

PIKETBERG GATEWAY AND CENTRAL INTEGRATION ZONE

SECOND DRAFT PRECINCT PLAN



Prepared by



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agriculture, land reform
& rural development

Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA



**BERGRIVIER
MUNICIPALITY**

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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 Second 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, as well as the First Draft Precinct Plan);
- provide a clear development structure and spatial logic for the study area;
- promote land uses and activities that can initiate and support social, spatial and economic integration; and
- identify and detail strategic urban design interventions for the study area (i.e. build on the First Draft Precinct Plan by identifying specific "action projects" and providing further design guidelines for implementation).

It is important to emphasise that the ultimate purpose of the Second Draft Precinct Plan is to provide additional detail in respect to 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 finalize the proposals for approval by the Bergrivier Municipality.

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 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.

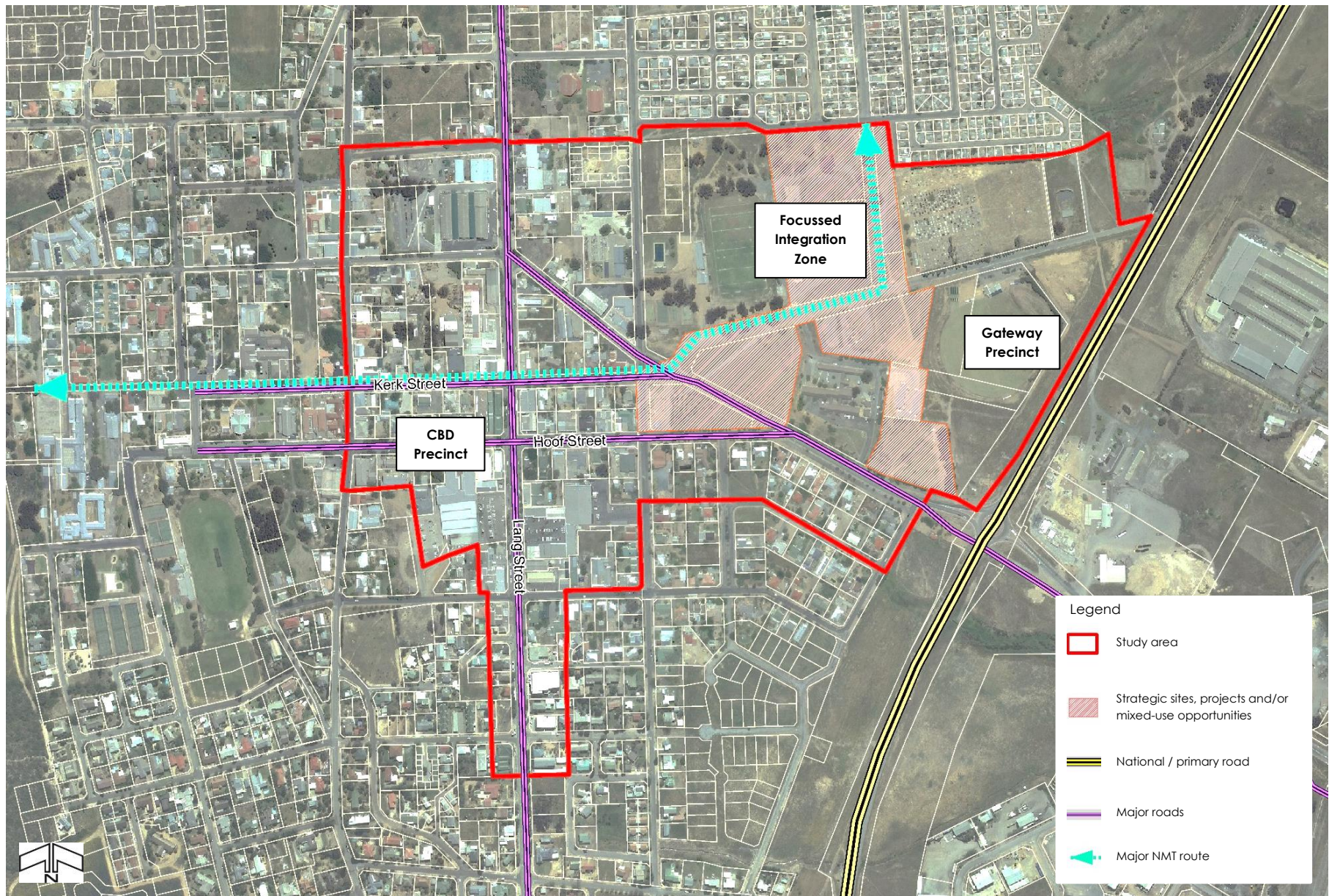


Figure 1: The study area (Source: adapted from the Bergrivier MSDF, 2019-2024)

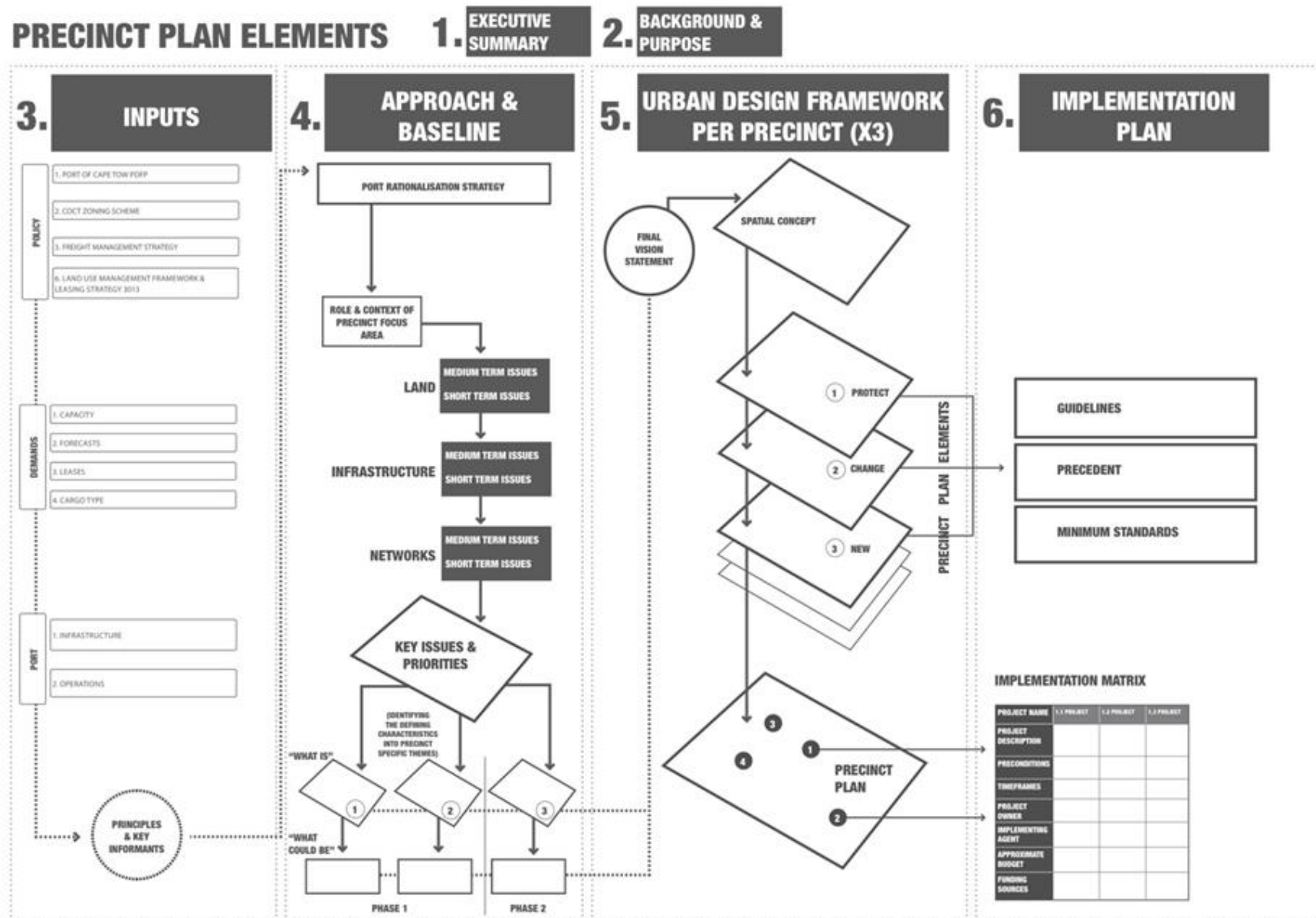


Figure 2: Precinct plan elements (Source: DALRRD's SDF Guidelines)

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 was subject to a 30-day formal public commenting period, whereby the public was invited to submit written comments on the Precinct Plan.
- The initial public participation strategy recommended the following procedures in relation to the First Draft Precinct Plan:
 - 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 for the First Draft Precinct Plan was revised 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
- Six submission were received as part of the public participation associated with the First Draft Precinct Plan. A summary of the responses received, as well as the responses thereto, is provided in the Draft Consultation Report (attached as **Annexure B**).
 - The Project Team has incorporated, as far as practically possible, the comments received from the public in connection with the First Draft Precinct Plan in this document, the Second Draft Precinct Plan. The Second Draft Precinct Plan will be subject to a similar public participation process as the First Draft Precinct Plan.

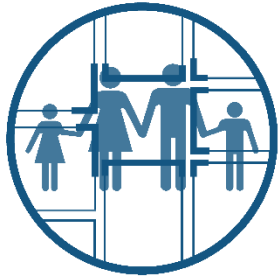
1.3.3 Pragmatic approach

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 that 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.

SAFETY AND SECURITY



Combating crime and reducing insecurity is essential if development and growth is to occur in cities and towns. Where there is fear, there is no hope. Safety and security is vital for development, investment and access to services and amenities.

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;
- 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;

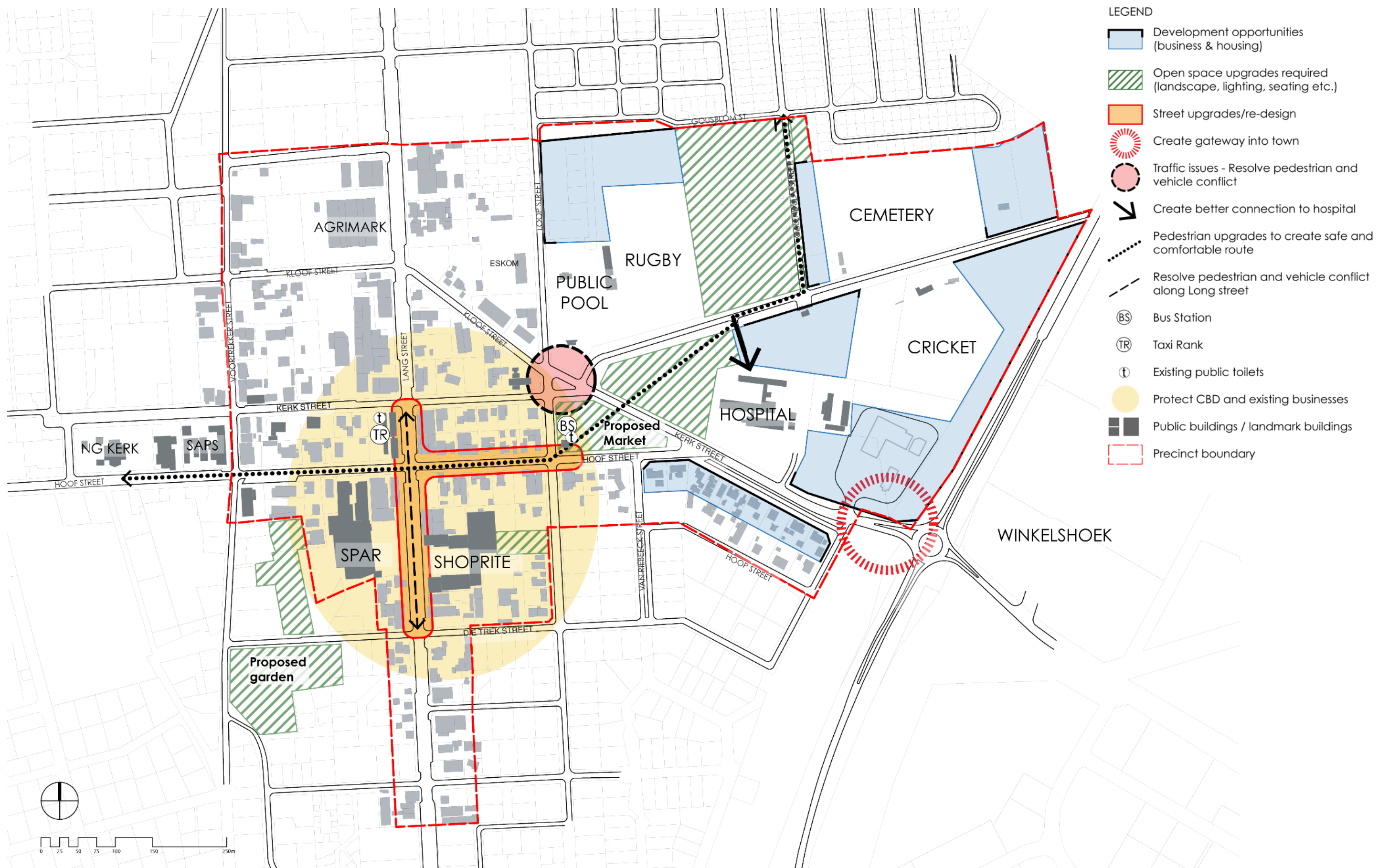


Figure 3: Synthesis of big ideas emerging from the Focus Group Workshop

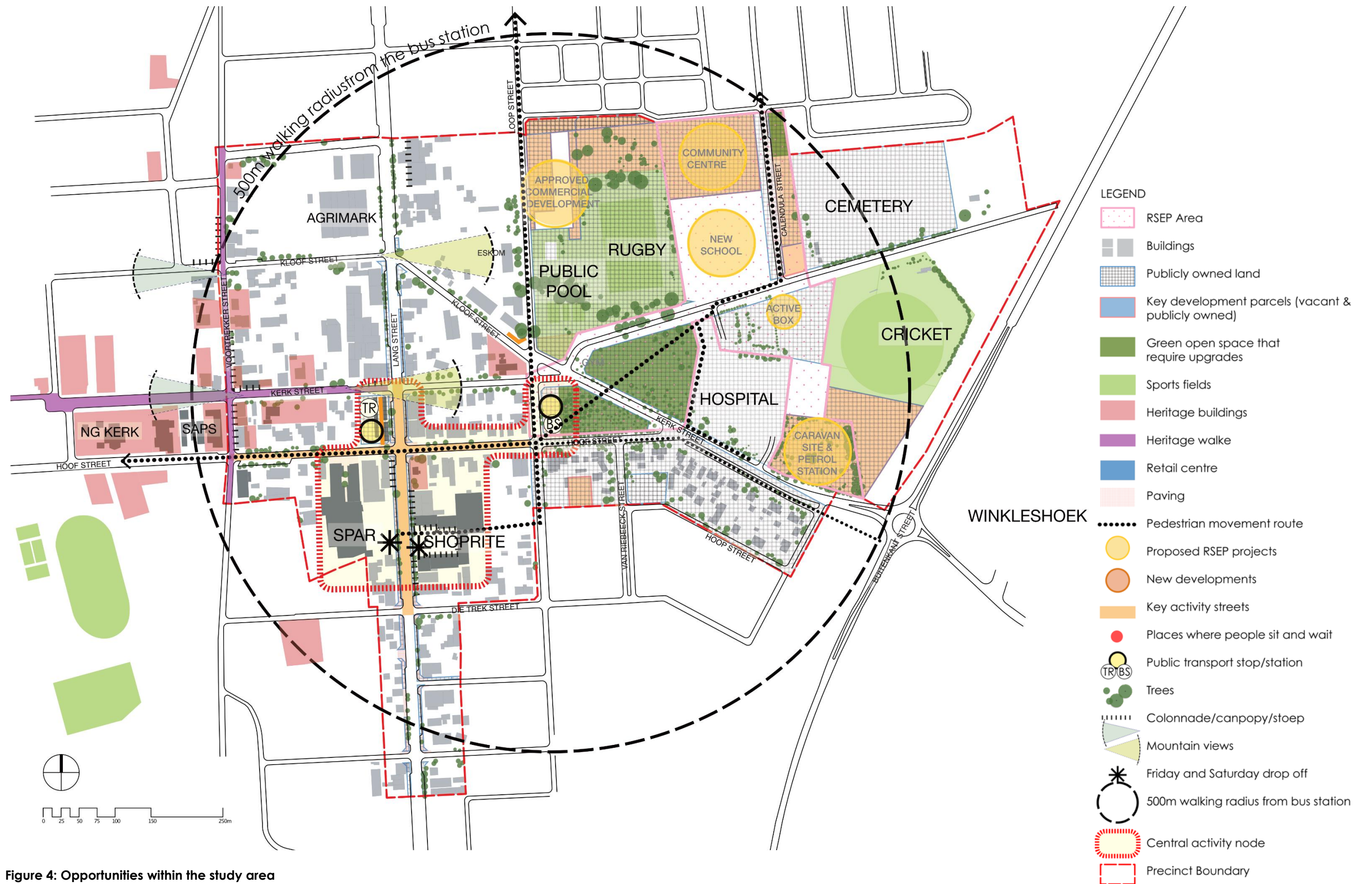


Figure 4: Opportunities within the study area



Figure 5: Constraints within the study area

- 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.

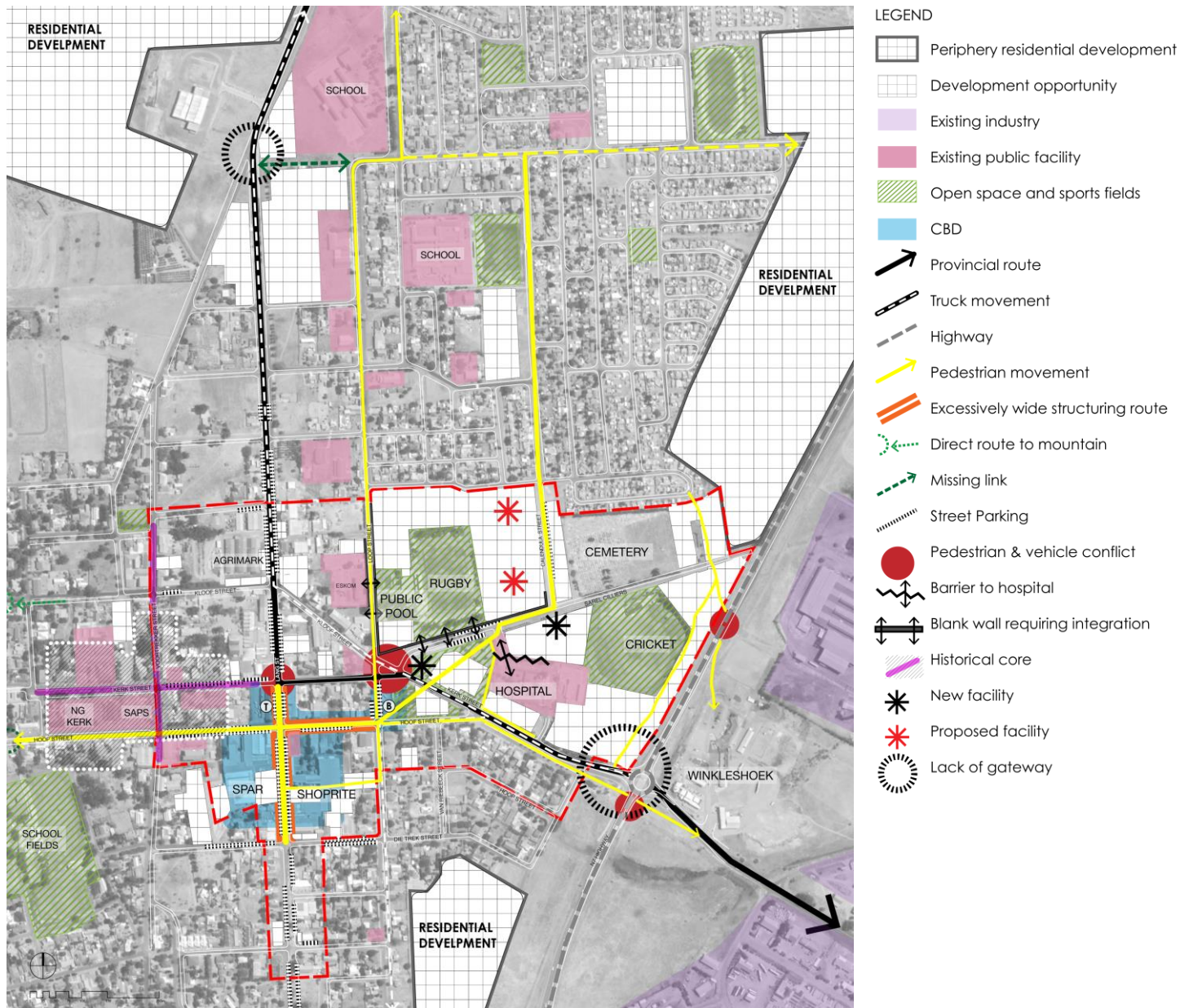
3.4 Key Informants

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

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.

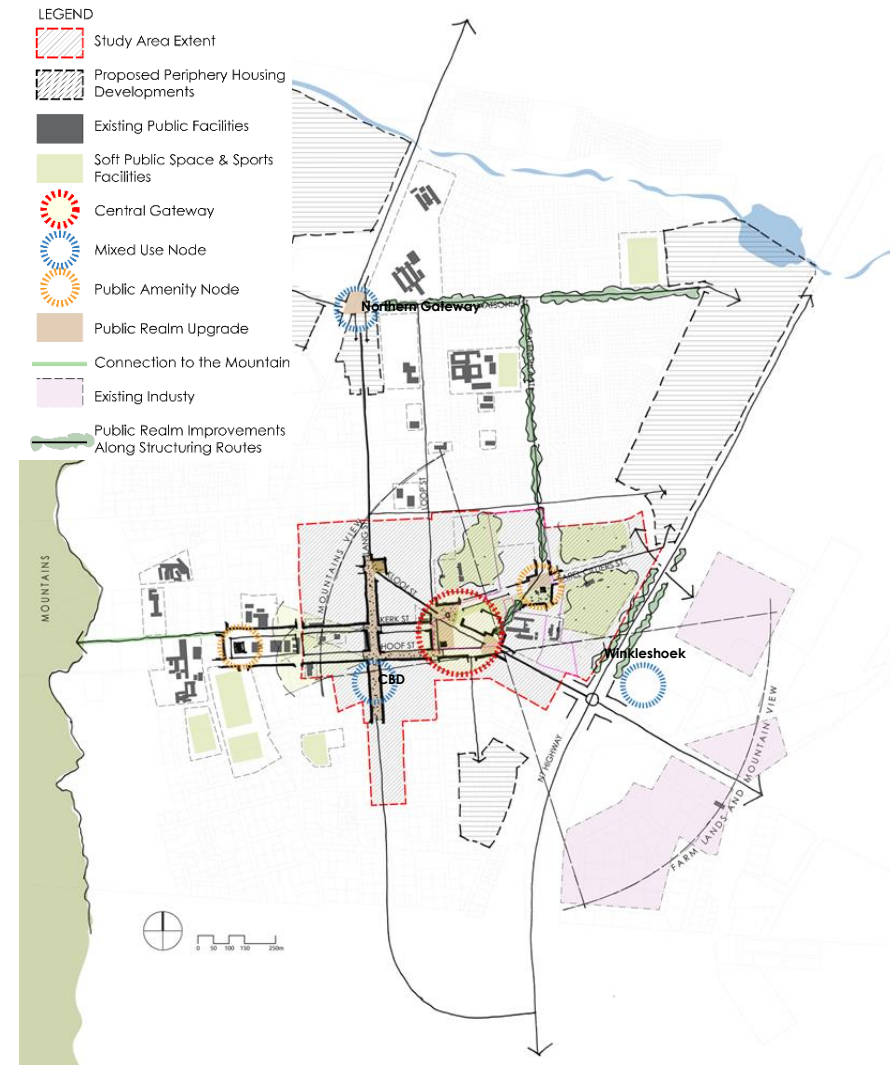


Figure 7: Town concept

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.

