

THE WYNBERG CENTRE

AN EVALUATION OF ITS POTENTIAL FUTURE WITHIN THE METROPOLIS OF CAPE TOWN

A thesis submitted in partial fulfillment of the requirements for the Degree of Master of Urban and Regional Planning.

University of Cape Town. October 1977.

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Summary

This thesis was prompted by three major concerns. Firstly there is need for a structure of centres providing a wider range of facilities closer to home. Secondly, the Wynberg centre is slowly changing to become almost exclusively a shopping centre, and thirdly, the quality of the environment of the centre is also declining.

The first aspect of the analysis was the establishment of what those qualities are that make a centre. Having examined the existing Wynberg centre structure and operation; and the plans, mainly road schemes, presently proposed by the local authority it became apparent that with these influences the centre of Wynberg would definitely not develop into the centre which was needed.

A further six alternatives were prepared to determine the possible future for Wynberg. In the first four alternatives, the involvement presently practiced by the local authority was considered to be a fix and the alternatives were mainly achieved by keeping or omitting one or both of the two road schemes to be built through Wynberg viz. the Wynberg By-Pass and the Widening of the Main Road.

The second set of alternatives was based on the premise that the Local Authority would become actively involved in the development of the centre, able to use economic and legal techniques to induce development in the direction of the goals. An economic and traffic analysis was undertaken to give quantitative values to the alternatives.

In comparing the alternatives, it became apparent that one alternative held the greatest potential for Wynberg and briefly, these are the main aspects of the scheme :

- 1 There is to be no further widening of the Main Road or construction of the Wynberg By-Pass, instead the construction of the Kromboom Parkway, Constantia Road/South Road Scheme and the Castletown Road link is to be expedited ;
- 2 Incentives are to be provided to attract office and industrial job opportunities to the Wynberg Centre ;

- 3 The retail function is to expand so that the population residing on the western side of the centre can be attracted ;
- 4 The expanded centre is to straddle the railway line at the Northern end so as to spread the demand for parking and reduce vehicular movement ;
- 5 The detailed planning of Wynberg must be accompanied by public participation and constant review so that a more accurate and equitable system of constraint and incentives can be applied.

Introduction

This thesis has been prompted by a real concern about the future of Wynberg and by the possible loss in opportunity and efficiency within the metropolis if a positive plan is not developed for the future of the Wynberg Centre.

This concern broadly springs from four considerations :

1. The reduction in the variety of services offered at the Wynberg Centre and the decline in the overall environmental quality;
2. The need to plan the future of the Wynberg Centre within the context of a metropolitan system of centres, so that its potential and the opportunities which it offers are not lost;
3. The need to review the road proposals and appreciate the intentions of the Driessen Report; and
4. The need for a more positive planning policy by the Local Authority.

1.1

When the retail expansion of the Wynberg Centre is compared to that of other centres eg. Claremont, Parow, Bellville, it appears that in economic terms "Wynberg" might have "missed the boat". Since the economic climate is not expected to reach the levels that existed in the late 1960's, it will be difficult for it to recapture this momentum. Furthermore, it has been superceded by Claremont as the largest retail centre in the southern suburbs. The variety of services at Wynberg is changing and the centre seems to be moving towards a more pure retail function. In terms of environment the centre is also suffering in that redevelopment results in a reduction in pedestrian protection due to the widening of the roads and the disappearance of canopies and collonades.

1.2

There is concern about the future retail activity of Wynberg because the development of the South Road/Constantia Road linking up the two freeways to the east and the west will create an area in its vicinity which will be highly accessible by private vehicle. While it can be argued that many of the shoppers in Wynberg are public transport captive, it can be seen that the development of another retail centre in close proximity to Wynberg will

Planning makes no sense if it does not establish targets different from those which could be achieved in the spontaneous unfolding of economic life (1.3).

considerably affect the retail trade of the Wynberg centre.

Besides this concern for the future economy of the Wynberg Centre, there are three opportunities which if fully exploited will benefit Wynberg itself but also the suburban and metropolitan community as a whole;

Firstly, the proposed expansion of the Magistrates Courts holds significant political importance for Wynberg.

Secondly, the fact that Wynberg lies at the focus of public and private transport routes and acts as a major interchange point, provides the opportunity to intercept these people. This is particularly relevant in the journey to work as the attraction of workers to Wynberg could reduce the need and cost for transport infrastructure and at the same time provide further retail activity for the centre.

The third factor is the recent expansion in the amount of office space and existence of industry in the vicinity of the centre which shows that the potential exists in these fields for the provision of more job opportunities.

1.3

The existing Town Planning Scheme, which controls development in Wynberg was approved in 1957. Since its approval numerous road proposals have been prepared and incorporated in it. Notable among these are : The Kromboom Parkway, the Van Der Stel Freeway, the Main Road widening, the Wynberg By-Pass, the Waterloo Road/Gabriel Road/South Road Schemes. It is contended that these proposals have been developed by additions, and that no attempt has been made to examine whether schemes prepared earlier remain necessary. A need therefore exists to examine the road system in the vicinity of Wynberg.

This need to review the road schemes has been reinforced by the recent approval of the Urban Transport Bill which resulted from the report "Urban Transport Matters" known as the Driessen Report. The author reads the intentions of Driessen Report very simply as being : "To reduce the need and the amount of movement of the population without adversely affecting its lifestyle and well-being, at the same time providing the opportunities and infrastructure which will facilitate this and also those movements which are essential."

It therefore becomes apparent that the Local Authority can no longer play the role of controlling the development passively and planning being mainly the catering for expected demand. Local Authority is required to take a more positive stance, which it is already empowered to do in terms of the powers delegated to the Administrator with the approval of the Urban Transport Bill. By the examination of the alternatives open for the future of Wynberg, it is hoped that the potential advantages of a more positive Local Authority planning policy will be made even more apparent.

2. The Local Authority and Planning

The role of the Local Authority in planning and in fostering the achievement of its plans is a thesis in itself and could be investigated in any detail, however, it is essential that a few aspects be set out at this stage of what are considered as being central to Local Authority involvement in planning.

Of local authority involvement in planning, the following seven aspects have been singled out :

- Metropolitan Policy
- Moulding the future
- Positive incentive and restraints
- Catalyst and minimum involvement
- Public participation
- Real costs — Planning alternatives
- Data bank

2.1 Metropolitan Policy

Planning at the metropolitan level should be aware of the future paths of the metropolis as a whole. It should have an understanding of the economic and social requirements of the metropolis and not only be concerned with land use allocation. It should be able to make the entrepreneur aware of opportunities and shortcomings of large schemes as they affect the metropolis. In turn, the role of a centre, such as Wynberg, should be more clearly defined, within the system of efficient activity in the metropolis.

2.2 Moulding the Future

To date common planning terms were "building in flexibility" and "meeting demand". It is agreed that these are important aspects of the planning as carried out by local government, but these are not the only terms that apply. Local Government can no longer con-

tinue to cater for all the flexibility alternatives, nor can it continue to cater for additional demand in some areas while capacity is minimally utilised in others. The economic downswing, presently being experienced has prompted some, but not sufficient thoughts towards making better use of existing infrastructure and facilities; and possibly mould future development to make better use of existing facilities.

2.3 Positive Incentives and Restraints

If the Local Authority is to have any success in inducing entrepreneurs into developing towards Local Authority plans, then the development controls presently in the Town Planning Scheme as it is applied in Cape Town will not suffice. Positive incentives such as the disposal of City owned land for specific developments, differential rates, or increased development waivers are essential. These opportunities should be neatly tied to a time period and specific sites or area and be judiciously applied in terms of the prevailing economic conditions. For example, if the development of high density multiple dwellings is not viable in the present economic climate, and the plan for a certain area required the increased population as a catchment, then some incentive must be provided to improve the viability of a development.

Just as incentives are important so are restraints. These again can take the form of stricter controls on development or differential rates structures.

2.4 Catalyst and Minimum Involvement

If the incentives and restraints are not sufficient or suitable to achieve the goals then a more positive approach must be adopted. This would take the form of a physical development which would act as a catalyst. It is important that the local authority does not get too involved in this investment, as its funds are already in short supply. The notion of catalyst is not new to Cape Town involvement, because while Cape Town involvement is usually related to the provision of major roads, these roads when superimposed on the existing urban area do suddenly create new opportunities or new problems, thus acting as catalysts. It is unfortunate that these affects have been so little studied before implementation.

2.5 Public Participation

The Local Authority governs by the will of the people and in theory councillors represent those people who elected them into office. Unfortunately, it is impossible for these Councillors to be totally aware and representative. It is for this reason that public partici-

pation should be involved in major schemes as the proposals for Wynberg with which this thesis is concerned. It is unfortunate that early efforts in public participation are usually tempered with emotionalism, half baked schemes, arguments and personalities. Techniques are presently being developed which are better able to gauge public sentiment. These psychometric techniques have a significant role to play in assisting the preparation of plans which are acceptable to a **well informed** public.

2.6 Real Costs : Planning Alternatives

The function of the planner in the local authority is not that of making the decision; he is not a politician. It is unfortunate that the blame for "too much road construction" has in the past been laid on the head of the Engineer or Town Planner of the city or town. It seems to be easy for the politician to have forgotten who took the decision. It is the politician, the Councillor elected to represent the people, who takes the decision and not the professional. The role of the professional is to prepare the background for the decision-maker. It is his function to prepare the alternatives, and to professionally show up the advantages and disadvantages, the costs and benefits and possibly to make a recommendation. But the analysis of the real costs of any plan lies with the politician, who must therefore be well informed.

2.7 Data Bank

The last aspect of the Local Authority in the planning field and its attempt to achieve its plan is that of information centre. It is contended that the planning facilities of a Local Authority should be attuned to the activities on the land. Its knowledge could possibly be available for a fee. But it should be possible for an entrepreneur to obtain information relating to land use, opportunities and suggested locations for developments. This, in no way forces entrepreneurs to develop in certain locations as he faces numerous factors besides those obvious to the Local Authority. But this more positive involvement with developers will automatically lead to less duplication of data collection, unnecessary competition in the market place and easier influencing of development in line with the plans and intentions of the plans of the Local Authority.

3. Study Process and Presentation

The whole process of study might be considered cyclical in nature with the work in each cycle being centred as shown in Figure 1.1, on four main aspects, viz:

1. the analysis and synthesis of available information;
2. the generation of a goal statement;

3. the study of alternatives; and
4. the synthesis of the process into positive proposals.

Unfortunately, because of the volume of work involved and the time allowed, only two cycles of refinement were possible. However, while each refinement does improve the plan, it is felt that a review of proposals at a time closer to implementation is more beneficial than refinement to the "n"th degree at this stage.

3.1

The study commenced with a cursory examination of the Wynberg centre and the establishment of a base from which to work. This aspect of the work ran parallel to the study so that the collection of excess information seldom occurred. A list of the type of information which the author set out to establish is given in Figure 1.2. The information collected is to a large extent synthesised and abridged in the appendices, although obviously it has been impossible to include all this aspect of the work.

3.2

The formulation of the goal statement could not be achieved at the outset but emanated from the study as a result of the examination of the qualities envisaged for the centre and the pitfalls which became obvious in working through the alternatives.

3.3

The postulation and evaluation of alternatives formed a critical section of the study. The need to make assumptions, many of them obvious, was essential so that a comparative analysis of the alternatives could be made. In all, seven alternatives were developed and tested for the study. These are not considered by any means to be the total spectrum, but serve rather as typical examples.

3.4

The cyclical process served to refine the postulated views and assumptions and examine the problems and alternatives in more detail. The final aspect of the work was to examine the preferred alternative and expand on its details.

3.5

This thesis is however, presented in a rather different manner with much of the basic investigations being relegated to the appendixes. The thesis sets out to propose what a centre should be, it then examines what Wynberg is at present and proposes some minor im-

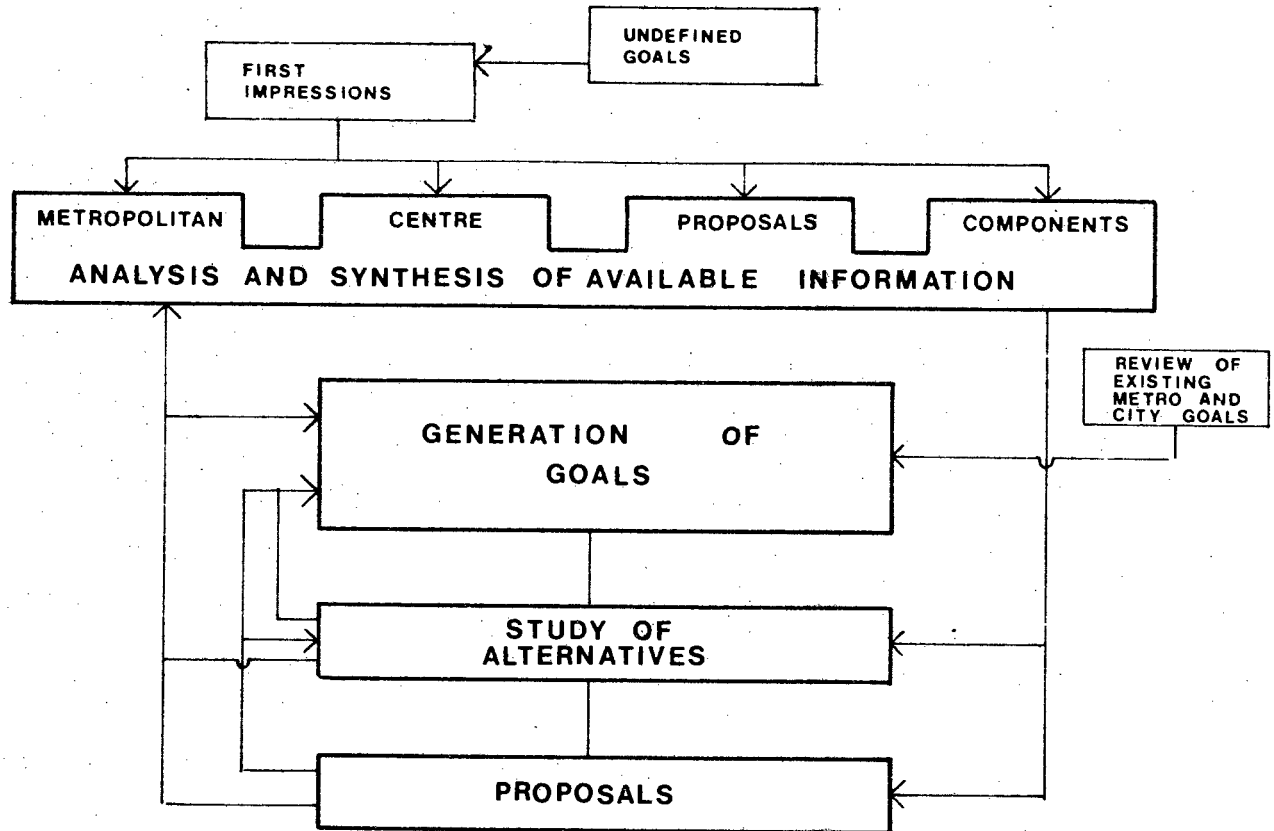


FIG 1.1 STUDY PROCESS

- Land use inventory.
- Property ownership inventory.
- Physical features inventory.
- Sample business owners' interview
- Sample People interviews
- People counts at peak periods
 1. Saturday morning
 2. Friday evening

- Traffic counts at peak periods
 1. Through traffic
 2. Parking provision
 3. Commercial loading

- Catchment area
 1. Income distribution
 2. Population
 3. Potential growth

- Competing centres
 1. Cursory examination of; Claremont, Kenilworth Centre, Multi-market.

- Component parameters - interview and literature review.
 1. Locational criteria of activities
 2. Turnover requirements/rental
 3. Competition/compatibility
 4. Accessibility requirements
 5. Interrelationships

FIG 1.2 DATA COLLECTION

provements which would remedy the immediate problems. The thesis then examines two groups of alternatives. The first group are alternatives typical of the present form of local government planning. The second group of alternatives is based on the proposed more positive involvement by the Local Authority in the future development of the Wynberg Centre by Local Government.

Through this study an alternative appears to have greater advantages in terms of the qualities which are regarded as essential to the most efficient development of the centre, and the details of this alternative are expanded to a point at which the input of urban designers becomes essential before its physical expression can take place.

Centre

The Town Centre is a place full of people. They go there in cars and buses and on their feet. Some are in a hurry, some are deliberate in the purpose and some are just strolling. All have closed behind them the doors of home and have come out to meet the world, to buy and to sell, to learn or teach, to persuade or seek or just to contemplate other people doing these things (2.14).

1. Definition

The physical aspects of what a centre is are usually obvious in making it stand out in the background of the more general development which surrounds it. It is not the physical artifact that makes the centre, but the intensity of social activity. Regardless of shape or size all centres have one common element, namely, that an intensity of social activity takes place which is significantly greater than the surrounding area as a result of a regular coming together of people, who do so either by desire, need or history.

The term centre is related to perception of an individual's responses, which create the social activity and energy which is inherent in a centre. In a rural context the local shrine, village, marketplace, town and regional city all act as centres. In the urban context the CBD is the obvious centre, but regional, suburban and neighbourhood centres, together with specific individual locations such as corner shops, playlots, shopping centres etc, also act as centres.

The centre may be considered as that point or place which serves as a focus for people in the surrounding area. The greater the centre, the greater the sphere of influence. The attraction of a centre might be equated to the attraction of a city; "people migrate to a large city because among other reasons they find a wider range of choice within their individual limitations than they are likely to find anywhere else" (2.1).

2. Evolution of Centres

The evolution of centres is based on their being the focus of social activity. If one uses the European village as an example one could imagine how the village grew from the meeting place created by a cross-roads, a river crossing or a shrine. The village developed as people rested, stopped and settled. As the settlement grew the need arose for greater protection, and the fortification led to the establishment of a town. The town could also have been developed by the construction of a lord's castle in the first instance. These towns became the focus of the people living in the surrounding countryside. They provided these people with a place where they would sell their produce, buy goods, obtain protection, partake in worship, be entertained, etc. This was the focus that the people looked up to, this was the place where social activity took place.

As sophistication increased and the life style changed, the central squares took on this important role of focus. These squares were always flanked by the most important buildings, such as the cathedral or the lord's house. No wonder that the square became the place where religious processions were held, armies were mustered, justice carried out and where pageants and fairs took place. As the cities grew and rivaling between families increased the centres would obviously become related to the families and serve also as mustering places and battlegrounds for feuds.

So it was that the feeling of belonging to a lord, a town square extended into a way of life. Here the square played the central role of social activity with each individual being able to identify quite easily with one of these central places.

It would appear that in pre-industrial times the central place had its most colourful expression. The advent of industrialisation brought with it three major changes to urban living. It provided a sudden increase in job opportunities within the city itself, it also allowed the inflow of a greater volume of goods including foodstuffs and permitted the spatial expansion of the city. The first results, using the English City as example, were overcrowded and squalid conditions. These resulted in the first attempts at town planning, which were in fact laws and regulations concerned with the health of the population. Resulting from the social conditions came the social reformers and physical reformers. The work of Robert Owen and the Garden Cities Concept of Ebenezer Howard are well known. The advent of the motor car further altered planning. Among the concepts put forward to include the effects and opportunities of mechanised transport, the lineal city of Soria Y Mata (which was mainly public transport orientated), the Broad Acres of Frank Lloyd Wright and what Lewis Mumford (possibly unkindly) calls "the vertical Garden City" (2.2) of Le Corbusier, are the most notable.

The expression of modern town planning regulations has unfortunately been an over reaction to and a fear of the conditions which prompted the first town planning legislation. This over reaction has resulted in the pure form of suburbia for housing and very little else, with commercial areas being only for business. This brought its own problems such as excessive commuting, difficulty in obtaining services and sterile commercial centres.

→ The sterile unserved residential suburb was seen as an opportunity by the entrepreneurs who began providing commercial facilities — "regional shopping centres" — in relation to them. In the American context the catering for the demand was met in relation to major

freeways. Cape Town is also beginning to have the same panacea offered for its suburbia problems. Fortunately, the old established centres continue to flourish because of the large population that is still captive to public transport. Hopefully, the realisation that the modern shopping centre serves a rather singular function will occur, and the integration of these activities in a centre that offers a greater variety of opportunity will be considered as more desirable.

3. Mobility and Accessibility

The new breed of centre, the shopping centre, results mainly from the increasing popularity of the motor car. This motor car which has congested existing centres has also provided the necessary mobility to allow new locations to be found for the new "breed" of centre. Much has been written about the social significance of the motor vehicle to the individual and the obvious opportunities which it provides him, the questions however, still remain as to whether the motor vehicle can be catered for in the future, and to what extent.

Before considering two problems that will have to be overcome in future in terms of mobility, it is important to highlight some deficiencies in present land use structures. In general terms it can be said that job opportunity locations are located in such a way that significant travel is necessary and also that they tend to be agglomerated thereby aggregating peak period flows in certain directions. Thus, while the demand for transport infrastructure continues to increase so does the amount of infrastructure which is not fully utilised. This is very apparent in the directional nature of both private and public transport movements at peak periods. A definite improvement in efficiency must be possible by the spread of work opportunities closer to home.

Bearing this fact in mind one can now consider the two problems of catering for the private vehicle, viz.

1. The need for infrastructure.
2. The need for fuel.

To date, land use planning and road planning have tried to oblige the "ratepayer" with sufficient road infrastructure to allow for general car usage. However, the implementation of beautifully structured road schemes are being postponed for longer and longer periods due to the lack of funds. This postponement is not looked upon as the reality of the economic times, but rather as an unfortunate inconvenience. A revision in policy is required where the placid acceptance should be replaced by a positive review of the trans-

port infrastructure/land use arrangement within the context of an expected budget.

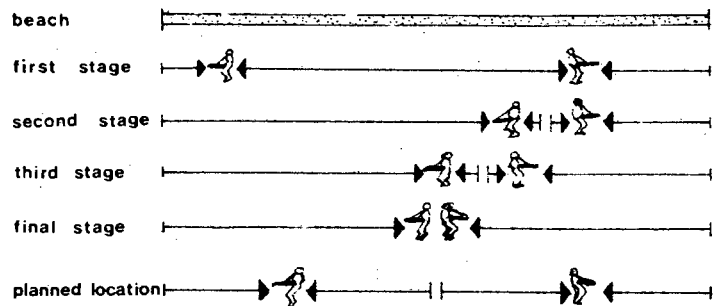
The second problem has been highlighted in the national context by the publication of the Driessen Report (2.3) and the Urban Transport Act (2.4). The problem of a better utilisation of infrastructure is also dealt with in these publications. But, more important is the role that the "oil crisis" has played in Central Government becoming directly involved in Metropolitan Transport. One could argue that the improvement in technology will alleviate the political implications of South Africa's dependence on foreign oil supplies. The point of resource conservation in a "spaceship earth" concept (2.5) and the improvement of efficiency cannot be waived aside. Once again the argument calls for a review of the land use arrangement with respect to the transport infrastructure.

The attempt to improve efficiency in the conservation of resources in relation to mobility is an attempt to find land use arrangements which firstly reduce the need to travel and secondly reduce the distances of travel. This re-arrangement of land uses could appear to contradict the presently enforced ideals of purity in land use, by proposing more integrated land use systems. Whether this contradiction is real or only apparent is not the issue, what needs to be accepted is the need for closer proximity of different land uses and the detail evaluation of compatibility between these.

The other point that needs to be clarified is the basic difference between accessibility and mobility. By mobility, which is the often quoted goal, is meant the ability to move freely. If this is implied as the ability to enter a freeway, to move around easily and then incur difficulty in getting from the freeway terminal to one's destination, then mobility is surely not the goal. (There are instances such as the "Sunday afternoon drive" where mobility is important, but this is seldom a basis for the quantitative and qualitative design of facilities). What is in fact the goal is accessibility, which is the ability to get from one's origin to one's destination easily. It is the clarification of this fact, which was unfortunately not appreciated in the Driessen report, that gives considerable direction to the provision of transport infrastructure in terms of amount, types and use of modes.

4. Concentration and Deconcentration

In the extreme sense the previous discussion calls for total decentralisation but this is obviously impossible. Because almost all social activities require the coming together of at least two people, activities tend to agglomerate in close proximity, all trying to locate near the central place.



Location of vendors on the beach

The attempt to agglomerate in a central place is an attempt towards efficiency which becomes self defeating. Two economic examples which show why this occurs; the one is the ice-cream vendor location example (2.6) and the second is the assumption in gravity models that shopper attraction is proportional to size. This implies the greater the agglomeration, the greater the attraction.

Somewhere between total decentralisation and total concentration lies an optimum and efficient alternative. This fact has already been noted in retailing, where entrepreneurs have studied the catchment market and developed agglomerated outlets to match demand. Unfortunately, the newer shopping centres are motor car orientated and while the higher income population is adequately served, there is a large proportion of the population which is public transport captive and as such still rely on the older CBD and centrality of the existing suburban centres. It is this sector of the population that will suffer as the upper income buyers are attracted to the newer shopping centres.

While decentralisation of the retail function has taken place and sufficient attention has been given to overcoming the problems of threshold, the same cannot be said about other social and economic activities. The persistence to locate office function in the CBD has been questioned (2.7) (2.8) and it appears that it is not necessary for this practice to continue although some enticement or "hard sell" might be necessary to prove the advantages of other locations.

Industry has been decentralised, but once again it has been agglomerated into industrial areas. Furthermore, light industry finds the rentals for factory space or the price of land possibly prohibitive near centres or maybe insufficient incentive is provided to inform and attract entrepreneurs.

It can be concluded that the distribution of most urban activities need not be centralised to the extent that they are at present, and that these could to a large extent be re-located at centres throughout the metropolis. It should be the policy to attract future activities to locate away from the CBD and closer to the homes of the people who are involved in the activities. In this way the need to travel would be reduced and the need for infrastructure could also be reduced. For example, if 2,000 people could be coerced to work in Wynberg instead of continuing northwards to the city thereby saving one lane of arterial road in each direction, the 12 km or two lanes saved (not considering parking, signals

and terminal facilities, etc in the CBD) would constitute a saving in construction costs alone of at least R2 million. To the individual, saving 24 kms a day travel, there would be a marginal cost saving of R1,20 and a time saving of half an hour per day at least. The system of activities dispersed at centres would also tend to promote a more convenient service to the community and more efficient system within the metropolis.

5. A System of Centres

Within a metropolitan area there must exist a hierarchical arrangement of centres which provide not only commercial facilities but should also serve as cultural and social foci. It is in this aspect that the modern shopping centres fall short. In a system of centres one should see not only the microcosm of the CBD but also the essence of the community which the centre serves.

These centres should be selected not in terms of entrepreneurial initiative which is based on reasonable choice of location and the fact that the land is available, but in terms of them being in a favoured location to carry out their function. At present the location of centres within the metropolis, as shown in Figure 2.1, is the result of history. While some of the centres serve as municipal centres, e.g. Fishhoek, Simonstown, Parow, Bellville, etc the Southern Suburbs centres have lost much of the social function. While they still have the Town Hall, library and possibly even a clinic, the range of activity has significantly been curtailed since the 1920's when many changed from municipalities in their own area to be amalgamated to form the City of Cape Town.

Many of these older centres still retain the infrastructure to provide the basis for the variety of activity which is considered essential of a centre, as these existed there in the "old days". The variety that formed the Wynberg Commercial centre has to a large extent been lost as the centre's retail activity has been extended and the housing and the industries, both light and service, have found it difficult to cope with the increasing and land prices.

The provision of the variety of activities within the ambit of these favoured locations would provide the increase in job opportunities and commercial and social activities closer to home, which would by reducing the amount of travelling, increase time spent at home, real income and reduce the amount of infrastructure to be supplied out of rates and taxes.

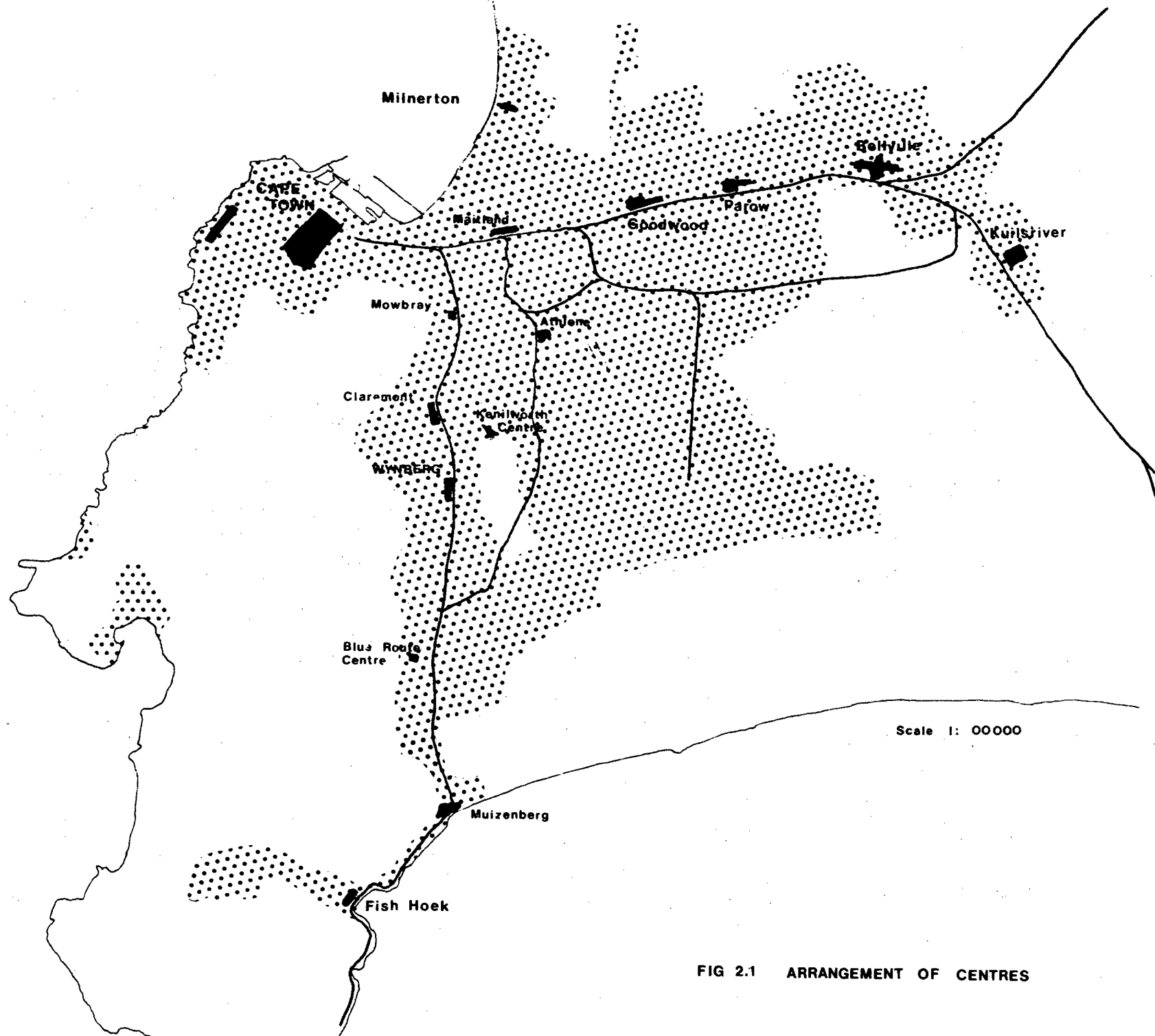


FIG 2.1 ARRANGEMENT OF CENTRES

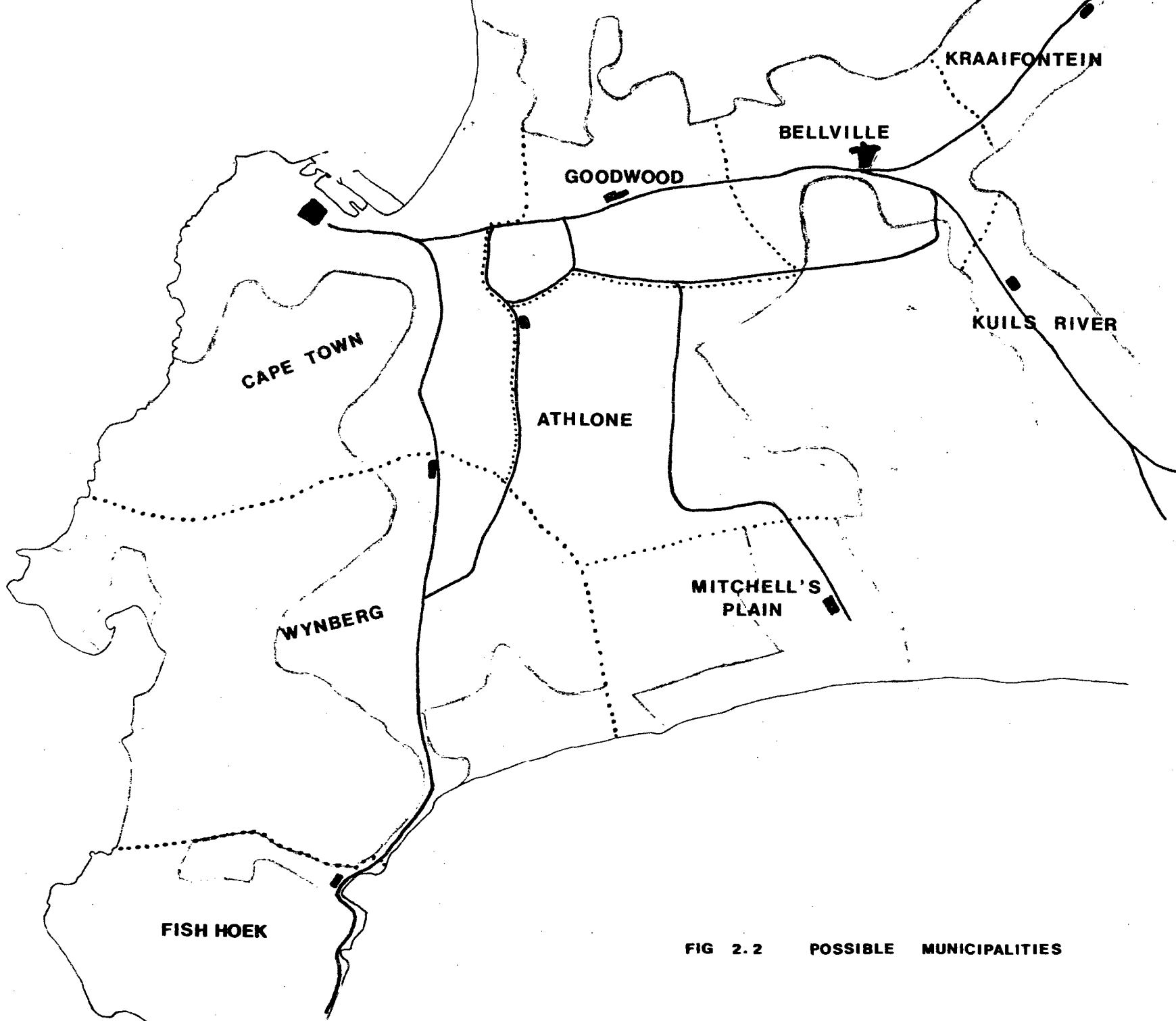


FIG 2.2 POSSIBLE MUNICIPALITIES

In considering favoured places, Wynberg is indeed fortunate. While its recent relatively slow development gives the impression that Claremont has superseded it in importance. This is in fact only the case as regards the retail function. In this activity Wynberg still has a larger potential catchment population and also lies in a prime interceptor location. Although retail trade is important it is not as important as some of the other significant factors in favour of Wynberg such as :

1. The imposing Town Hall;
2. The Magistrates Court complex which is shortly to be redeveloped;
3. The Maynardville/Oude Wynberg complex;
4. The variety of schools in its immediate vicinity;
5. Its history; and
6. The presence of Government and Local Authority offices and facilities.

These are the things which begin to create an environment which cannot be found in a shopping centre but has the beginnings of what makes a centre.

A final note in this consideration of the system of centres and favoured place is a speculation on the future arrangement of metropolitan and municipal government. At present the metropolitan area of Cape Town is divided among thirteen municipalities and the Divisional Council. The Cape Town Municipality is by far the largest authority in the group with a population of almost ten times that of the next largest authority. The Slater Report (2.9) investigated as far back as 1966, the situation which this arrangement of municipalities created, and advocated a two tier system of government and a more reasonable arrangement of municipalities. The report appears to be wary of treading on "peoples toes" and the proposals should be seen as minimum change proposals rather than optimum change proposals. It is speculated that before the turn of the century local government will have converted to a two tier system (already in terms of the Driessen Report there is a call for the formation of a Metropolitan Transportation Advisory Board, M.T.A.B.) with Metropolitan Government being effective and possibly located at Central Cape Town, and the Municipality of Cape Town taking on a revised role.

Furthermore, it is more than likely that a development the size of Mitchells Plain will demand its own local government structure. Once this rationalisation of the local authority structure commences and includes a re-grouping of northern suburbs municipalities, it is most likely that a system of about eight municipalities each with a population of about 250 000 could evolve each with jurisdiction over areas as shown in Figure

2.2. At this point the southern suburbs will need a municipal centre, and it would appear that Wynberg, already active in the government field, would be most suitable. This might not be just pure speculation.

6. Qualities of Centre

The basic quality of a centre is the Intensity of Social Activity. All other qualities which can be used to describe a centre serve in support of this. Thirteen qualities which are considered to be the most important have been selected for discussion. To facilitate their description they have been grouped into three contexts as follows:

Social

Sense of Community
Prestige
Historical Continuity
Vitality

Operational

Accessibility
Mobility
Comprehensibility
Efficiency
Adaptability
Variety

Sensual

Aspect
Confidence
Nature

While these qualities have been grouped into the three categories it is obvious that they do often transcend into other categories.

6.1 Sense of Community :

The centre is the focus of the catchment area which it serves. People from that catchment area come to the centre for various purposes; to shop, pay accounts, pray, learn, etc. The people relate to the centre. However, how often does the centre relate to the people? How often are the people able to feel a sense of belonging to, an affection for or a loyalty towards a centre? This is not due to the people, because most people wish to belong, and this includes the need of belonging to a centre. Whereas in the past, physical mobility was difficult and people grew up around their centre; nowadays people change their residence on an average every seven years and the difficulty arises in absorbing these people into a community that much more rapidly. It is for this reason that a centre requires not only commercial facilities but also social and cultural facilities which create the opportunities for social interaction.

The existence of facilities other than commercial facilities would give the centre a greater intensity of public life than that which occurs in a commercial centre. Furthermore,

Within a regional city, people look for a place to live that has concentration, meaning and permanence. Forces of dispersal may govern the physical Metropolis but the people themselves have a natural affinity to gather together around centres of human attachment (2.15).

these facilities could assist in bringing back the life to centres at night and weekends.

6.2 Prestige:

One of the factors affecting choice of location , particularly regarding residential and office, is the quest for prestige. Prestige can be obtained in many ways but most often is related to environment and cost. A pleasant environment or being in the vicinity of some historical, symbolic or visually impressive or unique building all help to create a feeling of prestige. The rental paid also helps to denote prestige. This is probably one of the reasons why offices and businesses which could as efficiently locate elsewhere, persist in locating in the CBD where the land costs and rentals are highest.

If centres are to compete with the CBD for offices and business activity, they will have to compete on an environmental prestige basis, as rents at CBD will always create greater rental prestige there. However, the factors of lower rents can be turned to advantage as long as prestige can be generated.

6.3 Historical Continuity:

All modern shopping centres are developed in total at one moment in time and as such has no semblance of historical continuity with the surrounding area. They definitely are able to inspire a dynamic image, with size, impact on the surrounding area, pre-opening publicity, etc. But what they lack is a link with history. A link is what an older established centre can have. This historical continuity is linked very strongly to the sense of community which the existence of specific buildings and areas can help to create. This is not a call to forbid redevelopment. What is required is a conscious effort to retain those buildings which give to the centre the link with history, that are good examples of specific architecture and are symbolic of the centre. These buildings or precincts must not be seen as monuments but should be incorporated into the life of the centre, thereby providing not only the historical links, prestige and sentiment, but also serve the centre positively.

6.4 Vitality:

The social activity which takes place at a centre is the vitality of the centre. This vitality does not only occur on its own, but can be influenced and manipulated to achieve certain goals. There are areas of a centre that require the social activity to be channelled and aggregated into a high pitch, e.g. the market place, the movement corridor, and other areas where the activity needs to be dissipated, as in a quiet park.

It is important that a centre be alive at times outside the normal working day, if a centre is to fulfill its function more fully. Since it is obviously impossible to keep the whole centre alive at off peak periods, off peak period activities such as cinemas, restaurants and late night shops should be located adjacent to each other and to transport terminals. In this way a portion of the centre will attract sufficient people to give it life and provide the element of safety which is required at off peak periods.

Vitality is not only created by people, the physical qualities such as the placement and architecture of buildings, the facades and colours, the variety of shops and activities also contribute to the vitality of a centre.

6.5 Accessibility:

One assumes that any centre is accessible, as without accessibility a centre just would not exist. However, what is often neglected is the fact that the characteristics of the catchment itself do change, and that this should be accompanied by a realignment in an accessibility policy. By this is meant that while the centre was small, accessibility was on foot, but as a centre grows, the catchment population is required to travel to the centre. An understanding of the characteristics of the catchment population is essential so as to make the centre as accessible for them as possible. In many cases this does not mean providing road space, but rather the provision of bus and rail terminal facilities and amenities making access easier.

Accessibility is important to service vehicles that are required to reach the heart of the centre. The growth of the centre is accompanied by increased accessibility problems for these vehicles. Accessibility is one factor that can regulate the growth of a centre, it can also be used as a measure of cost to determine the size of the centre beyond which the provision of further access facilities would negate any benefit achieved by additional growth.

6.6 Mobility:

While accessibility was concerned with getting to the centre, mobility is concerned with getting around within the centre. It is also concerned not only with "getting around" but with the ease with which the facilities and opportunities offered within the centre can be made use of.

Movement within a centre is made predominantly on foot. Attempts to create centres

capable of sustaining other forms of internal movement are usually attempts to improve efficiency in a centre that has been spatially extended beyond that suitable for pedestrians. Attempts were made to make business centres suitable for the motor car. However, inspection of these attempts one can see them to have four problems:

1. The centre must perforce be extended spatially creating a rather "non human scale" environment;
2. The amount of road space results in poor protection from the elements;
3. The need for a motorist to park immediately outside his destination is a concept that proved impossible in the 1950's, for buildings of any height (land at a centre is rather expensive for single storey development in the long term); and
4. In the South African context the majority of the population does not have access to the motor car.

An outstanding example of this type of planning and the problems it poses is the Cape Town Foreshore.

The appreciation of this fact that movement of people in a centre is mainly on foot is critical to good planning of a centre. As a confirming factor, one can note that most CBD's have increased spatially relatively small amounts, while the bulk of expansion has taken place vertically, (e.g. Chicago, 2 city blocks expansion in 100 years). Walking is the most economical, feasible and personal method of movement in the distance range of 0 to 1,0 km, although the inherent qualities of the magnet and the individual can stretch his acceptances of distances. The following notes apply to planning a centre in terms of mobility:

1. A centre should be relatively square in shape (e.g. modern shopping centres) rather than linear. The linear form being more suited to the automobile (e.g. strip retail.)
2. The major attractions should be located with regard to minimising distances from the major generators (e.g. Public transport terminals and parking areas);
3. The pedestrian should in general take priority over the vehicle within a centre;
4. The shopper, especially when laden with parcels, cannot be expected to walk the same distances as someone going to or coming from a place of employment; and
5. Pedestrian ways need to be structured to facilitate movement and social interaction through the physical results of an urban design strategy.

While the movement of the pedestrian has been considered in detail, the movement of goods is equally as important. The movement of service vehicles destined for establish-

ments within the centre should be assisted in every way. These movements should be minimised, and where they affect the quality of the centre activity, they should be restricted to off peak periods, and through vehicles should be discouraged if alternative routes exist.

6.7 Comprehensibility:

Many centres have developed over time as a result of individual entrepreneurial initiative, usually with little or no attempt to integrate the development within the context of the centre. This is not the fault of the entrepreneur, who is usually fraught with too many controls and not enough direction.

In a modern regional shopping centre the layout is often so easy to understand that even tenant mix and location can be anticipated. This simplicity of logic in the arrangement usually results in taking away the excitement that is experienced in the centres of some older cities. Somewhere between these two extremes should lie the approach for the modern centre, with simplicity in overall concept and complexity at the scale of instantaneous human perception.

6.8 Efficiency:

By efficiency is not only meant that economic and mechanical aspects, but included in this term is the measure of success achieved in obtaining the broader qualitative goals which apply to a centre. One such measure is obviously the ease with which social interaction can take place within a centre. The measure of efficiency is not measured in absolute terms only. There are thresholds, upper and lower limits within which the centre is most efficient and below which the centre is unable to provide sufficient service and variety of service and above which growth creates ill-effects such as congestion and spatial over-extension.

The achievement of efficiency assists not only the entrepreneurs in reducing costs, thereby favourably competing with other centres but also adds attractiveness and pleasure for the visitor. Regardless of whether these factors are perceived or just taken for granted, they all act to make up the individual feeling of well-being in a centre with its diversity and vitality.

6.9 Adaptability:

Over time many changes occur. These changes occur at the national, regional and metro-

politan level. They also occur at the individual level, as preferences and attitudes change. When this is coupled to a catchment area situation with its changing size and changing population a centre must be dynamic to cope with these changes. As buildings become outdated and new technologies appear, the centre changes its facade. However, there is not a uniform level of changability. While a building of one function can easily be replaced by a building of another function, it is quite a different matter to either remove or insert a new railway line. It therefore becomes apparent that those artifacts with the longest lives need to have either the greatest flexibility or be introduced with the greatest confidence, if a centre is to retain a unified coherent appearance over time.

6.10 Variety:

A major attraction of a centre is the variety that exists within a centre. Firstly there is a variety in the activities that take place there. In the retail context there is a variety of goods and there is a variety of stores for purchase comparison. In the broader context there is a variety of opportunities, work, play, shop, pray, learn, recreate etc. Secondly there is a variety of people, and the greater the centre, the larger the catchment, the greater the variety of people. Thirdly there is a variety of the built form and experience that one can obtain from these.

6.11 Aspect:

The visual characteristics of a centre contribute the most to the sensual experiences. The centre might stand out from a distance because of its high rise buildings, or church steeple but once inside the centre the perception of the individual is almost totally restricted to two or three storeys in height. It is the shop window, the monument, the building, the enclosures created by the buildings, or the openness of the square, the continuity of lines or contrast of textures which contribute to the excitement of being in a centre.

6.12 Confidence:

In a centre where one is surrounded by activity there is also the need to feel secure. (Safety in numbers?) The feeling of security stretches beyond safety, into the fields of comfort, convenience and well being. The creation of these feelings using the physical form is not an easy task, and techniques such as traffic free zones, gentle ramps instead of steps, good visibility into subways, protection from elements, collonades, noise reduction, etc, which help give a feeling of security, are only a minute segment of the urban designer's art. Techniques must however, be used carefully as they do not alter the conditions, they just reduce the ill effects and may be accompanied by side effects which must

not be overlooked.

6.13 Sense of Nature:

The imposition of the urban structure on the land, especially in the centre often totally replaces nature with the built form. While a person who chooses to live in the city, has implicitly foregone the rural environment, he still needs contact with nature (2.13).

Attempts have been made in planning to reconcile the two e.g. Garden Cities. Since the denser the development, the greater the need for this contact will become, the centre can derive considerable benefits by being connected with nature, where one can escape from the intensity of social activity while still remaining part of it.

7. Summary

At this point it might be useful to summarise the preceding paragraphs. It became apparent in the discussion that a centre should form the focus of its catchment area and as such should fulfill the wider role of social as well as economic functions. The notion of accessibility is a more complete goal for transportation than the goal of mobility. It leads to an appreciation of the potential function which a centre could serve. A centre having functional variety could provide a considerable number of job opportunities. In this way an improvement in metropolitan efficiency could be achieved through the distribution of varied activities at favoured places in a system of centres throughout the metropolis. The final point was a listing of qualities which should be set as goals for any future centre. Although emphasis will undoubtedly be slanted depending on the circumstances defining each centre, these qualities of a sense of community, prestige, historical continuity, vitality, accessibility, mobility, comprehensibility, efficiency, adaptability, variety, aspect, confidence and a sense of nature are essential to the centre.

When considering the Central City we believe the following to be self evident :

1. The crucial problem is the quality of life for residents, and ;
2. The limits of man's ability to tolerate the man made overloads in the scale of structures, population densities and urban support systems has been exceeded, creating a public danger.
3. If sense of place is a fundamental biological need contributing to human identity and dignity.
4. Man must maintain his roots in nature in order to survive; therefore the elements of nature such as light, water and vegetation must be accessible to him.

The limited resources of the world demand an efficient re-ordering of all energy systems, especially in existing urban areas, if there is to be an acceptable future.

The process of redesign of the city must be considered open ended strategy allowing for change and growth, guided primarily by humanistic – not materialistic goals (2.13).

PLAN
 SHOWING STREETS AND HOUSES
 WITHIN THE LIMITS OF THE
WYNBERG MUNICIPALITY.

Scale 200 Feet to an Inch.



November 1888.

*NOTE: Boundaries here represent limits of Wynberg Municipality, as they are shown on the Plan.
 Plan prepared under supervision of T. Stewart Aiton, M.C.E. by A. Bath.*

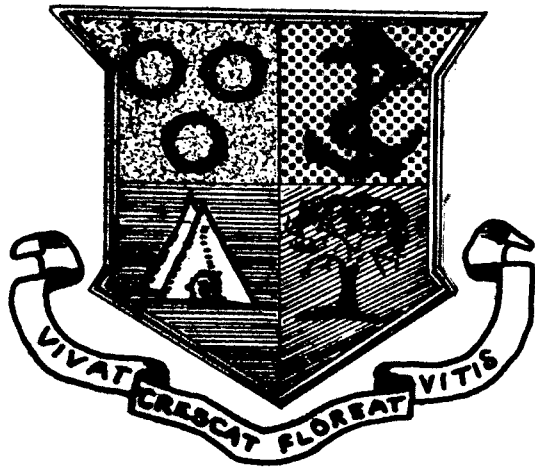


History of Wynberg

The first plots of land were granted in the vicinity of present day Wynberg to Dutch farmers in 1659. These plots were situated on the fertile foothills of the Wynberg mountains and at the junction of the wagon tracks which linked Cape Town with its winter anchorage at Simonstown and the woodlands of Hout Bay and Wittenbomen.

In 1794 or thereabout, twelve morgan of land was deducted from the farm Oude Wynberg for the purpose of a military post and on this the Government erected buildings close to the old highway at the corner of the present Aliwal Road and Carr Hill Road. In 1803 a Jan Sintler acquired a small piece of adjoining private land which became known as Klein Oude Wynberg. On it he built the cottage now known as Osborne House. This development formed the nucleus of the later village of Wynberg.

During the Napoleonic Wars successive governments maintained a temporary army camp on private farms surrounding the old military post, but in 1809 a large portion of Oude Wynberg was bought for a permanent camp. At the end of the Wars many of the camp buildings were let or sold with plots of land to private individuals. Wynberg became a popular summer resort and later a suburban village. In 1839 it became the seat of a magistracy but it was not till 1886 that it attained municipal status.



The first branch railway line was constructed between Salt River and Wynberg in 1864. This had the effect of increasing residential development in relation to the Main Road and Railway line. This was accompanied by the development of some retail trade in relation to the Station where the present shopping area is at present.

In the mean time religious and educational facilities were provided for in the area. The most significant are :

- The Dutch Reformed Church, 1829.
- St Johns Anglican Church, 1837.
- The Methodist Church, 1851.
- The German Lutheran Church, 1861.
- The Yusefeyah Mosque, 1867.
- The Wynberg Girls School, 1884.
- The Wynberg Boys School, 1893.

The end of the South African War brought about a drastic reduction in the number of troops stationed at the Wynberg Camp and with this came a reduction in the activity of the shops in the Durban/Wolfe Street area. The commercial focus therefore swung towards the Church Street/Main Road area which was in closer relation to the station.

Although in 1927 Wynberg followed the paths of most other Southern Suburbs municipalities into incorporation with the City of Cape Town, it was designated in 1930 the centre of a primary magisterial district. The population of which exceeded that of the Cape Town Magisterial District in the 1970 census.

	1904	1911	1921	1936	1946	1951	1960	1965
Sea Point	60	59	76	173	171	195	235	264
C B D								
Athlone				59	95	182	240	272
Mowbray	46	43	51	73	59	69	79	74
Rondebosch	29	35	29	40	46	46	63	65
Claremont	114	113	122	165	166	180	222	217
Wynberg	125	137	130	254	246	266	295	255
Plumstead	7	7	6	18	16	30	43	49
Tokai Road								
Kenilworth Centre								

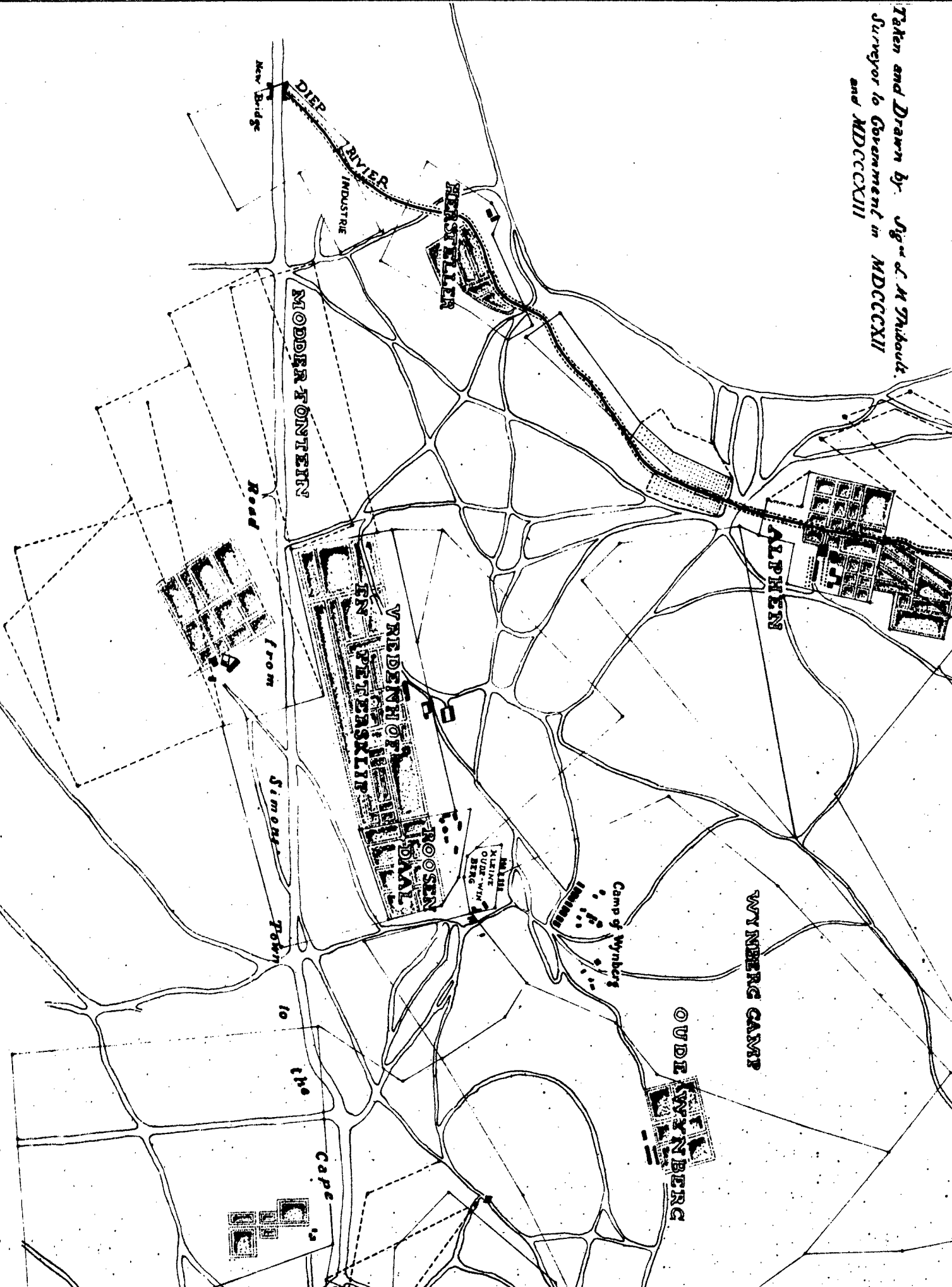
Table 3.1 : Comparison of the Number of Retail Outlets at Suburban Shopping Centres

Table 3.1 : Comparison of the Number of Retail Outlets at Suburban Shopping Centres (3.1)

From table 3.1, it appears that until the late 1960's Wynberg was still the largest shopping centre in the Southern Suburbs. However, in the early 1970's, Claremont took over as the largest shopping centre with a spurt of commercial development including Cavendish Square and the Werdmuller Centre which together doubled the retail floor area of Claremont (3.2), (3.3). Wynberg has apparently lagged behind. Three large developments did occur nevertheless in this period, viz. Grand Bazaars, the Medical Centre and Withinshaw.

Wynberg still has latent potential as a commercial centre being in a prime interceptor location, and having still to capture the business of the higher income population living to the West. Besides the commercial aspect, the presence of facilities such as Maynardville, the Magistrates Courts, schools and the station; and the expansion of the population to the south of the centre both east and west, augers well for the future of the centre.

Taken and Drawn by *Sgt. & M Thibault*
Surveyor to Government in *MDCCCXII*
and *MDCCCXIII*



DIEP TRIVIER
INDUSTRIE

ROSENBERG

MODDER FONTEIN

Road

from

Simons Town

to

the

Cape

ALPHEN

WYNBERG CAMP

OUDE WYNBERG

MAJIE
KLUINE
OUDE WYNBERG

Camp Wynberg

ROSENBERG



Wynberg To-day

1. Context

1.1 National Context

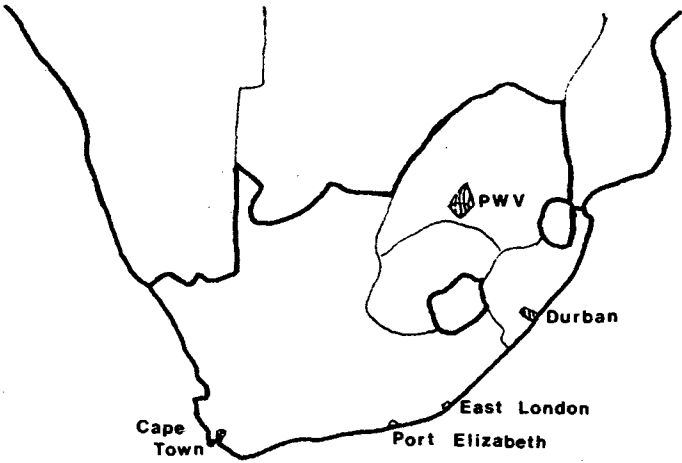
The major economic area of South Africa is the Pretoria – Witwatersrand – Vereeniging (PWV) complex. It is estimated that 34.6% (4.1) of the national economic activity is concentrated in this area. If this area is considered linked to the Pinetown – Durban complex, which acts as its port 600 km away, it is estimated that over half of the national economic activity is concentrated along this axis. If one considers that the Western Cape located 1,600 km away from the major economic complex can account for only 16,3% of the national economy, it becomes immediately apparent that the Western Cape is comparatively unfavourably located for its economic future within the South African Market.

Since the Western Cape cannot rely purely on its hinterland for its economic market it has to compete against unfavourable odds for markets in the Republic. The varying factors which affect the economy of the Western Cape such as migration of entrepreneurs and skilled labour, difficulty in obtaining investment capital and high transport costs indicate that the growth of the Western Cape economy cannot be expected to match that of the PWV region and in fact will even fall short of the national average. The Western Cape Region could therefore be considered to be what Okum and Richardson call a "High Stagnant Region" (4.2).

Government investment in the region to bolster the economy such as the Saldanha Iron Ore shipping terminal, the Koeberg Nuclear Power Station and the development of Atlantis and Mitchells Plain Coloured areas have all to some extent been pruned due to the economic climate, furthermore, the granting by the government of "growth pole" status, and its associated subsidies, privileges and advantages, to Atlantis and Saldanha does little to help the economic well-being of the Metropolis and in fact could be considered as negative. It is suggested that the entire Western Cape Region requires these types of incentives to obtain an injection of capital and entrepreneurial activity into its economy.

1.2 Metropolitan and Suburban Context

Wynberg acts as a major centre in the system of centres which operates within the Metro-



X polis of Cape Town (2.1). It serves as an important transportation, commercial, educational, government and recreation focus.

1.2.1 Transport Focus

There are two stations connected with the Wynberg Centre, viz. Wynberg and Wittebome Station. More than 100 trains pass through these stations daily (fig. 4.1) (14 in the peak hour), and it is estimated that Wynberg Station alone handles between 30.000 to 35.000 people a day. Schemes exist to increase the number of tracks through Wynberg, but this hardly seems reasonable in view of the fact that 14 trains an hour does not constitute saturation flow. Furthermore, the problems exist in a bottleneck at Salt River Station. Plans to lengthen all platforms throughout the metropolitan area make much more sense in the attempt to increase capacity.

There is a bus terminus on the East side of Wynberg Station which serves Lansdowne, Wetton, Ottery, Plumstead and Grassy Park, a bus terminus on the West of Wynberg Station which serves Hout Bay, Tokai, Westlake and Constantia and another on the West side of Wittebome station which is the terminus of the Sea Point to Wynberg bus route along the Main Road passing through the C B D (Fig. 4.2). From a survey carried out in March 1977 between 07h00 and 08h30, the results of which are shown in Table 4.3, it appears that :

1. Of the almost 4.000 passengers brought into Wynberg by bus from the East side, almost 90% use the train to leave Wynberg.
2. The East side bus terminus serves as an interchange point for almost 500 bus passengers working in the north east area, and
3. All the White bus passengers departing from Wynberg in the morning peak period travel northwards.

The bus system is presently being revised, and it is envisaged that a system will be crystallised into a collector — line haul — distributor system. In the existing planning, Wynberg does not feature as a particularly significant bus focus, however this seems to miss the importance which the Wynberg East side bus terminus plays at the moment and can be expected to play in the future.

Although the metropolitan road system is not completed (fig. 4.4) the centre is easily accessible via three north-south routes, viz. Rhodes Drive/van der Stel Freeway, the Main Road and Rosmead Avenue/Prince George Drive; The outer two routes are linked

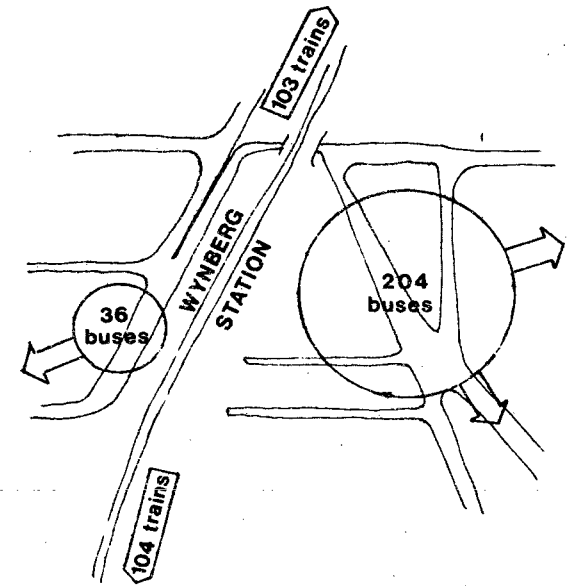


FIG 4.1 PUBLIC TRANSPORT

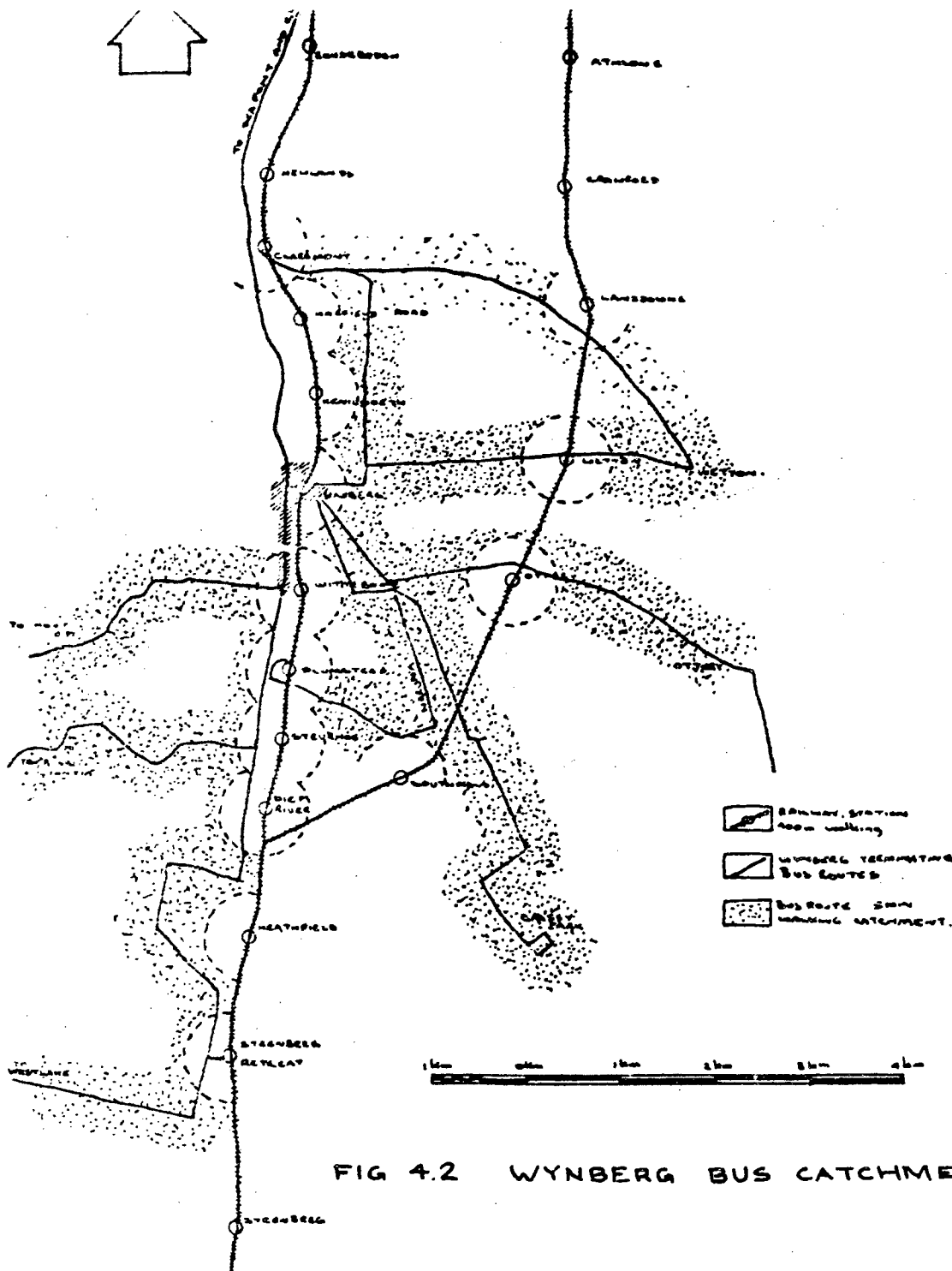
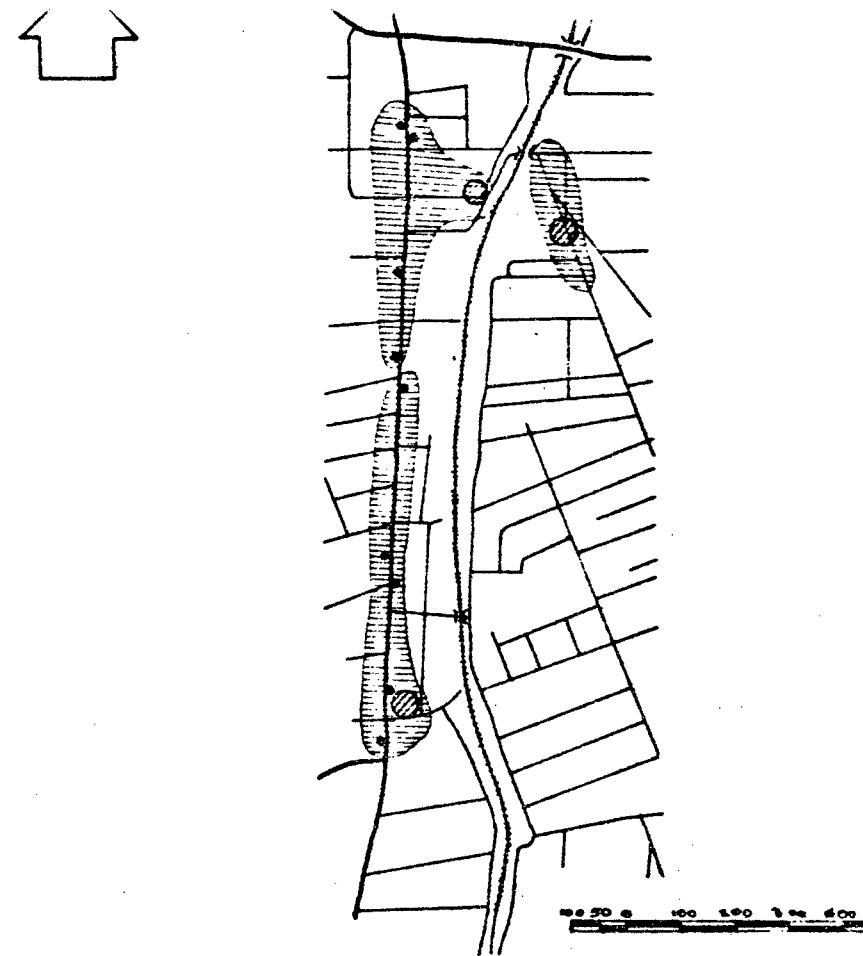


FIG 4.2 WYNBERG BUS CATCHMENT



Arrivals	N.W.	S.	Totals.
East Side	3774	141	3915
West Side (North)	229	99	328
West Side (South)	288	24	312
Total	4291	264	4555

Departures	North	South	North	South	Total
East Side	43		575		618
West Side (North)	90		533	417	1091
West Side (South)	84		163	41	288
Total		217		1830	2047

TABLE 4.3 BUS PASSENGER MOVEMENT

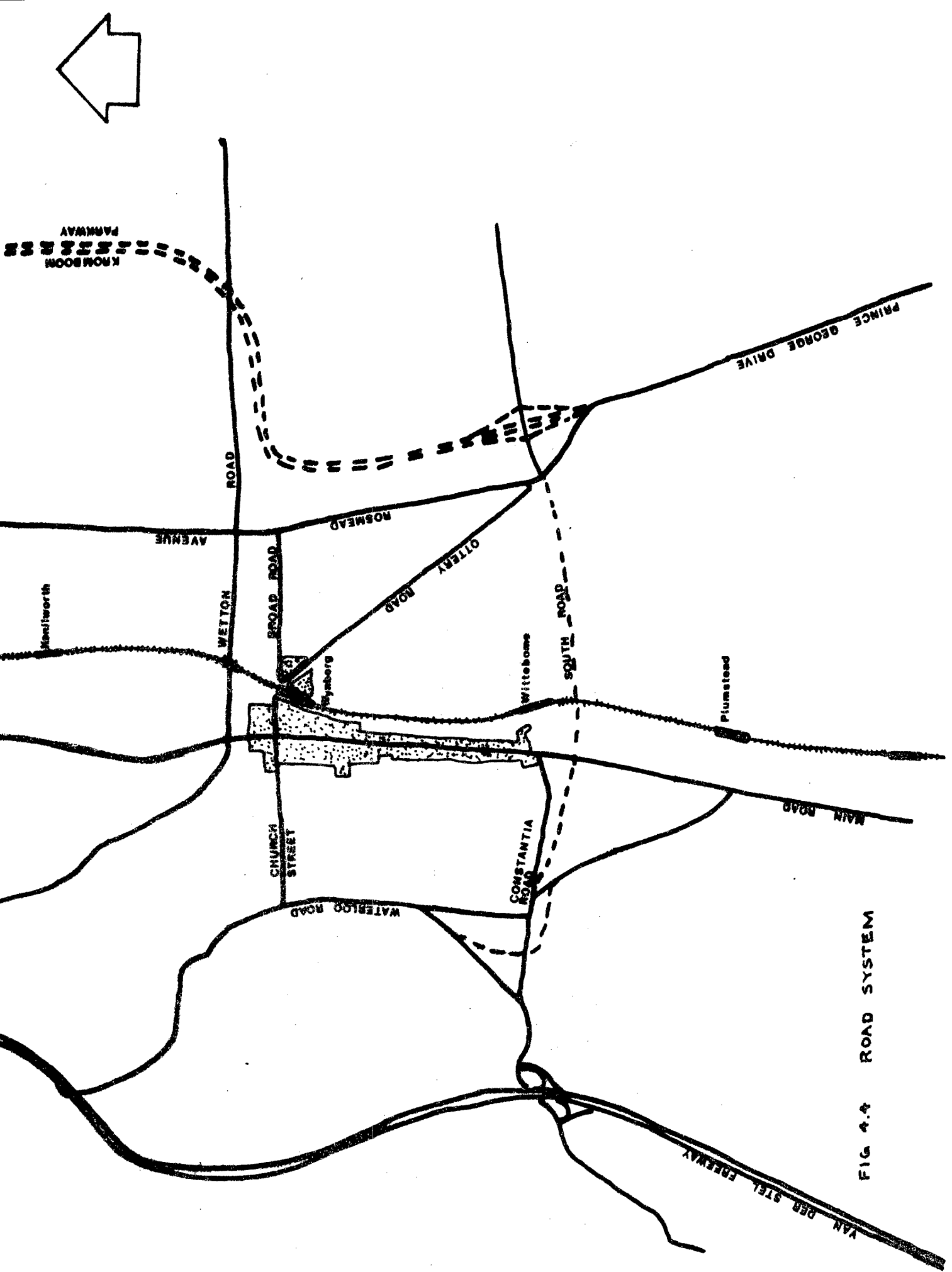


FIG 4.4 ROAD SYSTEM

to the centre via Constantia Road, Trovato link Road, Wetton Road and Ottery Road. An analysis of weekday and Saturday traffic conditions can be found in Appendix B. From this analysis it appears that :

1. There is a large volume of through traffic using the Main Road because the road system is incomplete and the Main Road is still attractive as a through route.
2. More than 50% of the traffic entering Wynberg has no business in Wynberg, and does not contribute to the economic activities of the centre.
3. The short periods of congestion that arise along the Main Road are not due to the lack of capacity but rather to poor signal conditions and traffic enforcement.
4. The 2.200 bays that are presently available are well utilised and just cope with demand at peak periods.

Plans for the completion of road system are described in Section 4 of this chapter.

1.2.2 Commercial focus

The catchment area of the Wynberg centre cannot be clearly defined as interviews revealed that people come from as far afield as Mitchells Plain and Athlone. A sample of motor vehicles parked in Wynberg in a Saturday morning revealed the same wide catchment with over one third of the vehicles coming from further afield than the area which was considered to form the primary catchment area (Fig. 4.5). Even after allowing for vehicle owners including workers as well as shoppers, the influence of Wynberg can be considered to be fairly wide. An economic analysis carried out for Wynberg (Appendix A) was based on the inner catchment area. This estimated an annual retail trade of R23 million at the Wynberg centre at present. While the expenditure might be considered to be evenly spread between the east side and west side catchment, it is apparent from the economic analysis, the car registration number survey and a count of people at the centre (Table 4.6) that the majority of the shoppers come from the east side, which is predominantly a black population as opposed to the west side, which is almost totally a white population. An estimate has been made of the floor areas occupied by the various activities in buildings in the Wynberg area demarcated in Fig. 4.7, for 1966 and for 1976 (the 1966 figures obtained by correcting the 1976 data and using an aerial photograph) (4.3). These were found to be as shown in Table 4.8. This shows increases in the retail, office and government section and decline in the industrial and warehousing sectors.

	WHITE	COLOURED	AFRICAN
Pavements	354	1 306	337
Major stores	384	965	38
Sub total	738	2 271	375
Inside stores	354	1 306	337
TOTAL	1 092	3 577	702

Pick'n Pay, arcade, Shoprite, Grand Bazaars, Checkers
Woolworths, O.K. Bazaars

Estimated equal to pavement volume

TABLE 4.6 PEOPLE IN WYNBERG

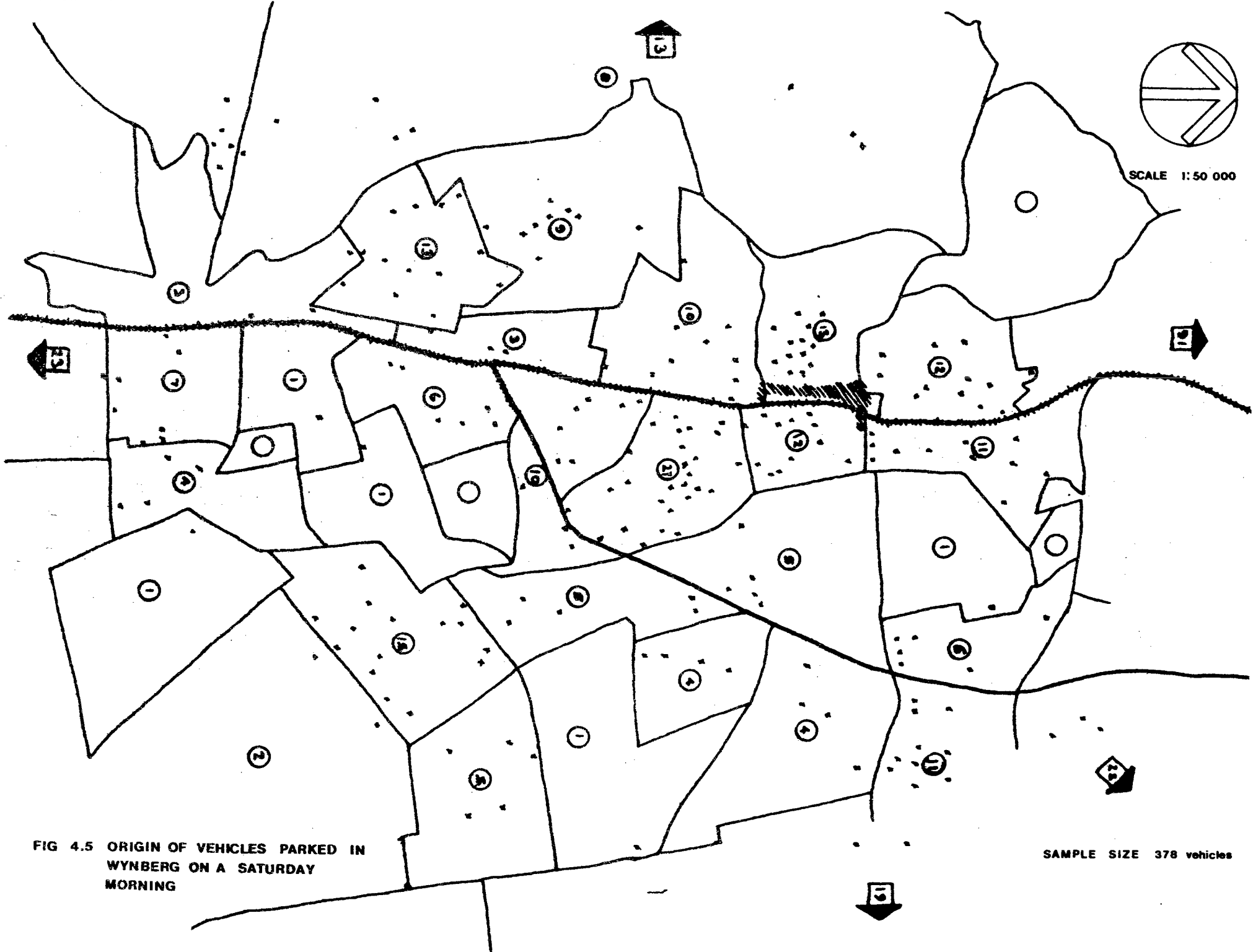


FIG 4.5 ORIGIN OF VEHICLES PARKED IN WYNBERG ON A SATURDAY MORNING

SAMPLE SIZE 378 vehicles



ACTIVITY	1966 m ²	1976 m ²	% GROWTH over 10 yrs
Retail & services	39 100	51 100	+ 30,7
Office	3 000	11 000	+266,7
Government & municipal services	6 000	11 400	+ 90,0
Entertainment, recreation & cultural	11 500	7 600	- 33,9
Wholesaling, storage, manufacturing & industrial	36 000	27 000	- 25,0
Residential	42 400	48 000	+ 13,2
Garages/showrooms	800	4 300	+500,0
Parking	---	6 100	---
Vacant	2 000	3 000	+ 50,0
TOTAL	145 300	170 000	+ 17,0

TABLE 4.8 FLOOR AREAS OCCUPIED BY URBAN ACTIVITIES

FIG 4.7 BOUNDARY OF WYNBERG CENTRE FLOOR AREA CALCULATIONS

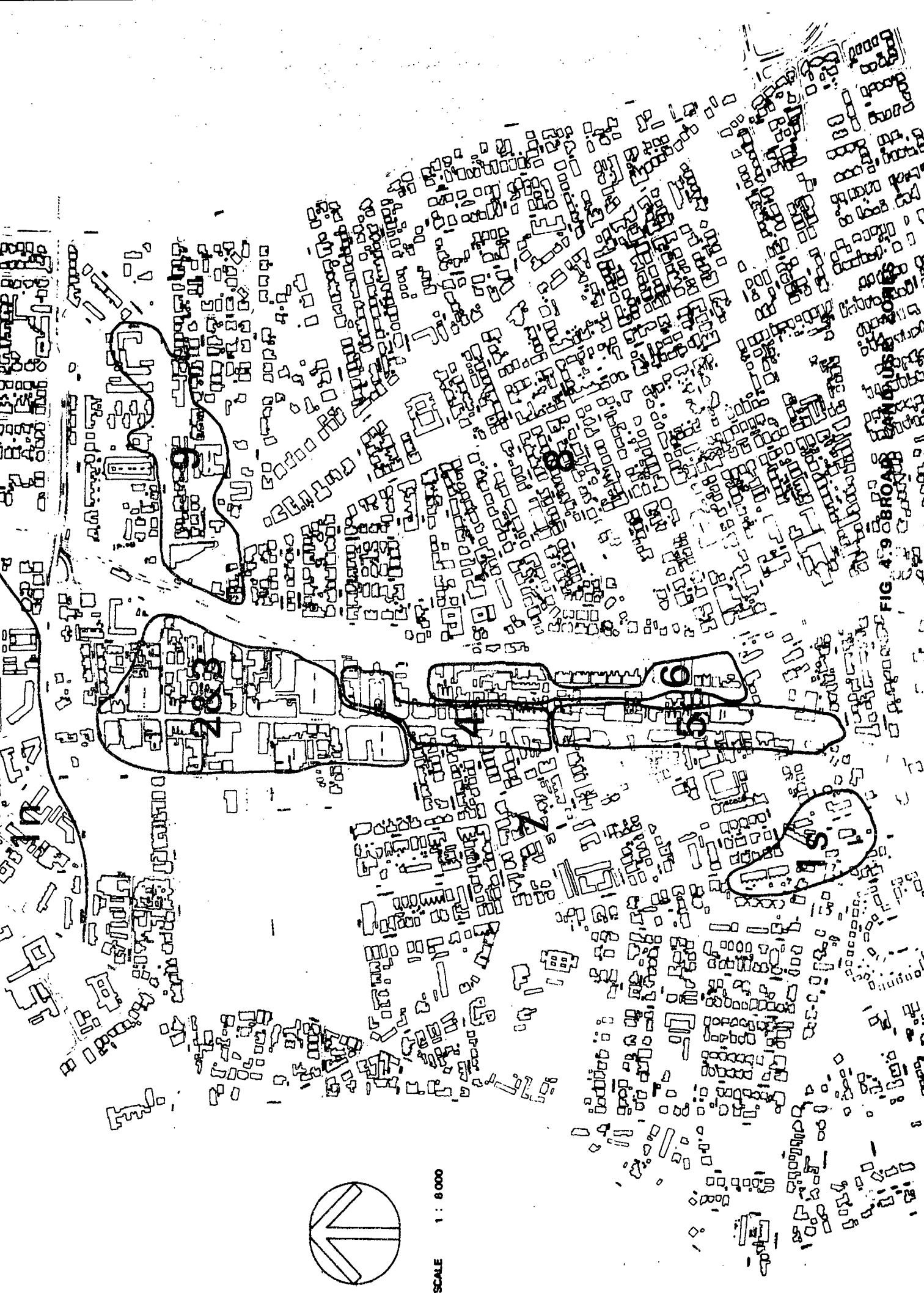
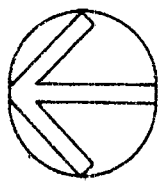


FIG. 4-9 BROADWAY



SCALE 1 : 8 000

Manufacturing	1 191
Electricity	58
Construction	843
Commerce	1 819
Transport	1 016
Finance	787
Service	1 624
TOTAL	7 338

TABLE 4.10 SECTORAL EMPLOYMENT

In broad terms the distribution of the land uses shown in Fig. 4.9 are :

1. The 'flats' residential area at the Northern and Southern ends.
2. The prime retail area at the Northern area adjacent to the Wynberg station.
3. The office function above ground floor area over the prime retail area.
4. The strip retail 'frame type' area in the middle flanking the Main Road.
5. The strip retail car orientated area to the South flanking the Main Road.
6. The service industrial sector between the Main Road and the Railway Line.
7. The low rise residential area to the west of the centre.
8. The low rise residential area to the east of the centre.
9. The commercial/industrial area to the east with beginnings of office activity.

Based on the 1970 census data the number of people employed in the suburb of Wynberg which has a population of 17 704 (4.4), has been estimated to be 7 338. These are employed in the different sectors as shown in Table 4.10 (4.5). This data compares reasonably with a survey carried out by the City Engineer's Department (4.6) which established that the number of people employed at the Wynberg centre itself was 2410 people. This indicates that there is considerable scope for increasing the work opportunities at the Wynberg Centre, especially when one considers the volumes of public and private transport commuters passing through it.

1.2.3 Education Focus

As shown in Fig. 4.11, there are 8 secondary schools, 12 primary schools and a school for the deaf with a total enrolment of almost 10 000 pupils in the area of Wynberg. While the distribution of schools appears at first glance to be reasonable, it does seem that the area bounded by Constantia Road, Main Road, Church Street and Waterloo Road could sustain its own primary school, thus reducing the need for primary school children to cross these relatively major roads. There is no higher education facilities in Wynberg. The Coloured population of the southern suburbs suffer the most in this regard as the nearest centre for higher education for them, under the present education system, is at Athlone; which cannot be considered to be easily accessible.

