

# DRAKENSTEIN MUNICIPALITY

## DRAFT PAARL CBD AND SURROUNDS: LOCAL SPATIAL DEVELOPMENT FRAMEWORK 2017-2022

FINAL REPORT

MAY 2019

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## STATUS AND PURPOSE OF THIS DOCUMENT

This revised final report has been amended based on stakeholder and public inputs, and submitted for adoption by the Drakenstein Municipal Council .

## ABBREVIATIONS

<b>AUDF</b>	Arboretum Urban Design Framework	<b>LED</b>	Local Economic Development	<b>SPLUMA</b>	Spatial Planning and Land Use Management Act
<b>CBD</b>	Central Business District	<b>LSDF</b>	Local Spatial Development Framework	<b>SOE</b>	State Owned Enterprises
<b>DIPTN</b>	Drakenstein Integrated Public Transport Network	<b>PSDF</b>	Provincial Spatial Development Framework	<b>SUDS</b>	Sustainable Urban Drainage System
<b>DM</b>	Drakenstein Municipality	<b>PTI</b>	Public Transport Interchange	<b>VPUU</b>	Violence Protection through Urban Upgrading
<b>DTI</b>	Department of Trade and Industry	<b>RSIF</b>	Regional Spatial Implementation	<b>WC DEDAT</b>	Western Cape Department of Economic Development and Tourism
<b>DTLA</b>	Drakenstein Local Tourism Association	<b>SDF</b>	Spatial Development Framework	<b>SAPI</b>	South African Planning Institute
<b>GCM</b>	Greater Cape Metro	<b>SEDA</b>	Small Enterprise Development Agency		
<b>IDC</b>	Industrial Development Cooperation	<b>SMME</b>	Small, Medium and Micro-Sized Enterprises		
<b>IDP</b>	Integrated Development Plan				
<b>IPTN</b>	Integrated Public Transport Network				

## SYMBOLY FOR ALL PRECINCT PLANS

	Active edges		Improved landscaping
	Positive edges		Retained rural areas
	Existing public transit facility		Health- and education-oriented uses
	Proposed public transit facility		Mixed commercial (informal / formal)
	Railway station		New medium or high density development
	Public Transport Interchange		Gradual change from industrial to commercial activity
	Future IPTN route		Provision for formal commercial uses
	Redevelop and rehabilitate existing pedestrian bridge		Mixed-use intensification or infill
	New pedestrian bridge		Celebrate and expose cultural heritage
	Parking areas		Sports facilities
	Construct new road		Retain and enhance residential component
	Extend dual carriageway along Klein Drakenstein		Protect historic residential fabric
	Focal point for NMT development		New institutional or education use
	Key activity route		Industrial redevelopment
	Pedestrian-friendly routes		Landscaped and improved parking areas
	Pedestrian movement routes		Residential infill development
	New 'urban square'		Arboretum day use area
	River corridor		Access to Arboretum through Waterfront
	New sports complex		Raised pedestrian crossing
	Retain and enhance public green spaces		Entrance / gateway

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# 1 BACKGROUND AND PURPOSE

## 1.1 Purpose

This document presents the Local Spatial Development Framework (LSDF) for the area including the Paarl Central Business District, the Waterfront site, Arboretum and adjacent erven, the Huguenot Station, and the Klein Drakenstein Road area (hereafter referred to as the LSDF for the Paarl CBD and Surrounds).

The LSDF for the Paarl CBD and Surrounds follows on the Drakenstein Spatial Development Framework (SDF), approved by the DM Council in October 2015.

The municipal SDF is a statutory requirement of all municipalities. Its purpose is to structure and direct – as far as it is possible – the distribution and management of activities and supporting infrastructure in space in a manner which best serves the interest of citizens, today and into the future.

LSDFs, prepared within the framework of the SDF, provide more detailed proposals for areas within the municipality where significant development and change is

anticipated, to avoid having to prepare very detailed local planning policies and objectives for many specific areas within SDFs. By setting more localised policy contexts for individual planning decisions, precinct plans are important policy instruments by which local authorities can promote specific objectives (e.g. economic renewal, in the case of regenerating city and town centres, or ensuring protection of environmental qualities such as biodiversity). The primary mandate and focus of precinct plans is therefore towards ensuring for the implementation of broader strategic spatial objectives (as reflected in the SDF) at the local level. Typically, a precinct is a geographically smaller area with specific characteristics (areas that require economic, physical and social renewal, or areas likely to be subject to large scale development within the planning horizon of an SDF). The locally specific emphasis of a precinct plan will vary based on the specific context and local issues.

As part of the IDP and DM SDF review and preparation cycle, it is envisaged that the Paarl CBD and Surrounds LSDF will undergo annual review and further development as the need arise

(within the context of the 5-year IDP and this SDF), with a major re-assessment and review following in 2022.

Broadly, preparation of an SDF or LSDF involves two phases.

The first phase is predominantly analytical, setting out the status quo in relation to spatial matters concerning the study area; the current policy context, the perspective of citizens and interest groups on challenges, and a professional review of biophysical, socio-economic, and built environment challenges, opportunities, and what is been done by different services and agencies, public and private.

The second phase is more creative, encompassing the preparation of the actual LSDF, including spatial development and land use management strategies, policies, guidelines, and supportive programmes and projects to address challenges and exploit opportunities.

## 1.2 The study area

The specific study area for the LSDF for the Paarl CBD and Surrounds is indicated in Map 1, this includes the broader municipal location of the area.

Broadly, the study area comprises the Paarl CBD, the CBD interface with the Berg River, the Arboretum and adjacent erven, the Huguenot Station area; and the Klein Drakenstein Road area, see Figure 1. The major routes and elements connecting and delineating the various precincts are Lady Grey Street, Klein Drakenstein Road, Hospital Street, Main Street, and the Berg River.

In terms of the DM's brief, the work should:

- Be aligned with national and provincial policy and legislation, the vision for the area as included in the DM five-year IDP, and the approved DM SDF.
- Be based on an agreed vision for the area.
- Further the principles of integration, regeneration, densification, and beautification of the area in a sustainable manner.
- Reflect a clear understanding of the spatial environment and social and

economic systems of the area; integrated into one high-level precinct plan.

- Consider main precincts (e.g. the Paarl CBD, Huguenot Station, Waterfront, Klein Drakenstein Road, and Arboretum and adjacent sites) and sub-precincts, identify strengths and weaknesses associated with each, and guidelines indicating how strengths could be built upon and weaknesses be mitigated.
- Ensure buy-in from all stakeholders and the public.
- Provide guidance for private developers, investment and the government sector.
- Provide general guidance to the DM in relation to land use management.

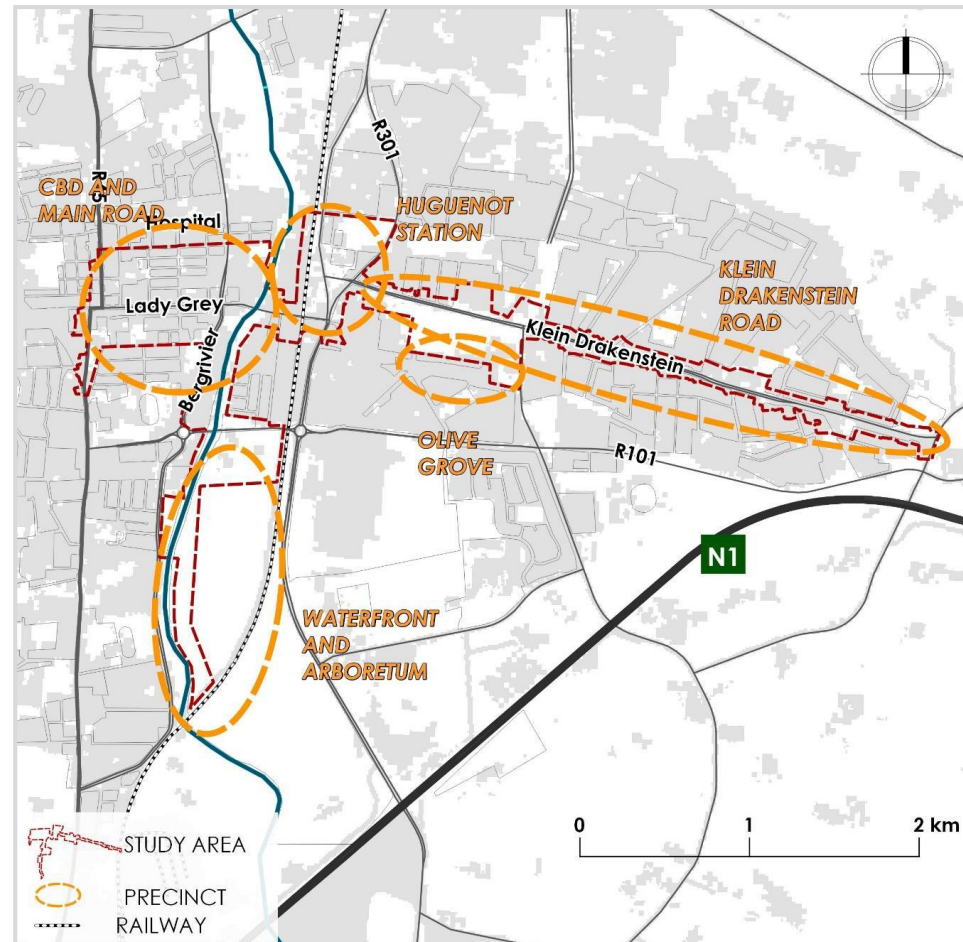
For each precinct, plans must be prepared, and projects identified to support integration, regeneration, densification, and beautification, accompanied by an

implementation plan which clearly sets out the responsibilities of different stakeholders (across spheres of government, the private, and community sectors), the

phasing for implementation, measurable targets, and costs.



Map 1: Locality Map-Regional Context



Map 2: Locality Map- Local Context



The main precincts are as follows:

- Paarl West CBD and Main Street.
- Arboretum and Waterfront Site.
- Huguenot Station
- Klein Drakenstein

Figure 1: Main Precincts

### 1.3 Users of the LSDF

The LSDF for the Paarl CBD and Surrounds targets two broad user categories.

The first is the government sector, across spheres from national to local government, and including State Owned Enterprises (Companies) (SOEs). While the LSDF is informed by the spatial direction stated in national, provincial, and district level policy, it also sets out the municipality's spatial agenda for government departments across spheres of government to consider and follow. Most importantly, the LSDF outlines DM's spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.

The second user category is the private sector, comprising business enterprises, non-government organisations, institutions, and private citizens. While the private sector operates with relative freedom spatially – making spatial decisions within the framework of land ownership, zoning, and associated

regulations and processes – the LSDF gives an indication of where and how DM intends to channel public investment, influence, and other resources at its disposal. In broad terms, this includes where infrastructure and public facility investment will be prioritised, where private sector partnership will be sought in development, and how the municipality will view applications for land use change. This includes NGOs, micro operators, informal, economically marginal and community-based entities.

### 1.4 Work completed to date

Preceding this report, the following reports have been submitted to the DM:

- A draft report, "Local Spatial Development Framework for the area including the Paarl Central Business District, the Waterfront Site, Arboretum and adjacent erven, the Huguenot Station, and the Klein Drakenstein Road area: Analysis and Draft Spatial Vision Report", was submitted in May 2017. The Analysis and Draft Spatial Vision Report contains:

- A review of the legislative and policy context to the project.
  - Area-wide reviews of the bio-physical environment, socio-economic environment, built environment, and governance (in each case, concluded with a summary of legacy, current, and future challenges, as well as opportunities for redress, addressing over the short to medium term, and mitigation).
  - Precinct level reviews (for Paarl CBD and Main Street, the Waterfront and Arboretum, Klein Drakenstein Road, Huguenot Station, and Olive Grove), including issues, implications, and opportunities for different LSDF elements.
  - A draft overall vision and concept – to direct further analysis and planning – of the Paarl CBD and Surrounds.
- A draft report Local Spatial Development Framework for the area including the Paarl Central Business District, the Waterfront Site, Arboretum and adjacent erven, the

Huguenot Station, and the Klein Drakenstein Road area: The Overall Concept (October 2017). The report reflects on the analysis and draft vision and concept phase of the work in broad terms; trying to extract the broad cross-cutting spatial development and land management issues and opportunities in the Paarl CBD and Surrounds, and possible strategic direction for addressing them. This work presents the concept for intervention, setting the scene for work second phase work: the preparation of spatial development and land use management strategies, policies, guidelines, and supportive programmes and projects.

Presentations were also made to the Project Management Team and the Development and Investment Desk/ Committee outlining:

- Background analysis of the area.
- Cross-cutting spatial development and land management issues and opportunities.
- An overall concept and strategic framework for intervention.

- A final draft report Local Spatial Development Framework for the area including the Paarl Central Business District, the Waterfront Site, Arboretum and adjacent erven, the Huguenot Station, and the Klein Drakenstein Road area: Final Draft Report June 2018, which was used during public participation. This report reflects the consolidated development framework
- The draft document was presented at the South African Planning Institute (SAPI) Conference Deep Dive Session 1. It was further used to conduct public open day sessions.

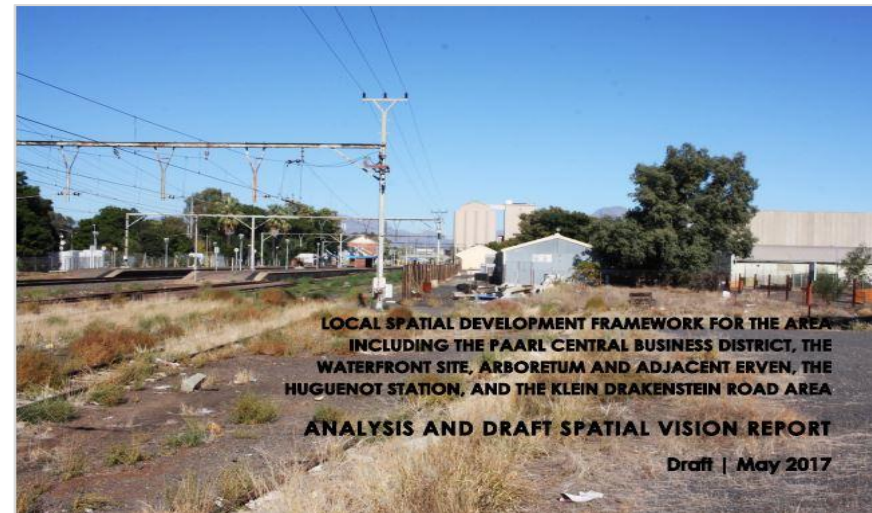


Figure 2: Analysis and Draft Spatial Vision Report



Figure 3: Draft Overall Report



## 1.5 Public participation to date

Businesses were engaged to ascertain how the LSDF could assist with growing the local economy and facilitate job creation. A high-level business needs analysis and assessment was undertaken through engagements with local entrepreneurs and businesses managers (including both established as well as emerging business sectors).

Meetings were well attended by entrepreneurs from Paarl East and emerging business sectors, while the Paarl Chamber, representing established businesses predominantly from Paarl West referred to views already conveyed and captured by the municipality.

The purpose of engagements was to identify issues and challenges faced by local business and to reflect these within the LSDF. A questionnaire was circulated, and business operators were encouraged to complete and return these. Specific emphasis was placed on the spatial needs of black and emerging businesses in accordance with the SPLUMA principles of spatial justice and economic inclusion. The LSDF was

presented at the SAPI Conference Deep Dive Session 1 and various stakeholders provided inputs. Furthermore, three public open day

sessions were conducted for the public to comment on the LSDF to date. The following issues, challenges, needs and opportunities were identified in relation to the business and community challenges:

**Table 1: Challenges and Opportunities**

<b>Economic exclusion</b>	Black businesses remain disadvantaged and marginalised and are excluded from mainstream economic and industrial activity in the CBD and surround.
<b>Property ownership</b>	Property ownership within the CBD is dominated by a few families. The absence/limited ownership of black owned land and buildings in the CBD is attributed to historical forced removals from the CBD area. Consequently, black owned businesses have difficulty operating in the CBD are unable to access the required capital and other economic related resources.
<b>Appropriate, affordable premises</b>	Premises should be identified or constructed to provide affordable accommodation for both start-ups and established businesses. This should include use of municipal owned properties as well as facilitating access to privately owned land (e.g. the Costas Olive Grove strip abutting Klein Drakenstein Road.
<b>Municipal land and buildings</b>	The process of disposing of municipal owned land is not transparent and favours established businesses. This property should be used to enable inclusion of black businesses (e.g. local businesses only become aware of the disposal of the old police station at the intersection of Klein Drakenstein Road and Solomon Street" after the fact).
<b>Public investment bias towards Lady Grey Street</b>	Public investment favours the Lady Grey Street CBD while the needs of businesses along Klein Drakenstein Road are not being adequately addressed. This is not sustainable; most residents are to the east, and capital continues to flow from the east to the west (further impoverishing the east). Resources should be directed to Klein Drakenstein Road, while the west (as opposed to the east only), should also be targeted for affordable housing.
<b>Business rights</b>	The zoning scheme for Paarl East is very restrictive. The new bylaw and zoning scheme can address the issue. Possibly, all properties in along Klein Drakenstein Road should be allocated business rights (implemented through the demarcation of a restructuring zone, with enhance rights).
<b>Disinvestment of major national retailers</b>	The relocation of large retailers to the Paarl Mall/other decentralised centres impacts on the viability of small retailers who depend on spin-off trade from anchor tenants, and private sector funding of significant CBD upgrades. Paarl East has also not been able to attract large national retailers to the area.
<b>Informal trading</b>	Formal businesses associate Informal trading with lawlessness. Informal trading is inadequately provided for in the CBD and along Klein Drakenstein Road. Health regulations should apply equally to both foreign and local spaza shops.
<b>Utility infrastructure</b>	The perception is that infrastructure maintenance is neglected in Paarl East and along Klein Drakenstein Road (no fibre optic internet access has been provided in Paarl East).
<b>Crime and grime</b>	Local chambers have raised concerns regarding crime and cleaning of the CBD with the municipality.
<b>Public transport and taxi termini</b>	Public transport within Drakenstein and between Paarl East and West are ineffective/haphazard.
<b>Business advice and financial support</b>	This is a critical need for emerging and SMMEs in Paarl East. Possible spatial implications could include providing/securing space for service and support organisations in public buildings and spaces within business areas.

## 1.6 Report structure

This report comprises the following chapters:

### SECTION 1: BACKGROUND AND PURPOSE

- Provides the purpose of the Drakenstein LSDF document.

### SECTION 2: SUMMARY OF KEY CHALLENGES AND OPPORTUNITIES

- Summarises key challenges and opportunities discussed in full in the Analysis and Draft Spatial Vision Report.

### SECTION 3: SUMMARY OF HIGHER LEVEL PRINCIPLES AND POLICY

- Restates the most critical higher level principles and policy discussed in full in the Analysis and Draft Spatial Vision Report.

### SECTION 4: EXISTING PROPOSALS

- Briefly refers to existing proposals for the area (incorporated in Chapter 6).

### SECTION 5: CONCEPT AND FRAMEWORK PLAN

- Presents a concept and framework plan for the area.

### SECTION 6: PLANS

- Contains overall plans and precinct plans for each of the sub-areas constituting Paarl CBD and Surrounds.

### SECTION 7: IMPLEMENTATION FRAMEWORK

- Sets out an implementation framework for the LSDF for Paarl CBD and Surrounds.

### SECTION 8: REVIEW

- Provides direction on the review of this document.

## 2 SUMMARY OF KEY CHALLENGES AND OPPORTUNITIES

Without restating work contained in the Analysis and Draft Spatial Vision Report, and Concept Report the table

below summarises concerns, opportunities and aspects of focus which informs the overall development

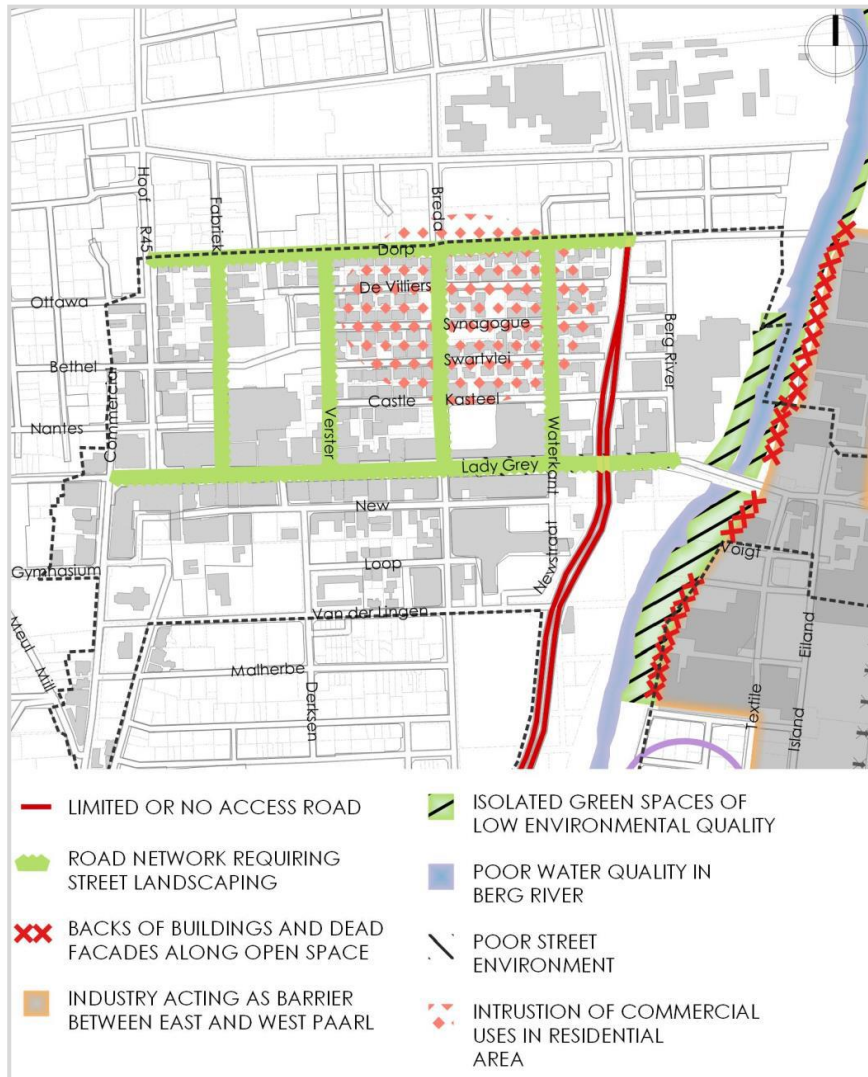
framework for Paarl CBD and Surrounds.

**Table 2: Summary of Key Challenges and Opportunities**

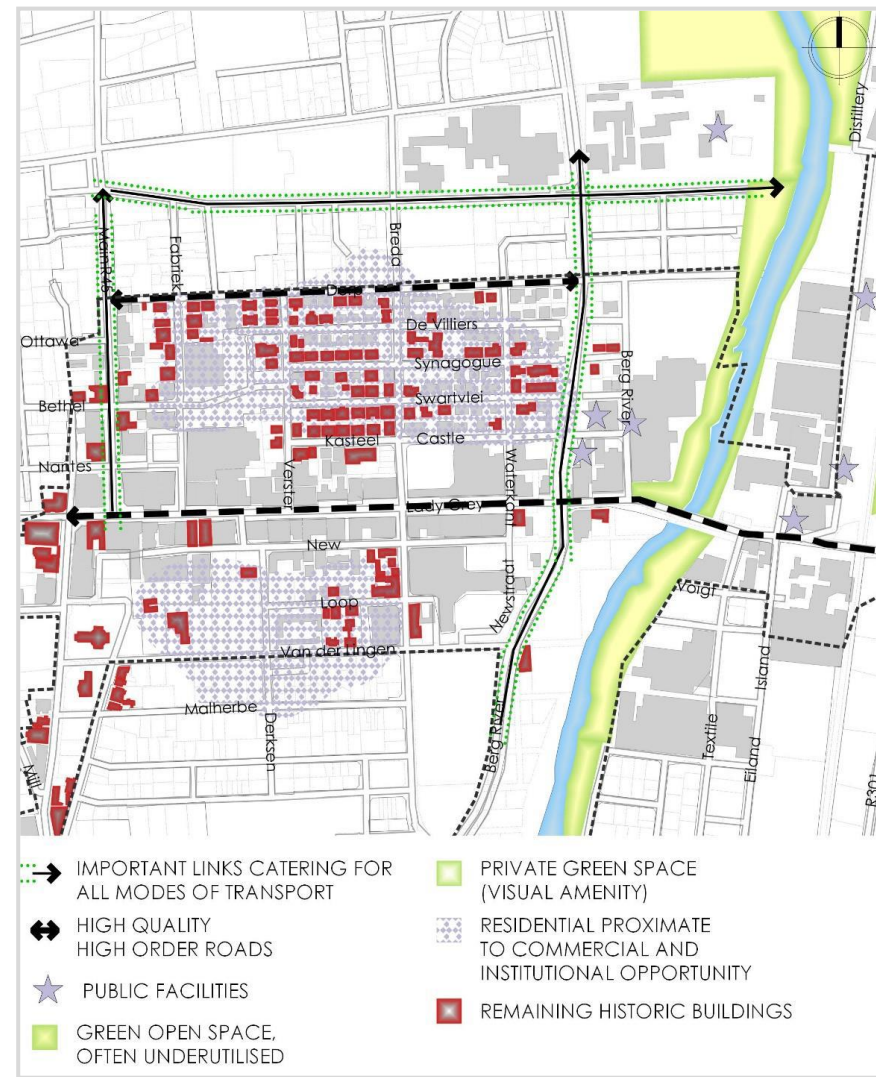
<b>Economy</b>	Public assets such as land, buildings, and transport and utility infrastructure should be "geared" to enable more inclusive opportunity to improve living, including redress.
	Micro and medium enterprises (both formal and informal) should be accommodated within all business areas. The introduction of business requiring space extensive premises should not be at the expense of excluding these businesses.
	Infrastructure that impedes the ability of businesses to grow and thrive (e.g. limited access roads, inappropriate road designs and intersections, utility infrastructure with inadequate capacity, insufficient street lighting, etc.) should be altered with the objective to achieve broad based economic participation.
<b>Transport</b>	Ensuring that transport proposals do not further divide Paarl West and East or inhibit ease of pedestrian movement in the east.
<b>Land use and activity</b>	The existing industrial area does not meet modern logistical requirements fully and is impeded in its function by all-day urban traffic and people movement pressure. The gradual evolution of existing commercial uses and re-use of industrial space in the existing industrial area should be explored, enabling development of a more public and diverse commercial district (possibly starting with key historic structures along highly exposed routes).
	Paarl has a significant concentration of health institutions and supporting businesses and facilities. The opportunity exists to expand this focus further, in this way also differentiating the CBD and Surrounds from other areas and maintaining its desirability as a destination.
	Paarl has a rich history in education and government institutions. The institutional corridor along Market Street (containing the municipality, Magistrate's Court, SAPS, SARS, and so on) could be expanded across the Berg River, to encompass the Waterfront site, adjacent land (partly earmarked for school sport facilities), cemetery, and Boland Park cricket stadium.
	A greater concentration of sporting facilities could be explored along the institutional corridor, and particularly east of the river. This focus on sport will – like the health, education and government focus – assist to differentiate the CBD and Surrounds from other areas and maintain its desirability as a destination.
<b>Housing</b>	Significant opportunity exists to provide infill affordable housing in proximity to opportunity, specifically on the municipal land east of De Kraal, largely undeveloped open space set back from Klein Drakenstein Road, and smaller sites scattered in Paarl West.
<b>Heritage</b>	While there has been a significant focus on exposing the heritage assets of Paarl West, less attention has been given to the "struggle" and settlement transformation history of Paarl CBD and Surrounds, specifically in Paarl East. Much could be done to expose the rich history of neglected areas.

<b>Broader development dynamics in the Drakenstein area</b>	<p>Given the inordinate focus of private investment interest in the area south of the N1, the future role of the Paarl CBD and Surrounds require careful consideration, specifically as it can be expected that new commercial development will follow investment in the south. Paarl CBD and Surrounds should:</p> <ul style="list-style-type: none"> <li>• Emphasise and expand its institutional functions (including health, education, institutions of governance, and sport).</li> <li>• Not consider significant lateral expansion of existing business opportunity; rather focusing on improving what exists (new lateral expansion of significant scale will just inhibit sustainable use of what already exists).</li> <li>• Protect and expand existing residential opportunity in the area (a resident population is needed to support business activity while converting sound residential property to business use undermines the sustainability of existing commercial property assets).</li> </ul>
<b>Municipal resources</b>	<p>The DM – like other municipalities – are under increasing pressure to meet growing citizen needs with limited resources. This implies <i>inter alia</i>:</p> <ul style="list-style-type: none"> <li>• Seeking opportunity to generate municipal funding using underutilized municipal assets.</li> <li>• Use of underutilized municipal land for residential development proximate to opportunity, in turn decreasing household expenditure on transport and enabling households to pay for services.</li> <li>• Limiting the cost of future development through the creative use of existing structures.</li> </ul>
<b>Environment</b>	<p>Improve public access to and use of the Arboretum.</p> <ul style="list-style-type: none"> <li>• Create a day-use area and parking at the southern end.</li> <li>• Improve ablution facilities and signage through-out.</li> <li>• Formalise access to the Arboretum through the Waterfront site as part of an “institutional” focus, rather than a commercial development.</li> </ul>
	<p>Target rehabilitation interventions at key points along the Berg River, such as at bridges and near the taxi rank, to reintegrate the linear green space into the urban fabric.</p>
	<p>Spiralling out from the Arboretum, undertake a concerted programme of tree planting focused on key routes and spaces (utilizing indigenous species).</p>

## 2.1 Paarl CBD and Main Street Precinct:

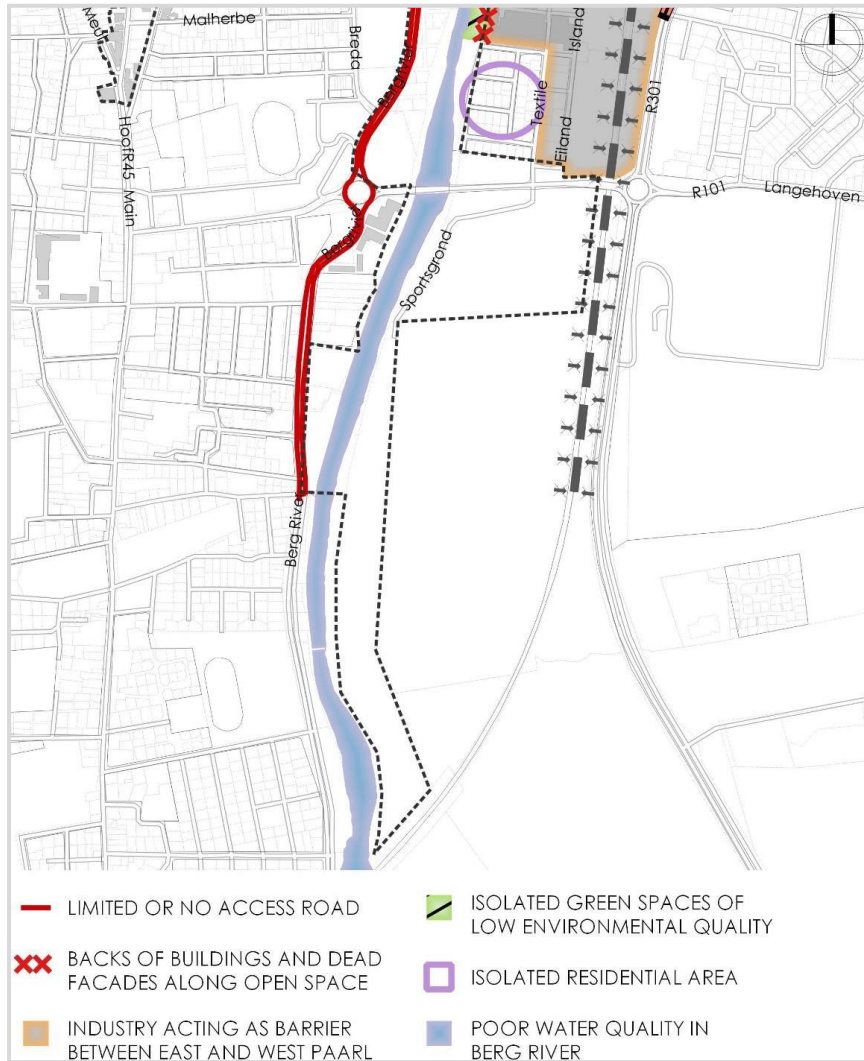


Map 3: Spatial Problems in Paarl CBD And Main Road Precinct

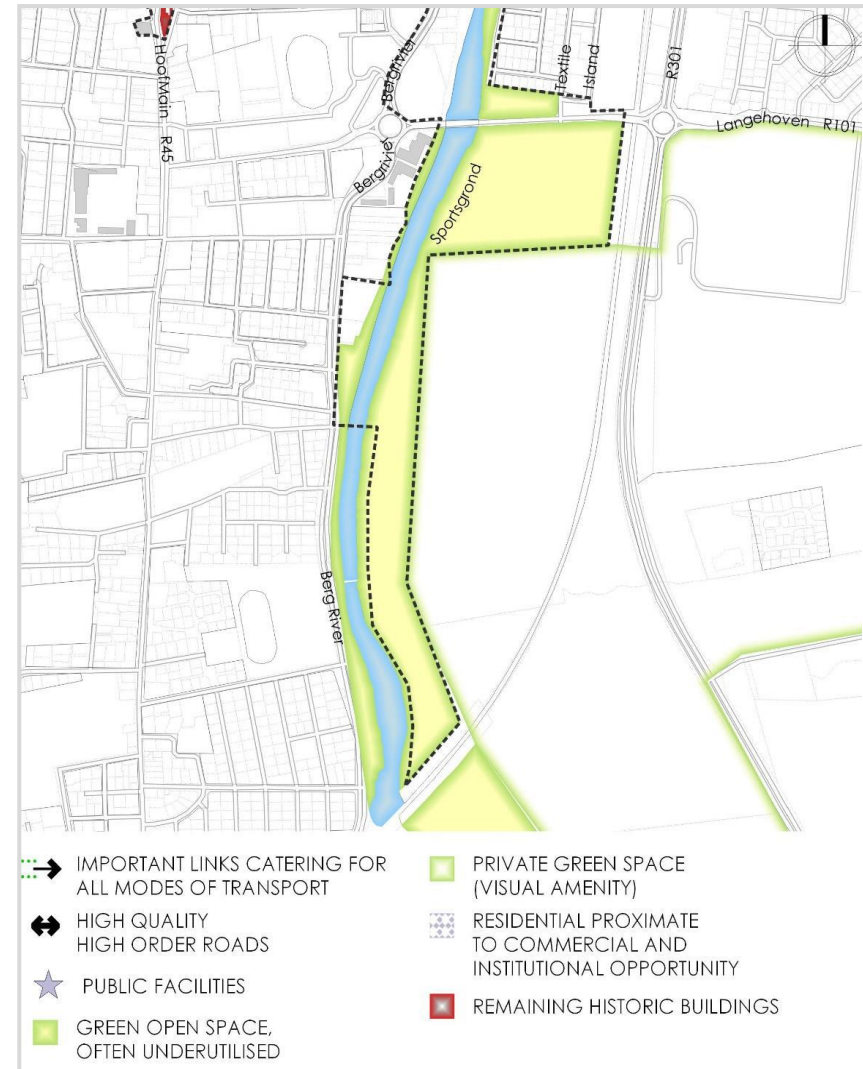


Map 4: Spatial Assets and Opportunities in Paarl CBD And Main Road Precinct

## 2.2 Waterfront and Arboretum Precinct:



Map 5: Spatial Problems in Waterfront and Arboretum Precinct

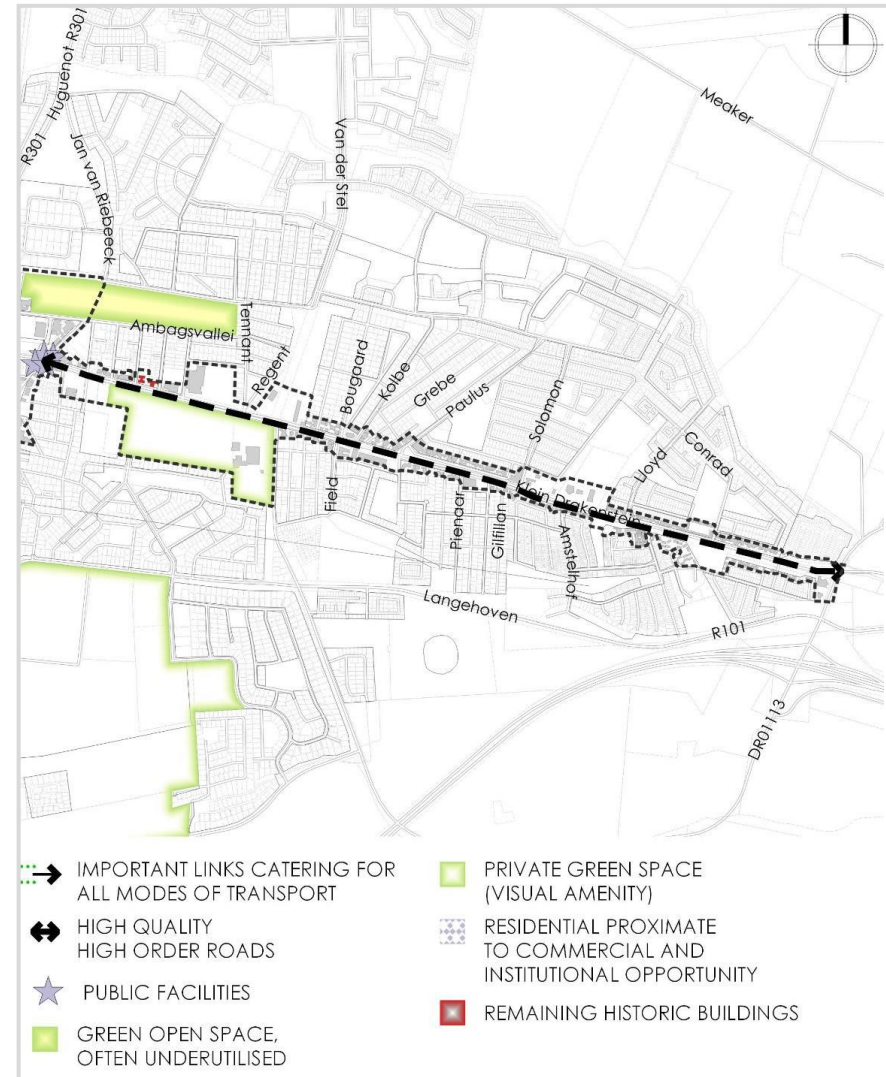


Map 6: Spatial Assets and Opportunities in Waterfront and Arboretum Precinct

### 2.3 Klein Drakenstein Road Precinct:

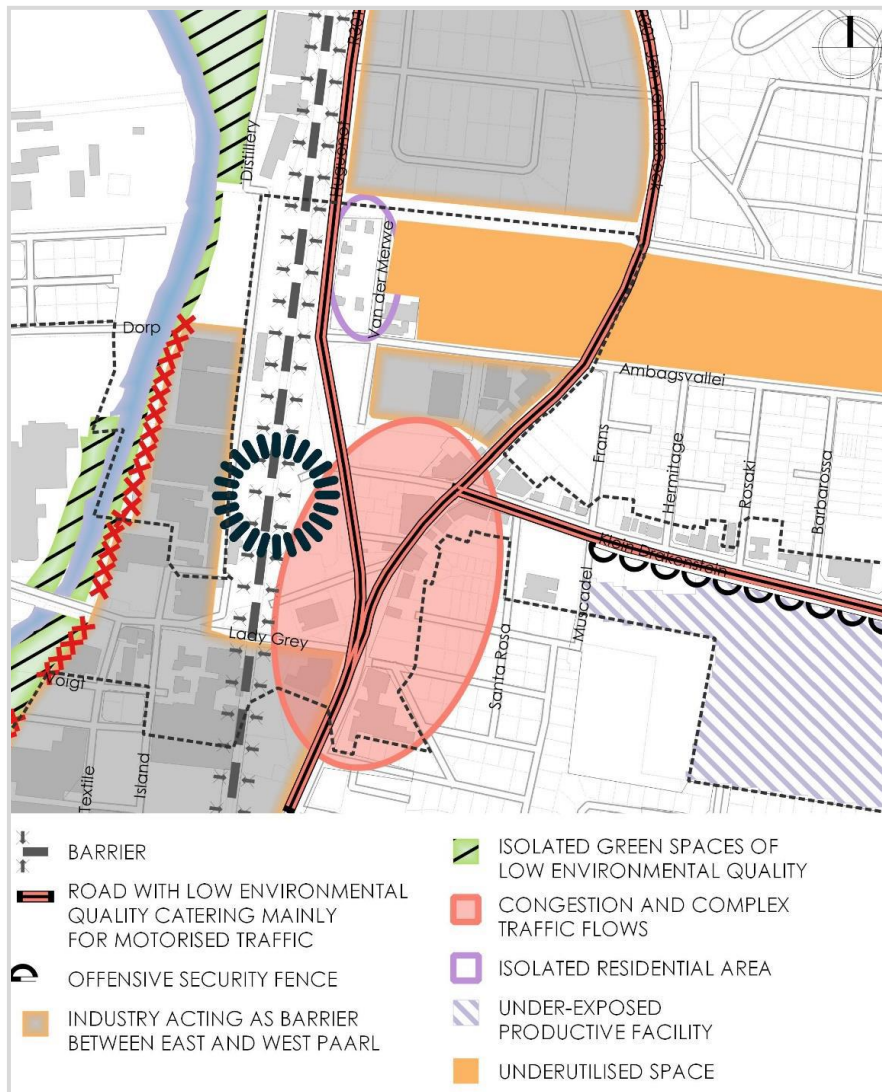


Map 7: Spatial Problems in Klein Drakenstein Road Precinct

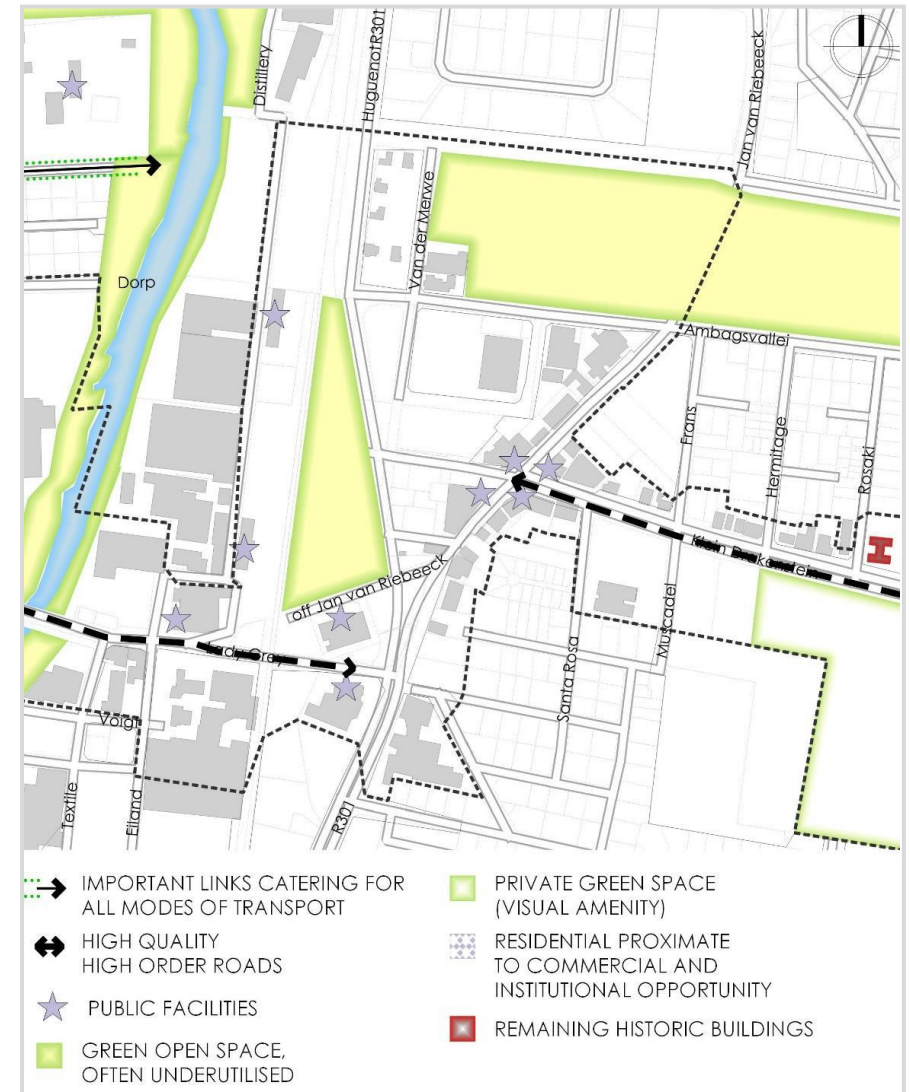


Map 8: Spatial Assets and Opportunities in Klein Drakenstein Road

## 2.4 Huguenot Station Precinct:



Map 9: Spatial Problems in Huguenot Station Precinct



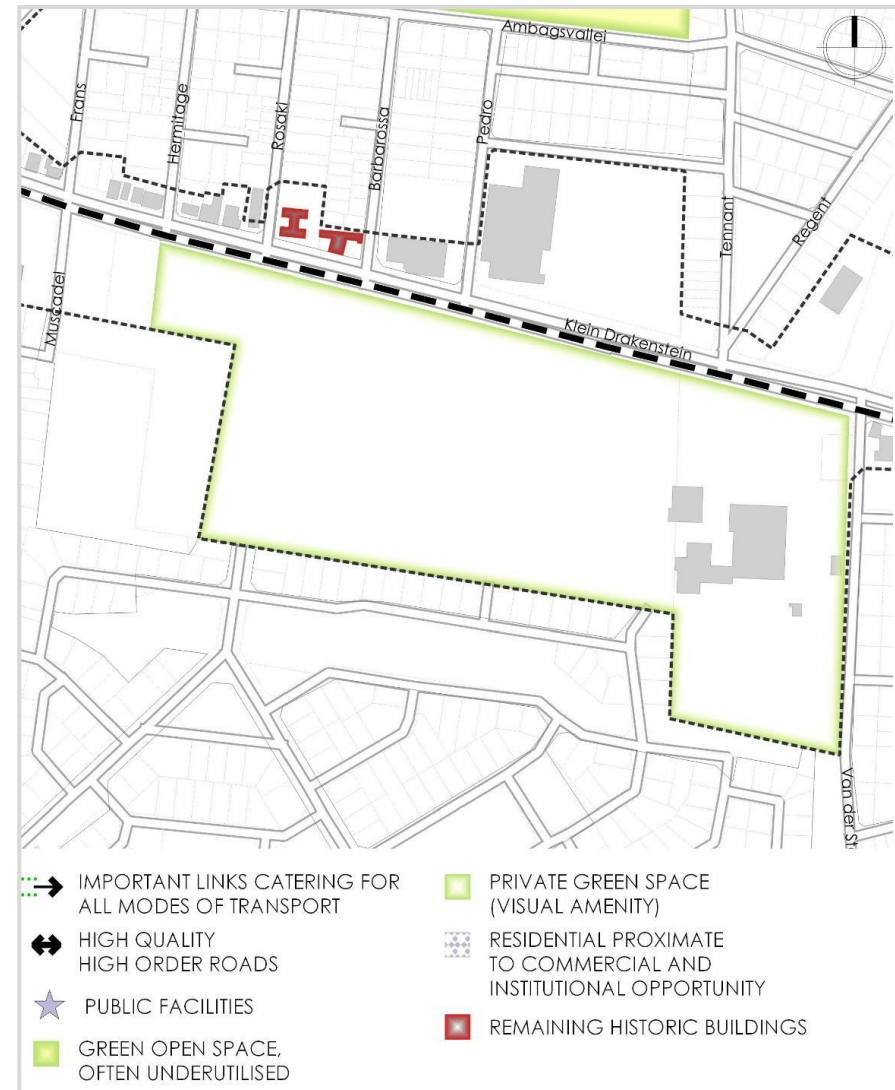
Map 10: Spatial Assets and Opportunities in Huguenot Station



## 2.5 Olive Grove Precinct:



Map 11: Spatial Problems in Olive Grove Precinct



Map 12: Spatial Assets and Opportunities in Olive Grove Precinct

### 3 SUMMARY OF HIGHER LEVEL PRINCIPLES AND POLICY

#### 3.1 SPLUMA principles

Chapter 2 of SPLUMA sets out the development principles that must guide the preparation, adoption and implementation of any spatial development framework, policy or by-law concerning spatial planning and the development or use of land. These principles, outlined in more detail in Table 3, include the redress of spatial injustices and the integration of socio-economic and environmental considerations in land use management to balance current development needs with those of the future generations in a transformative manner. SPLUMA reinforces and unifies the National Development Plan (NDP) in respect of using spatial planning mechanisms to eliminate poverty and inequality while creating conditions for inclusive growth by seeking to foster a high-employment economy that delivers on social and spatial cohesion.

Table 3: SPLUMA Principles

PRINCIPLE	MEANING
<b>Spatial justice</b>	Redressing past spatial/ development imbalances through improved access to and use of land by disadvantaged communities and persons.
<b>Spatial sustainability</b>	Promoting the principles of socio-economic and environmental sustainability through encouraging the protection of prime and unique agricultural land, promoting land development in locations that are sustainable and limit urban sprawl, and consider all current and future costs to all parties involved in the provision of infrastructure/ social services.
<b>Efficiency</b>	Optimising the use of existing resources and accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined to promote growth and employment.
<b>Spatial resilience</b>	Securing communities and livelihoods from spatial dimensions of socioeconomic and environmental shocks through mitigation and adaptability that is accommodated by flexibility in spatial plans, policies and land use management systems.
<b>Good administration</b>	Ensuring an integrated approach to land use and land development across all spheres of governments and sectors (all must provide their sector inputs and comply with prescribed requirements during the preparation or amendment of SDFs).

### 3.2 The Provincial Spatial Development Framework

The spatial agenda advocated by the PSDF is summarised in Table 4.

The PSDF includes a composite map which graphically portrays the Western Cape's spatial agenda. In line with the Provincial spatial policies, the map, Map 13, shows what land use activities are suitable in different landscapes and highlights where efforts should be focused to grow the Provincial economy.

The following regions are prioritised for the agglomeration of urban activity:

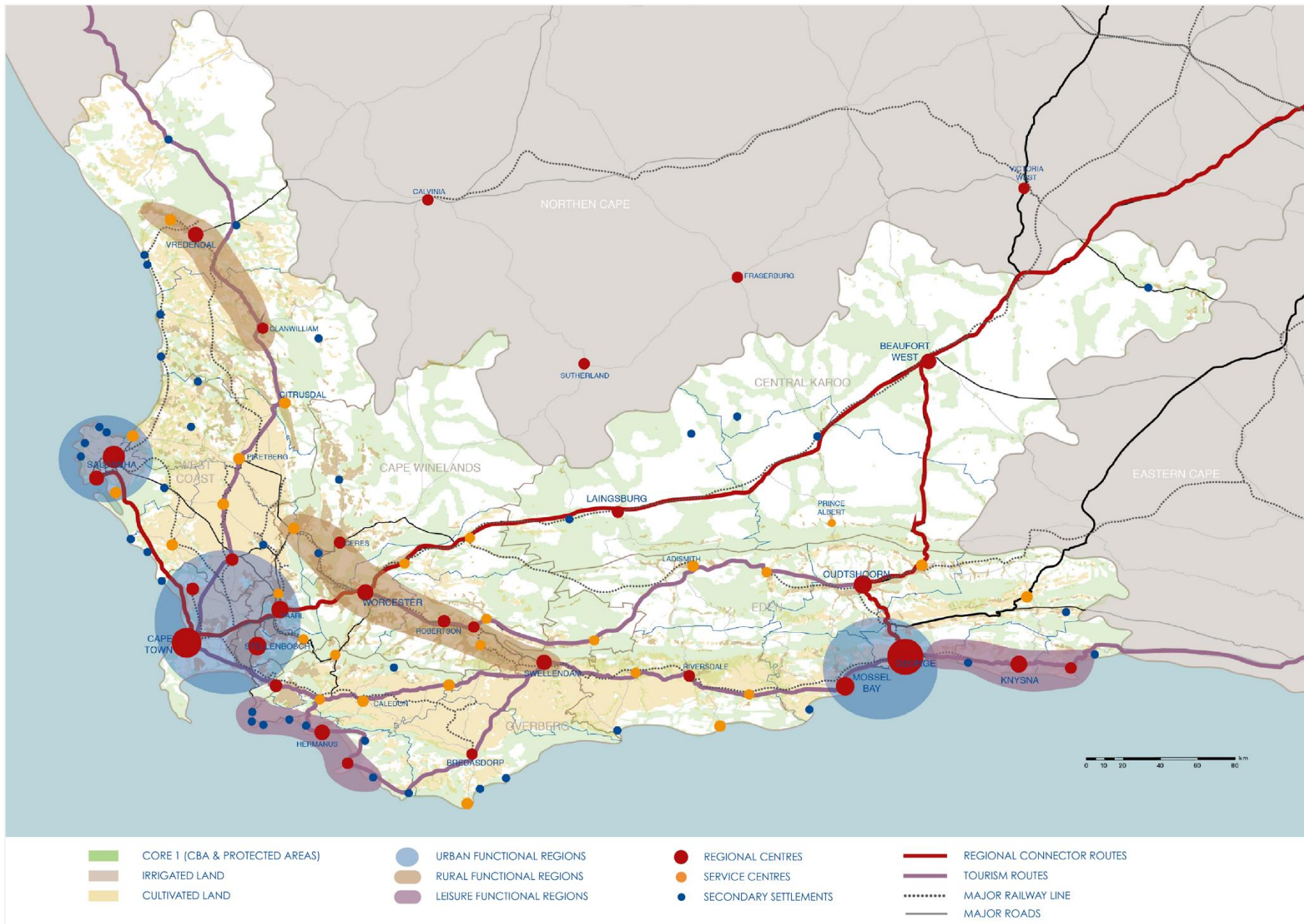
- The Cape Metro functional region;
- the emerging regional centres of the Greater Saldanha functional region; and
- the George/ Mossel Bay functional region.

