

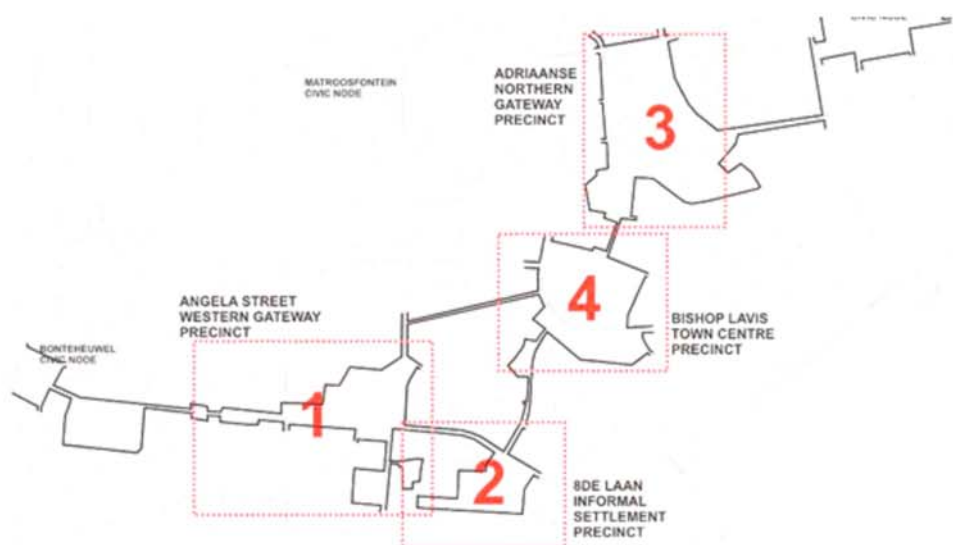
POLICY

LAVISTOWN LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK (POLICY NUMBER 12350)

APPROVED BY COUNCIL : 29 MAY 2013
C43/05/13



Providing better decision-making, project prioritization and budgetary alignment at neighbourhood scale.



Approved by Council
29 May 2013
C 43/05/13

LAVISTOWN

LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK



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Lavistown Local Area Spatial Development Framework: EXECUTIVE SUMMARY

1. Context and main objectives

The Lavistown area is situated in the south-west of the Tygerberg District and is located centrally and is highly accessible. The study area is bound by several high order transport routes, namely: Owen Road to the north, 35th Avenue to the east, Modderdam Road to the south, and Netreg Railway line and Valhalla Drive to the west.

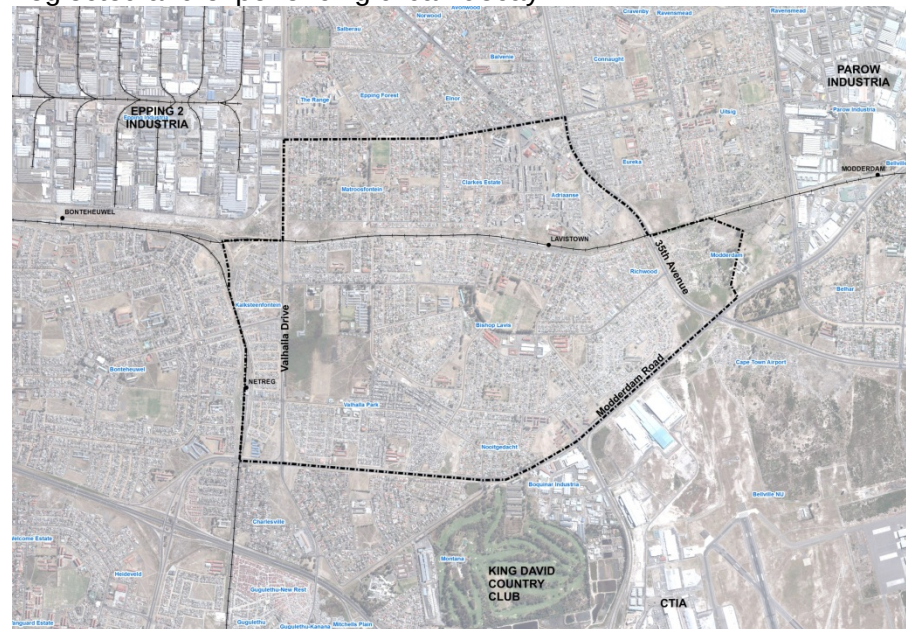
The main purpose of Lavistown Local Area Spatial Development Framework (LASDF) is to provide specific support to line departments at precinct level for better decision-making, project prioritization and budgetary alignment to ensure efficient use of Council resources. It also aims to assist in guiding land use decision-making at the local scale.

It aims to achieve this through:

- *Addressing social need* by identifying housing infill opportunities and clustering of social facilities;
- *Identifying Urban upgrade and rejuvenation opportunities* in relation to pedestrian and public transport environments, as well as development of quality public spaces and landscaping; and
- *Stimulating economic development*, either by encouraging private development by means of proposed land release, encouraging local business development by means of supporting favourable land use rights or increasing the development potential of the informal economy within the area.

It is intended to supplement the Tygerberg district plan by providing direction at a local scale via its local spatial proposals and development guidelines to be approved as council policy. This plan will

also support the focus of the Mayoral Urban Regeneration Programme under the Area Coordinating Team (ACT) for the Bishop Lavis/Valhalla Park Area, which aims to uplift areas that have been identified as neglected and experiencing urban decay.



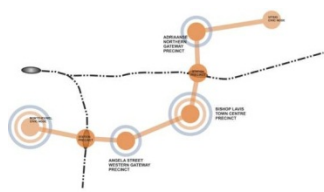
The study area - Lavistown

- e) *The overall conceptual spatial structure* is made up of the abovementioned main spatial ideas.

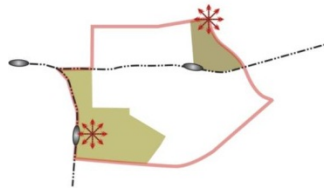
2. Main spatial ideas

The main spatial ideas make up the conceptual spatial structure that will inform proposals made in the overall spatial development framework. These include:

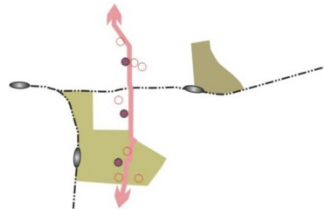
- a) *Strengthen community order relationships*: by emphasizing a direct link between Netreg Station, Bishop Lavis Town Centre, Lavistown Station and Adriaanse Civic Precinct. This is a critical public link highlighted for development/upgrade as it provides local access to public transport, civic precincts and local business nodes along its length.
- b) *Develop primary gateways into the study area to signify a sense of arrival*. The primary gateways to the study area should be located at key intersections with high exposure, where mixed use activity can occur.
- c) *Reinforce the north-south educational and institutional pedestrian link* (Civic Road, Tafelberg Road, Paulus Road and Joyce Road) with NMT infrastructure that will make movement safer and more comfortable, especially for scholars.
- d) *Develop a more legible internal circular system* throughout the Lavistown area so that local movement and access is made easier. This should be supported by appropriate mixed use and infill development



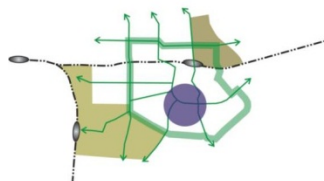
a) Strengthening community order relationships



b) Primary gateways signify sense of arrival



c) Reinforcing the North-south institutional link

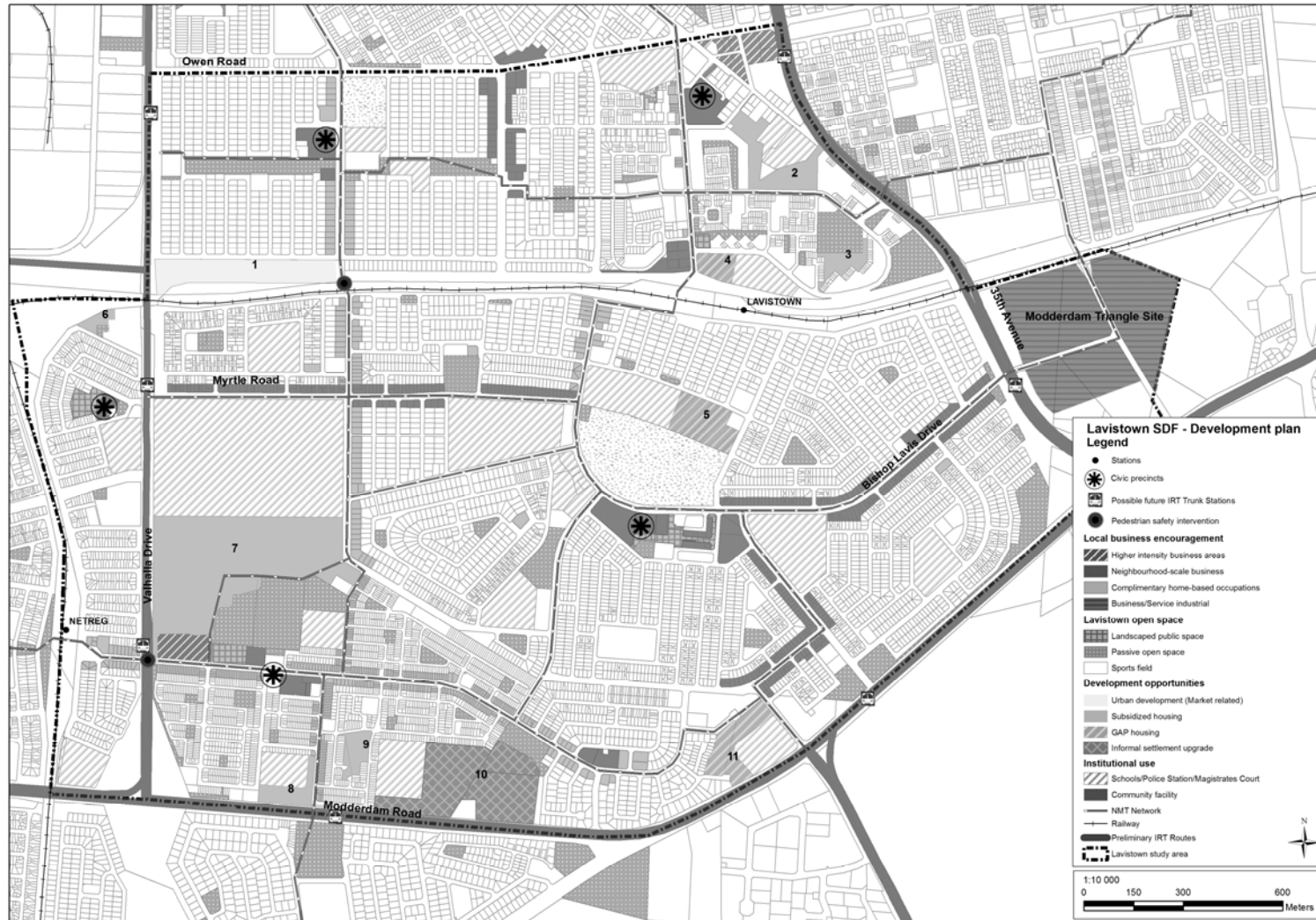


d) A more legible internal circulation system



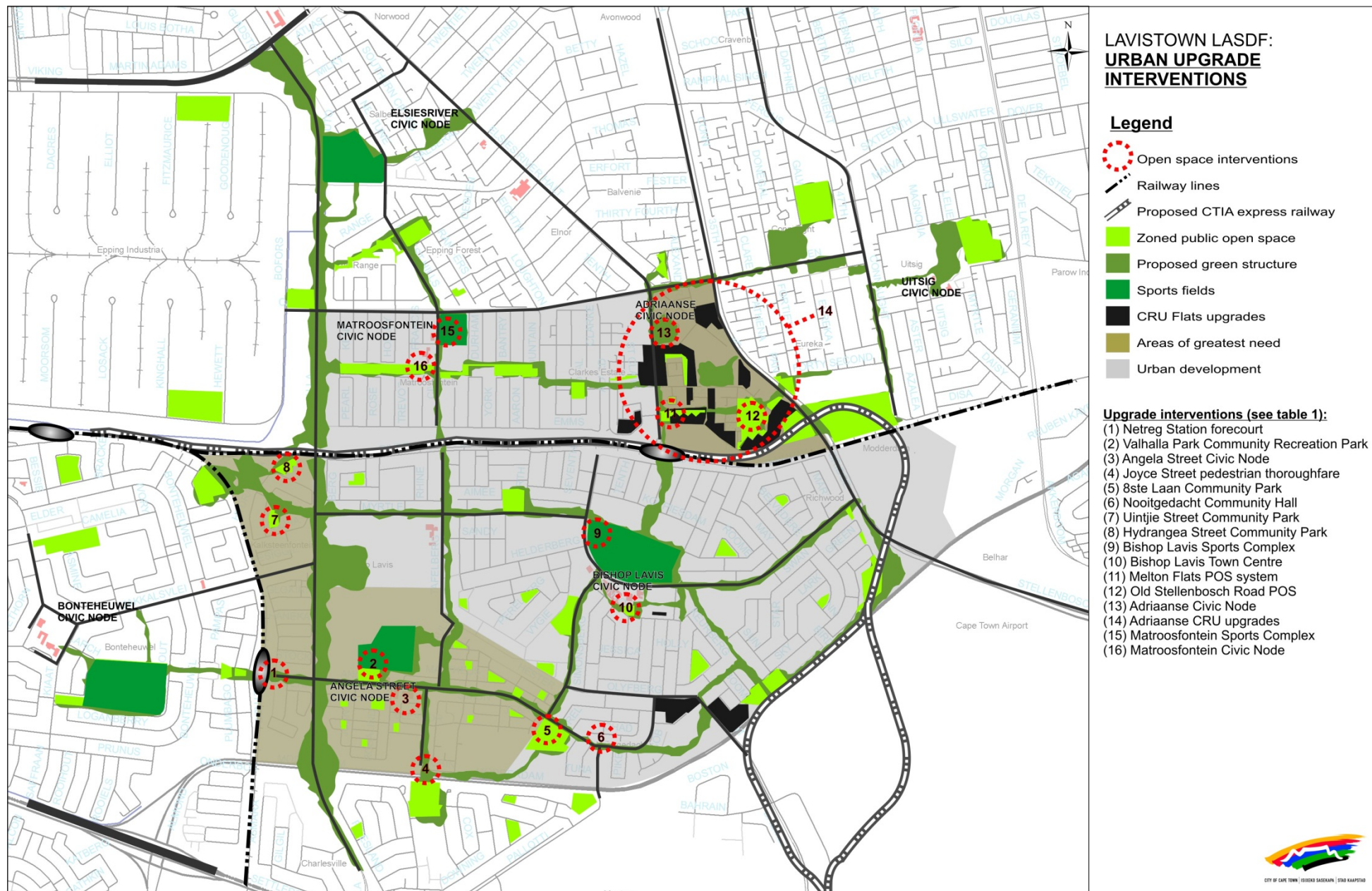
e) The overall conceptual spatial structure

3. The overall spatial development framework



The overall spatial development framework (SDF) plan indicates the desired state of the Lavistown environment, translating the main spatial ideas onto plan (see section 2). The overall SDF plan reflects spatial proposals for:

1. Transport, movement and access interventions
2. Open space and urban upgrade interventions
3. Development and infill opportunities
4. Local business development opportunities



Lavistown Local Area Spatial Development Framework – Approved 30 May 2013

3.1 Transport and access interventions

(a) Public transport

It is proposed that these future IRT trunk stations should be located at proposed gateways into the area to reinforce functionality of higher intensity land uses within prominent locations in the study area, as well as being coordinated with railway system planning for easy modal integration.

(b) Non-motorized transport

Development of pedestrian environments is proposed through route prioritization for pedestrian and bicycle routes anchored by public transport entry points as well as resolution of particular pedestrian/vehicle conflict areas.

3.2 Proposals for urban upgrade

Table 1: Urban upgrade interventions (refer to the urban upgrade interventions plan above)

Site No.	Erf No.	Description	Recommendation
1		Netreg Station forecourt	Greening of the station forecourt
2		Valhalla Park Community Recreation Park	Develop the park facility into a regional destination place that can be used for Lavistown residents as well as the broader community from neighbouring suburbs.
3	2772	Angela Street Civic Node	The refurbishment of the hall should include the upgrading of the old netball court to the rear of the property as well as construction of an additional court on the western side of the hall for formal games.
4		Joyce Street pedestrian thoroughfare from Modderdam Road	This pedestrian thoroughfare forms the southern gateway entrance into primary north-south pedestrian route through Lavistown. The potential development of the vacant school grounds at Parkvale Primary School will provide the opportunity to 'celebrate' this entrance from Modderdam Road into Joyce Road with appropriate landscaping.
5	1210	8ste Laan community Park	The site should be reduced in size to include only the actively-used and developed (with play equipment) portion of the site.

6	6936	Nooitgedacht community hall	Salm Road is one of only two vehicular access points to Lavistown from Modderdam Road. Directional signage should be erected in this location to increase local orientation through the area.
7	133537	Uitjies Street community park	This park is problematic as it is extremely isolated, with low levels of surveillance due to all surrounding erven backing onto the space. It is recommended that the site be developed as an informal street soccer facility with controlled access managed together with the community hall. Alternatively, the portion of erf 133537 that abuts the residential units to the west could be developed so that the new houses front onto a multifunctional street space, thereby increasing surveillance within the space.
8	133651	Hydrangea Street community park	The park forms part of a group housing component on erf 133651. It is recommended that the existing park area be restored in conjunction with the development of the remainder of erf 133651 for public housing.
9	808	Bishop Lavis Sports Field	The opportunity for providing informal trade facilities along the perimeter of the sports field fronting onto Bishop Lavis Drive should be investigated. Furthermore, the western side of the sports complex is under-utilized, and further investment is required to optimize the use of space within the facility.
10		Bishop Lavis Town Centre	The Bishop Lavis Town Centre precinct is an intensely utilized area and is well served by local businesses. It is recommended that landscaping enhancements are required in order to emphasize the link between the pedestrian mall and the civic component. Furthermore, pedestrian access between the clinic and the community hall should be sought.
11	25641	Melton Flats POS lane	The site is undeveloped, lacks maintenance, and is prone to dumping. Landscape upgrades are required, possibly with the inclusion of NMT infrastructure towards Lavistown Station.
12	25592	Old Stellenbosch Road POS	It is recommended that the site be reduced to a more functional size, with the remainder being closed and rezoned for urban development.
13	31981	Adriaanse Civic Node	It is recommended that additional soft landscaping be provided where possible, particularly around the parking areas and in the central courtyard to improve human comfort and improve the overall aesthetic quality of the civic node.
14		Adriaanse Flats	The Adriaanse Flats should be included in the next

		upgrades	phase of implementation of the CRU upgrade programme, which should include upgrading/landscaping of the public spaces or courts between the blocks of flats.
15	6874	Matroosfontein sports complex	It is recommended that certain sections of the boundary wall along Civic Road and Elsbury Road be replaced with palisade fencing for visual permeability into the sports complex.
16	179 728	Matroosfontein Civic Node	Investigate the use of the vacant land to the rear of the community hall. Should the land not be deemed necessary for public facilities use, the land should be developed together with Erf 728.

3.3 Urban infill opportunities

Table 2: Sites for further investigation for urban infill (see SDF plan above)

Site No.	Erf No.	Suburb	Recommendation
1	112629	Matroosfontein	It is proposed that the site be disposed of and put on tender for private housing development.
2	25547	Adriaanse	The site would be ideally suited for subsidized housing to accommodate overcrowding within Lavistown.
3	25592	Adriaanse	It is proposed that a portion of the site that is not required for public open space be developed for subsidised housing.
4	25809	Adriaanse	It is proposed for housing that potentially targets the GAP market to be developed on the vacant school grounds at Clarke Primary School with a minor component of business fronting onto Adriaanse Avenue to take advantage of the exposure benefits from proximity to the station.
5	843	Bishop Lavis	The undeveloped portion of the site is ideally suited for high density social housing of similar form as the Drommedaris, Leo Mews and Steenberg social housing projects.
6	133651	Kalksteenvontein	The site is zoned General Residential (R4) and is partially developed with group housing and a community-sized pocket park. Typologies could include group housing as an extension of the existing housing to the east of the site, or alternatively higher density walk-up units.
7	1484, 3484, 3462, 3485	Valhalla Park	The site constitutes the Valhalla Park Integrated Housing Development Project. A total of 777 dwelling units are planned to be constructed on the site at a gross density of 35du/ha.

8	3030	Valhalla Park	The vacant school grounds on the eastern and southern edges of Parkvale Primary school should be developed for housing purposes.
9	3669, 2999	Valhalla Park	The site is zoned POS and is the current location for the 7de Laan informal settlement. The site is proposed to accommodate formal subsidized housing to assist with overcrowding in the area and surrounds.
10	1210, 1209, 3460	Nooitgedacht	8ste Laan informal settlement, consisting of approximately 710 households, is proposed to be formalized through site & service upgrade in its current location.
11	8184, 1220	Nooitgedacht	The site could accommodate either formal subsidized housing or Gap housing. The possibility of acquiring a portion of the neighbouring school grounds should be explored to enable a more meaningful development.

3.4 Business development opportunities

Development of commercial pockets in exposed locations is proposed through the following (see SDF plan above):

- Creating new business clusters, which maximize effort on externalizing the area by creating mixed use environments in exposed locations such as Angela Street/Valhalla Drive intersection and 35th Avenue/Owen Road intersection, where developable land is available.
- Identifying erven recommended for enhanced business rights in appropriate locations, such as along Angela Street and Tafelberg Road for home-based business complimentary to the residential character of the streetscape, and Myrtle Road, Bishop Lavis Drive, and Owen Road for higher intensity businesses that are more formalised and serve as primary uses of properties. Although business uses are encouraged from erven along these routes, it is essential that the nature and extent of business development remains context-specific.

- c) Providing space for informal economic activities to operate focused around economic and pedestrian movement generators. Adequate facilities in well-located space should be provided to give local traders the best opportunities for success.
- d) Mixed use: Service industrial (Modderdam Triangle)
The Modderdam Triangle site, currently occupied by the Malawi Camp informal settlement, represents an area of potentially significant economic potential. It should be noted that a large portion of the site comprises an old solid waste dump site, as well as some wetland areas. Therefore, a detailed geo-technical study will be required to determine the extent of land available for development. The proposal made in the Tygerberg District Plan is for mixed use developable of a non-residential nature on developable land as a result of noise regulations related to the airport runway flight path. Such uses may include service industrial, warehousing and commercial uses.

4. Identifying precinct priorities

Four action precincts have been identified for prioritized intervention in accordance with the overall framework. Spatial interventions within these precinct priorities reflect scope for a critical mass of interventions with the widest local impact.

Recreation Park. This precinct will be detailed in the development framework as the focus of short term intervention within the Lavistown area due to existing vested interests in this precinct by the Human Settlements and Community Services Directorates. This precinct is discussed in greater detail in section 5.



Lavistown precinct planning priorities

The precincts identified for more detailed planning and urban design include:

1) *Angela Street Western Gateway Precinct*

The Angela Street Precinct is viewed as the 'incubator' precinct for further upgrade and rejuvenation of the Lavistown area, given the expected implementation of the catalytic Valhalla Park Integrated Housing Project, including the pilot Valhalla Park Community

2) *8ste Laan Informal Settlement Precinct*

The 8de Laan area is identified as a priority area for informal settlement upgrade according to the Department of Human Settlements: Informal Settlements branch. It is therefore imperative within the context of the Lavistown SDF that the 8de Laan informal settlement be upgraded to an adequate level of infrastructure.

