



PD 17/16/2/1  
André Du Plessis (012 358 9081)  
MAYORAL COMMITTEE: 18 June 2008

8. CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES DEPARTMENT  
(CITY PLANNING AND DEVELOPMENT DIVISION)  
URBAN DESIGN FRAMEWORK FOR THE MABOPANE STATION  
**(From the Mayoral Committee Cluster: Infrastructure Development: 22 May 2008  
and the Portfolio Committee: City Planning Development: 10 June 2008)**

1. PURPOSE

The purpose of this report is to approve the Urban Design Framework for the area surrounding the Mabopane Station as to develop the station and surrounding areas into a sustainable, functional and accessible urban core. The Framework will also guide the development of the area towards an environment responsive to current needs and pressures. (Urban Design Framework attached as Annexure "D"). The framework was presented to the Mayoral Committee Cluster : Infrastructure Development on 28 November 2007 and it was decided that the report does not have to serve at the abovementioned committee but that it can directly serve at the Portfolio Committee : City Planning, Development and Regional Services.

2. STRATEGIC OBJECTIVES

Strategic objective 1: Provide quality basic services and infrastructure.

Contributions towards the upgrading of infrastructure will be payable by the developers of the various erven. The total area will be serviced as plans is made available for development.

Strategic objective 2: Accelerate higher and shared economic growth and development.

More business development will ensure more economic growth within the area.

Strategic objective 3: Fight poverty, build clean, healthy, safe and sustainable communities.

The proposed development will comply with all building and safety regulations. The development will create more job opportunities.

Strategic objective 4: Ensure good governance, financial viability and optimal institutional transformation with capacity to execute it's mandate.

The proposed development makes effective use of existing land and existing infrastructure.

3. BACKGROUND

In terms of the COT City Strategy Mabopane Station has been identified as one of the "Urban Cores" that needs to be developed into real city centres.

In terms of the City Strategy and the Metropolitan Spatial Development Framework, Urban Cores have been identified in mostly previously disadvantaged areas. Urban Cores have been identified as the strategic areas where the City should concentrate capital expenditure.

Due to funds being approved on the capital budget for public transport- and informal trade facilities at stations, the Department of Economic Development has played a leading role in the development of these nodes over the past two years. With the implementation of the MFMA from 2004/05 it is however not possible to proceed with most of these capital projects as no feasibility studies, transport studies, economic studies or EIA's can be done and paid for out of a specific transport project's capital budget. It is also not possible to appoint consultants to lodge township applications , draft service reports and conduct geological surveys necessary for township applications out of capital budgets. This is also not Economic Development's core business and should probably be done by other departments. The end result is that only limited amounts of the annual budget is being spent within the urban cores on inter modal facilities.

Urban cores in previously disadvantaged areas are not developing as planned, and not because of a lack of capital funds, but because of red tape and inadequate structures to ensure co-ordination between the various departments in Council dealing with large multidisciplinary capital projects.

Holm Jordaan Group was appointed by Intersite as Urban Designers on this project with a threefold task, to look at the area in a broader perspective and identify the issues as previously noted in other surveys and reports (in other words, to set the contextual framework) to create a vision in line with all of the strategies for Mabopane to develop into an Urban Core; and to kick start the development by designing a first phase for the proposed development. These three tasks correspond with the outcomes expected from this report: a contextual framework for Mabopane, a development framework and a Spatial Development Plan (for the informal trade area on the northwestern side).

#### Applicable Policies Or Plans

##### The City Development Strategy

One of the main focus areas of the City Development Strategy, as approved by Council in 2004, is the "Development of the North". The "North" is defined as the area within Tshwane that lies north of the Magaliesberg including the Mabopane area.

##### Metropolitan Spatial Development Framework

The MSDF, which in essence serves the manifestation of the City Vision and City Development Strategy through spatial representation, has two major focus areas namely, restructuring of the city and economic development and growth.

The purpose of the MSDF for the city is to provide a tool to integrate all aspects of spatial planning such as:

- Land use planning
- Planning of pedestrian, vehicular and other movement patterns
- Planning regarding buildings and built-up areas
- Planning of open plan systems
- Planning of roads and other service infrastructure such as public transport systems

Another objective is to guide all decision making processes regarding (physical) development.

In terms of the Metropolitan Spatial Development Framework, Urban Cores have been identified where activity nodes of metropolitan significance should be developed. The following cores were identified in previously disadvantaged areas:

- the area around the Eerste Fabrieke station between Mamelodi and Nellmapius;
- the area around the Saulsville station in Atteridgeville;
- the area around the Klip-Kruisfontein station;
- the area around the Mabopane station; and
- the area around the Hammanskraal Station.

In terms of the approved City Strategy and the Tshwane Spatial Development Strategy, these areas were also identified as Urban Cores. Urban Cores are 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.

The five urban core's role in the future is to be the focus and highest concentration of residential, commercial, social, cultural and other urban activities. Higher density residential development should be encouraged specifically in and around the Urban Cores. All three urban nodes as mentioned above have been developed to a certain extent.

Of the five Cores' the Mabopane / Soshanguve Core has been developed the furthest, mostly in terms of formal retail development. Existing infrastructure includes a large station, retail facilities of 45 000 m<sup>2</sup> which are currently being upgraded, a bus rank and a taxi rank. Major upgrading is however required in terms of the station, public transport-, informal trade-, recreation-, ablution-, and other communal facilities such as offices for Metro Police, Customer Care etc.

## 4. DISCUSSION/APPLICATION

### 4.1 Vision

The vision for the Mabopane Station development is to develop the station and surrounding areas into a sustainable, functional and accessible urban core that will:

- enable a commercial and community facility which will be
- integrated with current public transport, road infrastructure and
- pedestrian movement as well as
- the upgrade of the Mabopane Station Concourse and surrounding areas
- to function optimally as an intermodal facility,
- creating a development thrust that will support a mixed use of
- development,
- take the demands of the commuters into consideration,
- create an recognizable and celebrated African urban space for the area,
- ensure a safe and economically viable environment that
- will realize the ideal for Mabopane as a world class Urban Core.

#### 4.2 Scope

The scope of the report can be divided into three areas:

The contextual framework is concerned with:

- the greater area of the station,
- the status quo of the physical, socio-economic and institutional context.
- This part forms the basis for all the decisions and vision for the rest of the report.

The development framework is concerned with:

- Creating a vision for Mabopane as an Urban Core,
- identifying the issues and objectives that need to be addressed when developing Mabopane,
- making recommendations from an urban design point of view for the overall development of this area.
- This part will refine a development vision for the immediate station precinct.

The proposed site development plan is concerned with:

- implementing the objectives of the development vision,
- focusing on a specific area of the station itself, and
- showing on a more detailed level the first phase of the development vision,
- solving the most urgent needs and requirements for the station to function properly,
- making sure that the station can fulfill its role on the short term as well.

#### 4.3 Locality (Annexure "A")

Mabopane Station is located approximately 40km north of the Pretoria CBD on the boundary between Mabopane and Soshanguve in the north-west area of COT. The station serves as the main transport link between Pretoria CBD, Mamelodi and Johannesburg and is one of the busiest stations in the country. According to CTMM between 120 000 and 150 000 commuters use the station on a daily basis.

Based on the cadastral lay-out of this area, one of the main problems is the location of the station itself on the boundary between Mabopane and Soshanguve. This is due to the previous homeland policy (Mabopane was previously part of Bophuthatswana) and the station was regarded as a transitional zone and not as centre of development itself. The railway line to the north ends at Mabopane Station, but an extension to Hammanskraal is scheduled for the future which will not only open up more land for development, but also enlarge the users of the station because of the new destinations.

#### 4.4 Land and use

The land use on the Mabopane Station precinct is not confined to intermodal activities.

The presence of informal traders is forming a big part of the present land use, although no facilities are available to accommodate them. Facilities for formal trading are available on both the western side of the station (the Mabopane side) and the eastern side (the Soshanguve side). These formal structures consist of the Central City shopping mall on the western side, as well as two new shopping centers at the eastern side of the station

Other land uses are:

- Informal taxi ranks
- Taxi holding areas
- Taxi washing areas
- Ablution facilities
- Precinct office
- Police station
- Retail trade
- Informal driving school
- Cemetery
- Filling station

All of the above land uses indicates that there is basically three types of uses: the formal sector, the informal sector and the transport related facilities. There are 980 hawkers that need to be moved to a dedicated market area. The area that has been earmarked for the future hawker facility, is the current taxi rank on the western side of the Mabopane station. At this moment, the informal sector has no facilities of its own, and this puts pressure on the other sectors. Any development in this area should therefore look at accommodating all three of these functions.

#### 4.5 Current Projects

In line with the mentioned Framework, the firm Metroplan was appointed on 20 January 2006 to do a Township Establishment application in terms of section 96 (4) of the Town Planning and Townships Ordinance, 1995 (Ordinance 15 of 1986) for an area surrounding the Mabopane station.

The township establishment application consists of the following:

- SUBDIVISION OF:

A portion of the remainder of the farm Mabopane 702 JR (2,4059 m<sup>2</sup>)

- CONSOLIDATION OF:

The subdivided portion of the remainder of the farm Mabopane 702 jr, portion 437 (a portion of portion 267) of the farm Rietgat 105 JR and portion 434 of the farm Rietgat 105 JR. (total 3,3291 ha)

- AND THE REZONING OF:

1. The consolidated portion from "agricultural" to "Municipal" (3,3291 ha)
2. Erf 433 Mabopane unit E (not proclaimed yet) from "Agricultural" to "Municipal" (1,1235 ha)

For the rezoning application the zoning "Municipal" will be defined as – "an inter modal transport facility consisting of a taxi rank, holding and wash area, ablution facilities, informal traders and a precinct office."

#### TAXI RANK (Annexure "B")

A new Taxi Rank is currently under construction on the western side of the station on the Mabopane side.

It will consist of

1. A Rank and holding area (383 bays)
2. Drop off and pick up (58 bays)
3. Offices for taxi association
4. Taxi canopies
5. Pedestrian shelters
6. Ablution Block
7. Landscaping and street furniture
8. Engineering services (water, electricity and storm water)

#### 4.6 Future Projects (Annexure "B" and "C")

- The detail planning and development of an informal trading square on the current taxi rank on the western side of the Mabopane station.
- Township establishment of various portions of land as to accommodate mixed land uses such as Business, commercial, residential etc.

## 5. ISSUES AND OBJECTIVES FOR FUTURE LANDUSES (Annexure "C")

### 5.1 Making Linkages

The success of a new development depends on how well the connections work. This is not only the functional performance thereof, but also how well they contribute to the quality and character of the urban area. In the case of Mabopane it is very important to create new linkages that will 'stitch together' the two residential areas of Soshanguve and Mabopane. This can only be done if the new linkages allow for easy and safe linkages from the eastern side to the west, and vice versa.

The way that these linkages are integrated into the greater area, must be well planned and coordinated with the greater development of this area. New linkages will help to develop the station into a true destination, and not a thoroughfare as it is currently used. The necessity of developing a new link outside of the station can also be used as an opportunity: the bridge can be used to accommodate some of the hawkers and thus create new trading opportunities.

#### Objectives:

- Create additional pedestrian linkages between eastern and western sides
- Use pedestrian and vehicle desire lines to structure routes
- Use linkages to connect eastern and western sides into one community
- Improve ease of pedestrian movement between different modes of transport
- Incorporate movement to and from retail centers in routes
- Make movement routes accessible to all users, including the handicapped

### 5.2 Improving Movement and Circulation

Circulation routes should give people the maximum choice in how to make their journeys, and be in favour of walking and public transport. The provision of a road networking this area should open up more land for development, but should still give the pedestrian preference. These roads should form part of the greater fabric of the surrounding residential area. Service roads and routes should be set out from the beginning to form the structure of future development.

#### Objectives:

- Provide pedestrian bridge to open up concourse for commuters
- Split pedestrian movement from vehicle movement
- Create pedestrian walkways with good ground surface for walking
- Make the subway connecting the concourse to shopping centre free of hawkers and safe for pedestrians.
- Provide safe routes over railway from east to west
- Provide traffic circle on K-route to enable easy entrance to new taxi ranks

- Relax 60m building line next to new taxi rank to 10m to open up more area for development
- Reduce road reserve dimension to discourage informal trading in this area
- Provide barriers so that dangerous pedestrian movement over the roads are discouraged

### 5.3 Ensuring Accessibility

The raison d'être of the urban core is its function as a modal interchange, thus a destination and thoroughfare. It should be the place of highest accessibility, specifically via public transport, the place where a variety of transport systems converge: rail, taxis, buses and private vehicles. Through this function, it will attract masses of people and thus holds potential for intense development. This can only be achieved if the area is accessible for all users, including the handicapped.

Objectives:

- Make station accessible for handicapped users
- Provide alternative entrances into concourse
- Clear concourse of informal traders
- Provide infrastructure to support all modes of transport
- Provide more than one route over the roads to connect eastern and western sides
- Ensure that future development keep the pedestrian routes as structuring element

### 5.4 Creating Mixed Uses and Activities (Annexure "C")

Because of its accessibility, Mabopane Station is ideally suited to fulfill a number of needs through concentration of activities. It should thus serve as a commercial hub by concentrating a variety of commercial functions and creating an economy of scale. It should also function as a service centre, addressing a number of social needs. In order to fully capitalize on the accessibility advantage of an urban core, it should contain a sizable high-density housing component in an appropriate location to achieve a 24 hour city activity patterns.

Objectives:

- Provide areas where formalized urban activities can take place (events, concerts)
- Provide enough lighting to encourage 24hour use
- Provide play areas for children
- Provide areas for activities relating to businesses (eating areas, waiting areas)
- Develop areas for housing (high density)
- Provide opportunities for private investment
- Provide social service facilities
- Formalize activities by providing sufficient infrastructure

## 5.5 Introducing Place Making Elements

A sense of place is created by a hierarchical system of hard public spaces and responding to the cultural and natural contexts of the site. The sense of place of an area should strengthen the local identity, and create an area that is recognizably distinct. The vision of developing Mabopane Station into an Urban Core is closely linked to the idea of creating a distinct sense of place, and this is exactly what place making elements should introduce. The area should become highly recognizable, and the 'new face' of this area.

### Objectives:

- Develop Mabopane as public face of the area
- Create an exciting place with place making elements
- Place 'iconic' objects in open areas to establish identity
- Put objects at visible places to create vistas and sightlines
- Create places of arrival and departure
- Use and create civic identity of broader area

## 5.6 Conserving the Natural Environment

The natural environment at Mabopane is not very good. In response to this situation there must be consideration in the development to re-create such a condition. These areas must be accessible to the community and multifunctional. Involvement from the community itself must form part of the design and development of these areas, and the community must accept 'responsibility' for these areas. The design of these areas must be done in such a way that it can be self-sufficient, and do not require high maintenance.

### Objectives:

- Stakeout the public places and facilitate development to support and sustain these spaces
- Create an open green network of spaces in the over all development
- Re-introduce natural elements in open space development
- Use tree grid to soften impact of open spaces
- Use green elements to integrate and differentiate between spaces and uses
- Leave areas open where users can interact with nature
- Make provision for natural environment in all development packages

## 5.7 Developing Land Parcels

Large developments often limit pedestrian connectivity through an area. Irrespective of the size of the development, regular pedestrian through routes should be created to a similar scale as the surrounding street network. These land parcels should include certain community services that the future developer must provide. All retail above 4000m<sup>2</sup> must submit a retail study. The phasing of the development of these parcels as well the interface between different areas should be receiving careful consideration.

**Objectives:**

- Land parcels should have mixed uses
- Appropriate land release strategy
- Create different sizes and uses of land parcels
- Make sure that social structure is part of future development

**5.8 Creating Partnership Opportunities**

In opening up the area for development, care must be given to design it in such a way as to create opportunities for partnerships. This can be done in phasing the development and identifying partners that would be interested in being part of the process right from the start.

**Objectives:**

- Create development phases to facilitate new development
- Make investment opportunities attractive for investors
- Use movement routes to open up land for partnership developments
- Provide infrastructure to attract partnership development opportunities

**5.9 Creating Private Sector Investment Opportunities**

Part of the partnership opportunities should focus on private sector investment opportunities. This will help to make the development as (financially) independent as possible. Private investors should partake in the greater contribution to the community as well, and provision should be made for certain public contributions (either in terms of infrastructure or facilities). The overall 'beautification' and the creation of a safer environment will also attract more investors.

**Objectives:**

- Create areas for private sector investment that will supplement the urban fabric of Mabopane Station
- Design the mixed uses areas to attract private investments
- Advertisements should also be used as place making elements
- Providing public amenities must form part of investment of the public sector

**5.10 Ensuring Sustainable Development**

As described in the Urban Cores, sustainability refers to economic viability and adaptability and protection of natural systems. In order to achieve sustainability high density residential must be placed within walking distance from the core. This will allow more people easy access to facilities and public transport. Slightly higher densities can be achieved through a rich mixture of housing types from single family homes to duplexes, bungalows to row houses, townhouses to apartments.

Objectives:

- Create high density housing in vicinity of Mabopane Station
- Development should cater for the movement of pedestrians
- Development must be adaptable for future changes in demand
- Provision must be made for densification over time

#### 5.11 Planning for Future Extensions

The development should allow for extension, and should be designed in such a way that the phasing is logical. The correct phasing of the future development is very important. Future extensions should not only take the existing development into consideration, but be visionary for possible changes that may occur in the demand of development.

