

**ANNEXURE 7**  
**DESCRIPTION OF RETAIL NODES IN SOWETO**

*(Part a)*

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## 1. INTRODUCTION

This document is an annexure to the Soweto Retail Strategy Report that was commissioned by the Economic Development Unit of the City of Joburg. Its main aim is to provide a descriptive overview of the locational aspects retail spaces, key infrastructure plans and programmes identified for each of the existing retail development nodes as identified in the terms of reference for this study. Nodes identified in other key planning documents of the City of Joburg such as the IDP but not part of the terms of reference were also considered in proposing the Soweto Retail Development Strategy. Table 1 below gives a broad categorization of the list of development nodes in Soweto.

**Table 1: List of nodes identified in Soweto (IDP and EDU ToR)**

<b>Major mixed land use nodes (IDP)</b>	<b>Secondary nodes with recognised Retail Potential (IDP)</b>	<b>Tourism and recreation nodes with potential for niche retail</b>	<b>Formal retail centres (not prioritised in the IDP)</b>	<b>Smaller nodes with retail potential but no specific strategy as yet</b>
<ul style="list-style-type: none"> <li>▪ Baralink</li> <li>▪ Jabulani</li> <li>▪ Kliptown</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ikhwezi</li> <li>▪ Crossroads</li> <li>▪ Dobsonville</li> <li>▪ Merafi Station</li> <li>▪ Dube-Maponya Centre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Vilakazi Street</li> <li>▪ Mofolo Park</li> <li>▪ Regina Mundi</li> <li>▪ Credo Mutwa</li> <li>▪ Orlando Power Station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Dobsonville Point</li> <li>▪ Pimville Mall</li> <li>▪ Protea Glen</li> <li>▪ Chiawelo</li> <li>▪ Meadow Point</li> </ul>	<ul style="list-style-type: none"> <li>▪ Zola/Kwaito</li> <li>▪ Masakeng-Eyethu</li> <li>▪ Diepkloof</li> <li>▪ 8 other nodes identified in the IDP</li> </ul>

## 2. Baralink

Baralink is a priority development node identified in terms of Soweto IDP. It is part of the key strategic development nodes identified for mix land use. Baralink is located in the region 10 part of Diepkloof, along the Old Potchestroom Road and directly opposite the Chris Hani Baragwanath Hospital.

This site forms a major economic activity node which is entered around the existing Bara Taxi interchange, the Blackchain Centre and the new proposed development to the west of the site along Old Potch Road.

Planned development in the Baralink site will focus on promotion public transport, complementary retail development, public infrastructure provision and maintenance of public space environment. There are more than 40 different retailers (supermarket, phone shops, hardware, clothing, beverage and general stores) and more than five services or private practices (doctor's, surgery, chemist) currently operating in the Baralink precinct. Figure 1 below shows the locality map of the Baralink, which is also regarded as a GATE WAY to Soweto due to its location at the main entrance into Soweto.

## 2.1 The Blackchain Centre

Blackchain is a small retail centre situated at the intersection of Old Potch and Hospital road directly perpendicular to main entrance of Baragwanath Hospital. The centre services Diepkloof and commuters who passes through the Baragwanath taxi terminus everyday. In terms of retailing spaces there is supermarket store, funeral parlours, bottle store, food outlets, service shops (medicinal, salon etc) and some medical practices. About 20 of the 40 shops mentioned above operate in the Blackchain Centre. This centre is strategically located for small scale (community level) retail centre development particularly along the linear path abutting Old Potch road. In fact, market demand analysis of 1999 identified a potential retail space of up to 18 000 square meters in this site.

While the centre is suitable for small-scale retail development, existing levels of infrastructure and service provision need critical attention. Informal traders selling to commuters lack access to proper refuse removal services and are operating in spaces that are not designed to cater for street trading. As a result of poorly disposed refuse, lack of ablution facilities and properly landscaped public places the aesthetic appeal of the centre is severely undermined. Figure 3 depicts the dilapidating street and public space environment as a result of illegal refuse dumping and unorganised informal trading.