3) *Adriaanse northern gateway precinct*

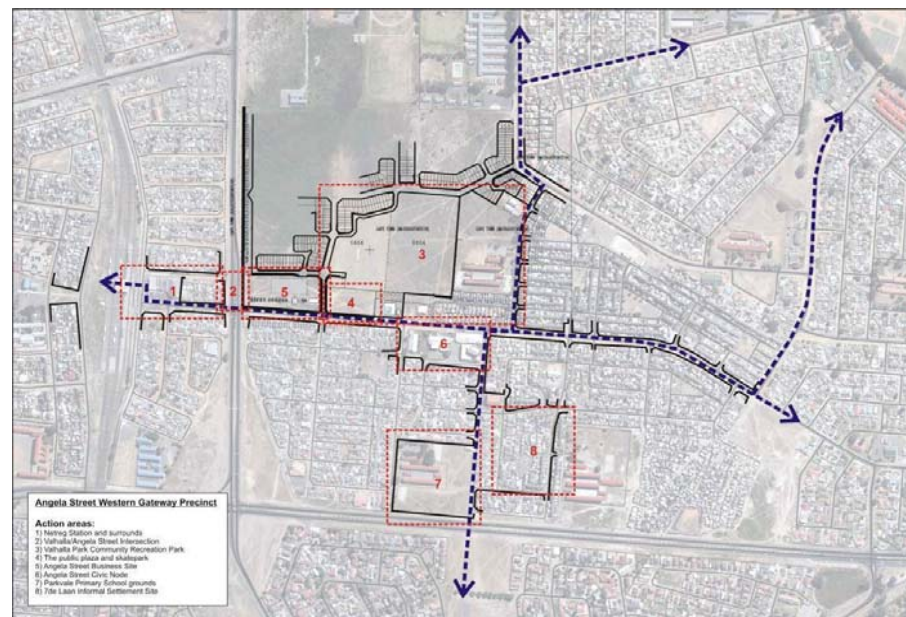
The Adriaanse Northern Gateway Precinct requires a significant level of investment for urban upgrade to alleviate conditions of urban decay, but is also endowed with a generous proportion of vacant and developable City-owned land. Public investment in this area will enable a much-needed facelift of this area, which is envisaged to attract appropriately scaled business development comparable to development in other sites along the 35th Avenue development route. It is envisaged that public and private development within this precinct will create a northern gateway into Lavistown area, in much the same way as Angela Street in the south-west of the area.

4) *Bishop Lavis Town Centre precinct*

Bishop Lavis Town Centre precinct currently represents the area with the highest local competitive advantage. Although the precinct is well established and further development opportunities are fairly limited, the precinct is likely to remain a key spatial structuring component and destination place due to its role as a high order public facilities node and local economic hub. In this regard, there are several urban upgrade interventions required to enhance the role of the Town Centre Precinct.

5. **Angela Street – The Western Gateway Precinct Plan**

The Angela Street Precinct (Precinct 1) can be considered as the Western Gateway into the Lavistown Area.



Context map of the Angela Street Western gateway precinct

The following spatial and urban design elements should be introduced to the action areas identified within the precinct:

- **Action area 1: Netreg Station**
 - o The station precinct represents the only crossing point for formal NMT between Kalksteentfontein and

Bonteheuwel. It is thus crucial to provide for universal access to the station platform to facilitate safe and secure thoroughfare through the station.

- o Efforts to increase security at the Netreg Station must be made to reduce the level of crime. It is imperative to provide formal security within the station precinct, perhaps in the form of a local employment projects.
- o Adequate landscaping with focused tree-planting, lighting and street furniture should be planned to increase the level of human comfort experienced inside the station precinct.

- **Action area 2: Future IRT trunk station at Valhalla/Angela Intersection**

- o The trunk station is a generator of pedestrian movement. It is identified as an opportunity to further reinforce the pedestrianized nature of Angela Street, as well as an opportunity to reinforce the 'publicness' of the precinct by externalizing the areas abutting this location.
- o The development of the trunk station is totally dependent on the future prioritization and phasing of the IRT network. However, should the Nigeria Way trunk route be realized in future phases of the network, then the Angela Street Trunk Station should be prioritized.
- o The location of the trunk station in the median of Valhalla Drive at Angela Street provides an opportunity to address the conflict between pedestrians along Angela Street and the large peak volumes along Valhalla Drive.

- **Action area 3: Valhalla Park Business Site**

- o The business site, located at the intersection of Valhalla Drive and Angela Street is zoned for general business.
- o It is proposed that a mix of formal and informal business opportunities is provided, that can benefit from the pedestrian movement along Angela Street.
- o Formal business enterprises such as a neighbourhood-scale shopping complex (such as a Spar or Seven Eleven) would be encouraged on the site to anchor small-scale businesses and informal traders. This should take the form of a 2 storey landmark building of $\pm 1000\text{m}^2$ to emphasize visual prominence consistent with the location.
- o Informal economic activities, such as fruit and vegetable stalls, food stalls and other related vendors may be located on the site. Informal trading bays should be placed preferably along the boundary with George Rosenberg and Angela Streets so as to create an active interface onto the proposed Valhalla Park Public Plaza as well as the pedestrian routes along Angela Street.
- o Informal economic activities abutting pedestrian movement routes should not obstruct the movement of pedestrians.
- o It is envisaged that the spatial proposals for informal economic activities within the Angela Street precinct will inform an informal trade plan once the area has been developed and sufficient demand exists for informal economic activity.

- **Action area 4: Valhalla Park Public Plaza**

- o A public plaza is proposed as the forecourt, which will provide primary access to the Valhalla Park

Community Recreation Park precinct from Angela Street.

- o The plaza forecourt area is envisaged to be landscaped into a hard space that will double up as a skate park.
- o Safety Tower: The VPUU principles of safety should be applied within the Angela Street Precinct by providing active boxes in the form of safety towers in selected locations. A space adjacent to the public plaza would be an ideal location.

- **Action area 5: The Community Recreation Park (including Valpark Primary School grounds)**

- o Community park buildings: Buildings related to the community recreation park should be clustered in the centre of the park, along the same axis of the existing library building. Buildings should be double-sided in order to create positive frontages onto sports fields/play facilities.
- o The residential units surrounding the park grounds have been designed for maximum frontage and are able to accommodate 2-storey dwelling typologies, thus providing passive surveillance. The community recreation park will accommodate the stormwater attenuation requirements of the surrounding housing development, as stipulated in the approval conditions of the land use applications.
- o The under-utilized part of Valpark Primary should be integrated with the abutting community recreation park grounds in order to be more efficiently used.
- o In view of the expected increase in households within the catchment area of the Valpark Primary School as well as the significant public investment in and around the school grounds, it is anticipated that placement of learners at Valpark Primary School

would become more appealing and that annual enrolment would see a steady increase. In response to the anticipated increased demand, the school buildings should be sufficiently upgraded in accordance with the planned upgrades abutting the school grounds, so as to reinforce the urban regeneration of the Angela Street Precinct.

- o Additional landscaping should be provided along Paulus Road as part of the football pitch construction. This would be in keeping with the landscaping and NMT planning for the north-south institutional link route.

- **Action area 6: The Civic Node**

- o Reinforce and enhance the present role of the civic node by upgrading existing facilities (i.e. the clinic, hall and library).
- o The existing library in Angela Street holds potential as a centre for the roll-out of business programmes and distribution of related information. The accommodation of these additional services within the existing building should be investigated. Alternatively, the existing building should be extended should the demand for additional space exist.
- o The multi-purpose hall, usually used as an indoor sports, recreation and skills development facility, is currently being upgraded. This should be done in a manner that integrates its envisaged use with the community recreation park and the library so that it doesn't become a wasted resource. Perimeter walls should be replaced with permeable fencing to increase openness and visual surveillance.
- o The possibility of landscaping the garden area between the clinic and the community hall into a

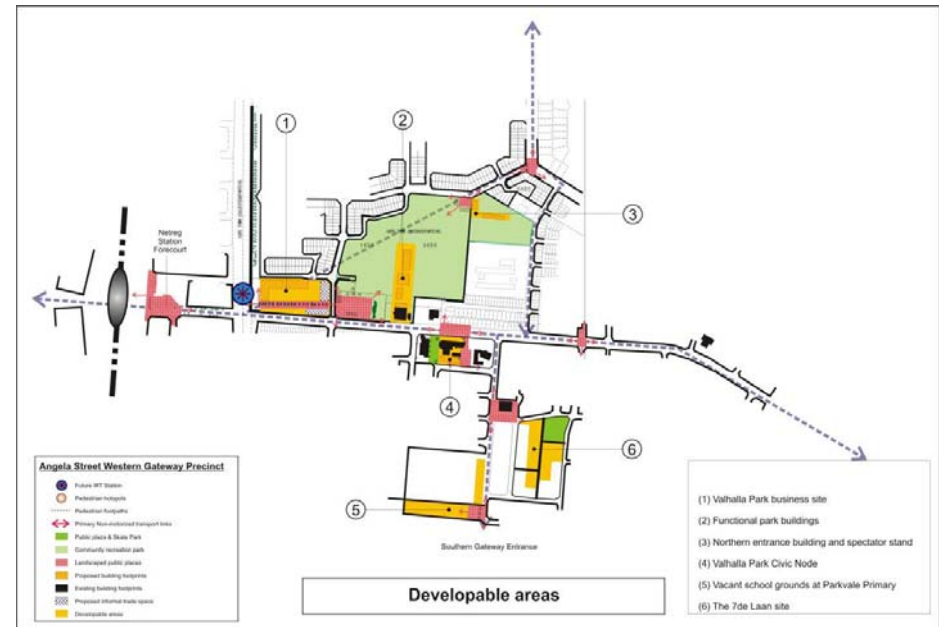
courtyard area that can be shared between the two facilities should be investigated.

- **Action area 7: Joyce Street and the under-utilised school land at Parkvale Primary School**

- o The under-utilized school grounds of Parkvale Primary School that are fenced off from the actively used part of the school present an ideal opportunity for infill housing development. Potentially developable portions include the southern part of the site, with access provided by extending Doreen Road to Joyce Street. Furthermore, the subdivision of the site to provide additional erven on the western side of Joyce Road will create a more defensible boundary for the school.
- o Joyce Street represents the southernmost part of the primary north-south NMT and institutional link route through the Lavistown area. Focused landscaping is proposed along its length and at key spaces. The rationalization of the school grounds also provides an opportunity to define the key pedestrian entrance to the area along Joyce Street from the pedestrian crossing at Modderdam Road.

- **Action area 8: the 7de Laan site**

- o The City of Cape Town: Human Settlements Dept. should initiate the closure of the public open space forming the 7de Laan site. Written correspondence has been received from the Dept.: City Parks in support of closure of this public space for residential infill purposes.
- o Rezoning and subdivision of identified erven for residential development is required.



Developable areas within Angela Street Western gateway precinct

5. Implementation framework

The implementation framework aims to identify the way forward in realising the spatial proposals put forward in this document. It is envisaged that the ACT would play a key role in contributing to co-ordinating interventions in proposed in LASDF.

5.1 Angela Street Precinct – phase 1 lead actions

Phase 1 entails the development of the Angela Street Western Gateway precinct to its fullest potential over a 1-5 year timeframe for implementation. The table below provides a summary of the most critical lead actions that still require attention in order of estimated timeframe:

Action areas	Responsible Department / state entity	Key issues	Estimated timeframe (yrs.)
Valhalla Park Business site	- Economic and social development - Property Management - Spatial Planning	- Property management to initiate disposal of land via public tender. - A market pre-feasibility analysis to be developed for potential private developers as input to the tender.	1 year
NMT planning for Angela Street	- Transport: Universal Access and Non-motorised transport - Roads and Stormwater - PRASA	- NMT infrastructure design and implementation to take place once development of the housing and park component takes place. - Co-ordination with PRASA required for NMT and universal access through Netreg Station.	1-2 years
Development of 7de Laan site	Human Settlements: New Housing and	Rezoning and subdivision required	2-3 years

	Urbanisation Departments - City Parks - Utilities departments	- In-principle agreement reached with City Parks - Utilities departments to be engaged during project planning phase	
Development of Parkvale Primary School grounds	- Human Settlements: New Housing and Urbanisation Departments - PGWC: Public Works - Property Management - Utilities departments	- Negotiate transfer of identified land to the City. - Rezoning and subdivision required - Utilities departments to be engaged during project planning phase	2-3 years
Upgrade of Valpark Primary School Grounds	PGWC: Public Works and Department of Education	Engagement with public works to prioritize the upgrade of the school grounds in accordance with the implementation of surrounding City-driven urban development and regeneration projects.	3-5 years
Netreg Station	- PRASA - Transport: Universal Access and Non-motorised transport - Subcouncil 5	- Engagement re: prioritization of Netreg Station for universal access upgrade. - Facilitating the upgrading of the station precinct for universal access.	3-5 years
Valhalla/Angela Intersection: Future IRT trunk Station	Transport: IRT Implementation	The locations for future IRT trunk stations along Valhalla Drive need to be informed by the proposals in this document.	3-5 years

5.2 Additional work to be completed

Further work to be carried out within the Lavistown area is phased in accordance with the precinct priorities as follows:

5.2.1 8ste Laan Informal Settlement Upgrade

Phase 2 involves the upgrade of the 8ste Laan informal settlement over a 2-4 year timeframe as the planning process must still be initiated. It would be the responsibility of the Department of Human

Settlements: Informal Settlements, to appoint a town planning consultant to acquire the necessary planning approvals and resolution of land matters to unlock the site for development. Engagement with City utilities departments will be a critical part of planning for the upgrade of the existing informal settlement. The opportunity to upgrade existing infrastructure services should be explored in order to optimise Council resources.

5.2.2 Adriaanse Northern Gateway Precinct Plan

Phase 3 involves the precinct planning for Adriaanse Northern Gateway. Terms of reference should be compiled for the undertaking of a planning and urban design precinct framework. This should include a land release strategy to obtain development rights for identified City-owned land parcels not required for Council needs, guidelines for the development of vacant land for public housing, and detailed services planning in relation to proposed public housing projects. Furthermore, an investigation into the conditions of residential flats in Adriaanse, which should include potential solutions, cost estimates and procurement, is required as part of the business plan for implementation of this phase. Important spatial elements included in the precinct include:

- o Adriaanse civic node
- o Future mixed use area at the c/o 35th Avenue and Owen Road
- o Upgrade of the CRU flats (Not presently prioritized within the current phase to complete in 2015. Successive phases have yet to be prioritised).
- o Erf 25547, Goodwood
- o Erf 25592, Goodwood
- o 35th Avenue IRT trunk station planning
- o Lavistown Station and surrounds

5.2.3 Bishop Lavis Town Centre Precinct Plan

Phase 4 involves the development of an urban design and landscape plan that will provide detailed proposals for the upgrade

of Bishop Lavis Town Centre. Proposals should address aspects of under-utilised land parcels, informal trading, planting, lighting, paving, pedestrian movement and linkages, as well as building interfaces and facades. Important spatial elements in the precinct include:

- o The town centre civic node
- o The town centre central business area and informal market area
- o Bishop Lavis Sports Field, and its relationship with the town centre
- o Erf 843, Matroosfontein
- o Critical public linkages and routes in and out of the town centre precinct

5.3 ***Other key projects identified outside of priority areas***

The following spatial interventions are located outside of the identified precinct priority areas, but are still considered as important short term interventions:

5.3.1 Uintjie Street Community Park – Kalksteenfontein Civic Node

Kalksteenfontein currently experiences a critical shortage of usable public open space. This problem is significantly compounded by its isolation from surrounding areas. The civic node area represents the best opportunity for development of quality public open space. However, development of the space as an intensely utilised recreation area as part of the civic precinct is the only way to ensure the security of the space. In this regard, several lead actions are required in order to initiate such an intervention.

- The appropriate line function needs to be identified to appropriately manage this open space. Since the community hall is managed by the Community Services Directorate, it would be the logical choice for the park to be transferred to this Directorate.

- The public road abutting Erf 133537 should be subdivided, closed, and rezoned to public open space to allow for the park area to be sufficiently upgraded. Consultants need to be appointed to

5.3.2 Formalisation of the pedestrian crossing over the Sarepta railway line at Tafelberg/Civic Road

This infrastructure project is seen as being critical to building the local non-motorised transport network in the Lavistown area. Due to the recent history of railway accidents, PRASA have opted against the construction of at-grade railway crossings, rather favouring safer but more costly overhead or underground crossings. Furthermore, the provision of street-to-street pedestrian crossings over rail servitudes generally falls under the responsibility of the City of Cape Town. However, with rail infrastructure and operation soon to become a function of the local authority, the City may be able to find additional funding for projects such as these. This intervention requires further consultation with the Department: Transport, Roads and Stormwater to be listed on its capital implementation plan.

5.3.3 Modderdam Triangle

The following steps should be taken once the Malawi Camp residents are relocated to the Symphony Way Development:

- A geo-technical assessment of the site must be carried out to determine the extent of the site that is suitable for development.
- A prefeasibility study must be developed to inform any further development processes relating to the site. This may be conducted by Property Management and Spatial Planning.

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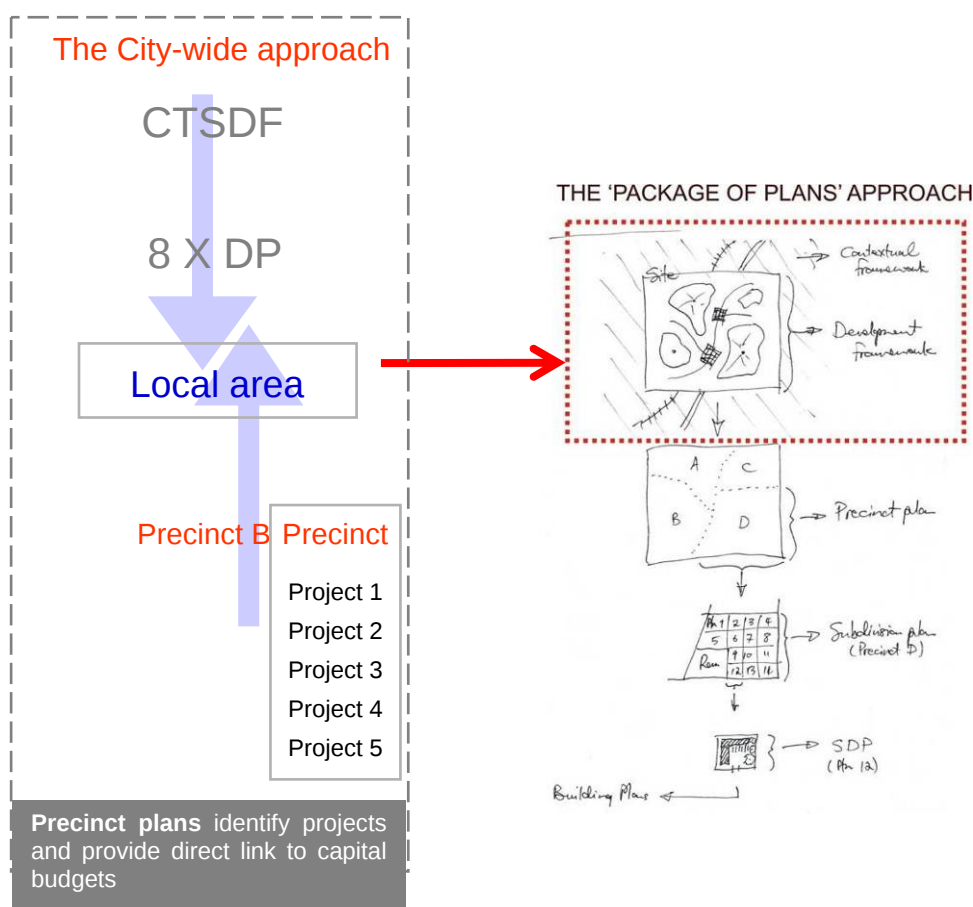
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1. Introduction and background

The local area spatial development framework (LASDF) is a local reinforcement of the Tygerberg District Plan, which targets strategic areas within Tygerberg District for local area planning. The LASDF is compiled according to a “package of plans” approach, and provides strategic spatial planning guidance at local level. It identifies links to capital budgets by providing guidance to sectoral budgetary processes. The project introduces mechanisms for working smarter within Local Government by using a multi-disciplinary approach to the prioritization of projects. The Lavistown LASDF was approved by Council as policy on the 30th May 2013 (see Annexure 1).



1.1 The planning area - Motivation

The Lavistown area is situated in the south-west of the Tygerberg District and is located centrally across all scales of accessibility. The study area is bound by several high order transport routes, namely: Owen Road to the north, 35th Avenue to the east, Modderdam Road to the south, and Netreg Railway line and Valhalla Drive to the west.

This area was identified for intervention because of its strategic location in close proximity to various employment centres, while also being served by several high order movement and public transport routes. Due to other parts of the Cape Metropolitan Area (CMA) taking higher investment priority, the area has become a neglected dormitory suburb, suffering from severe urban decay and social problems. The development potential of the area has been

undermined as a result of this gradual deterioration of the urban environment. However, due to amongst other factors, its relatively central location in the city and proximity to public transport, there is significant potential for public intervention aimed at uplifting the area.

The study area, which comprises several census suburbs, including Matroosfontein, Adriaanse, Kalksteenfontein, Valhalla Park, Nooitgedacht and Bishop Lavis, represents a typical planning unit with a radius of roughly 1,5km from the centre (Bishop Lavis Town Centre) (McCarthy, 2011).



Figure 1: The study area - Lavistown

1.2 Objectives of the project – what the project aims to achieve

The Lavistown Local Area Spatial Development Framework (LASDF) is a local area planning initiative that identifies the most strategic development interventions and strives to guide public investment within a spatial framework. Its main purpose is to provide specific support to line departments at precinct level for better decision-making, project prioritization and budgetary alignment to ensure efficient use of Council resources.

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It aims to achieve this through:

- *Addressing social need* by identifying housing infill opportunities and clustering of social facilities;
- *Urban upgrade and rejuvenation* of pedestrian and public transport environments, as well as development of quality public spaces and landscaping; and
- *Stimulating economic development*, either by encouraging private development by means of proposed land release, encouraging local business development by means of supporting favourable land use rights or increasing the development potential of the informal economy within the area.

This plan will support the focus of the Mayoral Urban Regeneration Programme under the Area Coordinating Team for the Bishop Lavis/Valhalla Park Area, which aims to uplift areas that have been identified as neglected and experiencing urban decay. The programme focuses on geographical areas of the city with a view to introducing integrated urban management and co-ordination of planning, community engagement and investment through area co-ordination teams or ACTs.

1.3 Methodology

The document seeks achieve the objectives set out using the following methodology:

- Identify existing levels of development, contextual issues and problems currently experienced, and the causes thereof;
- Address identified priority issues with the most appropriate strategic development interventions. This is carried out in the overall SDF, which includes:
 - o the broad principles that give guidance to the framework,
 - o the overall conceptual structure and spatial interventions,
 - o the identification of precinct priorities, as well as
 - o urban design principles informing spatial proposals at precinct level;
- Compile a precinct framework plan for the Angela Street Western Gateway (one of the precinct priorities identified in the overall framework); and
- Develop an implementation framework that identifies realistic projects and institutional arrangements/mechanisms to achieve these projects.

2. Contextual analysis

2.1 Planning context

2.1.1 Cape Town Spatial Development Framework (2012)

The area has been highlighted by the Cape Town Spatial Development Framework (CTSDF) (2012) as a priority area for addressing urban upgrade and social facilities backlogs in the metropolitan area through the development of new / upgraded facility clusters.

2.1.2 Tygerberg District Plan

The Tygerberg District Plan (2012) has identified this area as a short term (1-5 year) priority for further planning and investment with the initial focus being on the Valhalla park “sustainable urban node” upgrade, centred on the redeveloped sports field area and a reinforced “civic precinct”.

