



# BO KAAP

## LOCAL SPATIAL DEVELOPMENT FRAMEWORK URBAN PLANNING AND DESIGN

Volume 2: March 2023



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAPSTAD

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<b>ACRONYMS and ABBREVIATIONS</b>	
<b>DP</b>	District Plan
<b>HPOZ</b>	Heritage Protection Overlay Zone
<b>I&amp;APs</b>	Interested and Affected Parties
<b>IDP</b>	Integrated Development Plan
<b>LSDF</b>	Local Spatial Development Framework
<b>MPB-L</b>	Municipal Planning By-Law
<b>NHRA</b>	National Heritage Resource Act
<b>NMT</b>	Non-Motorised Transport
<b>PSDF</b>	Provincial Spatial Development Framework
<b>SDF</b>	Spatial Development Framework
<b>TDF</b>	Tourism Development Framework
<b>TOD</b>	Transit Orientated Development (Strategy)

## KEY TERMS and CONCEPTS

<b>Activities</b>	The use of land or pursuits in particular locations that may be related to projects or programmes.
<b>Affordable Housing</b>	Traditionally, affordable housing refers to housing with prices or values below the overall open market value, and which targets below-average incomes. This is a function of context and, in well-located areas of the City; unit prices are significantly higher than elsewhere, thus increasing the affordability threshold. The Provincial Inclusionary Housing Policy Framework points out that the affordability gap – the mismatch between what most households can afford versus the price most properties are available for - may differ across towns. Affordable housing should be primarily targeted at households earning between R3,500 a month and the upper threshold of the Financial Sector Code Affordable Housing Standards, currently R27 200 in 2023 (in 2018, these were households typically earning R22,000 or more). The 2021 Financial Sector Code Affordable Housing Standards define the affordable housing target market as households earning an upper income limit of R26,100 (rounded) (BASA, 2021). Any housing provision that complies with the definition of the Financial Services Sector, annually updated by using the midpoint between the Consumer Price Index and Building Cost Index, is considered as Affordable Housing in terms of the MSDF. With contributions from the State – in subsidies, land, or other development incentives – the National Department of Human Settlements' upper threshold of R22,000 can be applied and a deeper reach into the lower income bands of the affordable housing market can be achieved.
<b>Biodiversity</b>	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.
<b>City</b>	The City of Cape Town, a municipality established by the City of Cape Town Establishment Notice No. 479 of 22 September 2000, issued in terms of the Local Government: Municipal Structures Act, 1998, or any structure or employee of the City acting in terms of delegated authority.
<b>Character (of a place)</b>	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.
<b>Context</b>	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.
<b>Densification</b>	Increased use of space, both horizontally and vertically, within existing residential areas/properties and new developments, accompanied by an increased number of units and/or population threshold.
<b>Destination Place</b>	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.

<b>Development</b>	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.
<b>Development Route</b>	Characterised by strip and/or nodal urban development along most sections of the route. This comprises (should/can comprise) medium to high intensity mixed use development in identified urban nodes, with primarily (or almost exclusively) medium to high residential development between these node areas. These roads are characterised by direct access and interrupted movement flows, especially at bus and taxi stops and traffic lights.
<b>Disaster Risk Management</b>	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.
<b>Disaster Risk Reduction</b>	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.
<b>District Plan</b>	Document which includes the integrated District Spatial Development Framework and the Environmental Management Framework.
<b>Ecosystem</b>	A dynamic system of plant, animal and micro-organism communities and their non-living environment interacting as a functional unit.
<b>Economic Attractors</b>	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.
<b>Gateways</b>	A place or settlement through which tourists typically first visit on their way to a tourist attraction or tourism region. Tourist gateways may not offer significant attractions themselves. Although the term suggests that they must be passed through en route, a gateway may not be the only way to reach the tourist destination.
<b>Green Infrastructure Network (GINet)</b>	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 via existing and potential ecological and green corridors/ greenways. The intention of the GINet is to guide development.
<b>Heritage Area</b>	An area identified in terms of S31 of the NHRA as being worthy of protection on the basis of its environmental or cultural interest.

<b>Heritage Conservation Area</b>	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 (MPBL).
<b>Heritage Resource</b>	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.
<b>Historic Urban Landscape</b>	An urban landscape that has been formed over time and that is characterized by historical layering of architectural features and cultural values.
<b>Inclusionary Housing</b>	Policy directive or 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).
<b>Mixed Land Use</b>	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.
<b>Mixed-Use Strip</b>	An environment conducive to investment and local economic upliftment by enhancing the local space economy through the clustering of activities within the node and accelerating the appropriate development of underutilised land.
<b>Mobility</b>	The ease with which people can travel with minimal delay on a route.
<b>Multifunctional</b>	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).
<b>Nodal Development</b>	Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of functions (facilities, services and economic activities).
<b>Overlay Zone</b>	As per MPBL, 2015, Item 159 to 191, 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.



<b>Public Space</b>	<b>Open</b>	Land which is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and which is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
<b>Risk</b>		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.
<b>Scenic Routes</b>		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.
<b>Structuring Open Space</b>		Open space which is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. Whilst the focus is on areas that are usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.
<b>Tourism</b>		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.
<b>Urban Development</b>		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 spatial plan. However, 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.
<b>Urban Development Edge</b>		A demarcated edge line defining the outer limits of urban development for a determined period of time; there are two types of edge lines, namely urban development edge lines and coastal edge lines, - the former being a medium-to long-term edge line, where the line has been demarcated in a position to phase urban growth appropriately, or to protect natural resources. The latter being the coastal management line as contemplated in section 25 of the National Environmental Management: Integrated Coastal Management Act, 2008(Act No. 24 of 2008).



<b>World Heritage Site</b>	A natural or man-made site, area, or structure recognized as being of outstanding universal value to humanity as recognised by UNESCO.
<b>Zoning</b>	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.
<b>Zoning scheme</b>	A scheme comprising the development management scheme, zoning map and the zoning register. The zoning scheme applies to all land in the geographic area of the city.

# 1 Introduction & Approach

A local spatial development framework (LSDF) formulates a vision for the desired end state of an area. A LSDF aims to guide development by setting context based policies and guidelines for decision-making and actions.

This report entails a LSDF for the Bo-Kaap area. The LSDF was prepared in response to the lack of clear guidance in relation to overlapping policies and development guidelines within the study area. The LSDF adopts a spatial planning approach that acknowledges the unique value of Bo-Kaap, whilst keeping in mind the influence and impact on its wider context.

The LSDF will assist in the coordination of existing and future development activities. It should, however, be noted that a LSDF alone cannot solve all the issues experienced within the study area or replace any existing planning or management practices currently operating therein. Moreover, a LSDF does not give or take away rights.

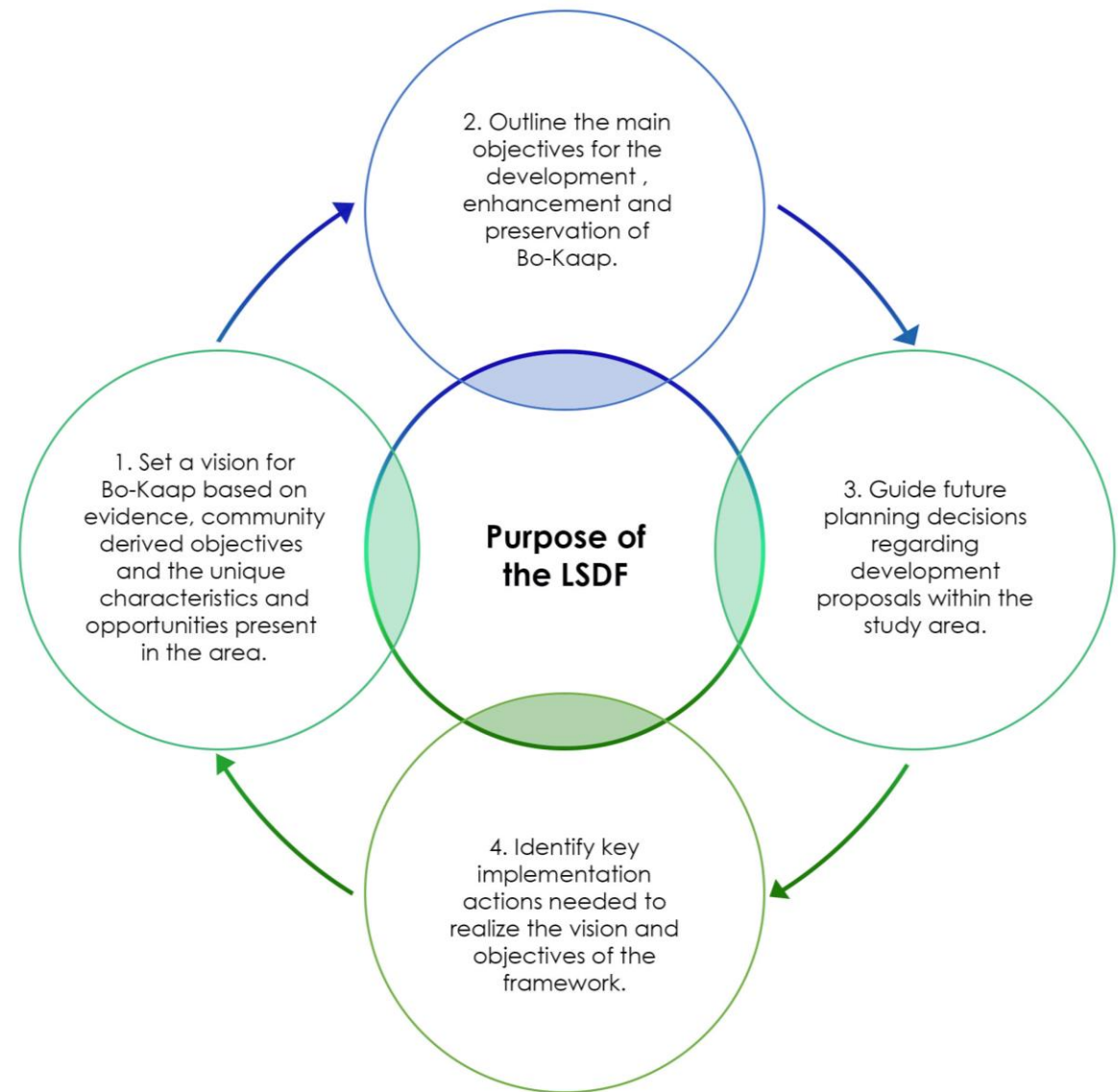


Figure 1: Purpose of the LSDF

## 1.1 Study Area

Located on the slopes of Signal Hill and north of the City Centre, Bo-Kaap is one of the oldest areas in Cape Town. At a district scale, Bo-Kaap falls within *Sub-district 2: City Bowl, Port and Surrounds* in the Table Bay District (Table Bay District Plan, 2023). This sub-district contains the historic heart of Cape Town, where urban development first began.

Figure 2 (right) shows the full extent of the study area. It is important to note that the framework takes a holistic planning approach and includes the official suburb boundary of Bo-Kaap, the Magazine Site (Erf 81), the three quarry sites (i.e. Strand Street Quarry, Wash House Quarry and the Prayer Quarry) and the section of land parcels between Rose and Buitengracht Street spanning from Strand to Wale Street.

The southern edge is bounded by Buitengracht Street, which connects the study area to the N2 to the east and Table Mountain and surrounds to the west. The eastern boundary is bounded by Strand Street, which further connects to High Level Road. This edge also includes the Strand Street Quarry. The western and northern edges of the study area has a unique delineation as the study area includes the Magazine Site (erf 81) and Vista High School to the west, as well as Military Road and the Noon Gun to the north.



Figure 2: Context and Locality Map

## 1.2 Main objectives of the LSDF

This LSDF does not aim to provide a comprehensive list of objectives that will cover every need and requirement of its community or communities dependent on the sustainability of Bo-Kaap. Rather, the objectives aim to guide decision makers and provide a long term vision that will improve the spatial structure and functioning of the area. These broad objectives are:

- To identify land suitable for appropriate development.
- To provide local level spatial planning guidelines consistent with the provisions in the MSDF and District Plans.
- To guide decision making on land use applications.
- To provide policy and development parameters for land use planning, biodiversity and environmental issues.
- Acknowledging the area as an integral part of the City but also one that requires a level of privacy to protect its role as a living environment.
- To enhance the area as a destination place which offers a variety of opportunities and living heritage experiences.
- To create an environment which is safe and accessible for residents and visitors alike.
- To enhance the sense of place and maintain the character of the area.
- To establish a balance between environmental protection and urban development.

## 1.3 Methodology

The document aims to achieve the objectives set out using the following methodology:

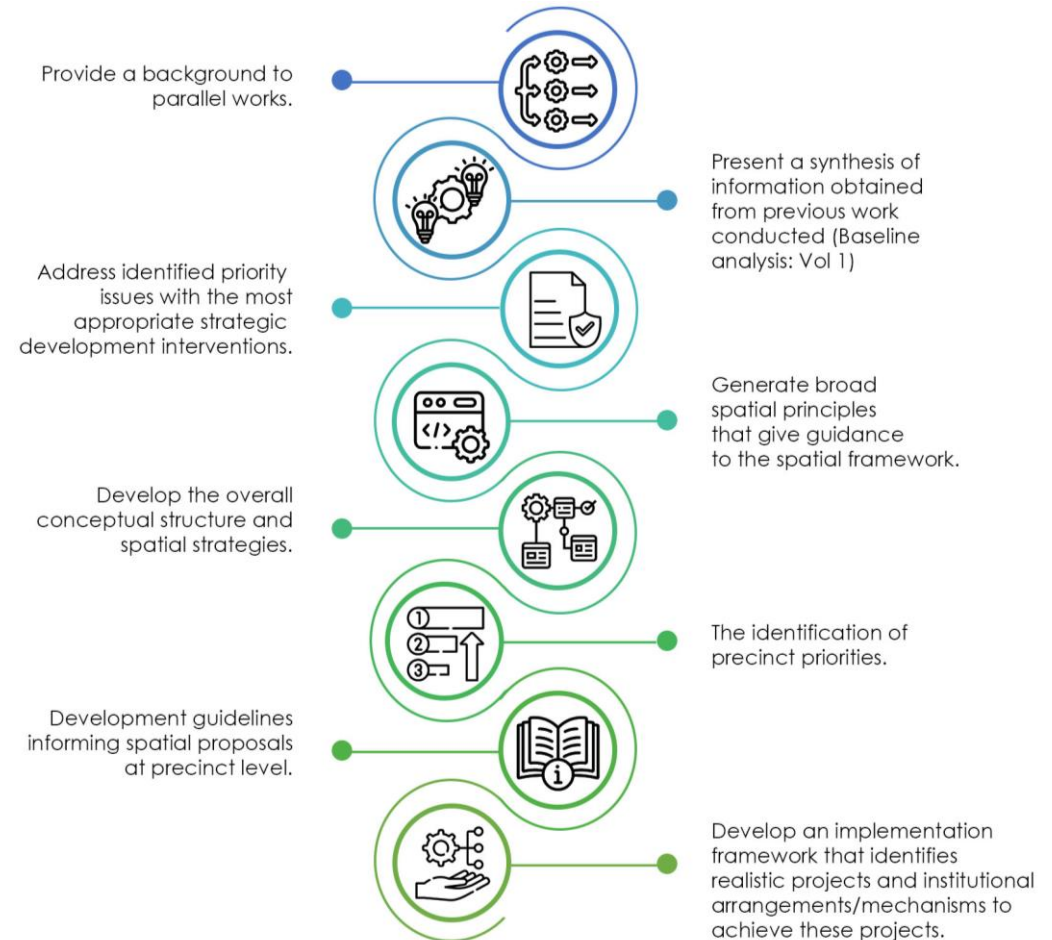


Figure 3: LSDF Methodology



## 1.4 Links to other work

There are a number of parallel planning processes that, in some instances, overlap the study area or has implications for it. These include:

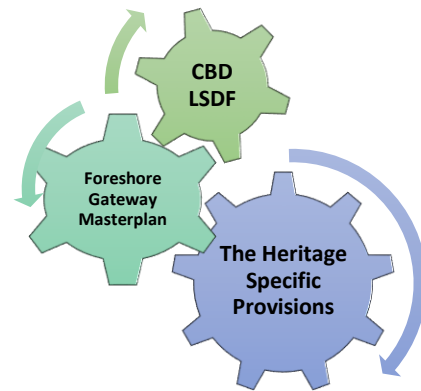


Figure 4: Links to other work

### 1.4.1 The Heritage Specific Provisions

The Bo-Kaap Heritage Protection Overlay Zone (HPOZ) was formally promulgated by notice in the Provincial Government Gazette, as provided for in the Cape Town Municipal Planning By-Law 2015. The intention of the HPOZ is to manage and enhance the unique cultural heritage character and attributes of Bo-Kaap. At the time of approving the Bo-Kaap HPOZ, Council adopted interim guidelines for the Bo-Kaap HPOZ area and required Specific Provisions to be drafted and included in the HPOZ. Specific Provisions for Bo-Kaap will protect and conserve the heritage character and fabric of Bo-Kaap and provide clear development parameters for desirable built form, use in the area, enhance predictability for applicants, and improve decision-making.