### 2.1.1 Current plans and budget

The City of Joburg has identified the following strategic objectives for the development of the Baralink site:

- encourage industrial and commercial investments
- promote development of new economic nodes
- expand and upgrade the bulk service infrastructure

**Table 2: Projects identified in the Baralink Precinct Plan**

Project Name	Description	Budget / Costs	Timeframe	Implementing Agent
Taxi terminus	Realignment of Old Potch	R10 036 583	2002/2003	JRA
	Construction of holding area for Lesedi clinic	R15 041 234	Mar – Aug '04	JDA
	Construction of 2 <sup>ND</sup> holding area	R8 979 699	Oct'04 – May'05	JDA
	Construction of facility for buses	R16 395 218	Oct'04 – May'05	JDA
	Construction of long distance taxi facilities	R6 558 087	Oct'04 – May'05	JDA
	Construction of 2 taxi ranks	R39 026 010	Sep'05 – July'06	JDA
	Upgrading and improving of hospital access	R5 688 844	Sep'05 – July'06	JDA

In addition to the above, the City of Joburg's region 10 has the following capital development plans relating to Baralink.

**Table 3: Capital Projects as identified in Region 10 budget**

<b>Project Name</b>	<b>2004/2005 CoJ Funding</b>	<b>2004/2005 Budget</b>	<b>Rating</b>
Baragwanath Taxi Rank Project Phase 3c (Long distance taxi facility)	R 6,400,000.00	R 6,400,000.00	66.29%
Orlando Mini-Taxi Rank	R 300,000.00	R 300,000.00	66.19%
Baragwanath Taxi Rank Project Phase 3a (Second taxi holding area)	R 9,000,000.00	R 9,000,000.00	66.09%
Baragwanath Taxi Rank Project Phase 3b (Bus facility)	R 16,300,000.00	R 16,300,000.00	65.31%

Other capital plans for the Baralink precinct include the recently completed (Sep'03) the construction of the Putco Bus Terminal worth R6 200 000 for region 10 by the Johannesburg Property Company and the budgeted R200 000 for constructing housing units in during 2003/4 and 2004/5 financial years by Thebe Housing (KATAVI) under the auspices of the City of Joburg.

## 2.2 Orlando power station

Orlando Power station site presents some strategic potential location for a mix land use development precinct with retail, entertainment, housing and office elements. The Power station site has approximately 17 hectares of land housed in a triangular polygon bounded by Orlando East township neighbourhood to the north, Nicholas street to the east, Old Potchestroom road to the south and the Orlando dam to the west (see locality map – Figure 4).

Due to its central and strategic location this site has excellent potential for a mixed land use development with some retail element. Based on site observations and market analysis conducted by the research team of the Soweto Retail Strategy the existing retail potential in the site is not of a regional scale even though the ARUP report of 1999 estimated it to be approximately 30 000 square meters.

However, there is high potential for success of retail development in this site due to already existing spatial and economic advantages such as:

- the land is wholly owned by the City of Joburg (formerly Greater Johannesburg Metropolitan council)

- strategically located on major movement routes (Old Potch road & Nicholas street) and accessible both on foot and by public transport
- potential to undertake greenfield mix use development of office space, entertainment, conferencing and middle income housing to complement retailing
- the site is already connected to bulk services and has some limited reticulation (water, sanitation & electricity) to the existing building structures
- close proximity to tertiary education facility (Vista University Campus)
- existence of council owned residential dwelling units clustered on the South Eastern corner of the site, Offices for the Provincial Department of Sports and Recreation and recreational facilities (Swimming pools)

### 2.2.1 Current plans and budget

Johannesburg Property Company is planning a commercial development with some retail and tourism elements at Orlando Dam Power station and has budgeted to spend an amount of R5, 250 million 2004/5 financial year.