Objectives:

- Development should allow for densification over time
- Development should be adaptable over time
- Each extension should be part of greater area, and not an 'island' onto itself
- Development should be in line with greater vision for area

#### 5.12 Creating Opportunities For Growth

On the level of the urban core, public transport facilities act as magnets, thereby generating activity and movement which stimulates economic activities. This additional function of public transport should be used to structure the urban core to increase the economic potential of the area and thereby adding to its sustainability. Furthermore, in order to achieve sustainability facilities should be designed to accommodate different users and functions, and must be able to adapt to future changes in transport modes.

Objectives:

- Create infrastructure that will support current uses and help to develop informal economy into formal economy
- Make use of pedestrian routes to stimulate growth, and not hinder it
- Develop area in such a way as to have a big effect, but small impact

#### 5.13 Planning for Community Development

Social facilities form part of the public infrastructure and can be used to create a certain image for an area. They should be designed as a 'capital web' and as such are guiding elements for future development. Their strategic and prominent placing is thus crucial. Social facilities should be placed according to their locational needs with regards to visibility, accessibility via public transport and by foot and privacy. Special attention should be given to the old, the young and the handicapped as these groups are frequent users of social facilities.

**Objectives:**

- Expose public facilities by placing them in strategic positions
- Access for handicapped Right-sizing
- Coherent design features
- Arrange social facilities around public spaces
- Must form part of investment parcels of private developments

**5.14 Ensuring a Safe Environment**

Safety can be improved through land use management by ensuring that an area is used all hours of the day, the so-called 24 hour city and that surveillance is possible. Natural surveillance deals with users of a space observing possible crimes. It is achieved by activities and entrances that are placed on the street. Provide sufficient lighting to make area safe in the night.

**Objectives:**

- Territoriality
- Natural surveillance
- Activity support
- Lighting

**6. COMMUNITY PARTICIPATION**

It needs to be reported that the Mabopane Development Forum had been scheduled to take place quarterly during the year 2007. The quarterly meeting dates are as follows:

*25-04-2007 / 18-07-2007 / 10-10-2007 / 05-12-2007*

The critical points contained in the Agenda at each of these meetings were

- Informal Traders issues,
- Safety and Security,
- Progress with regard to the construction projects within Mabopane.

Informal traders, taxi association and delay in Taxi construction project

At the Development Forum meeting of 18-07-2007, a technical report on the Mabopane taxi rank construction was presented. There were concerns raised by the Forum that the taxi association and informal traders need to cooperate to enable the contractor to work on the taxi construction project. Special meetings were convened with the Informal Traders and taxi associations and the two bodies eventually cooperated to vacate their respective sites to enable the contractor to operate.

The taxi rank construction project and access road engaged the Community Liaison Officers from wards number 19 and 12 respectively. The critical areas of concern raised against the taxi rank contractors were that there should be specific statistics reported on labour forecast. The slow progress on the taxi construction prompted the

councillors to intervene with the hope of understanding the critical constraining factors that retards the construction progress.

#### Representatives from Safety & Security

The safety and security aspect receives attention at each Development Forum meeting. Members of the Metro-Police and SAPS offered to deal with the safety and security aspect and it was eventually agreed that there should be specific strategies formulated and reported to the forum. There have been some initiatives in subsequent meetings to craft appropriate strategies to deal with among other things, informal traders and health and social developmental issues.

#### Way-forward

The Development Forum agreed that special meetings need to be convened to deal with any issues that needs immediate attention and such special meetings have been convened in the past to attend to operational issues. For example the Forum chairperson meets with affected ward councillors on weekly basis to discuss about the construction related issues on site. This is believed to be an effective way of distributing information to the respective councillors and other critical stakeholders.

## 7. COMMENTS OF THE STAKEHOLDER DEPARTMENTS:

### 7.1 PUBLIC WORKS AND INFRASTRUCTURE DEVELOPMENT

#### 7.1.1 WATER AND SANITATION

Should any water- or sanitation services have to be relocated as a result of the execution of the ultimate project, such relocations(s) will be for the account of the project and according to this Division's norms and standards. Alternatively such services could be protected with servitudes subject to approval by this Division. This Division supports the proposed Design Framework.

#### 7.1.2 ROADS AND STORM-WATER

#### 7.1.3 INFRASTRUCTURE PLANNING AND MANAGEMENT

(Unaltered)

This Section take cognisance of the Urban Design Framework for Mabopane Station report, Revision 5, dated February 2007.

#### 7.1.4 TRAFFIC ENGINEERING AND OPERATIONS

This section take note of content of the Urban Design Framework for Mabopane Station dated February 2007 revision 5.

### 7.1.5 ENERGY AND ELECTRICITY

(Unaltered)

The proposed application lies within the Tshwane Municipal boundary, however it lies outside Tshwane Energy and Electricity supply area.

Eskom is responsible for the supply of electricity. All correspondence needs to be addressed to Eskom.

As development will progress in the area, the applications will be referred to Eskom for comments.

## 7.2. ECONOMIC DEVELOPMENT DEPARTMENT

### 7.2.1 INTEGRATED TRANSPORT PLANNING

No comments received

### 7.2.2 LOCAL ECONOMIC DEVELOPMENT

No comments received

### 7.2.3 PUBLIC TRANSPORT FACILITIES

No comments received

## 7.3 CORPORATE AND SHARED SERVICES

### 7.3.1 LEGAL SERVICES

(Unaltered)

The framework is supported to compliance with the provisions of:

1. The Town Planning and Townships Ordinance, Ordinance 15 of 1986 as amended, read together with the relevant Town Planning Scheme of CoT, pertaining to all land use issues;
2. Section 14 of the Local Government: Municipal Finance Management Act, Act 2003, read together with the revised Policy Framework on Alienation and Expropriation of Immovable Property of the CoT, pertaining alienation of Municipal owned land; and
3. The provisions of the National Environmental Management Act, Act 107 of 1998 as amended, read together with the Regulations issued in terms thereof, with specific reference to the Environmental Impact Assessment Regulations, 2006.

## 7.4 AGRICULTURAL AND ENVIRONMENTAL MANAGEMENT

### 7.4.1 OPEN SPACE MANAGEMENT

No comments received

## 7.5 STREETScape MANAGEMENT

(Unaltered)

Although the proposed Urban Design Framework addressed issues at a level much higher than streetscape design, the Streetscape Management Section fully supports the urban design approach applied in the formulation of the Framework, design proposals put forward by the Framework, as well as the objectives set by the Framework to be used to steer development in the area.

## 7.6 CHIEF FINANCIAL OFFICER

(Unaltered)

If this application is approved, bulk services are payable to the municipality by the applicant as indicated by the comments of the various Departments.

## 7.7 COMMENTS OF EXECUTIVE HEAD: GOVERNANCE AND SECRETARIAT SERVICES

(Unaltered)

The purpose of the report is approved the urban design Framework for the area surrounding the Mabopane Station as to develop the station and surrounding areas into a sustainable, functional and accessible urban core.

- Compliance with the provisions of land use in terms of the Town planning and Townships Ordinance, Ordinance 15 of 1986 as amended.
- Section 14 of the Local Government: Municipal Finance Management Act, Act 56 of 2003, read together with the CoT's Policy Framework on Alienation and Expropriation of Immovable Property of the CoT, pertaining to Municipal owned land approved by the Council on 29 November 2007.
- Compliance with the provisions of the National Environmental Management Act, Act 107 of 1998 as amended, read together with the regulations issued in terms thereof as well as the Environmental Impact Assessment Regulation, 2006.
- Section 11 of the Local Government: Municipal Systems Act, Act 32 of 2000 as amended, (hereinafter referred to as the "MSA" provides, inter alia, that the executive and legislative authority of a municipality is exercised by the council of the municipality, and the council takes all the decisions of the municipality subject to by, amongst others, developing and adopting policies, plans, strategies and programmes, including setting targets for delivery.
- It is advised that the adoption and approval of the framework be effected by the council.
- The report is in accordance with terms and conditions of Circular 9/2007

In the light of the above mentioned the Recommendations are supported.

## 8. WARD COUNCILLOR

A meeting was scheduled for Wednesday 5 March 2008 to do a presentation to the relevant Ward Councillors, but no Councillor attended the meeting. The meeting was then postponed to 10 March 2008, and only a few (4) representatives attended the meeting. The presentation was made, and no objections were recorded. See Annexure F for attendance register.

## 9. IMPLICATIONS

### 9.1 Human Resources

High intensity labour during the building phase on the site.

(Unaltered)

### 9.2 Finances

If this application is approved, bulk services are payable to the municipality by the applicant as indicated by the comments of the various Departments.

(Unaltered)

### 9.3 Constitutional and legal factors

The application will be lodged in terms of the Town-planning and Townships Ordinance, 1986. The application will comply with all legislative requirements.

(Unaltered)

### 9.4 Communication.

Intersite has appointed an communication firm regarding the development of the station area. Residents and effective parties will have the opportunity to comment on the developments.

(Unaltered)

## 10. CONCLUSION

It is recommended that the Urban Design Framework for Mabopane Station be approved, as to steer development of the Mabopane Station as well as the surrounding areas into a sustainable, functional and accessible Urban Core.

## ANNEXURES:

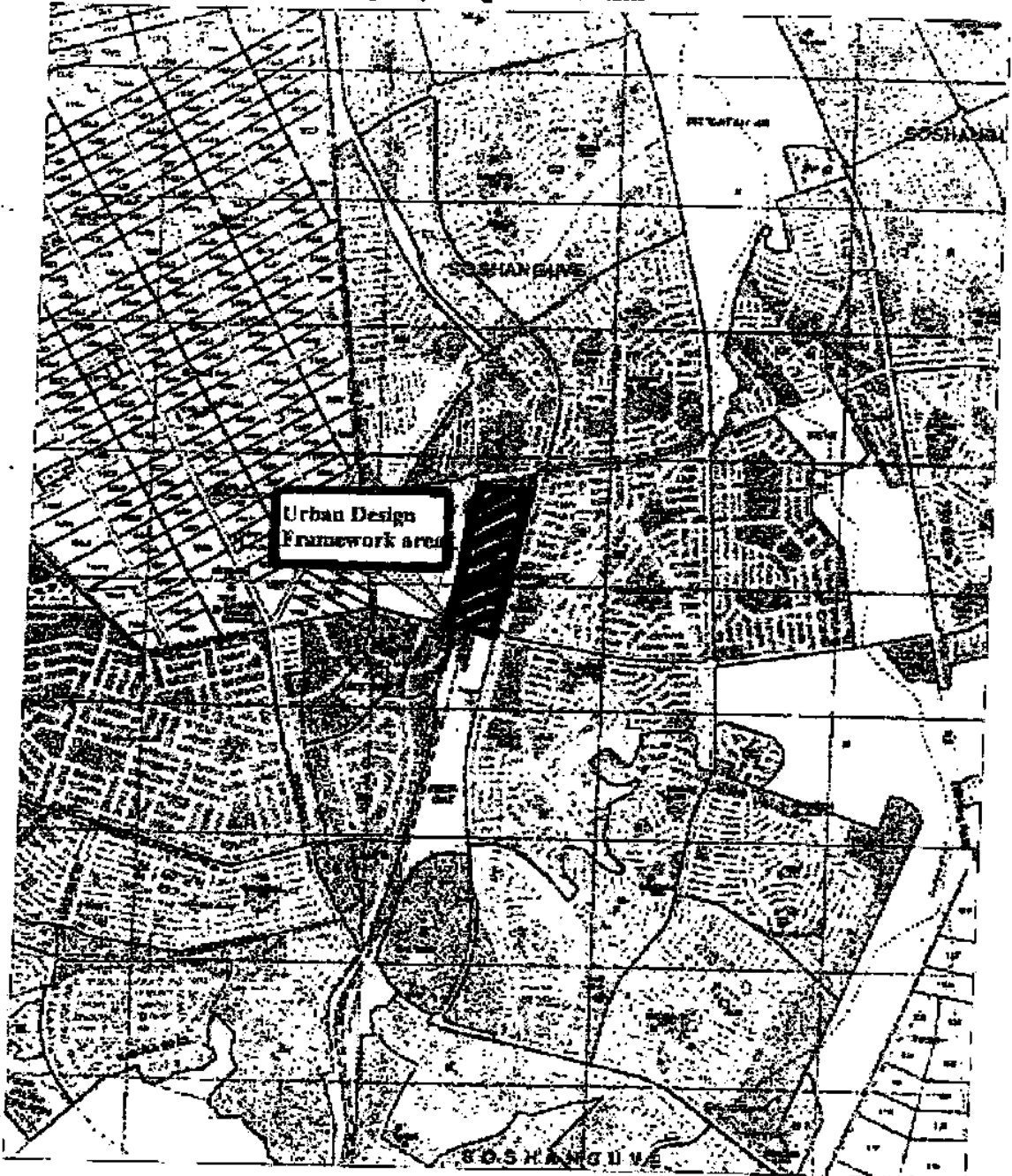
- A. Locality Plan
- B. Future Taxi and Informal trading facility
- C. Proposed future land uses
- D. Urban Design Framework for Mabopane Station
- E. Intersite - letter of acceptance of Framework
- F. Public Meeting

## RESOLVED:

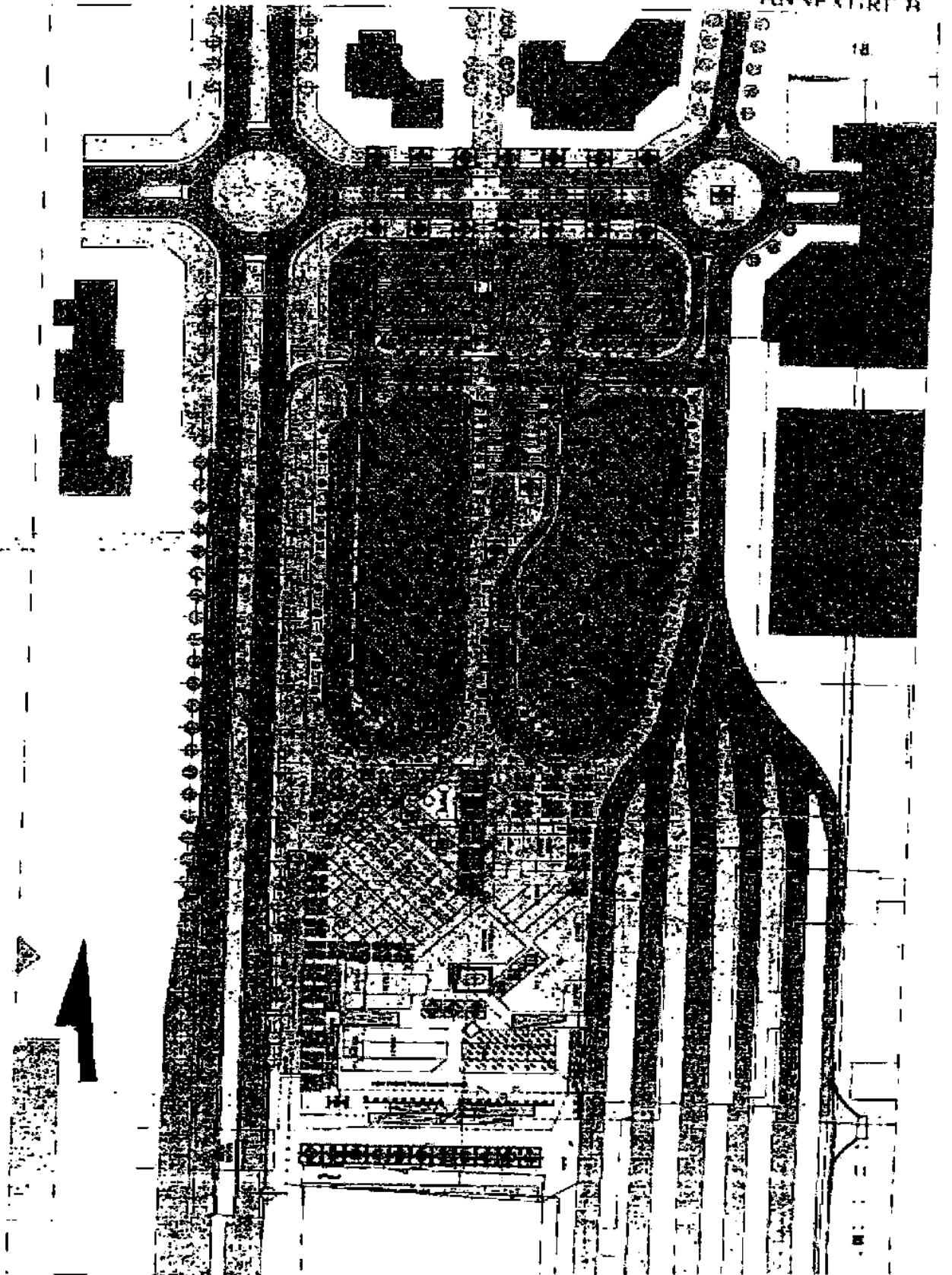
1. That the Urban Design Framework for Mabopane Station be accepted as the Framework for all future development of the area surrounding the Mabopane Station, subject to the following conditions:
  - 1.1 That the guidelines as proposed in the Framework be applied in the consideration of all future land use applications in the area.
  - 1.2 That the guidelines as proposed in the Framework be applied to all capital projects initiated by the City of Tshwane in the study area.
  - 1.3 That a formal township establishment application be submitted in terms of Section 96 (4) of the Town Planning and Townships Ordinance, (Ordinance 15 of 1986). The City Planning, Development and Regional Services Department will draft a business plan regarding the proposed township establishment application, in order to appoint consultants. A site development plan will be the final process that will indicate the locality of the various land uses.
  - 1.4 That the formal township establishment application must include the necessary studies such as a geo-technical survey, Environmental Impact Assessment, approval from holder of Mineral Rights.
  - 1.5 That the township establishment application be funded as budgets are made available.

