04: SITE ANALYSIS

I can count my change at the shop

ROGINA MALATJI 63
04: SITE ANALYSIS
MICRO SCALE
ERF 668, ASIATIC BAZAAR

1 - INTRODUCTION
The proposed site, erf 668, is located between Boom Street and Belle Ombre station (north-south axis) and 11th Avenue and the electrical sub-station (east-west axis). Two servitudes run through the site: a sewer servitude on the western side and the underground canal on the eastern side. The vacant site is located on the edge of Marabastad. The site has an elongated shape created by the unique grid of Marabastad and the border of the Steenhoven Spruit.

The primary movement of vehicles past the site is along Boom Street and 11th Avenue. Boom Street is a one-way street running towards the Bloed Street taxi rank and the Pretoria CBD. Taxis from Atteridgeville, Mabopane and Soshanguve use Boom Street to enter Pretoria. The Belle Ombre bus station area is reached from Potgieter Street. 11th Avenue, linking onto Mogul Street, is the most convenient exit towards DF Malan Street.

Many pedestrians pass the proposed site moving between the transport facilities and between Marabastad and the CBD of Pretoria.
2 - LAND LEGAL STATUS

Table 4.1 Land legal status

<table>
<thead>
<tr>
<th>Registrar</th>
<th>Pretoria</th>
</tr>
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<tbody>
<tr>
<td>Property type</td>
<td>Erf</td>
</tr>
<tr>
<td>Township name</td>
<td>Asiatic Bazaar Ext 1</td>
</tr>
<tr>
<td>Erf number</td>
<td>668</td>
</tr>
<tr>
<td>Owner</td>
<td>Local Authority</td>
</tr>
<tr>
<td>Zoning</td>
<td>Special</td>
</tr>
<tr>
<td>Size</td>
<td>7707 sqm</td>
</tr>
<tr>
<td>Height</td>
<td>3 storeys</td>
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<tr>
<td>Coverage</td>
<td>80%</td>
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<tr>
<td>F.S.R</td>
<td>2.0</td>
</tr>
<tr>
<td>Building line</td>
<td>0 m</td>
</tr>
<tr>
<td>Prescribed usage</td>
<td>Shops, offices, instruction, social hall, place of amusement, place of public worship</td>
</tr>
</tbody>
</table>

3 - PEDESTRIAN MOVEMENT - PLAN

Figure 4.3 illustrates the pedestrian movement between Marabastad, Pretoria CBD as well as the Belle Ombre bus and train station.
4 - PEDESTRIAN MOVEMENT - ELEVATION

The elevations below illustrate the pedestrian movements as per the movement layout.

Figure 4.4: Erf 668 from the western side

Figure 4.5: Edge of Marabastad across erf 668
Figure 4.6: Erf 668 from Mogul Street

Figure 4.7: View of Belle Ombre from 11th Avenue

Figure 4.8: View of Belle Ombre train station and access bridge

Figure 4.9: View of erf 668 and electrical substation from Belle Ombre bus station

Figure 4.10: View from 11th Avenue

From train station

From Pretoria CBD

From bus station

Pedestrian movement

Figure 4.11: Corner of Boom Street and 11th Avenue
5 - INFLUENTIAL ELEMENTS
The following elements have a direct influence on the proposed site.

STEENHOVEN SPRUIT
The spruit is in an open concrete canal up to the southern edge of erf 668 and continues underground through a pipeline on the eastern side of erf 668. Pedestrians walk along the spruit between Pretoria CBD and Marabastad.

MARABASTAD FACADE
The unique grid and lack of building lines gave rise to interesting facades. The grid can be distinguished by different materials, heights and building styles.

ELECTRICAL SUBSTATION
The substation was originally placed on the edge of the city, which developed around the substation over time.

BOOM STREET
Boom Street is a very important access route to the Pretoria CBD from the north and west of Tshwane. Boom Street has retail shops on both sides in the Marabastad area.

BELLE OMBRE STATION
The train station is part of the ring railroad around the Pretoria CBD and was created in the Apartheid era to keep the transport nodes separated from the central business district. The distance between the nodes and the CBD currently forces people to use alternative transport or walk between the nodes and the CBD.

Figure 4.12: Steenhoven Spruit
Figure 4.13: Marabastad facade

Figure 4.14: Erf 668 with electrical substation and Pretoria CBD in background
Figure 4.15: Boom Street

Figure 4.16: Belle Ombre from 11th Avenue
6 - SECTIONS THROUGH ERF 668

The sections below illustrate the relation between the proposed site and its immediate surroundings. The proposed site is located in the middle of height and facility progression and between the massive train station on the northern side and the even surface of Boom Street to the south. The same progression is observed on the east-west axis. The one- and two-storey shops are overshadowed by the electrical pylons. The proposed building on Erf 668 should incorporate the existing progression of the immediate area.

Figure 4.17: North - south section through erf 668

Figure 4.18: East - west section through erf 668