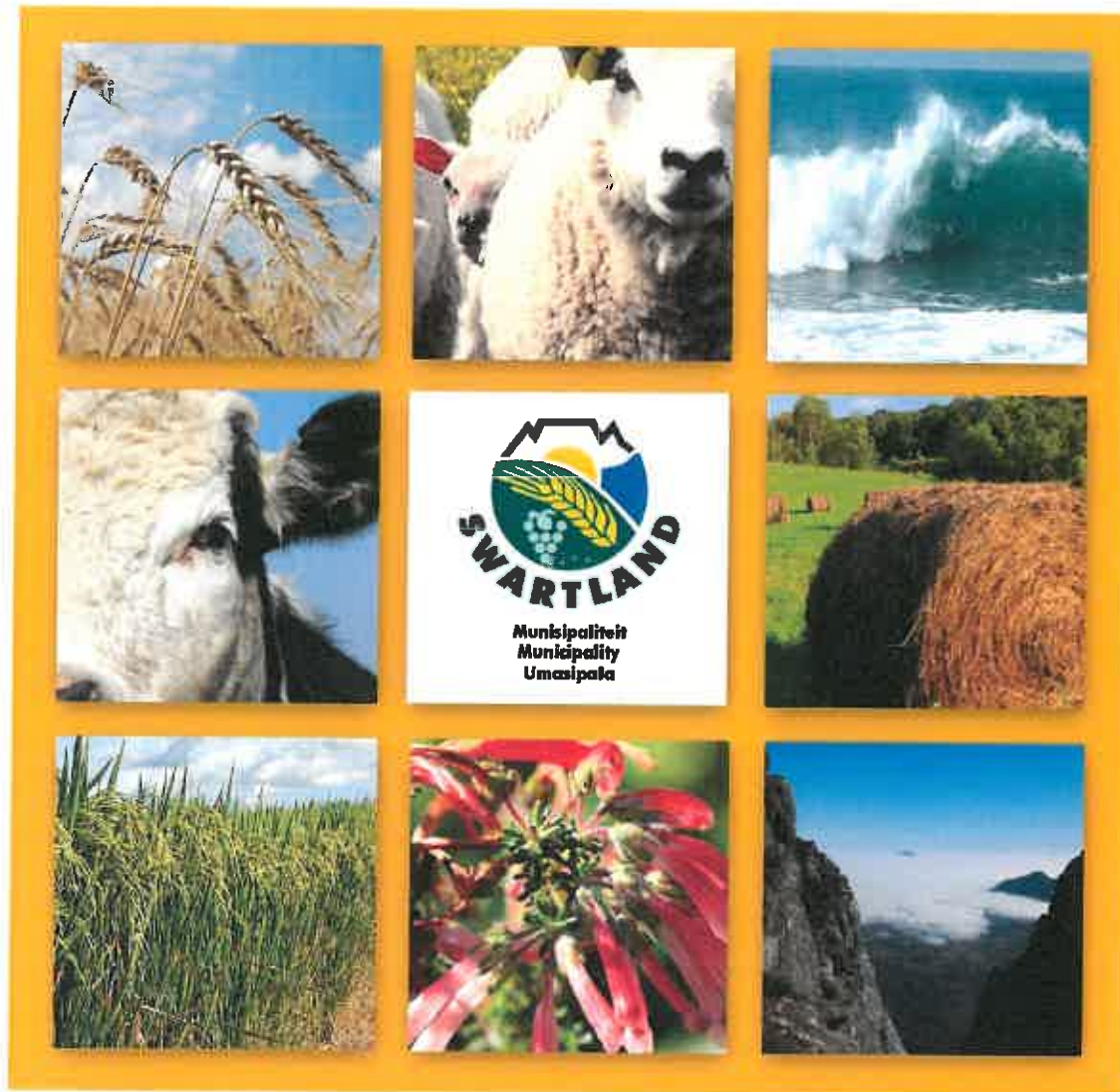


SWARTLAND

SPATIAL DEVELOPMENT FRAMEWORK

ADDENDUM D

VOORTREKKER STREET PRECINCT



APRIL 2014



By CK Rumboll and Partners

1. Introduction

The proposed development of the Malmesbury Regional Mall at the most northern point of Voortrekker Street, resulted in various spatial impacts regarding the connectivity within Malmesbury as well as the added economic potential that this development will offer along Voortrekker Street. As part of the review of the Swartland Spatial Development Framework the link between the existing Malmesbury Central Business District (CBD) and the Malmesbury Regional Mall will be investigated in detail and specific guidelines will be established for this area.