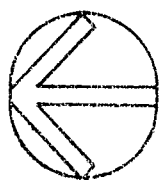
As far as religious education is concerned there is a Moslem school related to the Moslem Centre in Bega Road.

The religious needs of the community are well catered for by the large number of churches, mosques and also a synogogue, Fig. 4.12 shows the locations of these places of worship.



FIG 4.11 ENROLMENT AT SCHOOLS

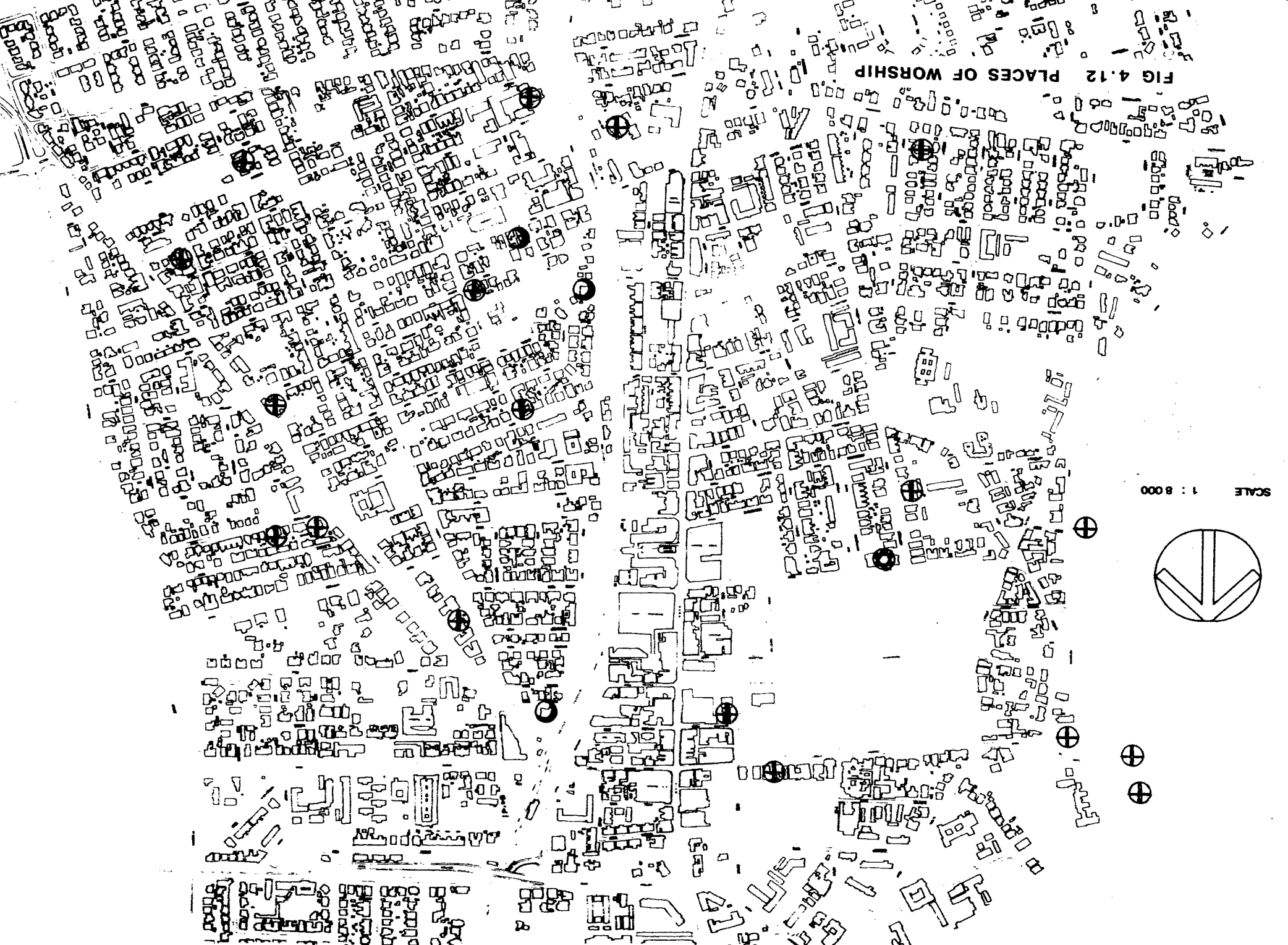
725



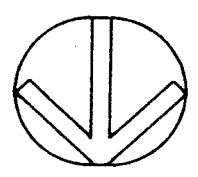
SCALE 1 : 8 000

600

FIG 4.12 PLACES OF WORSHIP



SCALE 1 : 8000

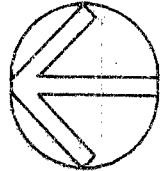




Fire Station

Garbage Depot

Wynberg Military Camp



SCALE 1 : 8000

Victoria Hospital

FIG 4.13 GOVERNMENT FUNCTION

The Wynberg library is the largest branch within the Cape Town Municipality with a membership of over 20 000 in 1975. The present building located to the East of Maynardville requires expansion and also lies in the path of the proposed Wynberg By-Pass scheme. A second much smaller library is also in use on the East side of Wynberg station on the first floor of a building in Bexhill Road.

1.2.4 Government Focus (Fig. 4.13)

Wynberg Camp has recently increased its importance with the construction of the new Military hospital (357 beds) and being the base of a transport unit. While Wynberg Camp is more intimately connected with the camp, Youngsfield is another military base located only kilometres away along Wetton Road.

Plans already exist to construct a new Magistrates Court and Police Station complex, to take up the whole block bounded by Church Street, Aliwal Road, Electric Road and Court Road.

The Municipality of Cape Town besides providing a library service also has two clinics, a fire station and a garbage depot located in the Wynberg area. The Town Hall which was to have been demolished for a parking area has recently been refurbished. It is a fine building and worthy of being preserved.

The Victoria Cottage Hospital which is a general hospital is located on Alphen Hill Road. The nearest day hospital to Wynberg is located in Diep River. The population of Wynberg itself and the focus created by the public transport system seems to call for either the expansion of the existing clinic or the establishment of a day hospital in relation to this population focus ie. near the station.

1.2.5 Recreation Focus

Wynberg serves in all aspects as a significant recreation focus. The use of Maynardville for the Shakespearian productions provides Wynberg with a theatrical base which could be expanded with the involvement of the schools in the area. It also has two cinemas and two hotels, and there has been a recent increase in the number of eating houses within the centre itself and within the Klein Oude Wynberg sub area. With regard to open air recreation there are the school sports fields in the vicinity, the Kenilworth Racecourse, the Wynberg Bowling Green, the William Herbert Sports Complex and the Constantia Sports Complex all within range of the Wynberg Area. The potential of Maynardville is unfor-

Unfortunately not fully realised as besides the Shakespearian plays, the only other function that occurs there is the Community Carnival, which only last for three days a year.

2. Climate

The climate of Wynberg cannot be considered as unduly severe; and impressive weather protection such as the skyways of Minneapolis or the underground malls of Montreal are not necessary. But due consideration must be given to the characteristics of the weather, when it does become unpleasant.

The metropolis of Cape Town has what is called a mediterranean climate with warm dry summers and cool wet winters. In general these conditions are not severe although the wind does often make conditions unpleasant. Wynberg does not appear to have a micro-climate significantly different from the rest of the metropolis although obvious local variations do exist. At present there is no data available to judge whether Wynberg competes favourably or unfavourably in terms of the weather, with other centres.

What is significant as far as planning is concerned is the direction of the wind. While normally one speaks of the bad South Easter, using data obtained from Wingfield, Fig. 4.14 (4.7) it would appear that unpleasant wind conditions occur mainly from the South and North West. This would imply that firstly any pedestrian routes should, if they are to be open to the weather be located in an East-West direction and secondly the widening of any North-South route would increase the unpleasant effects of the wind in summer and the wind and rain in winter.

3. Wynberg Centre

Before commencing the description of the centre itself, it would be beneficial to get some understanding of the residential areas to the East and West of the centre. Since the late Mrs Anna Verschoyle carried out considerable work (4.8) in the area, it appeared unnecessary to do further analysis. Table 4.15 was prepared as extracts from her summaries of the quality of the residential districts shown in Fig. 4.16.

It is proposed to analyse the Centre of Wynberg in two contexts. The first context considers the built form.

In this context the following topics are presented graphically :

1. Coverage of the land Fig. 4.17

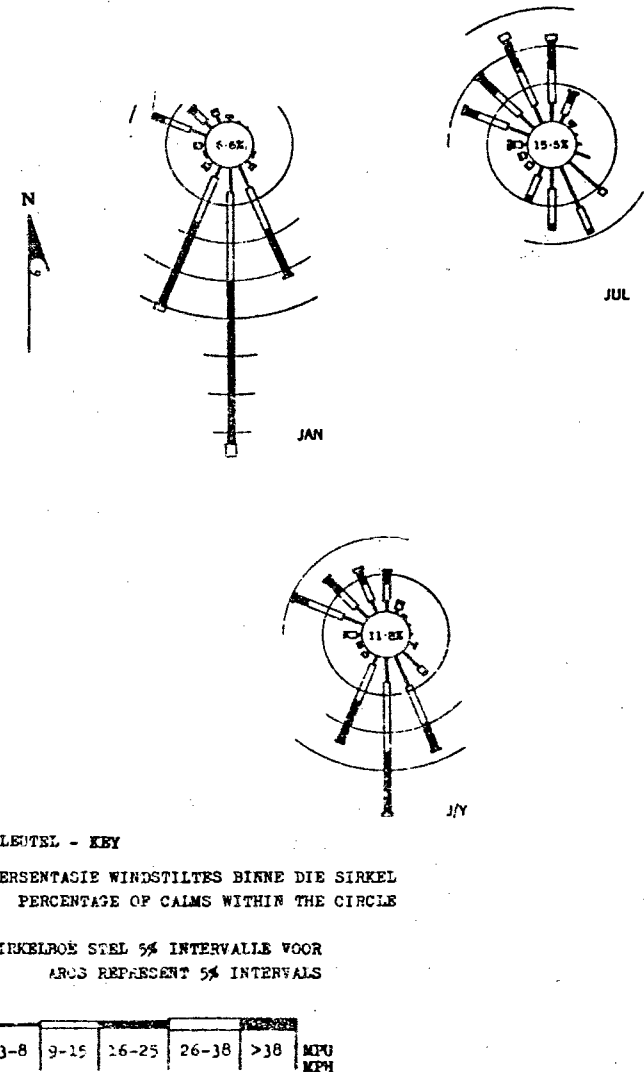


FIG 4.14 WIND CHARTS

- 2. Height of development Fig. 4.18
- 3. Condition of building and vacancy Fig. 4.19
- 4. Resistance to change Fig. 4.20
- 5. Land use Fig. 4.21, 4.22, 4.23, 4.24

The second context is that of systems that create the Wynberg Centre; viz.

- 1. The environmental system.
- 2. The vehicular system.
- 3. The pedestrian system.
- 4. The retail system.

3.1 Coverage and height of development

From Fig. 4.17, Fig. 4.18 and Fig. 4.19 it is immediately apparent that there are few vacant sites in the centre. It is also apparent that few buildings have been developed higher than two stories. With the Northern sector being slightly more built up than the Southern section.

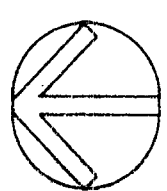
3.2 Condition of buildings and resistance to change

In general the buildings at the centre are in good condition and those that look a bit run down require only a good painting to improve them. Some of the buildings along the Main Road have been allowed to become run down especially the upstairs areas which are being used as stores. The only other significant blighted group is found at the intersection of Temby and Wilson Road, but this is caused by the fact that the construction of the Wynberg By-Pass has been imminent for quite a few years and these buildings would then be demolished.

There are two reasons why the vacancy of shops can occur. Firstly because the buildings are scruffy and even the low rents cannot attract tenants, as occurs in the southern section or secondly, the rents are too high and the economy does not allow viability, thus retailers are wary of "setting up shop", as occurs in the northern section. When compared with other centres eg. the CBD, and the new shopping centres, Wynberg has a low vacancy rate. This has improved even further with the recent letting of many shops in the Withinshaw Centre. The recent demolition of the old Ackermans building South of the Medical centres shows that the developers are about to develop the site; probably prompted by an improving economy.



DEMOLISHED



SCALE 1 : 8000

FIG 4.16 RESIDENTIAL DISTRICTS AFTER VERSCHOYLE

District 1

- (i) White Group area;
- (ii) Well maintained Single Dwellings, Terraces, a few Maisonettes and Flats;
- (iii) The most elevated district in the Study Area, between contours 175 – 200 ft.;
- (iv) Irregular pattern, fine grain;
- (v) Soft development potential, a few pockets of hard;
- (vi) Historical enclave with many buildings of 1888 and earlier characterised by thatch, slate and iron roofs, shutters, sash windows and some Victorian iron-work;
- (vii) Status shops – seven antique shops, one boutique, village post office, local shops and artist' studios;
- (viii) Half the area within a quarter mile radius of Primary and High Schools;
- (ix) Stress factor – proximity to PATH carrying heavy traffic;
- (x) Vistas – enclosed into small courtyards and gardens contrasting with public open space on the perimeter of the district;
- (xi) Poor accessibility to public transport, half mile to the Main Road;
- (xii) Zoning – mostly Single Residential, some General Residential R5.

District 3

- (i) White Group Area;
- (ii) Well maintained Single Dwellings/Flats;
- (iii) Irregular pattern, fine grain;
- (iv) Flat contours;
- (v) Both Hard and Soft development potential implying change;
- (vi) Local convenience shopping, one dog boutique and close to Wynberg Main Road shopping centre;
- (vii) One Primary School within the District, three High Schools with half mile;
- (viii) No stress factors;
- (ix) Mountain vistas, some fine trees;
- (x) Accessible to bus and rail transport;
- (xi) Zoning – General Residential R4.

District 5

- (i) White Group Area;
- (ii) Well maintained Single Dwellings/Flats, some neglected semi-detached on lower contours;
- (iii) Sloping site, southern orientation;
- (iv) Regular pattern, medium to fine grain;
- (v) Medium to Soft development potential – fairly stable at Medium level, with possibilities of renewal on lower slopes;
- (vi) A few corner shops of poor quality;
- (vii) Poor accessibility to schools – the nearest Primary School is three quarters of a mile away at Plumstead, but new High School within quarter of a mile;
- (viii) Stress factor – mixed race on lower contours;
- (ix) Accessible to bus transport, quarter mile to railway station;
- (x) Zoning – General Residential R4 and R5.

District 6

- (i) White Group area;
- (ii) Mixture of well maintained and neglected Single Dwellings and Terrace Housing. Flats well maintained;
- (iii) Low contours, flat site;
- (iv) Regular pattern, fine grain;
- (v) Large Soft development potential with small Hard area of flat development suggesting transition to higher density;
- (vi) Close to major open space, some fine trees;
- (vii) Poor accessibility to both Primary and High Schools. Both Wynberg and Plumstead schools are three quarters of a mile away;
- (viii) Stress factors – incompatible uses, engineering works and motor car sales yards adjacent to housing. Small area of mixed race;
- (ix) Good accessibility to bus and rail transport;
- (x) Zoning – General Residential R4.

District 7

- (i) Coloured Group area;
- (ii) Single Dwellings well maintained, with small

pocket of Terrace Housing;

- (iii) Low contours, flat site;
- (iv) Regular pattern, fine grain;
- (v) A Medium development potential area;
- (vi) Few trees, no major open space;
- (vii) Primary and High Schools within a quarter mile;
- (viii) Convenience shopping within a quarter mile;
- (ix) Stress factor – noise from railway on western boundary;
- (x) Good accessibility to bus and rail transport;
- (xi) Zoning – General Residential R4.

District 8

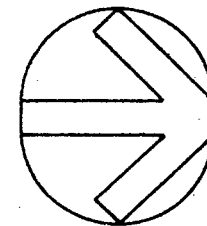
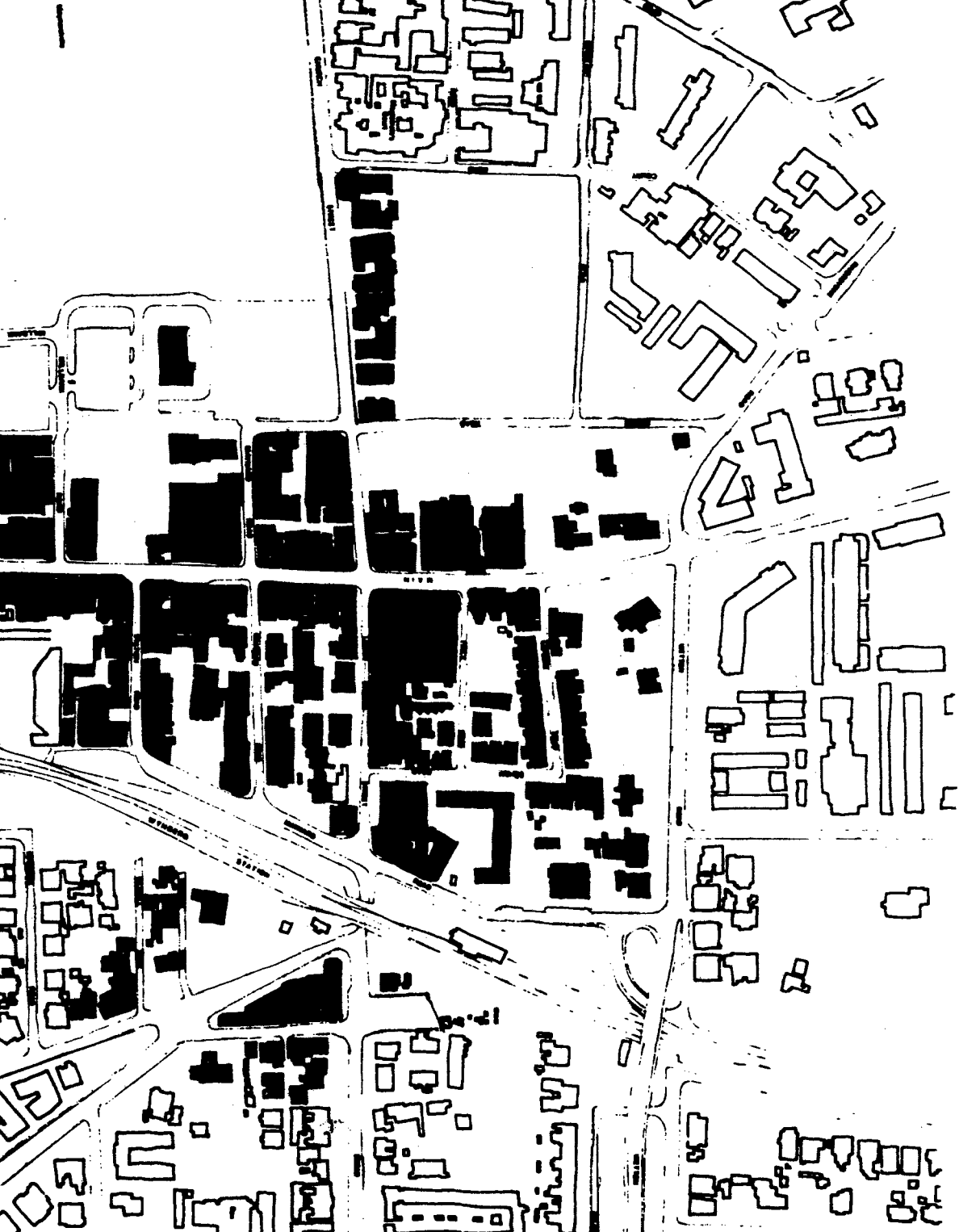
- (i) Coloured Group area;
- (ii) Poorly maintained mixture of Single Dwellings, Terraces and Semi-detached houses;
- (iii) Low contours, flat site;
- (iv) Regular pattern, fine grain;
- (v) Soft development potential;
- (vi) Primary and High Schools within quarter mile;
- (vii) Convenience shopping within quarter mile;
- (viii) Stress factor – noise from railway on western boundary;
- (ix) Good accessibility to bus and rail transport;
- (x) Zoning – General Residential R4.

District 9

- (i) Coloured Group area;
- (ii) Large area of well maintained Single Dwellings, interspersed with pockets of poorly maintained semi-detached houses. A few flats;
- (iii) Low contours, flat site;
- (iv) Regular pattern, fine grain;
- (v) Medium to Soft potential;
- (vi) Primary and High Schools within quarter mile;
- (vii) Convenience shopping within quarter mile;
- (viii) Mountain vistas;
- (ix) Stress factor – noise and danger from traffic on Rosmead Avenue;
- (x) Fair accessibility to railway station;
- (xi) Zoning – General Residential R4.

TABLE 4.15 RESIDENTIAL QUALITY





 Built on

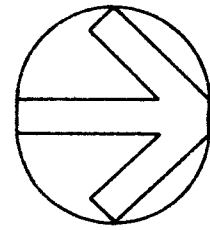
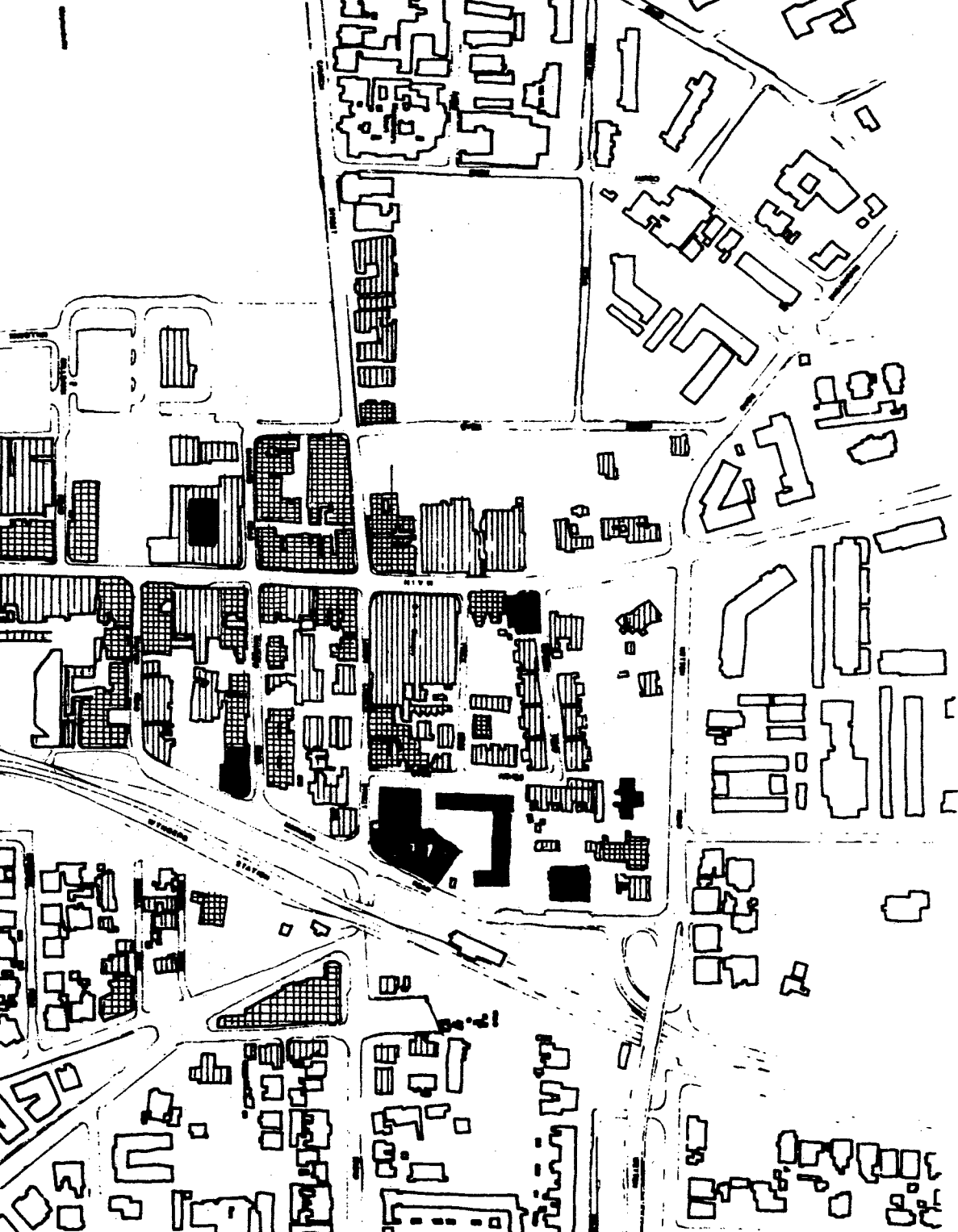








Scale 1 : 4 000

CENTRE - COVERAGE

FIG 4.17



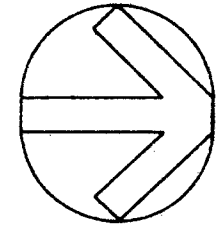
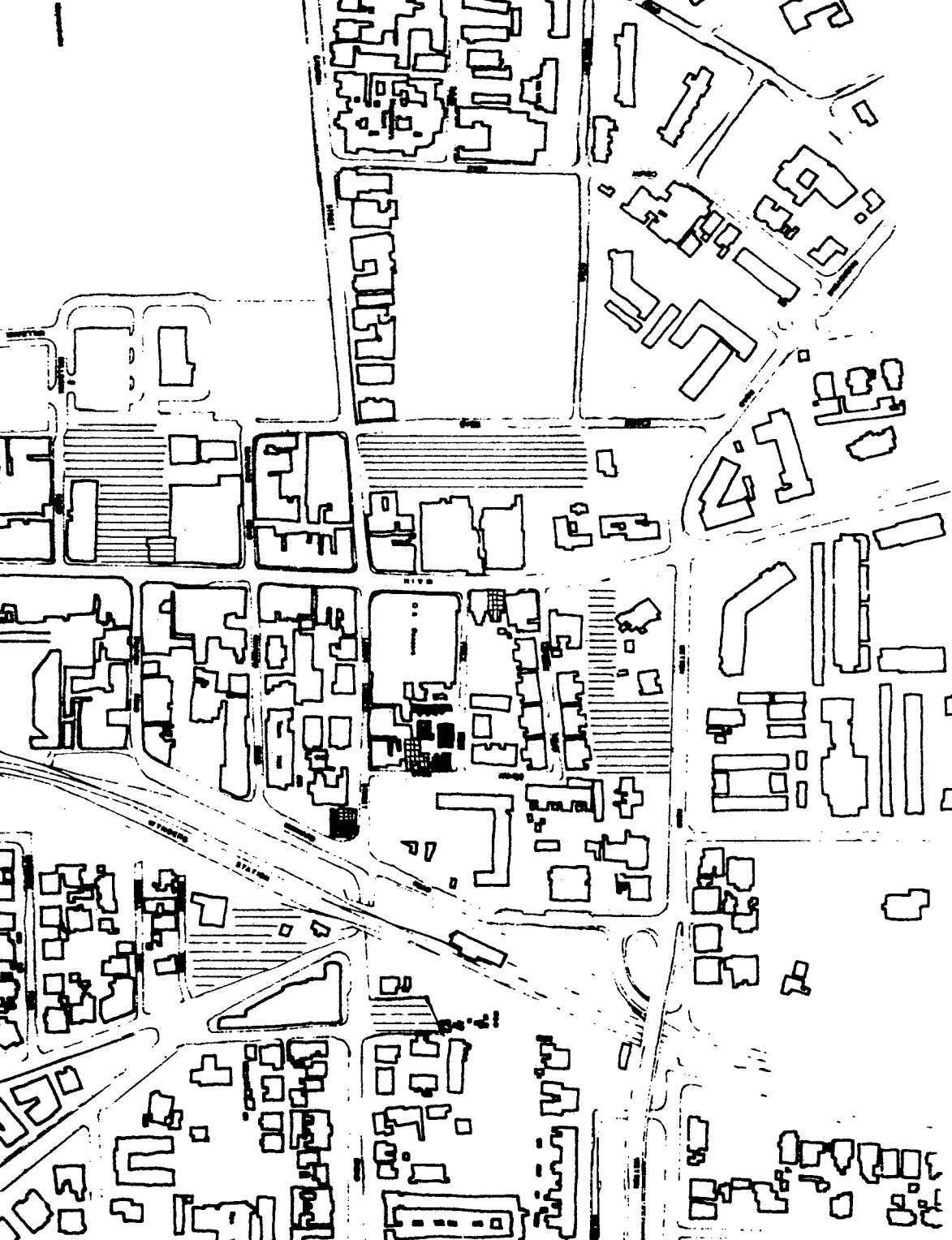








-  Single storey
-  Double storey
-  Multiple storey
- 
- 
- 

Scale 1 : 4 000

CENTRE - BUILDING HEIGHT

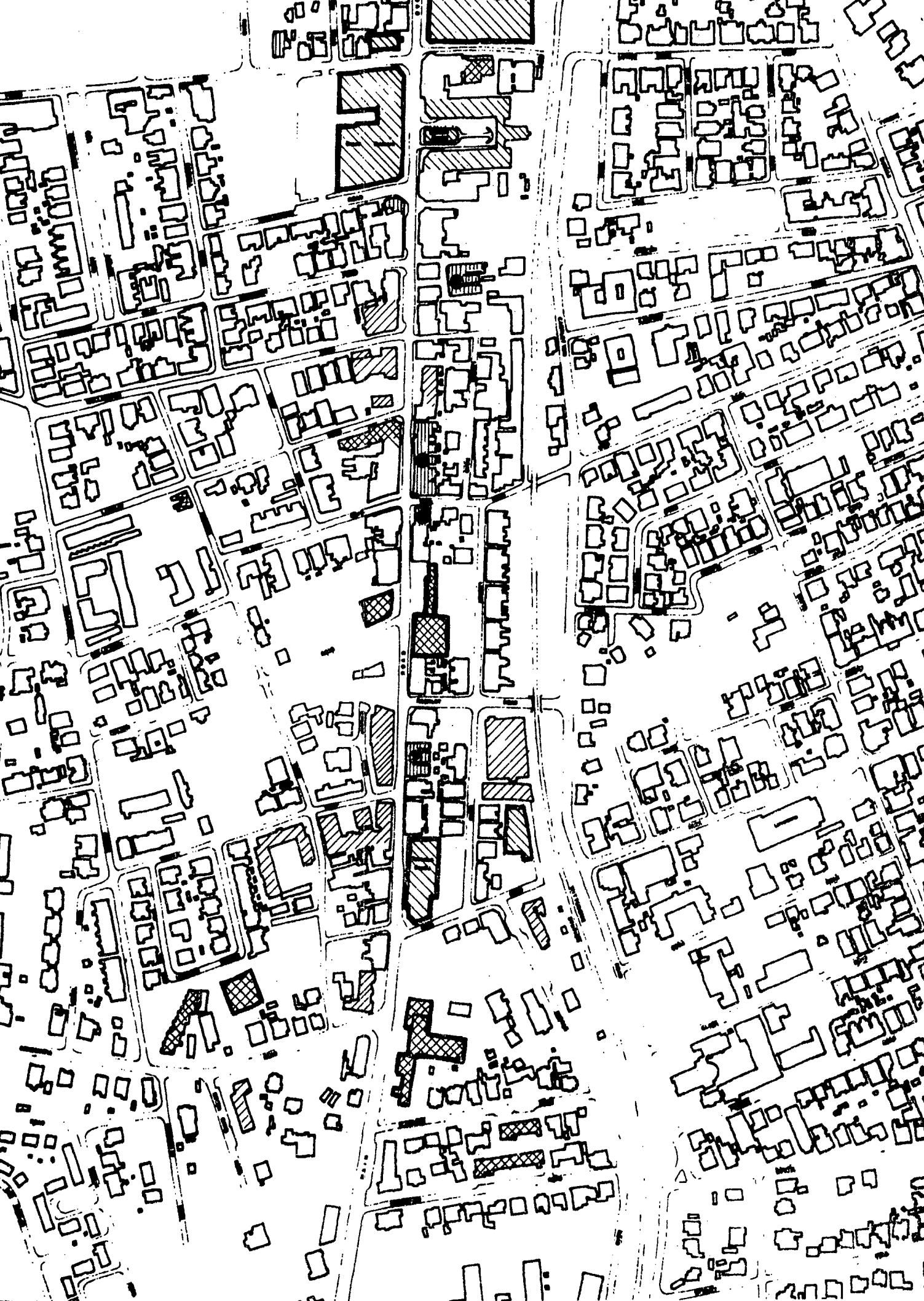


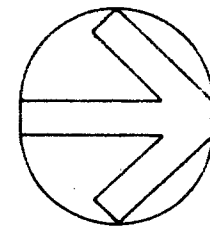
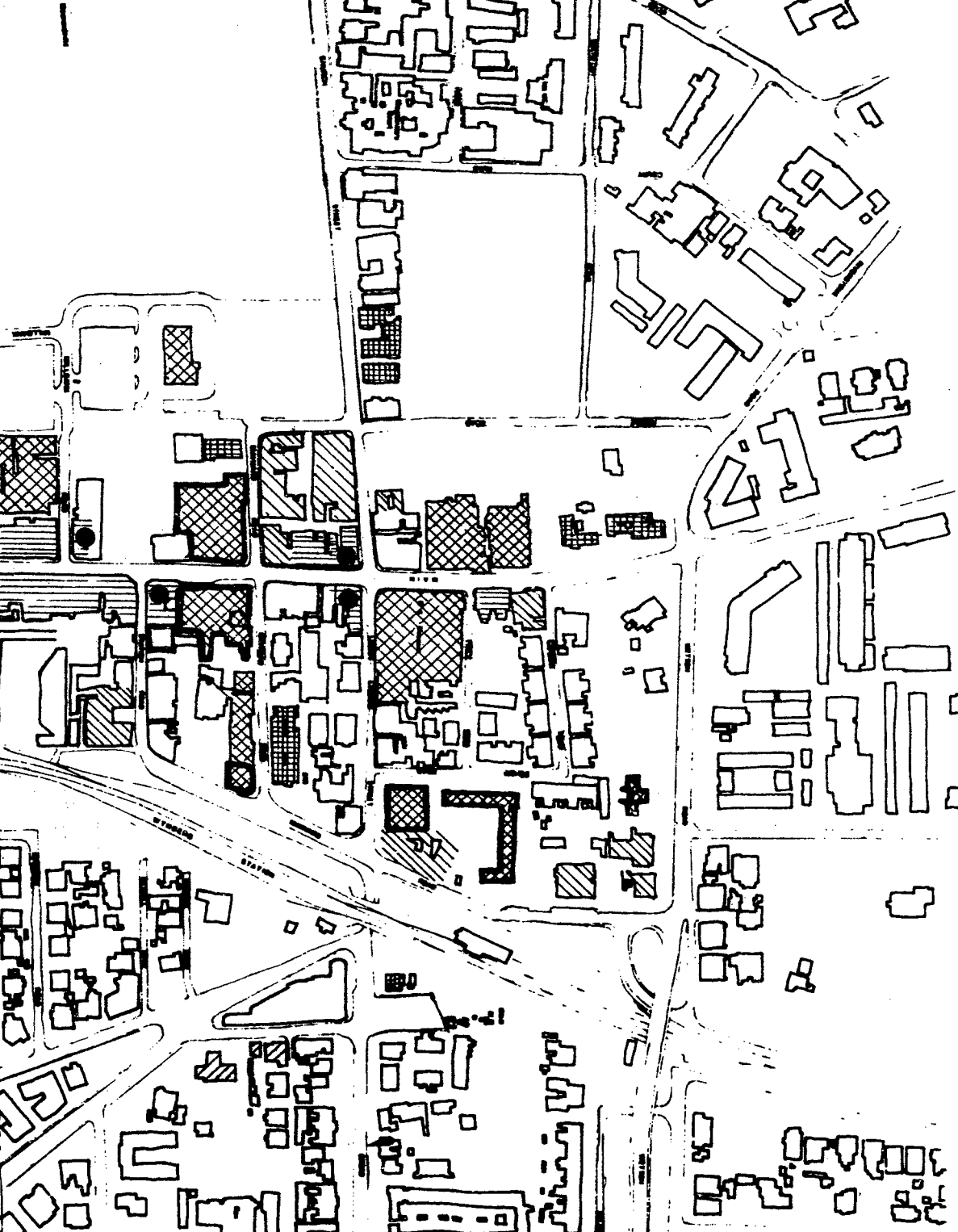



-  Vacant land
-  Vacant building
-  Run down building
- 
- 
- 


Scale 1 : 4 000


CENTRE-CONDITION OF BUILDINGS & VACANCY








-  Must be conserved

-  Could be conserved

-  New building

-  Relatively new building

-  Built since 196

-  Architectural merit

Scale 1 : 4 000

RESISTANCE TO CHANGE

FIG 4.20

A map (Fig. 4.20) was prepared to determine which areas had the greatest resistance to change and at the same time determine a policy for conservation. The buildings that were considered unlikely to be redeveloped in the near future, were classified into two groups:

1. Buildings which were only recently redeveloped and,
2. Buildings which although not so new, appeared to have a viable activity taking place; thus resisting change to a certain extent.

In the process of this analysis, the amount of redevelopment taken place since 1967 was also noted, and it is immediately apparent that the Northern and Southern sectors in which redevelopment has taken place are separated by a "stagnant zone" in which no major redevelopment has taken place during this period. This can be interpreted as follows :

1. The northern sector is consolidating as a prime shopping area related to the station and bus termini.
2. That the stagnant section is unable to redevelop economically as the type of shops which it can attract viz. second-hand furniture, cheaper clothing etc. could not afford the rents payable to new retail space.
3. That the southern section redevelopments have been almost entirely related to the motor trade, being either new motor car showrooms, or service stations.

On the eastern side of Wynberg station the Yusufeyah Mosque is being redeveloped while a service station and a new group of small convenience shops have also been constructed. The major area ie. the triangular piece between Brisbane/Broad/Sussex Roads has not been redeveloped, although some retail (P G Hardware) has replaced light industry. This site appears to have more bulk than would be allowed on redevelopment in terms of its zoning; this does not induce redevelopment.

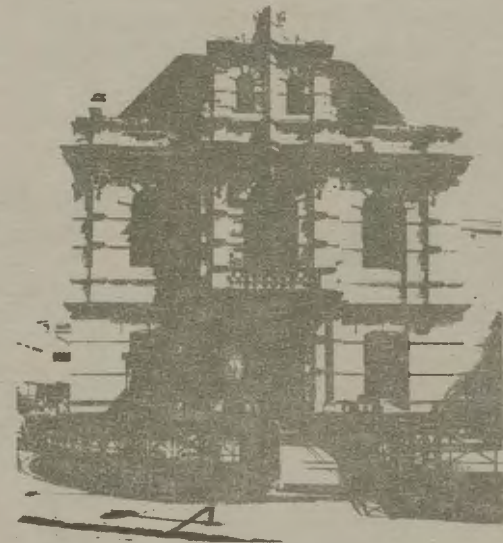
In trying to prepare a policy for conservation, two groups of buildings were considered, viz.:

1. Buildings of significant historical or symbolic value which should be conserved at all costs.
2. Buildings which were not as significant but nevertheless contributed something to Wynberg which would be lost on redevelopment.

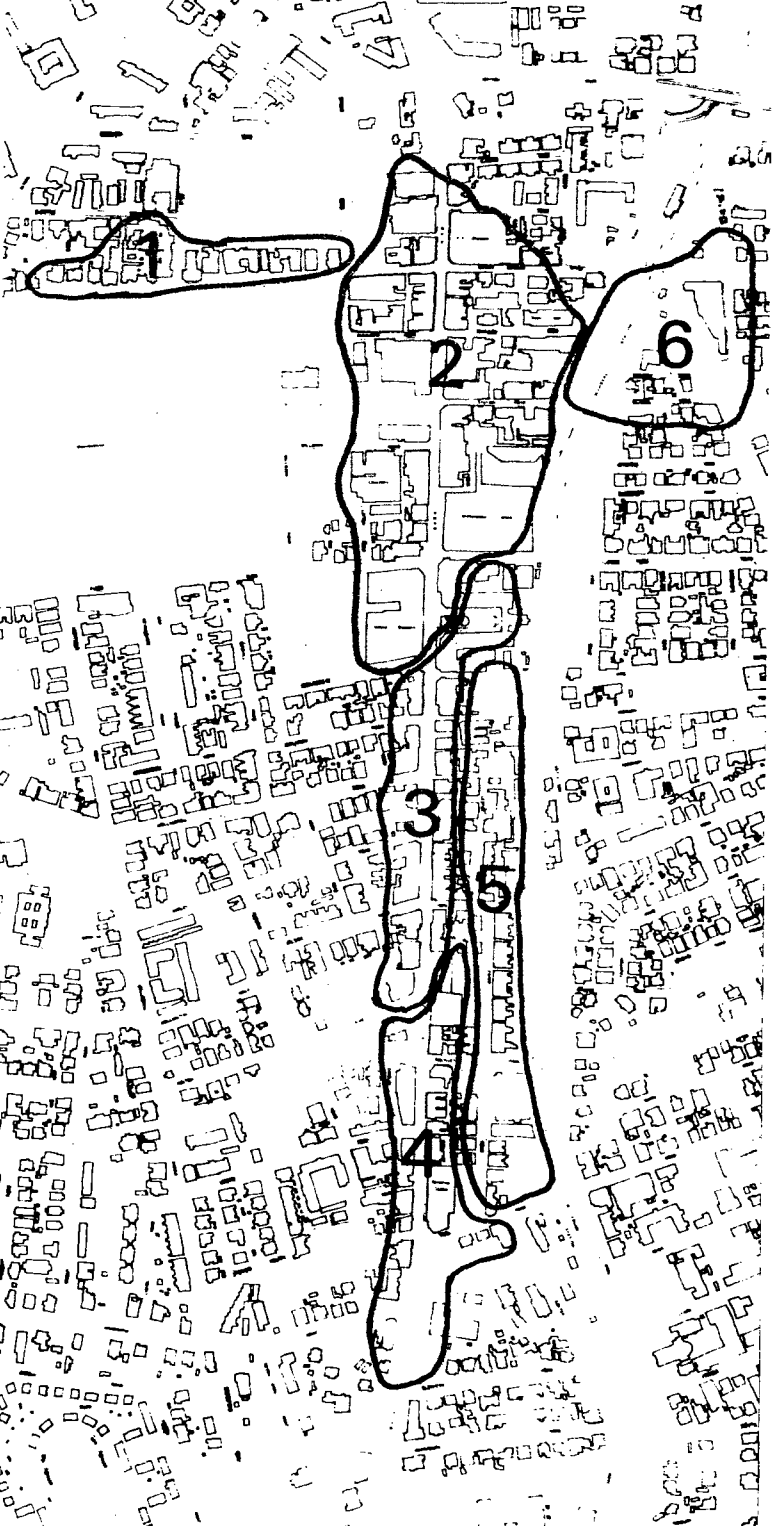
The first groups are found mainly in the Northern sector and comprise the Town Hall, the group of buildings along Church Street south of the cemetery and the two thatched



IN CHURCH STREET



TOWN HALL



houses at the Northern end. Also in this group would be the "Oude Klein Wynberg" complex and Langley House (which is presently being restored).

The second group of buildings which were either examples of good architecture or else gave pedestrian protection in the form of canopies or collonades which in terms of Section 105 of the Town Planning Scheme would be difficult to provide on redevelopment.

Among the buildings which are considered architecturally interesting are :

1. Buildings on either side of the Main Road South of Church Street.
2. The two Bank Buildings North of Millbank and Station Roads respectively.
3. The shop at the North Eastern corner of the Town Hall site.
4. the group of buildings on the East side of the Main Road which form a pair on either side of Wilson Road
5. The building midblock between Rockley Road and Park Road.
6. A house converted to flats inside the block on the East of the Main Road almost opposite Benjamin Road.

It is regretted that the Ackermans Building has recently been demolished.

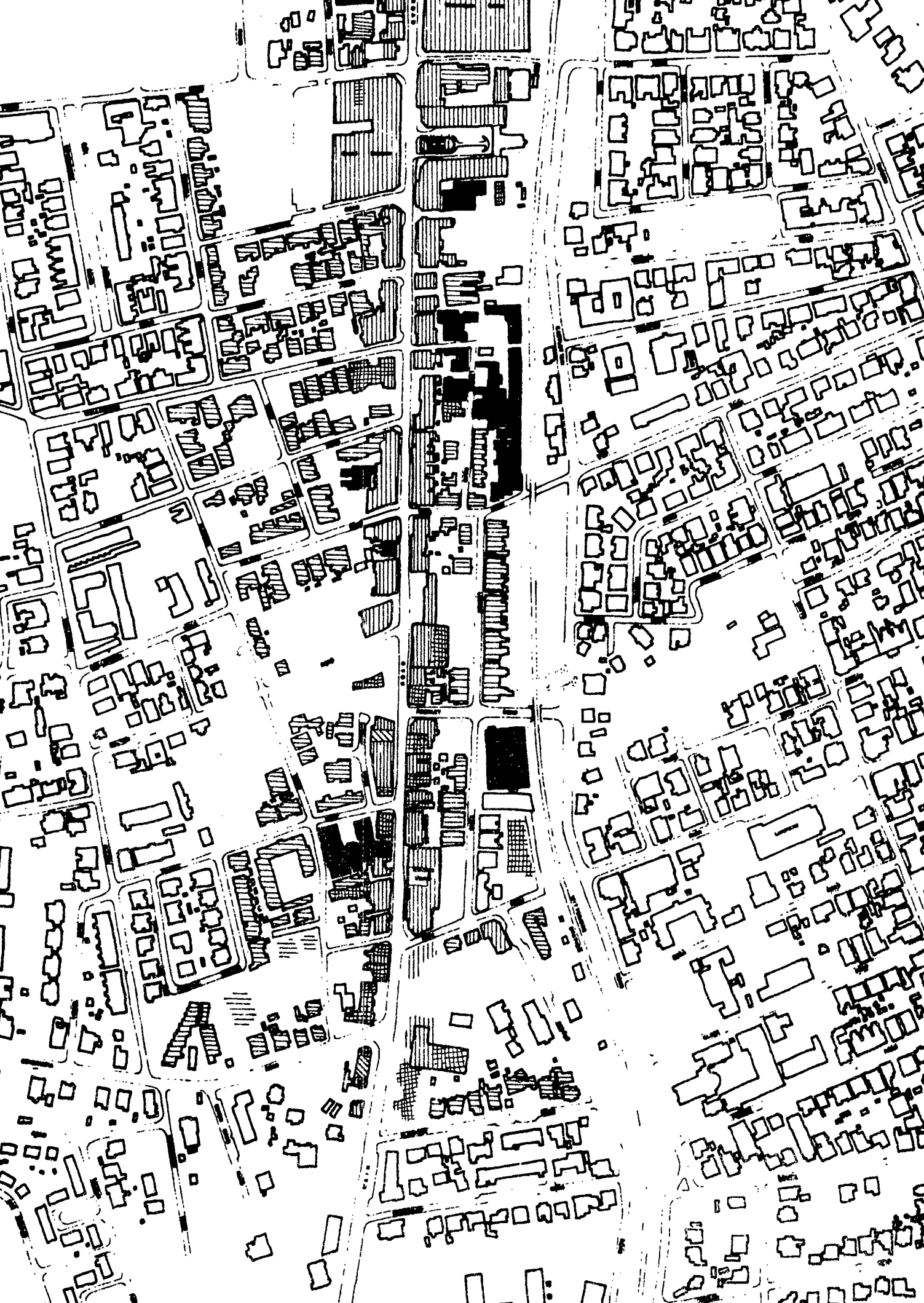
Figure 4.20 therefore can be seen as the basis of a resistance to change:

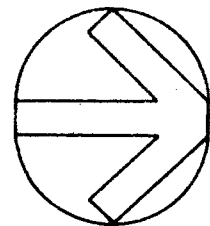
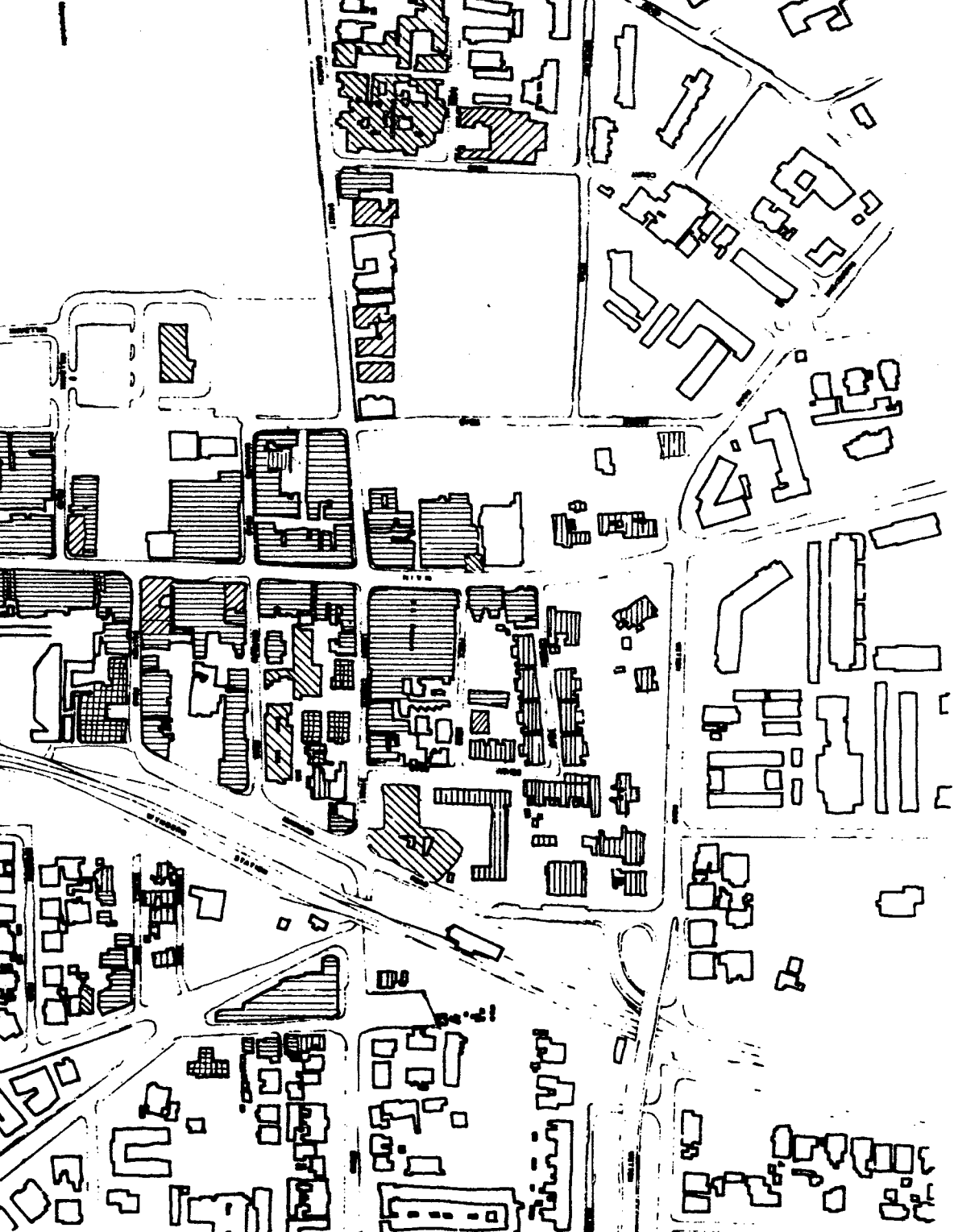
1. Firstly, all the buildings classified as new or relatively new are unlikely to be redeveloped in the near future, although expansion can occur to some of them eg. Grand Bazaars and Withinshaws.
2. Those buildings which were considered worthy of conservation because of their symbolic and historical importance must be preserved.


3.3 Land Use


Broadly speaking the Wynberg centre can be divided into 6 sub areas


1. Government and semi-government area.
2. Prime retail area.
3. "Stagnant" retail area.
4. Southern retail area.
5. The service and industrial area.
6. The terminal area.








-  Retail

-  Residential

-  Government

-  Office

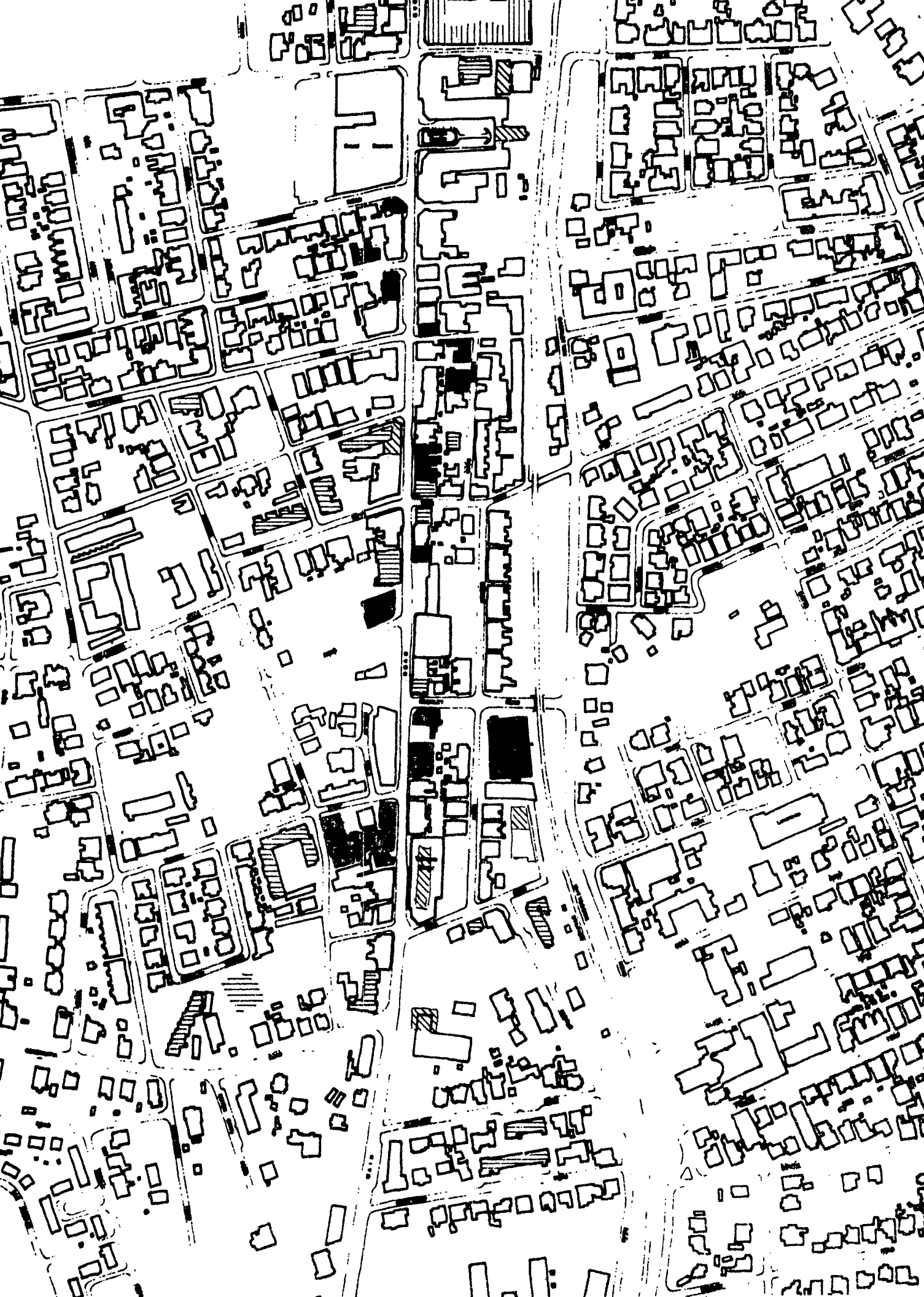
-  Service

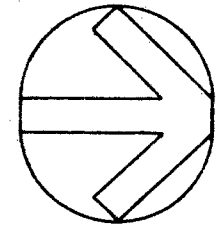
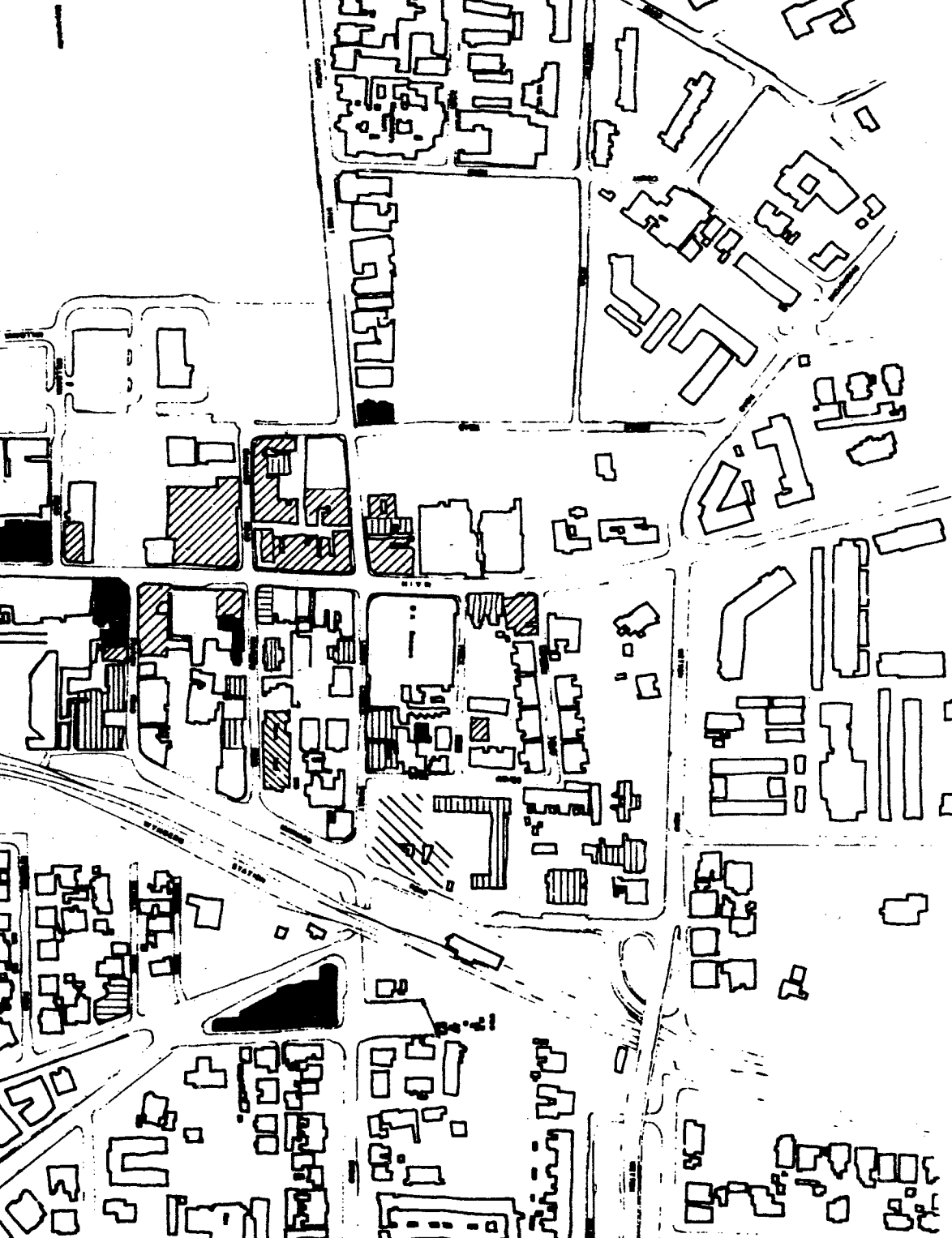
-  Wholesaling and Industry







Scale 1 : 4 000

CENTRE LAND USE GROUND FLOOR

FIG 4.21

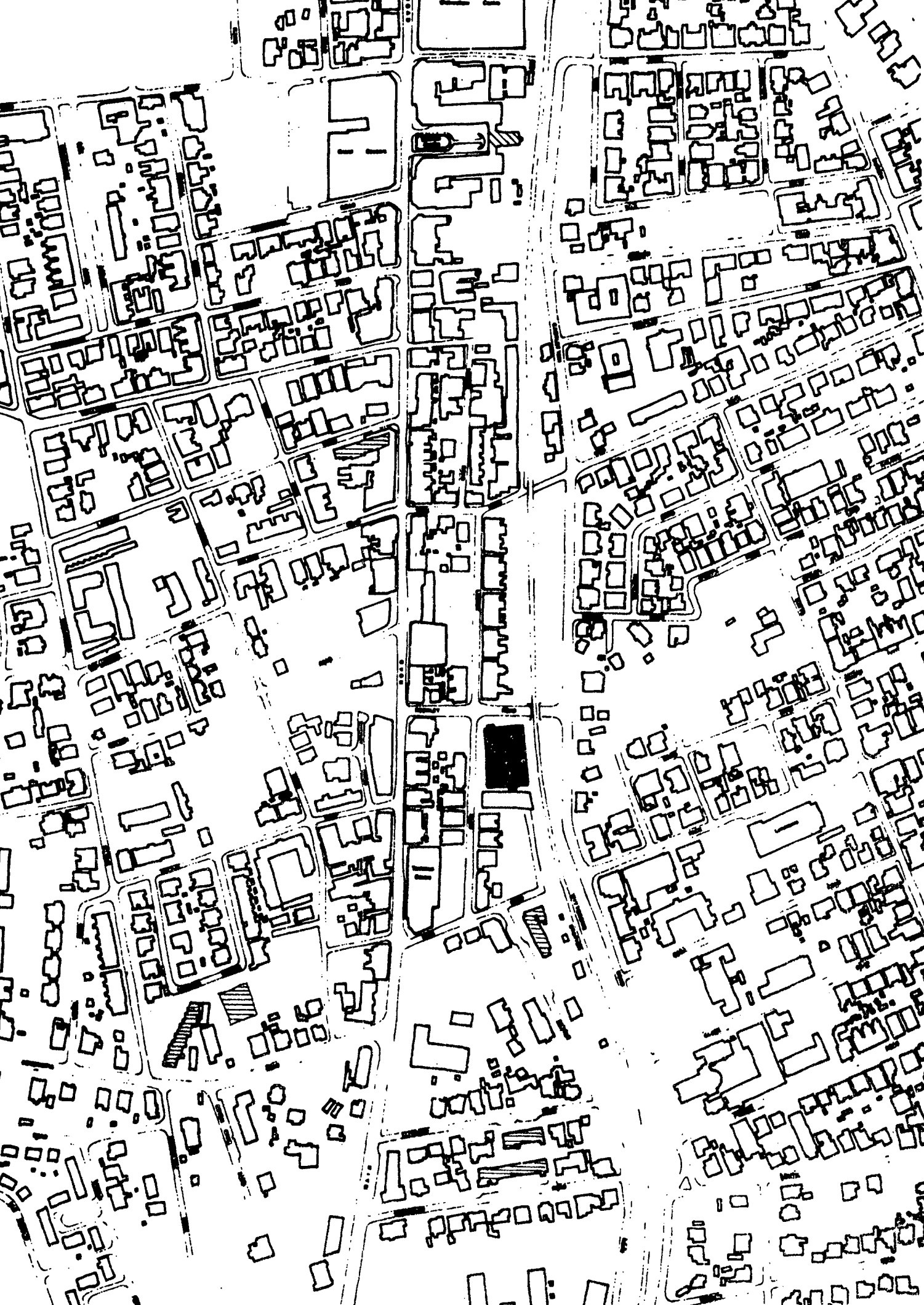


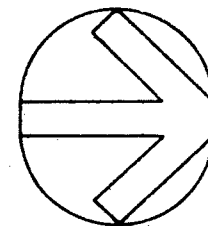
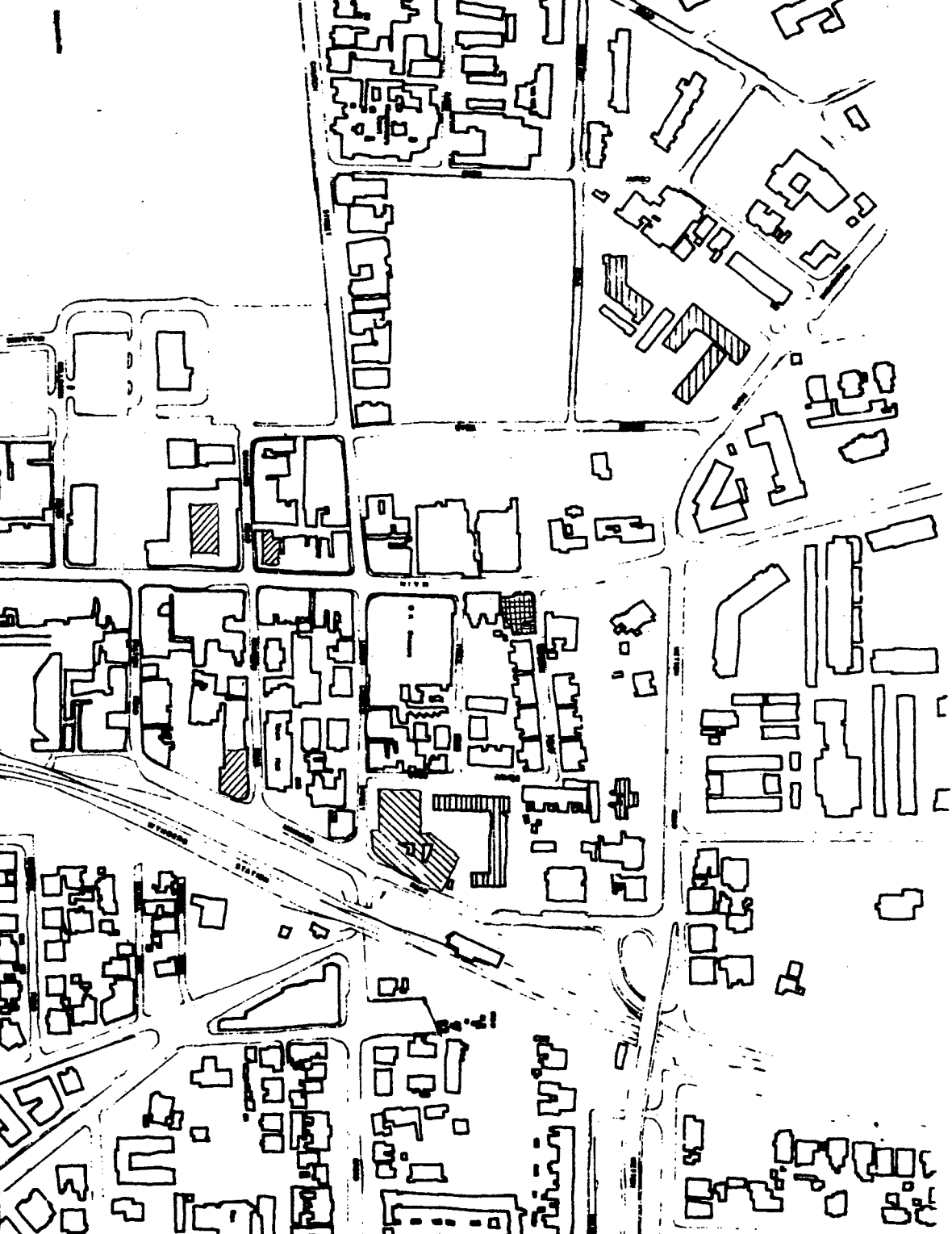


-  Retail
-  Residential
-  Government
-  Office
-  Service
-  Warehousing and Industry

Scale 1 : 4 000

CENTRE LAND USE FIRST FLOOR





Residential



Government



Service



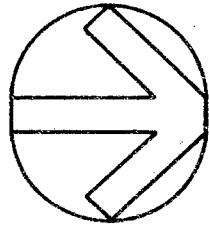
Warehousing



Scale 1 : 4 000

CENTRE LAND USE UPPER FLOORS

FIG 4.23



Scale 1:500

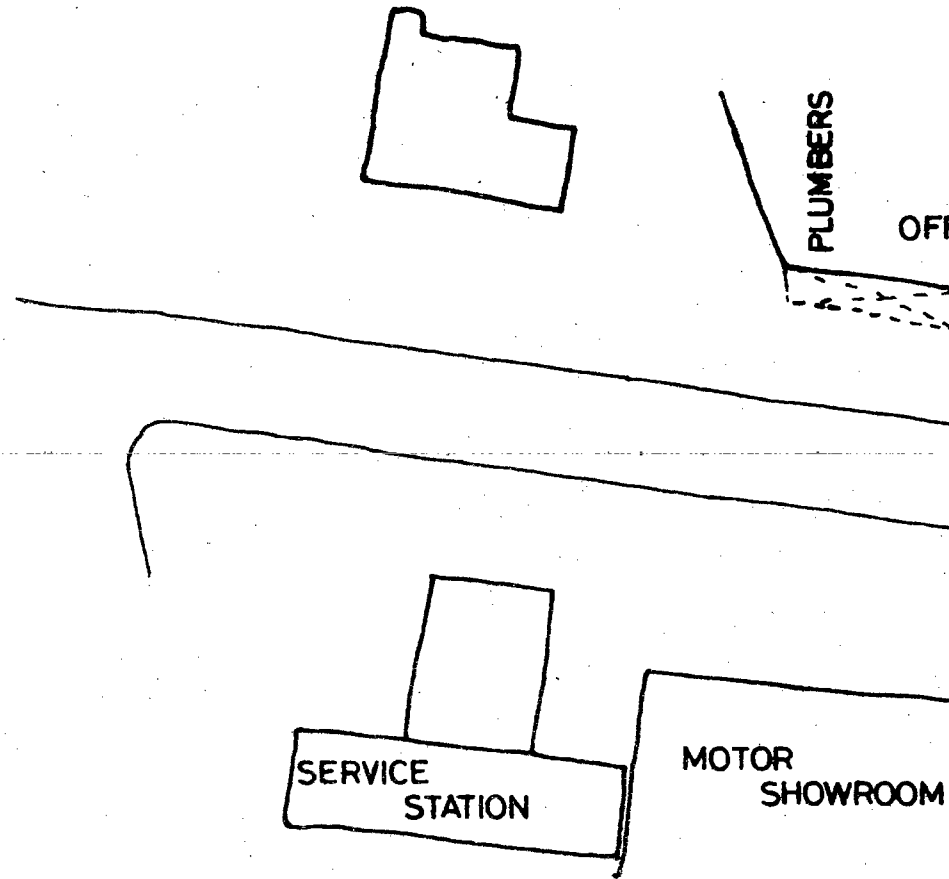
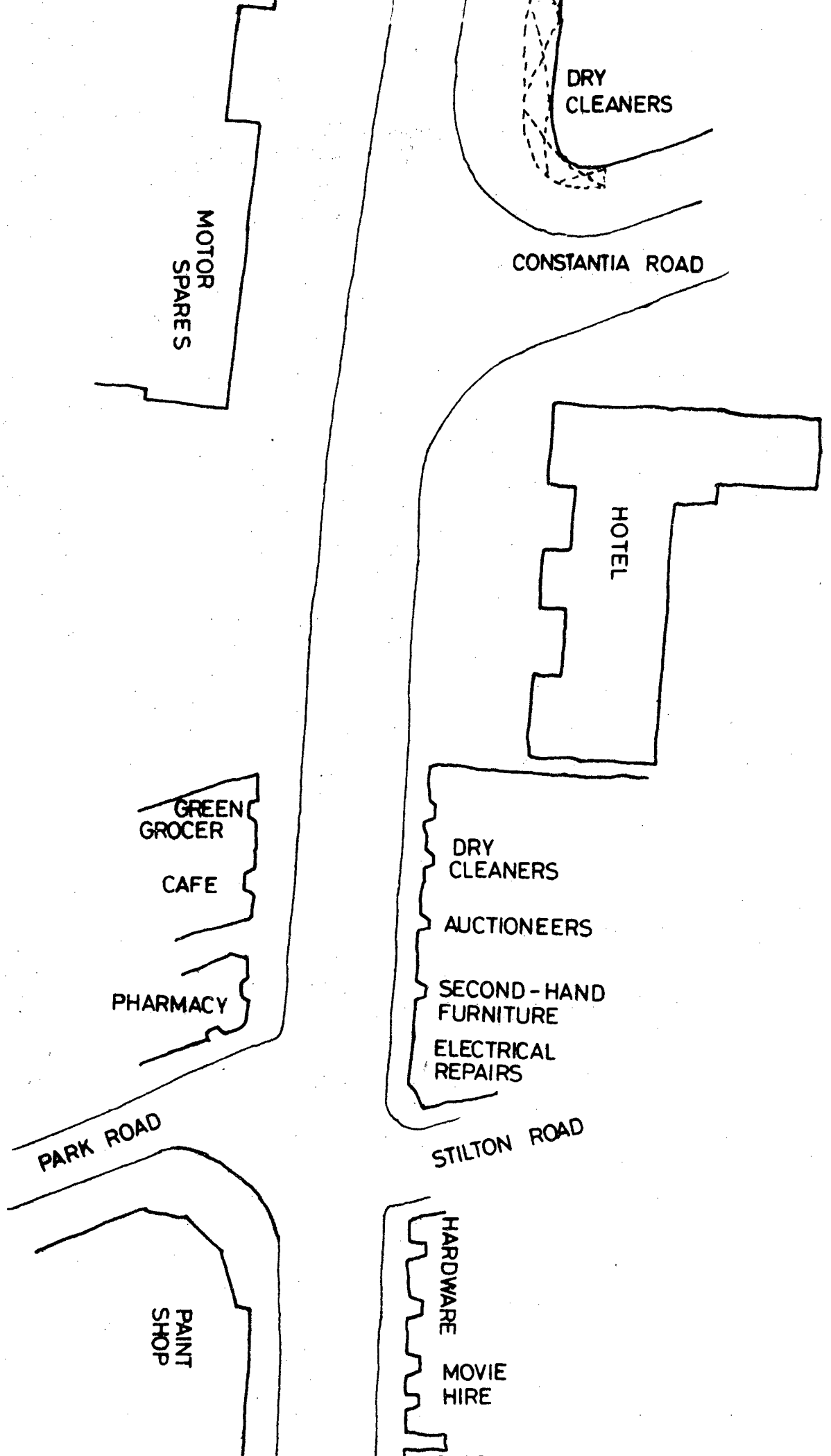
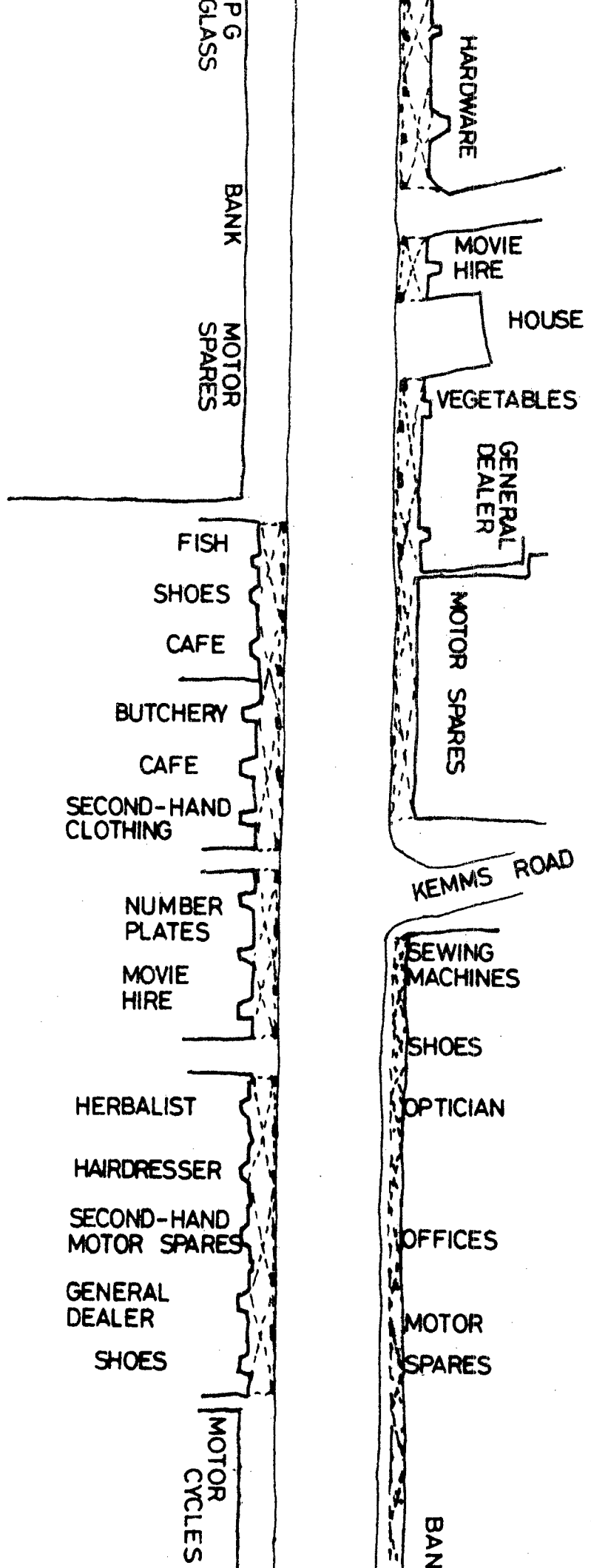


FIG 4.24 MAIN ROAD DETAIL LAND USE





P G
GLASS

BANK

MOTOR
SPARES

FISH

SHOES

CAFE

BUTCHERY

CAFE

SECOND-HAND
CLOTHING

NUMBER
PLATES

MOVIE
HIRE

HERBALIST

HAIRDRESSER

SECOND-HAND
MOTOR SPARES

GENERAL
DEALER

SHOES

MOTOR
CYCLES

HARDWARE

MOVIE
HIRE

HOUSE

VEGETABLES

GENERAL
DEALER

MOTOR
SPARES

KEMMS ROAD

SEWING
MACHINES

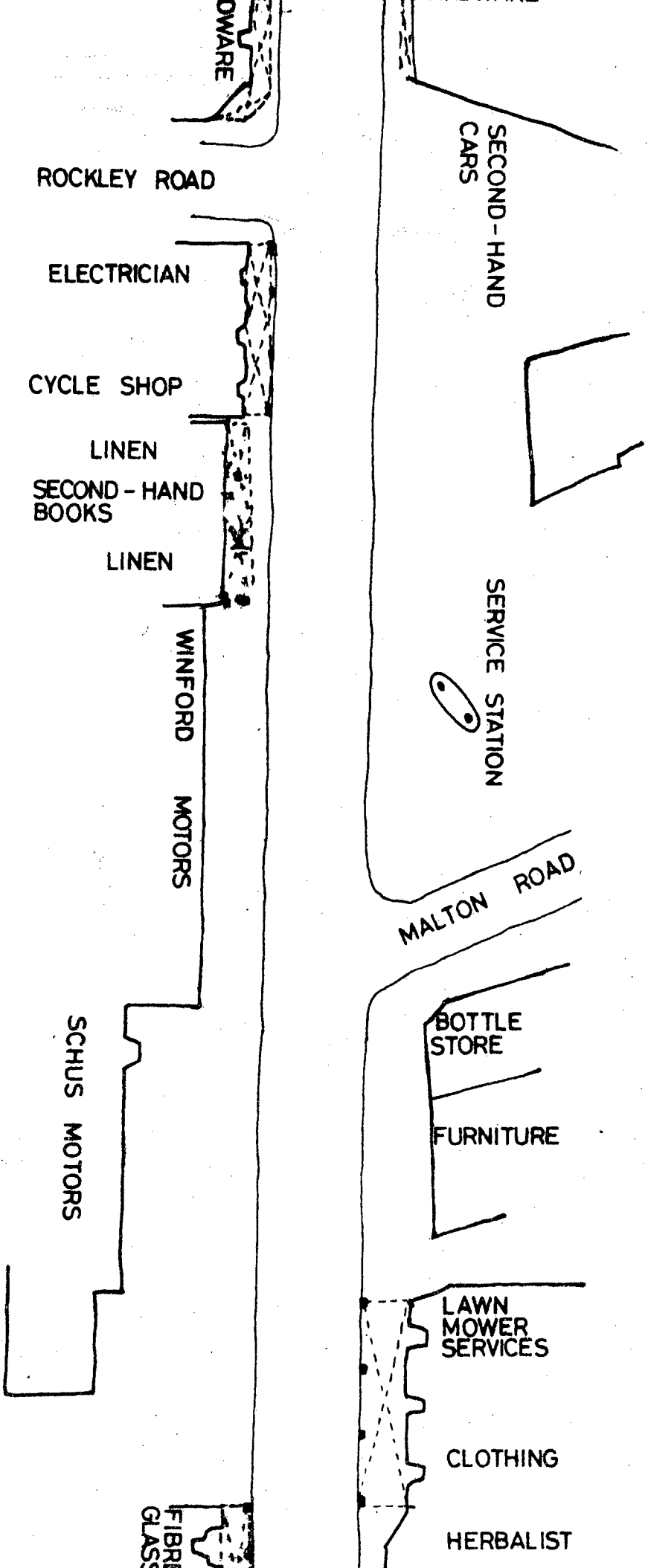
SHOES

OPTICIAN

OFFICES

MOTOR
SPARES

BAN



TAILOR
SECOND-HAND CLOTHING
CYCLES
JEWELLER
CLOTHING

COTTAGE
COTTAGE
FURNITURE
WILSON ROAD

YORK ROAD

CAFE
SECOND-HAND FURNITURE
PHOTOGRAPHER
CAFE
HARDWARE
FURNITURE
CLOTHING
BUTCHER
FURNITURE

FURNITURE
CLOTHING
CLOTHING
LANGLEY ROAD

BUTCHER

DOCTOR

UNDERTAKERS

SECOND-HAND CLOTHING

LINK TO EBOR ROAD

1/2 PRICE STORES

HATS

CLOTHING

SHOES

BUTCHER

TAKE AWAYS

DRESS

DRESS

CLOTHING

CLOTHING

PLUMBERS

SHOES

OUTFITTERS

BAKERY

ORE

SERVICE STATION

WELLINGTON ROAD

SHOPRITE

SECOND-HAND

FURNITURE

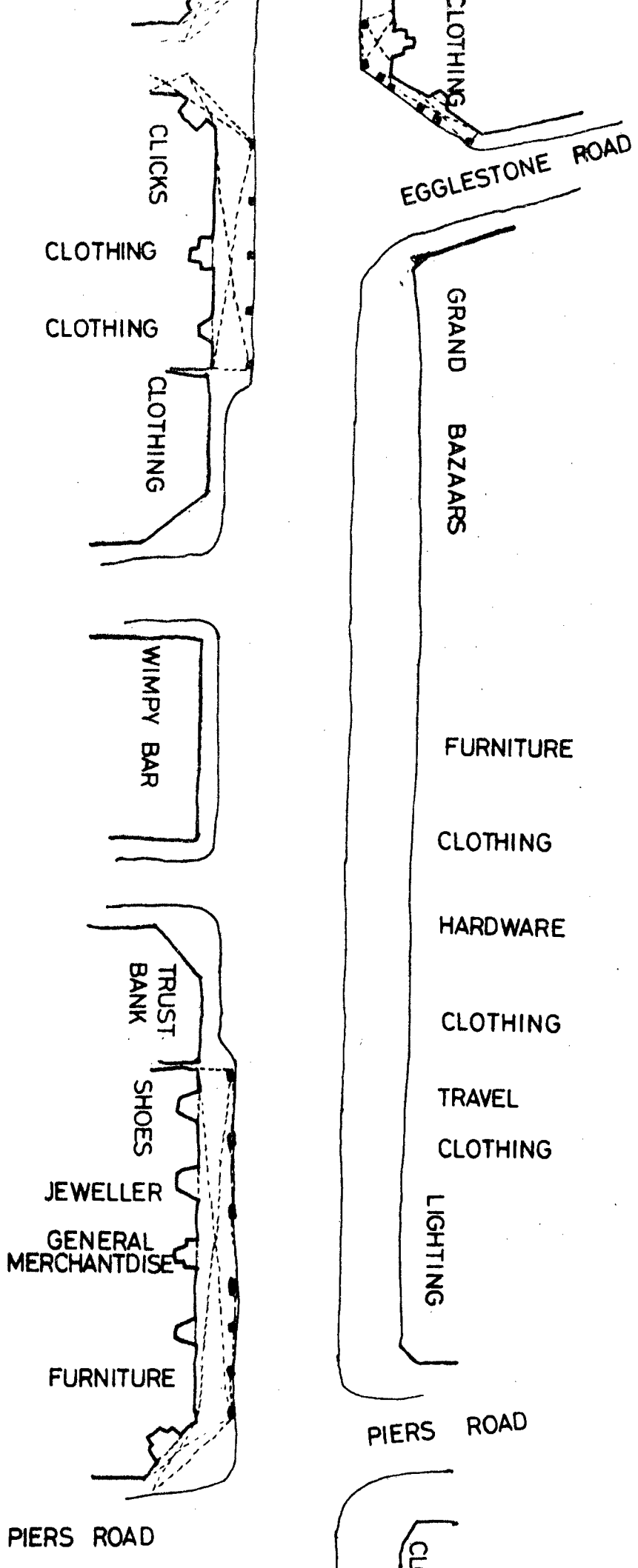
DRY CLEANERS

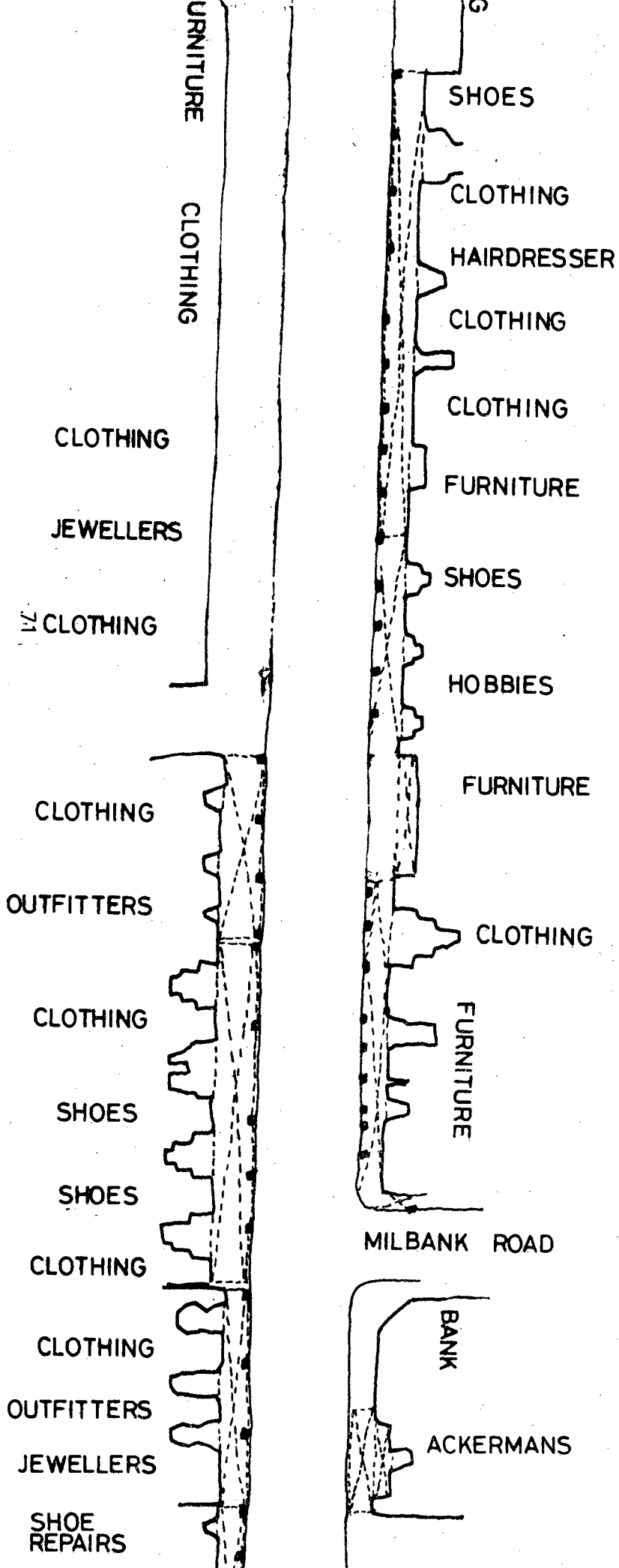
BENJAMIN ROAD

PHARMACY

KEY SHOP

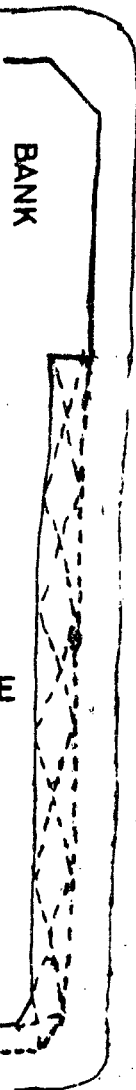
FURNITURE





GENERAL
MERCHANDISE

STATION ROAD



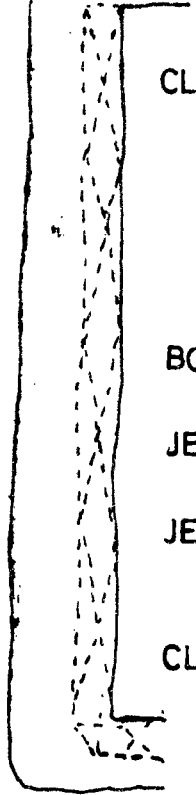
CLOTHING

BOOKSHOP

JEWELLER

JEWELLER

CLOTHING



MAYNARD ROAD

SHOES

JEWELLERS

CHEMIST

CLOTHING

SHOES

FOOD

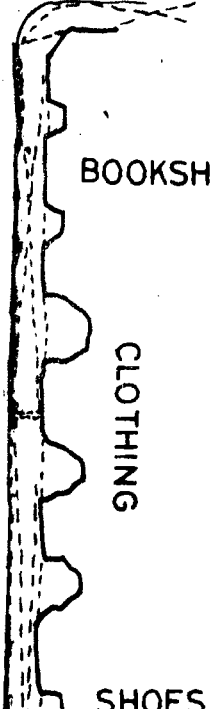
SHOES



BOOKSHOP

CLOTHING

SHOES



SHOES

CHURCH STREET

CLOTHING

FURNITURE

LINEN

CLOTHING

WOOLWORTHS

POST OFFICE

CONSTANTIA CINEMA

T FITTERS

CHURCH STREET

O K BAZAARS

PRICE LANE

ESTATE AGENCY

FURNITURE

BUTCHER

CONWAY STREET

3.3.1 The Government and semi-government area:

This area is located along the north side of Church Street. The predominant functions are the Police Station and Magistrate Courts. Within this area are also buildings which provide Wynberg with strong historical links.

