

WOODSTOCK, SALT RIVER AND SURROUNDS

Local Spatial Development Framework



URBAN PLANNING AND DESIGN
Approved LSDF - August 2024



CITY OF CAPE TOWN
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1. INTRODUCTION

1.1 Study Area

The focus area of this LSDF is located approximately 3km from the Cape Town CBD, between the slopes of Devil's Peak and the Atlantic Ocean.

The study area is bound by the rail line and N1 in the North and Phillip Kgosana in the South, Maitland in the East Zonnebloem College and District Six, in the West.

The historic neighbourhoods of Woodstock and Salt River have developed into dense and highly diverse mixed-use areas with a range of residential, commercial and industrial typologies and a diversity of living patterns and standards.

Woodstock and Salt River is highly accessible and well connected to the city's transport network connected to Main Road and Voortrekker Road corridors, as well as the convergence of all the city's major rail lines and MyCiti route. The study area is situated between the national routes, the N1 and N2.



Figure 1: Context and Locality Map



Figure 2: Study Area Boundary

The Woodstock Salt River Area has undergone significant changes in recent history. The decline of the garment industry in the late 20th Century has resulted in a decline in manufacturing and led to the redevelopment of industrial properties into mixed use developments. Further changes include the introduction of the MyCiti network, the recent decline in rail use and the introduction of cycle lanes on Albert Rd.

The areas are desirable as a place to live, due to proximity to work, neighbourhood character and views. The working class population of the area, tenants in particular are vulnerable to eviction and displacement, threatened both by the decline of manufacturing work opportunities and the increase in property values and rents. A unique housing challenge has emerged with the displacement of tenants in the area.

The gentrification displacement effect is exacerbated by lack of permanent land tenure due to generational and informal rental agreements. The public sector response is to provide affordable rental accommodation on state land. The balancing of rights, market forces and heritage resource conservation, including living heritage, is a complex challenge.

To understand the complex dynamics of the area and how development in Woodstock further contributes to the housing crisis in Cape Town- a participatory process called The Woodstock - Salt River Neighbourhood Development Process was initiated in 2019 (previously the EcoDistrict Project) whereby the City has collaborated with community organisations and residents to co-create a vision for the study area. The outcomes of this process are captured in section 3.

2. SPATIAL PLANNING CONTEXT

2.1 The Study Areas relationship with the City's Integrated Development Plan and Municipal Spatial Development Framework 2023

The Municipal Spatial Development Framework is a long term (+20 year) plan to manage growth and change in Cape Town. In terms of this plan, Woodstock is positioned along a major metropolitan corridor and within the urban inner core. This means the area is prioritised for public investment, to encourage more intense activity and higher urban densities.

The Spatial objectives for Woodstock draw from the IDP, MSDP and the District SDF Key Spatial Strategies and their associated policies. The Key Strategies overall are:-

- Spatial strategy 1: Plan for employment, and improve access to economic opportunities.
- Spatial strategy 2: Manage urban growth, and create a balance between urban development and environmental protection;
- Spatial strategy 3: Building an inclusive, integrated, vibrant city;

The description of these strategies and the role of Woodstock/ Salt River in realising them are as follows.

2.1.1 Spatial strategy 1:

Plan for employment, and improve access to economic opportunities

Woodstock/ Salt River, is a well performing economic node of the City, with ideal accessibility to inland and sea bound freight networks, access to diverse markets and a vibrant retail environment. While some manufacturing sectors have declined, others, such as the maritime industry, furniture and homeware and food and beverage, have remained more stable and will need a focus on retention and expansion.

Crime and grime remains a threat to the success of the economic environment and urban management strategies could be expanded to aim for a similar level of safety, cleanliness and amenity as the CBD so that it can continue to attract investment that will impact the area positively.

Obsolete and derelict buildings present both an opportunity for redevelopment and a threat to urban management. Heritage protection applies to many of these sites and will need to be considered in the redevelopment processes of such sites. These

considerations have been reported by asset owners and developers to add cost, time, complexity and risk to the development process, reducing the marketability of development opportunities in the area.

The public transit system could assist in creating opportunities for trade at points of accessibility, including transitory and street trade.

Freight and logistics has a significant impact and influence on the area. Freight movements in and around the Port need to be optimised in order to reduce the costs of this key economic activity. Large logistics focused properties owned by Transnet present significant future opportunities both to optimise logistics movements and for the expansion of industrial areas.

The Woodstock Salt River area provides good access to skills development for a variety of economic sectors with proximity to both large tertiary training institutions such as UCT and CPUT and smaller private institutions such as the Maritime training institute and Cape IT initiative. The needs of training institutions need to be factored into forward planning, including planning for the provision of student housing and for non-motorised transit.

Key Objectives:

- Maximise location and economic advantages by maintaining and enabling space for trade and a variety of businesses, including small, medium and micro enterprises.
- Protect employment-generating areas and encourage broad urban management.
- Improve access to economic opportunities by providing a variety of housing and improving public transport accessibility and performance.
- Optimise public transport and non-motorised transport, prioritising the recovery of the rail network and the upgrade of rail station precincts and improve non-motorised transport.
- Promote a more sustainable economy by facilitating expansion of growing sectors and finding opportunities for the green economy.
- Support the informal economy and small business growth.
- Support the retention and re-establishment of jobs and economic activity.

- Support more efficient freight movement in and around the area

2.1.2 Spatial strategy 2: Manage urban growth, and create a balance between urban development and environmental protection

Being an historic area with examples of distinctive architecture and character areas, means that urban development within Woodstock/ Salt River needs to take into account and appropriately respond to the character features that make the neighbourhood unique. The views from public spaces and character of the historic streets create wonderful vistas that add a unique sense-of-place to the area and enhances the character of its public realm, this makes Woodstock/ Salt River a more desirable destination in which to live, work and play.

Development should take place in a manner that prevents the risks associated with natural hazards, such as fire and the impacts of climate change, such as exacerbated heat from excessive hard surfacing

Opportunities to provide safe links to Devil's Peak from Woodstock/ Salt River, through University and Walmer Estate and across Philip Kgosana Drive, should be considered to

enhance residents' quality of life by providing access to the globally significant recreational amenities of the Table Mountain National Park.

In addition opportunities to connect to the coast should be explored, noting however the logistics priority in the Transnet and Port owned sites.

Parks and public spaces play a vital role in connecting people to nature and supporting human health. Currently these spaces are limited in the area, existing open spaces need to perform more functions in the context of increasing densification.

Key Objectives:

- Encourage a more compact form of development and bring more activity into this strategic and accessible area, by increasing densities where possible.
- Make efficient use of non-renewable resources, in particular, water and storm water which can be captured for sustainable landscaping.

- Conserve heritage structures and protect the contextual character by enabling appropriate redevelopment that does not result in negative impacts on the sense of place.
- Improve the profile of green space assets through a green infrastructure approach where appropriate.
- Appropriately protect Cape Town's residents from high-risk areas, activities and events such as floods, fires or hazardous pollutants and build community resilience.

2.1.3 Spatial strategy 3: Building an inclusive, integrated and vibrant city

The City is intent on building a more inclusive, integrated and vibrant city that addresses the legacies of apartheid. Key commitments are to address existing imbalances in the distribution of different types of residential development and avoid the creation of new structural imbalances in the delivery of services. The desired outcomes are a greater mix of income groups, land uses, population density, and the adequate and equitable provision of social facilities, recreational spaces and public institutions.

The reduction in affordable housing in Woodstock is a threat to the realisation of this strategy and therefore the provision of state supported affordable housing and developing the terms for including a component of affordable housing in private developments is a priority for the area. Woodstock is an integrated and cosmopolitan area, a characteristic that is valued by residents.

Spatial planning can maintain and further encourage this integration through the adequate provision of safe and usable public spaces, safe NMT networks, active streets and continued provision of social facilities.

There is potential for Woodstock/ Salt River to develop further as destination place with unique offerings to visitors, by pulling together the historical elements of Woodstock/ Salt River, the arts, design, food and beverage offerings and high quality public spaces.

Key Objectives:

- Encourage integrated settlement patterns by ensuring good mobility, adequate provision of green space and space for recreation and provision of public facilities in association with housing delivery.

- Transform the apartheid city, by maintaining a significant volume of affordable rental units in the area and encouraging the provision of affordable units in private residential developments.
- Support innovation in state housing delivery by enabling and engaging on the delivery of housing.
- Address spatial economic imbalances by enabling opportunities for people to move to a more economically active area of the City.
- Ensure quality and dignified experiences for those who commute through the area for work and education. Focusing on links to transit stations.
- Restore public spaces into high quality spaces, prioritising clustered social facilities and open spaces in accessible locations or along routes.
- Support tourism, and enhance the sense of place through the acknowledgement and enhancement of destination places and heritage resources.

2.2 Table Bay District Plan 2023

The draft district plan shows Woodstock/ Salt River as a development focus area. This means it is a strategic area for development in the city and its development and supporting

infrastructure and mechanisms to support development will be prioritised.

Objectives from the Table Bay District Plan, which apply to Woodstock/ Salt River include:

- Encourage integration and mixed use development along development routes and corridors.
- Ensure appropriate built form and land use.
- Protect the character defining elements of Heritage Protection Overlay Zone areas.
- Promote more inclusive land use.
- Facilitate the development of a high density low to medium-rise built form.
- Integrate the area into the existing urban context.
- Encourage integration and mixed-use development along activity routes and activity streets.
- Encourage land use intensification along public transport routes, along IRT routes and around stations
- Implement a network of NMT routes and improve pedestrian connections.
- Prevent inappropriate development along scenic routes.

- Retain and upgrade a sufficient variety of open space in the area.
- Prevent deterioration of the natural environment as a result of over-development.
- Ensure positive edges to parks and open spaces.
- Protect the character of the area as a vibrant mixed use neighbourhood.
- Improve and upgrade the Woodstock civic precinct.
- Ensure increasing residential density coincides with the provision of public services and public spaces.

The Sub District 3 map indicates the spatial categories from the District Plan as they apply in the Woodstock Salt River Area. The diagrams that follow indicate how the LSDF aims to provide further, local level detail to the higher order plans.

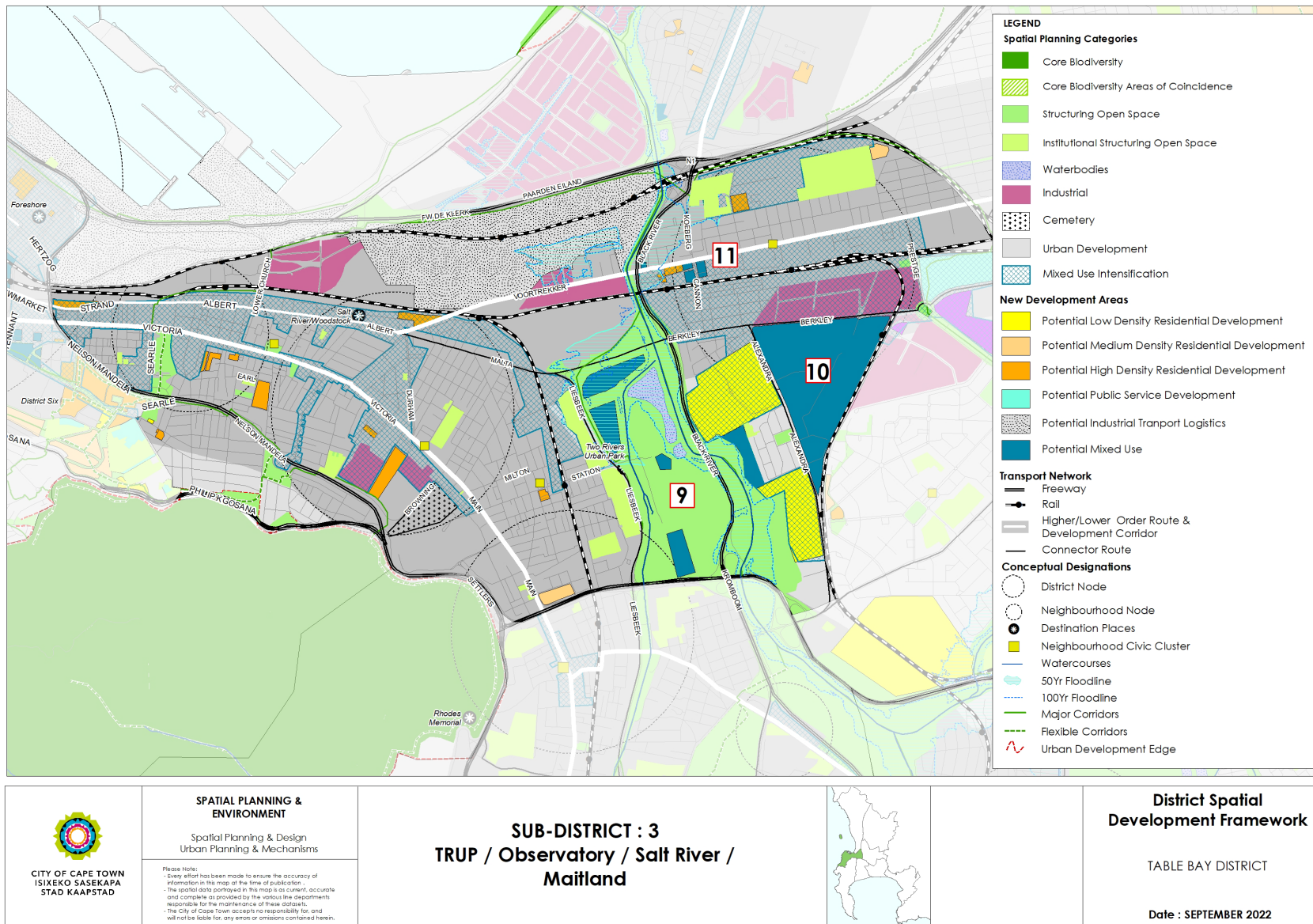


Figure 3: Table Bay Local Spatial Development Framework – Sub-District 3 Map

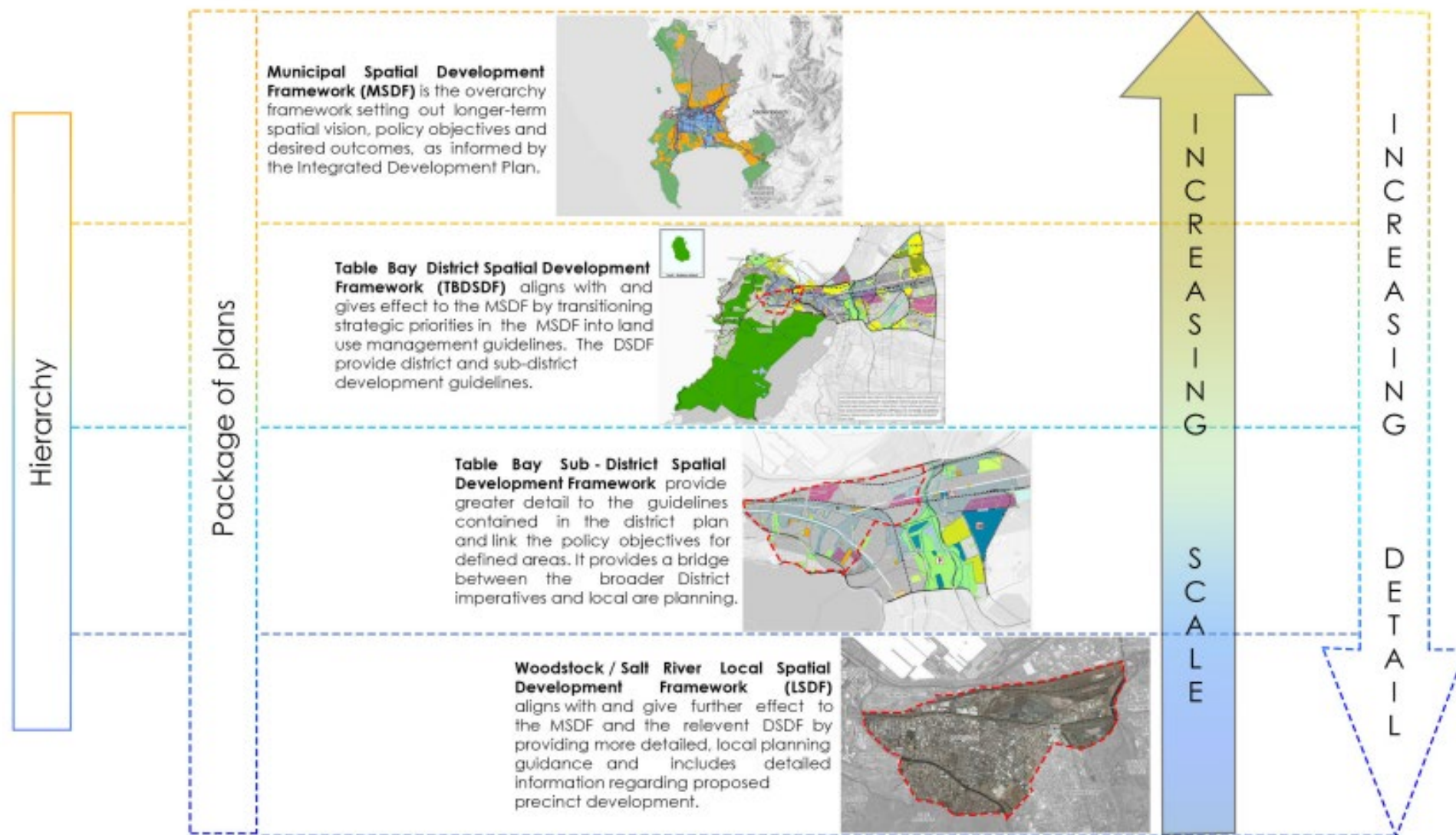


Figure 4: Hierarchy of spatial package of plans

LOCAL SPATIAL DEVELOPMENT FRAMEWORK PROCESS

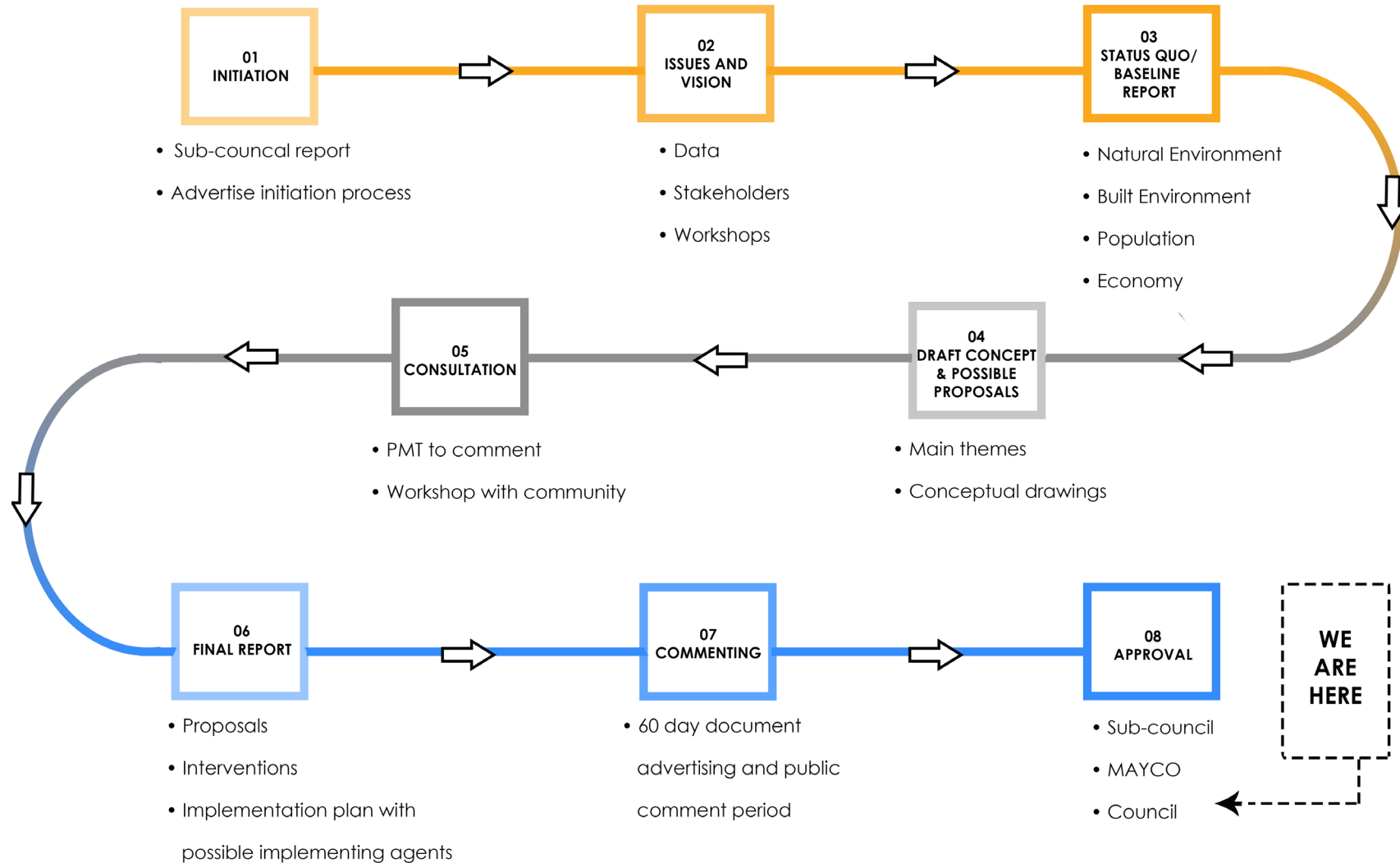


Figure 5: Local Spatial Development Framework Process

3. PUBLIC PARTICIPATION AND STAKEHOLDER INPUTS

This section explores the summary of the public participation process. Residents of Woodstock and Salt River and other interested and affected parties devoted substantial time and energy to plan the process and give input. These inputs have informed the report.

3.1 Notification of I&APs

Interested and affected parties in the Woodstock/Salt River were invited and informed via various formats on engagements. The media releases were as follows:

- **Registered letters, emails** – members of the public were invited to register via email to Woodstock/SaltRiver.LSDF@capetown.gov.za. Additionally, registered participants were captured on a database and were informed of upcoming public engagement meetings and the release of the draft document.
- **Social media and news media** – posts were made on Facebook, Instagram and Twitter which keep I&APs up to date on various future engagements

- **Survey** – An online survey was shared during the open house (13 – 15 April 2023 and 13 May 2023) comment period (February 2023 to May 2023) to gather further input 117 responses were received.
- A final comment period starting in September 2023 and ending in February 2024 allowed further input on the draft.
- An open house was held on the 28th October 2023 to allow for input on the draft.
- **Website** – The draft LSDF was available on the City's website at www.capetown.gov.za/haveyoursay during the public comment period from September to February.

3.2 Formats of Participation

The following section explores the forms of participation held with the public.

3.2.1 Meetings with Neighbourhood Development Forum:

City began engagements with key stakeholders in 2019, community members who attended these engagements organised themselves into a Neighbourhood Development Forum, in order to contribute to the development of Local Planning in Woodstock and encourage a more citizen led

planning exercise. An exercise on the 24th August 2019 began to capture the inputs of the Neighbourhood Development Forum group.

Engagement with the Neighbourhood Development Forum were picked up again in 2022. These meetings were held on the following dates: 23 June 2022, 22 July 2022, and 01 November 2022. Here participants were invited to curate the public participation process. Questions regarding the LSDF were answered and additional clarity was given to the public by the City of Cape Town's District Spatial Planning team.¹ A meeting with this focus group held early in October 2023 allowed further opportunity for input into the format of the final public participation process.

3.2.2 Open House meetings in Woodstock Community Hall (13-15 April 2023) and Salt River Hall (13th May 2023).

The City of Cape Town hosted their first open house with the Woodstock community 13-15 April. These three days included public registration, speaking to the City of Cape Town's District Spatial Planning team, reading posters- and interacting with

them to give their comment. Participants were encouraged to share their thoughts on the area's strengths, weaknesses, opportunities and threats as well as their big-ideas for the neighbourhood. Participants' inputs were captured visually to aid in transparency, allow building and support for ideas previously expressed.

A fourth open house event was held in Salt River hall. Here the I&AP's were also allowed to register, speak to the City of Cape Town's District Spatial Planning team and/or the ward councillor (Yusuf Mohamed), read through posters as well as interact with them. Additionally, there was a session hosted by ward councillor Yusuf Mohamed where I&AP's could express their concerns. City of Cape Town staff documented physical and graphical feedback of the sessions to ensure transparency and encourage residents to build on each other's inputs 108 people attended and gave input over the 4 days.

3.2.3 Open House meeting at Salt River Hall 28th October 2023

The final open house meeting presented a summary of the draft document and encouraged inputs on the documents

¹ The minutes of these meetings are available on request and will be included in the final public participation report.

proposals and strategies. The process identified areas where communities could have further influence on outcomes, for example taking ownership of local greening projects. Approximately 28 people attended this session.

3.3 Synthesis of Public Comments Received

The various formats of engagements allowed for a more in-depth understanding of the issues, challenges and opportunities within the area. Moreover, the sharing of knowledge yielded broad ideas and identification of proposals.

Comments received during the engagement processes were collected, captured and filtered into various themes to allow for assessments and response in this draft. The comments received touched on a diverse issues, some of which are beyond the scope of a spatial plan. The LSDF does, however, contain an implementation plan, wherein it identifies actions requiring further stakeholder coordination.

The online survey yielded responses from 117 participants. Comments to the project email were 9 in total. The questions posed in the survey related to the prioritising of issues identified

in the LSDF baseline report, as well a platform to express opinions of key issues experienced in the area.

The main issues identified by participants over the range of engagements included:

1. Public Safety (highest ranked issue)

While on an operational level this issue goes beyond the scope of the LSDF, safer by design principles and reducing the number of derelict and unmanaged spaces will be a focus of the LSDF.

2. Parks and Recreation (second most ranked issue)

The quality and functionality of green spaces in Woodstock and Salt River was a high priority, with respondents encouraging the City to invest more in maintenance and improvements or parks and create more opportunities for greening and outdoor recreation.

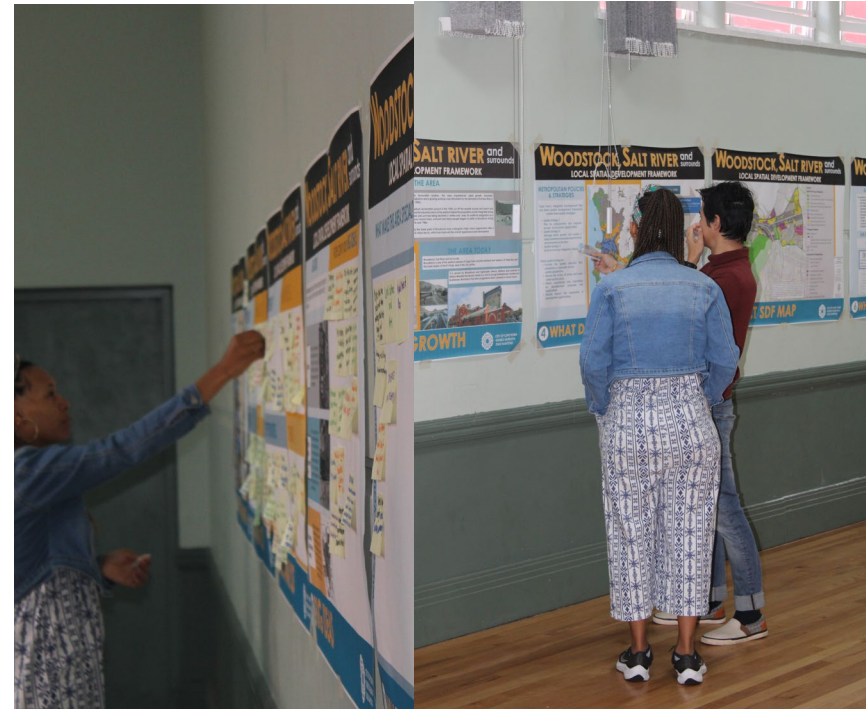
3. Transportation (ranked 3rd)

Improvements to the cycle and pedestrian network, the areas around the train station and the frequency and quality of public transportation were raised frequently,

conflicts between parking on the street and pedestrian use as well as concerns about future congestion in the suburb were additional issues.

Other highly ranked issues included:

- The need for better quality and more diverse social facilities and programmes (wellbeing and for youth programmes) - while beyond the LSDF this document can identify where such space can be considered.
- Revitalising the business environment.
- Housing and development (challenges and opportunities) and the availability of affordable housing.
- The Earl Street former orphanage site is currently a contentious issue for a number of community members with members of the public proposing the site should instead be a public open space in future.
- Economic opportunities and benefit for the locals (especially with tourism and heritage works)
- Community values and encouraging an integrated community and active citizenry.



3.2.3 Inputs to a vision for the future of Woodstock and Salt River:

The public comment period provided valuable insight in what the hopes and dreams are for the future of the area. Despite the challenges identified in workshops, there is significant optimism and a strong sense that Woodstock and Salt River are strategic suburbs in the context of Cape Town, capable of showcasing new ways of approaching urban challenges: The

“hopes for the future” comments are summarised as follows and are interpreted into the Vision in section 5 of this report.

