

# WELLINGTON CBD URBAN DESIGN FRAMEWORK



URBAN DESIGN FRAMEWORK REPORT: OCTOBER 27<sup>th</sup> 2015





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# GLOSSARY OF TERMS & ABBREVIATIONS

CBD – Central Business District

CID - Central Improvement District

CPUT - Cape Peninsula University of Technology

DFU - Development Facilitation Unit

DM - Drakenstein Municipality

DTPW - Department of Transport and Public Works

IDZ - Integrated Development Zone

LED - Local Economic Development

NGK -Nederduitse Gereformeerde Kerk (Dutch Reformed Church)

NMT - Non-motorised Transport

P1 - Project 1

PMR - Provincial Main Road

WCG - Western Cape Government

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# 1. INTRODUCTION

## 1.1. PURPOSE OF THE PROJECT

The purpose of the Urban Design Framework for the Wellington CBD is to provide an overall framework for coordinated action between the municipality and its public and private sector partners. Besides an overarching vision and framework, the project purpose is to provide practical proposals for public and private sector investment that can reverse the decline of the Wellington CBD and create a vibrant town centre that promotes economic growth and integration. The purpose is to also identify specific precincts in the study area where energy and investment should be focused and so this report includes detailed proposals for priority focus areas. It also provides guidelines to facilitate quick and clear decision making on projects and plans.

## 1.2. THE STUDY AREA

Wellington is the second largest as well as second most economically significant settlement within the Drakenstein Municipality. It is 12km from Paarl, which is the primary town and economic centre of the municipality.

The project study area is defined as the historic CBD of Wellington, focusing on the main historic streets of Main Road and Church Street, that intersect at the Dutch Reformed Church. The boundary of the study area is indicated in Figure 1.

## 1.3. THE FOCUS OF THIS REPORT

This report presents the refined Urban Design Framework as well as precinct plans for the 7 priority areas within the study area. It also includes design principles and guidelines to assist the public

and private sectors in implementing the precincts plan proposals and achieving the Vision for the Wellington CBD.

This report should be read in conjunction with the Status Quo and Draft Concept Reports for the Wellington CBD Urban Design Framework.

## 2. REGENERATION BEST PRACTICE AND THEMES

### 2.1. BEST PRACTICE LESSONS

The Status Quo report presents findings on local and international best practice for small town regeneration. These findings were supported, and expanded on at the stakeholder engagement workshop on 18th of June 2015. The key considerations arising from this are listed below.

- The CBD should have a "Sense of Place", responding to the historical built environment qualities of a place and its relationship with its natural and cultural setting (e.g. topographical backdrop, agricultural edges, riverine corridors)
  - Appropriate forms of heritage interpretation, information, signage and representation should be used to enhance the understanding of heritage significance of the CBD for all cultures and histories.
  - Regeneration interventions need to support and complement existing businesses and investors, ensuring that interventions create value for private sector entrepreneurs, investors and the community.
  - That a high quality, appropriately scaled, well managed built environment comprising public space and buildings, is essential in define the CBD character and is critical to enabling a diverse and inclusive local economy.
- Streets and spaces should feel safe, welcoming and comfortable to be in with visual connection between street space and the activities within the buildings so that there are "eyes on the street"
  - Comfort and dignity are associated with amenities such as shade, seating, ablutions and spaces where all feel welcome and safe.
  - Places must be easy to get to and well integrated with their surroundings so people can move around conveniently and affordably – by foot, by car or by public transport.
  - Improved levels of permeability for pedestrians and vehicles to enhance access to local opportunities and facilities and support thresholds for amenities and economic activities.
  - Urban regeneration interventions should respond to and support the specific economic roles that Main Road and Church Street play in the Wellington economy and that opportunities exist to strengthen the connections between these different roles.
  - CPUT is an important anchor for Wellington and its integration in the urban fabric should be strengthened.
  - The decentralization of the residential and commercial property sectors remains a potential threat and needs to be managed.
  - Improvements of the taxi facilities along with other transport services such as tourist and farm worker services and facilities are essential to improving mobility and access to employment opportunities in and around Wellington.



## 2.2. REGENERATION THEMES

This section draws from the analysis contained in the Status Quo Report and outlines the most important issues and opportunities for Wellington CBD grouped into 5 themes. These themes distill the defining characteristics of the CBD.

Synthesizing the elements of access, urban design, land use, activity, built form, heritage, economy and environment, these themes describe what currently makes Wellington tick as well as highlighting latent opportunities for regeneration.

Drawing from stakeholder engagement and the urban design analysis, 5 regeneration themes have been identified as relevant to the Wellington CBD:

1. Protect the Heart of the Town.
2. Consolidate Education.
3. Support a Resilient Local Economy.
4. Enhance the Destination (Culture, History and Society).
5. Celebrate the Agricultural Base.

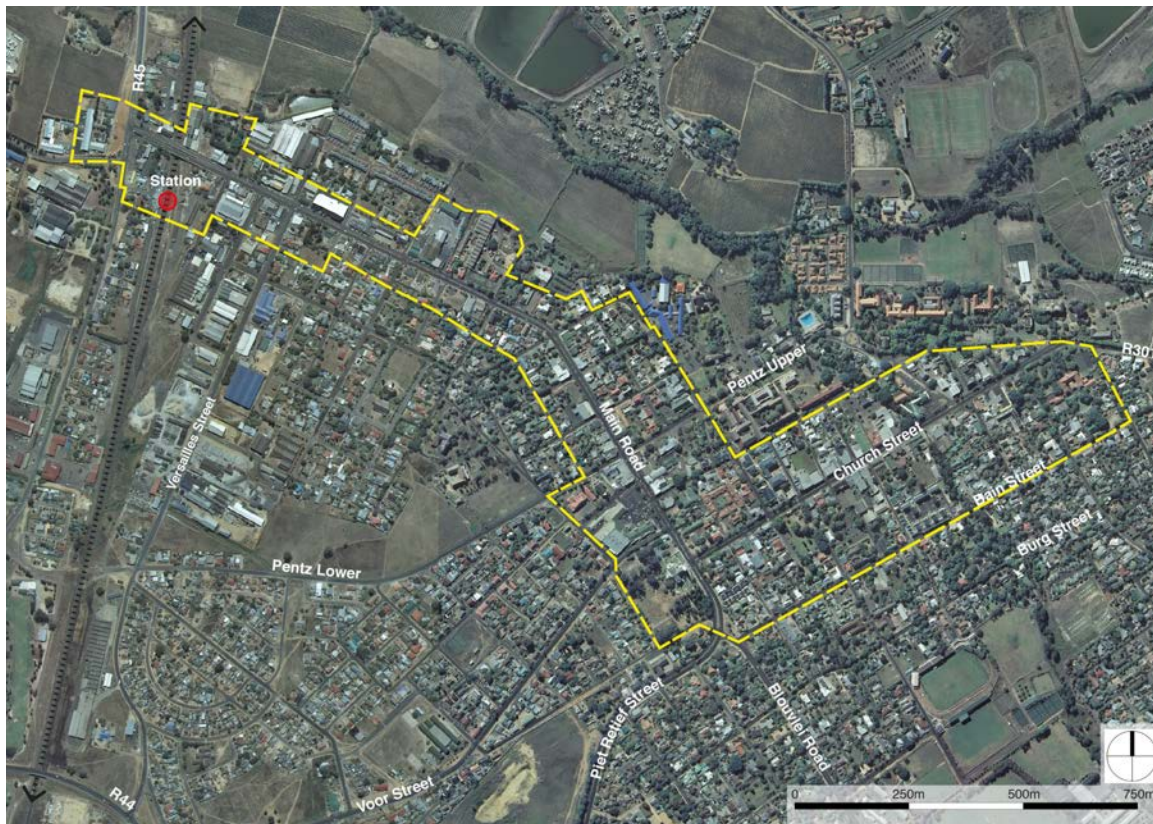


FIGURE 1. STUDY AREA BOUNDARY



FIGURE 2. IMAGE FROM THE PORTAS REVIEW ILLUSTRATING AN ACTIVE HIGH STREET AND VIBRANT TOWN CENTRE (2011)



Photo for attractive & competitive: GmbH

FIGURE 3. CREATE PLACES FOR PEOPLE (JAN GEHL)



### 3. PRINCIPLES AND GUIDELINES FOR IMPLEMENTATION

#### 3.1. PRINCIPLES

The urban design framework and focus area proposals that follow are based on a number of important urban design principles which are outlined and illustrated below.

##### 3.1.1. INCLUSIVITY

The concept aims to use integrating elements such as public space improvements and creation of pedestrian linkages to better integrate the parts of the town. The public realm is viewed as an inclusive place where diverse communities and visitors feel welcome.

- Improved connectivity between destinations and activity nodes;
- Provide a variety of attractions and visually active frontage along main pedestrian routes;
- Improved legibility through the provision of wayfinding and directional signage along key pedestrian and touristic routes;
- Provide safe and pleasant NMT upgrades to significant pedestrian movement routes including lighting and tree planting;
- Provide sidewalks that are generous in width allowing for comfortable unhindered pedestrian movement;
- Provide sidewalks that are level, paved and clearly indicate the pedestrian environment;
- Avoid fragmenting the pedestrian routes with vehicular, delivery and service entrances; and
- Provide landscape furnishings such as a benches, signage, lighting, shelter and tree planting or waste receptacles in strategic locations.



PHOTO 1. PUBLIC REALM IMPROVEMENTS (PAVING AND PLANTING) CREATE A MORE PEDESTRIAN FRIENDLY STREET - BELGIUM



PHOTO 2. RECONFIGURATION OF THE STREET AND PUBLIC SPACE UPDATES CREATE A MORE POSITIVE AND PEDESTRIAN FRIENDLY SPACE - NEW YORK



PHOTO 3. WIDE SIDEWALKS PROVIDE SPACE FOR A VARIETY OF ACTIVITIES - SITTING, WALKING AND SPILL OUT SPACE FOR CAFE'S AND RESTAURANTS



PHOTO 4. STREETS DESIGNED TO BE MULTI-USE - TELEGRAPH AVENUE STREET MARKET, BERKLEY



### 3.1.2. IDENTITY AND BELONGING

The three gateways to the town are intended to create a sense of arrival and identity for the CBD. The concept highlights the potential for a linked system of activity nodes, spaces and routes. These are social places: they are places of informal meeting, gathering and sometimes trading.

Gateways and public spaces should enrich the qualities of existing public realm through the design and creation of successful public environments that encourage people to spend time in them.

Identity and belonging extends to the sense of place and identity of the CBD as a whole and of the nature of the public realm.

- Enrich the existing character / sense of place, through responsive and creative urban design and landscape interventions;
- Establish gateway spaces and public spaces that engage with, and re-inforce positive public and social activities;
- Establish and or re-inforce well located public and social spaces that are already associated with public facilities, transport interchanges / nodes and commercial activities;
- Encourage markets and trading activities to be established in well located public spaces and through the appropriate channels;
- New developments should respond to and complement their settings;
- Urban design and landscape interventions should build on indigenous character and strengthen local identity;
- Build on existing character to create richness and sense of place through the celebration of local community and stakeholders, allowing for public engagement along the design process;
- Develop an urban landscape language that is unique and identifies with the context of Wellington; and

- Employ a well conceived system of landscape elements that contribute to a high quality public environment.



PHOTO 5. STANFORD VILLAGE GREEN LOCATED JUST OFF THE MAIN COMMERCIAL STREET - A MULTI-FUNCTIONAL SPACE



PHOTO 6. STANFORD VILLAGE GREEN USED FOR A MARKET A WEEKLY MARKET



PHOTO 7. HERMANIUS DURING THE WHALE FESTIVAL - THE TOWN CENTRE IS LOCATED ALONG THE COASTAL EDGE CONTRIBUTING TO ITS SENSE OF PLACE AND ATTRACTION



PHOTO 8. RIEBEEK KASTEEL - VIEWS THROUGH THE TOWN TO THE AGRICULTURAL LANDSCAPE AND MOUNTAINS SURROUNDING THE TOWN HELPING TO CREATE A SENSE OF IDENTITY



PHOTO 9. THE NG CHURCH ON THE AXIS OF CHURCH STREET, WELLINGTON IS AN IMPORTANT LANDMARK FEATURE



PHOTO 10. THE TOWN OF STELLENBOSCH IS STRONGLY ASSOCIATED WITH THE UNIVERSITY CREATING A UNIVERSITY TOWN IDENTITY AND FEEL



### 3.1.3. RESPOND TO HISTORY

The framework responds to the existing historic fine grained street grid which enhances accessibility as well as connecting key historic places, buildings and places of memory into the main public space system.

- Ensure a sensitive response to the natural and built context and scale;
- Protect and enhance protected landscapes, structures and buildings;
- Protect and enhance the historic grain and character of the CBD;
- Protect and enhance the relationship between the CBD and it's landscape setting (river corridor, agricultural landscape mountain views); and
- Distinguish old from new but ensure visual harmony between historical fabric and new interventions in terms of appropriate scale, massing, form and architectural treatment.

- Ensure new building height is appropriate in maintaining views to ridgelines / peaks or water body;
- Avoid blank walls, and land-locked effect by maintaining visual permeability to surrounding agricultural / mountain landscapes;
- Provide view corridors and pedestrian / open space linkages to the key green corridors;
- Create cohesive rhythm between landscape elements; the street trees, furnishings, paving, lighting and signage / wayfinding;
- Public spaces and streets should be landscaped with an aligned planting of deciduous trees to create a tree canopy at maturity and a cohesive, unified character for the area; and
- Ensure buildings along major structural routes respond to the climate through the implementation of colonnades and overhangs to provide shade and protection to pedestrians from rain and wind.

### 3.1.4. RESPOND TO THE NATURAL AND LANDSCAPE CONTEXT

A feature of the town is the proximity to its authentic and agricultural hinterland. The concept promotes connections which highlight this unique setting. Key view corridors are also protected through the reinforcement of the street grid.

All streets, and public spaces should be visibly unified and respond to the landscape context through the appropriate choice of planting, and materials employed that define the public realm and provide protection against the elements:

- Integrate pedestrian linkages with water elements;
- Provide lookout points and access to the surrounding agricultural landscape;



PHOTO 11. POSITIVE RESPONSE TO THE RIVER EDGE



PHOTO 12. RIEBEEK KASTEEL - THE TOWN IS SET WITHIN THE VALLEY RESPONDING TO ITS NATURAL LANDSCAPE AND CONTEXT



PHOTO 13. OVERHANGS AND COLONNADES PROVIDE SHELTER FROM THE ELEMENTS AND POSITIVE INTERFACES TO THE STREET



PHOTO 14. HISTORICAL BUILDINGS SHOULD BE CELEBRATED WITH VISUAL HARMONY BETWEEN OLD AND NEW



### 3.1.5. ACCESS AND CONNECTIVITY

The concept recognises the significance of Church and Main Streets as the “main streets” of the town - and the key to the economic future of the CBD. The concept also reinforces and protects the existing fine-grained street grid which provides a walkable and convenient environment.

- Comfortable routes with even surfaces, gentle gradients, generous sidewalks, shelter from the elements including shade and rain;
- Street furnishings, trees and amenities should not clutter the public realm and pedestrian environment, but rather occupy consistent, well defined zones parallel to the pedestrian walking zone;
- Places to sit / linger / rest;
- A clear network of unimpeded and connected routes connecting key destination places within the CBD;
- Movements routes must be legible: clearly signposted with consistent wayfinding;
- Well defined street spaces;
- The access network and parking provision should set up a balanced, efficient and equitable distribution network that permits reasonable vehicular access, convenient parking and delivery access to support business without dominating the fine grained street network of the CBD;
- Ensure walking and cycling routes are direct and safe;
- Lights are timed for pedestrians, not vehicles;
- Introduce traffic calming interventions adjacent to public spaces and social and public facilities such as raised crossings and paved surfaces;
- Ensure transit stops are located close to key destinations and include public forecourts;
- Make sure access is legible and logical

- Offer a range of transport choices including public transport;
- Provide connections and overlap with surrounding areas and activities, residential and commercial areas;
- Establish an environment that can be negotiated on foot – comfortable walking distances, places to sit and rest, safe, accessible: level surfaces, access for people with disabilities, shelter from the elements.
- Integrate access and movement networks into a fine grid for pedestrian permeability and convenience
- Create a clear hierarchy of streets with landmarks to provide orientation;
- Integrate urban systems (e.g. storm water and sewerage) with environmental systems open space networks /green streets;
- Ensure safety, through surveillance - visual connection between indoor and outdoor spaces; and
- Ensure that roads and parking areas are considered as integral multi-functional elements to the public space network.



PHOTO 15. PEDESTRIAN SHOPPING STREET DEFINE BY ACTIVE BUILDING EDGES

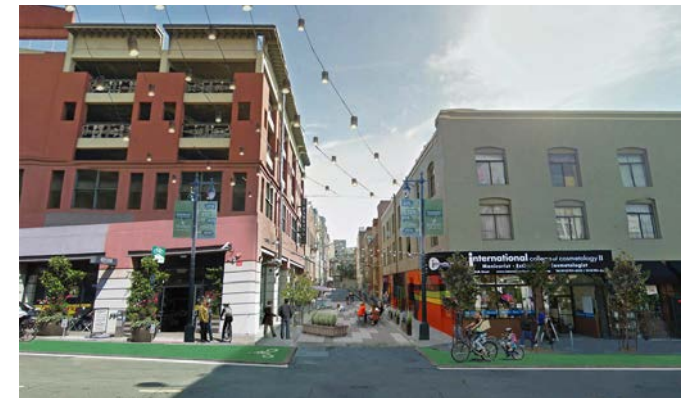


PHOTO 16. UPGRADED AND ACTIVATED ALLEY WAY CONTRIBUTING TO FINE GRAIN PEDESTRIAN PERMEABILITY



PHOTO 17. PAVED PEDESTRIAN STREET WITH CLEAR, WELL LOCATED SIGNAGE, STREET FURNITURE & TREES - PEARL STREET, BOULDER, COLORADO



PHOTO 18. MULTI-FUNCTIONAL PARKING COURT



### 3.1.6. MIXED-USE AND VIBRANCY

The concept promotes an increase in the mix of land uses in the CBD which brings vibrancy and opportunity. As well as being significant to the tourist economy, mixed use and a fine grained built fabric increases economic resilience and opens business opportunities to a wider range of economic sectors. A mix of use, residential; commercial and modern manufacturing allows for 24 hour activity and higher degrees of safety in the town:

- Ensure that zoning enables flexibility and mixed use;
- Encourage a mix of complimentary uses: residential and non-residential uses combined within the same or adjacent blocks;
- Ensure active edges to provide interest and diversity as well as safety through surveillance and eyes on the street;
- Create attractive and safe walking environments along activity streets with wide sidewalks and spill out cafes to encourage pedestrian use. Activity feeds activity.
- Design for 24 hour activity;
- Allow for small shop fronts which are small enough to accommodate family run shops and small business as opposed to large retailers;
- Introduce identifiable features and setback at appropriate corner sites.

Encourage mixed-use, vibrancy and flexibility within public open spaces and squares:

- Instead of a permanent performance area, for example, a multi functional deck / terrace area could function as a performance / café area;
- Allow for a variety of events / activities; Outdoor cafés, Markets, Exhibitions, Art and sculpture; and

- Allow for a variety of uses, e.g. leisure, cultural, tourism-related and recreational uses, for public enjoyment.



PHOTO 19. A STREET BECOMES A MARKET PLACE IN MADISON BOROUGH, NEW JERSEY



PHOTO 20. SMALL SCALE SHOPS CREATE AN OPPORTUNITY FOR EVEN THE SMALLEST BUSINESS TO THRIVE



PHOTO 23. SATURDAY FARMERS MARKET, GREYTON, WESTERN CAPE



PHOTO 21. PUBLIC STREET EDGE OF PASEO NUEVO SHOPPING CENTRE, SANTA BARBARA



PHOTO 22. POSITIVE EDGE TO ACADEMIC BUILDINGS - WITS UNIVERSITY PUTTING EDUCATION ON DISPLAY, JOHANNESBURG



PHOTO 24. WIDE SIDEWALKS ALLOW FOR SPILL OUT CAFE'S SHADED BY TREES AND AWNINGS



### 3.1.7. MANAGE THE INVESTMENT

Investment into the capital improvements of public realm as well as ongoing management are essential to the success of any regeneration strategy. Improved urban environments directly relate to improved economic activity and social well being. Public spaces such as parks and squares should be invested in and maintained.

Australian studies conducted by Mike Cullen in 2012 found that:

- The highest retail rents are found in high streets and not in malls;
- If a high street has the same foot traffic as a mall it generally out performs the mall;
- Streets encourage and promote entrepreneurship and incubator businesses to a greater degree than malls;
- Even if the retail space is the same, high streets provide more employment opportunities than malls;
- Town centre retail delivers between 2 to 5 times more non-retail employment than that of malls; and
- Streets activated by retail attract high value non-retail businesses and entrepreneurship.



PHOTO 25. 'LEFT OVER' SPACE BETWEEN BUILDINGS CONVERTED INTO A PUBLIC POCKET PARK, SAN DIEGO



PHOTO 28. PUBLIC SPACE AS A FORECOURT TO THE CHURCH AND OTHER PUBLIC FACILITIES



PHOTO 26. PUBLIC SPACE ALONG A MIXED USE STREET OPPOSITE PUBLIC FACILITIES, YORKVILLE, TORONTO, CANADA



PHOTO 29. RENOVATED BISCUIT MILL IN CAPE TOWN ACCOMMODATES A WEEKEND MARKET AND SMALL SCALE SHOPS



PHOTO 27. STREET AS A PUBLIC SPACE INCORPORATING TREETED AVENUES, PAVING, LANDSCAPING, MOVEMENT AND PARKING



## 4. THE REGENERATION FRAMEWORK

### 4.1. CONCEPTUAL FRAMEWORK

It is the intention of the framework to create a guide to future development, investment and improvements to the town of Wellington. The framework seeks to create a town that is vibrant, unique, integrated and successful (both economically and socially). Its aim is to identify and focus appropriate attention on opportunities for urban improvement which directly relate to social and economic upliftment.

Large scale to micro-enterprise economic opportunities are accommodated as well as improvements to the public realm to encourage people to enjoy the town and nature and to engage in forms of passive recreation and social engagement.

In thriving small towns streets serve as meeting places, where social and economic and cultural activities, can take place. Globally, there is a growing trend to reverse the negative economic and social impact of vehicular dominance in small town CBDs. Increasingly local streets are viewed as more than conduits for vehicular traffic and places to park but being reinvented as important public spaces and an integral part of the built fabric or townscape.

Figure 4 illustrates the diagrammatic concept of the framework which includes 6 key ideas. These are listed below.

1. Reinforce the main street axes of Church Street and Main Road intersecting at the Dutch Reformed Church, promoting Church Street as a retail “main street” of the town and Main Road as the commercial and new business spine.

2. Establish a park and public space axis along Jan van Riebeeek Street linking the Hugo Rust School, Joubert Park, major public institutions such as the library, town hall, clinic, Breytenbach Centre, crossing Church Street, past Victoria Jubilee Park along Fontein Street to the Boland Rugby Club Sports Fields and Huguenot High and Primary schools.
3. Establish high quality CBD gateway precincts that flag the entrances into the CBD core from the Hermon Road, Bainskloof and Paarl;
4. Consolidate the role of educational institutions in the CBD and promote the spatial and functional integration of CPU, Huguenot College and the schools into the spaces and experiences of the the CBD.
5. Improve the experience of the Spruit River, making it a more integral part of the fabric of the town by opening up well managed, safe and active public spaces along it's banks where possible.
6. Create connections and viewing points optimise the experience of the unique agricultural landscape and settings of the town.

The priority focus areas are highlighted in yellow in the concept diagram.



