

2.3.1 FOCUS AREA

The City of Tshwane is the capital city and the centre of government of South Africa. With a population of approximately 2.3 million people, it is a cross-border municipality located in both the Gauteng and North-West provinces. Gauteng is considered the wealthiest and fastest growing economic region in Africa. The city is especially known for its high concentration of educational, research and foreign institutions. It is said that it boasts the highest per capita income per individual in South Africa.

The CBD of Pretoria is bounded by the Apies River in the east, the railway system of the south, Steenhoven Spruit in the west, and the valley of the Apies River in the north. Although a gradual move of the hard core towards the east is being experienced, Church Square, as the historical centre, has remained. Assuming a pedestrian movement velocity of 4 km/h, it takes approximately 40 minutes to cross the CBD. A proper street definition exists in the city centre due to the fact that the grid has been mostly filled. A development backlog in the north-west of the CBD has created left-over space, resulting in the perception that Marabastad has no spatial link with the city.



Fig 2-19 Aerial Photograph of the Focus Area

2.4 MARABASTAD - HISTORY

Marabastad lies within a 10 minute walk from the historical core of Pretoria, yet perceptually it could have been on another planet. At present, Marabastad is in a condition of decay (referring to the built structure) and represents the major transport nodes for commuters from the townships. There is a huge influx of hawkers, selling their goods anywhere, and thereby causing resentment from the shop-owners who have to pay for rent and services. Squatters occupy vacant land that is under the threat of land restitution. Since the late 1980s, there have been several initiatives for redevelopment in the area, but as a result of the historical background nobody has dared to implement them. The area has had a vibrant past with members of different ethnic groups living peacefully together, despite the adverse living conditions resulting from the temporary status accorded by the Town Council. That pulsating and diverse life persisted until the Apartheid regime decided to remove the "location" during the 60's. Residents were removed, evicted, expropriated and/or compensated. People are still not legally allowed to reside in Marabastad. The operating businessmen, mostly Indians, receive their support from black commuters who use the bus, train and taxi stations.

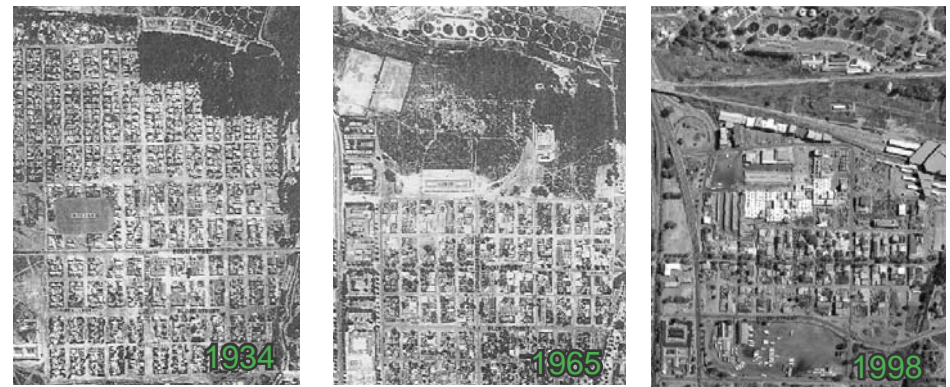


Fig 2-20 Aerial Photograph of marabastad (Integrated urban design framework for Marabastad.1998)



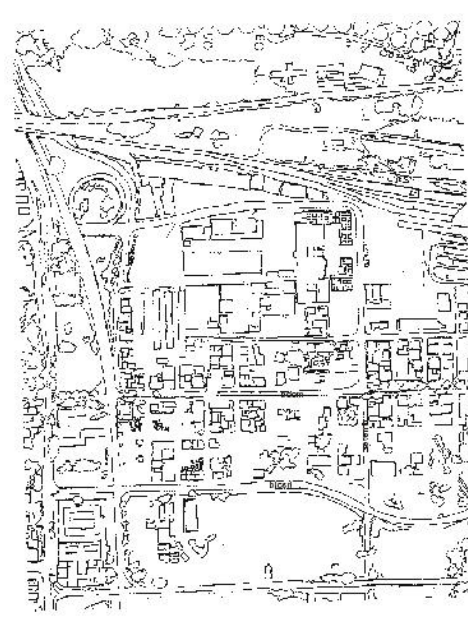
Fig 2-21 Arial Photo: The Asiatic bazaar in 1954