### 2.2.2 Spatial and Economic constraints

While potential exist for successful retail development at Orlando Power Station, there are also physical and economic constraints that would need attention in order to make retailing in the site effective. These include the following key observations:

- existing bulk connector infrastructure into the site may need to be upgraded in order to support increased demand (eg electricity, water and sanitation)
- there is only one vehicular access point to the site (exit and entry point situated south on a busy road (Old Potch). However, another access point may be possible in the west through the extension of Mudjadji road
- there is a regional retail development planned in Baralink which is within a five kilometre radius of Orlando Power station site. This development may limit the potential market catchment area for the Orlando Power station retail space

## 3. Ikhwezi Station

Ikhwezi precinct is located on both sides of the Ikhwezi station in Mfolo north. It is a secondary strategic development node and is prioritized for 2004/5 development by the City of Joburg Planning.

Retailing activities in Ikhwezi centre (Figure 5) around some 10 to 15 formal convenience shops in Zondi, a petrol service station, traditional beer place (Barini) and some informal trading happening along the side of the Ikhwezi station (figure 6)

Figure 6 shows commuters buying from a fruit hawker along Masimini street reserve at the Ikhwezi station.

Spatial advantages for the development of Ikhwezi include the following:

- high volume pedestrian / commuter traffic that passes through the station every day
- existence of the Barini site for potential entertainment or beverage retail space
- the precinct is located in a public transport interchange node (rail and taxi)

While potential for improved retail development exist, infrastructure is seriously lacking and where it exist it is in a state of collapse. For example, informal traders at the station do not have proper trading spaces and sanitation or ablution facilities. However, some rudimentary services are being provided in the form of mobile refuse collection and water points.

### 3.1 Current plans and budget

According to the local area planner at the City of Joburg, Ikhwezi precinct is a top priority for the next financial year. A summary of the planned projects for implementation is given in the table below:

**Table 4: Projects identified in the Ikhwezi precinct Plan by CoJ**

Project Name	Description	Budget Costs /	Time-frame	Implementing Agent
Taxi drop-off and pick-up	Improvement of taxi and pedestrian environment	R800 000		External
Rail land and facilities	Open discussions with Intersite and SARCC			External
Upgrading of pedestrian environment	Pedestrian crossings, public square, landscaping etc	R710 000		External
Sports club	Indoor-outdoor, small scale sports facility	R2 200 000		External
Recreation and parks	Improve park facilities and utilize natural environment			External
Initiate development plan	Set plans or areas north of the station, liase with interest groups			External
Municipal land south of the station	Discuss with the local community the options for land			External
Industrial township	Set up a brief for a clean industrial township			External
Pedestrian bridge	Bridge across rail line near Ubuntu street			External
Bus facilities	Discuss with Putco and the council's transportation directorate			External

## 4. Merafi Station

Merafi station precinct is located on both sides of the Merafi station in Mapetla south west of Soweto (see Figure 7).

Current retail activities in Merafi consists of informal trading on the pedestrian pathways of the station, formal trading spaces, Tsele trading centre, dry cleaner, medical services and some few small shops on both sides of the station. Retailing in the precinct is supported by rail commuters, residents from nearby Merafi Hostel and townships of Merafi and Mapetla.

Figure 7 shows Tsele centre and informal traders at the Merafi station precinct.

#### 4.1 Current plans and budget

Merafi station is second top priority for Region 6 precinct planning and development. A precinct plan has been adopted with the following objectives relevant for retail development, to:

- develop a boulevard with commercial uses along Mabalane road to Merafi station
- release vacant council owned land and underutilized buildings for development
- negotiate with Intersite for optimal use of the rail reserve
- improve public environment immediately south of the railway station (open paved area)
- develop industrial park north of Merafi station
- upgrade pedestrian routes along Matlomo street
- investigate need for a sport club adjacent to hostel

The following table gives a list of projects planned for implementation in Merafi station precinct.

