

# PIKETBERG GATEWAY AND CENTRAL INTEGRATION ZONE

## FIRST DRAFT PRECINCT PLAN



Prepared by



June 2020



## TABLE OF CONTENTS

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Background .....	1
1.2	Purpose of the Precinct Plan .....	1
1.3	Approach .....	6
	1.3.1 Design-led approach .....	6
	1.3.2 Collaborative approach .....	6
	1.3.3 Pragmatic approach .....	7
<b>2.</b>	<b>GUIDING PRINCIPLES AND PERFORMANCE QUALITIES.....</b>	<b>8</b>
<b>3.</b>	<b>DESIGN INFORMANTS .....</b>	<b>9</b>
3.1	Introduction.....	9
3.2	Key Issues Identified at the Focus Group Workshop .....	9
3.3	Opportunities and Constraints .....	9
3.4	Key Informants.....	14
<b>4.</b>	<b>DESIGN VISION AND CONCEPTUAL APPROACH .....</b>	<b>16</b>
4.1	Design Vision .....	16
4.2	Conceptual Approach.....	16
	4.2.1 Link and connect.....	17
	4.2.2 Consolidate .....	18
	4.2.3 Activate .....	18
<b>5.</b>	<b>THE PRECINCT PLAN .....</b>	<b>20</b>
5.1	Introduction.....	20
5.2	Focus Areas.....	20
	5.2.1 Introduction .....	20

5.2.2	Focus Area 1: Lang Straat and Hoof Straat Upgrade .....	20
5.2.3	Focus Area 2: Central “public heart” .....	27
5.2.4	Focus Area 3: Calendula Straat .....	32
5.2.5	Focus Area 4: Interface between Loop Straat and the Rhino Park sports complex .....	36
5.2.6	Focus Area 5: Vacant, publicly owned land around Rhino Park sports complex and adjacent to Calendula Straat.....	39
5.2.7	Focus Area 6: Area between the cemetery / cricket oval and the N7 freeway.....	42
5.3	Additional Positive Interventions .....	45
<b>6.</b>	<b>CONCLUSION .....</b>	<b>47</b>

## FIGURES

Figure 1:	The study area	Figure 13:	Before & after Lang Straat sections
Figure 2:	Precinct plan elements	Figure 14:	Conceptual plan view of the proposed interventions along Lang Straat and Hoof Straat
Figure 3:	Synthesis of big ideas emerging from the Focus Group Workshop	Figure 15:	Before & after Hoof Straat sections
Figure 4:	Opportunities within the study area	Figure 16:	Before & after Lang Straat – development intensification
Figure 5:	Constraints within the study area	Figure 17:	Focus Area 2
Figure 6:	Spatialisation of key informants	Figure 18:	Focus Area 2 interventions
Figure 7:	Town concept	Figure 19:	Focus Area 3
Figure 8:	Link and connect	Figure 20:	Focus Area 3 interventions
Figure 9:	Consolidate	Figure 21:	Focus Area 4
Figure 10:	Activate	Figure 22:	Focus Area 4 interventions
Figure 11:	Focus areas	Figure 23:	Before & after Loop Straat – public realm upgrades
Figure 12:	Focus Area 1		

Figure 24: Focus Area 5  
 Figure 25: Focus Area 6  
 Figure 26: Synthesis of focus area interventions  
 Figure 27: Additional positive interventions  
 Figure 28: Stages within the production of the Precinct Plan

### **TABLES**

Table 1: Key informants matrix

### **IMAGES**

Image 1: Problems impacting on Focus Area 1  
 Image 2: Problems impacting on Focus Area 2  
 Image 3: Problems impacting on Focus Area 3  
 Image 4: Problems impacting on Focus Area 4  
 Image 5: Problems impacting on Focus Area 5  
 Image 6: Problems impacting on Focus Area 5  
 Image 7: Current northern gateway into Piketberg  
 Image 8: Example of attractive public ablution facilities  
 Image 9: Mountain biking as a potential tourism asset

Precedent Box 4: Cultural event / street festival / market  
 Precedent Box 5: Public facilities as a focal point  
 Precedent Box 6: Integrated public facilities and open spaces  
 Precedent Box 7: High quality public spaces  
 Precedent Box 8: Public street upgrade to reinforce spatial structure and improve the public realm  
 Precedent Box 9: Public space associated with live-work units  
 Precedent Box 10: Transparent walls around public sports facilities  
 Precedent Box 11: Medium density social housing  
 Precedent Box 12: Well-designed public school  
 Precedent Box 13: Pedestrian footbridge over national road

### **PRECEDENT BOX**

Precedent Box 1: Temporary street upgrades  
 Precedent Box 2: Permanent street upgrades  
 Precedent Box 3: Development guidelines to promote intensification



## 1. INTRODUCTION

### 1.1 Background

The Bergrivier Municipality released its latest Municipal Spatial Development Framework in February 2019 (Bergrivier MSDF, 2019-2024). The Piketberg Gateway and Central Integration Zone Precinct Plan has been identified in the Bergrivier MSDF as a key enabling project/focus area for spatial development and land use management in Piketberg. The study area is shown in **Figure 1** overleaf.

Following on from the findings contained in the Bergrivier MSDF, as well as the work initiated by the Western Cape Government's Regional Socio-Economic Programme (RSEP), the Department of Agriculture, Land Reform and Rural Development (DALRRD) has appointed a multi-disciplinary team to prepare an Urban Upgrading Precinct Plan for Piketberg Gateway and Central Integration Zone (the "Precinct Plan").

### 1.2 Purpose of the Precinct Plan

A precinct plan serves a vital role in guiding development for catalytic interventions on well located land, reconfiguring space to connect and consolidate the built environment, retrofitting sustainable infrastructure, facilities and public open spaces, and diversifying land use activities (especially livelihood and job creation).

A precinct plan must expand on the local SDF, describing in more detail the development objectives and intentions for the area, as well as principles for urban form, land use, pedestrian links, traffic movement, floor space and environmental management. The elements of a precinct plan are identified in

the DALRRD's SDF Guidelines (refer to **Figure 2**), and the Precinct Plan to be prepared for the study area will largely encompass these elements.

The purpose of the First Draft Precinct Plan is to *inter alia*:

- describe the approach to the project;
- identify essential built and landscape guiding principles and performance qualities;
- identify the key design informants relating to the study area (as generated in the preceding status quo assessment and analysis);
- provide a clear development structure and spatial logic for the study area;
- identify strategic urban design interventions for the study area; and
- promote land uses and activities that can initiate and support social, spatial and economic integration.

***It is important to emphasise that the ultimate purpose of the First Draft Precinct Plan is to present the strategic urban design interventions for the study area (as presented in Section 5 of this document) for formal comment from stakeholders. Following comment, the Project Team will refine the proposals and begin to incorporate more detailed design components into the document, as well as 'order of magnitude' costing of these detailed design components, as part of the Second Draft Precinct Plan (which will also be circulated for comment from key stakeholders).***

The proposals contained in the Precinct Plan to be adopted (following extensive stakeholder engagement) will inform the overall development of the precinct in terms of the medium to long-term strategic interventions required to promote the

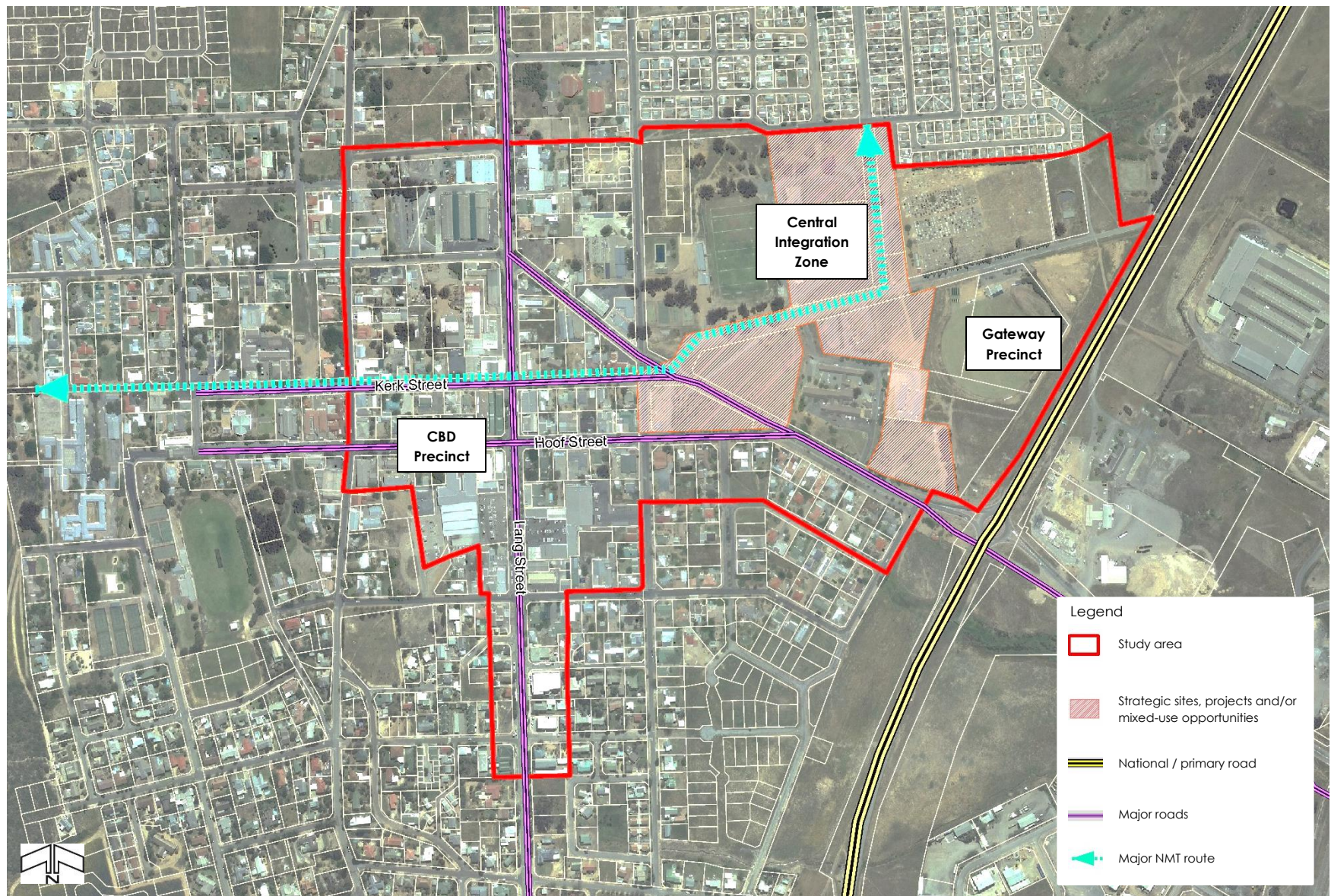


Figure 1: The study area (Source: adapted from the Bergrivier MSDF, 2019-2024)



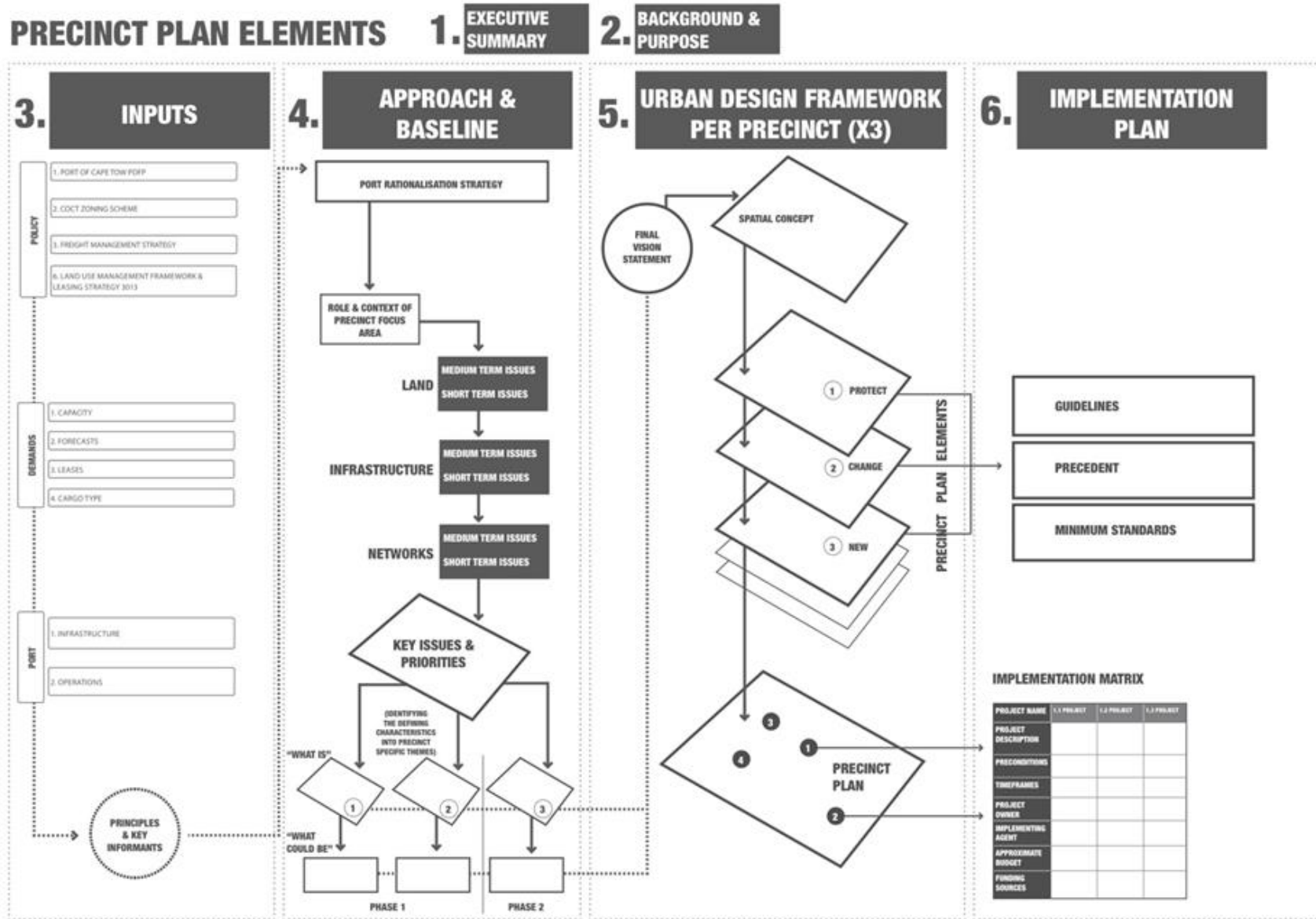


Figure 2: Precinct plan elements (Source: DALRRD's SDF Guidelines)

development of spatially and economically integrated town that is attractive, efficient, convenient, safe and people-oriented. The interventions will also aim to promote urban restructuring, sustainable communities, economic development, poverty alleviation and social cohesion within Piketberg.