PHOTO 30. LANCASTER BOULEVARD - A MULTI-USE, ACTIVE MAIN STREET



PHOTO 31. PEARL STREET, BOULDER COLORADO - MIXED-USE, VIBRANT AND PEDESTRIAN FRIENDLY PAVED SPACE



PHOTO 32. RIVER EDGES OPENED TO THE PUBLIC WITH CAFES TAKING ADVANTAGE OF THE BEAUTY OF THE NATURAL RESOURCE

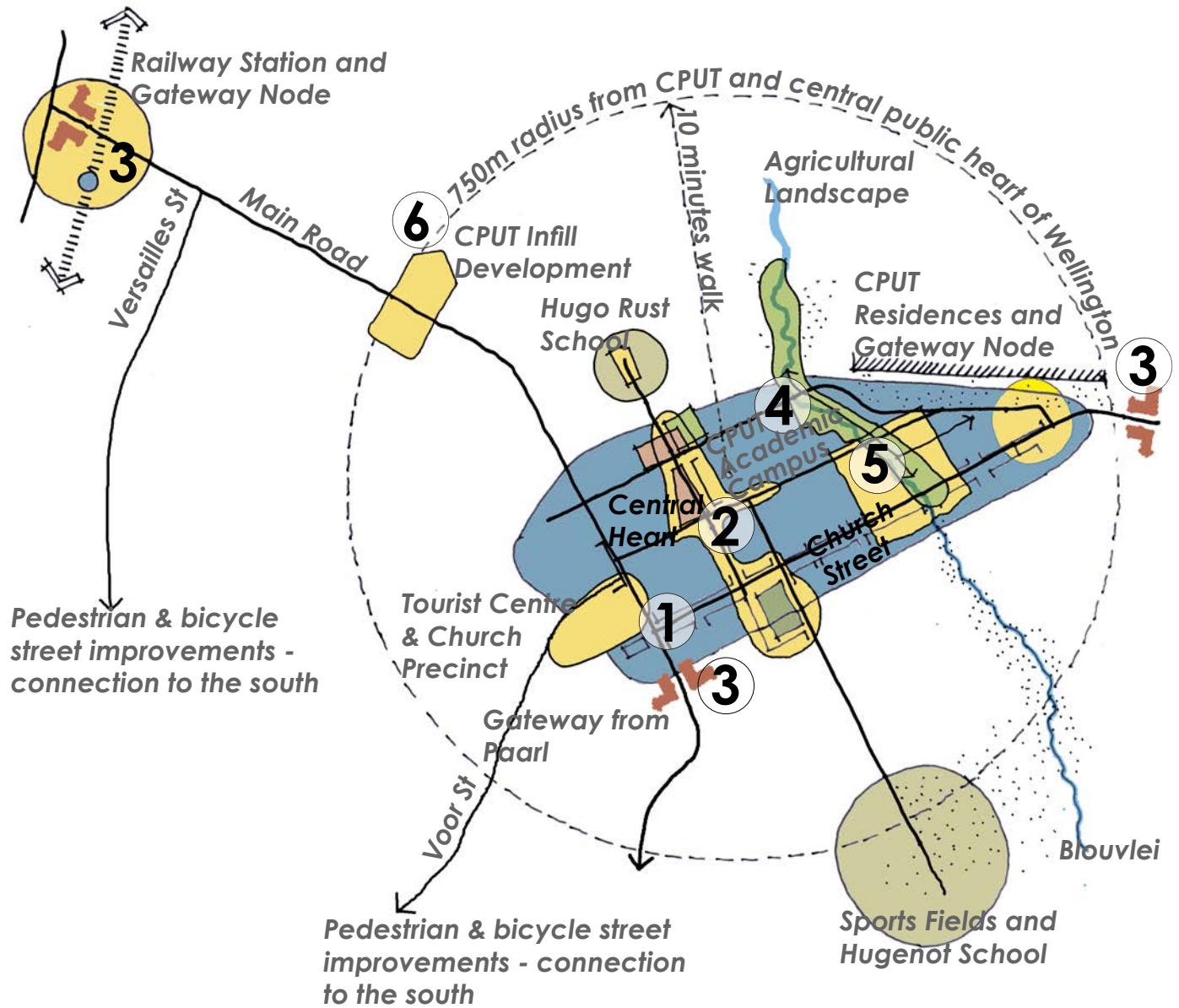


FIGURE 4. CONCEPT DIAGRAM



## 5. URBAN DESIGN FRAMEWORK

Expanding on the concept, Figure 5 illustrates the Urban Design Framework for the Wellington CBD. It provides detail on the spatial elements that support the central regeneration themes and concept elements described above.

The main elements of the urban design framework are outlined below in terms of the 5 main regeneration themes.

### 5.1.1. PROTECT THE HEART OF THE TOWN

Core to the concept is the creation of high quality public spaces and streets that prioritise pedestrians rather than private vehicles. A series of public spaces and street upgrades are proposed to knit the parts of the town together.

Transforming Church Street into a vibrant, attractive and safe street is the key to the regeneration of the CBD. It must become a more pedestrian, tourist and business friendly place.

The concept proposes that the heart of Wellington CBD is centred around the intersections of Church, Malherbe and Main Road. Church is viewed as the primary retail street, paralleled by Malherbe Street where pedestrian improvements facilitate connections between the Town Hall, Library, Breytenbach Centre, Joubert Park and the CPUT academic Campus.

Running perpendicular a civic and park axis along Jan Van Riebeeck Road/Fontein Streets connects the Hugo Rust School, Town Hall, Joubert Park, the library, Breytenbach Centre and Church Hall, crosses Church Street and includes Victoria Jubilee Park down to the Boland Park sports precinct in the south.

### 5.1.2. CONSOLIDATE EDUCATION

CPUT is central to the future identity and success of Wellington CBD and it's role as a university town should be consolidated. The framework proposes

that the buildings and spaces of the campus and other education facilities are integrated with the urban and social fabric of Wellington. Malherbe Street - an already active pedestrian route connecting the university to Main Road (Pick 'n Pay and the taxi rank) is earmarked for conversion to a one-way street between Main and Kollege Streets to accommodate bicycle and pedestrian movement and associated public space and landscape improvements.

The framework indicates development parcels along Main Road that could accommodate the expansion of CPUT, as well as mixed-use residential development, student housing or small scale modern manufacturing.

### 5.1.3. PROMOTE A RESILIENT LOCAL ECONOMY

The key objective is to ensure that the built form proposed in the Urban Design Framework enables and results in a resilient and robust local economy. The framework views economic activities in terms of a commercial ladder; a continuum from street traders to micro-enterprises, through all scales to large scale retail, commercial and industrial activity. The Wellington CBD has the capacity to accommodate and encourage such a economic activities.

The second concept is that the CBD's spatial structure, character and buildings should enable connections between economic clusters. For example, linking tourist sites, with food outlets and B&B's. Connecting university, light industrial/modern manufacturing and the food economy is another example.

The core of the retail strategy is to retain, consolidate and improve on the fine grained, small scale mix of retail along Church Street to consolidate it's role as a retail and tourist destination. Small retail units are demonstrated to promote local economic resilience as they can be stocked and run by small family businesses. It is

this scale and diversity of retail that establish small town main streets as vibrant destinations.

Shopping malls have been demonstrated to undermine the economic viability and vibrancy of small town CBD's. This often occurs when the mall is located on the edge of town and is not integrated into the existing urban and economic fabric. In the event that another large retail cluster (mall) is considered, the framework suggests a strategic location at the intersection with the R45 for a larger scale retail node which would anchor Main Street rather than compete with it.

### 5.1.4. ENHANCE THE DESTINATION

The framework includes proposals that protect and highlight the key landmarks of the CBD including the Dutch Reformed Church (and adjacent information centre), the old Flour Mill, Church Hall and Community centre. The framework also indicates a set of proposed new gateway spaces and establishes a network of public spaces that include heritage buildings into the fabric and experience of the CBD.

The Spruit River is a very important, but currently hidden feature of the CBD and the framework indicates opportunities to open up the river frontage and establish positive, safe and controlled public interface spaces.

### 5.1.5. CELEBRATE AGRICULTURAL BASE

All of the themes connect back to Wellington's role as an agricultural service centre, located with authentic agricultural landscapes and with the potential to optimise agricultural production and associated seasonal events and festivals.

The framework establishes connections and lookout points to the surrounding agricultural landscape. Visitors and locals can connect to, and experience the beauty and authenticity of the agricultural setting of the town.



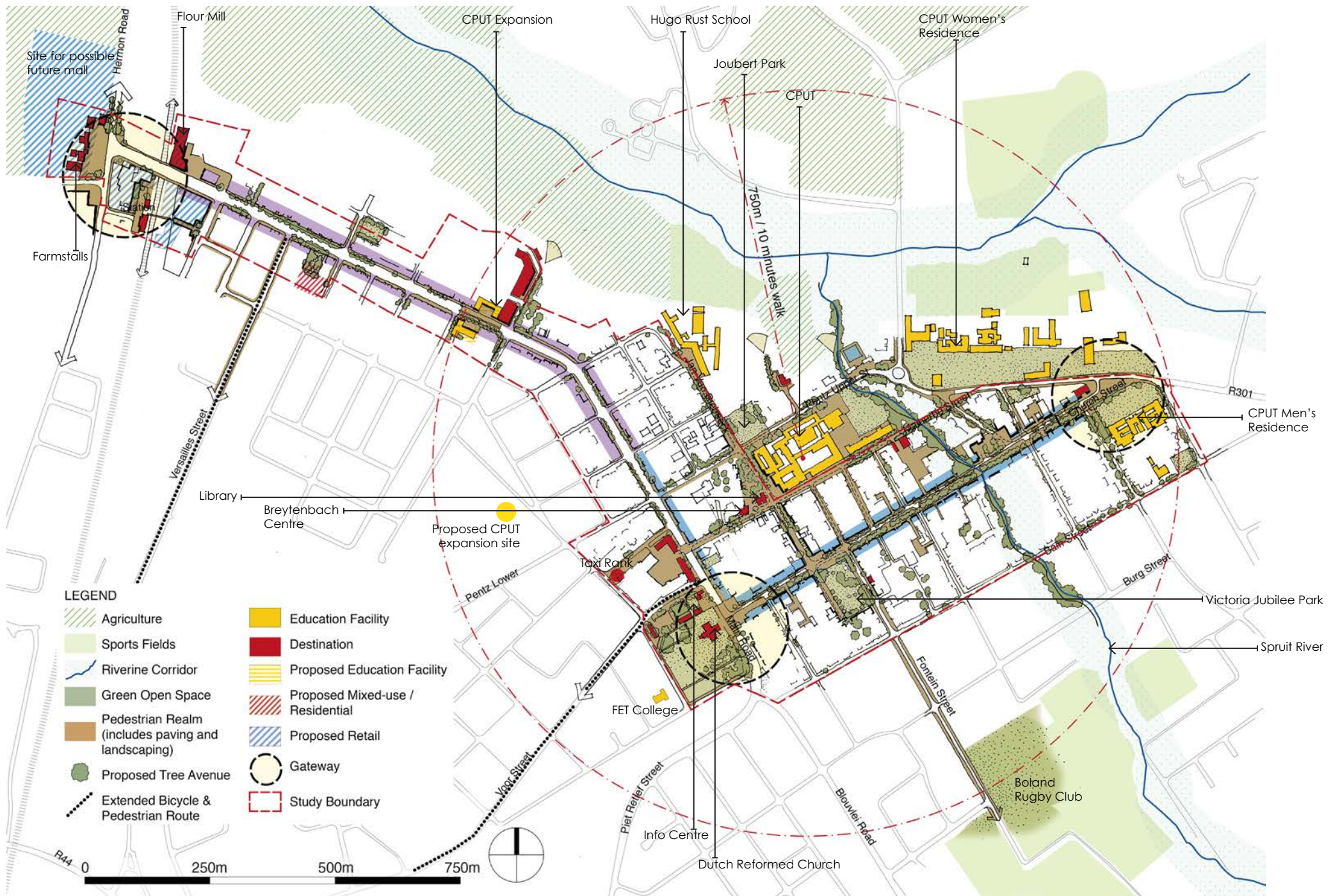


FIGURE 5. URBAN DESIGN FRAMEWORK



## 5.1. MOVEMENT AND ACCESS PROPOSALS

The framework includes a number of key movement and access proposals and changes to the town. These are explained below.

### 5.1.1. CHURCH AND PENTZ STREET

The framework proposes the reconfiguration of Church Street to accommodate pedestrian improvements and allow for spill out activity from buildings along Church Street. Church Street is classified as a Provincial Main Road and accommodates trucks and vehicles passing through Wellington to and from Bains Kloof. In order to accommodate the Provincial Main Road operational requirements, but still accommodate improved pedestrian conditions and traffic calming, the following changes are proposed:

1. Reduce the carriageway to accommodate 3 lanes of traffic - 2 lanes for east bound traffic towards Bains Kloof and one west bound lane, and
2. Widen sidewalks and create a multi-use space accommodating both pedestrian and bicycle activity.

These alterations to Church Street would see it operate as a couplet with Pentz Street which is also reconfigured to include 3 carriageways with 2 lanes for west bound traffic and one lane for east bound traffic. The proposed system allows for truck traffic coming into Wellington to be diverted off Church Street and moved along Pentz Street where trucks can then easily disperse along Main Road to their destinations.

Relieving the traffic on Church Street, allows for increased pedestrian and business activity. Public space and sidewalk upgrades can be implemented to create a vibrant and positive street.

### 5.1.2. MALHERBE STREET

The status quo analysis revealed that Malherbe Street was a major pedestrian movement route with pedestrians moving from CPUT towards Pick n Pay and the Taxi Rank on Main Road and Melling Street respectively.

The framework proposes that Malherbe Street becomes a one-way woonerf with movement from Main Road easterly towards Kollege Street so that sidewalks can be widened. In this way it can become a more pedestrian friendly street.

### 5.1.3. RAILWAY STATION CONNECTION

The framework proposes a new street and pedestrian bridge from Railway Road across to the station. This allows for a more direct route for pedestrian moving from areas east of the railway line to the station. Improved access to the station, along with improvements to the station precinct should encourage more people to use the train as a mode of transport to and from Wellington and can in turn open up new economic opportunities that can respond to this passing traffic.

### 5.1.4. IMPROVED PEDESTRIAN AND CYCLE CONNECTIONS

A number of streets have been highlighted as important connecting routes which require improved conditions for both pedestrians and cyclists. These improvements include widened and paved sidewalks; pedestrian scaled lighting; tree planting and where ever possible bicycle lanes.

Specifically these Non-motorised Transport (NMT) improvements pertain to the following routes:

- Versailles Street - Connecting the Main Road and railways station to the southern residential areas;

- Voor Street - Connecting the southern residential areas to the CBD and associated amenities, attractions and facilities; and
- Schwartz/Market and Melling Street - Connecting the proposed CPUT expansion at the First Love Church Site to Main Road and Malherbe Street.

### 5.1.5. PARKING

While pedestrians and cyclists are given priority in the draft urban design concept, the proposal acknowledges the need to provide adequate parking for the CBD. This is central to its role and context as a regional service centre as well as it's future as a tourist destination.

Parking needs fluctuate significantly on a weekly and seasonal basis. For this reason, parking areas should be designed as landscaped parking courts which can take on various functions throughout the week and through the year. These might include markets, festival spaces, informal play courts and so on.

The draft concept proposals allow for the retention of existing parking areas which could be upgraded over time into landscaped parkign courts. Together these multi-use spaces that can deal with peak parking demand but serve other purposes through the year.

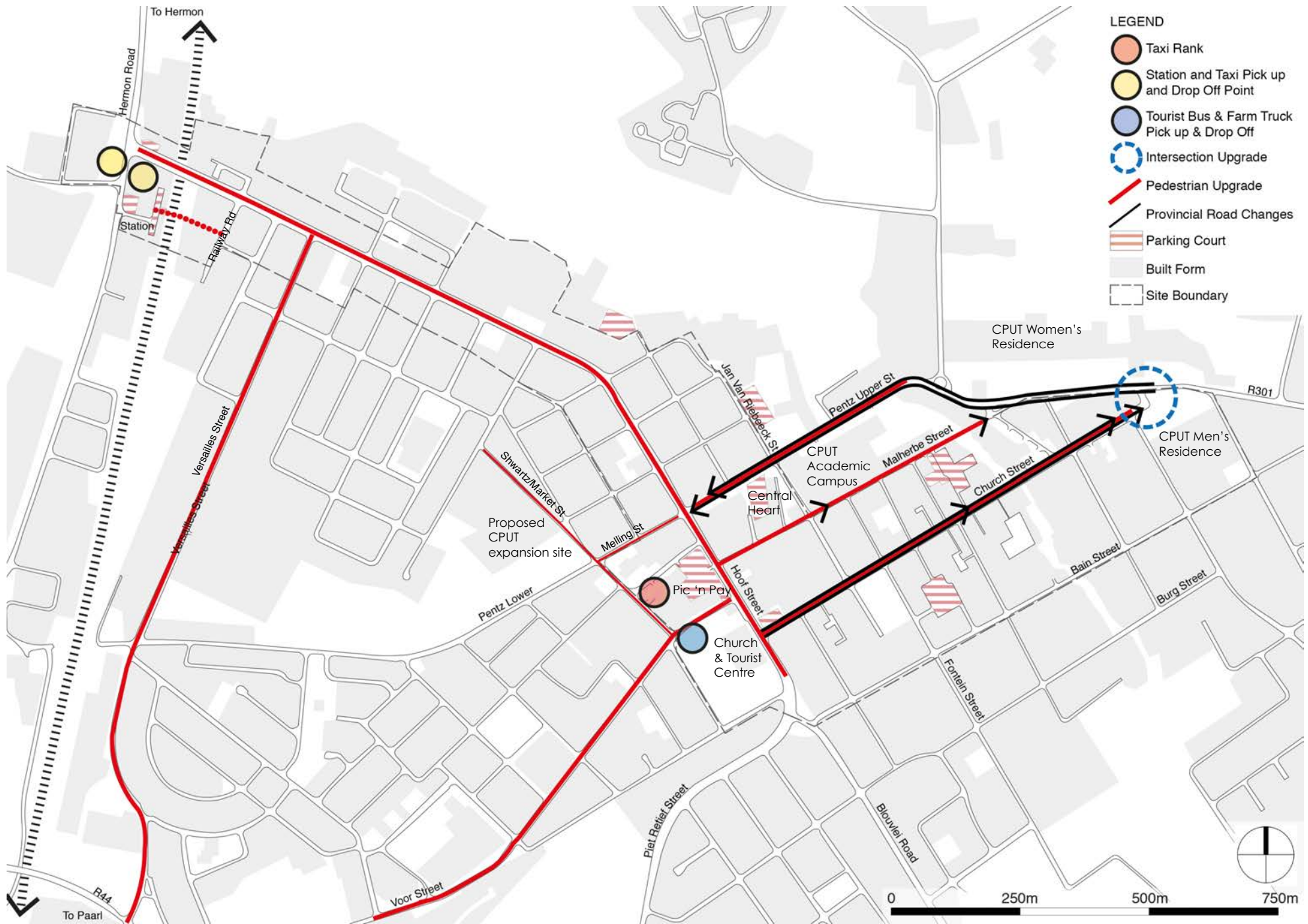


FIGURE 6. MOVEMENT AND ACCESS CHANGES AND UPGRADES



### 5.1.6. PUBLIC SPACE AND LANDSCAPE

Figure 7 illustrates the proposed public space and landscape network. Public space and landscape improvements reinforce important destinations, institutions and areas of highest activity.

Where needed, new trees are proposed along Church Street and Main Road to create much needed shade during summer and shelter in the winter.

Street fronts along Church Street are open to the street with a variety of activities including small scale retail, banking, cafes and restaurants etc.

The library forecourt space at the intersection of Jan van Riebeeck and Malherbe Streets and close to the Breytenbach Centre, is envisaged as a high quality landscaped square accommodated markets, festivals and social gatherings.

A safe and pleasant pedestrian movement route along Malherbe Street is proposed to accommodate the large number of pedestrians moving between the taxi rank, Pick 'n Pay and the CPUT academic and residential campuses.

Another key intervention is the proposal to landscape the forecourt to the Church Hall on Church Street, with continuous paved surface connecting across the street to the Victoria Jubilee Park.

The urban design framework also supports the Spruit River landowners association's efforts to upgrade and improve the conditions along the Spruit River. While there is little public access along most of it's length within the CBD, the CPUT campus offers some opportunities for more public access to the river landscape.

The railway station is also important destination and public space improvements to the station forecourt will be important to create a pleasant and safe environment for commuters and travelers.

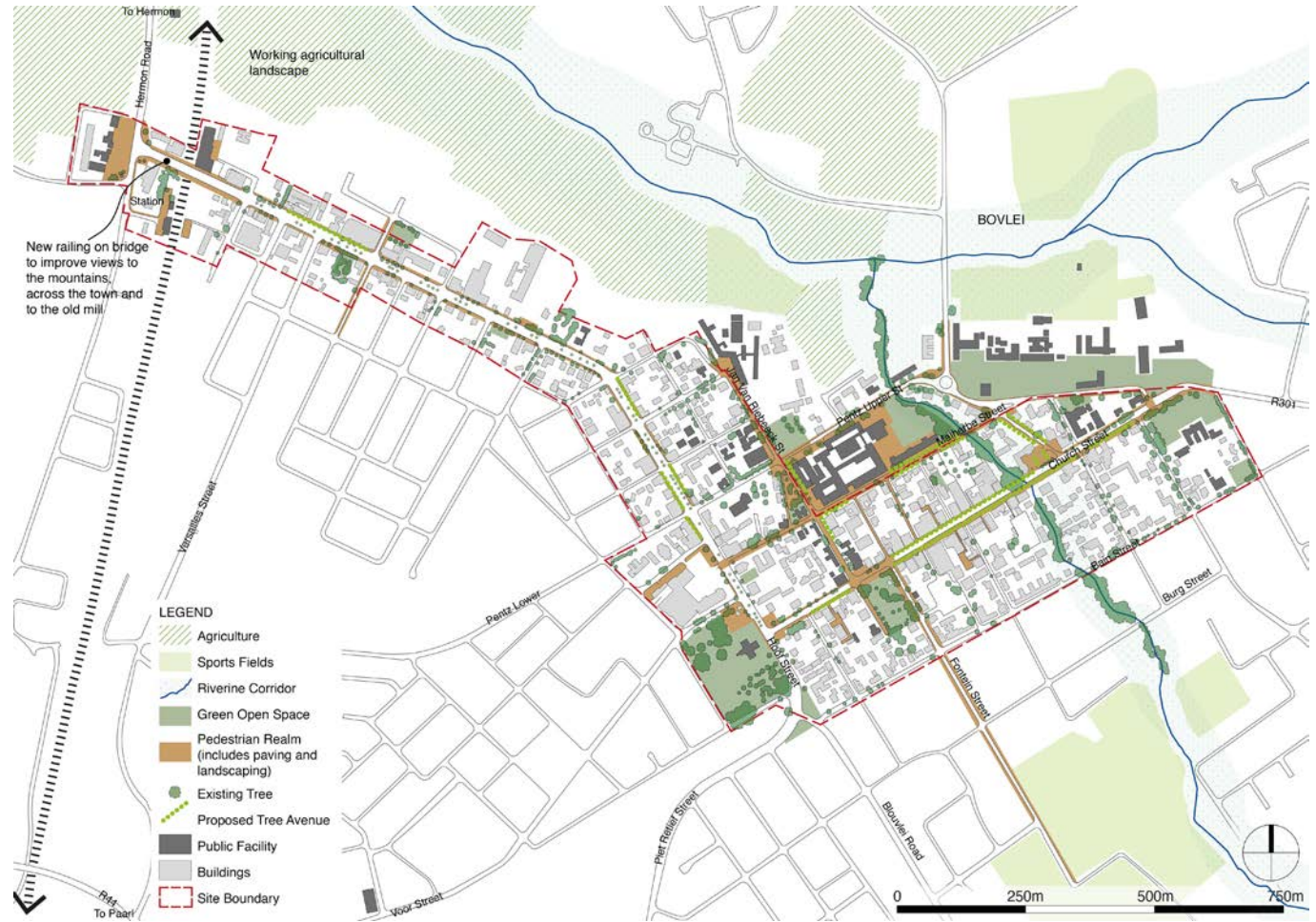


FIGURE 7. PUBLIC SPACE AND LANDSCAPE



PHOTO 33. PUBLIC SQUARE ASSOCIATED WITH THE COMMUNITY HALL AND KICK AROUND SPORTS FIELD, OBSERVATORY, CAPE TOWN



### 5.1.7. GATEWAYS, LANDMARKS AND DESTINATIONS

Figure 8 illustrates the landmarks, destinations and special places in the CBD that should be enhanced and integrated into a full experience of what the CBD has to offer.

Key landmarks include heritage buildings that should be protected targeted for adaptive reuse, places of cultural history and memory and sites of special celebration and festival.