The priority tourism/ leisure corridors are the Overstrand and Garden Route leisure corridors (the priority tourism routes are the N2-corridor, R62 between Worcester and Oudtshoorn, the N7 corridor and R43). Two priority rural development corridors – areas of agricultural and rural development

opportunity – have been identified. The first is on the west coast – stretching from Lutzville in the north to Clanwilliam in the south. The second rural development corridor stretches from Tulbagh in the north-west to Swellendam in the southeast.

**Table 4: PSDF Spatial Agenda**

FOCUS	WHAT IT INVOLVES
Growing the Western Cape economy in partnership with the private sector, non-governmental and community-based organisations.	<ul style="list-style-type: none"> <li>• Targeting public investment into the main driver of the Provincial economy (i.e. the Cape Metro functional region, the emerging Saldanha Bay/ Vredenburg and George/ Mossel Bay regional industrial centres, and the Overstrand and Southern Cape leisure and tourism regions).</li> <li>• Managing urban growth pressures to ensure more efficient, equitable and sustainable spatial performance.</li> <li>• Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements.</li> <li>• Supporting municipalities manage urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions.</li> <li>• Promoting an urban rather than suburban approach to settlement development (i.e. diversification, integration and intensification of land uses).</li> <li>• Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm workers, and diversifying rural livelihood and income earning opportunities.</li> </ul>
Using infrastructure investment as primary lever to bring about the required urban and rural spatial transitions.	<ul style="list-style-type: none"> <li>• Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery.</li> <li>• Using public transport and ICT networks to connect markets and communities.</li> <li>• Transitioning to sustainable technologies, as set out in the WCIF.</li> <li>• Maintaining existing infrastructure.</li> </ul>
Improving oversight of the sustainable use of the Western Cape's spatial assets.	<ul style="list-style-type: none"> <li>• Safeguarding the biodiversity network and functionality of ecosystem services, a prerequisite for a sustainable future.</li> <li>• Prudent use of the Western Cape's precious land, water and agricultural resources, all of which underpin the regional economy.</li> <li>• Safeguarding and celebrating the Western Cape's unique cultural, scenic and coastal resources, on which the tourism economy depends.</li> <li>• Understanding the spatial implications of known risks (e.g. climate change and its economic impact, sea level rise associated with extreme climatic events) and introducing risk mitigation and/or adaptation measures.</li> </ul>



Map 13: PSDF Diagram (Western Cape PSDF, 2013)

### 3.3 The Greater Cape Metro Regional Spatial Implementation Framework

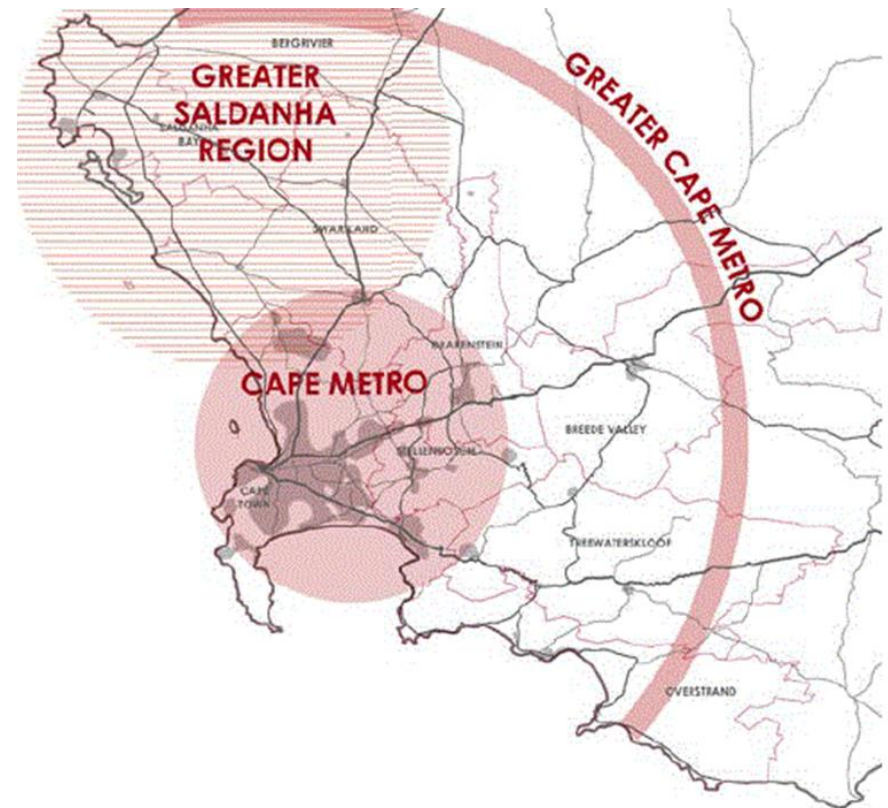
The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF) aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured. The GCM covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof, and Overstrand.

The regional settlements' concept proposed by the GCM RSIF is built on the following key tenets:

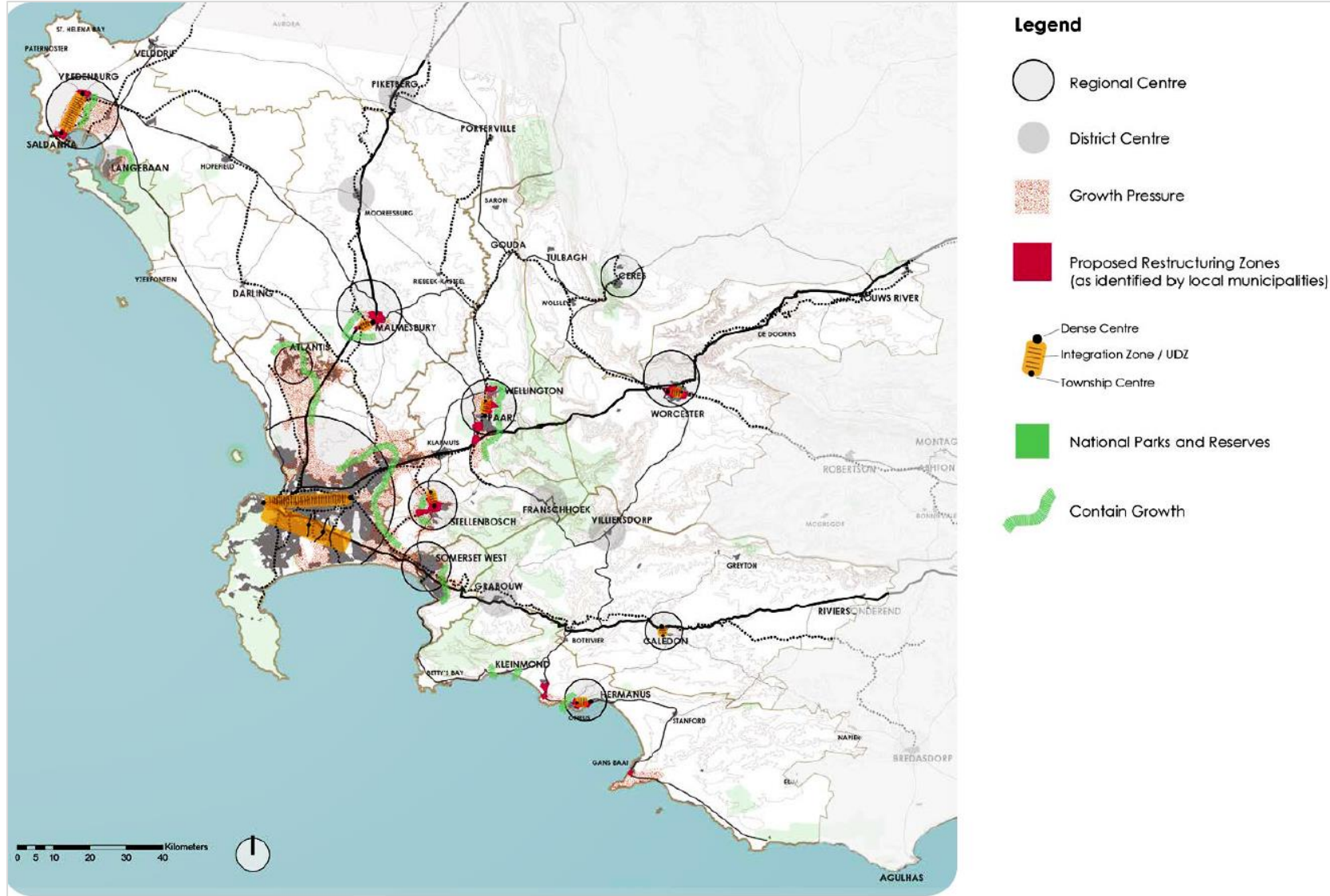
- Containing settlement footprints by curtailing the further development of peripheral
- Dormitory housing projects.
- Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity (see Urban Space-economy proposals).

- These locations should also be the target of public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector.
- Promote regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region.
- Shift to more urban forms of development within town centres including higher densities and urban format social facilities.
- Connect these nodes within an efficient and flexible regional public transport and freight network.

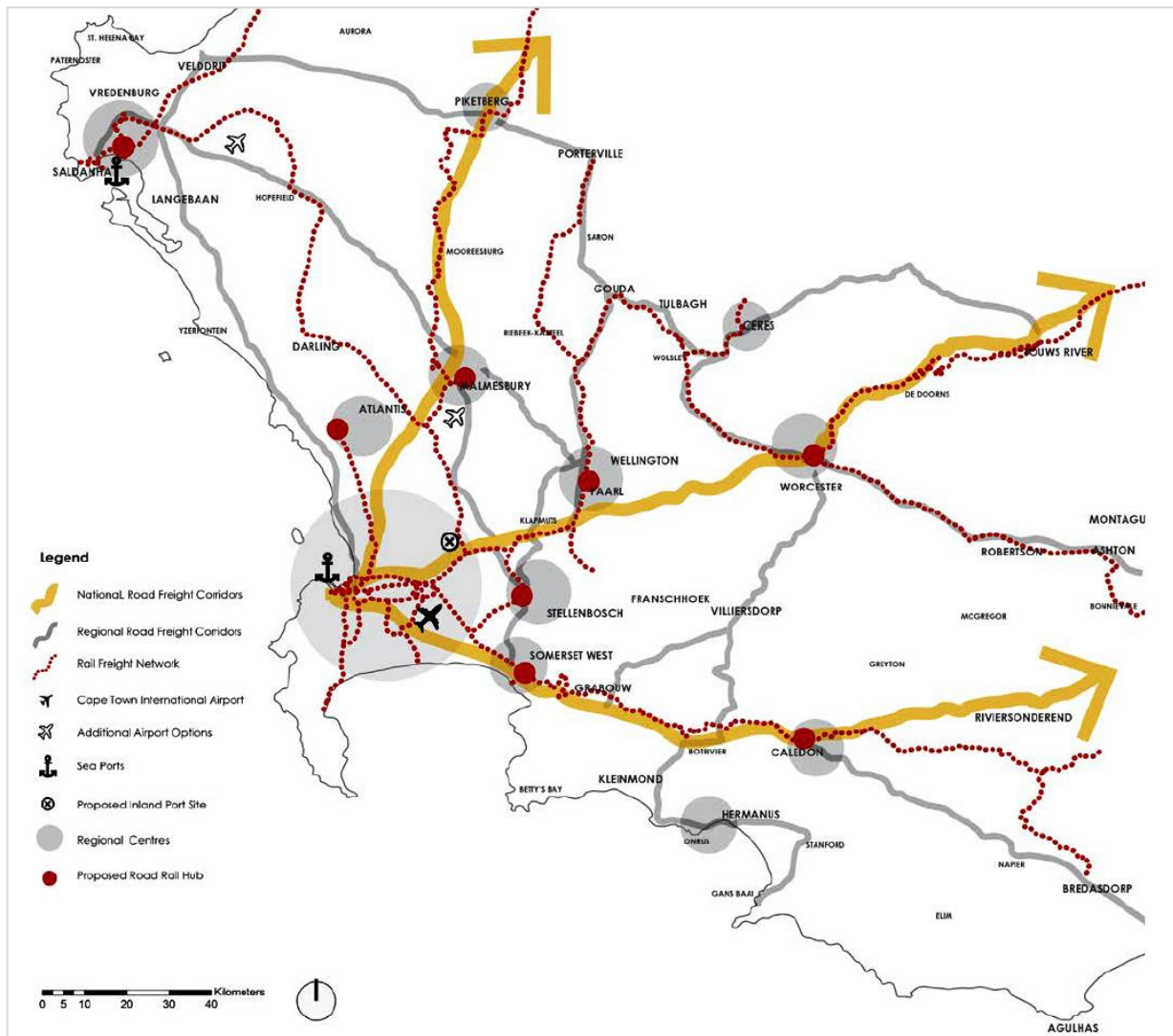
In terms of role and function, Paarl and Wellington are the Northern Winelands service, administrative, tertiary education, agri-processing and distribution, and tourist centre, with very high/ high growth potential.



Map 14: Greater Cape Metro (Greater Cape Metro RSIF, 2016)



Map 15: RSIF Regional Settlement Concept (Greater Cape Metro RSIF, 2016)



Map 16: RSIF Regional Freight Network Concept (Greater Cape Metro RSIF, 2016)

### 3.4 The Drakenstein Municipality Integrated Development Plan

The IDP identifies priority programmes/projects, “big move”, and key initiatives (linked to key performance areas) to focus its settlement development and management. Table 5 outlines these interventions related to the current study.

### 3.5 The Drakenstein Municipality Spatial Development Framework

The SDF identifies ten spatial development principles, aimed at guiding the formulation of focus area proposals and the future development of the Drakenstein Municipality. These ten principles are set out in Table 6 below.

The spatial vision for the DM SDF is:

***“The Drakenstein Municipality located at the heart of the Winelands and building on its assets - its dramatic scenic landscape, precious natural and cultural heritage, quality educational institutions and sporting facilities, thriving agricultural economy and unrivalled access to the regional access and logistics networks - will be a place of excellence for all its residents”.***

More detailed interventions contained in the DM SDF are structured around thirteen Focus Areas (FAs), two of which – Paarl and Paarl East – contain the Paarl CBD and Surrounds and the five precincts which forms the subject of this SDF. Interventions for each focus area are illustrated graphically and described under six themes. Interventions and land use implications for key sites, “key concepts”, an implementation framework, and “parallel policies, plans and preconditions” are also outlined (See Table 7 and Table 8). The SDF links the development objectives taken from the DM’s IDP.

**Table 5: IDP Interventions**

	<b>PRIORITY PROGRAMMES/ PROJECTS</b>	<b>BIG MOVES</b>	<b>KEY INITIATIVE</b>
<b>KPA 4: Physical Infrastructure and Services</b>	Replacement of aged electricity infrastructure. Commissioning of new Mall Substation 66/11/kV20MVA. Preparation of a Public Transport Plan rural and urban areas. Maintenance and upgrade of all community and public facilities.	Brownfield upgrade of underutilised industrial sites (with minimum infrastructure cost input) to encourage industrial investment.	Recycling of treated sewerage water to serve the industrial area and sport fields. Eradicating waste water maintenance backlogs (especially at the Paarl WWTW).
<b>KPA 5: Planning and Economic Development</b>	Preparation of Paarl East Precinct Plan (various areas) Preparation of Arboretum Urban Design Framework Preparation of Klein Drakenstein/ Lady Grey Local Spatial Development Framework Identification and site development of cultural/ heritage places of interest.	Berg River Corridor Planning and Development. Paarl and Wellington CBD Plan and Implementation Framework. Klein Drakenstein Road Development Corridor Framework.	Investigating Urban Special Rating Areas to establish Central Improvement Districts. Completion of the Vacant Land Study. Proposal call for the development of vacant municipal land. Alienation of serviced industrial and commercial sites.
<b>KPA 6: Safety and Environmental Management</b>		3-5 Parks to be identified for improvements to promote use. Implementation of the Arboretum Plan.	Preparation of Berg River Water Quality Monitoring and Remediation Plan. Preparation of Berg River Maintenance Management Plan.
<b>KPA 7: Social and Community Development</b>			Accreditation, restructuring zones, and appointment of turnkey implementation housing agent



**Table 6: DSDF Principles**

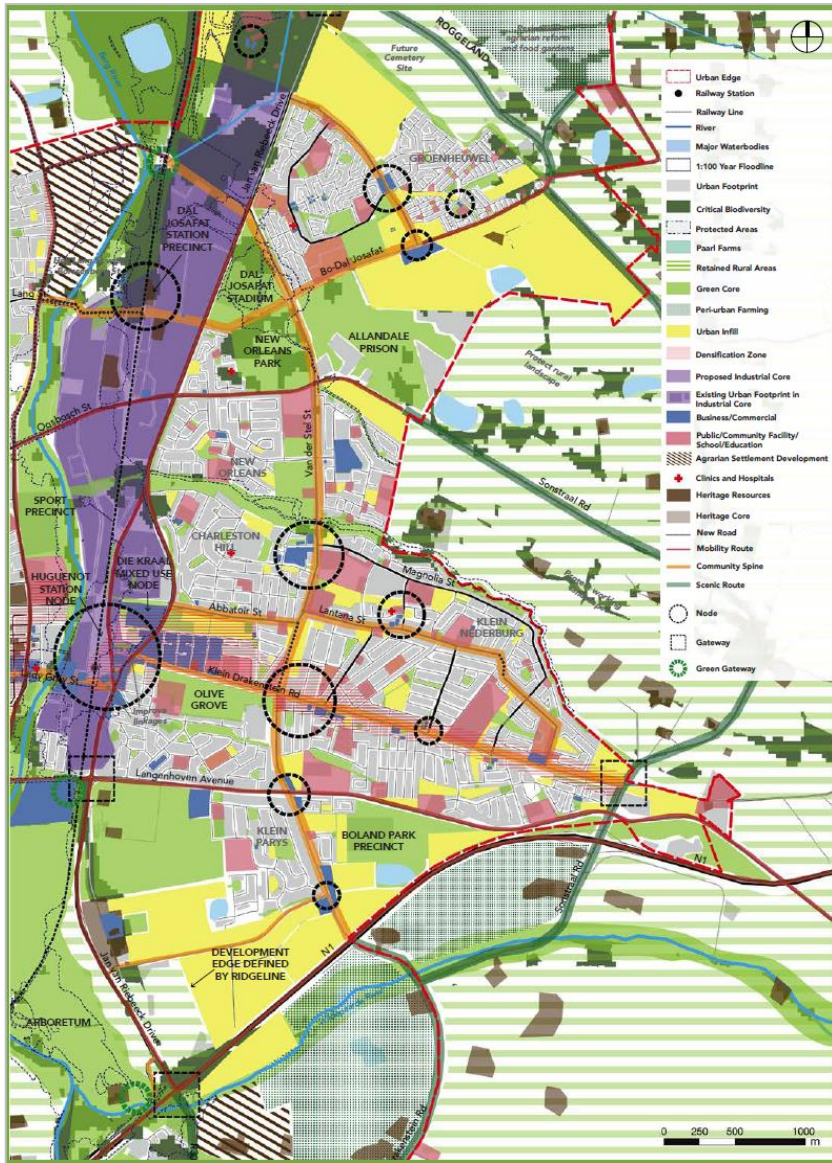
<b>PRINCIPLE</b>	<b>EXPLANATION</b>
<b>Continuity of green</b>	Ensure the continuity and connection of core biodiversity areas, river systems and landscape elements to establish connected green networks.
<b>Establish well-defined and designed development/ open space interfaces</b>	Ensure that the interface between green space and development is well designed so that open space is overlooked and not edged by “backs” and blank edges.
<b>Protect and enhance rural character</b>	Ensure that all interventions in rural areas are of an appropriate scale and nature to support rural livelihoods, whilst at that same time protecting the sense of place and the agricultural resource base.
<b>Enable strategic densification</b>	Densify residential development and cluster activities in these areas for efficient use of infrastructure and available land.
<b>Enable and promote mixed use</b>	Promote a mix of uses around nodes and along corridors within the accessibility grid.
<b>Protect and enhance heritage resources</b>	Acknowledge the importance of heritage resources and carefully manage impacts at all scales of planning and development, from the broader Drakenstein municipal landscape and its settlement pattern to individual buildings.
<b>Ensure connectivity between settlements and a hierarchy of nodes and connectivity within settlements</b>	Connect nodes and communities via safe and attractive public transport and pedestrian friendly routes and activity corridors within a hierarchical accessibility grid.
<b>Promote spatial integration</b>	Facilitate integration through well-located new development and infill, reducing barriers between communities and enabling more efficient access to facilities and opportunities.
<b>Establish an accessible hierarchy of public facilities</b>	Locate new facilities and resources so that they relate to the accessibility grid; high order regional facilities should be within easy reach of the primary public transport and street network.
<b>Cluster social facilities</b>	Cluster social facilities and activities within nodes to optimise accessibility and convenience while also improving security and maintenance.

**Table 7: DSDF Interventions for Paarl**

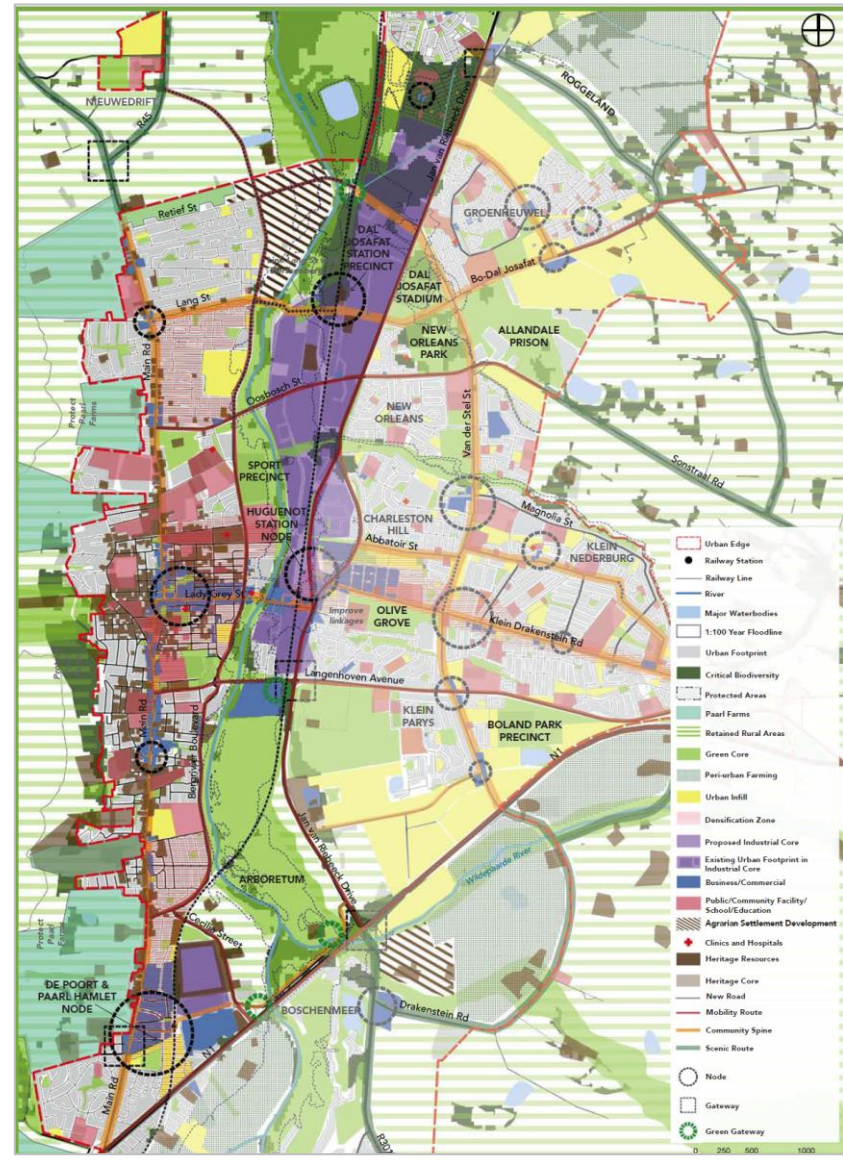
<b>PAARL</b>				
<b>THEMATIC INTERVENTIONS</b>	<b>INTERVENTIONS/ IMPLICATIONS FOR KEY SITES</b>	<b>KEY CONCEPTS</b>	<b>IMPLEMENTATION FRAMEWORK</b>	<b>PARALLEL POLICIES, PLANS AND PRECONDITIONS</b>
<b>Environmental Management</b>	<ul style="list-style-type: none"> <li>Rehabilitate and protect riverine corridors (Berg River and tributaries) and protect CBAs/ wetlands and manage floodplains.</li> <li>Celebrate natural features/ resources (Paarl Mountain, Arboretum).</li> <li>Facilitate stewardships to conserve CBAs such as lower slopes of Paarl Mountain.</li> </ul>	<ul style="list-style-type: none"> <li>Focus of investment to improve efficiency of urban structure and increase socio-economic opportunities.</li> <li>Contain footprint of urban area (focus on infill and densification).</li> <li>Integration between Paarl East and West (Lady Grey and Klein Drakenstein Road).</li> <li>Ensure access to a network of green areas.</li> </ul>	<ul style="list-style-type: none"> <li>3- 7 years: Precinct plan and implementation strategy for land along southern banks of Berg River including Arboretum and Waterfront site and other vacant land portions to create linkages and pedestrian routes. Safe walkways, seating, landscaping, clear points of access to river and improvement of maintenance and management. Low key commercial activities focused on supporting recreation uses.</li> <li>4-8 years: Revision of strategy for renewal and upgrading of building facades and streetscapes in Paarl CBD area and along Main Street. Focus on parking, heritage and appropriate land uses (especially along Main Street). Identification of suitable site for Taxi Rank in CBD.</li> </ul>	<ul style="list-style-type: none"> <li>River Environmental Management Plan for the Berg River and major tributaries (2009).</li> <li>Paarl Arboretum Management Framework (2009).</li> <li>Densification and Urbanisation Strategy and Open Space Utilisation Policy (2006) - Case Study of open space between Kerk and Pieter Wium Streets.</li> <li>Revision and implementation of Improvement of Central Business District Master Plan (2010).</li> <li>Completion of new road linkages and new main substations and the upgrading of water and sewer networks currently under stress - to support new growth and densification in identified areas.</li> </ul>
<b>Agriculture, Land Reform and Rural Development</b>	<ul style="list-style-type: none"> <li>Delineate an agricultural edge inclusive of Paarl Farms, high value and unique agricultural land (existing irrigated footprint), and areas suitable for small-scale production and agrarian reform (i.e. allotments).</li> <li>Promote urban agriculture/ small-scale farming/ agrarian reform and facilitate local produce markets/ informal trading spaces to promote "garden/ farm to plate" marketing.</li> <li>Improve management of stormwater/ WWTW disposal to protect agricultural water resources.</li> </ul>			
<b>Heritage and the Cultural Landscape</b>	<ul style="list-style-type: none"> <li>Protect the agricultural setting and built environment heritage of Paarl while allowing for appropriate adaptive reuse of historic buildings/ sites.</li> <li>Facilitate interventions for Paarl Station, Paarl Main Street, De Poort, Arboretum, and Paarl Waterfront to attract tourism investment/ celebrate heritage value.</li> <li>Promote niche market tourism (e.g. food production/ agri-processing).</li> </ul>			
<b>Connectivity and Green Logistics</b>	<ul style="list-style-type: none"> <li>Capitalise on the critical mass of existing transport enterprises and provide supporting infrastructure.</li> <li>Explore renewable energy business opportunities and incentivise green industry and businesses in existing industrial areas.</li> <li>Focus on the development of Paarl Station/ Dal Josafat Station as strategic economic and transport hubs.</li> <li>Initiate and fast-track the completion of road connections to unlock development.</li> <li>Align strategic and appropriate densification at significant nodes and along activity routes with TOD conditions.</li> </ul>			
<b>Sport and Education</b>	<ul style="list-style-type: none"> <li>Capitalise on the well-established educational facilities and educational history of Paarl.</li> <li>Upgrade the public realm and training facilities at sport precincts such as Zanddrif to attract training and events (approval of new sport facilities conditional on public access).</li> <li>Promote sport facilities along Jan van Riebeeck Drive.</li> </ul>			
<b>Settlement and Communities</b>	<ul style="list-style-type: none"> <li>Promote infill in appropriate locations and densification in the area north and south of the CBD (Vrykyk, Northern Paarl residential area and area around Paarl Station).</li> <li>Provide social facilities in alignment with public transport facilities and facilitate on-street activity through well-located mixed-use areas to create vibrant/ complete neighbourhoods.</li> <li>Initiate and facilitate urban renewal programmes for strategic precincts (e.g. Huguenot Station, Lady Grey, CBD, De Poort, Paarl Hamlet).</li> </ul>			

**Table 8: DSDF Interventions for Paarl East**

PAARL EAST				
THEMATIC INTERVENTIONS	INTERVENTIONS/ IMPLICATIONS FOR KEY SITES	KEY CONCEPTS	IMPLEMENTATION FRAMEWORK	PARALLEL POLICIES, PLANS AND PRECONDITIONS
<b>Environmental Management</b>	<ul style="list-style-type: none"> <li>Rehabilitate and protect riverine corridors (Berg River and tributaries) and protect CBAs/ wetlands and manage floodplains.</li> <li>Ecosystem management, catchment management, pollution control and riparian zone management programmes.</li> <li>Improve waste management through community-based recycling projects.</li> </ul>	<ul style="list-style-type: none"> <li>Completion of road connections.</li> <li>Densification and infill along Klein Drakenstein to create vibrant activity street.</li> </ul>	<ul style="list-style-type: none"> <li>2-5 years: Urban design strategy for improved landscaping and public space. Incentives for commercial activity including redevelopment of Die Kraal site and link with BAT development. Road reconfiguration for improved linkage between Klein Drakenstein and Lady Grey Road.</li> </ul>	<ul style="list-style-type: none"> <li>Completion of Van der Stel Street towards Klein Drakenstein.</li> <li>Completion of new main substations and the upgrading of water and sewer networks currently under stress - to support new growth and densification in identified areas.</li> <li>VPUU project coordination.</li> </ul>
<b>Agriculture, Land Reform and Rural Development</b>	<ul style="list-style-type: none"> <li>Protect core agricultural areas through an "agricultural edge" high value and unique agricultural land (existing irrigated footprint) and areas suitable for small-scale production and agrarian reform (i.e. allotments) in Dal Josafat area.</li> <li>Promote urban agriculture/ small-scale farming/ agrarian reform and facilitate local produce markets/ informal trading spaces to promote "garden/ farm to plate" marketing.</li> <li>Improve management of stormwater/ WWTW disposal to protect agricultural water resources.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities for small scale farming to north.</li> <li>Investment in sports facilities such as Dal Josafat Stadium and Boland Park.</li> <li>Efforts directed to key areas: CBD renewal, Huguenot and Paarl Station, Berg River frontage, sports and recreation facilities, and agri-processing and food industry.</li> </ul>	<ul style="list-style-type: none"> <li>2-5 years: Capitalising on the historic value of the Costa's olive grove to attract tourists and local communities through community garden programme and local produce market. Investigate possible development of learning centre, coffee shop, conference centre.</li> </ul>	
<b>Heritage and the Cultural Landscape</b>	<ul style="list-style-type: none"> <li>Protect and celebrate the unique scenic and cultural assets of the community (e.g. the Costa's olive grove).</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities for mixed - use node and community facilities at Die Kraal.</li> <li>Initiate planning for the historic Costa's olive grove.</li> </ul>	<ul style="list-style-type: none"> <li>5-7 years: Urban design and land use guidelines to transform Klein Drakenstein Road into a high-density activity street with safe NMT routes and quality public spaces.</li> </ul>	
<b>Connectivity and Green Logistics</b>	<ul style="list-style-type: none"> <li>Incentivise and promote mixed-use development along Klein Drakenstein Road to create opportunities for investment in establishing a primary activity street.</li> <li>Incentivise the existing industrial strip west of Jan van Riebeeck Drive.</li> <li>Create linkages between Boland Park and the Waterfront Site.</li> </ul>		<ul style="list-style-type: none"> <li>5-10 years: Implementation of the Priority Projects (Thusong Centre, Freedom Park Groenheuwel Library, etc.) and the expansion of VPUU to other neighbourhoods.</li> </ul>	
<b>Sport and Education</b>	<ul style="list-style-type: none"> <li>Attract business and local spending through investment in sports facilities and stadiums (Dal Josafat and Boland Park) to attract sporting events and opportunities for training while providing access to the local community for social development.</li> <li>Attract investment and opportunities and promote the development planning for Huguenot Station and Die Kraal mixed use node and community facilities upgrade.</li> </ul>			
<b>Settlement and Communities</b>	<ul style="list-style-type: none"> <li>Promote infill in appropriate locations and densification along Klein Drakenstein Road (water and sewerage upgrades will be required; none planned for 0-5 years).</li> <li>Improve access and connection between Paarl East and Paarl Central through investment in reconfiguration of Klein Drakenstein Road and Lady Grey Road and upgrading of Huguenot Station.</li> <li>Adopt an incremental approach to informal settlement upgrading through providing serviced sites and the formalisation of backyard shacks.</li> <li>Prioritise and expand the Violence Prevention through Urban Upgrading Programme (VPUU) project roll-out.</li> <li>Invest in the public realm and degraded building facades.</li> </ul>			



Map 17: Paarl Spatial Concept



Map 18: Paarl East Spatial Concept

The economic restructuring interventions that enable socio-economic justice are not clearly defined in the current SDF. The inherent nature of socio-economic exclusion specifically in the Paarl east area is one that requires equality interventions. Thus, the disadvantaged need to be included and integrated into the spatial economic spheres.

## 4 EXISTING PROPOSALS

There are several proposals for parts of the study area that require consideration within the context of the LSDF. These are considered under section 6, outlining precinct plans (in grey boxes and red text).

## 5 CONCEPT AND FRAMEWORK PLAN

### 5.1 Vision

“A Paarl CBD and Surrounds of excellence developed and managed in a manner which enhances opportunity for all citizens, and build on the assets of Drakenstein Municipality – its dramatic scenic landscape, precious natural and

cultural heritage, quality educational institutions and sporting facilities, thriving agricultural economy and unrivalled access to the regional access and logistics networks.”

### 5.2 Leading considerations

The leading consideration underlying the overall concept is to restore Paarl CBD and Surrounds to a more equitable disposition of activity and opportunity, reminiscent of the area's settlement pattern prior to Group Areas intervention.

This can be achieved over time, through a package of interventions – physical and non-physical – in partnership with other spheres of government, the private sector, and public.

Differentiating features of the concept are that – while contributing to the whole – most of the proposed interventions can stand on their own and contribute to transformation of the area. In many cases, proposed interventions do not require significant additional public resources. Rather, reliance on considered prioritisation and incentives are envisaged.

### 5.3 Overall concept and framework plan

The overall concept for Paarl CBD and Surrounds is illustrated in Figure 7.



### Paarl West & East Bridging Activity

Bridging of Paarl West & East through access and linkage to activities on connection spines can enable restructuring of the East-West status quo. Connection and integration reflect a spatial just Paarl.

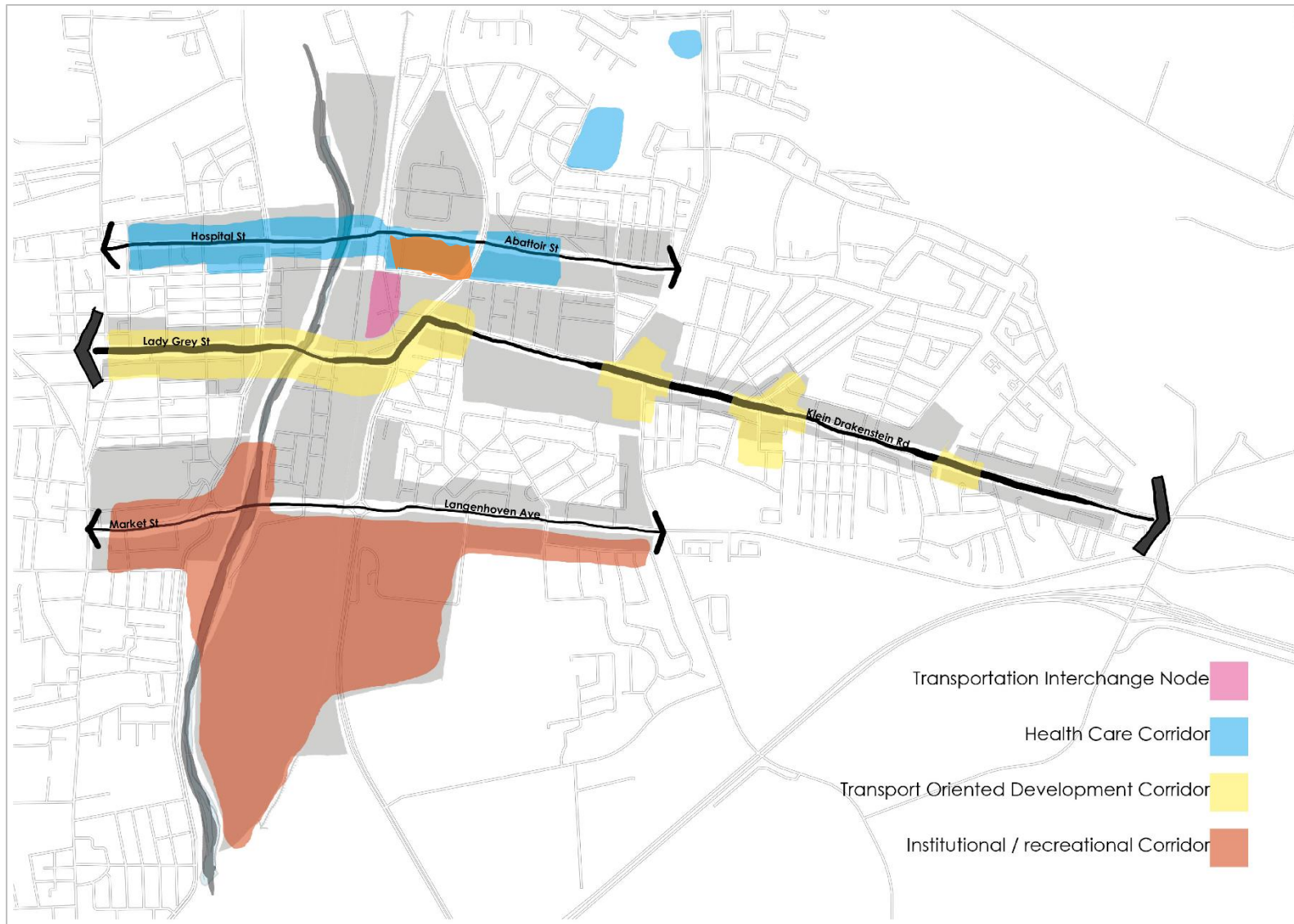
Figure 4: Paarl West & East Bridging Activity



**Important nodal points**

Key existing nodal points need to be celebrated by all.

Figure 5: Important nodal points



### Land Use Activity Corridors

Building up on existing Paarl West land use activity corridors and expanding them into Paarl East can improve spatial justice and equity for all.

Figure 6: Land Use Activity Corridors



In broad terms, the concept and framework plan comprise twelve elements.

**C1: Celebrate and expose history – special places – in an inclusive manner.**

Associated actions:

- A formally made, pedestrian friendly, and celebrated “connection space” between Paarl West and Paarl East (possibly the Lady Grey Street Berg River bridge structure/ space).
- Recognition of important “struggle” and other historical places in both Paarl West, Paarl East and particularly along Klein Drakenstein Road.

**C2: A central public transport interchange and public space at Huguenot Station (subject to further investigation).**

Associated actions:

- Design and implementation of the transport interchange, together with rationalisation of vehicular movement, “exposure” of the station, and retail opportunity for small entrepreneurs.

- Encourage and promote LED programmes at strategic locations surrounding the station.
- Support transit infrastructure development that empowers small and medium business growth.
- A network of feeder routes and interregional connections incorporating train, taxi, and bus.

**C3: Gradual evolution of existing commercial uses and re-use of vacant industrial space in the existing industrial area – supported by government incentives and service prioritisation – towards a more public and diverse commercial district (possibly starting with key historic structures along highly exposed routes).**

Associated actions:

- Possible rezoning/overlay zoning to enable change.
- Possible restructuring zone.
- Support to individual owners who want to transform industrial structures.
- Limit future proposals for industrial use near Lady Grey Street, Klein Drakenstein Road and Huguenot Station.

**C4: Manage the west CBD with a focus on environmental improvement and business retention.**

Associated actions:

- Limit further change to business use of residential property.
- Promote mixed-use developments but retain and expand residential component.
- Ensure that the public realm be upgraded equitably throughout the CBD to create an improved sense of place.
- Support environmental improvement initiatives that redress crime through design

**C5: Proactively assist business development and retention along Klein Drakenstein Road.**

Associated actions:

- Possible rezoning/overlay zoning to enable change.
- Possible restructuring zone.
- Preferential access to municipal land.
- Support for informal sector.
- Improved signage which includes places of interest and historical importance.

- Logistics facility at Tunnel “gateway”.
- Support small and medium business incubators through private-public partnerships.
- Significant landscaping and parking improvement making the area attractive for residents and visitors.

**C6:** *A significant new residential community on the area between Huguenot Community Hall and the boxing hall, incorporating community facilities with broader reach than the development itself.*

Associated actions:

- Identifying a developer partner (possible an accredited social housing company).

**C7:** *Pro-active support for infill higher density housing in Paarl West and East on public and private land (emphasising lower market segments) to enhance thresholds for existing and new commercial and public activity, public transport, and resource sensitive living and pedestrianism.*

Associated actions:

- Identification and preparation of small public land holdings.

- Identifying a developer partner (possible an accredited social housing company).
- Support to private land owners/developers.
- Preferential access to municipal land.
- Support affordable housing programmes.

**C8:** *Public exposure of the Olive Grove facility and activities (including public learning, “experience”, and commercial facilities).*

Associated actions:

- Consultations with land owner.
- Active marketing of Olive Grove as a tourist attraction.
- Support linkage of commercial activities between Olive Grove facility and Klein Drakenstein.

**C9:** *Promotion of a “health” district along Hospital Street, incorporating the private and government hospitals, and linked to the De Kraal sports complex, Huguenot Station, and adjacent proposed housing via a pedestrian bridge crossing the river.*

Associated actions:

- Support to land owners and developers.
- Active marketing of Drakenstein as a “health wellness and centre”

**C10:** *Strengthening of the “institutional” corridor along Market Street and Langenhoven Avenue (incorporating the “Waterfront” site), focusing on “knowledge” activities.*

Associated actions:

- Creative use of the Waterfront site.
- Support nature activities and educational programmes focused on environment conservation.
- Provide a tourist destination and recreational place.

**C11:** *Focus new sporting facilities – or rationalize existing ones – in the east, and specifically in association with the institutional corridor and the site east of the Arboretum.*

Associated actions:

- Consider re-location as new requests come in or lease agreements require re-negotiation.
- Support “private” initiatives to locate sporting facilities in the east.
- Integration and shared usage of sports facilities.

**C12: Establish a day visitor recreational space along the Berg River near the nursery.**

Associated actions:

- Development of appropriate facilities (ablutions, braai areas, access management).

Support nature activities and educational programmes focused on environment conservation.

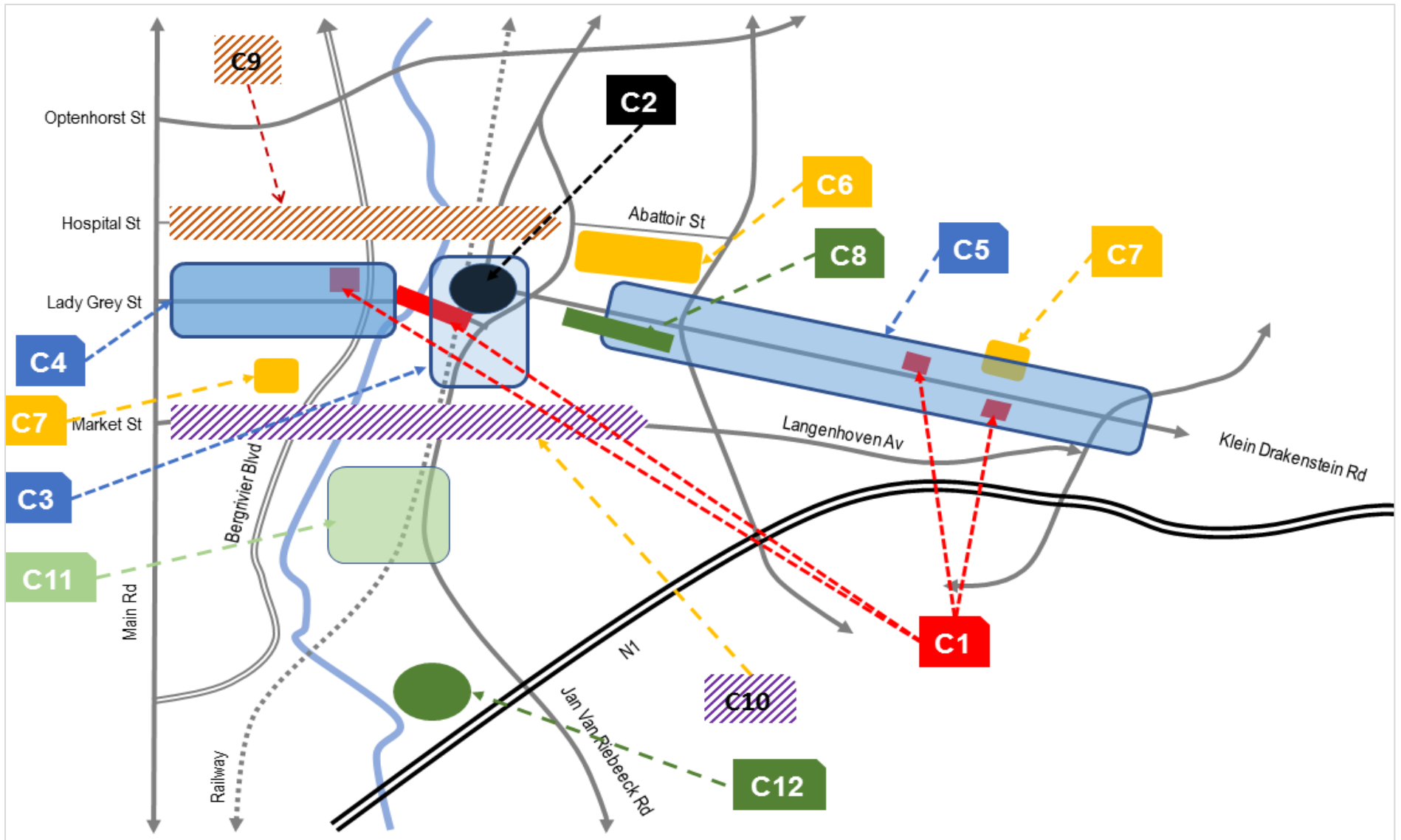


Figure 7: Overall Concept Plan

## 6 PLANS AND STRATEGIES

The sections below develop the overall concept and framework plan into more detailed plans and proposals for each of the precincts comprising the Paarl CBD and Surrounds. Existing proposals and projects in the various precincts are also considered.

### 6.1 Overall plan

#### 6.1.1 Introduction

Paarl is a significant urban centre within a municipality dominated by rural and farming landscapes. The study area is essentially urban, comprising the central business district and adjacent areas. It is situated at the base of the wide valley between two significant topographic features: Paarl Mountain to the west and the Drakenstein mountain range to the east. Paarl's biophysical surroundings are as a key contributor to the city's agricultural and tourism sectors, as well as in the provision of ecosystem services.

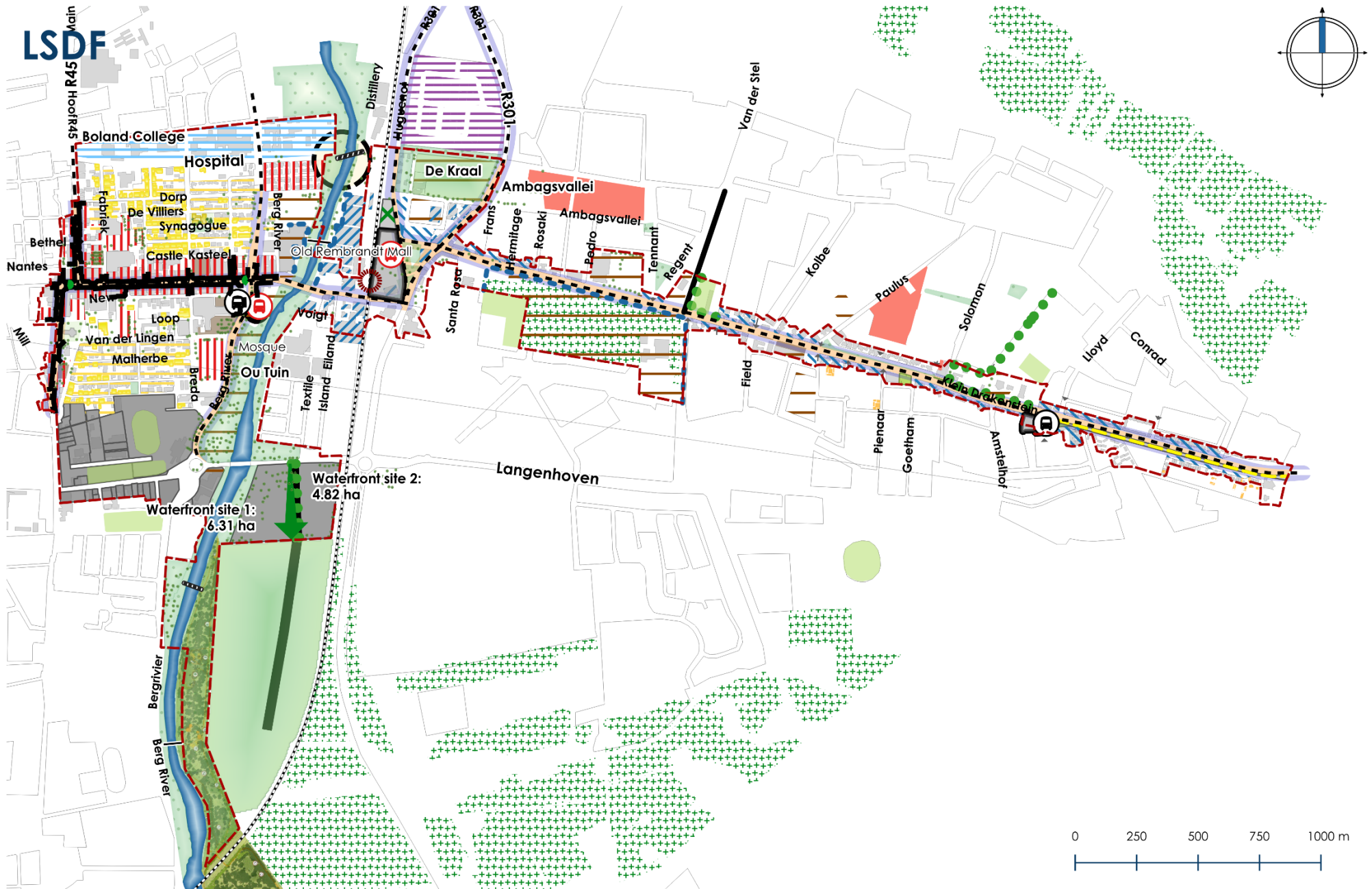
Within the overall area, distinct patterns of business and commercial activity occur. There are the

established, well-resourced urban areas, comprising restaurants, coffee shops, retail, offices, and related commercial activity located along historic Main Street (with its many Georgian, Victorian, Edwardian and Cape Dutch buildings), and along Lady Grey; the localised retail centres along Klein Drakenstein Road; manufacturing and mixed-use commercial activities along Huguenot Bypass and Jan Van Riebeeck Drive; and Paarl Mall along the N1 at the New Eskdale Street intersection.



