CHAPTER 3
SITE & CONTEXT
The Tshwane Inner City Development and Regeneration Strategy focuses its proposal on the inner city core and Marabastad as it is believed that the greatest impact can be achieved by concentrating efforts in these areas (TICDRS; 2005: 2).
FIG 3.7 Proposed Marbastad integration into inner city region

LEGEND

- HIGH DENSITY HOUSING
- RAILWAY CONNECTIONS
- MAIN ROADS FOR GREATER METROPOLITAN CONNECTIONS
- HISTORICAL TOURIST ROUTE
- FEEDER AND OFF-FEEDER ROADS THROUGH URBAN TRAFFIC
- CHURCH STREET WEST UPGRADE TO ATTRACTIVE URBAN SPINE
FIG 3.8_ PROPOSED TRAFFIC CONFIGURATION

LEGEND

- Major One-Way Road Systems
- Parking Areas
- Proposed Green Areas
- High Volume Activity Streets
- Predominant Pedestrian Routes
- Road to Be Realigned
- Taxi Holding Area
- Railway Stations
- Bus Terminal
- Fully Pedestrianised Streets
- Taxi Stops

N

6.25

minute walk
FIG 3.9_Proposed Marbastad green areas

LEGEND

- PARKING
- PROPOSED GREEN AREAS
- PROPOSED TREES ON PARKING SITES
- STEENMOYEN SPRUIT
- TREES ALONG ROADS

SITE & CONTEXT
FIG 3.10_Proposed Marbastad specific land use

- Maraba Shopping Centre
- Medium Density Residential (3 Storey)
- High Density Residential (6 Storey)
- Mixed Use
- Parks & Open Spaces
- Business & Transportation Development
  Ideally developed for local investments.
- Bus Terminus
- Railway Purposes
- Educational
- Religious
- Taxi Terminus

Legend

N

Distance:
0m 50m 100m 200m 500m

Minute walk: 6.25
FIG 3.11 Existing Transport Node of Marbostad

LEGEND

EXISTING BELLE OMBRE RAIL STATION
EXISTING METRO BUSSES RANK
PROPOSED NEW INNER CITY DISTRIBUTION BUS ROUTE
PROPOSED NEW BRT TERMINAL
EXISTING TAXI RANK

SITE & CONTEXT

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FIG 3.12 Access and circulation by various transport modes

LEGEND

- PROPOSED SITE
- METRO RAIL LINES
- EXISTING METRO BUS
- NEW INNER CITY DISTRIBUTION BUS ROUTE
- NEW BRT ROUTE
- EXISTING TAXI ROUTES
The Steenhoven Spruit will form a green strip that runs through the Marabastad area that pulls all the various new developments together planned for the area. The channel cross section will also be reconfigured to make it more human friendly. The intended green strip will terminate in the new public square planned at the Belle Ombre train station, forming a spill out point for all the commuters using the various transport modes surrounding the new public transport hub.
FIG 3.21 South Western view of site

FIG 3.22 View of Eastern Main entrance to the Belle Ombre train station

FIG 3.23 Northern view of site