DISTRICT SIX

LOCAL SPATIAL DEVELOPMENT FRAMEWORK

URBAN PLANNING AND DESIGN

Volume 2: March 2023

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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KEY TERMS AND CONCEPTS

Activities	The use of land or pursuits in particular locations that may be related to projects or programmes
Affordable housing	Traditionally affordable housing refers to housing with prices or values below the overall open market value which targets below-average incomes. In the CTMSDF (2018) affordable housing refers to the household income brackets of R3 501 – R18 000 per month, and is inclusive of social, GAP, and inclusionary housing. It also refers to residential units valued at R500 000 or less. These definitions are being updated to an annual inflation adjusted amount.
Biodiversity	Biological wealth of a specified geographic region including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation.
City	The City of Cape Town established in terms of section 12 of the Local Government: Municipal Structures Act of 1998 by Provincial Notice No. 479 of 2000.
Character (of a place)	Collection of qualities and features that are distinctive to a place or area and in this case is used to distinguish period of establishment or pattern of settlement
Context	The broader environment within which a development or site is located. Context is a broad term and can refer to natural systems, topography, the social and economic environment, the built environment, access, public institutions, public space, and public utility services.
Council	City of Cape Town Metropolitan Municipality, established in terms of the Local Government: Municipal Structures Act 1998, read with the Province of the Western Cape: Provincial Gazette 558 dated 22 September 2000.5
CTSDF	The Cape Town Spatial Development Framework as approved in terms of the Municipal Systems Act 32 of 2000 (section 34) as well as the Land Use Planning Ordinance 15 of 1985 (section 4(6)). Now (in terms of the Municipal Planning By-Law) referred to as the CT Municipal SDF.
Densification	Increased use of space, both horizontally and vertically, within existing residential areas / properties and new developments, accompanied by an increased number of units.
Destination place	A place that forms a significant landmark or area of attraction and is part of the unique

	identity of Cape Town. Due to these qualities, these places hold potential for exploiting economic opportunities particularly in relation to their role as destinations for locals and tourists.
Development	Any process initiated by a person to change the use, physical nature or appearance of that place, and includes: (a) the construction, erection, alteration, demolition or removal of a structure or building; (b) a process to rezone or subdivide land; (c) changes to the existing or natural topography of the coastal zone; and (d) the destruction or removal of indigenous or protected vegetation.
Development footprint	The outer extent of urban development
Disaster risk management	The continuous and integrated multi-sectoral, multi-disciplinary process of planning and implementation of measures aimed at (a) preventing or reducing the risk of disasters; (b) mitigating the severity or consequences of disasters, (c) emergency preparedness, (d) a rapid and effective response to disasters, and (e) post-disaster recovery and rehabilitation.
Disaster risk reduction	The systematic development and application of policies, strategies and practices to minimize vulnerabilities and disaster risks throughout a society to prevent and limit

	negative impacts of hazards, within the broad context of sustainable development. In South Africa, disaster risk reduction is an integral and important part of disaster management.
District plan	Document which includes integrated District Spatial Development Plan (DSDP) and Environmental Management Framework (EMF) for each of 8 sub-regions in the City. Currently being reviewed and will be referred to as District Spatial Development Frameworks (DSDFs)
Ecosystem	A dynamic system of plant, animal and micro-organism communities and their non-living environment interacting as a functional unit.
Economic attractors	Activities, land uses, or infrastructure that attract other activities to an area which directly or indirectly generates further economic activity and support of the local economy.
Gateways	Interface and entrance areas between different urban areas, different nature areas, and between urban and nature areas.
Green Infrastructure Network	Spatial representation of natural and green open spaces (>1ha) in the city, the benefits they provide and the opportunities they present in terms of selected predefined ecosystem services. They form a network through the connection of existing and potential ecological and green corridors/

	greenways. The intention of the GIN is to guide development
Heritage Area	An area identified in terms of S31 of the NHRA as being worthy of protection on the basis of its environmental or cultural interest.
Heritage conservation area	Area identified for protection based on its cultural, historical and environmental value and which may, or may not yet, have been formally protected under the NHRA (S31) or under the Heritage Protection Overlay zoning in the MPBL.
Heritage resource	Any place or object of cultural significance, according to the NHRA, unique, non-renewable and precious locations includes sites and landscapes of historical significance, areas of scenic beauty, and places of spiritual and/or cultural importance.
Historic urban landscape	An urban landscape that has been formed over time and that is characterized by historical layering of architectural features and cultural values.
High intensity urban strips	Multiple established urban nodes and tourism destinations close to one another and linked by public transport & NMT.
Inclusionary Housing	Policy directive and approach that seeks to leverage the development application process for new residential or commercial developments to secure the construction and perpetual availability of affordable housing in an integrated manner. (See also Affordable Housing)
Infrastructure	Any temporary or permanent structure made by humans.
Mixed land use	Area of existing or proposed horizontal and/or vertical integration of suitable and compatible residential and non-residential land uses within the same area or on the same parcel of land; implies contextually appropriate intensity of land uses that should facilitate efficient public transport and a vibrant local urban environment. Also referred to as land use diversity.
Mobility	The ease with which people can travel with minimal delay on a route.
MPBL	The City of Cape Town's Municipal Planning By-Law
Multifunctional	The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).

New development area	An area earmarked for future development.
NMT	Non-Motorised Transport. This includes walking, cycling, skateboarding etc.
Nodal development	Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of function (facilities, services and economic activities).
Nodes	Higher intensity urban development areas and special place destination areas
NHRA	National Heritage Resources Act
Overlay zone	A category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary, additional, or consent uses, limitations in addition to the underlying base zone, subdivision and sub divisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.
Public open space	Land zoned as open space, located in urban areas and accessible to the public.
Recreation & Tourism economy	Economic value associated with and derived from leisure and tourism assets and businesses.

Risk	The measure of potential harm from a hazard or threat. Risk is usually associated with the human inability to cope with a particular situation. In terms of disaster risk management it can be defined as the probability of harmful consequences, or expected losses death, injury, damage to property and the environment, jobs, disruption of economic activity or social systems. Hazards will affect communities differently in terms of ability and resources with which to cope. Poorer communities will be more at risk than others.
Recreation	Activity done for enjoyment when one is not working, including active (e.g. surfing) and passive (e.g. picnicking) activity.
Restitution	Restitution means the restoration of a right in land; or equitable redress thereof
Scenic routes	Public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2 routes which traverse areas of high scenic quality and are frequently accessed.
Special place	A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities

	these places hold potential for leveraging economic opportunities, particularly in relation to their role as destinations for locals and tourists.
Tourism	Activities of persons traveling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes
Urban development	Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres, However, for the purposes of this report 'urban development' excludes noxious industry, land for industrial purposes and mixed use intensification areas, as they are designated separately in the City's spatial plan. But service trades that generate a low impact on surrounding urban are deemed to form an integral part of an area demarcated for urban development purposes.
Urban node	Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).
Zoning	A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk, and coverage) applicable in respect of the said category of directions by the scheme regulations. In Cape Town the zoning categories are contained the Development Management Scheme, which is part of the Municipal Planning By-Law.

1. INTRODUCTION

The redevelopment of District Six is a nationally significant urban social justice project. It is focused both on enabling the return of people that were forcibly removed more than thirty years ago, and facilitating the reconstruction of a significant and symbolic area in the historic city centre of Cape Town. Redevelopment here is thus inextricably linked to the act of restitution in terms of the Restitution of Land Rights Act (No.22 of 1994) through which the right of a community to live in the heart of the city will be restored.

Over the past twenty years there have been multiple planning processes and documents developed for District Six including a 2012 Development Framework and 2003 Contextual Framework, both of which have informed this work. The primary motive of planning work concerning District Six is to return claimants to the land that they were displaced from when District Six was declared a white group area in 1966 in terms of the Group Areas Act (No.41 of 1950)[1]. This Local Spatial Development Framework is no different in its objective, and takes these previous planning documents as its foundation.

1.1.1 Initiation:

This Local Spatial Development Framework was initiated in 2020 by the City's Executive branch in consultation with the Minister of Agriculture Rural Development and Land Reform for the purpose of enabling development in District Six and consolidating previous planning work thereby providing a single updated guiding document for the area, for Council endorsement.

1.1.2 The purpose of the District Six Local Spatial Development Framework:

- Provide an updated guiding framework for the restoration of land rights and redevelopment of the area.

[1] And as later amended by the Group Areas Act No. 77 of 1957 and the Group Areas Act No. 36 of 1966.

- Present a principle-based, and environmentally, spatially and socially sustainable approach to guide urban development in District Six.
- Give development guidance on how redevelopment can connect, recreate and repair/ heal, a fragment of the city affected by apartheid planning

The LSDF takes account of present urban policy directives. It also challenges some of the traditional approaches to inner city development in a resource-scarce urban context. Legal and non-spatial aspects that are necessary to consider in the context of District Six have been considered, particularly those legal cases relating to the validity and settling of land claims. There is also a focus on ensuring that the development process considers claimants and their livelihoods, not only the housing aspect.

The District Six Local Area Spatial Development Framework has been updated since the public participation of the District Six Draft Development Framework Review in 2021. All comments received from stakeholders who participated in and commented on the Review process have been considered and comments relating to the content of the LSDF have resulted in changes to the document.

1.2 Purpose of a Local Spatial Development Framework

A Development Framework is a planning instrument which forms part of the City of Cape Town Municipal Planning By-Law Package of Plans Approach (Section 136 of the DMS) which sets out a planning system where plans increase in detail from the Metropolitan scale to the building scale.

The Development Framework is a forward planning tool which guides the development of a specified area. It performs two important functions. Firstly it provides the stakeholders and claimants with a framework for decision making and forward planning. Secondly, it seeks to provide the authorities with a development strategy for the wider area which will help ensure that development happens in a coordinated and structured manner that will support an attractive and functional place through the efficient use of space and organisation of land uses and activities within the district. This hierarchy of plans is highlighted in Figure 1.

This process is mandated by SPLUMA (Sections: 12(1), 20, 21, 22) and the City of Cape Town's Municipal Planning Bylaws (s12 (1)), which dictate that spatial development frameworks (SDFs)

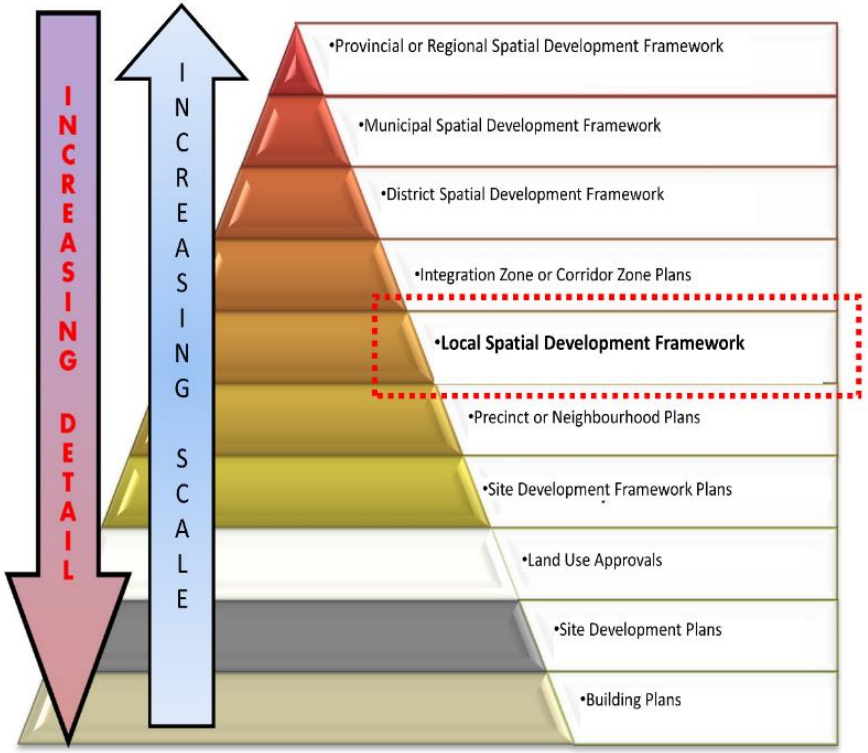


Figure 1: Hierarchy of Plans (Draft LSDF 2022)

are to guide land use planning decision making and be adopted to:

- Align to municipal SDF
- Identify and depict important spatial elements
- Provide land use guidelines
- Show restructuring and integration

- Sectoral integration
- Implementation plan
  Identify local areas requiring detailed planning

1.3 Process and Methodology

A six stage process, alongside interactive stakeholder, engagement was followed to produce this guidelines document. The engagement process is captured in the public participation report.

The six stages are:

1. Information Gathering and a Baseline Analysis
2. Synthesis of information and previous work
3. Agreed on Development Principles & Vision
4. Develop the Vision and Concept
5. Formulation of Proposals for Development
6. Draft Local Spatial Development Framework Guidelines

The 2012 Development Framework document was used as the foundation for this LSDF. The 2019 Implementation Plan and other related local planning processes were also considered (see list of previous planning work in the next section), along with outcomes of the public participation process, workshops and specialist input from line departments.

A public participation report is attached to this document and outlines the engagements that took place and the outcomes of these engagements.

There are concurrent processes, which interested and affected parties are engaging with, such as the detailed housing plans and Chapel Street upgrades. These concurrent processes were considered in the formulation of this plan as far as possible.

An implementation programme and associated documentation will follow this guideline document to inform the prioritisation and sequencing of the City's actions in District Six.

2. CONTEXT AND INFORMANTS TO THE DEVELOPMENT FRAMEWORK:

2.1 Previous Planning Work on District Six

The LSDF builds on previous work, including but not limited to the related planning processes and products described below:

2003 District Six Contextual Framework

The framework set a policy and strategy context for District Six and included detailed historic studies, it was subsequently built on by the 2012 Framework.

2012 Draft District Six Development Framework

The 2012 Development Framework brings together significant planning work for District Six, involved extensive stakeholder participation and has served as the key informant to subsequent planning, land use distribution, density proposals and open space layouts and circulation design in the area.

2013 Central City Development Strategy Draft

The Central City Development Strategy is aimed at proposals to optimise the public environment, green open space and land use mix of the CBD and provide strategies for future development. The focus is on enabling economic growth and in maintaining and enhancing the identity, character and vibrancy of Cape Town's CBD and surrounding suburbs.

2019 Implementation Framework Document

The 2019 implementation framework demonstrates examples of the massing and types of buildings in which the desired numbers of returning households may be accommodated, in particular the programme focuses on the claimants who submitted claims prior to 1998 and who have not yet received housing. This document precedes more detailed precinct and site planning for the delivery of homes to the verified claimants.

2022 Public Realm Strategy

The Public Realm Strategy will focus on developing the streets and spaces between the buildings as meaningful, quality public spaces that balance memorialisation of a tragic history with contemporary needs. The project aims to create representational spaces and places within District Six. This process is a key informant to the LSDF and will inform a Public Realm Investment Framework and Guidelines for Public Spaces and Streets in District Six. Through developing a Public Realm

Strategy (PRS) with the community the project aims to build on what makes District Six distinctive and to celebrate key public spaces.

2.2**Legal Context**

Table 1: Legal Context Description

National and Provincial Legislation	**Municipal Legislation and Planning Context**
Constitution of the Republic of South Africa, 1996	Municipal Planning By-Law (MPBL, 2015)
Spatial Planning and Land Use Management Act (2014)	City of Cape Town Integrated Development Plan
National Development Plan, 2030	Environmental, Economic Growth and Social Development Strategies
Western Cape Land Use Planning Act	Municipal Spatial Development Framework 2023
Integrated Urban Development Framework	District Spatial Development Framework 2023
Social Housing Act 2008	Sector plans, guidelines and by-laws as applicable.
National Environmental Management Act 1998 (NEMA)	
National Water Act 1998	
National Heritage Resources Act 1999	
LAMOSA Judgment 2019	
Kollapen Judgment 2019	
Restitution of Land Rights Act 1994	

2.3 Three Spatial Strategies from the City's Integrated Development Plan and Municipal Spatial Development Framework

The Spatial Objectives draw from the IDP, MSDF and the District SDF Key Spatial Strategies and their associated policies. The Key Strategies overall are:-

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

The description of these strategies and the role of District Six in realising them follows.

2.3.1 Spatial strategy 1: Plan for employment, and improve access to economic opportunities

Cape Town's current and future spatial form and function supports or inhibits the city's immediate and longer-term economic prospects. The extent to which Cape Town realizes its spatial development goals is directly linked to its ability to sustain employment-generating economic growth in the medium term and to reduce accessibility costs for the urban poor.

District Six, is well situated to take advantage of a location next to the most diverse and economically active area of the city. This means that it is important to ensure accessibility and connection with the economic activity in the East City and CBD. Tying into this will improve returning residents' opportunities to access jobs, while also creating potential for a thriving local business environment.

Urban management strategies could be employed to make sure the area maintains a similar level of safety, cleanliness and amenity as the CBD so that it can also attract investment that will impact the area positively.

Urban management coupled with support for development of buildings offering a range of business and street front retail spaces provides opportunity for SMME's to locate close to the CBD and benefit positively from this proximity.

The location of the Cape Peninsula University of Technology within the area is an economic asset which can support skills development of the community.

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

The potential of District Six to tie in with the economic advantages of CBD proximity is impacted by the economic and social shocks brought about by the COVID-19 pandemic, therefore CBD recovery initiatives must be a key focus of development, to support economic growth in the broader area and increase the likelihood of job opportunities for District Six's returning residents.

Main Aspects:

- Maximise location and economic advantages by encouraging and enabling space for trade and a variety of businesses, including small, medium and micro enterprises.
- Protect employment-generating areas and ensure broad urban management.
- Improve access to economic opportunities.
- Optimise public transport and improve non-motorised transport.
- Promote a more sustainable economy.
- Support the informal economy and small business growth.
- Support the retention and re-establishment of jobs and economic activity during and post the Covid-19 crisis.
- Support the development of economic activity in the special places and entry points into District Six and ensure that these are active, safe spaces for community enjoyment.

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

The City actively promotes an efficient urban form, which treats land as a precious resource, maximizes resilience and access to food, social amenities and economic opportunities and minimizes exposure to hazards and risks. Through this form, it wants to achieve developmental outcomes such as more sustainable use of land and natural resources, lower carbon emissions, more efficient use of infrastructure; effective and efficient public transport systems and social amenities. The City's environmental assets are seen as integral to the

management of water resources and fundamental to the health and wellbeing of communities and their protection and enhancement is prioritized.

Being within an area with a mix of urban features and the critical natural areas around the Table Mountain National Park means that urban development within District Six needs to be carefully balanced with the natural features that make the neighbourhood unique. The views from public spaces and along the streets create wonderful vistas that add a unique sense-of-place to the area and enhances the character of its public realm. District Six has the potential to be a desirable destination to live, work and play.

Development should be in a manner that prevents the risks associated with natural hazards, such as fire. While Philip Kgosana drive provides an adequate fire break to protect District Six from wildfires on Table Mountain National Park, ongoing coordination with City of Cape Town's and National Parks' disaster risk management plans is required.

Opportunities to provide safe pedestrian access to Devil's Peak from District Six, across Philip Kgosana Drive, should be provided to enhance residents' quality of life by providing access to the globally significant recreational amenities of the Table Mountain National Park.

Main Spatial Ideas

- Encourage a more compact form of development by increasing densities where possible.
- Make efficient use of non-renewable resources, in particular, water and storm water which can be captured for sustainable landscaping.
- Appropriately manage the development impacts on natural resources and improve the profile of assets through a green infrastructure approach where appropriate.
- Protect, restore and enhance natural assets in particular the water resources in District Six
- Appropriately protect Cape Town's residents from high-risk areas, activities and events and build community resilience where possible

2.3.3 Spatial strategy 1: Building an inclusive, integrated vibrant and healthy city

The City is intent on building a more inclusive, integrated and vibrant city that addresses the legacies of apartheid. Key commitments are to address existing imbalances in the

distribution of different types of residential development and avoid the creation of new structural imbalances in the delivery of services. The desired outcomes are a greater mix of income groups, land uses, population density, and the adequate and equitable provision of social facilities, recreational spaces and public institutions.

The redevelopment and return of residents to District Six is perhaps one of the clearest manifestations of this strategy nationally. The areas' history and the realisation of apartheid redress will lead to District Six having increased heritage significance for the city going forward.

Being within a high amenity area on the edge of the CBD, District Six offers great opportunities for residents – returning and new - to prosper.

There is potential for District Six to be a new destination place with a unique and hopeful sense-of-place in the city by pulling together the historical elements of District Six, the vistas and scenic routes that traverse the mountain slopes, with new high quality public spaces.

Main Spatial Ideas:

- Encourage integrated settlement patterns by ensuring good mobility, adequate provision of green space and space for recreation and provision of public facilities in association with housing delivery.
- Proactively support publicly led land reform and new housing delivery by supporting the National Government housing delivery programme.
- Transform the apartheid city, by addressing the crimes of forced removals and bringing claimants back to District Six
- Support innovation in state housing delivery by enabling and engaging on the delivery of housing.
- Address spatial economic imbalances by enabling opportunities for people to move back to a more economically active area of the City.
- Develop high-quality public spaces, priority and clustered social facilities and open spaces in accessible locations.
- Support tourism, and enhance the sense of place through the acknowledgement and enhancement of destination places, heritage resources and scenic routes.

2.3.4

2.3.5 The Table Bay District Plan 2023

The district plan shows District Six as a development focus area. This means it is a strategic area for development in the city and its development and supporting infrastructure will be prioritised.

Objectives from the Table Bay District Plan, which apply to District Six include:

- Ensure an appropriate mix of land uses to achieve a vibrant and quality urban environment.
- Facilitate the development of a high density low to medium-rise built form.
- Integrate the area into the existing urban context.
- Encourage integration and mixed-use development along activity routes and activity streets.
- Use a permeable network of routes to create an appropriate human-scaled urban structure.
- Improve linkages with the surrounding urban fabric and open space system.
- Prevent inappropriate development along scenic routes and green corridors.
- Implement a network of NMT routes and facilitate increased accessibility.
- Implement new road linkages to improve network functionality.
- Protect and augment natural green linkages through the site and optimise green infrastructure potential.
- Support a legible open space network linked to a system of routes.
- Provide community facilities to ensure the development of a sustainable and functional community.
- Facilitate a quality built environment with a strong focus on the public realm and civic identity.

2.4 Public Participation and Stakeholder Engagement

Various public meetings and stakeholder engagements took place over the drafting of the LSDF. The culmination of these sessions yielded a social charter which can be taken as a social contract between the City of Cape Town and the people of District Six. The timeline of this processes is explained in Figure 2. The charter lays out the expectations of the development of District Six and outlines a vision for the future development of the area. The Charter is included in Annexure A the Public Participation Report for this LSDF process.

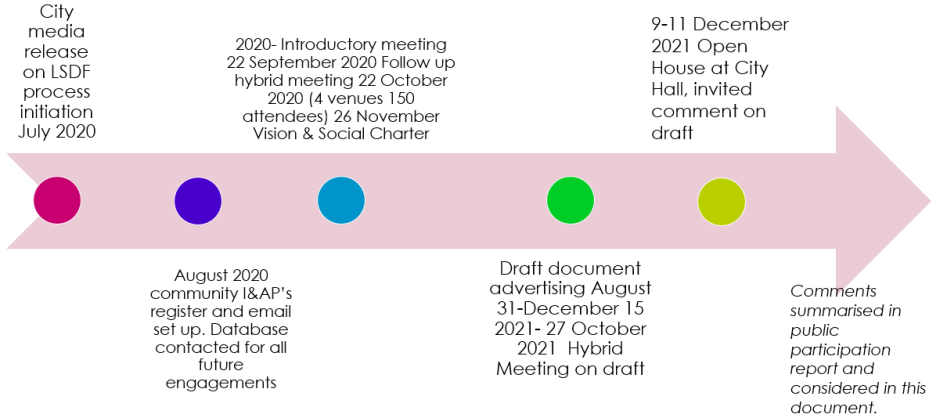


Figure 2: Timeline of Public Participation (Draft LSDF 2022)

During the public participation (see Annexure A) three themes emerged which conceptually guided the LSDF. These are to 'connect', 'recreate' and 'heal/restore'.

Figure 3 illustrates the development objectives that are associated with each theme for the District Six LSDF. These relate to movement, open spaces, community facilities and urban management.