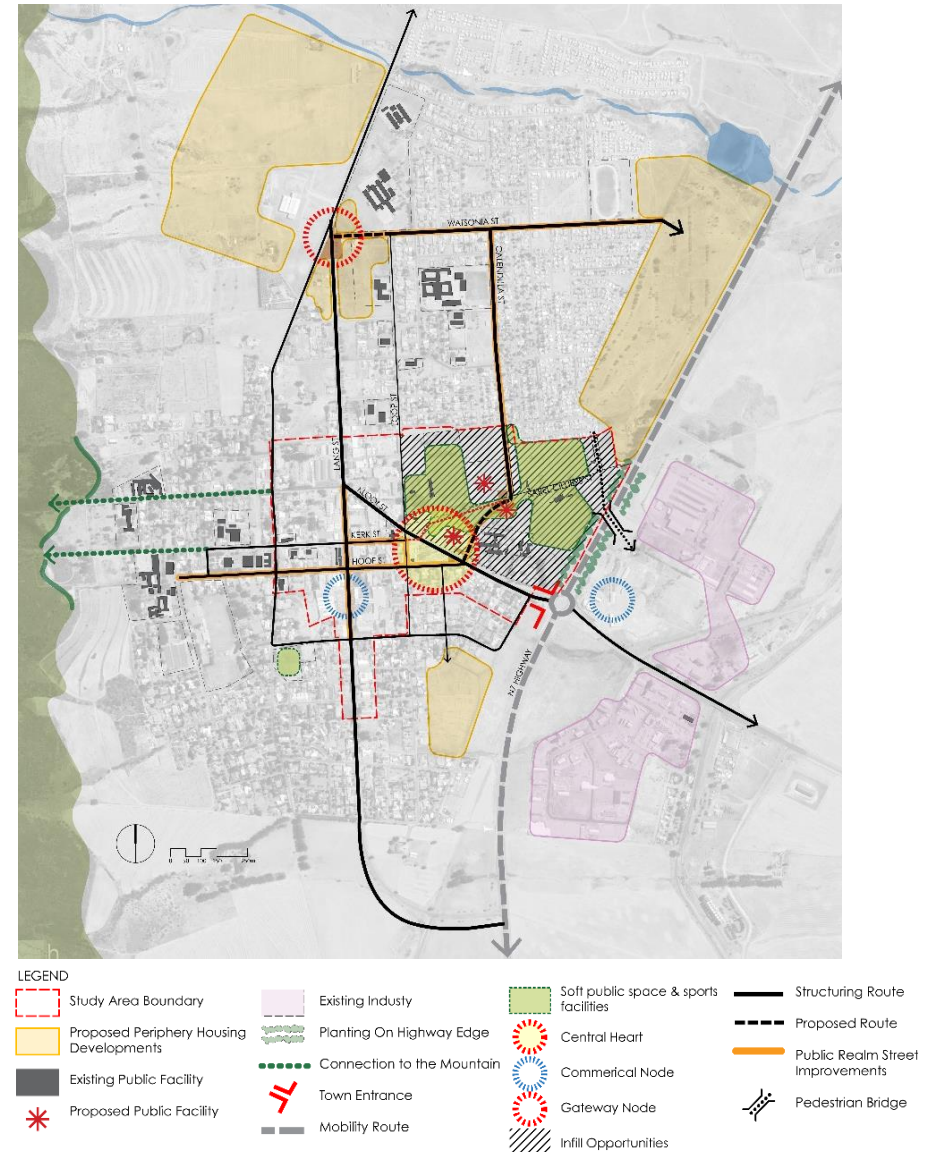


Figure 8: Link and connect

5. THE PRECINCT PLAN

5.1 Introduction

A systematic approach has been taken to present the proposed Precinct Plan in this section. Firstly, the draft Precinct Plan is introduced, along with the various structuring elements that serve to re-enforce the precinct. Secondly, 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). Thirdly, each of the focus areas are unpacked in turn, with "action projects" for intervention identified in each focus area, with contextually appropriate precedent assisting where relevant to demonstrate the intention of each project. Finally, a set of urban design guidelines is provided.

5.2 The Precinct Plan

The draft Precinct Plan for the Piketberg Gateway and Central Integration Zone Precinct Plan is shown in **Figure 11**. The intention of the conceptual framework is to illustrate the overall development vision for the precinct, as well as to highlight how the elements of urban structure (i.e. movement system, public open space system and public / private land uses) will be enhanced so that they serve to re-enforced the spatial structure of the town of Piketberg. Specific details of these elements of public structure, as they relate to the Precinct Plan, are unpacked as follows:

Movement System

The movement system concept is shown in **Figure 12**. The following aspects are pertinent to the overall Precinct Plan:

- The existing route of the provincial road (i.e. R366) is proposed to be re-routed so that it only traverses Kloof Straat before joining

Loop Street (and will no longer follow Hoof Straat before joining Loop Straat).

- Urban design upgrades are proposed for various routes within the precinct, with the intention of improving the pedestrian experience along these routes (e.g. improved paving, lighting, landscaping and seating):
 - Streets: Lang Straat (priority); Hoof Straat; Kerk Straat; Kloof Straat; Calendula Straat; and Sarel Cilliers Straat.
 - Pedestrian routes: along the western edge of the Rhino Park sports complex (i.e. between the sports complex and the new school); between Gousblom Straat and the N7; and crossing the N7.
- The following portions of road are proposed to be closed:
 - Kerk Straat between Loop Straat and Kloof Straat; and
 - Sarel Cilliers Straat between Kloof Straat and the entrance to the Rhino Park sports complex (a cul-de-sac turning circle is proposed outside the entrance of the sports complex).
- The proposed road closures will allow for the upgrade of the Kloof Straat / Loop Straat / Kerk Straat intersection, which is currently hugely problematic for both motorists and pedestrians.
- A new road is proposed to be constructed along the western edge of the Radie Kotze Hospital between Kloof Straat and the Sarel Cillers / Calendula Straat intersection.
- Traffic calming measures to be implemented along the N7 to slow fast moving traffic.

Public Open Space System

The public open space system concept is shown in **Figure 13**. The following aspects are pertinent to the overall Precinct Plan:

- The existing green open spaces in the "central heart" of the town (i.e. Erven 3328 and 4401) are proposed to receive landscape

design attention, potentially including new tree planting, additional lighting and additional seating, as well as a new public amphitheatre – including a stage for performances – to be located in the north-east corner of Erf 4401 (at the new road intersection resulting from the creation of a new road alongside the western edge of the hospital site).

- The portion of Sarel Cilliers Straat to be closed will be consolidated into the existing open space located on Erf 4401 and can potentially accommodate a new skate park.
- A new public facility building is proposed to be located on the south-western portion of the existing green open space at the gateway to Piketberg (i.e. Erf 4401). This building will become a prominent gateway feature at the primary entrance to the town.
- A new gateway feature (e.g. sculpture and/or prominent signage) is proposed on the corner of the open space at the intersection of Kloof Straat and Hoof Straat (i.e. eastern tip of Erf 3328).
- It is proposed that the existing solid wall surrounding the Rhino Park sports complex be demolished and replaced with a visually permeable fence (e.g. ClearVu fence), which will allow for the sports complex and adjacent open space to become an integrated green space.
- Various streets and pedestrian routes will receive urban / landscape design attention, including new tree planting, additional lighting, more seating options and improved paving.

Public and Private Land Uses

The public open space system concept is shown in **Figure 14**. The following aspects are pertinent to the overall Precinct Plan:

- Lang Straat and Kerk Straat already accommodates mixed-use development, including commercial uses, which gives an

“activity street” character (especially Lang Straat). Mixed-use development should continue to be encouraged along these streets.

- New public facilities are proposed in the following locations:
 - on Erf 4401 at the Kloof Straat / Hoof Straat intersection (type of facility still to be decided); and
 - along Calendula Straat, north of the proposed school site (Community Centre).
- New public sector led mixed-use development (e.g. shop houses; small scale retail with residential) is proposed at the following locations:
 - framing the “active box”;
 - lining the northern edge of Kloof Straat when entering the town from the N7 (i.e. in front of the Radie Kotze Hospital); and
 - lining Loop Straat north of the Rhino Park sports complex.
- New private sector commercial development has been approved to the east of the Radie Kotze Hospital (i.e. at the gateway entrance from the N7), as well as off Loop Straat north of the Rhino Park sports complex.
- New subsidized housing projects (mixed typologies) are proposed to be developed at the following locations:
 - north of the Rhino Park sports complex (along Gousblom Straat / at the intersection of Calendula / Gousblom Straat);
 - along the eastern edge of Calendula Straat;
 - to the east of the existing cemetery; and
 - to the east of the existing cricket oval.

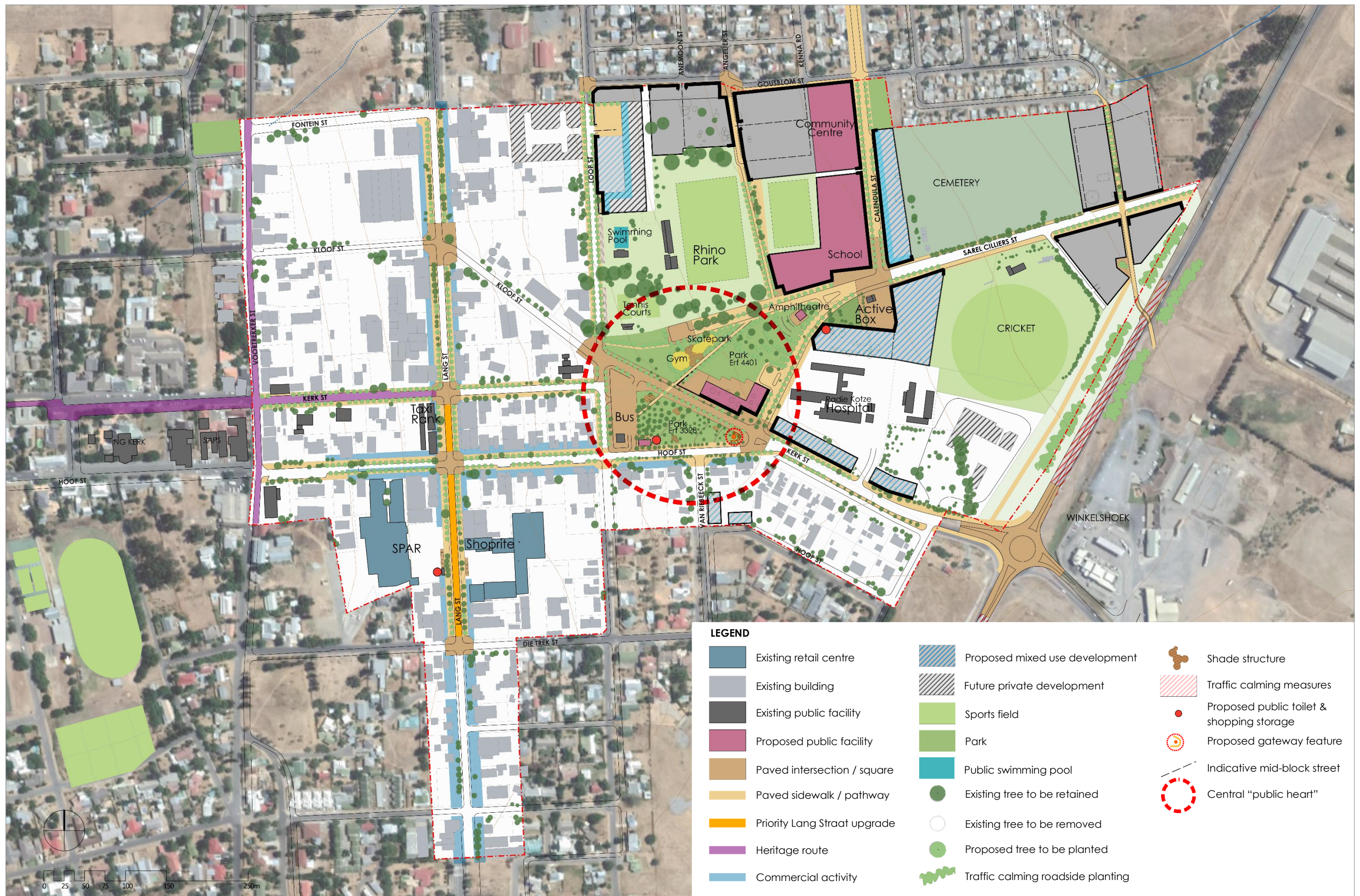


Figure 11: The Precinct Plan

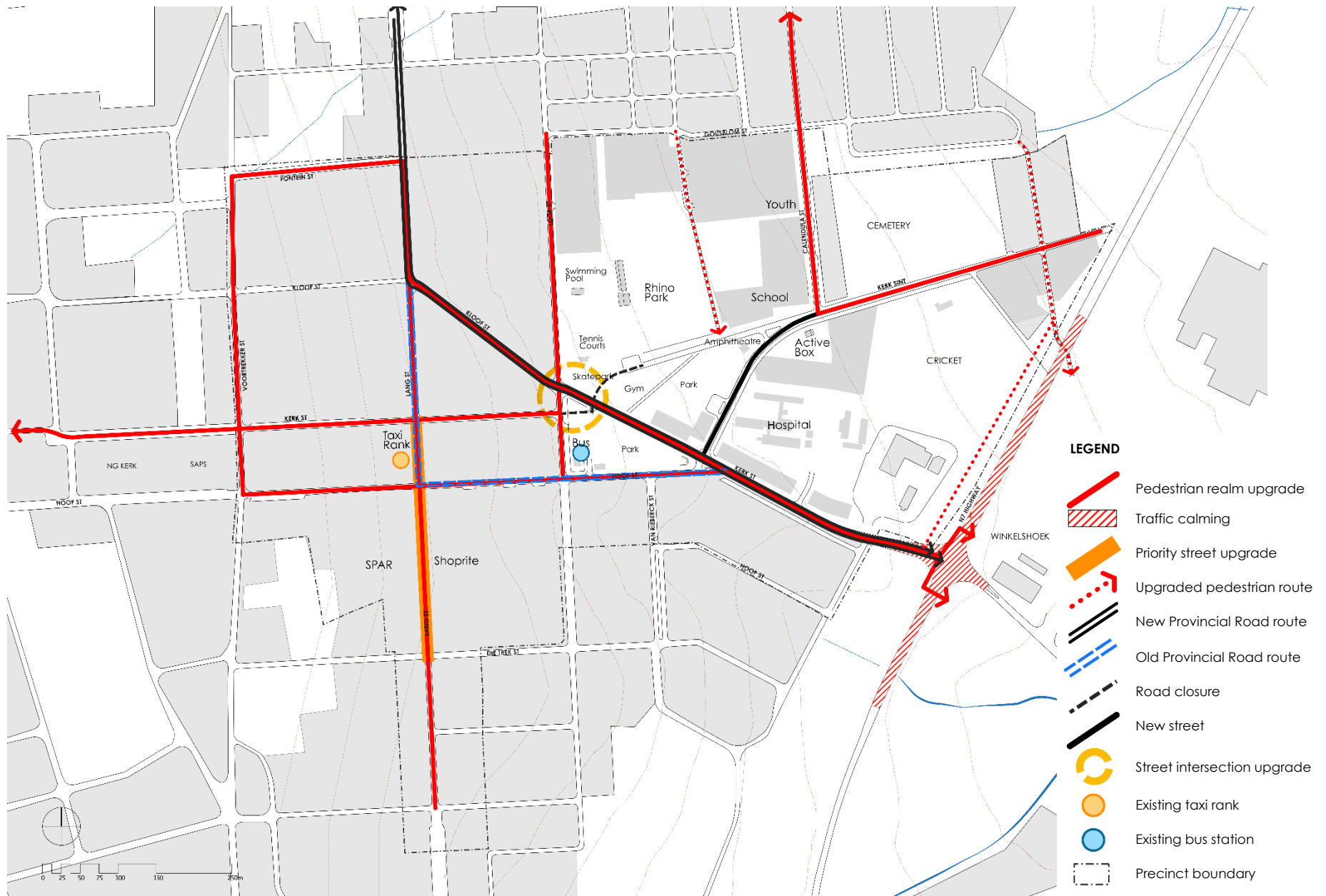


Figure 12: Movement system concept

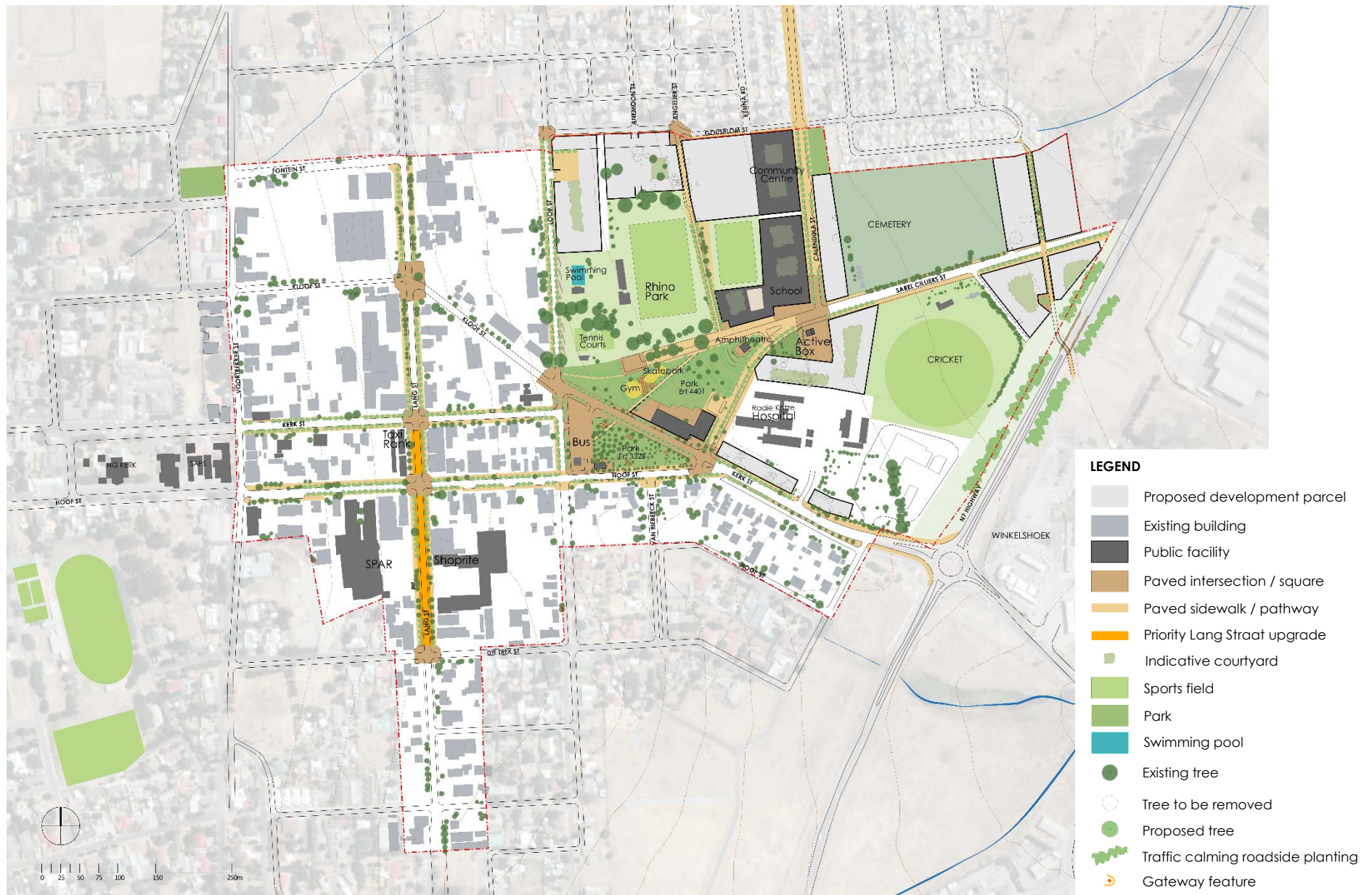


Figure 13: Public open space system concept

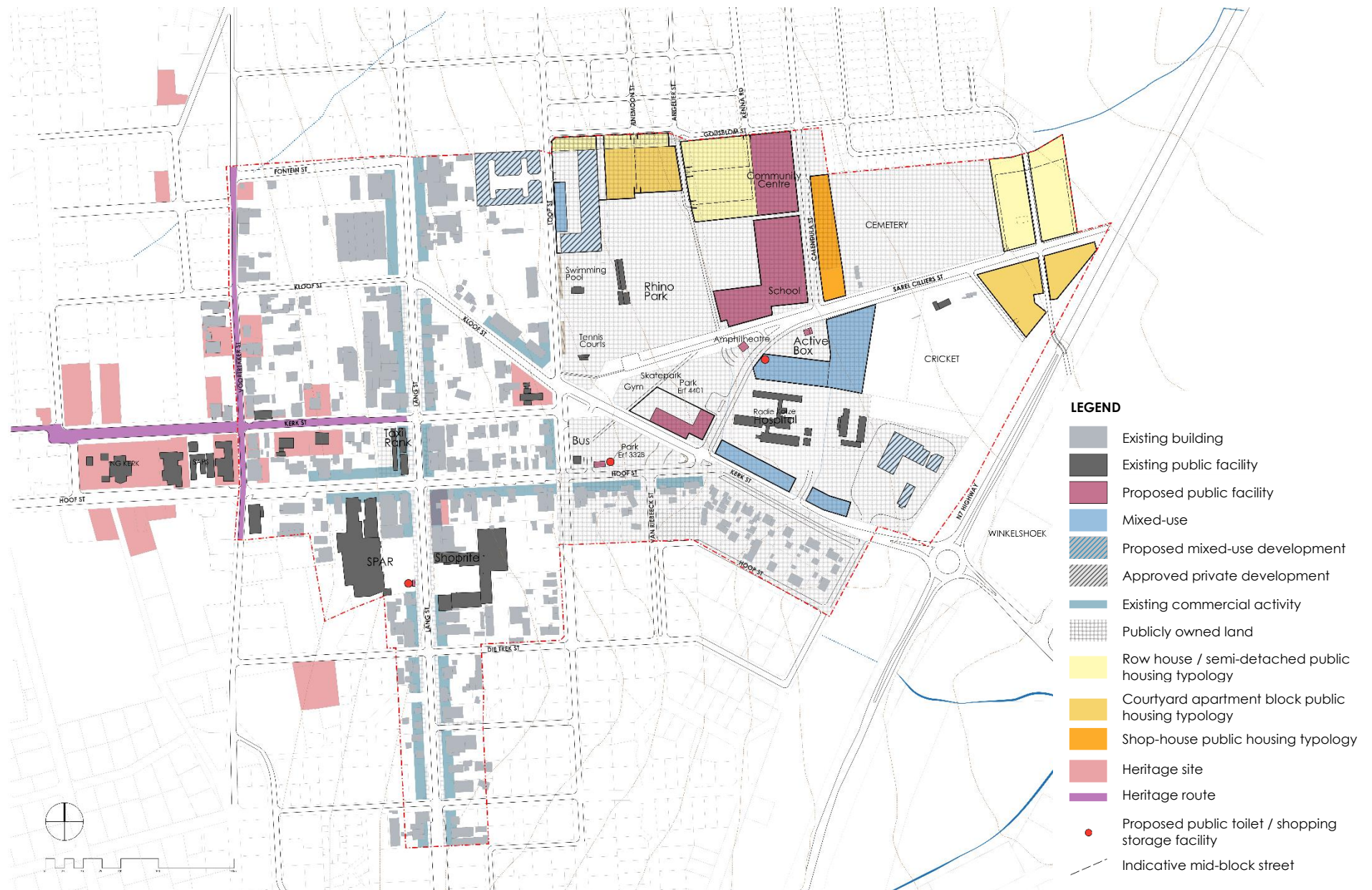


Figure 14: Public and private land use concept

5.3 Focus Areas

5.3.1 Introduction

Six key “focus areas” within the precinct have been identified for interventions / action. The focus areas in context are shown in **Figure 15** and the composite conceptual design for the focus areas is illustrated in **Figure 16**. The individual focus area are (numbers correspond to numbers in figures):

1. CBD urban design upgrade (Lang Straat, Hoof Straat and Kerk Straat upgrades);
2. The 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; and
6. Area between the Cricket oval and the N7.