### **1.3 Approach**

A three-tiered approach will be adopted for this project, viz.: design-led, collaborative and pragmatic.

#### **1.3.1 Design-led approach**

A design-led approach has been adopted for the project, whereby strong emphasis has been placed on the use of sustainable settlement design best practices, giving priority to the creation of walkable, human scaled, safe neighbourhoods with a strong sense of place. Further, emphasis has been given to the role that landscaping can play in the creation of a high-quality urban environment, with the aim of improving the functional relationship between different land uses and users, as well as the legibility of the street scape and urban environment.

#### **1.3.2 Collaborative approach**

The project team is acutely aware that the Precinct Plan must be contextually appropriate and be driven by human needs (i.e. a recognition that the basic function of settlement design is to improve the lives of people and to meet human needs). To this end, a collaboration with key stakeholders in the Piketberg community is imperative.

The project plan encourages active participation of key stakeholders throughout the process. The "Enquiry by Design" (EbD) process sees stakeholders as an integral part of information gathering, vision formulation, design, and ultimately, the implementation of the Precinct Plan. Key stakeholders include nominated representatives from the Bergrivier Municipality and Ward Committee members, as well as the broader Piketberg community.

The most important aspect of employing an 'EbD' process is that the results are co-produced with the stakeholders supported by technical inputs supplied by the project team, rather than by someone telling them what they are going to get at the end of a long process.

The 'EbD' process can unlock development potentials and obstacles quickly. It is a collaborative and creative process that is focused, draws on the stakeholder aspirations, knowledge and experience and is the tool used to drive the planning process.

Stakeholder collaboration is central to the proposed approach, with stakeholder engagement occurring at regular intervals throughout the formulation of the Precinct Plan:

- A "vision & issues" focus group workshop was held with key stakeholders on 27 January 2020 (refer to Section 4 of the Status Quo Assessment and Analysis Report, attached as **Annexure A**, for more background on the Focus Group Workshop).
- The First Draft Precinct Plan (i.e. this document) will be subject to a 30-day formal public commenting period, whereby the public will be invited to submit written comments on the Precinct Plan.

- The initial public participation strategy recommended the following procedures:
  - advertisements in the local community newspaper;
  - notifications sent to registered Interested & Affected Parties (I&APs) via e-mail / post;
  - two copies of the Precinct Plan to be made available for public viewing in publicly accessible locations (e.g. Municipal Library);
  - posters to be erected in public places; and
  - a public open house (scheduled during the 30-day public commenting period) where the proposals will be explained by the professional team.

However, due to constraints resulting from the Covid-19 pandemic, the public participation strategy has been amended to include the following procedures:

- notification on the Bergrivier Municipality's website;
  - notification on a dedicated Facebook page;
  - notification on a dedicated WhatsApp group; and
  - posters to be erected in public places
- The project team will incorporate, as far as practically possible, the comments received from the public in connection with the First Draft Precinct Plan into a Second Draft Precinct Plan, which will be subject to a similar public participation process as the First Draft Precinct Plan (as described in the bullet point above).

### **1.3.3 Pragmatic approach**

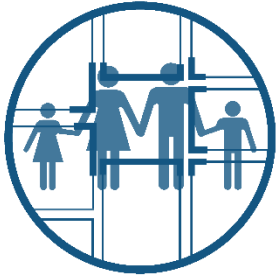
It is imperative that the Precinct Plan makes effective linkages between various scales of planning, as well as between policy and implementation – it must provide tools that enable clear

connections between policy objectives and day-to-day land use and development decisions and project implementation across sectors. Land use and urban design guidelines play a large role in creating these connections. Clear and concise guidelines – without being too prescriptive – will therefore be provided that will enable the Bergrivier Municipality to implement the Precinct Plan effectively and efficiently.

## 2. GUIDING PRINCIPLES AND PERFORMANCE QUALITIES

A number of central spatial principles underpin the design concept of the Precinct Plan, namely:

### INCLUSIVE



*An inclusive town values the needs of all people equally. It is a town where people feel comfortable being citizens and have equal access to economic opportunities, quality public amenities and spaces, housing and basic services. Spatial integration is a key ingredient in the pursuit of an inclusive town.*

### WALKABLE



*Walkable towns promote a public environment with a people focus rather than a car focus and can lead to addressing many social and economic problems through improved social interaction, enhanced physical fitness and diminishing crime.*

### FLEXIBLE AND MIXED USE



*Positive urban environments allow for a mix of land uses and reflect flexibility in their spatial structures. Flexibility refers to the creation of a spatial structure which can accommodate unexpected demands made upon them over time.*

### ECONOMICALLY VIBRANT



*Towns with vibrant economies are ones that promote inclusive economic activity (from small to large; formal and informal). By creating the conditions for a vibrant economy – which provides for increased economic security and financial sustainability – it is possible to contribute to positive individual and social outcomes.*

### IDENTITY AND SENSE OF PLACE



*When citizens form a strong relationship with a place, then that place becomes a part of who they are – their identity. High quality public spaces can greatly enhance the dignity and pride of citizens, which in turn strengthens their identity and attachment to a place.*

### 3. DESIGN INFORMANTS

#### 3.1 Introduction

The Status Quo Assessment and Analysis Report (attached as **Annexure A**) analyses the site across scales, beginning with the larger regional scale and then moving down into the smaller precinct scale, with the intention of gaining a better understanding of the context of the study area, which in turn makes it possible to formulate design informants for strategic interventions that can improve the performance and functionality of Piketberg.

This section summarises the key findings of the Status Quo Assessment and Analysis Report and concludes by identifying the key design informants relating to the Precinct Plan.

#### 3.2 Key Issues Identified at the Focus Group Workshop

The following key issues were put forward by the stakeholders in attendance at the Focus Group Workshop held on 27 January 2020:

- Lighting and benches are required for Calendula Street and the associated play park;
- Safety measures should be implemented at the open spaces at Calendula Street / Sarel Cilliers Street;
- Seek to optimise the utilisation of open spaces;
- Open spaces should be upgraded for passive relaxation (opportunity for a festival/park) and family outings;
- Protect the CBD and the existing businesses;
- Resolve the conflict between vehicles and pedestrians at the Loop, Kerk and Kloof Straat intersection through re-design;

- Attempt to reroute taxis to reduce conflict with pedestrians in Lang Straat;
- Rehabilitate the entrances and main roads;
- Redesign Lang Straat between Kerk and Die Trek Straat using urban design principles;
- Explore opportunities for business premises in Hoof Street opposite the hospital;
- Improve access to the hospital from Steynville;
- Provide more public toilets; and
- Establish informal trading areas in suitable areas.

**Figure 3** spatialises the key issues emerging from the Focus Group Workshop and provides a synthesis of the workshop stakeholders' input into the design process.

#### 3.3 Opportunities and Constraints

Opportunities within the study area are listed below and spatialised in **Figure 4**.

- Piketberg is a relatively small town, with most amenities within a 500m – 1km walking distance;
- The existing sports facilities are in relatively good condition and are well utilised;
- There are a number of new public projects planned within the study area;
- Various parcels of land that have development potential are publicly owned;
- There are strong, well-established pedestrian routes through the study area;
- The numerous heritage buildings and associated heritage route give the town a sense of place;
- The CBD is functioning well, with a reasonable range of retail, business and social amenities on offer serving the community;

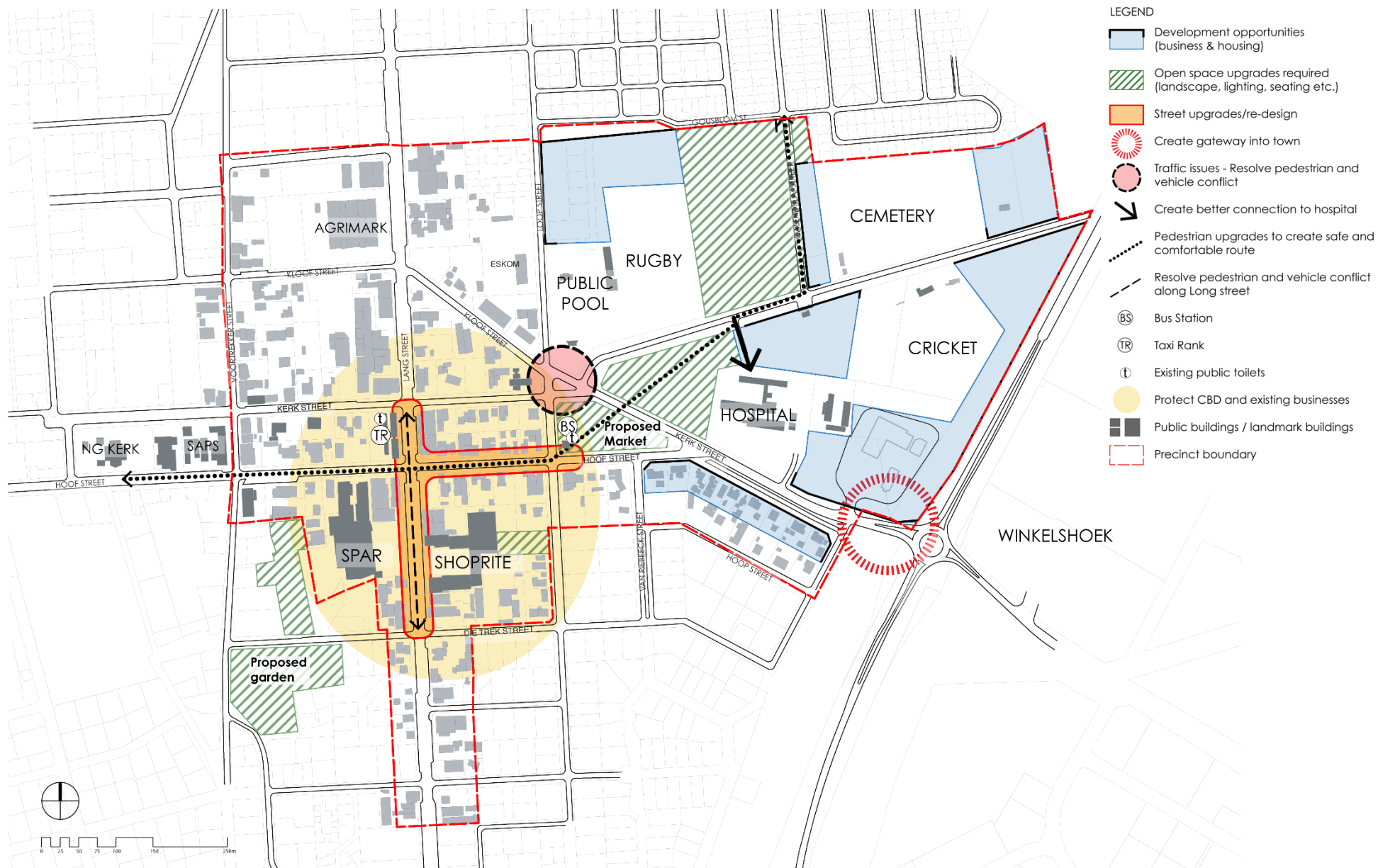


Figure 3: Synthesis of big ideas emerging from the Focus Group Workshop



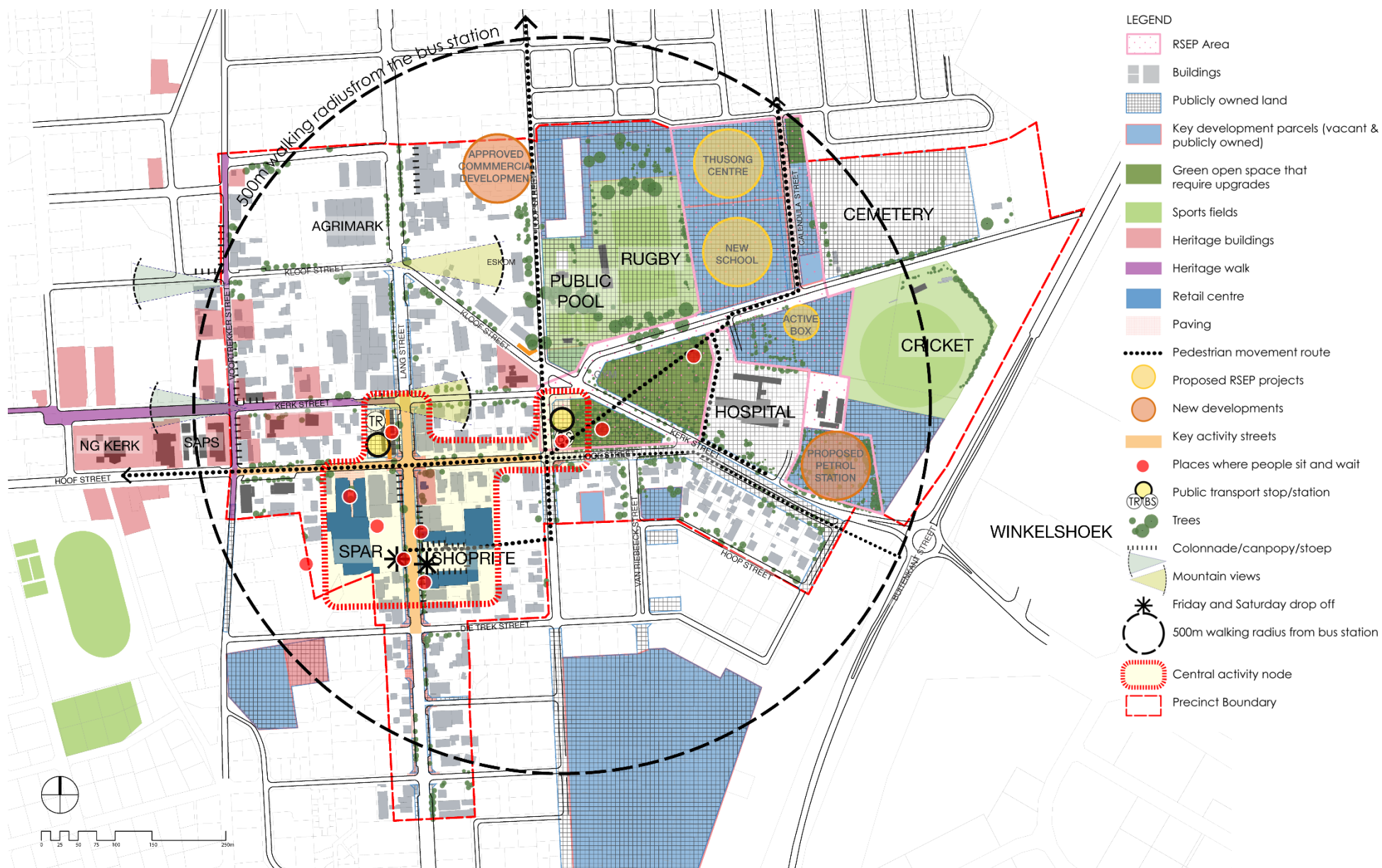


Figure 4: Opportunities within the study area



- There are established public parks with trees;
- The town enjoys beautiful views to the near and far mountains;
- Public transport facilities provide access opportunities to the surrounding region and agricultural hinterland;
- Lang and Hoof Straat are two active routes and are a strong base for public realm upgrades;
- The caravan park has recently been sold and the opportunity exists to guide proposals for the site that will enhance the gateway experience to the town.

