

11. URBAN DESIGN

Themba Consulting Engineers were appointed (by the City of Tshwane) for the planning and implementation of 'Operation Reclaim' and included are the following disciplines:

Civil Engineering	Themba Consulting Engineers
Traffic Engineering	EDS Consulting Engineers
Electrical Engineering	Quad Africa Consulting Engineers
Urban Design	Mashabane Rose Associates
Heritage	Mashabane Rose Assocaites

11.1 ENGINEERING INFRASTRUCTURE

Geometric planning (Malcolm Dold, Themba)
Traffic Impact Assessment (Peter Purchase, EDS)
Stormwater, Sewer, Water reticulation, Malcolm Dold)
Electrical services (Keith Whitfield, Quadafrica)

11.2 URBAN DESIGN PRINCIPLES

Urban Design layouts
General description of streets
 1. current condition
 2. proposed interventions
Paved surfaces
Universal Access (Guy Davies)
Public furniture
Trees & Landscaping

Waste management system

Access control (Keith)

Security Management (Malcolm)

Public bathrooms

Informal trading

Narrative interventions

10.1 ENGINEERING

10.1.1 GEOMETRIC PLANNING – ROADS, KERBS & SIDEWALKS

The widening of the sidewalks to achieve the proposed pedestrian-friendly environment will have the following effects:

Kerb Lines

The kerb lines will generally be moved towards the road centre line. The extent of such movement will vary from locality to locality, depending upon the specific requirements at each point.

The kerb heights will generally remain similar to the existing.

Sidewalk Levels

Alongside the buildings forming the edge of the road reserve (the outer edge of the sidewalks), the sidewalk levels will remain the same as existing levels.

The sidewalk crossfall (slope of sidewalk from building line to kerb line) will be 2% (1 in 50). This is generally similar to existing, and permits rainwater runoff without creating a pedestrian hazard due to the sloping sidewalk.

Because the sidewalks are generally wider than existing, the abovementioned crossfall will result in the level of the top of the kerb being lower than existing. This will result in the level of the top of the street, at the kerb line, being equally lower than existing.

Street Levels

The street levels are governed by factors such as the existing levels of the adjoining streets, the new levels at the bottom of the new kerbs and the camber slopes applied to the streets.

Because the new kerb levels are likely to be lower than existing, the street levels are equally likely to be lower than existing, except at the points of tie-in to the adjoining streets.

The camber slopes on the streets will generally be 2% (1 in 50).

Street Closures

The streets to be closed to vehicular traffic are planned to make them pedestrian friendly, whilst retaining a facility for authorized and emergency vehicles to gain access.

Such streets will have wide sidewalks, with minimal widths of street space being available for vehicles. Typically, the vehicular lane(s) will vary from 5m to 8m in width.

Access for vehicles into the closed streets will be controlled at both the entrance and exit points, and the layout of the streets and related sidewalks will accommodate this.

10.1.2 STORMWATER, SEWER & WATER

10.1.2.1 Sewers & Water Pipelines

The widening of the sidewalks to achieve the proposed pedestrian-friendly environment will generally have no effect on the positions or levels of the existing sewers or water network pipelines.

Only where new ablution facilities are to be provided will connections need to be made off the existing pipes.

10.1.2.2 Stormwater Drainage

The main existing stormwater pipelines will generally not be changed.

The widening of the sidewalks will, however, require the relocation of certain kerb inlets to suit the new kerb lines and levels.

In such cases, new pipes, linking the existing pipes to the new kerb inlets will be required.

Also, in such cases, the existing kerb inlets will be removed from site.

It is generally not expected that existing manholes will need to be relocated, although their cover levels will need to be adjusted to match the levels of the new sidewalks / roadways.

10.1.3 ACCESS CONTROL

The following points summarize the principle of access control in the Operation Reclaim area and are a culmination of discussions with the CoT (the last of which being held on the 3rd December 2012 at the COT Region 3 offices):

Design vehicle – Fire Truck (arrangements to be made by COT with all tenants that no articulated trucks or anything exceeding a SU9 will be allowed in the access controlled area)

Access control via electronic booms linked to the CCTV control centre

Access control mechanism to preferably be via transponder card type system ("e tag")

State Theatre patrons can obtain single event access via their "show" tickets

Emergency access from the circle at the intersection of Sisulu/Helen Joseph Str to be provided (with turn around facilities in Helen Joseph Str)

Accesses to be manned for irregular users

Area to be policed 24/7

Exit booms to be controlled by inductive loop system, if possible there must be an override function to create a "lockdown" situation from the control room

VIPS be allowed unobstructed access to avoid "red zones" and then access permission issues dealt with at point of arrival within the area

Metro Police would prefer not to allow BRT Feeder bus services into the area.

State Theatre – buses with school children to be considered and managed

Deliveries in the area to take place outside peak hours – to be negotiated by COT with all tenants

Proposed to close access to Sammy Marks parking in Sisulu Str (impact and mitigation to be investigated)

Engineering solutions will be followed by CID management requirements which will in turn be followed by Metro Police requirements

Further decisions/actions to be clarified by the City Of Tshwane include:

Appointment for TIA (Traffic Impact Assessment) to allow modeling and final design of signal timing plans

What further interactions required with

- o BRT NMT team – do we consider their project to be separate and to follow OR? - may lead to abortive work
- o UTC appointment? - do we consider their project to be separate and to follow OR? - may lead to duplication/redundant work

10.1.4 ELECTRICAL ENGINEERING

PROJECT BRIEF

The brief was to create an inner city area that can be definitive in its appearance to the rest of the city.

The aim was to reclaim the inner city and create a safe environment by means of intelligent and technical sound solutions.

PROJECT TEAM OUTCOMES

Complete a lighting design which seeks to minimize shadows, and in that way enhance the capabilities of the CCTV network which will ensure better security monitoring.

Complete a lighting design that ensures street lighting in accordance with the council regulations for street traffic and that provides suitable lighting for pedestrians which will ensure a comfortable and secure atmosphere.

THE STREETLIGHTING DESIGN

The lamps used in the street lights should be energy efficient.

LED lighting is a far more energy efficient way of lighting the roadway in comparison to the high pressure sodium lamps currently being used and is the latest in lighting technology and has been quite extensively used in Europe.

LED lamps have a 50 thousand hour lamp life so when compared to conventional lamps, whose life span is a maximum 16000 hours lamp life, there is further financial saving on maintenance costs.

Fewer poles to clutter up sidewalks since the environment should be conducive to pavement restaurants and trade.

Fewer poles also mean less chance of obstruction to driveways, shop entrances and business in general.

Therefore as few poles as required should be used.

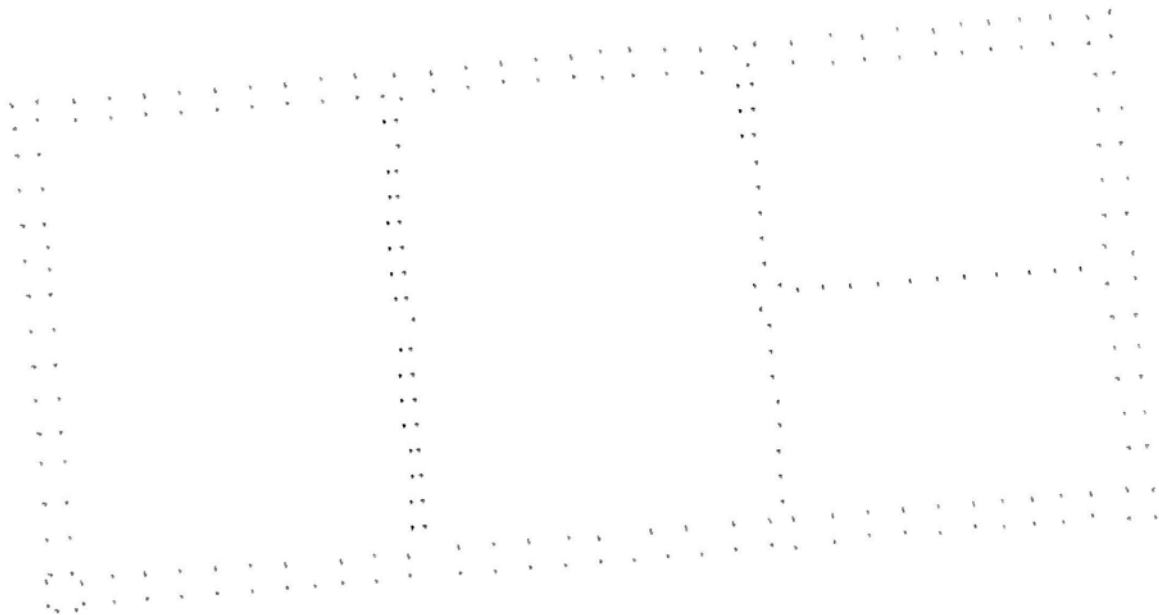
The network will be primarily based underground.

The lighting system should ensure minimal shadows which are especially prevalent when the double decker busses used by the city travel along single-sided lighting routes.

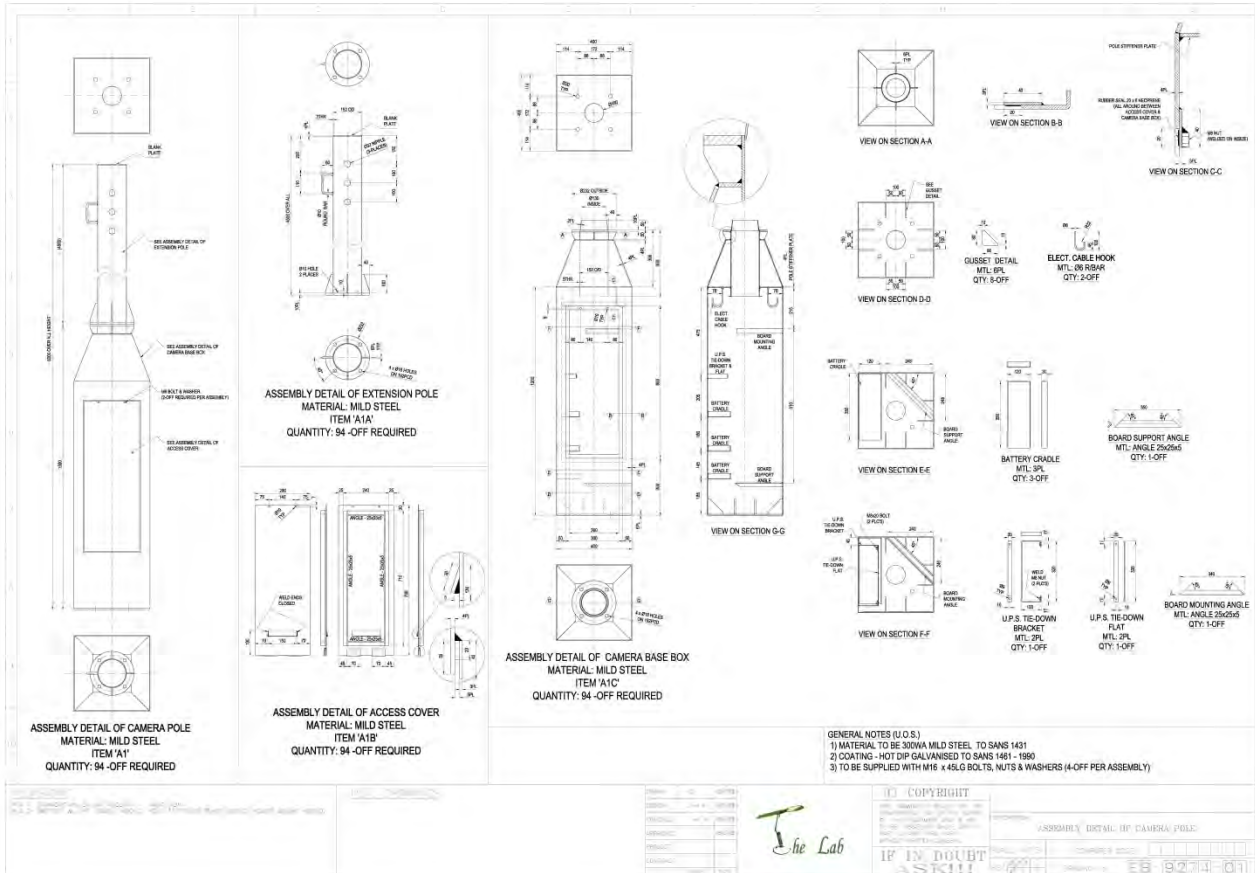
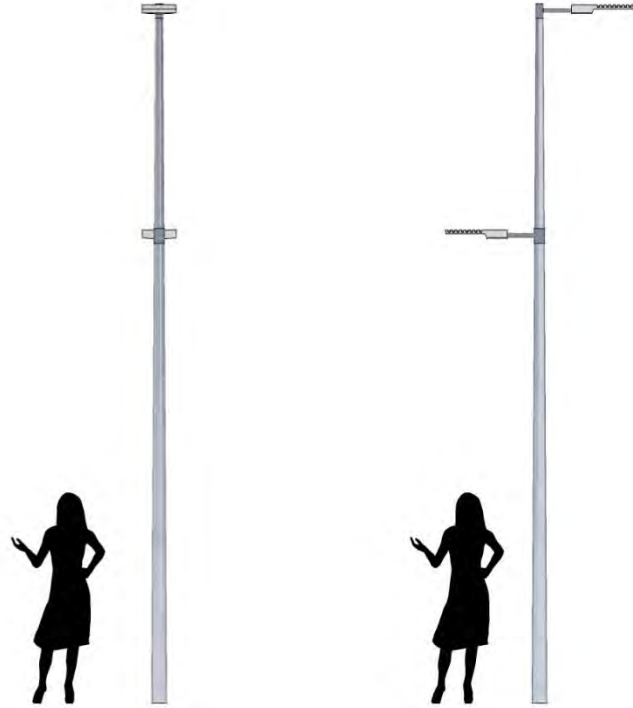
The design of the system will ensure that the City of Tshwane implements a first world lighting solution into arguably the fastest developing Metro.