**Table 5: Projects identified in the Merafi precinct Plan by CoJ**

Project Name	Description	Budget Costs	Timeframe	Implementing Agent
Precinct plan	Design and implement strategy together with EDU	R60 000	6 weeks	DPF / EDU
Merafi sports club	Design layout and implement	R4 000 000	12 months	Social Dev/ DPF
Hawker facilities	Obtain buy-in and construction	R500 000	5 months	MTC/ Transport / JRA
Pedestrian access	Design and implementation	R500 000	7,5 months	DPF / JRA
Mabalane Boulevard	Design and implementation	R1 500 000	28 months	DPF/ Transport / JRA
Bus terminus	Plan, lobby funds and implement	R1 000 000	30 months	DPF/ Transport / JRA
Industrial park	Design and implement	R1 500 000	12 months	EDU/ DPF/ technical services
Residential development	Design layout plans and implement	R500 000	12 months	DPF/ Housing / Province/ SC

## 5. Crossroads precinct

Crossroads precinct is located at the intersection of Phera and Roodeport roads and covers parts of Mfolo and Jabavu. It includes a small retail centre of about 10 shops (see Figure 8).

The Crossroads intersection is strategic position for trading and retail with the following spatial advantages:

- located at one of Soweto's busiest intersections (public transport routes)
- centered in a high density populated part of Soweto
- has an existing retail centre of up to 10 shops, community facilities, petrol service station and a mix of medical service practices
- has a taxi drop-off and pick-up point
- fully serviced with public amenities such as refuse, water and ablution facilities
- existence of a small parcel of vacant land opposite the centre for further development of retail activities

However, there are constraints that may need to be addressed to enable effective retailing such as:

- improving street lighting and pedestrian refuse collection points
- public transport street side furniture construction
- improvement of the aesthetic elements of the retail and public spaces

### 5.1 Current plans and budget

The following table gives a list of projects planned for implementation in the Crossroads precinct.

**Table 6: Projects identified in the Crossroads precinct Plan by CoJ**

Project Name	Description	Budget Costs	Timeframe	Implementing Agent
Precinct plan	Design and implement strategy together with EDU	R60 000	6 weeks	DPF / EDU
Taxi rank	Design and implementation	R1 000 000	14 months	Transport / JRA/ MTC
Vacant land development	Obtain by-in, tendering, sign agreement	R50 000	5 months	JPC/ EDU/ DPF
Pedestrian access	Design, lobby funding, implement proposal	R2 000 000	36 months	DPF/ Transport/ JRA
Peace gardens	Plan, lobby funds and implement	R1 000 000	26 months	DPF/ Social Dev / Environment

## 6. Kliptown

Kliptown development node is a major strategic development site, which is located along Klipspruit road in Kliptown and incorporates the area known as Freedom square. It is a historic heritage site is being developed as a key anchor site in terms of the Joburg's strategy for local economic development of Soweto. It is a vibrant hub with a balanced mix of more than 80 retail shops, trading, industrial, services and fresh produce market. The following figure 9 is a map of the Kliptown precinct.

The area is characterized by busy streets with informal traders all over the road reserve and a cluster of small shops. Figure 10 shows street traders selling in front of small shops in Kliptown.

This is a strategic site for nodal development with a balanced mix of commercial market for:

- tourism using the historic and cultural heritage of the site (ie. Freedom Square is a popularly known because it is a site where the African National Congress signed its Freedom Charter)
- fresh produce trading incorporating informal hawkers into mainstream trading spaces serviced and well planned
- retailing on existing spaces though this may require support from CoJ on improving aesthetic elements of the public spaces, municipal service infrastructure and landscaping of pavements
- public transportation though this would need proper bus and taxi infrastructure development
- event management and office space

### 6.1 Current plans and budget

Plans for Kliptown are well advanced and construction of the multi-million Walter Sisulu Dedication square tourism and retail project by Johannesburg Development Agency is already underway. Joburg Property Company has set aside R70 000 during 2003/4 and 2004/5 to assist JDA with property related aspects of the project. Region 6 has set aside R11 million to spend on capital projects that will support the Kliptown precinct development during 2004/5. The planned development in Kliptown will involve construction of tourism centre, multi-purpose hall, conference facilities, retail and formalized flee market facilities to house some of the informal traders operating on road reserves around the precinct.