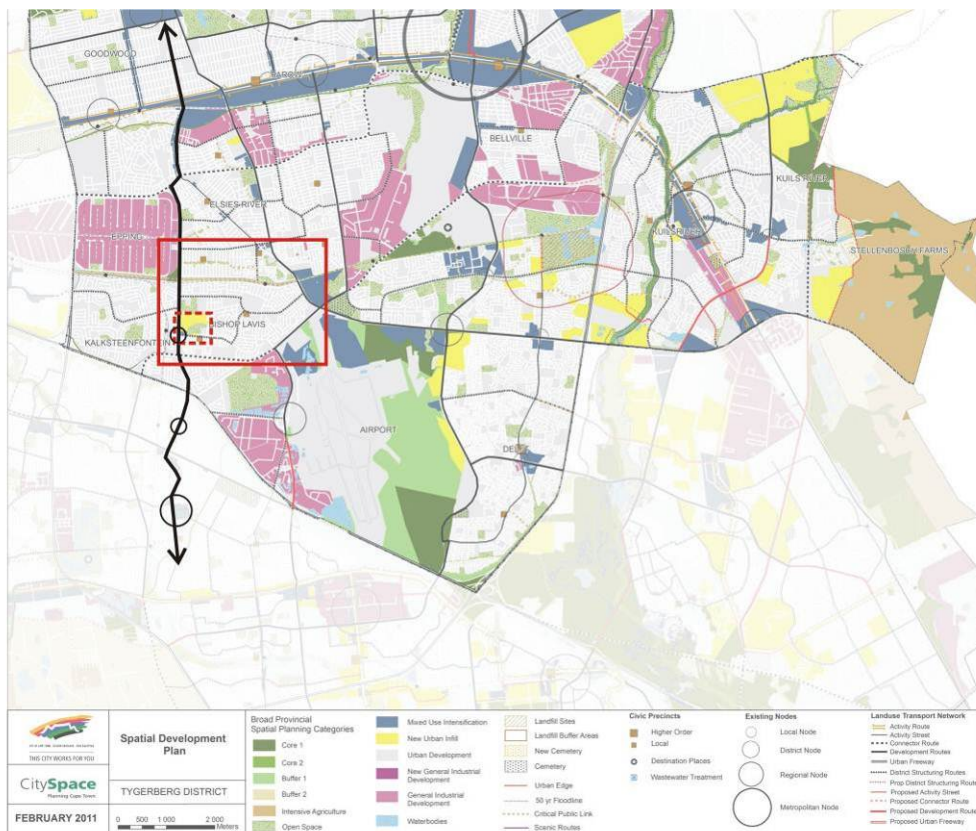


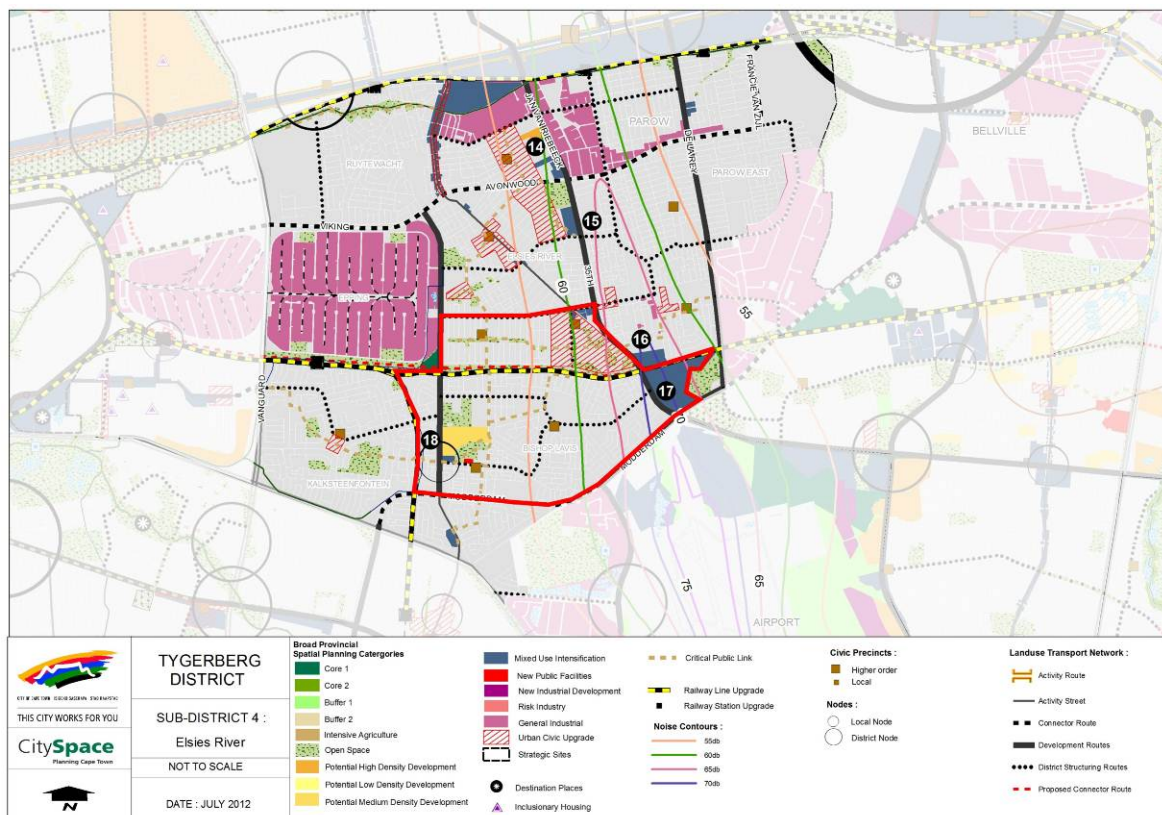
Figure 2: The study area within the context of the Tygerberg District Plan (2012)

The main spatial ideas stemming from the district plan include the following:

- The Valhalla Park sports field represents a significant new development opportunity located south of Voortrekker Road, where development would be able to make a substantial impact on the urban landscape in the south-west of the district;
- Valhalla Drive is identified as a district structuring route. The route is predominantly residential in character interspersed with appropriately-scaled mixed use areas, as

- The notion of local urban nodes in a “pedestrianized context” – scale appropriate urban civic precincts associated with the accessibility grid to provide greater opportunities for small-scale economic development and informal business development in areas dominated by pedestrian traffic. In smaller nodes (such as Angela Street), particular attention needs to be given to the area linking the urban civic precinct and any related business activity to any significant adjacent / nearby open space areas.

- Generally poor environmental quality with high levels of urban decay in certain parts (especially high density residential flats), poor maintenance of open space and lack of integration of recreational amenities (sports fields, etc.) with surrounding communities;
- Several undeveloped/under-utilized school sites cause spatial fragmentation and vulnerable spaces within the urban fabric;
- General overcrowding, with a substantial number of backyard dwellings;
- Limited economic development opportunities exist apart from small concentrations of formal and informal trade focused around local civic nodes, home-based businesses and generally concentrated along higher order routes where access allows; and
- High crime rate (crime “hotspot”) experienced especially gang- and drug-related crime.



8

2.1.3 Elsie's River Local Structure Plan (1995)

The local structure plan sets guidelines for the spatial development of the Greater Elsie's River sub-region, covering individual structuring elements and aspects of land use, services, transportation, vacant land and the preservation of the natural and built environment.

In addition to giving sub-regional guidance, the local structure plan provides spatial proposals at the local scale in the form of neighbourhood structure plans (in terms of section 4(10) of LUPO) for the different suburbs of Elsie's River. Adriaanse and Clarke Estate neighbourhoods are among those suburbs for which neighbourhood structure plans were developed.

The objectives of the neighbourhood plans are as follows:

- To identify land for residential infill;
- To optimise the provision of recreational space;
- To improve the quality of the environment;
- To allocation land for future establishment of community facilities; and
- To address pedestrian safety.

Although the broader sub-regional proposals have been considered in the Tygerberg District Plan where relevant, the more detailed spatial recommendations prescribed in the neighbourhood plans, such as those of Clarke Estate and Adriaanse that still hold relevance at present, are incorporated into the spatial proposals made in this framework.

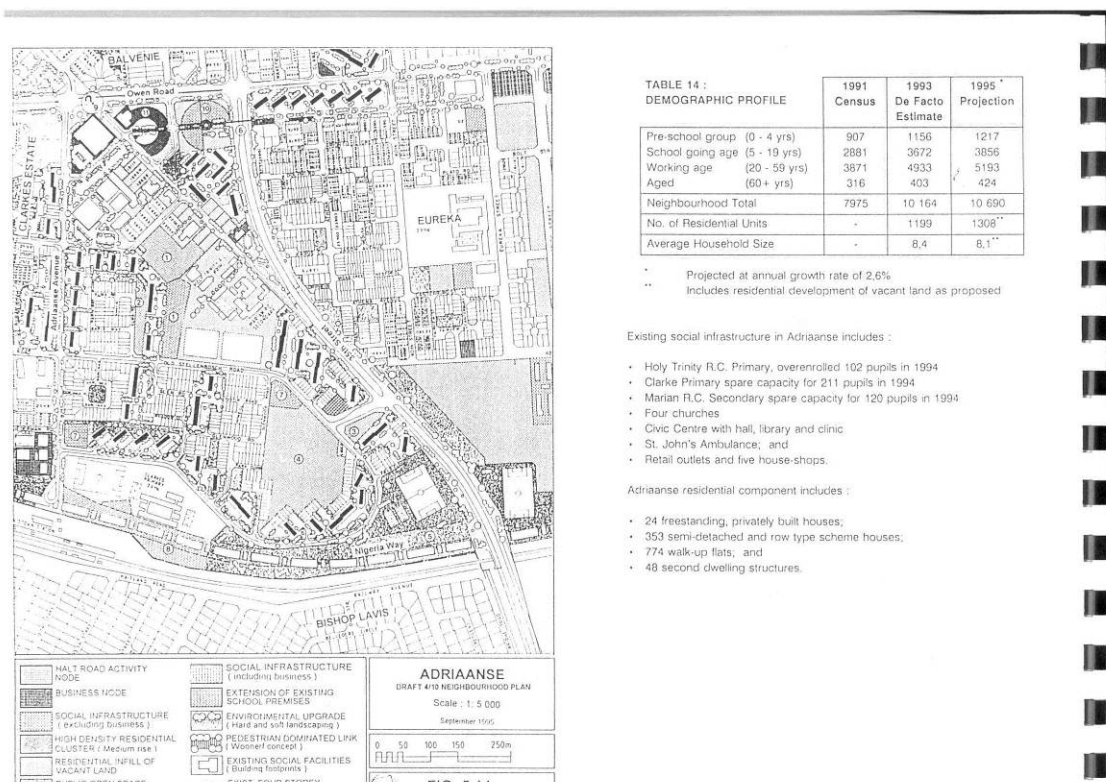


Figure 4: The draft neighbourhood plan for Adriaanse from the Elsie's River Structure Plan

2.1.4 Citywide Non-Motorized Transport Programme – Northern Region Conceptual Network Design (2010)

The conceptual network design plan identifies a localised NMT network and classification of routes. The plan also identifies and prioritizes local NMT projects, the type of interventions required and the associated costs thereof. These projects are not necessarily linked to specific budgets, and therefore need to be realised through existing integrated development planning and projects underway.

2.1.5 City of Cape Town Recreation Research Study (2011)

The purpose of the recreation study is to guide local government departments in their provision of recreation facilities and services based on what communities want and need. The study uses a combination of qualitative criteria and quantitative community survey methods to inform research findings. The study analyses participation levels of adults and children in various physical activities, as well as residents' perceptions regarding satisfaction with City Programs, facilities and recreation staff.

In addition, the study highlighted the following barriers and motivations experienced by residents via figures collected in the residents' survey:

- The top three reasons for not participating in sport and recreation include lack of facilities (51.3%), lack of money (36.8%) and lack of time (27.1%). The first two reasons are the same for children, with the third reason being due to unsuitable facilities.
- Reasons for residents' participation in sport and recreation include: exercise/health reasons (94.3%), enjoyment (88.7%) and relaxation (82.2%).
- According to caretakers, children are motivated by the opportunity to play, enjoy themselves and exercise/stay healthy.
- The top three benefits associated with sports and recreation are providing opportunities to enjoy the outdoors (57.7%), youth development (54.0%) and improving health and wellness (53.7%).

Residents and child carers identified the following main interventions to increase participation among adults and children:

- Having programmes for all ages
- Making the area safe
- Introducing programmes that the community wants

When asked what facilities residents would like in their communities, a range of responses were received. However, the most desired facilities were multi-use game areas, swimming pools, community halls, sports fields and parks. Furthermore, the majority of residents showed a preference for sport and recreation programmes in the afternoons and early evenings. This can be attributed to the majority of the demand coming from students and working residents who are available after hours.

The study puts forward a range of recommendations. Those recommendations that affect the framework more directly, more specifically the development of the Valhalla Park community recreation park, include:

- a focus in on informal recreation that builds communities rather than focusing primarily on formal sport;
- prioritising recreation alongside the City's other essential services;
- Addressing social problems through partnerships with other departments, schools and community organisations; and

- Planning according to the preferences expressed by different demographic groups but look for ways to increase social cohesion and integration, as well as maximising access to facilities for all residents.

2.1.6 Strategic review of Housing Prospects in Valhalla Park (2005)

The review of housing prospects undertook to investigate strategic vacant land in and around Valhalla Park for housing purposes, and outlined development prospects for certain land parcels. The most important of these development prospects was the development of the Valhalla Park sports field site.

2.2 Contextual analysis

The Lavistown area is 60 years old. The oldest part of the area is Bishop Lavis, which was named after the former Anglican Bishop of Cape Town, Bishop Sidney Warren Lavis. The first 400 houses were built from First Street to Fifteenth Street in 1951.

The Valhalla Park housing estate was built in response to needs arising from the enforcement of the Group Areas Act under the Apartheid Regime. The first residents moved into Valhalla Park in 1979 (City of Cape Town (a), 2005).

2.2.1 Demographics

Population and settlement density

The area forms part of the highly populated, low-income residential areas of the Greater Elsies River. The following population and settlement trends are evident for the Lavistown area (City of Cape Town (b), October 2010):

- The total estimated population for the Lavistown area (as at 2010) is 65220 persons. This represents a 4.51% increase from the 2001 census population of 62407.
- Average household size for Lavistown as at 2001 was 5.01 persons per household.
- The suburbs reflecting the highest population density in Lavistown area are Adriaanse and Valhalla Park, with population densities of 16043 and 15564 persons per km² respectively. This can be attributed to high density housing typologies such as flats in Adriaanse, and high prevalence of backyard dwellings in Valhalla Park.
- The suburbs reflecting the highest population increase between 2001 and 2010 are Nooitgedacht and Valhalla Park, with a percentage change of 17.36% and 10.42% respectively. This increase can be attributed to the rapid formation of the 8de Laan informal settlement in Nooitgedacht, and once again to the large number of backyard dwellings that have been erected in Valhalla Park.

Socio-economic status (SES)

Lavistown extends across 4 wards, including wards 24, 28, 30, and 31. The following trends in terms of service level indicators are reflected below (see annexure 2 to view service level indicators). Although these indicators are not specific to the Lavistown area, they do give a broad indication of socio-economic trends within the area:

- The average percentage across the abovementioned wards of adults above 20 years with highest qualification less than Matric is 79.93%, while the median percentage is 79.01. This value is somewhat skewed by the inclusion of residents of the Freedom Farm informal settlement on the ACSA-owned land. Nevertheless, this figure remains quite high and reflects low education levels amongst residents.
- The average percentage of economically active unemployed is 32.79%, while the median is 33.93%.
- The average percentage of the labour force in unskilled occupations is 21.24%, while the median is 22.5%. This can be attributed to the fact that a very low proportion of the local labour force lacks tertiary education.
- The average percentage of households earning less than R19 300 per annum is 37.72%, while the median is 37.59%.

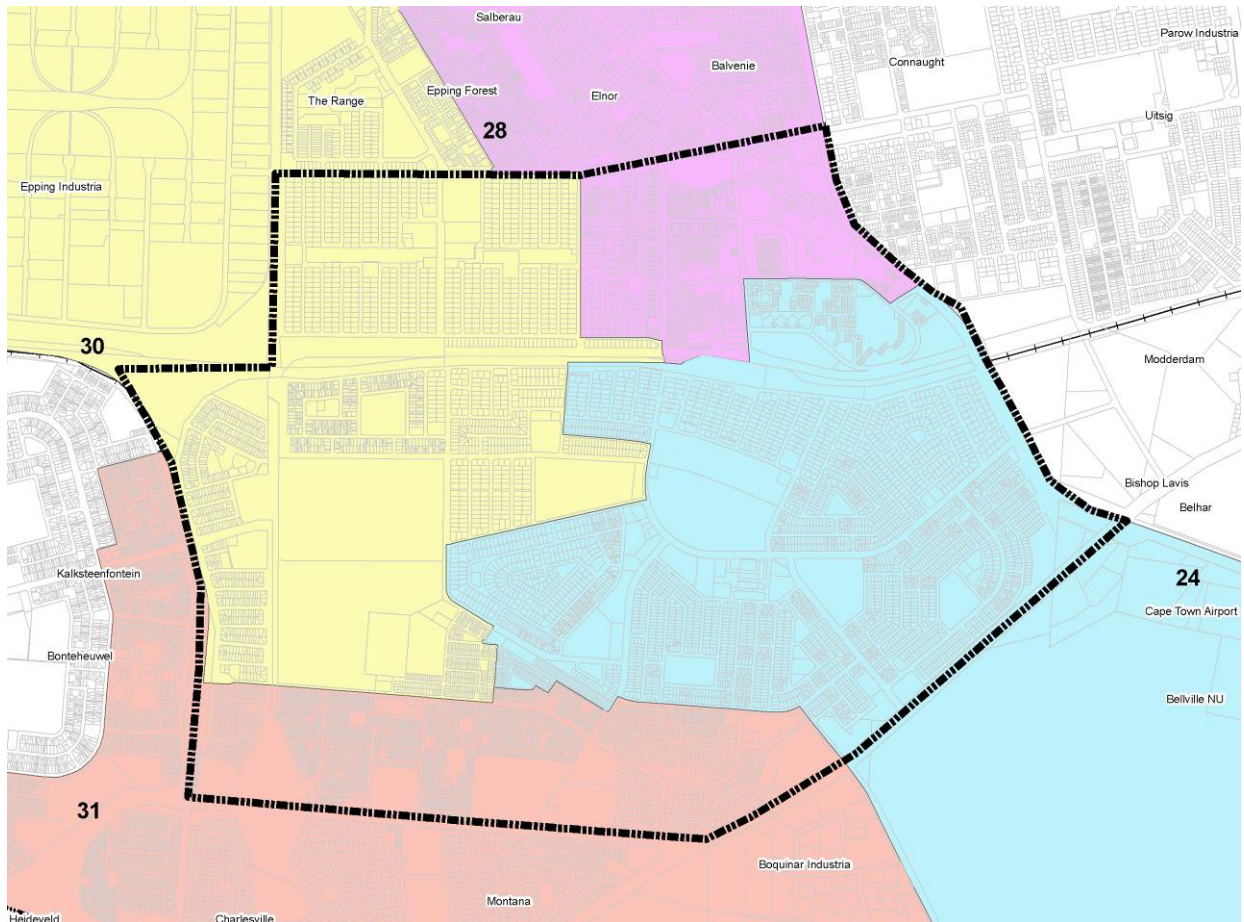


Figure 5: The four wards making up Lavistown

The SES status of the area together with high settlement density patterns indicates the highly populated, lower income residential character of the area.

Matroosfontein has the highest SES status, thus rendering it as an area of lesser need within the context of Lavistown. Adriaanse and Valhalla Park in contrast, having the lowest local SES status as well as being areas of highest population density, are reflected as the areas of greatest need within the Lavistown area.

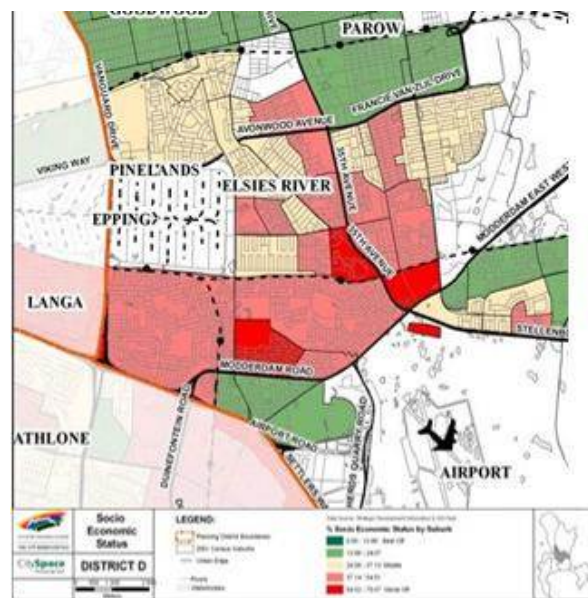


Figure 6: Socio-economic status

Crime statistics

Crime statistics have been sourced from the South African Police Services: Crime Information Management annual crime statistics by police precinct (2001-2010):

- Drug-related crime is the most prevalent of crimes recorded within the Lavistown area. A total of 1759 drug-related crimes were recorded over the 2009/10 period. At

4.49%, the Lavistown precinct has the fourth largest share of 26 police precincts in Cape Town in terms of drug-related crimes recorded.

- Gang-related crime: The Lavistown precinct and surrounds is one of three gang hotspots in Cape Town, along with Manenberg and Delft. Reported murder statistics for this precinct are predominantly gang-related, with those gangs in operation in the area involved in power struggles for control of 'turf' in order to trade in illegal substances. This often leads to gang violence and revenge attacks. The reported murder count for the 2009/10 period is 36, while the statistical average over the last ten years is 48 murders per annum. There is strong gang division within the Lavistown precinct, especially between Bishop Lavis, Kalksteengefontein and Bonteheuwel.
- Property crime, at a total of 1507 reported property crimes in 2009/10, is on the increase after a steady decrease between 2001 and 2009. It can be argued that this can be attributed to a combination of high levels of drug abuse together with low household income levels.
- The occurrence of common assault and sexual assault remains high, predominantly as a result of alcohol and drug abuse.

2.2.2 Transport and movement

(See figure 7)

Since the study area is firmly ingrained in the urban fabric of the City, the sub regional movement system plays a key structuring role to the area and surrounds (see figure 7 below).

Large volumes of vehicular movement occur along the edges of the study area. 35th Avenue, which borders the study area to the east, is considered an important north-south development route¹ due to the level of continuity it provides as well as high exposure at intersections along its length.

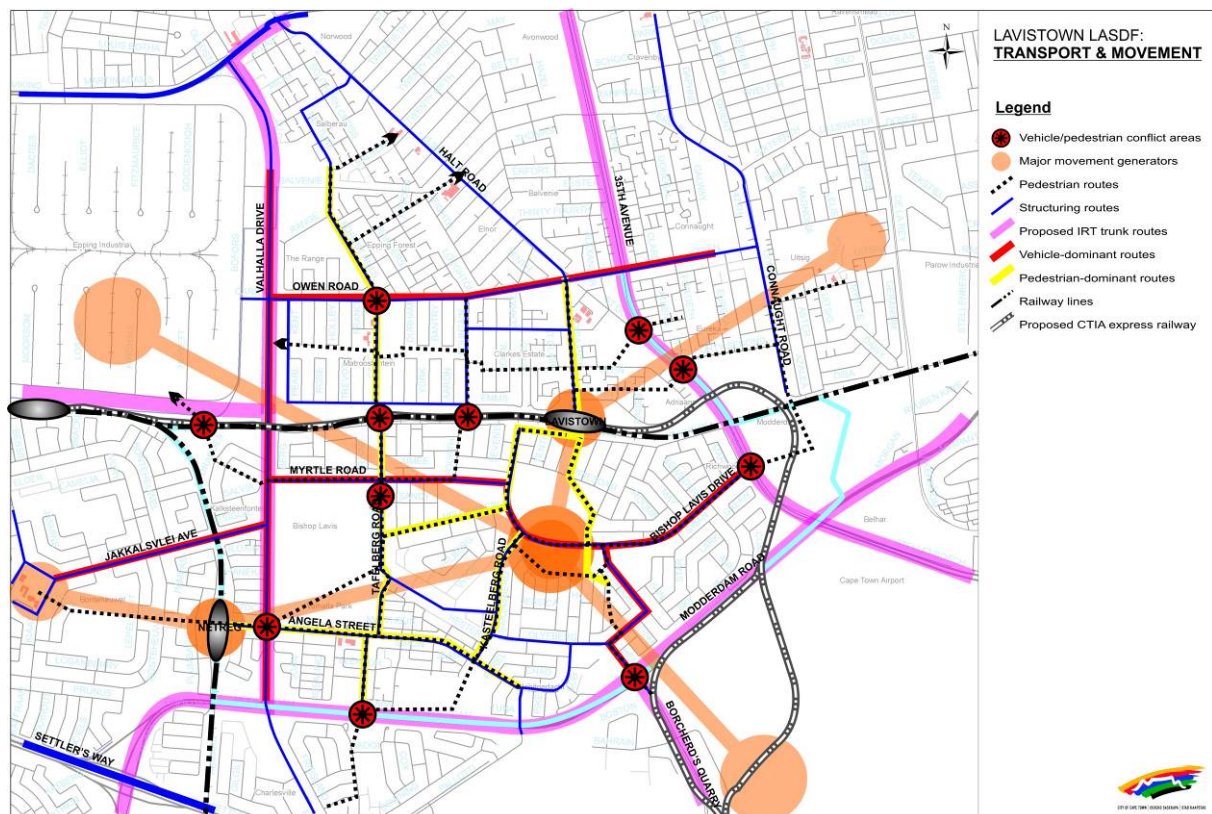


Figure 7: Transport and Movement

Internal route structure

Close analysis of the internal route structure reflects overlapping radial, grid-like and circular structures. However, the issue lies in the discontinuous nature of structuring routes. This lack of continuity of internal routes makes internal orientation for non-residents challenging.