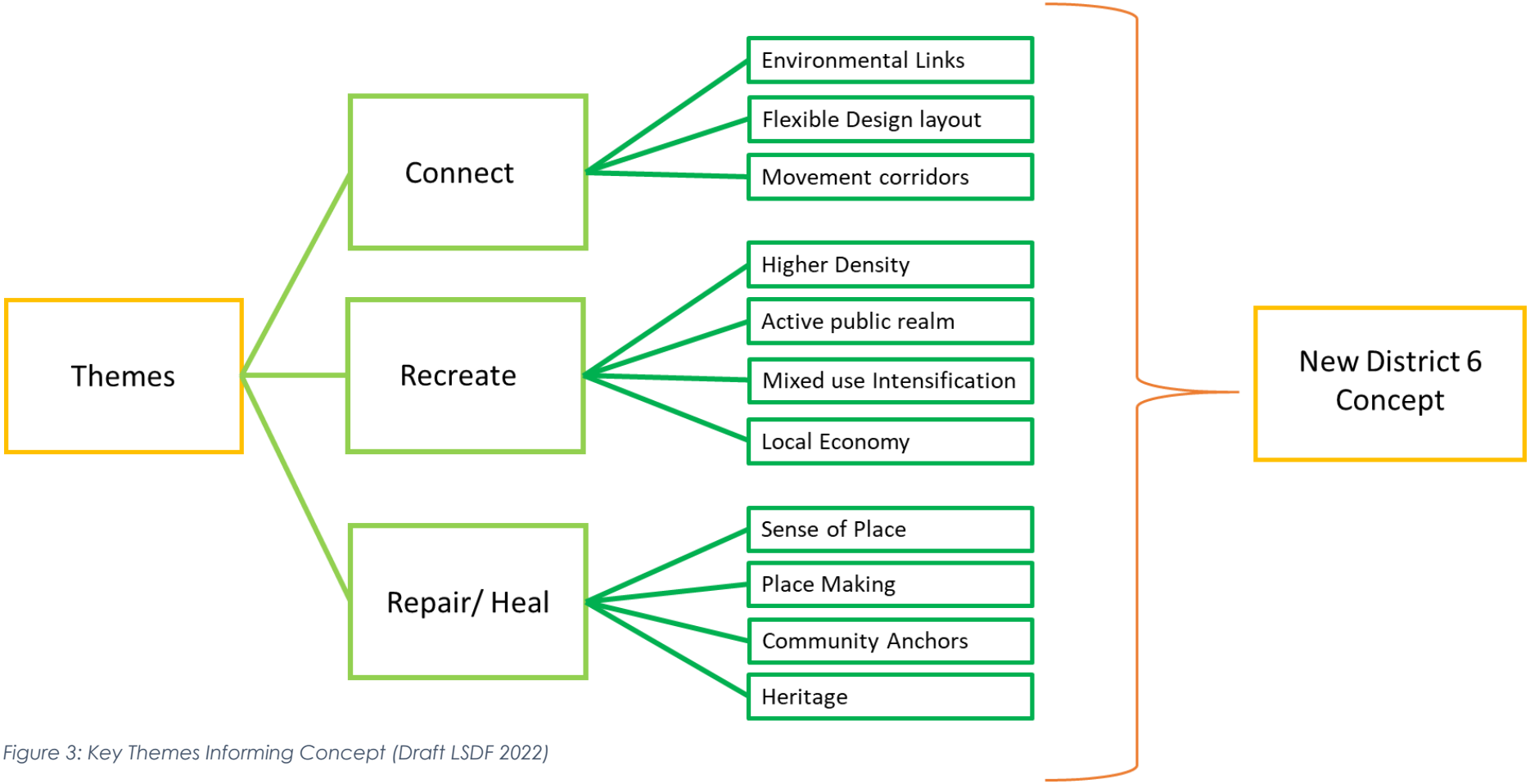


Figure 3: Key Themes Informing Concept (Draft LSDF 2022)

3. SYNTHESIS

The Baseline report provides an analysis of the trends, challenges and opportunities in the Districts development environment.

The synthesis chapter considers the imperatives within the District Six area and surrounds in meeting the spatial development objectives of the City. The spatial constraints and opportunities identified in the 2012 District Six Development Framework correspond with many of those identified in the Baseline Analysis. As a result these analysis and graphics have been retained with a few updates to capture changing trends.

3.1 Constraints, Fixes and Threats

1. Existing buildings, heritage sites and private ownership need to be considered
2. Challenging geotechnical conditions; including steep gradients, infill and level changes will present serious challenges to access and will require particular structural solutions.
3. Underground infrastructure and buried water courses are constraints for development and unless relocated or reinforced cannot be built over. The opportunity of daylighting subsurface drainage where this corresponds with proposed open space, should be supported.
4. Historically important environments such as the Castle, Grand Parade and existing institutions to be retained and their settings enhanced.
5. Nelson Mandela Boulevard and Philip Kgosana Drive are divisive elements and physical barriers to movement and access.
6. Historic road schemes in the East City which need to be de-proclaimed, particularly the Tennant Street / McKenzie Street Scheme
7. The Cape Peninsula University of Technology is a large single land use and currently a physical, impenetrable barrier to movement,
8. Other larger sites, such as schools and walled public facilities, form barriers to movement and access
9. Public green open space to be safeguarded and improved
10. Pedestrian access over the highways is limited to a number of pedestrian foot bridges
11. A potential vehicular underpass linking District Six to Vredehoek needs to be safeguarded. This could also enhance pedestrian access to Vredehoek and the mountain
12. Phillip Kgosana Drive is designated as a Scenic Route and views from this road are protected.

13. Archeologically sensitive sites requiring additional explorations to be safeguarded and integrated into the urban fabric.

Threats across the site:

- Economic recovery threats due to the impact of COVID-19, including an uncertain property investment environment,
- Unmanaged vacant land and unplanned land occupation threats.

The constraints and fixes in District Six (see Figure 4) can be seen as barriers to development, or features of the environment that must be considered primarily because of the scenic qualities and heritage relevance of the area. Therefore great care needs to be taken when conceptualising the development vision for the area in making sure that the relevant heritage elements are preserved and integrated into the new urban form. Heritage and scenic elements, enhance the character of the District Six area and provide a connection to the past.

The geotechnical constraints have to be addressed for development to happen successfully, along with articulation processes for the underground water and related infrastructure. These can however be worked into the development plan and executed in the short to medium term concurrently with the proposed development. These constraints can be mitigated and addressed, but have an impact on the cost and timing of development.

Figure 4: Constraints and fixes in District Six (Source 2012 Development Framework)

FIGURE 3.2 CONSTRAINTS PLAN

3.2**Opportunities**

1. Establish New Hanover Street as the central spine and activity focus of District Six.
2. Create a centrally located public open space on New Hanover Street which is also a site of memory and highly accessible with public transport.
3. Reinforce and celebrate the gateways into District Six.
4. Integrate District Six and the East City with the CBD. Ensure that mixed use buildings towards the East City are of a sufficient density to capture value that can be brought back into the development of District Six.
5. Make visible the built heritage of the site by acknowledging and celebrating important sites and reinstating the historic street pattern.
6. Investigate the opportunity to narrow the width of New Hanover Street which is over scaled given its envisaged role within the wider movement network
7. Reinforce the Green open space links through Trafalgar Park and the Zonnebloem College and to the mountain above visually and functionally where possible.
8. Bring the existing hidden and buried water courses to the surface and use the water in a positive and productive way where possible.
9. Consolidate underutilised green open space and create a clear and legible open space network.
10. Improve connectivity within the site and to the surrounding urban areas of Chapel Street, Woodstock and Vredehoek.
11. Capitalise on strategic transport improvements, particularly the transit along Sir Lowry Road the IRT feeder route along New Hanover Street and use the footfall generated by these facilities to structure the urban fabric and create vibrant public spaces.
12. Develop Government owned land and vacant sites not part of the restitution project.
13. Celebrate the entry into the city on Phillip Kgosana Drive and ensure the route functions as a fire break.
14. Enhance scenic views and visually connect to the mountain and sea along the open spaces and key routes.
15. Retain and enhance existing public facilities and improve spatial and institutional linkages.
16. Reinforce the educational cluster around the Zonnebloem College estate.

The available open land parcels are an opportunity to develop an urban area that can address the crimes of the apartheid government and meet the strategy of building a compact, vibrant urban area supported by transit and in close proximity to jobs. The area creates an opportunity to develop a neighbourhood with the built form to encourage economic

opportunity while providing the public and social facilities required when responding to large scale housing. This can be accommodated because of the strategic location of the area and its proximity to the largest economic centre in the City of Cape Town. This means the planned development can leverage on the existing infrastructure and support intense development, while upholding the environmental, heritage and cultural significance of the area in terms of the area in terms of the potential built form.

The District Six area can be developed to become an area of healing and learning in reference to the returning residents and potential tourists within the area. The existing and planned open spaces and the water running through the site present opportunity for an enhanced open space network that celebrates water and supports biodiversity, memory and heritage. The scenic route in the area also lends its self to integration with the open space network and heritage elements and can contribute as a tourism pull factor by attracting people into the area. There is also the building on the learning and educational hub within the area, through partnerships, expansion and optimisation of existing facilities and integrating these facilities into District Six. These opportunities are identified in Figure 5.

Figure 5: District Six Opportunities (2012 Development Framework)

4. THE ROLE OF AND VISION FOR DISTRICT SIX

District Six is an area of cultural significance for the City based on the historical events and forced removals that happened in the area. As a result it remains a place of great emotion that needs to heal and be integrated back into the urban fabric of the Cape Town. As a neighbourhood it is envisioned to become a high density, vibrant, area that accommodates different people and activities, and brings them together in a cosmopolitan space. It should be a space that is reminiscent of its past in terms of vibrancy and activity while also being dynamic enough to cater for the needs of the people that will be brought back into the space. Currently most parts of it remain vacant and this provides opportunity for a well-designed urban development process underpinned by a well-structured land restitution process.

The vision for District Six was drawn from the engagements with claimants the area during the 2012 Development Framework process and was supported in the 2021 public engagements. The vision considers the views of the claimants that will be brought back to the area. The vision is a result of various consultation sessions with the residents and claimants of District Six.

The Vision:

"To provide restitution for those removed from District Six. Development that will see the return of beneficiaries to a community that is diverse, inclusive, safe, and caring; sustained by a strong local economy; and where there is a sense of belonging and opportunity. A place of hope for South Africa, demonstrating the building of a new nation"

5. THE SPATIAL CONCEPT

The spatial concept unpacked in the 2012 Draft District Six Development Framework (2012 draft framework) has important overarching elements that have been referenced as they are still relevant and can play a role in influencing contemporary development within the District Six area. The 2012 draft concept informed the City's District Plan review, as well as the housing programme as part of the land restitution process.

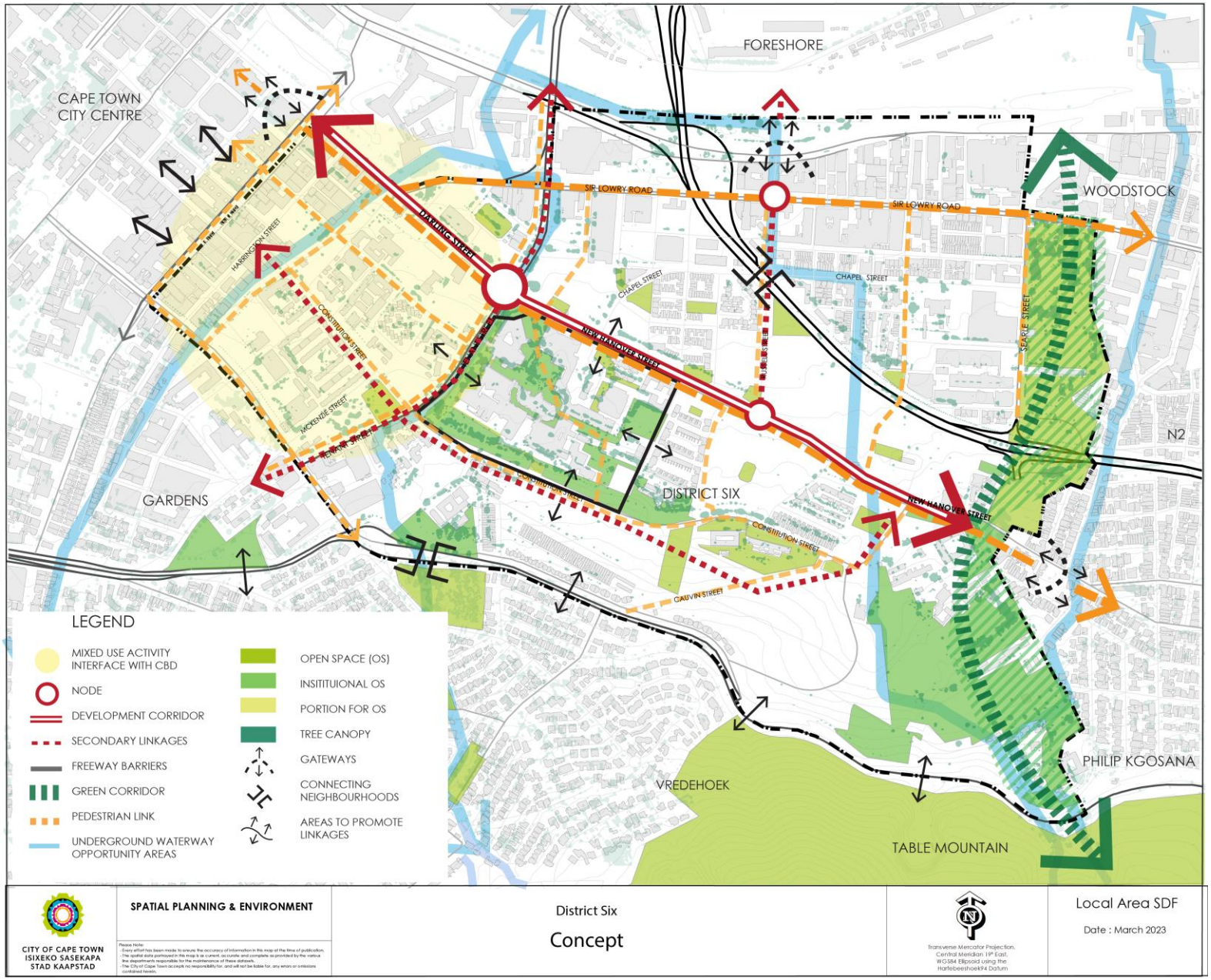
The 2012 Draft District Six Development Framework structural concept diagram (Figure 6) indicates:

- Strategic green mountain to sea linkages,
- The underlying historic street grid,
- Primary urban gateways,
- Key connections and routes,
- Key nodes and focal points within the area at the intersection of key pedestrian links,
- Institutional landscape connections,
- Green open space connections,

The conceptual additions to respond to 2021 informants gives a greater focus to the need to manage and develop connections, interface and integration between existing neighbourhoods and institutions, particularly the connections across CPUT, but also into Woodstock and Vredehoek. Activity points and gateways remain a focus. The green corridor emphasis is on enhancing the Mountain to sea connection in the Trafalgar Park, Zonnebloem area, while the principle of urban green connections across the site is supported. The potential to celebrate and integrate the water on site into the development, following good practice sustainable design principles is further emphasised. **Error! Reference source not found.** depicts the revised Concept map for this 2022 LSDF.

Figure 6: District Six Development Framework Concept (Draft LSDF 2012)

Figure 7: District Six Development Framework Concept



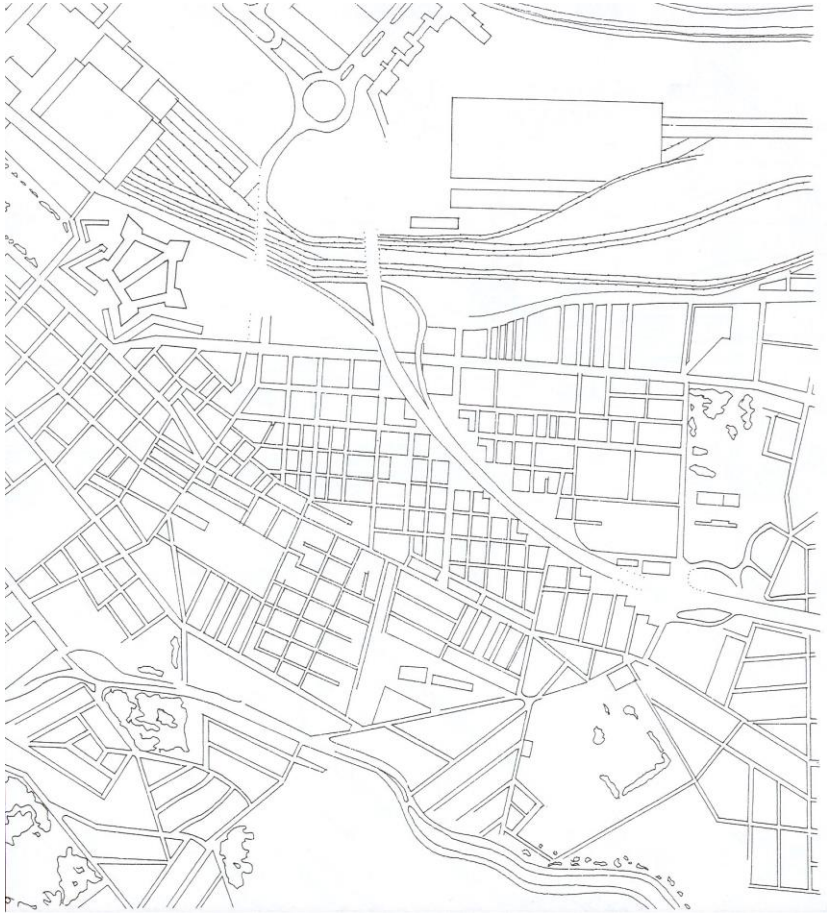
6. SPATIAL DESIGN PRINCIPLES

The design principles respond to the vision of the area that the returning claimants had. They want to recreate elements of the vibrancy of old District Six but also have an area with development and social facilities that can provide them with a sustainable livelihood within this contemporary community. The principles show the importance of open spaces and green lungs to the community and how public spaces, especially the street are seen to be an integral part of the community that helps tie the residents of the area together. Streets are seen as an extension of the home to a certain extent. They act as a frame of reference to guide and inform future design decisions, including precinct plans.

6.1 The fundamental design principles are as follows:

- Reinstate the **historic street grid** (Figure 8**)** and fine grain character of old District Six as a means of reconnecting new development with the memory of District Six.

Figure 8: The Historic Street Grid as Design Informant (Source National Government 2012: District Six Development Framework)

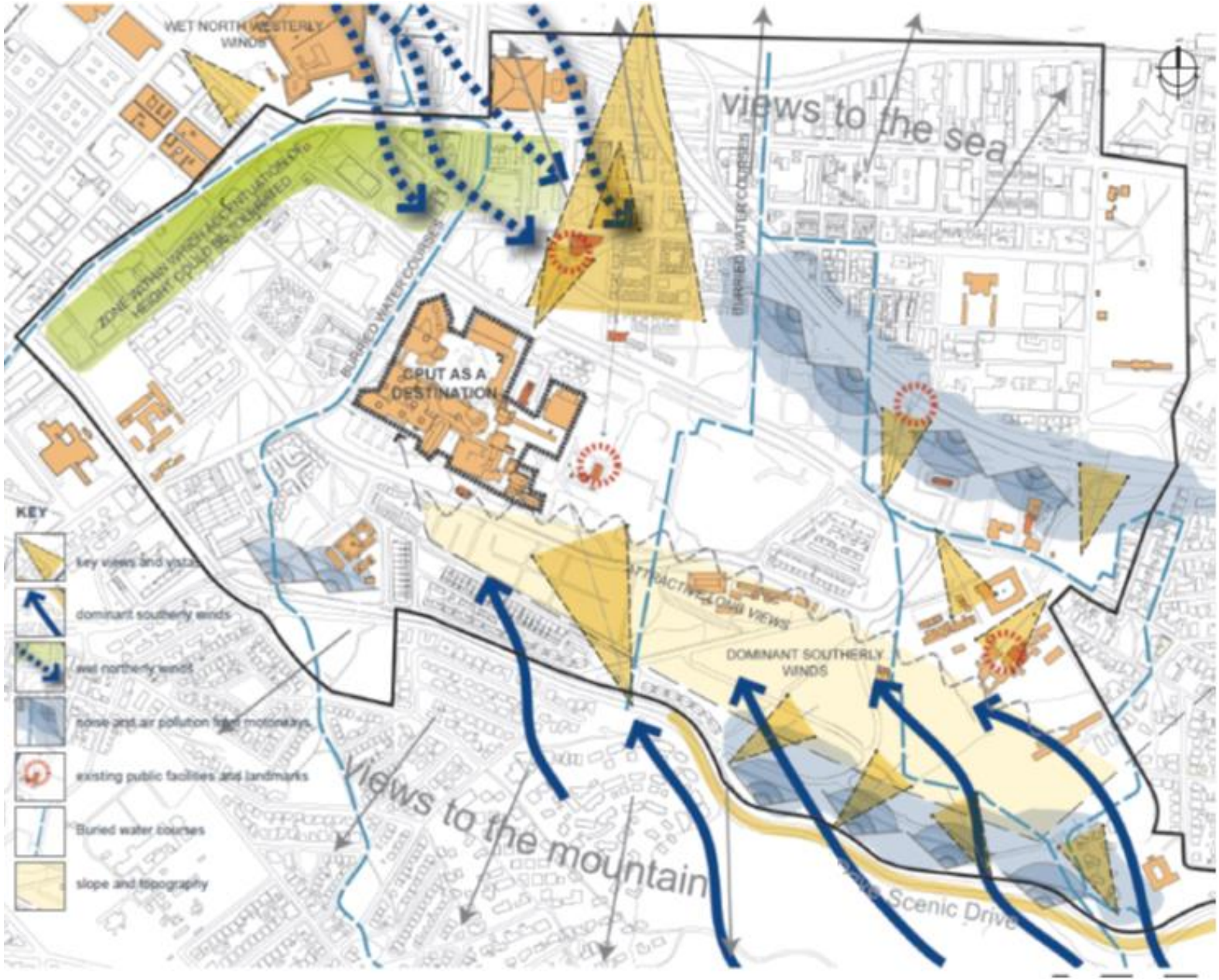


- **Enhance** the setting of the remaining **historic buildings** as **unique and distinctive places** within the urban fabric.
- Use **historically significant sites** as anchor points within the urban fabric which are directly linked to the creation of space and the **memorialisation of the past**.
- A clear **definition of precincts/ neighbourhoods**.
- Create a **clear and permeable network of routes and opens spaces.**
- **Improve linkages** with the surrounding urban areas.
- Develop **New Hanover Street as a main street style corridor** and the primary element of urban structure, in a reconfigured form.
- Protect and **improve natural, green linkages through the site,** particularly mountain to sea links.
- **Buried water courses could be brought back to the surface** and integrated positively within the wider open space and green corridor network where possible.
- Use **slope, topography and level changes** creatively to **give character to individual areas** and public spaces.
- The **scale and massing of the existing built fabric** should form the first point of reference for establishing building heights and massing of new development. **Taller buildings could be located in the East City** subject to more detailed assessment of impacts. The City's Tall Buildings policy has reference, taller buildings can work with the topography of the site and be situated below New Hanover Street or along the East City interface
- **Urban form to be of a human scale** and **responsive to the micro climate** (northerly aspect, dominant southerly winds and rain bearing north westerly winds) and local topographical conditions.
- **Safeguard important vistas, visual connections and protected views.**
- **Mitigate noise and air pollution** impacts from highways on residential environments.
- **Have a major public open space as a celebratory/healing space** in a highly accessible location, so it is sheltered from the south Easter, and gets good north sun, the Southern side of New Hanover Street.
- Provide a **variety of typologies of public spaces and associated activities / buildings.**

- Ensure the **adequate provision of public facilities** and that these are associated with key elements of the public space structure.

  Consider the location and functioning of **existing utility services in the proposals for development** and location of public spaces and facilities (See **Error! Reference source not found.**).

Figure 9: Design Informants (Source Development Framework 2012)



7. URBAN NODES

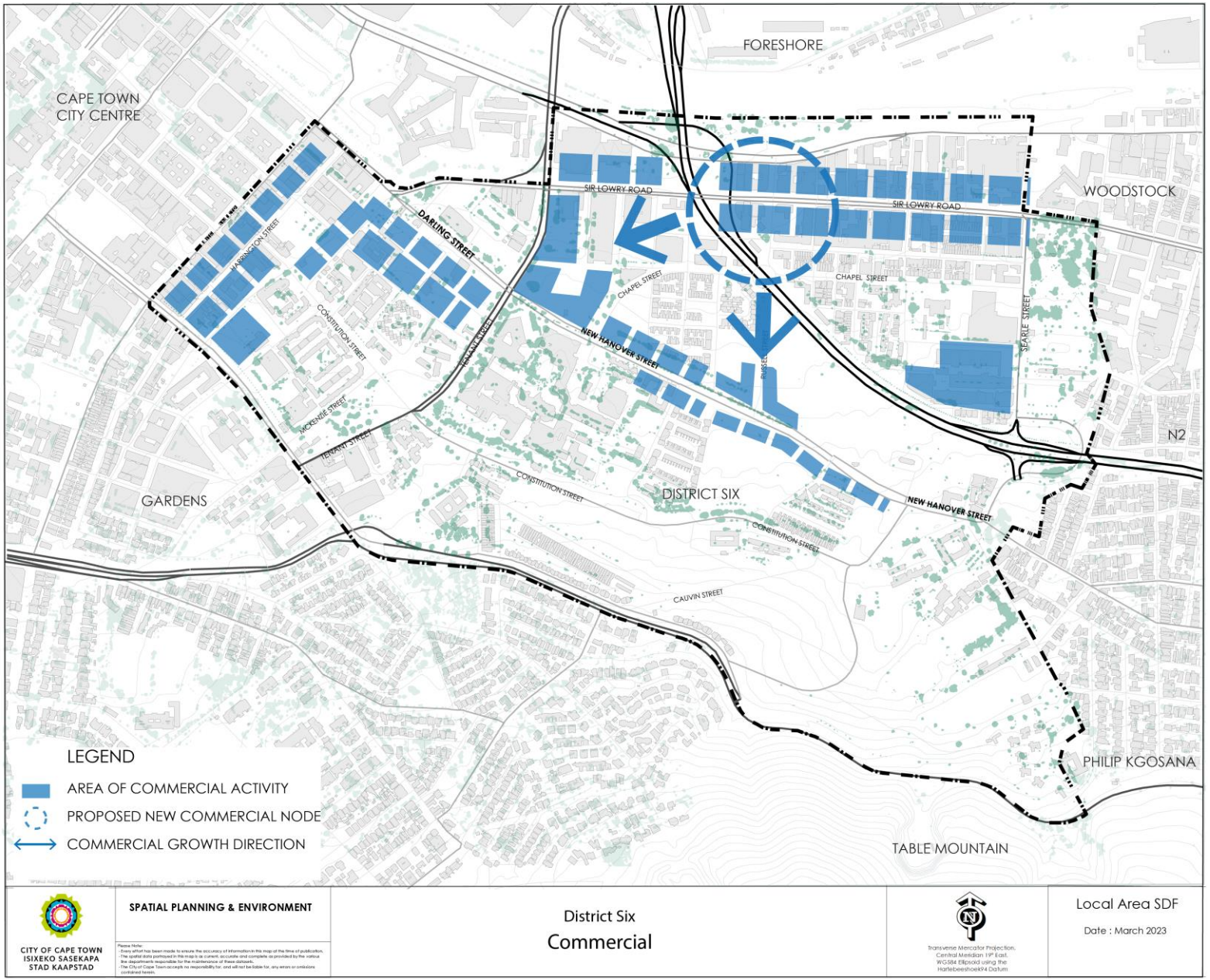
The current non-residential component of the District Six area is towards the East City, where much of the commercial activity is found, with some mixed use commercial activity in the Chapel street area adjacent to Trafalgar Park (see Figure 10). The East City of District Six has the mixed use activity that should extend into the new District Six and spark activity along the important thoroughfares like New Hanover Street. This link is important because most of the District Six area will be residential so maximizing on non-residential uses and supporting a range of activity and active streets within the area will enhance economic potential for the residents. This will also create favourable conditions for micro enterprises in those zones. The trunk and feeder routes for transit are an economic catalyst that could see the uprising of new nodes or areas of mixed use potential, especially along Sir Lowry road and where the current feeder route and the planned Trunk route meet.