Each of the focus areas is unpacked in more detail below: the ‘problem’ is explored (i.e. what aspects of the focus areas are hindering the performance of the town / contributing to a poor urban environment); suggested solutions to tackle the problem are provided (as they relate to the conceptual framework); various urban design “action project” interventions for the respective focus areas are identified; and guidelines for implementation of the interventions are unpacked (including the provision of local and international precedent to show what specific interventions have been proven to work in well performing urban places elsewhere with comparable context).

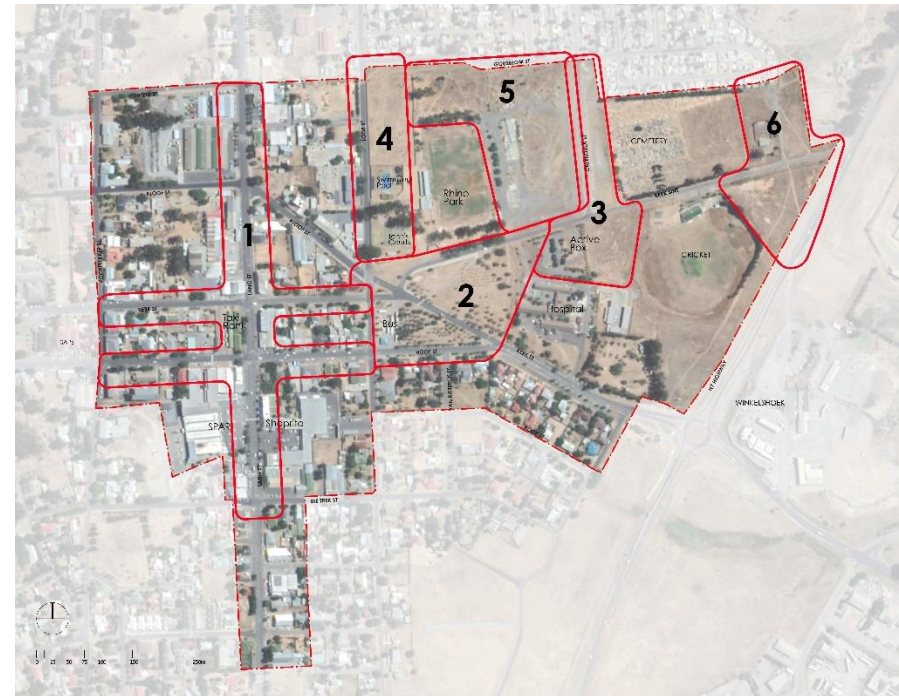


Figure 15: Focus areas in context

It should be noted that the “action project” interventions for each focus area are listed in the recommended order of priority, but projects can be implemented in any order as the need arises. Moreover, it is important to note that not all “action projects” need to be implemented in the short term, but rather the projects can be implemented incrementally over time – the Precinct Plan has been designed to allow for flexibility and can be implemented according to municipal budget, community needs, infrastructure capacity and political continuity.

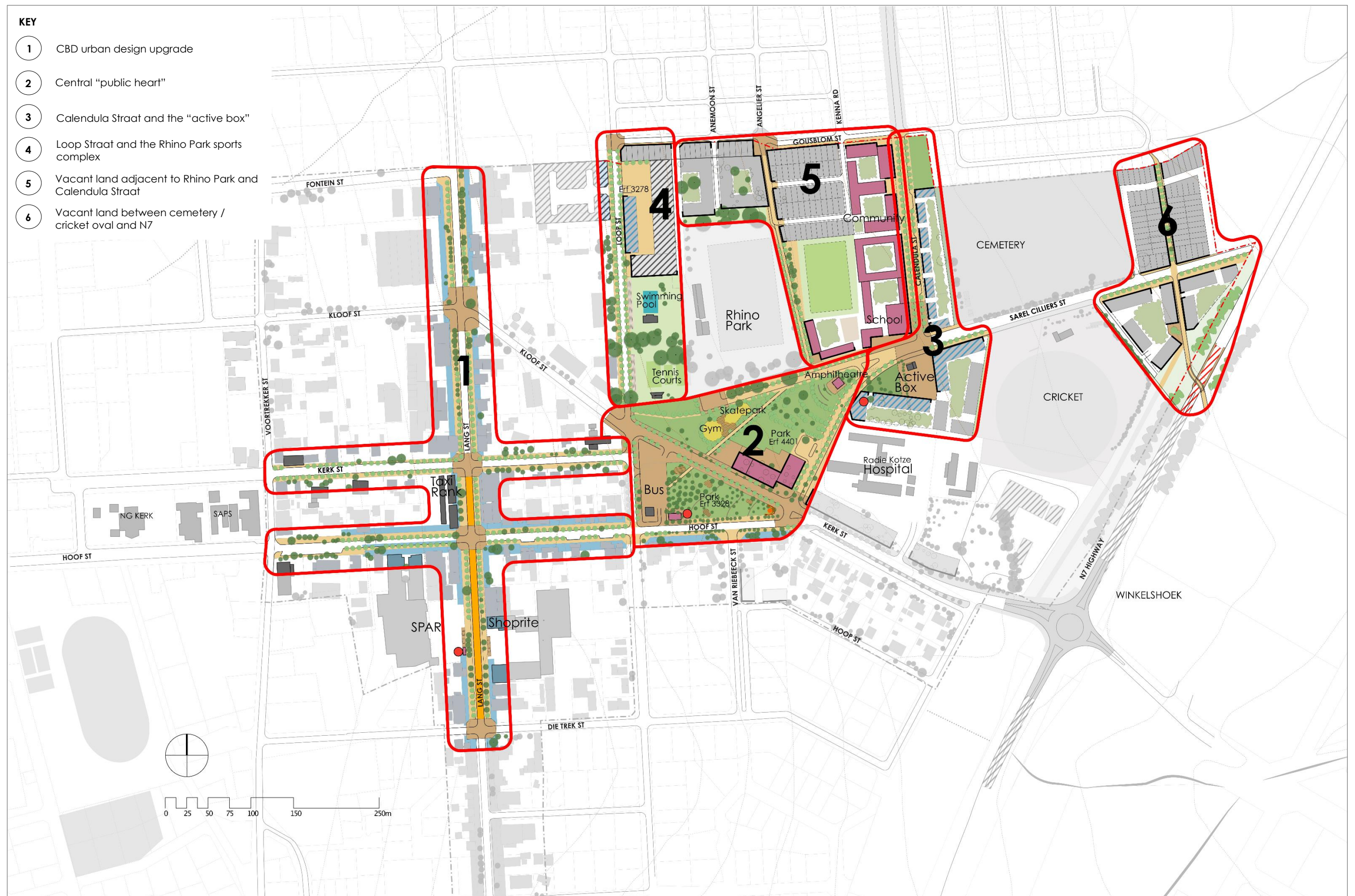


Figure 16: Composite conceptual design for the focus areas

5.3.2 Focus Area 1: CBD urban design upgrade

The problem

The portions of Lang Straat and Hoof Straat within Focus Area 1 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 CDB is functioning well, there are still underperforming elements that are preventing the CBD from reaching its full potential, viz.:

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

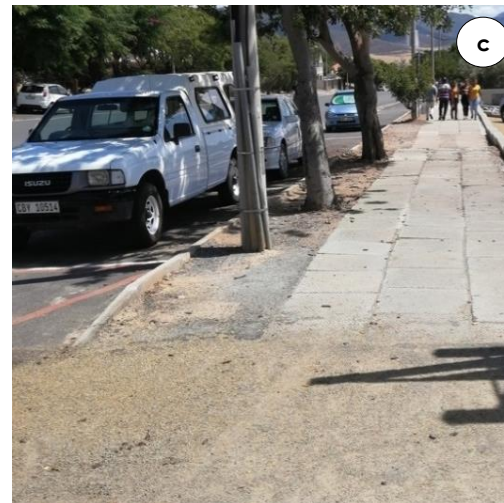


Image 1: Lang Straat (a) and Hoof Straat (b) are wide streets that are poorly defined; sidewalks in the CBD lack coordinated paving and look scrubby as a result; and sidewalks in the CBD are cluttered with signage and refuse bins (c)

The solution

The conceptual design solution for Focus Area 1, as well as the location of individual “action projects”, is illustrated in **Figure 17**.

The following solutions are proposed to improve the urban environment along strategic sections of Lang Straat, Hoof Straat and Kloof Straat:

- a. Create pedestrian friendly streets by:
 - narrowing the carriageway of the streets;
 - reducing street parking;
 - widening the sidewalks; and
 - implementing public realm improvements (e.g. more tree planting, pedestrian lighting, pavement and street intersection paving and appropriate seating).
- b. Scale and define strategic portions of the streets by introducing height elements such as mature trees, as well as incentivizing more intense private development where appropriate.
- c. Introduce a cultural event / street festival / market along Lang Straat to activate the street and promote integration amongst communities. The section of Lang Straat between Kerk and Di Trek Straat could be closed to traffic and informal market stalls can set up in the street. 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). Refer also to sub-section 5.4.

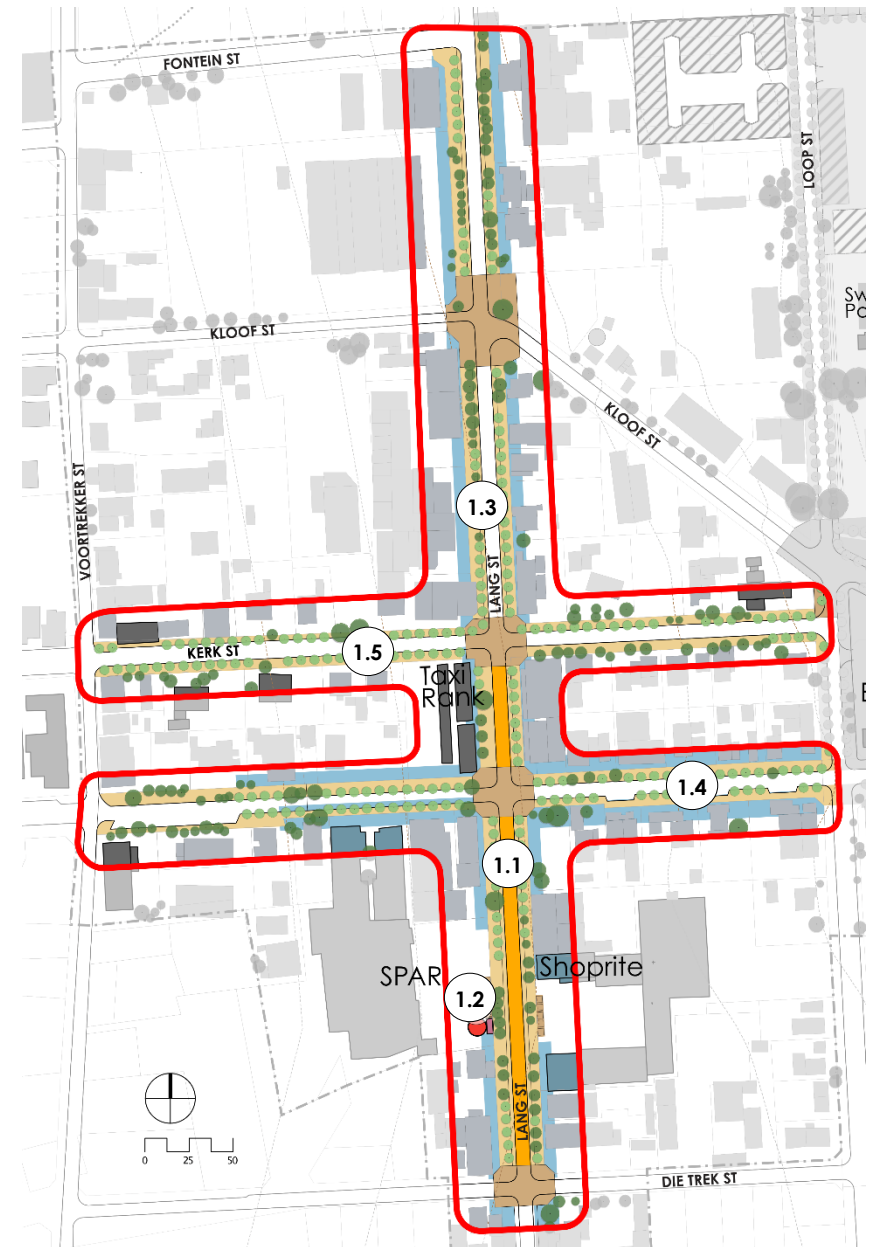


Figure 17: Conceptual design solution for Focus Area 1

Action project interventions

P1.1 & P1.3: Lang Straat urban design upgrade

Lang Straat currently accommodates 2 vehicle lanes in each direction and continuous parallel parking on both sides of the street (total width of the blacktop surface is approximately 20m). Further, the street features very narrow pedestrian sidewalks, small trees that provide minimal shade and limited seating opportunities.

The main purpose of the Lang Straat urban design upgrade is to make the street more people friendly by improving the pedestrian environment and reducing the dominance of the motor car. The primary ways of achieving this are described below and illustrated in **Figure 18** and **19**, as well as **Image 2**.

- Reduce the road carriageway to 2 lanes (i.e. 1 lane in each direction);
- Convert the obsolete road lanes and parking bays into a combination of pedestrian sidewalks and parking;
- The widened pedestrian sidewalk can include new tree planting (including planter boxes), new seating, new lighting and new shading elements (e.g. pergolas).

The proposed upgrade does not have to necessarily be implemented on a permanent basis. Rather, a temporary upgrade can be implemented using removable paint, as well movable planter boxes and other street furniture (a similar example of a temporary upgrade was done in Fortaleza, Brazil, as shown in **Image 3**, with a conceptual illustration of the temporary upgrade shown in **Image 4**). The temporary intervention will enable the redesign to be tested and its impact evaluated, following which more permanent interventions can be budgeted and implemented. It is recommended that Lang Straat be upgraded in two phases: the section between Kerk Straat and Die Trek Straat is priority and should be undertaken first, with the second phase being undertaken between Kerk and Fontein Straat.



Image 2: Existing view of Lang Straat (a); conceptual illustration of Lang Straat following the proposed urban design upgrade

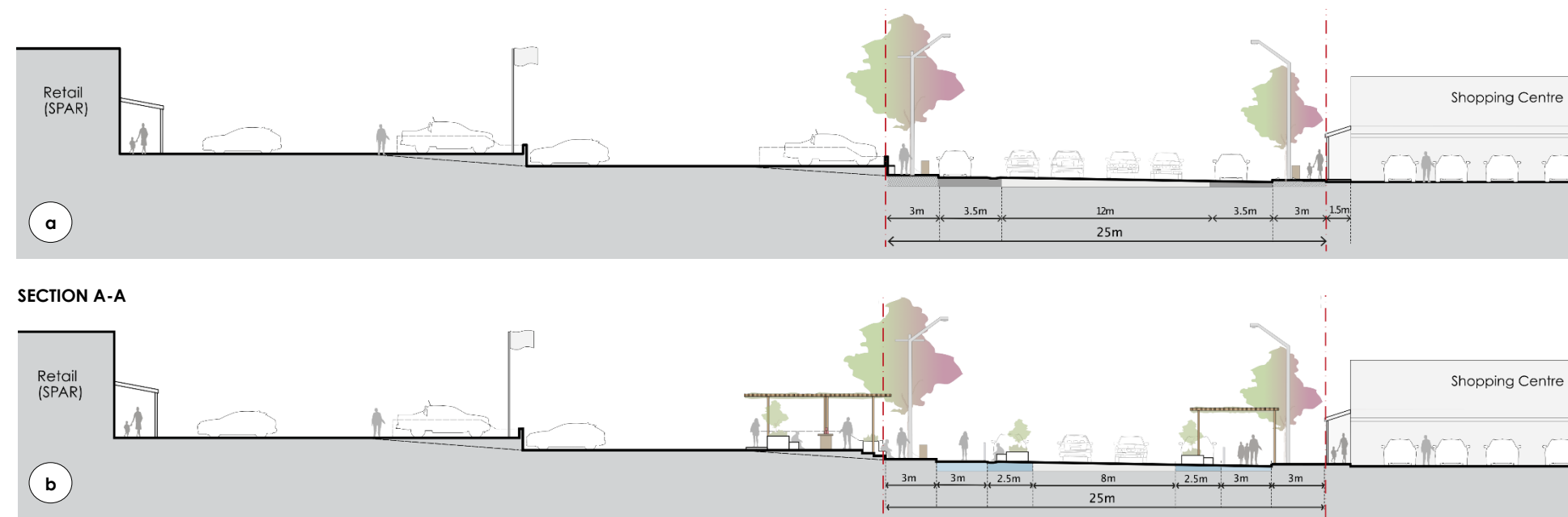


Figure 18: Existing Lang Straat section (a); proposed Lang Straat section, with widened sidewalks, new tree planting and new street furniture (b)

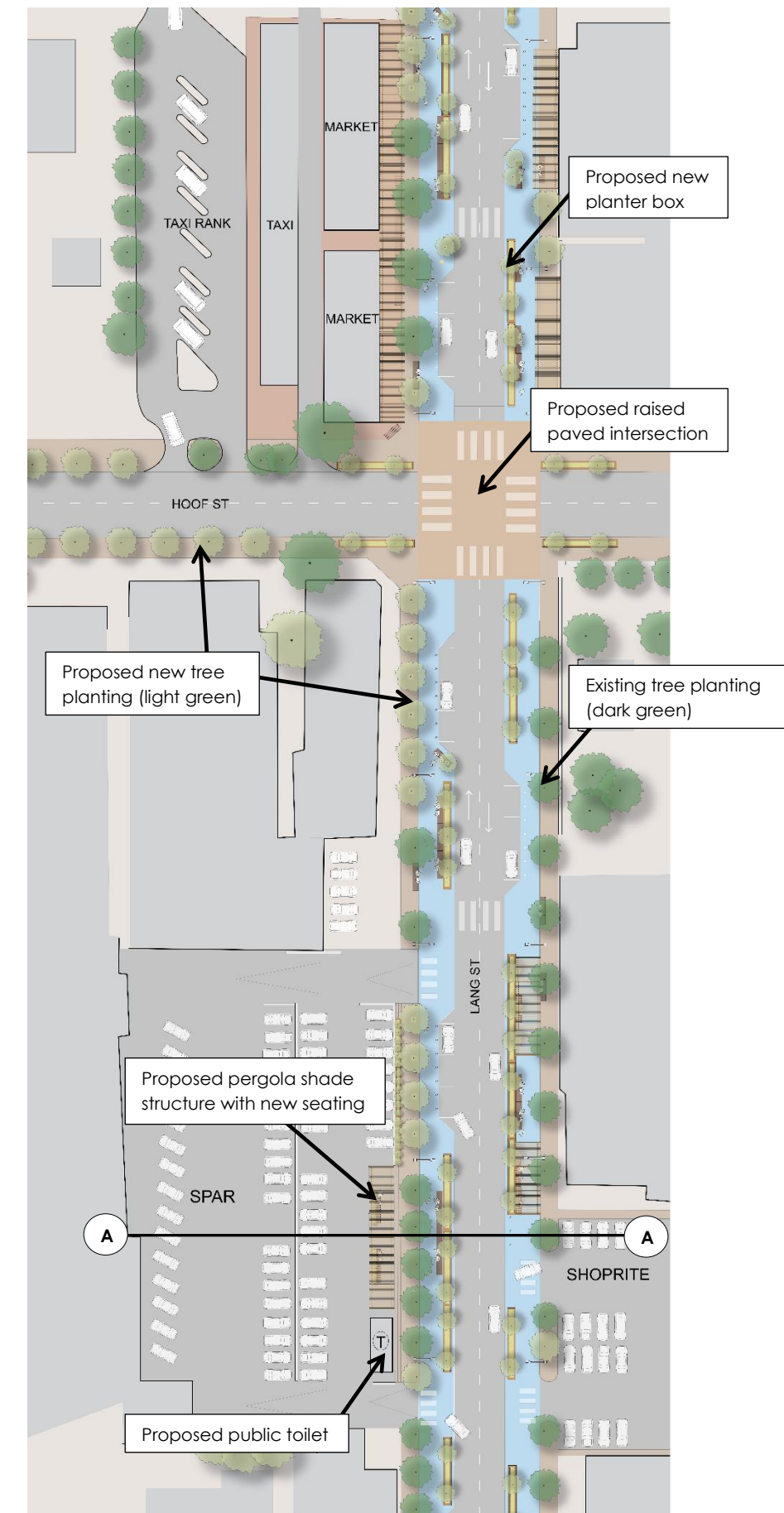


Figure 19: Conceptual design solution for Lang Straat



Image 3: Temporary street upgrades have been successfully undertaken in Fortaleza, Brazil, before (a) and after (b)



Image 4: Existing view of Lang Straat (a); conceptual illustration of Lang Straat following the temporary implementation of urban design measures (b)

P1.2: Public toilet in Lang Straat

Introduce a public toilet and shopping storage facility along Lang Straat in the vicinity of the two shopping centres. A preliminary proposal for the location of this public toilet is shown in **Figure 17** and **Figure 19**. (It is acknowledged that this location is on land currently under private ownership and forms part of the Piquetberg Mall parking area, however it is suggested that the Bergrivier Municipality attempt to negotiate a public-private agreement to facilitate the development of the public toilet in this location).