Marabastad - 1934



Marabastad - 1965



Marabastad - 1998

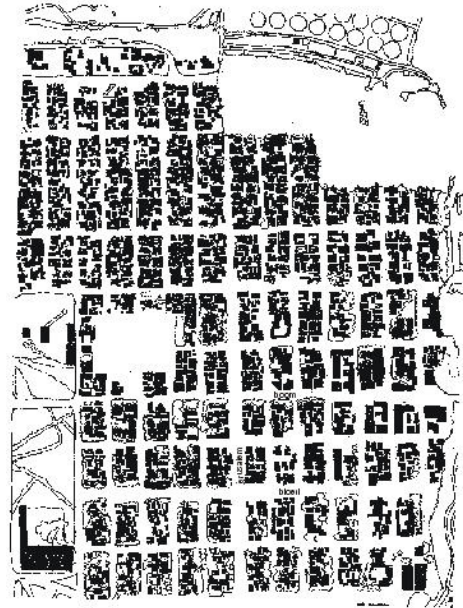


Fig 2-22 Comparitive densities - Urtban fabrick (Integrated urban design framework for Marabastad.1998)



Fig 2-23



Fig 2-24



Fig 2-25



Fig 2-26



Fig 2-27

People of Marabastad

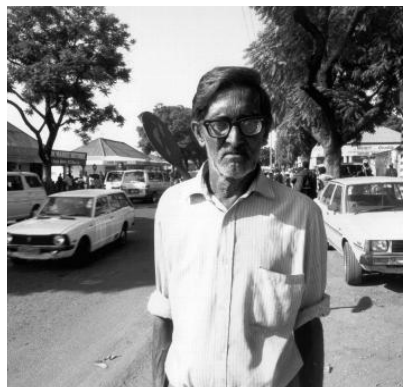


Fig 2-28

2.4.1 STRENGTHS

The following aspects of the area's strengths should be retained and/or incorporated in the elaboration of design principles:

- Marabastad is a node for public transportation.
- The high flow of pedestrians creates a viable (in economic terms) and lively (in social terms) place.
- Marabastad is close to the city centre.
- The area is an activity centre in the western part of the city.
- The area has a unique character.
- The permeability of street-blocks facilitates access.
- A wide range of different shopping opportunities (from hawkers to the shopping centre) exists.
- In the area, there are already established groups of role players and stakeholders.
- Undeveloped land in and adjacent to Marabastad is available.
- Numerous symbolic and historical locations provide a strong historical background.
- Within the open space network, a fine grade of public, semi-public, and private domains exists.
- The street-section ratio is human-scaled.

2.4.2 WEAKNESSES

The following issues have been identified in Marabastad as regards the formulation of improvement strategies and actions:

- dirty and unhygienic conditions are prevalent in Marabastad;
- there is a lack of facilities and basic services to the public;
- the area is over-traded;
- there is a lack of job opportunities;
- Marabastad is isolated and not integrated within the CBD;
- the built structure is in a state of decay;
- the area is underdeveloped due to unsolved land claims, uncertainties, and neglect;
- the high traffic flow and travelling speed of motor-vehicles on main routes renders it unsafe for pedestrians and cyclists;
- the alteration of Boom Street into a one-way route;
- motor-vehicles and open fires generate air-pollution;
- Steenhoven Spruit and its surroundings are not celebrated;
- mega-structures and new developments do not relate to the historic architecture;
- almost no legal residents live in the area;
- the railway network is not connected between Belle Ombre and Pretoria Central stations; and
- the railway lines disconnect Marabastad from the Daspoort mountain range.