The design of the street lighting is kept simple and efficient, with a grid of poles that serves both vehicle and pedestrian



The detail design of the pole fixing



10.1.5 TRAFFIC PLANNING

The area between Thabo Sehume (Andries) Street in the west, Pretorius Street in the south, Du Toit Street in the east and Madiba (Vermeulen) Street in the north will be reclaimed and through-traffic curbed to ensure safer and more comfortable pedestrian movement.

The following streets will be closed to general public traffic:

- Lillian Ngoyi at Pretorius
- Sisulu at Madiba
- Helen Joseph at Du Toit

Traffic restrictions will be imposed in Helen Joseph Street (Church), Lillian Ngoyi (Van der Walt) Street and Sisulu (Prinsloo) Street between Pretorius and Madiba Street. Only the following vehicle categories will gain access:

- People with allocated private/business off-street parking within the project area
- Delivery vehicles (only for shops and businesses within the demarcated area)
- Business owners and employees (off-street parking)
- Official vehicles on official duty
- Clients of businesses (limited to available parking)

It is common knowledge that informal trading is aligned to pedestrian movement and particularly to the location of public transport facilities. Informal traders are being engaged and informed of the programme and how they will be affected.

The intention of the programme is to prohibit informal trading in the Operation Reclaim areas. The Local Economic Development Department will identify a long-term solution and move pavement trading to formal markets.

Minibus taxi ranks and metered taxi ranks in this area will be relocated. The routes of the Gautrain buses, as well as private and municipal buses, will also be changed.

Bus pick-up points will be amended accordingly and communicated in time.

The programme aims to replace paving, install urban furniture and improve safety through design. Illegal ranks, illegal informal trading, counterfeit goods, illegal advertising and bad buildings will not be tolerated at all. The plan is also to stimulate the inner core for extended hours.

The access control system would likely be an electronic boomed facility generally with two service entry lanes per access. One is envisaged to be dedicated to regular "card holding" users while the other is intended to be a mixed regular/infrequent user lane manned by a person. Access will be gained into Lilian Ngoyi Street only via Pretorius Street westbound, into Sisulu Street only via Madiba Street eastbound and into Helen Joseph Street only via Du Toit Street northbound. It is envisaged that the system will be controlled and managed from the CTMM CCTV control room.

At exit points control booms will also be provided and will likely be operated by inductive loop to facilitate smooth traffic flow. This system may be coupled to a manual override of the inductive loops in order to create a "lock-down" scenario if necessary.

NMT infrastructure will include pedestrian pathways and possibly cycle lanes. Decisions in respect of cycle lanes are subject to the IRPTN (BRT) project and the master planning currently being undertaken by that project. Operation Reclaim will, if timelines allow, align with that planning.

10.2 URBAN DESIGN PRINCIPLES

This project originated with a desire to improve (and prioritize) the pedestrian environment in the inner city. Van der Walt and Prinsloo Streets are currently used as taxi thoroughfare routes, resulting in vehicle-dominated environments that are unsafe for pedestrians and un conducive to the promotion of streetscape improvement (shops, restaurants etc)



Sisulu Street

The urban design approach is a simple one and promotes to main ideas:

1. Pedestrian environment improvement – vehicle vs. pedestrian
2. Clarity of space-making

The pedestrian environment improvement is initiated by the significant narrowing of the streets, and therefore the consequent widening of the sidewalks.

The one-way (north-south) streets of Van der Walt and Prinsloo have been closed to general public (between Madiba and Pretorius Streets) with access granted only to legitimate business (tenants, services such as waste management, municipal maintenance etc), delivery of goods and emergencies.

The new sidewalks will receive a new surface layer of paving, with a narrow strip of asphalt retained for the road surface, just wide enough to accommodate a single one-directional lane of traffic and a series of drop-off/delivery bays.

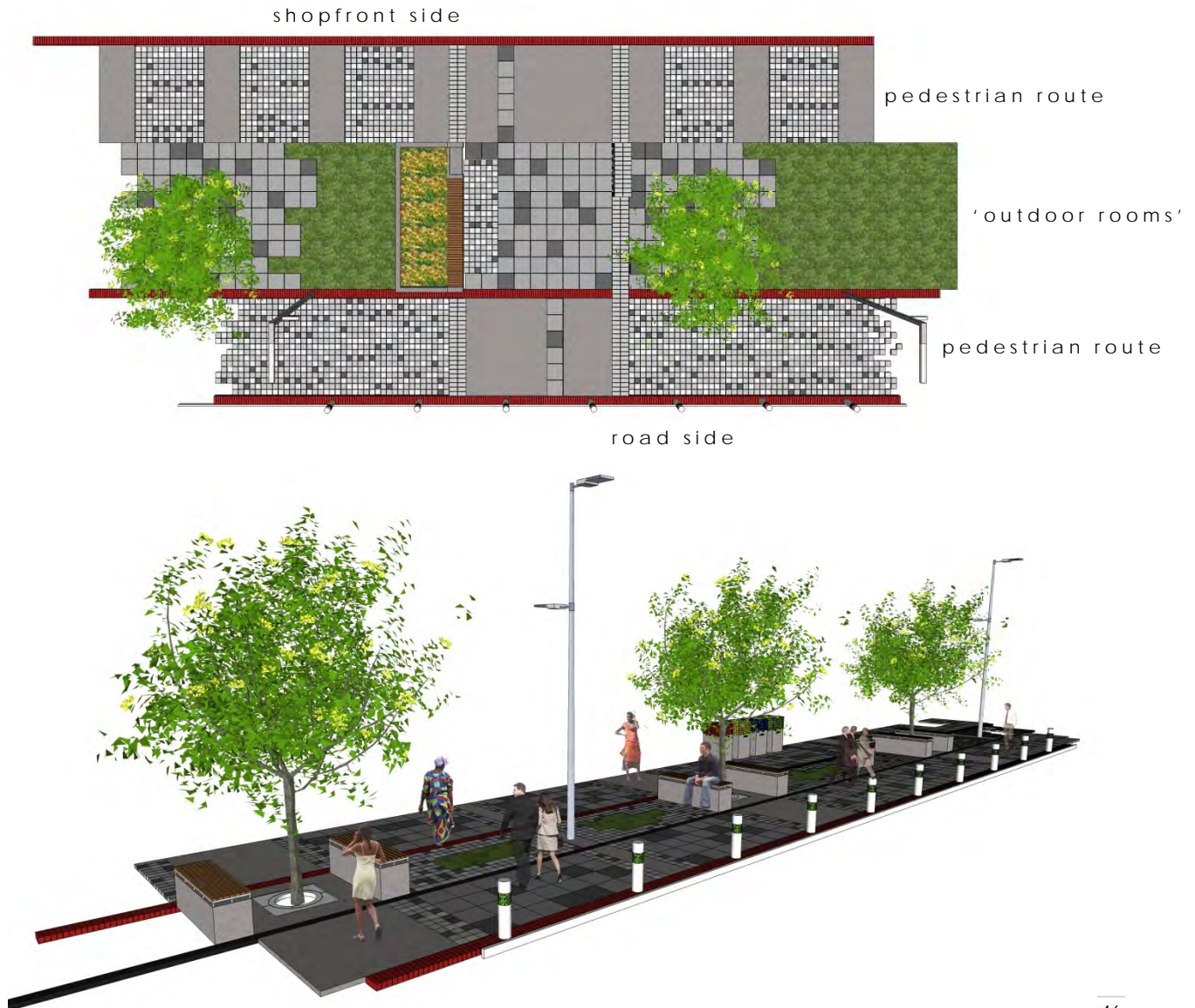
Historically, modern South African cities have placed a large priority on vehicular traffic within the CBD's, particularly private transport. In recent years however, projects such as the Rea Vaya, and BRT, a lot of energy has gone towards encouraging the city centres such as Cape Town, Johannesburg and Pretoria to regain a pedestrian quality.

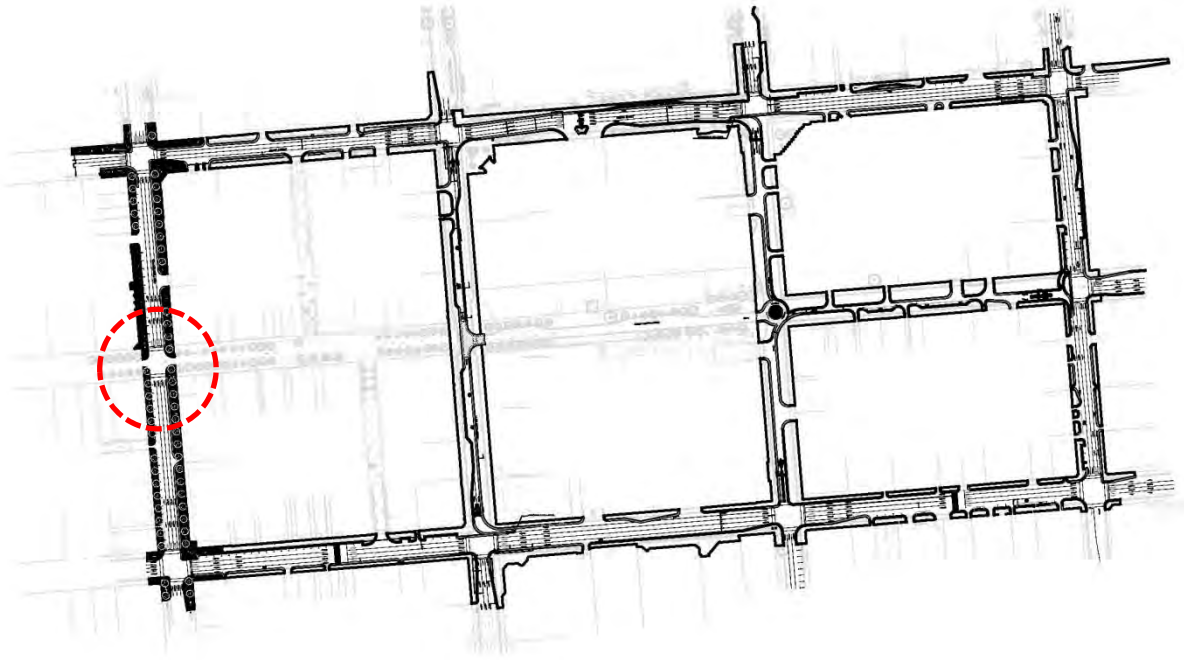
The sidewalk is the domain of the pedestrian but for many years it is an environment that has been granted secondary status to that of the vehicle. Operation Reclaim is a

bold intervention in the inner city of Tshwane that aims to reclaim the space for the pedestrian in an attempt to improve the physical quality (with urban furniture and trees), encourage the emergence of small businesses and combat crime.

Tshwane is promoting itself as a tourist destination. The city is South Africa's capital and has a fascinating history. The CBD is filled with buildings and structures which help narrate the story of the city's development, so this is an ideal opportunity to bring the information surrounding these structures into the public realm so that visitors can simply walk down the street and learn something about the city.