Constraints within the study area are listed below and spatialised in **Figure 5**:

- The gateway into Piketberg from the N7 is undefined;
- Some of the major streets in the study area are excessively wide, ill-defined and car dominant;
- Large parking lots on key streets, as well as excessive street parking, exacerbate the car dominant feel of the town;
- Pedestrian and vehicles conflict at the confluence of Kloof, Loop and Kerk Straat, as well as crossing the N7;
- The provincial road along Kerk Straat and part of Lang Staat has limitations for pedestrian friendly upgrades;
- There are established truck routes through the centre of town;
- There is a lack of high-quality paving along pathways and sidewalks;
- Overhead telephone lines along Lang Straat, large dustbins and ill-placed signage are contributing to clutter along sidewalks;
- Blank facades along Lang and Loop Straat, as well as solid barriers around the Rhino Park sports complex, are contributing to a harsh atmosphere in the public realm;
- Public parks require lighting, seating and public space upgrades;

- Small street trees providing inadequate shade, especially along Lang Straat;
- Lack of high-quality space for people to wait for transport on weekends; and
- Access to the hospital from the low-income areas in the northern portion of town is limited, particularly for the elderly and disabled.

### 3.4 Key Informants

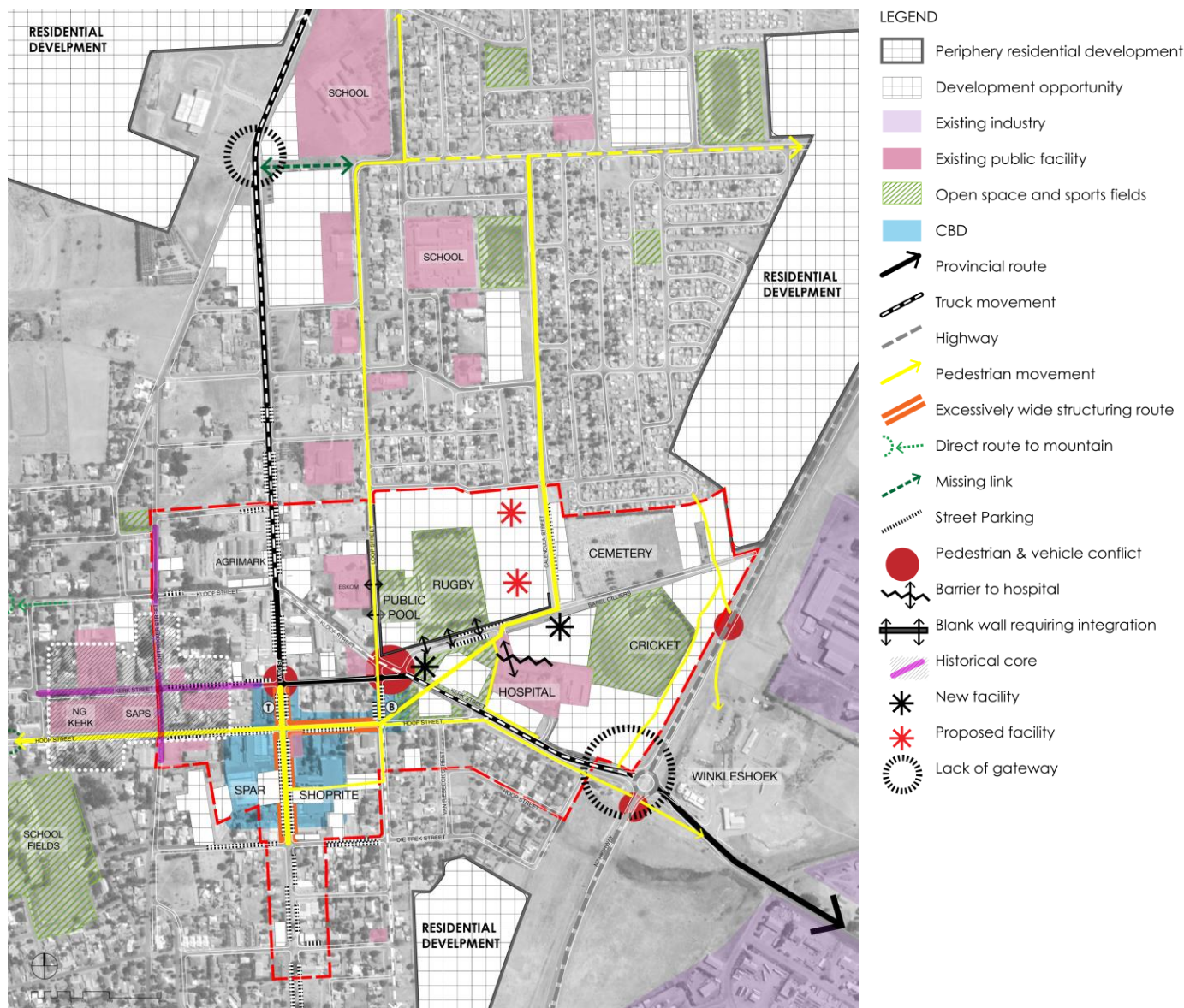
Three major overarching spatial issues were identified in the status quo study, these require considered attention and provide the main design informants of the Precinct Plan. They are as follows:

- **Segregation** *the existing spatial segregation between areas of Piketberg - wealthy, less wealthy, new residential, industrial and CBD – is prohibitive to spatial integration and social inclusion.*
- **Fragmentation:** *there are currently large amounts of vacant land in the study area, which have the effect of spatially separating parts of the town.*
- **Inactivity:** *a low-quality public environment with undefined community spaces that have very little surveillance means that the town lacks activity and vibrancy.*

These informants are spatialised in **Figure 6**.

The matrix shown in **Table 1** shows how these three key informants will be addressed in the Precinct Plan in relation to the overarching spatial elements of structure, space / public realm and built form. It is evident that three key conceptual ideas underpin the approach to addressing the informants, viz.: link and connect, consolidate and activate. These three key ideas are further unpacked in Section 4.





SEGREGATED

FRAGMENTED

INACTIVE

Figure 6: Spatialisation of key informants

**Table 1: Key informants matrix**

ISSUES / STATUS QUO		STRUCTURE	SPACE / PUBLIC REALM	DEVELOPMENT / BUILT FORM
<b>SEGREGATED</b>	<b>KEY IDEAS / APPROACH</b>	<b>LINK &amp; CONNECT</b>		
<ul style="list-style-type: none"> <li>1. Lack of a clear spatial structure.</li> <li>2. Spatial segregation (e.g. between wealthy and less wealthy)</li> <li>3. Lack of a defined gateway into the town from the N7 and the north.</li> <li>4. Problematic intersection at Loop, Kerk, Hoof and Sarel Cilliers (i.e. pedestrian / vehicular conflict).</li> <li>5. Limited access to the hospital from the northern residential suburbs.</li> <li>6. Provincial road (mobility route) and truck route through the centre of the precinct.</li> <li>7. New residential developments located on the periphery of town.</li> <li>8. Limited access to the mountain.</li> <li>9. N7 is a barrier between residential areas and work opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>• Create clear and logical spatial structure by connecting higher order roads / NMT routes (e.g. extend Watsonia Straat to Waterkant Straat and create a pedestrian link across the N7).</li> <li>• Create a central "public heart".</li> <li>• Create a new gateway to Piketberg from the N7 at the Kloof / Hoof Straat intersection.</li> <li>• Create a gateway from the north at the intersection of Waterkant and Lang Straat.</li> <li>• Provide pedestrian access to the hospital from the north or along the newly proposed road.</li> <li>• Realign the Provincial Route along Kloof Straat to avoid the central active area of Lang Straat.</li> <li>• Connect periphery residential developments along structuring routes.</li> <li>• Create clear connecting routes to points of access to the mountain.</li> </ul>	<ul style="list-style-type: none"> <li>• Align public spaces and key places to reinforce structuring routes, with a specific focus on: <ul style="list-style-type: none"> <li>- the intersection of Sarel Cilliers and Calendula Straat;</li> <li>- the intersection of Hoof, Loop and Kerk Straat;</li> <li>- the intersection of Watsonia and Waterkant Straat; and</li> <li>- along Lang Straat.</li> </ul> </li> <li>• Create safe pedestrian crossing of the N7 with well-designed pedestrian bridge.</li> <li>• Create visually complex edge to the N7 to slow down traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Relocate the proposed Youth Centre to the new central "public heart".</li> <li>• Use new residential development to create and define the northern gateway into the town.</li> <li>• Prioritise the development of the residential infill sites that reinforce the town structure before developing the periphery developments.</li> </ul>
<b>FRAGMENTED</b>		<b>CONSOLIDATE</b>		
<ul style="list-style-type: none"> <li>10. Undefined public spaces and streets.</li> <li>11. Large parcels of well-located vacant land spatially separating areas within the town.</li> <li>12. Existing and proposed public facilities located within old showgrounds area are scattered and uncoordinated.</li> </ul>		<ul style="list-style-type: none"> <li>• Consolidate the town by creating safe and pedestrian friendly structuring routes linking people to amenities.</li> <li>• Infill vacant land along structuring routes with medium density residential development (e.g. 2 - 3 storeys walk-up apartments).</li> </ul>	<ul style="list-style-type: none"> <li>• Within the central heart gateway to Piketberg, consolidate the exiting public parks to create defined, high quality parks associated with the outdoor gym and Youth Centre and public square associated with the bus station.</li> <li>• Create a public square in association with the active box at the end of Calendula Street.</li> <li>• Define the very wide Lang Straat by widening the sidewalks and including space defining shading elements and new tree planting.</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidate the town by infilling publicly owned, vacant land with residential development and new public facilities.</li> <li>• Consolidate and cluster new and proposed public facilities with public space within the "public heart" of the precinct.</li> <li>• Use infill mixed-use development to define the Active Box surrounding the public space.</li> <li>• Intensify existing development and better define Lang Straat by increasing building height where possible and infilling vacant land.</li> <li>• Ensure the design of the new Youth Centre defines the public space surrounding it.</li> </ul>
<b>INACTIVE / POOR QUALITY PUBLIC REALM</b>		<b>ACTIVATE</b>		
<ul style="list-style-type: none"> <li>13. Wide streets with an excessive amount of street parking.</li> <li>14. Lack of places for people to sit (e.g. wait for transport on weekends).</li> <li>15. Low quality public environment (e.g. lack of paving, seating, shade elements, sizeable trees).</li> <li>16. Undefined public spaces with poor surveillance.</li> <li>17. Blank facades around Rhino Park sports complex along Loop Straat and Sarel Cilliers Straat.</li> <li>18. Limited public ablutions and storage facilities.</li> <li>19. Cluttered sidewalks (e.g. bins, signage etc.).</li> <li>20. Lack of tourist opportunities, despite high heritage value and scenic location.</li> </ul>		<ul style="list-style-type: none"> <li>• Implement public realm upgrades along structuring routes including tree planting, wide sidewalks, seating, pedestrian lighting and appropriate signage.</li> <li>• Celebrate and reinforce the heritage area associated with the 'heritage walk' with public realm upgrades and improved accessibility and wayfinding.</li> <li>• Create a public space for festivals and markets to celebrate the surrounding agriculture and assets of Piketberg (this could occur on the upgraded Lang Straat or within the new "public heart").</li> <li>• Declutter sidewalks from bins, signage and street furniture.</li> <li>• Provide a clear and coherent wayfinding, signage and street furniture palette;</li> </ul>	<ul style="list-style-type: none"> <li>• Implement public realm upgrades to Lang Straat between Die Trek and Kloof Straat, as well as Hoof Straat between Loop and Voortrekker Straat.</li> <li>• Narrow wide road carriage ways, reduce parallel parking, widen and pave sidewalks, plant new trees, provide more shading and seating elements.</li> <li>• Break down barrier walls around Rhino Park sports complex along Loop Straat and Sarel Cilliers Straat to create a positive interface with the sports facility, thus better integrating it with the town and new "public heart".</li> <li>• Provide places for people to sit and wait in a shady area in a dignified manner at key points within the town.</li> </ul>	<ul style="list-style-type: none"> <li>• Use low walls, visually permeable fencing, passive surveillance and planting to define and secure facilities and spaces.</li> <li>• Ensure new developments have active ground floors that relate to the adjacent streets and public spaces to ensure safely through surveillance.</li> <li>• Provide new public toilets and storage facilities for people's shopping at accessible points within the town.</li> </ul>

## 4. DESIGN VISION AND CONCEPTUAL APPROACH

### 4.1 Design Vision

The design vision for the Precinct Plan is:

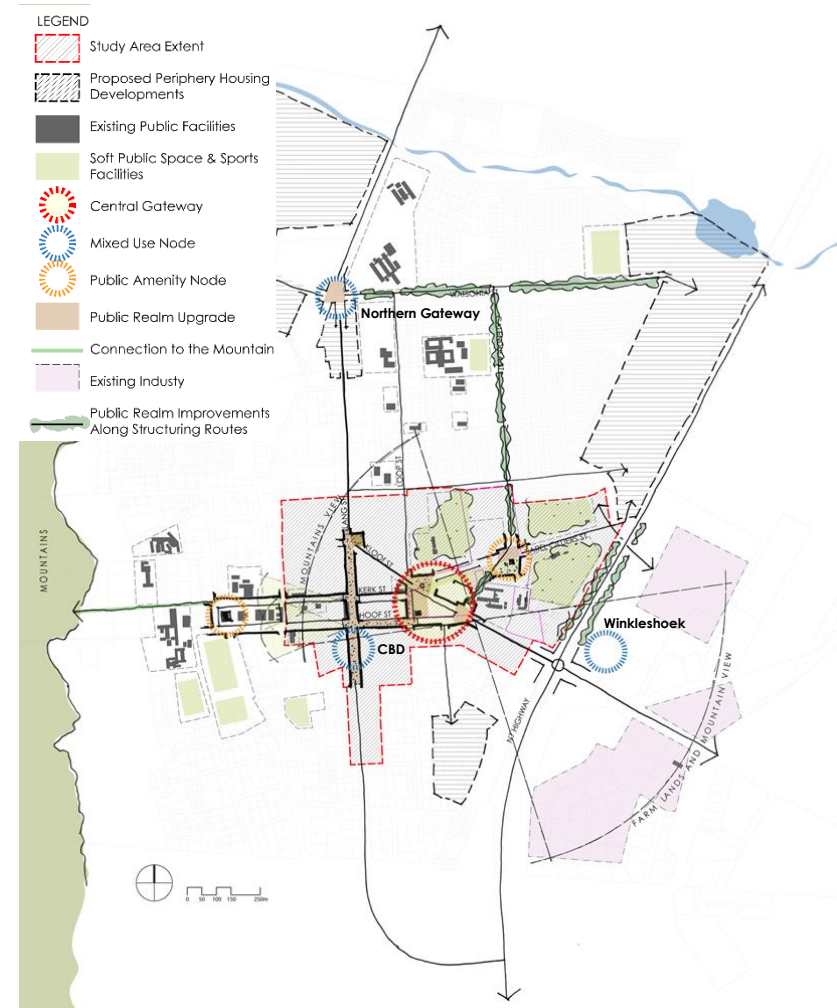
*"To create a **CONNECTED** and **CONSOLIDATED** Piketberg which is centred around a **DIGNIFIED PUBLIC HEART** that is **ACCESSIBLE** to all, providing opportunities for development, recreational and public amenities. A comfortable, **ACTIVATED** and **SAFE** urban environment that provides **OPPORTUNITY** for all citizens, while celebrating the town's unique assets."*

### 4.2 Conceptual Approach

It became clear through analysis that the spatial problems impacting on the study area could not be fully understood (nor indeed resolved) through actions at the precinct scale alone. Rather, an understanding of the town scale, and particularly the spatial structuring elements that impact on the town scale (e.g. the natural system, the movement system and the public institutions), was imperative to identifying symptomatic structural issues which require attention. The implication of this is that consistent thinking across scales is central to the design approach: it is necessary to approach the design problem from the inside out as well as the outside in.