The West CBD is backed up by high quality residential accommodation, offering convenient living, a rich collection of institutions, pleasant open spaces, and tree-lined streets. It has a historic legacy of forced removals from this area and relocation to townships to the east of Berg River. The east, predominantly a more recent settlement, shows less investment in the quality of the public environment. Streets are not as well planted, many footways not well-maintained, and institutions clearly less well-resourced in relation to maintenance. This is a result of the historic legacy of racial based spatial planning and separation.

The Berg River and its tributaries are ecologically degraded due to agricultural activities and urban development as well as alien invasive vegetation (Water quality in the river is impacted on by effluent from waste water treatment works at Franschoek and Paarl, by runoff from informal and un-serviced urban areas in Paarl, and by runoff from farms and golf estates). Bacterial pollution in the Berg River downstream of Paarl may pose a health risk to swimmers and canoeists. Within the study area, the river is channelized between earth and concrete banks. Other than the river, the major green open space within the study area is the Arboretum, which has grassed lawns and scattered trees, largely exotic in origin. Much of the Arboretum and the river corridor lie within the floodplain of the river.

## 6.1.2 LSDF Plan



### 6.1.3 LSDF Plan Legend

	Active edges		Improved landscaping
	Positive edges		Retained rural areas
	Existing public transit facility		Health- and education-oriented uses
	Proposed public transit facility		Mixed commercial (informal / formal)
	Railway station		New medium or high density development
	Public Transport Interchange		Gradual change from industrial to commercial activity
	Future IPTN route		Provision for formal commercial uses
	Redevelop and rehabilitate existing pedestrian bridge		Mixed-use intensification or infill
	New pedestrian bridge		Celebrate and expose cultural heritage
	Parking areas		Sports facilities
	Construct new road		Retain and enhance residential component
	Extend dual carriageway along Klein Drakenstein		Protect historic residential fabric
	Focal point for NMT development		New institutional or education use
	Key activity route		Industrial redevelopment
	Pedestrian-friendly routes		Landscaped and improved parking areas
	Pedestrian movement routes		Residential infill development
	New 'urban square'		Arboretum day use area
	River corridor		Access to Arboretum through Waterfront
	New sports complex		Raised pedestrian crossing
	Retain and enhance public green spaces		Entrance / gateway

## 6.1.4 Table of proposals

**Table 9: Overall Proposals**

URBAN COMPONENTS	PROPOSALS/ RECOMMENDATIONS
Movement routes	<ul style="list-style-type: none"> <li>Recognise the role of Main Street, Lady Grey Street, Berg River Boulevard, Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Langenhoven Avenue, as part of the Trunk, Regional, and Local route system in the DIPTN (and as a result, maintain the continuity of these routes and carefully consider upgrades against the requirements of the DIPTN).</li> </ul>
Transport interchanges	<ul style="list-style-type: none"> <li>Retain the option of either Lady Grey Street or Huguenot Station being the main PTI (subject to the outcome of further investigation and cost benefit analysis).</li> <li>Consider the location of the main PTI in the context of plans to align Lady Grey Street and Klein Drakenstein Road, and the need to upgrade the Lady Grey road over the rail bridge.</li> </ul>
Non-motorised transport (NMT)	<ul style="list-style-type: none"> <li>Focus NMT facilities on the key routes forming part of the DIPTN (Main Street, Lady Grey Street, Berg River Boulevard, Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Langenhoven Avenue).</li> <li>Strengthen and upgrade the NMT network along the Arboretum.</li> <li>Support the conversion of existing pedestrian crossing along Lady Grey Street to raised pedestrian crossing.</li> <li>Support new pedestrian walkways along public transport routes.</li> </ul>
Commercial development	<ul style="list-style-type: none"> <li>Consider the gradual change of use from residential to more of a commercial/ business along Klein Drakenstein Road.</li> <li>Consider the gradual change of use from industrial to more of a commercial/ business in the current industrial area east of Huguenot Station.</li> </ul>
Industrial development	<ul style="list-style-type: none"> <li>Favour mixed-use and commercial enterprises.</li> <li>Do not permit significant increase in the land zoned for industrial purposes near Lady Grey Street, Klein Drakenstein Road and Huguenot Station.</li> </ul>
Institutional development	<ul style="list-style-type: none"> <li>Proactively strengthen a focus of health industries along Hospital Street and linked across the river to the east.</li> <li>Proactively strengthen the focus of institutional uses along Market Street and Langenhoven Avenue towards Boland Park (including the Waterfront site)</li> <li>Enable institutional facilities such as educational facilities on the east of the Arboretum.</li> </ul>
Residential development	<ul style="list-style-type: none"> <li>Retain residential components in the West CBD.</li> <li>Permit the densification of residential use in Paarl West.</li> <li>Enable Affordable housing development in Paarl West.</li> <li>Encourage a higher density, affordable housing development on the municipal land east of De Kraal for middle/ low income housing.</li> <li>Enable development on municipal land within Paarl West CBD.</li> </ul>
Public facilities	<ul style="list-style-type: none"> <li>Implement the sports facility development on De Kraal.</li> <li>Support the relocation of sports facilities to a sports facility cluster in Paarl East.</li> <li>Ensure the provision management of adequate public ablution facilities along Lady Grey Street and at Huguenot Station.</li> </ul>
Green space, public space and landscape elements	<ul style="list-style-type: none"> <li>Retain and enhance the historic public places along Main Street and Market Street and Klein Drakenstein Road.</li> <li>Implement the proposals contained in the AUDF in full.</li> <li>Retain the largely open, public nature of the Berg River embankment and public space.</li> <li>Focus landscaping and public planting on the key routes forming part of the DIPTN (Lady Grey Street, Berg River Boulevard, and Main Street).</li> <li>Support the strengthening and upgrading of facades abutting movement routes (Lady Grey Street, Klein Drakenstein Road, Berg River Boulevard).</li> </ul>
Heritage places	<ul style="list-style-type: none"> <li>Proactively support the retention, upgrading, and exposure of heritage places as identified in surveys and in terms of heritage guidelines.</li> <li>Extend current heritage initiatives to expose and celebrate heritage places in Paarl East (specifically along Klein Drakenstein Road).</li> <li>Support the implementation of heritage signage at identified heritage sites.</li> <li>Proactively support the collaboration with tourism agencies on tourism routes in exposing the heritage sites.</li> </ul>
Municipal land	<ul style="list-style-type: none"> <li>Do not alienate or develop parking facilities north and south of Lady Grey Street until a final decision has been made on the location of the main PTI.</li> <li>Consider making remaining municipal land abutting Klein Drakenstein Road exclusively available to local entrepreneurs for business development (as opposed to open tenders).</li> </ul>

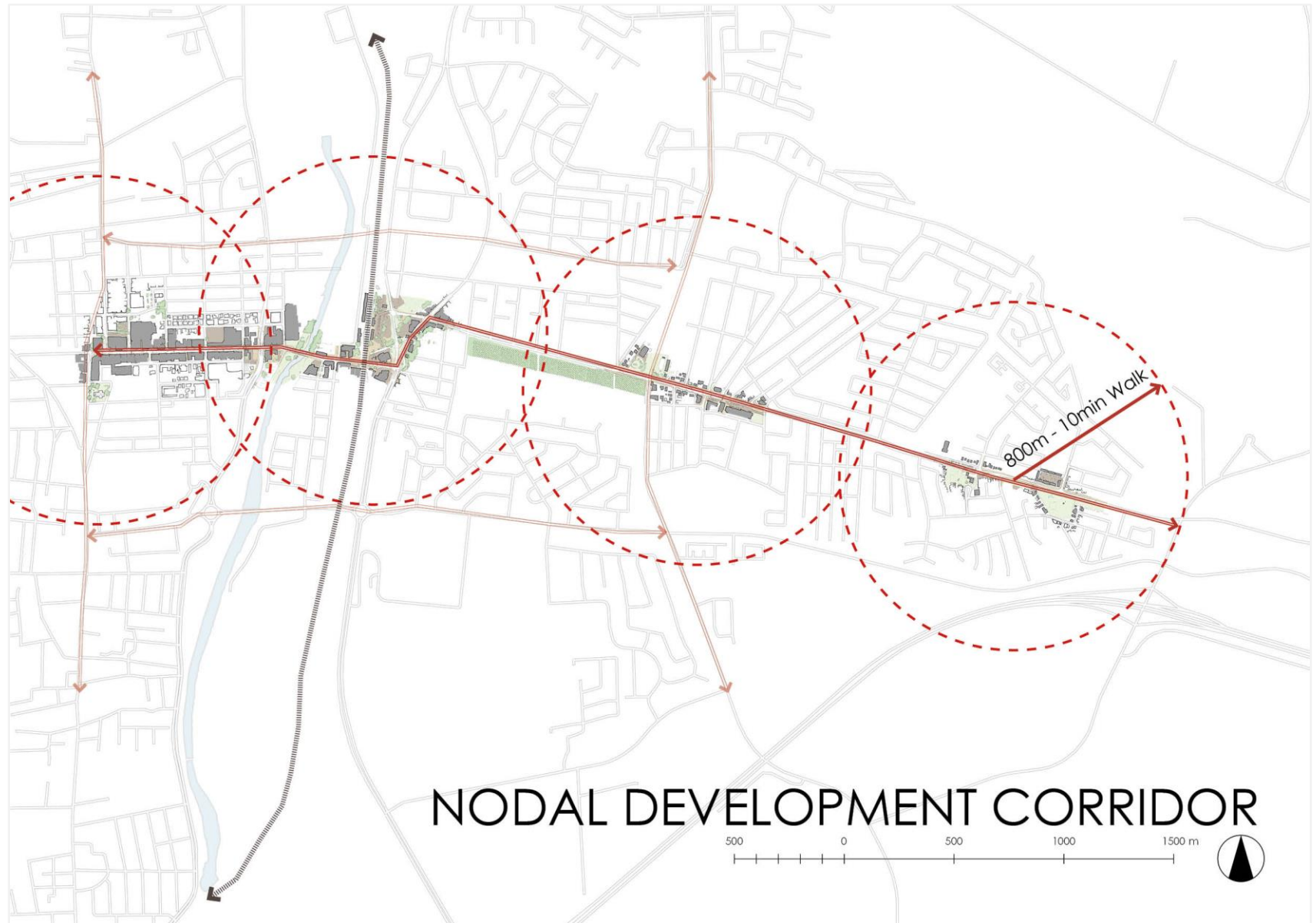


## Nodal Development in the East/West Integration Corridor

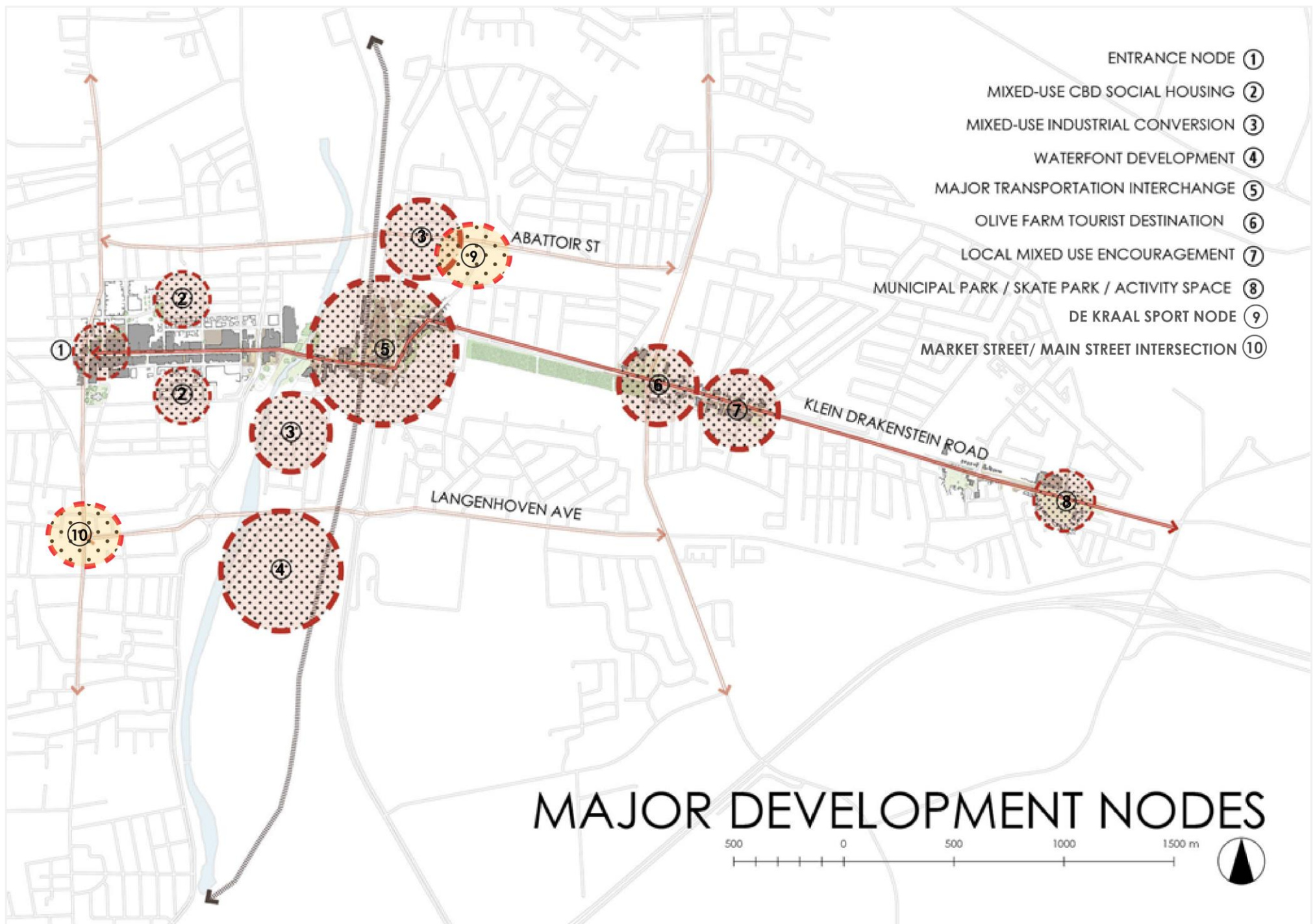
Map 19 illustrates the nodal development on the East/West Integration Corridor which key interventions are proposed. As highlighted by the IDP this area offers significant nodes for development along the corridor. The "Paarl East – West Integration Corridor Catalytic Zone" mainly focusses on the integration of Paarl East and Central Paarl.

The integration of the two areas is envisioned through the enhancement of the main distributor roads within the Catalytic Zone, which includes Klein Drakenstein Road and Lady Grey Street, as major activity corridors. It is also important to note that the revitalisation and upgrade of the Huguenot Station Precinct and Paarl CBD also forms part of this initiative.

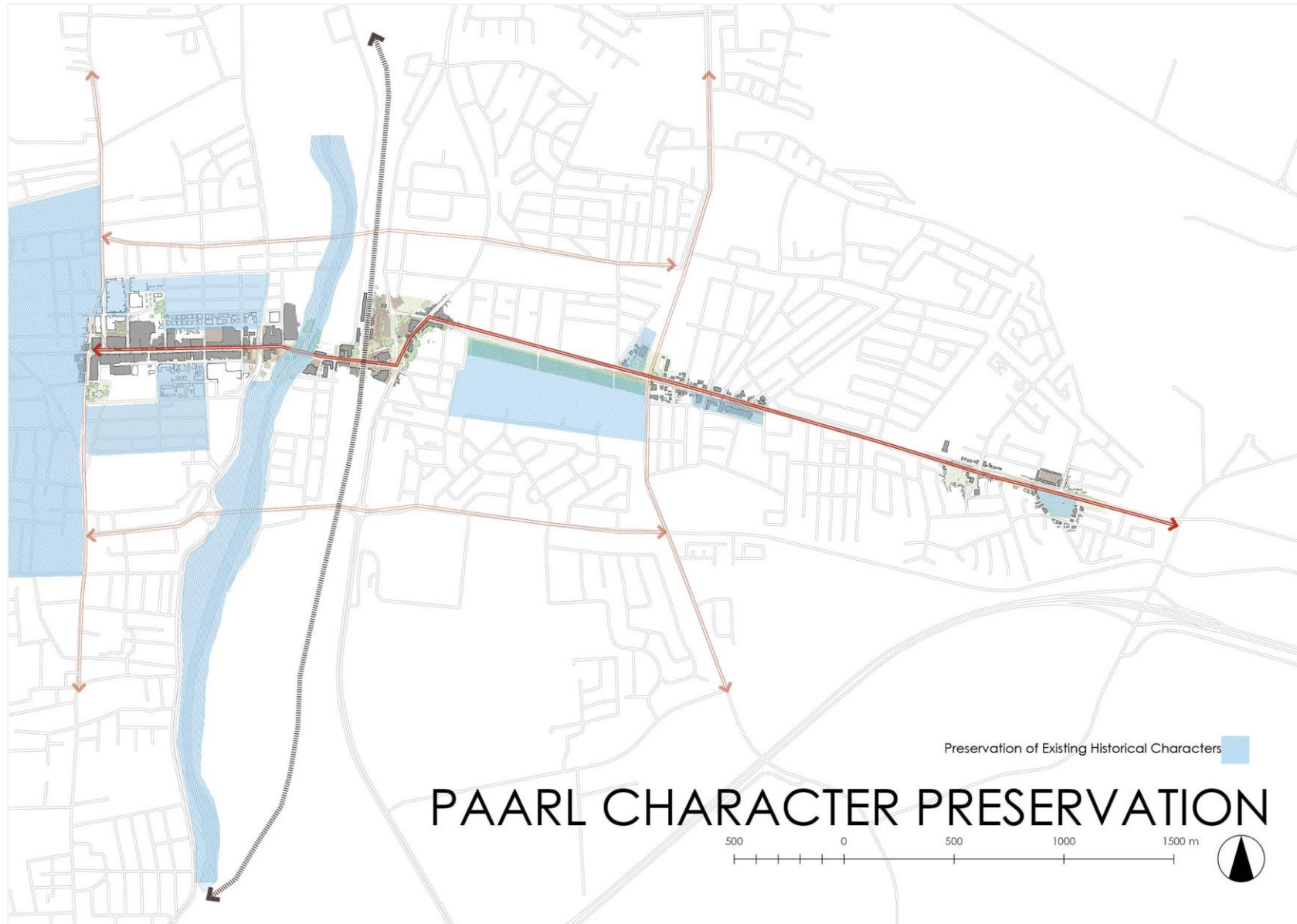
Furthermore, the development of key strategically located vacant properties within the catalytic zone for the development of the Paarl Waterfront, the Paarl Arboretum, the De Kraal Mixed Use Node, the Boy Louw Multi – Purpose Sport Centre and the Boland Park can also be regarded as crucial components of the integration of Paarl East and West.



Map 19: Nodal Development Corridor



Map 20: Major Development Nodes



## Paarl Character Preservation

It is imperative that the character and historic fabric of Paarl and surrounds be retained and enhanced to provide a sense of place.

The identified historic area areas contain embodied energy in them that is lost if demolished. These historic landscapes include urban agriculture, river frontage scenic routes and buildings.

They are character-defining features which, individually or collectively contribute to the landscape's physical appearance as they have evolved over time.

It is important to note that the security fence along Klein Drakenstein Road must not be retained.

Map 21: Paarl Character Preservation

Figure 8 illustrates the location of key perspectives within the following precincts:

- 1: Paarl West CBD and Main Street.
- 2: Huguenot Station.
- 3: Klein Drakenstein Road & Van Der Stel Road.
- 4: Klein Drakenstein Road.
- 5: Arboretum & Waterfront Site

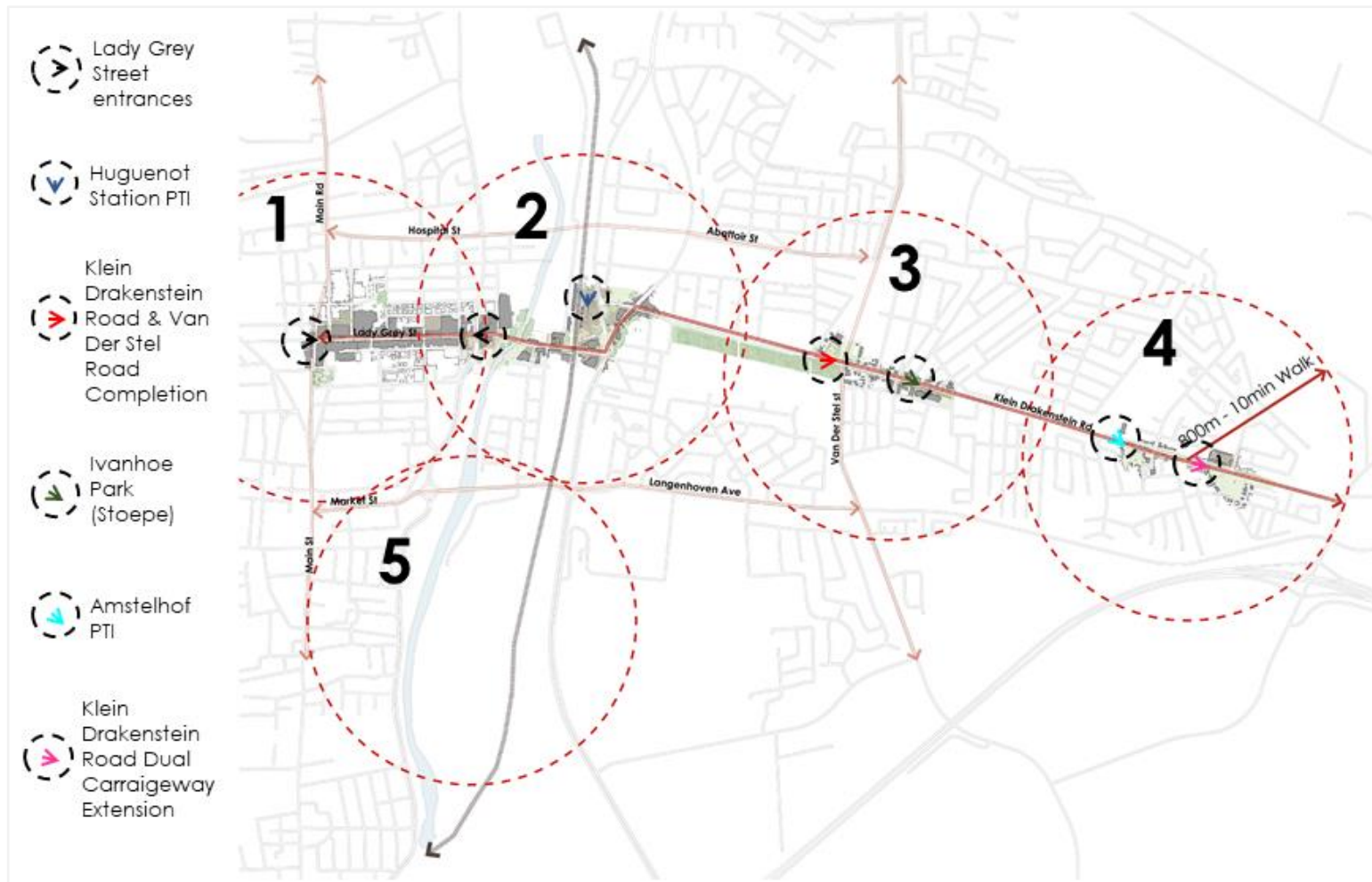


Figure 8: Location of Key Perspectives

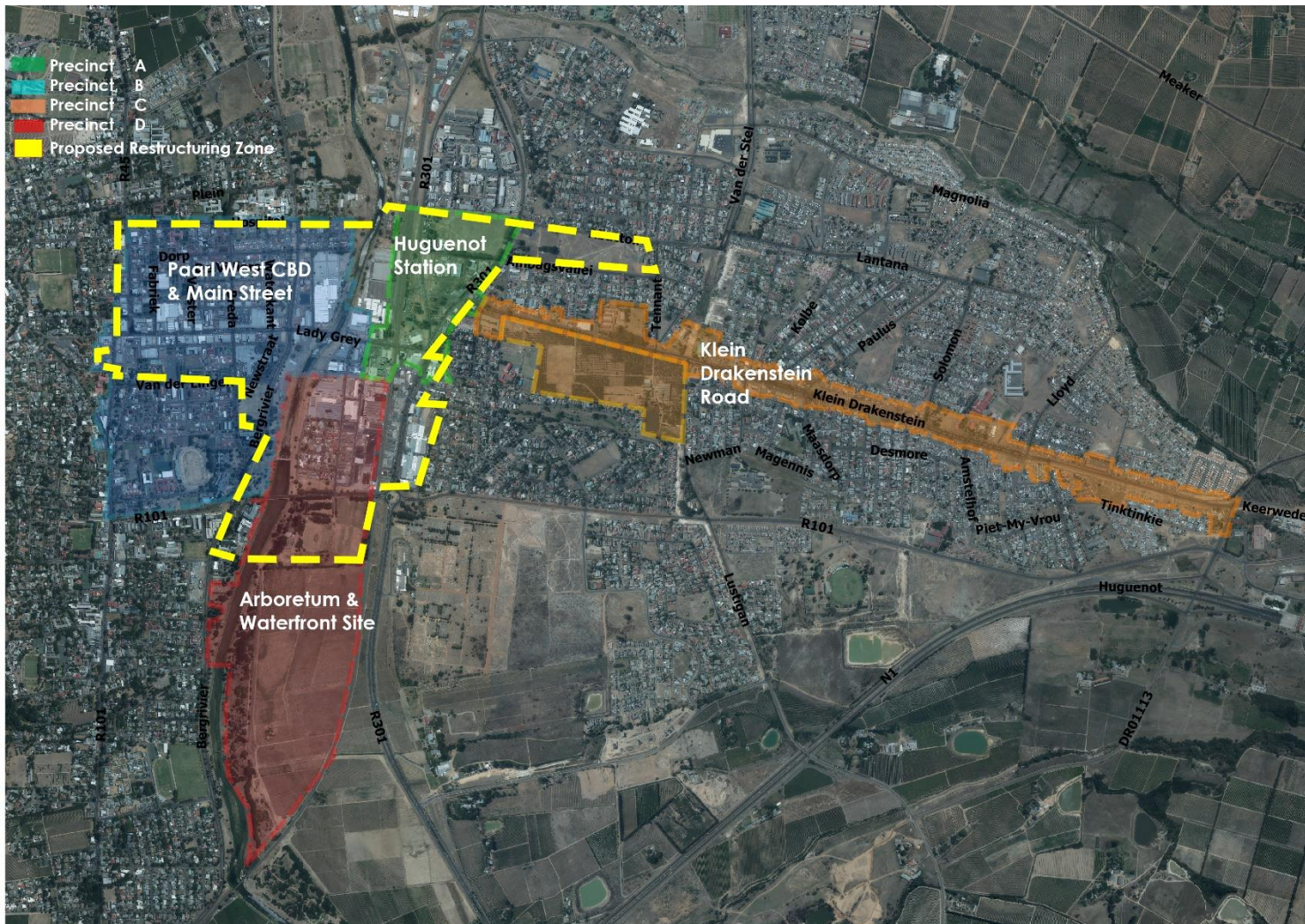


Figure 9 highlights the area that falls within the Department of Human Settlements gazetted restructuring zone in terms of Social Housing policy, the Guild lines and the Social Housing Act 2008 (Act no. 16 of 2008)

Figure 9: Gazetted Restructuring Zone withing the Study area

## 6.2 Paarl West CBD and Main Street

### 6.2.1 Introduction

Paarl Main Street stretches for some length in a north-south direction and contains a mix of commercial, agricultural, institutional, and residential uses along its length. Lady Grey Street, the spine of the Paarl West CBD, connects Main Street with the east. Laid out on a grid, the West CBD is characterised by retail/ commercial development (at times with offices and flats above) fronting Lady Grey Street. Traditionally, retail/ commercial development along Lady Grey Street is backing up by residential accommodation (mostly single storey dwellings and intermittent small apartment buildings).

Overall, the area provides a rich living environment, with places of residence in proximity to work, commerce, and public facilities. Lady Grey Street – particularly towards the east – appears run down in places, with unmaintained buildings, undeveloped sites creating discontinuity, and a poor pedestrian

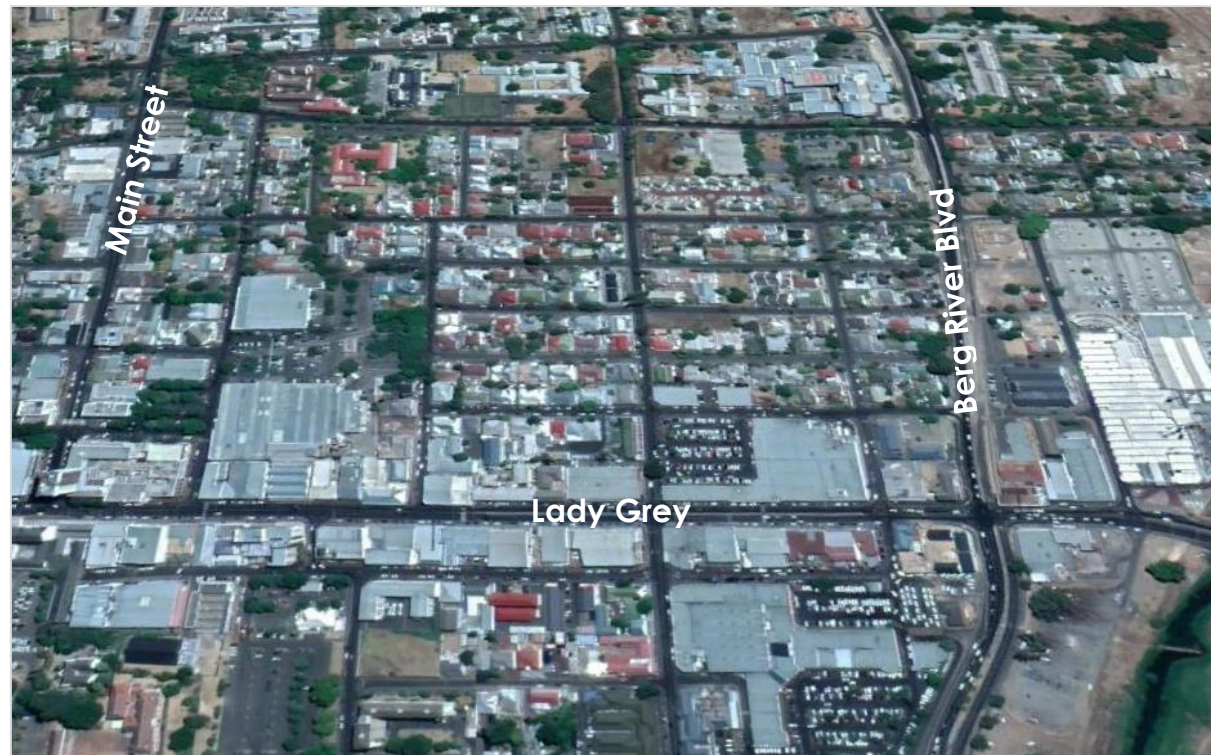


Figure 10: Paarl West CBD and Main Street Precinct (Google Maps, 2018)

environment. The Berg River has become a largely negative edge to the West CBD.

Approximately 50 years ago, the area known as the Paarl West CBD was a mixed-income community that was socially and racially integrated. The Group Areas Act resulted in forced removals and segregation, placing

non-white residents in the area known as Paarl East.

The area known as “Ou Tuin” was a multi-cultural setting with people from Jewish, Muslim descent in the area. This once thriving cosmopolitan community was reduced to rubble when the institutions and homes were

demolished as part of the Group Areas Act.

The following section is derived from an application for the rezoning and closure of public streets submitted in the year 2006.

### Lady Grey pedestrianisation and development of parking areas

There is a proposal made for the redevelopment of a section of the Paarl West CBD based on a public-private partnership and its demarcation of "special zone". It appears to involve the pedestrianisation of part of Lady Grey Street and a significant new development on the parking area abutted by Derksen Street and Van der Lingen Street.

The proposal is not supported for the following reasons:

- Continuity of vehicular movement along Lady Grey Street is a key component of the Drakenstein movement system.
- The proposal may inhibit use of Lady Grey Street as the main PTI in the DIPTN (discussed in detail below).

Significant development of the parking area is not supported for the following reason:

- Well-located parking squares at rear of retail centres are of critical important as they contribute towards the convenience, accessibility and viability of retail activity within the CBD.
- Retaining these parking areas is also critical in the context of the LSDF proposal to increase densities in the CBD and to remain competitive in relation to parking convenience at the Paarl Mall.
- Municipal land with parking can be investigated for potential mixed-use high-density development coupled with parking on bottom levels and development on top.

The following section is derived from a network plan study on transport interchanges for Drakenstein Municipality. It is an extract from the development of an Integrated Public Transport Network (IPTN) for the Drakenstein Municipal Area dated March 2013.

### Lady Grey PTI

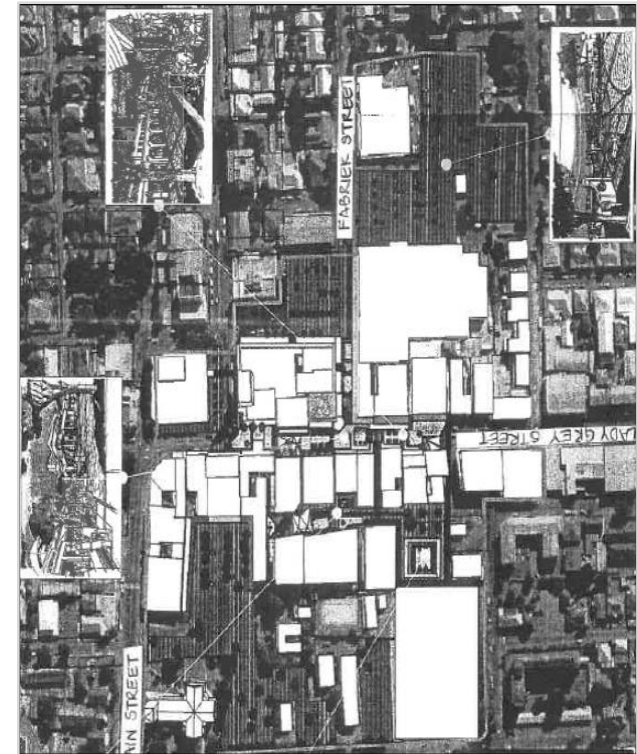


Figure 11: Lady Grey PTI

As part of the modelling and preparation of the DIPTN study, there was a proposal to locate the main Paarl PTI along Lady Grey Street in Paarl West. This is based on surveys which indicate that the majority of commuters in Drakenstein travel between Wellington, Mbekweni, and the Paarl West CBD. Conceptually, a linear PTI (or "transit mall") along Lady

Grey Street between Berg River Boulevard and Main Street was envisaged, with stops spread along the length of the facility.

The main reason for not considering this option further (Huguenot Station was selected as the main PTI) was that it is believed that the Lady Grey Street road over rail bridge may not be able to accommodate frequent use by 12 metre buses with a GVM of 18 600kg. The bridge only has a 7.5m carriageway width, a short vertical crest curve, and is considered in poor condition with some subsidence in the structure. A key implication of selecting Huguenot Station is that the majority of passengers will have to transfer from one vehicle to another to complete their journey.

From the perspective of the LSDF, it would appear necessary to further investigate the cost benefit of a main PTI at Huguenot Station as opposed to Lady Grey Street. In support it is argued that:

- If the Lady Grey Street road over rail bridge is in poor condition (and the structure shows subsidence), it will require upgrading even without the

main PTI being along Lady Grey Street.

- The Lady Grey Street road over the rail bridge will require

- The cost of a bridge improvement needs to be assessed against an overall IPTN estimated cost of R1.75bn (over a four-year period).



Photograph 1: Lady Grey Street

redevelopment of part of the proposal to align Lady Grey Street and Klein Drakenstein Road.

- The cost and inconvenience of significant passenger transfers from one vehicle to another owing to PTI location needs to be considered.



In relation to its potential contribution to the economy, it is difficult to assess the benefits of the one PTI location versus the other. However, the following points are worth considering:

- A PTI will in no doubt support the sustainability of what is already the main shopping precinct for the majority of Paarl residents (and specifically ordinary residents).
- The extent to which a PTI at Huguenot Station will support business along Klein Drakenstein Road is unclear (but possibly not significant as most Klein Drakenstein Road businesses occur further to the east).
- Should the proposed commercialisation of the industrial area in the vicinity of Huguenot Station take off, a main PTI at Huguenot Station would be more sensible.

Notwithstanding the final location for the main PTI chosen, the implications of not making a final decision now include not alienating or developing parking areas to the rear (north and south) of Lady Grey Street. A linear PTI along Lady Grey Street may require a reinforced parallel system of shopper

vehicular access and parking north and south of Lady Grey Street.

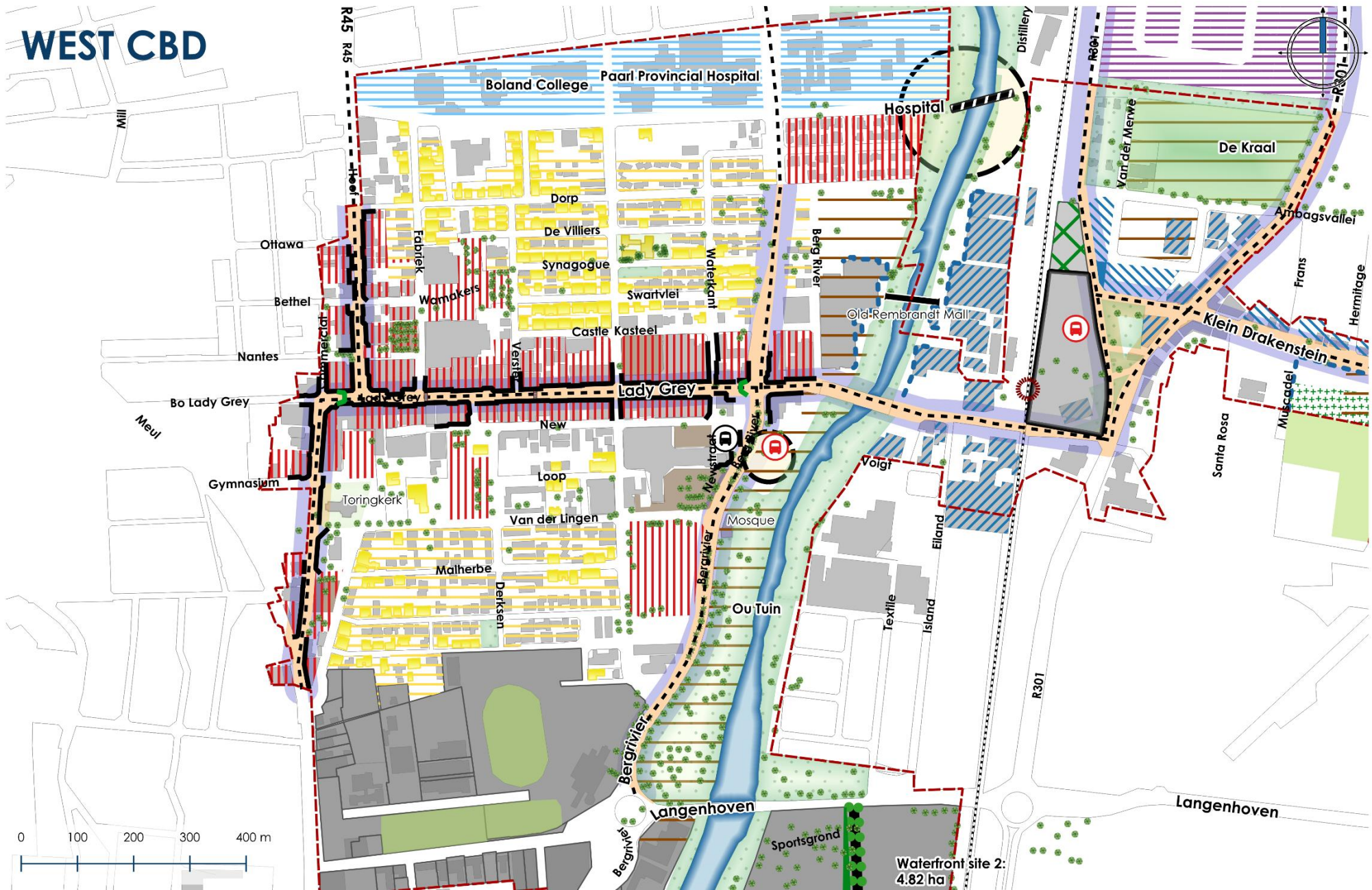
Whatever the decision in relation to location of the main PTI, public transport facilities in Paarl West and at Huguenot Station both require upgrading. It is doubtful whether a main PTI at Huguenot Station will remove the need for facilities in the west (given the distance between the Station and commercial development in the west). It is recommended that conceptual planning be undertaken for both locations in a manner where the designs are “staged”, and dependent on the final decision, “more” can be provided in the one as opposed to the other location.












Photograph 2: Lady Grey Street Road Over Bridge

6.2.2 West CBD Plan

# WEST CBD



**Table 10: Paarl West CBD & Main Street Precinct Plan Elements**

Precinct Element		Target Area	Description	Programmes/Project no. (Refer to Table 23)
	Celebrate and expose cultural heritage	<ul style="list-style-type: none"> <li>• Old Rembrandt Mall</li> <li>• Ou Tuin</li> </ul>	The cultural heritage sites situated in the Paarl CBD precinct need to be recognised as it holds significant heritage value with regards to social injustice and the legacy of apartheid. Recognition of the heritage sites will be done by means signage and guided tours.	<b>HP1; HP2</b>
	Protect historic residential fabric	As Illustrated on precinct plan	Buildings that are older than 60 years, as well as building with historic architectural significance are classified as a heritage site and therefore protected by law.	<b>HP1; HP2</b>
	Active edge	Along Main Street & Lady Grey Street.	Active edge refers to street frontages where there is an active visual engagement between those in the street and those on properties or the ground floors of buildings. This quality is assisted where the front facade of buildings/properties, including the main entrance, faces and opens towards the street and where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building/property uses.	<b>LP1; LP3; LP2; LEDSP8; LEDSP3; LP5</b>
	Provision for mixed-use intensification or infill	Along Main Street & Lady Grey Street.	Mixed-use developments will provide opportunities for commercial and affordable housing. It will allow integration and help mediate socio-economic issues.	<b>ISP1</b>
	Gradual change from industrial to commercial activity	Between Berg River and Huguenot Bypass	It would be ideal to promote commercial activity near the vicinity of the proposed Huguenot PTI and Lady Grey Street as it would be better suited than industrial activity.	<b>LEDSP7; LEDSP2; LEDSP3; LEDSP8; LEDSP5</b>
	Retain and enhance residential component	As illustrated on precinct plan	Having a residential component within the CBD is important in retaining the residential character. Opportunities for affordable housing within the CBD must be provided to achieve integration.	<b>ISP10</b>
	Retain and enhance public green space  Consider ecological buffer within 1:50 and 1:100 year floodplain	Along Berg River	<p>The public green spaces will be retained and enhanced in the following ways:</p> <ul style="list-style-type: none"> <li>• Landscaping (soft elements),</li> <li>• Street furniture (where appropriate)</li> <li>• Pedestrian Walkways</li> <li>• Lighting</li> <li>• Closed Circuit Television (CCTV) cameras</li> </ul> <p>Consider ecological buffers along the Berg River, these protected zones / setbacks provide continuous corridors and habitat for flora and fauna. They also provide other benefits such as water quality improvement of point or diffuse sources of pollution, stream bank and erosion protection from the hydrological impacts associated with hardened catchments in urban areas, and protection of communities from floods.</p>	<b>LP4; SPF 2; TPP1; LP3; LP2; LP1; LP5; LP6</b>
	Focal point for NMT development	Along Berg River (Hospital Street and Ou Tuin)	Intensive NMT development is proposed at strategic locations with a possibility of high pedestrian activity.	<b>SPF2; TPP1; LP2; LP3; LP5</b>
	Health- and education – orientated uses	Between Hospital Street and Plein Street	A health district will strengthen the health industry and services in Paarl West and East. Accessibility to the health facilities will be improved by linking Hospital Street corridor with Paarl East.	–

	Positive edge	Near Huguenot Station and Old Rembrandt Mall	Positive edge refers to street frontages where there is an active visual engagement between those in the street and those on properties or the ground floors of buildings. This quality is assisted where the front facade of buildings/properties, including the main entrance, faces and opens towards the street and where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building/property uses.	<b>SPF2; LP3; LP1; LP2; LP5</b>
	Redevelop and rehabilitate existing pedestrian bridge	Between Old Rembrandt Mall and Huguenot Station	The bridge will connect the proposed Huguenot PTI with the Old Rembrandt Mall, providing an alternative pedestrian link to that of Lady Grey Street.	<b>ISP11</b>
	New pedestrian bridge	Hospital Street	The proposed pedestrian bridge will provide linkage between Paarl West and East. The accessibility to health facilities will be improved by the proposed pedestrian bridge as it allows residents in Paarl east better access.	<b>ISP11</b>
	Pedestrian-friendly routes	<ul style="list-style-type: none"> <li>• Klein Drakenstein Road</li> <li>• Lady Grey Street</li> <li>• Berg River Boulevard</li> </ul>	The proposed pedestrian-friendly routes will improve the pedestrian realm of the target areas. Pedestrian realm refers to the distinguishing character of a particular street as created by the elements at ground floor, including building frontages, setbacks, materials, form, road space, landscaping, street furniture, etc. It includes the upgrading of the streetscape, NMT linkages and public surveillance; therefore, contributing towards a sense of safety, sense of place and a sense of security.	<b>SPF1; SPF2; LP2; LP3; ISP3; ISP7; ISP13; LP5</b>
	Huguenot Public Transport Interchange (PTI)	Huguenot Station	The proposed Huguenot PTI will include opportunities for formal and informal trading. NMT development and upgrading will be required to increase pedestrian safety, which will be done by means of landscaped sidewalks and controlled pedestrian crossings. See Table 17 for an indication of facilities to be provided at the Huguenot PTI.	<b>ISP6; TPP2; TPP3; TPP1; LEDSP3; LP2; LP1; LP5</b>
	Entrance	Along Lady Grey Street	The proposed Entrances at are intended to contribute towards a sense of arrival and identity.	<b>LP1; LP2; LP3; LP5; LP6; TPP1; ISP13</b>
	Raised pedestrian crossing	Along Lady Grey Street	Raised pedestrian crossings act as a traffic calming measurement. It provides continuity and safety in the public realm as a continuation of the sidewalk over the street.	<b>ISP3</b>
	Proposed public transit facility	Along Berg River Boulevard	A public transit facility (holding area) will be proposed on the subject site to accommodate the spill over of the existing taxi rank.	<b>ISP12</b>
	Key activity route	As illustrated on plan	Activity routes are supported by mixed-use development and high-density development. Activity routes have direct access and uninterrupted movement flow.	<b>ISP13</b>

### 6.2.3 Table of proposals

Table 11: Paarl West CBD & Main Street

URBAN COMPONENTS	PROPOSALS/ RECOMMENDATIONS
Movement routes	<ul style="list-style-type: none"> <li>• Recognise the role of Lady Grey Street as part of Regional Route R02 (Huguenot-Windmeul-Huguenot) in the DIPTN.</li> <li>• Recognise the role of Lady Grey Street, Berg River Boulevard, and Main Street as part of Local Route P02 (Paarl North Loop) in the DIPTN.</li> <li>• Recognise the role of Lady Grey Street and Main Street as part of Local Route P03 (Huguenot PTI-Paarl Mall) in the DIPTN.</li> <li>• Recognise the role of Lady Grey Street and Berg River Boulevard as part of Local Route P04 (Huguenot PTI-Klapmuts) in the DIPTN.</li> <li>• Recognise the role of Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Langenhoven Avenue as part of Local Route P05 (Huguenot PTI-Amstelhof via Paarl South) in the DIPTN.</li> <li>• Recognise the role of Klein Drakenstein Road as part of Local Route P06 (Huguenot PTI-Amstelhof via Klein Drakenstein Road) in the DIPTN.</li> <li>• Recognise the role of Berg River Boulevard as part of Local Route P07 (Huguenot PTI-Amstelhof via Paarl Hospital, Chicago, and Klein Nederburg) in the DIPTN.</li> </ul>
Transport interchanges	<ul style="list-style-type: none"> <li>• Retain the option of Lady Grey Street being the main PTI (subject to the outcome of further investigation and cost benefit analysis).</li> </ul>
Non-motorised transport (NMT)	<ul style="list-style-type: none"> <li>• Focus NMT facilities on the key routes forming part of the DIPTN (Lady Grey Street, Berg River Boulevard, and Main Street).</li> <li>• Support the conversion of existing pedestrian crossing along Lady Grey Street to raised pedestrian crossing.</li> <li>• Support new pedestrian walkways along public transport routes.</li> </ul>
Commercial development	<ul style="list-style-type: none"> <li>• Make provision for the development of mixed-use developments in Paarl West.</li> </ul>
Industrial development	<ul style="list-style-type: none"> <li>• Consider gradual conversion of industrial space in the existing industrial area to commercial use (possibly starting at strategic locations on the most public routes).</li> <li>• Do not permit significant increase in land zoned for industrial purposes near Lady Grey Street, and east of Huguenot Station.</li> <li>• Encourage active redevelopment of industrial and related uses between Huguenot Bypass and Jan van Riebeeck Road.</li> </ul>
Institutional development	<ul style="list-style-type: none"> <li>• Proactively strengthen a focus of health industries along Hospital Street.</li> <li>• Proactively strengthen the focus of institutional uses along Market Street.</li> </ul>

Residential development	<ul style="list-style-type: none"> <li>• Retain and enhance residential components.</li> <li>• Enable vertical mixed-use densification.</li> <li>• Permit the densification of residential use in Paarl West.</li> <li>• Enable affordable housing development in Paarl West.</li> <li>• Enable residential development above existing parking facilities.</li> <li>• Support residential intensification on municipal land in Paarl West CBD.</li> <li>• Due to the recent water crisis, groundwater abstraction has increased within the municipality. The rate of abstraction versus the rate of groundwater replenishment and the impact of this on the aquifer is not known at this stage. However, with the increase of urban development, it is important to keep the replenishing of groundwater in mind. Considering the above it is recommended that a focus on water sensitive urban design and development be envisaged. This can be implemented through a variety of stormwater treatment systems, such as SUDS, the inclusion of bio-filtration areas and vegetated swales associated with the proposed tree planting and landscaping, or water sensitive urban design measures being incorporated into the design and development of the new housing developments.</li> </ul>
Public facilities	<ul style="list-style-type: none"> <li>• Investigate the potential to rationalise and optimise the use of sports facilities, including options to relocate facilities to a sports facility cluster(s) in Paarl East.</li> <li>• Ensure the provision of adequate public ablution facilities along Lady Grey Street.</li> </ul>
Green space, public space and landscape elements	<ul style="list-style-type: none"> <li>• Retain the historic public places along Main Street and Market Street.</li> <li>• Retain the largely open, public nature of the Berg River embankment and public space.</li> <li>• Focus landscaping and public planting on the key routes forming part of the DIPTN (Lady Grey Street, Berg River Boulevard, and Main Street).</li> <li>• Support crime reduction through design along Lady Grey, Lady Grey Street, Berg River Boulevard, and Main Street.</li> <li>• Support the strengthening and upgrading of facades abutting movement routes (Lady Grey Street, Main Road and Berg River Boulevard).</li> <li>• Support entrance development on Lady Grey Street.</li> </ul>
Heritage places	<ul style="list-style-type: none"> <li>• Proactively support the retention, upgrading, and exposure of heritage places as identified in surveys and in terms of heritage guidelines.</li> <li>• Support the implementation of heritage signage at identified heritage sites.</li> <li>• Proactively support the collaboration with tourism agencies on tourism routes in exposing the heritage sites.</li> </ul>
Floodplain (1:50 and 1:100 year floodplain and areas along Berg River)	<ul style="list-style-type: none"> <li>• Proposed land-use / development / activities / buildings along Berg River must be set back beyond the greater of the applicable floodplain, geomorphological and ecological buffer requirements.</li> <li>• Any new land use, development, activity or building must be appropriate for the anticipated flood risk and geomorphological process requirements and compatible with the ecological buffer and socio-economic requirements, whilst allowing access for maintenance.</li> </ul>
Municipal land	<ul style="list-style-type: none"> <li>• Development of parking facilities north and south of Lady Grey Street should be informed by final decision made on the location of the main PTI. The parking facilities should be retained on ground floor with mixed-use developments on the floors above.</li> </ul>

#### 6.2.4 Existing parking facilities on municipal land

Map 22 Illustrates municipal owned land parcels within Paarl West CBD, as existing parking facilities situated on municipal land. It is proposed that existing parking facilities situated on municipal land be made available for residential intensification by means of mixed-use development. The parking facility should be retained on ground floor with mixed-use developments on the floors above. There are three sites identified for possible development; they are:

- The parking facility situated on the corner of Van Der Lingen and Derksen.
- The parking facility situated at Wamakers Squar

The parking facility situated on the corner of Van Der Lingen and Derksen should be prioritised for mixed-use development.