3.3.2 The prime retail core area :

This is situated at the northern end of Wynberg. This area has the most shopping and pedestrian activity and focuses on the station and eastern side bus terminal. The area is basically within 5 minutes walking distance of the station except for Grand Bazaars which, because it acts as a magnet, is able to belong to this group. The major redevelopment in the Wynberg Centre has occurred in this section.

3.3.3 The "stagnant" core area:

Is a strip of retail area just South of the prime shopping core. The nature of business is still pedestrian orientated and the type of trade is analogous to that in the frame area of CBD. In this area are the cheaper clothing shops and furniture stores. No redevelopment has occurred in recent years.

3.3.4 The southern retail area:

Is mainly automobile orientated having the motor showrooms, service stations, the motor spare parts, the hardware, movie-hire and service shops (lawnmower, electrical and plumbing repairs). This area has had some redevelopment in recent years.

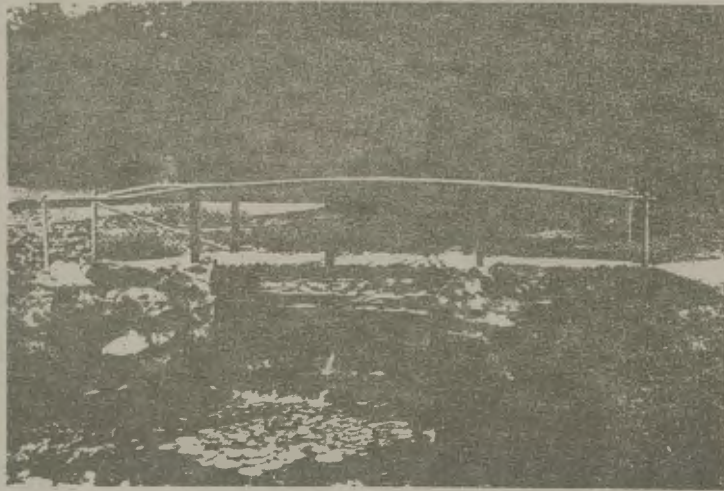
3.3.5 The service and industrial area:

Has some row housing within it, but is predominantly industrial. Within this area is to be found the cabinet makers, tool, fibreglass and sign writers. It is supposed that these activities exist in this area because of the low rentals which can be asked for the buildings.

3.3.6 The terminal area:

Is made up of taxi and bus termini and the Wynberg station as well as a small retail area which captures the passing trade along Bexhill Road. This includes cafes, shoe repairs and even barrow boys. Within this area can also be found a large hardware store and a service station.

Immediately outside of this prime core is a residential matrix which was briefly stated at the beginning of Section 3. There are six significant features within this broad residential area besides the differences in the residential types themselves.



IN MAYNARDVILLE

A and B are new office complexes on the North side of Broad Road. These are the Red Cross and Coloured Education Offices. The environmental feeling in the area seems to attract office space and could be the area into which future offices can be attracted.

C is the Rex Trueform Factory which is the largest feature of a potential industrial area on the South side of Broad Road.

D is the Maynardville open space area which is the "green lung" of the centre.

E is an institutional area providing safe custody for white children; it has its coloured counterpart on the East of Rosmead Avenue.

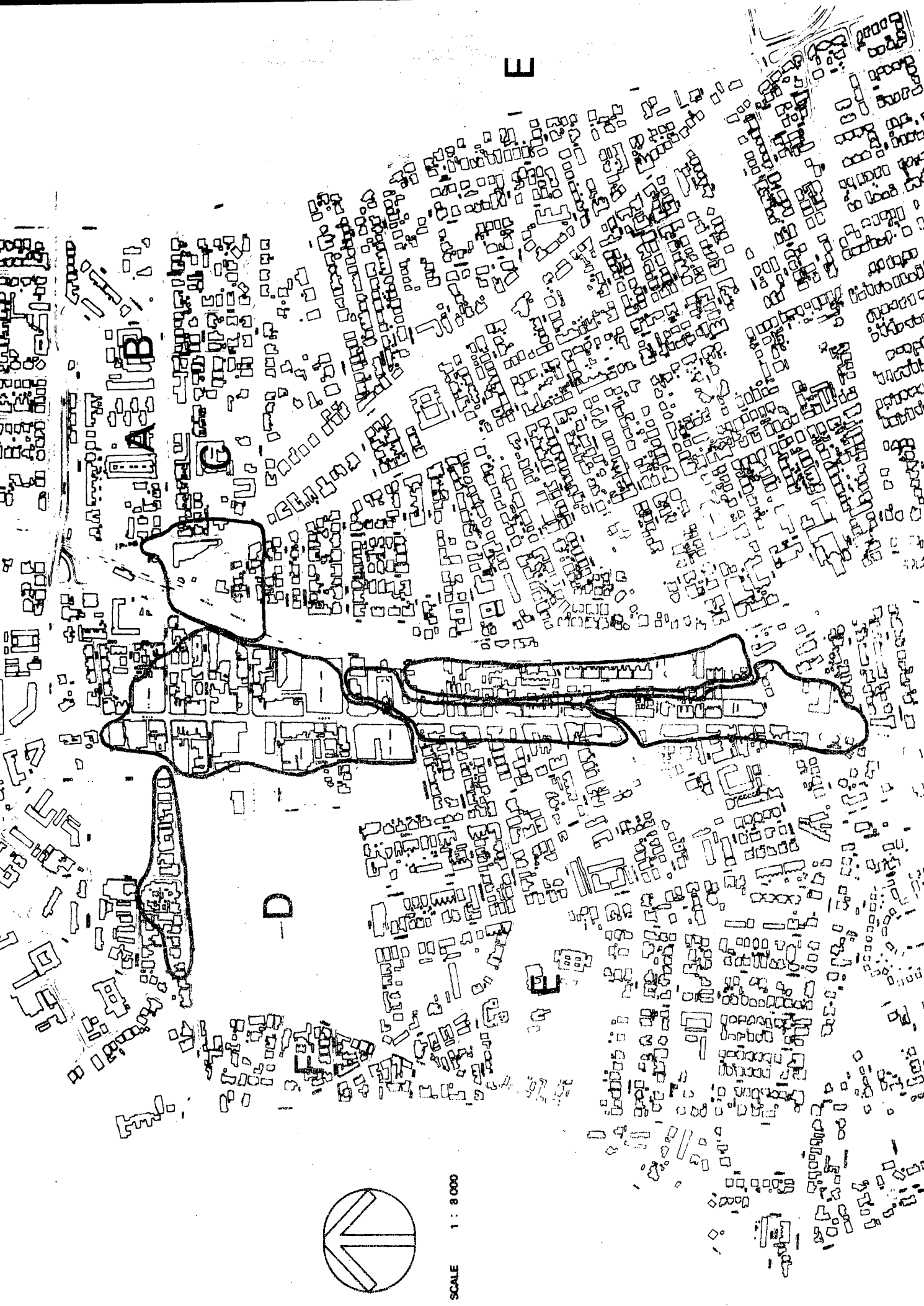
F is the "Chelsea" area. An area that has been proclaimed as a national monument and the buildings there have been renovated in an attempt to attain the quality of life in early "Oude Wynberg".

The present land uses of the Wynberg Centre are shown in Fig. 4.21 for the ground floor, 4.22 for the 1st floor, and Fig. 4.23 for 2nd and upper floors.

A more detailed land use has been prepared for the Main Road and is shown in Fig. 4.24 and a list of activities of the centre is given in Appendix C.

3.4 The Environmental System (Fig. 4.25)

The centre has a scattering of trees of which only those at the Wynberg club and the new Telephone Exchange are of any significance. Outside the centre, Maynardville, the area just South of Riverstone Road, Broad Road and in the vicinity of Wittebome Station are the only areas where an exiting vegetation growth still remain. Apart from these few areas, the centre has to rely on the built form for its environmental quality. There is at present a considerable variety in the built form, created by the time between the developments and the process of widening the Main Road. The gentle slope on which Wynberg is located makes it an easy centre to walk in. But the pedestrian protection offered by colonades and canopies is slowly vanishing as redevelopment takes place. The other form of pedestrian protection offered by relatively narrow roads in also leaving the centre, as the regulation 78(1) is enforced.



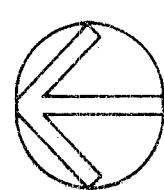
E

A
B

C

D

E



SCALE 1 : 8 000

Outside the centre there is an important physical feature which has almost been forgotten over the years and that is the canal which runs from Maynardville to Sherrard Square, and this amenity needs enhancement to re-introduce it into the environmental system of the centre.

3.5 The Vehicular System

Since the major elements of the road system were discussed under "transport focus", it is proposed to deal only with the questions of vehicle movement within the centre, the parking of vehicles and the servicing of commercial activity.

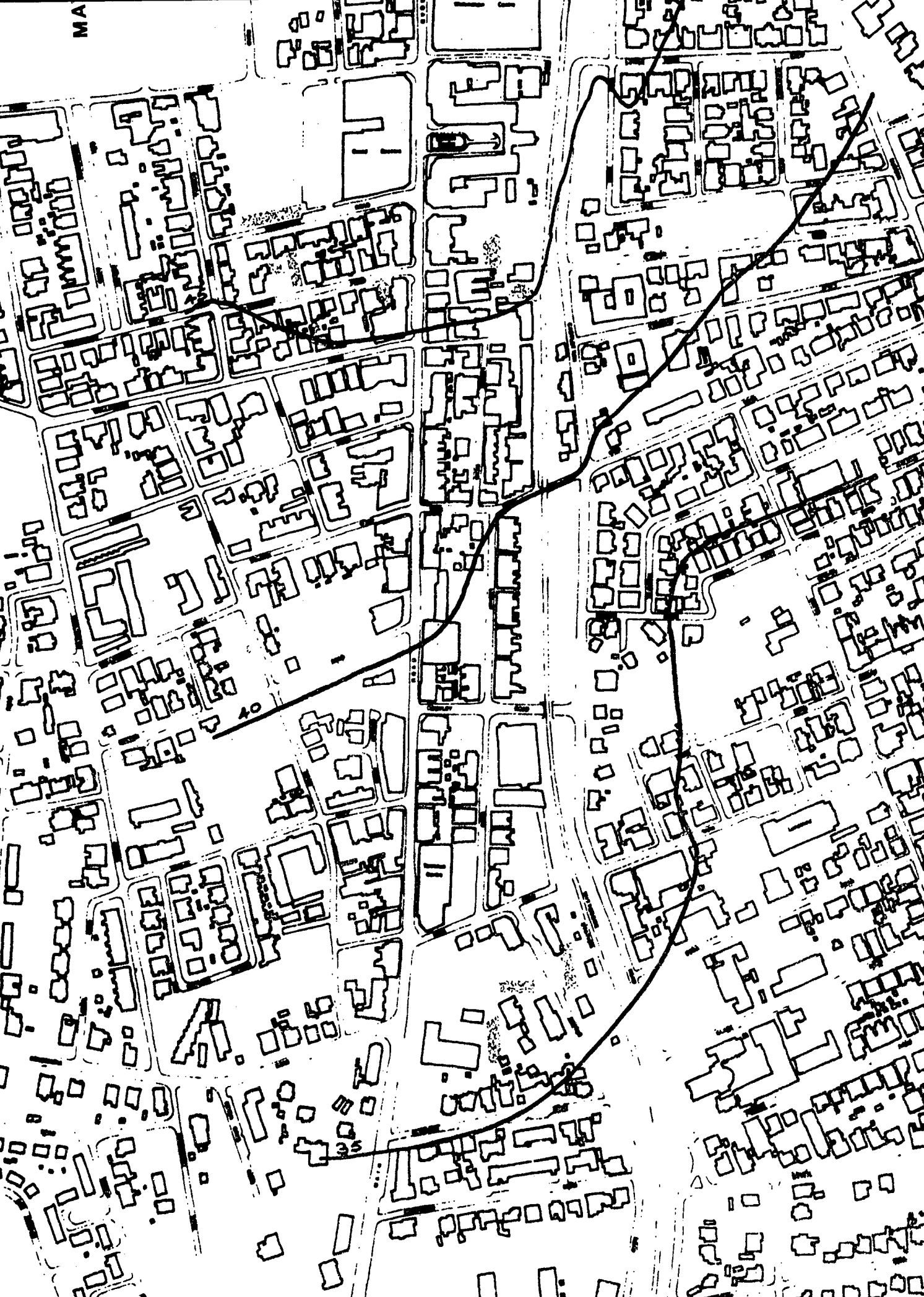
3.5.1

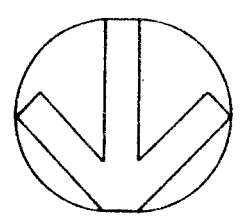
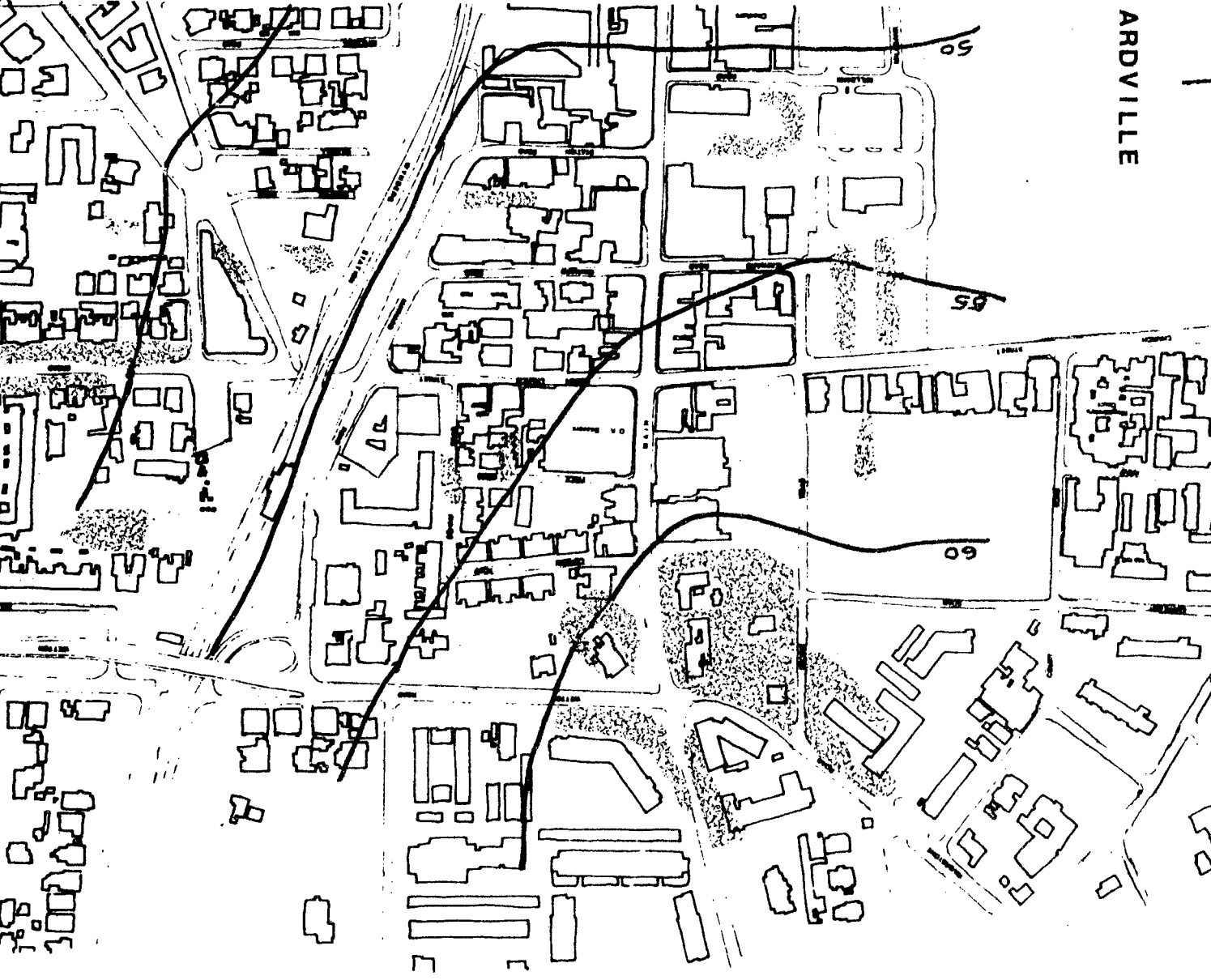
The Main Road serves as a spine for the Wynberg Centre with roads taking off from it both East and West. Constantia Road, Rockley Road, Piers Road, Maynard Road and Church Street all feed into the Main Road (Fig. 4.26). At present the volumes along these roads are not excessively high and even the Main Road, which shows signs of congestion for small periods on Saturday mornings, does not carry heavy volumes. The problems along the Main Road are due almost entirely to the congestion caused by the group of unsynchronized robots along the Main Road at the Northern end of the Centre.

Roads do exist on the West side of the Main Road which allow for vehicles to change direction etc. after travelling up the side streets. However, this seems to occur very seldom as the bulk of the vehicles are able to use the parking areas for this exercise and the Fleming Road is only lightly trafficked. On the East side of the Main Road a similar system exists with Lester and Ebor Roads.

The link under the Wynberg Station is also questioned. It is very substandard and hazardous particularly to pedestrians who also make use of it. However, the volumes of traffic which use this underpass appear to be high and the link appears quite important although undesirable from a pedestrian point of view. If one examines the function of this route, it must be appreciated that if parking were provided on the East side of the railway station, with good accessway to the retailing activity across the railway line, this would significantly reduce the traffic that find it necessary to cross the railway line. Secondly, if one examines the remaining function one would conclude that it serves as a "short cut" through the centre. These users should be induced into using Wetton Road. By modifying these two demands one would be able to do away with the underpass which would mean that the East/West circulation on the North Western Prime Retail area,

MA





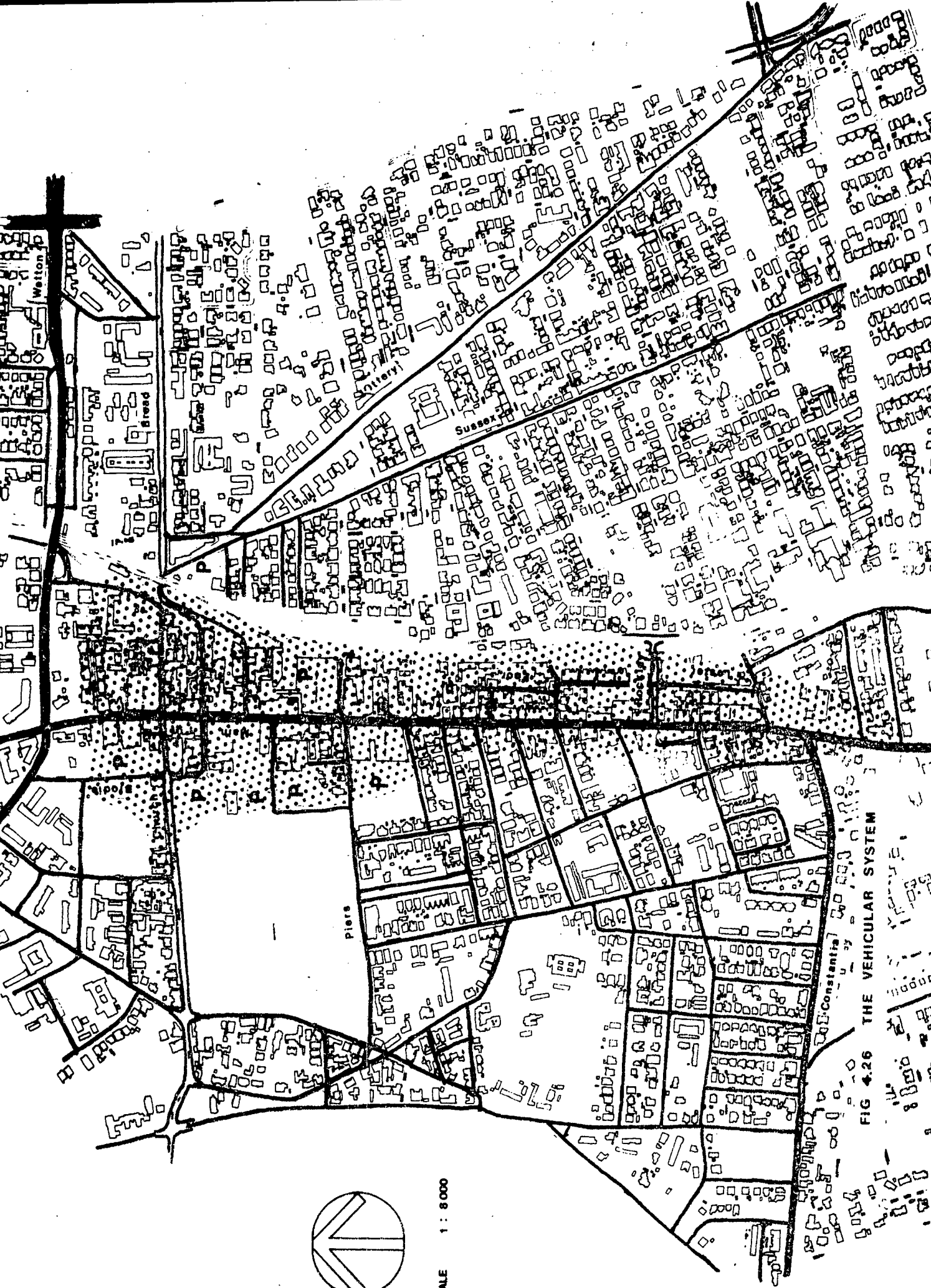
Trees



Scale 1 : 4 000

THE ENVIRONMENTAL SYSTEM

FIG 4.25



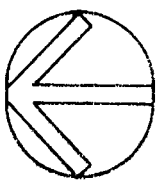
Wetton

Breed

Sussex

Piers

Constantina



SCALE 1 : 8000

FIG 4.26 THE VEHICULAR SYSTEM

(viz. Church Street, Maynard Street and Station Road) west of the railway line could be modified if necessary.

3.5.2

There are at present over 2 200 parking bays in Wynberg. This number is made up as follows :

Public structured bays.....	586
Public unstructured bays.....	123
Private structured bays.....	637
Private unstructured bays.....	228
On Street.....	650
Total	2 224

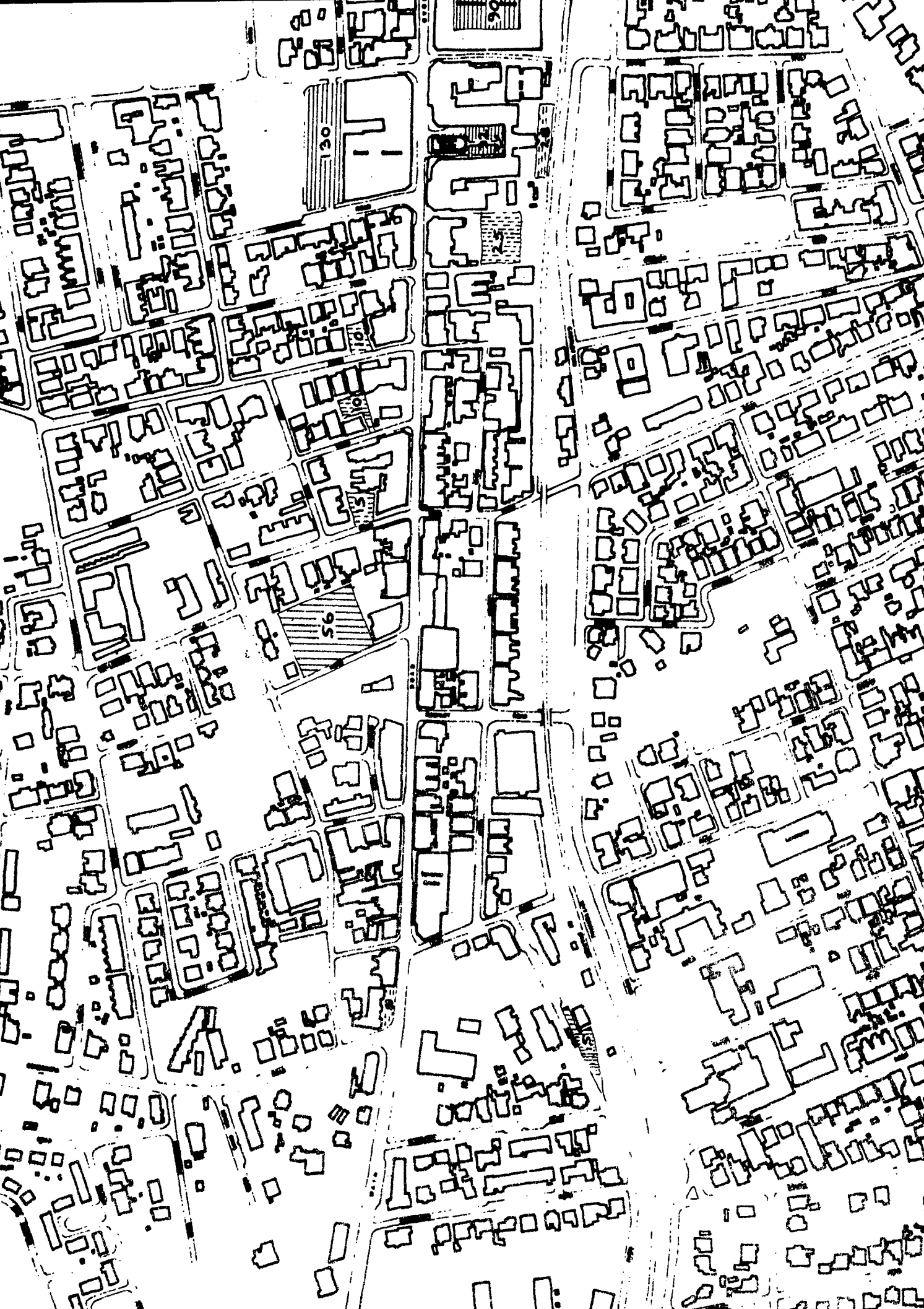
As can be seen from Figure 4.27 almost 90 percent of the off-street parking facilities are located in relation to the prime retail area in the northern section. The parking areas are reasonably accessible from the West, but from the East accessibility is rather tortuous.

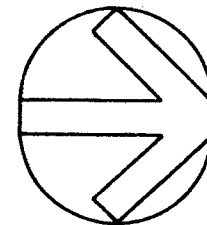
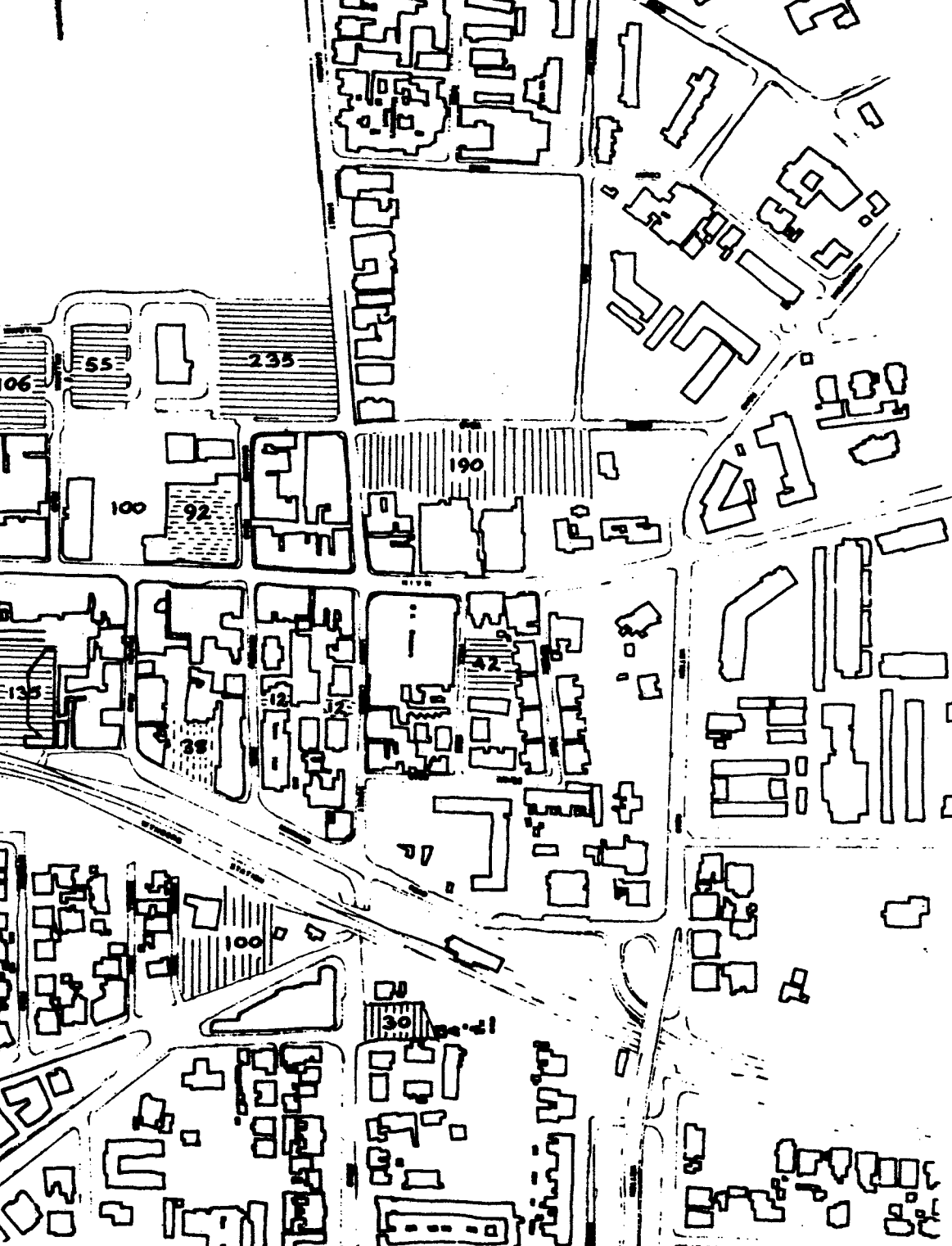
At present the parking areas are well utilised and overflow takes place onto the area to the West of Grand Bazaars parking area. The imminent construction on the Ackermans site will reduce the present parking by 100 bays. Even if the redevelopment does include parking, it can be expected that as the parking demand increases due to improved affluence of the catchment population and expansion of the centre, that the provision of parking could become a serious problem.







3.5.3

It is contended that there is no need for traffic to use a centre as a through route, and while through traffic is not harmful and in fact useful at off peak periods, it is very harmful at peak periods, creating severe congestion and requiring the widening of roads in peak land value locations. Therefore mobility within the centre is not required for through vehicles (alternative routes must of course exist) but only for those vehicles having business in the centre.

In providing for the servicing of the centre one includes not only deliveries but also purchases. The large stores and developments have provided their own servicing facilities. Using the prime streets for parking appears to be an expensive way of solving the problem when off-street parking and loading facilities can be provided much more economically.



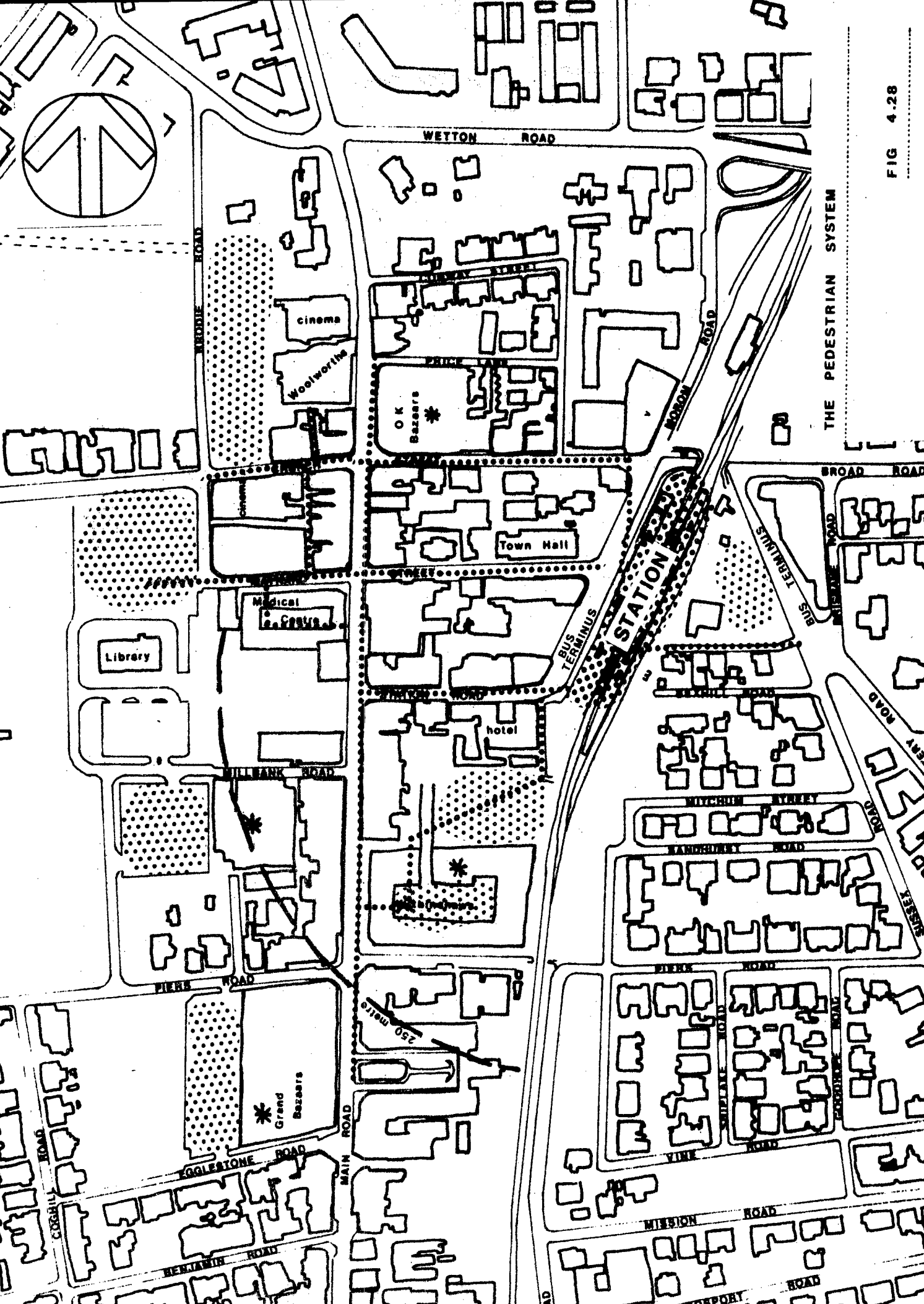


-  Structured public
-  Structured private
-  Unstructured public
-  Unstructured private
- 
- 

Scale 1 : 4 000

THE PARKING SYSTEM

FIG 4.27



THE PEDESTRIAN SYSTEM

FIG 4-28

WETTON ROAD

RODDIE ROAD

Cinema

Woolworths

O.K. Bazaars *

Town Hall

Medical Centre

Library

hotel

Grand Bazaars *

STATION

BUS TERMINUS

STANTON ST

BROAD ROAD

MITCHEM STREET

HANDSHURST ROAD

BIRK ROAD

VINE ROAD

MISSION ROAD

EGGLESTONE ROAD

BENJAMIN ROAD

250 METERS

COGGIN ROAD

NEW ROAD

STREET

ROAD

ROAD

In examining the retail structure in a later section one is made aware of the different sectors that exist in Wynberg. Each of these requires a different loading and parking strategy. In the prime shopping area loading should be away from the Main Road, as large turnovers require constant use of space and this would severely restrict the movement of traffic along the spine. The existing embayments can of course be used. In the next zone the nature of buying is still pedestrian but the loading of goods is less frequent but the goods are bulkier, (eg. furniture). Loading facilities are required in close proximity to the retail outlets although they do not need to be continuous along the Main Road shop frontage. The third area is a motor car orientated retailing area which in general has considerable parking and loading demands, eg. motor spares, hardware, warehouses, repairs and services etc. This section requires parking on street to operate properly.

It would therefore appear that these three distinct parking strategies are required to serve the centre properly.

3.6 The Pedestrian System

The results of pedestrian counts given in Appendix B, show that as expected, the highest pedestrian volumes were recorded in relation to the Northern shopping area and the Wynberg Station. These are related directly to the major generators viz., the station, bus terminal and parking areas and the major and minor attractions as shown in Fig. 4.28.

The concentration of pedestrian activity is most apparent in Station Road and along the Eastern sidewalks of the Main Road between O K Bazaars and Withinshaw Centre. These sidewalks are often too narrow to carry the pedestrians which use them.

Apart from these foci, there are strong links between the bus terminal on the east and the station, as well as the railway crossing points at Piers Road, Wilson Road and Wittebome station which permit crossing from the Eastern residential areas to the Main Road.

The environmental qualities of the pedestrian system does suffer from a lack of natural elements. Also the weather protection offered by the canopies and collonades is being only partially replaced by malls internal to the centres, which could alienate a new development and not intergrate it into the streetscape. This has not as yet occurred at Wynberg as the new centres have maintained shops fronting onto the street, as well as the inside malls.

What is therefore required is the improvement of the existing pedestrian system to provide a better facility for the pedestrians.

3.7 The Retail System

The retail system at Wynberg Centre is split up into three distinct areas if one disregards the small retail area to the East of Wynberg Station. These three areas act as a whole providing a more complete service to the community, in that the activities are not only related to the prime retail trade but provide the opportunity for lower retail service function and vehicle based retail to co-exist.

3.7.1

Whereas in the past the retail trade of Wynberg was mainly suburban and stretched along the Main Road, it has crystallised in an intensely active squarer shaped prime retail area in the North. This Northern prime shopping area has to be stretched Southwards by the establishment of Grand Bazaars just South of a 250 m radius from the station. It is in this area that the most important shops are located.

It is in this area that the highest rentals are paid for land. Some anomalies do exist, as within this area one will find shops (eg. shoe repair shops), which would normally not be found in these prime areas. This has occurred because these business are run by the owner of the building whose economic viability relies on the fact that his perceived cost of premises are very low, making his location viable. Should the economic activity of the centre expand then it is most likely that many of these owners could be induced to re-develop in expectation of a better return on their present sites. It is in this area that the major redevelopment of the older buildings can be expected to occur.

3.7.2

The next section of retail shopping activity is characterised in Wynberg by little recent redevelopment. This is probably due to the fact that the rentals presently obtainable in this area would not justify redevelopment. This area might be likened to the Long Street of the C B D with its second hand clothing and furniture stores, and cheaper type of clothing stores. This area acts as a back-up to the prime retail area by catering for the lower priced goods. Redevelopment in this area is unlikely to occur although it is possible that a reduction in the number of retail outlets would occur with an increase in service activities eg. plumbers, undertakers office and motor workshops.

3.7.3

The last section of the centre is related to the automobile shopper. It has the service station, new and second-hand car shops, the big hardware stores, and the cafes and the movie rental outlets. The recent developments that have taken place have been either motor car show rooms eg. Schus and M W P, or a change in function eg. the Terminus Centre.

4. Development Proposals and Constraints

4.1 Municipal Controls

The physical development in the Municipal Area of Cape Town is controlled by a Town Planning Scheme which "is in the course of preparation". It takes the form at present of "Revised Final Statement of the Proposed Town Planning Scheme as amended to May 1975". The stated purpose of the scheme is "a co-ordinated and harmonious development of the area of the Municipality (including where necessary the reconstruction on any part thereof which has already been subdivided and built upon) in such a way as will most effectively tend to promote health, safety, order, amenity convenience and general welfare as well as efficiency and economy in the process of such development". (4.9)

The Town Planning Scheme for Wynberg was first approved by Council on 1957-12-23 gaining the authority of the Administrator on 1963-09-09.

The statement is in general restrictive in nature rather than providing incentives and guidance to the developers. It might be argued that a static plan as it exists does give a developer confidence in the form which his development can take, and in what to expect of development in the adjacent erven, and that it is far easier to administer than other forms of planning schemes.

An important criticism of the existing town planning scheme is that some conditions are laid down to apply to all similar areas throughout the municipality, permitting little scope for the individuality of the location to occur. Furthermore, the restrictions have been based on British and North American practice, history, environmental and climatic conditions. A typical example where cognisance of local conditions could lead to improvements is the question of setbacks. In the relatively cold climate and smog filled city one can concede the need setting back to the centre of the erf to allow the sun and air in. But the sunny and windy climate of Cape Town would benefit considerably more from a lower continuous windbreak type development providing some protection from the elements.

The control exercised by the Town Planning scheme in its present form over seven major factors has been summarised for the town planning zones in Wynberg (as shown in Fig. 4.29) in the following tables:

1. Permissible function of development . . 4.30
2. Height of development 4.31
3. Permissible coverage of development . . 4.31
4. Bulk factors. 4.31
5. Set backs from Road Boundaries. 4.31
6. Set backs from Side Boundaries 4.31
7. Provision of parking facilities 4.32

Furthermore, the statement also controls the projections over streets (Table 4.33) and clause 78(1) controls the minimum widths of streets facing commercial and business activities.

4.2 Municipal Plans

There are at present over 200 plans in the Town Planning Branch of the City Engineer's Department relating to Wynberg. A list of these plans given in Appendix D shows which of these plans have status, been approved or have been superseded as a result of review. The bulk of the plans relate to road proposals with a minority dealing with bus termini, parking, the development of Maynardville and sprinkling of other topics.

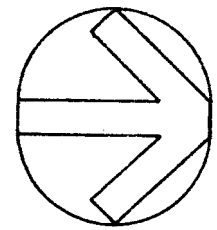
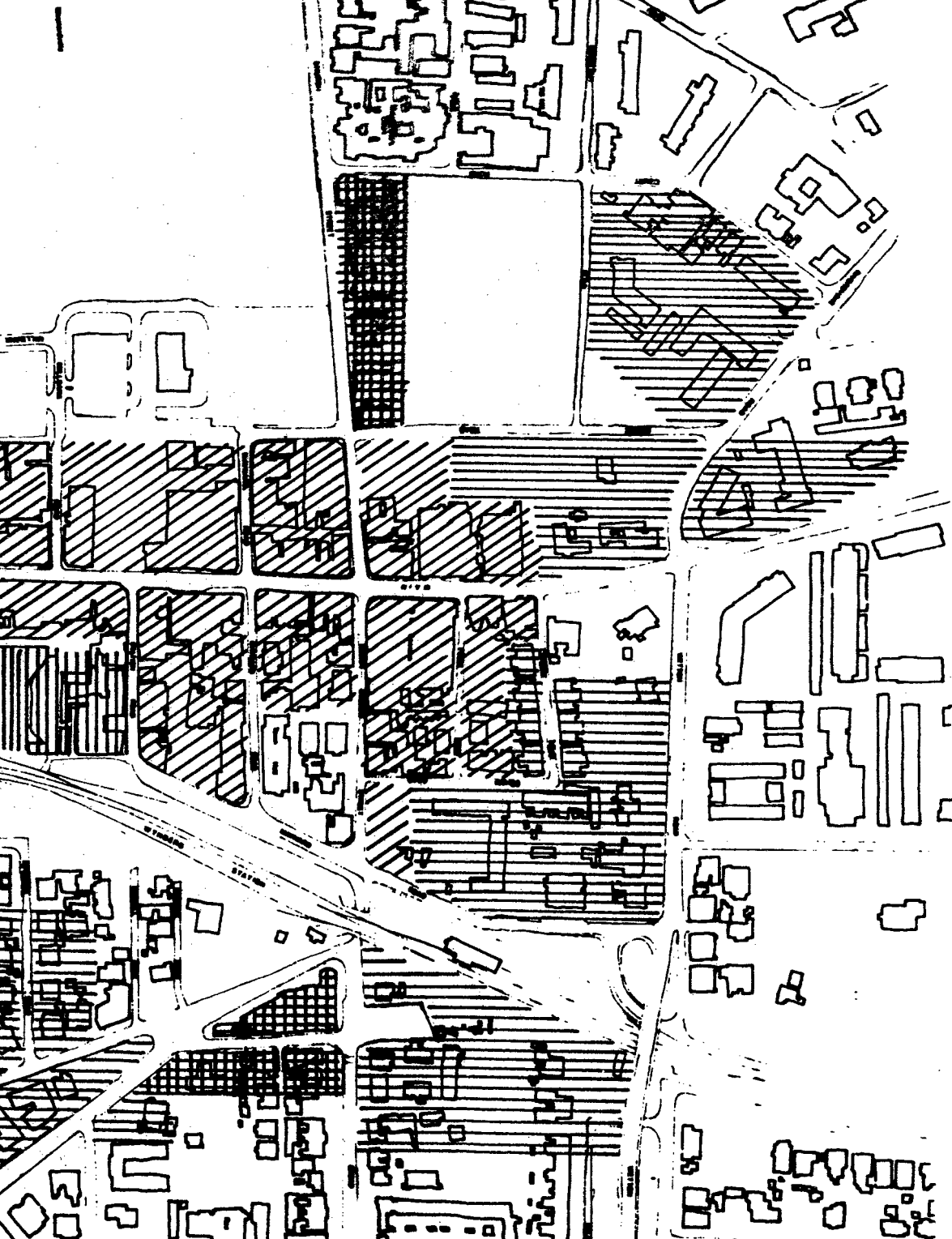
In examining these plans, the progress in the planning can be traced. The Main Road between Cape Town and Simonstown has always been considered important. A proposal to link Wetton Road with Carr's Hill Road was superseded by a scheme, to link the Main Road, North and South of Wynberg Business Centre with a by-pass. The early proposals divided Maynardville into two halves with a rather impressive by-pass, while still maintaining the widening of the Main Road.


At about this time proposals were approved for the improvement of Waterloo Road and Bower Road so that Rosmead Avenue in the East could be linked with Edinburgh Drive through the Trovato Road on ramp. A later proposal for the Blue Route (van der Stel freeway) and the Kromboom Parkway slightly altered thinking and the Constantia Road/South Road Route became an East/West link between these two freeways, with Waterloo Road/Bower Road linking orthogonally with Constantia Road to Gabriel Road.


		1	1		2	3	3	5	3	3	6	6	6	6	6	6	6	6
		DWELLING HOUSE	DOUBLE DWELLING	GROUP OF DWELLINGS	TWO FLATS	BLOCK OF FLATS	RESIDENTIAL BUILDING	PLACE OF WORSHIP	PLACE OF INSTRUCTION	INSTITUTION	PLACE OF ASSEMBLY	SHOP	BUSINESS PREMISES	SERVICE STATION	INDUSTRIAL BUILDING	SPECIAL INDUSTRIAL BUILDING	SHOW AND EXHIBITION BUILDING	SPECIAL BUILDING
SINGLE DWELLING RESIDENTIAL	1	●	○					○	○									
INTERMEDIATE RESIDENTIAL	1	●	○	○	●			○	○									
GROUPED DWELLINGS RESIDENTIAL		●	○	○				○	○									
GENERAL RESIDENTIAL		●	○	○	●	●	●	●	●	●								
SPECIAL BUSINESS		●	○	○	●			●	●	●	●	●	●	○				
GENERAL BUSINESS		●	○	○	●	●	●	●	●	●	●	●	●	○				
GENERAL COMMERCIAL		●	○	○	●	●	●	●	●	●	●	●	●	○	●			
GENERAL INDUSTRIAL									○		○		○	○	●	○		
NOXIOUS INDUSTRIAL														○	○	○		
SHOW AND EXHIBITION																	○	
PRIVATE OPEN SPACE																		
UNDETERMINED																		


TABLE 4.30 PERMISSABLE LAND USES








-  Single residential

-  General residential R 4

-  General business B 1

-  General business B 3

-  General commercial C 2

- 

Scale 1 : 4 000

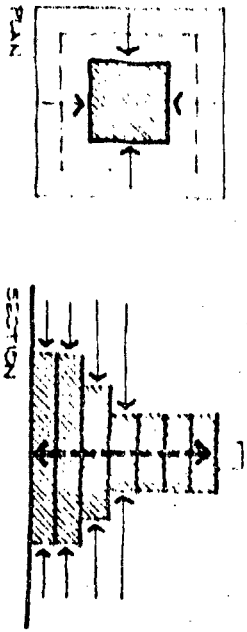
ZONING

FIG 4.29

ZONING	COVERAGE FACTOR				BULK FACTOR		MAXIMUM HEIGHT storeys	BUILDING SET BACKS metres					
	1	2	3	4	3 & 5	other		FLOOR LEVEL	STREET BOUNDARY		COMMON BOUNDARY		
									3 & 5	6	3 & 5	6-	6+
R 4	0.5	0.5	0.33		0.9		7		4.5 0.6h 3m + 1/4h		4.5 0.6h 3m + 1/4h		
SPECIAL BUSINESS	0.5	0.5	0.33	1.00		0.7							
B1	0.5	0.5	0.33	1.00		1.2	7	GF		0		0	0
								1		4.5		0	4.5
								2		0.6h		0	4.5
								+2				0.6h	0.6h
B3	0.5	0.5	0.33	1.00		3.7	7	GF		0		0	0
								1		0		0	0
								2		0		0	4.5
								+2		4.5		4.5	0.6h
C3	0.5	0.5	0.33	1.00		3.7	7	GF		0		0	0
								1		0		0	0
								2		0		0	4.5
								+2	∇	4.5	∇	4.5	0.6h

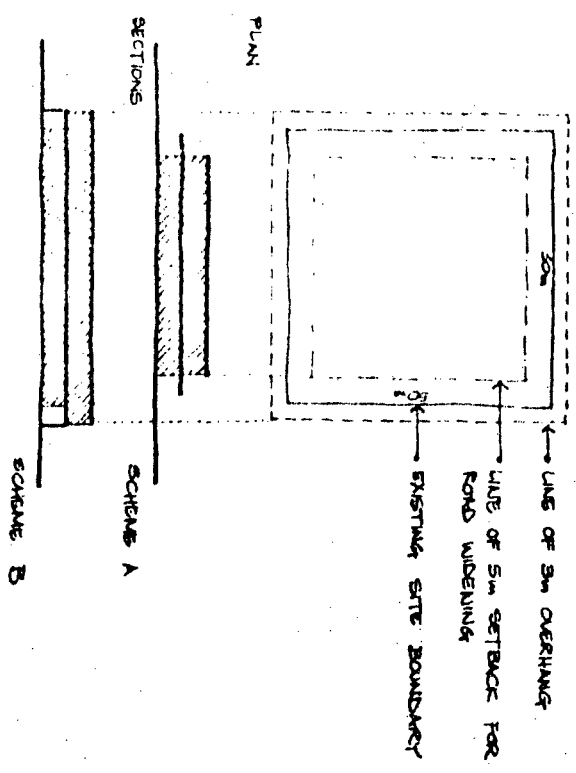
4 Other not 1 2 or 8
- Up to 16m from street boundary
+ Beyond

TABLE 4.31 PERMISSABLE BULK FACTORS AND BUILDING LINES



PRESBYT BUILDING REGULATIONS FORCE BUILDINGS TO THE CENTRE OF THEIR LOTS. RESULTS A PATTERN OF BUILDINGS ISOLATED IN SPACE & FORCING USE OF LIFTS.

A DISPROPORTIONATE PERCENTAGE OF SITE AREA IS IN THE IMMEDIATE PERIMETER, EG.

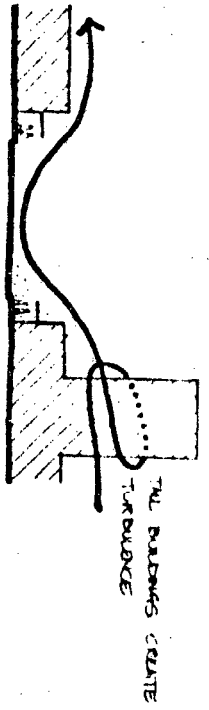


EXISTING SITE AREA (50m x 50m) : 2500 m²

SCHEME A:- SITE WITH - AREA FOR ROAD WIDENING : 1600
 STREET FRONT AREA (TO PRESET REGS) : 1600
 TOTAL AREA : 3200

SCHEME B:- SITE AREA : 2500
 ROAD FRONT AREA : 336
 TOTAL AREA : 5336
 WHICH IS 43% GREATER THAN SCHEME A.

DETERMINED CLIMATIC EFFECTS AS RESULT OF TOTAL MASSIVE REGULATIONS
 CARBON, SECTORED STREETS & COURTS
 UNDER CUTS TRADITIONAL SCALE



Category of building or portion concerned	Required combined extent of parking and garaging areas for visitors, patrons and occupants	Required extent of parking area for visitors or patrons
1	2	3
Group of Dwelling Houses.	As provided for in section 90 <u>quat.</u>	As provided for in section 90 <u>quat.</u>
Block of Two Flats. Block of Flats.	1 bay for every Dwelling Unit.	1 bay for every 4 Dwelling Units.
Residential Building other than a licensed Hotel.	3 bays for every 5 bedrooms.	1 bay for every 5 bedrooms.
Licensed Hotel.	3 bays for every 5 bedrooms plus 20 bays.	1 bay for every 5 bedrooms plus 20 bays.
Place of Worship other than a Funeral Parlour.	-	1 bay for every 20 occupants in excess of 250 occupants.
Funeral Parlour.	-	15 bays.
Hospital or nursing home.	-	2 bays for every 3 patients.
Place of Assembly other than a theatre, cinema, music hall or concert hall.	-	1 bay for every 20 occupants up to 160 occupants plus 1 bay for every 12 occupants in excess of 160 occupants up to 400 occupants plus 1 bay for every 8 occupants in excess of 400 occupants.
Theatre, cinema, music hall or concert hall.	1 bay for every 8 occupants.	-
Public Garage.	4 bays for every lubricating bay plus 4 bays for every wash bay with a minimum of 8 bays.	-

Service Station.	-	4 bays for every lubricating bay plus 4 bays for every wash bay, with a minimum of 8 bays.
Industrial Buildings and Special Industrial buildings erected in General Industrial and Noxious Industrial Use Zones.	One bay for every 100 m ² of Actual Floor Area of the building or buildings concerned, up to an Actual Floor Area of 1 500 m ² plus one bay for every 200 m ² of Actual Floor Area, in excess of 1 500 m ² .	25% of the bays required in terms of Column 2 with a minimum of three bays.
Supermarket	1 Bay for every 10 sq m of net retail floor area.	-

Table: Extent of loading areas required for various categories of buildings in certain Zones.

Category of building concerned.	Actual Floor Area of building in m ² (to nearest m ²).	Required extent of loading areas
1	2	3
Office Building.	0 to 5 000 5 001 to 15 000 15 001 to 30 000 Every additional 30 000 or fraction thereof.	- 1 bay 2 bays 1 additional bay.
Business Premises (other than an Office Building), Shop, Industrial Building, Special Industrial Building.	0 to 1 000 1 001 to 2 500 2 501 to 5 000 5 001 to 10 000 Every additional 10 000 or fraction thereof.	- 1 bay 2 bays 3 bays 1 additional bay.

TABLE 4.32 PARKING REQUIREMENTS

Position of lowest part of projection.	Maximum permitted projection into street.	
	Street less than 12 m wide.	Street not less than 12 m wide.
1	2	3
Less than 3 m above level of footway.	Nil	Nil
3 m or more above level of footway:-		
(a) At or below level of first floor.	4 m	4 m
(b) At or below level of second floor but above level of first floor.	1 m	4 m
(c) Above level of second floor.	1 m	2 m

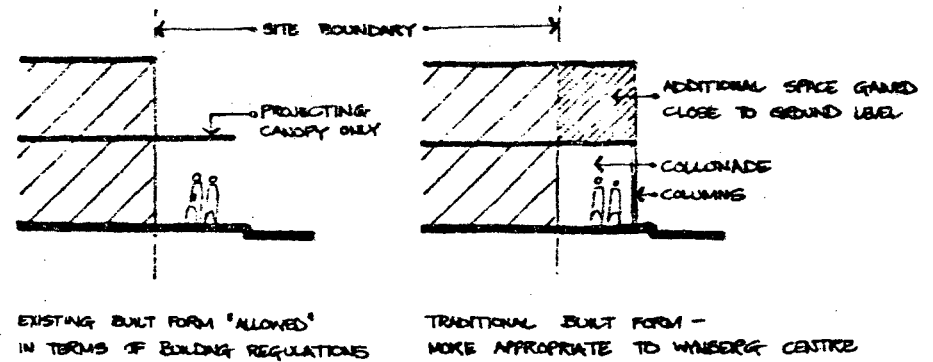


TABLE 4.33 PROJECTIONS OVER STREETS

Setting back of site boundaries.

78(1) No building shall be erected on a site if-

- (a) (i) such building is a Group of Dwelling Houses, Block of Flats, Institution, Place of Instruction or Residential Building or is a Combined Building any part of which falls into one of the said categories, or
- (ii) such site falls wholly or partly into a General Business, Special Business, General Commercial, General Industrial or Noxious Industrial Use Zone, and
- (b) any portion of a street boundary of such site is less than 8 m from the centre-line of the street or service road on which it abuts,

unless sufficient portions of such site to enable such portion of such boundary to be set back to a line parallel to and 8 m from the centre-line of such street or service road are first transferred to the Council.

The routing of the by-pass route was shifted Eastwards so as to reduce the damage to Maynardville. It would nevertheless cut a wide 26 metre gash through the built up area, creating a barrier between the residential area, on the west, and the Main Road shopping strip. The Main Road widening scheme has an average road reserve of 34 metres.

Fig. 4.34 shows the proposed road system as a whole. Besides the proposals for the provision of parking in relation to the by-pass, three other areas were proposed for parking:

1. East of Maynardville.
2. On the existing Town Hall site.
3. East of the Wynberg Railway Station.

The proposal to demolish the Town Hall site appears to be reviewed, although the plan has not been rescinded and the Town Hall has recently been given a facelift and its dignity restored.

The proposal to provide parking on the East side of the Wynberg Railway Station is tied up with the Castletown Road link to Wetton Road (the local system rather than the minor arterial route) and the development of a modal interchange facility.

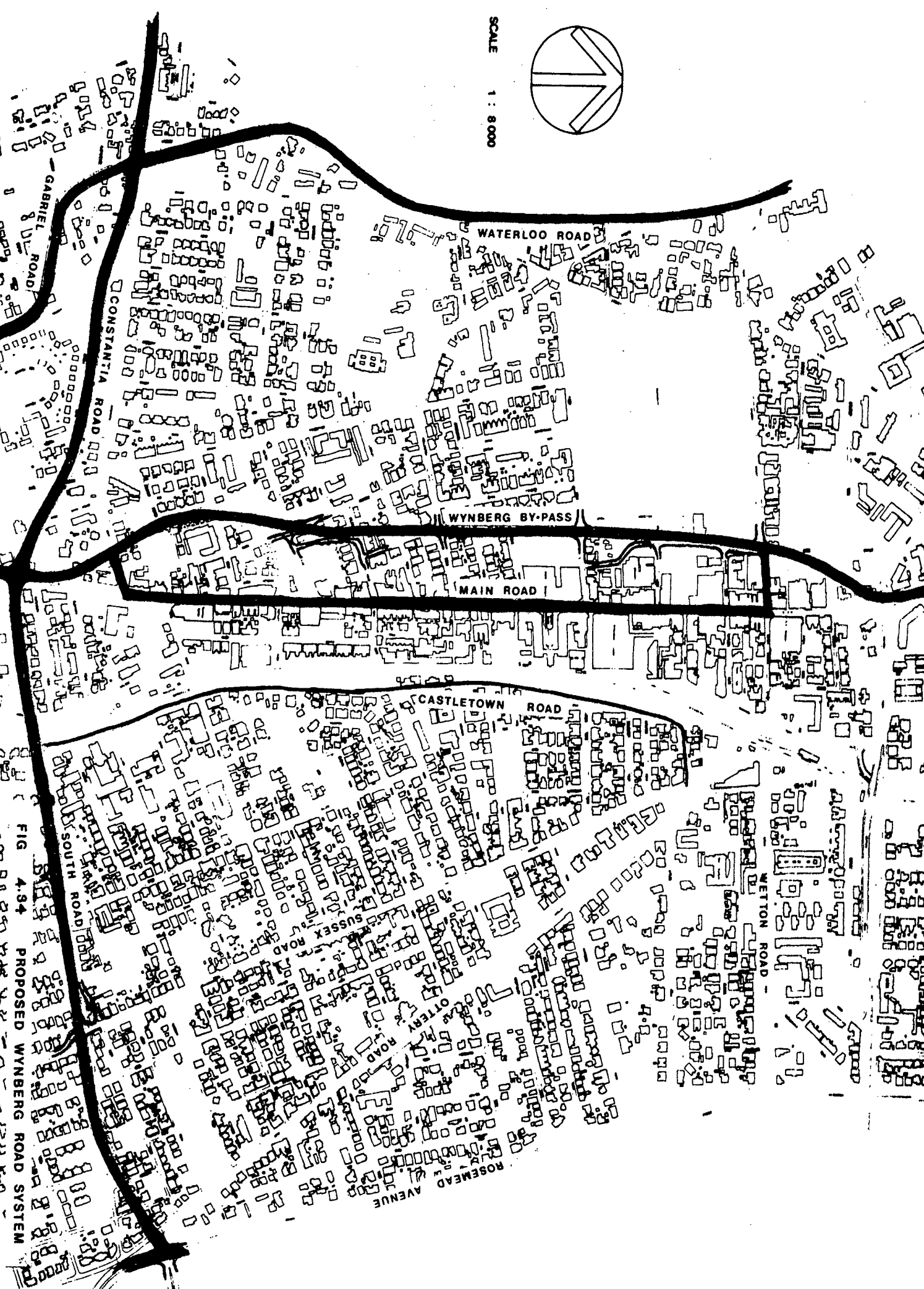
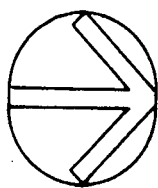
A set of plans has been prepared which delimit the "Klein Oude Wynberg" area, so that any redevelopment plans must be submitted to the National Monuments Commission for approval. This area has been proclaimed a national monument having not only historic meaning for Wynberg and Cape Town, but also for South Africa.

Among the plans proposed for Maynardville are a varied assortment of arrangements of a library, civic hall, swimming pool, parking and parkland, still maintaining the development of the Wynberg by-pass scheme.

4.3 Government Controls

Most government laws and administrators proclamations have an effect on the urban development. However, besides the Township Ordinance which gives the Municipality its powers there are three acts of Parliament which play a significant role in urban development. These are the Group Areas Act (1956), the Physical Resources Act (1967), and Urban Transport Act 78 (1977).

SCALE 1 : 8000



GABRIEL ROAD

WATERLOO ROAD

CONSTANTIA ROAD

WYNBERG BY-PASS

MAIN ROAD

CASTLETOWN ROAD

FIG 4.34

PROPOSED WYNBERG ROAD SYSTEM

SOUTH ROAD

SUSSEX ROAD

OTTERY ROAD

ROSEMEAD AVENUE

WETTON ROAD

4.3.1

The Group Areas Act was extended by the Community Development Act and serves to define and create areas for the use of people of only one race group. Wynberg has been divided in such a way that the Eastern area is proclaimed Coloured and the Western area is proclaimed white. These group areas are extended through the metropolis and are defined as shown in Figure 4.35 for the Wynberg catchment area. The enforcement of the Act has resulted many people being relocated to conform with the act; which has been accompanied by social problems, hardships and resentment. In Wynberg there still remain some coloured families; along Ebor Road and in relation to some retail stores in Gabriel Road.

The serious problem caused by the enforcement of the Group Area Act is the relocation of people far from the place of work, and from amenities into areas of less social significance to them and usually too new to have any environment. One of the most significant side effects is the increase in the length of the journey to work. This is a problem which is being felt both in terms of cost (ie. loss of real income) and in the reduction of time spent at home. These problems call for an improved job location strategy so that one aspect of the well being of the people can be improved.

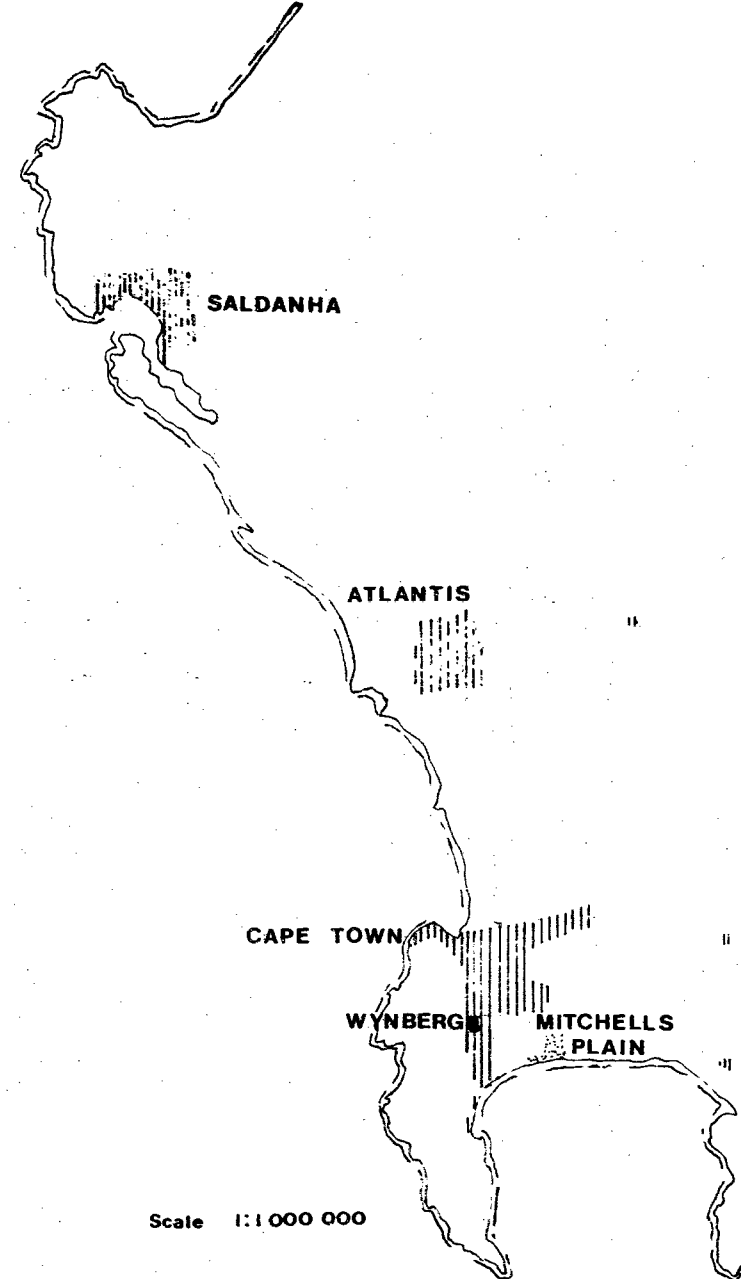
4.3.2

The second act of Parliament which plays a significant role is the Physical Planning and Utilisation of Resources Act. While the act serves numerous functions, its one function was that of Bantu influx control through the restriction in the amount of land zoned for industry. In terms of the act no further land may be zoned for industrial purposes without the permission of the Minister.

Wynberg has two areas zoned for commercial purposes and in these areas light industry is permissible. If the goal of increasing job opportunities closer to home is valued, then these two areas need to be induced into development.

4.3.3

The other government involvement which is not all encompassing act, is its attitude to the development of Atlantis and Saldanha. When the privileges applied to these two growth poles are viewed in terms of the economic conditions of the metropolis, there appears to be a need for a revision of the artificial "comparative advantage" conditions within the Western Cape.



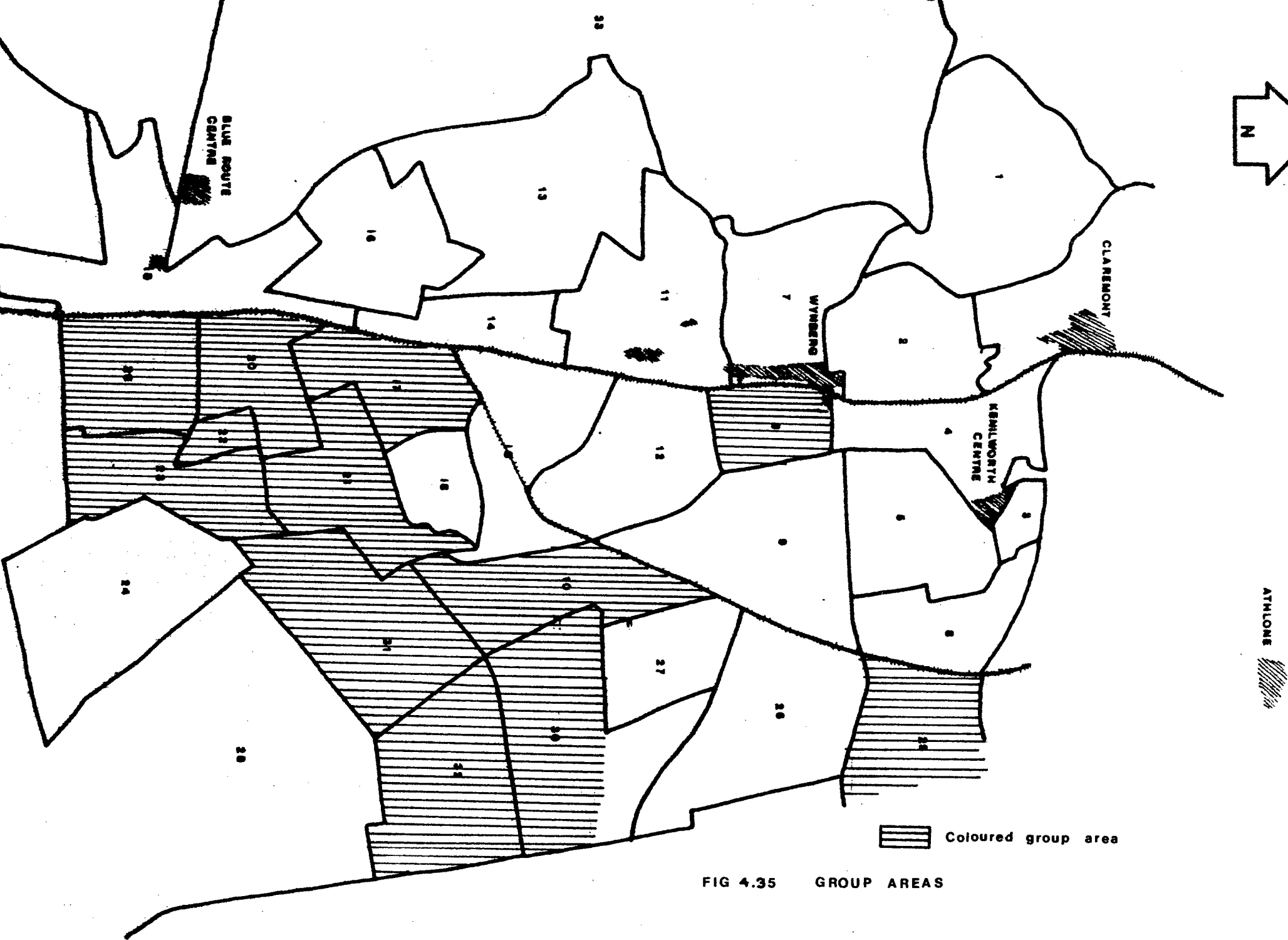


FIG 4.35 GROUP AREAS

4.3.4

The Urban Transport Act has been passed by Parliament as a result of the Driessen Report. The main objective is to reduce the cost of Urban travel mainly to Government. It attempts to provide the framework in which planning can take place to reduce mainly :

1. The amount of infrastructure required;
2. The amount of energy, particularly oil, consumed in urban travel.

It is proposed that the effect of the restrictions necessary in the future should be minimised, if the social order is not to be effected, particularly since any restraints usually affects the lower income population the most. It is proposed that the alternative opportunities must be provided to induce rather than force the population to facilities closer to home. In the case of work opportunities which are the essential part of daily life, those located closer to home would give the greatest benefit.

4.4 Government and Semi-government Proposals

The proposals by government for development in the Wynberg area were obtained by interviews with members of the following government departments:

1. Department of Coloured Affairs.
 2. Provincial Department of Education.
 3. Department of Public Works.
 4. Department of Community Development.
-
1. A new high school for coloureds is being built at the corner of Cheddar and Abbey Roads for between 600 – 700 pupils. This should be completed by 1985.
 2. The Wynberg Boys High and Junior Schools are to be moved to a new school to be built at Hawthorndene. Sport facilities are also to be provided there. The Girls school is to expand into the existing schools.
 3. There are also plans to expand Voortrekker school which lies to the North East of the centre.
 4. The military hospital at Wynberg Camp is being expanded to accommodate 350 beds.
 5. The block containing the Police Station and Magistrate Courts is to be redeveloped as a phased construction to include an expanded Magistrates Court and Police Station. Work is to commence withing two years; and,
 6. The Society for the Prevention of Cruelty to Children has just recently moved its CBD offices into the Jutas Building in Court Road.

5. Existing Problems and Short Term Remedial Measures

5.1

The existing Wynberg centre has many problems which arise from the opinions expressed in the discussion in what is considered as the basic qualities of the centre. However, most of these problems would take a long time to improve and in fact are expected to be exacerbated if present trends continue. Nevertheless there are three problems that can be improved in the short term.

1. Lack of parking facilities.
2. Vehicular congestion in the Main Road.
3. Pedestrian environment near the Wynberg Station.

5.2

The present parking facilities to the west of the centre are becoming inadequate, particularly at peak periods. Additional parking can be provided initially to the west of the Grand Bazaars Parking area. This area is already owned by Council and can be improved rather inexpensively and the work will only be partially abortive even if the By-Pass is ultimately built. When this area becomes inadequate an attempt should be made to provide additional parking on the East side. While this might not be as attractive it will have two favourable aspects, viz. it can be used at off peak periods by commuters and at peak periods shoppers can be guaranteed of parking facilities. A suitable site would be the area to the north east of Wynberg Station which has very little development on it and a portion is already owned by Council.

5.3

The vehicular congestion along the Main Road does not occur as often as might be expected, and this is probably the reason for the high percentage of through traffic. To still further improve the only bottle-neck in the northern section it is essential that the signal system be synchronised, and that parking be prohibited at peak periods along the Main Road by good enforcement.

5.4

The desire to improve vehicular movement could be assisted by reducing the number of right turners turning West or East along the Main Road. One suggestion is the closing of Station Road permitting only buses, taxis, hotel and Wynberg Club traffic at peak periods, with loading being allowed at off peak periods and general traffic being allowed during the night time. This would have the effect reducing the number of points at which

vehicular signals would occur, Station Road/Main Road becoming a pedestrian crossing. The pedestrian environment would also be greatly enhanced in an area where there is intense pedestrian activity.

6. Summary

It is apparent that even if Central Government does provide economic facilities which will assist the metropolis of Cape Town, it will still require every method possible to improve efficiency, if it is to overcome its locational and economic disadvantages. One such method is the development of centres which assists in reducing all costs (in the broadest sense of the word) and also provides amenities and facilities for the population.

Although in recent years the range of activities in Wynberg has been reduced considerably, it still retains the elements required for its development into just such a centre. It is obvious that a large number of people pass through Wynberg, that they shop there and some even work there. It is also obvious that Wynberg offers many other facilities besides retail and work. What is not so obvious is the role which Wynberg can play as a centre within the Metropolitan system. It is also not so obvious that if positive steps are not taken to encourage this and to reassess planning proposals for the Wynberg centre, that much of its worth may be lost and its potential not fully utilised. These are the factors that become obvious in the analysis, and which require positive planning action.

Wynberg Future

1. General Preamble

An attempt was made to forecast the future of the Wynberg Centre, using the presently known controls on development, road proposals and economic trends. In the evaluation of this Wynberg future was found that many of those qualities which contribute to a centre would be absent or lost. As a result of this, an attempt was made to broaden the number of scenarios that would be tested to achieve a better alternative.

Two sets of alternatives were evolved. The first set was based on the premise that the Local Authority continued to play a "controlling role" in the development of the centre, through the implementation of its Town Planning Scheme. Its only positive inputs taking the form of roads, the library, clinic and civic hall. The second set was based on the premise that the Local Authority played an "enabling role" in the development of the centre, through comprehensive planning, possibly provision of investment and the use of incentives which would act as catalysts to stimulate development.

In the first set of alternatives, three alternatives were examined besides the possible future Wynberg resulting from present trends. Since the major input was the road system the first set of alternatives was based on the manipulation of this road structure and the present Town Planning Scheme. This set of alternatives therefore included:

1. The "Do Nothing" alternative;
2. The "No Wynberg By-Pass" alternative;
3. The "No Main Road Widening" alternative; and
4. The "Do Less than Nothing" alternative.

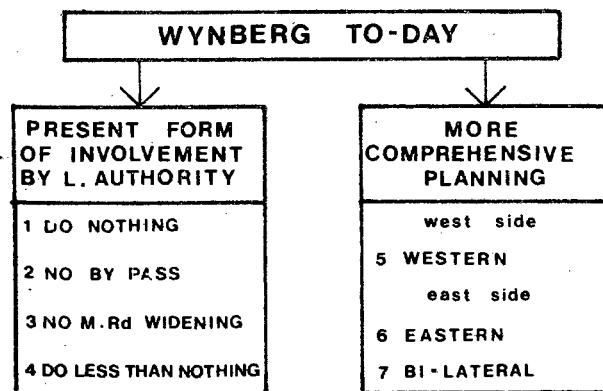
Three alternatives were also developed for the second set of alternatives. Since these alternatives are more comprehensive they are named as follows:

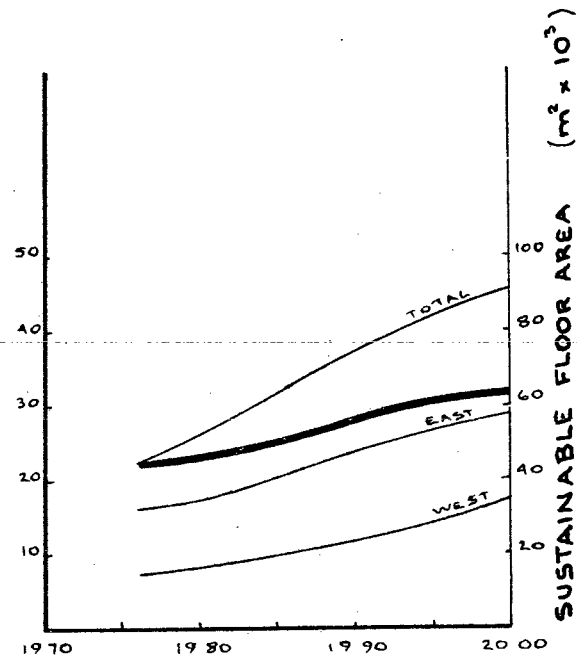
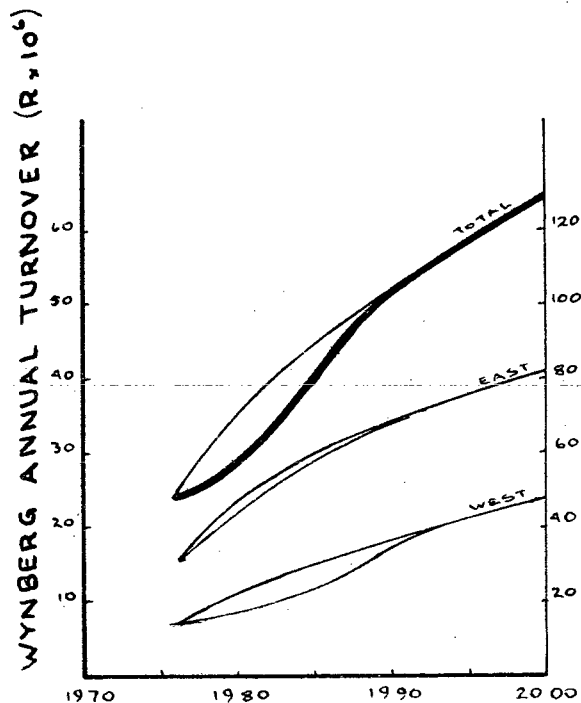
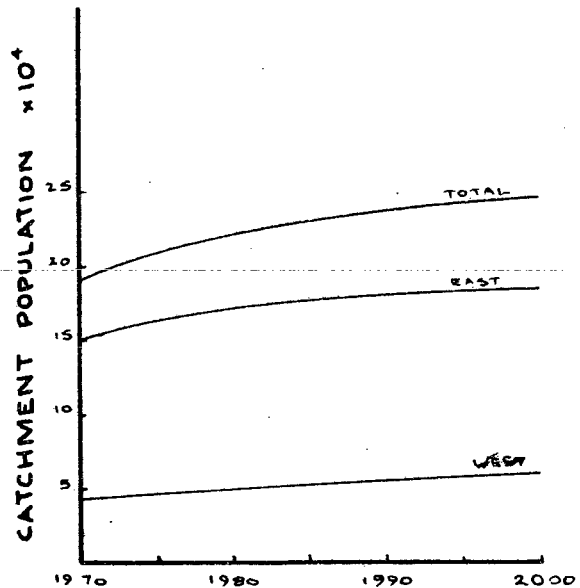
5. West Side Development;
6. East Side Development; and
7. Bilateral Development.

The seven alternatives are by no means a comprehensive list but serve rather as typical examples within which numerous variations and improvements are possible.

2. Process of Evaluation

It is intended that the process of evaluation should take an iterative form, new improve-





SUSTAINABLE FLOOR AREA (square metres)

	1980	1990	2000
HIGH	57,000	103,000	130,000
LOW	47,000	58,000	65,000

ments and alternatives being able to emanate from each cycle. At the same time attempts were made to find inputs which would improve the results, if the alternative did not appear to achieve the desired goals. To evaluate the description the process is described in six sections, viz:

1. Statement of intent either apparent, implied or defined.
2. Description of the assumptions made and the implications of these assumptions.
3. Brief description of the expected future of the centre.
4. Evaluation of the attributes of the future centre.
5. Palliatives and
6. Local Authority involvement.

3. Broad Assumptions

Numerous assumptions were required to be able to forecast the Wynberg centre in the future; each alternative having its own input and variations. However, these assumptions are basic to all the alternatives.

3.1 Catchment:

The metropolitan, regional and catchment population were held to be the same for all alternatives. The detail projection of catchment size and spending potential is detailed in Appendix A. Briefly it is expected that the present racial distribution of the population will not alter drastically. Should an adjustment take place it can be expected that the income characteristics in the various zones, will not change and is such that the model used in Appendix A is considered to forecast reasonably accurately the trade potential of Wynberg. In general terms, it can be expected that the income of the people resident to the East of the centre will increase more rapidly than that of residents in the West. However, the increase is not expected to substantially reduce the public transport captivity of this group. However, the scarcity of fuel could result in a readjustment of travel pattern even by members of the more affluent group to shorter trips towards centres which are favoured by their location and the facilities which they offer.

3.2 Proposed Government Developments:

The redevelopment of the existing police station and Magistrates' courts as well as the expansion of the education facilities as described in section 4 of the preceding chapter will not have considerable influence on the centre in the short term. However, the presence of the magistrates courts could attract a few attorneys to locate close to it. In the longer term should the system of metropolitan government alter, then the presence of the magistrate courts could be a major influence in creating Wynberg as a Municipal centre.

