

---

Project Name:

## Oude Molen Precinct (OMP)

Report Title:

Urban Design Report  
Preferred Alternative 2025

---

Prepared by:

SVA International  
AJ Mentz (Urban Designer)

Client Name:

Directorate: Special Projects  
Dept. of Infrastructure, WCG

Client Contact person:

Amozelle Lambrechts (PM)

Date:

October 2025

Rev:

Rev05



## TABLE OF CONTENTS

Chapter	Description	Page
<b>1</b>	<b>The Oude Molen Precinct Study Area</b>	<b>5</b>
	1.1 Site	5
<b>2</b>	<b>Locality and Context</b>	<b>6</b>
	2.1 OMP Site Description	6
	2.2 Site Locality Maps	6
	2.3 Surrounding Urban Form and Character	11
	2.4 Zoning	15
	2.5 Current Uses and Functions	16
	2.6 Precinct Photographic Character Survey	18
<b>3</b>	<b>Historic Spatial Design Informants</b>	<b>49</b>
	3.1 Summary of “historic” OMP Design Informants and Desired Outcomes from the TWO RIVERS LSDF	49
<b>4</b>	<b>Spatial Urban Design Informants</b>	<b>53</b>
	4.1 Site Analysis Informants	53
	4.2 Spatial Informants	54
	4.3 Public Engagement Design Informants	67
	4.4 Other Contextual Informants	68
<b>5</b>	<b>Vision Statement – OMP Precinct Plan</b>	<b>70</b>
<b>6</b>	<b>Buildings to be Retained or Demolished</b>	<b>71</b>
	6.1 Key Plan: Demolished Buildings vs. Retained Buildings	71
	6.2 Aerial Image of Retained Buildings	72
	6.3 Diagram from “Building Assessment Report, 2023”	72
<b>7</b>	<b>Development Opportunities and Inspirations</b>	<b>73</b>
	7.1 Considering Current Urban Design Best-Practice	73
	7.2 Considering the Beneficiation of Current Users and Functions	75
	7.3 Re-Development Concepts, Ideas and Precedent Images	76
<b>8</b>	<b>Desired Urban Design Outcomes</b>	<b>83</b>
	8.1 Create places for people	83
	8.2 Exploit the uniqueness of place and the potential of the pre-existing	85
	8.3 Facilitate flow / Permeability / Connectedness / Continuity of connections	85
	8.4 Respond to the adjacent / Contribute to the whole / Integrate and design the boundary / Look out not in.	86
	8.5 Create the public spatial frame / Allow incremental private development over time	88
	8.6 Adaptable street blocks and building mass to accommodate change in use over time	89
	8.7 Compactness and appropriate placement of development density	92
	8.8 Mitigate the visual impact of parking / Design for future car use	93
	8.9 Mixed use	95
	8.10 Walkability and complete streets	97
	8.11 Frame unique views and place foreground buildings and landmarks / Promote legibility	99

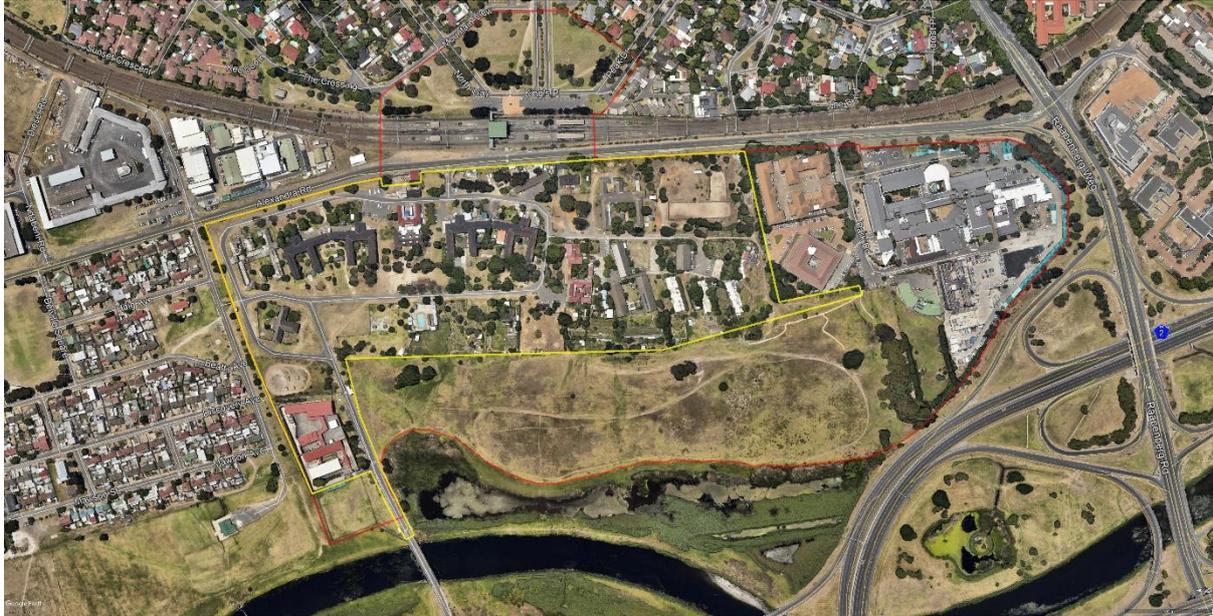
8.12	Define Fronts, Sides and Backs / Design Thresholds between Public and Private Space	101
8.13	Activate the ground floor interface / Enforce greater height at ground floor	106
8.14	Design for passive surveillance / Promote CDTED to support safe places	107
8.15	Hierarchy of hard and soft public open spaces between buildings	109
8.16	WSUD Principles and Stormwater Management	112
8.17	Establish character zones and concentrate energy / Desire lines and anchors	113
8.18	Cluster public facilities to promote multi-use, and resilience	113
8.19	Architectural richness and variety through vertical articulation	114
8.20	Promote difference and diversity / Design to accommodate personalisation and identity	117
8.21	Summary	117
8.22	References	118
<b>9</b>	<b>OMP Precinct Plan – Preferred Alternative</b>	<b>119</b>
9.1	Layout Plans	119
9.2	Development Schedule with Building Use – Preferred Alternative	127
9.3	3D Massing Views with Building Use	128
9.4	3D Massing Views of Preferred Alternative	130
<b>10</b>	<b>Response to Heritage Design Indicators</b>	<b>143</b>
<b>11</b>	<b>3D Views of Preferred Alternative for VIA</b>	<b>162</b>
11.1	Key Plan	162
11.2	Views A to F of Proposed Massing	163
<b>12</b>	<b>3D Physical Model</b>	<b>169</b>
<b>13</b>	<b>Response to the CoCT Urban Design Policy 2024</b>	<b>179</b>
13.1	OBJECTIVE 1: Ensure legible spatial structure	179
13.2	OBJECTIVE 2: Create good quality open space through placemaking	182
13.3	OBJECTIVE 3: Contribute to the creation of healthy and safe communities	185
13.4	OBJECTIVE 4: Design streets as positive public space	188
13.5	OBJECTIVE 5: Promote intensity, diversity and adaptability of uses	191
13.6	OBJECTIVE 6: Ensure positive interfaces onto the public realm	193
13.7	OBJECTIVE 7: Provide support to sites of informality	195
13.8	OBJECTIVE 8: Value and enhance green open spaces	196
13.9	OBJECTIVE 9: Respond to the character and identity of an area	197
<b>14</b>	<b>Summary</b>	<b>199</b>

# 1 The Oude Molen Precinct Study Area

## 1.1 Site

### 1.1.1 Description

The below inserted aerial imagery indicates the current spatial condition of the OMP Study Area.



Plan view of the status quo Oude Molen Precinct



Aerial perspective view of the status quo Oude Molen Precinct

## 2 Locality and Context

### 2.1 OMP Site Description

The Oude Molen property is located to the north of The Park and Park Lane office complexes which themselves lie to the immediate north of the Vincent Pallotti hospital. It lies to the east of Alexandra Road and adjacent Rail Line and Pinelands railway station. The northern boundary is formed by Perseverance Road and Maitland Garden Village and to the West of the site is a City of Cape Town property (remainder erf 26440) and the Black River.

The property is extremely well connected via Alexandra Road to the N2 and M5 to the south, and via Berkley Road and the Black River Parkway to the N1 to the north. In addition, the Pinelands Station to the immediate east of the property ties this site directly into the metropolitan rail network.

### 2.2 Site Locality Maps

#### 2.2.1 OMP in Metropolitan Location

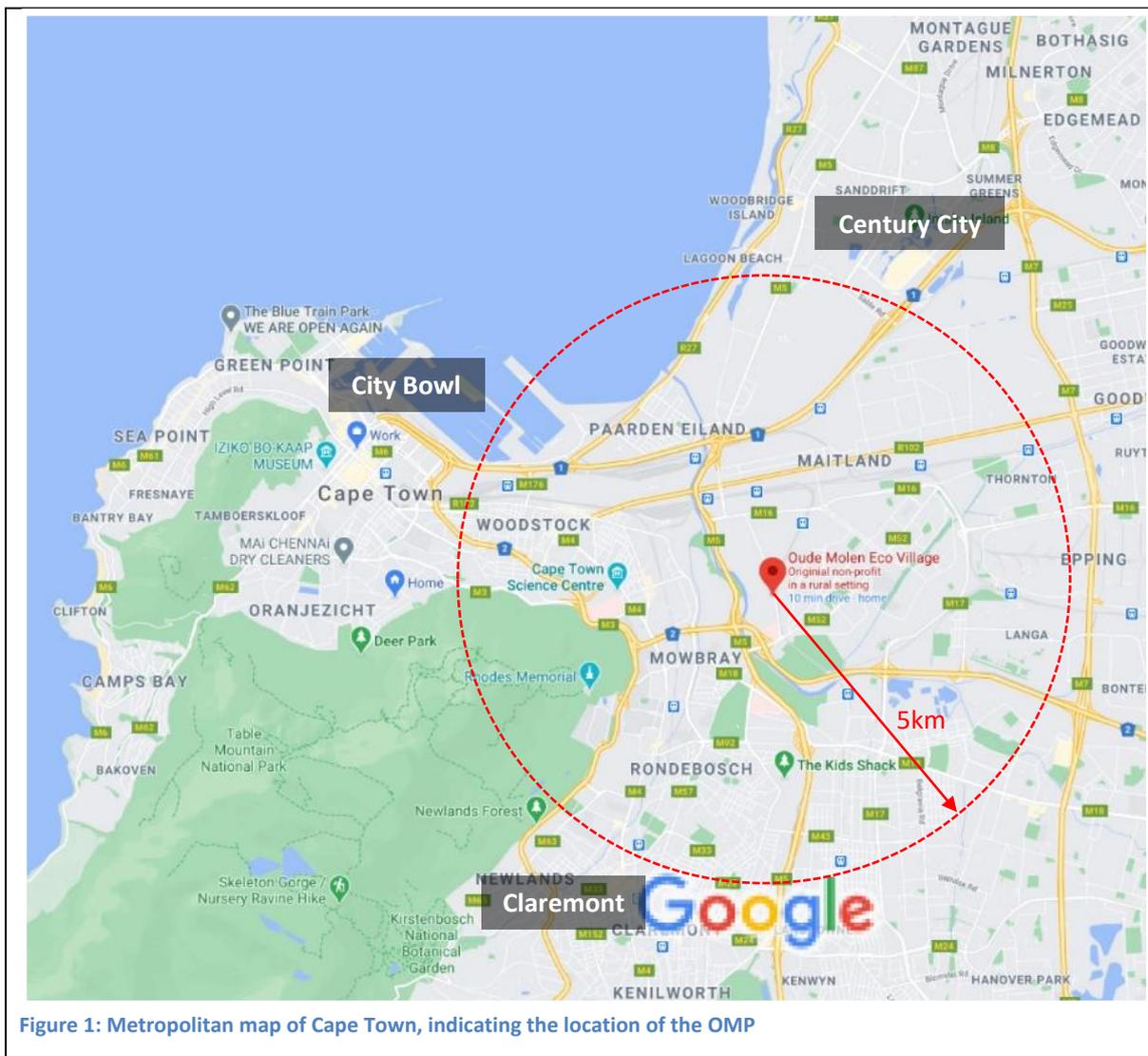


Figure 1: Metropolitan map of Cape Town, indicating the location of the OMP

### 2.2.2 OMP in Two Rivers Urban Park LSDF Location

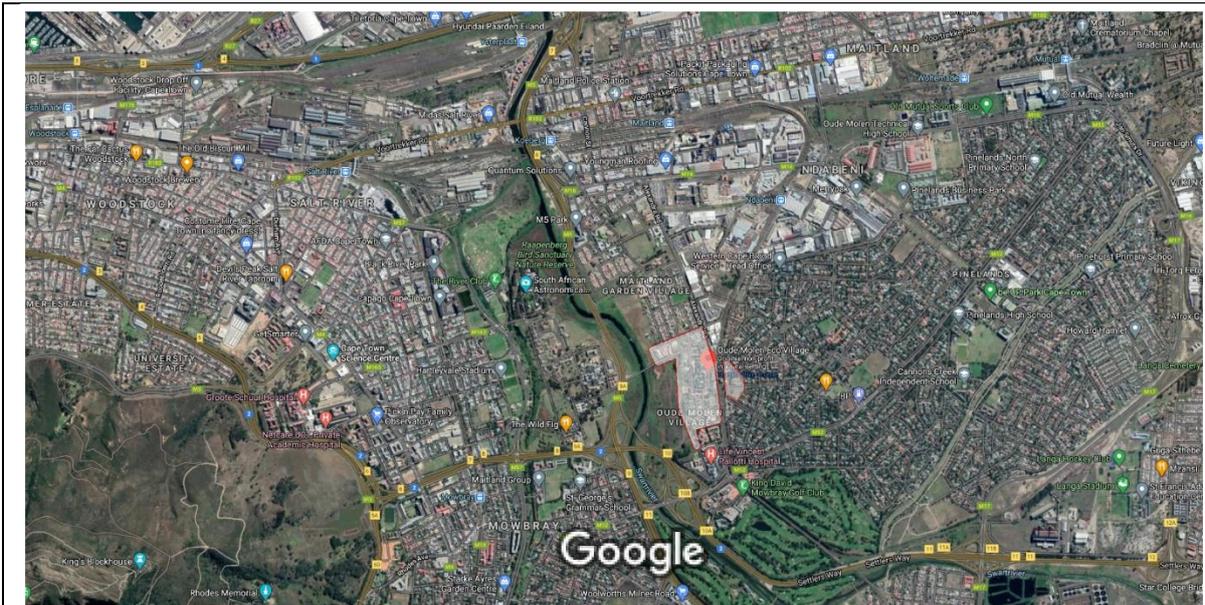


Figure 2: Google Earth aerial, placing OMP within the TRUP SDF context.

### 2.2.3 OMP Site Location within Surrounding Neighbourhoods

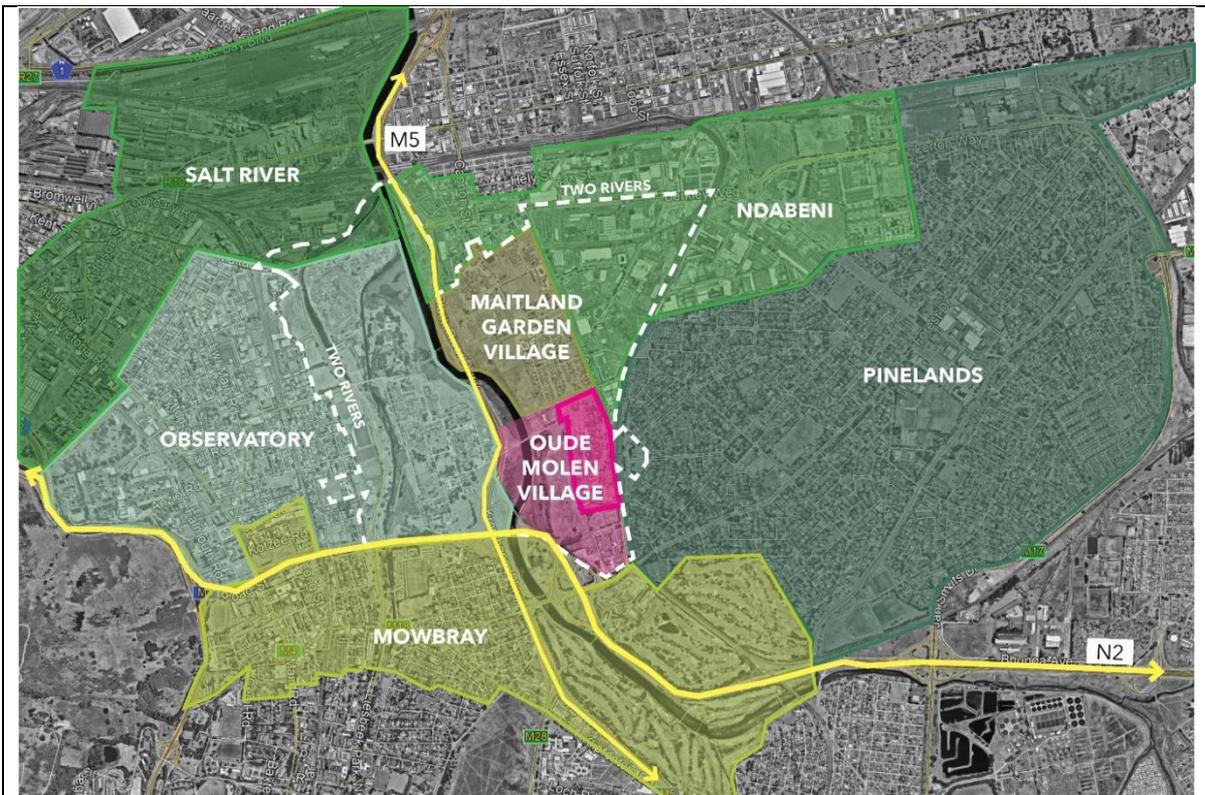


Figure 3: OMP within the surrounding neighbourhoods, indicating the N2 and M5 routes.

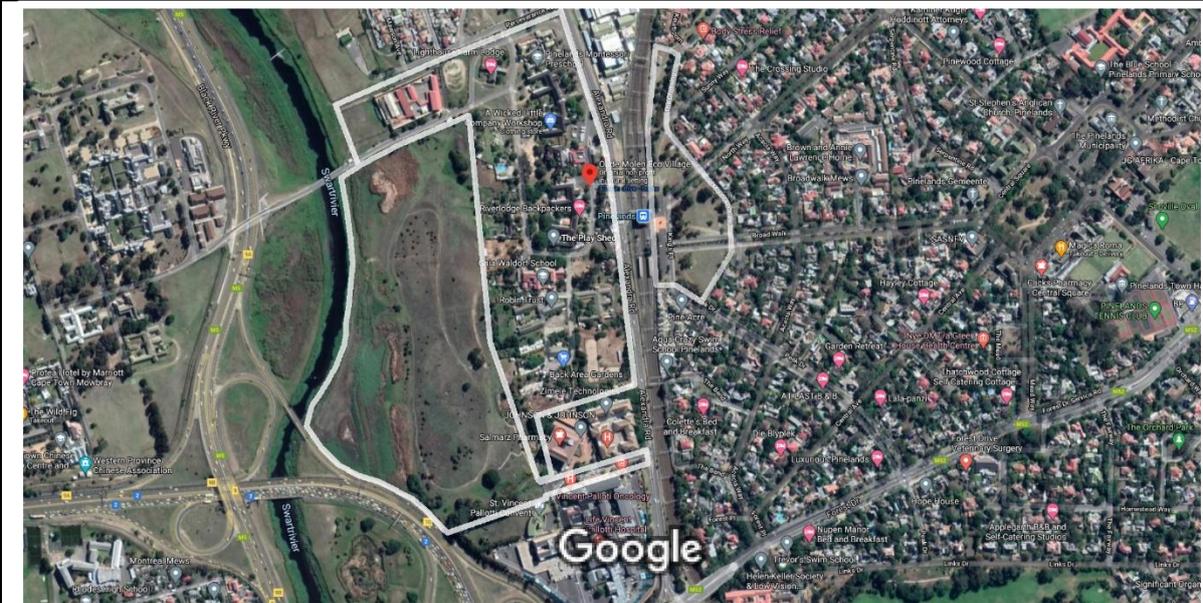


Figure 4: Outline of the OMP study area, with immediate adjacencies.

## 2.2.4 Google Earth Aerial Views



Figure 5: Bird's Eye View 01 – From the South East



Figure 6: Bird's Eye View 02 – From the East



Figure 7: Bird's Eye View 03 – From the West



Figure 8: Bird's Eye View 04 - From the South West

## 2.3 Surrounding Urban Form and Character

### 2.3.1 Context of Building Heights



Figure 9: Google Earth aerial view, locating the OMP site within its perceived context of River & Mountain

#### Pinelands

Garden City with mostly single residential free standing properties. Small business and community core. Established trees and landscape. Medium to high income residents. Low rise and low density urban fabric. *Images of Pinelands from Google.*



Ndabeni

Industrial / commercial area with medium density and medium rise urban fabric.  
*Images of Ndabeni from Google.*



Maitland Garden Village

Established low income residential village. Mostly single and semi-detached dwellings per plot. Low rise low density urban fabric. *Images of Maitland Garden Village from Google.*



Valkenberg Psychiatric Hospital

Historic medical facility with prominent buildings. *Images of Valkenberg from Google.*



Mowbray

Established low-medium density residential suburb. With some mixed-use urban core facilities. Medium to high income residents. Adjacent to King David Mowbray Golf Club.  
*Images of Mowbray from Google.*



## 2.4 Zoning

The current zones are extremely restrictive allowing only Utilities and Authority uses and various telecommunication facilities as of right.

### 2.4.1 Primary uses

*Utility service, authority use, rooftop base telecommunication station, freestanding base telecommunication station, minor freestanding base telecommunication station and minor rooftop base telecommunication station*

Uses permitted with consent are not any more appropriate.

### 2.4.2 Consent uses

*Cemetery, informal trading, funeral parlour, crematorium, urban agriculture, airport, wind turbine infrastructure and helicopter landing pad*

The actual zoning for the site will be determined in part by the nature of land release. Should the Province retain the total site and continue to lease this then a single overarching zone with a controlling mechanism such as a Precinct Plan and Site Development Plan for portions within the site would be adequate.

If the site is to be sold off in part or as a whole, then the site would need to be subjected to a subdivision plan with individual sites correctly zoned including public streets and open space in a normal township development process. The individual sites can remain subject to an approved Precinct and Site development Plan (s), but the final outcome results in a different ownership pattern.



Figure 10: Extract from the City of Cape Town Zoning Map

## 2.5 Current Uses and Functions

The extensive “Building Condition Survey” contained in this report under Section 7.12 (ANNEXURE A), should be complimentary to the below diagramme.

A walkabout on the OMP site reveals a diverse range of current uses and functions taking place both inside and outside of buildings. The below graphic groups the dominant uses together in zones, as they function currently on the site:



Figure 11: OMP diagramme indicating key functional zones currently in the village.



Figure 12: OMP aerial photo montage indicating key functional zones currently in the village.



### 2.6.1 Character Zone 01

#### Description:

Located towards the left of the OMP precinct entrance. Good access. Exposure to Alexandra Road. Substantial un-used space and parking area. Ward G building has a strong presence. Large trees at parking area. Flat topography. Excellent development potential of open areas. Strong address value seeing that it is located close to the entrance, as well as opposite the Pinelands Trian Station along Alexandra Road.

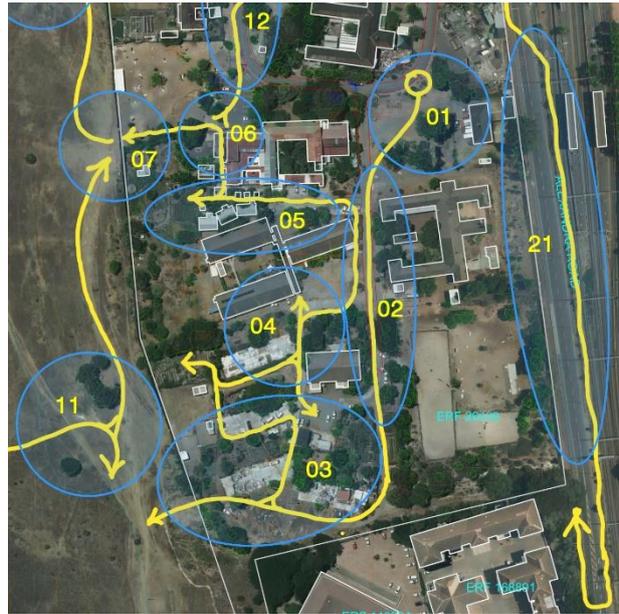


Figure 14



Figure 15



Figure 16



Figure 17

## 2.6.2 Character Zone 02

### Description:

South-eastern parts of the precinct. Exposure to Alexandra Road can be utilised during re-development. Open areas used for parking, playing and horse-riding lessons. School buildings can be re-appropriated. Large trees and shrubs. Urban agriculture activities. Framed views towards Devil's Peak. Flat topography. Very suitable for new infill development. Large open areas can be developed into clusters of new buildings. Framed views should be incorporated into new proposals.

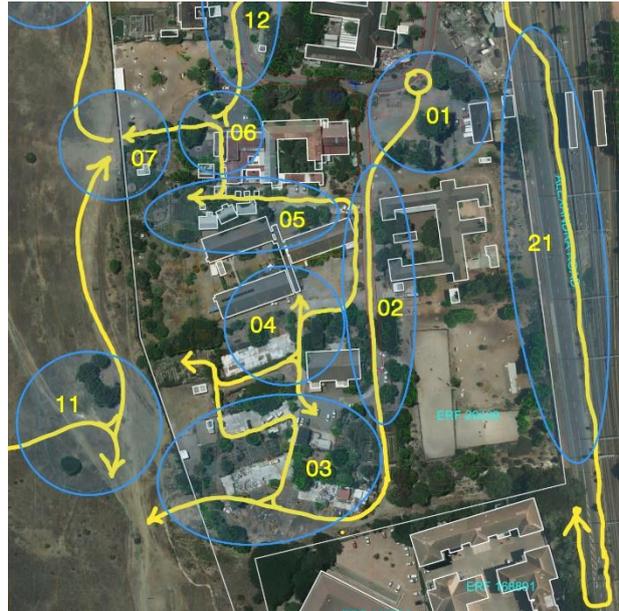


Figure 18



Figure 19



Figure 20



Figure 21



Figure 22



Figure 23



Figure 24



Figure 25



Figure 26



Figure 27

### 2.6.3 Character Zone 03

#### Description:

South parts of the precinct. Characterised by urban agriculture and informal gardening activities. Some informal occupation by people in temporary homes. Large open areas can be well suited for large scale development. Topography is flat. Excellent views towards Devils Peak exists as you move closer towards the West. Horse activities are also located towards the west of this zone, with a magnificent flower garden along the Village boundary.

This zone lends itself to substantial redevelopment, with excellent views at higher built levels towards the river valley and Table Mountain range. Site preparation will be medium. Future development here will fit with the built fabric towards the South of OMP, including the existing offices and healthcare buildings. A possible future access road towards the Vincent Piloti complex, connecting to Alexandra Road via Park Road, should be investigated. Such an access road/street can further enhance the land value of this portion of the OMP.

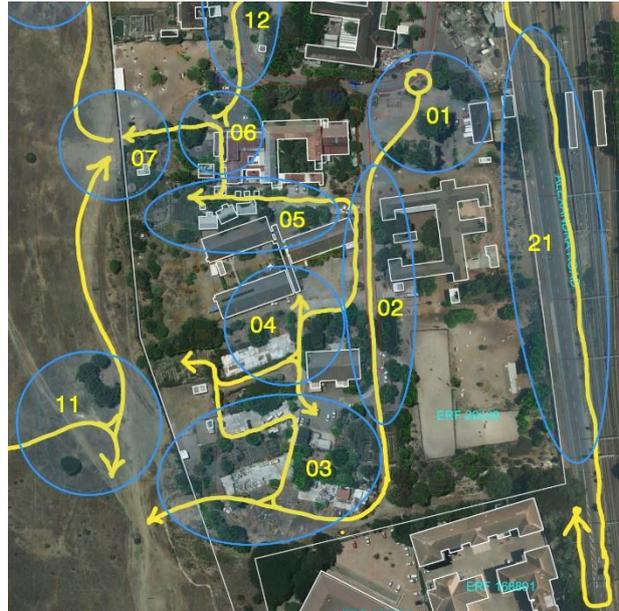


Figure 28



Figure 29



Figure 30



Figure 31



Figure 32



Figure 33



Figure 34



Figure 35



Figure 36



Figure 37



Figure 38



Figure 39



Figure 40



Figure 41



Figure 42



Figure 43



Figure 44



Figure 45



Figure 46



Figure 47



Figure 48



Figure 49

### 2.6.4 Character Zone 04

#### Description:

An area of the site that feels “in-between” and undefined by any specific character-of-place. Concrete surface beds of previous structures remain, and need to be removed for future re-development. The charming OMP Deli and gardens are the main attraction in this area. Some framed views towards Devil’s Peak exists and should inform new development. Topography is flat, and appropriate for new development. At higher levels, new buildings would have exceptional views towards the river valley and the Table Mountain range.

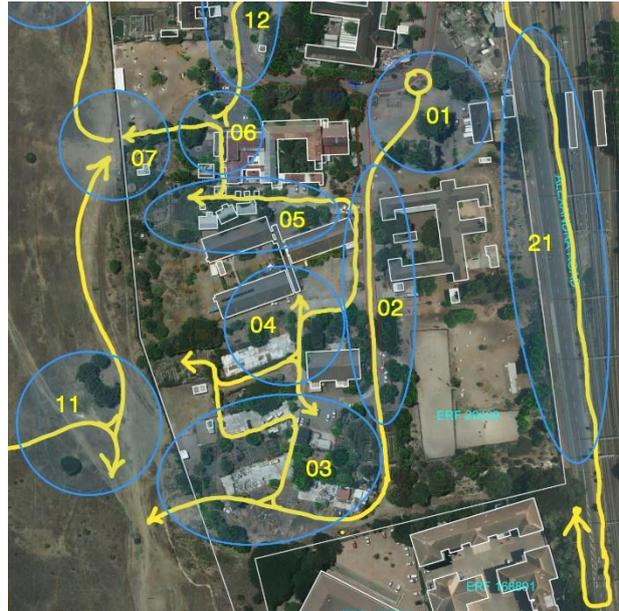


Figure 50



Figure 51



Figure 52



Figure 53





Figure 58



Figure 59

### 2.6.6 Character Zone 06

#### Description:

The Old Homestead dominates this zone in OMP. This important heritage-protected complex is in dire need of restoration and protection. The current coffee shop on the premise has character. The courtyard space West of the Homestead has an enjoyable human-scale, and should be re-interpreted into new design proposals. This spot currently feels like the heart on the Village, and that *genius loci* should be understood and retained.

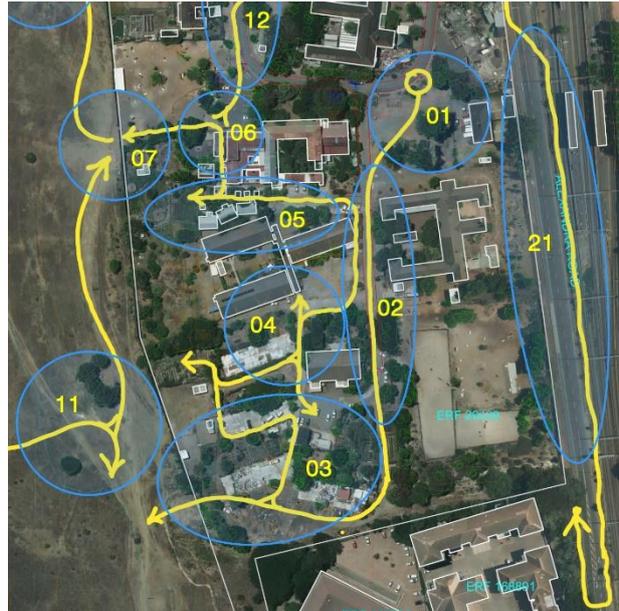


Figure 60



Figure 61

### 2.6.7 Character Zone 07

#### Description:

The current primary link to the POS areas along the Black River, occurs in zone 7. The pedestrian and horse pathway starts at the Homestead, and takes you down towards the fence of the Village, opening up towards the magnificent views of the Table Mountain range and river valley on the west of the OMP. Large established trees frame this route, and should be seen as a structuring element in future design proposals.

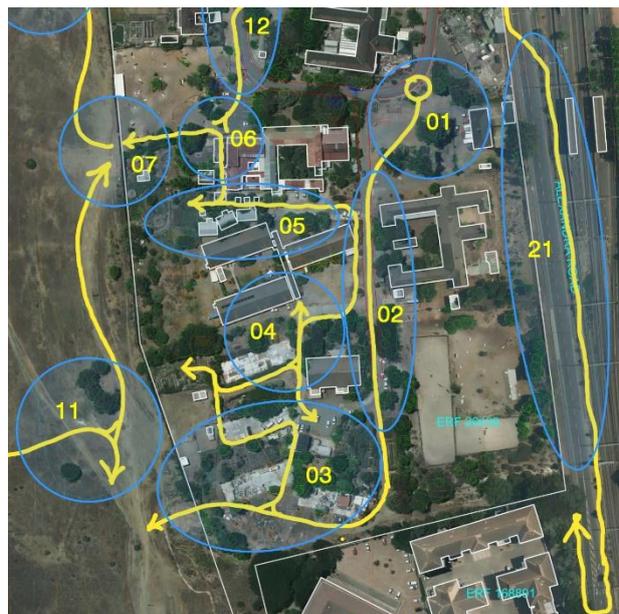




Figure 62



Figure 63



Figure 64



Figure 65



Figure 66



Figure 67

### 2.6.8 Character Zone 08

#### Description:

Walking North along the POS area between the Village and the Black River, reveals excellent views towards landmarks such as CT harbour cranes, silos in Salt River, The Observatory, Valkenberg Hospital, and UCT. Views are dominated by the strong presence of Devil's Peak and the further views towards both Table Mountain Top, the cable car stations, as well as the Table Mountain range stretching towards the southern suburbs. The topography starts to fall steeply towards the river. Few trees, mostly grass landscape towards the river edge. A natural stormwater line occurs in this zone. Pending heritage and ecological constraints, development could be placed in this area.

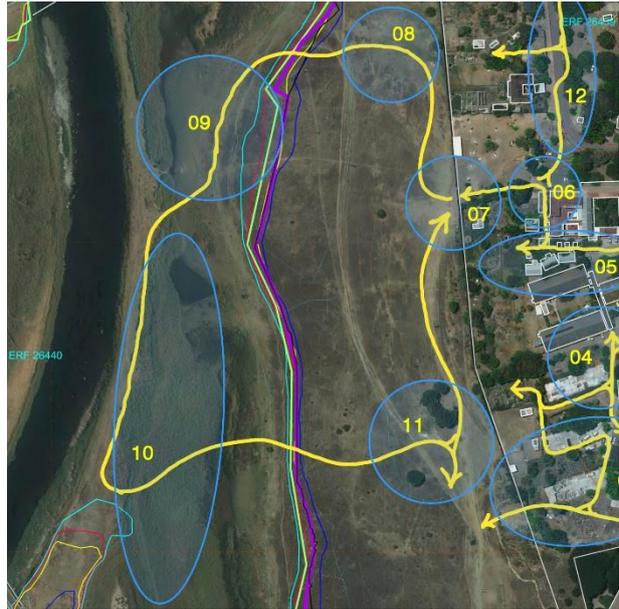


Figure 68



Figure 69



Figure 70



Figure 71

### 2.6.9 Character Zone 09

#### Description:

The edge of the Black River is a very special attribute to the OMP. This area is below the 1:100-year flood line and is undevelopable. However, this water edge should be upgraded and protected, while becoming more accessible to the public and protecting existing bio-diversity.

Views backwards towards the Village, and/or future development, should be informative when placing new buildings. The new skyline of the re-developed Village will have a strong presence on the POS that remains, as well as the POS along the water edge.

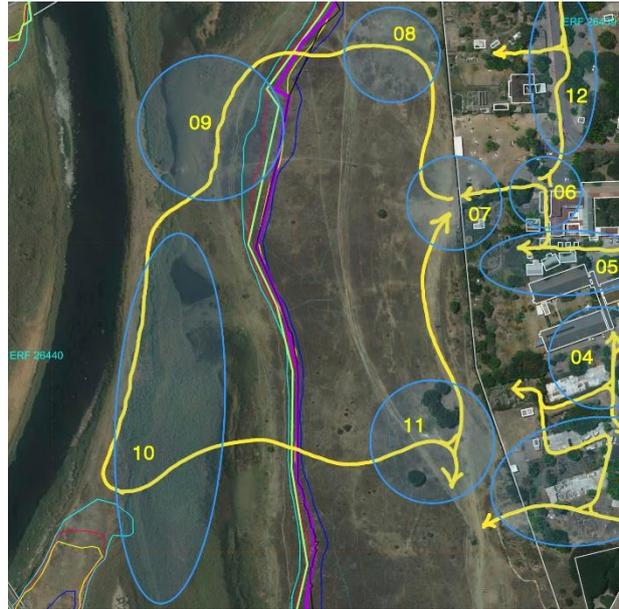


Figure 72



Figure 73



Figure 74

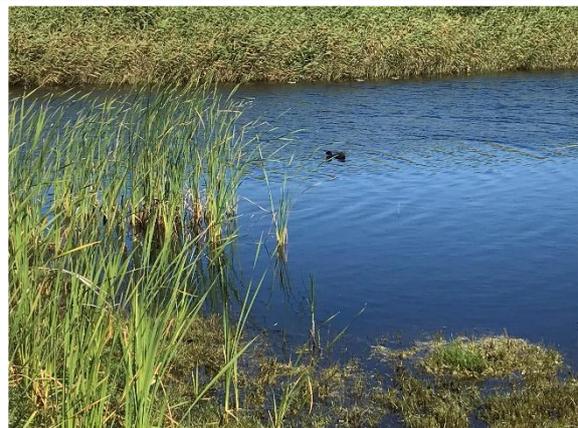


Figure 75



Figure 76



Figure 77



Figure 78



Figure 79



Figure 80



Figure 81

### 2.6.10 Character Zone 10

Description:

As per zone 9, this picturesque water edge is the most valuable amenity of the OMP site. Retaining this unique differentiating character, and enhancing this attribute, should form part of any future development outcome.

This area is below the 1:100-year flood line and is undevelopable. However, this water edge should be upgraded and protected, while becoming more accessible to the public and protecting existing bio-diversity.

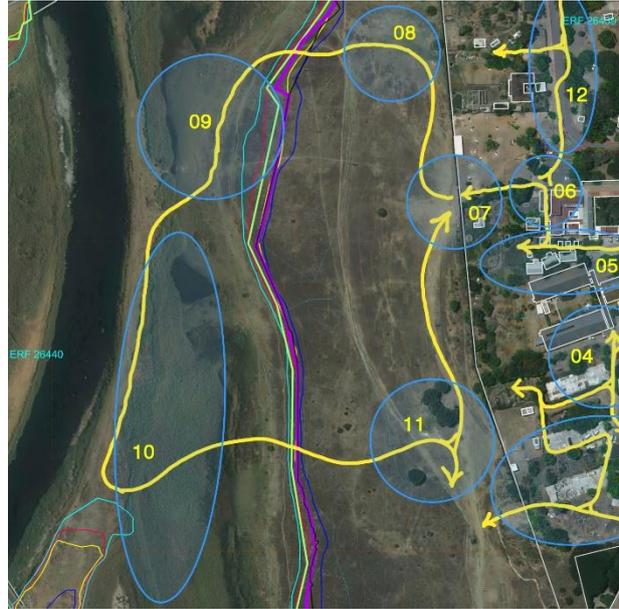


Figure 82



Figure 83



Figure 84



Figure 85

### 2.6.11 Character Zone 11

#### Description:

If there is one spot in the OMP that has a strong sense-of-place, *genius loci*, and holds the defining character of the precinct, it is the clump of trees and sitting-area in zone 11. This pause-area, used by horse riders and related people, captures the relationship between man-nature-mountain-recreation and playing in a unique way. Sitting on a swing, in the calm shade of a mature tree, looking at the ridgeline leading upwards towards the top of Lion's Head, across the greenery and biodiversity of the Black River valley, and still be connected to the opportunities of the city, is a place / event / experience that seldom occurs. It's both a place of contemplation and inspiration.