Map 22: Identified Existing Parking Facilities on Municipal Owned Land

## 6.2.5 Area specific guidelines within the Paarl West CBD & Main Road precinct

### 6.2.5.1 Proposed Entrances



Figure 13: Locations Identified for Entrances on Lady Grey Street

The proposed entrances are intended to contribute towards the sense of arrival and identity. The qualities of an existing public realm should be enriched by means of landscaping (hard and soft elements), street furniture, controlled pedestrian crossings, aesthetic architectural designs and appropriate lighting. Figure 13 illustrates the entrance locations at the Lady Grey Street and Main Street intersection, as well as the Berg River Boulevard and Lady Grey Street Intersection.

Figure 12 illustrates the status quo at the intersection of Lady Grey Street and Main Street. Figure 14 illustrates the status quo at the intersection of

Lady Grey Street and Berg River Boulevard.

The identified intersections form significant arrival points to Paarl West CBD for visitors and residents alike. Urban Design elements that promote a sense of arrival, legibility and sense of place should be encouraged. This includes design elements that provide improvements to the spatial relationship between taxi connection points and the Huguenot Station precinct.

Providing positive building frontages, landscaping and pedestrian crossings will improve the streetscape of Lady



Figure 12: Status Quo of the Identified Location for the Entrance at the Corner of Lady Grey Street and Main Street



Figure 14: Status Quo of the Identified Location for the Entrance at the Corner of Lady Grey Street and Berg River Boulevard

Grey Street; which will contribute towards a sense of safety and provide a pedestrian friendly environment. This can be achieved by the following:

- Landscaping (hard and soft elements).
- Landscaped median.
- Controlled pedestrian crossings.



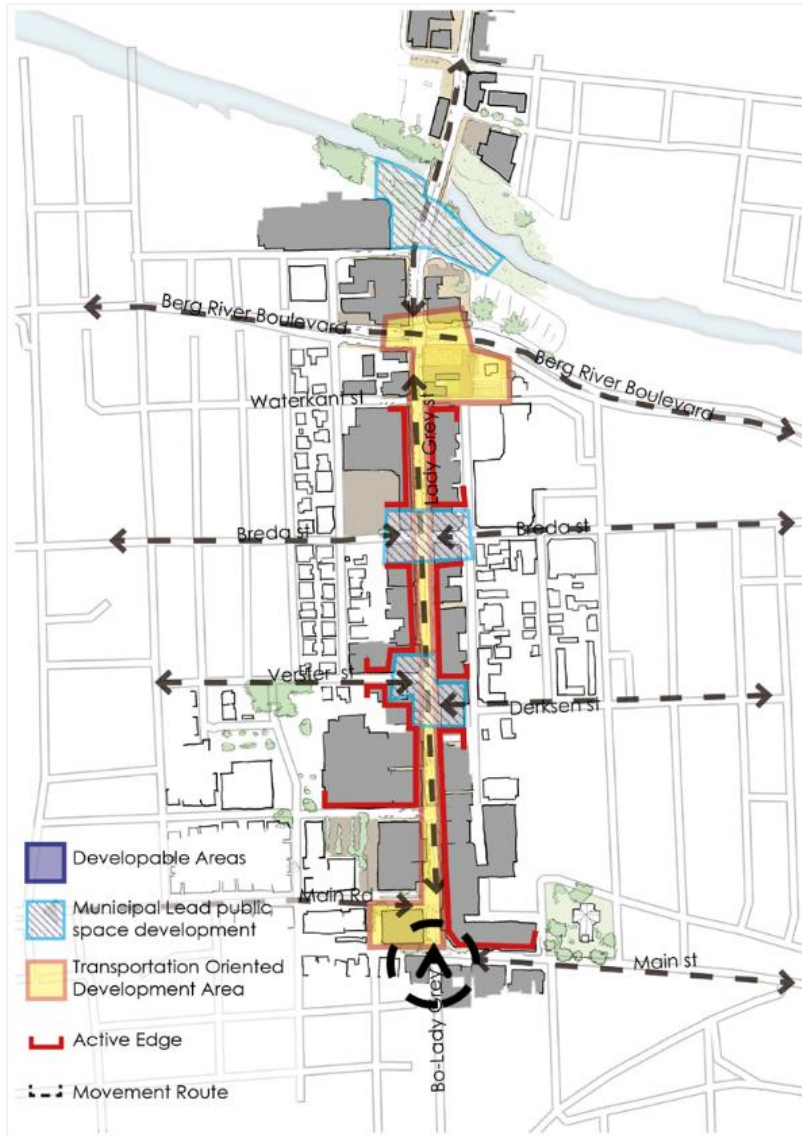


Figure 17: Paarl CBD & Main Road (Entrance) - Precinct Plan

Status Quo



Figure 15: Status Quo of the Location at the Corner of Lady Grey Street and Main Street

Precedent



Figure 16: Sign at entrance to the Gaslamp District in USA

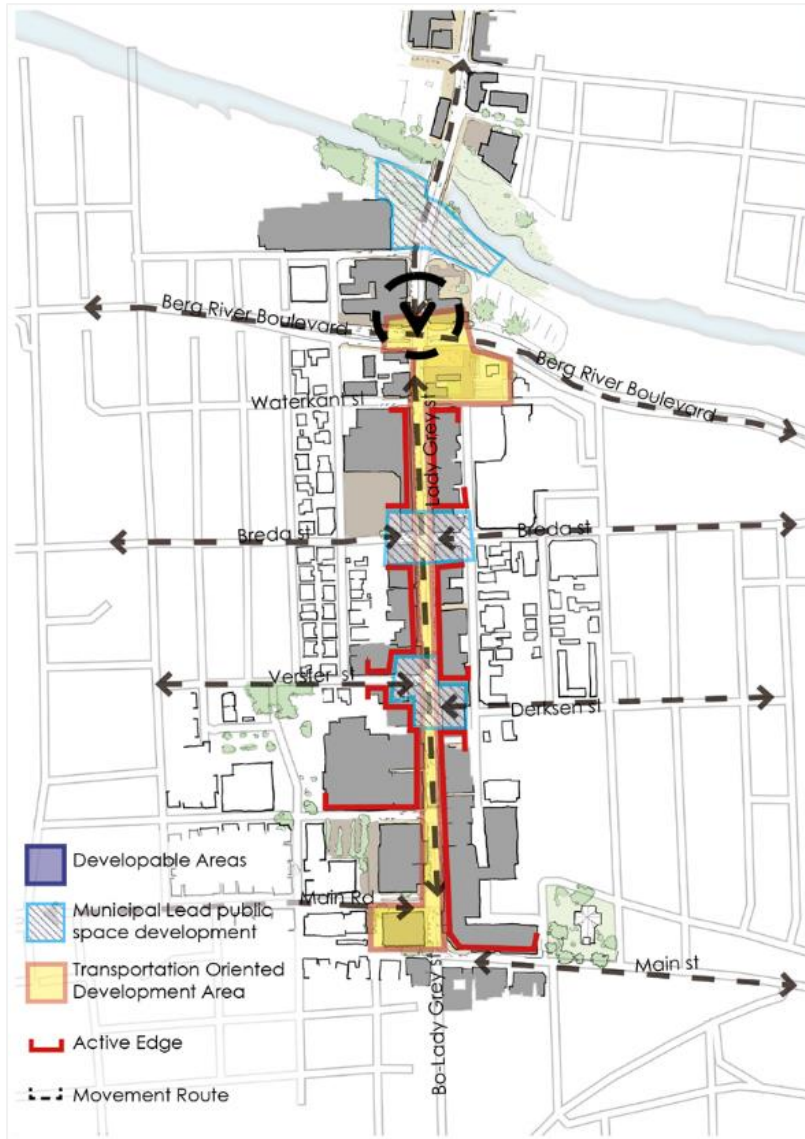


Figure 19: Paarl CBD & Main Road (Entrance) - Precinct Plan

Status Quo



Figure 20: Status Quo of the Location at the Corner of Lady Grey Street and Berg River Boulevard

Precedent



Figure 18: Large archway sign identifying the city through intersection in business district of a small Southern California beach town – California

### 6.2.5.2 Pedestrianisation of Lady Grey Street

Before



Figure 21: Status Quo of Lady Grey Street between Berg River Boulevard and Waterkant Street

After

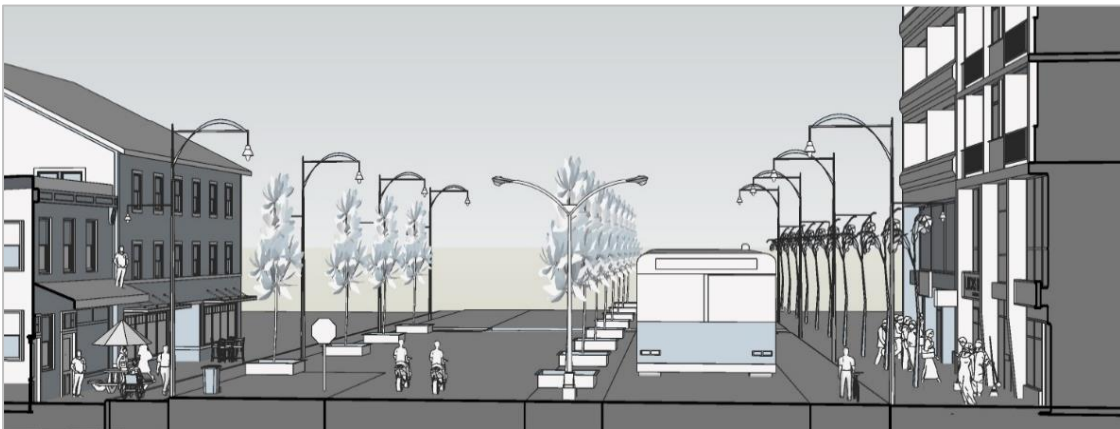


Figure 22: Cross-Sectional View of Lady Grey Street between Waterkant Street and Berg River Boulevard

21 illustrates the status quo of Lady Grey Street between Waterkant Street and Berg River Boulevard. Figure 22 depicts a cross-sectional view of the Lady Grey Street between Waterkant Street and Berg River Boulevard. It further illustrates the existing nature of the road and the proposed interventions. The Interventions include: Uniform paving, more tree planting, non-motorized movement systems, visible signage, positive and active edges and street parking.

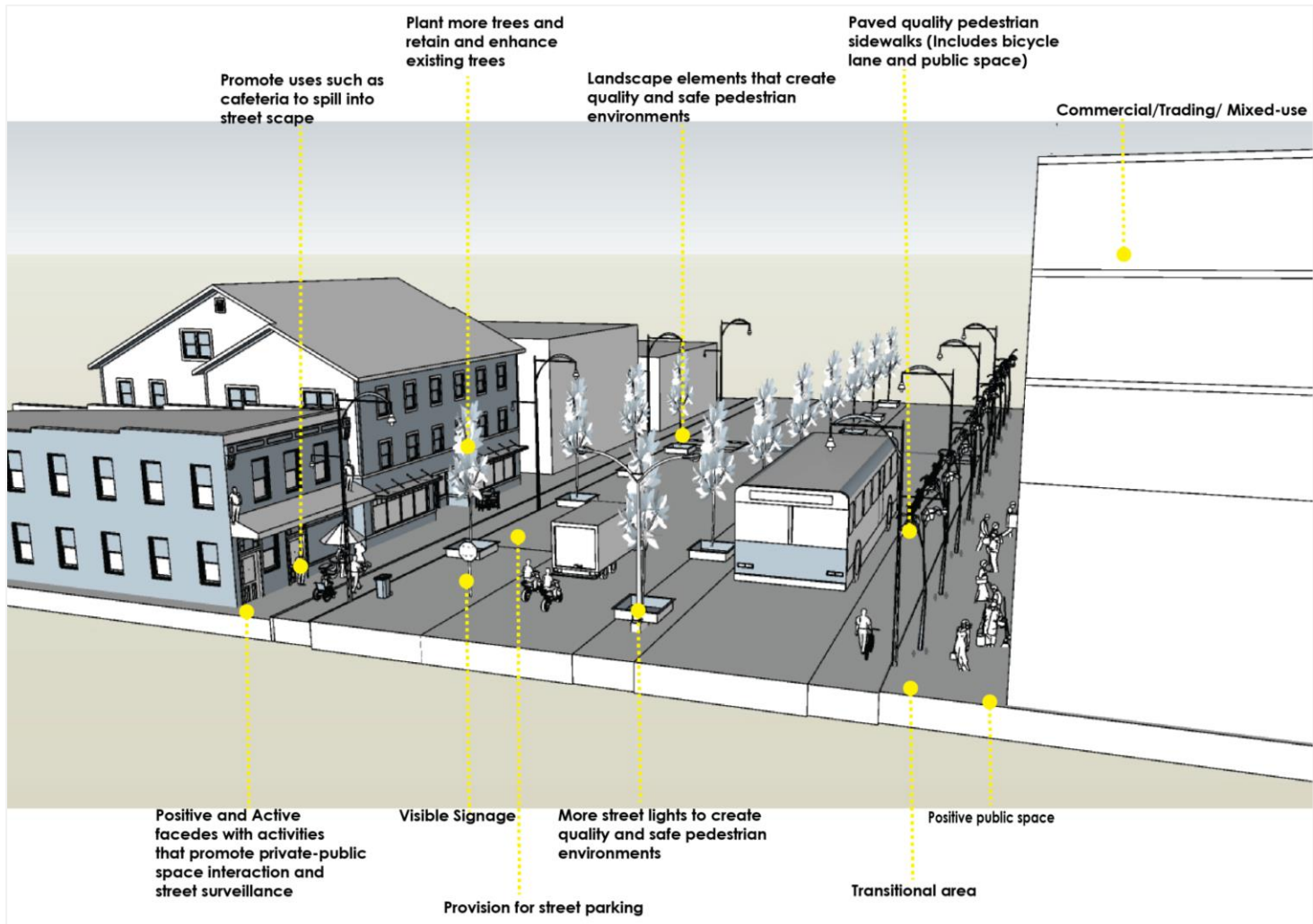


Figure 23 depicts a cross-section of vibrant streets that caters for all forms of movement by integrating the needs of all pedestrian users, bicycle users and motor vehicles users. The streetscape is activated with public-private space through active and positive edges.

Figure 23: Cross-Section View of Vibrant Streets

### 6.2.5.3 Rehabilitation of existing pedestrian bridge between Huguenot Station and Old Rembrandt Mall

Figure 25 illustrates the status quo for the existing bridge near Huguenot Station and Old Rembrandt Mall. The fencing and building interfaces onto the existing bridge creates a dead facade. By removing the fencing abutting the existing bridge will open the edge to the public, increasing mobility and accessibility.



Figure 24: Existing Pedestrian Bridge Between Huguenot Station and Old Rembrandt Mall

Providing positive interfaces onto the existing bridge will improve the sense of place, accessibility, mobility and public surveillance. Improved public surveillance, appropriate lighting and CCTV cameras will increase the level of pedestrian safety.

Proposed interventions include: landscaping, appropriate human scaled lighting, bins, positive edges, as well as urban design elements that enhance public surveillance.

#### 6.2.5.4 Focal Point for NMT Development

The proposal for NMT development near the vicinity of Hospital Street would improve public surveillance in the area. This would be beneficial towards the proposed pedestrian bridge linking Paarl East with Paarl West. Intensive NMT development is proposed at strategic locations with a possibility of high pedestrian activity. These developments entail the following:

- Soft landscaping (Trees, planting)
- Hard landscaping (pedestrian footways)
- Appropriate lighting
- CCTV cameras

The focal points for NMT development, proposed at Hospital Street and along Ou Tuin are envisaged as a safe public open space for socializing, relaxation and recreation. Landscaping, appropriate lighting and CCTV cameras are proposed in support of changing the public space to create a safe and vibrant public space.

Section 6.2.2 illustrates the proposed precinct plan for Paarl West CBD.

Status Quo



Figure 26: Status Quo at Hospital Street Site for NMT Development (Google Maps, 2018)

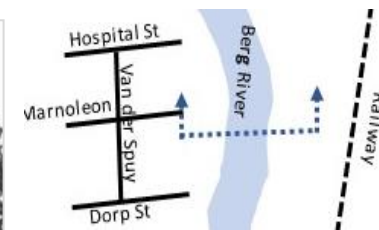
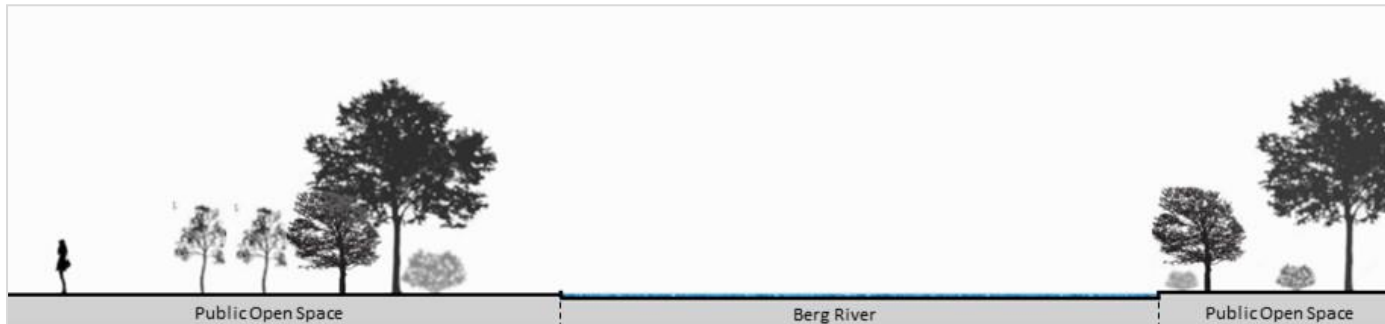


Figure 27: Appropriate NMT Facilities

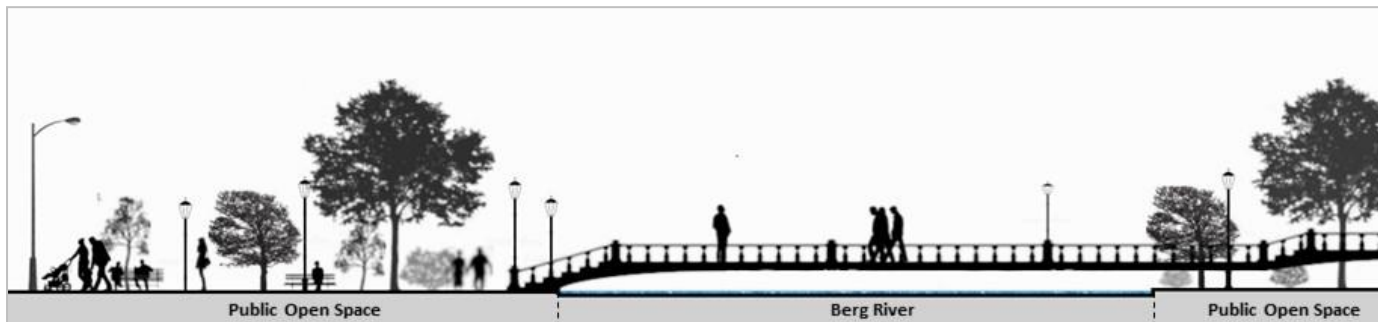
illustrates the status quo for the study area. Figure 27 provide precedents for NMT development.

Figure 28 illustrates cross sections for the status quo of the area as well as the interventions for the area.

**Before**



**After**



**Figure 28: Cross-section Illustrating focal point for NMT development**

## 6.3 Waterfront and Arboretum



Photograph 3: Waterfront & Arboretum Precinct

### 6.3.1 Introduction

The Arboretum is a long (some 2,5km) sliver of land on the eastern bank of the Berg River, developed as an arboretum – a collection of trees of distinct species – clustered into different continents: Europe, Africa, South America, Asia, North America and Australasia. This gives the arboretum its unique character, as well as considerable research and educational value. For many years, the

arboretum has defined the eastern edge of the town. However, land to the east of it has now been defined as being within the urban edge. If the town grows in this direction, its current edge location will become a central one.

The site is potentially an enormous resource and public space which can be used to the benefit of the town as well as attracting tourists. At present, it is arguably underutilised, with a narrow band of users.

The area known as “Ou Tuin” forms part of the Waterfront Arboretum precinct.

‘Paarl Market’ was previously situated where the Paarl Magistrate Court is before relocating to its current location.

The following section is derived from the Paarl Arboretum Urban Design and Landscape Framework document dated June 2015.

#### Paarl Arboretum Urban Design and Landscape Framework (2015)

Conceptually, the Arboretum Urban Design Framework (AUDF) proposes that the NMT network in the old central part of town is upgraded and extended over the river to integrate the Arboretum with the town. In more detail, the proposals entail:

- To the west, two new pedestrian bridges over the river are proposed, tying the arboretum into the NMT network of the town. In their design, the bridges should not only reflect engineering functionality. They should be elegantly designed with some width, to also operate as viewing platforms.
- A new forecourt space is made in front of the church on the western bank of the river, giving the historic precinct a more defined “heart”.
- A widened walkway on the western bank, improving walkability and cycling.
- Traffic calming measures along the central section of Berg River Boulevard.
- A new river walkway extending on the eastern bank along the entire length of the arboretum (the two river bank walks intersect at the southern-most bridge, enabling switching).



- A viewing platform, with views over mountains and river, on the east bank between the existing bridge and the northern-most new bridge. Several steps, which also operate as informal seating, are proposed from it down to the river's edge.
- Careful management of development to the east of the site to ensure surveillance (a transparent fence defines the eastern edge of the arboretum and a narrow route for maintenance vehicles – and possibly a horse and carriage service, run as an income opportunity – runs parallel to the fence on the eastern edge).
- Entry into the arboretum spatially revealed to the north and south by entrance spaces, defined by low walls and planting. Parking is associated with these, as are permanent built structures such as toilets, restaurants, information displays and so on. Arboretum

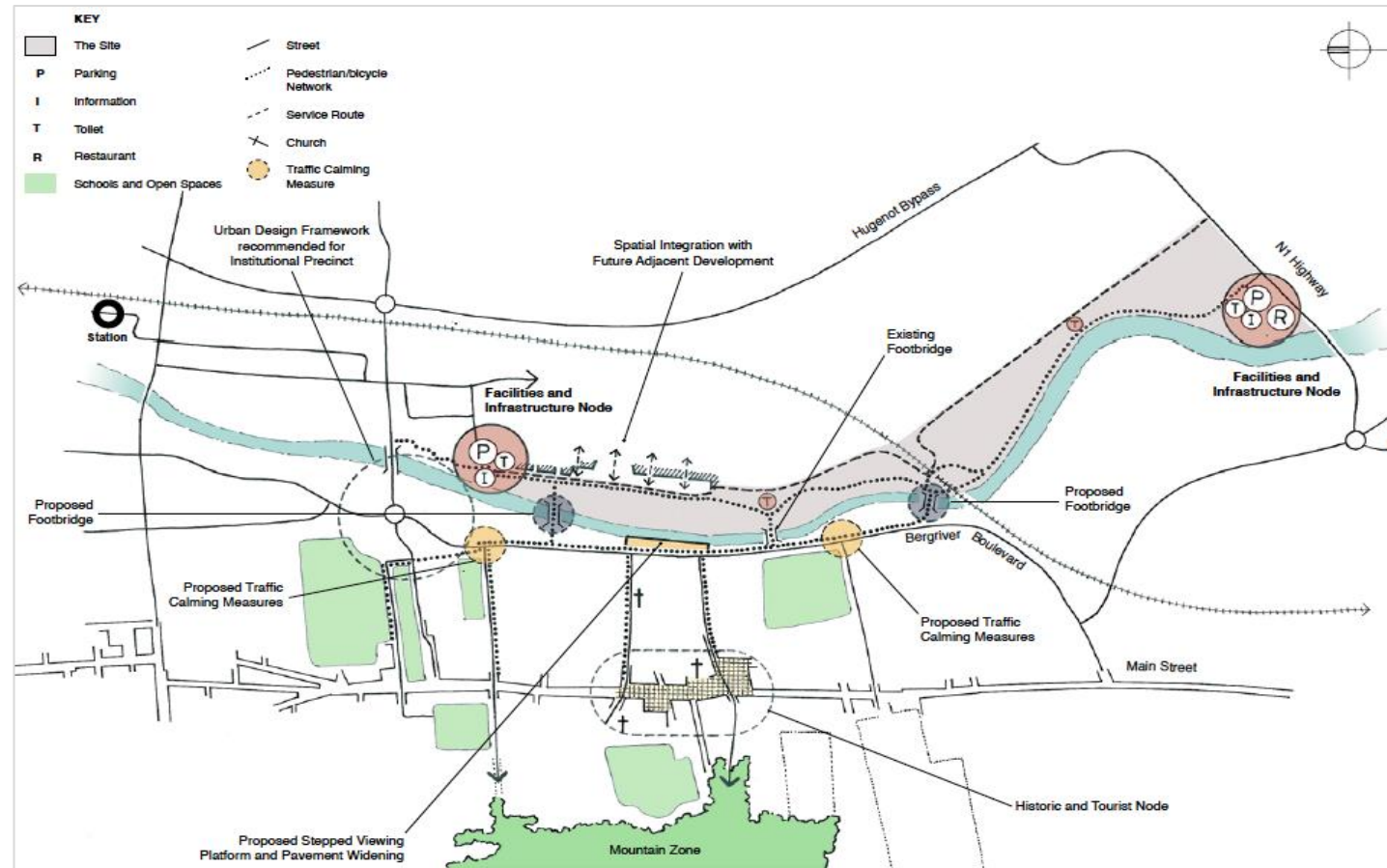


Figure 29: AUDF Urban Concept at The Larger Scale (Drakenstein Municipality, 2015)

maintenance facilities occur in association with the southern entrance, as is a commercial nursery. A third toilet is associated with the busiest section of the park, near the main bridge.

- Organisation of the park around three-character zones: a more intensive northern section; a more park-like recreational zone (closely linked to the town), in the central

area; and a more natural secluded zone to the south.

The Arboretum Urban Design and Landscape Framework are fully aligned with the LSDF concepts and framework plan. To further strengthen the framework, it is recommended that:

- The Arboretum be further developed for recreational purposes.
- Access to the Arboretum be obtained through the Waterfront site.

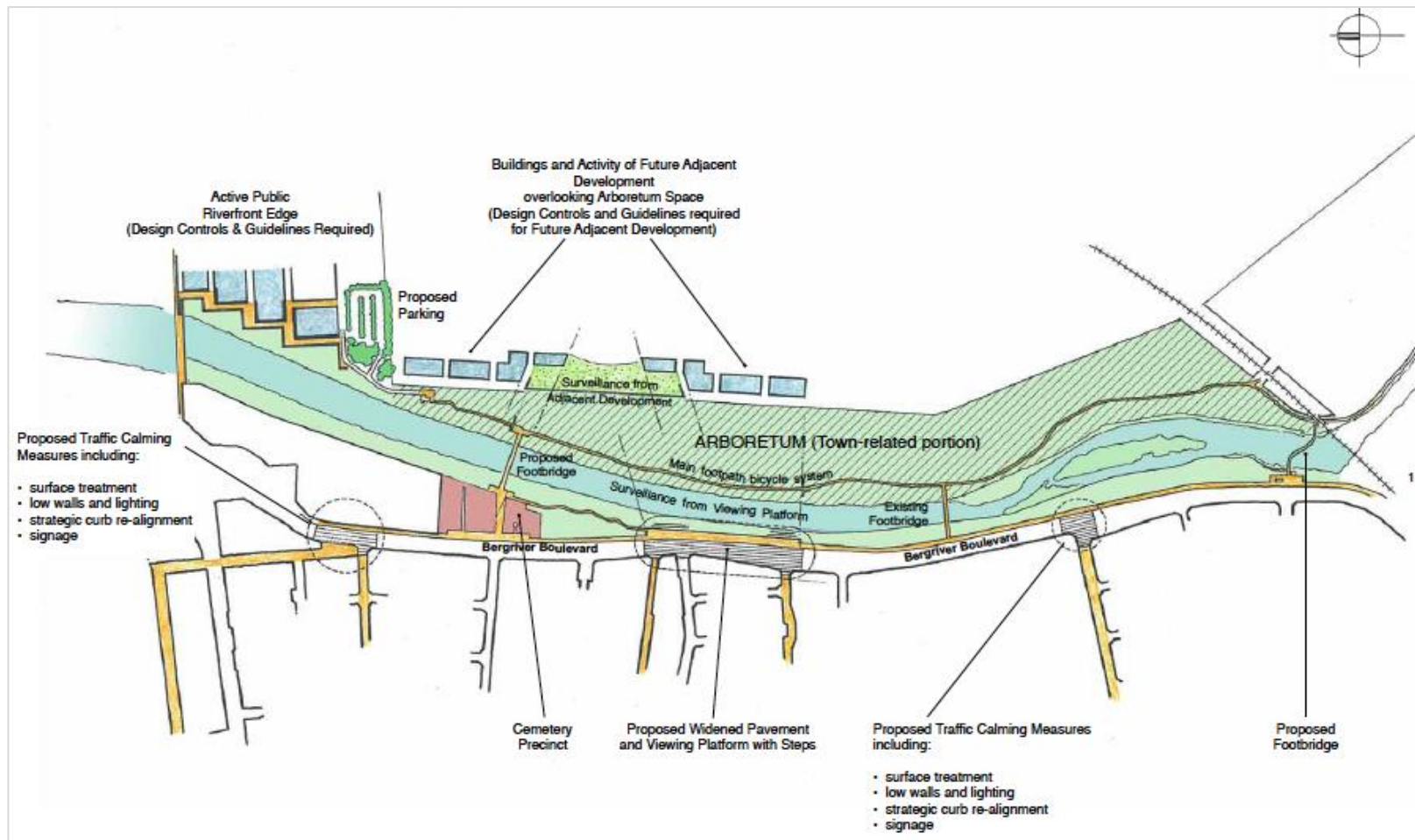


Figure 30: AUDF Urban Concept for Site and Immediate Surroundings (Drakenstein Municipality, 2015)



**Photograph 4: Waterfront Site**

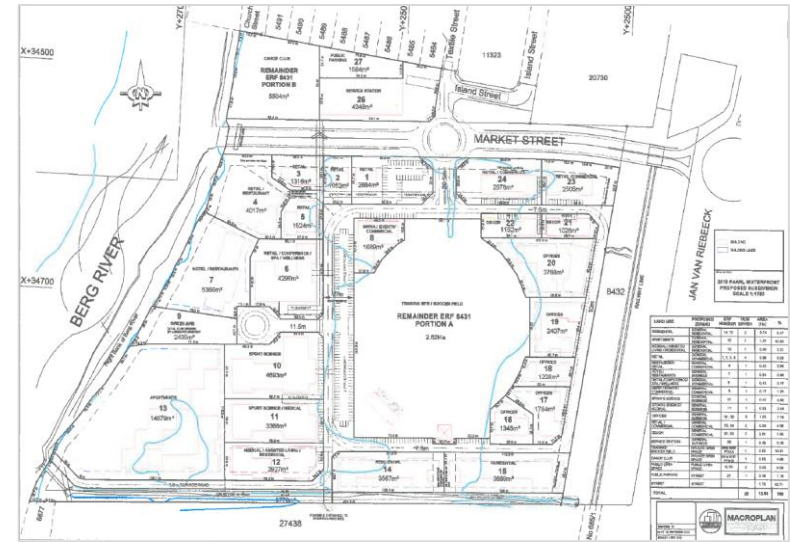
The following section is derived from an assessed application for the rezoning of Erf 8431 Paarl in the year 2010.

**Proposed Waterfront development (2010)**

There is a previous proposal for a mixed commercial/ residential development of some 77 000m<sup>2</sup> on the vacant land that abuts the Berg River, Market Street, and Jan van Riebeeck Drive, commonly known as the "Waterfront site". From a LSDF perspective, the proposal is not favoured for the following reasons:

- The Arboretum is a valued public asset and it appears irrational that the primary access to a public nature area be through a commercial development.

- From the perspective of existing land use patterns, the desire to integrate Paarl West and East, and the proposed sports development east of the Arboretum, it is more appropriate to utilize the Waterfront site for some form of institutional use, incorporating existing sports facilities as far as possible. The development should be guided by the SPLUMA principles.



**Figure 31: Proposed Waterfront Development**

The following section is derived and extracted from an internal discussion held in March 2016, focussing on the proposal for developments alongside Berg River, the Arboretum and Waterfront.

**Proposal – Developments alongside Berg River, the Arboretum and Waterfront (2016)**

This internal discussion document summarizes opportunities and challenges related to various land parcels abutting the Berg River. These are outlined below, together with comments from the perspective of the LSDF.

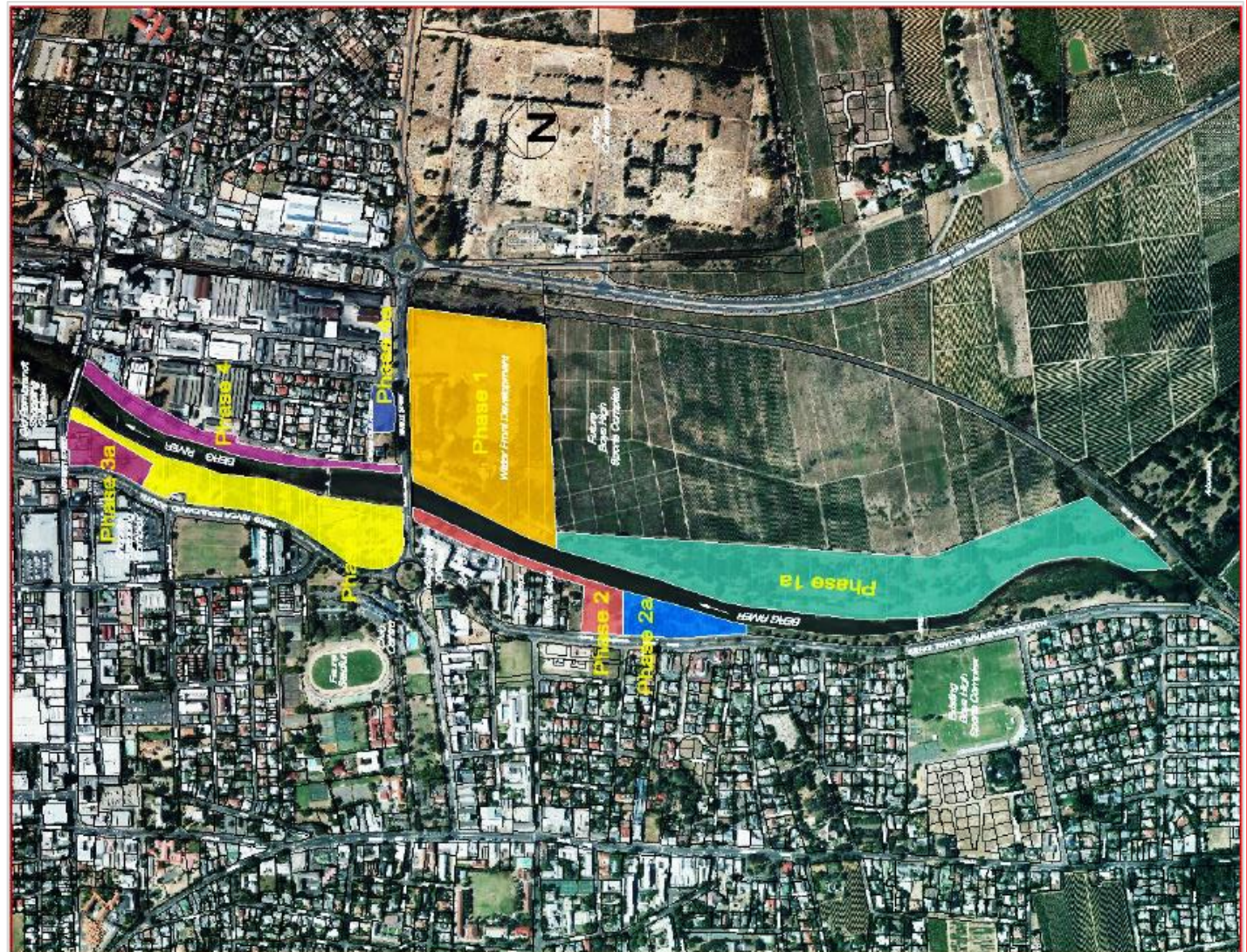


Figure 32: Proposed Developments Along Berg River

**Table 12: Developments Along Berg River**

PHASE	OPPORTUNITIES	CHALLENGES	COMMENT
Phase 1	<ul style="list-style-type: none"> <li>Development rights granted for shops, offices, a hotel and residential uses.</li> <li>Connection to be created between Waterfront site and Arboretum for optimal use of both sites.</li> <li>Request developer to assist with management and development of portion of the Arboretum as part of Waterfront proposal call.</li> </ul>	<ul style="list-style-type: none"> <li>The Park Section requires a new site for staff/ equipment (alternative land has been identified at existing mechanical workshop)</li> <li>3 cricket fields to be relocated to Boy Louw.</li> <li>The option exists to develop Sanddrift Sport Fields (2 rugby fields could possibly be accommodated with a cricket pitch in the middle as well as a hockey field).</li> <li>A new site development plan will have to be submitted (this could trigger heritage and environmental issues).</li> </ul>	<p>From a LSDF perspective, the commercial development proposal for the Waterfront site is not supported (see box above). The site is situated along the proposed Institutional Corridor; therefore, the option to retain the existing sports field should be considered. The option of redeveloping or upgrading the existing sport facility should be considered.</p>
Phase 1a	<ul style="list-style-type: none"> <li>The AUDF provides guidance on type of development e.g. a picnic area, walking paths, circular river walk, ablution facilities, safe swimming spot, outdoor gym, and pop-up restaurants.</li> <li>Connection to be created between Waterfront site and Arboretum for optimal use of both sites.</li> <li>Request developer to assist with management and development of portion of the Arboretum as part of Waterfront proposal call.</li> </ul>	<ul style="list-style-type: none"> <li>Safety and security.</li> <li>Management of site.</li> <li>Budget and funding of phases.</li> <li>Marketing and product development.</li> </ul>	<p>The AUDF provides clear guidelines for the development and use of this area (see box above).</p>
Phase 2	<ul style="list-style-type: none"> <li>Business opportunities e.g. restaurants.</li> <li>Re-use of cemetery.</li> <li>Parking for Berg River visitors.</li> </ul>	<ul style="list-style-type: none"> <li>Floodlines prevent permanent structures.</li> <li>Closure of cemetery.</li> </ul>	<p>It appears that the report emphasizes commercial opportunities associated with the land. In contrast, the AUDF emphasizes continuity of NMT networks, enhanced active and passive use of the Arboretum, and better "exposure" of historical places. Increased commercial use is secondary and focused on the southern cluster (the "village site"). From a LSDF perspective:</p> <ul style="list-style-type: none"> <li>Commercial use along the west bank of the Berg River is extremely limited, perhaps comprising event related trading.</li> <li>The historic cemetery should be retained and a low-use public space.</li> </ul>
Phase 2a	<ul style="list-style-type: none"> <li>Food trucks.</li> <li>Niche market products to attract tourism (demarcated trading area).</li> <li>Landscaped area.</li> <li>Linkage to Arboretum via bridge.</li> </ul>	<ul style="list-style-type: none"> <li>Management.</li> <li>Safety and security.</li> <li>Infrastructure funding.</li> </ul>	
Phase 3	<ul style="list-style-type: none"> <li>Opportunities are unknown.</li> <li>Proposal call required.</li> <li>Possible option for green buildings municipal offices (?).</li> <li>Circular river walks.</li> </ul>	<ul style="list-style-type: none"> <li>Access.</li> <li>Infrastructure Funding.</li> <li>Floodlines.</li> <li>Safety and Security</li> <li>Marketing and product development.</li> </ul>	<p>Consider the proposal of providing accommodation in association with institutional development (hostels in association with educational facilities).</p>
Phase 3a	<ul style="list-style-type: none"> <li>Improve taxi rank.</li> <li>Improve river bank.</li> <li>Shopping, commercial space.</li> <li>Informal trading.</li> <li>Recreation.</li> </ul>	<ul style="list-style-type: none"> <li>Funding.</li> <li>River pollution.</li> </ul>	<p>While the existing taxi rank needs to be maintained, its future is linked to finalization of the location of the main Paarl PTI (Lady Grey Street versus Huguenot Station).</p>
Phase 4	<ul style="list-style-type: none"> <li>Beautification.</li> <li>River walk.</li> </ul>	<ul style="list-style-type: none"> <li>Funding.</li> <li>Safety and security.</li> </ul>	<p>This area should be maintained as a river bank. More active use – as part of a river walk system – depends on gradual change in activity and built form in the industrial area.</p>
Phase 4a	<ul style="list-style-type: none"> <li>Petrol station land use rights approved.</li> <li>Development of surrounding properties will enable lucrative market value.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic.</li> </ul>	<p>Land use change in this area should consider the proposal for an "institutional" corridor along Market Street/ Langenhoven Avenue.</p>

The following section is derived from minutes obtained from a mayoral committee meeting held on 20 September 2017.



Photograph 5: Proposed Site for Boys' High Sports Complex

### Boys' High sports complex proposal

There is a proposal to develop land east of the Arboretum as a sports complex for Boys' High. This proposal is aligned with the concepts and framework plan of the LSDF. The use –

comprising sports fields and institutional activities at relatively low density – is an appropriate neighbour to a nature/ park area.

As indicated in the Arboretum Urban Design Framework, a permeable edge between the sports complex and Arboretum is desirable, including buildings which overlook the Arboretum. In detail design, every effort should be made to align the NMT network of the town (west of the river), the Arboretum, and sports complex.

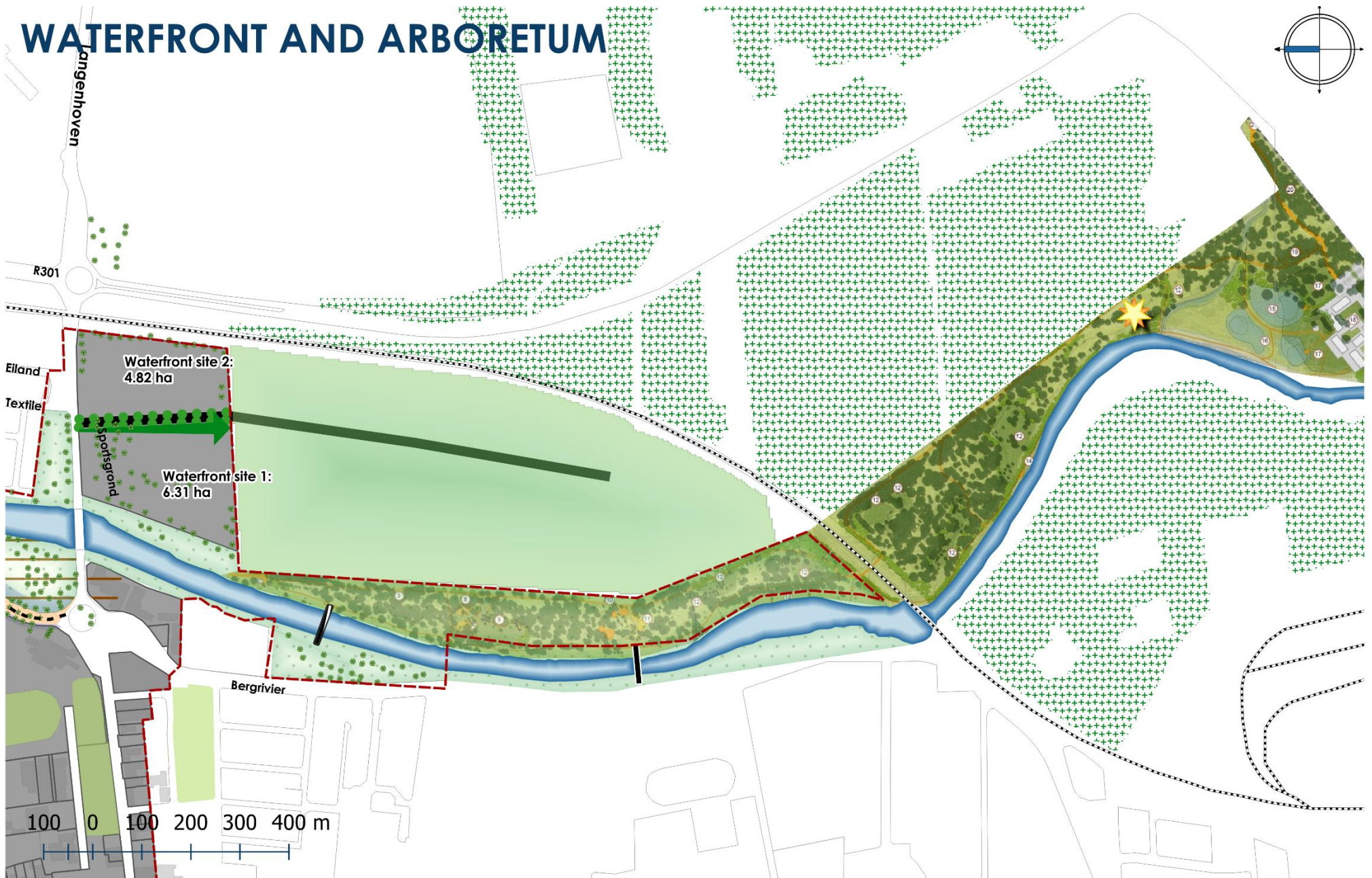
It is not clear what the intended use of the area south of the proposed sports fields are. From a LSDF perspective, institutional uses – including education facilities – would be ideal.











Figure 33: Boys High Sports Complex Proposal

6.3.2 Waterfront and Arboretum Plan

# WATERFRONT AND ARBORETUM



**Table 13: Waterfront and Arboretum Precinct Plan Elements**

Precinct Element		Target Area	Description	Programmes/Project no. (Refer to Table 23)
	New sports complex	East of the Arboretum	Accommodate the existing proposal to the east of the Arboretum for a new sports complex (catering for school sports, e.g. Paarl Boys High).	–
	New pedestrian bridge	Along the Arboretum	The proposed pedestrian bridge will provide linkage between the west and east of the Arboretum. The accessibility of the Arboretum will be improved by the proposed pedestrian bridge. The new pedestrian bridge contributes towards the alignment of the NMT networks, the Arboretum and the proposed new sports complex.	ISP 11
	Access to Arboretum through Waterfront site	Waterfront Site	Access to the Arboretum from the Waterfront site will be obtained at this point.	HP2; ISP8; ISP13
	Arboretum day use area	Arboretum	The proposal for a day use area entails the following: <ul style="list-style-type: none"> <li>• Ablution facilities.</li> <li>• Braai areas.</li> <li>• Nature activities.</li> <li>• Educational programmes focussed on environment conservation.</li> </ul>	SPF1; SPF2; LP5; LP6; LP2; LP3; TPP1; HP1; HP2
	Improved landscaping	As illustrated on plan	The intentional arrangement of soft (trees and planting) and hard elements within a space to improve the aesthetic value and character of the area.	LP2; LP1; LP5
	Construct new road	As illustrated on plan	Formalising the access servitude through the Waterfront site.	ISP13
	New institutional or educational use	Waterfront Site	Institutional development of the Waterfront site is proposed to accommodate existing and proposed sports facilities as far as possible. <i>Strengthening of the "institutional" corridor along Market Street and Langenhoven Avenue (incorporating the "Waterfront" site), focusing on "knowledge" activities.</i> Associated actions include; Creative use of the Waterfront site; Support nature activities and educational programmes focused on environment conservation; and Provide a tourist destination and recreational place	–
	Retained rural areas Consider ecological buffer within 1:50 and 1:100 year floodplain	As illustrated on precinct plan Along Berg River	Retain the rural component of the area. Consider ecological buffers along the Berg River, these protected zones / setbacks provide continuous corridors and habitat for flora and fauna. They also provide other benefits such as water quality improvement of point or diffuse sources of pollution, stream bank and erosion protection from the hydrological impacts associated with hardened catchments in urban areas, and protection of communities from floods	–
<b>Provision should be made for the implementation of proposals outlined within the Arboretum Urban Design and Landscape Framework (AUDF), see Annexure C.</b>				



### 6.3.3 Table of proposals

**Table 14: Waterfront and Arboretum Proposals**

URBAN COMPONENTS	PROPOSALS/ RECOMMENDATIONS
Movement routes	<ul style="list-style-type: none"> <li>Recognise the role of Lady Grey Street and Berg River Boulevard as part of Local Route P04 (Huguenot PTI-Klapmuts) in the DIPTN.</li> <li>Recognise the role of Langenhoven Avenue as part of Local Route P07 (Huguenot PTI-Amstelhof via Paarl Hospital, Chicago, and Klein Nederburg) in the DIPTN.</li> <li>Recognise the importance of the Waterfront site in providing vehicular access to the Arboretum.</li> <li>Formalise the access servitude through the Waterfront site.</li> </ul>
Transport interchanges	Ensure that future NMT stops along Berg River Boulevard align as far as possible with the Arboretum NMT access points/ foot bridges and the proposed forecourt/ traffic calming spaces proposed in the AUDF for Berg River Boulevard.
Non-motorised transport (NMT)	Align the NMT network of the town (west of the river), the Arboretum, and proposed sports complex east of the Arboretum.
Commercial development	Limit commercial development in the precinct, respectful of its overall character as a park, sport, and institutional cluster.
Institutional development	Pursue a predominantly institutional development of the Waterfront site, accommodating existing sports facilities as far as possible.
Residential development	<ul style="list-style-type: none"> <li>Accommodation could be provided in association with institutional development on the Waterfront site or the sports complex east of the Arboretum (e.g. hostels associated with education facilities).</li> <li>Due to the recent water crisis, groundwater abstraction has increased within the municipality. The rate of abstraction versus the rate of groundwater replenishment and the impact of this on the aquifer is not known at this stage. However, with the increase of urban development, it is important to keep the replenishing of groundwater in mind. Considering the above it is recommended that a focus on water sensitive urban design and development be envisaged. This can be implemented through a variety of stormwater treatment systems, such as SUDS, the inclusion of bio-filtration areas and vegetated swales associated with the proposed tree planting and landscaping, or water sensitive urban design measures being incorporated into the design and development of the new housing developments.</li> </ul>
Public facilities	Implement ablution and other facilities as proposed in the AUDF.
Green space, public space and landscape elements	<ul style="list-style-type: none"> <li>Implement public space improvements as proposed in the AUDF.</li> <li>Implement green space and landscape improvements as proposed in the AUDF.</li> </ul>
Heritage places	<ul style="list-style-type: none"> <li>Implement heritage improvements as proposed in the AUDF.</li> <li>Support the implementation of heritage signage at identified heritage sites.</li> <li>Proactively support the collaboration with tourism agencies on tourism routes in exposing the heritage sites.</li> </ul>
Floodplain (1:50 and 1:100 year floodplain and areas along Berg River)	<ul style="list-style-type: none"> <li>Proposed land-use / development / activities / buildings along Berg River must be set back beyond the greater of the applicable floodplain, geomorphological and ecological buffer requirements.</li> <li>Any new land use, development, activity or building must be appropriate for the anticipated flood risk and geomorphological process requirements and compatible with the ecological buffer and socio-economic requirements, whilst allowing access for maintenance.</li> </ul>
Municipal land	Do not sell parts of the Berg River corridor, including the Waterfront site. Rather, pursue lease arrangements to enable development where appropriate.