This link along Voortrekker Street provides the immediate area with particular opportunities that need to be spatially managed and regulated in order to create a sustainable environment.

2. Background

The Malmesbury CBD is to a large extent fully developed and encumbered by the surrounding residential areas. Within recent years movement of the CBD has been towards the west and east of Voortrekker Street into the residential areas, where the smaller residential properties have been converted to various business properties which include shops, salons, offices and restaurants. The proposed future development of the Regional Mall, at the northern point of Voortrekker Street, on the northern periphery of the urban area of Malmesbury, creates certain economical opportunities and links. The dynamics around Voortrekker Street will keep changing due to the increased traffic and pedestrian movement that is expected along this route as well as the link it provides between the proposed Mall and the CBD. There will be increased pressure for development on the adjoining properties. This is because of the economic potential associated with the increased movement and exposure that these sites will enjoy. By pre-empting this Swartland Municipality can plan ahead and draw up the required regulations to create a vibrant and aesthetically pleasing corridor, which will enhance the town and improve the services provided in the town and along this link.

The mixed-use street, or local activity street, that is located outside of the main central business district, forms an important function within the town and the local neighbourhoods. These streets have a dual function as a link between places and as a destination in their own right. If these areas are planned and regulated they will enhance the link and also be a destination within the town. In relation to environmental sustainability, it enables people to shop locally without cars, in terms of economic sustainability it provides catchment area of customers for local businesses and in terms of social sustainability it provides inclusive places for local communities to participate in different activities and to meet one another. These road links and surrounding uses should be pleasant and stimulating places for people to travel through and to visit.

The role of Voortrekker Street in the past was very much that of a main access route and collector road that enabled traffic to move quickly through the area and to other destinations in town, and not so much as a place for local residents, businesses, shoppers and visitors. The fact that most of the residential properties back onto the northern part of Voortrekker Street does not encourage interaction with the street along this section. The properties on the southern part of this section of Voortrekker Street do however face onto the road and provide opportunities for interaction with the vehicular and pedestrian movement. The section that forms the proposed corridor and the identified proposed commercial zone along the route is attached in the plan identified as Malmesbury Connection: Voortrekker Street.

Planning and control of land uses and development in the areas identified for development along Voortrekker Street need to be coordinated and integrated. The implementation of planning measures along this route can materially assist in the efficient performance of these areas and can protect the appearance of the area and the potential impact on the surrounding areas. The objective of the development control guidelines proposed as part of the revision of the SDF is to ensure that the use and development of land in the areas identified along Voortrekker Street, as a link towards the Mall, does not jeopardize the amenity and safety of the surrounding area.

This section of Voortrekker Street needs to be developed as a space of connection through which to travel, a place to shop, meet and pursue other activities and a space that will contribute to and further enhance the local identity of the area.

The link function that Voortrekker Street will perform between the Regional Mall and the CBD as well as between the surrounding neighbourhoods and the Mall and CBD is very important with high volumes of traffic and in future, pedestrians that will travel through this area. The southern section of Voortrekker Street should be developed as a mixed use precinct where a range of quality goods and services is on offer and opportunities are developed for informal social contact. Visiting this precinct should also be a memorable experience which is enhanced with aesthetically pleasing buildings and landscaping. The pedestrian access through and to this area should also be improved with provision of formalised pathways that provide a dual purpose as bicycle paths.

3. Mixed use development along corridors

Mixed use development is any area of development that provides a combination of residential, commercial, cultural and institutional uses, with these uses being physically and functionally integrated and they also provide pedestrian connections. This mix of uses can be vertical (different uses within the same building on different levels) or horizontal (different uses in different buildings next to each other) within the defined area. Traditionally human settlements developed in the mixed-use patterns, with people living on top with their commercial use on the ground level. With the industrialisation and the invention of zoning scheme regulation the different functions were separated. The latest tendency however reverts to the creation of mixed uses where work, living and social spaces are integrated. These mixed uses are also developed along connection corridors in order to allow better integration and access to services. The benefits of these mixed use areas include:

- Provision of greater housing variety and density and more affordable housing options;
- Reduce distances between residences, work places, retail businesses and other destinations;
- Densification by providing a more compact development form;
- Creating a stronger neighbourhood character and sense of place, and
- Improved accessibility and a pedestrian and bicycle friendly environment.