It is essential that Church street should become a destination in its own right, with a clear identity and character. This is consolidated by moving of the information centre to be located next to the Church at this gateway node.

The most public components of CPUT are tied into the public space network, acknowledging their role as destinations within the town. Stellenbosch provides a good example of how a local town economy can be supported by the presence of such a significant institution.

Three gateways, linked to key Wellington landmarks are proposed. These are located along Herman Road (R45), the R301 from Bainskloof and Piet Retief road create entrances into the town from surrounding areas. The framework proposes these as landscaped spaces designed to create a sense of arrival into the CBD.

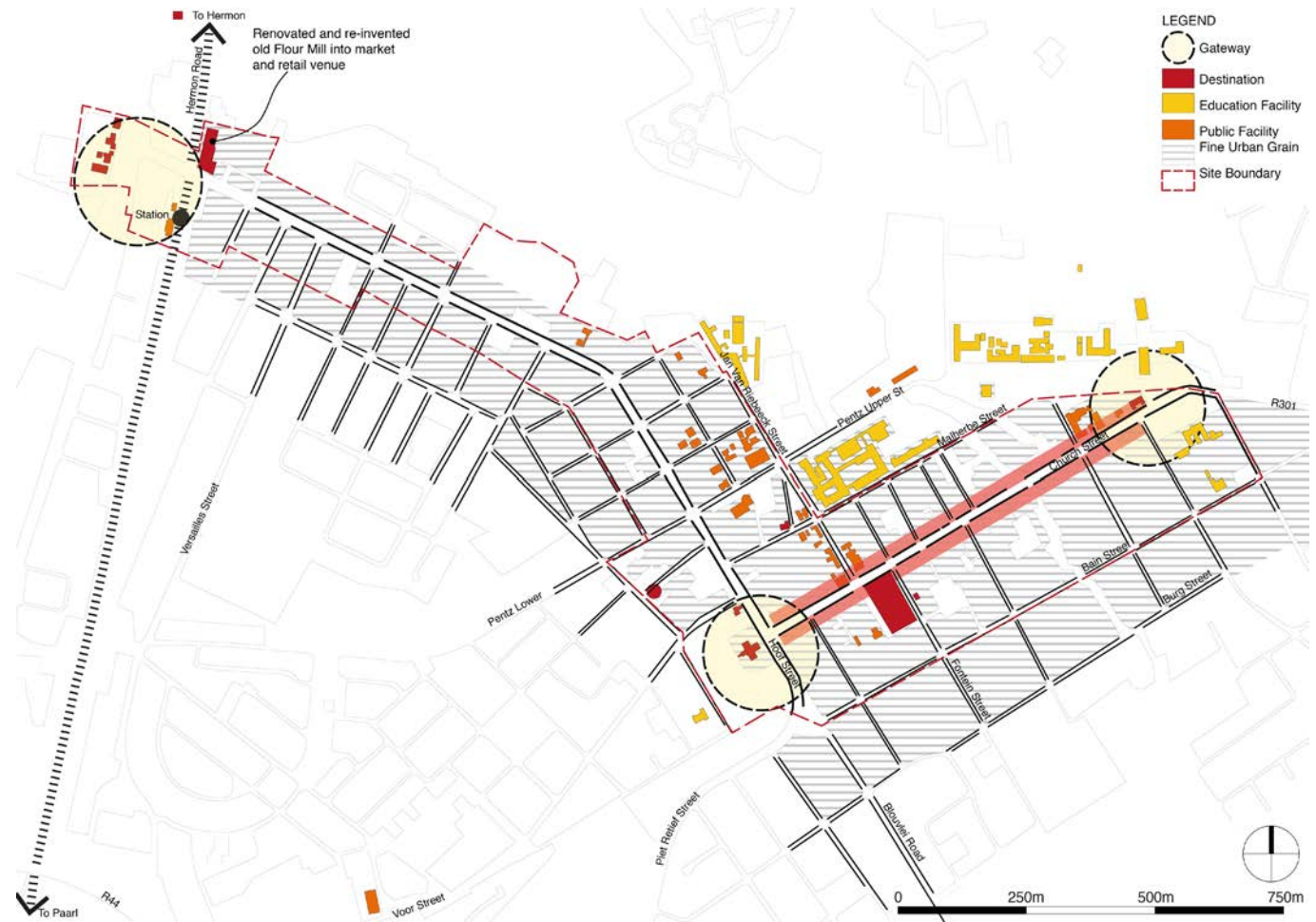


FIGURE 8. GATEWAYS, LANDMARKS AND DESTINATIONS



PHOTO 34. LANDMARK RENOVATED WAREHOUSE



PHOTO 35. CAFE IN THE PARK



PHOTO 36. ACTIVE HIGHSTREET AS A DESTINATION



PHOTO 37. CHURCH STEEPLE CREATING A LANDMARK ON THE AXIS OF AN ACTIVE HIGH STREET



### 5.1.8. VIBRANT AND RESILIENT LOCAL ECONOMY

Figure 9 illustrates the Activity and Opportunities for development in the CBD.

The urban design framework proposes differentiated roles for Main Road and Church Street. Main Road is envisaged as a mixed-use street accommodating modern manufacturing, retail, commercial and 'hard commercial' activities. Church Street is seen as the core retail street, also mixed-use street but accommodating 'softer' uses, restaurants and cafes, tourist attractions, banks, retail and commercial. It is envisaged as the 'high street' of Wellington.

The framework proposes that Riebeeck Street becomes a multi-purpose street accommodating periodic markets or festivals associated with the Breytenbach centre and library.

The framework identifies a number of vacant land parcels along Main Road which offer opportunities for new investment. One option could be to encourage CPUT to expand into these sites, potentially. These buildings accommodating production and retailing sites for relevant CPUT departments. agricultural campus as well as academic spaces within 10 minutes walk of the core academic campus.

The Hermon Road gateway precinct offers a site to direct future demand for large format retail. This location provides an 'edge of town' position with easy access off Herman Road but also acting as an anchor to Main Road and the core CBD. Efforts would need to be made to ensure that this node complements rather than competes with the main retail precinct on Church Street.

Between the railway bridge and the Dutch Reformed Church, the framework recommends that Main Road assumes a 'heavy commercial' nature. "Modern manufacturing" and non-toxic small scale production could be encouraged to locate here, with the gradual upgrading, infill and

redevelopment of the sites and buildings along this street. These may include small businesses and live-work units providing services and products such as laundrettes, printing services, and other innovative products. Agricultural support services such as agri-mark and other small industries and activities could also be promoted here.

## 5.2. DESIGN AND DEVELOPMENT GUIDELINES

Generic design guidelines have been developed that can be applied to all precinct plans to be

used 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 shopfronts and their location and interface with the public realm.

These generic principles are applicable to all of the focus areas and so are presented here to clarify the intentions set out in the focus area proposals.

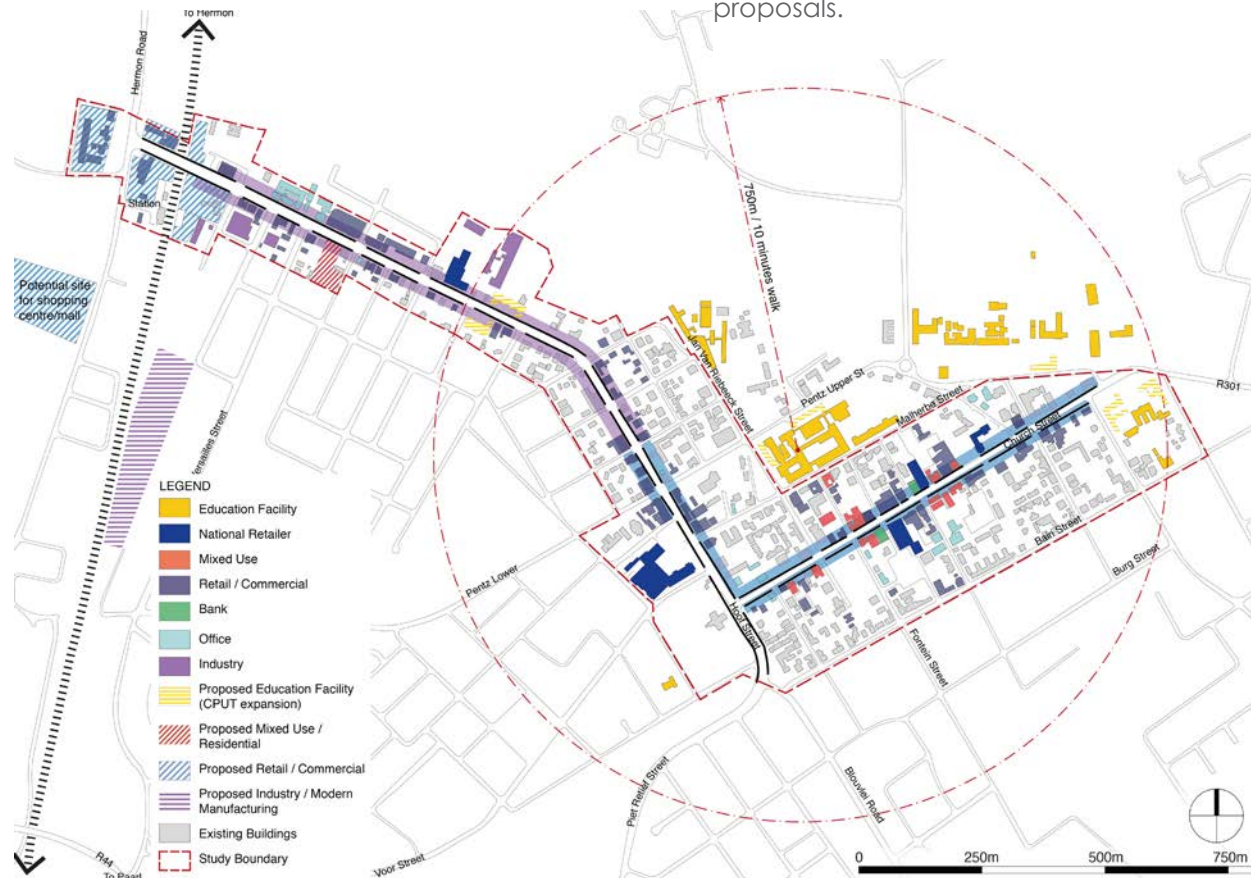


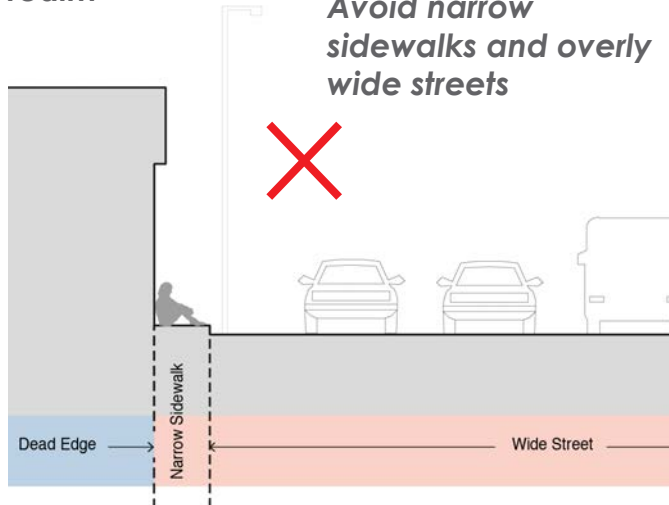
FIGURE 9. LOCAL ECONOMY

## 5.2.1. BUILT FORM GUIDELINES

### 5.2.1.1 ACTIVE EDGE

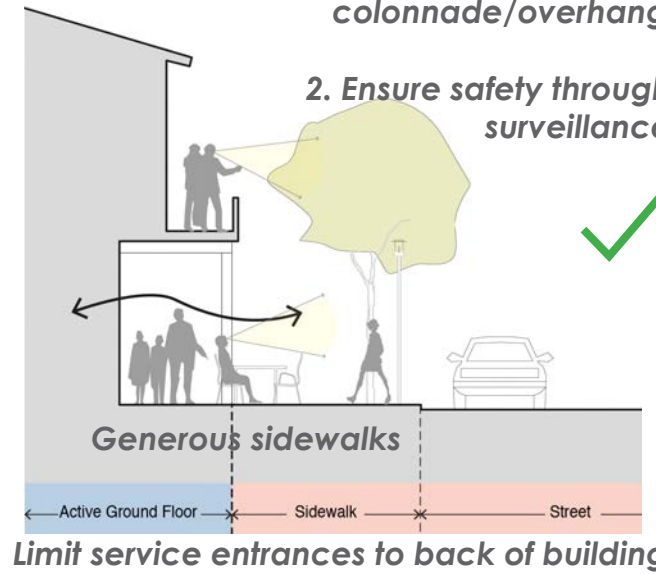
Avoid blank walls facing onto public realm

Avoid narrow sidewalks and overly wide streets

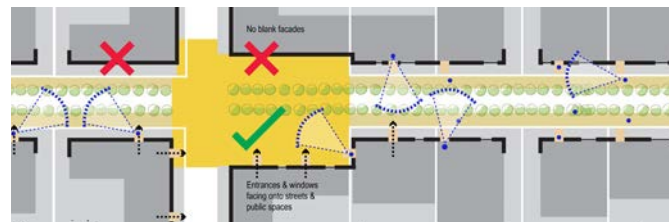


1. Ensure an active building edge with colonnade/overhang

2. Ensure safety through surveillance



### 5.2.1.2 POSITIVE EDGE



Avoid high walls on street edge and parking lots in front of building



1. Create transparent & positive building edges

2. Ensure safety through surveillance

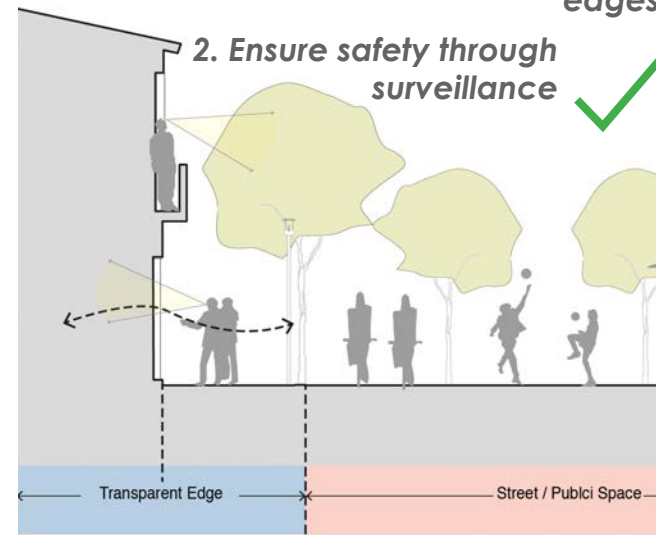
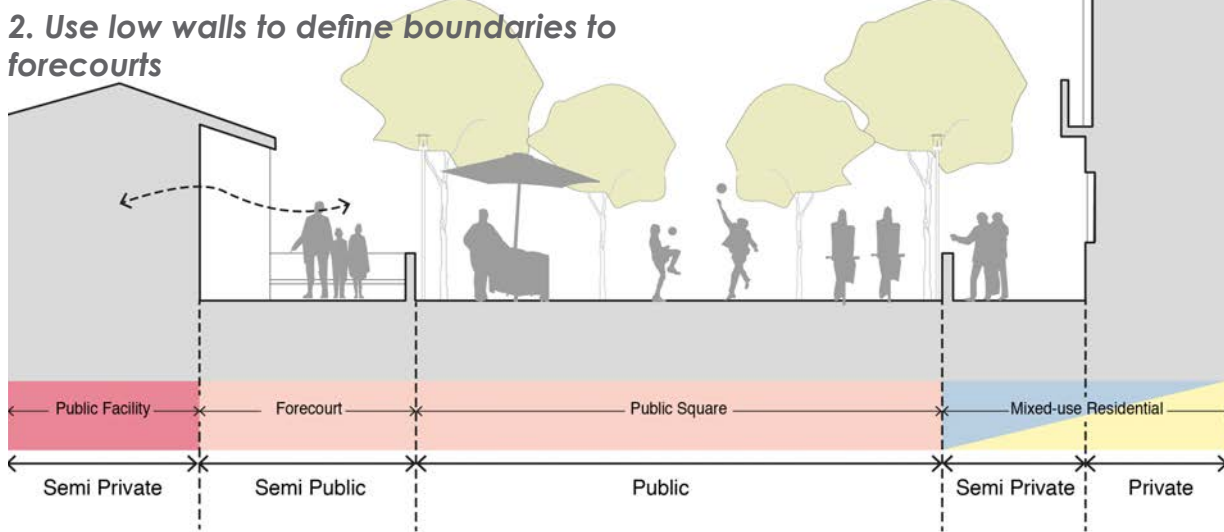


TABLE.1. BUILT EDGE GUIDELINES: ACTIVE AND POSITIVE EDGES



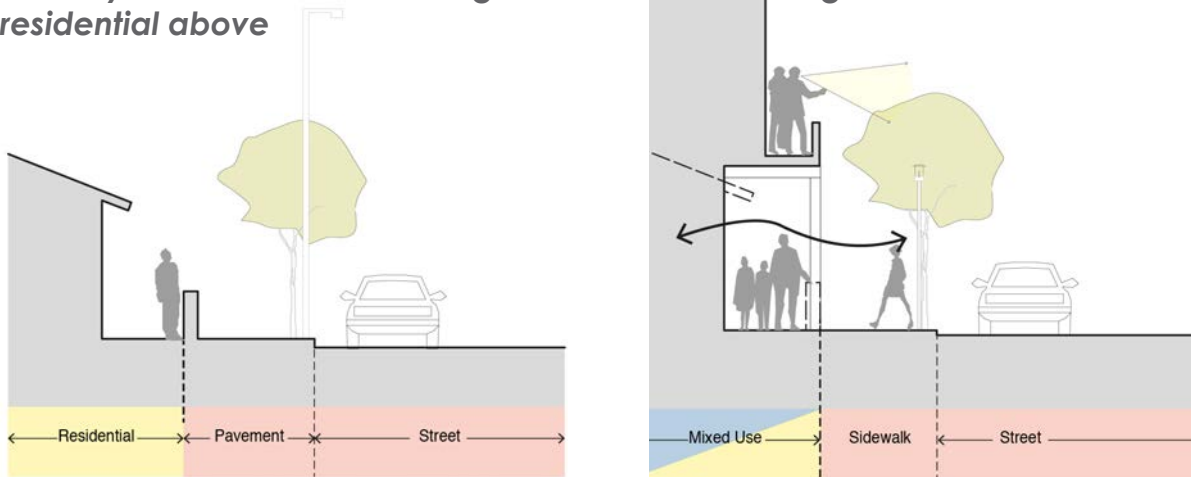
### 5.2.1.3 PUBLIC FACILITY EDGE

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



### 5.2.1.4 INFILL AND GROWTH

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



**EXISTING SINGLE STORY RESIDENTIAL**

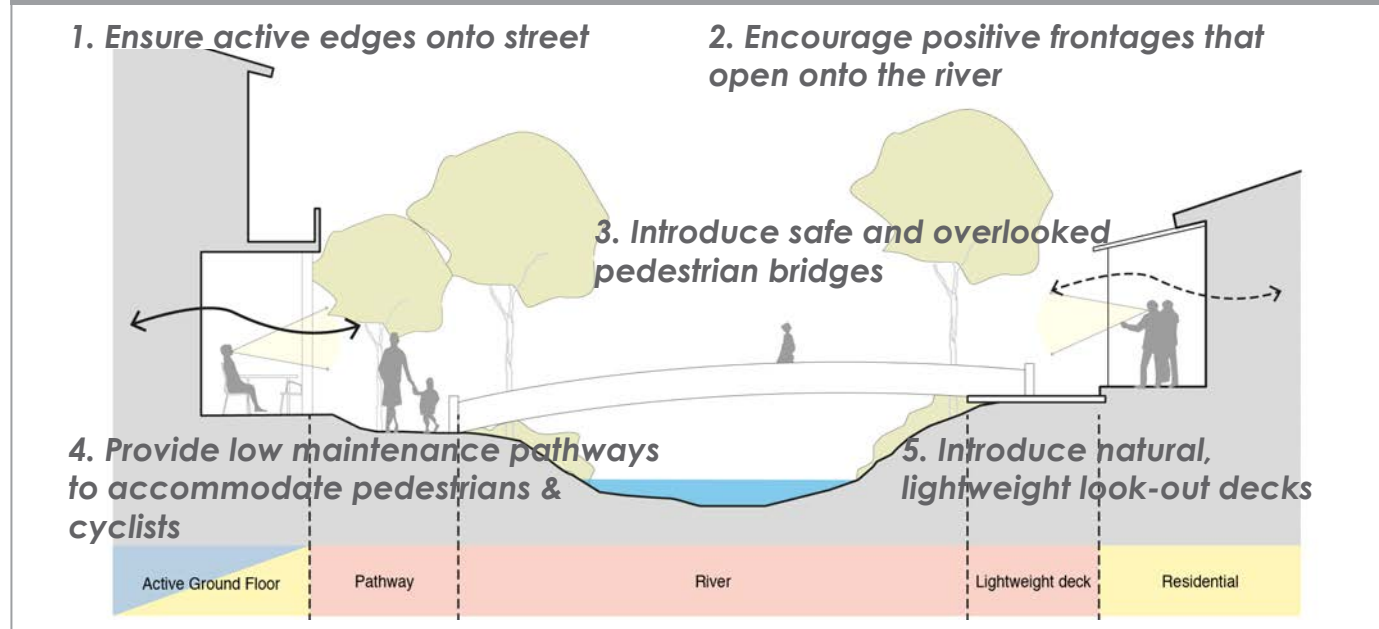
**ENVISAGED INTENSIFICATION**



TABLE.2. BUILT GUIDELINES

## 5.2.2. LANDSCAPE GUIDELINES

### 5.2.2.1 RIVER AND GREEN



### 5.2.2.2 PLANTING

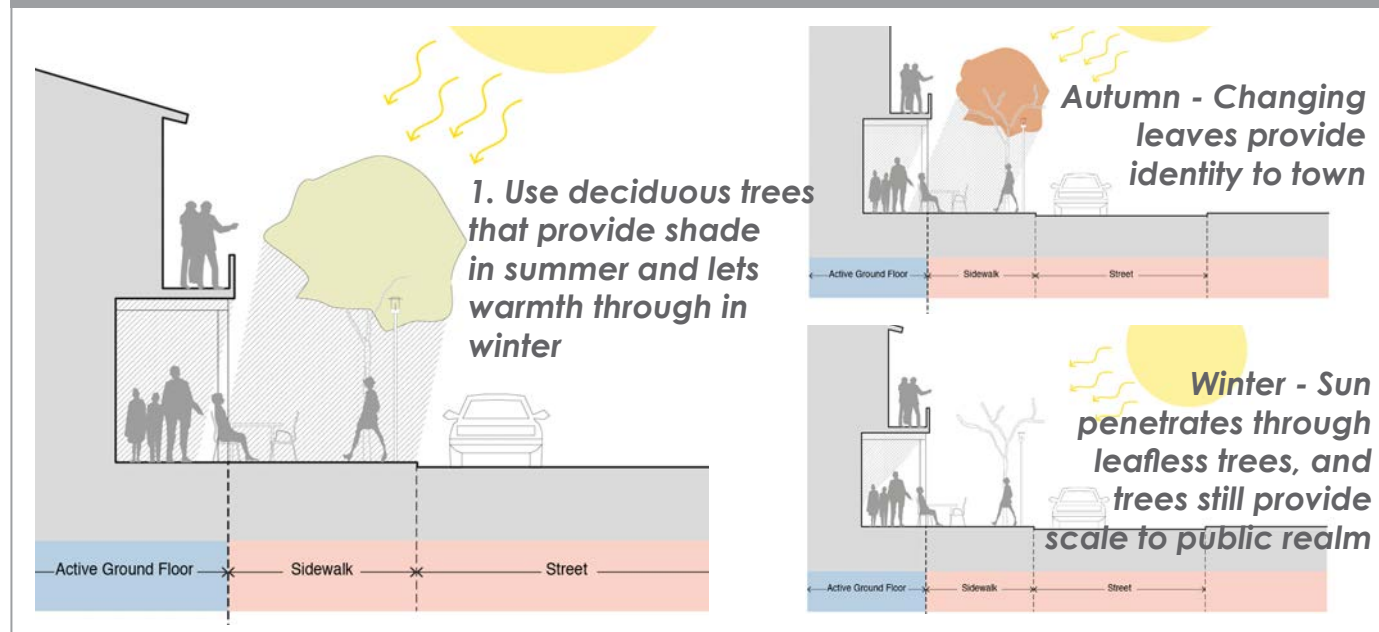
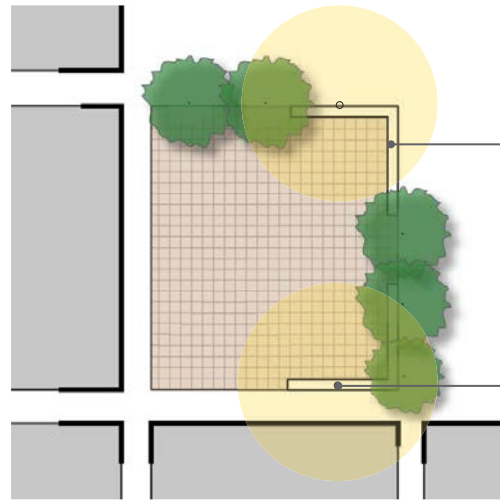


TABLE.3. LANDSCAPE GUIDELINES



### 5.2.2.3 STREET FURNITURE, LIGHTING AND SIGNAGE



**1. Create seating and low walls that are robust and provide opportunities to sit and linger in safe spaces**

**2. Ensure lighting is human scaled, especially around public spaces and along pedestrian routes**

**3. Create a family of signage to be used throughout the town.**

**4. Ensure signage is incorporated with buildings, lighting and street furniture to avoid over cluttering the street and public space environment.**



### 5.2.2.4 PARKING COURTS

**1. Create parking lots that are multi-functional parking courts and accommodate public events as well as cars.**

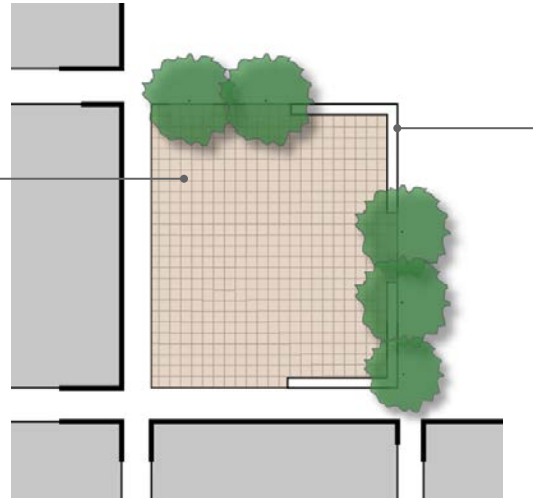
**2. Ensure parking courts are well landscaped with tree avenues and paving where possible.**



TABLE.4. LANDSCAPE GUIDELINES

### 5.2.2.5 PAVING

1. Paving materials should be simple and locally available
2. Materials should be selected to reflect the character of the town.
3. Make use of the same pallet of paving materials throughout the town to establish a common language of materials and design.