2.4.3 OPPORTUNITIES

The following key-points have been evolved during the analysis and observations in the study area, and they are regarded as essential opportunities to be picked up within this study:

- the area could attract other social groups and tourists;
- the residents living in the area facilitate a self-reliant community;
- the importance of public participation and the transfer of skills should be imbedded in the design;
- the integration of Marabastad with the CBD;
- the development of restricted industries in order to create jobs;
- the enhancement and improvement of the public transportation activities;
- the proximity to the resources of the Fresh Produce Market;
- the creation of a pedestrian and bicycle movement system, incorporating natural features throughout the city;
- the development of places for recreation along Steenhoven Spruit and along the Daspoort mountain range;
- the re-utilisation of symbolic locations;
- the investment of private businesses; and
- the development of an inner-city area in order to retain urban sprawl.

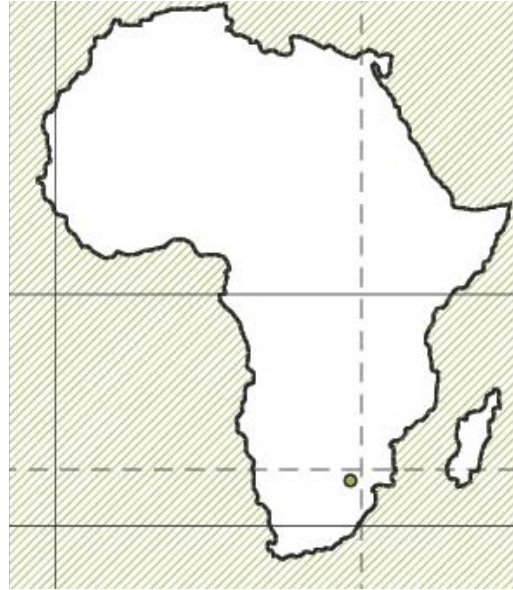


Fig 2-29 Locality map: Africa

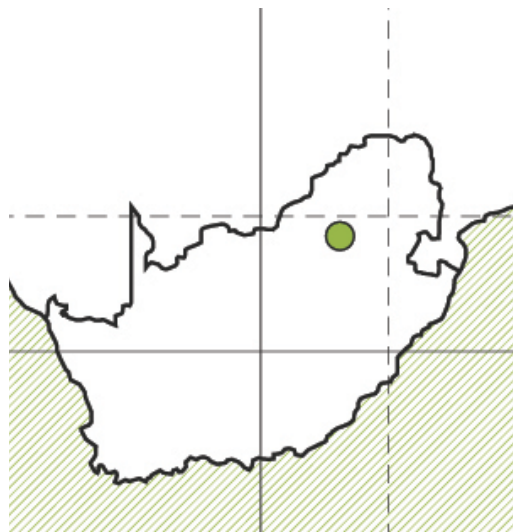


Fig 2-30 Locality map: South Africa

2.5 CLIMATE

LOCATION The City of Tshwane is located at longitude 25.5°E and latitude 26°S. The noon altitude of the sun is 88° in summer, 40° in winter, and the equinox is at 64°.

RAIN The average rainfall varies between 380mm and 700mm. The rainy season occurs from November to March, reaching its peak in January. 50 to 80 rainy days, some with hail, can be expected. Rain occurs mostly in the form of thunderstorms in the late afternoons.

TEMPERATURE The average maximum temperatures vary from 32°C in January to 22°C in July with extremes of 42°C and 31°C respectively. Average daily minimums range from 18°C in January to 4°C in July, with extremes of 8°C and -7°C respectively. Days are oppressive in summer, whereas winter nights can be particularly cold.

WINDS Winds are light to moderate and blow from a north-easterly direction, except during thunderstorms, early spring or weather changes, when they blow from the south.

SUNSHINE The duration of bright sunshine exceeds 80% of the possible maximum during winter and 60% of the possible maximum during summer.