The non-residential elements of the site need to be supported as they provide opportunity for the residents coming into the area. The potential mixed use activity will ensure a vibrant urban environment that supports the elements of live, work and play. Non-residential uses need to be supported along the identified nodes and areas within or near the east city in order to make this vision of a mixed use area a possibility. Containing the non-residential development and encouraging it in certain areas will support a mix of quieter streets and urban mixed use living, providing choice to residents.

a. Principles: Focus commercial activities within the East City and along main arterials.
b. Reinforce New Hanover Street as a linear 'spine' of commercial/ retail in line with its historic role.
c. Ground floor retail to form part of residential and mixed use buildings.
d. Ensure that the design of buildings are flexible and adaptable so as to accommodate small, medium and large businesses and respond readily to market demand.
e. Ensure that infrastructure (ducting to support wireless networks, fibre-optic cables and telecommunications) is in place from the outset to support business.

f. Provide opportunities for hives and shared space environments which are suitable for SMME and emerging businesses who are looking for greater flexibility and cannot afford large dedicated space.
g. Investigate opportunities for live-work units within the urban fabric.
h. Promote mixed use development in node along Sir Lowry Street to link with New Hanover Street and East City
i. Ensure active street edges and that big box and large retail are wrapped in other uses at the street edge, to avoid blank walls.
j. Promote permeable pedestrian networks in retail environments allowing accessibility across and through new buildings.

Figure 10: Commercial areas and Nodes



7.1 **Retail**

Retail activity within District Six is in the East City, focused along New Hanover Street and Sir Lowry / Victoria Road. A total retail floor area of approximately 14,250m2 has been provided within the new development in District Six. This importantly excludes existing retail premises and other potential retail accommodation in the area under private ownership, it also excludes less formal or street trade and home businesses.

The main focus of retail activity will be New Hanover Street with a node located centrally to the street, close to its intersection with Russell Street. This node could be anchored by a destination store / medium sized food store (±400-600m2). This could be supplemented by an indoor market providing an organised venue for small traders and locals to sell their wares and locally produced products. Secondary retail comprising of smaller units (60-200m2) may extend marginally down Russell Street benefiting from the pedestrian traffic generated by the anchors and commuters accessing public transport on Sir Lowry / Victoria Road. Secondary retail should be controlled and should taper off approximately 100m from the node.

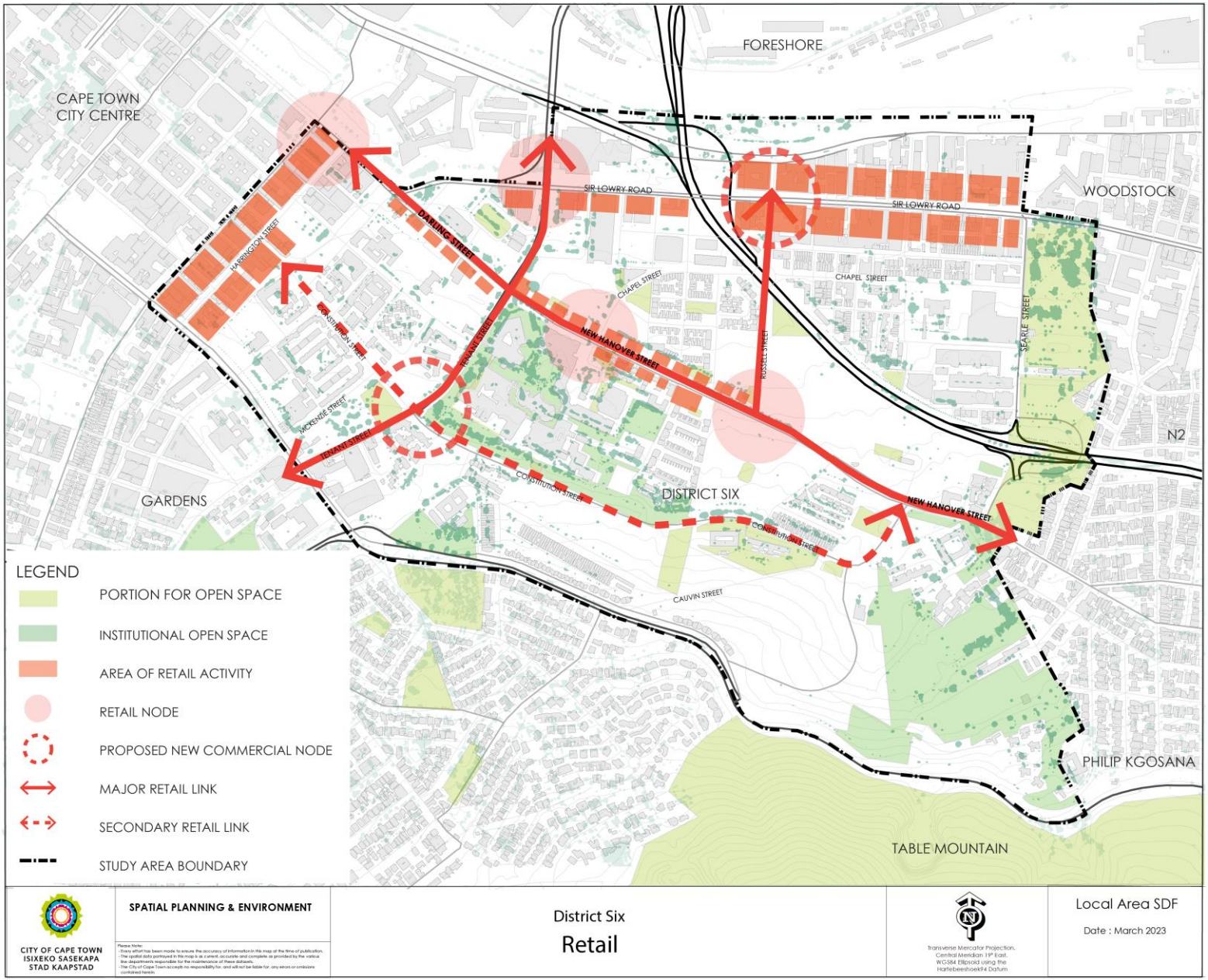
A second retail activity node is located at the western end of New Hanover Street within the East City. It will be different in nature to the main node, capitalising on pedestrian movement generated by people moving towards the railway station and from the station to the CPUT. Other shops along Sir Lowry / Victoria Road have larger footprints and have a level of exposure which will be more attractive for larger retailers such as furniture and clothing stores. Towards the East City, there is opportunity to extend the niche and experiential retail and design sectors that characterise the precinct – see Figure 11.

Within District Six, local scale shops within the residential fabric will provide convenient and easily accessible shopping to meet the more day to day needs of local residents. These should be located on primary routes as identified in the public space structure diagram and distributed such that they are within a 2 minute / 200m walk from a resident's front door. Where possible they should be associated with bus stops and other smaller community facilities to create small focal points or nodes. Shop design should encourage active and vibrant streets and improve the pedestrian environment. Less extensive parking can be supported to achieve this objective

7.2**Principles:**

a. Design of retail space to support active street fronts and contribute to a high quality pedestrian environment.
b. New commercial node proposed along Sir Lowry Street, creates links off New Hanover Street
c. Secondary thoroughfare with less intense commercial development on Constitution Street provides alternative route for lower order public transport and NMT.
d. Retail is focused along New Hanover Street.
e. Retail activity outside the spine must associate itself with higher order elements of the urban structure.
f. Informal trading to be accommodated within the public realm by providing generous sidewalks in areas and along routes that carry high volumes of pedestrian traffic.

Figure 11: Retail Areas District Six



8. RESIDENTIAL DEVELOPMENT AND DENSITY GUIDELINES

The land restitution process is currently underway to delivery housing to verified claimants who lodged claims during the 1990's. In order to restore the qualities of District Six as well as accommodate flexibility for the management of claims entered after 1998, requires that the site is developed with medium to high densities of housing.

In addition the qualities of the area, its accessibility to community facilities, jobs and transit, provide motivation for the development of a dense and efficient urban form.

The recommended densities are informed by the planned residential developments within District Six captured in Option 4 - Revision 6 of the 2019 "Towards an Implementation Framework for District Six" document – see Table 2. These comprise mixed typology, medium to higher density residential neighbourhoods ranging in net density from 70 to 210 du/ha.

Summary Option 4 Revision 6 (adjusted to exclude 108 units built in 2020/21)		
Type	Units	Total Land
Remaining restitution parcels - duplex 2 storey units	1752	22.5 ha
Restitution apartment allocation in higher density developments	954	3.73ha
Remaining Land Parcels- higher densities	2907	7.2

Table 2: Number of Units (Source: 2019 "Towards an Implementation Framework for District Six")

The density guidelines are based on net density, i.e. the residential area within a neighbourhood or precinct, which has been estimated according to the land use development proposals.

Table 3: Residential Development Guidelines

Typology	High to Medium Density	Medium Density	Medium Density
Height	4 to 8 storey	2 to 3 storey	2 to 3 storey
Form	perimeter blocks	Row houses and Perimeter block	Row houses and Perimeter block
Density	250 to 600du/ha net.	80 to 120du/ha net.	100 to 150du/ha net.

The distribution of density across the site is inextricably linked to the desired massing of buildings. This, in turn, is directly related to the public spatial structure, access to public transport and where the existing built form allows for taller buildings and higher bulk factors.

Higher densities will only be permitted where it is demonstrated that open space requirements and recreational space requirements have been fulfilled. Given the demand on space in District six, some of these spaces may be accommodated in buildings, for example on decks or roof spaces.

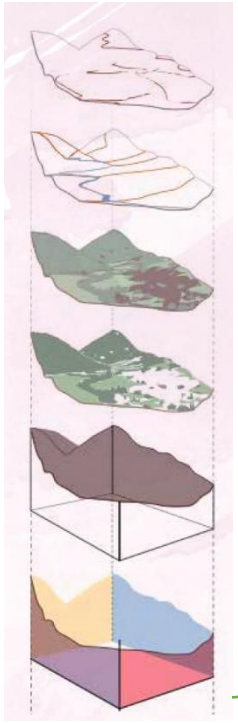
It is proposed that in general, higher densities are achieved in the lower lying areas, closer to the city centre. Here buildings could be 6-10+ storeys or higher and residential accommodation is provided in high density mixed-use developments, which include retail, commercial and residential space. Along the major New Hanover Street corridor as well as along routes associated with urban space structuring elements (i.e. Russell Street, Constitution Street) 4-8 storey mixed-use medium to high density housing development is encouraged. Within the remaining areas between New Hanover Street and Nelson Mandela Boulevard to the north, as well as the higher lying areas to the north, duplex housing developments would predominate. Lower density areas are found on the steeper slopes further away from public transport. With the development of precinct plans the application of these guidelines would have to be tested in greater detail – refer to Table 3.

8.1 **Principles**

a. Densities must be appropriate to the scale and location of the site in the context of the city.
b. Building heights must consider the surrounding urban fabric and consider step downs or height reductions where appropriate for example when there is a risk of overshadowing.
c. Concentrations of densities to reinforce the public space structure.
d. Higher densities are located along public transport routes and along New Hanover Street in particular.
e. Higher densities are also proposed within the East City where the existing urban fabric can support higher levels of bulk.
f. Densities will have a direct relationship with the natural topography and lay of the land. Greater densities are proposed at the lower parts of the site closer to Sir Lowry Road where the gradient is less severe and the existing urban fabric is able to support taller buildings.
g. Increases in density must coincide with adequate access to public transport, open space and community facilities.
h. Higher densities are also concentrated towards the East City. Densities are illustrated in Figure 10 which is a rendering of Option 4 (Table 2) the preferred development option of the layout submitted to court in 2019.

9. OPEN SPACE STRATEGY

The open spaces provide a space within the housing developments to celebrate the history of the area while also presenting an opportunity to connect and heal for the returning claimants. Public spaces were important in the old District Six and were seen and utilised as an extension of the home. Therefore making strong open space links will reinforce this feeling and make sure they are still a focal point for the area. Further the open spaces and links in District Six provide relief space to connect with nature and provide opportunities to mitigate the risks of rising temperatures in an otherwise intensely urban environment.



The landscape framework incorporates both hard and soft landscape systems, recognizing the need to both physically and visually connect these systems. This interrelationship is shown in Figure 12.

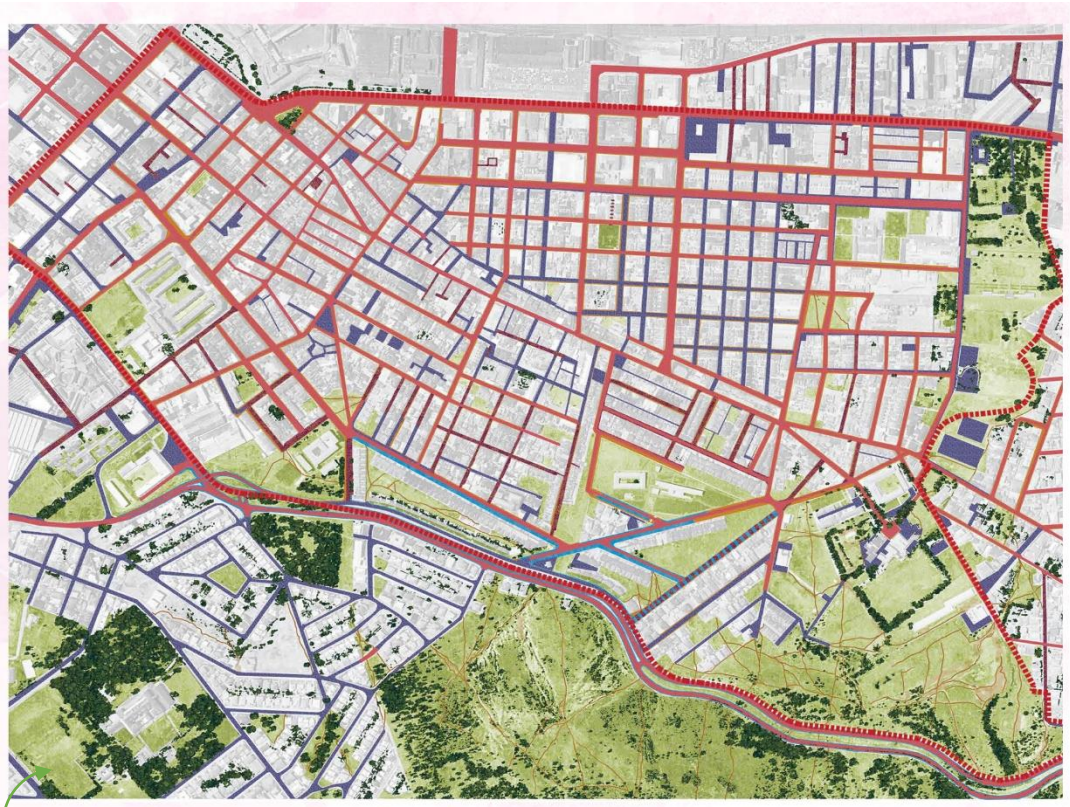


Figure 12: Composite map of textures and green matrix and the interrelationship between hard and soft systems (Draft Public Realm Strategy 2021)

Never before has the need for well-planned and integrated public spaces been as highlighted as an essential element to the well-being of communities, than now in the era of COVID 19. Public spaces have the power to transform communities: they create opportunity places for communities to interact and

transact, supports community economic activity, build community cohesion and spurs change in communities.

The open spaces and the public realm (the street, squares, pavements, parks, greenbelts and playgrounds) provide residents of the city with gathering space and places we can all use together. These spaces need to be active, vibrant and safe for all.

Principles:

Engagement and utilization of the natural resources in a positive and sustainable manner, namely:

a. Exploring the potential opportunities for the use and engagement with the stream waters that are presently buried under the site.
b. Develop efficient systems within the site area for the detention of storm water so as to reduce its impact downstream and integrate it into the urban environment.
c. Motivate for the implementation of rain water storage systems on all roofed structures for reuse in landscaping.

The re-integration of the District Six landscape and environment into the adjacent natural and made landscape contexts, namely:

d. Develop an open space network that links the Table Mountain National Park through Zonnebloem College Estate and Trafalgar Park
e. Develop green street links through District Six and into the City.
f. Link the adjacent residential areas of Lower Chapel Street, Walmer Estate and the East City by improving landscape and pedestrian connections.

Recognition and enhancement of the elements of memory within the District Six context, namely:

g. Through the celebration of the places of memory, develop positive urban spaces that both communicate stories and enable new uses.

The development of landscape environments that ameliorate the climatic conditions and facilitate inhabitation:

h. Developing the streetscapes with consideration to the sun and orientation.

i. Developing open space systems and public courts with concerns for wind amelioration as an informant.
j. Inclusion of a variety of landscape types, inclusive of streetscapes, parks, communal courts, private gardens and urban agriculture.

Key metropolitan open spaces which are accessible to the community:

- Table Mountain
- The Grand Parade
- The Castle Moat and gardens
- Trafalgar Park
- Deer Park
- Company Gardens

Proposed new public green open spaces which will be delivered as part of the project:

- Memorial Park.
- McKenzie Park
- Smaller pocket parks

Various strategies to "activate" and enliven spaces have also come out of the Public Realm Strategy (see section XX for details). Some of these strategies focus on the built environment (how it is designed), and other strategies focus on things that happen in the spaces (activities, events and management). This is summarised in Figure 13 and Table 4 and Table 5 below.

Figure 13: Composite map of textures and green matrix and the interrelationship between hard and soft systems Draft (Public Realms Strategy 2022)

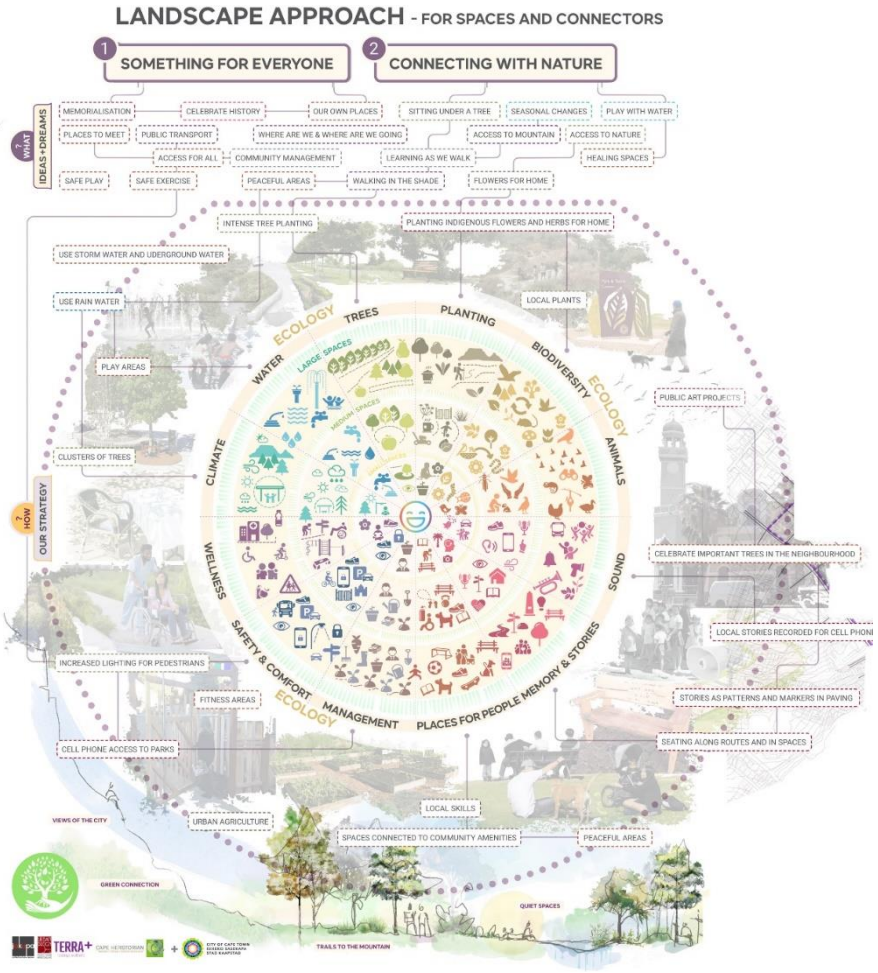


Table 4: Public Realm Strategy Landscape Approach (Draft 2022)

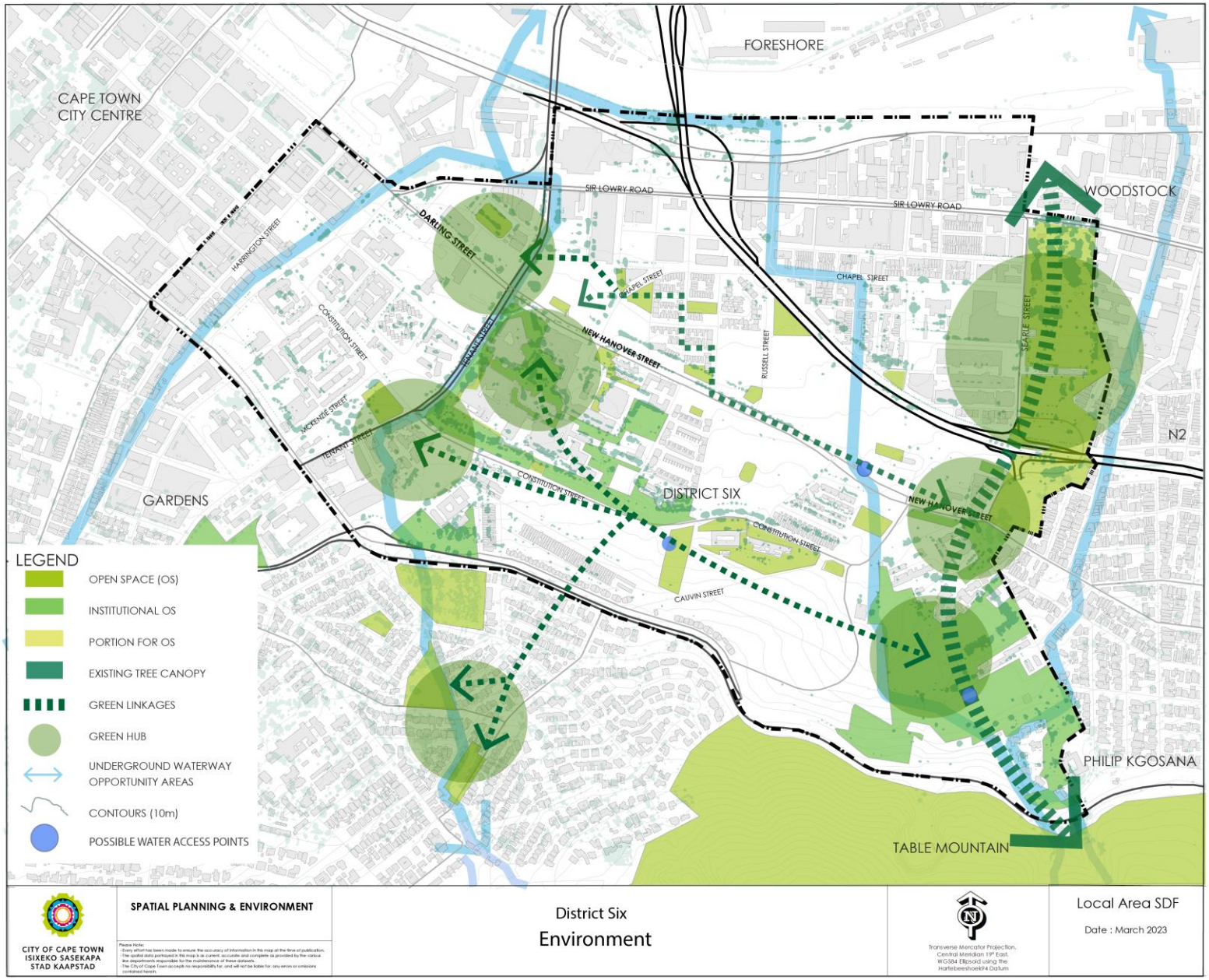
PUBLIC/OPEN SPACE A MUST HAVE	FUNCTION COUNTS	WHAT HAPPENS AROUND IT, COUNTS	QUALITY MORE IMPORTANT THAN QUANTITY	CERTAIN PLACES MORE PUBLIC THAN OTHERS
Public and outdoor spaces for communities is a must have, not a "nice to have" and very important for a healthy and resilient City. Creating public space must therefore be a top priority for the City and must be actively developed. As highlighted during the Covid-19 pandemic.	Different types of open spaces are needed to serve the community needs. There must a variety of different types of open spaces in the area. Public spaces should include active and passive outside recreational space	The type of public space will depend on the surrounding land uses. Public space must be integrated with the surrounding land uses, and activities must relate positively to the public space.	Providing functional and high-quality open space is more important than providing lots of space that is not functional, well located or well thought out and designed. It is important to focus on quality and community need.	Gateways can be arrival and gathering places where historical, social and political stories are reflected and celebrated, in future also play an important tourism role. It is important to also provide community orientated public spaces that serve the community's direct needs.
LINKING IT ALL UP	**ACTIVITY IS KEY**	**COMMUNITY ENGAGEMENT KEY TO SUCCESS**	**HISTORY, MEMORY, IDENTITY, PAST, PRESENT, FUTURE**	**IMPLEMENTATION IS KEY**
It is important to be able to move between these public spaces along functional and safe movement network. Walkability and NMT should be promoted. The links between public places are as important as the spaces themselves.	Public spaces should be surrounded by active land uses and development. The immediate focus for implementation should thus be in already developed areas, and roll-out of new spaces should be planned together with further development of the remaining vacant areas.	Community engagement is key to ensure future active use of the spaces, community involvement and buy-in and through that, ongoing success. The community involvement must not be once-off or limited, but ongoing throughout the District Six redevelopment process.	The public spaces should be places where history, memory and identity are to be celebrated and recognised in the placement and design. Stories need to be told of past, present and future and embedded in the design.	Implementation of public space projects is a priority and a way for the City to contribute to the restoration of District Six. The public realm strategy aims to find projects that can be implemented quickly, and which can make a difference in the community's lives

