



Within the mentioned MSDF, the government clearly identifies the Eerste Fabrieke Station and Precinct (Figure: 111) as one of five “Urban Core and Metropolitan Activity node(s)” within the greater Tshwane Metropolitan area (2004: 02). In this document, Urban Cores are described as “activity nodes of metropolitan significance aimed at providing economic, social and residential opportunities in an integrated, vibrant, high-intensity, mixed-use and pedestrian friendly environment linked to public transport facilities and the highest level of accessibility”.

CHAPTER FIVE

context and site



Eerste Fabrieke location: Metropolitan context

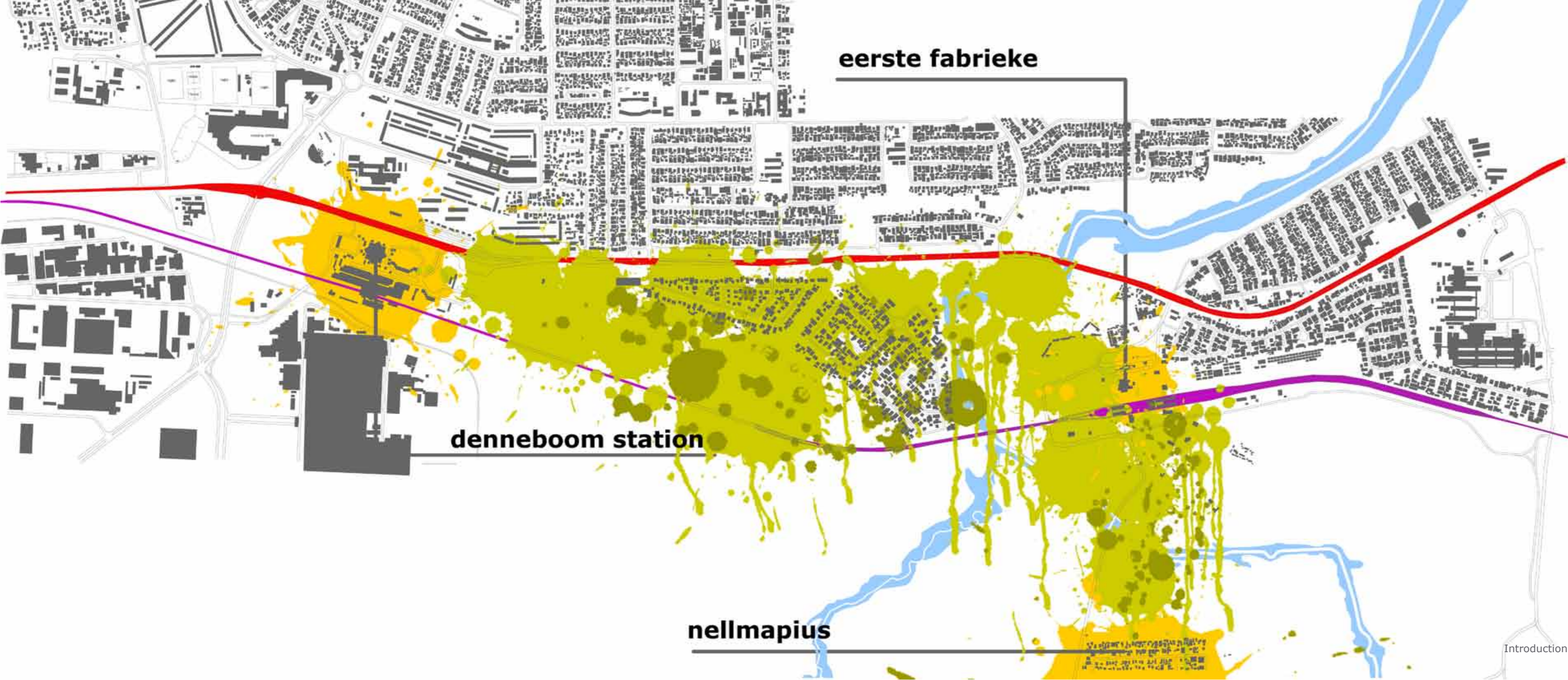
The Eerste Fabrieke Station Study Area is located on the eastern side of the City of Tshwane Metropolitan Municipality, in ward 40. Ward 40 is adjacent to the township of Mamelodi and includes the low-income residential area of Nellmapius (figure: 113).

As noted, Mamelodi is a typical dormitory town situated on the outskirts of the city. For various reasons, Mamelodi is characterised by a lack of economic activities with little or no private investment as well as negative perceptions regarding safety and security.

Nellmapius, situated south of Mamelodi, is earmarked by the Municipality as a Strategic Development Area that should contribute to addressing the housing backlog and lack of economic, social and recreational opportunities within Mamelodi as well.