4. Use low walls to define public space. These walls can be used for seating and should be made of robust simple materials



### 5.2.2.6 RAISED CROSSINGS

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

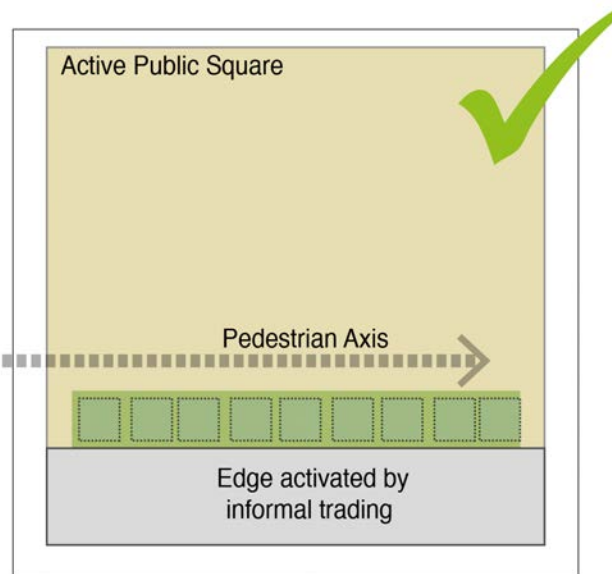
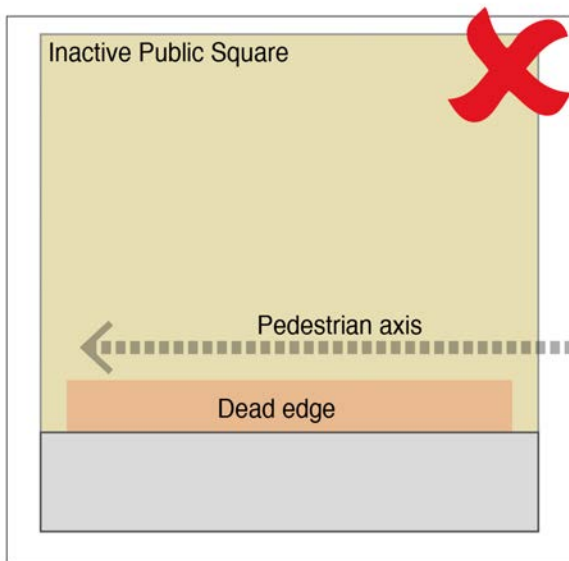


TABLE.5. LANDSCAPE GUIDELINES



## 5.2.3. TRADING GUIDELINES

### 5.2.3.1 TRADING EDGING PUBLIC SPACE



### 5.2.3.2 KIOSKS ACTIVATING A BUILDING'S EDGE

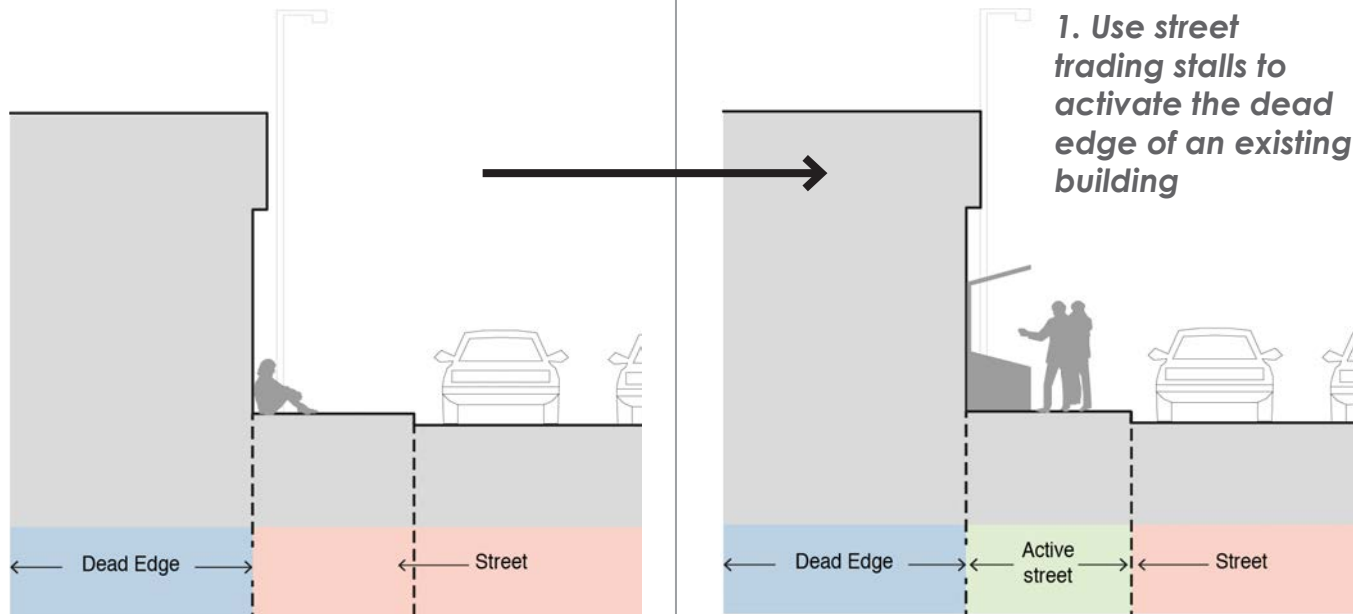
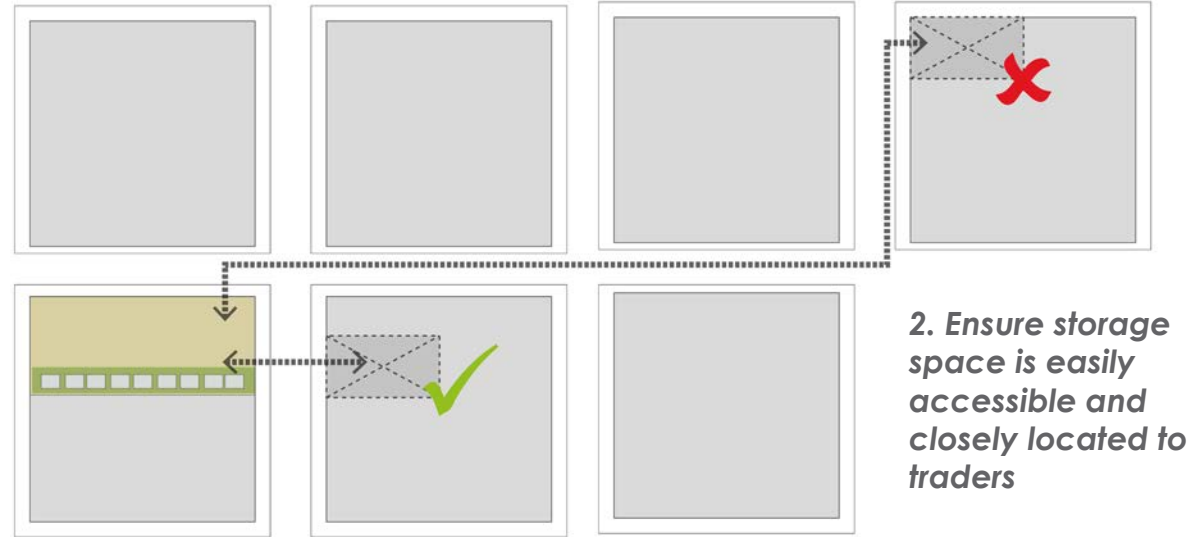


TABLE.6. TRADING GUIDELINES

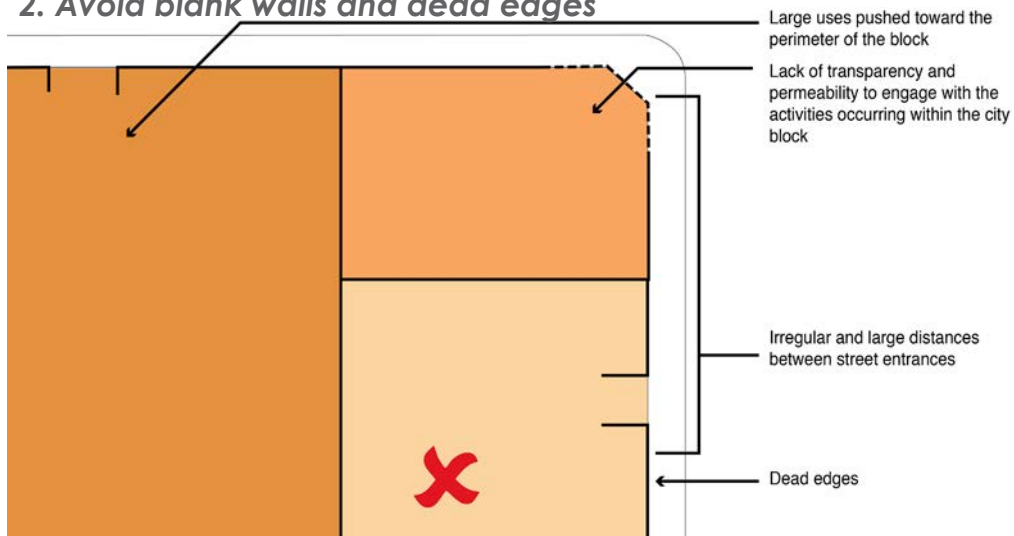
5.2.3.3 TRADING, PUBLIC SPACE AND STORAGE



5.2.3.4 LAND USE GUIDELINES FOR CREATING ACTIVE STREETS

**1. Avoid large box uses on the perimeter block of activity streets.**

**2. Avoid blank walls and dead edges**



**3. Create permeable, accessible and varied blocks with small shop frontages and permeable facades.**

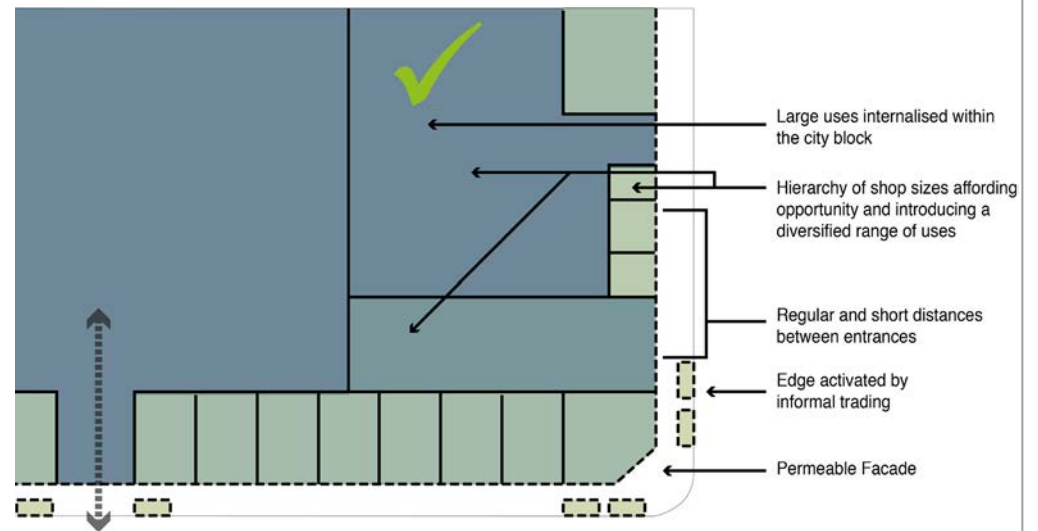


TABLE.7. TRADING GUIDELINES



## 6. PRECINCTS AND PRIORITY PROJECTS

7 precincts have been identified based on their location in relation to key interventions highlighted in the urban design framework.

The 7 precincts mapped in Figure 10, are discussed in more detail in the following section. Specific priority projects have been identified in each precinct and an implementation matrix indicating implementation preconditions, drivers, and time frames to see the projects realised accompany the precinct plan design.

It is critical that the precincts are not approached in isolation but that the implementation of the proposals are seen in close relation to each other in order to ensure that the broader spatial proposals are realised consistently and cohesively.

The precincts are listed below:

1. Hermon Road and Station Gateway Precinct
2. Main Road Precinct
3. Park to Park Precinct
4. Church and Tourist Gateway Precinct
5. Victoria Jubilee Park and Church Street Precinct
6. River Park Precinct
7. Bains Kloof Gateway Precinct

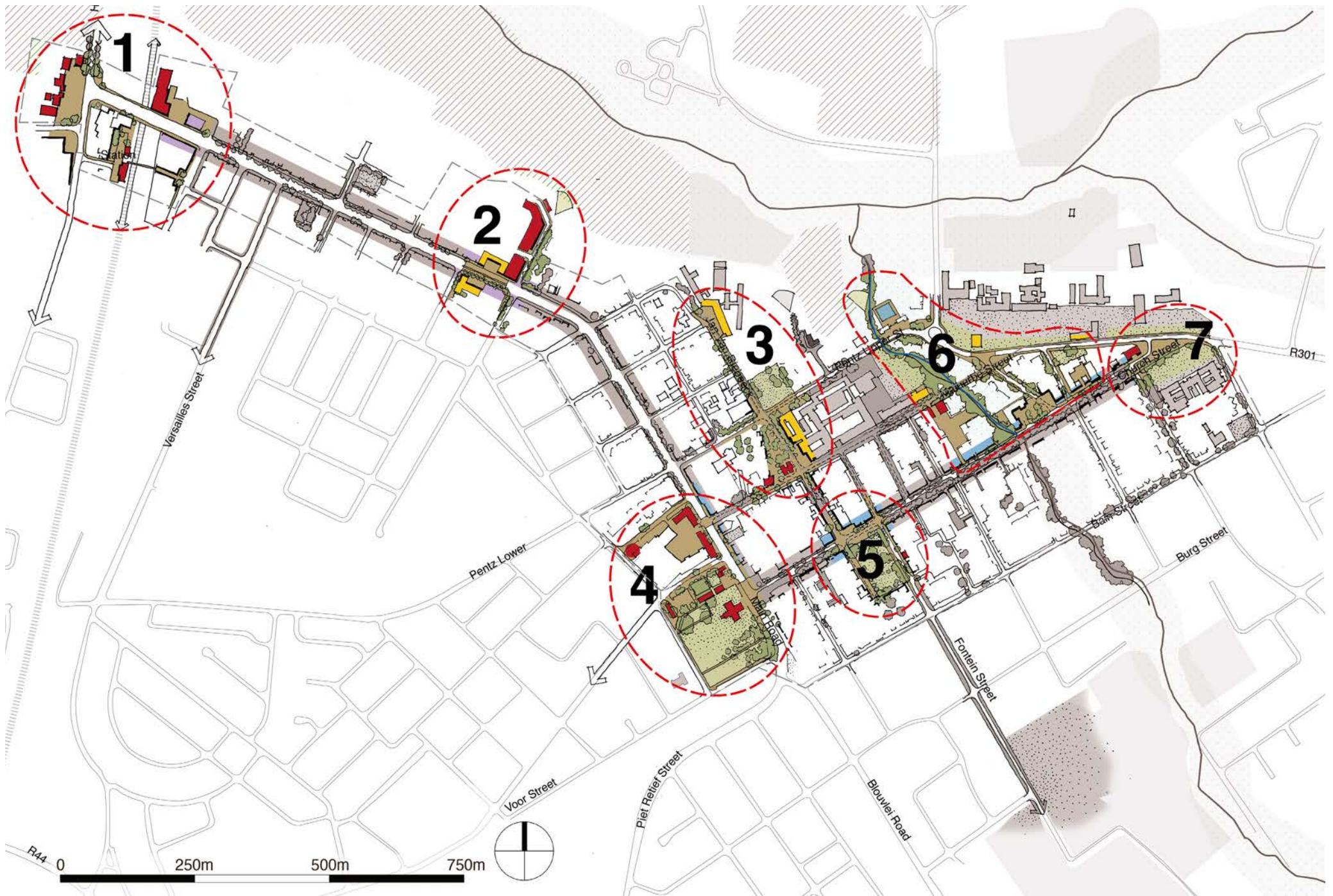


FIGURE 10. PROPOSED PRIORITY PRECINCTS



## 6.1. HERMON ROAD AND STATION GATEWAY PRECINCT 1

The intersection between the R45 from Hermon and Main Road forms a significant arrival point / gateway to Wellington for visitors and residents alike. Urban design proposals for this precinct need to recognise the limitations along the major arterial movement route, but at the same time encourage design elements that promote legibility and a sense of arrival as well as provide improvements to the spatial relationship between taxi arrivals / drop off and the Wellington Train Station precinct. The Flour Mill buildings and other buildings in this precinct present opportunities for revitalisation, infill and redevelopment. The priority projects identified for this precinct are described below.

Hermon Road and Station Gateway Precinct is illustrated in Figure 11. Figure 12 illustrates what could be, showing the existing and proposed sections taken across the R45/Hermon Road

### 6.1.1. PRIORITY PROJECTS

#### 6.1.1.1 P1: PARKING AREA UPGRADES, OFF OF THE R45 / R44:

- Rationalise taxi stop / drop off;
- Rationalise parking and improvements to parking area: surfacing, landscaped parking court, tree planting, benches and pedestrian lighting;
- Incorporate demarkated trading bays;
- Improve pedestrian accessibility by the provision of generous pedestrian sidewalks and connections; and
- Encourage businesses to open out and spill out onto widened pedestrian sidewalks.

#### 6.1.1.2 P2: STATION SQUARE UPGRADE:

- Widen and pave pedestrian sidewalks and connections;

- Encourage businesses to activate shop fronts and activate key pedestrian movement routes;
- Densify and infill on available land around the station;
- Create an opportunity for a formalised market or trading area / development; and
- Provide landscape elements: pedestrian lighting, benches, tree planting and way-finding.

#### 6.1.1.3 P3: MIXED-USE INFILL DEVELOPMENT:

- Motivate for, and establish an incentivised overlay zone for SPOORNET properties;

#### 6.1.1.4 P4: FLOUR MILL DEVELOPMENT:

- Upgrade flour mill - encourage the development of a Biscuit Mill market;
- Upgrade associated public square; with wide steps leading off the bridge and creating an amphitheatre;
- Motivate for future activities; market, restaurants, commercial activities to activate the public square;
- Run a competition for artists to paint the bridge to create an art feature of it;
- Design for, and encourage 24 hour activity; and
- Improve the public environment: provide landscaping element; tree planting, pedestrian lighting, benches, public art;

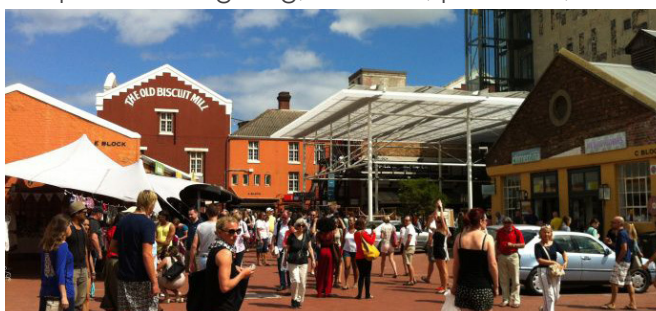


PHOTO 39. BISCUIT MILL IN WOODSTOCK, CAPE TOWN - INCLUDES A WEEKEND MARKET AS WELL AS RESTAURANTS AND PERMANENT SHOPS

#### 6.1.1.5 P5: WAMAKERS VALLEI WINE CELLAR CORNER OF LADY LOCH ROAD IMPROVEMENTS:

- Create a paved and landscaped public square on the corner of Lady Loch and Hermond Road (R45);
- Plant trees and improve sidewalks and pedestrian connections;
- Create a positive edge onto public square; and
- Encourage wine cellar to provide for either pedestrian entrance from farm stall to active public square.
- Identify P6 as a possible site for big scale retail opportunity, if it is needed in the future;
- Proposed site for large scale retail development, if proposed in the future.