HUMIDITY AND EVAPORATION. In Pretoria, vapour-pressure and temperature are more or less parallel. Evaporation is lowest during winter and highest during summer.

2.6 SITE LAYERS

Open building is, according to John Habraken, the term used to indicate a number of different but related ideas about the making of the environment. These include:

- social networks;
- street life;
- women and children;
- parking;
- features made by human beings;
- grids;
- urban fabric;
- public amenities;
- churches;
- sport and recreation;
- public transport.



Fig 2-31 Diagram indicating pedestrian walkway, possible cycle route and building edges



Fig 2-32 Existing parking

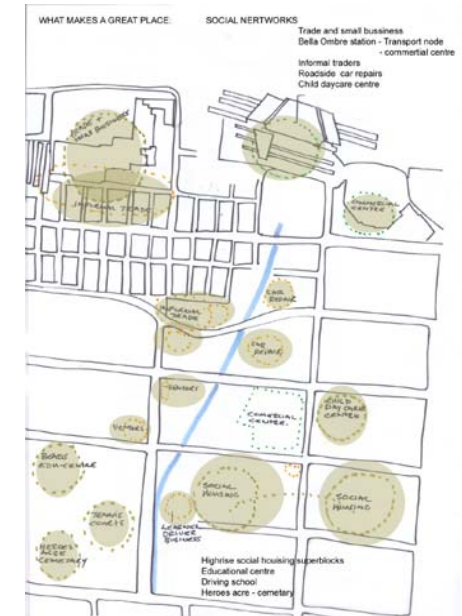


Fig 2-34 Social networks



Fig 2-33 volumes of people on street



Fig 2-35 Streetlife and sociability

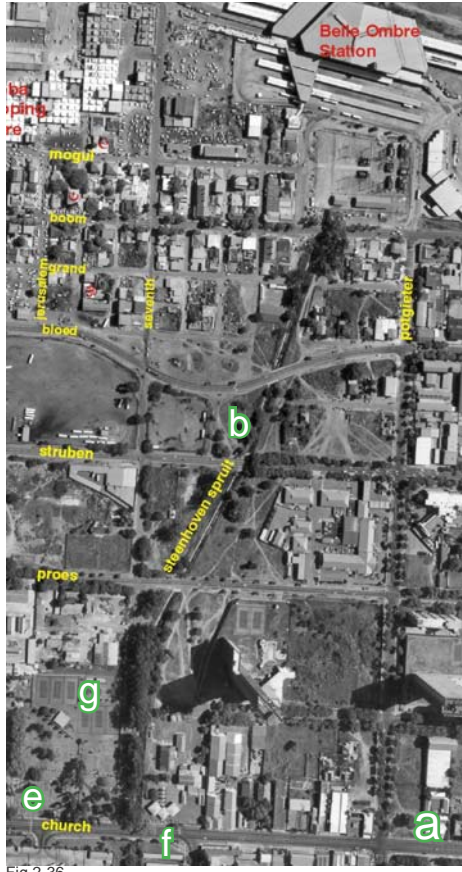


Fig 2-36



Fig 2-39

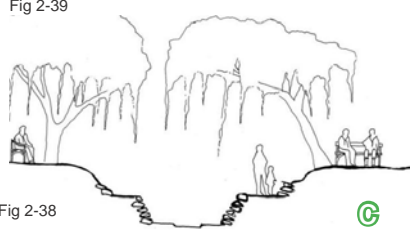


Fig 2-38

- a - Arial Photo of the area
- b - Steenhoven spruit
- c - Section through spruit.
- d - View of Daspoort Ridge from the site
- e Diagram of ridges North and south of the site
- f - Heroes Acre Cemetary
- g - Remainder of Princess Park
- h,i and j - Bella Ombre Tennis club
- k - Bird life