Most commonly repeated hope (approximately 35% of responses): Community Togetherness, Empowerment and Inclusion:

The statements that relate to togetherness and inclusion focus on the importance of keeping Woodstock and Salt Rivers, social and economic diversity and for the area to welcome people from different background. Some examples of statements include:

“We need to create a community where everyone feels welcome and included”

“We need to find ways to bring people together from all walks of life.”

“Get active community members involved so they can lead by example and be more involved”

“We need to develop more affordable housing”

Environmental Sustainability was another repeated vision theme with around 25% of responses addressing this theme in different ways:

These statements relate to the importance of protecting the environment in Woodstock and Salt River and on the role of urban areas in creating a more sustainable way of life. Some of the statements relating to this topic include:

- “We need to reduce our carbon footprint”
- “We need to invest in renewable energy and recycling”
- “We need to increase greening and the tree canopy.”

Economic growth was another repeated theme, covered in around 25% of responses. Statements relating to economic growth included:

- “We need to attract new businesses to Woodstock and Salt River”
- “We need to create more jobs for the local community”
- “We need to make Woodstock a more attractive place to live and work”

The next frequently repeated theme with around 15% of responses dealing with this relates to the quality of the built environment and the preservation of heritage buildings:

- “We need to repair and maintain the historic buildings in Woodstock and Salt River”
- “We need to ensure that these buildings are preserved for future generations.”
- “We need to find ways to use these buildings for new purposes”

The LSDF has considered all inputs and concerns.

4 SYNTHESIS OF ISSUES

OPPORTUNITIES

This synthesis chapter considers the development imperatives within the Woodstock Salt River area and surrounds in meeting the spatial development objectives of the City and considering the public input



Social, cultural and community facilities

- The study area has a fairly young population and has excellent human resources, with large portions of the population having completed a form of higher education.
- The population in Woodstock Salt River area has a mix of income, religious, cultural groupings and social status, contributing to a diverse and cosmopolitan environment, highly valued by the residents.
- Urban design and public investment for the Woodstock Town hall and adjacent parking area to support further community use and multipurpose function of the hall, including community weddings, and social functions, catalysing a revitalisation of the precinct.



Built Environment and Infrastructure

- The Woodstock Salt River Area has been characterised by an active property market, with 200% increases in property values between 2012 and 2019, trends that are likely to continue and needs to be countered with the provision of affordable options.
- The area's highly accessible location, proximity to the city centre, an existing integrated land use patterns, and current densities which already support high levels of economic activity and public transportation meets various requirements for transit-oriented development.
- The parallel system of rail and road movement corridors present an excellent enabling structure for urban activities and opportunities of varied scales to thrive. There are opportunities for reinforcing existing linkages, special places and major movement routes
- The area has good existing residential fabric the majority of which is worthy of conservation. It is important to ensure planning guidance balances latent potential with heritage protection.
- A place-making initiative of social and public facilities in Woodstock and Salt River including adaptive re-use of public facilities.
- Re-look at the main routes at a precinct level – opportunity to have various activities along routes and create an interface between the built form and the street and to reconcile NMT and on street parking strategy.
- Particular consideration required for improving NMT environment for pedestrians and cyclists as well as prioritising public transport users.
- Parking considerations, particularly along the Main Road corridors to be addressed to ensure business needs are met while not affecting the interface, movement through the area and street edges.
- Encourage integration and mixed use development along development routes and corridors.
- Promote more inclusive land use.

OPPORTUNITIES



Natural Assets

- Various natural assets and green infrastructure, surround and are easily accessible (or visible) from Woodstock Salt River.
- Existing green infrastructure (particularly parks and fields) is generally well located and along prominent routes. There should be consideration for how access to these natural amenities is enhanced.
- Existing green infrastructure in key locations to play an important role as connector infrastructure and corridor linkages should
- Consider mountain to sea connections, unique views, sense of place.
- The Trafalgar Park redevelopment as a partnership project with the resident groups and civil society to create a vibrant and re-imagined open space with strong historical narratives and links to the earliest development of Cape Town. This open space has the potential to create a corridor and visual linkage from Devil's Peak through Trafalgar Park to Culemborg and the Yacht Basin, there are opportunities to daylight water resources within the park;

ISSUES

- Accessibility of the pedestrian network, not enough curb cuts, paving irregular.
- Inadequate facilities for safe and efficient non-motorised transport, particularly cycling infrastructure.
- Lack of affordable housing.
- Poorly functioning parks and public open spaces.
- Competition for pavement space between businesses, vehicle and pedestrians.

NEEDS

- Affordable housing opportunities - high location potential, Woodstock-Salt River fit all of the inclusionary housing criteria
- Balance heritage conservation with the need to increase densities in transit accessible areas and meet the demands for development in the city
- Flood and coastal response in the North East of the study area
- Need Specific Provisions in terms of the DMS – specifically for HPOZ's, to provide development certainty and guide decision making.
- Response to gentrification
- Maintain existing character and acknowledge the history and culture.
- Particular focus should be given to interventions supporting pedestrian movement and links between main roads / areas of economic activity and the station precincts.
- There is a need to create more development opportunities in a well-resourced area while ensuring that the access to the areas opportunities, amenities, jobs and resources for people with lower to middle incomes is maintained.
- Improving the quality of green open spaces.

5 VISION AND CONCEPT

“Woodstock and Salt River is a unique and special place in the City of Cape Town. It is home to a vibrant and diverse community with a history and culture that tells the story of South Africa's growth as a nation and represents the ability of South Africans of all walks of life to live together. The development of the area should create a future where everyone can live, work and play in a safe, clean and sustainable environment.

The vision for the study area is a place where:

- Everyone feels welcome and included.
- Heritage is celebrated and preserved, for the benefit of future generations.
- A green and sustainable community is established, showing care for the environment and resources.
- A strong sense of community is fostered, where people from different backgrounds can know and support each other.
- There is a creative and innovative community, with a thriving economy.”

1.1 Main Spatial Ideas:

Issues and vision are synthesised into a set of central statements which capture the overall direction for the study area:

1. **An Inclusive and Diverse Economy:** Ensure ongoing consideration to providing a variety of spaces for a diverse mix of businesses, including emerging small and medium enterprises and informal or transitory trade such as weekend markets. Support skills development institutes locating in accessible areas and ensure a safe and healthy environment.
2. **Vibrant and Connected Public Realm:** The area has a network of high-quality public spaces that are well-connected, safe, and accessible for all. Upgrades to public spaces should be designed to be safe, encourage interaction, celebrate the local history and culture, and integrate with the surrounding built environment. Public space connections should be prioritised between transit and local destinations.
3. **Sustainable and Resilient Development:** The chosen development patterns for the area promote resource-efficient design and green infrastructure to create a

comfortable and healthy environment. Prioritize walking, cycling, and public transport to reduce reliance on fossil fuels. Developments should be designed to be adaptable and accommodate future needs.

4. **Respectful Integration of New Development:** New development should be sensitive to the existing historic fabric and character of Woodstock and Salt River. Preserve important buildings and heritage areas, and ensure new construction complements the existing street grid and fine-grained development patterns.
5. **People-Centred Place making:** Design streets, public spaces, and development projects with people in mind. Prioritize safety, accessibility, and a positive experience for residents, visitors, and passers-by. Encourage a sense of community and ownership through opportunities for public participation and creative memorialization.
6. **Inclusive and Balanced Housing:** Develop a variety of housing options throughout Woodstock and Salt River to cater to different needs and income levels. Prioritize the creation of affordable housing options, particularly

near public transport and amenities. Consider mixed-use developments that integrate housing with commercial spaces, creating vibrant and active neighbourhoods. Promote innovation in addressing the housing crisis.

The Concept presents the spatial orientations around which these ideas are focused, a description of the map elements is in Table 2 Map category Descriptions

The concept is followed by a set of thematic principles and guidelines, which build up to the Spatial Development Framework for Woodstock and Salt River.

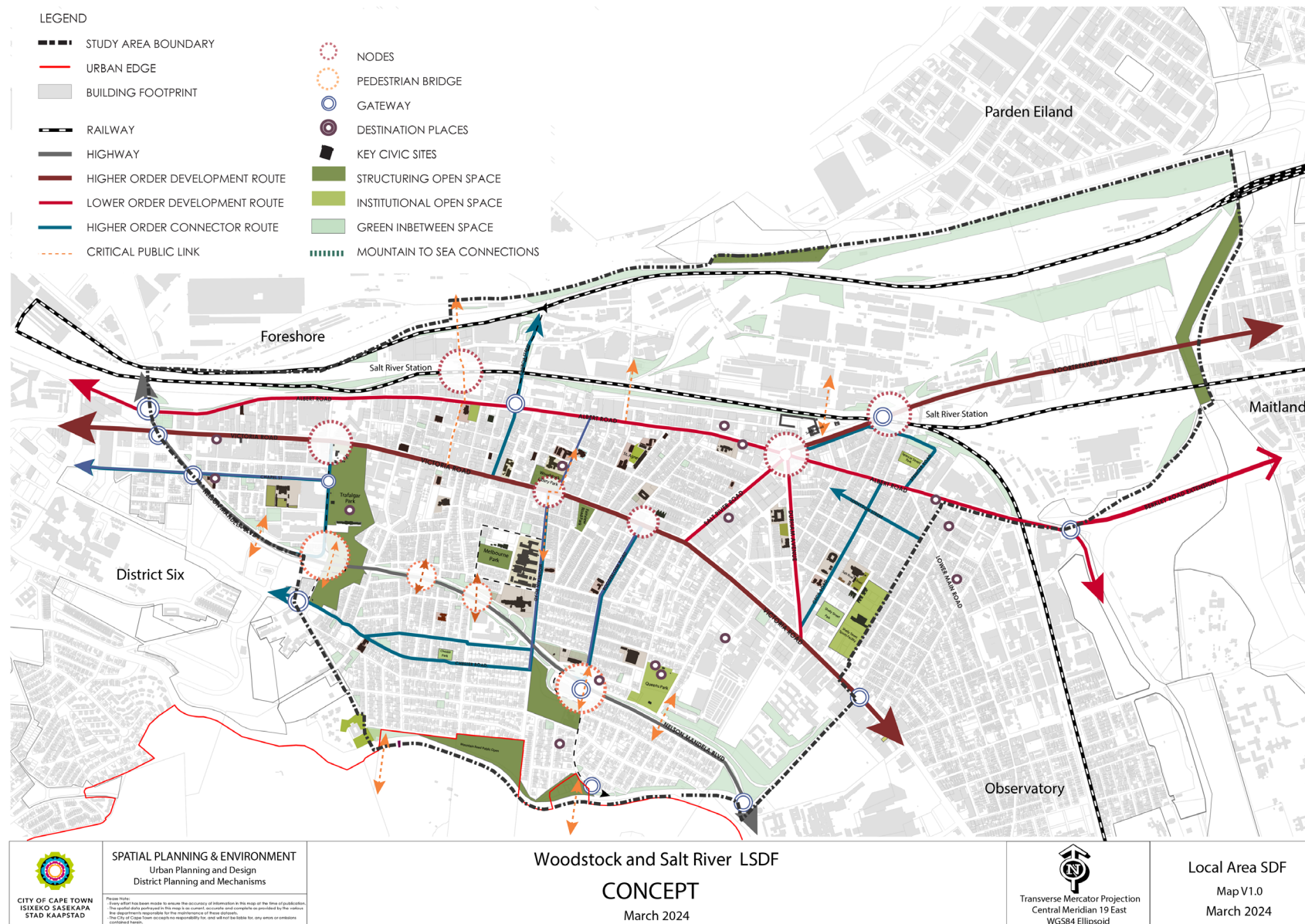


Figure 6:
Woodstock and
Salt River Local
Spatial
Development
Framework
Concept Map

6 Environment

Woodstock and Salt River are highly urbanised areas, in a unique setting between Table Mountain and the sea. While there are no environmental conservation areas in the study area, the improvements to the quality of the urban environment, through greening, as well as the creation of green networks is fundamental to the vision for the area. Views of the coast and mountains present an opportunity. Preservation or creation of view lines, particularly from active public spaces, will need to be managed.

6.1.1 Principles:

- **Connected systems:** Open green spaces should be designed as part of spatial systems that are connected by streets.
- **Active interfaces:** A building's use should relate to the public space adjacent and spill-out into the public space. With active ground floors and commercial activity supported alongside parks. Floors above should promote the ability to look over/ survey the public space.
- **Safe places:** Promote safe public places at every scale and employ all means necessary to promote a sense of

safety 24 hours a day. Make places that are safe for the most vulnerable, including women, the elderly and children.

- **Scale and proportion:** The scale of adjacent buildings must relate to the scale of public space directly adjacent to ensure enclosure
- **Integrated ecology:** enhance green linkages and support the ecological systems and their functions in the area
- **Local culture and memory:** Celebrate the local culture and community and allow for spaces for residents and visitors to come together and take initiative in the activation and greening of public open spaces.
- **Sense of place:** Design for need but also reflect the identity of the area in local design.
- **Resilience:** Hard and soft landscaping to be integrated into the functioning of space. Design should aim for easy management of uses.
- **Comfort:** Planting and building design should encourage the reduction of urban heat island effects.

- **Functionality:** Public and open spaces need to be maintained and have community buy in so that spaces can be used thoroughly and regularly for different uses.
- **Efficiency:** Encouraging efficient use of space through transit oriented development, encouraging reuse of existing buildings and sites and promoting energy efficiency in buildings and transportation. With a focus on reducing reliance on fossil fuels.

6.1.2 Guidelines:

1. Safe places should include safety equipment and management systems that supports safety [like security personnel and manned cameras], as well as, being able to see/ overlook public spaces from buildings adjacent. Promote general urban design principles that support safety.
2. Green spaces should not be designed in isolation, but rather seen as part of larger biodiversity systems, supporting ecological services and contributing to resilience within urban environments
3. Retain and upgrade a variety of open space in the area.
4. Promote green canopies that support both urban cooling, a more attractive pedestrian environment and create networks of faunal habitat. These could be trees, shade structures, or the greening of vertical structures through for example, climbing plants or balcony and deck planting.
5. Elements within public spaces should be seen as opportunities for embedded memorialization, through signage, lighting, seating, textures, colours, etc.
6. Appropriate medium to high density development along open space interfaces could be considered to improve passive surveillance.

7. Where contextually appropriate, consider commercial activities such as small cafes, kiosks and restaurants that will enhance the utilisation of public open space.
8. Ensure that landscaping in new building projects is appropriate for local conditions and can sustain the impacts of weather events and climate change.
9. Enhance the green infrastructure provisions and linkages between open spaces, through diverse planting to support biodiversity, use of water and developing the water holding capability of soil and promoting a variety of social functions in the design of public open space

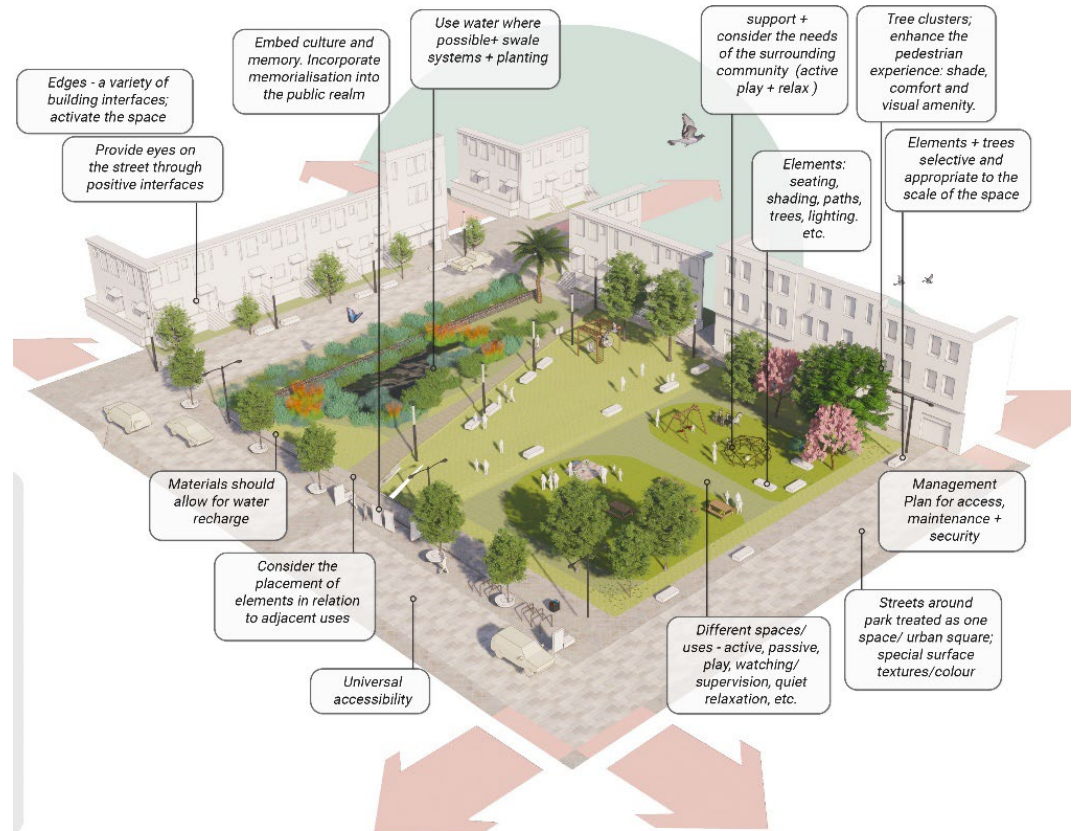


Fig. 6.35. Impression of Generic Park Space

Figure 7 Public Open Space design Principles

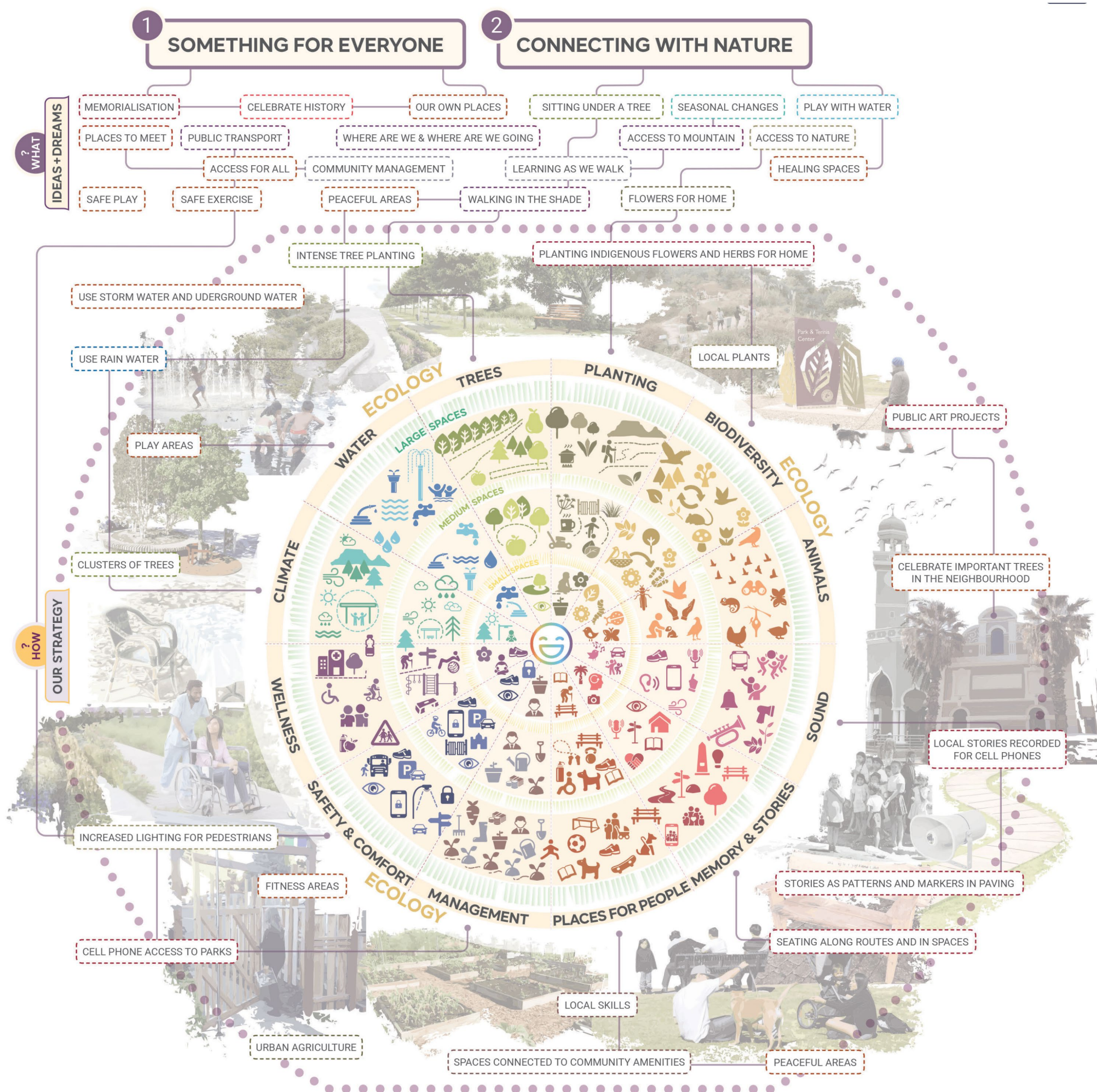


Fig. 4.78. Landscape Strategies Diagram

Figure 8 Public Space Landscaping Strategies



Figure 9: Natural Environment

7 Land Use

Residential Development

7.1.1 Housing in the city of cape town

Areas that have a predominantly residential function are seen in Figure 10: Land Use and are defined in Table 2. In the City of Cape Town the lack of adequate housing is an urgent concern that affects the city's health and well-being, and slows down efforts to unstitch the legacy of apartheid spatial planning. The City in turn is attempting to respond by supporting the accelerated provision of homes, in partnership with the private sector, to ensure adequate supply of housing to meet the needs of residents.

A growing population, together with a decreasing average household size, has resulted in a significant increase in the number of households in Cape Town. The Cape Town housing market, including both private and public housing developers, has not been able to keep up with the demand for housing, leading to growing housing demand challenges in the city. Some of the challenges include access to well-located land and general affordability. Therefore innovation in this space is

needed and a partnership with private sector role players is important. There are opportunities for development agencies, micro-developers and small scale property owners to play a bigger role by providing additional dwellings and transforming even to accommodate multiple housing units, because State-led housing delivery alone cannot keep pace with the total demand for housing opportunities.

The city is looking to support and encourage formal market activity at all levels of income bands, while also encouraging partnerships with various private sector role players in the delivery of formal housing. Therefore it is important to take note of the various role players within this space and the contributions that they can make in the drive to solve housing delivery challenges.

Table 1 Housing Development types in Cape Town

Housing producers in Cape Town	Types of development
Development agencies	Mixed typology of units for ownership and rental (at varying income levels)

Private households/ Micro developers	Additional dwelling units/ backyard structures
Social Housing Institutions	Affordable rental housing units
City	City Rental Housing Stock

The City of Cape Town has come up with strategic responses to the housing challenges faced by the city at large and as a part of this response the City of Cape Town sees itself as a key support vehicle within the Human Settlements Development space. The City therefore has three important roles within human settlements development namely:

1. **Provider:** Using available resources effectively and efficiently to provide as many subsidised housing opportunities as possible,
2. **Enabler:** Facilitating sustainable urban environments by considering the manner in which urban management and urban design should inform urban development;
3. **Regulator:** Regulating the basis by which housing development occurs within Cape Town

The Integrated Development Plan (IDP) has a strategic focus on Human Settlements and outlines certain objectives targeted at housing delivery, they are namely objective seven and eight:

Housing Objectives from the IDP:

Objective Seven:

- 7. Increased supply of affordable, well-located homes
- 7.1 Partnership for affordable housing programme
- 7.2 Tenure security programme
- 7.3 Integrated residential development programme
- 7.4 Public rental housing programme

Objective Eight:

- 8. Safer, better-quality homes in informal settlements and backyards over time
- 8.1 Micro-developer and additional dwelling improvement programme
- 8.2 Informal settlements upgrading programme

7.1.2 Human Settlements Strategy

The Human Settlements Strategy has seven key objectives as a support vehicle within this space:

1. **Objective One:** Human settlements that provides residents with healthy and safe living conditions
2. **Objective Two:** Human settlements that are more accessible, diverse, and responsive to the needs of residents.
3. **Objective Three:** Human settlements that offer occupants the opportunity to realise the full value of their homes as a social, financial and economic asset.
4. **Objective Four:** Human settlements that catalyse spatial transformation by achieving density and improving access to economic and social opportunities for all.
5. **Objective Five:** Human settlements that supports the creation of sustainable, dignified, and integrated settlements.
6. **Objective Six:** Human settlements that drive economic opportunity through an active housing construction sector.
7. **Objective Seven:** Human settlements that incorporates principles related to climate change, resource efficiency, green infrastructure, and resilience, in order to improve living conditions for housing recipients through low-cost and no-cost interventions.

7.1.3 Housing Principles in Woodstock and Salt River

With a focus Transit-Oriented Development that emphasises the need for densification and intensification in areas close to transit, Woodstock, Salt River and surrounds are ideal locations for the development of affordable housing, as these suburbs are well-located, being close to public transport and employment opportunities. It is envisioned that a total of approximately 4 000 affordable and or social housing opportunities will be developed within the area based on current human settlement programs and projects.

The proposed design has to be in keeping with the character of the surrounding area, and has to improve integration – both

between residents within the development, and between residents and the surrounding community.

The design has to have a positive interface with the surrounding public space, with visual connections with the public realm being optimised. The interface between the public and private realm should be designed in such a way as to ensure active building frontages. Densification is highly encouraged on appropriate sites, nevertheless there are some site-specific restrictions that would have to be observed

The piloting of tenure-blind design is a key part of a new approach to creating integrated communities. This is a design practice that purposely masks the differences in income and tenure through the use of similar design and architecture throughout the development.

The use of green technology, particularly in the areas of electricity and water, as well as the use of alternative building material, is also encouraged. Thought should be given to shared public spaces, including playgrounds or allotment gardens, if appropriate.

Housing developments in general should have access to basic social services, facilities and infrastructure; and safe,

affordable, and sustainable transport systems that link them to employment centres and livelihood opportunities.

Woodstock and Salt River fall within the High-density/mixed-use areas (core areas) neighbourhood typology as per the Living Cape Human Settlements Framework. This means they are; "CBDs, historic core areas, high-level transport corridors, areas which are well located relative to economic opportunities and infrastructure. These areas tend to be aligned with historical nodes and corridors, and concentrated in larger towns and the metropolitan area. They not only provide services to people who live there, but concentrate economic opportunities and services, attracting people from surrounding neighbourhoods and rural areas. High-density mixed-use areas are important parts of urban areas. "(Living Cape: A Human Settlements Framework, pg. 35)

The enhanced functioning and development of core areas is seen as being an important opportunity in the drive to overcome the apartheid spatial structure of urban areas. It also ensures that urban areas through both public and private sector intervention can create value for more people, ensuring

the urban dividend is reaped by all. Priorities for the development of high-density/mixed-use areas include:

- Proactive densification in well-located areas
- Ensuring the efficient utilization of state owned land
- Concentration of public and development facilities by congregating services and opportunities
- Balancing the need for heritage conservation versus development

7.1.4 Residential Development Guidelines

1. Density of housing development should be medium to high depending on the location. Medium density forms are supported within historic residential neighbourhoods and higher densities along corridors and around stations.
2. Edge conditions and active frontages should be encouraged particularly with high rise developments
3. Developments should have active public frontages - Buildings should engage with the street 'reaching out' with windows, balconies, level changes, etc. to provide

overlooking features and allowing occupants to take ownership of the streets

4. Orientate active uses of buildings to open outwards towards outdoor spaces (both public and private)
5. Frontages are to be broken up to create rhythms, articulation of facades, lively internal uses visible from outside
6. Communal recreation spaces should be prioritised and if possible provided within the housing development
7. To achieve the required gross densities high rise housing developments are encouraged in key locations.
8. A mixed tenure delivery approach should be encouraged to avoid challenges related to gentrification and ghettoization
9. Building heights to relate sensitively to the existing built fabric
10. Building heights to reinforce the public space structure providing overlooking features to focal points of community activity.

More locally contextual guidelines are detailed in Section 11 the PRECINCT DETAILS.