PHOTO 38. WIDE STEPS USED FOR SEATING - THE HIGHLINE, NEW YORK



PHOTO 40. PUBLIC ART AS A TOOL TO CREATE A LANDMARK & UPGRADE BRIDGES AND BUILDINGS



# Legend

- Building
- Infill
- Densification
- Incentivised overlay zone
- Key developable area
- Pedestrian public space
- Landscaped parking court
- Green space
- Trees
- Defined edge
- Active edge
- Positive edge
- Colonnaded edge
- Train Line



FIGURE 11. HERMON & STATION GATEWAY PRECINCT PLAN



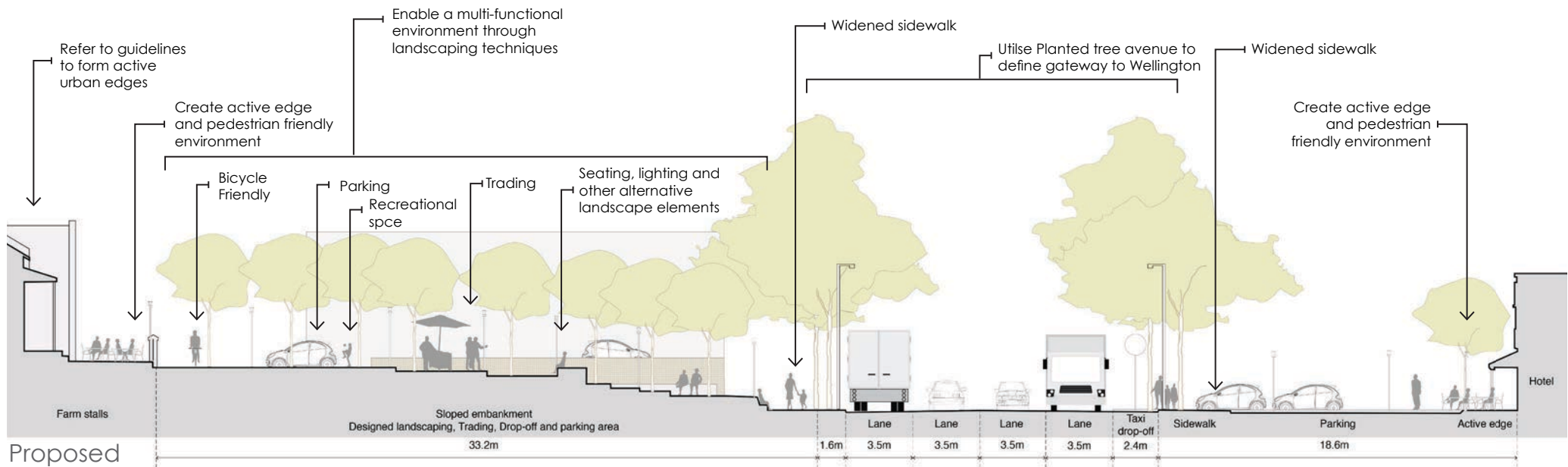
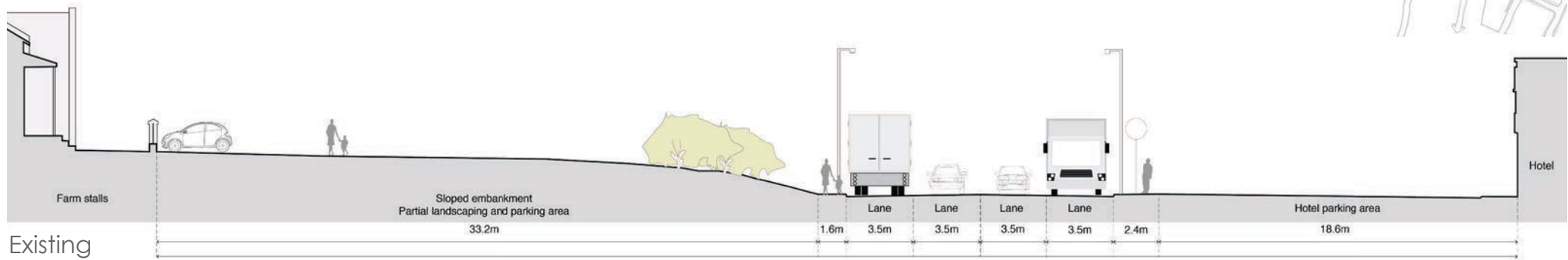
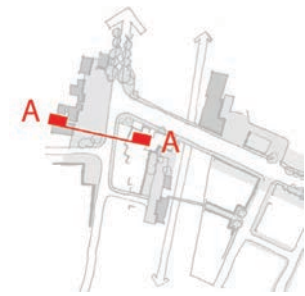


FIGURE 12. HERMAN GATEWAY SECTION AA

	Project Description	Related Projects	Time Frames	Implementing Agent	Department Responsible	Precondition
<b>PRECINCT 1: HERMON AND STATION GATEWAY</b>						
P1: Parking area upgrades, off of the R45 / R44	Rationalisation of taxi parking and parking lot improvements and landscape treatments: tree planting, pedestrian lighting and seating.	Agreement and approval from business and land owners Transfer of provincial land (road reserve property) to municipality	2-5 years	Drakenstein Municipality (DFU) WCG DTPW Surrounding businesses / land owners Taxi operators	WCG DTPW, Solid Waste Management, LED Civil Electrical Parks	Transfer of Provincial land
P2: Station Square Upgrade	Establish a coherent station forecourt area with associated landscaping improvements.  Infill development - activate the station forecourt and heavy foot traffic routes. Establishing a local traders market	Surrounding infill development. Establish market / trading in an rationalised manner	2-5 years	Drakenstein Municipality (DFU)  Transnet	WCG DTPW Civil LED Parks Solid Waste Management	
P3: Mixed-Use Infill Development:	Opportunity for an incentivized overlay zone, mixed-use development.	Negotiations with SPOORNET	5-10 years	Drakenstein (DFU) Private developers / investors	Land Use Planning LED	Sale / transfer of SPOORNET property Rezoning
P4:The Flour Mill development	Upgrade of the Flour Mill building - opportunity for the development of a Biscuit mill (Woodstock Cape Town) type development and activation of the precinct.  Possibilities for art installations, landscaping, public realm improvements associated with this project.	Land ownership - sale of land. Local business partnership development.	5-7 years	Private developers / investors  Business owners  Drakenstein Municipality (DFU)	Spatial Planning, LED Civil Parks Electrical Solid Waste Management	Sale of land Rezoning
P5: Wamakers Vallei Wine Cellar activation	Opportunity to improve the interface between the R44 and the WamakersVallei Wine Cellar property.  Landscaped public square and possible farm stall opportunity.	Transfer of provincial land (road reserve property) to municipality Buy-in from Wine cellar property owner	2-5 years	Drakenstein Municipality (DFU) WCG DTPW	WCG DTPW properties LED Parks Civil Electrical Solid Waste Management	Transfer of Provincial land
P6: Retail opportunity	Land identifies as best fit location for long term future retail proposals.	Buy in from community members and Municipality to ensure strategic locating of future retail developments	10+ years	Private developers	Land Use Planning	Rezoning

TABLE.8. PRECINCT 1: PROJECT IMPLEMENTATION MATRIX



## 6.2. MAIN ROAD PRECINCT 2

Between Cillie and Lombaard Street are two undeveloped sites located apposite each other. Strategically located along Main Road, these sites provide an opportunity for an expansion of CPUT where education can be 'put on display' with buildings that open out onto the street with active edges and public forecourts.

Included in this precinct is the possibility of existing one story residential buildings to grow over time, become mixed use multi-storey buildings with edges that positively contribute to the street.

The undeveloped site to the north of Main Road is owned by the Drakenstein Municipality and could not only accommodate the new CPUT expansion, but new mixed-use development as well.

This new development contributes to the creation of a new street (an extension of Lombaard Street) allowing connection to a lookout point to the surrounding agricultural landscape.

Main Road Precinct is illustrated in Figure 13 with sections across Main Road showing existing and future proposals illustrated in Figure 14.

### 6.2.1. PRIORITY PROJECTS (PP)

#### 6.2.1.1 P1: CPUT EXPANSION OPPORTUNITIES:

- Integrate CPUT with the CBD through infill development along Main Road with buildings that put 'education on display';
- Activate edges of current buildings & new infill;
- Develop a forecourt, public space associated with new CPUT infill with provision of landscape elements: benches, tree planting and pedestrian lighting;
- Implement pedestrian sidewalk improvements along Main Road; and
- Implement a raised and surfaced pedestrian crossing over Main Road.

#### 6.2.1.2 P2: DENSIFICATION AND INFILL OPPORTUNITIES:

Over time upgrade existing residential buildings into single or double story, mixed-use buildings with active, colonnaded edges.

#### 6.2.1.3 P3: NEW STREET CONNECTION

- Extend Lombaard Street towards the surrounding agricultural land to form a new street;
- Generate the opportunity for new Infill development on Drakenstein Municipality land; and
- Create access to opportunities for engagement with agricultural landscape.

#### 6.2.1.4 P4: INFILL OPPORTUNITIES ON DRAKENSTEIN MUNICIPALITY LAND:

- Implement sidewalk and public realm qualities and proposals along new road link; and
- Implement infill development along the extended Lombaard Street - mixed use buildings with active edges.

#### 6.2.1.5 P5: CAFE / RESTAURANT / DESTINATION DEVELOPMENT

- Develop a destination attraction that provides for engagement and connection to the agricultural landscape e.g. lookout point, cafe or restaurant.



PHOTO 41. POSITIVE STREET INTERFACE



PHOTO 42. LANDSCAPED FORECOURT SPACE- CLAREMONT LIBRARY (DHK ARCHITECTS)



PHOTO 43. GROWTH OF RESIDENTIAL BUILDINGS OVER TIME - WOODSTOCK, CAPE TOWN



















PHOTO 44. GENEROUS PEDESTRIAN SPACE



PHOTO 45. ATTRACTIVE DESTINATION IN RURAL SETTING

# Legend

-  Building
-  Infill
-  Densification
-  Education facilities
-  Pedestrian public space
-  Road surface paving
-  Green space
-  Trees
-  Defined edge
-  Active edge
-  Positive edge
-  Sensitive edge
-  Colonnaded edge
-  Visual Connection to Agricultural Landscape
-  Pedestrian route connection to agricultural landscape
-  Extension of road

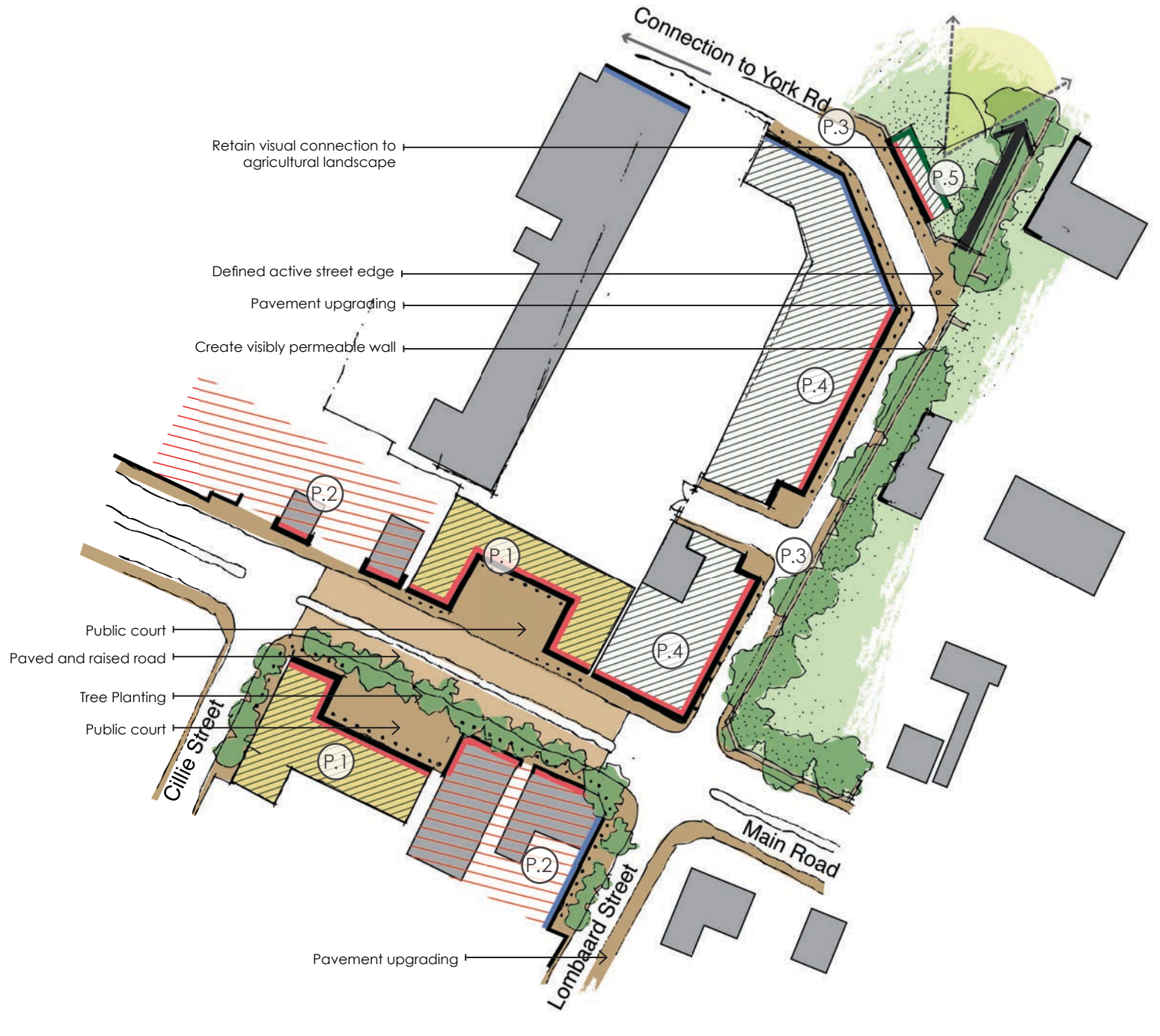


FIGURE 13. MAIN ROAD INFILL : PRECINCT



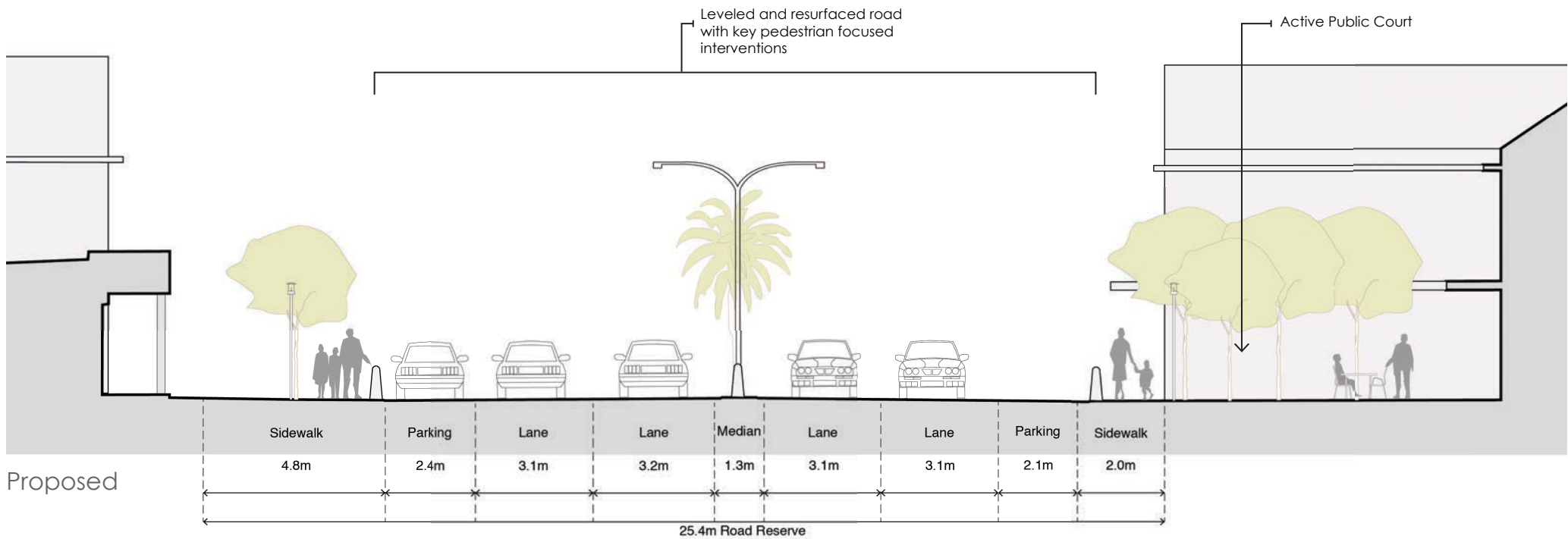
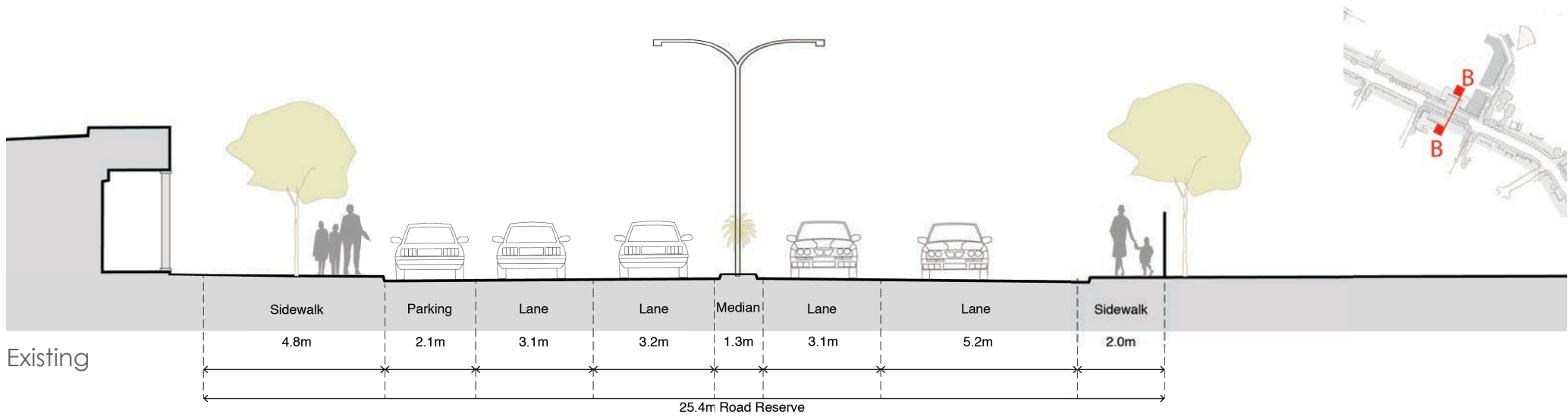


FIGURE 14. MAIN ROAD INFILL SECTION BB

	Project Description	Related Projects	Time Frames	Implementing Agent	Department Responsible	Precondition
<b>PRECINCT 2: MAIN ROAD PRECINCT</b>						
P1: CPUT expansion opportunities	Infill development opportunity ensuring education is on display and activation of the public realm	Sale of privately owned and municipal land to CPUT	5 -10 years	CPUT, Drakenstein Municipality DFU	Land Use Planning Properties Civil Electrical Parks Solid Waste Magement	Rezoning
P2: : Densification and Infill opportunities	Mixed -use intensification and densification over time		10 -15 years	Drakenstein Municipality (DFU) Private developers	Land Use Planning	Rezoning
P3: New street connection	Extension of Lombard street to form new street. Unlocks Drakenstein Municipality land for further infill opportunities.	Rezoning and Traffic impact assessment of proposal	5 -7 years	Drakenstein Municipality (DFU) Private developers	Civil Electrical Land Use Planning Properties	Rezoning for servitude
P4:Infill opportunities on Drakenstein Municipality land	Possible mixed-use development opportunity, ensuring activation of the public realm.			Drakenstein Municipality (DFU)	Land Use Planning Civil Electrical Properties	Rezoning
P5: Cafe / Restaurant / Destination development	Development opportunity for a destination attraction the allows for connection with the agricultural landscape	Land ownership	5-7 years	Private developers, Drakenstein Municipality (DFU)	Land Use Planning LED	Land ownership and rezoning

TABLE.9. PRECINCT 2: PROJECT IMPLEMENTATION MATRIX



## 6.3. PARK TO PARK PRECINCT 3

The Park to Park precinct is seen as the new heart to Wellington. The cluster of civic buildings (library, municipal offices, police station, town hall and CPUT) along with the existing open space in the precinct present an opportunity to create a special place. An integrated system of public spaces which start at the top of Jan Van Riebeeck street with the Hugo Rust school forecourt, stretch along the street connecting to the Victoria Jubilee Park.

The existing triangle park opposite the library is redesigned and landscaped to create an active, beautiful public square. This combine with pedestrian and bicycle upgrades to Malherbe Street create a positive people place in the centre of the town.

Malherbe Street is proposed to become a one-way, woonerf street with direction of travel from Main Road east-wards. The changes to Malherbe Street allows CPUT to open up and become part of the town. The street will become a place for moving, playing and living.

The precinct includes changes to Pentz Street as it becomes a 3 lane road. 2 lanes travel in a westerly direction moving traffic from Bainskloof into the town centre. This, along with the proposals on Church Street frees up the streets to become more pedestrian friendly places.

Park to Park Precinct Plan is illustrated in Figure 15. Figure 16 and Figure 18 illustrates a detailed plan of Malherbe Street with corresponding sections shown in Figure 17 and Figure 19. Figure 20 illustrates in section the changes made to Pentz Street.

### 6.3.1. PRIORITY PROJECTS

#### 6.3.1.1 P1: PENTZ STREET LANE ALTERATIONS AND PEDESTRIAN AND PUBLIC REALM IMPROVEMENTS:

- Reconfigure Pentz Upper Street to accommodate 3 lanes of traffic as well as a widened sidewalk and parallel parking. 2 lanes of traffic must flow into town with only 1 lane going out of town towards Bains Kloof.
- Create safe raised, paved pedestrian crossing over Pentz Upper Street;
- Widen sidewalks and improve surfacing along the length of Pentz Upper Street; and
- Provide landscape elements to improve the pedestrian realm ; benches, pedestrian lighting, continued/infill tree planting along Pentz Upper Street.

#### 6.3.1.2 P2: JAN VAN RIEBEEK ROAD, SURFACING AND PUBLIC REALM IMPROVEMENTS:

- Pave surfacing of Jan van Riebeeck street between Church Street and the Town Hall / Joubert Park.
- Implement side walk and public realm improvements along Jan van Riebeeck Street;
- Create an active, public space in front of CPUT including the Library, Breytenbach Centre and Municipal offices which accommodates a park and market space;
- Encourage partnership with the Breytenbach center in engaging with and activating the public space.
- Activate the edge of the CPUT overlooking the new public space - putting education on display.

#### 6.3.1.3 P3: TOWN HALL AND JOUBERT PARK FORECOURT IMPROVEMENTS:

- Pave Jan Van Riebeeck Street from the town hall down to Church Street to create an integrated space;
- Provide landscape elements to improve the public realm: Pedestrian lighting, benches and way-finding.

#### 6.3.1.4 P4: INFILL DEVELOPMENT:

- Implement mixed use infill development in the Breytenbach Centre site that will define a landscaped internal public square / courtyard space.

#### 6.3.1.5 P5: MALHERBE STREET WOONERF AND ONE-WAY ROAD SEGMENT:

- Implement one-way road segment along Malherbe Street;
- Establish Malherbe Street as a woonerf;
- Use landscape elements such as tree planting and use street furniture and low walls as structuring elements; and
- Encourage activation of building frontages onto Malherbe Street.

#### 6.3.1.6 P6: HOPE STREET EXTENSION:

- Extend Hope Street to enable access via Hope Street between Pentz and Malherbe Streets;
- Resurface the parking area to create a multi-functional landscaped parking court; and
- Improve the pedestrian realm edging onto parking area.

#### 6.3.1.7 P7: CAFE / RESTAURANT / DESTINATION DEVELOPMENT:

- Develop a destination attraction that provides for engagement and connection to the agricultural landscape; and
- Create a lookout point towards the surrounding agricultural landscape which includes, infill building (mixed-use) and a parking court on Keerom Street as well as a connection to the heritage walk.

#### 6.3.1.8 P8: HUGO RUST SCHOOL FORECOURT AND IMPROVED PEDESTRIAN SAFETY:

- Create a pedestrian priority crossings & raised surfaced crossing over Jan van Riebeeck; and
- Implement pedestrian realm improvements and connections to the Hugo Rust school - through widening side walks and providing

landscape elements: benches and pedestrian lighting; and

- Resurface parking lot adjacent to school, establish kerf to define edges, formalise tree planting as well as establish a link between Joubert Park, through parking court to school.