**Figure 7** conceptually provides the thinking at the broader town scale. Public realm improvements along major routes and infill development are used to create a legible town, which reads as an integrated whole, within which important institutional buildings reinforce the spatial structure. These institutional buildings are connected to the greatest degree possible through visual axes and physical links. A number of important

structuring routes merge at a crossover point in the centre of the town, which is an ideal location for an identifiable 'public heart' for the town and spatial gateway into Piketberg.



**Figure 7: Town concept**



The public heart is connected to 3 nodes, namely the CBD, Winkleshoek and a new 'gateway' at the northern end of Loop Straat (the latter of which does not currently exist, but which should be given further design attention in broader planning initiatives).

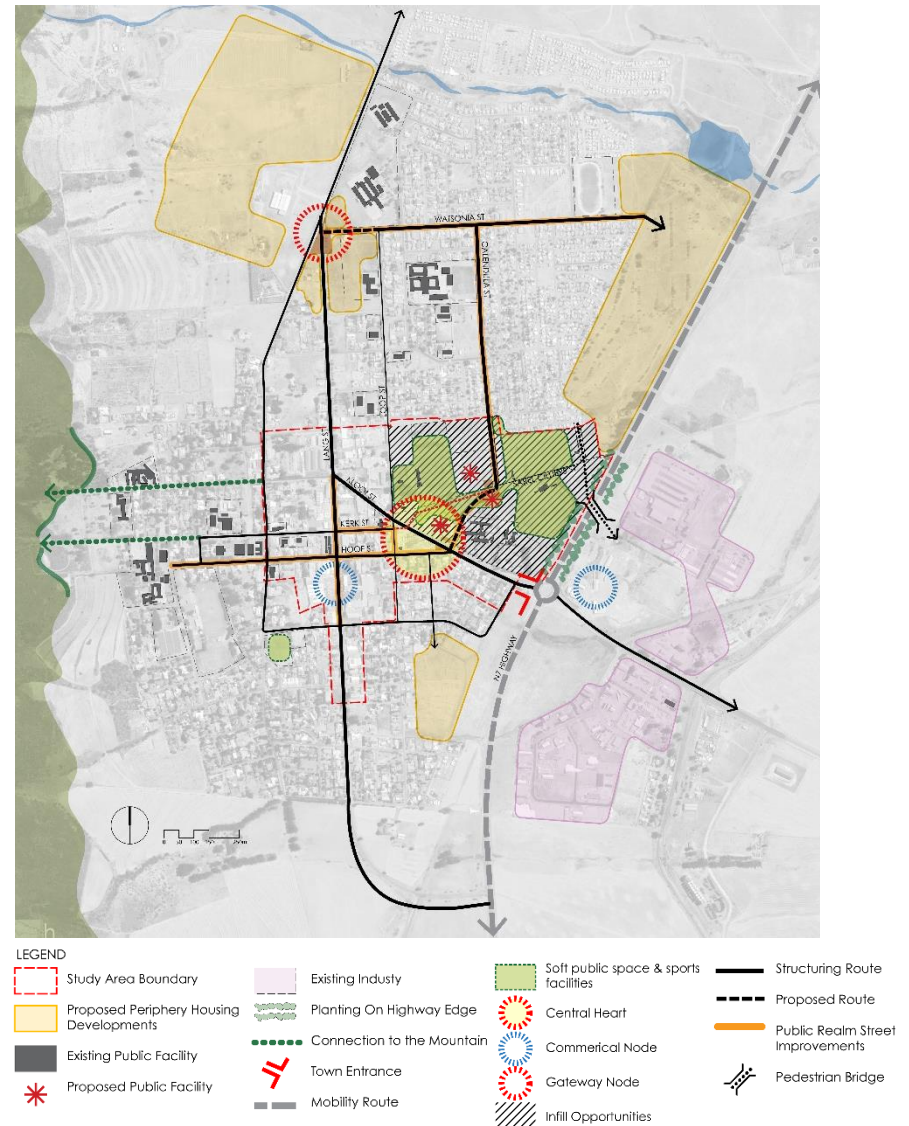
As indicated in **Table 1**, three key conceptual ideas (viz. link & connect, consolidate and activate) underpin the approach to addressing the key informants of "segregated, fragmented and inactive", and these conceptual ideas are unpacked below.

#### 4.2.1 Link and connect

**Figure 8** illustrates the "link and connect" concept, with the following aspects pertinent:

- Create a defined and articulated 'gateway' entrance into Piketberg from the N7.
- Create a clear and connected movement system integrating existing amenities and new residential development.
- Implement changes to existing movement system to reinforce accessibility:
  - close the section of Sarel Cilliers Straat at the intersection of Kloof and Loop Straat in front of the Rhino Park sports complex;
  - create a new street along the western edge of the hospital;
  - extend Watsonia Straat to intersect with Lang Straat;
  - create a formalised pedestrian route from Gousblom Staat to a safe NMT crossing of the N7; and
  - create visually complex edges to the N7 at the entrance to Piketberg to help slow down traffic for NMT crossings.

- Provide public realm upgrades to structuring routes including lighting, tree planting, signage and seating.



**Figure 8: Link and connect**

#### 4.2.2 Consolidate

**Figure 9** illustrates the “consolidate” concept, with the following aspects pertinent:

- Consolidate the old showgrounds by including new development (e.g. new primary school; mixed-use housing) on vacant, publicly owned land.
- Provide infill development (e.g. mixed-use housing) on vacant land located along structuring routes.
- Use new development to define existing and proposed public open space, sports fields and structuring routes.

#### 4.2.3 Activate

**Figure 10** illustrates the “activate” concept, with the following aspects pertinent:

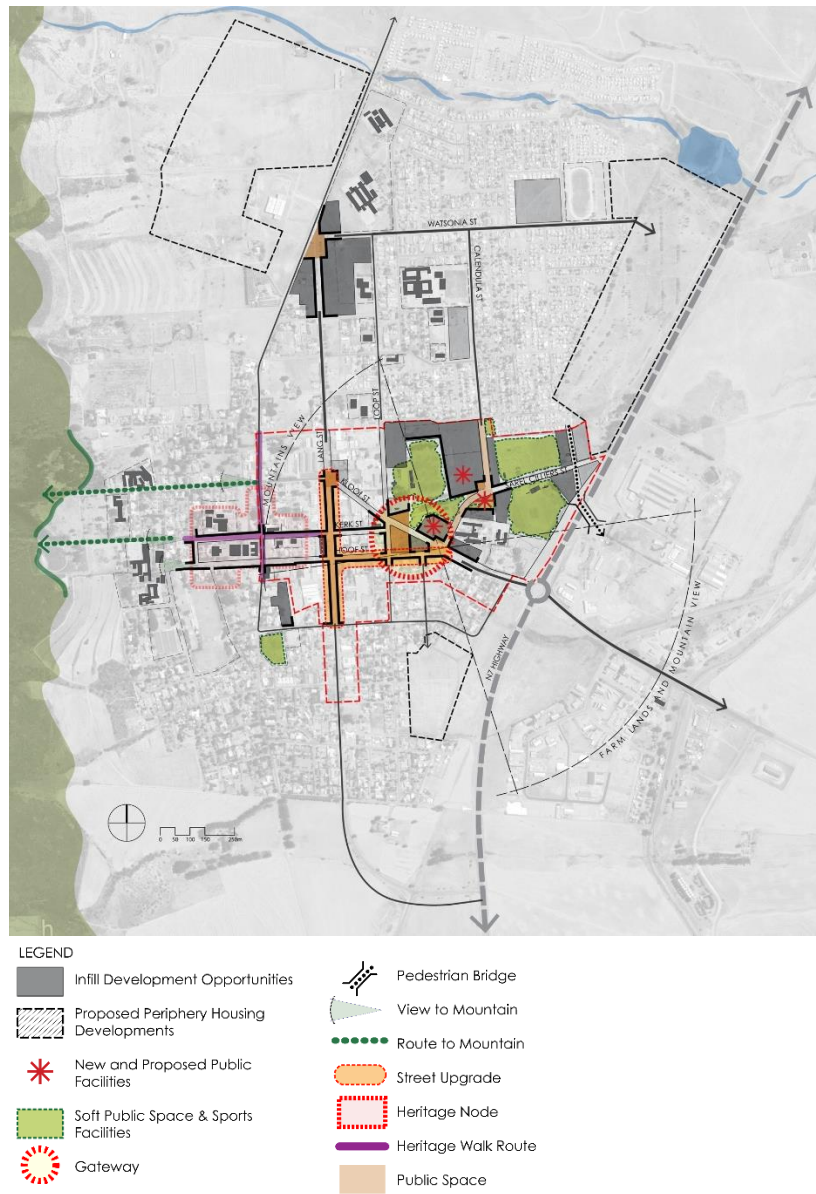
- Create a central heart to Piketberg at the intersection of Loop, Hoof and Kerk Straat, including public facilities and open space.
- Use new facilities or infill development to define and activate public open space.
- Activate and upgrade underutilised green open space.
- Upgrade Lang and Hoof Straat to accommodate pedestrian activity, festivals and markets.
- Celebrate the location and identity of Piketberg:
  - connection and views to mountain; and
  - festival or market championing local produce.
  - improve and enhance heritage assets and heritage walk.

- Provide additional public toilets.



**Figure 9: Consolidate**





**Figure 10: Activate**

## 5. THE PRECINCT PLAN

### 5.1 Introduction

A systematic approach has been taken to present the proposed Precinct Plan in this section. Firstly, key focus areas for intervention are identified (the selection of these 'focus areas' is based on the findings of the Contextual Analysis and Assessment Report). Secondly, each of the focus areas are unpacked in turn: the 'problem' is identified (i.e. what aspects of the focus areas are hindering the performance of the town / contributing to a poor urban environment); suggested solutions (or interventions) to tackle the problem are provided; and local and international precedent is presented to show what specific interventions have been proven to work in well performing urban places elsewhere with comparable context.

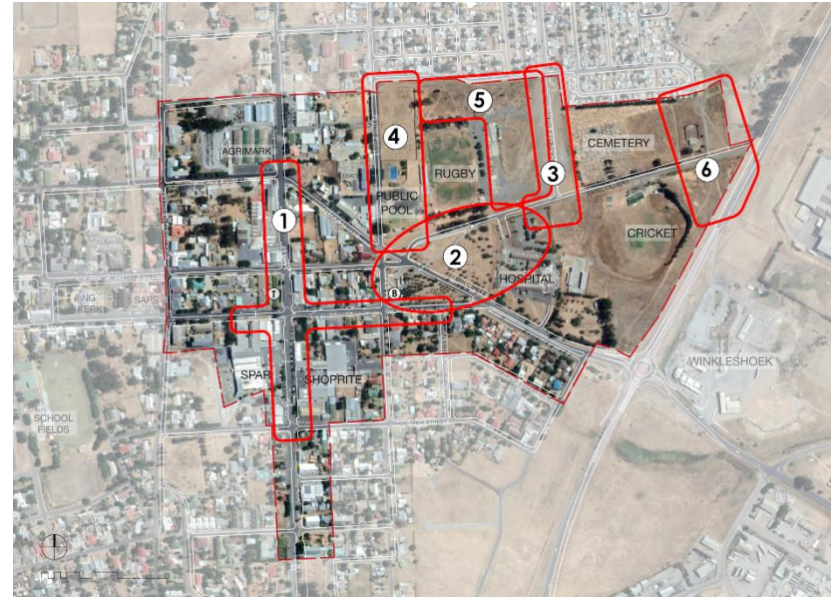
### 5.2 Focus Areas

#### 5.2.1 Introduction

Six key focus areas within the precinct have been identified for interventions / action, as illustrated in **Figure 11** and described below:

1. Lang Straat and Hoof Straat upgrade
2. Central "public heart"
3. Calendula Straat, including the play park in the north and Active Box in the south
4. Loop Straat and Rhino Park sports complex
5. Vacant, publicly owned land around the sports complex and along Calendula Straat

6. Area adjacent to the Cricket oval (including link to NMT route crossing the N7)



**Figure 11: Focus areas**

#### 5.2.2 Focus Area 1: Lang Straat and Hoof Straat upgrade

##### *The problem*

Focus Area 1 is illustrated in **Figure 12**. The portions of Lang Straat and Hoof Straat identified accommodate mixed use activity that is fundamental to the successful functioning of the Piketberg CBD. While the assessment and analysis of the precinct revealed that the mixed land use element of the CBD is functioning well, there are still underperforming elements that are preventing the CBD from reaching its full potential, viz.:



- Wide streets that are dominated by cars with excessive street parking (**Image 1a and b**).
- Adjacent buildings and trees do not adequately 'scale' and spatially define the streets (**Image 1a and b**).
- Low quality public environment (e.g. lack of paving, limited seating and sizeable trees etc.) (**Image 1c**).
- Cluttered sidewalks (e.g. bins, signage etc.) (**Image 1d**).