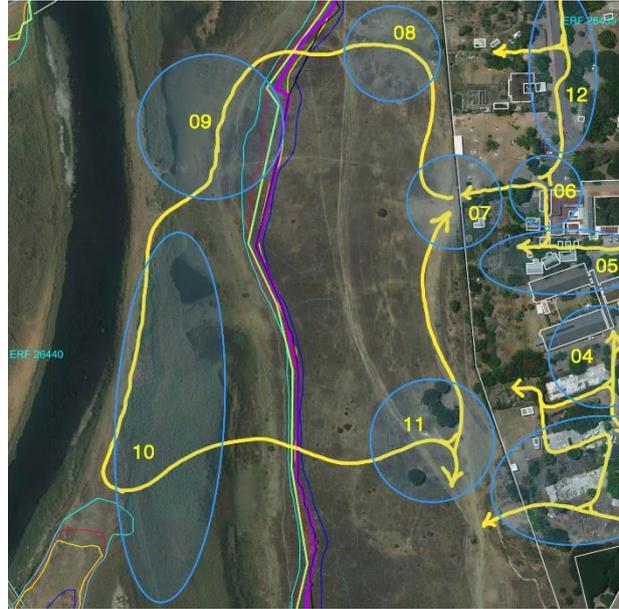


Figure 86



Figure 87



Figure 88



Figure 89



Figure 90



Figure 91

### 2.6.12 Character Zone 12

Description:

Zone 12 starts at the parking area in front of the Old Homestead, and stretches along the tarred road towards the North. This internal street, running along the Western side of the Village, has substantial open land areas on both sides. Large trees frame the street in zone 12, but does not continue into zone 13 and 14, making for an “incomplete” spatial experience of the street. Glimpse views through existing trees towards the West gives character to the street, and should be included into re-development proposals. Re-development on both sides of this street would be possible, pending the heritage and landscape constraints forthcoming from this report.



Figure 92



Figure 93



Figure 94



Figure 95



Figure 96



Figure 97



Figure 98



Figure 99



Figure 100



Figure 101

### 2.6.13 Character Zone 13

Description:

The zone includes the well-maintained public swimming pool and adjoining recreation area. The pool area opens-up your view towards Devil's Peak. Trees along the street-edge creates a strong character along the southern parts of zone 13, but then dissipates, leaving an incomplete street-experience. This could be fixed in future designs. The North of zone 13 feels exposed and "outside" of the Village. The land falls steeply towards the West, creating a topography that can see re-development take advantage of the views resulting from the cascading landscape. Two ward buildings dominate the views North-East.

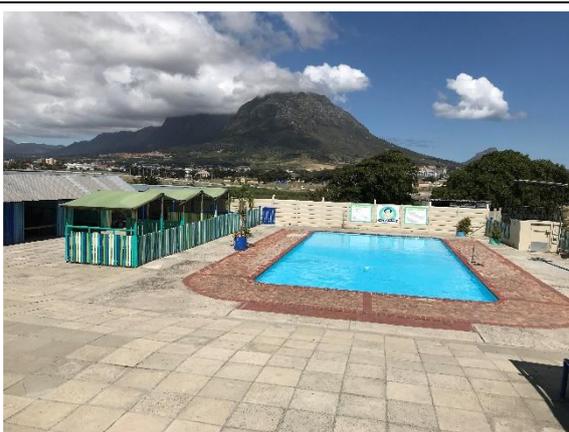


Figure 102



Figure 103



Figure 104



Figure 105



Figure 106



Figure 107

### 2.6.14 Character Zone 14

Description:

Similar to zone 13, the zone feels exposed and less characterful than the southern zones. Less dense tree planting and shrubbery, with more grass and hard surfaces occur. The two ward buildings and the purple guest house building dominate the character of this area. Views from here are expansive, but lack character because they are not framed. Various lost-space land areas can be included in redevelopment and infill projects. This zone also links the Village to the Valkenberg Hospital with a road and bridge across the Black River. The importance of this link should inform future designs and placement of land-uses in the future OMP.





Figure 108



Figure 109



Figure 110



Figure 111



Figure 112



Figure 113



Figure 114



Figure 115



Figure 116



Figure 117



Figure 118



Figure 119

## 2.6.15 Character Zone 15

### Description:

Zone 15 is the Northern-most zone in the OMP. This edge is the interface to Maitland Garden Village, and should be investigated as a connection between the existing and future land-uses. The buildings in this zone is ruined and should be removed. This would create a large pocket of land for re-development. The land is flat. Zones 15 and 16 also has good visual exposure to Alexandra Road, and has a visual connection to the BioVac building across Alexandra Road. If a road connection to Alexandra Road, via Perseverance Road can be established, this section of the OMP would have a very strong address-value due to improved accessibility.



Figure 120



Figure 121



Figure 122



Figure 123

### 2.6.16 Character Zone 16-17

#### Description:

Zone 16 and 17 sits along the Alexandra Road boundary of the OMP, and therefore has very good commercial development prospects. This northern corner of the site has a perceived industrial proclivity, due to the industrial nature of the buildings across Alexandra Road. New development could positively respond to this. If a road connection to Alexandra Road, via Perseverance Road can be established, this section of the OMP would have a very strong address-value due to improved accessibility. Zone 17 is dominated by the two ward buildings. However, a stretch of lost space exists between the road and the actual building facades, and should be considered for infill development.



Figure 124



Figure 125



Figure 126



Figure 127

### 2.6.17 Character Zone 18

Description:

Zone 18 is right to the North of the current access into OMP. The internal road bends away from Alexandra Road in this zone, leaving a developable area onto Alexandra Road. The zone is further characterised by parking and commercial activity. The OMP Security Building has a striking character, and could become a focal landmark in future development. Due to its proximity to the OMP entrance gate, pedestrians cross through zone 18, crossing the OMP site towards the West, and onwards to Valkenberg and other movement anchors.



Figure 128



Figure 129



Figure 130



Figure 131

## 2.6.18 Character Zone 19

### Description

This is the primary access point into the OMP Eco Village. This zone is dominated by movement of cars and pedestrians, security control, and signage.

Currently the arrival experience at the OMP Eco Village is not of a high standard, and future re-development should address this. The Village currently is experienced as a “gated estate”, and does not feel inviting or accessible to visitors.



Figure 132



Figure 133



Figure 134



Figure 135

## 2.6.19 Character Zone 20

### Description

Outside of the main OMP access gate, the intersection with Alexandra Road is non-descript and un-welcoming. The lack of active building interfaces onto Alexandra Road, makes this entrance unattractive and inward looking, rather than outward looking and urban. New development proposals should consider the experience of arriving at the new OMP, and the value of a good address in the property market. Attention should be given to both pedestrians and vehicular access when reconsidering the access points into the future OMP. The pedestrian link to the Pinelands Station should be improved.



Figure 136



Figure 137



Figure 138



Figure 139

## 2.6.20 Character Zone 21

### Description

The current OMP interface onto Alexandra Road is a major re-development opportunity. The excellent address value, footfall due to the Pinelands Station, and vehicular access allows for high development potential, preferable mixed-use in character. The majority of the length of the OMP has land available along Alexandra Road for re-development. The location of future access points into OMP should be investigated along this edge.

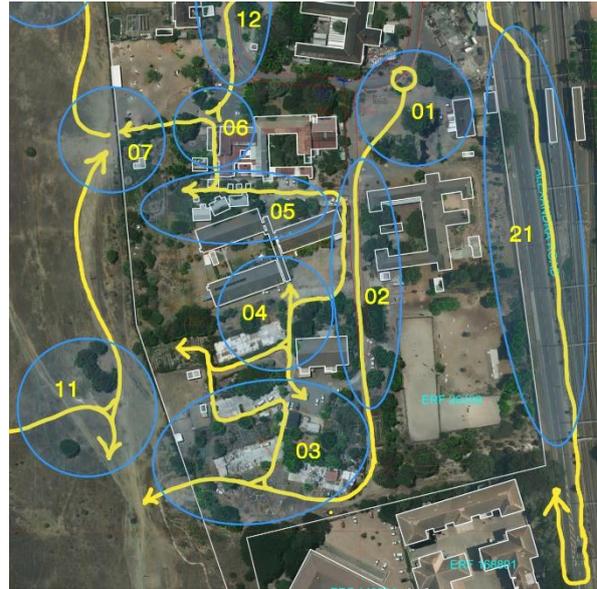


Figure 140



Figure 141



Figure 142



Figure 143



Figure 144



Figure 145

### 2.6.21 Panoramic Views / Genius Loci of OMP



Figure 146



Figure 147

### 3 Historic Spatial Design Informants

#### 3.1 Summary of “historic” OMP Design Informants and Desired Outcomes from the TWO RIVERS LSDF

The section captures the previous OMP ideas and visions that was contained in the TWO RIVERS LSDF

##### 3.1.1 OMP Vision from Draft TWO RIVERS LSDF:

*“Vision: A residentially led mixed-use precinct with cultural heritage features, developed along eco-principles. Exploiting views across to Devil’s Peak, with intensification along Alexandra Road.”*

**Vision:** Residentially led mixed use precinct with cultural heritage features, developed along eco - principles. Exploiting views across to Devils Peak with intensification along Alexandra Road. .

**Locality Plan**



**Principles**

- Mixed use residential led development along eco principles
- Increase density towards Alexandra Road
- Decrease density towards the river.
- Acknowledge heritage structures
- Improve interface with Mailland Garden Village and river.
- Acknowledge the cultural rights of First Nations and integrate heritage and culture into public place design
- Promote TOD through intensification of residential and commercial use around station.
- Promote spatial integration through social housing

##### 3.1.2 10 Key Desired Outcomes

1. Mixed-use residential led development
2. Eco development principles
3. Increased development densities along Alexandra Road
4. Decreased densities towards the River
5. Improved interface with MGV
6. Integrate culture and heritage into public place design
7. Promote TOD design principles through densification
8. Promote spatial integration though social housing
9. Re-envision the park between the OMP Village and the River
10. A new “Eco-Better-Living-Model”

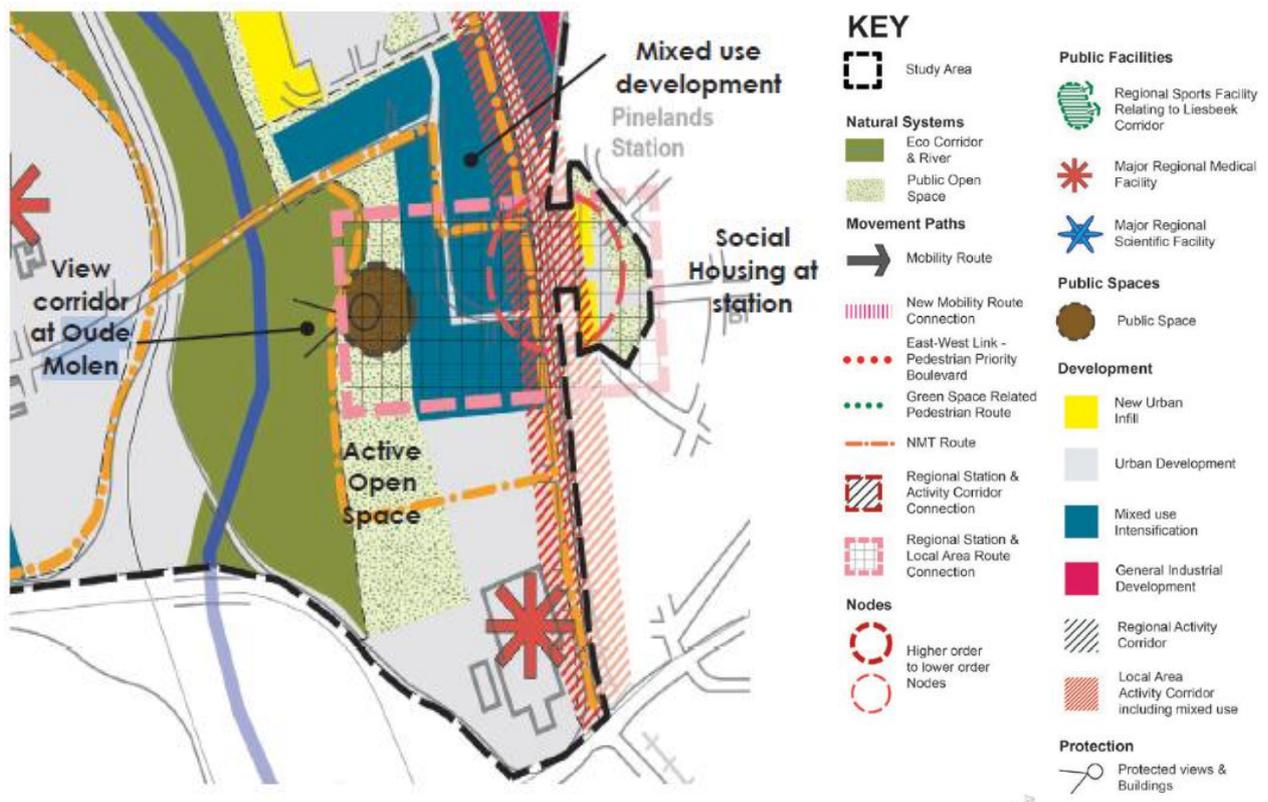
### **3.1.3 Development Guidelines from TWO RIVERS LSDF**

1. To maximize on the accessibility and visibility off Alexandra Road.
2. To create public gateways into the park
3. To create a higher density mixed use node maximizing on proximity to Pinelands Station
4. To create seamless integration with Maitland Garden Village
5. To create an active edge overlooking the river corridor that contributes to increased surveillance over the park space
6. Facilitate CHTP development as catalyst for development of gateway along Perseverance Road
7. Facilitate development of an Eco Village focused on the existing Millers Cottage
8. Put forensic Unit site out to RFP for outdoor events venue / cultural centre
9. Facilitate discussions with PRASA to develop Pineland Station Precinct into commercial or public service centre node that facilitates safe and universal accessibility across the rail line
10. Initiate upgrade of Alexandra Road to accommodate bus service and NMT with careful consideration of car access into sub-precinct
11. Develop urban agriculture programme to support local NGS and allotments for hire
12. Alexandra edge to be designed as active urban street interface
13. Fenced boundary conditions will not be permitted apart from the southern edge with Vincent Pallotti office developments
14. Park edge to comprise multi-storey mixed residential development with a public NMT path / promenade
15. Tree canopy to retain dominance
16. All building design and development layouts to be driven by strong sustainability objectives
17. All commercial development to have skills training component and support small entrepreneurs
18. Allow for green foreground to old wards
19. River Corridor must be easier to access, and the riverbanks become more accessible for recreational uses.
20. Demonstrate a more sustainable approach to services that requires reducing the demand for water and electricity.
21. Eco-village component that provides continuity in the history of this site as a place for living off the earth and then demonstrates alternative ways of living with urban agricultural activities, small scale alternative servicing options and communal living / working options.
22. The Millers Cottage and site of the old Mill form a central focus of activity in the precinct and should continue to be a landmark and focal point of the precinct.
23. The land on which the current Valkenberg Hospital Forensic Unit is located will be available for repurposing. It is located at a significant future crossing point of the Black River.
24. The site's proximity to the Biovac Institute means that it is a preferred location for the Cape Health Technology Park (CHTP). The CHTP has been identified as a potential catalyst for local economic development.

### **3.1.4 Proposed Land Use from TWO RIVERS LSDF**

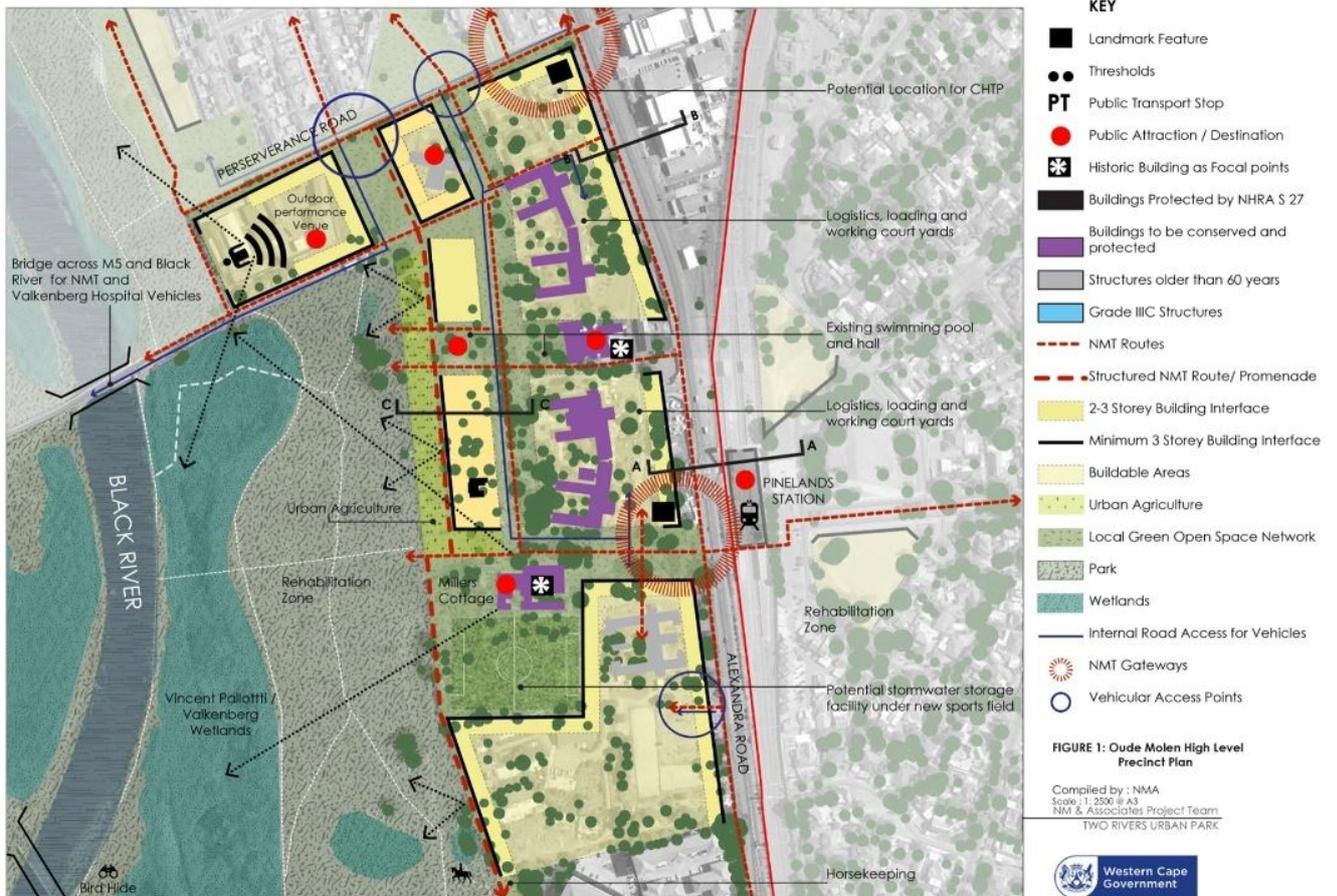
- 1) Two schools are proposed for the Oude Molen precinct, a high school and primary school to cater for the additional residential land uses proposed for the site.
- 2) Oude Molen Buildings along Alexandra Road should be a maximum of 25m and subject to HIA.
- 3) Adaptive reuse of the old F Block wards.
- 4) Oude Molen: Historic buildings to be retained in their entirety, protected and enhanced.

- 5) Urgent attention should be paid to the restoration of the threatened Oude Molen Homestead building.
- 6) Land Use Mix Proposal
  - a. a mix of residential developments,
  - b. small businesses
  - c. social facilities
  - d. eco-village component
  - e. educational hub
  - f. entrepreneurial centre
  - g. recreational hub
- 7) Proposed land use quantities
  - a. Residential GLA: 84 462m<sup>2</sup> (1 407 units)
  - b. Institutional / Public / community GLA: 30 824m<sup>2</sup>
  - c. Commercial GLA: 31504m<sup>2</sup>
  - d. 1-5 Storey Buildings



### 3.1.5 Pinelands Station proposals from TWO RIVERS LSDF

It is proposed that a social housing project be developed adjacent to the station of up to four storeys in height. This land is owned by the City of Cape Town and not the OMP Village client (WCOTP), and will therefore not form part of an EIA of SPLUMA application process during the appointment of the current OMP project team.



### 3.1.6 Development Opportunity vis-à-vis Location

The site is strategically extremely well located. It is within striking distance of both the northern and southern corridors and between major vehicular access routes and on the rail line. It is located at the confluence of all the major transport routes connecting to the CBD from the northeastern, eastern and southeastern and southern sectors of the metropolitan area. As such the range of development opportunities is almost unlimited and would simply be driven by (a) the market expectation at the time and (b) the developmental objectives of the landowner.

### 3.1.7 Development Opportunity vis-à-vis Land Availability

It is recommended that the client body determine the way they would like to deal with the land i.e., retain and continue to lease or develop and sell as a normal township development, as this will go a long way in determining the statutory town planning approach. At the same time, the market related implications for the development rights required, need to be tempered by the socio-political imperatives created through public ownership of the land, and these need to be recognised in the ultimate development opportunity determined for the land. It is imagined that the mix must at least result in a self-sustaining and appropriate development on the site which meets the needs of both the ongoing management and maintenance costs as well as the expectations of the province as land owners and the public.

### **3.1.8 Previous SVA Design Ideas, presented in the “Site Due Diligence Report”.**

1. OMP Community Heritage Park / National Significance
2. Mixed-Use High-Density Walkable Node
3. Metropolitan Hub of Local Produce and Craft
4. Eco-Edu Village / Eco-Edu Centre
5. High Density Urban Agriculture & Agri Urbanism
6. Oude Molen Smart Village
7. Oude Molen RE-Village
8. A new “Eco-Better-Living-Model”

## ***4 Spatial Urban Design Informants***

### **4.1 Site Analysis Informants**

The sequence of concept analysis sketches captures the possible redevelopment potential of the OMP site. Analysis elements that need to be reacted to include:

- 1) Developable Land Constraints
- 2) Land Form & Gradient
- 3) Climatic Informants
- 4) Solar Orientation & Shade Study
- 5) Current Urban Form and Views
- 6) Current and Future Access
- 7) Lost Space
- 8) Fronts, Backs and Sides
- 9) Placing of Density
- 10) Putting it all together...

## 4.2 Spatial Informants

The following sequence of urban design informant & concept sketches are informed by site data in-hand. The current "Site Due Diligence Report" will bring forward new findings from team members and specialists, which will be integrated into the "Precinct Vision and Objectives Report."



Figure 148





# Annual Solar Path

The re-use of current built fabric on the site needs to be cognisant of sunlight penetration and comfort levels inside buildings. Sun shading and screening elements can be incorporated to address places and interiors that are over lit and/or over heated. Future building designs and placements on the site should respond appropriately to the sunlight opportunities in the precinct.

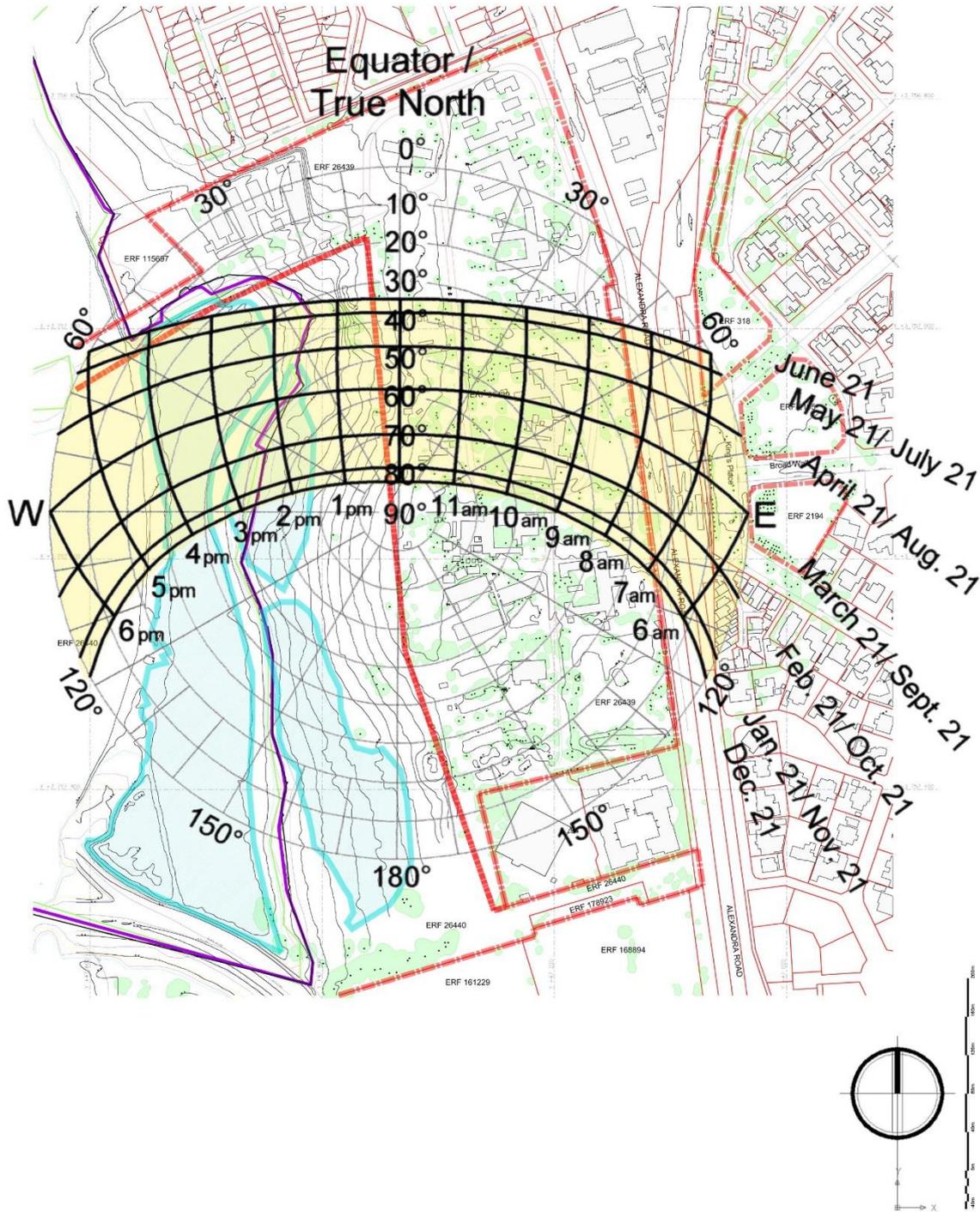
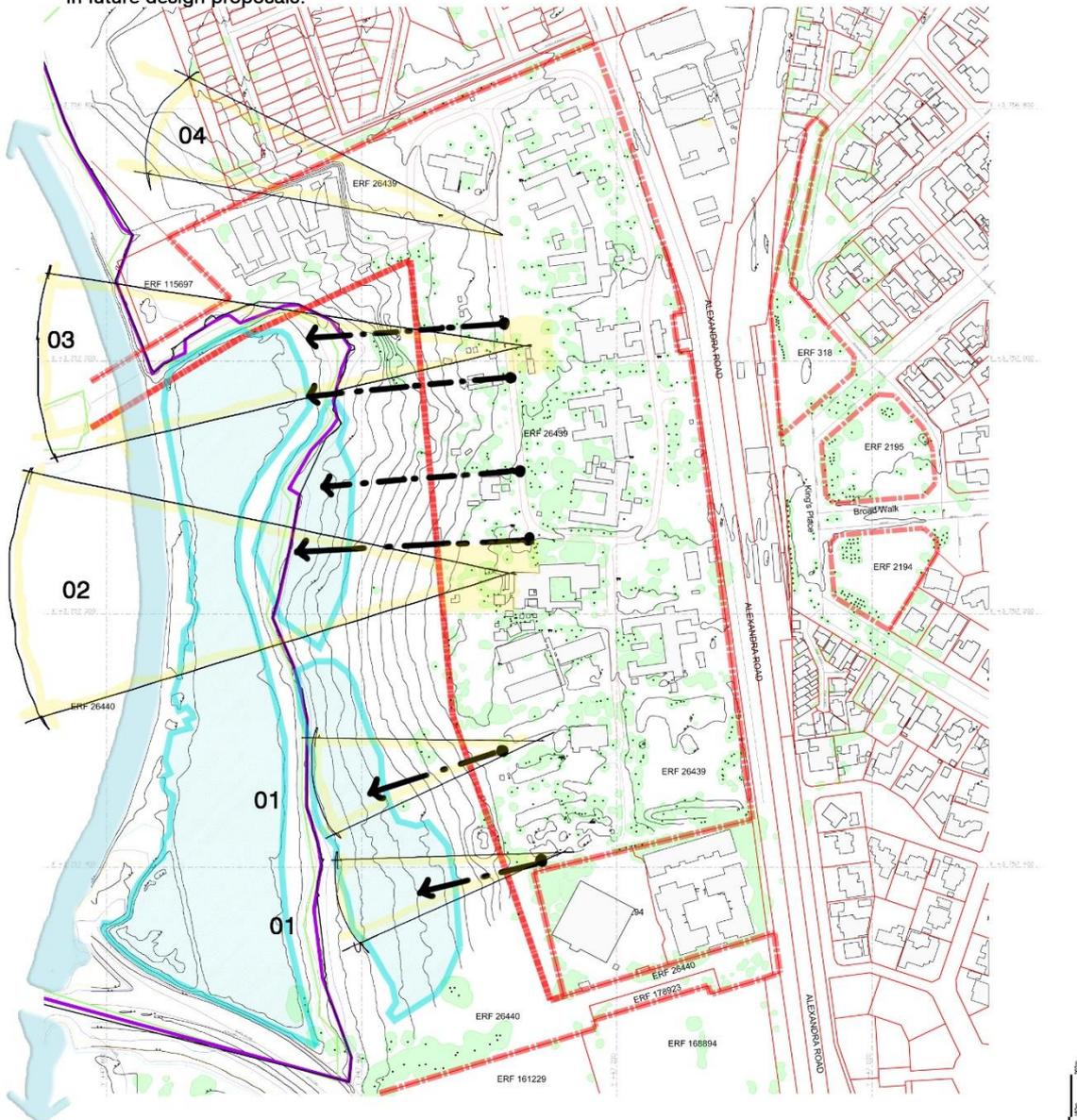


Figure 151



# Structuring Views

Throughout the Oude Molen Village, one is constantly drawn towards the magnificent view towards Devil's Peak. This defines the precinct and makes it special and unique. Landmark facilities are also visible from the higher parts of the site such as UCT, Rhode's Memorial, Valkenburg, The Observatory, Table Mountain and Cable Car Station, and the CT Harbour Cranes. These views should be celebrated in future design proposals.



- 01. UCT, Rhode's Memorial, Southern Table Mountain
- 02. Devil's Peak, Valkenburg Hospital
- 03. Table Mountain, Cable Car Station, CBD Skyline
- 04. Silos in Salt River, Harbour Cranes

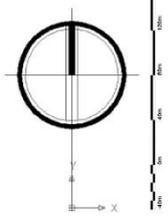


Figure 153

## Built Fabric and Urban Form

The map illustrates the built fabric on the OMP site. Buildings are mostly perceived as clusters of buildings within a garden farm-like landscape. Substantial areas are under-utilised, and can be considered for infill and new development. Care should be given to views, and frontages of existing buildings when placing new urban fabric.



Figure 154

## Access & Permeability - NOW

The OMP Eco Village is accessed via one security gate, leading off Alexandra Road. The gate is a short distance (50m) from the signalised pedestrian crossing, connecting to the Pinelands Rail Station building. Internally, the precinct is serviced by a single carriageway loop-road, with one arm extending to the South, and one arm extending to the West, connecting with a bridge across the river to the Valkenberg medical facilities.

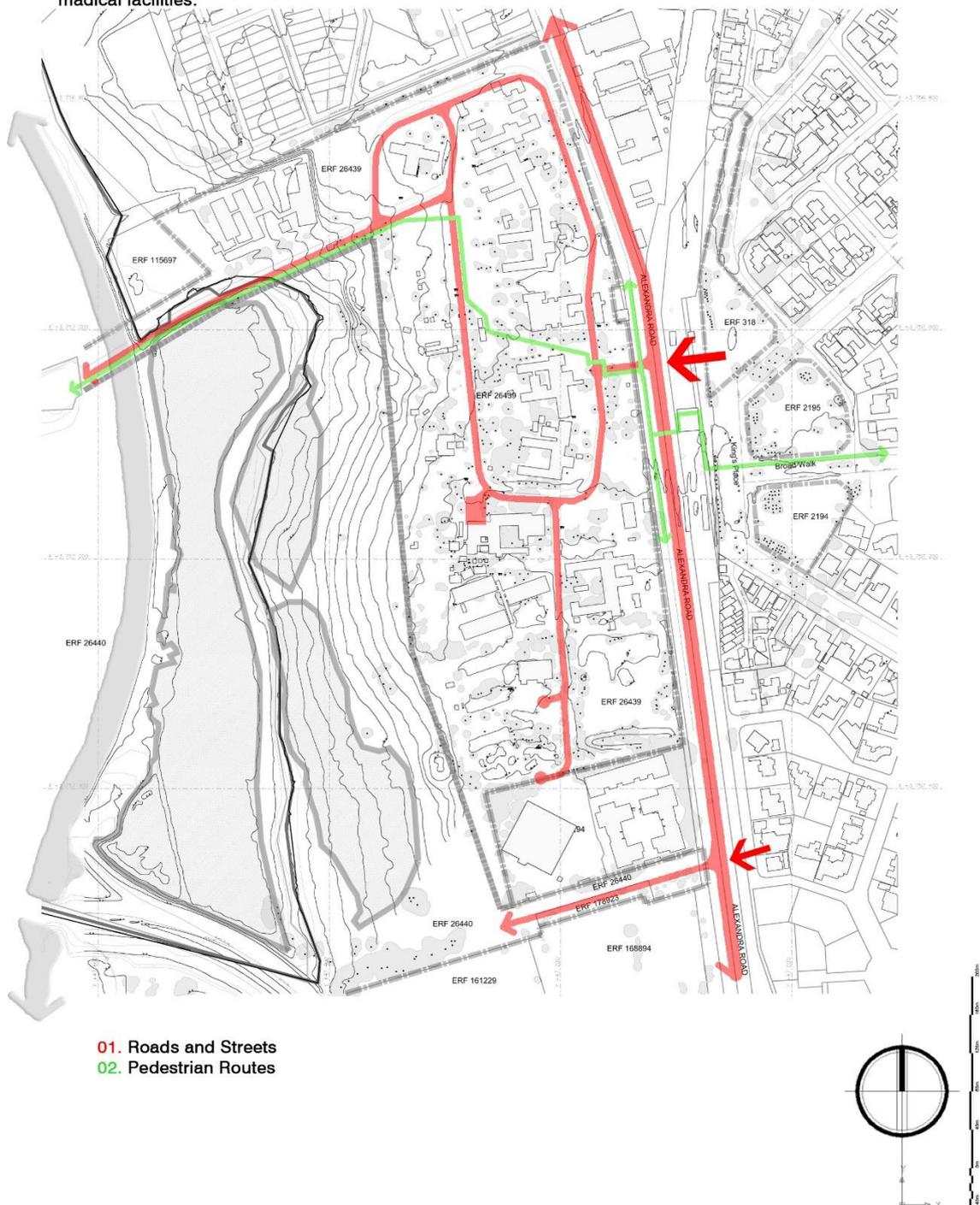


Figure 155

## Access & Permeability - FUTURE

In future, the new OMP development should benefit from more frequent access off Alexandra Road. The below concept diagramme suggests a relocated primary access, with a second access approx. 150m north along Alexandra Rd. Connecting though to Maitland Village is another opportunity to increase permeability and efficient flow for both cars, service vehicles, and pedestrians.

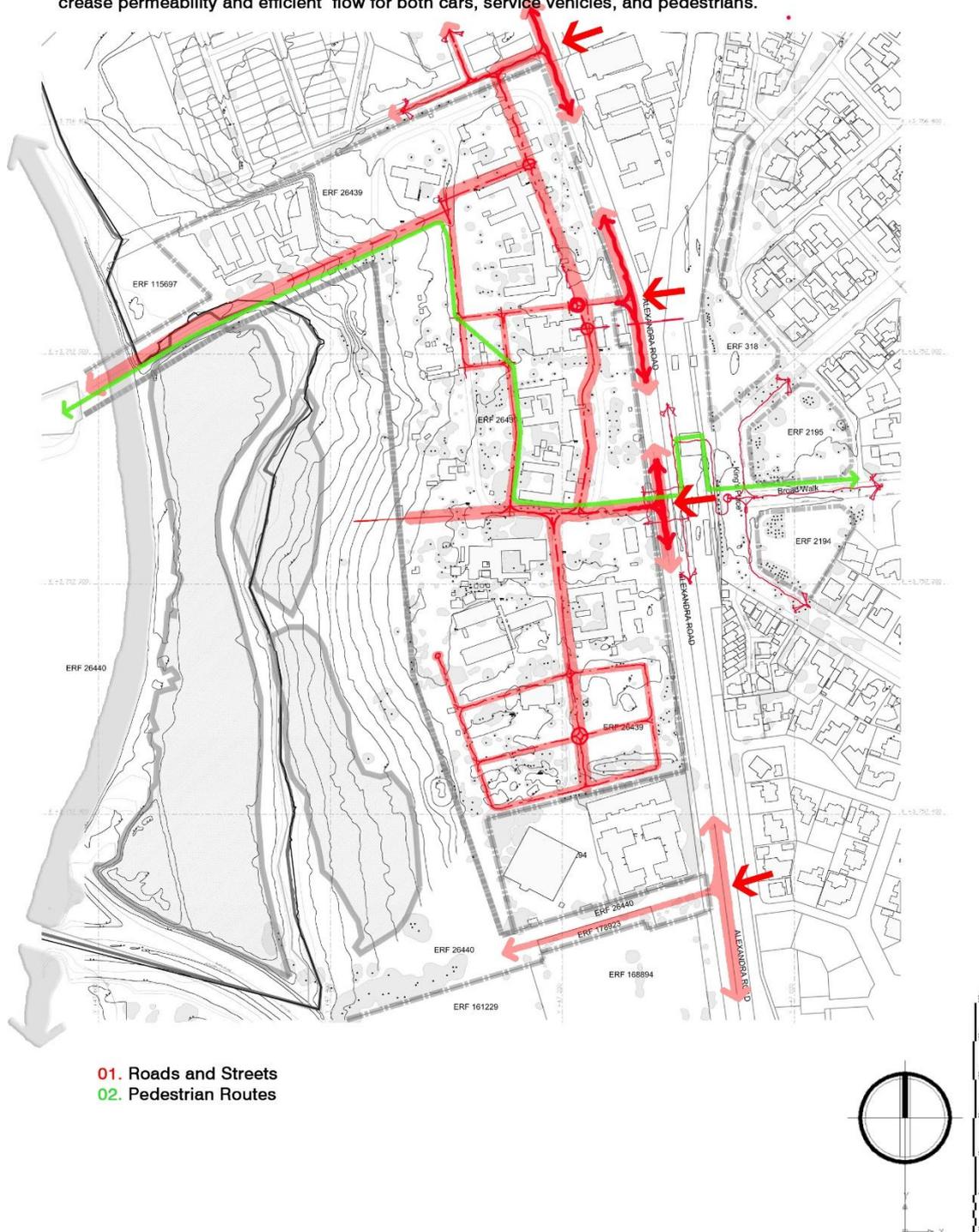


Figure 156

# Lost Space

The opportunity to consider urban infill and new developments amongst the current built fabric at Oude Molen is substantial. The below graphic illustrates developable land that can be considered as “lost space”, and that can be re-designed as urban development, streets, urban spaces, both private and public. Careful consideration must be paid to points of entry into existing buildings, as well as current active frontages.



Figure 157

## Thresholds / Fronts&Backs

New placement of development infill needs to consider frontages, thresholds, and front-facing and back-facing building edges. Active edges should face towards roads and streets, creating safe and pedestrian orientated public movement routes and open spaces. Deep land pockets can be accessed via lanes. Public spaces should be well framed and enclosed, creating a hierarchy of urban rooms and linkages.