P1.4: Hoof Straat upgrade

Like Lang Straat, Hoof Straat is currently a very wide street that lacks scale and definition. Further, it has very narrow sidewalks for pedestrians. The proposal is therefore to narrow the street by increasing the width of the sidewalk and reducing the number of parking bays (Figures 20 and 21). Scale and shade will be introduced through new tree planting. Additional pedestrian lighting is also proposed.

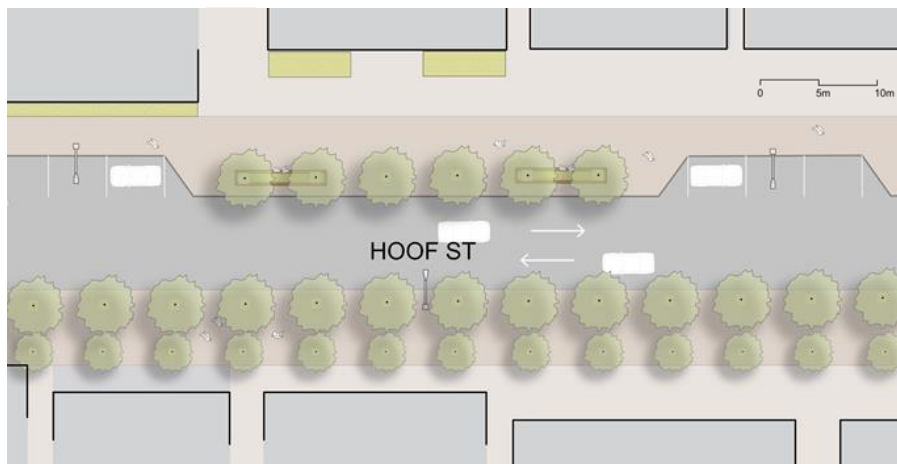


Figure 20: Conceptual design solution for Hoof Straat

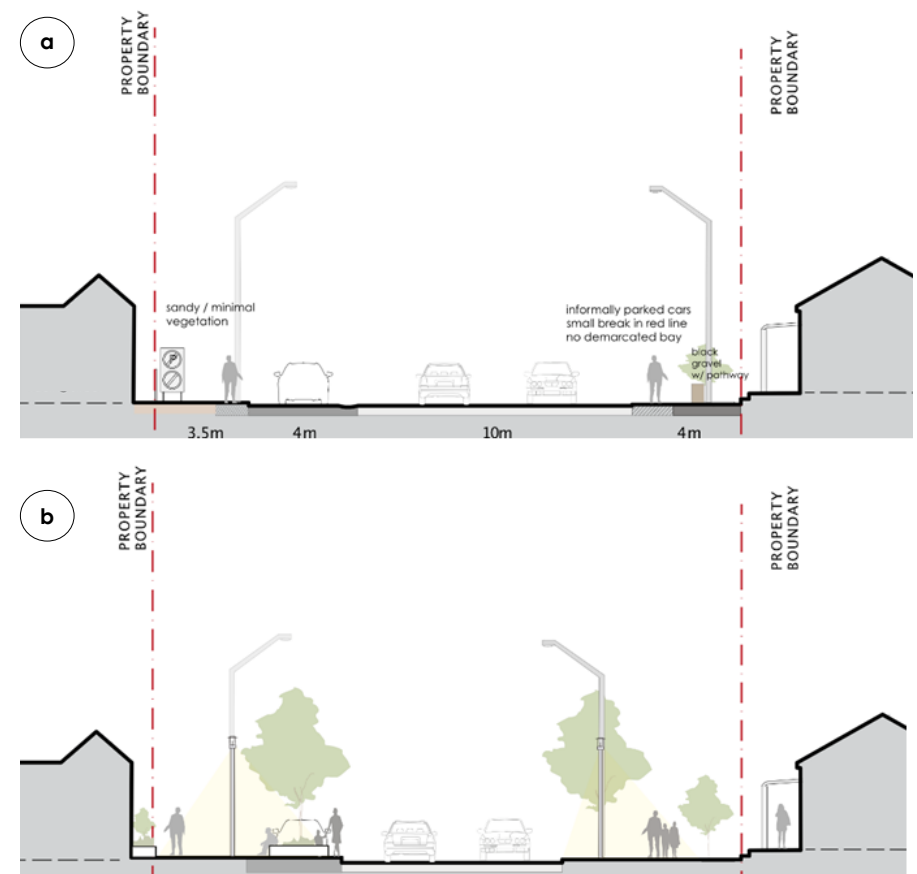


Figure 21: Existing Hoof Straat section (a); proposed Hoof Straat section, with widened sidewalks and new tree planting (b)

P1.5: Kerk Straat upgrade

Kerk Straat, particularly in the heritage node west of Lang Straat, could be improved through urban design upgrade, including additional tree planting, new seating and contemporary wayfinding signage to reinforce the existing heritage route walk in this part of Piketberg.

5.3.3 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 16**. 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:

- a. The triangular intersection of Kloof, Kerk, Sarel Cilliers and Loop Straat is convoluted and confusing for both motorists and pedestrians (**Image 5a**).
- b. A lack of passive surveillance, activity and lighting, which results in safety issues.
- c. A low-quality public environment (e.g. limited seating and shade elements, sizeable trees etc.) (**Image 5b**).
- d. Blank facades (i.e. solid walls) around Rhino Park sports complex along Sarel Cilliers Straat (**Image 5c**).
- e. The outdoor gym is currently isolated in space and is underutilised because of lack of shade and lighting (**Image 5d**).



Image 5: The intersection of Kloof, Kerk, Sarel Cilliers and Loop Straat (a); low-quality public environment with lack of shade and lighting (b); blank walls around Rhino Park sports complex (c); and the outdoor gym isolated in space (d)

The solution

The central area of the precinct 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 socialising or waiting for busses at the bus station, especially on weekends. Given the area's important role in the structure of Piketberg, as well as its location as an important gateway¹ into the town, it is proposed that this area becomes the central “public heart” of Piketberg.



Figure 22: Conceptual design solution for Focus Area 2

To this end, the following interventions are proposed:

- a. Restructure existing roads:
 - i. Create a new link between Calendula Straat and Kloof Straat on the western side of the hospital; and
 - ii. Re-design the existing Kloof, Kerk, Sarel Cilliers and Loop Straat intersection to be more user friendly, with the following actions required:
 - Close the section of Sarel Cilliers Straat in front of the Rhino Park sports complex; and
 - Close the small section of Kerk Straat north of the bus station and consolidate this land into the bus station area.
- b. Development of a new public “gateway building” on the south eastern corner of Erf 4401.
- 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 new public “gateway building”.
- d. Activate the public space with a community amphitheatre and a skate park.
- e. Create a permeable boundary edge (at least visually permeable) around Rhino Park sports complex along Sarel Cilliers Straat to create a positive interface between the sports complex and the new “public heart”.

¹ A ‘gateway’ in urban design terms is an important entry point into a place, and they can play a key role in identifying distinct areas. Gateways can significantly contribute to the public realm and create a sense of place and identity. Design mechanisms can be used to accentuate these entry points including *inter alia*: distinct architectural designs (e.g. prominent buildings); special landscape treatment (e.g. tree planting, signage, lighting and street furniture); and public art.

Action project interventions

P2.1: New road link between Calendula Straat and Kloof Straat

If this area of Piketberg is going to become the central “public heart”, there needs to be a logical movement system that serves to:

- enhance the spatial structure of the town as a whole;
- reinforce public spaces and public facilities (e.g. improved access to Radie Kotze Hospital);
- promote accessibility; and
- promote spatial integration.

The proposed new road link between Calendula Straat and Kloof Straat (refer to **Figure 22**) achieves all of the above (especially if implemented along with “action project” P2.2).

New tree planting and new street lighting should be implemented together with this new road link so as to maximise its effectiveness.

P2.2: Kloof, Kerk, Sarel Cilliers and Loop Straat intersection re-design

Implementing the Kloof, Kerk, Sarel Cilliers and Loop Straat intersection as proposed in the design provided in **Figure 23** will have various benefits for the town, viz.:

- enhance the spatial structure of the town as a whole;
- improve wayfinding for visitors (the intersection is currently very confusing, especially for motorists);
- improve safety for pedestrians;
- assist to consolidate the open space system in the centre of the town (it is currently fragmented by too many roads); and
- increase the size of the bus depot, which frequently operates at capacity on weekends.

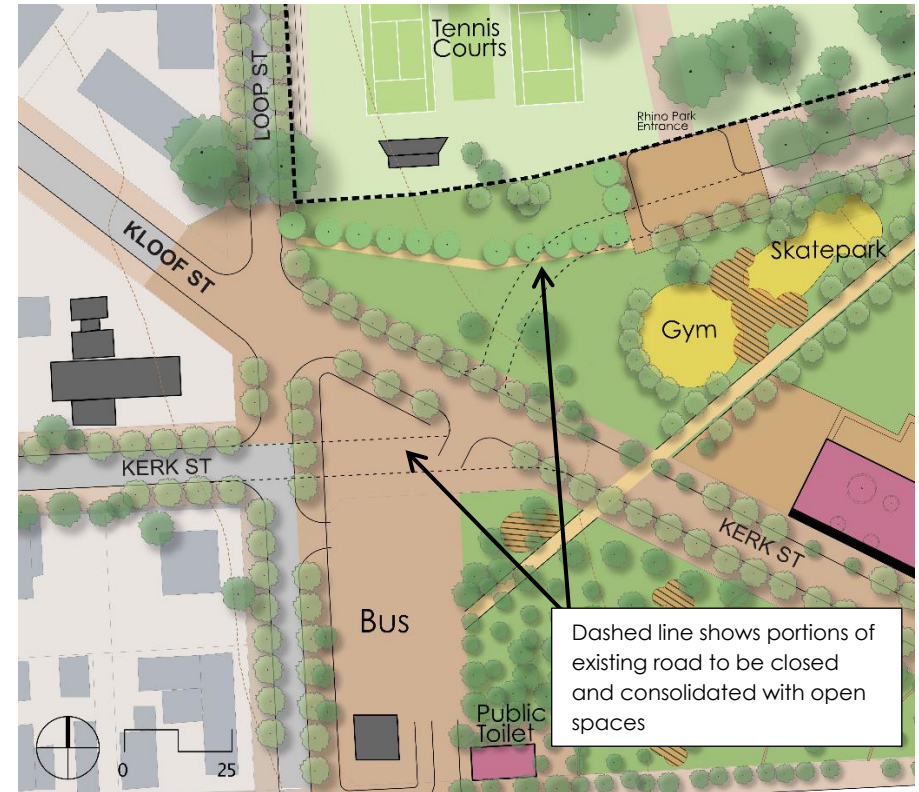


Figure 23: Proposed Kloof, Kerk, Sarel Cilliers and Loop Straat intersection re-design

Part of this “action project” will be to apply to the Western Cape Government’s Road Transport Department for permission to re-align the existing provincial road (i.e. R366) from the current alignment along Kerk Straat – Lang Straat to a proposed alignment along Kloof Straat – Lang Straat (refer to **Figure 13**). The purpose behind this intervention is to avoid heavy vehicles utilizing Kloof Straat, which is a road identified for mixed-use activity, as well as a busy portion of Lang Straat between the Kerk Straat / Lang Straat intersection and the Kloof Straat / Lang Straat intersection (which is also identified to accommodate more mixed-use activity in the future).

P2.3: Gateway feature on Erf 3328

The gateway to Piketberg needs to announce the arrival into the town, as well as draw in visitors from the N7. Consideration should therefore be given to implementing a new contemporary gateway feature, including signage, on Erf 3328 at the corner of the intersection of Kerk, Kloof and Hoof Straat (refer to **Figure 22**). An example of a contemporary gateway feature is shown in **Image 6**. The design of the new gateway feature for Piketberg can be inspired by local cultural and/or heritage characteristics of the town.



Image 6: A new gateway feature should be installed at the entrance to Piketberg, including contemporary signage welcoming visitors to the town

P2.4: Gateway public building on Erf 4401

A new gateway public building and associated hard landscaping is proposed to be positioned in the south-western corner of Erf 4401 at the corner of the intersection of Kerk, Kloof and the new road adjacent to Radie Kotze Hospital (refer to **Figure 22**). An example of a successful public gateway building is the Active Box in Harare, Cape Town (**Image 7**). A new building in this location is considered appropriate because it will:

- become a prominent gateway feature when entering Piketberg;
- enhance the spatial structure of the town by reinforcing the central “public heart”;
- activate the adjacent public open space; and
- promote access to public services and promote spatial integration.

The use of the proposed building is not prescriptive and can be determined based on public need at the time of procurement.



Image 7: A public building, such as Active Box in Khayelitsha, Cape Town, will be a prominent gateway feature when entering Piketberg

P2.5: Upgrade the interface between Rhino Park and the adjoining public space in the central “public heart”

Solid walls between adjoining public spaces and public facilities is undesirable for the following reasons:

- solid walls promote crime and anti-social behaviour (i.e. they prevent surveillance and therefore provide refuge for villainous characters);
- blank walls are dull and visually uninteresting; and
- solid walls prevent interaction and hinder the relationship between the activities occurring in adjoining spaces.

It is therefore proposed that the solid wall surrounding Rhino Park be replaced with a transparent fence (e.g. Clear-Vu). A successful example of a transparent fence between public spaces is found at the Hout Bay sports precinct in Cape Town (**Image 8**). In addition to installing a transparent fence, other positive urban design upgrades are recommended to occur along the interface between Rhino Park and the adjoining public space in the central “public heart”, including new paving, tree planting, lighting and seating (**Image 9**).



Image 8: Permeable fencing surrounding the Hout Bay sports precinct in Cape Town



Image 9: Sarel Cilliers Straat before (a) and after (b) the interface upgrade between Rhino Park and the adjoining public space

P2.6: Public toilet and storage facility near bus depot

It became evident during the analysis stage of the Precinct Plan project that the current public toilet and storage facility at the bus depot is too small and does not have adequate capacity (as evidenced by the provision of temporary toilets alongside the existing building). It is proposed that a new public toilet and storage facility is erected on the green space immediately adjacent to the bus depot (refer to **Figure 22**). This new facility will allow for the conversion of the existing toilet facility at the bus depot for another use, if desirable.

P2.7: Community amphitheatre

If located and designed correctly, a community amphitheatre can add positive energy to public spaces. Such a facility can host community performances or simply be used by members of the public as a place of relaxation, as is the case in Green Point Park in Cape Town (**Image 10**). The chosen location in the north eastern corner of Erf 4401 (refer to **Figure 22**) is considered ideal not only because it falls at a prominent road intersection (and therefore contributes to reinforcing the spatial structure of the precinct), but also because it will fit the prevailing gradient of the landscape.



Image 10: A well-designed community amphitheatre can add positive energy to the central “public heart” of Piketberg

P2.8: Community skatepark

A recent surge in popularity of skateboarding, especially amongst the youth, has resulted in skateparks becoming practical urban design / landscape architecture features in cities and towns around the world (example shown in **Image 11**). A new community skatepark could be located where Sarel Cilliers Straat is proposed to be closed and consolidated into the public open space (refer to **Figure 22**). A skatepark in this location will activate the space and will also serve to complement the adjacent outdoor gym.



Image 11: Community skatepark's are prominent landscape design features and can assist to activate public spaces

5.3.4 Focus Area 3: Calendula Straat and the Active Box

The problem

Focus Area 3 concentrates on Calendula Staat, including the play park at the corner of Gousbloom / Calendula Straat and the new Active Box and associated vacant land at the intersection of Calendula / Sarel Cilliers Straat (refer to **Figure 16**). Although the recent extension of Calendula Straat and construction of the Active Box as part of the RSEP Programme were welcome interventions, there are still issues associated with this part of Piketberg that are negatively impacting on the urban environment, viz.:

- a. Undefined public spaces and streets, particularly Calendula Straat (**Image 12a**).
- b. Safety issues due to lack of passive surveillance, activity and lighting (**Image 12a-b**).
- c. Low-quality public environment (e.g. limited seating and shade elements, sizeable trees, pause/rest areas etc.) (**Image 12a-b**).
- d. The Active Box is currently located in a sea of space and is not complimented with active public space or enclosed with appropriate development (**Image 12c**).
- e. The children's play park is dusty and uninviting.

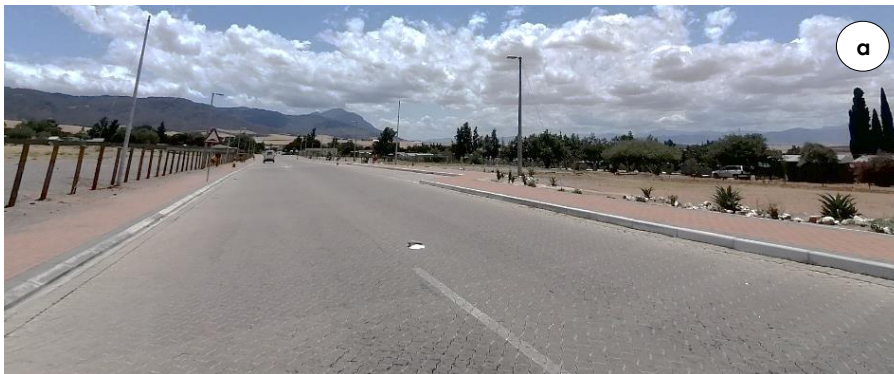


Image 12: Calendula Straat (a) and the area along Sarel Cilliers Straat to the east of the new Active Box (b) are undefined, lack surveillance and display characteristics of a low-quality public environment; the Active Box is currently located in a sea of space (c)

The solution

Calendula Straat has become an important structuring route in Piketberg since the RSEP 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. To this end, 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 and Community Centre.
- b. Implement public realm upgrades along Calendula Straat, including tree planting, seating, pedestrian lighting and appropriate signage.
- c. Create a public square in association with the Active Box at the southern end of Calendula Street.
- d. Use infill mixed-use development (e.g. live-work units or public housing combined with small-scale retail) to define the public space surrounding the Active Box.
- e. Introduce / augment appropriate landscaping elements in the play park along Calendula Straat.

Figure 24 identifies these interventions, which are expanded on in more detail under the “action project” interventions.

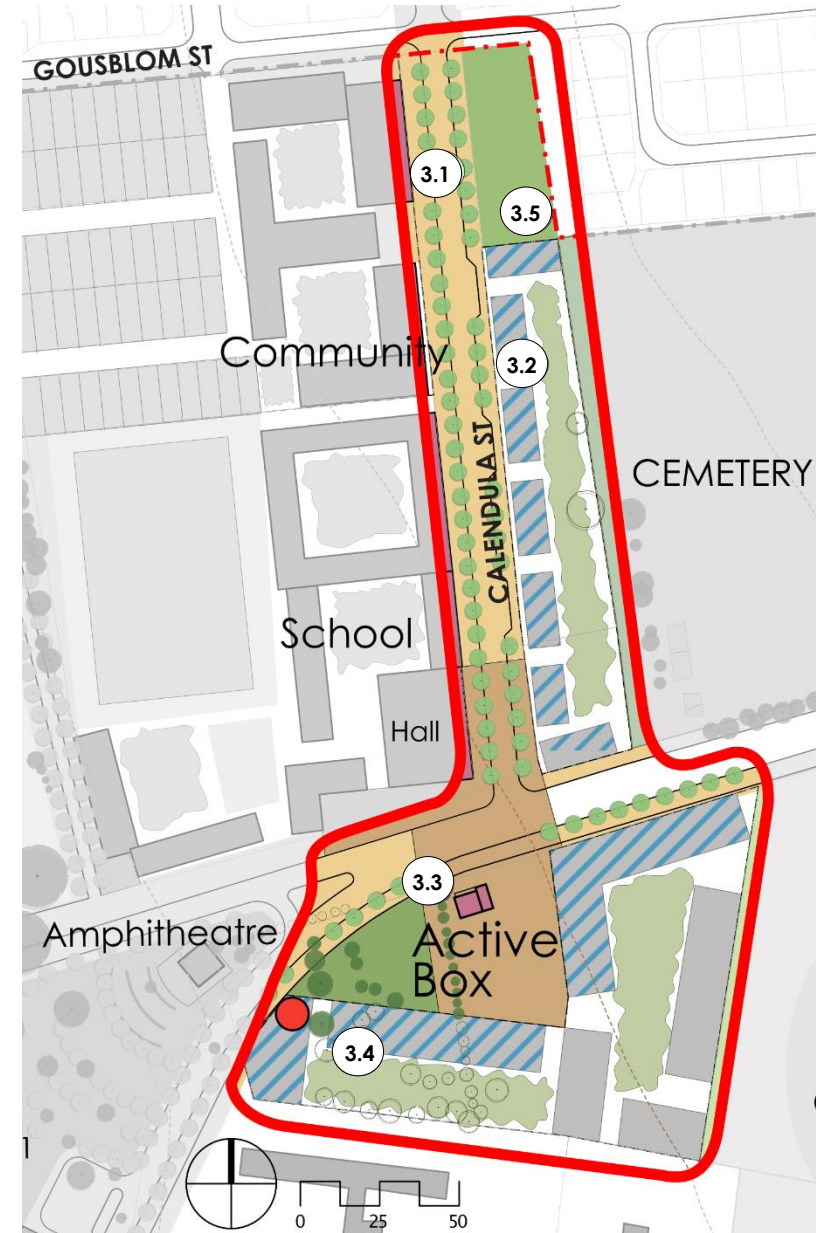


Figure 24: Conceptual design solution for Focus Area 3

Action project interventions

P3.1: Calendula Straat urban design upgrade

The focus group meeting with key project stakeholders revealed that it is currently not safe to walk along Calendula Straat early in the morning or at night because of a lack of lighting. The stakeholders further indicated that the street lacks shading and seating. Therefore, further urban design upgrade of Calendula Straat is proposed to be undertaken, including new pedestrian lighting, tree planting and seating (**Figure 25**).

P3.2: Mixed-use development along the eastern edge of Calendula Straat

The vacant land along the eastern edge of Calendula Straat is owned by the Bergrivier Municipality. Given that this land is publicly owned and falls along a major structuring route in the precinct, it is recommended that mixed-use development in the form of Live-Work units be developed on this land. Live-Work units are 2-3 storey buildings with residential accommodation on the upper floor and commercial or manufacturing activity on the ground floor. An example of Live-Work units is found in Khayelitsha, Cape Town (**Image 13**). The position of the proposed Live-Works units is illustrated in **Figure 24**. A conceptual render of Calendula Straat following the proposed interventions is shown in **Image 14**.

Reasons why Live-Work units are considered the most appropriate form of development in this location include:

- Calendula Straat is a major movement route between Steynville and the CBD, and therefore generates a lot of foot traffic (this foot traffic will increase further following the development of the Primary School and the Community Centre), which the commercial component of the Live-Work units can benefit from.
- The Live-Work units will provide 24-hour surveillance of Calendula Straat and the public facilities opposite, thus increasing safety and security and reducing the prospect of crime and vandalism.