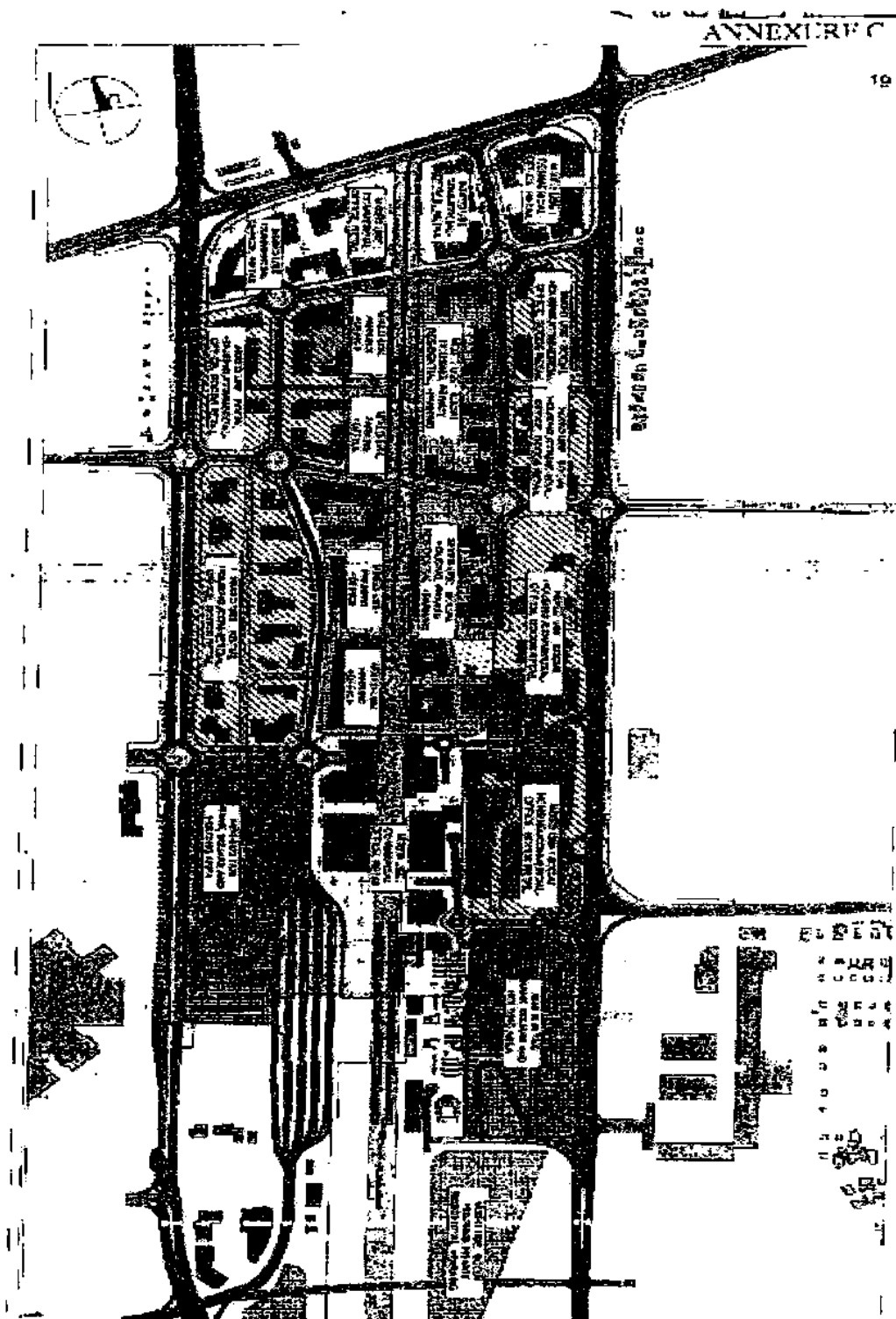


Figure 1: Locality map: Regional Context



Annotation: Mabosane Test Facility in terms of the Development Facilitation Act 128 of June 1987





ANNEXURE C

19

April 2007

Revision 6

# Urban Design Framework for Mabopane Station

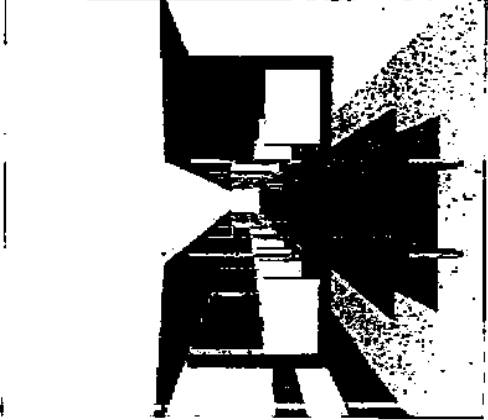

Compiled by:



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# 1 Background of report

Holm Jordan Group was appointed by InterCity as Urban Designers on this project with a threefold task: firstly to look at the area in a broader perspective and identify the issues as previously noted in other surveys and reports (in other words, to set the contextual framework); secondly, to create a vision in line with oil of the strategies for Mabopane to develop into an Urban Core; and thirdly to kick-start this development by designing a first phase for the proposed development. These three tasks correspond also with the outcomes expected from this report: a contextual framework for Mabopane, a development framework and a Spatial Development Plan (for the informal trade area on the northwestern side).

The problems at Mabopane station have more than one origin. More than one study have been done to untangle this complex situation and to propose solutions for the problem. This report will build on the existing reports, and integrate them into an integrated and implementable framework. The main driving approach behind the development and design policy will be *sustainability*. Sustainability does not only have an application for how the area is

being planned, how the facilities are being designed and how the structures are being built, but also for the management of the facilities and the urban spaces.

This is also in line with the vision for Mabopane, which is: to develop the station and surrounding areas into a sustainable, functional and accessible urban core. Economic and social sustainability should be integrated with the development proposals. With this in mind, an urban design policy should be able to guide the development of the area towards an environment responsive to current needs and pressures, but economically sustainable in the long term.

# 2 Scope of report

The scope of the report can be divided into three areas:

- 1 The contextual framework is conceived with:
  - the greater area of the station;
  - and the status quo of the physical, socio-economic and institutional context.
  - This part forms the basis for all the decisions and vision for the rest of the report (indicated as Area 1).

2 The development framework is concerned with:

- creating a vision for Mabopane as an Urban Core;
- identifying the issues and objectives that need to be addressed when developing Mabopane; and
- making recommendations from an urban design point of view for the overall development of this area.

This part will refine a development vision for the immediate station precinct (indicated as Area 2).

3 The proposed site development plan is concerned with:

- implementing the objectives of the development vision;
- focusing on a specific area of the station itself; and
- showing on a more detailed level the first phase of the development vision;
- solving the most urgent needs and requirements for the station to function properly;
- making sure that the station can fulfil its role on the short term as well (indicated as Area 3).



Figure 2.1: Schematic presentation of the scope of this report with the 3 areas indicated.

HOOLM JORDAN GROUP

### 3 Structure of report

The proposed structure of the report is represented in the following diagram. However, as the appointment did not include the Implementation and Management Framework (area covered in grey) this will not be included in this report, and only pointers to facilitate future actions are mentioned.

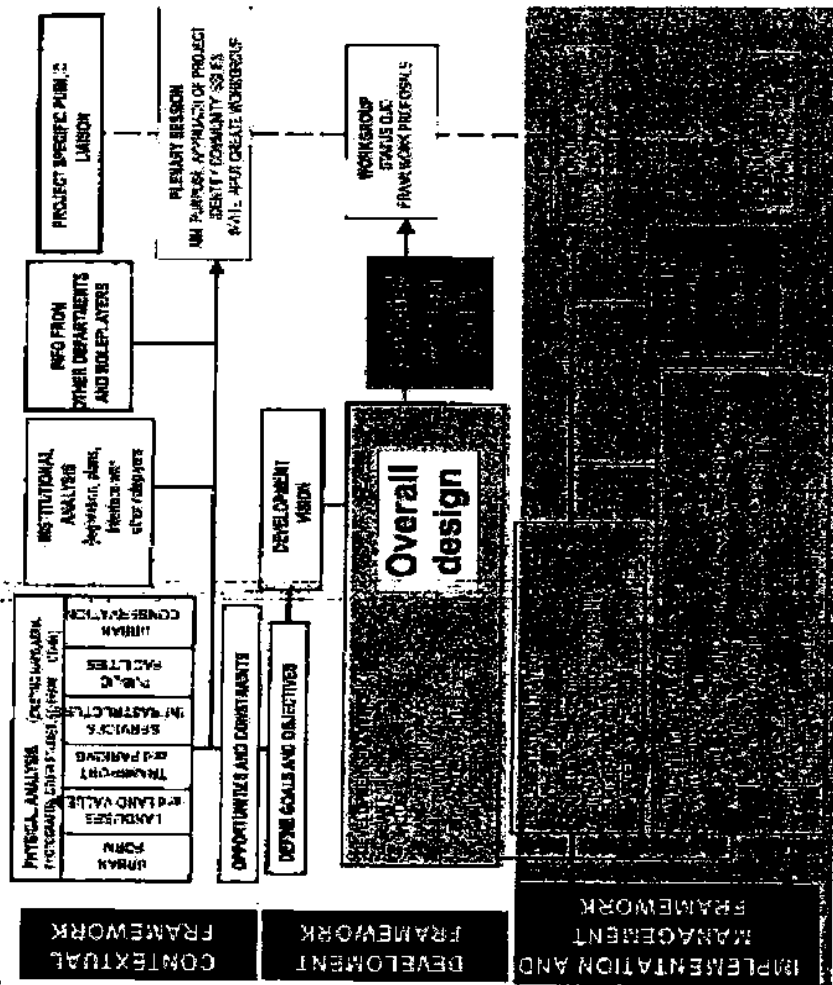


Figure 3.1: Flow chart of structure of report.

**PART A:**  
**IDENTIFYING THE ISSUES:**  
**Contextual Framework**

## 4 Introduction

In order to solve the problems that Mabopane Station and its precinct face, it is necessary to understand the context of this area. Much has been written on the physical state of Mabopane Station and its problems. Previous reports have done detail analysis of all the problem areas and key issues. The issue of most importance in this part of the report is to crystallize the issues regarding Mabopane Station into a framework that can be used to structure the opportunities for a development framework and to develop it into an urban zone.

## 5 Physical Context



Pre-1994 CBD on the boundary between Mabopane and Soshanguve in the north-west area of CTMM (see Figure 5.1, 5.2 and 5.3). The station serves as the main transport link between Pretoria CBD, Mamelodi and Johannesburg and is one of the busiest stations in the country. According to CTMM between 120 000 and 150 000 commuters use the station on a daily basis.

### 5.1 Location

Mabopane Station is located approximately 40km north of the

boundary between Mabopane and Soshanguve. This is due to the previous homeland policy (Mabopane was previously part of Bophuthatane) and the station was regarded as a transitional zone and not as centre of development itself. The railway line to the North ends at Mabopane Station, but an extension to Hammanskraal is scheduled for the future which will not only open up more land for development, but also attract the users of the station because of the new destinations.

Based on the cadastral layout of this area, one of the main problems is the location of the station itself on the

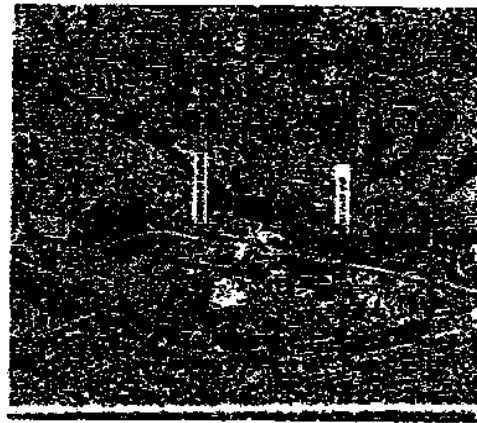


Figure 5.1



Figure 5.2

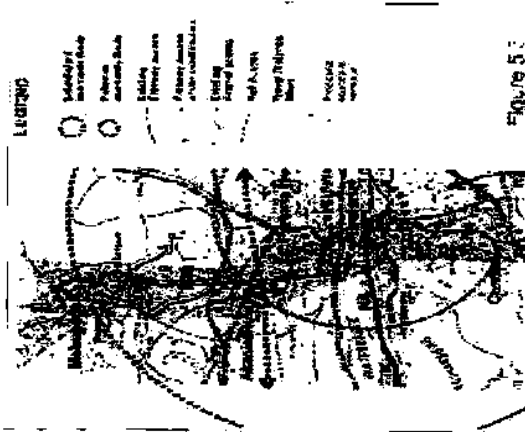


Figure 5.3

## 5.2 Urban & Metropolitan context

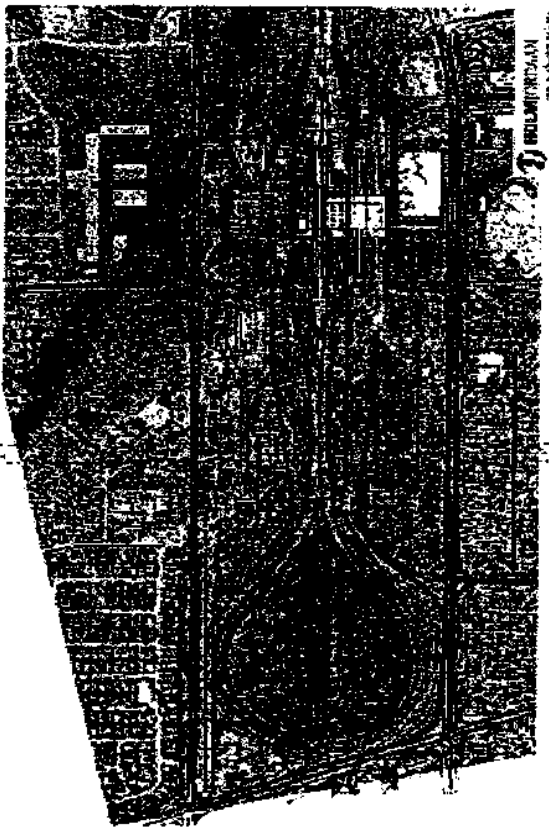
In the CTMM City Strategy Mapopane Station is identified as one of the 'Urban Corres' that need to be developed into local city centers. Despite its important role that the station should perform in the metropolitan context and its high level of current usage, the station precinct is underdeveloped with limited facilities for its many users and the public environment is dangerous and unappealing. It also lacks a definite urban identity. CTMM estimates that the population in this area is in the region of 800 000 persons.

Due to historical reasons as well as current lack of management and development, the urban context of Mapopane is under developed. There is no identifiable sense of place, and the connection of the station to the surrounding areas is weak. The three surrounding shopping complexes around the station are not sufficiently linked to the station to function as an urban centre, and are more car related than pedestrian orientated. This is also evident in the neighborhood and dangerous movement of pedestrians along the concourse and road crossings.

## 5.3 Existing infrastructure

The Mapopane station was built as a modal interchange and station with buses and taxis being feeders to the rail. It serves the communities of Mapopane, Shosangwane and Winterfeld. Information available from the Department of Transport (CCTM) indicates that between 120 000 and 150 000 passengers use the station on a daily basis. The rail station is the 3<sup>rd</sup> busiest interchange in SA, with a large railway facility and multiple taxi and bus ranks. The modal transfer is not limited to the transfer in and from rail only. This node has developed into a facility where transfer also takes place from long to short distance

as well as the concourse itself. Traders are attracted to areas of high passenger movement. The layout planning, design and construction of the existing transporter facilities however, were done without any consideration of informal trading activities and this result in the transporting and trading activities not enhancing but rather congesting the movement patterns of the pedestrians. The lack of proper planning resulted in restrictions being placed on the convenient movement of pedestrians, making this area not only inefficient but dangerous as well.



