



**WESTERN CAPE GOVERNMENT**  
**DEPARTMENT OF INFRASTRUCTURE**  
Directorate – Programme: Special Projects  
Tender: L014/23  
Provision of Professional Services required for the Oude Molen Precinct

## **DEVELOPMENT PROPOSAL PACKAGE FOR HERITAGE ASSESSMENT**

**4 November 2025**

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ASSOCIATES**

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## ANNEXURES

Annexure A	Draft Landscape Framework Plan
Annexure B	Oude Molen Draft Landscape Design Guidelines

## **1. Project Description**

The current project at the Oude Molen Precinct (OMP) is run under the awarded Tender L014/23 by the Western Cape Department of Infrastructure. Nigel Burls & Associates have been appointed as the Lead Consulting Entity with a suitably qualified and experienced multi-disciplinary team of built environment professionals to conclude the remaining required workstreams to secure development rights for the proposed development at Oude Molen. The remaining workstreams broadly include making the necessary submissions to obtain statutory approval for the proposed development from a heritage and land use planning perspective, including the respective legislated public participation processes.

The stated objective of the client with respect to the OMP is to enable the development of a “high density, large scale, sustainable, residentially led mixed-use development based on a live-work-play philosophy and transit-oriented development (“TOD”) principles” within the bigger Two Rivers Study Area, with consideration being given to retaining buildings of cultural and historical significance and existing productive economic activity within this precinct and where possible, incorporating elements of it into the redevelopment proposal.

The current vision statement for OMP, which was derived following an initial public engagement process via the previous appointment and remains applicable, is “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, productive landscapes and natural reserves”. The strategic location of the site within the broader metropolitan area is noted, as well as the imperative for the Western Cape Government as the property owner to optimally utilise the site to achieve broader spatial justice objectives.

In line with the client’s objective, the current proposal that is set out in this document is for a walkable, mixed-use integrated development that is responsive to the historical and cultural context of the site. The conceptual proposals are high-level by design so as to allow for maximum flexibility within the identified constraints to ensure that the concept results in a viable development opportunity. Further detail will be unpacked through the package of plans process as allowed for in terms of the Cape Town Municipal Planning By-Law.

## **2. Locality and Context**

### **2.1. OMP Site Description**

The Oude Molen property is located along Alexandra Road in the suburb of Pinelands, Cape Town, Western Cape and measures approximately 13 hectares in area. The site is comprised of a portion of remainder erf 26439 and accommodates approximately 30 small businesses in a mix of light industry, retail and residential. The site consists of predominantly single and double storey structures built between 1920 and 1970 and is generally of a low-density development pattern.

The site lies 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.

### Site Locality Maps

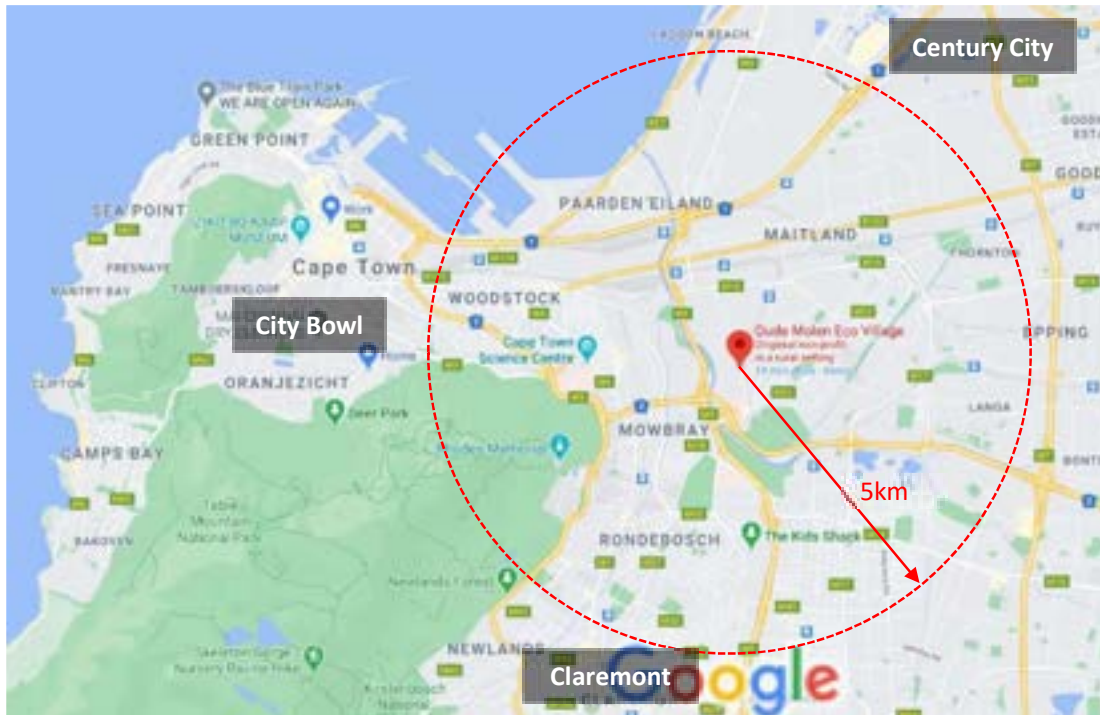


Figure 1: Metropolitan map of Cape Town, indicating the location of the OMP.

### OMP in Two Rivers Urban Park LSDF Location



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

### OMP Site Location within Surrounding Neighbourhoods

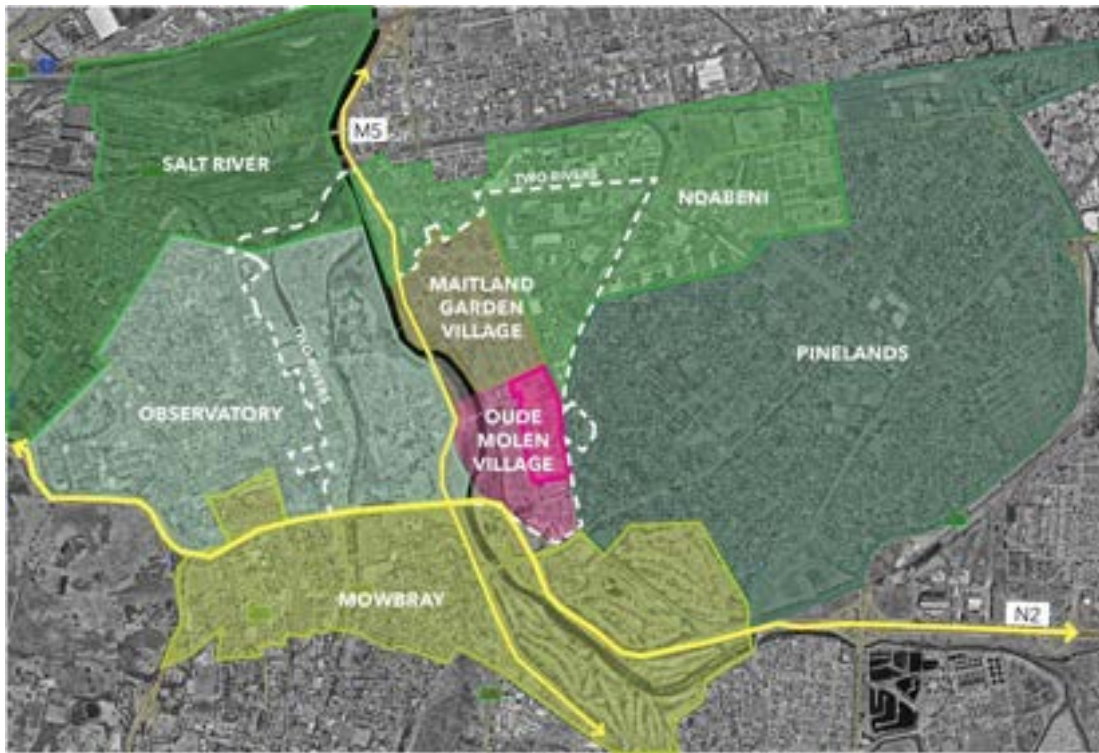


Figure 3: OMP within the surrounding neighbourhoods, indicating the N2 and M5 routes.



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

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

**Contextual Background – OMP within the TRUP LSDF**

Context of Surrounding Planning Frameworks & Economic Activity



Figure 9: The CoCT planning frameworks surrounding OMP.

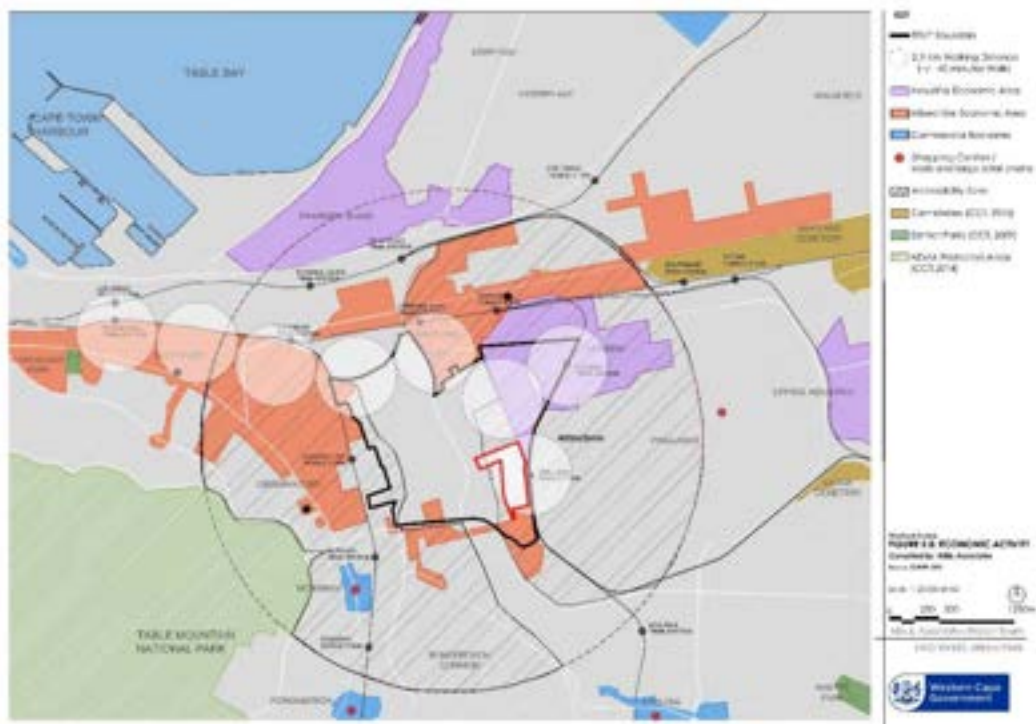


Figure 10: Economic activity surrounding OMP.

Context of Proposed Transportation & Public Transport Zones



Figure 11: Existing and proposed transportation systems around OMP.

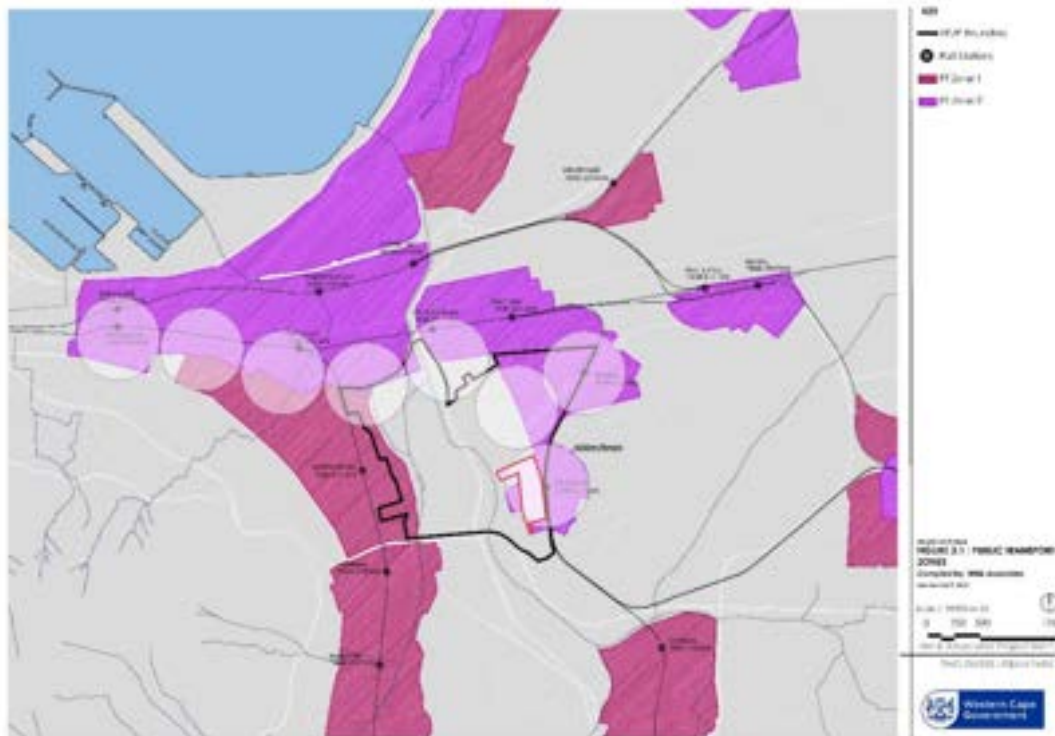


Figure 12: Public transport zones around OMP.

Context of Higher Order Institutions and Public Open Space



Figure 13: Key facilities and institutions close to OMP.



Figure 14: Open space systems adjacent to OMP.

Context of Public Facilities, Hubs and Heritage Resources



Figure 15: Public facilities in the proximity of OMP.

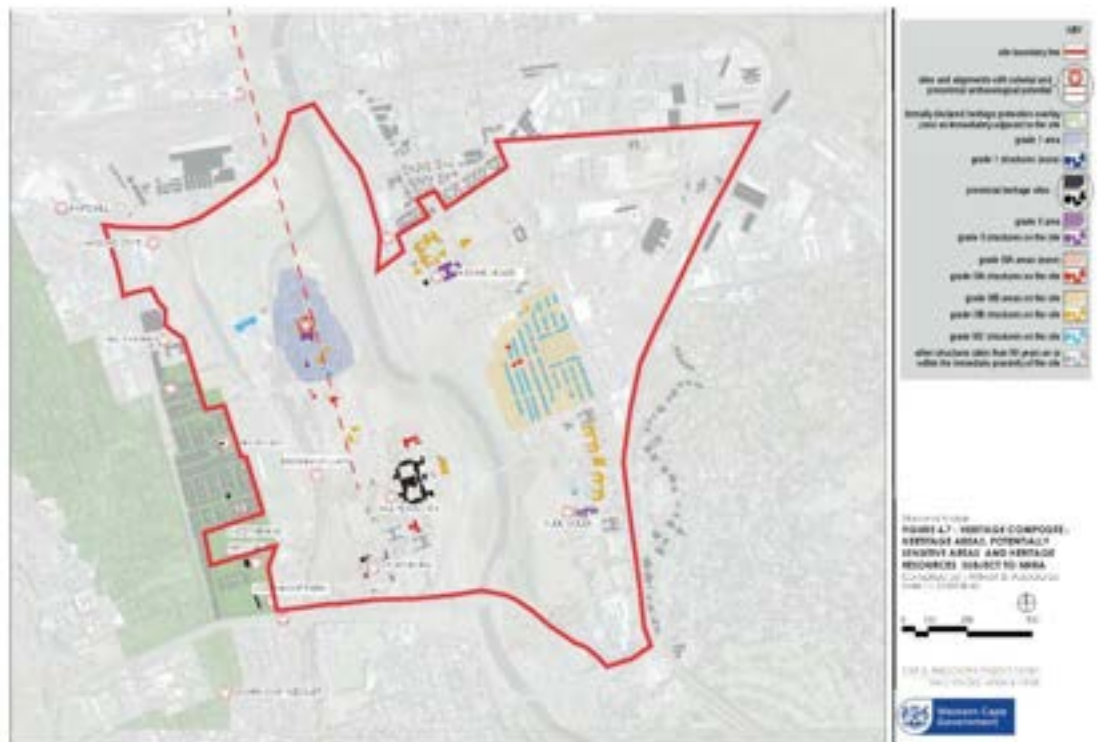


Figure 16: Key heritage resources affecting OMP.

Context of Environmental Constraints & Biodiversity Network

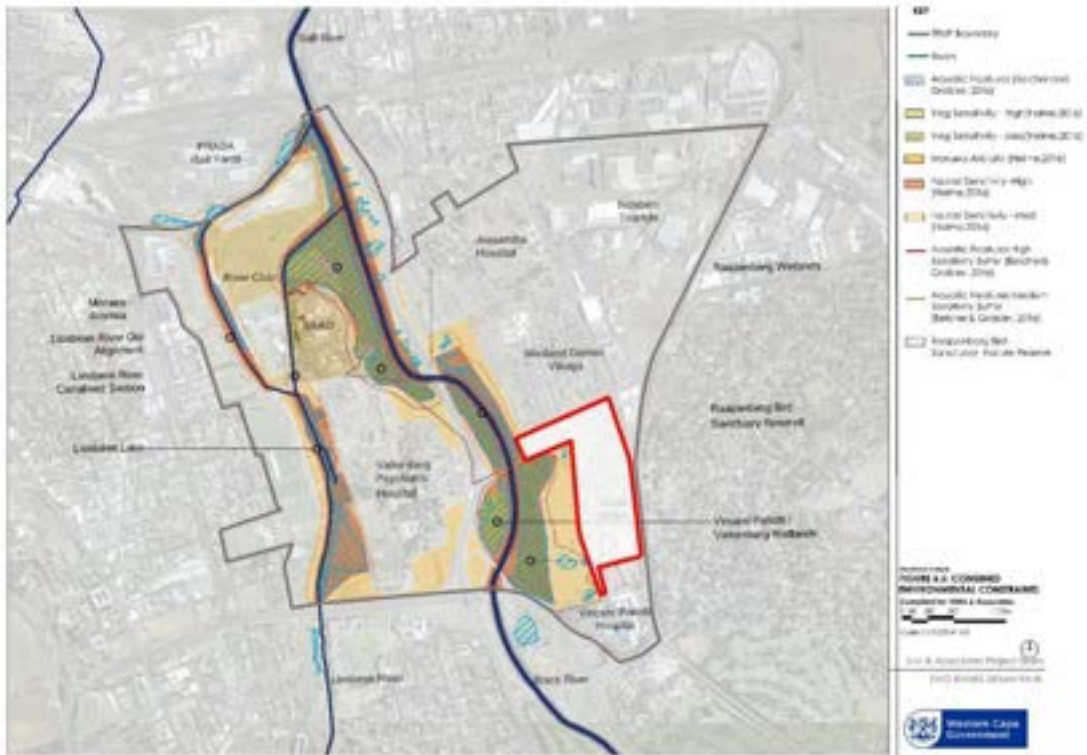


Figure 17: Key environmental constraints affecting OMP.



Figure 18: The biodiversity network surrounding OMP.

Context of Building Heights

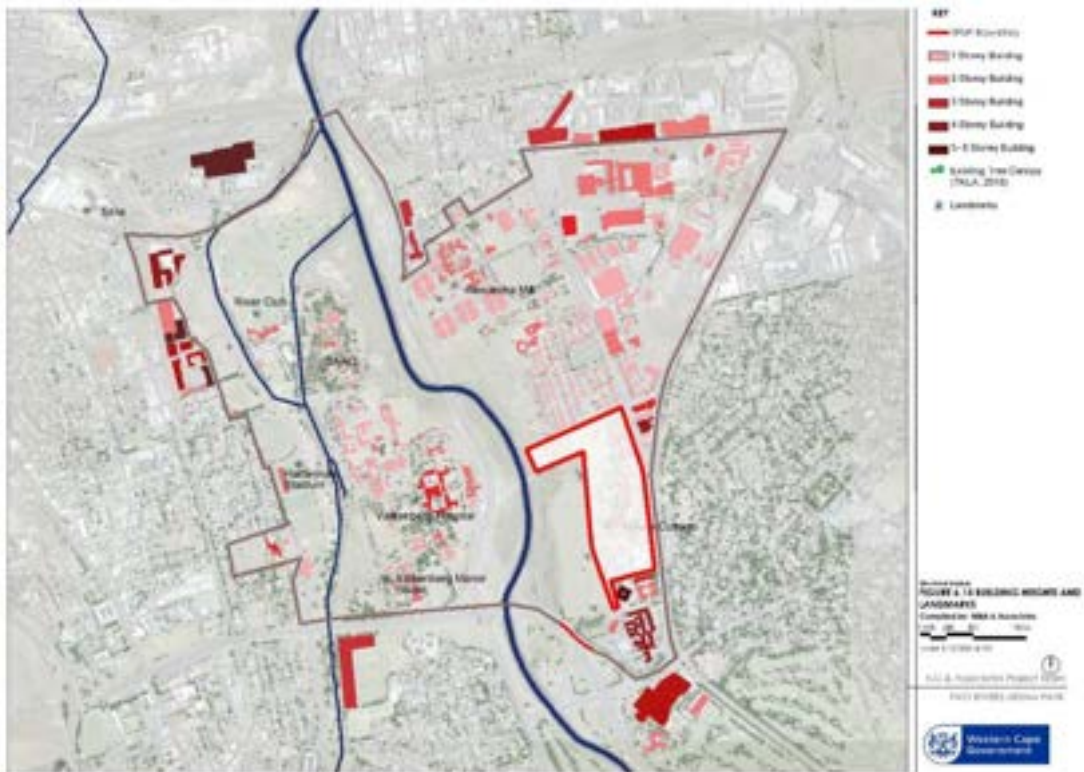


Figure 19: Build form around OMP.

Context of the TRUP SDF



Figure 20: The OMP within the TRUP LSDF.

**Surrounding Urban Form and Character**



Figure 21: 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.

**Ndabeni**



Industrial / commercial area with medium density and medium rise urban fabric.

**Maitland Garden Village**



Established low income residential village. Mostly single and semi-detached dwellings per plot. Low rise low density urban fabric.



**Valkenberg Psychiatric Hospital**



Historic medical facility with prominent buildings.

## 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.



### **2.2. Ownership and Tenancy**

The property comprises a portion of remainder erf 26439 and is owned by the Provincial Administration of the Western Cape. A small portion of the site is occupied by the Valkenberg East Psychiatric Hospital - Forensic Unit and the balance of the land comprises various buildings and vacant land some of which is leased.

With respect to the buildings, approximately 61% of the total building area is leased with 39% vacant (being entire buildings or portions / floors of different buildings). Information on leases for undeveloped land is still to be verified.

All of the original leases have long since expired and currently all leases are deemed “tacit leases” and are on a monthly basis with several on a three-monthly basis. All leases are subject to a redevelopment clause.

OMP Map of Buildings with Numbers



Figure 22: Zoomed in map of the OMP buildings with numbers, as per the Tenant Schedule in report.