### Legend

-  Building
-  Infill
-  Education facilities
-  Pedestrian public space
-  Road surface paving
-  Landscaped parking court
-  Green space
-  Trees
-  Defined edge
-  Active edge
-  Positive edge
-  Sensitive edge
-  Colonnaded edge
-  Pedestrian route connection to agricultural landscape

0 10 20 50m

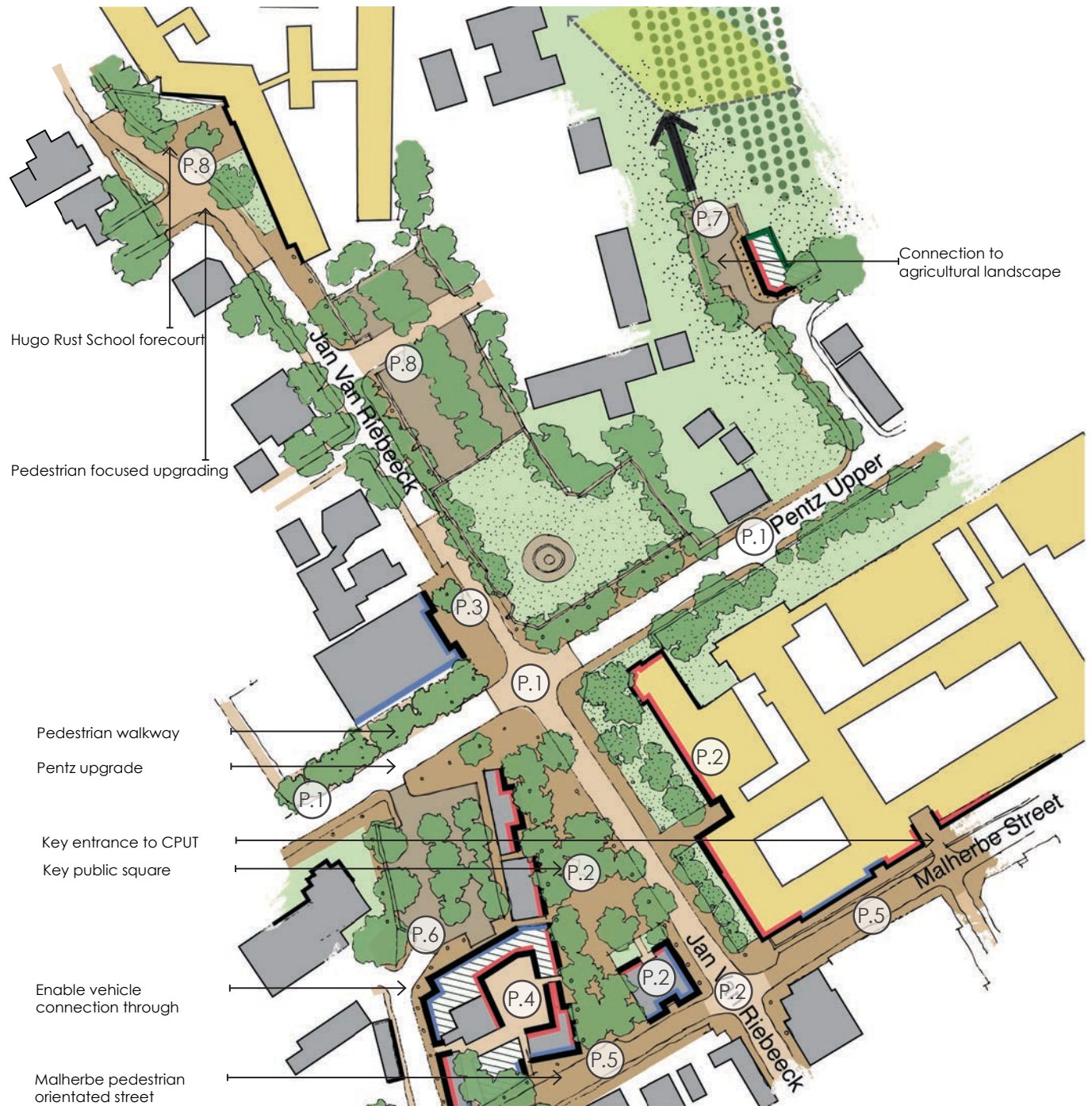
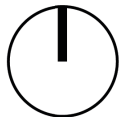


FIGURE 15. SCHOOL TO PARK: PRECINCT PLAN





FIGURE 16. SCHOOL TO PARK | BREYTENBACH CENTRE AND SURROUNDS DETAIL PLAN

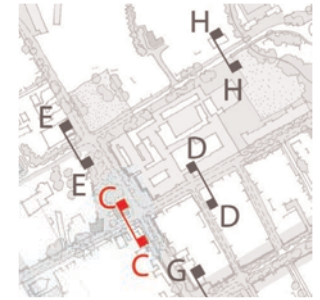
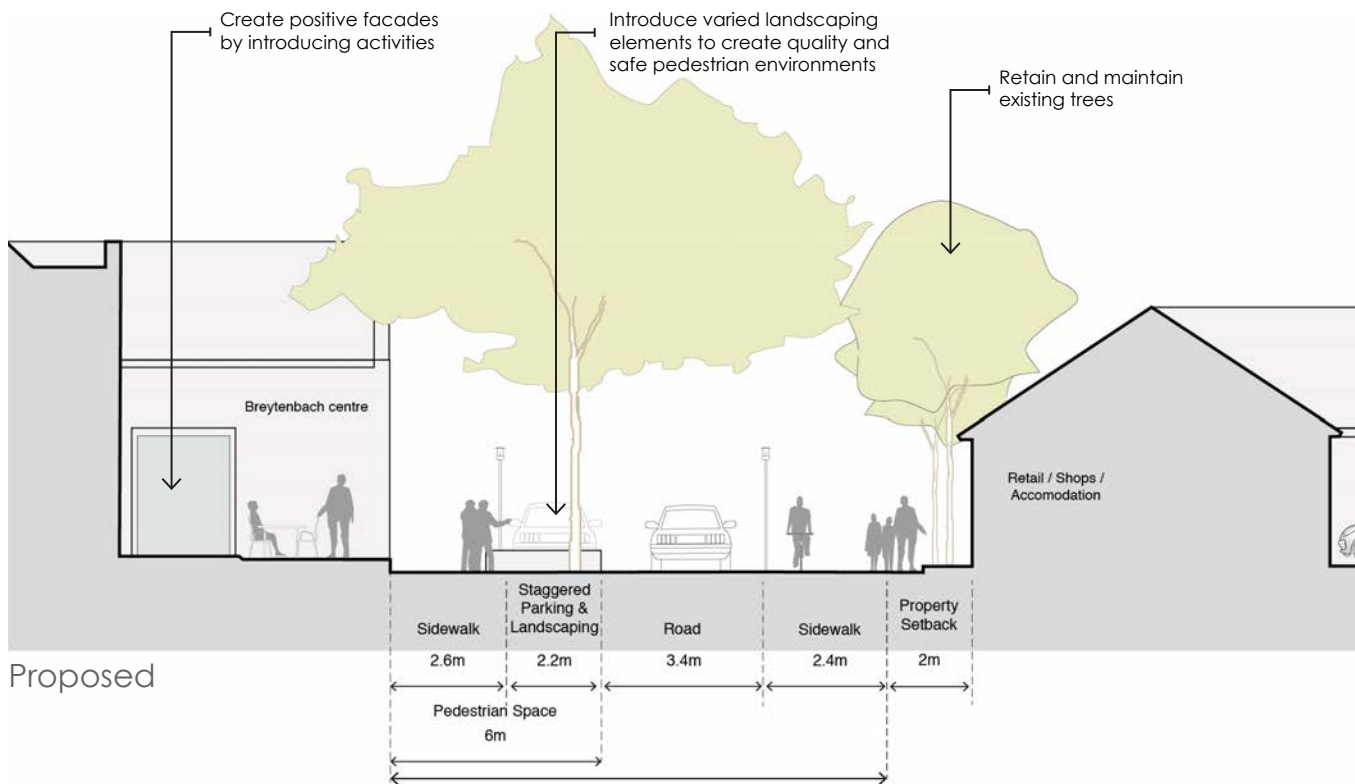
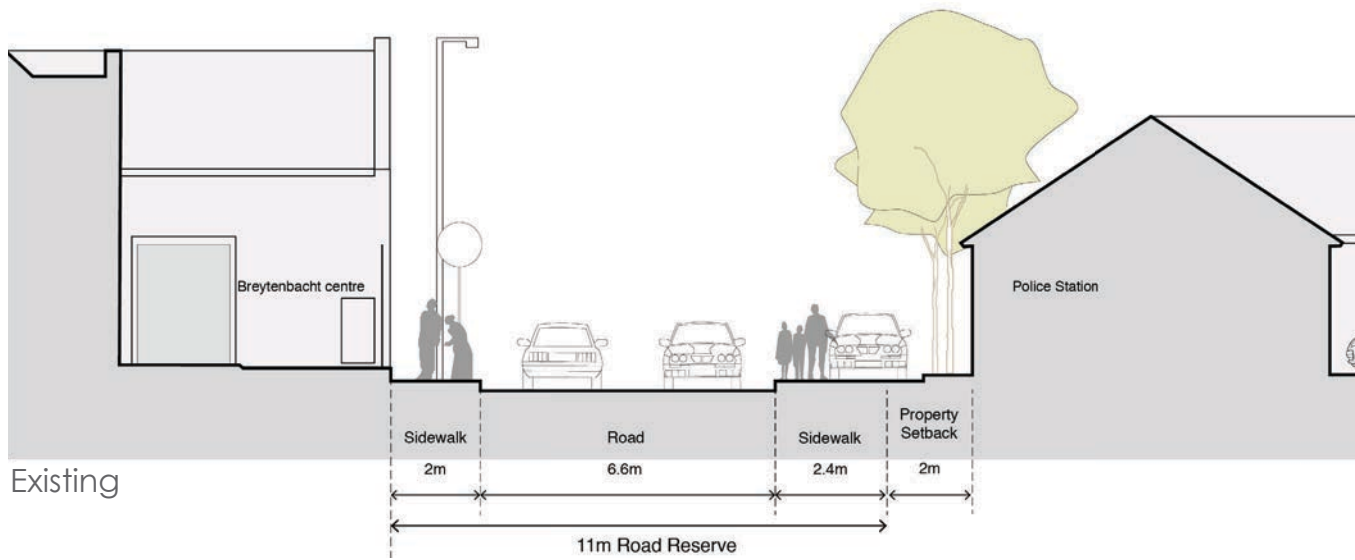


PHOTO 46. ROBUST SEATING AND LANDSCAPING CREATES A POSITIVE PUBLIC REALM



PHOTO 47. POSITIVE, ACTIVE INTERFACES



PHOTO 48. EXAMPLE OF A WOONERF STREET

FIGURE 17. SCHOOL TO PARK | BREYTENBACH CENTRE SECTION CC



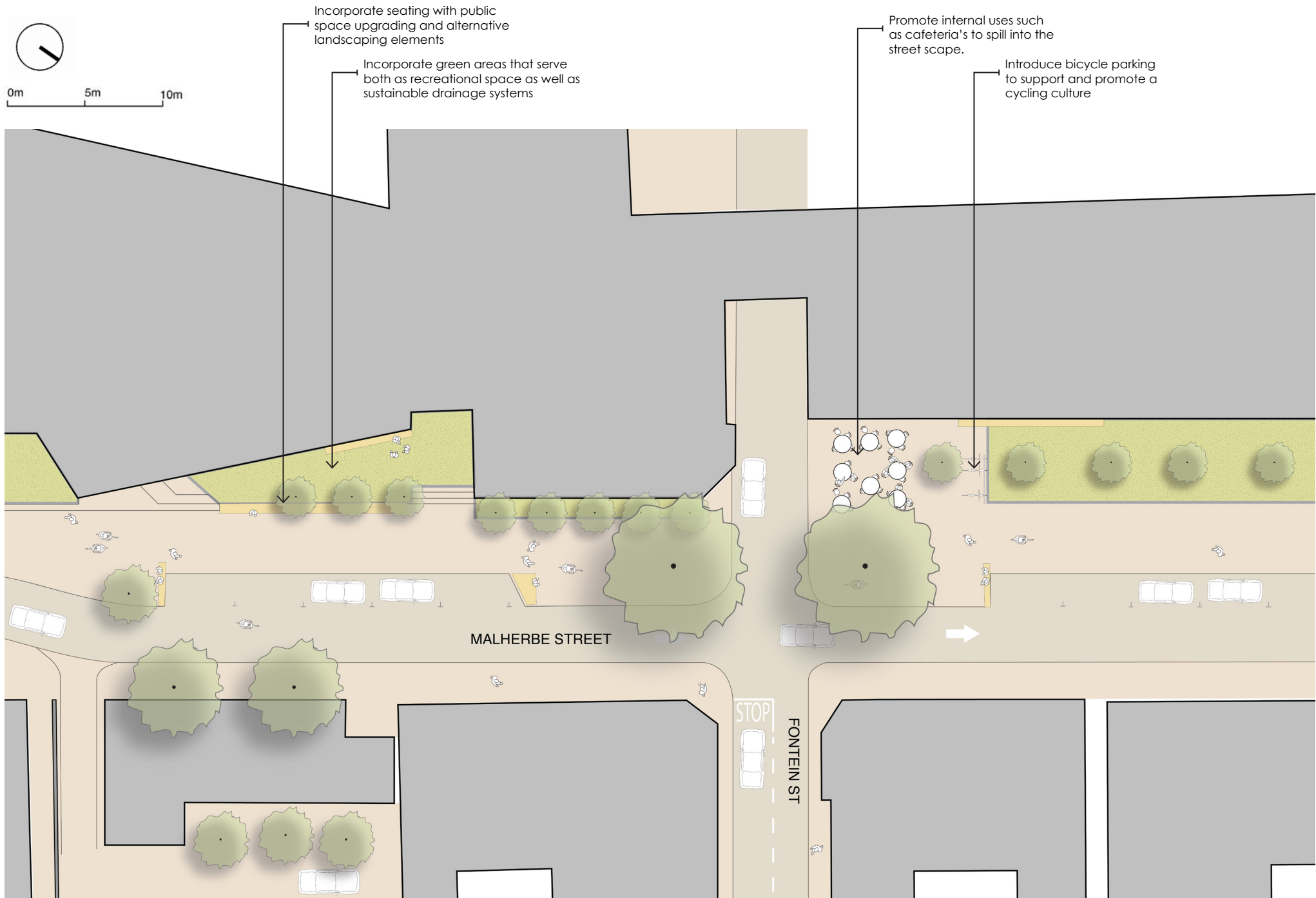
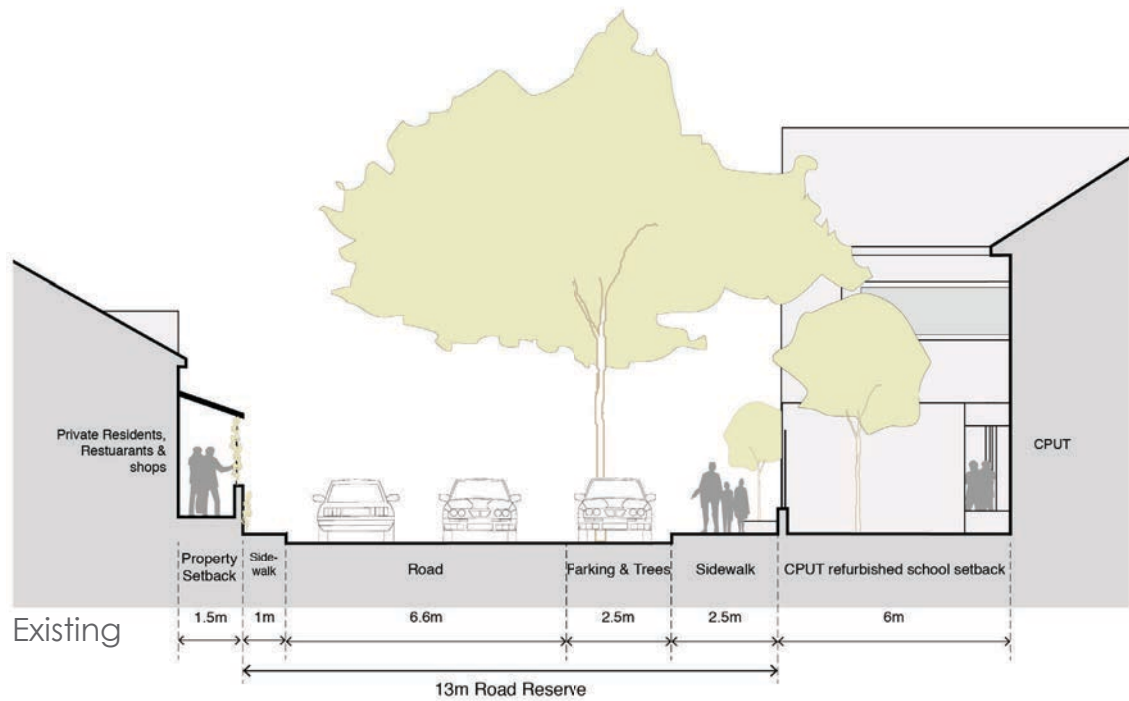


FIGURE 18. SCHOOL TO PARK | CPUT ALONG MALHERBE STREET DETAIL PLAN



Incorporate seating with public space upgrading and alternative landscaping elements

Retain and maintain existing trees

Promote internal uses such as cafeteria's to spill into the street scape.

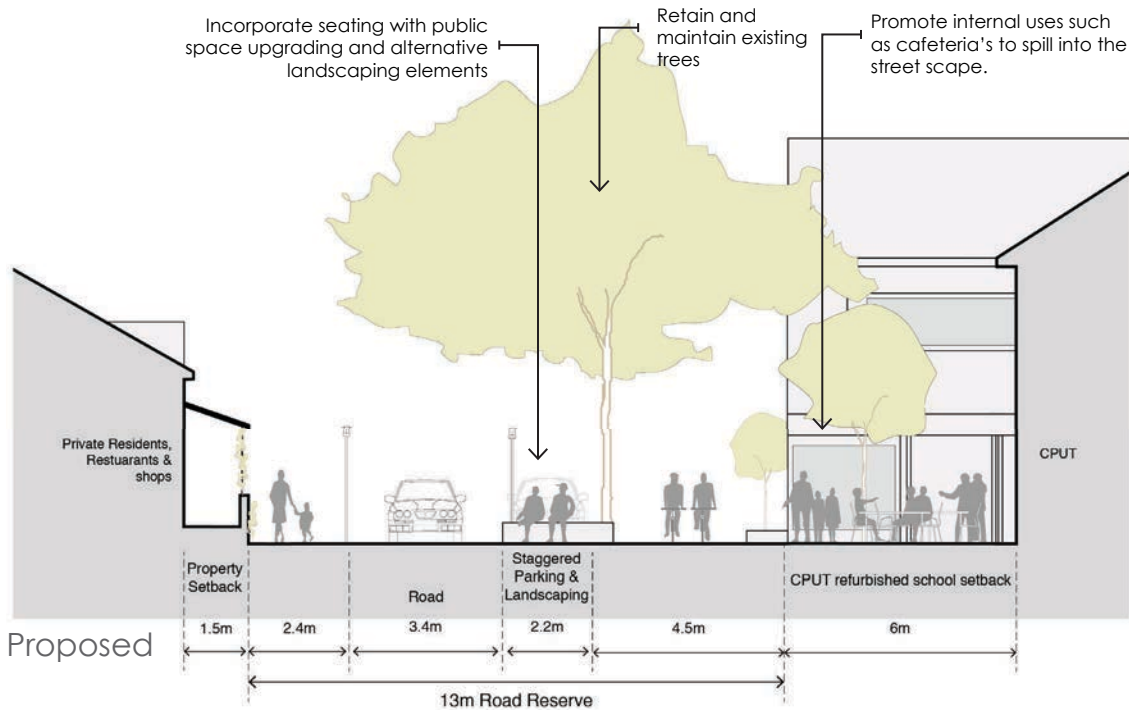


FIGURE 19. SCHOOL TO PARK | CPUT ON MALHERBE STREET : SECTION DD

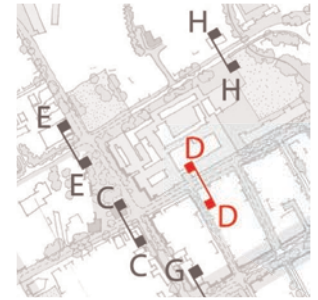


PHOTO 49. WOONERF STREET CONDITION ACCOMMODATING VEHICLE MOVEMENT, BUT PEDESTRIAN ARE GIVEN PRIORITY



PHOTO 50. ATTRACTIVE VIBRANT SPACES - RIEBEEK KASTEEL



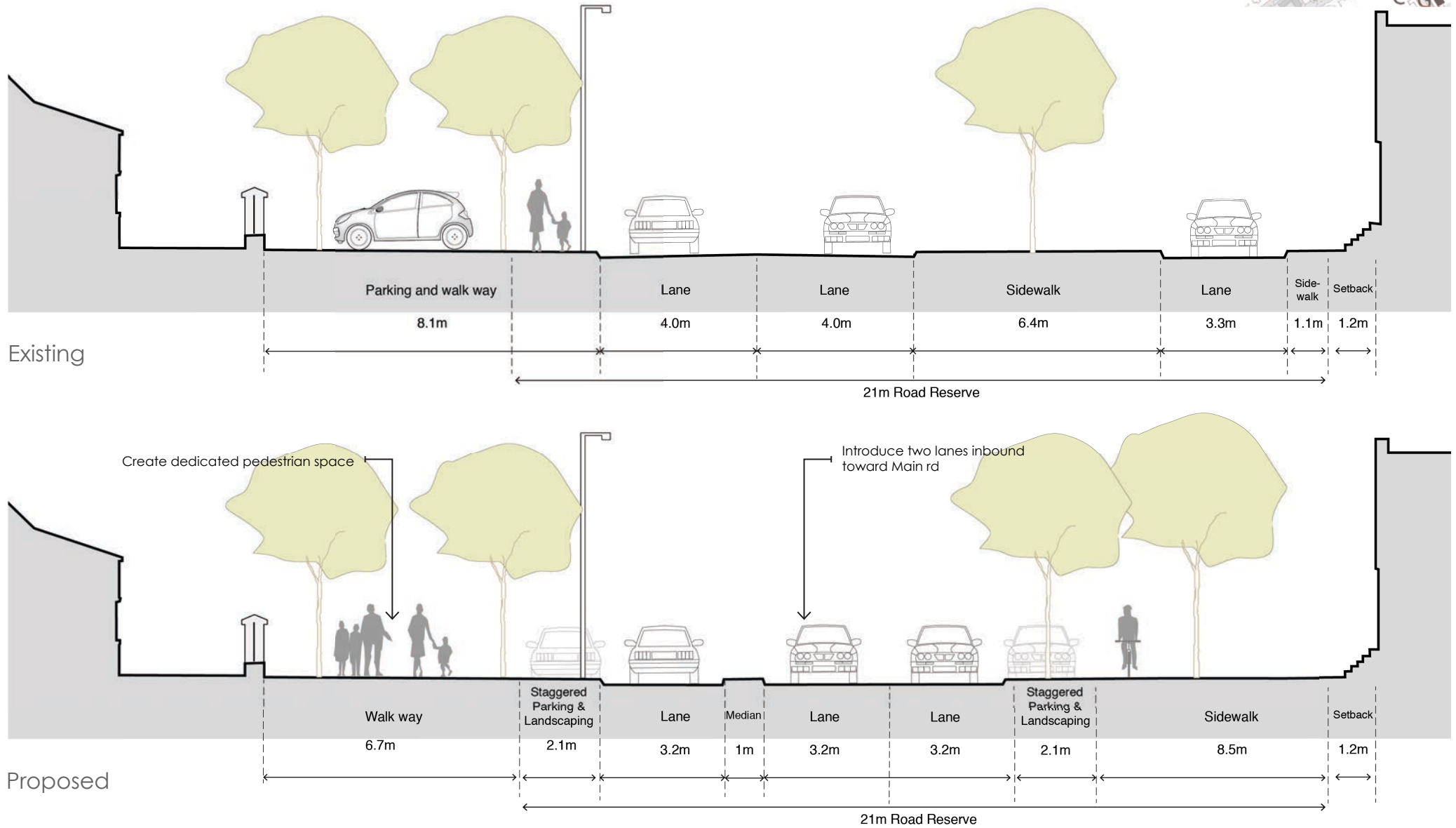


FIGURE 20. SCHOOL TO PARK | PENTZ UPPER : SECTION EE

	Project Description	Related / Supporting Initiatives	Timeframe	Implementing Agent	Department Responsible	Preconditions
<b>PRECINCT 3: JAN VAN RIEBEEK STREET - SCHOOL TO PARK</b>						
P1: Pentz Street lane alterations and pedestrian and public realm improvements	<p>Raised and paved intersection at Jan van Riebeeck Street. Sidewalk and Landscaping improvements along the length of Pentz Upper Street.</p> <p>Reconfigure Pentz Street Upper to accommodate 2 lanes of traffic into town with only 1 lane going out of town towards Bains kloof.</p>	Land ownership / transfer NG Kerk property.	3 years	Drakenstein Municipality (DFU) & the Provincial Department of Transport and Public Works	Civil Electrical Parks WCG DTPW Solid Waste Management	Approval by Provincial Road Engineer
P2: Jan van Riebeeck Road, surfacing and public realm improvements	<p>Paved surfacing of Jan van Riebeeck street.</p> <p>Establish a landscaped public square between the Library/ Breytenbach center, CPUT and Hall.</p>	Detailed precinct and landscape plan	5 years	Drakenstein Municipality (DFU)	Civil Electrical Parks WCG DTPW Solid Waste Management	Buy in from CPUT on edge activation
P3: Town Hall and Joubert Park forecourt improvements	Establish forecourt area that connects the Town Hall entrance across Jan van Riebeeck to Joubert park. Improved sidewalk conditions and landscaping.		5 years	Drakenstein Municipality	Civil Electrical Parks WCG DTPW Solid Waste Management	
P4: Infill development	Mixed use infill development opportunity	Land Ownership and possible rezoning applications	5-7 years	Drakenstein Municipality Private developers	Roads / Traffic, Land Use Planning Heritage	
P5: Malherbe Street Woonerf and One-way road segment	<p>Establish Malherbe Street as a one way 'woonerf' street.</p> <p>Implement landscape elements such as tree planting and provide street furniture and low walls as structuring elements.</p>	Detail precinct and landscape plan	5-7 years	Drakenstein Municipality and the Provincial Department of Transport and Public Works	Civil Electrical Parks WCG DTPW Solid Waste Management	Buy in from affected property owners
P6: Hope street extension	Resurface parking area as well as enable access via Hope street between Pentz and Malherbe.	Land acquisition and / or subdivision	3 years	Drakenstein Municipality	Civil Electrical Parks WCG DTPW Solid Waste Management	Buy-in from adjacent owners
P7: Cafe / Restaurant / destination development	Opportunity for infill development of a destination - cafe / restaurant and opportunity for engagement and connection with the agricultural landscape.	<p>Determine land ownership, land acquisition &amp;/or subdivision.</p> <p>Ensure that updated zoning scheme accommodates this.</p> <p>Align with IDZ.</p>	7 -10 years	Drakenstein Municipality: Western Cape Dept of Economic Dev & Tourism Private developers	Land Use Planning LED	
P8: School forecourt, parking and improved pedestrian safety	<p>Pedestrian prioritisation and forecourt surfacing in front of Hugo Rust School entrance.</p> <p>Landscaping of adjacent parking lot and creating a pedestrian link between Joubert Park, through a parking court to school.</p>		3-5 years	Hugo Rust School, Drakenstein Municipality, WCG Dept of Education	Civil Electrical Parks Solid Waste Management	

TABLE.10.PRECINCT 3: PROJECT IMPLEMENTATION MATRIX



## 6.4. CHURCH AND TOURIST GATEWAY PRECINCT 4

Piet Retief Road and the iconic church form an important gateway into Wellington from Paarl and the south. This gateway is the tourist entrance to the town and is a perfect place to create a tourist precinct which includes a bus stop and drop as well as an information centre. This tourist centre is located on the corner of Main Road and Voor Street. The tourist bus stop and drop area also accommodates farm trucks transporting farm workers into town on Friday afternoon and Saturday morning. The space provides a dignified and safe place for people to sit with their shopping while waiting for their lift. The location of this stop and drop area is ideal as it is close to Church Street as well as Pick n Pay and the taxi rank.