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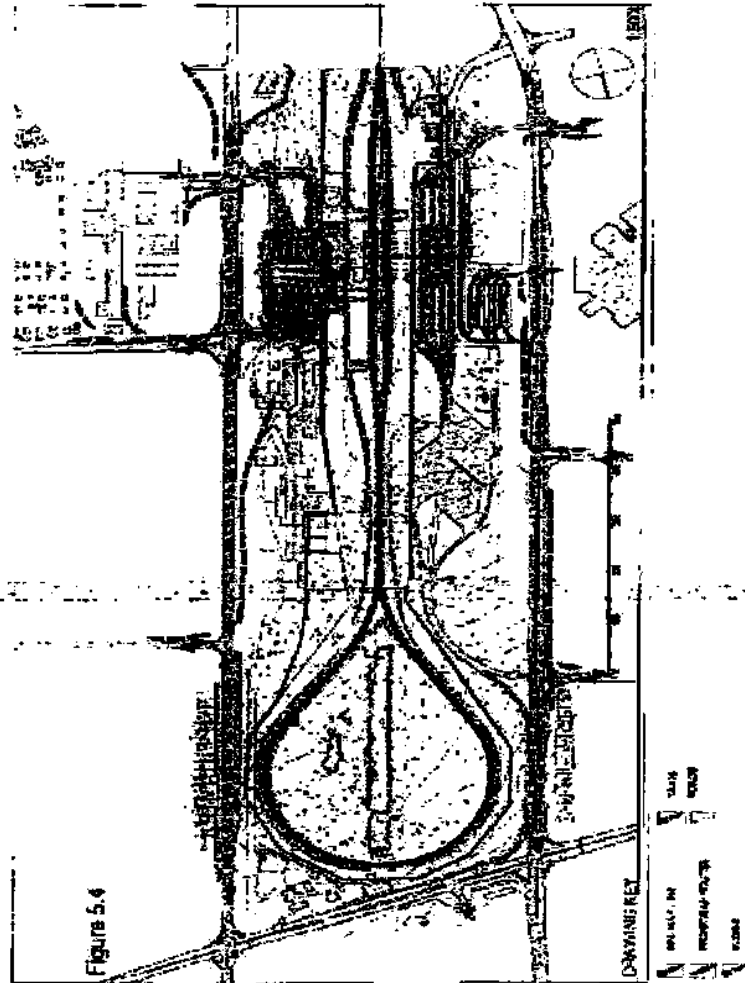
## 5.4 Existing transport infrastructure

According to the Mabopane Station Public Transport Plan (done by Karabo Consultants in 2008 for CTMM) the existing transport infrastructure is divided into facilities for rail, bus, short distance taxi, long distance taxi, and pedestrians. A detailed description of each of these facilities is available in the above mentioned report.

The Mabopane Station Public Transport Plan describes the preferred mode of public transport in the Mabopane to Pretoria Corridor as taxi transport, with next train and bus transport as the lowest preferred mode of transport. The existing infrastructure, however, does not support this tendency in transport use.

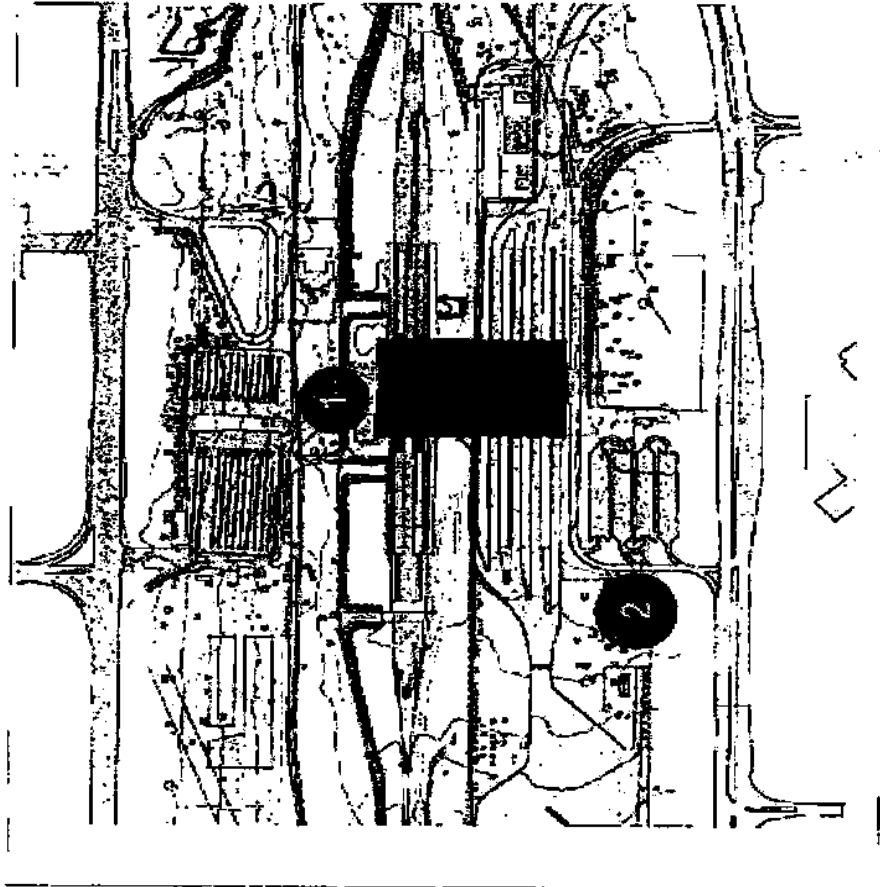
The Mabopane Station Public Transport Plan identifies the following issues in evaluating the existing transport infrastructure:

- The encroachment of the informal traders on pedestrian walkways, the concourse, aprons and stairwells.
- The lack of management of the hawkers to harmonize with the movement of pedestrians.
- There is no information for both motorized and non-motorized traffic available to direct their movements or to indicate how to interact with the facility.
- Bus and taxi movement lack structure and efficiency
- Unsafe interaction between pedestrians and vehicles.
- No provision for needs of different modes of traffic and their users.
- Lack of shelter and purpose made infrastructure for loading and off-loading.
- No information regarding



## 5.5 Current projects

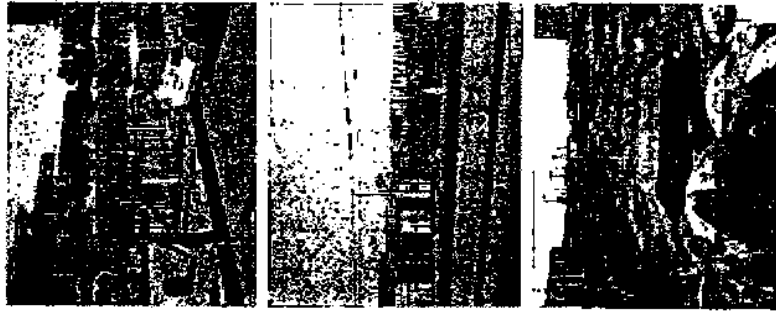
- New stairs to enter the new hawkker facilities to accommodate the hawkkers on the eastern side (see no. 1 on the drawing) as well as
- New road link to the north-west of Mapopane to replace the current and informal road link (see no. 2).



## 5.6 Conclusion

In regard with the physical context, the following can be concluded:

- There is a lack of overall planning
- An Urban Design Framework is urgently needed to guide new development
- The focus of the UDF should be pedestrian-orientated



## 6 Socio-economical context

The area is located on the boundary of three major residential areas, namely Soshanguve, Waterval and Mabopane.

According to an economic study undertaken in this area, the income per household is not very high, but the number of residents is enough to support future development.

There is no developed city centre that services this area. This, as well as the large scale presence of passengers at the precinct creates significant business potential.

As a result of this, both formal and informal business and retail

activities have developed in the precinct. These economic activities have developed, and are operating, without the proper support of the necessary social facilities and services infrastructure.

Any economic development in this area must be conducted in way that supports multi-functionality. Multi-functionality increases the sustainability of a development.

Other social services activities must also be included in future developments of this area, such as municipal offices, clinics, etc., and must form part of the infrastructure provided.

## 7 Institutional Context

These formal structures consist of the Central City shopping mall on the western side, as well as two new shopping centres at the eastern side of the station.

Other land uses are:

- Informal taxi ranks
- Taxi holding areas
- Taxi washing areas
- Ablution facilities
- Precinct offices
- Police station
- Retail trade
- Informal driving school
- Cemetery
- Filling station

All of the above land uses indicates that there is basically three types of uses: the formal sector, the informal sector and the transport related facilities.

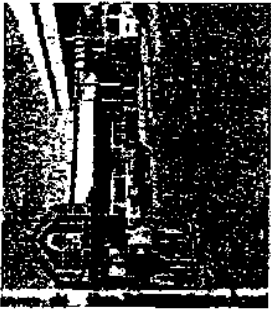
There are 860 newiders that needs to be moved to a dedicated havelok area, where current taxi rank is on Mabopane side. At this moment, the informal sector has no facilities of its own, and it's puts pressure on the other sectors.

Any development in this area should therefore look at accommodating all three of these functions.

### 7.1 Land use

The land use on the Mabopane Station precinct is not confined to intermodal activities. The presence of informal traders is forming a big part of the present land use, although no facilities are available to accommodate them.

Facilities for formal trading are available on both the western side of the station (the Mabopane side) and the eastern side (the Soshanguve side).



## 7.2 Zoning

The current zonings of the different areas are as follow (see Figure 7.2):

NO	PROPOSED ZONING	NOTES
A	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
B	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
C	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
D	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
E	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
F	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
G	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
H	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
I	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
J	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
K	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
L	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
M	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
N	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
O	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
P	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
Q	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
R	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
S	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
T	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
U	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
V	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
W	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
X	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
Y	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).
Z	3-1 RESIDENTIAL SINGLE-FAMILY	Specialty of business purposes "not applicable" (not to be used for other than the purposes listed in the zoning ordinance, including public garage and other uses that are not permitted by the zoning authority).

These different zonings are part of the complexity that needs to be dealt with at Makopani to create easy opportunities for development.

## 7.3 Land ownership

The major land owners are:

OWNER	LAND
BARCO GROUP	Port of Durban
SA	Various parcels
Various private land owners	Various parcels

It is important to resolve the ownership of the land in order to clarify management aspects, as this issue complicates and therefore hinders development in this area. To be able to manage this area properly, the combined efforts of all the owners are needed, and the effort of each should correspond with the other. Any plan to develop this area should have the go-ahead from all the different parties, and should agree on whose responsibility is what part of this area. Without the land ownership issues sorted out, this can not be realized. If this is not done, the ownership issue will always be a problem: no one will be able to take full responsibility for the area and that means that good management can not be done.

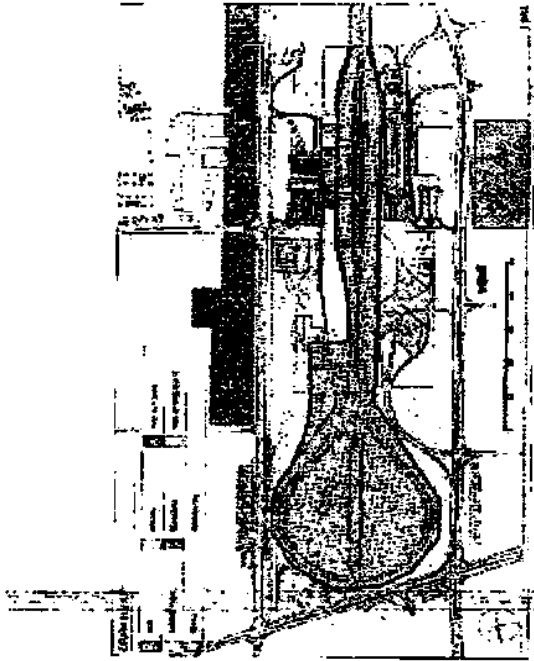


Figure 7.2

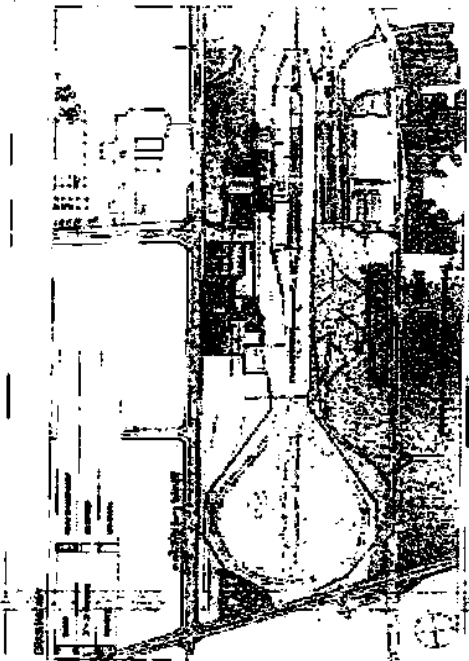


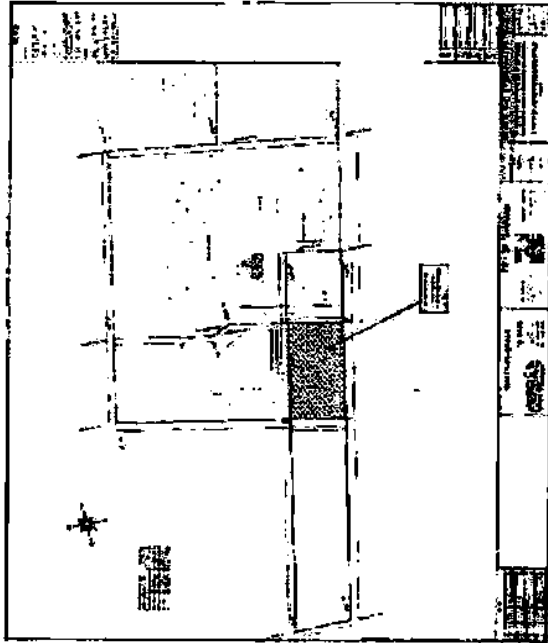
Figure 7.3

### 7.4 Current projects

An application for the rezoning of the following areas was made by Metroplan on the behalf of CCTM for:

- the change of land use on the total development area from agricultural to "Municipal" for "Agricultural" to "Municipal" for "square";

Parcel No:	Registered owner:
Parcel 294, Northwest of the town Mabopane 716, JF	City of Tloane Metropolitan Municipality
Parcel 437, the portion of Parcel 297, JF's a town Block	City of Tloane Metropolitan Municipality via
105, JF	trusteeship.
Parcel 434 of the town Block 105, JF	City of Tloane Metropolitan Municipality
Parcel 433 to the surrounding area, including Parcel 10	City of Tloane Metropolitan Municipality



### 7.5: City Strategy

The City Strategy consists of 7 Focus as strategic objectives (see Figure 7.5) to develop the CCTM over 20-30 years.

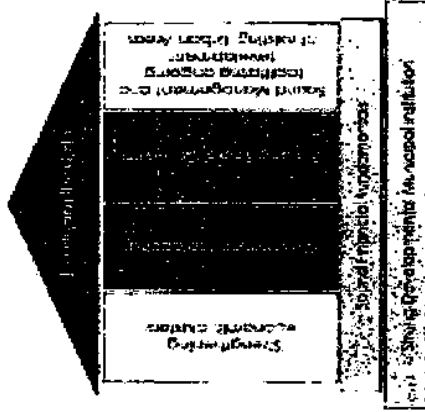


Figure 7.5

The following four can be seen as important for the Mabopane Station:

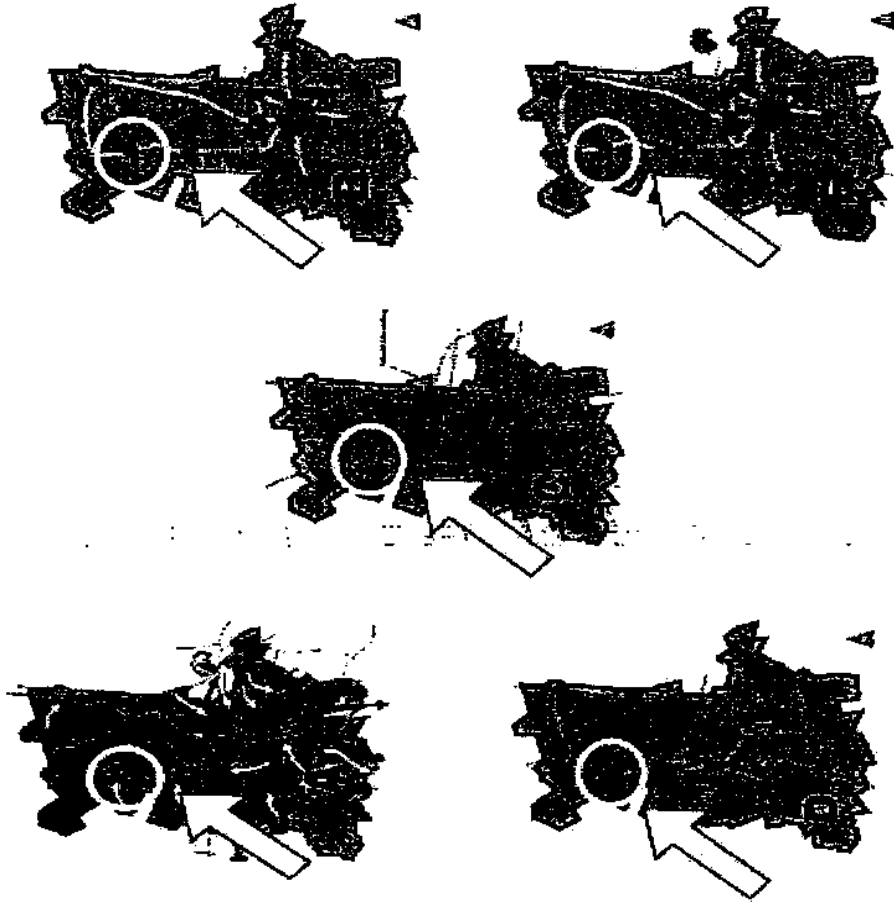
1. Economic development	Developing a strong economic base
2. Infrastructure	Developing a strong infrastructure
3. Human resource development	Developing a strong human resource base
4. Social infrastructure	Developing a strong social infrastructure

## 7.6 Metropolitan Spatial Development Framework (MSDF)

The MSDF differentiates between the overall objectives and the specific objectives for the City. These two objectives are structured into a Spatial Development Concept, consisting of five building blocks to help realize the objectives. They are:

- Smart Growth (A)
- Metropolitan Activity Areas (B)
- Movement System (C)
- Urban Lattice (D)
- Environment Structuring Concept (E)

Metropolitan Station is used in this Framework as a Metropolitan Activity Area (to be developed as an Urban Core) as well as to develop as part of the urban lattice. In terms of the Environment Structuring Concept, the concepts of the Ishwane Open Space Framework and its principles are of importance.