3.3 Road System and Change in Philosophy:

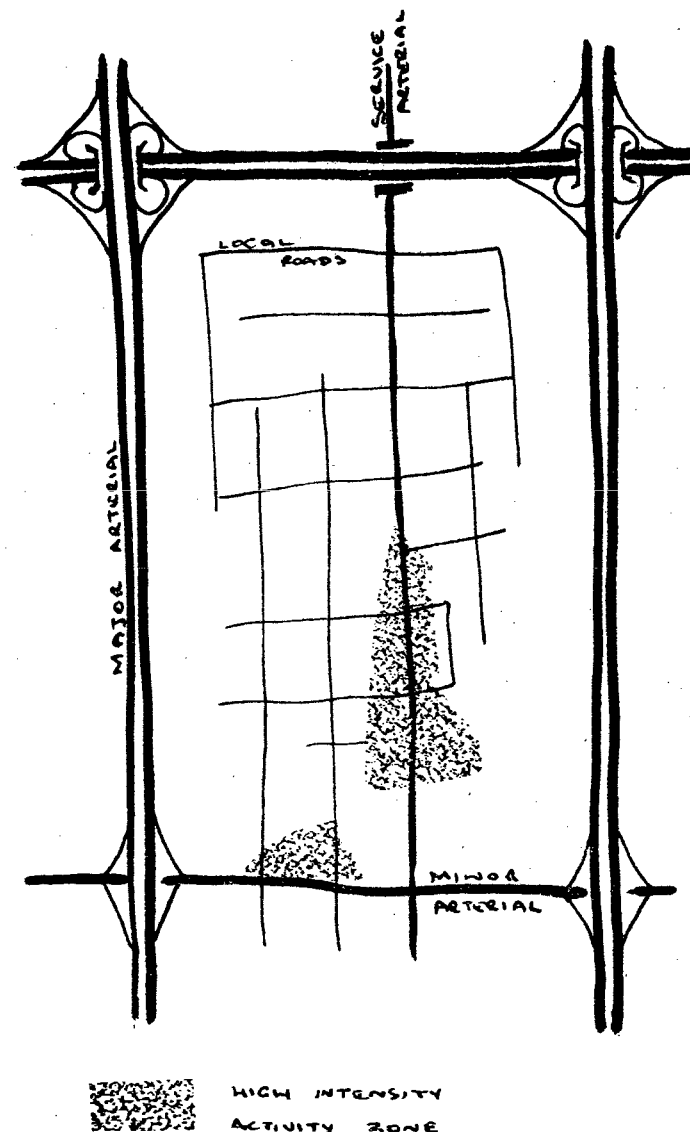
No official road construction programme is available but the following are tentative dates for the completion of the various road schemes, which have a direct bearing on Wynberg:

Kroomboom Parkway from Ottery Road northwards	1985
Wynberg By-pass	1985
South Road/Constantia Road	1990
Waterloor Road/Gabriel Road	1995
Castletown Road	1995
Main Road widening	2000

The dates were estimated based on the present stringent economy, existing priority ratings and the difficulty in sufficient redevelopment along the Main Road occurring to allow its widening to be completed in the short term.

Although no road serves purely one function, it should and usually does from part of a road network hierarchy, the position in the hierarchy being directly related to its function. It is obvious that different road functions require different road types. The major metropolitan arterial has the function of permitting movement to occur over relatively large distances across the metropolitan area. The nature of this route must be such that this function is facilitated. The route must be such that high speeds can be attained and that little interference occurs with the movement e.g. a freeway or expressway. These routes have limited points at which vehicles can gain access or egress and do not allow any activity along its length which require vehicles to stop. Its function is purely of movement. Since vehicles cannot continually move aimlessly along various routes, the next level in the hierarchy of roads serve to bring the vehicle into greater association with urban activities and this is called a minor arterial. This route aggregates vehicles which come along collectors or disperse vehicles into distributors. This function allows some friction to exist between the vehicles and urban activities. This route serves to connect an area with the major arterial system it serves also to connect centres with other centres. It is a high order service road. Feeding off this route are a labyrinth of minor and more minor roads which provide access to individual houses, stores, parking area, hospitals etc.

As has been mentioned before, few routes serve purely one function, and in an incomplete road system this is surely the case. However, with the road network becoming more and more complete, there appears to be a need to instruct the motorist of the function of these new roads and the harm which he continues to do in using routes for purposes other than those for which they are provided. This is not an easy problem, as it depends largely on the comparative attractiveness of the two order of roads.



Wynberg centre will in the near future provide the same dilemma to the motorist. The motorist has been forced in the past to use the Main Road to move Northwards or Southwards he had no other option. However, with the completion of the Kromboom Parkway and the construction of the South Road/Constantia Road Scheme, there is really no reason for a motorist to travel Northwards or Southwards through Wynberg Centre unless his trip either begins or ends there or in its immediate vicinity.

It is for these reasons that it is proposed that Wynberg Main Road should not be considered to function as a major north/south arterial but rather as a minor arterial serving Wynberg Centre.

If one accepts this fact then one can immediately begin to question whether there is a need for the proposed Wynberg By-pass and Main Road widening schemes and the amount of North/South vehicle capacity required.

4. Zoning – Any Alternatives?

The term zoning implies the segmentation of the urban (and peri-urban) land into sub-areas for each of which there is a statement which controls to some extent the type, quantity and form of development. To simplify administration these codes normally commence in a very simple form, but as time progresses, they become increasingly restrictive, and less and less indicative. In this over simplification of the controls and their numerous "detail" controls lies the short comings of the zoning system as it is applied in Cape Town. For example it must be obvious that the type of centre necessary at Wynberg is quite different to that required in Sea Point or Claremont. The catchment population is different, the competition is different, the history is different, and amenities and micro-climate are different. Yet, the same identical system of zoning conditions apply. It is obvious that zoning could be extended to its illogical extreme with hundreds of zone types controlling the development, but this is not what is required. What is required is a more sensitive application of controls where sensitivity is required. This does not mean that zoning is to be superceded by any other method of development control. In fact in this study it has been impossible to go into the problems of development control to any great depth. That the zoning method might be the easiest controlling device to implement is conceded, but it is felt that numerous other techniques are required in different areas to either reinforce or supercede the zoning controls to coerce development towards stated goals. The following four techniques serve to illustrate the possibilities that could be made available:

- Development permission
- Special zoning districts

- Rights transfer
- Incentives.

4.1

The use of a **system** of planning permission where each development must apply for planning permission **appears** to have two major problems. The first involves the possibility of corruption, but **this has been overcome** to a large extent by clearly stated policies regarding expectations from development and the presentation of arguments at public hearings to clear controversial issues. This however, does introduce an aspect of uncertainty regarding acceptability of a project, and possibly some delay in approval. However, these sub-problems are overcome depending on the preciseness of the policy statement and organisation of the approval procedure. The over-preciseness of the policy statement however, would lead back to a zoning type of control.

4.2

In cases where there is particular concern for a specific area the use of "special zoning districts" is an alternative. In New York concern over the theatre district resulted in the provision of special incentive to promote the retention of these theatres (1.1). In urban renewal schemes in effect the area is set apart from the controlling regulations. In Cape Town the development of townships by the Local Authority are in effect the same situation with incorporation into the Town Planning Scheme taking place only at a later stage. The use of this **method** facilitates the achievement of specific local goals.

4.3

The prominent attitude of Local Authority control is one which appears to be a fear that the entrepreneur makes excess profits. While this is the apparent attitude, it stems from the basic notion that control of development does not permit relative advantage to occur. This notion is obviously nonsensical as the concept of private enterprise is based on entrepreneur initiative and making the most of the situation. The controlling authorities are however, faced with a dilemma when the value to the community of a building in its present form is more than it is to the developer, as in the case of particularly unique buildings. Yet, the developer had acquired the land for the opportunity which the land offered when redevelopment takes place. The local authority is therefore faced with the problem of how to preserve each building. It could acquire the site. It could allow the developer to amalgamate the site with another site, thus being able to redevelop the whole site to its full potential yet not demolish the building, and the developer could pos-

sibly transfer the development rights to another site, thereby not altering the amount of total development without destroying the unique building. The transfer of development rights is a technique that must be handled with great care, if the local authority is not to be accused of favouritism. It can also be a useful tool in achieving goals.

4.4

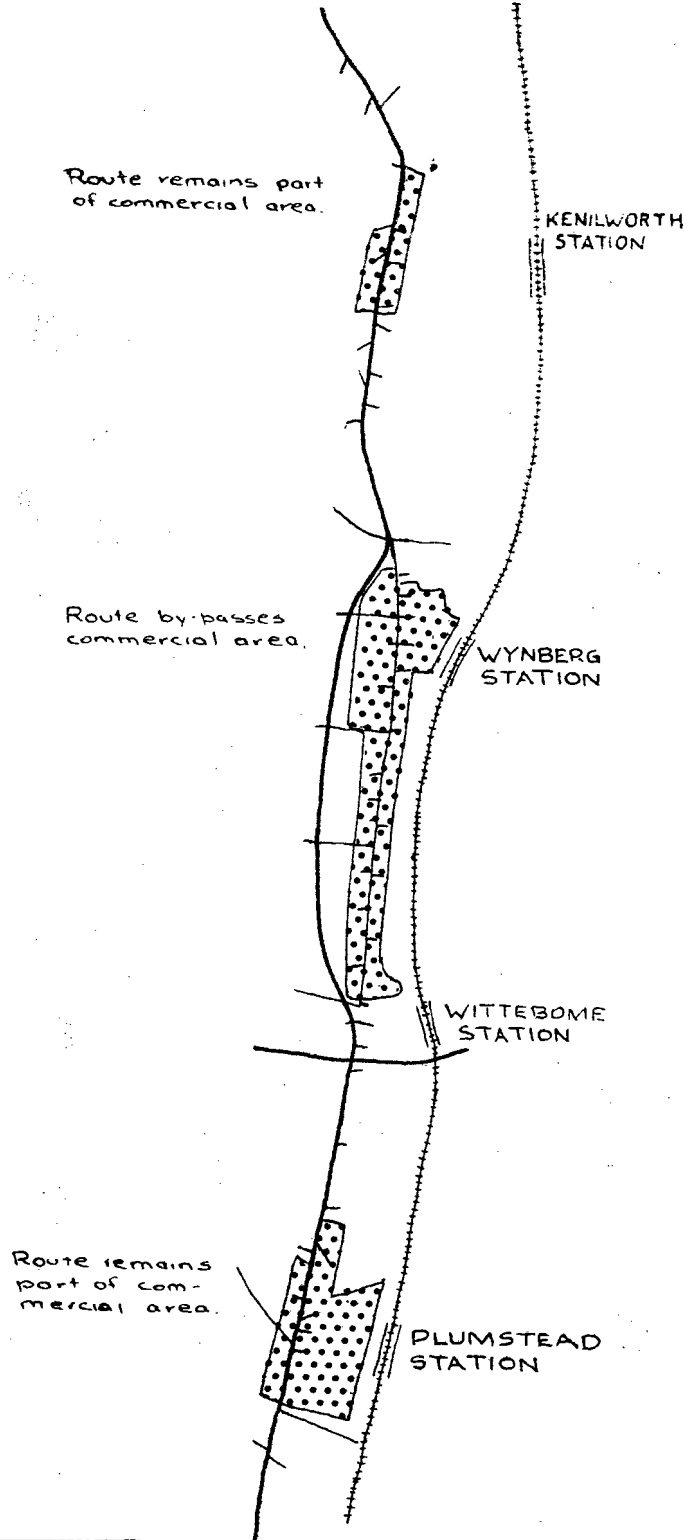
The last aspect to be discussed is the use of incentives. How can an entrepreneur be coerced into doing something different to that which he was going to do so that the development can tend towards a set goal. Firstly, he could be forced to comply with regulations. This is usually restrictive and rather contrary to the principle of free enterprise. Secondly, he could be informed or shown that his interests or direction will no be significantly altered and could even be enhanced by a development more in keeping with the overall concept plan. And thirdly, he could be induced by incentives to comply. These incentives could take the form of additional development rights, reduced annual rates, government investment in the vicinity, etc. The entrepreneur becomes faced with a trade-off situation, he incurs additional costs to comply with the demands made from him, but at the same time increases the viability of his own investment. The trade-off needs to be kept in perspective as the waivers and favours cannot be dished out "ad lib" without creating real problems in the existing system.

4.5

These techniques have significant validity in the context of Wynberg, but require detail study so that the greatest opportunities can be realised and that the competitive nature of private enterprise is not unduly disturbed.



First set of alternatives



1. THE "DO NOTHING" ALTERNATIVE

1.1 Intent

This is the first alternative to be tested because it represents the development of the centre that could be expected to occur if no change is made to the present local authority involvement. This alternative has three basic implied intentions:

1. It is important to achieve the continuity of the Main Road with arterial standards and to maintain its capacity as it passes the Wynberg centre.
2. It is important to have accessibility from North and South and
3. the commercial centre has a linear form which is slightly modified to a square shape in the vicinity of the Wynberg station. The area zoned commercial is to be retained.

1.2 Assumption

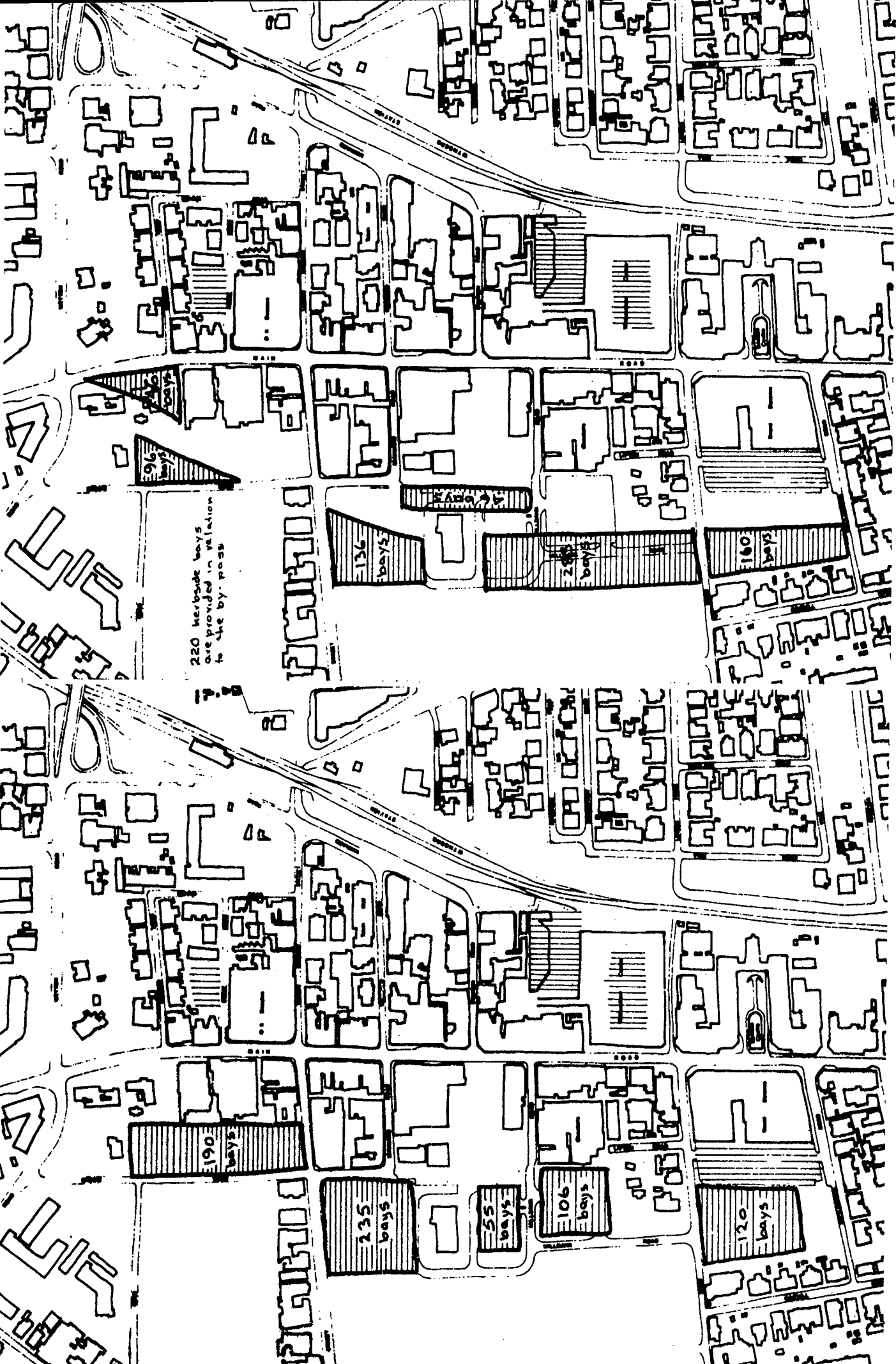
So as to develop this alternative there are nine major assumptions that require discussion; these are listed below.

1.2.1

The Main Road is considered to be a major arterial, on which the traffic should flow unhindered by movements created by the centre. This is achieved by the development of the By-Pass which skirts the centre. There are unfortunately three factors which appear to conflict with this assumption. Firstly, North and South of Wynberg the arterial does go through commercial areas where the maintenance of this traffic flow standard will be difficult. The second factor is that in By-Passing the commercial centre of Wynberg there are some businesses e.g. service stations, cafes, take-aways etc. which will suffer considerably due to the loss in trade presently derived from by-pass traffic. The third factor is that the existence of the route will create a severe barrier to residents west of the centre from using the convenient commercial facilities available along the linear commercial strip.

1.2.2

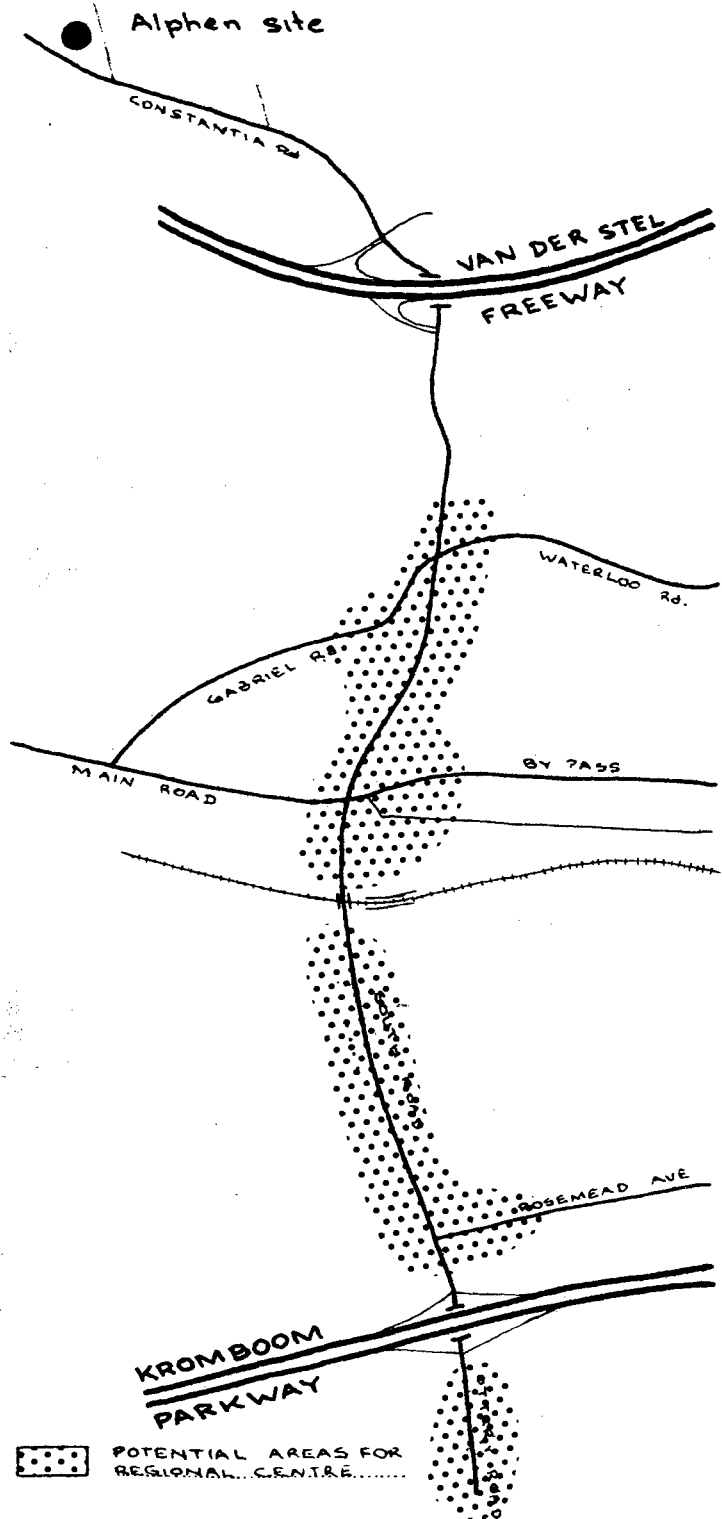
The removal of through traffic will also reduce the night time activity of the centre. This will create an area in which it is unsafe to be at night and thus still further enforce the change to a "pure" shopping centre, having no facilities outside of commercial hours.



PRESENT PARKING PROVISION

PARKING FACILITIES

PROVISION OF PARKING AFTER CONSTRUCTION OF THE BY PASS



1.2.3

The widening of the Main Road even after the provision of the Wynberg By-Pass could be a carry over from plans prepared prior to the development of the By-Pass concept, or that it remains essential to facilitate vehicles still moving within the centre. The proposed width of the Main Road will be approximately 26m, which is far too wide for comparative shopping to take place across the road, this also creates an unpleasant area due to the wind and the rain. The other aspect to consider is the fact that the use of the By-Pass for through traffic will reduce the need for the traffic policing along the Main Road. This will result in chaotic traffic conditions with double and treble parking taking place. And although the traffic/pedestrian conflict has been overcome as far as through traffic is concerned, the conflict will still exist in terms of the manoeuvring vehicles.

1.2.4

The construction of the Wynberg By-Pass will reduce to some extent the number of parking bays in Wynberg, and this will reduce the attractiveness of Wynberg to shoppers coming by car. Furthermore the construction of the Constantia Road/South Road arterial will create an area with good automobile accessibility along its axis. This area will therefore become suitable for the development of another centre such as the Kenilworth centre or the Blue Route centre. An attempt will surely be made to exploit this fact, and the development of a major private vehicle orientated centre, will deny Wynberg any chance of attracting the more mobile residents. The Wynberg centre will suffer even further if the centre can intercept the public transport shoppers.

1.2.5

The linear nature of the commercially zoned area is better suited to a "shop by car" system, or "convenience" shopping for the catchment in its immediate vicinity. However the By-Pass will act as a significant barrier to the second activity. The squarer section to the north is better suited to the pedestrian form of shopping activity.

1.2.6

From the bulk and coverage factors of the zoning categories in Wynberg (i.e. B1 or B3), it can be implied that the commercial centre should be found on the West side only. The East side, area zoned B1, is more conducive to a neighbourhood shop type development. By implication, it may be assumed that Wynberg should therefore relate primarily to residents to the West. However, a visit to the centre clearly shows that the bulk of the population using Wynberg comes from the East and the retailers are well aware of this, as can be seen in their merchandising techniques.

1.2.7

The area of R4 zoning between the Wynberg By-Pass and the commercially zoned area west of the By-Pass, is made up in general of a number of small erven, (only two large enough for multiple dwelling redevelopment) and even if consolidated, it would be difficult to develop these viably, especially in the present economic climate.

1.2.8

Since it is obvious from the preceding remarks that the Wynberg centre will become less attractive to the more mobile Western residents, the commercial activity will continue to be orientated towards the lower income groups. As members in these groups improve economically and also in their mobility they could be attracted to other centres. The growth in retail floor area can therefore be expected to approximate the low values as shown below.

1980	1990	2000
43 000	58 000	65 000

1.2.9

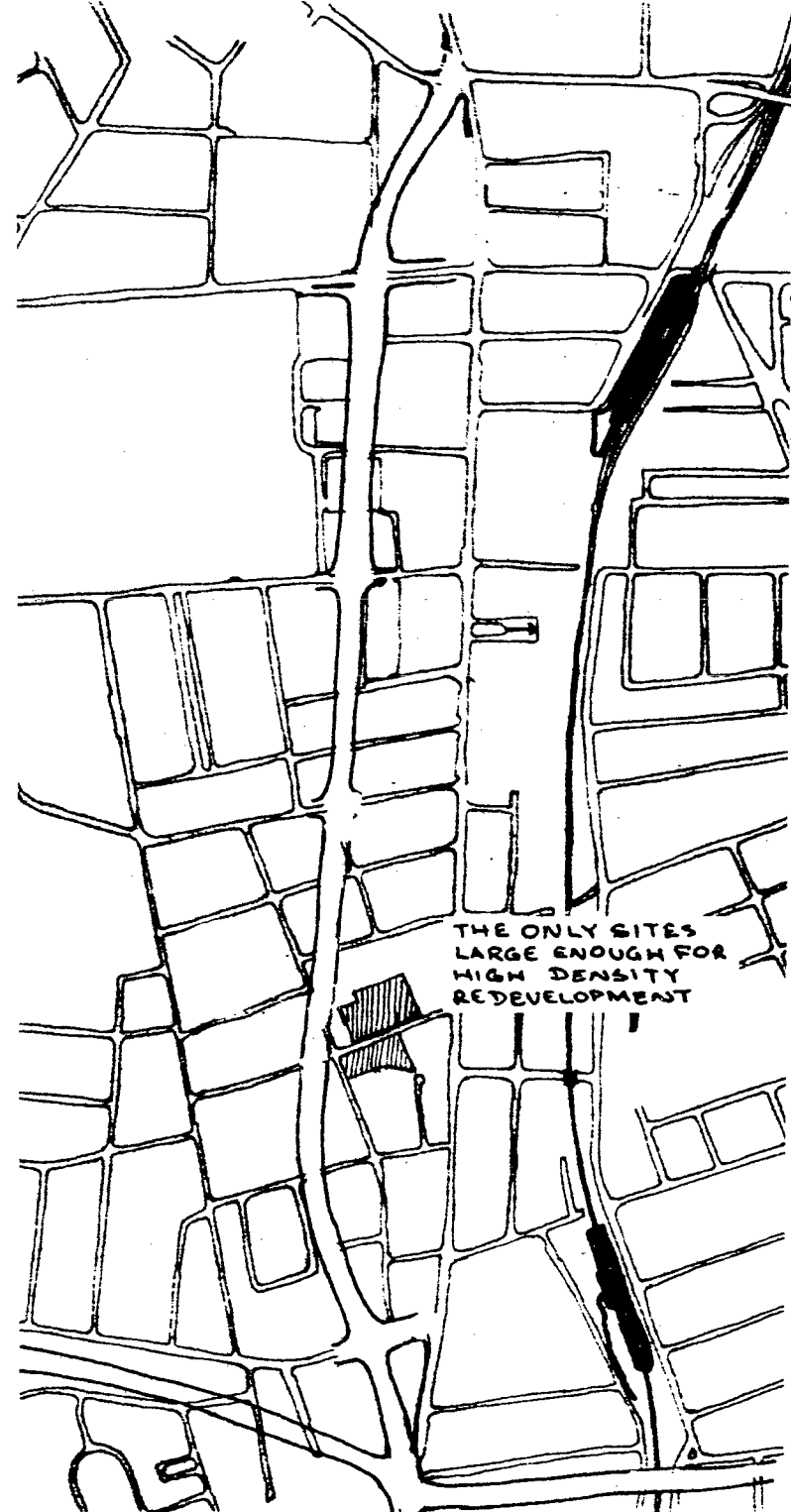
The road system proposals have been discussed at length, however, an examination of what existing developments would be considered as "fixed" is important so that the projected developments can be forecast as closely as possible. In terms of this development the only "fixed" buildings are those constructed recently which conform to the proposed road widening schemes. There are no buildings set aside for conservation as there is no conservation policy. The two bank buildings almost opposite each other on Main Road will have to be set back and even the Town Hall is earmarked for a parking area, but this might not come about.

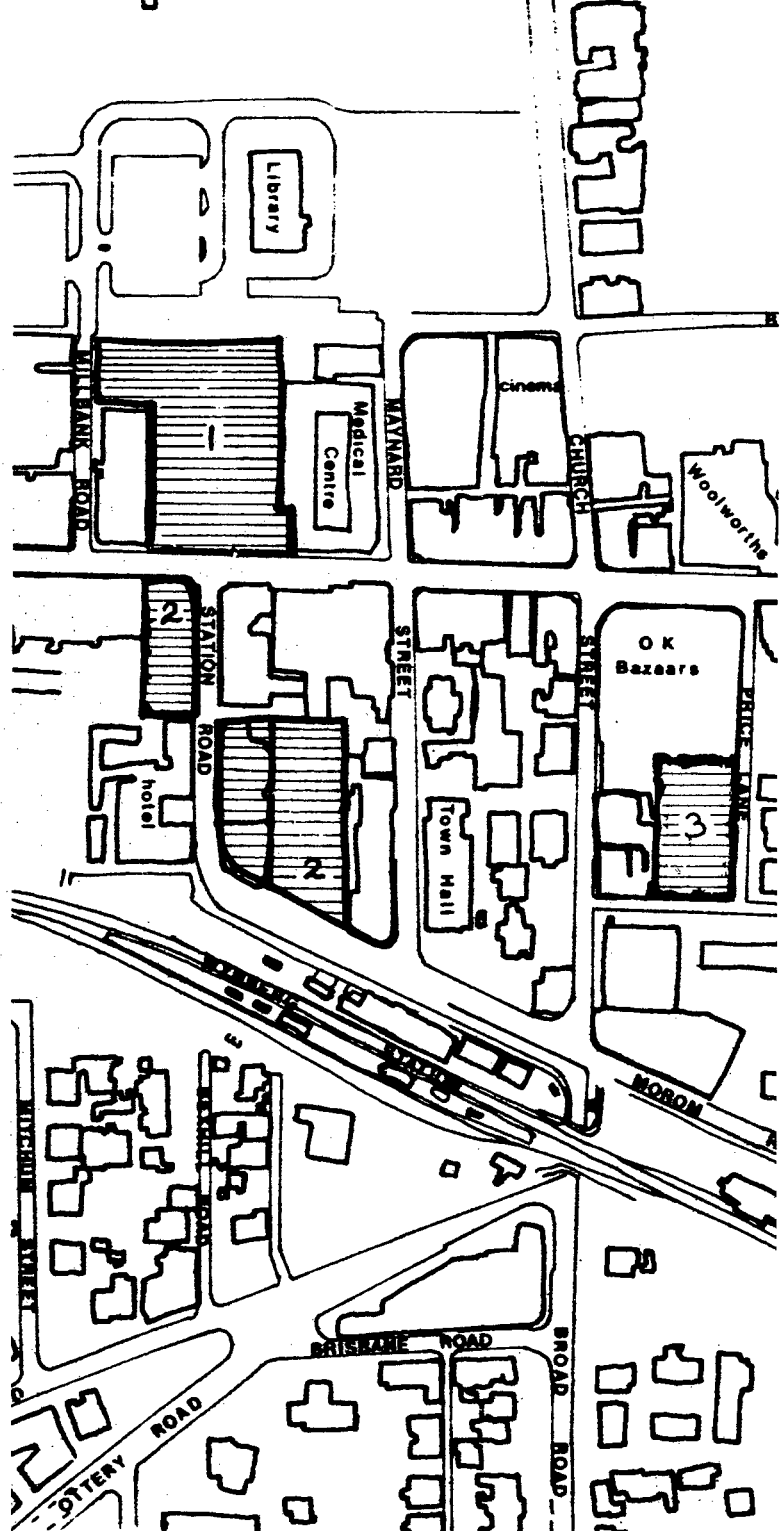
1.3 Description

The following is a brief description of the changes that can be expected to occur and the form which Wynberg would take in the process of implementing this plan.

1.3.1

By 1980 one could expect that the development of the site at the Western end of Maynard Street would be completed as this development is already planned and probably awaits some improvement in the present economic climate. The development will increase the retail floor area by about 6000 square metres. It will occur in a prime position being almost at the centre of the prime shopping area at the end of Station Road and close to existing





parking. This development will probably house Ackermans and Clicks, both retail outlets having significant magnetism. The existing retail area along the Main Road will continue as it exists at the present with minor tenancy changes based on economic and managerial factors. Some further redevelopment might occur but this is not to be expected due to the economic climate. Work will have commenced on the redevelopment of the Police Station/Magistrates Court complex.

1.3.2

Between 1980 and 1985 the Kromboom Parkway will be completed and will act as a major freeway link northwards. Unfortunately while its use in the C.B.D based trips is obvious, its metropolitan role will not be fully realised until some cross linkages e.g. South Road, are developed. Construction of the Wynberg By-Pass will also take place during this period. This will create significant public awareness of Wynberg and this could be of short term benefit to the centre. The loss in parking will affect Wynberg, even though the bulk of the shoppers will continue to come from the Eastern area. By this time some improvement in the general economy could induce redevelopment to take place. The sites likely to redevelop are those in the prime shopping area which at present do not take advantage of the bulk and if redeveloped could significantly command higher rentals i.e. the two sites in Station Road including possibly the Wynberg Club, and the land to the immediate east of the O.K. Bazaars. This redevelopment could add approximately 8000 sq. m. to the retail floor area. These developments might stretch into the next five year period depending on the economic climate, competition and improvement in the spending power of the catchment population.

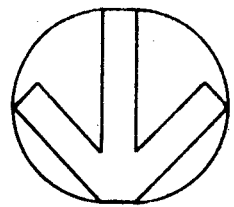
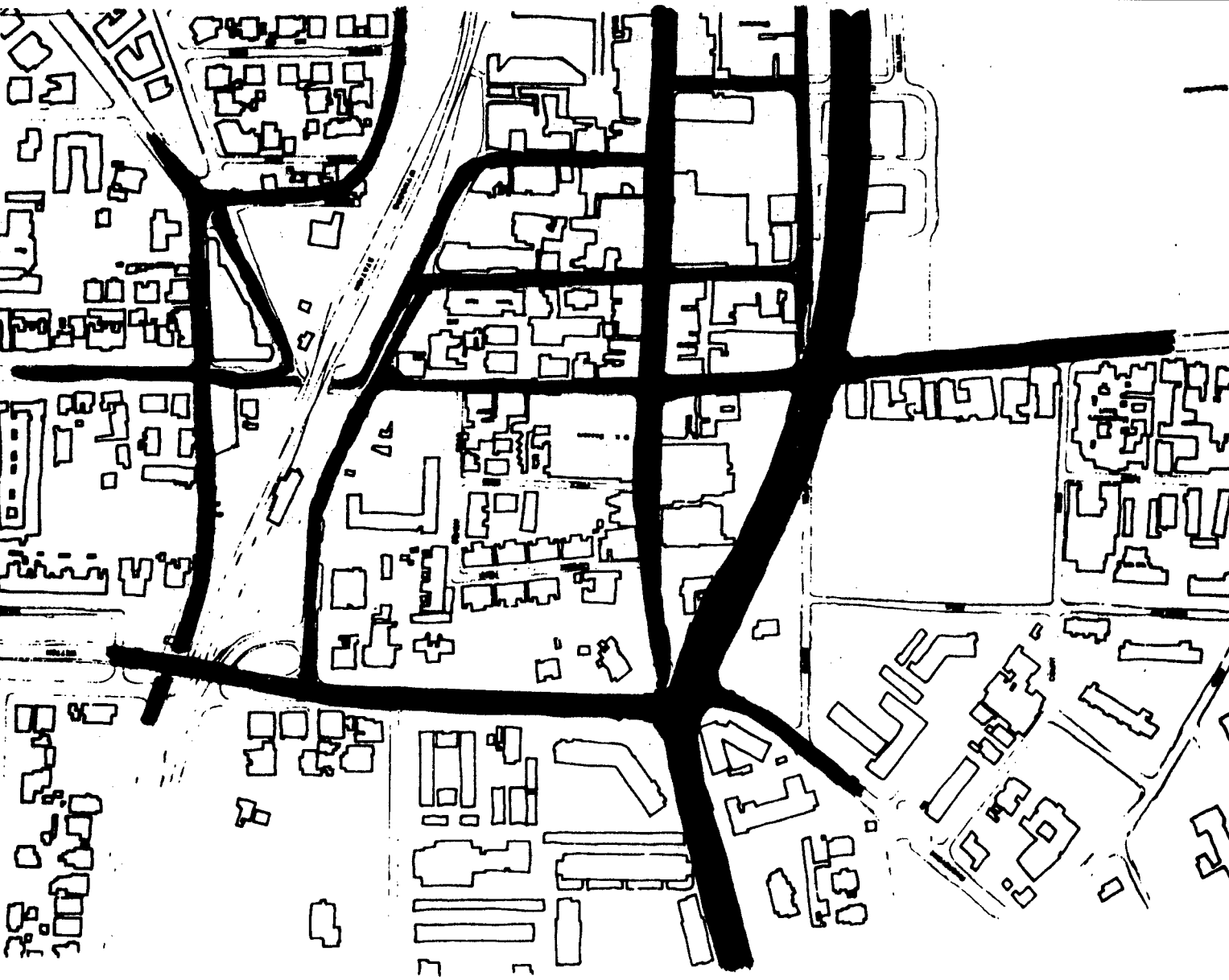
The Magistrates Court/Police Station would be completely redeveloped by the end of this period but would play a rather minor role in the activity of the centre, which is almost entirely commercial in nature with minimal office development. As a result of the construction of the By-Pass the library would have to be relocated, and it would probably relocate in the Town Hall itself or adjacent to it, although a portion at the North East end of Maynardville has been set aside for it.

Some redevelopment of the commercial area along the Main Road might take place, but this would be sparse as entrepreneurs await to see the affects of the Wynberg By-Pass on passing trade.

1.3.3

The completion by 1990 of the South Road construction road scheme will once again be accompanied by some beneficial publicity to the centre, however for obvious reasons stated





Scale 1 : 4 000

WYNBERG CENTRE ROAD SYSTEM

before, pressure will probably have resulted in the construction if not completion of a larger regional motor car orientated shopping centre. The choice of location of that centre will depend on which developer develops first and the importance he places on the West or East side catchment population. The possibility also exists of having two developing in competition. Three possible locations are suggested, viz. East of the Kromboom Parkway with access off Ottery Road; or just West of the railway line possibly in the present garage site with special ramps being provided by the developer off South Road, or the Constantia Road/Alphen site which was to have been developed a few years ago. It is probable that the central site would be the easiest to develop. This would reduce to some extent the number of people shopping at Wynberg. The adverse affect being felt more and more as less people remain public transport captive.

The re-arrangement of education facilities will not be integrated with the centre and as such will not affect the quality of the centre at all.

In expectation of the development of the regional shopping centre complex, the development or redevelopment of sites within Wynberg itself could in fact be less than anticipated in the previous five year period. Furthermore, the reduction in expenditure in the centre, especially from the relatively higher income section will begin to generate vacancies and hence blight could set in.

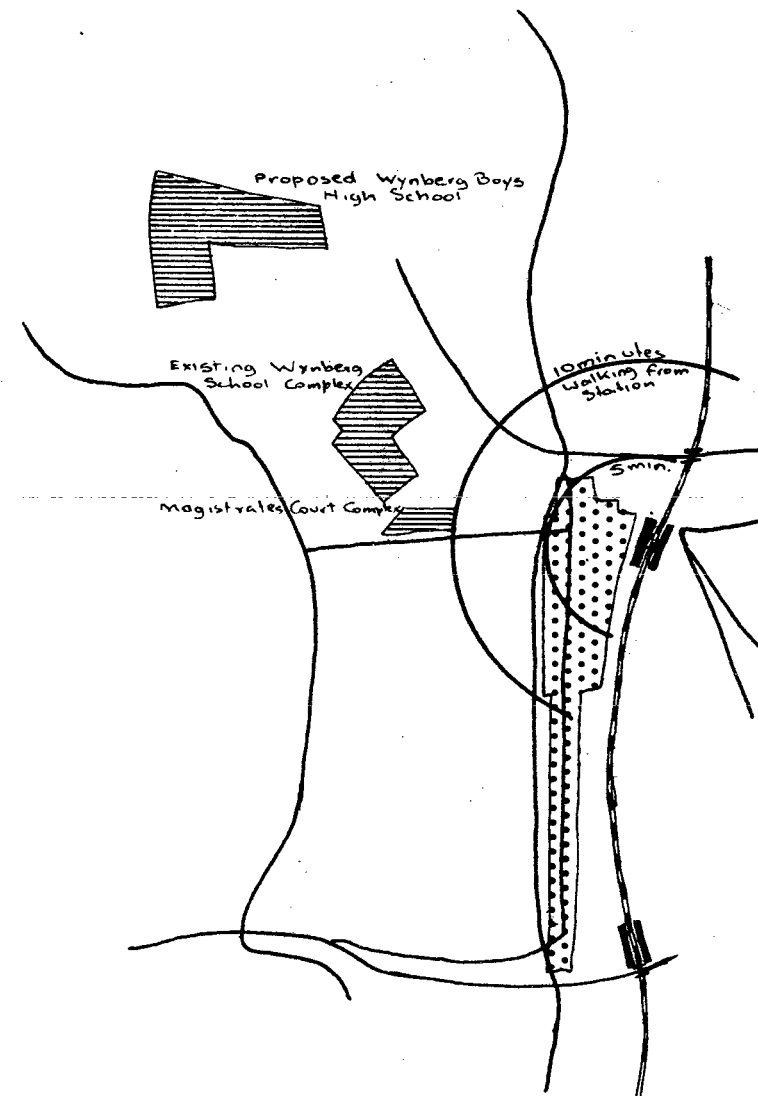
1.3.4

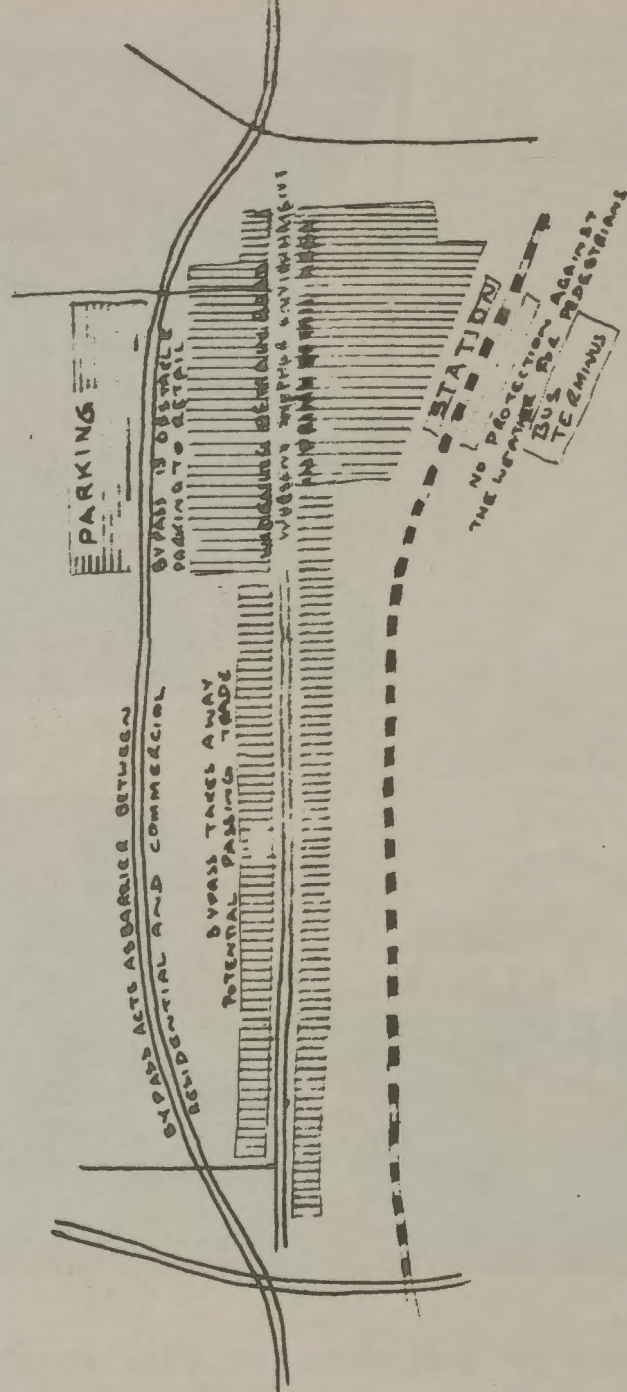
In the remaining period till the year 2000, a consolidation of the retail activity closer to the railway station will take place and the general quality of the goods supplied will be related to the lower income group. Since the standard of living of the population in the metropolitan area is expected to rise in general, the standard of goods is not expected to decline but will probably maintain its present day levels. A certain amount of vacancy will exist as lessors are reluctant to lower their rents. Over time the rent demanded and the rent payable will stabilise and more service type activities will locate in the vacated shops, an extension of the type of activity present in the vicinity of Rockley and Ebor Roads.

This period will also see the completion of the Waterloo Road, Castletown Road and Main Road widening road schemes.

1.4 Evaluation

In the preceding discussion of the development of the centre, it appears that the centre if it develops along the lines of the proposals set out in this alternative will suffer both qualitatively as well as quantitatively.





In terms of centre quality, the centre will have lost almost all those qualities which are considered important to a centre. It will have lost much of its individuality, identity, vitality, pedestrian scale, environmental protection, links with history and nature and the variety which was created in the centre by the diversity of buildings, activities, people and micro-environments.

Quantitatively the centre will suffer in all its facets ranging from the number of people, the trade, the social amenities, the number of social and individual experiences etc.

The centre will develop mainly as a shopping centre. No positive effort is made to attract either amenities, job opportunities or residential activity. While the presence of the Magistrate Courts, schools, Police Station and hospital might be quoted, no attempt is made to integrate these with the centre. Therefore the centre remains almost entirely a shopping centre; and this is definitely not what a centre of this size should be.

1.5 Palliatives

Since those qualities which make a centre are lost in this form of alternative, at some stage an awareness of this fact might result in an attempt to improve conditions. In looking at the programme it is most likely that this awareness would come about after the completion of the Wynberg By-Pass.

It would then still be possible to reverse some of the problems that will beset Wynberg.

1.5.1

The first step would be the prevention at any cost of the development of a regional shopping centre in direct competition with Wynberg. The shopping centre in Constantia might be considered permissible, as it would not be directly competitive, being related to the higher income group it would at least not attract existing trade from Wynberg.

1.5.2

The widening of the Main Road must be curtailed, with permission being given to some developers to return to old boundaries in certain cases dependant on a well planned strategy for the Main Road as given in alternative three.

1.5.3

The provision of parking to match the demand, so that the shopping catchment is not reduced.

1.5.4

The creation of a pedestrian environment including a street mall. This would most easily be achieved by focussing on the station and using a street which runs East/West, as this is better protected from the elements than a North/South road.

1.5.5

An attempt to introduce a social programme to create the qualities of a centre.

It must be remembered that all these palliatives remain outside the scope of this set of alternatives; the basic premise of which is that "local authority" only "controls" development.

1.6 L.A. Involvement

Local authority involvement in this alternative is restricted to the provision of road infrastructure and control of development in terms of the regulations of the town planning scheme.

before



after



EFFECT OF WIDENING THE MAIN ROAD

2. THE "NO BY-PASS" ALTERNATIVE

2.1 Intent

From the evaluation of the first alternative it becomes apparent that one of the factors expected to bring about a decline of the Wynberg centre both quantitatively as well as qualitatively is the proposed construction of the Wynberg Pass.

The second alternative that is to be examined is in general similar to the first alternative except that the Wynberg By-Pass is deleted from the town planning scheme.

The implied intentions of this alternative remain the same as the first alternative except that the means used to achieve these ends have slightly changed as regards the question of North/South road system.

2.2 Assumptions

The deletion from the town planning scheme of the proposal to build the Wynberg By-Pass will release almost 80 000 square metres of land for development. The following assumptions were made for the purpose of the evaluation of this alternative:

2.2.1

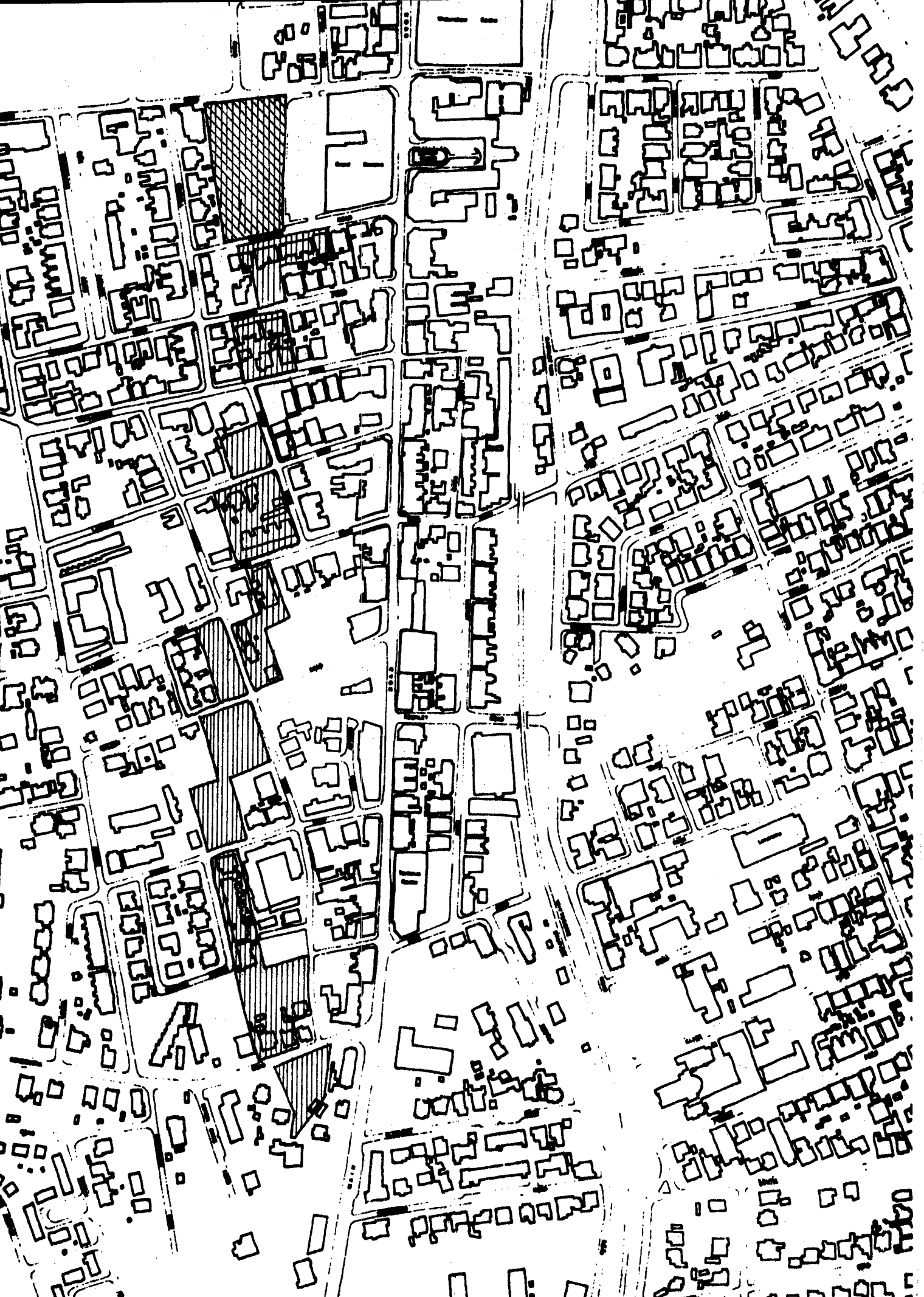
The land which was to have been used for the Wynberg By-Pass is to be rezoned to what it was before being zoned for road purposes.

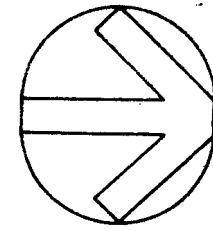
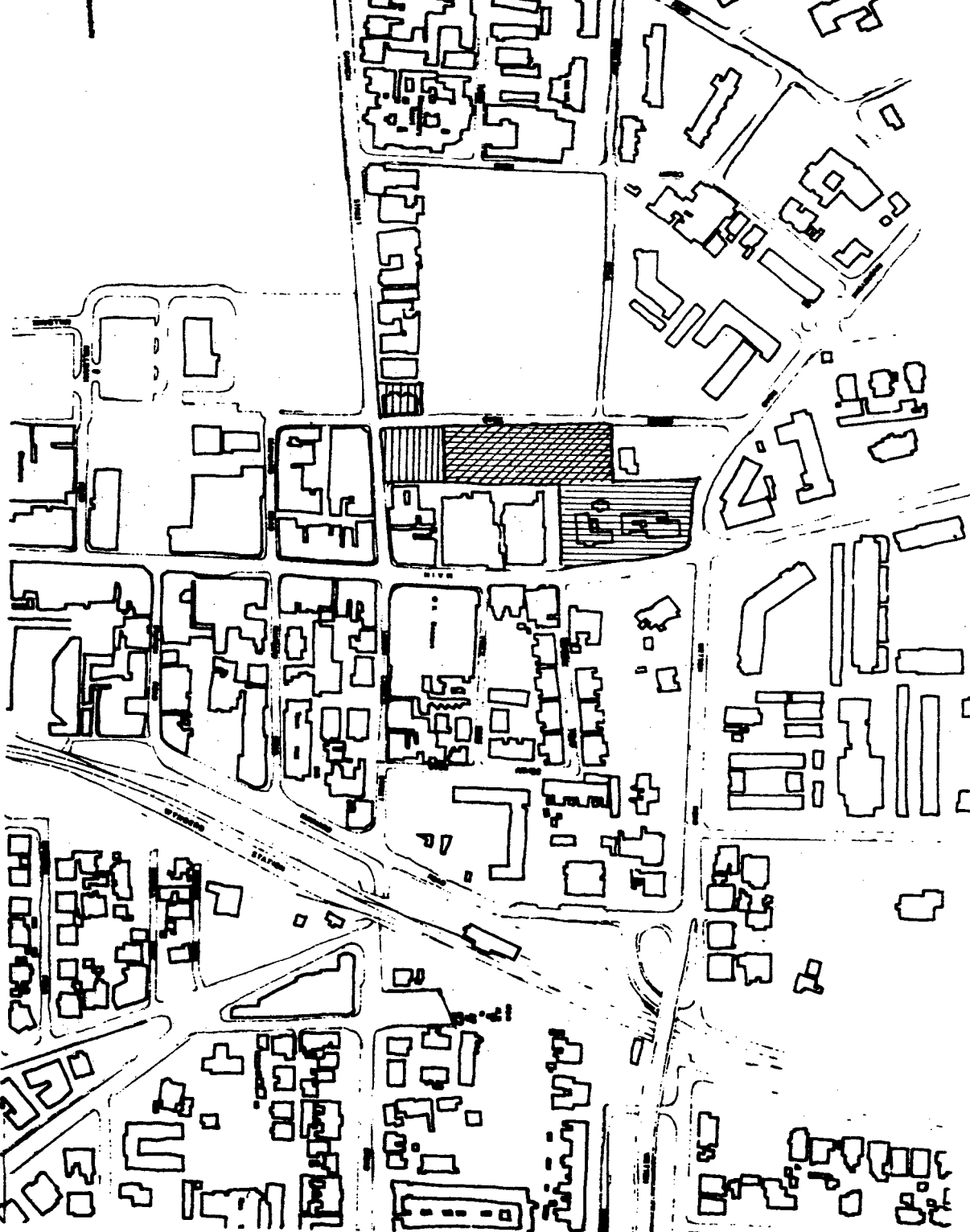
2.2.2







The land acquired for the Wynberg Pass is to be resold. If previous owners are still living in any of the dwellings, their reacquisition of the dwellings should be facilitated. No attempt need be made to amalgamate erven. Development can be expected to take place only on those sites which are vacant or on which the dwellings have become irreparable. Development will most likely take the form of single dwellings except on these sites exceeding 1000 sq. m which could be attractive to flat developers. Condition of purchase could be drawn up to require development to take place within prescribed periods. The value of the land that can be sold is estimated at R3 000 000.

2.2.3

Not having to build the Wynberg By-Pass a greater effort will be made to acquire the properties for the widening of the Main Road. The following could be the road construction programme.





-  Business B3
-  Residential R4
-  Could be retained for parking
- 
- 
- 

Scale 1 : 4 000

LAND AVAILABLE FOR RESALE

Kromboom Parkway – North of Ottery Road	1985
South Road/Constantia Road	1985
Main Road	1990
Castletown Road	1995
Waterloo Road	1995

2.2.4

This alternative could be considered as the maintenance of the status quo with improved road conditions along the Main Road.

2.2.5

The retail floor area development will be based on the "low" value.

2.2.6

The increase in population to the immediate West of the commercial strip will assist in increasing the viability of the convenience retail activity along the Main Road.

2.2.7

The disposal of the land reserved for the By-Pass will reduce the present parking facilities by about 300 bays. While it is the premise of this first set of alternatives that Local Authority intervention is kept to a minimum, the retention of some of the existing parking might be considered as complying with this basic premise.

2.2.8

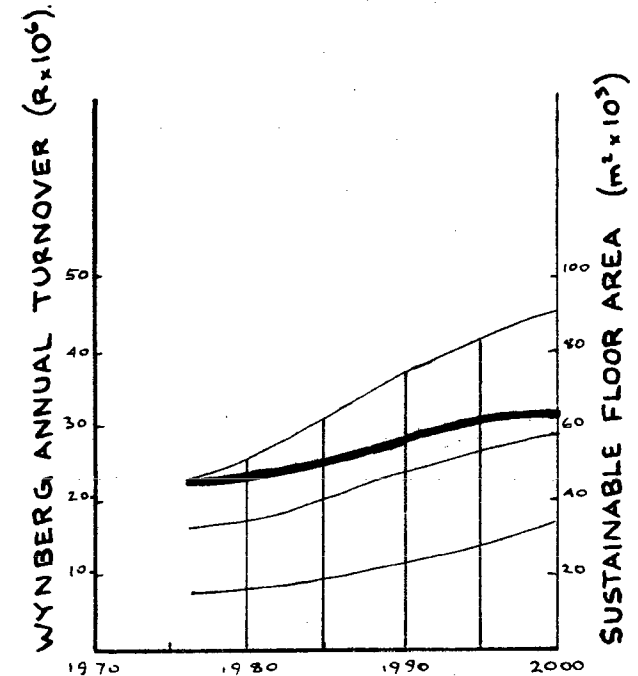
Comments made in 1.2.5, 1.2.6 and 1.2.8 and 1.2.9 also hold for this alternative.

2.3 Description

Deleting the Wynberg By-Pass proposal from the Town Planning Scheme will have an affect on the development of Wynberg because firstly it will remove any apprehension which entrepreneurs presently have because they do not know when the scheme was to have been implemented, and what its effect would be; and secondly, it will allow refurbishment of run down buildings and the construction of new dwellings, which should increase the population by at least 200 families.

2.3.1

The development of Wynberg will follow the same pattern as that described in the first alternative until the year 1980. Although anticipation of added catchment population



could induce a certain amount of "face lifting" to the convenience shops along the Main Road, the time required to release the property presently reserved for the Wynberg By-Pass would mean that the refurbishment of run down houses and construction of new residential buildings will only begin towards the end of this period.

The retail floor area development in the Northern area should take place as in the first alternative. The library which is presently too small will be enlarged to keep up with its membership.

2.3.2

Since the Wynberg By-Pass scheme is not to be built, the South Road/Constantia Road scheme can be brought forward in priority and its importance in the Southern suburbs road structure will mitigate its early construction. Its construction will once again be accompanied by pressures to develop a regional shopping in relation to it. The development in the vicinity of the Wynberg Station, which was suggested as probable in the first alternative is considered feasible for this alternative as well. The tempo of redevelopment along the Main Road will however be faster than in Alternative One due to the increased population in the residential area (developed as a result of not constructing the By-Pass) and the removal of the potential pedestrian barrier which the By-Pass would have created.

The Kromboom Parkway will also have been completed Northwards of Ottery Road, removing some of the North-South through traffic in the Main Road. The construction of the Magistrate Courts/Police Station complex should be completed by the end of this period. The rearrangement of the school amenities will also have been commenced. However since these activities lie outside the Wynberg centre they will have little influence on it.

2.3.3

By 1990 the bulk of the Main Road reconstruction will be completed and its new width will be most severely felt in the Northern Section where the pattern of shopping is not related to the private vehicle. Also the catchment population expenditure pattern will have stabilised, so that provision of retail floor space can be assessed more accurately. If development of a competitive regional centre can be averted the retail floor area can be expected to increase up to 58 000 square metres.

The improvements visible in the Wynberg centre will be the completion of developments and the improvement of shops along the Main Road, to allow its widening.

2.3.4

In the remaining period of the year 2000, the construction of the Castletown Road and Bus Terminus can be expected, as well as the Waterloo Road-Gabriel Road scheme. The centre itself will have changed little in character, style or size, as almost all the changes will have taken place in previous years, and only a process of refurbishment and replacement will occur.

2.4 Evaluation

Even in this alternative the quality of the Wynberg centre will suffer, and many of the qualities which were proposed as essential for a centre will be absent.

2.4.1

The continuity of the residential area up to the commercial strip will be mutually beneficial as the one offers the trade and the other the service.

2.4.2

The reduction in parking facilities is to be avoided, as the centre must be accessible to people using the vehicle.

2.4.3

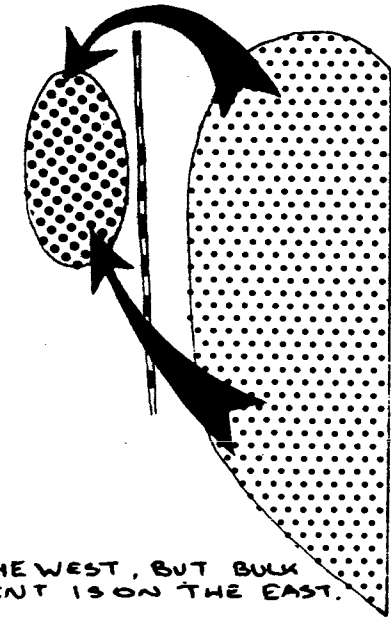
The centre is once again concentrated on the West side, while the bulk of the catchment population lives on the East.

2.4.4

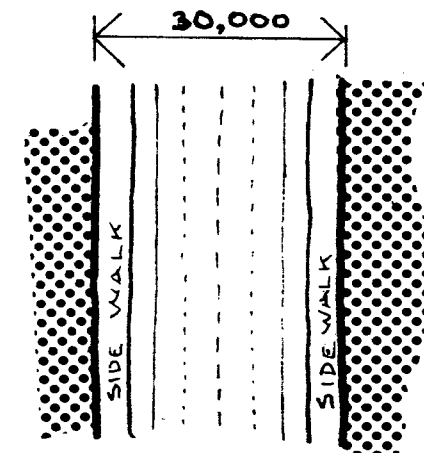
The widening of the Main Road will introduce a barrier between the station side and West side of the commercial area. While this is not significant in the strip area, the more active Northern sector could suffer because of this. The widening of the Main Road especially without creating any form of windbreaks, will allow the wind and rain to make this area often unpleasant.

2.4.5

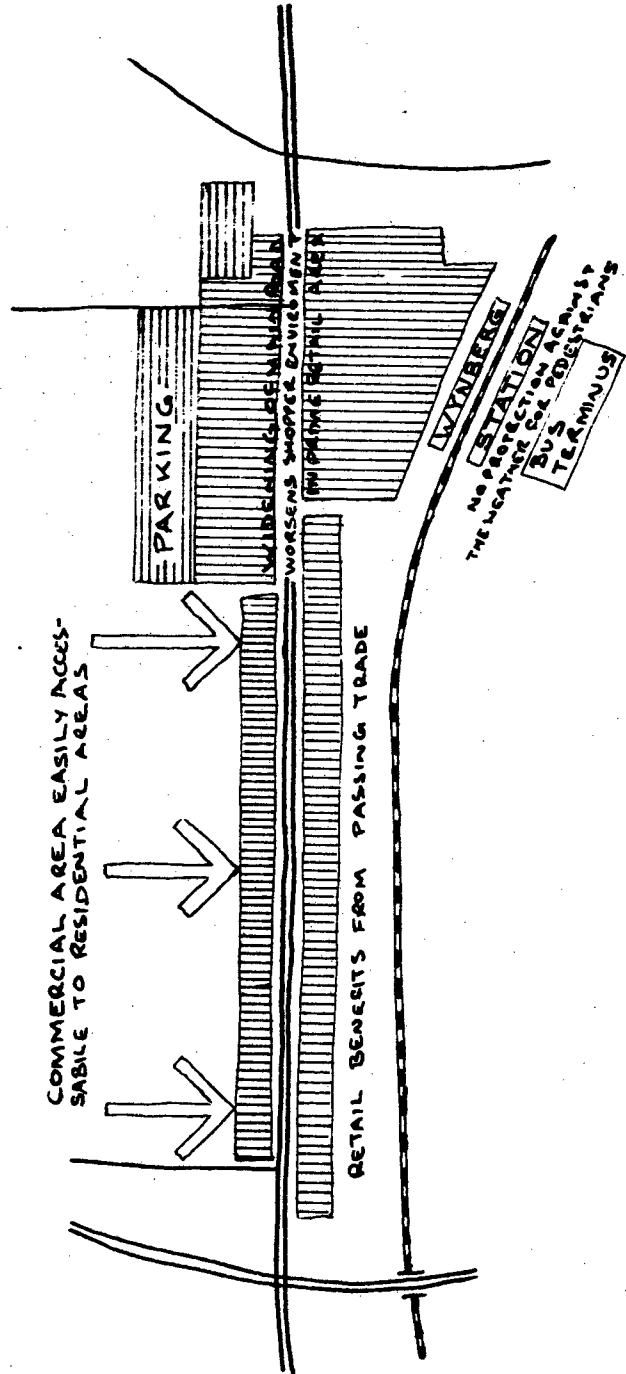
The set backs enforced by the widening of the Main Road will force redevelopment along it and this would take place in a short space of time. In this way the facades could be developed almost at the same time removing any historical variety and losing any possible visual variety.



RETAIL ON THE WEST, BUT BULK OF CATCHMENT IS ON THE EAST.



30 metre WIDE ROADWAY A BARRIER TO PEDESTRIAN MOVEMENT



2.4.6

While the development of this alternative requires less local authority involvement, a saving of R2 000 000 in construction costs and the sale of land valued at R3 000 000 by not constructing the By-Pass, it is unlikely that these funds would be made available to provide greater amenity in the area.

2.4.7

The fact that the centre still strives towards being purely a shopping centre once again is opposite to one of the basic functions of the centre, that of being a multi functional centre to the community.

2.5 Palliatives

The palliatives suggested for the first alternative also apply in this alternative.

2.6 L.A. Involvement

Local authority involvement is once again restricted to the provision of road infrastructure and control of the development in terms of the regulations of the town planning scheme.

3. THE "NO MAIN ROAD WIDENING" ALTERNATIVE

3.1 Intent

In the evaluation of the first alternative it appeared that the Wynberg By-Pass created a barrier between the residential area to the West and the retail area of the centre. To overcome this problem, the second alternative was developed which suggested that if the By-Pass were not constructed this problem would be overcome. However alternative two still retained another problem which was the deteriorating quality of the Main Road. If there still exists a need for a high North/South road capacity (even after consideration of road function through the centre) then another alternative that must be considered is one where the Wynberg By-Pass is retained but no further widening of the Main Road takes place.

The implied intention in this alternative once again remains almost the same as in the previous alternatives except, it is assumed that the Main Road and the Wynberg By-Pass do not both require a wide cross section and it is assumed that to maintain and improve the shopping environment in the Northern sector is more important than the loss in trade to the strip commercial sector created by the existence of the barrier in the form of the Wynberg By-Pass which also takes away the passing trade from the existing Main Road.

3.2 Assumptions

The following assumptions are made for the development of this alternative.

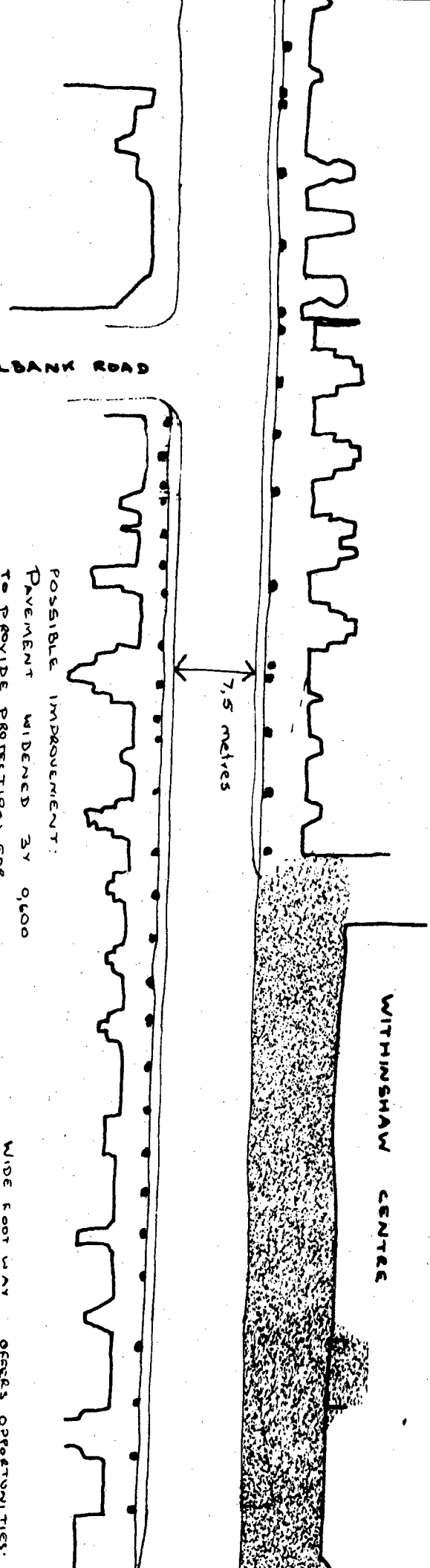
3.2.1

The following road program would apply

Kromboom Parkway North of Ottery Road	1985
Wynberg By-Pass	1985
South Road	1990
Castletown Road	1995
Waterloo Road	1995

3.2.2

No widening of the Main Road will occur. The actual form the Main Road will take will be the subject of detail urban design which makes use of the areas which have already been acquired for road widening purposes for pedestrian amenity.



MILLBANK ROAD

7.5 metres

WITHINSHAW CENTRE

POSSIBLE IMPROVEMENT:
PAVEMENT WIDENED BY 0,600
TO PROVIDE PROTECTION FOR
COLONNAGE

WIDE FOOT WAY OFFERS OPPORTUNITIES:
1. PEDESTRIAN AREA
TREE PLANTING
SEATING.
HAUSER STAND
THIS WOULD HELP TO REDUCE FEELING
OF OPENESS AND EMPYTINESS

MAIN ROAD REQUIRES A DETAILED URBAN
DESIGN TO MAXIMIZE ITS USE

3.2.3

The removal of the widening scheme from the Main Road could attract developers to redevelop sites as they do not lose floor area as they would have done in terms of the widening scheme.

3.2.4

The possible retail expansion will be based on the low values, as no attempt is being made to positively attract the upper income group.

The strip retail area in the southern area will suffer when the By-Pass is built due to the barrier effect and the loss of passing traffic. The type of activity will change from convenience to service, although some low price stores will continue to operate as added commercial facilities for the population attracted to Northern sector.

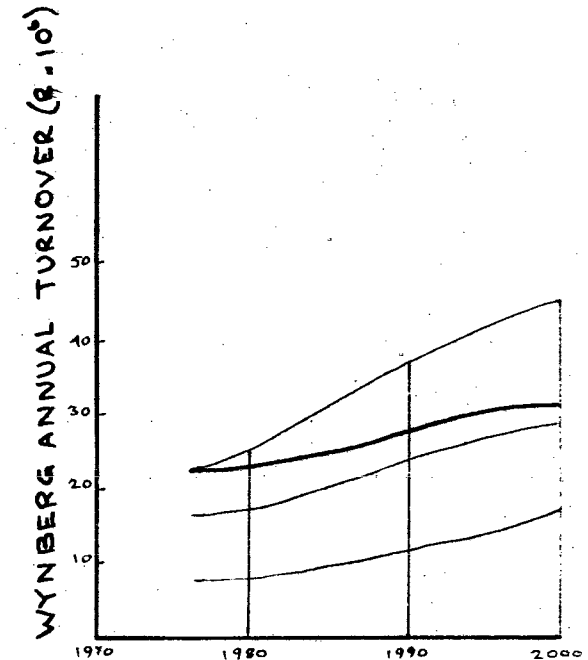
Redevelopment of those areas i.e. south of the Medical centre, on the sides of Station Road and East of O K Bazaars will probably take place as mentioned before. Once again the catchment population will be from the East side with little effort being made to attract population from the West.

3.3 Description

The removal of the widening scheme along the Main Road must be accompanied by a detail proposal for the treatment of the side walks and the portions of land already given up for widening. Since this will be relatively inexpensive this work could be carried out immediately. This action by the local authority will remove one aspect of uncertainty presently being felt by developers and might assist in achieving investment in property additional to that which was expected.

3.3.1

The footways along the Main Road would be completely reassessed in function. In this assessment it will be possible to create areas of pedestrian movement, pedestrian meeting (squares), bus stop locations and even to sell back some of the sidewalks either for the expansion of the shops, or the provision of protection from the wind and the rain. In this way by the year 1980 the retail development of the sites in the Western end of Station Road should have commenced. This design might be different from that for alternative two but to similar to that alternative 1 as a certain amount of parking will be required to make up that which will be lost due to the construction of the By-Pass.



3.3.2

By the end of the second period, i.e. 1985 the two major road schemes will have been completed i.e. the Kromboom Parkway and the Wynberg By-Pass. Development of retail space will continue as demands increase. And if economic analysis was correct sufficient demand should exist for the development of sites as mentioned before.

The Magistrates Courts complex which will be redeveloped by the end of this time period, is again unlikely to contribute much to the activity of the centre.

3.3.3

In the next five year period ending 1990 the construction of South Road can be expected to be completed. This will assist vehicular access from the East to the Wynberg centre and could serve to make the centre more assessable, however, as discussed before it also creates the area which could attract the development of a regional centre. The development of retail floor space in Wynberg will begin to stabilise as the catchment population and shopping patterns stabilise.

3.3.4

In the remaining period till the year 2000 the construction of the Castletown Road and Waterloo Road can be expected to occur. But these will have little effect on the Wynberg Centre itself.

3.4 Evaluation

In comparing this alternative with that of the previous one, one is confronted with the dilemma that the improvement in the Main Road environment is achieved at the cost of a reduction in parking for the Northern section and the removal of passing trade and creation of a pedestrian barrier from the West for the Southern section.

3.4.1

The centre will once again develop into a shopping centre with little or no diversification of activities, and as such will not allow the centre to develop comprehensively thereby not achieving its full potential.

3.4.2

The quality of the environment along the Main Road will be greatly improved and there will be an improvement on the present day shopping environment.

3.4.3

The variable widths of road along the Main Road, and the varied nature of the development along the Main Road, will add to visual excitement. The narrowness of the Main Road and the retention of some of the colonnade and canopies will improve the protection against the wind and the rain. Nevertheless some of these protective elements might be lost on redevelopment in terms of the Town Planning Scheme controls; paragraph 78(1) and 105.

3.4.4

The area between the commercial area and the Wynberg By-Pass is unlikely to be developed to high densities, as the sites are relatively small. One can expect single dwelling development, although the area is adjacent to the By-Pass and this does not help to make the area attractive.

3.4.5

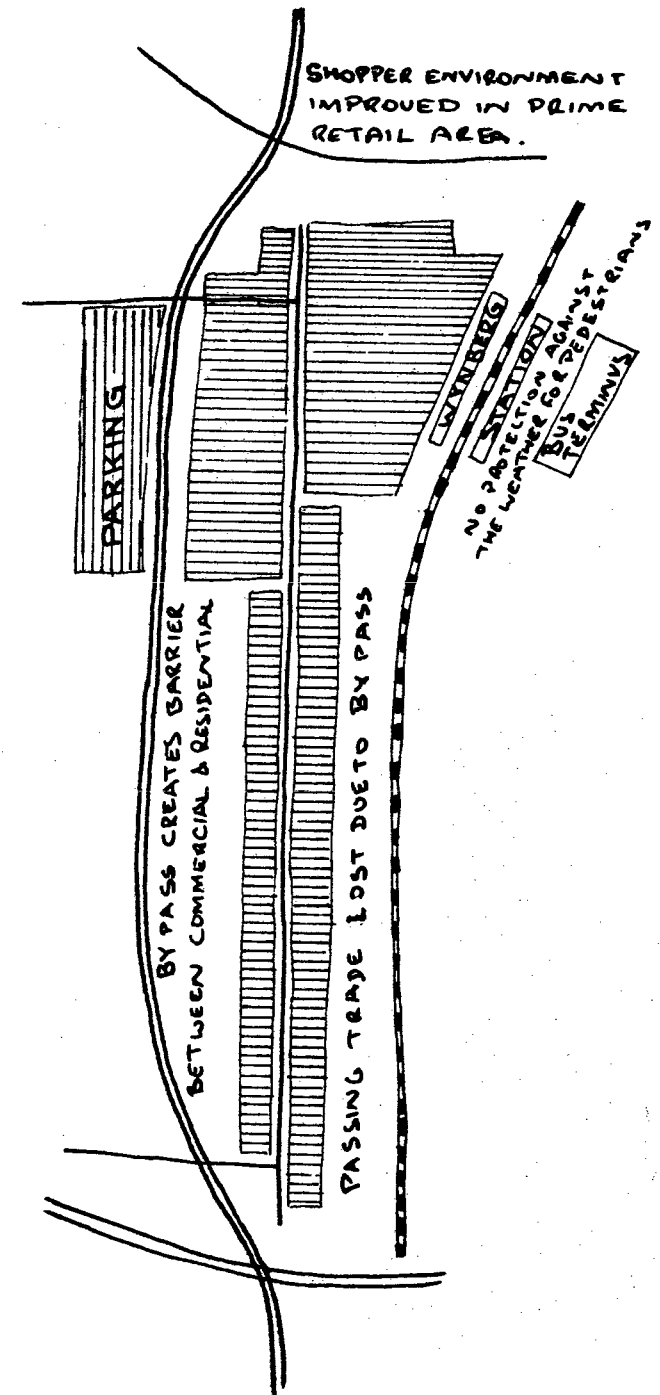
The centre is still located only on the West side of the railway line while the bulk of the catchment population continues from the East side.

3.5 Palliatives

The palliatives suggested for the first alternative apply also in this alternative. Waivers of the clauses 105 and 78(1) of the Town Planning Scheme would help in improving the environment of the centre, especially in the Northern section.

3.6 LA Involvement

The involvement of the Local Authority is restricted in this alternative to the development of the road schemes and control of development by the administration of the Town Planning Scheme.



4. THE "DO LESS THAN NOTHING" ALTERNATIVE

4.1 Intent

The alternative that must always be evaluated in any set of alternatives is the do nothing alternative. In the evaluation of alternatives for Wynberg the first alternative for Wynberg might be considered as the "do nothing alternative" as no changes were made to existing planning. It is proposed that another alternative exists which might be called the "do less than nothing" alternative in that some of the positive planning proposals are not undertaken; viz. no Wynberg By-Pass and no widening of the Main Road.

The rationale behind this alternative is based on ~~two~~ factors; firstly that the centre will continue to attract mainly shoppers from the East and secondly that the construction of the Kromboom Parkway and South Road schemes will reduce the volume of traffic travelling Northwards through Wynberg.

4.2 Assumptions

The assumptions made for the analysis of this alternative are based on the road system and the size of centre.

4.2.1

If the Wynberg By-Pass is not to be built and the Main Road not widened, then these funds can be reallocated to the earlier construction of the Kromboom Parkway and the South Road/Constantia Road scheme. Therefore the following are proposed as the road completion dates for this alternative.

Kromboom Parkway North of Ottery Road	1985
South Road/Constantia Road	1985
Castletown Road	1995
Waterloo Road	2000

4.2.2

The traffic flows along the Main Road will be regulated and controlled by improved traffic enforcement and management. Increased traffic capacity can easily be achieved by prevention of parking in critical locations and the linking of the traffic signals.

4.2.3

The development of retail floor area can be expected to be of the order assumed as the low values.

4.2.4

The erven previously reserved for the Wynberg By-Pass will be rezoned to what they were before being reserved for road purposes and then resold as discussed for alternative 2.

4.2.5

There are no buildings which are declared as "fixed" due to the stated premise that local authority does not get involved in a conservation policy. However, the retention of clauses 78(1) and 105 would suggest that refurbishment could be a better alternative than redevelopment due to the set backs that do occur in certain cases.

4.3 Description

The strategies mitigated in alternative three, that of preparing an urban design plan for the footways along the Main Road and the deletion from the Town Planning Scheme of the Main Road widening and By-Pass proposals will act as incentives in the refurbishment and redevelopment of various buildings along the Main Road as greater confidence and certainty are felt by the people involved in business.

4.3.1

In the first period until the year 1980, the reshaping of the Main Road and the development of the site South of the Medical centre will be the most obvious development that can be expected to take place. The disposal of the erven previously reserved for the by-pass will be accompanied by refurbishment and some redevelopment along the Southern commercial strip in anticipation of the increased trade. Some development on these sites can be expected to occur within this time prepared.

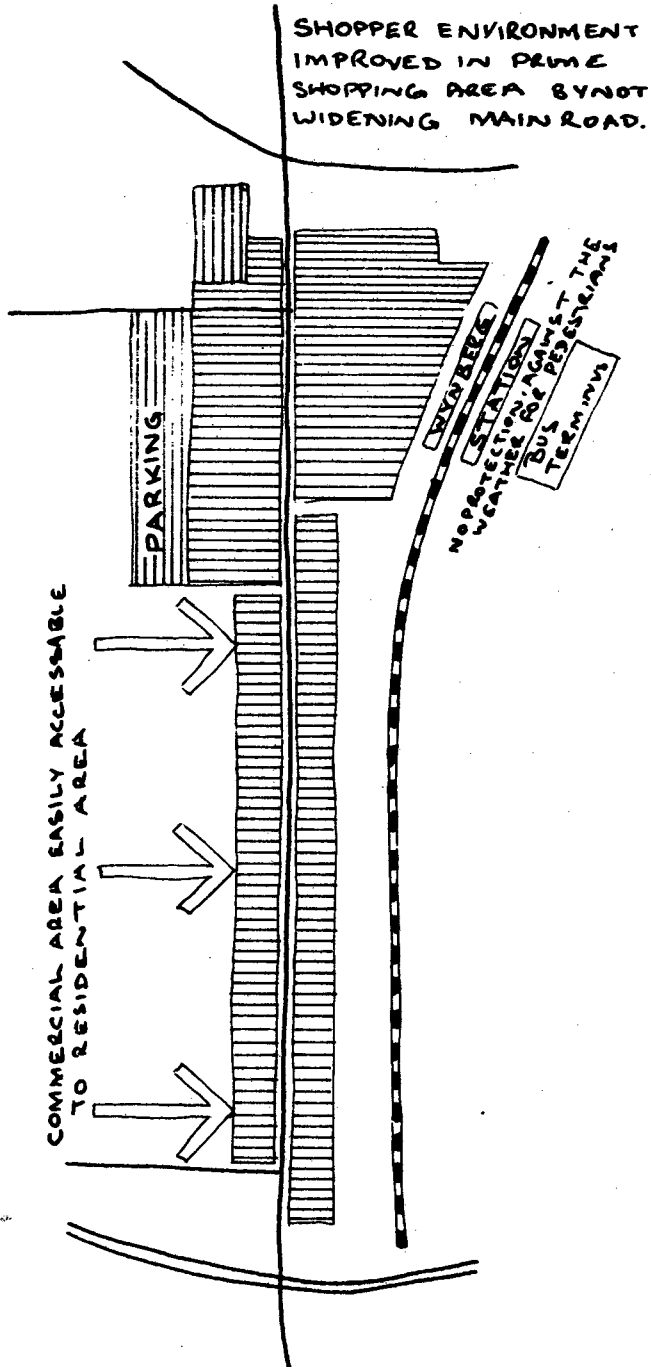
Since at some intersections the traffic flow will almost equal traffic capacity, the desire to widen the Main Road must be accompanied by the prohibition of "vehicles stopping" at critical points along the Main Road, and the provision of alternative adequate loading and parking facilities.

4.3.2

By the end of the second time period retail floor space will have expanded to match the increasing catchment expenditure. At the same time the residential development will have almost been completed on those erven sold as an result of deleting the Wynberg By-Pass scheme. The greater emphasis on refurbishment and the new lease of life due to the increased local population will do much to assist the economy of the strip commercial area. The completion of the Kromboom Parkway and the South Road/Constantia Road scheme will considerably reduce the number of vehicles travelling North/South along the Main Road.



....refurbished old shop



4.3.3

By the end of 1990 development of retail floor area will have been almost completed as the catchment population begins to stabilise and limit of sustainable retail floor area is reached. There will nevertheless be continual renewal of existing stock, as buildings reach the point where either their internal arrangement or the building itself become inefficient and can benefit from improvements.

4.3.4

In the following period until the year 2000, the centre will see the completion of the Castletown Road scheme and the Waterloo Road Scheme which will serve for convenience rather than need. No further significant changes can be expected to occur within the centre itself.

4.4 Evaluation

The development of Wynberg in accordance with this alternative appears to be relatively cheap in the amount of local authority investment while the opportunities which this alternative offers are:

1. the minimal amount of local authority expenditure
2. the land released from the Wynberg By-Pass Scheme available for residential use
3. the variety of form offered by the positive treatment of the Main Road

The following shortcomings also exist

4.4.1

The maximum environmental improvement will not be achieved as the set back laws and pedestrian over-hang controls reduce the possible provision of pedestrian protection facilities.

4.4.2

No diversification in the activities of the centre will occur, and the centre will continue to act as a shopping centre. The catchment population will still be attracted from the East side though, the centre is situated on the West side of the railway line.

4.4.3

The provision of parking might become in short supply and this could become a problem.

4.4.4

The management of traffic is a study in itself, although this should be accommodated without the widening of the Main Road it will require more detail study than has been possible here.

4.5 Palliatives

The palliatives mentioned before can also be applied here. However the most important aspects are the prevention of the development of an alternative competitive centre and the further improvement of the pedestrian environment.

4.6 L.A. Involvement

The involvement of the local authority is reduced considerably to the provision of an improved pedestrian system along the Main Road and the control of development by implementation of the Town Planning Scheme. The amount of investments is also minimal being only used to provide some loading and parking facilities, improvement of signal synchronisation and extensions to the library.