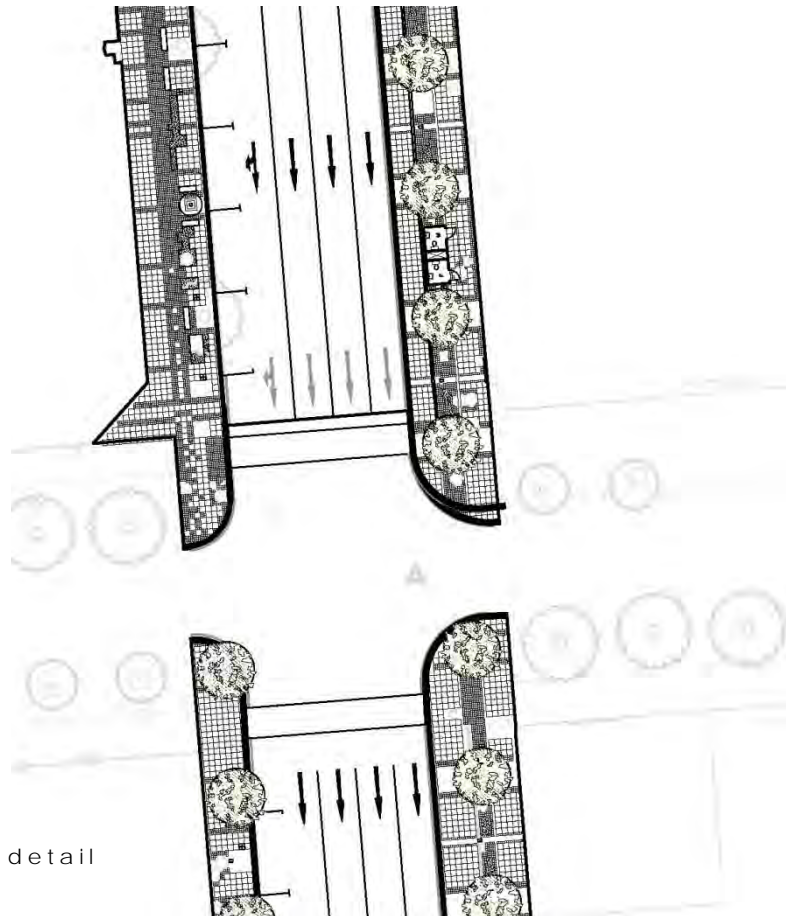
In areas where the sidewalks have received significant widening, the approach is to give clear definition to a space for unhindered pedestrian movement and a space for pause. Movement occurs along the shopfront edge, and along the road kurb edge, with a centralized band of 'outdoor rooms' (interspersed with shade-giving trees and benches) for pause.





Above:

The whole site (typical detail indicated in red)



Typical detail

DESCRIPTION OF EXISTING STREETScape & OVERVIEW OF CHANGES

The Streets included in the scope of Operation Reclaim are:

1. Madiba (Vermeulen) – northern boundary
2. Pretorius – southern boundary
3. Thabo Sehume (Andries) – western boundary
4. Du Toit – eastern boundary
5. Helen Joseph
6. Sisulu (Prinsloo)
7. Lilian Ngoyi (van der Walt)
8. Queen Street (between Madiba and Helen Joseph)
9. Central Street (between Helen Joseph and Pretorius)



Example of Sidewalk/café quality that's being encouraged in this part of the City

Madiba Street

Madiba Street comprises of 4 lanes of east-bound traffic and is a feeder route from the city to Arcadia and beyond. The intervention along this street includes the removal of on-street parking, and some localized sidewalk widening on both sides of the street.

The traffic lanes are not being changed as this is a major East-West connecting route for the city.

A new kerbed island will facilitate the right-only lane turn into Sisulu, which is access controlled.

This is the main vehicular access into the Sammy Marks parkade.

Pretorius Street

The reverse of Madiba, this is an important west-bound connecting route, with 4 lanes of traffic.

On street parking has been removed to make way for localized sidewalk widening.

Pretorius Street is the likely choice for the east-west cycling route through this section of the CBD, and cycle lanes and appropriate facilities will likely be implemented when the NMT strategy has been finalized.

A new kerbed island will facilitate the right-only lane turn into Lilian Ngoyi, which is access controlled.

This is the main vehicular access to the State Theatre parkade

Thabo Sehume Street

This is an important north-south traffic route, and the existing 4 south-bound lanes will not be reduced.

On street parking has been removed to make way for localized sidewalk widening.

Thabo Sehume Street is the likely choice for the north-south cycling route through this section of the CBD, and cycle lanes and appropriate facilities will likely be implemented when the NMT strategy has been finalized.

Du Toit Street

Du Toit street will remain bi-directional in a north-south orientation (2 lanes in each direction)

A new kerbed island will facilitate the left-only lane turn into Helen Joseph Street, which is access controlled.

Some on-street parking has been removed with some localized sidewalk widening introduced.

Helen Joseph Street

Helen Joseph is partially pedestrianized at present.

Between Thabo Sehume and Sisulu, the street will remain pedestrianized, with a combination of existing and new paved surfaces, landscaping and furniture.

The eastern portion of Helen Joseph street will be reduced from 4 lanes, to two (east-bound) and is access controlled from du Toit street. Traffic will be diverted south onto Sisulu street at a traffic circle, existing at the Sisulu/Pretorius intersection.

Two major public squares (Lilian Ngoyi Square & Sammy Marks Square) are accessed via Helen Joseph street, which provides the best opportunity to insert a layer of historic narrative devices.

Informal traders currently occupy the section of street between Thabo Sehume and Sisulu, and the city is in the process of formalizing this arrangement, and attempting to encourage the sale of tourism-related goods. The reduced taxi traffic in the north-south direction will likely have an impact on the goods sold in this environment.

This street also lends itself to a 'sidewalk/café' type character.

Opposite the historic 3-storey Sammy Marks building, the State Theatre also spills out towards the North, onto Helen Joseph Street, further emphasizing the importance of the street to form part of a pedestrianized revamp.

Sisulu Street

South-bound Sisulu Street is currently a busy vehicular thoroughfare and is a heavily used taxi route. The road is going to be reduced to a single lane with access control at both the entrance (off Madiba) and exit (at Pretorius) and the taxis are going to be diverted elsewhere.

A traffic circle at the intersection of Helen Joseph will facilitate the incoming traffic from the eastern side of Helen Joseph Street (in front of the Reserve Bank)

Important vehicular entrances into the State Theatre parkade and the Sammy Marks complex are accessed from Sisulu Street.

The sidewalks have been significantly widened down the length of this road, providing space for new pedestrian routes, trees and public furniture.

Lilian Ngoyi Street

The reverse of Sisulu Street, Lilian Ngoyi is being changed from a busy north-bound vehicular route, to a single North-bound lane, access controlled street.

Access is controlled at the entrance off Pretorius, as well as the exit point on Madiba Street.

Delivery parking bays are provided.

The sidewalks have been significantly widened down the length of this road, providing space for new pedestrian routes, trees and public furniture.

Steeped in historical significance, the Lilian Ngoyi Square (currently under construction) is an important civic square on the corner of Lilian Ngoyi Street and Helen Joseph Street.

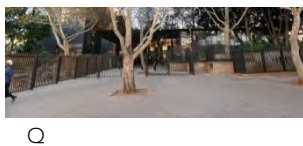
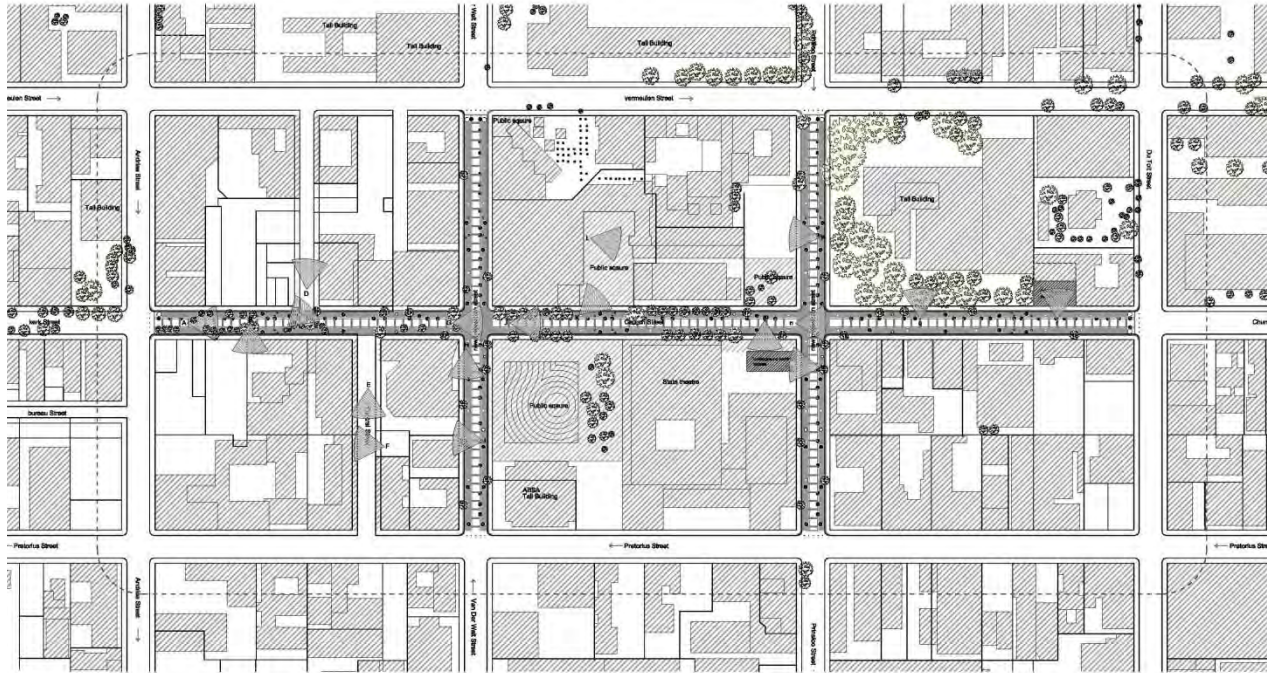
Queen Street

Extending just one block between Madiba and Helen Joseph, Queen street will receive new surfacing only, with no new impact on traffic or sidewalks. The character of the street is currently highly pedestrianized already.

Central Street

Extending just one block between Helen Joseph street and Pretorius Street, Central street will receive new surfacing only, with no new impact on traffic or sidewalks. The character of the street is currently highly pedestrianized already.

STREETSCAPE PHOTOGRAPHIC STUDY



Photographic streetscape study



A: Church Street, between Thabo Sehume & Lilian Ngoyi



B: Church Street, between Thabo Sehume & Lilian Ngoyi



C: Corner of Queen & Helen Joseph



D: Queen Street



E: Central Street



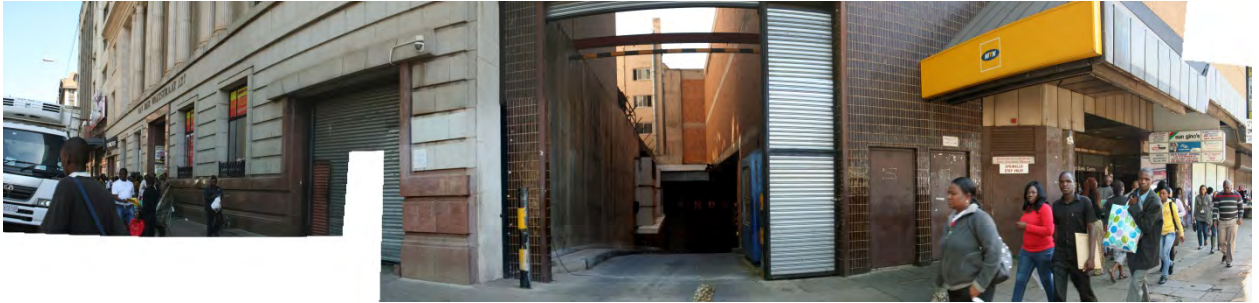
F: Central Street



G: Intersection of Helen Joseph & Lilian Ngoyi Street



H: Lilian Ngoyi Street



I: Lilian Ngoyi Street



J: Helen Joseph Street



K: Helen Joseph Street - Sammy Marks Square



M: Helen Joseph Street – State Theatre



N: Intersection of Sisulu & Helen Joseph Street



P: Sisulu Street, Sammy Marks entrance



Q:Helen Joseph Street, Reserve Bank entrance



R:Helen Joseph Street, Pretoria Driving School

PAVED SURFACES

The approach to ground re-surfacing takes cognizance of two three broad categories of existing paving.

1. Damaged paving to be removed

In many areas, the use of heavy trolleys and vehicles (particularly along Helen Joseph street) on areas designed for pedestrian traffic only, have damaged the paving. Where possible, material will be re-used.

If possible, the concrete pavers may be crushed and re-used in the production of new concrete benches, drinking fountains and other precast concrete elements.

2. Historic paving to be kept in tact

Granite curbs:

The original granite curbs are to be integrated into the new design and will remain where they are.

While not specifically protected by heritage, the line of the existing curbs (including the concrete ones) will be acknowledged in the new design to indicate the physical change of the city's streetscape from a vehicular-orientated CBD, to a pedestrian-orientated one.

Blue-black slate:

The original slate tiles will be kept in their existing location.

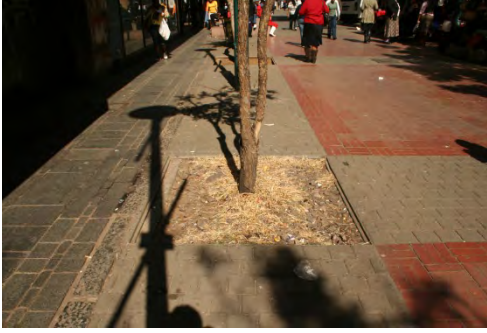
The two main areas where this slate is located, is in front of the Netherlands Bank on Thabo Sehume, and on the corner of Helen Joseph and du Toit.

3. Existing paving to be incorporated into the new design.

Some of the paving on site is adequate for re-use.

Where possible, material will be incorporated into the design in a way that is sympathetic to the new urban design.

Once the project is underway, it will be possible to ascertain quantities of paving in each of the above categories. The principle of recycling and re-use is a strong message that the City is promoting, not only from a 'green' perspective, but also as a way of adding a new layer to the 'storytelling' of Pretoria's development.