The openness associated with the grid-like structure is restricted by the limited access points to the study area and the railway lines, which serve as barriers to movement. As a result, the discontinuity of routes leads to a general lack of orientation as one moves through the area.

¹ Development routes may include short stretches of activity route development, including medium to higher density residential areas. Commercial and business development tends to be nodal, with direct access provided at intersections and slipways.

The radial structure responds to the major generators of movement, such as public transport access points, civic nodes and employment centres. The Bishop Lavis and Bonteheuwel Town Centres, together with the two rail stations (Lavistown and Netreg) serve as the community-oriented anchors to the radial system. Employment centres such as Epping 2 and Parow Industrial Areas (and to a lesser extent the Airport Industria), serve as high-order regional anchors.

The circular road structure enables internal circulation throughout the study area. Within the context of the area however, this system is somewhat convoluted due to the lack of directness and continuity of the route structure. The resulting lack of legibility further reduces one's ability for orientation within the area.

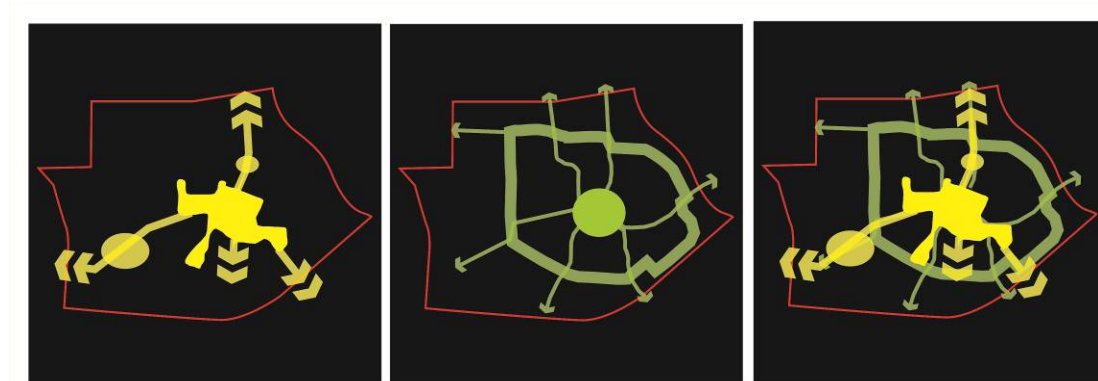


Figure 8: The radial and circular structure present in the study area.

Public transport

The area is well served by rail-based and road-based public transport, with rail providing public transport opportunity to the wider Cape Town area. The area is served by two railway stations, namely Netreg Station on the Khayelitsha/Mitchells Plain line and Lavistown Station on the Sarepta line. Bus and mini-bus taxis provide additional sub-regional public transport. However, the majority of people travel on foot between local destinations.

In future the study area is likely to be made far more accessible and integrated into the rest of the city via future phases of the City of Cape Town's Integrated Rapid Transport system. The proposed link between the Metro South-east and the Cape Town City Centre via Nigeria Way, will traverse the study area along Modderdam Road and Valhalla Drive. The area in proximity to Netreg Station is thus likely to be of vital importance in future as a potential local modal interchange between rail and IRT within the area. Furthermore, the IRT network will provide opportunities to increase accessibility to proximate destination places that are out of walkable distance from the study area or where pedestrian access is problematic.

Furthermore, the long term draft proposal of an express rail service from Cape Town International Airport (CTIA) to the Cape Town City Centre is proposed to extend along the Sarepta line from Lavistown Station. In accordance with this proposal, this line and all railway stations along its length are likely to require suitable upgrades.

Vehicle movement

Vehicular movement is concentrated predominantly along strong mobility routes along the edges of the study area. Given the centralized location of the study area, these routes accommodate generally high volumes of traffic throughout the day and present substantial challenges to pedestrian movement between neighbourhoods at certain points. Internal vehicular movement is concentrated predominantly along routes that provide access to the study area as well as internal distributor roads (e.g. North: Civic Road, Emms Drive, Fountain

Road, Adriaanse Avenue ;South: Myrtle Road, Bishop Lavis Drive, Angela Street, Tafelberg Road, Kasteelberg Road, Heilbot Road, John Ramsay Road).

Pedestrian movement (Non-motorized transport planning)

A large proportion of local movement comprises pedestrian movement. There are several strong pedestrian movement desire lines (or critical public links) existing within the area, which link to local destinations:

- *Bonteheuwel Town Centre to Bishop Lavis Town Centre via Netreg Station* – this is currently an informal pedestrian link. However, the construction of the Valhalla Park Integrated Housing Project, including the Family Recreation Park, is likely to facilitate a more direct link and thus attract far greater local use in future. Netreg Station also requires upgrading to enable universal access to the station platform where currently there is none. The Angela Street pedestrian link also provides direct access to Netreg Station for a large proportion of pedestrian commuters and students in Valhalla Park and Nooitgedacht.
- *Bishop Lavis Town Centre to Uitsig Civic Node via Lavistown Station* – this route also provides pedestrian access from the study area to Parow Industrial Area.
- *Civic Road/Tafelberg Road/Paulus Road/Joyce Road institutional link route* – this link benefits from the concentration of several education and civic facilities, as well as the Bishop Lavis Police Station along its length. Pedestrian access to the Charlesville shopping centre is also possible. This route is constrained by physical barriers to NMT movement in several areas along its length, including Modderdam Road to the south, Myrtle Road intersection, the crossing of the Sarepta railway, as well as Owen Road intersection.
- *Epping 2 Industrial Area across Sarepta railway via Uintjie Road in Kalksteenfontein* – this route is a popular and more direct route for residents who work in Epping 2. However, there have been numerous reports by residents of muggings by criminals hiding in thick bushes in the Nigeria Way road reserve due to lack of surveillance and poor lighting. It is not advisable to formalise this route as it would promote unsafe interaction between trains and pedestrians across Sarepta railway.

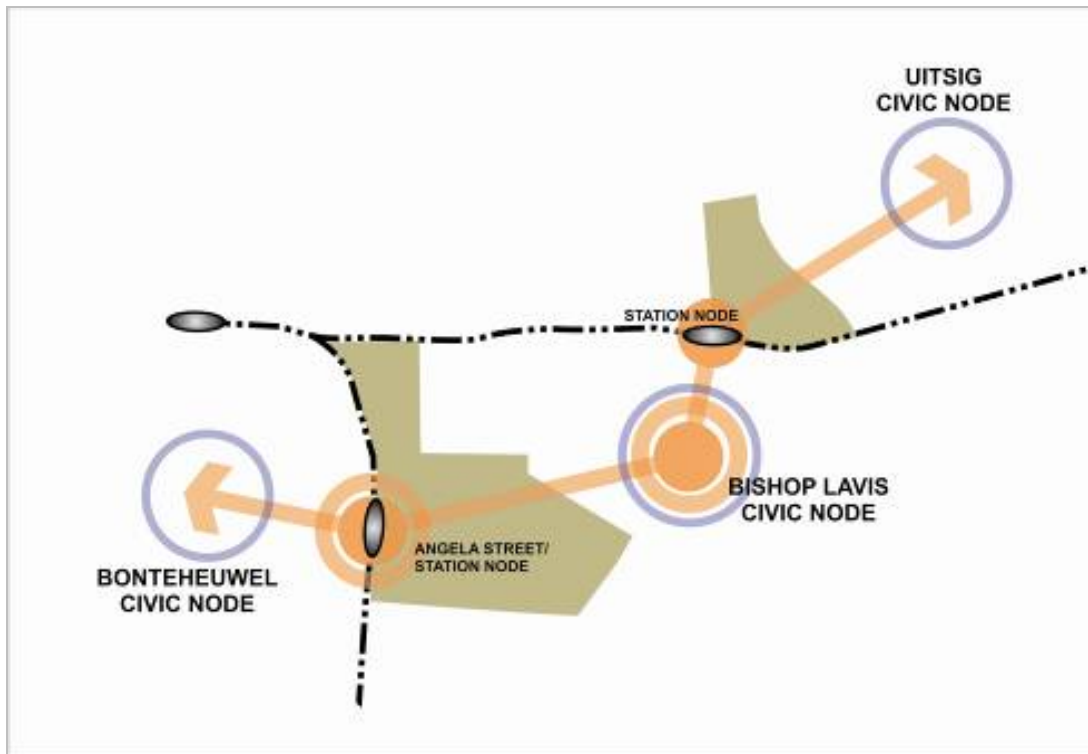


Figure 9: Critical public links between local generators of movement

Pedestrian/vehicular conflicts

Due to the high mobility routes surrounding the study area and the strongly pedestrianized nature of the area, numerous high conflict pedestrian spots exist at these rail/road crossings.

- Lavistown Railway Line

A substantial degree of pedestrian movement occurs in a north-south direction through the area, thus requiring pedestrian access across the Sarepta railway line. Three formal rail crossing points exist within the Lavistown area to serve this movement. Valhalla Drive Bridge as well as 35th Avenue Bridge provides crossing opportunities for pedestrians, while the Lavistown rail station provides an additional pedestrian access point between the northern and southern parts of the area. However, pedestrian access is problematic along the section between Valhalla Drive and Lavistown Station. The distance between these crossing points is approximately 1600m.

At present, the section of the railway line is not secured with any fencing, thus allowing informal pedestrian access along its length. This represents a dangerous pedestrian environment as the risk of accidents between pedestrians and passing trains is high. The primary north/south pedestrian link between Civic Road and Tafelberg Road is not served with a formal pedestrian rail crossing. This section should be upgraded and adequately secured, preferably by means of a pedestrian overhead bridge to reinforce this desire line.

- Valhalla Park/Angela Street Intersection

Pedestrian surveys at this intersection indicate strong pedestrian movement at a total of 1762 pedestrian movements through the intersection in all directions during the morning peak period 06:00am – 08:30am. Of this total count, the predominant direction of movement is along Angela Street in the direction of Netreg Station, with a total of 1059 pedestrian movements.

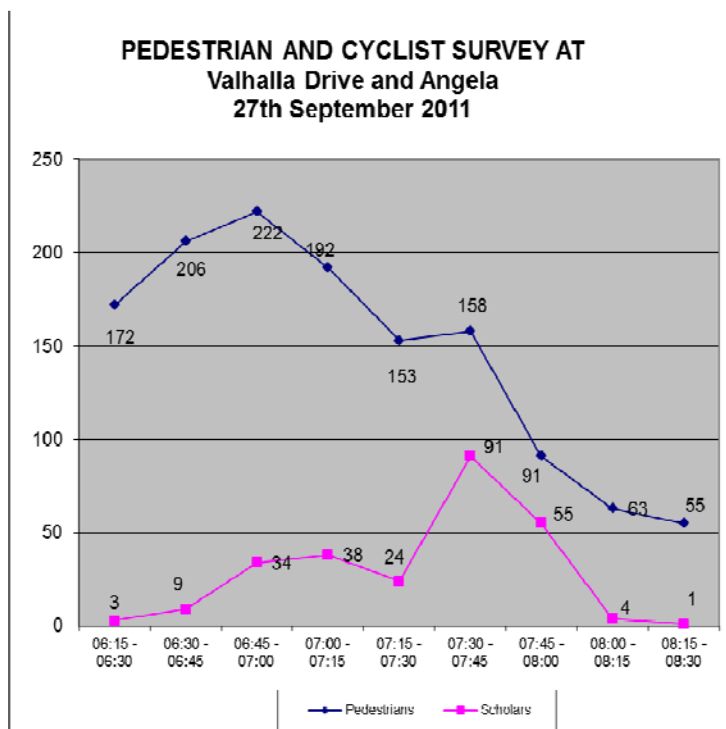


Figure 10: Pedestrian and cyclist survey at Valhalla Drive and Angela Street

Approximately 679 pedestrians (71% of pedestrians counted during the morning peak period) move through the intersection along Angela Street in the direction of Netreg Station between 6:00am - 7:45am.

A total of 259 scholars move through this intersection (in all directions) during the morning peak period, with the highest proportion of scholars passing through between 7:30am and 8:00am, amounting to 146 scholars at 56% of the total count of scholars. A total of 106 scholars (41% of scholars counted during the morning peak period) move through the intersection along Angela Street in the direction of Netreg Station, with two morning peak pulses occurring between 06:45am – 07:15am and 07:30am – 08:00am.

These morning peak period counts suggest strong early morning pedestrian movement towards Netreg Station to gain access to rail transport by commuters as well as scholars to be transported to their respective employment or learning destinations throughout the metropolitan area.

2.2.3 Public space and public facilities

(See figure 14)

Community facilities

A strong focus on clustering of public facilities exists not only within the study area, but in the sub-region as a whole. Several civic nodes of high and local order significance are located within the study area. These civic nodes serve as strong anchors to the local urban structure.

High order public facilities, including the day-hospital, regional library, old-age home, and community hall, are concentrated within the Bishop Lavis civic node. The law enforcement precinct, located along Myrtle Road between Valhalla Drive and Tafelberg Road, houses high order institutions such as the Bishop Lavis police station, the SAPS training college, and the Bishop Lavis Magistrate's Court.

Local civic nodes include:

- Valhalla Park node in Angela Street – includes a community library, clinic, and hall. The facilities are quite degraded and require maintenance. The hall has been closed for renovations and is now in a workable condition. The hall is likely to be opened for public use by the end of this year (2012).
- Matroosfontein node in Civic Road – The area surrounding the community centre is landscaped and well maintained. Additional vacant land for development is available to the rear of the hall.
- Kalksteefontein node in Salvia Road – The community centre forms part of a public facilities hub, which includes Kalksteefontein Primary School and a church. The road reserve and public open space behind the community centre is not well maintained and unsafe.
- Adriaanse node in Adriaanse Avenue – includes a community hall and clinic. The facilities are degraded and require substantial maintenance, while the spaces between the buildings require revitalization.

Education facilities

At present the area is sufficiently served with education facilities with 17 primary schools and 5 secondary schools. The CSIR accessibility analysis model (City of Cape Town (c), 2010) for schools forecasts a negligible increase in learners being unserved by primary schools. However, the model did not factor in the expected development within the area. While, it is envisaged that the shortfall is to be absorbed by the existing schools in the area, it would be prudent to review the model based on more accurate demographic information.

Schools such as Valpark Primary (also in Valhalla Park) suffer from dwindling learner numbers. However, in lieu of the anticipated investment in public investment in public spaces and public facilities in Valhalla Park, as well as the expected increase in households as a result of new development within the catchment area of schools such as these, it is likely that schools such as Valpark Primary may become more desirable over time for enrolling new learners. Therefore, investment in the upgrading of these schools may be justified in future.

Common problems experienced at schools within the area such as Beauvallon Secondary in Valhalla Park include degradation of school premises, severe vandalism, and a high learner drop-out rate.

Several undeveloped school sites exist in the study area and surrounds. Due to historic space provision standards, most existing schools also struggle to efficiently use the full extent of their school grounds due to lack of school resources. These excess school grounds become maintenance and security liabilities to poorer schools, which usually section off the

remainder from actively used school property. As a result, several undeveloped portions exist within the area, which attract antisocial and criminal activity. This is a common problem throughout the greater Elsies River area. The opportunity exists for these sites to be investigated to accommodate other forms of urban development.

Health Care (HopeCapetown clinic profiles)

The Vahalla Park City Clinic was built in 1979. It handles approximately 110 patients on an average day, treating common illnesses like HIV, AIDS, TB and skin rashes on children. About 60 clients are tested for HIV each month, with only a few positive results. The PMTCT program (Prevention of HIV Mother to Child Transmission) averages 6 clients a month. The majority of the expectant mothers are under the age of 21.

The Bishop Lavis Clinic is operated by the city of Cape Town. Medical assistance is available from Monday to Friday and sees approximately 200 patients. Despite the large amount of clients a day, the waiting time is short. The most common illnesses in this community are TB and HIV related diseases. Everyday about 10 clients are tested for HIV with a few positive results.

Passive Open space

The standard for provision of public open space is 0,4Ha per 1000 persons for community or neighbourhood parks (City of Cape Town (d), 2010). Based on the total estimated population of 65 220 persons (see section 2.2.1), the requirement for community parks provision for the Lavistown area is approximately 26, 08 hectares. Public open space provision within the area is generally adequate, with approximately 30,95 hectares of zoned public open space. However, certain parts of the area, such as Kalksteenfontein, Netreg (south of Jakkalsvlei Road) and Adriaanse have been poorly provided for in terms of quality public open space. Netreg, in particular, suffers from lack of available public open space.

The Lavistown area forms part of the 67% of the population (distributed spatially) that is unserved by a district park² (based on a current scenario with population figures for 2007). This figure is likely to increase to a total unserved population of 70% in a projected scenario for 2016 (City of Cape Town (d), 2010) (see figure 11). The standard for provision of district parks is 0,2Ha per 1000 persons (City of Cape Town (d), 2010). However, the distribution of district parks to accommodate unserved communities can only be determined at a citywide scale since the catchment areas and thresholds of respective district park facilities are not influenced by district boundaries. As a result, the optimized locations for district parks do not affect the Lavistown area. Furthermore, the Tygerberg and Cape Flats District Plans have earmarked Riverton Road Park in Elsies River and Nelson Mandela Peace Park in Delft, as well as the Nantes precinct in Athlone as high quality passive recreation district parks respectively. The development of these parks, all of which are located within a 5km radius of the study area, is likely to have a marked impact on the current spatial distribution of unserved population projected for 2016.

In lieu of the abovementioned statements, the following reasons are given in mitigation of waiving the 0,2 standard for district parks:

- The development of proposed future district parks as noted previously will greatly reduce the proportion of unserved persons in and around the study area
- The Valhalla Park CRP is envisaged to have a dual function of providing access to informal sports activity as well as high quality passive recreation. This park will serve as a high quality public amenity that is hoped to be intensely used. Although the park is entitled "Community Recreation Park", it is envisaged to serve a more sub-regional functionality which, if successfully implemented and maintained, would most likely

² A member of the local population is considered to be unserved by a district park if that person is unable to reach a district park within a 20 minute travel time by a vehicle in off-peak conditions.

attract users from the broader sub-regional area, especially since no regional or district parks currently serve this area.

The role of the local open space system as a structuring element is weak as key open spaces are poorly linked. Stronger structuring of open space exists through Matroosfontein and Adriaanse to the north of the Sarepta line, while open space remains fragmented to the south of this railway line. The landscape character of the area exhibits a general lack of recreational opportunities and a poorly maintained and underutilised public open space network, particularly in the areas of Valhalla Park and Nooitgedacht. This incoherent and undeveloped open space system does not adequately provide much needed amenity value required to serve its residents.

In lieu of the overprovision of POS in terms of the standard for community parks, and the expected construction of the Valhalla Park CRP, it is thus argued that a certain proportion of the public open space envelope that does not function as public open space could be investigated for development.

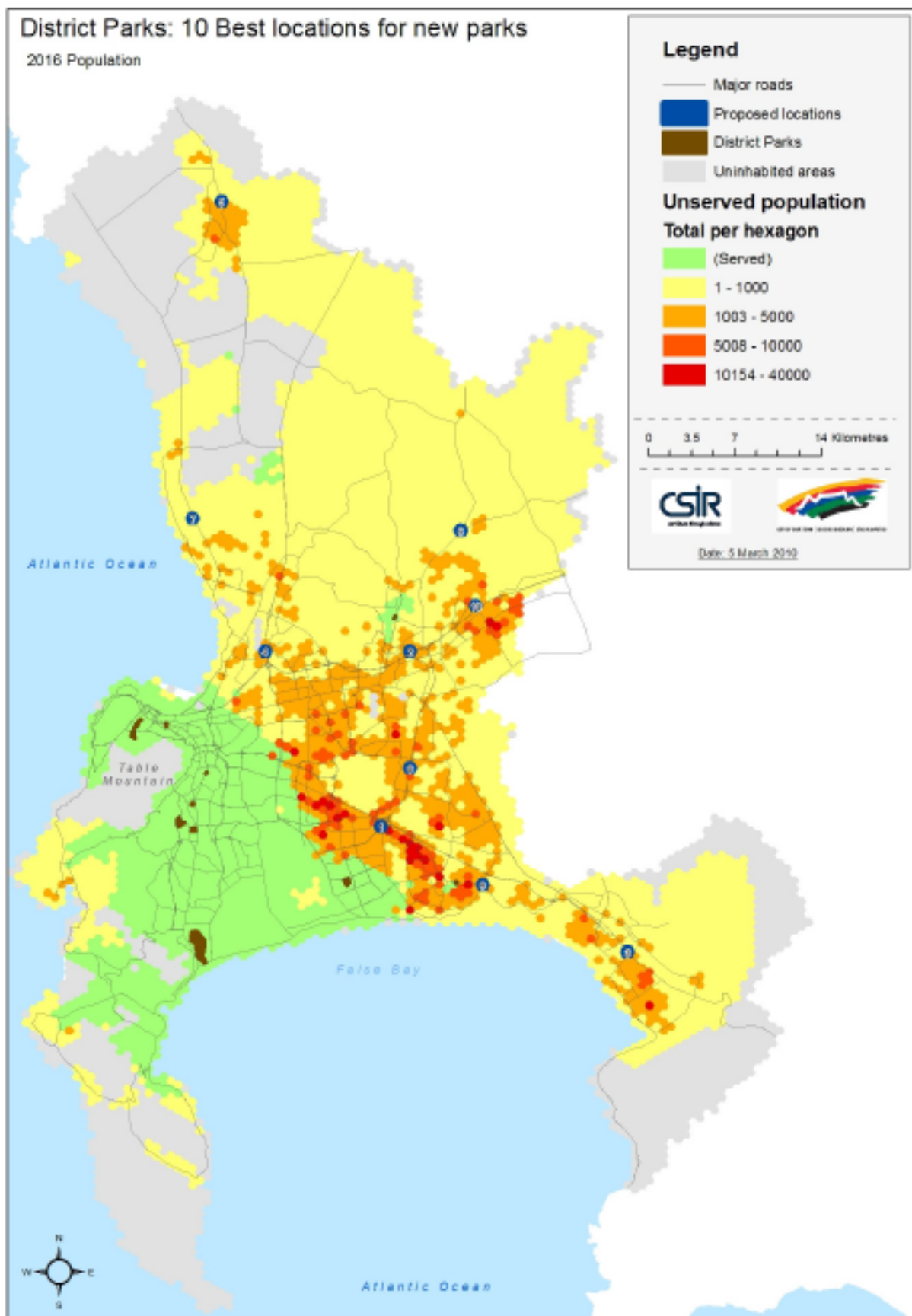


Figure 11: Optimized locations for district parks in 2016

Sports and recreation

Several sports complexes presently exist in the study area and surrounds, including Bishop Lavis sports field, Matroosfontein sports field, and Bonteheuvel sports field, while the Valhalla Park sports field no longer exists due to lack of safety from gang-related activity and vandalism. These facilities generally accommodate formal sporting codes. To this end, a shortage of quality day-to-day community recreational activities is experienced.

Sports fields are usually clustered around local civic nodes and town centres. However, past trends in sports field development have resulted in a general lack of integration of sports facilities with surrounding urban environments, with solid perimeter walls severing visual links and creating sterile street interfaces (see figure 12). Thus, the emphasis placed on clustering of public facilities has been diminished by lack of consideration being given to the quality of public spaces around public facilities.



