

# 3 FRAMEWORK

# MAMELODI URBANFRAMEWORK

Mamelodi a township located on the east of Pretoria. It was founded in 1945 as a black native township with workers stationed at Eerste Fabrieke. The township has grown steadily and is one of the biggest townships in Pretoria. Like many other townships, Mamelodi has been plagued by Apartheid spatial planning and as a result, the township is located 25km from Pretoria CBD. It is far removed from the financial and economic opportunities available in Pretoria. Even with this spatial disadvantage, Mamelodi is still the first port of arrival for those that are seeking employment and residency in Pretoria (Mahlangu et al. 2016)..

Everyday a large number of people make their way out of Pretoria and towards the city. This leaves the township without much energy. This energy has been recognised as an energy that, if kept in the township, will help grow Mamelodi into a self-sustaining entity, an entity that once that can contribute to Pretoria in a positive way (Mahlangu et al. 2016).

The broad objectives of this urban framework are rooted in the creation of opportunity within the context of Mamelodi, through the above-mentioned pointers as a guide. The generation of opportunity will be ensured by the integration of all the cells that make up the greater Mamelodi as a whole. Cells of social and economic opportunity will provide access to many physical and social resources that will result in the reduced dependency on the CBD.

Through understanding the energy that leaves Mamelodi on a daily basis through the daily exodus of people going to work in the CBD and other surrounding areas we have come up with a proposal to channel this energy back into Mamelodi. We begin to view Mamelodi as this cell that consists of various smaller cells that all work together in creating energy and opportunity in Mamelodi.

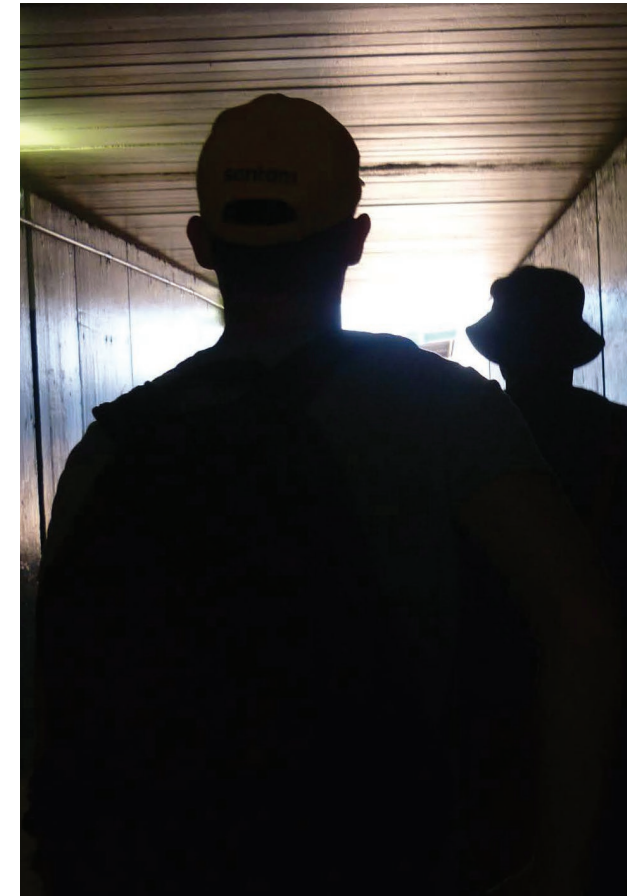


Figure 21: The daily exodus (Mahlangu et al. 2016).



Figure 22: Existing and proposed urban cores (Mahlangu et al. 2016).

The initial step is identifying Mamelodi's urban core, Denneboom, and then proposing two more urban hubs (Mahube Max City Mall and Greenview train station), creating a triangle around the township. These cores are linked by Tsayama Road, which is the major road run east to west through Mamelodi, the commuter railway line and Solomon Mahlangu Drive which is the road into the east of Mamelodi (Figure 22).