Historic granite kerb edged by new paving



Damaged paving requiring replacement



Historic slate paving

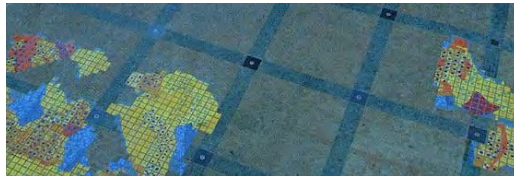
Description of new paving material

The principle approach towards material selection is to lay a monochromatic base palette that can have layers of colour and texture added as the need arises.

The sidewalks will be paved with a combination of two concrete paver sizes, 450x450mm and 150x150mm. Each will have a tonal variation of light, medium and dark grey.

The larger pavers are used for pedestrian movement routes, with the smaller pavers used predominantly down the length of the 'outdoor room' band. Bands of smaller pavers are laid perpendicular to the movement route, at points where pedestrians can step into a pause area, or at an intersection. This assists with way-finding for visually impaired pedestrians.

A group of nine 150x150mm pavers comprise one 450x450mm paver, and where-ever possible, this module is followed in the ground surface pattern-making with other items such as benches, tree-rings, dustbins etc.



In addition to the monochrome 'foundation' layer of paving, a paving system called Durant may be introduced into pause areas, where multi-coloured glazed or ceramic tiles can be added.

The existing curbs will be acknowledged where possible, and the new paving will be separated from this line with exposed aggregate concrete infill.

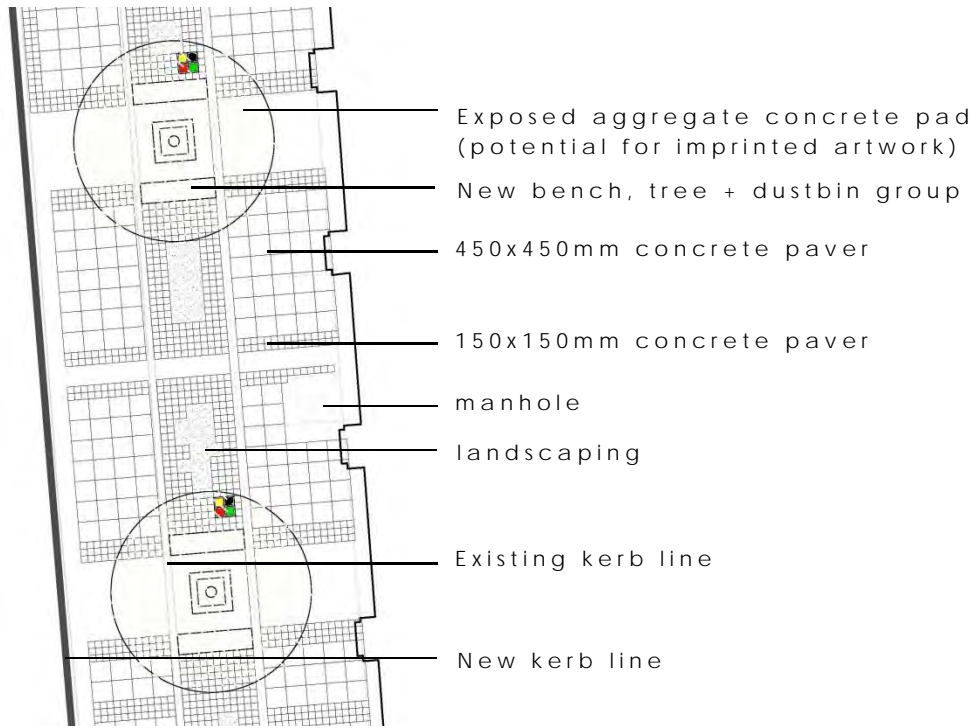
A line of red brick may be introduced against the building edge and against the road edge to assist with colour differentiation for the partially sighted.



Monochromatic paving



Combination of paving + green





UNIVERSAL ACCESS

Disability Solutions Ltd are the appointed Universal Access Design Consultants for the Tshwane Rapid Transport system and are advising the Operation Reclaim team on behalf of the City of Tshwane.

The purpose of their scope is to ensure that all aspects of the implemented system conform to International Best Practices in the fields of Universal Design & Accessibility whilst also following local regulations, and guidelines (such as SANS 10400 Part S, SABS 784 - Tactile Paving)

Crossings (dropped kerbs, raised intersections), tactile paving and signage (consistent with the designs being adopted elsewhere on the city), adequate lighting in all circumstances, carefully designed and laid out surfaces and street furniture (including seating) are key components to ensuring that public spaces are designed to be safe and comfortable for all.

PUBLIC FURNITURE

The furniture designed for this project is robust and contemporary.

A common palette of materials ensure that the aesthetic is consistent.

Precast concrete elements for benches, drinking fountains and tree-rings, with the potential for spot colour to be added (eg. Mosaics – or similar) in selected areas.

It may be possible, to recycle some of the concrete pavers on site, by crushing the material for re-use in the pre-casting of new elements.

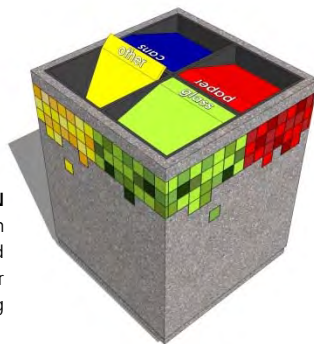


BENCH
concrete base with steel + timber
slatted seat

Back-rests and arm rests optional

DRINKING FOUNTAIN
concrete base with
mosaic inlay and robust
stainless steel sanitary
spout fitting

BIN
concrete base with
colour coded
compartments for
recycling



TREE RING
Pre-cast concrete tree-ring

Bollards

The purpose of bollards is to prevent motorized vehicles from entering into a pedestrian zone. Materials include plastic, concrete and steel but historically very little consideration has been given to the safety of visually impaired pedestrians, who frequently get injured.

While bollards are not desirable in highly pedestrianized areas, they are necessary in some areas.

The Operation Reclaim team has explored a recycled rubber material, that is robust and non-harmful to pedestrians if they walk into it. It is available in multi-colours, and can be branded to suit.

It is a locally made product and further endorses the City of Tshwane's commitment to recycling and sustainability.

RUBBER BOLLARD

MAT MARKETING
GROUP OF COMPANIES
EST 1989

Our 100% re-cycled rubber bollard will not dent, chip, crack or rust in harsh weather environments.

It will give on impact therefore minimising damage to vehicles.

The bollard is extremely durable due to the lack of latent defects.

This product is made from **ECO FIBRE™** which comprises re-cycled rubber fibres that are bonded together in a patented Urethane mixing process.

ECO FIBRE™
RECYCLED RUBBER PRODUCTS

THE PROBLEM

THE SOLUTION

HOME PRODUCTS CONTACT US

DOMESTIC
3 x METAL ROD CORE

STRUCTURAL
4 x METAL ROD + COIL CORE

BARRIER
I-BEAM CORE

EXTRA PROTECT

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TREES & LANDSCAPING

The City's Department of Urban Forestry has been consulted to ensure that the new planting strategy is in line with the existing framework.

Operation Reclaim prioritizes the pedestrian environment, with sidewalk widening as a general rule. Therefore the existing trees in this area ought not be affected. None of the existing trees will be removed, unless the installation of new infrastructural services makes it unavoidable.

The trees to be introduced into the project area will follow the existing rationale of tree-planting in the CBD; with a spacing of 10m intervals.

Trees planted in north-south streets are *Celtis africana*, to match existing, and trees planted in east-west streets are *Kirkia Accuminata*.

Trees planted will be 100l and holes dug will be 2 x 2m width, and to a depth 1m.

Pre-cast concrete tree-rings will be installed after planting.



Celtis africana



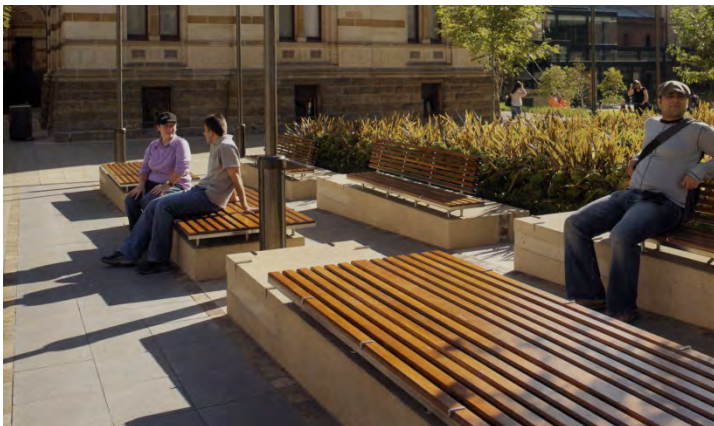
Kirkia acuminata



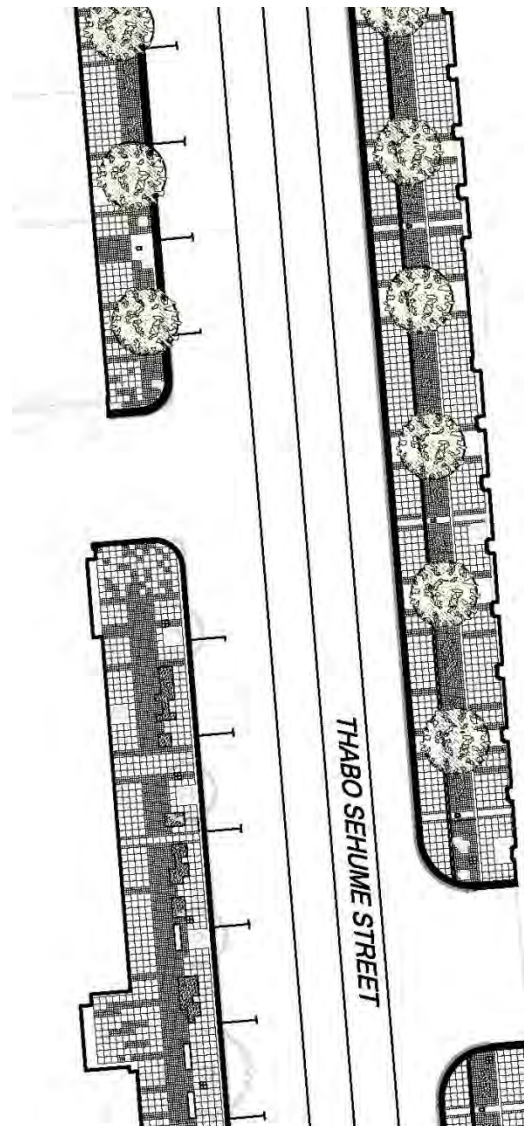
Additional areas of planting will be positioned down the 'outdoor room' bands, with appropriately hard-wearing, indigenous vegetation to improve the greening quality of the environment.



Areas of indigenous planting alongside pedestrian movement routes (New York City)



Planted areas improve the quality of public pause areas

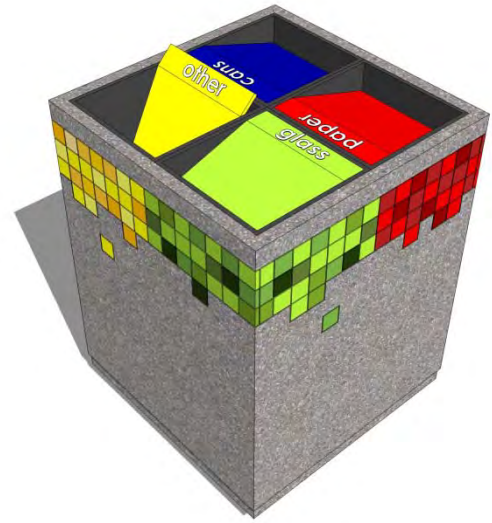


Paving is interspersed with a line of trees and planted areas that provide seating areas

WASTE MANAGEMENT SYSTEM



The City of Tshwane is implementing a new operational management system in the inner city which promotes a policy of 'recycling at source.' In other words, instead of installing one dustbin for refuse, there is a desire to encourage the public to dispose of waste in separate bins.



The policy is not yet finalized, but Operation Reclaim is addressing this in the design of pedestrian bins, to be located at pause areas along sidewalks, as well as larger collection bins, to be located at designated points along the street.

Communicating "waste type"

The pedestrian bins will be compartmentalized and coded according to the type of waste they will receive. The design of the 'coding' will involve colour or graphic illustrations that will assist in language difficulties.