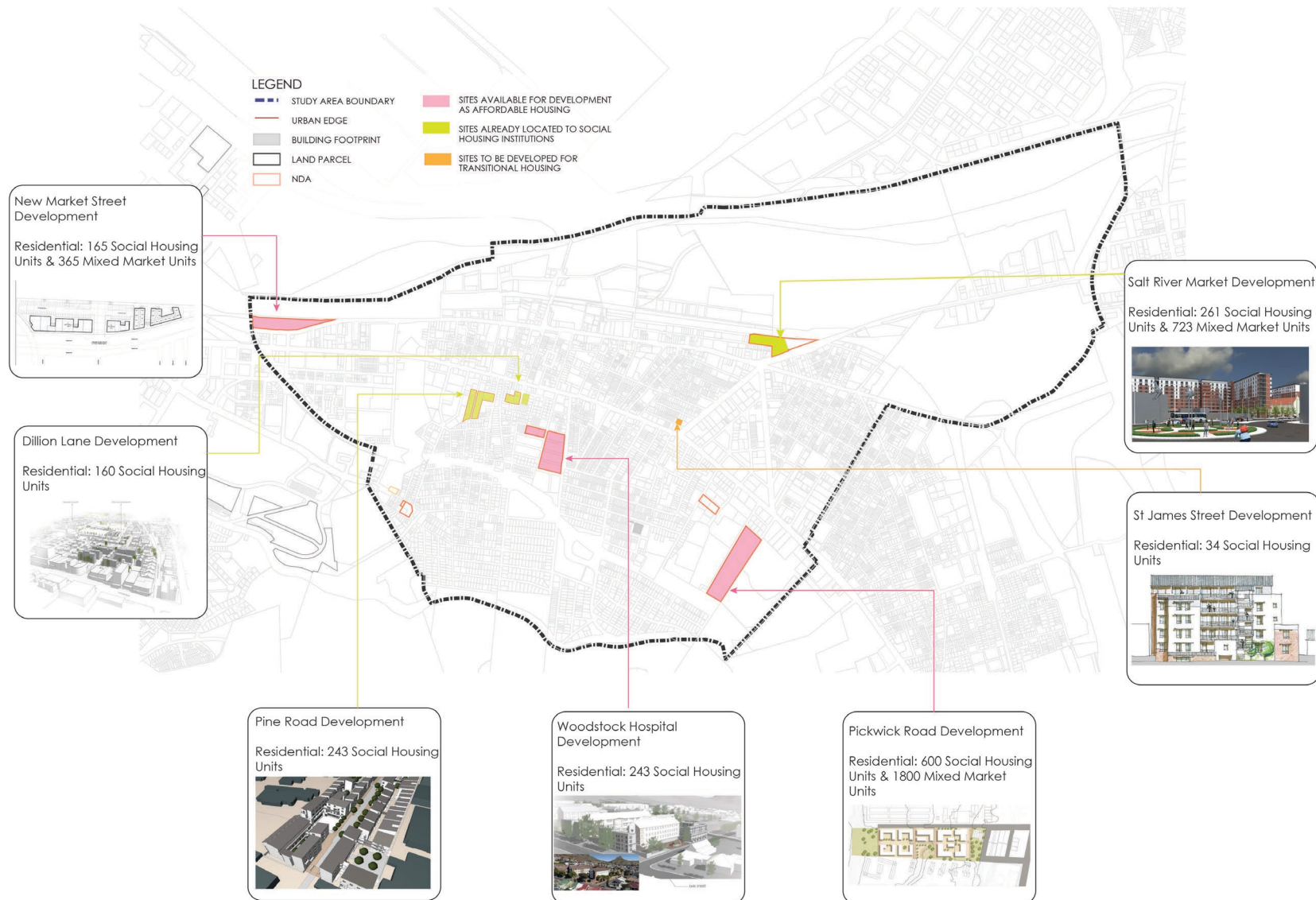


Figure 11: Currently selected sites for housing development

7.1.5 Challenges to housing delivery

Housing Type	Challenges
Inclusionary Housing (No COCT policy currently available)	• Land costs, availability of land at scale in well located areas, for municipalities to make available for inclusionary housing. • Reluctance from state land owners to release land that is not being optimally used e.g. military sites. • Reluctance from private sector developers due to reduced return on investment and associated risk. • Lack of clear policy advice and standards on inclusionary housing forms. No City policy currently available.
GAP Housing	• Delays in planning regulatory approvals creates uncertainty and increases costs to affordable housing developers. • Challenges with access to loan funding from a financial institution. (regarding

	the beneficiaries ability to finance in the context of mounting debt) • Beneficiary ability to access finance in the context of mounting debt. • Increased risk to private developers. • Higher land costs in well located urban areas. • Lack of legal and policy imperatives to develop. • Rising costs of construction.
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Social Housing	• Complex grant conditions imposed by social housing subsidies challenge to revenue generation required to operate the buildings. • Social Housing Institutions have a very diverse set of interests – from social enterprise, capacity building and social upliftment – often without sustainable sources of operating revenue to support them – they cross subsidise through market development at the development stage to provide these services and may experience cash-flow challenges. It must be noted that there is no cross subsidise through general operations. Cross subsidisation only happens at the development stage when there is a market residential component
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Economic, Legal and Policy environment.	The increasing cost of housing in well located neighbourhoods has reinforced the apartheid legacy. Price increases displacing renters with lower incomes. The state tools are inadequate to address the economic factors that have displaced families from Woodstock, Salt River and surrounds. Complex legal conditions and financial barriers reduce access to housing Simultaneously, in the face of housing shortages, activism has led to occupations as a means to access housing and an increasingly litigious and contentious environment. With the Woodstock Hospital site a case example.
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7.1.6. Density

The provision of affordable housing in Woodstock Salt River and Surrounds is central to the complex issue faced by the city in trying to deal with the effects of apartheid planning. The proposed housing developments will provide additional residential accommodation to ensure well located urban housing for many of the city's lower income residents. Given the strategic location of the study area, it becomes a great opportunity for a higher density housing and mixed use response. The proposed residential densities in the area will be medium to high and should contain appropriate typologies to ensure that higher densities are not only achievable but also that a qualitative environment is delivered.

The Table Bay district plan provides guidance on residential densities envisioned for the area, which is also in line with the various spatial policies and strategies that the city has. The district plan supports the city's objective to support diverse typologies in high-density areas (such as Social Housing Institutions and affordable housing delivered by the private sector) as well as service provision where density is not achievable.

The following principles should guide housing development in respect of densities:

- Densities must be appropriate to the scale and location of the site in the context of the city and its development history.
- Concentrations of densities to reinforce the public space structure.
- Higher densities are located along public transport routes in particular.
- Higher densities are also proposed within the strategically selected housing sites where the existing urban fabric can support this, the Pickwick, Salt River Market and Pine Road sites are planned at higher densities.
- Densities will have a direct relationship with the natural topography and lay of the land and therefore care should be taken to protect scenic views and vistas from scenic routes.
- Care should be taken to support privacy of neighbours and occupants of new housing developments, through the architectural design of the building.

- Increases in density are promoted where there is access to public transport, open space and community facilities.
- Higher densities are also concentrated around large open spaces to activate and provide enclosure to these spaces.

Targets for new development areas	Guideline	Density
Target 1: Potential Low Density Development	Area proposed for new lower density development where the gross density could average 10-45du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	10-45 du/ha
Target 2: Potential Medium Density Development	Areas proposed for new medium density development where the gross density should average 45-75du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	45-75 du/ha
Target 3: Potential High Density Development	Areas proposed for new higher density development where the gross density should average 75+ du/ha. The achievement of this target could occur via a range of housing typologies and varying net densities across the area. The development of required community facilities and open space should be addressed as part of the development of this area.	>75 du/ha

7.2 Social Amenities and Civic Design

Future investment in social facilities will be guided by an integrated approach to planning and facility provision, aligning to City spatial priorities, while driving integration across community/social services sectors and programmes.

According to the City's evaluation of its progress in meeting benchmarks developed by the CSIR, for the period up to 2040 Woodstock and Salt River have sufficient land and facilities dedicated to community use, such as schools, clinics, religions and community facilities. Beyond 2040, it is predicted that population growth will require expansion of primary and high school capacity in the Salt River area. It is generally encouraged that these facilities be accommodated on public land through the optimisation of existing publically owned sites.

7.2.1 Principles-

Efficiency: Make efficient use of available land for public facilities, intensifying the use of public land for this purpose

Accessibility: Cluster and co-locate facilities to support greater accessibility. Universal accessibility to be promoted in the design and upgrading of civic facilities.

Management: Clustering to support joint management between civic institutions. Civic spaces should have a comprehensive management plan developed in consultation with the community.

Flexibility: These spaces should have multiple uses. The parking lots and areas in and around these spaces should provide opportunity for the people to come together.

Heritage and memorialisation: Historic and religious buildings with high heritage significance should be celebrated as landmarks

7.2.2 Guidelines:

1. Ensure increases in population density correspond with increased provision for facilities according to the CSIR guidelines.
2. Community facilities, recreational spaces and public institutions of similar characteristics should be clustered together in civic precincts to reinforce one another, increase their convenience of use, and increase safety and security.

3. Community facilities should be located so that they are accessible to public transport facilities (current or future) and, where possible, along the major public transport routes.
4. Locate the community facilities so that the maximum multiple uses can be derived for cultural practices, recreational spaces and public institutions.
5. Ensure that new land uses do not infringe on or attempt to restrict cultural practices, such as the Athaan, by for example, informing new residents and guests of these practices.
6. Development proposals should provide for an equitable distribution of community and social facilities and recreational space depending on scale while the public sector plan's this, the private sector may be involved in contributing.
7. New developments should contribute to public space and landscaping, either within the development: for example retail courts, deck gardens, or in the public realm.
8. Urban squares should fulfil the role of flexible open spaces that can accommodate a variety of uses. They

provide a robust, yet flexible, setting for urban life to play out. Markets, music events, arts events or ceremonial events take place within the public realm and often within urban squares.

9. Residential developments surrounding community facilities should, where practically possible, face the facilities to provide added surveillance to these facilities.
10. Where new residential developments are proposed the need for land for community facilities, especially educational facilities, at appropriately accessible locations should be catered for through the reservation of land for this purpose.
11. Where possible, land rights transfers should be permitted to facilitate the acquisition of appropriately located land for the provision of community facilities.
12. Encourage larger institutional campuses, schools, colleges and other training to integrate into the neighbourhood, through consideration of transit accessibility, clustering with similar facilities,

participating or contributing to community gardening initiatives or connecting to local industries.

13. Acknowledge entrances to important or civic buildings. For example, provide bump-outs and pedestrian crossing adjacent to institutions (Schools, Mosques, and Churches) to allow for extended pausing spaces.
14. Health facilities should be accessible and should be integrated with public transportation.
15. The spatial organisation of facility buildings and their surrounding spaces should be considered together to ensure clear lines of sight within any given area, and avoid blind spots.

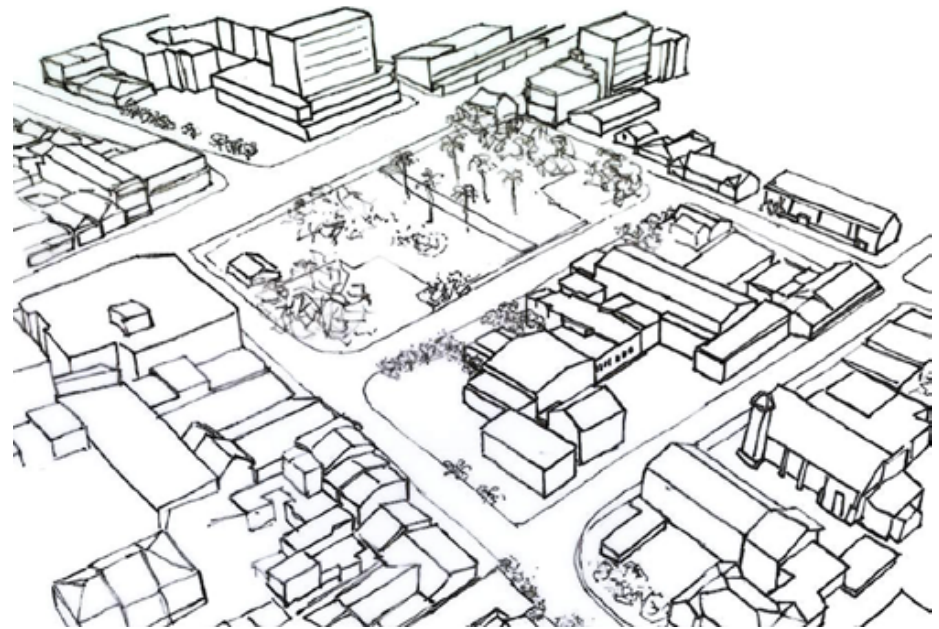


Figure 12 A Forecourt Environment for Woodstock Town Hall Park

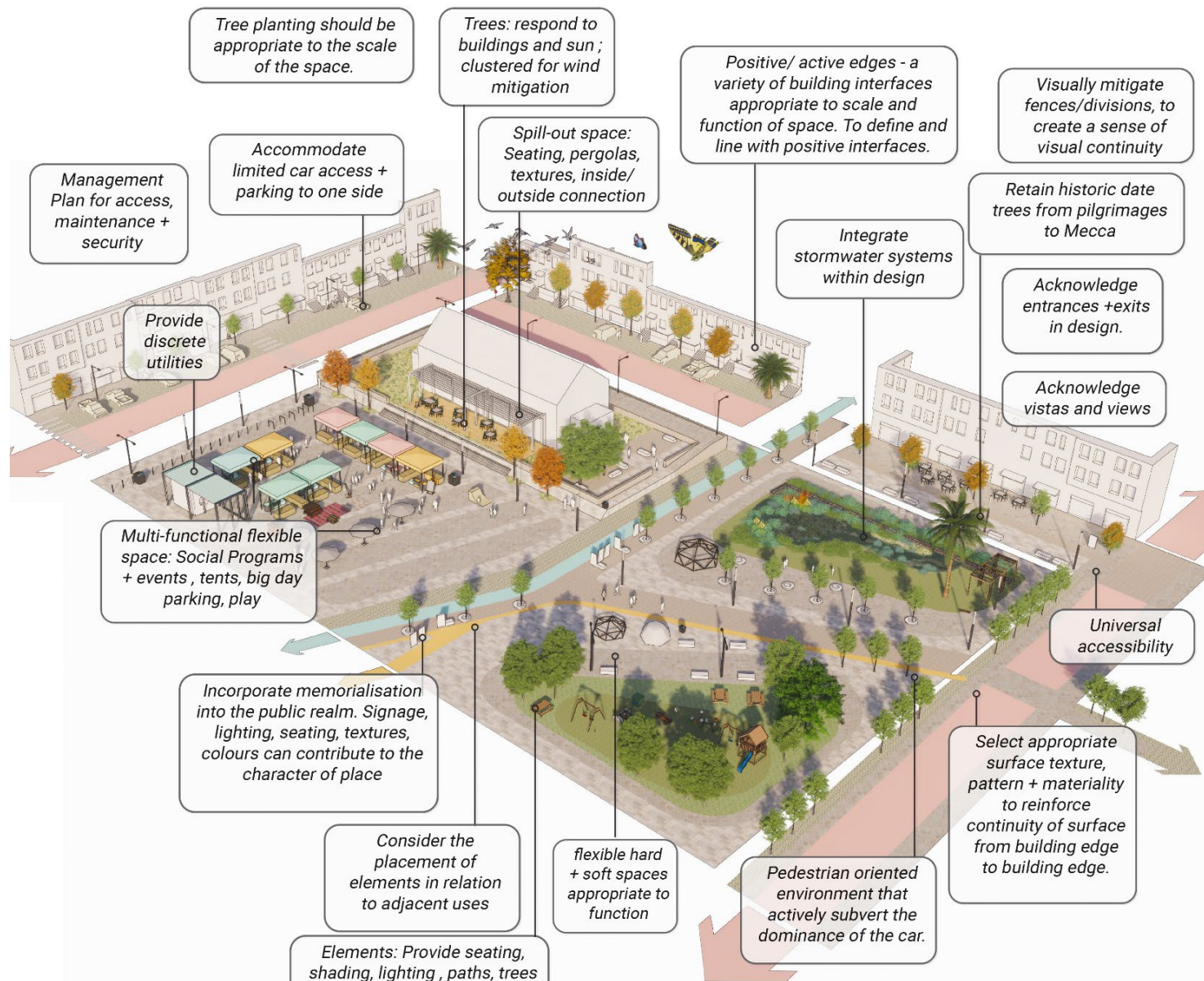


Figure 13 Impression of open space around institutional building - source District 6 Public Realm Strategy

Connectivity and Mobility

- ▶ All connectors as green-blue corridors - connecting spaces for people and for insects, birds, small animals, soft materials
- ▶ Access to mountain - both physical and visual
- ▶ Public transport
- ▶ Access for all
- ▶ Design to ensure a visual and physical connection to the mountain
- ▶ Visual connection to the sea from the proposed Memorial Park and other areas lying in higher elevation

Education

- ▶ Learning as we walk
- ▶ Learning opportunities along identified educational spine
- ▶ Connecting CPUT campus to the area
- ▶ Tours through the area by locals
- ▶ Indigenous knowledge of mountain fynbos foraging
- ▶ Cooking culture
- ▶ Religious traditions

Building interfaces and Built Environment

- ▶ Interactive at ground level, with balconies and windows above
- ▶ Blank walls and other visually impermeable finishes to be avoided
- ▶ Include strategic parking and drop-off zones
- ▶ Soft and hard landscape elements to support commercial areas and provide comfort for gathering spaces
- ▶ Surface finishes and construction of walkways, pavements, and areas to be done in a manner to be accessible to all pedestrians, including differently-abled pedestrians
- ▶ Activities to range to accommodate all ages and abilities
- ▶ Provide for a variety of spaces

Figure 14 Principles and precedent for public spaces around civic buildings



Fig. 4.88. Connectivity and Mobility Idea



Fig. 4.89. Education Idea



Fig. 4.90. Building Interfaces



Fig. 4.91. Built Environment Idea

7.3 Economic

Economic land uses, including commercial, industrial and logistics, take up the largest volume of land in the Woodstock/Salt River area. The environment enables a diverse range of industries and businesses to operate, in premises of different sizes, characters and levels of exposure. Rentals have remained comparable with other economic nodes in the city, while offering proximity to the Port and CBD.

Historically, manufacturing has declined in the area, particularly the garment manufacturing cluster. These larger industrial buildings became available for conversion and alteration with notable examples of mixed use conversions.

There is a strong presence of arts and design businesses, galleries and showrooms, furniture manufacturing, private educational institutions and a variety of street front retail, ranging from established local institutions such as the Balmoral to corner shops, niche service businesses and auto service trades.

In the current economic climate, there is less interest in property redevelopment, however underutilised buildings and land parcels remain substantial future development opportunities

Principles:

Ensure new development does not negatively affect the operation of growing economic sectors or sterilise commercial opportunities.

Encourage and maintain a diverse business environment, with varying sizes and types of premises and varied rental prices.

Promote spatial transformation by encouraging provision of spaces suitable for small, medium and micro enterprises with competitive and affordable rentals.

Encourage growth of skills development institutions in line with business needs,

Align public investment with sites and routes that attract or have the potential to attract the visitor or recreational economy while ensuring wider public benefit.

Support a mix of land uses in keeping with the current mixed land use distribution and avoiding exposure of residential land use to higher risk industrial areas.

Encourage a 24 hour economy and night time safe routes and zones. .

Guidelines:

1. Support the prioritisation of public- private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure.
2. Where proposed new industrial areas are surrounded by dense residential development, consideration has to be given to the social, health and safety impacts of proposed industries. Properties abutting or impacting residential uses should consider training, commercial or light industrial uses with limited polluting impact.
3. Support the incremental intensification and sensitive redevelopment/ adaptive re-use of historic built fabric over time. This should be guided by suitability of the area for land use intensification, there are pockets around New Market street, Brickfields Road and Pickwick street and the area between Durham and Salt River road that are suited to higher levels of mixed use intensification, the areas around the train stations and the PRASA properties are priorities for redevelopment and

intensification. These should consider the character of the surroundings. The Lower Church Street and Transnet yards are suitable for intensification of industrial and commercial uses.

4. Consider the existing character areas of heritage significance as an informant to development and redevelopment proposals in consultation with the urban design policy and Cultural and Heritage Management strategy.
5. Encourage resource efficient design and promote net zero carbon buildings and precincts in alignment with City Urban Design Policy.
6. Promote an appropriate interface between mixed-use areas and adjacent spatial designations (such as low-density residential, open space or industrial areas, through for example, encouraging overlooking features facing onto open spaces, avoiding loading or noxious activities abutting residential areas.
7. Along the main urban corridors of Victoria and Albert roads, businesses are encouraged to contribute to landscape improvements, wayfinding and urban management.

8. Encourage expansion of urban management initiatives in association with economic areas.
9. Encourage the provision of basic services, amenities and design considerations to support informal economic activity and to reduce negative externalities associated with unregulated business activity. This includes hard and soft landscaping, sufficiently wide pavements to accommodate trading space in high footfall areas, such as around train stations and at points along the Victoria and Albert rd. corridors.
10. Promote the development of contextually appropriate market structures, storage facilities, ablution facilities, waste collection/recycling, streetlights, water and electricity connections. This applies to all areas, but will be most relevant in high-volume pedestrian areas such as nodes, transport interchanges, civic precincts, destination places and other busy places.
11. Promote the provision of diverse and affordable business rental premises in new developments, particularly in association with high traffic retail.

7.4 Bulk Infrastructure

7.4.2 Electricity

The Study is a City of Cape Town supply area and has adequate sub-station capacity for incremental implementation of development projects, the improvement of network infrastructure may be needed to extend development.

There are no severe capacity constraints.

New development should be encouraged to provide alternative energy where feasible, in accordance with the City's Carbon Neutrality pathway. This will provide benefits to the operating costs of buildings and energy security for tenants.

7.4.3 Stormwater

The area has adequate capacity except for around the Salt and Black River estuary area.

Development in the area is for the most part in existing surfaced urban areas, so should not impact stormwater capacity.

The exception is part of Transnet properties in the historic Salt River floodplain, where overflow events may occur from the Salt and Black river system may occur. This site may require improvements to its flood amelioration to protect rail infrastructure and any future investments on the site. A green infrastructure approach should be considered in this case.

Urban management and cleansing in particular have an impact on stormwater as pollution can cause blockages and local flooding.

7.4.4 Sanitation/Waste Water

The areas east of the Foreshore drain to the Athlon Waste Water Treatment Works via various pump stations.

The expansion of the Athlone Waste Water Treatment Works (WWTW) is as strategic priority infrastructure programme currently at the Tender Award stage. This is necessitated by the demand on WWTW due to the continued and planned intensification of development in the catchment for this treatment works.

There are capacity challenges in the medium to long term that should be addressed by the expansion of the Athlon WWTW.

The network sanitation infrastructure is aged and is replaced as needed.

7.4.5 Bulk Solid Waste:

Upgrades are planned for the Woodstock Waste drop off area. The site offers opportunities for waste beneficiation projects and skills development for waste pickers.

7.4.6 Guidelines

1. Encourage on site water storage.
2. Encourage green infrastructure approaches to landscaping where possible, incorporating multi-functional green spaces.
3. Encourage wide scale cleansing in order to prevent localized flood events

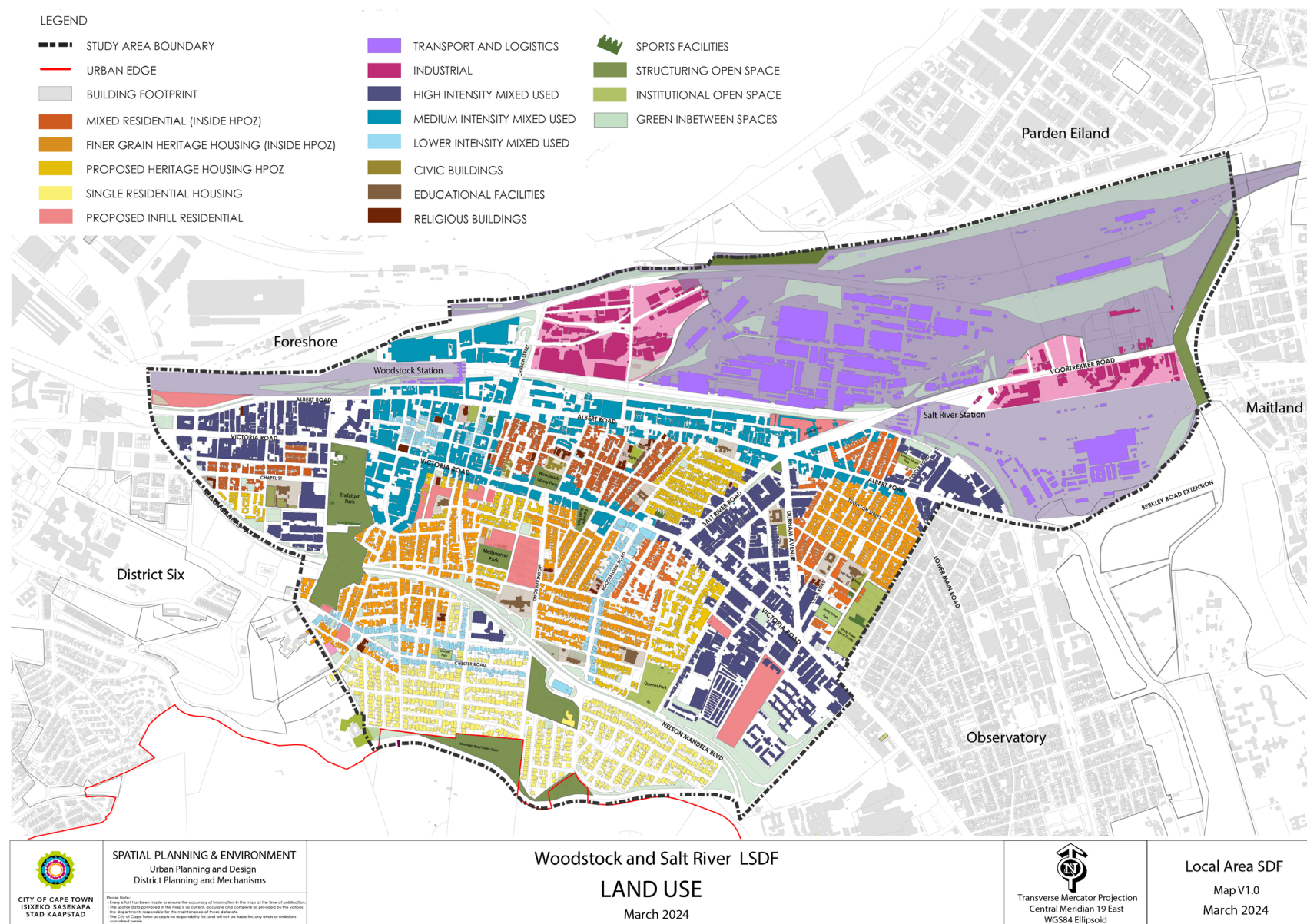


Figure 15: Land Use

8. Heritage and Living Heritage

Woodstock and Salt River carries symbolic and real artefacts of the timeline of South Africa's development, presenting a unique and rich urban heritage.

Heritage attributes which contribute to the character and require specific consideration include the following:

- Buildings or sites of national historical importance or association, or which play an important part in the life of the communities in which they are set.
- Buildings which are rare or outstanding architectural examples of their period.
- Buildings which form a fine grouping of architectural merit.
- Buildings which contribute to a fine urban setting or the quality of a square, linear area, or other urban space, or lend character to a locality.
- Pre-1905 buildings which are substantially unaltered.
- Pre-1900 buildings and sites which should form the subject of archaeological or architectural study.
- Sites which, if redeveloped, would interfere with the environs and urban scale of buildings which should be preserved or with important urban vistas or views.

Positive characteristics of historical development patterns should be considered as guiding principles for future changes and growth:

1. The clear and legible structure, with its main structuring routes with mixed land uses, edging a fine-scaled and varied backup grid, which allows predominantly residential areas to exist in close proximity to the activity associated with the main routes- offers many choices of living environments and is easily accessible on foot.
2. The fine scale and grain of the built fabric.
3. The variety of small local public facilities throughout the area.
4. The enclosure of public space by buildings, which contributes to the strong character of the area and its Streetscapes.
5. The various transitional elements (verandas, narrow front gardens, steps, low walls in residential fabric, and recessed entrances, canopies and balconies in commercial

buildings) at the interface between public and private space, which encourages interaction and "eyes on the street" passive surveillance.

6. The consistency in the materials and variety in the details of the buildings, which make a coherent yet visually interesting urban environment.
7. The finely textured mix of land uses.

The implication for Woodstock Salt River include reinforcing the principles of active mixed use development routes, nodes and open spaces, protecting and enhancing unique character areas and retaining a range of building types and positive streetscapes. These principles must be derived from the historic activity routes of Albert and Victoria Roads as linear systems onto which urban developed clipped over time. Woodstock & Salt River has historically served as examples of better performing urban areas because of its distinct urban characteristics, structure and form.

The heritage character areas within the study area are further described and guidelines are presented in the Precinct details.

The map in Figure 17 indicates the declared Heritage Protection Overlay Zones. HPOZ is the legal mechanism for managing city form in areas of heritage significance and development decision-making in these areas has to consider impacts on the significance of the area.

Heritage graded buildings and sites are included on Figure 17 and indicate where heritage significance must be considered in the development process.