Image 13: Live-Work units in Khayelitsha, Cape Town

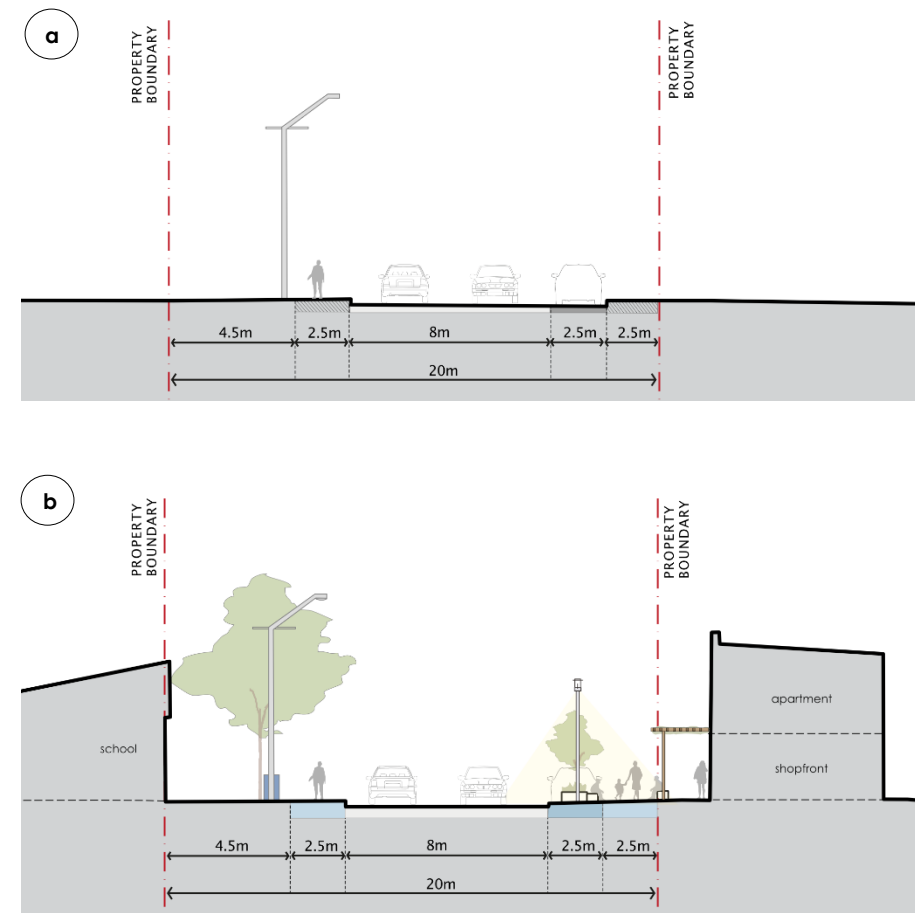


Figure 25: Calendula Straat section before (a) and after (b) the proposed urban design upgrade and associated development; conceptual design solution for the Calendula Straat upgrade (c)

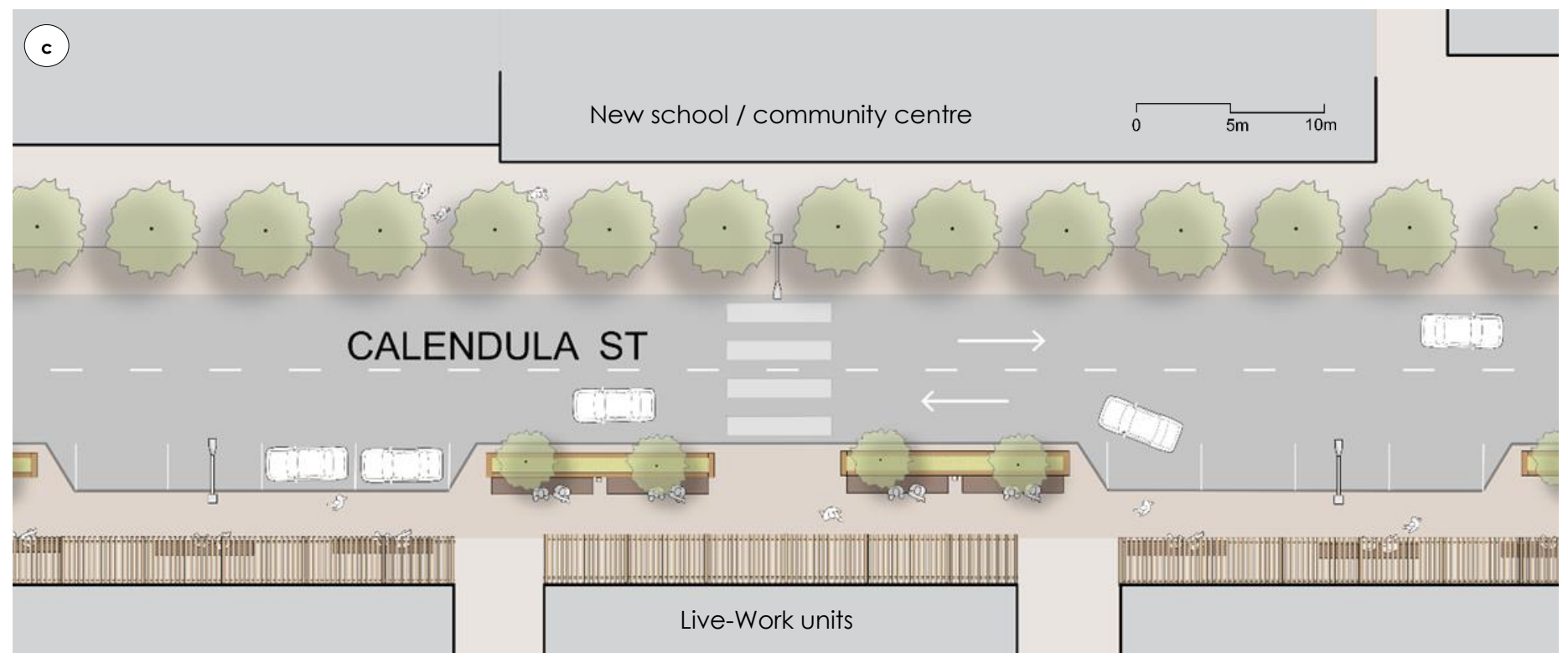


Image 14: Calendula Straat before (a) and after (b) the proposed urban design upgrade and associated development

P3.3: Public realm upgrade surrounding the Active Box

The Active Box was recently development at the southern end of Calendula Straat. While the Active Box is a positive intervention from a community safety standpoint, the current Active Box is sub-optimal because it sits in a sea of space that has not been activated by the uses within the current facility. According to the organization responsible for conceptualizing active boxes and introducing them in South Africa, Violence Prevention Through Urban Upgrading (VPUU), an Active Box performs best when it “creates a positive edge to the street” and “activates buildings and public spaces around it”. Further, VPUU state that the impact of an active box is determined by its “strategic location, level of activation and accessibility”. While the Active Box in Piketberg is strategically located and accessible, it currently lacks the desired activation to make it successful. With this in mind, it is proposed to upgrade the public space around the Active Box (refer to **Figure 24**) and activate this space by including elements such as a multi-purpose sports court (for example at the Monwabisi Active Box in Cape Town, see **Image 15a**) and quality public spaces where people can safely play, relax and socialize (for example at the Harare Active Box in Harare, Cape Town, see **Image 15b**).



Image 15: Successful Active Boxes include elements that activate the public space around the building, such as multi-purpose sports courts (a) and spaces where people can play, relax and socialize (b)

P3.4: Mixed-use development framing the Active Box

In addition to upgrading the public realm surrounding the Active Box, it is proposed to develop the vacant publicly owned land to the south and east of the Active Box (refer to **Figure 24**). Mixed-use development, including a public toilet, Live-Work units and courtyard apartment blocks (refer to P5.2 & P5.5 in Focus Area 5) are recommended to frame the Active Box and associated public space to promote activity, as well as provide 24-hour surveillance. An example of where Live-Work units have been successfully implemented to define a public space is at Harare Square, Khayelitsha, Cape Town (**Image 16**). The units provide definition to an important public space and also serve to create activity in the space.



Image 16: Live-Work units at Harare Square in Harare, Cape Town provide definition to an important public space (a) and also serve to create an active edge that generates activity and promotes surveillance of the space (b)

P3.5: Upgrade the Calendula Street play park

The existing play park at the corner of Calendula and Gousblom Straat is well located and adds value to overall spatial structure of the precinct. However, this park is currently underperforming because it is inhospitable for children: it is dry, dusty and has no shade. Further, the play equipment is uninspiring. The following upgrades are proposed to improve this playpark:

- introduce a mixture of hard and soft surface treatments, including MasterFibre rubber matting, to increase visual interest and reduce maintenance requirements (example is Green Point Urban Park in Cape Town, **Image 17**); and
- plant more locally indigenous trees for shade;
- introduce new, contemporary play equipment; and
- implement a grey water irrigation system to promote vegetation and grass growth during the hot summer months (greywater could be extracted from the adjacent new development).



Image 17: A mixture of hard and soft surface treatment in children's play parks serves to increase visual interest and reduce maintenance requirements

5.3.5 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 18**).

Apart from Calendula Straat, Loop Straat is one of the major movement linkages between Steynville 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. Privately owned land with development rights for business use at the corner of Loop Straat and Gousblom Straat is vacant and unmaintained (**Image 18a**).
- b. Blank facades and solid barrier walls around Rhino Park sports complex along Loop Straat (**Image 18b**).
- c. Safety issues due to lack of passive surveillance, activity and lighting.
- d. The entrance to the public swimming pool is poorly defined and uninviting to visitors (**Image 18c**).

Image 18: The privately owned land at the corner of Loop and Gousblom Straat is vacant and poorly maintained (a); the blank façade along the section of Loop Straat adjacent to Rhino Park sports complex is a low-quality urban environment, especially for pedestrians (b); the current entrance to the swimming pool (c)



The solution

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

- a. Remove solid barrier walls around Rhino Park sports complex along the interface with the current 'posduif' facility, as well as along Loop Straat to create a positive interface with the sports facility and allow for views inwards.
- b. Implement a multi-functional parking court in front of the approved but vacant commercial development along Loop Straat and consider further mixed-use development along the Loop Straat edge so as to define and activate the street, reinforce it as a structuring route and improve safety (refer to **Figure 26**).
- 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.
- d. Upgrade the access to the public swimming pool.



Figure 26: Conceptual design solution for Focus Area 4

Action project interventions

P4.1: Replace solid wall surrounding Rhino Park with transparent fence

The solid wall around Rhino Park is undesirable and should be replaced with transparent fencing (e.g. ClearVu) (refer to P2.5 in Focus Area 2).

P4.2: Upgrade entrance to public swimming pool

The Loop Straat urban design upgrade proposed in P4.1 should be further complimented by an upgrade to the entrance of the public swimming pool, which is currently poorly defined and uninviting to visitors. The upgrade does not have to be elaborate, but rather could be a simple turnstile gate with basic shading and lighting, similar to the example shown in **Image 19**.



Image 19: An example of an entrance gate that could be used at the public swimming pool

P4.3: Loop Straat urban design upgrade adjacent to Rhino Park

The focus group meeting with key project stakeholders revealed that it is currently not safe to walk along Loop Straat in the vicinity of the Rhino Park sports complex because of a lack of street lighting, as well as a lack of surveillance along the street edge. Therefore, further urban design upgrade of Loop Straat adjacent to Rhino Park is proposed to be undertaken, including the replacement of the solid boundary wall around Rhino Park with a new visually transparent fence, new pedestrian lighting, tree planting and paving (**Figure 27** and **Image 20**).



Figure 27: Loop Straat section before (a) and after (b) the proposed urban design upgrade along the section adjacent to Rhino Park



Image 20: Loop Straat before (a) and after (b) the proposed urban design upgrade and associated development

P4.4: Construct multi-purpose parking forecourt on Erf 3278

The approved private development north of Rhino Park, which is zoned for commercial use, has remained undeveloped for a significant period of time. It is understood that the area in front of the

approved commercial development abutting onto Loop Straat is publicly owned land that is approved to be used as parking for the commercial development. It is recommended that the Municipality implement a multi-functional parking court that can be used for more than just private parking. Positive results of the implementation of the parking court include:

- a catalyst for development of the adjacent, private, commercial site;
- a positive semi-public space that could accommodate markets and community events (refer to P4.3);
- the parking lot can be used by the general public visiting the public swimming pool at Rhino Park, or by the visitors / residents of the new housing developments proposed as part of Focus Area 5 (refer to P5.2 & P5.5).

The parking court should be implemented according to the urban design guidelines provided (refer to **sub-section 5.4**).

It is believed that the designated parking area is too big for the type of commercial development proposed. It is therefore recommended that a portion of the area designated for parking be further subdivided and rezoned to allow for the development of a mix-use building. Such development will allow for the better utilisation of public land. However, the new development must not compromise the approved private development and should only be initiated with the consent of the owners of the private erven.

P4.5: Develop public housing abutting onto Gousblom Straat

Vacant land to the north of the commercial development abutting onto Gousblom Straat (part of Erf 3278) should be considered for additional public housing. This development is recommended to be 2- or 3-storey semi-detached row house duplex units (refer to P5.2 & 5.5 in Focus Area 5).

5.3.6 Focus Area 5: vacant, publicly owned land adjacent to the Rhino Park sports complex and 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 16**. Vast areas of vacant land contribute to the problems of fragmentation and segregation, especially in small towns such as Piketberg. Moreover, vacant land contributes towards issues of community safety and security.

It is understood that the vacant land between the sports complex and Calendula Straat has been earmarked for the development of a new Primary School to be developed by the WCG's Department of Education (southern portion, corner of Calendula and Sarel Cilliers Straat, as shown in **Image 21a**) and a Community Centre to be developed as part of the WCG's RSEP Programme (northern portion, corner of Calendula and Gousblom Straat, as shown in **Image 21b**).

In the past, public facilities in South Africa have taken on a suburban form with the following typical issues and constraints:

- Overly large sites with buildings located in the middle of the property with no relationship to the street. Remaining land, which for wealthier school accommodates sports facilities, are left vacant and underutilised in less affluent school;
- The buildings do not contribute to the definition or surveillance of the surrounding spaces or streets. Traversing vacant land to reach school puts becomes an unsafe journey for many students;
- Because of the location of the buildings on the site, large amounts of money are spent on perimeter fencing as unsurveilled buildings, offset from the street are easy targets for vandalism, increasing budget spent on maintenance.



Image 21: Vacant land between the Rhino Park sports complex and Calendula Straat has been earmarked for the development of a new Primary School (a) and a Community Centre (b)

The solution

The sites chosen for the Primary School and the Community Centre are considered appropriate for the following reasons:

- Public facilities located along a major structuring route such as Calendula Straat will serve to reinforce the spatial structure of the precinct;
- The facilities are closely located to the community that they will predominantly serve (Steynville), which enhances accessibility; and
- The location of the facilities adjacent to another meets the desire to cluster public facilities, which in turn promotes the sharing of inter-related facilities.

Notwithstanding the appropriate spatial location of these public facilities, it is vital that these facilities are carefully designed so that the form and function of the buildings occupying the land have a positive relationship with the surrounding public realm, as well as a positive relationship with each other. Well-designed education facilities such as these should bring dignity to the community they serve and inspire children to learn. To this end, a set of urban design guidelines have been prepared to provide guidance to architects and engineers when these facilities reach the procurement stage.

One of the key proposals contained in the guidelines is to minimize the space requirements of the proposed Primary School and Community Centre to create compact, efficient, easily maintainable facilities that take on an urban rather than suburban form. Buildings should be located on the street edge of the site, leaving a significant portion of public land available for additional development. It is proposed that this land be utilised for public housing (refer to **Figure 28**), which is a location that will promote spatial integration between the existing and new residential neighbourhoods.



Figure 28: Conceptual design solution for Focus Area 5

It is evident from **Figure 28** that the design concept for Focus Area 5 links into the existing movement network: Kenna Weg, Angelier Straat and Anemoon Straat all extend southwards across Gousblom Straat to provide access to the proposed new housing developments. It is further proposed that a pedestrian path be created to extend south from Angelier Straat between the Rhino Park sports complex and Primary School linking into the central “public heart”.

Action project interventions

P5.1: Community Centre

A new Community Centre facility (including a multi-purpose hall, youth development facilities, elderly & facilities, outdoor play areas / sports courts, as well as administration offices) is proposed to occur to the north of land allocated for the development of a new Primary School (as chosen by the WCG's Department of Education) (refer to **Figure 28**). The need for a Community Centre in Piketberg was determined as part of the WCG's RSEP Programme and is a public-private partnership between the Bergrivier Municipality and PPC Cement. It is recommended that the architect appointed to design the Community Centre adheres to the urban design guidelines provided (refer to **sub-section 5.5**), including a positive relationship between the building and Calendula Straat (an example of such a building is the Red Location Museum in Port Elizabeth, **Image 22**).



Image 22: The Red Location Museum in Port Elizabeth was designed to ensure a positive relationship with the surrounding public realm

P5.2 & 5.5: Public housing

Piketberg currently has a significant housing backlog (according to the Bergrivier MSDP 2019, 1 967 people in Piketberg were on the housing waiting list as at June 2018). In an effort to reduce this backlog, as well as in an effort to increase thresholds and to reduce the relative cost of serviced land, it is proposed to develop medium density public housing in Focus Area 5. In order to create a varied and interesting urban environment, as well as to promote choice and surveillance, it is recommended that two distinctive housing typologies be accommodated, viz.:

- Courtyard apartment blocks (3 or 4-storey); and
- 2- or 3-storey semi-detached / row house units.

An example of courtyard apartment blocks is Drommedaris in Brooklyn, Cape Town (**Image 23a**). The project was a collaboration between WCG's Department of Human Settlements and two private sector housing agencies (the Social Housing Foundation and Communicare), and consists of 92 bachelor flats, 58 one-bedroom and 69 two-bedroom units. All units are rental stock available to people earning between R1 500 and R7 500 a month, with rentals ranging between R750 a month to R2 250, depending on the tenant's earnings and the size and finishes of the unit.

An example of semi-detached / row house units is Springfield Terraces in Woodstock, Cape Town (**Image 23b**), which consist of 133 units in the form of duplex on simplex and duplex on duplex semi-detached units, ranging from studio apartments of 27m² through to three bedroom units of 73m². The public spaces as a design element received considerable attention in the project, contributing significantly to the quality of the housing environment. Units were designed to surround and define spaces which were envisioned to become important social spaces, which effectively serves to extend the living space of the individual housing units, and in turn establishes a sense of ownership of external spaces.



Image 23: Two housing typologies are proposed; courtyard apartment blocks (a) and semi-detached row house duplex units (b)

P5.3: Public pathway

The proposed pathway extending from Angelier Straat south into the central “public heart” (running between the Rhino Park sports complex and Primary School) will increase accessibility to public amenities for the residents of Steynville, as well as promote integration of the precinct as a whole. It is important that the new pathway features place-making elements such as paving, trees, lighting and seating (example in **Image 24**).

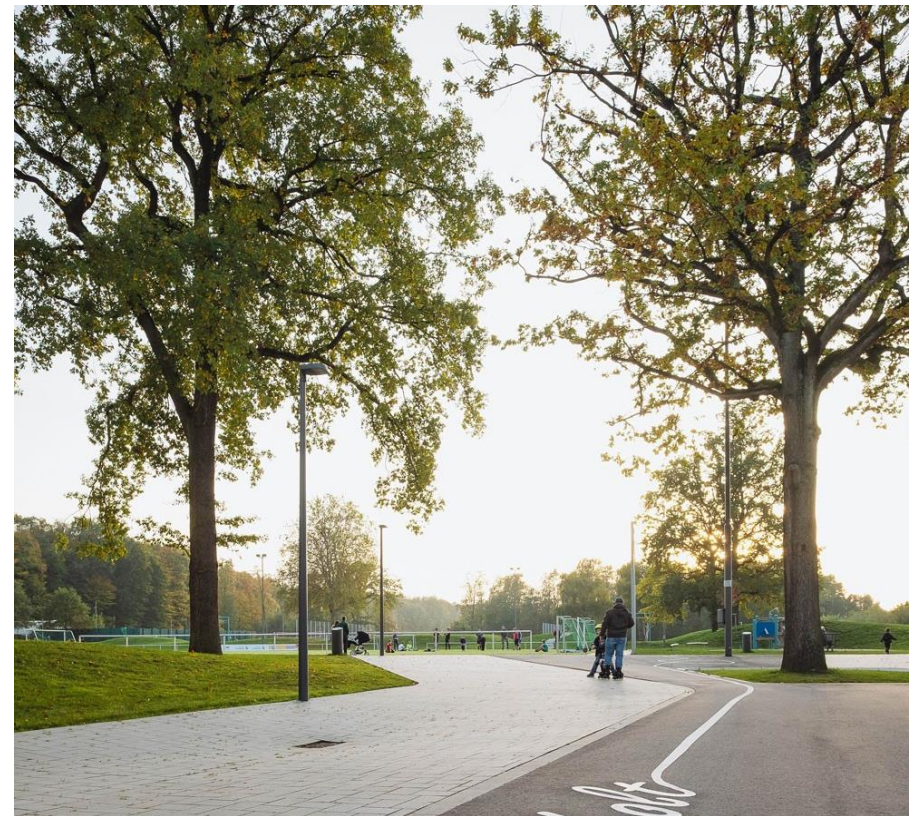


Image 24: The new public pathway running between the Rhino Park sports complex and Primary School should feature place-making elements such as paving, trees, lighting and seating

P5.4: Primary School

The new Primary School is located in a key strategic position in the precinct from a spatial planning standpoint because it:

- falls along a major structuring route (Calendula Straat);
- is positioned at the gateway into Steynville when entering from the new road link adjacent to Radie Kotze Hospital; and
- is located at the interface of three major public amenities, viz.:
 - the Rhino Park sports complex;
 - the open space in the central “public heart”; and
 - the Active Box and associated public space.

As a general principle, schools must be well-designed and contribute positively to the public realm. Given the new school's strategic location, it is especially important that this school is given careful and considered urban design attention. It is, therefore, imperative that the architect appointed to design the Primary School adheres to the urban design guidelines provided (refer to **sub-section 5.5**).

An example of a school that is designed to positively contribute to the public realm is Sinenjongo High School in Joe Slovo, Cape Town. The building is designed so that the entrance to the school faces directly onto the abutting public street, with place-making elements such as terracing steps and tree planting contributing to a positive interface with the street (**Image 25a**). Internally, the building is arranged around a hierarchy of sheltered courtyards (**Image 25b**). The large shared courtyard allows for outdoor play and assembly of all children, while the smaller covered courtyards between the classrooms provide protection from the external elements and act as a social gathering space for children of various age groups. Further, the building relates positively to the on-site sports field. Overall, the school is an excellent example of a strong balance between form and function.



Image 25: Sinenjongo High School was designed so that it positively contributes to the public realm (a); the internal design is arranged around a hierarchy of sheltered courtyards (b)

5.3.7 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. This vacant land is currently 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 (**Image 26b**).

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 informal route is not safe because it has no surveillance, and the crossing of the N7 itself is extremely dangerous for pedestrian and motor vehicles alike (**Image 26c**).



Image 26: The vacant land between the N7 and the cricket oval is sterile and presents a poor visual interface (a); the pedestrian pathway between Steynville and the N7 crossing (b)



The solution

The following interventions are proposed for Focus Area 6:

- Develop vacant, underutilised land with medium density social housing (e.g. 2 - 3 storey walk-up apartments).
- Create a formalised pedestrian route from Gousblom Staat to a safe NMT bridge crossing over the N7 (visually permeable route with lighting).
- Facilitate the development of a pedestrian footbridge over the N7 (in collaboration with SANRAL).
- 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).

The design concept for Focus Area 6 is shown in **Figure 29**.