Table 5: Public Realm Strategy Public Space Activation Approach (Draft 2022)

PUBLIC SPACE ACTIVATION

DESIGN SPACES FOR ALL PEOPLE TO USE AND ENJOY	FLEXIBILITY AND MULTIFUNCTIONAL SPACE	ACTIVATE SPACES WITH THE STORIES OF DISTRICT SIX	SUPPORT ACTIVATION ALREADY TAKING PLACE	INVESTIGATE LAND USE
Provide quality urban spaces that encourage activities and support events. This means providing for universal accessibility, trees, lighting for social spaces, paving, green space, benches, artworks, signage, cycling lanes, etc.	Design public spaces to enable different uses and events over time. Ensure that they are adaptable and flexibility to accommodate different uses.	Let culture and memory activate spaces. Make the arts and heritage of District Six visible as part of the stories told in public spaces.	Focus on supporting the activation (qualify) that is already taking place in District Six. Provide for better communication and support to enable people to host events freely and creatively within public space.	Ensure that spaces intended for public events allow for flexibility. Identify and remove obstacles to activation where possible.
START WHERE THE PEOPLE ARE	**START SMALL**	**DEVELOP SYSTEMS OF ACTIVATION**	**OPENING-UP + FORMING PARTNERSHIPS**	**SAFETY AND URBAN MANAGEMENT**
Support already activated streets and spaces through incremental upgrade or strategically identified projects. Focus on where people are currently living and using space and expand, in later phases to the rest of District Six.	Small interventions in public spaces through "tactical urbanism" projects can help to show the potential of spaces to be used by people.	Provide support along routes and spatial systems identified. Support and design for the development of a small-scale local business spine along New Hanover Street and Old Hanover Street, for an educational route between schools, and for a memory route along Chapel Street, etc.	Enable support and partnerships that can help establish a culture of openness. Encourage the use of spaces as multifunctional and shared facilities.	Urban management is important in keeping the public realm well maintained, clean and safe for everyone to use. Parks and public spaces need clear management and maintenance plans. Community led management processes could be investigated for sustaining activated spaces.

Figure 14: Environment



Key metropolitan open spaces which are accessible to the community:

- Table Mountain
- The Grand Parade
- The Castle Moat and gardens
- Trafalgar Park
- Deer Park
- Company Gardens

Proposed new public green open spaces which will be delivered as part of the project:

- Memorial Park.
- McKenzie Park
- Smaller pocket parks

Taking this into account, Figure 14 above illustrates the updated Environment Strategy for this LSDF.

9.1**Public Ream Strategy**

The planned public realm strategy will look to pull together these elements and build a sustainable public realm that celebrates the environment and community of District Six as one. This will also place focus on the importance of the history of the area and also create a way to integrate the District Six area seamlessly back into the greater urban fabric of the City of Cape Town. The public realm strategy concept shows the importance of the open space links within the area and how the various elements of the public realm need to be pulled together in order to create a more liveable urban space.

The public realm (the street, squares, pavements, parks, greenbelts and playgrounds) forms the living room of the city. The public realm provides the residents of the city with gathering space and places we can all use together. These spaces need to be active, vibrant and safe for all. The team looked at various strategies to "activate" and enliven spaces. Some of these strategies focus on the built environment (how it is designed), and other strategies focus on things that happen in the spaces (activities, events and management).

DESIGN SPACES FOR ALL PEOPLE TO USE AND ENJOY

Provide quality urban spaces that encourage activities and support events. This means providing for universal accessibility, trees, lighting for social spaces, paving, green space, benches, artworks, signage, cycling lanes, etc.

FLEXIBILITY AND MULTIFUNCTIONAL SPACE

Design public spaces to enable different uses and events over time. Ensure that they are adaptable and flexibility to accommodate different uses such as markets, music events, art installations, congregational prayers, relaxation and other uses in public space.

ACTIVATE SPACES WITH THE STORIES OF DISTRICT SIX

Let culture and memory activate spaces. Make the arts and heritage of District Six visible as part of the stories told in public spaces. Public art can be developed as community led projects to fill public spaces with life, develop a sense of ownership and to tell the stories of the area.

SUPPORT ACTIVATION ALREADY TAKING PLACE

Focus on supporting the activation (qualify) that is already taking place in District Six. Encourage and financially support local initiatives, organisations, community groups, businesses or residents already doing work and hosting events in public space. Provide for better communication and support to enabled people to host events and freely creatively within public space.

DEVELOP TOOLKITS FOR ACTIVATING PUBLIC SPACE

A toolkit (possibly in the form of small booklet) could help to give clear, simple and concise guidance to enable people or organisations to take initiative and be creative.

Communication around events funding and regulations would enable a simpler process, rather than getting tied up in onerous red tape. A physical "Plug and Play" toolkit for events (in the form of a simple structure) could also be developed for community use.

START WHERE THE PEOPLE ARE

Support already activated streets and spaces through incremental upgrade or strategically identified projects. Focus on where people are currently living and using space and expand, in later phases to the rest of District Six.

START SMALL

Small interventions in public spaces through "tactical urbanism" projects can help to show the potential of spaces to be used by people. This can be done with small budgets to quickly upgrade or change the nature of a space (hosting events, painting streets, temporary urban furniture, parklets or temporary structures, etc.).

DEVELOP SYSTEMS OF ACTIVATION

Provide infrastructure along routes and spatial systems identified. Support and design for the development of a small-scale local business spine along New Hanover Street and Old Hanover Street, for an educational route between schools, and for a memory route along Chapel Street, etc.

OPENING-UP + FORMING PARTNERSHIPS

Support and partner with institutions for events that open up schools, facilities and institutions to the public. This can help establish a culture of openness. Encourage the use of sports fields and amenities at schools as multifunctional and shared facilities.

INVESTIGATE LAND USE

Ensure that spaces intended for public events allow for flexibility and investigate appropriate zoning to allow for the correct/intended use of space. Identify and remove obstacles to activation.

SAFETY AND URBAN MANAGEMENT

Urban management is important in keeping the public realm well maintained, clean and safe for everyone to use. Parks and public spaces need clear management and maintenance plans. Community led management processes could be investigated for sustaining activated spaces. Further support and funding should be provided for events.

These points have come are summarised in the Concept (Figure 15), Public Realm Strategy of space (Figure 16) and System of spaces (Figure 17) below.

Figure 15: Public Realm Strategy Concept (Public Realm Strategy 2022)

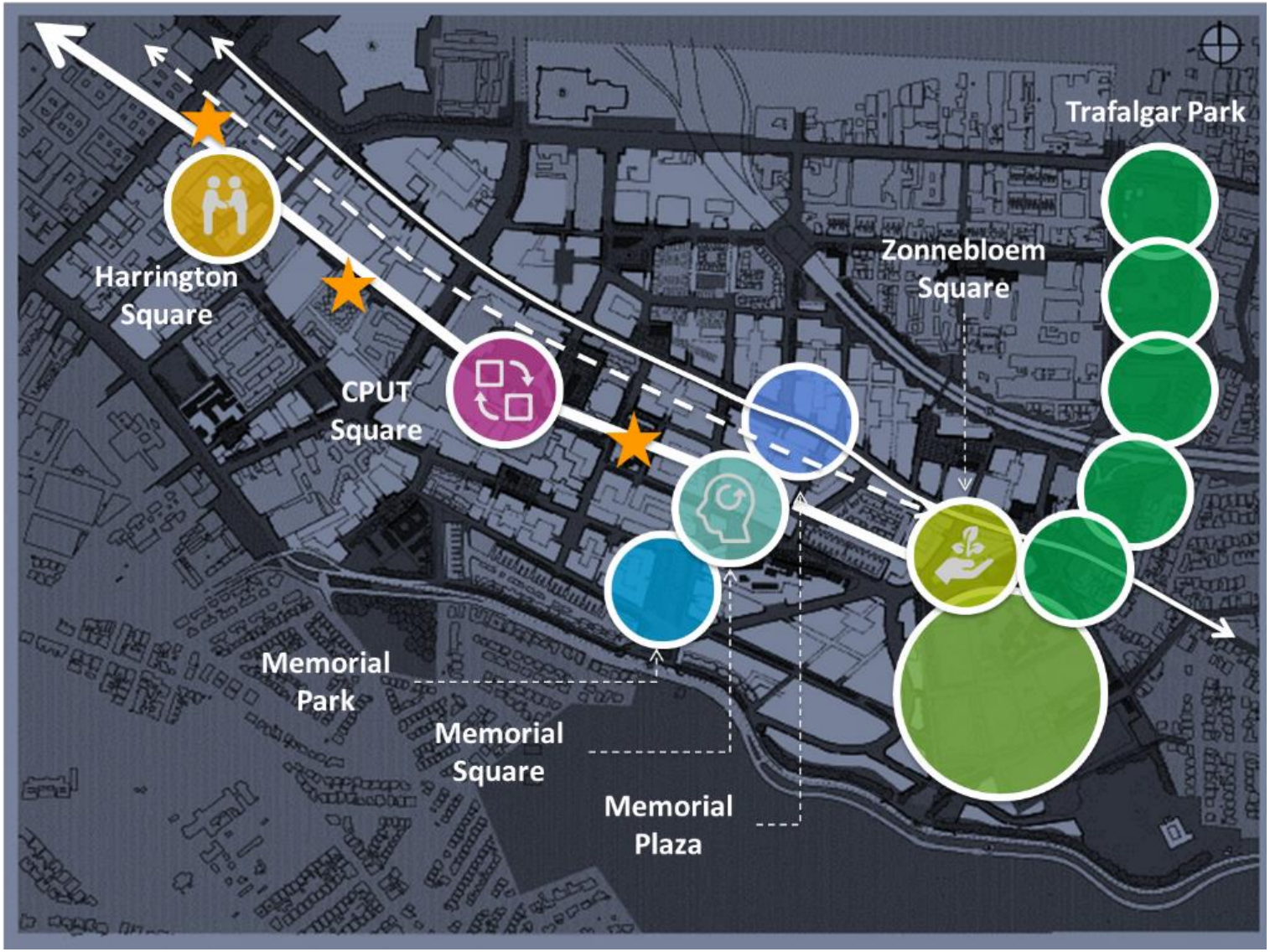


Figure 16: Public Realm Strategy (Public Realm Strategy 2022)

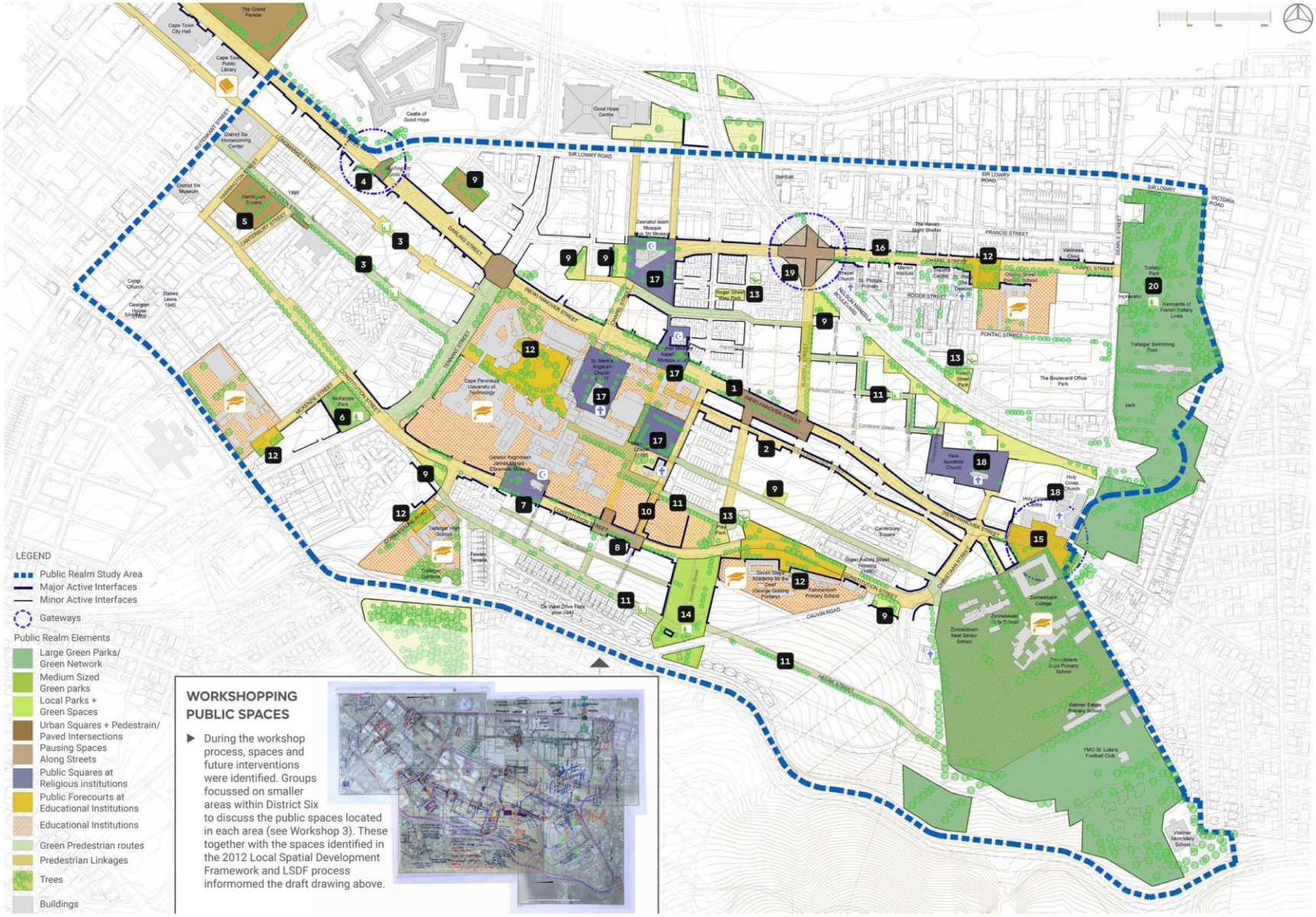
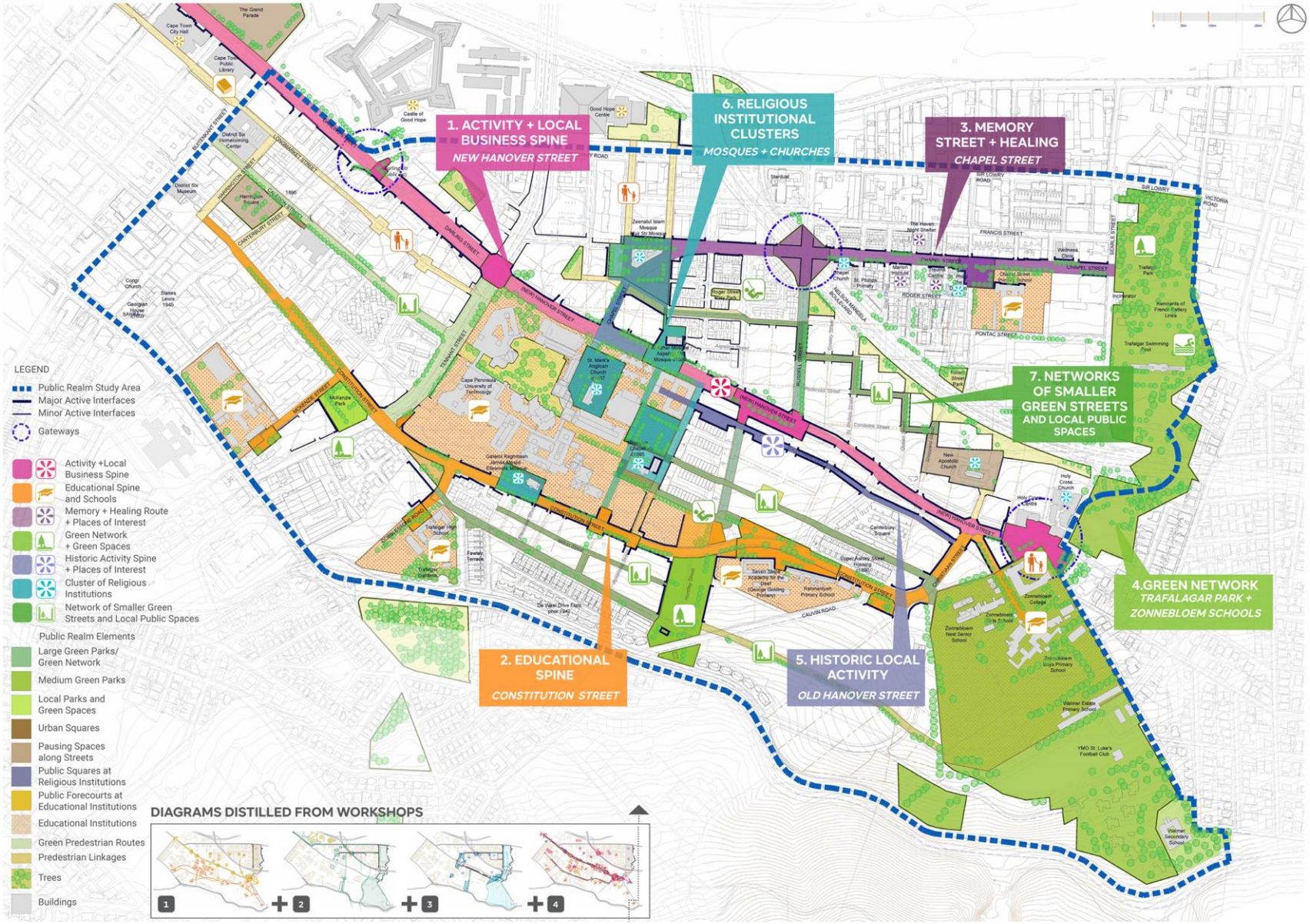


Figure 17: Public Systems Strategy (Public Realm Strategy 2022)



10. MAJOR ROAD NETWORK AND ACCESS (CORRIDORS)

An important element of the District Six area is that the streets serve a greater purpose than just mobility. They are an extension of the home and therefore are a space that need to support human activity and general community life. The streets are a public space, which has to cater for the needs of the residents. Therefore the streets need to be designed in a way that allows them to cater for all members of society and they need to have a complete streets focus and an element of universal access, especially around the major thoroughfares.

It is proposed that there be greater mobility on New Hanover Street because of the public transport links that street has. Designing a complete street that caters for safe pedestrian interaction with higher order public transport will be pivotal. Residential areas will need to have elements of traffic calming which limit the travel speed on them. This is to accommodate the street as a public space and allow the children in the area to access it and play with general safety. Allowing the street to be a public space also creates a surveillance tool in terms of constant eyes on the street and allows for an element of safety to exist within the streets.

Therefore, public transport will be prioritised along New Hanover Street, while general vehicular traffic is encouraged to use access routes on the perimeter of the area for mobility purposes, on streets like Sir Lowry Road, Tennant Street and Phillip Kgosana Drive. The 2012 suggestion of New Hannover Street being a designated a higher order road is still encouraged. Constitution Street will be a secondary thoroughfare and should be used as an internal circulation route taking private vehicle pressure off New Hanover Street.

10.1 **Pedestrian Movement**

The complete streets design suggestion caters for the overall movement and circulation of pedestrians within the area in terms of focussing a bulk of the through movement on New Hanover Street. Because of the activity and access to public transport along this street it is prudent for it to be a primary movement route through the site, linking to the CBD. The other streets will act as supporting secondary and tertiary links through the site linking up with the various destinations places within the area like the CPUT and planned Memorial Park.

10.1.1 Principles:

a. Urban blocks should be short and where blocks exceed 100m in length, they should include pedestrian lanes which are well surveyed to provide safe shortcuts for pedestrians.
b. The gradients of streets should be a maximum of 1:15 where possible to facilitate ease of walking.
c. Pedestrian phases at traffic lights to be triggered on demand and allow for sufficient time to cross the road
d. Footpaths and sidewalks which are likely to experience high pedestrian volumes will have wider and more generous sidewalks with high levels of street lighting to improve safety and security.

10.2 ROAD CLASSIFICATIONS

The site has a variety of streets which function on hierarchy and service different needs for the site. The urban motorways frame the site and act as barriers as they prevent the site from forming functional links with Woodstock and Vredehoek. The other road classifications interact with the site directly and serve differing purposes. The higher order roads focus on large vehicle mobility and the development route is more intense and have a mix of uses at the street level, while also being focused on mobility, especially in terms of the IRT feeder route and the links to the CBD. The lower order or local streets function more as circulation streets that promote movement in and around the site.

This means that the street designs should differ according to the focus of each road class and therefore each road class will carry varying loads of traffic at various speeds. The more residential lower order streets will support activity on the street and limited mobility and speeds, with traffic calming measures being supported to achieve this. For example "woonerf" style streets with raised sections or other traffic calming measures can be used to support safe use of the street space.