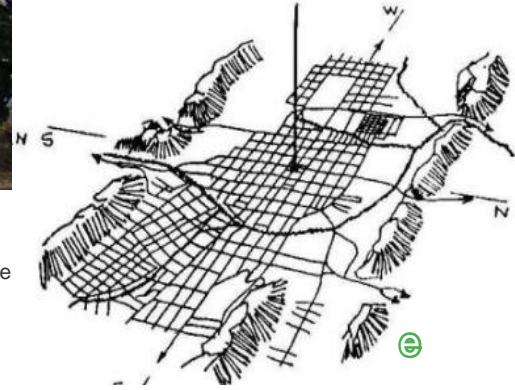


Fig 2-40



Fig 2-37



Fig 2-43



Fig 2-44



Fig 2-41



Fig 2-42



Fig 2-46



Fig 2-45

2.7 NATURAL FEATURES

The general study area, bordered by Seventh (Cowie) Street, Struben Street, D F Malan Drive East and the cemetery, is seen as a transition zone between the Tshwane CBD and Marabastad. It extends the housing belt of Schubart Park and Kruger Park into the Marabastad area, but not as such vast high-rise developments. High-density housing is envisaged, defined as above 60 units per hectare in the Pretoria Structure Plan, 1993.

Few developed open spaces and parks exist in the study area. The Heroes' Acre cemetery (a national monument) is of a solemn character that discourages recreational use. A mixture of large Jacarandas, Bluegums, Cypresses, Tipuanas, Karrees, Palms and Pines in the cemetery forms a visual and environmental asset to the area.

The banks of Steenhoven Spruit are not developed as a public open space, but the potential for a park development exists. Tipuana and large Bluegum trees line the watercourse, and other isolated Bluegums are scattered around Marabastad. Some Poplars have survived on the banks of the spruit around Church Street. Boom Street is lined with well-established Jacaranda trees, which make an important positive contribution to the character of the area. Proes Street is lined with a lane of well established Tipuana trees, which should be integrated into redevelopment proposals.

On the destruction of Princes Park, once located around Steenhoven Spruit to the south of Church Street, a promise was made for its nearby re-instatement north of Church Street, but to date, no improvements have been made. Formerly, sportsgrounds were located at the corner of Lorentz and Bazaar streets but have since been demolished. The Belle Ombre Tennis Club is located in Cowie Street, at the north-eastern corner of the cemetery.

After the flood in January 1996, which caused several animals at the Zoo to drown, a report (City Council of Pretoria, 1997) was compiled to indicate the weaknesses and lessons learnt in connection with the associated storm water management. Steenhoven Spruit exhibits badly damaged concrete linings along the course, due to the fact that once a section of concrete lining is washed away, further deterioration can rapidly follow. The city engineers have recently been testing arrangements other than concrete linings, namely the use of gabions and amorfex, which could bring the rivers a step closer to the once evident natural feature.