Figure 12: The sterile interface along Bishop Lavis Drive as a result of the solid walls surrounding the Bishop Lavis Sports field

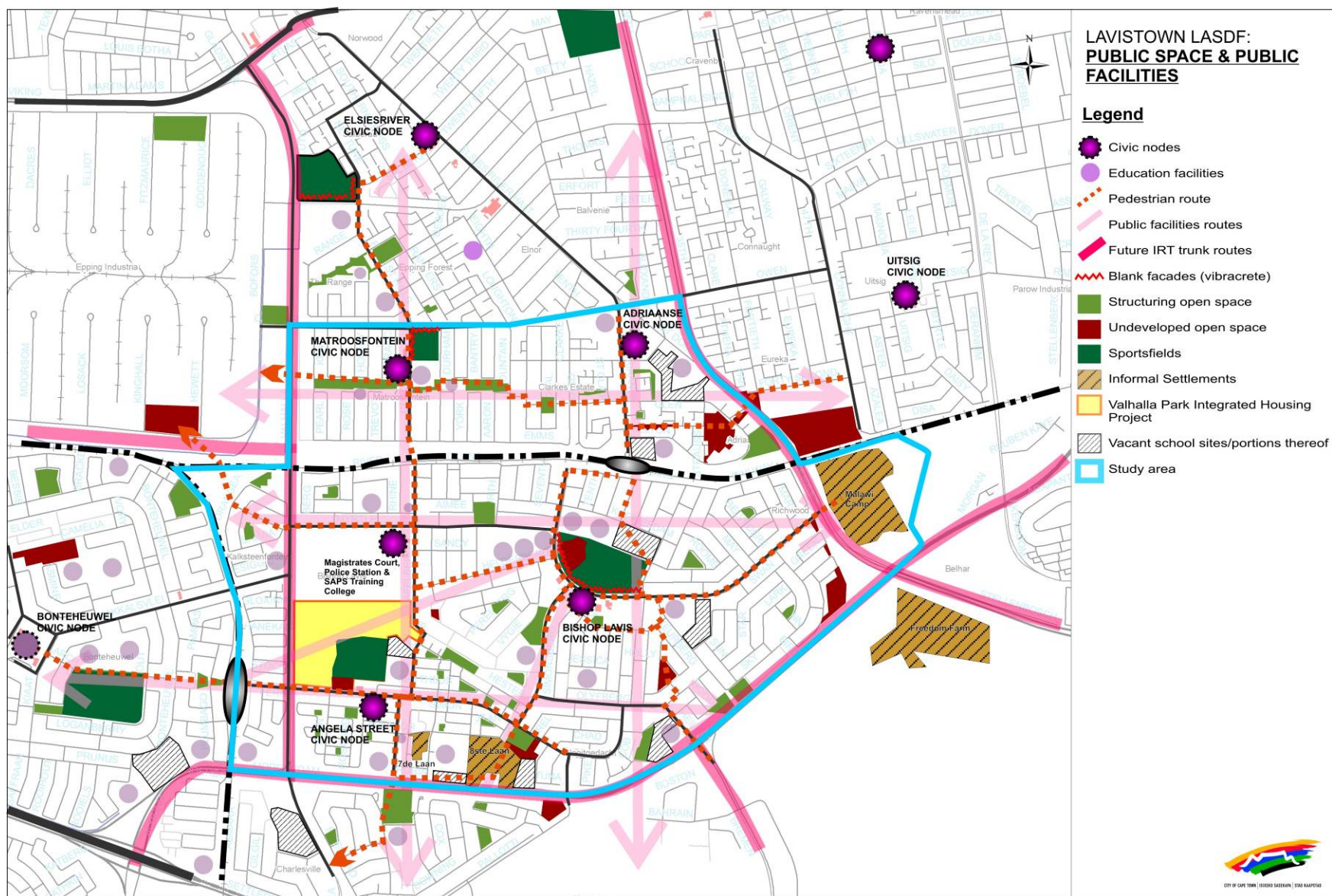
Valhalla Park sports field is proposed to be upgraded as part of the Valhalla Park Integrated Housing Project as a pilot “Community Recreation Park” by the City of Cape Town Community Services Directorate (see section 2.2.4: Built Form - New development). The community recreation park, together with the Valhalla Park housing project is a catalytic project within the context of the study area.

Figure 13 below is the concept master plan for the community recreation park. The concept master plan will serve as a prominent informant to the future development of the Angela Street Precinct. The main objectives of the concept, informed by the recreation research study (see section 2.1.5), are as follows:

- The concept moves away from traditional sports grounds that cater for more formal sporting codes in favour of more informal community-orientated sports facilities, which are durable and enable greater access to recreational activities for the community;
- The park concept adopts a strong focus on integrated clustering with surrounding public facilities, such as the Angela Street Community Library and Valpark Primary School. The principle of integration with the neighbouring Valpark Primary School is particularly important for the on-going management of the facility in the future so that learners will be able to benefit from daily access to recreation facilities for physical education other activities.



Figure 13: Valhalla Park Community Recreation Park - Concept Masterplan



2.2.4 Built form

(See figure 15)

Broad urban structure

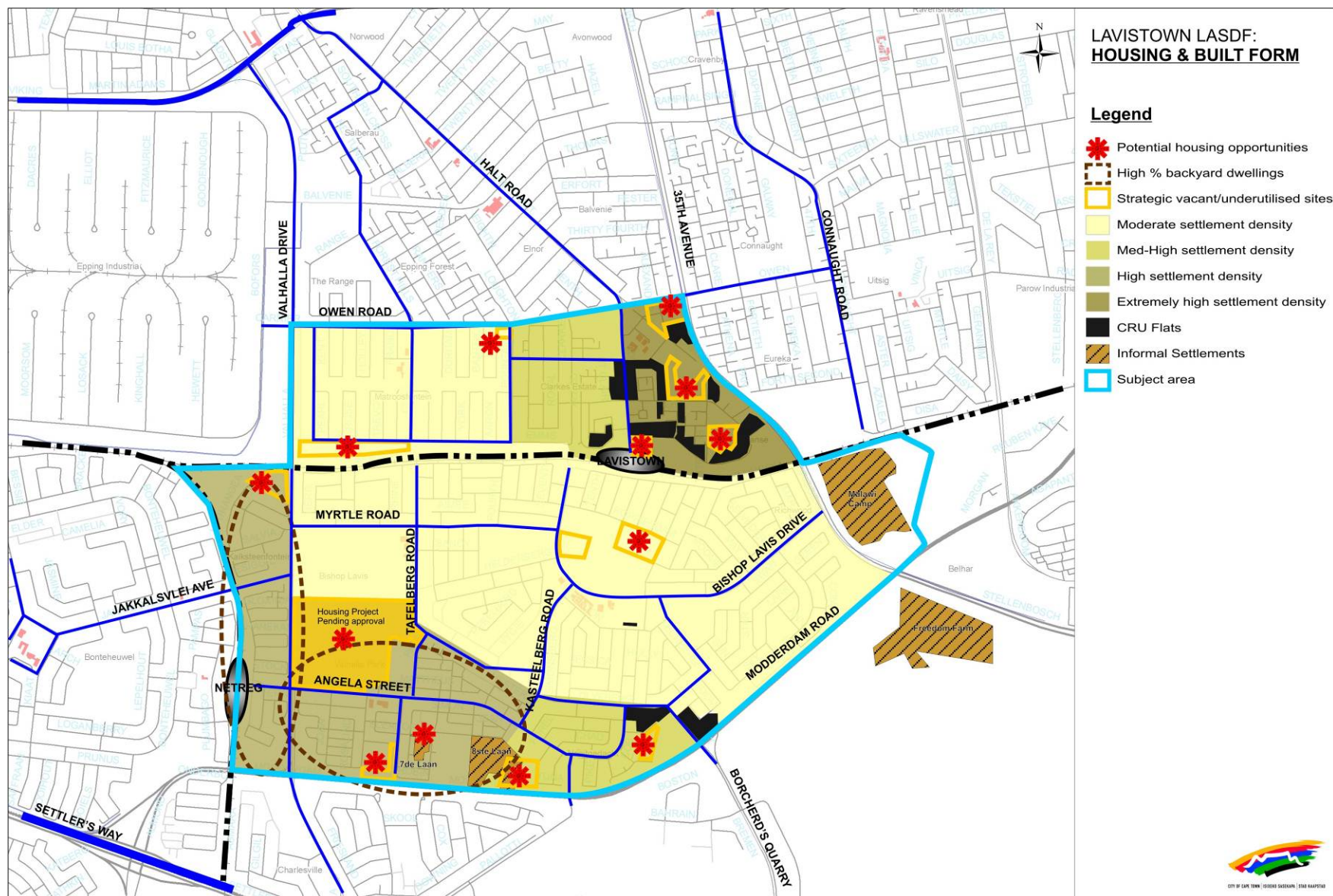
The local urban structure is based strongly on the neighbourhood unit model. Large mobility routes separate the study area from the surrounding urban landscape resulting in an inward-looking, cellular unit. The neighbourhood unit model was typically applied by Apartheid planners in non-white residential suburbs to assist in segregation of people. This 'cellular' structure can be attributed to a number of critical factors, including:

- The barrier effects of Sarepta and Netreg railway line; and
- Discontinuous route linkages between the study area and neighbouring areas; while
- Limited direct road access along high order routes bounding the study area forces properties to be focused inwardly

Settlement and density

The general pattern of settlement and density within the Lavistown area is reflected in figure 15. The study area is characterised as a typical dormitory suburb. The older parts of the area such as Matroosfontein, Clarke Estate, Bishop Lavis and Nooitgedacht are predominantly of a medium density single residential form. Most of the older areas mentioned above still comprise generally higher quality housing stock.

Newer parts of the study area such as Adriaanse, Kalksteenfontein and Valhalla Park are areas of higher settlement density. Adriaanse, having the highest proportion of residential flats within the study area, has the highest settlement density in the study area, while Nooitgedacht is also home to 19 residential blocks of flats. However, these areas are not part of the current phase of the City's Community Residential Unit (CRU) upgrades (to be completed in 2015). The Adriaanse Flats Units are especially in need of urgent attention in this regard. Kalksteenfontein and Valhalla Park accommodate the greatest proportion of backyard dwellings, thus contributing to the high settlement densities in these areas.



New development

The Valhalla Park integrated housing development will accommodate approximately 777 subsidized housing units on the site, with the original footprint of the former Valhalla Park sports field reduced to accommodate a more adequately scaled community recreation facility. Provision has been made for some business development at the strategic intersection of Valhalla Drive and Angela Street (see figure 16 below).

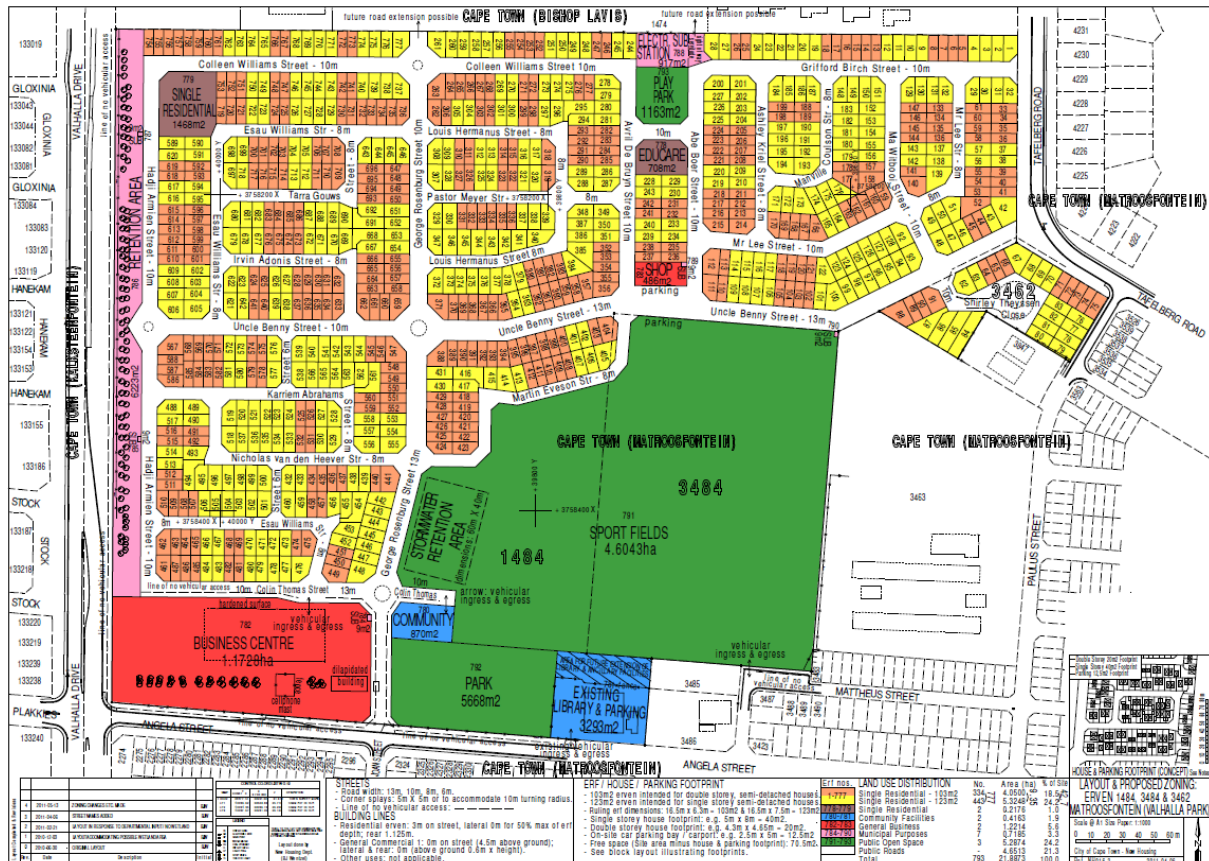


Figure 16: Subdivision plan of the Valhalla Park Integrated Housing Project land use application

Informal settlements

The study area is home to several informal settlements. The 7de Laan and 8ste Laan informal settlements are located in Valhalla Park and Nootgedacht respectively.

7de Laan is composed of 97 households. The residents of 7de Laan are to be accommodated as beneficiaries of the Valhalla Park Integrated Housing Project, which will leave a void of vacant land that could be used for additional subsidized housing. Failure to determine a future use for the current 7de Laan site is likely to result in repeated land invasion.

At a total of 710 households, 8de Laan is a newer and significantly larger informal settlement compared to 7de Laan. Residents of 8de Laan are predominantly non-qualifiers in terms of the City of Cape Town's subsidized housing waiting list (CoCT: Dept. Human Settlements – Informal settlements). However, the settlement has been identified as a priority for site and service upgrade in its current location.

Malawi Camp is located on the Modderdam Triangle site to the east of 35th Avenue, and Freedom Farm is located on the ACSA-owned grounds to the north of the CTIA airport

runway. Both of these informal settlements are planned to be relocated in the short-to-medium term (within 5 years) as they are deemed to be situated on land which is unsuitable for human habitation. However, to-date these proximate settlements have and will continue to access civic and other resources located within Bishop Lavis and surrounds.

Strategic vacant sites

Several vacant sites exist within the study area, which could be developed either for public or private housing purposes. Sites identified for public infill development include:

- Erf 25547, Adriaanse
- Erf 25809 (remainder), Adriaanse
- Erf 843, Bishop Lavis
- Erf 8184, Nooitgedacht
- Erf 133651, Kalksteenfontein
- Erf 2999 & 3366, Valhalla Park

2.2.5 Economic development

(See figure 20)

Economic and employment centres

Several large employment centres exist in close proximity to the Lavistown area. These include Epping 2 Industria, Parow Industria, Boquinar Industria, and the CTIA precinct. The latter, with plans to expand its land-side operations in addition to aviation-side operations has the potential to increase its significance as a substantial employment generator to the south of Voortrekker Road. The Lavistown area could derive substantial benefits due to its proximity to these major employment centres. The development of future phases of the IRT network may provide opportunities to link the Lavistown area to the Airport and other proximate industrial areas.

Bishop Lavis Town Centre, anchored by high order public facilities and large scale retail business, holds the strongest competitive advantage for local business, but has limited opportunities for growth. The other proximate local business centres include:

- Charlesville Shopping Centre, where a large proportion of Valhalla Park and Kalksteenfontein residents do their household shopping; and
- Adriaanse Shoprite Centre, which serves residents north of the Sarepta railway as well as neighbouring areas such as Eureka, Uitsig, Balvenie, and Elnor Estates.

Land Use distribution and home-based businesses

As mentioned above, the area is bound by several high order routes, thus providing strong multi-directional accessibility. 35th Avenue, a major development route within Tygerberg District, traverses the eastern boundary of the sites. Similarly, Valhalla Drive provides strong accessibility to the area along the western edge of the area. However, economic development potential along these routes is limited by their mobility functions and the internalized structure of the area.

Nevertheless, there are prospects for mixed use development at strategic exposed locations in the area where local internal structuring routes and external higher order routes intersect. Local internal structuring routes providing direct road access and increased local exposure tends to be more attractive to local business development. These include routes such as:

- Fountain Road in Matroosfontein
- Myrtle Road and Bishop Lavis Drive in Bishop Lavis
- Angela Street in Valhalla Park

Home-based business conversion is a direct response to limited employment opportunities in the formal employment sector. Informal sector business development should be embraced, but should also be treated sensitively as certain businesses are considered to be incompatible with the receiving residential environment. Nevertheless, the need for spaces for service orientated business remains a priority, which should be investigated.

Most home-based businesses are dependent on exposure to sustained vehicular and pedestrian foot movement. As a result, this type of land use change is focused predominantly along local distributor roads and pedestrian routes. Tafelberg Road, which forms a segment of a strong north-south pedestrian movement route, has seen several home-based businesses such as tuck shops and crèches concentrating along its length. Other routes accommodating similar types of activity include Angela Street and John Ramsey Road.



Figure 17: Home-based businesses along Tafelberg Road

Typical land use issues experienced within the Lavistown area include the use of private residences for automobile-related businesses such as panel beating, spray-painting, welding, and scrap metal collection. These businesses should not be encouraged within the residential fabric of the area due to increases in internal traffic volumes, noise pollution, and air pollution in certain instances.

Informal trade areas

Informal economic activity in the Lavistown area is limited to certain areas where conditions of sustained movement of activity exist, such as public transport interchanges, key intersections, civic nodes, and formal anchor shops. Areas where local informal economic activity presently exists include:

- Bishop Lavis Town Centre – Currently the largest concentration of informal trade activity within the Lavistown area, ranging from fruit stalls, kiosk stands, clothing, as well as fresh fish trading from the backs of vehicles. Some sections are formalised with purpose-built shelters. However, additional space is still required, together with supporting street furniture and landscaping, to accommodate more traders within the Town centre precinct.
- Adriaanse Avenue – no facilities exist. Informal trade stalls are set up next to the sidewalk and concentrated predominantly around the Shoprite Centre in Adriaanse civic node.
- Myrtle Road (opposite the Magistrates Court) – Small scale informal economic activity predominantly within the road reserve of Valhalla Drive
- Angela Street – Mainly oriented around morning and afternoon peak traffic, limited opportunities for informal economic activity exist as there is presently no space for erection of stalls. Informal trade is concentrated predominantly around Angela/Valhalla Drive intersection and the retail component at Angela Street civic node, while a few home-owners along Angela Street have started trading from the front of their homes. Informal trade activity may increase with further development and public investment along Angela Street.



- Netreg Station – Limited activity mainly oriented around morning and afternoon peak traffic.



Figure 18: Informal trading within Bishop Lavis Town Centre



Figure 19: Informal trading in Adriaanse Shopping Centre (left) and Angela Street retail centre (right)

Economic opportunity areas

These areas exist primarily around major intersections along the edges of the study area, where reasonably sized vacant City-owned landholdings exist. Such landholdings exist at the intersections of:

- 35th Avenue and Owen Road - Erven 12569, 12570, 12566, 12565, 12564, 12626, 12661, 12662, 21254, 21257, Adriaanse
 - o Extent: 1.53Ha
 - o Zoning: Local Authority; Minor Business
 - o Potential constraints: As-built services traversing certain portions of the site
- Adriaanse Street and Melton Road – Erf 25649
 - o Extent: 0.18Ha
 - o Zoning: Education
 - o Potential constraints: Sewer services traversing the south-east corner of the site
- Owen Road and Fountain Road - Erven 304, 328, 329, and 798, Matroosfontein
 - o Extent: 0.29Ha
 - o Zoning: Local Authority; Single Residential

- o Potential constraints: As-built services traversing the site
- Valhalla Drive and Angela Street - Erf 112629
 - o Extent: 1.17Ha
 - o Zoning: General Business
 - o Potential constraints: As-built services along the western border of the site
- Bishop Lavis Drive – Erf 6866
 - o Extent: 0.19Ha
 - o Zoning: Local Authority
 - o Potential constraints: As-built services traversing the site

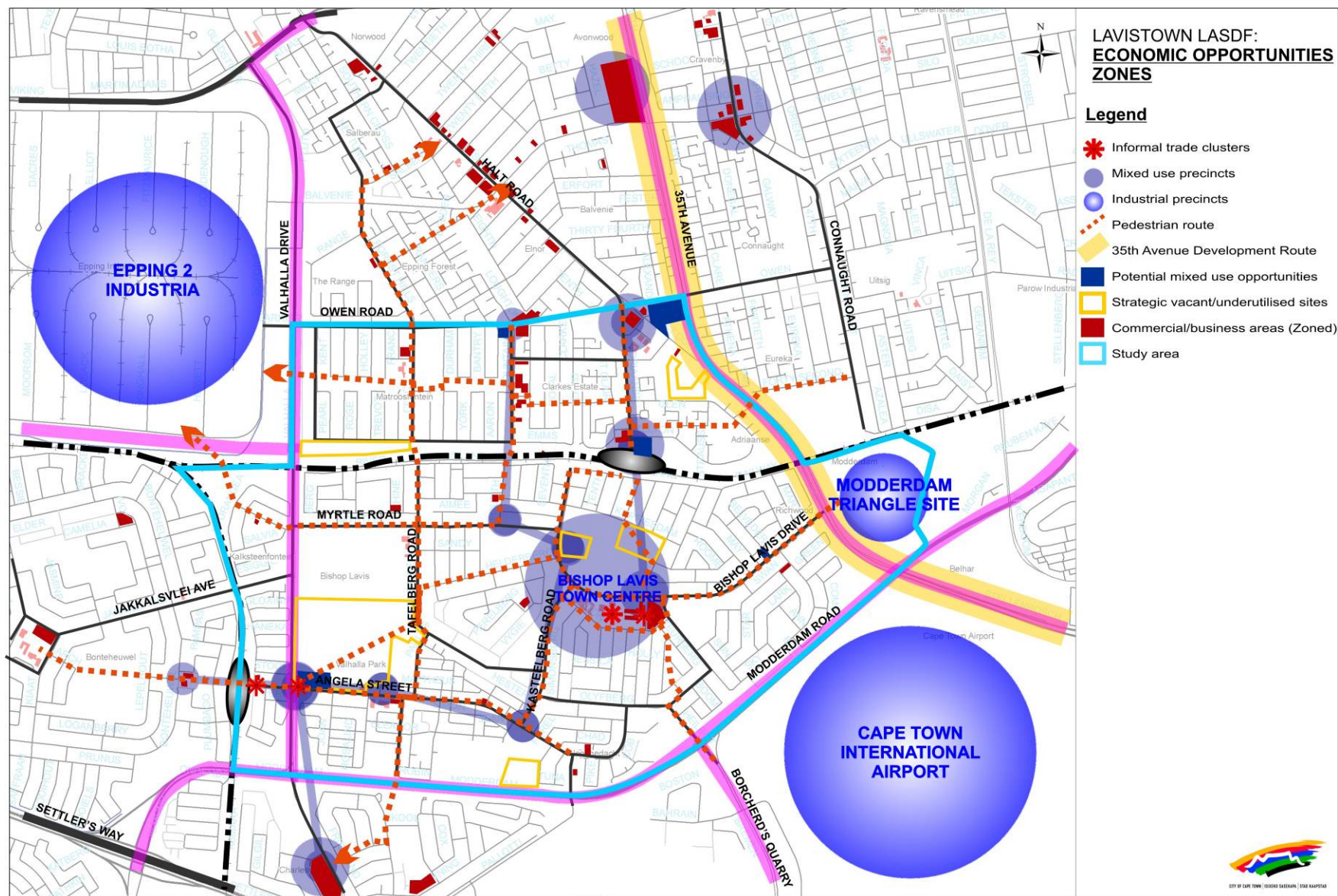


Figure 20: Economic opportunities zones

2.2.6 Summary of main informants

To summarize the contextual analysis of the Lavistown precinct, the following points are reflected as the most important informants to the conceptual framework plan:

Challenges

- *Urban structure*
The urban structure of the area suffers from a lack of spatial definition of structuring elements, thus resulting in diminished legibility and local orientation. Urban restructuring of the Lavistown area is required to anchor critical public links with new landmarks or enhancement of existing landmarks. Higher order distributor routes should be landscaped to increase prominence, thus improving sense of place and urban quality.
- *Availability of safe space: contributing to addressing social ills and crime in Lavistown*
According to statistical analysis, sale and abuse of drugs is highly prevalent. It can be assumed that drug abuse can be linked to several other secondary problems, such as the high school dropout rate, increased rate of sexual crimes, as well as increased cases of theft and common assault. In addition to drugs, gangsterism and teenage pregnancy are other problems experienced in the community. It is essential that children are protected from these elements as much as possible. To this end, access to recreational activities over and above basic civic facilities for the receiving community, that is available after school and on weekends, is important.
- *Making existing schools less vulnerable*
Degradation of existing schools as a result of lack of maintenance and vandalism has reach levels where certain schools in the area were threatened with closure. Fortunately this hasn't materialised, but may occur in the future should current conditions not improve. In certain instances good layout planning could contribute to securing the school grounds against vandalism.
- *Areas of strongest need*
Areas of strongest social need are Valhalla Park and Adriaanse. These areas are the most populous areas with the weakest socio-economic status, and require more detailed precinct planning. The initiation of the Valhalla Park Integrated Housing Project, including the development of the Valhalla Park Community Recreation Park, is the catalytic project within the context of the Lavistown area.
- *Movement: Integration of public transport into the pedestrian environment*
The Lavistown area is an extensively pedestrianized area without the necessary supporting infrastructure to support such movement. Critical public links between local movement generators, such as industrial employment centres, shopping precincts and public transport stops/stations, should be enhanced.
- *Physical barriers*
The inward-looking urban structure causes substantial vehicular movement along the edges of the area, thus resulting in physical barriers between neighbourhoods. Non-motorized transport interventions are required specifically to overcome major barriers to pedestrian movement, such as, railway lines, hazardous intersections, and enabling universal access to railway stations.