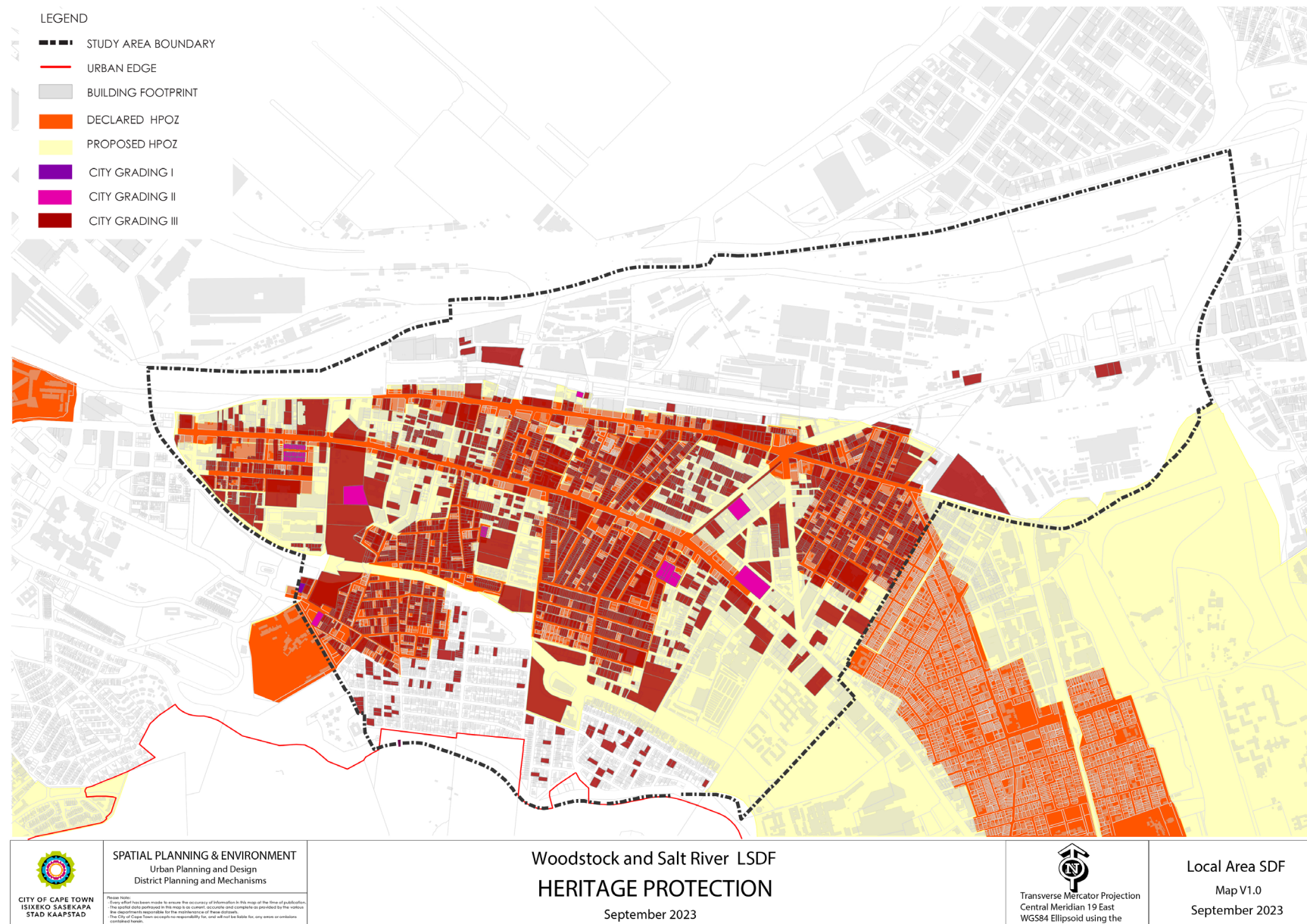


Figure 16: Heritage Protection Overlay Zone
Woodstock/ Salt River and Surrounds LSDF – Volume 2

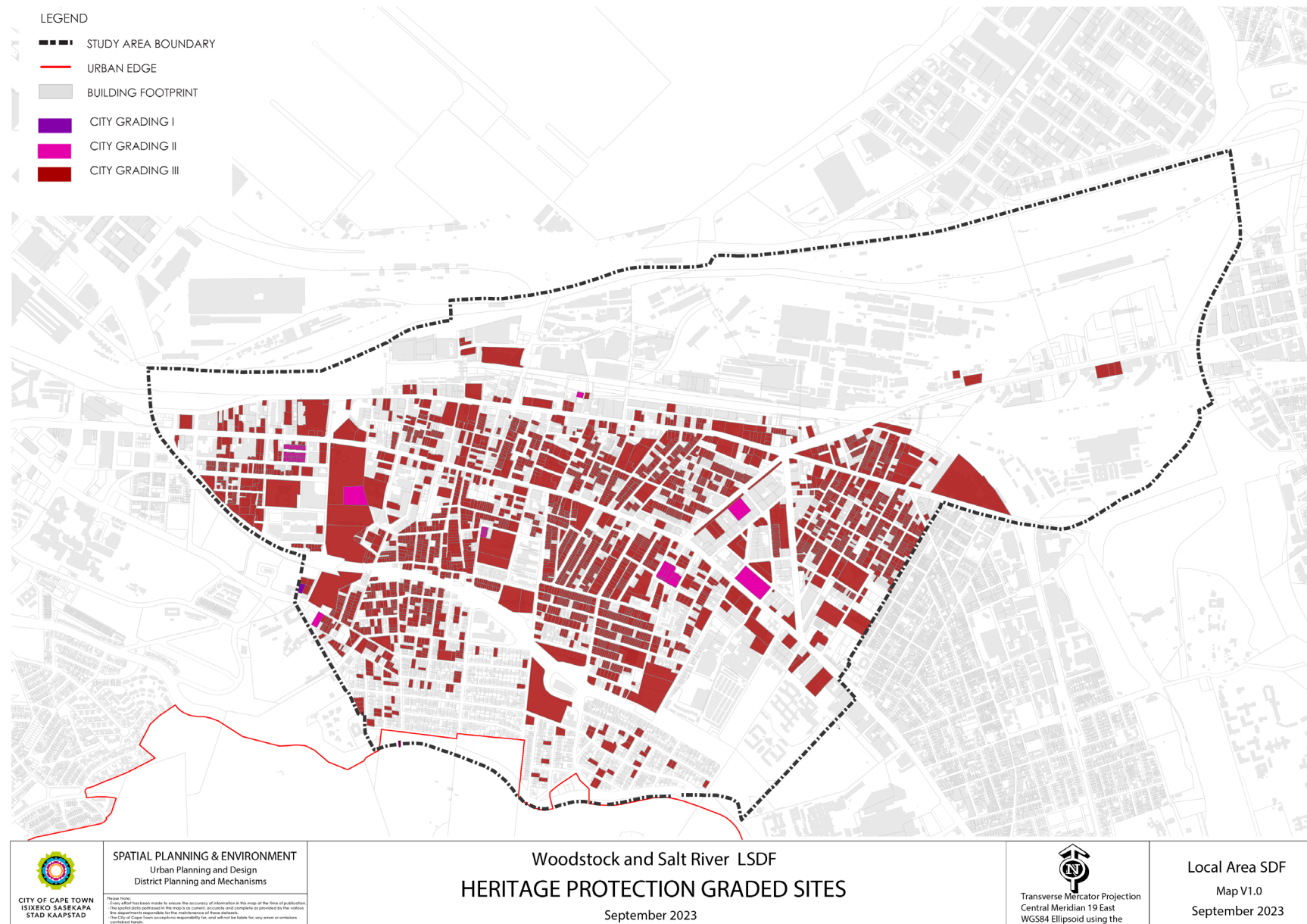


Figure 17: Heritage Protection Graded Sites

8.2 Culture, Tourism and Arts

Objectives:

- *Places Matter*: places are much more important than individual buildings or traffic volumes. The goal is to create attractive and interesting places that are shaped around people, qualitative and functional organization of the site, enlivening the physical experience of the development by both its occupants and passers-by. The rich potential of the broader site already provides key qualitative principles from which to draw inference.

Craft is King: attention to the grain and texture of the making of public places and urban form must be complemented by the crafting of the place. All too often commercial developments are associated with crass built forms shaped by reductive technocratic solutions.

People and Space Integration: we will encourage a positive relationship with the existing built form and integrate it with its sense of place. The sense of place includes the relationship of people, their activities and cultural practices, ultimately reflecting their character in its making.

Community over Time: systems thinking and incremental development will allow opportunity for development to shape its form and character over time. Sustainability [social, economic, environmental, resource] is to be treated as a matter of course, furthermore, we argue that development should allow for flexibility in accommodating a changing program that may be influenced by changing needs over time.



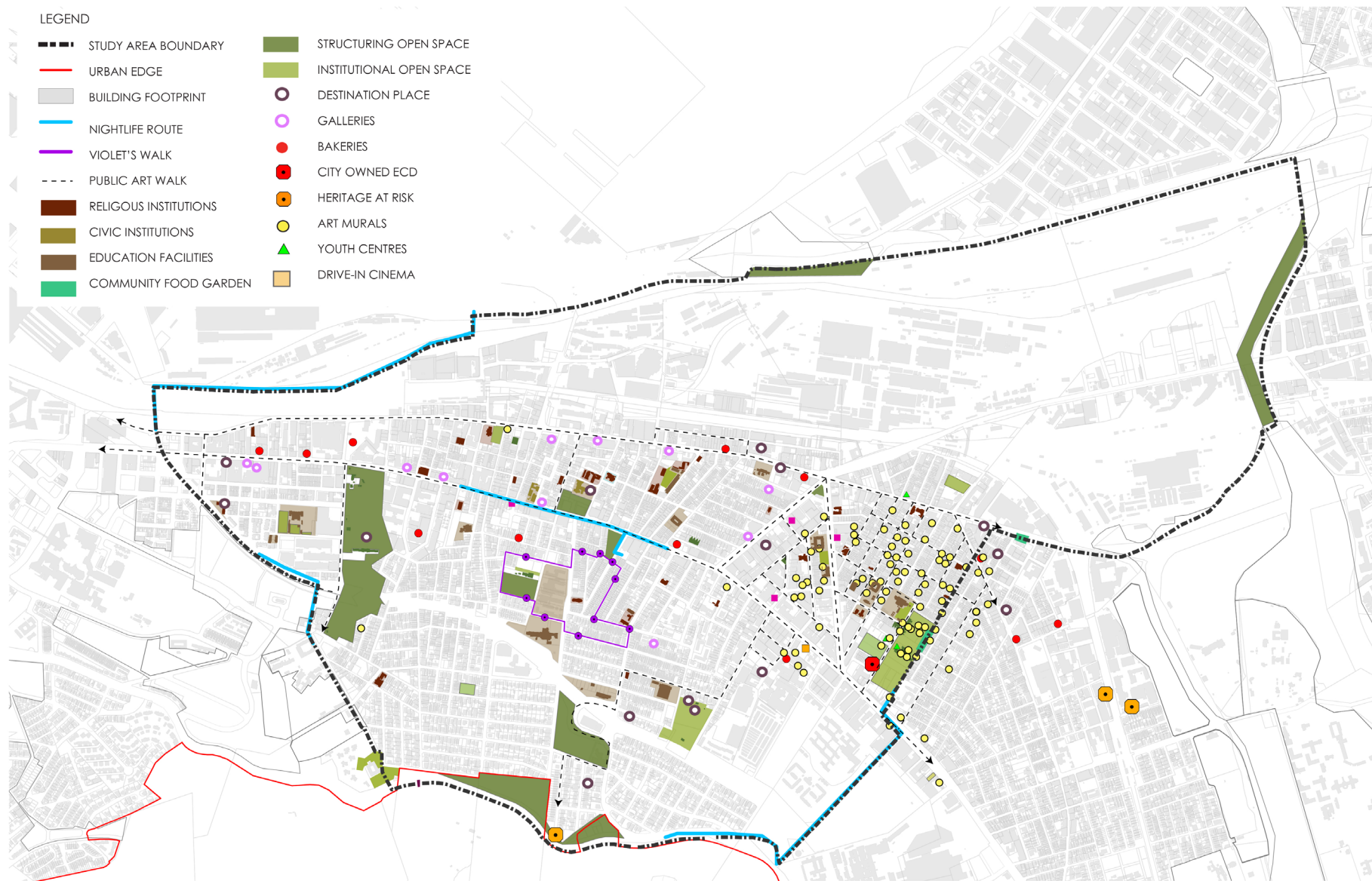
Figure 18: Public Art Walk and Murals

- Neighbourhood context: New developments and tourism should work towards ensuring a harmonious neighbourhood that considers historic context.

Guidelines:

- 1 Enable less formal trade and encourage economic activities at destination places such as the Old Biscuit Mill.
- 2 Prevent activities that compromise or restrict views along Phillip Kgosana Drive or Nelson Mandela Boulevard (consult Scenic Drive Management Policy).
- 3 Support private and public sector investment for appropriate redevelopment and upgrading of destination places to ensure they maintain variety for repeat visitors.
- 4 Support development of potential destination places which will promote and enhance tourism and recreation, in areas that have not been included in the tourism economy
- 5 Improve legible connections between tourism destinations encouraging visitors towards different areas.
- 6 Use street-scaping, landscaping and signage to define and characterise spaces – this is critical in highlighting the diversity of experiences. Tourism signage should be consistent throughout the City, with signage for major attractions and facilities being in line with overall signage policies.
- 7 Developments in cultural landscapes and heritage areas to consider the visual impacts on the landscape and refer to the City's Cultural Heritage Strategy and heritage booklets.
- 8 Street furniture, lighting, benches, public art and trees provide opportunities of creative memorialisation.
- 9 A unified character for the street needs to respond to the heritage of the space.
- 10 Institutions along the street need to be acknowledged and celebrated through changes in the treatment of the street. Paved spaces, additional street furniture, lighting or bump outs can occur along the street at notable institutions or public amenities.
- 11 Enable development that is sensitive to the character traits of the area.
- 12 Provide opportunities to engage with the heritage of the site. Elements within public spaces should be seen as opportunities for embedded memorialization, through signage, lighting, seating, textures, colours, etc. Examples include "storied pavement", historic kerb stones, public art and benches

Figure 19 Cultural Resources Map



LEGEND

- STUDY AREA BOUNDARY
- URBAN EDGE
- BUILDING FOOTPRINT
- NIGHTLIFE ROUTE
- VIOLET'S WALK
- PUBLIC ART WALK
- RELIGIOUS INSTITUTIONS
- CIVIC INSTITUTIONS
- EDUCATION FACILITIES
- COMMUNITY FOOD GARDEN
- STRUCTURING OPEN SPACE
- INSTITUTIONAL OPEN SPACE
- DESTINATION PLACE
- GALLERIES
- BAKERIES
- CITY OWNED ECD
- HERITAGE AT RISK
- ART MURALS
- YOUTH CENTRES
- DRIVE-IN CINEMA



SPATIAL PLANNING & ENVIRONMENT
Urban Planning and Design
District Planning and Mechanisms

Please Note:
- Every effort has been made to ensure the accuracy of information in this map at the time of publication.
- The spatial data portrayed in this map is as current, accurate and complete as provided by the various
- the departments responsible for the maintenance of these attributes.
- The City of Cape Town accepts no responsibility for, and will not be liable for, any errors or omissions
- contained herein.

Woodstock and Salt River LSDF
CULTURAL MAP

September 2023



Transverse Mercator Projection
Central Meridian 19 East
WGS84 Ellipsoid

Local Area SDF
Map V1.0
September 2023

9 Movement Networks

A safe, attractive and user-friendly public realm should invite participation from and accommodate the broader community's needs. This can be achieved by ensuring an efficient and functional movement system of people between places.

Albert and Victoria Roads are the main linear structuring elements that provide access within the study area as well as to the northern and southern suburbs respectively.

The railway line aims to reinforce the mains roads with a series of north-south local connector routes connecting to the main roads.

The main local connector routes, i.e. Station Road in Woodstock and Cecil Street in Salt River are considered to be important distribution routes between the two areas.

North-south vehicular connections from Woodstock and Salt River, to the freeways (and onto Culemborg) are limited. The N1 is only accessible via Lower Church Street and the Eastern Boulevard is accessible via Roodebloem Road and Searle Street. Therefore, the freeways form large impenetrable barriers

to the north and south cutting direct access off to the mountain and sea.

The parallel system of rail and road movement corridors present an excellent enabling structure for urban activities and opportunities of varied scales to thrive. There are opportunities for reinforcing existing linkages, special places and major movement routes.

There is a need to create more development opportunities in a well-resourced areas within the study area while ensuring that the access housing opportunities, amenities, jobs and resources for people with lower to middle incomes are maintained.

Principles:

- **Transit oriented development:** Movement and development patterns move away from an environment biased towards motorised transport and fossil fuel use, towards more sustainable modes.
- **Universal Accessibility and Safety:** Enhance the pedestrian experience by promoting NMT route development and maintenance. Safe streets include physical safety through the provision of equipment that supports this [like security and manned cameras], as well as, eyes on the street. Advocate for general urban design principles that

promotes safety. Make streets that are safe for the most vulnerable, including women, the elderly and children.

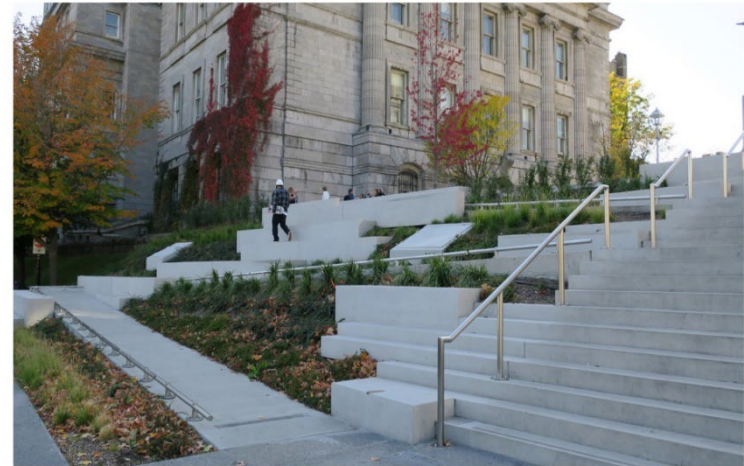


Fig. 6.48. Appropriate scale of elements



Figure 20 Streetscape element examples

- **Active Streets with multiple uses:** The mixed use and vibrant streetscapes are further reinforced through the creation of more space for people and activities and through the maintenance of street retail. Streets support multiple activities and uses, including gathering spaces, bump outs, parklets and planted areas to be encouraged.
- **Imageability and Materiality:** Enhance the quality of the streets and introduce changes in surface treatments, to maintain a distinct, recognisable and memorable.
- **Enclosure:** Create an environment that provides appropriate exposure. So that public space is visually defined by buildings, walls, trees and other vertical elements with active interfaces.
- **Transparency:** The design of buildings and streetscapes should take into account the degree of which people can perceive objects or activity beyond the street edge

General Public Space Guidelines for Streetscapes:

- Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with planned IRT, other public transport, and NMT

infrastructure improvements in mind, and especially at BRT and taxi stations and stops.

- Civic upgrades, landscaping and NMT provision should be a key consideration and made as and where appropriate to ensure quality streetscapes.
- In general, development should front onto these roads and active street interfaces should be encouraged, and large extents of blank wall and street-facing car-parks avoided. On site car parking garage interfaces or buildings on stilts with car parking at street level, should be avoided on activity streets. Any parking should be wrapped with active frontages.
- Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high intensity, mixed-use nodal areas where frequent pedestrian movement across the street is necessary.
- Continuous drop kerbs are to be provided for universal accessibility and safety.

- Ensure on-going alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes,
- Emphasis should be placed on decreasing vehicular traffic (provided by holistic environmental design solutions rather than speed bumps) and attention to the design of pavements and street elements to accommodate pedestrian users.
- Multiple uses: Streets to be viewed as multi-functional spaces with a shared surface treatment.
- Use of integrated sustainable drainage systems in promoted- with runoff to be captured into bio-swales

Design suggestions include: generous pavements; textured intersections; street furniture; trees and other landscaping; lighting; signage; integrated stormwater considerations including sustainable urban draining principles and, most importantly, a high quality environment for people on foot

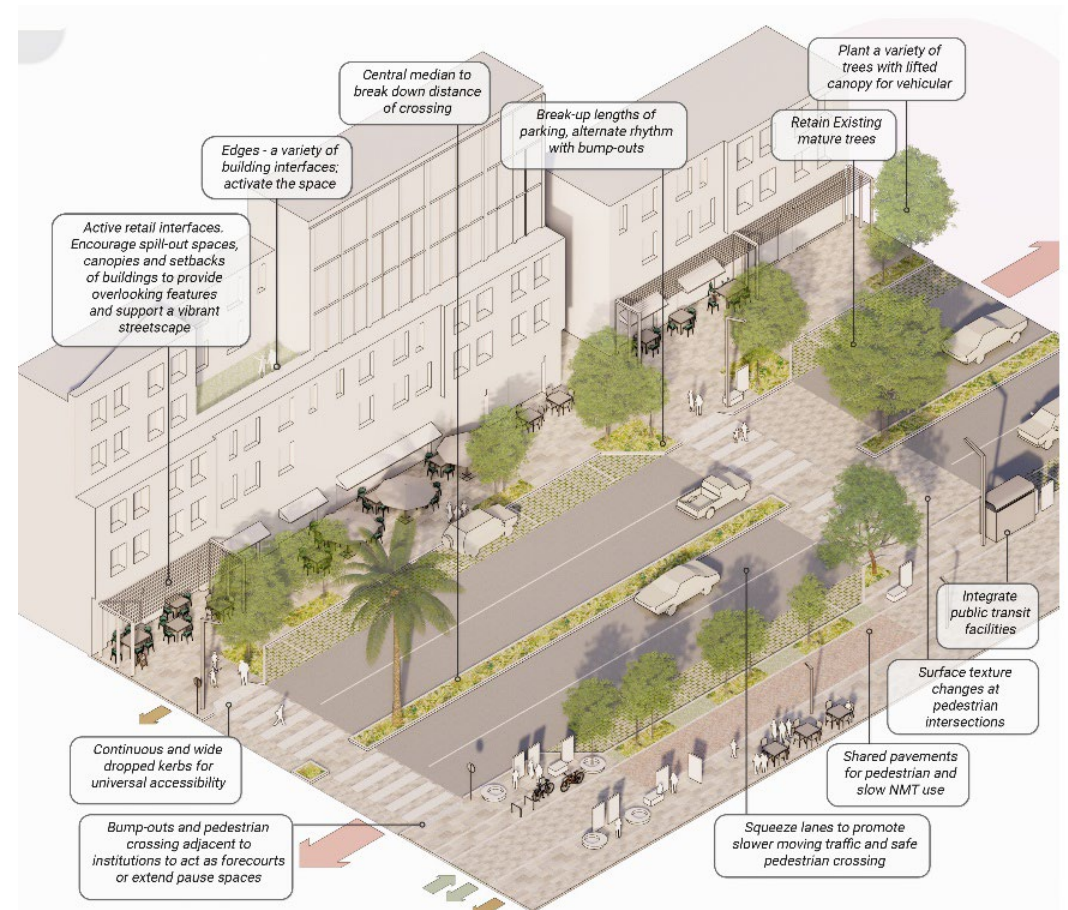


Figure 21 Example of streetscape principles (Source CoCT District Six Public Realm Strategy)

Activation

- Prioritise pedestrian spaces and spaces for play in and alongside green routes.
- Promote active street interfaces and encourage threshold spaces of public-private transition. Residential neighbourhoods should have stoeps and front doors that encourage eyes on the street.



Fig. 6.29. Green street with swale

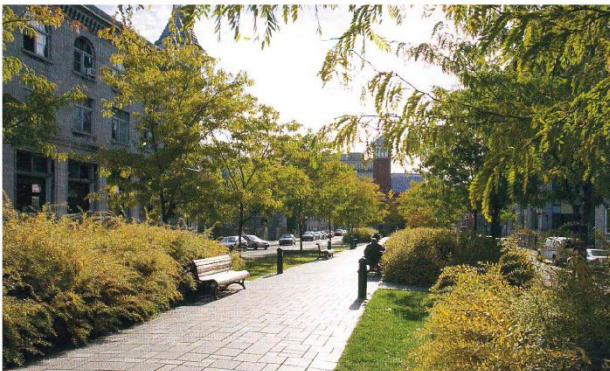


Fig. 6.30. Soft landscaping and pedestrian link



Fig. 6.31. Pedestrian oriented street and shared surface space with Sustainable Urban Drainage System / swale



Fig. 6.32. Green streetscape / linear park



Fig. 6.52. Swales deal with stormwater runoff from hard surfaces

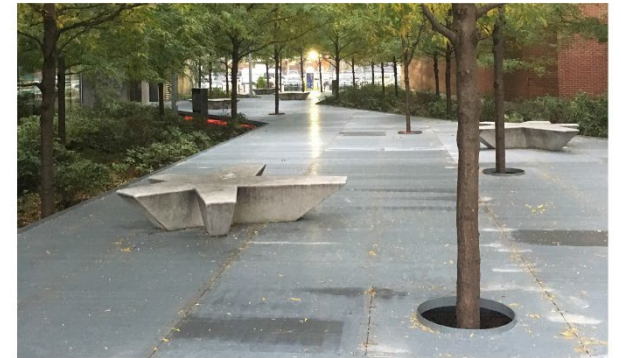


Fig. 6.54. Trees as structuring elements in space



Fig. 6.56. Planting palette with a diversity of species and seasonal range

Figure 22 Examples of planting within streetscape

Guidelines for Specific Route types

Route Types: See Table 2 Map category Descriptions for map symbol	Road names	Guidelines
Highways (Focus is on Scenic routes for this LSDF) <i>Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2 routes which traverse areas of high scenic quality and are frequently accessed.</i>	N2 & Nelson Mandela Boulevard Voortrekker Road	1. Promote the enhancement and protection of scenic qualities and heritage resources along these routes, especially where these have been recognised and protected through policy and legislation. 2. Improve the crossing over the Eastern Boulevard 3. Improve areas underneath and leading up to highway crossings and on/offramps encourage multiple uses of vacant and underutilised spaces in these areas. 4. Improve urban design, security and management of pedestrian bridges and connections.
Development routes This is a high level corridor that connects space at a metropolitan level . Characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium to high intensity mixed use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.	High order Development Route (metro-scale) Victoria Road Voortrekker	1. Prioritise visual permeability of the façade, to enhance passive surveillance and improve the street as a pedestrian friendly and social space. Large extents of blank wall and street-facing car-parks avoided. 2. Enhance the buildings and developments adjacent to major transport stations and stops as hubs for activity and connection points throughout the area. 3. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. Roads may also include

		landscaping/ tree planting to facilitate green connections, with consideration to the location of infrastructure services. 4. Encourage more space provision for civic life, particularly in front of civic buildings, transit stops, retail spaces or destination places. 5. Acknowledge the mobility function of these routes, while finding opportunity to expand space for non-motorised transport, spill out of business uses onto the street, this could be accommodated on corners where use of road space is not supported.
	Lower order Development Route (District-scale) Albert Road Malta Road Sir Lowry Road Salt River Road into Liesbeek Parkway Durham Road The Salt River 'triangle' Lower Main Road	1. These roads should be retrofitted to enhance the pedestrian experience and increase passive surveillance and safety 2. Traffic calming and visual reminder for drivers to slow down. This can be done with textures, bump outs, raised pedestrian crossing, and other traffic related interventions, but also through softer visual cues like tree canopies. 3. There should be pedestrian and NMT space that allows for cyclists and pedestrians to meander along the route. 4. Public transit in the same lane as cars with one lane in each direction. 5. A system of tree clustering/lighting/benches to be proposed in front of school, religious and community centres. This creates places of safety and eyes on the street by community use of space. It celebrates the institutions and spaces along the routes and supports the characters of these streets. 6. Street furniture, lighting, benches, public art and trees provide opportunities of creative memorialisation.

		Traversing routes connecting commuters with schools and parks need to consider the safety of children, as well as the experiences of children who walk and play in spaces along these routes.
Connector Routes Higher order connector Route: These connect different areas of the city and have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes. Lower order Connector Route: Low-mobility routes serving only a local area. These connect different parts of the local area.	Higher order connector Liesbeek Parkway Roodebloem – could be a development route? Mountain Road Berkeley Road Extension – proposed Searle Street Browning Chapel Street Church Street Lower Church Street Cecil Road Foundry Road Tennyson Melbourne Road	- The role of these routes as significant community service public transport routes should be reinforced. - Civic upgrades, landscaping and NMT provision should be made as and where appropriate, including as part of new developments, to ensure quality streetscapes. - Historic streets, while not attempting to mimic the past, need to sensitively respond to and enhance the heritage character, in Woodstock and Salt River, this means promoting a mix of uses, a mixed height profile along the streets and active street interfaces alongside improvements to the public realm. - Future design and developments to these roads should consider street design and opportunity for interventions for safe waiting, playing and waking space for children and the community. Especially in areas adjacent to civic institutions, schools, destination places and open spaces – like Mountain Road and Chapel Street. - One lane in each direction should be narrowed where possible to reduce speeds.
	Lower order connector Victoria Walk Queens Park road Plein Street Melbourne Regent Street	Streets need to accommodate the minimum lane width. Where appropriate, these can be a single lane, with parking adjacent and a shared, seamless surface treatment. Where appropriate, small streets in residential areas should be one lane wide and work like a woonerf. These streets are predominantly seen as part of the pedestrian realm.