## 7.7 Tshwane Open Space Framework

The aim of the Tshwane Open Space Framework (TOSF) is to establish a thorough understanding on the intrinsic value of open space and to develop a visionary roadmap towards the creation of an exceptional open

space network for the city and its people. Open space is an essential element within cities and its benefits can be measured in terms of assessed valuations, business impacts and

social and environmental impacts. The open space network is made up of a lattice of hard and soft linear spaces crossing each other to form a range of hard and soft nodes. To develop the lattice concept, open space typologies are necessary in order to develop a spatial conceptualization of open spaces. By overlaying the different characteristics (form and function), the following typology can be developed:

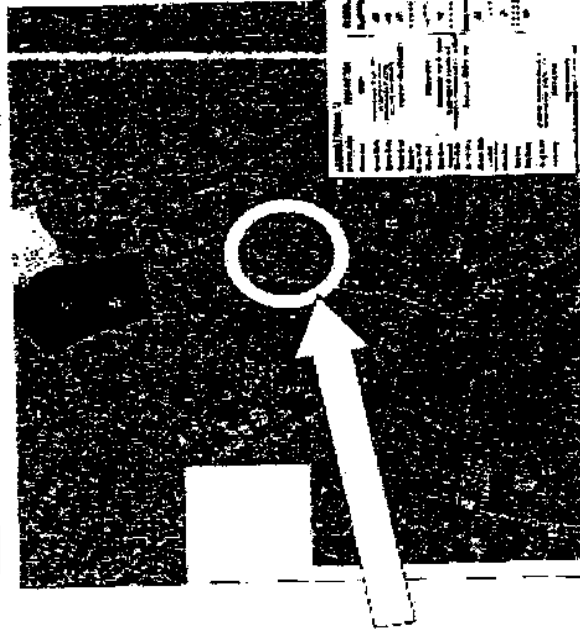
Category	Characteristics	Typical Use
Greenway	Linear green space with a mix of hard and soft elements, often with a watercourse.	Recreational, transport, and aesthetic.
Urban Greenway	Linear green space within an urban area, often with a watercourse.	Recreational, transport, and aesthetic.
Watercourse	Linear watercourse, often with a watercourse.	Recreational, transport, and aesthetic.



The following areas of Mabopane Station and surrounding areas are classified in this framework and should be treated according to the

Blue Way	All other watercourses within Region 1 (23)
Brown Way	Sosengwe/Mabopane Road (32) Mabopane Highway (60) (34) Sosengwe Main Road (Church street) to Witwaters (38)
Brown Node	Mabopane Station Urban Core (63)
Grey Way	All railway lines (72)
Grey Node	Mabopane Cemetery (61)
Red Node	Sosengwe entrance road to Giant Stadium and Mabopane Urban Core (68) Mabopane Highway (60) Sosengwe Entrance/ Souran Road (M36) intersection (101)

It is very important to make sure that the guidelines for dealing with each of those different Ways and Nodes are adhered to in the design and development of this area.



## 7.8 Urban Cores Development

Urban cores are defined in the City Strategy 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'.

The MSDP further states that: urban cores should be the highest order activity nodes of the decentralised urban realm and should be developed as the urban places of highest concentration of residential, commercial, social, cultural and other general urban activities.

and urban economic context. Matopane Station was identified as an emerging urban core within the second economy, meaning that its economic activities are not formalised, and form part of the second (informal) economy.

Seven systems have been identified of what is typically wrong at these kinds of Urban Cores:



1. The areas surrounding the stations are underdeveloped, underutilised or inadequately developed.
2. All station precincts lack a clear and unique identity and sense of place.
3. The transport and other facilities within the station precincts give preference to cars instead of pedestrians.
4. There is no coherent public land use plan to accommodate activities.
5. There is a lack of facilities such as public toilets, seating, shading, stroller facilities.
6. All station precincts are badly established which leads to safety and security concerns.
7. The design lacks the development of the station precincts to infrastructure, instead of urban structuring.

To rectify the above situation, the following specific goals in the development of Urban Cores are proposed:

1. Accessibility: The development of the urban core should be concerned with providing a range of transport modes and ensuring that levels of accessibility are consistent between modes of transport.
2. Complexity: Complex precincts need to be established which are a mix of residential, retail, office, leisure, and other uses.
3. Sense of place: A sense of place should be created through the use of unique urban form, architecture, and other features.
4. Connectivity: Connectivity between the station and the surrounding area should be improved through the use of public transport, walking, and cycling.
5. Sustainability: The development of the urban core should be sustainable, taking into account the environment, social, and economic factors.
6. Safety: The development of the urban core should be safe, taking into account the needs of all users, including children, the elderly, and people with disabilities.

All of these goals are of utmost importance in developing Matopane Station into an Urban Core.

J. HOLMSTROM

## 7.9 Transport Precinct Initiative

The role of the Transport Precinct Initiative (composed by the Transport Precinct Development Workshop) can be seen as the Transport orientated interpretation of the City Strategy as well as the Urban Core Strategy. This initiative is also in line with the 2010 Soccer World Cup requirements.

The vision of the Transport Precinct Initiative is:

- To promote the development of spatially and economically integrated transport precincts that is attractive, efficient, convenient, safe and effectively managed.
- Stations, taxi ranks and other inner-modal facilities should become landmark gateways that promote urban restructuring/ sustainable communities, the use of public transport, walking, economic development, poverty alleviation and environmental sustainability.

The following principles are prescribed:

1. Transport precincts should not be solely service oriented, but should also offer opportunities for economic, social and cultural activities.
2. Transport precincts should be orientated by urban form, high density, mixed use including the provision of public services, recreational and cultural activities, financial, educational, retail and other relevant economic activities.
3. All precincts should have the potential to be used as transport precincts. Precincts should be designed to provide the best possible transport links, including the provision of walkways and pedestrian, cyclist, wheelchair, and other facilities and infrastructure to support the precinct's activities.
4. Transport precincts should facilitate integration between modes of transport and provide a range of services, as defined by different modes but contributing to the provision of public transport as the main mode of transport.
5. Transport precincts and transport precincts should be planned and managed to ensure the safe, secure, convenient and efficient movement of people.
6. Transport precincts and transport precincts should be designed and managed to ensure that people and property are protected and preserved.
7. Transport precincts should be designed and managed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
8. Transport precincts should be designed to provide a high quality of life for precincts, with a focus on the provision of public services and recreational and cultural activities.
9. The development, construction and management of transport precincts should ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
10. Transport precincts should be designed and managed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
11. Transport precincts should be designed and managed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
12. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
13. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.

## 7.10 CCTM Integrated Transport Plan

The CCTM Integrated Transport Plan for this area proposes the following upgrades (see Figure 7.10):



1. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
2. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
3. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
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9. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
10. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
11. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
12. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.
13. Transport precincts should be designed to ensure that precincts are sustainable, environmentally friendly, economically viable and the protection of the cultural heritage and the environment.

Figure 7.10: CCTM Integrated Transport Plan

## 7.12 KPMG Report: Institutional Framework

In November 2004 an investigation was done by KPMG for CCTM to look at Transport legislation, the stakeholder specific legislation and policy documents to establish the institutional mandate of each stakeholder.

Government, the Provincial Government and Local Government were located. This was followed by the recommendations to address the areas of concern.

The identified issues of primary concern, however very relevant, are still not fully resolved.

## 7.13 MaLopane Station Precinct UDF

This Urban design framework (done by Alexander Design for CCTM and Intersite) focuses on both sides of the railway (the total area: 30ha) and proposed the following key interventions:

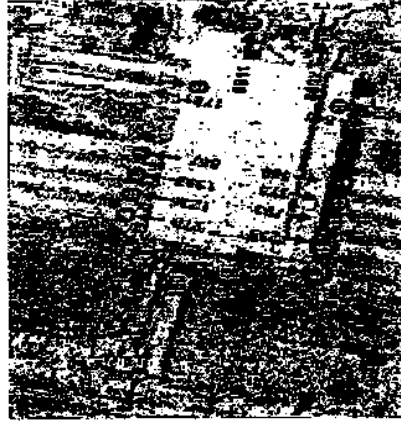
- Improving the concourse
- Upgrade public transport facilities
- Public space network with social and economic purpose
- New east-west connections

- Develop underutilized land for residential, business, retail and housing

Although the framework identifies the problems correctly, and provides strategies to solve the immediate problems, it did not look at the opportunities to create a visionary solution for both the station and its surrounding areas. It is important to create an inspiring big plan with small steps.

## 7.14 Current projects

- The Mabopane Station Public Transport Plan (June 2006) for the CTMM Transport Division (still under revision) (done by Karabo).



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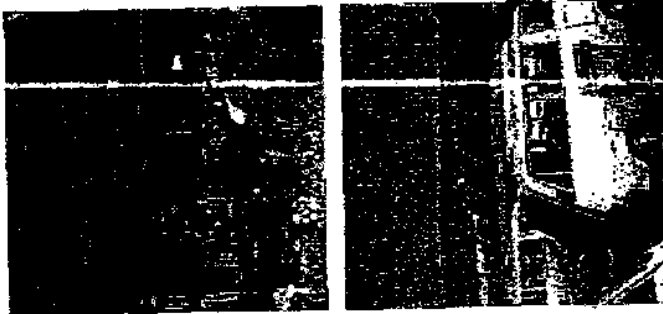
## 8 Summary

The implications of all the above can be summarized into the following 14 issues that need to

be addressed on an urban design level. These issues can be directly related to the principles of the City Strategy, the Urban Cores Development Strategy and the Transport Precinct Initiative

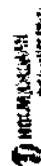
Issues to be addressed at Mabopane Station	City Strategy	Urban Cores	Transport Precinct Initiative
1. Making linkages	I	1	4
2. Improving movement and circulation	I	1,4	5
3. Ensuring accessibility	I	1	3
4. Creating mixed uses and activities	I	2	2
5. Introducing placemaking elements	I	3	4
6. Conserving the natural environment	I	5	7
7. Developing land parcels	III	2	10
8. Creating partnerships opportunities	II	5	8
9. Creating private sector investment opportunities	III	3,5	11
10. Ensuring sustainable development	I	5	7
11. Planning for future extensions	I	5	12
12. Creating opportunities for growth	III	5	9
13. Planning for community development	IV	4	13
14. Ensuring a safe environment	V	5	6

These issues will be further investigated and pursued in the next section to evolve into implementable subtopics.



**PART B:**  
**CREATING A VISION**  
**Development Framework**

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# 11 Issues and objectives

As concluded in the previous section, 14 issues have been identified.

- creating a development thrust that will support a mixed use of developments,
- take the demands of the commuters into consideration,
- create an recognizable and celebrated African urban space for the area,
- ensure an safe and economically viable environment that
- will realize the ideal for Mabopans as a world class Urban Core.

# 10 A'm and Vision

The vision for the Mabopane Station development is to develop the station and surrounding areas into a sustainable, functional and accessible urban core that will:

- enable a commercial and community facility which will be
- integrated with current public transport, road infrastructure and pedestrian movement as well as
- the upgrade of the Mabopane Station Concourses and surrounding areas
- to function optimally as a intermodal facility.

# 9 Introduction

In this section the aim will be to develop a vision for Mabopane Station that will help the area to grow into an Urban Core. The issues from the previous section will be used to develop objectives which can be used to steer development in Mabopane. In Part C of this report, these objectives will be used in the SDP design.



# 11.1 Making linkages

The success of a new development depends on how well the connections work. This is not only the functional performance thereof, but also how well they contribute to the quality and character of the urban area.

In the case of Mabopane it is very important to create new linkages that will 'stitch together' the two residential areas of Soshanguwe and Mabopane. This can only be done if the new linkages allow for easy and safe linkages from the eastern side to the west, and vice versa.

The way that these linkages are integrated into the greater area, must be well planned and coordinated with the greater development of the area. New linkages will help to develop the station into a true destination, and not a thoroughfare as it is currently used. The necessity of developing a new link outside of the station can also be used as an opportunity; the

movement between different modes of transport

- Incorporate movement to and from retail centres in routes
- Make movement routes accessible to all users, including the handicapped

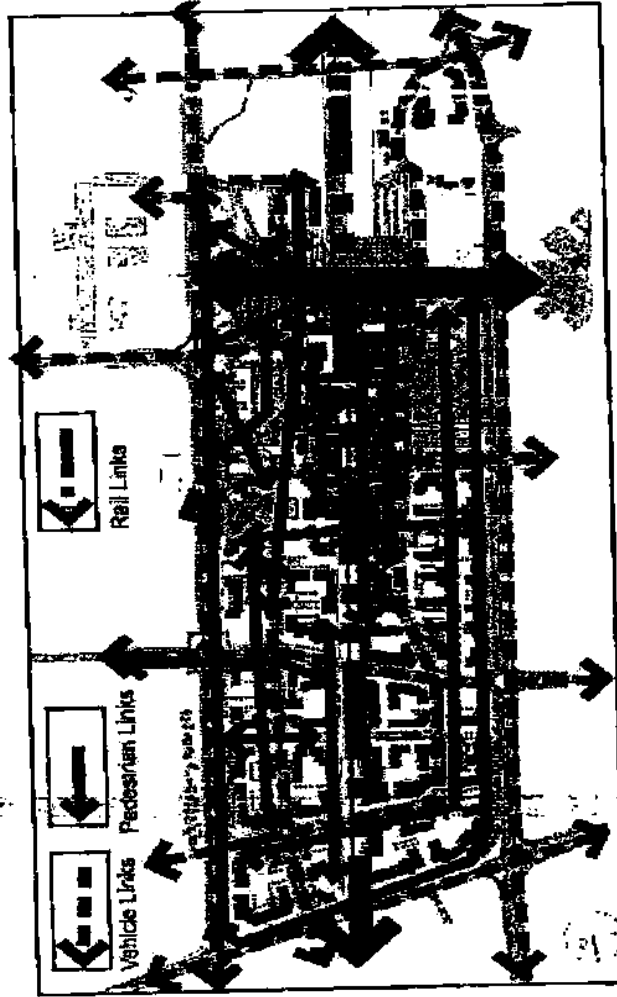
western sides

- Use pedestrian and vehicle desire lines to structure routes
- Use linkages to connect eastern and western sides into one community
- Improve ease of pedestrian

bridge can be used to accommodate some of the hawkers and thus create new trading opportunities.

### Objectives:

- Create additional pedestrian linkages between eastern and



## 11.2 Improving movement and circulation

Circulation routes should give people the maximum choice in how to make their journeys, and be in favour of walking and public transport.

The provision of a road network in this area should open up more land for development, but should still give the pedestrian preference.

These roads should form part of the greater fabric of the surrounding residential area. Service roads and routes should be set out from the beginning to form the structure of future development.

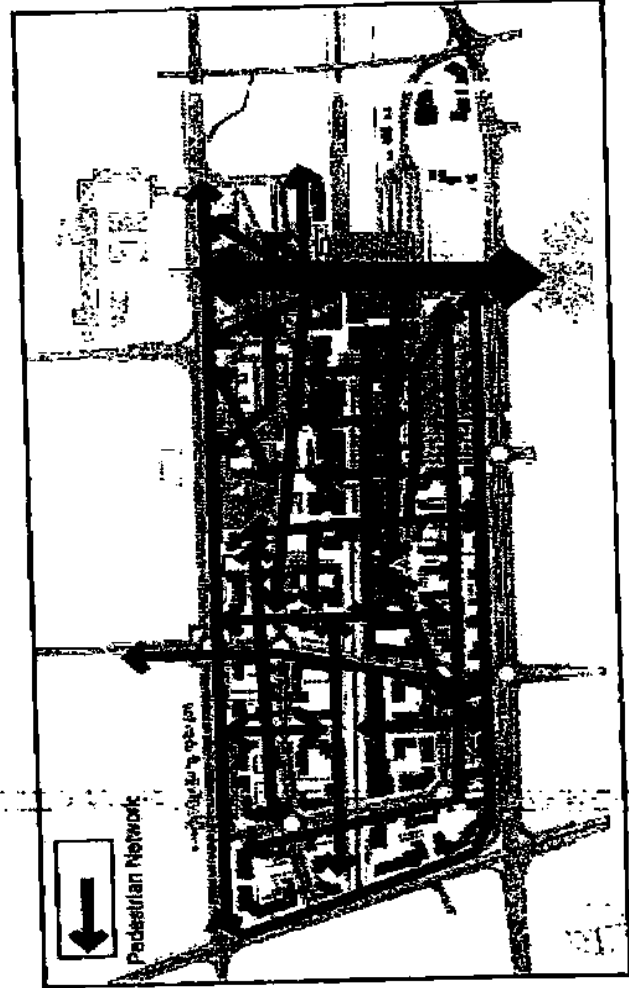
### Objectives:

- Provide pedestrian bridge to open up concourse for



- Provide safe routes over railway from east to west
- Provide traffic circle on K-route to enable easy entrance to new taxi ranks
- Relax 60m building line next to new taxi rank to 10m to open up more area for development
- Reduce road reserve dimension to discourage informal trading in this area
- Provide barriers so that dangerous pedestrian movement over the roads are discouraged

- Spill pedestrian movement from vehicle movement
- Create pedestrian walkways with good ground surface for walking
- Make the subway connecting the concourse to shopping centre free of hawkers and safe for commuters



# 11.3 Ensuring accessibility

The raison d'être of the urban area is its function as a modal interchange, that is a destination and thoroughfare. It should be the place of highest accessibility, specifically via public transport, the place where a variety of transport systems converge: rail, taxis, buses and private vehicles.