Figure 29: Conceptual design solution for Focus Area 6

Action project interventions

P6.1: Upgrade NMT route between Steynville and the N7 crossing

The NMT route between Steynville and the preferred crossing point of the N7 freeway is currently informal. A particular issue is that there is no lighting, which means that it is currently very unsafe for people to walk this route at night or early in the morning. It is proposed to upgrade this NMT route with new paving and lighting, as well as other place-making elements such as tree planting and seating (**Image 27**).



Image 27: Formal NMT route with place-making elements

P6.2: Construct a pedestrian bridge over the N7 freeway

A large number of pedestrians cross the N7 between Steynville and the urban area to the east of the N7 (e.g. Winkleshoek and industrial development). However, there is currently no formal crossing of the N7 and so this crossing is very dangerous. It is therefore proposed that the Berg River Municipality enters into negotiations with SANRAL to construct a new pedestrian bridge over the N7. Other similar examples can be found on the N2 outside of Plettenberg Bay (**Image 28**) and on the N2 in Somerset West.



Image 28: Pedestrian bridge crossing the N2 outside Plettenberg Bay

P6.3: Introduce traffic calming measures along the N7

The N7 highway by nature is a mobility route accommodating fast moving traffic. The design of the road does not accommodate pedestrian movement, nor does its design indicate an entrance to a tourist worthy town. It is therefore proposed that traffic calming

measures are introduced along the N7 around the Piketberg entrance. By creating more visually complex edges to the highway through tree planting and physical measures such as painted road markings (example shown in Image 26), traffic is slowed down to make it safer for at-grade pedestrian crossing at the N7 circle and surrounds.. These traffic calming measures as well as bold and playful signage located on the N7, signal to visitors the entrance to the town (see **Image 29**).



Image 29: Road markings on major throughfare roads result in slower moving vehicles, which can in turn lead to motorists taking more interest in their surroundings

P6.4 & P6.5: Public housing

Vacant land to the east of the cemetery and cricket oval abutting onto the N7 should be considered for additional public housing. It is recommended that 2-storey or 3-storey semi-detached row house duplex units be developed adjacent to the cemetery, with courtyard apartment blocks being located adjacent to the cricket oval (refer to **Figure 29**).

5.4 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 30**):

a. Create a northern gateway into Piketberg

The northern entry into Piketberg located along the R366, which is the entrance into town for visitors from Piket-Bo-Berg, Elandsbaai and Lambertsbaai, is currently poorly defined and unwelcoming (**Image 30**). 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 30: The current northern gateway into Piketberg is uninviting

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).

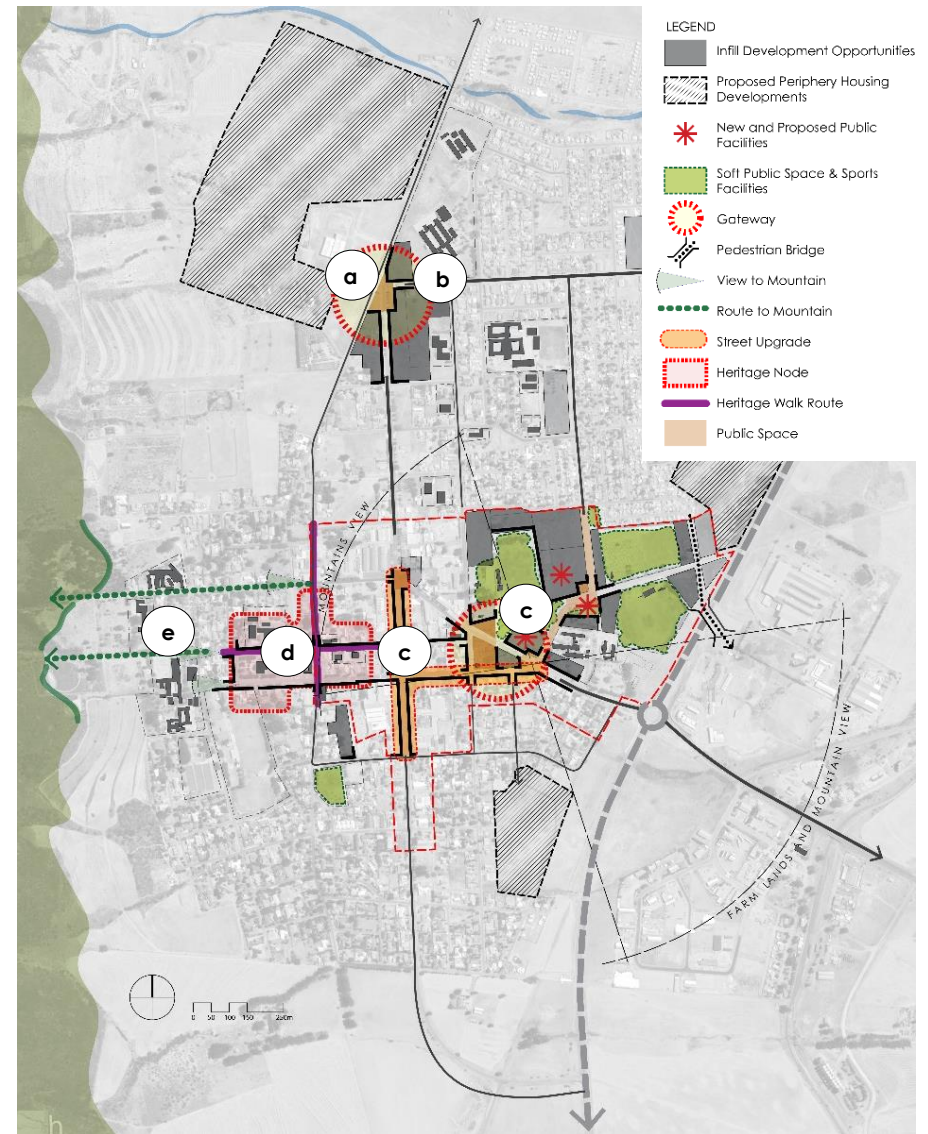


Figure 30: Additional positive interventions in Piketberg

c. *Establish a monthly farmer's market and/or annual festival*

Tourists who visit small towns such as Piketberg are looking for a small-town experience. Cultural events such as a monthly farmer's market and annual festival are examples of unique experiences that can attract tourists to Piketberg. Not only do these events attract tourists, but they also provide opportunities for small farmers, entrepreneurs and local businesses to sell their products. In addition to attracting tourists to the town and promoting local businesses and their produce, there are many other benefits to hosting such events, including:

- increased employment opportunities for local communities;
- enhanced social cohesion amongst local communities;
- strengthening social ties between rural and urban communities; and
- teaching tourists about the culture of the local community.

Two potential locations for the market / festival to occur are Lang Straat (the street could be closed to accommodate the event) or in the open space associated with the central "public heart" (refer to **Figure 30**).

An example of a successful cultural event involving street closures is "First Thursdays", which is an event held on the first Thursday of every month in the Cape Town CBD. A key emphasis of the event is on walking the streets of Cape Town so as to change the concept people have of the CBD (i.e. streets are closed to traffic so that pedestrians can "reclaim" the streets). The 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 (**Image 31**).

Establishing a cultural event such as a market or festival could potentially have many benefits for Piketberg, but in order for the events to be successful it is important that the local community, in collaboration with the Bergrivier Municipality, conceptualises the

events based on its own values, resources and the estimated benefits so that the event is the right "fit" for the town.



Image 31: Bree Street in the Cape Town CBD is closed to traffic for the First Thursday event

d. *Enhance 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 enhance the heritage core, including introducing contemporary signage and pedestrian upgrades to Kloof, Kerk and Voortrekker Straat.

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 32).



Image 32: The mountains above the town have potential to attract outdoor sports enthusiasts, including mountain bikers

5.5 Urban Design Guidelines

5.5.1 Introduction

The proportion, scale and interface conditions of buildings can contribute to a number of factors that make a place more liveable, pedestrian scaled, vibrant and safe. The orientation and design of

buildings can create and define spaces, with the primary role of all buildings to clearly delineate public and private space. Further, the quality of public spaces that surround buildings has an impact on the quality of the urban environment, which in turn dictates the sense of place of the urban environment.

The purpose of the urban design guidelines is to define and develop an appropriate design language for the various built elements of the precinct, as well as the public realm surrounding the buildings. The guidelines are not intended to be overly prescriptive, but are rather general guidelines aimed at promoting a built form and standard of public spaces that will facilitate the creation of a high quality urban environment, while at the same time being appropriate and sensitive to the local context.

5.5.2 General Built Form Guidelines

The general built form guidelines apply to the following aspects:

- development blocks;
- height;
- building placement; and
- interface and street frontage.

Development blocks

In order to create a flexible development block which can accommodate growth over time and a number of uses and activities, the following guidelines apply:

- Block widths should be a minimum of 30m wide to accommodate even that back onto each other, thus ensuring no back yards front onto streets or open spaces; and
- Blocks should be a maximum length of 90m to ensure ease of pedestrian access and movement through the precinct.

The block sizes themselves are flexible, as long as they fit within the suggested parameters (refer to **Figure 31**).

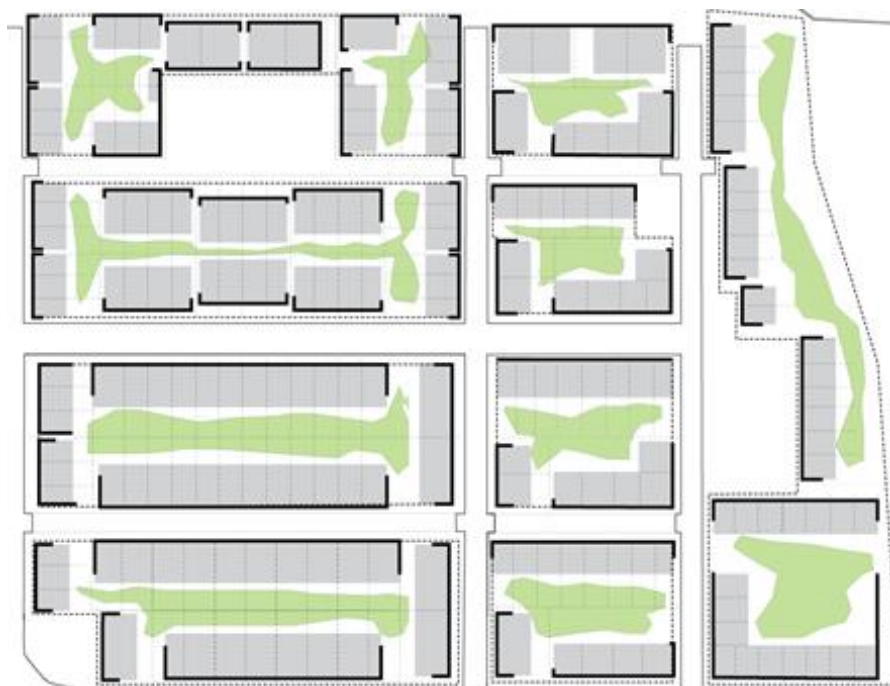


Figure 31: Flexible block sizes allow for a range of housing typologies

Infill development proposed in development concept for the precinct (e.g. public housing infill proposed as part of Focus Area 5, refer to **Figure 28**) is based on a typical block ranging between 30m – 50m in width and no more than 100m in length. These block sizes have been selected to accommodate a range of housing typologies of varying density and height, such as courtyard apartment blocks and 2 – 3 storey semi-detached row houses as proposed in the Precinct Plan.

Height

General building height in an area contributes decisively to the its character: it determines the scale of buildings, the enclosure of the street space / public realm, and also directly has an impact on the density of development and the intensity of an area. Piketberg is a rural town with a rural character and therefore existing building heights are modest (generally 1- or 2-storeys, with odd buildings reaching 3-storeys in the CBD).

As a general rule, the height and scale of new development in the precinct should respect, respond and contribute to the existing character of Piketberg. This means that the height of future development should aim to preserve and/or enhance the relationship of the town with the surrounding rural landscape, including the Piketberg Mountains (e.g. heights must be carefully managed to avoid intrusion into views of the mountain). Notwithstanding, new development should enhance the sustainability of the town: the distribution of new development, its form, scale and height, should aim to establish a more sustainable development pattern by relating density and uses to accessibility and provision of infrastructure. Of course, building heights in relation to residential development is also a factor – it follows that the higher development is, the more units can be provided.

With these factors in mind, recommended heights for proposed new development in the precinct ranges between 2 – 4 storeys in height (refer to **Figure 32**). When deciding on final height of buildings, the following aspects should also be considered:

- micro-climate (e.g. sun, shade and wind);
- landmark elements (e.g. corners of landmark buildings such as the gateway building located in the central “public heart” can be landmark elements that are higher than the remainder of the building).

Building placement

The placement of buildings on an individual property has a significant impact on the public environment. Buildings that are located in the centre or to the back of a property provide little to no sense of enclosure to the street or space, as well as limited surveillance opportunities overlooking the public realm.

In order to create a positive urban environment with define and surveilled streets the following guidelines are recommended:

- Position buildings to the front of plots along the street edge (**Figure 33a**).
- Establish setback lines of no more than 2m from the street boundary (**Figure 33b**).
- Ensure continuity of the street edge: at least 70% of the building footprint should be placed on or within 2m of the street fronting property boundary to ensure street and space enclosure and continuity in the street façade.
- Building entrances should be placed on the street front.
- Ensure that buildings are configured to enable development to front onto and define the public realm and for secondary, service and private functions to be located to the backs of plots.
- Allow for a gradation between public and private space, by designing semi-private interfaces through the use of raised terraces, colonnades and landscaping where appropriate.
- For both residential and commercial/retail uses, locate parking to the rear of the plot with the building along the street edge (**Figure 33c**).

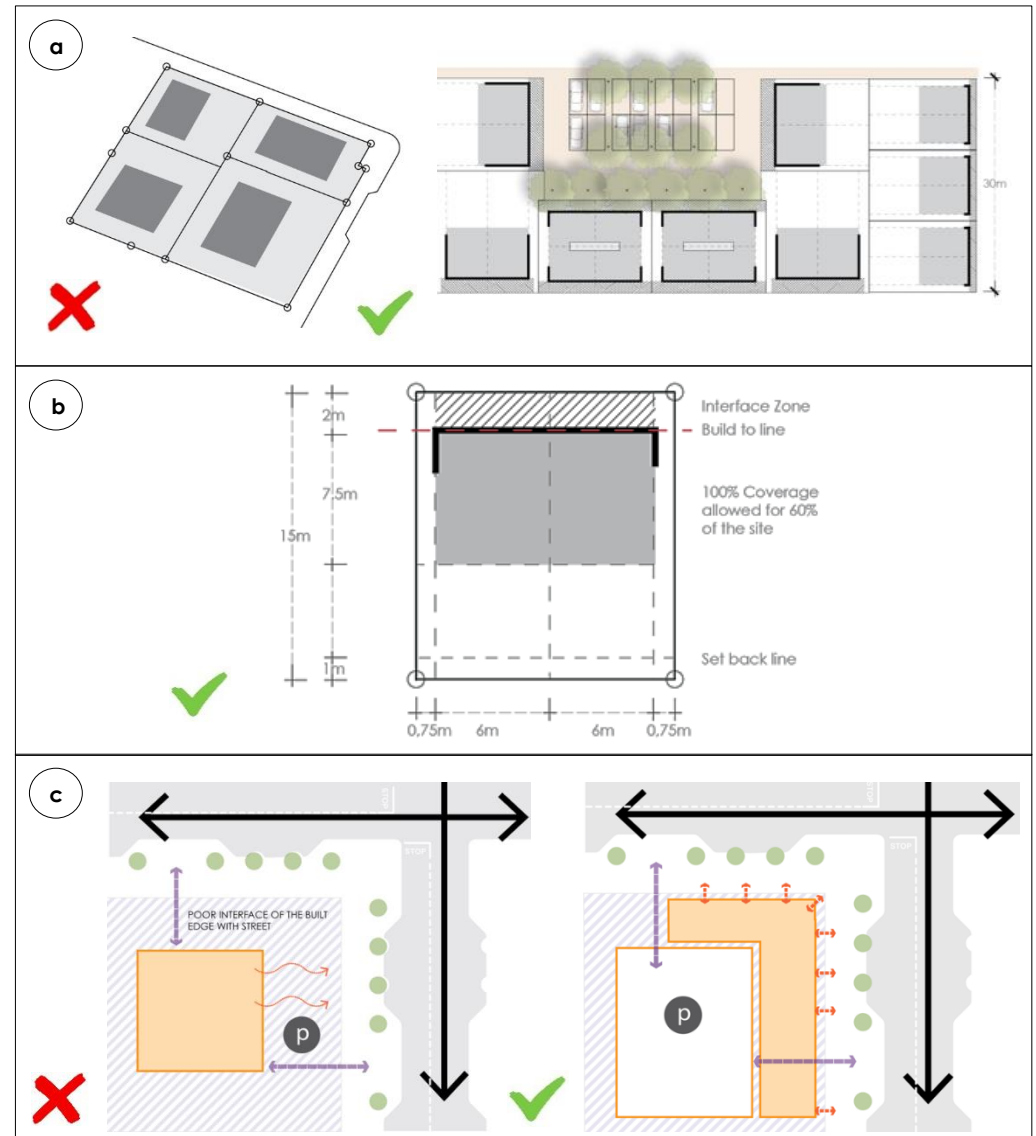


Figure 31: Building placement guidelines – position buildings to optimize space (a); setback lines of no more than 2m from the street (b); and locate parking to the rear of the plot away from the street

Interface and frontage

The interface between the public street space and the development that edges it is fundamental to the functioning and success of the street, which in turn impacts the social, economic and environmental functioning of the place overall. Built form that has a positive interface with the public realm helps to promote safety through surveillance and a sense of place. To create a positive public realm, the following guidelines should be applied:

- Bring life to the street by maintaining visual connections between inside and outside, especially in the frontages of public buildings.
- Perimeter fences should be kept to a minimum, but when unavoidable fences must be visually permeable (ClearVu fencing is preferable to palisade fencing, see **Figure 34a**).
- Building facades fronting onto the public realm should be visually active (a building is considered “visually active” if 30% or more of the frontage features such as windows, doors, transparent walls and accessible open space) (**Figure 34b**).
- The use of level changes is useful to demarcate between the public and private realm: front stoeps, steps, low walls, colonnades, overhangs and planting are all elements which can be used to create a sense of privacy from the public street, while still providing surveillance (**Figure 34c**).
- Provide protection from the elements with overhangs, colonnades, shading elements and strategic tree planting (**Figure 34c**).
- In multi-storey residential buildings, balconies should be incorporated to ensure that there is passive surveillance overlooking the public realm (**Figure 34c**).

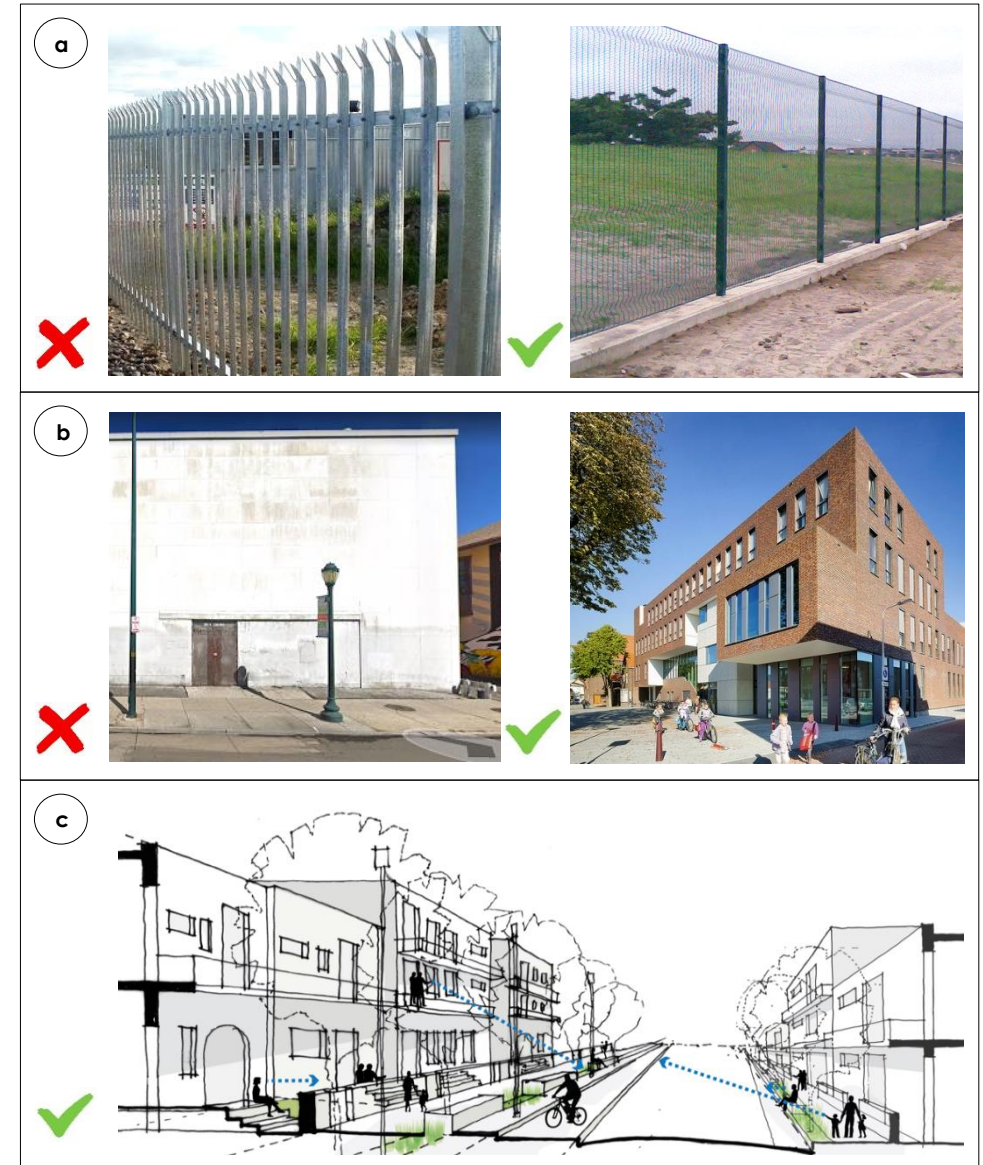


Figure 32: Interface and frontage guidelines – ClearVu fencing is preferable to palisade fencing (a); promote active facades (b); and make use of elements such as front stoeps, overhangs and colonnades (c)

5.5.3 Specific Built Form Guidelines

A. Public facilities

Public facilities are special, landmark buildings within a town, aiding in activating and defining the public realm and creating a sense of place. They are places for communities to gather in a safe and secure environment. The design of these buildings should therefore be of high quality with a strong identity. The following guidelines apply to the public facilities within the precinct:

- A mixed-use approach should be taken whereby facilities are clustered to support the sharing of resources and optimisation of space (**Figure 35a**).
- The perimeter of public facilities should ideally be made by buildings (rather than fences) to establish a secure and low maintenance perimeter and active street edges (**Figure 35b**).
- Create a series of internal, surveilled courtyards and play areas defined by buildings.
- Ensure a transition between public and private: locate the most public components (e.g. hall, cafeteria's, reception lobbies etc.) at the entrance to allow some areas of the facility to be more open to the public than others, ensuring security when required.
- Façades must be positive and engaging to ensure an active, safe public environment.
- Minimise solid walls and 'dead' edges by creating visually permeable facades.
- Make use of varied colour palette and public art to assist in creating landmark buildings (**Figure 35c**).
- Perimeter boundary walls are discouraged, but if they are required then low walls of up to 0,8m high are encouraged, but if necessary, walls can reach a maximum height of 1.8m (but must be visually permeable once exceeding 1m in height).