The following problems can be encountered within these streets and should be actively addressed:

- Traffic dominance along these streets can result in unsafe environments, especially when crossing the road.
- Potential conflict between pedestrians and potential activities along these routes.
- Competing business uses versus diversity in uses.
- Visual appearance of the street with increased signage and shop fronts.
- Provision of public amenities.

4. Urban Design principles and guidelines

The following design principles and guidelines should be adhered to for the development of the Voortrekker Street corridor. The identified corridor and proposed expansion of the commercial zones along the street is identified on the attached plan named Malmesbury Connection: Voortrekker Road. This plan identifies the proposed expansion of the business uses along the southern section of Voortrekker Street, with the smaller integrated Ford Street Place as a smaller precinct to be created between Voortrekker Street, Ford Street and Palomino Street and the corridor link between the CBD and the proposed regional mall on the northern periphery. The following urban design principles are recommended for this area:

Activities and uses

- Promote activity generating uses (shops, services, small business and offices) at ground floor level to create interest and support the pedestrian movement.
- Promote the optimum variety of uses in a compact, mixed use development and a range of activities on the neighbourhood level, especially in Ford Street Place precinct.

- Promote residential uses as part of the smaller precincts in order to maintain vitality in the areas especially after hours.
- Encourage a range of higher density housing types in the precinct including flats (above commercial uses) and town houses.
- Integrate public open space areas between different development types in the smaller precincts to act as areas for community socialising and for alternative uses after hours.

Densities

- Allow for increased densities within the mixed use zones.

Building Height and controls

- Promote uniform height and active building frontages along the roadside and around public areas for good definition of the urban form and increased interaction with the road and the open space systems.
- Maintain a two to three storey height for commercial properties within the Ford Street Place precinct along the Voortrekker Street interface, reduce height and bulk as it interface with residential units.
- Improve control of signage along the route to ensure signage is not aesthetically displeasing and will not distract vehicle users.
- Develop themed signage design to improve the sense of place.
- Signage to clearly identify the uses and orientate pedestrians and road users.
- Support two storey heights on the southern side of Voortrekker Street to be more in line with the surrounding human scale of the residential buildings.

Bulk, massing and coverage

- Articulate the building mass within the corridor into the shape of the surrounding buildings by stepping down or up, use of terraces and roofs to hide the bulk from the public view. Maintain three storey heights along Voortrekker Street within the Ford Street Place and tone down towards the direct interface with surrounding single residential uses.
- The scale and building form of new buildings should be human in scale and dictated by adjacent buildings and the character of the street, especially for the proposed mixed and commercial uses along the southern side of Voortrekker Street.
- Create a finer urban grain by interspersing large blocks with pedestrian routes, internal lanes and open spaces between the buildings, especially within the smaller precinct areas.
- The use of recess and forward projection between adjoining buildings might be a useful design feature to create interest along the streetscape.

Vehicular Movement

- Introduce proper design principles to vehicular traffic and make drivers aware of the different uses along Voortrekker Street and within the precincts to improve the traffic movement in the areas and to different uses. Voortrekker Street is under the authority of the District Roads Engineer with the authority to be acknowledged in the applications for their comment and inputs.
- Parking to support this mixed use area should be provided on the development sites in pockets that allow convenient circulation and that are easily accessed. These areas should link with pedestrian walkways and should be treated as part of the open space system within the area, which will also allow for alternative uses such as day/night markets.

Pedestrian network

- Development of a continuous pedestrian network that incorporates different public spaces (courtyards, parks, plazas) and street furniture.
- Create safe walkways with adequate lighting.
- Pedestrian walkways and road crossings to be accessible for wheelchairs and baby prams.
- Create dual use of pedestrian network to allow use by bicycle users.
- Provide for safe pedestrian crossings across Voortrekker Street between development on the southern and northern sections of the street.

- Support buildings with active frontages on ground level along the roads/pedestrian network interface to create interest and support pedestrian movement.

Landscaping

- Maintain existing trees along Voortrekker Street as an important landscape characteristic within the corridor.
- Allow for additional landscaping within the precincts and along the link to soften the environmental quality of the area.
- Private car parks to be landscaped to screen parking areas and provide visual continuity between the different areas and streetscapes.
- Allow the different spaces within the Ford Street Place Precinct to accommodate different functions at different times of day and night.