## 6.4 Klein Drakenstein Road

### 6.4.1 Introduction

Klein Drakenstein Road and its surrounding edges together form a very important spatial link between Rabiesdal / Klippiesdal and the Paarl East and West CBD areas. The road largely provides for motorised transport, with little consideration given to pedestrians, cyclists and public transport (this is particularly important given the number of schools and community facilities located along the length of Klein Drakenstein Road).

While a high order road, many properties along Drakenstein Road take direct access the road. This enhances the quality of the area as well as security (through permeable and lively edges). Road reserves and footways on both sides of Klein Drakenstein Road are wide, potentially allowing for intensive pedestrian use, parking as well as for additional uses such as cycle ways as well as street tree planting.

Klein Drakenstein holds historic significance as the following heritage

sites were identified along Klein Drakenstein Road:

- Bethany School.
- Ebenezer “Plankies” school.
- Zions church.
- Costa’s Olive Farm.
- Drakenstein Hotel.
- Ivanhoe Park and “Stoepe”.
- Planet Bioscope.
- Huguenot VGK.
- Bethel Congregational Church.
- William Lloyd Primary School.

The heritage sites identified has key historic significance dating back pre-and-post apartheid. The identified heritage sites are part of non-white culture, as some of the sites can be described as “struggle” places. It is proposed that these identified heritage sites be celebrated and exposed to the public. (see Annexure B for heritage sites and map).

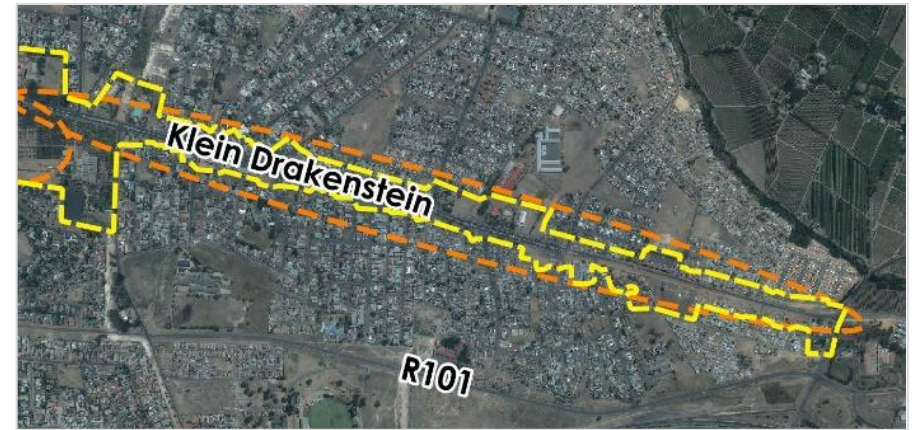
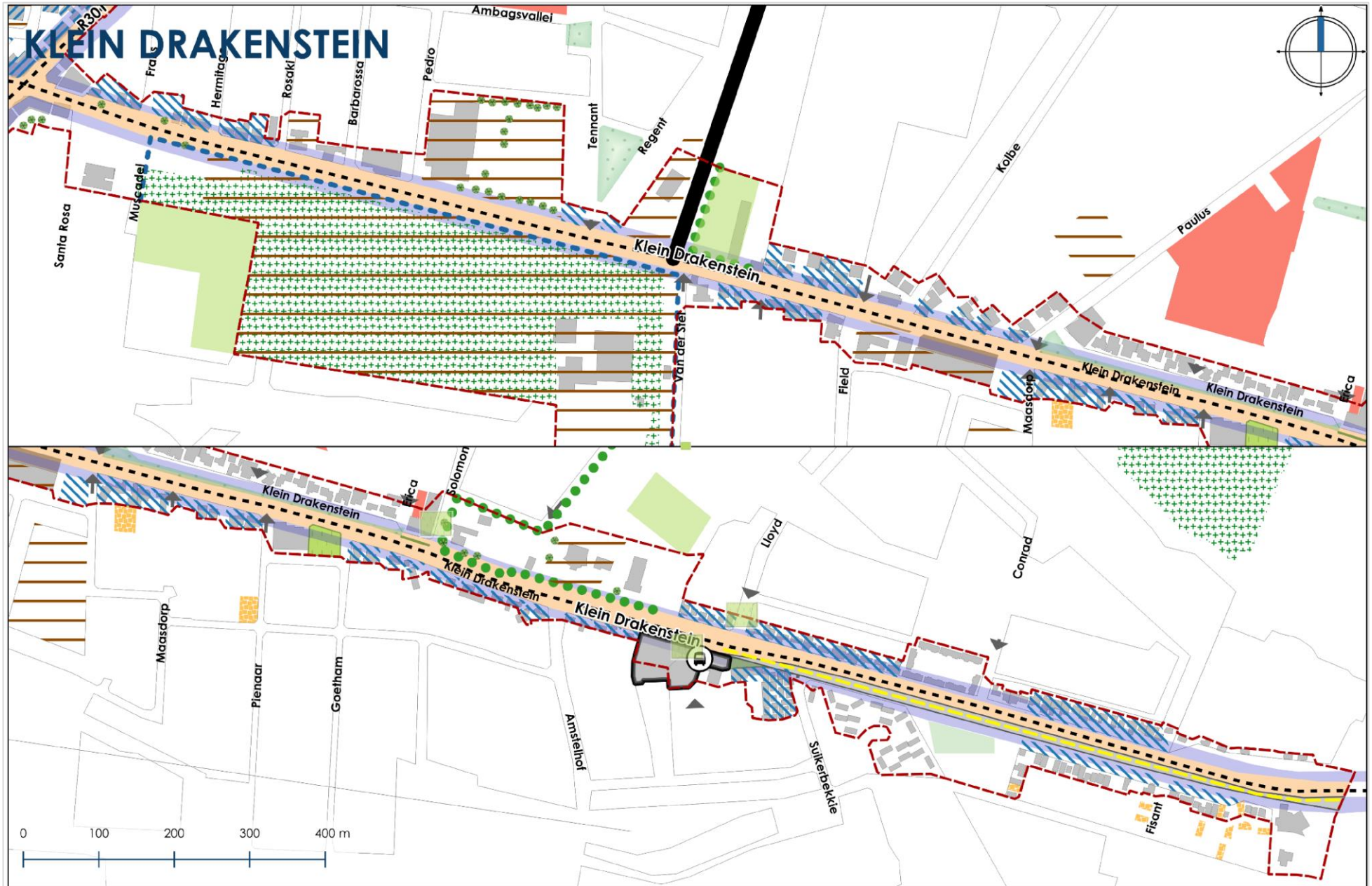


Figure 34: Klein Drakenstein Road



















Photograph 6: Klein Drakenstein Road Footways and Road Reserves

### 6.4.2 Klein Drakenstein Plan



**Table 15: Klein Drakenstein Precinct elements**

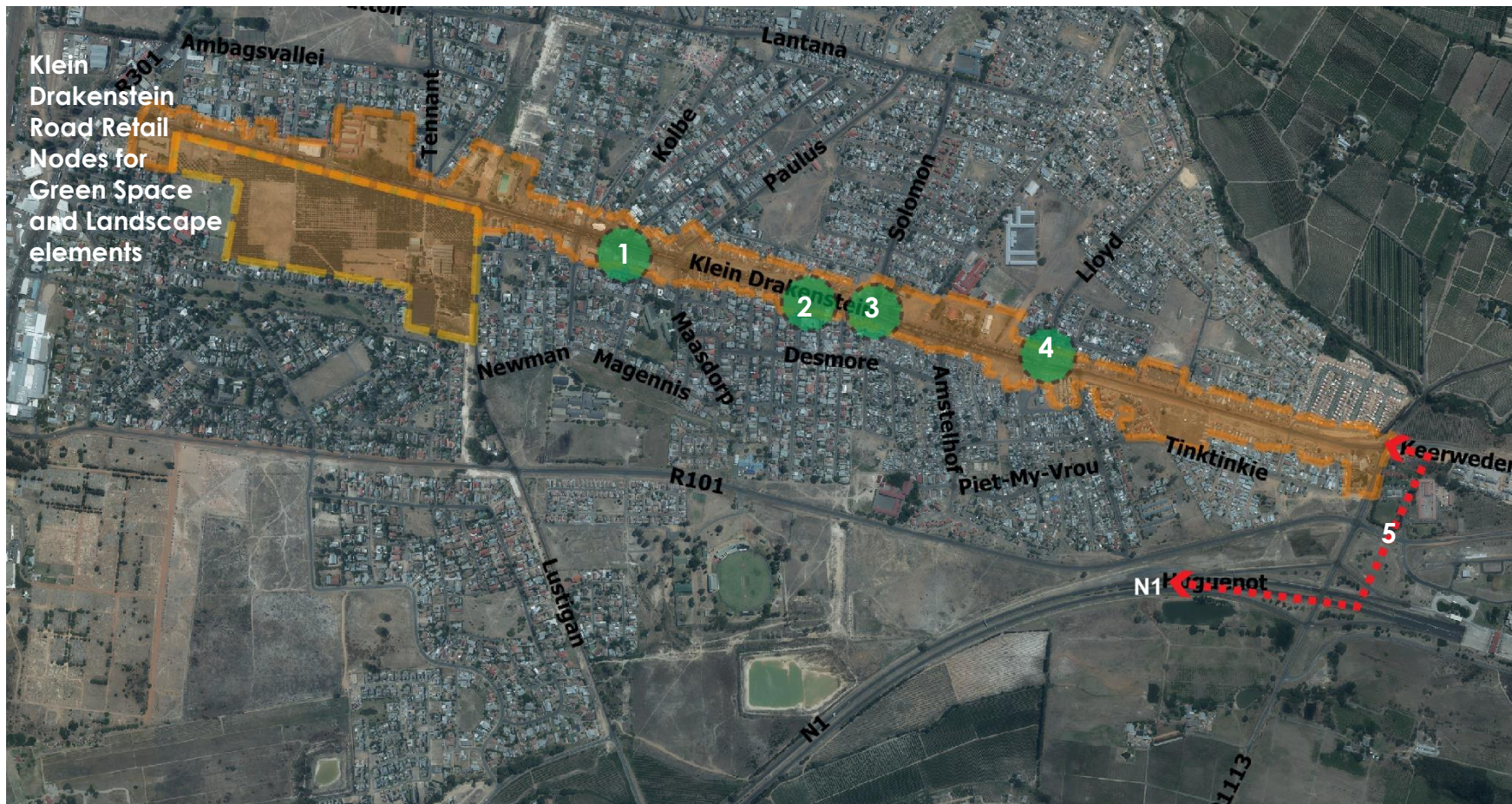
Precinct Element	Target Area	Description	Programmes/Project no. (Refer to Table 23)	
	Celebrate and exposure of cultural heritage	<ul style="list-style-type: none"> <li>• Costas Olive Grove</li> <li>• Bethany School</li> <li>• Ebenezer Primary "Plankies" School"</li> <li>• Drakenstein Hotel</li> <li>• Planet Bioscope, Ivanhoe Park &amp; "Stoepe"</li> <li>• Bethel Congregational Church</li> <li>• Huguenot VGK</li> <li>• William Lloyd Primary School</li> </ul>	The cultural heritage sites situated along Klein Drakenstein Road needs to be recognised as it holds significant heritage value with regards to social injustice and the legacy of apartheid. Recognition of the heritage sites will be done by means signage and guided tours.	<b>HP1; HP2; HP3; HP6</b>
	Retained rural areas	As illustrated on precinct plan	Retain the rural component of the area.	-
	Retain and enhance public green spaces	As illustrated on precinct plan	<p>The public green spaces will be retained and enhanced in the following ways:</p> <ul style="list-style-type: none"> <li>• Landscaping (soft elements),</li> <li>• Street furniture (where appropriate)</li> <li>• Pedestrian Walkways</li> <li>• Lighting</li> <li>• Closed Circuit Television (CCTV) cameras</li> </ul>	<b>LP4; SPF 2; TPP1; LP3; LP2; LP1; LP5; LP6</b>
	Improved landscaped parking	<ul style="list-style-type: none"> <li>• The ShopRite retail node</li> <li>• Solomon Street retail node</li> <li>• Lloyd Street retail node</li> </ul>	The proposal for improved landscaped parking facilities consist of hard and soft elements arrange in a way that is aesthetically pleasing.	<b>LP1; LP2; LP3; SPF1</b>
	Extend dual carriageway along Klein Drakenstein Road	Between Suikerbakkie Road and Sonstraal Road	The completion of the Boulevard configuration will contribute positively towards the character of the Klein Drakenstein Road Corridor. A landscaped median will be provided to make it consistent to the existing Boulevard.	<b>ISP13</b>
	Construct new road	Corner of Van der Stel and Klein Drakenstein Road	The completion of the connection between Van der Stel and Klein Drakenstein Road will increase accessibility and mobility to and from Klein Drakenstein Road. Furthermore the linkage unlocks nodal development on the intersection of Van der Stel and Klein Drakenstein. Mixed-use development and maximum utilisation of the intersection can be explored.	<b>ISP13</b>
	Positive edge	Costas Olive Grove	Positive edge refers to street frontages where there is an active engagement between the edge and the user. For this edge to enable senses of place, due care must be given to the front yard that line this edge. Street activating uses along this edge in consultation with the property owner need to be explored.	<b>SPF2; LP3; LP1; LP2; LP5</b>
	Broadband and internet	Greater Klein Drakenstein	Recognise the role of broadband and internet in the contemporary and future city. Provision must be made to permit access to broadband and internet in Paarl east.	<b>ISP 14</b>

	Improved landscaping	<ul style="list-style-type: none"> <li>• Drakenstein Swimming Pool</li> <li>• Saps-Paarl East</li> <li>• Huguenot VGK</li> <li>• Paulus Joubert Secondary School</li> </ul>	The intentional arrangement of soft (trees and planting) and hard elements within a space to improve the aesthetic value and character of the area.	<b>LP2; LP1; LP5</b>
	Pedestrian movement routes	As illustrated on precinct plan	Pedestrian movement can be determined by pedestrian desire lines. An imaginary line linking facilities or places. Desire lines become evident when watching people move through an area and often visible through informal footpaths across open spaces.	–
	Pedestrian-friendly routes	Klein Drakenstein Road	The proposed pedestrian-friendly routes will improve the pedestrian realm of the target areas. Pedestrian realm refers to the distinguishing character of a particular street as created by the elements at ground floor, including building frontages, setbacks, materials, form, road space, landscaping, street furniture, etc. It includes the upgrading of the streetscape, NMT linkages and public surveillance; therefore, contributing towards a sense of safety, sense of place and a sense of security.	<b>SPF1; SPF2; LP2; LP3; ISP3; ISP7; ISP13; LP5</b>
	Proposed medium-high density development	<ul style="list-style-type: none"> <li>• Vacant land abutting Paulus Street</li> <li>• Vacant land abutting Erica Street</li> </ul>	The medium-high density development entails 2 – 3 storey dwelling units. Refer to Table 30	<b>ISP 4</b>
	Provision for formal commercial uses	Klein Drakenstein Road	Provision should be made to permit future development of commercial activity on the residential properties directly abutting Klein Drakenstein Road. This should be done in a way that will be beneficial towards restructuring the Klein Drakenstein Road corridor.	<b>LEDSP 1; LEDSP 2; LEDSP 4; LEDSP 5; LEDSP 6; LEDSP 3</b>
	Amstelhof Public Transit Interchange (PTI)	Klein Drakenstein Road	The proposed Amstelhof PTI will be secondary to the main PTI situated at Huguenot Station. The PTI will include opportunities for formal and informal trading. NMT development and upgrading will be required to increase pedestrian safety, which will be done by means of landscaped sidewalks and controlled pedestrian crossings.	<b>ISP 5; TPP2; TPP3; TPP1; LEDSP3; LP2; LP1; LP5</b>
	Residential Infill development	As illustrated on precinct plan	Identified private and public land parcels for possible residential development.	<b>ISP 4</b>
	Key activity route	As illustrated on plan	Activity routes are supported by mixed-use development and high-density development. Activity routes have direct access and uninterrupted movement flow.	<b>ISP13</b>
	Improved Landscaping and Municipal park	As illustrated on plan	Creative attractive outdoor space to increase public and social activity through either Municipal park/ skate park/ activity space. Must be a robust offering variety to all age groups.	<b>LP2; LP1; LP5</b>

### 6.4.3 Table of proposals/ recommendations

**Table 16: Klein Drakenstein Road Proposals**

URBAN COMPONENTS	PROPOSALS/ RECOMMENDATIONS
Movement routes	<ul style="list-style-type: none"> <li>Recognise the role of Klein Drakenstein Road as part of Local Route P06 (Huguenot PTI-Amstelhof via Klein Drakenstein Road) in the DIPTN.</li> <li>Complete the boulevard configuration of Klein Drakenstein Road (with a centre divider and appropriate footways) between Suikerbekkie Road and Sonstraal Road.</li> <li>Complete the connection of Van der Stel Road with Klein Drakenstein Road.</li> </ul>
Transport interchanges	<ul style="list-style-type: none"> <li>Reconsider the use and design of the Lloyd Street retail and Taxi Rank Node.</li> </ul>
Non-motorised transport (NMT)	<ul style="list-style-type: none"> <li>Focus NMT facilities on the key routes forming part of the DIPTN.</li> <li>Support the conversion of existing pedestrian crossing along Klein Drakenstein Road to raised pedestrian crossing.</li> <li>Support pedestrian crossings on public transportation routes.</li> </ul>
Commercial development	Provide basic infrastructure (access to water, shade, storage) and demarcated spaces for informal sector traders in association with the main retail nodes along Klein Drakenstein Road.
Institutional development	<ul style="list-style-type: none"> <li>Reinforce the institutional cluster between Beukes Street and Lloyd Street with appropriate edge planting.</li> <li>Ensure that the redevelopment of the Police Station (alienated to the private sector) is appropriate in relation to adjacent institutional uses.</li> </ul>
Residential development	<ul style="list-style-type: none"> <li>Consider making parts of large open spaces in residential areas adjoining Klein Drakenstein Road available for GAP market infill housing (e.g. the open spaces abutting Paulus Street, Conrad Street, and Steytler Street).</li> <li>Due to the recent water crisis, groundwater abstraction has increased within the municipality. The rate of abstraction versus the rate of groundwater replenishment and the impact of this on the aquifer is not known at this stage. However, with the increase of urban development, it is important to keep the replenishing of groundwater in mind. Considering the above it is recommended that a focus on water sensitive urban design and development be envisaged. This can be implemented through a variety stormwater treatment systems, such as SUDS, the inclusion of bio-filtration areas and vegetated swales associated with the proposed tree planting and landscaping, or water sensitive urban design measures being incorporated into the design and development of the new housing developments.</li> </ul>
Public facilities	Reinforce landscaping and planting at the swimming pool complex east of the Van der Stel Road reserve.
Green space, public space and landscape elements (refer to Figure 35)	<ul style="list-style-type: none"> <li>Generally, reinforce the planting of street trees, quality of footways, pedestrian crossings, and signage indicating street names, parking, and retail areas along Klein Drakenstein Road.</li> <li>Improve landscaped parking spaces at the: <ul style="list-style-type: none"> <li>Lloyd Street retail node.</li> <li>The Solomon Street retail node.</li> <li>The Shoprite retail node (between Goetham Street and Pienaar Street).</li> <li>The Ray Alexander Union Centre retail node.</li> </ul> </li> <li>Provide appropriate signage and information to indicate that Klein Drakenstein Road is a viable access alternative to central Paarl from the N1.</li> <li>Negotiate with the owners of the Olive Grove to install more sensitive fencing along Drakenstein Road.</li> </ul>
Heritage places	<ul style="list-style-type: none"> <li>Expose and celebrate key heritage and struggle places along Klein Drakenstein Road through appropriate signage, information, and landscaping.</li> <li>Support the implementation of heritage signage at identified heritage sites.</li> <li>Proactively support the collaboration with tourism agencies on tourism routes in exposing the heritage sites.</li> </ul>
Municipal land	Consider making municipal land abutting Klein Drakenstein Road exclusively available to local entrepreneurs for business development (as opposed to open tenders). Furthermore any underutilized private and public land abutting Klein Drakenstein Road needs to be densified, enhanced, reimagined and or repurposed.



Klein Drakenstein Road Retail Nodes for Green Space and Landscape elements

**Retail nodes**

- 1. Stoepe
- 2. Shoprite
- 3. Solomon Street
- 4. Llyod Street

**Alternative Access**

5. Signage and information to indicate that Klein Drakenstein Road is a viable access alternative to Central Paarl from the N1

Figure 35: Klein Drakenstein Road Retail nodes for Green Space and Landscape elements

## 6.4.4 Area specific guidelines within the Klein Drakenstein Road Precinct

### 6.4.4.1 Ivanhoe Park (Stoepe)

Ivanhoe Park is an area with significant cultural heritage. Therefore, it is proposed that areas with significant cultural heritage be celebrated, recognized and exposed. Ivanhoe Park should be celebrated by means of signage illustrating the heritage of the area to the public. The implementation of positive building interfaces, landscaping and landscaped parking can provide aesthetic value. It will be complimentary to the character of the area, and is environmentally, as well as pedestrian friendly. Raised pedestrian crossings act as traffic calming measures and are therefore encouraged along Klein Drakenstein Road to improve safety for pedestrians



**Figure 36: Status Quo of Ivanhoe Park “Stoepe”(Google Maps,2018)**

and vehicles. Dead spaces can be activated with informal trading. Ensure lighting is human scaled, especially around public spaces and along pedestrian routes. The use of deciduous trees that provide shade in summer and lets warmth through winter should be considered. Figure 36 illustrates the status quo of Ivanhoe Park (Stoepe).

The Stoepe is a “main focus area” in the Klein Drakenstein area. It needs to be upgraded and enforced permitting the public to continue celebrating the space.

The Stoepe is a catalytic area and currently serves as a very popular public space.



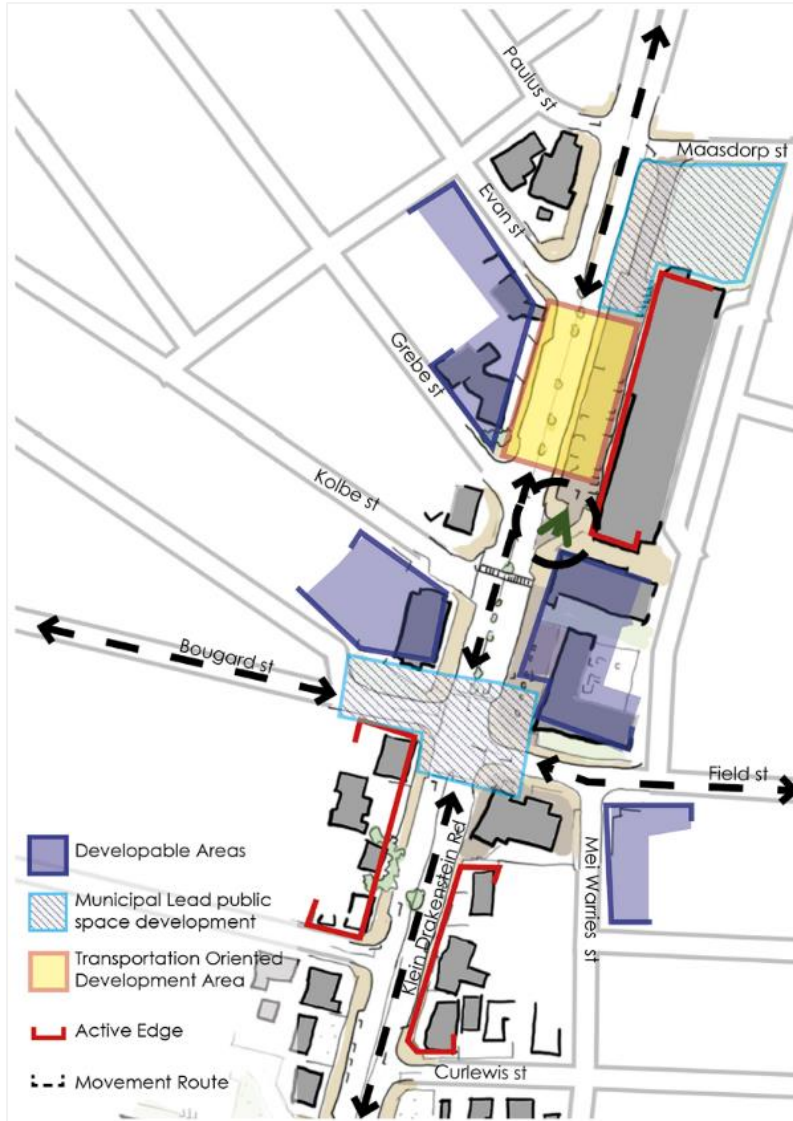


Figure 39: Klein Drakenstein Road (Ivanhoe Park) - Precinct Plan

Status Quo



Figure 37: Status Quo of Ivanhoe Park

Precedent



Figure 38: Attractive Building Interfaces

Figure 40 illustrates the initiatives to be explored on the Ivanhoe Park Precinct. Underutilized public owned land parcels can be maximised to its full potential to unlock vibrant community activities. Such land parcels should be identified as lead municipal public space projects. The focus is on dense, compact, mixed-use initiatives coupled with robust streets and safe public spaces for social interaction. Klein Drakenstein Road is a major transport route that plays a crucial role in connecting a high number of commuters to various services. Through enhanced transport, a mixture of densified and diverse uses Ivanhoe Park precinct can become a robust area for encounter, exchange and circulation with a stronger local economy.

#### 6.4.4.2 Completion of Van Der Stel Street Connection

Increasing accessibility and mobility to and from Klein Drakenstein Road can be achieved by completing the connection between Van Der Stel Street and Klein Drakenstein Road. Providing landscaping (soft and hard), a landscaped median, controlled pedestrian crossings and landscaped parking will contribute aesthetically towards the connection between Van Der Stel Street and Klein Drakenstein Road. A positive interface with edge planting that opens the edge of the VGK Zion Church should be encouraged. Figure 40 illustrates what is current at the corner of Van Der Stel Street and Klein Drakenstein Road.



Figure 40: Status Quo of Van Der Stel Street Servitude (Google Maps, 2018)

Figure 40 illustrates the initiatives to be explored on the Van Der Stel Street and Klein Drakenstein Road intersection Precinct. Underutilized public owned land parcels can be maximised to its full potential to unlock vibrant community activities. Such land parcels should be identified as lead municipal public space project. The focus is on dense, compact, mixed-use initiatives coupled with robust streets and safe public spaces for social interaction. Street activating uses along the Olive Groove edge in consultation with the property owner need to be explored.

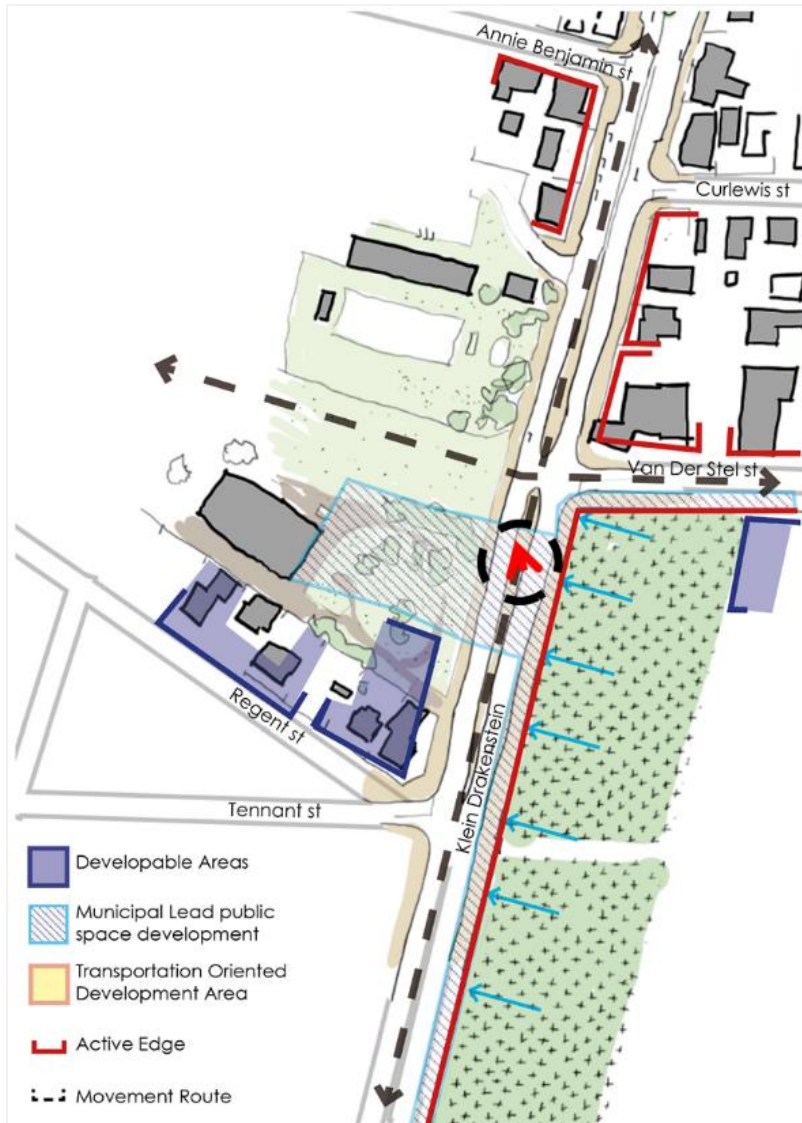


Figure 41: Klein Drakenstein Road (Van Der Stel Street Connection) - Precinct Plan

Status Quo



Figure 42: Status Quo at the Corner of Van der Stel Street and Klein Drakenstein Road

Precedent



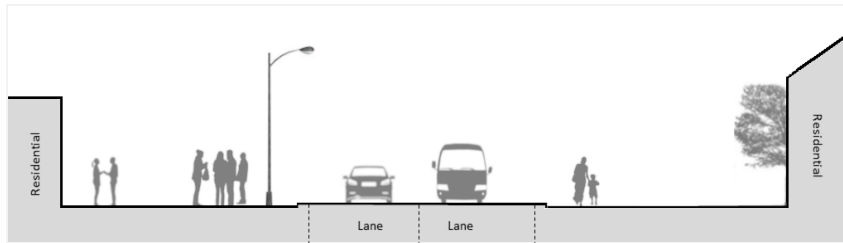
Figure 43: Landscaped Medians Contributing towards the Surrounding Character

### 6.4.4.3 Dual Carriageway Extension & Amstelhof PTI

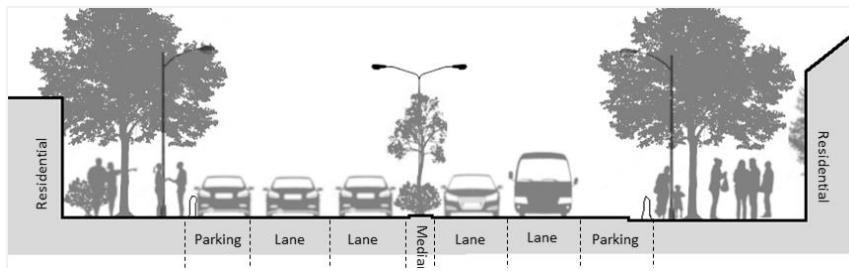
It is proposed that the Klein Drakenstein dual carriageway be extended between Suikerbekkie Road and Sonstraal Road. The completion of the boulevard configuration will have a positive impact on the character of the Klein Drakenstein Road corridor. The median should be landscaped to make it consistent with the existing boulevard. The sidewalks should be landscaped in a way that is aesthetic and pedestrian friendly. Soft

landscaping elements (trees, plants) that promote and encourage a pedestrian friendly environment and a sense of place are recommended. The status quo of the site identified for the dual carriageway extension is illustrated in Figure 44.

**Before**



**After**



**Figure 46: Cross-Section of the Dual Carriageway Extension along Klein Drakenstein Road**

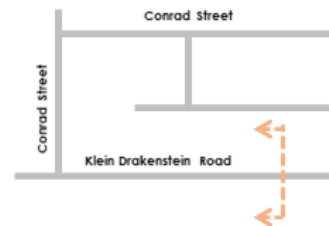


**Figure 44: Status Quo of Klein Drakenstein Road Between Suikerbekkie Road and Sonstraal Road (Google Maps, 2018).**



**Figure 45: Status Quo of Identified Site for Amstelhof PTI**

The proposed Amstelhof PTI will be secondary to the main PTI situated at Huguenot Station. The PTI will include opportunities for formal and informal trading. NMT development and upgrading will be required to increase pedestrian safety, which will be done by means of landscaped sidewalks and controlled pedestrian crossings. The status quo of the site identified for the Amstelhof PTI is illustrated in Figure 45.



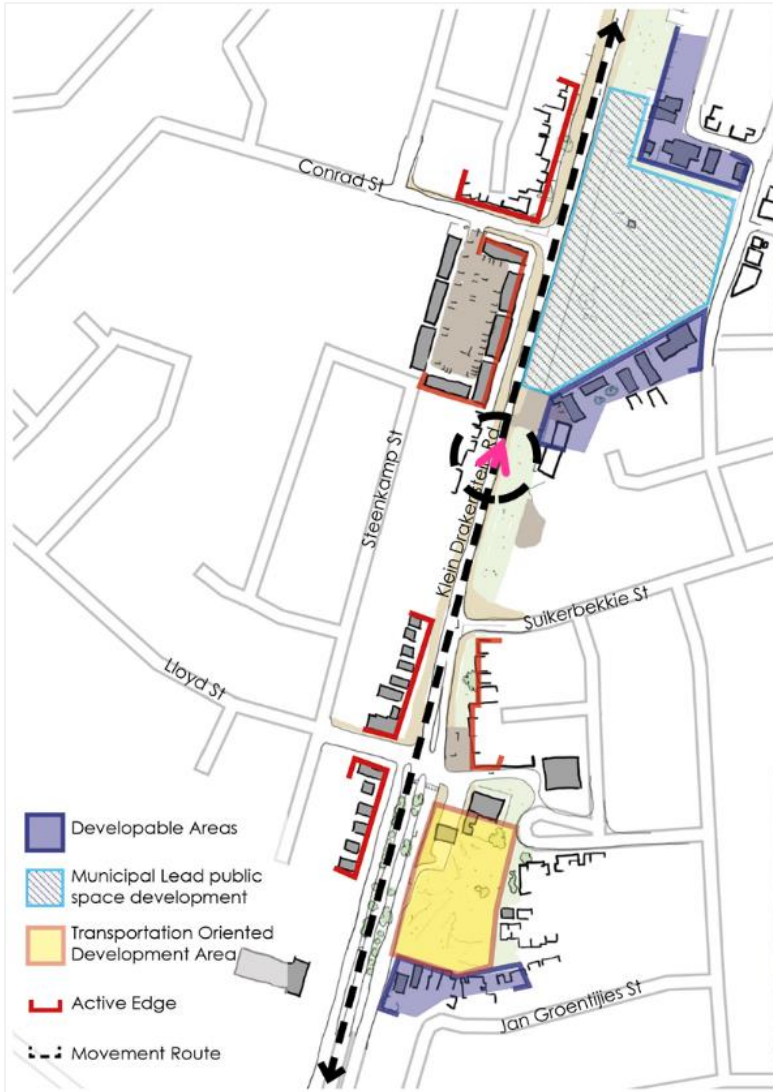


Figure 48: Klein Drakenstein Road (Dual Carriageway Extension) - Precinct Plan

Status Quo



Figure 47: Status Quo Along Klein Drakenstein Road Between Suikerbekkie Road and Sonstraal Road Precedent



Figure 49: Dual Carriageway along Main Road and Klein Drakenstein Road

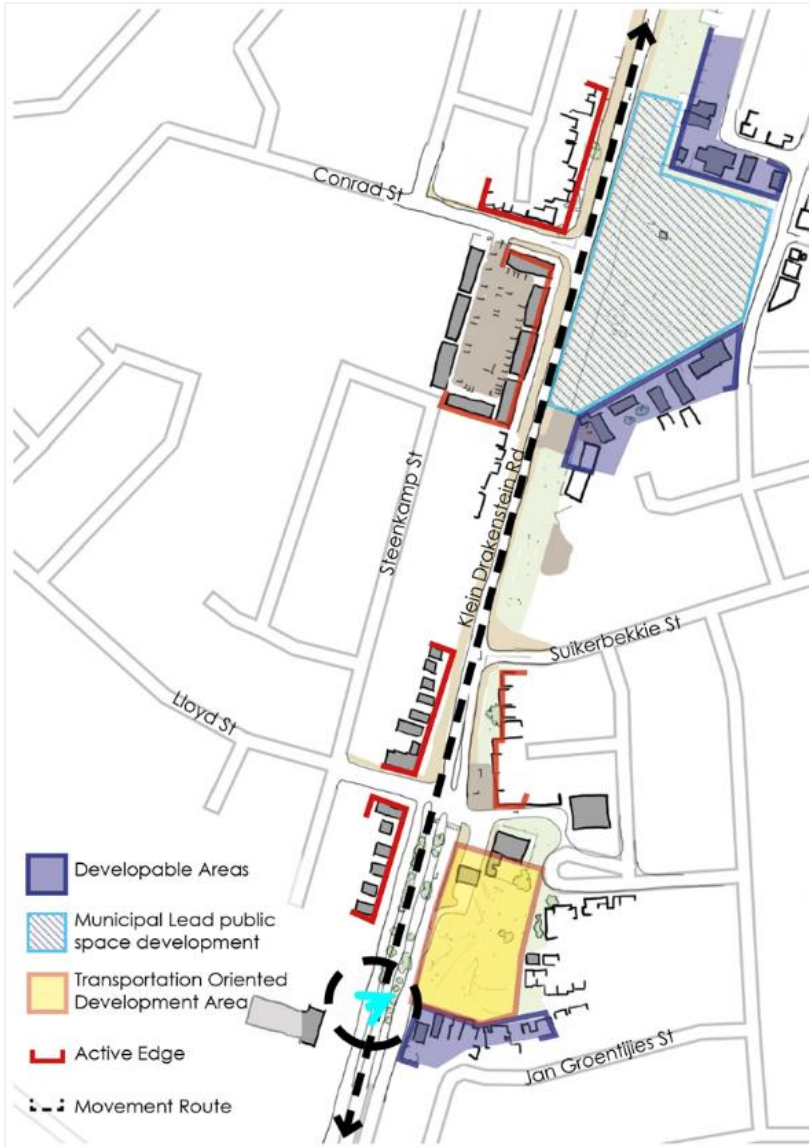


Figure 52: Klein Drakenstein Road (Amstelhof PTI) - Precinct Plan

Status Quo



Figure 51: Status Quo at the Identified Location for the Amstelhof PTI

Precedent



Figure 50: PTI with Aesthetic values – Wallacedene & Nomzamo

#### 6.4.4.4 Landscaped Parking



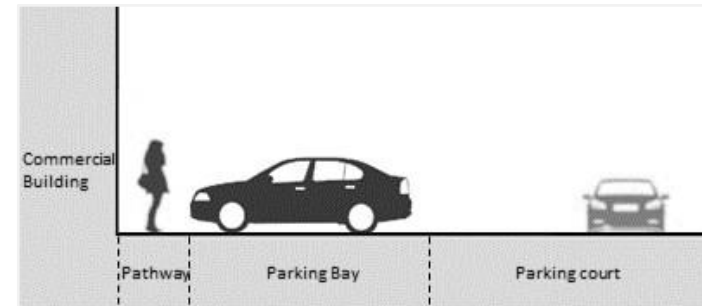
**Figure 53: Lloyd Street Retail Node (Google Maps; 2018)**

Improved parking facilities are proposed along Klein Drakenstein Road at the:

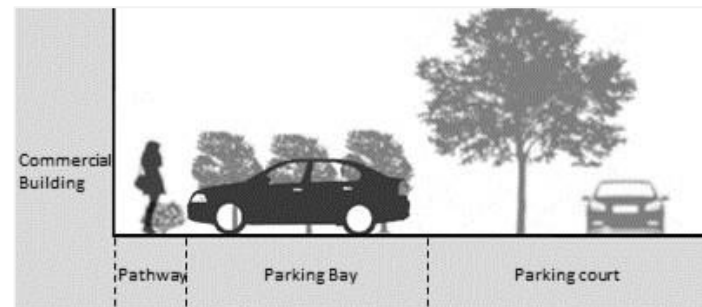
- Lloyd Street retail node.
- The Solomon Street retail node.
- The Shoprite Retail node (between Goetham Street and Pienaar Street).
- The Ray Alexander Union Centre retail node.

It consists of hard and soft landscaping elements arranged in such a way that is aesthetically pleasing. Landscaped parking facilities along Klein Drakenstein Road would have a positive impact on the character of the corridor, as well as provide a pedestrian friendly environment. Figure 53 is an illustration of the status quo at the Lloyd Street retail. Figure 54 illustrates a cross-sectional view of what is existing and proposed for the Lloyd Street retail Node. The proposal should be adopted at parking facilities along Klein Drakenstein Road.

**Before**



**After**



**Figure 54: Cross-Section of Landscaped Parking at Lloyd Street Retail Node**

## 6.5 Huguenot Station

### 6.5.1 Introduction

The Huguenot Station precinct (including the adjoining industrial area) is arguably – from an urban structuring point of view – the most important precinct in Paarl CBD and Surrounds. It contains the key to integrating east and west Paarl.

Industrial activities in this very central zone of Paarl is possibly not ideal (specifically in relation to vehicular access), although employment is provided proximate to residential areas to the east.

The station precinct and surrounding land should arguably become a new “focus” of Paarl CBD, extending the existing CBD area across the river and railway line to integrate with the residential developments of Denneburg, Klippiesdal and beyond.

Huguenot Station is proposed as one of three public transport interchanges (PTIs) in the DIPTN and the place where the one Trunk Route, two regional routes, six of the seven local routes, and rail services meet.



**Photograph 7: Huguenot Station Precinct**

The river, railway line, the two-way road system, as well as industrial facilities serve to separate Paarl West and East. This spatial separation can be reversed with appropriate land-use changes in this area, the redesign and possible re-alignment of the one-way road system, the creation of a public place and focus at the station, and the improvement of pedestrian

movement across the railway line and river.

The careful redevelopment of the industrial facilities to accommodate offices, retail and even residential in a permeable, high quality environment to specifically cater for pedestrian movement is critical to the success of integrating Paarl and to reverse the



impact of past planning aimed at separating communities.

There are two key heritage sites identified within the Huguenot Station precinct. The first site, "Agter Stasie" was the area east of Huguenot Station.

The residents rented from the Lattiefs as well as from the attorney, Volks. Known businesses in the area were Vaso, Beacon winkel and the Allie fruit stall. The Riverstones rugby club has its origin in the area. The people were forced to move to the area Chicago.

The second identified heritage site is the De Kraal site. The Huguenot sport ground was historically part of the Paarl community since 1933. This was an area that attracted people from everywhere and it was the nucleus of community life. People participated in netball, cricket and rugby in this area. It also served as the area where Christmas choirs came together and was the nucleus of community life. International teams like the All Blacks came to the Kraal to conduct coaching clinics.

The following table is derived from a network plan study on transport interchanges for Drakenstein Municipality. It is an extract from the development of an Integrated Public Transport Network (IPTN) for the Drakenstein Municipal Area dated March 2013.

**Facilities to be provided at the Huguenot PTI**

Facilities to be provided at the Huguenot PTI are as presented in Table 17.

**Table 17: Facilities Provided at Huguenot PTI**

PLATFORMS	FACILITIES	NMT REQUIREMENTS	SAFETY AND SECURITY MEASURES	OPERATIONS	PARKING
<ul style="list-style-type: none"> <li>National</li> <li>Trunk</li> <li>Regional</li> <li>Local</li> </ul>	<ul style="list-style-type: none"> <li>Ticket office</li> <li>Management office</li> <li>Waiting room</li> <li>Information kiosks</li> <li>Link to rail</li> <li>Metered taxi</li> <li>Kiss-and-ride</li> <li>Trading</li> <li>Ablutions</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks</li> <li>Controlled crossings</li> <li>Wheelchair ramps</li> <li>Benches and shelters</li> <li>Bicycle racks/storage</li> </ul>	<ul style="list-style-type: none"> <li>CCTV</li> <li>Adequate lighting</li> <li>Hand rails</li> <li>Emergency buttons</li> <li>Active guarding</li> <li>Safety ambassadors</li> <li>Trading facilities (e.g. storage)</li> </ul>	<ul style="list-style-type: none"> <li>Driver rest rooms and lockers</li> <li>Cash office</li> <li>ICT infrastructure</li> </ul>	Park and ride



**Figure 55: Existing Proposal of Lady Grey Street & Klein Drakenstein Road Re-alignment (Drakenstein Municipality)**

The following is an extract from a plan designed by BKS on 30 August 2012 illustrating the re-alignment of Lady Grey Street and Klein Drakenstein Road.

**Existing proposal to re-align Lady Grey Street and Klein Drakenstein Road**

There is an existing road improvement proposal to establish a direct link between Lady Grey Street and Klein Drakenstein Road. A key concern with the proposal is the extent to which it can serve to rationalise the complex arrangement of routes near the proposed PTI (including the Huguenot By-pass, Jan van Riebeeck Drive, Lady Grey Street, Klein Drakenstein Road, Plumridge Road, and Keerom Street) and concomitant poor and dangerous pedestrian environment.

The following is an extract from a plan designed by WorleyParsons in May 2016 illustrating the proposal for a sports complex at De Kraal.

### Existing proposal for a sports complex at De Kraal

There is a proposal (and concomitant budget provision) to develop De Kraal with a rugby/ cricket field, netball courts, and associated ablution, spectator, and parking facilities. Concerns related to the proposal are the construction of a cement block wall along the northern edge of the site and removal of edge trees.

Should a NMT bridge connection over the Berg River be constructed (linking Hospital Street with the Huguenot PTI, the proposed sports complex at De Kraal, and proposed residential development on vacant land east of De Kraal), the northern edge of the sports complex should ideally be permeable, abutting the NMT route. This connection should be done on public owned land. Further, the edges of sports facilities should ideally be trees, providing shade to spectators.



Photograph 8: De Kraal Site

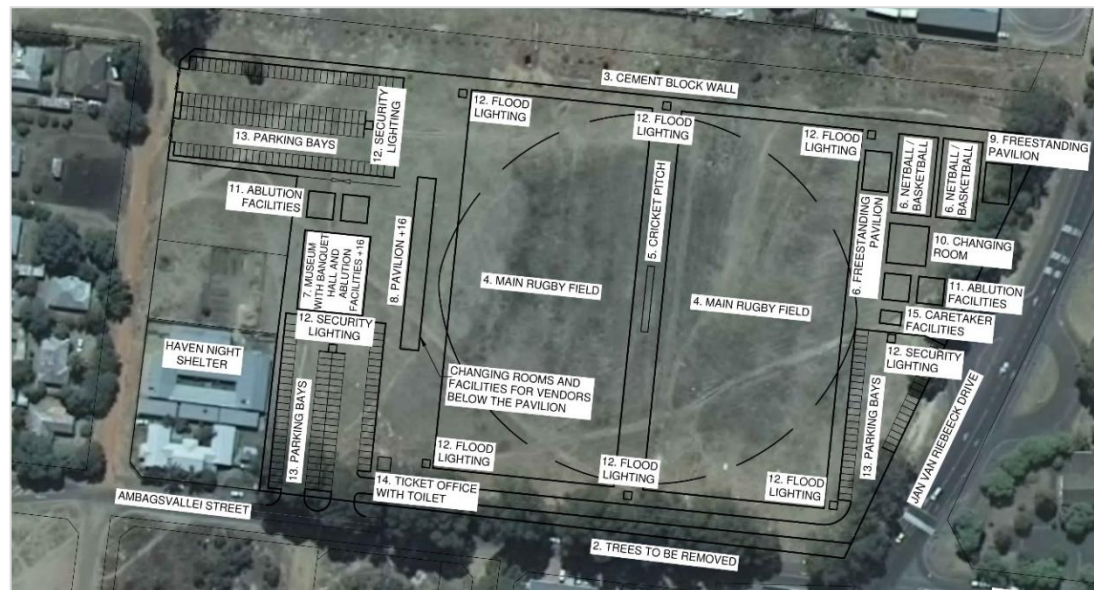


Figure 56: Existing Proposal for a Sports Complex at De Kraal

When considering surrounding land-uses (residential, commercial) and the proximity of public transport infrastructure to the site, the area east of De Kraal would be an ideal location for high density and affordable housing programmes.



