



Fig 2-1





Fig 2-2 CITY OF TSHWANE



Fig 2-4 IKOYI BAY LAGOS



Fig 2-3 COMMERCIAL ACTIVITY IN MARABASTAD



Fig 2-5 NIGERIAN MARKET

What does the term 'African City' entail?

## 2.1 VISION FOR THE CITY OF TSHWANE

In order to allow alternative ideas for specific urban areas in The City of Tshwane to flourish it is important to understand the value and function of the existing energies. The Tshwane metropolitan council acknowledges the crises in the post- apartheid South African city and is working to coordinate energies to provide a quality urban environment.

The *Inner City Redevelopment and Regeneration Strategy 2005* prepared by the Tshwane metropolitan council, states their City Vision for Tshwane as follows:

“To be an internationally acclaimed ‘African City’ that: **empowers the community** to prosper in a **safe and healthy** environment.” (Tshwane Metropolitan Council, 2005).

The vision of an internationally acclaimed “African City” is not one of more hulking government department and bank buildings in the central business district but rather wishes to encapsulate a city that serves and empowers ordinary people, a city that provides affordable accommodation, supports safe public transport for everyone, and offers well designed public spaces for healthy social interaction.

Tshwane is a city of potential, and the vision should harness this energy by absorbing opportunity seekers and structuring commitment to the city. Providing inclusive living environments is one element of the solution. This is not easy when so much energy is still dissipated by spatial, social and economic divisions. “In their green suburbs, some residents enjoy the highest level of service and public amenities; others dwell in dusty overcrowded, under serviced townships, where they struggle to reach jobs, education, shops and leisure on the side of incongruous ‘buffer zones’.” (Seedat, R and Gotz, G. 2006,pp.11).

Despite South Africa’s position as Africa’s industrial and financial powerhouse, with 47,4 million, (*Statistics South Africa*, Oct 2006) citizens, we look modest in comparison to Africa’s real giant – Nigeria with 100 million people. For Tshwane to establish itself as an internationally acclaimed “African City”, the city it would have to measure itself against is likely to be Lagos.

But what does the term “African City” entail? The apparent disorderliness manifesting itself, for example, in Marabastad, is one of the characteristics of the ‘African City’. “There ordinary citizens are invariably obliged to make social ‘infrastructures’ out of daily improvisations and inscrutable social practices. In this vision of an acclaimed ‘African City’, city governance should enable, and work with this day to day ingenuity and generative interaction, through which residents continuously remake their futures.” ( Seedat, R, and Gotz, G. 2006) This ties in with the statement made earlier about the relevance of the theme of participatory design.

While the apartheid city remains, where wealth and poverty rub against each other in a harsh friction that invariably ignites crime and violence, and in spite of the city’s deep and pervasive sense of incivility, over time, we must trust that the structures of exclusion are gradually dissolving. According to *The Inner City Redevelopment and Regeneration Strategy 2005*. (Tshwane metropolitan council, 2005) proposed redevelopment of the city is structured around an approach to direct growth to specific locations, to link these places of opportunities with each other by means of a metropolitan movement system and to other areas of opportunity within a wider geographical context, via development corridors. The aim is to support denser areas with linkages to an Open Space network.

## 2.1 VISION FOR THE CITY OF TSHWANE

## 2.2 EXISTING FRAMEWORKS FOR THE CITY OF TSHWANE

A development plan for the entire Tshwane area was approved by the Tshwane Council on 12 July 2002, as the *Tshwane 2020 Plan*. Eight strategic focus areas are identified; two of those are directly relevant to the development of the Inner City. The other six focus areas are relevant to the approach towards positioning and regenerating the Inner City. *The Inner City Redevelopment and Regeneration Strategy 2005*, and the *Tshwane Open Space Framework 2005 (TOSF)*, compiled by the Tshwane City Council, were generated to give future direction to the redevelopment of the city.