- *Land availability:*
Several public and private housing infill opportunities exist within the Lavistown area, thus enabling the development of a more continuous urban fabric. Several of these opportunities involve the rationalization of underutilized public open space within the area. In addition to increasing the number of housing opportunities within the area, the development of these spaces will make neighbourhoods less vulnerable to anti-social and criminal behaviour, and increase the quality of the urban fabric by reducing spatial fragmentation.
- *Economic constraints:*
As mentioned, development opportunities at exposed locations are limited, while a lack of available space has constrained local business development at Bishop Lavis Town Centre. Therefore, strategic locations such as Valhalla/Angela Street and 35th/Owen Road intersections should be exploited for mixed use local business development. Apart from Bishop Lavis Town Centre, the informal economic activities are not well organised within the general area.

Opportunities

- *Centrality*
The centrality of the Lavistown area means that it is likely to benefit from several high profile infrastructure development proposals, most notably future phases of the MyCiti IRT program, with the trunk extending along the southern boundary and through western section of the area. The placement of the trunk stops will provide the opportunity to bridge the physical barriers on the edges of the area, while also anchoring local structuring routes with additional generators of movement.

Other long term proposals include the proposed CTIA-to-Cape Town CBD express railway link along the Sarepta railway line. There is no timeline to this proposal. However, should it come to fruition, this section of the Sarepta line, including the Lavistown Station would receive a much-needed upgrade.
- *Catalytic projects underway*
The catalytic housing and family recreation park in Valhalla Park will provide the necessary interest and leverage within the context of the Lavistown area and the Greater Elsies River region to motivate for additional capital project funding to effect much-needed urban revitalisation.
- *Development potential*
Mixed use development of strategic land parcels allows for both formal and informal economic activities to be accommodated in exposed locations, thus assisting in transforming the image of the area. Transformation of the area's image to reflect developmental opportunities will enable the creation of more sustainable communities, and in-turn, stimulate the regeneration of the area.
- *Small Business distribution*
Local structuring routes with direct access allow for fine-grained economic activities along their length. A large proportion of local business activity is home-based. Local business activities that are compatible with residential activity may be encouraged in appropriate locations of exposure.

3. Conceptual Framework

3.1 *Broad guiding principles informing design*

The purpose of this section is to present the principles that give broad guidance to the conceptual framework plan for the Lavistown area.

3.1.1 Transit-oriented development: moving back to walking communities

Planning and design should be supportive of the pedestrian character of the receiving environment. Everyone should be able to have access to natural and urban amenities within acceptable ranges of urban convenience (Dewar & Uytenbogaardt, 1995). The purpose of transit-orientated development is essentially to promote pedestrian-oriented development, and hence design guidelines should strive to make the experience of walking and other NMT modes as convenient, comfortable and safe as possible when travelling to and from transit stations or interchanges. Central to the concept of transit-oriented development are the following design considerations:

- Seamless pedestrian movement: this implies continuity of movement, making safe and convenient transitions between precincts and across barriers. Therefore, functional pedestrian linkages are important components of the conceptual framework, especially when intersecting with vehicular and other high speed movement routes. Seamless pedestrian movement creates sustained circulation of people by removing barriers to foot movement, thus increasing exposure for small businesses and other activities reliant on exposure for sustained prosperity.
- Improved permeability and connectivity is a prerequisite to the creation of functional pedestrian linkages. Permeability refers to the ease of movement through the study area. It is thus important for these links to be anchored by local destination places as landmarks, and to enhance existing desire lines of movement between these landmarks in as direct a manner as possible.

3.1.2 Complete and integrated communities

Transformation of dormitory settlements into more integrated sustainable human settlements begins by achieving a greater mix of land uses, a wider range of amenities and socially mixed facilities. Access to a greater variety of amenities increases social activity within public precincts, thus promoting safer, more integrated communities.

To this end, the reinforcement of existing public facilities clusters with supporting land uses and amenities, as well as better access to public recreational amenities, is of vital importance. Furthermore, it remains important to eliminate redundant/under-utilised facilities space (vacant school grounds, neglected or non-functional public open space, etc.) by means of shared/multi-functional space between public facilities.

3.1.3 Maximizing development and economic opportunities

Increased densities and intensified land use within exposed locations, and in close proximity to public transport, ensures more efficient use of land. These locations need to be exploited with land uses that encourage lower order employment, thus bringing jobs closer to homes.

In addition, inspiring local business development to optimize exposure where appropriate is essential to the creation of sustainable human settlements as this facilitates economic empowerment within such dormitory townships. While closely regulating non-complementary land uses in the residential area, a more flexible stance regarding local business development should be adopted.

3.1.4 Extending basic services and adding value to existing community services

A more responsive approach to the basic needs of communities is required to provide access to basic services to those areas in need. Extending Access to social, cultural and recreation services for community use should be expanded to the wider community to facilitate social integration.

Infrastructure upgrade is also an important component of urban revitalization. For this to occur, it is important to promote cross-sectoral planning, budgeting and implementation at community level.

3.1.5 Creating an attractive public realm

Improving the quality of living environments inspires 'sense of place' and develops history through: local place-making features, appropriate landscaping of gateways and prominent local routes, definition of public space, and developing active street edges.

The principle of creating attractive public realms emphasizes a growing commitment to urban revitalization by removing blight in favour of creating a higher quality urban environment to stimulate attractiveness for private investment. The application of these improvements will enhance the quality of the public realm and assist in better orientating the pedestrian within the urban structure.

More importantly than the improvements themselves, is the need for communities to take ownership of their public realm so that it can be sustained and appreciated for years to come. This requires an inclusive participation process, as well as integrated and sustained investment to create the desired state of the environment as outlined in the proposed development framework.

3.2 *Main spatial ideas*

The overall conceptual structure comprises the key spatial strategies defined below, which will inform proposals made in the framework plan for public investment. Enhanced legibility requires the establishment of a clear urban structure. The relationship between internal movement routes, gateways, local nodes and public transport precincts are determinants of this clarity of structure.

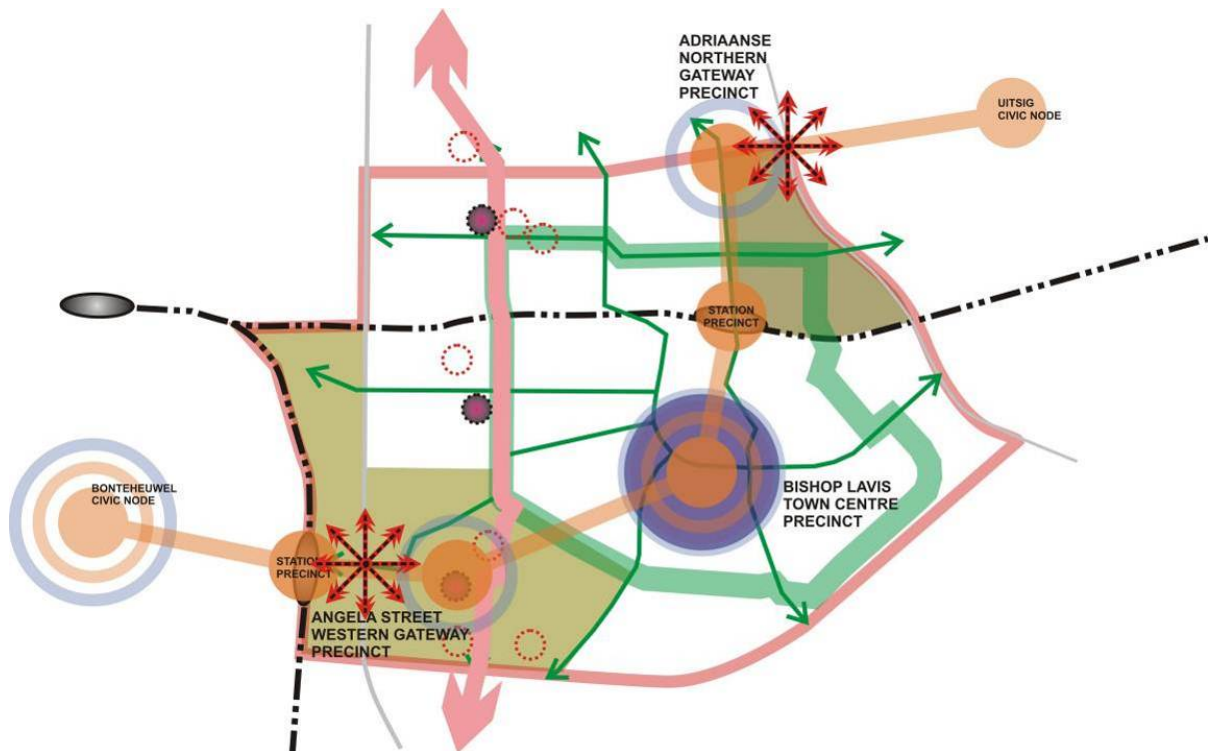
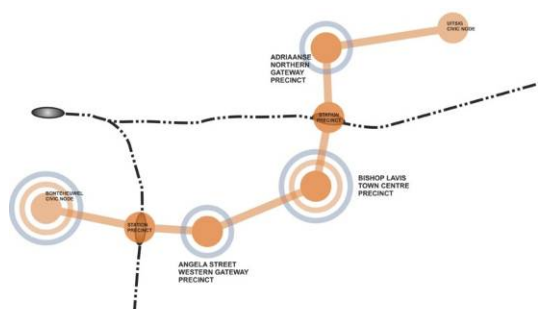


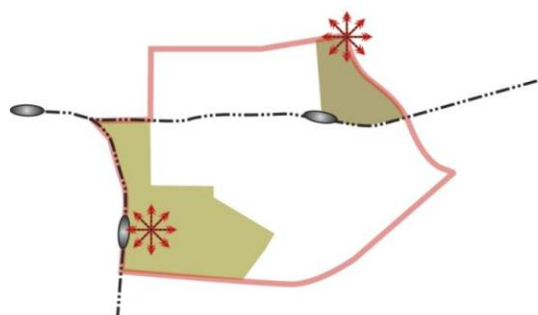
Figure 21: Overall conceptual framework plan

Enhancements are to be made to the following key spatial elements in order to strengthen the local urban structure (refer to figure 21):

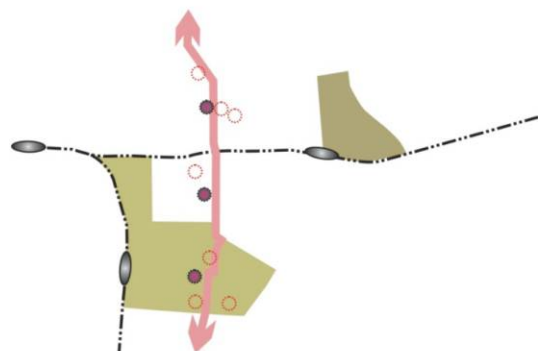
- f) Strengthen community order relationships within and outside the area by emphasizing a direct link between Bonteheuwel CBD, Netreg Station, Valhalla Park Civic Node, Bishop Lavis Town Centre, Lavistown Station, Adriaanse Civic Node and Uitsig Civic Node. This is a critical public link highlighted for development/upgrade as it provides local access to public transport and local destination places along its length.
- g) Develop primary gateways into the study area to signify a sense of arrival into a local destination place. The primary gateways to the study area should be located at key intersections where mixed use activity can occur. Urban design precinct frameworks should be developed for:
 - Angela/Valhalla Intersection as the primary western gateway to the Lavistown area, and
 - 35th/Owen Intersection, including Adriaanse Civic Node, as the primary northern gateway to the Lavistown area.
- h) Reinforce the north-south educational and institutional pedestrian route (Civic Road, Tafelberg Road, Paulus Road and Joyce Road) with NMT infrastructure that will make movement safer and more comfortable, especially for scholars.
- i) Develop a more legible internal circular system throughout the Lavistown area so that local circulation is made easier.



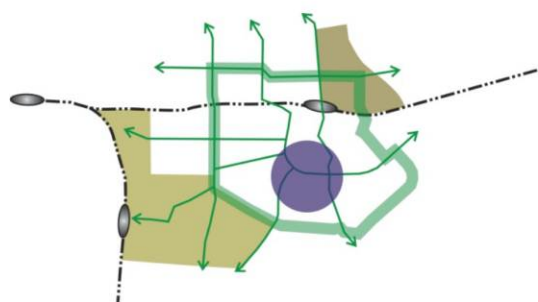
a) Strengthening community order relationships



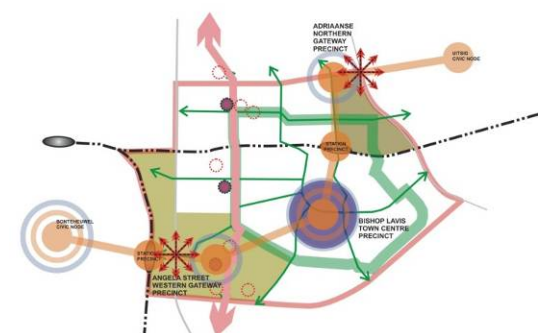
b) Primary gateways signify sense of arrival



c) Reinforcing the North-south institutional link



d) A more legible internal circulation system



e) The overall conceptual spatial structure

Figure 22: Building the conceptual spatial structure

4. Overall Spatial Development Framework

The overall spatial development framework (SDF) indicates the desired state of the Lavistown environment, translating the main spatial ideas onto plan (see section 3.2). The overall SDF reflects spatial proposals for (see figure 23):

- Transport, movement and access interventions;
- Open space and urban upgrade interventions;
- Urban development opportunities; and
- Local business development opportunities

The overall spatial development plan indicates the desired state of the Lavistown environment.

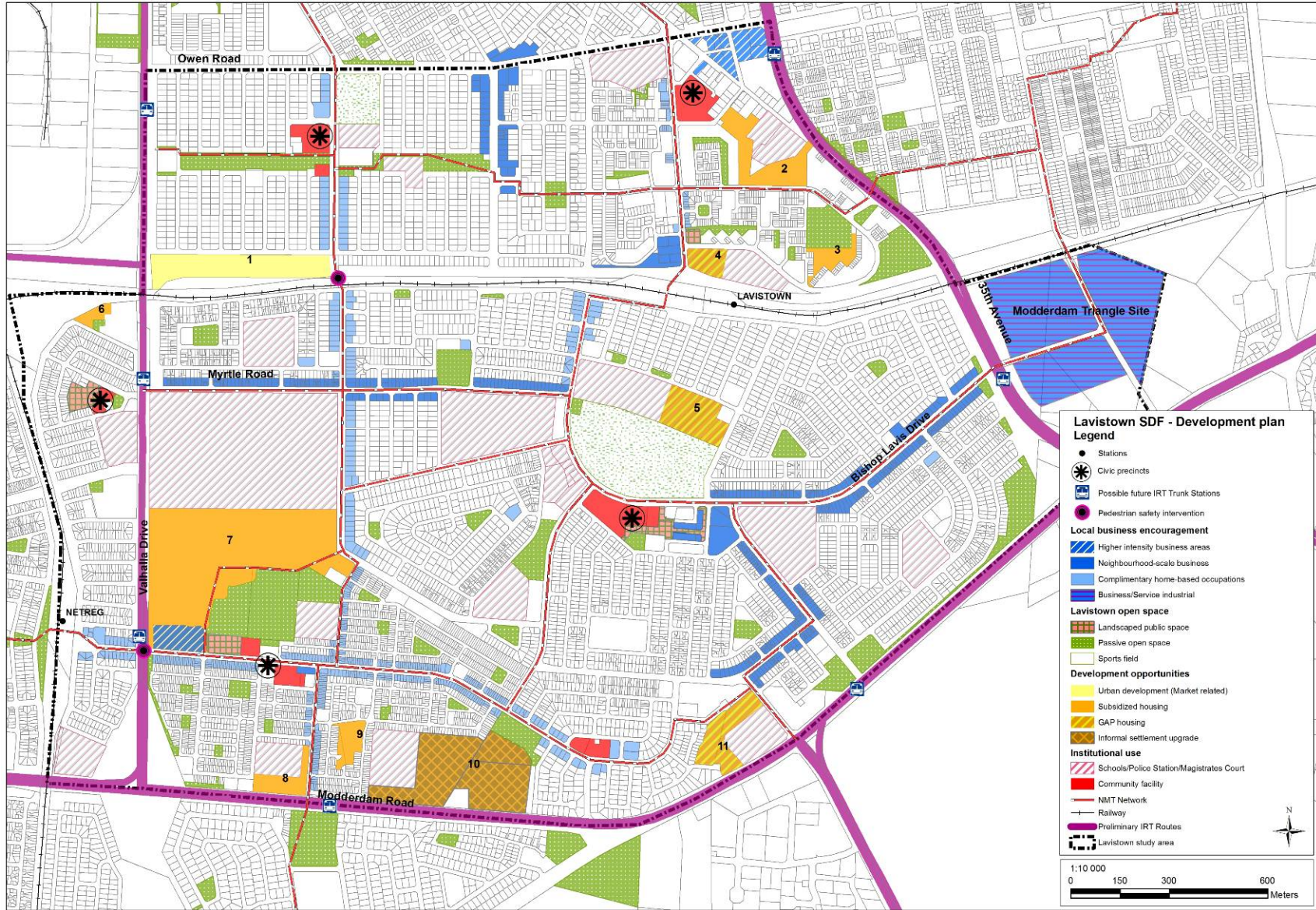


Figure 23: The spatial development framework plan for the Lavistown Area

4.1 Transport, movement and access

(c) Public transport

IRT planning should be co-ordinated with railway system planning within the Lavistown area. Therefore, IRT trunk stations should be planned in proximity to existing rail stations for easy modal integration. Furthermore, it is proposed that these future IRT trunk stations should be located at proposed gateways into the area to reinforce functionality of higher intensity land uses within prominent locations in the study area.

(d) Non-motorized transport

Although walking and cycling are sustainable forms of movement, the planning approach requires network and systems integration thinking, and total travel chain appreciation, since walking and cycling must integrate with road-based and rail systems. Development of pedestrian environments is proposed through route prioritization for pedestrian and bicycle routes anchored by public transport entry points as well as resolution of particular pedestrian/vehicle conflict areas.

The local NMT network is phased as follows (see figure 24):

- Phase 1: Angela Street should be the primary focus of local NMT planning, accommodating the critical public link between Bonteheuwel CBD and the Valhalla Park civic node and CRP through Netreg Station. In addition to Angela Street, the north-south institutional route (Civic Road, Tafelberg Road, Paulus Street, and Joyce Road) forms part of phase 1. Apart from NMT intervention along the route itself, several site-specific interventions are required along its length. These include:
 - o The formalization of the currently informal pedestrian crossing over the Sarepta railway line at Tafelberg Road is a critical intervention as it currently presents a major risk to pedestrian safety.
 - o The entrance to Bishop Lavis Police Station on Tafelberg Road. The current conflict between vehicle parking related to the police station and pedestrian through-movement requires resolution in order for the area to function more efficiently. For this to occur, the pedestrian space must be defined, as well as parking space provided.
- Phase 2 focuses on the primary collector routes, accommodating the bulk of vehicular traffic in the study area. These routes include: Jakkalsvlei Avenue, Myrtle Road, Bishop Lavis Drive, Kasteelberg Road and Adriaanse Avenue.
- Phase 3 aims to complete the local NMT network by accommodating those routes which are intensely used but which are less hazardous to pedestrian wellbeing. As part of phase 3, a formalised pedestrian crossing over the Sarepta railway line at Connaught Road should be provided for pedestrian access into the Modderdam Triangle site. This should be developed in conjunction with an industrial development that may occur on this site.

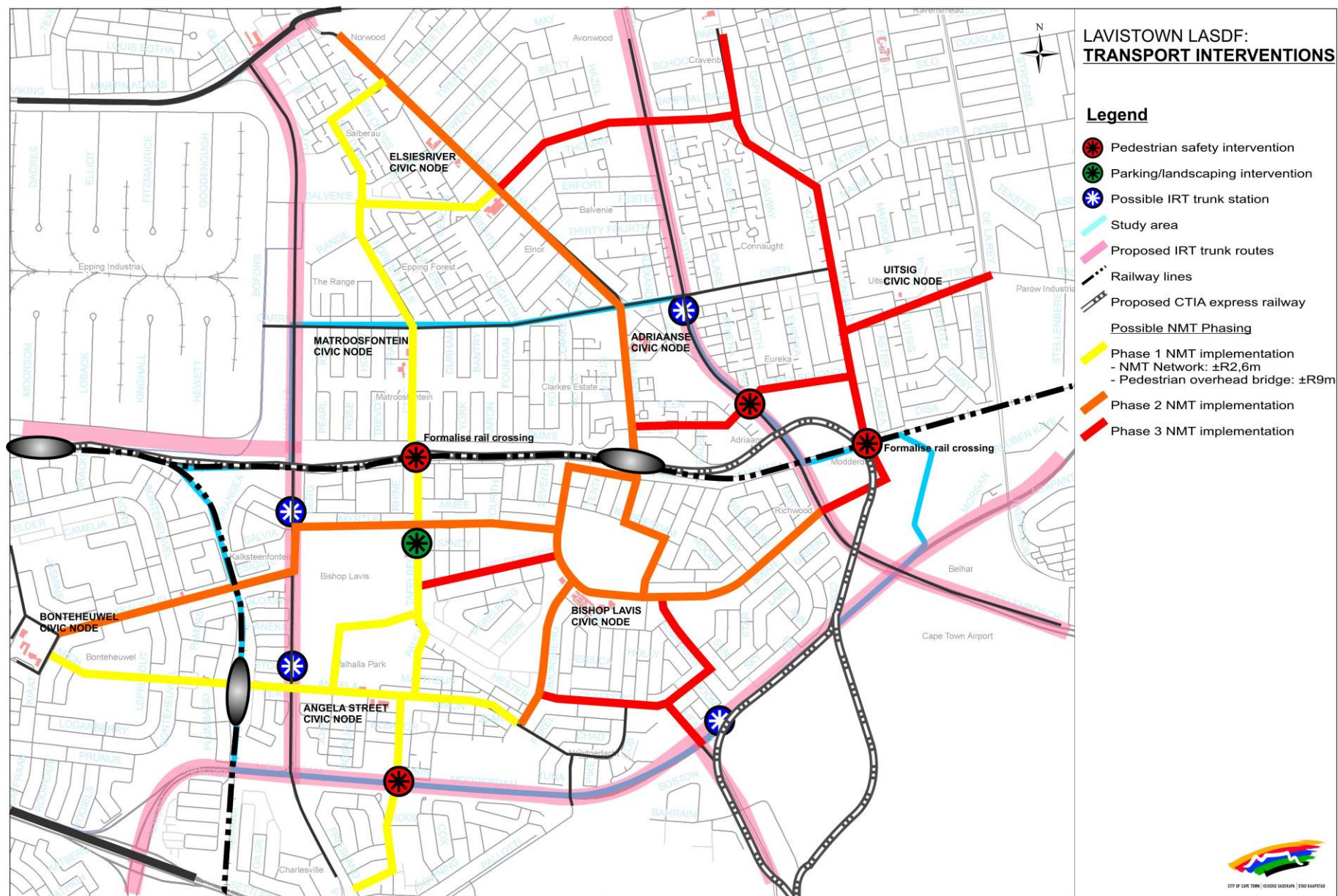


Figure 24: Transport interventions for the Lavistown Area

4.2 Urban upgrade opportunities

Urban upgrade of poor urban environments is important for achieving an attractive public realm. Urban upgrade projects in the area relates to upgrades to the following elements:

- Improving the condition of dysfunctional public spaces that are considered to be important for overall environmental quality within the study area. This will create more actively used public recreation areas and promote access to community gathering places;
- Clustering of public facilities and private sector investment around existing local civic nodes;
- Activation of street edges by reducing blank facades (such as those surrounding sports fields) and introducing positive street interfaces during development projects;
- Producing a landscaped street environment by Introducing hard and soft landscaping to accentuate the prominence of important routes and public spaces; and
- Improving the quality and aesthetics of public housing stock in order to revitalise areas of decay or blight within the urban environment.

