

CHAPTER:

3

SITE & CONTEXT



FIG 3.1 _World Map



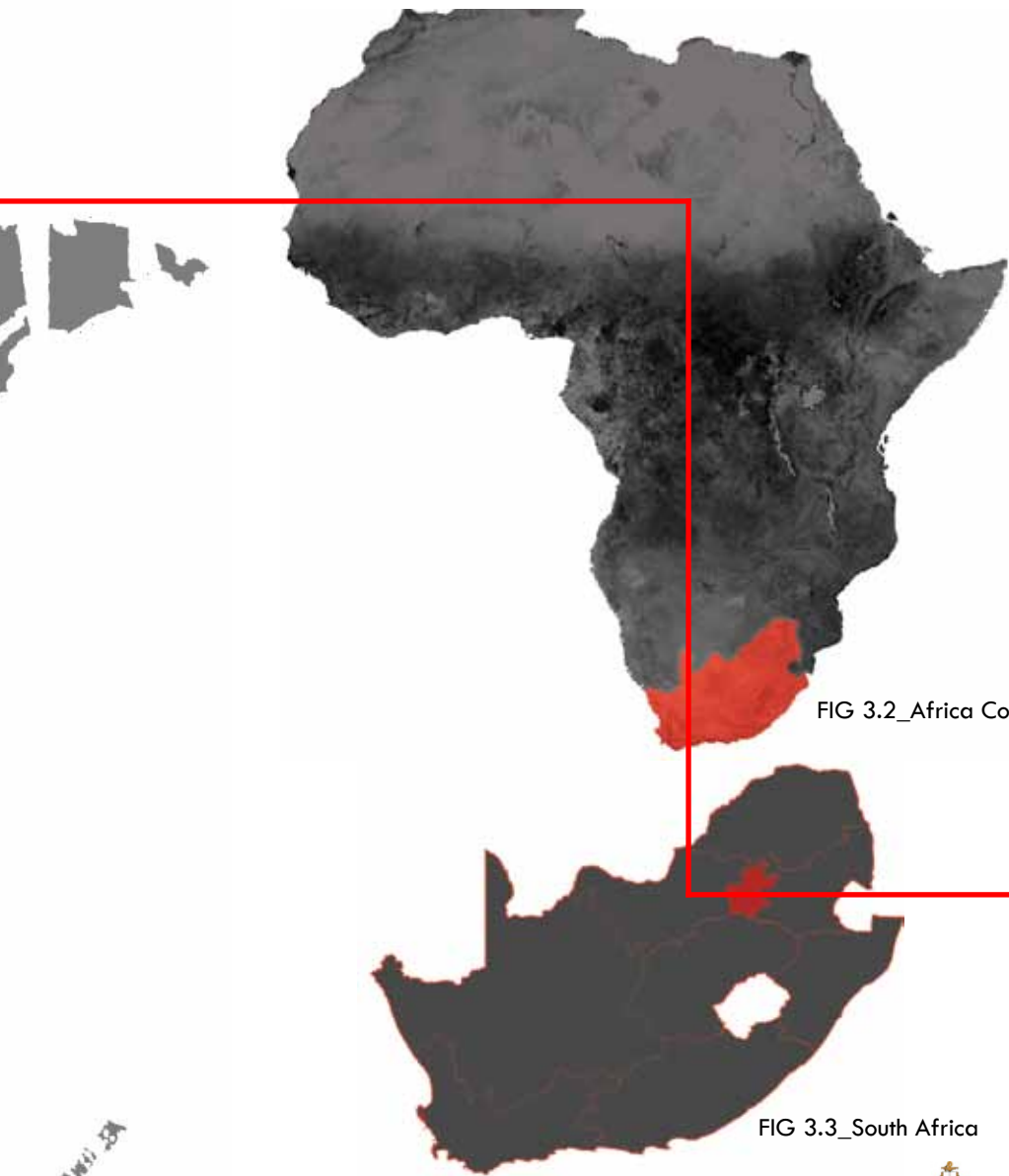


FIG 3.2_Africa Continent



FIG 3.5_Location of Site within the inner city region



FIG 3.3_South Africa

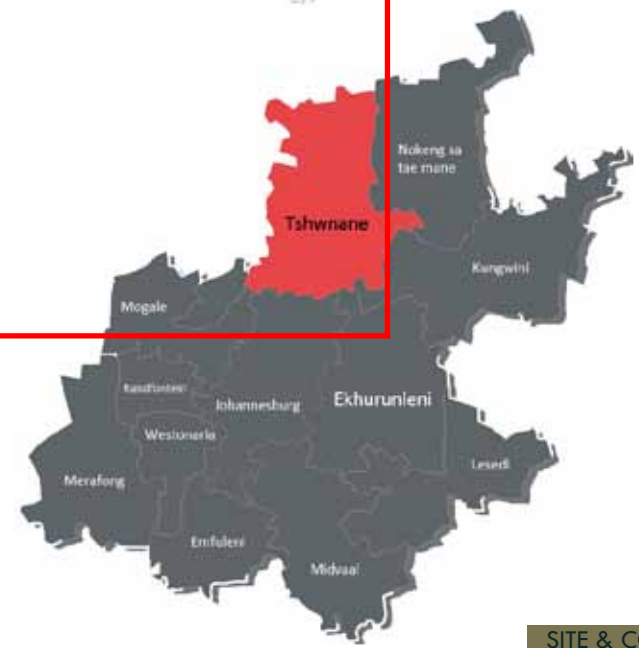


FIG 3.4_Gauteng Province

1000000

FIG 3.6_ Tshwane Inner City Region

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)..

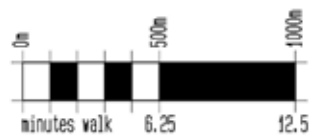








FIG 3.7_Proposed Marbastad integration into inner city region

-  _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

LEGEND



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