### Objectives:

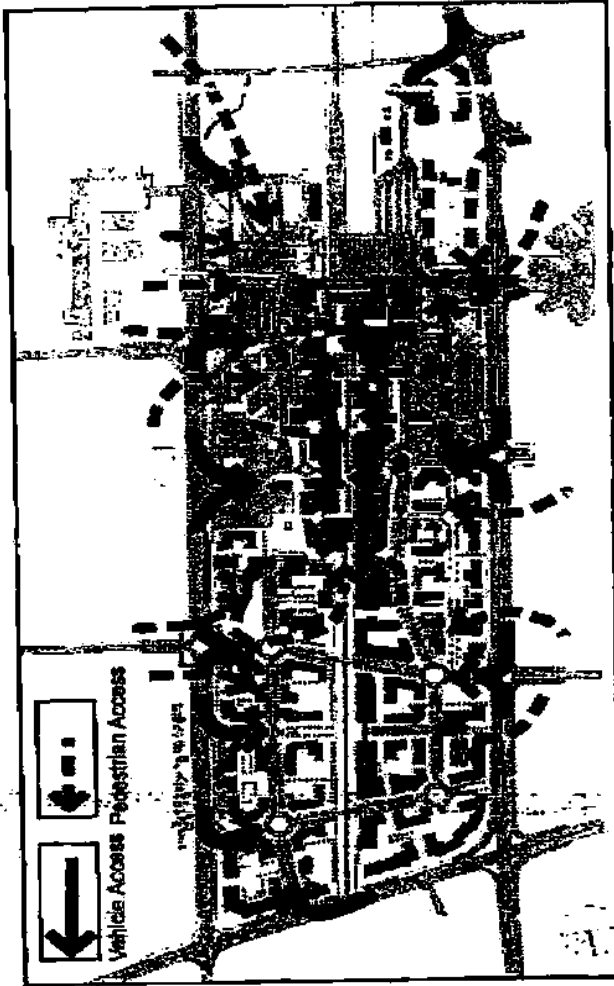
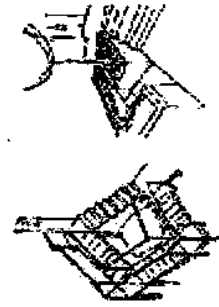
- Make station accessible for handicapped users
- Provide alternative entrances into concourse
- Clear concourse of informal traders

### traders

- Provide infrastructure to support all modes of transport
- Provide more than one route over the roads to connect

- eastern and western sides
- Ensure that future development keep the pedestrian routes as structuring element

Through this function, it will attract masses of people and thus holds potential for intense development. This can only be achieved if the area is accessible for all users, including the handicapped.



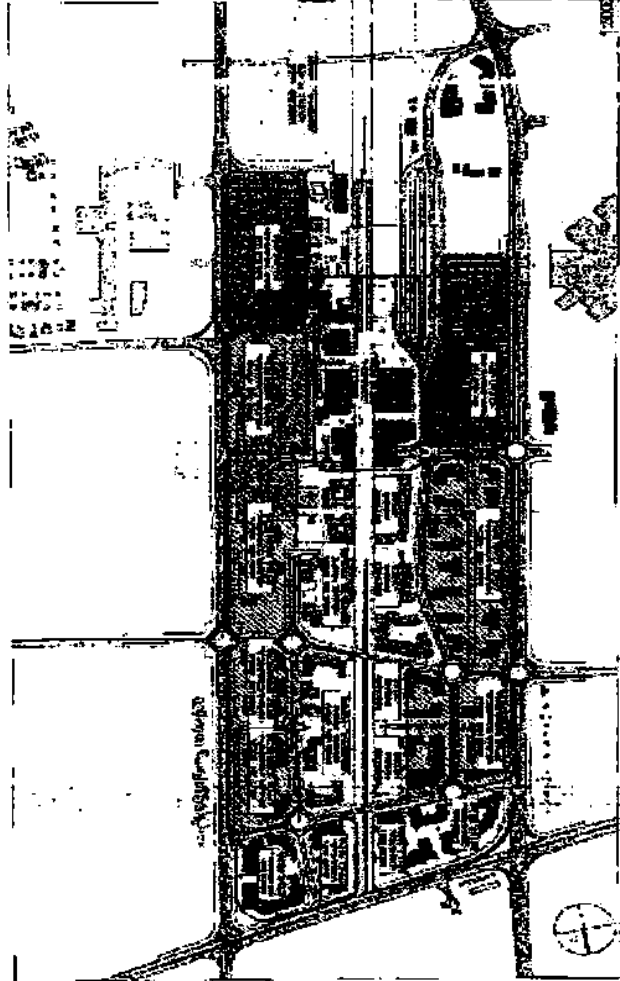
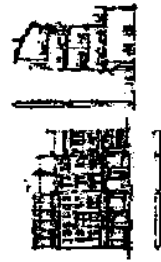
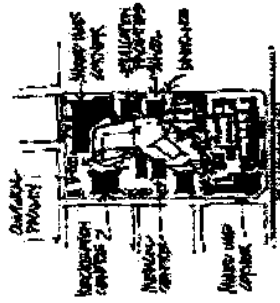
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# 11.4 Creating mixed uses and activities

Because of its accessibility, Mabonome Station is ideally suited to full a number of needs through concentration of activities. It should thus serve as a commercial hub by concentrating a variety of commercial functions and creating an economy of scale. It should also function as a service centre, addressing a number of social needs.

- Objectives:
- Provide areas where formalized urban activities can take place (events, concerts)
  - Provide enough lighting to encourage 24hour use
  - Provide play areas for children
  - Provide areas for activities relating to businesses (waiting areas, waiting areas)
  - Develop areas for housing (high density)
  - Provide opportunities for private investment
  - Provide social service facilities
  - Formalize activities by providing sufficient infrastructure

In order to fully capitalise on the accessibility advantage of an urban core, it should contain a sizable high-density housing component in an appropriate location to achieve a 24 hour city activity pattern.



6

THOMAS OTTMAN  
ARCHITECTS

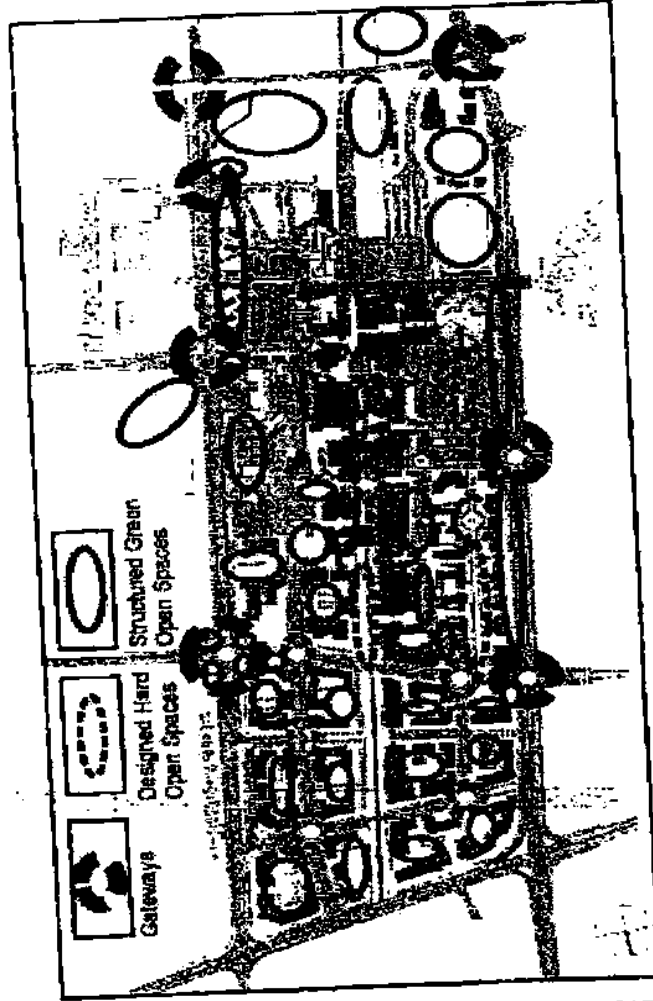
# 11.5 Introducing placemaking elements

A sense of place is created by a hierarchical system of hard public spaces and responding to the cultural and natural contexts of the site. The sense of place of an area should strengthen the local identity, and create an area that is recognizably distinct.

- Objectives:**
- Develop Mabourse as public face of the area
  - Create an exciting place with placemaking elements
  - Place iconic objects in open areas to establish identity
  - Put objects at visible places to create status and significance

- Create places of arrival and departure
- Use and create civic identity of broader area

The vision of developing Mabourse Station into an Urban Core is closely linked to the idea of creating a distinct sense of place, and this is exactly what placemaking elements should introduce. The area should become highly recognizable, and the 'new face' of this area.

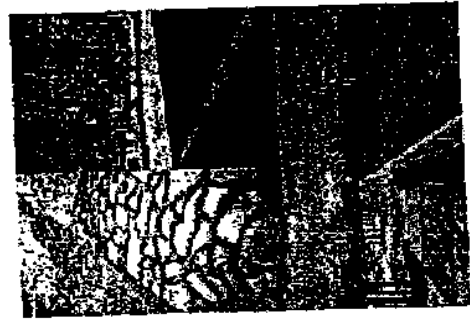


# 11.6 Conserving the natural environment

The natural environment at Mabopane is not very good. In response to this situation there must be consideration in the development to re-creata such a condition.

These areas must be accessible to the community and multi-functional. Involvement from the community itself must form part of the design and development of these areas, and the community must accept 'responsibility' for these areas.

The design of these areas must be done in such a way that it can be self-sufficient, and do not require high maintenance.



and differentiate between spaces and uses

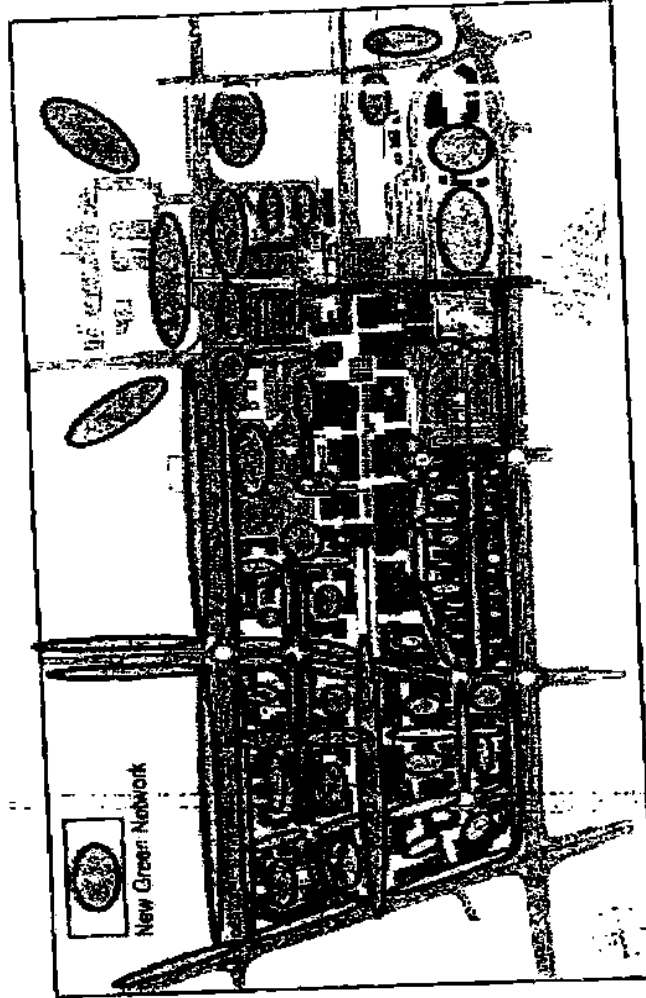
- Leave areas open where users can interact with nature
- Make provision for natural environment in all development packages

development

- Re-introduce natural elements in open space development
- Use tree grid to soften impact of open spaces
- Use green elements to integrate

Objectives

- Shake out the public places and facilitate development to support and sustain these spaces
- Create an open green network of spaces in the over all



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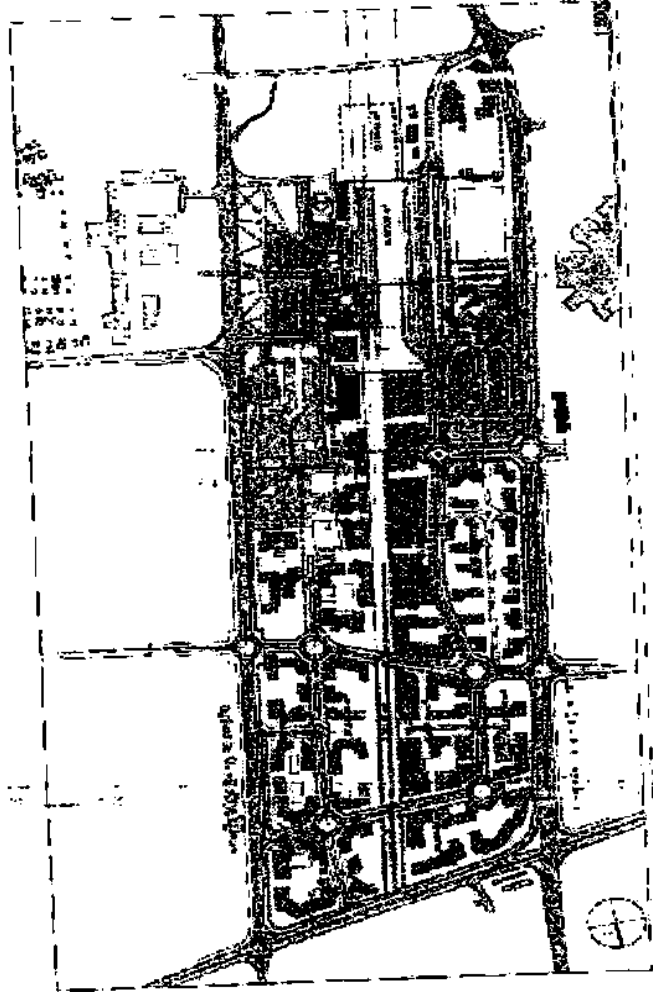
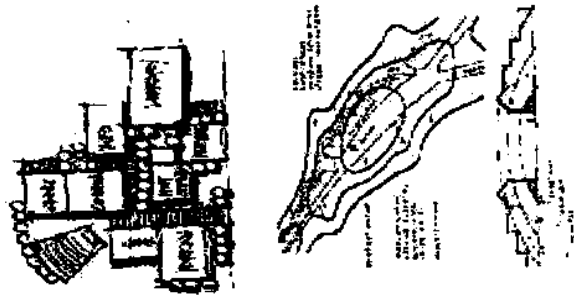
# 11.7 Developing land parcels

Large developments often limit pedestrian connectivity through an area. Irrespective of the size of the development, regular pedestrian through routes should be created to a similar scale as the surrounding street network.

### Objectives:

- Land parcels should have mixed uses
- Appropriate land release strategy
  - Create different areas and uses of land parcels
- Make sure that social structure is part of future development

These land parcels should include certain community services that the future developer must provide. All retail above 4000m<sup>2</sup> must submit a retail study. The phasing of the development of these parcels as well the interface between different areas should be receive careful consideration.

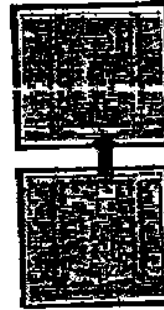


## 11.10 Ensuring sustainable development

As described in the Urban Cores, sustainability refers to economic viability and adaptability and protection of natural systems. In order to achieve sustainability high density residential must be placed within walking distance from the core. This will allow more people easy access to facilities and public transport. Slightly higher densities can be achieved through a mix of single family homes to duplexes, bungalows to row houses, townhouses to apartments.

### Objectives:

- Create high density housing in vicinity of Mabopane Station
- Development should cater for the movement of pedestrians
- Development must be adaptable for future changes in demand
- Provision must be made for densification overtime

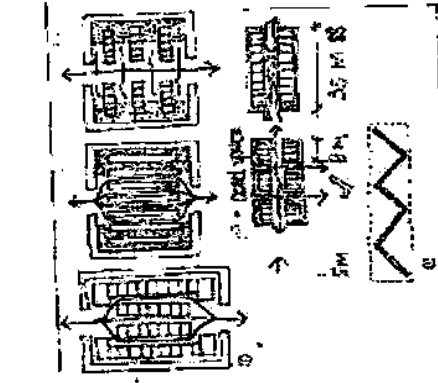


## 11.9 Creating private sector investment opportunities

Objectives:

- Create areas for private sector investment that will supplement the urban fabric of Mabopane Station
- Design the mixed uses areas to attract private investments
- Advertisements should also be used as placemaking elements
- Providing public amenities must form part of investment of the public sector

part of the partnership opportunities should focus on private sector investment opportunities. This will help to make the development as (financially) independent as possible. Private investors should partake in the greater contribution to the community as well and provision should be made for certain public contributions (either in terms of infrastructure of facilities). The overall 'beautification' and the creation of a safer environment will also attract more investors.