**Table 7: Current projects by JDA & JRA at Kliptown**

Project Name	Description		Place	Agent responsible	Amount
Kliptown: Bus routes	City Reconstruction	Consolidation	Soweto	JRA	R 1,450,000
Kliptown	City Reconstruction	Consolidation	Soweto	JDA	R 15,000,000

## 7. Dobsonville precinct

Dobsonville precinct is located north of Soweto along Roodeport road and incorporates the Dobsonville Mall and Roodeport cemetery. Figure 11 shows the locality map of the Dobsonville development node.

Besides the R100 000 set aside for the construction of change rooms at the Dobsonville cemetery, there are no other immediate capital development commitments for the Dobsonville node in 2004/5.

### 7.1 Dobsonville Mall

Dobsonville Mall is the currently the largest single retail centre in the whole of Soweto and houses more than 80 shops. While Dobsonville centre is by far the most equipped retail space in Soweto, more attention should be paid to its accessibility by public transport. Customers from other townships in the west and south of Soweto cannot access the centre through a single public transport trip. Figure 12 depicts Dobsonville Mall and was taken from the Roodeport roadside.

## 8. Jabulani Development Node

Jabulani is a major strategic development node in terms of the IDP. It is located at the intersection of Koma and Bolani streets in Jabulani (see locality map – Figure 13).

It is a mix land use precinct incorporating a small retail centre of about 30 shops, offices (Old Mutual, Standard Bank and Government), community services (post office, police station, fire station), hostel and petrol service stations.

### 8.1 Current plans and budget

The following table gives a list of plans that are implemented by JPC and CoJ in the Jabulani precinct.

**Table 8: JPC Projects in the Jabulani areas**

Land parcel	Description of project	Budget 2003/4	Budget 2004/5
Erf 2327 Jabulani	Facilitating development of the property by acquiring relevant land rights and then make the property available to the public/developers for development	R20 000	R30 000
Jabulani Erf 2467	Facilitating development of the property by acquiring relevant land rights and then make the property available to the public/developers for development	R20 000	R30 000

Land parcel	Description of project	Budget 2003/4	Budget 2004/5
Jabulani Hostel Shops and Day Care Centre Erf 1144 Jabulani Corner of Mphahlwa & Bendile street Erf 2586 Bolani Street	Upgrade and redevelopment of Jabulani hostel shops and a Day Care Centre	R4.0m	R0.5m
Jabulani Civic	Refurbishment and redevelopment of Jabulani Civic	Nil	R2.5m
Jabulani Civic	Jabulani Civic	R1 000 000	R1 000 000
	Jabulani Fresh Produce Satellite Market	R3,750,000	R3 750 000
	Koma Rd (Bendile to Potch) including Bendile intersection	R10,650,000	R35,500,000

## 9. Dube-Maponya precinct

The Dube-Maponya and Khaya centre precinct is located in Dube and forms a linear 2 kilometres strip of commercial activities along the Mahalefele road and the strip of land across the railway line including the Dube hostel. The precinct has the following elements which are important for supporting retail development:

- existence of a mix of retail, commerce and community facility spaces can promote multiple event purpose trips whereby people mix their retail purpose trips with visiting a bank, a community centre or even offices of insurances
- banking facilities
- petrol service station
- small shopping centre anchored by Shoprite, butchery and Pep Stores
- community centre within walking distance from the shopping centre
- accessible public transport (taxi system)
- nearby hostel

Current capital development commitments for this development node includes the upgrading of the Dube Hostel (R1 000 000) which is part of the city reconstruction programme.