5. Ford Street Place

The design of the smaller proposed precinct on the corner of Voortrekker Street and Ford Street, identified as Ford Street Place (erven 7255 and 7256), should allow for an integrated development with commercial, residential, recreation and open space areas that will allow free movement of pedestrians and functional recreational areas that also link with the surrounding area. The design of this precinct should not only correspond with the natural features and characteristics of the site but should also provide links with Voortrekker Street and the surrounding residential areas. The precinct is proposed as an integrated precinct consisting of commercial, office, residential and recreational open space areas. This precinct has the potential to act as a local neighbourhood node in the future that becomes not only a service point for the local surrounding residents but also a destination within Malmesbury.

It is proposed that the entry from Ford Street into Voortrekker Street on the northern side of Voortrekker Street, be amended to connect into a proposed traffic circle across from Arcadia Street. This will improve the access to the Ford Street Place and will also improve the safety around the intersection. The commercial development within the precinct is proposed on the southern corner of the site as well as along the Voortrekker Street interface. The commercial development should be tapered with the bulk located on the southern corner, and smaller staggered commercial uses on the northern section along Voortrekker Street, with a mixed use area at the interface with the residential uses to the north. It is recommended that the Voortrekker Street interface of the precinct accommodate mainly commercial uses, with allowance for residential uses on the levels above ground level. The staggered commercial uses should include the "access park" concept with a lot of smaller types of units that are linked and provide for various services.

It is also recommended that a land swap between Erf 7256 and a portion of Erf 7255 should be considered, in order to allow the commercial uses along the interface of Voortrekker Street and to maintain the northern residential interface with the surrounding residential area. Erf 7256 will therefore be better suited for medium to higher density residential uses, similar to what is recommended along the Ford Street interface.

The area should also include a centralised active open space system that forms part of the surrounding developments as well as a link towards the residential area to the north.

The principle features within this precinct should be:

- Lower intensity commercial type developments are proposed along the Voortrekker Street interface. These developments consist of a combination of residential units above ground level with commercial/office type uses on ground level, or commercial related uses on both levels.
- Medium/high density residential development should occur along the Ford Street interface.
- The bulk and length of commercial buildings along the Voortrekker Street interface should be limited to allow for effective permeability into the precinct by way of movement and sight lines.

