

NOTE: “?” means that the statement requires an explanation

	Scenario A: Urban Wetland	Scenario B: Extended Park	Scenario C: Preserved Park
Issue s			
What if the Park...			
Integrating the park into the urban areas.	Is a continuously wide open space.	Is seen as an integrated part of the urban landscape.	A&B
	Is a highly accessible via NMT routes and public transport stops on the edges of the park.	? Extends as a green system, each with a distinctive character. The fingers serve as containers of different social programmes.	A.
Developing in the 100 year floodplain	Topography is remoulded to guarantee safe land for future urban development	A	No development in the current 100 year flood plain area or on any currently green land.
Developing in the existing green areas.	Public facilities, sport and recreation are distributed within the park.	? Public facilities, sports and recreation are distributed within the green riverine system as well as strategically located within the urban development in combination with the filtration systems.	Current sport and recreation public facilities are upgraded.
	? Has capacity to facilitate a variety of landscape uses, for example urban agriculture, wetlands, meadows, orchards etc.		Continues with its existing variety of landscape uses, including urban agriculture, wetlands and horse-riding activities, with these being more intentionally managed and utilised for public benefit.
	? Design recognises the different characteristics of the two river systems and utilises these to create an environment that is responsive to its context.		

What if the riverine system...			
Biodiversity connectivity	Is a continuously wide biodiversity corridor reaching the ocean. X An unrealistic scenario given the existing industrial development downstream of the TRUP.	? Is a continuous biodiversity corridor extending into the built surroundings via a greened filtration system.	Is a biodiversity corridor, as wide as possible, given the nature of existing development downstream from the TRUP.
	Connects Table mountain and the lagoon system on the North	A	A
River mouth	Widens and opens its mouth to the sea.	? Extends into the built environment through a series of constructed green fingers which could have distinctive landscape characteristics.	The mouth is widened to facilitate a successful Marina in Paarden Eiland that enables development to flourish there.
“Re-moulding” the floodplain for development.	Floodplain is re-moulded to provide space for water and future development.	A	<p>The flood plain is respected and future development is minimised, taking this properly into account.</p> <p>The riverine system is only ever altered after extensive environmental assessment.</p>
Stormwater and water purification	Is predominantly a naturalised open space, with only soft rivers' edges.		The banks and rivers are a pleasant and well maintained area for recreation.
	Has no canalisation of water courses, although it could contain detention basins if required, and weirs might be needed to manage the relationship between the salt and fresh water.	? Flood mitigation will be facilitated within the riverine and development systems.	Existing canalization is evaluated and possibly removed
	Could hold a wetland purification system, forming an integral part of the cleansing process with purification starting at the WWTW's. Once cleaned the water could be	Is extended by increasing the porosity of the urban fabric. The storm water captured from the surroundings could be filtered through the constructed green fingers and paired	The Valkenberg and all other existing wetlands are assessed with the intention of them being properly re-established.

	<p>stored in series of retention ponds along the river's courses.</p> <p>Storm water from future development and existing build environment could be collected, filtered and stored along the river.</p>	<p>with a water percolation strategy, including swales, water filtering and constructed wetlands. The permeability of the soil at strategic points within the future development and in the existing built environment could facilitate filtration of the stormwater into the aquifer before discharging into the riverine system.</p>	<p>The system of allowing stormwater drains to flow straight into the system is assessed and the latest technology used to purify the water before allowing it into the system.</p>
Obstacles aggravating flooding			<p>The railway bridge and other obstacles that aggravate flooding be assessed and appropriately modified.</p>
Tourism			<p>Is part of the area that is an internationally recognised birding destination.</p>
What if access and movement...			
<p>Expanding the existing road network:</p> <p>Development of a new road across the M5, Black and Liesbeek River.</p> <p>Development of feeder routes along existing road network.</p>	<p>TRU-park is designed as an interchange allowing people from across the metro to change between modes of transport and services on route to the CBD and/or northern corridor:</p> <p>Includes the construction of a new IRT trunk route on Berkley Road extension that feeds a Liesbeek Parkway feeder route.</p> <p>Includes the extension of Liesbeek Parkway as an IRT feeder route towards Marine Drive and a new</p>	<p>Proposes the prioritisation of IRT routes on the N2, N1 and Voortrekker Road to ensure people from across the metro can access the site easily.</p> <p>Proposes a new NMT network across the site and along the main north-south axis such as Liesbeek Parkway and Alexandra Road.</p>	<p><i>Existing road network is upgraded.</i></p> <p><i>No new roads built.</i></p>