5. SUMMARY

In these four alternatives one has examined the results to the environment of the Wynberg centre in terms of the assumptions required for the process. What has emerged is that since there is no need for very high North/South road capacity, opportunities exist for the Wynberg centre other than those approved at present.

Secondly in this set of alternatives, the lack of lustre because the local authority is not permitted to contribute positively, creates the situation where the centre can only expect limited growth. Furthermore functions of centre will not be provided on their own and must be induced to the centre. Particularly where job opportunities are concerned, there could be significant savings to metropolitan costs.

The third factor is that without local authority involvement the environmental aspects, particularly the pedestrian environment in relation to the building, the street and the square would have no opportunity to develop, nor would the conservation of unique buildings or precincts be possible.

Second set of alternatives

1. General Preamble

Whereas in the first set of alternatives the Local Authority was assumed to adopt a rather passive attitude in guiding future development, in this second set it became actively involved in steering the centre towards the goals set for the centre. It is proposed that this involvement by the Local Authority should be kept to a minimum and that it should provide only inputs which act as catalysts in the development. The form that these inputs could take, will probably include planning, removal of restrictions, the granting of waivers and incentives, and even development.

1.1

The basic goal for these alternatives is the fostering of a centre, a place where social activity takes place at such an intensity that it is able to create those social qualities out of the physical form, which are considered essential to a centre.

While the function of the centre is required to be multi-purpose, providing amenities, job opportunities, residential activity, etc, the quantitative embryos of the centre are the retail activity and the transport focus. For the retail activity, the goal is to enlarge the retail trade and hence floor area to either the maximum area that the catchment area can support or the maximum area that the centre can absorb, whichever area is reached first. For the transport focus, two aspects emerge, the first is that the through commuters should, as many as possible, be captured into job opportunities within the centre. The second is that from the amount of North/South road capacity required as determined in Appendix B, and the clarifications of road philosophy, it becomes apparent that there is no need for the Wynberg By-Pass and that the need for widening the Main Road depends upon the shape and size of the future Wynberg centre.

The assumption that the Wynberg By-Pass is unnecessary to the Wynberg centre offers an opportunity to the future of the centre in the availability of the land which has been acquired to date to be put to those uses which will best benefit the centre. This is treated as a topic in itself in Section 2.

1.2

The expansion of the retail area of the Wynberg Centre can be taken to have a maximum as determined in the Appendix A with high values in square metres as follows :

1976	1980	1990	2000
41 000	57 000	103 000	130 000

While it can be argued that projections to the year 2000 are to a large extent calculated guesswork, they seem to give a notion of the limits within which one needs to work. The actual retail area of the centre will be determined by many factors which cannot be analysed in this thesis, since these factors and the size and form of the centre will have to be reviewed from time to time. However, even at this stage the upper limit of the centre size can be decided upon in terms of growth dis-economies; eg. the harmful effect of excessive parking and traffic.

1.3

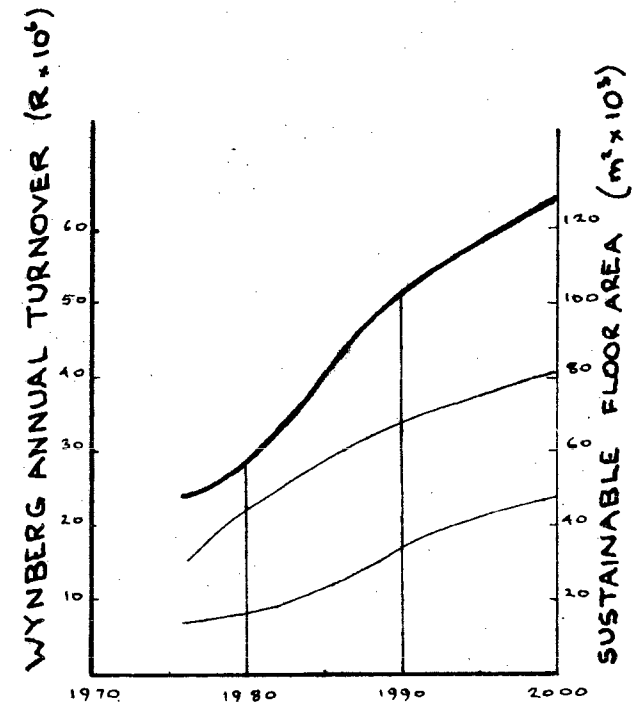
The main reason for the more positive involvement by Local Authority in the development of the centre was the opportunity to improve the quality. These qualities which were described earlier are important to the uplifting of the centre and will be implicit in any proposal for the centre.

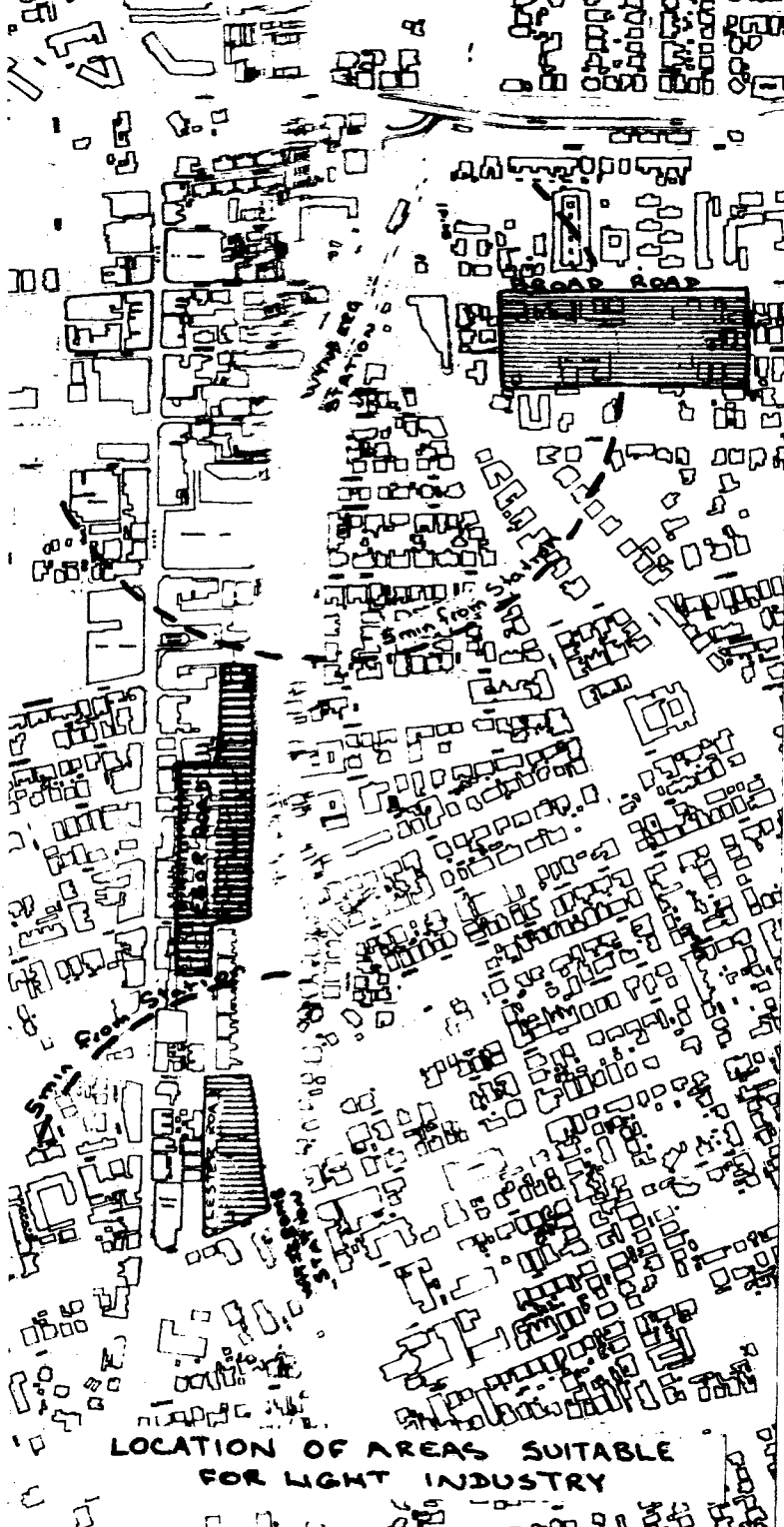
1.4

The second reason for the involvement was the opportunity to contribute towards conserving those buildings or areas which are considered valuable. These are shown in Figure 7.1. This list is by no means complete and serves only as a proposal. Public participation would be essential to determine the full extent to which conservation must be practised. It is suggested that the development rights of these sites be transferred to other sites within the centre, as this would reduce the cost of conservation.

1.5

The third reason for more positive planning was to provide the Local Authority with the opportunity to build Wynberg up into a job opportunity centre. If one considers the population South of Wynberg and the number of people actually changing mode at Wynberg, it is apparent that there exists the potential to increase job opportunities in Wynberg. Although no economic analysis has been possible for this aspect it is proposed to set a target for the following increases in employment.





Retail	1 000
Industry	5 000
Office	2 000
	8 000

The spatial requirements for the 5.000 industrial workers is estimated (300 p/ha) at 166 ha. Labour intensive industries are sought eg. electronics, clothing manufacture. While some of this floor area could be located near Ebor Road, it is anticipated that the Ebor Road area would be used for service industries rather; with light manufacturing activity locating in the area adjacent to the Rex Trueform factory.

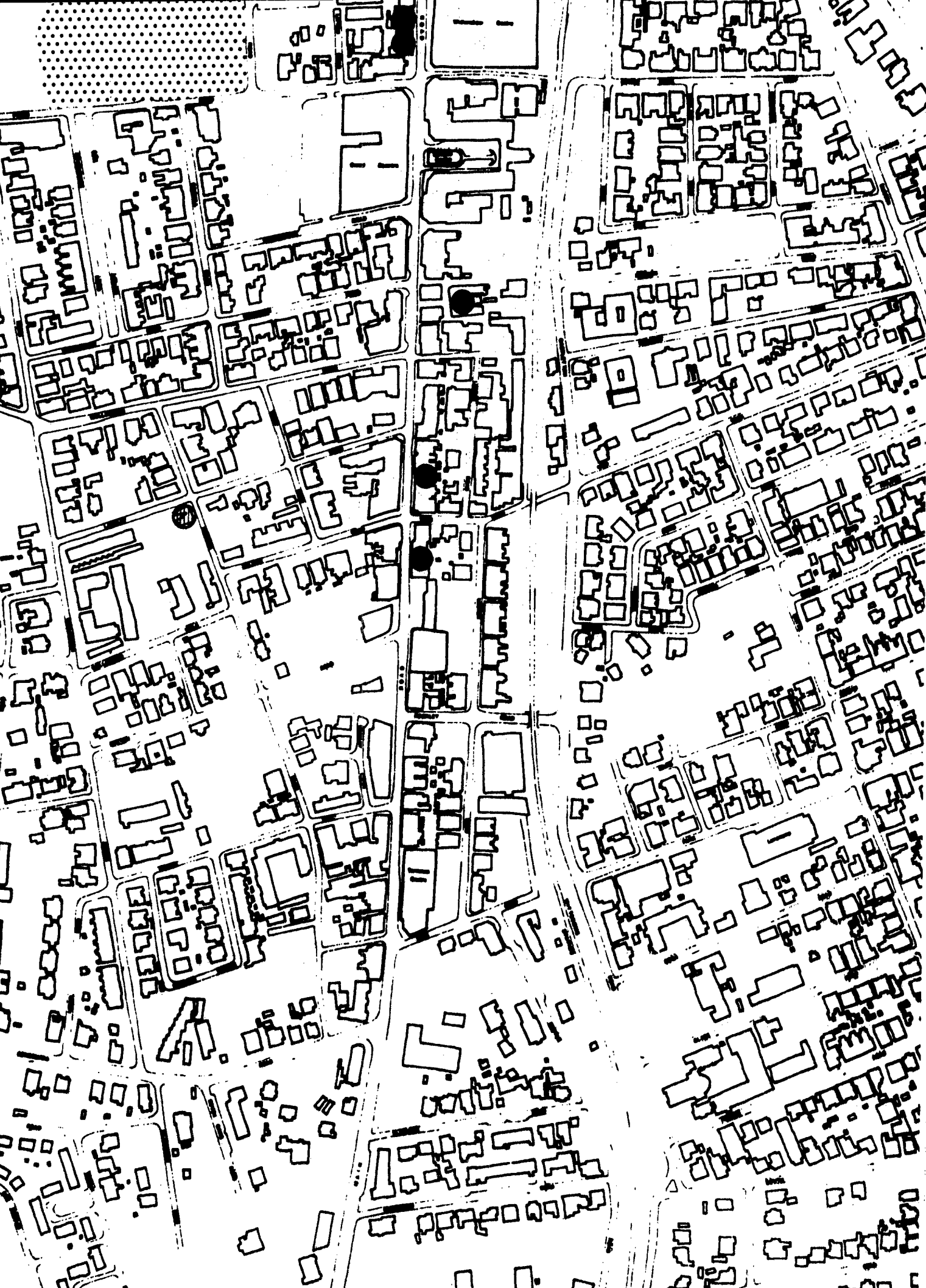
The spatial requirements of 2 000 office workers at 30 square metres per employee is 60 000 square metres, (which is approximately equivalent to two floors of the area between Church Street and Piers Road between Maynardville and the Centre.)

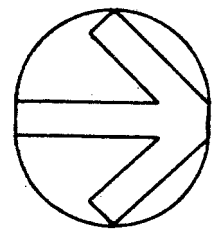
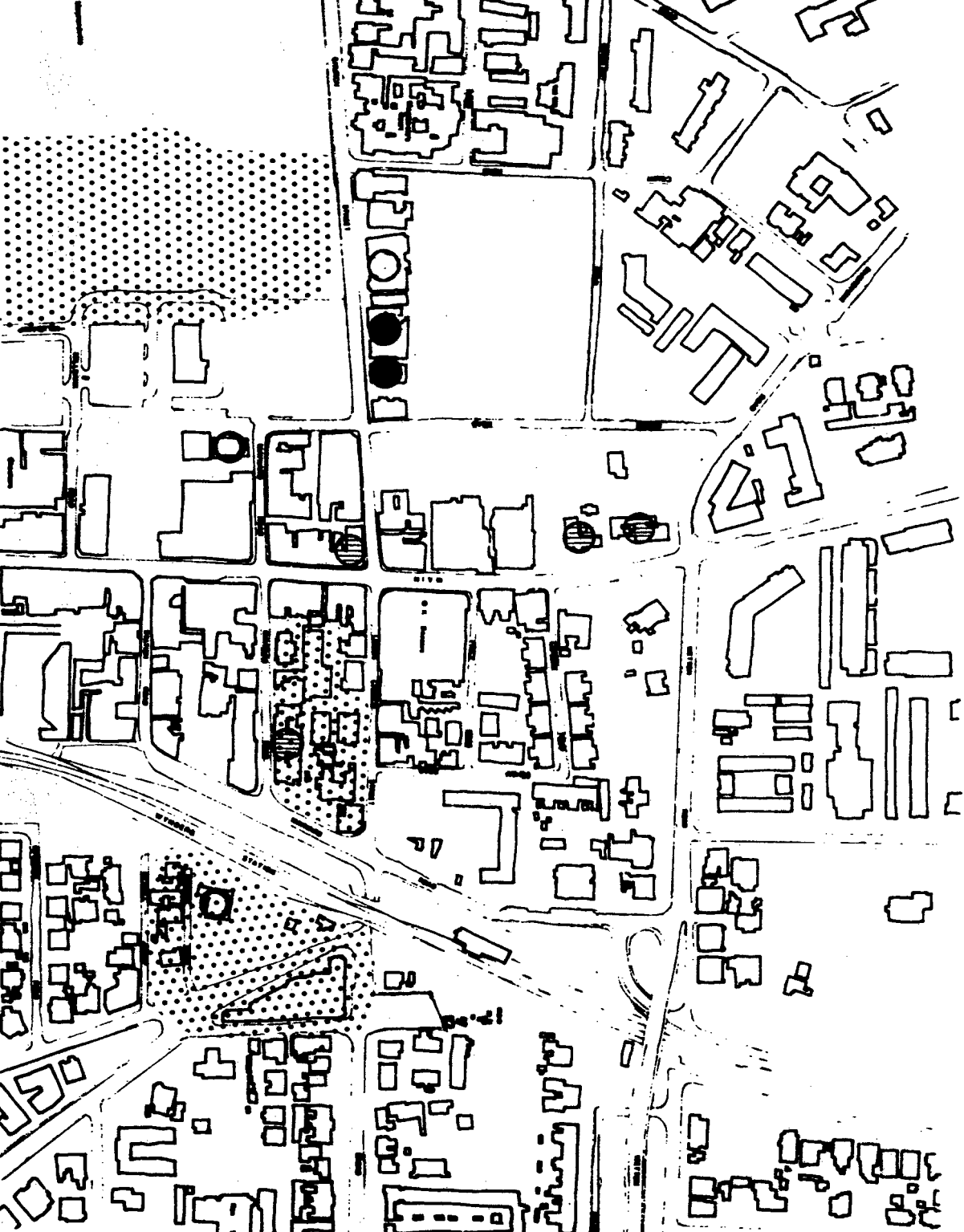
The land therefore exists to provide for these job opportunities, the question is how are entrepreneurs to be attracted? The Urban Transport Act will result in restrictions being imposed which will make CBD development less attractive ; it will also result in the opportunity to "induce" developers to locate at centres such as Wynberg to save in the provision of infrastructure possibly by providing incentives, investment assistance, rates reduction and even free land.


1.6


The following three alternatives were examined : In the first of this second set of alternatives (ie. Alternative 5 — the Western Development Alternative) it is proposed that all future retail development takes place on the Western side of the Railway line. As far as achieving the "high values" of retail floor area this would require the development of an additional 80 000 square metres of retail floor area on the Western side.


In the second alternative (ie. Alternative 6 — the Eastern Development Alternative) it is proposed that all future development takes place on the Eastern side of the Railway line, with the exception of those developments already in the pipeline. This would imply that to achieve the "high values" of retail floor area development, 70.000 square metres of retail floor space would have to be developed on the Eastern side.








-  To be conserved

-  Allow transfer of development rights

-  Area developed to highlight conservation

-  Not expected to redevelop

- 

- 

Scale 1 : 4 000

CONSERVATION STRATEGY

FIG 7.1

ADDITIONAL OFFICE
ADDITIONAL INDUSTRY

ADDITIONAL OFFICE
ADDITIONAL INDUSTRY

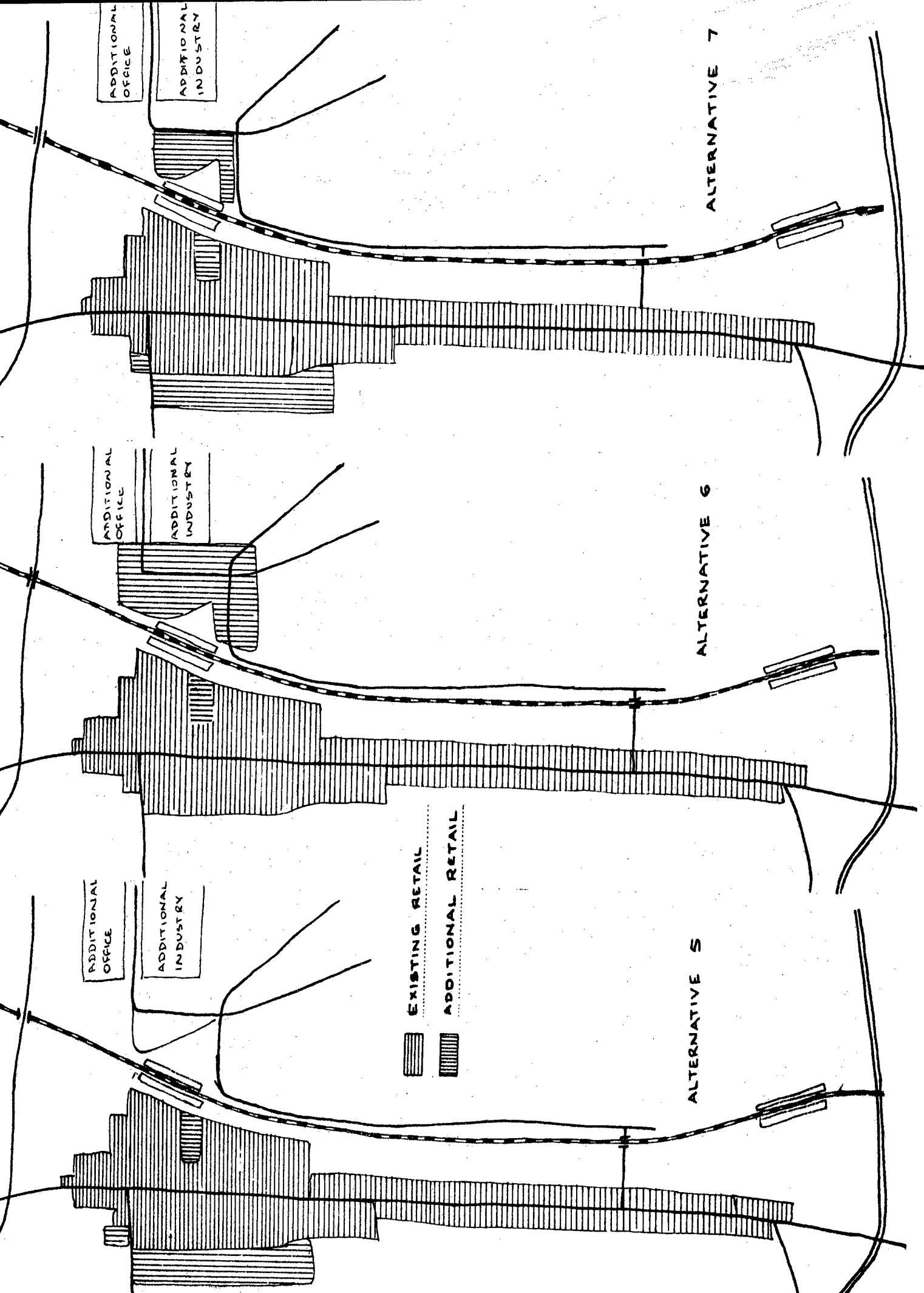
ADDITIONAL OFFICE
ADDITIONAL INDUSTRY

EXISTING RETAIL
ADDITIONAL RETAIL

ALTERNATIVE 7

ALTERNATIVE 6

ALTERNATIVE 5



In the third alternative (ie. Alternative No. 7 – the Bilateral Development Alternative) it is proposed that the future development be split evenly between the areas on the eastern and western sides of the Railway line. If the "high values" of retail floor area is to be achieved then an additional 40 000 square metres of retail floor area is to be provided on the east and west sides of the railway line.

Because of the complexity of some aspects of the Local Authority involvement, two sections have been interposed between the discussion of the alternatives. Before discussing the fifth alternative, the disposal and development of the land previously reserved for the Wynberg By-Pass is discussed. And, before discussing the sixth and seventh alternatives which involve the development of the Eastern side, there is discussion on how to provide the Eastern side with the development stimulus.

2. Wynberg By-Pass Land Utilised

The strip of land available as a result of deleting the Wynberg By-Pass scheme amounts to approximately 70 000 square metres. The nature of the sub areas of this strip are discussed although the disposal of the Southern portion of the strip is discussed in more detail so as to show the possibility of using a new technique in disposing of the land. The northern and central portion of the land could be sold in conventional ways with controls or incentives applied.

2.1 The Southern Sector

Of the 39 000 square metres of land required for the Wynberg By-Pass between Piers Road and Constantia Road, only 4 000 square metres have still to be transferred to Council. The remainder is made up of 20 000 square metres of vacant land, 5 000 square metres of land occupied by dwellings too run down to be renovated and 10 000 square metres is occupied by buildings which have reasonable economic lives.

It is proposed that there exists three goals for this sector :

- To achieve a high residential density ;
- To be developed as rapidly as possible; and
- To minimise any economic losses by the City.

If land is just sold by auction, it can be expected that low density development will predominate and that those parcels of land which are large will not be developed rapidly due to the adverse present economic climate for multiple dwelling development (eg. flats).

It is proposed that a technique exists whereby the above three goals can be achieved, and what follows is an economic validation of the technique. The technique is to give the land away subject to minor development conditions.

2.1.1 To the Local Authority

Let us consider a typical piece of land 1,000 square metres in extent. Its present market value is about R30 000. While this parcel of land might have cost the Council more or less than R30 000 on acquisition, its present value can be assessed in the form of an interest of R3 000 per annum.

Firstly, it might be generalised that the erven that form this piece of land (typical of the whole area) is composed of 50% which would be suitable for single dwelling development

and 50% which would be suitable for multiple dwelling development. Secondly, it may be assumed that under the present circumstances only 50% of the multiple dwelling sites and 80% of the single dwelling sites would be developed. Thirdly, it may be assumed as a maximum that 10 dwellings valued at R12 000 can be developed on the multiple dwelling sites and 2,5 dwellings valued at R18 000 can be developed on the single unit sites on the 1.000 square metre typical site.

Presently, rates to the local authorities are applied as 2.085c/R. Therefore, under normal development total rates received could be calculated as follows :

Land R30.000 @ 2.085c/R	=	R625,50
.50 x 1 000 x 2.5/1 000 x 18 000 x 80% @ 2.085c/R	=	R375,00
.50 x 100 x 10/1 000 x 12 000 x 50% @ 2.085c/R	=	R625,50
		R1 626,00

If the land were given away subject to the 10 dwelling/1.000 square metres density criterion and development within two years ; then the rates could be calculated as follows :

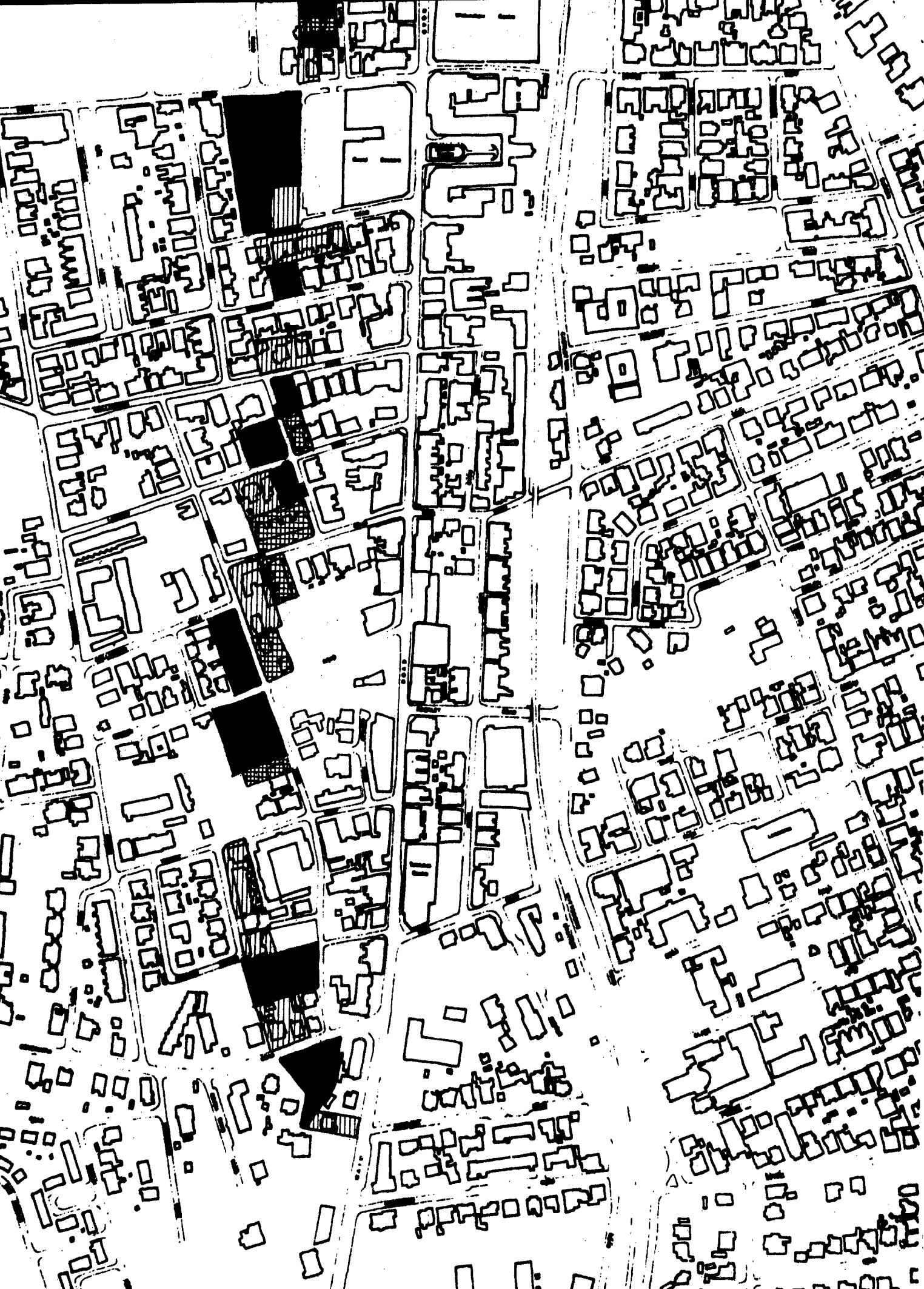
Land R30.000 @ 2.085c/R	=	R625,50
1 000 x 10/1 000 x 12 000 @ 2.085c/R	=	R2 502,00

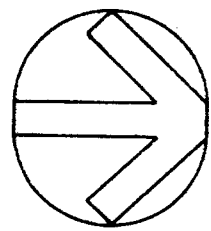
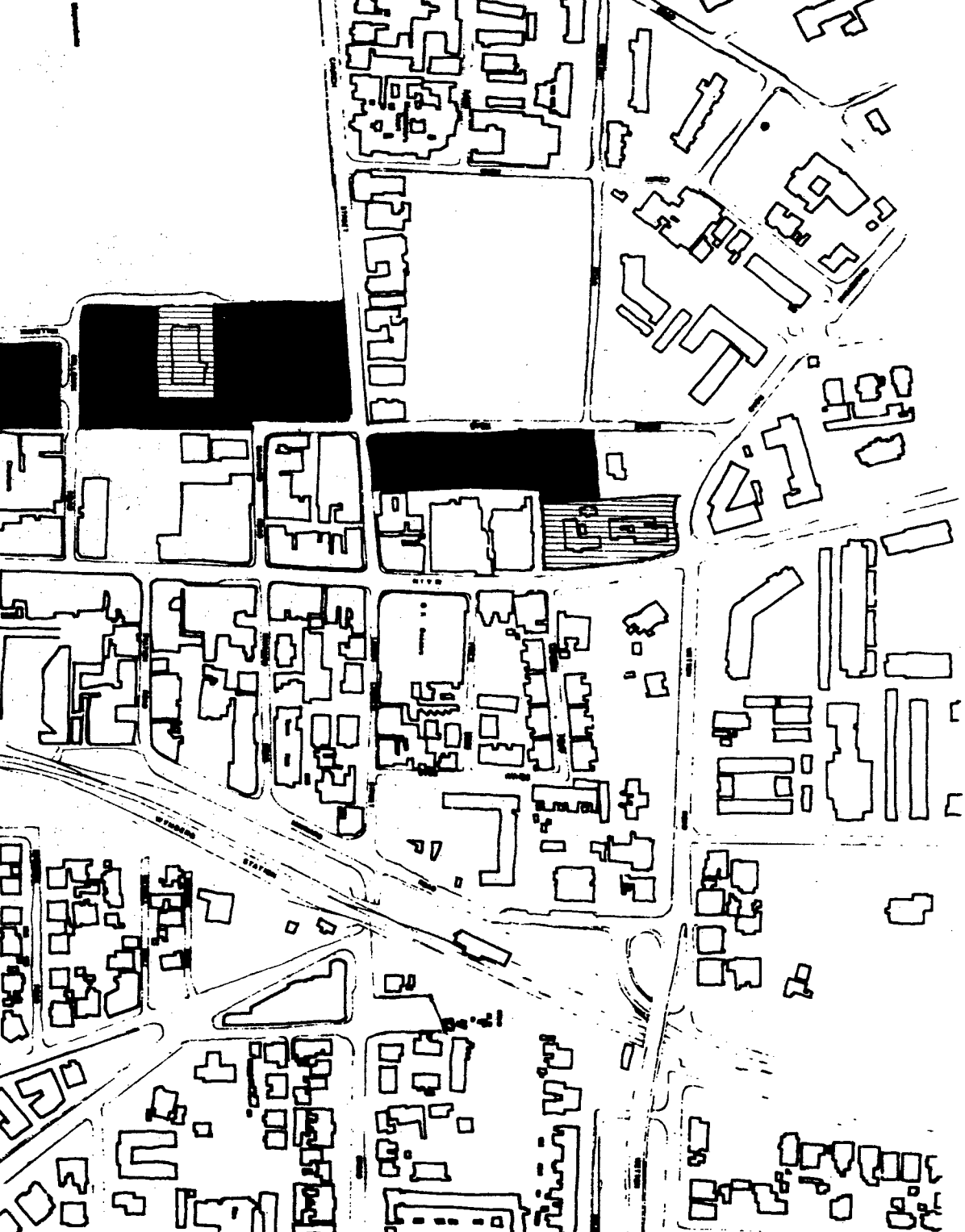
Thus recalling R3.000/annum rates, a shortfall of R1 498,50 would be incurred by the city. However, the granting of free land could make an increased rate acceptable. If the rates for these properties were increased to 2.585c/R then the rates would amount to R3 825,50. Thus the City incurs a shortfall of R800,50. Should the rate be increased to 3.085c/R then the shortfall would amount to only R500,00.


2.1.2 To the Developer


As far as the developer is concerned, the effect of not having to pay for the land will to some extent be negated by the increased rates. Since all other costs remain the same. Free land but an increase of rates from 2.085 to 3.085c/R will be seen by a "flats" developer as follows on the 1 000 square metres of development under normal conditions :


Interest of land costs	R3 000,00
Rates on development R150 000 @ 2.085c/R	R3 127,50
	R6 127,50








-  Vacant land

-  Run down buildings

-  Buildings still functional

- 

- 

- 

Scale 1 : 4 000

LAND AVAILABLE AS A RESULT
OF NOT BUILDING THE BY PASS

Incentive conditions :

Rates on development R150 000 @ 3.085c/R

R4 627,50

Difference

R1 500,00

This means that a possible rental reduction of R12.5/month/unit. This could be the difference that could make a development viable, since in terms of rental one is talking of 10%.

The arrangement has only been put forward for the development of flats but it is obvious that it can be extended to other forms of development.

To recapitulate, at 3.085c/R the Local Authority still loses some income, but :

1. It gets the revenue earlier, as development under normal circumstances cannot be forced to occur say within a period of two years and if this clause were introduced, the value of the land to be sold would decrease ;
2. There is an increase in the population resulting in additional retail development, hence more rates ;
3. The prescribed quality and conditions on development can be achieved ; and
4. The impetus of development will be felt throughout the centre.

2.1.3 To dispose of land

There are two difficulties in the process; the first is to determine the best increased rates/development conditions so as to achieve the most for the centre and at the same time entice the developer, and the second is how to dispose of the land. To resolve the first point is beyond the realm of this thesis, and while the conditions and incentives stated herein would be suitable they might just not be the optimum.

To dispose of the land it is proposed that inter alia the other normal transfer clauses, the following points will have to be foreseen ;

1. Firstly the land simply cannot be given away without accusations of corruption. So the land must be sold subject to development conditions on an auction. The buyer must then pay for the land when transfer takes place. If he develops within the pre-

scribed period according to the conditions imposed, he then gets the purchase price back, but not the interest. Since a developer knows that the purchase price is to be returned his bid for the land could have been totally unrealistic. However, if there is loss of interest involved then the bidding at the auction will have some control.

2. Development must be completed within two to three years (safeguards are essential against delay tactics).
3. A developer forfeits his purchase price should the development not be completed within the prescribed period or does not conform with the approved plans.

It is hoped that this has shown a method of retaining the competitive nature of property development while at the same time achieving goals set for the development.

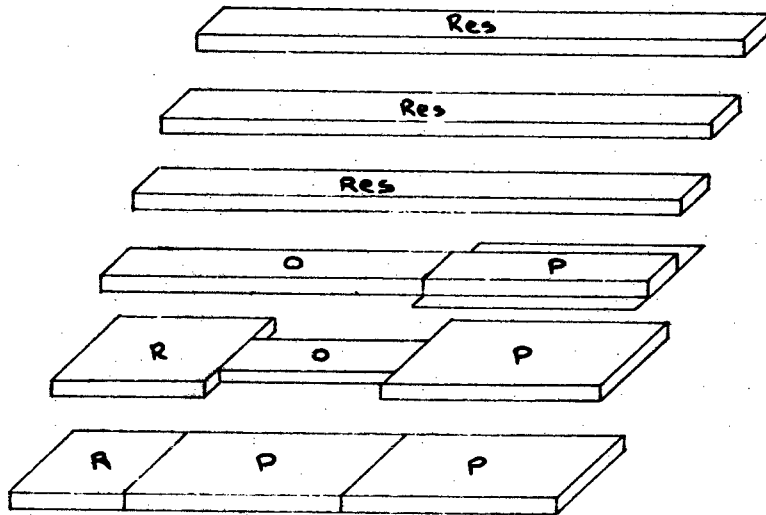
2.2 Proposal

2.2 Proposal

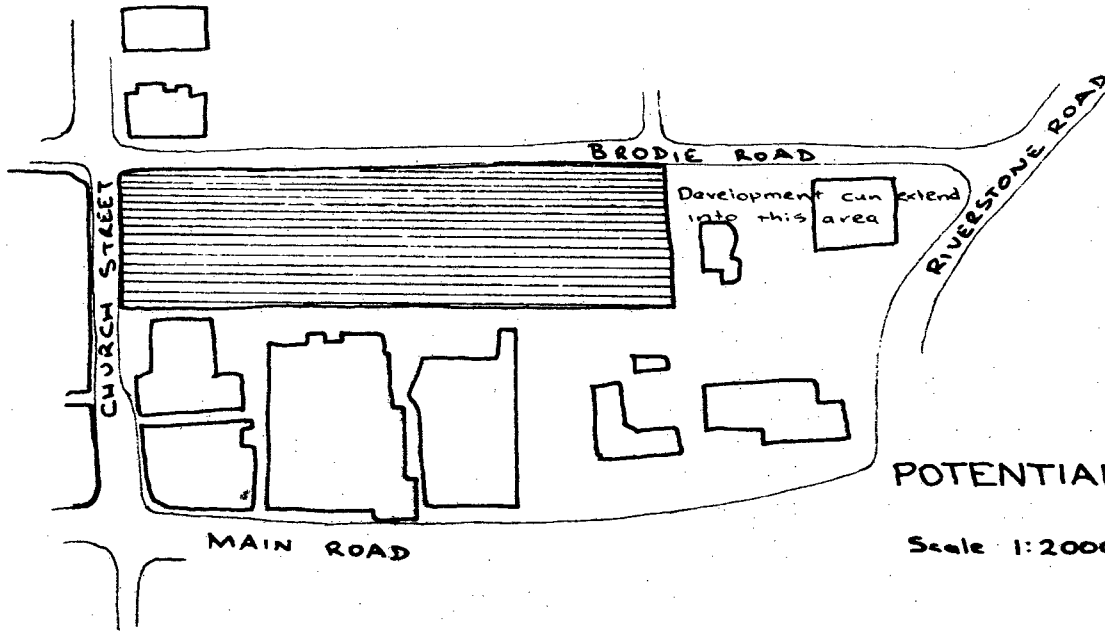
In considering any proposals for the area available for development as a result of deleting the Wynberg By-Pass Scheme it is convenient to divide the strip into three sub-areas. These three sub-areas are most easily defined as the area north of Church Street, the area between Church Street and Piers Road and the area south of Piers Road. While all the areas have a function to contribute to the expansion and improvement of the centre they do so in different ways.

Furthermore, this land is used for all three of the second set of alternatives and while the broad development proposals apply to all three alternatives the details will vary due to different demand created by the different form which the alternative takes.

In the following description it will become obvious that more work needs to be undertaken in the realm of urban design before a proper architects brief can be prepared for the development of the areas. And, since the planner's role falls short of this, the designers brief is not complete, although it has been attempted where possible to quote examples so that the concepts of the planner can be perceived by the urban designer in his work.



R - RETAIL
 P - PARKING
 O - OFFICE
 Res - RESIDENTIAL



POTENTIAL DEVELOPMENT OF NORTHERN SECTION

Scale 1:2000

2.2.1 The northern section serves three main functions :

- The transition of the residential area into the commercial area;
- To provide additional residential, office and retail space; and
- To provide parking facilities for the centre.

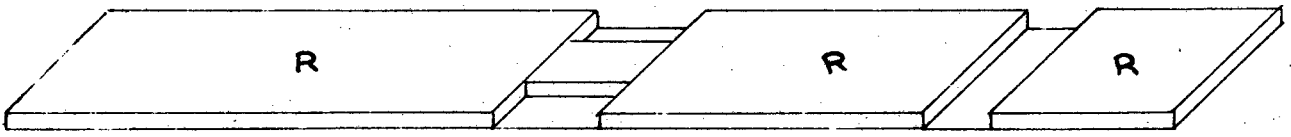
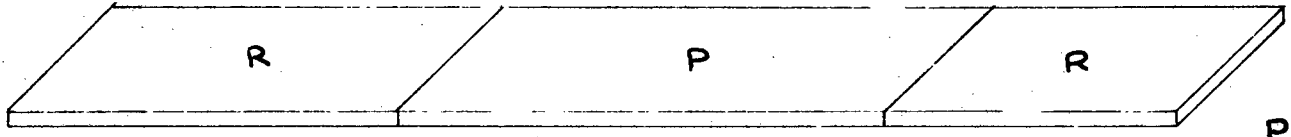
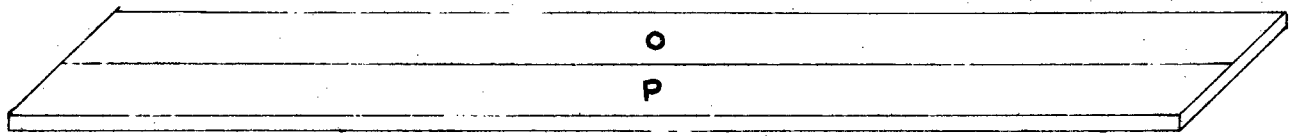
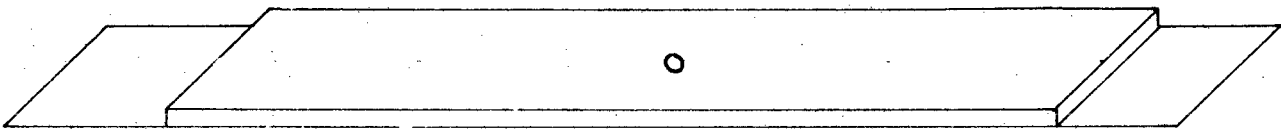
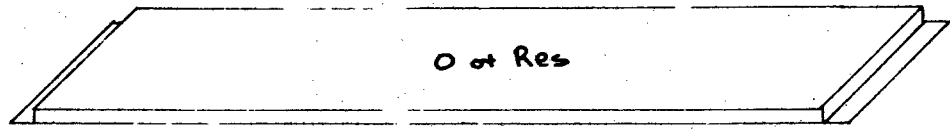
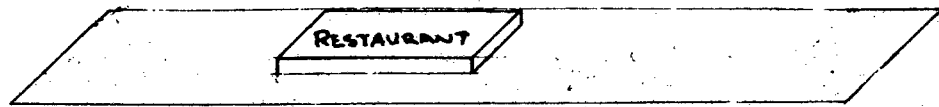
In examining the residential area to the West and the fact that the cemetery and buildings along Church Street west of Brodie Road are unlikely to be redeveloped, a development to the height of 5 storeys would provide the upper floors with a good aspect and would not be unacceptable. This would begin to merge with the residential buildings to the west and create a back drop to the thatched houses at the Northern entrance to Wynberg. The whole site does not appear to have great commercial potential as the development lies on the fringe of the prime retail area. Nevertheless, one could expect retail development to take place at the intersection of Brodie Road and Church Street. The site however, is very well situated for office function being close to the magistrates court sector, and having a particularly pleasant environment. The provision of parking in this location is also important because it will serve not only the development itself but the Northern prime retail area.

On the 8.000 square metres of land, it is proposed that the following development could take place :

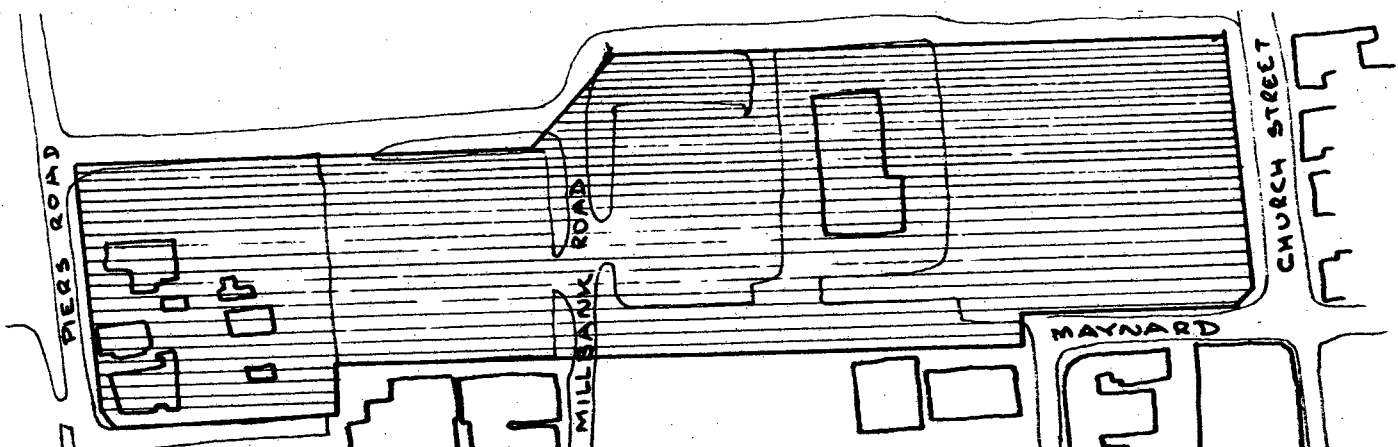
- 2 000 square metres of retail
- 10 000 square metres of parking, ie. 300 bays
- 8 000 square metres of residential, ie. 80 dwellings ; and
- 3 000 square metres of office

These areas and the permissible functions conform with the C3 or B3 zoning. However, to generate the residential and parking requirements, these would probably have to be the conditions of sale. In the three alternative forms it will be seen how the proportions of the development could be altered due to change in focus.

R - RETAIL
 P - PARKING
 O - OFFICE
 Res - RESIDENTIAL



POTENTIAL DEVELOPMENT
 OF CENTRAL SECTION



2.2.2

The central section holds the key to the retail expansion of the centre. The area is approximately 22 500 square metres in extent facing Westwards over Maynardville and Eastwards over the present commercial area. Maynardville creates an "edge" (7.1) to the centre and this fact allows a relatively high development (a maximum of 6 storeys) to take place taking advantage of the views Westwards. There is no objection to the development of residential function on this site but it is supposed that the emphasis will be more commercial.

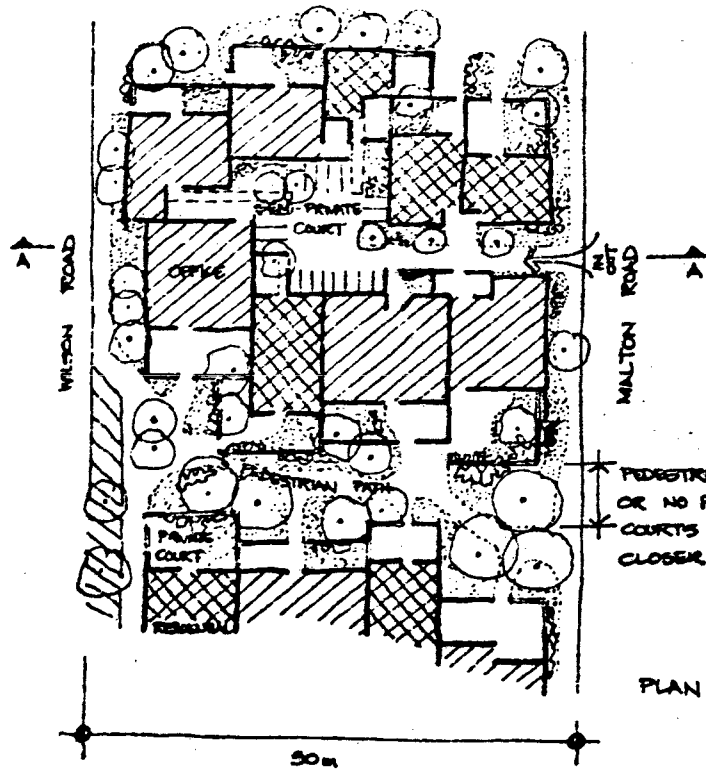
The parking provided in this area will be essential to the operation of the centre. The area allocated to each activity will depend on the form of the alternative chosen, but the broad area sizes of the various activities are suggested as follows :

Retail	30 000 square metres
Parking	35 000 square metres
Office	30 000 square metres
Restaurant on top.	

This bulk again conforms with the B.3 zoning, if one accepts that the parking is for the centre as a whole and not just for this development, then the parking facilities will not form part of the bulk calculations.

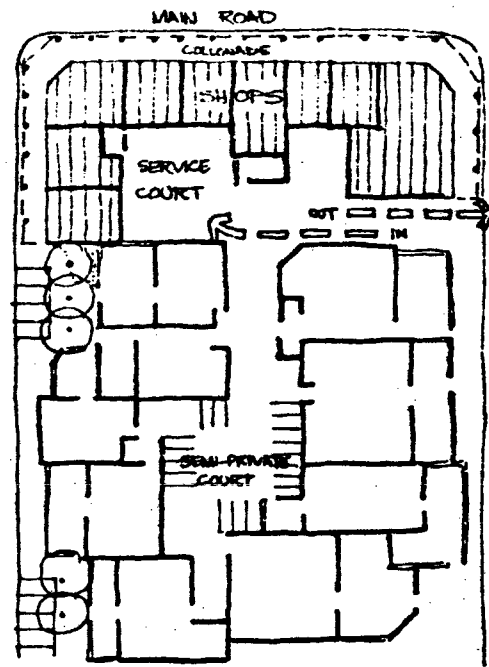
The office development can to a large extent be taken up by municipal offices, should the concept of municipality occur, although demand does exist at a centre for office space. The library could be incorporated in the new development. However, the general benefits obtained from having the library located in the Town Hall site in keeping night time activity in Maynard Road mitigates for the choice of a new location at the Town Hall.

The timing of this development is quite important and dependant on the economic climate and the alternative chosen. The development could also be phased if necessary.



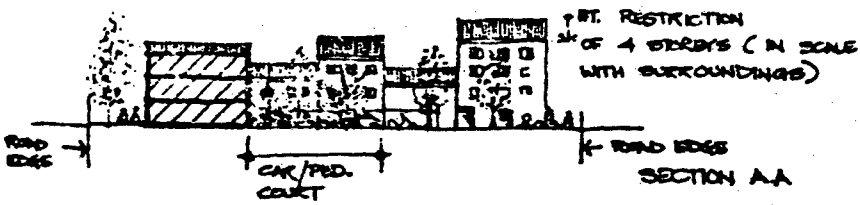
PEDIESTRIAN WAY THROUGH BLOCK,
OR NO PATH - EITHER LARGER
COURTS OR DEVELOPMENT PUSHED
CLOSER TOGETHER.

PLAN



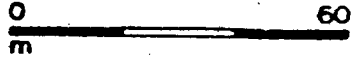
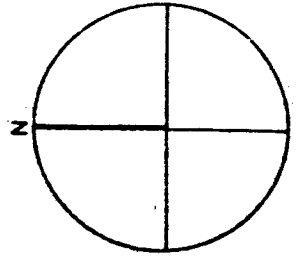
POSSIBLE WAY OF SOLVING MAIN ROAD
SHOP SERVICING PROBLEM

TYPICAL DEVELOPMENT IN SOUTHERN SECTION



SECTION A.A

PROPOSED RESIDENTIAL/OFFICE REDEVELOPMENT IN ZONE 3
(IN PRINCIPLE)



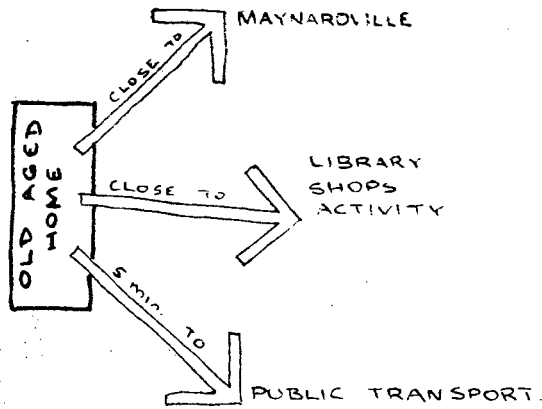
2.2.3

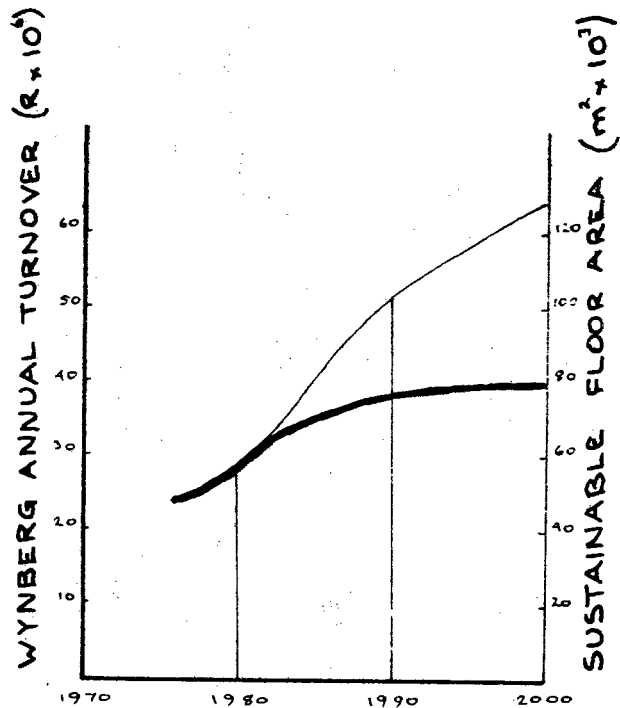
The Southern section south of Piers Road is mainly residential in nature and an example of work (2.10) carried out by UCT planning students is shown, which gives an idea of the concept of the land use pattern desired. The area between the commercial strip and this area must also be integrated into this style of development. In this way, the transition between the purely residential to the West and the commercial strip along the Main Road will be accomplished. There is no objection to professional practices occurring in this strip as this would assist the transitional effect.

The technique of disposing the land is described in an earlier section. A height restriction of 4 storeys is essential if the environmental quality of the area is to be attained.

The increase in population resulting from the densities achieved in the residential development of the Southern sector and the fact that there is no primary school at present in the area, suggests that the population which exceeds the 600 families quoted could warrant the establishment of a primary school. It is suggested that there is no need for the large areas normally set aside for primary schools, but that the outdoor facilities could become part of the community facilities of the area.

The opportunity also exists for the development of an old aged home. The home would have the convenience of the retail activity, the bus routes, the station, the park and total area, making the area ideally suited for such a development.





3. The Western Development Alternative

3.1 Intention

The basic intention of this alternative is the continued expansion of the retail activity on the west side. A decision by the Local Authority to pursue this form of development could be based on three fears, viz:

1. That an attempt for retail activity to straddle both sides of the railway line would not be economically viable;
2. That an attempt for retail development on the Eastern side of the railway line could be harmful to the existing retail on the Western side; and
3. That the centre might not expand sufficiently thus creating any development on the Eastern side into a "white elephant".

The expansion of retail floor area only on the Western side will obviously permit a smaller retail floor area than if the centre could exist on both sides of the railway line, due mainly to the provision of parking facilities located on one side only.

The overall intent is to achieve a broader based centre which not only offers shopping facilities but also job opportunities, services, amenities and housing.

3.2 Assumptions

To be able to evaluate this as an alternative the following assumptions had to be made :

3.2.1

The retail activity would develop in terms of the "high values". However, in the course of the analysis it became apparent that the excessive demand for parking on the Western side could not be met and that the retail floor area of the centre would be limited to 80 000 square metres.

3.2.2

While the Wynberg By-Pass would not be required, it was found essential in terms of the traffic analysis (Appendix B) to provide a link between Wetton Road and Church Street by improving the intersection of Brodie Road with Riverside Road.

3.2.3

The Main Road Widening scheme is not pursued in its present form, although the appre-

ciation of the fact that there exists three distinct sectors along its route would in itself determine the form of the road.

3.2.4

Since the Wynberg By-Pass is not to be constructed, the land would be disposed of as described in the preceding section. This would obviously include the provision of retail parking, office and residential space.

3.2.5

The provision of office space could be catered for in the redevelopment of the sector east of Maynardville, the new Ackermans site, the Grand Bazaars, minor other locations on the West side and on the North of Broad Road.

3.2.6

The provision of industrial floor space will continue to be located mainly in the vicinity of the Rex Truform factory.

3.2.7

The deletion of the Wynberg By-Pass proposal from the road programme will allow earlier completion of the Kromboom Parkway, the Constantia Road/South Road scheme and Castletown Road link. The following could be the amended completion dates :

Kromboom Parkway (North of Ottery Road)	1985
Constantia/South Road	1985
Castletown link road	1990

3.2.8

The Government development proposals such as the Magistrates Courts and schools will continue on the schedules quoted before. The expansion of the office space on the West side could provide the forces to pull the magistrates courts activity into the activity of the centre,

3.3 Description

3.3.1

In the period to 1980 some remarkable activity will take place in the Wynberg Centre. The landscape plan for the Main Road and Station Road will become implemented. The

land south of Piers Road previously reserved for the Wynberg By-Pass will be disposed of, and this will generate considerable interest in the centre. Furthermore, the early building requirements will create a building activity which will influence the commercial activity of the centre.

Commercial development will take place as planned on the site West of Station Road and on those sites in the north which are suitable for redevelopment eg. East of O K Bazaars, North and South of Station Road. The retail expansion could amount to about 6 000 square metres in this period. On the East side, incentives for the provision of industrial and office floor space could result in the beginning of some industrial and office building construction.

The area north of Piers Road will not be disposed of as yet since it would be important that the release of this land be properly studied before being sold. This area is vital to the success of the centre in its ability to attract the higher income shopper population on the West. Access to the site would be from Church Street (both East and West) and Brodie Road. This complex must include high quality shops, offices, parking and even residential could assist in achieving the impetus required.

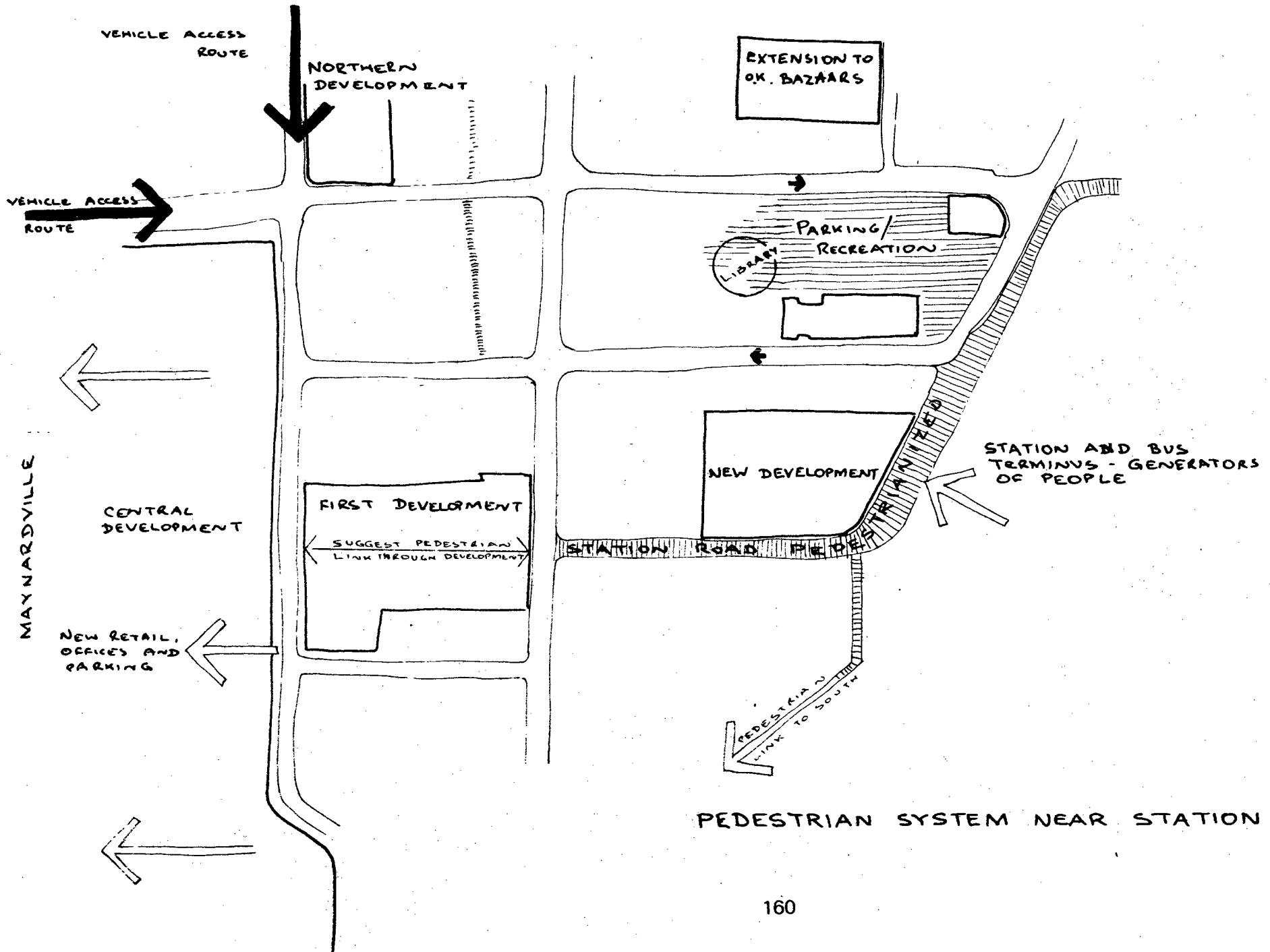
3.3.2

In the period 1980 to 1985 the Kromboom Parkway and Constantia Road/South Road schemes will be completed thereby considerably reducing the volume of traffic using the Main Road. At the same time the residential development in the "By Pass" strip will have been completed, providing additional buying population close to the convenience retail strip along the Main Road.

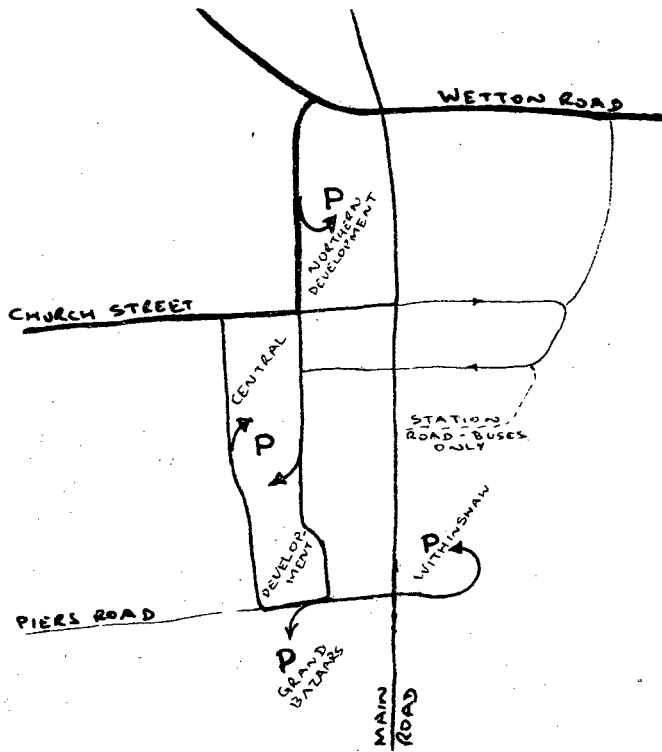
The vacant area North of Church Street and East of Brodie Road can be expected to develop. The development of the site could be staged; and about 8 000 square metres of additional retail floor area could become available in this period with the development of this site and others in the existing Wynberg commercial area.

3.3.3

By the year 1990 the Castletown link will have been completed which will incorporate the improved terminus on the East side. The need for the road underpass at Church Street can then be questioned, as access between East and West will be possible along South Road and Wetton Road at the broader context and along Rockley and Wetton



PEDESTRIAN SYSTEM NEAR STATION



Road in the local context. With the through traffic out of Church Street, the pedestrian environment in the vicinity of the Town Hall will be considerably improved.

The commercial expansion will continue mainly on the site to the East of Maynardville. An additional 10.000 square metres of retail floor area will be available during this period.

A decision will be required as to the future of the library. It could be incorporated into the new commercial development. An alternative location is the Town Hall itself or Town Hall site. This would have considerable advantages in keeping that area "alive" at night. Parking facilities could be incorporated into an urban plan for the area which could also be used as a recreation area. Thus this area would serve as a recreation area during the day and a parking area at night.

The provision of office and industrial space would continue in the areas described before.

3.3.4

In the remaining period to the year 2000 the centre development will begin to stabilise as the growth of the catchment population starts declining. The centre image which has been created and future change will relate either to internal improvements over time or else a revised goal for the centre resulting from metropolitan and national changes which could occur.

3.4 Evaluation

This form of development will allow significant progress towards the size required of the Wynberg Centre, so that it could function as an important centre providing those qualities which are essential. The detail programming of development and release of land in the Northern sector would require obviously more detailed investigation. The locational bias of development unfortunately creates three shortcomings :

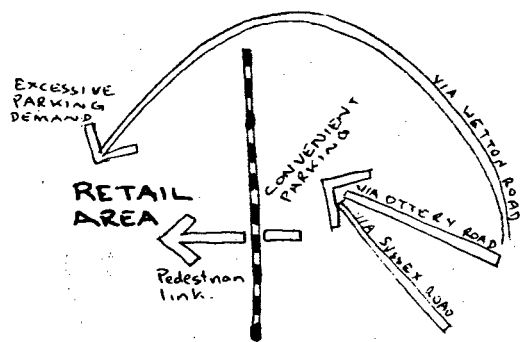
1. The retail area of development is restricted in size.
2. A substantial amount of parking will have to be provided in an area where the land values could be relatively high.
3. The road system will still have to cope with a large number of vehicles crossing the railway line from the East. These could have the effect of preventing the elimination of the Church Street underpass and require additional road space in relation to Wetton and Brodie Roads.

3.5 L A Involvement

The involvement by the Local Authority is prevalent in this alternative. It begins with the initial improvement of the pedestrian environment. Proceeds through a re-analysis of the existing town planning scheme and road planning proposals. Becomes involved in the disposal of land to which conditions have been applied which act specifically towards the goals set for the centre. The attraction of office and retail floor space development might have to be accompanied by rate rebates applied to developments for a fixed period and/or to developments occurring within a certain period of time (the length of these periods continually subject to review).

The greatest involvement is the change in Local Authority co-operation with education of and inducement of the private sector in producing a centre which is more beneficial in the overall sense. This involvement also applies to the other alternatives in this second set.

In this alternative the greatest physical involvement could be the development by the Local Authority of the site East of Maynardville. The argument of who should develop is a difficult one to answer. Since a threat does exist from the proposed Constantia Shopping Centre, it is suggested that these entrepreneurs be invited to develop this area. This might be considered unfair and it might become necessary for the local authority to develop the centre itself as in the Strand Street Concourse. It could act as landlord while the concepts are established, then selling out thereafter.



IT IS NECESSARY TO ENTICE PARKING ON EAST SIDE

4. The East Side Catalyst

In the first alternative of the second set, the emphasis of development lay on the West side which would be an extension and expansion of the present development form, but with the Local Authority involvement. The second and third alternatives realising the problems incurred by expanding the centre only on the West side explore the possibility of spreading the centre over onto the East side. The major problem in the fifth alternative was to provide sufficient access and parking to the West side as the centre expanded. The obvious fact is that the large proportion of shoppers in Wynberg come from the Eastern side at present and while the proportions will change as more shoppers are enticed from the West, the traffic volumes from the East will remain large. A solution to the problem is to get the shoppers from the east to park on the eastern side of the railway line. This would considerably reduce the pressure on Wetton Road since the motorist will have access from Ottery and Broad Roads.

There exists two major problems :

1. To entice the shopper to park on the eastern side ; and
2. To develop activity on the Eastern side which will attract the parking to occur on the Eastern side but at the same time not adversely affect the retail activity on the Western side.

4.1

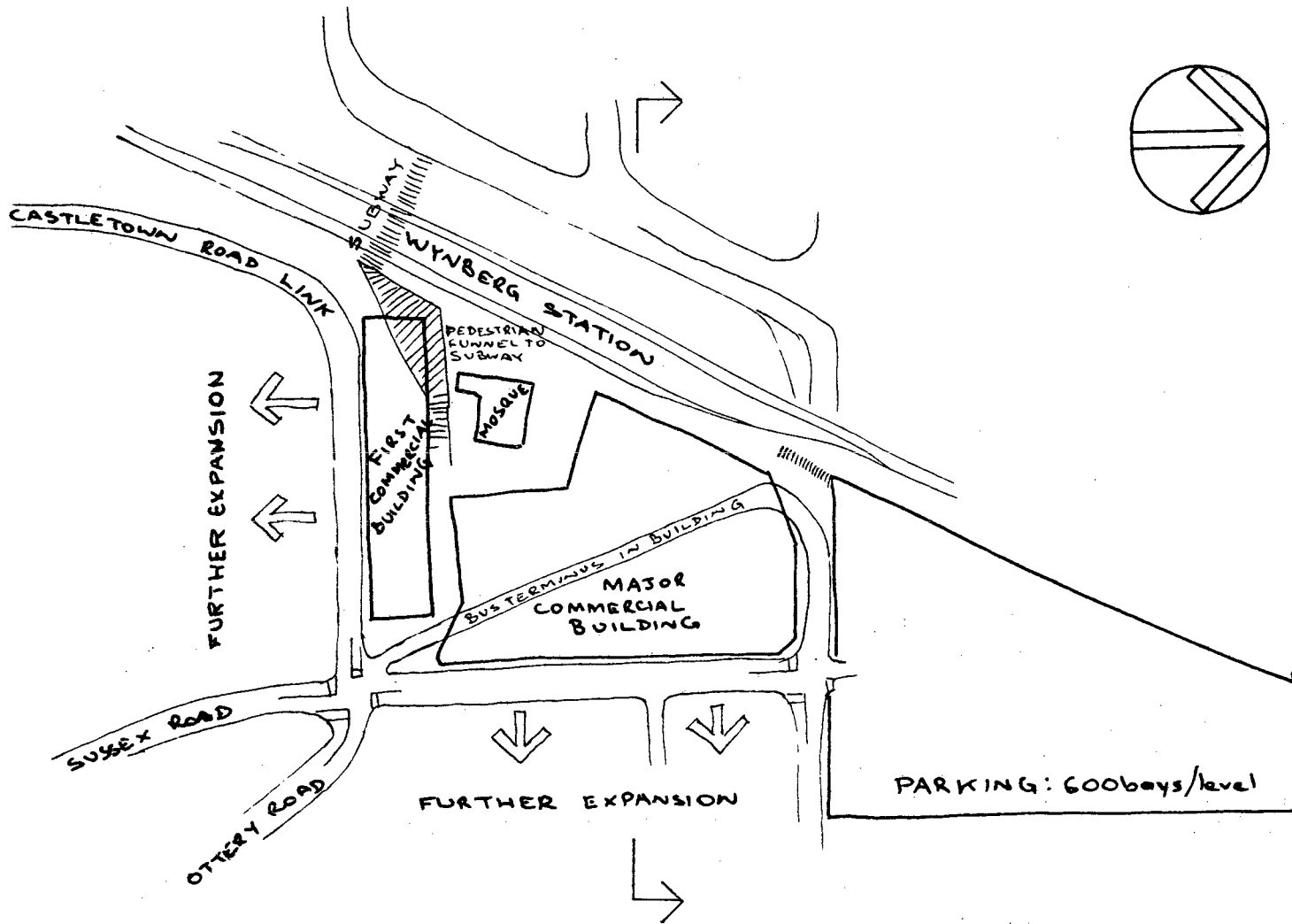
To achieve this the following strategy has been evolved and is considered to meet these aims. It is quite probable that other better strategies can be evolved following better co-operation and involvement by the community. The other point that must be remembered is that the qualitative values given in this strategy description serve to validate the process and the two alternatives that follow will require quantitative measures to be applied that fit the specific requirements.

4.1.1

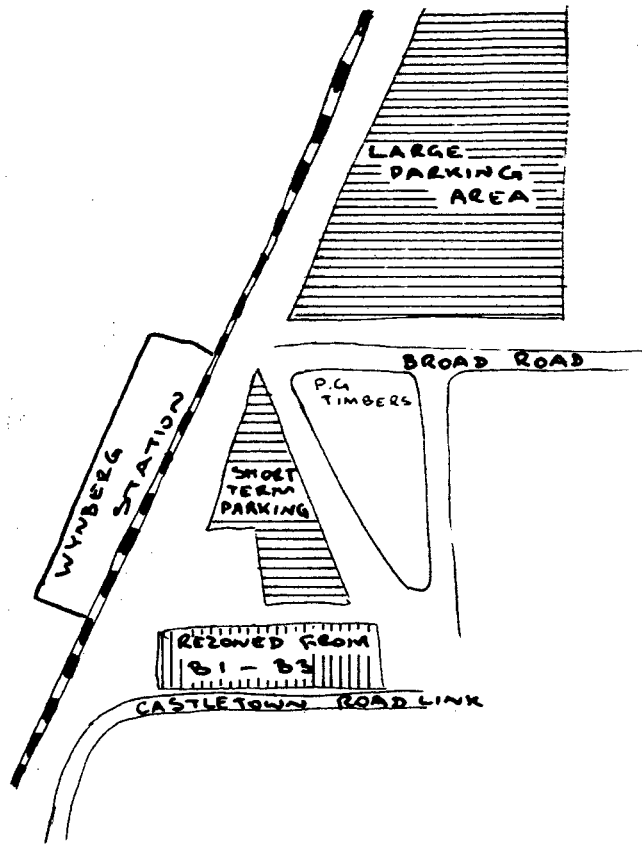
The first phase is to put the plan up for public opinion and comment, not at a public meeting but in groups of interested parties who can get involved with the plan.

4.1.2

The land to the north of Broad Road and east of the railway line is acquired (some is already in Council ownership). Acquisition would take about 5 years. Once acquired the



EAST SIDE CATALYST SECOND PHASE



land will be used by commuters parking at Wynberg Station. At the same time the area east of Wynberg Station is surfaced for parking. This area will be used by commuters until such time as the larger area becomes available, thereafter it will revert to short term parking use in the interim until redevelopment takes place. The area presently zoned B.1 to the South of this parking area is re-zoned B.3 and the Castletown Road link in a revised form will then be constructed from land gained in lieu of betterment. This re-zoning will create impetus for redevelopment in this area.

The land can be expected to redevelop within a period of three years. The betterment paid should be reduced to induce development and could even be waived subject to the following conditions :

1. That development takes place within two years;
2. That the precinct of the Mosque be respected in any proposed design;
3. That development be such to funnel pedestrians to the subway; and
4. That land be given for the development of the Castletown link.

Resulting from this development one can expect an additional 1.500 square metres of retail floor area, and possibly some office activity. This development will have the effect of providing a funnel for the public transport commuters crossing the railway line. It will also provide a retail area for bulky shopping close to shopper parking on the Eastern side. In the short term these short term parkers will only be effectively provided with 100 bays. The land will become available for the Castletown Road link which would then be completed to the intersection with Ottery and Sussex Roads by 1985.

At the same time the development of some of the sites described in alternative one will have occurred on the West side, to the extent allowed by the alternative chosen.

4.1.3

The second phase cannot be defined quantitatively at this stage, as this depends directly on the alternative chosen. The first phase common to both East side alternatives is the development of a comprehensive structure on the present P G Timbers site and the small parking area. This development should contribute approximately 12.000 square metres of retail floor space.

In the second alternative this area would have to be extended Eastwards to create a retail

area of approximately 40 000 square metres. This would have its own problems in providing parking facilities.

In the first phase the existing P G Building could be redeveloped or refurbished in its development. The comprehensive development is seen as the creation of focus for the Eastern area catchment population. The proposal is that the development creates an amphitheatre for the Mosque. It will also include the bus terminus, the clinic or day hospital (which is needed on the East side), office space and even residential in structure that could easily rise up to 7 storeys.

The inclusion of these community facilities and the conditions of re-zoning would reduce the betterment payable and land acquisition costs, thus increasing the attractiveness of the business venture.

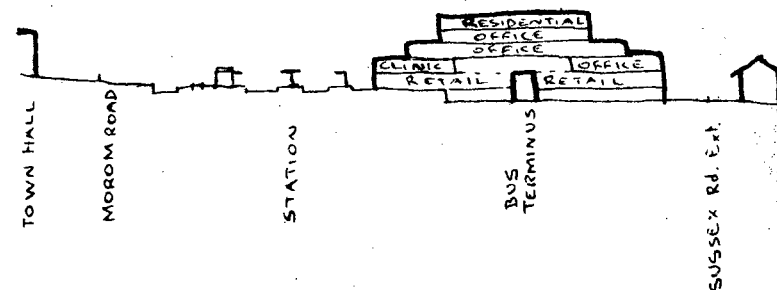
The construction of the Castletown link and the location of a portion of the centre and parking on the east side will allow the conversion of the Church Street underpass to a pedestrian route, with the portion of road between the railway line and Brisbane Road being used for buses and loading only. Thus the parking area to the North could have multiple level access to the new building even if two floors of parking are not provided. The bus route roads can also be regraded so that the redevelopment can take advantage of the change of grades.

4.2

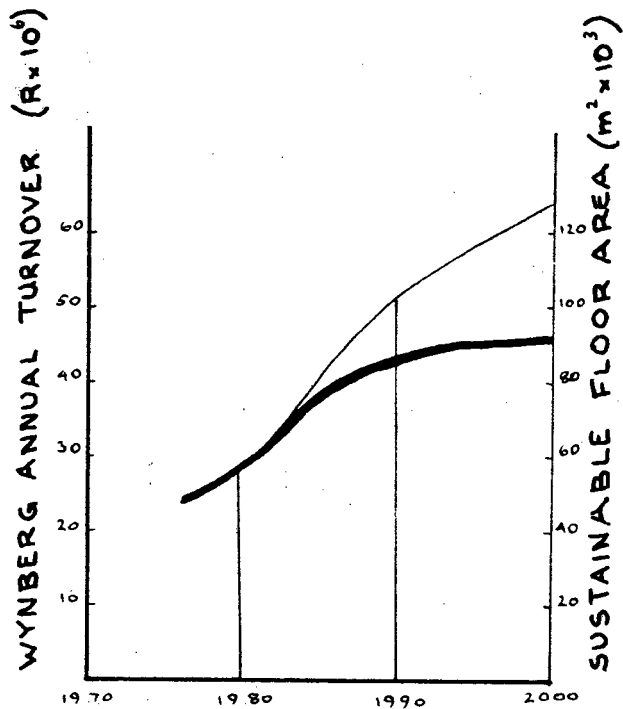
The retail function of the Western side of the railway line can be expected to be of relatively higher order than on the eastern side, in that a high order department store eg. Stuttafords type, would be viable on the West side but not on the East side. However, the range in quality of retailing will obviously overlap, with the West side frame area actually having lower order shops than the Eastern side.

4.3

With the retail trade expected by the year 1990 and 2000 the development of the Eastern side is quite feasible. Only the danger of fragmentation into two sectors is to be avoided. If this occurs then obviously the attraction of Wynberg will be considerably reduced. Furthermore, the retail development that will be permitted to occur on the West could be considerably reduced if the area to the East of Maynardville is retained for parking.



POSSIBLE SECTION THROUGH BUILDING



5 The Eastern Development Alternative

5.1 Intention

The basic premise in this assumption is that the retail function of the Wynberg Centre must expand and thus be accompanied by the various activities which are essential in creating a comprehensive centre. However, the appreciation that accommodating the additional traffic access and parking would be problematic has suggested that the solution lies in limiting the expansion of retail activity to say 15 000 square metres on the West side and providing the additional floor area (even up to 40 000 square metres) on the Eastern side. Since this alternative is based on Local Authority involvement one can anticipate attempts at achieving those qualities described before as essential to the centre.

5.2 Assumption

The following assumptions were made to project the future of the centre according to this alternative:

5.2.1

The retail trade activity will develop in terms of the projected "high values".

5.2.2

The retail floor area on the west side will expand by approximately 15 000 square metres. This will occur with the development of the site at the western end of Station Road, the area to the east of O K Bazaars, the area west of Woolworths and the redevelopment of the sites in the vicinity of Station Road.

5.2.3

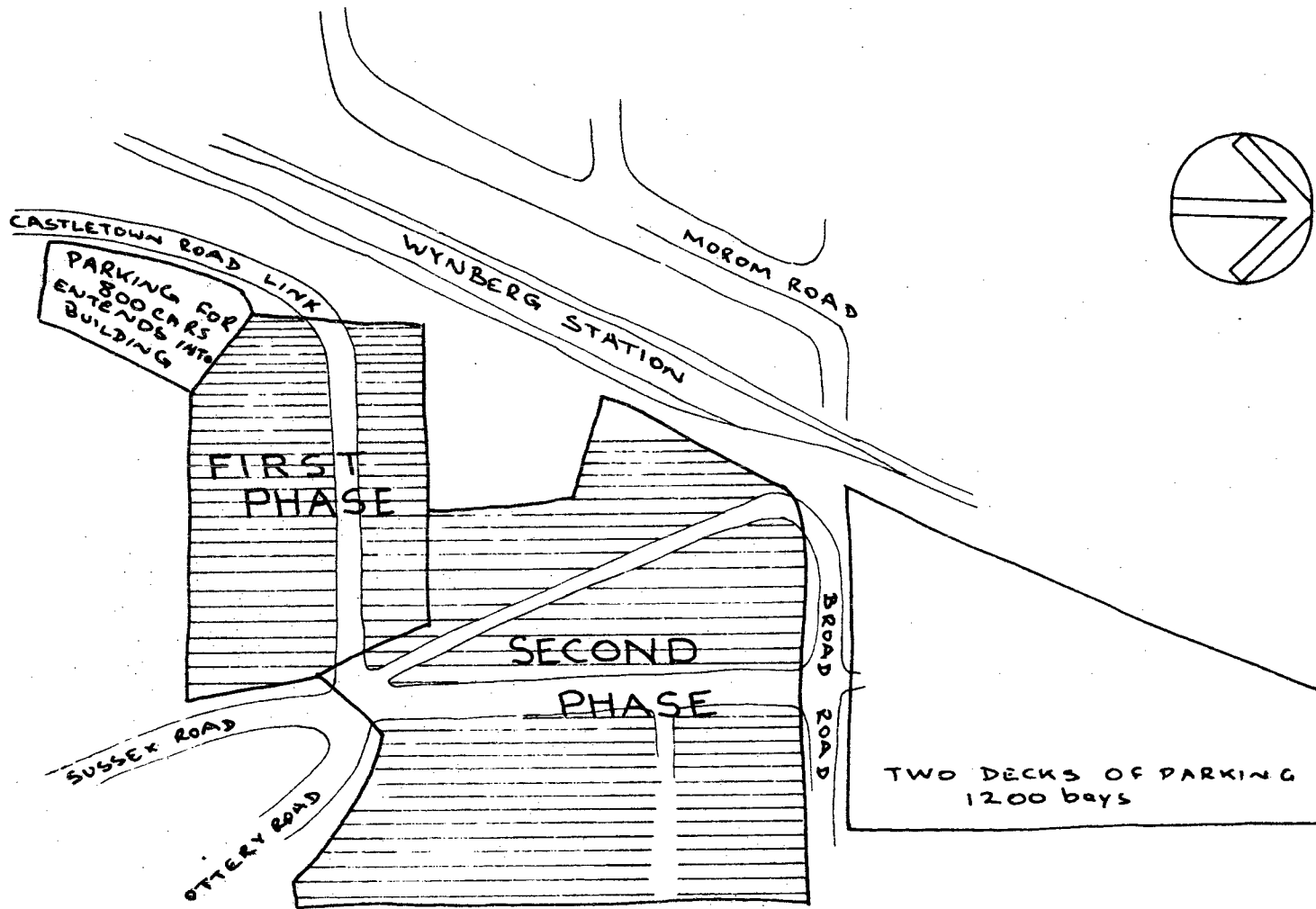
The present area to the east of Maynardville would in this case probably be laid out for parking with trees and shrubs to soften the change from Maynardville to the Centre. The area could be held in reserve by the Local Authority.