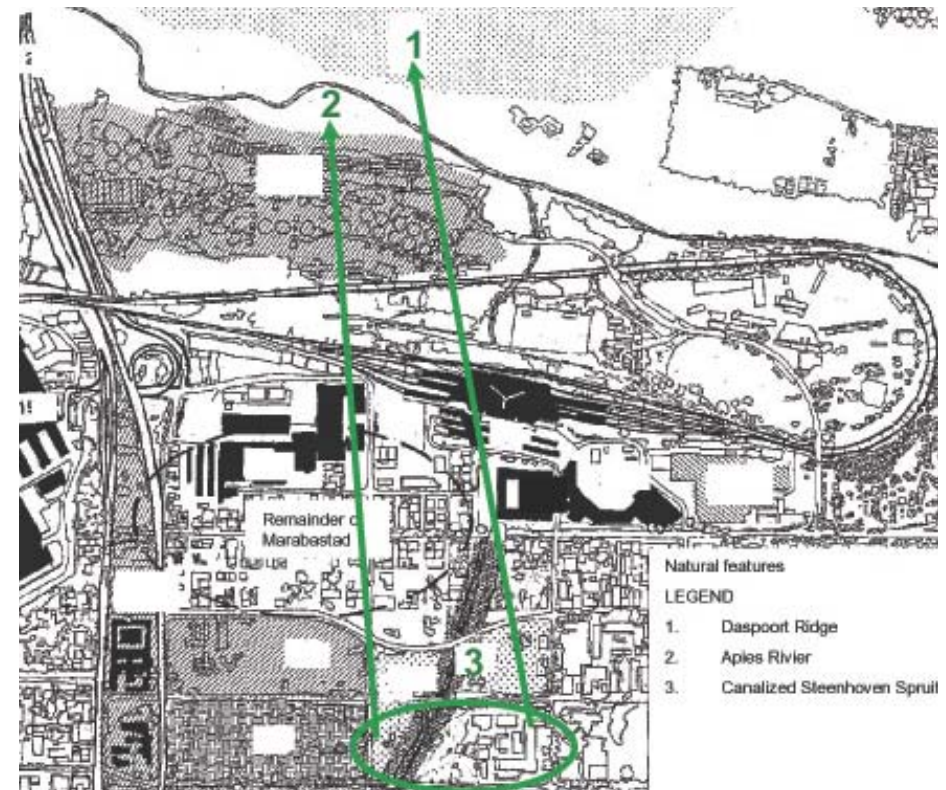


Fig 2-47 Map of natural features



Fig 2-48



Fig 2-50



Fig 2-51



Fig 2-52



Fig 2-53



Fig 2-54



Fig 2-49



Fig 2-55



Fig 2-56



Fig 2-57

- a - Mariamen Temple
- b - Islamic Mosque
- c,d en e -Shops in Boom Street
- f en g - Bella Ombre station
- h,i en j - Hawker stalls, in vicinity of the bus depot