Material

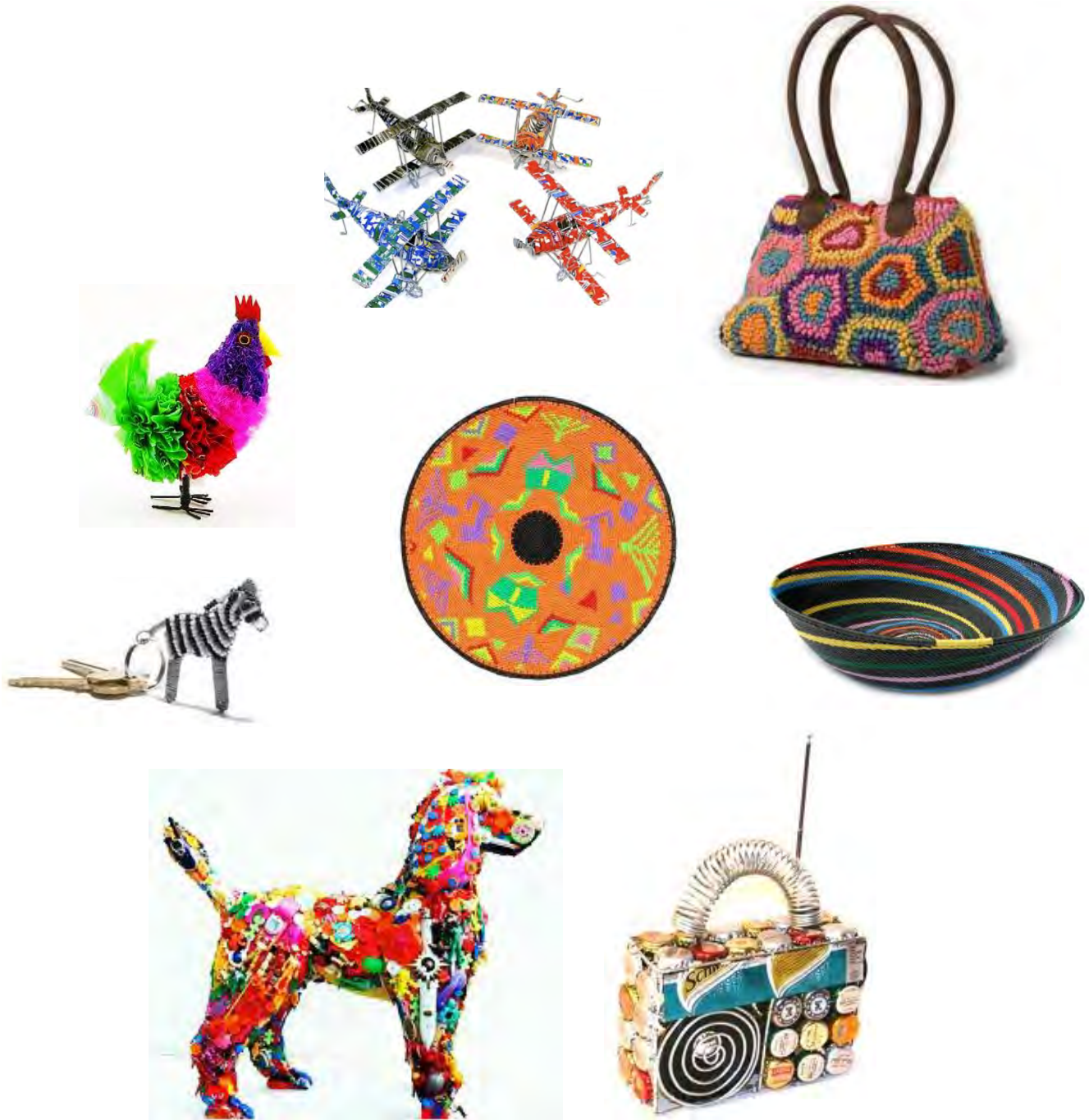
The bins need to be robust. The bins are comprised of an outer precast concrete shell, and a removable inner 'basket' that can be removed for waste collection.

The bin will be compartmentalized for different waste types.

These illustrations indicate the concept. The designs are to be finalized as per the specific requirements of the Waste Management department.



A clear message of **RECYCLING** from the City of Tshwane



NMT (NON MOTORIZED TRANSPORT)

Policy + Master plan of cycle network

The City of Tshwane is in the process of finalizing its policy on NMT (Non Motorized Transport) and the master plan of route networks. Operation Reclaim will take this into cognizance with the implementation of its roads and sidewalks.

Initially, Helen Joseph Street was targeted as a class 1 cycle route (independently aligned and not typically provided for in the road reserve) but it is not desirable to mix cycles with pedestrians within the Operation Reclaim stretch of Helen Joseph street.

Owing to the closure of Sisulu and Lilian Ngoyi streets, it is expected that Thabo Sehume will be under a higher pressure from vehicular traffic, therefore NMT in Thabo Sehume is not desirable, although it may be necessary over a short stretch in order to avoid Helen Joseph within the confines of Operation Reclaim.

Dimensions

Two-way cycle routes are the most likely scenario, with a minimum width of 2.5m (3.5m is desirable) a clear vertical height of 2.5m, and a horizontal clearance of 0.5m.

Materials

A smooth surface is essential in order for bicycles to travel effectively, comfortably and safely.

Cyclists, pedestrians and wheelchair users indicate a clear preference for asphalt, although it is possible to use block or brick paving.

The

It is likely that the areas designated for cycle routes will be on the asphalted areas currently indicated on the plan as trafficked roads.

NMT and Operation Reclaim

As the route network master plan is still currently unresolved, it is premature to indicate with certainty how Operation Reclaim will be affected. However, discussions with various role-players (City of Tshwane, WSP, AMCE and the Operation Reclaim team) have indicated a possible scenario to be as follows:

A double east-west cycle lane be provided along Helen Joseph (coming from the east) which will split equally towards the North and South at the intersection of du Toit, until the intersections of Madiba (in the north) and Pretorius (in the South)

The cycle lanes will turn in an east-west orientation in Madiba and Pretorius Streets, until the intersection with Thabo Sehume, where they will turn back towards each other, merging again at the Helen Joseph Street intersection, in the westerly direction towards Church Square.

The effect will be to form a double diversion around the highly pedestrianized area of Helen Joseph Street within the centre of Operation Reclaim. While cyclists will not be prohibited from this area, it is preferable to separate pedestrians from high-speed cycling routes.



Reference documents:

1. TRT Line 2A, NMT Infrastructure Assessment and Conceptual Design (Stage 1 and 2 Draft Report, by WSP SA Civil and Structural Engineers (Pty) Ltd. In association with ASM Urban Designers and Architects
2. Guidelines proposal: NMT guidelines for CoT BRT (DRAFT for comment) by Gail Jennings

CCTV + SECURITY MANAGEMENT

The purpose of this component of the project is to sustain a safe and secure environment for the community for the reclaimed area bound by Thabo Sehume Street in the West, Pretorius Street in the South, du Toit Street in the East and Madiba Street in the North.

To ensure a cost effective but high quality performance CCTV system within the applicable zone area.

The methodology can be summarized as follows:

A survey was done of all the existing camera positions.

Replace cameras that do not fulfill the current and future need.

Observe if there are problems with existing cameras and obstructions. Move them if necessary.

Observe the performance percentages on existing cameras.

Determine positions of new cameras where the current coverage is not adequate.

The installation of static cameras at the access controlled entrances into Lilian Ngoyi Street, Sisulu Street and Helen Joseph Street.

Use lighting that has very little glare so as to maximize viewing potential.

The design of camera poles and fixings is still to be determined.

Once the camera positions have been determined, the appropriate fixing detail will be assigned. The fixing will either be a pole (preferable) or direct fixing onto an existing structure.

Heritage buildings will not have cameras fitted to them, and where possible, camera poles will be concealed so as to limit any visual obstruction.



The survey of existing CCTV camera positions.

PUBLIC BATHROOMS

The City is in the process of surveying and documenting the locations of public bathroom facilities in the area of Operation Reclaim.

The Operation Reclaim team is assisting this process by recommending bathroom facilities and locations.

In principle, we are recommending a total of five public bathroom units in the Operation Reclaim area, allocated as follows:

- 1 x Thabo Sehume Street
- 1 x Lillian Ngoyi Street
- 1 x Sisulu Street
- 2 x Helen Joseph Street

We are exploring two options for these units. They could either be a pre-manufactured unit, assembled on site. Or they could be of a more conventional construction (brickwork construction)

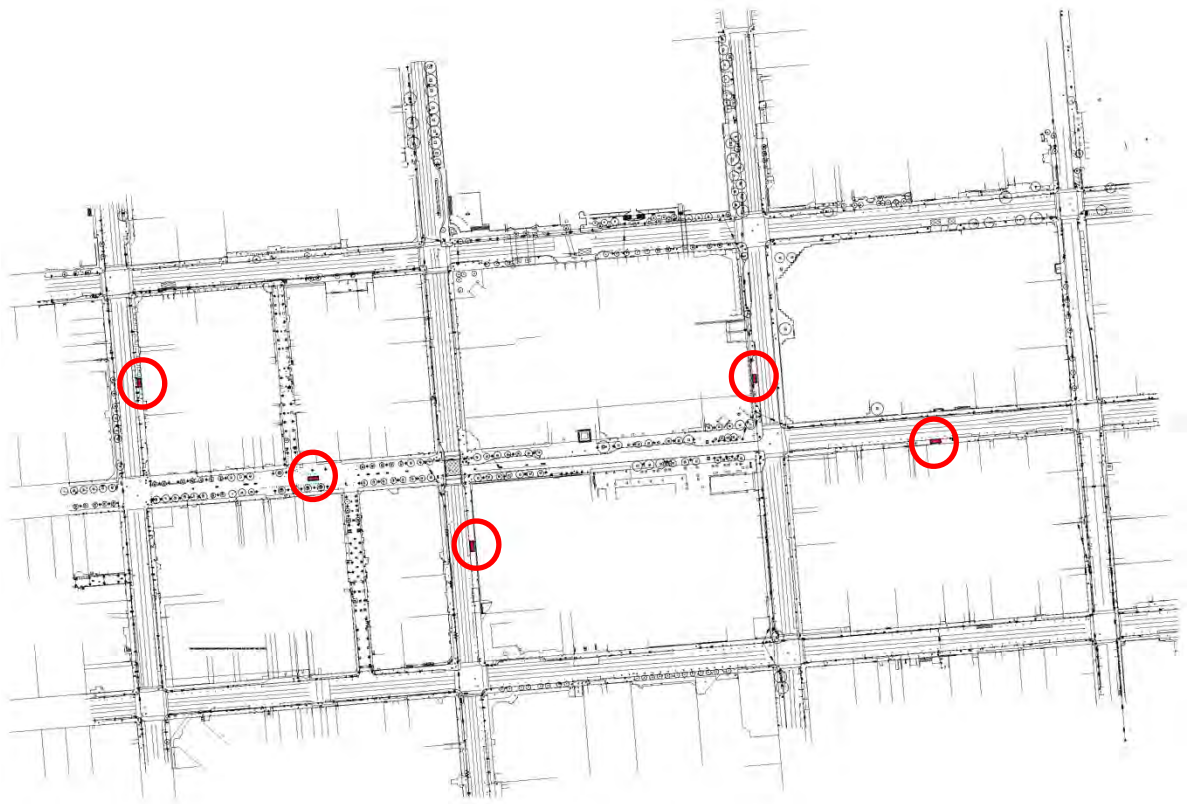
The unit should be viewed as a piece of urban furniture as opposed to a building, and it should retain a scale, appropriate to that of the pedestrian environment.

Each unit will contain one male bathroom cubicle, one female cubicle (both wheelchair accessible) a common hand-washing area and a baby changing area.

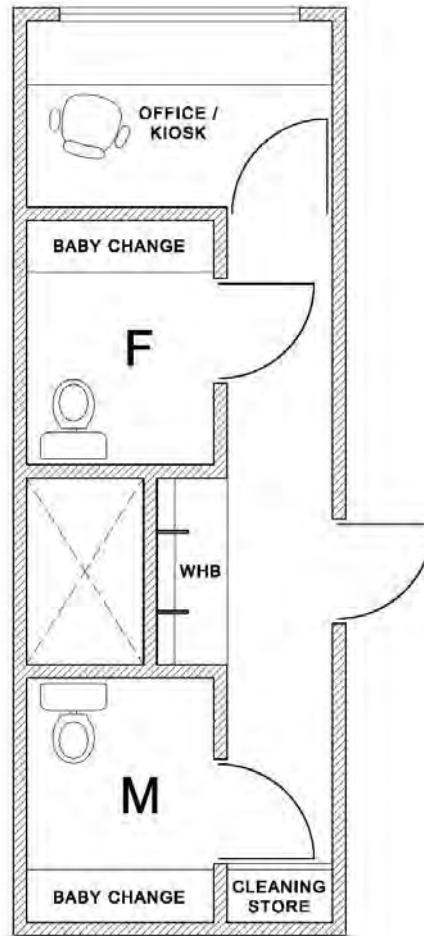
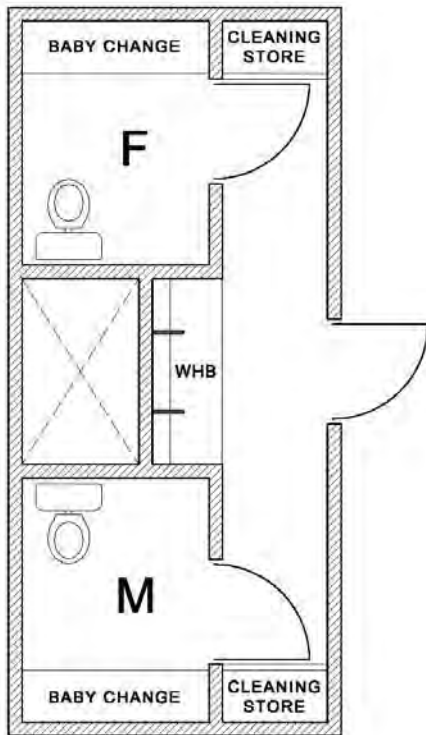
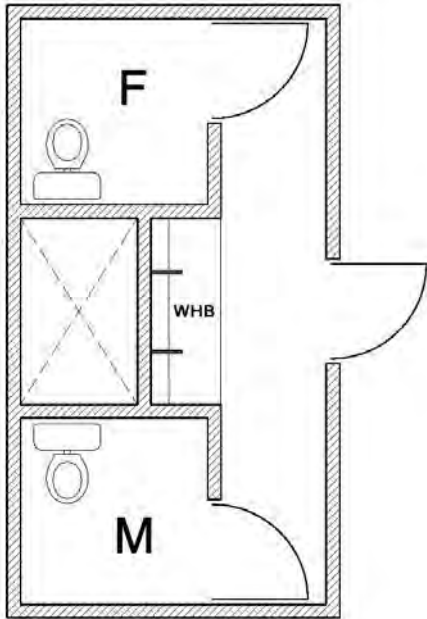
The City may enter into a partnership with a private organization or individual to manage the day to day operations of the bathrooms, in which case facilities will need to be provided (such as an office and cleaning store) This could also be used as a kiosk, for the selling of newspapers, flowers etc.