Table of Buildings, Areas and Tenancies

Unit	Area	Tenant
A1	254,24	Lighthouse Farm Lodge - John Holmes (60000003)
A2	100,53	* Vacant
A2(B)	296,00	* Vacant
A2(C)	743,00	* Vacant
A2(D)	492,00	* Vacant
A3	61,08	* Vacant
A4	60,84	Lighthouse Backpackers (60002030)
B1	407,00	* Vacant
B2	81,36	* Vacant
B3a	203,50	Moonlighting AAA Productions (Pty) Ltd (60009084)
B3b	203,50	* Vacant
B5	112,00	Etienne Dibwe (60000454)
B5b (Land)	108,00	Etienne Dibwe (60000454)
B6	41,16	Lighthouse Backpackers (60002029)
B7	34,66	Alfonso Jeth (60000086)
C1	383,19	* Ex-Far Out (60000011)
C1b	1,00	* Vacant
C2	171,88	Honeybee Foundation (60002093)
C3	57,84	* Ex-Goblin Art (60000013)
C3b	108,00	* Ex-Goblin Art (60000013)
C4	51,56	World of Wonder Designs CC (60000014)
C5	49,00	Shannon Wright (60000015)
C6	217,44	* Vacant
C7	108,94	Augusta Mutanda (60003416)
C9	140,00	Kelly Mansfield (no Bagnall) (60000024)
C9B(1)	171,00	Honeybee Foundation (60002093)
C9B(2)	171,00	* Ex-Shannon Louw (60003455)
D1	164,88	Belinda Ormond (60001482)
D10	219,70	Debra Roets (60000023)
D2	159,08	Leslie Smith (60000229)
D2B (Set of Wing)	94,44	World of Wonder Designs CC (60000014)
D3	112,35	World of Wonder Designs CC (60000014)
D4 (Set of Wing)	173,00	Scene Scheme Set Construction cc (60008958)
D4a	50,42	* Vacant
D5 (Set of Wing)	52,00	Scene Scheme Set Construction cc (60008958)

D6	66,47		Marcel Mutombo (60003413)
D7	222,23		Scene Scheme Set Construction cc (60008958)
D9	100,66		Eloise De Klerk (60009008)
E	835,00		The Yes We Can Sport and Jazz Foundation (60009081)
E1	97,60		Richard Kraak (60001856)
E2	352,95		* Vacant
E3	233,15		* Vacant
E3 Store	8,00		* Ex-Sidney Budd (60009050)
E3b (Land)	198,00		* Vacant
E3c	43,00		* Vacant
E4	41,00		* Vacant
E Hall	555,25		* Vacant
F1	84,34		* Vacant
F10	108,94		PJ van der Walt (Riverlodge Backpackers) (60000043)
F1b	59,69		Prop Art CC (60000136)
F2	162,69		Prop Art CC (60000136)
F3	67,26		Prop Art CC (60000136)
F4	162,69		* Ex-Sheena Jeftha (60003412)
F4a	164,39		* Vacant
F5	233,24		Mowlana Property Developers (60003418)
F6	108,94		Prop Art CC (60000136)
F7	168,00		* Ex-Union International De La Marionette (60008949)
Ptn F7	208,00		Robin Trust (60000074)
F8	59,69		Prop Art CC (60000136)
F8A (Set of Wing)	60,00		Prop Art CC (60000136)
F8A&B Foye (Foyer, Stair & Bathroom)	92,95		Prop Art CC (60000136)
F8B	118,47		* Vacant
Rem F	55,00		Prop Art cc (60009085)
G01A	169,66		The Play Shed CC (60004613)
G1	162,70		The Play Shed CC (60004613)
G10	355,00		PJ van der Walt (Riverlodge Backpackers) (60000043)
G11	240,23		* Ex-O Grace Land (60000018)
G12	84,99		* Vacant
G2	38,84		Chris Harper (60000456)
G2B	196,11		Chris Harper (60000456)

G2C	15,00		Chris Harper (60000456)
G3	175,65		Paul D'Andrea (60002010)
G4	150,42		PJ van der Walt (Riverlodge Backpackers) (60000043)
G5	83,65		PJ van der Walt (Riverlodge Backpackers) (60000043)
G5b	268,00		PJ van der Walt (Riverlodge Backpackers) (60000043)
G5c	69,00		PJ van der Walt (Riverlodge Backpackers) (60000043)
G6	76,92		PJ van der Walt (Riverlodge Backpackers) (60000043)
G6b (Land)	272,00		PJ van der Walt (Riverlodge Backpackers) (60000043)
G7	57,84		
G8	74,74		PJ van der Walt (Riverlodge Backpackers) (60000043)
G8A	35,37		PJ van der Walt (Riverlodge Backpackers) (60000043)
G9	100,66		Brincat Bruno (60000054)
H1	233,40		* Ex-Gary Glass (60000049)
H10	5,60		* Vacant
H15	222,37		The Gaia Waldorf School (60000399)
H16	175,10		The Gaia Waldorf School (60000399)
H17	78,80		* Vacant
H18	10,20		* Vacant
H19	175,11		* Vacant
H1b	153,00		* Ex-Know They Farmer (60009088)
H1c	30,00		Allies Kendre (60003429)
H2	28,36		The Gaia Waldorf School (60000399)
H20	137,90		* Vacant
H22	394,00		The Gaia Waldorf School (60000399)
H23	557,00		The Gaia Waldorf School (60000399)
H24	100,00		The Gaia Waldorf School (60000399)
H25	90,00		The Gaia Waldorf School (60000399)
H3	177,00		The Gaia Waldorf School (60000399)
H4	149,66		The Gaia Waldorf School (60000399)
H5	80,49		Andrew Phillips (60000053)
H6	38,92		Andrew Phillips (60000053)
H7	43,09		Andrew Phillips (60000053)
H8	158,00		Andrew Phillips (60000053)
H9	92,48		Andrew Phillips (60000053)

I1,2 &3	303,90		* Vacant
I1b	1,00		* Vacant
J1	28,28		* Vacant
K	20,00		* Ex-John Kennedy (60000721)
L1	28,21		* Vacant
L2	54,17		* Vacant
L3	83,73		* Vacant
L4	25,00		Alfonso Jeth (60000086)
M1	17,50		Michael McDonald (60000070)
N	27,28		Shannon Wright (60000015)
NB	25,62		Shannon Wright (60000015)
NC	12,60		Shannon Wright (60000015)
P	20,00		The Play Shed CC (60004613)
P2	8,00		Allies Kendre (60003429)
Pt I01-I03	196,00		* Ex-Xolelwa Nqinqi (60009086)
Ptn 1C8	220,00		The Pinelands Montessori Preschool CC (60000021)
Ptn2C8	42,00		Joseph Van Stavel (60000020)
Ptn3C8	138,00		Ithemba Lethu Learning Centre (60000025)
PtnI01-I03	100,00		* Ex-Iden Resort (Pty) Ltd (60000030)
Q1	162,00		Bottled Angels Co (60000071)
R1 & 2	224,00		Robin Trust (60000074)
R2B	1 013,00		Robin Trust (60000074)
S1	200,94		Andrew Phillips (60003435)
S2	136,00		* Vacant
S2(B)	56,97		* Vacant
S3	112,00		* Vacant
S4	231,48		* Vacant
S5	81,36		* Vacant
S6	320,23		* Vacant
S7	8,00		Allies Kendre (60003429)

T1-T3	1 233,00		Robin Trust (60000074)
T1b (Land)	110,00		Robin Trust (60000074)
T2b (Land)	531,00		Robin Trust (60000074)
U1	430,00		Dan Nesor (60000081)
U1b (Land)	180,00		Dan Nesor (60000081)
V1	25,00		* Vacant
V1b (Land)	412,00		* Ex-Eugene Holt (60003459)
V1e	25,00		* Ex-Eugene Holt (60003459)
V2	25,00		* Ex-Alexander Henry (60003421)
V2B	22,00		* Ex-Alexander Henry (60003421)
V3	25,00		* Vacant
V4	25,00		* Vacant
V5	38,70		* Vacant
V5b	1,00		* Vacant
V6	25,00		* Ex-Etienne De La Harpe (60003422)
V6C	126,00		* Ex-Etienne De La Harpe (60003422)
V6D	117,00		* Ex-Etienne De La Harpe (60003422)
W1	125,00		Hudson McComb (60000083)
Y	17,50		Henry Glen (60003417)
Y1	60,00		Henry Glen (60003417)
Z01	17,40		* Vacant
Z02	1,00		* Vacant
Z03	880,00		* Vacant
Z04 (Pool, picnic area & Sect Bldg)	2 640,00		Oude Molen Echo Village Tenants Association (60009089)
Z05	796,00		Oude Molen Echo Village Tenants Association (60009089)
Z06	1 948,00		* Ex-Gary Glass (60000049)
Z07	1,00		* Vacant
Z08	1,00		* Vacant
Z09	1,00		* Vacant
Z10, Z17	12,59		Allies Kendre (60003429)
Z11	25,00		Allies Kendre (60003429)
Z11a	1,00		* Vacant
Z12	4 476,00		Western Cape Diverse Traditional Leaders (60000228)
Z13	1,00		* Vacant
Z15	1,00		* Vacant

Z16	1,00		* Vacant
Z19	1,00		* Vacant
Z20	1 550,00		* Ex-Gary Glass (60000049)
Z21	452,00		* Ex-McCann's Recycling CC (60009041)
Z23	285,00		* Ex-Shannon Louw (60003455)
	5,00		
Open 1	2,00		* Vacant
Open 2	1,00		* Vacant
Open 3	1,00		Mobile Telephone Networks (Pty) Ltd (60000016)
Open 4	1,00		* Vacant
Property Totals		100.00%	
Total Vacancy		39.07%	
Total Occupancy		60.93%	
Grand Totals		100.00%	

### 2.3. Property Management

The property is currently managed under contract by *Muster Property Services*.

## 2.4. Existing and Surrounding Zoning

The portion of Remainder erf 26439 which constitutes the OMP site is zoned Utility. The portion of remainder erf 26439 which covers the road and bridge link across the Black River and Black River Parkway to the west, has a split zone of Utility, Open space 2 and Community 1. The zones are as indicated on the following extract from the City zoning map.



Figure 23: Extract from the City of Cape Town Zoning Map

The surrounding zoning comprises Open Space 2 zoned land to the west and north west following the alignment of the Black River and associated wetlands. The offices to the south are zoned Mixed Use 2 with the Vincent Palotti hospital site zoned Community zone 2. Alexandra Road and the rail line along the eastern Boundary are zoned Transport zone 1 with Maitland Garden Village to the north zoned primarily Single Residential.

To the north east, between the rail and Alexandra Road the land is zoned Utility while to the east of the railway line within Pinelands, the land is zoned variously Single Residential, General Residential and Open Space 2

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

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.

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

It should be noted that none of the uses on site are currently permitted in terms of the existing zone. To simply retain the status quo, the site would need to be rezoned to an appropriate zone accommodating the range of uses. Potentially Mixed-Use zone although the existing urban agriculture use would have to retain the Utility zone.

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.

### ***2.5. Existing and Surrounding Land Use***

The existing land uses on site include the Robin Trust, a non-profit organization which provides health care through the training of nurses and care workers, the provision of sub-acute after hospital care, a frail care facility, individualized home care services and training of individuals in home-based care services.

In addition to the Robin Trust, the Waldorf School occupies a number of buildings and portions of buildings while the balance of the tenants comprise a mix of commercial office and business uses, a backpacker's facility, various social facilities and uses, some residential accommodation, the offices of the tenant's association and various agricultural components.

It should be noted that in terms of the current zone on the site, none of these uses are permitted as of right and only the "Urban Agriculture" use is permitted with consent.

A significant number of the built structures on site are not currently tenanted and exist in various states of disrepair and a large amount of vacant land is neither tenanted nor effectively utilized and remains in a state of semi derelict "private" open space.

The land to the immediate west of the site is currently vacant. It is owned by the City of Cape Town and is directly associated with the Black River and its flood plain, including the so called Valkenberg wetlands. It is currently used as an outriding area by the group running the equestrian facility on the site.

Land to the south comprises commercial offices and the Vincent Pallotti hospital while to the north is the Maitland Garden Village comprising housing and various social facilities. To the north east between the rail and Alexandra Road is the start of the Ndabeni industrial area with the Biovac medical research facility and ambulance services located closest to the site.

The site is bound by Alexandra Road and the Rail Line including Pinelands Station to the immediate east. The development at Pinelands Station includes a pedestrian road to road link over the rail line to Pinelands which lies further to the east. This area of Pinelands is developed with a mixture of single dwelling houses with one small group housing scheme (Pine Acre) all fronting onto two large parks at the forecourt to the station on the Pinelands side of the line, a typical feature of this type of Garden City development.

### **3. Policy and Legislative Framework**

#### **3.1. Policy Framework**

##### TOD Strategic Framework 2015

The TOD Strategic Framework sees TOD as a planning, design and implementation approach that can be employed to address inefficiencies in the urban form of the city by optimising movement patterns to enable social equality and economic development. The Strategic Framework describes the process of achieving this as a transversal one, addressing urbanisation, urban growth and service delivery, and regards transport as the catalyst to achieving operational efficiencies in the urban environment.

The Strategic Framework identifies tools and mechanisms that can be employed by various role players at various scales to ensure that the city moves towards a more sustainable, compact and equitable urban form, amongst which is the imperative to influence the land use distribution across the metropolitan area to achieve a balanced multi-directional flow through appropriate distribution of attractors and generators of traffic and providing affordable housing in good locations in proximity to employment opportunities.

The Strategic Framework sets down the objectives of TOD in Cape Town, which include maximising locational efficiency so that people can walk, cycle and use public transport which is achievable through a “comprehensive approach to land use density, mix and intensity”. Other objectives include providing a mix of housing, shopping, recreational and transportation choices, as well as creating a sense of place.

##### Municipal Spatial Development Framework 2023

Cape Town’s MSDF sets out the spatial vision and development priorities to achieve a reconfigured, inclusive spatial form for Cape Town. The document is a spatial interpretation of the City of Cape Town’s Integrated Development Plan. Fundamental to the MSDF is ensuring spatial transformation via dense and transit-oriented growth and development anchored by an efficient transport system. The MSDF advocates for targeted investment and land use management based on inward growth as a

means of addressing Cape Town’s spatial, social and economic challenges, supporting investment in well-located growth nodes, reinforcing transit-oriented corridors and linking growing nodes with lagging nodes through connective infrastructure, placing sustained job-generating economic growth at the heart of its spatial priorities.



Figure 24: Extract from Cape Town MSDF.

The MSDF advocates for land use intensification based on transit-oriented development (TOD). This implies a greater mix of residential and non-residential land use (diversification) through the increased use of space, both vertically and horizontally (densification).

The basis for growth management in the city is through four primary Spatial Transformation Areas namely the Urban Inner Core, Incremental Growth and Consolidation Areas, Discouraged Growth Areas, and Critical Natural Asset Areas. The OMP site is designated in the MSDF as “Urban Inner Core”, is well within the delineated urban edge and does not form part of the Biodiversity Network. Neither is it identified as an Area of Agricultural Significance.

The OMP is located within a Transport Accessible Precinct (TAP) around the adjacent Pinelands railway station, and within the Urban Inner Core where the MSDF supports the prioritisation of public investment and incentivised private sector investment in support of growth areas. The Urban Inner Core includes the majority of the city’s existing industrial and commercial nodes; the airport, ports and primary freight infrastructure; the three Integration Zones, IPTN corridors and TAPS.

With regards to the Urban Inner Core designation, the MSDF sets out various desired spatial outcomes and land use guidelines, of which the following are of relevance to the current proposal:

- Diverse and dense land uses in association with current and future public transport infrastructure provision.
- Key focus area for a wide variety of affordable housing priority areas and land release strategies.
- Public and private land development that is supportive of spatial transformation is prioritised and implemented.
- Intensification and diversification of land uses support city growth.
- Differentiated intensification guidelines outlined in Table 5.6 (see below)

- Priority is given to spatially targeted interventions and optimisation of public and private land development in Development Focus Areas, Urban Support Areas as well as New Development Areas.

The differentiated intensification guidelines referred to above target densities that are maximised to support economies of scale, particularly with regards to affordable housing initiatives within areas of economic potential and where spatial integration is actively encouraged, provided appropriateness within the receiving context is considered and subject to District SDF guidelines.

The proposed mixed-use redevelopment of the OMP is entirely in alignment with these guidelines, particularly as it seeks to achieve spatial transformation and the provision of affordable housing on an exceptionally well-located piece of public land that is close to and in support of existing and future public transport infrastructure, while responding sensitively to contextual informants, including heritage considerations and surrounding land uses.

The proposed redevelopment is also fully aligned with the three spatial strategies and the relevant policy statements as demonstrated below:

<b>Policy Statement</b>	<b>Response</b>
<b>SPATIAL STRATEGY 1: PLAN FOR EMPLOYMENT AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES</b>	
P7: Plan and implement sustainable, high quality and human-scale public realm in and around transit precincts. These precincts must be legible and accessible to all and include universal access and non-motorised transport facilities and a public environment that is vibrant, inclusive and safe.	The proposed redevelopment of the OMP is in direct support of the transit precinct associated with Pinelands Station. The proposed permeable urban structure facilitates legibility and optimises accessibility within a vibrant, inclusive and safe urban environment where opportunities for passive surveillance are abundant.
P8: Support a strategic approach to parking allocations to encourage use of public transport.	While parking provision is allowed for within the proposed development, the design is very strongly geared towards walkable spaces and in support of the use of public transport.
P9: Plan for incremental land use intensification and diversification in support of inward growth predicated on the public transport infrastructure	The proposed intensification of diverse land uses on the site is supportive of inward growth in close association with existing public transport infrastructure.
<b>SPATIAL STRATEGY 2: MANAGE URBAN GROWTH, AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT, FOOD SECURITY AND ENVIRONMENTAL PROTECTION</b>	
P11: Identify, conserve and manage heritage resources and cultural landscapes.	The proposed development concept has been fully informed by a detailed set of heritage indicators as part of a thorough Heritage Impact Assessment process to ensure the impact on heritage resources is adequately mitigated.
P12: Provide for cultural and social practices and events to promote spatial justice and spatial integration.	Various of the existing elements that accommodate cultural and social practices on the site, such as the swimming pool, have been retained, as their importance to social integrations within the site and beyond is recognised.
P13: Protect and enhance scenic route sightlines and places of scenic value, including destination places.	The portion of Eastern Boulevard that extends from the CBD up to Black River Parkway is designated a scenic drive. Distant views of the site are therefore of significance, as confirmed in the Visual Impact Assessment prepared for the site. The VIA indicates that with the mitigation measures adopted in the Precinct Plan (including appropriately scaled

	interventions, coherently integrated within the urban landscape), those impacts are of neutral significance. This is further mitigated by the proposed tree planting to assist with visual absorption of the development.
P14: Provide efficient access to destination places where potential exists, especially in or near areas of high social need, in support of economic inclusivity and spatial integration.	The highly permeable nature of the proposed redevelopment will allow for far easier and more inclusive access to the recreational space associated with the Black River Corridor.
P15: Enable resource-efficient land development by leveraging the protection of renewable resources to improve cohesion between natural environmental resources and inclusive economic growth.	The proposed redevelopment of the OMP will result in optimum utilisation of a currently underutilised and to an extent derelict piece of State-owned land which is extremely well located.
P16: Direct urban growth away from risk areas and activities.	The development area lies outside of the 1:100 year flood line of the Black River.
P19: Plan for and mitigate the impacts of urban development on water resources and encourage water-sensitive design responses.	The recommendation of the LSWMP prepared for the site will be implemented to ensure that any negative impact on the Black River is mitigated effectively.
P21: Support food-sensitive planning that supports the food system value chain, from production, processing, and distribution to access, consumption and waste management.	<p>The current proposal does not pose a threat to the food system value chain. While some urban agriculture activities take place currently on the site, these are of a low scale and can be relocated to more suitable land elsewhere, particularly given the unique locational advantages of the site and the considerable opportunity that it presents for achieving spatial justice objectives.</p> <p>The proposed optimisation of the site for urban development is in fact supportive of the food system value chain in that it cumulatively contributes to limiting urban sprawl into areas of agricultural significance.</p>
<b>SPATIAL STRATEGY 3: BUILD AN INCLUSIVE, INTEGRATED, VIBRANT &amp; HEALTHY CITY</b>	
P23: Support the integrated intensification and diversification of land uses in identified areas, supportive of inward spatial growth, economically and incrementally.	The proposed integrated mixed-use development which optimises the development opportunity within the confines of the heritage and cultural sensitivities of the site is fully in alignment with this policy statement.
P24: Ensure urban development contributes to a safety and wellbeing for all.	The proposed inclusive, compact development, designed in accordance with sound urban design principles, creates the opportunity to provide a quality urban environment with high levels of accessibility to public amenities, recreational areas and employment opportunities, thereby contributing to the safety and wellbeing of the future residents of the development and the surrounding areas.
P25: Support and enable programmes to enhance and facilitate access to land and housing supply in the City acknowledging that access to social and community facilities and well-functioning public open spaces are important for redressing and integration.	Central to the proposed redevelopment of this strategically located land is the provision of a significant proportion of affordable housing units and more inclusive access to the inherent amenities of the site and the adjoining Black River Corridor.

### Table Bay District Plan 2023



Figure 25: Extract from Table Bay District Plan.

The Oude Molen site is located within Sb-District 3 of the Table Bay District (refer to figure above) and is designated for “mixed use intensification” and “potential low density residential development”.

While the gross density proposed across the site is in the order of 100du/ha, this seeks to optimise an exceptional opportunity for spatial transformation in a way that demonstrably does not negatively impact on the receiving environment and its surrounds.

With respect to the Two Rivers Urban Park (TRUP), and particularly Oude Molen which is part of the TRUP, the District Plan puts forward the following spatial development objectives and supporting development guidelines:

- Ensure appropriate built form and land use to give effect to mixed land use intensification in support of transit oriented development
  - Support positive built edge interfaces along Alexandra Road and Berkeley Road.
- Improve the public environment in support of a quality built environment
  - New development in the Two Rivers Urban Park surrounds must contribute to a high quality public environment and be implemented with edge conditions that are appropriate for the surrounding built fabric.
  - Integrate heritage building fabric and consider first nations heritage into new developments in the Two Rivers precinct.
- Retain and protect existing built fabric that provide well-located residential opportunities and encourage further development of residential opportunities
  - Maintain Maitland Garden Village as an important residential component while improving its edge interfaces with open spaces and new developments in Oude Molen and Alexander Institute areas.
  - Support the development of affordable units in the strategic state owned land identified in the Oude Molen, Maitland Garden Village and Alexander Road areas.
- Support a shift towards mixed use intensification
  - Support medium rise developments and medium to high residential densities in support of transit oriented development at new development areas in the Maitland Garden Village Area (west of Alexandra Road and East of the Black River) and in association with Alexander Road.
- Promote inclusive land use development

- Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development.
- Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and road reserves (where appropriate).
- Implement a network of NMT routes and facilitate increased accessibility
- Improve the environmental quality of the sensitive environmental areas in the Two Rivers Precinct and enhance its role in the urban open space system.
  - Conserve and enhance ecologically sensitive areas and historically significant sites.
  - Integrate the TRUP into the fabric of the city by developing a positive interface between new developments and open spaces as well as with existing adjacent neighbourhoods and institutions.
  - Support residential and institutional, with some supporting commercial use development to provide passive surveillance.
  - Formalise a system of pedestrian links across the site: east-west linkages from Alexandra Road as entry points into the park as well as north-south linkages between the Alexandra Institute, Maitland Garden Village and Oude Molen precinct.
- Prevent deterioration of the natural environment and improve Green infrastructure potential
  - Protect the Black River/Liesbeek River corridors and green links across TRUP.

The proposed redevelopment of the Oude Molen site is entirely in alignment with the spatial development objectives and development guidelines listed above for the following reasons:

- The proposed mixed-use development which gradually increases in terms of height and intensity of use along Alexandra Road, provides a vastly improved built edge and interface along this road with ample opportunities for passive surveillance, which together with the proposed NMT improvement, results in a positive urban environment.
- The proposed development respects the interface with Maitland Garden Village to the north by setting back from the edge and stepping the proposed buildings down towards this edge to avoid any negative impacts in terms of overshadowing or overlooking.
- Access to and the interface with the Black River corridor is vastly improved, providing increased opportunities for passive surveillance and greater integration between the Oude Molen site and the open space beyond.
- The proposal responds positively to the primary heritage associations of dispossession, exclusion and marginalisation by recognising the history of the site and simultaneously addressing the historical spatial injustices of this City through the provision of affordable housing in a well-located area close to work opportunities.
- The redevelopment allows opportunities for memorialisation and links to the Tussen Die Riviere Resistance and Liberation Heritage Route.
- The proposal represents an appropriate form of mixed-use intensification, creating the opportunity for a fully integrated, inclusive urban environment in support of transit-oriented development.
- The proposal facilitates the provision of NMT integration between the site, along Alexandra Road and leading to public transport stops.
- The development is outside of the 1:100 year flood line of the Black River and is guided by the recommendations of a LSWMP to ensure no negative impacts on the water course.

### Two Rivers LSDF 2023

The OMP lies within the Two Rivers local area, which has been the subject of an extensive visioning and planning exercise which has culminated in the formulation and subsequent approval of the Two Rivers LSDF (2023). This document provides detailed guidance as to the future spatial development of the OMP. The Two Rivers study area represents a significant area of underutilised, state owned and private land, strategically placed within the Urban Inner Core of the City. The proximity to Public Transport and the opportunities offered to promote integration require that state finances are utilised to unlock the development potential of the study area. At the same time, the ecological role of the river corridors, the importance as a regional amenity and the significance placed on the layers of cultural and built heritage must be enhanced. The site currently has a dual character where it has both potent negative and positive effects on the surrounding urban landscape. It is simultaneously an “urban green lung” but also “urban divider”. The site is a strategic site in the city with the potential to create new jobs and housing opportunities, while simultaneously improving the natural environment and enhancing the diverse cultural and built heritage.

With regards to the OMP site in particular, the Two Rivers LSDF provides the following principles / goals:

- Mixed use residential led development along eco principles.
- Increase density towards Alexandra Road.
- Decrease density towards the river.
- Acknowledge heritage structures.
- Improve interface with Maitland 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.
- Open space between mixed use and river could include picnics/horse riding etc(park).



Figure 26: Extract from TRUP LSDF.

Once again, the proposal is entirely consistent with the development principles outlined in the TRUP LSDF. The proposal is for a mixed use residentially led development which does not preclude eco principles to be implemented in future detailed design. Density and massing decreases in an east-west direction, being highest along Alexandra Road and stepping down significantly towards the Black River corridor. Buildings and elements that have been identified by the heritage consultant and impact assessment specialists as conservation worthy have been incorporated into and are integral to the structure of the proposed redevelopment, including the retention of trees of heritage and cultural significance. Ample opportunities exist to connect the site into the Tussen Die Riviere Resistance and Liberation Heritage Route in memorialisation of the First Nations cultural heritage, and for further memorialisation to take place in the public spaces within the OMP and on the adjacent open space between the site and the Black River.

The redevelopment of the site allows for a significant improvement to the interface with Maitland Garden Village to the north and the Black River Corridor to the west, creating a positive interface and greater permeability to facilitate better integration through and around the OMP. The proposed

redevelopment contributes positively to the objective of promoting social justice through the provision of a significant quantum of affordable housing in an exceptionally well-located precinct and is in support of TOD principles, having a direct relationship with the Pinelands station on its doorstep.

The proposed development does not preclude the adjoining City owned open space along the Black River to be used for picnics, horse riding, etc.

#### CoCT NMT Policy and Strategy 2005

The NMT Policy puts forward a set of objectives and strategies to realise an improved NMT environment and culture in Cape Town. It includes a Strategic NMT Plan for Cape Town that identifies areas and routes that should be considered as key NMT routes and places in Cape Town where NMT users would receive a certain degree of consideration, if not priority.

While the OMP site does not fall within an identified NMT priority node, there may be opportunities for stronger NMT links along Alexandra Road in future.

### **3.2. Legislative Framework**

#### Spatial Planning and Land Use Management Act 2013

SPLUMA seeks to provide a framework for spatial planning and land use management in the Republic; to specify the relationship between the spatial planning and the land use management system and other kinds of planning; to provide for the inclusive, developmental, equitable and efficient spatial planning at the different spheres of government; and to address past spatial and regulatory imbalances, amongst others.

Section 7 of SPLUMA is underpinned by a number of development principles which apply to spatial planning and land development, including:

The principle of **spatial justice**, whereby past spatial and other development imbalances must be redressed through improved access to and use of land;

The principle of **spatial sustainability**, whereby spatial planning and land use management systems must promote land development that is within the fiscal, institutional and administrative means of the Republic, ensure that special consideration is given to the protection of prime and unique agricultural land, uphold consistency of land use measures in accordance with environmental management instruments; promote and stimulate the effective and equitable functioning of land markets; and promote land development in locations that are sustainable and limit urban sprawl;

The principle of **efficiency**, whereby land development optimises the use of existing resources and infrastructure.