	Aberdeen Street Bromwell Street Gympie Street Station street London Street Salisbury Briar Street Manrose Street Hopkins Street Brickfield Warwick Street Ravenscraig Street Walmer Road Queens Road Earl Street Russell Street Upper Melbourne Road Upper Park Road Beresford Road Rhodes Avenue Coronation Hopkins Street Addison Street Dryden Street Shelly Road Cavendish Street	2. Pausing spaces with trees and benches can be mirrored and staggered on either side of the road. 3. Allow for corner stores and small-scale residential businesses opportunities. This increases activity throughout the day, stimulates vibrancy and provides a service to residents. 4. Prioritise pedestrian and play spaces. 5. Active street interfaces and threshold spaces. Residential neighbourhoods should have stoeps and front doors that encourage social interaction and eyes on the street.
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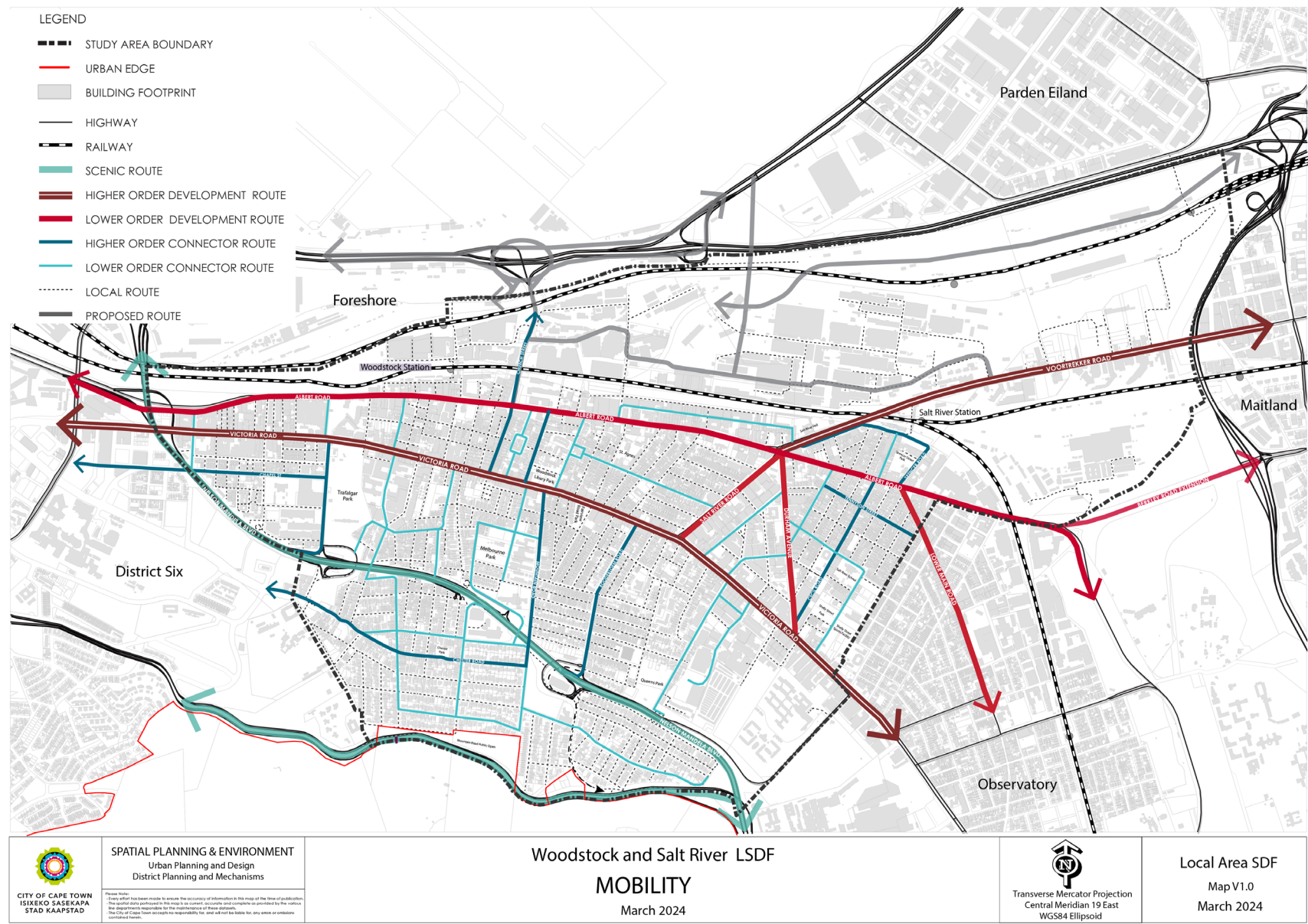


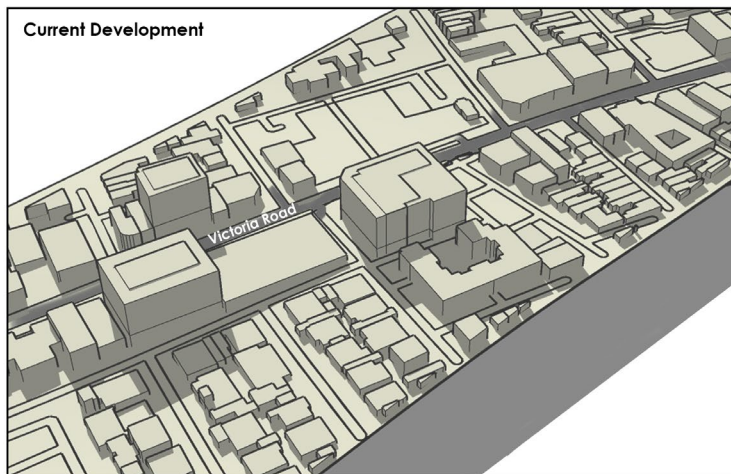
Figure 23: Mobility

Higher-Order Development Route

Victoria Road



Current Development



Higher-Order Connector Route

Roodebloem Road



Current Development

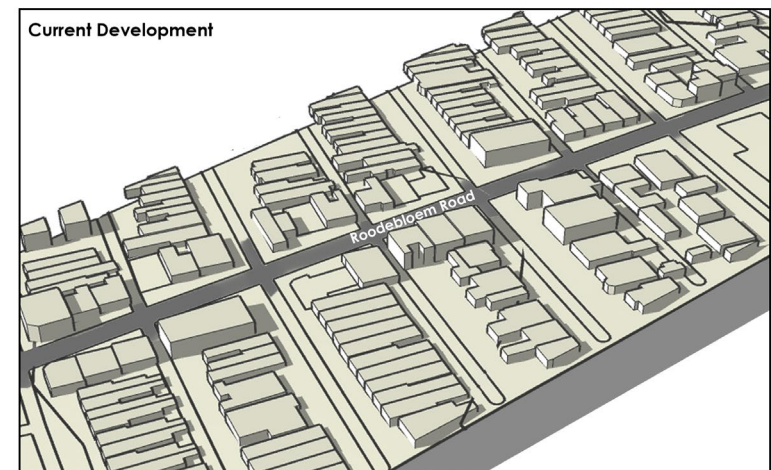


Figure 24 3d diagram of development on different route types

9.1 Public Transport

9.1.1 Rail

The area's rail network and stations present a substantial opportunity to support transit oriented development.

Addressing the current crisis in the rail system is therefore of high priority in supporting development. The Northern Corridor modernisation study identifies Salt River station, Woodstock Station and Esplanade for upgrades as urban stations, to support universal accessibility, optimise the use of the station land and improve the functioning of the station areas.

The objectives therefore are:

To retain and upgrade the passenger rail line as the backbone of transit in the area, with a focus on improving the pedestrian environment around stations and providing safe, high quality connections to commuter destinations and road based public transit.

To ensure that all new development around Woodstock, Esplanade and Salt River stations supports improved NMT and safety and security of streets and public areas.

9.1.2 Road Based Transit

MyCiti operations in the area connects the area to the City and surrounding areas, including Paarden Eiland, while mini bus and Golden Arrow buses cover additional routes.

The role of the main routes in providing both access functions, in terms of access to businesses, jobs and services and mobility functions, in allowing people and goods to traverse the area, need careful balancing to ensure continued economic activity and improve the comfort, safety and usability of the transit, pedestrian and non-motorised transport environment.

Guidelines for Road Based Transit Routes

1. Encourage improvements to the NMT linkages between high volume transit stations and key destinations such as the main and Albert Roads.
2. Avoid creating new barriers through the development of transit stops and areas, instead focusing on human comfort and universal access.

3. Encourage the routing of transit to new high density developments.
4. Vibrant and diverse business environments, pausing spaces and adherence to streetscape guidelines will

support comfort for pedestrians and commuters waiting for transit.

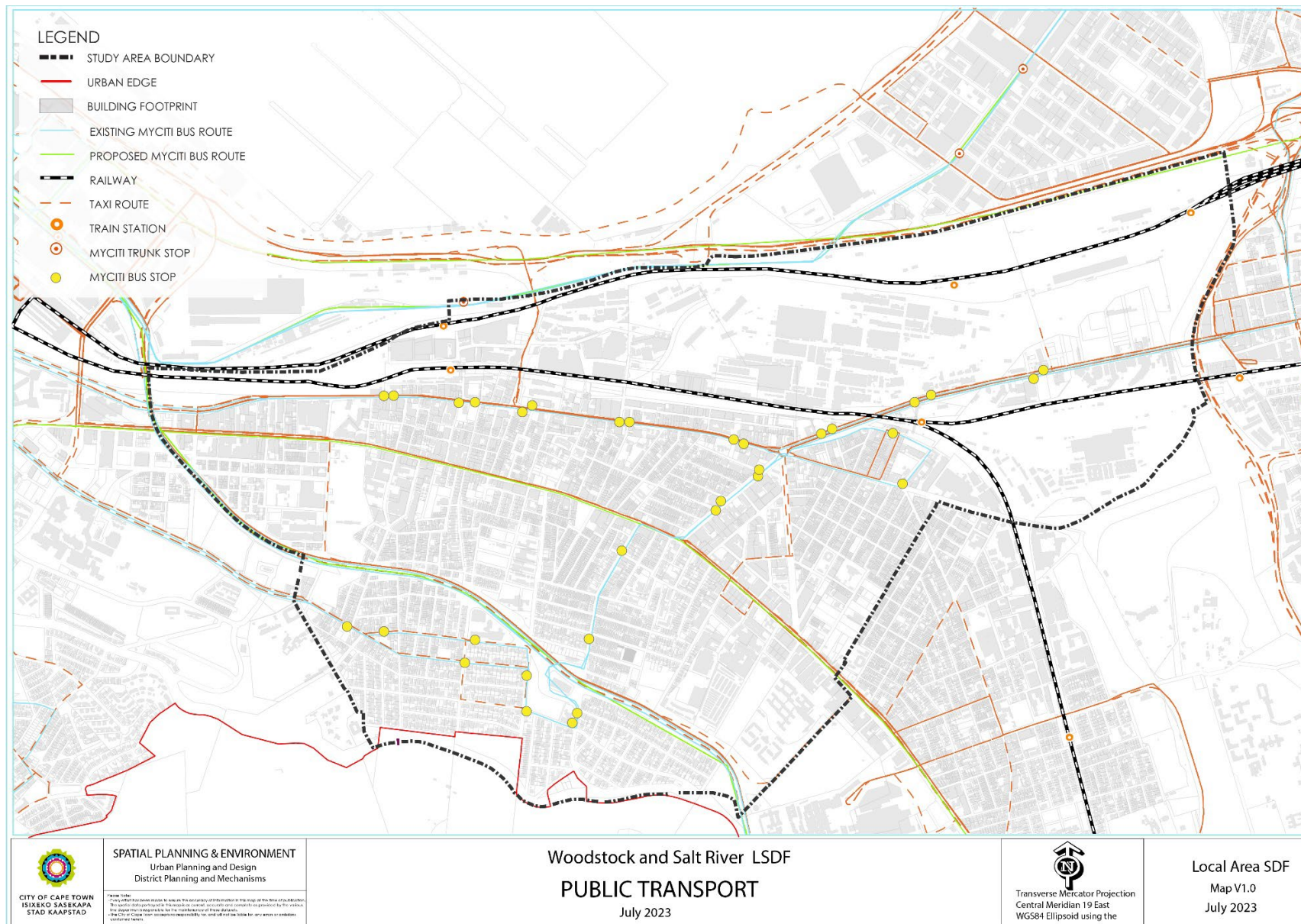


Figure 25: Public Transport

9.2 Non-Motorised Transport

Non-motorised transport (NMT) includes all forms of movement that doesn't rely on an engine or motor for movement, such as walking or cycling. Benefits include no impact on air quality, increased liveability, improved health, economic gains and transportation benefits.

Objectives for Woodstock and Salt River are as follows:

- Access: Ensure universal accessibility.
- Connection: Enhance walkability, green linkages and spaces around public space and civic institutions to create a positive pedestrian environment and NMT system
- Increase cycling and walking as modes of travel;
- Create safe pedestrian and cycling environments
- Develop a quality, attractive and dignified environment; and
- Promote a changed culture that accepts the use of cycling and walking as acceptable means to move around in the city and elicit more responsible NMT behaviour.

9.3 Parking

Parking in the City is guided by the City's Parking Policy, which considers parking part of the public right of way, where

different demands on public space must be resolved. Pedestrian and NMT as well as public transit have priority and private car use is managed around peak times and short term, with long term parking given least priority in public space. Equity of access and reducing private car dependency are key objectives.

Parking management must support local economic activity with priority for short term use in business areas.

The entire Woodstock Salt River Study Area is included in the PT Zone Area. PT1 and PT2 zones (short for public transport zones) offer reduced off-street parking requirements in areas already well-served by public transport, in order to encourage the reduction in the number of private transport trips generated to and from that area, as well as to encourage the intensification of land development on the relevant erven.

Parking competes with more productive land uses in the study area and dilutes the potential for transit oriented development as well as provision of non-motorised transport provision. The objectives in the study area are therefore:

- To reduce at grade and on street parking provision.

- Encourage shared parking between residences and business
- To support economic access, explore the potential of shared parking provision/ park and rides through the development of the Transnet precinct.
- Space reserved for parking can be explored for expansion of the streetscape.

9.4 Freight and Logistics

The development of the freight and logistics sector in the study area is of extremely importance, as it will play a major role in terms of the local economy as well as job creation.

The study area is in close proximity to the port and it well connected in terms of the local road system with connections to both the N1 and N2 Freeways. Various factories and warehouses that exist within the area require areas for storage, loading and unloading as well as packaging and distribution.

The transport and logistics industry feeds into many other sectors throughout the country, acting as a 'feeder-network' to a variety of industries, including agriculture, manufacturing, retail and so forth etc. Without streamlining the industry, the fundamental economic principles of 'supply and demand'

cannot be fulfilled. Thus, technological adaptation and innovation plays a huge role in keeping our economy going.

As populations grow and as the manufacturing and agricultural upscale in order to meet the demands, we need transportation and logistics management which can ensure goods are moved and stored in a way that doesn't create shortages or long waiting times. The Transnet properties have a strategic role to play in this goal.

Guidelines:

1. Encourage the movement of freight into the Transnet properties.
2. Encourage alternative loading bays for businesses on Albert road, to reduce conflicts with NMT. These could be on streets parallel or perpendicular as appropriate. ;
3. Promote Voortrekker Road, which connects to the Transnet properties, N1 and N7, as a freight linkage.
4. Verifying and improving if necessary, the provision of, adequacy and use of loading bays and loading areas and, their management.

5. Adopt an appropriate technology for the installation of weigh-in-motion devices, data collection and dissemination in conjunction with the PMS/LMS
6. Determine suitable locations for the installation of a pilot weigh-in-motion device
7. Roll-out agreed number and location of weigh-in-motion devices, related technology and appropriate levels of staffing to monitor and control through the PMS/LMS.
8. Support upgrades to the Church Street interchange and the subsequent connections across Transnet land, in order to improve access to the Port and enable more efficient market access.
9. Support the movement of freight to rail.

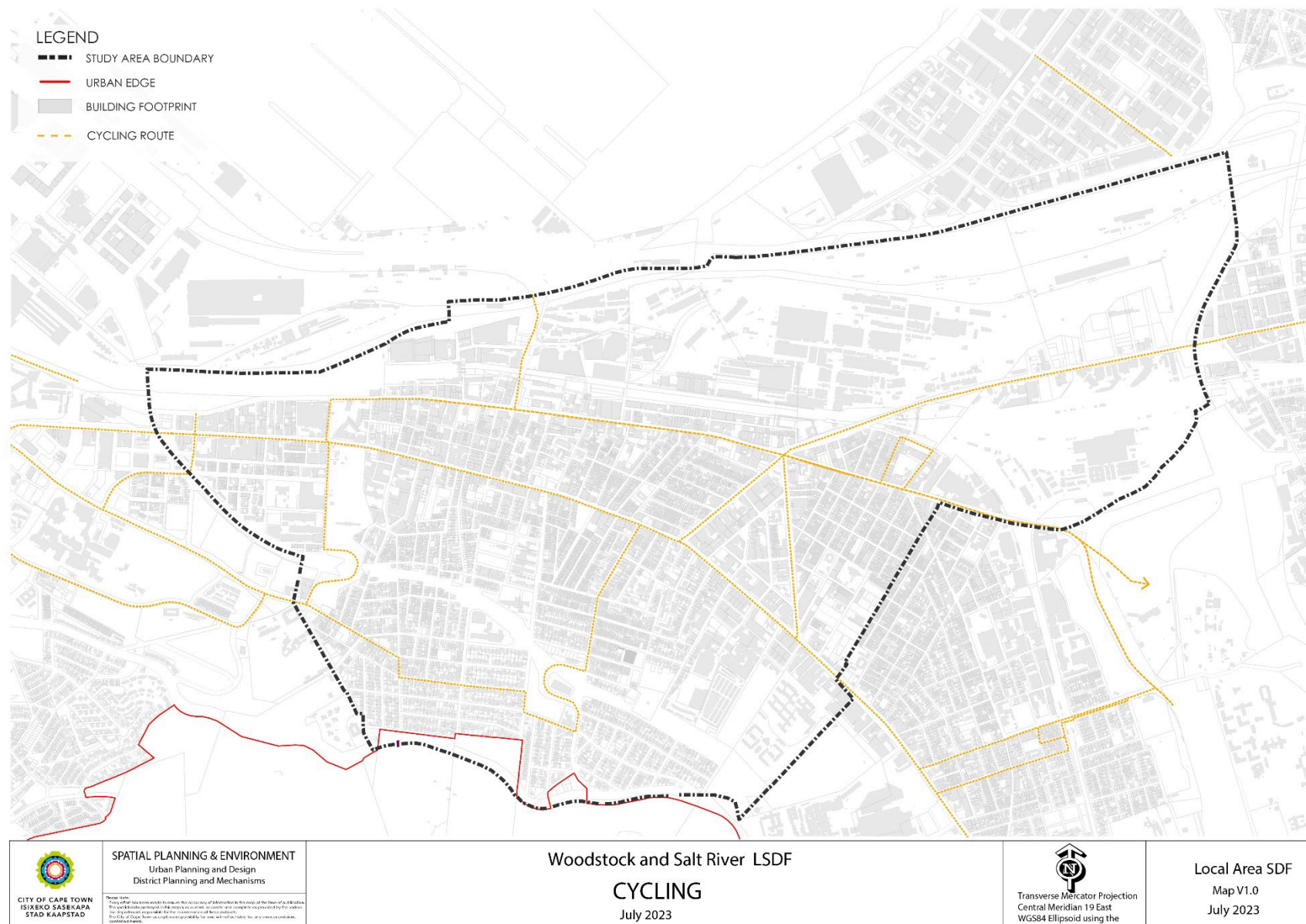


Figure 26: Cycling Paths on major routes

10. Public Space

10.1 The role of the public realm

The public realm relates to the spaces of the urban environment that the public has free access to. Cities are shaped by the public life that exists within the spaces between our buildings and private residences.

People and communities need spaces to come together. Open spaces and public spaces are not only necessary, but are vital to the functioning of our cities. In a physical sense, these are the systems that allow our city to function. They accommodate people, activities, pedestrian movement, vehicular movement, cyclists, and allow for the distribution of services throughout the city

Streets and routes for circulation are also critical, and when designed successfully, fulfil the role of providing “everyday spaces” where urban life can play out. Ordinary everyday spaces are used by people to play, work, gather, socialise, transact and engage with a community beyond their own household. The public realm plays a role in supporting the mental and physical wellbeing of communities, through the provision of social spaces (cultivating connections within

communities), as well as green spaces (establishing a connection with nature).

Research shows the value of provision of open spaces from a health perspective. Open spaces can, when designed sensitively, improve mental health and wellness, provide relief from the bustle of urban life and improve quality of life (Roe and McCay, 2021). In addition, green space provides ecological services, promoting biodiversity, sustainable water systems and ecological connectivity within urban contexts. In a context such as Cape Town, where the majority of people live on the margins, and private space comes at a high cost, access to quality public spaces becomes part of our city's social infrastructure for all. These spaces for recreation, relaxation and respite have increased importance in creating equitable living environments and elevating the quality of life for more people (Mammon and Paterson, 2005:13; Ryan et al. 2016).

Spatial principles have been informed by the public input as well as relevant City policy, including the urban design policy. These include:

- Connecting key public spaces and open spaces as part of a coherent network of open space, creating a system of public spaces with different functions.
- Supporting the functionality and pedestrian comfort along retail routes, for example, Roodebloem, Victoria and Albert roads, and noting that these are key structuring elements of the area.
- Celebrating the culture and memory, considering the use of art, storytelling or other creative means of memorialising Woodstock and Salt River's unique story.
- Integrating water into public spaces and developing green linkages.

10.2 The Public Spatial Systems

How do we conceptualise the structure of the public realm?

The “public realm” refers to the spaces between the buildings. This includes Public Open Spaces, Streets and any spaces that are publicly accessible. Our public realm system can be seen as a series of OPEN SPACES along a SYSTEM or “beads along a string”. This helps us conceptualise the networks and systems

that shape our city. (District Six public realm strategy 2022) The spatial systems are made up of components of the themes described in the document so far including:

- a. Streetscapes, Non-Motorised Transport Networks.
- b. Open spaces
- c. Civic facilities
- d. **Underutilised spaces** (Spaces not being used to their full potential and function. Such as parking lots and green inbetween spaces.
- e. Spaces for culture, tourism and arts

Aspects of the land use, concept, public realm and thematic considerations, come together to form the composite spatial development framework. Map categories are defined and explained in the Table 2 Map category Descriptions

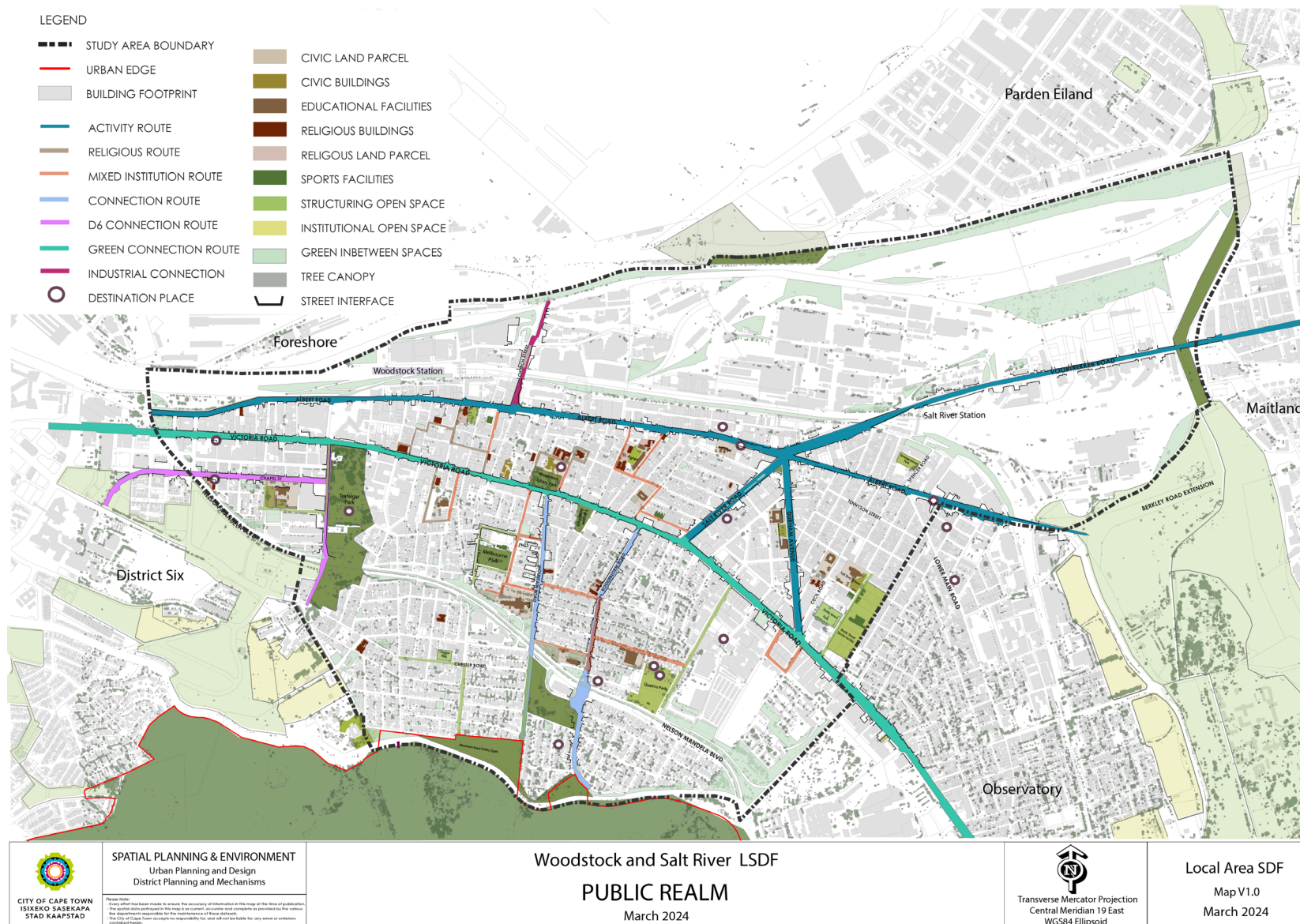


Figure 27: Public Realm and Systems

Composite Spatial Development Framework Map

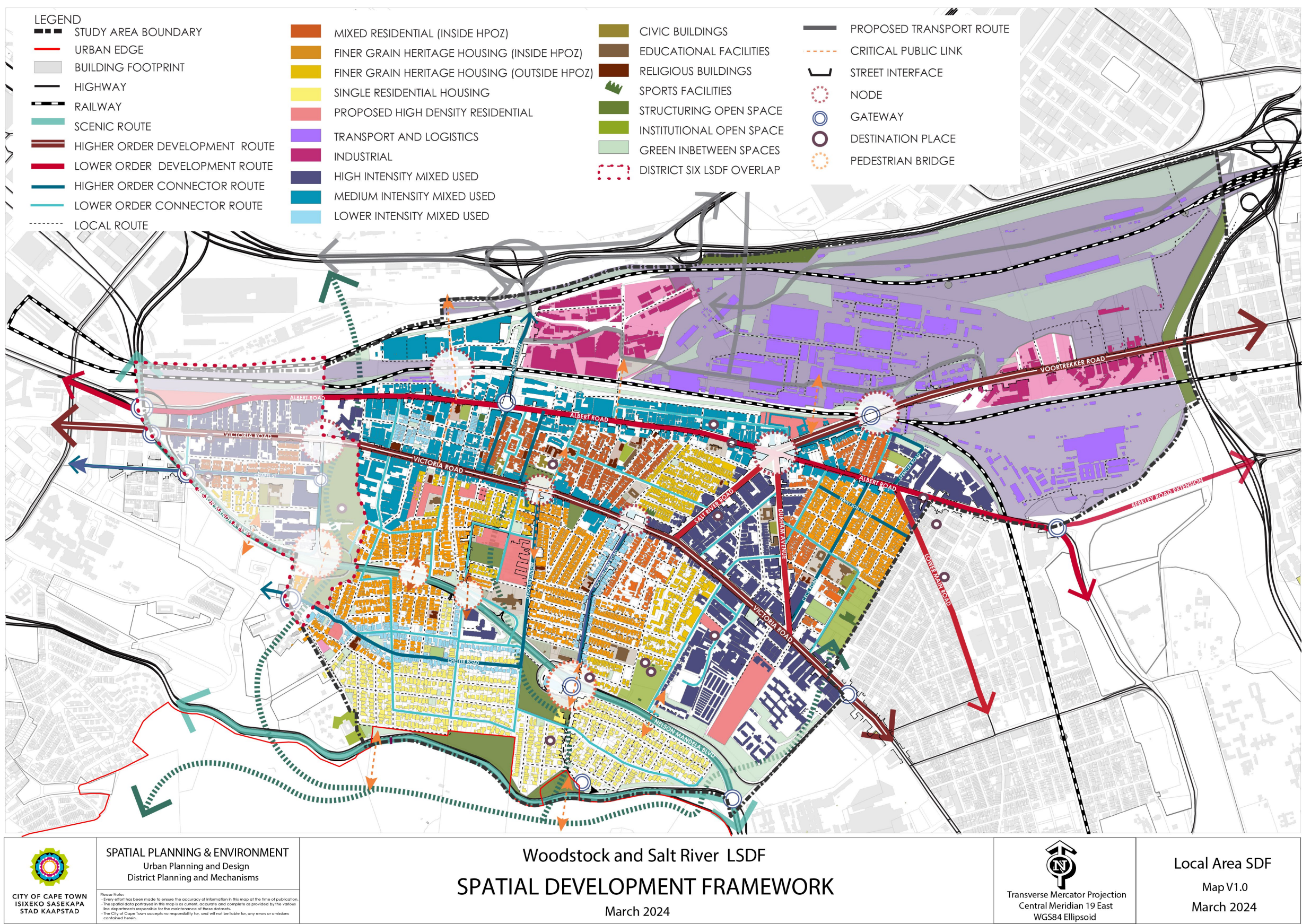
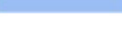