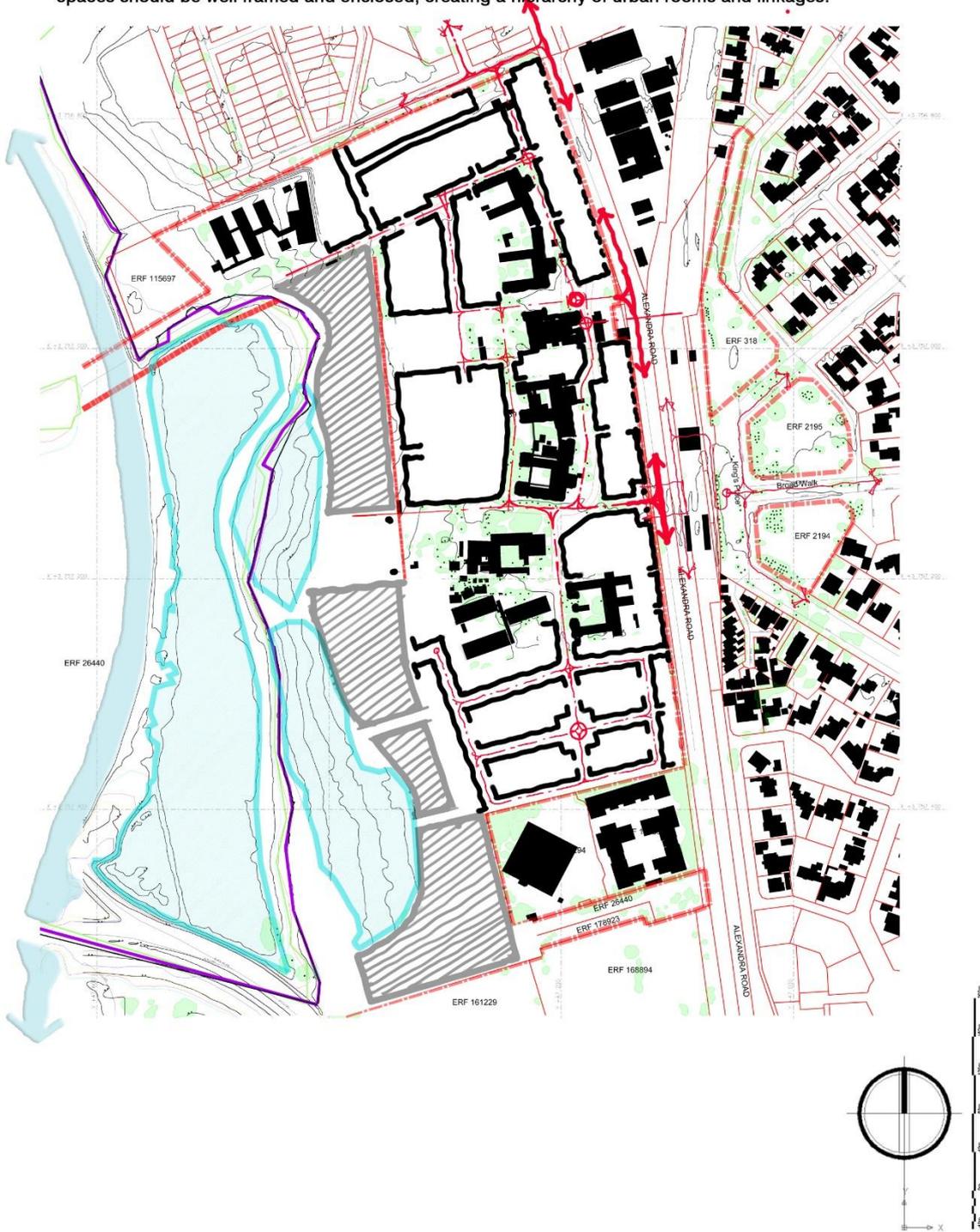


Figure 158

# Density

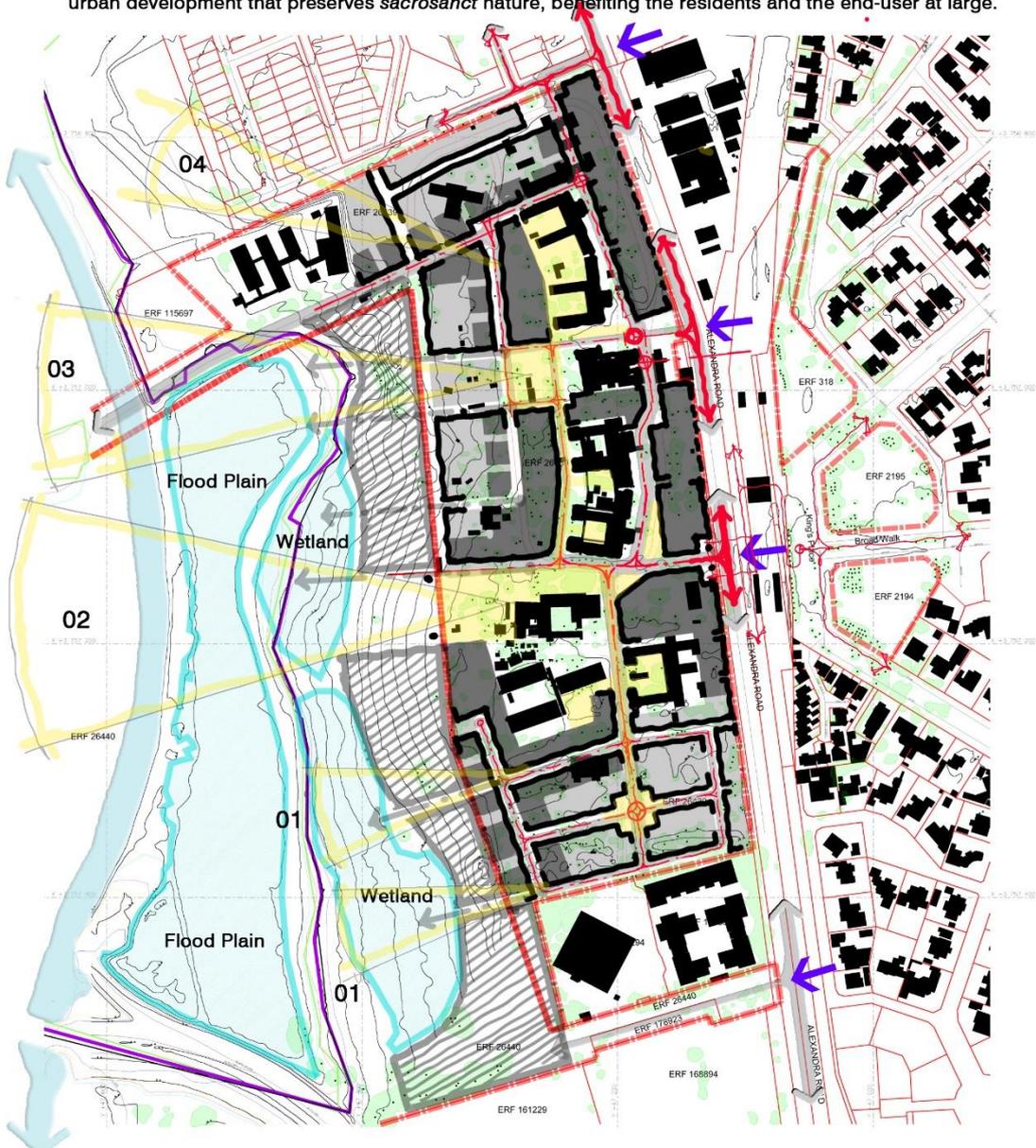
The placement of more, or less, building density (bulk) is a function of proximity to public amenities such as transport, as well as access to public open space and recreational green areas, i.e. desirability of location. Placement of building mass should enforce and frame primary views to landmarks. Placement of higher development bulk should be balanced with the requirement for increased access and parking.



Figure 159

## Putting It All Together...

The outcome of the urban design process will be the harmonious collage of new and old urban fabric, making humane and memorable public spaces and streets, while benefiting the value of the property and the surrounding properties. OMP has the opportunity to set an example of responsible and responsive urban development that preserves *sacrosanct* nature, benefiting the residents and the end-user at large.



- 01. UCT, Rhode's Memorial, Southern Table Mountain
- 02. Devil's Peak, Valkenburg Hospital
- 03. Table Mountain, Cable Car Station, CBD Skyline
- 04. Silos in Salt River, Harbour Cranes

Figure 160

The initial concept diagrammes inserted above, serve as starting point for further re-iterative spatial design development.

## 4.3 Public Engagement Design Informants

### Preliminary Key Stakeholder Engagements

#### Summary of Key Stakeholder Design Inputs (From Preliminary Public Participation and Key Stakeholder Information Workshops)

VISIONING WORKSHOPS		
DATE:	VENUE:	ORGANISATION
5 May 2021	Oude Molen Hall	First Nations Representatives
5 May 2021	Oude Molen Hall	Tenants
6 May 2021	Zoom	Heritage and Conservation Bodies
6 May 2021	Zoom	Civic organisations
18 May 2021	Zoom	Ward Councillor

- o Create a **cultural showcase**
- o Honour the rich cultural and **historical use** of the land by the **Khoi/San**
- o Incorporate facilities which promote **mental health, healing and rehabilitation**
- o Keeping the sense of place which has a **"rural", eco-village character**
- o Promote uses which would make OMP a **destination** for locals and tourists alike
- o Keep aspects of the **artisan flavour** of existing tenants who add value to the community by working, teaching and displaying their craft
- o Ensure **affordable education facilities** for Learners from a wide range of socio-economic and cultural backgrounds
- o Have a **"Gateway" structure** to the Two Rivers Park
- o Ensure that the redevelopment of the site does not interfere with the ecological functioning of the adjacent wetlands on the City of Cape Town land
- o Create **inclusionary housing** opportunities



© Western Cape Government 2012 | Oude Molen Precinct – WCG SteerCom Presentation



### Preliminary Key Stakeholder Engagements

#### Summary of Key Stakeholder Design Inputs (From Preliminary Public Participation and Key Stakeholder Information Workshops)

VISIONING WORKSHOPS		
DATE:	VENUE:	ORGANISATION
5 May 2021	Oude Molen Hall	First Nations Representatives
5 May 2021	Oude Molen Hall	Tenants
6 May 2021	Zoom	Heritage and Conservation Bodies
6 May 2021	Zoom	Civic organisations
18 May 2021	Zoom	Ward Councillor

Continued...

- o Create a **multi-cultural meeting space**
- o Ensure **public open space** is integrated into the redevelopment layout
- o Promote **urban agriculture** which supports food security
- o Consider **long term sustainability** in terms of design, construction and operation
- o Incorporate technology that would allow for a **"smart" village**
- o Promote **zero-waste** technology
- o Restore **indigenous biodiversity**
- o **Enhanced viewpoints**
- o **No intrusive buildings on the park edge**
- o Consider greater intensity of **new buildings on the southeast corner**
- o Create **parking underground**
- o Develop an **ECO PARK**
- o **Include existing tenants** into the redevelopment vision

All notes have been made available as public record on the OMP webpage

[www.westerncape.gov.za/tpw/oude-molen-precinct-omp](http://www.westerncape.gov.za/tpw/oude-molen-precinct-omp)



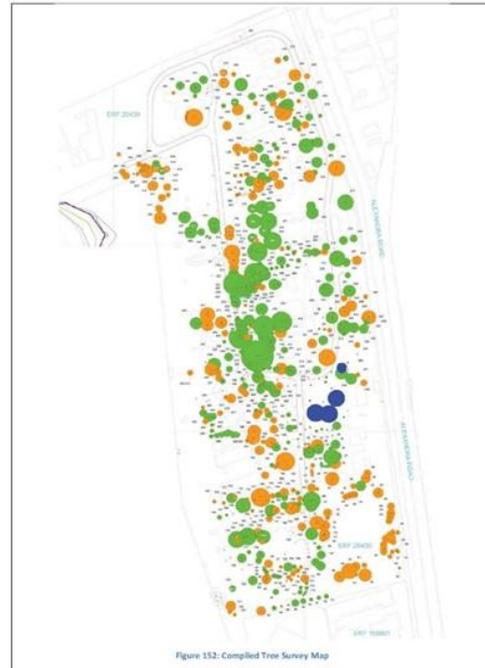
© Western Cape Government 2012 | Oude Molen Precinct – WCG SteerCom Presentation



## 4.4 Other Contextual Informants

### Contextual Informants

#### Vegetation Informants - Mapping of Existing Trees



### Contextual Informants

#### Environmental Informants

##### Botanical Baseline Study

SPECIALISTS – T BELCHER (2020) AND N HELME (2016)

- o Historically, Peninsular Shale Renosterveld
- o Site has slightly been transformed by development
- o No sensitive vegetation on the site



# Contextual Informants

## Other Noteworthy Informants

### Town Planning

- The site is strategically extremely well located.
- The range of development opportunities is almost unlimited.
- The rezoning of the site is supported by all relevant spatial planning policies.

### Property Economist

- The OMP is strategically positioned for various types of developments.
- There is a demand for additional housing and new work opportunities in the area.

### Transport Engineering

- Access should be improved off Alexandra, Perseverance, and Park Roads.
- The development should benefit public transport
- NMT facilities needs improvement

### Civil Infrastructure

- Water Supply: Some capacity
- Sewer Capacity: Limited capacity / Upgrades required.

### Electrical Infrastructure

- Load requirements to be discussed with authorities.

### Geotechnical Engineering

- No geotechnical constraints to development of the whole site.

### Sustainability

- Establish an implementation strategy.



© Western Cape Government 2012 | Oude Molen Precinct – WCG SteerCom Presentation



# Contextual Informants

## Key Contextual Opportunities

- High levels of accessibility to public transport
- Close to social facilities and amenities
- Close to employment
- Opportunity for cross-subsidisation in partnership with the private sector
- Water is an amenity to the site
- The freshwater spring could be an asset
- Existing tenants could act as anchors in the redevelopment

## Key Contextual Constraints

- Limited surrounding road network capacity will limit development potential
- Sewer and electricity supply are constrained
- Entitlement of existing tenants could result in delays
- The legislated processes are likely to be complex & lengthy, with complicated PPP's.



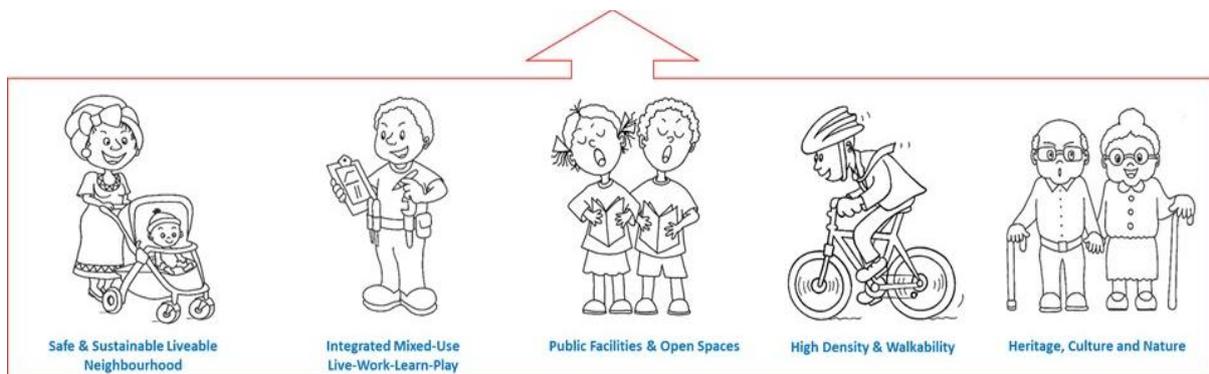
© Western Cape Government 2012 | Oude Molen Precinct – WCG SteerCom Presentation



## 5 Vision Statement – OMP Precinct Plan

### Vision Statement

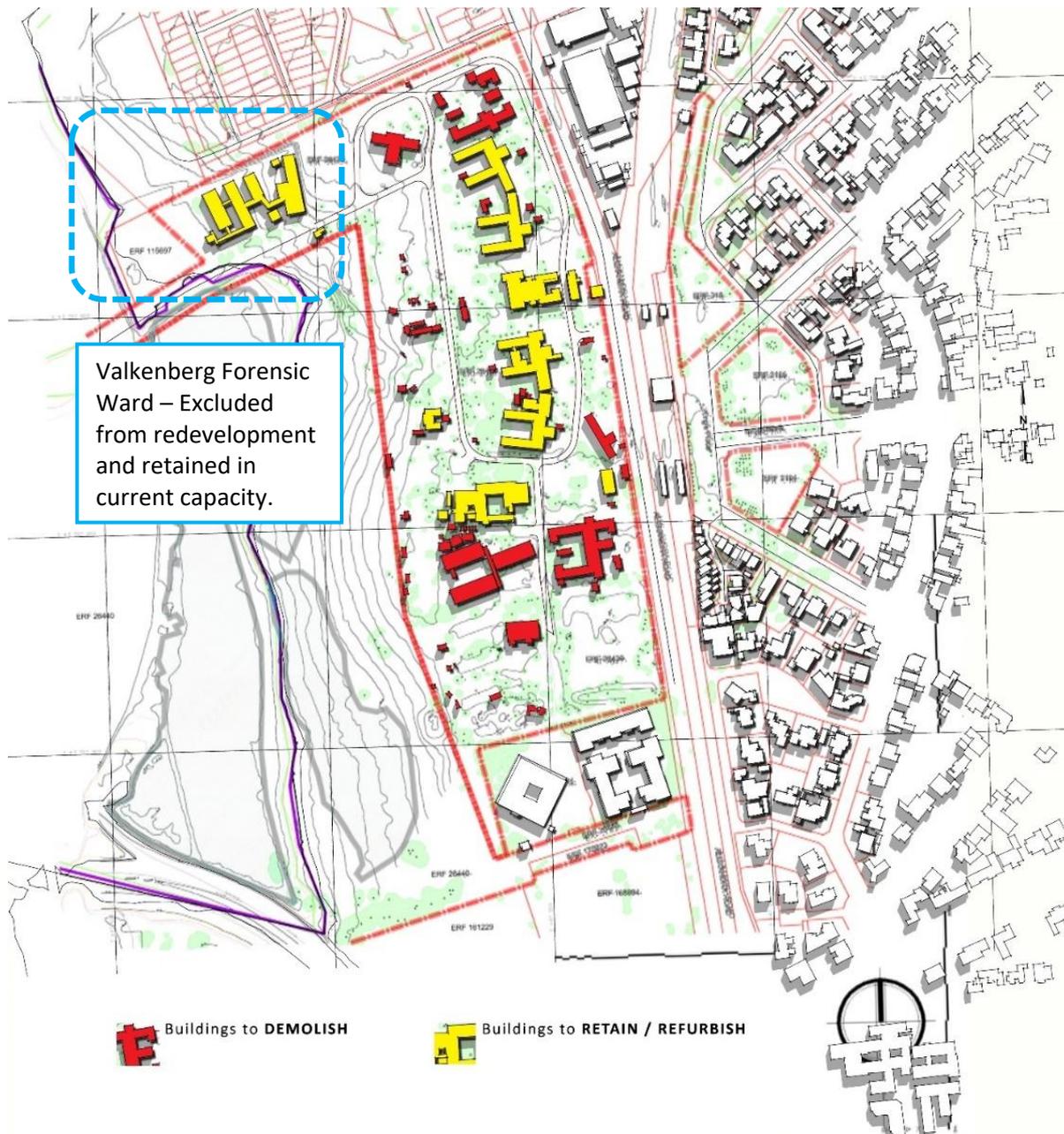
**“A safe, walkable and sustainable eco-neighbourhood, with compact mixed-use developments, integrating education, affordable housing, public facilities and open spaces, while providing equitable access to cultural heritage and natural reserves.”**



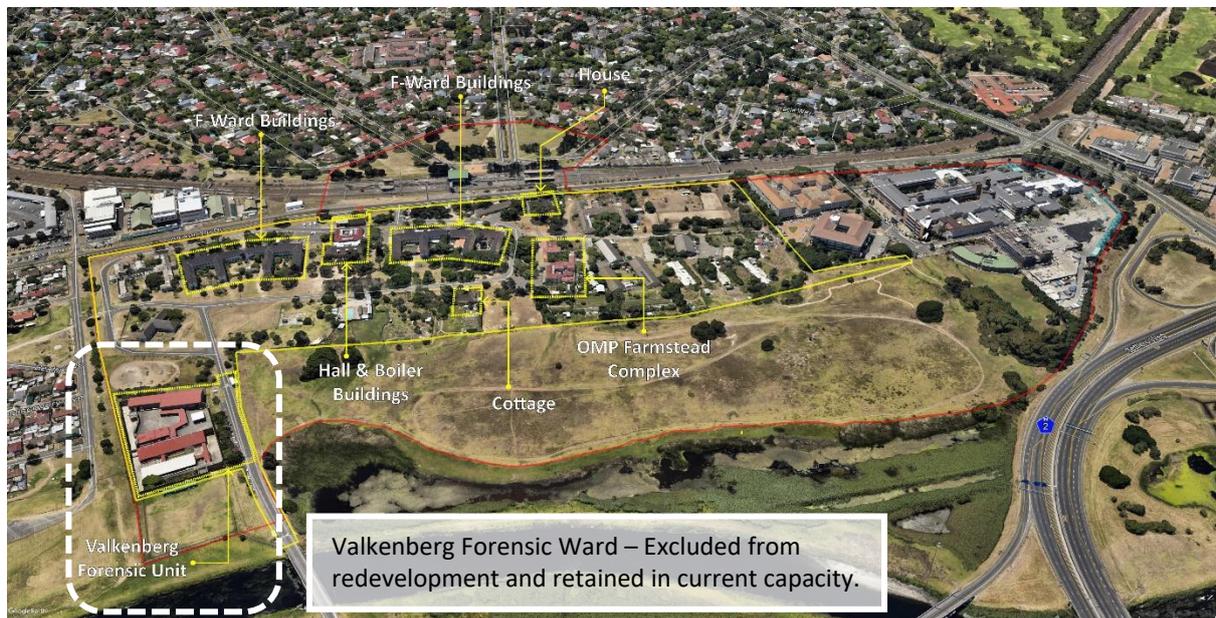
## 6 Buildings to be Retained or Demolished

### 6.1 Key Plan: Demolished Buildings vs. Retained Buildings

Following an extensive HIA process, as well as a “Building Condition Survey”, the below diagrammes illustrate which buildings need to be demolished and which retained, to achieve the preferred development alternative described in this report. The Valkenberg Forensic Ward building will be retained in its current capacity, and does not form part of the scope of this study, and the proposed redevelopment of the Oude Molen Precinct.



## 6.2 Aerial Image of Retained Buildings



## 6.3 Diagram from “Building Assessment Report, 2023”

The below diagramme should be read in conjunction with the 2023 “Building Assessment Report”. The individual buildings are described in full detail within this report.



## 7 Development Opportunities and Inspirations

### 7.1 Considering Current Urban Design Best-Practice

The Oude Molen Precinct provides a well-located opportunity to design and deliver an example of international best-practice in urban design and precinct-scale development frameworks. The following extracts highlights the references that the design team will appropriate to the forthcoming OMP deliverables as part of this appointment:

#### Smart City      Integrated Urbanism

“A smart city is an urban area that uses different types of electronic Internet of things sensors to collect data and then use insights gained from that data to manage assets, resources and services efficiently, in return using that data to better improve the operations across the city.”

[https://en.wikipedia.org/wiki/Smart\\_city](https://en.wikipedia.org/wiki/Smart_city)

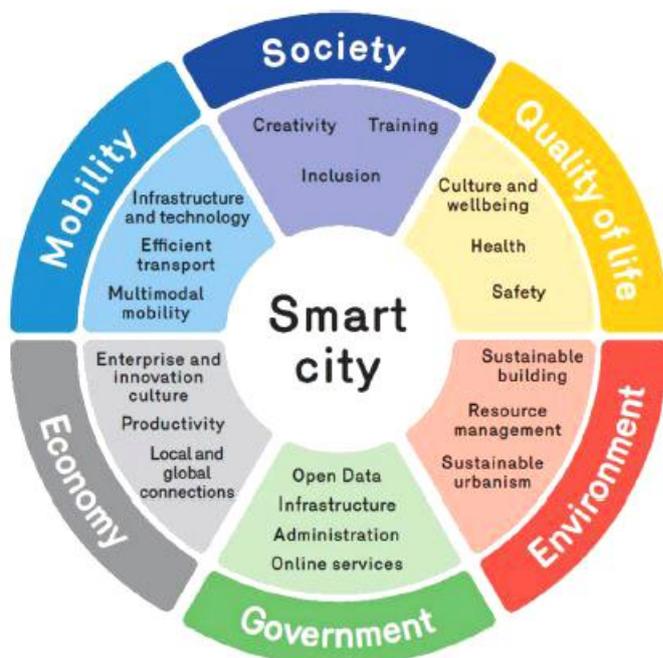


Figure 162

“Integrated Urbanism’ is the practice of integrating environmental, social, cultural and economic aspects to create sustainable, high-quality environments.”

[www.architects.nsw.gov.au](http://www.architects.nsw.gov.au)



Figure 161

“New Urbanism is a planning and development approach based on the principles of how cities and towns had been built for the last several centuries: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. In other words: New Urbanism focuses on human-scaled urban design.”

[https://en.wikipedia.org/wiki/New\\_Urbanism](https://en.wikipedia.org/wiki/New_Urbanism)

“Smart Growth is an urban planning and transportation theory that concentrates growth in compact walkable urban centres to avoid sprawl.”

[https://en.wikipedia.org/wiki/Smart\\_growth](https://en.wikipedia.org/wiki/Smart_growth)



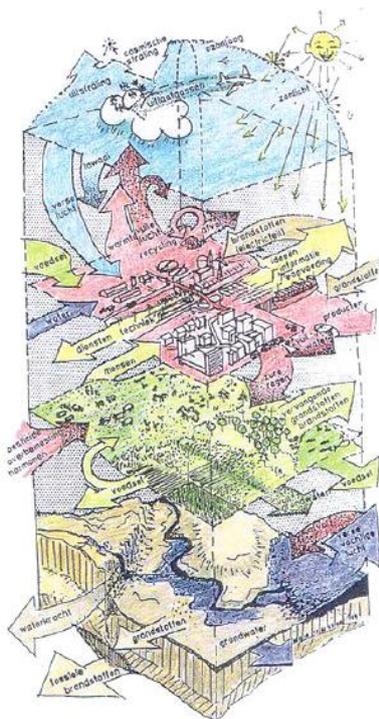
Figure 164

“The compact city is the most advocated model of urbanism for responding to the challenges of sustainable development. Compactness, density, mixed land use, diversity, sustainable transportation, and green space are the core design strategies of the compact city.”

[www.sciencedirect.com](http://www.sciencedirect.com)



Figure 163



Ecological Urbanism

“Ecological urbanism draws from ecology to inspire an urbanism that is more socially inclusive and sensitive to the environment. ... In many ways, ecological urbanism is an evolution of, and a critique of, Landscape Urbanism arguing for a more holistic approach to the design and management of cities.”

[https://en.wikipedia.org/wiki/Ecological\\_Urbanism](https://en.wikipedia.org/wiki/Ecological_Urbanism)



Figure 165

## 7.2 Considering the Beneficiation of Current Users and Functions

The “Precinct Visioning” deliverable will deal more comprehensively with the following initial ideas. They are included in this Site Due Diligence Report to catalyse debate, and to spark discussion with the client and the OMP team members.

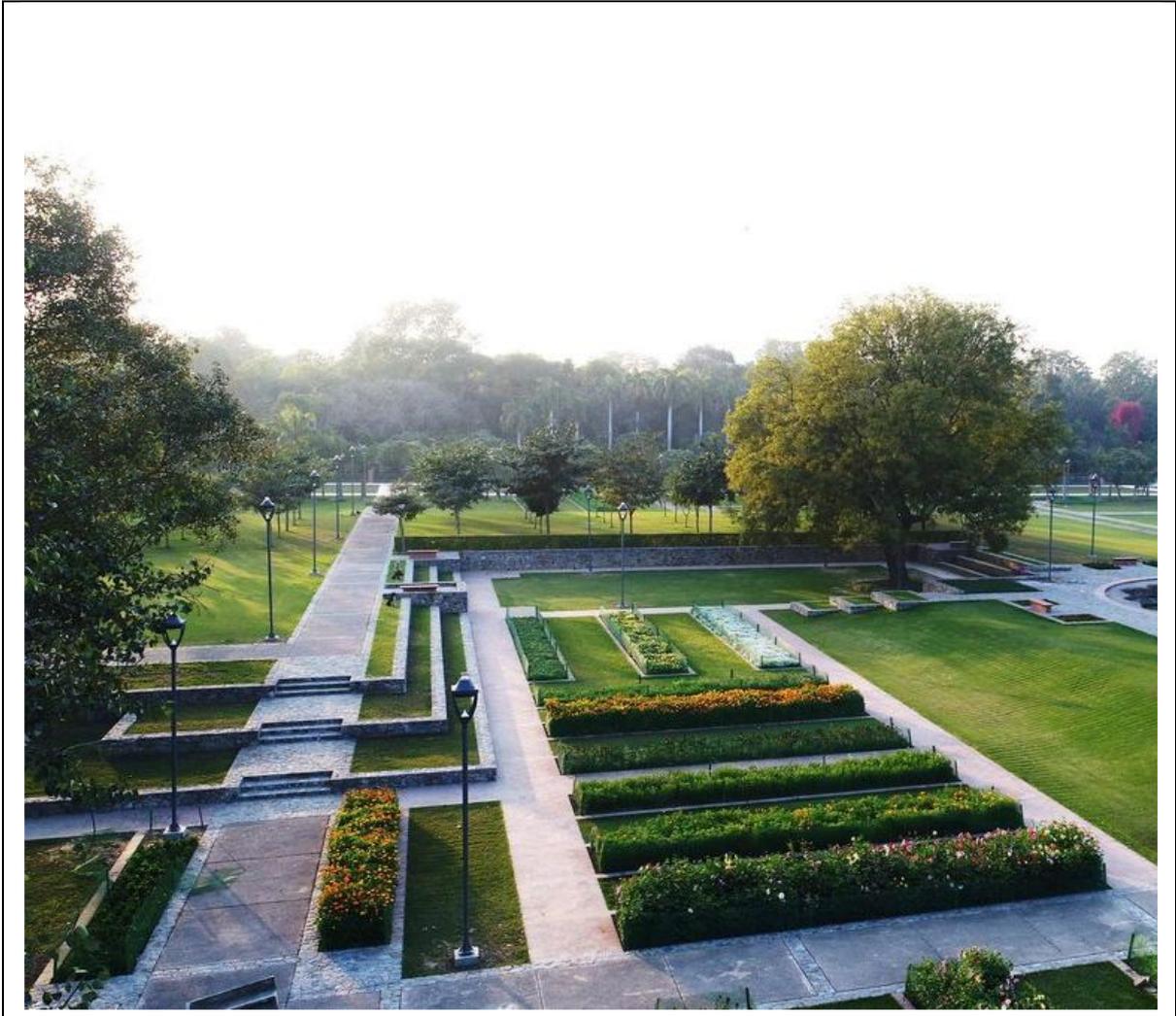
Current Uses and Functions	Future Scenarios
NOW...	...THEN
Residential Wards	Refurbish into residential apartment buildings. Possible commercial use on ground floor where appropriate. Can also accommodate student residential, hospitality, inclusionary housing, education, etc.
Residential Houses	Re-appropriate these stand-alone residences into the new urban fabric. Use them as public facilities such as precinct security, public library, creches, etc. Keep these buildings to retain character and uniqueness.
Hospitality	Current backpackers can be upgraded and possibly expanded. A hospitality offering can fit well into the future eco-village concept.
Rehabilitation and Healthcare	These functions could be kept on site, and supported by re-developed residential fabric such as retirement housing, healthcare accommodation, and frail care facilities.
Schools and Creches	Education facilities on site will benefit greatly from high density residential development. Schools are key to creating strong communities.
River Edge Green Open Space	For this area to be truly public, the future design needs to address uses and edge conditions onto the open area. It would be of great community value, and attract both residents, visitors and tourists, if this area can become a world class “green” attraction, similar to Kirstenbosch or Green Point Park.
Swimming Pool & Recreational Areas	The placement of the current public swimming pool on site is magnificent, with remarkable views toward Devil’s Peak. This public facility could be expanded to compare with Sea Point Pools or similar. It could in future be a strong attraction for visitors and tourists.
Miller’s Cottage	This historic complex should be fully restored, and re-purposed into a public facility that celebrates the deep history of the Oude Molen area. Commercial uses that could assist with making this complex financially viable could include restaurants, visitor centre, curio shop, education centre, Cape Town First Nations museum, etc.
Pinelands Station	Permeability towards the station should be enhanced. Retail on ground floor, activating routes towards the station should be achieved.
Alexandra Road	High-density mixed-use developments should activate this movement route and create a strong urban edge between the rail line and the rest of the future OMP village. Commercial use along Alexandra Road should be encouraged.
The Black River	Having this precious watercourse running adjacent to the

OMP site should be carefully incorporated into the future design. Giving people access to this beautiful water edge will result in appreciation and protection.

### 7.3 Re-Development Concepts, Ideas and Precedent Images

#### 7.3.1 OMP Community Heritage Park / National Significance

Celebrating rich layers of history on site / Inclusive placemaking / Landscape driven urbanism. Example images from Google Images below:







### 7.3.2 Mixed-Use High-Density Walkable Node

High residential density facilitates the viability of retail, schools, public facilities and public transport. Example images from Google Images below:



Example images from Google Images above:

### 7.3.3 Eco-Edu Village / Eco-Edu Centre

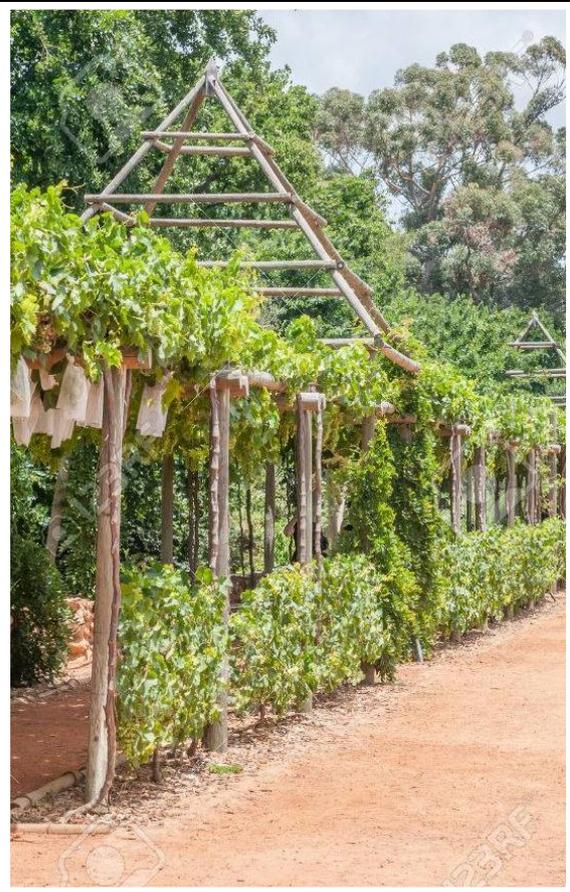
Make education a primary focus of the new OMP village / Skills training / Links to UCT *et al.*



Example images from Google Images above and below:

### 7.3.4 High Density Urban Agriculture & Agri Urbanism

The location of this land makes it highly valuable, requiring intensive and dense land-uses.



### 7.3.5 Oude Molen RE-Village

- Re-Use
- Re-Cycle
- Re-Plant
- Re-Build
- Re-Vitalise

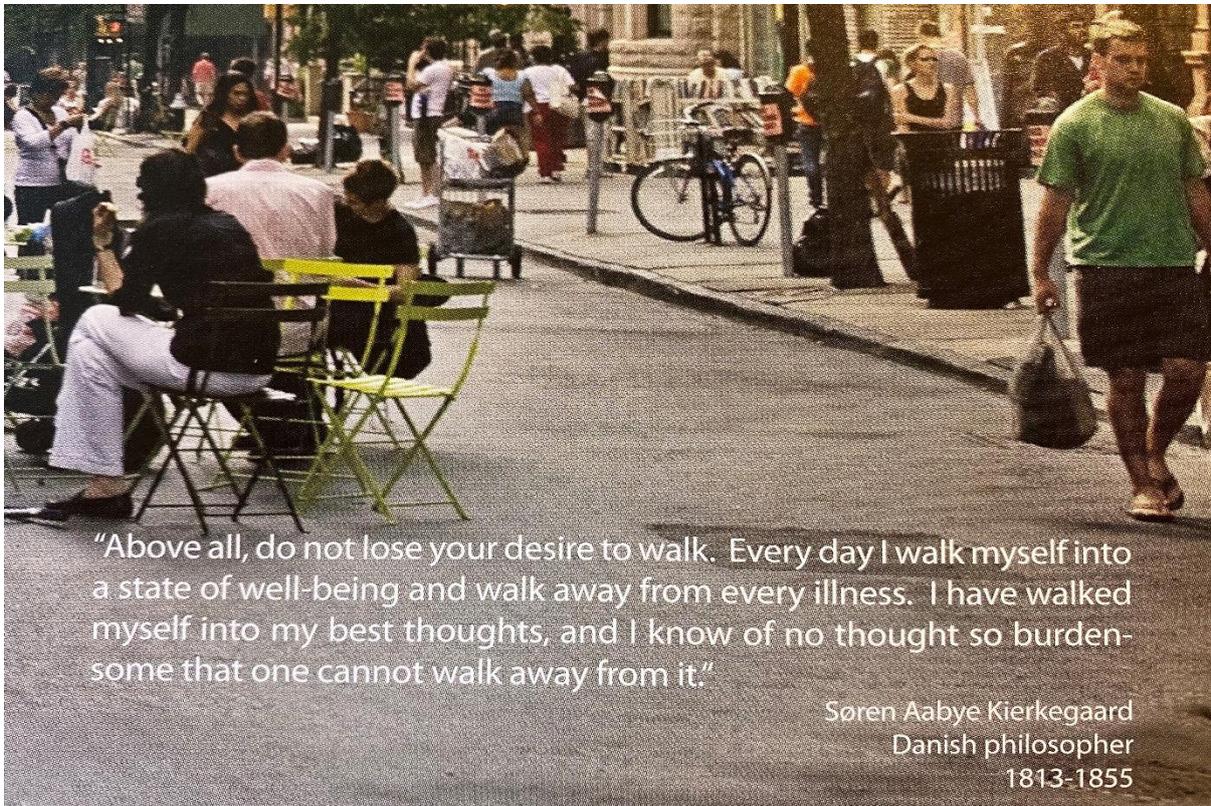


Figure 166: The 5R's of Waste Management

## 8 Desired Urban Design Outcomes

### 8.1 Create places for people

Since the turn of the millennium, more than half the world lives in cities, and by 2050, it will be two-thirds. Even though cities will soon account for 90 percent of population growth, 80 percent of global CO<sub>2</sub>, and 75 percent of energy consumption, more and more, it's where people want to live. Why? Because it's where 80 percent of the wealth is created, and it's where people find opportunities. But beyond basic needs from housing to jobs, how do we enjoy the benefits of the city—like cafes, art galleries, restaurants, cultural facilities—without the traffic, crowding, crime, pollution, and disease? The challenge facing current and future city-makers is accommodating these urban populations in a humane way, always aiming at putting the needs and desires of people, and the human dimension, first.



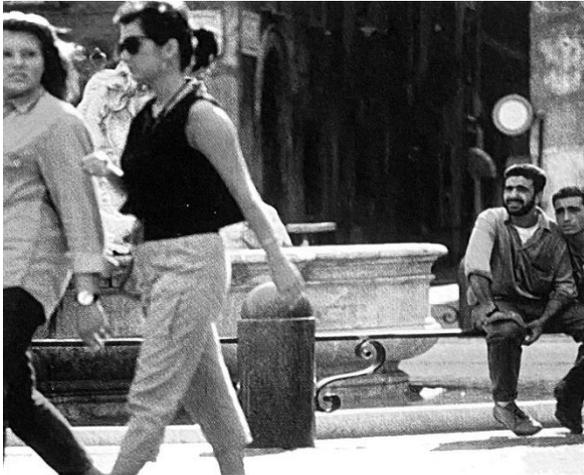
*"Cities must urge urban planners and architects to reinforce pedestrianism as an integrated city policy to develop lively, safe, sustainable and healthy cities. It is equally urgent to strengthen the social function of city space as a meeting place that contributes toward the aims of social sustainability and an open and democratic society."* (Gehl, 2010)

*"The compact city – with development grouped around public transport, walking, and cycling – is the only environmentally sustainable form of city. However, for population densities to increase and for walking and cycling to be widespread, a city must increase the quantity and quality of well-planned beautiful public spaces that are human in scale, sustainable, healthy, safe and lively."* (Richard Rogers, Foreword, in Gehl 2021)

*First we shape the cities – then they shape us!"* (Gehl, 2010)

Application at Oude Molen:

- Achieve development densities that supports walkability, cycling and public transport
- When designing, consider the human dimension and human scale or urban places and spaces
- Design places for people. The cities greatest attraction is people.