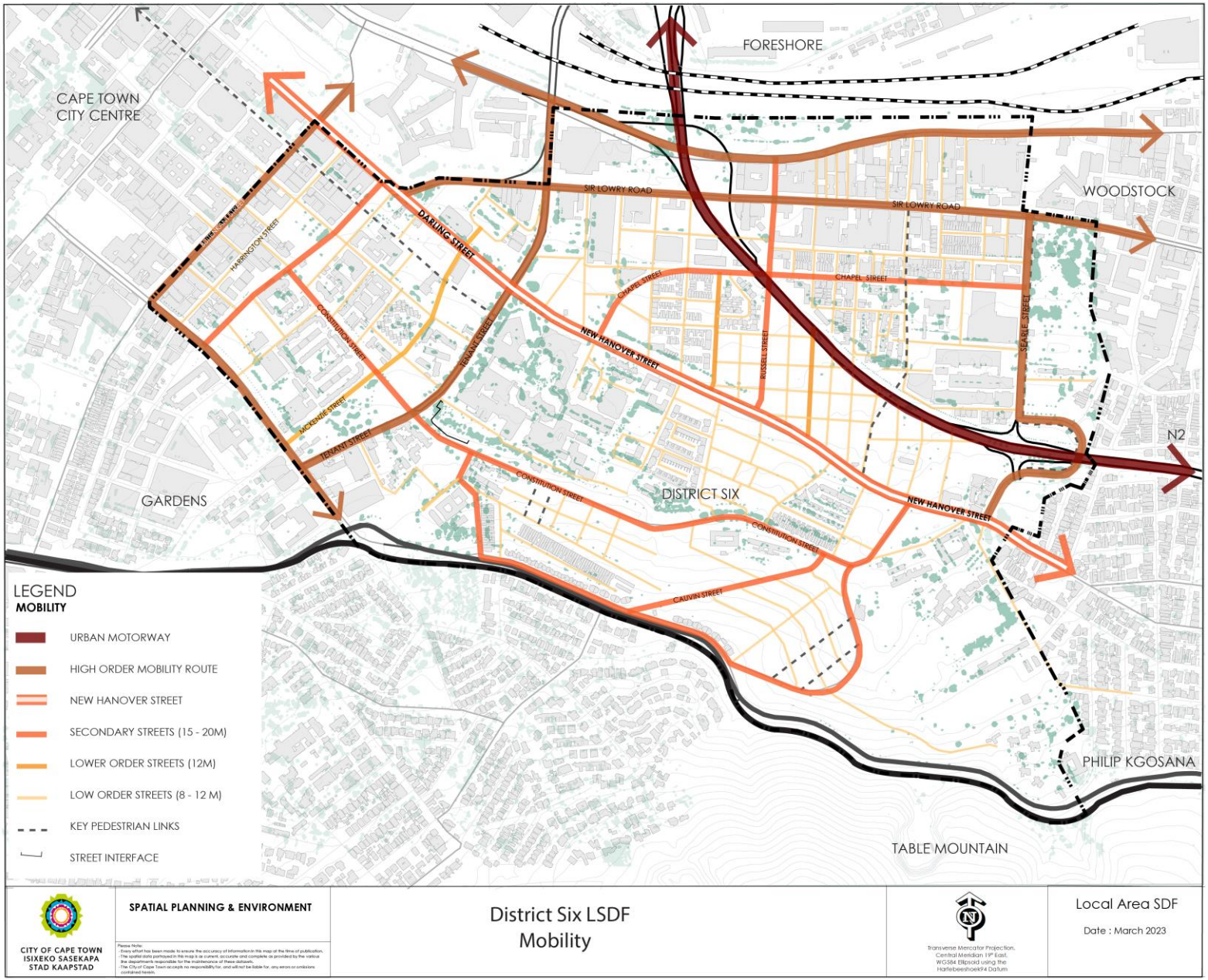
The higher order roads will take a complete streets focus catering to public transport, NMT, Private vehicles and pedestrians. Therefore managed lanes are greatly encouraged as well as special treatment at intersections for the crossing of bicycles and pedestrians. The urban motorways will support high speed vehicular movement only. Further description of this can be found in Table 6, and this is also depicted spatially in Figure 18 below.

10.2.1 Road Classes:

Table 6: Road Classes

Road Class	Road Type	Characteristics
1	Urban Motorway Freeway Philip Kgosana N2	• High speed mobility focus
2-3	Higher Order Mobility Major and Minor Arterials Sir Lowry Road Tenant Street	• Mobility focus • Managed lanes • NMT • Pedestrians accommodated
3	Minor Arterial/ Local Development Route	• IRT Focus • Mobility • Managed lanes • Pedestrians accommodated
4	Secondary or Collector Streets New Hanover Street Cauvin Street Constitution Street	• NMT • Pedestrians accommodated • Lower order mobility
5	Lower Order Streets/ Local Streets (All other streets)	• NMT • Pedestrians accommodated • On street parking • Provide access to individual properties
5	Low Order Streets	• NMT • Pedestrians accommodated • Traffic calming
	Key Pedestrian Links	• Pedestrian priority • NMT accommodated

Figure 18: Road Classes



10.2.2 Principles:

a. Higher order mobility routes in the form of Nelson Mandela Boulevard, and Phillip Kgosana Drive already exist on either side of the site. This implies that routes within the development area will serve a more local function.

b. The new streets will follow the alignment of the historic District Six streets. The new streets are to retain their former name.

c. Streets are to be narrow and contain on-street car parking as a means of slowing vehicle speed and improve pedestrian safety.

d. The streets which follow the old historic grid and run perpendicular to the contours will be steeper in nature and may require steps within the sidewalk and in particular where sections of roads and pavements exceed gradients of 1:15 (which is the maximum gradient for new streets). While not strictly compliant with contemporary regulations, this characteristic of the streetscape contributes to the sense of place and reconnects to the history of the site. Due to their orientation these north- south orientated streets form spatial and visual linkages between the sea and the mountain and will be more susceptible to the effects of the wind. New trees may be planted within these streets to help buffer the wind and create more pleasant places to be in. These streets will contain on street car parking and the changes in level along these routes will provide the primary points of access to basement car parking.

e. Streets which will run parallel to the contours are to be promoted as social spaces. These streets are better protected from the dominant winds by built form and are more level, creating a more usable street environment and greater opportunities for social interaction. As a general rule no access will be permitted to underground parking from these streets and on-street car parking along the length of the streets should be limited.

10.3 Street Typologies

The street typologies and the figures in this section have referenced the 2012 LSDF and focus more on the character of

the streets than the road classifications and standards. The proposals encourage a mixed hierarchy of streets that services and compliments the different areas of the site and allow the street to be a multifunctional space. Therefore a direct reference is made to these typology descriptions.

10.3.1 Primary Streets - New Hanover Street

At the highest order of the street hierarchy are primary streets. These are the streets which carry higher levels of vehicular traffic and, most importantly, public transport. New Hanover Street / is the single most important street within the network.

To recover the historic look and feel of District Six, all buildings fronting onto the New Hanover Street will be required to have a 3m covered arcade / colonnade providing pedestrians with shelter from the sun and inclement weather. This may need to be registered as public rights of way. The southern edge of the street is proposed to have no sidewalk outside the colonnade and the colonnade will therefore need to be slightly wider to perform the role of a sidewalk.

The fall across the street allows for the creation of an urban balcony on the sunny, north facing side of the street, slightly raised from the level of the carriageway. This space could be used as a spill out space for restaurants and be a suitable area for organised street trading.

Historically the width of the carriageway allowed for one lane of traffic in each direction and the desire is for this character to be restored. This narrow width and regular intersections serve to slow traffic movement and discourages rat running through the area. Bus priority measures may need to be implemented and the role of the street as a connector between Woodstock and the CBD will need to be considered in proposals to downgrade the road.

An example of a street section and precedent of this can be seen below in Figure 19 - Figure 22.

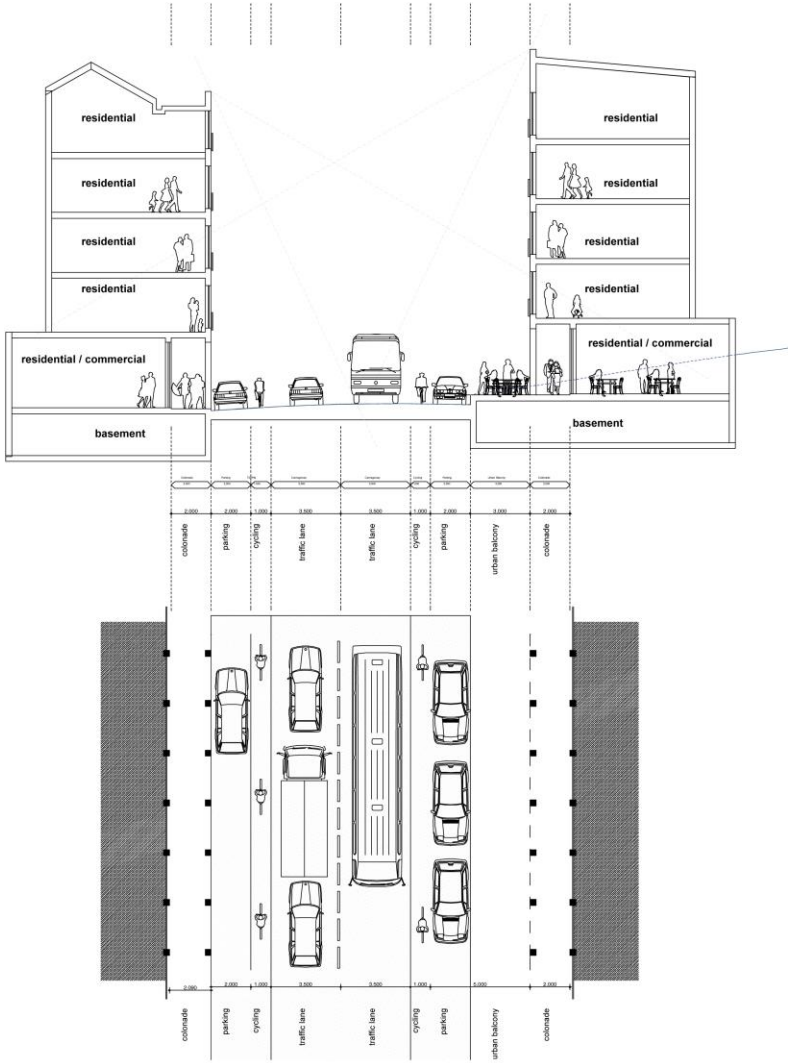


Figure 19: Primary Streets Section

Figure 20: Main Road Sea Point Cape Town an example of proposed street character on New Hanover Street

Figure 21: St Patrick Street Ireland

Figure 22: St Patrick Street Ireland

10.3.2 Secondary Streets

Secondary streets are primarily residential in nature. The units at ground floor should be designed to be flexible so that they are able to be converted to live-work units which take advantage of high pedestrian movement and exposure to passing traffic.

Secondary streets which serve precincts could be classified as class 4 or 5 roads depending on future transport studies. The street width at this stage is envisaged to be approximately 15m wide, building face to building face, and able to accommodate parallel on-street parking on both sides as well as public transport where required.

The following streets are identified as secondary streets: Russel Street, Constitution Street, Christian Street and Cauvin Road.

Once again, an example of a street section and precedent of this can be seen below in Figure 23 - Figure 24.

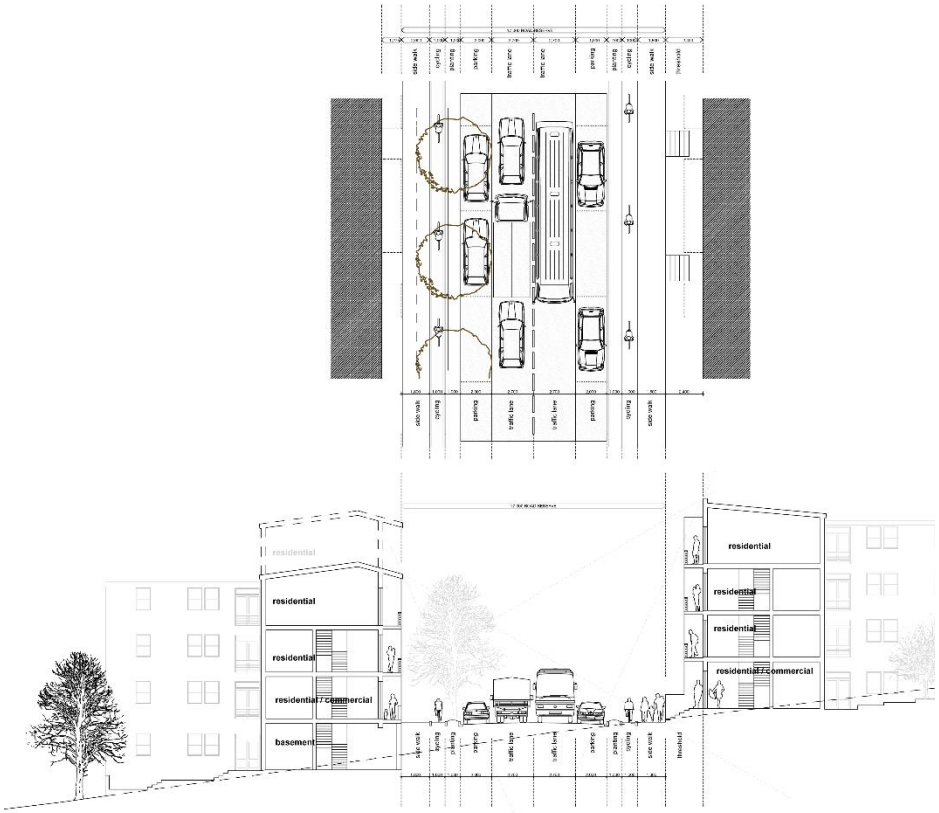


Figure 23 : Road and Cross Section – Secondary Streets

Figure 24 : Example Secondary Streets

10.3.3 Lower Order Streets and Shared space zones

At the lowest level of the road hierarchy are residential streets and shared surface streets where pedestrians and vehicles share the same space. These routes shall be classified as class 5 roads depending on traffic movement and layout and may also include one way traffic. The surface treatment of both the roads and the sidewalks is consistent with only small, 25-50mm drop kerb directing storm water run-off to catch pits. On-street car parking is only provided on one side of the street and low bollards are installed to ensure that a minimum sidewalk of

600mm to allow access to the front doors and transition space of the houses, is possible. These streets have no road markings and priority is clearly given to non-motorised modes of transport.

Once again, an example of a street section and precedent of this can be seen below in Figure 25 - Figure 27.

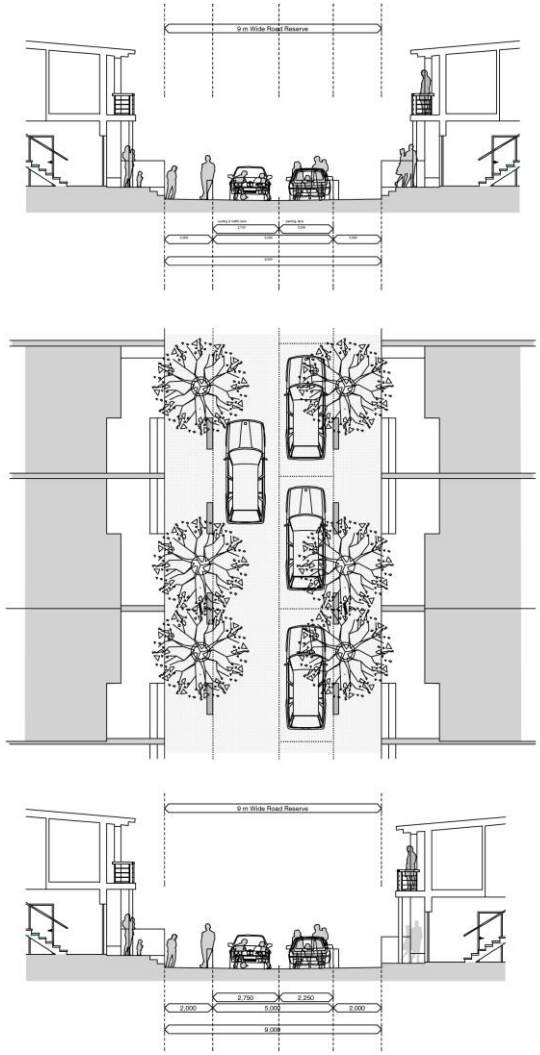


Figure 25: Road and Cross Section – Lower Order Streets and Shared Spaces

Figure 26: Example 1 Lower Order Streets and Shared Spaces

Figure 27: Example - Lower Order Streets and Shared Spaces

10.3.4 NMT Movement Routes

The lower order streets will be more suitable for NMT as they will generally have less traffic passing through them and this should allow for more on street NMT travel. On the major through routes and higher order roads it would be prudent to segregate the NMT from the other forms of traffic and focus on having shared sidewalks or dedicated or managed lanes. The safety of pedestrians should be given priority.

The cycle lanes should be at least 1.5m in both directions and at least painted onto the road especially at intersections and on the New Hanover Street. The demarcation is not required on the quieter streets as this is much less of a safety risk as compared to the higher order routes.

Principles:

a. All streets will be designed to make the environment safe for cyclists and pedestrians.
b. A network of cycle routes will be established which link directly into the wider City of Cape Town cycle network.

c. Cycle routes will be clearly marked and signposted to provide directional information to local landmarks and destinations and also to raise awareness of cyclists within the area.
d. Transport planners will work together with the City to create dedicated cycle lanes within busier urban roads.
e. Streets and sidewalks to be made attractive for cyclists and pedestrians with tree planting and appropriate street furniture

10.3.5 Pedestrian Routes

The pedestrian routes also follow a hierarchy and the larger through routes on the higher order streets will cater for larger volumes of people in comparison to the smaller routes with less pedestrian traffic. The fine grain street layout of the area allows for easy circulation and the access routes are structured around destinations within the District Six area like CPUT. The area has some challenges in terms of being walkable like the steep topography, which will limit accessibility and make it difficult to move around certain spaces within the site. Therefore interventions like stairways and universal access streets are encouraged to help mitigate these challenges. More studies will have to be conducted in order to find ways to deal with universal access challenges especially because of the age group of some of the returning claimants and the general access challenges faced by people with disabilities. With walking being a key mode of travel measures will have to be explored in detail to deal with such challenges.

Principles:

a. Urban blocks should be short and where blocks exceed 100m in length, they should include pedestrian lanes which are well surveyed to provide safe shortcuts for pedestrians.
b. The gradients of streets should be a maximum of 1:10 where possible to facilitate ease of walking.
c. Pedestrian phases at traffic lights to be triggered on demand and allow for sufficient time to cross the road.
d. Footpaths and sidewalks which are likely to experience high pedestrian volumes will have wider and more generous sidewalks with high levels of street lighting to improve safety and security and tree planting for shade, shelter and visual amenity

10.3.6 Public transport

Being close to the city centre, District Six has the benefit of access to a range of high order public transport services including rail, bus and minibus taxis. This hasn't changed form 2012 and the introduction of the feeder route along New Hanover Street has strengthened the public transport system in District Six.

Rail:

Cape Town Railway Station is located 1.5km to the north west of the centre of the site and is the terminus for most of the regional and suburban services. These services can provide a convenient means for District Six residents to access their existing places of employment, many of which are located outside the CBD and in outlying industrial and employment areas. It is expected that a significant proportion of trips to the railway station will be on foot through the use of public transport (IRT and feeder services).

Bus:

Public transport within the site is limited to buses and minibus taxis. The services which currently serve the site run along the periphery of the site; Sir Lowry Road and centrally along New Hanover Street. Residents of District Six will benefit greatly from the proposed IRT trunk routes which are proposed to run along Sir Lowry Road and which will connect the CBD to the outlying urban areas. The two stops / station are located in District Six; the first will be in front of the Goodhope Centre and the second at the northern end of Trafalgar Park. These trunk services will provide high quality road based transport into the Cape Flats where many Claimants currently reside and where a large proportion of claimants and beneficiaries work.

An IRT feeder service has been implemented and runs through District Six emanating from Darling Street, continuing along New Hanover Street and then through Walmer and University Estate towards Salt River Station. This service is currently operational and consists of a small 9m/50 seater buses servicing the area from kerb side bus stops. This service could be increased to 12m/70 seater buses as demand increases with the growth of District Six and would link well with the planned Trunk route.

The transportation network has been boosted by the implementation of the current feeder route in the District Six

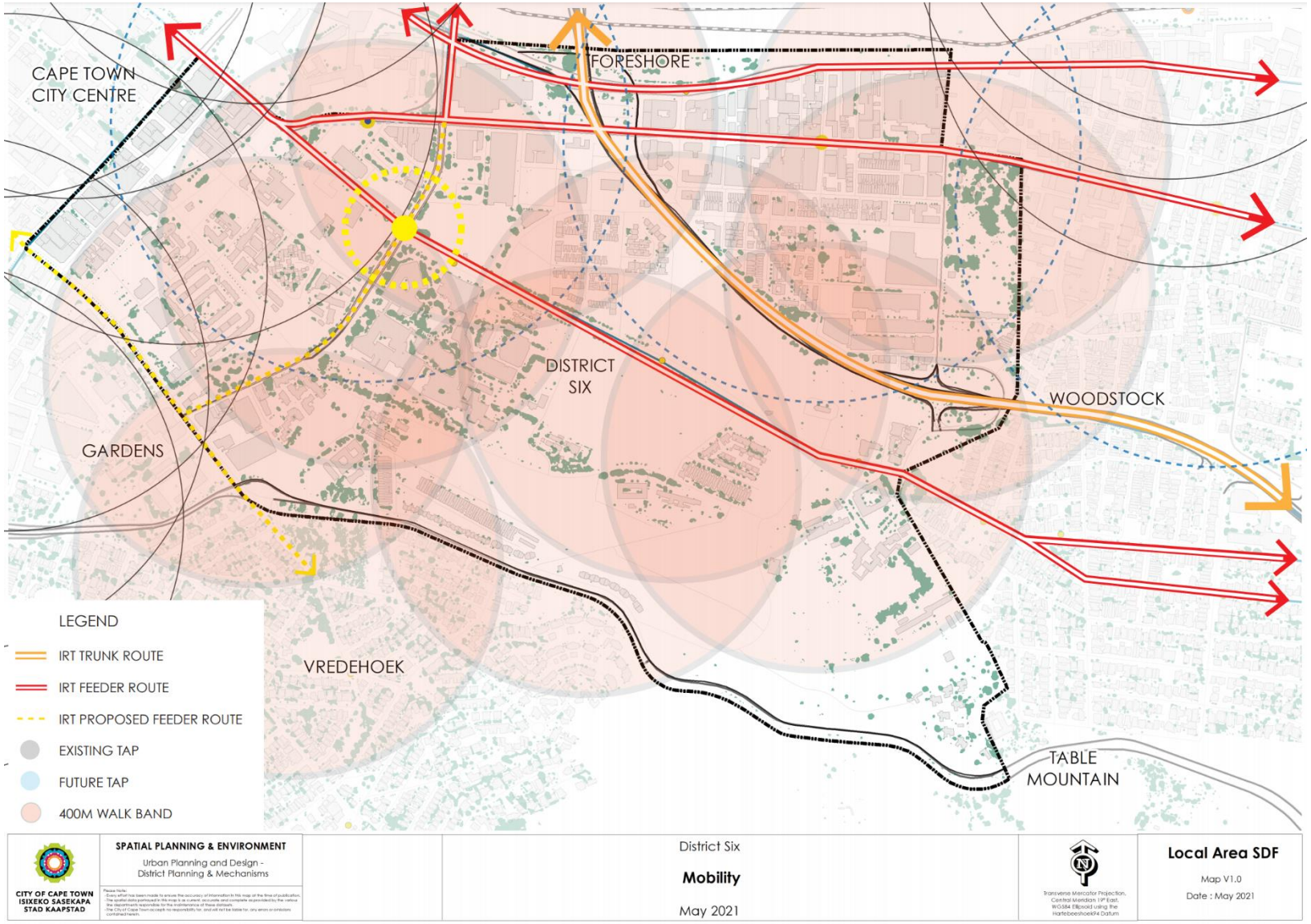
area and this will probably get stronger as the system grows with the envisioned growth of the area. The implementation of the trunk route will also increase opportunities related to mix use development and TOD potential especially where the feeder and trunk route meet towards the Cape Town CBD.

Key difference since 2012:

- Implementation of feeder route
    - The planned alignment of the trunk route joins the feed route near the east city. This creates strong links to the CBD and other transport transit stations like the Cape town station in the CBD
        - Currently the feeder route runs through New Hanover Street and adds to the mobility and links to the city for the residents, the transportation will get stronger once the trunk route is implemented, creating quicker links to the greater metro area.
    - An area of new opportunity will be at the intersection of these routes and that may have the potential for retail or mixed use activity. This complements the non-residential uses near the east city

This is depicted in Figure 28 below.

Figure 28: Public Transport Network



11. COMMUNITY FACILITIES

Sustainable cities cannot be achieved without adequate social facilities which differentiate according to community sizes and socio-economic variation. District Six is located within the Table Bay district, a district that is well served with community facilities. As such, there is currently a sufficient supply of community facilities that can be accessed by District Six residents. However, as an area earmarked for housing development and in particular in the event that social housing is developed, there may be a need to upgrade certain facilities in order to meet need depending on the sizes of the proposed development/s. The upgrading of such facilities to appropriate sizes would be informed by the Community Services & Health Guidelines and Standards, 2020 (or more recent version if upgraded in future).

Where new facilities are required the approach should be to implement the principle of co-location and clustering of facilities within the prioritized nodal points/civic clusters and in pursuit of Transit Oriented Development principles, ensuring that facilities are located close to public transport and particularly capitalize on the My CITI bus and other transport networks. It is also proposed that state owned land is leveraged and an integrated precinct planning approach between line departments should be adopted in instances where new facilities are required, ensuring that land is packaged and prepared for development in alignment with budget.

Public facilities in the surrounds of District Six reflect the variation of a mature metropolitan civic node, with a number of higher order facilities located in the East City. Since 2012 much of the situation with Public facilities remains the same. Significant changes since 2012 include the building of the District Six Community Day Centre. The Good Hope Centre is currently let to a film studio, with no resolution as to its future as a venue that might service the community, however it remains a City asset with opportunity for alternative uses. Improvements to the City Hall and Old Granary precinct have revitalised part of the area.

Facilities such as schools and religious institutions already exist on site and others are located within easy walking distance of the site in Woodstock, Vredehoek and Walmer Estate. Other smaller scale facilities such as medical clinics and crèches can

be accommodated within the residential fabric, but sites will need to be identified for larger, higher order facilities such as schools which will require their own dedicated sites. It must be noted that the existing public facilities currently function as commuter schools and will come under renewed pressure as a result of the urban infill and proposed development. Further engagement is required with existing schools and the Department of Education to assess phasing and delivery of facilities.