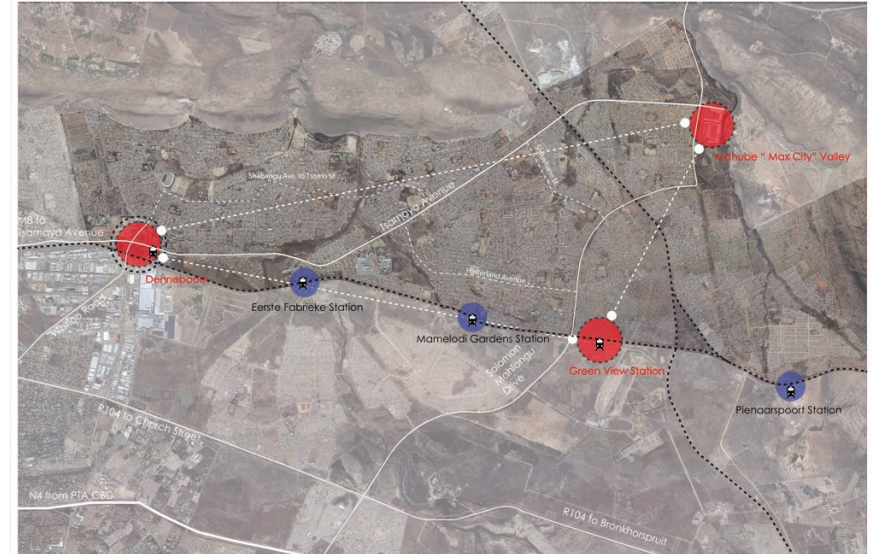


Figure 23: Primary nodes (Mahlangu et al. 2016).

The second step is identifying primary energy nodes, which have been identified as the train stations running on the southern edge of Mamelodi as shown in Figure 23. These train stations transport people and good throughout Mamelodi and then out towards the city.

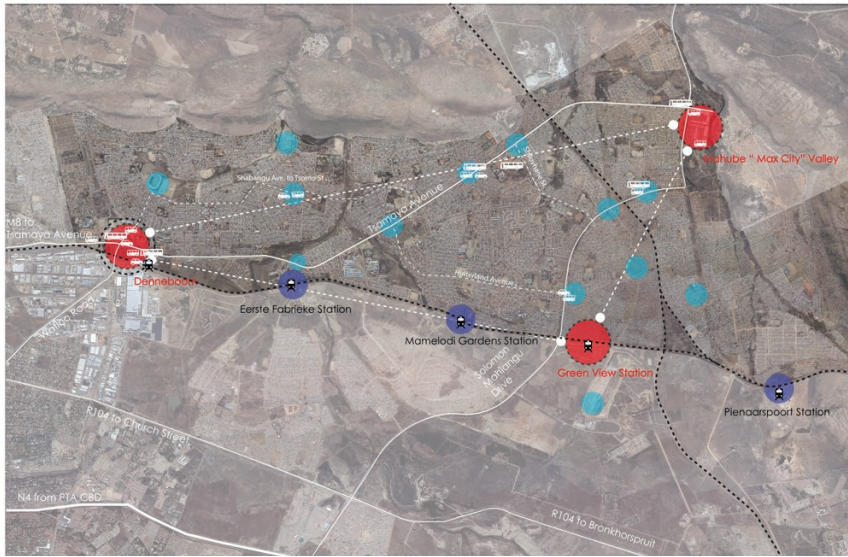


Figure 24: Secondary nodes (Mahlangu et al. 2016).

These primary nodes are then supplemented by the secondary nodes, which are public transport interchanges within the townships. These nodes are located in both the east and west of Mamelodi (figure 24).