#### Land Use Planning Act 2014

LUPA gives effect to SPLUMA on a Provincial level and seeks to achieve various objectives including to provide for land use planning principles to guide the formulation of development frameworks and the assessment of development applications. Section 59 of LUPA underlines and expands further on the land use planning principles set down in SPLUMA, including spatial justice, spatial sustainability and efficiency.

### City of Cape Town Municipal Planning By-Law 2015

The MPBL gives effect to SPLUMA on a Municipal level and prescribes various alternative and parallel mechanisms on spatial planning, land use, land use management and land development. The MPBL is the legislation in terms of which a land use application will be submitted for approval in order to give effect to the ultimate development vision for the OMP site.

### **3.3. Planning Context**

The OMP lies within the Two Rivers local area, which has been the subject of an extensive visioning and planning exercise which has culminated in the formulation and subsequent approval of the Two Rivers LSDF (2023). This document provides detailed guidance as to the future spatial development of the OMP. The Two Rivers study area represents a significant area of underutilised, state owned and private land, strategically placed within the Urban Inner Core of the City. The proximity to Public Transport and the opportunities offered to promote integration require that state finances are utilised to unlock the development potential of the study area. At the same time, the ecological role of the river corridors, the importance as a regional amenity and the significance placed on the layers of cultural and built heritage must be enhanced. The site currently has a dual character where it has both potent negative and positive effects on the surrounding urban landscape. It is simultaneously an “urban green lung” but also “urban divider”. The site is a strategic site in the City with the potential to create new jobs and housing opportunities, while simultaneously improving the natural environment and enhancing the diverse cultural and built heritage.

With regards to the OMP site in particular, the Two Rivers LSDF provides the following guidelines:

- Strengthen north- south activity corridors along Alexandra between Ndabeni and Oude Molen
- Prioritise mixed use intensification at the Pinelands Station / Oude Molen based on its high level of accessibility
- Support redevelopment of state-owned land at Oude Molen for mixed use development including residential (social housing), particularly around the Pinelands station
- Forge public-private partnerships to provide and diversify integrated housing delivery
- Attract ‘job-rich’ investment that will ensure integrated, sustainable communities by providing new and maintaining existing infrastructure
- Reinforce missing east-west links including a stronger link between Valkenberg and Oude Molen.
- Promote NMT along north south routes at Alexandra Road and along the River corridor.

### **3.4. Policy Due Diligence**

It becomes evident from the policy and legislative framework and the more local planning context that the OMP site is strategically positioned to address a host of developmental objectives and to give effect to the development principles espoused in SPLUMA of spatial justice, spatial sustainability and efficiency. The redevelopment of the site in a more intense, more inclusive, environmentally sustainable and culturally sensitive manner, in partnership with the private sector, is supported by the relevant policies applicable to the site. The policy due diligence will be unpacked in greater detail in the Contextual Analysis to follow.

## 4. Land Legal Matters

### 4.1. Title Deeds

Reference Map of Relevant Title Deeds and Erven



Figure 27: Location of relevant Title Deeds for the OMP study area.

### 4.2. SG Diagrams

The OMP site is described as Remainder Erf 26439, Cape Town in SG Diagram No. 9415/50. The site measures 44.03ha in extent and is comprised of two distinct portions on either side of the Black River corridor and Black River Parkway, connected by a narrow strip across the river which coincides with an existing road.

In between the two portions of the OMP site lies Remainder Erf 26440, Cape Town, which accommodates the Black River corridor and the Black River Parkway / N2 interchange. This erf is described in SG Diagram No. 9807/60.

The rest of the study area is comprised of the following erven:

- Rem. Erf 140294 (“The Park”) – SG Diagram No. 2399/87
- Erf 168891 (“Park Lane”) – SG Diagram No. 4438/2004 (Note: this erf has been sectionalized)
- Erf 168894 (Vincent Pallotti Hospital) – SG Diagram No. 3620/2004 (Note: this erf has been sectionalized)
- Erf 161229 (St. Vincent Pallotti Convent) – SG Diagram No. 6584/1999
- Remainder Erf 318 (City of Cape Town)

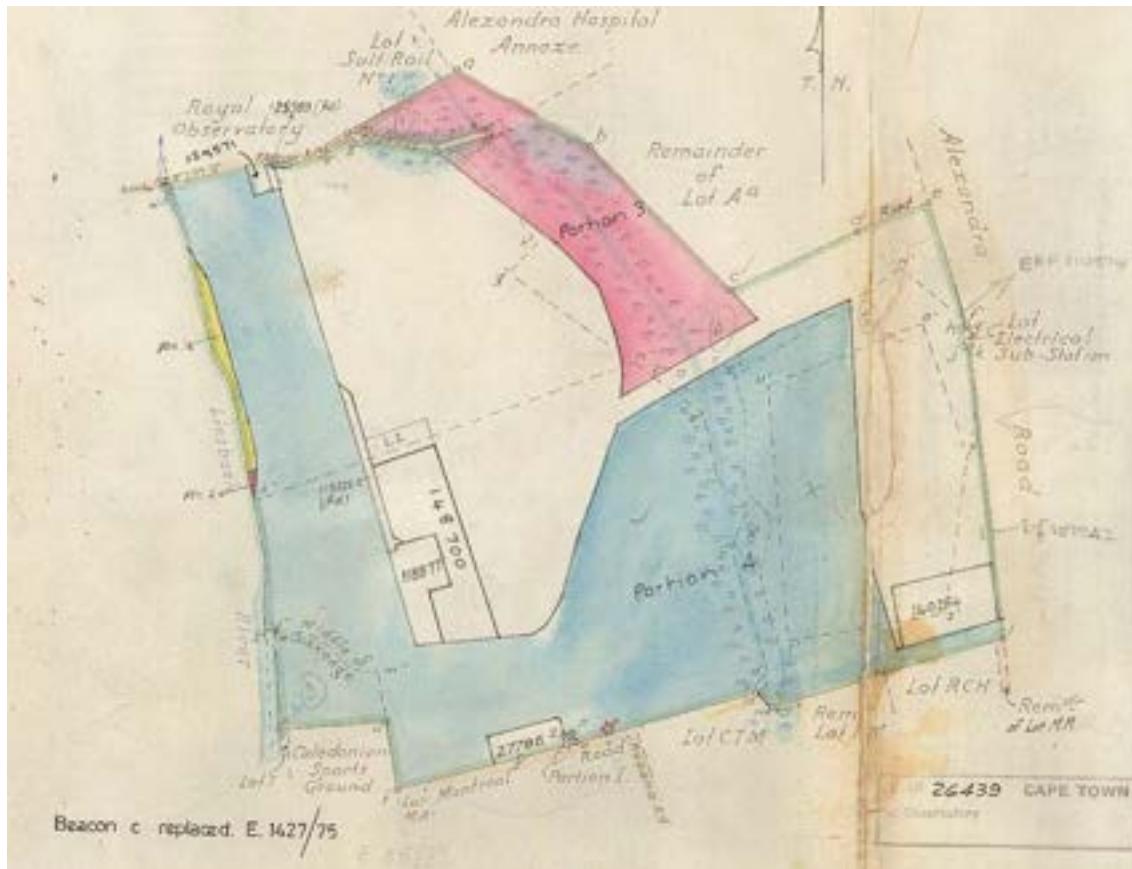


Figure 28: Extract from SG Diagram of Remainder Erf 26439, Cape Town.

### 4.3. Conveyancer Certificate

A Conveyancer's Report was prepared for the Western Cape Government in October 2016 Two Rivers Urban Park area, and covers the properties under investigation in the current report. The report concludes that there are no restrictive title deed conditions restricting the development of the OMP site. Remainder Erf 26439, Remainder Erf 26440 and Remainder Erf 140294 are entitled to rights related to the proportionate share of water from the Liesbeek River and leading water from the river.

### 4.4. Land Parcels and Ownerships

The relevant land parcels which constitute the site are owned as follows:

Erf	Owner
Rem. Erf 26439	Provincial Government of the Western Cape
Rem. Erf 26440	City of Cape Town
Rem. Erf 140294	NEWSHELF 922 PTY LTD
Erf 168891	Sectional Scheme Park Lane (multiple owners)
Erf 168894	LIFE HEALTHCARE GROUP PTY LTD
Erf 161229	ORDER OF THE PALLOTTINE MISSIONARY SISTERS IN SOUTH AFRICA
Rem. Erf 318	City of Cape Town

#### **4.5. Land Claims**

The Client has confirmed that no formal land claims have been lodged for the OMP site. Informal requests have been made by a First Nations group for land on which to cultivate traditional medicinal plants.

### **5. Planning Process**

It is anticipated that the town planning application in terms of the Municipal Planning By-Law will follow the “package of plans” process provided for in section 136 of the Development Management Scheme. This will entail the submission of a Precinct Plan (which will be consistent with the provisions of the Twin Rivers Local Spatial Development Framework) with an associated basket of rights, together with the application to rezone the site from Utility to Subdivisional Area to accommodate the anticipated range of land uses. This initial application, once approved, will be followed by subsequent applications for Site Development Plans and subdivisions to unlock the rollout of development of the approved basket of rights.

The initial application for approval of the Precinct Plan and rezoning to Subdivisional Area will be required to be supported by a range of specialist studies, including a services capacity report, a stormwater management plan, an electrical services report, a traffic impact assessment, and a conveyancer’s report. The specialist studies in turn will have to be informed by the development yields which emerge from the Precinct Plan.

A detailed motivation report will be prepared referencing the proposal’s compliance with relevant National, Provincial and Municipal policies and frameworks, and motivating for the proposal as required in terms of s99 of the Municipal Planning By-Law. The application, together with supporting documentation, will be submitted to the City of Cape Town, under Power of Attorney granted by the landowner. The application will be circulated to departments for an initial period to ascertain the application’s completeness. At this stage, additional information may be requested from the commenting departments in order for them to be able to properly assess the application.

Once the application is deemed complete, it will be circulated to internal City departments for their comment for a period of 30 days, and to select Provincial departments for a period of 60 days. Concurrently, the application will be advertised to the public for a period of 30 days. The applicant will then formally respond to comments from departments and public comments / objections. This response will then inform the report to be written by the assigned case officer with a recommendation to the decision making authority, which in this instance will be the Municipal Planning Tribunal (MPT). The MPT’s decision, once formally issued, will be open for the lodgement of appeals.

Given the relative complexity of the project, it is anticipated that the planning authorisation process will take 9 to 10 months from submission to a decision by the MPT, excluding the recess period over December. A subsequent appeal could take up to a further 6 months or more before a final decision is reached.

## 6. Historic Spatial Design Informants

### 6.1. 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

#### 6.1.1. 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.”*



#### 6.1.2. 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 through social housing
9. Re-envision the park between the OMP Village and the River
10. A new “*Eco-Better-Living-Model*”

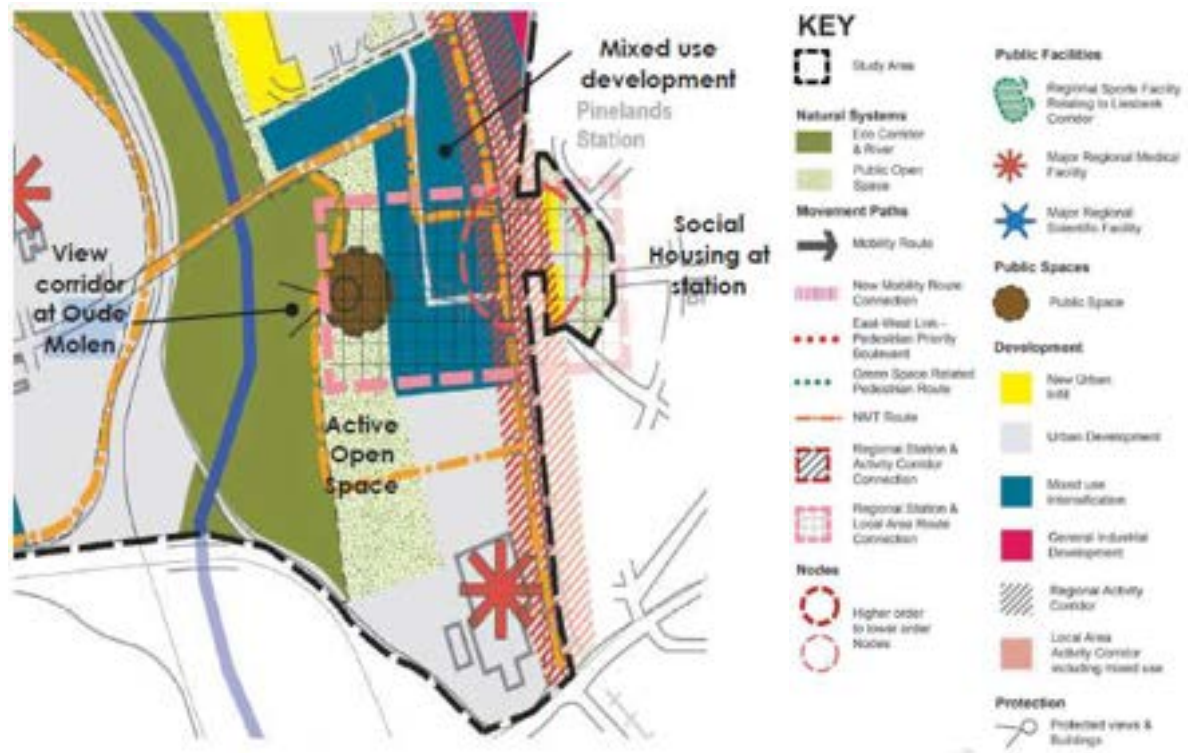
### 6.1.3. Development Guidelines from TWO RIVERS LSDF

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 around 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 with the exception of 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.

### 6.1.4. 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



#### 6.1.5. 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 (WCDTPW), and will therefore not form part of an EIA of SPLUMA application process during the appointment of the current OMP project team.



#### 6.1.6. 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 of the major transport routes connecting to the CBD from the north eastern, eastern and south eastern 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 land owner.

#### 6.1.7. Development Opportunity vis-à-vis Land Availability

It is recommended that the client body determine the manner in which 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.

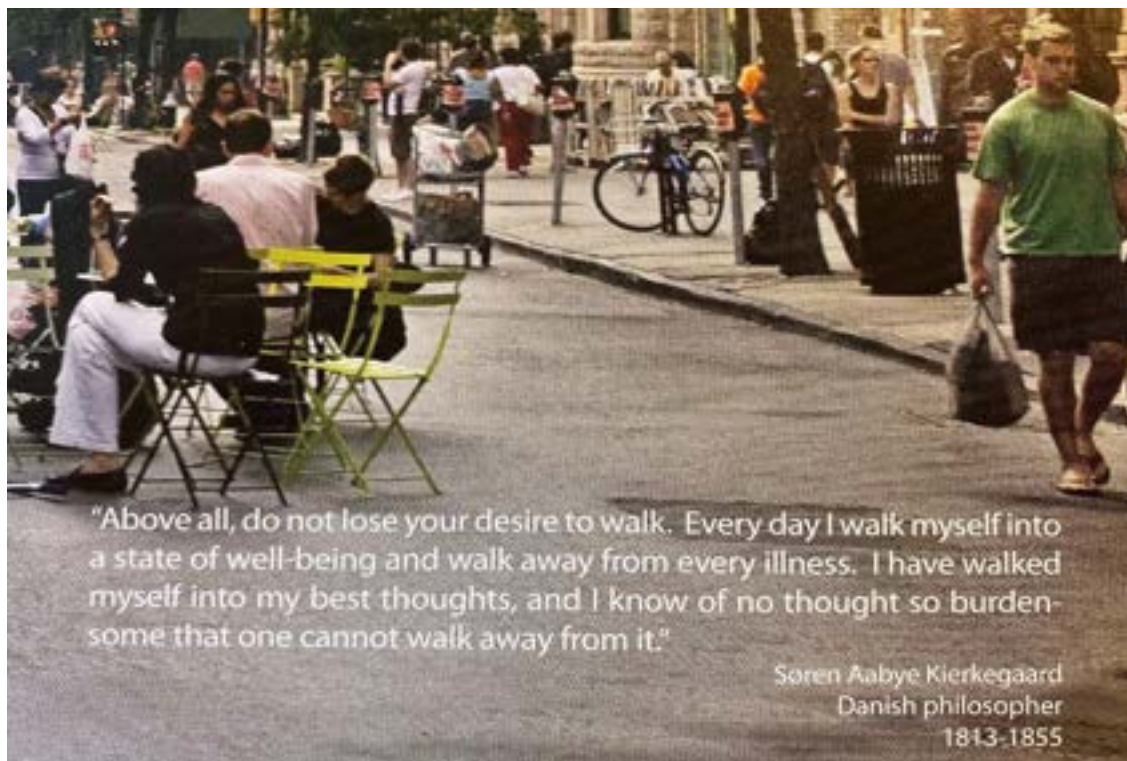
#### 6.1.8. Previous SVA Design Ideas, presented in the “Site Due Diligence Report”.

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”

## 7. Desired Urban Design Outcomes

### 7.1. 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.



### **7.2. 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

### **7.3. 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.

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

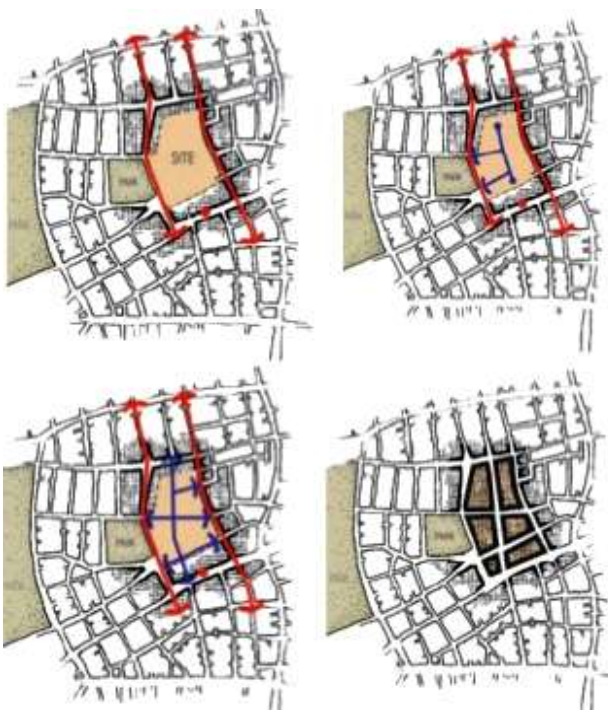
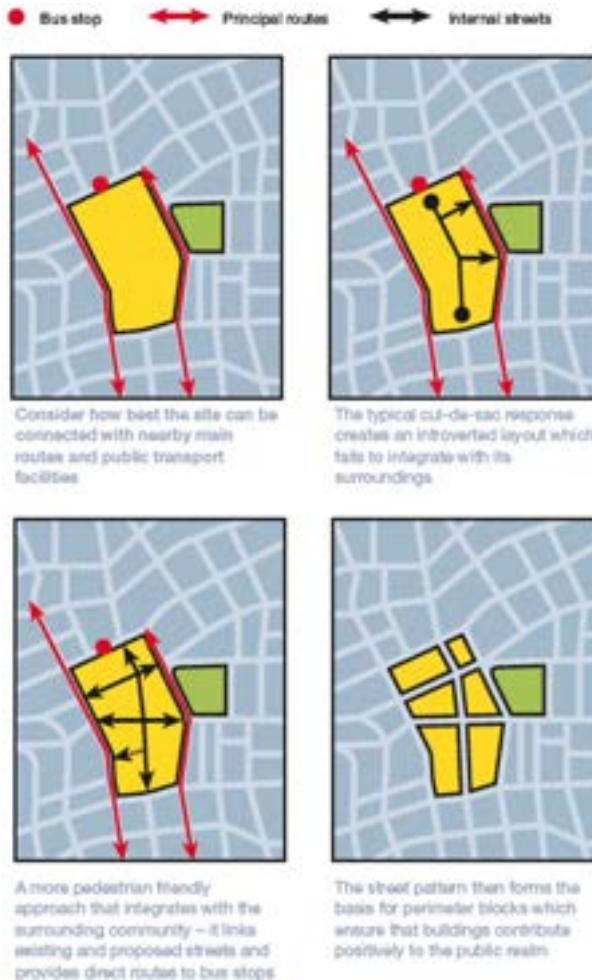
The Oude Molen Precinct has four unique boundary conditions that needs to be integrated appropriately with four different neighbourhood fabrics and characters.

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.

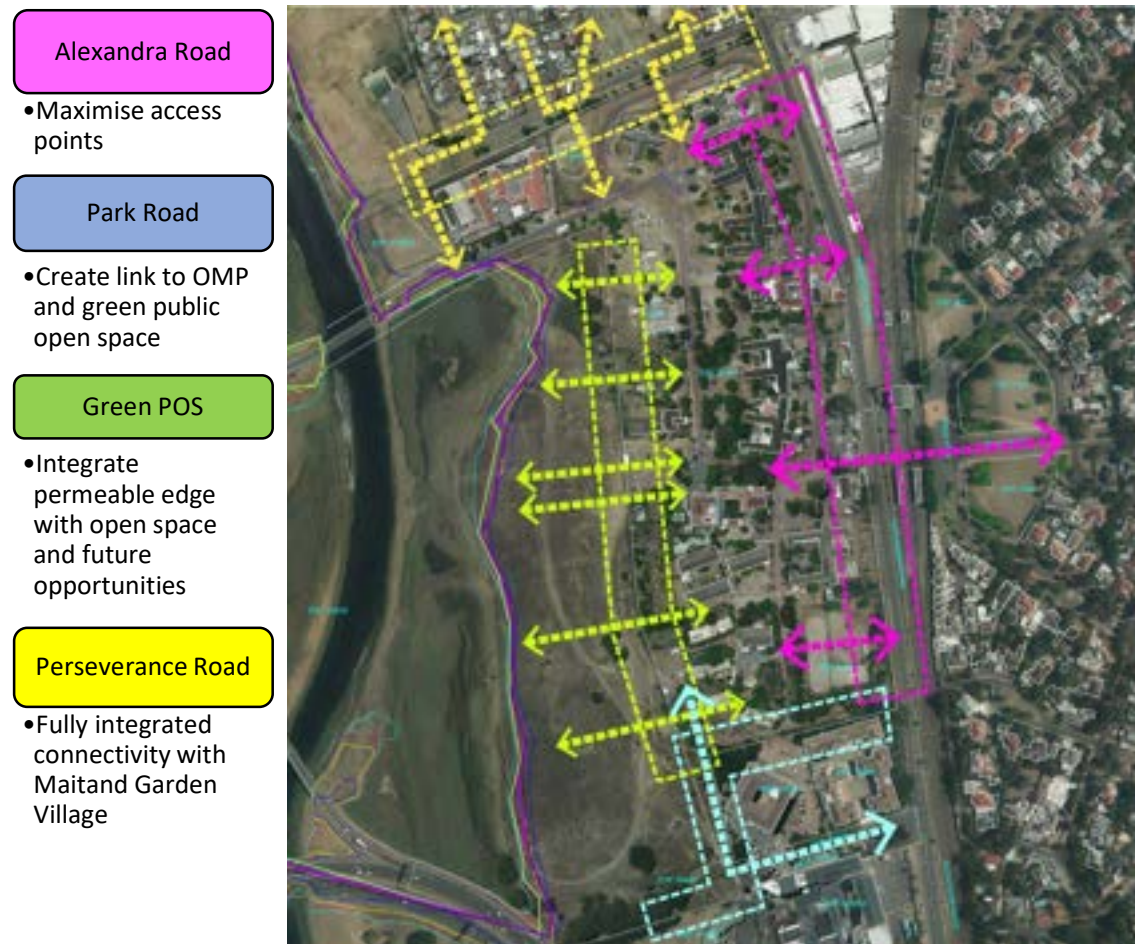
### 3) Western Boundary – Green POS and River Edge:

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.



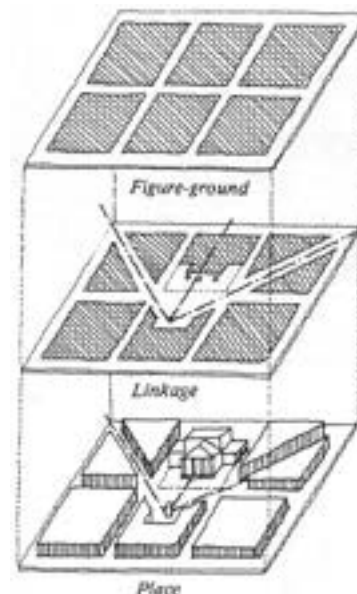
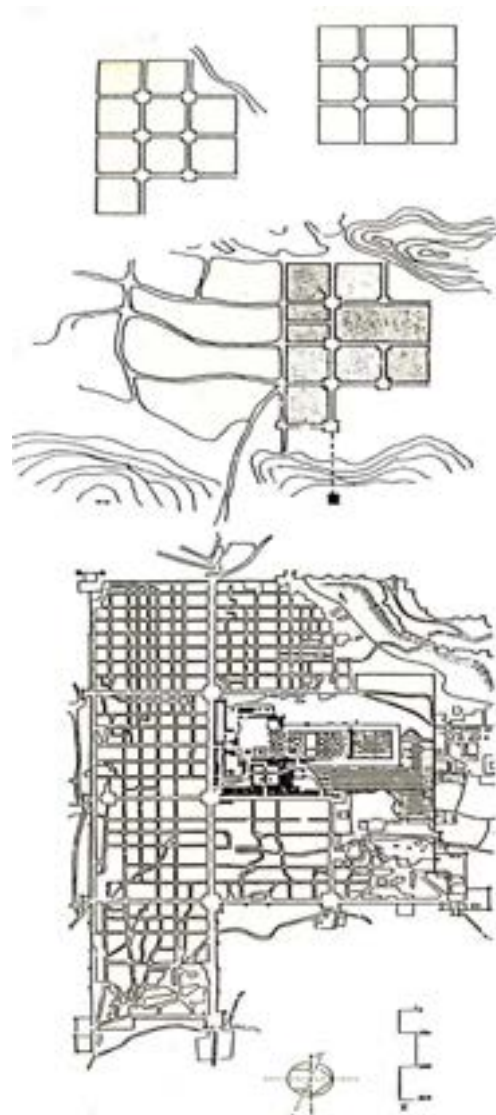
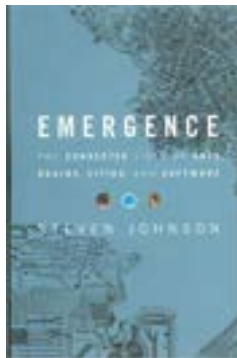
### 7.5. Create the public spatial frame / Allow incremental private development over time

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.