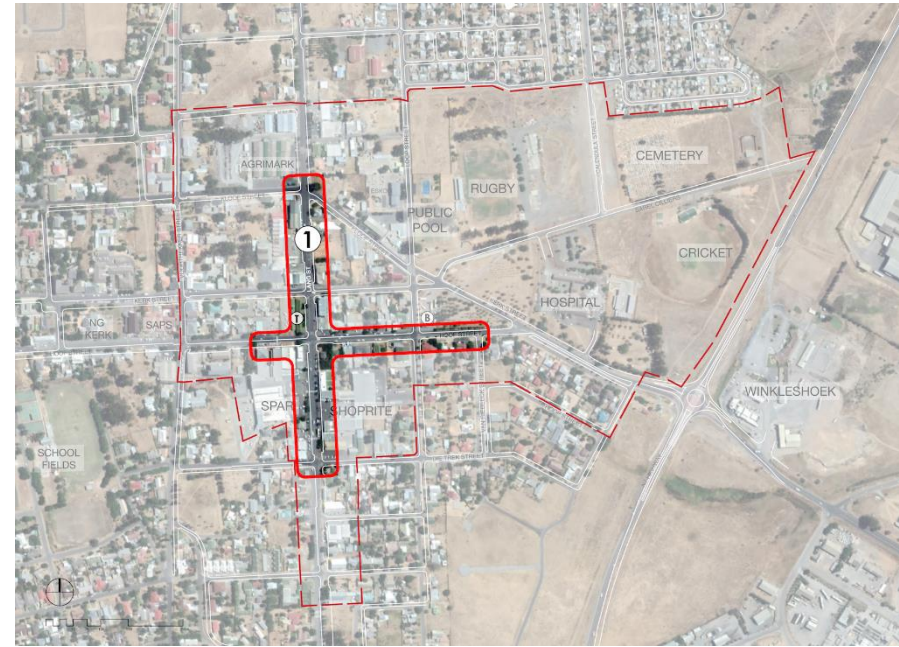


Figure 12: Focus Area 1



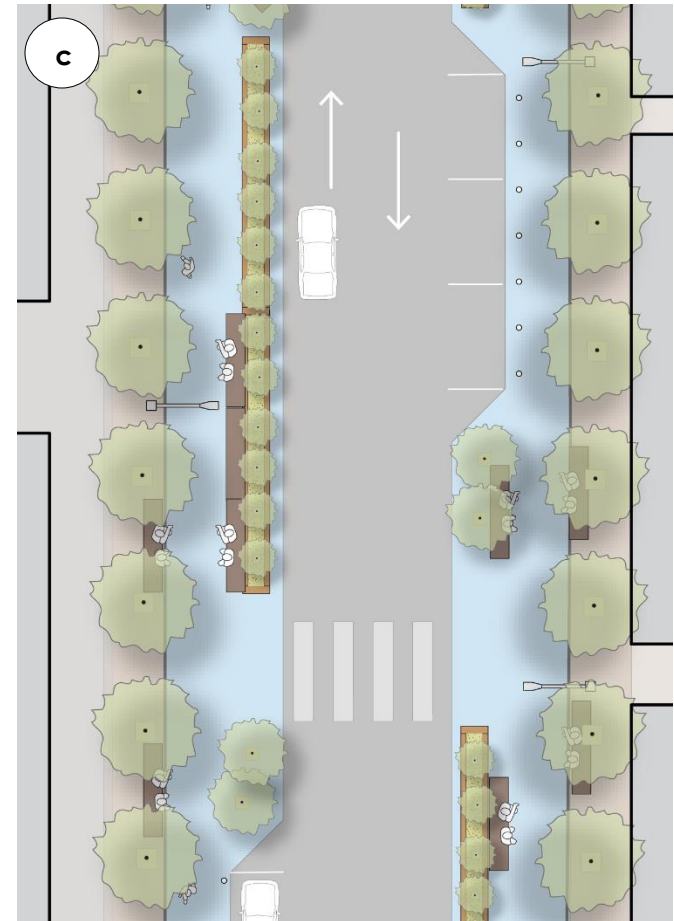
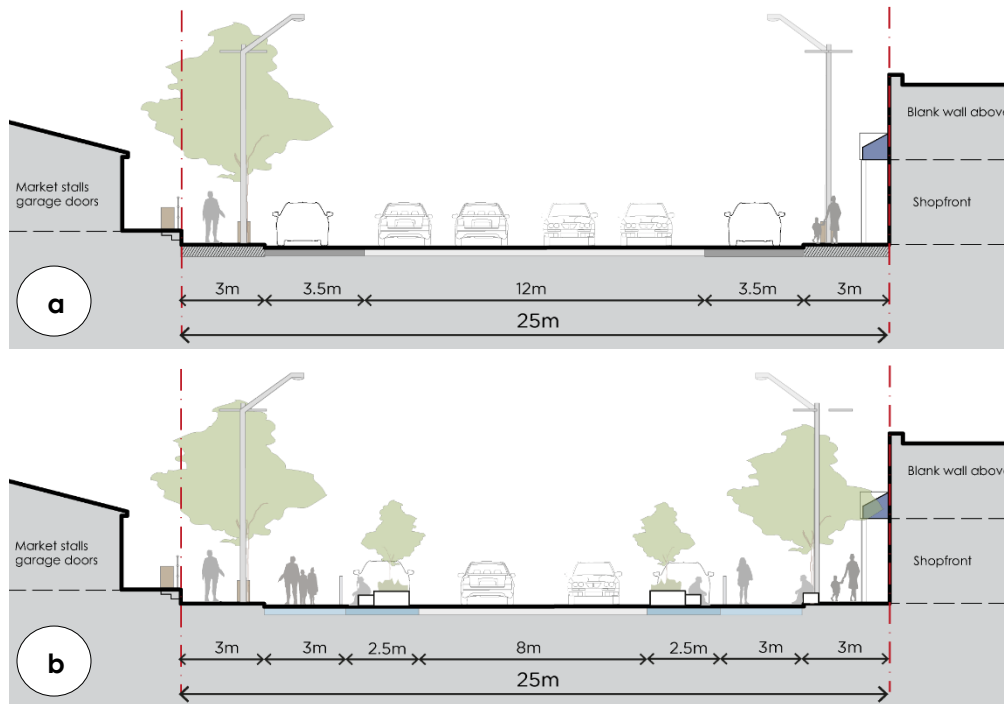
Image 1a-d: Lang Straat and Hoof Straat have urban design problems that are impacting on the quality of the urban environment

## The solution

The following interventions are proposed to upgrade the urban environment along strategic sections of Lang Straat and Hoof Straat:

- a. Create pedestrian friendly streets by:
  - narrowing the carriageway of the streets (reduce Lang Straat to one lane in either direction);
  - reduce street parking;
  - widen the sidewalks; and
  - implement public realm improvements (e.g. more tree planting, pedestrian lighting and appropriate seating).

**Figure 13** show the proposed changes to the street configuration of Lang Straat. **Figure 14** is a conceptual plan view of the upgraded Lang and Hoof Straat.



**Figure 13 (left): Existing Lang Straat section (a); proposed Lang Straat section, with widened sidewalks (b)**

**Figure 14 (above): Conceptual plan view of the proposed interventions along Lang Straat and Hoof Straat, including wider sidewalks, reduced parking, tree planters and additional seating areas**



Figure 15 show the proposed changes to the street configuration of Hoof Straat.

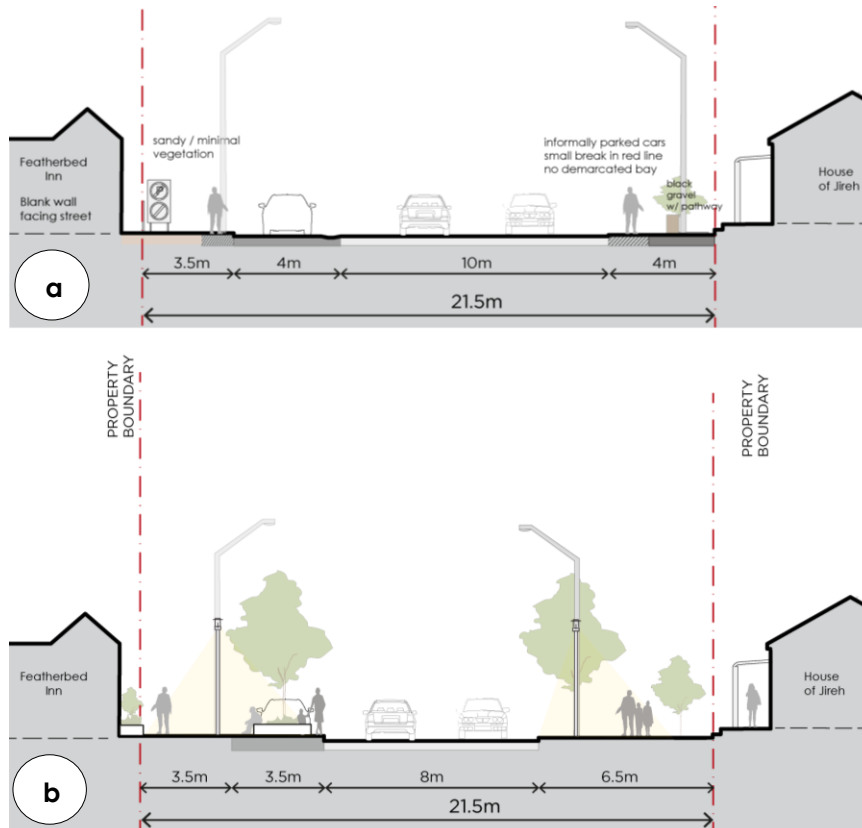


Figure 15: Existing Hoof Straat section (a); proposed Hoof Straat section, with widened sidewalks (b)

Temporary interventions can be used to test the suitability of upgrades (refer to **Precedent Box 1**). Should the temporary interventions prove popular, then funding can be secured for more permanent upgrades (refer to **Precedent Box 2**).

### PRECEDENT BOX 1: TEMPORARY STREET UPGRADES

**Fortaleza, Brazil** is an example of a city that has successfully utilised temporary interventions to reclaim its streets for pedestrians. By employing low-cost and fast-implementation materials such as paint, benches, bollards, and planters, the temporary interventions allowed for testing the redesign and evaluating its impact, which then ultimately informed the design of the permanent transformation in the future.



## PRECEDENT BOX 2: PERMANENT STREET UPGRADES

The **City of Lancaster, California, USA** converted a sterile, car-oriented street at the heart of its CBD into a lively, pedestrian-friendly center. Space for cars along the street was drastically reduced, but not eliminated: five lanes of traffic, including a center turn lane, were reduced to two lanes, with a wide, tree-shaded public walkway was created in the center of the street.

The nine-block upgrade of **Lancaster Boulevard** has attracted significant economic investment following its implementation. The Municipality spent \$11.5 million on the project and within 4

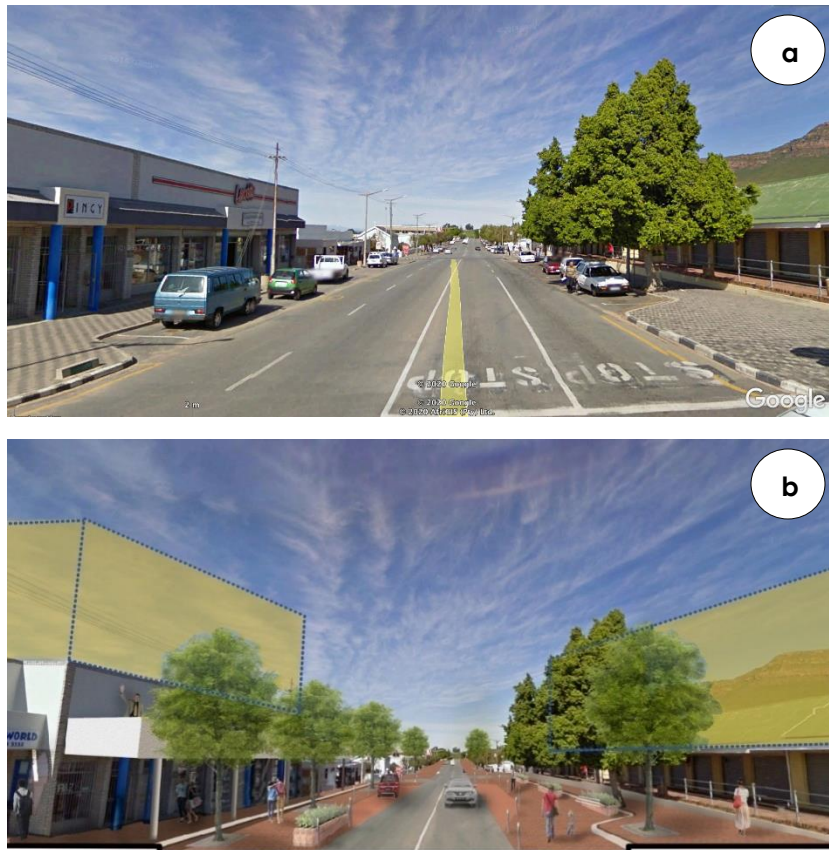
years it had attracted \$130 million in private investment and generated \$273 million in economic output. The Lancaster CBD has 48 new businesses since the project was implemented, adding 802 permanent jobs and 1 100 construction jobs.

The project has also had reduced traffic related accidents: 3 years after project completion, studies revealed that the total number of accidents had fallen by nearly one third, and injuries among all street users had decreased by 67%.





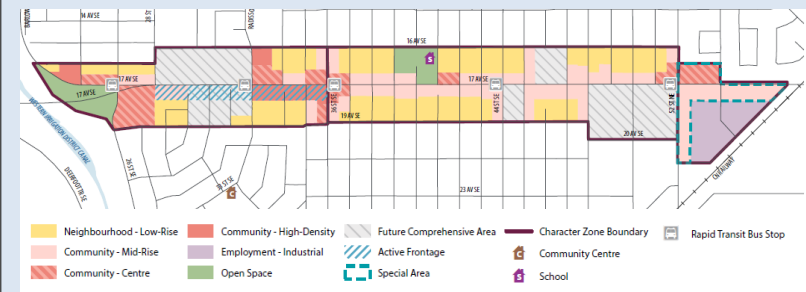
- b. Intensify development to better define strategic portions of the streets by increasing building heights where possible and developing vacant land. A conceptual illustration of this is shown in **Figure 16**. Development guidelines can be used to guide future development along Lang Straat (refer to **Precedent Box 3**).