**Photograph 9: Vacant Property East of De Kraal**




















**Photograph 10: Vacant Property East of De Kraal**

### 6.5.2 Huguenot Plan



**Table 18: Huguenot Precinct Elements**

Precinct Element		Target Area	Description	Programmes/Project no. (Refer to Table 23)
	Celebrate and expose cultural heritage	<ul style="list-style-type: none"> <li>• Agter Stasie</li> <li>• De Kraal</li> </ul>	The cultural heritage sites situated within the Huguenot Station Precinct needs to be recognised as it holds significant heritage value with regards to social injustice and the legacy of apartheid. Recognition of the heritage sites will be done by means signage and guided tours.	<b>HP1, HP2, HP5, HP1</b>
	New sports complex	De Kraal	There is an existing proposal to develop De Kraal into a sports complex.	–
	Proposed redevelopment of Industrial Use	Between Huguenot Bypass and Jan van Riebeeck Dive	The location of smaller industrial and manufacturing activities should be promoted between Huguenot Bypass and Jan van Riebeeck and not near Lady Grey Street, Klein Drakenstein Road and Huguenot Station.	–
	Gradual change from industrial to commercial activity	Between Berg River and Huguenot Bypass	It would be ideal to promote commercial activity near the vicinity of the proposed Huguenot PTI and Lady Grey Street as it would be better suited than industrial activity.	<b>LEDSP7; LEDSP2; LEDSP3; LEDSP8; LEDSP5</b>
	Mixed commercial (informal/formal)	Corner of Klein Drakenstein Road and Huguenot Bypass	Being conscious of existing and proposed surrounding land uses, mixed commercial activity is best suited for the subject property. Provision is made for both formal and informal commercial activity. The proposal will complement the proposed urban square as well as surrounding land uses.	<b>LEDSP1; LEDSP4; LEDSP8; LEDSP2; LEDSP3; TPP1; TPP2; TPP3; LP2; LP3; LP6</b>
	Retain and enhance public green spaces  Consider ecological buffer within 1:50 and 1:100 year floodplain	As illustrated on precinct plan  Along Berg River	<p>The public green spaces will be retained and enhanced in the following ways:</p> <ul style="list-style-type: none"> <li>• Landscaping (soft elements),</li> <li>• Street furniture where appropriate</li> <li>• Pedestrian Walkways</li> <li>• Lighting</li> <li>• Closed Circuit Television (CCTV) cameras</li> </ul> <p>Consider ecological buffers along the Berg River, these protected zones / setbacks provide continuous corridors and habitat for flora and fauna. They also provide other benefits such as water quality improvement of point or diffuse sources of pollution, stream bank and erosion protection from the hydrological impacts associated with hardened catchments in urban areas, and protection of communities from floods</p>	<b>LP4; SPF 2; TPP1; LP3; LP2; LP1; LP5; LP6</b>
	Focal point for NMT development	Along Berg River (Hospital Street and Ou Tuin)	Intensive NMT development is proposed at strategic locations with a possibility of high pedestrian activity.	<b>SPF2; TPP1; LP2; LP3; LP5</b>
	Health- and education-oriented uses	Between Hospital Street and Plein Street	A health district will strengthen the health industry and services in Paarl West and East. Accessibility to the health facilities will be improved by linking Hospital Street corridor with Paarl East.	–
	Key activity route	As illustrated on plan	Activity routes are supported by mixed-use development and high-density development. Activity routes have direct access and uninterrupted movement flow.	<b>ISP13</b>

	Positive edge	Near Huguenot Station	Positive edge refers to street frontages where there is an active visual engagement between those in the street and those on properties or the ground floors of buildings. This quality is assisted where the front facade of buildings/properties, including the main entrance, faces and opens towards the street and where ground floor uses accommodate activities that provide a level of interaction between pedestrians and the building/property uses.	<b>SPF2; LP3; LP1; LP2; LP5</b>
	New pedestrian bridge	Hospital Street/Dorp Street	The proposed pedestrian bridge will provide linkage between Paarl West and East. The accessibility to health facilities will be improved by the proposed pedestrian bridge as it allows residents in Paarl east better access. The envisaged bridge should receive access and egress from public owned land parcels.	<b>ISP11</b>
	Pedestrian-friendly routes	<ul style="list-style-type: none"> <li>• Klein Drakenstein Road</li> <li>• Lady Grey Street</li> <li>• Huguenot Bypass</li> <li>• Klein Drakenstein Road</li> </ul>	The proposed pedestrian-friendly routes will improve the pedestrian realm of the target areas. Pedestrian realm refers to the distinguishing character of a street as created by the elements at ground floor, including building frontages, setbacks, materials, form, road space, landscaping, street furniture, etc. It includes the upgrading of the streetscape, NMT linkages and public surveillance; therefore, contributing towards a sense of safety, sense of place and a sense of security.	<b>SPF1; SPF2; LP2; LP3; ISP3; ISP7; ISP13; LP5</b>
	Proposed medium-high density development	As illustrated on precinct plan Vacant land east of De Kraal	The medium-high density development entails 2 – 3 storey dwelling units. Refer to Table 30. It is important to note that this land has a main sewer collection pipeline under it. Further investigations need to be carried out on the impacts of potential high density development on the pipeline.	<b>ISP4</b>
	Provision for formal commercial uses	Along Klein Drakenstein Road	Provision should be made to permit future development of commercial activity on the residential properties directly abutting Klein Drakenstein Road. This should be done in a way that will be beneficial towards restructuring the Klein Drakenstein Road corridor.	<b>LEDSP1; LEDSP2; LEDSP4; LEDSP5; LEDSP6; LEDSP3</b>
	New urban square	Near Huguenot Station	The proposed urban square will be landscaped (soft and hard elements) in such a way that is aesthetically appealing. The urban square will consist of the following: <ul style="list-style-type: none"> <li>• Designated informal trading space</li> <li>• Street Furniture &amp; Lighting where appropriate</li> </ul> Urban squares have ecological benefits, improves air quality, lessen surface runoff provides shade and screens unwanted or undesirable views.	<b>LP4; TPP1; TPP2; TPP3; SPF2; LP5; LP6; LP3; LP2; LP1</b>
	Proposed public transit facility	Huguenot Station	A public transit facility (taxi rank) will be proposed on the subject site to accommodate the any future demand for additional public transit at Huguenot Station.	<b>ISP12</b>
	Huguenot Public Transport Interchange (PTI)	Huguenot Station	The proposed Huguenot PTI will include opportunities for formal and informal trading. NMT development and upgrading will be required to increase pedestrian safety, which will be done by means of landscaped sidewalks and controlled pedestrian crossings. See Table 17 for an indication of facilities to be provided at the Huguenot PTI.	<b>ISP6; TPP2; TPP3; TPP1; LEDSP3; LP2; LP1; LP5;ISP14</b>

### 6.5.3 Table of proposals

**Table 19: Huguenot Station Proposals**

URBAN COMPONENTS	PROPOSALS/ RECOMMENDATIONS
Movement routes	<ul style="list-style-type: none"> <li>• Recognise the role of Huguenot By-pass, Klein Drakenstein Road, and Jan van Riebeeck Drive as part of Trunk Route T01 (Wellington-Mbekweni-Huguenot) in the DIPTN.</li> <li>• Recognise the role of Jan van Riebeeck Drive as part of Regional Route R01 (Huguenot-Paarl South-Boland Correctional Services) in the DIPTN.</li> <li>• Recognise the role of Klein Drakenstein Road, Jan van Riebeeck Drive, and Lady Grey Street as part of Regional Route R02 (Huguenot-Windmeul-Huguenot) in the DIPTN.</li> <li>• Recognise the role of Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Lady Grey Street as part of Local Route P02 (Paarl North Loop) in the DIPTN.</li> <li>• Recognise the role of Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Lady Grey Street as part of Local Route P03 (Huguenot PTI-Paarl Mall) in the DIPTN.</li> <li>• Recognise the role of Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Lady Grey Street as part of Local Route P04 (Huguenot PTI-Klapmuts) in the DIPTN.</li> <li>• Recognise the role of Huguenot By-pass, Klein Drakenstein Road, Jan van Riebeeck Drive, and Langenhoven Avenue as part of Local Route P05 (Huguenot PTI-Amstelhof via Paarl South) in the DIPTN.</li> <li>• Recognise the role of Klein Drakenstein Road as part of Local Route P06 (Huguenot PTI-Amstelhof via Klein Drakenstein Road) in the DIPTN.</li> <li>• Recognise the role of Huguenot By-pass and Jan van Riebeeck Drive as part of Local Route P07 (Huguenot PTI-Amstelhof via Paarl Hospital, Chicago, and Klein Nederburg) in the DIPTN.</li> <li>• Carefully consider the detail design of road improvements – specifically the proposal to establish a direct link between Lady Grey Street and Klein Drakenstein Road – to ensure that road infrastructure do not further inhibit integration between Paarl West and East or negate convenient, safe pedestrian movement.</li> <li>• As part of the design of Huguenot PTI, consider rationalizing the complex and fragmenting arrangement of routes near the proposed PTI (including the Huguenot By-pass, Jan van Riebeeck Drive, Lady Grey Street, Klein Drakenstein Road, Plumridge Road, and Keerom Street).</li> </ul>
Transport interchanges	<ul style="list-style-type: none"> <li>• Recognise the status and needs of Huguenot Public Transport Interchange (PTI) within the DIPTN.</li> <li>• Ensure that a future Huguenot PTI provides the identified required facilities at PTIs (see Table 17).</li> </ul>
Non-motorised transport (NMT)	<ul style="list-style-type: none"> <li>• Prioritise the Huguenot Station precinct (together with Paarl CBD) for NMT improvements (as recommended in the DIPTN). Specific attention should be given to NMT linkages along Lady Grey Street.</li> <li>• Consider an NMT bridge connection over the Berg River linking Hospital Street with the Huguenot PTI, the proposed sports complex at De Kraal, and proposed residential development on vacant land east of De Kraal.</li> <li>• Support the conversion of existing pedestrian crossing to raised pedestrian crossing.</li> <li>• Support pedestrian crossings on public transportation routes.</li> </ul>
Commercial development	<ul style="list-style-type: none"> <li>• Consider gradual conversion of industrial space in the existing industrial area to commercial use (possibly starting at strategic locations on the most public routes).</li> <li>• Provide demarcated areas for informal trading.</li> </ul>
Industrial development	<ul style="list-style-type: none"> <li>• Promote the location of smaller industrial and manufacturing activities not dependent on heavy vehicles for logistics.</li> <li>• Do not permit significant increase in the land zoned for industrial purposes near Huguenot Station.</li> </ul>



Institutional development	Promote the location of integrating institutional uses in the area – attracting people from the west and east (the vacant Premier food mill complex appears to lend itself well for use as an art/ cultural complex).
Residential development	<ul style="list-style-type: none"> <li>• Develop the vacant land east of De Kraal for higher density affordable housing (comprising 3-4 storey walk-up apartments). The housing development should establish positive interfaces with the existing community hall and sports facilities.</li> <li>• Due to the recent water crisis, groundwater abstraction has increased within the municipality. The rate of abstraction versus the rate of groundwater replenishment and the impact of this on the aquifer is not known at this stage. However, with the increase of urban development, it is important to keep the replenishing of groundwater in mind. Considering the above it is recommended that a focus on water sensitive urban design and development be envisaged. This can be implemented through a variety stormwater treatment systems, such as SUDS, the inclusion of bio-filtration areas and vegetated swales associated with the proposed tree planting and landscaping, or water sensitive urban design measures being incorporated into the design and development of the new housing developments.</li> </ul>
Public facilities	<ul style="list-style-type: none"> <li>• Implement the sports development plan for De Kraal.</li> <li>• Ensure the provision of adequate public ablution facilities in and around the proposed Huguenot PTI.</li> </ul>
Green space, public space and landscape elements	<ul style="list-style-type: none"> <li>• Provide a landscaped urban square (with appropriate resting and trading spaces) as part of the proposed Huguenot PTI.</li> <li>• Focus planting and street furniture in and around the proposed Huguenot PTI.</li> <li>• Upon redevelopment or change of use, promote a more positive interface between existing industrial buildings and the river edge.</li> </ul>
Heritage places	<ul style="list-style-type: none"> <li>• Ensure that heritage elements are retained and celebrated in redevelopment (specifically at Huguenot Station, its immediate surrounds, and within the industrial area).</li> <li>• Support the implementation of heritage signage at identified heritage sites.</li> <li>• Proactively support the collaboration with tourism agencies on tourism routes in exposing the heritage sites.</li> </ul>
Floodplain (1:50 and 1:100 year floodplain and areas along Berg River)	<ul style="list-style-type: none"> <li>• Proposed land-use / development / activities / buildings along Berg River must be set back beyond the greater of the applicable floodplain, geomorphological and ecological buffer requirements.</li> <li>• Any new land use, development, activity or building must be appropriate for the anticipated flood risk and geomorphological process requirements and compatible with the ecological buffer and socio-economic requirements, whilst allowing access for maintenance.</li> </ul>
Municipal land	Maintain current municipal land ownership near Huguenot Station with a view to accommodating a new PTI and rationalised surrounding route network.

#### 6.5.4 Area Specific Guidelines within the Huguenot Station Precinct

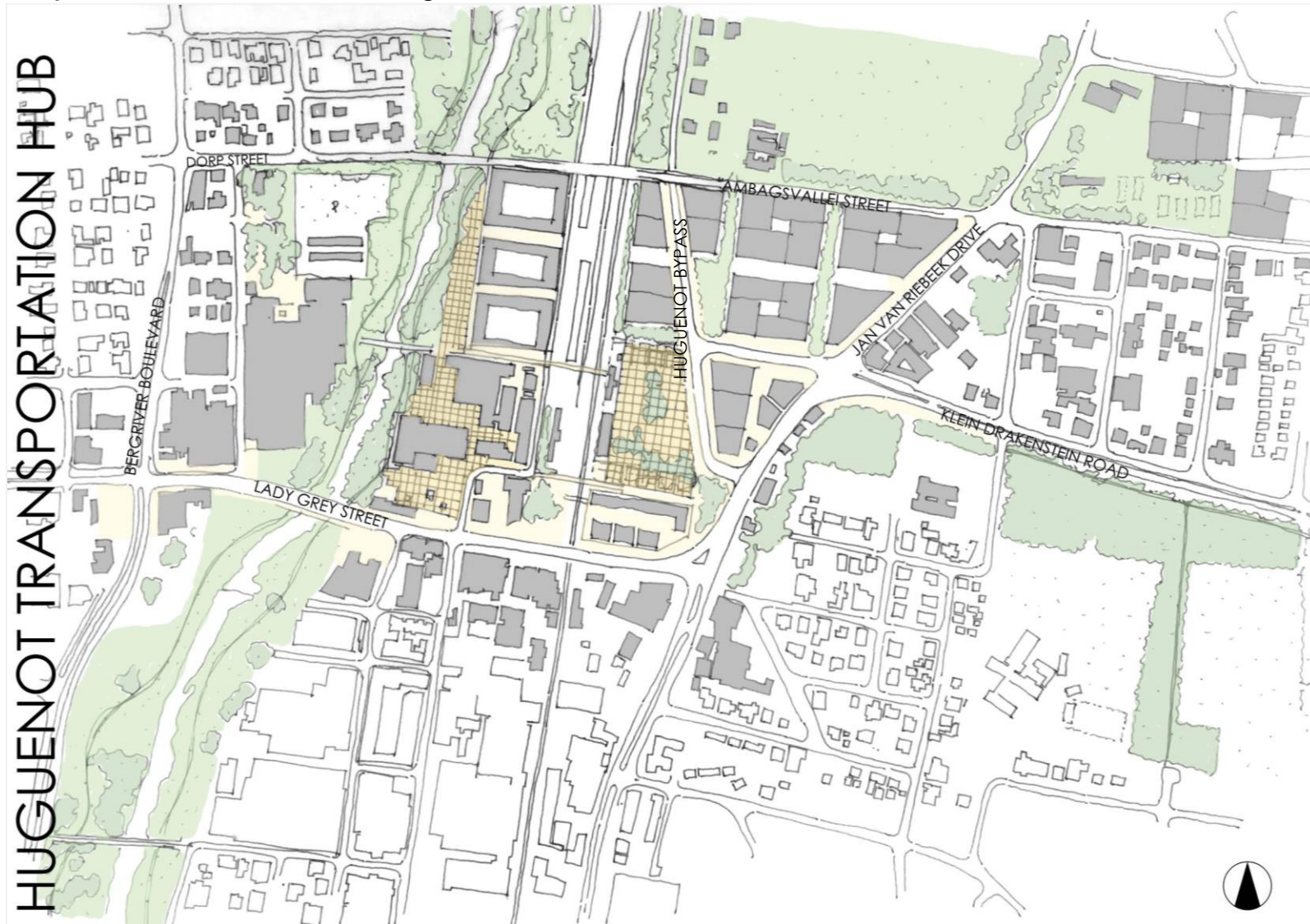
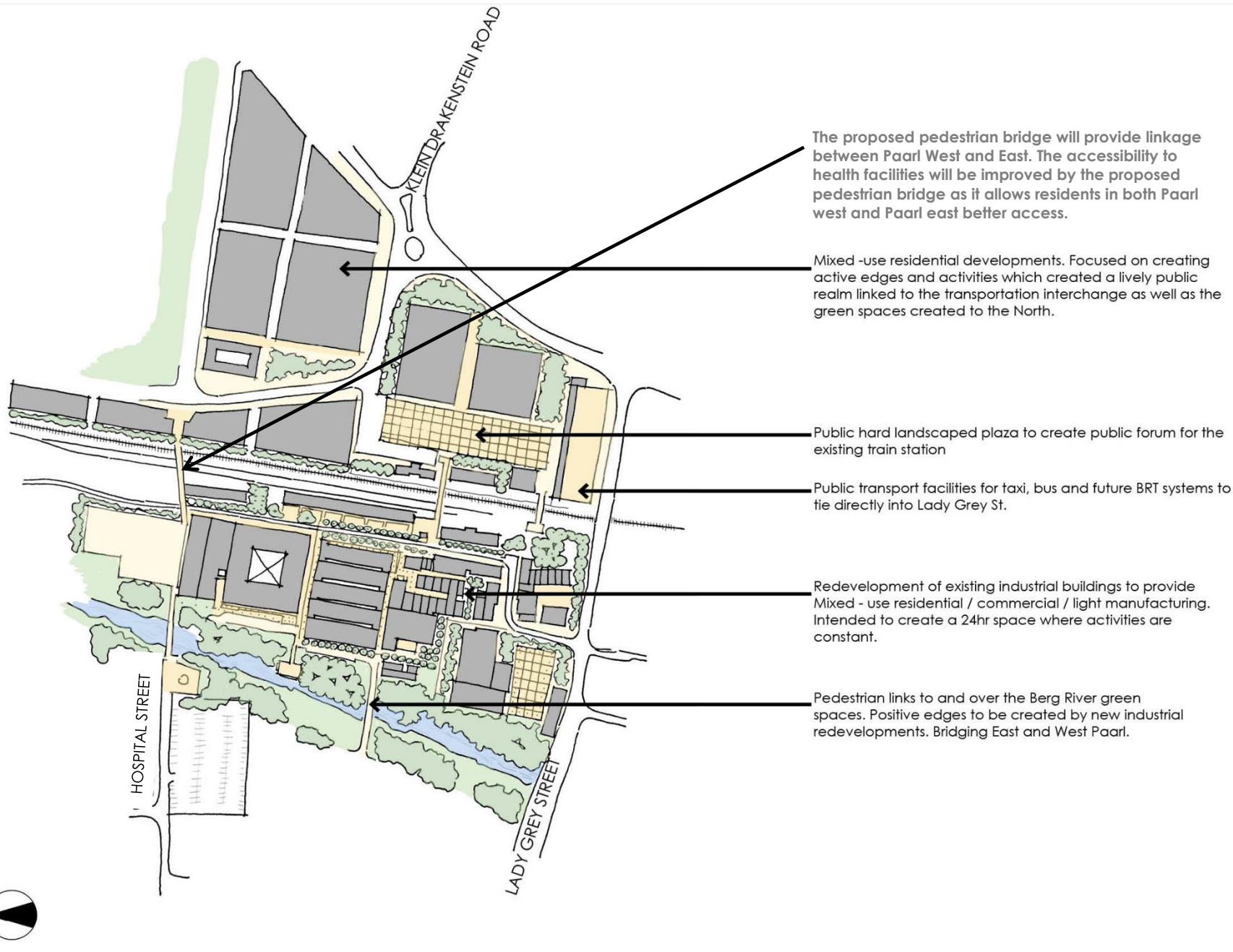


Figure 57: Huguenot Transportation Hub

# HUGUENOT TRANSPORTATION HUB



The proposed pedestrian bridge will provide linkage between Paarl West and East. The accessibility to health facilities will be improved by the proposed pedestrian bridge as it allows residents in both Paarl west and Paarl east better access.

Mixed -use residential developments. Focused on creating active edges and activities which created a lively public realm linked to the transportation interchange as well as the green spaces created to the North.

Public hard landscaped plaza to create public forum for the existing train station

Public transport facilities for taxi, bus and future BRT systems to tie directly into Lady Grey St.

Redevelopment of existing industrial buildings to provide Mixed - use residential / commercial / light manufacturing. Intended to create a 24hr space where activities are constant.

Pedestrian links to and over the Berg River green spaces. Positive edges to be created by new industrial redevelopments. Bridging East and West Paarl.

Figure 58: Huguenot Transportation Hub

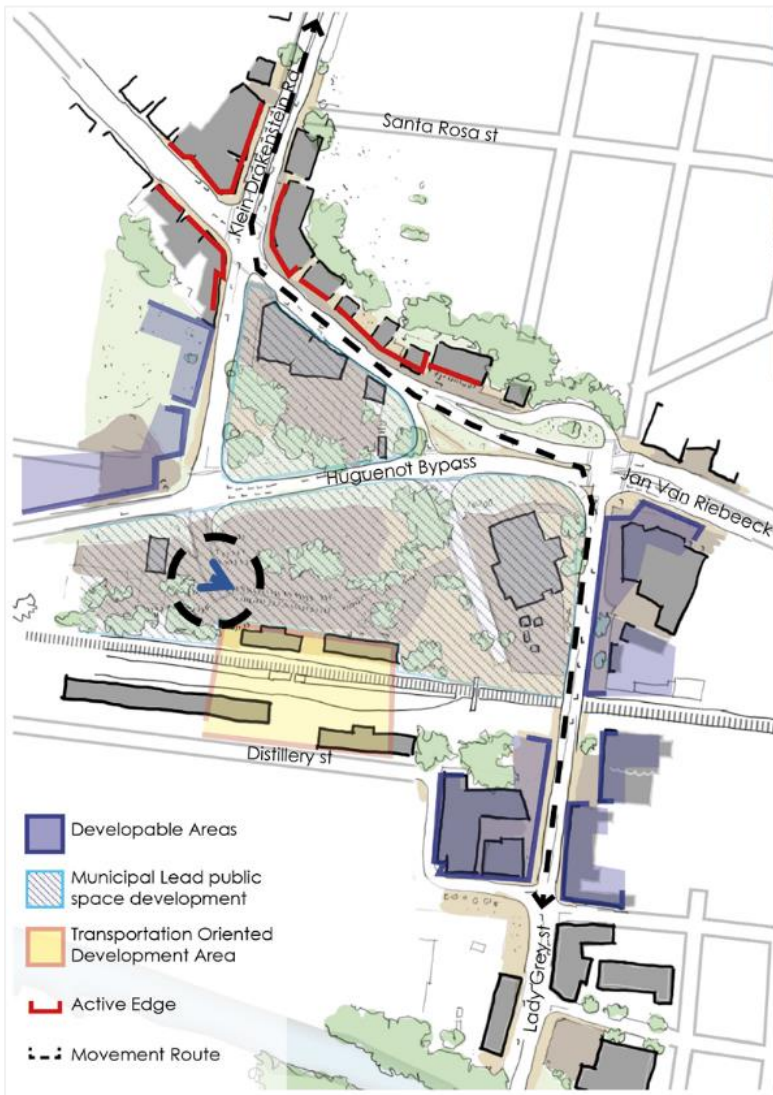


Figure 61: Huguenot Station PTI – Precinct Plan

Status Quo



Figure 60: Status Quo of Huguenot Station



Figure 59: Functioning PTI – Kuils River Station PTI & Bellstar Junction

MAJOR MOVEMENT ROUTES



ACTIVE EDGES



Figure 62: Major Movement Routes & Active Edges

DEVELOPABLE SPACES

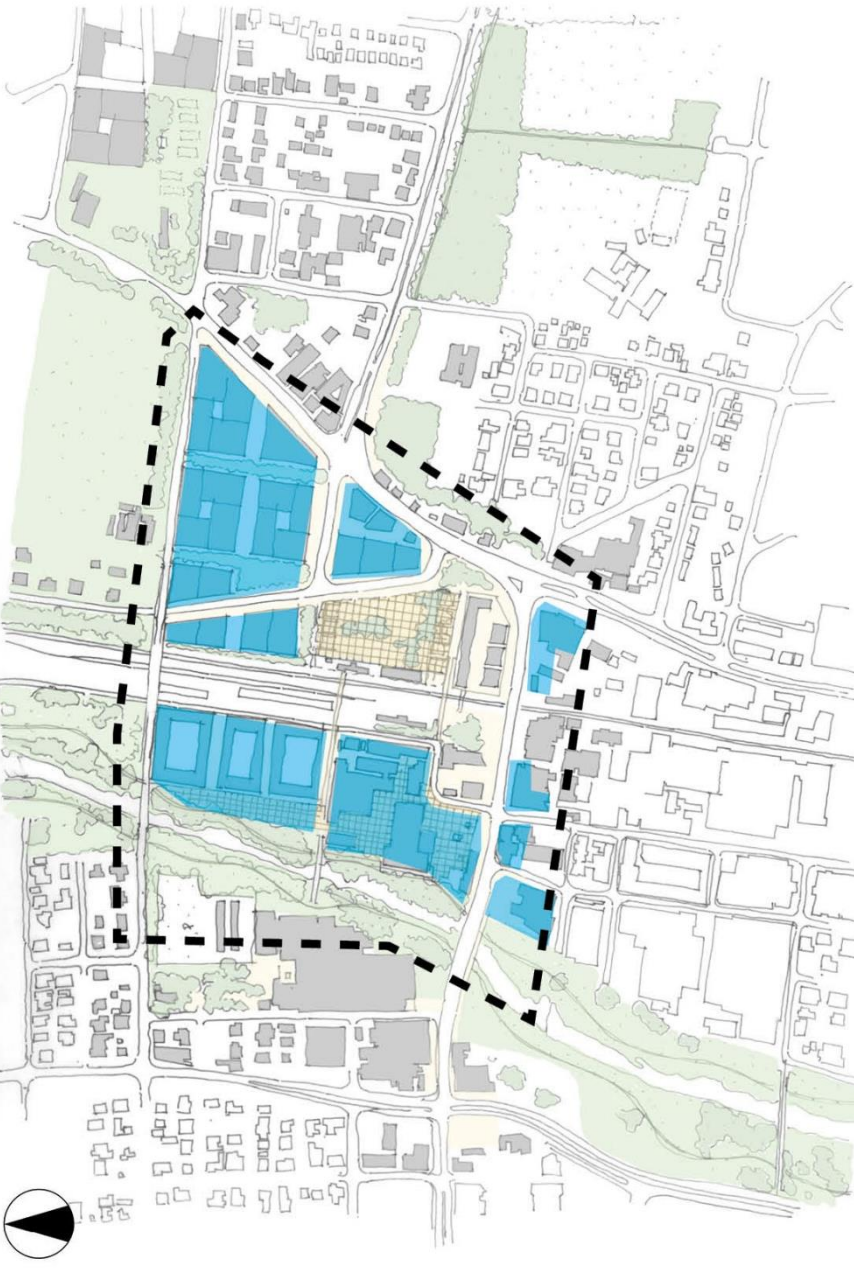


Figure 63: Developable Spaces

## 6.6 Olive Grove

### 6.6.1 Introduction

It is understood that the Costa family actively started to produce olive oil on their Paarl East farm in 1935 and that this was the premier focus for olive related produce in the area for some time.

In many ways, the current “farm” has become an anomaly in its environment, surrounded by urban development. At the same time, this is unique – the juxtaposition of agricultural production with urban development – and a different manifestation of urban/ agricultural integration as compared to what occur along sections of Main Street. Arguably, the Grove contributes significantly to the unique character of the Klippiesdal/ Denneburg area. Understandably, the long interface of the Grove with Klein Drakenstein Road – and associated security fencing – creates discontinuity in development along Drakenstein Road.

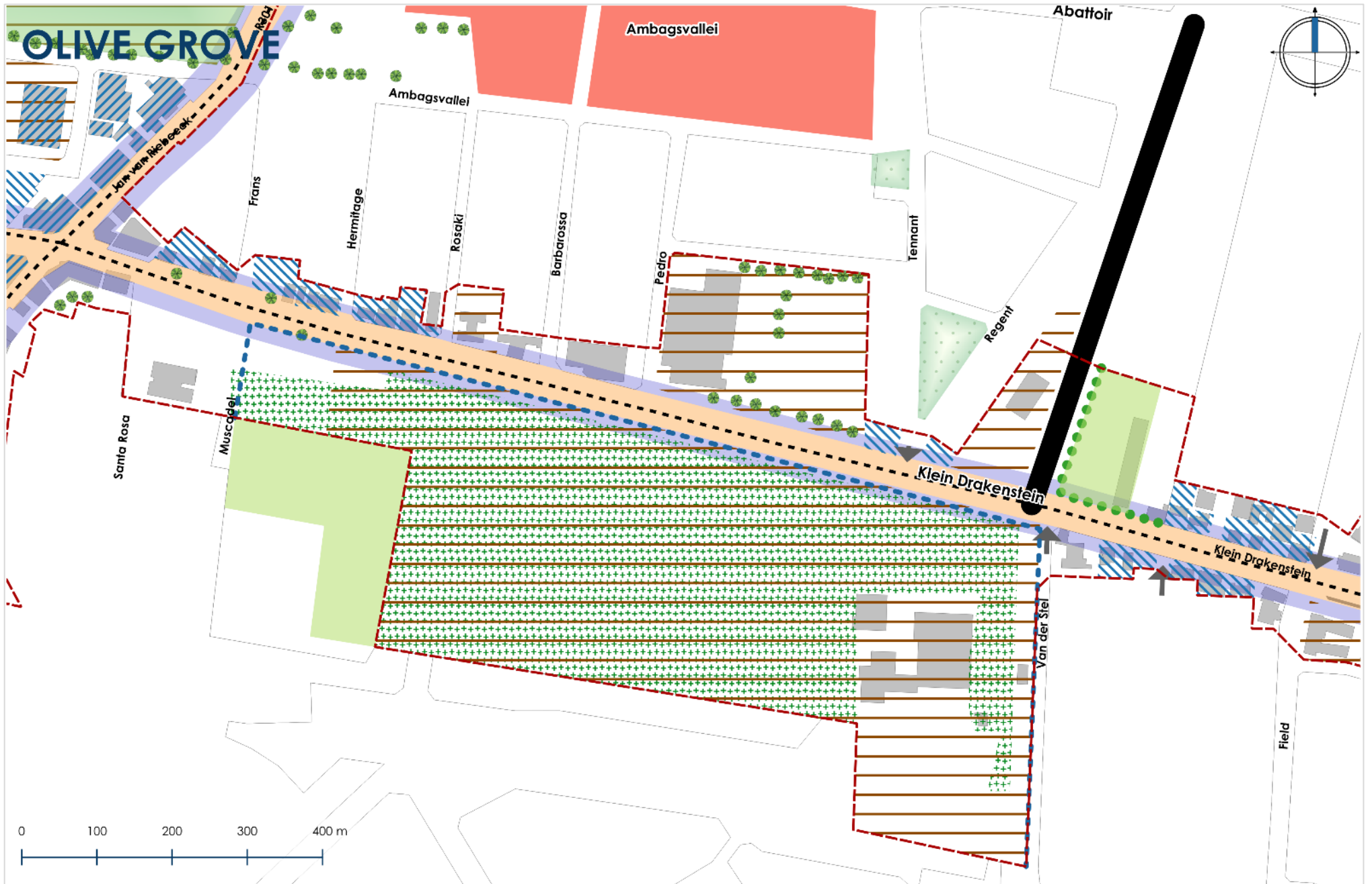
While the Klein Drakenstein Road Precinct and the Olive Grove have been defined as two distinct precincts,

they form one entity. Public exposure of the Grove, is possible through commercial activities, including guided tours, a coffee shop, and so on.



**Photograph 11: Facade along Olive Grove**

### 6.6.2 Olive Grove Plan





### 6.6.3 Table of proposals

**Table 20: Olive Grove Proposals**

URBAN COMPONENTS	PROPOSALS/ RECOMMENDATIONS
Movement routes	Recognise the role of Klein Drakenstein Road as part of Local Route P06 (Huguenot PTI-Amstelhof via Klein Drakenstein Road) in the DIPTN.
Transport interchanges	-
Non-motorised transport (NMT)	-
Commercial development	Explore opportunities to expose the activities of the Olive Grove to the public (e.g. coffee shop, guided tours).
Industrial development	-
Institutional development	-
Residential development	Due to the recent water crisis, groundwater abstraction has increased within the municipality. The rate of abstraction versus the rate of groundwater replenishment and the impact of this on the aquifer is not known at this stage. However, with the increase of urban development, it is important to keep the replenishing of groundwater in mind. Considering the above it is recommended that a focus on water sensitive urban design and development be envisaged. This can be implemented through a variety stormwater treatment systems, such as SUDS, the inclusion of bio-filtration areas and vegetated swales associated with the proposed tree planting and landscaping, or water sensitive urban design measures being incorporated into the design and development of the new housing developments.
Public facilities	-
Green space, public space and landscape elements	Explore opportunities for a more sensitive interface between the Olive Grove and Klein Drakenstein Road (as compared to the current security fence).
Heritage places	<ul style="list-style-type: none"> <li>• Support the implementation of heritage signage at identified heritage sites.</li> <li>• Proactively support the collaboration with tourism agencies on tourism routes in exposing the heritage sites.</li> </ul>
Municipal land	-

## 7 IMPLEMENTATION FRAMEWORK

Traditionally, spatial planning emphasises one or two mechanisms or instruments for the implementation of desired concepts or strategies. The most notable of these are plans, generally comprising two dimensional drawings indicating specific proposals on scaled base maps. More recently, policy, comprising broad statements of “belief” intended to guide decision-making, has received more attention.

The implementation framework for implementing the concept and framework plan for Paarl CBD and Surrounds adopts a more comprehensive approach to implementation mechanisms and instruments. It is argued that there are many instruments available, beyond plans and policy, that each instrument has its own “purpose” depending on circumstances, that each has its own audience or advocates, and that they should all be used in parallel to ensure successful implementation.

**Table 21: Implementation Framework Instruments**

<b>MECHANISM OR INSTRUMENT</b>	<b>NATURE</b>
<b>Principles</b>	Principles refer to the principles outlined within the SPLUMA which should guide all spatial planning and land use management.
<b>Policy</b>	Policy refers to a deliberate set of principles, or statements of intent, aimed at guiding decision-making by organisations – across scales of space and sectors – to achieve specified outcomes.
<b>Plans</b>	Generally comprising two dimensional drawings, plans indicate specific proposals on scaled base maps. One issue with plans is that not all ideas or actions can be readily indicated on plans.
<b>Programmes</b>	Refers to programmes and projects set out for the implementation of proposals
<b>Regulations</b>	Land use and building development management refers to the rights and associated processes employed to govern the use and development of land or buildings and structures.
<b>Development guidelines</b>	Development guidelines explain how best to achieve specific policy objectives.
<b>Development checklists</b>	Development checklists “translates” policy objectives into a set of questions which could be used to structure or evaluate development proposals.
<b>Asset management</b>	Asset management refers to how organisations use assets – including land and facilities – to achieve stated policy objectives.
<b>Financial and fiscal arrangements (and charges)</b>	Fiscal arrangements refer to instruments used by organisations to obtain payment for services.
<b>Institutional arrangements</b>	An institutional arrangement refers to how organisations organise human resources to undertake work, including the way of work, decision-making structures, and so on.
<b>Advocacy</b>	Advocacy refers to the preferences related to decision-making expressed on a daily basis, specifically by the leadership of an organisation.

The sections below expand on each of these mechanisms and instruments with a view to implement the concept and framework plan for Paarl CBD and surrounds.

### 7.1 Principles

The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.

## 7.2 Policies

The policies below specifically support the proposals presented in the framework and precinct plans outlined in sections 5 and 6 above.

The DM will:

1. Pro-actively support initiatives to record, expose, and celebrate the history of Paarl CBD and its Surrounds, with special emphasis on aspects of history neglected to date (for example, forced removals, and the day-to-day settlement and struggle history of Paarl East).
2. Endeavour to establish integrating spaces between Paarl West and East; public spaces or places which attract a range of citizens and visitors and assist to overcome the severe fragmentation between the west and east through infrastructure, treatment of the river, land use management, and resource allocation.
3. Recognise the significance of public transport to increase livelihood options for many citizens and proactively ensure convenience and safety of public transport use through the planning of

interchanges which are accessibly located, enables easy transfer between modes, and provides dignified public facilities as well as opportunity for shopping.

4. Recognise the changing requirements of economic sectors, including challenges facing industry and logistics in the existing industrial area, and actively support more sustainable and integrating activities to take up existing industrial space (while retaining worthy building stock).
5. Proactively support initiatives to improve the business environment in Paarl West, specifically through the upgrading of public space, support for urban management initiatives, and resisting further loss of residential stock to business use in the surrounding area.
6. Proactively support initiatives to support small businesses through strengthening the business environment along Klein Drakenstein Road, including:
  - The upgrading of parking facilities and footways.
  - Enhanced landscaping, signage, and planting.
  - Facilities for informal trading.
7. Proactively support sensitive densification and residential development in Paarl West and East. In relation to sites, this could include the municipally owned land east of De Kraal, portions of open space within walking distance of Klein Drakenstein Road, sports fields in Paarl West where facilities could be better located over the longer term in Paarl East (see xii below), and private sector applications to densify existing development in Paarl West and East.
8. Work with the owners of the Olive Grove to explore greater public exposure of parts of the establishment (in a manner where learning and tourism benefits).
9. Proactively support the strengthening of the health industry and services in Paarl West and East; spatially focused on the Hospital Street corridor, which could be expanded towards Paarl east (via a non-motorised transport bridge across the Berg River and linking with the proposed residential development east of De Kraal and
  - The exposure and celebration of heritage places.
  - Business development support.

further health facilities east of this site).

10. Proactively support the strengthening of an institutional corridor along Market Street and Langenhoven Avenue – incorporating the Waterfront site – to ensure the convenient co-location of public institutions and like facilities (including knowledge industry activities).
11. Strengthen the role of the Arboretum as a special public place, with specific attention to dignified public access through the Waterfront site (and appropriate uses on the Waterfront site), and possibly accessible day picnic and braai facilities in the area towards the N1 at the nursery.
12. Proactively support the clustering of sports facilities in the area east of the Arboretum and land adjacent to Langenhoven Avenue towards Boland Park.

## 7.3 Plans

### 7.3.1 The SDF

It is not anticipated that the LSDF requires significant changes to be made to the SDF. Rather, the LSDF provides more detail to the principles and concepts presented in the SDF.

### 7.3.2 The IDP

Following adoption of the LSDF, it is expected that key proposals will be incorporated in the IDP (and parallel municipal budget).

### 7.3.3 Sectoral plans

Following adoption of the LSDF, it is expected that it will be considered in the review of the sector plans of different departments.

### 7.3.4 Precinct planning

The following detailed planning initiatives are proposed:

**Table 22: Precinct Planning Initiatives**

FOCUS	EXPLANATION
Consideration of Lady Grey Street and Huguenot Station as main PTI.	Combining Lady Grey Street and the Huguenot Station as the main PTI will significantly increase accessibility and mobility. It provides the opportunity for integration and linkage between Paarl west with Paarl East. Provides an opportunity for LED and business activity to thrive in the vicinity. Investigations into possible upgrade of Lady Grey corridor between the river and the Huguenot Bypass are paramount.
Consideration of clustering institutional facilities creating an Institutional corridor, linking Market Street and Langenhoven Avenue.	Clustering institutional facilities and activities, creating an institutional corridor, optimise accessibility and convenience while also improving security and maintenance.
Encouragement of increased public exposure and use of the Arboretum with obtained access through the Waterfront site.	Enabling public access to the Arboretum provides opportunities of integration and linkage between the Paarl CBD and the Arboretum via NMT networks.
Management of Paarl CBD with a focus on environmental improvement and business retention.	<ul style="list-style-type: none"> <li>• By limiting future business activity in the Paarl CBD area, opportunities for affordable housing development programmes are provided for depending on the availability of land. It will support and contributes toward the restructuring of Paarl East.</li> <li>• The management focus on environmental improvement will contribute towards an improved public realm with a sense of place and security.</li> </ul>
Restructuring of Paarl East. Proactively assist business development and retention along Klein Drakenstein Road.	The limitation of future business activity in Paarl CBD will provide opportunities for the intensification of business and mixed-use activity along Klein Drakenstein Road.
Promotion of a health district along Hospital Street with pedestrian access to/from Paarl East via an NMT bridge.	A health district will strengthen the health industry and services in Paarl West and East. Accessibility to the health facilities will be improved by linking Hospital Street corridor with Paarl East. (via NMT bridge across the Berg River and linking with the proposed residential development east of De Kraal and further health facilities east of this site).
Increase public access of Olive Grove.	Capitalising on the historic value of the Costa's olive grove to attract tourists and local communities through community garden programme and local produce market. Coffee shops, educational trips and guided tours can be used to improve public access.

## 7.4 Programmes/Projects

Table 23: Programmes/Projects

PROGRAMME AND PROJECT TYPE	PROGRAMME AND PROJECT NAME	PROGRAMME AND PROJECT NUMBER
<b>STREET PARKING AND FOOTWAYS</b>	Support parking programme	<b>SPF 1</b>
	Pedestrian footway and pathway programme	<b>SPF 2</b>
<b>LANDSCAPING</b>	Civic scale and public aesthetic programme	<b>LP 1</b>
	Soft landscaping programme	<b>LP 2</b>
	Public environment improvement and maintenance	<b>LP 3</b>
	Improvement & upgrading of Berg River bank	<b>LP 4</b>
	Vegetation guidelines	<b>LP 5</b>
	Celebrate, upgrade and develop landscaped parks and open spaces	<b>LP 6</b>
<b>TRADING PLACES</b>	Support CCTV installation	<b>TPP 1</b>
	Develop formal market areas and stalls	<b>TPP 2</b>
	Provision of trade enabling facilities	<b>TPP 3</b>
<b>HERITAGE</b>	Heritage Celebration, Promotion and Preservation Programme	<b>HP 1</b>
	Visual signage	<b>HP 2</b>
	Heritage route	<b>HP 3</b>
	Heritage tour bus	<b>HP 4</b>
	Heritage information centre	<b>HP 5</b>
	Promoted heritage events throughout the year	<b>HP 6</b>
	Capitalising on the heritage and historic value	<b>HP 7</b>
<b>LED SUPPORT</b>	Support business rights provision	<b>LEDSP 1</b>
	Small, Medium and Micro-Sized Enterprises (SMME) Incubator	<b>LEDSP 2</b>
	Diversification of economic activities with other uses	<b>LEDSP 3</b>
	Economic inclusionary initiatives	<b>LEDSP 4</b>
	Business area management	<b>LEDSP 5</b>
	Affordable business rental space	<b>LEDSP 6</b>
	Re-use of industrial space	<b>LEDSP 7</b>
	Support economic enabling infrastructure	<b>LEDSP 8</b>

<b>INFRASTRUCTURE SUPPORT</b>	Mixed use development	<b>ISP 1</b>
	Bus stop programme	<b>ISP 2</b>
	Raised pedestrian crossing programme	<b>ISP 3</b>
	Housing programme	<b>ISP 4</b>
	Upgrade the Amstelhof PTI	<b>ISP 5</b>
	Upgrade Huguenot Train Station	<b>ISP 6</b>
	Bicycle connections	<b>ISP 7</b>
	Signage strategy	<b>ISP 8</b>
	Densification zone	<b>ISP 9</b>
	Retain and enhance residential component	<b>ISP 10</b>
	Pedestrian bridge and upgrade of existing bridge	<b>ISP 11</b>
	Proposed public transit facility	<b>ISP 12</b>
	Road infrastructure improvement	<b>ISP 13</b>
	Broadband and Internet	<b>ISP 14</b>

## 7.4.1 Programmes/projects at precinct level

### 7.4.1.1 Street parking and footways

Table 24: Street Parking & Footways Programmes

PRECINCT AREA	PROGRAMME AND PROJECT NAME	PROGRAMME AND PROJECT DESCRIPTION	PROGRAMME AND PROJECT NUMBER
PAARL WEST CBD AND MAIN STREET	<b>Support parking programme</b>	<ul style="list-style-type: none"> <li>Provide initiatives that support and mediate the payment of parking facilities.</li> <li>Sufficient car parking spaces should be provided on along Lady Grey Road and Main Street for occupants and visitors.</li> </ul>	SPF 1
	<b>Pedestrian footway and pathway programme:</b> <ul style="list-style-type: none"> <li>footway paving.</li> <li>Support footways along IPT routes.</li> <li>Cycle way upgrade.</li> </ul>	<ul style="list-style-type: none"> <li>Paving materials that provide texture, patterns, subtle colour and permeability to the building frontage should be used.</li> <li>Develop legible pedestrian and cycle ways that allow freedom of access throughout the IPT routes and movement routes.</li> <li>Pave footways with uniform small unit pavers in patterns to improve overall environment quality and ensure uniformity throughout the Paarl CBD.</li> <li>The footbridge to the north of Lady Grey Street be made more accessible to the public by the provision of approach footpaths.</li> </ul>	SPF 2
ARBORETUM AND WATERFRONT	<b>Support Parking program</b>	<ul style="list-style-type: none"> <li>Provide initiatives that support and mediate the payment of parking facilities.</li> <li>Retain and maintain existing parking facilities.</li> </ul>	SPF 1
	<b>Pedestrian footway and pathway programme:</b>	Safe walkways, seating, landscaping, clear points of access to river and improvement of maintenance and management along Arboretum and Waterfront site.	SPF 2
KLEIN DRAKENSTEIN ROAD	<b>Support parking programme</b>	<ul style="list-style-type: none"> <li>Sufficient car parking spaces should be provided along Klein Drakenstein Road for occupants and visitors.</li> <li>Provide initiatives that support and mediate the payment of parking fines.</li> <li>Retain and maintain existing parking facilities.</li> <li>Improve parking facilities situated at the Shoprite retail node; Solomon Street retail node and Lloyd Street node.</li> </ul>	SPF 1
	<b>Pedestrian footway and pathway programme:</b> <ul style="list-style-type: none"> <li>Develop legible pedestrian footways.</li> <li>footway paving.</li> </ul>	<ul style="list-style-type: none"> <li>Develop legible pedestrian and cycle ways that allow freedom of access throughout the IPT routes and movement routes.</li> <li>Pave footways with uniform small unit pavers in patterns to improve overall environment quality and ensure uniformity throughout the Klein Drakenstein Road.</li> </ul>	SPF 2
HUGUENOT STATION	<b>Pedestrian footway and pathway programme:</b> <ul style="list-style-type: none"> <li>footway paving.</li> <li>Develop legible pedestrian footways.</li> </ul>	<ul style="list-style-type: none"> <li>Develop legible pedestrian and cycle ways that allow freedom of access throughout the Huguenot station and surrounding IRT routes and movement routes.</li> <li>Paving materials that provide texture, patterns, subtle colour and permeability to the building frontage should be used.</li> <li>Pave footways with uniform small unit pavers in patterns to improve overall environment quality and ensure uniformity throughout the vicinity of Huguenot Station.</li> </ul>	SPF 2
	<b>Support parking programme</b>	<ul style="list-style-type: none"> <li>Provision of secure, shaded parking at the proposed Huguenot Station PTI is recommended to encourage the use of public or non-motorised transport for the "final mile" of the journey into the CBD, transitional areas and Klein Drakenstein Road.</li> <li>Provide a sufficient amount of car parking facilities to cater for the expected demand.</li> </ul>	SPF 1



<b>OLIVE GROVE</b>	<b>Pedestrian footway and pathway programme:</b> <ul style="list-style-type: none"> <li>Develop legible pedestrian footways.</li> <li>footway paving.</li> </ul>	<ul style="list-style-type: none"> <li>Develop legible pedestrian and cycle ways that allow freedom of access throughout the Klein Drakenstein Road IPT route and movement routes.</li> <li>Potential to set back fencing for legible footway and integrate part of the Grove with Klein Drakenstein Road.</li> <li>Pave footways with uniform small unit pavers in patterns to improve overall environment quality and ensure uniformity along Klein Drakenstein Road.</li> </ul>	<b>SPF 2</b>
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### 7.4.1.2 Landscaping

**Table 25: Landscaping Programmes**

PRECINCT AREA	PROGRAMME AND PROJECT NAME	PROGRAMME AND PROJECT DESCRIPTION	PROGRAMME AND PROJECT NUMBER
<b>PAARL WEST CBD AND MAIN ROAD</b>	<b>Civic scale and public aesthetic programme:</b> <ul style="list-style-type: none"> <li>Civic place utilisation.</li> </ul>	<ul style="list-style-type: none"> <li>Active and positive edges, as well as pedestrian amenity along Lady Grey, Main Road, Huguenot Station and Old Rembrandt Mall with adequate solar, rain, wind, flood and overland flow protection. It should be direct, easy to navigate, non-discriminatory and well designed with appropriate civic scale and architectural quality.</li> <li>Opportunity to emphasise entry points to district through Lady Grey Street Berg River bridge, re-use of key historic buildings, and landscaping at critical points on entrance routes.</li> </ul>	<b>LP 1</b>
	<b>Soft landscaping programme</b>	<ul style="list-style-type: none"> <li>Introduce more extensive tree planting along IPT routes, large canopy trees and under-storey planting to minimise loss of views from transport corridor to the surrounding landscape.</li> <li>Retain and plant trees on sidewalks to provide shade for vehicles and pedestrians and create a unifying edge to all developments. These trees should form a unifying element throughout the CBD, Dorp, Verster, Lady Grey, Breda, Jan Van Reibeeck and Hospital Street and should define street edges. Due to the warm climate in the Paarl CBD the provision of shade in the CBD is very important.</li> </ul>	<b>LP 2</b>
	<b>Public environment improvement and maintenance</b>	<ul style="list-style-type: none"> <li>Improve and maintain the public environment creating active edges along Lady Grey Street, Main Street, Huguenot Station and Old Rembrandt Mall - activities include lamp posts; bollards; dustbins; seating and signage; and repairing faulty street lights.</li> </ul>	<b>LP 3</b>
	<b>Improvement &amp; upgrading of Berg River bank</b>	<ul style="list-style-type: none"> <li>Opportunity to emphasise on upgrading Berg River interfaces making them more safe and open for public use, aesthetically and robust.</li> <li>Isolated green spaces, dead facades along frontage and backs of buildings along berg river and transitional areas need tree planting.</li> </ul>	<b>LP 4</b>
	<b>Vegetation guidelines</b>	<ul style="list-style-type: none"> <li>Prepare vegetation guidelines for the Paarl CBD area which includes specie selection, planting guidelines for street tree planting considerations.</li> <li>Package programme with Pedestrian crossing programme and pedestrian footway and pathway programme.</li> </ul>	<b>LP 5</b>
	<b>Celebrate, upgrade and develop landscaped parks and open spaces</b>	<ul style="list-style-type: none"> <li>Retain and enhance existing green spaces within the Paarl West CBD and Main Street precinct.</li> </ul>	<b>LP 6</b>
<b>ARBORETUM AND WATERFRONT</b>	<b>Vegetation guidelines</b>	<ul style="list-style-type: none"> <li>Prepare vegetation guidelines for the Arboretum area which includes specie selection, planting guidelines for street tree planting considerations.</li> <li>Package programme with pedestrian crossing programme, and pedestrian footway and pathway programme.</li> </ul>	<b>LP 5</b>

<b>KLEIN DRAKENSTEIN ROAD</b>	<b>Civic scale and public aesthetic programme:</b> • Civic place utilisation.	<ul style="list-style-type: none"> <li>• Provide pedestrian amenity along Klein Drakenstein with adequate solar, rain, wind, flood and overland flow protection. It should be direct, easy to navigate, non-discriminatory and well designed with appropriate civic scale and architectural quality.</li> <li>• Provide positive edges along the swimming pool complex and the institutional cluster.</li> <li>• Set up initiatives for the maximum utilisation of existing and proposed parks and green open spaces.</li> </ul>	<b>LP 1</b>
	<b>Soft landscaping programme</b>	<ul style="list-style-type: none"> <li>• Introduce more extensive tree planting along IPT routes, large canopy trees and under-storey planting to minimise loss of views from transport corridor to the surrounding landscape.</li> <li>• Road reserves and footways on both sides of Klein Drakenstein Road are wide, allowing for intensive pedestrian use, parking as well as for additional uses such as cycle ways as well as street tree planting. Landscaping is required on the following places Drakenstein Swimming Pool; Saps-Paarl East; Huguenot VGK; Paulus Joubert Secondary School.</li> <li>• Improve parking facilities by means of landscaping at Shoprite retail node; Solomon Street retail node and Lloyd Street node.</li> </ul>	<b>LP 2</b>
	<b>Vegetation guidelines</b>	<ul style="list-style-type: none"> <li>• Prepare vegetation guidelines for the Klein Drakenstein Road precinct which includes specie selection, planting guidelines for street tree planting considerations.</li> <li>• Package programme with pedestrian crossing programme and pedestrian footway and pathway programme.</li> </ul>	<b>LP 5</b>
	<b>Public environment improvement and maintenance</b>	<ul style="list-style-type: none"> <li>• Improve and maintain the public environment - activities include lamp posts; bollards; dustbins; seating and signage; and repairing faulty street lights.</li> <li>• Retain and plant trees on sidewalks to provide shade for vehicles and pedestrians and create a unifying edge to all developments.</li> <li>• These trees should form a unifying element throughout the, Klein Drakenstein, and should define street edges. Due to the warm climate in the Paarl CBD the provision of shade in the Klein Drakenstein area is very important.</li> </ul>	<b>LP 3</b>
	<b>Celebrate, upgrade and develop landscaped parks and open spaces</b>	<ul style="list-style-type: none"> <li>• Develop and improve landscaped parks and open spaces.</li> <li>• Such areas include: Erven directly abutting Harper Street and Charl Street, Along Klein Drakenstein Road; The Shoprite retail node; Solomon Street retail node and Lloyd Street retail node.</li> </ul>	<b>LP 6</b>
<b>HUGUENOT STATION</b>	<b>Civic scale and public aesthetic programme</b>	<ul style="list-style-type: none"> <li>• Provide positive edges/interfaces overlooking existing pedestrian bridge between Huguenot Station and Old Rembrandt Mall.</li> <li>• Set up initiatives for maximum use of the existing bridge situated between Huguenot Station and Old Rembrandt Mall.</li> <li>• Promote the redevelopment of the existing footbridge.</li> </ul>	<b>LP 1</b>
	<b>Soft landscaping programme</b>	<ul style="list-style-type: none"> <li>• Introduce more extensive tree planting along the Huguenot Station, IPT routes, large canopy trees and under-storey planting to minimise loss of views from transport corridor to the surrounding landscape.</li> <li>• Isolated green spaces, dead facades along frontage and Backs of buildings along berg river and transitional areas need tree planting.</li> <li>• Provide soft landscaping elements for protection from weather conditions.</li> </ul>	<b>LP 2</b>
	<b>Public environment improvement and maintenance</b>	<ul style="list-style-type: none"> <li>• Improve and maintenance of the public environment - activities include lamp posts, bollards dustbins seating and signage, repairing faulty street lights.</li> <li>• Utilize civic places within a strongly defined public realm.</li> </ul>	<b>LP 3</b>
	<b>Improvement &amp; upgrading of Berg River bank</b>	<ul style="list-style-type: none"> <li>• Opportunity to emphasise on upgrading Berg River interfaces aesthetically and robust, making them more safe and open for public use.</li> <li>• Improve and enhance isolated green spaces and blank facades along Berg River.</li> <li>• Enhance façades near the proposed Huguenot PTI and Old Rembrandt Mall.</li> </ul>	<b>LP 4</b>
	<b>Vegetation guidelines</b>	<ul style="list-style-type: none"> <li>• Prepare vegetation guidelines for the Huguenot Station precinct which includes specie selection, planting guidelines for street tree planting considerations.</li> <li>• Package programme with pedestrian crossing programme and pedestrian footway and pathway programme.</li> </ul>	<b>LP 5</b>