Fig 2-6 Aerial photograph of Tshwane CBD

## 2.2.1 THE INNER CITY REDEVELOPMENT AND REGENERATION STRATEGY 2005

The purpose of *The Inner City Redevelopment and Regeneration Strategy 2005*, is to lay the foundation for the repositioning and regeneration of the Tshwane Inner City. It recognises and addresses the need for urban housing developments and gives clear guidelines for areas earmarked for the development of housing. The following spatio-physical interventions in the strategy have specific relevance to this study:

### 2.2.1.1 RESIDENTIAL DEVELOPMENT:

The area to the west of the Tshwane CBD, in the vicinity of Marabastad, should be developed as a high intensity urban residential area, comprising different housing typologies and different price ranges, in order to ensure a socially integrated environment. The transformation of this area into a fine-grained urban residential area is appropriate from an historic point of view, as most of this area, specifically Marabastad, was traditionally a vibrant mixed-use residential area on the edge of the Inner City, until its people were removed.

### 2.2.1.2 TSHWANE PARK:

It is proposed to create a significant open space area on this land focused along the Steenhoven spruit, on a similar scale to Central Park in New York, or some of the other large internationally renowned parks. This park could comprise hard and soft open spaces, recreation and sport facilities,

restaurants and other leisure activities. There are a number of depots in this area that need to be relocated to more appropriate locations, and these properties, together with portions of already vacant land in the area, could be used for the creation of such a park. This park is not only seen as a major intervention in the western part of the inner city, but also for the inner city's regeneration as a whole. It will drastically alter the character and perceptions associated with this part of the city, and allow for the creation of vibrant urban areas that are focused on people and their needs.

### 2.2.1.3 RESPONSE

The writer is in agreement with the area zoned for high density housing to serve the Tshwane CBD; but would like to challenge the relevance and feasibility of the proposed Tshwane park. The author is of the opinion that the city of Tshwane is not similar to New York and will never harbour the urban density that justifies a park on the scale of Central Park. Central park comprises of 8,43 hectares of manicured green space and according to the official central park website ([www.centralpark.co.ny](http://www.centralpark.co.ny)) it is used daily by approximately 9 000 people. Financial limitations will also, in all likelihood, prevent the development and maintenance of open spaces to international standards. The present researcher would like to suggest a new approach to sustainable productive open spaces.