### 1.4.2 Foreshore Gateway Masterplan

The City seeks to develop a spatial vision for a portion of the Foreshore Precinct where it sees development potential being realised in the short to medium term. The decommissioning of the Buitengracht Street road widening will open opportunities for development, especially on City-owned land. The City desires to put in place a development vision to realise the development potential of these sites and the other underutilised government-owned land in this precinct. It is the City's intention to explore bold new ideas, which would energise this area with development potential to realise the opportunities it creates, specifically in relation to inclusionary housing.

The process will not only lead to the preparation of an Urban Development Framework for the area but will also identify infrastructure requirements to support the proposed new development parcels in order to facilitate an infrastructure-led development approach.

Phase 1 (Vision and Urban Design Framework) will culminate in Phase 2, which will facilitate the land assembly and enablement of strategic land parcels along the Buitengracht Corridor. The objective of the Phase 2 is to assemble developable land parcels (into City blocks) which can then be put out to market.

### 1.4.3 The Central Business District Local Spatial Development Framework

The need has been identified for a local area plan that can guide medium to long term transition planning of the Cape Town CBD. The role of CBDs are changing globally and Cape Town is no exception, with a marked increase in office vacancies post the COVID 19 pandemic and the need to reimagine the role of the CBD in Cape Town. The process to prepare a medium to long term development guidance document for the CBD area began in 2022. The focus area borders the Bo Kaap LSDF study area.

The primary focus area is the core CBD metropolitan node, which is bound by the following structuring elements:

- Helen Suzman/FW De Klerk Boulevard (Foreshore Freeways precinct) to the North,
- Nelson Mandela Boulevard/Sir Lowry Road/Tennant Street/De Villiers Street/Roeland Street to the East,
- Mill Street/Orange Street/Buitensingel Street to the South, and
- Buitengracht Street/Strand Street/Boundary Road to the West

The LSDF focuses on the core economic area of the CBD which plays a dominant economic role within the City Bowl as well as the City region. Therefore, the overall health of this area has far-reaching implications.

## 1.5 Process and outcomes

### 1.5.1 LSDF process

The LSDF Guidelines Report serves as *Volume 2* of a suite of documents. *Volume 1* reflects a baseline study of the study area. The information gathered in the baseline study provided a platform to catapult from when formulating the LSDF. In addition to this, there have been numerous forms of engagements with various stakeholders, site visits and public participatory activities, which shaped the outcome of this spatial policy.

The LSDF process unfolded through the following phases:

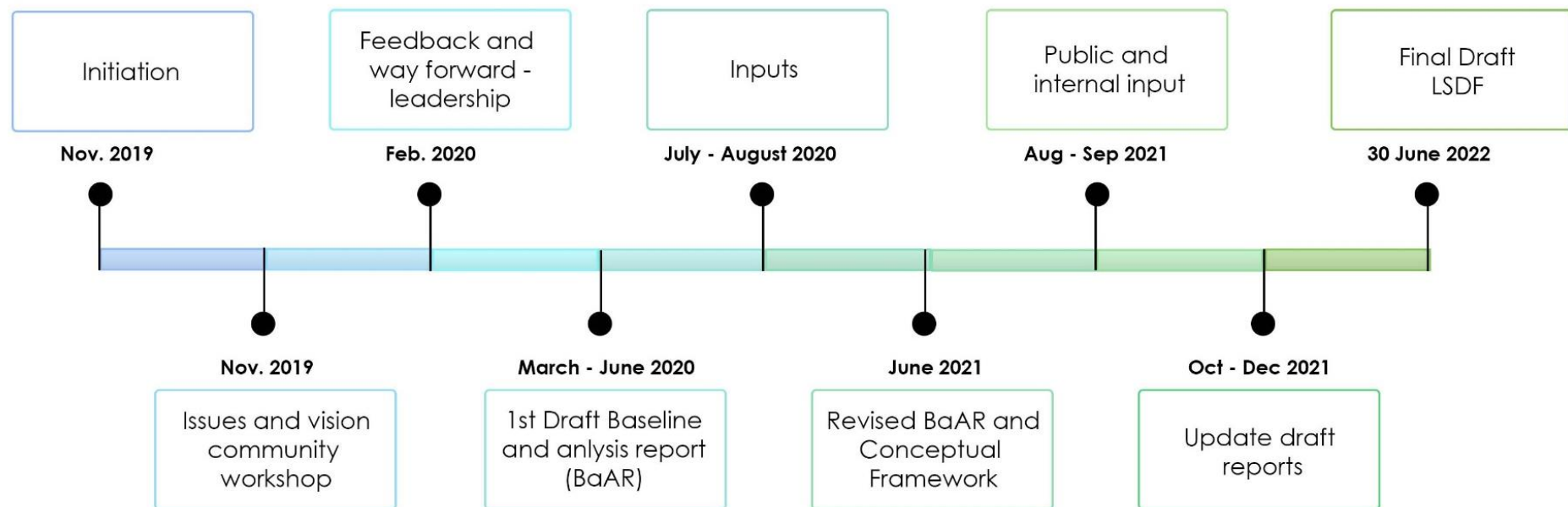


Figure 5: LSDF Process and Phases





On the 31/08/2021, the draft LSDF was open for public comment and input. The commenting period was set for 30 days but was extended to the 15/12/2021 to allow residents and I&APs more time to provide input.

Broader discussions were initiated through open days and site visits, which took place in various venues in Bo-Kaap. During the open days, the purpose and intention of the LSDF was explained. The open day took place on the 12/10/2021 at the Schotschekloof Civic Centre and was well attended by members of the community and organisations operating in the area.

Numerous site visits were conducted in various parts of Bo-Kaap. This enabled a clear understanding of the challenges and opportunities on ground level as well as implications of other work underway from the City in order to improve alignment between these parallel processes. An online survey was prepared which gave residents and I&APs the opportunity to further participate in the development of the document remotely.

As a result of numerous engagements, an in-depth understanding of the issues, challenges and opportunities of the area was achieved. Moreover, the sharing of knowledge yielded broad ideas and identification of interventions, which aims to support and stimulate Bo-Kaap, whilst retaining the area's heritage and cultural significance.

A report of the public participation process containing further details of the various public engagements and outcomes can be seen attached as Annexure A.



*Figure 7 and Figure 8: LSDF Open day, Schotschekloof Civic Centre (left) and TDF engagement (right)*



*Figure 8: TDF engagement - community members and team of professionals*

## 2 Context and Summary of Implications

### 2.1 Legislative and Policy Informants

#### 2.1.1 Applicable legislations (National, Provincial and Municipal)

The LSDF is developed within the context of a range of legislative and policy informants that give guidance to development in Bo-Kaap. Primary of these include the following:

- National Development Plan (2030);
- Western Cape Provincial Spatial Development Framework, WC PSDF (2014);
- National Environmental Management Act (NEMA);
- National Heritage Act;
- Municipal Planning By-Law (MPBL, 2015);
- Integrated Development Plan (IDP, 2022);
- Transit Orientated Development Strategic Framework (TODSF)

In terms of high level spatial planning guidance for the Bo-Kaap area, the Municipal Spatial Development Framework (MSDF) (2023) and Table Bay District Plan (2023) provide area policy guidance which informs all considerations of development in Bo-Kaap. The LSDF has undergone numerous iterations in order to ensure alignment between the 2023 approved MSDF and Table Bay District Plan.

### Municipal Spatial Development Framework (MSDF) (2023)

The MSDF (2023) is a long-term ( $\pm 20$  year) plan to manage growth and change in Cape Town. In terms of this plan, Bo-Kaap is strategically located within the metropolitan node designated around the Cape Town CBD and is within the Urban Inner Core area of the City. These designations typically promote the highest levels of densification and intensification through prioritising public investment in infrastructure and services. The overarching objective is facilitating urban transformation towards long-term sustainability.

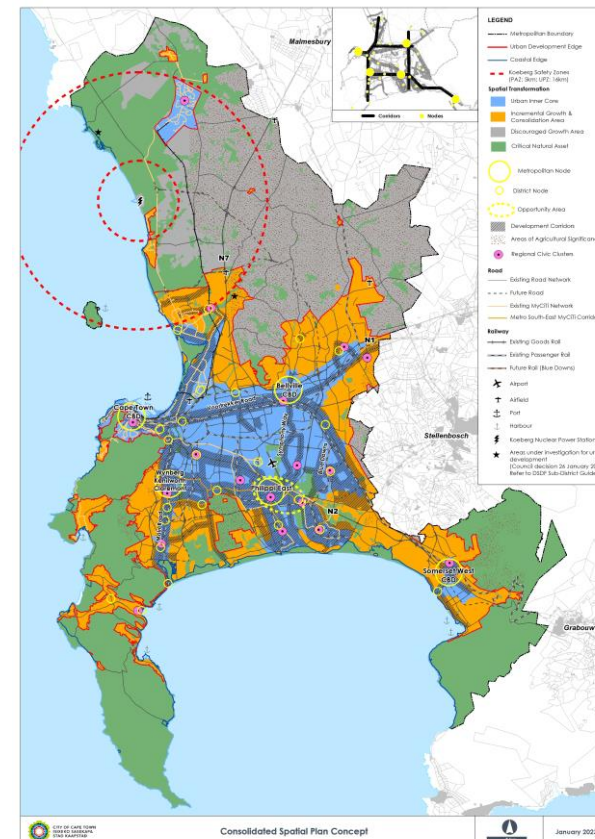


Figure 9: MSDF Consolidated Spatial Plan Concept (MSDF, 2023)



## Table Bay District Plan (DP) (2023):

The Table Bay District Plan (2023) provides broad guidance for land use and environmental decision making within the district. The district is broken down further into four geographical sub-districts. Bo-Kaap falls within *Sub-district 2: City Bowl, Port and Surrounds* in the Table Bay District. More detailed site-by-site guidance is provided for each sub-district.

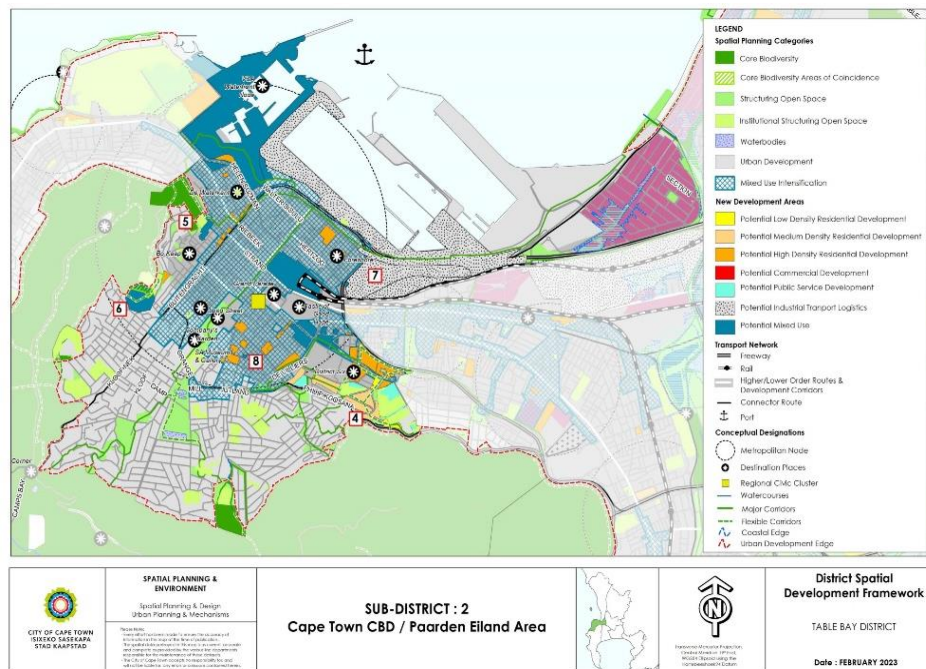


Figure 10: Table Bay DP (2023) - sub-district 2

The Table Bay District Plan (2023) contains the following objectives as they relate to Bo-Kaap:

### Key Objectives Specific to Bo-Kaap

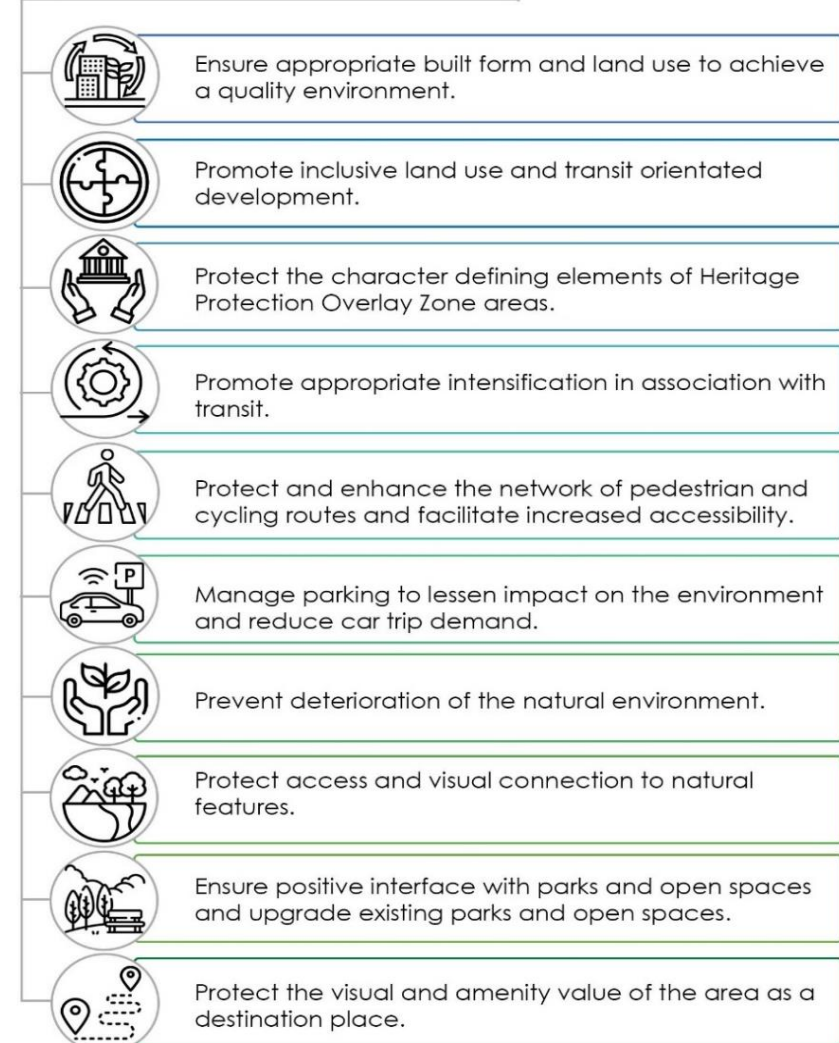


Figure 11: Table Bay DP (2023) - key objectives specific to Bo-Kaap

## Package-of-plans

The following infographic portrays the various (spatial) package-of-plans that inform the LSDF. This term can be defined as the hierarchy of plans specified in terms of the provisions in item 136 of the Development Management Scheme, and applies to areas generally referred to as special planning areas.

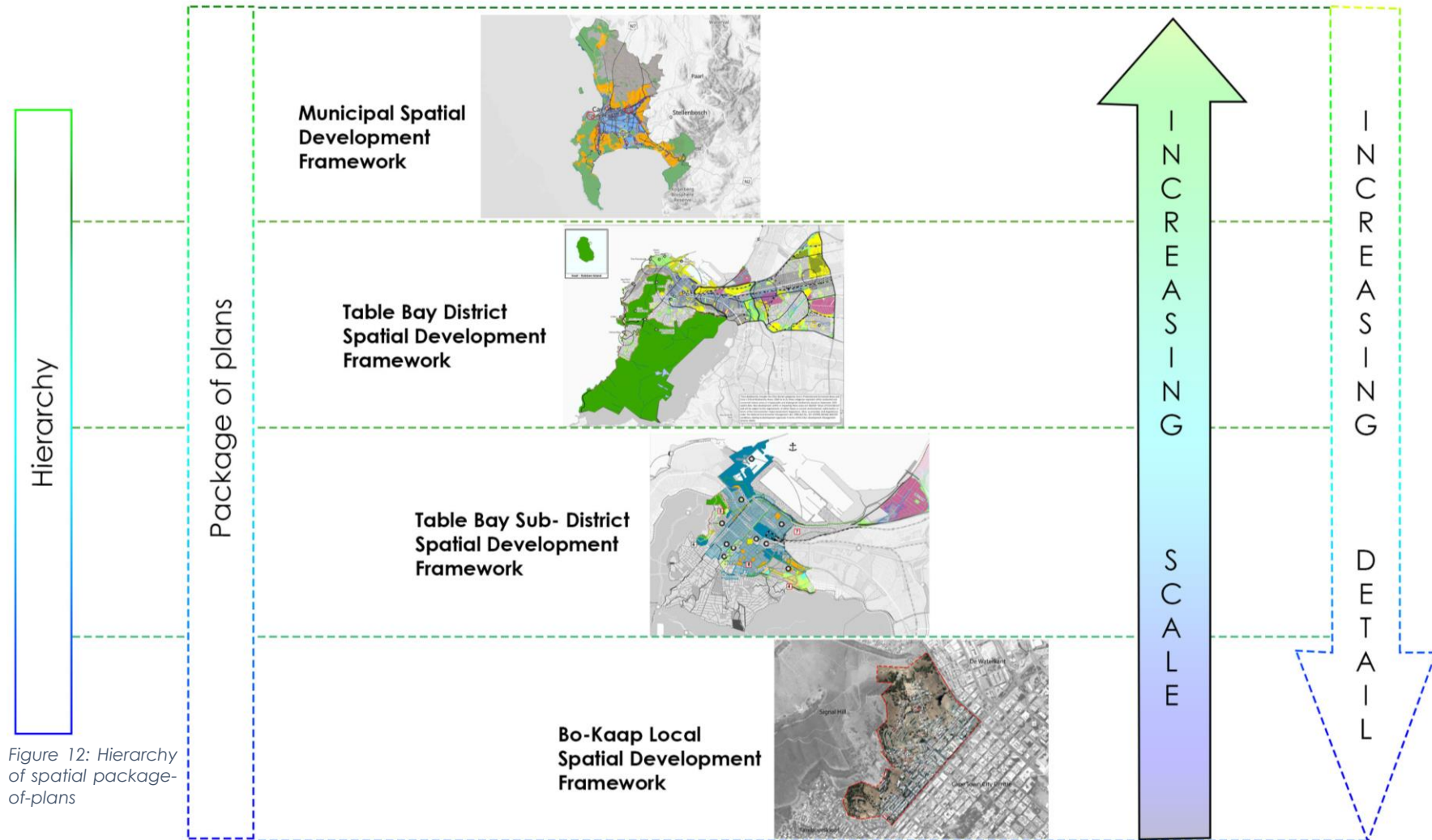


Figure 12: Hierarchy of spatial package-of-plans

### 2.1.2 Area of contention

An overlay zone is a regulatory tool that, when placed over an existing base zone(s), identifies special provisions in addition to those in the underlying base zone.

An area of contention is identified within the study area which is bounded by Wale and Strand Street and runs midblock between Buitengracht and Rose Street. The primary reason for this contention is due to the overlap of the Bo-Kaap HPOZ and the CBD Overlay Zone. The Bo-Kaap HPOZ takes a conservative approach to development and aims to above all preserve the cultural identity and living heritage practices that exist within Bo-Kaap. The CBD Overlay Zone on the other hand is more pro-development and seeks to maximize development opportunities within the CBD. These overlay zones therefore provide conflicting development rules in this space which results in uncertainty from both a development and a regulatory point of view. The LSDF aims to address this issue by providing relevant development guidelines (refer to section 5.1) within this area.

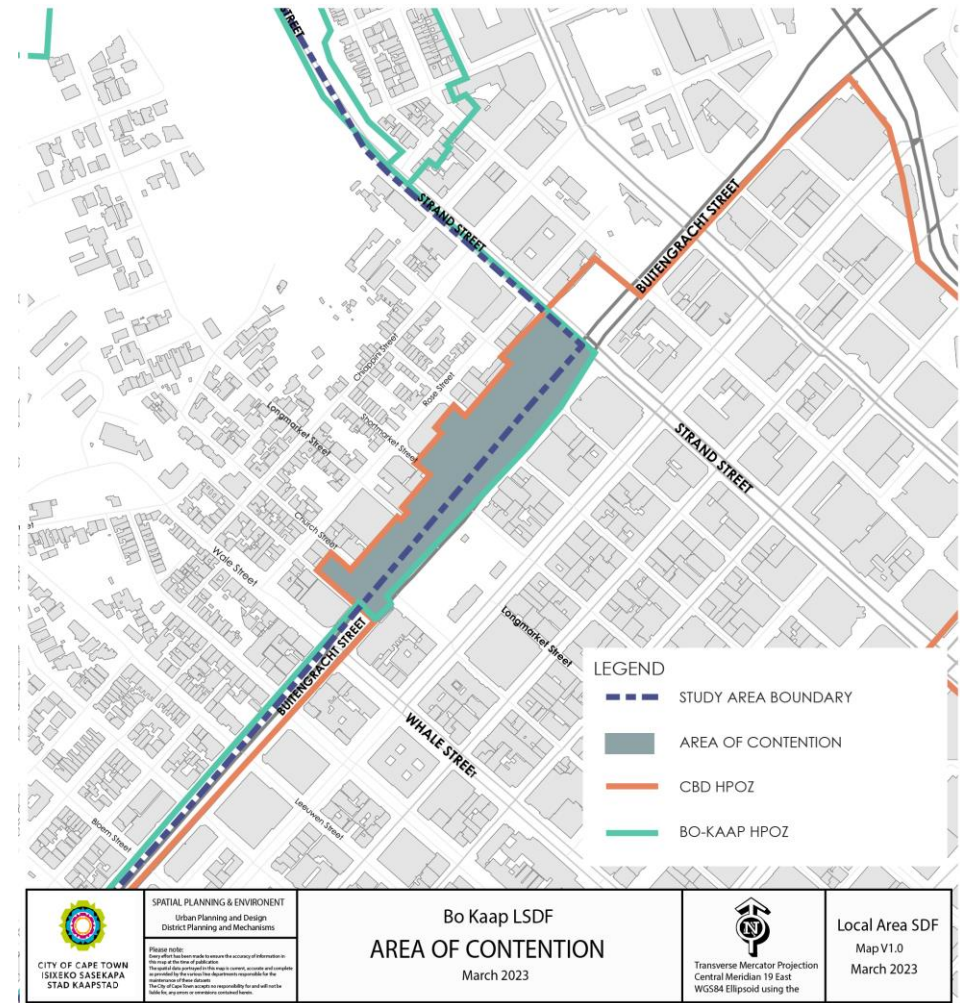


Figure 13: Area of contention



## 2.2 Summary of Implications

### 2.1.3 Key issues

A number of issues have been identified through the baseline analysis report (*Volume 1*) and the public participation process. It should be noted that not all issues listed below are within the scope of a LSDF. However, in the implementation plan, actions required by the relevant departments will be identified to address some of these issues. The issues have been categorised into three themes: biophysical; socio-economic; and built environment.

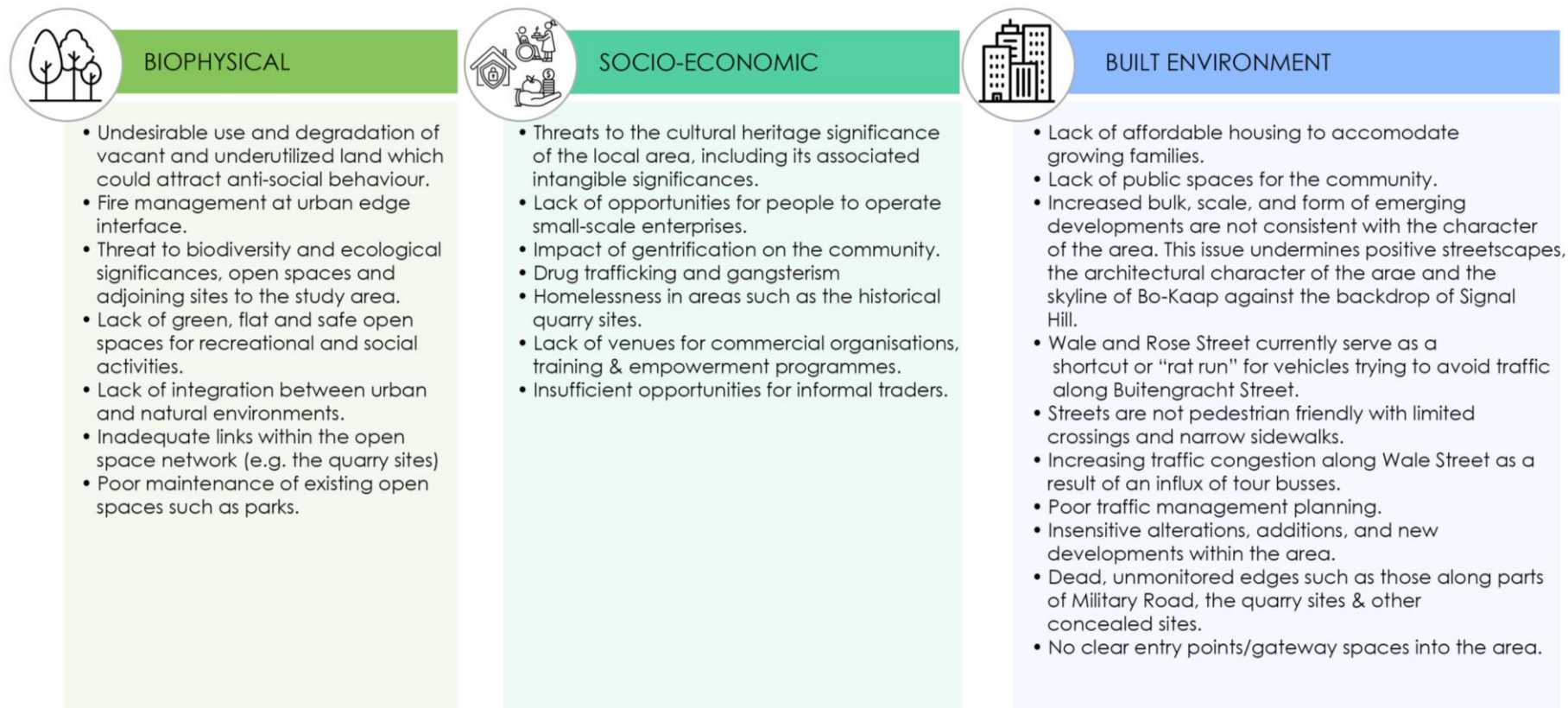


Figure 14: Key issues specific to Bo-Kaap



### 2.1.4 Key opportunities

A number of opportunities have been identified through the baseline analysis report and the public participation process. The opportunities have also been categorised into the aforementioned three themes: biophysical; socio-economic; and built environment.