5.2.4

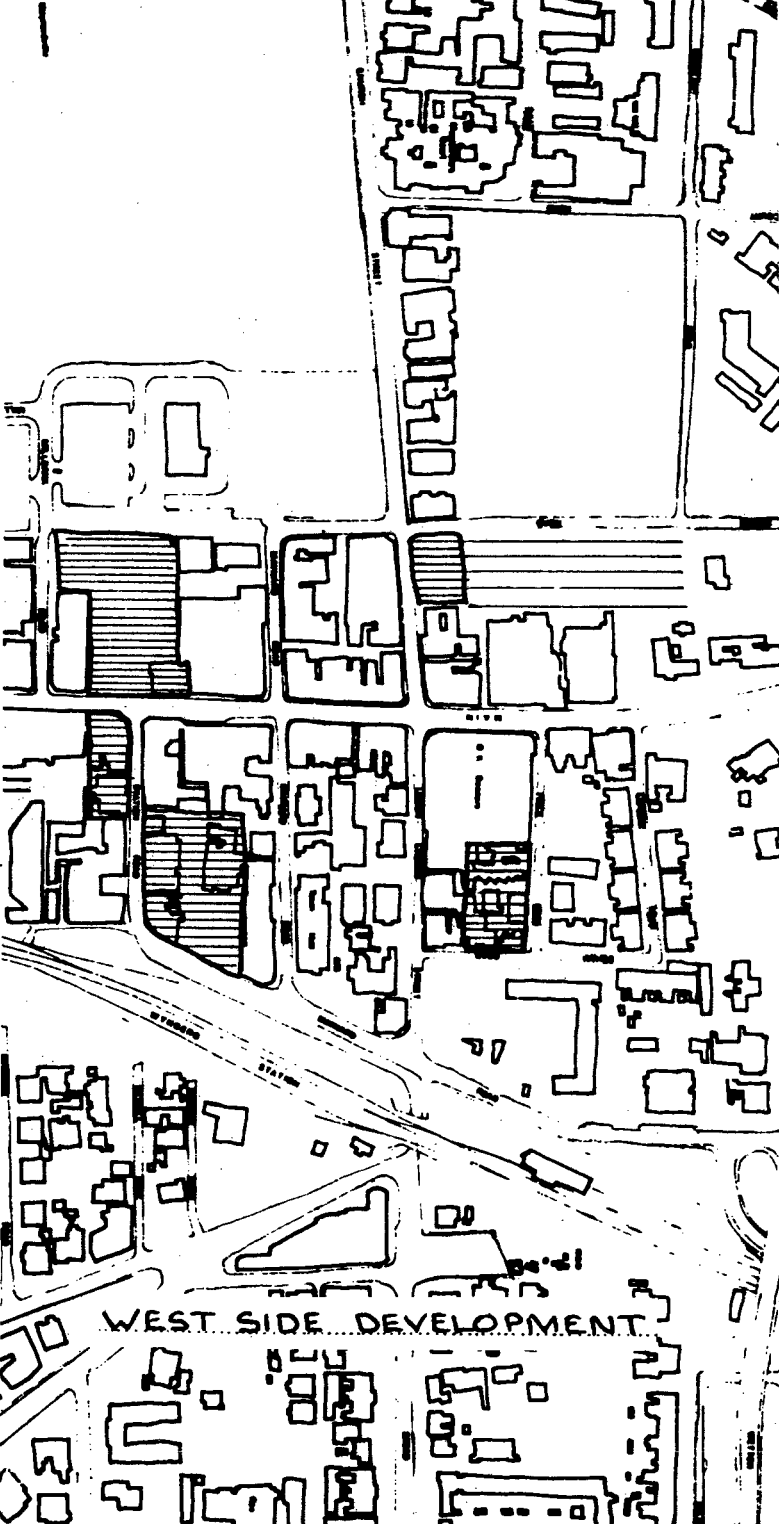
The area to the North of Church Street and East of Brodie Road and the area South of Piers Road would be developed as described in the section on utilising the By-Pass Road.

5.2.5

The area to the East would be developed as described in the preceding section although the amount of development involved would have to spread Eastwards so that sufficient



AREA TO BE REZONED TO B3 FOR ALTERNATIVE SIX



retail floor space could be developed. The need to provide almost 2000 parking bays could become a problem.

5.2.6

The expected retail floor area growth would result in approximately 50 000 square metres of retail floor area on the Western side and 40 000 square metres on the Eastern side.

5.2.7

The revised road construction programme with the deletion of the Wynberg By-Pass and Main Road Widening Schemes the Kromboom Parkway, the Constantia Road/South Road link and the Castletown link road would be completed by 1985. At the same time Church Street underpass could be closed to vehicular traffic.

5.2.8

The government proposals to redevelop the Magistrates Courts and education facilities will go on as planned.

5.2.9

The provision of office space will most likely occur on the Eastern side as this is where the impetus of development will take place and industrial expansion could occur in the Rex Truform factory area as well.

5.3 Description

5.3.1

In the period 1980 one will experience the pedestrianisation of Station Road, the development of the Ackermans site and the beginning of the residential development to the South of Piers Road. The magistrates courts will also be completed during this period.

On the Eastern side the parking area to the North of Brodie Road will have been developed and the commercial development near the subway will have only just commenced. This retail area could be allowed to expand Southwards, as sufficient area would be re-zoned to develop the centre on the Eastern side to the size required. Instead of 1 500 square metres in this initial proposal, one would expect approximately 5 000 square metres to be re-zoned to B.3. The fact that the additional land is to be re-zoned would require more detailed investigation as would the development and betterment conditions.

5.3.2

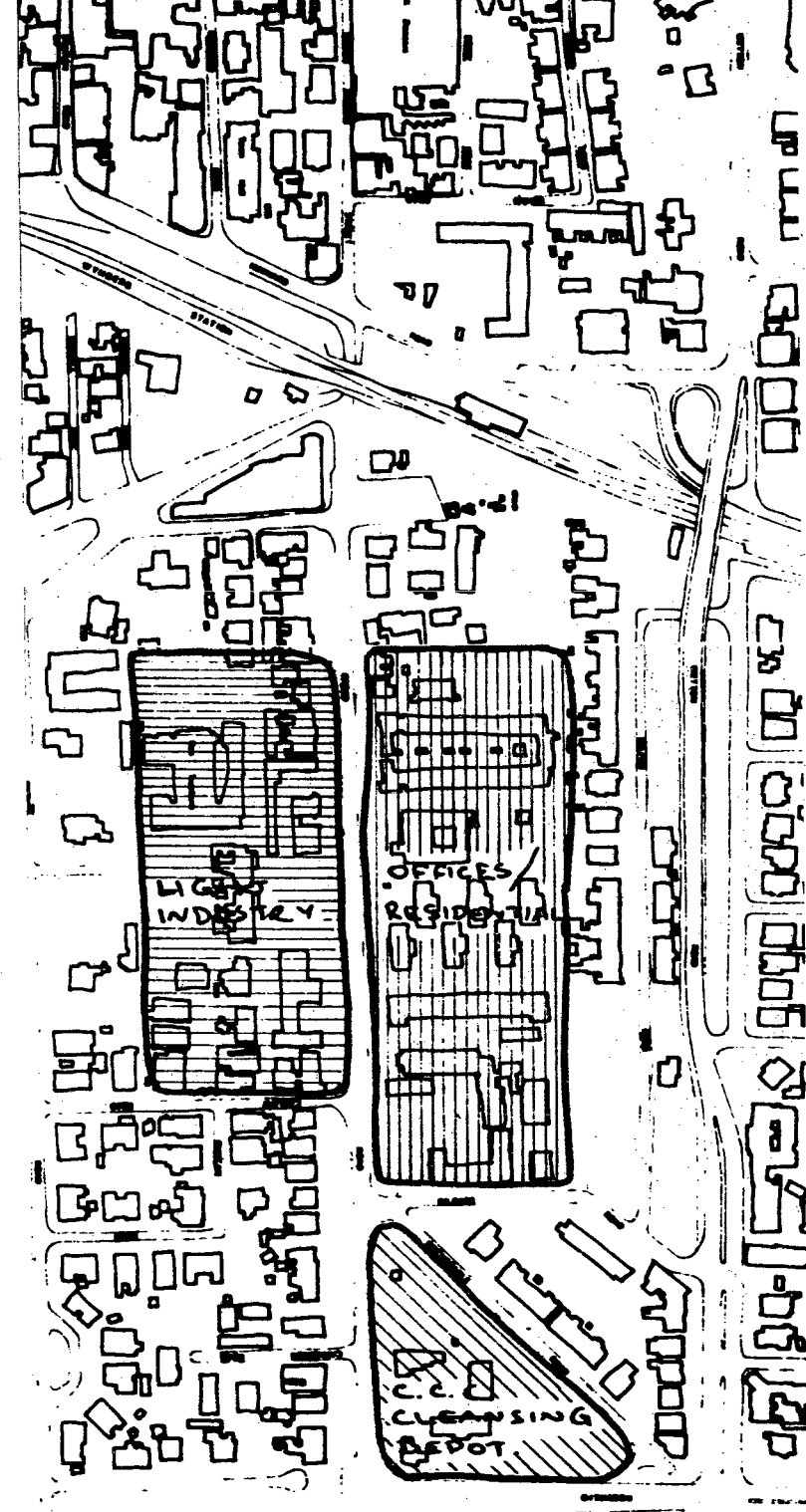
In the next period to 1985 the road schemes feeding Wynberg Centre will be completed. On the West side the Northern area adjacent to Brodie Road will have been redeveloped, and a few other sites would be remodeled depending on the economy. The new police station will also have been completed. On the Eastern side where the major input of development is taking place the large commercial development on the Southern end will have been completed introducing almost 5 000 square metres of retail floor area. The parking areas will have been re-organised as well as the access road system. Planning will have commenced on the redevelopment of the first portion of the Mosque "amphitheatre" development. The concept of the centre straddling the railway line will have been reinforced and the pedestrianisation of the Church Street underpass will add to the other pedestrian linkage. The development of office space will have been fostered in the development of the area adjacent to Brodie Road, the new Southern retail development on the Eastern side and the area adjacent to Broad Road (which will have been stimulated by the development of the parking area and development incentives).

5.3.3

In the third period between 1985 and 1990 there will be little new development on the Western side although some re-orientation in shopping pattern could be carried over from the previous period as the centre on the West attempts to attract the upper income shopper population. The major retail complex forming the amphitheatre of the Mosque with the offices, clinic and amenities will have been completed, providing the centre with its form and focus. Offices and industrial activity will also continue to be developed in the Eastern area North and South of Broad Road. The Eastern side of the centre will require considerable parking facilities besides the public transport facilities, and it can be expected that the parking area to the North of Broad Road would require decking to increase the amount of parking on this site to over 1 000 bays. Additional parking requirements could in themselves constitute one of the criteria for controlling the size of the development on the Eastern side.

5.3.4

In the next period to 2000 with the stabilisation of the catchment population, the Eastern retail area will expand only slightly while the major development activity on the Western side will be refurbishment rather than redevelopment.



5.4 Evaluation

In this alternative which allows the centre to reach at least a retail floor area of 90 000 square metres but could easily be increased Eastwards, the qualities of the centre can be incorporated into the incentives to have all activities being provided in the new development which results from the re-zoning of the large area of land from B1 and B3. The major shortcomings of this alternative are :

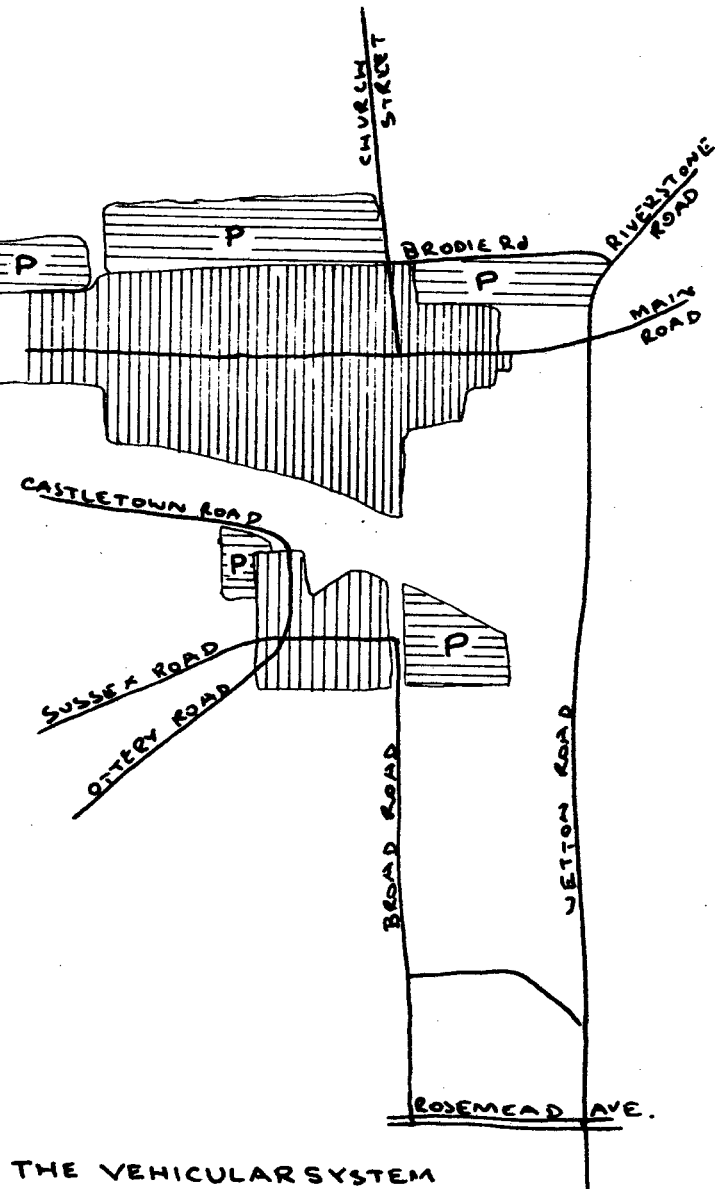
1. The large development investment on the Eastern sector and the probable difficulty in stimulating sufficient private investment;
2. The large area of land East of Maynardville which will not be fully utilised;
3. The difficulty in providing sufficient parking on the Eastern side; and
4. The difficulty in attracting high income population shoppers to the Wynberg centre, even to the Western sector.

5.5 L A Involvement

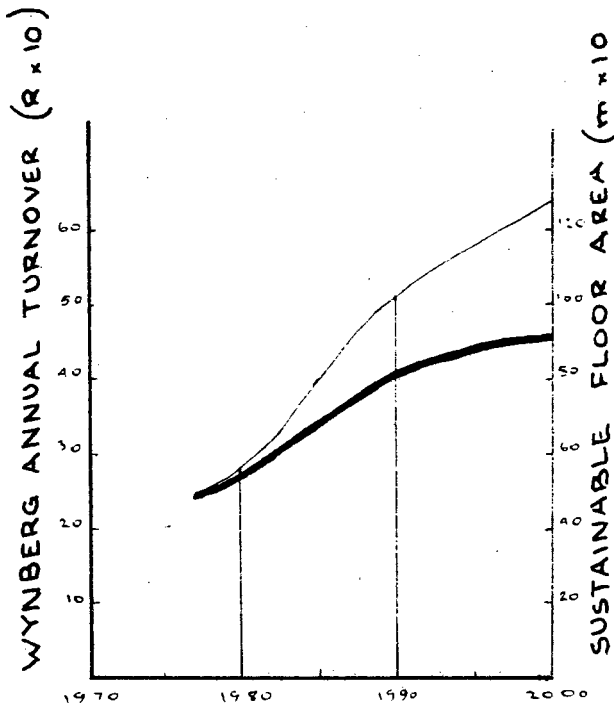
The major involvement of the Local Authority is in its planning procedures. The development of the Eastern sector will involve a considerable education campaign aimed at all the people involved in the Wynberg Centre. Firstly, it must be aimed at those who have investment in Wynberg to make sure that they are confident of the future of Wynberg and confident that the Eastern development will not adversely affect their investment. And secondly, it must be aimed at the catchment population who make use of the centre especially those who will relate the "mosque amphitheatre" as one of the aspects making them belong to the centre and the centre belong to them.

The Local Authority will be involved in creating incentives to develop the land available as a result of deleting the by-pass and for the provision of floor space to increase job opportunities at the centre.

The extent of the physical involvement of the local authority includes the three road schemes, the parking areas and the pedestrianisation scheme on the Western side. It is proposed that the amenity requirements would be provided in lieu of betterment payments. This will have the advantage that the local authority will have considerable influence and yet be involved in relatively little investment.



THE VEHICULAR SYSTEM



6 The Bilateral Development Alternative

6.1 Intention

Following on from the examination of the last two alternatives comes a compromise solution to the two extremes, the obvious problem of both previous alternatives was the loading on access routes and the provision of parking. This alternative intends a more efficient alternative with parking at the Eastern and Western ends of the Centre which straddles the railway line, but at the same time the centroid remains on the Western side. The basic concepts that Local Authority becomes involved in the development of the centre and that the qualities of centre are fostered are carried through to this alternative as well.

6.2 Assumptions

The assumptions that were made so as to postulate the growth of the centre were as follows :

6.2.1

The retail activity will develop in terms of the projected "high values" ;

6.2.2

The retail floor area on the West side will expand to about 80 000 square metres while that on the East will expand to about 20 000 square metres. The Western area retail expansion will be in accordance with that proposed in the "Western Development" Alternative. The development on the Eastern side will be similar to that proposed in the "Eastern side catalyst".

6.2.3

The road construction programme will be as follows :

Pedestrianisation of Station Road	1979	
Kromboom Parkway North of Ottery Road	1985	
South Road/Constantia Road	1985	
Castletown/ Road	1985	
Waterloo Road/Gabriel Road	1990	(Subject to review)

6.2.4

The development of the magistrates courts, police station and education facilities will be implemented as stated earlier.

6.2.5

The provision of job opportunities by the development of office and industrial floor space to be in keeping with the proposals set out in the general preamble.

6.3 Description

6.3.1

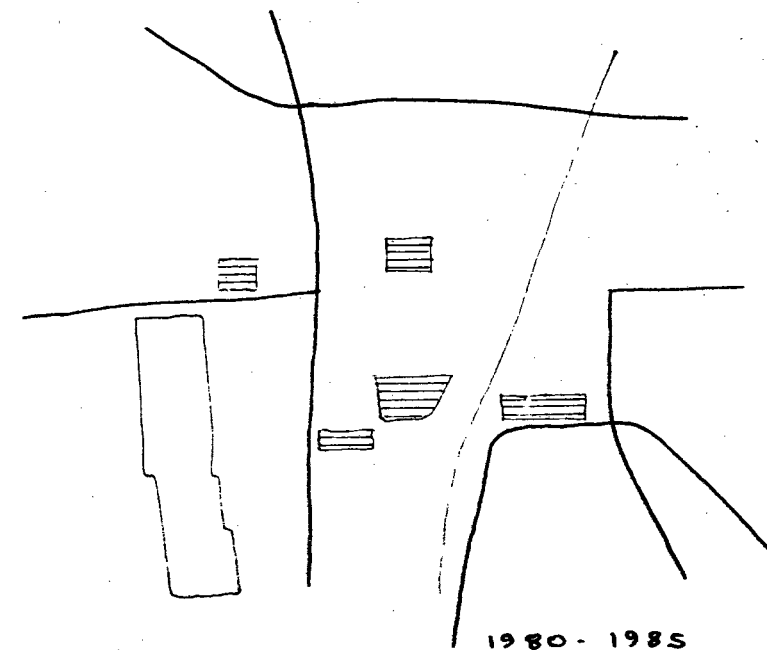
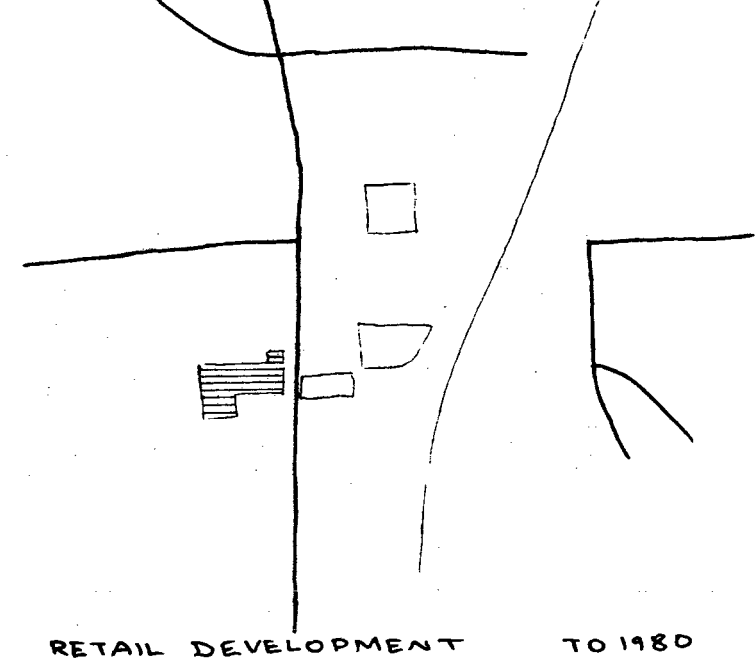
In the period to 1980 the proposals set out would be publicised and comments received and incorporated into a comprehensive plan. The Local Authority would show its full commitment to the scheme by pedestrianisation in the Northern sector and the disposal of the Southern strip of land that formed part of the Wynberg By-Pass Scheme. At the same time the development of the site at the Western end of Station Road would be completed. Furthermore, the impending growth of the centre will probably entice the development of the sites to the North and South of Station Road and East of O K Bazaars thereby creating a development of approximately 10,000 square metres. Furthermore, plans to dispose of the land North of Church Street will create considerable public interest in the centre. The proposed Old Aged Home will be developed quite soon since the land is available and the Magistrates court will also be redeveloped.

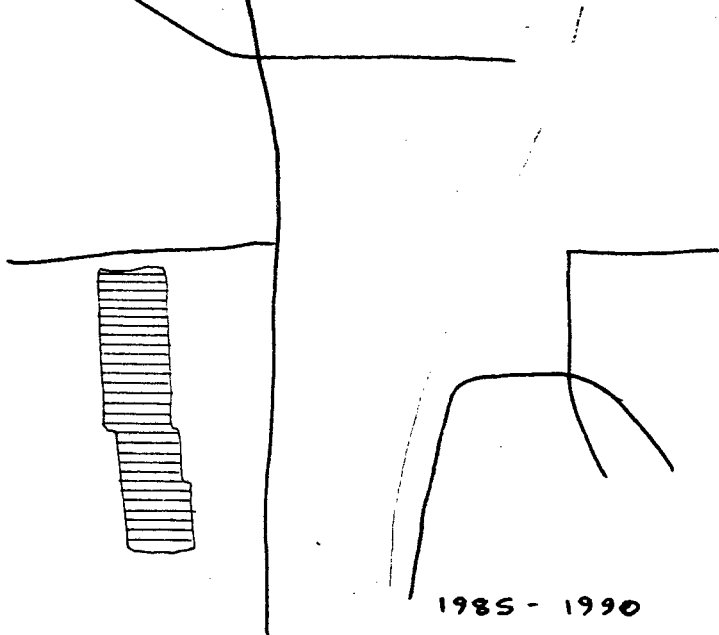
On the East side the existing parking area will be re-surfaced and the sites forming the large parking area will be bought by the Local Authority. Planning will be bought by the Local Authority. Planning will be in progress for the development of the "Mosque Amphitheatre" South side development.

6.3.2

In the period to 1985 the expansion of the centre will continue with most of the residential development. Old Aged Home and a primary school being completed in the Southern strip on the Western side. The police station will also have been completed and the construction of the new Wynberg school could have commenced. The area adjacent to Brodie Road, North of Church Street will also begin to redevelop during this period providing an additional 5,000 square metres of retail floor area. Planning will have commenced for the development of the site East of Maynardville. Before construction takes place the library will have relocated near the present Town Hall.

On the Eastern side the large parking area, the small parking area and the southern "Mosque Amphitheatre" building will have been completed creating the beginning of the Eastern side focus and funnelling the people through the Southern subway.





In terms of the road system the Kromboom Parkway, Constantia Road/South Road scheme and Castletown Road link would have been completed. This will allow the closure of the Church Street underpass. The environment near the Town Hall would be greatly improved, with the pedestrianisation of Station Road and the reduction of traffic in Maynard Road.

6.3.3

In the period to 1990 the development will take place on the Western side with the construction of an additional 30 000 square metres of prime retail high order retail space. The increase in local population and the retail development in recent periods is expected to improve the quality of retail development on the Western side considerably. Therefore the time would be right for this large high quality development to take place which will act as the magnet for that population living on the West. Besides providing retail space there will also be an increase in the amount of office space.

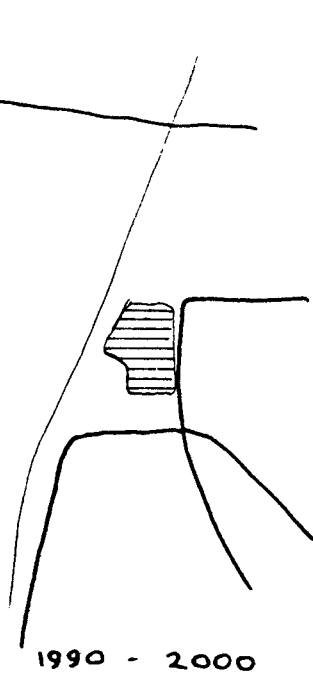
On the Eastern side of the railway station the development of the large "amphitheatre" will have commenced. Thus, the parking and bus terminal facilities will be re-arranged, the industrial expansion fostered by rates incentives should have taken effect by this stage providing another group of buying population.

6.3.4

In the remaining period, the Western area will have stabilised in quantity of development with refurbishment and updating of the older buildings beginning to take place. On the Eastern side the construction of the retail expansion on the present P G Timbers site will have been completed adding an additional 18 000 square metres of retail space. The catchment population of Wynberg centre will have begun to stabilise. During this period any revised proposals resulting from a review during the course of the development of the centre could be introduced.

6.4 Evaluation

This alternative appears to have the flexibility required to cope even if the centre does not grow to the expected size or grows beyond that size. This alternative also appears to provide a link between the Magistrates court complex, the centre and the office/industrial area alongside Broad Road. Its shortcomings in the provision of parking on the West side can be made up by differential parking tariffs and expansion of the East side parking area. The amount of expansion on the East side is related to two large parcels of land, which



appear sufficient enough to incorporate a large supermarket i.e. where the bulk buying is done, being closest to the parking area. The problem of the plan lies mainly in the detailing and timing of the East side development, which a better economic analysis (than possible in this thesis) would resolve.

6.5 Involvement

Local Authority involvement in this alternative appears very similar to that in the previous two alternatives ; the three road schemes immediately related to Wynberg Centre, i.e. Kromboom Parkway, Constantia Road/South Road and Castletown link Road completed by 1985. On the West side it includes the planning and disposal of the land in the West side strip made available as a result of deleting the Wynberg By-Pass, the pedestrianisation of Station Road and parts of the Northern sectors of the Main Road and the redevelopment of the library in association with the Town Hall. On the east side the Local Authority will be involved in the detailed evaluation of the benefits achieved by re-zoning attempting to obtain amenities and facilities for the centre from private enterprise, the provision of the parking area/garage, the control of the large development around the Mosque, and the stimulation of industrial and office jobs by incentives to developers to provide this sort of development.

7. Summary

This set of alternatives pre-supposes that the Local Authority uses its powers to motivate development. It uses its powers to create a centre which is a centre, with its varied function, good environment and a charisma of its own. It is able to have the buildings which are important to the centre conserved, and it is able to extend the scope of the centre beyond the shopping precinct, involving residential, industrial office and amenity in a comprehensive plan. The advantages become obvious. There exist problems also. In fact the real problem is the evolution of the "modus operandi" between the Local Authority and the individual members of the private sector. This has been evolved to some extent for the Southern portion of the West strip. But the other areas in which the Local Authority becomes involved require much more detailed evaluation of the practical and legal implications of the waivers, betterment and conditions imposed so that the competitive nature of private enterprise will be maintained, that "corruption" or "Wheeler dialing" might not occur, and that the optimum development is induced for the Wynberg Centre.

Wynberg plan

1. Comparison of Alternatives

Before the seven alternatives are compared, it is felt that the role of the planner in local government should be restated. It is proposed that the planner should prepare and examine alternative plans of development in relation to the goals of the public, either as stated, or as perceived by the planner. It is then his function to describe the potential, advantages, disadvantages and problems of each alternative and compare these. He is then in a position to recommend a course of action to councillors who represent the public. These councillors should be fully informed regarding these alternatives so that they are able to judge the recommendations and take the decision for the public body.

An important aspect of this procedure is the presentation of work in the early stages of preparation so that greater public involvement can be obtained. This will have two results viz:

1. the public will be better informed and therefore more objective in its criticism of any plan, and
2. the planner will be better informed of what the public desires.

Unfortunately in this thesis it has obviously been impossible to consult the public, and the author has had to work within the realm of the perceived goals.

A comparison between the alternatives was related to seven topics which might also be considered as the goals for the centre :

1. The centre should be multi-functional and have those qualities which create a centre.
2. The shopper environment should be optimised.
3. There should be confidence instilled in the private investor.
4. The centre should have size flexibility.
5. The centre should provide job opportunities.
6. Local Authority investment should be minimised.
7. Local Authority involvement should be minimised and should be inductive and not restrictive in nature.

	ALTERNATIVE 1 "Do Nothing"	ALTERNATIVE 2 "No Wynberg By-Pass"	ALTERNATIVE 3 No Main Road Widening	ALTERNATIVE 4 Less than Nothing	ALTERNATIVE 5 Western	ALTERNATIVE 6 Eastern	ALTERNATIVE 7 Bilateral
QUALITIES OF CENTRE	NO POSITIVE ATTEMPT TO IMPROVE QUALITIES				POSITIVE ATTEMPT TO IMPROVE QUALITIES		
SHOPPER ENVIRONMENT	NO POSITIVE ATTEMPT TO IMPROVE ENVIRONMENT RELATIVELY LITTLE EXPANSION OF RETAIL				POSITIVE ATTEMPT TO IMPROVE ENVIRONMENT EXPANSION OF RETAIL SPACE AND CHOICE		
		Removal of barrier to convenience shopping	Removal of Main Road widening improves prime area retail				Max flexibility
INVESTMENT CONFIDENCE					ADDED CONFIDENCE DUE TO LOCAL AUTHORITY INVOLVEMENT Massive investment on East side could be a problem		"Balanced" development
SIZE FLEXIBILITY	EXPANSION OF CENTRE RESTRICTED BY ATTRACTING ONLY EAST SIDE CATCHMENT				Size of centre restricted to 80 000 sq m retail	Size of centre restricted to 90 000 sq m retail	Size of centre restricted to 90 000 sq m in first phase only
JOB OPPORTUNITIES	NO POSITIVE ATTEMPT TO INCREASE THE NUMBER OF JOB OPPORTUNITIES AT THE CENTRE				POSITIVE ATTEMPT TO INCREASE THE NUMBER OF JOB OPPORTUNITIES BY 8 000		
LOCAL AUTHORITY INVESTMENT	MRW WBP LIBRARY PARKING	500000 3500000 100000 50000	500000 50000	3500000 100000 50000	50000 100000	50000 100000 75000	50000 100000 75000
LOCAL AUTHORITY INVOLVEMENT	CONVENTIONAL LOCAL AUTHORITY INVOLVEMENT				REVISED L A INVOLVEMENT – Would require additional financial investment		

Table 8.1 shows the goal achievement matrix for the seven alternatives. Briefly, they are described as follows :

1.1 Qualities of Centre

It is obvious that the more positive involvement of the Local Authority in the development of the centre will allow the easier achievement of certain goals. The second set of alternatives allows for this more positive involvement and therefore will be more efficient in this respect than the first set of alternatives.

The achievement of a greater diversity of activity will be easier if incentives and constraints can be applied to attract or discourage activities. The centre can therefore be developed to serve a wide function if development takes place in terms of the second set of alternatives.

The quality of the environment within the centre will also be better as a result of implementation of a plan from the second set of alternatives than from the first set. The more comprehensive pedestrian plan that can be developed could include pedestrian priority areas, pedestrian protection from the elements and the conservation of buildings. These all help to improve the overall quality of the centre.

1.2 Shopper Environment

The main shopping area lies on the Northern Sector. Alternatives two, four, five, six and seven made positive attempts to reduce further widening of the Main Road, this will help to maintain a pedestrian scale. The second set of alternatives expanded the centre size so that a greater variety of goods and services could be available. Also the second set of alternatives considered the relaxation of clauses 78(1) and 105 which would permit the retention of pedestrian protection features eg. collonades and canopies. The distribution of retail floor area in alternative seven would provide the greatest amenity to the shopper, with the provision of parking and retail facilities on the East side and railway crossing routes, but retain the locational bias on the Western side.

1.3 Investment Confidence

The second set of alternatives, in the positive involvement policy of the local authority would help to create investor confidence. Alternative five and six would not be as good as alternative seven in this respect due to possible problems discussed in earlier sections, which these two alternatives could have in enticing large private investment.

1.4 Size Flexibility

Alternative seven has the greatest size flexibility since its proposals are not fully committed to one side development only, allowing greater flexibility during the review of development over time.

1.5 Job Opportunities

One of the objectives of the second set of alternatives is the provision of job opportunities at Wynberg so as to reduce the journey to work. In the second set of alternatives this policy is pursued positively, in that office space development is a condition of sale in the North Western sector and the East of Maynardville sector, and a condition of re-zoning of the erven on the Eastern side. Incentives were also suggested for the areas North and South of Broad Road to stimulate development in the second set of alternatives.

1.6 Local Authority Investment

Investment by the Local Authority should be kept to a minimum. Although direct comparison between alternatives is not really valid in this case as the non construction of a road is based on a traffic study and the inclusion of construction costs in one alternative and not another would imply disagreement with that study. However, for indirect comparison purposes, costs have been included for some works in Table 8.1.

1.7 Local Authority

Since this thesis sets out to show the advantages achieved by local authority involvement in the development of the plan, this comparison must also be made with caution. Obviously the second set of alternatives have much more Local Authority involvement than the first set. They do at the same time have greater benefits. Within the second set it would appear that while the general amount of involvement is similar, the seventh alternative is less likely to require any additional involvement as might be the case in five and six with their more bias development strategy.

From this comparison it would appear that alternative seven, the 'Bilateral Development' Alternative, is the alternative which most successfully meets the goals for the centre and alleviates the concerns about the future of Wynberg because :

1. It appreciates the need for a more positive involvement by the local authority in the planning process. Firstly this is needed to stem the deterioration in the environmental quality and develop a policy for conservation. Secondly, it is needed to create the

environmental quality of the future centre. And thirdly, it is needed to create the framework within which those functions and activities can be attracted, which are required by the centre to fulfill its proper role within the metropolis.

2. It appreciates the need for an examination of the proposed road system, and the environmental and economic damage which it could incur.
3. It acknowledges the advantages of locating job opportunities closer to home.
4. It takes advantage of the land made available as a result of not constructing the By Pass, and attempts to optimise its use, by inducing the development to take place that would best serve the centre in achieving its goals.
5. It provides the stimulation for the expansion of the retail activity, which is allowed to locate in such a way which is considered to minimise the risk to private investors and reduce the cost of providing road infrastructure; and
6. It attempts through the policy of public participation to achieve a plan for the centre which is wanted by a well informed public.

2. The Bi-lateral Development Alternative. Part two.

Since this alternative was discussed in some detail in the preceding chapter, this section serves solely to round off the description of the alternative by consolidating the various aspects that constitute to the alternative.

2.1

In the first period between now and 1980, the publication of the plan will arouse considerable interest in the centre and in the proposals set out in that plan. The pedestrianisation of Station Road, the improvement of the Main Road pedestrian environment, the improvement of traffic flow in the Main Road and the surfacing of the parking area to the East of Wynberg Station will indicate physically the Local Authority determination to develop the centre of Wynberg to its full role within the system of centres in the Metropolis. The non-physical development such as the disposal of the Southern sections of land previously reserved for the Wynberg By-Pass, with conditions which will generate rapid redevelopment, the provision of land for an old age home and primary school, and

the acquisition of land for parking to the East of the Station, north of Broad Road, will further reinforce this determination.

The need for public participation and involvement either in large or small groups is essential if the questions regarding the role of those sites North of Piers Road, (made available as a result of not building the Wynberg By-Pass) the re-zoning of land on the East side of Wynberg Station, incentives to stimulate the provision of job opportunities, and the conservation strategy, are to be resolved.

The actual construction work in this period will include the construction of the new magistrate courts and the completion of the school on the Eastern side. The private sector will have completed construction of almost 6.000 square metres of retail floor area to the West of Station Road. Possibly some of the other sites mentioned in earlier sections will also develop. The site South of the Mosque can also be expected to be redeveloped as a result of re-zoning, this would only commence during this period.

2.2

In the second period, between 1980 and 1985 the major road construction which affects the centre will have taken place, Kromboom Parkway will be completed North of Ottery Road. Here it will be linked with the Van Der Stel Freeway via Constantia Road/South Road, which will also be constructed during this period. The Castletown Road will also be constructed on land made available in the reconstruction of the site South of the Mosque. These road schemes will allow the conversion of the Church Street underpass into a pedestrian link, while the completion of the large parking area to the East of the Wynberg railway station and North of Broad Road will allow the smaller parking area to be used for short term parking. This short term parking area will begin to attract shoppers, coming-by car, from crossing from the East to the West.

This period will also see the completion of the Magistrates Courts/Police Station complex and the commencement of construction work on the new Wynberg School, the new primary school and old age home in the land made available for them in the earlier period.

The private sector will have completed the development of the land South of Piers Road made available by not building the Wynberg By-Pass. This will result in redevelopment and refurbishment of the commercial shops along the Main Road and the area between it and this newly developed strip. Furthermore, sites such as that to the East of O K

Bazaars and to the North and South of Station Road might also be redeveloped during this period. The development of the retail activity to the South of the Mosque will have been completed during this time, adding about 2 000 square metres of retail floor area on the East side in relation to the short term parking area on the West side of the Railway line. Construction will have commenced on the sites North of Church Street, East of Brodie Road.

During this period the planning and public involvement will reach a new level as the developments of the "Mosque amphitheatre" complex and the site East of Maynardville are planned. The construction of the New Library in relation to the Town Hall will also have commenced during this period.

2.3

During the third period between 1985 and 1990, the completion of the development North of Church Street/East of Brodie Road can be expected as can the New Library and its associated parking area and also the Old Aged Home and primary school in the West strip. The commencement of the development of the site East of Maynardville will set the course for the expansion of the retail shopping area by an additional 20 000 square metres and create the magnet required to attract the shoppers from the areas West of the centre. Towards the end of this period the development of the "Mosque amphitheatre" and Eastern Bus Terminus will also commence.

2.4

In the last period under review, between 1990–2000, the completion firstly of the development East of Maynardville and later the "Mosque Amphitheatre" can be expected. The retail trade, job opportunities and the facilities required at the centre will have stabilised to a certain extent and further large development is not expected to occur.

2.5

Throughout this period constant review will be necessary and this will guide the development, the incentives and restraints applied. Also taking place throughout this period will be the refurbishment and/or redevelopment of buildings throughout the centre and also in the areas North and South of Broad Road to which the development of office and industrial floor space is being induced through the provision of rates incentive. All the development providing job opportunity, needs to be attracted so that the centre can move towards a target which has been set at 8.000 more jobs by the year 2000, but will be reviewed over time.

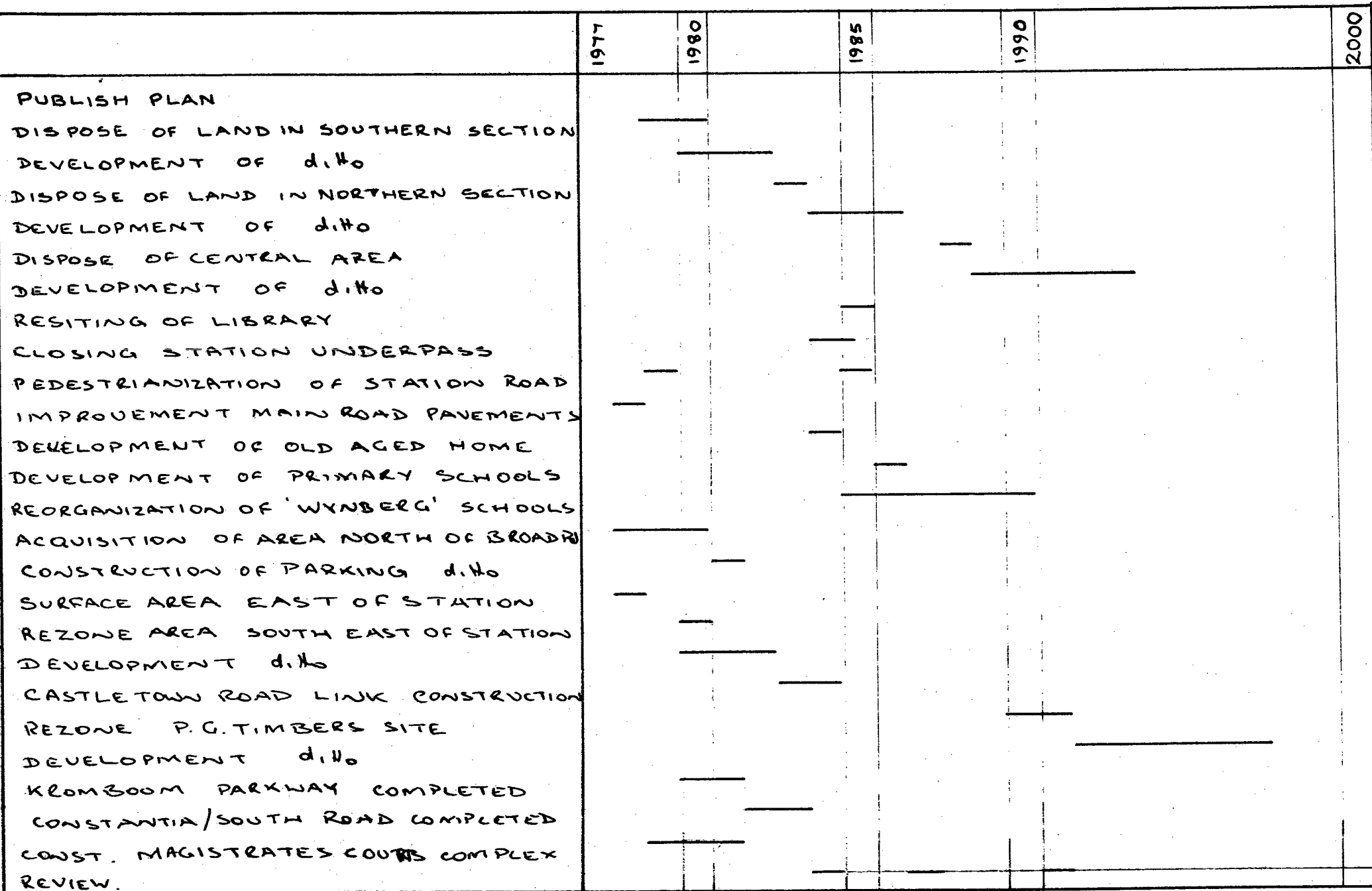


TABLE 8.2 DEVELOPMENT PROGRAM

2.6

While these developments can be expected to take place as discussed and as shown in Figure 8.2, it is necessary to discuss in a little more detail the initial work of the urban designer.

Just as it is vitally important to the centre that diversity of function exist, it is also important that a good pedestrian environment exists. This is particularly the case in the Northern sector of the Wynberg Centre.

The first proposal to be studied by the urban designer that will take this work further is the pedestrianisation of the Main Road and Station Road. In the Northern sector it is important that the Main Road be kept as narrow as possible to maintain cohesion between the East and West sides of the Centre. It was proposed in terms of the new traffic policy that, Station Road be out of bounds from general traffic during the day, that the signals along the Main Road be synchronised and the "no stopping" of vehicles be permitted along the Main Road in the North Section between Piers Road and Conway Street except in existing embayments not used as bus stops. This will allow the widening of the footwalks by about 0,6 metres to provide the existing and potential collonades with vehicular protection and still retain sufficient road width for right hand turn lanes at the Maynard and Church Street intersections. Pedestrianisation of Station Road must allow for the bus terminus opposite the station and bus movement along it.

The next urban design problem is to prepare the brief for the control of development in that area South of Piers Road made available as a result of not constructing the By-Pass. It is suggested that the controls/incentives can also be applied to the area between this strip and the commercial strip. What is required is a plan that will provide a high density residential environment with multifunctional open space used as parking for both residential and commercial activities. The residential environment should be restricted to three stores in keeping with a policy of ground related living. Within this development the recreation/public open space/pedestrian route complex should be able to focus on amenities such as the canal, Maynardville and the Primary school in a North-South direction and the commercial area to the East. It is suggested that closure of any East-West Roads should be avoided as this would result in a re-assignment of traffic in the remaining roads which would then carry excessive traffic.

The next important task for the urban designer is the preparation of requirements from

the development of the site South of the Mosque to create the forecourt to the subway link to the West side and a building in keeping with the overall plan of the "Mosque amphitheatre".

The fourth assignment is the preparation of the layout in the surrounds of the Town Hall which is to include the new library and a parking area which during the day is to be used only by people as a recreation area and at night is to be used as a parking area for people coming to the library and Town Hall.

The fifth task of the urban designer is to prepare a brief enlarging on the quantitative aspects proposed for the development of those areas North of Church Street and East of Brodie Road.

The sixth task is to re-assess the pedestrian system in the terminal area with the conversion of the Church Street underpass into a pedestrian route. The system must be seen as not only providing the links between the station, the bus terminus and parking areas, but also as the linking force holding the East and West sides together. In this aspect the East and West sides of the bus terminus, the parking areas, the Squares (ie. Town Hall Square and Mosque Square) and the commercial facilities, must be pulled together.

The final task that is discussed as required of the urban designer, is a composite one of extending the quantitative details proposed for the East of Maynardville development and Mosque Amphitheatre development into more concrete development envelopes including in these requirements for the pedestrian system and Mosque Square. The Mosque square (subject to public reaction) is seen as a functional square in which hawkers will congregate, in which fetes and meetings can be held. The impact of the Mosque is to be extended to the square in the attempt to provide a focal point for the Wynberg Centre.

2.7

The decision to declare Wynberg a Municipality centre would have ramifications for the urban plan. If this decision were to be taken then it will probably be either taken, or under review in the period 1985–1990. It will be necessary to decide whether the municipal offices should form part of the commercial development or should be a purely municipal building. This problem can be resolved by public involvement in the choice of location. Two possible locations are the site East of Maynardville or the area just North of Broad Road.

The development of the municipal offices on the site adjacent to Maynardville should not be at the expense of reducing the retail and parking proposals for the site, although the municipal offices could take up the office space developed on that site. The choice of the site North of Broad Road will permit the development of a Municipal Building per se, as the land utilised is not required for retail use. The use of the site of the present Town Hall should be avoided, as this would detract from the centre, the Historic Town Hall and the proposed environmentally valuable precinct.

3. Recommendations

As a result of the work undertaken in this study I would like to make the following recommendations :

- 3.1 That the existing policy of local authority involvement in the development be reviewed.
- 3.2 That the existing attitude towards the functions and the provisions of road space be reviewed. And that in the light of this review that the plans for the construction of the Wynberg By- Pass and Main Road widening schemes be deleted from the Town Planning Scheme.
- 3.3 That the advantages offered by the provision of job opportunities closer to home associated with a system of multi-functional centres be investigated in more detail. And, if the advantages are found to be as great as suggested in this thesis, that a metropolitan policy be formulated in this regard, and;
- 3.4 That this plan as proposed for Wynberg be examined and that further work be carried out with the involvement of interested parties so that a more comprehensive plan can be adopted for the future of Wynberg, whereby its potential can be utilised to full.

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Appendices



ECONOMIC ANALYSIS OF THE COMMERCIAL ACTIVITY IN WYNBERG

One of the functions which the Wynberg centre serves is that of a major retail centre. In any plan for the Wynberg centre it is therefore essential to determine how large a retail component can be economically viable. This appendix serves as the analysis of this component and is very coarse, because of the lack of information available. A more detailed analysis would be possible if accompanied by a comprehensive market research survey.

This analysis makes use of an estimate or assessment of the present and future:

1. Probability of expenditure in Wynberg;
2. Population of the trade area;
3. Household size;
4. Household income;
5. Discretionary expenditure pattern;
6. Turnover of food, clothing, furniture, alcohol and tobacco sales; and
7. An estimate of the retail floor space that could be economically supported in 1980, 1990 and 2000.

Figure A1 shows the catchment area and sub-zones which are being analysed.

1. THE PROBABILITY OF EXPENDITURE IN WYNBERG

While it might be possible to define primary, secondary and even tertiary trade areas, the assessment here is based instead on "the probability" that expenditure takes place in Wynberg.

This method assumes that the probability that people living in an area will spend at a centre is equal to the proportion of their total expenditure that will take place at that centre, in preference to the other competitive centres.

The/ -

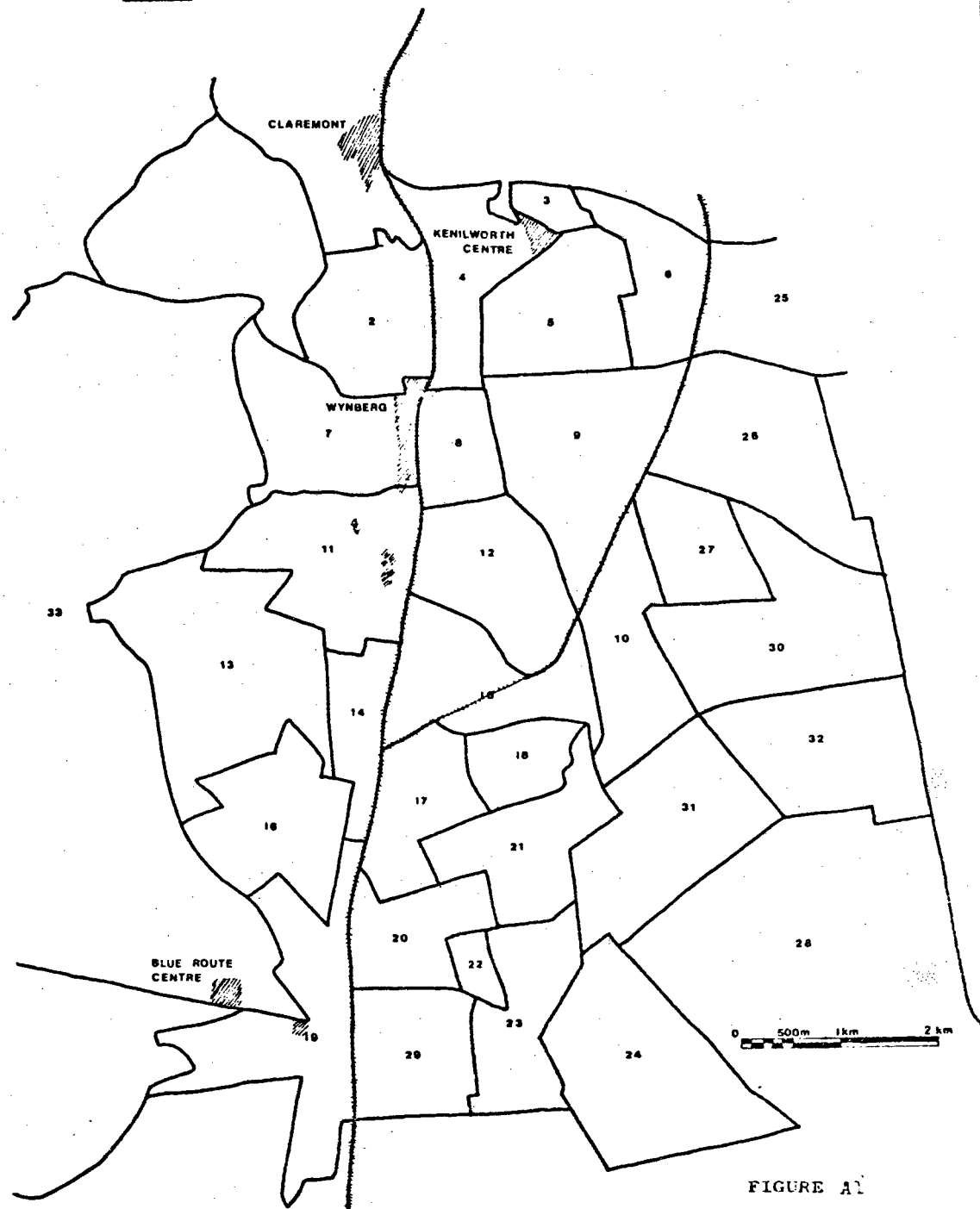


FIGURE A1

1.1 The choice to spend at a centre is based on the "attractiveness" of that centre. While numerous factors contribute to the "attractiveness" of a centre (e.g. availability of parking, environment, presence of key shops, management techniques of individual retail outlets) in mathematical model, these factors need to be simplified. Two factors are normally used, viz. the size of the centre and the distance between zone and centre when this is compared to all other centres.

1.2 The mathematical model that was used in this analysis may be expressed as follows:

$$P_{ij} = \frac{S_j}{D_{ij}^\lambda} / \sum \frac{S_j}{D_{ij}^\lambda}$$

where P_{ij} is the probability of people living in area i shopping at centre j .

S_j is the size of centre j , usually expressed in square metres.

D_{ij} is the distance of centre j from area i .

The distance factor is considered to play a significant role in the model and is usually expanded by a factor λ . In this model has been chosen to be equal to 2. If more detail analysis is required this value could be made to vary dependant on the goods being marketed (Dewar and Dewar), usually derived from market research, regression analysis, category analysis, etc.

1.3 In this analysis Claremont, Athlone, Blue Route Centre, Kenilworth Centre and Wynberg were considered to act in competition. Two models were tested the first in which the centres grow so that they remain the same size relative to one another and the second model where Wynberg doubles in size by 1980 and the other centres remain relatively equal in size. The retail floor area of the centres were taken to be as shown in table A2.

Claremont/ -

	Model 1	Model 2
Claremont	86 046	86 046
Athlone	31 665	31 665
Blue Route Centre	21 000	21 000
Kenilworth Centre	28 000	28 000
Wynberg	41 700	83 400

TABLE A2

1.4 The probabilities that (and as such the proportion of) expenditure that each catchment area sub-zone will spend in Wynberg as calculated from the model is given in table A3.

2. POPULATION OF THE CATCHMENT AREA

While it is probable that the Group Areas Act might be rescinded in the future, the pattern of housing densities and population distribution that has resulted as the result of its implementation will not change overnight, and as such the densities and population characteristics at present are considered for the purpose of this analysis to remain the same.

2.1 Data was available for both population size and income from the 1970 Census data. There would be considerable difficulty in updating this data to 1976 values. An alternative source of data existed which while not as statistically accurate as the census data was based on a sample household interview survey carried out in 1975.

2.2 This data is given for each catchment sub-zone in Table A2. As a check the equivalent data from the 1970 census is also included. A comparison shows significant increases in the coloured income over the six year period. These are attributed to:

- 2.2.1 the census income data are based on the family while the 1976 data is based on the household; and
- 2.2.2 the real increase in income of the coloured population.

A further check on the validity of these income figures comes from another independent survey which found the following average incomes for coloured households of different house types:

Sub/ -

Sub-economic	R1 488 per annum
Economic	R3 252 per annum
Private ownership	R4 416 per annum

2.3 The populations of the catchment sub-zones were calculated to increase in proportion to the metropolitan growth as given in table A4, until the "holding capacity" of these catchment zones was achieved.

POPULATION	1975	1976	1980	1990	2000	2025
Whites	430 000	439 000	475 000	568 000	663 000	892 000
1976 base ratio	0,98	1,00	1,08	1,29	1,51	2,03
Coloureds	732 000	755 000	858 000	1 153 000	1 494 000	2 494 000
1976 base ratio	0,97	1,00	1,14	1,53	1,98	3,20

TABLE A4

2.4 The holding capacity of the catchment sub-zones were calculated for three categories of white residential areas and two categories of coloured residential areas as follows:

W1 White high density	$\frac{3.2}{300}$	$\times 10\ 000 \times 60\% = 64$	p/ha
W2 White medium density	$\frac{4}{300}$	$\times 10\ 000 \times 65\% = 43$	p/ha
W3 White low density	$\frac{4}{1\ 000}$	$\times 10\ 000 \times 70\% = 28$	p/ha
C1 Coloured high density	$\frac{5}{300}$	$\times 10\ 000 \times 60\% = 100$	p/ha
C2 Coloured medium density	$\frac{5}{500}$	$\times 10\ 000 \times 65\% = 65$	p/ha

An attempt has been made to include the effect of household size, dwellings per hectare and percentage of land useable for residential activity in a predominantly residential area.

The values calculated for the "holding capacities" for each catchment sub-zones in this way are shown in Table A3.

To/ -

2.5 To calculate the number of households in each of the catchment sub-zones it is necessary to know the average size of households that are to be expected in these areas. Table A5 gives estimated household sizes that can be expected in the future for the metropolis.

AVERAGE HOUSEHOLD SIZE	1975	1976	1980	1990	2000	2025
Whites	3,48	3,47	3,41	3,31	3,16	3,15
1976 base ratio	1,00	1,00	0,98	0,95	0,91	0,91
Coloureds	4,86	4,83	4,72	4,50	4,33	3,99
1976 base ratio	1,01	1,00	0,98	0,93	0,90	0,83

TABLE A5

2.6 Paragraph discussed the average household incomes that existed in 1976 in the catchment sub-zones. An estimate has been made of the future real incomes that can be expected in the future. These were equal to the ratios expected for metropolitan averages that are given in Table A6.

AVERAGE HOUSEHOLD INCOME	1975	1976	1980	1990	2000	2025
Whites	5 786	5 900	6 355	8 050	9 214	13 371
1976 base ratio	0,98	1,0	1,08	1,36	1,56	2,27
Coloureds	1 970	2 017	2 206	2 980	3 489	5 349
1976 base ratio	0,98	1,0	1,10	1,48	1,73	2,65

TABLE A6

These figures are real rands and have been estimated allowing for inflation.

3. EXPENDITURE PATTERNS

While the expenditure pattern of households can be expected to vary with household income, this analysis has been simplified, and the average household expenditure patterns for whites and coloureds has been deduced to determine what proportion discretionary expenditure is of the total average household income. These figures are shown in Table A7.

Food/ -

1975 WHITE AVERAGE
ANNUAL HOUSEHOLD
EXPENDITURE

PENINSULA COLOURED
CONSUMER EXPENDITURE
1974/1975

	RANDS	%	% of Expend.	R Million	%	% of Expend.
Food	1 335,3	13,74	50,34	162,8	37,34	55,32
Average	137,7	1,43	5,19	9,0	2,06	3,06
Tobacco	93,7	0,96	3,53	12,6	2,89	4,28
Clothing	444,7	4,58	16,76	63,6	14,60	21,61
Furniture/Equipment	507,1	5,22	19,12	35,6	8,17	12,10
Cash/Clean Material	54,5	0,56	2,05	5,5	1,26	1,87
Reading Materials	79,7	0,82	3,01	5,2	1,19	1,77
CBD TOTAL	2 652,7	26,48	100,00	29,43	67,51	100,00
DISCRETIONARY EXPEND						
House Cleaning	29,5	0,30		5,0	1,15	
Personal care	185,8	1,91		13,0	2,98	
Medical	306,6	3,15		1,1	0,25	
Housing/Fuel/Light	1 613,5	16,60		45,1	10,35	
Servants	204,1	2,10				
Transport	1 001,2	10,30		32,3	7,41	
Education	148,7	1,53		0,4	0,09	
Communication	102,4	1,05		0,5	0,11	
Vacation/Sport	539,0	5,54		5,9	1,35	
Insurance/Tax/Saving	547,7	26,21		34,5	7,91	
Miscellaneous	385,8	3,97		3,0	0,69	
TOTAL	9 718,4	100,00%		435,9	100,00%	

TABLE A7

4. EXPENDITURE IN WYNBERG

If one simplifies the retail hierarchy into three categories:

CBD;

Major Centres; and

Neighbourhood centres and corner shops

the proportion of retail expenditure spent at these three levels of centre has been found to be as follows:

30% at the CBD;

60% at Major Centres; and

10% at the rest.

These proportions can be expected to vary depending on income and mobility, but for this analysis an average value should suffice.

4.1 The calculation of the retail expenditure that may be expected to take place in Wynberg is represented by the following equation:

$$\sum (E_{ij} = \frac{N_i}{f_i} \times K_{ij} \times I_i \times P_{ij}) \text{ where}$$

E_{ij} is the expenditure which the population of area i will spend at centre j .

N_i is the population of zone i

f_i is the average household size of the population of zone i

k_{ij} is the proportion of income spent by the population of zone i , on discretionary expenditure" at the type of centre which centre j is.

I_i is the average household income of the population of zone i .

P_{ij} is the proportion of total discretionary expenditure the population of zone i will spend at centre j .

5. ESTIMATION OF THE AREA OF RETAIL FLOOR SPACE THAT CAN BE ECONOMICALLY SUPPORTED IN WYNBERG

5.1 Having estimated the total retail expenditure that can take place at Wynberg the amount of retail space that can be sustained based on the accepted values of turnover per annum per sq metre; which apply to a new shopping centre. In the Wynberg situation much of the infrastructure that is normally required in a new development is not required and the values have been adjusted as shown in Table A8.

	ANNUAL TURNOVER PER SQ M (RANDS)	ADJUSTED ANNUAL TURNOVER PER SQ METRE (RANDS)
Food	650	455
Clothing	680	476
Furniture	820	574
Alcohol/Tobacco	970	679

TABLE A8

The adjustment is based on the estimate that in a new development 20% is required for extras and 10% is required for circulation.

5.2 Based on the estimated expenditure as calculated in Table A3. The floor area of retail space that can be supported in Wynberg is shown in Table A9.

	1976		1980		1990		2000	
	Spent Annual R x 1000	Area sq m	Area sq m	Area sq m	Area sq m	Area sq m	Area sq m	Area sq m
	11 907	26 169	13 848	30 435	19 755	43 418	24 074	52 910
g	4 314	9 063	4 519	9 494	7 159	15 040	8 686	18 248
re	3 545	6 176	4 119	7 176	5 880	10 244	7 272	12 609
/Tab	1 816	2 674	2 112	3 110	4 014	5 912	3 679	5 448
		44 082		50 215		74 614		89 275
2			19 084	41 943	27 370	60 154	34 295	75 374
g			6 927	14 553	9 928	20 857	12 413	26 077
re			5 665	9 869	8 118	14 413	10 249	17 855
/Tab			2 907	4 281	4 158	6 124	5 641	7 719
				70 646		101 278		127 025

TABLE A9

5. CRITICISM OF THE ANALYSIS

5.1 This analysis does not propose to be the most accurate and comprehensive analysis possible, as many short-cuts had to be taken to keep this analysis manageable. However, the figures obtained serve as a guide to the order of magnitude of the amount of retail space that is possible at the Wynberg Centre.

The/ ...

6.2 The model of probability is based on good individual mobility, usually in the form of the private vehicle. This is not the case for the bulk of the population to the east. This factor is more than compensated by the choice of catchment sub-zones which have bus routes feeding Wynberg.

6.3 The model also makes the assumption that attraction is based on size of centre. However, in the case of the white population, particularly those to the west of the centre, quality of retail outlets is also significant and this will affect the proportion of expenditure of these sub-zones in Wynberg.

6.4 The data used was in many cases not as statistically reliable as one would have liked it to be.

6.5 Nevertheless the test case Model 1 1976 shows that model approximates the existing situation reasonably well, say within 10 - 15 %.

6.6 The supposition of 83 400 sq metres in model 2 is proven to be impossible to sustain by the year 1980 and if this area of retail is to be developed it is not likely that it will only be feasible by the year 1983/1984.

7. CONCLUSIONS

7.1 There appears to be sufficient catchment buying power to support over 84 000 sq m of retail space by 1984, over 100 000 sq m by 1990 and over 127 000 sq m by the year 2000.

7.2 This is dependant on the attraction of the centres share from the zones to the west and south-west. This should be achieved by increasing the amount of floor area which will be accompanied by the development of higher quality retail outlets.

8. SUBURBAN EXPENDITURE

If a decision is taken not to uphold the commercial centre and allow an alternative car-orientated centre to develop in the vicinity, then Wynberg will have to rely on the expenditure of zones 7 and 8. If this was so then the following retail space could be maintained as shown in Table A10.

	1976		1980		1990		2000	
	Spent Annual R x 1000	Area sq m	Area sq m	Area sq m	Area sq m	Area sq m	Area sq m	Area sq m
Food	2 777	6 103	3 021	6 640	3 878	8 523	4 325	9 505
Clothing	985	2 069	1 230	2 584	1 450	3 046	1 613	3 389
Furniture	733	1 277	800	1 394	1 026	1 787	1 160	2 021
Alcohol/Tab	401	590	435	641	559	823	628	925
TOTAL		10 039	11 259		19 179			15 840

TABLE A10

8.1 The result of another major retail development in close proximity to Wynberg would be disastrous for the Wynberg Centre as the Centre could not hope to rely totally on the public transport captive consumer with his increasing income (hence mobility) and possible changed bus networks.

TRAFFIC ANALYSIS OF THE WYNBERG COMMERCIAL CENTRE

Various schemes for the improvement of the road system in and around the Wynberg Centre have been approved by the Cape Town City Council and the Administrator of the Cape. (See paragraph 5). Almost all of these schemes were prepared more than 15 years ago and therefore need reviewing so that an assessment can be made as to their necessity, desirability and even viability.

This analysis serves just such a function through an investigation of:

1. The present road system and traffic conditions;
2. The estimated future traffic; and
3. The approved road schemes and other alternative schemes

It is proposed to extract the best aspects of the approved schemes and supplement these with new proposals where necessary for an efficient future road system in the environs of the Wynberg Centre.

1. THE PRESENT ROAD SYSTEM (See Figure B1)

- 1.1 Within a metropolitan road hierarchy the following description might apply to the road system in Wynberg:

Major Arterials: Edinburgh Drive/van der Stel Freeway passes in a North-South direction to the West of Wynberg and Rosmead Avenue/Prince George Drive passes in a North-South direction to the East of Wynberg.

Minor Arterials: The Main Road passes through the centre running North-South linking all the other centres on the "Southern Suburbs" spine. This road still maintains to some extent a metropolitan function. However, with the completion of the metropolitan road system the function will alter to one of service to the Wynberg Centre rather than as a through route while routes such as the Kromboom and the van der Stel Freeways act as metropolitan routes. The Trovato link road - Waterloo Road - Bower Road - Gabriel Road runs North-South to the west of the centre parallel to the van der Stel Freeway.

Of/ -

Of the six east-west routes only Wetton Road-Riverside Road passes the centre from East to West. The other routes are Broad, South and Ottery Roads on the East and Constantia Road and Church Street on the West which terminate in Wynberg.

Service link roads. Because of the railway line road access between East and West is limited to Wetton Road, Rockley Road and Church Street. The last two routes being rather indirect.

- 1.2 The centre itself has developed on either side of the Main Road with numerous streets crossing providing access, parking and loading facilities. The most important of these are Church Street, Maynard, Station, Piers and Rockley Roads.

On either side of the Main Road lie Fleming Road to the west and Ebor and Lester Roads to the east which provide back service to the activities at the Wynberg centre.

2. PRESENT TRAFFIC CONDITIONS

The present traffic conditions that exist in Wynberg can be discussed for three time periods; viz:

- Saturday morning
- Weekday Peak Periods
- Weekday Off-Peak Periods

A survey was carried out by the City Engineer's Department and it is proposed to use the results of this survey in this analysis.

- 2.1 Figure B2 shows the traffic volumes which were found on a Saturday morning survey between 08h00 and 13h30 and also for the peak hour between 10h00 and 11h00. The volumes of traffic using the various roads even in the peak hour do not appear to be sufficiently large to create congestion. From personal observations it is apparent that lack of proper traffic enforcement and co-ordination of signals contribute to the short periods of congestion which might occur in the area between Church Street and Piers Road.

Figure/ -

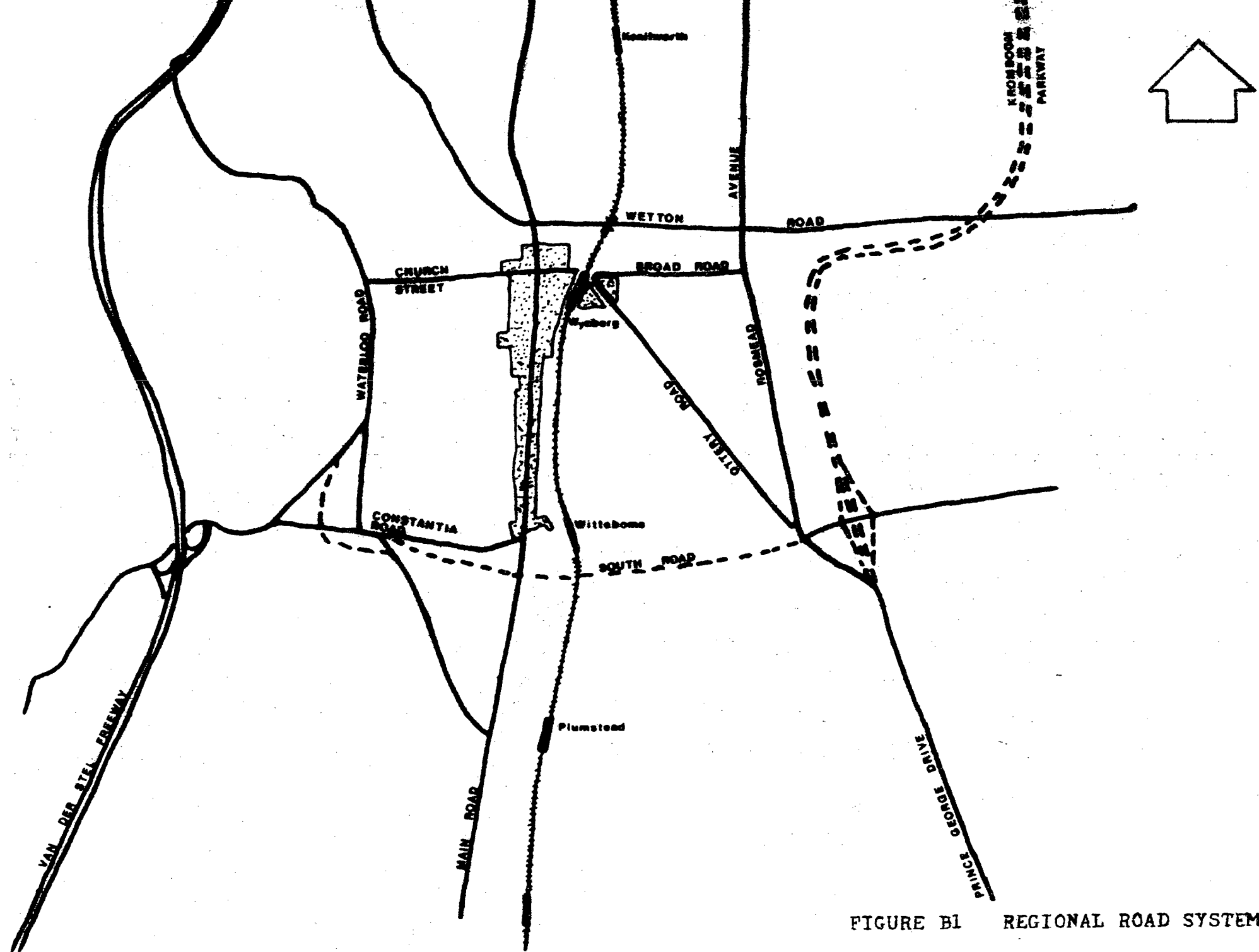
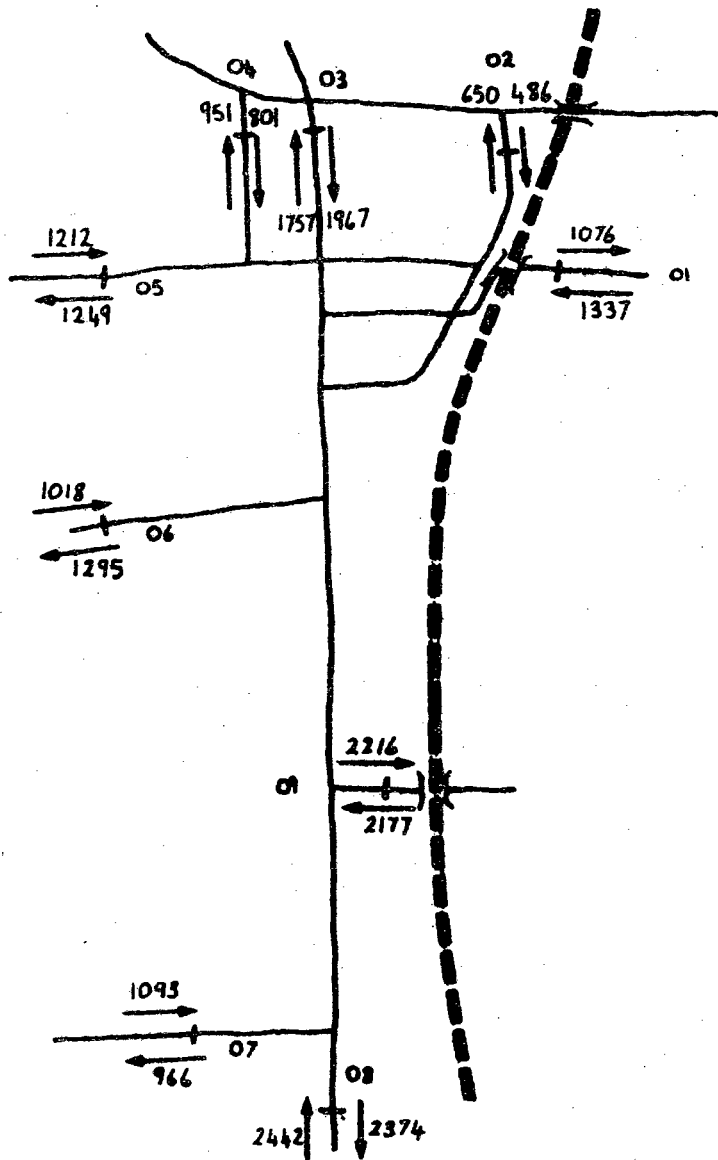
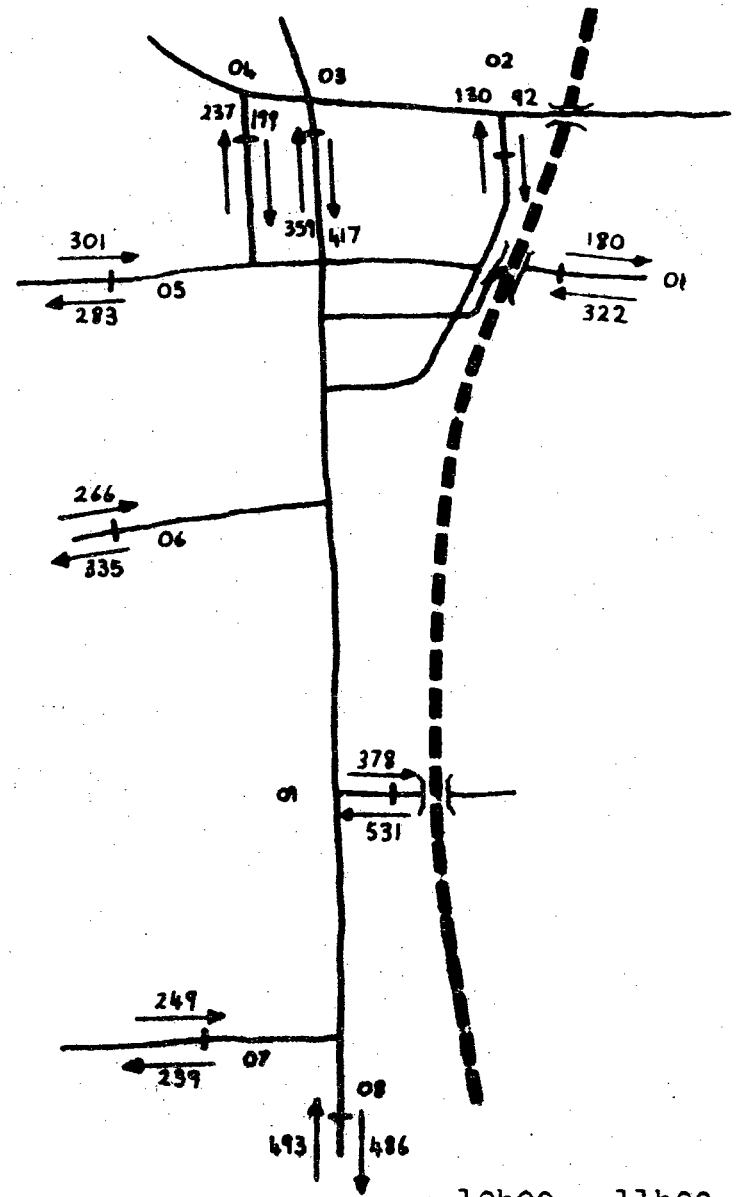


FIGURE B1 REGIONAL ROAD SYSTEM



08h00 - 13h30



10h00 - 11h00

FIGURE B2. SATURDAY TRAFFIC VOLUMES

- 2.2 Figure B3 shows the duration of stay of a sample of vehicles entering the Wynberg area on the same Saturday morning. From this it appears that at least 52% of the vehicles could be considered to be just passing through. While it is accepted that some of these vehicles do drop off or collect people in Wynberg there is a large proportion of traffic which does not contribute to Wynberg in any way besides increasing congestion. The completion of the metropolitan road system in the area will assist in enticing some of this traffic away from the business core.

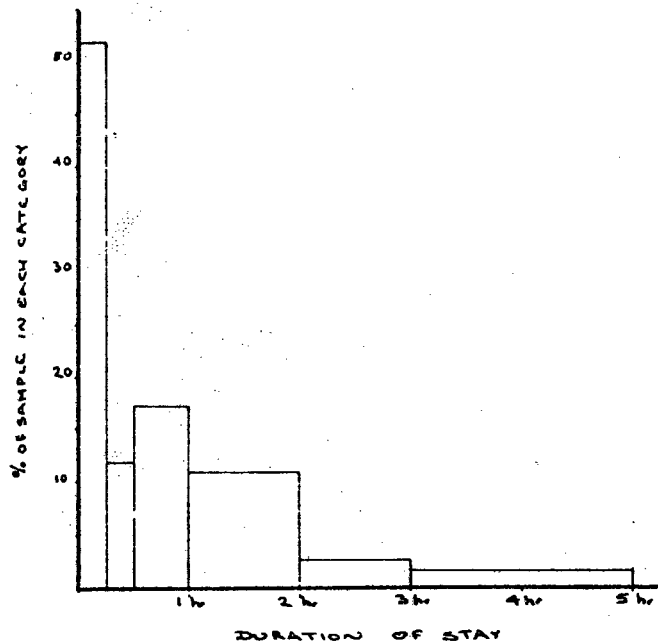


FIGURE B3 DURATION OF STAY OF VEHICLES IN WYNBERG.

- 2.3 Figure B4 shows the matrices of the movement pattern of vehicles within the centre for the Saturday morning as well as a weekday morning peak period and a period at mid morning.

From these matrices it is obvious that relatively large volumes of traffic pass through Wynberg, particularly in the north-south or south-north directions.

On a Saturday morning when the centre is busiest, heavy vehicle traffic occurs in Rockley Road, Piers Road and Church Street.

- 2.4 Figure B5 and B6 shows the traffic volumes on the entrance into and exit routes from Wynberg for the mid week morning and evening peak periods, together with the peak hour volumes within these periods.

Once again these traffic volumes do not represent heavy volumes which should create congestion in the important roads.

- 2.5 The last time period for which traffic conditions is the off-peak period. Figure B4 shows the matrix of movements through the centre and Figure B7 shows the volumes along the major routes to the centre.

- 2.6 The traffic conditions found in the survey may be summarised as follows:

2.6.1 There is a large volume of through-traffic using the Main Road because the road system is incomplete and the Main Road still attractive as a through route.

2.6.2 More than 50% of the traffic entering Wynberg has no business in Wynberg, and does not contribute to the economic activity of the centre.

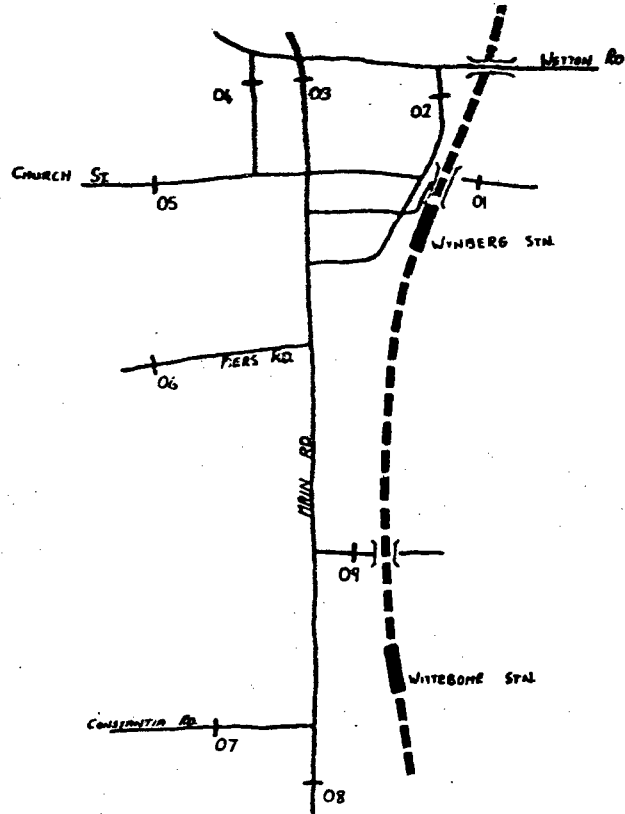
3. PARKING - SUPPLY AND DEMAND

There are at present over 2 200 parking bays in Wynberg. This number is made up as follows:

Public structured	586
Public unstructured	123
Private structured	637
Private unstructured	228
On-Street	<u>650</u>
TOTAL	<u>2 224</u>

Almost 90% of the off-street parking facilities are located as can be seen in Figure B8 relative to the major retail facilities in the northern sector.

- 3.1 At peak shopping periods on Saturday, the available parking just meets the demand although some parking does overflow into the area just west of the Grand Bazaars parking area.



TUESDAY
07:00 — 09:00

	IN AT CORDON STATION									FROM THE AREA	TOTALS	
	01	02	03	04	05	06	07	08	09			
STATION	01	27	12	15	7	9	15	12	44	13	26	195
	02	149	25	16	0	29	13	0	38	18	38	326
	03	74	11	55	3	21	22	41	370	162	95	855
CORDON	04	38	7	4	22	25	44	3	6	27	21	197
	05	77	15	13	30	52	21	7	19	19	28	281
	06	17	6	19	7	2	25	6	14	28	17	141
AT	07	26	13	29	0	8	2	19	81	123	32	333
	08	75	33	177	5	13	2	44	51	75	44	519
	09	12	6	33	3	6	6	44	75	75	32	312
INTO THE AREA		217	146	257	72	158	90	93	273	270		
TOTALS		712	274	618	149	323	260	289	991	810		

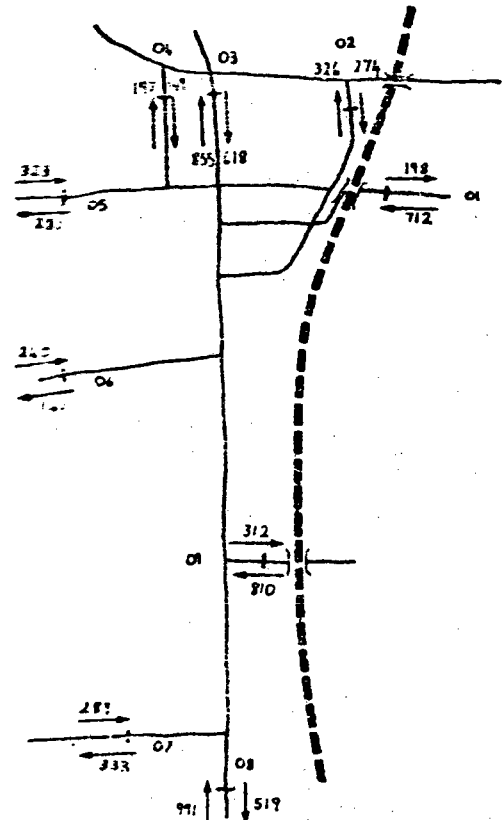
	IN AT CORDON STATION									FROM THE AREA	TOTALS	
	01	02	03	04	05	06	07	08	09			
STATION	01	232	57	184	35	77	22	56	192	116	107	1076
	02	129	65	117	23	79	15	24	87	40	71	650
	03	161	49	305	78	96	55	102	497	269	125	1757
CORDON	04	96	43	56	313	142	94	15	78	57	57	951
	05	120	35	88	144	424	147	32	91	83	85	1249
	06	69	35	94	54	135	415	91	211	107	84	1295
AT	07	43	18	82	9	32	70	179	270	201	62	966
	08	219	70	426	43	79	75	234	470	408	150	2374
	09	145	40	276	65	80	53	280	386	755	96	2216
INTO THE AREA		104	34	139	37	68	72	82	160	141		
TOTALS		1337	486	1967	801	1212	1018	1093	2442	2177		

SATURDAY
08:00 — 13:30

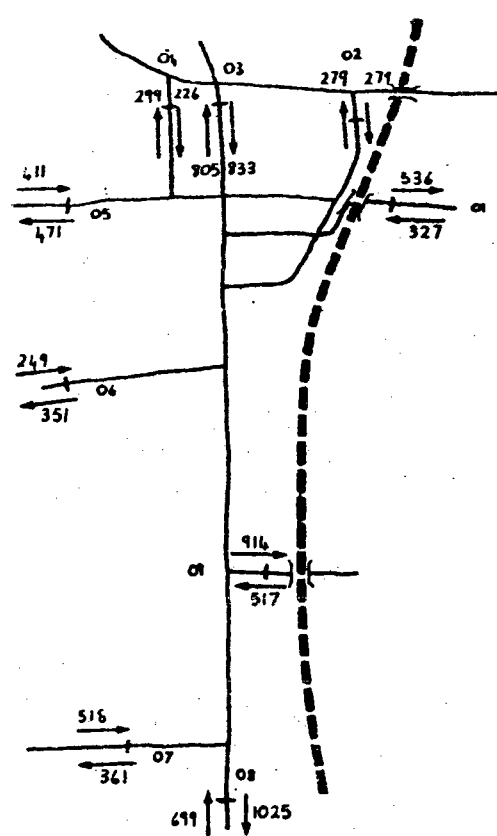
TUESDAY
10:00 — 12:00

	IN AT CORDON STATION									FROM THE AREA	TOTALS	
	01	02	03	04	05	06	07	08	09			
STATION	01	48	11	44	16	23	10	15	37	19	69	292
	02	14	28	23	4	26	7	8	26	6	50	192
	03	44	7	78	16	40	18	35	221	43	167	669
CORDON	04	28	7	10	65	47	15	6	22	15	74	289
	05	62	9	24	35	93	29	8	32	15	126	433
	06	10	6	18	14	30	77	8	28	28	79	218
AT	07	16	4	26	8	10	13	38	54	72	46	287
	08	72	25	269	5	25	17	65	124	92	148	842
	09	48	8	59	6	15	13	50	89	95	102	485
INTO THE AREA		138	49	172	67	121	66	86	185	137		
TOTALS		480	154	723	236	430	265	319	818	522		

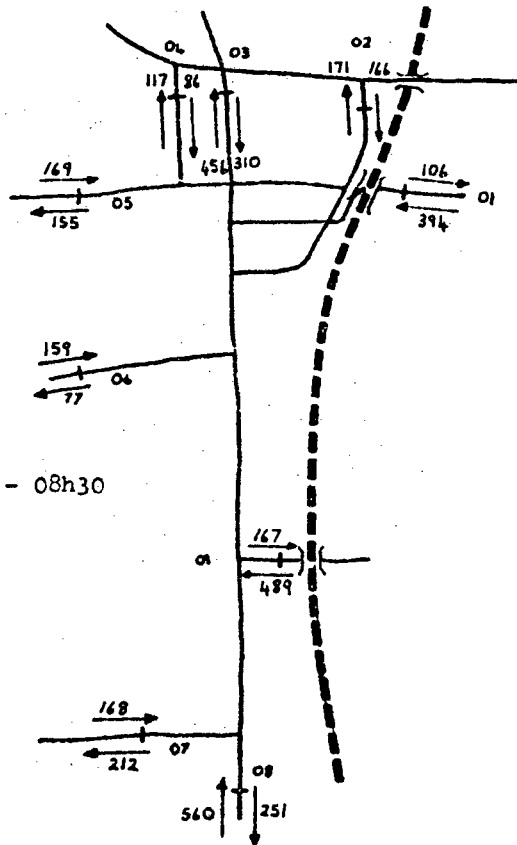
FIGURE B4 TRAFFIC MOVEMENTS FROM WYNBERG TRAFFIC SURVEYS



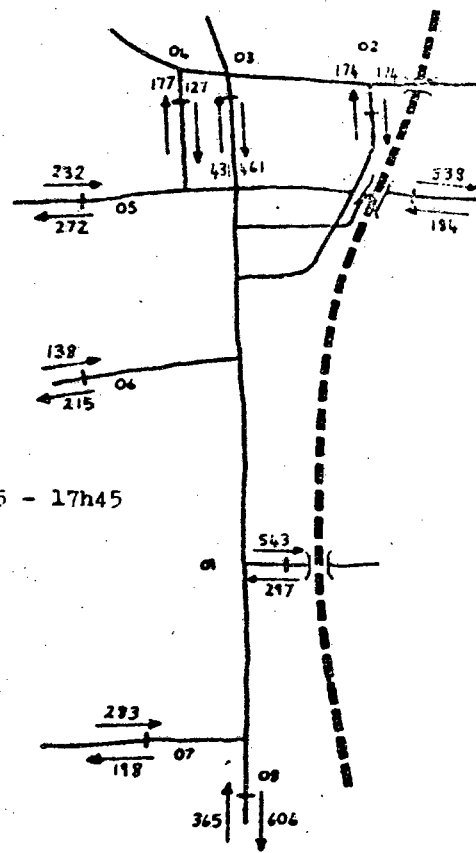
TUESDAY
07:00 - 09:00



TUESDAY
16:00 - 18:00



PEAK HOUR 07h30 - 08h30



PEAK HOUR 16h45 - 17h45

FIGURE B5.