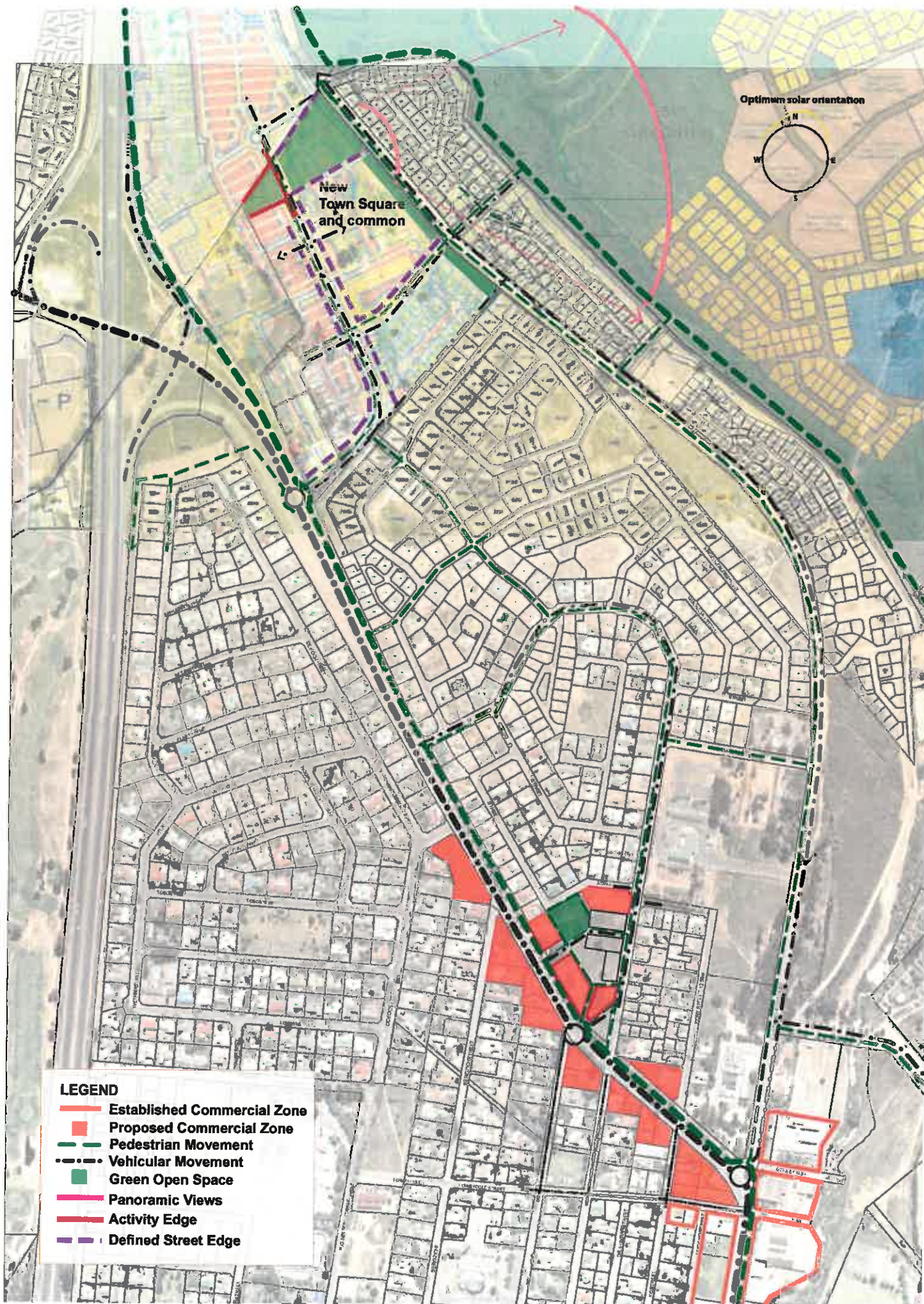
- The height of buildings within the precinct should be limited to two stories for residential uses and three storeys for commercial and mixed uses.
- No direct vehicular access to individual buildings from Voortrekker Street with a mutual access point to the site from Voortrekker Street proposed in the centre of the precinct. This internal road will also provide a link to Ford Street through the precinct.
- Recognition and protection of local characteristics and features, for example the large old trees on the site, should be considered.
- The residential development should optimise the view towards the internal open space areas to make it a usable, safe and aesthetically pleasing development.
- A traffic circle as a traffic calming feature and re-alignment of the southern part of Ford Street at its intersection with Voortrekker Street is proposed.
- Provision of accessible pedestrian movement network within the precinct that also link with the proposed pedestrian network between the CBD and the Regional Mall.
- Provision of adequate parking areas within the precinct – provision of parking should be aesthetically pleasing and should make use of landscaping features and different surfaces within these areas should be used to allow for different uses during weekends and at night.

6. Voortrekker Street Corridor

Voortrekker Street will continue to grow as a high order road with traffic along this route to further increase in the future due to not only the development of the mall but also due to the increasing residential development that is proposed along the north eastern fringe of Malmesbury. This road would therefore with time become more prone towards commercial uses and less desirable as a street serving residential properties.

The commercial zone along the southern side is proposed to be extended up to De Kock Street. The zone was identified in the area where the properties that have direct frontage onto Voortrekker Street. In cases where the properties within the commercial zone does not front directly onto Voortrekker Street they cannot be developed as individual erven but need to be developed together with adjoining properties that front onto Voortrekker Street. Parking and access points to these properties need to be carefully planned to ensure the safety of all road users.

- Low intensity business uses that does not have a negative impact on the surrounding residential areas.
- Provision of a pedestrian pathway along the northern side of Voortrekker Street, which will provide a link between the CBD and the Mall. This pathway can be a shared pathway for pedestrians and cyclists. This will increase the local community's access to shops, schools and other services by walk in a safe environment.
- High quality and consistent landscaping treatment of the development with an interface onto Voortrekker Street. Potential introduction of thematic planting in the developments along Voortrekker Street to allow for a harmonious open space system on private land that interface with Voortrekker Street.
- Introduce staggering of building setback lines along Voortrekker Street to create interest in the urban form.
- Allow for landscape features such as street furniture including unique street lighting, benches and bins.
- Consider less sensitive types of uses that will be able to co-exist with the increasing traffic and related noises. The business bulk along Voortrekker Street will also assist in future to block traffic noise from the residential uses that is located inward from Voortrekker Street.









FORD STREET PLACE
MALMESBURY
CONCEPT DESIGN F
18-03-2014

OVP ASSOCIATES



FORD STREET PLACE
MALMESBURY
CONCEPT DESIGN G
18-03-2014

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