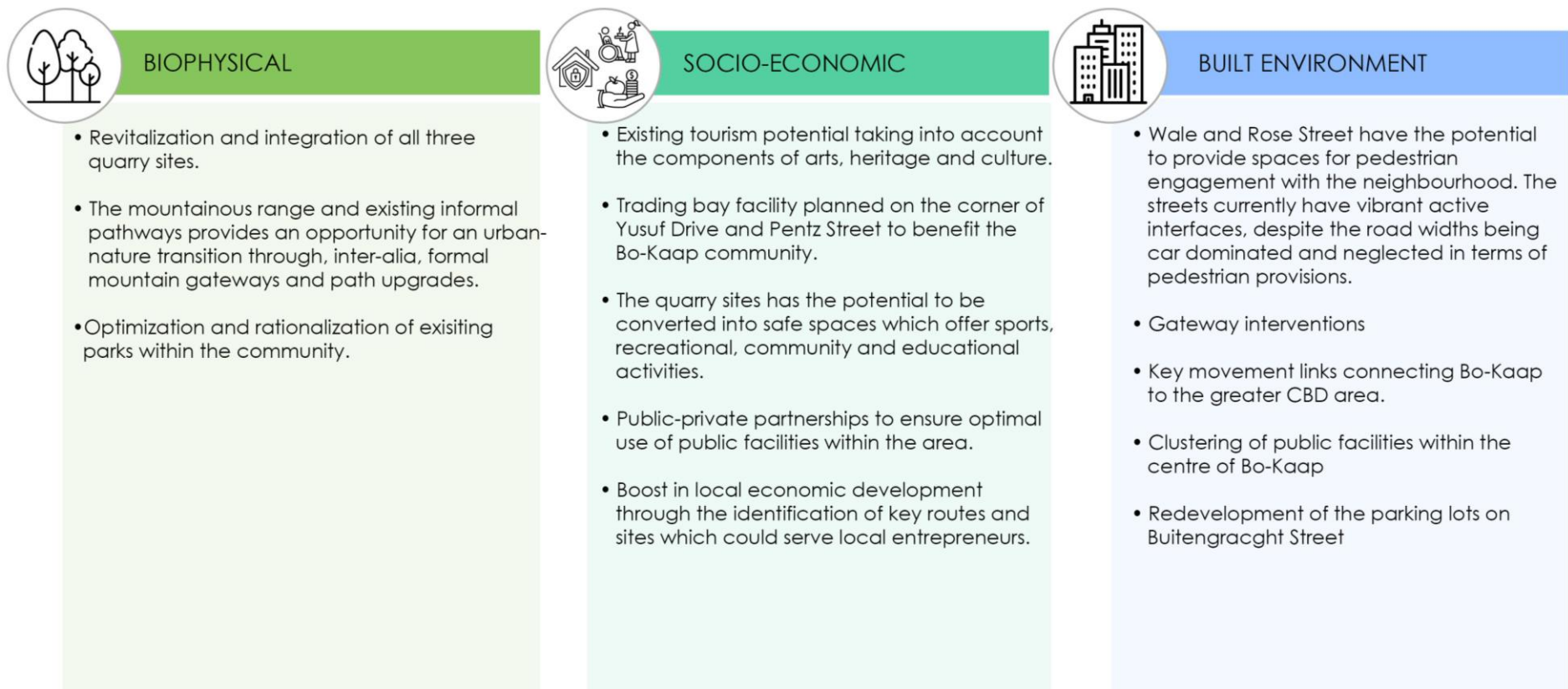


Figure 15: Key opportunities specific to Bo-Kaap

## 3 Conceptual Framework

### 3.1 Vision Statement

*"Bo-Kaap is a vibrant area with a strong history which makes it a treasured place in the City. The residents and the varying components which frame this living heritage site are connected to one another and its surrounding areas in a safe and efficient manner. Bo-Kaap is a space whereby positive interactions between inhabitants, economic markets and the natural environment co-exist in order to ensure a healthy and inclusive place."*

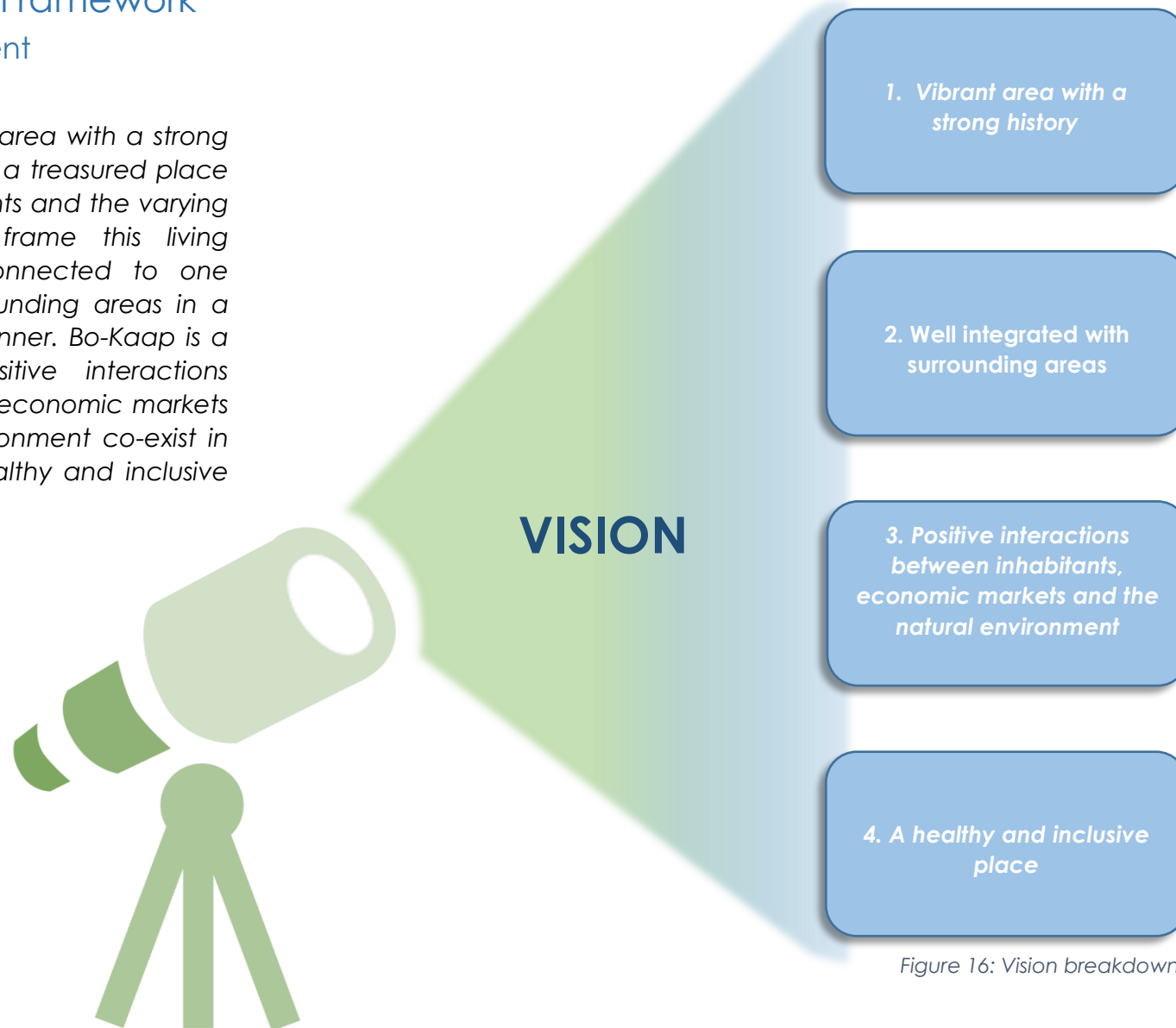






Figure 16: Vision breakdown

### 3.2 Broad Spatial Planning Principles

The purpose of this section is to present the key planning principles which will inform future development in the area. The conceptual framework for the Bo-Kaap area will be based on the broad guidance of the following principles:

Table 1: Broad Spatial Planning Principles

<b>Walkability</b>	<p>Planning should place a strong emphasis on the seamless movement of pedestrians. This principle strives to enhance the experiences of those traveling on foot or using other modes of NMT. It is essential to promote and plan for functional pedestrian linkages, which connects pedestrians to amenities and transit interchanges. Furthermore, the strategic location of local businesses and other activities along desired pedestrian paths is key in attaining an efficient walkable network.</p>	
<b>Integrated, inclusive and robust spaces</b>	<p>Adequate access to a greater variety of amenities and efficient transport modes are essential to achieve a well performing area. This can be achieved by integrating the local movement network with surrounding systems, allowing a greater mix of land uses and the clustering of social activities. The enhancement and appropriate transformation of underutilised spaces into multi-functional spaces is another key contributor to achieving this principle. Opportunities for affordable housing to accommodate the growth of families in Bo-Kaap should be a key focus in order to create an enabling and socially just community.</p>	
<b>Maximize economic opportunities</b>	<p>It is imperative that the economy of a local area is leveraged through sustainable interventions that empowers local businesses and the community thereof. It is encouraged to optimise existing resources and promote supporting land uses in order to facilitate economic empowerment.</p>	
<b>Place making and livability</b>	<p>Revitalising living environments in a way that preserves and builds on the narrative of a local culture and living heritage. Improving the quality of a space through, inter alia, appropriate landscaping features, designated routes and active edges, will stimulate an attractive and interactive public realm. Enhancing a "sense of place" will create positive experiences and enable users to better orientate themselves within a space.</p>	

### 3.3 Main Spatial Ideas

Building on community input and various forms of analysis studies, four main concepts were established which formed the structure of the spatial development framework. The concepts are as follows:

#### 3.3.1 Utilising vacant & underutilised strategic land parcels to address socio-economic needs, provide dignified living experiences and realize future opportunities

Strategic land parcels in Bo-Kaap should be identified and developed to accommodate the current and future needs of the community. The notion of creating socially integrated and sustainable spaces should be an important element when considering the future of Bo-Kaap.

Lack of available and affordable housing, safe sports and recreational spaces and sites for economic opportunity have been a concern for many years. Emphasis is therefore placed on identifying strategic vacant and underutilised land that has the potential to be developed/redeveloped to create accessible spaces which cater to the needs of the community and provide economic opportunities. It is important that the development of these spaces do not negatively impact the existing character and heritage significance of Bo-Kaap.

There are publicly owned sites within the study area that have immense potential to make significant positive impacts on the area, which include the quarry sites, underutilised parking lots along Buitengracht Street and the Magazine Site. The revitalisation of these sites should cater to the needs of the community and surrounds, while reducing opportunities for anti-social behaviour.

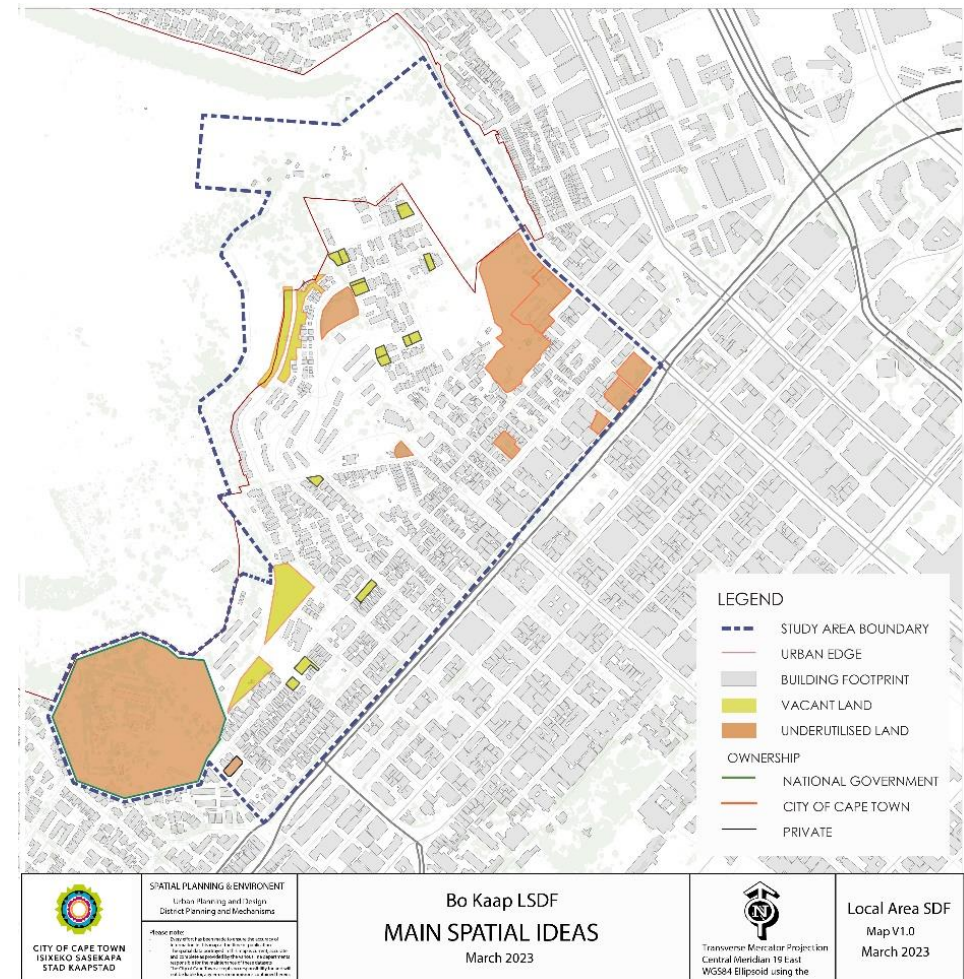


Figure 17: Identification of strategic vacant and underutilised land



### 3.3.2 Leveraging environmental opportunities, creating a sense of place and preserving identity & culture

The visual prominence and setting of Bo-Kaap, along with its rich history and living heritage, is a major contributor to its significance as a destination place. Development should preserve the identity and culture of Bo-Kaap to allow living heritage practices to continue. There are a number of destination points within the study area that have the potential to be upgraded and enhanced in order to preserve identity and amplify the sense of place.

Neighbourhood gateways offer residents and visitors a distinct experience and place of entry. These areas, acting as a 'front-door' to Bo-Kaap, provide an opportunity to strengthen and improve the urban character and spatial definition of the area. Gateways should be defined by means of signage, street art, lighting, hard and soft landscaping, etc. The mountain gateways are considered as 'hidden jewels' as many people are unaware of their existence or where they lead to. These gateways provide access to the mountain and provide connections to Signal Hill, the Kramat and the rest of the mountain range. These routes provide an opportunity to emphasise integration between the natural and urban environments.