12. UTILITY SERVICES AND SERVITUDES (INFRASTRUCTURE)

12.1 Sustainable energy

As we enter the third decade of the 21st century, the City of Cape Town has adopted policies and strategies which ensures we build a city, communities and homes in a sustainable manner. The end goal is to create an environment that is less resource intensive, and limits the use of scarce resources such as fossil fuels. The use of sustainable infrastructure is beneficial in the long term, with the short term effects of it being expensive. Long term benefits include lower monthly utility bills, will result in a net saving to the occupier over the life cycle of the building.

The following section deals specifically with sustainable infrastructure and has been based on the City of Cape Town's emerging policies on waste and energy use. It considers what technologies could be investigated as part of the rebuilding of District Six.

12.2 Energy

Half of the cities carbon emission comes from the use of electricity, which is due to South Africa's high carbon intensity of coal-based grid electricity. Energy security is and will increasingly become a serious factor affecting urban populations. With the increasing cost of electricity in South Africa fuel poverty is becoming a major issue. (Fuel poverty is defined as when more than 10% of a households' income is spent on energy. Addressing energy use within District Six is therefore central to ensuring the long term sustainability of the community.

The energy strategy for District Six leans heavily on the City's Integrated Metropolitan Environmental Policy (IMEP) 2017 and Energy and Climate Change Strategy 2019. Energy efficiency and renewable energy use is a critical component of the District Six redevelopment. A well designed, energy efficient house will use less than 50% of the energy of a conventional one, with no sacrifice of lifestyle (Sustainability Institute 2007).

The energy strategy seeks to:

- minimise energy use through passive design;

- use energy more efficiently;
- employ the more efficient sources of energy appropriate for the application (gas/electrical/electromagnetic);
- the use of renewable energy;
- future proofing design; and
- Set the benchmark for local energy production in South Africa.

Minimise energy use through passive design

The Development Framework adopts a philosophy of "passive approaches first". Passive design approaches seek to minimise the need for energy intensive infrastructure such as air conditioning and central heating through conscious design decisions which take into account the qualities of the existing environment. These include:

- The site benefits from a favourable, northerly aspect and it will be important that architects in the design and **orientation** of the new buildings take full advantage of this quality to maximise on natural lighting and solar gain.

- Energy requirements for space heating and cooling is greatly minimised through **proper building insulation**. Insulation within the roof space has been proven to be cost effective and assists in countering windchill and the evaporative cooling effect of wind passing over wet roofs. In addition, proper wall insulation, including cavity walls, insulated panels and double glazing assist in both minimising heat loss in winter and heat gain in the summer months. Over and above SABS 10400 new buildings in District Six will be required to be insulated to a minimum R value of 5.

- Issues of **air-tightness** need to be considered hand in hand with insulation**.** Air tightness reduces energy demand by stopping the flow of warm or cold air from the interior to the exterior of a building or vice-versa thereby reducing the need for environmental control. Good natural ventilation for a healthy germ-free and fungus-free atmosphere should however not be compromised. All fenestration must be openable for

fresh air. This is particularly relevant since COVID19 has brought this to people's attention.

- This is particularly pertinent for development in District Six given the strong and persistent windy conditions. Areas where air-tightness can easily be improved without significant cost include proper sealing around door and window frames, and air tight seals on opening sections. The building envelope will be required to allow for a maximum of 5 air changes per hour at 50 Pascal's.

- The use of **solar shading** (both horizontal and vertical) and mechanical shutters should be explored by designers to minimise unwanted heat gain and limit the need for air conditioning. These may be mechanically or manually operated depending on their application and the budget available.

- Environmental management through **thermal mass** should be explored to keep buildings cool in the summer months and warm in winter. This is achieved by using heavier and denser materials which absorb heat energy and radiate it out when the energy source stops.

- Building depths should be narrow (12-16m) to allow for passive ventilation and natural lighting.

Using energy more efficiently

While more difficult to implement and control within individual households, the use and installation of appliances with high energy efficiency rating can be mandated for commercial buildings. This applies at a number of scales, from installation of energy saving light bulbs (LED technology), to solar powered street lights and within buildings to large mechanical installations such as escalators, lifts, hot water cylinders, and climate control systems (air conditioning and heaters).

The employment of suitable energy sources for a particular application

Research has shown that different sources of energy are more or less efficient for different applications. By segregating out the energy needs of a house and applying the most appropriate technologies it is possible to reduce energy use and demand. This can be done for cooking, water heating and space heating. For instance, gas fuelled cooking appliances are

more efficient, emit less carbon and use less energy than electrical appliances. While Cape Town lacks a gas reticulation system, future house designs should make provision for potential gas appliances fuelled through gas bottles, appropriately located within the house or apartment building, and sized in terms of domestic building regulations.

Renewable energy

Micro renewable technologies can help provide carbon free energy to the homes within District Six. As a target development in District Six will seek to meet 10% of its energy needs from on-site renewable sources. As Eskom and the National Energy Regulator NERSA have not yet developed systems for feeding excess energy produced on site from renewable sources onto the national grid, energy which is produced on site will need to be fed into individual developments and used in private houses and stored if possible. Once Eskom develops a feed-in tariff structure the SPV should investigate opportunities to use feed in tariffs as a form of revenue.

Solar

The site's northerly aspect makes it ideal to harness solar energy. While solar electricity generation technology through photo voltaic cells is currently expensive and may not be attainable within the budgetary constraints of the project, solar water heating has been demonstrated to be cost effective and will be implemented on 80% of the new buildings within each precinct. It is possible that a 2m2 solar water panel is able to provide 100% of a family's daily hot water requirements and in winter the hot water can be used to heat buildings through a reticulation system.

Wind

Wind generation is also a potential source of renewable energy given that District Six experiences a constant wind velocity throughout the year. While large turbines may be inappropriate given the sites location against the mountain, smaller building mounted turbines should be considered during precinct level design. Issues which will need to be dealt with include noise and danger to wildlife such as bird life and bats.

The commercial value of renewable energy

In order to harness renewable energy a private organisation could be engaged by the SPV to form an Energy Supply Company (ESCO). This company would be tasked with the long term installation and management of the sustainable energy infrastructure within the district and distribute the resulting energy to the houses. To facilitate this process, a condition could be written into the title deeds of new properties which entitles the SPV or the ESCO as an extension of the SPV to install renewable energy generating devices (wind or solar) on roofs of the houses which are not being used for this purpose by its owners. It is most likely that all of the energy generated on site would be used within the development, however the SPV should continue to engage with Eskom to establish the viability of structured feed in tariffs for energy supplied onto the grid. Revenue generated through this mechanism could be used for other social projects or could be reinvested into sustainable technologies on site.

Heat pumps

Heat pumps have also gained broader acceptance in South Africa as a means for heating household water. This technology uses a series of fans and pumps to convert and concentrate the heat energy from the ambient air into a pressured water system. These systems are relatively inexpensive to households which install heat pumps but they are entitled to rebates from Eskom. The location of heat pumps and appropriateness the District Six needs to be tested at the next precinct level design stage.

Absorption chillers

Absorptive refrigeration is a more sustainable means of cooling buildings. It uses a source of heat to provide the energy needed to drive the cooling process. The most common application is in commercial climate control (offices) and in cooling of machinery but its application can be extended to other forms of buildings such as residential buildings. Absorptive refrigeration is also used to air-condition buildings using the waste heat from a gas turbine or water heater. The process is very efficient, since the gas turbine produces electricity, hot water and air-conditioning.

Waste to energy technologies

While this technology is new and largely untested in South Africa, anaerobic digestion at a smaller building or block level should be considered during precinct design. This technology transforms household waste into methane which can be used to power turbines which produce electricity or be used for cooking or heating. While at present these technologies are expensive, design teams and focus groups should explore financing options and other, potential international funding which could help realise this technology.

Mains Distribution

Notwithstanding the above it is clear that the bulk of the energy requirements for District Six will be met by electricity supplied off the national grid. Initial load estimates, based on 5000 housing units including commercial, indicate that the development would require an 'after diversity maximum demand' (ADMD) of approximately 21 MVA.

12.3 Infrastructure Capacities and Demand

The District Six site has a network of electrical and telecommunications underground services running throughout the proposed site. These comprise both primary and secondary services which would either have to be relocated / diverted / protected as required by the overall layout of the development plan.

The estimated bulk supply capacity required to supply the proposed development is +/-21MVA. The development area falls within the Constitution Street and Woodstock Main Substation supply areas, which have sufficient capacity for the full redevelopment.

To distribute electricity within the development area, a primary medium voltage network comprising underground cable will be required and an estimated 7 primary substation buildings, each of which will require a site of 20m x 14m. In addition, a secondary medium voltage network comprising underground cable and an estimated 30 - 33 miniature substations (5m x 4m sites) will have to be established.

12.3.1 Water

Philosophy

The City of Cape Town experienced severe water shortages during 2017. Water restrictions were imposed to try and curb the use of water within the city. The crises placed greater pressure on urban residents and the City of Cape Town who are responsible for supplying and managing water. City of Cape Town published the Smart Living Handbook which is intended to make homes much more sustainable.

With this in mind the following consideration may apply:

a. Promote an approach that considers potable, rain water and waste water as a holistic and integrated water system
b. Utilise and celebrate natural water courses and systems within the site
c. Use existing water resources efficiently by installing water efficient fittings and fixtures
d. Capture and reuse as much rainwater on site; both for irrigation and for potable water replacement in toilets
e. Solutions will initially adopt traditional solutions and applications with a long term view of integrating more sustainable and nonconventional approaches
f. Capture and recycle water on site through filtration and grey water systems
g. Investigate on site waste water treatment opportunities
h. Use sustainable urban drainage systems where ground conditions allow

Existing Water Services and capacities

It is clear that the major portion of the development's water needs will be met from a piped municipal source. Currently the existing municipal water system is performing adequately. The soundness of the local water reticulation is measured by the number of burst water mains and due to the fact that the site is largely undeveloped it is difficult to make an accurate assessment of the condition of this system. Pressure recordings taken hourly every day at fixed pressure monitoring points do not indicate any cause for concern. What can be said is that the distribution system is over 40 years old and it is likely that it will require more frequent maintenance in the future. As most

of the existing water services are located within road reserves, the existing distributor roads should be maintained where possible as they carry the majority of water mains to service the development area. New reticulation will service the new precincts feeding from the existing mains.

12.3.2 Storm water infrastructure

At the strategic level it is important to note that, due to District Six's location between the mountain and the sea, natural storm water runoff and streams emanating from the northern slopes of Devil's Peak are routed to and through District Six via the existing underground drainage system which discharges into Table Bay. The development area of District Six is currently served by a traditional storm water drainage system consisting of grid and kerb inlet structures and an underground pipe network that discharges into Table Bay at the harbour. The underground pipe network is supplemented by the roads, which act as channels during the larger less frequent storm rainfall events.

This existing stormwater system is currently operating at capacity and will not be able to take on additional storm water flows from development once the existing permeable "soft areas" are hardened through development. This, together with the fact that the development will be required to comply with the City of Cape Town Urban Stormwater Management Policy (2009) means that a large quantum of storm water will need to be retained or detained on site.

The following guidelines apply to detention areas in District Six:

a. Efforts should be made to retain rainwater within the development;
b. Permeable paving to be considered at high flow points to slow down stormwater and reduce the land requirements of detention areas;
c. The detention areas should aim to fit into the landscape design of open spaces and be either indistinguishable or celebrated features of the open spaces,
d. The overland / day-lighted storm-water attenuation areas should aim to provide attractive landscape elements particularly through the open spaces.

Stormwater attenuation in the next stages of development is indicated to be required at Memorial Park, the corner of Russel and New Hanover Street and in smaller open spaces in the development scheme.

It may be necessary to apply leniency in respect of strict compliance with the 2009 Policy given that District Six is situated on a slope in an inner city area where land-intensive detention areas may be inappropriate or may need to be a part of multi-functional open space.

Potential interventions include rain water harvesting, green roofs and swales as well as overland stormwater escape routes in severe flooding periods such as the 1:50 event. The City of Cape Town requires that a storm water masterplan be commissioned to determine with accuracy what quantity and quality requirements will be applicable to the catchment area that District Six falls within.

12.3.3 Existing Sewage Services

The existing sewerage system which is in place in District Six is a conventional waterborne sanitation system. A review of the current sewer system suggests that the majority of future flows from the new development will gravitate towards the Green Point Waste Water Treatment Plant and Pump Station. This presents a medium term constraint on growth in District Six and further work is needed to consider how to manage outfall in later stages of development.

The pipes throughout the catchment are generally old and while the existing earthenware pipes are extremely durable they do suffer from failure of the cement caulking or rubber ring joints allowing ingress of groundwater, particularly during the rainy winter months. This weakness also allows roots to grow into the sewer resulting in blockages.

Existing bulk sewer services are to be maintained where in good condition and allow for a new sewer reticulation network that will serve a high density development similar to what existed in the area before removals. There is no requirement for sewer pumping stations within the site as the topography

demonstrates sufficient grade for sewers to discharge by gravity into the existing bulk system.
The capacity of Green Point outfall to accommodate growth in the City bowl and surrounds may become constrained in the medium to long term and must be flagged as a risk.

Accommodating the return of District Six will need to be prioritised in the consideration of bulk upgrades.

Sustainable Initiatives for water management
Given District Six's location and size, it is uniquely placed to help address water management in a positive and progressive manner. This may include the following considerations:

Storm Water Management
The future storm water management and drainage system that will serve District Six should be based and planned using the "Sustainable Urban Drainage Systems" (SUDS) principle to meet the criteria proposed for the development, as well as those of the local policy and national legislation.

The SUDS concept includes long term environmental and social factors that take into account the management of storm water runoff quantity, improve its quality and realise its amenity value in the urban environment. SUDS are sustainable because they:

- Manage runoff flow rates thus reducing flooding
- Protect or improve water quality

Are sympathetic to the environmental setting and the needs of the local community can encourage groundwater recharge
The planning of the system to serve the District Six Development will be governed by the following:

- The upstream inflow from Devil's Peak
- The existing underground storm water drainage system
- The underlying geotechnical soil conditions which exhibit a high clay content and raised water table which will restrict groundwater re-charge.

In order to plan and implement SUDS the following should be considered during the next precinct planning development phase:

- Upstream runoff and water emanating from the springs on Devil's Peak should be considered for both water supply use, as well as for utilisation in open space amenities.
- Storm water swales be used to convey runoff to assist with water quality improvement.
- Permeable paving be incorporated into the urban landscape design to provide storm water attenuation and encourage groundwater recharge.

Streams

There are buried streams which originate from springs on Table Mountain and Devils Peak and are piped under the site and directly into the sea. Water studies have demonstrated opportunities to put water that flows through and under the site to productive use in District Six. While channels moving through the CBD are not of sufficient quality to use in landscaping, those on the Eastern Side of the site present opportunities for use in the landscaping and irrigation of green spaces from Zonnebloem College to Memorial Park and Trafalgar Park. The Public Realm strategy investment framework clear is that this water is piped from higher up on the mountain slopes, and flows directly into the ocean under the urban and reclaimed land and it plays no significant role in sustaining local ecosystems downstream. It can therefore be argued that this water could be put to productive use within District Six.

Further consultation will be required with the Department of Water and Sanitation to establish how this valuable resource could be used and to obtain any relevant licenses. Subject to more detailed topographical studies, and confirmation of the seasonal flow patterns some of the stream water could be redirected into the urban fabric using a system of "lei" water channels which could run within the road reserve and in front of the houses. This water could be used to replenish rain water tanks for reuse in the buildings or for irrigation. These tanks could be located underground; buried within the transition space or back garden. The lei water could in addition produce a cooling effect during the hot summer months.

Water reservoirs built at the higher parts of the site and on rooftops allow water to be gravity fed into the development

without additional pumping and energy use which would further reduce the carbon footprint of the development.

Rainwater Harvesting

Being a new development of a significant scale, new buildings and houses would be encouraged to install rain harvesting devices which catch rain water for use in flushing toilets, irrigation and washing machines. Rain and spring water could be stored in water bodies within the new public spaces for use in irrigation (albeit of limited scope – seasonal storage for irrigation in summer is not possible).

Greywater Use

New development could include a segregated grey water system for use in toilets and for irrigation. This could reduce potable water consumption per household by up to 25% (dependent on rainfall and water use). The approach could be tested on a site by site or pilot project basis and rolled out more widely if found to be viable. In addition to making efficient use of valuable water the implementation of a grey water system places less demand on the bulk sewerage system which would help address the City's existing capacity backlog with wider benefits for urban management.

Treatment of Sewage and Re-use of Effluent

While there are land use constraints that limit the possible local treatment, and re-use of waste water effluent, technologies are available which allow for this to happen within urban environments. For these sorts of schemes to be viable in the context of the development larger areas may need to be considered which include District Six as well as Culemborg. The possible reticulation of treated sewage effluent should be considered in the planning of District Six by defining the areas to be irrigated, and access servitudes for this purpose.

Water related Targets and initiatives:

Non-domestic uses

a. Aim for water use of less than 1.5m³/p/yr. in commercial buildings and achieve no more than 4m³/p/yr.
b. Landscaped areas to use less than 0.5m³/m² per year by use of correct selection of vegetation, and maximising use of rainfall and stream runoff.

Domestic

a. 40% of houses to be fitted with water harvesting devices;
b. All new development to use water saving plumbing fittings and sanitaryware;
c. Achieve water use of less than 105L per person per day; and
d. 45% reduction to total phosphorus

Household Waste

Strategies should be put in place making it easier and more convenient for residents to recycle and compost household waste. All new buildings will contain areas for the separation and storage of waste and households will be encouraged to separate their waste and take this to recycling facilities provided on the street, at local schools or in purpose built facilities. These could be provided as underground reservoirs which will store waste for regular collection (as indicated in the adjacent example).

Local / communal composting facilities should be provided throughout the site for wet waste. These could be associated with schools, open spaces and food growing areas. Compost could be used to supplement soils in parks and communal open spaces.

Commercial Waste

All commercial buildings will be equipped with communal recycling facilities and compactors. The collection of recyclable waste should be coordinated by a central agency. In addition, shops within District Six should be encouraged not to sell plastic shopping bags and will be encouraged to minimise packaging.

Sustainable Approach to Construction

A detailed strategy to deal with construction waste will be developed once the SPV has been established. This will include a zero construction waste to landfill policy and through the use of standard building design parameters, modular construction and prefabrication techniques in conjunction with comprehensive recycling strategies for construction companies. Rubble from buried foundations is to be used on site as compacted fill where the composition of the substrate allows. Crushed material from rubble can be used for fill and SSG of new road

13. TOURISM (SITES, ROUTES AND LINKS TO SURROUNDING TOURISM ACTIVITIES, CULTURE AND HERITAGE)

Memorial Park

The Memorial Park has been identified in previous plans for District Six, it plays an important role both as a recreational space and as a place that memorialises the destruction of District Six. It is of utmost importance that the District Six Beneficiary Trust, City of Cape Town and District Six Trust Museum be key stakeholders in the design and management of the Memorial Park.

Trafalgar Park (mountain to sea link)

Link the Mountain to the Sea through the creation of a network of green spaces and public squares, reinforced through a street tree programme that establishes movement routes and linkages.

The Grand Parade

Improve the status of the Grand Parade as a tourism destination and connecting space between the between the Castle, the City Hall and the upgraded station area and the parliamentary precinct by upgrading landscaping and pedestrianizing Lower Parliament Street. While the bus terminus presents a functional and visual barrier, cutting across the iconic views of the parade, its enclosures may be used creatively as a location for artworks or a vertical greening project, transforming it from an eyesore into a centrepiece.

It is also important to look at parking for buses/shuttles as the City Hall will host Cape Town Tourism information office and will be the departure point of many tours (walking and by bus/shuttle).

Public Spaces – Harrington square

Use the public open spaces as canvas for public art works – sculpture, murals, mosaic, decorative planters, fountains, etc. – to reflect Cape Town's multi-cultural population and creative vibe.

District Six Museum

The District Six Museum provides an educational and memorial experience of the once lively multi-racial area that was forcefully removed during apartheid in the 1960s and 1970s.

City Hall

Cape Town City Hall is large Edwardian building in Cape Town city centre which was built in 1905. It is of our oldest and most central public spaces and home to the Cape Philharmonic Orchestra.

Actions:

Attention to conserving significant architecture (i.e. Art Deco, Victorian, Edwardian), and future enhancement through adoption of interpretive signage and architectural walks in order to reinforce the character of the city.

Showcase the facades of heritage buildings and key public spaces at night through strategically placed up lighting.

Safety and security:

Improved general street lighting will increase the sense of safety at night and assist in the creation of a 24-hour city

The complex issues surrounding the presence of street people cannot be addressed through the enforcement of by-laws regarding loitering alone. Since tourists often fall victim to harassment by vagrants, this issue needs to be on the tourism development agenda of the City.

14. LAND USE ALLOCATION AND LAYOUT:

The final layout of the land restitution process reflects the development opportunities identified within the land use framework (2019), option 4, revision 6 (Figure 31 and 32) which considered the allocation of units for remaining claimants. It is also linked closely to the fundamental design principles of the 2012 Draft District Six Development Framework (Figure 29)

The 2022 layout (Figure 32) indicates the desired land uses, areas for active street interfaces to be considered and the potential configuration of public space. These are further unpacked in the detailed area guidelines.

Higher development intensity and diversity through the District Six area is focussed on New Hanover Street and the East City.

The height proposals have considered the historic urban form and align to the topography of the site and consider surrounding land uses.

Figure 29: Land Use Framework Plan (Draft LSDF 2012)

Taller Buildings are located in the East City and along New Hanover Street. The height is recommended to be 6-8 storeys along New Hanover Street, with the potential for more height in the land parcels bordering the East City.

The land use proposals incorporate the claimants need to return to similar dwelling types as the old District Six, which have been recognised in the National Housing delivery programme as duplex row housing.

However medium to high density sites outside of the next delivery phases are encouraged to diversify the dwelling types, in order to increase the number of households who can benefit from living in proximity to the CBD and to provide a more diverse urban form.

Tennant St, New Hanover, Constitution Street and Cauvin Street which connects the N2 and Philip Kgosana drive are the higher order roads. While the roads are to be of a local scale, to support activity in the street. The design of these roads should consider connections between public spaces and creating continuous mobility for pedestrians and non- motorised transport.

Points of greater activity or nodes are supported along New Hanover Street and at the intersection of key transit areas.

Public open spaces identified include the Memorial park, McKenzie Park and spaces that may be required for stormwater retention, but may be designed to serve multiple purposes.