## 8.2 Exploit the uniqueness of place and the potential of the pre-existing

The OMP site, with its abundance of trees and gently sloping topography towards the river valley, is located within an astonishingly beautiful location, fronting onto the Black River, with magnificent views towards the Table Mountain range, one of the new 7 natural wonders of the world. Especially, the ridgeline towards Devil's Peak dominates the site! These unique features need to be strengthened by future development, celebrating and exposing this differentiating sense of place.

Similarly, existing layers of historic meaning and cultural significance to various population groups, make the OMP site exceptional.

The future Oude Molen development proposal needs to create social and cultural “amenities” from these unique pre-existing realities, in so doing, designing a memorable and meaningful urban place for various end-users: both residents and visitors.



### Application at Oude Molen:

- Incorporate the distinguishing location features of the OMP site into future design proposals.
- Incorporate heritage design indicators into the future design proposal

## 8.3 Facilitate flow / Permeability / Connectedness / Continuity of connections

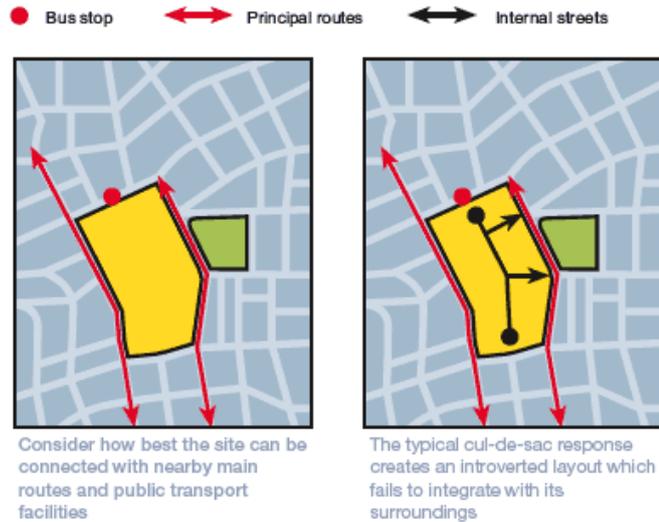
The purpose of designing high levels of permeability, connectedness of routes, is to provide choice. An environment with many routes that are connected to many other routes, allows for more choice. Choice is desirable, as it allows for alternative movement routes when necessary, exploration when favoured, and the ability to either take the shortest route when needed or the longer scenic route when wanted.

Generally, a more connected and integrated route hierarchy allows for shorter trip generation, minimising negative environmental impact caused by cars, compared to typical suburban town planning layouts dominated by cul-de-sacs. Shorter routes also promote walkability, leading towards healthier communities.



**Application at Oude Molen:**

- Establish continuity of routes across the site, in so doing promoting flow within the larger city precinct
- Create a fine-grained street block network that facilitates choice for both cars and pedestrians
- Optimise route connections along the perimeter of the precinct
- Design an appropriate hierarchy of routes, with a focus on pedestrians, cyclists, NMT, and service vehicles.
- Where appropriate, slow down traffic to facilitate activity routes rather than mobility routes.

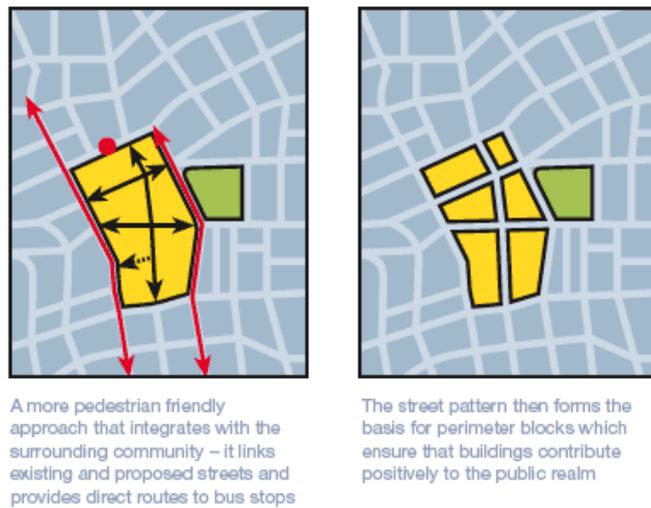


**8.4 Respond to the adjacent / Contribute to the whole / Integrate and design the boundary / Look out not in.**

The Oude Molen Precinct has four unique boundary conditions that needs to be integrated appropriately with four different neighbourhood fabrics and characters.

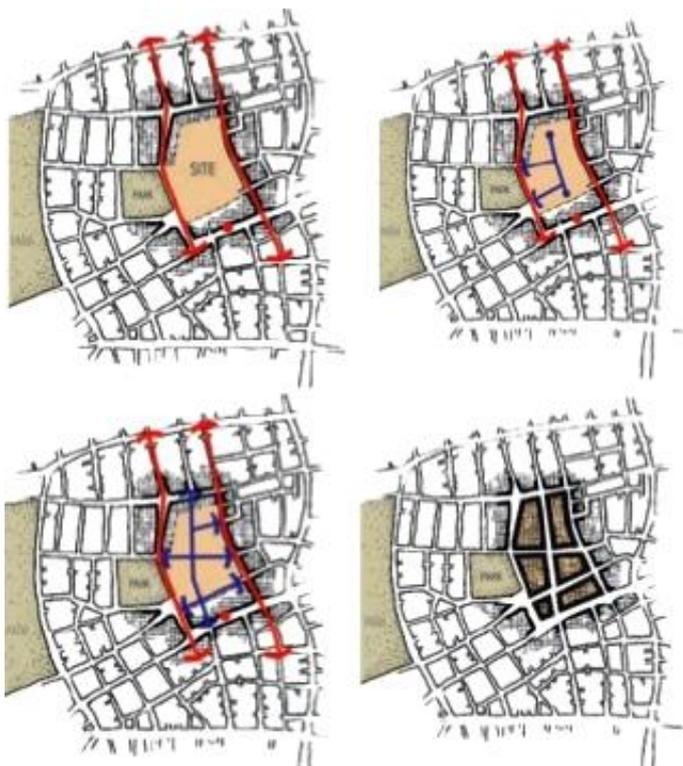
**1) East Boundary – Alexandra Road:**

Alexandra road is currently designed for mobility and not activity. A maximum number of road access points needs to be introduced along this edge to assist permeability. Density needs to be placed along this “hard” edge that faces onto the rail line. Mixed-use density should include appropriate retail and commercial use on ground floor to activate the street sidewalk. Overlooking can contribute to making Alexandra Road a safe pedestrian and NMT route.



**2) South Boundary – Office Park & Vincent Pallotti:**

Currently, Park Road gives access to the hospital and office complex situated on the southern boundary of the OMP eco village. This road could possibly be extended to give access into the village from the south, and also give public access to the green open space between the



village and the Black River. Further access routes and permeability along this relatively short boundary is not likely.

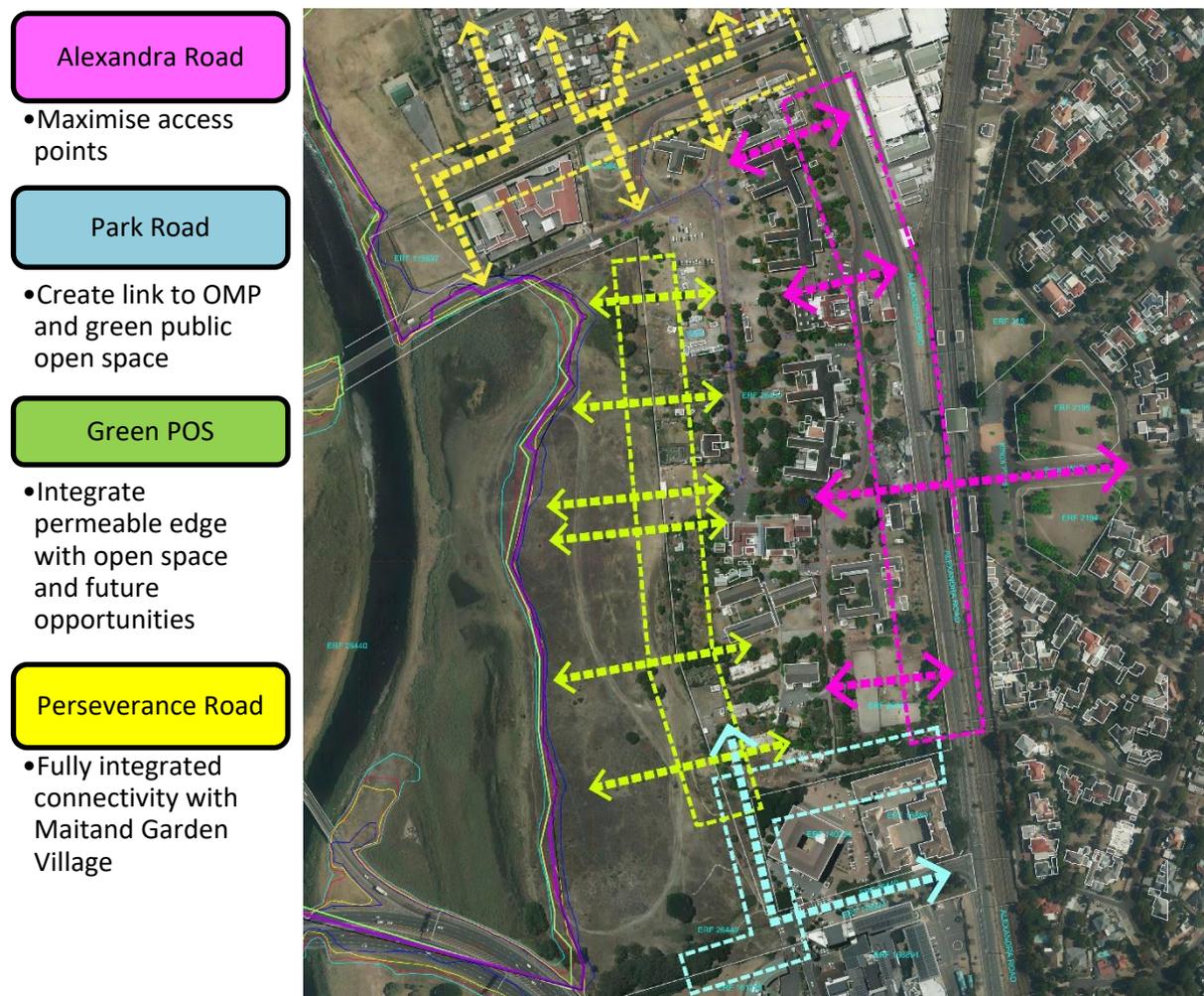
### 3) Western Boundary – Green POS and River Edge:

Integrating the green public open space, and its future design, with the re-development on the Oude Molen village is vital to ensuring the continuity of connections between the land owned by the WCGDTPW and the City of Cape Town. This interconnectedness is critical for a safe and desirable urban neighbourhood.

Linkages along this edge would be dominated by pedestrian and cycle pathways, and it's not foreseen that private cars access the green open space area. Establishing a street that accommodates both slow moving cars and cyclists and pedestrians between the future development and the green public open space, will allow for the integration of future connectivity solutions along this edge.

### 4) Northern Boundary – Maitland Garden Village:

The residential community of Maitland Garden Village is established, and needs to be fully connected to the amenities and future community that will live in Oude Molen. On the north, Perseverance Road needs to allow for street connections back into Oude Molen. This interface between the current urban fabric, and the future fabric of Oude Molen, should be fully integrated and without obstruction. Both communities will benefit from each other's energy and footfall.



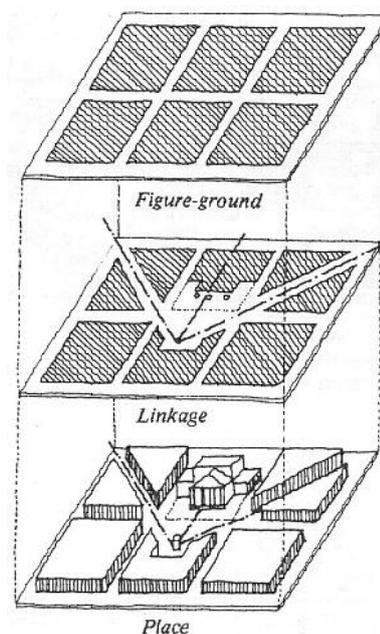
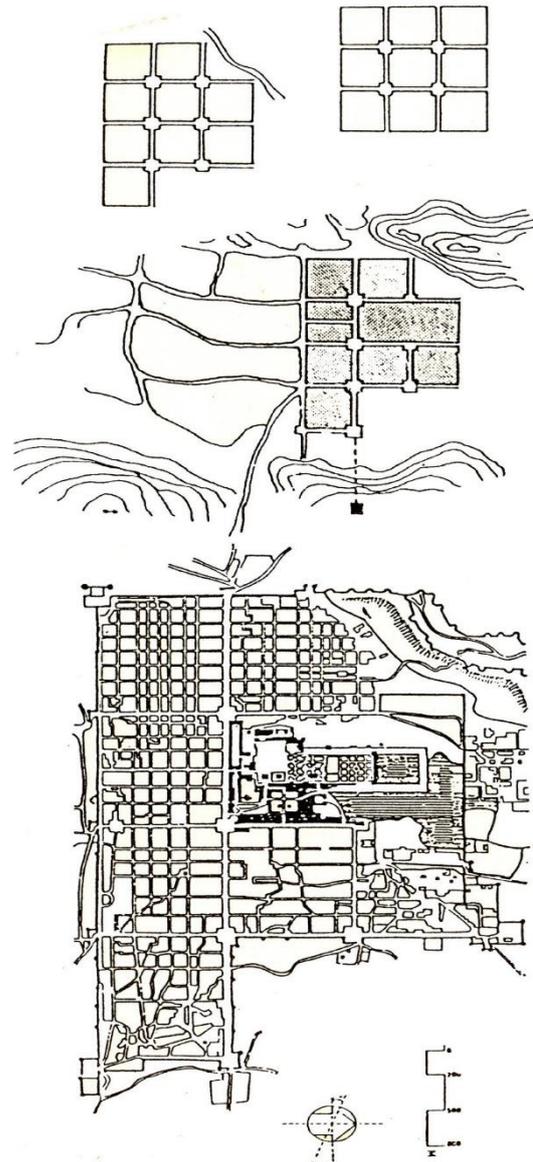
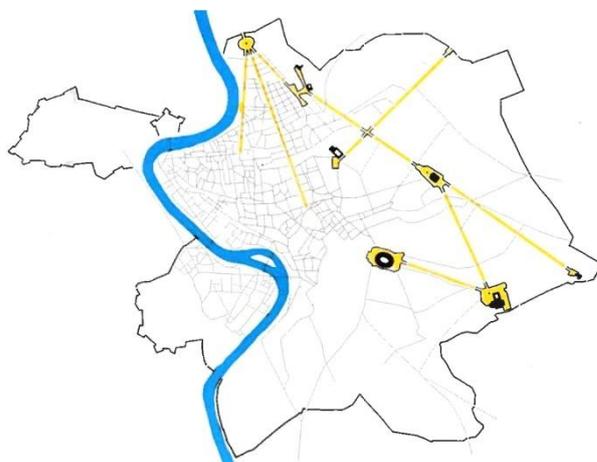
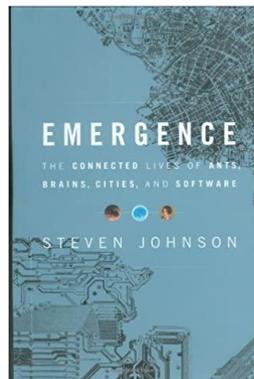
## 8.5 Create the public spatial frame / Allow incremental private development over time

Public space and public movement are the primary ordering structures of the urban design framework. The Oude Molen Precinct is not a green-fields development, and therefore a new grid cannot easily be overlaid. However, a clear and sacrosanct structure of public spaces and public linkages will be imposed onto the existing, to become the urban scaffold from where further finer grained design interventions are imposed.

With a strong, clear and legible spatial structure in place, finer grained urban interventions could almost happen uncontrolled, without affecting the logic of the whole. This incremental emergent process of “a city by a thousand designers” results in the uninhibited creativity of many creators of the urban environment, resulting in complexity, richness, vibrancy and vitality.

### Application at Oude Molen:

- Impose a regulating grid across the precinct, informed by the existing urban fabric and landscape
- Locate primary spatial anchors within the grid, informed by access and other spatial and heritage design informants
- Create public linkages between the spatial anchors, creating super blocks and street blocks
- Allowing for emergent creativity, regulate key architectural design elements with Form-Based-Codes and Guidelines.

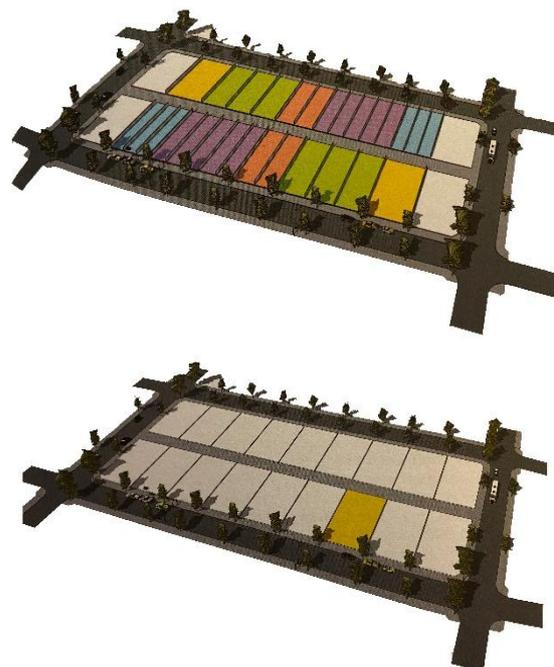
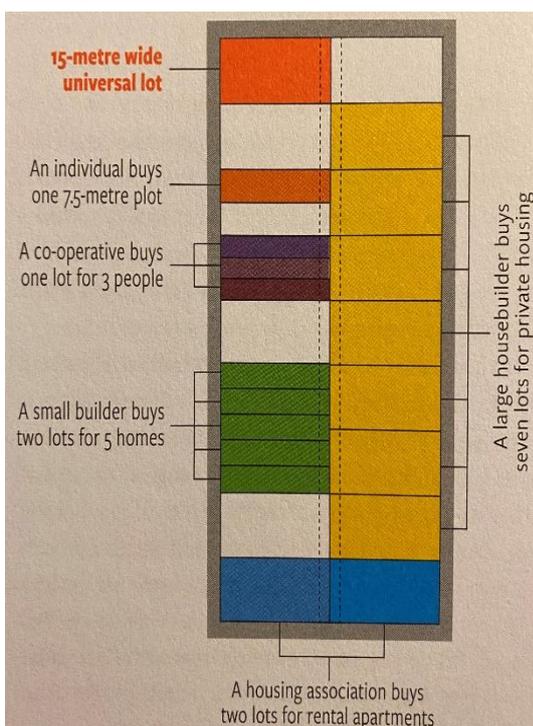
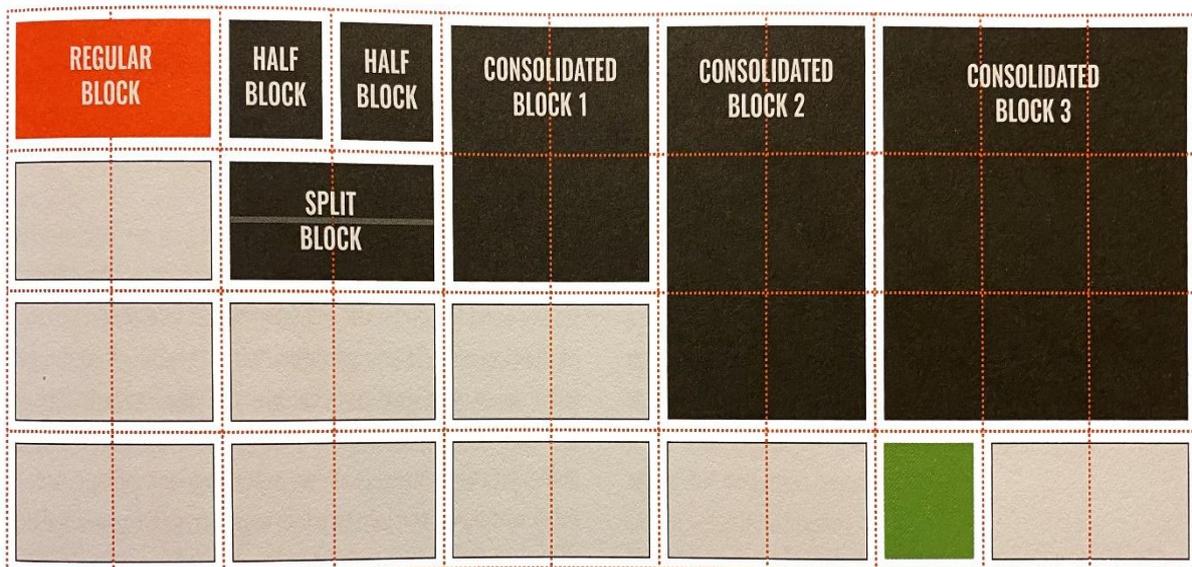


## 8.6 Adaptable street blocks and building mass to accommodate change in use over time

### 8.6.1 Street Blocks & Urban Grid

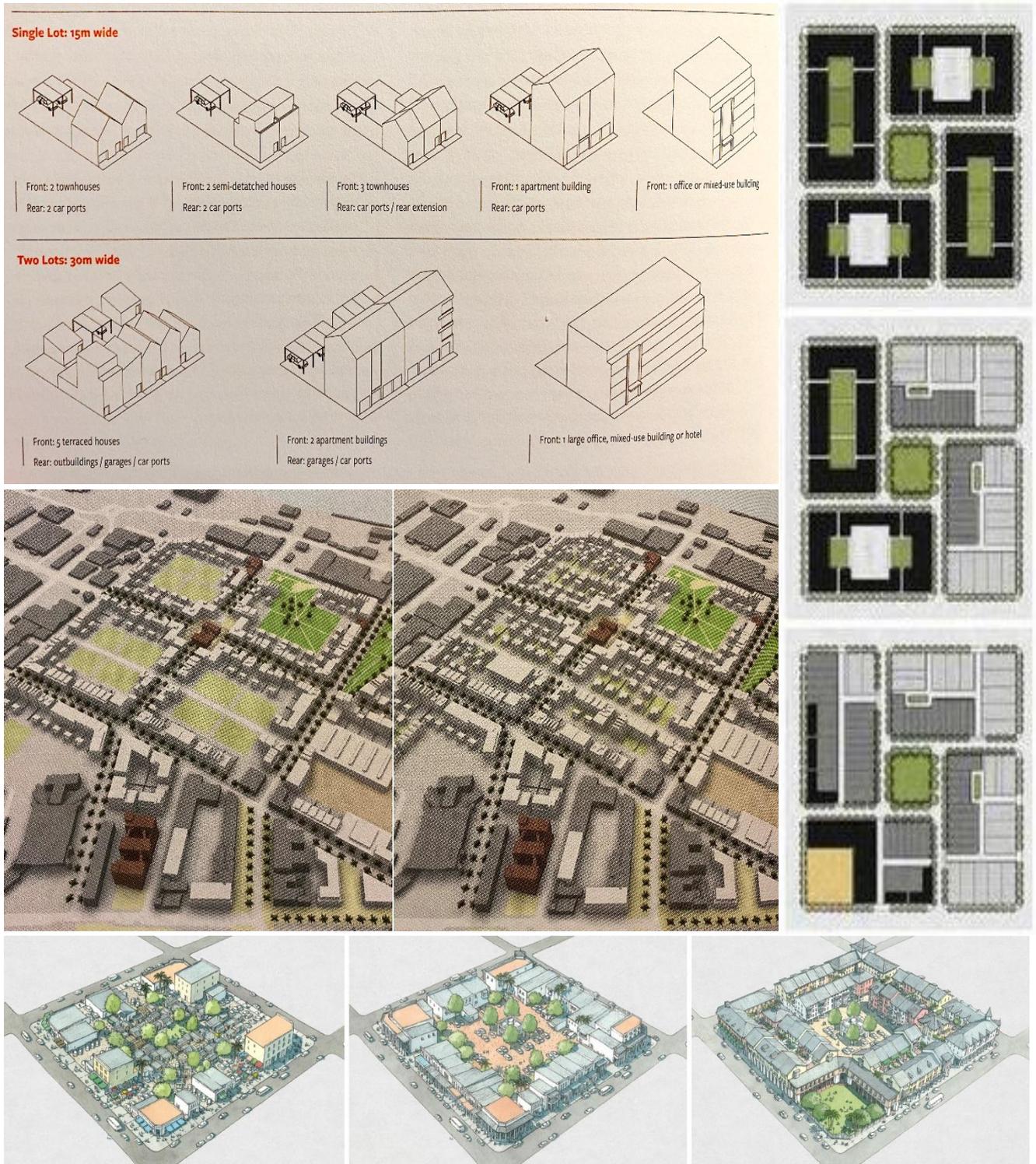
The subdivision of land is key when considering the capacity of the urban design framework to accommodate different land uses over time, and unpredictable property market demands into the future. The clever design of the street block needs to accommodate this unforeseeable variety of end-conditions.

The below graphics are captured from the “Massive Small” publication by Kelvin Campbell, illustrating the variety that’s achievable within a grid pattern, populated by adaptable mutations of the same “regular block”, both at a larger scale when consolidating blocks, as well as at the smaller scale of subdividing the regular block into smaller lots within the module:



**Application at Oude Molen:**

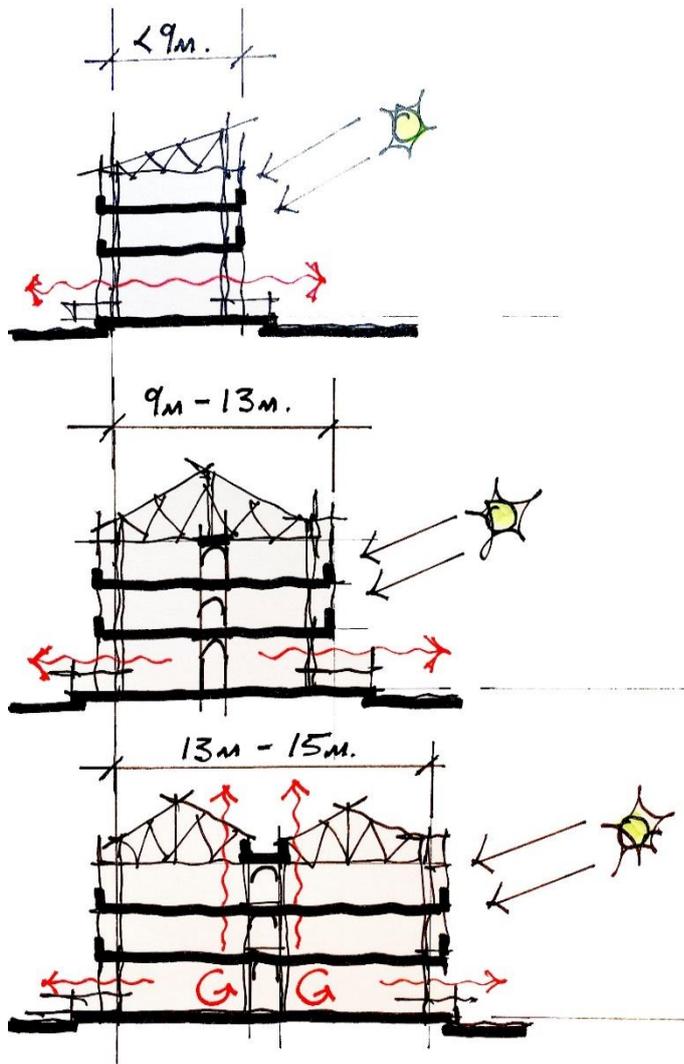
- Design an urban grid and street block layout that accommodates change at both a larger and smaller scale than the module.
- Propose a regular street block that can be subdivisible into lots at a regulated smallest increment, i.e., min. 7,5m.
- Introduce a Form-Based-Code to regulate private development



## 8.6.2 Building Envelope

Urban buildings need to be able to accommodate different uses over time if they are expected to remain long term investments for developers and owners, and “good neighbours” to adjacent urban buildings. The design of building envelope is therefore critical in the urban design framework.

Three parameters can influence the adaptability of building envelope over time: (1) depth of floorplate, and (2) height of floor. The following should inform the urban design:

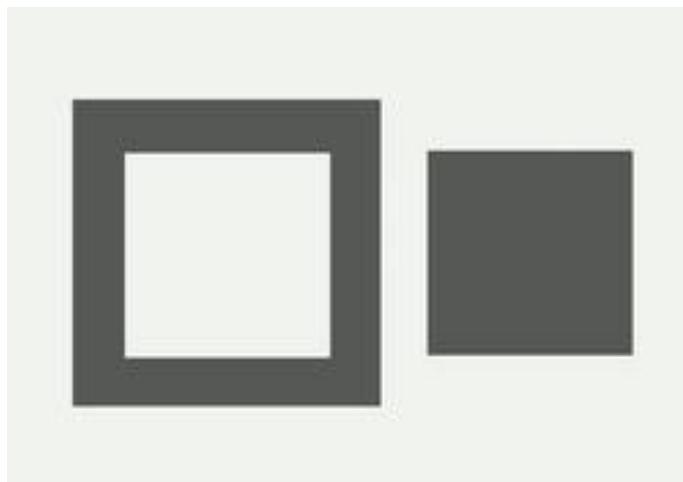


- A floorplate narrower than 9m does not allow for adequate retail space / depth on ground floor, and also does not accommodate a central passage for circulation most often required in office buildings.

- A floorplate between 9m and 13m can have good light penetration into floors, have good cross ventilation without requiring mechanical extraction from deep spaces, and can accommodate the requirements for both retail and office uses. This depth can become single or double banked residential accommodation, or hotels.

- Above 13m floor depth, the requirements for artificial light and mechanical ventilation of deep floor space make for more expensive and less comfortable tenancies. Deep space can be good for anchor retailers, but should be planned selectively.

- Using the 9-13m footprint, and arranging this footprint into a perimeter block, creates a very robust urban building typology. As is illustrated in the following images, a perimeter block arrangement of envelope could have the same floor area as the floor area of its courtyard. The solid square would not be an appropriate building footprint due to its depth, whereas the slender perimeter footprint allows for good ventilation, good natural light penetration, and a very desirable separation between public space (...streets and public open space), and semi-private courtyard space. It also neatly separates the fronts from the backs

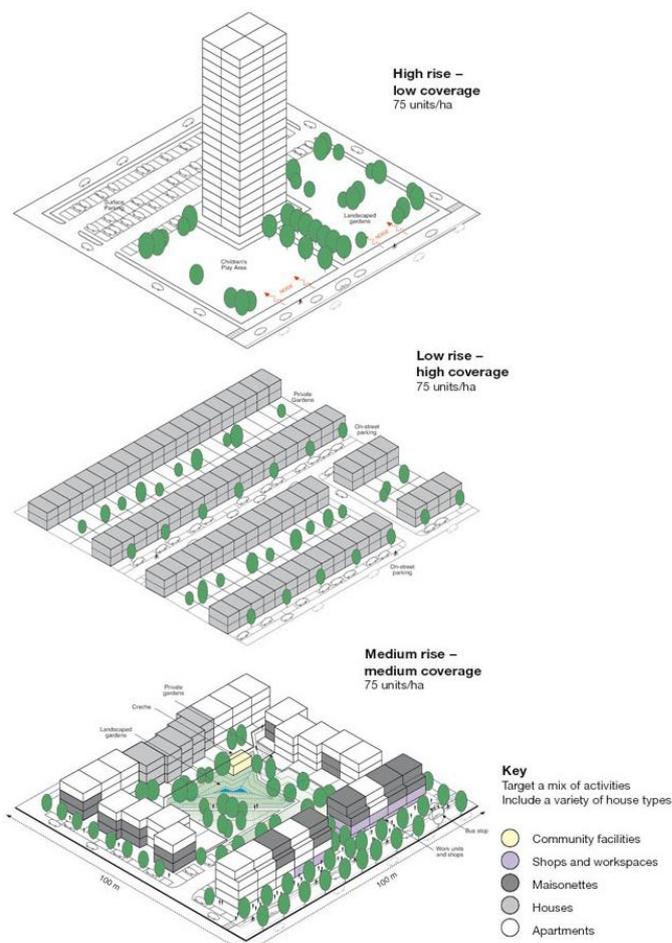
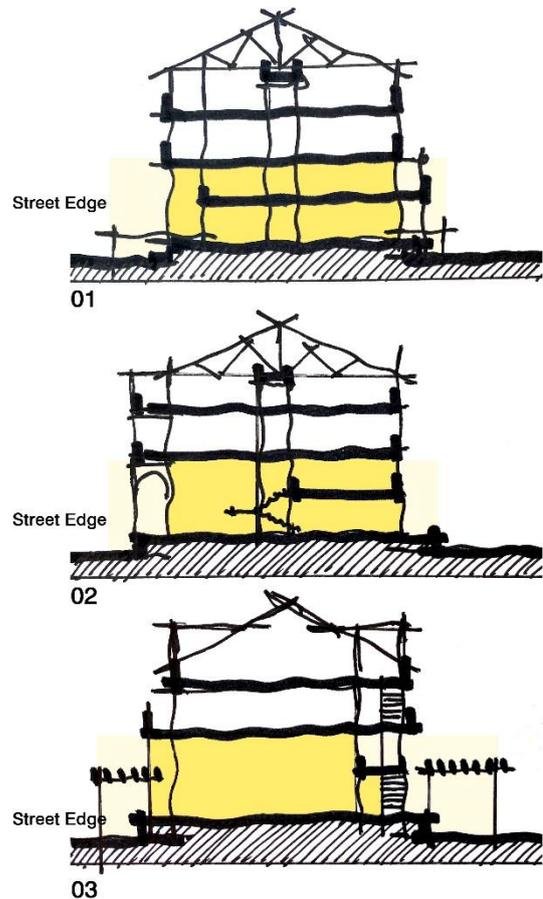


of buildings, and when repeated, creates an urban form where building fronts look onto each other, while building backs face one another: A desirable outcome.

- Predominantly, ground floor height should not be less than 4,8m, to accommodate a generous activated public threshold on ground floor, as well as accommodating the possibility to introduce mezzanine level within the ground floor envelope. Sketches 01-03 illustrate variations of how the ground floor can be used for different spatial arrangements due to the extra height.

#### Applications at Oude Molen:

- Place 12m deep building footprints onto street blocks to accommodate various end-uses.
- Enforce a min 4,8m ground floor envelope height
- Enforce the development of perimeter courtyard blocks, by imposing built-to lines, and form-based-codes for future developments.



### 8.7 Compactness and appropriate placement of development density

From the previous argument, the building footprint that makes-up the perimeter block building type was introduced. The image inserted on the left illustrates the various benefits of the perimeter courtyard block arrangement over other typical urban arrangements of building mass. Benefits are:

- Comparable development quantities, but improved qualitative characteristics
- Variety and richness, instead of repetitive monotony or alienating height
- Separation between public and private spaces, streets and courtyards
- Good street thresholds and enclosure
- Fronts-to-fronts and backs-to-backs
- Safe streets and safe courtyards
- Living in proximity to the ground has social and health benefits



- Similar residential densities are achieved, but with a built form that creates a desirable urbanity.

Concurrently, the placement of development density should be informed by access: The most accessible land can demand the highest rent-return, and therefore placing development bulk accordingly, is fitting. Secondly, density and development height should be placed to frame public open space and activate the thresholds onto public space. Similarly, density should frame streets and create animated vibrant movement routes.

Placement of density and development height can create roofline articulation, as well as focal points and foreground landmark buildings. Creating strong and legible corner building overlooking intersections of movement routes, can be done by placing density in these locations.



Applications at Oude Molen:

- Enforce the development of perimeter courtyard blocks, by imposing built-to lines, and form-based-codes for future developments
- Place development density in relation to points of good accessibility
- Use density to shape the built mass of the OMP neighbourhood. Outcomes to aim for include prominent corners, landmark buildings, articulated skyline, framed views and architectural variety and richness.

**8.8 Mitigate the visual impact of parking / Design for future car use**

The ubiquity of private car ownership and car use has drastically affected the quality of our urban environments. Traditional human scaled living and working environments have changed into car orientated roads and parking lots, unfriendly to the pedestrian and cyclists. A different future is possible, by implementing measures to mitigate private car use on a daily basis, and instead facilitating walkability and NMT modes of transport. Furthermore, the future of electric cars, self-driving cars, and shared transport services such as UBER and BOLT should be considered when designing space allocation for transport infrastructure.

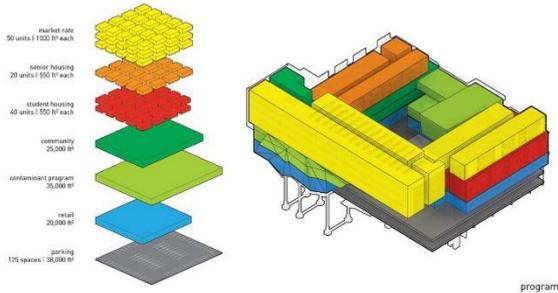
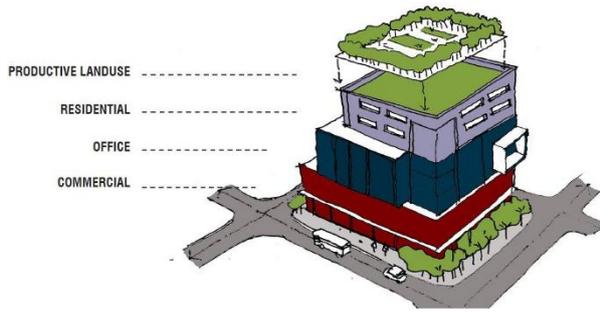
Applications at Oude Molen:

- Enforce maximum allowable parking standards on future developments. This sets maximum allowable numbers of parking bays per private development, which may not be transgressed by developers in pursuit of profit.
- Create communal parking facilities for private cars. Integrate these facilities with public transport, cycling, storage, and drop-off facilities for shared services such as minibus taxis, UBER and BOLT.
- Consider smart services such as car-pooling, and the required management tools to implement this.

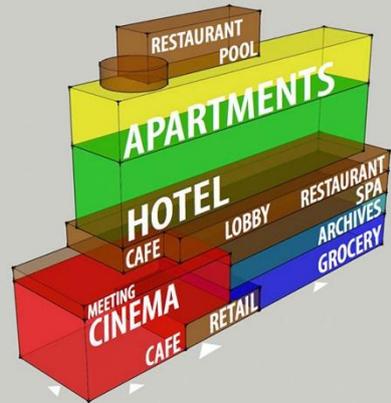
- Where necessary, place parking areas away from public view, by creating parking courtyards, basement parking, and landscaped parking areas.
- Promote on-street parking as a method of creating complete streets.
- Allow for on-street parking to be included into future development feasibility studies.
- Consider counter cyclical parking arrangements between daytime and night time end-users of bays. This would result in more efficient use of bays, requiring less bays in total for parking.
- Promote and attract green eco-friendly transport







- 20 Restaurant | Nightclub
- 19 Pool
- 18 Apartments
- 17 Apartments
- 16 Apartments
- 15 Hotel
- 14 Hotel
- 13 Hotel
- 12 Hotel
- 11 Hotel
- 10 Hotel
- 9 Hotel
- 8 Office
- 7 Café
- 6 Hotel Lobby
- 5 Restaurant
- 4 Meeting | Conference
- 3 Spa | Fitness
- 2 Cinema
- 1 Cinema
- Entrance
- Coffeshop | Newstand
- Hat Shop
- Grocery
- Storage
- Mechanical
- SB Loading



## 8.10 Walkability and complete streets

The distinction between “roads” and “streets” are important to define, and reach a collective understanding of. Roads are traditionally designed for efficient movement and safety of cars to get passengers and goods from point A to point B quickly, safely and effectively. In contrast, streets were traditionally made to accommodate the efficient and comfortable movement of pedestrians, allowing pedestrians to move at their own pace and along their chosen route from point A to point B. Both of these functions are necessary within a working city. However, within a high-density liveable neighbourhood, dominated by residential mixed-use developments, streets are more appropriate than roads, facilitating daily movement of pedestrians, rather than daily movement of cars and goods within the neighbourhood. Along the periphery, the translation of streets into roads become vital, as the neighbourhood connects to the wider amenities of the metropole.



*Walkability* is defined as: “The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in the area.” (Abley, S. 2005) A common measure of comfortable walking distance and time is the 5 minute or 400m walking radius, often referred to as a pedestrian shed (pedshed). The ambition to achieve walkability therefore is to provide basic daily needs to residents within a walking distance of 400m, and concurrently, creating enough density within a radius of 400m to support the feasibility of these daily urban needs, such as small retail, day-care, access to green open space, etc.