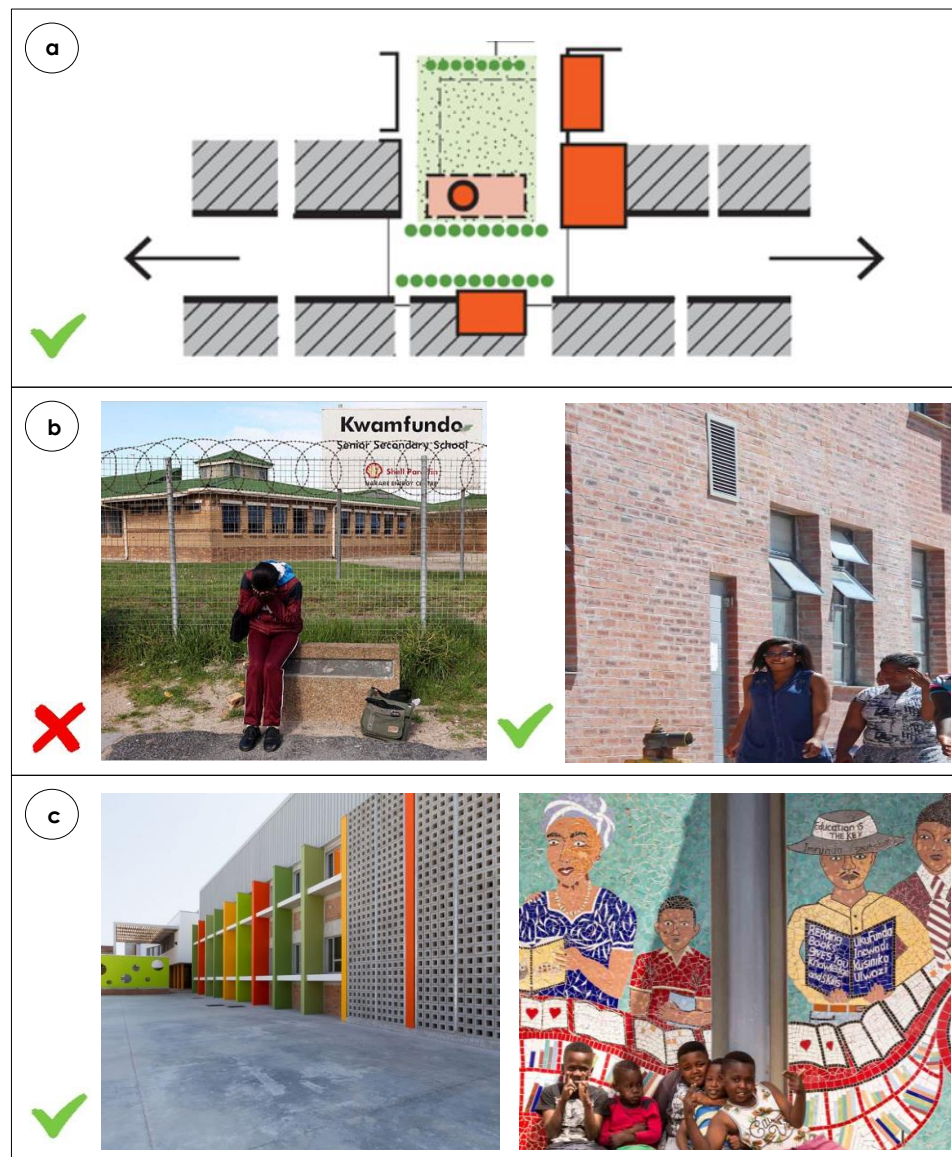


Figure 35: Specific guidelines for public buildings – cluster facilities to promote sharing (a); edges of plots should be made by buildings rather than fences (b); and use colour and public art to create a landmark building (c)

B. Public housing

Three flexible residential housing typologies are proposed within the precinct, viz.:

- Courtyard apartment blocks (2 – 4 storeys);
- 2-storey or 3-storey semi-detached row house duplex units; and
- 2-storey Live-Work units.

These typologies are robust and flexible, enabling growth over to occur over time. Further, these typologies provide a variety of choice and tenure. Each typology is unpacked below.

Courtyard apartment blocks

The 2 – 4 story apartment block typology takes the form of a perimeter building creating an internal multi-purpose courtyard (refer to example in **Image 21a**). The following guidelines apply to this typology:

- The block is a minimum width of 50m and maximum length of 90m.
- Building depths range from 12 – 20m metres.
- The courtyards accommodate both parking and play with a minimum of 30% of the area accommodating soft landscaping.
- The buildings can accommodate ground floor commercial uses as well as residential dwelling units.
- Wherever possible balconies should be included to create overlooking features and increase safety through surveillance.
- Perimeter block buildings facing onto the street should have a maximum ground floor setback of 2m from the street edge. Above ground, buildings can overhang to the property boundary.
- A variation in heights of the block is encouraged (2 – 4 storeys), as well as variation in the façade treatment.

Semi-detached / row house units and Live-Work units

The 2 – 3 story simplex or duplex units are located on a roughly 18m x 6m site and work as either a pair of semi-detached units (**Figure 36a**) or a row of units (**Figure 36b**) (either simplex or duplex).



Figure 36: Conceptual illustrations of semi-detached duplex units (a) and row house duplex units (b)

The 2 – 3 storey shophouse is a mixed-use typology with an option for a shop on the street edge on the ground floor of the unit and residential above (**Image 37a**). These units can be developed as row house units in a combination of different formations to avoid monotony and variation in spaces (**Image 37b**).

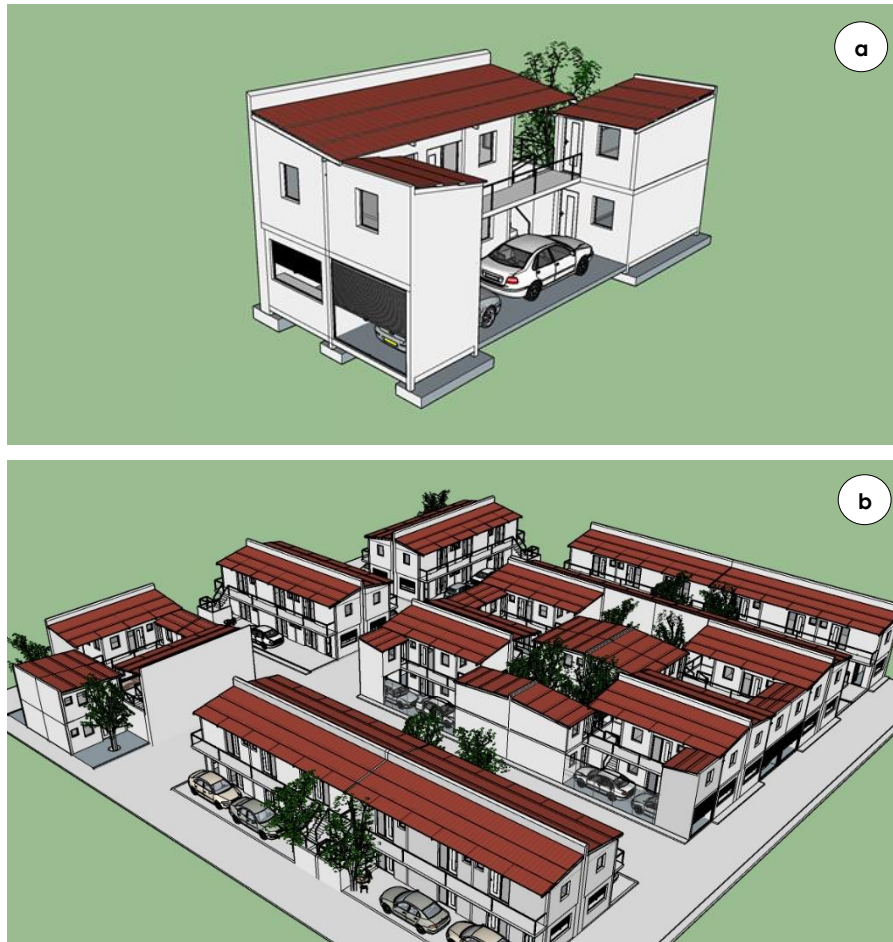


Figure 37: Live-Work units allow for a shop on the street edge on the ground floor of the unit and residential above (a) can be developed as row house units in a combination of different formations (b)

The following guidelines apply to the semi-detached / row house and Live-Work units typologies:

- The block is a minimum width of 30m and maximum length of 90m.
- Long, thin sites must be favoured over short, fat sites to maximise services and create continuous street frontages.
- The maximum ground floor setback from the street edge is 2m, but above the ground floor the units may hang over to the property boundary, thus creating a colonnade or overhang.
- Wherever possible balconies should be included to create overlooking features and increase safety through surveillance.
- A variation in heights along the of the block is encouraged as well as variation in the façade treatment.
- Shared staircases allow for duplex units to be created (in the case of semi-detached / row houses) or allow for access to the shop and home separately (in the case of Live-Work units).

C. Public toilets

The following guidelines apply to the new public toilets:

- Locate public toilets strategically in active areas (e.g. where people sit and wait for public transport) to increase convenience and to benefit from natural surveillance by the community.
- Avoid placing toilets in areas where visibility is reduced (e.g. behind fences, walls and bushes).
- Use robust materials to reduce maintenance costs and add longevity to the buildings.
- Use simple design and locally available materials.
- Include storage / locker spaces for storage of shopping bags.
- Access to toilets should be at grade or have ramp access to provide accessibility for disabled persons.

5.5.4 General Public Realm / Landscaping Guidelines

The public realm within the precinct (e.g. streets, landscaped open spaces, parks, plaza's and other public areas) provide an opportunity for the expressions of its 'sense of place and for an appreciation of its local character. General guidelines in relation to the public realm are listed below:

- All streets and public spaces should be visibly unified and have a cohesive rhythm created by landscape elements (e.g. paving, trees, furnishings, lighting and signage / wayfinding) (**Figure 38a**).
- Street furnishings, trees and amenities should not clutter the public realm and pedestrian environment, but rather occupy consistent, well-defined zones parallel to the pedestrian walking zone (**Figure 38b**).
- Maintenance, safety and comfort should be primary considerations in the type, design and placement of street furniture and landscape elements.
- Adequate quantities of street furniture should be evaluated and used in all public areas, including seating, bicycle parking, lighting and rubbish bins.
- Landscape elements should represent a common design language and style that improve the legibility and continuity of the public realm throughout the precinct (**Figure 38c**).
- Tree planting, seating, paving patterns, signage and lighting should be used to further accentuate the human scale of the urban environment.
- Systematic placement of landscape elements and furniture in the public realm should contribute to a clear, unified and legible language of landscape elements.
- Materials used should respond to climatic conditions, be durable and vandal proof.

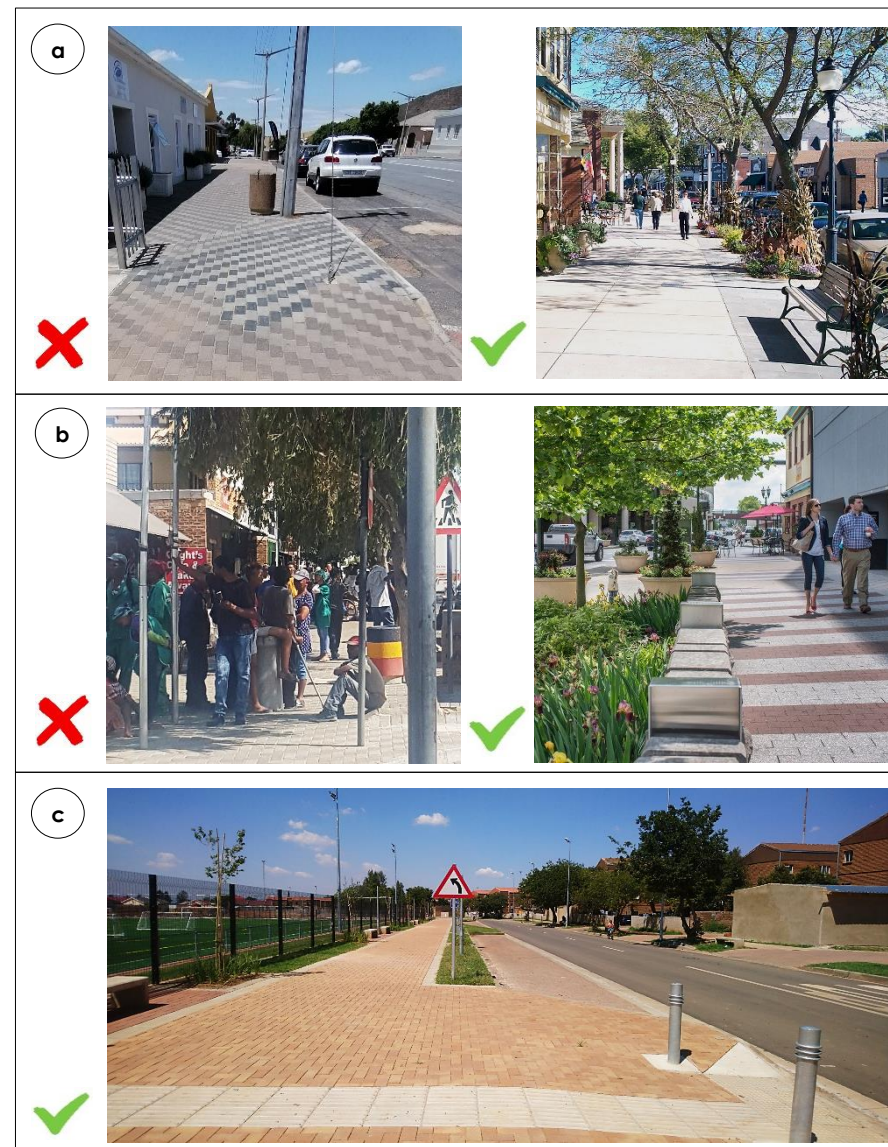


Figure 38: General guidelines for the public realm – landscaping elements should be visually unified (a); street furniture and trees should not clutter the pedestrian environment (b); and a common design language improves continuity of the public realm (c)

5.5.5 Specific Public Realm / Landscaping Guidelines

Specific elements to be considered in the design and definition of the public realm relate to the following:

- Hard landscaping;
- Soft landscaping;
- Lighting;
- Seating; and
- Signage.

The collective role of these various elements is to contribute to the active use of the public environment and enhance the quality and comfort of these spaces by inter alia:

- Accentuating the human scale;
- Providing a play, socialise and relax;
- Providing shelter and shading; and
- Providing information, direction and wayfinding.

The specific guidelines below define a 'minimum' set of requirements for each landscape element that forms part of the design language for the precinct.

A. Hard landscaping

The treatment of hard surfaces (e.g. streets, pavement, pathways etc.), as well as the differentiation between the different surfaces, plays a vital role in defining the public realm and establishing continuity of the urban environment. The hard landscape elements should:

- Use robust, functional and permeable materials where possible (the latter for the purposes of effective stormwater management).
- Use different materials, texture and colour to differentiate between hard surface functions, improve place-making

aesthetics, contribute to way finding within the precinct and enhance pedestrian safety (**Figure 39a**).

- Use hard landscaping (e.g. paving) as traffic calming measures to create pedestrian priority areas, especially when crossing streets and high vehicle traffic areas (**Figure 39b**).
- Use materials that are non-slip and avoid kerbs, steps and uneven surfaces where possible to allow maximum accessibility for all users.



Figure 39: Specific guidelines for hard landscaping – use different materials, texture and colour to differentiate between hard surface functions (a); and use paving as a traffic calming measure (b)

B. Soft landscaping

Soft landscaping (i.e. vegetation and grass) has a vital role to play in the urban environment in terms of softening spaces, creating shade and contrast. Trees and planted elements can contribute greatly to the attraction and character of a space. Guidelines in relation to soft landscaping are listed below:

- Plant indigenous / water wise trees and plants to reduce maintenance and irrigation needs.
- Retain existing trees wherever possible as they provide critical shade to urban street scape and public open space.
- Introduce trees and greening where possible and appropriate to create shade, define space, improve place-making aesthetics and soften the urban environment.
- New trees adjacent to streets should be selected from the species listed below based on appropriateness (e.g. prevailing urban environment; place-making quality; micro-climate etc.) (refer to **Image 33**):
 - *Harpephyllum caffrum*;
 - *Celtis africana* / *C. sinensis*;
 - *Quercus ilex*;
 - *Syzygium guineense*;
 - *Platanus acerifolia*;
 - *Afrocarpus falcatus*; and
 - *Ficus rubiginosa*
- New trees in open spaces (e.g. parks, urban squares etc.) can consist of the species listed above, as well as the additional species listed below (refer to **Image 34**):
 - *Quercus nigra*;
 - *Quercus palustris*;
 - *Syzygium cordatum*;
 - *Ficus natalensis*;

- *Ficus microcarpa*; and
- *Erythrina caffra*.

- Trees should be planted where sufficient space is available and where there are no underground services.
- Tree should be placed, staked and planted as per the as per details shown in **Figure 40** (recommended size for new trees is 100ℓ-200ℓ bag size, to be sourced from local tree nursery).
- Ideal spacing of trees along street sidewalks is 5-7m, and planted in clusters/groupings in open spaces.

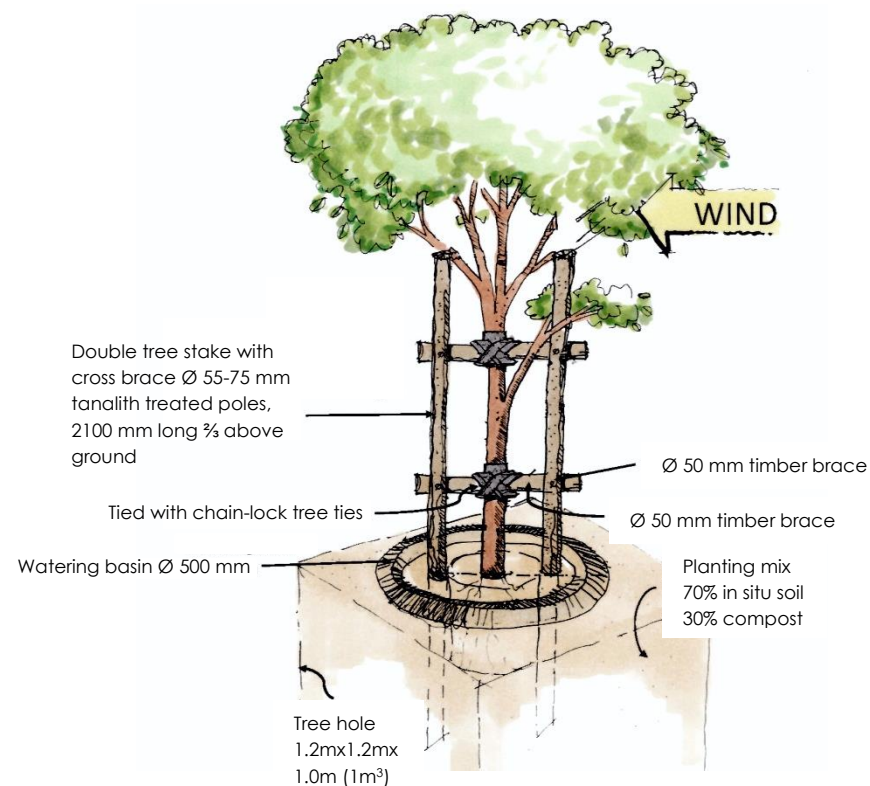


Figure 40: Recommended tree planting and staking arrangement

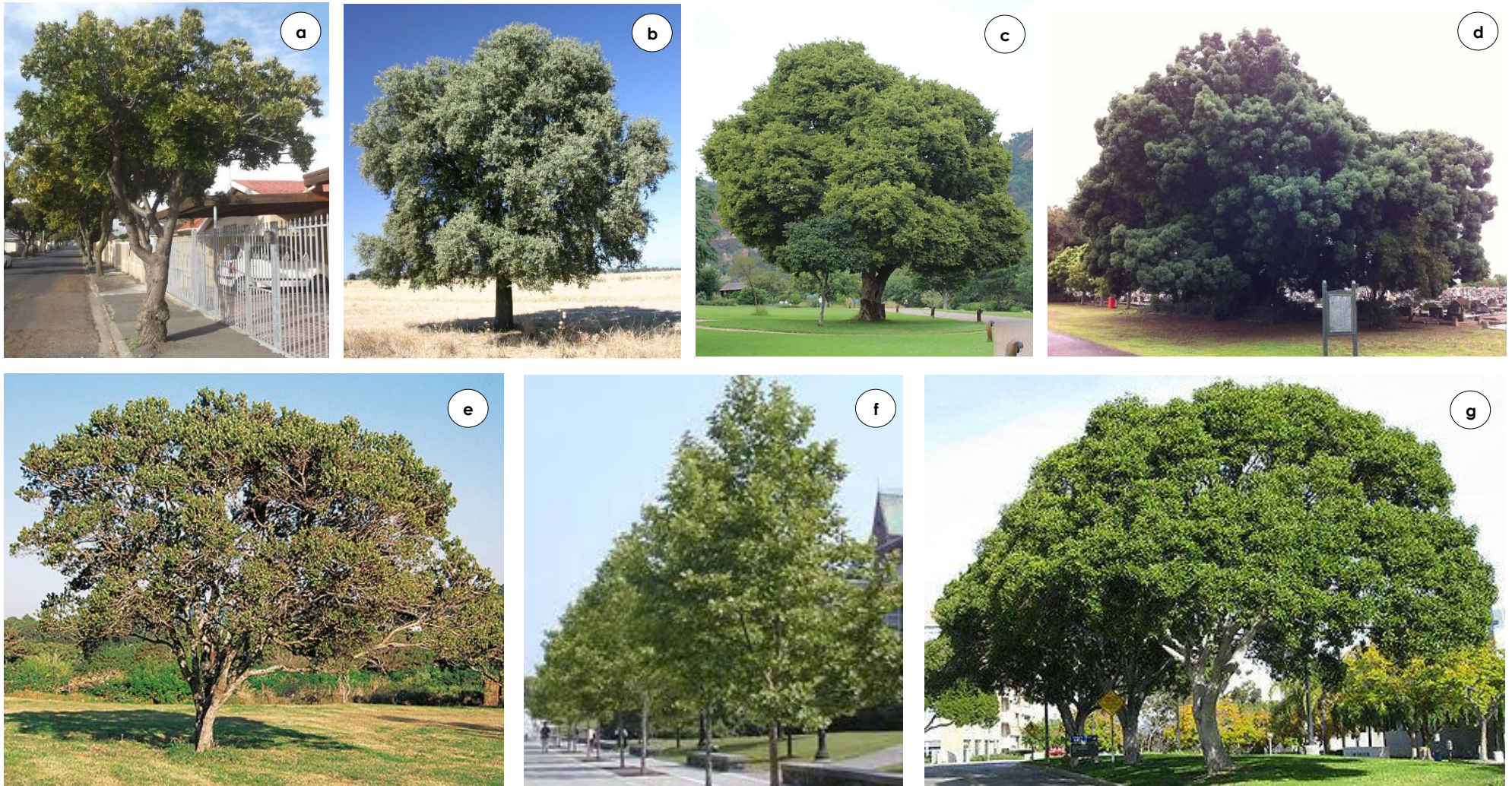


Image 33: New tree species to be planted adjacent to streets – *Harpephyllum caffrum* (a); *Quercus ilex* (b); *Celtis Africana* (c); *Afrocarpus falcatus* (d); *Syzygium guineense* (e); *Platanus acerifolia* (f); and *Ficus rubignosa* (g)

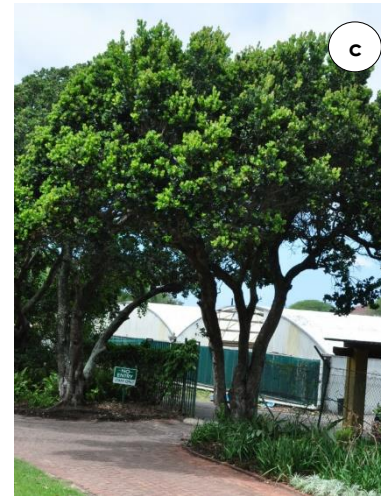


Image 34: New tree species to be planted in open spaces (in addition to those recommended to be planted adjacent to streets) – *Quercus nigra* (a); *Quercus palustris* (b); *Syzygium cordatum* (c); *Erythrina caffra* (d); *Ficus natalensis* (e); and *Ficus macrocarpa* (f)

C. Lighting

Lighting should ensure that primary streets, pathways and public spaces are well illuminated during hours of darkness to ensure visibility and enhance safety in the public realm. Guidelines in relation to lighting are listed below:

- Lighting to be integrated into the public realm to promote comfortable, safe pedestrian activity at night, as well as provide aesthetic appeal.
- Lighting should be appropriately designed for the function of the space (i.e. the light fitting and lamp will differ depending on whether the type and nature of the public realm element).
- Light posts should wherever possible be scaled to the pedestrian (**Figure 41b**).
- Edges of a parks and public plazas should be well lit as this will help define and identify the interior space.
- Illuminate public facility buildings and building entrances to increase safety and security of these facilities, as well as to identify these buildings as places of prominence (**Figure 41c**).
- Ensure public transport facilities (e.g. bus stop and taxi rank) are well lit so that users of these services feel secure.
- Reduce energy consumption by opting for energy saving light fittings and timing of lighting levels.
- Lighting should be positioned and designed to eliminate overwhelming glare or light pollution into adjacent properties.