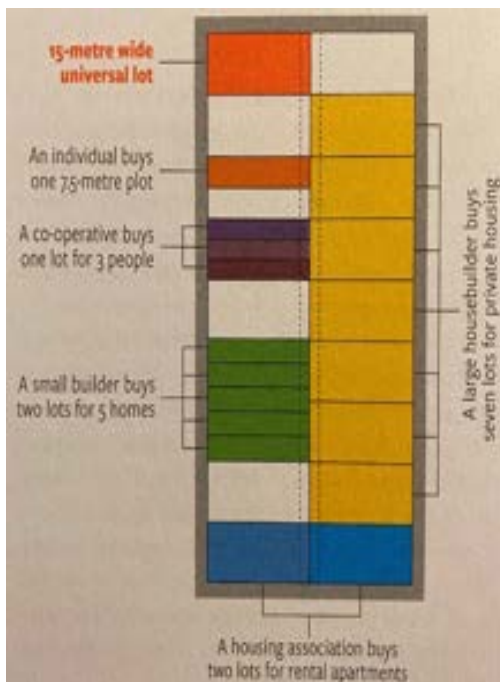
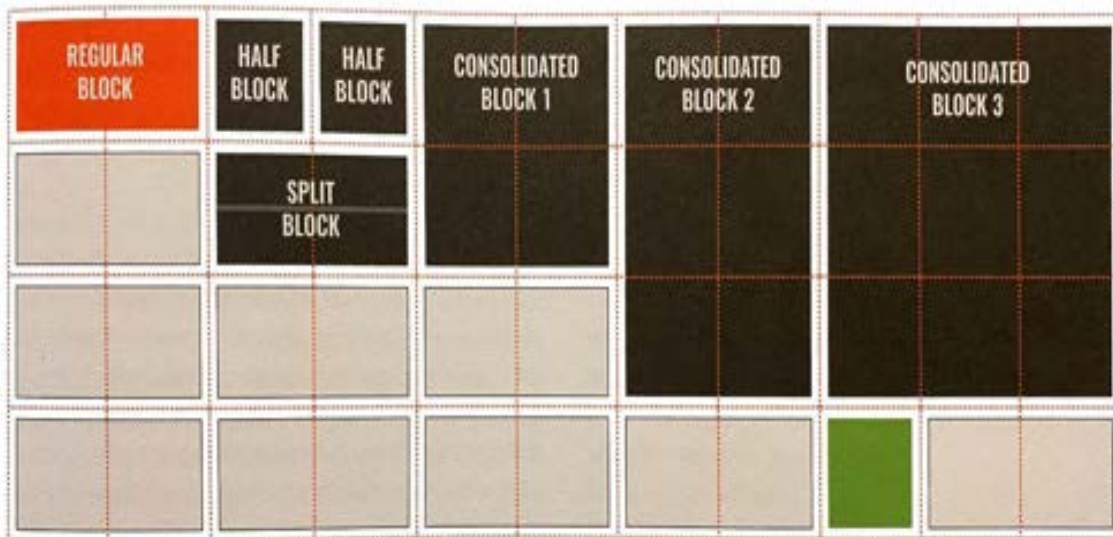


**7.6. Adaptable street blocks and building mass to accommodate change in use over time**

**7.6.1. Street Blocks & Urban Grid**

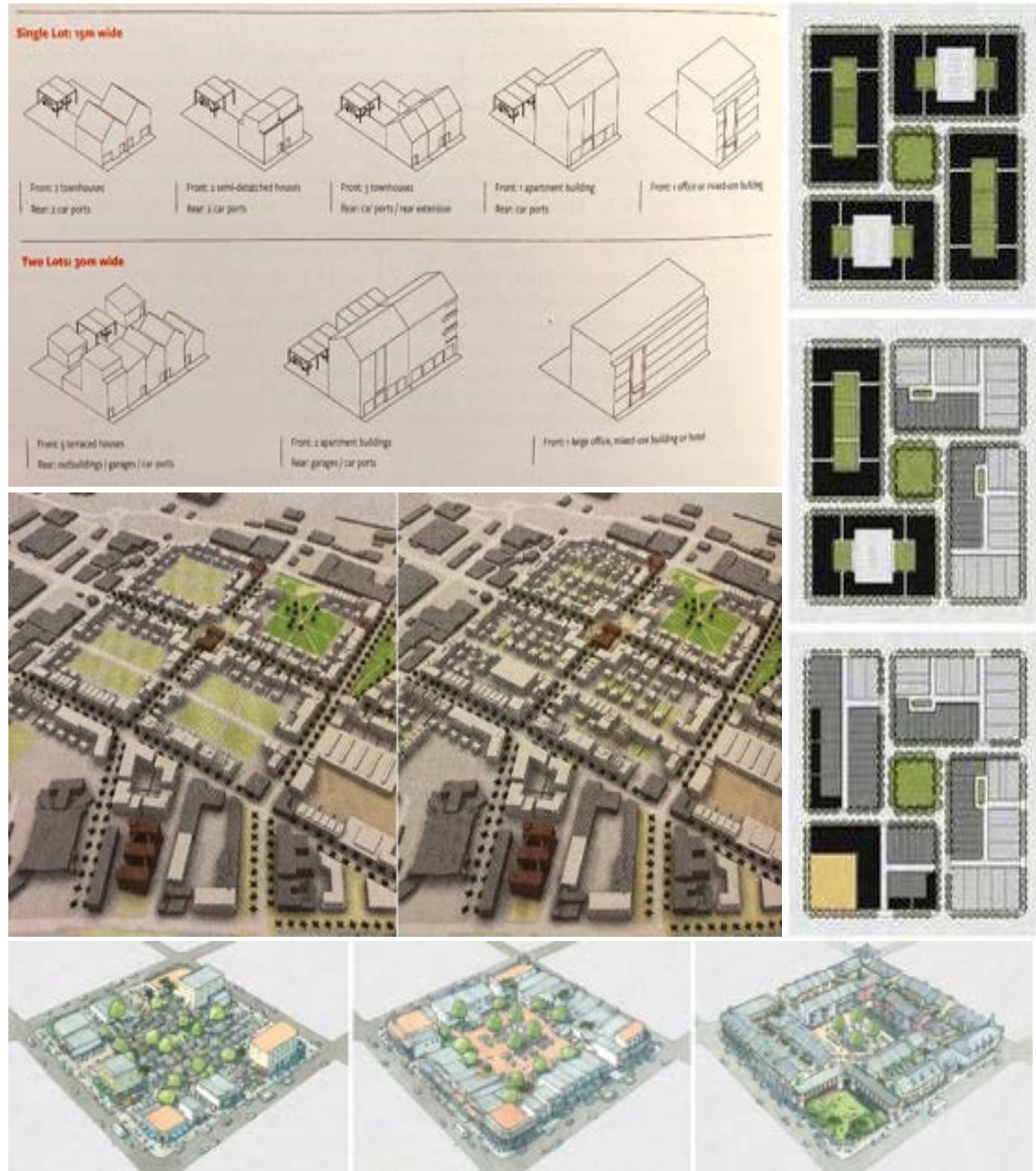
The subdivision of land is key when considering the capacity of the urban design framework to accommodate different land uses over time, and unpredictable property market demands into the future. The clever design of the street block needs to accommodate this unforeseeable variety of end-conditions.

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:

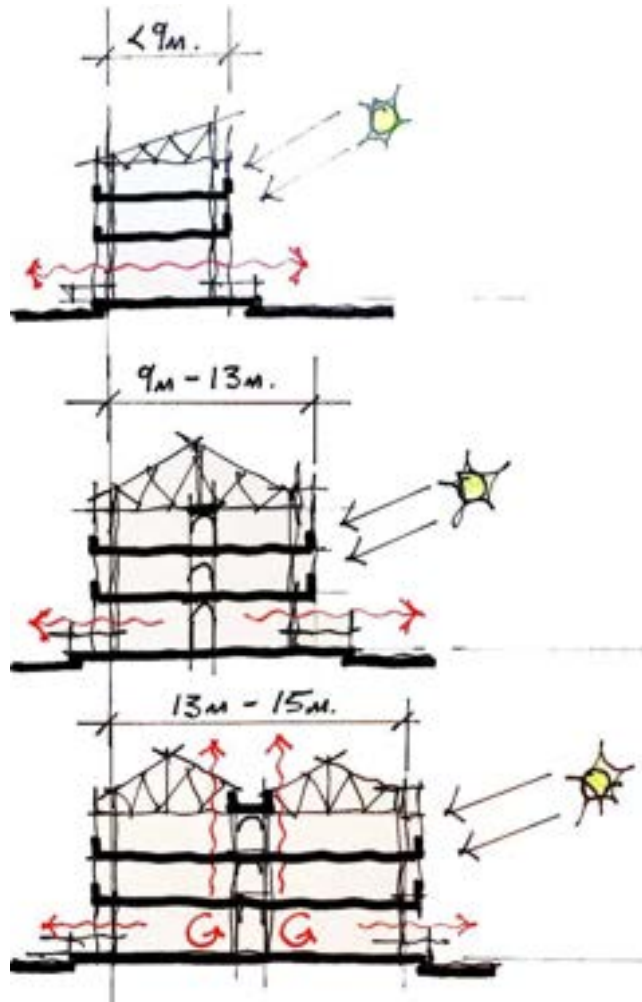
- Design an urban grid and street block layout that accommodates change at both a larger and smaller scale than the module.
- Propose a regular street block that can be subdivisible into lots at a regulated smallest increment, i.e., min. 7,5m.
- Introduce a Form-Based-Code to regulate private development



### 7.6.2. 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:



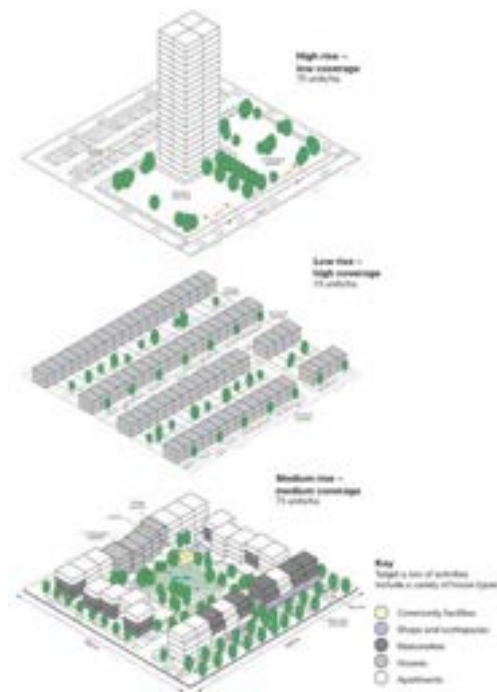
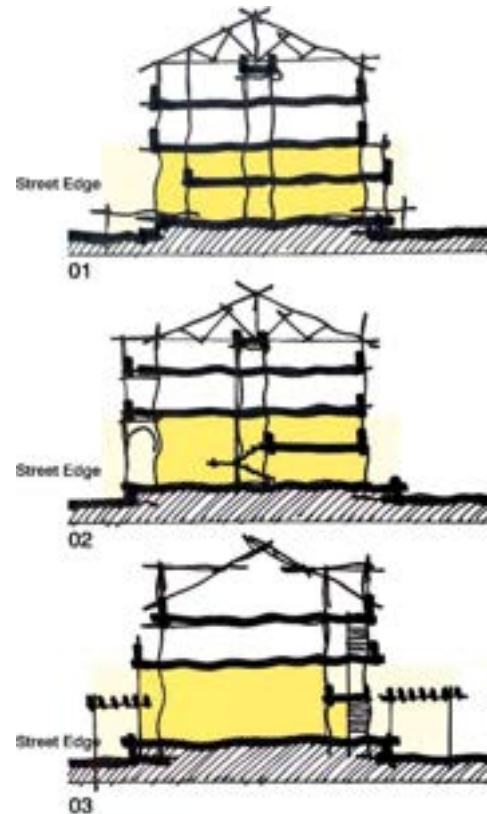
- A floorplate narrower than 9m does not allow for adequate retail space / depth on ground floor, and also does not accommodate a central passage for circulation most often required in office buildings.
- A floorplate between 9m and 13m can have good light penetration into floors, have good cross ventilation without requiring mechanical extraction from deep spaces, and can accommodate the requirements for both retail and office uses. This dept 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.



#### 7.7. 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.

### ***7.8. 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



## 7.9. Mixed use

### 7.9.1. Why mixed-use development?

The popular definition of mixed-use development is a type of urban development, urban planning and/or a zoning type that blends residential, commercial, cultural, institutional, or entertainment uses into one space, where those functions are to some degree physically and functionally integrated, and that provides pedestrian connections. The anticipated re-development of the Oude Molen Precinct is a unique opportunity to achieve such a outcome. Benefits of mixed-use development at Oude Molen can include:

- More adaptable and resilient buildings, that can accommodate different end-users over time
- Closer adjacencies between urban uses means shorter travel distances to meet daily needs, i.e., shops are closer to homes, workplaces are closer to schools. Essentially, the travel distance and travel time between living, working, learning and playing is reduced, resulting in a more efficient, enjoyable and ecologically-friendly lifestyle.
- More compact development, meaning less consumption of valuable urban land to accommodate the same quantum of uses.
- Mixed-use precincts and buildings result in a more rich and vibrant urbanity. People prefer the vitality of mixed-use precincts, as opposed to monotonous single use enclaves. Mixed-use spontaneously contributes to a memorable and desired sense of place!
- Walkability and pedestrian-friendly environments are facilitated by mixed-use developments due to shorter distances to meet daily needs.
- Walkability results in less private car use, which in turn creates more healthy lifestyles for residents
- High density mixed-use precincts have lower infrastructure costs per capita
- Mixed-use outcomes can be achieved in a variety of ways:
  - Mixed-use neighbourhoods
  - Mixed-use buildings

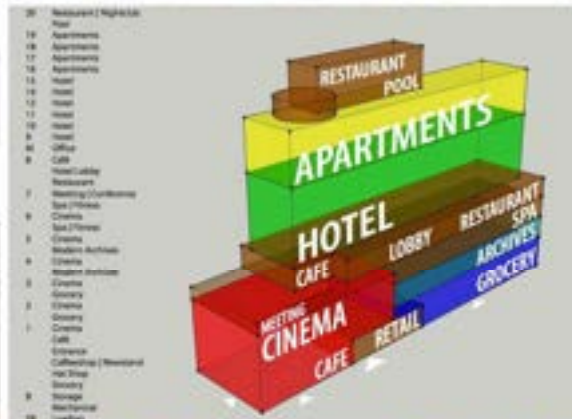
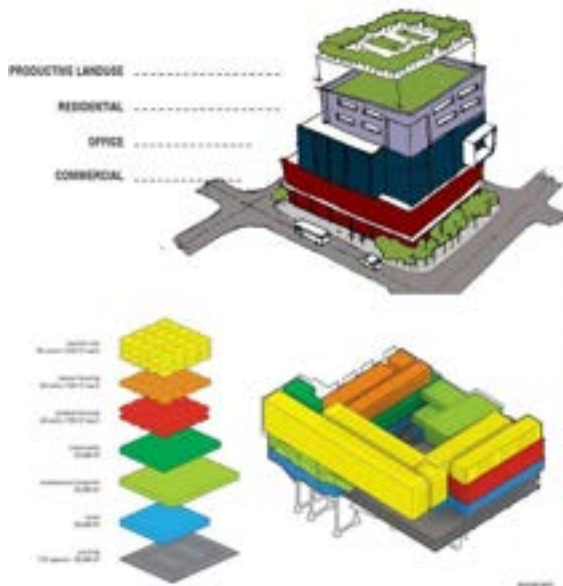
### 7.9.2. Liveable Mixed-Use Neighbourhoods / 20 Minute Neighbourhoods

Sustainable high density mixed-use neighbourhood are the building blocks of sustainable urbanism. Integrating daily urban needs within a 20minute travel time is a key objective of mixed-use neighbourhoods.

### 7.9.3. Vertical Mixed-Use Buildings

Supporting mixed-use neighbourhoods, vertically integrated mixed-use buildings further contribute to the rich character and multiplicity of choice of a mixed-use city.





### 7.10. *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.

**7.11. 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.

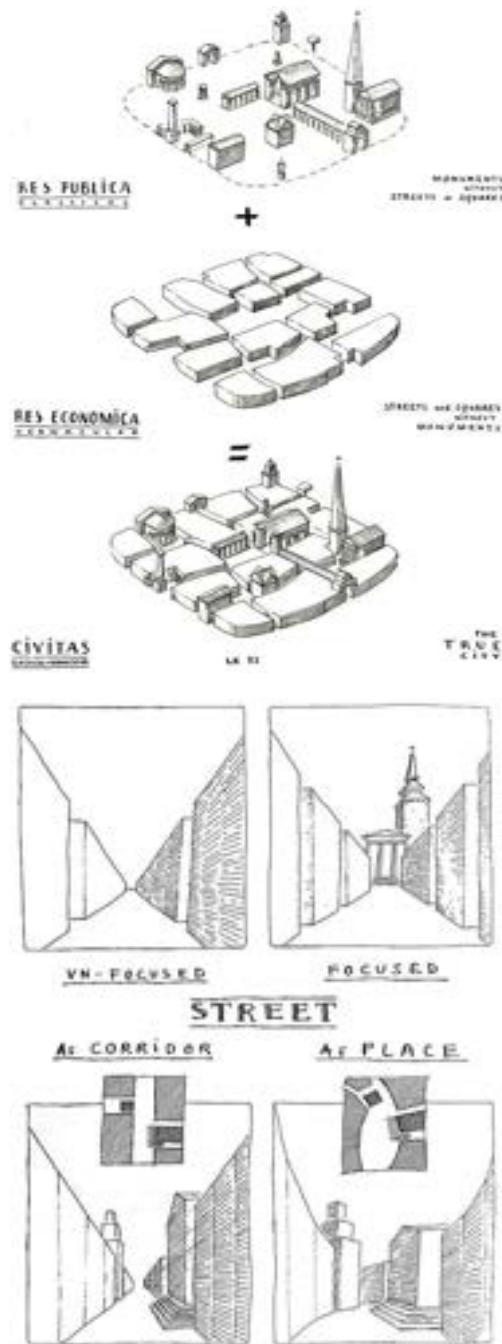
Background buildings have the function of creating urban blocks with continuous street facades, creating enclosure to the public street, and framing views towards the perceived destination: The landmark civic building (foreground building) at the end of the destination. In the OMP UDF, background buildings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



- 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.



### **7.12. 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:*

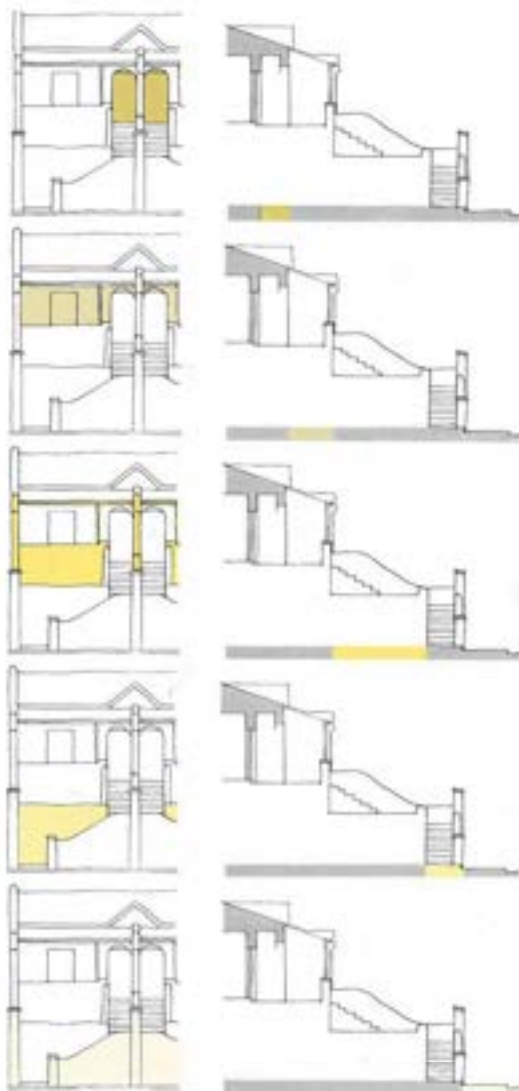
Both office buildings and residential buildings can benefit from a raised street threshold. This assists in separating the public space of the street from the semi-private space of the raised porch and front door.

#### *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:









**7.13. 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.

#### **7.14. Design for passive surveillance / Promote CPTED to support safe places**

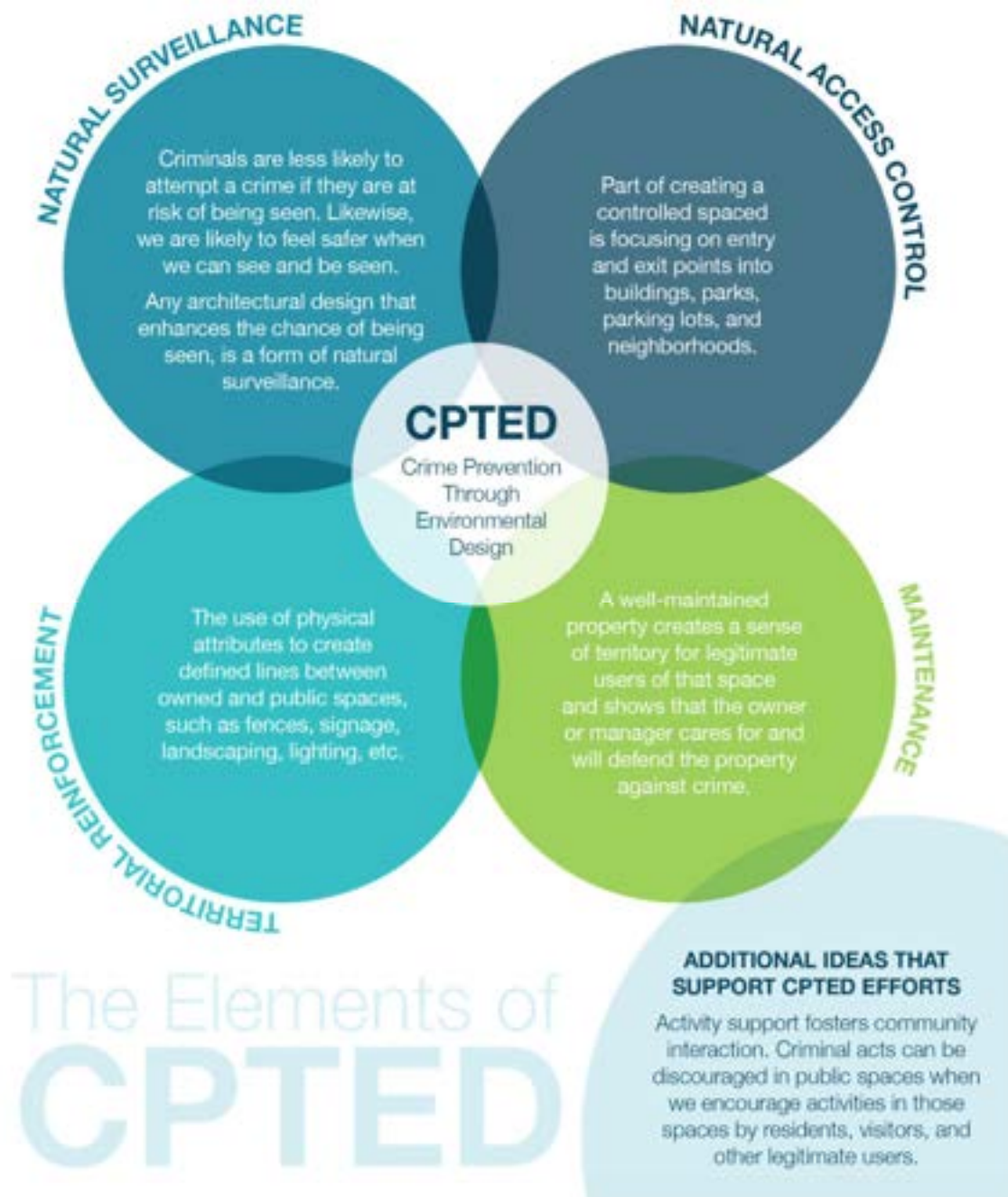
Safety might be considered by many to be the most sought-after quality of a neighbourhood when selecting where to live, work, learn and play. The CPTED movement, Crime Prevention through Environmental Design, promotes four concepts aiming at influencing offender decisions that precede criminal acts by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





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

### 7.15. *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:

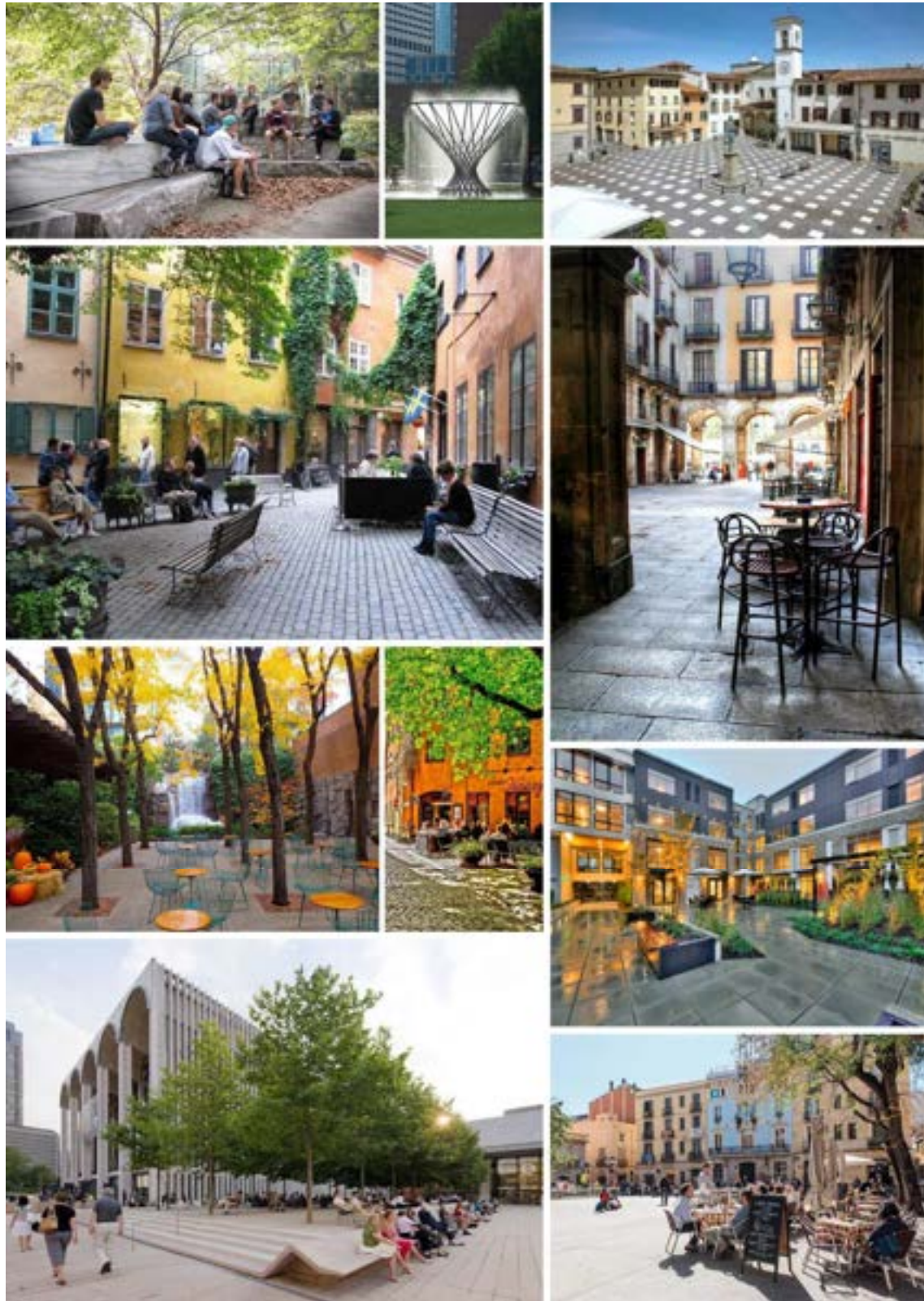
- Civic squares that accommodate prominent foreground civic buildings, i.e., church squares, town squares, market squares, etc.
- Public courtyards, parks, plazas, piazzas, urban stairs and promenades. These are normally part of the primary pedestrian movement network, and becomes places-of-interest 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:





## 7.16. *WSUD Principles and Stormwater Management*

### 7.16.1. 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:

- 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).