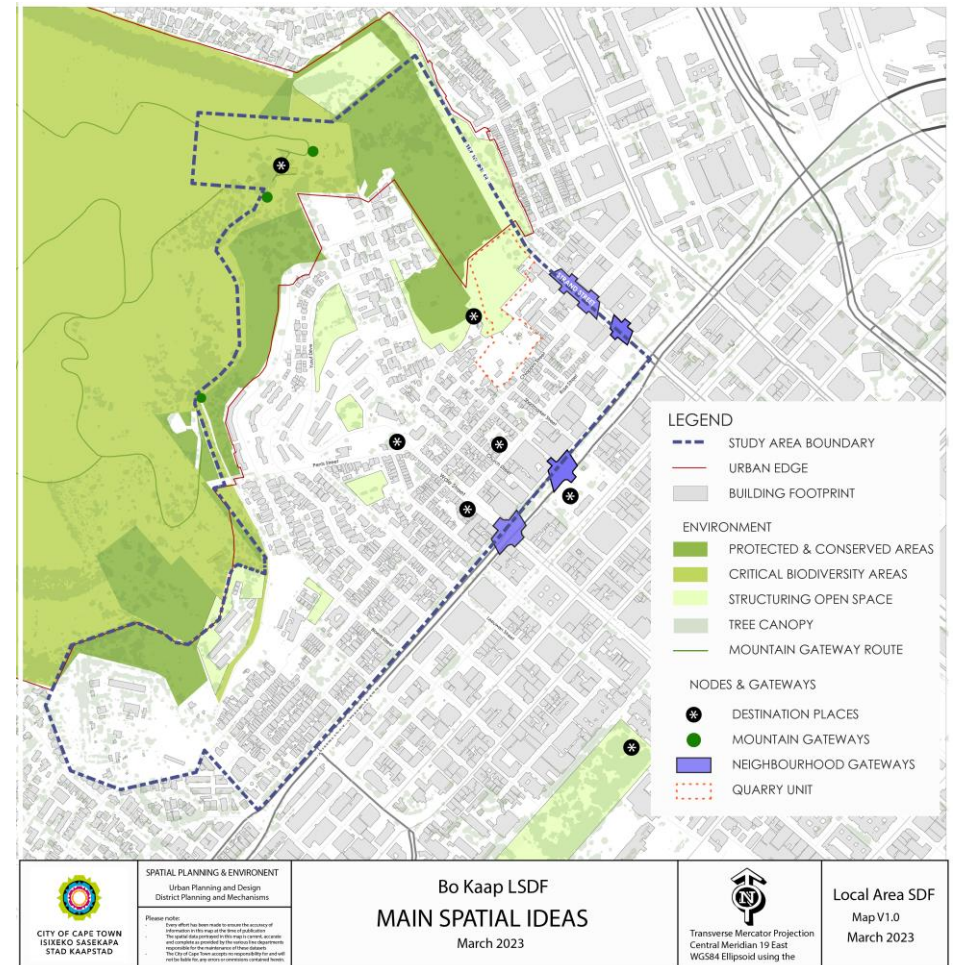


Figure 18: Leveraging environmental opportunities, creating a sense of place and preserving identity & culture

### 3.3.3 Integrating Bo-Kaap with surrounding areas through improved linkages and a more legible movement network

Bo-Kaap is one of the oldest neighbourhoods in the City and is located at the foot of Signal Hill. Despite its prime geographical location within the City, Bo-Kaap is not adequately connected and integrated with its broader surroundings. The internal movement system of the area needs to be strengthened to allow for improved wayfinding and ease of movement for users of the space.

Illegible streets, unclear entry points and the lack of signage and wayfinding mechanisms have made it difficult to navigate through the area. The plan therefore emphasises the need for clear signage and wayfinding mechanisms that help orientate travelers in this space. In terms of NMT, movement should primarily be focused along primary movement routes. The aim is to promote walkability and a pedestrian friendly environment whilst reducing the need for vehicles in the area.

The mountainous region behind Bo-Kaap creates an opportunity for a clearer urban-natural integration. Mountain gateways to Signal Hill (and beyond) needs to be identified and clear interfaces at these points are required.

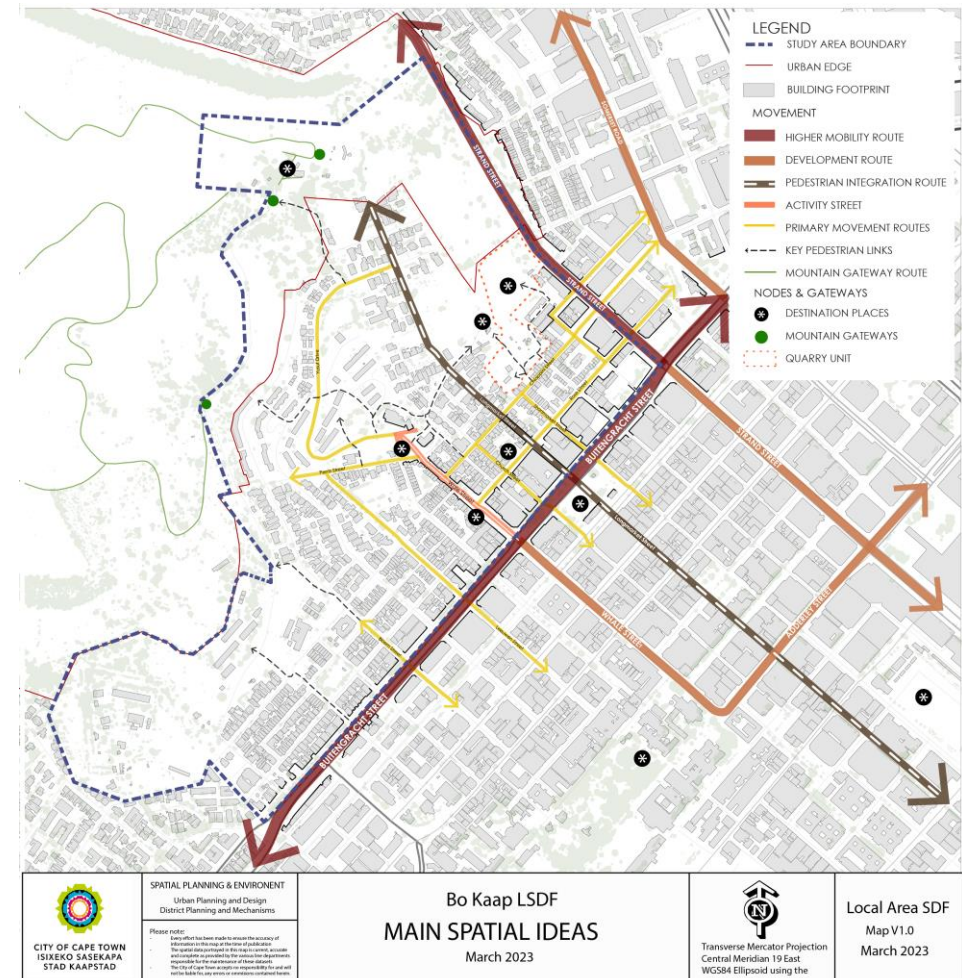


Figure 19: Integrating Bo-Kaap with surrounding areas through improved linkages and a more legible movement system



### 3.3.4 Strengthen the economic vitality

One of the challenges experienced in Bo-Kaap is the unemployment rate and lack of economic opportunities for local residents. It is imperative to create an environment conducive to investment and local economic upliftment. This can be achieved by enhancing the local space economy through the clustering of activities within the node and accelerating the appropriate development of underutilised land within the mixed use strip.

The scale and intensity of development within the mixed use strip should increase gradually from west to east as per the colour gradient seen in Figure 20. This aims to facilitate contextually appropriate development based on the existing built form of the area that increases in height and massing eastwards.

In addition to the mixed-use strip, certain sites such as the Stable Site and the land parcel located on the corner of Yusuf Drive and Pentz Street, have been identified for redevelopment which will further assist in providing economic benefit to the local economy.

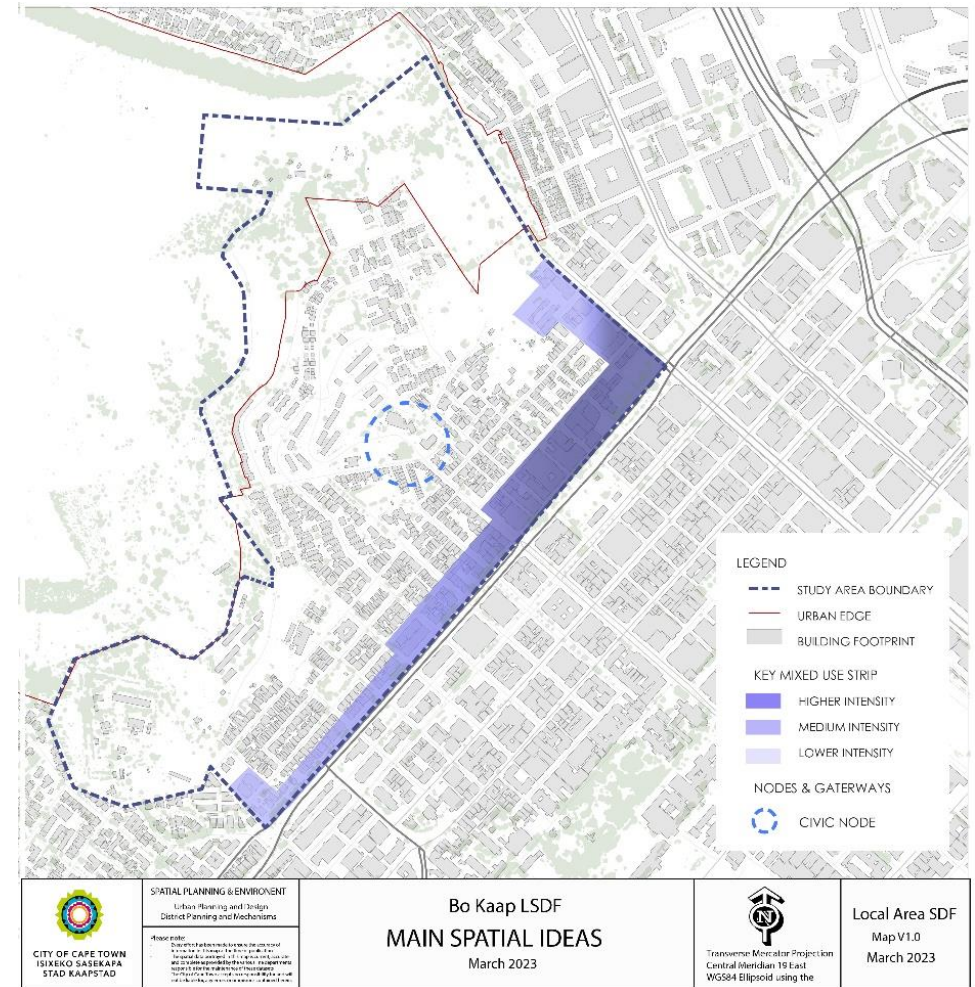


Figure 20: Strengthen the economic vitality



## 4. Spatial Development Framework

### 4.1. SDF composite map

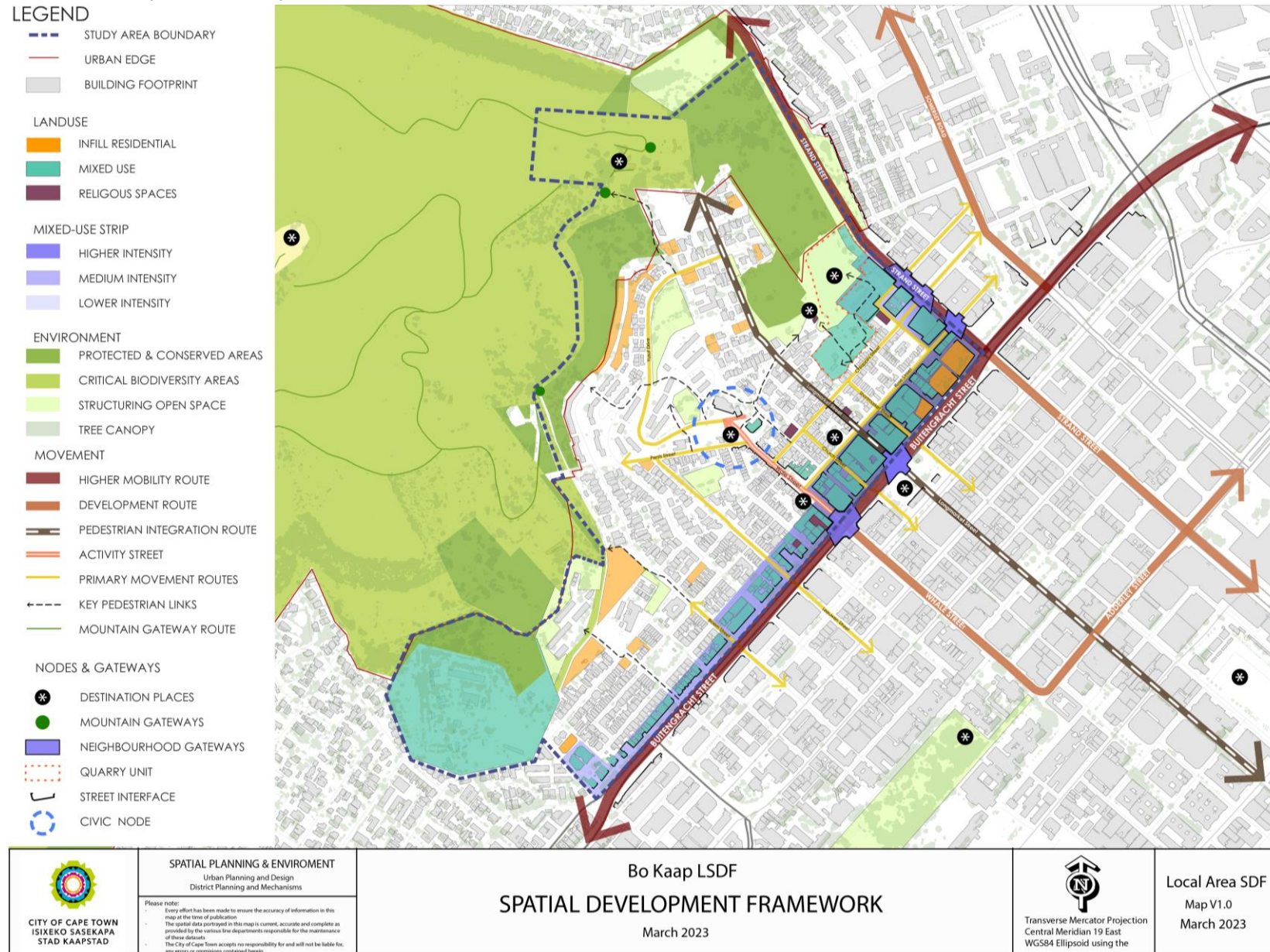


Figure 21: Bo-Kaap LSDF Composite Map, 2023

## 4.2. Spatial Strategies

### 4.2.1. Utilising vacant & underutilised strategic land parcels to address socio-economic needs, provide dignified living experiences and realize future opportunities

1. Identify vacant and underutilised land to accommodate a wider range of residential opportunities with an emphasis on affordable and inclusionary housing.
2. Encourage appropriate densification by means of infill development, particularly on publicly owned land.
3. Promote collaborative efforts to maintain & upgrade public open spaces (courtyards, parks, community gardens, etc.)
4. Enable the revitalisation of the quarry precinct and Erf 81 (Magazine Site).
5. Optimise currently underutilised public facilities, specifically those located in the proposed civic node.
6. Support appropriate uses in the quarry precinct which would activate the sites.
7. Encourage the redevelopment of the Electrical Depot site with the aim of activating and integrating the quarry precinct.