However, there are also spatial constraints that need consideration such as for example, the fact that:

- the market for the centre is divided by a strong physical barrier in the form of the railway line running north south
- there is limited space to expand retail on the strip fronting the Mahalefele road which is where main commercial activities are concentrated

- the only existing vacant parcel of land is not zoned for commerce. It is a rail reserve and therefore may take longer to make available for commercial purposes

## 10. Pimville centre

Pimville centre is located along Modjadji Street in Pimville. It is a formal retail centre and fully functional with more than 26 shops (Shoprite, food outlets, butchery, chemist, beverages and specialty shops (see locality map – Figure 15).

The centre is strategically located in the centre of Pimville as its service area and adjacent to some community facilities such as the Post Office. It is also diversified with other services such as doctor's practices and banking facilities.

Infrastructure at the centre is adequate and the tidiness of the parking space (shown in the picture) indicates that the centre is well maintained. There are no informal traders operating at the centre.

## 11. Meadow point centre node

Meadow Point (Figure 16) is a formal retail centre located in zone 2 Meadowlands East and along Makopane street. It has more than 30 shops with Score and Discom being the anchor shops. There is adequate public infrastructure in the centre.

The centre is strategically located in the centre of Meadowlands as its service area and adjacent to some community facilities. It is also diversified with other services such as doctors' practices and banking facilities and public phones. Infrastructure at the centre is in good condition and well maintained.

## 12. Diepkloof Node

Diepkloof centre is a small convenience retail centre located in zone 1 and bounded by Masupha, Dippenaar Streets and Marthinus Smuts drive. It is servicing a small community of zone1 (500 meter walking distance).

There are no plans for development at this site but it serves a strategic local convenience shopping purpose and is located within an affluent section of Diepkloof.

### 12.1 Diepkloof (Mandelaville site)

The Diepkloof "Mandelaville" site is an informal settlement area that has been cleared and is being prepared to be released to the market for development. It is located in zone 3 Diepkloof along Immink Street to the north, Eben Guyer to the south and West (see map - Figure 18).

Mandelaville is not an existing retail site but it is planned by JPC to be used in facilitating development of a retail centre, housing and “community facility development”. Since relocation of informal settlers the JPC has finalized the rezoning and subdivision of the area and the sites are now ready for development.

A budget of R330 000 has been set aside by the JPC for the development of this site and tenders for the development of two business sites (measuring 4.28ha in total), one residential site (of 0.83 ha) and one Community Facility site (of 0.79ha) in Diepkloof Zone 3, SOWETO have been received.

### **13. Protea Development Node**

Protea development node includes a formal retail centre (Protea Glen) and the new proposed centre (Protea Gardens) with more than 35 shops located in Mdlalose road near the intersection with Ndaba drive Protea North. According to LA Planner at City of Joburg there are no immediate plans for this centre because the City wants to first assess the likely impact of the planned 25 000 square meter regional centre in the nearby Protea Gardens.

Plans are well advanced for the construction of a new centre by private developers which is estimated to yield approximately 25 000 square meters of retail space. This development will be finished by May 2005 and is expected to attract national chain stores such as Edcon group, Clicks group, Shoprite-Checkers, Sterkinokor, offices, banking facilities and more. There is likelihood that some of the retailers earmarked to open at this centre would be relocating from other smaller centres within Soweto.

### **14. Credo Mutwa Village**

Credo Mutwa village site is located in Jabavu and bounded by Moahloli street to the south, Pitso street to the East and Naledi rail line to the west and north. It is spatially noticeable by the Oppenheimer Memorial Tower landmark.

Credo Mutwa is a traditional and cultural village with no retail but it has potential for tourism related retailing. For example, opportunity exists for the creation of small scale trading stalls in order to facilitate the selling of traditional art products to visiting tourists.

JPC has put aside R150 000 in their 2003/4 and 2004/5 budget to facilitate the development of tourism facility and management thereof at Credo Mutwa village.