### 7.16.2. 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.

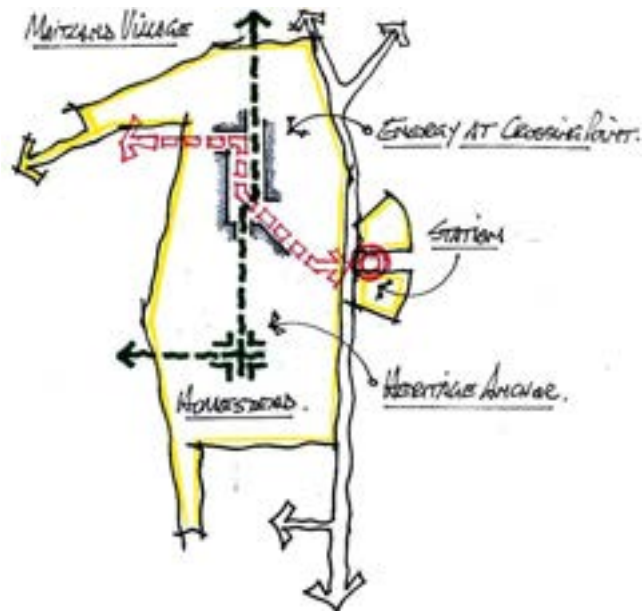
#### Application at Oude Molen:

- 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

### 7.17. **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:

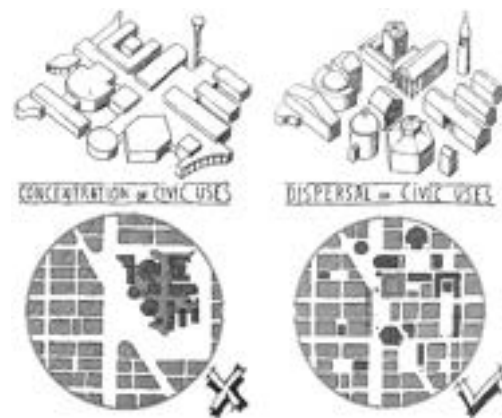
- Density should support these desire lines to create activity streets.
- Energy should be focussed on these links and anchor points.
- A variety of character zones should mitigate monotony

### 7.18. **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:

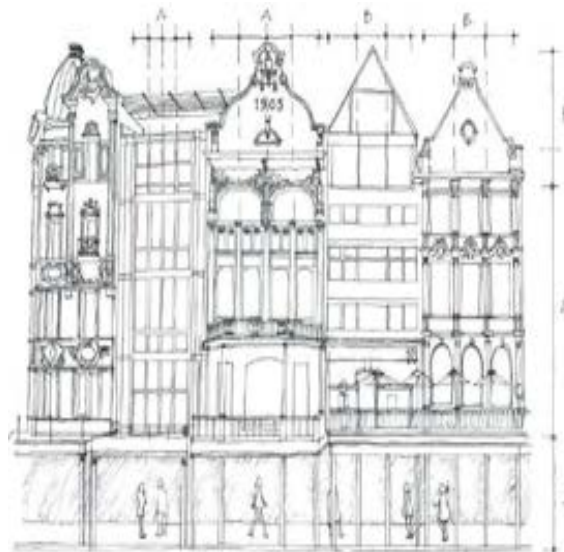
- Place public open space and key public facilities in relation to best accessibility
- Cluster secondary public facilities and retail outlets to support primary public space and public facilities.
- Build the kit-of-parts into a node of public anchors, creating feasibility and vitality.
- Do not make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





**7.19. 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.



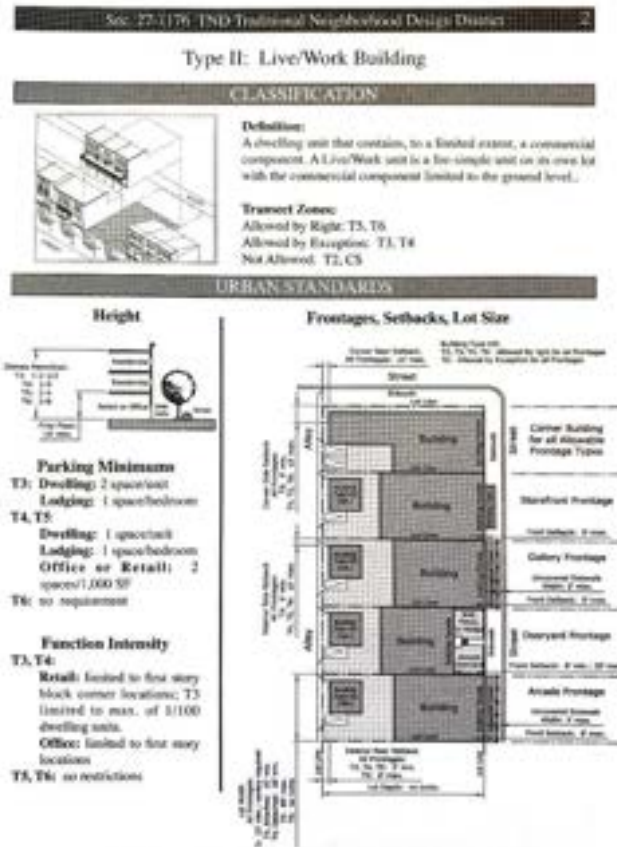
The following images illustrate a variety of vertically articulated building facades that are desirable:



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.



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.

**7.20. 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

**7.21. 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

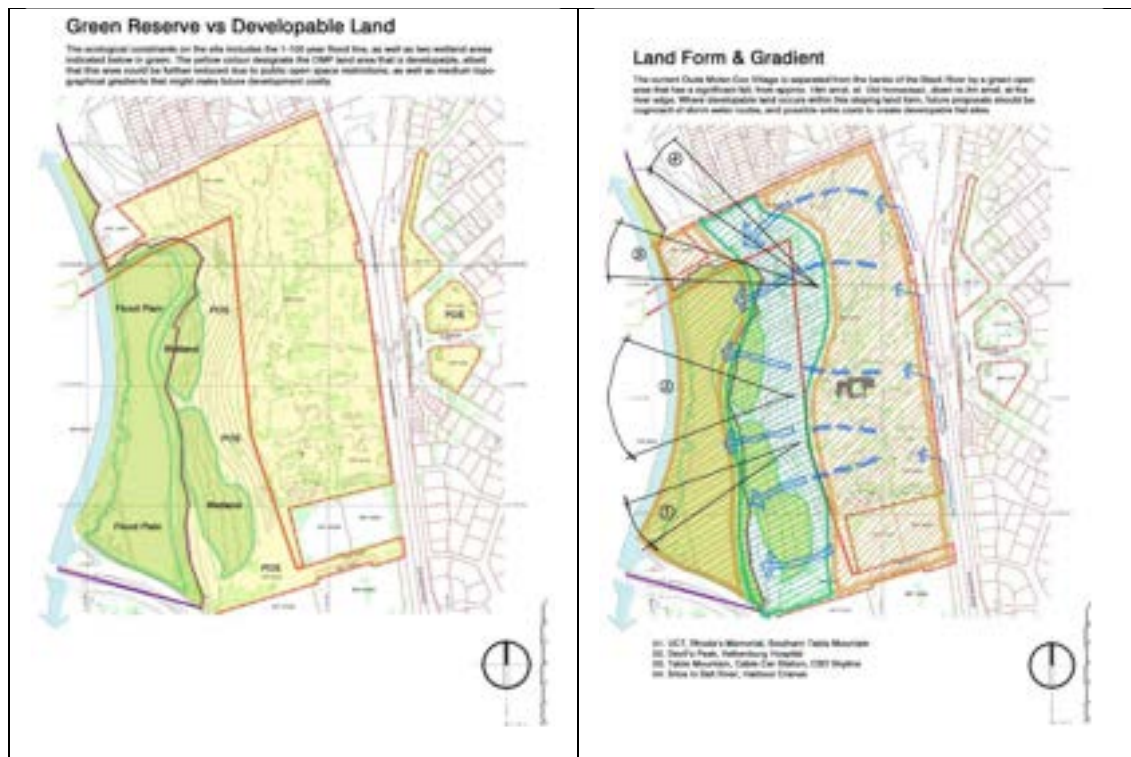
Duany, A. and DPZ, “Garden Cities: Theory and Practice of Agrarian Urbanism”, The Prince’s Foundation for the Built Environment, London, UK, 2011

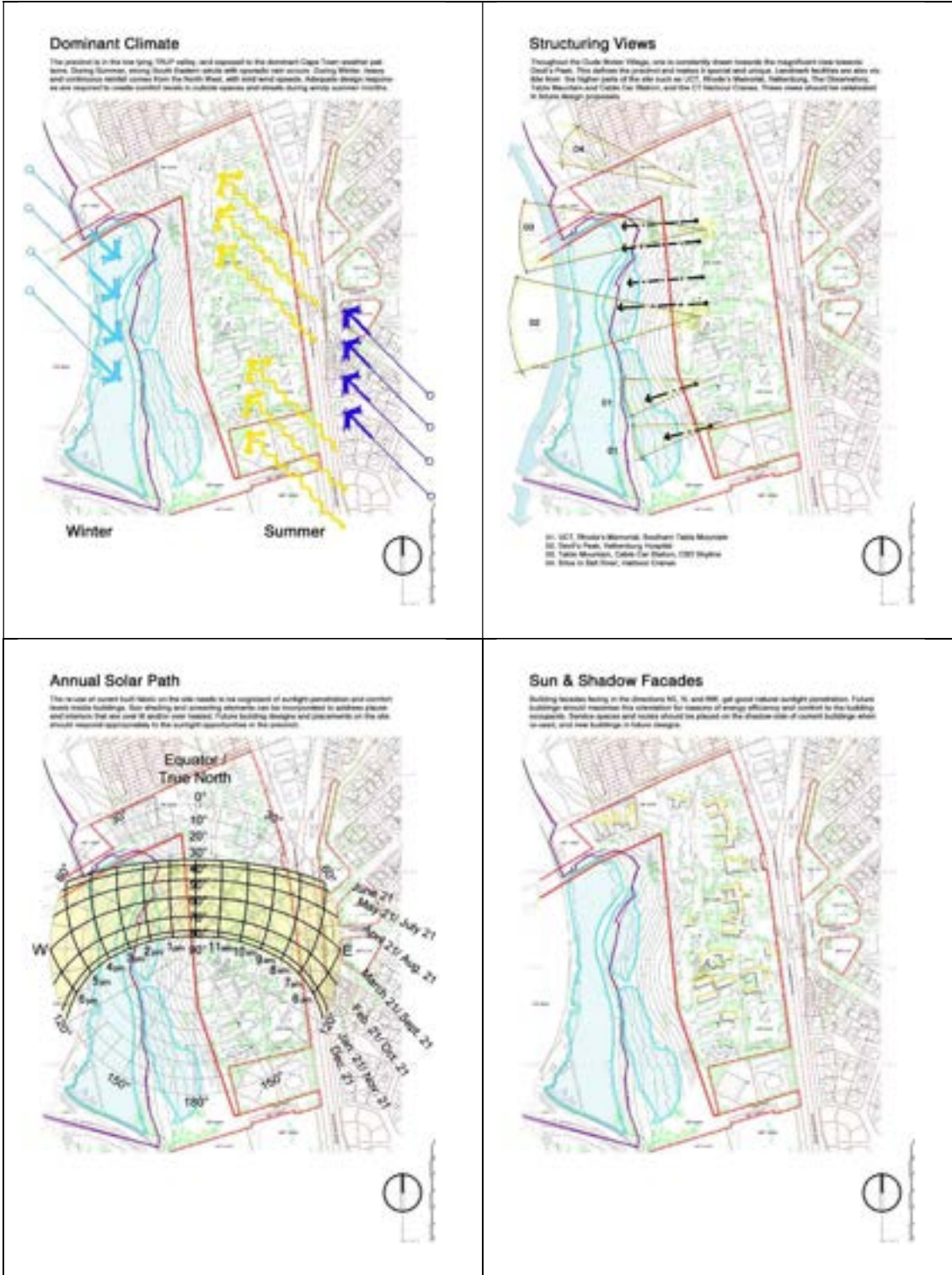
## 8. Spatial Urban Design Informants

### 8.1. 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...





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

- 11) Bio-physical constraints
- 12) Land Form & Gradient
- 13) Climatic Informants
- 14) Solar Orientation & Shade Study
- 15) Current Urban Form and Views
- 16) Current and Future Access
- 17) Lost Space
- 18) Fronts, Backs and Sides
- 19) Placing of Density
- 20) Putting it all together...

**Built Fabric and Urban Form**

The map illustrates the built fabric of the OMP site. Buildings are mostly perceived as clusters of built footprints within a garden form like landscape. Substantial areas are under-utilised, and can be considered for profit and low development. Care should be given to street and footprints of existing buildings when planning new interventions.



**Access & Permeability - NOW**

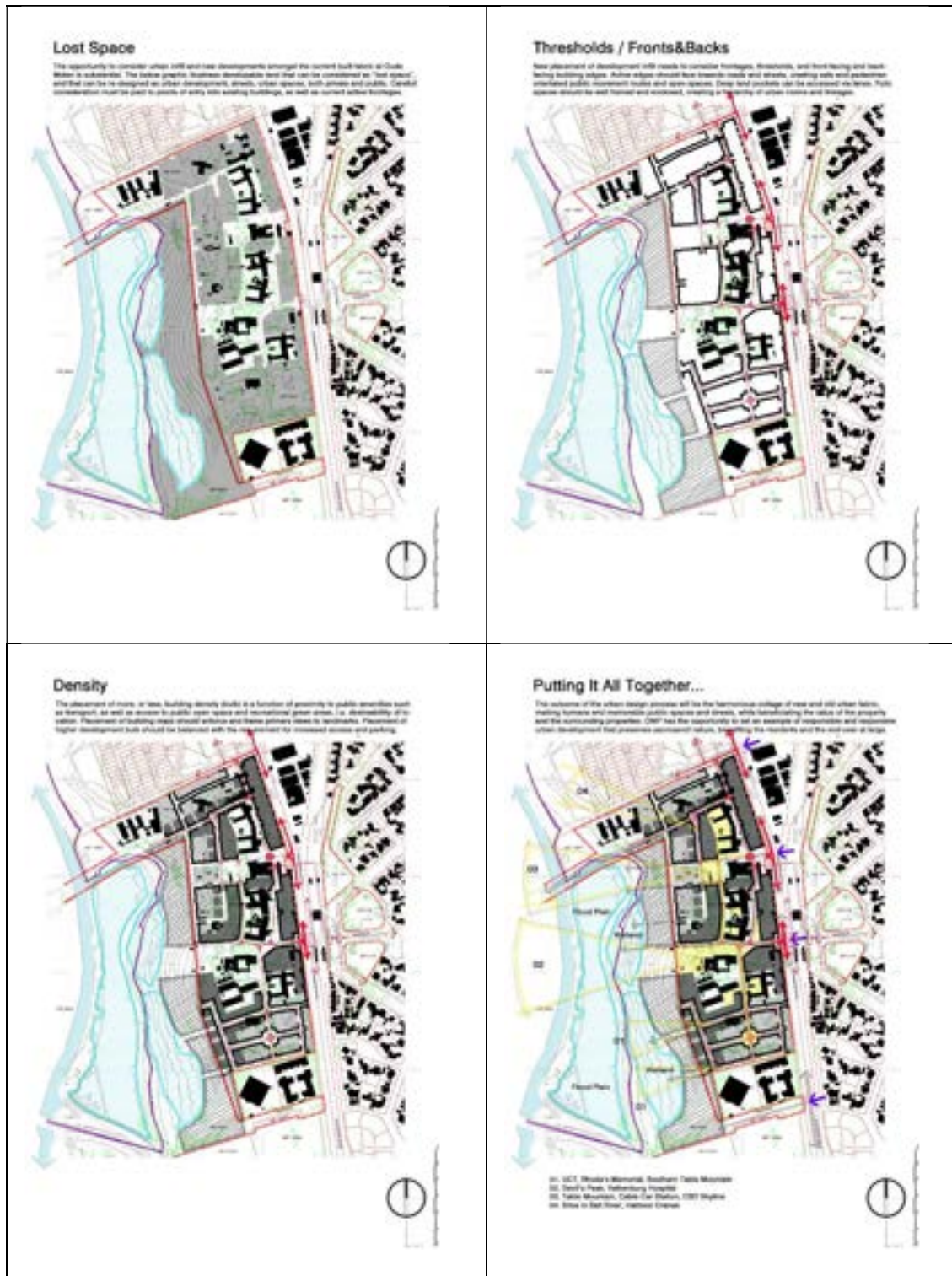
The OMP Eco Village is accessed via one security gate, leading off Heereskade Road. The gate is a short distance (200m) from the signposted pedestrian crossing, connecting to the Heereskade Road building terminals. The precinct is serviced by a single (strategically) loop road, with one side extending to the north, and one side extending to the south, connecting with a bridge across the road to the neighbouring residential blocks.



**Access & Permeability - FUTURE**

In future, the new OMP development should benefit from more frequent access off Heereskade Road. The better concept diagram suggests a network access system, with a second access approx. 100m north along Heereskade Rd. Connecting through to Heereskade Village is another opportunity to increase permeability and afford new to walk, cycle, and pedestrian.





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



8.2. Public Engagement Design Informants

## Preliminary Key Stakeholder Engagements

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

- Create a **cultural showcase**
- Honour the rich cultural and **historical use** of the land by the Khoi/San
- Incorporate facilities which promote **mental health, healing and rehabilitation**
- Keeping the sense of place which has a **"rural", eco-village character**
- Promote uses which would make OMP a **destination** for locals and tourists alike
- Keep aspects of the **artisan flavour** of existing tenants who add value to the community by working, teaching and displaying their craft
- Ensure **affordable education facilities** for Learners from a wide range of socio-economic and cultural backgrounds
- Have a **"Gateway" structure** to the Two Rivers Park
  
- 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
- Create **inclusionary housing opportunities**

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

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## Preliminary Key Stakeholder Engagements

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

Continued...

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

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

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

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

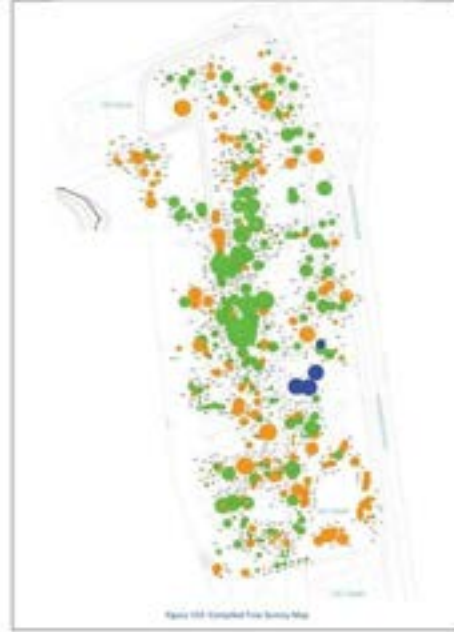



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8.3. Other Contextual Informants

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 Renosterveid
- 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.



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## 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
- 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**.