### 4.2.2. Leveraging environmental opportunities, creating a sense of place and preserving identity & culture

1. Revitalising the three quarries with environmentally sensitive land uses that take into account the historic and religious significance of the site as a means of preserving the identity and culture.
2. Integrate the three quarries and the Tana Baru to create an integrated, multi-functional space.
3. Support live/work development, community & tourism facilities in the quarry sites to activate the space and create a form of passive surveillance onto these sites.
4. Promote the scenic qualities of Military Road through, inter alia, the potential development of lookout points.
5. Upgrading of destination places to further promote and strengthen the local economy.
6. Improve access from Bo-Kaap to the surrounding mountainous areas by formalising mountain gateways and paths.
7. Discourage land uses that detract from the existing heritage & character of the area. Mixed use development should be limited, where possible, to Precinct 1 and to existing mixed use zoned properties.
8. Upgrade deteriorating public environments and promote active interfaces and passive surveillance.

#### 4.2.3. Integrating Bo-Kaap with surrounding areas through improved linkages and a more legible movement system

1. Improve integration of Bo-Kaap with surrounding neighbourhoods through the enhancement of key pedestrian routes focused along the primary movement network.
2. Reduce motor dependency and promote non-motorised transport by upgrading the pedestrian network and creating park-and-ride facilities to reduce traffic congestion in the area (particularly in Wale Street).
3. Implement traffic calming measures, particularly within the nodal area, along Wale and Rose Street and in close proximity to educational institutions.
4. Manage parking along Wale Street through exploring a drop and go system for tour busses and parking permits for residents.
5. Ensure greater integration between desired pedestrian paths and destination places such as the Tana Baru, the quarries and the node.
6. Improve mobility by rethinking parking arrangements to facilitate ease of movement.
7. Prioritise consolidated pedestrian spaces at corners with raised/paved intersections, crossings and spill-out spaces particularly where high volume on-foot movement occurs.
8. Improve the function of key linkages such as Longmarket Street through improved landscaping and lighting.
9. Formalise mountain access points and pathways.

#### 4.2.4. Strengthen the economic vitality

1. Manage economic growth within the area to avoid unauthorised land uses that intrude the residential fabric and undermine the heritage significance of the area.
2. Create conducive economic environments by reinforcing the nodal area with an appropriate mix of land uses. The clustering of activities should enhance the sense of space of the area.
3. Home-based businesses, which complement the residential character, should be located along routes with sustained vehicular and pedestrian movement. Such businesses may include house shops, salons, cafes, etc.
4. The activity street (i.e. Wale Street) should accommodate commercial activities while keeping in mind the residential uses (further north).
5. Enable the operation of informal trading in and around the nodal area and along key pedestrian routes.
6. Support the redevelopment of the Stables Site to promote economic opportunities.
7. Investigate mechanisms that support sustainable subletting within the existing residential housing stock.
8. Delineate consolidated tourism routes within the study area (please refer to the Bo-Kaap TDF, Annexure B).



## 5. Precincts

### CHARACTER AREAS/ SUB-AREAS FOR DETAILED GUIDELINES

The study area has been broken down into five precincts based on their urban form/character, land use, accessibility and function within the broader cultural and urban landscape.

The preferred land uses, relevant policies and development guidelines for each precinct aims to protect and conserve the heritage qualities within the area. Secondly, the aim is to leverage the available vacant and underutilised land to maximise on existing opportunities. These precincts are listed and mapped out on Figure 22 (to the right):

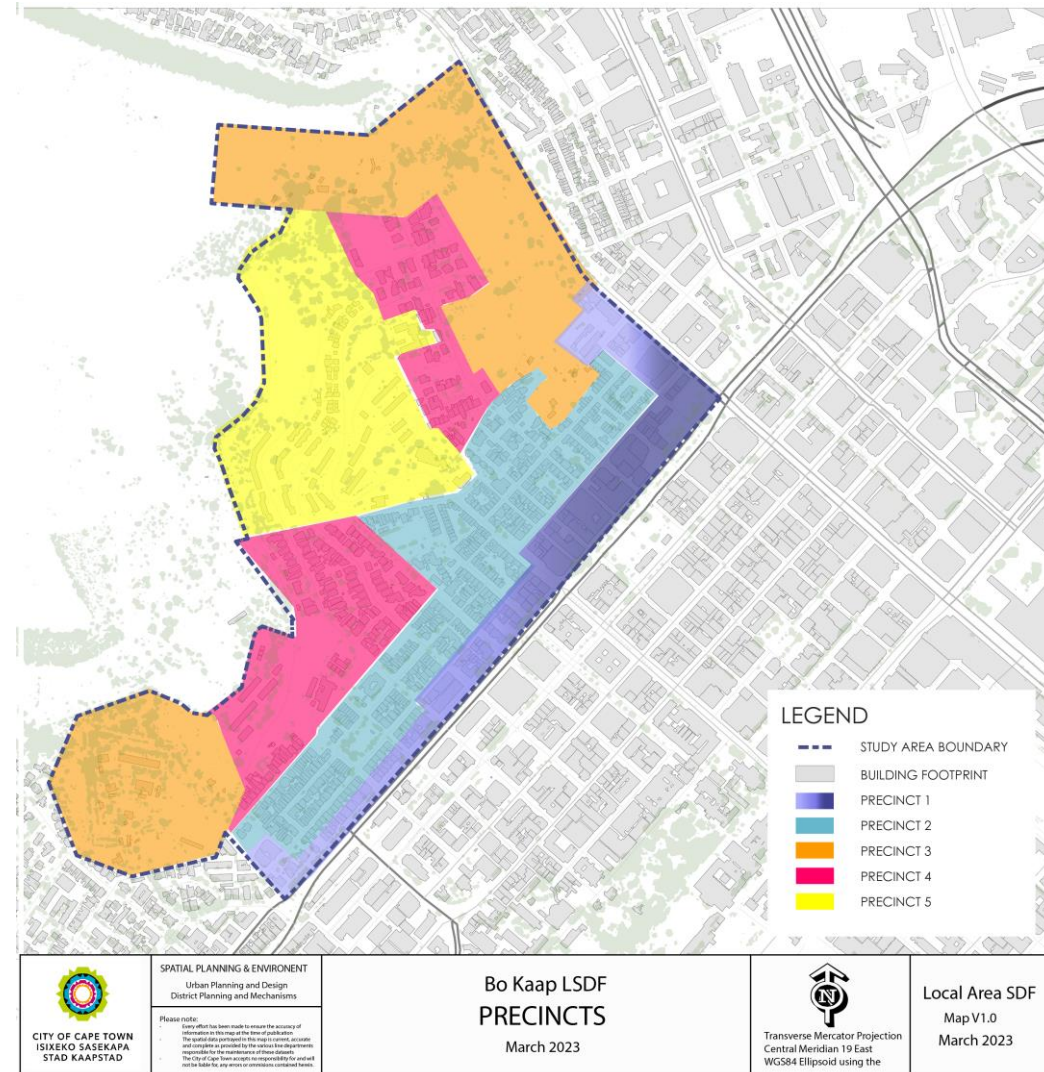


Figure 22: Character areas

## 5.1 PRECINCT 1

A mixed-use area of low/medium to high-rise buildings with varying building typologies. Modern insertions and high-rise buildings are present along Buitengracht Street, east of Wale Street. Referred to as the *Mixed Use Zone*, the area acts as a transition between the CBD and the Bo-Kaap interfaces. The Rose Street edge is an interface with a low-rise fine grain fabric. The *Mixed Use Zone* comprises of significant publicly owned land which presents great potential to provide a range of opportunities including affordable housing. In addition, it provides the opportunity to define the urban corridor along Buitengracht Street.

The considerations in this framework are translated into proposals through the Foreshore Gateway Masterplan process. The intent is that proposals from the Gateway Precinct will be further refined through a consultation process which will inform the formulation of a fully considered design response, which balances linkages, uses land efficiently and smoothly integrates Bo-Kaap with its surrounds. Considerations include:

- Improving and re-imagining the public realm;
- The need to provide housing which can also provide affordable accommodation to Bo-Kaap families and reduce overcrowding;
- Ensuring economic viability (and implementability) of the proposals;
- Ensuring a more sensitive interface and;
- Providing guidance on height.

An additional aim is that guidelines should provide greater clarity on appropriate transitional measures, thereby ameliorating uncertainty between the conflicting HPOZ and CBD overlay zone provisions.

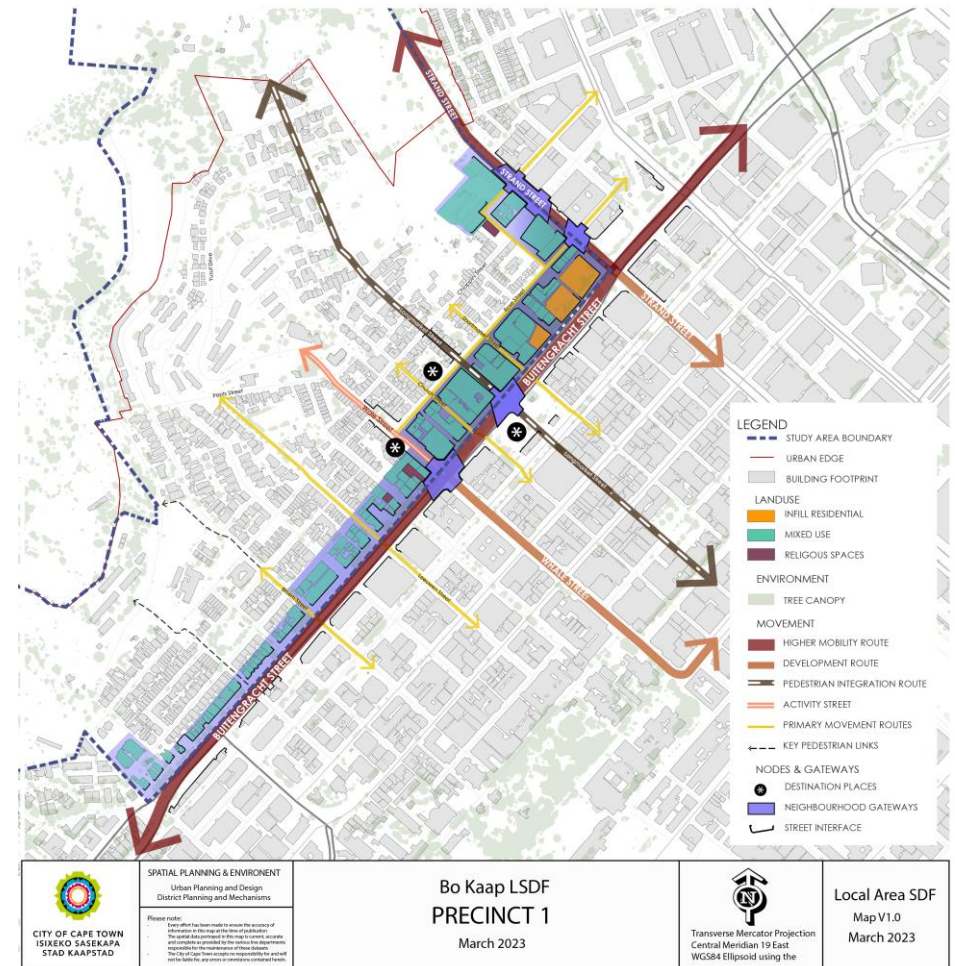


Figure 23: Precinct 1

## DEVELOPMENT GUIDELINES

1. Reinforce the Wale Street gateway into Bo-Kaap by encouraging appropriate densification and a variety of activities along the ground floor of buildings to create a positive and interactive street interface.
2. Development facing onto Buitengracht Street to graduate in height, size and intensity in a seaward direction (see Figure 24):
  - a. Support higher densities and intensification increasing eastwards from Leeuwen Street towards the sea.
  - b. Support lower densities and intensification which decreases westwards from Wale Street towards Carisbrook Street.
3. Development should cascade down in height from Buitengracht Street toward the finer residential fabric of Bo-Kaap.
4. Existing inappropriate development heights should not be seen as a precedent for future development in this precinct.

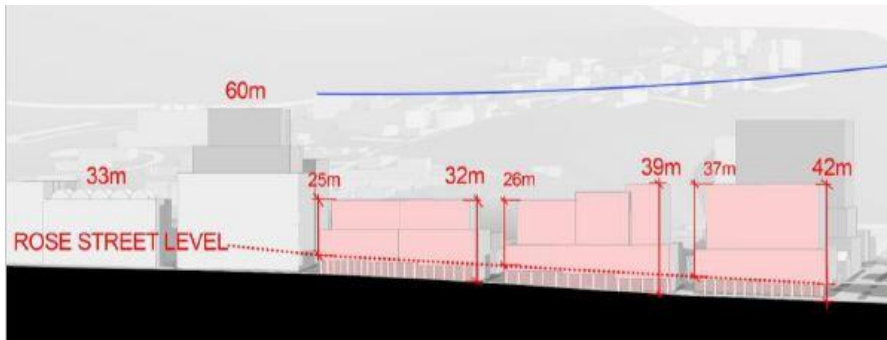


Figure 24: Extract from the Foreshore Gateway Masterplan, indicating possible cascading of building heights.

5. Any development in this area should have positive, active frontages and landscaping to create a friendly pedestrian environment.
6. Enhance the gateways and pedestrian linkages between Bo-Kaap and the surrounding City Bowl with both hard and soft landscaping to provide shade and protection against the elements.
7. Support appropriate mixed use activity along the south side of Rose Street in order to reinforce the significance of the gateway at the intersection of Strand Street.
8. Notwithstanding the abovementioned guidelines, development along the south side of Rose Street should respect the scale, character and heritage of buildings on the opposite side. Development should not overwhelm the existing streetscape.
9. The residential fabric along the northern side of Rose Street to be retained as far as possible.
10. Acknowledge the built heritage of the area and historic remnants where possible.
11. Redevelopment of the Electric Depot site (Erf 367-RE) should:
  - a. Allow for greater permeability and integration between the three quarry sites.
  - b. Encourage active interfaces along the edges of the quarry unit.
  - c. Accommodate for recreational, community and residential uses where appropriate.
  - d. Acknowledge the heritage significance of the area.
12. Mature trees worthy of conservation are to be protected. In general, promote the retention of tree canopy but allow for the relocation of mature trees in the Buitengracht road reserve where necessary.



13. Development of publicly owned land should offer affordable housing.
14. Discourage surface parking throughout the area and accommodate parking in basements where possible:
  - a. Remove surface parking in public squares (Buitengracht Street and Riebeeck Square). Basement parking encouraged.
  - b. Encourage structured parking garages above ground level, which are wrapped, and which can be adapted to other uses over time.
  - c. All aboveground parking levels are encouraged to have a floor-to-floor height of at least 3.3m to allow for future adaptation if parking demand reduces.
  - d. Recommended parking ratios are 2 bays/100m<sup>2</sup> GLA for Retail and Business & 0.25 bays per 20m<sup>2</sup> net floor space for residential apartments.
  - e. Where possible, all aboveground parking levels must be wrapped with active land uses, especially where faced onto public spaces or main pedestrian routes. If not activated, the exterior façade treatment shall make use of screens and materials to mask the parking.
15. Rationalise the extent of overlay zones to eliminate overlapping and conflicting guidelines.