FIGURE B6.

3.2 The parking areas are reasonably accessible from the west, but accessibility from the east is rather tortuous.

4. PEDESTRIAN MOVEMENT

Pedestrian movement is always based on major generators or attractors which in the case of Wynberg are:

- the Parking areas;
- the Bus termini;
- the Station; and
- the major retail outlets.

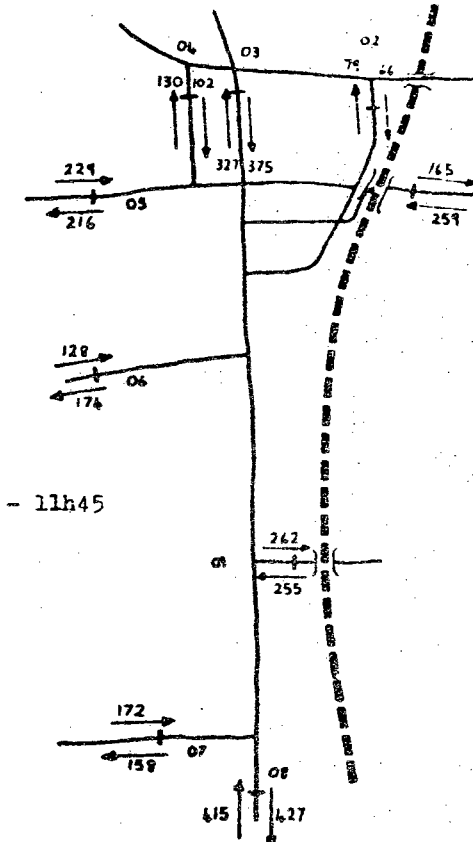
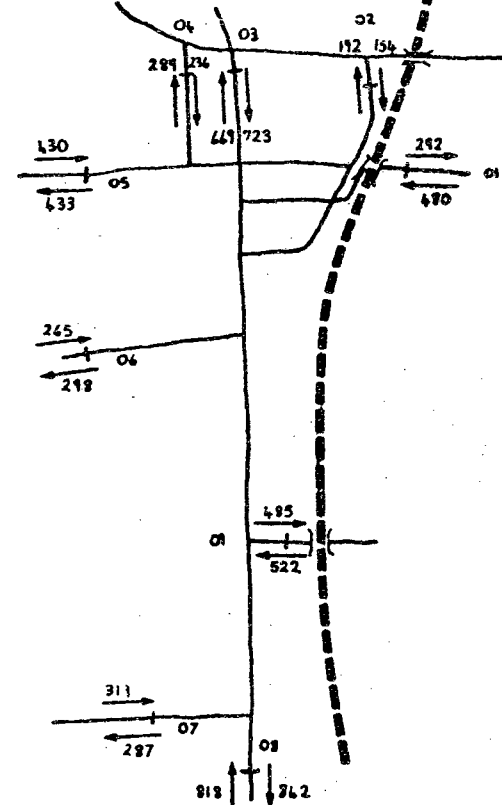
Figures B9, B10 and B11 show the volume of pedestrian flows at various locations in Wynberg, as found during the morning and evening peak periods and the mid morning.

4.1 In an attempt to determine the number of people in Wynberg a count was taken of people on the pavements of Wynberg between 10h00 and 11h00 on a Saturday in December. The results of this count are shown in Figure B12.

5. PUBLIC TRANSPORT

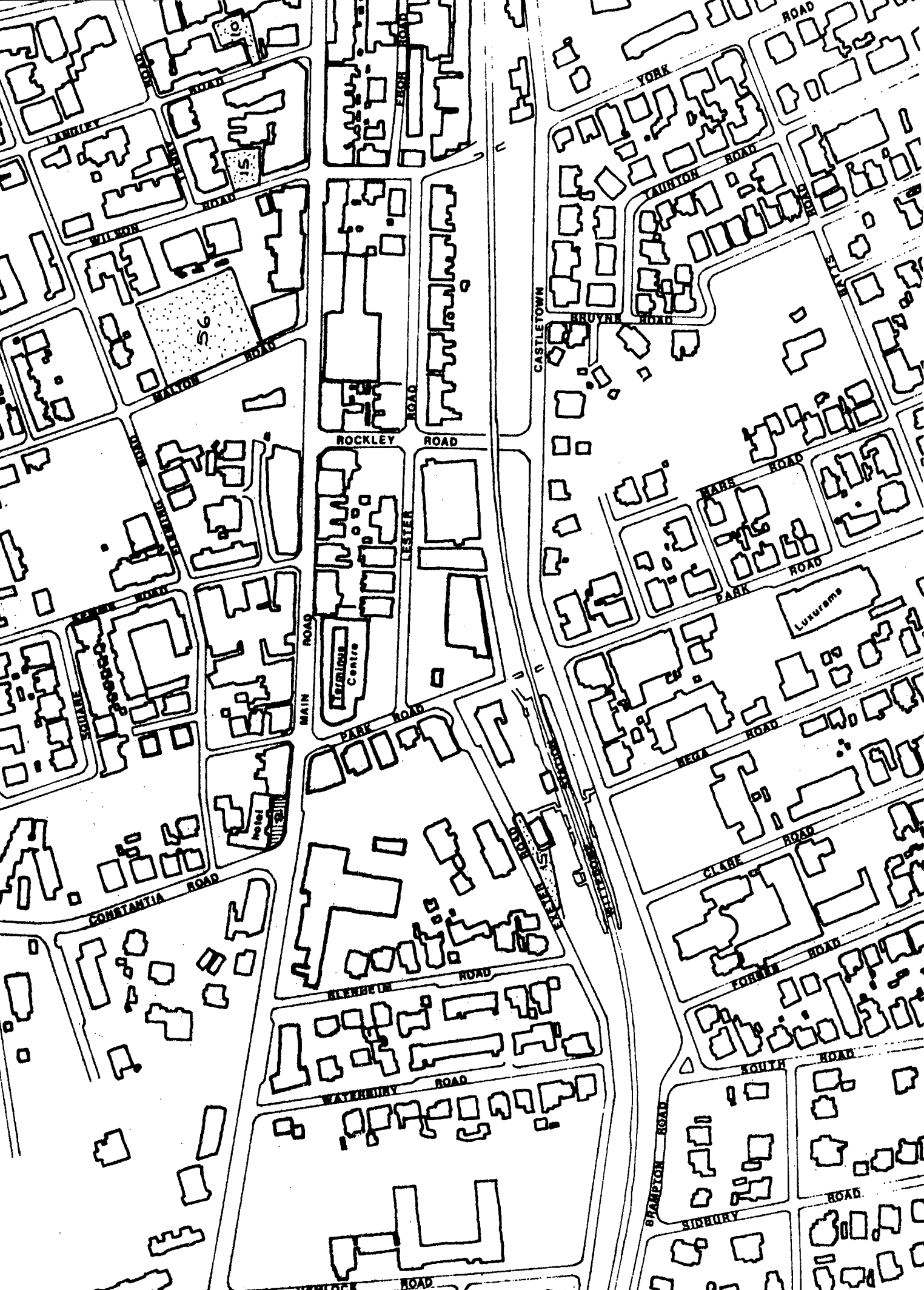
The Wynberg area is served by two railway stations, Wittebome and Wynberg and three bus termini, one on each side of Wynberg Station and one to the west of Wittebome Station.

- 5.1 The railway line serving Wynberg and Wittebome is the suburban line on which over 100 trains travel in each direction daily.
- 5.2 The bus terminus to the east of Wynberg Station serves the area east of Wynberg the large portion of which is occupied by people who public transport capture. The bus terminus to the west side serves a wider area to the west even as far as Hout Bay. These routes are shown on the Figure B14. The bus terminus near Wittebome Station is the traditional terminus of the Sea Point - CBD - Wynberg bus route along the Main Road.
- 5.3 The result of surveys carried out in the morning to determine the bus passenger traffic is summarised in Figure B15. This survey showed that over 2000 persons boarded buses in Wynberg between 07h00 and 08h30 while 4 500 persons alighted from buses in the same period in the Wynberg area.



PEAK HOUR 10h45 - 11h45

FIGURE B7



YORK ROAD

LAINTON ROAD

BRUGH ROAD

CASTLE TOWN

PARK ROAD

MAIN ROAD

ROCKLEY ROAD

LESTER ROAD

PARK ROAD

CONSTANTIA ROAD

BLEGBEIN ROAD

WATERBURY ROAD

SHAMPTON ROAD

SIDBURY ROAD

WILTON ROAD

MALTON ROAD

SQUARE

LIBERATION CENTRE

LUXOR

PARK ROAD

CLARE ROAD

FORMER ROAD

SOUTH ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

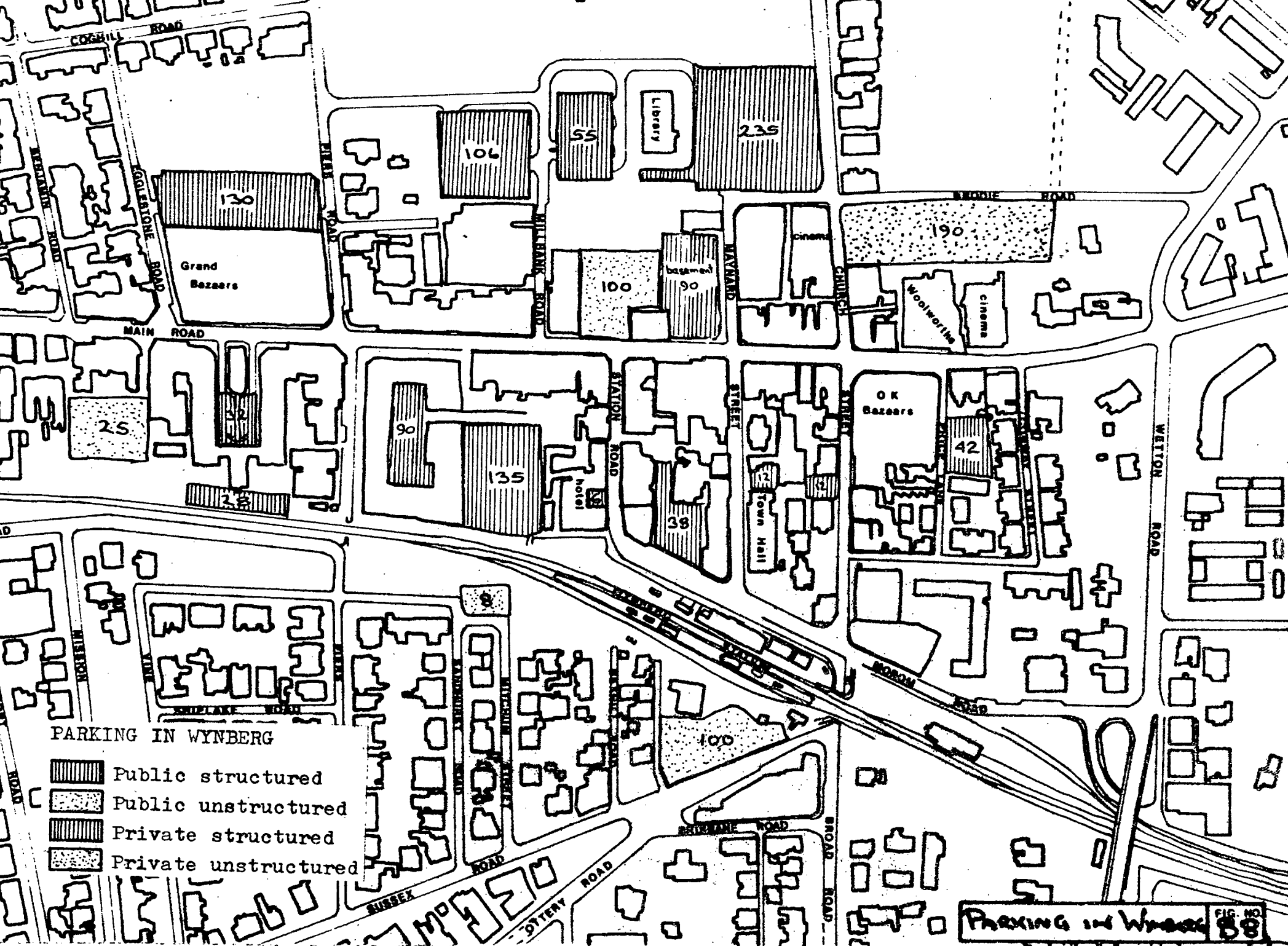
ROAD

ROAD





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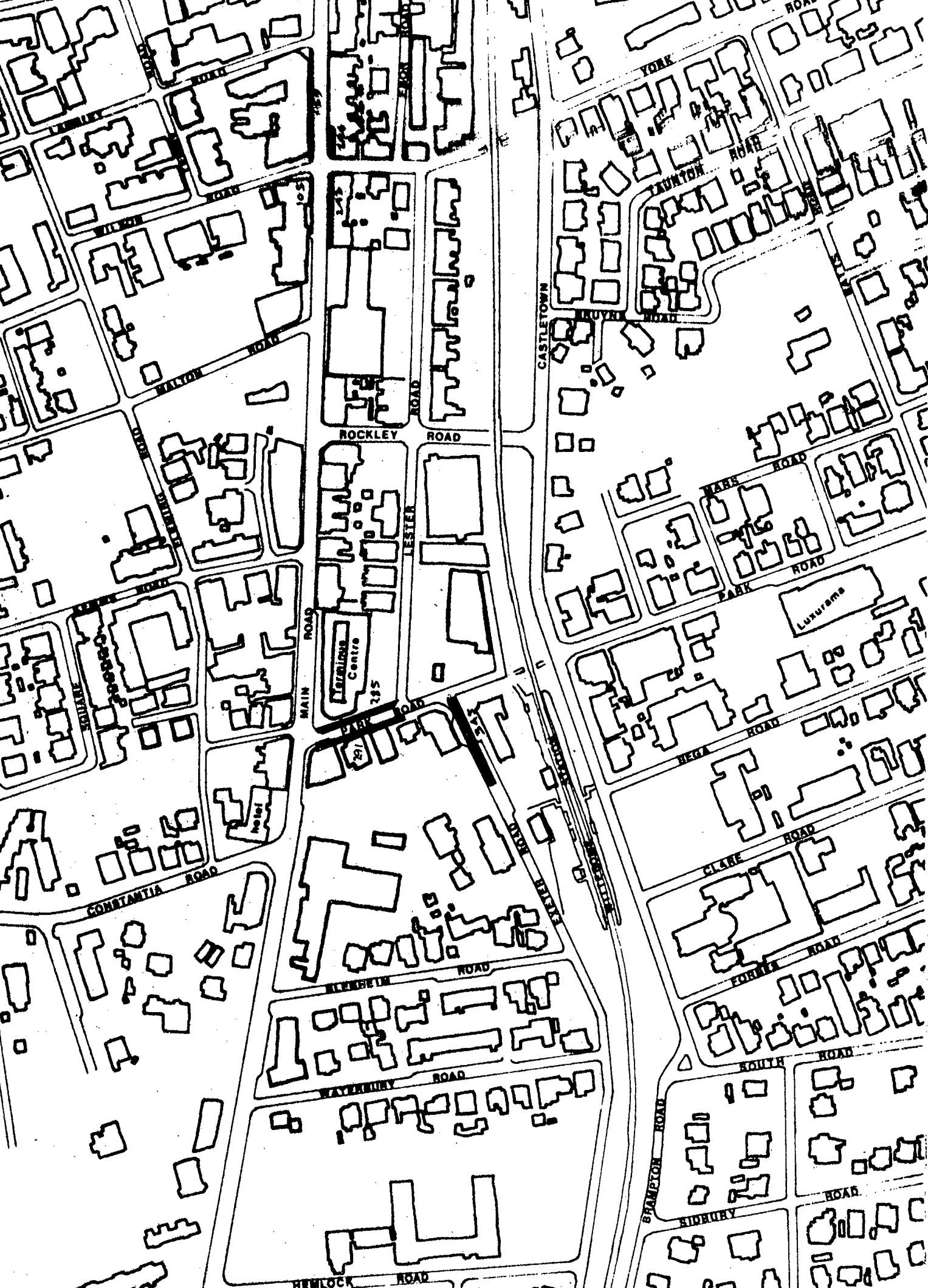
ROAD

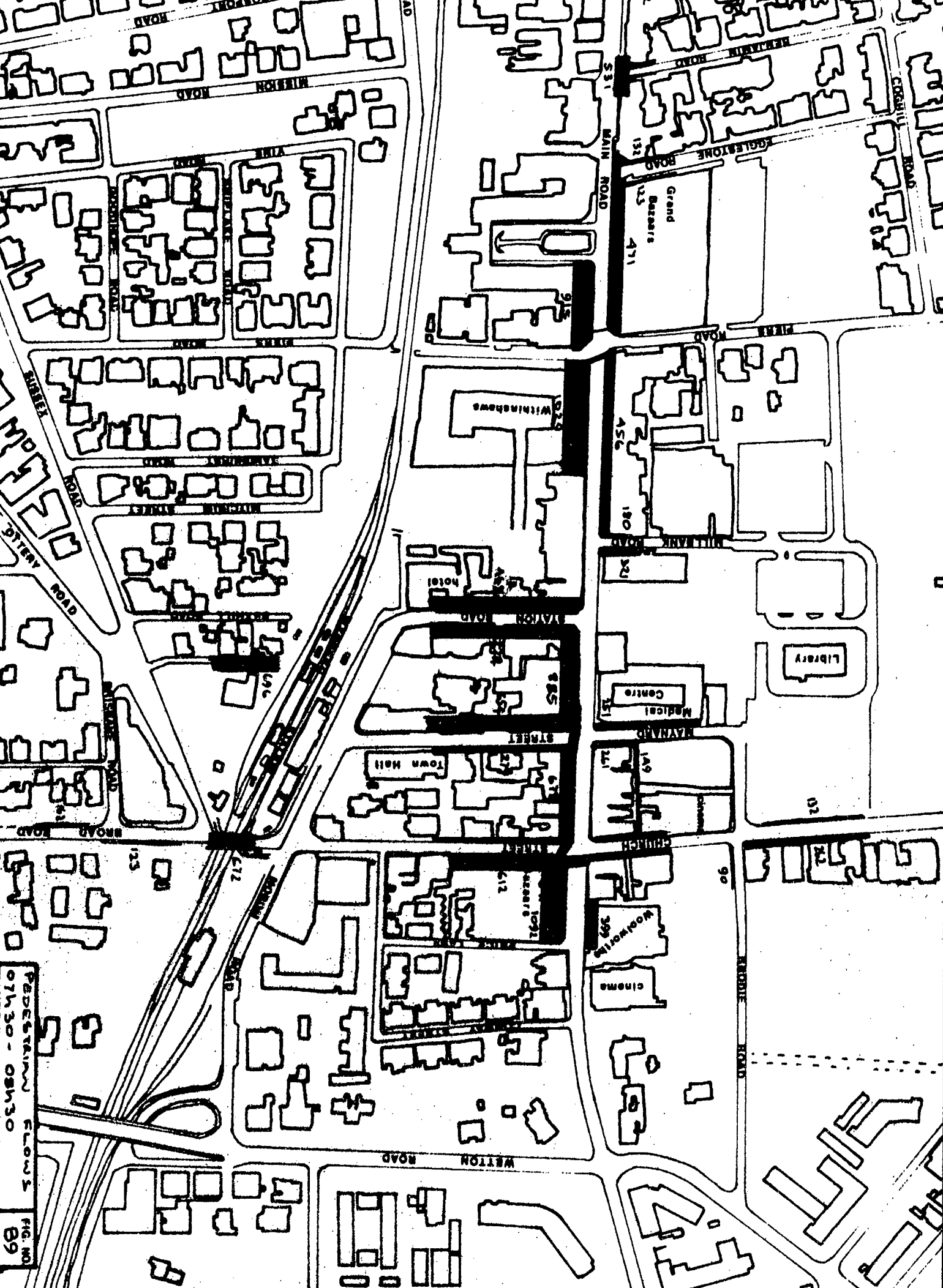
ROAD



PARKING IN WYNBERG

-  Public structured
-  Public unstructured
-  Private structured
-  Private unstructured





Pedestrian Flow
07h30 - 08h30
FIG. NO. 89

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

RAIN ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

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ROAD

ROAD

ROAD

ROAD

ROAD

ROAD

Grand Barbers
471

ASC
180

221

Medical Centre
25

21

21

21

21

21

21

21

21

21

21

21

21

21

21

Winnibow

Hotel

885

Town Hall

10921

Woolworths
397

Cinema

LIBRARY

51

90

WITTON ROAD

NEBOLE ROAD

COSSILL ROAD

BERKHAMPTON ROAD

EGGLESTONE ROAD

PIPER ROAD

MILLMARK ROAD

HAYWARD STREET

CHURCH STREET

WOODWORKING

WITTON ROAD

WITTON ROAD

WITTON ROAD

WITTON ROAD

WITTON ROAD

WITTON ROAD

WITTON ROAD

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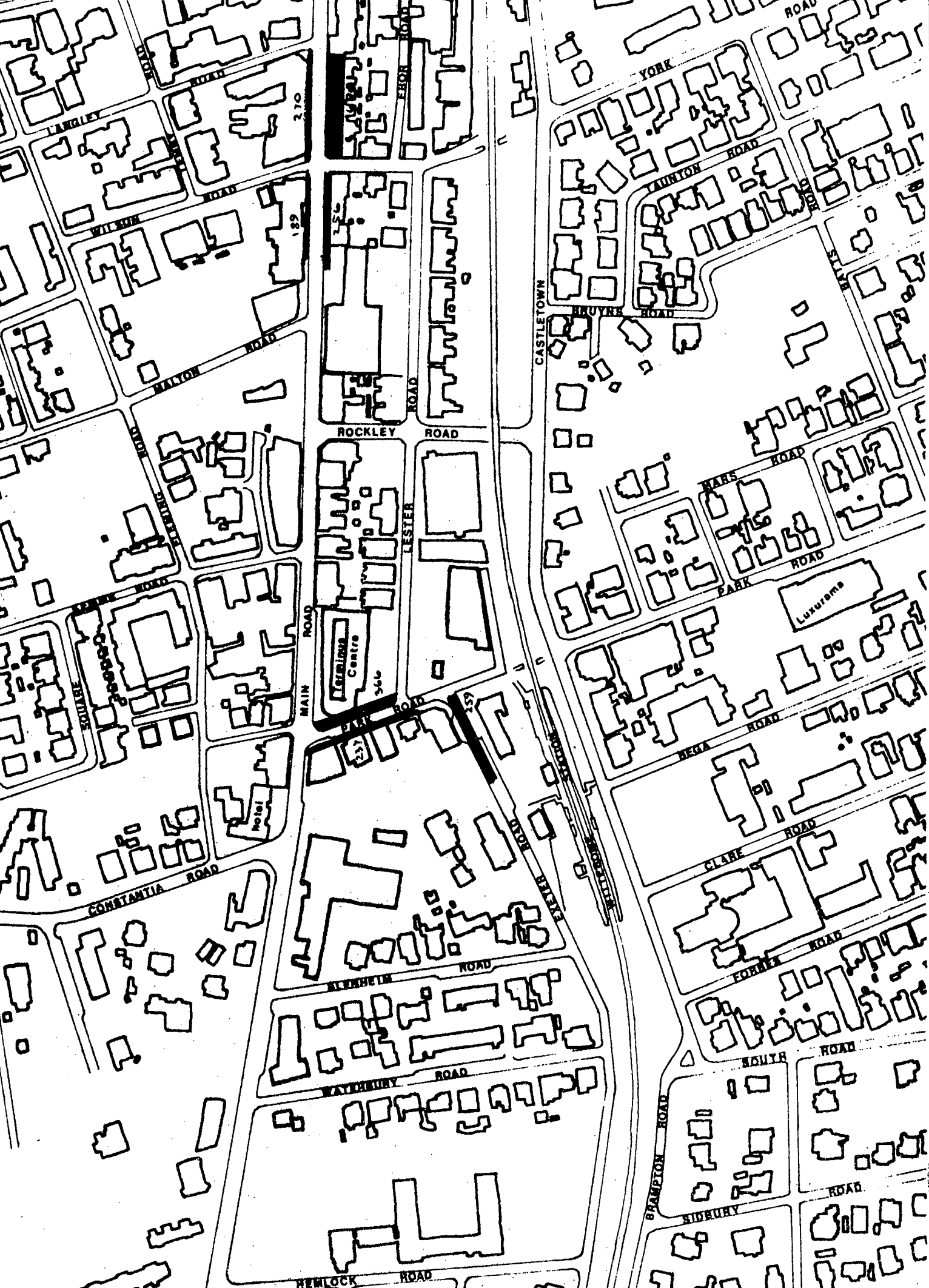
WITTON ROAD

WITTON ROAD

WITTON ROAD

WITTON ROAD

WITTON ROAD



LANGLEY ROAD

WILTON ROAD

MALTON ROAD

ROCKLEY ROAD

MAIN ROAD

PARK ROAD

LESTER ROAD

CONSTANTIA ROAD

ALKHEIM ROAD

WATERBURY ROAD

HEMLOCK ROAD

YORK ROAD

TAUNTON ROAD

BRUYERE ROAD

MARS ROAD

PARK ROAD

MEGA ROAD

CLARE ROAD

FORBES ROAD

NORTH ROAD

SHAMILTON ROAD

SIDBURY ROAD

210

189

256

366

253

253

Luxorino

210

189

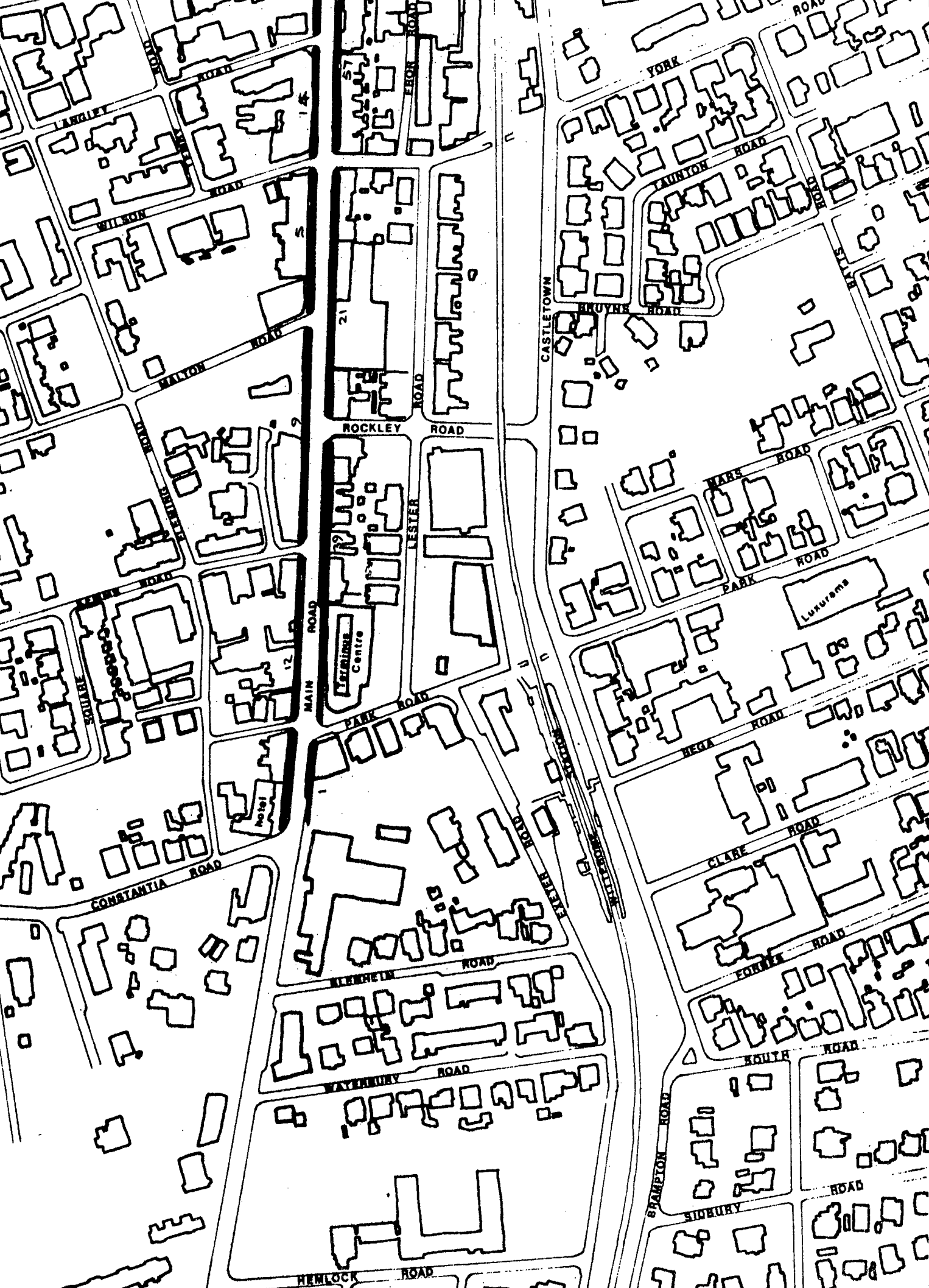
256

366

253

253

Luxorino



LANGLEY ROAD

WILSON ROAD

MALTON ROAD

ST. JAMES ROAD

SQUARE

CONSTANTIA ROAD

FOR ROAD

ROCKLEY ROAD

MAIN ROAD

PARK ROAD

KIRKHELM ROAD

MAYHEW ROAD

HEMLOCK ROAD

ROAD

LESTER

CASTLETOWN

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MARS ROAD

ROAD

MEGA ROAD

CLARE ROAD

FORNER ROAD

SOUTH ROAD

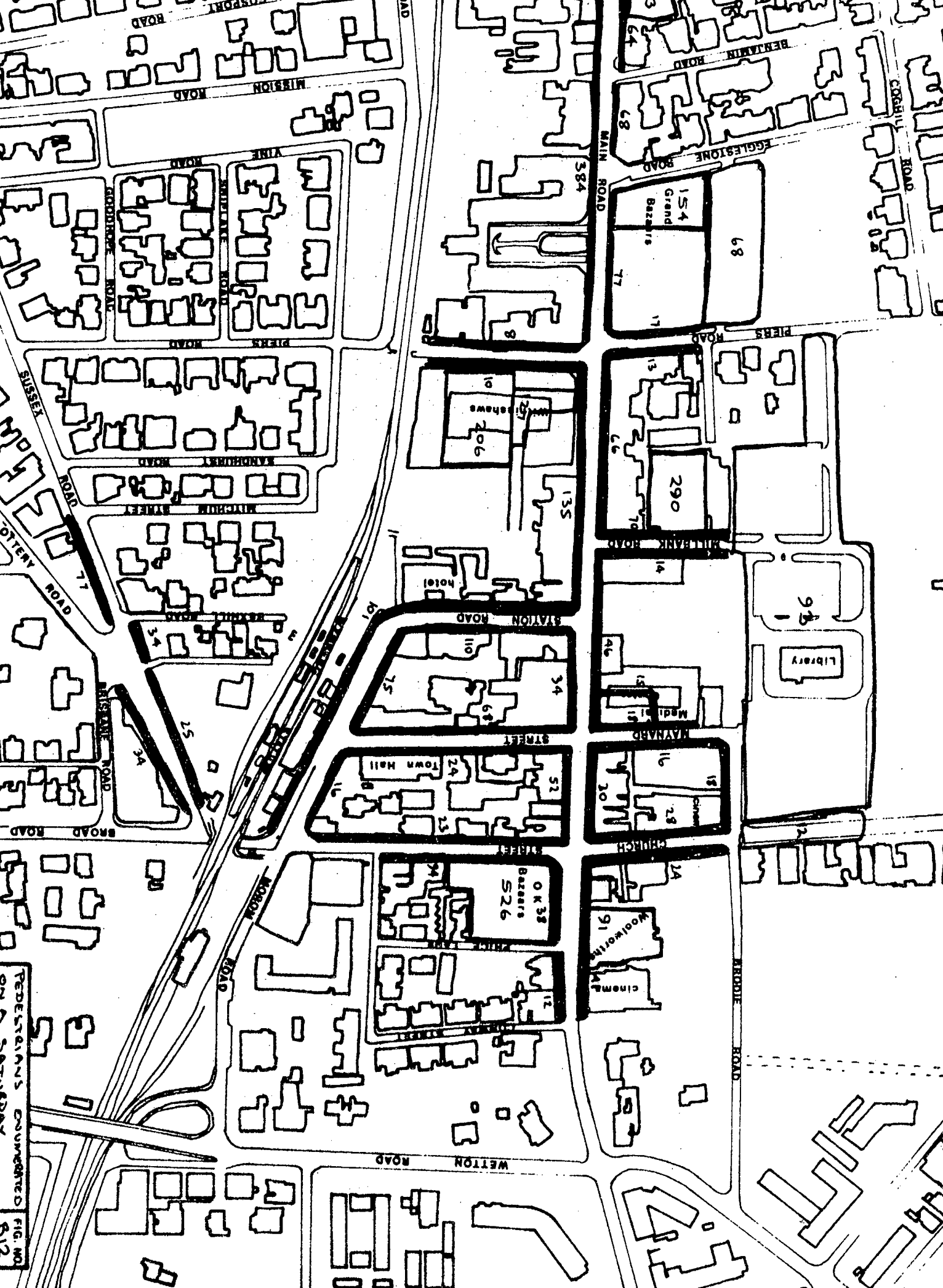
STAMPION ROAD

SIGNIFY ROAD

ROAD

TENNIS Centre

LUNENBURG



MISSION ROAD
ASPHORT ROAD

YIN ROAD
SHILKATE ROAD
GOODHOPE ROAD
PIERS ROAD

KANDLING ROAD
MITCHELL STREET

REKIND ROAD
34
25

BROAD ROAD
MILKANE ROAD
7.7

ROAD
ROAD
ROAD

ROAD
ROAD
ROAD

ROAD
ROAD
ROAD

384
8

135
19
206
10

STATION ROAD
HOTEL
34
110
75
68

STREET
52
24
23
26
TOWN HALL

OK 38
Bazaar's
526
12

WETTON ROAD
0

3
64
68
154
Grand Bazaar's
77
68

EGGESTONE ROAD
13
290
79
66

MILKANE ROAD
14
46
18
15
19
LIBRARY
94

LAVARD
16
28
20
18

BRIDGE ROAD
24
91
cinema
Woolworth's

ROAD
ROAD
ROAD

ROAD
ROAD
ROAD

PEDESTRIAN'S COURTMENTED
ON A SATURDAY
FIG. NO.
812

6. PROPOSED ROAD SCHEMES (Figure B)

Appendix C lists comprehensively all the plans presently to be found in the Town Planning Branch of the City Engineer's Department relating to Wynberg. The most significant proposals among the 200 plans are the road schemes for:

- Main Road
- Wynberg By-Pass
- South Road - Constantia Road
- Waterloo Road - Gabriel Road
- Castletown Road

6.1 Reviewing the historical development in the preparation of these plans might cast some light on the thinking behind the proposals and the present collection of plans.

It appears that the Main Road between Cape Town and Simonstown has always been considered as important. The proposal to provide an east west connector between Wetton Road and Carr's Hill Road was superseded when the proposal of the route by passing the business centre to the west was prepared. This proposal divided Maynardville into two halves while the widening of Main Road (to an average width of 26,000 m) was retained as a scheme. The alignment of this route was subsequently moved eastwards so that its effect on Maynardville would be reduced. The route remains nevertheless impressive in cross section having two lanes in each direction shoulders, and turning slots (an average width of 32,000m.). To this width is added various minor areas of parking distinctly cutting the centre off from the remaining residential area.

At the same time as these schemes were prepared a scheme to link Waterloo Road - Constantia Road - South Road and Rosmead Avenue was also prepared. This almost semi-circular route was subsequently modified into a north-south route (Waterloo Road - Alphen Hill Road - Gabriel Road) and an east west route (Constantia Road - South Road) which intersect to allow the change in direction of traffic movement.

The last major road scheme is a north-south route along Castletown Road parallel to the railway line which also provides access to the links across the railway line at Wetton Road, Church Road and Rockley Road as well as incorporating proposals for a bus terminus and parking facilities on the east of Wynberg Station.

6.2 While the road system away from the Wynberg centre appears at this stage to be warranted to cater for the metropolitan movement, there is an inadequate east-west link to the north of the centre and an abundance of road space near the heart of the centre for north-south movement.

7. DESIGN CRITERIA FOR TRAFFIC FACILITIES

This section provides a series of tables, figures and factors as an aid to any design and evaluation of any proposal. Many of the factors are not precisely those that will apply to Wynberg, nevertheless, they serve as a guide to the design.

The information is set out under the following eight headings:

- | | | |
|--|--|------------|
| 1. Effect of land use | - Traffic generation | Table B16 |
| | - Parking demand | Table B17 |
| | - Loading demand | Table B18 |
| 2. Vehicles | - Turning radii for cars, buses & trucks | Figure B19 |
| 3. Roads | - Cross sections | Figure B20 |
| | - Road capacities | Table B21 |
| 4. Parking | - Bay dimensions | Figure B22 |
| | - Parking layouts | Figure B22 |
| | - Parking garages | Figure B23 |
| 5. Loading | - On-street | Figure B24 |
| | - Off-street | Figure B24 |
| 6. Pedestrian | - Volumes | Table B25 |
| | - Speeds | |
| 7. Bikeways | - Design criteria | Table B26 |
| 8. Public Transport | - General comments | Table B27 |
| 9. Summary of Recommendations of the Driessen Report | | |

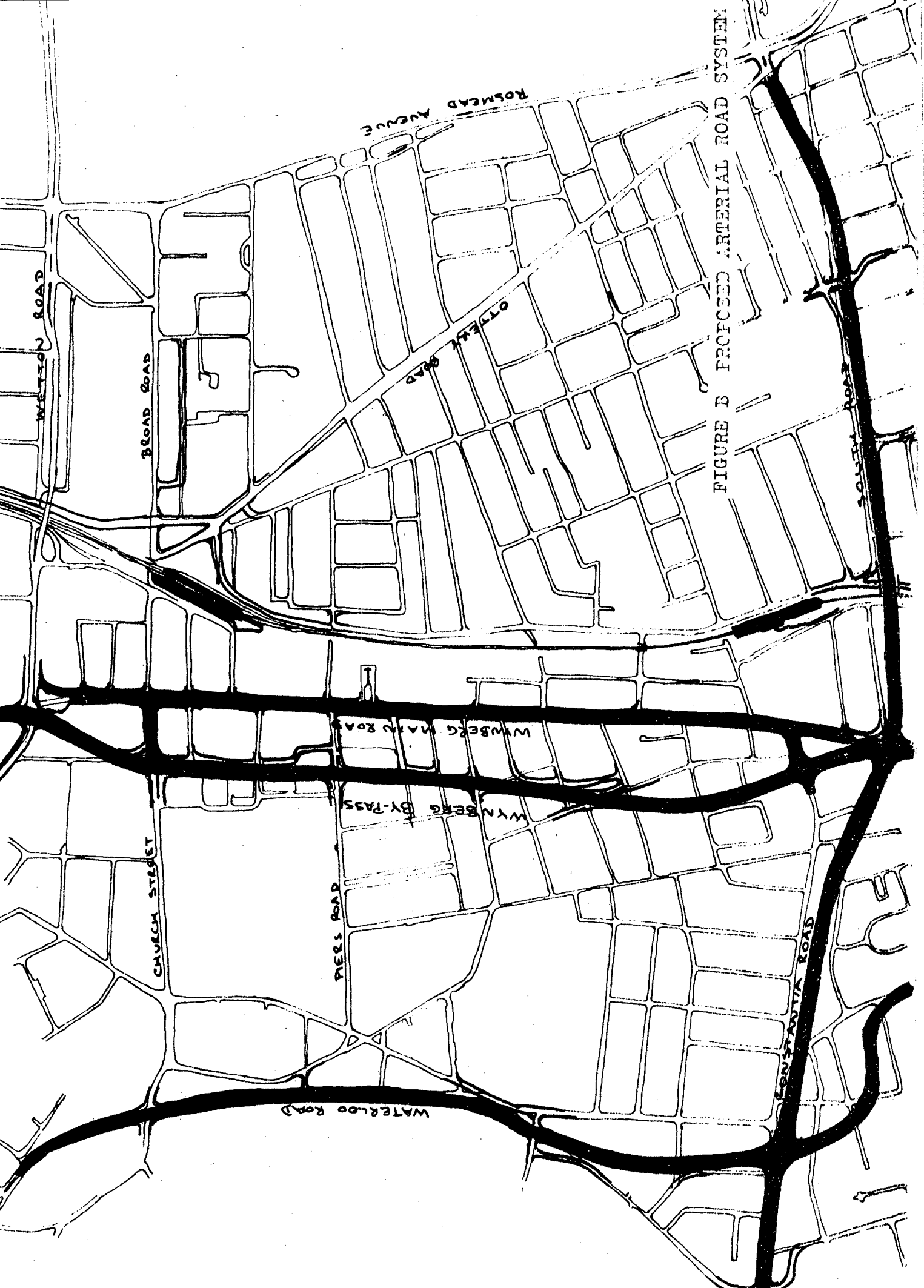


FIGURE B PROPOSED ARTERIAL ROAD SYSTEM

Land Use	Density	Traffic Generation Rate Daily Trips	Range (Typical)
Residential	Dwelling Units/Acre	Vehicle Trip Ends/Acre	Vehicle Trip Ends/Dwelling Unit
Low Density (Single-Family Homes)	1-5	5-65 (40)	7-12 (9)
Medium Density (Patio Houses, Duplexes, Townhouses)	5-15	40-150 (75)	5-8 (7)
High Density (Apartments)	15-60	85-400 (180)	3-7 (5)

Commercial	Site	Vehicle Trip Ends/Acre	Vehicle Trip Ends/1,000 sq ft Floor Area
Retail Commercial			
Neighborhood Retail (Supermarket)	10 Acres	800-1,400 (1,000)	70-240 (130)
Community Retail (Junior Department Store)	10-30 Acres	700-1,000 (900)	60-140 (80)
Regional Retail (Regional Shopping Center)	30 Acres	400-700 (600)	30-50 (40)
Central Area Retail	High Density	600-1,300 (900)	10-50 (40)
Highway-Oriented Commercial (Motels, Service Stations)	Low Density	100-300 (240)	4-12 (10)

Commercial	Floor Area Ratio (FAR)	Vehicle Trip Ends/Acre	Vehicle Trip Ends/1,000 sq ft Floor Area
Service Commercial (Office Buildings)			
Single-Story Building with Surface Parking	0.5: 1	120-1,200 (300)	6-60 (14)
Two-Story Building with Surface Parking	1: 1	240-2,400 (600)	6-60 (14)
Three to Four-Story Building with Deck Parking	2: 1	360-6,000 (1,200)	6-60 (14)
Three to Six-Story Building with Structure Parking	5: 1	1,200-12,000 (2,600)	6-60 (14)
High-rise Office Building with Structure Parking, over 10 Stories	10: 1	2,400-20,000	6-60 (14)

Industrial	Employees/ Acre	Vehicle Trip Ends/Acre	Vehicle Trip Ends/1,000 sq ft Floor Area
Highly Automated Industry; Low Employee Density (Refinery, Warehouse)	5	2-8 (4)	0.2-1.0 (0.6)
Light Service Industry; Single Lot Industry (Lumber Yard)	5-20	6-30 (16)	0.4-1.2 (0.8)
Industrial Tract (5 acres) (Machinery Factory)	20-100	30-160 (70)	0.6-4.0 (2.0)
Office Campus; Research and Development (Research Industry)	100	150-200 (170)	3-8 (4)
Mixed Central Industry; Small Industrial Plants	Varies	10-100	1-4

Land Use	Density	Traffic Generation Rate Daily Trips	Range (Typical)
Public and Semi-public Uses	Varies	Vehicle Trips Ends/Acre	
Schools and Colleges	No. of students	Colleges: 7-600 (60)	0.4-1.0 (0.8) veh. trip ends/student
Places of Public Assembly (Theater, Stadium, Convention Center)	No. in attendance		Stadia: 2 veh. trip ends/4 seats
Administration Facilities (City Hall, State Offices, Post Offices)	Floor area ratio	70-600 (200)	10-60 (20) veh. trip ends/1,000 sq ft Floor Area
Recreation Facilities (Park, Zoo, Beach, Golf Course)		Parks: 1-10 (4)	Golf course: 2-10 (8) veh. trip ends/acre
Terminals (Bus Terminal, Airport)		3-30 (15)	Local airport: 6-12 (8) veh. trip ends/ based aircraft
Hospitals	No. of beds	16-70 (40)	6-16 (10) person trip ends/bed

Traffic Generation of Major Land Uses

A million sq ft regional shopping center would produce the following typical traffic values:

Daily vehicles entering	18,000
Vehicles Inbound, P.M. rush hour	1,600
Vehicles Outbound, P.M. rush hour	1,800
Vehicles Inbound Peak Shopping Hour	2,700
Vehicles Outbound Peak Exit Hour	3,200

CAVENDISH SQUARE PARKING GARAGE

Saturday Peak Flow Rates

Inbound	412 v.p.h./1000 bays
Outbound	554 v.p.h./1000 bays

TABLE B16 TRAFFIC GENERATION.

Zoning and Planning Standard Guidelines for Parking

Land Use	Parking Spaces/Indicated Unit				
	Unit	Zoning Requirements	Parking Space Needs	Planning Standard	Recommended Minimum Standard
Residential					
Single-family	Dwelling	1-2	0.5-2.0	1-2+	2
Multifamily	"	0.4-0.5	0.3-2.0	0.7-2.0	
Efficiency		and up			1.0
1 and 2 bedrooms					1.5
3 or more bedrooms					2.0
Hospital	Bed	0.25-1.40	0.60-1.40	1.0-1.4	1.2
Auditorium, theater, or stadium	Seat	0.08-0.25	0.08-0.50	0.25-0.33	0.3
Restaurant	Seat	Variable	N.A.*	0.33-0.50	0.3
Industrial	Employee	"	Variable	0.33-0.50	0.6
Church	Seat	0.10-0.33	N.A.*	0.20-0.33	0.3
College-university	Student	Variable	0.4-0.6	0.5-0.7	0.5†
Retail	1,000 sq ft (gross floor area)	1.5-3.0	1.5-8.0	2.0-8.0	4.0
Office	1,000 sq ft (gross floor area)	Variable	2.9-4.0	2.0-5.0	3.3
Shopping center	1,000 sq ft (gross leasable area)				5.5
Hotels, motels	Rooms and employees				1.0 per room and 0.5 per employee
Elementary-Junior High School	Classroom				1.0
Senior High School	Student and staff				0.2 per student and 1.0 per staff

*Not available.

†With auto access only (0.2 with good transit access).

Sources: Wilbur Smith and Associates, under commission from the Automobile Manufacturers Association, "Parking in the City Center, 1965, pp. 64-67. Parking Principles, Highway Research Board, Special Report No. 125, 1971, pp. 34-39.

**Average Distance Walked from Parking Place to Destination
Classified by Trip Purpose**

Population Group of Urbanized Area	Trip Purpose			
	Shopping (ft)	Personal Business (ft)	Work (ft)	Other (ft)
10,000-25,000	200	200	270	190
25,000-50,000	280	240	400	210
50,000-100,000	350	290	410	260
100,000-250,000	470	390	500	340
250,000-500,000	570	450	670	380
500,000-1,000,000	560	390	650	500

Source: Parking Principles, p. 15.

TRUCK BERTH CRITERIA FOR COMMERCIAL AREAS

Floor Area sq.m.	No. of berths
under 800	1
800 - 2 500	2
2 500 - 5 000	3
5 000 - 10 000	4
10 000 - 20 000	5
each additional 20 000	1

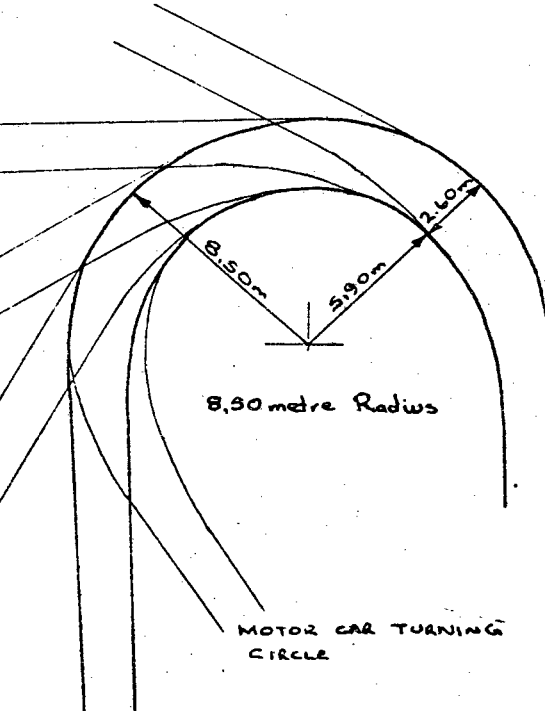
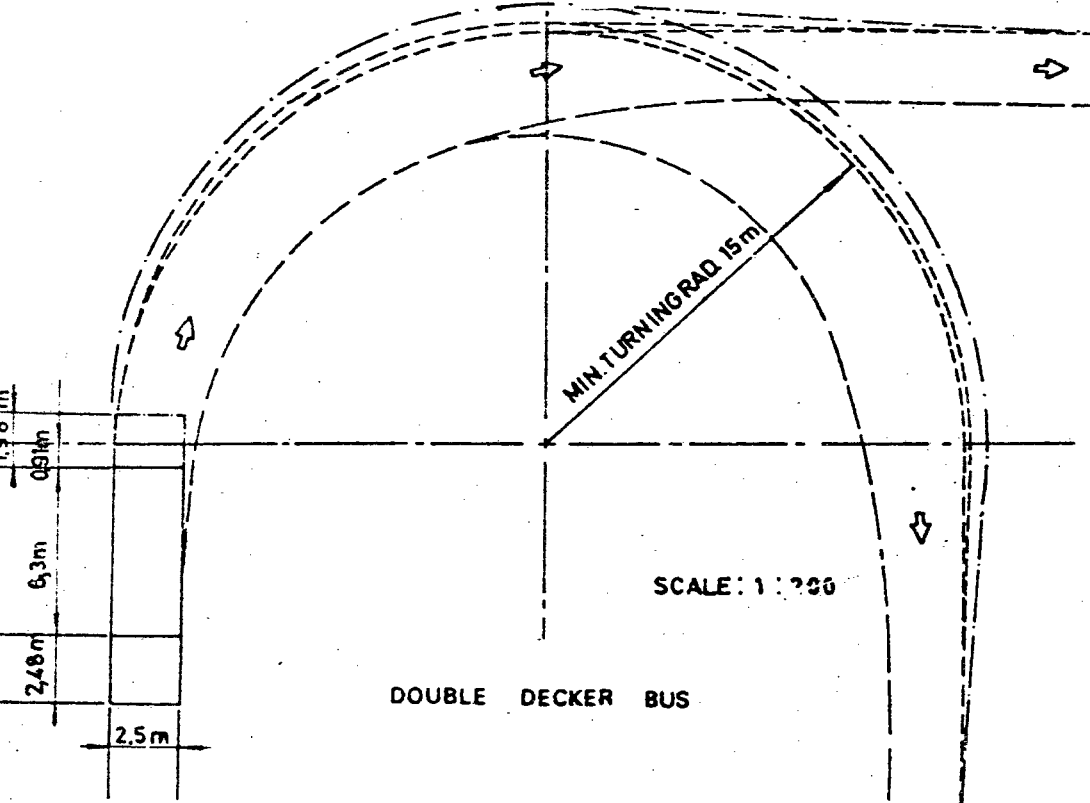


FIGURE B19.
TURNING CIRCLES FOR
CARS, BUSES AND TRUCKS.

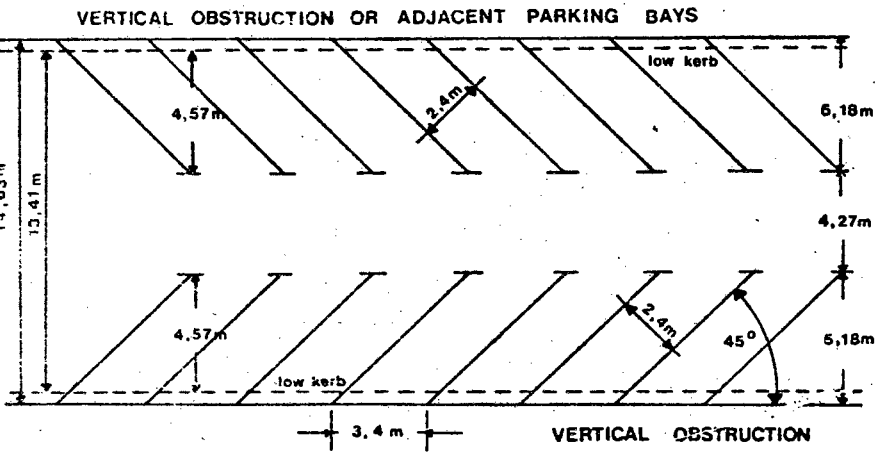
**MUNICIPAL
CROSS - SECTIONS**

Figure 2-311.1A
July 1974

CLASS	MIN. ROAD RESERVE	BASIC DIMENSIONS (Metres)
A(i)	19m 20m des.	4,3 + 10,4
A(ii)	19m 20m des.	3,0 + 7,4
B(i)	19m 20m des.	3,0 + 2,8 + 7,4
B(ii)	19m 20m des.	2,4 + 14,2
C	25m	2,3 + 20,4
D	30m 32m des.	3,0 + 7,7 + 4,4
E(i)	28m	1,9 + 9,9 + 4,4
E(ii)	32m	3,3 + 10,5 + 4,4
F	40m	3,0 + 7,4 + 7,6
G(i)	40m	3,0 + 11,4 + 4,4
G(ii)	40m	3,9 + 13,9 + 4,4
H	45m	3,0 + 11,1 + 7,6

FIGURE B20. ROAD CROSS SECTIONS.

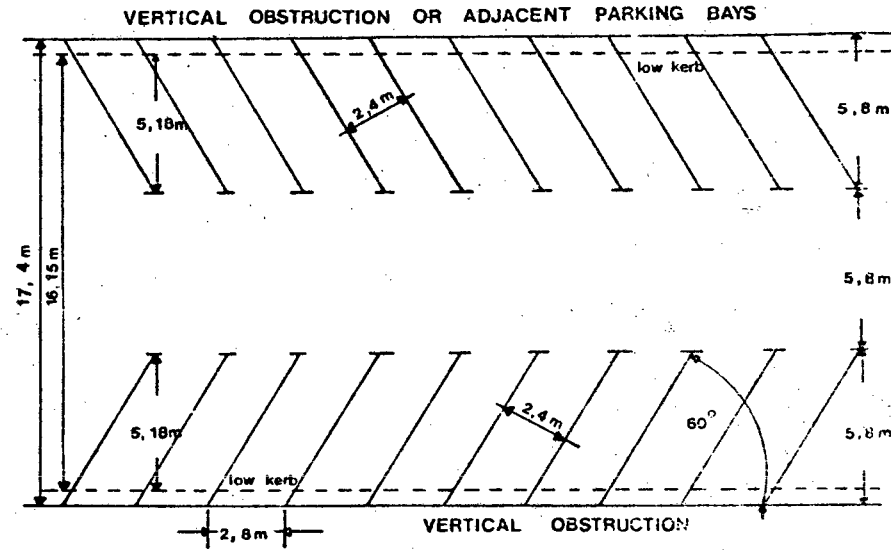
45° PARKING



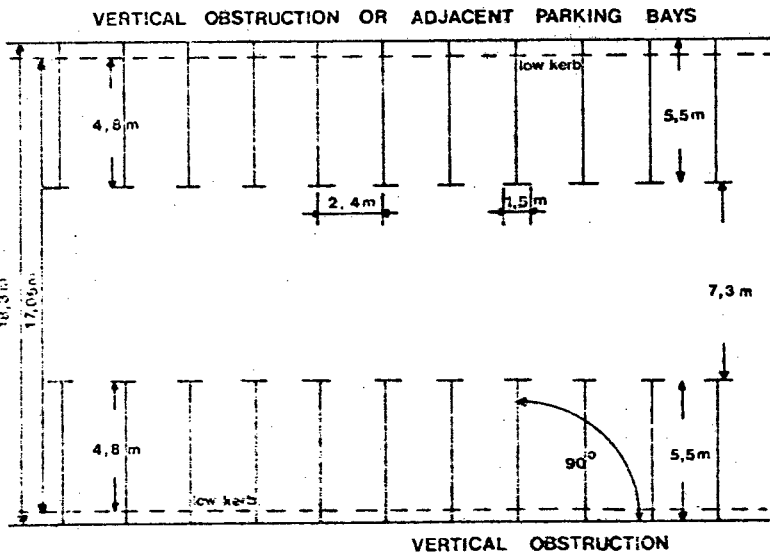
GENERAL NOTE

WHEN LOW KERBS (0,15m OR LESS) ARE USED TO DEMARCATATE THE PARKING AREA, THE OVERALL WIDTH MAY BE REDUCED AS SHOWN.

60° PARKING



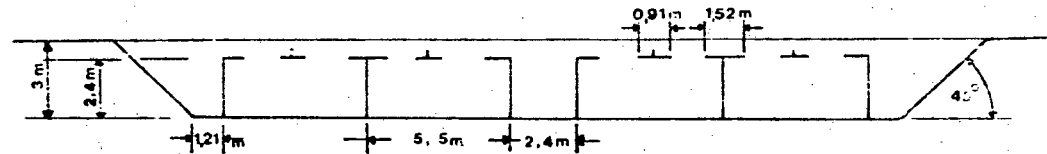
90° PARKING

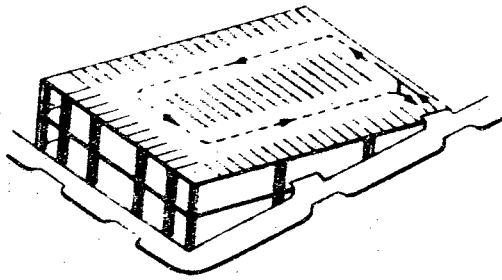


NOTE :

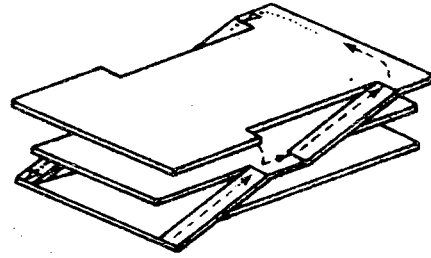
AISLE WIDTH MAY BE REDUCED TO 6,7m IF WIDTH OF STALL IS INCREASED TO 2,58m

KERB-SIDE ENBAYMENTS

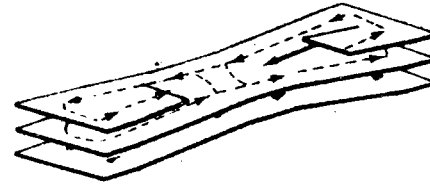




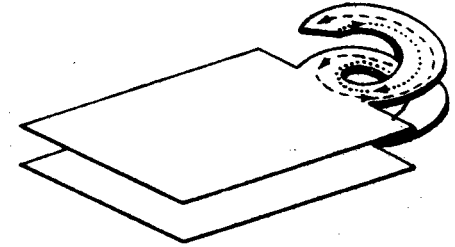
(a) Multilevel parking without ramps



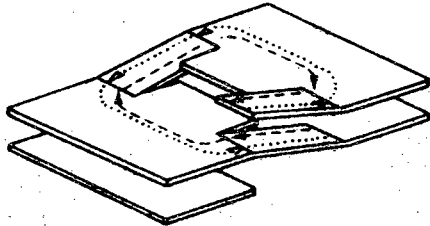
(b) Straight one-way up and down ramps



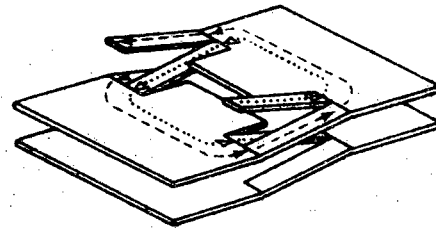
(g) Double ramped floor with one-way traffic



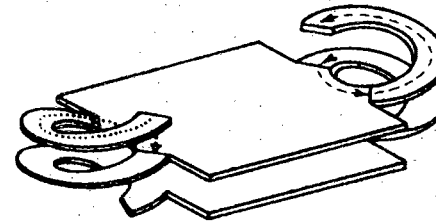
(h) Helical ramp with two-way traffic



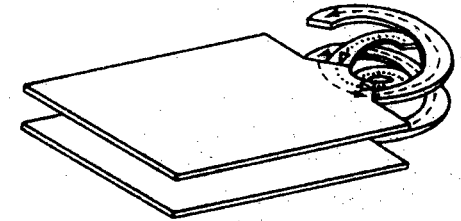
(c) Straight two-way ramps split-level design



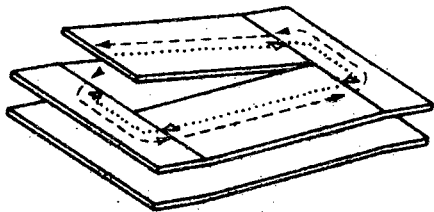
(d) Straight one-way ramps split-level design



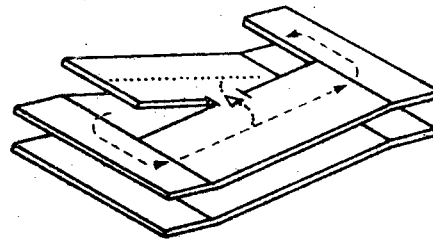
(i) Helical one-way ramp at each end



(j) Interlocking helical one-way ramps at one end



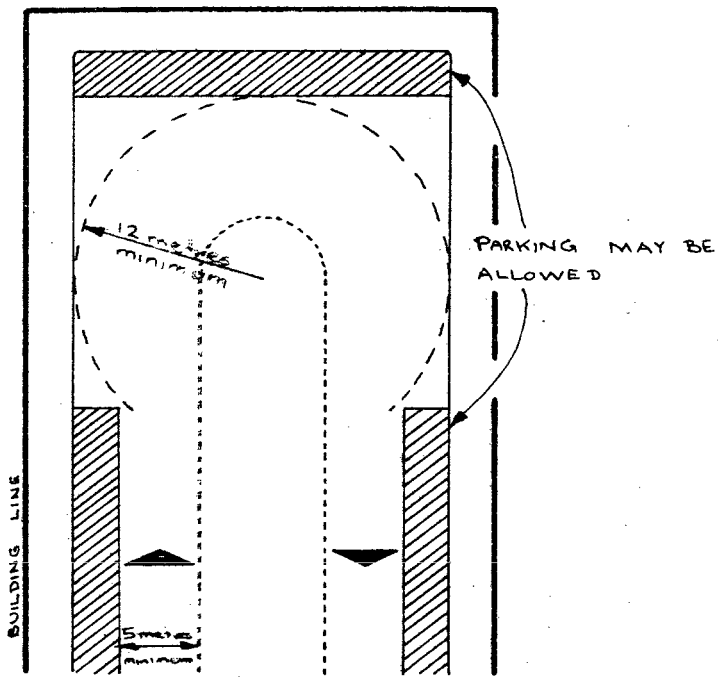
(e) Ramped floor with two-way traffic (sloping floor)



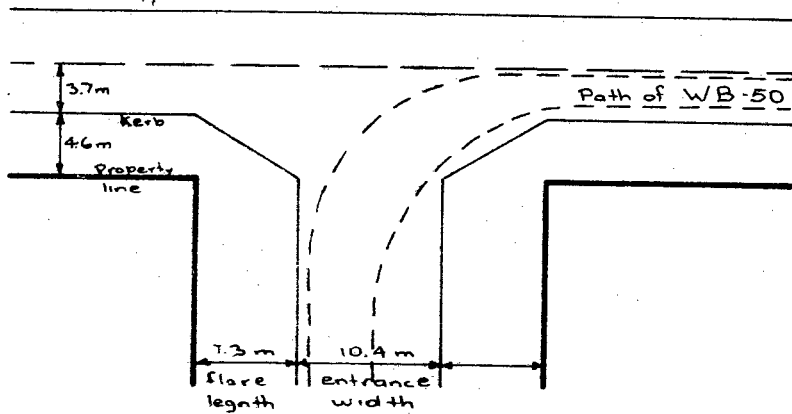
(f) Ramped floor with one-way traffic

Figure 15.3. Ramp systems.[Sources: Roti, R. F., (a, c, f, g, h) *Square Foot Cost Averaging Principle for Parking Structures*, National Parking Association, pp. 7-9, and Kloss, D., (b, d, c, i, j) *Metropolitan Parking Structures*, (New York, N.Y.: Frederick A. Praeger, 1965), pp. 30-31.]

FIGURE B23. PARKING GARAGES.



SERVICE YARD DIMENSIONS



DRIVEWAY REQUIREMENTS TO ACCOMMODATE WB-50 DESIGN VEHICLE

FIGURE 324. LOADING FACILITIES

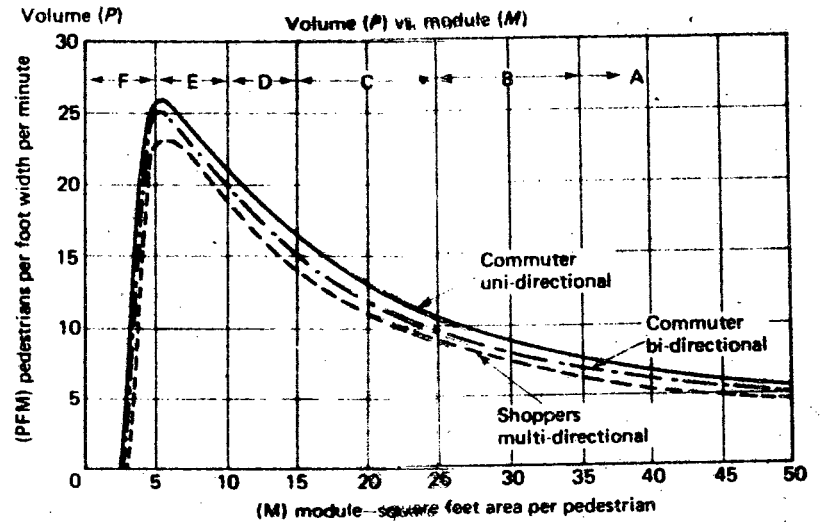


Figure 3.13. Level of service standards for walkways. (Source: John J. Fruin, *Pedestrian Planning and Design*, Metropolitan Association of Urban Designers and Environmental Planners, Inc., New York, 1971, p. 78.)

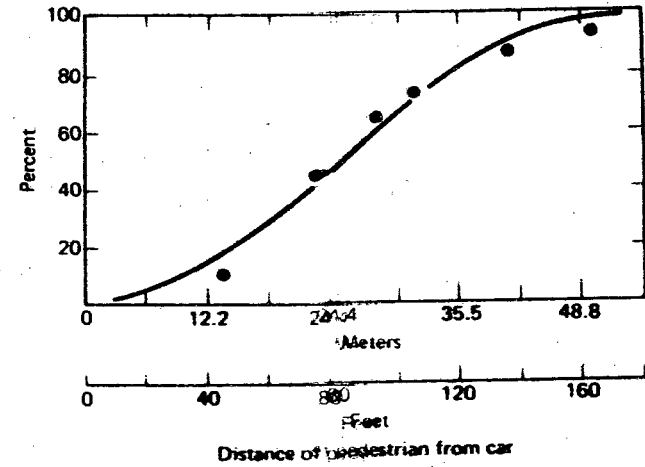


Figure 3.12. Percent of pedestrians accepting gaps of given size in crossing. (After Jacobs, 1968.) (Source: Robert B. Slight, "The Pedestrian," p. 237.)

FIGURE 325. PEDESTRIAN MOVEMENT

MAXIMUM SERVICE VOLUMES UNDER IDEAL CONDITIONS ON FREEWAYS

LEVEL OF SERVICE	OPERATING SPEED (KM/HR)	MAXIMUM VOLUME PER LANE V P H
A	100	1 000
B	90	1 500
C	80	1 800
D	60	1 800
E	60	2 000
F	50	2 000

BIKEWAYS DESIGN CRITERIA

Design speed 30 km/hr
 Minimum radius 20 m with 2% superelevation
 Minimum width 2.5 for two way bikeway
 2.0 for one way bikeway

Minimum side clearance 0,6 m
 Minimum vertical clearance 2,5 m

Grades Maximum 4.5%
 Desirable level to 2%

Stopping sight distance

SPEED (KM/HR)	STOPPING SIGHT DISTANCE (M)
10	8
20	20
30	35
40	50
50	75

MAXIMUM LANE SERVICE VOLUMES ON URBAN ARTERIALS BASED ON 50% CYCLE SPLIT AND AVERAGE DENSITY SPEED CRITERIA

LEVEL OF SERVICE	OVERALL AVERAGE TRAVEL SPEED (KM/HR)	DENSITY V P M	APPROXIMATE VOLUME PER LANE (V P H)
A	50	10	300
B	40	20	500
C	30	30	600
D	25	45	675
E	15	75	750
F	15	75	variable

ONE WAY AND TWO WAY CAPACITY OF BIKEWAYS AS A FUNCTION OF THE NUMBER OF LANES

TRAFFIC DIRECTION	NUMBER OF LANES	RANGE OF ESTIMATED CAPACITY BICYCLES/HOUR
One way	1	1700 - 2530
One way	2	2000 - 5000
One way	3	3500 - 5000+
Two way	1	850 - 1000
Two way	2	500 - 2000
Two way	3	1700 - 5000
Two way	4	4000 - 10000

CHAPTER 1.—SUMMARY OF MAJOR FINDINGS AND RECOMMENDATIONS

1.1 The urban transport problem in the Republic (Chapter 3).

1.1.1 The causes of the urban transport problem in the Republic may be traced to factors associated with the rapid economic development of the country and the urbanisation of the population. Of special importance have been the increase in the use of cars, the growth in incomes, the prevalence of low density housing, the high density of employment in central and certain other urban areas, the concentration of traffic during peak periods of the day, the losses suffered on public transport, and the financial problems faced by local authorities.

1.1.2 The "dualism" in the South African economy, which is also reflected in urban transport, leads to the conclusion that the transportation of people in the urban areas of the Republic resolves largely into two distinct sets of problems, viz. those relating to the transportation of Whites and of Non-Whites. A third set of problems, associated mainly with the transportation of goods, may be distinguished. (Par. 3.14.3.)

1.1.3 The high ownership rate of cars by Whites, and the relatively low ownership rate of Non-Whites, have been basic factors in determining the nature and pattern of urban transport problems in the Republic. The anticipated rapid increase in the ownership of cars by Non-Whites will have a significant impact on urban transport in the coming decades. (Par. 3.14.2.)

1.1.4 The phenomenon of daily peaks in urban transport results in (a) traffic congestion which involves the community in excessive "socio-economic costs" emanating from traffic delays, and (b) additional investment in transport facilities which are required to cope with peak period traffic. This raises the question of the savings which could be effected if the peaks could be "flattened". (Par. 3.14.6.)

1.1.5 A matter for concern is the substantial current losses suffered on public transport in the major cities of the Republic. This is particularly serious in view of the financial problems experienced by local authorities during the postwar period. (Par. 3.14.7.)

1.1.6 The environmental and safety aspects of urban transport merit special attention in the Republic, even though they may be less serious than in the major cities overseas, because they intimately affect the quality of life of a large part of the population. (Par. 3.14.8.)

1.1.7 The full impact of the fuel crisis cannot be clearly assessed yet, but a slight diversion to the use of public transport has been discernible in the major cities of the Republic. (Par. 3.14.9.)

1.2 Urban Transport Planning and Policy Formulation (Chapter 4).

1.2.1 The future development of urban transport in the major urban areas of the Republic should be properly planned within the framework of a system of regional and city planning, which should logically be co-ordinated on a national basis by the Department of Planning and the Environment. Urban transport planning should be broadly directed and co-ordinated by the National Transport Commission, and implemented by means of the administrative machinery described in Chapter 8 and set out in Chart 4. (Par. 4.6.1.)

1.2.2 *Recom.* The Committee believes that the planning for, and provision of, adequate urban transport facilities should be assigned a prime rating in the ordering of national economic priorities in the Republic. (Par. 4.6.2.)

1.2.3 *Recom.* The functions of the National Transport Commission should be extended to include the formulation of urban transport policies, and broad supervision over and co-ordination of all matters relating to urban transport in the Republic. For this purpose three additional members conversant with urban transport problems should be appointed to the Commission. Of those, one should be the Commissioner for Urban Transport, who would be in charge of an Urban Transport Division created in the Department of Transport, the second should represent the South African Railways, and the third should represent the broad public. (Par. 4.6.3.)

1.2.4 *Recom.* In order to ensure co-ordinated urban transport in a metropolitan area, a Metropolitan Transport Advisory Council should be established by the Administrator in any metropolitan area which merits such an organisation in the view of the Administrator as well as the National Transport Commission. Such a Council should advise the Administrator on all aspects of the planning and co-ordination of urban transport within the area, and should also serve as a forum for an exchange of views on these matters by the three tiers of government, private commerce and industry. In order to ensure proper co-ordination with the work of the Metropolitan Transport Advisory Councils, representation should be given to the latter on the Central Guide Plan Committees or Metropolitan Planning Councils which the Department of Planning and the Environment is setting up in the major urban areas. (Par. 4.6.6.)

1.3 Long-term Remedial Measures (Chapter 5).

1.3.1 *Recom.* Bodies and institutions at all levels associated with land use and transport planning must assign the highest priority to urban transport requirements by establishing in advance the extent of, and maximum densities and bulk factors envisaged for key business and employment areas in order to ensure the provision of adequate transport facilities, and thus to obviate the need for resorting to excessive investment in such facilities at a later stage in order to keep city centres "alive". The precept of reducing the need for transportation to a minimum should be applied as far as possible. (Par. 5.3.10.)

1.3.2 *Recom.* Higher densities should be promoted in urban residential housing, and local as well as provincial authorities should give much more weight to this factor in the layout of future suburbs. (Par. 5.3.12.)

1.3.3 *Recom.* In the planning of Non-White residential and working areas, attention should be given to the reduction, as far as practicable, of the relatively long distances and time involved in the daily transportation of Non-Whites, as such reduction would entail savings on transport costs and promote productivity as well as contentment of the labour force. (Par. 5.3.15.)

1.3.4 *Recom.* Planning authorities should freeze existing maximum bulk factors in the central urban areas of the major metropolitan areas, and these maxima should be increased only after the authorities have satisfied themselves that the anticipated transport facilities will be adequate. Bulk factors should be specified in urban transport plans submitted to the National Transport Commission. (Par. 5.4.6.)

1.3.5 *Recom.* All buildings erected by public authorities, including the Central Government, should be subject to the above restrictions, and should comply with the provisions of town planning schemes and bulk factors applicable to the area. Public buildings should be sited with due regard to their accessibility and where they do not add to the urban transport problem. (Par. 5.4.7.)

1.3.6 *Recom.* Properly conceived urban transport plans for the major metropolitan areas should be submitted for approval to the National Transport Commission by the provincial administrations, and authorities implementing such plans should qualify for grants and subsidies, as indicated in various recommendations in this Report. (Par. 5.5.10.)

1.3.7 *Recom.* Provisional maximum increases of 30-35 and 100-110 per cent over 1970 should be set as targets for White car travel in the major urban areas in the years 1980 and 2000, respectively, but these targets should be subject to continuous review in the light of changing circumstances. (Par. 5.5.11.)

1.3.8 *Recom.* Provisional maximum increases of 70-80 and 200-250 per cent over the relatively low 1970 figure should be set as targets for Non-White car travel in the major White urban areas, excluding Non-White residential and business areas, in the years 1980 and 2000, but the targets should be subject to continuous review in the light of changing circumstances. (Par. 5.5.12.)

1.3.9 *Recom.* The expansion of taxi services must be regarded as a necessary adjunct to the development of more adequate public transport services, especially distribution services, in the major urban centres, but the number of licences which are issued in each centre for White and Non-White transport should be subject to continuous review in order to keep these as close to an optimum as possible. Taxis should be encouraged to operate on a roving basis in central areas, unless the saving of fuel or other factors should indicate otherwise. (Par. 5.6.6.)

1.3.10 *Recom.* The National Transport Commission should ensure that proper and adequate provision is made for the expansion of bus and other transport services for Whites and Non-Whites in the urban transport plans submitted to it for approval. Full cost comparisons with other modes of transport should be made when new, or expansions in, bus services are contemplated. (Par. 5.7.8.)

1.3.11 *Recom.* Grants amounting to 50 per cent of the costs of capital equipment and 60 per cent of the cost of land and construction of roads and related amenities, such as bus depots, required to replace and improve bus facilities under approved urban transport plans, may be authorised by the National Transport Commission. Such grants must not, however, be payable on equipment and facilities used solely for services which are already subsidised by the Government. (Par. 5.7.10.)

1.3.12 *Recom.* Local authorities should be eligible for grants of 60 per cent on the construction and expropriation costs of expressways and arterials, including alterations to services, which have to be built as part of an urban transport plan approved by the National Transport Commission. The above rate should, however, be reviewed when new schemes are submitted for approval. (Par. 5.8.9.)

1.3.13 *Recom.* The circumstances under which railways offer special advantages for urban transport, especially where rapid face-haul mass transport is

required, indicate that urban railways will continue to play an important role in transportation between high-density areas. However, proper cost comparisons should be made with other modes of transport when the construction of new lines is considered for urban transport purposes. (Par. 5.9.9.)

1.3.14 *Recom.* A decision on the building of an underground railway or a mass transit system in any of the major urban areas of the Republic should be taken only after a full feasibility study and such other studies as may be necessary, including a detailed market survey and an evaluation of social and other non-economic aspects. (Par. 5.10.5.)

1.3.15 *Recom.* The expenditure on land, construction and equipment in building an underground railway or mass transit system should qualify for a grant of 60 per cent. (Par. 5.10.6.)

1.3.16 *Recom.* The on-street loading and unloading of goods vehicles in central urban and congested areas should be shifted as far as possible to night or early morning hours, and furthermore prohibited entirely during peak hours. Explicit provision should be made for such arrangements in urban transport plans submitted to the National Transport Commission. Local authorities are requested to implement this recommendation as soon as possible. (Par. 5.11.4.)

1.3.17 *Recom.* The possibility of using more compact delivery vehicles in the Republic's central city areas should be investigated by the proposed Urban Transport Research Division of the C.S.I.R., and for this purpose the possibility of establishing more distribution depots and extending containerisation should be considered. (Par. 5.11.5.)

1.3.18 *Recom.* Control should be exercised over the size of goods vehicles entering central city and congested areas. (Par. 5.11.6.)

1.4 Short-term Remedial Measures (Chapter 6).

1.4.1 *Recom.* The proposed Metropolitan Transport Advisory Councils should promote the introduction of measures designed to ensure proper and adequate co-ordination and integration of the various urban transport services, including the railways, in the major metropolitan areas of the Republic. (Par. 6.2.7.)

1.4.2 *Recom.* The Committee supports in principle the introduction of staggered working hours schemes, and in this regard the proposed Metropolitan Transport Advisory Councils can play a useful role. A Staggered Working Hours Committee should be established in each metropolitan area, preferably under the aegis of the local Metropolitan Transport Advisory Council, to investigate and supervise the implementation of staggered working hours. Employers' as well as employees' organisations should be represented on the Committee. (Par. 6.3.7.)

1.4.3 *Recom.* The conditions on which parking facilities will be provided or permitted should be set out in urban transport plans submitted to the National Transport Commission. (Par. 6.4.4.)

1.4.4 *Recom.* The principle of charging for parking space and loading zones in central city areas should be applied, and charges should cover all direct and indirect economic costs, except in the case of park-and-ride facilities. (Par. 6.4.6.)

1.4.5 *Recom.* Legislation should, where necessary, be adopted to enable local authorities to frame regulations whereby the provision of parking space in all buildings and on all sites can be controlled, and to impose a special tax or levy on parking space. (Par. 6.4.7.)

1.4.6 **Recom.** A proper traffic control policy should form part of any urban transport plan submitted to the National Transport Commission for approval. (Par. 6.5.4.)

1.4.7 **Recom.** Grants may be made by the National Transport Commission at a rate of 50 per cent of the capital expenditure of additional equipment required for the control of traffic in central urban areas, provided that the acquisition of such equipment is approved by the Commission as part of an urban transport plan which is submitted for approval. (Par. 6.5.6.)

1.4.8 **Recom.** A levy and permit system for directly controlling the number of cars which are permitted to enter congested areas or "restricted zones" in major cities should be introduced to improve the balance between the number of vehicles and the available road space. Such a system should, where necessary, be included in the measures proposed for implementing urban transport plans which are submitted to the National Transport Commission, but should be implemented with due regard to the viability of the central business district. (Par. 6.6.10.)

1.4.9 **Recom.** Urban transport undertakings should be required to satisfy the National Transport Commission that effective and efficient management procedures are applied and regularly reviewed. (Par. 6.7.6.)

1.4.10 **Recom.** The Committee supports in principle the centralisation of subsidy payments on Non-White Transport under the Department of Transport, and approves of the basic principles which are being applied. All transport subsidies should, furthermore, be based as far as possible on the volume of service rendered, and where this is impracticable, on current revenue, and should not have adverse effects on efficiency. (Par. 6.8.5.)

1.4.11 **Recom.** Bus transport should be accorded preference in urban traffic control systems by means such as the introduction of exclusive bus lanes or streets, closing of roads to car traffic during peak hours or for longer periods, contra-flow use of one-way streets by buses, special robot and traffic light signalling, and other devices. (Par. 6.9.9.)

1.4.12 **Recom.** A subsidy of 20 per cent on current revenue should be paid on public urban bus services which are not already subsidised by the Government, provided that such undertakings -

- (i) keep full sets of books and prepare properly certified statements;
- (ii) charge fares approved by the National Transport Commission;
- (iii) run services which are part of an approved metropolitan transport plan; and
- (iv) fully observe Government policies.

The subsidy basis should be changed to the volume of service rendered where the latter can be satisfactorily measured, and the principles set out in par. 6.8.2 should be observed as far as possible. (Par. 6.9.13.)

1.4.13 **Recom.** As it is important to augment public transport facilities before imposing measures to discourage the use of motor-cars in urban areas, Recommendations 1.3.11 and 1.4.12 should be applied as soon as possible on an interim basis to large public transport undertakings in the major urban areas, subject to such safeguarding conditions as may be considered necessary by the National Transport Commission. (Par. 6.9.14.)

1.4.14 **Recom.** Close liaison should be established between the Metropolitan Transport Advisory Councils and the managements of the Railways Administration and urban bus undertakings for the purpose of studying and co-ordinating the needs and preferences of the travelling public in urban areas. (Par. 6.10.5.)

1.4.15 **Recom.** The principle should be adopted that variable costs on any specific suburban railway network should be covered as far as possible by revenue from fares. If new services should have to be provided requiring investment in additional fixed assets, fares should cover the full additional costs as far as possible. (Par. 6.10.6.)

Reservation. The Railways representative, Mr H. J. L. du Toit, holds the view that total costs should be used as a basis, as motivated in the reservation under par. 6.10.4. Furthermore the principle expressed in Recommendation 1.4.15 should be a long-term aim, but this principle should be made subservient to the main objective (see par. 6.8.2) in order that public transport may be supported by motorists.

1.4.16 **Recom.** Suburban railway services for first and second class passengers which remain essential but are not expected to break even on variable costs and which cannot be replaced by other modes, should be subsidised on the volume of service to enable them to cover losses on variable costs. Such subsidies should be financed as follows:

(i) an amount of approximately R5 million per annum to be provided from the resources of the Urban Transport Fund, as set out in par. 7.6.3, this amount representing the transfer described in par. 6.8.2 (ii);

(ii) the balance to form a charge against the Consolidated Revenue Fund of the Central Government, in terms of the exposition in par. 6.8.2 (v) and (vi).

Reservation. The Railways representative, Mr H. J. L. du Toit, holds the view that the opening sentence of this paragraph should read as follows: Suburban railway services for all classes of passengers which remain essential but are not expected to break even on total costs and which cannot be replaced by other modes, should be subsidised on the volume of service to enable them to cover losses on total costs.

1.5 Financial Implications of the Proposals (Chapter 7).

1.5.1 **Recom.** Additional funds for expenditure on the improvement of existing urban transport facilities, and the provision of facilities which should be additionally financed, should be planned for at a rate of about R92 million per annum at 1974 prices in the major urban areas during the years immediately ahead. This includes a subsidy of R5 million for suburban railways. (Par. 7.7.1.)

1.5.2 **Recom.** About R18 million of the required R92 million per annum would become available to the local authorities in the major urban areas as a result of additional taxes, which should be earmarked for approved urban transport plans. These taxes are -

- (i) an additional levy of up to 25 per cent on central city properties;
- (ii) additional revenue from parking fees, of which a fixed percentage should be earmarked;
- (iii) a tax on parking space;
- (iv) charges for loading zones.