Fig 2-7 Central park

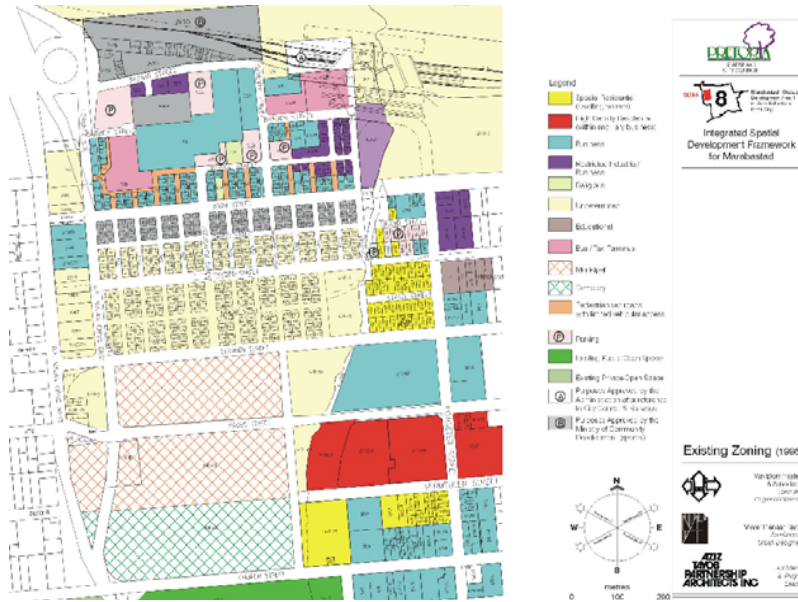


Fig 2-8 Existing zoning



Fig 2-9 Proposed zoning



Fig 2-10 Proposed green areas



Fig 2-11 Historical Features

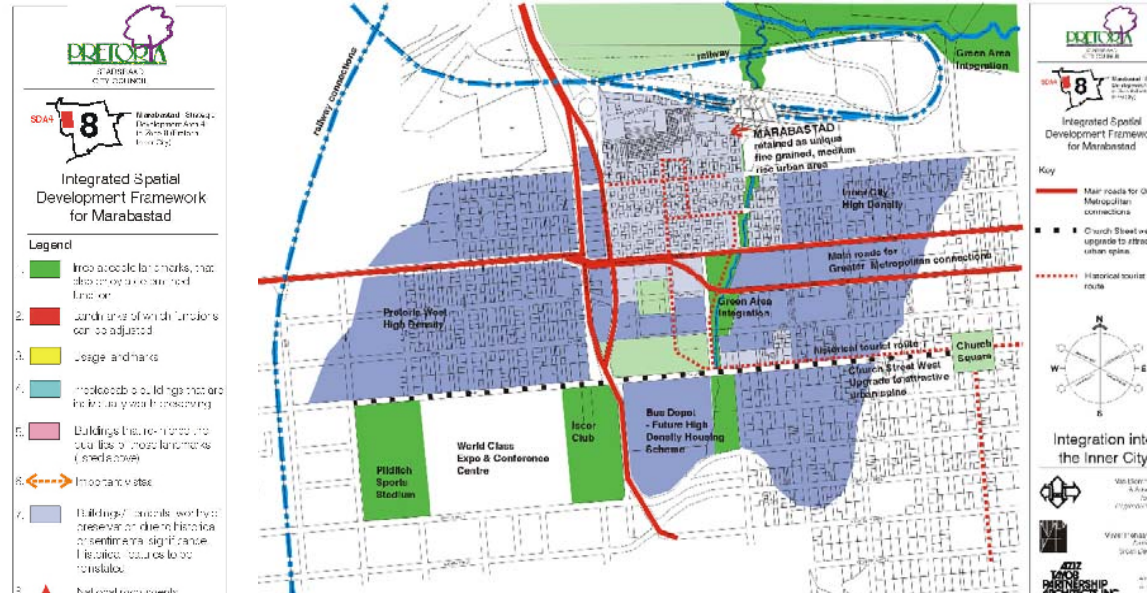


Fig 2-12 Marabastad connection to the inner city

CONTEXT STUDY

HOUSING: A GREEN PROPRIETOR IN MARABASTAD  
JOZANNE SPIES MARCH(PROF) UNIVERSITY OF PRETORIA

2

2.2.2 INTEGRATED URBAN DESIGN FRAMEWORK FOR MARABASTAD



Fig 2-13 Proposed Framework

Further investigation of the Marabastad area led to the *Integrated urban design framework for Marabastad* devised in 1998 by Mayer, Pienaar, Tayob Partnership Architects & Urban Designers

## 2.2.2 INTEGRATED URBAN DESIGN FRAMEWORK FOR MARABASTAD : Mayer, Pienaar, Tayob Partnership Architects & Urban Designers

All physical aspects relating to the urban environment were considered and integrated into a unified proposal for the urban development plan for Marabastad. The development framework weaves all the diverse strands of a social, economic, legislative and physical environment into a single integrated urban tapestry. It proposes that the redevelopment of Marabastad could be a ground-breaking venture that would serve as a pilot project in which all parties involved in development can demonstrate the reality of a new South Africa. If implemented, the development framework demands extensive co-ordination and integration of activities. All levels of government, from local community structures to the relevant national government ministries, the Commission for the Restitution of Land Rights, the various local authorities in Pretoria, and private entrepreneurs from micro- to macro-level, have a role to play.