Figure 112: Mamelodi in metropolitan context



eerste fabriek

denneboom station

nellmapius



Nodal identification



Area under investigation



Figure 114: Main vehicular movement



Figure 115: Main pedestrian movement

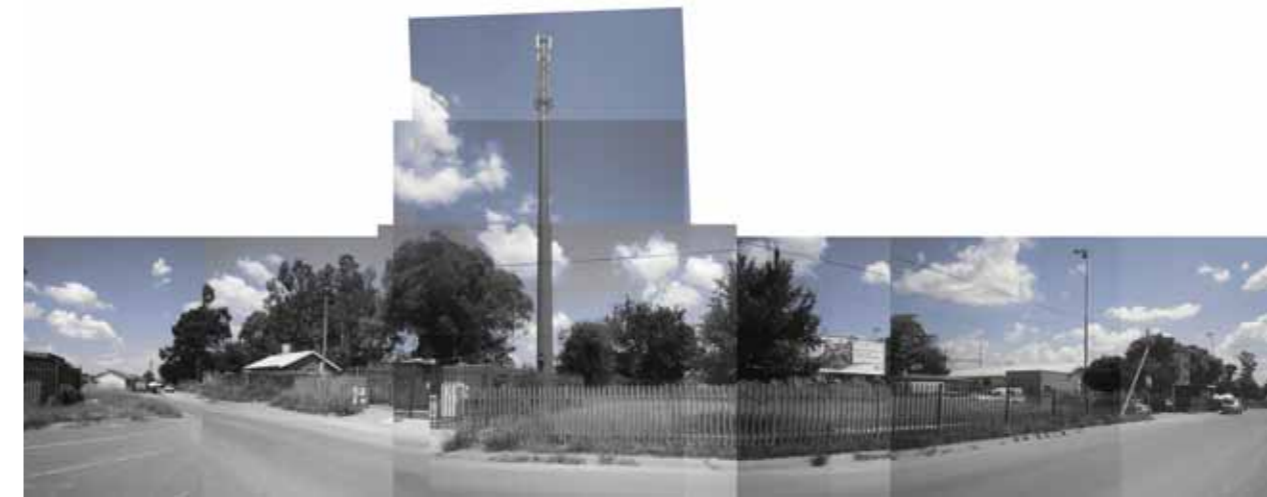
Local context

The Study Area is strategically situated along a railway line that runs parallel to Tsamaya Road in Mamelodi. Tsamaya Road extends into Stormvoël Road to the west.

An existing station, Denneboom Station, is located alongside the railway line, west of the Study Area and currently serves as the main commercial and intermodal transport node in Mamelodi (Figure: 114).

Other main roads surrounding the Study Area that link it with the rest of the City of Tshwane include the following:

- Simon Vermooten Road, to the west (Figure: 114).
- On the eastern side, Hans Strijdom Road (Figure: 114).
- South of the Study Area, the proposed K16 Route (Addendum A).



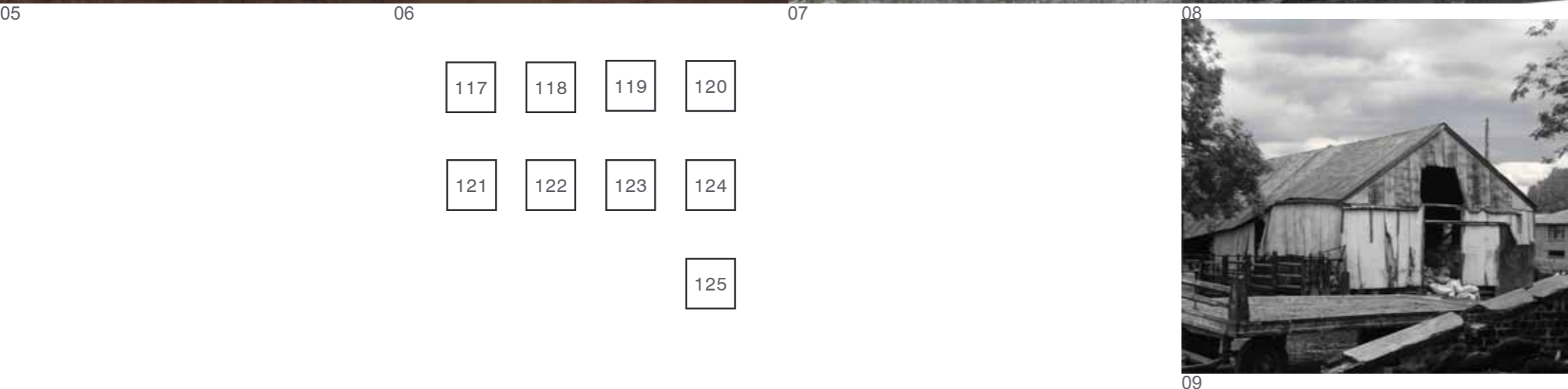
History

The earliest formal proof of habitation in the current Mamelodi area is a reference to the farm Vlakfontein 329 JR, found in a register which states that the farm was inspected on 4 March 1854, in other words, a year before the founding of Pretoria.