Figure 29: Woodstock and Salt River Local Spatial Development Framework Composite Map

Table 2 Map category Descriptions

LEGEND IMAGE	MAP CATEGORY	DESCRIPTION
	Mixed Use Residential (Inside HPOZ)	This is residential land use surrounded by various kinds of mixed-use development. Its use remains predominantly residential with some secondary uses on properties. It is within the HPOZ and therefore it's residential and heritage character should be protected and considered in future development.
	Finer grain Heritage housing (Inside HPOZ)	This is finer grain residential development. There is existing protection of heritage that should be emphasised for future development as it is inside the HPOZ. Zoning here is predominantly General Residential. Heritage and existing residential use should be prioritised.
	Finer grain Heritage housing (Outside HPOZ)	This is finer grain residential development, however it is not all formally protected as it is outside of the HPOZ. Zoning here is predominantly General Residential. Therefore protection of heritage and residential character needs to be considered and prioritised in any future development.
	Single Residential Housing	This is single residential housing and sites are predominantly zoned as Single Residential for these areas. These areas are earmarked particularly for residential uses only.
	Proposed Infill Residential	These are sites designated as High Density Residential New Development Areas in the Table Bay District Plan.
	High Intensity Mixed Use	This is higher density mixed-use development characterised by links to industrial and commercial land use, as well as transport and logistics. These areas are also linked to main development routes throughout the study area as well as areas where existing heights and heritage fabric pose fewer constraints to adding bulk.
	Medium Intensity Mixed Use	This is medium intensity mixed-use development and holds a variety of densities. This can include larger commercial blocks with some industrial uses and also finer grain mixed-use associated with historic heritage buildings and land use. In general guidelines in these areas will encourage sensitive responses to the surrounding heritage buildings or low rise residential urban environment.
	Lower Intensity Mixed Use	This is where the surrounding context limits increases in density, but where uses can change. These are around Roodebloem road in recognition of the generally low rise heritage buildings. Land uses can include commercial and business and therefore General Business is often the zoning for these areas.
	Transport and Logistics	These areas are linked to rail and freight land uses and are predominantly zoned as TR1 as a result.
	Industrial	Include manufacturing, warehousing and logistics identified growth areas within the industrial nodes, ports and primary freight infrastructure
	Civic Buildings	These are institutional buildings that are publicly owned. These include spaces like libraries, police stations community halls etc.
	Civic Land Parcel	These are institutional land parcels that are publicly owned. These include spaces reserved for libraries, police stations community halls etc.
	Educational facilities	These are buildings and areas associated with education. This includes a variety of educational facilities such as primary, high-school and tertiary education and training facilities.
	Religious Buildings	These are buildings associated with religious institutions and places of worship.
	Religious Land Parcel	These are land parcels associated with religious institutions and places of worship.
	Destination Place	A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, such places hold potential for exploiting economic opportunities, particularly in relation to their role as destinations for locals and tourists
	Sports facilities	These are building and facilities associated with sporting activities and sports grounds. Some of these space were identified by the public in the public participation process.
	Structuring open space	Open space that is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. While the focus is on areas that are usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.
	Institutional open space	These are green open spaces within existing institutional areas, which may not be zoned public open space but provide open space services. These include sports fields and other open space at schools, sports clubs, hospital sites or university campuses, etc.
	Green in-between spaces	These are smaller pockets of open space and green space associated with road reserves and vacant land. Maintaining some of these spaces could mean increased opportunity for green corridor linkages and improved landscaping.
	Tree Canopy	This is the tree coverage within public spaces that creates continuous shelter along streets and corridors.
	District Six LSDF Overlap	This part of the study area overlaps with the District Six LSDF study area and as such all guidelines from the approved document that are relevant to this area correspond and are in agreement with guidelines for this precinct.
	Urban Node	Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).

	Destination Place	These are places that form a significant landmark or area of attraction and are part of the unique identity of the area. Due to these qualities, such places hold potential for economic opportunity, in relation to their role as destinations for locals and tourists. These are fixed locations as opposed to temporary events
	Gateways	Gateways are point that must be traversed before arriving at a significant destination, the points signify arrival in an area and can have a role in defining the sense of place of an area.
	Scenic Route	Scenic routes are public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2 routes which traverse areas of high scenic quality and are frequently accessed.
	Higher Order Development Route	A high intensity route characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium to high intensity mixed use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
	Lower Order Development Route	A low to medium intensity route characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium to high intensity mixed use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
	Higher Order Connector Route	A higher intensity route that connects different areas of the city and have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/ mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
	Lower Order Connector Route	A lower intensity route that connects different areas of the city and have a lesser, but pivotal mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/ mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
	Local Route	A localised access route that connects different neighbourhoods of an area to places and larger routes. They have a localised function and are significantly smaller than development corridor main roads. They are typically characterised by lower volumes of slower-moving traffic, although this may vary considerably across a variety of different road types in different areas.
	Proposed Transport Route	A proposed or envisioned route within a development concept and framework map of a local spatial development framework
	Cycling Route	A route particularly identified for cycling, but may accommodate other forms of non-motorised transport
	Industrial Connection	A proposed or envisioned connection line within a development concept and framework map of a local spatial development framework showing links to a cluster of industrial activity
	D6 Connection Route	A route within the development concept and framework map of a local spatial development framework showing links to and within District Six. May show links to clusters of significant historical and heritage value.
	Mixed Institution Route	An envisioned route within a development concept and framework map of a local spatial development framework characterised by a focus on the various institutional facilities and institutions within a particular area
	Religious Route	An envisioned route within a development concept and framework map of a local spatial development framework characterised by a focus on the various Religious facilities and institutions within a particular area
	Connection Route	A route within the development concept and framework map of a local spatial development framework showing significant connections and links within a particular area
	Green Connection Route	An envisioned route within a development concept and framework map of a local spatial development framework characterised by a focus on the various environmental and natural links within a particular area
	Activity Route	A route within a development concept and framework map of a local spatial development framework characterised by an increased intensity of land uses , particularly non-residential activity within a particular area
	Street Interface	Refers to the relationship (with or without interaction) in the public realm between the roadway, pavement and buildings

11. PRECINCT DETAILS

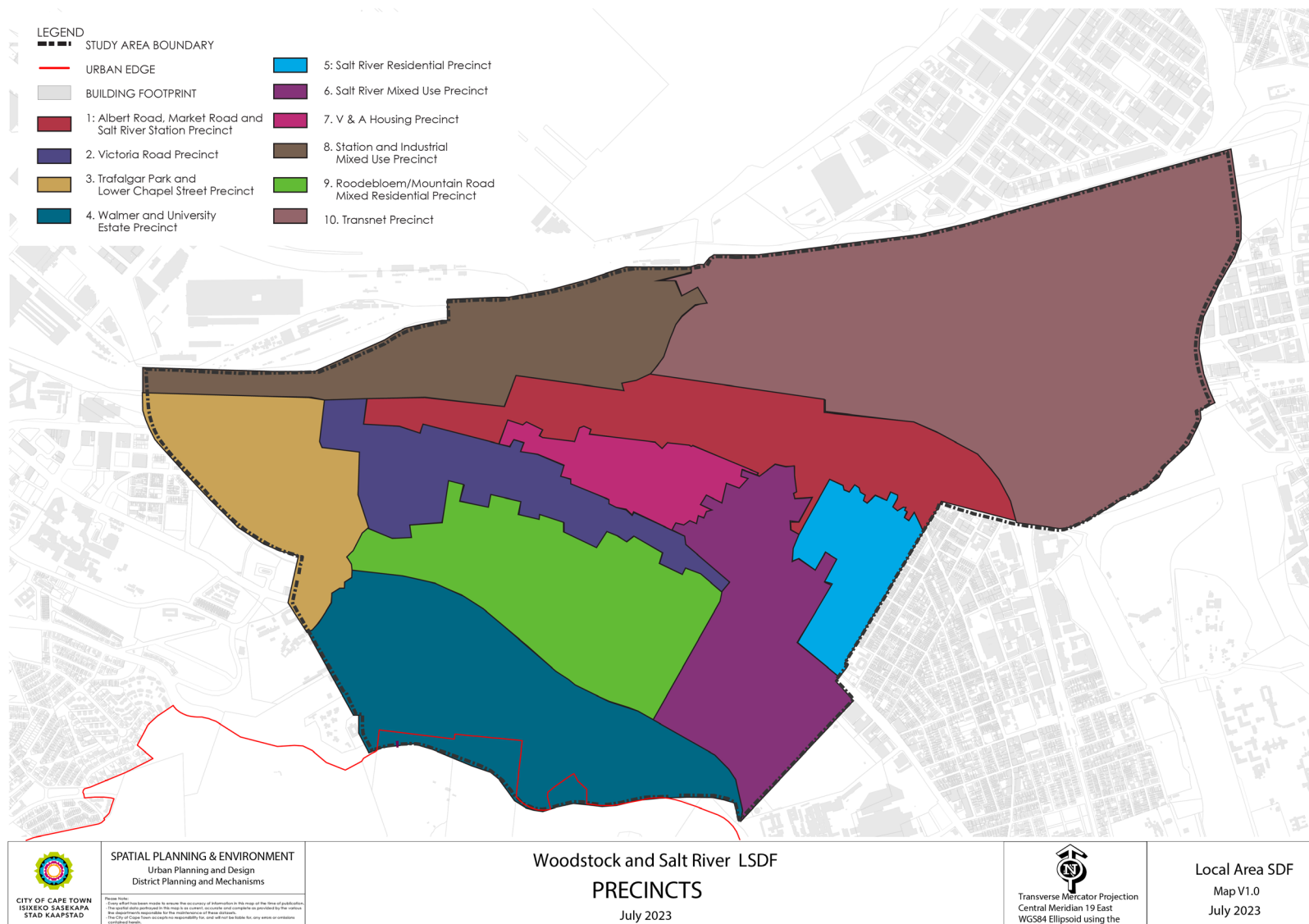


Figure 30: Precinct Boundaries

11.1 Albert Road, Market Road and Salt River Station Precinct

This precinct is located along Albert Road as a structuring corridor that links to the Northern Suburbs via Voortrekker Road. It is bordered by the rail line to the north and links to another high level corridor, Victoria Road to the South.

This precinct provides direct access to Woodstock and Salt River, but also to the CBD in the west, Industrial uses in Maitland and Ndabeni to the east, the port to the north and Observatory to the south. The Berkeley Road extension will further connect the area to the East. Accessibility to and from the precinct is high, there is train station on both east and west ends of the precinct and a MyCiti route and bicycle lane along the road itself.

The precinct holds historical significance, with both the Albert Road and Salt River HPOZ that are part of this area. The 19th and early 20th century saw development here for commercial buildings and industrialisation and growth, demonstrating the expansion of Cape Town along a historical route to both the south and the hinterland, with some factories and workshops in the area.

Some parts of the streetscape are characterised by fine grained colonnaded historic fabric which is interspersed with coarser grained built fabric of later periods. Variations in function and urban quality occur along the route, but it is largely characterised by retail, commercial and some remaining light industrial uses abutted by the low-rise, fine-grained residential areas. More recent developments include the introduction of high density residential apartments. Some of the character-defining elements of Albert Road include the variety of architectural styles and periods which make up its built form, including concentrations of single storey colonnaded Victorian and Edwardian buildings and larger distinctive heritage structures which have benefitted from adaptive re-use, such as the Old Biscuit Mill. Much of the character and texture of Salt River remains today.

The areas adjacent to the railway are predominantly industrial and link to the transport and logistics precinct. Whilst the areas to the west and south of this precinct are predominantly mixed-use in nature with a combination of commercial and residential land uses.

11.1.1 –Precinct Guidelines

- a) Promote pedestrian friendly design, through the strategic use of tree planting, paving, bump outs and providing shelter and rest points along the street.
- b) Promote NMT as a key movement system and enhance the NMT infrastructure.
- c) Enhance the station precinct and non-motorised transport links between Observatory, Salt River and Woodstock.
- d) Ensure space for varied kinds of trade exist including street trade and less formal trade– especially with the transition of the Salt River market site to a social housing project.
- e) Enhance tourism assets and underutilised spaces within the corridor.
- f) Improved use and accessibility to civic facilities and town hall and support the upgrade of the Salt River Hall as part of precinct redevelopment.
- g) Protect and enhance the unique sense of place and intact historic streetscape of portions of Albert Road including the significant heritage buildings of varied architectural styles, and colonnades
- h) Encourage the fragmentation of the massing of new built form and articulation of facades in order to respond to existing patterns of buildings on or near the site.
- i) Building developments fronting onto Albert Road should have a 'plinth' level of two storeys, or as determined by existing heritage buildings on the site, to respond to the pedestrian scale, to articulate existing conservation-worthy facades and to reduce visual impact on the Albert Road streetscape. Any additional bulk should be substantially set back from the street façade of the lower levels. The setback will be site-specific and could be informed by heritage attributes such as roof form, however, generally a minimum 3m setback is recommended.
- j) Encourage provision of housing for various household sizes and at different levels of affordability.
- k) Suitable land uses include- mixed use developments with an active ground floor, some light industrial uses, medium to high density developments which include residential, depending on surroundings and impact on heritage areas of significance.
- l) Explore alternative parking provision and uses for the parking areas including park lets or extension of the NMT network, particularly where parking courts block NMT continuity.
- m) Encourage preservation of the original architectural fabric and elements of conservation worthy buildings and

encourage restoration of original features including but not limited to timber shopfronts, timber windows and doors, colonnades, first floor verandas, chimneys, balustrades, decorative cast iron features, and plaster detail features.

- n) For new buildings or additions to existing buildings in relatively intact proportions to the street, encourage adherence to the established architectural language, form and proportions including appropriate shopfronts, window proportions, materials, colonnades and roofscape.
- o) The ground floor of all buildings facing Albert Road should have an active interface in terms of use and visual permeability of the façade, which must enhance passive surveillance and improve the street as a pedestrian-friendly social space.
- p) Promote the development of wind sheltered spaces in future development.
- q) Encourage “semi”-public secure gathering spaces within new development.
- r) Encourage measures to improve NMT safety, particularly around Salt River Triangle, but further where there are frequent cycle lane violations.

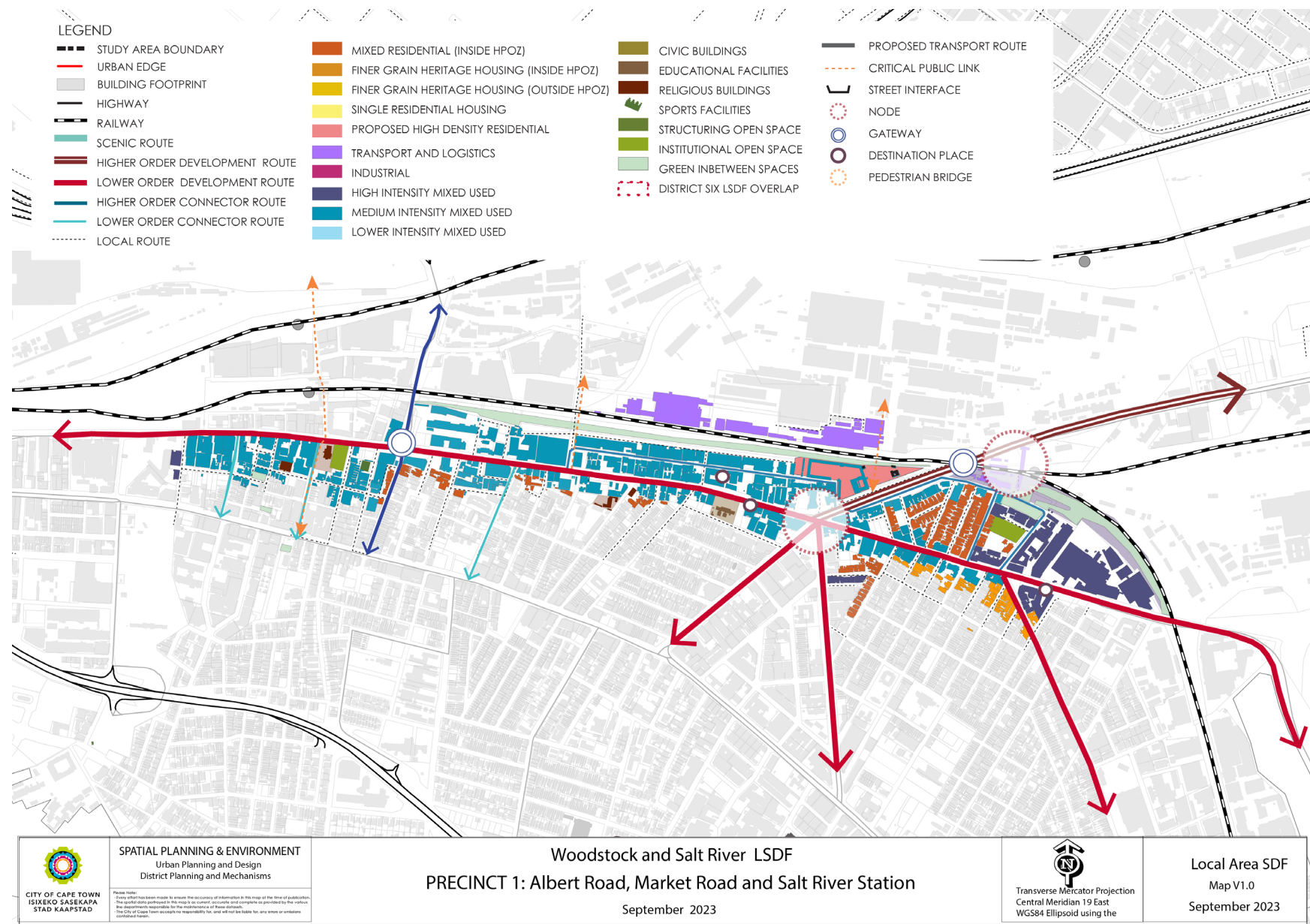


Figure 31: Albert Road, Market Road and Salt River Station Precinct
 Woodstock/ Salt River and Surrounds LSDF – Volume 2

11.2 Victoria Road Precinct

Victoria road functions as a high intensity transit movement and access corridor providing access to a mix of activities that occur along this route. The economic vitality and connections to the CBD and Southern suburbs means the development and improvement of this corridor is strategic for the City.

A streetscape of later 19th and early 20th century commercial buildings, demonstrating the expansion of Cape Town along a historical route towards the south. Many portions of Victoria Road comprise a continuity of street facades with a particular rhythm, massing, form and architectural coherency. Later commercial buildings from Art Deco and Modernist periods offer an interesting counterpoint to the colonnaded Victorian and Edwardian buildings. The public realm is framed by buildings positioned hard on street boundaries. Variations in function and urban quality occur along the route, but it is largely characterised by continuous intense retail and commercial uses abutted by low-rise, fine-grained residential areas. More recent developments include the introduction of high density residential apartments.

The Victoria Road HPOZ is an important and distinctive urban space. Character-defining elements include generally single or double storey historic buildings, with colonnades, shopfronts, parapet walls and the fine grain of the area as critical components of the streetscape.

There is great potential to significantly improve the feel, utilisation, economic development and safety of this road for users. The intensity of development should be higher along this road, while balancing consideration for the historic retail character.

11.2.1 Precinct Guidelines

- a) Support appropriate mixed use intensification along Victoria Rd/Main Road to reinforce its function as a development corridor and encourage the rehabilitation of Victoria Rd/Main Rd as a high street.
- b) Higher intensity mixed use associated with larger blocks of historic industrial precincts, while more moderate intensities and mitigation of impact on heritage fabric will be needed in the historic retail environment and in association with low rise, graded buildings.

- c) The existing buildings on Victoria Road should be encouraged to continue their traditional mixed use format (with business downstairs and residential development upstairs).
- d) Ensure that new development enhances the historical streetscapes of Victoria Road and that key architectural elements and historic landmarks are conserved. In consultation with the City's Heritage Management Branch.
- e) New development should be complementary to the current historical architectural attributes of the area.
- f) Any development should be sensitive to the architectural character of the area in terms of aesthetics, rhythm, height, massing, scale, materiality and form
- g) Building developments fronting onto Victoria Road should have a 'plinth' level of two storeys - or as determined by existing heritage buildings on the site - to respond to the pedestrian scale, to articulate existing conservation-worthy facades and to reduce visual impact on the abutting and surrounding heritage

resources where relevant and the Victoria Road streetscape. Any additional bulk should be substantially set back from the street façade of the lower levels. The setback will be site-specific and could be informed by heritage attributes such as roof form, however, generally a minimum of 3m setback is recommended.

- h) The ground floor of all buildings facing Victoria Road should have an active interface in terms of use and visual permeability of the façade, which must enhance passive surveillance and improve the street as a pedestrian-friendly social space.
- i) Promote pedestrian link between Searle Street and Woodstock Station.
- j) Explore the relocation of the bus holding area on Selwyn street and using the land instead for a public / heritage use.
- k) Create an informal play court on the back terrace of Fairview Road Park
- l) Establish a covered public waiting area at the front of Fairview Road Park.

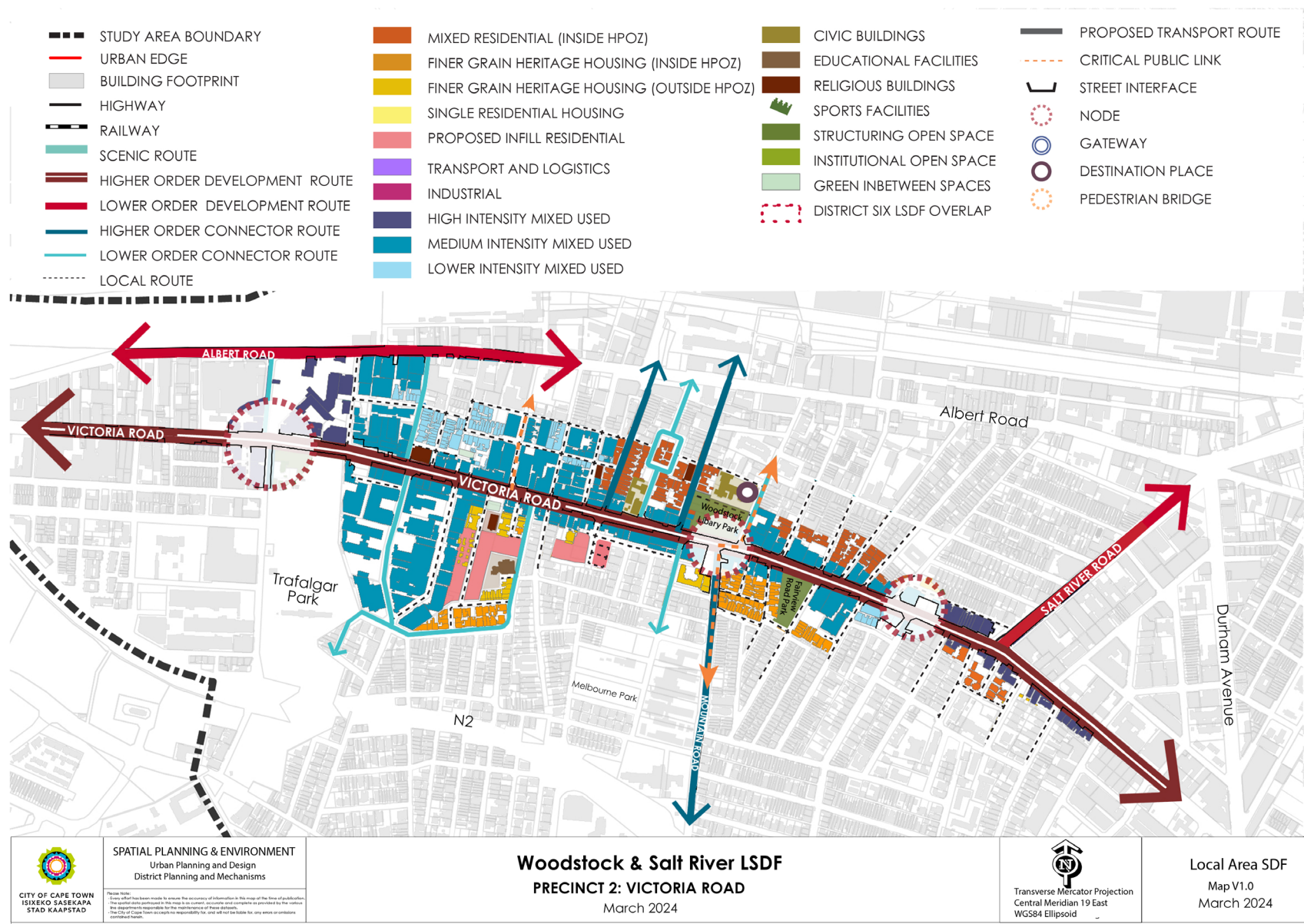


Figure 32: Victoria Road Precinct

11.3 Trafalgar Park and Lower Chapel Street Precinct

This is the area bordered by Trafalgar Park, Russel Street, Sir Lowry Road and divided by Nelson Mandela Boulevard (Figure 36). **This area overlaps with the District Six LSDF study area and guidelines are repeated here as the area is of joint interest for the two study areas.**

The key features of this precinct include the Chapel Street Primary school, original historic housing in Chapel Street, commercial blocks alongside Trafalgar Park, the footbridges over the freeway and park space alongside the footbridges. North of the N2 is the Holy Cross complex and surrounding restitution areas.

Chapel Street HPOZ is the last remaining portion of District Six prior to its demolition. It is an area of dense housing in generally authentic state and includes row houses, interspersed with institutional buildings and workshops. Character-defining elements include modest single storey small row houses with wooden fretwork verandas and corrugated iron roofs.

An existing urban design project is active, the purpose is to upgrade the connections and public spaces between Chapel Street and District Six. Furthermore the Trafalgar Park

management strategy and heritage planning is programmed to be implemented. The guidelines presented here are high level, so as not to duplicate the work done through the fore mentioned processes.

Land Use

- Mixed Use around Trafalgar Park and Sir Lowry Road with higher density development supported.
- Lower

Open Space and District Park

Spatial Ideas

- Gateways into District Six to be celebrated.
- Connections between areas disconnected through N2 development to be reinforced
- Landscaped public space pedestrian links from District Six to Trafalgar park to be supported
- Promote a network of smaller, green streets and public spaces in restitution areas.



Figure 33 Composite Plan for Trafalgar Park

- Promote Trafalgar Park as a Regional Park through the conceptualisation of a CS&H programme for Regional Parks
- Establish a forecourt to Trafalgar Park that will also act as a gateway between the CBD and Woodstock;
- Establish the spatial continuity of Searle Street between Trafalgar Park and Albert Road through tree planting;
- Encourage more active interfaces and supportive pedestrian facilities for buildings along Searle Street overlooking Trafalgar Park.
- Reinforce the Searle Street edge of the park
- Ensure visual connection and boundary permeability of the park and swimming pool.

Precinct Guidelines

- Ensure orientation of buildings facilitates safe local public open spaces.
- Preserve historic trees.
- Promote landscaping that reduces noise from freeways
- Orientation of buildings around public spaces to promote shelter from the wind.

- e. Mixed use buildings encouraged to provide basement parking where possible.
- f. Active uses to wrap less active and parking entrances to cause least possible disruption to pedestrian movement.
- g. Taller buildings with an active interface to Trafalgar Park supported.
- h. Retain and protect the historic fine-grained low-rise residential fabric in the Chapel Street HPOZ.
- i. New developments facing existing residential streetscapes, particularly along Francis Street and Caxton Street, should respond appropriately in terms of scale and positive interfaces, by stepping down the built form and providing active façades or verandas along these edges at ground level.
- j. Protect the character of the declared Provincial Heritage Site grouping of buildings, (bounded by Francis Street, Caxton Street, Sir Lowry Road and Dorset Lane) which is a rare example of intact 19thC terraces with features such as curved veranda roofs, historical timber

- side walls and balustrades that contribute to the architectural and historical significance, by adopting a sensitive approach to any changes to the built form.
- k. Plan for pedestrian links between New Market Street development and District Six.
- l. Trafalgar swimming pool to be developed as a separate facility to work in good harmony with Trafalgar Park.
- m. Larger developments along the south of Sir Lowry street are to respond sensitively to the low rise fine-grained streetscape of Francis Street by positioning bulk more towards Sir Lowry Road and by providing active street interfaces along Francis Street as far as possible.
- n. Built form and interfaces (including architectural design, signage and boundary walls/ fencing) along Nelson Mandela Boulevard are to enhance the scenic qualities of the SR1 scenic route.