FIG 3.9_Proposed Marbastad green areas

-  _PARKING
-  _PROPOSED GREEN AREAS
-  _PROPOSED TREES ON PARKING SITES
-  _STEENHOVEN SPRUIT
-  _TREES ALONG ROADS

LEGEND

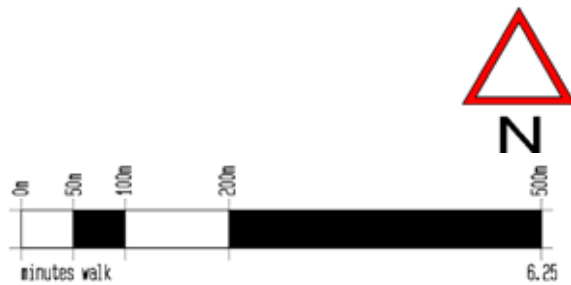







FIG 3.10_Proposed Marbastad specific land use

-  _MARABA SHOPPING CENTRE
-  _MEDIUM DENSITY RESIDENTIAL (3 STOREY)
-  _HI 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



FIG 3.11_Existing Transport Node of Marbastad

-  _EXISTING BELLE OMBRE RAIL STATION
-  _EXISTING METRO BUSES RANK
-  _PROPOSED NEW INNER CITY DISTRIBUTION BUS ROUTE
-  _PROPOSED NEW BRT TERMINAL
-  _EXISTING TAXI RANK