### 2.2.2.1 RESPONSE

This study accepts the general framework, but considers reworking the area zoned for open green space around the Steenhoven Spruit and areas allocated for high density housing developments. The aim is to synthesise the two disciplines in order to create diversity by interactive housing and community participation together with the maintenance of the green spaces. The author of this project strives to prove that green spaces must be beneficial to the community; not by merely being open park areas, but also serving as a benefit to the city by becoming productive community owned food gardens.

Moving away from the design strategy of the big housing block, the proposed design will accommodate architecture that encourages the use of the outside spaces as food gardens - thereby utilising the environment created by the buildings.

2.2.3 THE TSHWANE OPEN SPACE FRAMEWORK 2005

The *Tshwane Open Space Framework (TOSF)* establishes a thorough understanding concerning the intrinsic value of Open Space and develops a visionary roadmap towards the creation of an exceptional Open Space network for the city and its people.

The TOSF consists of three volumes:

- Volume 1: *The Analysis of the Current Open Space Situation within Tshwane*
- Volume 2: *Open Space Vision, Policy and Plans*
- Volume 3: *Implementation Strategies*

Concurrent with the three (3) volumes is a GIS Decision Support Tool.

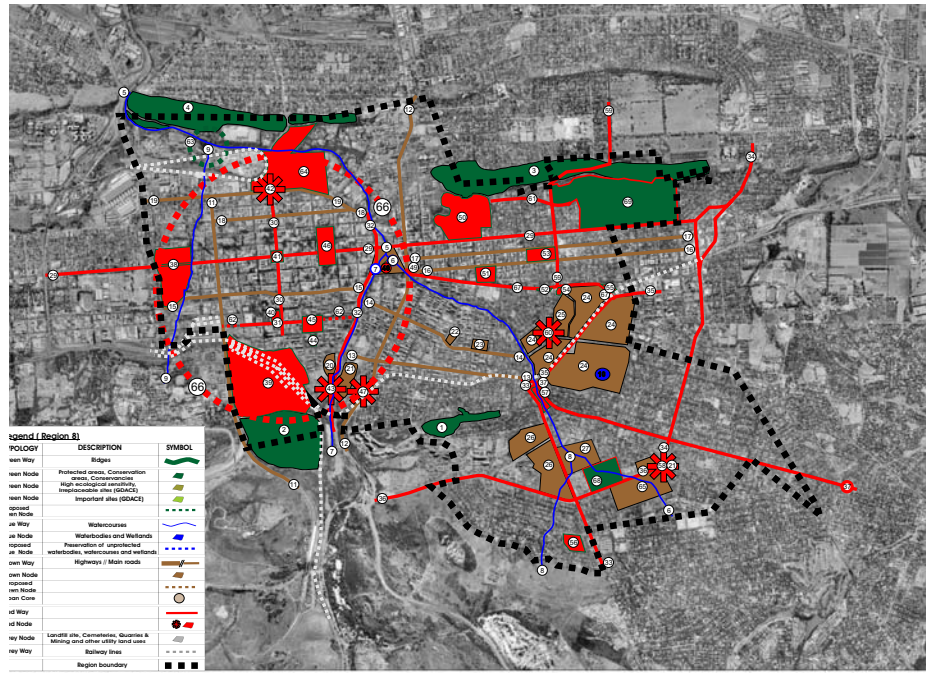
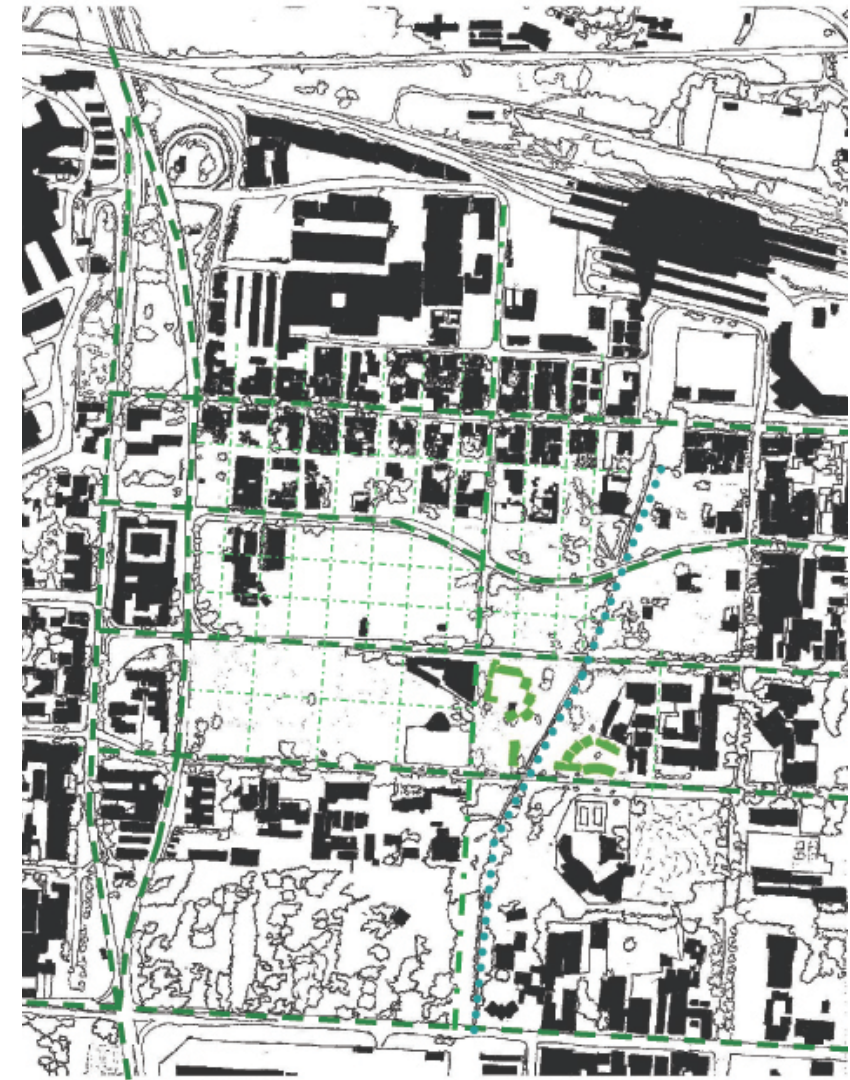