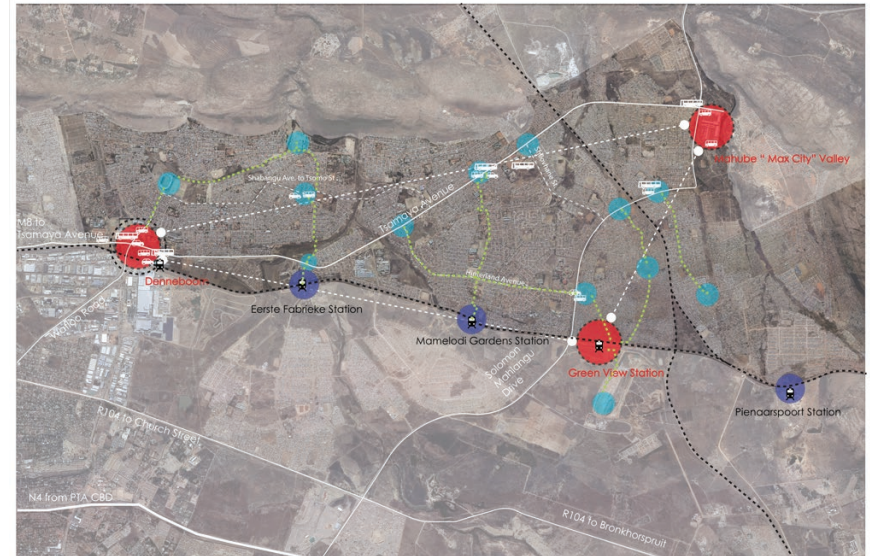


Figure 25: Activity spines connecting nodes (Mahlangu et al. 2016).

In order to achieve a greater distribution of energy within Mamelodi, the existing east to west movement will be disrupted by the implementing of north to south movement of people and goods through the activity spines we have proposed (figure 25).



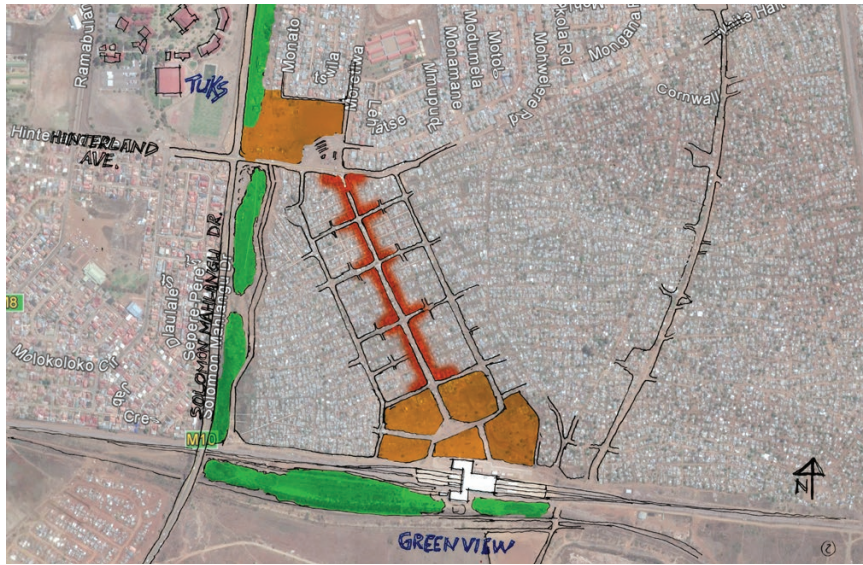


Figure 26: Proposed nodal development and activity spine activation (Mahlangu et al. 2016).

New developments will then happen at the identified **primary** and **secondary** nodes and gradually move along the **activity spines** ensuring the activation of the spines and allowing energy to move on the new north to south axes (figure 26).

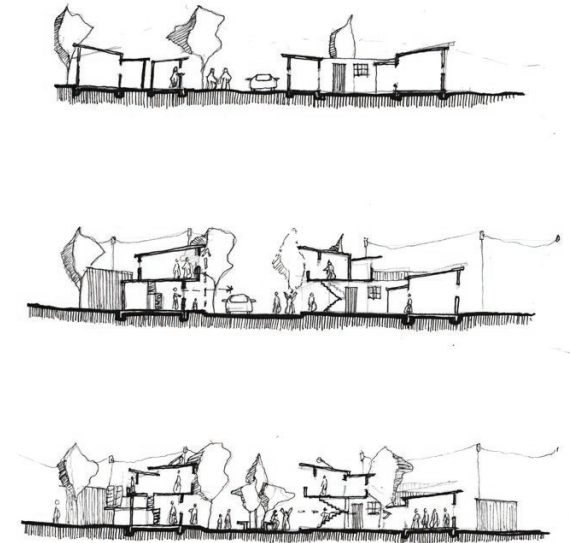


Figure 27: Phased growth of street (Mahlangu et al. 2016).

The proposed result of these interventions is the growth of smaller nodes within the activity spine. The hubs that will grow and house various activities and facilities, allowing Mamelodi to become a township with economic and financial opportunities within. The intention is that this revitalisation of Mamelodi will allow it to become an export of goods and services and not only labour as it currently does (figure 27).