The land use mix in the development area includes:

Land Use	Unit numbers	GLA/m2
Residential verified restitution claimants	954	
Residential later phases	4763 (approximate)	
Retail		14,250

Figure 30: Development Framework Parcel areas with indicative- not final building layouts (Source: National Government 2019 Towards Implementation Document)

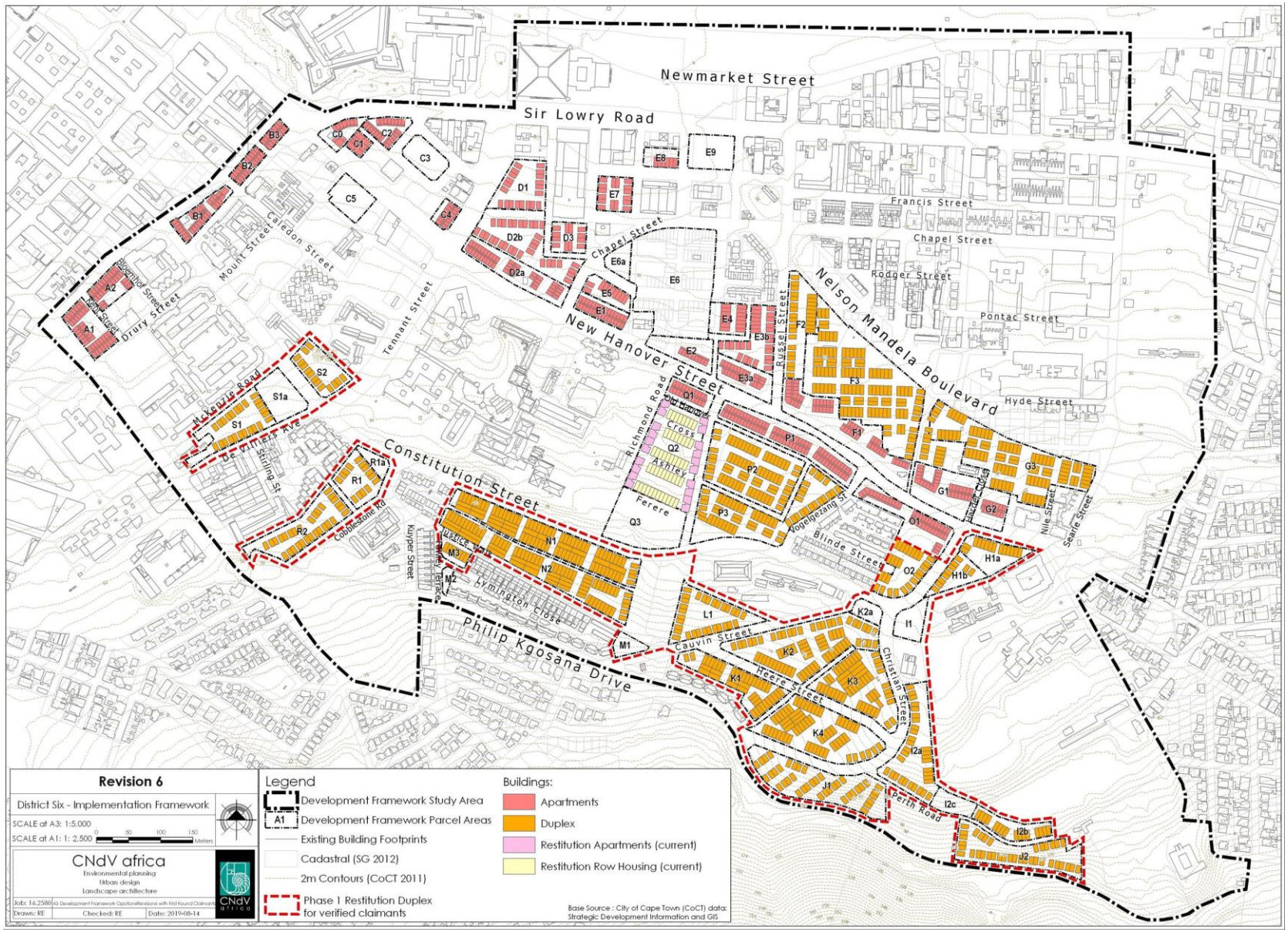
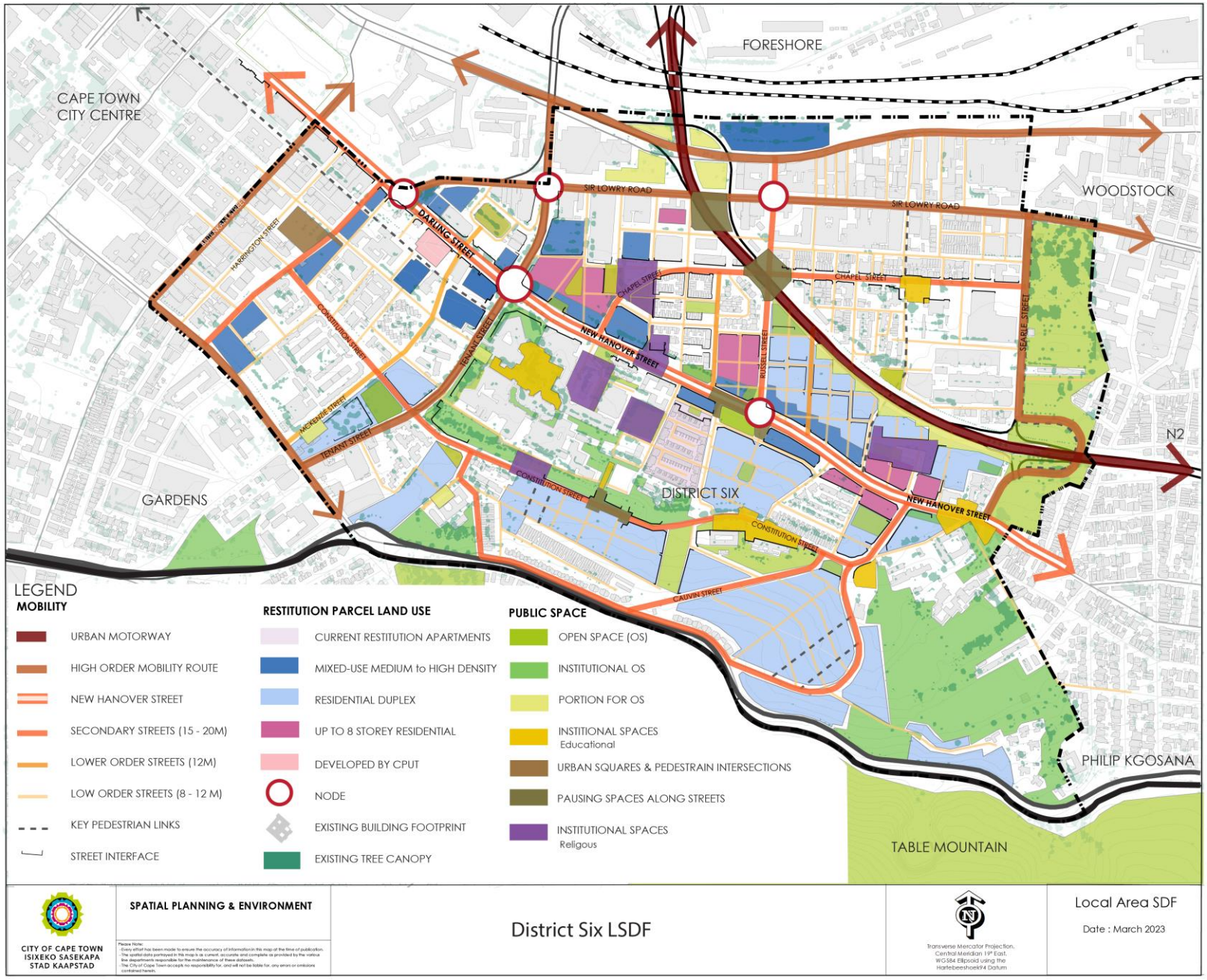


Figure 31: 2019 3D Render of a Land Budgeting process (National Government: 2019 Towards Implementation Document)

Figure 32: Land use Framework Plan



15. DETAILED AREA GUIDELINES

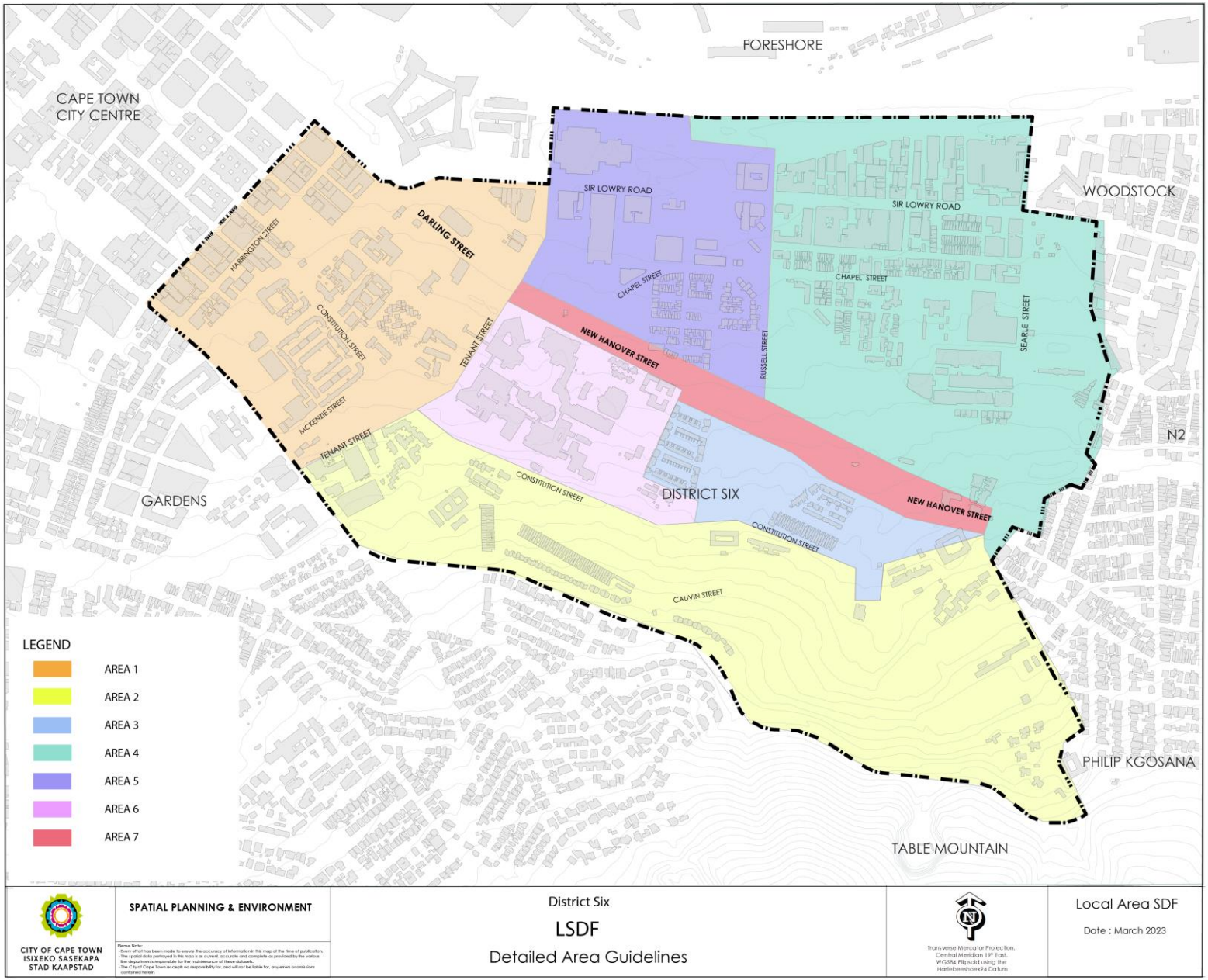
To provide further detail to the framework, the study area has been divided into seven smaller areas, each to encourage a varied sense-of-place (Figure 33).

The central development principles for the detailed areas guidelines are echoed in the LSDF and subsequent Public Realm Strategy and captured in Section 9 of this document. The area is still regarded as a home by many of the returning claimants and the residential character of the area will be an element that will remain as a defining factor for District Six. The public spaces give the space an identity and are given further consideration in these guidelines. The following core principles apply to all areas:

a. Housing is the predominant land use within District Six to encourage vitality and viability
b. Initiatives which support District Six being a place of learning, culture and innovation are supported.
c. Mixed use and higher intensity of development is to be concentrated on main arterials and particularly along New Hanover Street.
d. Public or community facilities are used to create focal points or nodes within the area to encourage a sense of community and identity. These are to be reinforced with small scale public squares to denote a civic environment.
e. The potential of clustering specific and special uses within a particular area to help characterise one quarter or precinct from another is to be explored with the community
f. Active uses are supported to enliven building frontages and avoid dead edges
g. Active, commercial and retail areas to include more flexible building types with ground floors which can accommodate dynamic mixes of shops, workshops, live – work environments.
h. The restoration of the historic street grid is a key design informant to the block sizes, layout and the urban character of the different areas.
i. Mixed market and social housing types are to be supported in consultation with Claimants to optimise the use of land and in line with the goals of restitution

j. Measures to be taken to avoid gentrification that may occur through these development types.

Figure 33: Detailed Area Guidelines Area demarcation



15.1 **Area 1 -East City**

This is the area bordered by Roeland Street, Buitenkant Street, Darling Street, Sir Lowry and Tennant Street (Figure 34). They key features of this precinct include: Harrington Square, the Long Market Street link and McKenzie Street Park. It is an important precinct as it is the transition point between District Six and the Cape town CBD and acts as a gateway into both District Six and the CBD.

Harrington Square should function as a key public space, The District Six Homecoming Centre and Museum further cement this area as a threshold to District Six and an area which has retained characteristics and urban design elements of the mixed use areas in the old District Six prior to demolition.

This area houses the existing bulk of the non-residential development within District Six as well as some significant residential estates, I has the potential to accommodate more ground floor retail activity with residential above. It is well connected to the CBD and this makes it suitable as a gateway into the area and links up well with the identified nodes in District Six. The expansion towards Sir Lowry allows for me commercial building space to be developed, therefore increasing the economic activity of the area and chances for economic development. The East City has been characterised by an arts and design cluster. Public spaces and buildings can celebrate this theme while giving consideration to the restitution of District Six.

15.1.1 Spatial Ideas:

- The Castle Bridge, Harrington street area to serve as a Gateway or threshold into District Six.
- Support higher urban densities and a mix of uses in this precinct.
- Harrington Square as a defining public space
- Ensure continuous active links between the CBD and District Six
- Sheltered space for Clinic users and students within this precinct to be considered in the design of future developments

15.1.2 Land Uses

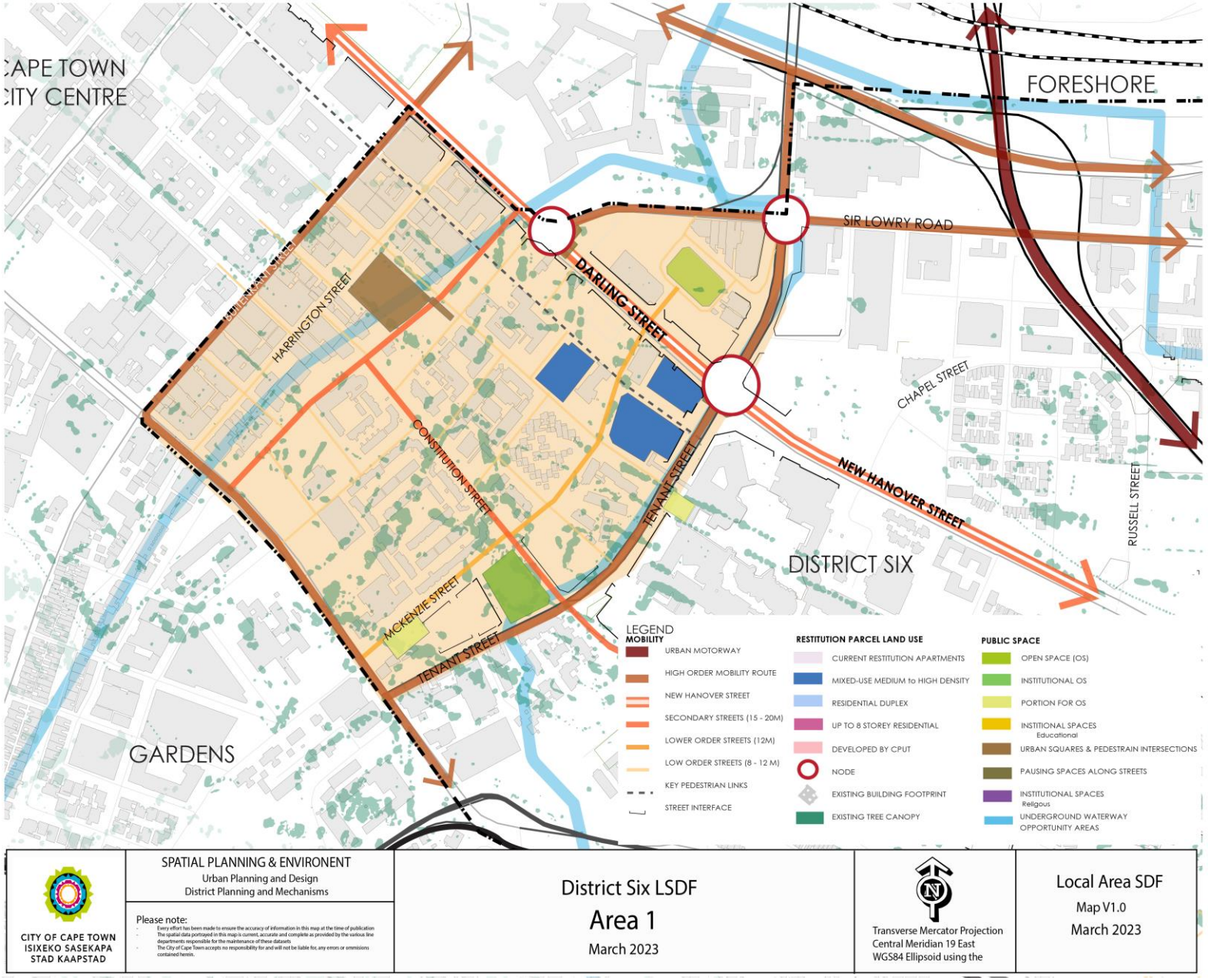
- New developments should consist of mixed-use buildings with a high proportion of commercial accommodation at the lower levels and residential accommodation above.
- Parking within this quarter is typically provided within structured parking typologies - underground and podium car parking, complemented by on-street car parking bays. Parking structures in new buildings to be at least 3.3m in height to support conversion.
- Roads and streets of different scales promoting convenience for the full range of motorised and non-motorised transport.
    - Sir Lowry as the main transit route and higher order road
    - Tenant street as a higher order road
    - Darling as a mobility and connector street
    - Harrington and Cantebury as secondary streets
    - Longmarket and Calendon lower order streets

15.1.3 Design Guidelines

a. Restitution areas within this precinct are along Canterbury Street, taller buildings of 6-8 storeys or higher can be accommodated in this area.
b. Mixed market and social housing types may be appropriate on private land or in later phases when verified claimants have been accommodated and in consultation with stakeholders.
c. Tenant Street and Sir Lowry Road are also appropriate for higher density urban development, 8 stories and higher.
d. Treatment of intersections from Constitution Street and New Hanover Street to Darling Street to promote safe crossing for NMT users.
e. Long Market Street to contain signage and interpretations symbolising its connection between District Six and the Bo Kaap.
f. Lower order streets and pedestrian links to be improved with landscaping and street furniture
g. Positive interfaces between new developments and McKenzie Park space.

h. Support street trade and market space in public spaces in this area, in association with other retail and commercial activity.

Figure 34: Detailed Area Guidelines Area 1



15.2 **Area 2 - Memorial Park/Justice Walk**

This is the area bordered by McKenzie Street, Constitution Street, Phillip Kgosana Drive/ Roeland Street and the Zonnebloem College Estate to the East (Figure 35). Existing key features of this precinct are the proposed memorial park and the Zonnebloem College, the Rahmaniyah Primary School complex and the De Waal Street flats. The steep topography and views are a key character feature which can be enhanced and considered in the design of the public spaces.

15.2.1 Spatial Ideas

- Internal streets parallel to the contours are to be planned as usable public spaces, for slow speeds and with the "woonerf" concept instituted where appropriate
- Street greening is encouraged
- Layout of open spaces to consider the movements of school children
- Multi-use open spaces to consider the needs of learners
- School spaces to be integrated into the landscape design where possible, in consultation with the institutions

15.2.2 Land Uses

This area is where the next phase of delivery of 956 duplex row houses are to be accommodated. The housing typology was determined prior to this LSDF in consultation with claimants.

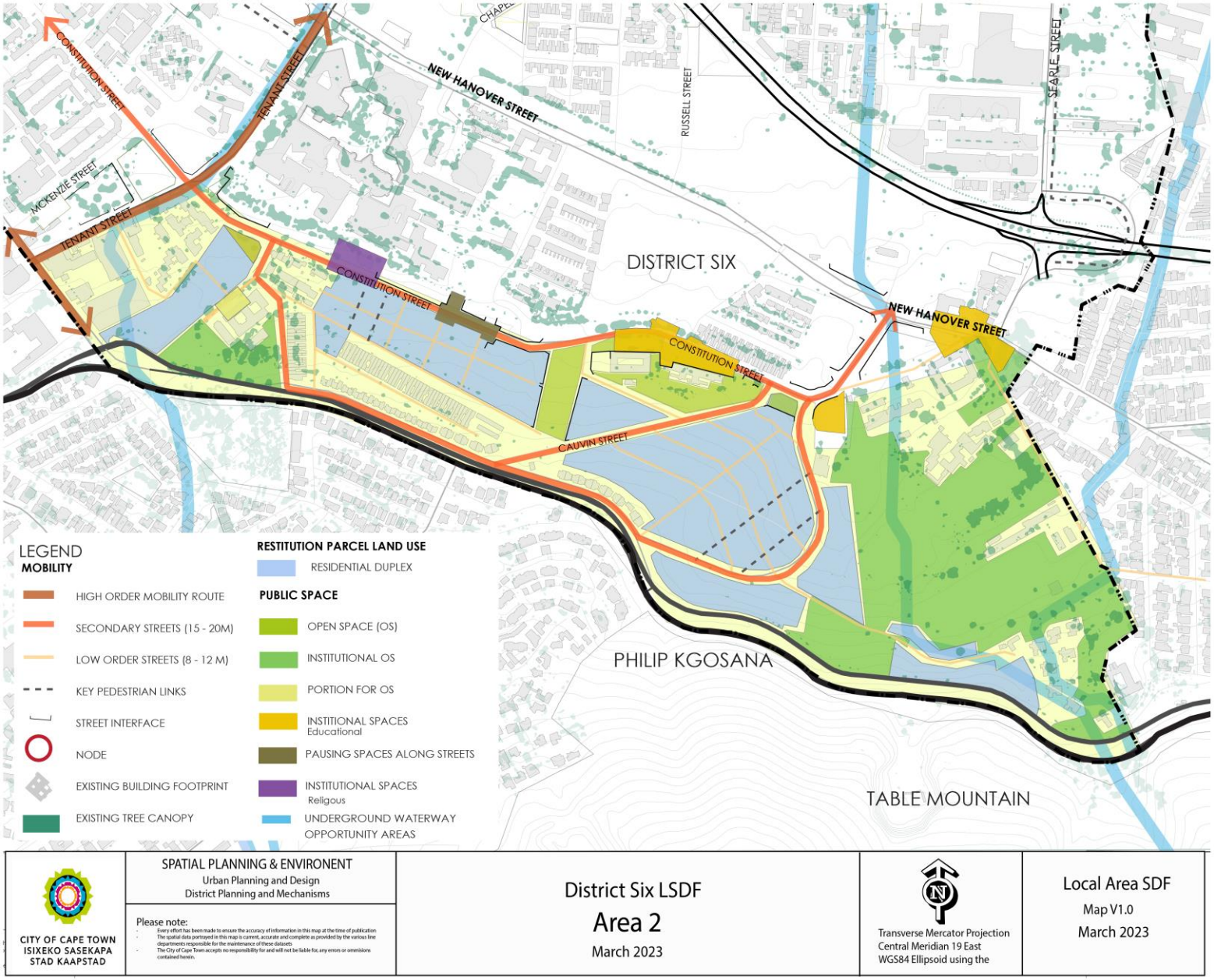
- The land use is primarily residential (the City's development management scheme makes provision for house shops)
- smaller community facilities and open spaces
- Destination Place: Memorial Park

15.2.3 Design Guidelines

a. Water to be integrated into the design of open space through innovative landscaping.
b. Landscaping of Memorial Park to be of a standard to make this an attractive destination and suitable commemoration of the destruction of District Six.
c. Heere street to be downgraded and the dangerous, blind right turn onto Christiaan street closed, with alternative circulation provided

d. Traffic calming may be required at points on Cauvin Street when development is implemented, particularly to promote safe routes to key public spaces.
e. Buildings to front onto streets and public spaces, in particular the design of buildings edging onto Memorial Park to consider how best to edge and overlook the space.
f. Turning circle space to be considered within the Milton Street area, to conserve space for Memorial Park
g. Viewing platforms and street furniture to be planned for the steeper open spaces.
h. Design of Memorial park to have an emphasis on commemoration and reflection, features to be determined in consultation with stakeholders.
i. Plan for universal accessibility of open spaces.
j. Take measures to preserve trees planted by former occupants, including date palms.

Figure 35: Detailed Area Guidelines Area 2



15.3 Area 3 -Old Hanover Street

This is the area bordered by CPUT on the West, the intersection with Cambridge Street to the East, New Hanover Street and Constitution Street (Figure 36).

The key features of this precinct include the original Hanover Street, the existing Canterbury Square housing estate, and Phase 3 of District 6 housing development which is part of the next restitution phase.

15.3.1 Spatial Ideas

- Layout of open spaces to consider the movements of children and functioning of existing community facilities
- Location of early childhood services to be in proximity to existing educational institutions
- Public space to memorialise the location of Old Hanover Street.