OLIVE GROVE	<b>Public environment improvement and maintenance</b>	<ul style="list-style-type: none"> <li>Utilize civic places within a strongly defined public realm on the Costas Olive grove area.</li> <li>Improve and maintenance of the public environment - activities include lamp posts, bollards dustbins seating and signage, repairing faulty street lights.</li> </ul>	LP 3
	<b>Soft landscaping programme</b>	Retain and plant trees on sidewalks to provide shade for vehicles and pedestrians and create a unifying edge to all developments specifically the western section, reinforcing the Olive Grove green edge.	LP 2

### 7.4.1.3 Trading places

Table 26: Trading Places Programmes

PRECINCT AREA	PROGRAMME AND PROJECT NAME	PROGRAMME AND PROJECT DESCRIPTION	PROGRAMME AND PROJECT NUMBER
PAARL WEST CBD AND MAIN STREET	<b>Support CCTV installation</b>	Closed circuit television cameras (CCTV) to monitor crime hot spots around the Paarl Area CBD.	<b>TPP 1</b>
	<b>Develop formal market areas and stalls</b>	Provision of formal market areas with stalls and conveniences for hawkers and informal traders.	<b>TPP 2</b>
	<b>Provision of trade enabling facilities</b>	Improve and maintain trading places - activities include lamp posts; bollards; dustbins; seating; improved signage; and repairing faulty street lights.	<b>TPP 3</b>
ARBORETUM AND WATERFRONT	<b>Support CCTV installation</b>	Closed circuit television cameras (CCTV) to monitor crime hot spots around the Arboretum and Waterfront.	<b>TPP 1</b>
	<b>Provision of trade enabling facilities</b>	Improve and maintain trading places - activities include lamp posts; bollards; dustbins; seating; improved signage; and repairing faulty street lights.	<b>TPP 3</b>
KLEIN DRAKENSTEIN ROAD	<b>Support CCTV installation</b>	Closed circuit television cameras (CCTV) to monitor crime hot spots around the Klein Drakenstein area, Retail areas and PTI.	<b>TPP 1</b>
	<b>Develop Formal market areas and stalls</b>	Provision of formal market areas with stalls and conveniences for hawkers and informal traders around the PTI and existing Informal trading areas.	<b>TPP 2</b>
	<b>Provision of trade enabling facilities</b>	Improve and maintain trading places - activities include lamp posts; bollards; dustbins; seating; improved signage; and repairing faulty street lights.	<b>TPP 3</b>
HUGUENOT STATION	<b>Support CCTV installation</b>	Closed circuit television cameras (CCTV) to monitor crime hot spots around the Huguenot station	<b>TPP 1</b>
	<b>Develop Formal market areas and stalls</b>	Provision of formal market areas with stalls and conveniences for hawkers and informal traders around the proposed Huguenot Station PTI.	<b>TPP 2</b>
	<b>Provision of trade enabling facilities</b>	Improve and maintain trading places - activities include lamp posts; bollards; dustbins; seating; improved signage; and repairing faulty street lights.	<b>TPP 3</b>
OLIVE GROVE	<b>Provision of trade enabling facilities</b>	Improve and maintain trading places - activities include lamp posts; bollards; dustbins; seating; improved signage; and repairing faulty street lights.	<b>TPP 3</b>

### 7.4.1.4 Heritage places

Table 27: Heritage Programmes

PRECINCT AREA	PROGRAMME AND PROJECT NAME	PROGRAMME AND PROJECT DESCRIPTION	PROGRAMME AND PROJECT NUMBER
PAARL WEST CBD AND MAIN STREET	Heritage celebration, promotion and preservation	<ul style="list-style-type: none"> <li>The programme is responsible for the identification, collection, safeguarding, promotions and transformation of heritage sites within the Paarl West CBD and Main Street area.</li> <li>Recognise the Old Rembrandt Mall Ou Tuin as significant cultural sites.</li> </ul>	HP 1
	Visual signage	<ul style="list-style-type: none"> <li>Heritage signage outlining the significance of the identified sites.</li> <li>Establish Lady Grey Street as main linkage to Huguenot PTI (Heritage information centre) and Klein Drakenstein Road Heritage Route.</li> <li>Heritage signage annotating directions to heritage route.</li> </ul>	HP 2
ARBORETUM AND WATERFRONT	Heritage celebration, promotion and preservation	<ul style="list-style-type: none"> <li>The programme is responsible for the identification, collection, safeguarding, promotions and transformation of heritage sites within the Arboretum and Waterfront area.</li> <li>Recognise Ou Tuin as significant cultural sites.</li> </ul>	HP 1
	Visual signage	<ul style="list-style-type: none"> <li>Heritage signage outlining the significance of the identified sites.</li> </ul>	HP 2
KLEIN DRAKENSTEIN ROAD	Heritage celebration, promotion and preservation	<ul style="list-style-type: none"> <li>The programme is responsible for the identification, collection, safeguarding, promotions and transformation of heritage sites within the Klein Drakenstein Road precinct.</li> </ul>	HP 1
	Visual signage	<ul style="list-style-type: none"> <li>Visual signage around heritage sites to enhance legibility and accessibility.</li> <li>Heritage signage outlining the significance of the identified sites.</li> </ul>	HP 2
	Heritage Route	<ul style="list-style-type: none"> <li>Establish Klein Drakenstein heritage route.</li> <li>Recognise and incorporate cultural heritage sites along Klein Drakenstein Road into the Drakenstein municipal heritage database.</li> <li>Encourage the collaboration with tourism organisation for possible guided tours.</li> </ul>	HP 3
	Promoted heritage events throughout the year	<ul style="list-style-type: none"> <li>Create a heritage site visit program along Klein Drakenstein Road in collaboration with tourism organisations.</li> <li>Capitalise on cultural Heritage in Klein Drakenstein as Tourist attractions.</li> </ul>	HP 6
HUGUENOT STATION	Heritage celebration, promotion and preservation	<ul style="list-style-type: none"> <li>The Programme is responsible for the identification, collection, safeguarding, promotions and transformation of heritage sites within the Huguenot Station precinct.</li> <li>Recognise De Kraal and Agter Stasie as cultural heritage site.</li> </ul>	HP 1
	Visual signage	<ul style="list-style-type: none"> <li>Heritage visual signage around IPT annotating the Klein Drakenstein heritage route.</li> <li>Establish IPT as entrance to Klein Drakenstein heritage route.</li> <li>Heritage signage outlining the significance of the identified sites.</li> </ul>	HP 2
	Heritage information centre	Establish a heritage information centre at the IPT interchange.	HP 5
	Heritage tour bus	Establish a shuttle Bus facility that operates via Heritage sites from Huguenot IPT.	HP 4
OLIVE GROVE	Capitalising on the heritage and historic value	<ul style="list-style-type: none"> <li>Capitalising on the historic value of the Costa's Olive Grove to attract tourists and local communities through community garden programmes and local produce market.</li> </ul>	HP 7
	Visual signage	Heritage signage outlining the significance of the identified sites.	HP 2

### 7.4.1.5 LED support

Table 28: LED Support Programmes

PRECINCT AREA	PROGRAMME AND PROJECT NAME	PROGRAMME AND PROJECT DESCRIPTION	PROGRAMME AND PROJECT NUMBER
PAARL WEST CBD AND MAIN STREET	Small, Medium and Micro-Sized Enterprises (SMME) Incubators	Small, Medium and Micro-Sized Enterprises (SMME) support through incubators and training in partnership with the city and other business stakeholders.	LEDSP 2
	Business area management	Establishment of a business area management agency focused on day-to-day management issues as a pre-condition for investor confidence in Paarl.	LEDSP 5
	Re-use of industrial space	Gradual evolution of existing commercial uses and re-use of industrial space in the existing industrial area – supported by government incentives and service prioritisation – towards a more public and diverse commercial district.	LEDSP 3
ARBORETUM AND WATERFRONT	-	-	-
KLEIN DRAKENSTEIN ROAD	Support business rights provision	Possible all, properties in along Klein Drakenstein Road should be considered for allocation of business rights (implemented through demarcating a restructuring zone, with enhance rights).	LEDSP 1
	Small, Medium and Micro-Sized Enterprises (SMME) Incubator	Small, Medium and Micro-Sized Enterprises (SMME) support through incubators and training in partnership with the city and other business stakeholders.	LEDSP 2
	Diversification of economic activities with other uses	<ul style="list-style-type: none"> <li>Diversification of economic activity by the establishment of various complimentary land uses and development forms (commercial and residential) along Klein Drakenstein Road and Amstelhof PTI.</li> <li>Retail and commercial floor space that is supported by transit users and residents at the Amstelhof PTI. An example of this type of use may be convenience food stores.</li> </ul>	LEDSP 3
	Economic inclusionary initiatives	Integrating black business and small business in Paarl East into the Broader Paarl Space Economy through integration and commercialisation of industrial activity in Paarl East.	LEDSP 4
	Business area management	Establishment of a business area management agency focused on day-to-day management issues as a pre-condition for investor confidence in Paarl.	LEDSP 5
	Affordable business rental space	Identify or construct premises to provide affordable accommodation for both start-ups and established businesses – include municipal owned properties and facilitating access to privately owned land such as Klein Drakenstein Road.	LEDSP 6
	Re-use of industrial space	Gradual evolution of existing commercial uses and re-use of industrial space in the existing industrial area – supported by government incentives and service prioritisation – towards a more public and diverse commercial district.	LEDSP 7

<b>HUGUENOT STATION</b>	<b>Small, Medium and Micro-Sized Enterprises (SMME) Incubators</b>	Small, Medium and Micro-Sized Enterprises (SMME) support through incubators and training in partnership with the city and other business stakeholders.	<b>LEDSP 2</b>
	<b>Diversification of economic activities with other uses</b>	Diversification of economic activity by the establishment of various complimentary land uses and development forms (commercial and residential) along Huguenot Bypass and Jan Van Riebeeck Drive and Huguenot station (transport and commercial).	<b>LEDSP 3</b>
	<b>Business area management</b>	Establishment of a business area management agency focused on day-to-day management issues as a pre-condition for investor confidence in Paarl.	<b>LEDSP 5</b>
	<b>Support economic enabling infrastructure</b>	Provision of Infrastructure that enables economic activities on Huguenot bypass and transport interchange.	<b>LEDSP 8</b>
	<b>Re-use of industrial space</b>	Gradual evolution of existing commercial uses and re-use of industrial space in the existing industrial area – supported by government incentives and service prioritisation – towards a more public and diverse commercial district.	<b>LEDSP 7</b>
<b>OLIVE GROVE</b>	<b>Support business rights provision</b>	Possibly properties in along Klein Drakenstein Road should be considered for allocation of business rights (implemented through demarcating a restructuring zone, with enhance rights).	<b>LEDSP 1</b>
	<b>Affordable business rental space</b>	Identify or construct premises to provide affordable accommodation for both start-ups and established businesses – include municipal owned properties and facilitating access to privately owned land (the Costas Olive Grove strip abutting Klein Drakenstein Road).	<b>LEDSP 6</b>

#### 7.4.1.6 Infrastructure support



**Table 29: Infrastructure Support Programmes**

<b>PRECINCT AREA</b>	<b>PROGRAMME AND PROJECT NAME</b>	<b>PROGRAMME AND PROJECT DESCRIPTION</b>	<b>PROGRAMME AND PROJECT NUMBER</b>
<b>PAARL WEST CBD AND MAIN STREET</b>	<b>Mixed use development</b>	<ul style="list-style-type: none"> <li>Implement a mixed-use development programme around the Paarl CBD area on readily available municipal land. Including mixed housing developments and commercial developments mixed with residential (refer to Table 30).</li> <li>Prioritise existing parking on municipal land for mix-use development with retained parking on the ground floor and mixed-use on floors above. The existing parking area on municipal land located on the corner of Van Der Lingen and Derksen should be prioritised.</li> </ul>	<b>ISP 1</b>
	<b>Retain and enhance residential component</b>	Protect the residential component within the CBD through retaining the residential character. Unlocking opportunities for affordable housing that enhances equality and socio-economic spatial justice.	<b>ISP 10</b>
	<b>Pedestrian bridge and upgrade of existing bridge</b>	The Proposed NMT bridge on Hospital Street will provide linkage between Paarl West and East and accessibility to health facilities.	<b>ISP 11</b>
	<b>Densification zone</b>	Densification through redevelopment, infill, subdivision, second dwellings, sectional title, greenfield or brownfield development.	<b>ISP 9</b>

	<b>Road infrastructure improvement</b>	Ensure an aesthetic road along Lady Grey Street and Berg River Boulevard. Package the road infrastructure improvement programme with landscape programmes and pedestrian footway programmes.	<b>ISP 13</b>
	<b>Raised pedestrian crossing programme</b>	Implement a pedestrian crossing programme along Lady Grey Street for both pedestrian crossing and traffic speed reduction.	<b>ISP 3</b>
<b>ARBORETUM AND WATERFRONT</b>	<b>Bus stop programme</b>	Locate a new bus stop(s) along the Arboretum as part of the new movement network to facilitate easy access to the spaces by public transport.	<b>ISP 2</b>
	<b>Signage strategy</b>	<ul style="list-style-type: none"> <li>• Consistent, clear and legible signage to direct people to the Arboretum from the Waterfront Site.</li> <li>• Package programme with pathway and walkway programme.</li> </ul>	<b>ISP 8</b>
	<b>Road infrastructure improvement</b>	<ul style="list-style-type: none"> <li>• Ensure an aesthetic road for linkage purposes from Waterfront to the Arboretum. Package the road infrastructure improvement programme with landscape programmes and pedestrian footway programmes.</li> </ul>	<b>ISP 13</b>
<b>KLEIN DRAKENSTEIN ROAD</b>	<b>Raised pedestrian crossing programme</b>	Implement a pedestrian crossing programme along Klein Drakenstein road for both pedestrian crossing and traffic speed reduction.	<b>ISP 3</b>
	<b>Housing programme</b>	Municipal land should be made available for affordable medium density housing and infill housing developments (refer to Table 30). This is proposed on vacant land abutting Paulus Street and vacant land abutting Erica Street.	<b>ISP 4</b>
	<b>Bus stop programme</b>	Locate a new bus stop(s) along Klein Drakenstein Road as part of the new movement network to facilitate easy access to spaces by public transport.	<b>ISP 2</b>
	<b>Upgrade the Amstelhof PTI</b>	Redevelop the Amstelhof PTI and immediate environs as a transport interchange, which comprehensively caters for trains, buses, bikes, pedestrians, taxis and private cars.	<b>ISP 5</b>
	<b>Bicycle connections</b>	<ul style="list-style-type: none"> <li>• Promote pedestrian and bicycle connections in and around the town centre.</li> <li>• Package programme with heritage improvement, pathway and walking network, and intersection review.</li> </ul>	<b>ISP 7</b>
	<b>Signage strategy</b>	<ul style="list-style-type: none"> <li>• Consistent, clear and legible signage to direct people to the Amstelhof PTI for all transport modes including cycling, walking and driving.</li> <li>• Package programme with pathway and walkway programme.</li> </ul>	<b>ISP 8</b>
	<b>Road infrastructure improvement</b>	Upgrade roads and boulevard and immediate environs for linkage purposes. Package the road infrastructure improvement programme with landscape programmes and pedestrian footway programmes.	<b>ISP 13</b>
	<b>Broadband and Internet</b>	Recognise the role of broadband and internet in the contemporary and future city. Provision must be made to permit access to broadband and internet in Paarl east. Broadband must be implemented as part of the Infrastructure support programme. The Municipality can consider possibility of broadband to become a 5th utility.	<b>ISP 14</b>
<b>HUGUENOT STATION</b>	<b>Upgrade the Huguenot PTI</b>	Upgrade the station and immediate environs as a transport interchange, which comprehensively caters for trains, buses, bikes, pedestrians, taxis, commercial activities and private cars.	<b>ISP 6</b>
	<b>Raised pedestrian crossing programme</b>	Implement a pedestrian crossing programme at Huguenot Station at the intersection of Klein Drakenstein area and Huguenot By-Pass for both pedestrian crossing and traffic speed reduction.	<b>ISP 3</b>
	<b>Signage strategy</b>	<ul style="list-style-type: none"> <li>• Implement a distinctive, holistic signage strategy to ensure that the transport interchange is legible throughout the PTI for both pedestrians and vehicles.</li> <li>• Package programme with pathway and walkway programme.</li> </ul>	<b>ISP 8</b>
	<b>Mixed use development</b>	Implement a mixed-use development programme around the Huguenot proposed PTI. Including mixed housing developments and commercial developments mixed with residential (refer to Table 30).	<b>ISP 2</b>
	<b>Proposed transit facility</b>	A holding area along is proposed along Berg River Boulevard to accommodate the spill over of the existing taxi rank.	<b>ISP 12</b>
<b>OLIVE GROVE</b>	<b>Raised pedestrian crossing programme</b>	Implement a pedestrian crossing programme along Klein Drakenstein road for both pedestrian crossing and traffic speed reduction.	<b>ISP 3</b>

### 7.4.1.7 Typology matrix

Table 30: Typology Matrix

TYPOLOGY	DESCRIPTION	DENSITY	DESIRED URBAN FORM	TARGET INCOME GROUP
<p><b>HIGH DENSITY MIXED USE DEVELOPMENT</b></p> <p>Paarl West CBD and Main Street</p>	<ul style="list-style-type: none"> <li>• 3-6 storeys.</li> <li>• Commercial uses on ground level; residential on floors above.</li> <li>• Public transport facilities.</li> <li>• Multi-tenure.</li> <li>• Inclusionary housing.</li> <li>• On-street activity.</li> <li>• Scale and nature of uses to be appropriate for context.</li> </ul>	<p>Plus 150 du/ha</p>	 <p>Typical four storey elevation</p>	<p>Low to high income</p>
<p><b>HOUSING PROGRAMME</b></p> <p>Paarl West CBD and Main Street</p> <p>Klein Drakenstein Road</p>	<ul style="list-style-type: none"> <li>• 2- 3 storeys apartment building.</li> <li>• Medium to high density.</li> <li>• Internal courtyards</li> <li>• Social housing.</li> <li>• Rental and sectional title.</li> </ul>	<p>100-120 du/ha</p>	 <p>Typical desired three storey elevation</p>	<p>Low to Medium income</p>



## 7.5 Development guidelines

Development Guidelines can be applied to all precinct plans as tools to ensure the intended vision of the precinct plan is realised. These include:

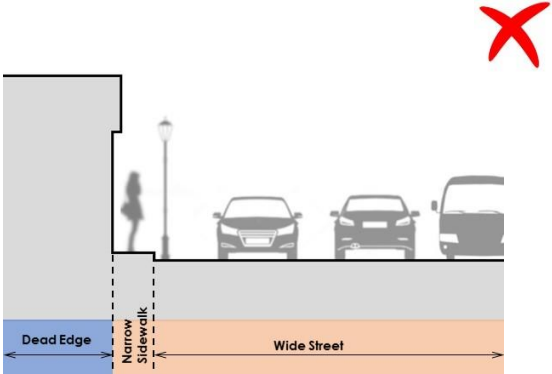
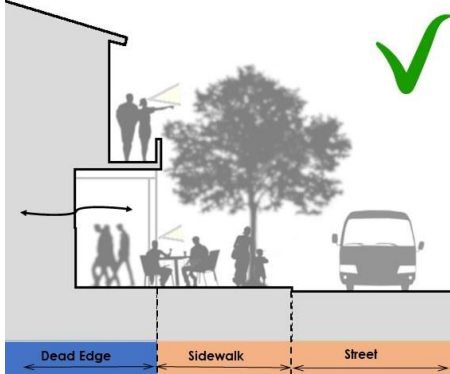

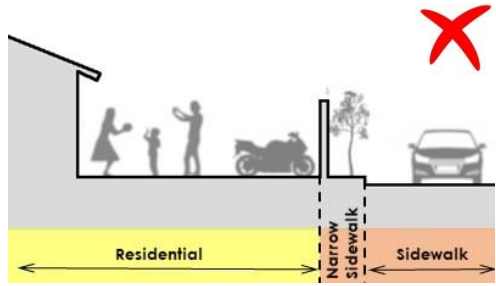
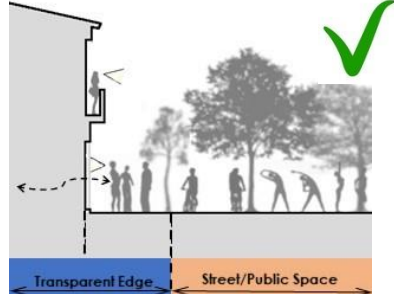
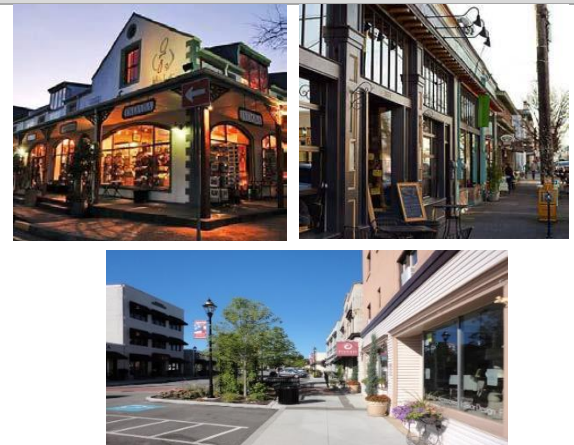
- Built guidelines addressing issues of built edges, infill and growth over time;
- Landscape guidelines addressing natural edges, landscaping and tree planting, street furniture, lighting, signage, paving, raised crossings and parking courts; and
- Trading guidelines addressing both informal trading stalls and formal shop fronts and their location and interface with the public realm.

It is proposed that these development guidelines be adopted to direct the current study, be enriched and expanded where necessary through the current study, and adopted as development guidelines for DM. These generic principles are applicable to all the focus areas and so are presented here to clarify the intentions set out in the focus area proposals.

**Table 31: Development Guidelines**

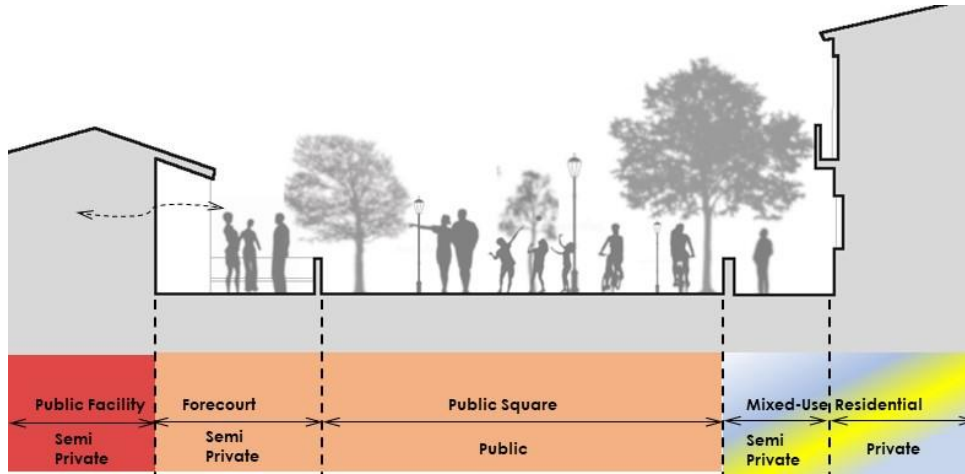
<b>Principles:</b>	<b>Guidelines:</b>
<b>Built Form Guidelines:</b>	<ul style="list-style-type: none"> <li>• Upgrade of building facades and streetscapes in Paarl CBD area and along Main Street.</li> <li>• Limit service entrance to back of building.</li> <li>• Create transparent &amp; positive building edges.</li> <li>• Ensure safety through surveillance.</li> <li>• Use low walls to define boundaries to forecourts.</li> <li>• When appropriate, encourage public facilities to open onto public space.</li> <li>• Ensure active fronts to public facilities.</li> <li>• Ensure an active building edge with colonnade/overhang.</li> <li>• Put in place enabling zoning to encourage single storey buildings to intensify into mixed use buildings active commercial ground floor and residential above.</li> </ul>
<b>Landscape Guidelines:</b>	<ul style="list-style-type: none"> <li>• Use raised crossings to provide continuity and safety in the public realm as a continuation of the sidewalk over the street.</li> <li>• Ensure raised crossing occur at important intersections acting as a traffic calming measures.</li> <li>• Create parking lots that are multi-functional parking courts and accommodates public events as well as cars.</li> <li>• Ensure parking courts are well landscaped with tree avenues and paving where possible.</li> <li>• Create seating and low walls that are robust and provide opportunities to sit and linger in safe spaces.</li> <li>• Utilise signage throughout Paarl CBD, Huguenot Station/ Lady Grey Street PTI and Klein Drakenstein Road.</li> <li>• Ensure signage is incorporated with buildings, lighting and street furniture to avoid over cluttering the street and public space environment.</li> <li>• Ensure lighting is human scaled, especially around public spaces and along pedestrian routes;</li> <li>• Provide low maintenance pathways to accommodate pedestrians &amp; cyclists.</li> <li>• Introduce safe and overlooked pedestrian bridges.</li> <li>• Use deciduous trees that provide shade in summer and lets warmth through in winter.</li> <li>• Encourage positive frontages that open onto the street.</li> <li>• Ensure active edges onto street.</li> </ul>
<b>Trading Guidelines:</b>	<ul style="list-style-type: none"> <li>• Create permeable, accessible and varied blocks with small shop frontages and permeable facades.</li> <li>• Use street trading stalls to activate the dead edge of an existing building.</li> <li>• Ensure storage space is easily accessible and closely located to traders.</li> <li>• Avoid large box uses on the perimeter block of activity streets.</li> <li>• Avoid blank walls and dead edges.</li> </ul>

## 7.5.1 General Development Guidelines:

BUILT FORM GUIDELINES	
<p><b>Active Edge</b></p> <ul style="list-style-type: none"> <li>Avoid blank walls facing onto public realm.</li> <li>Avoid narrow sidewalks and overly wide streets.</li> </ul>  <p>Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)</p>	<ul style="list-style-type: none"> <li>Ensure an active building edge with colonnade/overhang.</li> <li>Ensure safety through surveillance.</li> </ul>  <p>Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)</p> 
<p><b>Positive Edge</b></p> <p>Avoid high walls on street edge and parking lots in front of building.</p>  <p>Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)</p>	<ul style="list-style-type: none"> <li>Create transparent &amp; positive building edges.</li> <li>Ensure safety through surveillance.</li> </ul>  <p>Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)</p> 

### Public Facility Edge

- Ensure active fronts to public facilities.
- When appropriate, encourage public facilities to open onto public space.
- Use low walls to define boundaries to forecourts.

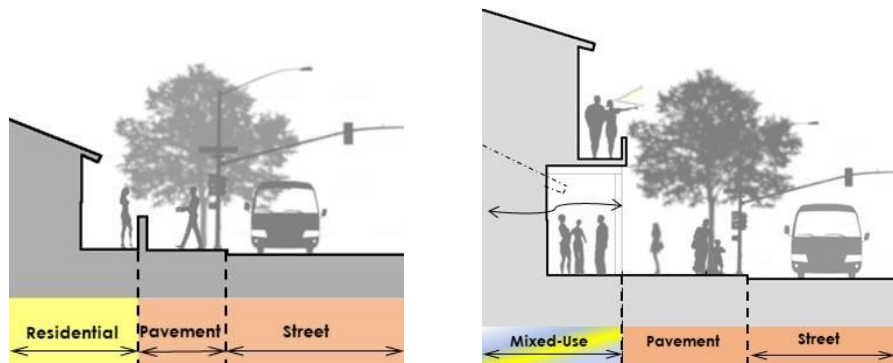


Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)



### Infill and Growth

Put in place enabling zoning to encourage single-storey buildings to intensify into mixed use buildings active commercial ground floor and residential above.



Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)

Before



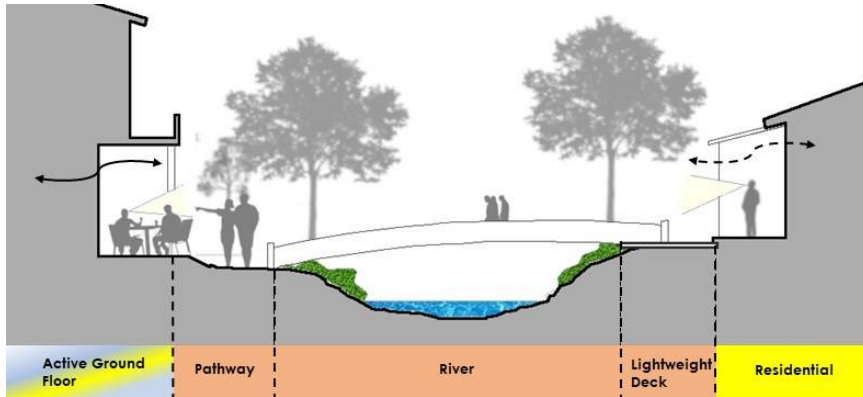
After



## LANDSCAPE GUIDELINES

### River and Green

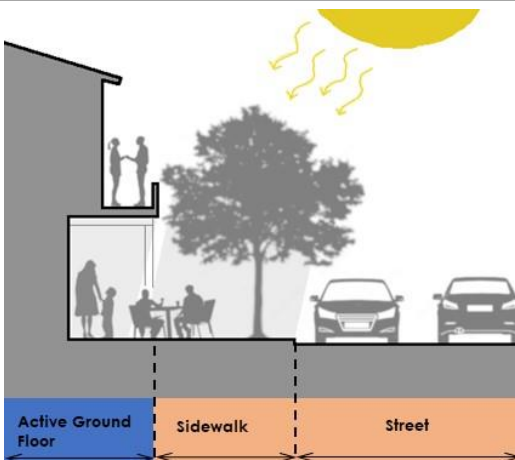
- Ensure active edges onto street.
- Encourage positive frontages that open onto the river.
- Introduce safe and overlooked pedestrian bridges.
- Provide low maintenance pathways to accommodate pedestrians & cyclists.
- Introduce natural, lightweight look-out decks.



Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)



### Planting

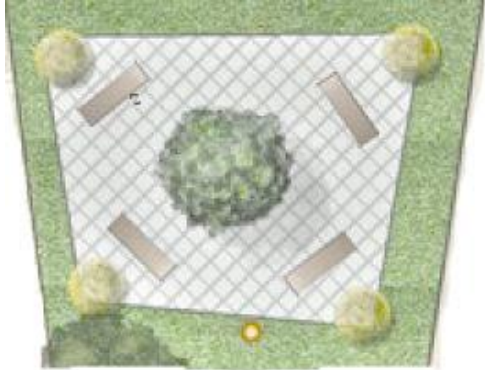


Use deciduous trees that provide shade in summer and lets warmth through in winter.

Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)



## Street Furniture, Lighting and Signage



- Create seating and low walls that are robust and provide opportunities to sit and linger in safe spaces.
- Create a family of signage to be used throughout the town.
- Ensure lighting is human scaled, especially around public spaces and along pedestrian routes.
- Ensure signage is incorporated with buildings, lighting and street furniture to avoid over cluttering the street and public space environment.



## Parking Courts

- Create parking lots that are multi-functional parking courts and accommodate public events as well as cars.
- Ensure parking courts are well landscaped with tree avenues and paving where possible.



## Paving

- Paving materials should be simple and locally available.
- Materials should be selected to reflect the character of the town.
- Make use of the same pallet of paving materials throughout the town to establish a common language of materials and design.
- Use low walls to define public space. These walls can be used for seating and should be made of robust simple materials.



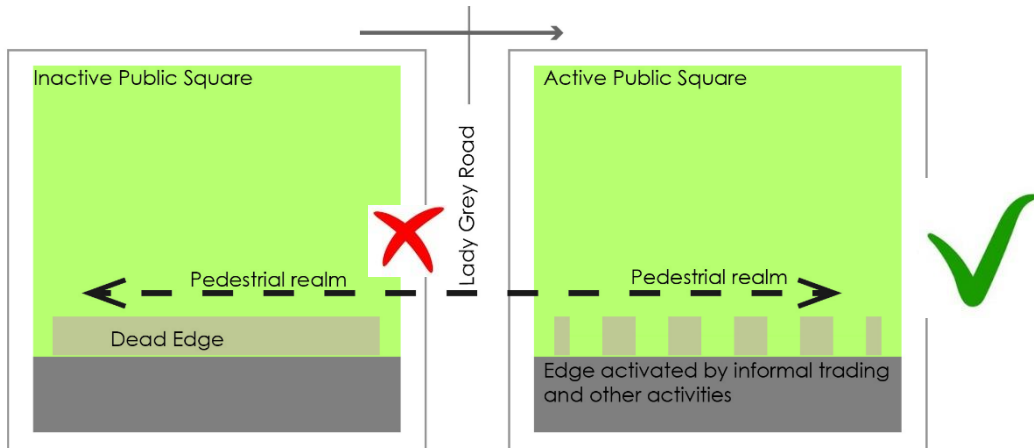
## Raised Crossings

- Use raised crossings to provide continuity and safety in the public realm as a continuation of the sidewalk over the street.
- Ensure raised crossing occur at important intersections acting as a traffic calming measures.
- Ensure raised crossing are gradual and occur over a minimum of 5m to accommodate trucks on provincial routes.



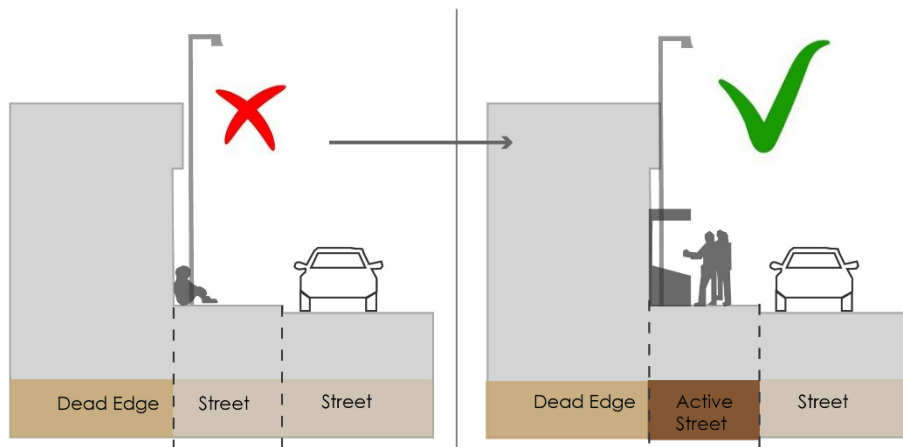
TRADING GUIDELINES

Trading Edging Public Space



Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)

Kiosks Activating A Building's Edge



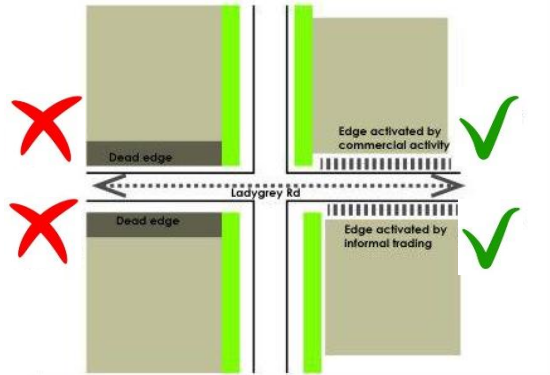
Use street trading stalls to activate the dead edge of an existing building.



Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)

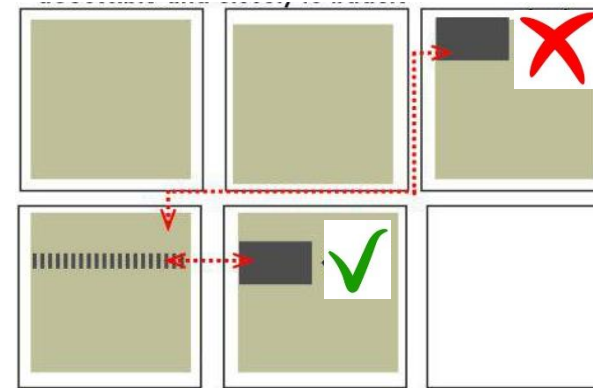
### Trading, Public Space and Storage

Use street trading stalls to activate the dead edge of an existing building.



Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)

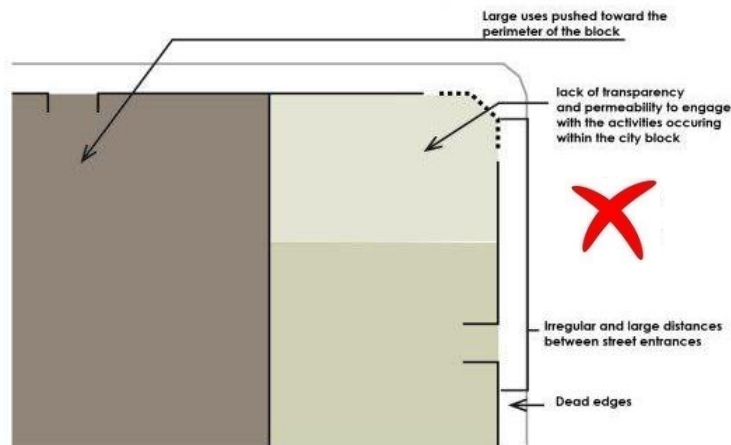
Ensure storage space is easily accessible and closely located to traders.



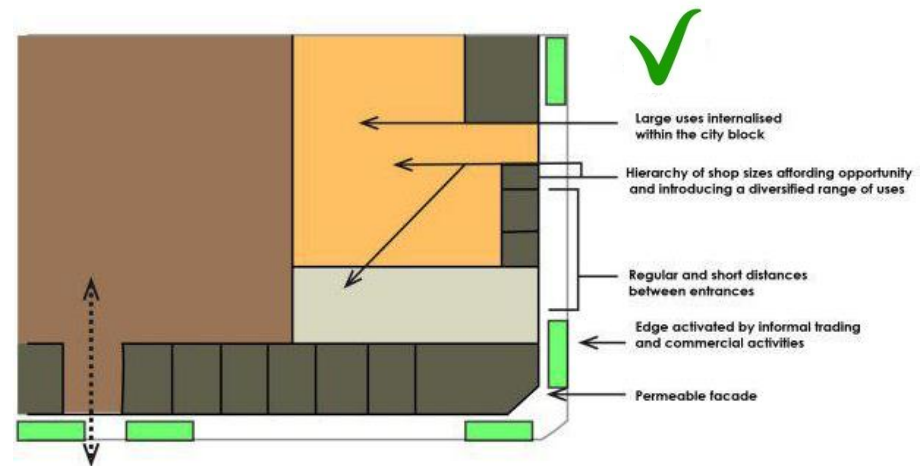
Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)

### Land Use Guidelines For Creating Active Streets

- Avoid large box uses on the perimeter block of activity streets.
- Avoid blank walls and dead edges.
- Create permeable, accessible and varied blocks with small shop frontages and permeable facades.



Adopted from the Wellington CBD Urban Design Framework (Drakenstein Municipality, 2015)





## 7.5.2 Trees and Vegetation

Table 32 presents a list of indigenous trees for implementation where planting and landscaping occurs. Planting and landscaping is prioritised along public transport routes including Klein Drakenstein Road.

## 7.5.3 Development Policies

It is recommended that appropriately qualified professionals be appointed to compile the following policy documents:

- Planting and landscaping guidelines for all precincts

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Appropriate trees and vegetation.
- Appropriate spacing of trees.
- Drainage requirements.
- Street furniture (Seating, bins, bollards, etc).
- Paving.
- 

**Table 32: List of Indigenous Trees**

Scientific Name:	Common Name:
Cellis Africana	White Stinkwood
Kiggelaria Africana	Wild Peach
Afrocarpus Fakatus	Outeniqua Yellowwood
Vachellia Xanthophloea (Note: this type of tree can lift paving)	Fever Tree
Harpephyllum Caffrum	Wild Plum
Apodytes Dimidiate	White Pear
Vepris Lanceolata	White Ironwood

- Architectural design guidelines for all precincts

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Building frontages.
- Appropriate building materials.

- Street lighting policy

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Required levels of lighting for different precincts.
- Approved luminaires.

- Approved light poles to be used.
- Appropriate locations of light poles.
- Lighting design/style.
- Potential and physical impact of lighting on the environment.

- Signage policy

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Signage regulations.
- Temporary signage.
- Removal of signs.
- Permanent signage.
- Defacing of signage.

- Signage style guide.
- Approved signage size.
- Approved signage type.

- Flood Plain and River corridor Management policy

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Balancing flood risk,
- Ecological and socio-economic considerations in developments near watercourses and wetlands
- Ecological Buffer considerations
- Water pollution
- Protection /Mitigation guidelines for properties adjacent to the river against flood risk
- Ideal land uses or activities within the 1:100 year and 1:50 year floodplain

- Water Sensitive Urban Design Policy

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Minimising the impact of urbanisation on the natural water cycle

- Managing water balance such as appropriate acquirer levels, flood damage and erosion of waterways slopes and banks
- Maintaining and enhancing water quality both surface and underground
- Encourage water conservation
- Maintaining water related environmental and recreational values
- Well-grounded stormwater systems

- Boundary wall and fence policy

This document should provide guidance for both private developers and municipal departments with regards to the following:

- Appropriate boundary wall and fencing type.
- Visual permeability.
- Approved boundary wall and fencing height (street boundary & common boundary).
- Electric fencing.
- Requirements regarding security devices (security spikes, razor or barbed wire and glass shards).

It is strongly recommended that a comprehensive stakeholder engagement process be included in the compilation of the above policy documents to ensure that the documents are widely accepted and robust. This engagement process should include both internal and external stakeholders. For the compilation of policy documentation, refer to municipal policies, such as City of Cape Town policy documentation for guidance.

## 7.6 Development checklist

To further assist in aligning day-to-day land use and building development management decision-making and pro-active detailed planning – public and private – with the LSDF, it is proposed that a “checklist” of questions be employed.

It is proposed that the questions – together with the SPLUMA principles, and the key LSDF concepts, strategies, and policies – are packaged in an easy-to-use and accessible form to facilitate wide usage. If officials, applicants, and councillors all address the same questions in the conceptualisation, assessment, and decision-making related to proposals,

a “culture” could be established where key tenets of the LSDF is supported and considered on a continuous basis.

Through its application on a day-to-day basis, the checklist could be expanded and refined.

THEME OF QUESTION	YES	NO
<b>Bio-physical resources</b>		
Is the proposal located in or does it impact on a protected area, CBA, or ESA?		
Does the proposal protect, reinforce, or enhance existing ecological systems?		
Will the proposal result in a loss of agricultural land or impede the viable use of agricultural land?		
Does the proposal assist to diversify agriculture (including urban agriculture), enable broader access to agricultural opportunity, and increase food security?		
Is the proposal located outside or on an urban edge?		
If on the edge of urban settlement or green space, does the proposal assist in defining and protecting that edge appropriately?		
Is the proposal situated within a flood line?		
Does the project enable enhanced public access to natural resources, amenity, and recreational opportunity?		
Has the project considered recycling, rainwater collection, and alternative energy generation?		
<b>Scenic landscapes, scenic routes, and special place of arrival</b>		
Does the proposal impact on a scenic landscape, scenic routes, or special place of arrival?		
<b>Historically or culturally significant precincts or places</b>		
Does the proposal impact on a historic or culturally significant precincts or place?		
Has the proposal considered the incorporation or re-use of existing built elements?		
<b>Infrastructure services</b>		
Does the project or investment secure DM’s regional and local space economy?		
Is the proposed infrastructure project encouraging human settlement in the desired direction?		
Does the project or investment improve or extend an existing service rather than being a stand-alone initiative?		
Was the use of alternative technologies considered?		
Is creative use made of waste and by products?		
<b>Upgrading and integration of settlements</b>		
Does the project contribute to the upgrading or integration of settlement areas?		
Does the project increase affordable housing in proximity to other urban opportunities, in this way supporting convenience and pedestrianism?		
<b>Commercial development</b>		
Is the project located in a recognised business centre?		

Does the project respect existing patterns of business development and the sustainability of small business?		
Does the project significantly enhance convenience and non-motorised access in hitherto unserved areas?		
Does the project promote balance in land use in local areas?		
Does the project contribute to the public spatial environment and promote a pleasant and safe pedestrian environment (for example, no dead frontages)?		
<b>Public facilities</b>		
Is the location appropriate for the order of facility proposed?		
Does the project promote the clustering of public facilities in a manner which enhances user convenience, sharing, and efficient, cost effective facility management?		
Does the facility help to define public space and is the frontage onto the street active?		
<b>Publicly assisted housing</b>		
Does the proposal enable residential infill, densification, and a compact settlement structure?		
Is the project located in an area where the value of assets is likely to increase (in that way assisting to curtail the proportion of indigent citizens)?		
Is the scale of the project appropriate?		
Is the project closely integrated with surrounding areas?		
Is the ratio between net and gross densities appropriate?		
Does the project promote appropriate choice in terms of unit, type, size, price, and tenure?		
Does the proposed erf sizes, units, and type enable changes to the unit which respond to new household needs?		
<b>Movement infrastructure</b>		
Does the new route enable significant development opportunity with broad public benefit and increased user convenience?		
Is the proposed new route structurally significant in that it improves inter-connectivity between different areas?		
Has the design of the route or road infrastructure considered other associated benefits, including the development of small market spaces and infrastructure for emerging entrepreneurs?		
<b>Landscaping</b>		
Does the landscaping reinforce or enhance a structurally significant place, corridor, entrance, or building?		
Is the proposed landscaping “clustered” to maximise impact?		
Does the design and choice of materials respect and enhance the sense of place?		
Is the choice of plant material appropriate to the place?		

## 7.7 Land use and building development management

In relation to day-to-day land use and building development the concepts and framework plan could be supported through:

- A municipal commitment to rapid assessment and decision-making turn-around times.
- Reduced submission and assessment fees for proposals supportive of the concepts and framework plan.

In terms of the broader land use management system, consideration should be given to a more inclusive

zoning of land abutting Klein Drakenstein Road, enabling enterprise development.

In Paarl West, the municipality should guard against further rezoning of residential land and buildings on the fringes of the CBD. These buildings provide convenient living opportunity and change of use undermine the

sustainability of existing business zoned premises in the CBD.

### 7.8 Asset management

The use of municipal land and buildings is a key mechanism for LSDF implementation. Specifically, vacant municipal land in the Klein Drakenstein Road area could be used to support entrepreneurs from the area. Arguably, financial return on the land for the municipality should not be the primary consideration, but rather the extent to which use of the land can assist local

economic and entrepreneurship development.

### 7.9 Financial and fiscal arrangements

The Indicative Funding Tranche provides a sense of the upper limit cost of a new project. Where "reprioritise" is indicated, it is inferred that such projects/programmes are part of the DM's municipal service delivery operations and as such, funding for

such projects should be prioritised to support the LSDF initiatives.

- Grading 1- 3: Less than R2m
- Grading 4-6: Between R2.1 and R10m
- Grading 7: and more More than R10.1m

Table 33 indicates the financial and fiscal arrangement for the programme and project types.

**Table 33: Financial and Fiscal Arrangement**

PROGRAMME AND PROJECT TYPE	PROGRAMME AND PROJECT NAME	INDICATIVE FUNDING TRANCHE	TIME FRAME	POSSIBLE FUNDING SOURCES	IMPLEMENTING AGENT																																																						
STREET PARKING AND FOOTWAYS	Pedestrian footway and pathway programme	Gr 1-3	1-3 years	<ul style="list-style-type: none"> <li>Private developers</li> <li>Business owners</li> <li>Drakenstein Municipality</li> <li>The Provincial Department of Transport and Public Works</li> <li>Paarl CBD Partnership</li> </ul>	<ul style="list-style-type: none"> <li>Surrounding businesses/ land owners</li> <li>Property owners and private developers</li> <li>Taxi operators</li> <li>Drakenstein Municipality</li> </ul>																																																						
	Support parking programme	-	1-3 years			LANDSCAPING	Soft landscaping programme	Reprioritise	1-5 years	<ul style="list-style-type: none"> <li>Drakenstein Municipality</li> <li>Cape Routes Unlimited</li> <li>The Provincial Department of Transport and Public Works</li> <li>Paarl CBD Partnership</li> </ul>	<ul style="list-style-type: none"> <li>Paarl CBD Partnership</li> <li>Drakenstein Local Tourism Association (DLTA)</li> <li>Drakenstein Municipality</li> </ul>	Public environment improvement and maintenance	Reprioritise	1-5 years	Improvement & upgrading of Berg River bank	Gr 1-3	1-3 years	Vegetation guidelines	Gr 1-3	1-3 years	Civic scale and public aesthetic programme	Reprioritise	5-7 years	TRADING PLACES	Celebrate, upgrade and develop landscaped parks and open spaces	Gr 1-3		<ul style="list-style-type: none"> <li>Private developers</li> <li>Business owners</li> <li>Drakenstein Municipality</li> <li>Paarl CBD Partnership</li> <li>Department of Trade and Industry (DTI)</li> </ul>	<ul style="list-style-type: none"> <li>Drakenstein Municipality</li> <li>The Provincial Department of Transport and Public Works</li> <li>Property owners and private developers</li> </ul>	Support CCTV installation	Gr 1-3	2-3 years	Develop formal market areas and stalls	Gr 1-3	2-3 years	HERITAGE	Provision of trade enabling facilities	Gr 1-3	5-7 years	<ul style="list-style-type: none"> <li>Cape Routes Unlimited</li> <li>Drakenstein Heritage Foundation</li> <li>Drakenstein Local Tourism Association (DLTA)</li> <li>Drakenstein Municipality</li> <li>Western Cape Department of Economic Development and Tourism (WC DEDAT)</li> </ul>	<ul style="list-style-type: none"> <li>Drakenstein Municipality</li> <li>Tourism organisations</li> <li>Heritage Western Cape</li> <li>Drakenstein Local Tourism Association (DLTA)</li> <li>Local Drakenstein Heritage Foundation</li> <li>Paarl 300 Foundation</li> <li>Western Cape Department of Economic Development and Tourism (WC DEDAT)</li> </ul>	Heritage Celebration, Promotion and Preservation Programme	-	5-7 years	Visual signage	Gr 1-3	2-5 years	Heritage route	-	1-3 years	Promoted heritage events throughout the year	-	1-3 years	Capitalising on the heritage and historic value	-	3-5 years	Heritage information centre	Gr 3-5	1-3 years
LANDSCAPING	Soft landscaping programme	Reprioritise	1-5 years	<ul style="list-style-type: none"> <li>Drakenstein Municipality</li> <li>Cape Routes Unlimited</li> <li>The Provincial Department of Transport and Public Works</li> <li>Paarl CBD Partnership</li> </ul>	<ul style="list-style-type: none"> <li>Paarl CBD Partnership</li> <li>Drakenstein Local Tourism Association (DLTA)</li> <li>Drakenstein Municipality</li> </ul>																																																						
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	Heritage information centre	Gr 3-5	1-3 years																																																								
Heritage tour bus	Gr 1-3	1-3 years																																																									

<b>LED SUPPORT</b>	Support business rights provision	-	1-3 years	<ul style="list-style-type: none"> <li>• Private developers.</li> <li>• Business owners.</li> <li>• Drakenstein Municipality.</li> <li>• Paarl CBD Partnership.</li> <li>• Western Cape Department. of Economic Development. and Tourism (WC DEDAT).</li> <li>• Department of Trade and Industry (DTI).</li> </ul>	<ul style="list-style-type: none"> <li>• Industrial Development Cooperation (IDC).</li> <li>• Small Enterprise Development Agency (SEDA).</li> <li>• Business owners.</li> <li>• Drakenstein Municipality.</li> <li>• Paarl CBD Partnership.</li> </ul>
	Small, Medium and Micro-Sized Enterprises (SMME) Incubator	-	2-5 years		
	Diversification of economic activities with other uses	-	5-7 years		
	Economic inclusionary initiatives	-	1-3 years		
	Business area management	-	5-7 years		
	Affordable business rental space	-	7-10 years		
	Re-use of industrial space	-	2-5 years		
Support economic enabling infrastructure	Reprioritise	5-10 years			
<b>INFRASTRUCTURE SUPPORT</b>	Mixed use development	-	5-10 years	<ul style="list-style-type: none"> <li>• Private developers.</li> <li>• Paarl CBD Partnership.</li> <li>• Business owners.</li> <li>• Transnet/PRASA</li> <li>• The Provincial Department of Transport and Public Works</li> <li>• Drakenstein Municipality.</li> </ul>	<ul style="list-style-type: none"> <li>• Drakenstein Municipality.</li> <li>• The Provincial Department of Transport and Public Works.</li> </ul>
	Retain and enhance residential component	-	2-5 years		
	Bus stop programme	Gr 1-3	2-5 years		
	Raised pedestrian crossing programme	Gr 1-3	2-5 years		
	Housing programme	Gr 1-3	5-10 years		
	Upgrade Amstelhof PTI	Gr 7	5-10 years		
	Upgrade Huguenot Train Station	Gr 7	5-10 years		
	Bicycle connections	Gr 1-3	5-7 years		
	Signage strategy	Gr 1-3	2-5 years		
	Pedestrian bridge and upgrade of existing bridge	Gr 7			
	Densification zone	-	2-5 years		
	Proposed public transit facility	Gr 4-6			
Road infrastructure improvement	Gr 4-6				

## 7.10 Institutional arrangements

### 7.10.1 Way of work

In terms of the way of work of the municipality, two aspects are important to support implementation of the concepts framework plan for Paarl CBD and Surrounds.