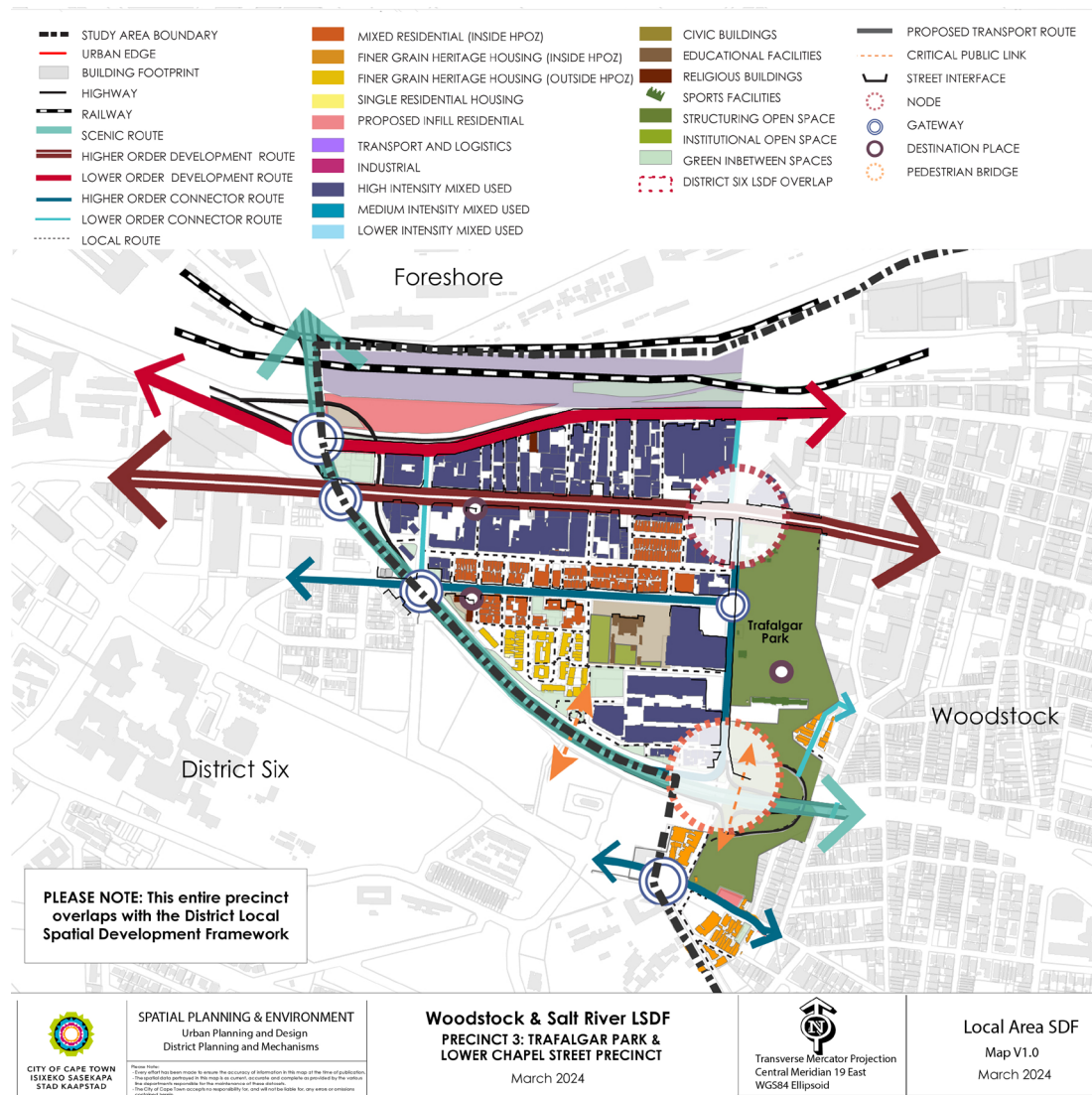


Figure 34 Trafalgar Park and Lower Chapel Street Precinct

11.4 Walmer and University Estate Precinct

The area is bordered by Phillip Kgosana and Nelson Mandela Boulevard, running between Observatory and District Six. The area is characterised by residential land uses and has a system of open spaces which have potential to be upgraded. The key features of this area are the residential houses, open spaces, schools and key freeway off and on ramps that give access to and from the greater city limits and CBD. The area also borders District Six and this is an opportunity to improve the interface between the two areas and strengthen the gateways into the CBD.

Another important element of this area is the topography and the scenic views and vistas that it provides. These should be protected and enhanced if possible and ensure that they are not disturbed by potential developments. Future developments need to work with the topography and maximise the value of the views and vistas

The Chester/Coronation road heritage protection overlay zone is located in this area. The HPOZ reflect late 19th and early 20th century housing developed as the City expanded from the City

bowl. There are largely low rise units and a mixture of row housing, terraces and detached housing, the quality, state of preservation and size of housing across this HPOZ differs substantially.

Views

Views, as defined in this Development Framework are long views of distant objects appreciated from particular points within the urban fabric. Within this subgroup are two categories of views; views of /over the site and views from the site. Situated on the slopes of Devil's Peak and between the mountain and the sea, the area commands spectacular views of Table Bay, the Harbour, Table Mountain and the City Bowl. In order to exploit this unique character of the site the intention is to:

- Preserve and protect historic views in the area and enable new views (i.e. up/down streets - towards Table Mountain (2), and towards the Harbour/Sea
- Retain views towards the sea and mountain

Figure 35: Trafalgar Park and Lower Chapel Street Precinct

- Create urban 'balconies' where appropriate, to exploit sea and mountain views, or views of special areas
- Provide spaces for pausing and viewing.

Vistas

Vistas are defined as views of distant objects often framed by objects to form a visual. Vistas help to enhance the 'legibility' of the area where provision should be made for a clear network of different routes/paths, as a series of connections between places. To ensure the achievement of this legibility,

- Align such routes with key buildings;
- Integrate such routes with special landscaping elements; and
- Include a varied sequence of short and long views and terminate these, where appropriate, with landmarks.

Land Uses

The land use is primarily residential. The City's development management scheme makes provision for house shops and General Business along Coronation Road.

- Smaller community facilities and open spaces
- Limit non-residential developments within this area to local business uses in keeping with the character of streets such as Chester or Coronation or to existing business areas adjacent to Nelson Mandela Boulevard.
- Support developments that maintain the residential character of the area.
- Support social and open space land uses and activities

Spatial Ideas

- Internal streets parallel to the contours are to be planned as usable public spaces, for slow speeds and with the "woonerf" concept instituted where appropriate
- Street greening is encouraged
- Multi-use open spaces
- School spaces to be integrated into the landscape design where possible, in consultation with the institutions
- Stabilise and develop usable platforms and planted areas in steeper green spaces.

Precinct Guidelines

- a. Traffic calming may be required at points, particularly to promote safe routes to key public spaces and transit routes.
- b. Viewing platforms and street furniture to be planned for the steeper open spaces.
- c.
- d. Streets are designed for local use with slower traffic speeds. Suitable locations to be identified for multi-use streets.
- e. Street greening areas to be supported on streets running parallel to the contour.
- f. Street furniture at pausing spaces along slopes or in association with transit stops is encouraged.
- g. Adhere to the provisions of the Scenic Drive Overlay Zone with respect to Philip Kgosana.

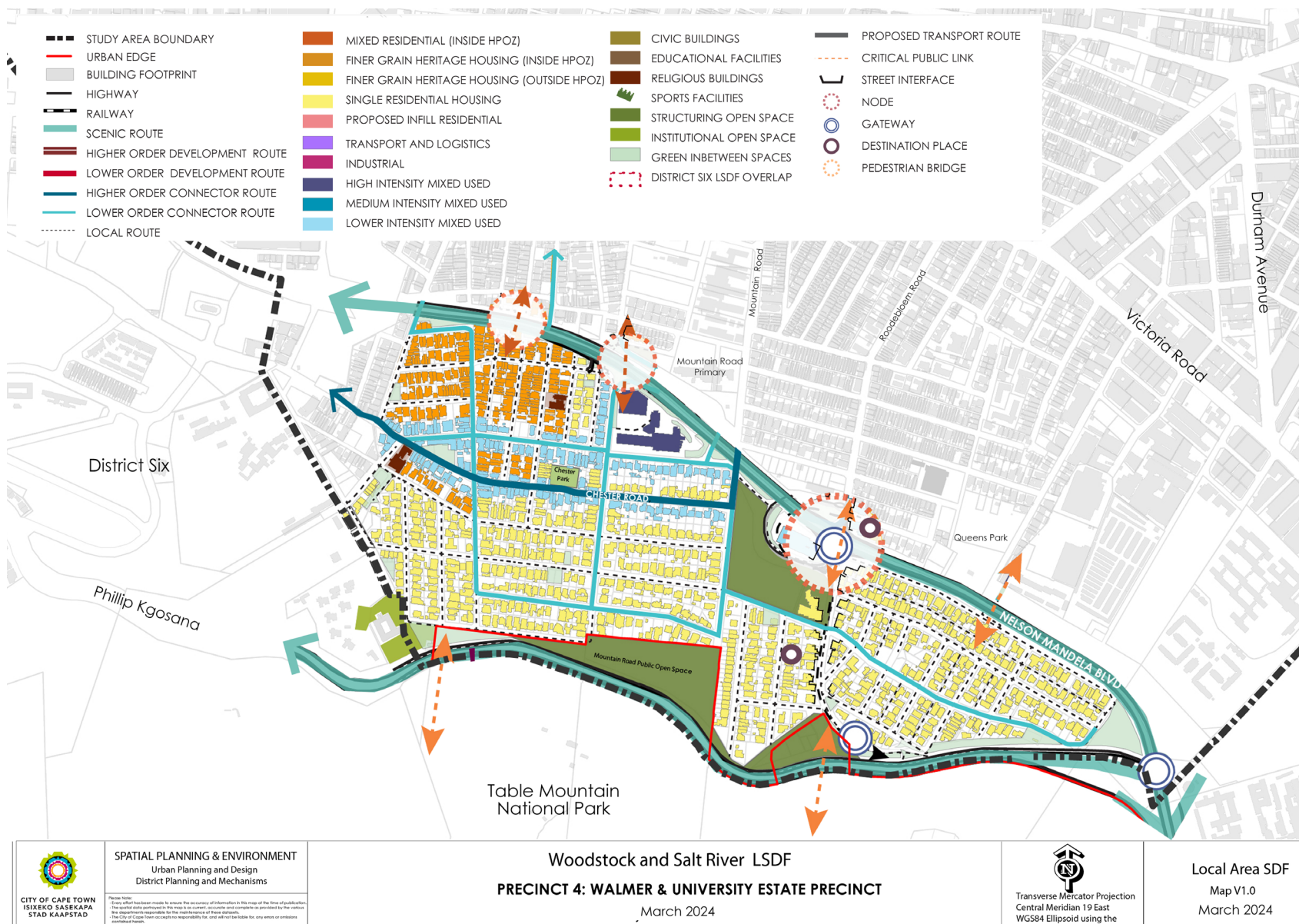


Figure 36: Walmer and University Estate Precinct

11.5 Salt River Residential Precinct

Salt River residential area between Durham, Albert, Chatham and Victoria Roads

Historic residential neighbourhood with early 20th century workers housing, schools and parks.

Characterised by corner shops, small pedestrian friendly block sizes, public art works. Several landmark examples of early 20th century retail buildings and smaller workshops and factories

Houses have small or no garden spaces and there is some overcrowding. The area was historically rent controlled and is experiencing subsequent gentrification.

The area is largely heritage graded, with examples of early 20th Century workers housing some buildings that undergone substantial alteration, with different degrees of impact on the wider character of the neighbourhood.

More recently the area has hosted a public arts project adding significant interest and character to the neighbourhood.

Community gardening projects have uplifted vacant and underutilised sites.

11.5.1 Precinct Guidelines

- a) Preserve the character and form of the streets and maintain the street network.
- b) Encourage alignment of new development with common heights in the area.
- c) New developments facing existing residential streetscapes, encouraged to respond sensitively to the existing residential character by providing positive interfaces on ground level, for example in the form of verandas and by positioning height away from the street.
- d) Encourage the mitigation of height increases through setbacks and other design measures advised by City's Urban Design Policy.
- e) Retain the predominantly fine-grained low-rise residential character and discourage consolidations. Appropriate uses are residential, corner shops and home businesses, community uses and community gardens.
- f) Promote appropriate built form, land use and architectural detailing in order to retain the heritage

significance of graded buildings and the character of the HPOZ area.

- g) Encourage positive street interfaces and avoid high and solid boundary walls to prevent sterile and monotonous streetscapes.
- h) Encourage use of public land in road reserves or around institutions for community purposes.
- i) Encourage traffic calming and NMT infrastructure on higher speed routes
- j) Address heat island affect where possible through providing shade through, overhanging features, colonnades, balconies or tree planting.
- k) Encourage the continuation and maintenance of public art initiatives.



Figure 37: Salt River Residential Street Precinct

11.6 Salt River Mixed Use Precinct

The precinct contains a true mix of uses, from apartment buildings, to manufacturing buildings, automotive workshops, training and community institutions, showrooms, breweries and distilleries and food services. There are a number of older industrial saw tooth roof properties and the precinct contains Community House, a provincial heritage site and community gathering space and the early 20th Century Methodist teachers training college.

Towards Victoria road, historic garment manufacturing is a characterising element, with landmarks such as the Rex Trueform building, another provincial heritage site of architectural and social significance. On the western Side of Victoria road, the area slopes upwards, presenting commanding views, but constraining development, due to the high cost of slope development and the soil form. An existing student housing hub is growing in the precinct. The vacant Pickwick site is planned for social housing development. There are newer mixed use developments along Brickfields road, as well as the Upper East Side hotel. Larger block sizes as well as the presence of vacant and underutilised properties, present

opportunities for redevelopment and a higher intensity of development is encouraged.

Generally there is significant potential for redevelopment, and fewer heritage buildings than other parts of the study area. In general a more intense form of development can be accommodated while still protecting key heritage buildings.

11.6.1 Precinct Guidelines

- a) Encourage higher intensity mixed use development in this precinct.
- b) Encourage improvements to the public realm and address the heat island affect through provision of shade.
- c) Greening of the area to be encouraged in both the private and public spaces around new/re-developments
- d) Wayfinding NMT routes to be guided between the larger blocks, in order to promote access to a North South connection that avoids major routes.
- e) Public spaces within the larger blocks to be encouraged.

- f) Encourage the continuation and maintenance of public art initiatives.
- g) Tourism in the area can be promoted and enhanced, through street-scaping, landscaping and signage to define and characterise routes between key destinations in and around the precinct.
- h) Suitable land uses include mixed use development and student housing
- i) A network of smaller public spaces between buildings and improvements to the public realm can be supported.
- j) Encourage memorialisation around the social history of the Salt River, particularly in relation to landmark buildings such as community house and Rex Trueform building complex.
- k) Encourage the provision of space for small, medium and micro enterprises, including street trade, in association with larger retail developments.

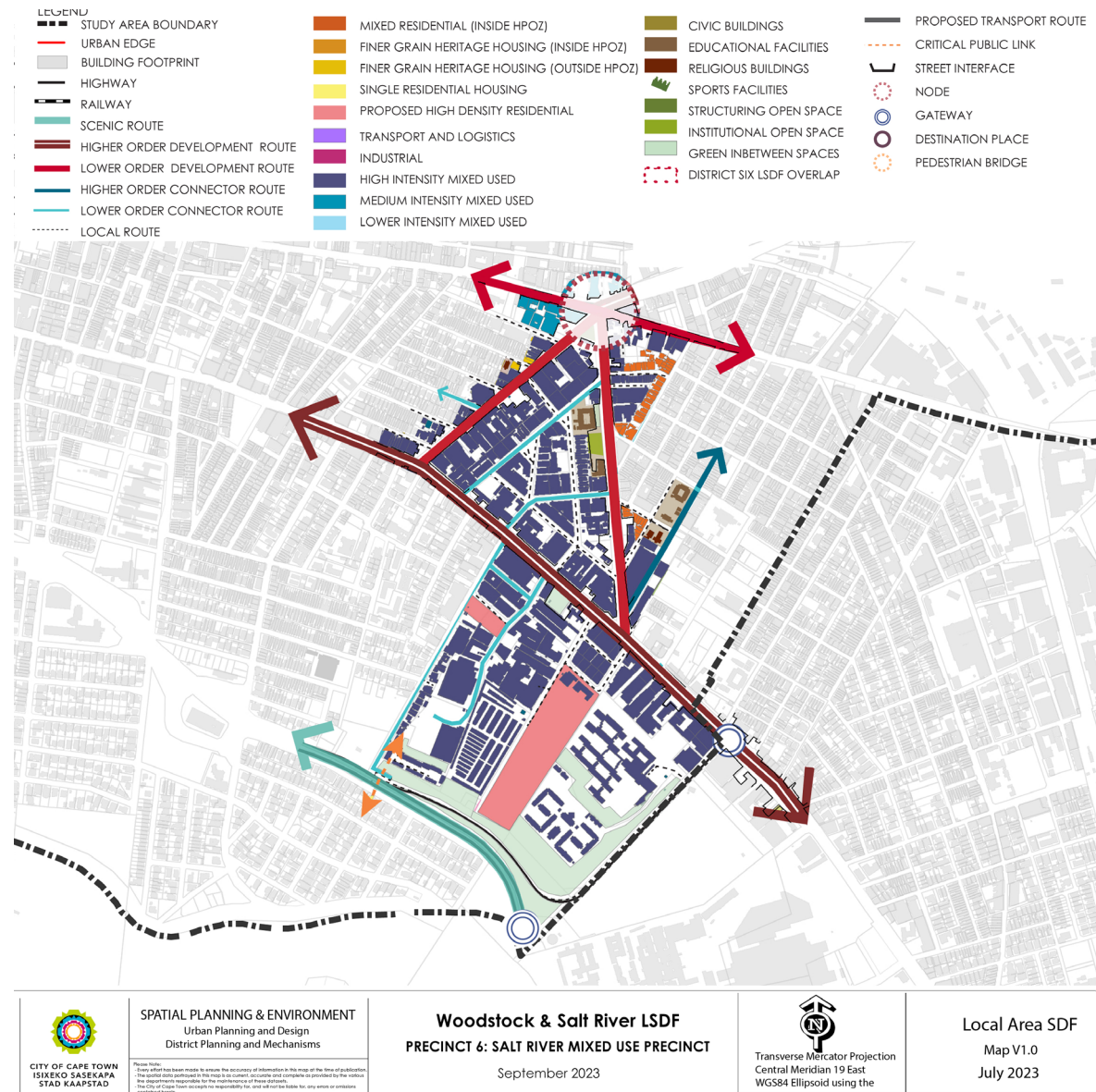


Figure 38: Salt River Mixed Use Precinct

11.7 V&A Housing Precinct

This precinct holds the remnant finer grain residential development amongst two of the structuring corridors of the area. It is characterised by smaller historic residential properties, with some clusters of institutional space adjacent to newer and larger built footprint along Albert Road and Victoria Road. The precinct holds significant smaller connection routes and therefore should be prioritised as a pedestrian friendly environment. The larger industrial and mixed-use commercial buildings that abut the residential land use needs to consider ensuring a harmonious neighbourhood that considers heritage context.

This precinct includes the Regent Street HPOZ. The development here reflects late 19th and early 20th century housing developed as the city expanded from the City bowl. There are largely low rise units and a mixture of row housing, terraces and detached housing as well as some institutional uses and churches. Land use here is therefore characteristically residential and the heritage significance of these buildings should be protected, with future development considering its contextual significance.

11.7.1 Precinct Guidelines

- a) The smaller scale of the roads in this precinct should be seen as connectors, especially for pedestrians and NMT.
- b) Finer grain of built footprint here is connected to higher-order roads, Victoria and Albert Road and is also in close proximity to Salt River. Development abutting this historic residential development should be appropriate and sensitive to the grain and scale.
- c) Protect the character defining elements of Heritage Protection Overlay Zone areas this includes the fine-grained, low-rise historic residential typologies and positive street interfaces in the form of low boundary walls and transitional elements such as stoeps and unenclosed balconies.
- d) Retain the predominantly fine-grained low-rise residential character. Appropriate uses are residential, corner shops and home businesses, community uses and community gardens.
- e) Promote appropriate built form, land use and architectural detailing in order to retain the heritage

significance of graded buildings and the character of the HPOZ area.

- f) Support an adaptive reuse and retrofit redevelopment which optimises the use of the

Greatmore street site with potential economic, social facility and housing use.

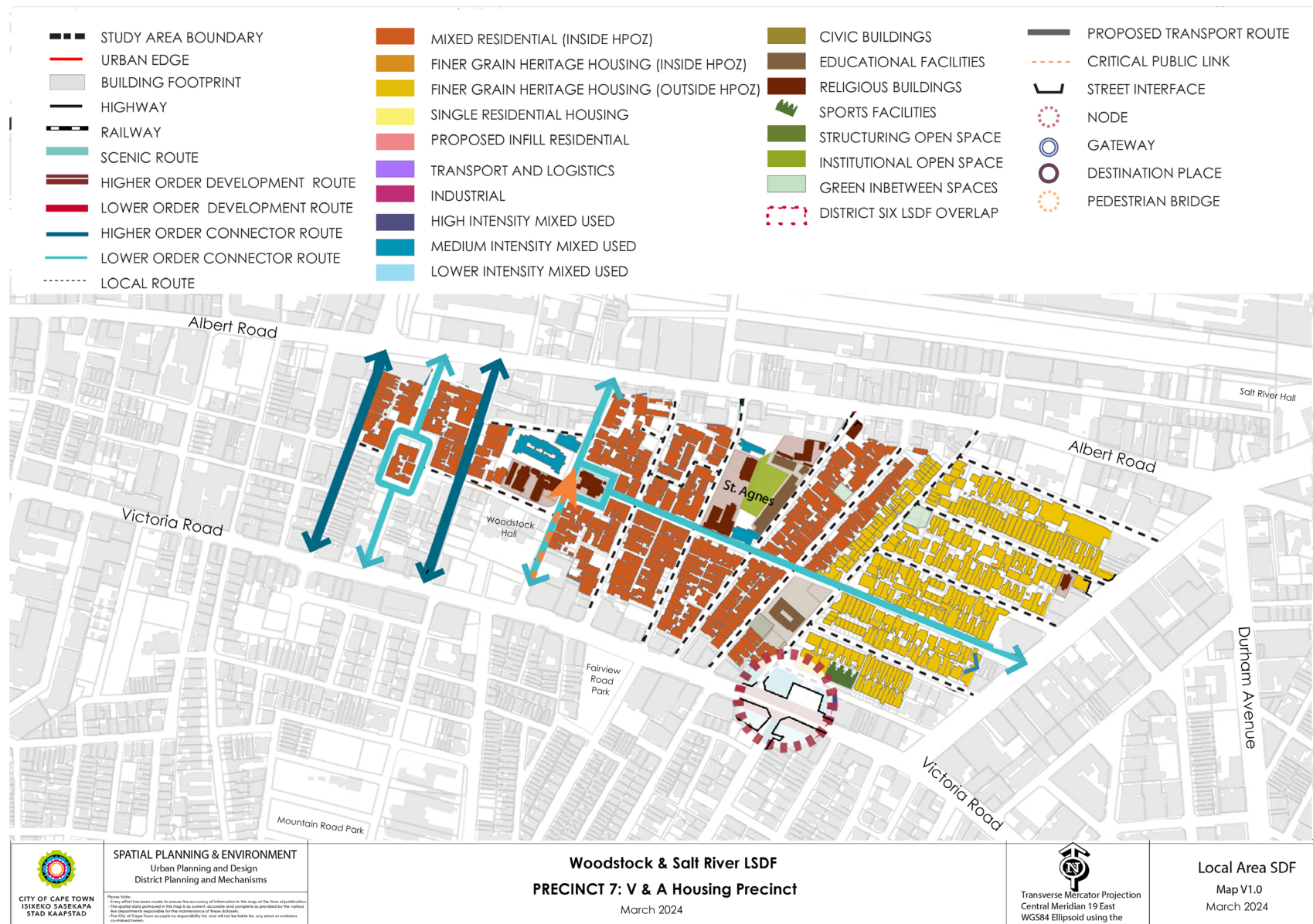


Figure 39: V & A Housing Precinct

11.8 Station and Industrial Mixed Use precinct

An industrial mixed-use area consisting of Woodstock train station with low/medium to high-rise buildings. Majority of the precinct is made up of Transport 1 (TR 1), Mixed Use 2 (MU2), Mixed Use 3 (MU3) and General Industrial 2 (GR2) zonings.

Some modern insertions of high-rise buildings can be found along New Market Street connecting to Albert Road (Wex 1 and 1 on Albert Luxury Apartments) where the buildings are zoned Mixed Use 2 (MU2) and is made up of commercial and residential uses that blends well with the buildings on the opposite side of the road.

There is a clear boundary separating the mixed use commercial buildings along Albert Road by the Woodstock train line that positions the Mixed Use 3 (North-West area) and Industrial buildings (North-East area) away from the residents along the North of the precinct.

Movement along the precinct is mainly connected by three roads running vertically across the precinct namely Davidson Street, Lower Church Street, and Railway Street – connecting the precinct to neighbouring ones and cuts across the railway station through a mobility bridge and pedestrian bridges

(walkways). The pedestrian bridge that runs along Davidson Street connects the Woodstock Train station to the Metrorail station and a MyCiti bus stop.

There is some horizontal movement connections along the precinct through Porter Street, Beach Road and Tide Street. A MyCiti bus route runs horizontally across the Northern edge of the precinct but seems disconnected to the precinct as a whole and is only connected by Davidson Street.

To the South, New Market Street connects to Albert Road, going North onto Lower Church Street following the train line to the East. The precinct boundary is at Nelson Mandela Blvd to the West then follows the train line in the North and up Davidson Street down Old Marine Drive (MyCiti route).

11.8.1 Precinct Guidelines

- a) Create a more pedestrian friendly environment through positive street interfaces - specifically within the western area of the precinct where mixed-use commercial activity occurs.

- b) Encourage a built form response to pedestrian scale, by means of architectural measures such as canopies, setbacks above a plinth level, building height gradation etc. Specifically in the western area of the precinct where mixed use activity occurs.
- c) Ensure safety along the crossing of Davidson Street and Railway Street pedestrian bridges over the train line.
- d) Any development in this area should have positive, active frontages and landscaping in order to create a friendly pedestrian environment.
- e) Enhance pedestrian linkages from Albert Road throughout Davidson Street – connecting Woodstock Train Station to the Metrorail and the bus stop.
- f) Propose Lower Church Street as a cycling route connecting to Albert Road and the harbour.
- g) Activate Railway Street through positive street interfaces, and both soft and hard landscaping to promote a safe environment for pedestrians crossing the bridge over the rail line. Possible area for informal trade if managed correctly as the area seems underutilised and hidden. Promote the development of pedestrian pavements along Railway street
- h) Create a “market or informal trade” area by the Woodstock train station and along Grey Street connecting to Albert Road.
- i) Support infill development and mixed use intensification along Albert Road towards New Market Street as a development route. More moderate intensities and mitigation of impact on heritage fabric may be needed in instances of graded buildings and existing low-rise historic fabric.
- j) Promote Beach road as a safe pedestrian route with pedestrian seating and landscaping, promote the planting of trees for shading.
- k) Promote paving, street furniture, bollards, tree planting and signage along Beach road, Grey Street and Davidson Street.
- l) Underutilised open spaces used for dumping should be considered for new landscaping and planting of trees.
- m) Promote pedestrian pavements along Railway street
- n) Upgrade the pedestrian environment within and around the Woodstock train station. Possibly extend or widen the pedestrian pavements along Davidson Street towards the

train station for a positive and lively entrance point into the station.

- o) Upgrade green or natural areas through landscaping along the edges of the railway line for a positive and healthy environment.
- p) Improve pedestrian facilities and ramps between station platforms and new IRT facilities.
- q) Support a diverse built environment with a gradation of building heights with taller buildings at appropriate points along activity streets or in association with vacant land or railway infrastructure and IRT.
- r) Support flexible building design in industrial and commercial buildings to support a range of business requirements.
- s) Upgrade existing railway station structure to ensure a safe and positive environment.
- t) Promote hard and soft landscaping (planting of trees) within existing parking areas.