Several upgrades are proposed for the Pick n Pay site. This includes infill development opportunities along the Church street edge as well as upgrades to the existing taxi rank.

Figure 21 illustrates the Church and Tourist Gateway Precinct Plan with sections across Main Road shown in Figure 22.

### 6.4.1. PRIORITY PROJECTS

#### 6.4.1.1 P1: MELLING STREET UPGRADE

- Implement pedestrian and public realm improvements: resurfacing of sidewalks, paved surface treatment Melling Street; and
- Provide landscape elements: benches, tree planting and pedestrian lighting;

#### 6.4.1.2 P2: MAIN ROAD PEDESTRIAN PRIORITISATION

- Improved pedestrian crossing points at Malherbe and Church Streets through implementing raised table crossings; and
- Implement improvements to pedestrian receiving points at crossing points through the

provision of bump out, generous sidewalks and improved sidewalk surfacing;

#### 6.4.1.3 P3: INFILL DEVELOPMENT WITH PARKING UNDERNEATH

- Develop infill opportunities for intensification and densification on edge the Pick n Pay property;
- Activate the public realm through infill development and upgrading of the parking arrangement; and
- Implement parking court upgrading - surface treatment and tree planting.

#### 6.4.1.4 P4: TAXI STATION IMPROVEMENTS

- Implement pedestrian and public realm improvements: resurfacing of sidewalks delineation of pedestrian and vehicular space;
- Rationalize taxi operations; and
- Provide more seating and tree planting;

#### 6.4.1.5 P5: TOURISM NODE DEVELOPMENT

- Integrate the tourist information centre and Church across a public space;
- Create a clear and beautiful gateway into the town;
- Provide more parking in this precinct to the rear of the church site next to the cemetery;



PHOTO 51. RAISED AND PAVED LEVEL PEDESTRIAN CROSSING - PEARL STREET, BOULDER, COLORADO

- Upgrade landscaping of the existing fountain on the corner of Piet Retief and Blouville Road and associated public spaces; and
- Unclutter the corner of Church and Main Road from signage.

#### 6.4.1.6 P6: TOURISM / BUS PARKING AND DROP-OFF

- Develop a landscaped parking court for four buses and farm trucks;
- Create a Tourism node next to tour bus and farm truck drop-off and relocated tourist centre;
- Ensure the parking area can also be used by farm trucks for Friday and Saturday drop-off and pick ups;

#### 6.4.1.7 P7: CEMETERY EDGE AND GREEN OPEN SPACE IMPROVEMENTS

- Create a clear and beautiful gateway into the town;
- Upgrade landscaping of the existing fountain on the corner of Piet Retief and Blouville Road and associated public spaces.
- Implement a Low wall boundary wall and minor landscaping interventions can be provided to define the space; and
- Allow for flexible / overflow parking near to the church site for functions / events.



PHOTO 52. ACTIVATING BLANK WALLS AND DEAD EDGES THROUGH SIMPLE ELEMENTS SUCH AS A WRAP AROUND BALCONY AND COLONNADE - WOODSTOCK, CAPE TOWN

# Legend

-  Building
-  Infill
-  Pedestrian public space
-  Road surface paving
-  Landscaped parking court
-  Green space
-  Cemetery
-  Overflow parking
-  Trees
-  Defined edge
-  Active edge
-  Positive edge
-  Elevated building edge
-  Colonnaded edge
-  \*



0 10 20 50m

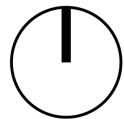
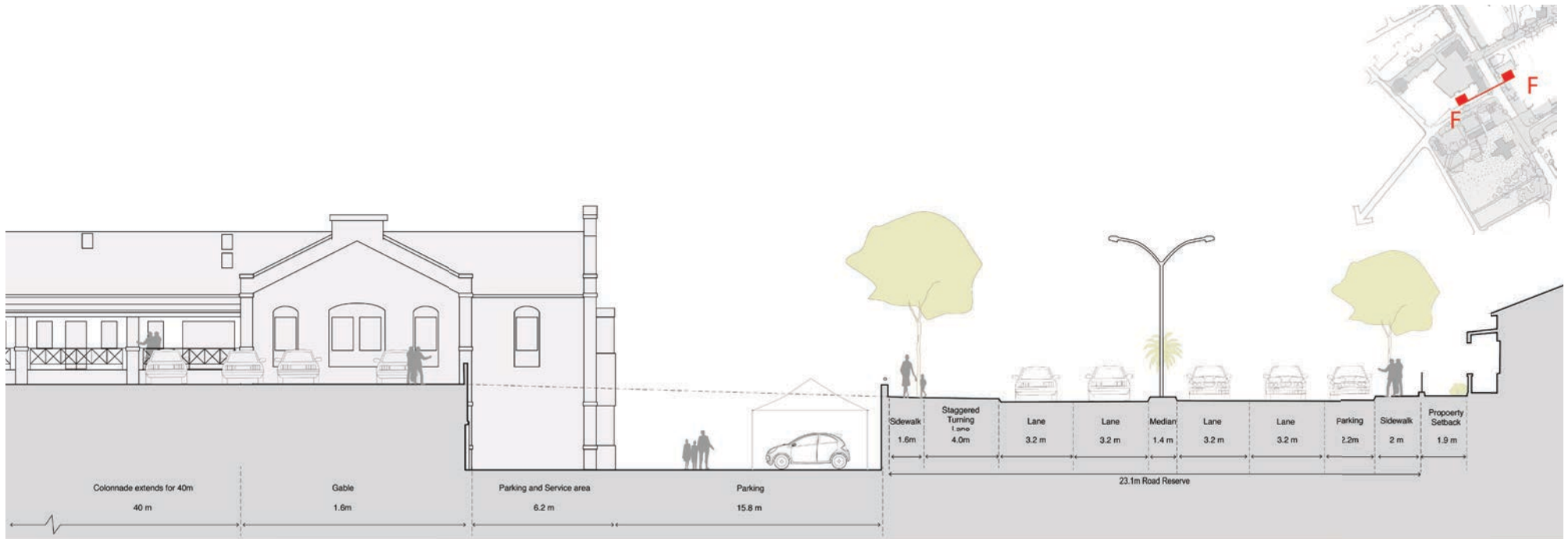
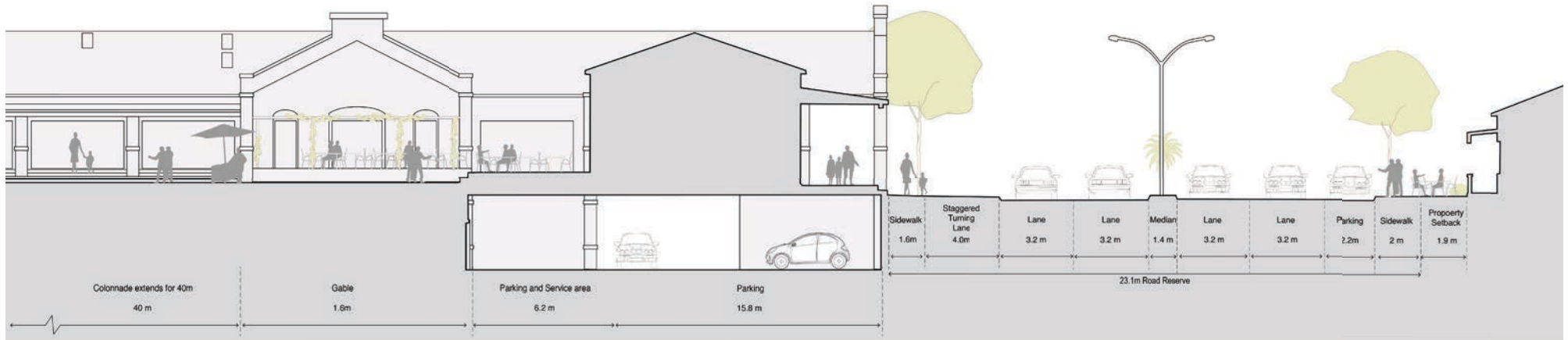


FIGURE 21. CHURCH AND TOURIST GATEWAY PRECINCT





Existing



Proposed

FIGURE 22. PICK N PAY AND MAIN ROAD : SECTION FF

	Project Description	Related Projects	Time Frames	Implementing Agent	Department Responsible	Preconditions
<b>PRECINCT 4: CHURCH GATEWAY PRECINCT</b>						
P1: Melling Street upgrade	Melling Street paving and pedestrian, public realm improvements.		2-5 years	Drakenstein Municipality(DFU)	Civil Electrical Parks Solid Waste Management	
P2: Main Road pedestrian prioritisation	Raised table crossings and key intersections, Improving pedestrian access and sidewalk conditions		2 -3 years	Drakenstein Municipality & the Provincial Department of Transport and Public Works	Civil Electrical Parks Solid Waste Management	
P3: Infill development with parking underneath	Infill opportunity for mixed -use development and parking lots improvements	Ensure that updated zoning scheme accommodates this Align with IDZ Project	5 -7 years	Property owners Private developers	Land Use Management	
P4: Taxi station improvements	Rationalize taxi operations, improvements to public and pedestrian realm.	Detailed precinct and landscape plan	3 -5 years	Drakenstein Municipality (DFU) & the Provincial Department of Transport and Public Works	Spatial Planning Land Use Planning	Agreements and precinct planning with Taxi Association
P5: Tourism node development	Establish a tourism node through public realm improvements and landscaping .	Detailed precinct and landscape plan Ensure that updated zoning scheme accommodates this Align with CID	2 -5 years	Wellington Tourism Drakenstein Municipality (DFU) Western Cape Dept of Economic Dev & Tourism	LED Properties Civil Electrical Parks Solid Waste Management	
P6: Tourism / bus parking drop-off	Establish a tour bus drop-off and collection parking lot. Parking lot allows farm trucks and other users to drop-off or pick up at this location	Rezoning / use of property negotiations	5 years	Drakenstien Municipality Western Cape Dept of Economic Dev & Tourism	LED Properties Civil/Electrical/Parks Solid Waste Managemen	
P7: Cemetery edge improvements and green open space improvements	Establish a gateway into town through landscaping improvements to define the entry into the town. Improvements to the green space to allow for flexible parking. Relocate community garden existing in the tourism bus parking dropoff to the cemetery edge.		2 -5 years	Drakenstein Municipality Community Garden Organisation	LED Properties Civil Electrical Parks Solid Waste Management Spatial Planning Land Use Planning	Agreement with Dutch Reformed Church

TABLE.11. PRECINCT 4: PROJECT IMPLEMENTATION MATRIX



## 6.5. CHURCH STREET AND VICTORIA JUBILEE PARK PRECINCT 5

One of the primary interventions of the urban design framework is the upgrading of Church Street. The street is envisioned as a vibrant and social place for locals and tourists to enjoy; the High Street of the town. To support this the nature of Church Street must change and public space, landscaping and traffic calming improvements are proposed to create a positive environment which instills confidence in businesses and investors boosts the economy. While the road will remain designated as a Provincial Main Road, it will operate as a couplet with Pentz street. The plan is to reconfigure it into a 3 lane road with 2 east bound lanes 1 west bound.

Figure 23 illustrates the Church Street and Victoria Jubilee Park Precinct Plan while Figure 18 illustrates a detailed plan of Church Street. Sections illustrating the changes proposed for Church Street are shown in Figure 25.

### 6.5.1. PRIORITY PROJECTS

#### 6.5.1.1 P1: JAN VAN RIEBEEK ROAD, SURFACING AND PUBLIC REALM IMPROVEMENTS:

- Continue pedestrian prioritisation and surfacing of Jan van Riebeeck Street (refer to Precinct 3), between Malherbe and Jan van Riebeeck termination at Joubert Park.
- Implement sidewalk improvements, through tree planting and provision of landscape elements such as benches, wayfinding and pedestrian lighting.

#### 6.5.1.2 P2: ENCOURAGE SMALL BUSINESS UPTAKE OF PROPERTIES EDGING ONTO VICTORIA JUBILEE PARK:

- Encourage small business uptake of properties edging onto the Park
- Activate the park's edges to ensure safety;



FIGURE 23. CHURCH STREET AND VICTORIA JUBILEE PARK PRECINCT

- Promote the development of a cafe / retail / mixed - use development within the park
- Set up event programming for increased activity and use of the park for markets, festivals, exhibitions and events.

**6.5.1.3 P3: NG KERK FORECOURT AND RAISED PEDESTRIAN CROSSING OVER CHURCH STREET**

- Establish a public forecourt in front of the Church Hall and park, linking the two together across Church street;
- Promote the active use of the hall for events, festivals and exhibitions, especially over weekends, and;
- Implement a raised, paved pedestrian crossing over Church Street.

**6.5.1.4 P4: CHURCH STREET TRAFFIC PROPOSALS**

- Reconfigure Church Street traffic movement to support 2 lanes of traffic traveling towards Bains Kloof, and a single lane of traffic into town;
- Ensure sidewalk improvements: widening of the sidewalks along both sides of Church Street;
- Provide multi use, shared sidewalks along the Southern side of Church Street, accommodating both cyclists and pedestrians.

**6.5.1.5 P5: SIDEWALK AND PUBLIC REALM IMPROVEMENTS ALONG FONTEIN STREET**

- Implement tree planting and provide landscape elements such as benches, wayfinding and pedestrian lighting.

**6.5.1.6 P6: PARK UPGRADE AND MANAGEMENT PLAN**

- Ensure management and maintenance plan for the public park is developed and followed; and

- Encourage increased use and activity within the park; such as community gatherings, markets, evening events, exhibitions.

**6.5.1.7 P7: INTENSIFICATION OF LAND USE ALONG CHURCH**

- Promote, enable and support investment, redevelopment, renovation and intensification of fine-grained, mixed use, multi-storey development along the length of Church Street.

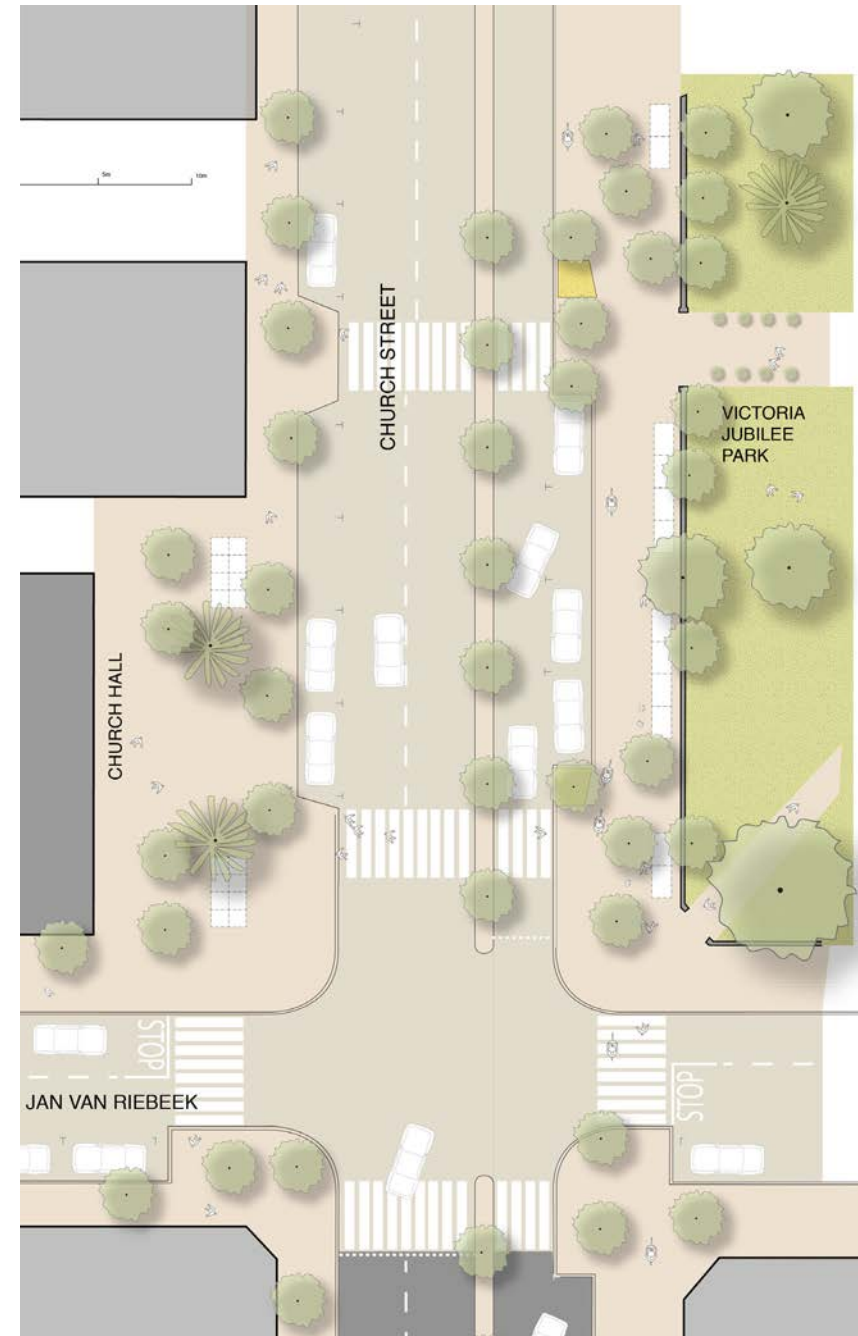


FIGURE 24. IPEDESTRIAN IMPROVEMENTS TO CHURCH STREET



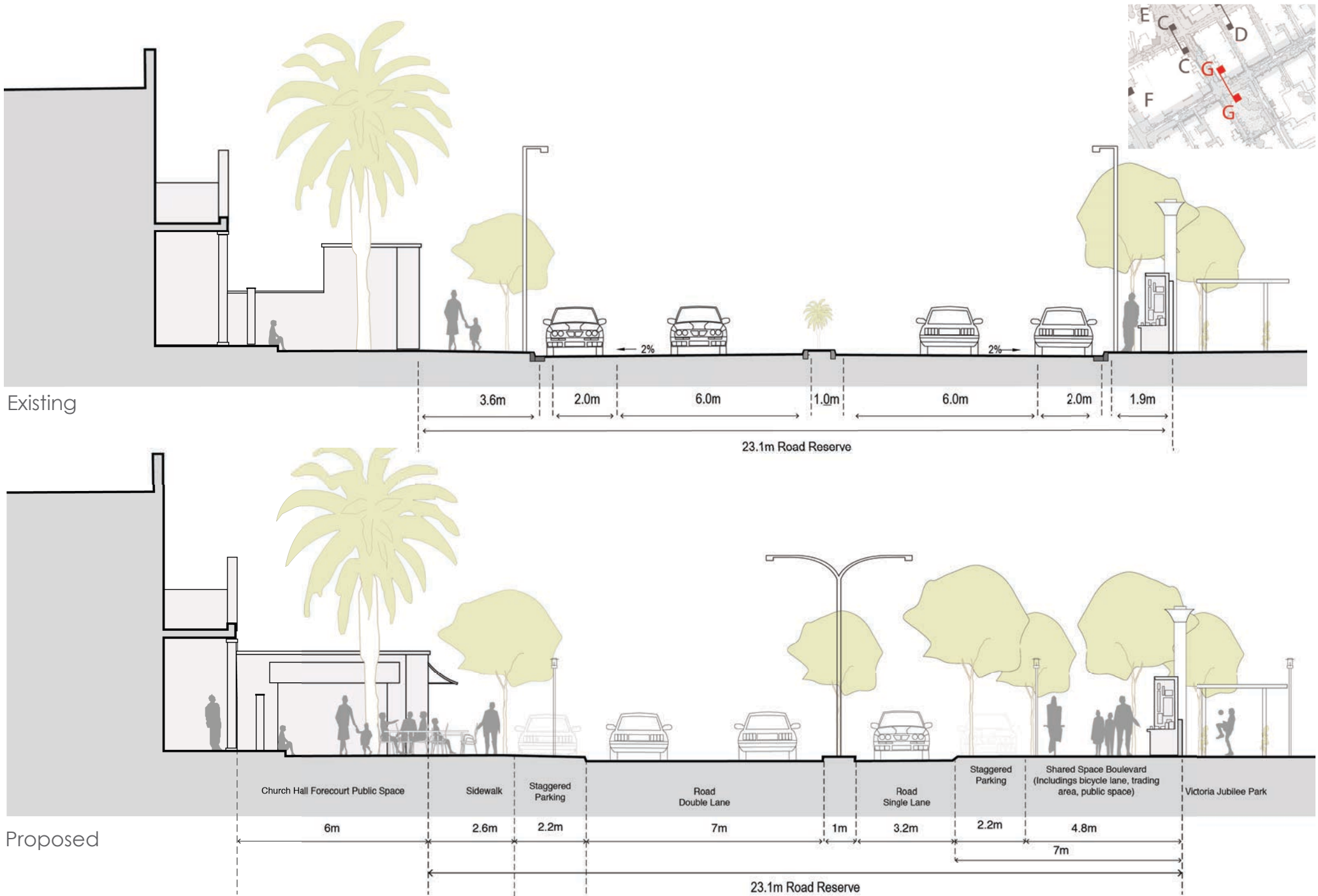


FIGURE 25. CHURCH STREET SECTION BETWEEN THE CHURCH HALL AND VICTORIA JUBILEE PARK: SECTION GG

	Project Description	Related Projects	Time Frames	Implementing Agent	Department Responsible	Preconditions
<b>PRECINCT 5: CHURCH STREET AND VICTORIA JUBILEE PARK</b>						
P1: Jan van Riebeek Street, surfacing and public realm improvements	Continued pedestrianisation of Jan van Riebeek Street, refer to precinct 3	Detailed precinct and landscape plan	5 years	Drakenstein Municipality (DFU) WCG DTPW	Civil Electrical Parks Solid Waste Management WCG DTPW	
P2: Small Business uptake and infill opportunities	Encourage small business uptake, over time, of properties facing onto Victoria Jubilee Park	Ensure that updated zoning scheme accommodates this Align with CID	Ongoing	Private property owners and small businesses Drakenstein Municipality (DFU)	Land Use Planning LED	
P3: NG Hall Forecourt and Church Street raised pedestrian crossing	Establish a public forecourt in front of the Church Hall and park		3-5 years	Drakenstein Municipality NG Kerk	Civil Electrical Parks Solid Waste Management	
P4: Church Street traffic proposals	Reconfiguration of Church Street traffic movement to support 2 lanes of traffic traveling towards Bains Kloof, and a single lane of traffic into town. Sidewalk improvements		3 years	Drakenstein Municipality WCG DTPW	Civil Electrical Parks Solid Waste Management WCG DTPW	Pentz Upper Street upgrade and traffic changes
P5: Sidewalk and public realm improvements along Fontein Street	Sidewalk and public realm improvements along Fontein street		2-4 years	Drakenstein Municipality (DFU)	Civil Electrical Parks Solid Waste Management	
P6: Park upgrade and management plan	Establish and maintain management plan and improved use and activity in Victoria Jubilee Park		Ongoing	Drakenstein Municipality (DFU)	Parks Heritage Civil Electrical Parks Solid Waste Management	
P7: Intensification and Infill Development on Church Street	Promote, enable and support investment, redevelopment, renovation and intensification of fine-grained, mixed use, multi-storey development along the length of Church Street	Ensure that updated zoning scheme accommodates this Align with IDZ	Ongoing	Drakenstein Municipality (DFU) (enabling policy and approvals role) Private sector (implementing role)	Land Use Planning LED	Supportive policy and administrative environment within DM  Cooperation between public and private sectors

TABLE.12.PRECINCT 5: PROJECT IMPLEMENTATION MATRIX



## 6.6. RIVER PARK PRECINCT 6

The Spruit River should become a positive feature of Wellington. While safety is a concern, evidence shows that locating activity to front on to the edges of rivers improves safety through surveillance, or “eyes on the space”.