The precise locations are yet to be determined by the City, but it is recommended that the structures be located in such a way that they do not have a visual impact on any significant structures identified by the heritage survey.

An alternative to new built structure is for the City to rent space in existing buildings as public bathroom facilities.



*The suggested locations of public bathrooms in
Operation Reclaim*



Each bathroom is disabled accessible, and fitted with baby-changing facilities, a shared wash-hand basin area and cleaner's store

The potential for a caretaker's office / kiosk

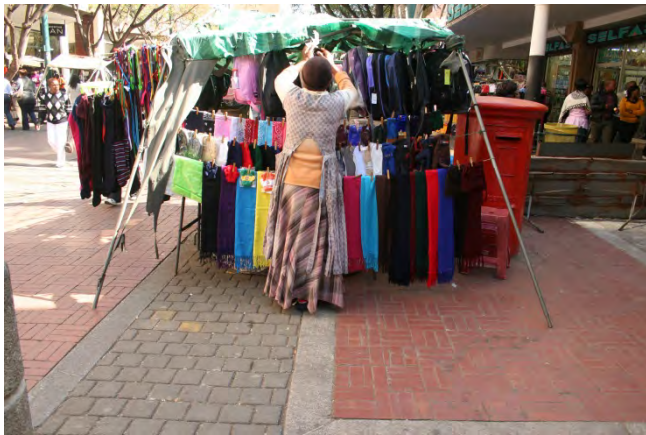
INFORMAL TRADING

Helen Joseph street, between Thabo Sehume and Sisulu streets, is filled with an array of informal traders, making pedestrian passage quite congested in some areas.



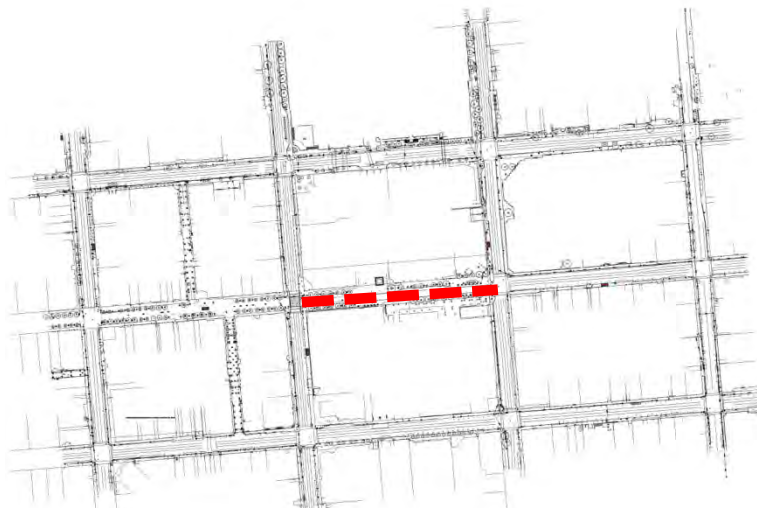
In an attempt to improve the visual quality of the area, the City of Tshwane is attempting to provide a more formalized strategy for the traders in this area.

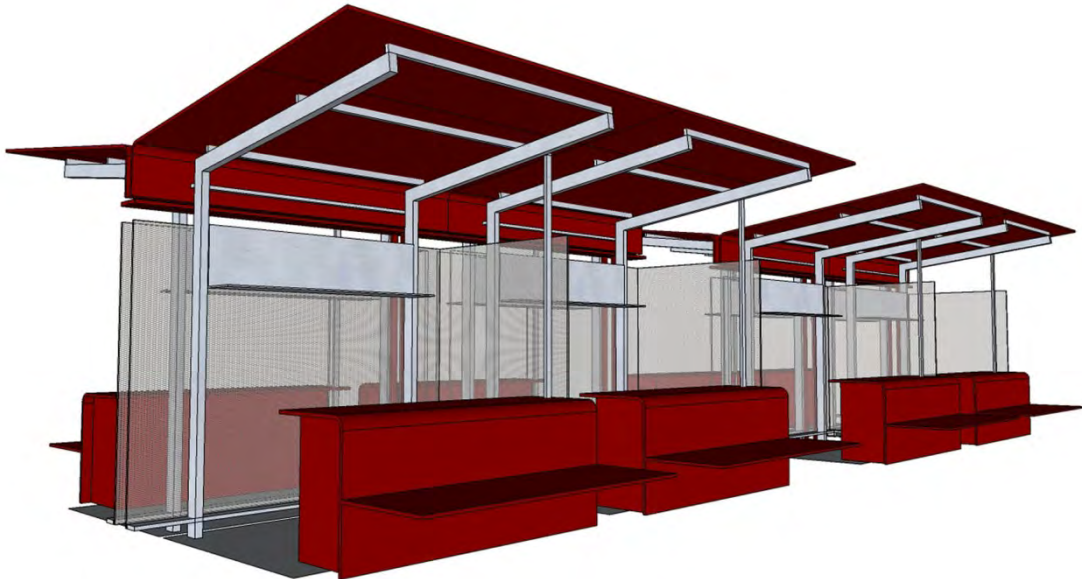
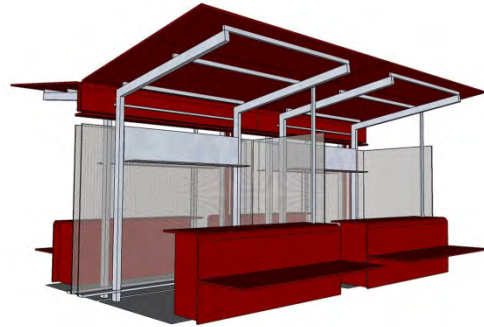
This includes the provision of new trading structures, lighting and merchandise conditions (eg. no perishables etc) to encourage a tourism-driven market.



Next to the State Theatre, Lilian Ngoyi Square is the site of the old Pretoria Market.

This stretch of Helen Joseph Street is a good location for a concentration of informal traders, both as a historical reference, and to harness the influx of visitors to the Theatre.





The trader stalls are based on a modular design that can be arrange in several configurations, back to back, or side by side

SIGNAGE

The purpose of Operation Reclaim is to claim back a portion of the inner city for pedestrian, and part of this includes cleaning the environment and the removal of visual clutter.

In the absence of strictly-implemented signage policy, many South African cities have become cluttered with myriad sign boards, posters and billboards rendering the environment difficult to navigate and concealing important structures behind a haze of advertising. It is recommended that the City of Tshwane develops a clear signage policy that accommodates commercial needs for a vibrant contemporary city context, while maintaining a sensitivity to heritage components where appropriate.



Visual clutter of signage

SIGNAGE TYPES

The signage used in the zone of Operation Reclaim needs to be integrated with that of the BRT and NMT systems, and is currently under development. Material substrate needs to be theft and vandal-proof.



1. Way-finding

Directional signage to destinations such as State Theatre, Lilian Ngoyi Square, Muntoria etc)

2. Information

Orientation maps

Bus routes & time-tables

Public bathrooms

Information at recycling bins (no littering etc)

NARRATIVE INTERVENTIONS

As the city embarks on campaign that promotes tourism in the inner city, endorsed by facilities such as the State Theatre, Lilian Ngoyi Square, Es'kia Mphahlele Library and Sammy Marks Square (amongst others) it is possible to keep adding layers of information to the public realm.

Information on historic buildings, and the details surrounding important events that took place can be shared with the public in many different ways, such as:

Stand-alone signs with text and /or diagrams

Surface inlays (Eg. strips of custom-made paving such as text-engraved granite)

3 Dimensional Sculptures Memorials (eg. In Lilian Ngoyi Square)

Interpretive contemporary artworks

Places of interest can therefore be linked by a series of interventions.



Insertion of coloured paving in designated areas



Engraved text panels inserted into the general paving



Etched / engraved / cast patterns in concrete surfaces

12. HIA ADJUDICATION COMMITTEE, PHRA-G & PUBLIC PARTICIPATION

The project was introduced to the PHRA-G on the 23rd May 2012. The necessity for an HIA was discussed. It was suggested that an HIA Scoping report be developed to assist with introducing the project to the HIA adjudication committee and to seek guidance.

The Scoping Report (*See addendum 01*) was presented to the HIA Adjudication Committee on Friday 8th June 2012 and was favorably received for its intention to improve the inner city's public pedestrian zone.

A MOU was received from PHRA-G on 15th August 2012 (*see attached, Addendum 02*)

The HIA Adjudication Committee was not available for consultation during the months of HIA development and was only re-configured in late November 2012.

In the absence of the HIA committee, independent consultations were held with the following:

Ms Leonie Marais 07.11.2012
Previous Chairperson of HIA adjudication committee

Mr Nicholas Clarke 10.12.2012
Tshwane Building Heritage Association (Built Environment Portfolio)
Heritage Committee Member, Pretoria Institute of Architects (PIA)
Architecture Department Lecturer, University of Pretoria

Mr Karel Bakker 10.12.2012
Head of Architecture Department, University of Pretoria

Mr Anton Van Vollenhoven 12.12.2012
(Newly appointed) Chairperson of the HIA Adjudication committee

Mr Anton Jansen
Historian & Member of the Pretoria Heritage Trust
28.05.2012, 17.10.2012, 06.11.2012, 13.11.2012, 05.12.2012, 12.12.2012

Public advertising

The City of Tshwane has elected to publish an advertisement that invites the public to view the HIA document on the 2nd January 2013.

The advert will be published in the following three newspapers:

Beeld
Pretoria News
Government Gazette (Gauteng)

The HIA document and attached drawings will be available for public viewing at the Es'kia Mphahlele Library at Sammy Marks Square, Pretoria for 30 days (from Wednesday 2nd January – Saturday 2nd February 2013)

Any/all comments, queries or objections are to be addressed to Mashabane Rose Associates and sent to the following address(es):

Suite 246, Private Bag X2600, Houghton, 2041

OR

mra@icon.co.za

Any/all comments, queries or objections must reach Mashabane Rose Associates on or before 4th February 2013.

with the city's famed Victoria Harbour lit up in spectacular fashion, and fireworks across other Asian cities, including for the first time in Yangon, in long-isolated Myanmar.

As midnight moved westward through time zones, the world's tallest building, Dubai's Burj Khalifa, was the centrepiece of festivities in the expatriate and tourist hub.

In Britain, tens of thousands braved rain on the banks of the Thames to see fireworks and the London Eye wheel lit up in changing colours. "What an amazing end to an incredible year," said the British capital's mayor, Boris Johnson, alluding to the Olympic and royal spectacles of 2012.

In Washington, the White House and top Republicans rang in 2013 by striking a last-minute budget deal to avoid the "fiscal cliff" tax hikes and spending cuts. The US Senate, in the vote passing the measure, with the

Confetti is dropped on revellers at midnight during new year celebrations in Times Square in New York.

House possibly following suit later.

It was New York that led the US party scene, however, with South Korean pop sensation Psy and country star Taylor Swift in the line-up and the Empire State Building blazing in an unusual pulsating light display.

The merrymaking turned deadly in Sacramento, California, however, when shots rang out during a suspected altercation as crowds gathered to watch New Year's Eve fireworks, killing two people and leaving at least four others wounded, KTXL television reported.

The new year also often turns lethal in parts of Latin America, where revellers sometimes celebrate by firing guns into the air, but there were no reported deaths or injuries early yesterday.

Many festivities were on hold in Venezuela, out of respect for President Hugo Chavez, who has had a health setback with a return of his cancer.