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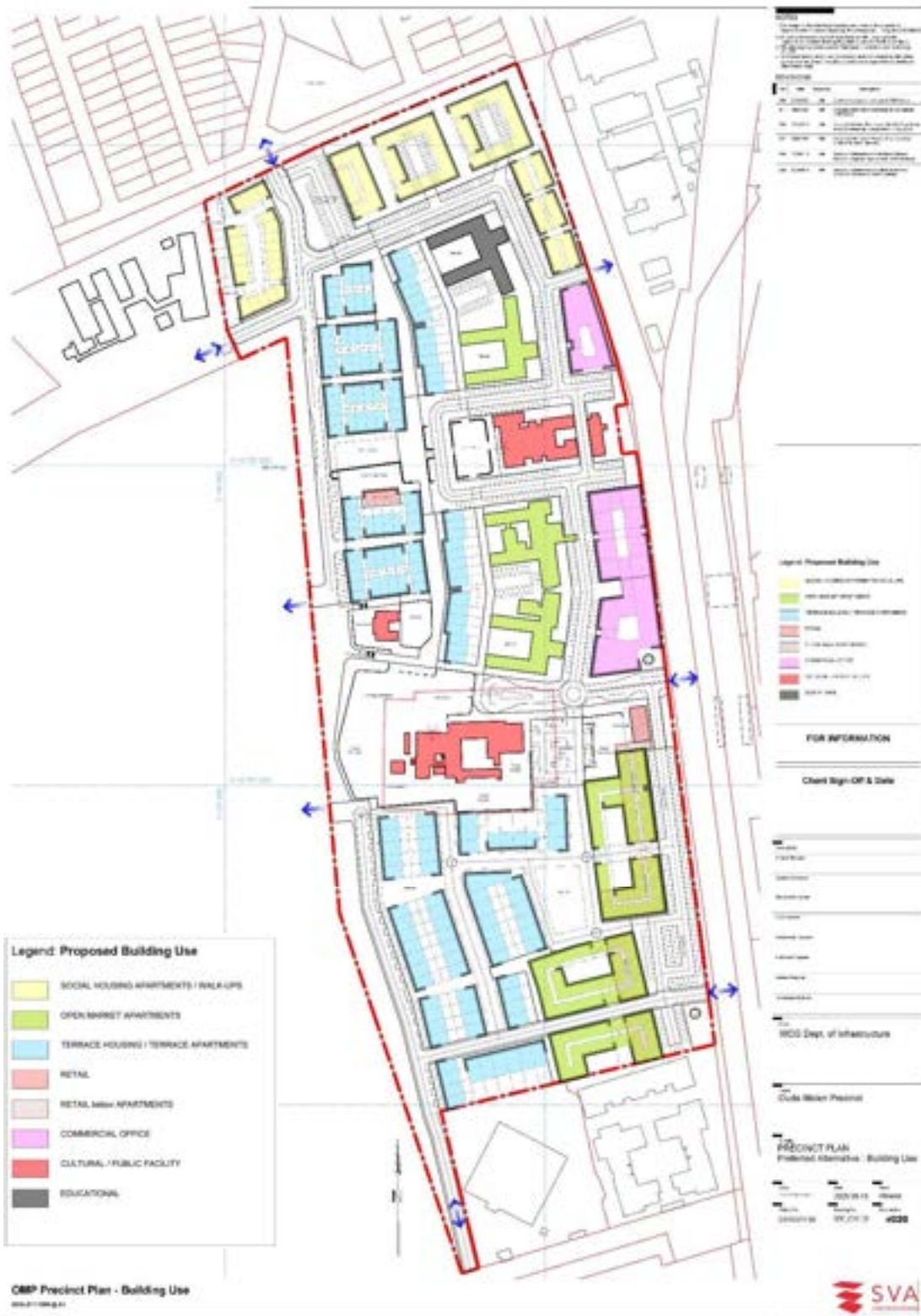














9.3. 3D Massing Views with Building Use



View 01



View 02



View 03



**9.4. 3D Massing Views of Preferred Alternative**



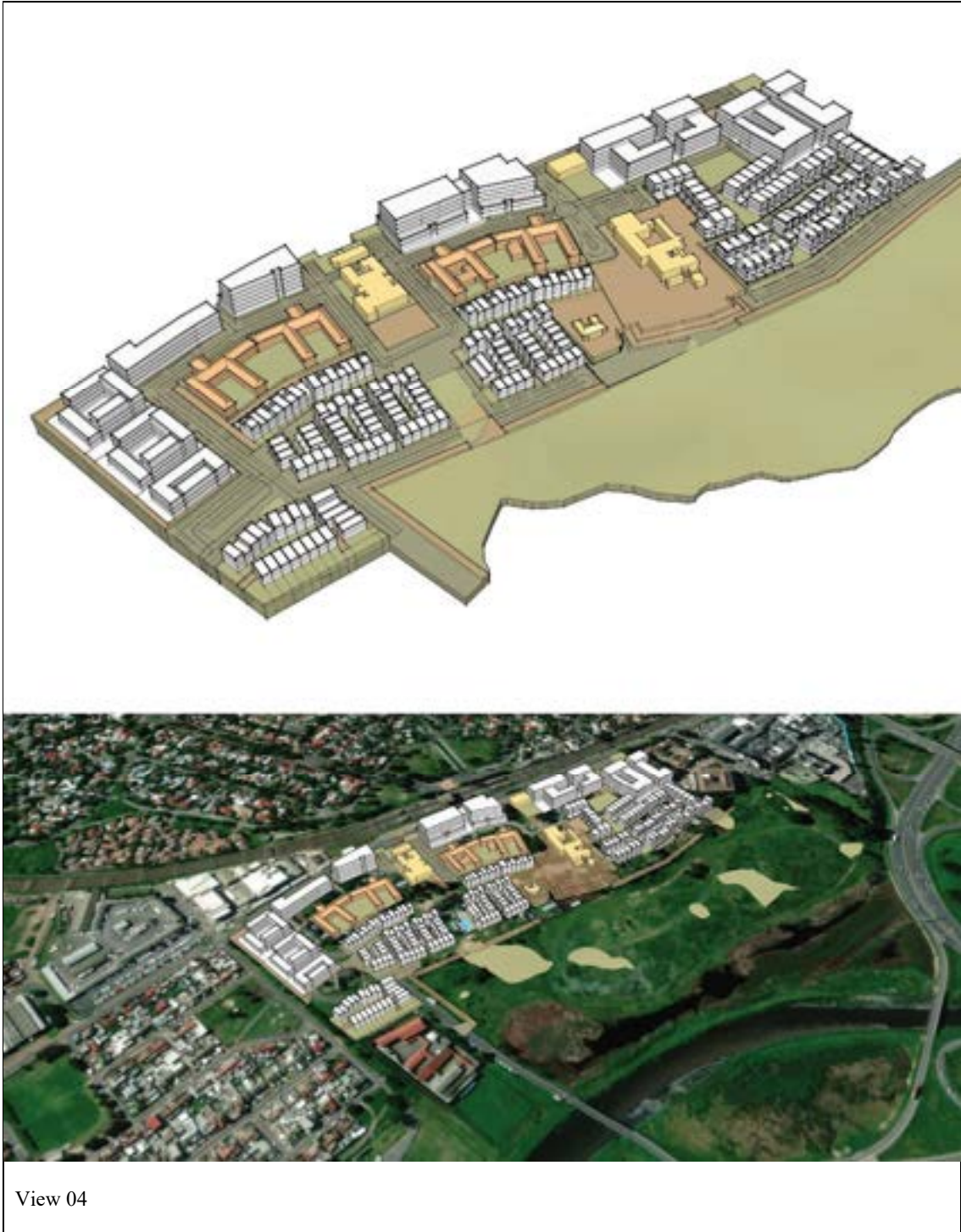
View 01



View 02



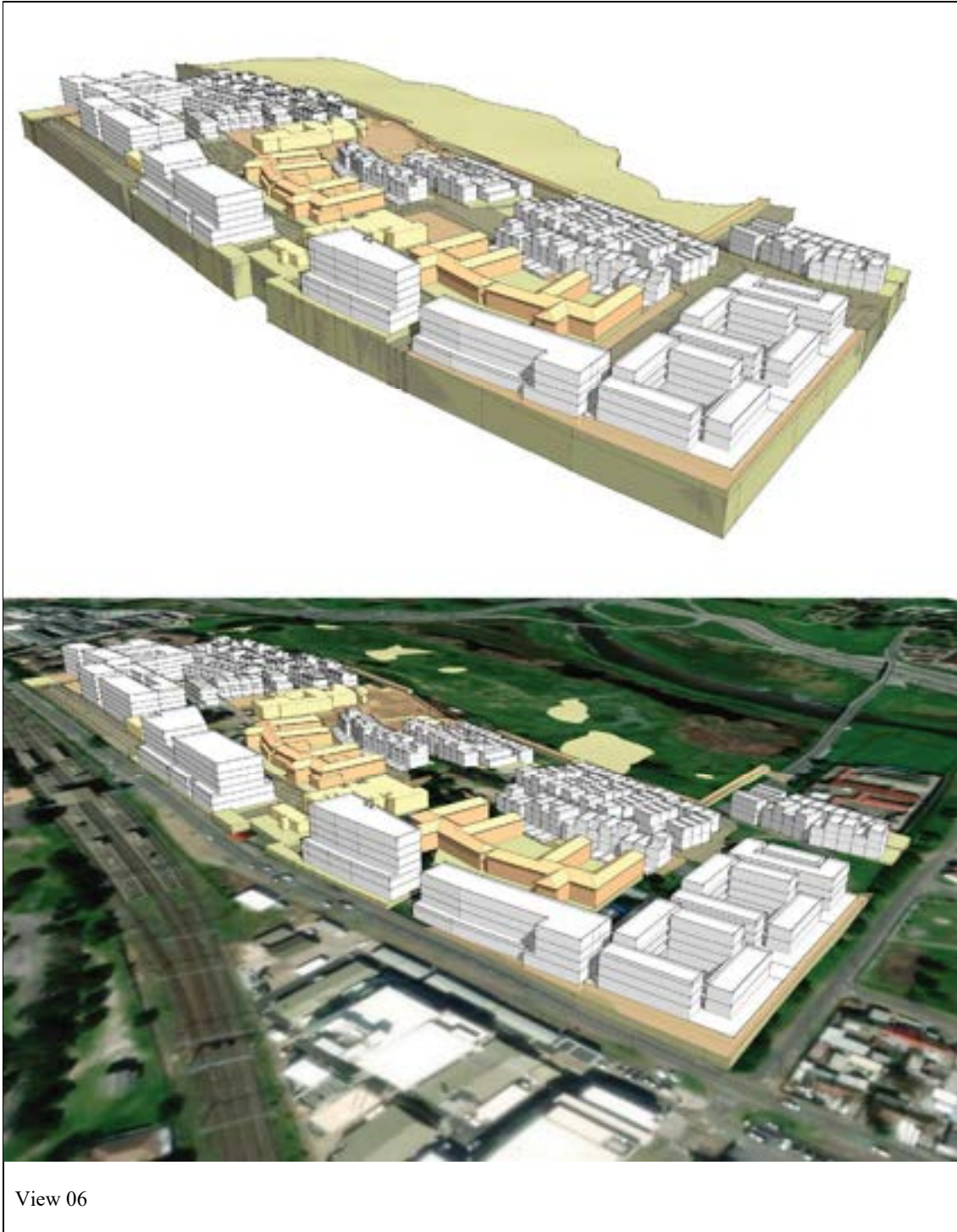
View 03



View 04



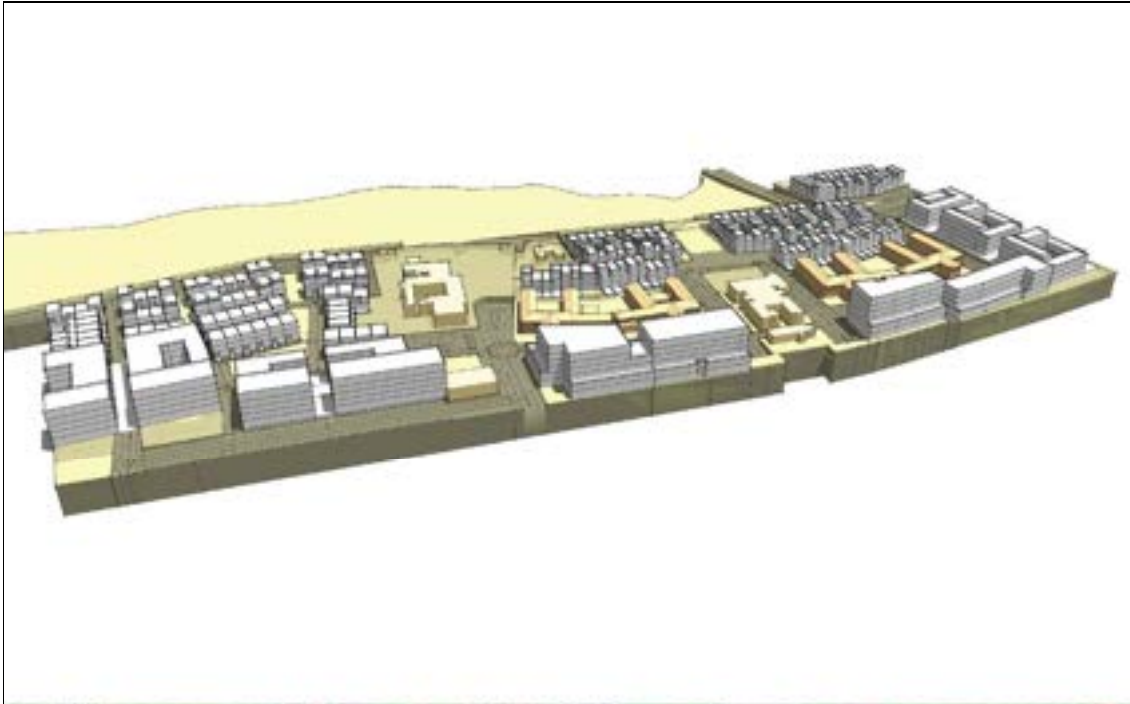
View 05



View 06



View 07



View 08



View 09



View 10



View 11



View 12



View 13


## 10. Landscape Plan

Refer to Annexure A: Draft Landscape Framework Plan and Annexure B: Oude Molen Draft Landscape Design Guidelines.



## 11. Response to Heritage Design Indicators

### 11.1. Spatial & Urban Design Response

<p><b>11.1.1. Contemporary First Nation Practices</b></p>	<p><b>Urban Design Response:</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Cultural Garden / Indigenous Food Garden</li> <li>• Event Amphitheatre</li> <li>• Viewing Platform</li> <li>• Swimming Pool</li> <li>• Cultural Heritage Centre</li> <li>• Access to the Green Common &amp; River Linkages</li> </ul>
	

**11.1.2. 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

<p><b>11.1.3. Proposed “Tussen die Rivier RLHR”:</b></p>	<p><b>Urban Design Response:</b></p> <p>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</p>
--	---



<p><b>11.1.4. The Homestead Complex and Surrounds:</b></p>	<p><b>Urban Design Response:</b></p> <ul style="list-style-type: none"> <li>i) The Homestead Complex is retained and prioritised spatially within the precinct plan.</li> <li>ii) The homestead forms part of the publicly accessible component of the precinct with access to the public open space to the west.</li> <li>iii) The design intervention (infill) around the Homestead, enhances the visual landmark placement of the complex within the precinct.</li> <li>iv) The Homestead is retained as the terminated vista when approaching the complex from the north along the historic north-south movement route.</li> <li>v) Parking in front of the homestead is removed and the space is enhancement as a landscaped forecourt.</li> </ul>
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### 11.1.5. 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.



**11.1.6. 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



<p><b>11.1.7. Landscape Heritage Design Indicators:</b></p>	<p><b>Urban Design Response:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>
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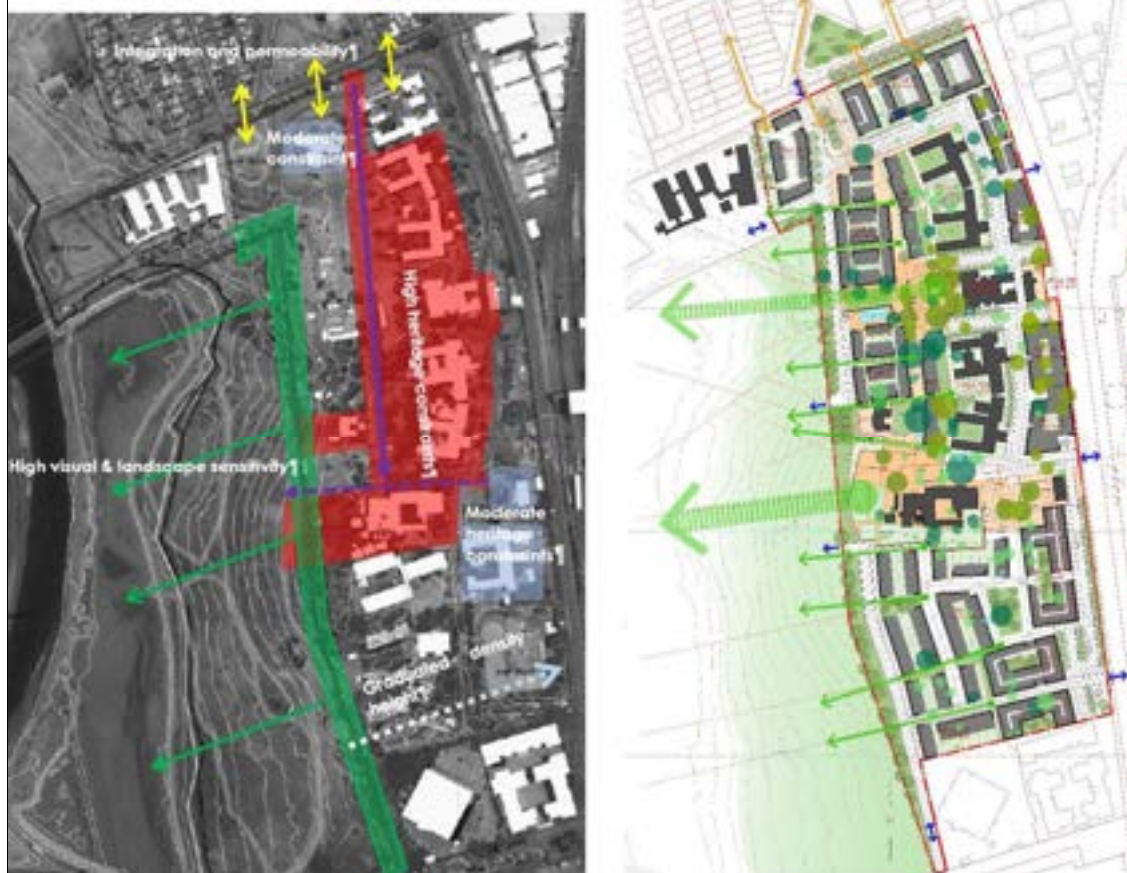


Urban Design Landscaping Plan & View Corridors towards the River Valley and Mowbray Ridge

**11.1.8. 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.

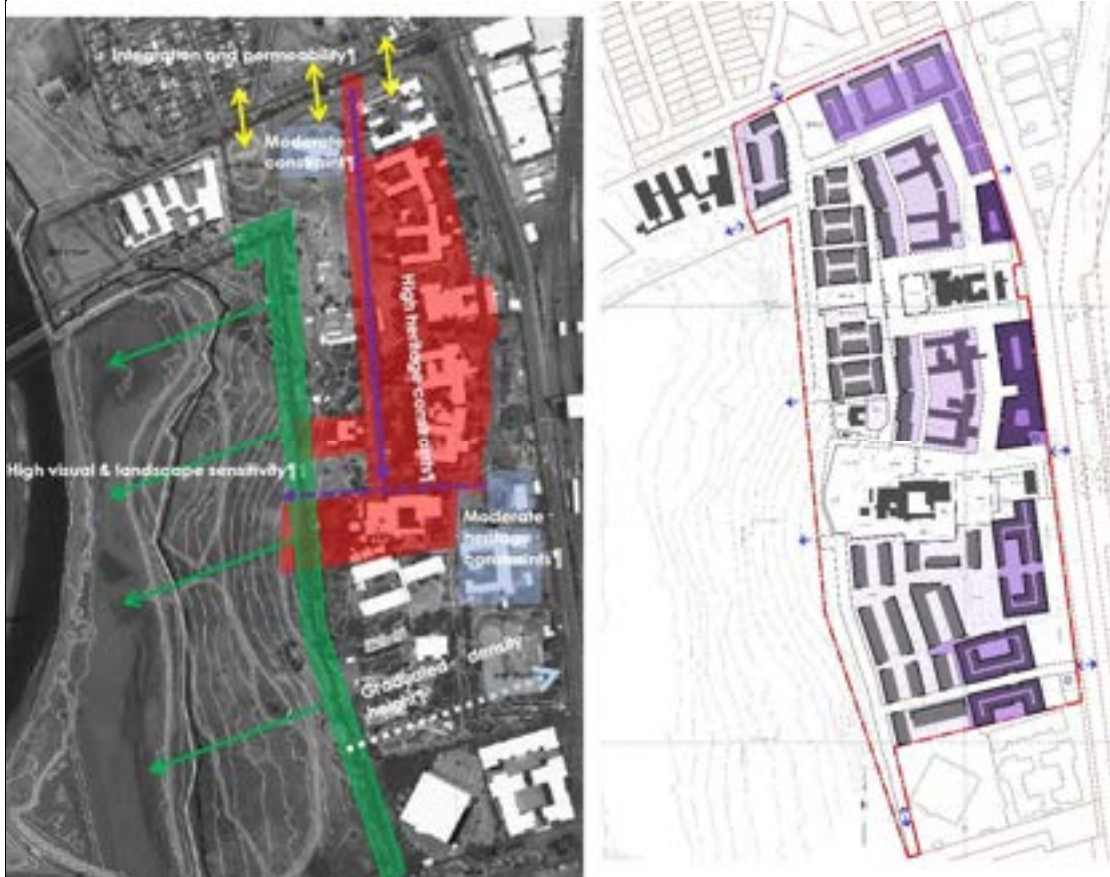


HIA Summary Map & Preferred OMP Alternative with Permeable Integrated Edges

**11.1.9. 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.

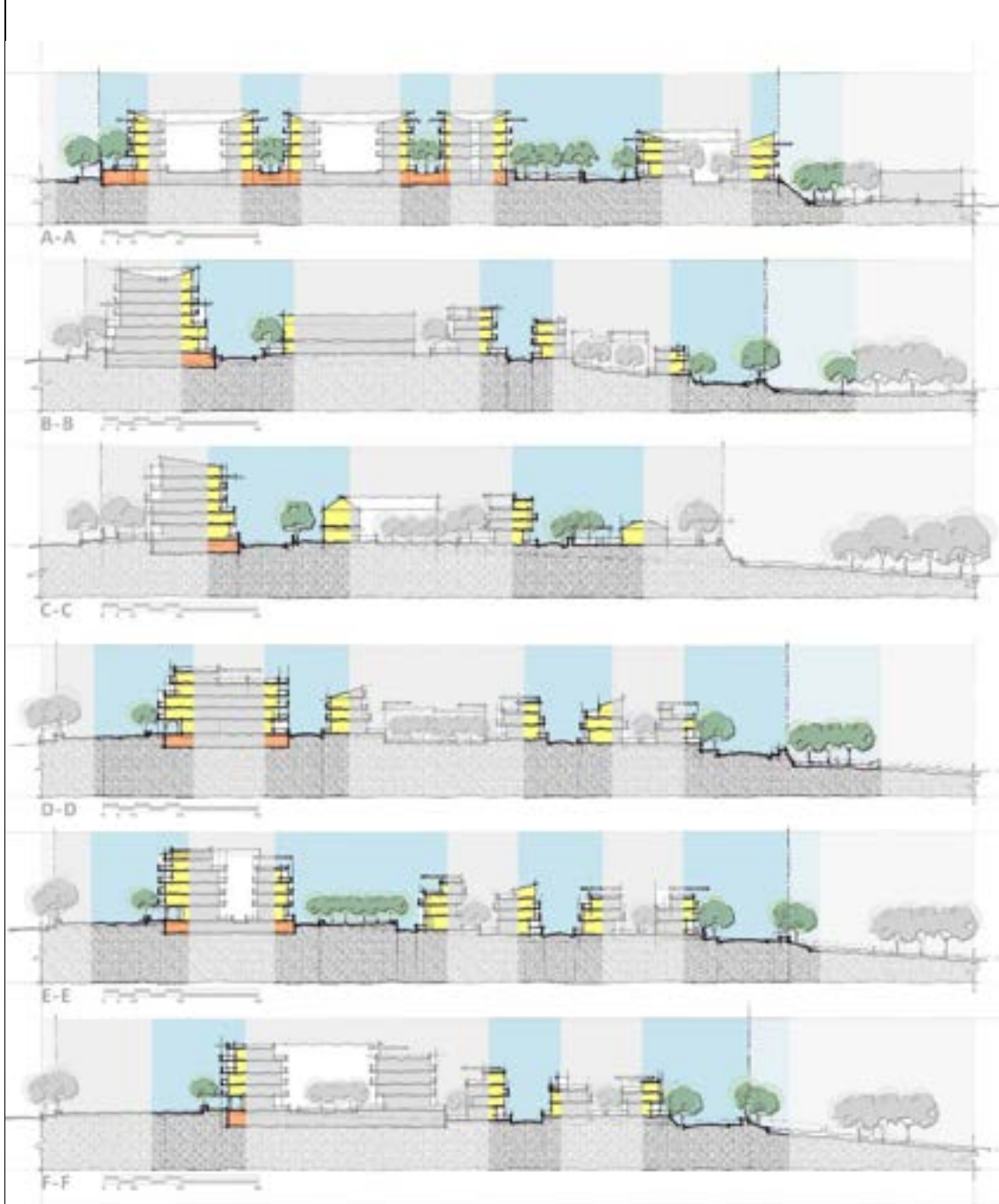


HIA Summary Map & Preferred OMP Alternative with Heigh Grading

Cross Section – Key Plan 01



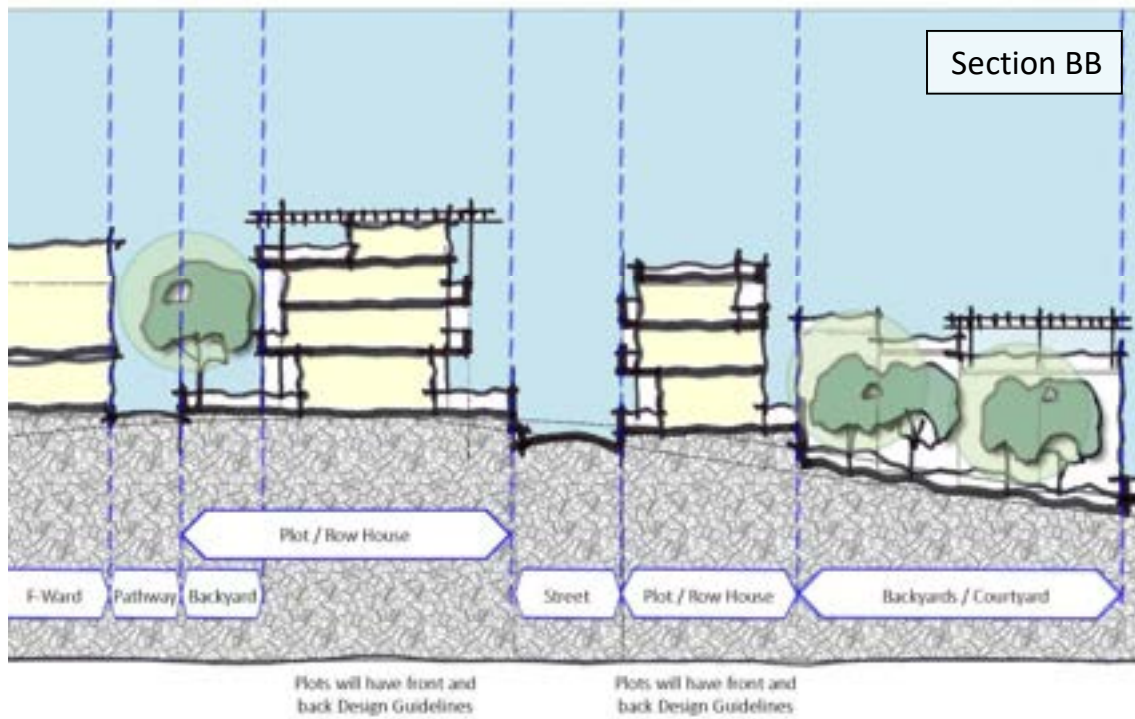
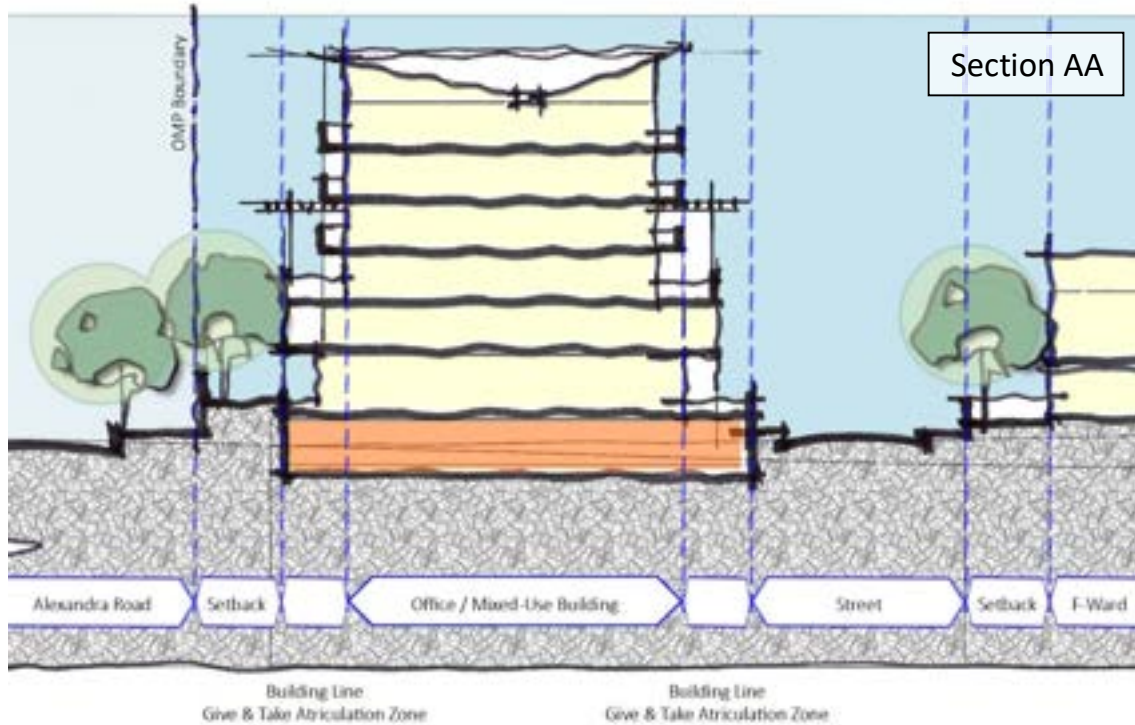
Indicative Cross Section through the OMP Precinct:

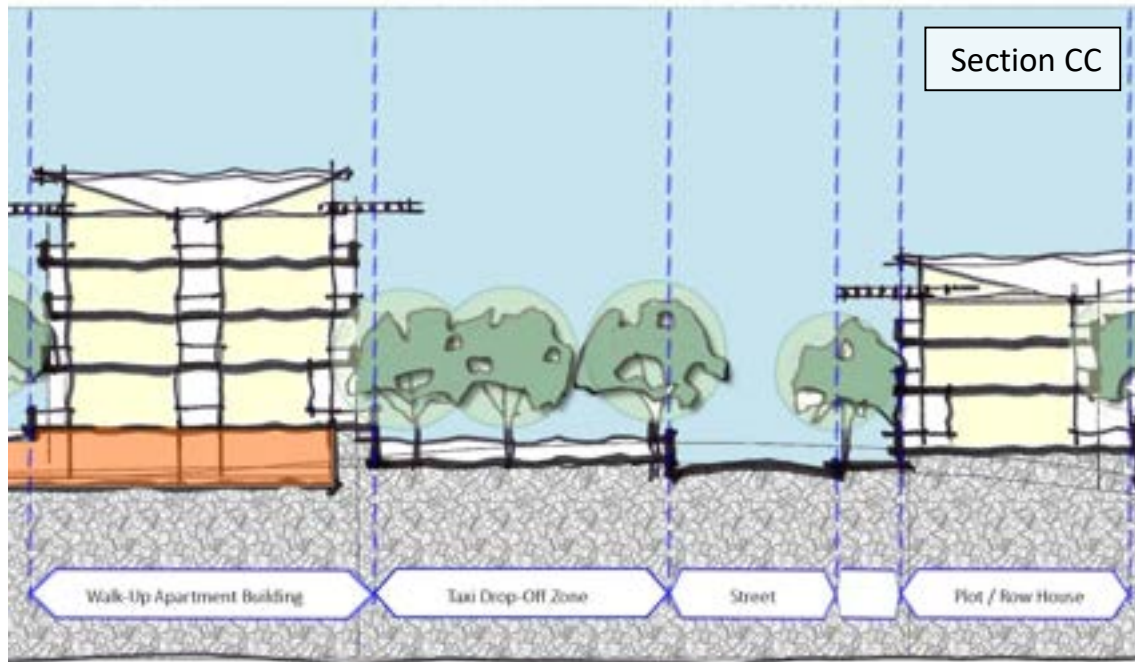


Cross Sections Through the Preferred Alternative OMP

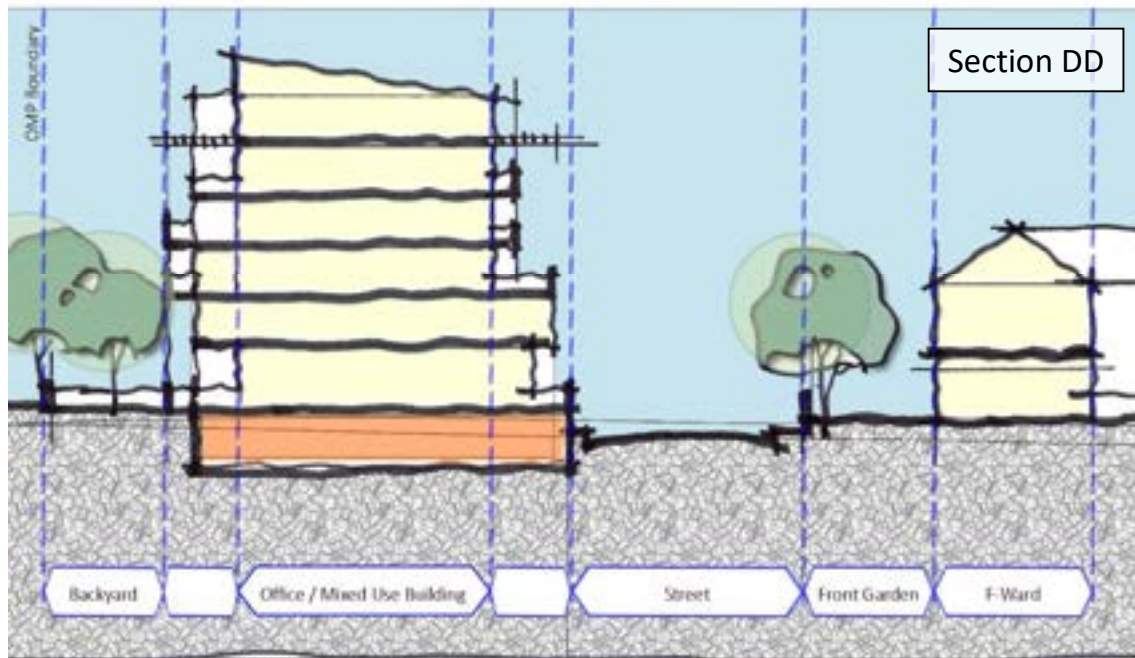
Cross Section – Key Plan 02







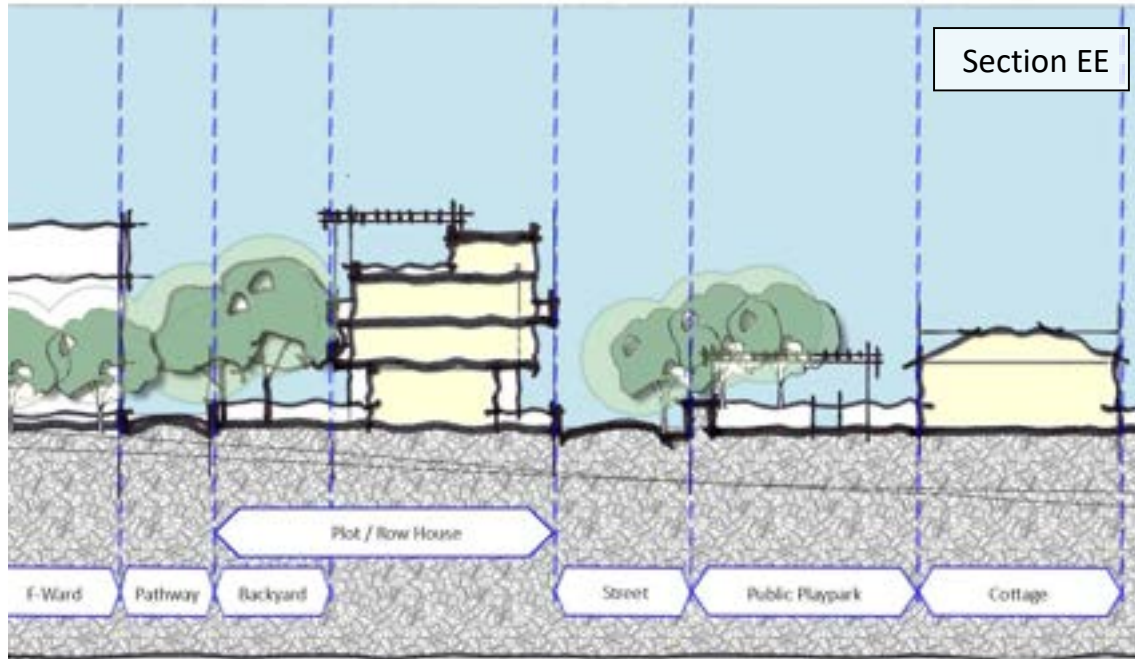
Plots will have front and back Design Guidelines



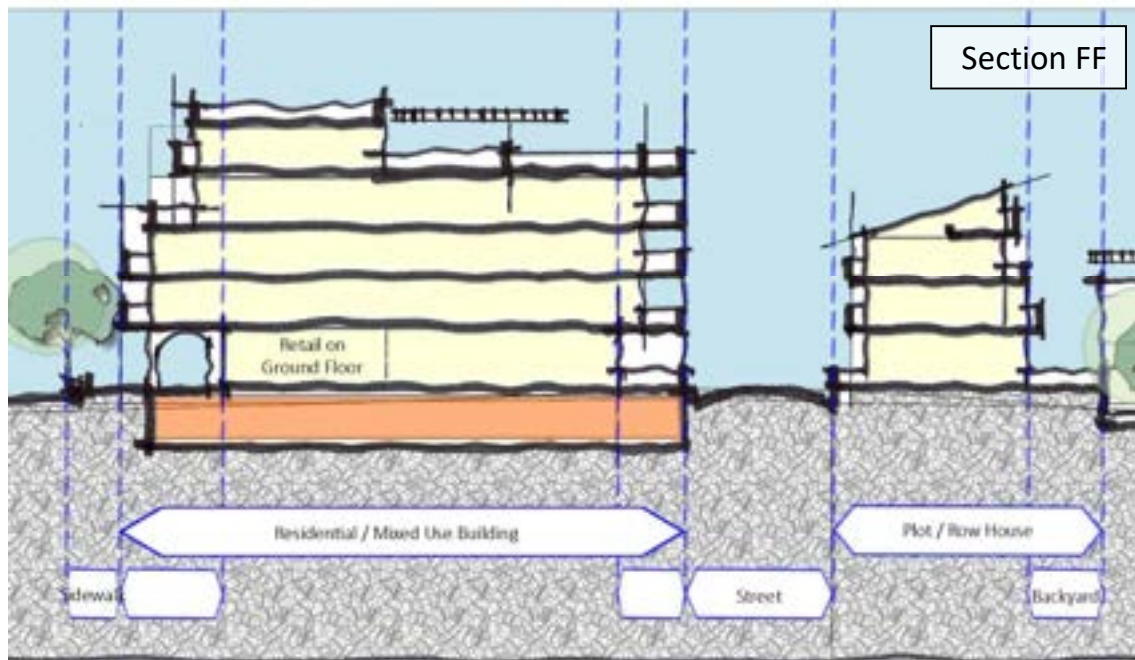
Building Line Give & Take Articulation Zone

Building Line Give & Take Articulation Zone

Plots will have front and back Design Guidelines



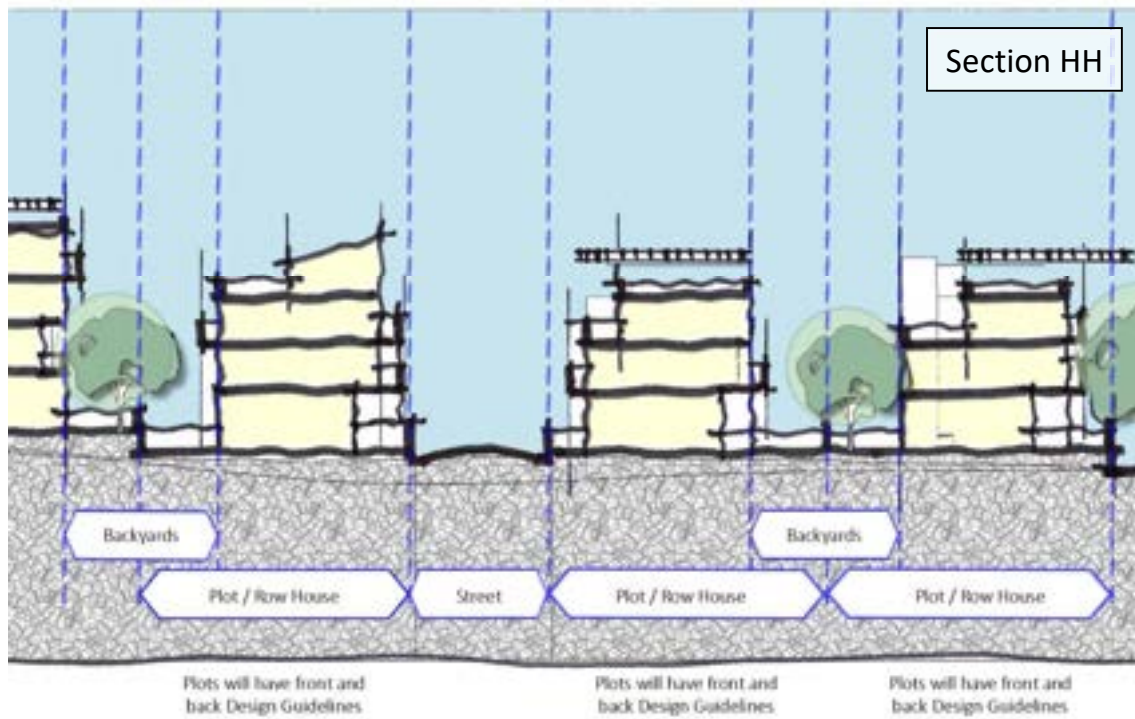
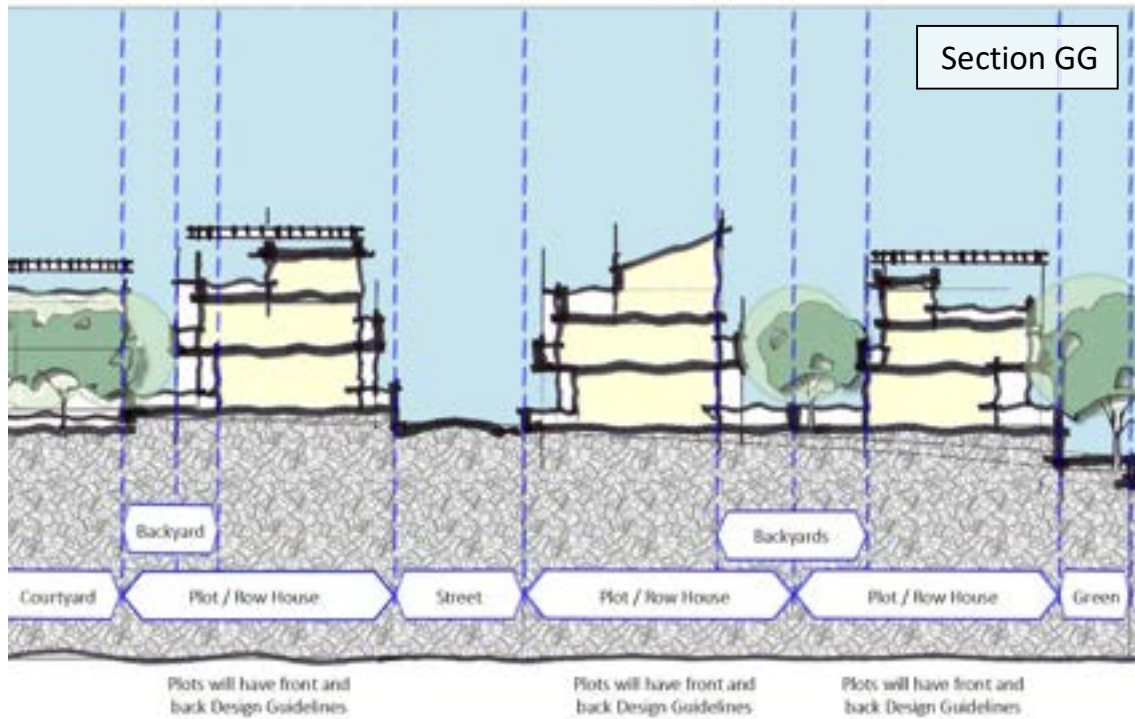
Floes will have front and back Design Guidelines

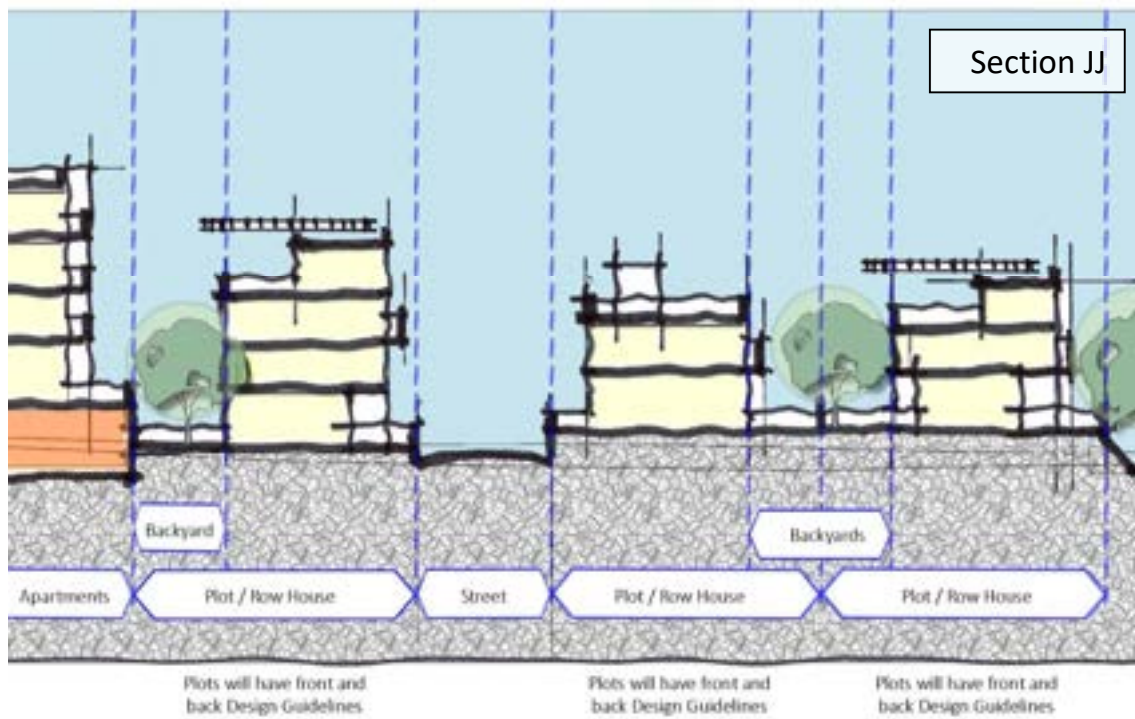
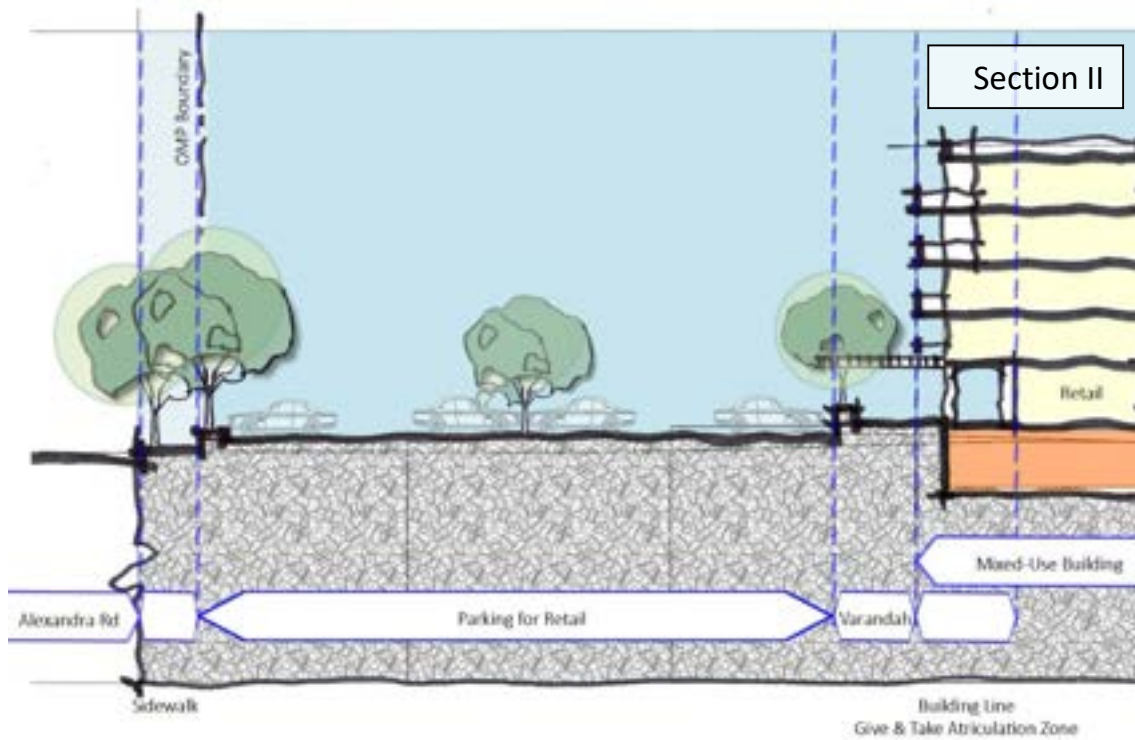


Building Line Give & Take Articulation Zone

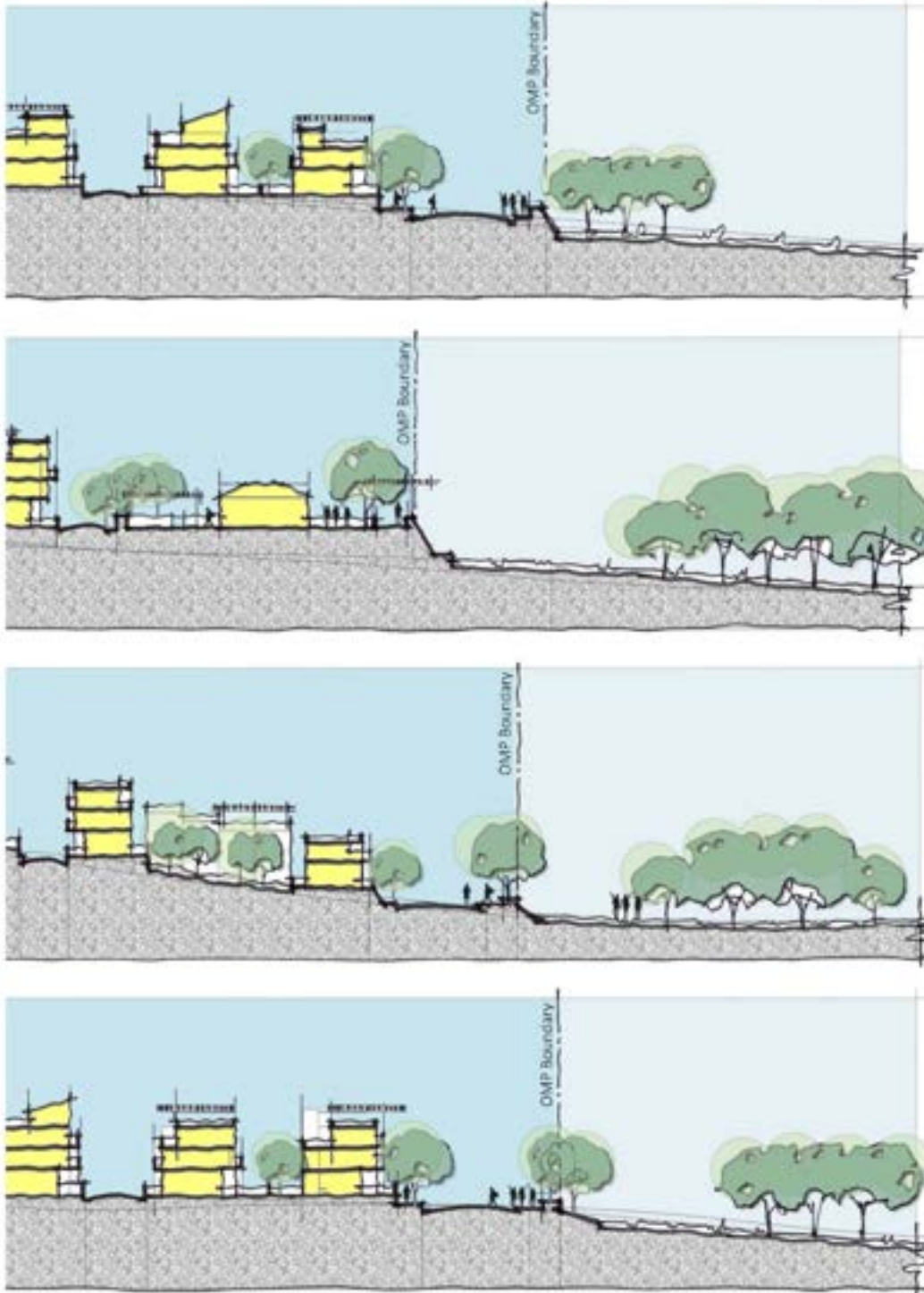
Building Line Give & Take Articulation Zone

Plots will have front and back Design Guidelines





Typical Park Edge Sections



**11.1.10. 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

## 12. 3D Views of Preferred Alternative for VIA

### 12.1. Key Plan



#### 12.1.1. 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

**12.2. Views A to F of Proposed Massing**

**12.2.1. View A: Current vs. Proposed**



Current



Proposed

12.2.2. View B: Current vs. Proposed



Current



Proposed

12.2.3. View C: Current vs. Proposed



Current



Proposed

12.2.4. View D: Current vs. Proposed



Current



Proposed

12.2.5. View E: Current vs. Proposed

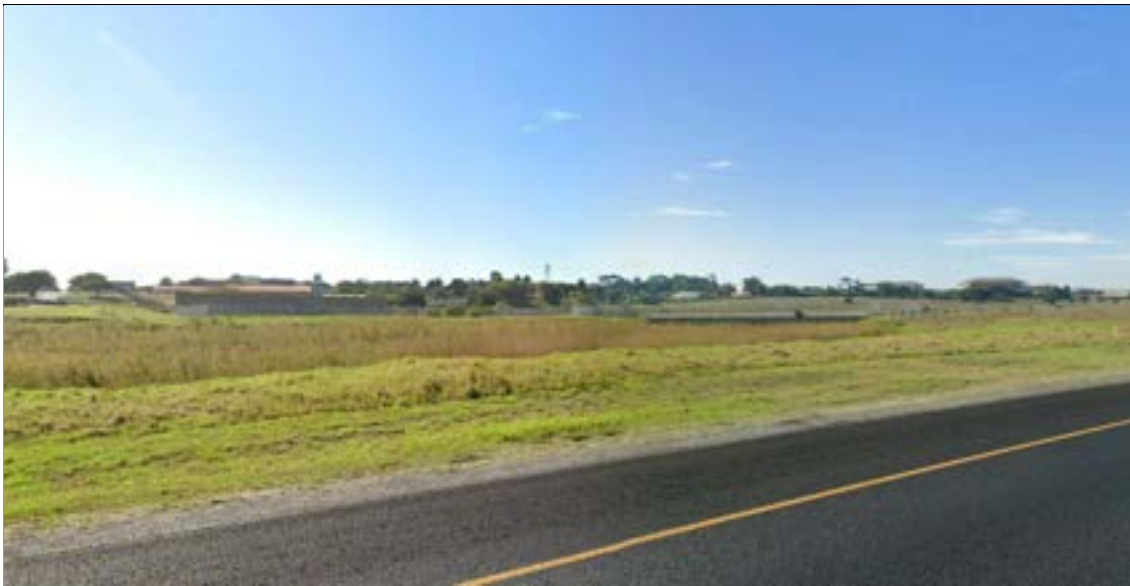


Current



Proposed

12.2.6. View F: Current vs. Proposed



Current



Proposed

## 13. Development Alternatives

### 13.1. Alternative 01: No Development

#### 13.1.1. Description

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



Plan view of the status quo Oude Molen Precinct



Aerial perspective view of the status quo Oude Molen Precinct

## 13.2. *Alternative 02: Client Design Workshop 01*

### 13.2.1. Description

The below urban design diagrammes and 3D massings were presented to the OMP client during the first urban design workshop in 2021.