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## BOPHELO PRECINCT PROPOSAL



Figure 29: Existing attributes of Lusaka and the proposed precinct location (Mahlangu & Wolmarans 2016).

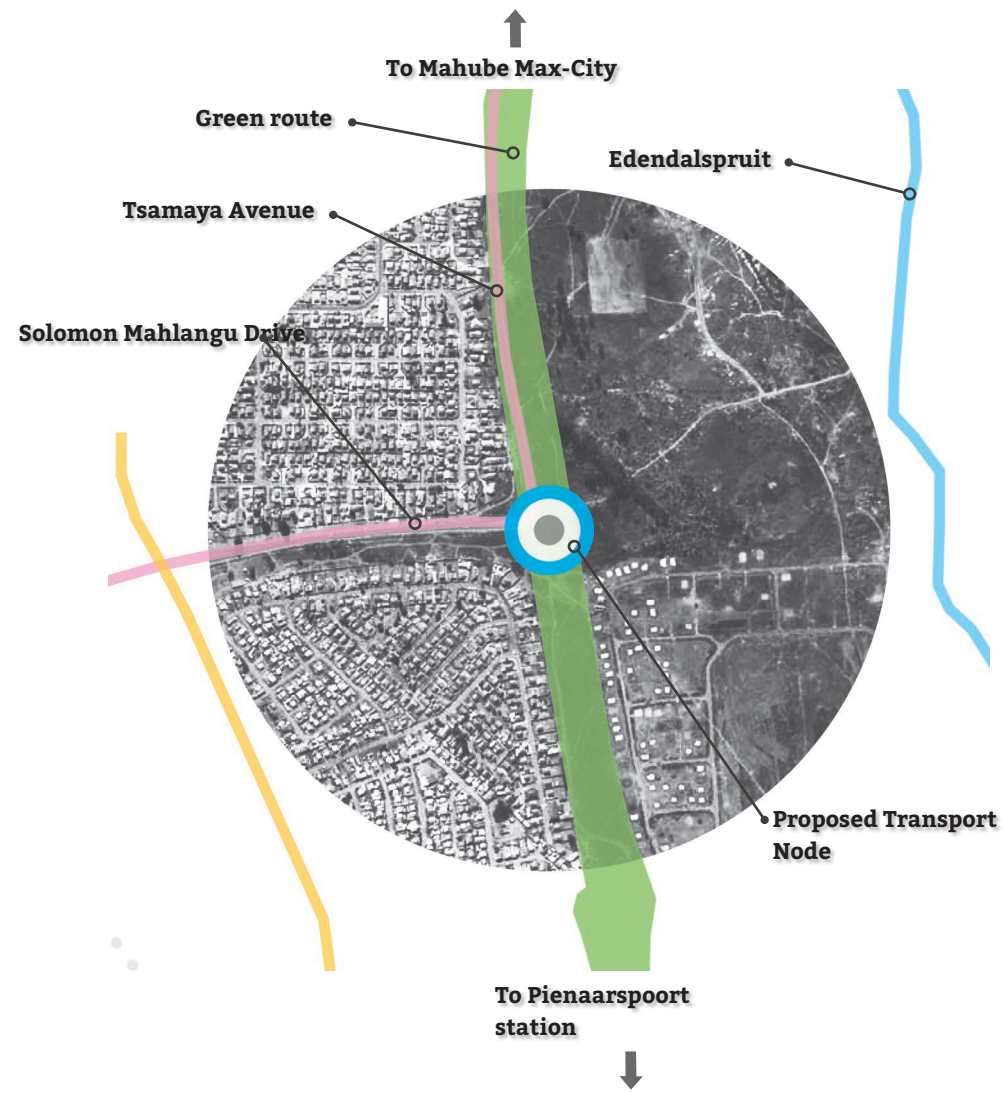


Figure 28: Proposed Urban Hub, Mahube Max City Mall, Mamelodi (Mahlangu & Wolmarans 2016)