LEGEND

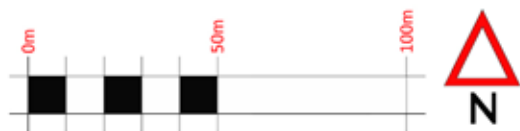


FIG 3.12_Access and circulation by various transport modes

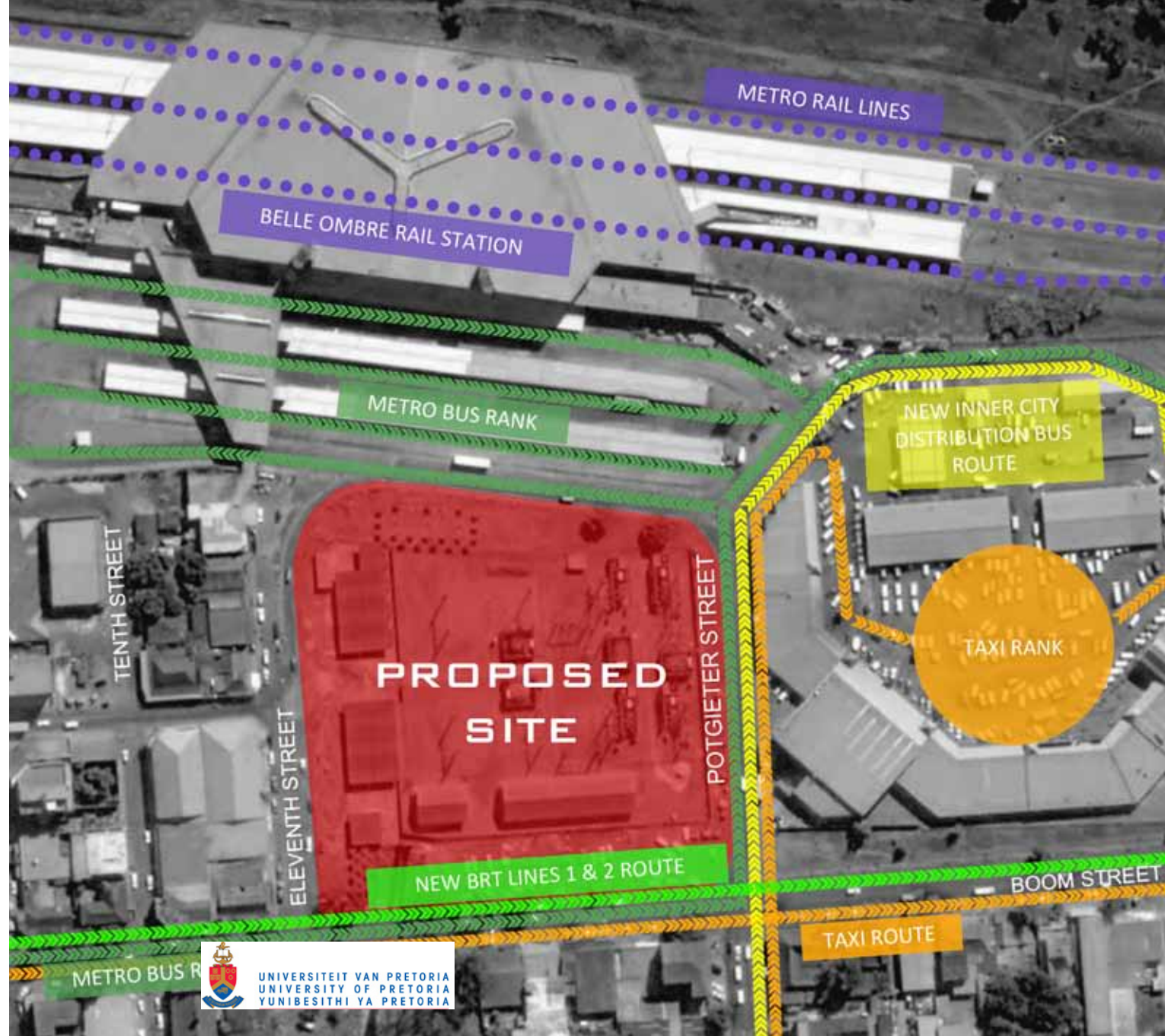






FIG 3.13_Existing municipal information

-  _PROPOSED SITE
-  _BOUNDARY LINES
-  _ERF NUMBERS
-  _SEWER LINES AND CONNECTION POINTS

LEGEND

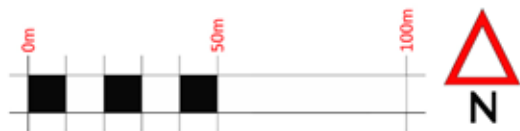




FIG 3.14_ Steenhoven Spruit during rainfall









FIG 3.15_ Steenhoven Spruit during rainfall



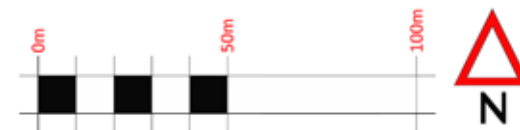
FIG 3.16_ Current condition of Steenhoven spruit