### **15. Zola Kwaito**

The Zola Kwaito precinct on the corner of Jabavu and Bendile East roads in Zola Township is a tourist site. It has a small Shoprite which is serving as local shopping centre. Zola is strategically located to form a tourism route / belt linked to Credo Mutwa, Mfolo Park and Vilakazi precinct in Orlando West. This route could attract spin-offs for tourism related retail development along strategic roads like Bolani / Moahloli, Roodeport and Mahalefele.

## 16. Mfolo Park (5 Roses Bowl)

Mfolo Park is located in Mfolo Central at the corner of Mwasi and Mzilikatzi Street. It is a community park node cantered around a crèche, children's playground centre, a bowling club facility and multi-purpose community centre serving as a library and concert event hosting hall.

As the name suggest, Mfolo central is just a park with not retail elements. There is very limited scope for successful retailing (with the exception of street trading) in this site because:

- Mfolo park is not easily accessible on foot and by public transport
- any retail development in this site would have to compete with the already booming Maponya –Khaya centre precinct since it captures from the same neighbourhood market threshold as Mfolo central park area

However, there is scope for developing the area for tourism, trading and temporal retail in the form of flee markets linked to events happening at the community centres.

- existence of a strong retailing boom along Mahalefele road in Dube which is within a kilometre radius threshold. Local people are used to just walking to Maponya centre for their retailing needs and

Figure 23 shows Little Dynamite crèche and the children's playground located at the corner of Mzilikatzi and Mwasi street, Mfolo park.

## 17. Regina Mundi

Regina Mundi is a tourist site cantered around the historic Regina Mundi Church located at the corner of Old Potch and Roodeport road and next to the Thokoza park. Figure 25 shows the historic church and monument.

The site has been upgraded with landscaping and street side infrastructure. It is a strategic site for art produce market development and is well accessible on foot and by public transport.

**Table 9: Planned capital projects by CoJ at Regina Mundi**

Project Name	2004/2005 CoJ Funding	2004/2005 Budget	Rating
N-S Flagship Project Regina Mundi to Parktown	R 13,000,000	R 13,000,000	64.24%
N-S Flagship Project Regina Mundi to Parktown	R 13,000,000	R 13,000,000	64.24%

## 18. Hector Peterson - Vilakazi Street

Vilakazi precinct is a tourism precinct centered around historic heritage sites located in Vilakazi street in Orlando west. There is limited retail mainly made of tourism related businesses like food outlets, arts produce stands and a museum.

There is high potential for tourism related retail development along Vilakazi street because of this area is a priority tourist route and has potential to also bring the affluent tourist into the area.

**Table 10: CoJ capital projects for implementation at Vilakazi precinct**

Project Name	Programme	Description	Place	Agent responsible	Amount
Amalgamation of Hector Peterson Museum	City Reconstruction	Consolidation	Soweto	Community Development	R1m

## 19. SUMMARY OF RETAIL SITES DISTRIBUTION

Based on the observations made during site visits and analysis of available spatial literature on Soweto, retail spatial distribution in Soweto can be summarized as follows:

- There are four distinct levels of retail development in Soweto, viz:
  - South Gate will continue to offer regional retail needs for the greater Soweto market and forms the first order node
  - Dobsonville, Baralink, Kliptown, Protea Gardens precinct (including Protea Glen centre) would provide a second tier of retail centres with market thresholds of up to five kilometre radius

- Pimville Point, Meadow Point and Maponya- Khaya centre are important small centres for servicing walking distance market thresholds of up to 2 kilometre radius
- The other centres like Crossroads, Ikhwezi, Jabulani, Klipspruit and Diepkloof are local level convenience retail areas
- There are four key distinct retail nodes servicing Soweto, including Dobsonville to the North, Protea Gardens and Kliptown precincts south, Baralink and South Gate to the East and Maponya services the centre
- There are few tourist retail nodes including Zola Kwaito, Credo Mutwa Village, Mfolo Park, Vilakazi Street, Regina Mundi and Kliptown precincts