Walkability should also be measured qualitatively. The density of choices and the richness and variety of the architecture within the pedshed, or string of pedsheds, are vital in creating a desirable urban quarter. The human scaled design of the floor, walls and canopy (trees, etc.) of the street are all design elements that can encourage walking, and enrich the experience when designed well.

*Complete Streets* is defined as a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. (Wikipedia)



#### Applications at Oude Molen:

- Include sufficient density in the urban design framework to support walkability
- Develop in a compact way, to facilitate a density of choices for residents and visitors
- Integrate daily needs into the 5min/400m pedshed
- Design complete streets that accommodate all modes of transport appropriately
- Design public streets as human scaled spaces, made from quality materials
- Create safe streets by providing adequate lighting, activated street frontages, and “eyes on the street” from residents overlooking the street.

### 8.11 Frame unique views and place foreground buildings and landmarks / Promote legibility

Traditionally, civic buildings were more elaborate and expensive than more affordable residential buildings, which made up the majority of urban fabric. This resulted in traditional neighbourhoods having a clear separation between background understated and simplistic architecture, contrasted by the “raisins in the porridge”: the civic buildings placed onto civic spaces to give them prominence. Such buildings were also placed to create legibility and orientation within the otherwise understated architecture of the rest of the precinct.

This traditional urban logic still holds value today, and is enjoyed by most.

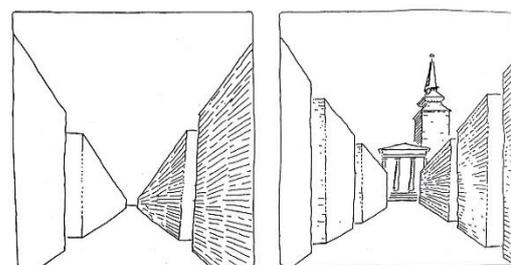
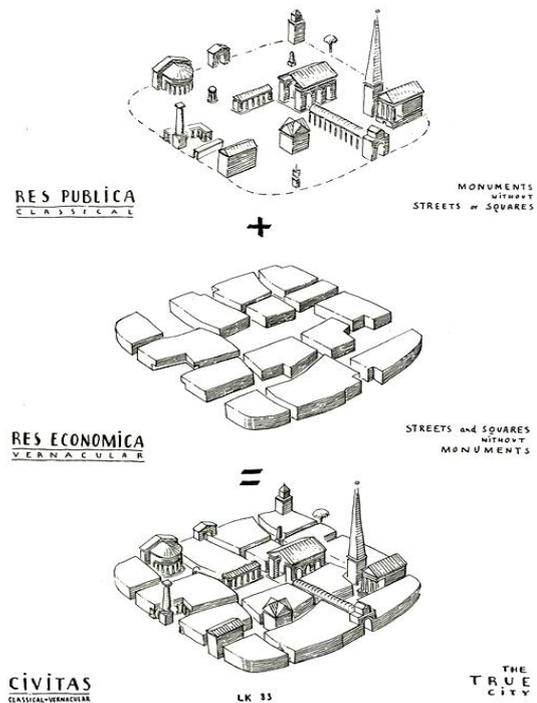
Background buildings have the function of creating urban blocks with continuous street facades, creating enclosure to the public street, and framing views towards the perceived destination: The landmark civic building (foreground building) at the end of the destination. In the OMP UDF, background buildings should be controlled with appropriate design codes and guidelines.

Landmark buildings tend to be free standing pavilions, and are places of civic interest, places of civic importance, and should be expressed as such in its differentiating architecture. In the OMP UDF, foreground buildings should be placed selectively and for pertinent reasons. They should be visual anchors and support desire lines. These buildings should have higher levels of architectural design control and scrutiny.

Magnificent opportunities exist at OMP to frame views toward Table Mountain with correct placement of building form. This will give the residents and visitors a rich experience, and a sense of orientation and legibility when inside the precinct.

#### Applications at Oude Molen:

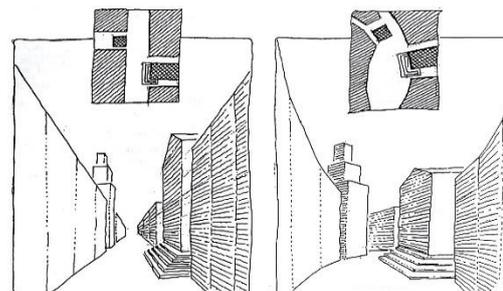
- Place building mass to frame views towards key landmarks
- Create terminated views by placing visual anchors at the end of view corridors
- Regulating background buildings with design codes, to enforce understatedness, good street enclosures and thresholds, and façade continuity towards terminated views



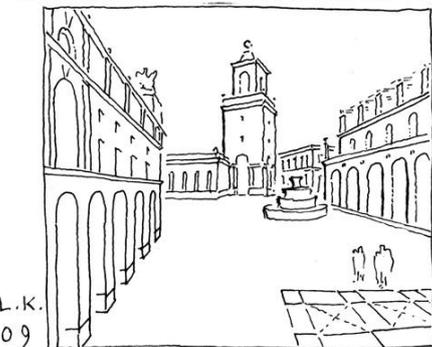
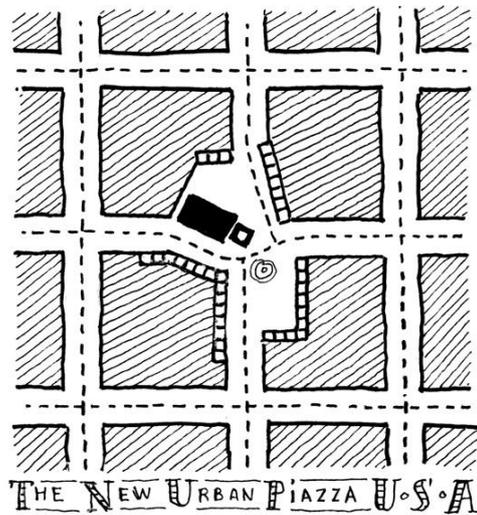
VN-FOCUSED FOCUSED

#### STREET

As CORRIDOR As PLACE



- Appropriately placing visual anchors and foreground buildings within the public space and movement network to enhance legibility, orientation, and suspense
- Strictly control the architectural design of foreground landmark buildings.



## 8.12 Define Fronts, Sides and Backs / Design Thresholds between Public and Private Space

The good design of thresholds cannot be over emphasised. Urban blocks come to life when their thresholds are design well, and with the human-experience in mind. Thresholds can be defined as any place where a person transitions from one place to another, i.e., doorways, couch ways, gates, portals, front porches, archways, windows, stairs, bridges, etc. These building elements are where people most closely engage with the building, i.e., get closes to it, touch it, see its detail and materiality. It is therefore important to design these well. The function of thresholds is to create a point of transition between public, semi-public, semi-private, and private space. Architectural Form-Based-Codes (FBC) can be used to regulate thresholds. Depending on the use of the building, especially on ground floor, different thresholds solutions are preferable. Some to consider would be the following:

### *Residential on Ground Floor:*

The design of the residential thresholds needs to separate public from semi-private space, while still allowing visual access to the street from doors and windows. These spaces allow for personalisation, and when generous enough, for relaxing on your front porch and watching the world go by in the street.

### *Retail on Ground Floor:*

Retail tenants require optimum visual connectedness with the people in the street to advertise their goods on sale. Thresholds need to be visually unobstructed, inviting, with an easy and seamless flow from the outside to the inside.

### *Landscape Thresholds:*

A landscaped margin between the street and the vertical façade of a building, provides vitality and character to the street edge, and softens the threshold. Landscaping has the wonderful quality of expressing the seasons, and contributing to a sense of time and progress.

### *Raised Thresholds:*

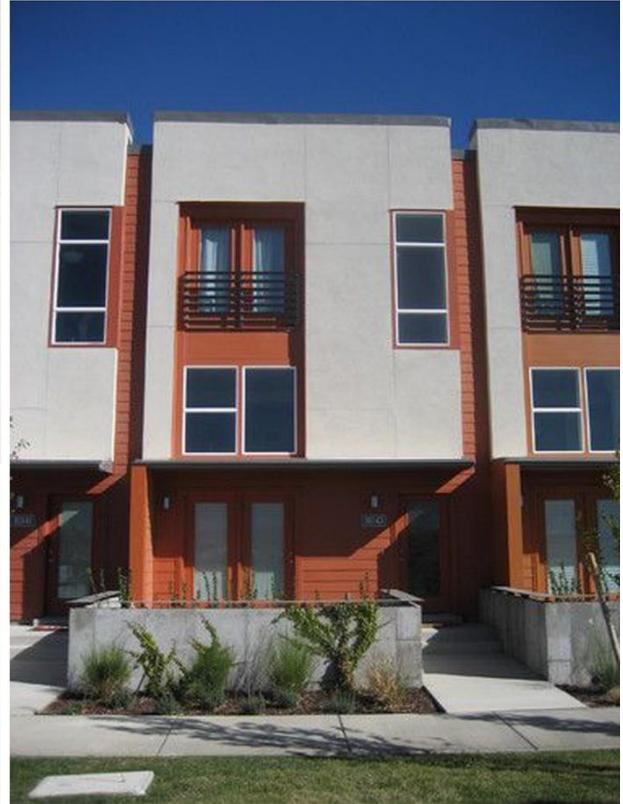
Both office buildings and residential buildings can benefit from a raised street threshold. This assists in separating the public space of the street from the semi-private space of the raised porch and front door.

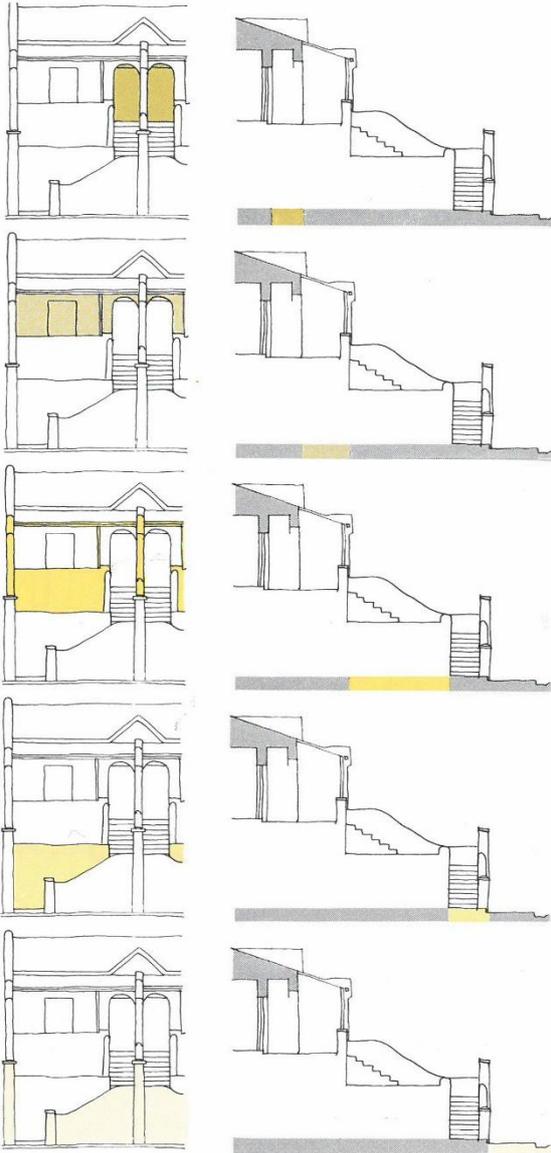
### *Landscape Walls:*

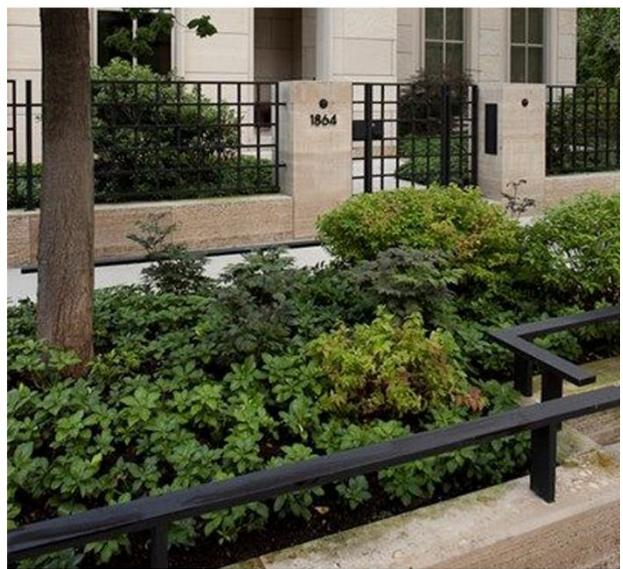
Using landscape elements such as walls and gateways, lines of separation can be created to establish thresholds between public and semi-public space.

The following pages illustrate the abovementioned outcomes with images and sketches:









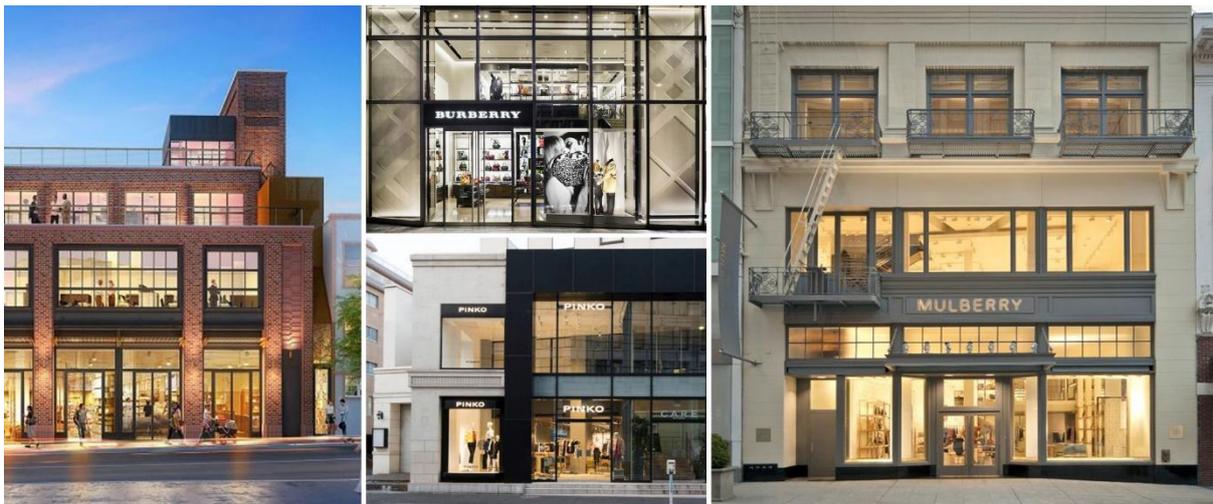


### 8.13 Activate the ground floor interface / Enforce greater height at ground floor

Having a varied and rich experience at ground floor, results in a desirable precinct. The activation of the ground floor building threshold with shopfronts, front doors, windows, stairs, retail spill-out spaces, and street furniture, supports the ideal of walkability and liveability. Furthermore, activated ground floor edges contribute to “eyes-on-the-street” that supports safe streets and public spaces.



Where appropriate, the ground floor should not be less than 4,8m in height, allowing for a more generous street threshold, as well as encouraging variety through the use of mezzanine levels inside tenancies.



### Applications at Oude Molen:

- Design activated ground floor edges with retail shopfronts, residential front doors, windows and entrances, etc.
- Through design codes, create extra height inside buildings at ground floor
- Create a density of variety at ground floor through vertical articulation of buildings and narrow lots.
- Formulate design codes and guidelines to establish well designed and articulated ground floor façade designs, made from durable quality materials, that are pleasurable for pedestrians to engage with, both visually and tactile.

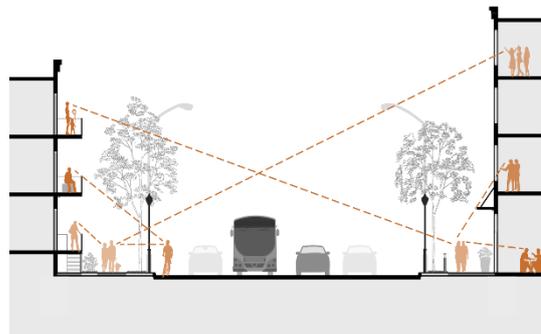
### 8.14 Design for passive surveillance / Promote CPTED to support safe places

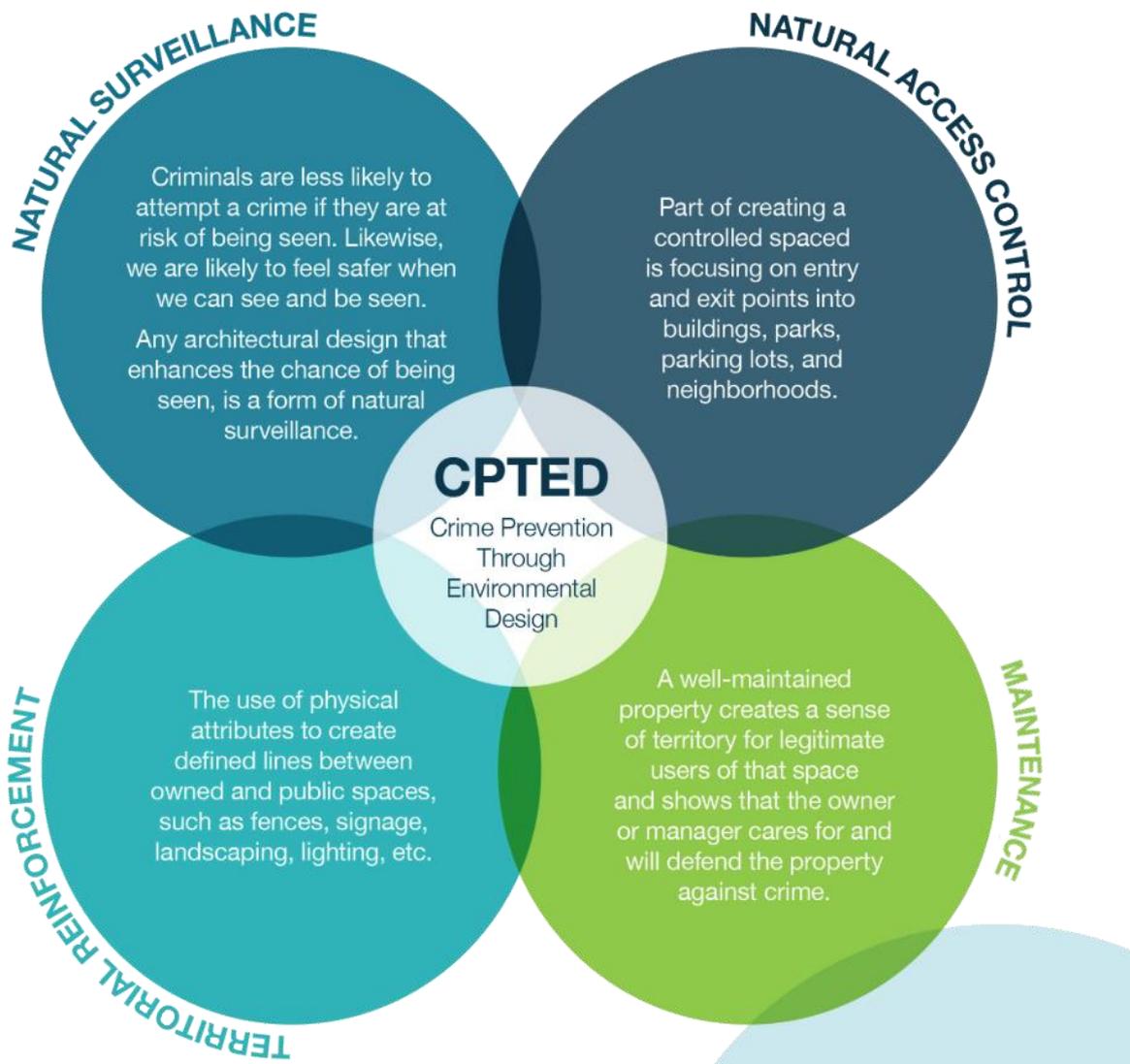
Safety might be considered by many to be the most sought-after quality of a neighbourhood when selecting where to live, work, learn and play. The CPTED movement, Crime Prevention through Environmental Design, promotes four concepts aiming at influencing offender decisions that precede criminal acts by affecting the built, social and administrative environment.

Perimeter blocks, as promoted earlier in this document, naturally provide passive surveillance onto streets, public spaces, and semi-private courtyards, resulting in safer places due to the “eyes on the street” CPTED principle.

The urban design framework will give guidance on placement of building frontages and points of access into buildings, making these anchor points in the framework relate to each other, and encouraging access safety measures at the appropriate points of entry.

In support of the above two measures, the design of a well-lit quality public landscape, that is well maintained and loved by its residents and visitors, results in safety by collective care and ownership. Managing the future OMP should include this is their constitution.





# The Elements of CPTED

**ADDITIONAL IDEAS THAT SUPPORT CPTED EFFORTS**

Activity support fosters community interaction. Criminal acts can be discouraged in public spaces when we encourage activities in those spaces by residents, visitors, and other legitimate users.

<https://www.saferspaces.org.za/understand/entry/crime-prevention-through-environmental-design-cpted>

## 8.15 Hierarchy of hard and soft public open spaces between buildings

Great urban quarters have a variety of hard and soft public space and places that range in scale, publicness, civic gravitas, visitor density, and sensory character. This hierarchy of places create choice, and the ability of residents and visitors to pick their preferred spaces to “stay a little longer,” relax, shop, play, or just watch other people go by. As advocated by Jan Gehl: “People are the cities greatest attraction!”

The inserted sequence of images illustrates the built and open space fabric of a generic precinct, with a clear hierarchy between three levels of open space.

At the various levels in the hierarchy, hard and soft open spaces can facilitate the following desired outcomes:

- Civic squares that accommodate prominent foreground civic buildings, i.e., church squares, town squares, market squares, etc.
- Public courtyards, parks, plazas, piazzas, urban stairs and promenades. These are normally part of the primary pedestrian movement network, and becomes places-of-interest along the “string of beads” that make up the public movement network
- Semi-public perimeter block courts, parking courtyards, gardens, pocket parks, fountains, etc.
- Private green open space, such as backyards and private gardens.



### Applications at Oude Molen:

- Design a public open space framework for OMP that provides various scales of hard and soft landscaping
- Integrate public open spaces with desired movement routes, views, and foreground landmark buildings

The following page illustrates a selection of hard and soft public open spaces that are exemplary:





## 8.16 WSUD Principles and Stormwater Management

### 8.16.1 What is “Water Sensitive Urban Design”?

The deleterious impacts of urbanisation on receiving waters, that is rivers, streams, wetlands, groundwater and coastal waters, are a worldwide phenomenon. Such impacts include:

Such impacts include:

- Declining water quality
- Diminishing groundwater recharge and quality
- Degradation of stream channels
- Increased overbank flooding
- Floodplain expansion
- Loss of ecosystem integrity and function
- Loss of biodiversity.

In the last 20 years, increasing emphasis internationally has been placed on addressing urbanisation

impacts on natural water bodies, and the guiding principles that have evolved have become known as Water Sensitive Urban Design (WSUD).



### 8.16.2 Sustainable Urban Drainage Systems

Sustainable Urban Drainage Systems (SUDS) is a branch of WSUD dealing specifically with stormwater management measures which attempt as far as possible to maintain or mimic the natural flow systems as well as prevent the wash-off of urban pollutants to receiving waters. SUDS include both structural controls and non-structural best practice methods and approaches that are used to manage stormwater quality and quantity so that the impact on receiving waters such as rivers, wetlands and the sea is reduced.

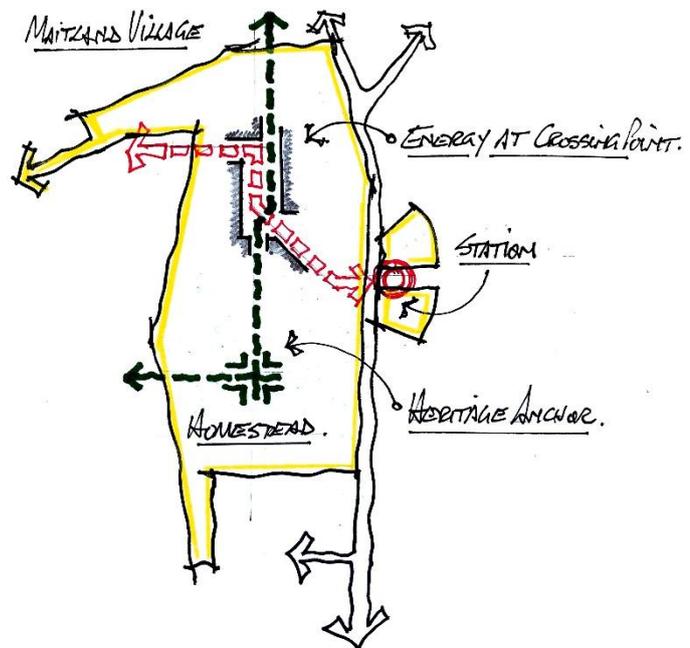
#### Application at Oude Molen:

- With input from civil engineering specialists, formulate a stormwater master plan for the OMP
- Include best-practice SUDS and WSUD principles into the SW management master plan: Five key WSUD performance measures to include:
  - Reduce potable water consumption
  - Waste water re-use and reduced discharge
  - Stormwater storage and re-use
  - Stormwater treatment and percolation on site
  - Minimise urban heat island effect

## 8.17 Establish character zones and concentrate energy / Desire lines and anchors

At Oude Molen, proposed new development should understand the desire lines that currently exist on and across the site. The location of the Pinetown Rail Station next to the site is a primary anchor for pedestrian movement. Similarly, the bridge across the Black River, connecting to the Valkenburg complex attracts movement across the site. This transverse movement energy should be capitalised on.

Along the length of the precinct, the possibility exists to create a new desire line that connects Maitland Garden Village residents to the historic homestead, which in future will serve as a key destination in the OMP development framework. This spine could be characterised by various activities at ground floor, with a possible intensification of energy at the intersection with the abovementioned transverse desire line. This new intersection of desire lines will create a counterpoint to the urban anchor that will be located around the historic homestead.



### Application at Oude Molen:

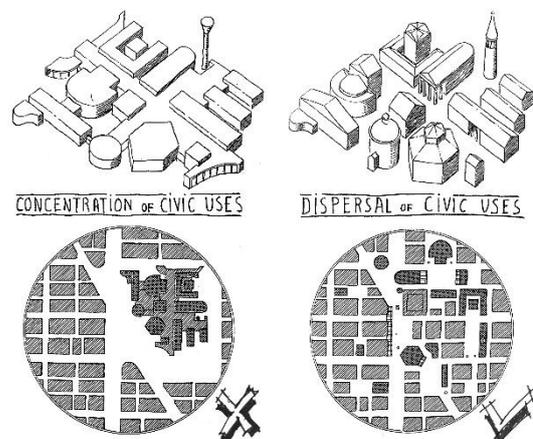
- Density should support these desire lines to create activity streets.
- Energy should be focussed on these links and anchor points.
- A variety of character zones should mitigate monotony

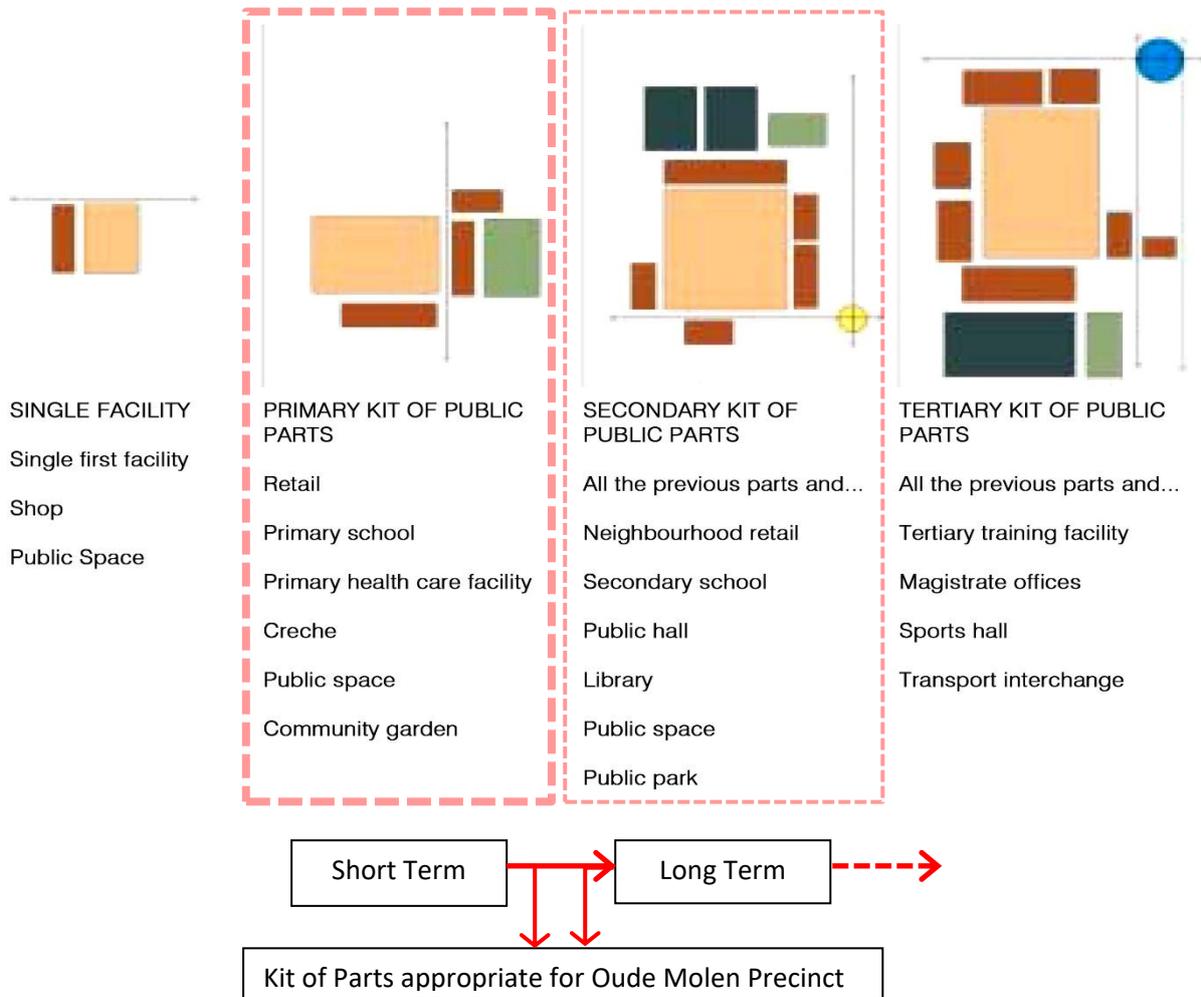
## 8.18 Cluster public facilities to promote multi-use, and resilience

Currently, in a South African context, public facilities are often struggling with reduced public budgets and financial viability. Grouping these facilities and allowing them to find synergies over time, could make them more financially viable. If further supported by neighbourhood retail and transport facilities, these clusters of functions could be more resilient.

### Application at Oude Molen:

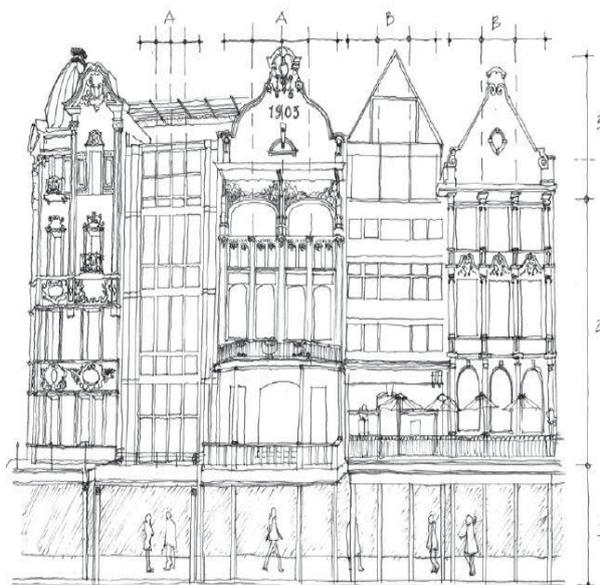
- Place public open space and key public facilities in relation to best accessibility
- Cluster secondary public facilities and retail outlets to support primary public space and public facilities.
- Build the kit-of-parts into a node of public anchors, creating feasibility and vitality.
- Do not make a single building out of the above discussed facilities, but rather individual buildings clustered in close proximity. This facilitates urban life and richness.





### 8.19 Architectural richness and variety through vertical articulation

To achieve a high-density urban precinct with perimeter block buildings, which establish great streets that are pedestrian orientated and human scaled, building facades need to be continuous with buildings standing shoulder-to-shoulder. Comprehensibly, when narrow plots are owned and developed by different developers, as happened in traditional cities, this vertical articulation happened spontaneously. However, in today's more affluent cities with large scale property development companies, where complete blocks are developed by one developer, architectural codes and guidelines should be implemented by the master property owner's association to ensure that a similar vertical articulation and façade richness and variety result in the final precinct.



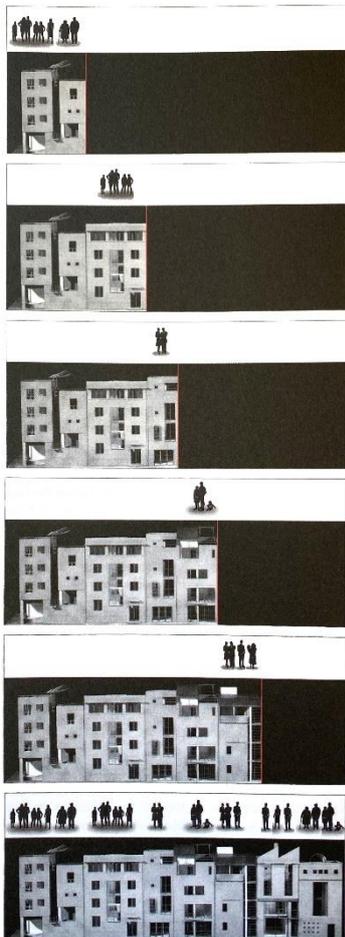
The following images illustrate a variety of vertically articulated building facades that are desirable:



The proven method of achieving appropriate architectural articulation, including vertical articulation across a sequence of narrow plots and/or a one-developer perimeter block, is through Form-Based-Coding. Such a code would be designed and enforced by the master property owner's association of the future OMP development.

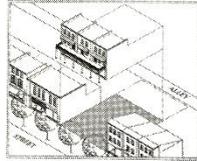
One of the key features of a Form-Based-Code (FBC) is the setting of frontage design codes and guidelines. The images inserted illustrate two typical pages out of such a design code.

Frontage codes within the FBC would typically stipulate built-to-lines, give-and-take zones that allow for deviation from the built-to-line, minimum and maximum lot widths, floor-to-floor heights, maximum and minimum buildings heights, allowable and prohibited frontage elements, etc.



Type II: Live/Work Building

CLASSIFICATION

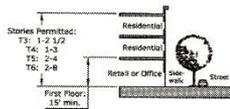


**Definition:**  
A dwelling unit that contains, to a limited extent, a commercial component. A Live/Work unit is a fee-simple unit on its own lot with the commercial component limited to the ground level.

**Transect Zones:**  
Allowed by Right: T5, T6  
Allowed by Exception: T3, T4  
Not Allowed: T2, CS

URBAN STANDARDS

Height



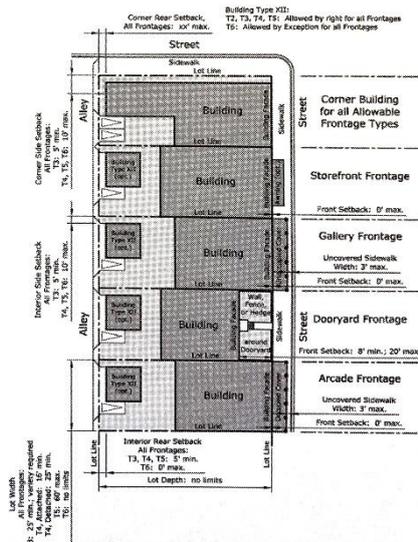
Parking Minimums

- T3: Dwelling: 2 space/unit  
Lodging: 1 space/bedroom
- T4, T5: Dwelling: 1 space/unit  
Lodging: 1 space/bedroom  
Office or Retail: 2 spaces/1,000 SF
- T6: no requirement

Function Intensity

- T3, T4: Retail: limited to first story block corner locations; T3 limited to max. of 1/100 dwelling units.  
Office: limited to first story locations
- T5, T6: no restrictions

Frontages, Setbacks, Lot Size



Finally, it follows naturally from the inherent properties of the vertically articulated perimeter block building type, that a wide spectrum of resident requirements can be met. Next to each other, each one with its own street-level front door, families that are rich and poor, young and old, many or few members, can live in balance with each other. And as their family lives change over time, the same street where they have come to know their neighbours, can again accommodate them in a different house, but still part of the same block or street. This approach is referred to as "long life, loose fit" architecture.



#### Applications at Oude Molen:

- Setup a master property owner's association (MPOA) for the future OMP
- Design a Form-Based-Code for future private development at OMP, managed and implemented by the MPOA.
- The FBC should enforce vertical articulation and frontage regulations that result in varied and rich street thresholds
- Encourage buildings that accommodates a "long life, loose fit" design.

### 8.20 Promote difference and diversity / Design to accommodate personalisation and identity

Our homes are often the greatest investment people make during their lifetimes. We want to spend our hard-earned cash on something special. Also, no one likes to live in a monotonous sterile complex where everything looks the same; where houses are cookie cutter repetitions, characterised by a one-size-fits-all approach. Instead, it is our very human nature to individualise ourselves and our homes. We want to impose our own identity on our homes, and personalise our lives. A robust urban design framework should accommodate this basic human desire.



#### Applications at Oude Molen:

- Design the building-canvas for public life
- Design buildings that can accommodate personalisation
- Accommodate diverse residential needs by developing fine grained perimeter block housing
- Allow design to happen over time, implemented by many designers

### 8.21 Summary

1. Create places for people
2. Exploit the uniqueness of place and the potential of the pre-existing
3. Facilitate flow / Permeability / Connectedness / Continuity of connections
4. Respond to the adjacent / Contribute to the whole / Integrate and design the boundary / Look out not in
5. Create the public spatial frame / Allow incremental private development over time
6. Design adaptable street blocks and building mass to accommodate change in use over time
7. Consider compactness and appropriate placement of development density
8. Mitigate the visual impact of parking / Design for future car use
9. Promote mixed-use developments
10. Facilitate walkability and complete streets
11. Frame unique views and place foreground buildings and landmarks / Promote legibility

12. Define Fronts, Sides and Backs / Design Thresholds between Public and Private Space
13. Activate the ground floor interface / Enforce greater height at ground floor
14. Design for passive surveillance / Promote CDTED to support safe places
15. Design a hierarchy of hard and soft public open spaces between buildings
16. Install WSUD Principles and Stormwater Management
17. Establish character zones and concentrate energy / Desire lines and anchors
18. Cluster public facilities to promote multi-use, and resilience
19. Establish architectural richness and variety through vertical articulation
20. Promote difference and diversity / Design to accommodate personalisation and identity

## 8.22 References

Campbell K., "Making Massive Small Change", Chelsea Green Publishing, London, UK, 2018

Farr, D., "Sustainable Urbanism: Urban Design with Nature", John Wiley & Sons, New Jersey, USA, 2008

Gehl, J. "Cities for People", Island Press, Copenhagen, 2010

Krier L., "The Architecture of Community", Island Press, London, UK, 2009

Duany, A. and DPZ, "Garden Cities: Theory and Practice of Agrarian Urbanism", The Prince's Foundation for the Built Environment, London, UK, 2011

# 9 OMP Precinct Plan – Preferred Alternative

## 9.1 Layout Plans



OMP Precinct Plan - Existing Condition  
SCALE 1:1000 @ A1

**NOTES**

- The scope of this drawing is to illustrate and include the proposed changes to the OMP Precinct Plan. It is not intended to be a final design or construction document.
- All work to be carried out is of a preliminary nature. It is not intended to be a final design or construction document.
- The design is based on the information provided and is subject to change without notice.
- The design is based on the information provided and is subject to change without notice.