## LAND USES

Precinct 1 has a variety of land uses including light industrial, commercial, retail and residential. It is envisaged that a significant number of residential opportunities can be developed on the publicly owned land along Buitengracht Street. The main focus should be on providing affordable housing which the families of Bo-Kaap will have access to; addressing the issue of gentrification and displacement. These developments must also provide retail/commercial opportunities on the ground and lower levels to promote a

vibrant and active street life. Table 2 indicates the potential yields (residential units, retail and office GLA) achievable within the proposed height guidelines for these sites.

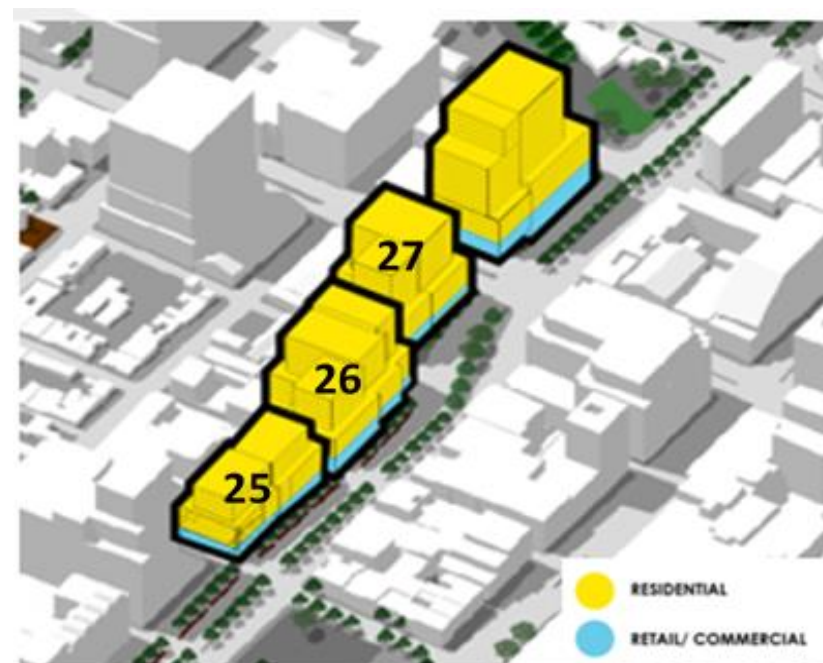


Figure 25: Underutilised sites along Buitengracht Street - Potential yields

Block	Retail GLA	Office GLA	Residential Units
25	400	1 800	95
26	1 100	3 600	200
27	1 000	2 900	250
Total	2 500	8 300	545

Table 2: Potential yields (residential units, retail and office GLA)



## 5.2. PRECINCT 2

A precinct containing development with various and distinct architectural styles. Relatively high conduit movement routes are located within the precinct. These include Wale, Rose and Chiappini Street. The urban fabric within the precinct is predominantly of a low-rise residential nature.

Eastern portion (east of Leeuwen Street): Developed in the year 1862 and is the oldest part of Bo-Kaap. This area has the greatest concentration of pre-1840 architecture (pre-Victorian) in South Africa, with a distinct 18th and early 19th century Cape Townscape quality, making it of paramount importance to manage well.

Western portion (west of Leeuwen Street): Generally low-rise residential fabric. The area was commonly known as Schoonekloof after the 19th century market garden and homestead which was built during the period 1862 to the turn of the century. The architectural character is predominantly Victorian.

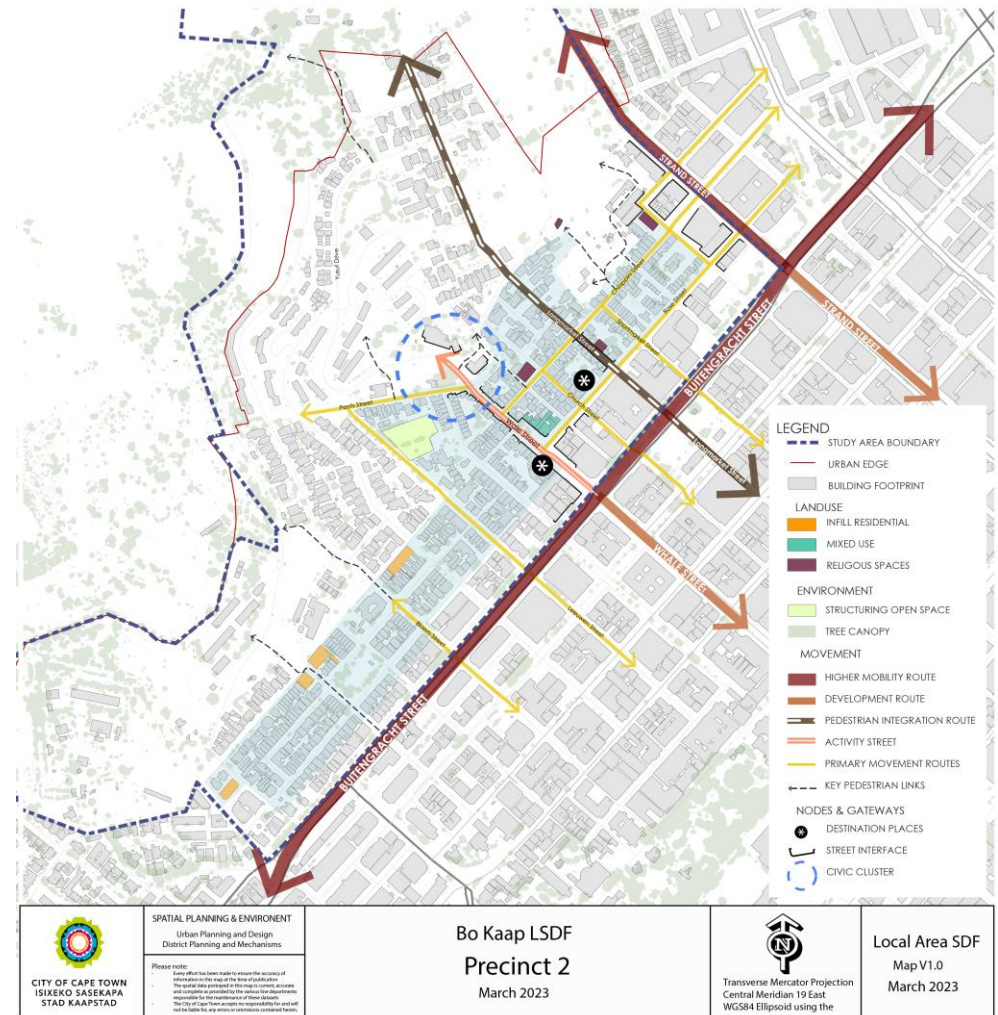


Figure 26: Precinct 2

## GENERAL GUIDELINES:

1. Acknowledge the built heritage of the area and historic remnants where possible:
  - a. Development should be consistent with the existing architectural form, scale and building mass.
2. Enhance and retain, where appropriate, the existing public facilities and optimise their use.
3. Create a more pedestrian friendly environment by implementing traffic calming measures such as zebra crossings, speed humps and signage at pinch crossings and around public facilities.
4. Protect and upgrade damaged cobbled roads in order to maintain the character of the area and preserve its heritage significance.
5. Support the establishment of consolidated tourism routes.
6. Ensure safety and clear orientation along tourism routes within the precinct through signage, lighting and wayfinding mechanisms.
7. Enhance the historical link between District Six and Signal Hill/ Bo-Kaap along Longmarket Street.
8. Allow flexibility for properties on the western edge (between Carisbrook & Whitford Street) to permit appropriate mixed-use development.
9. Promote appropriate residential infill development on vacant and underutilised land.

## WALE STREET DESIGN STRATEGIES

Wale Street functions as the gateway condition to the Bo-Kaap. Unorganised and with a wide road width, it is often used as an alternative route to Buitengracht or as cheap parking close to the CBD. It receives traffic passing through, with haphazard parking and lacks pedestrian safety. It also serves as a gathering space during events when the street is blocked off. Some design strategies for consideration is as follows:

1. Create a shared street that unifies the space through surface treatment.
2. Prioritise pedestrian continuity and accessibility, consolidate pedestrian spaces at corners, crossings and spill-out spaces.
3. Assess, organise and consolidate parking. Parking for stores and residents should be prioritised.
4. Possible vehicular road narrowing along the length of Wale Street. Road to be two lanes with generous sidewalks.
5. Separation of drive isle and sidewalk through bollards, street furniture and paving/curb line.
6. Curves in road can help with traffic calming.
7. Paving, street furniture, bollards, tree planting and signage need to create an aesthetically cohesive space that functions as a square and gathering space, rather than a road.

## ROSE STREET DESIGN STRATEGIES

Rose Street currently has two-way traffic with parallel parking on either side and relatively narrow, but continuous sidewalks. The road is in need of traffic calming measures to create a more pedestrian friendly environment.

1. Prioritise pedestrian continuity and accessibility for all.
2. Prioritise consolidated pedestrian spaces at corners with raised intersections, paved intersections, crossings and spill-out spaces.
3. Create space for bump outs on corners, as well as tree planting along the southern side of the street, by organising and consolidating parking.
4. Parking for stores and residents should be prioritised.
5. Strengthen the pedestrian link from Longmarket Street and between Longmarket Street and Wale Street.



Figure 27: Design proposal for Wale and Rose Street - extract from Draft Bo-Kaap TDF

## STABLES SITE DESIGN STRATEGIES

The Stable Site, located a block away from Wale Street, provides a gateway into a communal courtyard owned by the City of Cape Town. The site historically housed horse stables. The northern section of the courtyard is currently used as a communal garden for residents, while the southern portion on Rose Street is used as parking for residents and is currently gated. The adjacent building serves as a gathering space for organisations.

1. The narrow street frontage of the Stables Site lends itself to small-scale activity and retail entering from the street.
2. Any future use of site should take careful consideration of possible impacts on the existing residential environment within the courtyard space.
3. Active use along the street frontage and ground floor is encouraged.

## LAND USES

Residential uses which complement the existing fabric is envisaged for the western portion of the precinct. Other appropriate uses within this portion could include recreational, small-scale home businesses and mixed use development where appropriate. The eastern portion of the precinct, due to the presence of significant routes (i.e. Wale, Rose, Longmarket and Chiappini Street), can accommodate a mix of land uses. In terms of the Stable Site, potential land uses may include a small-scale educational / training facility or market space. These uses should provide an active and vibrant street life whilst taking into account the surrounding residential environment.



### 5.3. PRECINCT 3

The Special Areas precinct is broken down into two portions:

Special Area A (Quarry sites) - located along the northern-eastern edge of Bo-Kaap, this area is made up of three quarry sites; The Strand Street Quarry, The Prayer Quarry & the Wash House Quarry. All three quarries are linked to the arrival of Muslim enslaved people in the Cape and have significant heritage value, especially in relation to the proximity of the Bo-Kaap neighbourhood. This area also includes the Tana Baru Cemetery, which translates to "new ground". The cemetery is located at the top of a large tract of land above the quarry walls and is the site of a significant Muslim burial ground.

Special Area B - the historic Magazine Site, bordered by Military Road to the south-east, Tamboerskloof to the west and Signal Hill to the north. The site is currently underdeveloped and measures approximately 81635m<sup>2</sup> in extent.

These special areas present numerous opportunities for residential development, recreational opportunities, tourism activities and heritage and cultural amenities.

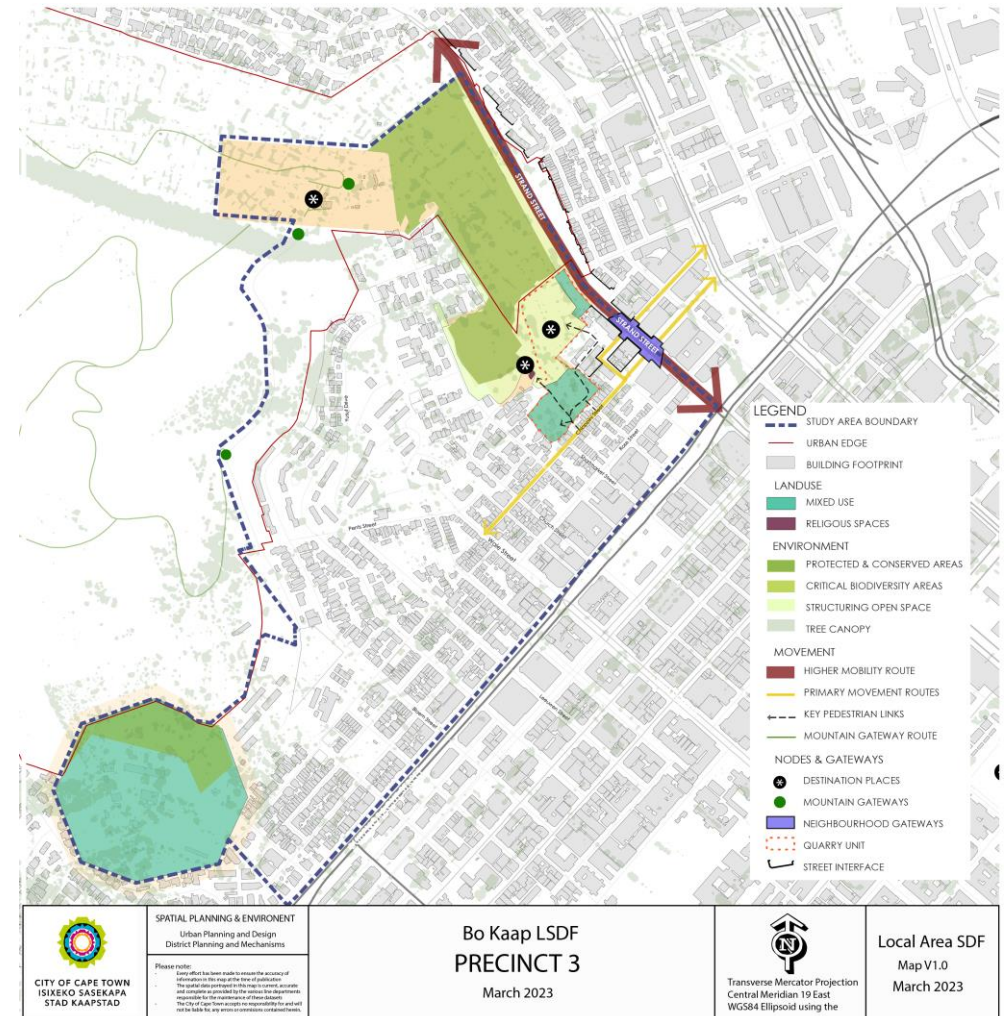


Figure 28: Precinct 3





Figure 29: Magazine Site



Figure 30: Quarry Areas and the Tana Baru Cemetery

### DEVELOPMENT GUIDELINES

1. Support residential opportunities within the Magazine, Prayer and Wash House quarry sites'.
2. Provision to be made for existing residents when considering the redevelopment of the Magazine site.
3. Protect mountain interfaces and biodiversity significances on these sites.