Table 1 below provides an inventory of public space and landscape upgrade interventions within Lavistown. The site numbers in the table are illustrated in figure 25 below.

Table 3: Urban upgrade interventions (refer to figure 25)

Site No.	Erf No.	Description	Recommendation
1		Netreg Station forecourt	Greening of the station forecourt
2		Valhalla Park Community Recreation Park	Develop the park facility into a regional destination place that can be used for Lavistown residents as well as the broader community from neighbouring suburbs.
3	2772	Angela Street Civic Node	The refurbishment of the hall should include the upgrading of the old netball court to the rear of the property as well as construction of an additional court on the western side of the hall for formal games. The surrounding solid boundary wall along Angela Street should be replaced with permeable fencing to ensure a positive interface
4		Joyce Street pedestrian thoroughfare from Modderdam Road	This pedestrian thoroughfare forms the southern gateway entrance into primary north-south pedestrian route through Lavistown. The potential development of the vacant school grounds at Parkvale Primary School will provide the opportunity to 'celebrate' this entrance from Modderdam Road into Joyce Road with appropriate landscaping.
5	1210	8ste Laan community Park	The site should be reduced in size to include only the actively-used and developed (with play equipment) portion of the site. Enhanced development of the park area would include signage to provide better orientation through the area, as well as tree planting and park furniture.
6	6936	Nooitgedacht community hall	Salm Road is one of only two vehicular

			access points to Lavistown from Modderdam Road. Directional signage should be erected in this location to increase local orientation through the area.
7	133537	Uintjie Street community park (a component of Kalksteenfontein Civic Node)	This park is problematic as it is extremely isolated, with low levels of surveillance due to all surrounding erven backing onto the space. It is recommended that the site be developed as an informal street soccer facility with controlled access managed together with the community hall. Development of the space as an intensely utilised recreation area as part of the civic precinct is the only way in which to ensure that it is not a safety risk. Alternatively, the portion of erf 133537 that abuts the residential units to the west could be developed so that the new houses front onto a multifunctional street space, thereby increasing surveillance within the space. Some height, such as duplex units fronting onto the space would be encouraged to provide a sense of enclosure.
8	133651	Hydrangea Street community park	The park forms part of a group housing component on erf 133651. However, the park equipment has been completely vandalized and is in urgent need of repair. It is recommended that the existing park area be restored in conjunction with the development of the remainder of erf 133651 for public housing. Furthermore, it is recommended that through this process, the park area should be subdivided from the parent erf and appropriately zoned to POS.
9	808	Bishop Lavis Sports Field	The western side of the sports complex forms an important gateway entrance into the Town Centre precinct. Unfortunately the street interface along Bishop Lavis Drive is poor due to a lack of permeability into the sports complex. The opportunity for providing informal trade facilities along the perimeter of the sports field fronting onto Bishop Lavis Drive should be investigated. Furthermore, the western side of the sports complex is under-utilized. Further investment is required to optimize the use of space within the facility.
10		Bishop Lavis Town Centre	The Bishop Lavis Town Centre precinct is an intensely utilized area and is well served by local businesses. It is recommended that landscaping enhancements are required in order to emphasize the link between the pedestrian mall and the civic component. It is envisaged that this would assist in defining the pedestrian space within the

			precinct. Furthermore, pedestrian access between the clinic and the community hall should be sought.
11	25641	Melton Flats POS lane	The existing POS on erf 25641 forms a component of the local open space network and critical public link through Adriaanse towards Lavistown Station. The site is undeveloped, lacks maintenance, and is prone to dumping. Landscape upgrades are required, possibly with the inclusion of NMT infrastructure towards Lavistown Station.
12	25592	Old Stellenbosch Road POS	This POS site is considered to be an important amenity within the highly densified context of Adriaanse. However, at 2.39 hectares, the site is significantly oversized and remains undeveloped with no park equipment. It is recommended that the site be reduced to a more functional size, with the remainder being closed and rezoned for urban development.
13	31981	Adriaanse Civic Node	The civic node is fully developed. It is recommended that additional soft landscaping be provided where possible, particularly around the parking areas and in the central courtyard to improve human comfort and improve the overall aesthetic quality of the civic node.
14		Adriaanse Flats upgrades	The Adriaanse Flats Form an important component of the northern gateway entrance into the area. Aesthetic and functional improvements to the buildings would greatly enhance the appeal of this area for private investment. To this end, the Adriaanse Flats should be included in the next phase of implementation of the CRU upgrade programme, with USDG funding for upgrading/landscaping of the public spaces or courts between the blocks of flats.
15	6874	Matroosfontein sports complex	The sports complex forms part of the Matroosfontein civic node. It is well maintained but lacks visual integration with the surrounding area due to the solid walls surrounding the fields. It is recommended that certain sections of the boundary wall along Civic Road and Elsbury Road be replaced with palisade fencing for visual permeability into the sports complex.
16	179 728	Matroosfontein Civic Node	The use of this node needs to be intensified. Investigate the use of the vacant land to the rear of the community hall. Should the land not be deemed necessary for public facilities use, the land should be developed together with Erf 728.

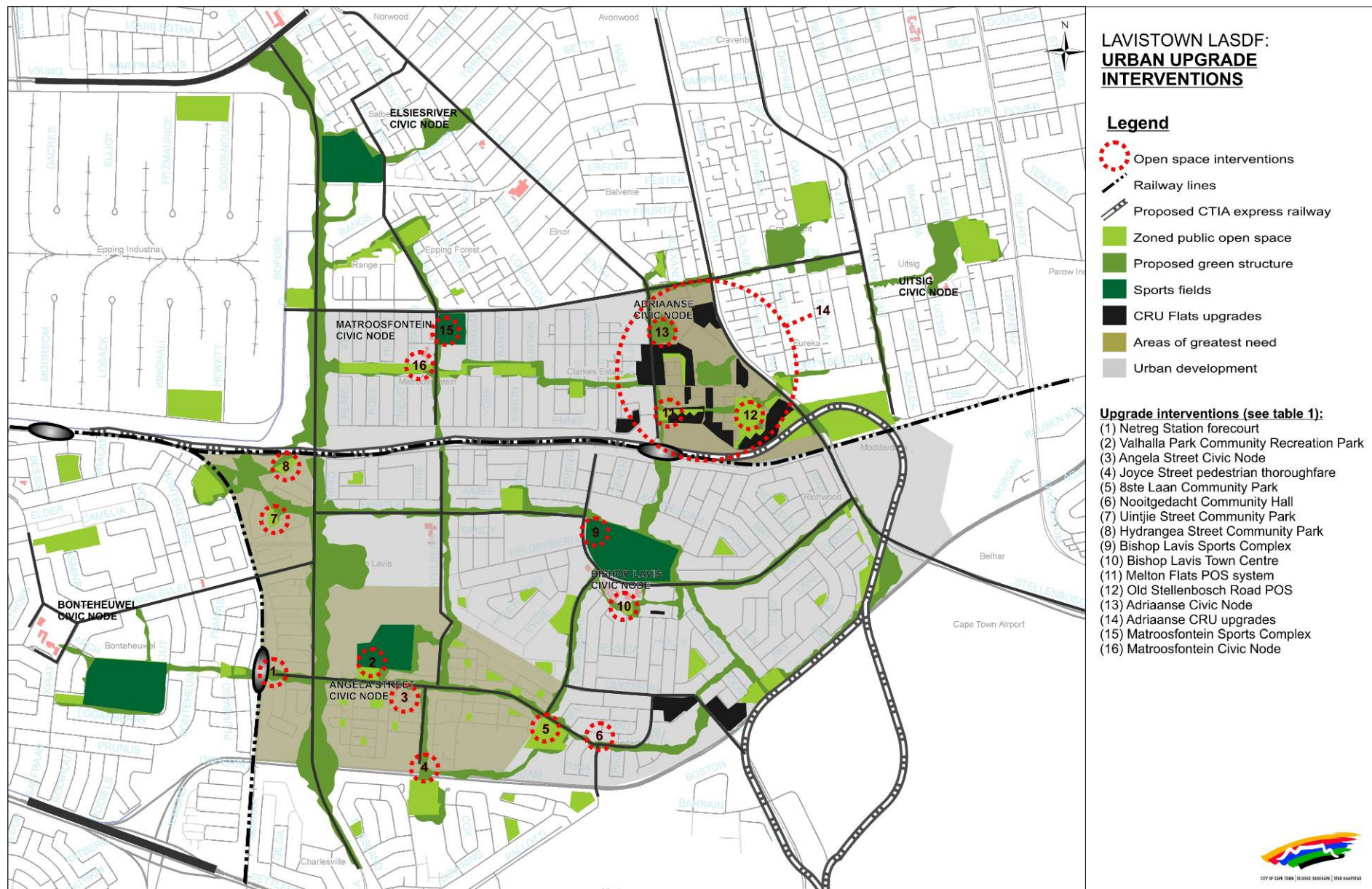


Figure 25: Public green structure - urban upgrade interventions

4.3 Urban development opportunities

Urban infill opportunities within the area should be explored by means of developing identified vacant land parcels, and rationalization of surplus public open space, as well as under-utilized school sites. The use of these land parcels for more productive activities will create more defensible spaces for public recreation, while reducing opportunities for anti-social behaviour as well as creating development opportunities.

A programme of informal settlement upgrade should be initiated for the informal settlements located in Nooitgedacht in order to provide better quality living environments by means of extension of basic services into these settlements.

Table 2 below provides an inventory of sites for further investigation for urban infill within Lavistown. The site numbers in the table are illustrated on the overall SDF plan above (refer to figure 23).

Table 4: Sites for further investigation for urban infill (refer to figure 23)

Site No.	Erf No.	Suburb	Recommendation	Potential yield (du/ha)
1	112629	Matroosfontein	The site abuts the Nigeria Way Road Reserve. However, the site is not likely to be affected by future IRT phases as the trunk will stop at Valhalla Drive. This site is vacant and is ideally suited to residential infill. Development of the site will also prevent illegal at-grade crossing of the railway line by creating a barrier of residential units. Due to the high quality of the surrounding housing stock in Matroosfontein, it is proposed that the site be disposed of and put on tender for private housing development.	117 (35 du/ha)
2	25547	Adriaanse	The site is partially vacant while the more actively used portion is used as an informal sportsfield and is contained by a solid wall. Development is constrained by bulk services traversing the site. The site would be ideally suited for subsidized housing to accommodate overcrowding within Lavistown. Should the sportsfield be retained, developable extent of approximately 40% of the site is possible. The potential acquisition of Erf 12813 should be investigated as this would significantly alter the form which development is likely to take.	±100 (40 du/ha)
3	25592	Adriaanse	It is proposed that a portion of the site that is not required for public open space be developed for subsidised housing.	35 (40 du/ha)
4	25809	Adriaanse	The vacant school grounds at Clarke Primary School should be developed to activate the area surrounding the Lavistown Station precinct. It is proposed that Gap housing be developed with a minor component of business fronting onto Adriaanse Avenue to take advantage of the exposure benefits from proximity to the station.	±50 (60 du/ha)
5	843	Bishop Lavis	The site abuts the northern boundary of the Bishop Lavis sports complex, is owned by PGWC: Public works and is partially developed with a primary school and a secondary school. However, the remainder is ideally suited for high density social housing of similar form as the Drommedaris, Leo Mews and Steenberg social housing projects. Development of this site would present	±150 (60 du/ha)

			opportunities for transit-oriented development as it is less than 300m distance from Lavistown Station to the north, with local shopping, recreation and civic activities located immediately south of the site. Based on a gross density of 60du/ha, a preliminary dwelling yield of ±150 dwelling units can be achieved.	
6	133651	Kalksteenfontein	The site is zoned General Residential (R12) and is partially developed with group housing and a community-sized pocket park. The site was originally identified for investigation as part of the City of Cape Town's Young Peoples' Housing Project, which targeted the approximately 4000m ² of vacant land remaining for development. Typologies could include group housing as an extension of the existing housing to the east of the site, or alternatively higher density walk-up units.	16 (40 du/ha)
7	1484, 3484, 3462, 3485	Valhalla Park	The site constitutes the Valhalla Park Integrated Housing Development Project. A total of 777 dwelling units are planned to be constructed on the site at a gross density of 35du/ha.	777 (35 du/ha)
8	3030	Valhalla Park	The vacant school grounds on the eastern and southern edges of Parkvale Primary school should be developed for housing purposes. This will assist in eliminating problematic vacant spaces and will assist in defining the southern pedestrian entrance into Joyce Street. Doreen Street should be extended to link up with Joyce Street.	24 (35 du/ha)
9	3669, 2999	Valhalla Park	The site is zoned POS and is the current location for the 7de Laan informal settlement. The residents of 7de Laan are to be accommodated in the Valhalla Park housing development, which will leave a void of vacant land once the residents are relocated. In-principle agreement has already been reached with the City Parks Department for the closure and rezoning of the site for public housing purposes. The site is proposed to accommodate formal subsidized housing to assist with overcrowding in the area and surrounds.	37 (40 du/ha)
10	1210, 1209, 3460	Nooitgedacht	The site is made up of two school sites (one vacant and one partially occupied by Beauvallon High School) and an under-utilized POS site. The site is the current location of the 8ste Laan informal settlement. The informal settlement, consisting of approximately 710 households, is proposed to be formalized through site & service upgrade in its current location. The planned closure of the abutting Beauvallon High School is likely to have a direct impact on the upgrading of the informal settlement and the form that it is to take.	Min. 75 du/ha (may be less should Beauvallon High School grounds be available for development)
11	8184, 1220	Nooitgedacht	Erf 8184 is zoned POS but is currently undeveloped as a community park. In its currently under-utilized state, the site attracts anti-social activities and is unsafe. The remainder of Erf 1220 abutting Erf 8184 is surplus land belonging to Nooitgedacht Primary School. The possibility of acquiring a portion of the neighbouring school grounds should be explored to enable a more meaningful development. The site could accommodate formal subsidized housing to assist with overcrowding in the area and surrounds. Alternatively, the site could be used for Gap housing, thereby increasing densities and housing opportunities within the area.	±120 (60 du/ha)
TOTAL DWELLING YIELD (excl. informal settlement upgrade):				1402

4.4 Business development opportunities

Development of commercial pockets in exposed locations is proposed through the following:

- a) Creating new business clusters, which maximize effort on externalizing the area by creating mixed use environments in exposed locations. These new business clusters are focused predominantly within proposed gateway precincts at Angela Street/Valhalla Drive intersection and 35th Avenue/Owen Road intersection, where developable land is available. These new business clusters should focus on enhancing the image of the area and minimizing leakage of community income to other retail centres.
- b) Identifying erven recommended for enhanced business rights in appropriate locations, such as along local distributor roads. Although business uses are encouraged from these erven, it is essential that the nature and extent of business development remains context-specific. Routes of a more pedestrianized focus, such as Angela Street and Tafelberg Road, should accommodate home-businesses that are complimentary to the residential character of the streetscape, such as house shops, barbers/hairdressers, crèches, etc. Higher intensity businesses that are more formalised, and serve as primary uses of properties should be focused along routes of high vehicle movement, such as Myrtle Road, Bishop Lavis Drive and Owen Road.
- c) Providing space for informal economic activities to operate focused around economic and pedestrian movement generators. Adequate facilities in well-located space should be provided to give local traders the best opportunities for success. An informal trade plan for the broader area should investigate potential locations for informal economic activity, such as identified gateways into the area (Angela Street and Adriaanse gateways), while also improving conditions at existing informal trade areas. An analysis of demand for informal trade space needs to inform this plan to determine space requirements for informal traders in various parts of the area.
- e) Mixed use: Service industrial (Modderdam Triangle)
The Modderdam Triangle site, currently occupied by the Malawi Camp informal settlement, represents an area of potentially significant economic potential. It should be noted that a large portion of the site comprises an old solid waste dump site, as well as some wetland areas. Therefore, a detailed geo-technical study will be required to determine the extent of land available for development. The proposal made in the Tygerberg District Plan is for mixed use developable of a non-residential nature on developable land as a result of noise regulations related to the airport runway flight path. Such uses may include service industrial, warehousing and commercial uses.

Non-conforming land use activities should be discouraged in core residential areas in favour of locations within identified industrial and semi-industrial areas, as indicated in the CTSDf and the Tygerberg District Plan.

5. Precinct plans and priorities

5.1 Identifying precinct priorities

Four action precincts have been identified for prioritized intervention in accordance with the 'package of plans' approach and the central spatial strategies proposed. Those action precincts have necessitated the preparation of specific planning and urban design guidelines. Each precinct has its own unique characteristics and has a number of capital projects associated with it, which can be implemented in the short-to-medium term given the priority of the precinct.

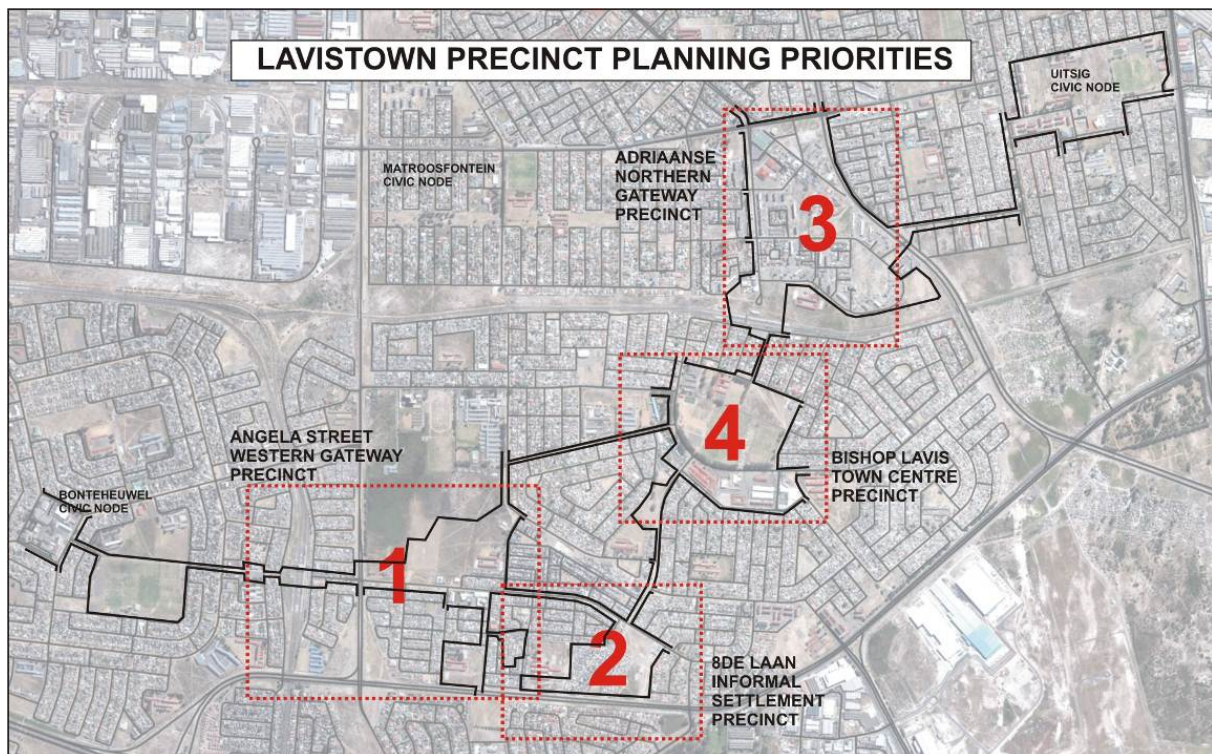


Figure 26: Lavistown precinct planning priorities

The precincts identified for more detailed planning and urban design include (see figure 26):

5.1.1 Angela Street western gateway precinct

The Angela Street Precinct is located in the south-western section of the Lavistown area, and enjoys a high level of accessibility from all directions. It is viewed as the 'incubator' precinct for further upgrade and rejuvenation of the Lavistown area, given the expected implementation of the catalytic Valhalla Park Integrated Housing Project, including the pilot Valhalla Park Community Recreation Park. This precinct is detailed in the development framework as the focus of short term intervention within the Lavistown area due to existing vested interests in this precinct by the Human Settlements and Community Services Directorates. This precinct is discussed in greater detail in section 6.

5.1.2 8ste Laan informal settlement Precinct

The 8de Laan Informal Settlement, while forming part of the broader Angela Street Precinct, is considered to be a precinct on its own given scale of the precinct concerned as well as the level of complexity associated with informal settlement upgrades. The 8de Laan area is identified as a priority area for informal settlement upgrade according to the Department of Human Settlements: Informal Settlements branch. It is therefore imperative within the context of the Lavistown SDF that the 8de Laan informal settlement be upgraded to an adequate level of infrastructure as well. Given the level of priority for upgrade of the informal settlement, as well as its close proximity of Angela Street Western Gateway Precinct, the 8de Laan Informal Settlement Precinct is the logical selection for the intervention as phase 2 of the SDF.

5.1.3 Adriaanse northern gateway precinct

The Adriaanse Civic Precinct is located in the north-east of the Lavistown area, and abuts an important local intersection at 35th Avenue and Owen Road. The precinct requires a significant level of investment for urban upgrade to alleviate conditions of urban decay, but is also endowed with a generous proportion of vacant and developable City-owned land. Public investment in this area will enable a much-needed facelift of this area, which is envisaged to attract appropriately scaled business development comparable to development in other sites along the 35th Avenue development route. It is envisaged that public and private development within this precinct will create a northern gateway into Lavistown area, in much the same way as Angela Street in the south-west of the area.

5.1.4 Bishop Lavis Town Centre precinct

Bishop Lavis Town Centre precinct, as mentioned in the contextual analysis, currently represents the area with the highest local competitive advantage. Although the precinct is well established and further development opportunities are fairly limited, the precinct is likely to remain a key spatial structuring component and destination place due to its role as a high order public facilities node and local economic hub. In this regard, there are several urban upgrade interventions required to enhance the role of the Town Centre Precinct.

5.2 Urban Design Principles applicable at precinct level

The following urban design principles will inform spatial proposals at precinct level in order to create a quality public realm.