**REVISIONS**

No.	Date	Issued by	Description
010	2024/08/01	AM	Client feedback on conceptual OMP layout
011	2024/08/01	AM	Changes after Client feedback on conceptual OMP layout
012	2024/07/29	AM	Change: Proposed changes for 10th Street and 11th Street (see architectural drawings)
013	2024/07/29	AM	Finalized and issued Precinct Plan to Client for review

**Legend: Current Buildings**

- REPAIR AND REUSE / REFINISH
- DEMOLISH
- DEVELOP (SEE ARCHITECTURE)

**FOR INFORMATION**

**Client Sign-Off & Date**

Date Issued: \_\_\_\_\_  
 Project Manager: \_\_\_\_\_  
 Client Sign-off: \_\_\_\_\_  
 Structural Engineer: \_\_\_\_\_  
 Civil Engineer: \_\_\_\_\_  
 Mechanical Engineer: \_\_\_\_\_  
 Electrical Engineer: \_\_\_\_\_  
 Interior Designer: \_\_\_\_\_  
 Landscape Architect: \_\_\_\_\_

Client: **WCG Dept. of Infrastructure**

Project: **Oude Molen Precinct**

Drawing: **PRECINCT PLAN Preferred Alternative: Existing**

Scale: 1:1000 @ A1	Date: 2024.11.01	Drawn: AMoritz
Project No: CA15374.00	Design No: SLF_2018-01	Revision: <b>r017</b>





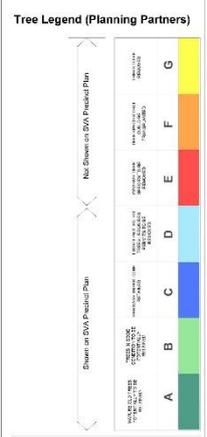
**OMP Precinct Plan - Compilation**  
SCALE 1:1000 @ A1

**NOTES**

1. The site plan is for information only. It does not constitute a contract.
2. All works to be carried out in accordance with the relevant legislation and the SVA's standards.
3. The site plan is for information only. Only specific observations or details may be noted.
4. The site plan is for information only. It does not constitute a contract.

**REVISIONS**

No.	Date	Issued by	Description
018	2024/09/02	A18	Client feedback on conceptual OMP layout
019	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout
020	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout
021	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout
022	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout
023	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout
024	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout
025	2024/09/02	A18	Changes after Client feedback on conceptual OMP layout



**FOR INFORMATION**

Client Sign-Off & Date

Consultant: \_\_\_\_\_  
 Project Manager: \_\_\_\_\_  
 Client Sign-Off: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 SVA Design: \_\_\_\_\_  
 Lead Designer: \_\_\_\_\_  
 Landscape Architect: \_\_\_\_\_

Client: **WCG Dept. of Infrastructure**

Project: **Oude Molen Precinct**

Drawing: **PRECINCT PLAN**  
 Preferred Alternative: **Compilation**

Date	By	Drawn
2025-09-18	CA15371.00	ABlenitz
2025-09-18	CA15371.00	r020







- NOTES**
- The design in this drawing is for general guidance and is not a contract. It is subject to change without notice.
  - It is the responsibility of the client to ensure that all necessary permits and approvals are obtained before construction.
  - The design is based on the information provided by the client. The client is responsible for the accuracy of this information.
  - The design is based on the information provided by the client. The client is responsible for the accuracy of this information.
  - The design is based on the information provided by the client. The client is responsible for the accuracy of this information.
- REVISIONS**
- | No. | Date       | Issued by | Description                                     |
|-----|------------|-----------|---|
| 010 | 2024/03/03 | ASA       | Client meeting on conceptual OMP layout         |
| 011 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 012 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 013 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 014 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 015 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 016 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 017 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 018 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 019 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |
| 020 | 2024/03/08 | ASA       | Conceptual OMP layout for conceptual OMP layout |

**FOR INFORMATION**

Client Sign-Off & Date

Client: \_\_\_\_\_  
 Project Manager: \_\_\_\_\_  
 Design Manager: \_\_\_\_\_  
 Structural Engineer: \_\_\_\_\_  
 Civil Engineer: \_\_\_\_\_  
 Mechanical Engineer: \_\_\_\_\_  
 Electrical Engineer: \_\_\_\_\_  
 Health Engineer: \_\_\_\_\_  
 Landscape Architect: \_\_\_\_\_

Client: WCG Dept. of Infrastructure

Project: Oude Molen Precinct

**PRECINCT PLAN**  
Preferred Alternative: Building Mass

Scale	Date	Drawn
Scale: 1:1000 @ A1	2025/09/18	ASA
Project No.	Sheet No.	Revision No.
CA15371.00	SDF 010/04	r020



**OMP Precinct Plan - Building Mass**  
SCALE 1:1000 @ A1





**NOTES**

- The design team is providing a preliminary plan and notes the priority of design considerations. Changes to the design may be required.
- All work to be carried out in accordance with the relevant standards and specifications.
- The design team is providing a preliminary plan and notes the priority of design considerations. Changes to the design may be required.
- All work to be carried out in accordance with the relevant standards and specifications.

**REVISIONS**

No.	Date	Revised by	Revised for
010	2024/02/20	AMC	Client feedback on circulation plan
011	2024/02/20	AMC	Changes after client feedback on circulation plan
012	2024/02/20	AMC	Changes after client feedback on circulation plan
013	2024/02/20	AMC	Changes after client feedback on circulation plan
014	2024/02/20	AMC	Changes after client feedback on circulation plan
015	2024/02/20	AMC	Changes after client feedback on circulation plan

**FOR INFORMATION**

**Client Sign-Off & Date**

Client Name	
Project Manager	
Quantity Surveyor	
Structural Engineer	
Civil Engineer	
Mechanical Engineer	
Electrical Engineer	
Interior Designer	
Landscaper/Architect	

Client: WCG Dept. of Infrastructure

Project: Oude Molen Precinct

Project: PRECINCT PLAN  
Preferred Alternative : Circulation

Scale	Date	Drawn
1:1000 @ A1	2025.08.18	AMC
Project No.	Drawing No.	Revision No.
CA16371-00	SDF_2019-06	r020



OMP Precinct Plan - Circulation  
SCALE 1:1000 @ A1



**Legend: Proposed Building Height (max.)**

- Max. 5 to 6 Storeys / 25m
- Max. 4 to 5 Storeys / 20m
- Max. 3 Storeys / 15m
- Max. 2 to 3 Storeys / 12m

**NOTES**

1. The client has approved the proposed building heights.
2. All buildings are to be constructed in accordance with the relevant building codes.
3. The client has approved the proposed setbacks.
4. The client has approved the proposed setbacks.

**REVISIONS**

Rev	Date	Revised by	Description
01	20/09/20	AM	Issue for client review
02	20/09/20	AM	Issue for client review
03	20/09/20	AM	Issue for client review
04	20/09/20	AM	Issue for client review
05	20/09/20	AM	Issue for client review
06	20/09/20	AM	Issue for client review

**Legend: Height Restrictions**

- Max. 5 to 6 Storeys / 25m
- Max. 4 to 5 Storeys / 20m
- Max. 3 Storeys / 15m
- Max. 2 to 3 Storeys / 12m

**FOR INFORMATION**

**Client Sign-Off & Date**

Client	
Project Manager	
Client Engineer	
Client Designer	
Client Planner	
Client Architect	
Client Landscape Architect	
Client Other	

Client: WCG Dept. of Infrastructure

Project: Oude Molen Precinct

**PRECINCT PLAN**  
Preferred Alternative:  
Building Height

Scale	1:1000	Date	2020-09-18	Drawn	AMeritz
Project No.	CA15371.00	Client No.	WPG_003010	Revision No.	r020



**OMP Precinct Plan - Building Max Height**  
SCALE 1:1000 @ A1



**Legend: Proposed Building Use**

<span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span>	SOCIAL HOUSING APARTMENTS / WALK-UPS
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen;"></span>	OPEN MARKET APARTMENTS
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue;"></span>	TERRACE HOUSING / TERRACE APARTMENTS
<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral;"></span>	RETAIL
<span style="display:inline-block; width:15px; height:15px; background-color:lightpink;"></span>	RETAIL below APARTMENTS
<span style="display:inline-block; width:15px; height:15px; background-color:lightpink;"></span>	COMMERCIAL OFFICE
<span style="display:inline-block; width:15px; height:15px; background-color:darkred;"></span>	CULTURAL / PUBLIC FACILITY
<span style="display:inline-block; width:15px; height:15px; background-color:gray;"></span>	EDUCATIONAL

**NOTES**

- The intent of this Building Use Precinct Plan is to provide a clear and consistent approach to the design and construction of buildings within the precinct.
- The Building Use Precinct Plan is intended to be used in conjunction with the Oude Molen Precinct Plan and the Oude Molen Precinct Design Guidelines.
- The Building Use Precinct Plan is intended to be used in conjunction with the Oude Molen Precinct Design Guidelines and the Oude Molen Precinct Design Guidelines.
- The Building Use Precinct Plan is intended to be used in conjunction with the Oude Molen Precinct Design Guidelines and the Oude Molen Precinct Design Guidelines.

**REVISIONS**

No.	Date	Revised by	Description
001	2025-09-18	AM	Client sign-off on preferred alternative
002	2025-09-18	AM	Changes to Client sign-off on preferred alternative
003	2025-09-18	AM	Changes to Client sign-off on preferred alternative
004	2025-09-18	AM	Changes to Client sign-off on preferred alternative
005	2025-09-18	AM	Changes to Client sign-off on preferred alternative
006	2025-09-18	AM	Changes to Client sign-off on preferred alternative
007	2025-09-18	AM	Changes to Client sign-off on preferred alternative
008	2025-09-18	AM	Changes to Client sign-off on preferred alternative
009	2025-09-18	AM	Changes to Client sign-off on preferred alternative
010	2025-09-18	AM	Changes to Client sign-off on preferred alternative

**Legend: Proposed Building Use**

<span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span>	SOCIAL HOUSING APARTMENTS / WALK-UPS
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen;"></span>	OPEN MARKET APARTMENTS
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue;"></span>	TERRACE HOUSING / TERRACE APARTMENTS
<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral;"></span>	RETAIL
<span style="display:inline-block; width:15px; height:15px; background-color:lightpink;"></span>	RETAIL below APARTMENTS
<span style="display:inline-block; width:15px; height:15px; background-color:lightpink;"></span>	COMMERCIAL OFFICE
<span style="display:inline-block; width:15px; height:15px; background-color:darkred;"></span>	CULTURAL / PUBLIC FACILITY
<span style="display:inline-block; width:15px; height:15px; background-color:gray;"></span>	EDUCATIONAL

**FOR INFORMATION**

**Client Sign-Off & Date**

Client Name:	
Client Manager:	
Client Business:	
Client Engineer:	
Client Designer:	
Client Architect:	
Client Date:	

WCG Dept. of Infrastructure

Oude Molen Precinct

**PRECINCT PLAN**  
Preferred Alternative : Building Use

Scale:	Date:	Version:
1:1000 @ A1	2025-09-18	01
Project No:	Client No:	Revision:
CA18371.00	SFF_0510.08	R020



**OMP Precinct Plan - Building Use**  
SCALE 1:1000 @ A1

## 9.2 Development Schedule with Building Use – Preferred Alternative

<b>SVA International</b>			
Oude Molen Precinct			
<b>Land Use Budget &amp; Development Quantities</b>			
Rev Date	06/11/2024	NOTE: Read with OMP Precinct Plan .....	
Revision	18		

1.31719E+11      **Total Developable Site Area**      **13.17 Ha**

Income Generating Plots												
Area	Plot #	m2	Use	Zoning	FAR	Bulk (GBA)	GLA	Apartments			Type	Erf Type
								DUs at 40m2	DUs at 60m2	DUs at 90m2		
9233427685	1	9233.43	Multi Family Residential	MU2		16354.39	13901	348			Social Apartments	
3537805752	2	3537.81	Multi Family Residential	MU2		5467.39	4647	116			Social Apartments	Erf at approx 110m2
5083029870	3	5083.03	Re-Use F-Wards (Multi Family Residential)	MU2		4107.11	3080		51		Open Market Apartments	
2341667731	4	2341.67	Multi Family Residential	MU2		2818.47	2537		34		Open Market Apartments	Erf at approx 150m2
1448237495	5	1448.24	Commercial (Office)	MU2	4	5792.95	4924				Commercial	
4513919069	6	4513.92	Multi Family Residential	MU2		7773.09	6996		117		Open Market Apartments	Erf at approx 80-100m2
3652087130	7	3652.09	Multi Family Residential	MU2		6040.00	5436		91		Open Market Apartments	Erf at approx 80-100m2
1947594001	8	1947.59	Commercial (Office)	MU2	4	7790.38	6622				Commercial	
543255037	9	5432.56	Re-Use F-Wards (Multi Family Residential)	MU2		5177.24	3883		65		Open Market Apartments	
2407246380	10	2407.25	Multi Family Residential	MU2		2899.54	2610		35		Open Market Apartments	Erf at approx 150m2
2186939422	11	2186.94	Commercial (Office)	MU2	4	8747.76	7436				Commercial	
927358411.5	12	927.36	Commercial (Interpretation Centre)	MU2	1	927.36	788				Retail	
1454541787	13	1454.54	Retail (Food Deli) - ReUse of Existing Building	MU2	0.3	436.36	371				Retail	
3956499177	14	3956.50	Retail	MU2	0.5	1978.25	1682				Retail	
			Multi Family Residential			10110.80	8594		143		Open Market Apartments	
17732491597	15	17732.49	Multi Family Residential	MU2		15537.65	13984		155		Open Market Apartments	Erf at approx 135-170m2
3057467244	16	3057.47	Retail	MU2	0.3	917.24	780				Retail	
			Multi Family Residential			7342.51	6241		104		Open Market Apartments	
2111048369	17	2111.05	Retail	MU2	0.3	633.31	538				Retail	
			Multi Family Residential			5268.99	4479		75		Open Market Apartments	
2164054600	18	2164.05	Multi Family Residential	MU2		2779.38	2779		31		Open Market Apartments	Erf at approx 150-250m2
							102307	464	714	186		
<b>Total DU's</b>										<b>1364</b>		
<b>Inclusionary DU's (Social + FLUSP)</b>										34%		
<b>Open Market DU's (Apartments + RowHouses)</b>										66%		
										100%		

Figure 168: Development Area Schedule 2024

OUDE MOLEN PRECINCT  
PINELANDS, CAPE TOWN  
DATE: 03-Jul-24



6. AREA SCHEDULE												
Plot #	Site Area m <sup>2</sup>	Use	Zoning	Bulk(GBA) m <sup>2</sup>	GLA m <sup>2</sup>	BASEMENT m <sup>2</sup>	DU TYPE	# of DU	DU size m <sup>2</sup>	Erf size m <sup>2</sup>		
1	9 233	Multi Family Residential	MU2	16 354	13 901	-	3	Flat Social	348	40		
2	3 538	Multi Family Residential	MU2	5 467	4 647		3	Flat Social	116	40		
3	5 083	(Multi Family Residential) - Refurb	MU2	4 107	3 080		1	Flat Open	51	60		+/- 110m <sup>2</sup>
4	2 342	Multi Family Residential	MU2	2 818	2 537		1	Flat Open	34	75		+/- 150m <sup>2</sup>
5	1 448	Commercial (Office)	MU2	5 793	4 924		5	Commercial				
6	4 514	Multi Family Residential	MU2	7 773	6 996		1	Flat Open	117	60		+/- 90m <sup>2</sup>
7	3 495	Multi Family Residential	MU2	6 040	5 436		1	Flat Open	91	60		+/- 90m <sup>2</sup>
8	1 948	Commercial (Office)	MU2	7 790	6 622	4 676	5	Commercial				
9	5 433	(Multi Family Residential) - Refurb	MU2	5 177	3 883		1	Flat Open	65	60		
10	2 407	Multi Family Residential	MU2	2 900	2 610		1	Flat Open	35	75		+/- 150m <sup>2</sup>
11	2 187	Commercial (Office)	MU2	8 748	7 436		5	Commercial				
12	927	Commercial (Interpretation Centre)	MU2	927	788		5	Commercial				
13	1 455	Retail (Food Deli) - ReUse of Existing Building	MU2	436	371		7	Retail				
14	3 956	Retail	MU2	1 978	1 682		7	Retail				
14		Multi Family Residential	MU2	10 111	8 594	3 668	1	Flat Open	143	60		
15	17 732	Multi Family Residential	MU2	15 538	13 984		1	Flat Open	155	90		+/- 170m <sup>2</sup>
16	3 057	Retail	MU2	917	780		7	Retail				
16		Multi Family Residential	MU2	7 343	6 241	5 629	1	Flat Open	104	60		
17	2 111	Retail	MU2	633	538		7	Retail				
17	-	Multi Family Residential	MU2	5 269	4 479		1	Flat Open	75	60		
18	2 164	Multi Family Residential	MU2	2 779	2 779		1	Flat Open	31	90		+/- 250m <sup>2</sup>
<b>TOTAL</b>				<b>118 900</b>	<b>102 307</b>	<b>13 974</b>			<b>1 365</b>			
<b>Key</b>									<b>Housing</b>	<b>901</b>		
<b>Variables</b>									<b>Social</b>	<b>464</b>	<b>34%</b>	
<b>DU size changed</b>												

Figure 167: Development Area Schedule by Quantity Surveyor, 2024

### 9.3 3D Massing Views with Building Use



View 01



View 02



View 03



## 9.4 3D Massing Views of Preferred Alternative



View 01



View 02



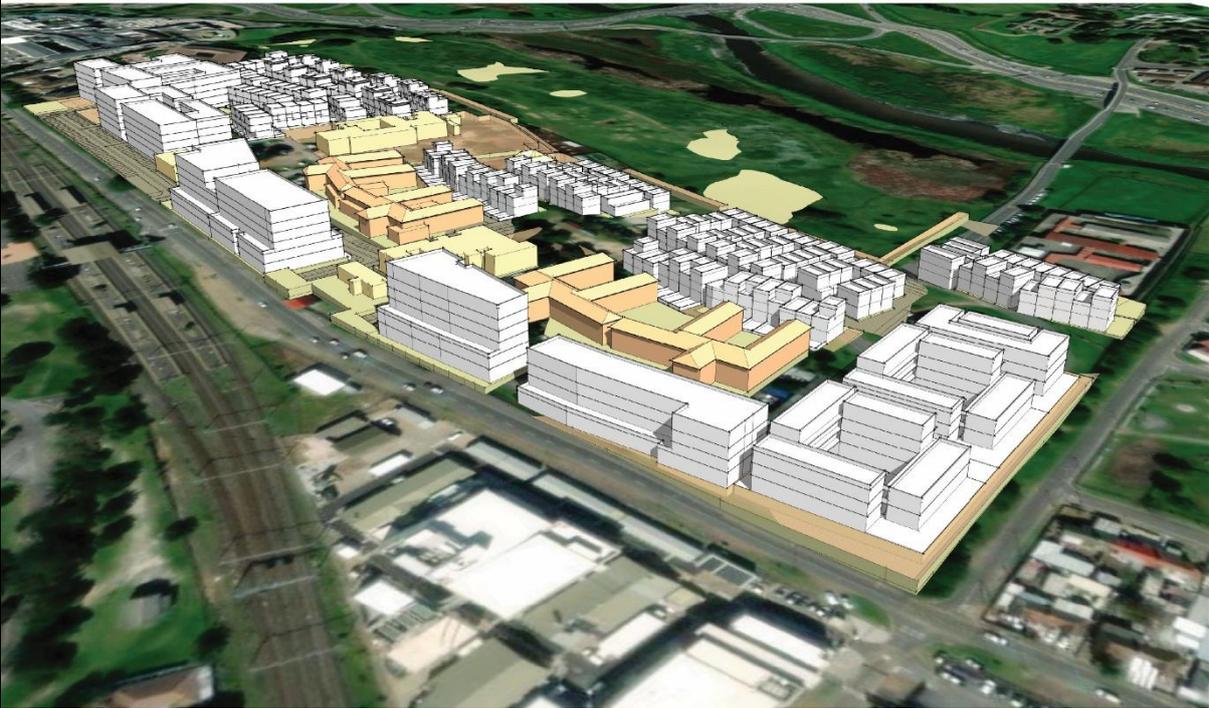
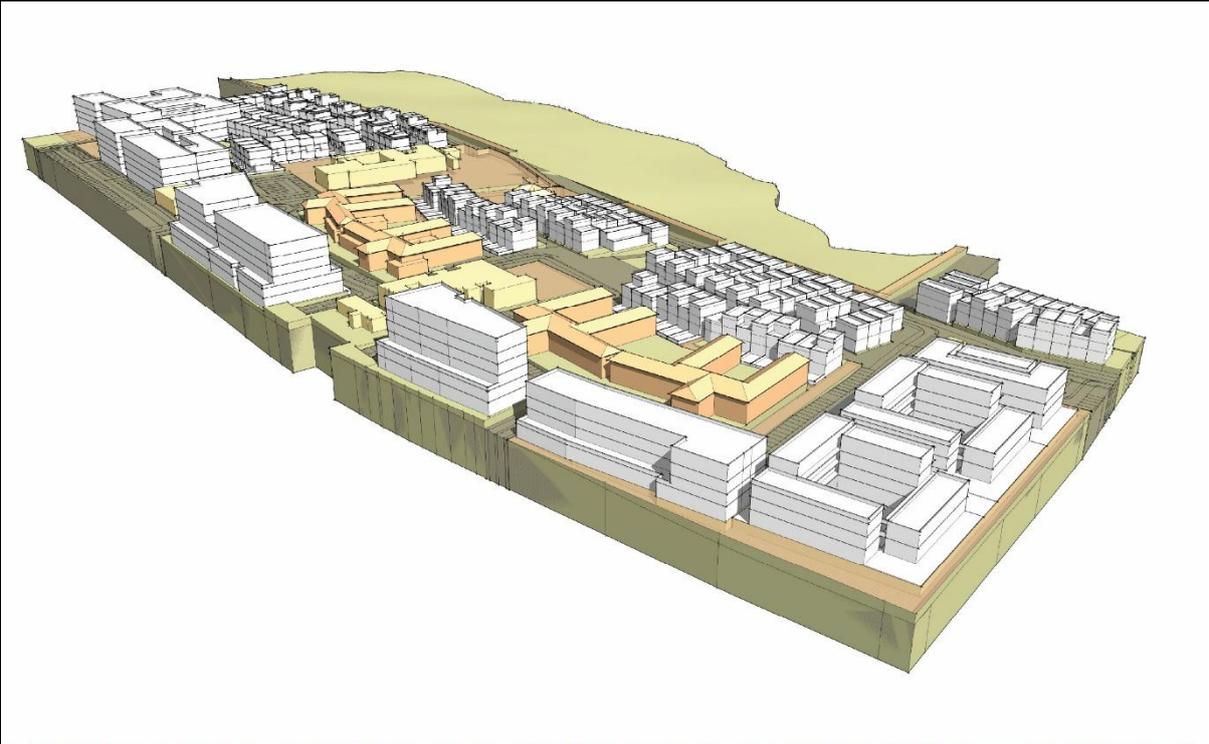
View 03



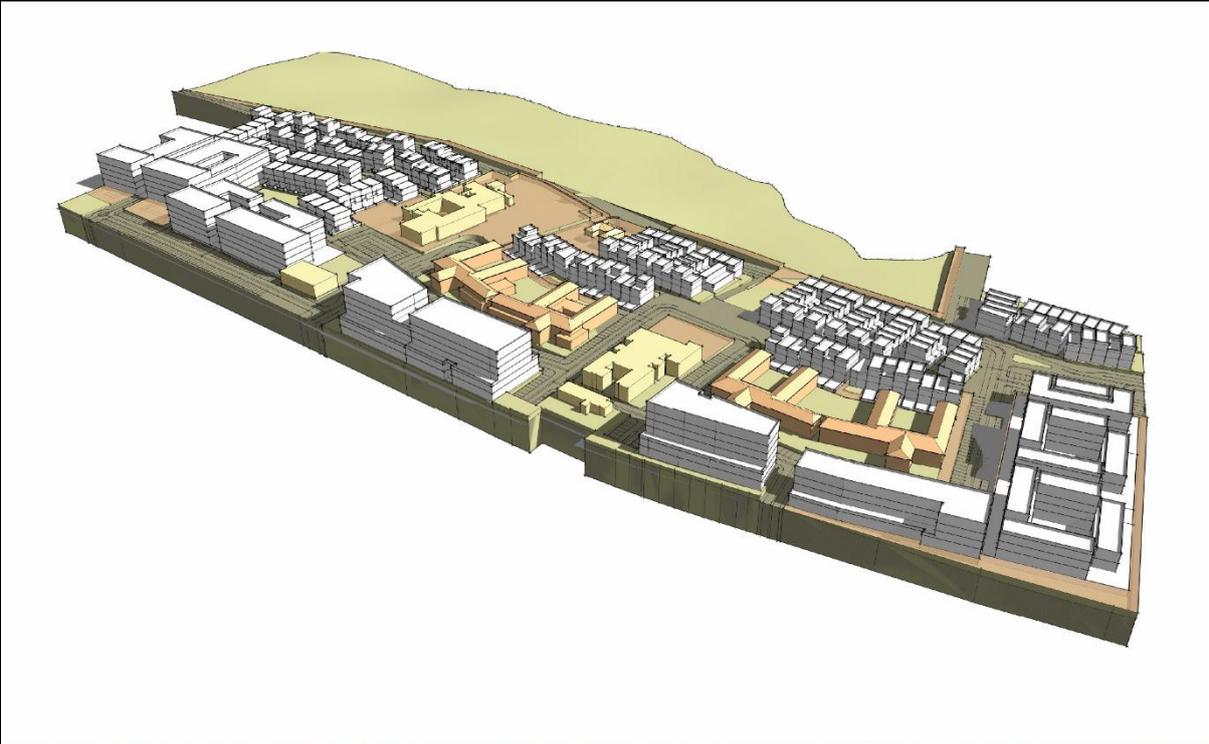
View 04



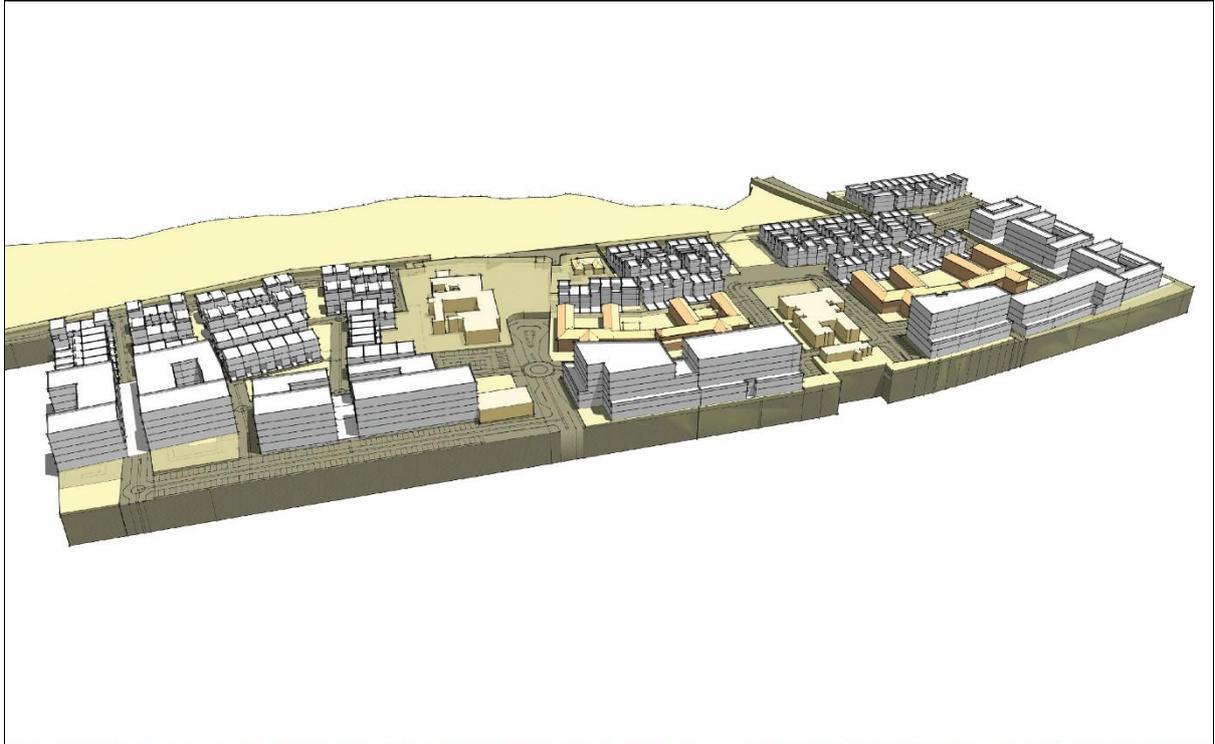
View 05



View 06



View 07



View 08



View 09



View 10



View 11



View 12



View 13

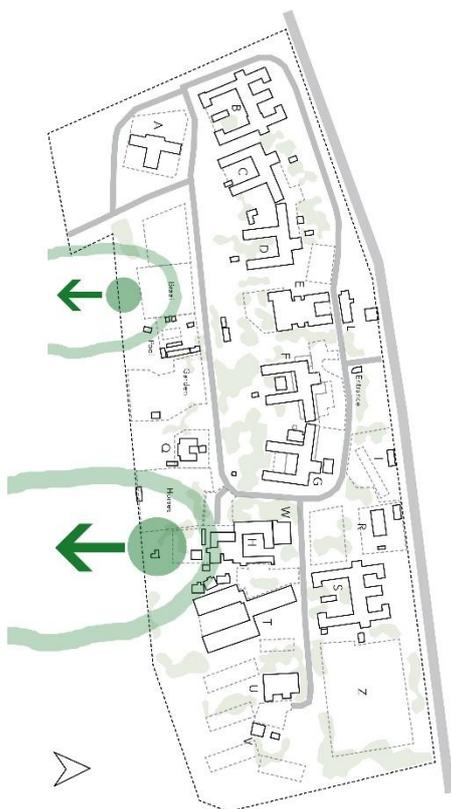
## 10 Response to Heritage Design Indicators

### 10.1.1 Contemporary First Nation Practices

#### Urban Design Response:

The highlighted two POS nodes in the preferred design layout illustrate how the plan accommodates events and cultural practices related to the FN heritage. These nodes include:

- Cultural Garden / Indigenous Food Garden
- Event Amphitheatre
- Viewing Platform
- Swimming Pool
- Cultural Heritage Centre
- Access to the Green Common & River Linkages



First Nation Heritage Nodes & Preferred OMP Alternative with FN Spatial Response

**10.1.2 Proposed grading of historical precincts**

**Urban Design Response:**

Using the same colour palette, the preferred alternative indicates how the design responds to the proposed heritage gradings in the OMP.

The elements highlighted includes:

- The Homestead Complex and Surrounds
- The Nort-South Route
- The F-Ward Precinct



HIA Grading Map & Preferred OMP Alternative with Response Elements

**10.1.3 Proposed "Tussen die Rivier RLHR":**

**Urban Design Response:**

As per points 1 – 4 in the legend below, the preferred alternative responds by establishing various anchor points along the western boundary of the OMP with the future "Tussen die Riviere" RLHR

**Legend - Tussen die Riviere RLHR**

01 - Resistance and Liberation Heritage Route (RLHR)

02 - First Nation Event Area & Garden Amphitheatre

03 - Cultural Heritage & Media Centre

04 - Indigenous Garden / Food Garden



**10.1.4 The Homestead Complex and Surrounds:**

**Urban Design Response:**

- i) The Homestead Complex is retained and prioritised spatially within the precinct plan.
- ii) The homestead forms part of the publicly accessible component of the precinct with access to the public open space to the west.
- iii) The design intervention (infill) around the Homestead, enhances the visual landmark placement of the complex within the precinct.
- iv) The Homestead is retained as the terminated vista when approaching the complex from the north along the historic north-south movement route.
- v) Parking in front of the homestead is removed and the space is enhancement as a landscaped forecourt.

**Legend - OMP Homestead Complex**

- Drop-Off / Arrival Space
- New landscaped Public Forecourt
- Refurbished Homestead Complex
- New Interpretation Centre
- Public Viewing Platform
- Interface with RLHR
- Indigeounous Garden / Food Garden



**10.1.5 F-Wards and Dining Hall Complex Indicators:**

**Urban Design Response:**

- i) The dining hall complex at the centre of the ensemble is retained as a stand along building, with a future public used. It remains a functional and visual anchor and 'centre of gravity' within the ensemble.
- ii) Courtyard spaces of the F-Wards to the west are retained as semi-private gardens and possible green parking spaces.
- iii) The approach to the F: Wards and the entrances into these buildings will be enhanced and re-established on the East of the wards.
- iv) A new public walkway / lane separates the wards on the West from future infill housing.



**10.1.6 Superintendent's House and Cottage, and Married Quarters (House):**

**Urban Design Response:**

As indicated in the preferred alternative precinct plan, these two buildings are retained and re-purposed to form part of the essential public facilities in the future OMP village.



Superintendent's House and Cottage



House / Married Quarters



**10.1.7 Landscape Heritage Design Indicators:**

**Urban Design Response:**

- i) The placement of building mass and height in the proposed new infill development dissipates from east to west, concentrating a more urban interface along the eastern edge along Alexander Road. This strategy aims for a gradual reduction in re-development intensity towards the west, creating a more bucolic atmosphere interfacing with the 'parkland' visual foreground.
- ii) Internal access roadways and service yards associated with the development adopts a green infrastructure approach. Water-sensitive urban design systems such as permeable paving and rainwater gardens are proposed throughout.
- iii) Clear views towards the river and green open spaces, mountain background, and wetlands are retained. Critical views from the Homestead, Dining Hall, and Superintendent's Cottage are enhanced. The cascading of building height and sloping topography towards the east of the site, further allows for glimpse views between building mass and across articulated future roofscapes.



Urban Design Landscaping Plan & View Corridors towards the River Valley and Mowbray Ridge

**10.1.8 Permeability and Integration:**

**Urban Design Response:**

The consolidate urban design precinct plan responds to the consolidated HIA diagramme inserted on the left: Edges are designed to be permeable (green, orange and blue arrows) in various ways, allowing integration with the surrounding movement routes and land uses.

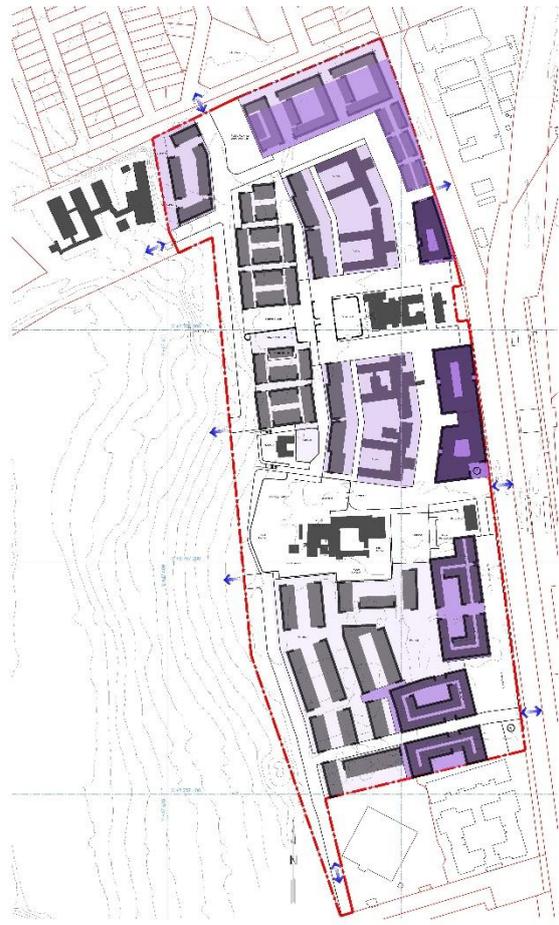


HIA Summary Map & Preferred OMP Alternative with Permeable Integrated Edges

**10.1.9 Gradation of Building Heights**

**Urban Design Response:**

The consolidate urban design precinct plan responds to the consolidated HIA diagramme inserted on the left: Building heights are cascaded from the east to the west, minimising visual impact onto the river corridor and green POS, while placing higher massing on the movement and activity corridor along Alexander Road and Pinelands Rail Station.