**Figure 16: Existing Lang Straat (a); proposed Lang Straat following street upgrade and development intensification (b)**

### PRECEDENT BOX 3: DEVELOPMENT GUIDELINES TO PROMOTE INTENSIFICATION

Development guidelines, including urban design guidelines, are a useful tool for directing development along main streets in CBDs, particularly with regards to proposals for intensification (e.g. height and floor space allowances) and street / building interfaces. The **City of Calgary, Canada** has recently published development guidelines in respect to **International Avenue**, a major corridor within the city.



- c. Introduce a cultural event / street festival / market along Lang Straat to activate the street and promote integration amongst communities. A section of Lang Straat can be closed to traffic and informal market stalls can set up in the street (refer to **Precedent Box 4**). The market could even take place at night, which would promote a 12-hour business cycle for local businesses (as opposed to the standard 8 hours).

#### PRECEDENT BOX 4: CULTURAL EVENT / STREET FESTIVAL / MARKET

**First Thursdays** is a cultural event held in the **Cape Town CBD** on the first Thursday of every month. Art galleries, restaurants, bars and stores around Cape Town's central city stay open until late for anyone to come and experience great art and entertainment within just a few city blocks.

The main emphasis is on walking the streets of Cape Town (some streets are closed to traffic so that pedestrians can "reclaim" the streets) so as to change the concept people have of the CBD. The Cape Town event takes place between Wale and Strand streets, including Cape Town's fashionable Bree Street, where restaurants and bars spill out into the streets to create a festival atmosphere.

Within the space of 8 years the event has become a huge success – prior to the first event in 2012 people tended to avoid the Cape Town CBD at night; now they cannot get enough of it.



BREE STREET ON A NORMAL WEEKDAY



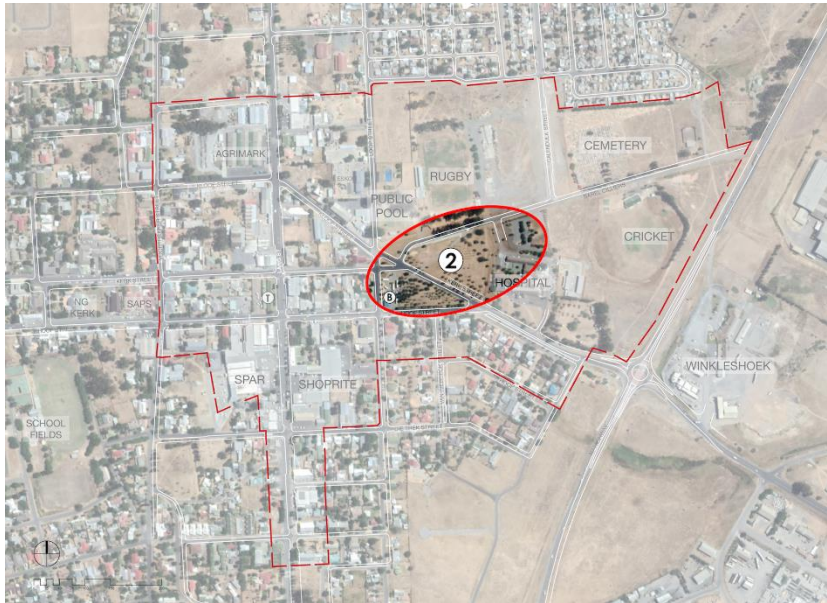
BREE STREET ON FIRST THURSDAYS



### 5.2.3 Focus Area 2: central “public heart”

#### *The problem*

Focus area 2 is the open space area located between the Rhino Park sports complex, the hospital, Hoof Straat and Loop Straat (including the bus station), as shown in **Figure 17**.



**Figure 17: Focus area 2**

The analysis found that although many pedestrians traverse this area as they walk between the lower income residential suburbs and the CBD, it is a largely sterile and uninviting space for people. The following aspects currently characterise this central area of Piketberg:

- The triangular intersection of Kloof, Kerk, Sarel Cilliers and Hoof Straat is convoluted and confusing for both motorists and pedestrians (**Image 2a**).
- A lack of passive surveillance, activity and lighting, which results in safety issues.
- A low-quality public environment (e.g. limited seating and shade elements, sizeable trees etc.) (**Image 2b**).
- Blank facades around Rhino Park sports complex along Sarel Cilliers Straat.



**Image 2: The triangular intersection of Kloof, Kerk, Sarel Cilliers and Hoof Straat (a); and a low-quality public environment (b)**

### The solution

The central area of the study area is also the central area of the town: it is a major gateway into Piketberg from the N7; it forms part of an important pedestrian route between the low-income suburbs in the north of the town and the CBD; and it is an important gathering place for people waiting for busses at the bus station or socialising, especially on weekends. Given the area's important role in the structure of the town, it is proposed that this area becomes the central “public heart” of Piketberg. To this end, the following interventions are proposed:

- a. Restructure roads:
  - i. New link between Calendula Straat and Kloof Straat on the western side of the hospital;
  - ii. Close the section of Sarel Cilliers Straat in front of the Rhino Park sports complex;
  - iii. Close small section of Kerk Straat north of the bus station and consolidate this land into the bus station area.
- b. Create a cluster of public spaces and public facilities (including the proposed Youth Centre, which should be relocated to this area as a focal point of the “public heart”).
- c. Consolidate the existing public parks to create high quality public spaces associated with Rhino Park sports complex, the bus station, the outdoor gym and Youth Centre.
- d. Activate the public space and Youth Centre with a community amphitheatre.
- e. Implement a permeable boundary edge around Rhino Park sports complex along Sarel Cilliers Straat to create a positive interface with the new “public heart”.

**Figure 18** identifies these interventions (actions correspond to the list above), while **Precedent Box 5-7** show successful precedent.



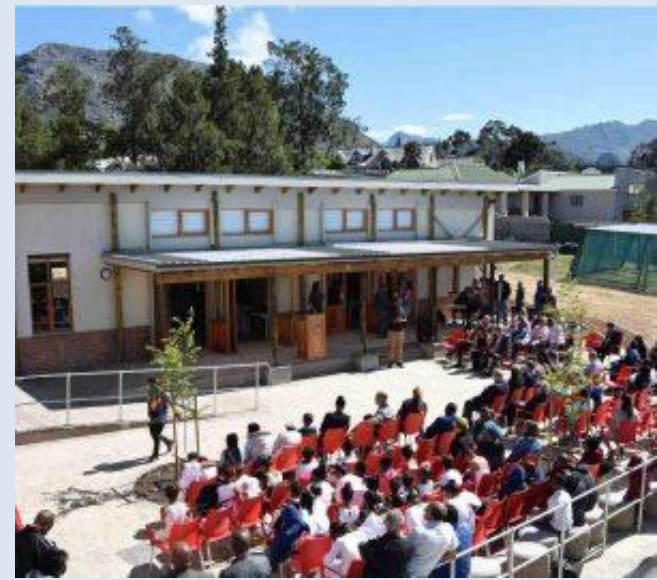
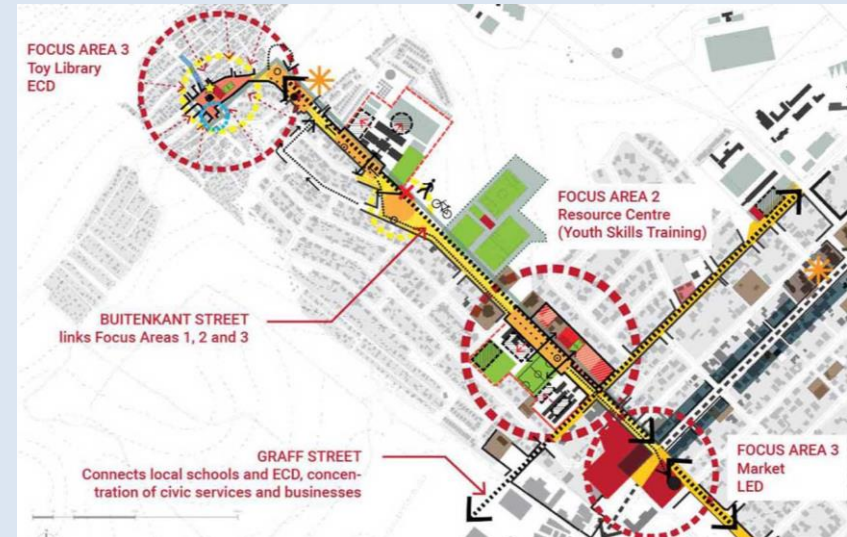
**Figure 18: Interventions to create a new “public heart”**



## PRECEDENT BOX 5: PUBLIC FACILITIES AS A FOCAL POINT

The **Resource Centre in Villiersdorp**, which was co-funded by the VPUU and Theewaterskloof Municipality (TWKM), is an example of a focal point public facility. It sits across the street from a Primary School and acts as an afterschool home and place of learning for children whose parents work on local farms.

VPUU worked with the residents of Villiersdorp and the TWKM to analyse the whole of Villiersdorp and define a common vision for the town. The resulting Community Action Plan and a Public Investment Framework identified Buitenkant Street as an important spine that connects the town centre to the informal areas. Within the Street's precinct, three Focus Areas were selected as strategic public intervention projects – including the Resource Centre as Focus Area 2 – that would contribute to the structure, cohesion and safety of Villiersdorp.

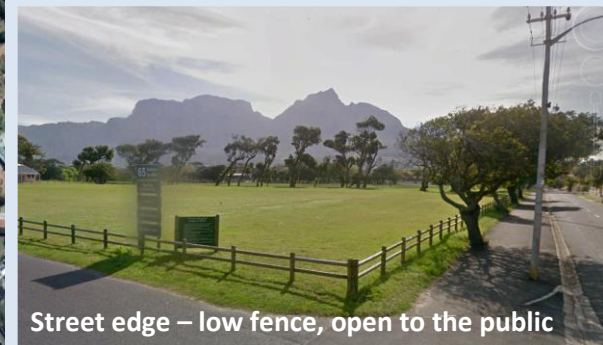




## PRECEDENT BOX 6: INTEGRATED PUBLIC FACILITIES AND OPEN SPACES

**The Keurboom Sports Complex in Rondebosch, Cape Town** is an example of a complex of shared and clustered sports facilities, including those used by Rondebosch Boys High School and Western Province Cricket Club (WPCC), placed in a park setting.

The complex is integrated into the broader urban environment and the grounds are easily accessible and traversable to the general public (there is minimum use of high walls for security). Continuous corridors of green space connect into Keurboom Park in order to optimise informal passive recreation for the public, such as walking and jogging, as well as to maintain ecological connectivity for small animals through the site.



The **City of Cape Town's Mfuleni Urban Park** forms the urban core of Mfuleni. Surrounded by various public facilities and public transport infrastructure, the park provides an ideal opportunity for the enhancement of this vital open space in a dense urban environment, where communal space is important to strengthen communities and to provide outdoor space for social interaction.



### PRECEDENT BOX 7: HIGH QUALITY PUBLIC SPACES

The 'quality' of public spaces relates to the physical and psychological comfort these spaces offer to people. It also reflects less obvious 'comforts' such as aesthetic pleasure (from public art, architecture, landscaping and history), a sense of belonging and civic pride. Three examples of South African public spaces that display applicable 'quality' are:

- a. **Battery Park, V&A Waterfront, Cape Town:** urban park connecting the V&A Waterfront with the CBD, including a skate park and basketball court.
- b. **Green Point Urban Park, Cape Town:** urban park of high-quality design standards, including formal picnic areas (b.i), outdoor gyms, children's play areas, amphitheatre for learning and performances (b.ii), as well as lawns for recreation.





### 5.2.4 Focus Area 3: Calendula Straat

#### **The problem**

Focus Area 3 concentrates on Calendula Street, including the play park at the corner of Gousbloom and Calendula Straat and the new Active Box and associated vacant land at the intersection with Sarel Cilliers Straat (refer to **Figure 19**).



**Figure 19: Focus Area 3**

Although the recent extension of Calendula Straat and construction of the Active Box as part of the RSEP Programme were good interventions, there are still issues associated with this part of Focus Area 3 that are negatively impacting on the urban environment, viz.:

- a. Undefined public spaces and streets.
- b. Safety issues due to lack of passive surveillance, activity and lighting.
- c. Low-quality public environment (e.g. limited seating and shade elements, sizeable trees, pause/rest areas etc.).

Photos demonstrating these problems are shown in **Images 3a** and **3b**.



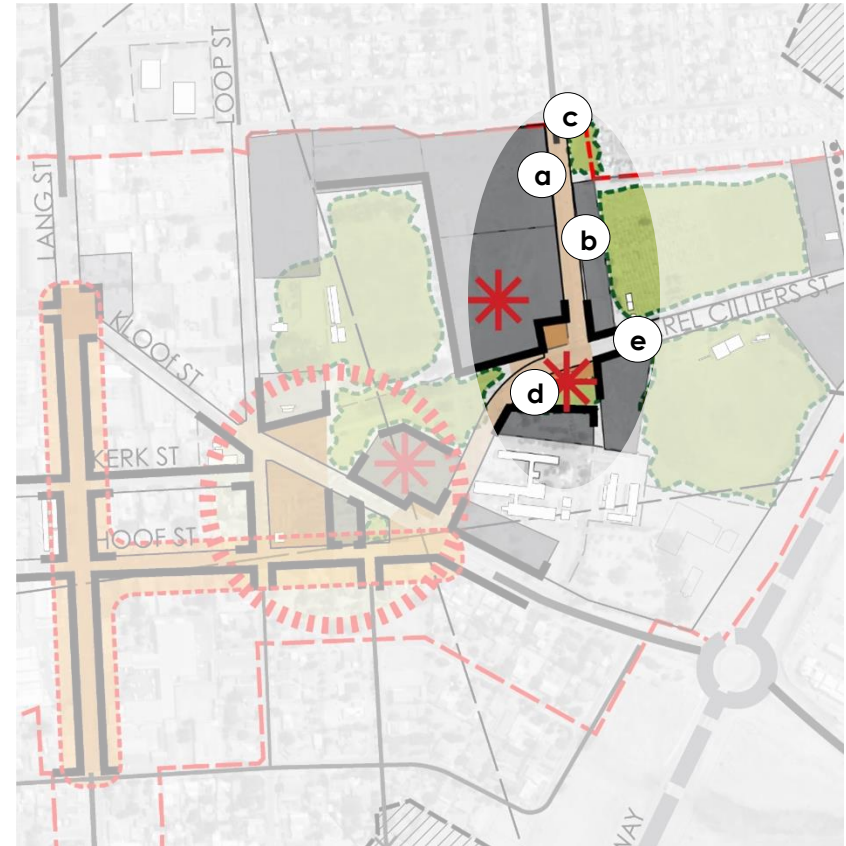
**Image 3: Calendula Straat (a) and the area along Sarel Cilliers Straat in the vicinity of the new Active Box (b) are undefined, lack surveillance and display characteristics of a low-quality public environment**

### The solution

Calendula Straat has become an important structuring route in Piketberg since the extension was completed in 2019, not only because it provides an important additional formal direct movement link between Steynville and the CBD, but also because it begins to knit together various public facilities and public open spaces. It is therefore important that interventions proposed in the Precinct Plan reinforce this link as a structuring element that begins to integrate the town as a whole. The following interventions are proposed:

- a. Line Calendula Straat with appropriate development (define and activate to reinforce as a structuring route and improve safety), including a new Primary School.
- b. Implement public realm upgrades along Calendula Straat including tree planting, seating, pedestrian lighting and appropriate signage.
- c. Introduce / augment appropriate landscaping elements in the play park along Calendula Straat.
- d. Create a public square in association with the Active Box at the southern end of Calendula Street.
- e. Use infill mixed-use development (e.g. live-work units) to define the public space surrounding the Active Box.