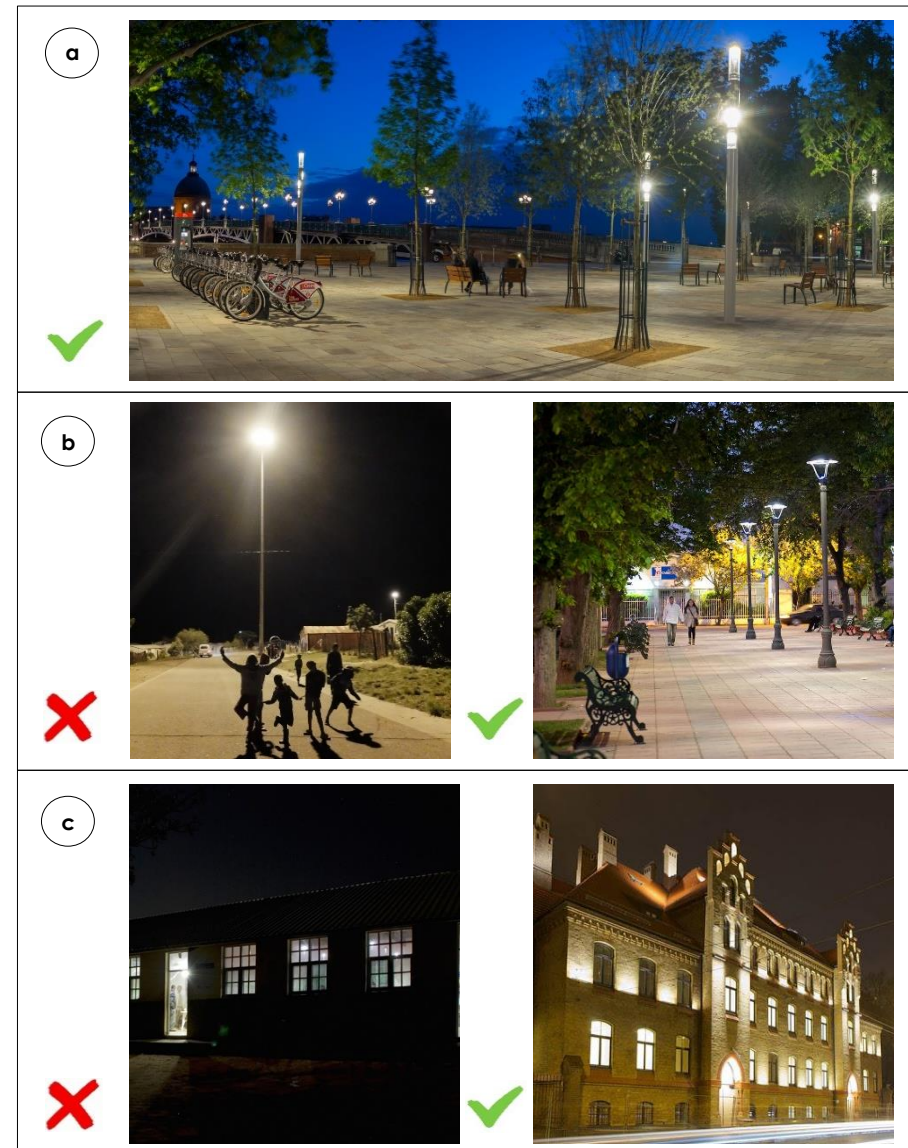


Figure 41: Specific guidelines for lighting –

D. Seating

Seating is for everybody and should be appropriately distributed within the precinct, with an overall aim of offering a welcoming place for people to socialize and/or relax. The following guidelines apply to seating within the precinct:

- Seating should be simple in design and cost-effective, as well as robust, durable and vandal proof.
- Seating should, wherever possible, be built into the public realm using materials such as concrete (i.e. materials that can't be dismantled and requires minimum maintenance), as shown in **Image 35**. Concrete pigment can be changed and adjusted so various colours available (ex. Sandstone brown, grey, charcoal).



Image 35: Concrete benches work well in the public realm because they are cost-effective, as well as robust, durable and vandal proof

- If seating is located on the sidewalk it should be orientated such that it will not impede pedestrian movement.
- Seating should be placed in public open spaces and parks where there is heavy pedestrian movement to encourage their use.
- Position seating to allow passive observation of public spaces (people watching).

E. Signage

The success and performance quality of signage depends on the placement, the designed graphic and the material used. Existing signage within Picketberg should be reconsidered to:

- Be a coordinated system of wayfinding that uses the same style of graphics throughout the town.
- Become integral and complementary to the character of the public realm.
- Be incorporated with buildings or with landscape elements (e.g. lighting, rubbish bins) so as to not clutter the public realm.
- Be simple, legible, part of a family and easy to understand.

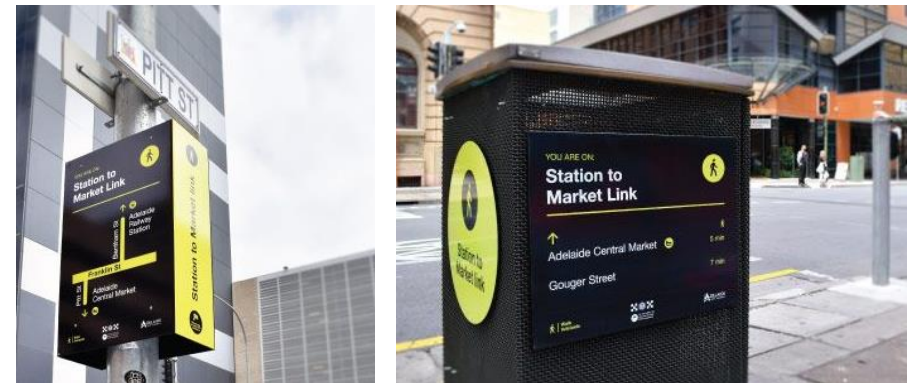


Image 36: Signage should use the same style of graphics throughout the town and be incorporated with landscape elements

6. IMPLEMENTATION PLAN

6.1 Introduction

Implementation refers to the next steps to be taken to bring the “action project” proposals to life. The implementation framework is arguably the most important aspect of the Precinct Plan – there are numerous cases of precinct plans that have been well formulated but then have subsequently failed to make an impact because of a poorly conceptualised implementation framework.

Implementation of the Precinct Plan will take place over many years, and will involve multiple partners, including all three levels of government (National, Provincial and Local), the community, private developers / institutions, non-profit organisations, volunteer organisations and private donors. Implementing the vision for the precinct will require a coordinated effort from all these partners.

6.2 Key Factors Influencing Implementation

The implementation process for the Precinct Plan is likely to be influenced by a number of factors, which should be given serious consideration from the onset (**Figure 42**). These factors are:

- Planned public and private sector projects and investments;
- Municipal budget allocation;
- Active and organised key stakeholders and their interests;
- Development issues identified in consultation with stakeholders;
- Proposed development vision, objectives and principles;
- Constraints associated with municipal owned land;
- Political continuity; and
- Municipality Departments responsible for implementation and their roles.



Figure 42: Factors influencing the implementation of the Precinct Plan

6.3 Implementation Matrixes

Implantation matrixes for “action projects” within the various Focus Areas are provided in **Tables 2 to 6** below.

Table 2: Implementation matrix – Focus Area 1

Project	Project Description	Related Projects	Time Frames	Implementing Agent	Departments Responsible	Precondition	High level costing (ROM)
Focus Area 1: CBD urban design upgrade (Lang Straat, Hoof Straat and Kerk Straat upgrades)							
P1.1: Lang Straat Upgrade	Pedestrian realm and street upgrade of Lang Straat		Medium term	Bergrivier Municipality	Civil Engineering Services Planning and Environmental Management	Further consultation with key stakeholders	To be determined
P1.2: Public toilet in Lang Straat	Public toilet and storage facility, including seating and shading elements	P1.1	Medium term	Bergrivier Municipality	Planning and Environmental Management	1. Further consultation with owner of Erf 4357 required. 2. Possible statutory land-use approvals (e.g. subdivision).	To be determined
P1.33: Lang Straat Upgrade extension	Pedestrian realm and street upgrade for the northern portion of Lang Straat		Long term	Bergrivier Municipality	Civil Engineering Services Planning and Environmental Management	Further consultation with key stakeholders	To be determined
P1.4: Hoof Straat Upgrade	Pedestrian realm and street upgrade of Hoof Straat		Long term	Bergrivier Municipality	Civil Engineering Services Planning and Environmental Management	Further consultation with key stakeholders	To be determined
P1.5: Kerk Straat Upgrade	Pedestrian realm and street upgrade of Kerk Straat		Long term	Bergrivier Municipality	Civil Engineering Services Planning and Environmental Management	Further consultation with key stakeholders	To be determined

Table 3: Implementation matrix – Focus Area 2

Project	Project Description	Related Projects	Time Frames	Implementing Agent	Departments Responsible	Precondition	High level costing (ROM)
Focus Area 2: Central “public heart”							
P2.1: New street link between Calendula Straat and Kloof Straat	New road link to improve spatial structure of the precinct, as well as enhance accessibility		Short term	Bergrivier Municipality	Civil Engineering Services Planning and Environmental Management	Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined
P2.2: Kloof, Kerk, Sarel Cilliers and Loop Straat intersection re-design	Rationalisation of intersection with surrounding road closures & re-alignment of existing Provincial Road route		Short term	Bergrivier Municipality WC Department of Transport & Public Works	Civil Engineering Services Planning and Environmental Management Roads branch: WC Dept. of Transport & Public Works	1. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.) 2. Agreement with WC Dept. of Transport & Public Works to realign Provincial Road	To be determined
P2.3: Gateway feature on Erf 3328	Landscaped and/or sculptured gateway feature at Y-intersection entering town		Short Term	Bergrivier Municipality Private sector donor	Civil Engineering Services Planning and Environmental Management	Gateway feature to be designed with community input	To be determined
P2.4: Gateway public building on Erf 4401	New public facility gateway building and associated landscaping	P2.1	Medium – long term	Bergrivier Municipality WC Department of Transport & Public Works	Community services Planning and Environmental Management	1. Further consultation with key stakeholders (e.g. decision on type of public facility to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined

P2.5: Upgrade the interface between Rhino Park and the adjoining public space in the central "public heart"	Removal of solid wall surrounding Rhino park and replacing with visually permeable fence. Upgrading boundary interface with place-making elements.	P2.2	Short – medium term	Bergrivier Municipality	Community Services Civil Engineering Services	Further consultation with key stakeholders	To be determined
P2.6: Public toilet and storage facility near bus depot	Public toilet and storage facility, including seating and shading elements		Short – medium term	Bergrivier Municipality	Planning and Environmental Management	Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined
P2.7: Community amphitheatre	Construction of open air amphitheatre in park and associated landscaping	P2.1	Medium – long term	Bergrivier Municipality Private sector donor	Community Services Planning and Environmental Management	Further consultation with key stakeholders	To be determined
P2.8: Community skatepark	Construction of skatepark connected to outdoor gym with shading, seating and lighting elements		Medium – long term	Bergrivier Municipality	Community services	Further consultation with key stakeholders	To be determined

Table 4: Implementation matrix – Focus Area 3

Project	Project Description	Related Projects	Time Frames	Implementing Agent	Departments Responsible	Precondition	High level costing (ROM)
Focus Area 3: Calendula Street and the Active Box							
P3.1: Calendula Straat urban design upgrade	Pedestrian realm and street upgrade of Calendula Straat		Short – medium term	Bergrivier Municipality	Civil Engineering Services	Further consultation with key stakeholders	To be determined
P3.2: Mixed-use development along the eastern edge of Calendula Straat	Mixed use development including Live-Work units	P3.1	Medium – long term	Bergrivier Municipality WC Department of Human Settlements Private housing development agency	Planning and Environmental Management WC Department of Human Settlements	1. Further consultation with key stakeholders (e.g. decision on type development to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined
P3.3: Public realm upgrade surrounding the Active Box	Paving and landscaping of space surrounding Active box	P3.1 and P.2.1	Medium – long term	Bergrivier Municipality	Civil Engineering Services	Further consultation with key stakeholders	To be determined
P3.4: Mixed-use development framing the Active Box	Mixed use development including Live-Work units	P3.3	Medium – long term	Bergrivier Municipality WC Department of Human Settlements	Planning and Environmental Management WC Department of Human Settlements	1. Further consultation with key stakeholders (e.g. decision on type development to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined
P3.5: Upgrade the Calendula Street play park	Maintenance, lighting and landscaping of Calendula Straat play park	P3.1	Short – medium term	Bergrivier Municipality	Community Services		To be determined

Table 5: Implementation matrix – Focus Area 4

Project	Project Description	Related Projects	Time Frames	Implementing Agent	Departments Responsible	Precondition	High level costing (ROM)
Focus Area 4: Interface between Loop Straat and the Rhino Park sports complex							
P4.1: Replace solid wall surrounding Rhino Park with transparent fence	Remove solid wall and replace with visually transparent fencing	P2.5	Short – medium term	Bergvriër Municipality	Community Services Civil Engineering Services	Further consultation with key stakeholders	To be determined
P4.2: Upgrade entrance to public swimming pool	Create more visually appealing & accessible entrance to pool	P4.3	Short – medium term	Bergvriër Municipality	Community Services Civil Engineering Services	Further consultation with key stakeholders	To be determined
P4.3: Loop Straat urban design upgrade adjacent to Rhino Park	Pedestrian realm and street upgrades including planting, paving & lighting	P4.1 and P4.2	Short – medium term	Bergvriër Municipality	Civil Engineering Services	Further consultation with key stakeholders	To be determined
P4.4: Construct multi-purpose parking court on Erf 3278	Paving and landscaping of multi-purpose parking court		Medium – long term	Bergvriër Municipality Private developer	Planning and Environmental Management Civil Engineering Services	1. Further consultation with key stakeholders (e.g. decision on type development to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined
P4.5: Develop public housing abutting onto Gousblom Straat	Medium to high density residential development		Medium – long term	Bergvriër Municipality WC Department of Human Settlements	Planning and Environmental Management WC Department of Human Settlements	1. Further consultation with key stakeholders (e.g. decision on type development to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined

Table 6: Implementation matrix – Focus Area 5

Project	Project Description	Related Projects	Time Frames	Implementing Agent	Departments Responsible	Precondition	High level costing (ROM)
Focus Area 5: Vacant, publicly owned land adjacent to the Rhino Park sports complex and Calendula Straat							
P5.1: Community Centre	Development of Community Centre		Short – medium term	Bergrivier Municipality PPC	Planning and Environmental Management Community services	1. Further consultation with key stakeholders on the design of the facility 2. Any required statutory land-use approvals	To be determined
P5.2: Public housing	Medium density residential housing		Medium – long term	Bergrivier Municipality WC Department of Human Settlements	Planning and Environmental Management WC Department of Human Settlements	1. Further consultation with key stakeholders (e.g. decision on type development to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc.)	To be determined
P5.3: Public pathway	Landscaped public pedestrian pathway linking Gousblom & Sarel Cilliers St	P5.2 and P5.5	Medium – long term	Bergrivier Municipality	Community services Civil Engineering Services	1. Further consultation with key stakeholders 2. Required statutory land-use approvals (e.g. public right of way servitude)	To be determined
P5.4: Primary School	Development of new primary school		Medium – long term	Bergrivier Municipality WC Department of Education	Planning and Environmental Management WC Department of Education	1. Further consultation with key stakeholders on the design of the facility 2. Any required statutory land-use approvals	To be determined
P5.5: Public housing	Medium density residential housing		Long term	Bergrivier Municipality WC Department of Human Settlements	Planning and Environmental Management WC Department of Human Settlements	1. Further consultation with key stakeholders (e.g. decision on type development to be constructed) 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc)	To be determined

Table 7: Implementation matrix – Focus Area 6

Project	Project Description	Related Projects	Time Frames	Implementing Agent	Departments Responsible	Precondition	High level costing (ROM)
Focus Area 6: Area between the cemetery / cricket oval and the N7 freeway							
P6.1: Upgrade NMT route between Steynville and the N7 crossing	Landscaped pedestrian route linking Gousblom St & Sarel Cilliers & beyond to N7	P6.2, P6.4 and P6.5	Temporary upgrade: short term Permanent upgrade: medium term	Bergrivier Municipality	Community services Civil Engineering Services	Agreement with landowners on Gousblom Straat for continued access between privately owned properties	To be determined
P6.2: Construct a pedestrian bridge over the N7 freeway	Construction of high quality pedestrian bridge over N7	P6.1	Long term	SANRAL	SANRAL	Further consultation with SANRAL	To be determined
P6.3: Introduce traffic calming measures along the N7	Pedestrian realm and street upgrade for the northern portion of Lang Straat		Long term	SANRAL	SANRAL	Further consultation with SANRAL	To be determined
P6.4: Public housing	Medium density residential housing		Long term	Bergrivier Municipality WC Department of Human Settlements	Planning and Environmental Management	1. Purchase of land from private landowner 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc)	To be determined
P6.5: Public housing	Pedestrian realm and street upgrade of Kerk Straat		Long term	Bergrivier Municipality WC Department of Human Settlements	Planning and Environmental Management	1. Purchase of land from private landowner 2. Required statutory land-use approvals (e.g. subdivision; rezoning; etc)	To be determined

7. 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.

This report encompasses the 5TH stage of the production of the Precinct Plan, as illustrated in **Figure 43**. The next stage is to undertake public participation to obtain community input into the Second Draft Precinct Plan. Following comment, the Project Team will refine the proposals and finalise the Precinct Plan for approval by the Municipality – this final version will include detailed designs of certain “action projects” contained in the Precinct Plan, as well as ‘order of magnitude’ costing of the various “action projects”

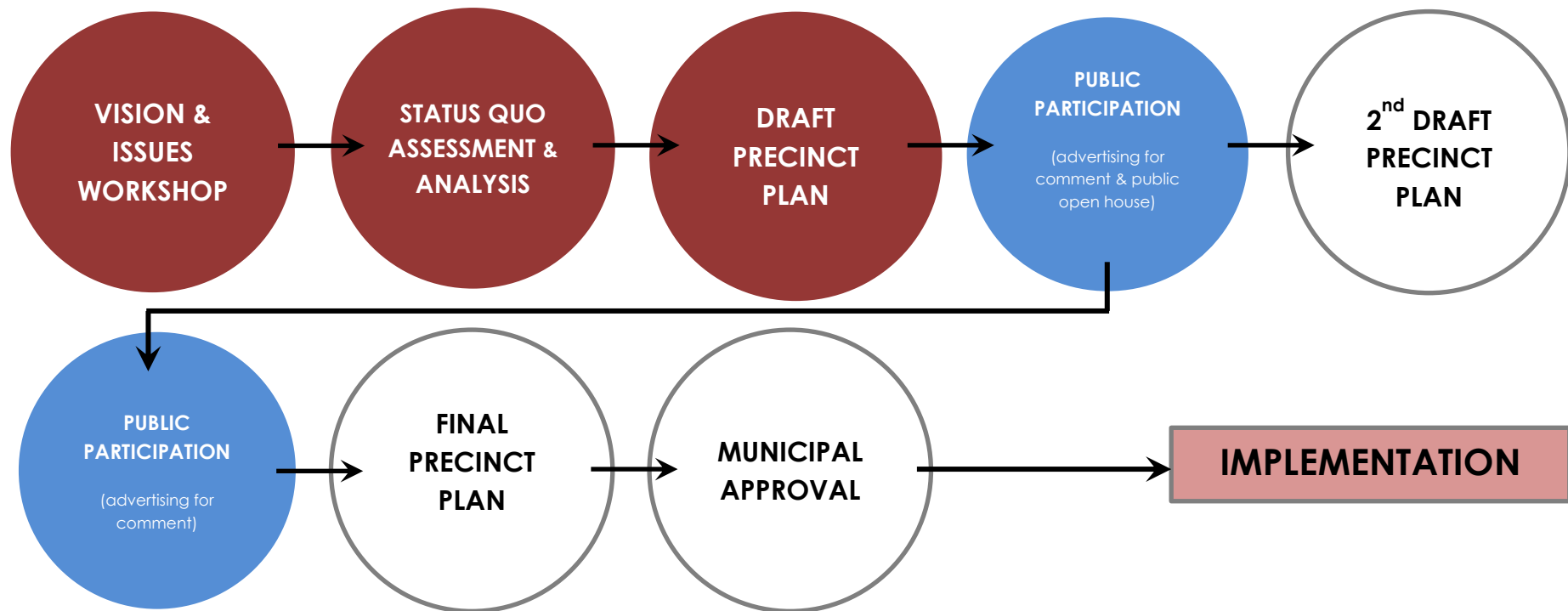


Figure 43: Stages within the production of the Precinct Plan