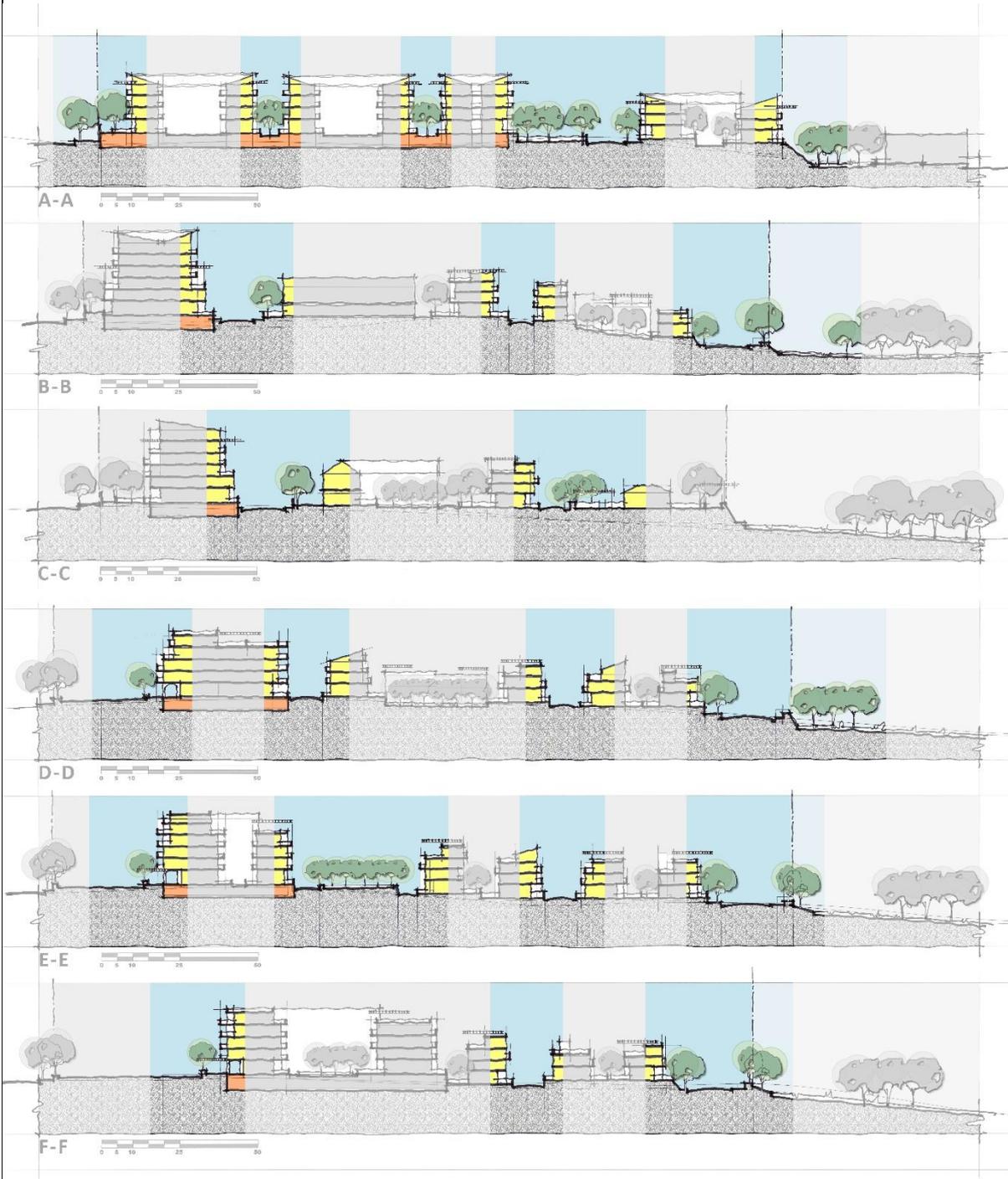


HIA Summary Map & Preferred OMP Alternative with Heigh Grading

Cross Section – Key Plan 01



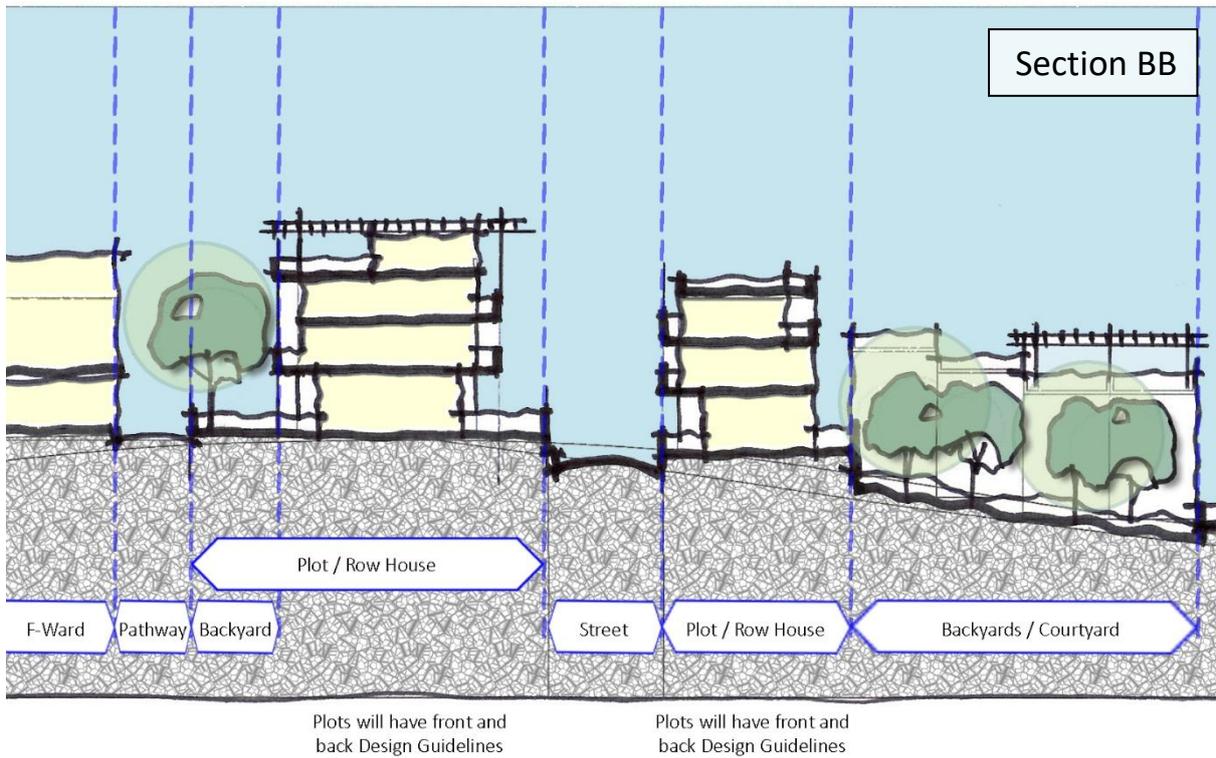
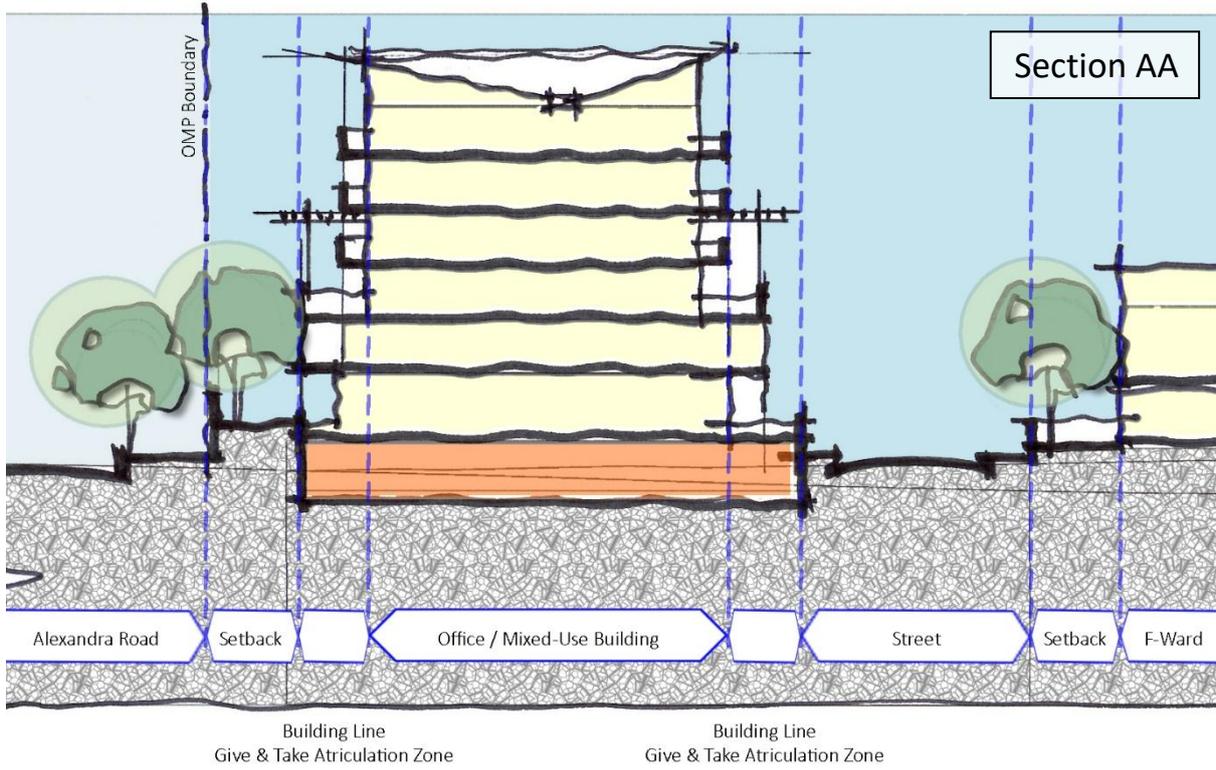
**Indicative Cross Section through the OMP Precinct:**

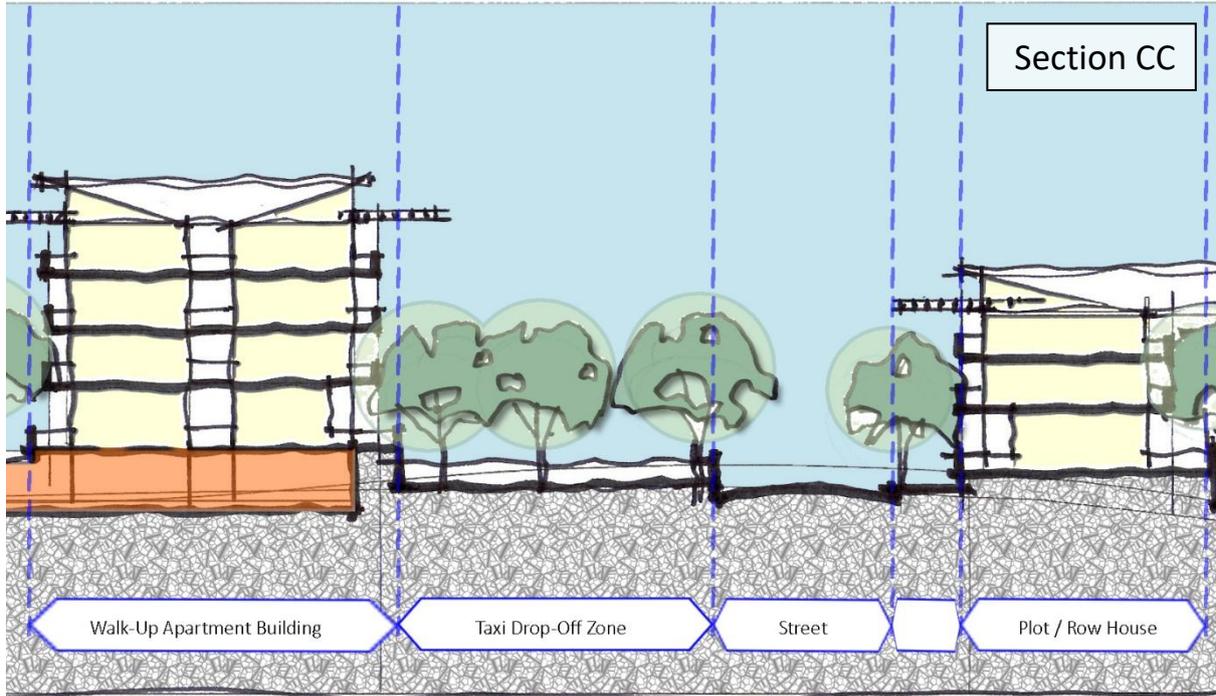


**Cross Sections Through the Preferred Alternative OMP**

Cross Section – Key Plan 02

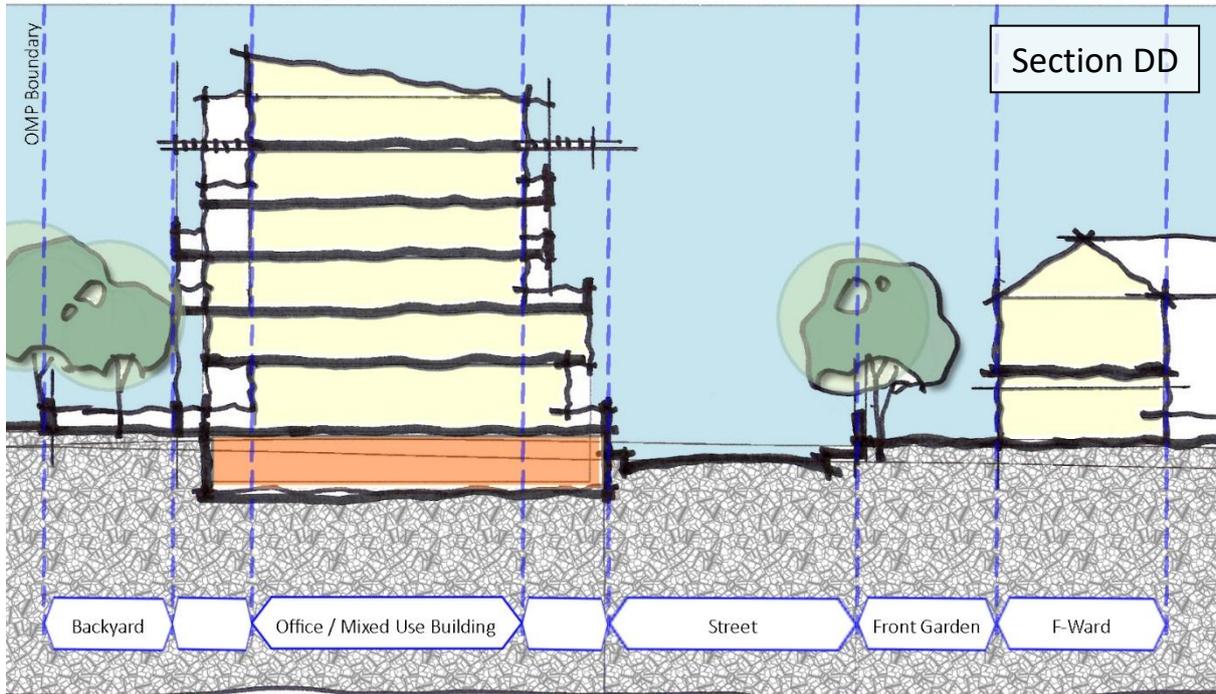






Plots will have front and back Design Guidelines

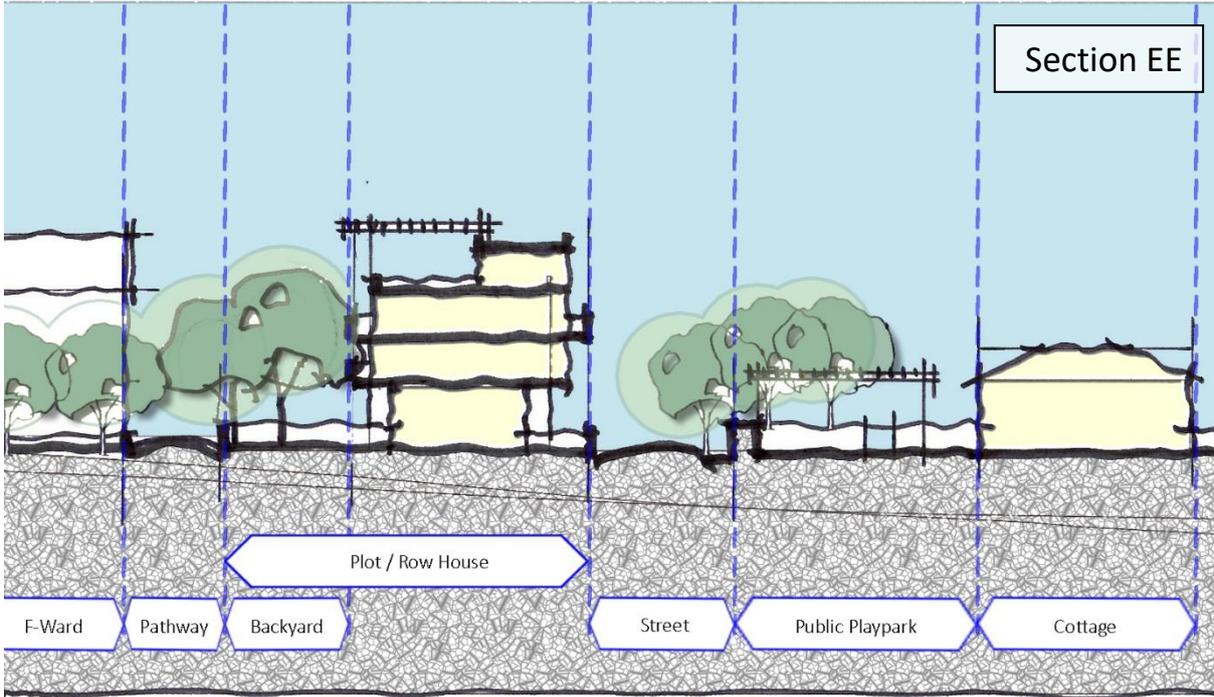
Sidewalk



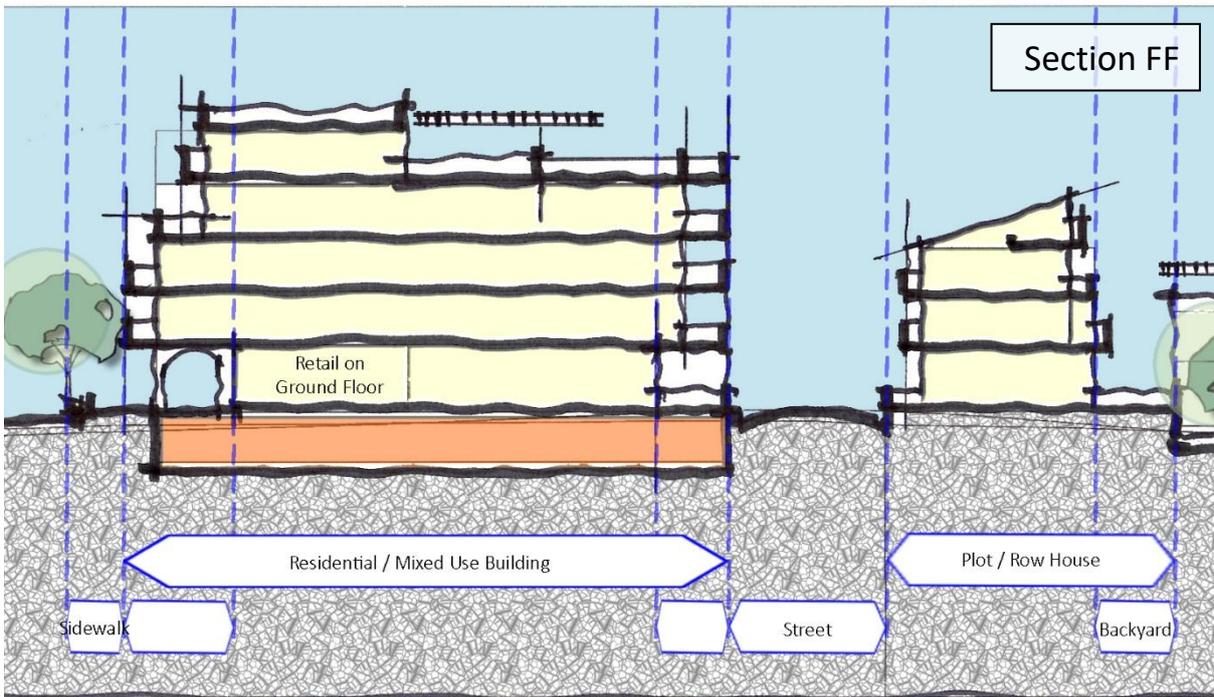
Building Line  
Give & Take Articulation Zone

Building Line  
Give & Take Articulation Zone

Plots will have front and back Design Guidelines



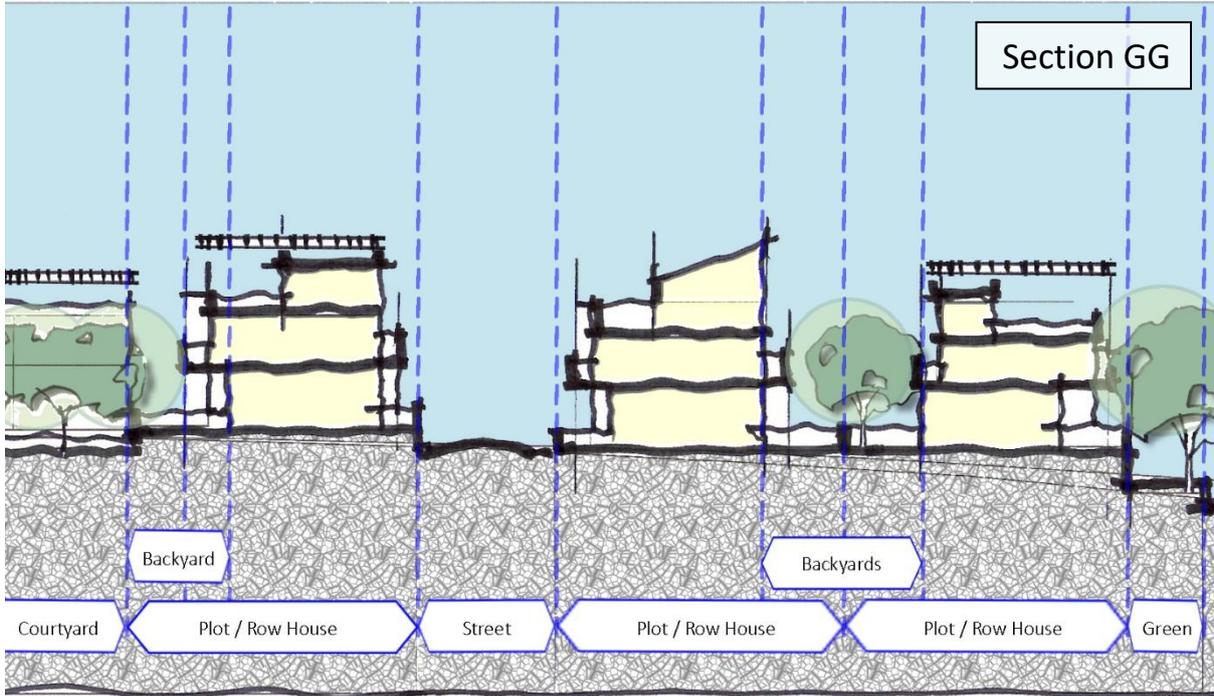
Plots will have front and back Design Guidelines



Building Line  
Give & Take Articulation Zone

Building Line  
Give & Take Articulation Zone

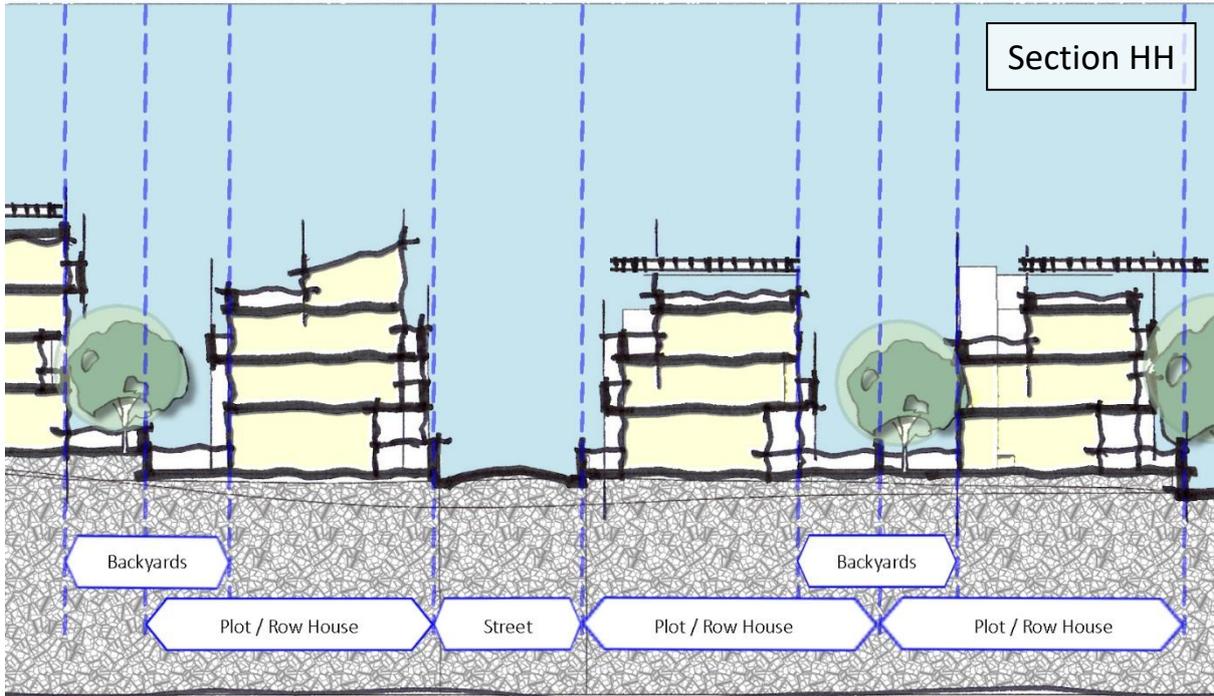
Plots will have front and back Design Guidelines



Section GG

Courtyard      Backyard      Plot / Row House      Street      Plot / Row House      Backyards      Plot / Row House      Green

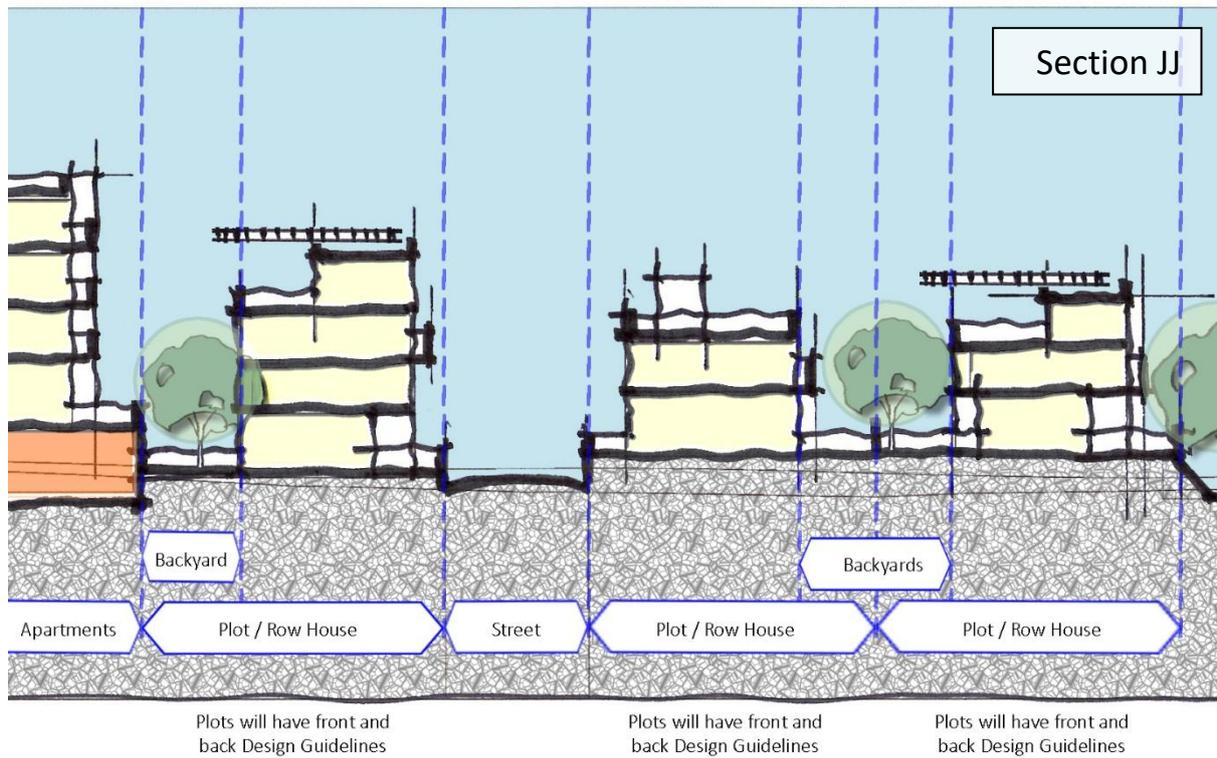
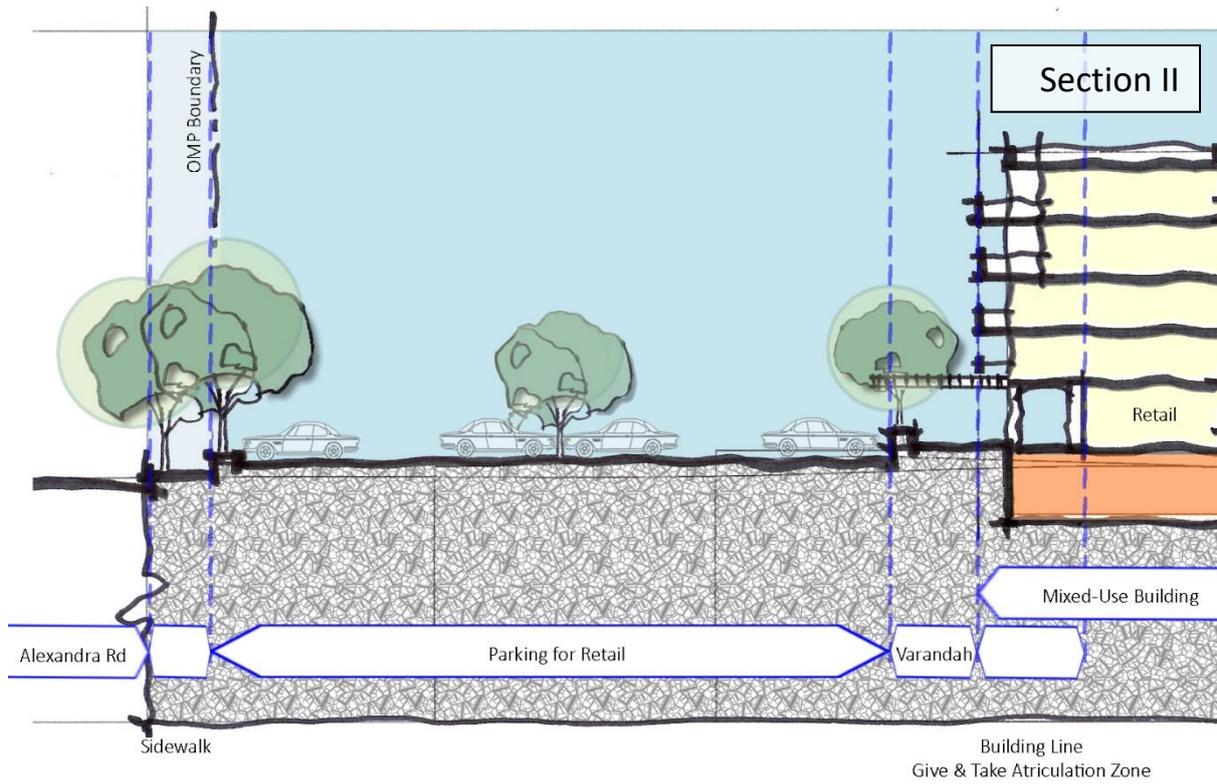
Plots will have front and back Design Guidelines      Plots will have front and back Design Guidelines      Plots will have front and back Design Guidelines



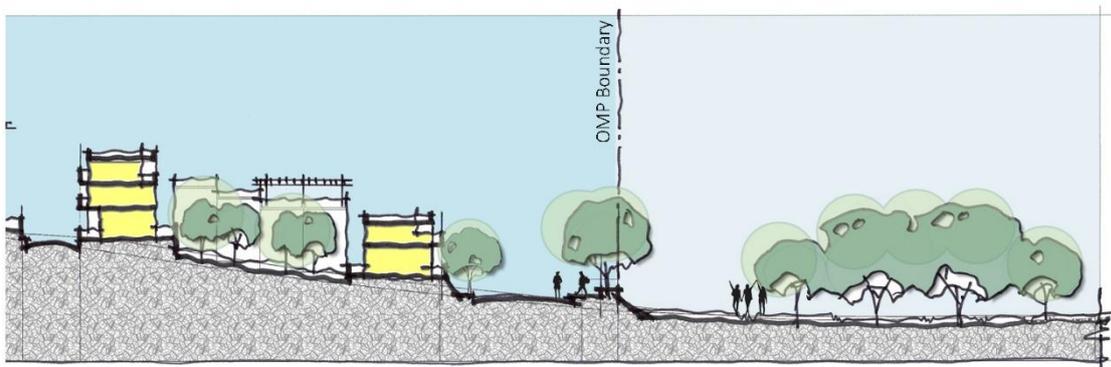
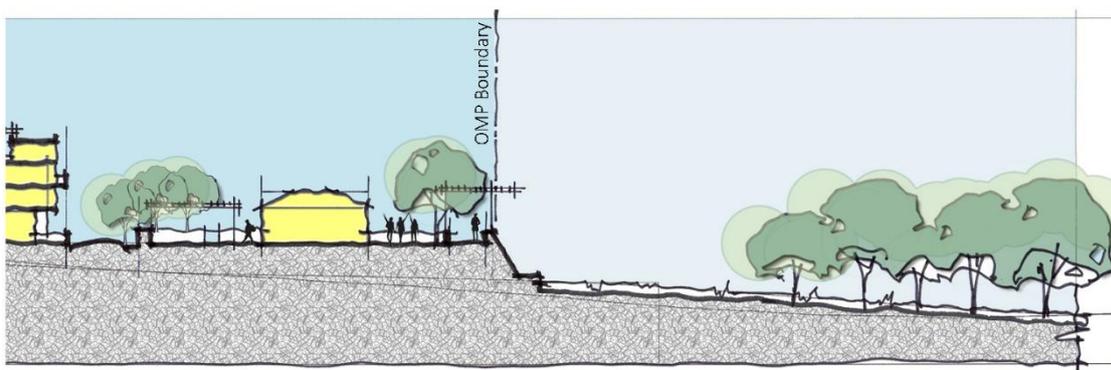
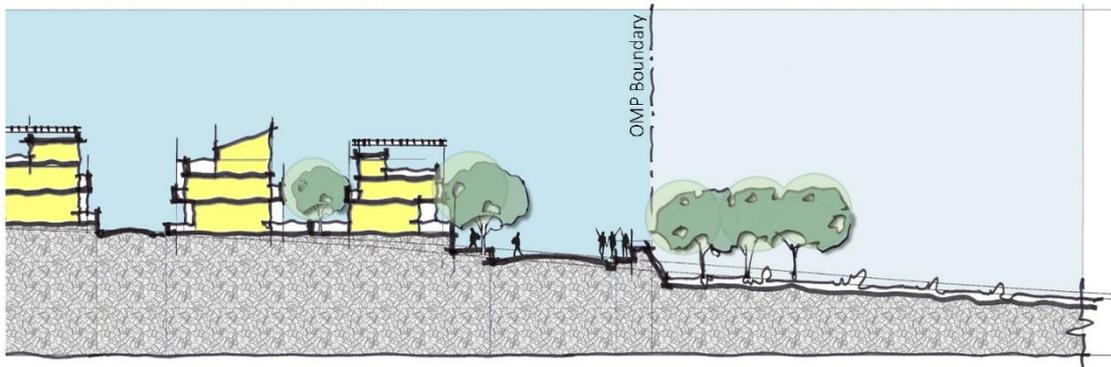
Section HH

Backyards      Plot / Row House      Street      Plot / Row House      Backyards      Plot / Row House

Plots will have front and back Design Guidelines      Plots will have front and back Design Guidelines      Plots will have front and back Design Guidelines



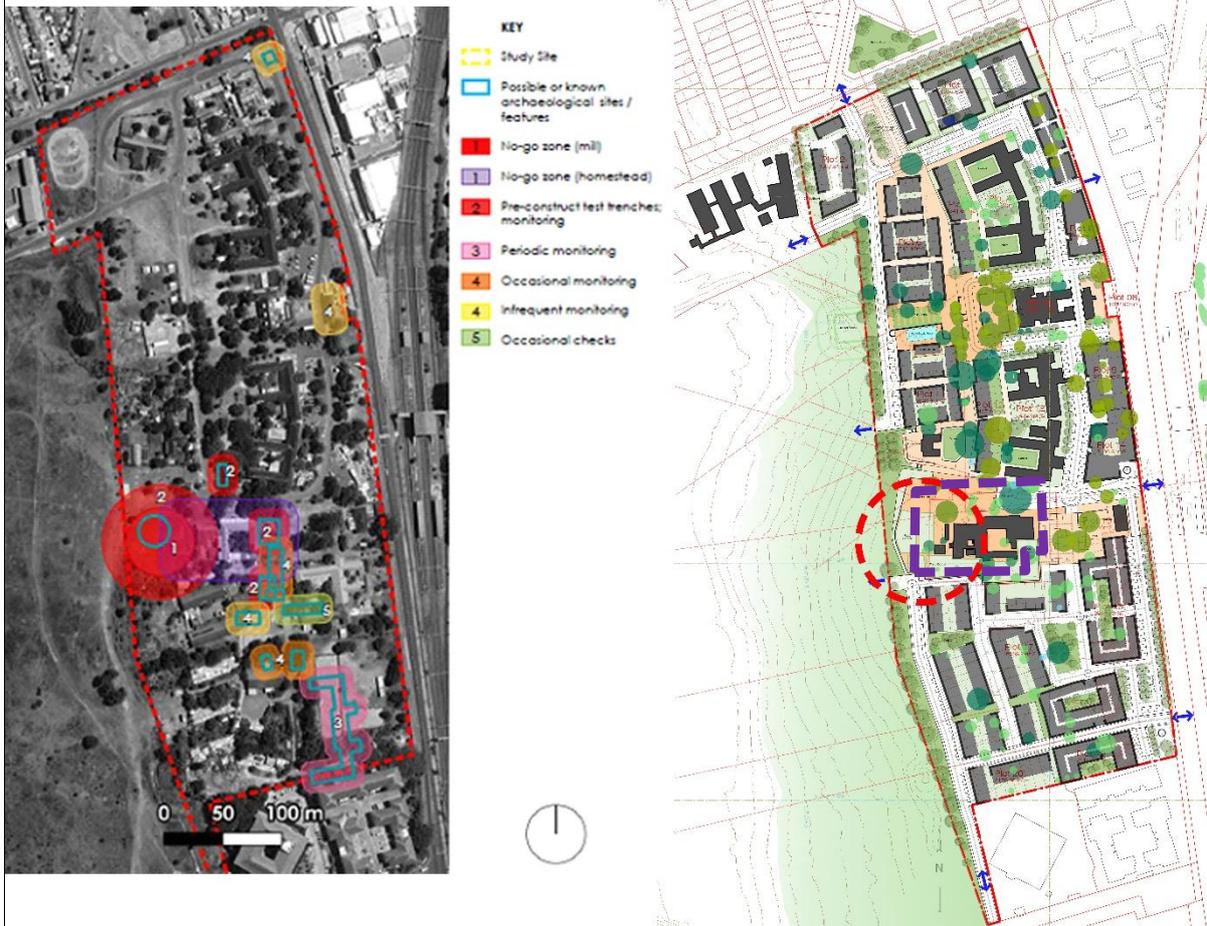
# Typical Park Edge Sections



**10.1.10 Archaeological indicators:**

**Urban Design Response:**

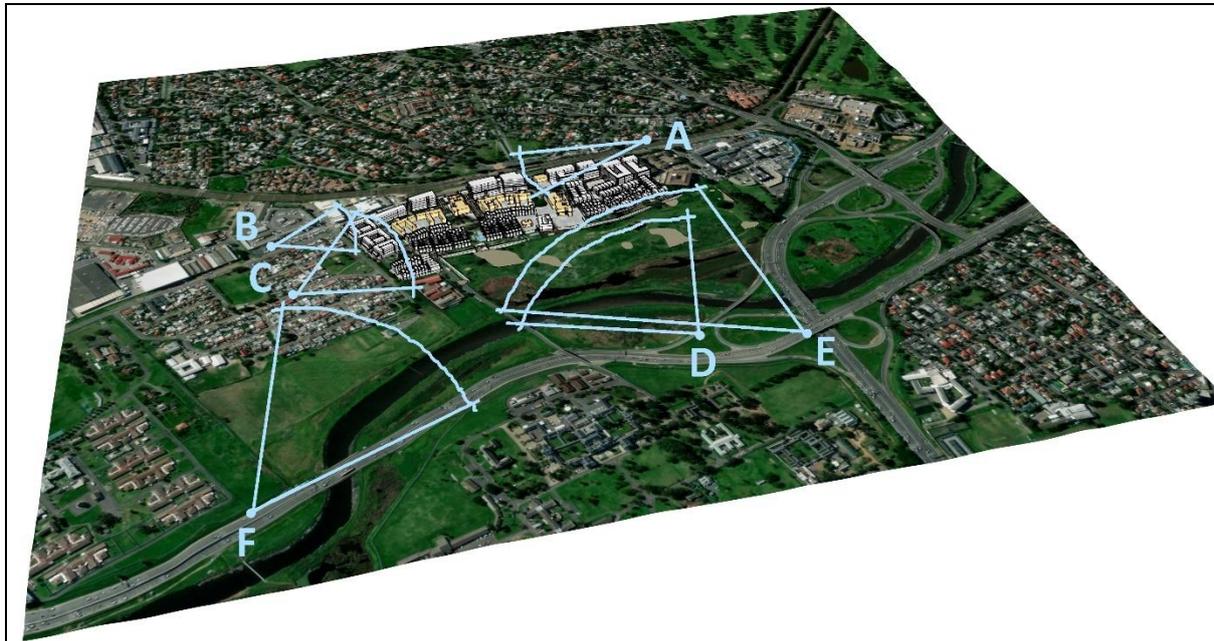
- a) The preferred design avoids placing new development where the historic mill could be located, and/or within a 20m buffer of the historic homestead complex.