# MAHUBE PRECINCT



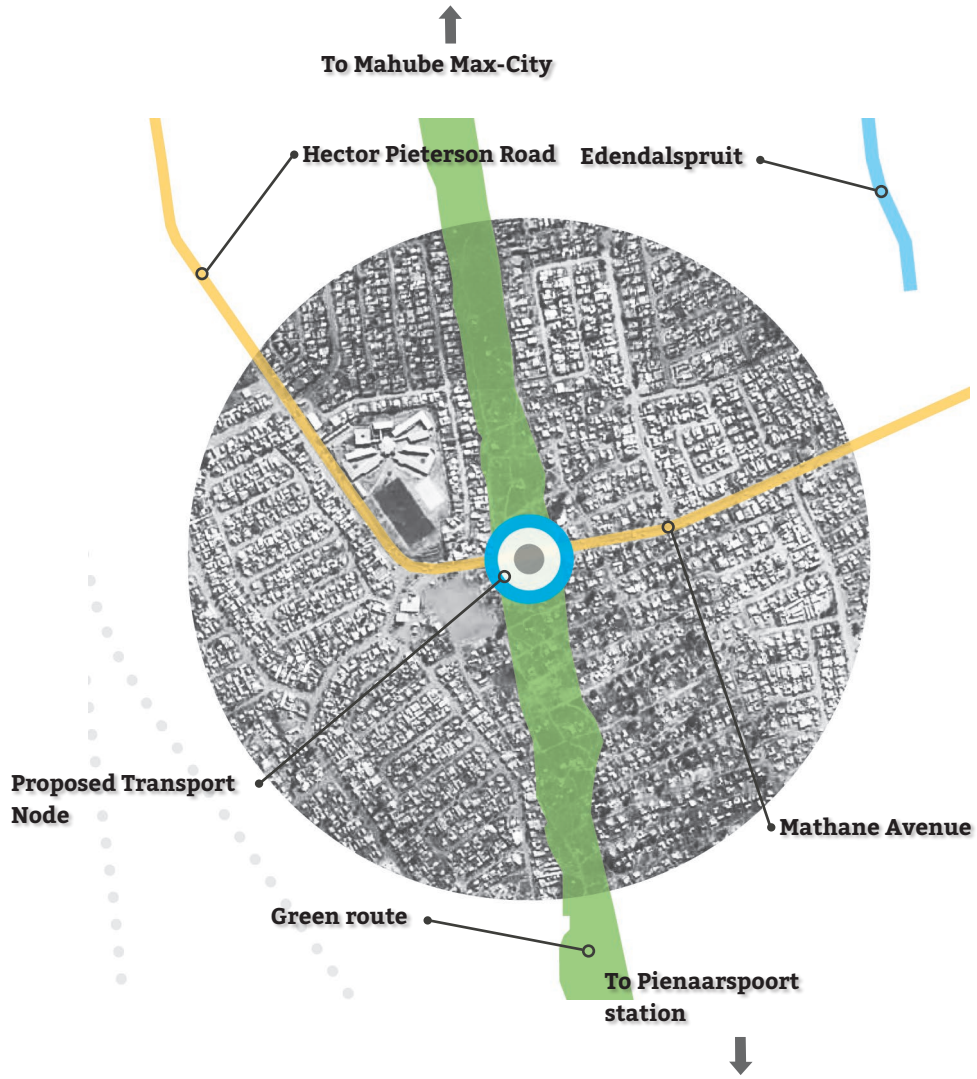


Figure 31: Points of interests and nodes linked to Bophelo Precinct (Mahlangu & Wolmarans 2016)

