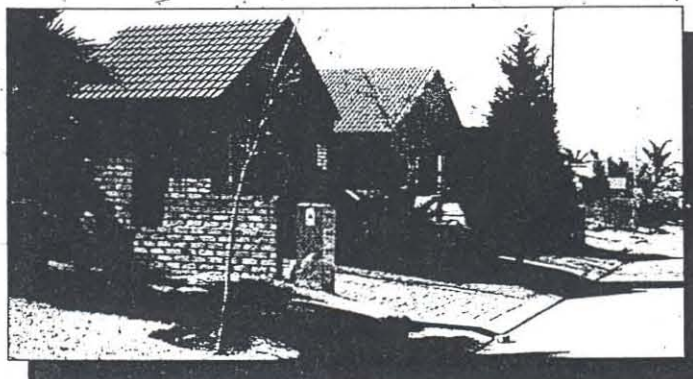
EXISTING HOUSING NEED

The existing housing need mainly represent the housing backlog within Atteridgeville, and this is estimated at 17 000 units.

Detail information in respect of the actual housing backlog and the associated financial capacities of the beneficiaries will be obtained once the collated information from the provincial waiting list (housing) is made available to the development consortium and the Council. Due to the strategic location of the site and its proximity to employment opportunities, it is anticipated that housing backlogs from areas as far afield as Soshanguve and Mabopane will be relevant.

LAND DEVELOPMENT OBJECTIVES.

In the draft Land Development Objectives compiled by the Pretoria City Council a number of "Strategic Development Areas" were identified within the Greater Pretoria Metropolitan area of jurisdiction and Lotus Garden is situated within such a development priority area. The proposed development will take cognisance of the importance of the proposed Mabopane-Centurion Development Corridor because it requires access to the identified corridor for the development of the adjacent land to its fullest potential. In a drive to further consolidate the proposed plans for the Mabopane-Centurion Development Corridor, the local and provincial governments intend to ensure that the planning of proposed and existing roads within the corridor be reinforced with integrated land use planning, emphasising the existing commercial nature of the corridor. The draft corridor study recognises the strategic importance of the development of the afore-mentioned site. It is envisaged that a total of ±70 hectares will be provided for business opportunities and ±30 hectares will accommodate social facilities in the area.



SOSHANGUVE URBAN FARMING PROJECT

In pursuance of the overall strategic goal of the GPMC aimed at improving the living conditions of deprived communities, the SMME's division of the Directorate for Economic Development at the GPMC has embarked on a project of urban farming in the Soshanguve area. On the basis of the findings of a study into the development of such a project, the Metropolitan Council has voted in an amount of R400 000 to kick-start the project, whilst the Tswaing Metropolitan Local Council donated 10 hectares of land for the implementation of this programme.

The objective of the project is to create a capacity within the local community to develop an economically viable and sustainable urban farming project. Specific attention will be given to the optimum utilisation of the resources present on the site. However, the land will be used in such a way that the environment is preserved. The production options as laid out in the study suggests that the focus be on high quality vegetable and broiler production. This is corroborated by the fact that broiler production in the area is a very viable option because of the great need for locally produced broiler.

In an effort to ensure maximum input as well as to enhance the relationship between Government, private sector and the community, a stakeholder mobilisation process which is almost nearing its completion is currently taking place and it is believed that this made way to the official launch of the project in July.

The project will be conducted on commercial basis and it is expected to create hundred job opportunities as a start. It is further expected to serve as a training unit for chicken farmers in the surrounding areas as well as an advice centre specifically for urban agriculture and its management. The Soshanguve Training Centre is expected to play an important role in this regard. Possible sponsors who are keen to venture in the economic empowerment of the previously disadvantaged communities are likely to be attracted by this potential source of economic growth.