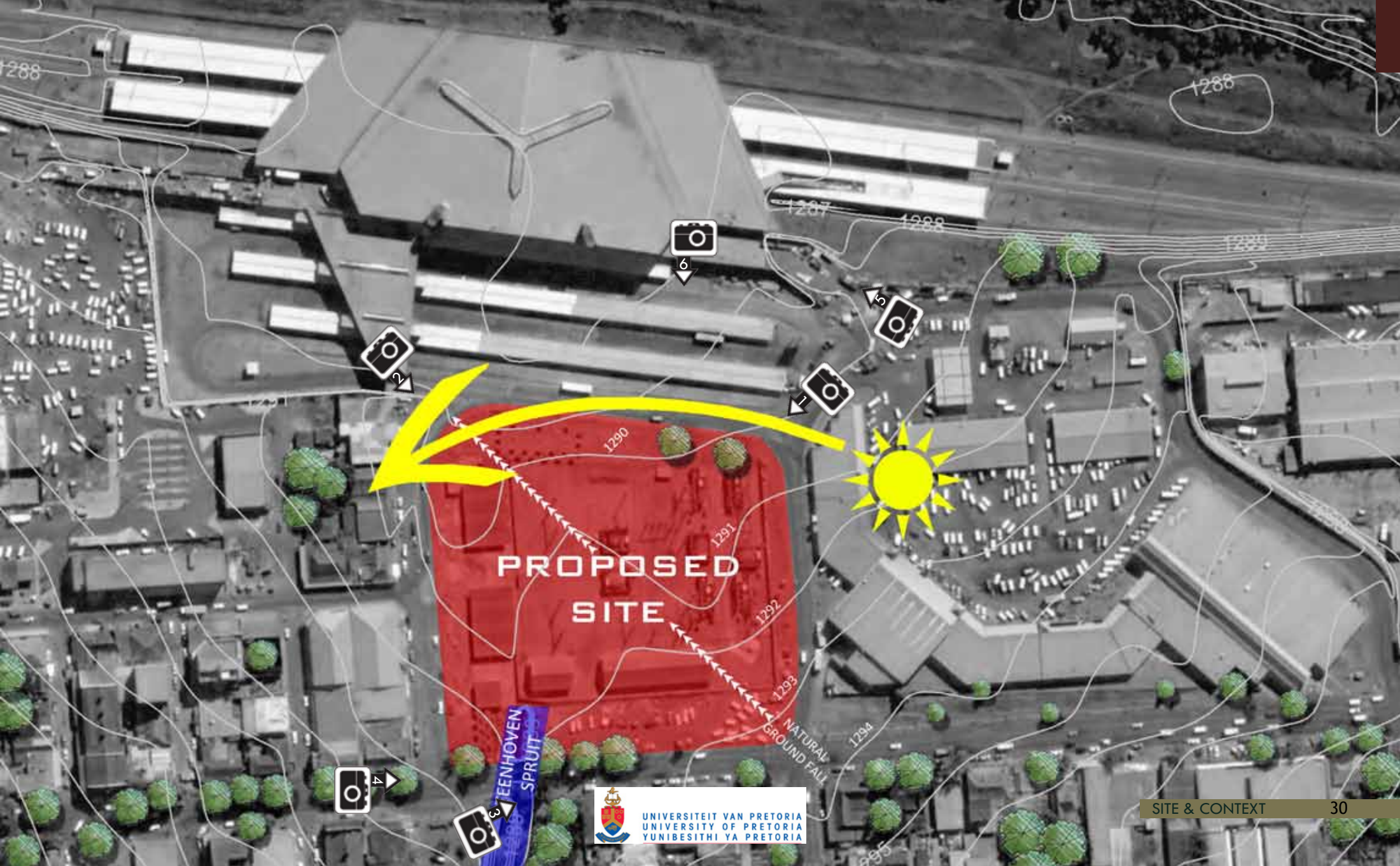
FIG 3.17_ Natural conditions on site

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.

-  _PROPOSED SITE
-  _STEENHOVEN SPRUIT
-  _NATURAL GROUND FALL
-  _1m CONTOURS
-  _EXISTING TREES
-  _SUN PATH

LEGEND





**PROPOSED
SITE**

**VON HOOVEN
SPRUIT**

**NATURAL
GROUND FALL**



FIG 3.18_North Eastern view of site



FIG 3.19_North western view of site



FIG 3.20_Existing site conditions
on southern side of site



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