**Figure 20** identifies these interventions (actions correspond to the list above), while **Precedent Box 8 and 9** show precedent of towns that have successfully tackled similar problems.



**Figure 20: Interventions to reinforce Calendula Straat as an important structuring element**



## PRECEDENT BOX 8: PUBLIC STREET UPGRADE TO REINFORCE SPATIAL STRUCTURE AND IMPROVE THE PUBLIC REALM

**Wesbank Community Precinct on Saldanha Road, Vredenburg** was identified as a potential gateway site for a catalyst project for the RSEP Programme in the Saldanha Bay Municipality. It is a key node / link for pedestrians from Louwville accessing the town centre and nearby taxi rank.

The precinct plan incorporates *inter alia* a three-storey 'active box' to provide activity and passive surveillance (below); live-work units for local small business owners; and hard and soft landscaping to define a safe and practical public realm, including shading structures for traders and opportunities for multifunctional use.



BEFORE



AFTER





#### PRECEDENT BOX 9: PUBLIC SPACE ASSOCIATED WITH LIVE-WORK UNITS

The concept of Live-Work Units is a typology for small businesses that offers a simple way of integrating living and work requirements on a building level. Live-Work units are double-storey buildings with residential accommodation on the upper floor and commercial or manufacturing activity on the ground floor. These buildings are typically arranged along important public spaces or pedestrian desire lines (e.g. structuring routes) to 'activate' the street level or bring activities to perceived dangerous spaces and increase the passive surveillance, thus improving safety and security for the community.

An example of where Live-Work units have been successfully implemented to define a public space is at **Harare Square, Harare, Cape Town**. The units provide definition to an important public space (i.e. Harare Square) on a key desire line for pedestrians (the square forms part of the pedestrian route from Khayelitsha Railway Station through Harare, towards Monwabisi Park informal settlement). The Live-Work units allow for the incorporation of traders that used to operate from containers, and have a residential component to allow for an integration of uses day and night.



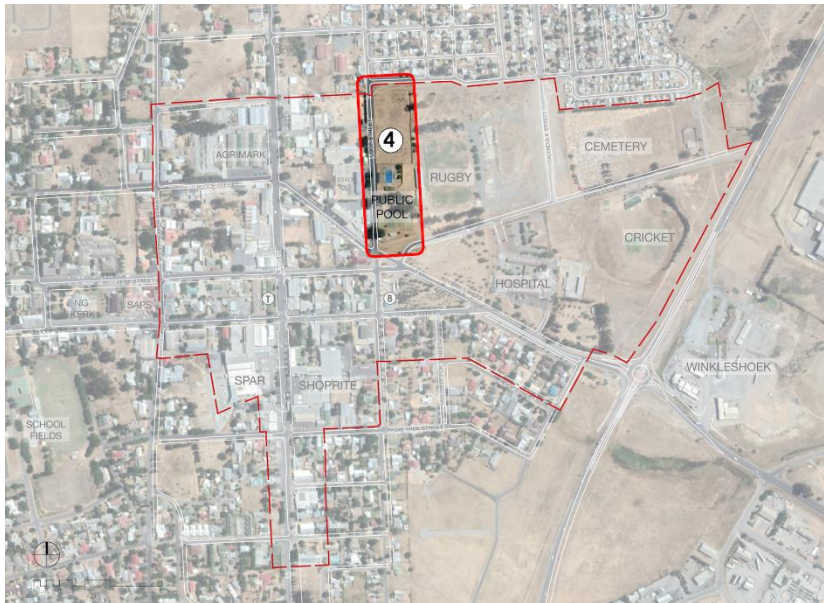
ROW OF LIVE-WORK UNITS



### 5.2.5 Focus Area 4: Interface between Loop Straat and the Rhino Park sports complex

#### *The problem*

Focus Area 4 is located along the section of Loop Straat adjacent to the Rhino Park sports complex (as shown in **Figure 21**).



**Figure 21: Focus Area 4**

Apart from Calendula Straat, Loop Straat is one of the major movement linkages between the lower income residential area and the CBD. However, this street, especially the section identified in Focus Area 4, is currently very poorly defined, inhospitable to pedestrians and has a low-quality public environment. The following aspects have been identified as being particularly problematic:

- a. Blank facades and solid barrier walls around Rhino Park sports complex along Loop Straat (**Image 4a**).
- b. Safety issues due to lack of passive surveillance, activity and lighting.
- c. The entrance to the public swimming pool is poorly defined and inhospitable (**Image 4b**).



**Image 4: The blank façade along the section of Loop Straat adjacent to Rhino Park sports complex is inhospitable to pedestrians (a); the entrance to the swimming pool (b)**



### The solution

The following interventions are proposed to upgrade the urban environment along the identified section of Loop Straat:

- a. Line Loop Straat with appropriate development (define and activate to reinforce as a structuring route and improve safety), including the current site of the 'posduif' facility, which should be relocated (refer to **Figure 22**).



**Figure 22: Line Loop Straat with appropriate development, including the current site of the 'posduif' facility (a)**

- b. Break down barrier walls around Rhino Park sports complex along Loop Straat to create a positive interface with the sports facility and allow for views (refer to **Precedent Box 10**).

- c. Implement public realm upgrades, including widening and paving sidewalks, as well as introducing visually permeable fencing along Rhino Park perimeter, tree planting, pedestrian lighting and appropriate signage (**Figure 23**).
- d. Improve/celebrate the access to the public swimming pool.



**Figure 23: Loop Straat before (a) and after (b) the introduction of public realm upgrades and open up the space visually**



#### PRECEDENT BOX 10: TRANSPARENT WALLS AROUND PUBLIC SPORTS FACILITIES

The **Hout Bay sports complex**, which includes a clubhouse and full-size soccer field, is situated at the corner of two busy roads in **Hout Bay, Cape Town** (Main Road and Victoria Road). A key design feature of the facility is the transparent ClearVu fencing around its perimeter. Not only does ClearVu fencing allow for security of the facility, but it also allows members of the public to see into the sports complex, which is a key integrating site in Hout Bay (the complex is located between higher income residential suburbs and the informal township of Imizamo Yethu).



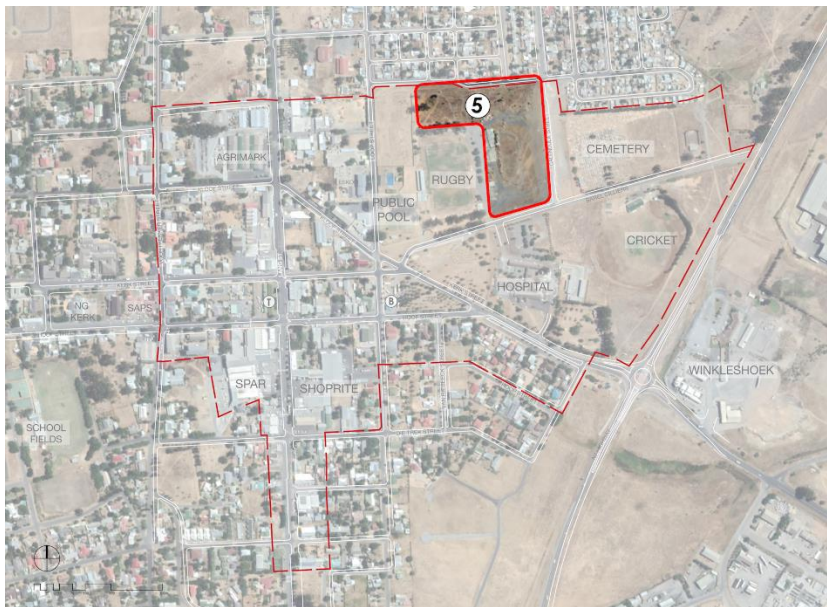
**Western Province Cricket Club (WPCC) in Rondebosch, Cape Town** (also see **Precedent Box 6**) is another example of a sports complex that does not make use of high walls, but rather make use of low walls and boundary fences. The permeable and transparent edges invite the public into the space (the public has free access to utilise the sportsfields for recreation purposes), and at the same time a positive urban design aesthetic is created.



### 5.2.6 Focus Area 5: vacant, publicly owned land around Rhino Park sports complex and adjacent to Calendula Straat

#### *The problem*

Focus Area 5 concentrates on the vacant, publicly owned land to the north and east of Rhino Park sports complex (the latter space is also immediately west of Calendula Straat), as shown in **Figure 24** and **Plate 5**.



**Figure 24: Focus Area 5**

It is understood that the vacant land has been earmarked for the development of a primary school (southern portion) and a Youth Centre (norther portion).



**Plate 5: Vacant land to the north of the Rhino Park sports complex (a) and to the west of Calendula Straat (b)**

Vast areas of vacant land contribute to the problems of fragmentation and segregation, especially in small towns such as Piketberg. Moreover, these parcels of vacant land contribute to issues of safety and security.



### **The solution**

It is vital to find ways of utilizing this vacant land optimally. Further, it is imperative that the use, form and function of any development on this land has a spatial logic and follows fundamental urban design principles.

After careful assessment and analysis, the project team is of the opinion that the proposed location of the Youth Centre is inappropriate for the long-term spatial restructuring of Piketberg, and it would be far more beneficial if the Youth Centre were relocated into the new “public heart” (refer to Focus Area 3 covered in sub-section 5.5). The relocation of the Youth Centre will not only serve to reinforce the new “public heart”, but would also free up land for the development of medium density social housing (for example, 2-3 storey walk-up apartments, refer to **Precedent Box 11**).

The site chosen for the primary school is appropriate because a school in this location will become integral to the spatial structuring of the precinct. However, location is only part of the battle. It is often the case in South Africa, especially in small rural towns, that well-located public schools on important structuring routes are poorly designed. It is therefore recommended that urban design guidelines be used to guide development on the school site. A well-designed school should bring dignity to the community it is situated in and inspire children to learn. In addition, the school should ideally be designed to form an integral part of the community it serves, with portions of the building being available for community functions and/or extra-mural activities after-hours. **Precedent Box 12** shows precedent of a public school that has accomplished exactly this.

### **PRECEDENT BOX 11: MEDIUM DENSITY SOCIAL HOUSING**

**Steen Villa in Steenberg, Cape Town**, developed by social housing specialists SOHCO, comprises of 700 social housing units built in a series of one, two and three storey blocks around semi-private courtyard spaces and larger public spaces which include play equipment and landscaped areas. Ground floor units open directly onto these spaces with balconies and external passages providing surveillance opportunities increasing safety and activating the space.



#### PRECEDENT BOX 12: WELL-DESIGNED PUBLIC SCHOOL

Designed by Meyer & Associates, **Northpine Technical High School in Brackenfell, Cape Town** is a Secondary School for 1500 learners and includes a hall, library, administration block, laboratories and trade workshops. It also features large shared courtyards that allow for outdoor play and assembly of all children.

This public facility, with its distinctive roofscape, is robust and vandal proof, whilst at the same time dignified and a landmark within the community. The school provides safe and well-designed spaces for children to play and learn. The building itself creates the boundary edge, mitigating the need for excess fencing and defining the street.

The building has been designed to serve the community, with portions of the school facility available for after-hours adult education. An amphitheatre forecourt signifies the entrance to the school with the hall, the most public element of the school, located at this arrival space.

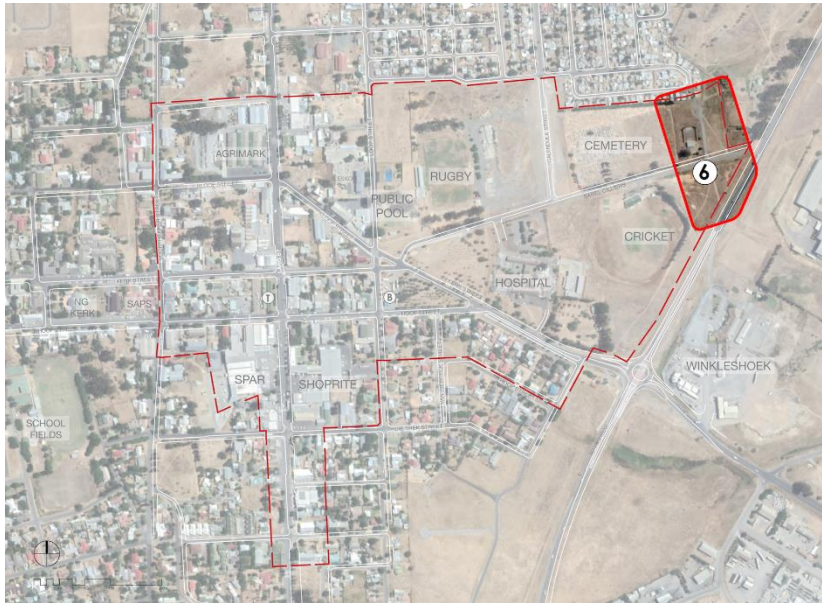




### 5.2.7 Focus Area 6: area between the cemetery / cricket oval and the N7 freeway

#### *The problem*

Focus Area 6 focusses on the vacant, mostly publicly owned land between the cemetery / cricket oval and the N7 freeway, as shown in **Figure 25** and **Image 6**.



**Figure 25: Focus Area 6**

This vacant land is underutilised. Further, the land is sterile and presents a poor visual interface with the adjacent N7 freeway, and consequently Piketberg appears uninviting to visitors and potential tourists.

In addition, the land currently forms part of an important NMT route between Steynville and the commercial / industrial activity

/employment node to the east of the N7. However, the route is not safe because it is informal, has no surveillance, and the crossing of the N7 itself is extremely dangerous for pedestrian and motor vehicles alike.