Meanwhile, in Russia, President Vladimir Putin used a traditional new year address to call for unity following a year of protests against his return to the Kremlin for a third term.

In Rome, Pope Benedict celebrated New Year's Eve vespers in St Peter's Basilica, voicing solidarity with the poor and calling on believers to pause to reflect from time to time despite busy lives.

"We have to know how to stop and think. This way our soul can find healing for the inevitable wounds of everyday life," he said. In Spain, revellers who gathered

in Madrid's Puerta de before midnight - covrain and recession - so the pain of economic glass of wine and plen

Manuela Ibanez, 51 from Barcelona with her ters, said: "At times like get the crisis."

In Paris, however, th cheer as authorities reminder that all fire officially banned for th

Earlier, in Asia, in retated by Typhoon Bop the southern Phillip December, killing mor people, many survivor work and permanent s their priorities.

In the capital, Man ties had been bracing fo

**OPERATION RECLAIM:
HERITAGE IMPACT ASSESSMENT**

The City of Tshwane (CoT) in an effort to revitalize the Pretoria Central Business District approved the upgrading of the perimeter within the following boundaries namely:

- (a) Lilian Ngoyi (Van der Walt) Street between Pretorius Street and Madiba (Vermeulen) Street,
- (b) Sisulu (Prinsloo) Street between Madiba (Vermeulen) Street and Pretorius Street, and
- (c) Helen Joseph (Church) Street between Du Toit Street and Thabo Sehume (Andries) Street, as part of the project known as Operation Reclaim.

This is a pilot urban intervention to pedestrianize the identified routes with an intention to reclaim the precinct for and on behalf of the non-motorized users of the City.

In terms of Section 38 of the National Heritage Resources Act, 1999 (Act 25 of 1999) a Heritage Impact Assessment (HIA) is required before a resolution can be adopted by the South African Heritage Resources Agency in respect of the feasibility of such upgrading and whether the City of Tshwane may proceed therewith.

Mashabane Rose Architects and Urban Designers have been appointed to undertake the HIA and Public Consultation and also to propose the Urban Interventions. Copies of the said HIA as well as further particulars of the intended actions are open for inspection during normal office hours (07:30 to 16:00) at the following office for a period of 30 (thirty) calendar days as from the date of this publication:

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**JASON NGOBENI
CITY MANAGER**
(Notice no 151 of 2013)

am/06/09043029



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Warm somerweer le nog voor

ikaanse Weerdiens
g tipiese warm somer-
t vakansiegangers
werk of skool toe.
Thaele, weervoorspel-
die naaste wat Johan-
westelike en suid-
e van Gauteng aan-
kom, is die 60%-kans
rms vanmiddag laat.
burg se minimum en
temperature sal van

16 °C tot 24 °C wissel.”
In Pretoria gaan die kwik baie
vinnig van 17 °C in die oggend tot
sy deesdae normale 27 °C klim.
As Pretorianers styf duim vas-
hou, mag hulle dalk iets van die
voorspelde 30%-kans op reën sien,
het Thaele gesê.
Die eerste week van die nuwe
jaar gaan in Gauteng al warmer
word tot teen Vrydag.
– Hanti Otto

Sontye
Sonop (Jhb): 05:20
Son sak: 19:04

Maantye
11/01 18/01
27/01 05/01

Kans op reën
10-30 40% 50% 60% 70% 80-100

Wêreldtemperatuur

Amsterdam	07/12	London	11/12
Athene	07/12	Los Angeles	03/15
Bangkok	22/33	New York	-3/13
Beijing	-14/-3	Parys	07/11
Berlyn	03/09	Perth	22/33
Chicago	-3/00	Rome	01/13
Dublin	07/11	Tokio	02/08
Hongkong	12/17	Washington	-1/06
Jerusalem	09/20	Wene	-2/06

Die week se weer
(Johannesburg)
Maand: 17/27
Gedeeltelik bewolk.
Vrydag: 17/30
Gedeeltelik bewolk.
Saterdag: 17/26
Gedeeltelik bewolk.

Vandag landwyd
Gauteng, KwaZulu-Natal,
Noord-Kaap: Gedeeltelik
bewolk en warm.
Limpopo, Mpumalanga,
Noordwes, Vrystaat:
Gedeeltelik bewolk met
ligte reën.
Gedeeltelik bewolk en koel.
Wes-Kaap: Sonnig en warm.

Reën
KZN: Babanango 77, Ulundi 76.
MPUMALANGA: Nelspruit 24.
NOORDWES: Mafikeng 21.
GALDENG: Bronkhorstspuit 20.
VRYSTAAT: Vrede 13.
LIMPOPO: Punda Maria 11.
WES-KAAP: Knysna 2.

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ATTERBURY TEATER PROGRAM

Danie Niehaus
Memoires uit my Pen
27 Januarie 2013
15:00

Anna Davel
"In jou Arms"
30 Januarie 2013

Barry Hilton - BEE
"Best of Everything, Ever!"
1 Februarie 2013
20:00

Cancers love Dogs
Samelings-danskonsert
31 Januarie 2013
19:00

Beeld

OPERASIE HERWINNING
ERFENIS INVLOED-ASSESSERING

In 'n poging om die Pretoria Sentrale Sakedistrik op te knap, het die Stad Tshwane (CoT) die opgradering van die omtrek binne die volgende grenslyne goedgekeur:

(a) Lilian Ngoyi-(Van der Wall)straat tussen Pretoriusstraat en Madiba-(Vermeulen)straat
(b) Sisulu-(Prinsloo)straat tussen Madiba-(Vermeulen)straat en Pretoriusstraat
(c) Helen Joseph-(Kerk)straat tussen Du Toitstraat en Thabo Sehume-(Andries)straat, as deel van die projek bekend as Operasie Herwinning

Dit is 'n stedelike ingryping wat geloads is om geïdentifiseerde roetes voetgangersvriendelik te maak met die doel om die buurt vir en namens die nie-gemotoriseerde gebruikers van die stad terug te win.

Ingevolge Artikel 38 van die Wet op Nasionale Erfenisulbronne (Wet 25 van 1999) word 'n erfenis-impak-assessering (HIA) vereis voordat 'n resoluksie deur die Suid-Afrikaanse Erfenisbrongestigskap aanvaar kan word ten opsigte van die uitvoerbaarheid van so 'n opgradering en of die Stad Tshwane daarmee kan voortgaan.

Mashabane Rose Architects and Urban Designers is aangestel om dié erfenis-impak-assessering en openbare konsultasie te onderneem asook om stedelike ingryppings voor te stel.

Afskrifte van genoemde erfenis-impak-assessering en verdere besonderhede van die voorgenome aksies sal gedurende gewone kantoorure (07:30 tot 16:00) vir 'n tydperk van 30 (dertig) kalenderdae vanaf die publikasie van hierdie kennisgewing by die volgende kantoor ter insae lê:

Es'kia Mphahlele-biblioteek, Sammy Marks-plein
H.v. Madiba-(Vermeulen) en Sisulu-(Prinsloo)straat
Tel: 012 358 8710 of 012 358 1077

Kommentaar, besware en vertoë oor genoemde erfenis-impak-assessering moet skriftelik by die opsteller daarvan, Mashabane Rose Associates, ingedien word voor of op **4 Februarie 2013**, of gepegs word aan Mashabane Rose Associates by die volgende adres, met dien verstande dat enige besware per pos of e-pos Mashabane Rose Associates voor of op gemelde datum moet bereik:

Es'kia Mphahlele-biblioteek, Sammy Marks-plein
H.v. Madiba-(Vermeulen) en Sisulu-(Prinsloo)straat

OF

Mashabane Rose Associates, Suite 246, Privaat Sak X2600, Houghton 2011

OF

E-pos: mra@icon.co.za

Persones wat nie kan skryf nie kan gedurende kantoorure (07:30 tot 16:00) na die Streek 3-kantoor in die biblioteek op Sammy Marks-plein, h.v. Madiba-(Vermeulen) en Sisulu-(Prinsloo)straat kom, waar 'n personeelid hulp sal verleen om kommentaar te transkribeer.

JASON NGBENI
STADSBESTUURDER
(Kennisgewing nr 151 van 2013)

Advert placed in the Beeld Newspaper 02.01.2013

GENERAL NOTICES

NOTICE 2 OF 2013

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JASON NGOBENI, City Manager

(Notice No. 151 of 2013)

NOTICE 3 OF 2013

NOTICE OF APPLICATIONS FOR ESTABLISHMENT OF TOWNSHIPS

The City of Johannesburg hereby gives notice in terms of section 69 (6) (a) read with section 96 (3) of the Town-planning and Townships Ordinance, 1986 (Ordinance 15 of 1986), that applications to establish townships referred to in the Annexures hereto, have been received by it.

Particulars of the application will lie for inspection between 08h00 and 14h00, at the office of the Executive Director: Development Planning, Transportation and Environment, City of Johannesburg, Room 8100, 8th Floor, A Block, Civic Centre, 158 Civic Boulevard (158 Loveday Street), Braamfontein, for a period of 28 days from 2 January 2013.

Objections to or representations in respect of the applications must be lodged in writing and in duplicate to the Executive Director, at the above address or at PO Box 30733, Braamfontein, 2017, within a period of 28 days from 2 January 2013.

ANNEXURE 1

Name of township: **Fourways Extension 61.**

Full name of applicant: Elizabeth Joyce Middleton.

Number of erven in proposed township: 2 erven: "Residential 2".

Description of land on which township is to be established: Part of Holding 45, Craigavon Agricultural Holdings.

Situation of proposed township: Adjacent and south of Oak Avenue, north of and adjacent to Swallow Drive.

City of Johannesburg Reference No: 02-12986.

13. SUMMARY OF ATTRIBUTES IDENTIFIED

This project is a horizontal project and as such the implementation and construction does not physically touch the significant structures adjacent to the sidewalks and streets (which have been surveyed and mapped)

The list of heritage 'artifacts' in the actual area of construction is relatively small and can be grouped into visible and invisible artifacts – both of which need to be considered in the implementation of the project.

Visible artifacts:

These include some visible artifacts such as granite kerbs, slate pavers, and the water furrow exhibit. These are an important part of the city's development and should remain intact with descriptions.

Invisible artifacts:

The discovery of tram lines, water furrows and other pieces of archaeological significance are likely. The condition and precise location of the water furrows and tram lines will be surveyed if/when they are uncovered. They will be documented, reported and incorporated into the project as deemed appropriate.

14. IMPACT ON HERITAGE RESOURCES

Heritage resources are not being removed from this project area. This project represents a moment in the city's history when the character of the vehicular streets are favorably changed to the benefit of the inner city pedestrian. In this instance, the impact on heritage is a positive one.

Sight lines

The addition of trees, poles and toilets can have a negative impact on views of the important structures highlighted in this document. The design and positioning of all new structures should take cognizance of the adjacent buildings.

Paving

Public pedestrian areas throughout every historical city in the world are comprised of patchworks of different colours, textures and materials. Pieces are added, subtracted with the availability of new technologies and lifestyles during the course of a city's life and development.

While this project introduces a base layer of paving extending across the whole project area, it will also constitute portions where historical paving is incorporated. The marked difference between the old and new is a positive attribute, and helps narrate the story of the city.

Furniture

The purpose of introducing of public furniture (benches, drinking fountains, dustbins etc) is to improve pedestrian comfort, and to encourage pedestrians to remain in the area and to enjoy it. The provision of pause areas, in which to sit under a shady tree and have a sandwich, or to meet someone is a positive change to this part of the city, and one onto which many additional layers of urban design can be added in time.

Landscaping

The addition of trees to the sidewalks continues the existing greening framework of the city, addressing the tree types in the North-South and East-West directions. These trees provide green relief to the built-up inner city, vertical scale to the sidewalks and shade to pedestrians.

Low level planters provide relief to pedestrians amongst a sea of hard paving. The selection of indigenous plants (grasses, aloes and other flowers) encourages birds and insects, increasing inner city biodiversity, the presence of which can lead to educational artwork installations.

Narrating the City's History

This project affords the opportunity to initiate the introduction of narrative into the public realm. Heritage resources have been documented (and will continue to be) which can form a layering of information as the basis of a streetscape narrative.

15. CONCLUSION

Heritage should not be interpreted only as a record of the past. Operation Reclaim signifies the initiation of a bold strategy adopted by the City, to reclaim the CBD as a pedestrian environment, with a particular scale and aesthetic, attractive to locals and tourists alike.

In the context of the life of South Africa's capital city, the purpose of this HIA is twofold:

1. It is to serve as a record of significant heritage structures within the identified area of Operation Reclaim, in other words, to document the history of Tshwane's development.
2. It is to analyze the information gathered in order to assist with the future planning of the City of Tshwane.

This HIA has been developed in parallel with the planning of Operation Reclaim. It is for this reason that the design ideas have been included in this submission.

It is acknowledged that several key planning strategies by the City of Tshwane are still being developed and these may have a bearing on the urban design layouts of Operation Reclaim. The purpose of this HIA application is to inform the HIA Committee of the City of Tshwane's intention and the City's commitment to pay respect to the aspects of heritage highlighted in this document.