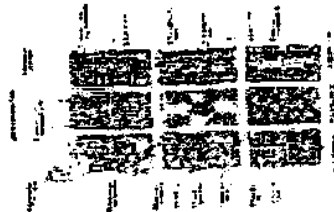


## 11.8 Creating partnerships opportunities

In opening up the area for development, care must be given to design it in such a way as to create opportunities for partnerships. This can be done in choosing the development and identifying partners that would be interested in being part of the process right from the start.

### Objectives:

- Create development phases to facilitate new development
- Make investment opportunities attractive for investors
- Use movement routes to open up land for partnership developments
- Provide infrastructure to attract partnership development opportunities

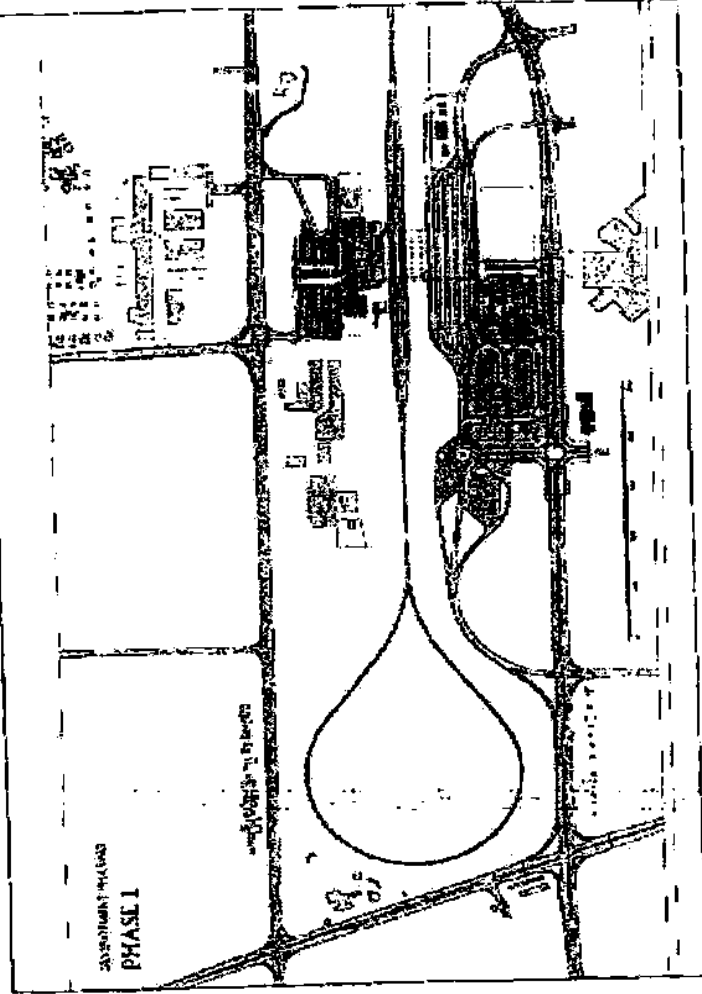


## 11.11 Planning for future extensions

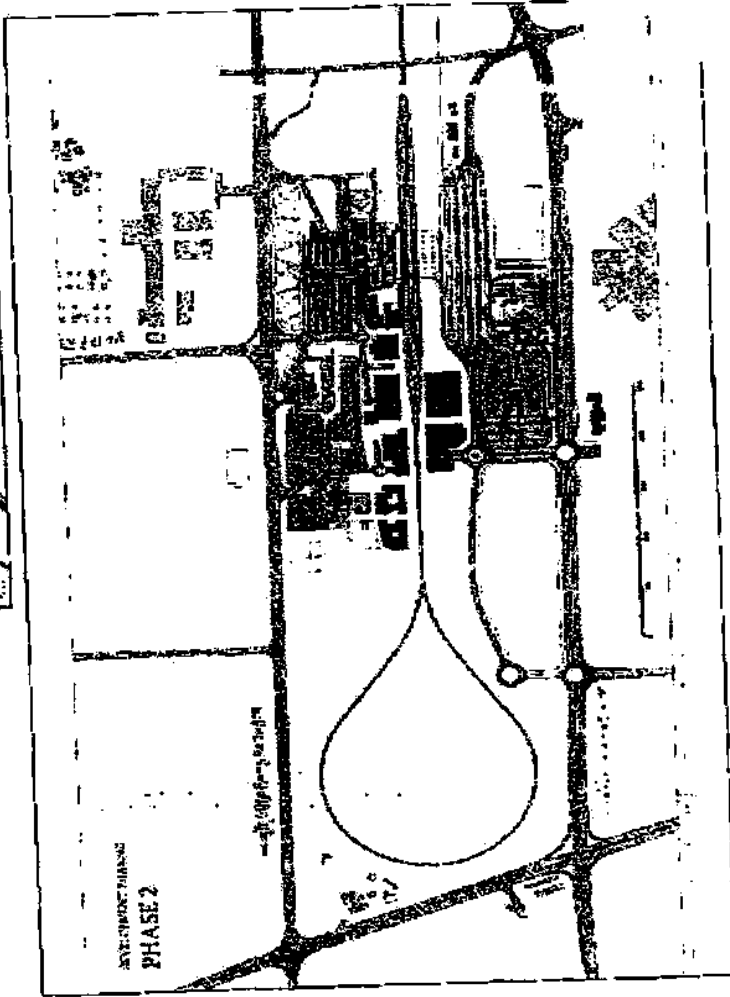
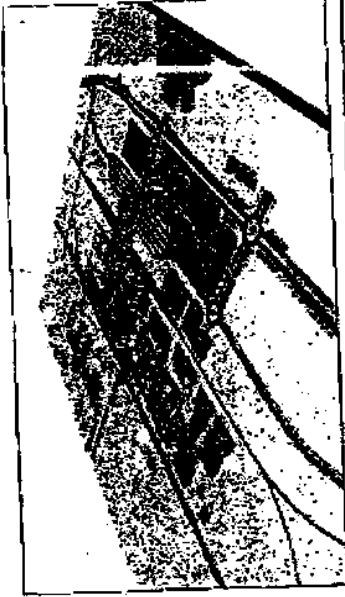
The development should allow for expansion, and should be designed in such a way that the phasing is logical. The correct phasing of the future development is very important. Future extensions should not only take the existing development into consideration, but be visionary for possible changes that may occur in the demand of development.

### Objectives:

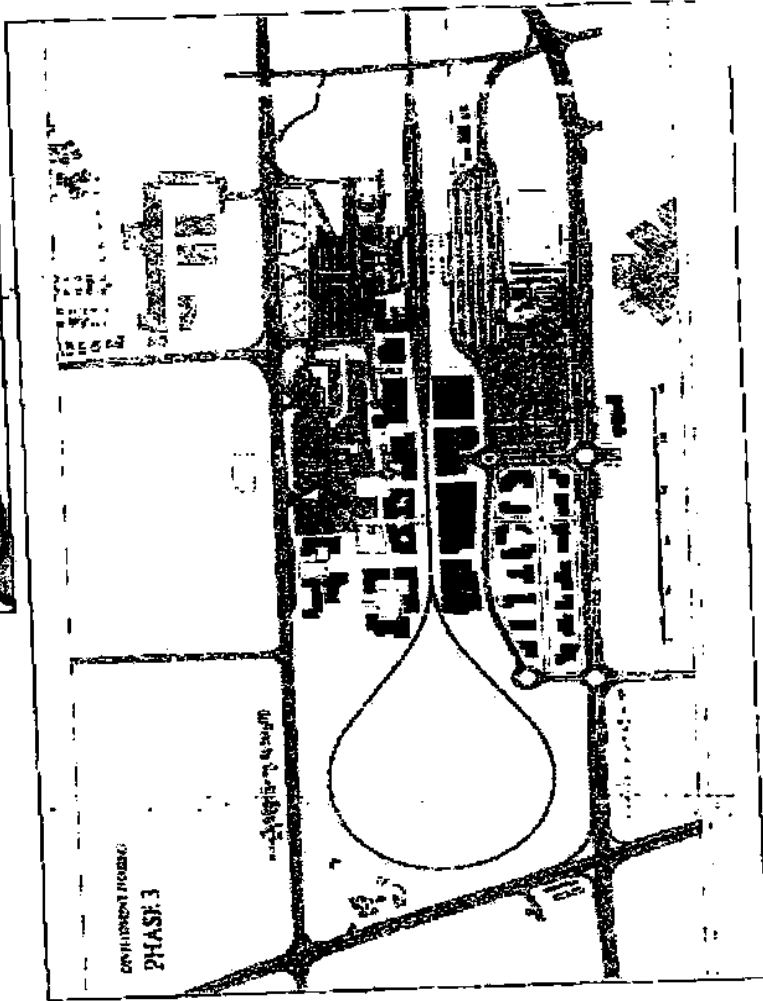
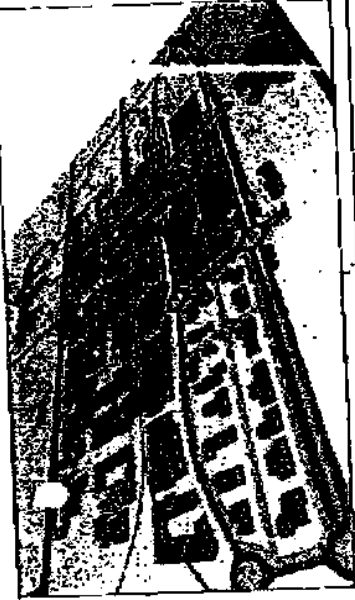
- Development should allow for identification over time
- Development should be adaptable over time
- Each extension should be part of greater area, and not an island on itself
- Development should be in line with greater vision for area



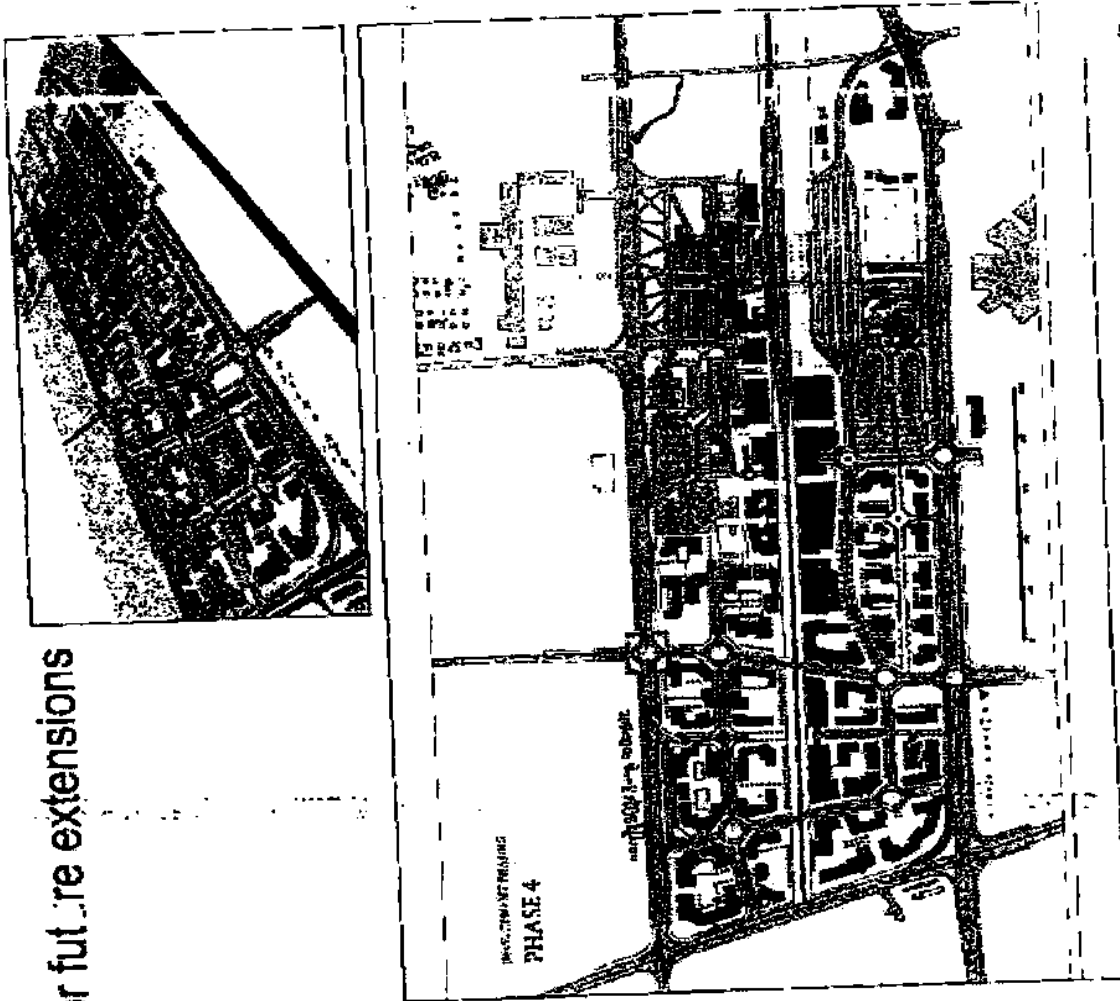
# 11.11 Planning for future extensions (cont.)



# 11.11 Planning for future extensions (cont.)



# 11.11 Planning for future extensions (cont.)

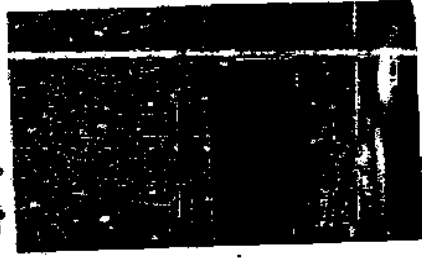


# 11.14 Ensuring a safe environment

Safety can be improved through land use management by ensuring that an area is used all hours of the day, the so-called 24 hour city and that surveillance is possible. Natural surveillance deals with users of a space observing possible crimes. It is achieved by activities and entrances that are placed on the street. Provide sufficient lighting to make areas safe in the night.

**Objectives:**

- Territoriality
- Natural surveillance
- Activity support
- Lighting



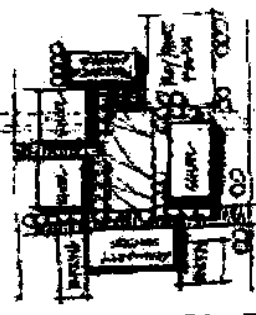
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# 11.12 Planning for community development

**Objectives:**

- Expose public facilities by placing them in strategic positions
- Access for handicapped
- Right-sizing
- Coherent design features
- Arrange social facilities around public spaces
- Must form part of investment parcels of private developments

Social facilities form part of the public infrastructure and can be used to create a certain image for an area. They should be designed as a 'capital web' and as such are guiding elements for future development. Their strategic and prominent placing is thus crucial. Social facilities should be placed according to their local needs with regards to visibility, accessibility via public transport and by foot and privacy. Special attention should be given to the old, the young and the handicapped as these groups are frequent users of social facilities.

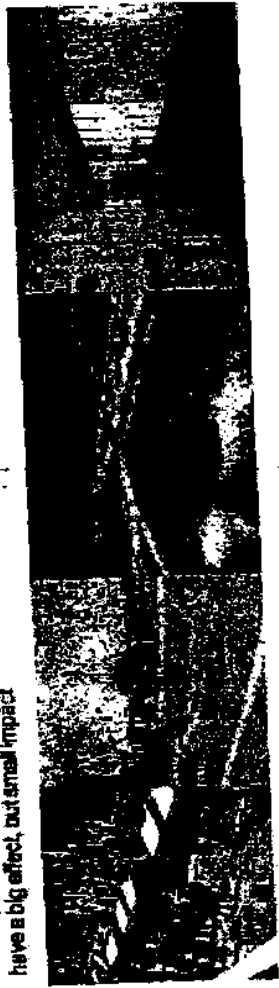


# 11.12 Creating opportunities for growth

On the level of the urban core, public transport facilities act as magnets, thereby generating activity and movement which stimulates economic activities. This additional function of public transport should be used to structure the urban core to increase the economic potential of the area and thereby adding to its sustainability. Furthermore, in order to achieve sustainability facilities should be designed to accommodate different users and functions, and must be able to adapt to future changes in transport modes.