15.3.2 Land Use

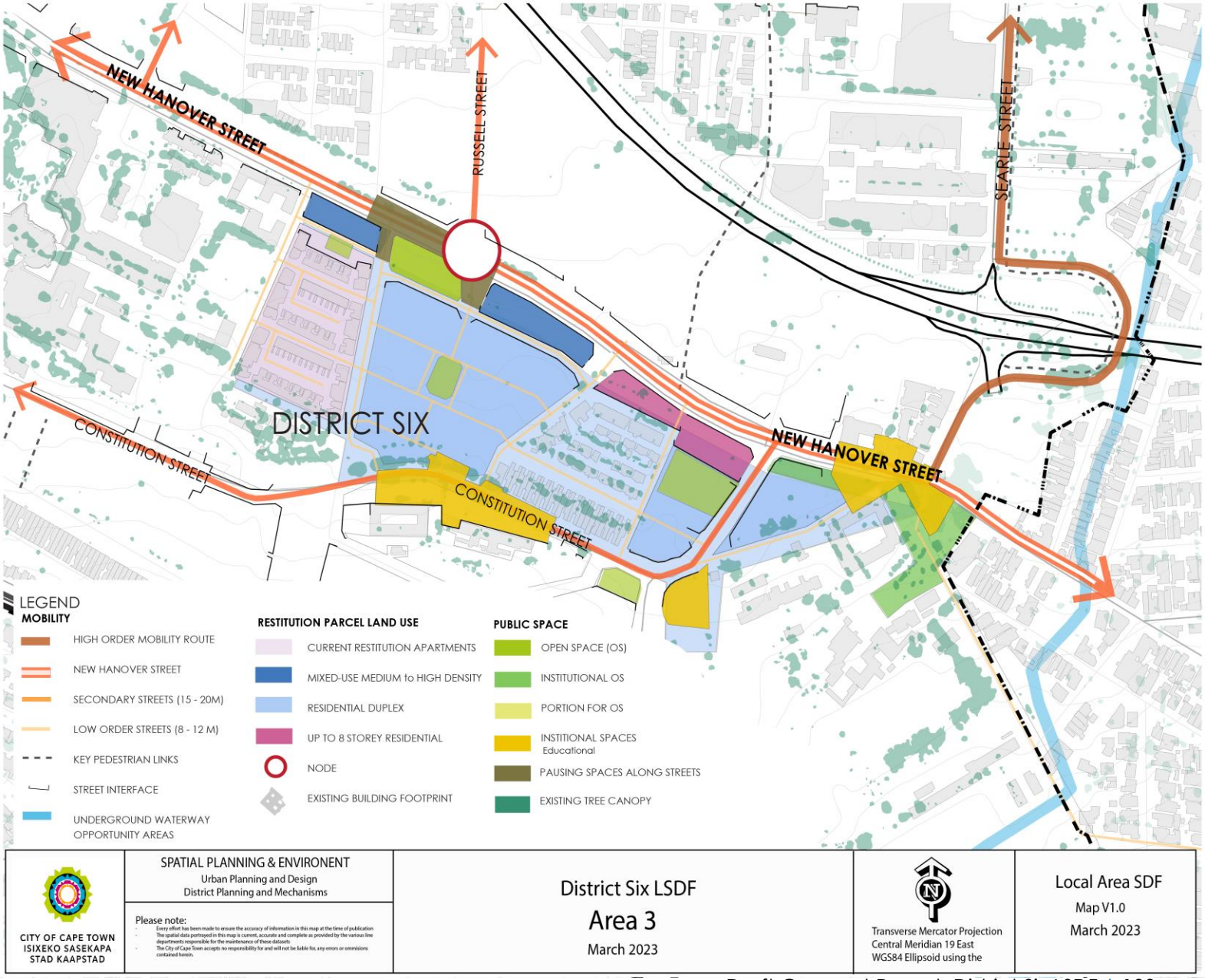
- Primarily residential
- Open space and community services
- Mixed use blocks in New Hanover street area

15.3.3 Design guidelines:

a. Ensure adequate protection from overshadowing.
b. Promote a sensitive interface with existing residential buildings with step down in height and orientation of new blocks to allow sufficient light.
c. Streets are designed for local use with slower traffic speeds. Suitable locations to be identified for multi-use streets.
d. Street greening areas to be supported on streets running parallel to the contour.
e. Street furniture at pausing spaces along slopes or in association with transit stops is encouraged.
f. Stormwater detention to be part of multi-use open spaces and integrated in the design of open space.

g. Open space designation to consider the needs and movements of learners and how educational facilities are accessed.
h. Locate taller buildings along New Hanover, with consideration of step down to existing residential areas.
i. New housing to be primarily duplex row housing, perimeter block forms
j. The restoration of the historic street grid will require smaller block sizes along New Hanover Street.

Figure 36: Detailed Area Guidelines Area 3



15.4 Area 4- Trafalgar Park and Lower Chapel Street Precinct

This is the area bordered by Trafalgar Park, Russel Street, Sir Lowry Road and divided by Nelson Mandela Boulevard (Figure 37).

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

15.4.1 Land Use

- Mixed Use around Trafalgar Park and Sir Lowry Road with higher density development supported.
- Potential mixed use along Russel Street towards New Hanover Street.
- Medium density housing in restitution parcels, while Option 4 - Revision 6 of the 2019 "Towards Implementation Framework" supports duplex row housing. Perimeter block forms and walk up apartment blocks are also supported, should proposals be revised over time.
- Open Space and District Park

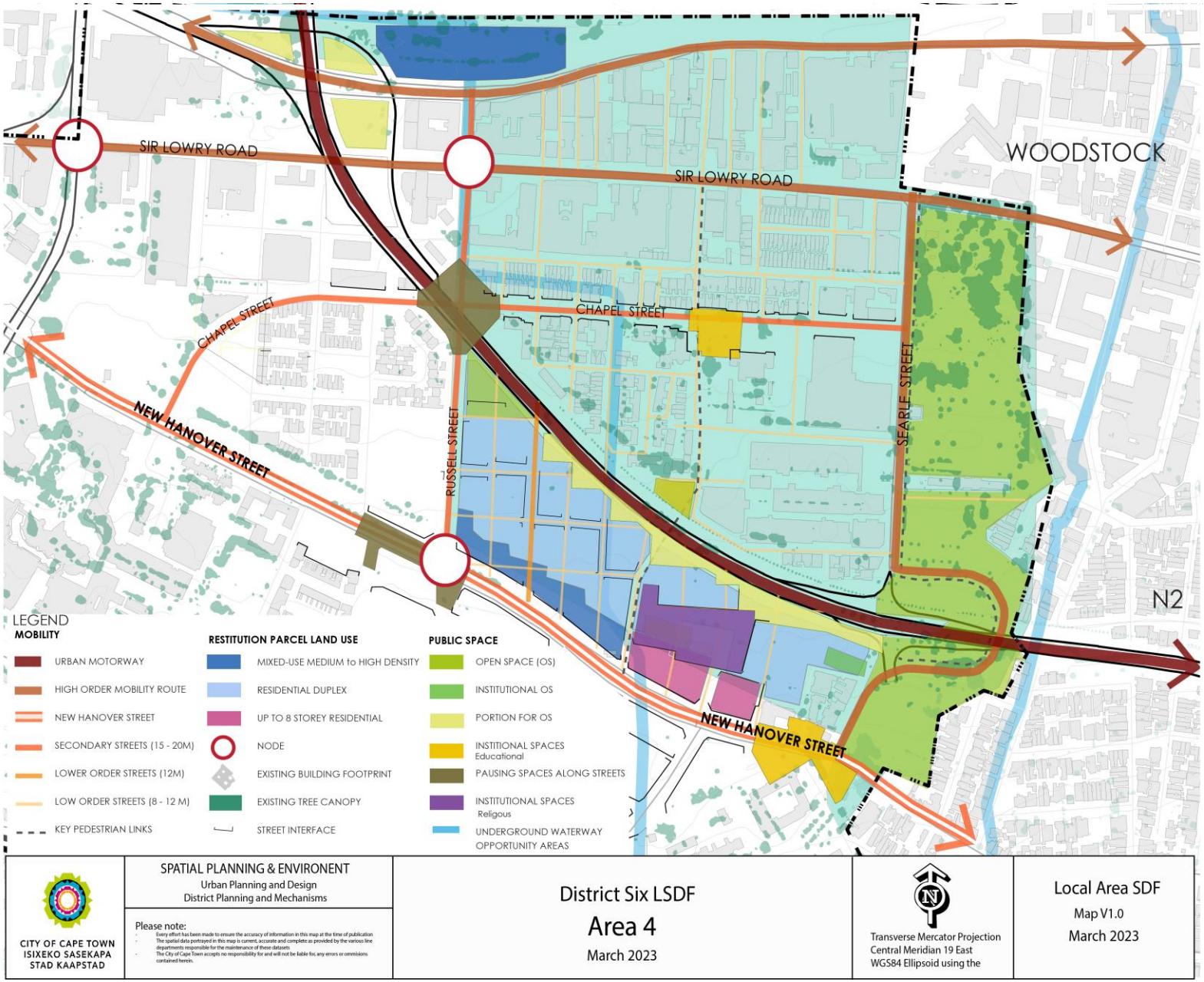
15.4.2 Spatial Ideas

- Gateways into District Six to be celebrated
- Connections between areas disconnected through N2 development to be reinforced
- Landscaped public space pedestrian links from District Six to Trafalgar park to be supported
- Promote a network of smaller, green streets and public spaces in restitution areas.
- Promote a network of green space adjacent to the northern Side of the freeway. Encourage the development of this green area as public open space and as a space to manage stormwater.

15.4.3 Design Guidelines

a. Ensure orientation of buildings facilitates safe local public open spaces.
b. Preserve historic trees.
c. Promote landscaping that reduces noise from freeways
d. Orientation of buildings around public spaces to promote shelter from the wind.
e. Taller 4-5 storey buildings to form an edge along Russel Street, with smaller buildings occupying inner blocks.
f. Parking to be provided in a mix of open at-grade and structured options, with mixed use buildings encouraged to provide basement parking where possible.
g. Active uses to wrap less active and parking entrances to cause least possible disruption to pedestrian movement.
h. Taller buildings with an active interface to Trafalgar Park supported
i. Encourage protection of heritage buildings and heritage elements in the landscape.
j. Plan for pedestrian links between New Market Street development and District Six.

Figure 37: Detailed Area Guidelines Area 4



15.5 Area 5- Sir Lowry Road, Tenant Street quarter.

Area 5 comprises the blocks bordered by Tenant Street, Sir Lowry and Russel Street (Figure 38).

Key features are the Good Hope Centre, Zeenatul Islam Mosque, Muir Street Mosque, Chapel Street, the vehicular freeway underpass.

15.5.1 Spatial Strategies

- The position of the blocks lower in topography and in relation to higher order streets, transit accessibility and connected to the CBD, makes this a prime area for denser, mixed use urban development.
- Perimeter block style, high density urban development
- Public spaces to form focal points in the block and encourage activity.

15.5.2 Land Uses

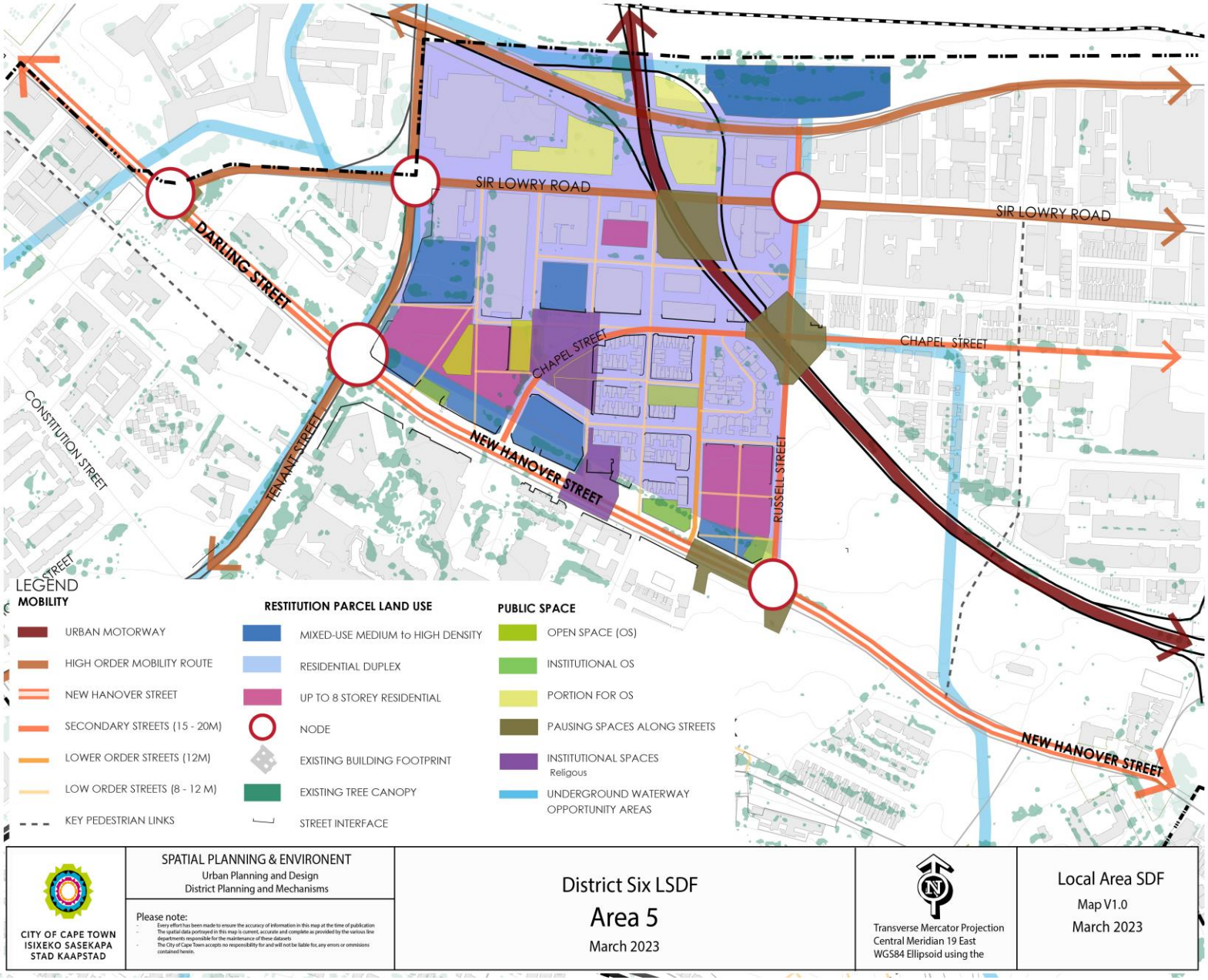
- Higher intensity mixed use development
- Lower floors retail, commercial or facilities, upper floors residential
- Public spaces

15.5.3 Design Guidelines

a. Public spaces to enhance existing landscape elements and religious institutions.
b. Taller buildings along New Hanover Street and Tennant Street, with strongest interfaces along New Hanover Street.
c. Freeway underpass to be designed as a safer connecting space, with active use and NMT encouraged.
d. Multi-use open space to be developed within the quarter to serve residents, commuters, visitors and the existing Mosque users.
e. Development to be oriented towards this open space with active uses along the edge.

f. Parking to be in basements where viable or in wrapped podium spaces.
g. Taller buildings to step down towards lower rise fabric in the vicinity in line with Urban Design Policy.
h. Consider future use of Good Hope Centre and surrounding land as functional urban public space or usable community facility.

Figure 38: Detailed Area Guidelines Area 5



15.6 Area 6 -Cape Peninsula University of Technology

The Cape Peninsula University of Technology plays an important role in the area and is a destination for students, generating significant activity in District Six and the East City (Figure 39). It is largely self-contained and plans for the future expansion are to be focused on other campuses and in the East City towards the City Centre.

15.6.1 Spatial Idea

Opportunities to open up the Campus to provide greater levels of permeability within the broader site should be explored with all stakeholders.

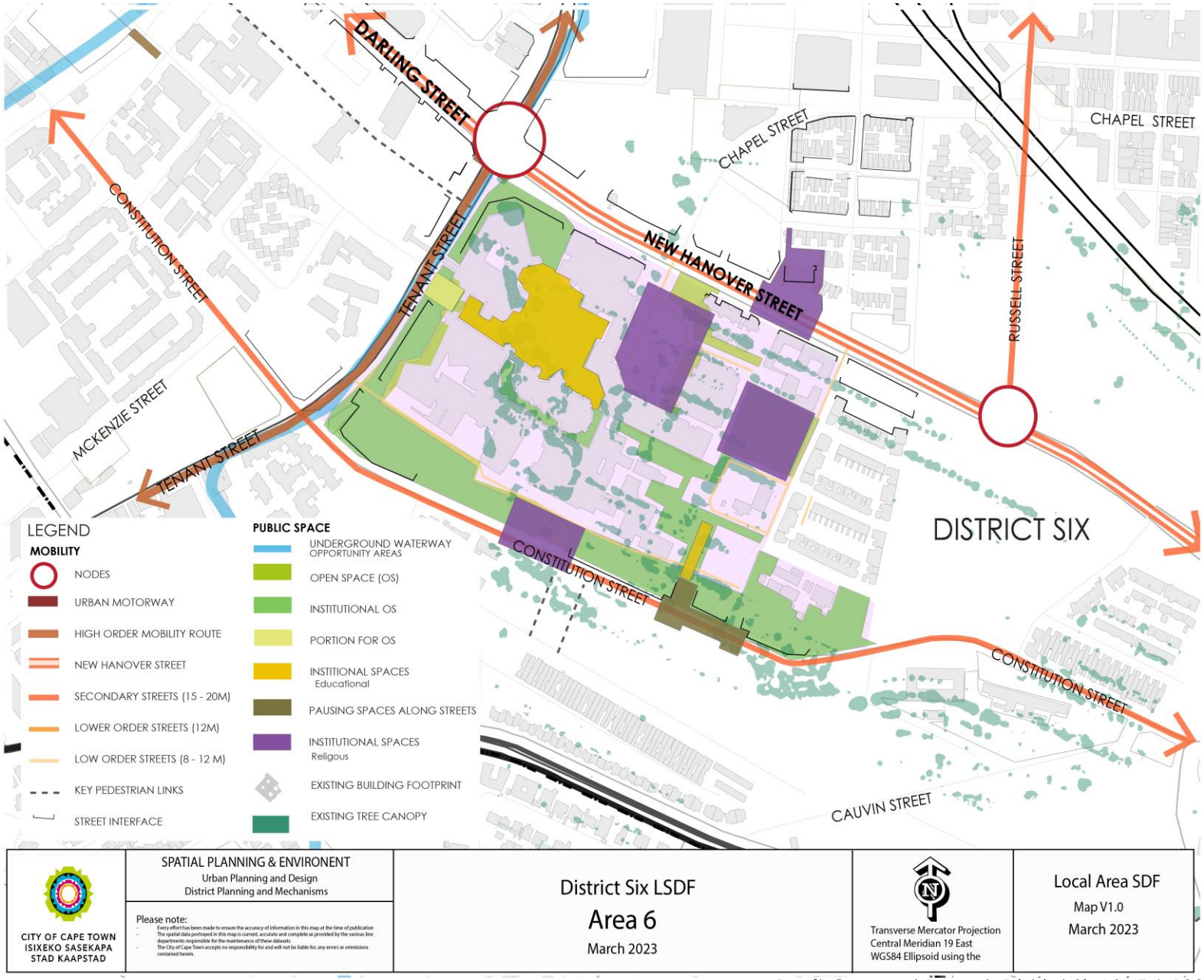
15.6.2 Land uses:

- Institutional
- Religious
- Open space

15.6.3 Design Guidelines

a. Any increase of permeability of campus to consider the security of campus users
b. Opportunities for the returning community to use different recreational, social or open space facilities in Campus to be explored with stakeholders
c. Opportunities for future integrated facilities planning e.g. shared crèche's or healthcare offices between campus and the community to be investigated.
d. Opportunities for pedestrian links across to be explored with stakeholders.
e. Future development on Campus to consider an active interface with surrounding urban fabric.

Figure 39: Detailed Area Guidelines Area 6



15.7 **Area 7- New Hanover Street**

New Hanover Street stretches from the more intense urban area of the East City at the intersection where it transitions into Darling Street, to the eastern gateway to District Six, towards Woodstock and at the intersection of the Holy Cross Complex, Zonnebloem College Estate and the M3 Searle Street ramps. The area includes the first block of buildings fronting onto the street (Figure 40).

Due to the cluster of educational facilities, the eastern gateway of the road is used extensively for access to and from these facilities and for drop off and collection.

Key features include the CPUT interface, the Aspeling Street Mosque, mature trees and the intersection where school children from Holy Cross and Zonnebloem access transit.

15.7.1 Spatial Ideas:

- New Hanover street to be reinforced as the central spine and activity corridor of the area
- The scaling down of New Hanover at various points and improvement of intersections to support a wider range of mobility.
- Taller buildings with active street interfaces and lower floors may accommodate a mix of uses
- Recommended heights of 4-8 storeys, with greatest heights towards the East City and along the street edge and lower heights interfacing with existing low rise buildings or future duplex row housing,
- New Hanover Street to be an active, urban street and mobility design must consider the safe movement of people across and along the street length.
- Spaces for children and students to wait safely and for safe drop off and pick-ups for educational facilities
- Community facilities provision to be supported in the buildings along this street.

15.7.2 Land Uses

- Active ground floor with multi-storey residential apartments above

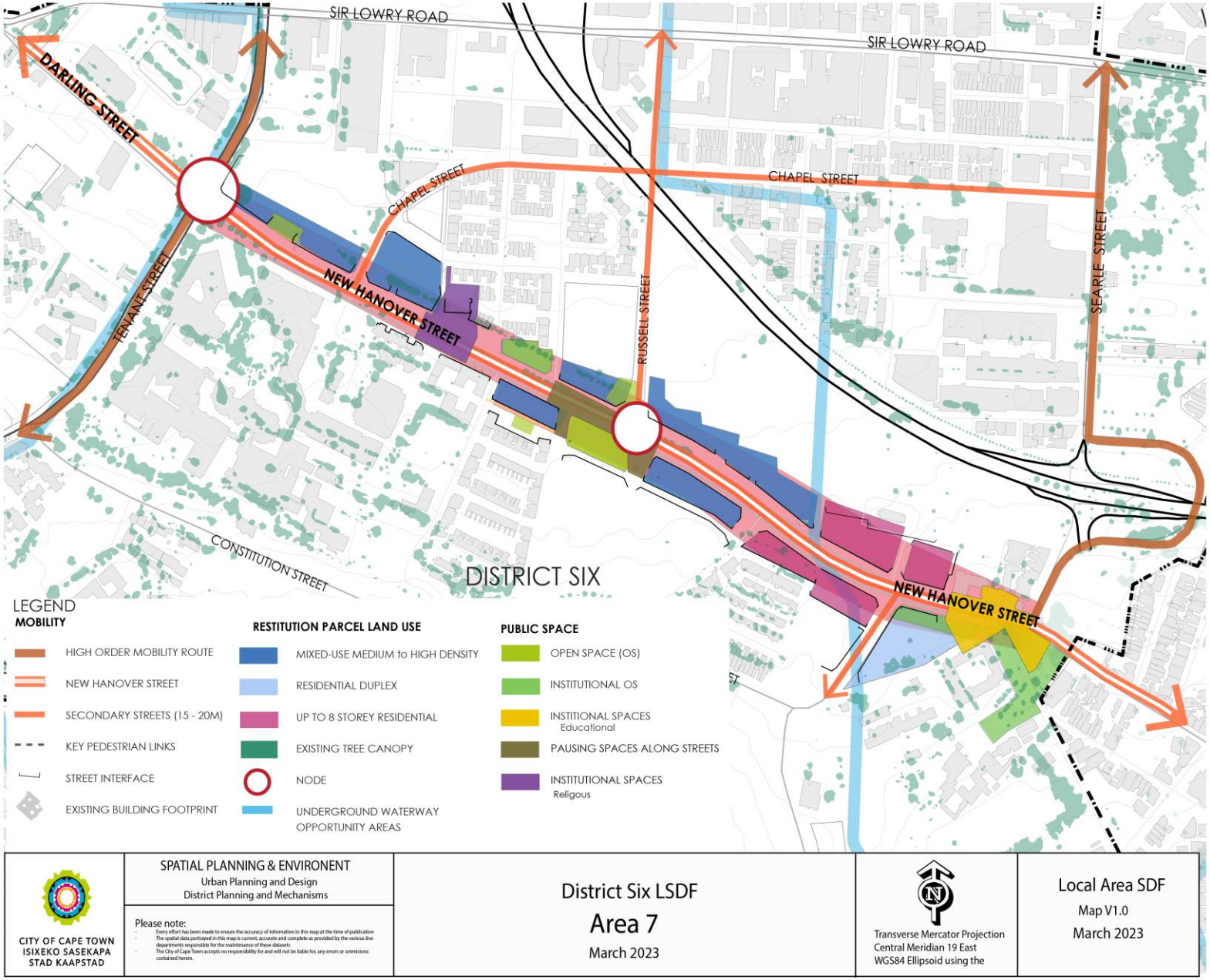
- Public spaces and multi-functional open spaces to break up the line of buildings
- Education and community facilities in existing locations and on upper floors or combined with retail areas as required.
- A community meeting space/ voting space to be accommodated.

15.7.3 Design Guidelines

a. Buildings to provide for a range of business types and sizes at the ground floor level
b. Parking within buildings to be in basements or to be wrapped with active uses to avoid dead spaces
c. Larger retailers to ensure loading and utility functions do not result in dead spaces on New Hanover street
d. Car parking is accommodated in wrapped podiums or in basements that are accessed from side streets. Limited, short stay, on-street car parking is provided along the length of the street for shoppers and visitors.
e. Parking in buildings to be designed at a height of at least 3.3m to allow for alternative future use.
f. Intersections and crossing points to provide bump outs or other treatments to enhance safety and visibility.
g. Buildings to be designed to avoid overshadowing of other residential areas, and step down to lower rise urban fabric in the vicinity.
h. Encourage balcony and deck spaces overlooking the streets.
i. Encourage building designs to shelter public open spaces and sidewalks from wind and direct sunlight.
j. Street furniture to promote pause spaces along the length of the street, particularly in association with civic or religious buildings.
k. Building street edges to consider set-backs at the street level along New Hanover Street to allow active use of space at street level without disrupting NMT flows.
l. Existing trees to be considered living heritage and retained.
m. Stormwater attenuation, when required, is to be integrated into the design of public spaces with active uses fronting onto the resulting open space.

n. Landscaping and soft elements to be integrated into the street design in a manner that avoids disturbance of network and underground services.
o. As District Six is a transit accessible precinct less extensive parking is supported
p. A range of mobility, allowing for motorised and non-motorised transit, with MyCiti and other public transit to be given priority
q. Sidewalks to accommodate different NMT modes and to provide shelter for pedestrians. Street trade to be supported at wider points and in association with public space

Figure 40: Detailed Area Guidelines Area 7



15.8 **RELATED POLICIES AND DOCUMENTS**

- 2012 Table Bay District Plan
- 2023 Table Bay District Plan
- 2023 Cape Town Municipal Spatial Development Framework
- Cape Town Densification Policy (2012)
- 2011 Tall Buildings Policy
- 2019 Towards Implementation
- 2012 District Six Development Framework
- 2013 Urban Design Policy