Fig 2-14 Region 8 of the Tshwane Open Space Framework



- Major roads
- ..... Historical grid to be reestablished
- ..... Steenhoven spruit

Fig 2-15 Figure ground map with major roads and Historical grid.

2.2.3 THE TSHWANE OPEN SPACE FRAMEWORK





Fig 2-16 Proposed Zoning Areas

2.3 SITE CHOICE.

From the frameworks, the relevance of working within Marabastad became clear. At the start of 2006 The Social Housing Focus Trust - SHIFT - Foundation announced that they would be using a site in Marabastad for their annual student housing competition. This provided confirmation of the decision to choose a site in the area.

After a visit to the Marabastad area the potential of the area surrounding the Steenhoven Spruit was noticed. The spruit is badly neglected and it is obvious that an intervention is needed before it will be able to function as a quality open space system. If the housing density is to be increased, an open green area of quality around the spruit would be of vital importance. It became clear that rejuvenation of the green space would have to form part of the regionalisation of the area.

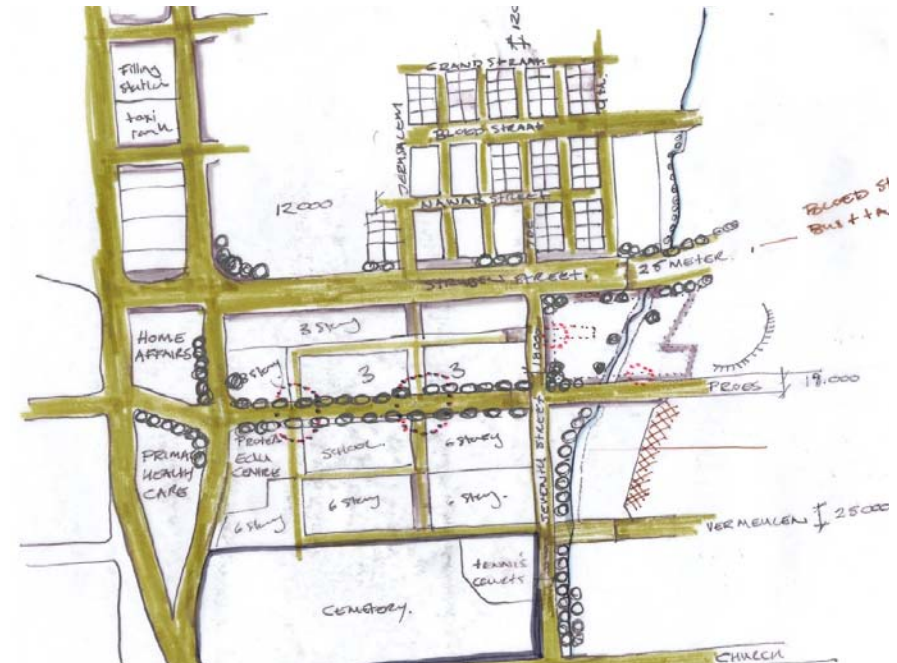
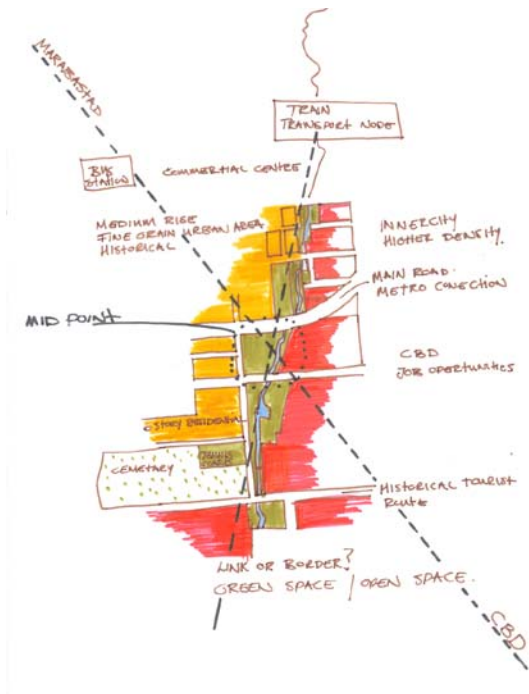
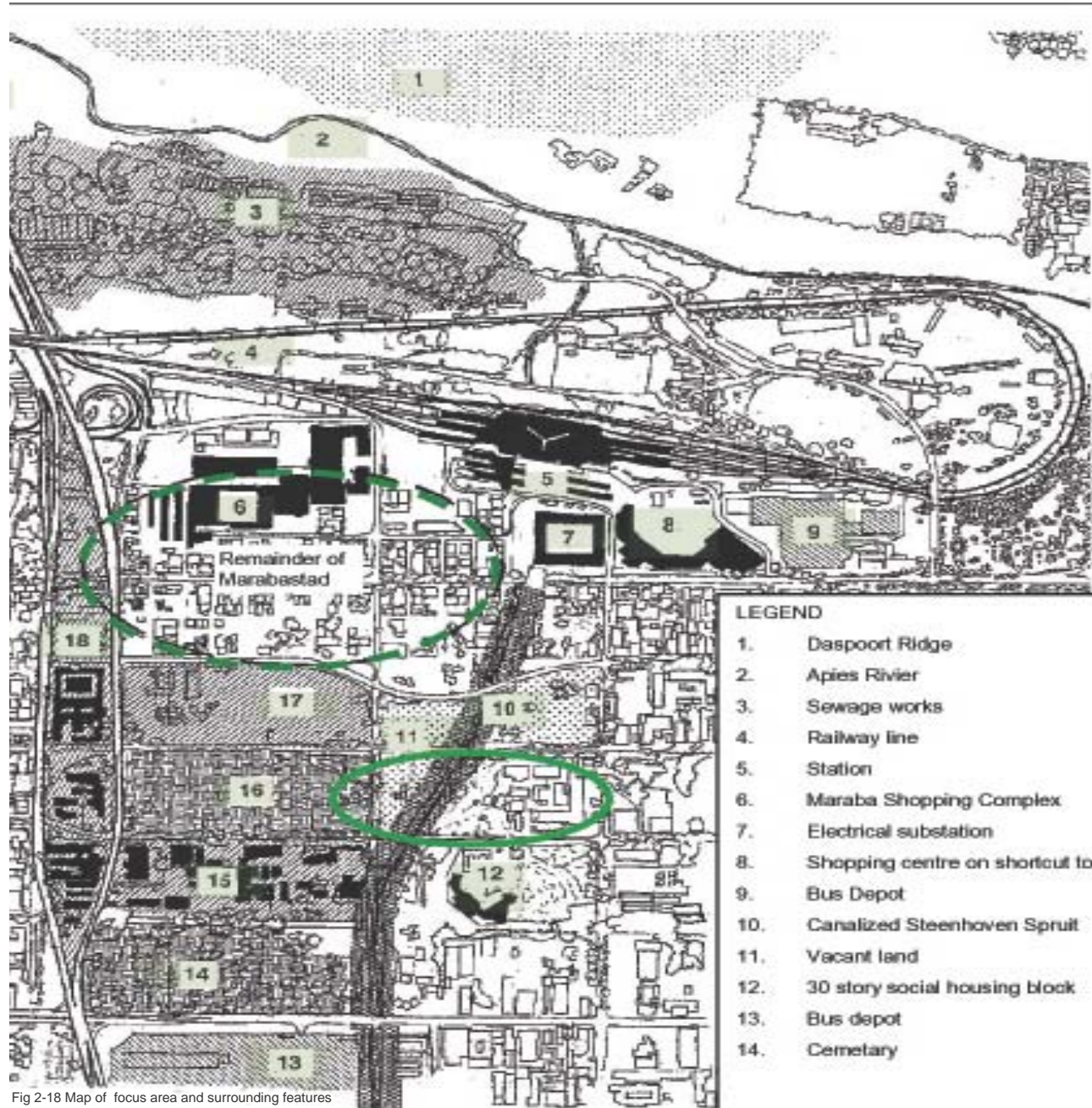


Fig 2-17 Sketch of Site and surrounding areas



- LEGEND**
- |     |                                    |     |  |
|-----|------------------------------------|-----|--|
| 1.  | Daspoort Ridge                     | 15. | Municipal workshops  |
| 2.  | Apies Rivier                       | 16. | Vacant (former municipal compounds)                        |
| 3.  | Sewage works                       | 17. | Pulco bus depot (demolished township)                      |
| 4.  | Railway line                       | 18. | DF Malan Drive traffic island with institutional buildings |
| 5.  | Station                            | 19. | Fresh produce market                                       |
| 6.  | Maraba Shopping Complex            | 20. | DF Malan Roadway   |
| 7.  | Electrical substation              | 21. | Shopping centre  |
| 8.  | Shopping centre on shortcut to CBD | ○   | Proposed site  |
| 9.  | Bus Depot                          |     |  |
| 10. | Canalized Steenhoven Spruit        |     |  |
| 11. | Vacant land                        |     |  |
| 12. | 30 story social housing block      |     |  |
| 13. | Bus depot                          |     |  |
| 14. | Cemetery                           |     |  |

Fig 2-18 Map of focus area and surrounding features