Urban design precinct plan on Topocadastral Basemap



Urban design precinct plan on Aerial Photograph



3D Massing 01



3D Massing 02

### 13.3. *Alternative 03A, 3B, and 3C. – DOI Steercom in August 2021*

#### 13.3.1. Description

The following OMP urban design alternative (with variations 3a, 3b and 3c) was developed with input from the historic OMP PSP Team and was presented to the DOI Steercom for support in August 2021.

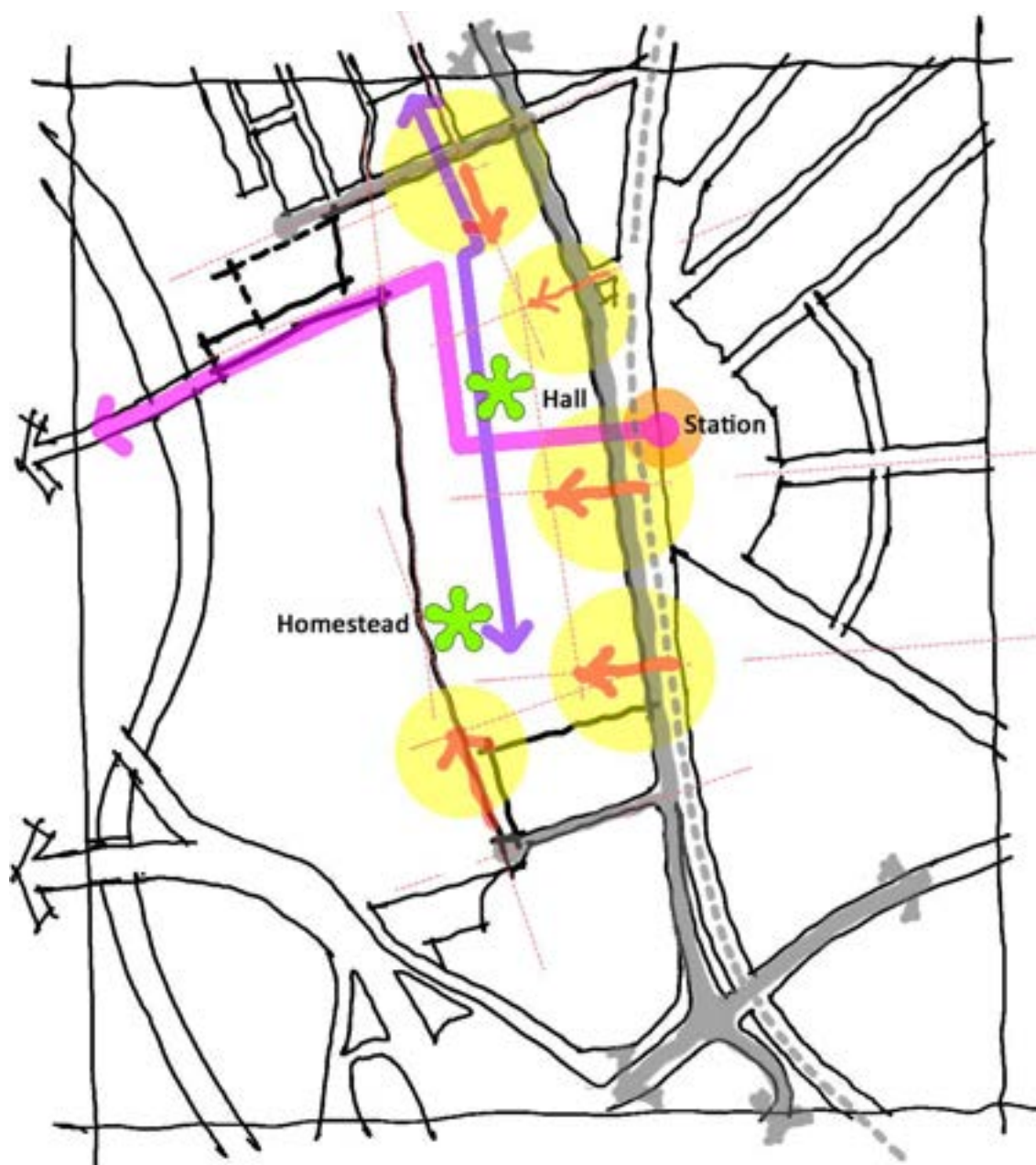


Consolidated Alternative 3 urban design precinct plan.

### 13.3.2. Key Structuring Elements

#### *Access, Movement, and Desire Lines:*

The railway station, as well as the new access points into the precinct, sets up points of land value in the plan. Moving from east to west across the precinct, linking between the rail station and the bridge across the Black River toward Valkenburg, is a strong desire line currently on the site. Furthermore, the north-south movement route across the site has historic significance. The historic Homestead and the Community Hall remain anchors in the plan. These four elements set up a meta-structure for the new layout:



13.3.3. Putting the Precinct Plan together

## Draft 01 OMP Precinct Plan

### Developing a Draft Oude Molen Precinct Plan – 6 Key Structuring Design Interventions:

1. Understanding Desire Lines and Movement
2. Points of Access into the Site
3. Value Hotspots due to Access and Anchors
4. Character Zones and Uses
5. Structuring the Landscape
6. Primary Public Spatial Structure & Key Anchors
7. Placing Density and Height



Understanding Desire Lines & Movement



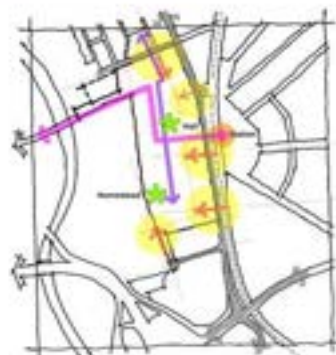
© Western Cape Government 2012 | Oude Molen Precinct – WCG SteerCom Presentation



## Draft 01 OMP Precinct Plan



Points of Access onto the Site



Land Value Hotspots



Character Zones & Uses

1. Integration with MGW / Lower LSM residential enclave
2. High density commercial development
3. High density mixed-use development linked to railway station
4. High density residential development
5. Medium to high LSM residential enclave



## Draft 01 OMP Precinct Plan



Structuring the Landscape

1. Trees at entrances
2. Trees along western boundary
3. Trees to frame POG and Public Food Gardens



Primary Public Spatial Structure

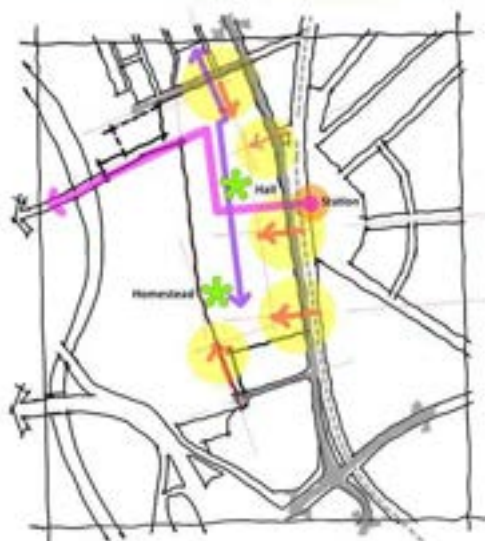
1. Public Hall
2. Historic House
3. Farmstead
4. Deli Shed



Placing Density & Height

1. 25m along Alexandra Road / High Density
2. 15m on remainder of the site / Medium Density
3. Mass to step-down with natural topography towards the river, creating terraced developments that allows for overlooking towards the west.

## Draft 01 OMP Precinct Plan



Primary Spatial Structure:  
Access, Land Values, and Desired Flow



Synergies when Putting it all together...

When overlaying and considering various layers of spatial informants, trade-offs and synergies develop that start to inform the next design iteration of the precinct plan

## Draft 01 OMP Precinct Plan



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Western Elevation of OMP



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the South West



Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the West



Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the North



Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the East



Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the South



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the South West



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the West



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the North West



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the North East



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Bird's Eye View from the South East



### Draft Oude Molen Precinct Plan

Draft 01 | 2021-07-15



Google Earth Aerial View from the South East



## Draft Oude Molen Precinct Plan




Draft 01 | 2021-07-15



Google Earth Aerial View from the South West



### 13.3.4. Comparing of three scenarios to the vision statement

	Scenario 1: “Productive Farm Village”	Scenario 2: “Compact Integrated Neighbourhood”	Scenario 3: “Green Corporate Campus”
Development Objective	Limited development footprint / envelope	Mixed use residentially led / balance environmental, heritage and spatial transformation	Pushing the envelope / ultimate GLA usage using full extent of MPBL possibilities
Primary Focus	Rural mixed-use village with public green recreation	Compact residential neighbourhood with public amenities	High density mixed-use driven by market demand
Development Description	This scenario aims at protecting the status quo of the Oude Molen Eco Village, while simultaneously rezoning the property from “utility”-zone to “MU1”-zone. Identified buildings need to be restored and re-tenanted with market related lease agreements. Historic buildings need to be restored and used for historic and cultural purposes. A medium density residential development would be appropriate on the South-eastern corner of the site, currently open land and used for the horse-riding school.	This scenario aims at a balanced integrated residential neighbourhood, with compact mixed-use infill developments that provide residents and tenants with their daily needs. The neighbourhood should prioritise walkability, public placemaking, and access to the public green open space to the west of the site. Identified existing buildings should be re-used, and heritage buildings should be restored and used for public facilities such as museums, learning, community hall, and club house.	This scenario optimises the land area that can be re-developed. Only identified historic buildings are retained. The development potential of the three proposed land parcels as per below graphic, is maximised under the MPBL parameters.
Proposed Land Areas for Infill Development	 Scenario 1	 Scenario 2	 Scenario 3

### 13.3.5. Comparison of Public Open Space in the 3x Scenarios

The below inserted 3x summaries, illustrate the conceptual allowance of green public open space within the three development scenarios:

## 3x Development Scenarios & Land Use Yields

Considering 3x alternative development scenarios

	Scenario 1: "Productive Farm Village"	Scenario 2: "Compact Integrated Neighbourhood"	Scenario 3: "Green Corporate Campus"
--	---	--	--

#### Public Open Space:

- o Approx. 90% of current public open space remains
- o Upgrade of public landscape and ongoing maintenance required
- o Land custodian budget required for maintenance
- o Lack of definition between public and private open space



## 3x Development Scenarios & Land Use Yields

Considering 3x alternative development scenarios

	Scenario 1: "Productive Farm Village"	Scenario 2: "Compact Integrated Neighbourhood"	Scenario 3: "Green Corporate Campus"
--	--	---	---

### Public Open Space:

- o Approx. 50% of current public open space remains
- o Development pockets will include semi-public and private open space
- o New infill development can cross-subsidise public landscape upgrades
- o Good definition between public and private open space



## 3x Development Scenarios & Land Use Yields

Considering 3x alternative development scenarios

	Scenario 1: "Productive Farm Village"	Scenario 2: "Compact Integrated Neighbourhood"	Scenario 3: "Green Corporate Campus"
--	--	---	---

### Public Open Space:

- o Approx. 20% of current public open space remains
- o Development pockets will include semi-public and private open space
- o Higher densities support vibrant POS and public facilities
- o Good definition between public and private open space



### 13.3.6. Scenario 1: Limited development footprint / envelope

*Scenario 1 Description: "Productive Farm Village"*

- Rezone to **MU1** (FAR = 1,5 / Coverage = 75% / Height = 15m)
- Status quo to remain, but better maintained and managed by the land custodian.
- No new infill development
- Refurbishment and Re-use of most current buildings (where feasible)
- Restoration of key heritage buildings, incl. Homestead and Community Hall
- Current access and internal infrastructure to remain
- Rezoning from "utility" to "MU1", but with no additional building envelope rights
- Structuring of a PPP and linked tenants associations to manage the activities and sustainability of the precinct.
- Market related tenancies-agreements need to be put in place.
- Focus on upgrading and maintaining the natural landscape, productive landscapes, and facilitate access to existing facilities and green recreation activities for the wider community.

*Development Quantities Schedule*

SCENARIO 1	Land Area
OMP Land Area (approx.)	14,82Ha
Approx. Developable Land Area	7,94Ha
New Zoning	MU1
FAR	1,5
Height	15
Available New Developable Bulk	n/a
All Re-Used Buildings' Bulk (approx.)	20250m2
Total Re-developed Bulk (approx.)	<b>20,250m2</b>

### 13.3.7. Scenario 2: Mixed use residentially led / balance environmental, heritage and spatial transformation

*Scenario 2 Description: "Compact Integrated Neighbourhood"*

- Rezone to **MU2** with limited FAR (FAR = 2 / Coverage = 100% / Height = 25m)
- Identify land parcels that are under developed, and could accommodate re-development
- Focus on contextually appropriate new infill developments on under-utilised land parcels
- Refurbishment and Re-use of selected buildings that are of heritage value, or that are in conditions that are feasibly re-usable. Demolish buildings already in derelict condition.
- Restoration of key heritage buildings, incl. Homestead and Community Hall. Create public places in and around these historic buildings.
- Provide additional access roads off Alexandra Road, and reconsider the internal street alignment to suit re-development.
- Propose substantially reduced parking requirements for residential developments, and focus on accommodating communal parking and public transports modes.
- Place compact residential developments around public places, public streets, and overlooking the public green open space towards the west.

- Separate the green open space from the OMP development with a well landscaped public street and pockets of public parking.
- Place higher density developments onto Alexandra Road, and closer to the railway station and public transport stops on Alexandra Road. Place lower densities and building height towards the Black River Corridor.
- Create a seamless integration between MGV and new affordable housing development ss on the northern land parcels of OMP.
- Redevelop a school and kindergarten.
- Provide the following key new attractions in the OMP precinct plan: Heritage Square and Refurbished Old Homestead, Food Garden and Green Market Square, Fountain steps and Public Amphitheatre, Pool Terrace Gardens, Community Deli.
- Establish a public interface between the OMP and the Black River Corridor, with green landscaping.
- Formalise the cultural requirements of the FN Groupings, both via the proposed Food Garden and the proposed Fountain Steps and Amphitheatre.

#### *Development Quantities Schedule*

SCENARIO 2	Land Area
OMP Land Area (approx.)	14,82Ha
Approx. Developable Land Area	7,94Ha
New Zoning	MU2
FAR	2
Height	25
Available New Developable Bulk	158800m <sup>2</sup>
All Re-Used Buildings' Bulk (approx.)	17600m <sup>2</sup>
Total Re-developed Bulk (approx.)	<b>176,400m<sup>2</sup></b>

#### **13.3.8. Scenario 3: Pushing the envelope / ultimate GLA usage, using full extent of MPBL possibilities**

*Scenario 3 Description: "Green Corporate Campus"*

- Rezone to **MU2** (FAR = 4 / Coverage = 100% / Height = 25m)
- Only retain buildings with identified historic value. Restore and re-use / re-purpose these buildings to function as public amenities. Design public places around these landmarks.
- Clear the site of all buildings that are not fit-for-use. "Fit-for-use" should be measured against market demand and maximum use potential of the site.
- Provide additional access off Alexandra Road, and re-align internal streets to fit new development parcels.
- Propose substantially reduced parking requirements for residential developments, and focus on accommodating communal parking and public transports modes. Allow for parking basements where viable.
- Place compact residential developments around public places, public streets, and overlooking the public green open space towards the west.

- Separate the green open space from the OMP development with a well landscaped public street and pockets of public parking.
- Place higher density developments onto Alexandra Road, and closer to the railway station and public transport stops on Alexandra Road.
- Place density around public spaces and public streets, to create safe spaces due to passive surveillance.

#### Development Quantities Schedule

SCENARIO 3	Land Area
OMP Land Area (approx.)	14,82Ha
Approx. Developable Land Area	7,94Ha
New Zoning	MU2
FAR	4
Height	25
Available New Developable Bulk	317600m <sup>2</sup>
All Re-Used Buildings' Bulk (approx.)	17600m <sup>2</sup>
Total Re-developed Bulk (approx.)	<b>335,200m<sup>2</sup></b>

#### 13.3.9. Summary

## 3x Development Scenarios & Land Use Yields

### Considering 3x alternative development scenarios

#### Scenario 1:

##### "Productive Farm Village"

Re-Used Buildings = 20,250m<sup>2</sup>  
New Bulk = 0m<sup>2</sup>

#### Scenario 2:

##### "Compact Integrated Neighbourhood"

Re-Used Buildings = 17,600m<sup>2</sup>  
New Bulk = 15,880m<sup>2</sup>

#### Scenario 3:

##### "Corporate Green Campus"

Re-Used Buildings = 17,600m<sup>2</sup>  
New Bulk = 317,600m<sup>2</sup>

SCENARIO 1	Land Area
OMP Land Area (approx.)	14,82Ha
Approx. Developable Land Area	7,94Ha
New Zoning	MU1
FAR	1,5
Height	15
Available New Developable Bulk	n/a
All Re-Used Buildings' Bulk (approx.)	20250m <sup>2</sup>
Total Re-developed Bulk (approx.)	<b>20,250m<sup>2</sup></b>
SCENARIO 2	Land Area
OMP Land Area (approx.)	14,82Ha
Approx. Developable Land Area	7,94Ha
New Zoning	MU2
FAR	2
Height	25
Available New Developable Bulk	158800m <sup>2</sup>
All Re-Used Buildings' Bulk (approx.)	17600m <sup>2</sup>
Total Re-developed Bulk (approx.)	<b>176,400m<sup>2</sup></b>
SCENARIO 3	Land Area
OMP Land Area (approx.)	14,82Ha
Approx. Developable Land Area	7,94Ha
New Zoning	MU2
FAR	4
Height	25
Available New Developable Bulk	317600m <sup>2</sup>
All Re-Used Buildings' Bulk (approx.)	17600m <sup>2</sup>
Total Re-developed Bulk (approx.)	<b>335,200m<sup>2</sup></b>

**13.4. Alternative 04: Preferred Precinct Plan**

**13.4.1. Description**

The following preferred urban design precinct plan was developed in 2023-2024, and was spatially informed by the baseline heritage design report, compiled by Cindy Postlethwayt, as well as the draft development feasibility study done by Peppergreen Consultants. It was refined further in 2025 in response to further requirements identified by IACOM on presentation of the initial HIA on 14 May 2025.





Public Open Space



Building Footprint



Circulation



Height



3D View of Massing of Preferred Alternative. Aerial View across the Black River.



3D View of Massing of Preferred Alternative. Aerial View across the Black River.

## 14. Buildings to be Demolished

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

The below diagrams illustrate which buildings need to be demolished and which retained, to achieve the preferred development alternative described above.



### 14.2. Aerial Image of Retained Buildings



### 14.3. 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.



## **15. Socio-Economic Impact Assessment and Financial Feasibility Considerations**

### **13.1. Socio-Economic**

Currently the Oude Molen site is very underutilised, with some medical and educational activities (health training and sub-acute hospital care and Waldorf School), short stay accommodation, limited commercial activities and a few residential uses. Many of the buildings are dilapidated and standing vacant, making it unlikely that additional economic activity could be generated in its current state.

Despite this current use limitation on the site, the area is located within an increasingly strategic location, with access improving through several private and government infrastructure interventions. The most impactful on access, is the increased connectivity through the upgrade of Barkley Road into a dual carriageway and the extension of Barkley Road to Liesbeek Parkway/Albert Road. This will improve access to Voortrekker Road and the Northern Suburbs linkages as well as increase access to the commercial node being developed around the Amazon/ Blackriver Parkway Office blocks as well as access into Salt River and the economic activity developing in these areas. The proximity to these areas, where job opportunities are being created, combined with the provision of residential units (34% of which will be affordable), will promote greater spatial integration.

The site is also close to the Maitland/ Ndabeni areas, which were traditionally industrial areas. These areas have also been undergoing changes in the past few years with an increased number of residential units being developed and/or planned. These areas have seen increased residential development, driven by both City initiatives (e.g. Maitland Mews<sup>1</sup>) and private developers (e.g. the Prime and the proposed Maitland Metro Initiative<sup>2</sup> upgrade). Despite the drive for more residential units in the surrounding areas north of the site, the City still identifies the area as prime location for job creation.

The proposed Oude Molen redevelopment will capitalise on the economic opportunities emerging in the surrounding areas as well as the latent economic potential on the site itself. By transforming the site into a mixed-use development led by residential units but also incorporating commercial (office) and retail opportunities, the development, together with the other initiatives in the area will start to create a mixed-use node which will allow broader economic benefits to start to be developed for the wider spatial area.

In addition to the broader benefits of developing the Oude Molen site, there will also be direct economic benefits to redeveloping the site due to investment anticipated by the development. These benefits will be felt in the greater City economy, both during the construction phase (in terms of job creation, but also in terms of additional business sales due to economic linkages with the construction sector) and the operational phase (sustainable jobs related to new commercial and retail activities and increased business activity on site). The increased opportunities on the site will also increase government revenue through rates and taxes for the City.

A significant social benefit will be the creation of affordable housing on the site. It is proposed that 34% of the proposed residential units proposed for the site will consist of a mix of social housing and First Home Finance and Subsidy Assistance (formerly known as FLISP). Research in the area has shown

<sup>1</sup> City driven social housing development

<sup>2</sup> The Maitland Mews is a private sector-led urban renewal project which is looking to upgrade existing buildings into commercial and residential mixed-use developments.

that although there has been an increase in the provision of affordable housing in the broader study area, most of the demand for residential units stems from individuals who work in the Cape Town CBD or in areas close by and who are looking for accommodation closer to their areas of employment. The provision of affordable housing on the site will address some of this demand.

Finally, the site's redevelopment will honour its significant heritage value. Priority heritage areas will be preserved, and the cultural history of the site will be highlighted through the proposed interpretation centre.

In summary, the redevelopment of Oude Molen presents a transformative opportunity to unlock the area's economic potential, create substantial socio-economic benefits, while preserving some of its cultural heritage.

### **15.1. Financial Feasibility**

Given the site's strategic location in the broader metropolitan area, together with the social and heritage imperatives for the site to play a significant role with respect to spatial justice and redress, it is proposed that a third of the residential opportunities provided on site be affordable (i.e. Social Housing and FLISP). Given the increasing limitations with respect to grant availability, it is necessary for the commercial and market residential land uses to cross-subsidise the affordable component, which requires a level of intensity of land use as demonstrated in the Conceptual Plan. Significant cross-subsidisation will also be required in order to provide for the restoration and ongoing maintenance of the heritage resources on the site.

The Conceptual Plan has therefore attempted to achieve an appropriate balance between responding sensitively to the identified heritage indicators while ensuring that the development opportunity is optimised so as to allow for meaningful redress through the provision of affordable housing within a high quality integrated development.