Fig 2-60



Fig 2-61



Fig 2-62



Fig 2-63



Fig 2-59

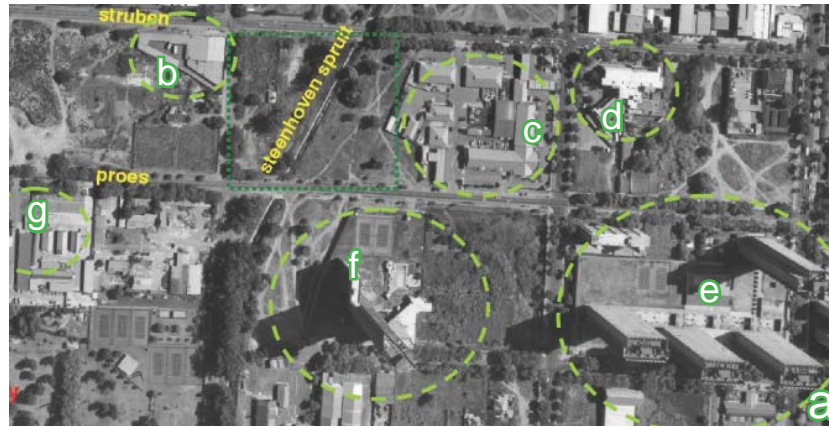


Fig 2-58



Fig 2-64



Fig 2-67

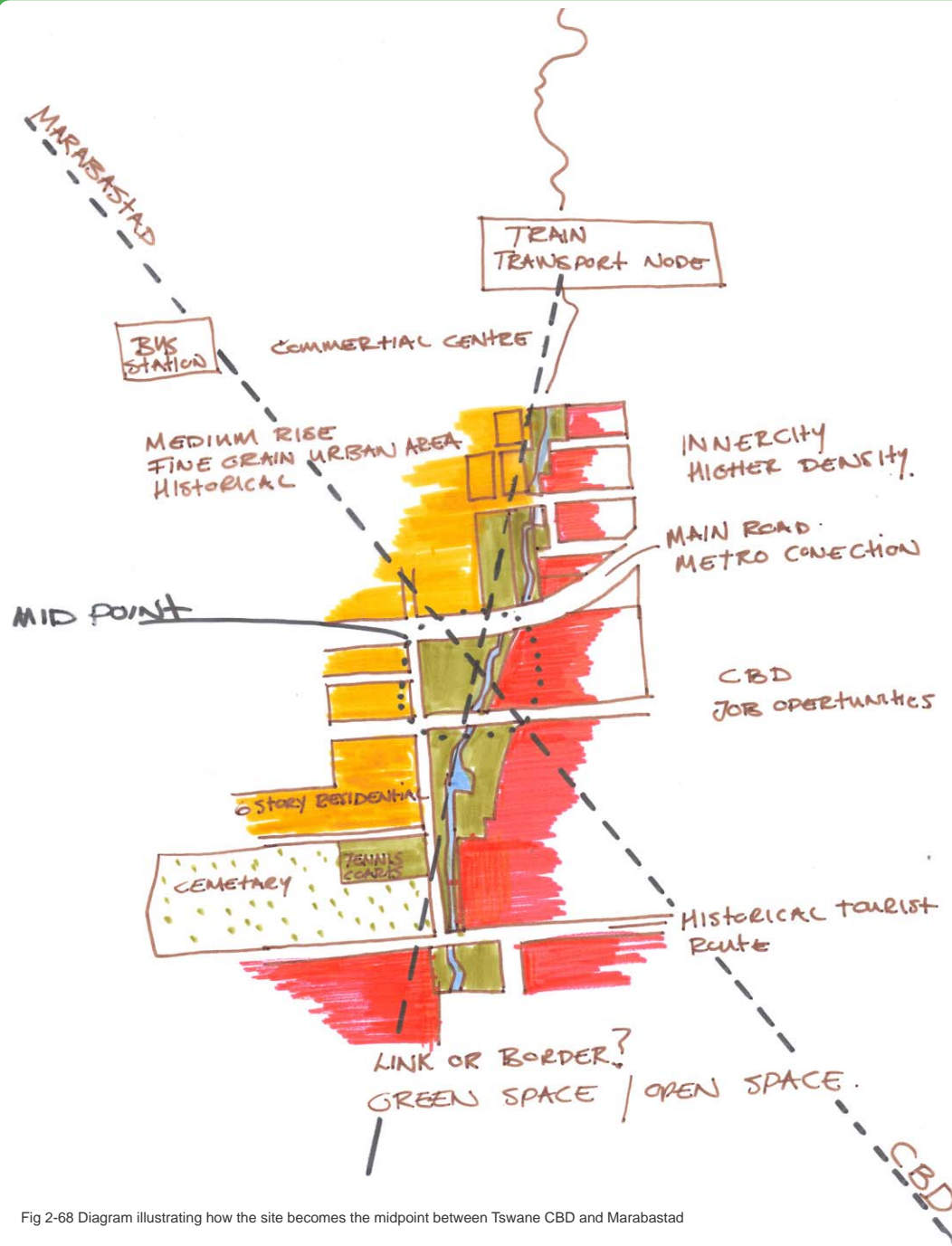


Fig 2-66



Fig 2-65

- a - Arial Photo of the area
- b - Malas Tyres and exhausts Retail Centre
- c - Shopping centre
- d - Kiddical Creche and Nursery School
- e - Schubert Park
- f - Kruger Park
- g - Ngelandla Zethu. Defeating poverty through african skills centre.



2.10 Conclusion

- The area to the west of the Tshwane CBD, in the vicinity of Marabastad, should be developed as a high intensity urban residential area.
- Marabastad should be redeveloped to the vibrant mixed-use residential area that it traditionally was.
- The potential for a park development exists along the banks of Steenhoven Spruit.
- The Site becomes an important midpoint in the link between Marabastad, Bella Ombre station and the Tshwane CBD

Fig 2-68 Diagram illustrating how the site becomes the midpoint between Tswane CBD and Marabastad