## BOPHELO PRECINCT

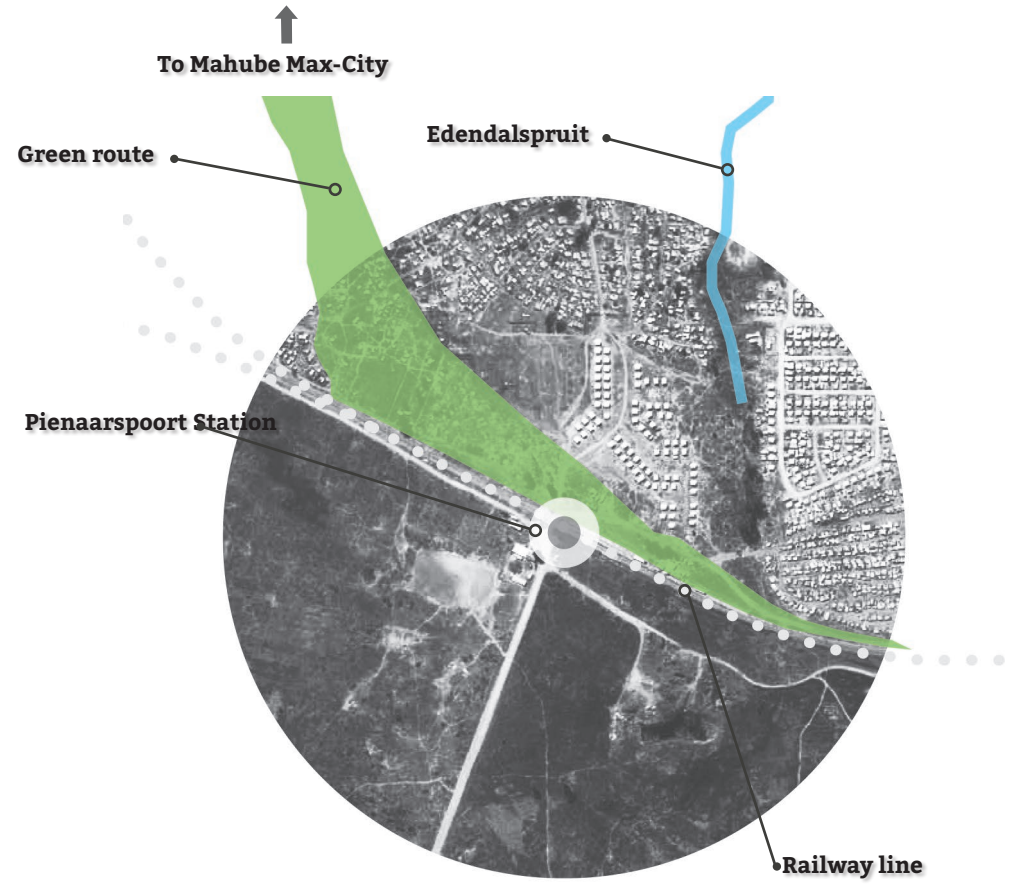


Figure 30: Points of interest around Pienaarspoort Train Station (Mahlangu & Wolmarans 2016)

## PIENAARSPOORT PRECINCT



Figure 33: Pedestrian movement around the precinct where the best suited interventions will be implemented (Mahlangu & Wolmarans 2016)

## EXISTING ROUTES



Figure 32: Existing zones of interest. This will be incorporated in the precinct proposal with various interventions (Mahlangu & Wolmarans 2016).

## EXISTING ZONES





Figure 35: Proposed activities and interventions for the green route (Mahlangu & Wolmarans 2016).