In 1874 Vlakfontein was divided into three parts with the Moretele River, also known as the Pienaars River, separating the land into two halves: Mamelodi west and Mamelodi east.

The first inhabitants of the area were thus herdsmen and farmers. In 1882 this altered with the registration of Eerste Fabrieke, the first factory in the Transvaal: The Hatherly Distillery. In 1902 it became a bottle factory using the sand from the Pienaars River to produce the glass. The factory employed people locally, attracted more people, and houses and other buildings were erected. It closed down in 1920.

Figure 116: Panoramic view of Eerste Eabreike station



- 117
118
119
120
- 121
122
123
124
- 125

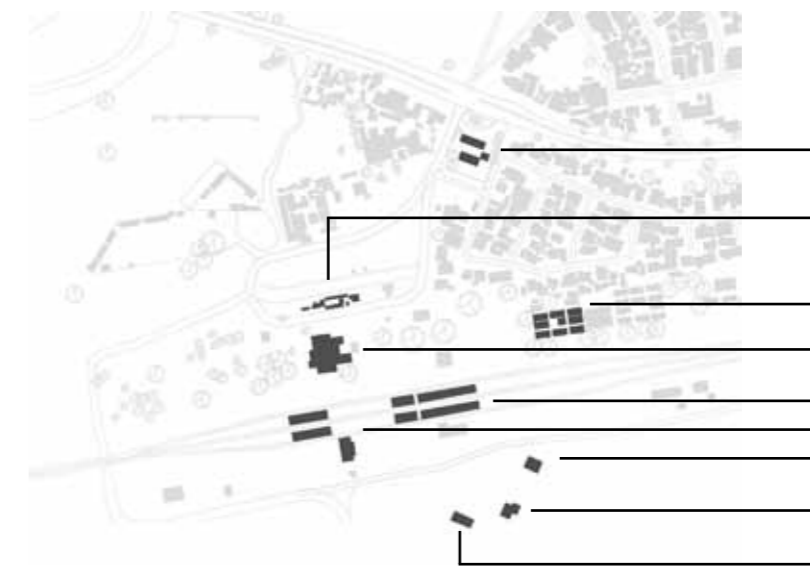


Figure 126: Buildings and structures of significance

Existing buildings and structures:

- On an urban scale, existing buildings and structures of significance include:
- A petrol station and tavern, both adjacent to Tsamaya Road (Figure: 126: 01). (Applicable to intervention)
 - Informal trade stalls (Figure: 126: 02).
 - Existing hostels (Figure: 126: 03).
 - The current station buildings to the north and south of the railway line (Figure: 126: 04 & 06).
 - Platform structures of station (Figure: 126: 05).
 - Historical outbuilding dating back to the founding of the distillery to the South of the railway line (Figure: 120: 09).
 - Houses dating back to the founding of the distillery to the south of the railway line (Figure: 126: 07 & 08).

- fill station 01
- informal trade 02
- hostels 03
- Eerste Fabrieke station North 04
- platforms 05
- Eerste Fabrieke station South
- historic fabric 07
- historic fabric 08
- historic fabric 09



127

128

129

130

Analysis

- The site is undeveloped, with the exception of the petrol station east of the main access route to the station, the small yet busy local tavern to the west, indicating possible economic opportunities, and the station itself.
- The surface is relatively flat except for sloping toward the Pienaars River to the west of the site, meaning that special sub-structure building methods are not required.
- Wind is of no real concern.
- Climate is relatively moderate with no extreme temperatures during winter or summer, creating ample opportunities for creating a relatively self sustaining intervention through the usage of optimal northern natural sunlight and cross-ventilation.
- The site and surrounding area is not supplied with a police station (although Community Policing Forums are established in both Mamelodi and Nelmapius) yet lacks sufficient street lighting. Together with the large overgrown river floodplain, the area is perceived as dangerous and unsafe by the community.
- An increase in the number of commuters who utilise the Eerste Fabrieke station could impact on the condition of the station.
- The lack of taxi and bus services results in the under-utilisation of Eerste Fabrieke station (except during the mornings) and extensive utilisation of Denneboom station, resulting in the fact that the local economy cannot be supported in this area and the opportunities for development and growth remain slim.
- Tsamaya Road, as a successful 'main' road running through Mamelodi and passing by Eerste Fabrieke, provides opportunity for the creation of a public transportation node and provision of more prominent and established bus and taxi services.

Page 065: Figure 127: Panoramic view from Eerste Fabrieke station

Figure 128: Panoramic view of southern farmlands

Figure 129: Panoramic view of southern farmlands

Figure 130: Panoramic view of Nelmapius