The first relates to the formation of project teams, responsible for the detailed planning and implementation of municipal projects. Teams should in all cases be multi-disciplinary, or

constituted across service functions, to ensure that all perspectives are drawn into detailed planning and implementation processes.

The second relates to how proposals from outside the municipality are assessed. In line with a corporate decision to enhance the development "friendliness" of the municipality, DM have established a Development and Investment (DI) Desk, which will be the

point of entry for developers approaching the Municipality with

proposed developments in the area. The purpose of the DI Desk is to fast track the process of development projects in the Municipality, limiting "red tape" inhibiting needed investment and development. In terms of the Desk's way of work, all proposals are assessed and discussed by a team comprising representatives of all services. This arrangement should be continued and strengthened.

### 7.10.2 Partnerships

As indicated in the Analysis and Draft Spatial Vision report, The DM – like other municipalities – are under increasing pressure to meet growing citizen needs with limited resources. This implies *inter alia* forging partnerships to achieve municipal objectives.

As a matter of principle, further development and implementation of

all proposals for Paarl CBD and Surrounds should seek opportunity for partnerships with other government agencies, the private sector, and community organisations. Examples include:

- The development of the Waterfront site.
- The recognition and development of heritage sites in Paarl East.
- The development of affordable higher density housing in Paarl West and East.

### 7.11 Advocacy

What is said and emphasized by municipal political leadership and senior management – in informal and formal meetings and conversations internally, with other government

agencies, and the public – significantly impacts on how the organization spends its resources, human and financial.

Key themes requiring the ongoing support of leadership through advocacy are:

- The commitment to proactively equalize public investment and opportunity in Paarl East.
- The focus on strengthening the health sector.
- Further strengthening of the education sector (and specifically tertiary institutions).
- The clustering of sports facilities in the east.
- Development of affordable higher density housing in accessible locations.

## 8 REVIEW

It is expected that the LSDF will be reviewed in parallel to the statutory review process of the DM SDF; a major review every five years and annual reflection and adjustment – as needed. This, in turn, will be informed by the review of the municipal IDP.

## 9 REFERENCES

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## ANNEXURE A: Implementation Framework

AREA	AREA AS A WHOLE	PAARL WEST CBD AND MAIN STREET	ARBORETUM AND WATERFRONT	KLEIN DRAKENSTEIN ROAD	HUGUENOT STATION	OLIVE GROVE
<b>INSTRUMENT PRINCIPLES</b>	The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.	The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.	The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.	The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.	The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.	The SPLUMA principles should guide all spatial planning and land use management decisions for the area and individual precincts.
<b>POLICY</b>	<ul style="list-style-type: none"> <li>Proactively support the strengthening of the health industry and services in Paarl West and East; spatially focused on the Hospital Street corridor, which could be expanded towards Paarl east (via a non-motorised transport bridge across the Berg River and linking with the proposed residential development east of De Kraal and further health facilities east of this site).</li> <li>Proactively support the strengthening of an institutional corridor along Market Street and Langenhoven Avenue – incorporating the Waterfront site – to ensure the convenient co-</li> </ul>	<ul style="list-style-type: none"> <li>Proactively support initiatives to improve the business environment in Paarl West, specifically through the upgrading of public space, support for urban management initiatives, and resisting further loss of residential stock to business use in the surrounding area.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen the role of the Arboretum as a special public place, with specific attention to dignified public access through the Waterfront site (and appropriate uses on the Waterfront site), and possibly accessible day picnic and braai facilities in the area towards the N1 at the nursery.</li> <li>Proactively support the clustering of sports facilities in the area east of the Arboretum and land adjacent to Langenhoven Avenue towards Boland Park.</li> </ul>	<ul style="list-style-type: none"> <li>Proactively support initiatives to strengthen the business environment along Klein Drakenstein Road.</li> <li>Proactively support sensitive densification and residential development in Paarl East.</li> <li>Pro-actively support initiatives to record, expose, and celebrate the history of Klein Drakenstein its Surrounds, with special emphasis on aspects of history neglected to date (for example, forced removals, and the day-to-day settlement and struggle history of Paarl East).</li> </ul>	Recognise the changing requirements of economic sectors, including challenges facing industry and logistics in the existing industrial area, and actively support more sustainable and integrating activities to take up existing industrial space (while retaining worthy building stock).	Work with the owners of the Olive Grove to explore greater public exposure of parts of the establishment (in a manner where learning and tourism benefits).

	<p>location of public institutions and like facilities (including knowledge industry activities).</p> <ul style="list-style-type: none"> <li>• Endeavour to establish integrating spaces between Paarl West and East; public spaces or places which attract a range of citizens and visitors and assist to overcome the severe fragmentation between the west and east through infrastructure, treatment of the river, land use management, and resource allocation.</li> <li>• Recognise the significance of public transport to increase livelihood options for many citizens and proactively ensure convenience and safety of public transport use through the planning of interchanges which are accessibly located, enables easy transfer between modes, and provides dignified public facilities as well as opportunity for shopping.</li> </ul>					
<b>PLANS</b>						
SDF	Ensure that the main tenets of the LSDF are	Ensure that the main tenets of the Paarl West CBD and Main Street	Ensure that the main tenets of the Arboretum and Waterfront precinct are	Ensure that the main tenets of the Klein Drakenstein Road precinct	Ensure that the main tenets of the Huguenot Station precinct are	Ensure that the main tenets of the Olive Grove

	included in the review of the SDF.	precinct are included in the review of the SDF.	included in the review of the SDF.	are included in the review of the SDF.	included in the review of the SDF.	precinct are included in the review of the SDF.
IDP	Ensure that the main tenets of the LSDF are included in the review of the IDP.	<ul style="list-style-type: none"> <li>• Incorporate the programs into the IDP and relevant budget cycles of the Drakenstein Municipality.</li> <li>• The implementation matrices for each of the program type should serve as key documents in this regard</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate the programs into the IDP and relevant budget cycles of the Drakenstein Municipality.</li> <li>• The implementation matrices for each of the program type should serve as key documents in this regard</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate the programs into the IDP and relevant budget cycles of the Drakenstein Municipality.</li> <li>• The implementation matrices for each of the program type should serve as key documents in this regard</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate the programs into the IDP and relevant budget cycles of the Drakenstein Municipality.</li> <li>• The implementation matrices for each of the program type should serve as key documents in this regard</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate the programs into the IDP and relevant budget cycles of the Drakenstein Municipality.</li> <li>• The implementation matrices for each of the program type should serve as key documents in this regard</li> </ul>
SECTORAL PLANS	Ensure that the main tenets of the LSDF are included in the review of sectoral plans.	Ensure that the main tenets of the Paarl West CBD and Main Street precinct are included in the review of sectoral plans.	Ensure that the main tenets of the Arboretum and Waterfront precinct are included in the review of sectoral plans.	Ensure that the main tenets of the Klein Drakenstein Road precinct are included in the review of sectoral plans.	Ensure that the main tenets of the Huguenot Station precinct are included in the review of sectoral plans.	Ensure that the main tenets of the Olive Grove precinct are included in the review of sectoral plans.
PRECINCT PLANS		Undertake a detailed cost benefit analysis of Lady Grey Street versus Huguenot Station as the main PTI.	Ensure that the main tenets of the Waterfront and Arboretum precinct are included in the review of the Paarl Waterfront and Arboretum Precinct Plan	<ul style="list-style-type: none"> <li>• Ensure that the main tenets of the Klein Drakenstein Road precinct are included in review of the Klein Drakenstein Road Central Improvement District Plan</li> <li>• Undertake conceptual planning for a higher density affordable (GAP) housing scheme on the two municipal sites along Pautus road and Erica road</li> <li>• Undertake conceptual planning for a Heritage route along Klein Drakenstein road.</li> <li>• Undertake conceptual planning for Klein Drakenstein road PTI upgrade.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that the main tenets of the Huguenot Station are included in the review of Huguenot Station Precinct Plan</li> <li>• Undertake a detailed cost benefit analysis of Lady Grey Street versus Huguenot Station as the main PTI.</li> <li>• Undertake conceptual planning for a higher density affordable (GAP) housing scheme on the municipal site east of De Kraal.</li> </ul>	Undertake conceptual planning for the greater public exposure of parts of the establishment of Olive Grove
<b>PROGRAMMES</b>						
Street parking and footways	Focus on quality street parking and paved	Develop a programme to improve street parking,	Develop a programme to improve street parking and	Develop a programme to improve street parking,	Develop a programme to improve street parking,	Develop a programme to upgrade, paving and

	footways along the key routes	cycle way upgrade, paving and footways in the Paarl West CBD and Main Street	footways, the Arboretum and Waterfront.	cycle way upgrade, paving and legible footways, specifically along Klein Drakenstein Road.	cycle way upgrade, paving and legible footways, within the Huguenot Station precinct.	legible footways, within the Olive Grove area, along Klein Drakenstein Road.
Landscaping	<ul style="list-style-type: none"> <li>Focus landscaping and additional tree planting on Trunk Route, Regional Routes, and Local Routes identified in the IPTN.</li> <li>Develop Vegetation guidelines which includes species selection, planting guidelines for street tree planting considerations</li> </ul>	<p>Develop programmes for:</p> <ul style="list-style-type: none"> <li>Civic scale and public aesthetic improvement,</li> <li>Additional soft landscaping.</li> <li>Public environment improvement and maintenance</li> <li>Improvement &amp; upgrading of Berg River bank</li> </ul>	Develop vegetation guidelines	Prioritise Klein Drakenstein Road for additional soft landscaping.	<p>Develop programmes for:</p> <ul style="list-style-type: none"> <li>A Civic scale and public aesthetic improvement,</li> <li>Additional soft landscaping.</li> <li>Public environment improvement and maintenance</li> <li>Improvement &amp; upgrading of Berg River bank</li> </ul>	<p>Develop programmes for:</p> <ul style="list-style-type: none"> <li>Additional soft landscaping.</li> <li>Public environment improvement and maintenance</li> </ul>
Trading places	Focus on quality and robust trading enabling initiatives.	<ul style="list-style-type: none"> <li>Support CCTV installation</li> <li>Develop Formal market areas and stalls</li> <li>Provision of trade enabling facilities</li> </ul>	<ul style="list-style-type: none"> <li>Support CCTV installation</li> <li>Provision of trade enabling facilities</li> </ul>	<ul style="list-style-type: none"> <li>Prioritise Klein Drakenstein Road for implementing basic infrastructure to enable street trading.</li> <li>Support CCTV installation</li> <li>Develop Formal market areas and stalls</li> </ul>	<ul style="list-style-type: none"> <li>Support CCTV installation</li> <li>Develop Formal market areas and stalls</li> <li>Provision of trade enabling facilities</li> </ul>	Provision of trade enabling facilities
Heritage places	<ul style="list-style-type: none"> <li>Develop a programme of Cultural Heritage spaces focused on Paarl East, Klein Drakenstein Road and built environment heritage focused on Paarl West CBD and Main Street.</li> <li>Prioritise Celebration, Promotion and Preservation of the rich heritage</li> </ul>	<ul style="list-style-type: none"> <li>Heritage Celebration, Promotion and Preservation</li> <li>Develop a Visual Signage programme</li> </ul>	<ul style="list-style-type: none"> <li>Heritage Celebration, Promotion and Preservation</li> <li>Develop a Visual Signage programme</li> </ul>	<ul style="list-style-type: none"> <li>Develop a programme to expose and celebrate neglected aspects of history, specifically focused on Klein Drakenstein Road, Huguenot Station, and environs.</li> <li>Visual Signage</li> <li>Heritage Route</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Visual Signage programme</li> <li>Establish a heritage information centre</li> <li>Establish heritage tour bus service</li> </ul>	Capitalising on the heritage and historic value

LED support	Develop a programme of LED support focused on Paarl East and Klein Drakenstein Road.	<ul style="list-style-type: none"> <li>• Develop Small, Medium and Micro-Sized Enterprises (SMME) Incubators</li> <li>• Business area management</li> </ul>	<ul style="list-style-type: none"> <li>• Support Business rights provision</li> <li>• Develop Small, Medium and Micro-Sized Enterprises (SMME) Incubator</li> <li>• Diversification of economic activities with other uses</li> <li>• Develop Economic inclusionary initiatives</li> <li>• Develop Business area management programmes.</li> <li>• Support Affordable business rental space</li> <li>• Re-use of industrial space</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a programme of LED support focused on Paarl East and Klein Drakenstein Road.</li> <li>• Support Business rights provision</li> <li>• Small, Medium and Micro-Sized Enterprises (SMME) Incubator</li> <li>• Diversification of economic activities with other uses</li> <li>• Develop Economic inclusionary initiatives</li> <li>• Develop Business area management programmes.</li> <li>• Support Affordable business rental space</li> <li>• Re-use of industrial space</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Small, Medium and Micro-Sized Enterprises (SMME) Incubators</li> <li>• Diversification of economic activities with other uses</li> <li>• Develop Business area management programmes.</li> <li>• Support economic enabling infrastructure</li> <li>• Re-use of industrial space</li> </ul>	<ul style="list-style-type: none"> <li>• Capitalising on the historic value of the Costa's olive grove to attract tourists and local communities through community garden programme and local produce market.</li> <li>• Support Business rights provision</li> <li>• Support Affordable business rental space</li> </ul>
Infrastructure support	<ul style="list-style-type: none"> <li>• Develop Vegetation guidelines which includes species selection, planting guidelines for street tree planting considerations</li> <li>• Traffic Impact Assessments need to be done on high-density developments on top of parking facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Promote Mixed use development</li> <li>• Traffic Impact Assessments need to be done on high-density developments on top of parking facilities.</li> </ul>	Develop Bus Stop Programme	<p>Develop the following programmes:</p> <ul style="list-style-type: none"> <li>• Raised Pedestrian crossing programme</li> <li>• Housing Programme</li> <li>• Develop Bus Stop Programme</li> <li>• Upgrade the Amstelhof PTI</li> <li>• Develop bicycle connections program</li> <li>• Support Signage strategy</li> <li>• The Municipality can consider possibility of broadband to become a 5th utility. Policy intervention for broadband, identification of free wi-fi areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade the Huguenot Train Station</li> <li>• Raised Pedestrian crossing programme</li> <li>• Support Signage strategy</li> </ul>	Raised Pedestrian crossing programme
REGULATIONS	Consider pedestrian crossing and bus stop	Do not permit further rezoning/ departures enabling the long-term	Consider vegetation guidelines for the Arboretum area	<ul style="list-style-type: none"> <li>• Consider applying for Klein Drakenstein to be</li> </ul>	Consider applying for Huguenot Station and the adjoining industrial area to	Consider Business rights provision to residential

	guidelines for the whole area.	change from residential to business use in the West CBD.		declared an Urban Restructuring Zone. <ul style="list-style-type: none"> <li>• Incorporating Klein Drakenstein Heritage into the Heritage Overlay Zones</li> <li>• Permit Klein Drakenstein heritage route status</li> <li>• Consider Business rights provision to residential properties along Klein Drakenstein</li> <li>• Consider vegetation guidelines for the Klein Drakenstein area</li> </ul>	be declared an Urban Restructuring Zone.	properties along Klein Drakenstein
DEVELOPMENT GUIDELINES	Expand the urban design guidelines developed for Wellington CBD to Paarl CBD and Surrounds.	Expand the urban design guidelines developed for Wellington CBD to Paarl CBD and Surrounds.	Expand the urban design guidelines developed for Wellington CBD to Paarl CBD and Surrounds.	Expand the urban design guidelines developed for Wellington CBD to Paarl CBD and Surrounds.	Expand the urban design guidelines developed for Wellington CBD to Paarl CBD and Surrounds.	Expand the urban design guidelines developed for Wellington CBD to Paarl CBD and Surrounds.
DEVELOPMENT CHECKLIST	Apply the Development Checklist to all development proposals/ land use management applications.	Apply the Development Checklist to all development proposals/ land use management applications.	Apply the Development Checklist to all development proposals/ land use management applications.	Apply the Development Checklist to all development proposals/ land use management applications.	Apply the Development Checklist to all development proposals/ land use management applications.	Apply the Development Checklist to all development proposals/ land use management applications.
ASSET MANAGEMENT	<ul style="list-style-type: none"> <li>• Generally, municipal land and buildings should be leased as opposed to sold.</li> <li>• Land price should not be the only determinant in decision-making (other development objectives should also be considered).</li> </ul>	<ul style="list-style-type: none"> <li>• Do not alienate or develop any of the parking facilities north and south of Lady Grey Street (in anticipation of Lady Grey Street possibly fulfilling an expanded role as a PTI).</li> <li>• Consideration should be making remaining vacant or underdeveloped municipal land available to entrepreneurs from the local area (as opposed to disposing it through an unrestricted tender).</li> </ul>		Consideration should be making remaining vacant or underdeveloped municipal land available to entrepreneurs from the local area (as opposed to disposing it through an unrestricted tender).	Do not alienate Council land assets at Huguenot Station in anticipation of a redeveloped PTI.	

<p><b>FINANCIAL AND FISCAL MEASURES</b></p>	<ul style="list-style-type: none"> <li>• In financial resourcing, consider the historic inequitable investment between Paarl West and East.</li> <li>• Consider a Capital investment strategy supported by SDF, IDP and LSDF programmes</li> <li>• Public capital investment should be primarily geared to create an environment which is conducive to economic and human development</li> </ul>	<p>Budget for Paarl West CBD and Main Street urban improvement initiatives, specifically:</p> <ul style="list-style-type: none"> <li>• Street parking and footways</li> <li>• Landscaping</li> <li>• Trading places</li> <li>• Heritage places</li> <li>• LED support</li> <li>• Infrastructure support</li> </ul> <p>Budget for a study exploring the cost benefit of locating the main Paarl TPI along Lady Grey Street versus Huguenot Station.</p>	<p>Budget for Paarl West CBD and Main Street urban improvement initiatives, specifically:</p> <ul style="list-style-type: none"> <li>• Street parking and footways</li> <li>• Landscaping</li> <li>• Trading places</li> <li>• Heritage places</li> <li>• Infrastructure support</li> </ul> <p>Budget for the implementation of the Arboretum Urban Design Framework (AUDF).</p>	<p>Budget for Paarl East urban improvement initiatives, specifically:</p> <ul style="list-style-type: none"> <li>• Street parking and footways</li> <li>• Landscaping</li> <li>• Trading places</li> <li>• Heritage places</li> <li>• LED support</li> <li>• Infrastructure support</li> </ul>	<p>Budget for Paarl East urban improvement initiatives, specifically:</p> <ul style="list-style-type: none"> <li>• Street parking and footways</li> <li>• Landscaping</li> <li>• Trading places</li> <li>• Heritage places</li> <li>• LED support</li> <li>• Infrastructure support</li> </ul> <p>Budget for a study exploring the cost benefit of locating the main Paarl PTI along Lady Grey Street versus Huguenot Station.</p>	<p>Budget for Olive Grove urban improvement initiatives, specifically:</p> <ul style="list-style-type: none"> <li>• Street parking and footways</li> <li>• Landscaping</li> <li>• Trading places</li> <li>• Heritage places</li> <li>• LED support</li> <li>• Infrastructure support</li> </ul>
<p><b>INSTITUTIONAL ARRANGEMENTS</b></p>	<ul style="list-style-type: none"> <li>• DM should maintain and further refine the work of the Development and Investment (DI) Desk.</li> <li>• All project teams should be multi-disciplinary in composition.</li> <li>• To communicate regularly with those who have any interest in the centre, including businesses, transport operators, government agencies, property owners, investors and developers</li> <li>• Identification of a project owner and driver that can guide and motivate for the implementation of the project proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• Strengthen the public-private sector arrangement in place to enhance day-to-day urban management of the West CBD.</li> <li>• Seek Institutional mechanisms to attract investment such as the establishment of "business improvement districts" and financial incentives.</li> <li>• Establish a partnership with the businesses and property owners in the city centre with each group taking appropriate responsibility for the funding, management and pursuit of various aspects of the strategy.</li> <li>• Identify business activity gaps in the centre and actively seek out</li> </ul>	<p>Seek an appropriate partner to develop the Waterfront site.</p>	<ul style="list-style-type: none"> <li>• Partner with local business and institutions to expose local heritage sites along Klein Drakenstein Road.</li> <li>• Seek Institutional mechanisms to attract investment such as the establishment of "business improvement districts" and financial incentives.</li> <li>• Establish a partnership with the businesses and property owners in the city centre with each group taking appropriate responsibility for the funding, management and pursuit of various aspects of the strategy</li> <li>• Identify business activity gaps in the Paarl East area and actively seek</li> </ul>	<ul style="list-style-type: none"> <li>• Achieve the support and buy-in of local communities and property owners for urban renewal programmes.</li> <li>• Seek Institutional mechanisms to attract investment such as the establishment of "business improvement districts" and financial incentives.</li> <li>• Discussion with PRASA, be prioritized to unlock potential of station area. Engagement required to build relations in order to unlock vision for the area. Point for discussion include spatial plan, budget, time frames for implementation.</li> </ul>	<p>Seek institutional mechanisms to attract investment such as the establishment of "business improvement districts" and financial incentives.</p>

		businesses to fill such gaps.		out businesses to fill such gaps		
ADVOCACY	Leadership should advocate the need for careful consideration of the impacts of broader space economy changes on Paarl CBD and Surrounds (specifically development south of the N1).	Leadership should advocate for careful cost-benefit analysis of Lady Grey Street versus Huguenot Station as the main Paarl TPI.	Leadership should: <ul style="list-style-type: none"> <li>• Recognize the inter-generational significance of the Arboretum as a place of recreation and retreat for all citizens.</li> <li>• Ensure that the proposals contained in the AUDF be resourced.</li> </ul>	Leadership should advocate the need for proactive investment in Paarl East (reversing past neglect).	Leadership should advocate for careful cost-benefit analysis of Lady Grey Street versus Huguenot Station as the main Paarl TPI.	Leadership should advocate for greater exposure of the Olive Grove to support LED.



## **ANNEXURE B: Historical Context of Klein Drakenstein Road, Paarl Waterfront and Huguenot Station**

This section focuses on the historical context of the Paarl CBD, the Waterfront site - Arboretum, Huguenot Station and Klein Drakenstein Road precincts. It draws upon the works of various heritage specialists notably Ivan Arendse who documented the lost history of Paarl. In this section, heritage sites have been identified and are explained concisely. A map depicting the main identified heritage sites follows the descriptions and listing.

### **MAIN CULTURAL HERITAGE SITES IDENTIFIED IN PAARL**

#### **1. Huguenot Station and De Kraal**

The Huguenot sport ground was historically part of the Paarl community since 1933. This was an area that attracted people from everywhere and it was the nucleus of community life. People participated in netball, cricket and rugby in this area. It also served as the area where Christmas choirs came together and was the nucleus of community life. International teams like the All Blacks came to the Kraal to

conduct coaching clinics (Arendse, 2007).

#### **2. Agter Stasie se mense**

The area *Agter Stasie* was the area east of the Huguenot railway station. The residents rented from the Lattiefs as well as from the attorney, Volks. Known businesses in the area were Vaso, Beacon winkel and the Allie fruit stall. The Riverstones rugby club has its origin in the area. The people were forced to move to the area called that was considered a slum area and were moved to Chicago. The Frolicks, Mitchels are some of the known families from this area (Arendse, 2007).

#### **3. Bethany School**

According to Cloete (2017), the school was formed in 1918 by the Bethel Congregational church. Because of the growth in learners the new building was erected in 1926 in Klein Drakenstein Road. Rev Thorne, minister of the Bethel Congregational church at one time served as principal at the school. The school stop functioning in 1987 and the pupils transferred to the new Charleston Hill Primary school.

#### **4. Plankies School (Ebenezer- Arendse)**

Cloete (2017) states that the Ebenezer Primary was formally known as Klippiesdal Primary and was the first state school in Paarl East and established on 18 July 1955. The school was renamed to Ebenezer Primary on 9 October 1956. The school has played a significant role in the community and boast several alumni that have all made their mark in society.

#### **5. Zions church**

The Zions church as it stands today has her origin from the Het Gegeesticht church in Main Street that was originally built for the slave worship and services. The church became too small and the new building was built in 1842 in Zions street in Paarl. Because of the Group Areas Act, the church had to move to Klein Drakenstein Road after closing in 1968. Although Rev Theron won the case, he was not allowed to stay in the church manse, because of the Group Areas act. The new church was erected on 28 November 1976 with Rev Erwee as the minister (Cloete, 2017).

#### **6. Drakenstein Hotel – Desmond Davids/Mr Petersen**

Cloete (2017) is in the opinion that the Drakenstein Hotel was once considered an iconic place, where business men stayed over. This was also a gathering for the locals who frequented the place, seeking local entertainment. Desmond Davids was a manager of the Hotel. Saturday matinees and evening discos with a cowboy bar and ladies lounge was the heartbeat of the local entertainment scene.

### **7. Planet Bioscope**

The iconic planet bioscope was the centre of entertainment. With a 13h00, 17h00 and a 20h00 show as well as a weekly Friday evening midnight show. The characters from the era were, Tamatie, Peter Voete. Beside the entertainment the cinema also hosted variety shows with the likes of Richard Jon Smith, Ronny Joyce, Johnathan Butler, Walter Brown and Lionel Petersen (Cloete, 2017).

### **8. Ivanhoe Park**

Cloete (2017) states that Ivanhoe Park was built by the local entrepreneur,

Fred Abrahams, who introduced self-service super markets to the area. Ivanhoe Park was named after his son. (more interviews to follow)

### **9. "Stoepe"**

The Stoepe is the was the heartbeat of the area known as die Rug where the community was forced to relocate too. The economic hub was home to established businesses such as Broadway Hardware, Robot, Mayfred, Matco, Foodworld, Centrepont, Monte Carlo, Margos Inn, Lantern Inn, the Mind's Eye, Ray Alexander Union Centre. Community radio station and Koinonia are two of the contemporary organisations that has its roots in the Stoepe. The best Gatsbys can be bought at the stoepe (Cloete, 2017).

### **10. Bethel Congregational church**

The legal clinic and the Bethel church became a sanctuary for the disenfranchised. The church has its origin from a group of 209 disgruntled church members who broke away from the Zions church in the 1800's. The first AGM of the Bethel church was conducted on 6 March 1893 in the Foresters Hall. A new church was built

by the members of the congregation between Rose and Templier Street with school (1894) and a commitment to serve the community. Between 1912-1947, Rev William Lloyd served as minister and under his guidance, the church flourish in the area of education, culture, primary health, music. Rev John Thorne was the first black minister of the congregation between 1956-1972 who had to oversee the relocation of the new church to Paarl East. The members under the leadership of Rev Thorne marched from the old building in Rose Street to Evans Street in Paarl East. The new church was built by the congregation who sacrificed their time and energy, with Rev Thorne giving up his salary in order for the work to continue. The current church is built on a former "bloekombos, that was owned by Mr Hennie Prins. Rev Abe Maart succeeded Rev Thorne in 1975 and the church became a sanctuary for the fight against Apartheid. Rev Maart was detained many times and the church was involved with legal aid clinic and many other social development projects (Cloete, 2017).

### **11. Huguenot V GK**

The Huguenot VGK has her origin from the Zions church in the centre of town. The congregation eventually won a six-year court case that determined that Rev Theron was the rightful minister of the congregation. To preserve the peace, the church changed the name to the Huguenot VGK on 16 November 1969 (Cloete, 2017).

## 12. Die “Ou Tuin”

The area known as the “Ou Tuin” included the areas of New, Loop, Breda, van der Lingen and Waterkant Streets, Thom, Malherbe, du Toit Streets as well as May Street. This was a multi-cultural setting with people from Jewish, Muslim descent (the two mosques) in the area are indicative of an era that has gone by the Christian Faith. These were land owners and tenants. From this area the rugby clubs such as Violets, Vineyards and Gardens were formed. The former coach of the South African national rugby team Peter de Villiers hails from this area and was a member of the Gardens rugby club. This once thriving cosmopolitan community was reduced to rubble when the institutions and homes were demolished as part

of the draconian group areas act. Aubrey Minaar recalls, (Paarl Post August 2017)” They tried to break us, destroy us with their inhuman laws, but today, 50 years after that futile attempt, we can proudly proclaim that in trying to destroy us, they made us stronger, more resilient and, in the process destroyed themselves” (Cloete, 2017).

## 13. Costas Olive Grove

## 14. William Lloyd Primary School

## 15. Paarl Market

## 16. Old Rembrandt Mall

### ADDITIONAL CULTURAL HERITAGE SITES IDENTIFIED IN PAARL

#### 1. Klein Drakenstein Road

1. JJ October Upholsters
2. Gaby’s Corner
3. Katz Flats
4. Dr Joey Cupido
5. Tillie hairdresser
6. Mr Elbring
7. Giennie Hair dresser
8. Beckman se winkel

9. du Plessis Garage

10. Govender se busse

11. Bads- “Geelblokke”

12. Kreefgat –

13. Dr Francis/Dr Prezense

14. Mr Wolf

15. Police station

16. Robot- Matco- Foodworld- Shoprite

17. Essops – First self-service super market, Safari Café, Flippie

18. Broadway Hardware

19. Davey Esau bottle store

20. Police station

21. Paulus Joubert

22. Annunciation Church

23. Straus Hall

24. Frikkedel dorp – to Amstelhof

25. New York

26. Reservoir

27. Spes Bona Garage

28. Ascension church

29. Sonop Primary

30. Paarl Passenger Transport

31. Denneburg and Drakenstein Primary

32. The Appachies and the Elephants (the stylish, mafia style gangsters).

## 2. Central Business District

1. Allies Fruit
2. Baas Fanie
3. Mr Morris shop
4. Paschens Butchery
5. Wamakery
6. Post Office

7. Paladium bioscope

8. Police station

## 3. Paarl Waterfront Development and The Arboretum

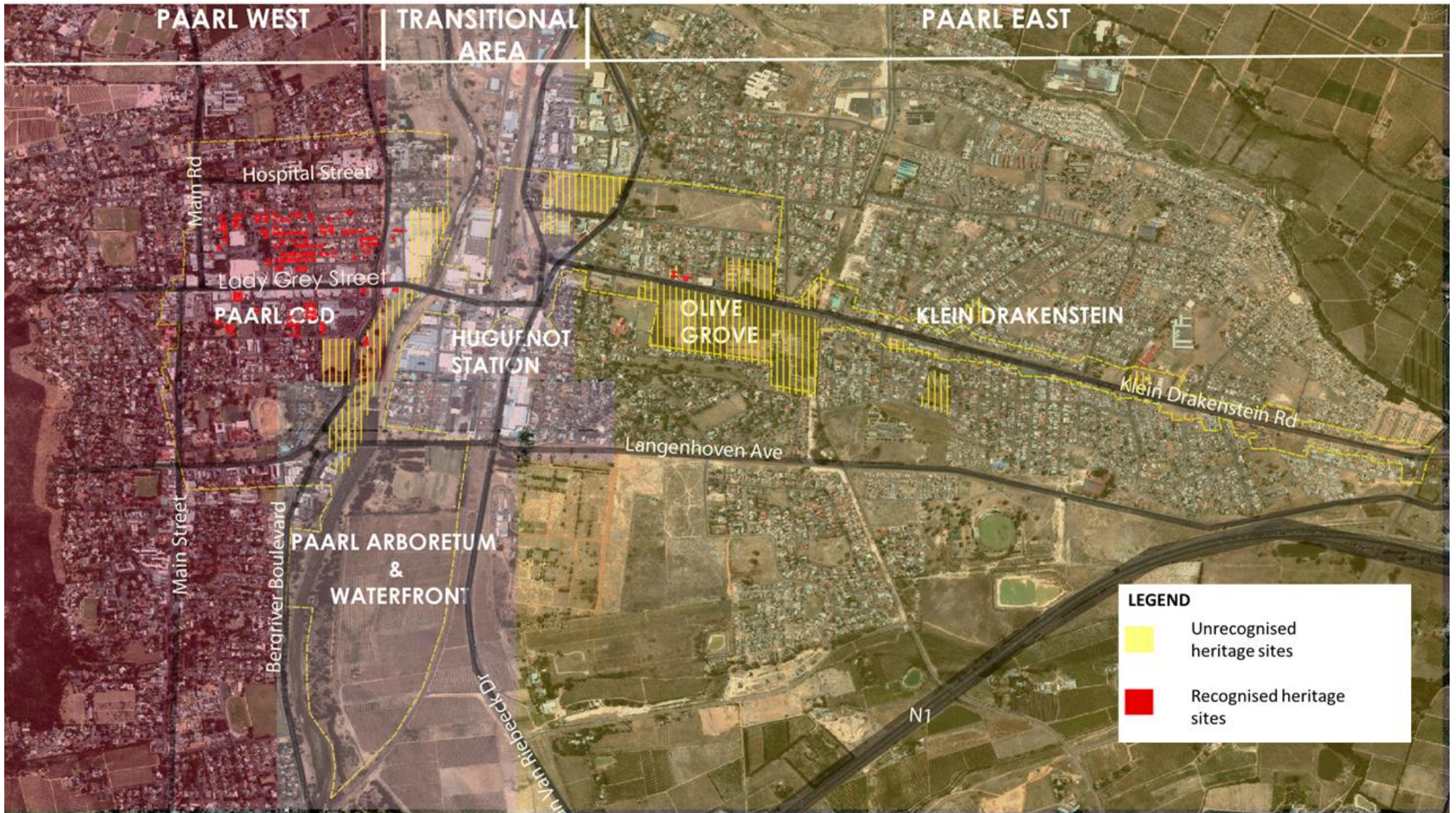
1. Oak Hotel on the corner of Breda Street and Lady Grey Street
2. Masomic Hotel
3. Where the current police station is, the bioscope was, The Roxy

4. Laundry area Washing areas-Sammy Andrews

5. The area of Violets

## REFERENCES

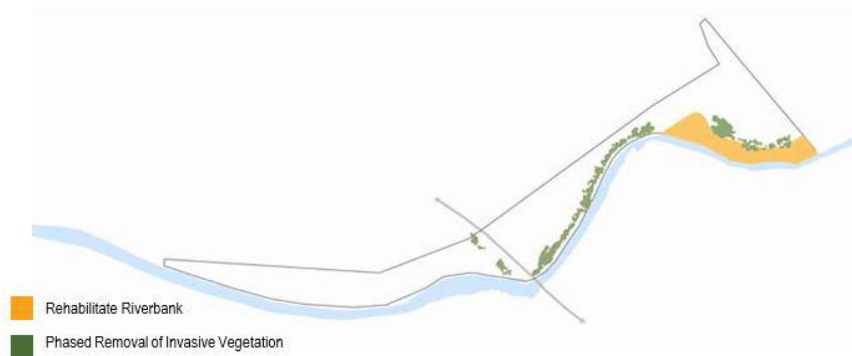
- Cloete, H. C. A. 2017. Historical Context of Klein Drakenstein Road, Paarl Waterfront and the Huguenot Station.
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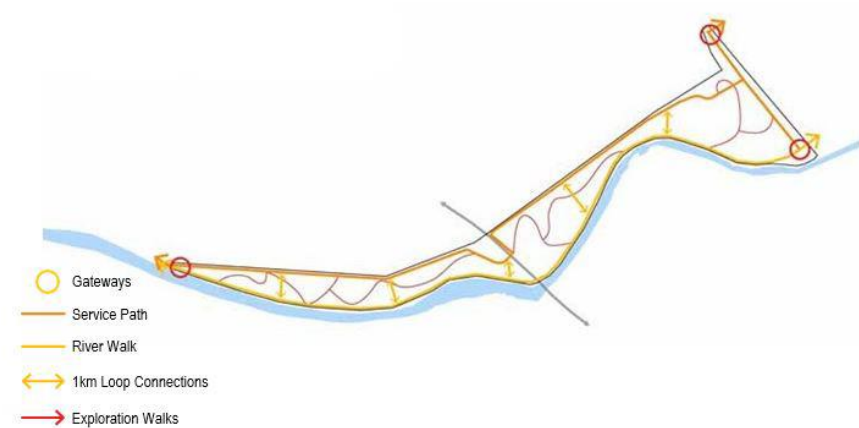
## ANNEXURE C: Summary of Proposals in the Paarl Arboretum Urban Design and Landscape Framework (AUDF)

The Paarl Arboretum Urban Design and Landscape Framework (AUDF) identifies intervention measures for the Paarl Arboretum area. (Paarl Arboretum Urban Design and Landscape framework/preliminary Draft June 2015). Site specific concepts identified in the UDLF include:

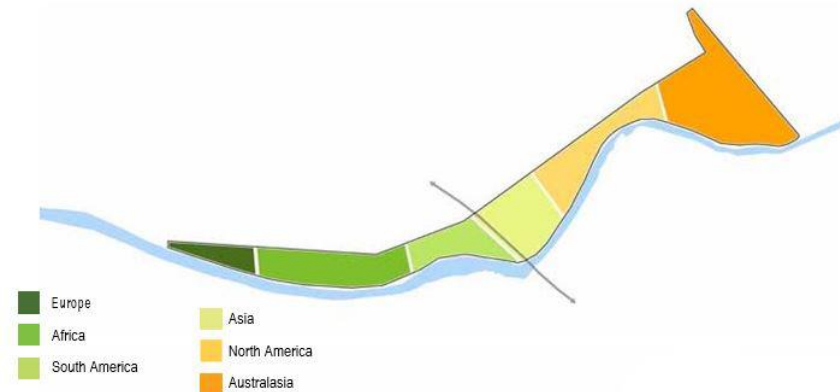
**Rehabilitate:** Remove the alien vegetation, repair existing facilities, protect the valuable areas of the site and improve access.



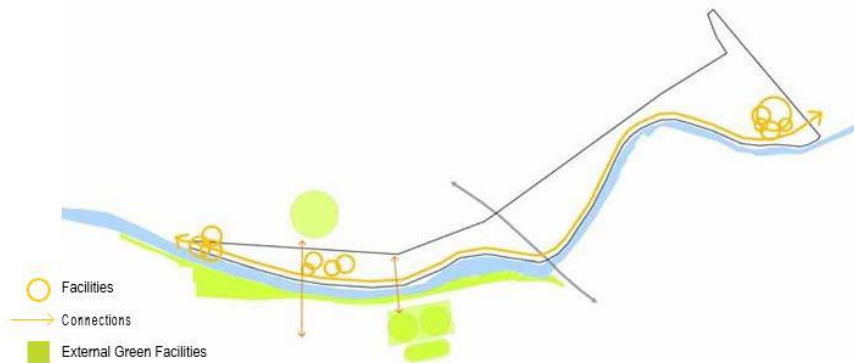
**Celebrate Continents:** Provide legible and clear indications of continental groupings of trees and label the trees appropriately.



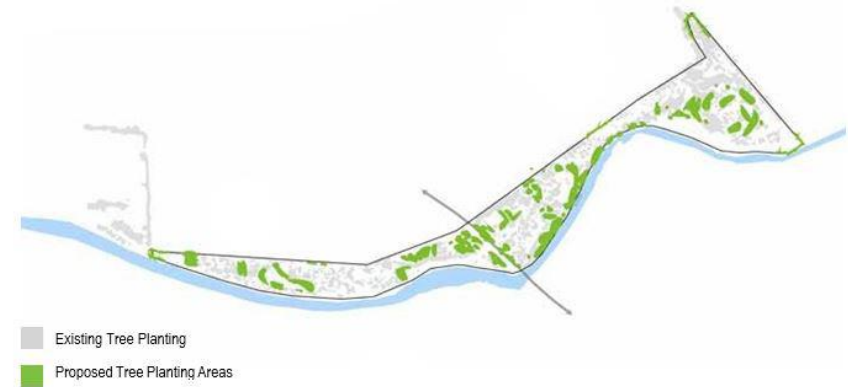
**Safe and Legible Movement:** Improve circulation with new service/multi- purpose road, river walk and exploration paths, provide lighting as well as providing maps and signage.



**Cluster Facilities:** In order to create nodes of interest and improve usage it is essential to cluster activities by usage i.e. passive recreation, smaller children, adult and teenager active uses, into nodes that are linked by clear circulation and protected by access control and supervision.



**Reinforce Character Through Activities and Uses:** By means careful siting of the above-mentioned clusters of activities, the nodes become reinforced.

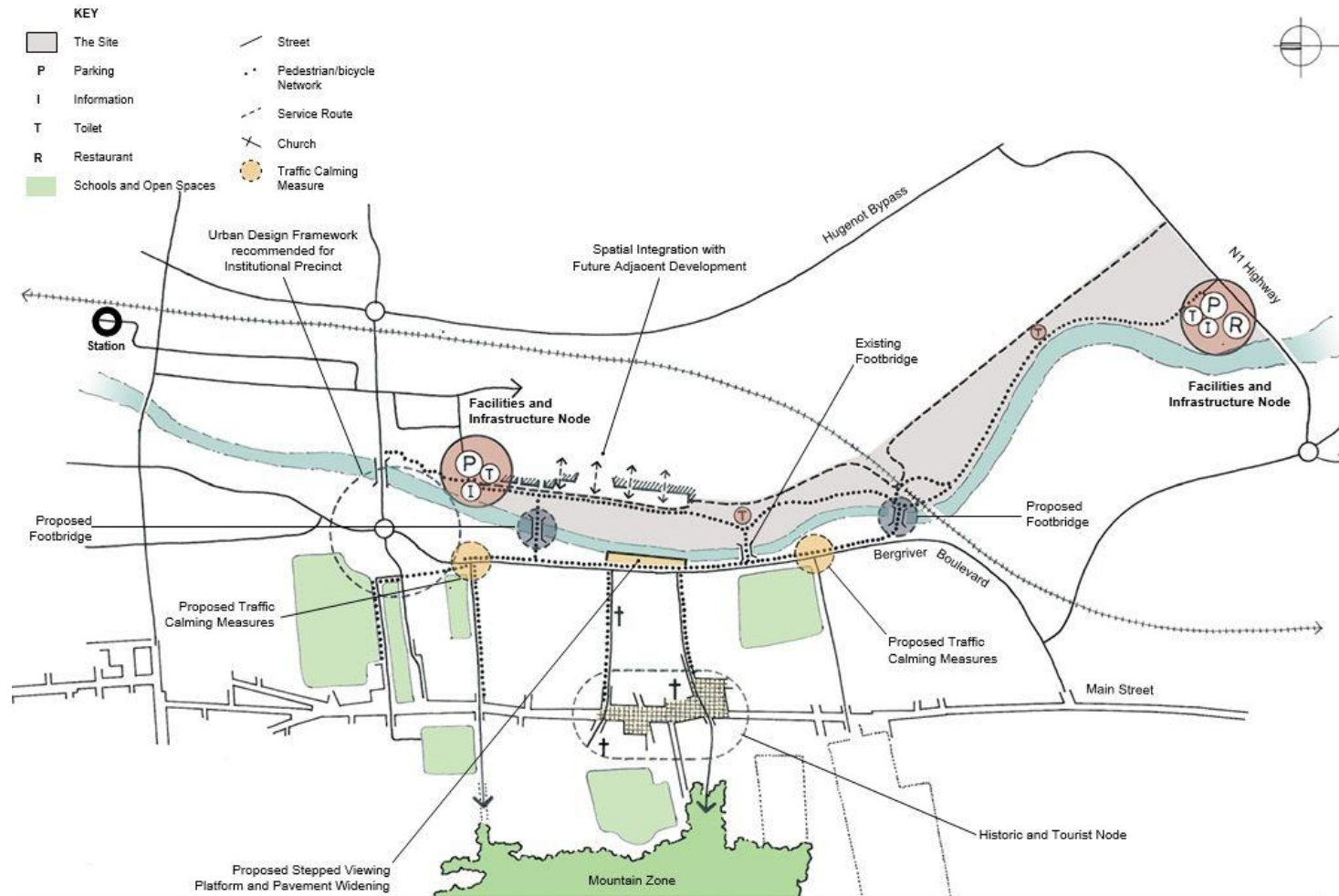


**Plant More Trees:** Add additional tree planting to reinforce the continental grouping, especially of those that are under-represented and have suitable areas for planting and increase the Mediterranean climate species and interesting flowering trees.



The images below show the larger scale concept at different scales. In the concept, the NMT network in the old central part of town is upgraded to make walking and cycling as safe, and as pleasant an experience as possible. Through this

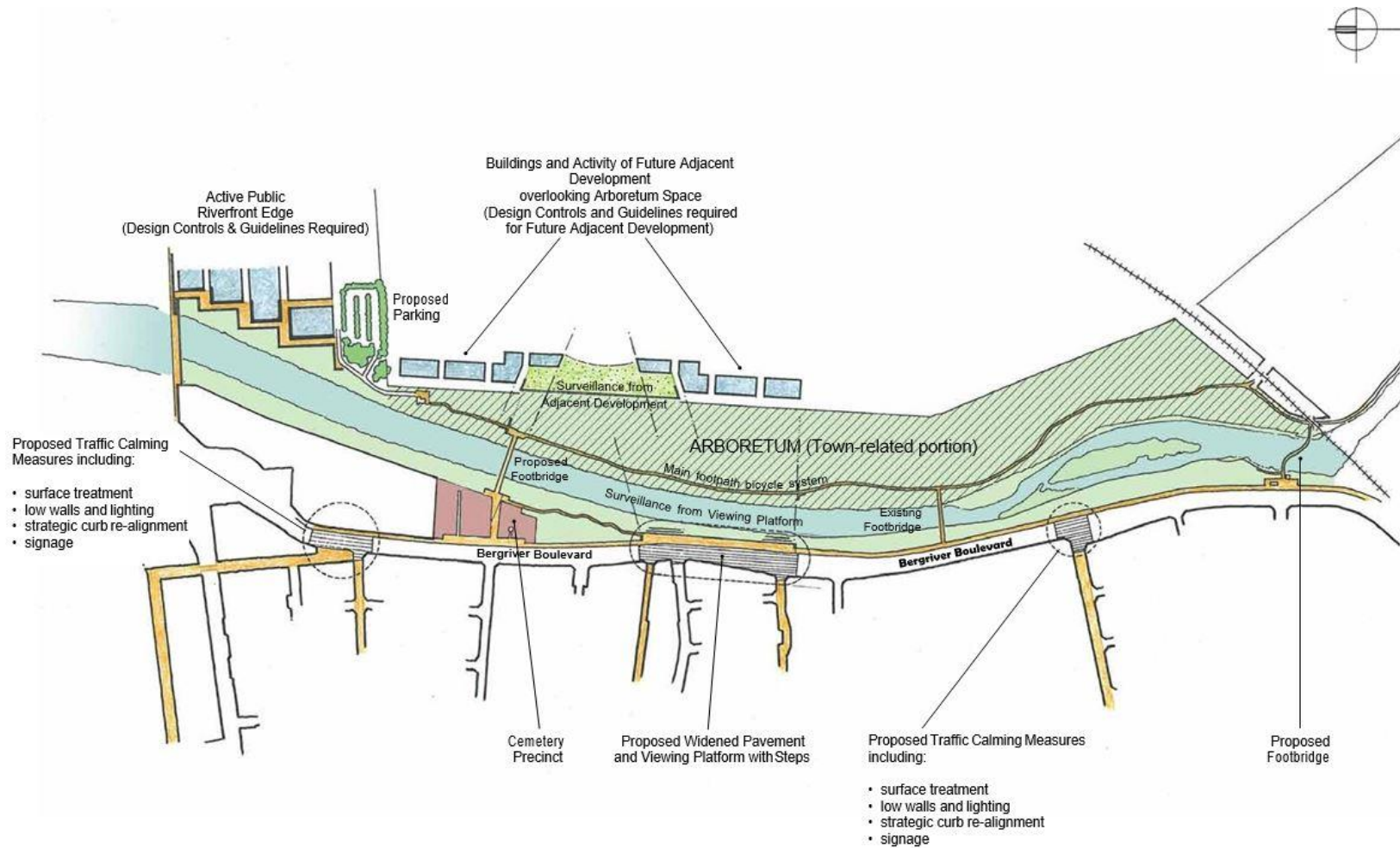
action, the mountain, river and arboretum are moulded into a single, integrated experience. To give the historic precinct a more defined 'heart', a forecourt space is made in front of



### Urban Design Concept at the Larger Scale



the church. It is recommended that an urban design concept be developed for the institutional precinct to the north.



Urban Design Concept for the site and immediate surroundings.

## Proposals

The following projects list is based on the facilities and activities that are proposed in the framework plan. The actual timing of the projects and the order in which they are scheduled are dependent on the priorities of the municipality and on other projects that have a bearing on the arboretum site such as the waterfront or sports field developments on the adjacent properties as well as the availability of partnerships or public interest in the commercial opportunities.

Proposals are that propose that the site be considered as two entities and that their development be tackled in tandem as follows based on their characteristics and opportunities.

**Section/Area A:** Northern part of the site from the railway line to the entrance at the north, this area is the most closely linked to the town and currently experiences the greatest amount of use. It comprises the botanical continents or planting areas of Europe, Africa

and South America.

**Section/Area B:** Southern part of the site from the railway line to the southern entrance which is wilder, less used and of a more rural or wilderness character. It comprises the botanical continents or planting areas of Asia, North America and



**Section A and Section B proposals**

Australasia together with the existing nursery facilities.

### **Develop initial facilities in Area A:**

Consolidate, protect and upgrade the existing arboretum facility to increase its use and accessibility, an increase in the number of users will improve security and safety of users. In this phase limit access to daytime use by closing the gates at the bridge and entrance at the southern side.

- Consolidate pedestrian and cyclist circulation by upgrading and extending the riverfront walkway in area A and the new service/ multipurpose road along the eastern boundary to provide service access and to complete the circuit route in Area A
- Fence the play areas, this is in order to indicate that it is a valued resource and to minimize unlawful entry and use by undesirable elements.
- Provide seating, tables and litter bins to Oak Forest Recreation area to allow use of this area for passive recreation and picnicking
- Build Adventure/Active Play Area
- Build new toilets under a lookout platform at the existing pedestrian bridge
- Develop the Common Lawn Space
- New Tree Planting to reinforce existing character and spaces

### **Develop new facilities in Area A**

- Upgrade parking area and entrance to the northern area to provide access and information on the arboretum and improve the toilet facilities for public use.
- Add new pedestrian bridge to the northern side
- Build the Town Viewing Platform on the west side of the Berg River. Develop the initial facilities for the Nature Play Area
- Construct Riverside Platforms

- Build new pathways and infrastructure for the Botanical Walks and Outdoor Rooms
- Install Outdoor Exercise equipment and pads

### **Repair and rehabilitate Area B:**

- Set up new tree procurement and growing-on nursery in the area of the existing nursery facility for the re-vegetation and new planting program Implement an alien clearing and re-vegetation program along the river edge in phased section to allow wind protection for the existing vegetation till the new trees grow to a reasonable size.
- Construct an establish the wetland filtration and dam area
- Implement a new tree planting program to consolidate and regenerate the existing arboretum planting

### **Construct new infrastructure and facilities in Area B:**

- Construct pathways and Service road to area B
- Construct new pedestrian access along southern boundary Upgrade parking area and entrance to the southern B area to provide access and information on the arboretum and improve the toilet facilities for public use of Area A
- Extend hard river edge along east side of Berg River
- Construct new pedestrian bridge and boardwalk under the railway bridge to give access to Area B
- Build boardwalks, bird hides and picnic facilities
- Provide Eucalyptus Forest Walk facilities

### **Develop Forest Village Commercial Facility Opportunity Site (18)**

- Restaurant Coffee shop
- Boutique hotel or lodge Retail nursery
- Tree growing on nursery

- Arboriculture research and education facility Conference facilities
- Parking