**Image 6: Vacant land to the east of the cemetery (a) and to the east of the cricket oval (b)**



### **The solution**

The following interventions are proposed for Focus Area 6:

- a. Develop vacant, underutilised land with medium density social housing (e.g. 2 - 3 storey walk-up apartments) (refer to **Precedent Box 11**).
- b. Create a formalised pedestrian route from Gousblom Staat to a safe NMT bridge crossing over the N7 (visually permeable route with lighting).
- c. Short-term, create visually complex edges to the N7 around the entrance to Piketberg to help slow down traffic for NMT crossings (e.g. development of 2-3 walk-up apartments; tree planting).
- d. Long-term, facilitate the development of a pedestrian footbridge over the N7 in collaboration with SANRAL (refer to **Precedent Box 13**).

#### **5.2.8 Synthesis**

A synthesis of all interventions proposed for the various Focus Areas is shown in **Figure 26**. These are considered priority projects because it is believed that these will best tackle the key informants within the study area (i.e. "segregation, fragmentation and inactive") and will ultimately have the most impact on the spatial structure of the town.

#### **PRECEDENT BOX 13: PEDESTRIAN FOOTBRIDGE OVER NATIONAL ROAD**

The award-winning steel arch footbridge over the **N2 at Plettenberg Bay** was constructed under the auspices of the South African National Roads Agency Limited (SANRAL) and opened in early 2007. The bridge was built in response to a significant number of pedestrians crossing the N2 in the area of the Piesangs Valley Road Intersection, as well as using the area as a drop off and pick up point for workers. The bridge is attractive and architecturally designed with visually permeable railings and unobscured lines of site to maximise safety.



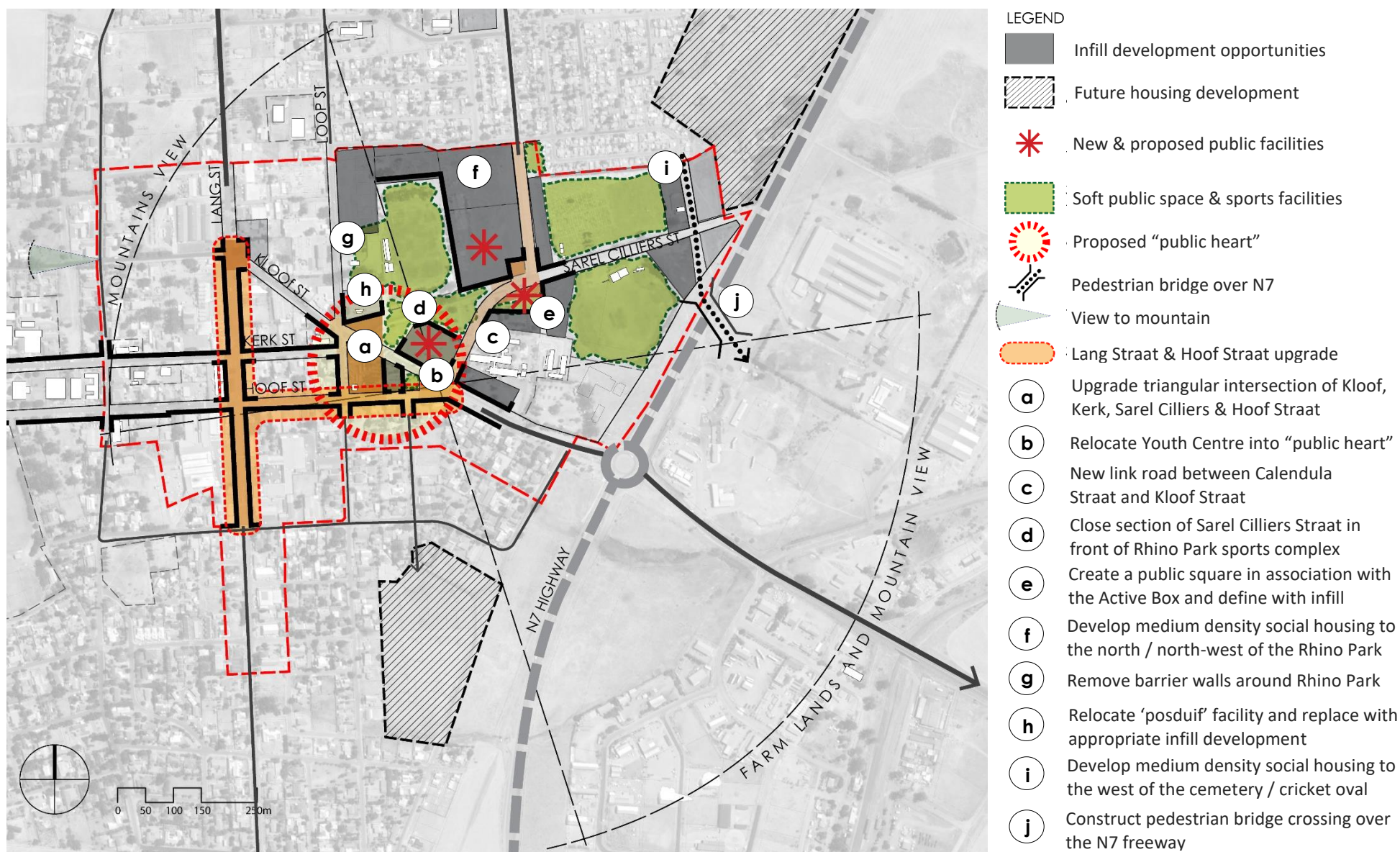


Figure 26: Synthesis of focus area interventions



### 5.3 Additional Positive Interventions

While the proposed interventions within the six focus areas are considered priority projects, the interventions listed below will also have a positive impact on the town and should be considered for future investigation / implementation (the items listed below correspond to the items shown in **Figure 27**):

#### a. Create a northern gateway into Piketberg

The northern entry into Piketberg along the R366, which motorists travelling from Piket-Bo-Berg, Elandsbaai and Lambertsbaai use to access Piketberg and the N7 beyond, is currently poorly defined and unwelcoming (**Image 7**). A more welcoming northern 'gateway' will not only serve to reinforce the spatial structure of the town, but will also help to create a better first impression for travelers and tourists entering the town from the north.

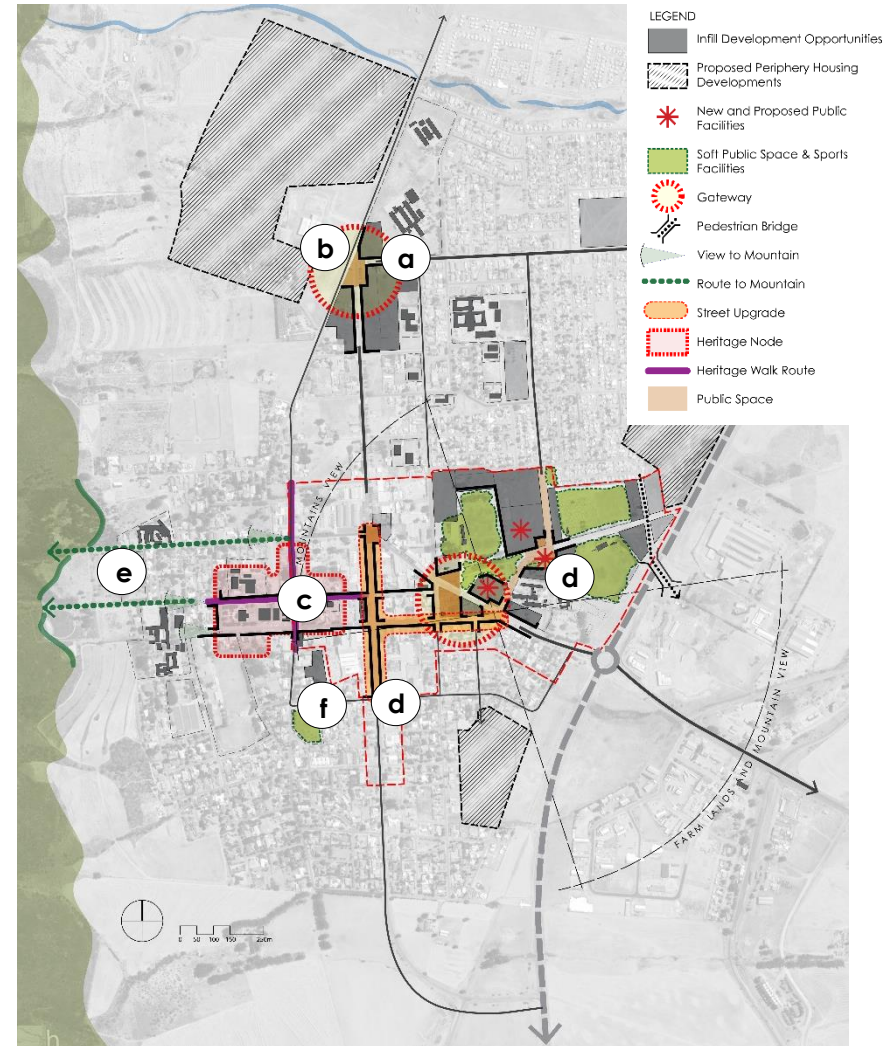


**Image 7: Current northern gateway into Piketberg**

#### b. Extend Watsonia Straat to intersect with Lang Straat

By extending Watsonia Straat to intersect with Lang Straat, the spatial structure of the northern part of Piketberg will be reinforced and new housing developments will be connected to higher order

roads in the movement network (thus promoting spatial integration).



**Figure 27: Additional positive interventions**



c. *Celebrate the heritage core*

Although features are already in place to celebrate the heritage core of the town (e.g. the museum and associated 'heritage walk'), more can be done to better celebrate the heritage core, including introducing clear signage and pedestrian upgrades to Kloof, Kerk and Voortrekker Straat.

d. *Construct additional public toilets / ablution facilities*

The assessment and analysis revealed that there are currently not enough public toilets in Piketberg. Additional public toilets in the CBD along Lang Straat and at the new public square associated with the Active Box would be welcomed. It is suggested that the public toilet blocks be given adequate architectural attention so as to contribute to the public realm (example in **Image 8**).



**Image 8: Public toilets should be architecturally attractive built with robust and inexpensively sourced materials**

e. *Promote better access to the mountain*

Having a mountain on its doorstep should be a competitive advantage for a town like Piketberg. However, there is currently limited access onto the mountain from the town centre and a very limited number of trails for outdoor activities such as hiking, trail running and mountain biking. It is therefore suggested that the Municipality explore the opportunity to create high quality trails that are easily accessible from the town centre. Once these trails are established then Piketberg can tap into the ever-expanding tourism market associated with trail running and mountain biking. Nearby Piket-Bo-Berg has done just this and, in the space of just a few years, has become a burgeoning destination for trail running and mountain biking enthusiasts (**Image 9**).



**Image 9: The mountains above the town have potential to attract outdoor sports enthusiasts, including mountain bikers**

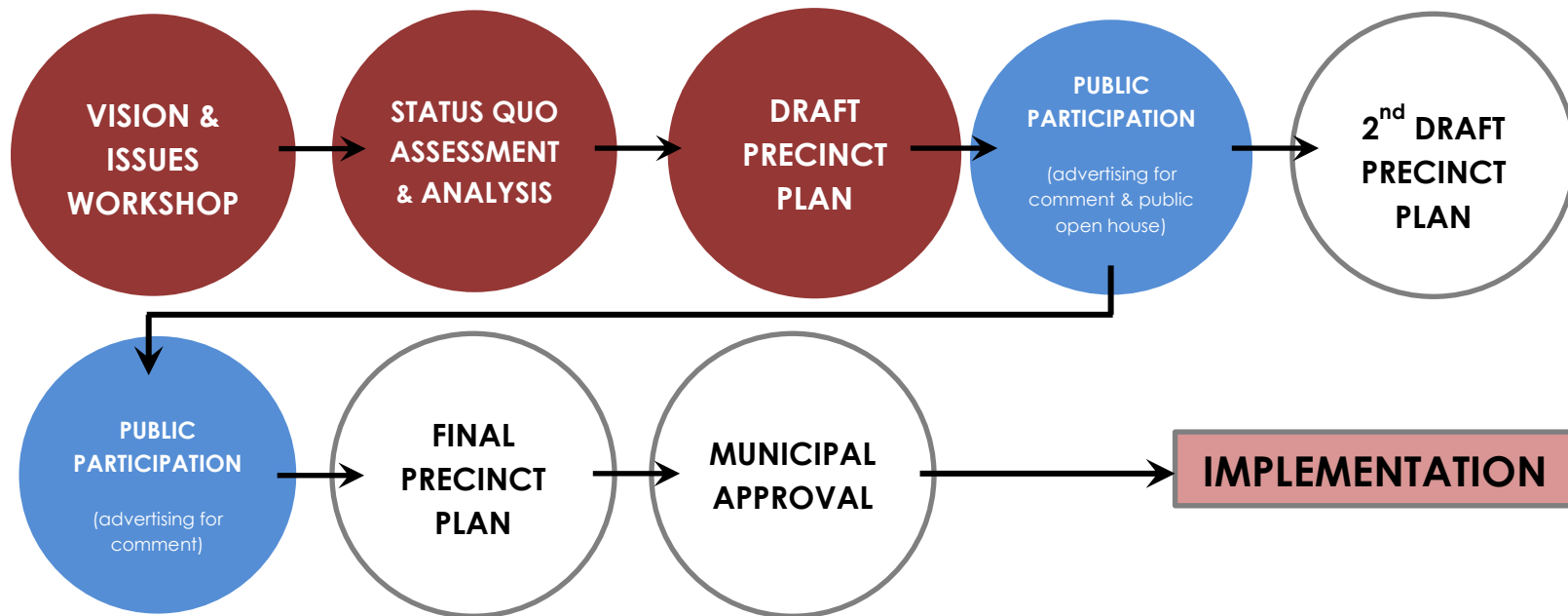
## 6. CONCLUSION

This report presents the Draft Precinct Plan for the Urban Upgrading of the Piketberg Gateway and Central Integration Zone. It sets out the essential built and landscape guiding principles and performance qualities that the proposed interventions of the Precinct Plan will seek to engender (and to which the town of Piketberg as a whole should aspire to). Further, it proposes clear the design informants that give rise to the proposed interventions, as well as sets out the design vision and conceptual approach for achieving the desired outcomes.

A systematic approach has been taken to present the proposed Precinct Plan. Firstly, key focus areas for intervention are identified Secondly, each of the focus areas are unpacked in turn:

the 'problem' is identified; suggested solutions (or interventions) to tackle the problem are provided; and local and international precedent is presented to show what specific interventions have been proven to work in well performing urban places elsewhere.

This report encompasses the third stage of the production of the Precinct Plan, as illustrated in **Figure 28**. The next stage is to undertake public participation to obtain community input into the definition of the proposals. Following comment, the Project Team will refine the proposals and begin to incorporate more detailed design components into the document, as well as determining the 'order of magnitude' costing of these detailed design components, as part of the Second Draft Precinct Plan (which will once again be circulated for comment from key stakeholders).



**Figure 28: Stages within the production of the Precinct Plan**