Opening up of the river between Church and Pentz Street helps to integrate this area of town, creating a series of public spaces relating to businesses along the river as well as CPUT.

Figure 26 illustrates the River Park Precinct Plan with existing and proposed sections through Pentz Upper Street shown in Figure 27.

### 6.6.1. PRIORITY PROJECT

#### 6.6.1.1 P1: MALHERBE WOONERF AND ONE-WAY ROAD SEGMENT

- Implement one-way road segment along Malherbe Street;
- Establish Malherbe Street as a woonerf;
- Use landscape elements such as tree planting and use street furniture and low walls as structuring elements;
- Implement a raised traffic calming and signalised crossing at Malherbe, East and Kollege Street’s intersection; and
- Encourage activation of building frontages onto Malherbe Street.

#### 6.6.1.2 P2: SPRUIT RIVER MANAGEMENT PLAN AND PUBLIC ACCESS AND TRAIL

- Improve and upgrade the edge of the Spruit River - open up the river to public access;
- Create a continuous pedestrian mid-block system connecting from Malan Street to the Spruit River;
- Create a partnership and management plan to collaborate on safety and management of public route along the Spruit River;

- Encourage businesses and private land owners orient hospitality and food outlets onto the river to improve activity and surveillance;
- Create a connection between Spar Centre and OK Centre across the Spruit River. Ensure active uses in buildings edging the river; and
- Encourage the development of a public accessible park on CPUT’s property on the edge of the Spruit River along Malherbe Street.

#### 6.6.1.3 P3: SWIMMING POOL FORECOURT UPGRADE AND PUBLIC ACCESS TO AGRICULTURAL LANDSCAPE

- Implement public space improvements to the Municipal swimming pool forecourt and entrance buildings;
- Establish new look-out points to experience the adjacent agricultural landscapes, and;
- Enable public access to the continuation of a Spruit River trail to connect with agricultural landscape adjacent to the municipal swimming pool.

#### 6.6.1.4 P4: PARKING COURT UPGRADE AND PUBLIC REALM IMPROVEMENTS

- Resurface the OK Parking area into a landscaped parking court;
- Rationalise and provide trading in demarcated areas;
- Implement public realm improvements to the OK and SPAR precincts - provide landscaping

elements such as benches, pedestrian lighting and tree planting;

- Implement side walk and public realm improvements along East Street linking Church and Kollege streets; and
- Implement a raised, paved pedestrian crossing at East and Church Street intersection.

#### 6.6.1.5 P5: INFILL OPPORTUNITY AND PARKING COURT UPGRADE

- Develop infill opportunities on municipal property; and
- Resurface and landscape upgrade the parking area to create a multi-functional parking court.



PHOTO 53. TREADED, MULTI-FUNCTIONAL PARKING COURT



PHOTO 54. WOONERF - LIVING STREET



PHOTO 55. LOOKOUT POINT TO SURROUNDING AGRICULTURAL LANDSCAPE



PHOTO 56. NATURAL MATERIALS USED TO CREATE SHADE & COLONNADE



# Legend

-  Building
-  Infill
-  Densification
-  Education facilities
-  Pedestrian public space
-  Road surface paving
-  Landscaped parking court
-  Green space
-  Overflow parking
-  Trading Stall
-  Trees
-  Defined edge
-  Active edge
-  Positive edge
-  River Walk / NMT environment
-  Visual Connection to Agricultural Landscape
-  Pedestrian route connection to agricultural landscape

Create a safe pedestrian crossing between the CPUT residences and Malherbe Street



0 10 20 50m

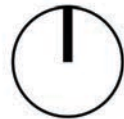


FIGURE 26. RIVER PARK PRECINCT PLAN



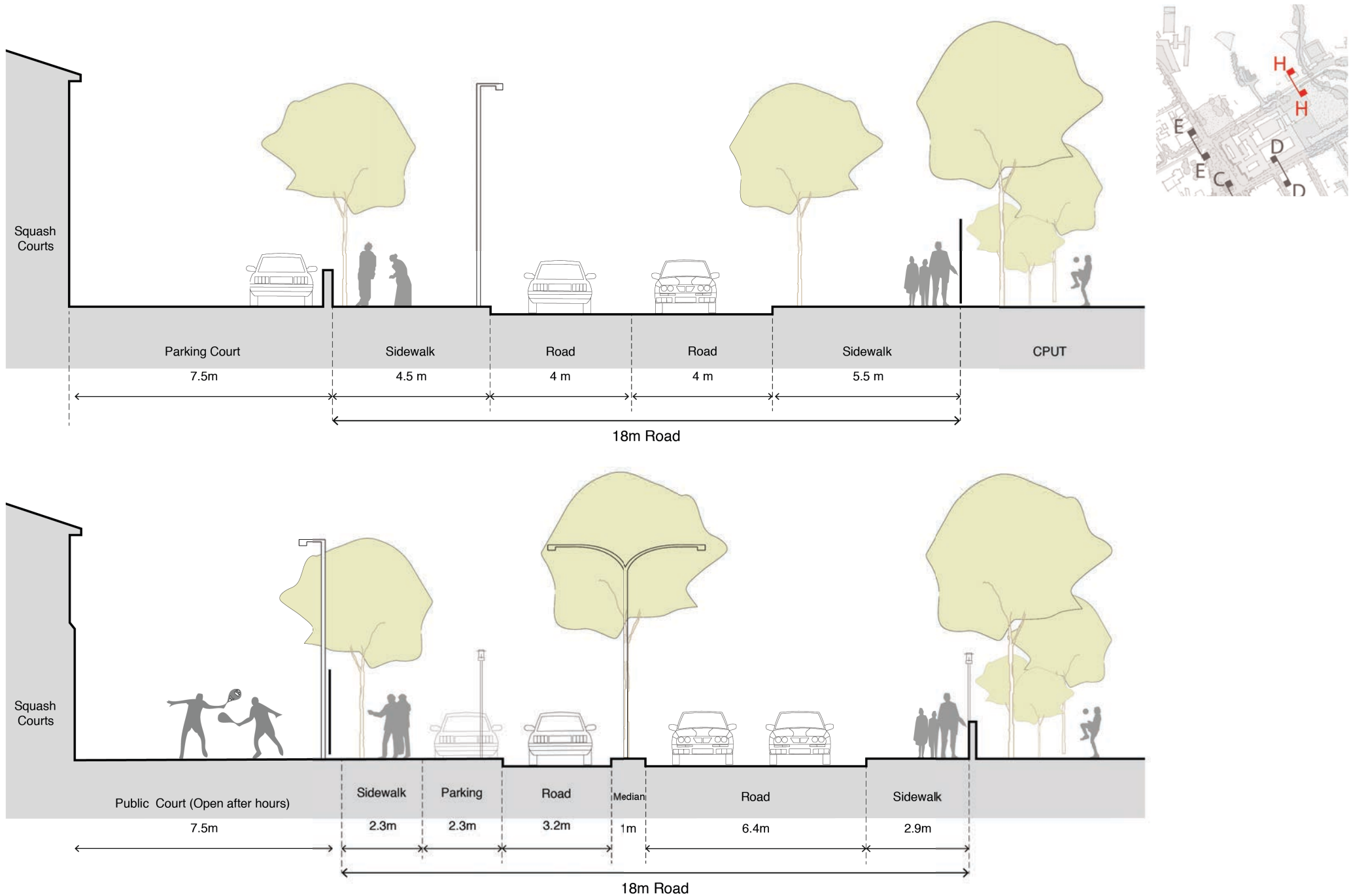


FIGURE 27. PENTZ UPPER STREET SECTION: SECTION HH

	Project Description	Related Projects	Time Frames	Implementing Agent	Department Responsible	Precondition
<b>PRECINCT 6: RIVER EDGE AND CHURCH STREET</b>						
P1: Continuation of Malherbe one-way "woonerf" road segment	Establish as Malherbe Street as a one way 'woonerf' street. Implement landscape elements such as tree planting and provide street furniture and low walls as structuring elements.	Detail precinct planning and design	5-7 years	Drakenstein Municipality (DFU)	Civil Electrical Parks Solid Waste Management Land Use Planning LED Heritage	Buy in from affected property owners
P2: Spruit River management plan and public access and trail.	Improve activation and public access to the Spruit river. Establish a partnership and management plan for the river to ensure safety and supervision of the area.	Establish management committee Detailed precinct / landscape management plan	5-7 years	Drakenstien Municipality (DFU) Business / land owners	Civil Electrical Parks LED Solid Waste Management Land Use Planning Environmental management	
P3: Municipal Swimming pool upgrade and connection to agricultural landscape	Upgrades and public realm improvements, continuation of Spruit River trail to connect with the agricultural landscape		3-5 years	Drakenstein Municipality (DFU)	Civil Electrical Parks LED Solid Waste Management Environmental Management	
P4: Parking courts and Public Space Improvements	Improvements to surface parking and public realm at the OK and Spar centres		3 years	Property owners Drakenstein municipality (DFU)	Civil Electrical Parks Land Use Planning / LED	
P5: Infill opportunity and parking court upgrade	Infill and densification opportunity, and public realm improvements on Municipal land		7 -10 years	Drakenstein Municipality (DFU)	Civil/Electrical/Parks Solid Waste Management Land Use Planning LED Properties	Rezoning

TABLE.13. PRECINCT 6: PROJECT IMPLEMENTATION MATRIX



PHOTO 57. PUBLIC SPACE ALONG ACTIVE STREET, OVER LOOKED BY SHOPS AND CAFES - A PLACE TO RELAX AND SOCIALISE - VILLAGE OF YORKVILLE, CANADA



PHOTO 58. RESTAURANTS OPENING ONTO THE RIVER'S EDGE PROVIDING SAFETY THROUGH SURVEILLANCE



PHOTO 59. THE RIVER CAN BE ENJOYED BY ALL - PATHWAYS AND BICYCLE ROUTES ALONG THE RIVER WITH CLEAR SIGNAGE HELPING THE RIVER TO BECOME A POSITIVE FEATURE



## 6.7. BAINS KLOOF GATEWAY PRECINCT 7

Precinct 7 is the gateway into Wellington CBD. People traveling from Bains Kloof into town approach the CBD along Church Street. At the intersection of Church and Kollege Street the proposed traffic upgrades will offer the choice of by-passing the centre of town and continuing along Kollege into Pentz Upper Street or turning into Church Street to experience the vibrant high street. Trucks traveling from Bains Kloof wanting to by-pass the busy CBD are easily directed along Pentz Street (along the 2 west bound lanes). This allows Church Street to become a more people-friendly street, accommodating activity, landscaping and safe pedestrian cycle access.

Figure 28 illustrates the Bains Kloof Gateway Precinct Plan with Figure 29 showing existing and proposed sections through Upper Church Street.

### 6.7.1. PRIORITY PROJECTS

#### 6.7.1.1 P1: RECONFIGURE ALIGNMENT OF KOLLEGE STREET

- Straighten alignment of Kollege street; and
- Allow for the establishment of public space, landscaping improvements on land made available through the realignment of Kollege Street thus creating a gateway into Wellington

#### 6.7.1.2 P2: CPUT INFILL AND FUTURE 2025 GROWTH AND LANDSCAPING OF PARKING COURT AND PUBLIC SPACES

- Provide expansion opportunities for CPUT 2025 future planning including residences and academic facilities;
- Activate new building edges, putting education and innovation on display; and
- Implement landscaping and public realm improvements of parking areas and public spaces.

#### 6.7.1.3 P3: FACADE IMPROVEMENT AND PUBLIC REALM ACTIVATION OF WELLINGTON MUSEUM

- Engage the public realm with the Wellington Museum building; and
- Activate the forecourt /courtyard space associated with the museum building through allowing cafe/ deli activities/art /sculptural displays in this space.

#### 6.7.1.4 P4: IMPROVED PEDESTRIAN ACCESS AND CONNECTIVITY

- Develop pedestrian linkages to create an accessible, connected place. This existing parking lot could open up to become a pedestrian link between CPUT on Kollege Street & Church Street.

#### 6.7.1.5 P5: IMPROVED INTERFACE WITH HUGUENOT COLLEGE

- Implement sidewalk and pedestrian realm improvements continued along Church Street (refer to Precinct 5); and
- Apply landscape treatments to improve the Huguenot College interface.

#### 6.7.1.6 P6: PROPOSED POCKET PARK

- Create small 'pocket parks' using the 'left over' pieces of space scattered across Wellington. Through inexpensive interventions such as painting, paving, trees and planters an otherwise dead space can be converted into a positive and vibrant outside 'living room' for the public, students and tourists. P6 provides an opportunity for such a pocket park.



PHOTO 60. TRANSFORM 'LEFT OVER' SPACE INTO A SMALL PUBLIC SPACE USING SIMPLE ELEMENTS SUCH AS PAVING, PAINT, TREE PLANTING, SEATING AND LIGHTING - EAST VILLAGE POCKET PARK, SAN DIEGO



PHOTO 61. PHOTOGRAPH SHOWING HOW A PETROL STATION IN CAPE TOWN CAN CHANGE INTO A RESTAURANT CREATING AN ACTIVE EDGE ALONG THE STREET WITH A PAVED SIDEWALK IMPROVING THE PUBLIC REALM

# Legend

-  Building
-  Infill
-  Education facilities
-  Pedestrian public space
-  Road surface paving
-  Landscaped parking court
-  Green space
-  Overflow parking
-  Trees
-  Defined edge
-  Active edge
-  Positive edge
-  Pedestrian route connection

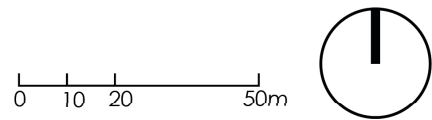


FIGURE 28. BAINS KLOOF GATEWAY PRECINCT



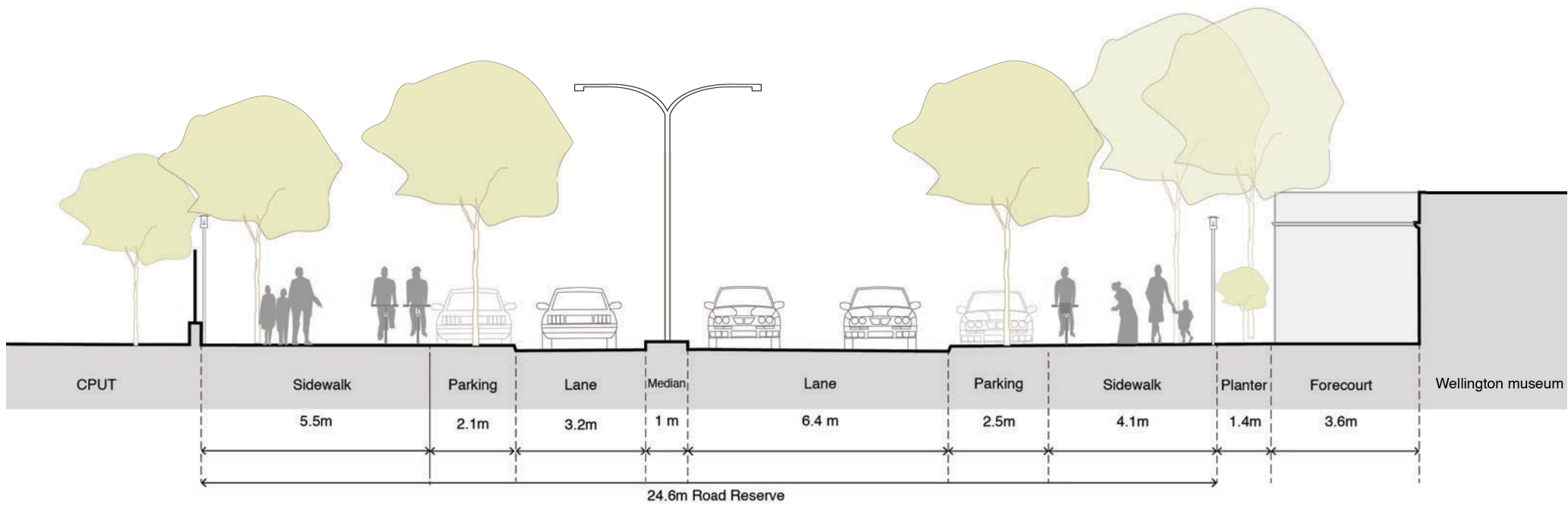
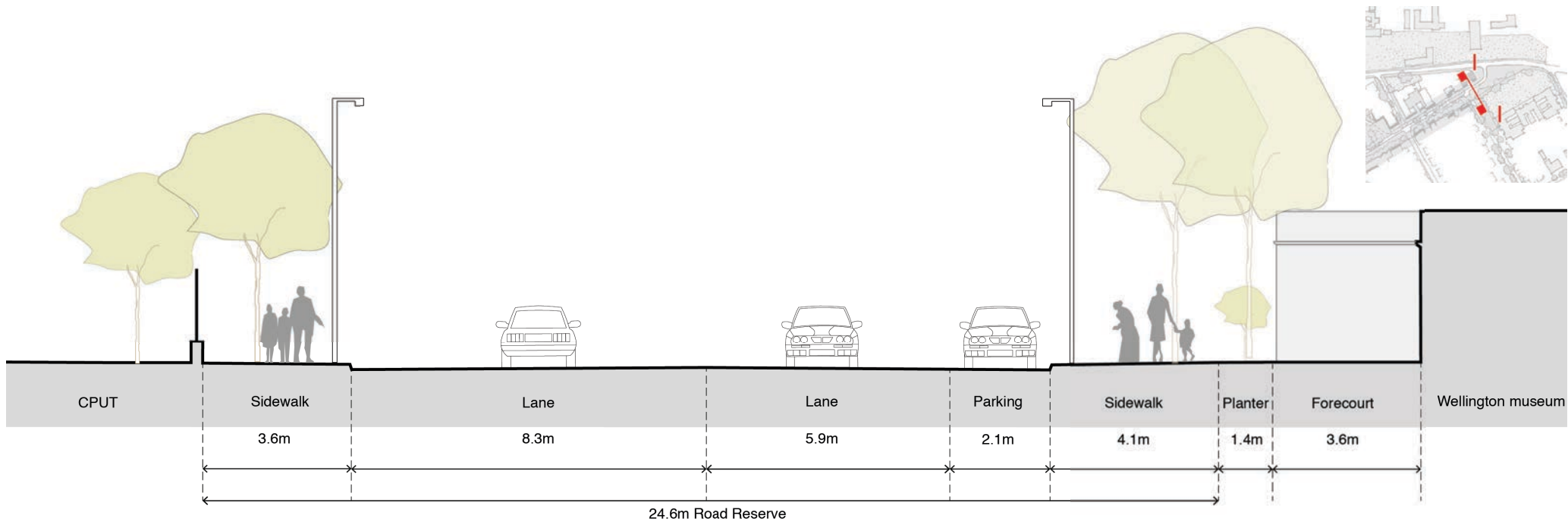


FIGURE 29. UPPER CHURCH STREET: SECTION II

	Project Description	Related Projects	Time Frames	Implementing Agent	Department Responsible	Precondition
<b>PRECINCT 7: BAINS KLOOF GATEWAY</b>						
P1: Reconfigure Kollege Street	Straighten alignment of Kollege street, unlocking land for public space		7 -10 years	DTPW Drakenstein Municipality (DFU)	DTPW Civil Electrical Parks Solid Waste Management	
P2: CPUT infill and future 2025 growth	Infill and future growth planned for CPUT (2025 vision) , ensuring activation of the public realm and landscaping improvements to parking courts.  Sidewalk and public realm improvements		10 -15 years	CPUT Drakenstein Municipality (DFU)	CPUT Spatial Planning Land Use Palnning Civil	
P3: Facade improvements and public realm activation of Wellington Museum	Interventions to engage the public realm with the Wellington museum building.  Sidewalk and public realm improvements		5 -7 years	Drakenstein Municipality (DFU)	Civil Electrical Parks Solid Waste Management Heritage	
P4: Improved pedestrian access and connectivity	Create pedestrian connection across private parking lot by opening up the Church Street edge	Church Street Upgrades	3-5 years	Drakenstein Municipality (DFU) Private land owner	Civil Electrical Parks Solid Waste Management	
P5: Improved interface with Huguenot college	Interventions to activate the public realm interface with the Huguenot college.  Sidewalk and public realm improvements		3-5 years	Huguenot College Drakenstein Municipality (DFU)	Civil Electrical Parks Solid Waste Management Heritage	
P6: Pocket Park	Create small public space through simple interventions. This could be semi-permanent using movable pieces such as trees in pots, crates for seats, painting the ground surface etc.		1-5 years	Public private partnership Drakenstein Municipality (DFU)	Civil Electrical Parks Solid Waste Management LED	

TABLE.14. PRECINCT 7: PROJECT IMPLEMENTATION MATRIX



## 7. CONCLUSIONS AND WAY FORWARD

The stakeholder engagement process undertaken in the preparation of this project was positive and constructive. Many of the exciting proposals contained in this report were tabled by workshop participants during these engagements. While the people that attended the workshop indicated unanimous support for the framework and priority projects, it is important that these ideas are shared with those members of the municipality, business and the community that were unable to attend the stakeholder workshops.

It is also the case that partnerships between Drakenstein Municipality, residents, building owners and developers are essential to ensure the implementation of the projects outlined in this report and to work towards the vision for a regenerated Wellington CBD.

Some of the key actions required to take this project forward include:

1. Creating an enabling policy and institutional environment where the intentions of the Regeneration Framework are embedded in all departments of the Drakenstein Municipality so that decision making is consistent and aligned with the framework;
2. Incorporating the project proposals into the IDP and relevant budget cycles of the Municipality. The implementation matrices for each of the focus areas should serve as key documents in this regard;
3. Preparing a short, accessible brochure to capture the key ideas proposed in this framework and enable widespread dissemination of the project intentions;
4. Preparing 3 dimensional illustrations of the main project proposals for inclusion in the brochures and to communicate the ideas to non-technical audiences;
5. Hosting a launch event to disseminate the project ideas, built excitement among investors and property owners and community organisations; and
6. Identification of a project owner and driver that can guide and motivate for the implementation of the project proposals.