(Par. 7.7.2.)

1.5.3 **Recom.** About R74 million per annum of the required funds should be obtained from the following levies on motor vehicles:

	Average rate in R per:		
	Car	Goods vehicle	R millions
(i) All vehicles	9	18	25
(ii) Vehicles in major urban areas	20	40	31
(iii) Vehicles subject to permit	45	90	18
			74

The above revenue could also be obtained from a fuel tax. (Par. 7.7.3.)

Reservation. The two provincial representatives, Messrs F. J. Hugo and J. G. van der Merwe, hold the view that the additional funds mentioned in par. 1.5.3 should be obtained from a fuel tax and/or a state subsidy.

1.5.4 **Recom.** An Urban Transport Fund should be established under the aegis of the National Transport Commission, and the yield from the levy and permit system, supplemented by other sources as deemed necessary, should be paid into the Fund. Grants, subsidies and expenditure, as proposed by the Committee, should be financed from the Fund in accordance with priorities determined by the National Transport Commission. (Par. 7.7.6.)

1.5.5 **Recom.** As the National Transport Commission would require initial funds to cover advance administrative and transport study costs and to set the first urban transport plan going, and as funds will be required for the proposed capital and revenue subsidies on bus services in advance of the introduction of the transport plans, at least one of the imposts proposed in par. 1.5.3 should be implemented immediately after the Government has taken a favourable decision on recommendations of the Committee which involve additional expenditure on urban transport. (Par. 7.7.7.)

1.6 Administrative machinery required to implement the proposals (Chapter 8).

1.6.1 **Recom.** The following organisations should be represented on the Metropolitan Transport Advisory Councils recommended in par. 1.2.4:

- (i) National Transport Commission;
- (ii) The South African Railways;
- (iii) Department of Community Development;
- (iv) Department of Bantu Administration and Development;
- (v) Department of Planning and the Environment;
- (vi) the Provincial Administration;
- (vii) local authorities in the area (one member each);
- (viii) Chambers of Commerce and Sakekamers (one member only);
- (ix) Chambers of Industry and Sakekamers (one member only). (Par. 8.9.1.)

1.6.2 **Recom.** The appointment of all except the first five members of the Metropolitan Transport Advisory Councils, enumerated in par. 1.6.1, should be approved by the Administrator, who should also designate the chairman. The Administrator should be empowered to appoint the core city as the "agent" of the Provincial Administration, if he should deem it advisable after consultation with the National Transport Commission, for the purpose of preparing and implementing a metropolitan transport plan. (Par. 8.9.2.)

1.6.3 **Recom.** The National Transport Commission, as enlarged in accordance with the recommendation in par. 1.2.3, should assume final responsibility for both the formulation and application of a clear-cut urban and metropolitan transport policy in the Republic, should determine the broad functions and responsibilities of each institution and organisation concerned with the implementation of the policy, and should ensure that each of them applies an adequate system of administrative, financial and policy checks. (Par. 8.9.3.)

8. FUTURE TRAFFIC CONDITIONS

The factors given in earlier sections were used together with the estimates made in the economic analysis (Appendix A) to estimate parking demand and traffic generation. Figure B28 and Table B29 are used together to show the computation.

8.1 The following assumptions were used in the analysis:

8.1.1 Total trips into and out of Wynberg on a Saturday (as shown in Figure B2) were 20 293; in the peak hour 5 497; therefore a ratio of 0,271 peak hour/total day.

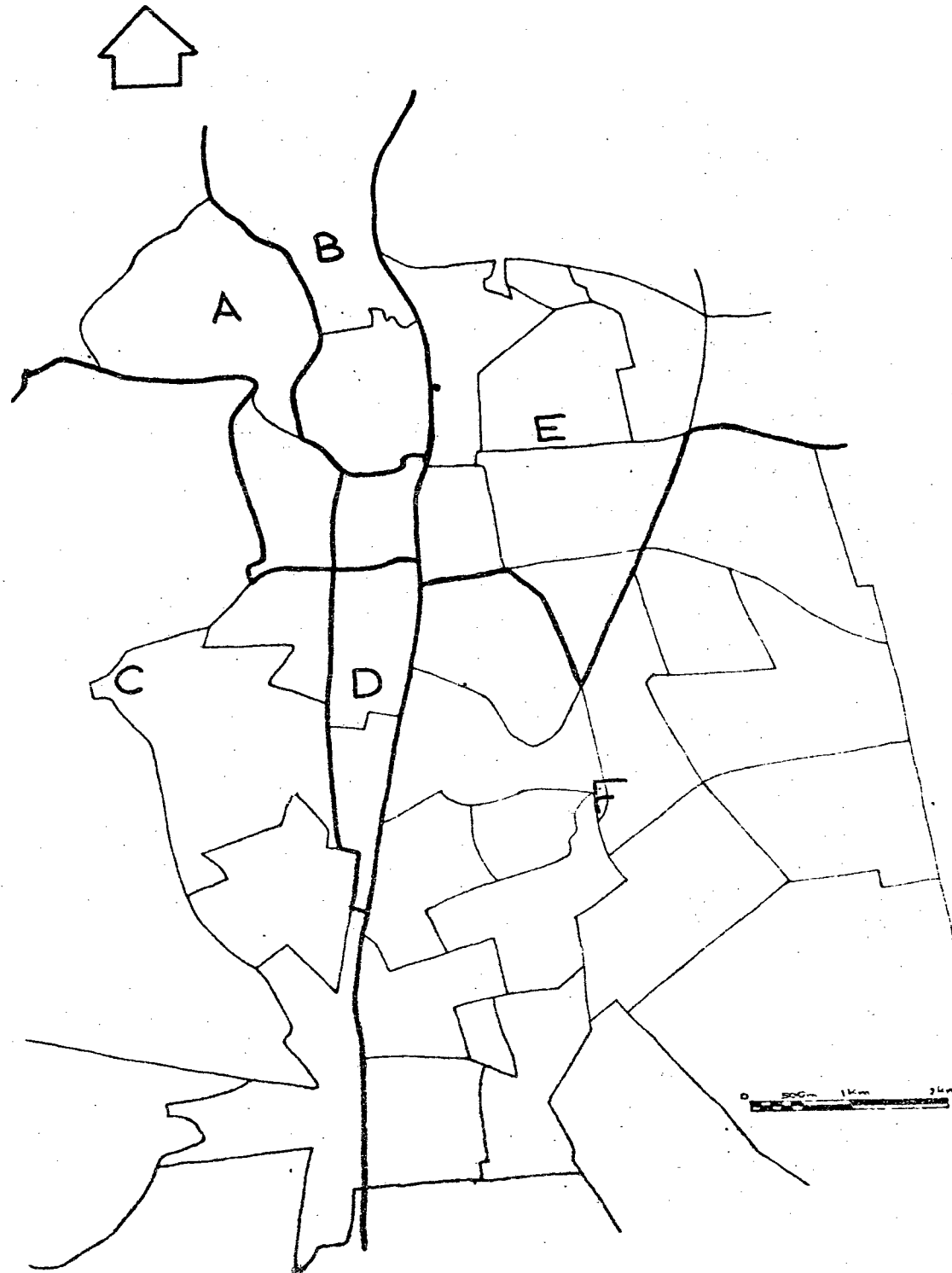
8.1.2 From the survey (Figure B3) it was assumed that 50% of the traffic was through traffic. Therefore, Wynberg based trips i.e. trip ends were equal to 2 749.

8.1.3 The ratios of trip generations based on American practice (Table B16) vary between 30 - 50 v p day/100 square metres. Using a ratio 30 for the trips based to the west and 22 for those to the east, the model was tested for 1976 and found to agree reasonably.

8.1.4 It was then assumed that half the through traffic would be attracted away from Wynberg by any appropriate by-pass route. Since in the Saturday survey through traffic was almost equal to Wynberg generated traffic in the analysis total Wynberg traffic would be 1.5 x retail activity generated traffic.

8.1.5 The final factor would be the assignment of the traffic. The sums of inbound and outbound traffic in the peak hour were equal in the Saturday survey. Thus the assignment simplifies the analysis by assigning $\frac{1}{2}$ the total traffic travelling in each direction during the peak hour along the routes available.

8.2 The parking demand of 5.5 bays/100 sq m as quoted in the American standards (Table B17) is a bit high when compared to the demand found in Wynberg which was estimated to be about 1 800 for 42 000 sq m, i.e. 4.29 bays/100 sq m say 4.5 bays/100 sq m.



ZONES	1976 WYNBERG 42,000 3 ²						1980 WYNBERG 70,000 3 ²						1990 WYNBERG 100,000 3 ²						2000 WYNBERG 130,000 3 ²					
	POPULATION PROBABILITY	MOBILITY INDEX	% OF TOTAL TRIPS	PEAK HOUR TRAFFIC U.P.M.	POPULATION PROBABILITY	MOBILITY INDEX	% OF TOTAL TRIPS	PEAK HOUR TRAFFIC U.P.M.	POPULATION PROBABILITY	MOBILITY INDEX	% OF TOTAL TRIPS	PEAK HOUR TRAFFIC U.P.M.	POPULATION PROBABILITY	MOBILITY INDEX	% OF TOTAL TRIPS	PEAK HOUR TRAFFIC U.P.M.	POPULATION PROBABILITY	MOBILITY INDEX	% OF TOTAL TRIPS	PEAK HOUR TRAFFIC U.P.M.				
A 1	664				1222			1460				1709				1709								
X 7	2374				2690			2690				2690				2690								
SUB TOT	3038	1.0	3038	690	3912	1.0	3912	585	411	4150	1.0	4150	572	582	463	4405	1.0	4405	581	773				
B 2	3891				5121			6071				6071				6071								
SUB TOT	3891	1.0	3891	834	5121	1.0	5121	766	539	6071	1.0	6071	837	852	681	6071	1.0	6071	800	1064				
X 11	2183				2893			3431				3431				3431								
C 13	1570				2435			2908				2908				3404								
16	1087				1833			1961				1961				1961								
19	122				231			276				276				323								
SUB TOT	2360				3862			4612				4612				5399								
SUB TOT	7322	1.0	7322	1663	11254	1.0	11254	1683	1184	13183	1.0	13183	1817	1850	1479	14103	1.0	14103	1859	2471				
D 11	2183				2893			3431				3431				4016								
14	1301				1936			2313				2313				2708								
SUB TOT	3384	1.0	3384	769	4829	1.0	4829	722	507	5744	1.0	5744	782	806	645	6724	1.0	6724	886	1178				
E 3	29				52			56				56				56								
4	4309				6269			5566				5566				4871								
5	135				234			224				224				224								
6	1055				1974			2263				2263				2263								
9	389				563			673				673				787								
SUB TOT	1847				3078			3078				3078				3078								
SUB TOT	7764	0.6	4658	1058	12160	0.6	7296	1091	767	11862	0.6	7117	981	998	798	11282	0.6	6749	892	1185				
F 10	6398				10428			10736				10736				10736								
12	5114				6730			6384				6384				6017								
15	2009				2785			3327				3327				3894								
17	1392				2503			3359				3359				4211								
18	312				390			466				466				545								
20	1374				2376			2362				2362				2349								
21	467				697			697				697				678								
22	226				419			524				524				514								
23	3288				5505			5424				5424				5344								
24	480				904			1214				1214				1571								
26	554				940			1123				1123				1315								
27	1139				1767			2023				2023				2023								
28	215				343			343				343				343								
29	1287				2860			2360				2360				2360								
30	1440				2415			3242				3242				4195								
31	5852				9165			9165				9165				9165								
32	4478				7699			7699				7699				7699								
SUB TOT	36225	0.6	21735	4936	57446	0.6	34468	5154	3624	60438	0.6	36263	4999	5085	4068	62969	0.6	37781	4991	6621				
SUB TOT	61624		44028	100	94722		66880	100	7032	101433		72533	100	10172	8138	105354		75853	100	13292				
PARKING DEMAND 4.5 HRS PER 100 M ²				1890				3150				4500		3600					5850	3600				

9. TRAFFIC GENERATED BY ALTERNATIVE WYNBERG GROWTH MODELS.

Three different development alternatives are proposed for analysis. The first model presumes that growth takes place mainly by the expansion of the existing northern area, eastwards and westwards. The second model presumes that development takes place mainly westwards and the third model presumes that development takes place eastwards. All three alternatives are shown diagrammatically in Figure B30 and are feasible, since a large department store development could initiate the impetus to allow the development of any of the three alternatives.

- 9.1 This analysis considers only the major road system serving Wynberg and does not evaluate or estimate traffic volumes for any of the minor roads within the centre itself. Furthermore, the suggested form of development only in the vicinity of Wynberg Station is based on the hypothesis that acceptable pedestrian walking distance is 250 metres.

The existing retail strip along the Main Road would probably maintain its present character of motor car, hardware, furniture and second hand goods retail. All these activities are suited to the strip form of development.

- 9.2 The retail generated traffic analysis was carried out for three Wynberg Centre sizes, 1980, 1990 and 1990 restrained development. The estimated traffic volumes (See table B29) were assigned normally for the three centre sizes and three alternative patterns of development. To ease computation of the traffic assignment the following assumptions were made:

1. The South Road/Constantia Road link would be constructed by 1990.
2. In model 1 it was assumed that all the traffic generated in the West would be attracted to the Western sector of the Centre while half of the traffic generated in the East would be attracted to the Western sector and half to the Eastern sector.
3. In model 2 it was assumed that all the traffic generated would be attracted to the Western sector.

In/-

4. In model 3 it was assumed that half the Western traffic would be attracted to the Eastern sector and half to the western sector, while all the Eastern traffic would be attracted to the eastern sector.
 5. Traffic was then assigned by "ad hoc" method usually either all or nothing or a 50/50 split between two routes which were considered comparable.
 6. That adequate attractive pedestrian linkages could be provided between East and West to reduce the need for private vehicle accessibility to the specific sector.
- 9.3 For comparison purposes the trip assignments have been combined for each year. Figure 31 for 1980, Figure B32 for 1990 and Figure B33 for 1990 with restrained development. Table B34 has also been prepared to highlight the comparison.
- 9.3.1 Model 1 implies a spread of traffic between the Eastern and Western sectors with the Western sector (because development is added to its existing development) attracting about 65% of the traffic. The significant features of this model is the importance of Church Street and Ottery Road, and the moderate traffic volumes expected along other access corridors.
 - 9.3.2 Model 2 implies the attraction of traffic totally to the Western sector. The importance of East-West links, particularly across the railway line are evident, also, Church Street, a link between Church and Wetton Road and the Main Road as well as Rosmead Avenue show the need if this model is adopted, for the widening of all these roads to cope with the expected traffic even in the restrained development model.
- It should be remembered that the estimated traffic volumes are those of Wynberg retail generated traffic; so roads forming part of a metropolitan system e.g. Wetton Road or South Road, will be carrying additional traffic unrelated to the centre.

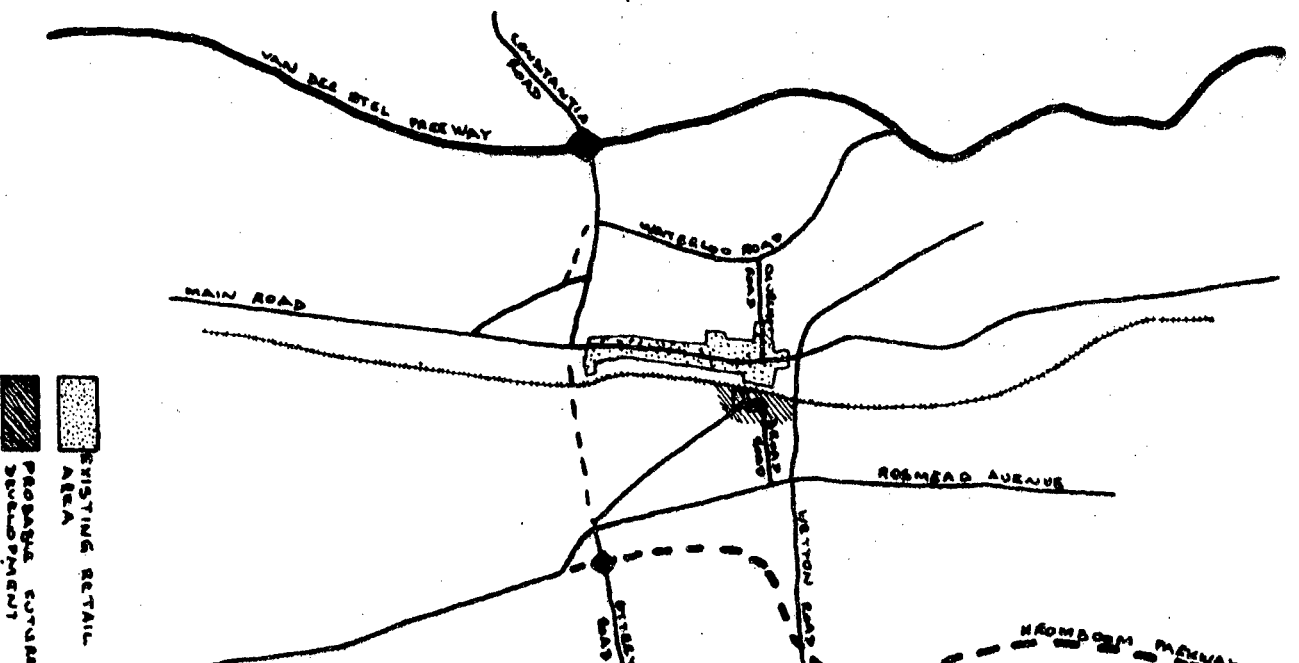
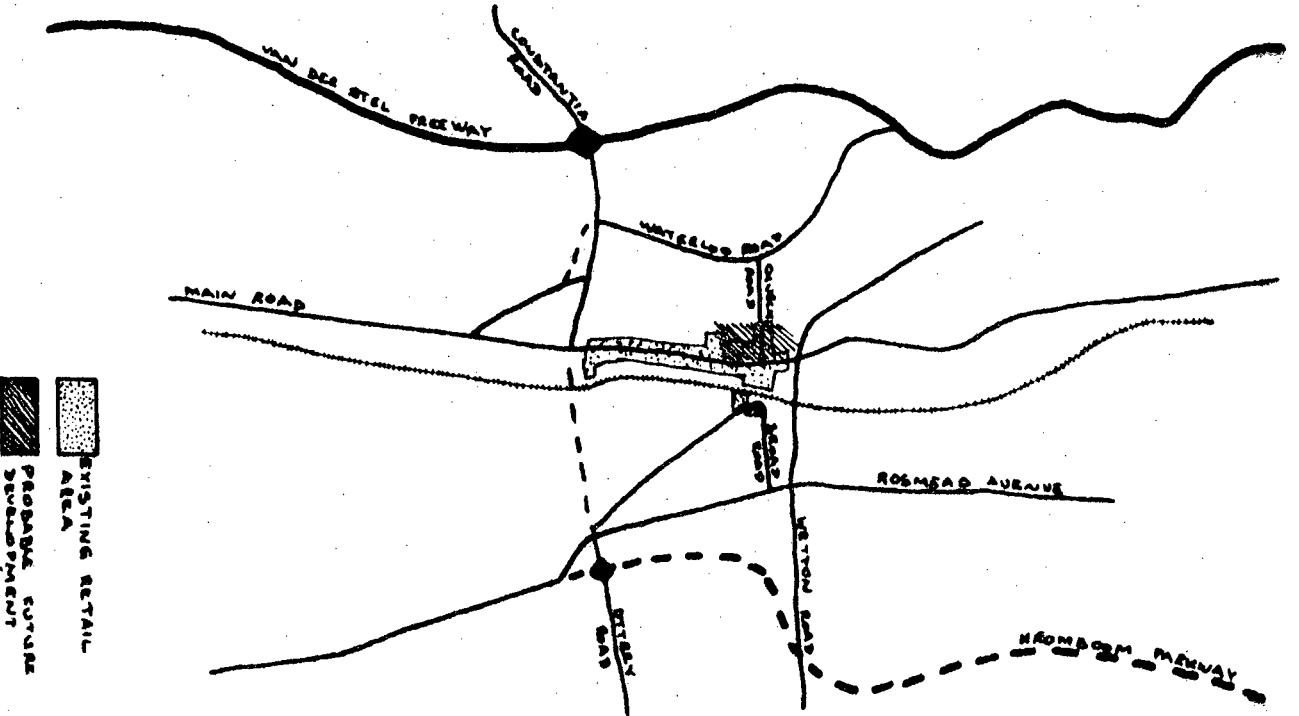
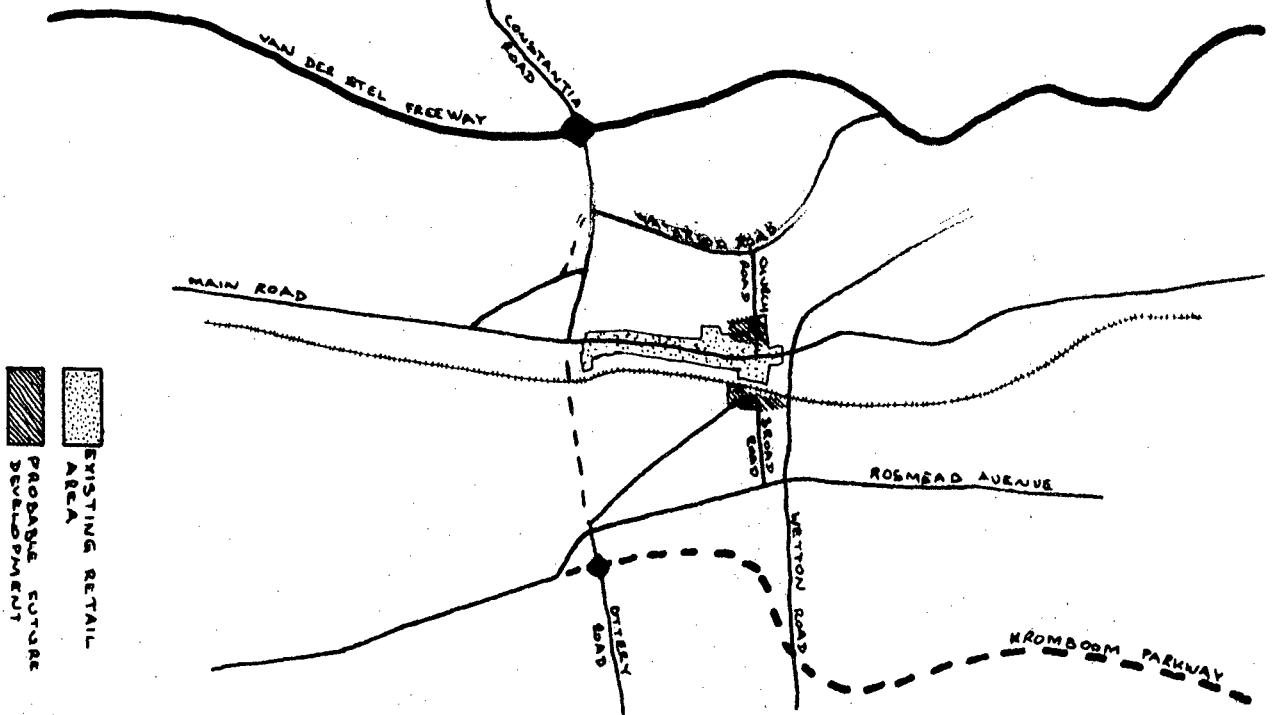


FIGURE 30 THREE MODELS

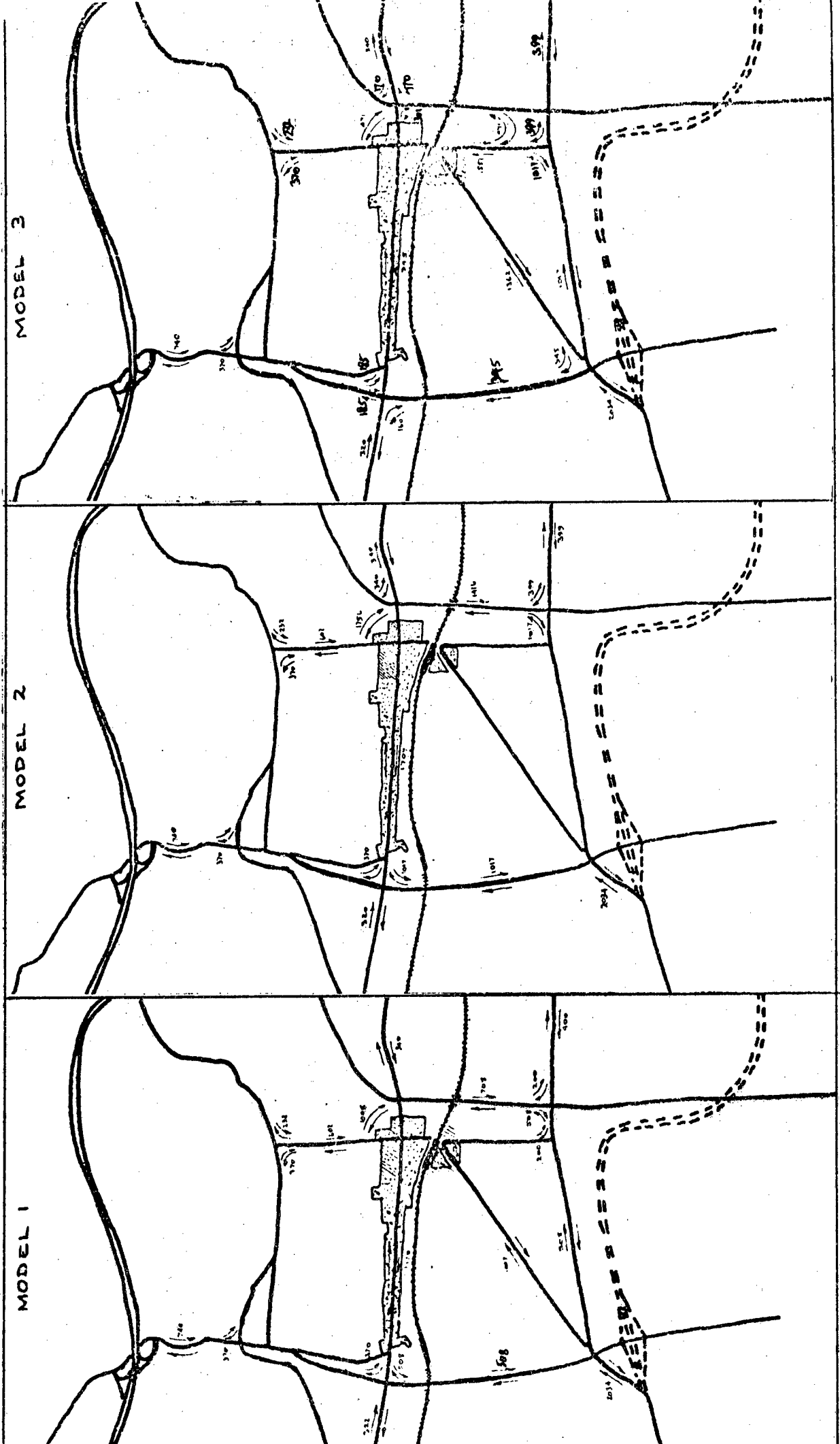
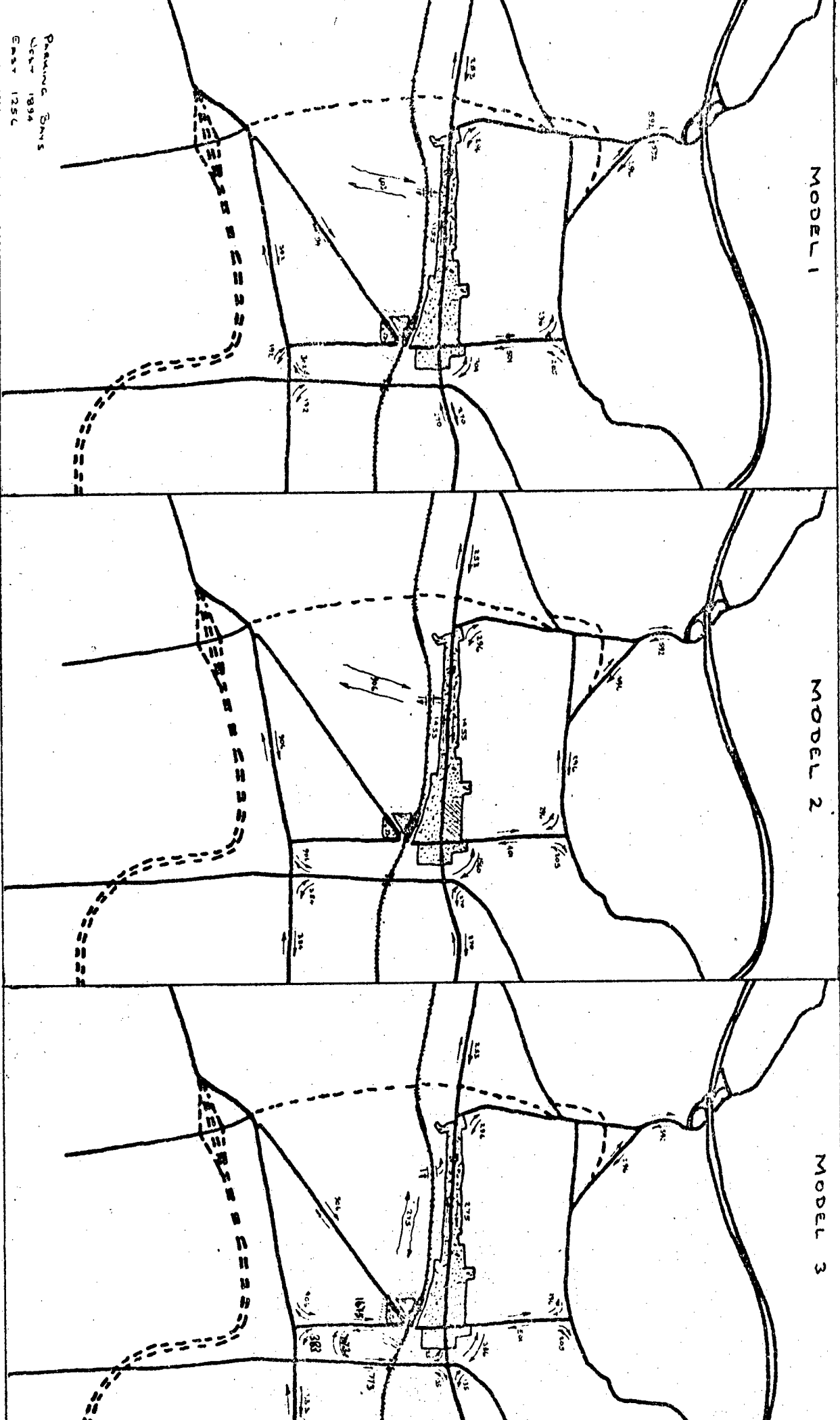


FIGURE B33 1990 (RESTRAINED) TRAFFIC ASSIGNMENT



Parking Units
 1894
 1257

MODEL 1

MODEL 2

MODEL 3

FIGURE B31 1980 TRAFFIC ASSIGNMENT

	1980			1990			1990 (Restrained)		
	MODEL 1	MODEL 2	MODEL 3	MODEL 1	MODEL 2	MODEL 3	MODEL 1	MODEL 2	MODEL 3
Main Road			275	1 501	2 136	432	1 170	1 707	345
Waterloo Road	296	196	296	463	463	463	370	370	370
EN/S Western Sector	1 451	1 781	571	1 963	2 599	895	1 540	2 077	715
Church Street	501	501	501	754	754	754	602	602	602
Wetton Road									
Church Street Link	764	1 560	386	1 231	2 197	590	1 048	1 756	470
Broad Road	192	-	1 605	225	-	2 360	200	-	1 887
Ottery Road West of Rosmead	904	-	904	1 271	-	1 703	1 017	-	1 362
Through east Res. Area	604	906	275		-				
Rosmead Avenue	302	906	906	635	1 271	1 271	508	1 017	1 017
N/S Sector	2 002	1 812	3 690	2 131	1 271	5 334	1 725	1 017	4 266
Wetton Road	494	1 290	316	860	1 771	590	708	1 416	841
South Road				635	1 271	432	508	1 017	345
Constantia Road	296	296	296	463	463	463	370	370	370
PARKING DEMAND									
WEST	2 150	3 150	591	3 148	4 500	905	2 523	3 600	723
EAST	1 000		2 559	1 352		3 595	1 077		2 877

TABLE B34 COMPARISON OF TRAFFIC AND
PARKING REQUIREMENTS

9.3.3 Model 3 implies that almost 80% of the traffic attracted to Wynberg will be attracted to the Eastern sector. In terms of property development it implies that all future development will take place on the Eastern sector. This scheme places considerable strain on Broad Road, Ottery Road and Rosmead Avenue; all these roads will require widening.

9.4 In the choice of model the amount of additional parking requirements must also be added into the infrastructure costing comparison. Table B35 shows that model 1 is the most economic model in this regard.

	MODEL 1	MODEL 2	MODEL 3
1980	1 350	1 550	2 559
1990	2 700	2 900	3 395
1990 restrained	1 800	2 000	2 771

TABLE B35. ADDITIONAL PARKING BAYS REQUIRED

9.5 Table B36 has been prepared to show the major implications of the decision of future development model on the infrastructural costs and on the existing environment.

9.6 The final factor is the need to analyse if there could be a "limit to growth" based purely on "traffic considerations". Naturally this would depend on the model of development which the centre pursues, and the amount of additional infrastructure that is considered economically and environmentally viable.

9.6.1 It would appear that model 1 would be able to cater for the greatest amount of development for the minimum infrastructural and environmental costs from a transport infrastructure point of view. A decision would be required in the phasing process at which stage further development would be undesirable.

Main Road	Does not require widening provided that servicing is forced off it and the policy of a roadway of arterial standards is not adhered to.	Must be widened to two lanes in each direction or the Wynberg by pass can be developed to cater for the flow of traffic with the Main Road becoming a service road. In this case the Main Road need not be widened.	Does not require widening provided that servicing is forced off it, and the policy of a roadway of arterial standards is not adhered to.
Wynberg By-Pass	Not required.	Probably required, cheaper than widening Main Road	Not required.
Waterloo Road	Waterloo Road/Carrs Hill Road needs detail design	No widening required in terms of retail traffic generated	
Church Street/Carrs Hill Road		Attention to intersection with Waterloo Road	
Church Street/Wetton Road link	This link is essential for southbound traffic wishing to reach the major Western Parking Garages/Areas		
	This link need only be minor in nature	A major link required capacity over 2000 vph in 1990	The link need only be minor in nature
Wetton Road	No significant additional capacity required for retail trips generated - this route is a regional route	Wetton Road will require widening	No widening required
Broad Road	Minor physical improvements to existing carriageway	No improvement required	Reconstruction of roadway required to cater for high traffic volumes
Ottery Road(west of Rosmead Ave)	ditto	ditto	ditto
Rosmead Avenue	No widening required	Widening essential if Kromboom Parkway is delayed and beyond 2000 if unrestrained growth is permitted	
South Road	Not a major role in retail traffic	A major role in retail traffic could effect regional traffic flow.	Minor role in retail traffic
Pedestrian linke across Railway line	Major element in allowing the split of parking and trip ends	Not required	Required due to extent of the present retail development on the west side
Parking	Least additional parking required		Most additional parking required
Other effects		1. Large scale parking development on west side	1. Possible light of some Western sector retail outlets. 2. Large scale parking development on east side

APPENDIX C ACTIVITIES IN THE WYNBERG CENTRE

AREA 1		AREA m ²
GROUND FLOOR		
1.	Braams Butchery	280
2.	Modern Appliances	180
3.	Spectrum - women's clothing	200
4.	United Building Society	100
5.	Estate Agents and Auctioneers	120
SUB TOTAL		880

FIRST FLOOR		AREA m ²
1.	Miami	460
2.	Wynberg Health Studio	440

SECOND FLOOR		AREA m ²
1.	Bachelors' Club	460
SUB TOTAL		1360

AREA 2		AREA m ²
GROUND FLOOR		
1.	O.K. Bazaars	3080
2.	Wine & Spirit Merchants	300
3.	Fish & Chips	120
4.	Capitol Butchery	120
5.	Cape Fruit Store	120
6.	Cardy's Bakery	120
7.	Wynberg Garden Shop	160
SUB TOTAL		4020

AREA 3		AREA m ²
GROUND FLOOR		
1.	Aqua Dry Cleaners	121
2.	Vacant	154
3.	Fashion Fabrics	44
4.	Cake Shop	55
5.	The Rose Bowl - florist	66
6.	Bri G. E. Stores - men's clothing	70
7.	Toytique	84

		AREA m ²
8.	Dodo's - shoes	84
9.	Wellington Fruit Growers	96
10.	Cuthberts - shoes	144
11.	Cooper Chemist	60
12.	J. Hart - Jeweller	60
13.	Shoefama	40
14.	Wool and Needle Centre	50
15.	Shoearama	50
16.	Wanda Family Outfitters	135
SUB TOTAL		1313

FIRST FLOOR		AREA m ²
1.	Doctor	40
2.	Book Shop	36
3.	Offices	50
4.	Offices	100
5.	Clothing repairs	80
SUB TOTAL		306

AREA 4		AREA m ²
GROUND FLOOR		
1.	Fish Shop	50
2.	Station Café	200
3.	Discount Fashions	50
4.	Textile Shop	50
5.	Watchmaker	50
6.	Price Stores - clothing	50
7.	Pick a Shu	50
8.	Dulux Paint & Paper	50
9.	Low's Hairdresser	50
10.	O.K.G. T.V. & Electronics	50
11.	Van Coller Hairdresser	50
12.	Gay Bon Furniture	300
13.	Edgars clothing - male	320
14.	Allied Building Society	153
15.	Edgars clothing - female	220
16.	Russells - furniture	375
17.	Boulevardier - men's clothing	225

	AREA m ²
18. Standard Bank	600
19. Vacant	120
20. } Price Stores	120
21. Vacant	120
22. Dundee Butchery	75
23. Wolmans Hats & Clothing	75
24. Gift Shop	75
25. Fish Shop	75
26. Wynberg Bazaar	135
27. L. Cohen - men's clothing	110
28. Café	155
SUB TOTAL	3953

FIRST FLOOR

1. Engineering Inspection Company	20
2. Vacant	20
3. S. A. Surface Coating	30
4. Vacant	25
5. Asherson, Attorneys	200
6. Vacant	45

SECOND FLOOR

1. Dental surgeons x 3	160
2. Vacant	150

Basement Snooker Hall	200
SUB TOTAL	850

AREA 5

GROUND FLOOR

1. Royal Hotel	2400
2. Universal Family Clothing	225
3. Farmer's Meat Supply	90
4. Rifkin & Miller - clothing	150
5. Barksole Shoe Repairs	60
6. Jeweller	75
7. Cashworths clothing	75
8. Truworthis - women's clothing	180
9. Hilton's Clothing - male	120
10. A.B.C. Shoes	105

	AREA m ²		AREA m ²
11. Maximums Clothing - female	120		
12. The Optical Centre	75		
13. Die Wonder Winkel - clothing	60		
14. Vacant	90		
15. Bergas Men's clothing	60		
16. Caress Jewellers	30		
17. "Things" - electrical appliances	60		
18. Hotz Clothing	270		
19. Lenkem Chemist	225		
20. Vacant	105		
21. Musicat Record Centre	105		
22. Shrand Shoes	105		
23. Boutique - clothes	75		
* 24. Fountain Confectionery	75		
25. Pick 'n Pay	1800		
26. Personal Cleaners	25		
27. Film Hire	15		
28. Sno Man Ice-Cream	18		
29. Vacant	105		
30. C.N.A.	150		
31. Saambounationaal Bookeeping Services	35		
32. Vacant	490		
SUB TOTAL	7373		

FIRST FLOOR *

33. Nedbank	270
	+ 300
34. Hotz Clothing	525
35. Textile Centre	105
36. Vacant	105
37. Vacant	90
38. Vacant	105
39. Comforter Furnishers	120
40. Vacant	150
41. Vacant	192
42. Vacant	152
43. Withinshaw Hardware	216
44. Vacant	75

	AREA m ²
45. Touch of Class - ladies hairdresser	105
SUB TOTAL	2510

AREA 6

GROUND FLOOR

1. Wynberg Curtain Boutique & T.V. Centre	300
2. African Eagle Insurance	25
3. Psalm 99 Bookshop	40
4. Morkels - furniture & electrical appliances	612
5. General Dealer	70
6. Sterns Jewellers	70
7. Louis' Shoes	70
8. Trust Bank	900
9. Post Office	240
10. Pink Panther Poster Shop	12
11. Homes Trust Life	200
12. Photo Printing	12
13. Sanlam	140
14. Hair by Lucian - ladies hairdresser	105
15. Van Riebeeck Paints	120
16. Santam	75
17. Fast Print Service	90
18. Nannucci Dry Cleaners	120
19. Pep Stores - clothing	375
20. Wynberg Boutique	105
21. Barnett's Furniture Centre	105
22. Clicks	240
23. Sunshine Bakery	49
24. The Modern Fashion Store - ladies clothing	90
25. Louis Shoes	270
26. On the Spot Dry Cleaners	144
27. Haritons - men's clothing	140
28. Pearly's - ladies' clothing	80
29. The Globe Store - ladies' clothing	70
30. Wynberg Chicken Inn	70
31. Helpmekkar Butchery	150
32. Arnaldo Shoe Boutique	60

	AREA m ²
33. Buss & Heiman Clothing - male and female	100
34. Nova Hats - female	40
35. Price Stores	80
36. Material Shop	80
37. Wimpy Bar	200
SUB TOTAL	5649

SANLAM BUILDING

1. Book Promotions	30
2. Chartered Physiotherapist	120
3. Breytenbach W.N. Co. Tax Consultants	25
4. Homes Trust Life Insurance	150
5. Doctor	75
6. Doctor	75
7. Trust Bank Properties	75
8. Trust Bank Insurance	150
9. Verhave & Trop Master Builders	50
10. Verhave Architect	50
11. Southern Peninsula Development	25
12. Eric Stewart	25
13. Gresty W. H. (Pty.) Ltd.	25
14. Package & Machine Design	75
15. Naomi Beauty Form	25
16. Doctor	50
17. Blue Circle Construction	75
SUB TOTAL	1100

AREA 7

GROUND FLOOR

1. Shoerama	96
2. Wynberg Furniture Mart	96
3. Mikes - men's clothing	84
4. Butcher's Den	144
5. Wynberg Furniture Mart	144
6. Waldorf Butchery	72
7. Kay's Clothing - male and female	72
8. Nico Furnishers	60
9. Louis' Hardware	120

	<u>AREA m²</u>
10. Madeira Café	60
11. Louis' Shoes	60
12. Joffe's Clothing - male	60
13. School Outfitters	84
14. K. Chong - general dealer	168
SUB TOTAL	1320

AREA 8

GROUND FLOOR

1. Lewis Stores - Furniture & appliances	500
2. Universal Family Clothing	240
3. Rolefto Clothing	375
4. Petersen's barber	70
SUB TOTAL	1185

FIRST FLOOR

1. Dr. Cohen	150
2. Estate Agent	100

SECOND FLOOR

1. Advertising Offices	250
SUB TOTAL	500

AREA 9

GROUND FLOOR

1. Goodall & Co. - undertakers	50
2. Wynberg Motors (van Riebeeck Motors)	352
SUB TOTAL	402

AREA 10

GROUND FLOOR

1. Shoprite - grocery shop	750
2. Woolley's Furniture	360
3. Rodel - clothing	90
SUB TOTAL	1200

AREA 11

GROUND FLOOR

	<u>AREA m²</u>
1. Wynberg Pharmacy	300
2. Bicycle Repair	105
3. Homestead Furniture	210
4. Price Store	144
SUB TOTAL	759

AREA 12

GROUND FLOOR

1. Grand Bazaars	1500
2. Protea Furnishers	240
3. Edworks - Shoes	140
4. Envoy Clothing - school clothing	100
5. Dick Coosner Hardware	100
6. Fifth Wheel Clothing - female	100
7. Travel Agency	100
8. Love - women's clothing	100
9. Carlton Lighting	300
10. Aquarium & Pets Centre	140
11. Hoover Service and Spares	140
12. Liq-o-rama - bottle store	720
SUB TOTAL	3680

AREA 13

GROUND FLOOR

1. Bourne's Motor Spares	144
2. Logans Sports	70
3. S.A.R. Dispensary	120
4. Hepworths - clothing	450
5. Pick a Shu	75
6. The Brush & Comb - ladies hairdressers	75
7. H. Cohen & Son - men's clothing	105
8. Foschini - ladies' clothing	135
9. Harmony Furnishers	180
10. Louis' Shoes	105
11. Hobbies & Handicraft	210
12. Bradlows Furnishers	195
13. Bonds - men's clothing	180

AREA 14 m²

14.	Katz Furniture	600
15.	Checkers	840
16.	Schockers Furniture	625
SUB TOTAL		4109

FIRST FLOOR

1.	Vacant	450
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AREA 14

GROUND FLOOR

1.	Schockers Furniture	505
2.	Barclays Bank	380
3.	Vacant	400
4.	Ackermans	280
<u>WYNBERG MEDICAL CENTRE</u>		
5.	Markhams	150
6.	Cobblers Shoes	75
7.	RessKem Chemist	330
8.	Just Eve - women's clothing	105
9.	Vacant	375
10.	Xquisit Gift Shop	48
11.	Phillips Radio & T.V.	60
12.	Crimpers Ladies' Hairstylist	60
13.	Prospur Travel Agency	180
14.	McPherson's Shoes	40
15.	Sound Craft	54
16.	Vacant	21
17.	Record & Tape Centre	35
18.	Quarterdeck - Sports shop	80
19.	Paperbacks	288
20.	P.P. Cooras & American Swiss - jewellers	100
21.	Foschini - women's clothing	224
22.	Golden Egg Restaurant	140
23.	Vacant	50
24.	Heather's Florist	50
SUB TOTAL		4030

AREA 15

GROUND FLOOR

AREA m²

1.	Pink and Blue	54
2.	Gift Shop	49
3.	Optician	70
4.	Duncan Taylor - men's clothing	49
5.	Ace Dry Cleaners	49
6.	Shalom Restaurant	160
7.	Duncan Taylor - women's clothing	160
8.	Clark's Wool Shop	112
9.	McDonald's Clothing	780
10.	C. N. A.	578
11.	Crockett & Jones - shoes	105
12.	Rivetta Chemist	105
13.	Edworks - shoes	144
14.	Vacant	50
15.	Misique Record Centre	60
16.	Louis' Shoes	50
17.	Old Mutual	150
18.	Budget Hair - women's hairdresser	70
19.	Auctioneers	100
20.	Capitol Milk Bar	160
21.	Capitol Cinema	720
22.	Great Expectations - women's clothing	25
23.	Optician	80
24.	Tailoring & Hairstylist	80
25.	Nannucci Dry Cleaners	80
SUB TOTAL		4040

FIRST FLOOR

1.	Doctor	70
2.	Medical & Industrial Electronics	100
3.	Doctor	150
4.	Chiropodist	150
5.	Dental Surgeon	150
6.	Attorneys	200
7.	Deputy Sheriff	30

	<u>AREA m²</u>
8. Building Contractors	30
9. Crain - Brokers, Commission Agents	90
10. Windsor Motivation	100
11. S.A. Permanent Building Society	400
12. Master Builder	75
13. Beetle Eradicators	25
14. Photo Studios	75
15. Photo Studios	100
SUB TOTAL	1745
 <u>AREA 16</u>	
<u>GROUND FLOOR</u>	
1. Natal Building Society	703
2. Homes & Hearth Furnishers	133
3. Wynberg Wool Shop	90
4. Cape Farmer's Fruit Store	60
5. Yankee Kitchens Restaurant	120
6. Hi Guys - men's clothing	108
7. Romens - men's clothing	270
8. The Green Apple - women's clothing	90
9. Vacant	45
10. Pick a Shu	45
11. Woolworths	900
12. Post Office	150
13. Constantia Cinerama	1100
SUB TOTAL	3814
<u>BASEMENT</u>	200
<u>GROUND FLOOR</u>	47727
<u>FIRST FLOOR & ABOVE</u>	8821
<u>TOTAL</u>	<u>56748</u>

AREA 17

GROUND FLOOR

1. Drapers
2. Cycle shop
3. Flimzee Family outfitters
4. General dealer
5. Vacant shop
6. Fibreglass
7. Schus motors
8. Winford motors
9. Linen Boutique
10. Book Exchange
11. Linen Boutique
12. Cycle shop
13. Radio and TV

FIRST FLOOR

1. Flat
2. Flat

AREA 18

GROUND FLOOR

1. Hardware
2. Motor cycle workshops
3. Shoe shop
4. Fruit shop
5. Motor spares
6. Hardresser

7. /

7. Herbalist
8. Film Hire
9. Number plates manufacture
10. Second-hand clothes
11. Cafe
12. Butchery
13. Cafe
14. Second-hand clothes
15. Fishery
- (16. Motor spares
- (17. Bank
- (18. Plate glass
- (19. Prokote paints
- (20. Cafe
- (21. Furniture and clothing

FIRST FLOOR

1. Store
- 2.
3. Shoes
4. Stores
5. Stores
6. Stores
7. Stores
- * Dentist
- Dental mechanic
- Offices

AREA /

AREA 19

GROUND FLOOR

1. Clothing
2. Tailor
3. Vacant
4. Butcher
5. General Dealer
- * Terminus Centre
6. Plumber
7. Post Office
8. House
9. Book Exchange
10. Hairdresser
11. Pharmacy
12. Cafe
13. Vacant shop

FIRST FLOOR

6/7 Flat over

AREA 20

GROUND FLOOR

1. Used cars
2. Plumber
3. Offices
4. Dry Cleaners

AREA /

AREA 21

GROUND FLOOR

1. Hotel
2. Vacant shop
3. Auctioneers
4. Furniture
5. Electrical repairs

AREA 22

GROUND FLOOR

1. Hardware
2. Home movies
3. Cafe
4. Hardware
5. Movie Centre
6. Vegetable shop
7. Wholesaler
8. Motorspares

FIRST FLOOR

8. Stores

AREA 23

GROUND FLOOR

1. Sewing machines
2. Optician
3. Brokers
4. Vacant shop
5. Vacant shop
6. Refrigeration
7. /

7. Clothing

8. Hardware

9. Secondhand cars

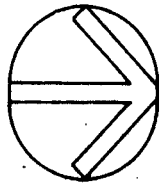
AREA 24

GROUND FLOOR

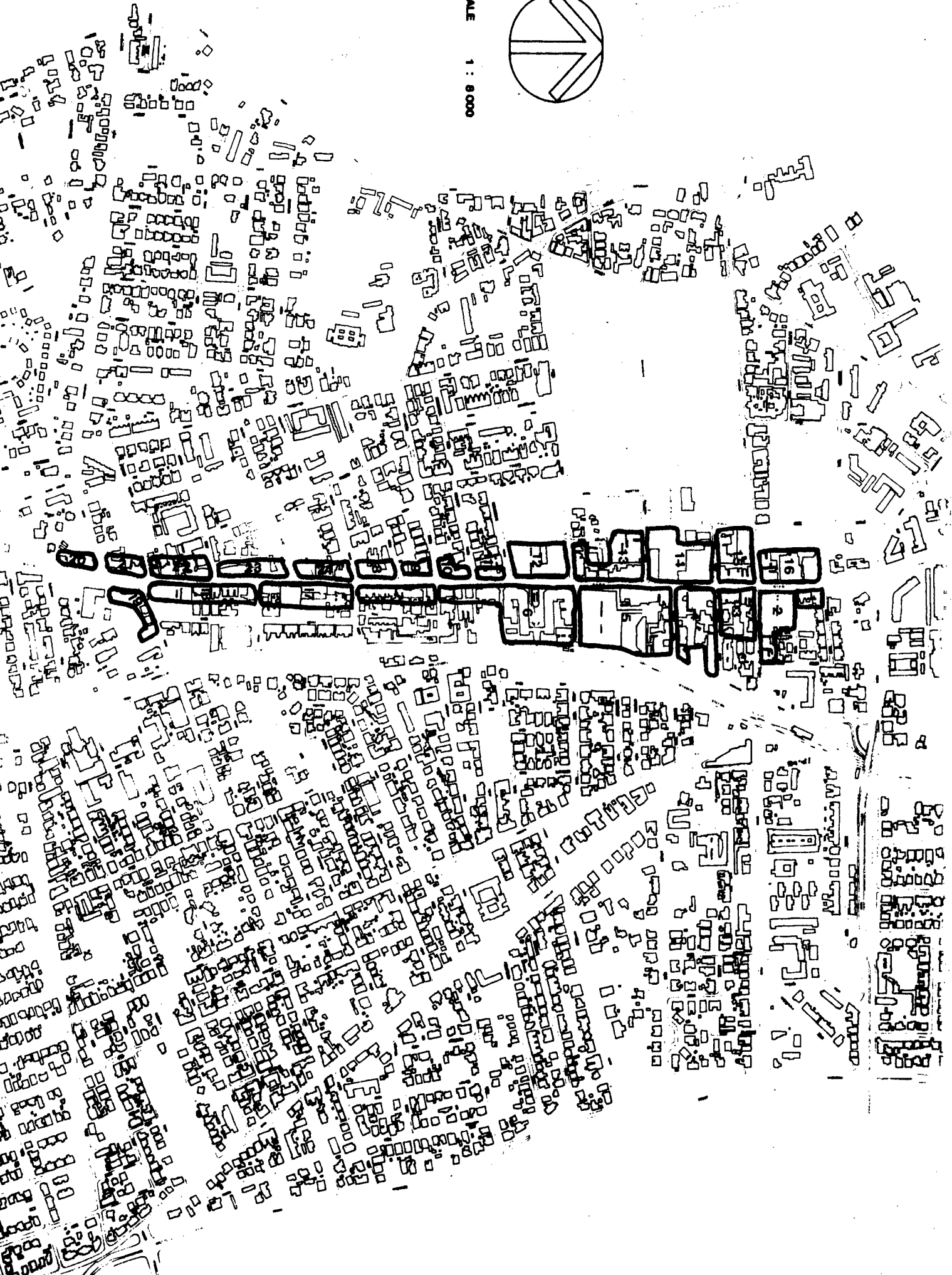
1. Publisher's Offices
2. Bottle store
3. Furniture store
4. Motor repairs
5. General dealer
6. Herbalist
7. Two cottages.
8. Furniture

FIRST FLOOR

3. Furniture store above
- 4-5 Flats



SCALE 1 : 8000





PLAN NO.	DESCRIPTION	APPROVED BY			RELEVANT DATE	SUPERCEDED BY
		COMMITTEE	COUNCIL	ADMINISTRATOR		
X25	Level crossing between Plumstead and Wynberg				34.11.02	
Y86	Tennant Road Widening Land required					
R79	Castletown Road, Plumstead: Proposed improvement		X		37.06.29	
Z96	Main Road, Wynberg Widening Reservation of area between Wetton and Conway Streets for residential purposes		X		35.12.23	
Y123	Church Street and Price Lane, Wynberg: Plan of subdivision					
X188	Castletown Road, Plumstead: Proposed improvement		X		37.06.29	
R249	Waterloo Road, Wynberg: Plan of proposed widening from Carr Hill to Herschel Walk					
R276	Bower, Albert and Waterloo Roads, Wynberg: Proposed improvements					R2202
R307	Castletown Road, Wynberg: Proposed improvements also Rockley Road subway (Rly. Blueprint)					
R364	Castletown Road, Wynberg: Plan showing Proposed Improvements				38.01.13	
Y368	Brampton Road Extension to Castletown Road					
Y457	Carshill Road and Waterloo Road, Wynberg: Plan of Proposed Improvements					
R466	Albert Road, Wynberg: Plan of proposed widening between Alphen Hill and Waterloo Green					
R488	Carr's Hill Road and Waterloo Road, Wynberg Plan					R2449
R532	See R578					
R541	Piers Road, Wynberg: Plan of proposed improvements between Main Road and Alphen Hill Road					
R559	Carr's Hill Road: Plan of proposed widening and construction of S.W. sewers				38.04.29	
R578	Bower Road, Wynberg: Plan of proposed widening between Constantia Road to Alphen Hill					
X586	Wetton and Main Roads: Plan showing amended layout of junction	X			40.05.08	
Y777	Rockley Road, Wynberg: Alternative proposals for the improvement of					
R838	T.P.S.: Claremont - Wynberg Sect. Use of land		X		41.08.28	
R902	Constantia Road, Wynberg: Proposed Improvements		X		43.11.30	R961
Z910	Durban Road and Wellington Avenue, Wynberg: Proposed improvement to Junction				44.01.25	
R948	Proposed Improvements to Junction of Gabriel and Constantia Roads, Wynberg	X			44.01.10	
R961	Constantia Road, Widening					
Y1136	Wynberg Civic Centre Amended layout		X		43.10.30	R1890

Y1218	Widening South Road, Plumstead: Wynberg By-Pass Road			
Y1218/A	Widening South Road, Plumstead: Wynberg By-Pass Road			
Y1218/B	Widening South Road, Plumstead: Wynberg By-Pass Road			
Z1229	Intersection of Constantia and Alphen Hill Roads, Wynberg			
Y1350	Sketch plan showing South Road in relation to Road proposals Wynberg Plumstead Areas			
Y1350/A	Sketch Plan showing South Road in relation to Road proposals Wynberg Plumstead Areas			
R1367	Plan showing Wynberg and surrounding areas			
R1368	Surface Land Utilisation			
Y1404	Proposed improvements to Intersection of Constantia and Alphen Hill Roads, Wynberg			
R1470	Land Surface Utilisation, Wynberg (Regional Survey 1945)		45.	
R1488	Plan showing 15 Acre area Maynardville Est.		53.07.14	
Y1503	Proposed layout for the development of Maynardville Est. Wynberg			
R1528	Proposed By-Pass of Wynberg Main Road		55.11.28	
R1595	Wynberg By-Pass Road: Amended Scheme	X	66.01.11	
Z1617	Plan showing portion of Maynardville		50.08.24	
R1650	Proposed improvements to Gabriel Road		51.01.	
R1691	Proposed extension to Castletown Road and Redevelopment of land abutting Wynberg Station			
R1715	Proposed widening of Tennant Road and Riverstone Road, Wynberg			R2594
Y1737	Intersection of Alphen Hill and Bower Roads, Wynberg			
R1740	Proposed Development Maynardville			R2219
R1740/A	Proposed Development Maynardville			
R1740/B	Proposed Development Maynardville			
Z1771	Proposed improvement to Intersection of Constantia and Alphen Roads		52.01.14	
R1801	Proposed Widening of Alphen Hill Road		52.11.06	
R1801/A	Proposed Widening of Alphen Hill Road			R2642
R1811	Proposed Widening Sussex Road, Wynberg			
Y1840	Proposed Extension of Millbank Road and Division of Parking Areas			
R1890	Proposed Widening Constantia Road, Plumstead			S
Y2047	Proposed New Bus Terminus Wynberg Station		52.12.	
R2048	Proposed Extension to Castletown Road, Wynberg and new Bus Terminus			
W2100	Showing land required for road widening c/r Mains Ave and Tennant Road		55.05.02	
R2134	Widening of Main Road, Wynberg (Wetton Road - Constantia Road)	X	29.06.29	
Y2164	Proposed widening of Church Street and Piers Road, Wynberg			
R2202	Proposed interim widening of Waterloo Road, Wynberg		57.01.22	
X2208	Proposed link between Brisbane Road and Bathurst Road, Wynberg		56.05.11	
R2219	Proposed Development of Maynardville		56.09.17	R2219/B
R2219/A	Proposed Development of Maynardville		56.10.20	R2219/B
R2219/B	Proposed Development of Maynardville		59.05.06	
X2332	Maynardville - Wynberg: Amended Layout		57.04.17	
R2378	Widening Main Road, Wynberg, Indian Road, Wetton Road			

Y2379/E	Parking at Station Places: Wynberg/Wittebome				
Z2434	Proposed Flower Sellers Stands at Maynardville			57.12.10	
R2449	Widening of Albert Road and Waterloo Road between Carr's Hill Road and Bower Road			56.12.18	
Z2581	Proposed Improvements to width of footways; Maynard Road Wynberg		X	59.05.29	
R2594	Proposed widening of Tennant and Riverstone Roads, Wynberg to Kenilworth				
R2642	Alphen Hill, Wynberg: Showing Proposed Proc. Main Road widening				
Y2682	Proposed Widening of Church Street between Maynard and Main Roads Wynberg		X	60.07.05	
R3097	Proposed Amendments to Wynberg Road Pattern	X		61.02.	R3097/A R3813
R3097/A	Proposed Amendments to Wynberg Road Pattern				
R3097/B	Proposed Amendments to Wynberg Road Pattern				
Y3190	Rezoning of properties abutting Church Street, Wynberg from Main Road Business Zone to Court Road		X	61.11.21	
W3205	School Board Open Spaces Wynberg Area		X	62.10.12	
Z3245	Parking Area near Library Millbank Road, Wynberg			61.08.16	
R3396	Proposed Widening Riverstone Road and Riverston Road, Kenilworth			63.06.21	R3995
R3468	Proposed widening South Road - Ottery Road to Main Road, Plumstead			68.03.28	
X3509	Proposed Redevelopment Wynberg Park				
Y3662	Intersection Ottery, Brisbane and Sussex Roads, Wynberg			63.01.	
R3703	Proposed Widening of Constantia, Alphen Hill to Bower Road Dev. via Bardia Road to South Road widening of South to Honiton Roads			65.08.	R4825
R3777	Widening Main Road - Indian Road, Kenilworth - Wetton Road				
R3780	Proposed arterial link between Wetton and Waterloo Roads, Wynberg				R4164
R3813	Plan showing further amendments to Arterial Road system, Wynberg			63.06.	
R3815	Proposed Maynardville Feeder and Link Road, Wynberg			62.06.20	
W3816	Zoning of land abutting Brodie Road, Widening			63.06.14	
Y3957	Request for Civic Centre site, Plumstead				
R3995	Proposed widening of Tennant Road and Riverstone Road, Wynberg - Kenilworth			62.03.	
R4036	Re-routing, Wynberg Main Road By-Pass			64.02.19	R4366
R4094/13	Intersection Main Road and Wetton Road, Wynberg: Proposed signposting			65.05.21	
W4094/14	Intersection Main Road and Maynard Road, Wynberg: Proposed signposting				
W4094/15	Intersection Main Road and Millbank Road, Wynberg: Proposed signposting				
W4094/16	Intersection Main Road and Piers Road, Wynberg: Proposed signposting				
R4105	Historical Homes suggested for Preservation Old Wynberg			64.04.29	
R4162	Proposed Amendments to Wynberg Road Pattern			64.07.14	
R4164	Proposed Arterial Link between Wetton and Waterloo Roads, Wynberg (Amended Schedule)	X		64.07.29	
R4366	Wynberg By-Pass - Rerouting Main Road			65.02.	
R4366/1	Wynberg By-Pass - Rerouting Main Road Viaduct Proposal			65.05.17	

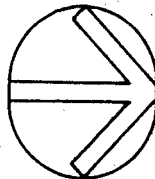
R4374	Gabriel Road: Improvement and Link to Victoria Road, Plumstead		X	65-08-16	
Y4445	Proposed Parking and Bus Terminus, Wynberg			65.04.23	
Z4468	Establishment of Management Comm. for the Wynberg/Wittebome Area Coloured Group Area situated in the area of jurisdiction of the Municipality of Cape Town		X	61.02.10	
R4476	Albert Road, Wynberg widening: Main Road No. 13 Waterloo Road to Bower/Constantia Road Intersection		X	66.10.19	
R4493	Proposed widening Riverston and Tennant Roads, Wynberg	X		66.02.24	R4911
Z4494	Intersection Wynberg By-Pass - Constantia Road			65.05.20	R4675
W4497	Improvement c/r Kemms and Main Roads, Wynberg			65.05.	
Z4523	Service Access Lipton Road, Wynberg			65.11.09	
R4675	Proposed Main Road Loop - Church, Main and Constantia Roads, Wynberg				
R4682	Parking Area, Church Street, Wynberg				
R4682/1	Parking Area, Church Street, Wynberg		X	67.01.10	
R4722	Proposed Amendments: PMR Routes			66.01.	
R4726	Proposed Parking Area adjoining By-Pass, Wynberg				
R4825	Constantia Road, Wynberg, Alphen Hill Road to Main Road				R5256
W4849	Zoning of Area				
W4849/1	Area known as "Chelsea" Area, Wynberg			69.10.13	
W4889	Proposed Rezoning of land Malton Road, Wynberg: Messrs Flemming Motor Service				
R4911	Proposed Widening of Tennant and Riverstone Roads, Wynberg - Kenilworth		X	67.11.13	
R4911/A	Proposed Widening of Tennant and Riverstone Roads, Wynberg - Kenilworth			66.08.	
R4911/B	Proposed Widening of Tennant and Riverstone Roads, Wynberg - Kenilworth	X		66.08.21	
R4930	Proposed Parking Areas adjoining Wynberg By-Pass			66.09.	
Y4933	Additional Bus Shelter, Ottery Road				
R4945	Widening to 94'E of Main Road between Wetton Road and Aliwal Road, Wynberg				
Z4975	Approximate area of influence: Motor Shopping Centres, Kenilworth				
R4977	Temporary Parking Area, Brodie Road, Wynberg				
R5037	-				
R5037/A	Land Use Plan, Wynberg Central Area		X	68.11.28	
R5037/B	Condition of Buildings, Plan for Central Wynberg		X	68.11.28	
Y5086	Establishment of Management Committee for the Wynberg/Wittebome Coloured Group Areas				
Z5061	Establishment of Management Committee for the Wynberg/Wittebome Coloured Group Areas				
W5122	Proposed Splay c/r Maynard/Station Roads, Wynberg			67.05.01	
R5133	Maynard Road, Wynberg			67.04.	
R5158	Improvements to Aliwal Road Widening	X		76.10.28	
R5256	Widening of Constantia Road, Alphen Hill Road to Main Road			68.10.18	R5843
R5309	Proposed Parking and Bus Terminus, Wynberg Station			67.12.14	X6916
R5489				68.06.13	
Y5577	Areas Reserved for Open Space Purposes in the Wittebome/Wynberg area				
Z5678	Proposed Bus Terminus, Wynberg Station		X	69.06.26	
Y5699	Extract from Widening of Constantia Road, Alphen Hill to Main Road Wynberg showing property No. 13				
R5709	South Road, Wynberg: Proposed Alignment		X	74.10.09	

R5728	Proposed Redevelopment of Maynardville arising out of the new Wynberg By-Pass		69.05.13
R5728/A	Proposed Redevelopment of Maynardville arising out of the new Wynberg By-Pass		70.09.25
R5728/B	Proposed Redevelopment of Maynardville arising out of the new Wynberg By-Pass		70.09.25
Z5789	Properties affected by Constantia Road		69.08
W5819	Proposed rezoning of Coggils Hotel (Pty) Ltd Wynberg	X	74.02.08
R5843	Proposed Widening and Realignment of Constantia and South Roads, Wynberg		
Z6061	Sussex Road, Wynberg: Improvements to Intersection York Road		
Y6187	Proposed Service Road System to Constantia Road between Vernon and Buchingham Roads, Plumstead	X	72.01.07
Y6279	Bus Terminus: Proposed Development		71.08.10
R6315	Parking Study - Wynberg Business Area		71.10.01
R6415	Wynberg Suburban Business Centre Off-street Parking		72.03.27
Y6602	Proposed Improvement of Intersection, Alexandria, Mains and Tennant Roads		72.12.12
X6643	Proposed Extension of Business Zoning between Main Road and Proposed By-Pass, Wynberg existing Floor Space Relationship		73.02.23
Y6657	The Spatial Relationship between the Shopping Centres of Wynberg, Claremont and Kenilworth Centre		
Y6690/2	Existing Terraced Housing, Wynberg		
W6793	Rezoning Flemming Motors Malton Road, Wynberg		
X6798	Elimination and Substitution of Wynberg By-Pass Proposal: Rezoning of Land along the route of the former Wynberg By-Pass		73.10.31
Y6812	Mains Avenue - Alexandra Road - Tennant Road Intersection: Proposed signalisation		
R6832/A	Proposed Extension to Maynardville Park and Incorporating a Fairground and Circus Site		
R6832/B	Proposed Extension to Maynardville Park and Incorporating a Fairground and Circus Site		73.11.28
R6832/C	Proposed Extension to Maynardville Park and Incorporating a Fairground and Circus Site		
Z6882	Improvement to Vehicular Subway, Broad Road, Wynberg	X	74.06.27
Z6916	-	X	74.11.27
X6916	Wynberg: Proposed Resiting of Public Convenience		71.05.27
Z7012	Wittebome Station: Proposed Parking		74.05.17
W7128	Extract from Map of Town Planning Scheme showing zoning and Road Proposals in vicinity of Seven Oaks Road, Plumstead	X	76.01.19
Y7148	Improvements to access Road off Wetton Road to Conway Street and widening of Conway Street, Wynberg		75.05.07
Y7152	Proposed link road between Long Street - William Street and construction of William Street between Norway and Loop Streets	X	75.05.29
X7192	Proposed Open-Air Roller Skating Rink, Maynardville Park, Wynberg		75.12.03
W2750	Extract from Town Planning Scheme, Wynberg		75.08.06
Z7322	Proposed Improvement to Alphen Hill/Constantia Road Intersection Wynberg		75.09.09
W7363	Extract from Town Planning Scheme showing zoning in vicinity of c/f Batts and Mars Roads, Wynberg		76.05.28
Y7376	Proposed new Traffic Lanes, Albert Road, Wynberg		76.03.29
W7425	Widening of Pavement. - Station Road, Wynberg		76.04.26
			76.07.08

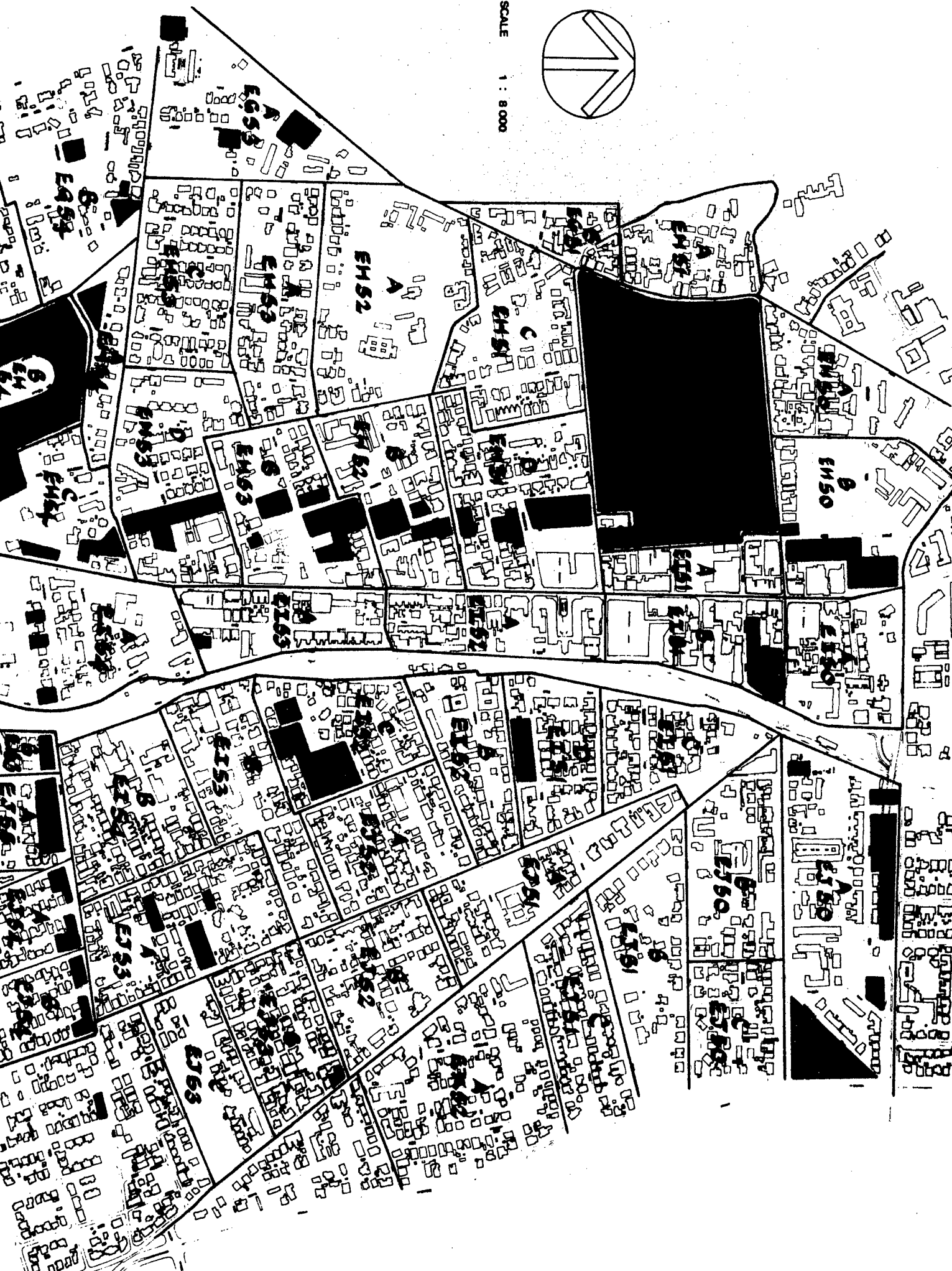
A P P E N D I X E: VALUE OF PROPERTY IN WYNBERG

ZONE	T O T A L V A L U E				V A L U E O F P R O P E R T Y O W N E D B Y C C C			
	NO OF ERVEN	LAND VALUE	BUILDING VALUE	TOTAL VALUE	NO OF ERVEN	LAND VALUE	BUILDING VALUE	TOTAL VALUE
EG053A	59	972 430	1 381 240	2 353 670	7	123 440	6 790	130 230
EG054A	41	540 280	1 117 280	1 657 560	2	2 840		2 840
EG054B	68	271 120	382 850	653 970	9	17 360	2 650	20 010
EH050A	37	692 150	1 701 890	2 394 040	1	11 560		11 560
EH050B	40	1 816 810	1 558 930	3 375 740	12	516 680	65 680	582 360
EH051A	64	333 340	588 190	921 530	2	220		220
EH051B	1	261 260	140 250	401 510	1	261 260	140 250	401 510
EH051C	67	467 640	1 035 510	1 502 450	7	661		661
EH051D	87	934 040	1 427 310	2 361 350	12	22 890	88 870	133 760
EH052A	47	660 670	1 603 670	2 264 340	4	80		80
EH052B	63	758 690	1 295 510	2 054 200	15	72 880	107 020	179 900
EH053A	60	395 190	954 470	1 340 660				
EH053B	63	928 150	939 710	1 867 860	16	168 250	60 790	229 040
EH053C	87	338 410	807 150	1 145 560	2	15 550	4 520	20 070
EH053D	64	791 650	1 271 300	2 062 850	9	19 600	49 230	68 830
EH054A	25	105 220	151 290	256 510	10	5 570		5 570
EH054B	103	206 190	563 970	770 160				
EH054C	42	763 980	1 582 060	2 346 040	9	216 450	40 710	257 160
EI050A	50	1 472 730	2 128 560	3 601 290				
EI050B	1	54 470	80 870	135 340				
EI051A	44	2 747 680	2 320 820	5 058 500	3	2 810		2 810
EI051B	34	2 923 160	2 304 769	5 227 929	6	251 670	71 100	322 770
EI051C	57	166 070	475 540	641 610	1	1 530		1 530

EI051D	69	136 740	338 360	475 100	7	4 540	1 860	6 400
EI052A	32	1 452 850	1 054 740	2 507 590	2	7 520	8 040	15 560
EI052B	56	164 770	580 040	744 810				
EI052C	63	155 960	433 430	589 390	5	24 210	14 570	38 780
EI053A	39	882 330	1 049 630	1 931 960	4	35 100	5 060	40 160
EI053B	58	216 020	883 850	1 099 870	3	740		740
EI054A	53	713 150	1 343 790	2 056 940	4	16 990	32 410	49 400
EI054B	54	192 970	1 282 770	1 475 740				
EI054C	1	35 980	20 240	56 220				
EJ050A	60	584 010	1 435 370	2 019 380	13	29 110	39 020	68 130
EJ050B	62	552 720	580 540	1 133 260	1	20		20
EJ050C	39	128 260	386 920	515 180	1	500		500
EJ051A	57	171 910	699 620	871 530	2			
EJ051B	68	189 380	381 320	570 700	2	3 600		3 600
EJ051C	77	180 460	620 190	800 650				
EI055A	42	358 920	926 320	1 285 240	1	2 030		2 030
EI055B	50	270 010	556 630	826 640	2	10 580	9 110	19 690
EK054A	50	190 840	454 790	645 630	1	4 030		4 030
EK054B	56	238 640	526 990	765 130	4	21 530	9 820	31 350
EJ052A	75	203 630	582 380	785 910	1	150		150
EJ052B	63	217 880	488 400	706 280	3	310		310
EJ053A	79	300 490	637 290	937 780	5	12 940	8 060	21 000
EJ053B	68	173 650	575 470	749 120	2	3 700	8 990	12 690
EJ053C	42	136 610	437 430	574 040				
EJ054A	63	211 130	550 270	761 400	8	23 920	10 970	34 890
EJ054B	60	209 960	505 620	715 080	7	24 500	10 960	35 460
EJ055A	66	335 680	652 590	988 270	7	29 170	26 950	56 120
EJ055B	26	151 130	308 742	549 872				



SCALE 1 : 8000



APPENDIX F: PHOTOGRAPHIC PORTFOLIO

1. Main Road West Side Southern Section
2. Main Road West Side Northern Section
3. Main Road East Side Northern Section
4. Main Road East Side Southern Section
5. Church Street, Hawkers, Station Road,
Facades and Ebor Road.



KODAK SAFETY FILM 5062 TY FILM S062 062 KODAK SAFE 5 KODAK SAFETY FILM S KODAK SAFETY FILM 5062 TY FILM



2 2A 1 1A 36A 35A 364 34A 33A 32 2A



31A 30A 29A 28A 25 24A 23 22 21 20



24A 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1





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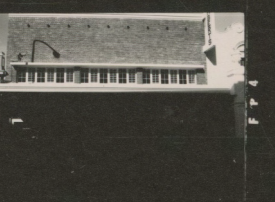
11 11A



12 12A



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19 19A



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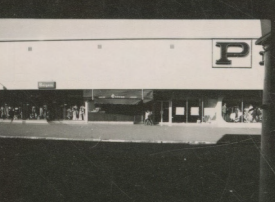
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PAINTS
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As an aide to the process a few notes were prepared in regard to the following land use components.

1. Residential.
2. Retail.
3. Office.
4. Entertainment, cultural and education facilities.
5. Industry and warehousing.
6. Government facilities.

1. RESIDENTIAL

The choice of residential location should be based on an evaluation of the advantages to the individual based on factors such as accommodation accessibility, environment, prestige, convenience and economy.

His choice is based on his expectations; one of which relates to the type of neighbours, both people and activity. While this would call for a certain amount of homogeneity in the local scale a variety in the facilities available in the wider scale could add to convenience and the fullness of experience.

Variations /

Variations in residential density creates different degrees of social activity intensity. It is this variation that allows the introduction of activities other than residential into the residential matrix without incompatibilities occurring. By this is meant that in a quite cul-de-sac it would be difficult to introduce any activities without them creating a nuisance. In a situation of high density living conditions, the shops, light industry, offices can easily be interwoven with no ill effects.

The development of high density residential areas has the effect of significantly changing the existing "norms" for the provision of amenities. This is caused by the intensity in the use of the amenities possible with high aggregation of people.

The last point is that high densities do not necessarily mean high rise apartments. The provision of 3 storey development with 0,33 coverage could achieve densities of up to 360 persons per hectare, (Equivalent to R4 zoning).

Much has been written about the social ills that occur in high rise residential developments.

It / ...

improvement in technology has come the reduction in the amount of face to face contact required and increasing specialisation within large organisations. As a result of the expansion of the urban area the advantage of the C B D location have begun to decline, thus with the change in office practice alternate locations become feasible.

A study was carried out in Britain (4) which showed that a relatively small proportion of trips were made by people in offices in the course of their work. In the survey quoted this amounted to less than 20%. This study also showed that it was mainly the legal profession that required C B D location.

Offices have been classified (1) into six types based on the types of linkages which they require viz.:

1. Offices with interdependant functions orientated towards the C B D and dependant on close contact with it. These must be located in a C B D location e.g. financial offices.

2. /

2. Offices for interrelated functions orientated towards the C B D but not initially dependant upon close contact with it. These also located in the C B D location e.g. diplomatic and professional offices.
3. Offices for interrelated functions orientated outwards from the C B D but requiring reasonably easy contact with it, these offices usually locate on major arteries in the frame e.g. some executive offices of large manufacturing industries.
4. Offices for activities emanating from the suburbs but requiring contact with the C B D these locate close to major terminal points in the suburbs, usually associated with the areas from which their business emanates e.g. credit control offices for shops in the suburbs.
5. Public offices - these usually cluster together to achieve the greatest mutual accessibility. Often related to the older parts of the city.
6. Interdependant offices orientated towards the suburbs. These include the processing units of large concerns which can carry out the bulk of the work within its walls and the offices tend to provide a service regionally or even nationally e.g. Mutual at Pinelands, Southern Life at Rondebosch, stock control and computer service of large stores etc.

4. /

Special schools, technical colleges, and the university draw their students from further afield.

The land requirements for education facilities can be reduced if the public open space system for the community acts also as the informal playing fields for the schools.

INDUSTRY AND WAREHOUSING

Light industry employs a large proportion of the worker force of Cape Town. Almost 60% of the coloured labour force is active in light industry.

Dependant on the size of a factory, it could be located in relation to residential area from which the worker force is drawn, and no incompatibility should occur.

Large establishments obviously create greater activity and require greater accessibility; and location in a residential area is not suitable. Well planned location of this activity could result in a considerable saving in transport infrastructure and costs.

Service industries can also be located in a dispersed fashion.

Heavy /

Heavy industry must perforce locate in an area so that noise and air pollution will not be experienced in other areas.

Possible worker density in industry is 100 persons per hectare.

Warehousing as an activity has considerably reduced since the advent of the large food chain stores, with warehousing being larger and further removed from suburban centres.

6. GOVERNMENT FACILITIES

The location of government facilities is usually related to the older parts of the city. As this relates to Wynberg there is the magistrates court and police station, clinic, library, 3 post offices, office of provincial inspectors. Disposal of other functions such as the cleansing service, health clinics and fire brigade also occurs.

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Barrie and Rockliff 1967.
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location of offices Bureau Research paper No. 3 April 1968

A place for all seasons

Schools, shops, church, sport

IT is said that a person could live in Wynberg all his life and not need to move very far in order to obtain the things, practical or luxurious, that he needs.

The hard fact remains that Wynberg presents a small corner section of the community and it reflects virtually every facet of the community.

This is well indicated in the commercial sphere. Along the sprawling main street and the shorter side roads, there are shops of every type, from large supermarkets to little speciality stores dealing with hobbies, jewellery and similar goods needed only for leisure times.

The busy housewife has a wide range of shops for obtaining the daily needs. She can buy at the larger, rather impersonal supermarkets, or she can spend her money across the dusty counter of a corner grocery where she will get a little local gossip and some good advice thrown in for free.

For her dresses she can go to any number of shops where fashions as up-to-date as in the centre city are obtainable, or where long wear and service counts more than style.

The biggest hang-up of Wynberg shopping is the traffic problem, which can become chronic at times, so that everything seems to freeze up solid.

The streets are narrow, and the traffic seems to pour down into a few thoroughways. The town council makes strenuous efforts to keep the traffic flowing and in fact there has been considerable improvement.

Traffic-wise, many of the problems arise from people in other suburbs using their own transport and choking the Wynberg streets. They come from the southern suburbs and funnel into an already congested area.

Wynberg, a remarkably integrated area, is well-served with public transport. The railway line plunges through the heart of the town and has

a couple of stations where commuter traffic is picked up morning and evening.

On the main road the giant buses lumber along, creating their own private traffic jams and yet doing their best to get the people away.

It is the better-off areas which send their cars into the maelstrom which complicate things. Fortunately many use the upper roads such as Edinburgh Drive.

There is a wide spectrum of classes and languages, colours and cultures in the town. There are advanced schools and there are primary schools. For relaxation there are cinemas and playhouses, or theatres, and sports fields and play grounds.

Church bells ring out on Sundays, and there is a place of worship for nearly everyone.

All in all, Wynberg really is a place where one could be born, live and die quite happily without moving far away to seek excitement and pleasure.



The bustling heart of Wynberg with its constant flow of cars.

As old as Van Riebeeck

WYNBERG lies 13 km to the south of the main city centre and at one time was a municipality in its own right, from 1886 to 1927. It is the headquarters of a magisterial district and is generally congested due to the narrow streets which were laid out in more haphazard times.

The name comes from a vineyard of considerable antiquity laid out by Governor Jan van Riebeeck in 1659 on his farm Boesbevel on the slopes of Wynberg Hill. The old man seemed to have an eye for a good thing, for his farm is today known as Bishopscourt, and is one of the more "classy" spots in the Peninsula. That it has good climate and soil and the ground prices have rocketed immensely since those days.

Visitors can still have a look at a hedge of wild almonds, planted in an attempt to start the first Bantustan, but this one was to keep the Hottentots out, not in. Portions are still with us and have been declared a national monument.

The oldest surviving building in Wynberg is a plain house, thatched and with old-style walls, which belonged to St John's Church. It is alleged to own a resident ghost.

The Dutch Reformed Church was founded in 1831 and St John's, the Anglican, in 1836. The DR church was actually built in 1839. Both churches are still in existence, although greatly altered.

At the time, living in Wynberg was the in thing with the fashionable and the new rich, and they moved out un-

der the trees in the Klein Oude Wynberg estate. British officers from India were sent there as a R and R (rest and recuperation) point and many chose it as a leave venue and on retiring as a home.

Wynberg went backwards around 1850 when the Indian Mutiny, faster transport and the attractions of Australia combined to take people in other directions. By 1886 things changed again and extensive barracks were built there. Butchers, bakers and the candlestick makers flooded in setting up the commercial life of Wynberg as known today.

It was at this time that Wynberg became a separate municipality with its own water supply from the top of Table Mountain. It had been reached by the railway from Cape Town in 1862. After the South African wars things quietened down and Wynberg lost its pre-eminent position to towns further down the line.

In 1964 the architect Brian Healdline began a move to



The oldest building in Wynberg was once a school.

save and restore the fine Regency houses in old Wynberg. The area became known as Little Chelsea.

Maynardville with its unique open-air theatre and Shakespeare seasons since 1936 is a public park, with Wynberg Park 38 ha, being the best known.

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