	<p>feeder service along Alexandra Road.</p> <p>Includes a new IRT feeder service on Liesbeek Parkway allowing users of the metro wide IRT services on the N2 to transfer and access the Park.</p>		
Existing road network upgraded			The onramp connection from the M5 to the N2 and Liesbeek Parkway to N2 be widened to maintain 2 merging lanes instead of the current 1 lane bottlenecks with 'reverse crossing'.
Transfers and interchange between services, linking IRT with NMT	Includes two new public transport gateways, one on the N2 as it crosses Liesbeek Parkway and one on the western end of the new Berkley Road extension, to enable transfers and interchange between services.		The current dilapidated Hartleyvale stadium bordering on Station Road and Liesbeek Parkway is redeveloped to form new seating and underneath it a MyCiti Bus stop linking the current N2 and Salt River routes. This brings people into the play areas of the Park.
	Provides Public Transport stops along Liesbeek Parkway aligning with the NMT routes crossing the Park.	Proposes that Liesbeek Parkway as a high density, high volume bus feeder and NMT route with gateways where it connects with a series of high volume NMT cross links taking pedestrians and cyclists over the M5 and the rivers towards Alexandra Road.	A network of Non-Motorized Transport routes are introduced including around the edge of Oude Molen, alongside the Black River, crossing the M5 and safely linking to Observatory Road and the paths along the Liesbeek River. This would also allow people from Oude Molen and Maitland Village to cross the M5 safely to reach Observatory and vice-versa.
		? Proposes that Alexandra Road be designed as a high volume NMT route	

		that links the rail stations east of the river corridor to each other and the finer grained NMT network.	
		? Proposes the extension of Liesbeek Parkway as a high volume NMT connector route to Marine Drive in the long term. This would address the lack of continuity between the site and the northern corridor.	
What if social infrastructure...			
Facilities	Such as sports, recreation and other facilities were located within the wetland estuary	Such as sports, recreation and other facilities gravitated towards the green fingers and edges of the park	
		Includes the redevelopment of the Malta Road sportsfields and other fields besides Hartleyvale and the swimming pool, to create a more positive interface with Observatory	B
Security	? Could activate the NMT routes within the park, providing passive surveillance	A	A
Community	Could attract people from surrounding neighbourhoods and encourage social interaction around a common set of facilities	A	A
Integrated		Is integrated with other land uses around a network of local public open spaces	A
			The green river area and surrounds is a safe picnic and recreational destination, no less desirable than

			Kirstenbosch
What if heritage...			
Preserve the heritage	Is experienced through the site	A	A
	Views are respected and heritage buildings are embraced as crucial landmarks within the park	A	A
	Buildings are 'adapted and reused' to form an integratal part of the system of social infrastructure	A	A
Promote the heritage	? Focused on the memorialisation of estuary landscape	Focused on the sense of engagement as opposed to conflict and seperation	The unique cultural heritage is preserved
	? Could be celebrated through sensitive landscaping, recognising the seasonal character of the past landscape Attention dedicated to making the intangible heritage visible.	A	A
Access the heritage	Elements could be easily accessible through the NMT network	A	A
	Bridges and river crossings could reflect the role of the site as a historic frontier	A	A
What if future development...			
Occurs in the floodplain and wetlands	Is compact and dense along the edges of the Park, providing passive surveillance and enable a direct interaction with the seasonal landscape	Is vertical and mixed use in the Park surrounds, providing space for nature to extend beyond the riverine system	Does not happen in the current 100 year flood plain area or on any currently green land
	Includes the construction of mixed use edge along the Liesbeek Parkway	A	

	overlooking the water		
	Includes small islands of development and special places within the wetlands		
Provides for commercial and mixed use	Is compact and mixed use whilst providing public service orientated around gateway points	Is fragmented with vertical development opportunities along the river accommodating public and commercial activities that provide extended hours of operation and surveillance over the area	Includes the extension of the MyCity bus route with a hub as part of a redeveloped Hartleyvale stadium
IRT and NMT	Maximises on access to Pinelands Station and IRT services on Alexandra Road	LILesbeek Parkway is a high volume NMT corridor	
Densification	Includes a dense mixed use urban edge including the western edge of the River Club, looking over the Liesbeek river valley	A	
		Provides space for future development between N1 and Berkley Road	
Oude Molen	Involves a mixed use hub on Oude Molen including an eco-village.	A	Oude Molen remains a self-sustaining mixed use area including the eco-village with a mix of small businesses and living spaces
The River Club		Includes development of portions of the River Club which frame an open recreational precinct and define one of the green fingers	Any proposed upgrade of River Club is restricted, with an increased footprint minimized. No shifting of rivers or major tampering with flood plains is undertaken.
Alexandra Hospital	Includes a mixed use development on Alexandra Hospital site overlooking the river and observatory	A	

Ndabeni Triangle	Provides a dense live-work-play environment within the Ndabeni triangle structured around a set of formal social and recreational facilities	A + structured around compact green spaces and water bodies that connect with the river below	Any new BIOVAC buildings are sited in Ndabeni. This area is developed as a dense live/work/play environment using the latest green sustainable technology.
SKA Array and Valkenberg			Has the proposed new SKA building sited on the land between Valkenberg and the SAAO where the current Valkenberg entrance is. The position would have direct access to Liesbeeck Parkway, the MyCiti Bus route and Observatory train station
Paarden Island and estuary/river mouth	Includes a compact, mixed use environment in Paarden Island maximising on access to the IRT route and positive interface with the estuary-type environment	Includes a marina-type environment within the present day Paarden Island providing a dense mixed use environmentally maximising access to the water's edge. The blue fingers of the marina can potentially assist in flood mitigation and provide a venue for recreational and economic activities, such as oyster farming.	Includes the possibility of a marina type dense urban mixed use area in part of the current Paarden Eiland, maximising access to the water's edge.
Approximate development footprint	? 93ha, resulting in a bulk of approx. 1 023 000m ² (FF of 1.1)	? 88 ha, resulting in a bulk of approx. 968 000m ² (FF of 1.1)	