**Objectives:**

- Create infrastructure that will support current uses and help to develop informal economy into formal economy
- Make use of pedestrian routes to stimulate growth, and not hinder it
- Develop area in such a way as to have a big effect but small impact

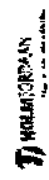


# 11 Summary

ISSUE	DESCRIPTION AND RELEVANCE	LOCATION	PLANNING CLARIFICATION	STAFF VIEW	COMMITMENT / ACTION PLAN	STATUS	PROJ. # / DATE
1. Access to the site	Access to the site is restricted by the existing fence and gate. A new gate is required for the proposed development.	Site boundary	Access to the site is restricted by the existing fence and gate. A new gate is required for the proposed development.	Access to the site is restricted by the existing fence and gate. A new gate is required for the proposed development.	Access to the site is restricted by the existing fence and gate. A new gate is required for the proposed development.	Access to the site is restricted by the existing fence and gate. A new gate is required for the proposed development.	101/10/2018
2. Parking	There are no parking spaces provided for the proposed development. A parking area is required.	Site boundary	There are no parking spaces provided for the proposed development. A parking area is required.	There are no parking spaces provided for the proposed development. A parking area is required.	There are no parking spaces provided for the proposed development. A parking area is required.	There are no parking spaces provided for the proposed development. A parking area is required.	101/10/2018
3. Stormwater	There is no stormwater management plan provided for the proposed development. A stormwater management plan is required.	Site boundary	There is no stormwater management plan provided for the proposed development. A stormwater management plan is required.	There is no stormwater management plan provided for the proposed development. A stormwater management plan is required.	There is no stormwater management plan provided for the proposed development. A stormwater management plan is required.	There is no stormwater management plan provided for the proposed development. A stormwater management plan is required.	101/10/2018
4. Noise	There is no noise assessment provided for the proposed development. A noise assessment is required.	Site boundary	There is no noise assessment provided for the proposed development. A noise assessment is required.	There is no noise assessment provided for the proposed development. A noise assessment is required.	There is no noise assessment provided for the proposed development. A noise assessment is required.	There is no noise assessment provided for the proposed development. A noise assessment is required.	101/10/2018
5. Heritage	There are no heritage items on the site. A heritage assessment is required.	Site boundary	There are no heritage items on the site. A heritage assessment is required.	There are no heritage items on the site. A heritage assessment is required.	There are no heritage items on the site. A heritage assessment is required.	There are no heritage items on the site. A heritage assessment is required.	101/10/2018
6. Environmental	There is no environmental assessment provided for the proposed development. An environmental assessment is required.	Site boundary	There is no environmental assessment provided for the proposed development. An environmental assessment is required.	There is no environmental assessment provided for the proposed development. An environmental assessment is required.	There is no environmental assessment provided for the proposed development. An environmental assessment is required.	There is no environmental assessment provided for the proposed development. An environmental assessment is required.	101/10/2018
7. Traffic	There is no traffic assessment provided for the proposed development. A traffic assessment is required.	Site boundary	There is no traffic assessment provided for the proposed development. A traffic assessment is required.	There is no traffic assessment provided for the proposed development. A traffic assessment is required.	There is no traffic assessment provided for the proposed development. A traffic assessment is required.	There is no traffic assessment provided for the proposed development. A traffic assessment is required.	101/10/2018
8. Utilities	There are no utility services on the site. A utility assessment is required.	Site boundary	There are no utility services on the site. A utility assessment is required.	There are no utility services on the site. A utility assessment is required.	There are no utility services on the site. A utility assessment is required.	There are no utility services on the site. A utility assessment is required.	101/10/2018
9. Contaminated Sites	There is no contaminated sites assessment provided for the proposed development. A contaminated sites assessment is required.	Site boundary	There is no contaminated sites assessment provided for the proposed development. A contaminated sites assessment is required.	There is no contaminated sites assessment provided for the proposed development. A contaminated sites assessment is required.	There is no contaminated sites assessment provided for the proposed development. A contaminated sites assessment is required.	There is no contaminated sites assessment provided for the proposed development. A contaminated sites assessment is required.	101/10/2018
10. Bushfire	There is no bushfire assessment provided for the proposed development. A bushfire assessment is required.	Site boundary	There is no bushfire assessment provided for the proposed development. A bushfire assessment is required.	There is no bushfire assessment provided for the proposed development. A bushfire assessment is required.	There is no bushfire assessment provided for the proposed development. A bushfire assessment is required.	There is no bushfire assessment provided for the proposed development. A bushfire assessment is required.	101/10/2018
11. Other	There are no other issues identified for the proposed development. Other issues are required.	Site boundary	There are no other issues identified for the proposed development. Other issues are required.	There are no other issues identified for the proposed development. Other issues are required.	There are no other issues identified for the proposed development. Other issues are required.	There are no other issues identified for the proposed development. Other issues are required.	101/10/2018

**PART C:**  
**MAKING A DESIGN**  
**Site Development Plan**

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### 13 Introduction

As described in the scope of the project, a detailed concept design (on the level of a Site Development Plan) for the first phase for the development of this vision is part of this report. For this purpose the proposed pedestrian bridge to clear the concourse and the adjacent open area (between the new bridge and the new taxi facility) on the north-west side of Mabopane station will be designed.

### 14 Understanding the design

The proposed design for the area can be found in the Development Framework as already discussed. This design can therefore be seen as the 'first step' in the development of

Mabopane, and as a practical application of the Development Framework.

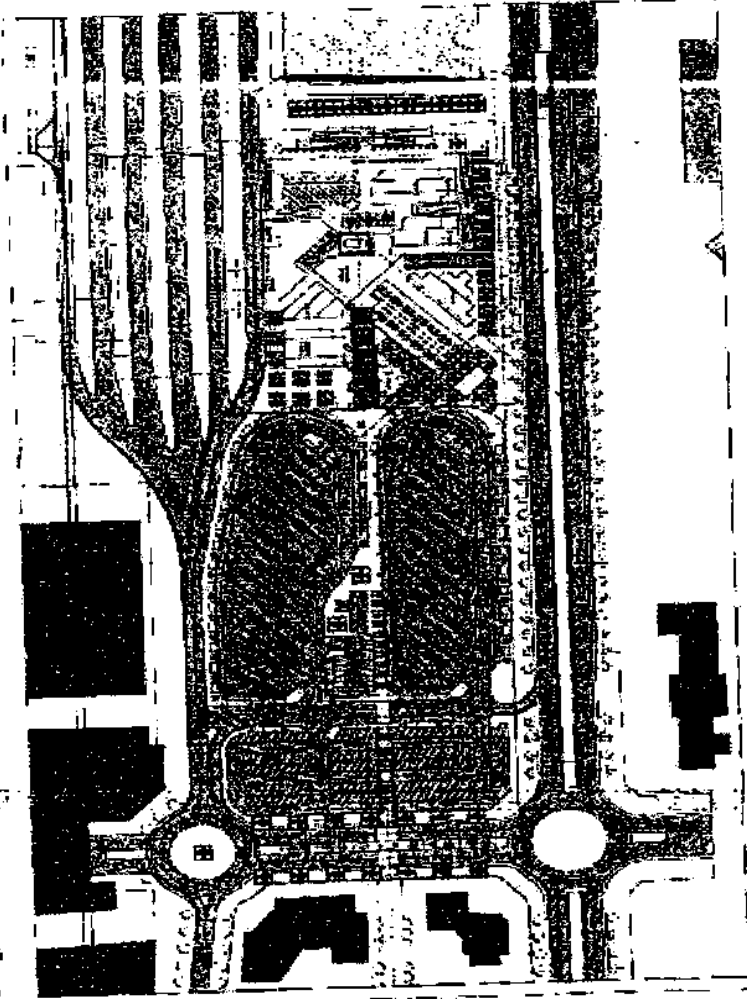


Figure 14.1

# 14.1 Circulation and movement

## 14.1.1 Pedestrian movement

As the pedestrian desire lines were the element which structure this plan, the movement patterns are clearly visible. They correspond with the main destinations of the pedestrians. The main routes were also given importance by making them wider, but alternative routes were also provided. These routes make it possible to 'filter' through the market stalls. All routes should be highly visible and well-lit. Sufficient shade and shelter for pedestrians form part of the design.

By providing a new pedestrian link in the form of the pedestrian bridge (with market stalls), the concourse can become a true destination and not a thoroughfare. The bridge will also help in making the connection from east to west stronger and more accessible for pedestrians. On the bridge new entrances to the station will be provided. The width of the bridge is sufficient to handle the peak-time traffic (a Level of service D will be provided for).

The western side of the pedestrian bridge ends steps at this market place. On the eastern side, the bridge needs to fit into the market area that is currently under construction. By providing more than one ramp down from the pedestrian bridge into the market

areas, the movement of pedestrians can be distributed.

Using different materials to indicate the different zones in the plan makes it easy for users to orientate themselves (different tiling pattern, stones versus bricks, etc.). Pedestrians are discouraged to cross the road on the southern side of the market; the underpass will be free of heaters and movement will be easier. Although the visibility from the road into the market is important, the design should make it impossible to use the pavement as a drop-off zone.

## 14.1.2 Public transport

The different modes of traffic and the frequency that they are used are an important factor in this design. The train station forms a structural point of view the backbone of the area, but the taxi facility is in terms of use higher in the hierarchy. The taxi layout is done in such a way as to eliminate pedestrian movement of the roads. Future extensions of the taxi facility are possible to the western side (along the rail). Future extensions of the rail to the west can result in opening up more of the land for development. Bus facilities can be consolidated into one, using the capacity of the current bus station on the western side.

## 14.1.3 Vehicular movement

Future predictions are that private motor ownership will rise, making it necessary to provide enough parking areas. The area on the west of the entrance road can be used for this phase of the development. It is also important to keep the movement of the private motor vehicles apart from the taxis. Service roads to the concourse and market are very important. The routes must be wide enough for services and security (fire brigades, ambulances) to reach the buildings.

The entrance from the K-route to the taxi facility is done with a traffic circle, making it easy to use the entrance. Traffic circles make it also possible to open up land for future use.



1) HOURGLASS  
© 2000

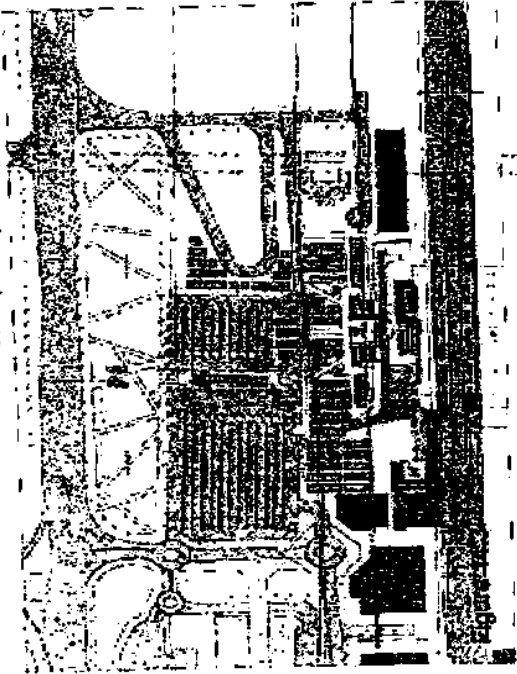
# 14.2 Land use

The land use in this design is focused on providing easy movement routes for pedestrians and secondarily to accommodate all the hawkers into formalized structures. This market must create a portal for the station, and establish a new 'face' for this area. To the east, the idea is to use the under side of the pedestrian bridge as more formalized small shops, as well as providing ablution facilities. In the center of the area, a main square with a media tower with a stage will form the focus point. This will provide visibility and a landmark for this development. For the 2010 activities, this area can be used as a match watch area.

## 14.3.1 Vistas

Because of the size of this development, it is important to create high points. Light towers will not only provide light, but it will also aid in creating vistas. The planting of trees to form a tree grid and structured along movement routes will also create vistas. Routes will be more recognizable and clearly visible. The movement of pedestrians up and down the pedestrian bridge and looking down into the market area will have a unique vista of the whole area.

The main principle should be followed on the Soekhanguvo side of the station (see Figure 14.3 for a conceptual layout-out).



# 14.3 Place making elements

## 14.3.2 Gateways

Gateways create a sense of place. They can be a form of entrance objects: towering above the development and recognizable from afar. In this development it is important to create a sense of arrival, helping the users to orientate them in the use of the transport modes. By providing definite entrances and exits, the area is well demarcated and an urban feel is supplied. Detailed design and innovative ways of using materials in these gateways must also strengthen and celebrate the African identity of this area. The gateways can also be used for advertising.

## 14.3.3 Facial Elements

The middle tower in the central square must be visible from all over the market place, creating as strong focal point. Other elements such as trees and landscaping must also be used. Light fixtures and urban furniture will help in detailing the place, creating smaller spaces of interest and activity. Although the design of all these elements must be robust, the overall feeling must not be 'cheap'. A strong African feeling for this area need to be developed to establish Makhopema as the new 'face' for this area.



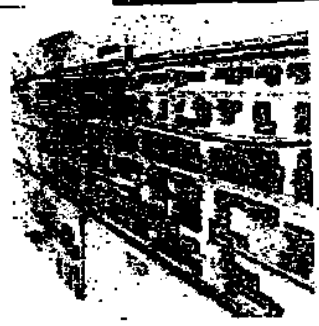
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**HOLMJOERDAK**  
ARCHITECTS

### 14.4 Urban form

Mapotane market must form the first step in developing the area into a true urban core. An urban feel, therefore, is very important.

This is done by providing a dense feel to the area and by connecting the eastern and the western side to each other. Everything must be with in easy walking distance from each other. The overall idea is to create place, and not just spaces.



### 14.5 Urban conservation & landscaping

A natural landscape is created in this design, by introducing landscaping elements that doubles as elements structuring the open spaces. The use of trees and green berms not only help to soften the hard landscape, but provide shade and shelter as well.

This is especially needed in the taxi facility area. The landscaping, however, should be robust enough to withstand hard use. Storm water is channelled into the tree pits, and this helps with managing the storm water.



### 14.6 Public amenities

Social infrastructure provision (such as a clinic, municipal offices) in this market will aid in establishing this area as an urban core. Areas for the provision amenities are situated on the main routes, making them accessible.

Ablution facilities are highly visible and well lit, ensuring surveillance. A live-in supervisor for each facility will also help keeping the facility clean as well as providing as work opportunity.

### 14.7 Infrastructure & services

The infrastructure provided in this development is not the focus, but it's used to structure the space itself.

The idea is that the infrastructure become the 'spark' for instigating more development, and is not the be all and end all for growth.

## 15 Summary

As can be seen from the plan of this new market, this area should become more as just another accommodation. It should become an area in its own right, providing the first spur of development to establish Mapotane as a true African urban core.

**PART D:  
MANAGING THE CHANGE  
Management and  
Implementation Framework**

## 16 Introduction

Due to the conditions of the appointment, the Implementation and Management Framework are not part of the scope of this report. These components are, however, very important to ensure that the Development Framework can function properly. The broad outlines of what is needed in this respect will be discussed in this section.

## 17 Implementation and Management Framework

In creating an implementation and management framework for Madopane, it is necessary to understand that three different components are to be taken into account: the policies, the programs and the projects themselves.

### 17.1 Policies

Before any intervention can successfully be done, it would be necessary to revisit policies regarding development and to change them. This should include looking at providing incentives (such as tax incentives for private developers coming into this area), strategies for creating partnerships between community and private businesses, as well as specific budget allocations from the side of local and national authorities. Out of all of these policies, clear strategic objectives must be indicated, which can then be developed into programs for development.

### 17.2 Programs

Implementation and management programs must be done in conjunction with the private sector. It should identify specific areas of intervention as well as visions, and a feedback and monitor system should also be incorporated. This is to ensure that the programs are efficient. Each program must therefore identify clear and project-specific objects which can be translated into implementable projects.

### 17.3 Projects

Projects identified should be catalytic and guide strategic interventions. An implementation forum to help with the execution and feedback of the projects should also be established. Depending on the specific project and the property, a range of implementation alternatives exist, i.e. public interventions (which are council-driven projects), public-private partnerships (which are no-projects where the council and the developer has certain benefits) and private opportunities (which can be created by means of policy) (see Figure 17.3).

Type	Property	Address	Management Mechanisms for Councils
Public Interventions	Council	Council	Direct Action projects with budgets
Public-Private Partnerships	Council or council and private partners in each other	Council and private	<ul style="list-style-type: none"> <li>* Identify resources for both parties</li> <li>* Define responsibilities</li> <li>* Co-ordinate for development</li> </ul>
Private Opportunities	Private	Private	<ul style="list-style-type: none"> <li>* Guidelines for developers</li> </ul>

## 18 Summary

The above mentioned frameworks should also focus on three different time scales being short, medium and long term interventions. It can be summarized in the following table:

Key Programs	Short Term (0-3 year budget cycle)	Medium Term (0-5 year)	Long Term (0-20 year)
Strengths	Public Private PPP	Public Private PPP	Public Private PPP
Policies			
Programs			
Projects			

Although these frameworks are only mentioned, they should be developed more thoroughly to support and manage the project from the start.

The Implementation and Management Frameworks should form the basis for further negotiations in the land sale or lease agreement between the all the role players (especially InterSite and the CTM) and future developers.

It is therefore very important that the Municipality take the content of this report further in finalizing the development rights and legal processes.



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**INTERSITE**  
PROPERTY  
MANAGEMENT  
SERVICES

5 February 2008

The City Council of Pretoria  
P.O. Box 58393  
Karen Park

Attention: Akso Krige

Sir

**URBAN DESIGN FRAMEWORK FOR THE MABOPANE STATION**

We hereby wish to confirm that we are going ahead with the above mentioned project with effect from 31<sup>st</sup> January 2008.

We accept the Urban Design Framework as the basis for the future development of Mabopane station.

Sincerely

**PHIKO MOATSHI**  
Senior Regional Manager

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M. LEADERSHIP REGISTER

ANNEXURE F

MAKOPANE STATION DEVELOPMENT - PRESENTATION  
10-02-2008.

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Piet LAKEMISHA	WARD 12	0768728175	<i>[Signature]</i>
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