HIA Archaeology Sensitivity Map & Preferred OMP Plan with response

## 11 3D Views of Preferred Alternative for VIA

### 11.1 Key Plan



#### 11.1.1 Description

**View A** – Along Alexander Road, looking north towards the Pinelands Train Station

**View B** – Along Alexander Road, looking South towards the train station

**View C** – Looking south from within Maitland Garden Village, across the existing Green Open Space

**View D** – Looking east towards Oude Molen from the M5 slipway across the Black River

**View E** – Looking east towards Oude Molen from the M5 bridge over the N2 across the Black River

**View F** – Looking south-east towards Oude Molen from the M5

## 11.2 Views A to F of Proposed Massing

### 11.2.1 View A: Current vs. Proposed



Current



Proposed

**11.2.2 View B: Current vs. Proposed**

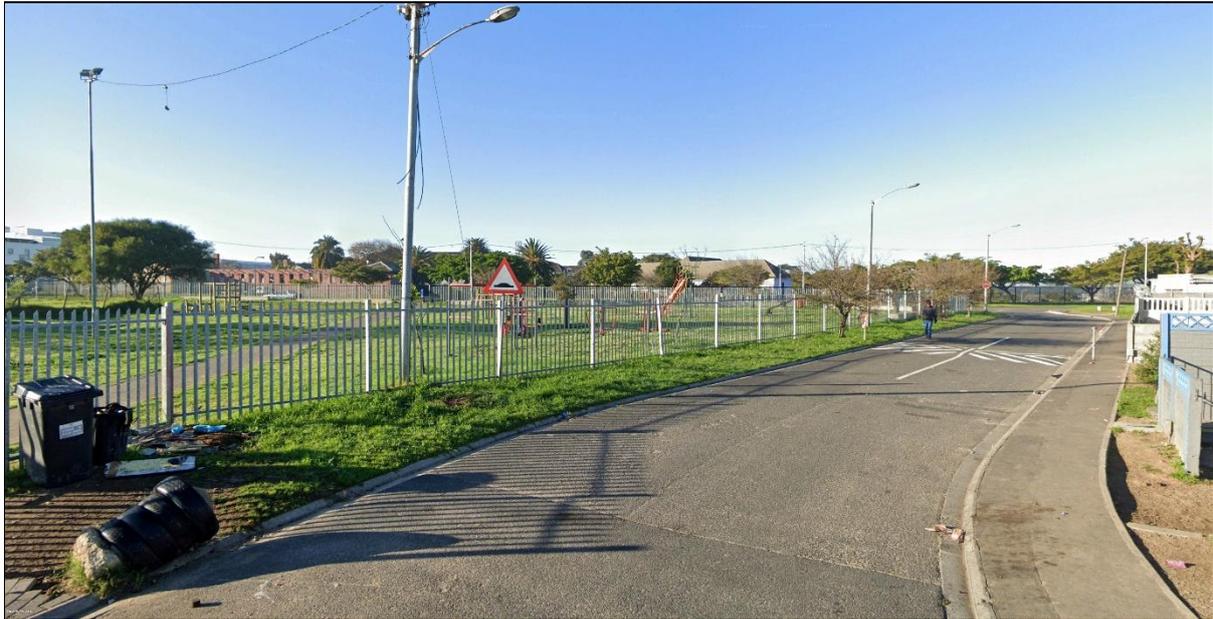


Current



Proposed

### 11.2.3 View C: Current vs. Proposed



Current



Proposed

**11.2.4 View D: Current vs. Proposed**



Current



Proposed

**11.2.5 View E: Current vs. Proposed**



Current



Proposed

**11.2.6 View F: Current vs. Proposed**

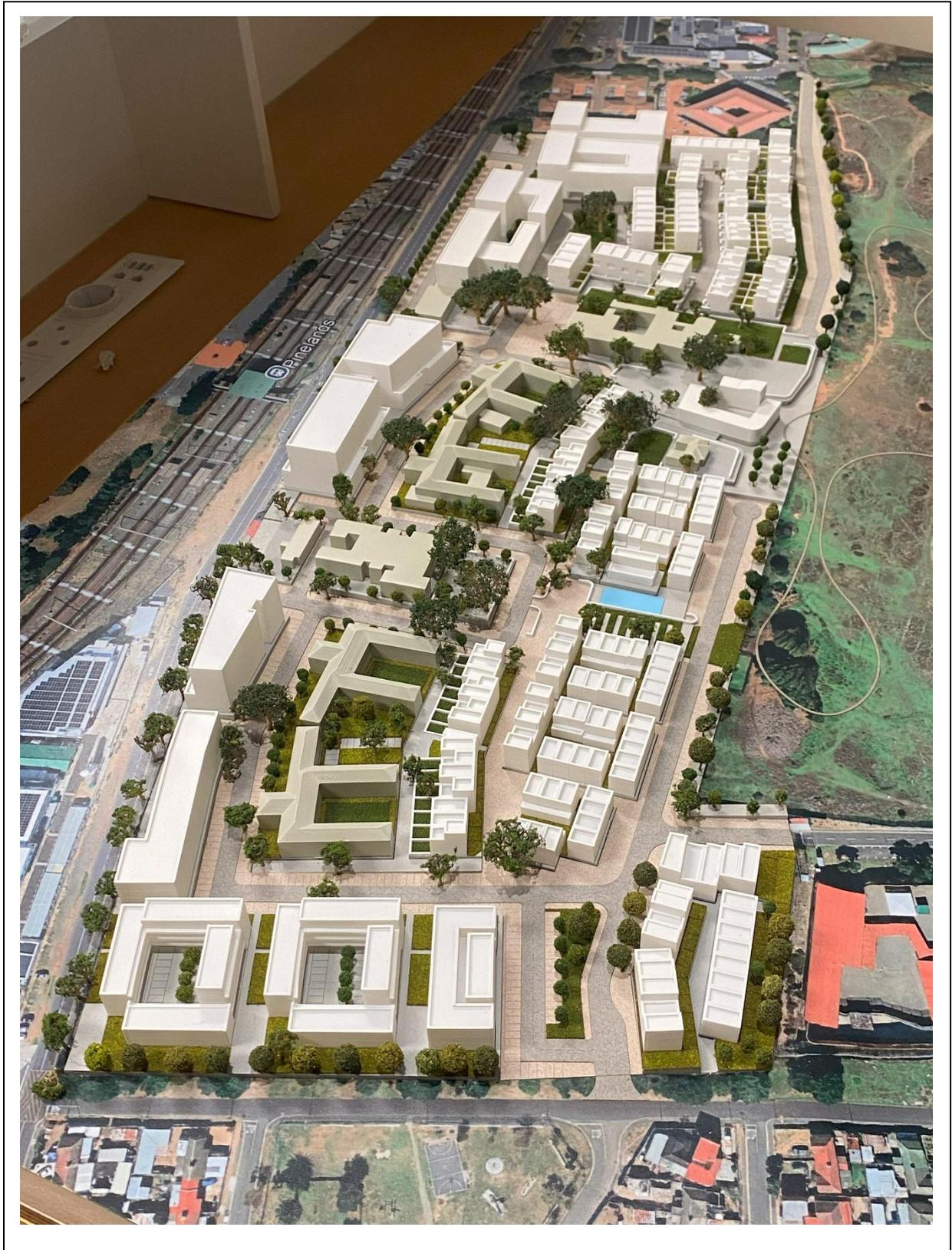


Current



Proposed

## 12 3D Physical Model





Maitland Garden Village interface:





The Village Square, Public Pool and Garden Steps:





Alexandra Road interface:





Public Viewing Platforms:





Front & Back Building Interfaces:





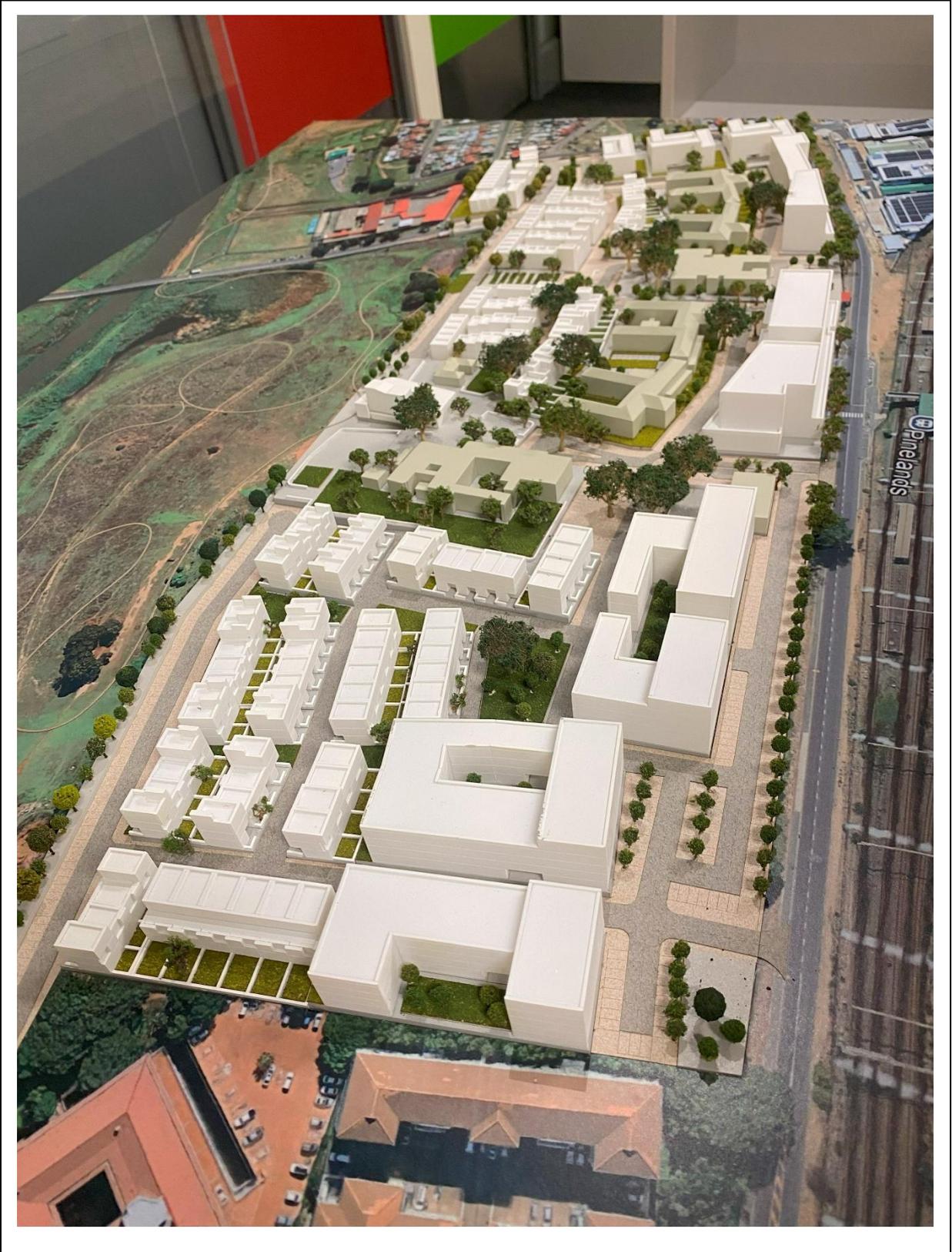
Front & Back Building Interfaces:





Front & Back Building Interfaces:







# 13 Response to the CoCT Urban Design Policy 2024

The following chapter addresses the objectives formulated in the 2024 City of Cape Town Urban Design Policy.

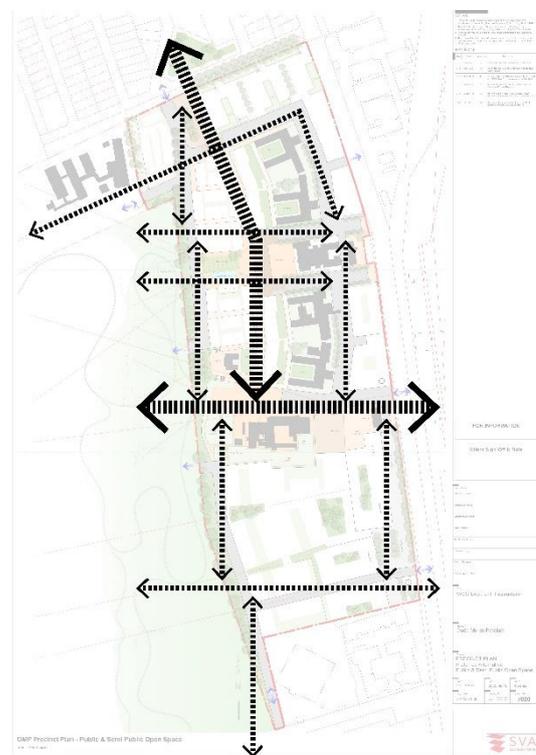
## 13.1 OBJECTIVE 1: Ensure legible spatial structure

As per the CoCT Urban Design Policy, 2024: *“Spatial structure refers to the organisation of space and urban activities to create legible places and neighbourhoods experienced at varying scales. This includes, urban, natural and green infrastructure systems, which structure the city as a whole. Spatial structure lays the foundation for unique identity and the character of a place, its functionality, performance and connectedness. In our context, spatial structure has been used as a divisive tool; developments should therefore bridge these divides with the objective of contributing positively to the spatial structure of the city.”*

### 13.1.1 Urban Design Response 01

**Legibility of movement routes:** When simplified into a orthogonal grid, the movement routes in the new OPM precinct plan seem very logical, memorable, and legible for the pedestrian as well as vehicles.

**Orientation and memorability:** The routes are deviated from the orthogonal grid to create more visual interest and memorability. However, the basic east-west and north-south orientation of movement thought the precinct remains.



**Views toward the mountain:** The ever-present views towards the west and towards the Mowbray Ridge and Devil’s Peak serve as a visual beacon around which orientation remains understandable.

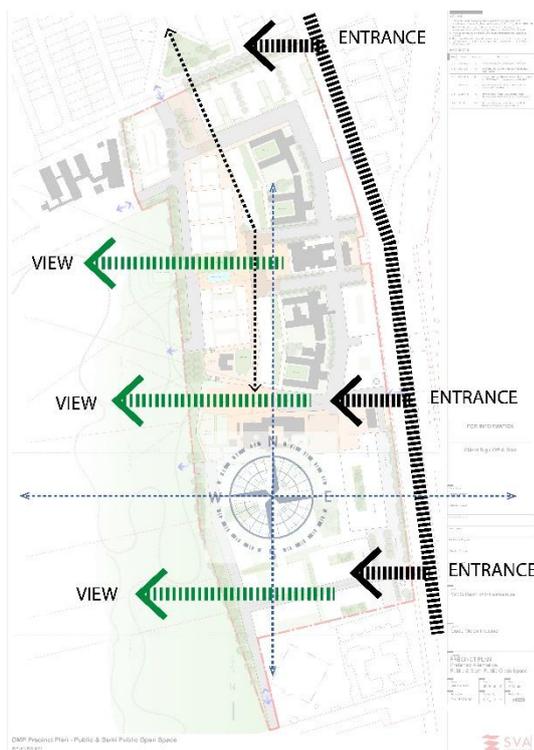
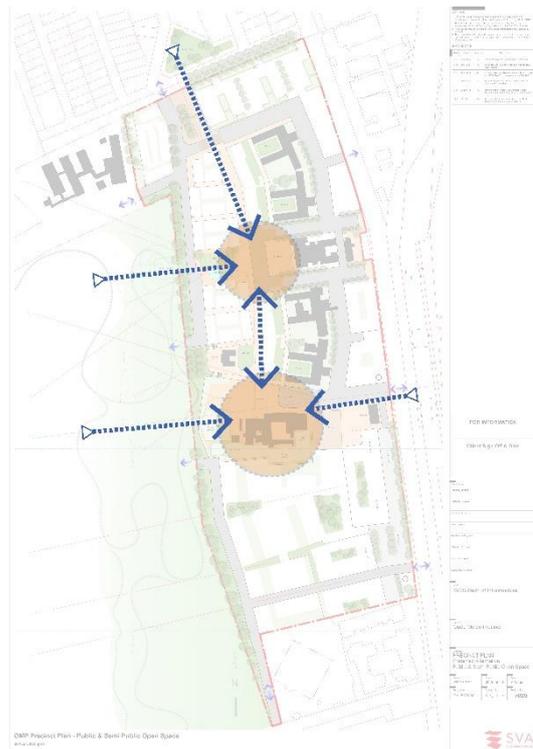


**Location of the homestead and location of the town hall:** Once familiar with the new spatial layout, the old OMP Farmstead and the old Town Hall remain landmarks and destinations within the precinct, and serve as points of orientation.

**Movement and Topography:** The desirable movement across the OMP site is from east towards west. This is influenced by the downwards slope of the topography towards the lower lying Black River on the west of the OMP. Also, this movement-desire is strengthened by the views towards the west, while entering the site from the east. The new OMP spatial plan responds to this desire by creating and enhancing view corridors in an east-west direction.

**Legibility of the Urban Floor:** The future design of the urban floor, especially the routes designed for pedestrians, should assist in orientation and direction-finding.

**Creating foreground conditions:** The design and the movement routes through the design, proposes a series of foreground conditions and landmark building opportunities. These will act as visual landmarks and assist orientation.





## 13.2 OBJECTIVE 2: Create good quality open space through placemaking

As per the CoCT Urban Design Policy, 2024: *“Quality open spaces are places of social exchange, retreat, reflection, relaxation and recreation that contribute to the health and well-being of city residents, workers, and visitors. These spaces play an important role in supporting biodiversity and instilling a sense of belonging, in addition to building resilience and adapting to climate change. It is critical to ensure that the public realm is of a high quality, is adequate, and is generous, as these are the environments that people use and experience collectively on a daily basis. The quality of the public realm is determined by how well the open space and its respective interfaces are designed, built, maintained and activated.”*

### 13.2.1 Urban Design Response 02

#### A hierarchy of public open spaces:

01. Northern entrance gateway and public transport drop-off / pick-up
02. Public swimming pool and landscaped amphitheatre steps
03. Town Hall Square
04. Cottage Forecourt and Viewing Deck
05. Farmstead Forecourt and Farmstead viewing Platform
06. Eastern access gateway and Retail Food Court
07. Retail strip and Parking Court



Figure 170: Primary Public Open Spaces in the New OMP

### A hierarchy of routes:

The inserted precinct plan highlights the three levels of circulation routes. It should be noted that routes designated for vehicular flow also has on-street parking associated with it. This will reduce speed within the precinct, and result in more pedestrian friendly shared-surface streets (Yellow).

The orange routes are mainly pedestrian routes and pathways.

The blue streets are semi-private internal streets.



### Forecourts to foreground buildings:

The two primary landmark buildings in the new precinct are the Town Hall, and the Farmstead Complex. Both these buildings are given prominence within the spatial plan by a generous public forecourt enhancing the visual importance of the structures.



### Public interface onto the Black River Public Park:

The new OMP precinct plan proposes a public promenade onto the green western boundary of the precinct. This promenade allows for pedestrian movement along the green park landscape, and access into the park and the future TRUP Liberation Route. Public parking is also provided onto the edge, which could work as counter cyclical parking between visitors and residents. This linear space is activated and overlooked by residential developments as well as tourism and public open space facilities.

### Community Parklets, Courtyards and Safe Spaces:

As can be seen in the below diagramme, the new layout suggests a variety of different soft green landscaped spaces and places, some public and some private. All the green spaces contribute to the character of the new OMP, but also contributes to the ecological sustainability of the development.

The below urban design graphics should be read in conjunction with the Landscape Masterplan, prepared and elaborated on by Planning Partners Landscape Architects



Figure 171: The green and public interface onto the Black River Park + The Green Space inside OMP

### 13.3 OBJECTIVE 3: Contribute to the creation of healthy and safe communities

As per the CoCT Urban Design Policy, 2024: *“People’s quality of life is dependent on their environment. Developments and the urban environment should contribute to the increased safety, sense of stability and general well-being of communities. Developments should build resilience and therefore reduce exposure to natural and human-induced environmental hazards, such as heat, flooding, fire, pollution, climate risks and resource shortages. Places should be designed to promote safe and secure environments. Where levels of safety are increased and where the occurrences of vandalism are reduced, criminal and violent activities are more difficult to commit, and perpetrators of crime are easier to identify.”*

#### 13.3.1 Urban Design Response 03

##### Fronts and backs:

Careful consideration has been given to orientate building-backs towards building-backs, and frontages toward frontages. This creates a good and legible separation between private and public spaces. The inserted graphic illustrates a strong grey line around building footprints where active frontages need to be established. Backyards are coloured darker green than light-green parklets that are public.

All public spaces are defined by active building frontages overlooking these places. This promotes passive surveillance and safe streets and POS.

The below inserted sequence of cross sections thought the precinct illustrates (in colour) the active frontages that face onto public streets, parklets, courtyards, and other public spaces.



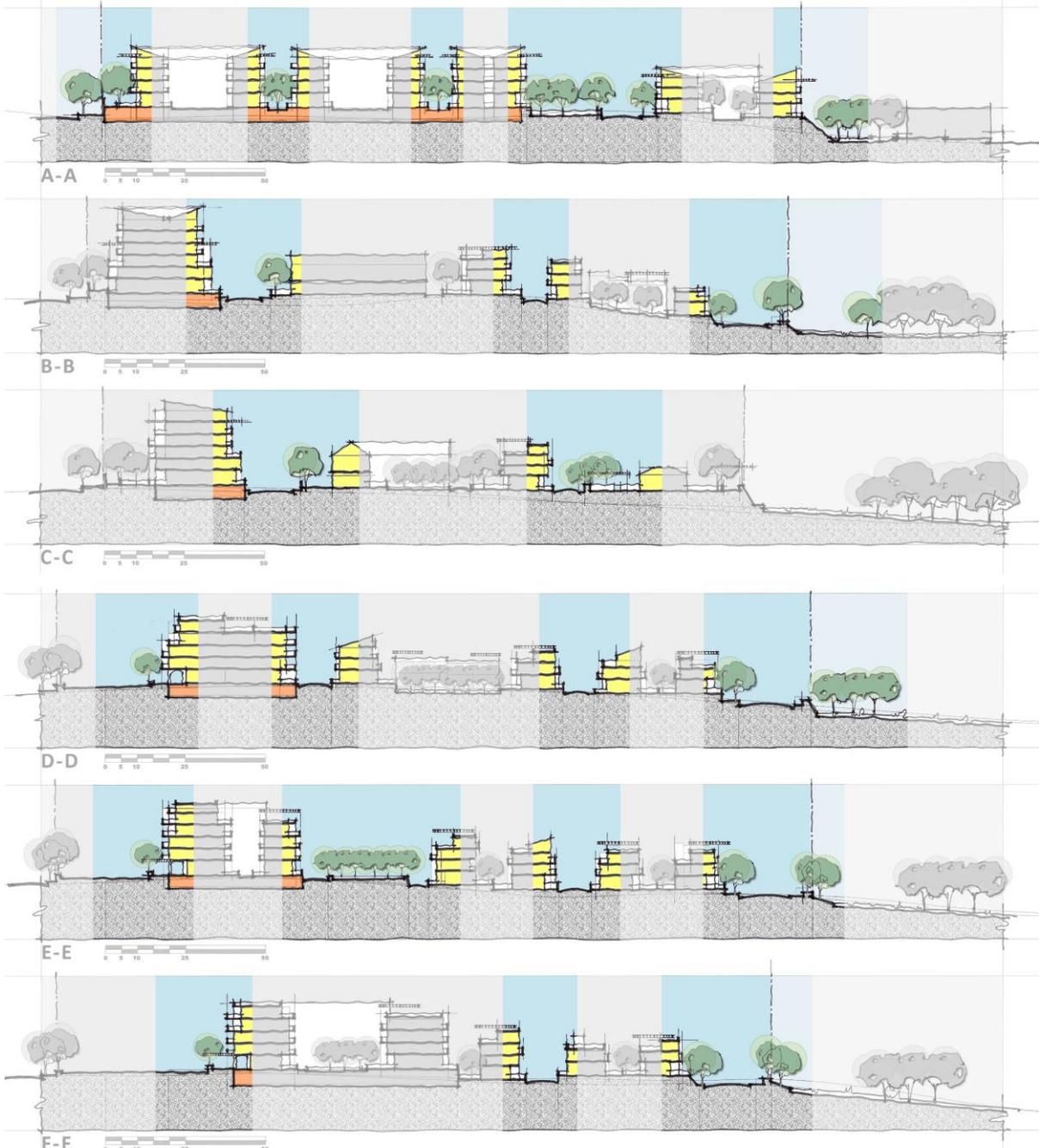


Figure 172: Cross Sections illustrating Active Frontages on Public Space

Promote CD TED to support safe places: (See Chapter 4.14)

**Connection to the wider TRUP:**

The intention of the OMP design is to become a gateway precinct into the larger Two Rivers Urban Park development. By establishing a positive public threshold onto the western green Black River Park landscape, the OMP development catalyses the future upgrade and viability of the TRUP, especially the planned Liberation Route along the historic sites of the Black River and the Liesbeeck River.

Though appropriate ecologically sensitive urban design and architecture, the intent of the OMP development is to become a educational showcase of best eco-design practice in the region, and thus further stimulating tourism in the area.



Figure 173: Food gardens and Productive Landscapes will celebrate history at OMP

## 13.4 OBJECTIVE 4: Design streets as positive public space

As per the CoCT Urban Design Policy, 2024: *“In order to create a people-centred, liveable city, streets and squares should be multi-functional spaces that form an integral part of the city’s public realm. This should be considered as part of, and in parallel to an accessible urban mobility and non-motorised transport (NMT) hierarchy and network. These well-designed public spaces help to create a neighbourhood’s ‘sense of place’, while assisting with accessibility and connectivity. These spaces should promote a safe community and social, cultural and commercial activities.”*

### 13.4.1 Urban Design Response 04

The vision for the new OMP is to create a walkable pedestrian-friendly residential node, with densities that can support retail, tourism, and educational facilities within the node. The aim is to promote fine grain architecture, that establish a vibrant urban character.

The drawing inserted below illustrates the primary public domain and public floor, structuring the new spatial arrangement on the OMP site. This public spatial structure is informed by the north-south route that historically existed on the site, as well as the east-west route that links the primary access with the Farmstead.

The spatial structure creates a sequence of linkages and places, of which the two most prominent are the Farmstead Forecourt and the Town Hall Square. These two public places emphasise the historical value of the Farmstead Building and the Town Hall Building, both of which are earmarked for redevelopment into public facilities.



The public spatial structure will in future become the village spine, or activity route, along which buildings will have active frontages and pedestrian friendly thresholds. The route is made up of gateways, linkages, pinch points, places, and a variety of terminated views, both short and long distance. All of this results in a rich and memorable visual experience for the pedestrian – A new *Genius Loci*, or sense of place. As per the previous chapters in this report, the below precedent images attempt to convey the future character of the new OMP:





Figure 174: The primary public places of the new OMP

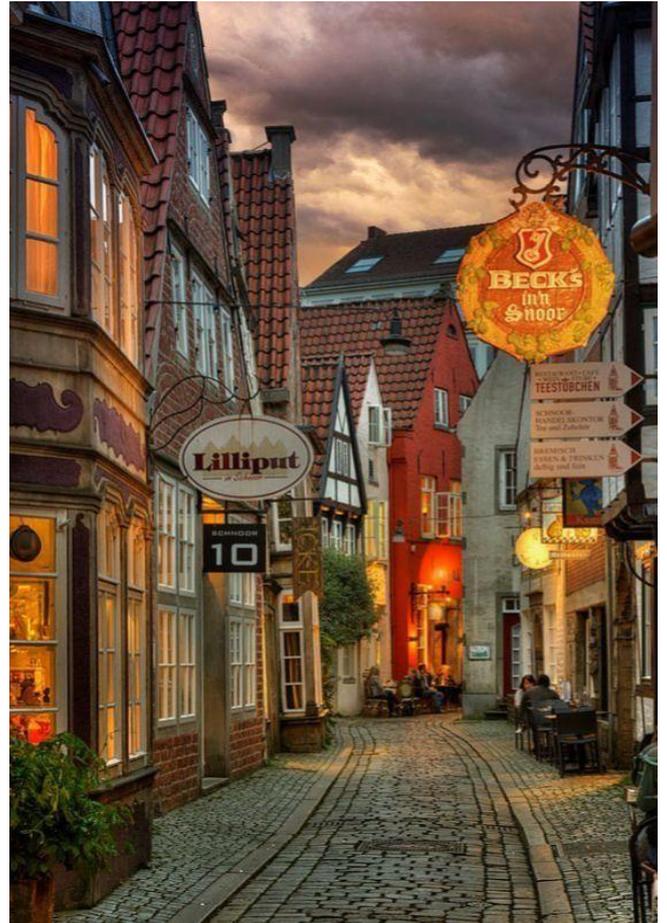


Figure 175: Inspiration images of rich and vibrant public walkways with activated thresholds onto rich and well-made urban floors

### 13.5 OBJECTIVE 5: Promote intensity, diversity and adaptability of uses

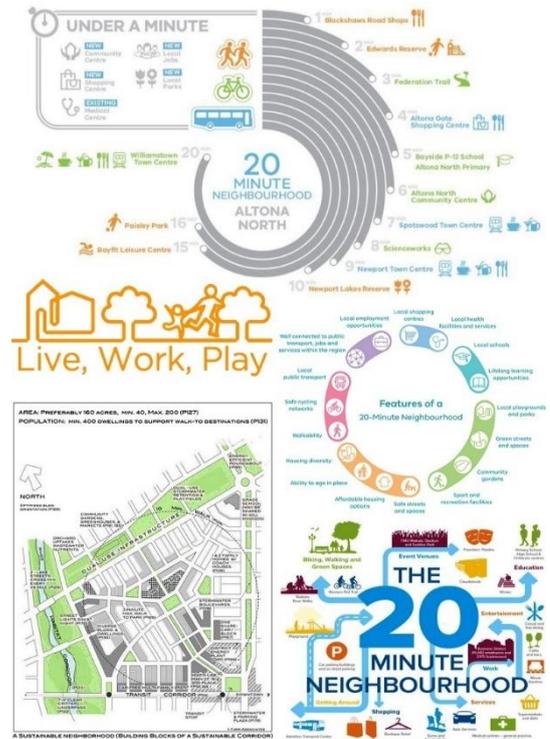
As per the CoCT Urban Design Policy, 2024: *“Positive development attracts a diverse range of people and the intensity of use that they bring. Aspire to design places that can be used for multiple activities, now and into the future. These locations play a pivotal role in cultivating cultural, spatial, physical, and socio-economic diversity. These places contribute to the success of a development and the performance of the city.”*

#### 13.5.1 Urban Design Response 05

**Proposed Density:** The preferred urban design precinct plan proposes a dense development by South African standards. To create a viable walkable development, with enough footfall to support retail, tourism, a primary school, and a 15-minute neighbourhood, the dwelling unit density will be above 120 DU/Ha nett.

The below graphics illustrate the gradation of density and height across the site, as well as the variety of building uses proposed. The variety of building uses results in the possibility to cross-subsidisation between future developments, as well as resulting in a 24-hours neighbourhood.

The New Urbanist principle of Live-Work-Play is a key driver behind the suggested land and building uses proposed below.





## 13.6 OBJECTIVE 6: Ensure positive interfaces onto the public realm

As per the CoCT Urban Design Policy, 2024: *“The creation of positive interfaces is fundamental to the way that people experience the city and is therefore central to good placemaking. Positive interfaces between buildings and the public realm have a huge impact on the success of the public environment. Appropriate scale, urban grain, massing and interface of the built form, play an important role in creating the quality of the public realm.”*

### 13.6.1 Urban Design Response 06

**Front doors and active ground floor interfaces:** The blue lines in the inserted precinct plan indicates where the design requires active ground floor frontages. This does not necessarily mean ground floor retail shopfronts or similar, but could also mean adequate residential fenestration and front doors onto the street interface.

The below two street life images illustrates this requirement:

**Active frontages and passive surveillance:** The intent of establishing activated ground floor and multi-storey thresholds onto streets and public spaces, is to promote Passive surveillance and overlooking – which promotes safety within public spaces. The following graphics explain the idea further:

CPTED Principles should be included into the future design of the precinct.



Figure 178: Activated ground floor thresholds

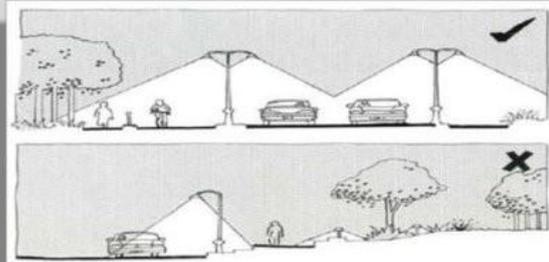
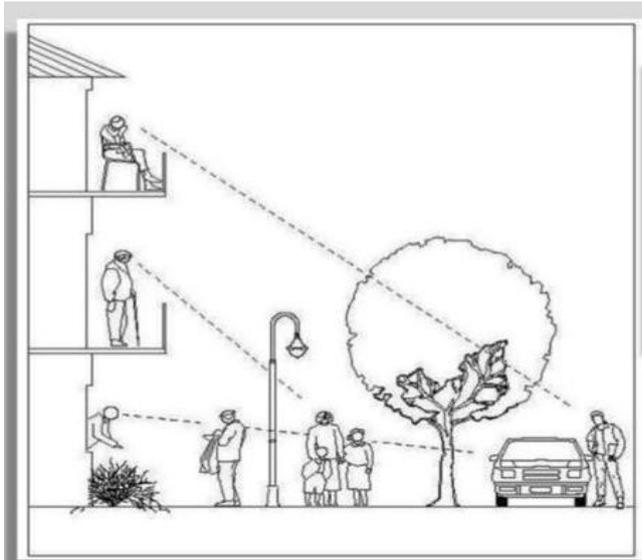
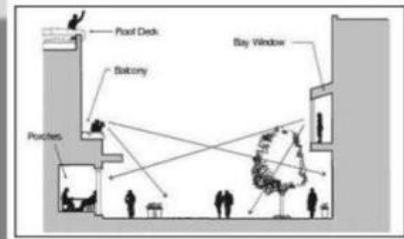


Figure 2. Lighting design is to provide safe levels of visibility



**NATURAL SURVEILLANCE**

Criminals are less likely to attempt a crime if they are at risk of being seen. Likewise, we are likely to feel safer when we can see and be seen. Any architectural design that enhances the chance of being seen, is a form of natural surveillance.

**NATURAL ACCESS CONTROL**

Part of creating a controlled spaced is focusing on entry and exit points into buildings, parks, parking lots, and neighborhoods.

**CPTED**

Crime Prevention Through Environmental Design

**TERRITORIAL REINFORCEMENT**

The use of physical attributes to create defined lines between owned and public spaces, such as fences, signage, landscaping, lighting, etc.

**MAINTENANCE**

A well-maintained property creates a sense of territory for legitimate users of that space and shows that the owner or manager cares for and will defend the property against crime.

The Elements of **CPTED**

**ADDITIONAL IDEAS THAT SUPPORT CPTED EFFORTS**

Activity support fosters community interaction. Criminal acts can be discouraged in public spaces when we encourage activities in those spaces by residents, visitors, and other legitimate users.

## 13.7 OBJECTIVE 7: Provide support to sites of informality

As per the CoCT Urban Design Policy, 2024: *“Informality is an integral part of our urban environment, which has particular implications for urban development. Informality and sites of informality have an interdependent relationship with the formal economy. Urban development should acknowledge and support the role that informality plays in our city and for its residents, recognising that the informal sector supports many food insecure households. Public and private investment is key to developing a city that accommodates the needs of the informal sector. This objective therefore seeks to support informality through making appropriate design provision that enables the improvement of lives and livelihoods.”*

### 13.7.1 Urban Design Response 07

One of the primary objectives of the new OMP design, and the HIA and town planning processes that for part of the legal process, is to regularise the zoning on the OMP property. This would enable the WCG, the custodian of the land, to appropriately manage the current “informality” on the site. Currently the site as zoned as “Utility”, which does not make provision for the current activities and people using and living on the site. By re-zoning the land to a Mixed-Use land use, a variety of uses can be accommodated and managed on the site by the client.

Beter management of the property by the client would result in an amenity that can more beneficially service the local and the wider community interested in the precinct.



Figure 179: From informal / unregulated towards a well governed precinct



Figure 180: From informal / unregulated towards a well governed precinct

## 13.8 OBJECTIVE 8: Value and enhance green open spaces

As per the CoCT Urban Design Policy, 2024: “Green open spaces are invaluable resources to the city and the broader public. Urban built form, with its associated human activities often has an impact on nature. It is therefore important that development is sustainable, while respecting, protecting and enhancing the surrounding natural environment. Development should focus on creating positive relationships and opportunities with the wider natural environment. Green open spaces must be accessible and safe, and should be positive recreational, social, educational and conservation resources for communities.”

### 13.8.1 Urban Design Response 08

**Internal green open space:** The precinct plan proposes a variety of green open spaces, ranging from public to private. Together with the Landscape Masterplan, these green spaces illustrate how greenery and soft landscape elements are incorporated and encouraged within the future development.

**Green open space toward the Black River / Integration / Permeability:** The design proposes a green tree-lined public edge onto the green park landscape between OMP and the Black River. This permeable interface allows for generous access into this green amenity, managed by the City of Cape Town. Key public places inside OMP, i.e., the Farmstead and the Town Hall, have generous views across the green park landscape and Black River, facilitated by public viewing decks and public amphitheatre steps.



Figure 181: Hierarchy of green open spaces, and links to adjacent public green open space

**Safety:** Green open spaces, as well as hard public open spaces are made safe by creating activated facades onto these places, and encouraging passive surveillance from buildings that overlook these spaces.

**Productive landscapes:** As part of the Farmstead redevelopment, and recognising the heritage of community gardens and historic medicinal gardening practices by the Frist Nations on the property, the new design is proposing two food gardens adjacent to the Homestead. These could become part of educational activities in future, but also part of the tourism attraction and food sales in the future viability of the OMP.

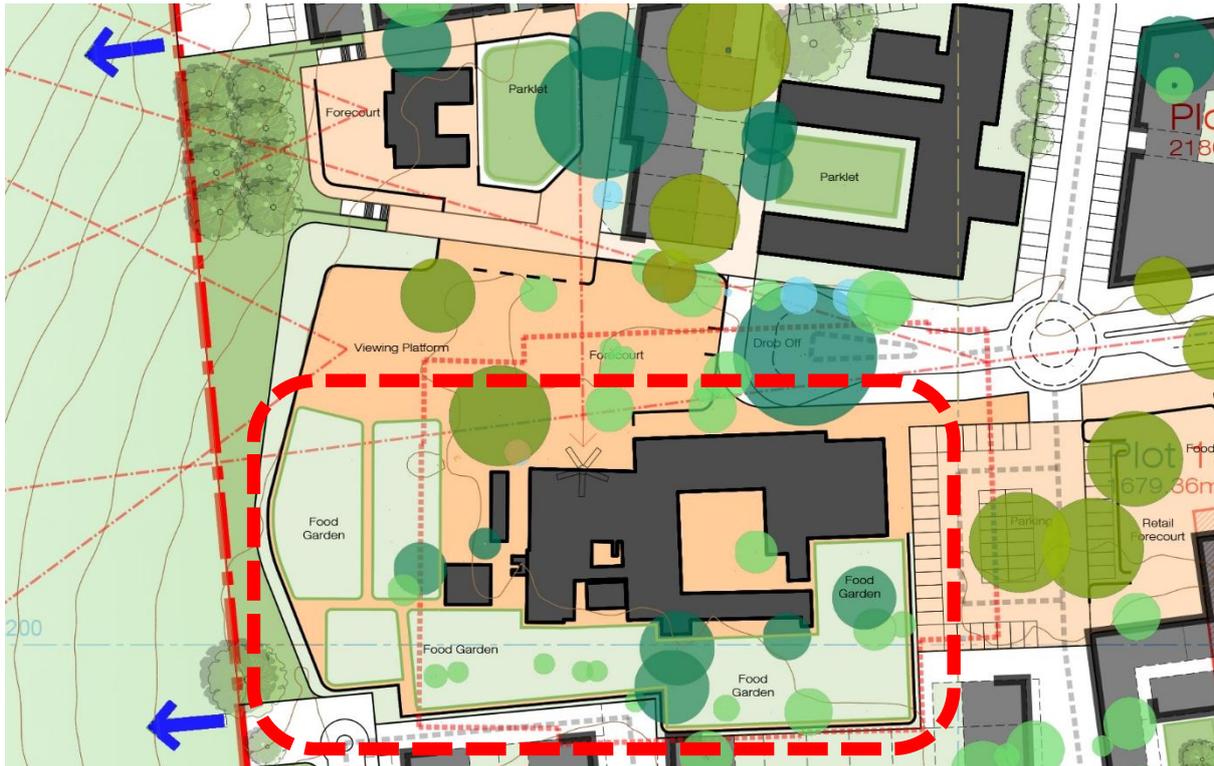


Figure 182: Food Gardens adjacent to the redeveloped Homestead



## OBJECTIVE 9: Respond to the character and identity of an area

As per the CoCT Urban Design Policy, 2024: *“The qualities that come together to give a place a particular character or identity are what distinguish one part of the city from another. This character or ‘sense of place’, is influenced by natural features, land use, landmarks, heritage structures and built form as well as layered, intangible qualities such as cultural practice and memory. These qualities need to be acknowledged, protected and enhanced through sensitive design.”*

### 13.9.1 Urban Design Response 09

The urban designers believe that when considering this full report, including the key design responses to heritage indicators and the ambition to establish a safe, walkable and sustainable eco-neighbourhood, with compact mixed-use developments, integrating education, affordable housing, public facilities and open spaces, while providing equitable access to cultural heritage and natural reserves, the precinct design establishes a starting point, a framework, from where these desired outcomes can be pursued.



Figure 183: The primary public structure of the new OMP

## 14 Summary

Urban design is the art of visualising the possible future and economically viable re-development of a place, neighbourhood, development node, or city precinct. This document aims at putting forward a possible future for the Oude Molen Eco Village, currently under the custodianship of the Western Cape Government.

The future development vision for the site and the larger community is to establish a safe, walkable and sustainable eco-neighbourhood, with compact mixed-use developments, integrating education, affordable housing, public facilities and open spaces, while providing equitable access to cultural heritage and natural reserves.

The proposed urban design precinct plan is a suggested scenario, which is preferred by the Client, that attempts to achieve the above-mentioned outcome. However, it remains a malleable canvas that needs to be distilled into an appropriate spatial arrangement that meets the needs of a complex group of stakeholders and affected parties. Though the Town Planning application process, these voices will be heard, and appropriately included into the future spatial solution for OMP.

Together and inclusively the team and the client will endeavour to pursue an outcome that benefits the local and wider communities of Oude Molen and Cape Town.



[ end ]