While Operation Reclaim is a project that constitutes the changing of horizontal surfaces of roads and sidewalks only, and does not venture into the realm of building structure, this HIA will add value in guiding other projects located in or near the Operation Reclaim area.

This HIA and the ideas presented by Operation Reclaim should not be viewed as finite or exhaustive. For example, urban projects incorporating the commissioning of public artwork and historical information sharing are layers that can be added to the project precinct over time.

As cities throughout the world strive towards a greener, more sustainable future, Operation Reclaim represents a historic moment in the City of Tshwane's ongoing development.

16. RECOMMENDATIONS

1. It is recommended that an archaeologist be appointed for the period of implementation of Operation Reclaim so that any/all relevant findings uncovered by the contractors can be appropriately assessed, documented and incorporated into the project if possible. Findings should be reported to the Heritage Authorities.
2. An Archaeology permit application will be submitted.
3. As the City of Tshwane finalizes its planning and operational strategies pertinent to the Operation Reclaim area, the Heritage Authorities should be kept informed and updated. There should be a process of ongoing communication between the Operation Reclaim project team and the relevant Heritage Authorities.
4. The heritage components (highlighted in this document) that will be affected by the new sidewalk construction (such as the granite kerbs, slate pavers, water furrow exhibit, etc) must be acknowledged in the new designs.
5. Adequate care must be taken by the City of Tshwane, the Professional Team and Contractors to protect the heritage resources highlighted in this document. This applies to all heritage structures – including the buildings adjacent the sidewalks.
6. Any / all artifacts uncovered during construction should be declared to the heritage authorities and incorporated into the urban design where possible., taking cognizance of services and changes to levels & gradients.
7. A separate project that incorporates a permanent outdoor historical exhibit could be inserted into the public realm. An example of this exists in Bureau Lane (within the Operation Reclaim area) where historical photographs are incorporated onto the building's façade. This would be a good opportunity to initiate such a project, particularly if artifacts are uncovered. It need not occupy the whole of Operation Reclaim area, but be localized to the most public space – the Helen Joseph stretch in the immediate vicinity of the State Theatre, Lilian Ngoyi Square, Sammy Marks Square would be an ideal location for this and this could tie in with the Lilian Ngoyi Square Project. It could also incorporate a public art project.

8. There should be aesthetic cohesion between Operation Reclaim and adjacent projects (Lilian Ngoyi Square & Paul Kruger Street Beautification) While not itself part of Operation Reclaim, Lilian Ngoyi Square does falls within the project's boundary and the intersection between the two projects must therefore be considered.
9. This HIA should encourage the City of Tshwane to initiate further heritage studies within the CBD in order to expedite future urban design projects such as public art and exhibition projects, all of which contribute positively to the ongoing life and development of the City.

17. SOURCES

1. Consultations with the following City of Tshwane Departments:
 - Waste Management
 - Streetscapes & Urban Design
 - Roads and Stormwater
 - Transport
 - Urban Forestry
 - City Power
2. City of Tshwane Guideline Document for NMT Facilities Around BRT Stations, Report no. GD 01, 28 November 2012, Vela VKE + SMEC
3. Guidelines Proposal: NMT guidelines for CoT BRT, Draft for comment (November 2012), Gail Jennings
4. TRT Line 2A, NMT Infrastructure Assessment and Conceptual Design (Stage 1 and 2) DRAFT Report, WSP SA Civil and Structural Engineers (Pty) Ltd. In association with ASM Urban Designers and Architects
5. Report on Operation Reclaim within the Inner City of Tshwane, Mayoral Committee, 4th April 2012, Zukiswa Ntikeni
6. Streetscape Design Guidelines, Urban Design Guidelines aimed at enhancing the legibility, comfort, safety, attractiveness and liveliness of Tshwane's public realm, Second Edition, August 2007
7. Policy on the Design quality of Hard Urban Spaces and streetscape elements in Tshwane, approved by the Council on 21 April 2005
8. Paul Kruger Regeneration Project Concept Presentation, 7 March 2012, ARUP
9. The "Great Streets" Concept, Prepared by the City of Tshwane Planning Department
10. Paul Kruger Beautification Project: Update (27 July 2012 - Presentation to CM BRT Meeting)
11. Spatial Redevelopment of Lilian Ngoyi Square as a catalytic redevelopment drive, 07 June 2012, (ARUP & CO-ARC International Architects inc.)

12. Operation Reclaim: Traffic Impact Study DRAFT REPORT, 2012-063-01 (28 February 2013)
EDS, Structural, Civil and Transportation Engineers
13. Tshwane Operation Reclaim: Economic Impact Assessment, 2013
Kayamandi Development Services
14. All 3d images courtesy of Mashabane Rose Associates
15. Photographs courtesy of Mashabane Rose Architects, Anton Jansen, Craig McClenaghan
16. Precedent images used for illustrative purposes only.

ADDENDA

01. Scoping Report (presented to HIA adjudication committee, 8th June 2012)
02. MOU (received on 15.08.2012)
03. ARCHITECTURAL DRAWINGS for Operation Reclaim
 1. Overall Site plan (A1 scale 1:1250)
 2. Detail plans 6 x (A1 scale 1:500)
04. PHRA-G Letter following HIA presentation (dated 01.02.2013)
05. Response to PHRA-G letter: Explanation of mitigation measures
06. Revised Heritage Mapping (as per mitigation measures)

Operation Reclaim

City of Tshwane



Scoping Report

Prepared by Mashabane Rose Associates
for the HIA committee

Submitted to PHRAG

31.05.2012

Introduction to Operation Reclaim

Operation reclaim is part of a broader urban upgrade plan for the City of Tshwane.

The Transport Department, Roads and Storm-water Division of the City of Tshwane, appointed Themba Consultants (Pty) Ltd to perform the following scope:

1. Phase 1
 - Status Quo survey of existing infrastructure per block
 - Design principles (concept and viability)
 - Services enquiries

2. Phase 2
 - Detail design of pavement, kerbing and street furniture replacement
 - Documentation and procurement
 - Contract administration and inspection
 - Appointment of sub-consultants for urban design and landscape aspects

The Site comprises 6 city blocks within the inner city of Tshwane.

The northern site boundary is Vermeulen Street.

The southern boundary is Pretorius Street.

The eastern boundary is du Toit Street.

The western boundary is Andries Street.

Note that the sidewalks on BOTH sides of the boundary streets are included. (ie. the northern sidewalk of Vermeulen Street. etc)

Church Street runs in an East-West direction through the middle of the Operation Reclaim site.

Notable landmarks within the site boundary include the Reserve Bank, State Theatre, Lilian Ngoyi Square and historical Indian shops on Prinsloo Street.

Smaller, but no less significant historical aspects include granite kerb stones, the historic water furrows (a portion of which is exhibited in Church Street)

Some of the historical components may be hidden from view at this point, and this project affords the opportunity to uncover, or at least make reference to them. For example, the water furrows likely exist under all the streets of this site. A drawing that shows the historical drainage lines is available. Extending from the site of the first formal tram shed down to Church Street, tram lines may also lie buried in Van Der Walt Street.

Themba Consultants

Themba is a Structural and Civil Engineering company which has formed a consortium of consultants (including Traffic, Electrical Engineering and Urban Design amongst others) to deliver this project.

The Urban Design mandate of the project is being fulfilled by Mashabane Rose Associates, in addition to all Heritage requirements.

Time pressure

The project has an accelerated programme and to date has not made provision for the development of an HIA.

However, as the site is over 5000sq.m we acknowledge the legal requirement of an HIA according to the Heritage Act, and we have advised our client, the City of Tshwane of this.

Due to the time pressure we need to develop and submit the design work to our client, while the HIA process runs in parallel.

Urban Design project

This is an urban upgrade project, and the construction will only take place on the streets and sidewalks. However, we acknowledge that this will impact on the surrounding buildings in terms of views, materials and entrances. We would therefore like to incorporate the findings of the HIA into the final design where possible. (For example, a sandstone building with historical significance may get a slightly different pavement detail that is sympathetic to the colour of the sandstone.)

Beautification of Public space

The instruction from the City of Tshwane, to the consultants, is to change the nature of the one way streets of Prinsloo (traffic flowing North-South) and Van Der Walt (traffic flowing South-North) whereby only authorized vehicles (delivery, emergency, tenants who park in adjacent buildings) can gain access through control points at each end of these streets.

This is a significant change to the nature of the streets, which will become more pedestrian-friendly, a quality that the City of Tshwane is encouraging throughout the inner city.

The number of lanes will reduce along these streets, and on-street parking will be removed. Pavements will be widened, trees will be planted and new public furniture will be introduced.

Vehicular traffic in Church Street is currently controlled between Andries and Prinsloo Streets in a similar manner. 110 informal traders sell their wares in this area and there is a request by the city to design and locate formalized trading structures down the length of Church Street, between Andries and du Toit streets. While not incorporated in the site for Operation Reclaim, Lilian Ngoyi Square occupies a portion of the original Pretoria Market (after having moved from Church Square.) It perhaps makes sense for the traders to be located around this.

The implication of closing these streets to general public has significant impact on the flow of traffic in the streets around the periphery of the Operation Reclaim area – Andries, Du Toit, Pretorius and Vermeulen Streets.

Landscaping

Initial consultations with the City of Tshwane's Urban Forestry department have indicated two indigenous tree types to be planted in this project. These relate to existing trees present in the affected streets (either within the site, or further away)

The location of new trees will be sensitive to historically significant structures in order to avoid the obstruction of views.

It appears that no trees in the site have heritage significance. However, the intention of the project is not to remove any trees unless they have a negative impact on the traffic. This an unlikely scenario as the sidewalks are being widened, not made narrower.

Historical Precinct

We acknowledge that the inner city of Tshwane is recognized as an area of historical and heritage significance and as such, visible and invisible structures or places need to be acknowledged. The full extent of this will be covered in the HIA.

Consultation with historian

We have discussed the project with Anton Jansen, of the Tshwane Heritage Trust, who will likely be appointed as the historian to assist with the development of the HIA. His knowledge of the area is extensive and will be of great value to this project.

Consultation with PHRAG

This project was introduced to PHRAG at a meeting with Mr. Grant Botha and Ms. Tebogo Molokomme on the 23rd May 2012 with the intention of understanding how to expedite the HIA process while satisfying our client with a tangible deliverable.

It was recommended that a project scoping report be tabled at the following HIA committee meeting, and we requested the opportunity to present the project to the HIA committee to discuss the appropriate way forward that satisfies all parties.

It is our intention to consult with PHRAG and any other stake-holders throughout the duration of this process, and we will require your guidance in this regard.

We are aware that there may be other projects within boundaries of this site that have commenced without heritage approval, so this HIA may present the City of Tshwane the opportunity to reconcile this problem. It is our intention to assist the city in following the necessary process, with ongoing communication with PHRAG.

Work done to date

We have commissioned a detailed topographical survey of the site. (addendum 01)

Prior to this we produced a layout of the site, drawn from an aerial photograph to assist with the development of urban design principles (addendum 02)

An initial traffic plan has been designed with which to base the broader urban design for pavements, furniture, pedestrian crossings etc (addendum 03)

We have documented the site in a series of panoramic photographic studies (addendum 04)

We are now currently assembling a detailed architectural survey, documenting the buildings throughout the extent of the site. The history of each will be unpacked (with the assistance of the historian) and the existing structure will be graded in terms of its current historical, architectural or cultural significance.

Request for assistance

Through the process of consultation we would like to request assistance from PHRAG with regard to the expediting of this application. The purpose of this document is to formally introduce the project to the HIA committee, and outline our intention with the development of an HIA to be submitted for approval.

However in order to expedite the HIA approval process at a later time, we would like to have the opportunity to address specific pertinent matters in the HIA from the outset.

Should the HIA committee be in support of the project as outlined in this document, we'd like to request a formal ROD as soon as possible. Any comments and/or instructions would be welcomed as these will assist us with initiating the structure of the HIA.

ADDENDA

- 01 Topographical Survey
- 02 Initial Base drawing (This indicates the extent of the site)
- 03 Initial traffic plan
- 04 Photographic site survey (Photograph positions indicated on addendum 02)

Compiled by Craig McClenaghan

MASHABANE ROSE ASSOCIATES



PROVINCIAL HERITAGE RESOURCES AUTHORITY - GAUTENG

PRIVATE BAG 233, JOHANNESBURG, 2000
NBS BUILDING, 18 RISSIK STREET,
JOHANNESBURG, 0000
TEL: 011 355 2500 | FAX: 011 355 2571

PRETORIA – OPERATION RECLAIM:

Good day Craigh

I trust you are well.

The HIA Committee reviewed the Operation Reclaim scoping report (dated 31.05.2012) that you presented and submitted to the Committee. The Committee found your proposal interesting and will assist with the necessary heritage approvals where-ever possible. However, please note that a full Heritage Impact Assessment (HIA) application, (which includes a full Public Participation process (PPP) will be required before the HIA Committee can issue a decision on the proposal. The committee encourages a process of ongoing communication with this project so that relevant input can be made throughout the HIA and design process leading up to the final HIA submission.

Regards


Grant Botha

15/08/2012