## PROPOSED GREENROUTE

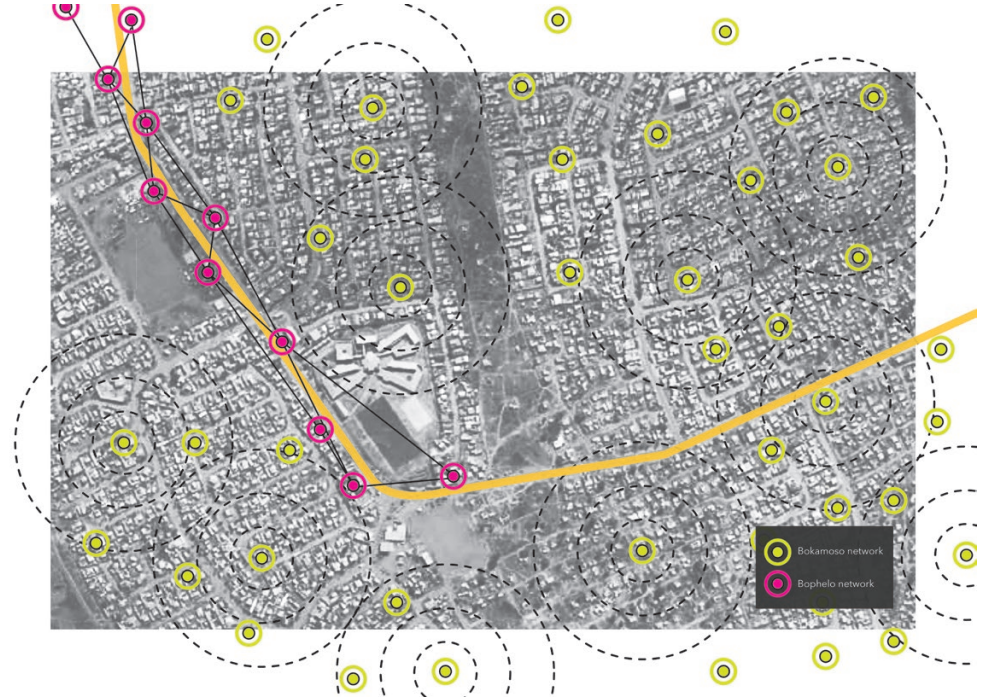


Figure 34: Proposed networks that will supplement the larger civic proposal that form part of the precinct plan (Mahlangu & Wolmarans 2016).

## PROPOSED NETWORKS





Figure 37: Network diagram of nodes linked by activity spine (Mahlangu & Wolmarans 2016).

## PROPOSED NODES + CONNECTIONS

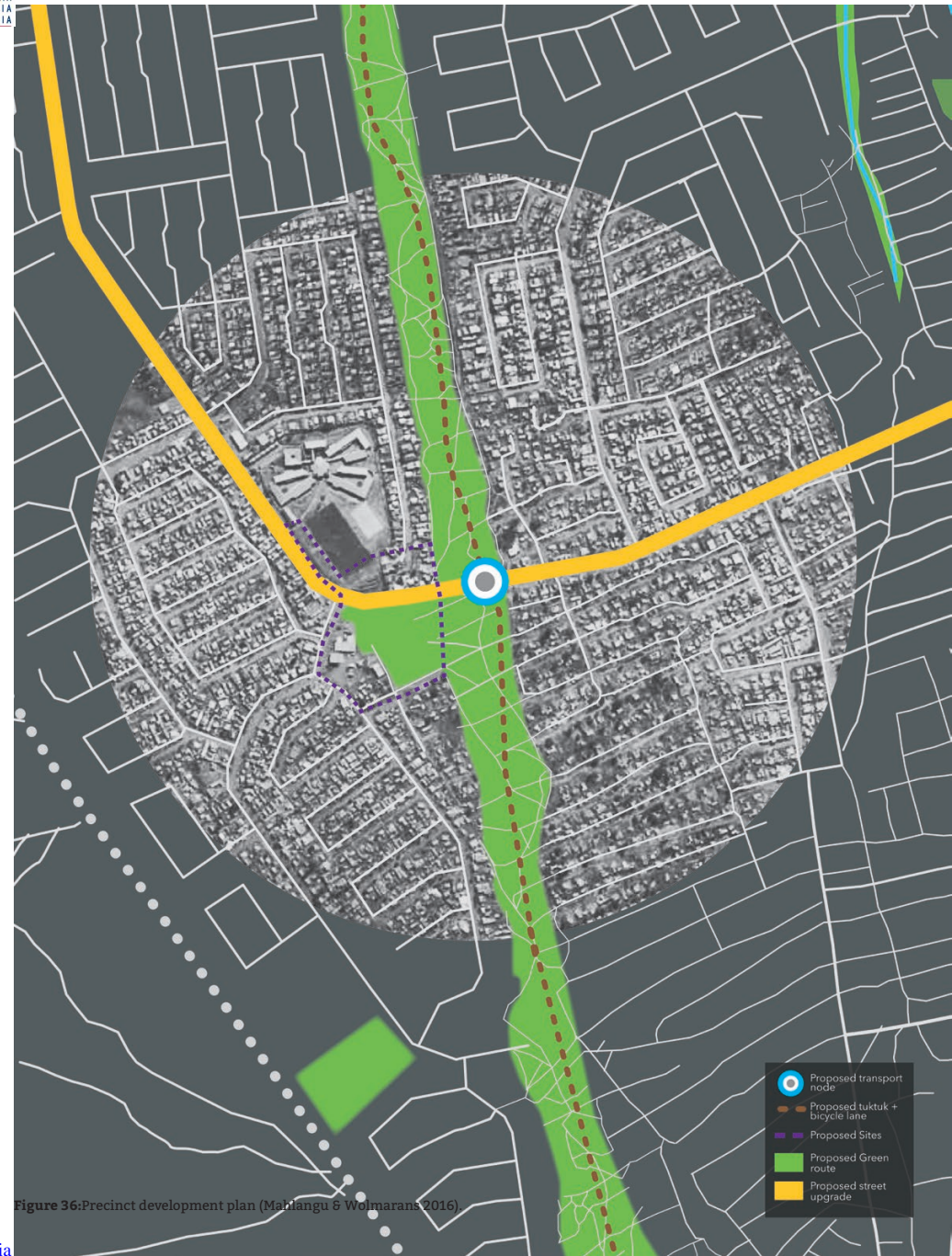
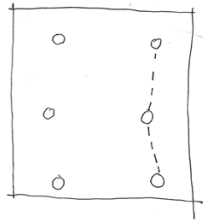