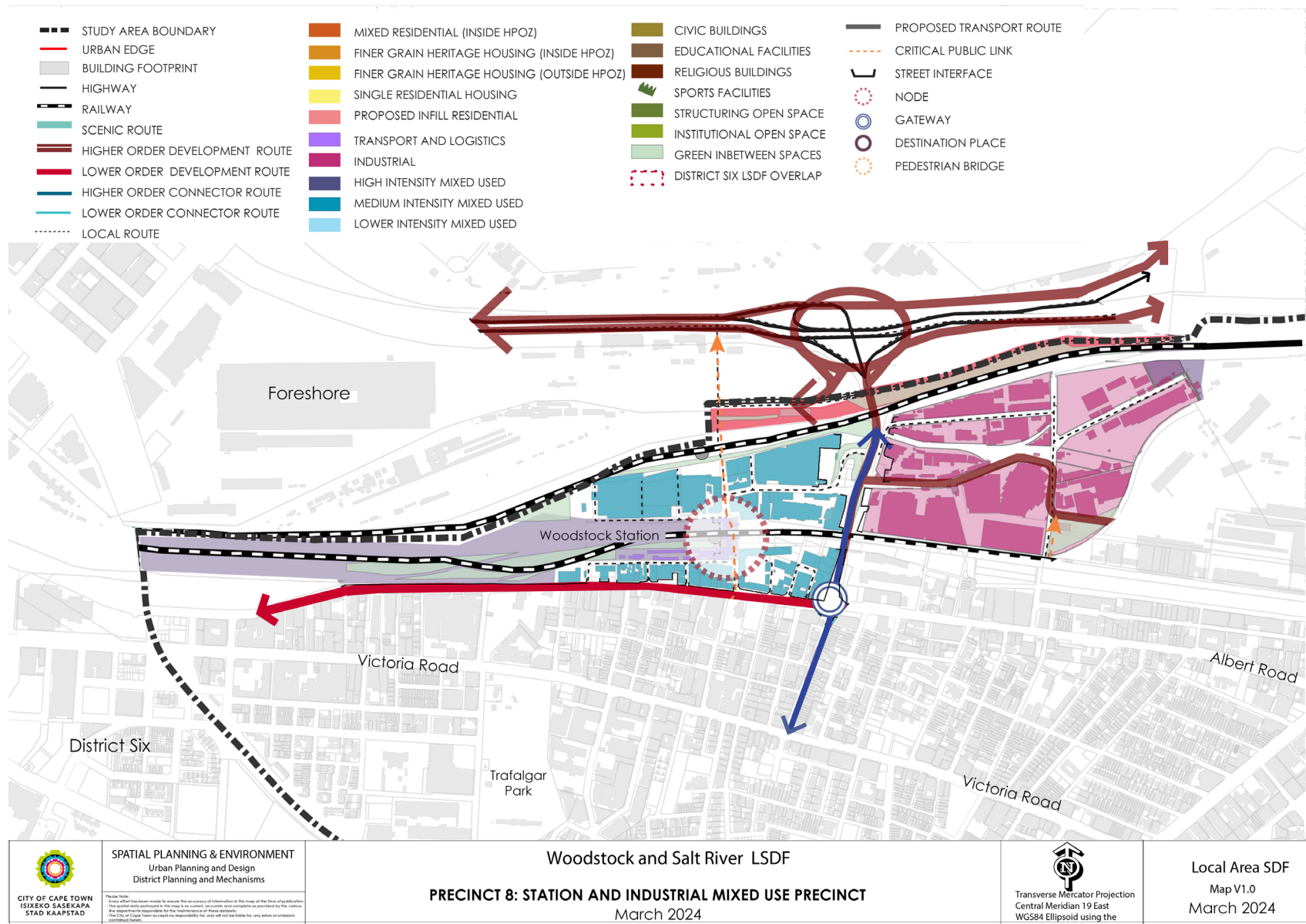


Figure 40: Station and Industrial Mixed Use Precinct

11.9 Roodebloem/ Mountain Road Mixed Use Precinct

This precinct is bounded by Nelson Mandela Boulevard to the south. Roodebloem and Mountain Roads play a secondary mixed use function which connects to the main development corridor, Victoria Road.

The area is predominantly residential with pockets of open space, commercial, retail, worship and educational land uses.

Roodebloem Road HPOZ is an area of late 19th century and early 20th century housing in generally well preserved condition, and undergoing a period of restoration and maintenance. The area contains row houses, both single storey and double storey, churches and corner shops. Building stock differs from that below Victoria Road in terms of size and quality and the amount of space available for vegetation. Most properties enjoy some decoration, whether by quoining or cast iron work.

11.9.1 Precinct Guidelines

- Encourage low intensity mixed use development along Roodebloem and Mountain Roads within the existing built fabric.
- Encourage and promote an appealing and comfortable non-motorised route along Roodebloem and Mountain Roads. Encourage private sector contributions to pausing spaces and waiting areas, in association with business clusters and bus stops.
- Encourage residential development of different typologies that are sensitive to the existing built form
- Promote appropriate built form, land use and architectural detailing in order to retain the heritage significance of graded buildings and the character of the HPOZ area.
- Protect the character defining elements of Heritage Protection Overlay Zone areas. This includes the fine-grained, low-rise historic residential typologies and visual connections between heritage buildings and the street, interfaces in the form of low boundary walls and

transitional elements such as stoeps and unenclosed balconies.

- Avoid high and solid boundary walls and garages along sensitive street interfaces to prevent sterile and monotonous streetscapes
- Encourage landscaping along Roodebloem and Mountain Roads including the development of forecourts for key landmarks, for example the Greek Orthodox Church.
- Promote the rehabilitation of underutilised parks and recreation facilities.
- Ensure on-going maintenance of parks to ensure usability and safety and security.
- Promote safety and security along streets through street lighting and in parks through the inclusion of lighting.

- Through the redevelopment of the Woodstock Hospital site and Earl Street site, encourage integration of community spaces and consideration of the functioning of the spaces between buildings and how they interact with the existing heritage built fabric. Consider landscaping of the street and public spaces in a manner that creates opportunities for existing and new residents to meet and share public and semi-public spaces.

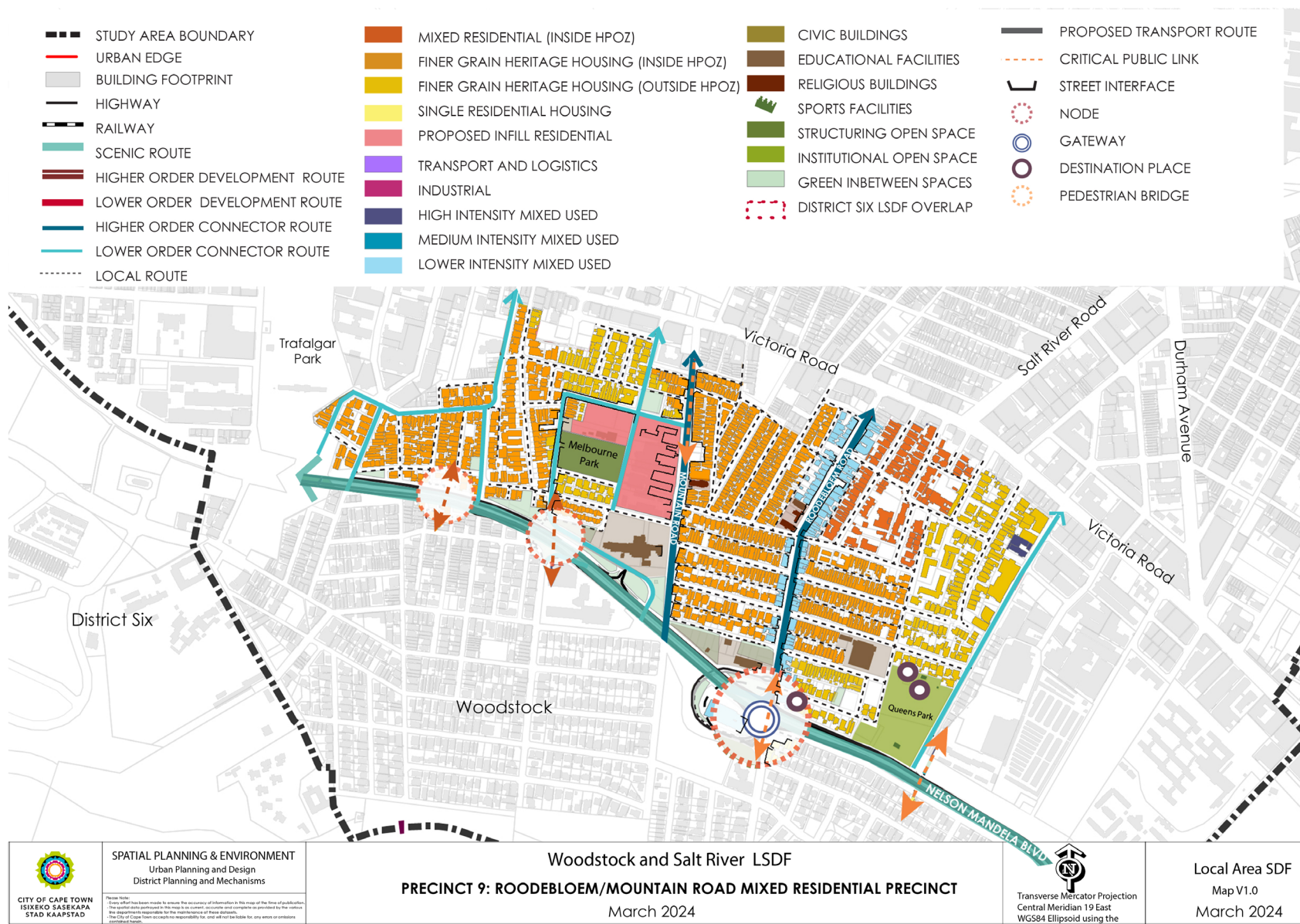


Figure 41: Roodebloem / Mountain Road Mixed Use Precinct
Woodstock/ Salt River and Surrounds LSDF – Volume 2

11.10 Transnet Precinct

The Transnet sites between the Black River on the East, and Church Street Bridge on the West, the N1 to the North and Salt River to the South, have significant development potential and are under-utilised at present. While the sites primary role is required for freight and logistics purposes and Transnet operations, there is potential to consolidate and optimise the logistics uses and further develop portions of the site for urban uses. Due to ground contamination, this part of Transnet property would not be suited to residential development, unless this is addressed.

Suggested land uses are for port logistics and rail operations, thereafter industrial property uses, park and ride facilities, storage and warehousing, road network infrastructure expansion, some commercial, training and event spaces may be considered as part of the precinct, bulk infrastructure installations could be considered here.

Certain portions of land are within the Salt River flood plain and it is encouraged that these be restored in a manner that improves the flood attenuation capacity of the site.

There are current inefficiencies related to truck staging and rail operations which can be addressed through the upgrading of the sites and improving road connections within and across the site.

The interface with Salt River will be in proximity to future high intensity residential developments. There is potential for negative externalities if the interface of the Transnet sites to the residential fabric isn't considered.

11.10.1 Precinct Guidelines

- a) Encourage freight movement through this precinct and reinforce connections to major road and rail freight corridors, support the Church street interchange project to improve the functionality of road based freight in this regard.
- b) Further investigate the heritage assets within this precinct and encourage innovative uses of character buildings.
- c) Encourage interface opportunities with Salt River across the railway line.

- d) Acknowledge logistics and rail as primary uses of the site while encourage a greater mixed use profile, suitable uses include general industry, uses relating to the delivery economy e.g. staging of delivery vehicles and some warehousing, maritime industry expansion, training institutions and park and ride facilities for bicycles and cars close to the Salt River station
- e) Ensure that any residential expansion in this precinct considers environmental health and the challenge of restoring the site of contaminants.
- f) Encourage development opposite the Salt River station and Salt River market that allows for NMT connections into developing economic areas within the Transnet properties.
- g) It is recommended that daytime uses and less noxious and noisy uses be located at the Southern interface with Salt River. Particularly where properties overlook residential buildings
- h) Eventual full recovery of rail must be an informant to development proposals in these areas.
- i) The sites are low lying and sections North and East of the Black river are particularly vulnerable to flooding from

this system. Any development proposals in this vicinity should develop the flood attenuation capacity of the site.

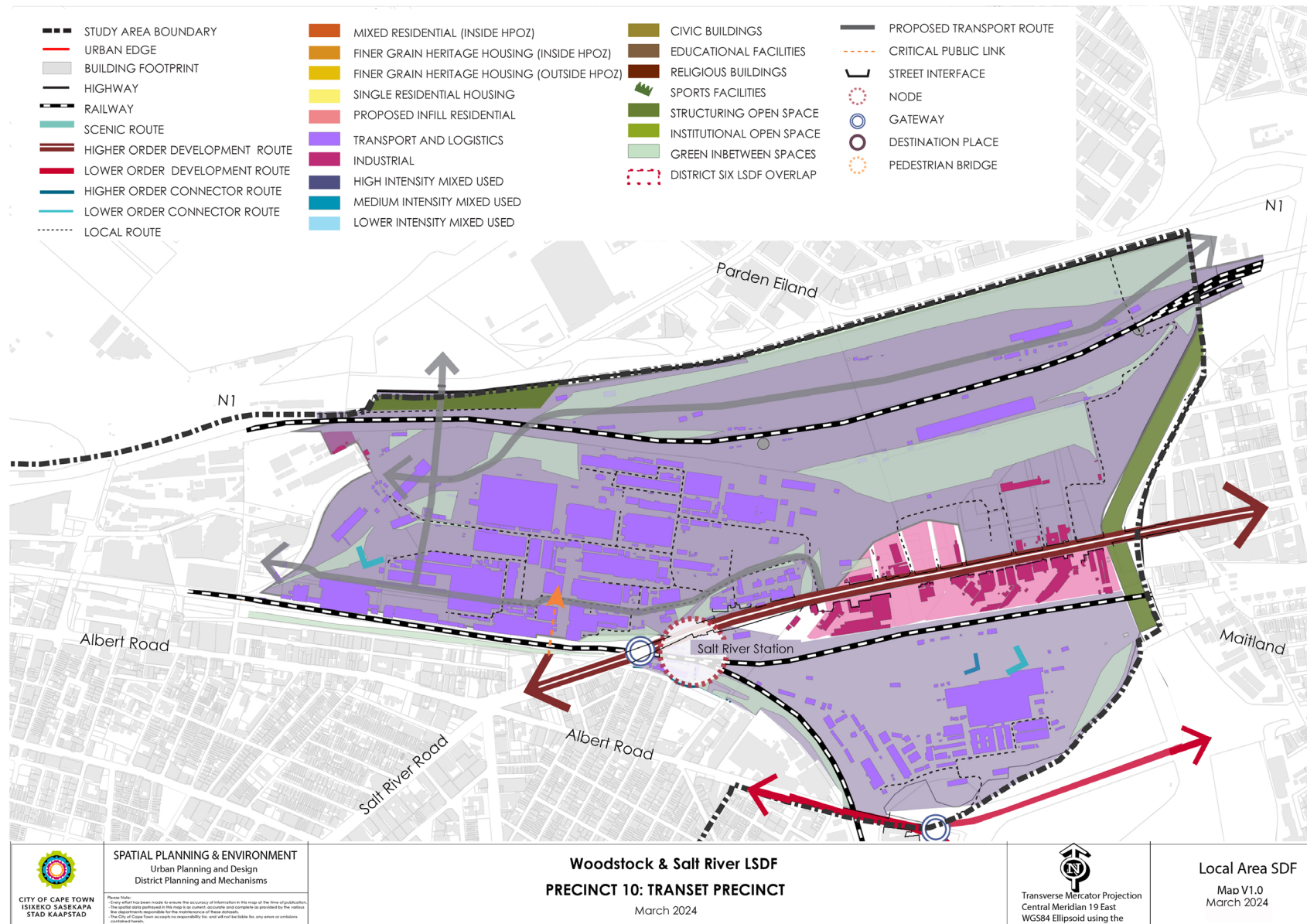


Figure 42: Transnet Precinct

ANNEXURE A

ACRONYMS AND ABBREVIATIONS

Acronym/ Abbreviation	Full Title
BIONET	Biodiversity network
BNG	Breaking New Ground (housing developed in terms of the Integrated Residential Development Programme)
CBD	Central business district
CoCT	City of Cape Town
CID	City Improvement District
COVID	Corona virus disease 2019
DFA	Development Focus Areas
DMS	Development Management Scheme
DSDF	District Spatial Development Framework
du/ha	dwelling units per hectare(density measure)
FLISP	Finance Linked Individual Subsidy Programme
GAP	Housing for households earning between R3501- R22 000 per month, and qualifying for a mortgage bond (FLISP subsidy applies)
GIN	Green Infrastructure Network
GIP	Green Infrastructure Programme
GIS	Geographic Information System
GLA	Gross Leasable Area

HIA	Heritage Impact Assessment
HPOZ	Heritage Protection Overlay Zone
IDP	Integrated Development Plan (in terms of the MSA)
IDZ	Industrial development zone
IGA/ IGCA	Incremental Growth and Consolidation Areas as per the MSDF
IPTN	Integrated Public Transport Network
IRDP	Integrated Residential Development Programme
IRT	Integrated rapid transit
LUMS	Land use management system
LUPA	Land Use Planning Act(No. 3 of 2014)
MOSS	Metropolitan open space system
MPBL 2015	Municipal Planning By Law, 2015 (City of Cape Town)
MSA	Municipal Systems Act (No 32 of 2000)
MSDF	Cape Town Metropolitan Spatial Development Framework
NDAs	New Development Areas
NHRA	National Heritage Resources Act (No 25 of 1999)
NMT	Non-Motorised Transport
POS	Public open space
PRASA	Passenger Rail Agency of South Africa
SAHRA	South African Heritage Resources Agency
SDF	Spatial Development Framework

SPC	Spatial Planning Category
SPLUMA	Spatial Planning and Land Use management Act (Act No. 16 of 2013)
SRA	Special Rating Area
TAP(S)	Transit Accessible Precincts
TIA	Transport Impact Assessment
TOD	Transit orientated development
UDZ	Urban development zone
UIC	Urban Inner Core as per the MSDF
USA	Urban Support Area

KEY TERMS AND CONCEPTS

TERM	DEFINITION
Active interface	Refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street, and also where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building uses including cafes/restaurants, shops, offices etc.
Affordability (Housing)	Affordability is a function of context. The National Government determines that the GAP market (those households who should be targeted for affordable housing provision) refers to households earning less than R22 000pm. This Strategy recognises that nominal indicator whilst maintaining that affordability fluctuates dependent on the context in which housing is available; and that it would never be targeted at the highest earning income group of that context (City of Cape Town Approved Human Settlement Strategy., 2021).
Affordable housing	Traditionally affordable housing refers to housing with prices or values below the overall open market value which targets below-average incomes. In this MSDf affordable housing refers to the household income brackets of R3 501 – R18 000 per month, and is inclusive of social, GAP, and inclusionary housing. It also refers to residential units valued at R500 000 or less.
Biodiversity	Biological wealth of a specified geographic region including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation.

Biodiversity network	The map of protected and critical biodiversity areas (including natural vegetation remnants and wetlands) for the city, based on the fine-scale systematic conservation plan, in accordance with the legal requirements.
Business node	A business node is a concentration of economic activity which meets the two technical thresholds applied by the City's ECAMP Diagnostic Model: contiguous non-residential property with 1 000 work places and valued at no less than R50 million.
Character (of a place)	Collection of qualities and features that are distinctive to a place or area and in this case is used to distinguish period of establishment or pattern of settlement
Civic clusters	Concentration of public facilities (e.g. schools, clinics, libraries) located in close proximity to one another. Various scales depending on the role and function within the locational context.
Civic precinct	Concentration of public facilities (e.g. schools, clinics, hospitals, parks, city hall, courthouses, post offices, etc.) located in close proximity.
Commercial	General business activity and mixed-use development of a medium to high intensity. Whilst the focus of development of these areas is mostly office and retail development; a mix of uses including high and medium density residential development could be appropriate in these areas. Industrial development is generally not suitable in these areas.
Community Park	An intermediate size park, that serves the needs of the 1 or 2 local communities or suburbs. May include passive and active recreation areas, small scale kick-about areas, multi-purpose hard courts and playground equipment.
Connector route	These connect different areas of the city and

	have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/ mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
Context	The broader environment within which a development or site is located. Context is a broad term and can refer to natural systems, topography, the social and economic environment, the built environment, access, public institutions, public space, and public utility services.
Densification	Increased use of space, both horizontally and vertically, within existing residential areas/properties and new developments, accompanied by an increased number of units and/or population threshold.
Destination place	A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, these places hold potential for exploiting economic opportunities particularly in relation to their role as destinations for locals and tourists.
Developable land	Developable land is land falling inside the urban edge of 2016 which was neither developed nor constrained.

Development corridor	Development corridors are broad areas of high-intensity urban development focused predominantly on activity /development routes serviced by mass rapid public transport services (i.e. rail or BRT).
Development Management Scheme (Zoning scheme)	A scheme consisting of scheme regulations and a register with (or without) a zoning map.
Development route	Characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium to high intensity mixed use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
District / Regional Park	A large park with a variety of recreational facilities. Serves the needs of several surrounding communities/ or suburbs in a regional context. People may travel some distance to access. Generally multi-functional. Can include active and passive recreational facilities, informal sports facilities such as kick-about areas, multipurpose hard surfaces and playground equipment. Can include a special interest component such as a river, waterbody and wetland or biodiversity area.
District spatial development framework	As contemplated in Chapter 3, Part 3 of the City of Cape Town Municipal Planning By- Law, 2015, as amended. Document which includes integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF)

Form	The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
Gap housing	The creation and promotion by the government of housing opportunities (owned or rental), in partnership with the private sector, for people earning a monthly income of up to R15 000. Nationally the houses are financed by the National Housing Finance Corporation (NHFC) through an intervention called the Finance Linked Individual Subsidy Programme (FLISP), which gives all qualifying beneficiaries the certainty of being granted loans, bonds, or mortgages by banks and other financial institutions. FLISP can be used for ownership or rental units.
Green Infrastructure Network	Spatial representation of natural and green open spaces (>1ha) in the city, the benefits they provide and the opportunities they present, in terms of selected predefined ecosystem services. They form a network through the connection via existing and potential ecological and green corridors/ greenways. The intention of the GIN is to guide development
Gross lettable area (GLA)	The area of a building as per the MPBL, 2015 designed for, or capable of, occupancy and/or control by tenants, measured from the centre line of joint partitions to the inside finished surface of the outside walls, and shall exclude the following: (a) all exclusions from the definition of floor space; (b) toilets; (c) lift shafts, service ducts, vertical penetrations of floors; (d) lift motor rooms and rooms for other mechanical equipment required for the proper functioning of the building; (e) areas reasonably used in connection with the cleaning, maintenance and care of the building,

	excluding dwelling units for caretakers, supervisors, cleaners or maintenance staff; and (f) Interior parking and loading bays.
Heritage Area	An area identified in terms of S31 of the NHRA as being worthy of protection on the basis of its environmental or cultural interest
Heritage conservation area	Area identified for protection based on its cultural, historical and environmental value and which may, or may not yet, have been formally protected under the NHRA (S31) or under the Heritage Protection Overlay zoning (MPBL).
Heritage inventory	Compiled by the local authority (in this case The City) and contains all heritage resources within its area of jurisdiction.
Heritage Register	A register maintained by the provincial heritage resources authority (in this case HWC) that lists all heritage resources considered to be conservation worthy
Heritage resource	Any place or object of cultural significance, according to the NHRA, unique, non-renewable and precious locations includes sites and landscapes of historical significance, areas of scenic beauty, and places of spiritual and/or cultural importance.
Historic urban landscape	An urban landscape that has been formed over time and that is characterized by historical layering of architectural features and cultural values
Inclusionary Housing	For households earning between R3 501 – R22 000. Costs are normally covered by the developer in exchange for enhanced planning or development rights. Inclusionary housing can be

	owned or rented. There is currently a Provincial framework to support inclusionary housing, the City policy is yet to be established to guide this offering, which at this stage depends on the tribunal.
IRT Feeder Route	A secondary and usually smaller carrying route of an Integrated Rapid Transit system which feeds the main trunk route.
IRT Trunk Route	A primary carrying route of an Integrated Rapid Transit system with a higher than average large travel demand
Land use intensification	Refers to achieving a greater degree of uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high opportunity locations.
Marginalised areas	Areas characterised by predominantly low-income communities including significant informal settlements and/or other neighbourhoods classified as needy or very needy by the City's Socio-Economic Index.
Metropolitan open space system	Inter-connected and managed open space network that supports interactions between social, economic and ecological activities, sustaining and enhancing both ecological processes and human settlements; includes natural areas, and active and passive recreation areas such as sports fields and parks, but also cemeteries, detention ponds servitudes, river corridors and road reserves to promote interconnection and multi-use.
Mixed land use	Area of existing or proposed horizontal and/or vertical integration of suitable and compatible residential and non-residential land uses within the

	same area or on the same parcel of land; implies contextually appropriate intensity of land uses amongst others. Also referred to as land use diversity.
Mobility	The ease with which people can travel with minimal delay on a route.
Multifunctional	The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).
Neighbourhood Park	A small scale park serving the needs of the immediate local neighbourhood. May include passive and active recreation areas, small scale kick-about areas and playground equipment and may be no more than a couple of items of play equipment.
New development area	An area earmarked for future development.
Nodal development	Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of functions (facilities, services and economic activities).
Non-motorised transport	Transport modes that are not motorised, e.g. walking and cycling.
Not economically active	Persons who were neither employed or unemployed (e.g. full-time students; retired persons; and homemakers who did not want to work).

Opportunity node	A business node which exhibits above-average location potential but below-average market performance as measured by the City's ECAMP Diagnostic Model.
Overlay zone	As per MPBL, 2015, Item 159 to 191, a category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary -, additional -or consent uses, limitations in addition to the underlying base zone, subdivision and sub divisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.
Public open space	Land which is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and which is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
Resilience	The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation.
Scenic Routes	Scenic routes are public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes

	that traverse areas of high scenic quality and SR2 routes which traverse areas of high scenic quality and are frequently accessed.
Social Housing	According to the Social Housing Act 16 of 2008, accredited SHIs receive subsidies from the SHRA to provide and manage social housing developments. This includes subsidised rentals for households with a monthly income between R3 501 – R22 000 (the qualifying monthly income bracket for social housing). Bidders can visit the SHRA website for more information on Social Housing at www.shra.org.za . Private developers who wish to deliver residential units without a SHI partner are expected to deliver units that fall within the above mentioned social housing household income bracket.
Spatial concept	A concept used to describe a particular set of spatial features (e.g. urban node, civic precinct).
Spatial efficiency	The private and public benefit of urban development and attendant infrastructure, relative to its lifecycle cost.
Spatial transformation	The process of reversing the negative impacts of apartheid spatial planning (spatial fragmentation, inefficient urban form, racial segregation and ghettos of poverty etc.). Integrating communities and increasing opportunities to a greater number of people in highly connected areas are among the key outcomes of spatial transformation. Renouncing the creation of new low-income communities on the periphery of the city is also a key principle to avoid the need for these groups to spend a disproportionate amount of household income on transport and remain distant and dislocated from the socio-economic benefits and amenities associated with central urban locations.

Streetscape	The distinguishing character of a particular street as created by the elements at ground floor, including building frontages, setbacks, materials, form, road space, landscaping, street furniture, etc.
Strip development	Mixed-use development usually located along activity routes and activity streets and some developmental routes.
Structuring element	Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).
Subsidised housing	Housing supplied in terms of the National Department of Housing's housing subsidy scheme.
Transit-oriented development	Transit-oriented development (TOD) is a multifaceted and targeted strategic land development approach to improved urban efficiencies and sustainability by integrating and aligning land development and public transport services provision. It promotes inward growth and compact city form with an emphasis on building optimum relationships between urban form, development type, development intensity, development mix and public transport services to create a virtuous cycle of benefits over the long term as described in the City of Cape Town TOD Strategic Framework. Different TOD objectives, tools and outcomes are applicable at metropolitan, corridor, nodal, precinct and project scales.
Unemployed	Persons who did not work, but who looked for work and were available to work in the reference period.
Urban development	Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary

	to provide for the proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. Urban development excludes noxious industry and generally excludes land for industrial purposes. However, service trades that are compatible with mixed-use development and that generate a low impact on surrounding urban uses may be permissible if the nature and type of industry is deemed to form an integral part of an area demarcated for urban development purposes.
Urban management	Urban management involves the area-based involvement of and coordination with end users in the implementation, operation and maintenance of public facilities and services. In the local context, this may include the establishment of City Improvement Districts, Area Coordination Teams or Mayoral Urban Regeneration Programmes. In the long term successful urban management fosters a culture of joint accountability between the City and local stakeholders, reducing the potential of tension usually associated with top-down service delivery.
Urban node	Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).
Urban Restructuring Zone	A well-located area where the national housing department's Capital Restructuring Grant subsidy, as defined in terms of the Social Housing Act, Act 16 of 2008, applies.

Zoning	A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk, and coverage) applicable in respect of the said category of directions by the scheme regulations.
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