4. An element of integration is important when developing the Magazine site in order to spatially integrate Bo-Kaap and Tamboerskloof, open spaces and road links. The integration of the built fabric should be demonstrated in the future development of the site.
5. Reinforce a link between the three quarry sites in order to create a quarry 'unit' which encourages pedestrian movement and a vibrant public realm. This unit should be multi-functional in use.
6. Development should activate the edges along the quarry sites and provide passive surveillance onto potential recreational spaces.
7. Access to the quarry sites should primarily focus on pedestrians with limited vehicular access.
8. Create strong visual and physical links to the quarry sites for pedestrian movement by emphasising and investing into the public realm. This should include a focus on strategic urban design practices which increases the sense of place.
9. Any development or use within any of the three quarry areas must not restrict or impact on the views of the quarry rock faces.
10. For any development activity application, including for any change of use, the City may require:
  - a. A heritage impact study which must comprehensively assess heritage impact be it physical, sub-surface, social or visual impact. The City may require that such heritage impact assessment be undertaken by a suitably qualified heritage practitioner.
  - b. A SDP which must demonstrate the following with sufficient detail: (i) appropriate scale and design of the proposed development in relation to the existing character and heritage significance of the heritage sites formally declared in terms of the National Heritage Resources Act (NHRA) and the broader area; (ii) the visual impact of the proposed building mass; and (iii) impact on the bio-physical environment, natural features and skyline.

- c. A landscape plan, prepared by a registered landscape architect, with sufficient detail to the satisfaction of the City.
- 11. Redevelopment must not detract from the cultural, heritage and spiritual significance of the Tanu Baru.
- 12. Support appropriate tourist related activities such as coffee shops, museums, arts and crafts on the Tana Baru Site and the Noon Gun.
- 13. Fast track basic service delivery such as water and sanitation at the Tana Baru in order to unlock its potential as a destination point.
- 14. Enhance the historical link between District Six and Signal Hill/ Bo-Kaap along Longmarket Street.
- 15. Protection from wild-fire at the interface of Signal Hill to be considered in consultation with Table Mountain National Park.

#### LAND USES

This precinct consists of a number of significant sites which hold rich historical and cultural value. The sites are, however, underutilised. Possible land uses are as follows:

##### The three quarry sites:

The Prayer Quarry is envisaged to serve as a congregational space. Attention needs to be given to the symbolic value of the courtyard in order to allow users to gather. Other possible uses could entail a religious institution along the edge of the site. Infill building development will be supported to hold the edge of the courtyard and provide an active interface at the entrance of the quarry.

The Wash House Quarry could accommodate small educational institutions such as an ECD as well as other community facilities. Residential uses (along the edge) is also worth exploring in order to hold the edge and activate the entrance of the site.

The Strand Quarry has the potential to serve as a multi-functional community facility with the provision of mixed use development along the edges.

##### Tana Baru Cemetery:

The Tana Baru is a sacred space which contributes to the narrative of Bo-Kaap. The space can be supported and further developed as a garden of remembrance. Small-scale business eatery uses, such as a café, will also be supported where appropriate.

##### The Magazine Site:

This site, due to its size, has the potential to serve a wide range of residential opportunities. Provision should also be made for recreational spaces and green links across and within the site, to provide open space which serve Bo-Kaap and surrounding communities.

## 5.4. PRECINCT 4

The precinct is broken down into two portions:

A) The Stadzicht portion is a mix between Victorian and more modern insertions. The upper part of Longmarket Street has a number of modern buildings. This area also contains majority of the privately owned vacant land in the area that has been identified for residential infill development.

B) The Upper Schoonekloof portion is a more modern extension of the Schoonekloof area and referred to as Upper Schoonekloof. The area has similar characteristics as Stadzicht in terms of the modern architectural style. This portion has large publicly owned vacant land identified for medium density residential develop with a focus on providing affordable housing.

The precinct is predominantly low-density residential in nature. The existing development can be characterised as being more modern in design compared to its surrounding counterparts.

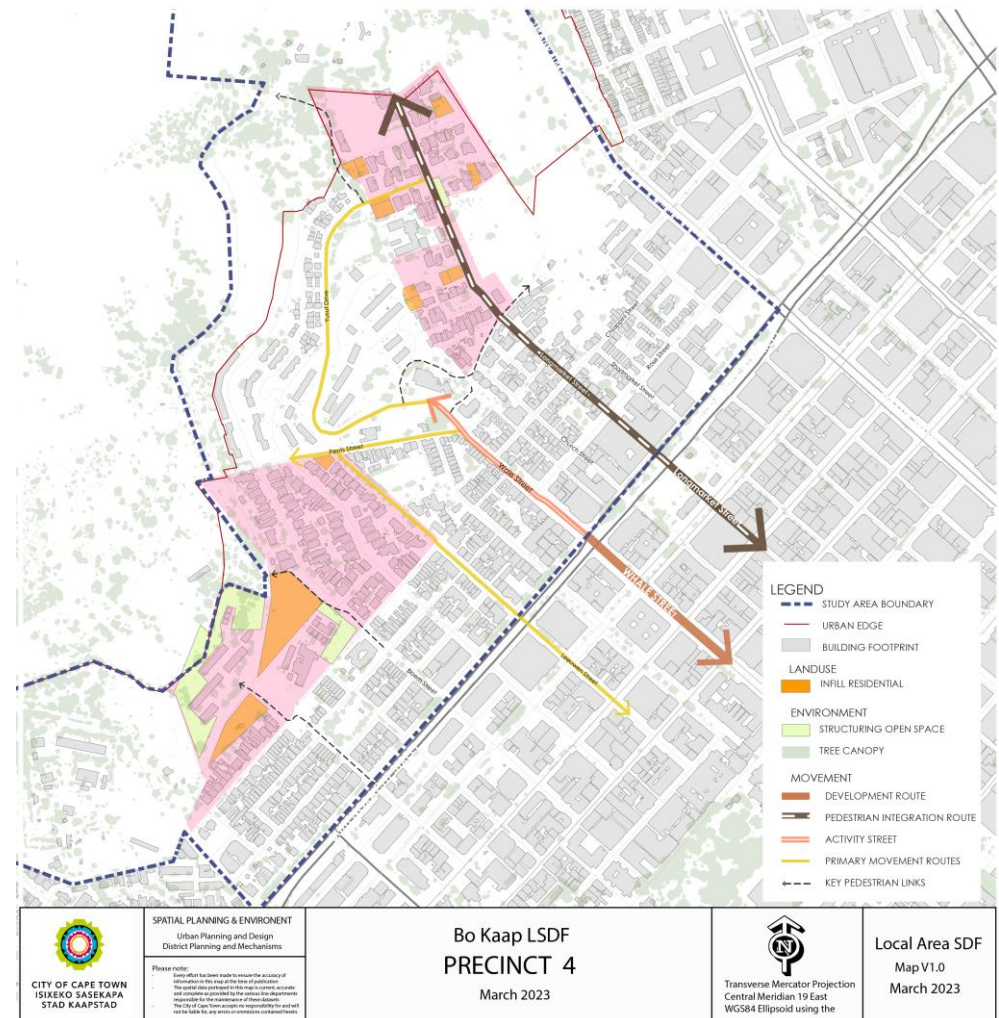


Figure 31: Precinct 4

## DEVELOPMENT GUIDELINES

1. Acknowledge the built heritage of the area and historic remnants where possible.
  - a) Development should take cognisance of the existing architectural form, scale and building mass.
2. Retain and enhance existing public facilities and optimise its use.
3. Promote appropriate residential infill development on vacant land.
4. Support medium density residential development on Erf 2967 with emphasis on publicly assisted housing.
5. Development should protect the scenic qualities of Military Drive.
6. Ensure safety and pedestrian friendly environments particularly close to schools and pedestrian movement systems.
7. Promote Longmarket as a major pedestrian link which connect residents of Bo-Kaap to the greater CBD.
  - a) Support pedestrian permeability along this route through improved sidewalks and street lighting.
8. Buildings must be oriented according to the natural contours.
9. Investigate opportunities for the rationalisation of the open space and support its use for community gardening.
10. Protection from wild-fire at the interface of Signal Hill to be considered in consultation with Table Mountain National Park.

## LAND USES

Future development should be compatible with the existing residential environment. Support unobtrusive low-key land uses which do not detract from the character of the area.



## 5.4. PRECINCT 5

Referred to as the old Schotsekloof, this precinct is characterised by the 1940s social housing model for the then government, made up predominantly of three / four storey walk ups and single storey row units, interspersed with green spaces. It is very different in development pattern and form compared to the rest of Bo-Kaap and is very visible on the slope of the Lion's rump.

This area is currently overcrowded with limited land available for residential development. The lack of maintenance in this area has also seen degradation of open spaces and public facilities.

The plan attempts to revitalise the area with special emphasis on the nodal area at the intersection of Wale Street and Yusuf Drive. A number of projects are proposed as part of the Implementation Plan to create an integrated and multifunctional space that is safe and pedestrian friendly.

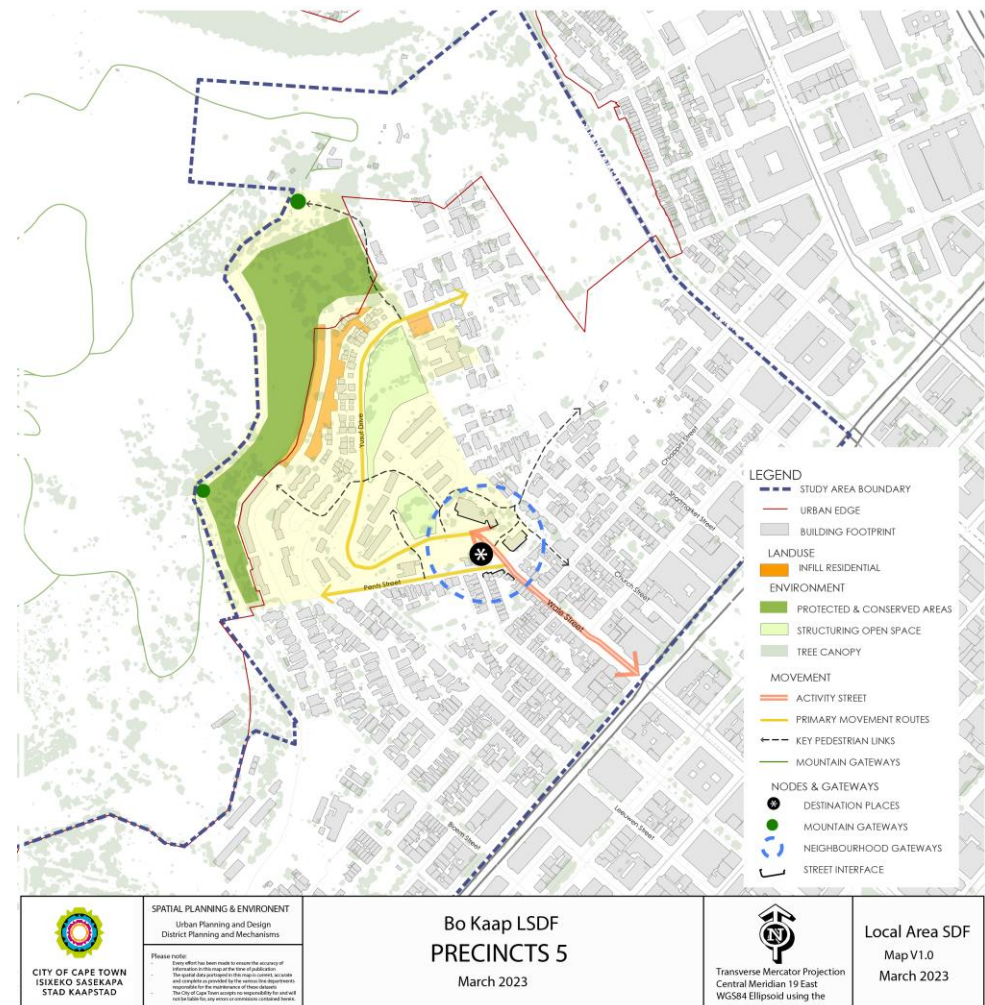


Figure 32: Precinct 5

## DEVELOPMENT GUIDELINES

1. Support the development of underutilised and vacant land parcels with special emphasis on affordable housing.
2. The land units between Upper Bloem Street and Military Road is ideally suited for residential infill to accommodate overcrowding in Bo-Kaap.
3. For the land units between Upper Bloem Street and Military Road, no point on the facade of any building shall be more than 7.5 meters or two storeys above the level of the ground abutting the facade immediately below such point on the Military Road side of the facade.
4. Investigate opportunities for the rationalisation of the open space and support its use for community gardening.
5. Retain and upgrade a variation of open spaces in the area.
6. Development should protect the scenic qualities of Military Drive.
7. Enhance the existing pedestrian links and stairways.
8. Provide sufficient open space and a wide range of social amenities particularly in areas of higher residential density.
9. Cluster new facilities within the civic node and provide multipurpose facilities where possible.
10. Support the redevelopment of the Civic Centre to respond appropriately to its surroundings.
11. Retain and enhance existing public facilities and optimise its use.
12. Ensure safe pedestrian friendly environment particularly within the civic node.
13. Development applications must demonstrate consideration of the following:
  - a) Scale and design
  - b) Impact on surrounding properties
  - c) Visual impact
  - d) Pedestrian routes and open space
  - e) The interrelationship between different components of the development and the site topography
  - f) Table Mountain National Park as a visual backdrop.
14. Buildings must be oriented according to the natural contours.
15. No building footprints larger than that of the average footprint of existing apartment blocks in the precinct will be permitted unless sufficiently fragmented by means of ground level pedestrian thoroughfares and vertically articulated to visually break up the massing.
16. Protection from wild-fire at the interface of Signal Hill to be considered in consultation with Table Mountain National Park.

## LAND USES

Provision is made for residential uses structured around pockets of public spaces. A primary focus is to retain the residential character of the area and to provide affordable residential housing for residents of Bo-Kaap. The public spaces within this precinct should be enhanced in order to create a safe and vibrant precinct.

## 6. References: Related Policies

As alluded to in section 2.1.1, the LSDF is developed within the context of a range of spatial and strategic policy informants that give guidance to development in Bo-Kaap. The following list depicts a comprehensive overview of the various informant reports and strategic policies that was used in the formulation of the LSDF:

- Table Bay District Plan (2023)
- Cape Town Municipal Spatial Development Framework (2023)
- Cape Town Densification Policy (2012)
- Draft Bo-Kaap Revitalisation Framework
- Tall Buildings Policy (2013)
- Urban Design Policy (2013)
- Table Mountain National Park Conservation Development Framework
- Signal Hill & Lion's Head Development and Management Guidelines Report
- Veld Fire Related Planning Guidelines (2004)
- National Development Plan (2030)
- Western Cape Provincial Spatial Development Framework, WC PSDF (2014)
- National Environmental Management Act (NEMA)
- National Heritage Act
- Municipal Planning By-Law (MPBL, 2015)
- Integrated Development Plan (IDP, 2022)
- Transit Orientated Development Strategic Framework (TODSF)