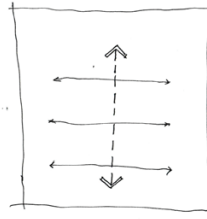
Figure 36: Precinct development plan (Mahlangu & Wolmarans 2016).





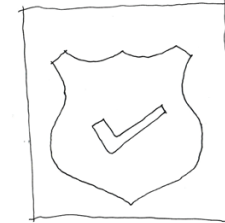
### 1. Improve connection between the nodes

The connection between an urban core (Mahube Max-City mall); the public transport interchange on corner of Hector Peterson road and Solomon Mahlangu Drive.; and Pienaarspoort train station. This is to strengthen the north to south axis within Mamelodi.



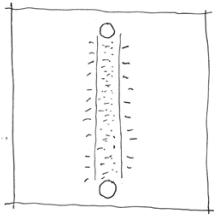
### 4. Connect existing east - west axis with a new north - south axis.

Movement of people and goods moves on an east - west axis. The green route and additional nodal activation strategies aim to fulfil a movement across the north - south axis to create a better network within Mamelodi.



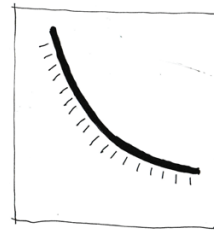
### 7. Improve safety within community

By improving the networks and relationships within Lusaka, there is an opportunity to improve the social cohesion and by doing that, a more healthier and more secure environment is created for the community



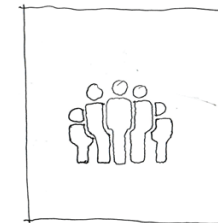
### 2. Activate the "green route"

The green route is an import route linking the various transport nodes to the urban core. The green route becomes a pedestrian route which will be activated at various points with commercial, agricultural and recreational activities. It also becomes a catalyst of reactivating green spaces in the community.



### 5. Upgrading street edge

The street is identified as a valuable and contested space. The street becomes a catalyst to greater urban change through identifying the street as a valuable element in the community and then upgrading these edges.



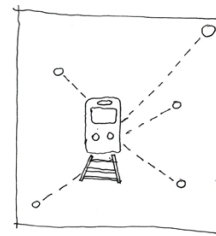
### 8. Increase access to public amenities

Public amenities are located far away from Lusaka thereby decreasing their access to basic services that a community needs. By increasing the access to these services, the community is better served and their right to the basic public services is addressed.



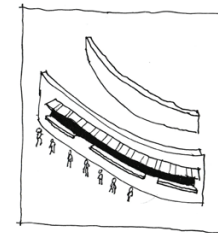
### 3. Promote pedestrian + cyclist movement

The public amenities, economical opportunities and public transports hubs within Mamelodi are far away from Lusaka. These social infrastructures will be implemented in Lusaka to give better access to these facilities and help promote a pedestrian oriented community.



### 6. Improve access to public transport nodes

Public transport is an important component within the community as it connects them to the rest of Mamelodi and the city of Pretoria.



### 9. Improve the market edge

The street edge and the commercial activity identified in the main streets of Lusaka is an important element and presents an opportunity of identifying the informal market as an element of the culture of the community.

Figure 38: Summary block of development interventions (Mahlangu & Wolmarans 2016).