- **Character**

The principle of character aims to give identity, sense of place and purpose to a particular precinct. The character that is instilled in a precinct contributes to the overall attractiveness of the precinct.

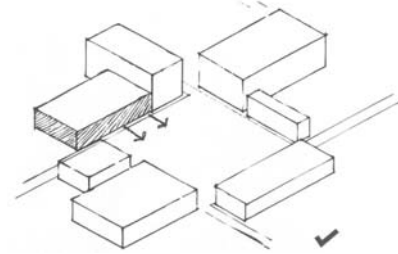
- **Legibility**

The principle of legibility aims at promoting a clear image that is easy to understand. The outcome of which is a clearer urban structure to inform development. To this end, the arrangement of and linkage between structuring elements such as public facilities, public spaces, and other destination places, is important.

- Continuity and enclosure

The principle of continuity is applicable to numerous aspects besides movement, such as public linkages, street frontages, landscaping, view lines, etc. Continuity assists in reinforcing the character of a place. For example, continuous landscaping along a main route with mature trees provides definition that adds prominence to the route.

The principle of enclosure aims to use building edges to define spaces, both private and public. The enclosure of spaces assists in creating outdoor rooms, thus increasing the level of human comfort experienced in these spaces.

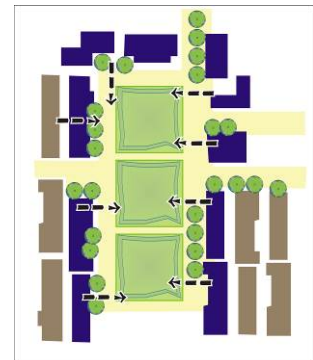


- Ease of movement

The principle of ease of movement is reflected by attributes such as defined access, seamlessness (seamless pedestrian movement), as well as permeability. Facilitating ease of movement is especially important in significantly pedestrianized areas such as Lavistown.

- Surveillance

The principle of surveillance aims to create safer public spaces and streetscapes by using public eyes brought about by creating active interfaces, thus making these areas more visible and less prone to unscrupulous behaviour.



- Resilience

The principle of resilience refers to the ability of an area to withstand changing social, economic and environmental conditions. Resilience contributes to the overall sustainability of the precinct.

- Diversity

The principle of diversity refers to a variety of complementary activities supporting one another. Places with a diverse array of activities are often more intensely frequented places.

6. Angela Street – The Western Gateway ‘Incubator’ Precinct Plan

The Angela Street Precinct can be considered as the Western Gateway into the Lavistown Area, and should be defined with several landmarks to signify one’s arrival into the area.

The precinct comprises the following action areas (see figure 27):

- Action area 1: Netreg Station
- Action area 2: Future IRT trunk station at Valhalla/Angela Intersection
- Action area 3: Valhalla Park Business Site
- Action area 4: Valhalla Park Public Plaza
- Action area 5: The Community Recreation Park (including Valpark Primary School grounds)
- Action area 6: The Civic Node
- Action area 7: Joyce Street and the under-utilised school land at Parkvale Primary School
- Action area 8: the 7de Laan site

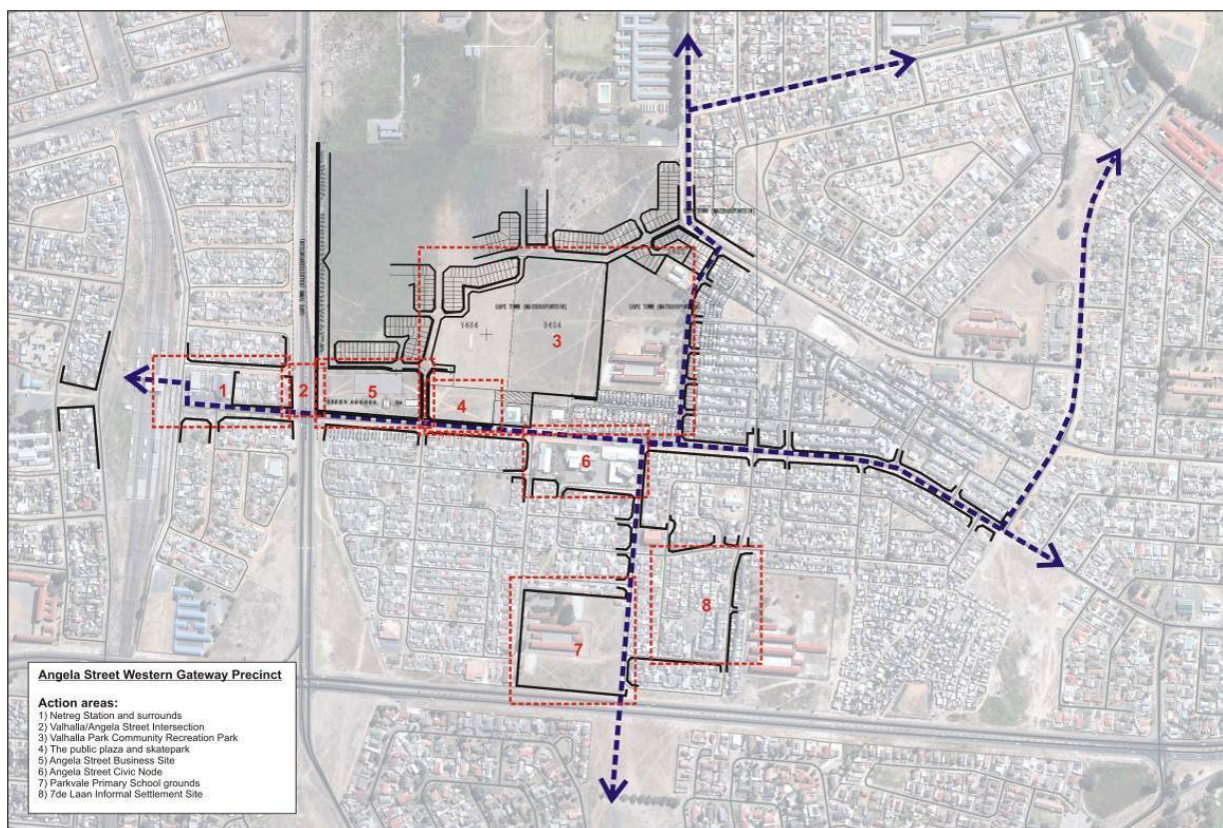


Figure 27: Context map of the Angela Street Western gateway precinct

6.1 Summary of local informants: challenges and opportunities

- Challenges
 - o **Integration of facilities:** Poor integration of facilities and resources as existing facilities are usually stand-alone facilities.

- o **Physical barriers:** High pedestrian/vehicular conflict occurs at Valhalla/Angela Street Intersection during peak periods in order to access public transport at Netreg Station.
- o **Station precinct:** Harsh pedestrian environment around Netreg Station and lack of activity makes the station precinct unsafe
- o **Human comfort:** an informal pedestrian link exists between Netreg Station and the Town Centre precinct, which cuts across the former Valhalla Park sports field grounds. The vastness of this space leaves pedestrians feeling exposed and vulnerable. Safety concerns are a high priority, especially considering the high crime rate experienced within the area.
- o **Economic constraints:** A general lack of suitable space exists for business development within the precinct. However, the creation of a business site in the Valhalla Park sports field subdivision has overcome this challenge.
- Opportunities
 - o **Gateway opportunity:** The development of the Angela Street precinct as a gateway from the south-west into Lavistown will create a sense of arrival into the area.
 - o **Recreation:** The design of the new Valhalla Park Community Recreation Park will allow for a strategically-placed public recreation facility that is 'accessible' to community residents on a daily basis. Kick-about facilities for informal sports reduces conflict with formal sporting codes as there would be no resource sharing.
 - o **Clustering of facilities:** The development of the recreation park in its current location, abutting the Valpark Primary School to the east as well as Valhalla Park civic node to the south, will reinforces the principle of clustering of community facilities.
 - o **Sense of publicness:** Clustering of facilities around the civic node will also instil a sense of 'publicness' into the Angela Street Precinct, supported by the pedestrianized nature of Angela Street, anchored by Netreg Station.
 - o **Pedestrianization:** Substantial foot traffic volumes exist along Angela Street in the direction of Netreg Station. This is likely to increase with impending investment in the precinct. Therefore, positive pedestrian and NMT links should be provided through the precinct, thus linking the rest of the area with the future IRT public transport (Phase 2), which is envisaged to pass through the area along Valhalla Drive. The location of a trunk station in proximity of Angela Street precinct is likely to further reinforce it as a destination place.
 - o **Extensive land available for development:** The availability of the former Valhalla Park sports field for development provides the opportunity for commercial development oriented around local pedestrian movement to and from the station. Other smaller infill sites within the precinct may also present further opportunities for residential infill.

6.2 The precinct framework plan

The proposed precinct framework plan seeks to identify spaces for implementation of projects that contribute to enhanced public structure, built form, open space and movement network and neighbourhood safety.

6.2.1 Precinct-wide interventions

a) Movement and pedestrian linkages:

- **Future IRT Trunk Route:** The introduction of a future IRT Station as part of the rollout of the IRT network at the intersection of Angela Street and Valhalla Drive will consolidate the role of the area as a generator of local movement by co-ordinating different modes of public transport within the same area. Furthermore, the construction of a trunk station in the proposed location will provide the opportunity to address the conflict between pedestrians trying to get to-and-from the Netreg Station and large volumes of vehicular traffic moving in a north-south direction. It is hoped that as a result of the IRT trunk station, NMT as a mode of transport will be elevated to having an equal or greater importance as other modes.
- **Angela Street:** is an important collector route anchored by Netreg Station and Nooitgedacht Community Hall and links several action areas along its length. This area is significantly pedestrianized as a result of access to public transport services via Rail and Taxi. The Citywide NMT Programme – Northern Region conceptual network design (2010) identifies Angela Street as a localized NMT route connecting residential and commercial areas, and proposes a class 2 NMT facility for Angela Street. A Class 2 facility is a path that is located within the road reserve, but is separated from the roadway and is reserved for either cyclists, or shared by pedestrians and cyclists. Figure 28 below is a cross section of the existing road reserve, which is approximately 20m wide.

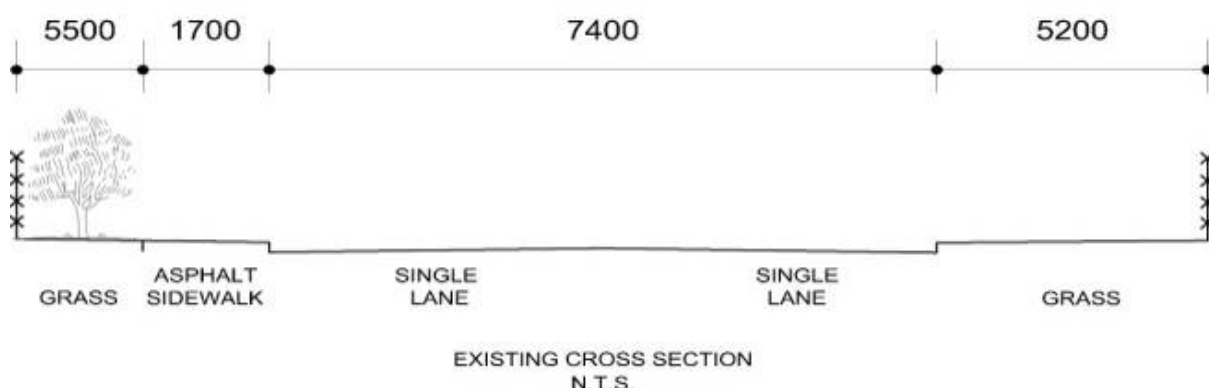


Figure 28: A cross-section of Angela Street at present

- **Non-motorized transport:** NMT routes to be landscaped in addition to Angela Street include Joyce Road, Paulus Street, and Tafelberg Road. These streets combine to form a primary north-south NMT route through the precinct. Enhancement of this route with focused landscaping, NMT facilities and increased lighting is envisaged to increase local legibility, orientation and pedestrian safety through the Lavistown area.

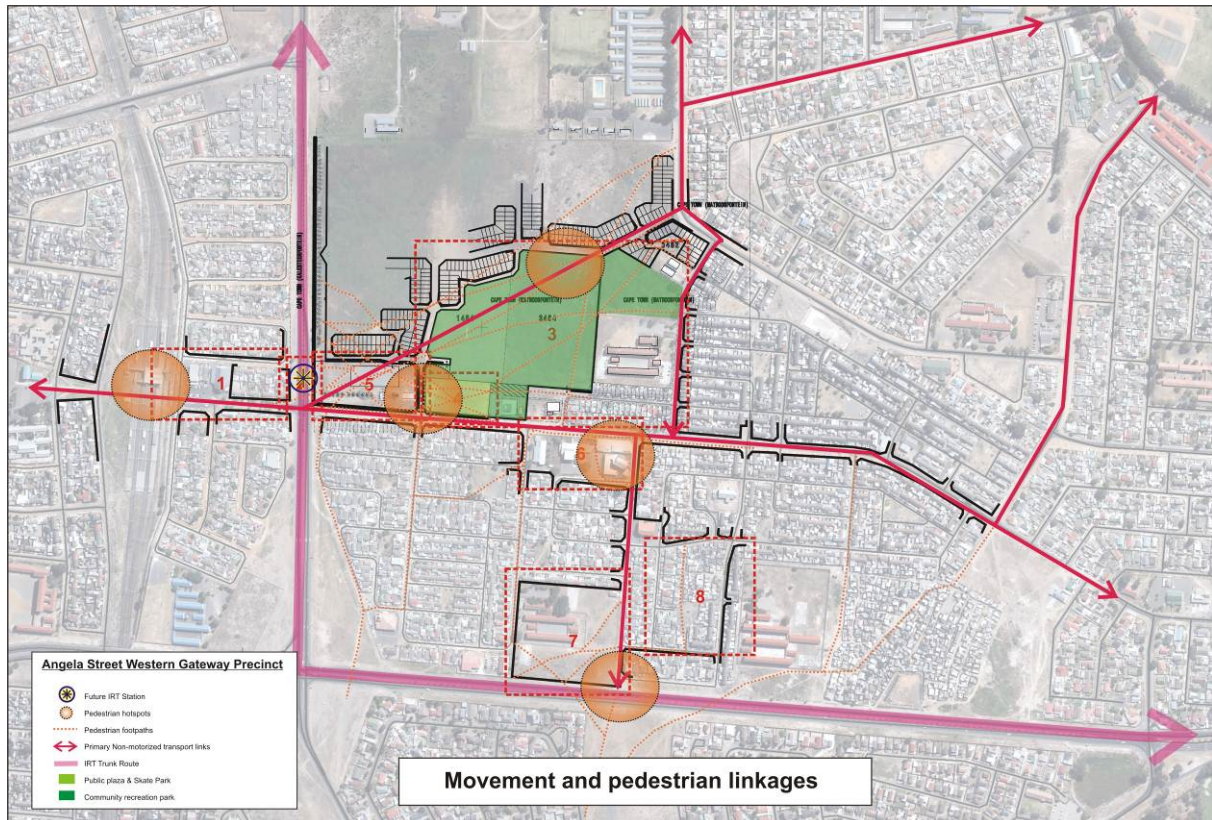


Figure 29: Angela Street movement and linkages

b) Enhanced public structure

Enhanced public structure aims at developing a greater 'sense of publicness' within public spaces and streetscapes. To this end the vision of the precinct is to create a community gathering place that will facilitate greater social integration. Enhanced public structure is provided through precinct definition with which to guide future development within the precinct. Therefore, several additional public focal points should be introduced to reinforce the precinct as a destination place:

- Community recreation park: The heart of the precinct is the future community recreation park, which will be anchored by several surrounding community facilities. The park will also functionally integrate the vacant school grounds of the neighbouring Valpark Primary School in order to accommodate a full-sized football pitch within the park grounds. The park is envisaged to break barriers to movement by allowing pedestrian access to other local destination places through the park, while also serving as a destination place in its own right.
- The public plaza and skatepark: This is the space that knits the surrounding social, recreation and business facilities together. It is also the distribution point from which several public movement routes radiate. This space should be well defined with positive building edges, appropriate landscaping and defining features to signify one's arrival into the park precinct.

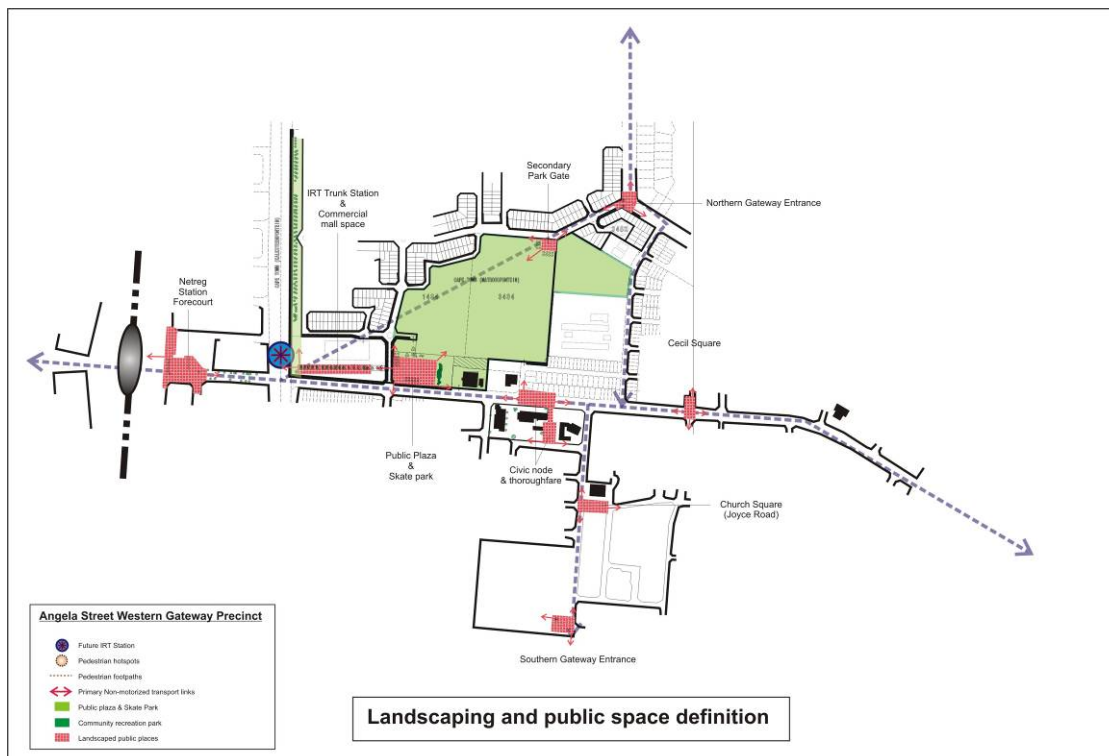


Figure 30: Angela Street Western Gateway precinct - Landscaping and public space definition

c) Developable areas

This section identifies developable and non-developable areas, based on the spatial fixes identified (see figure 31):

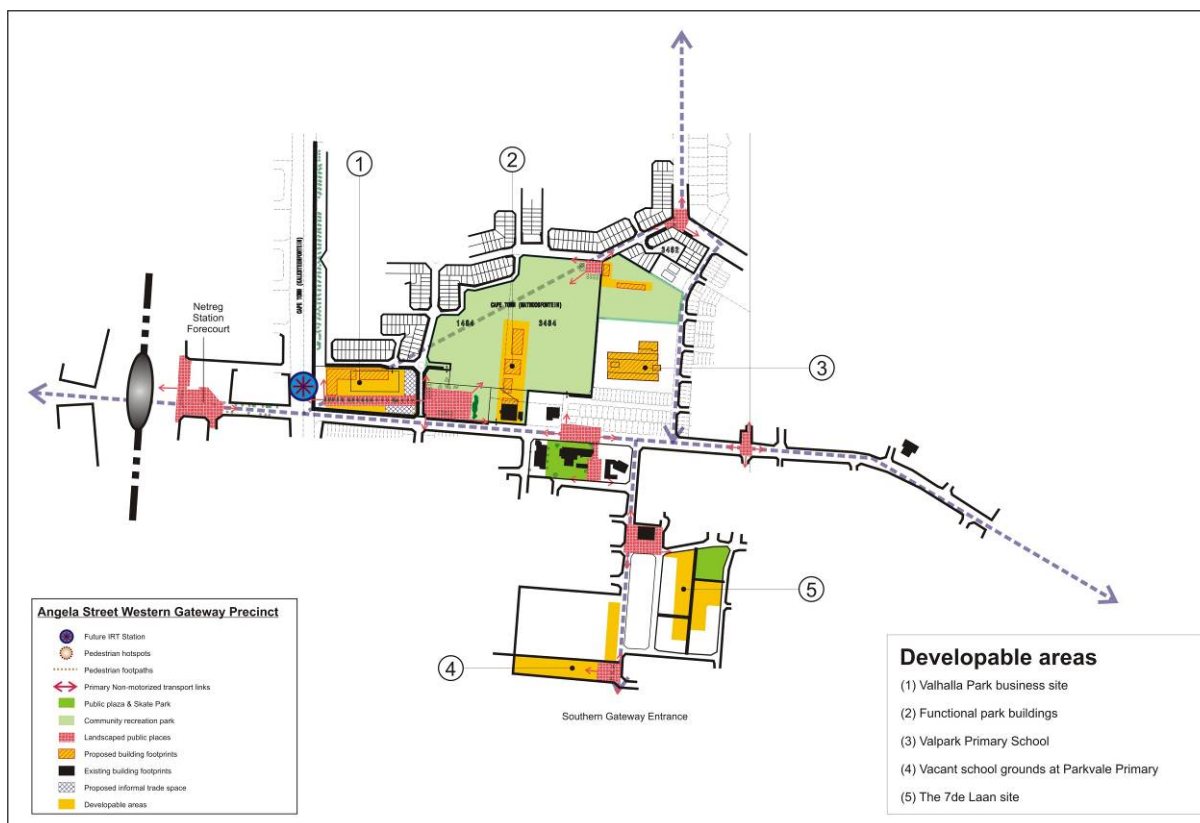


Figure 31: Angela Street Western Gateway precinct - Developable areas

The Valhalla Park integrated housing project constitutes the largest developable area. The Angela Street precinct is structured to a large extent through the planning approval process that has been followed with the housing project but has also provided additional opportunities for development that require further planning. These opportunities are described below:

- Valhalla Park Business Site: A mix of business activities is proposed on the Angela Street business site. The site is envisaged to:
 - o Create a balance between formal private sector business as an anchor tenant, smaller 'line-shop' SMME enterprises, and informal economic activities;
 - o Provide a link between action areas, and
 - o Serve as an active area that responds directly to pedestrian movement.
- Valhalla Park Community Recreation Park: Investment in the community recreation park enables intensified use around the Valhalla Park library with related public buildings and associated office buildings where local community groups would be able to operate from. Additional space is made available for:
 - o The current footprint of the library area to be expanded if need be once the park is fully developed. Future expansion plans for the library should include reading rooms and study areas to create safe environments for learners to work after school hours.
 - o An ablution block will be erected adjacent to the spray park facility, while the clubhouse with outside entertainment area will be erected adjacent to the astro-turf sports field in the northern section of the park.
 - o A security structure should be constructed at the northern entrance to the park area. The possibility of erecting a safety tower in this location should be explored, applying the VPUU principles to the Angela Street Precinct.
- Valpark Primary School grounds: The school buildings should be sufficiently upgraded in accordance with the planned upgrades abutting the school grounds, so as to reinforce the urban regeneration of the Angela Street Precinct. Additional landscaping should be provided along Paulus Road as part of the football pitch construction. This would be in keeping with the landscaping and NMT planning for the north-south institutional link route.
- Parkvale Primary School grounds: The surplus school grounds at Parkvale Primary School that have been fenced off from the actively-used part of the school should be investigated for residential infill development. The development of these grounds will provide the opportunity to develop a more appropriate southern gateway entrance to the precinct along Modderdam Road.
- 7de Laan Site: The residents currently living in the 7de Laan informal settlement are to be incorporated into the Valhalla Park housing project. The vacating of the 7de Laan site presents an additional residential infill opportunity. Reserving this site for formal residential development will assist in protecting it from future land invasion. It is proposed that the site be developed for formal BNG subsidized housing at a gross density of approximately 40 dwelling per hectare. This would be in keeping with the surrounding residential fabric of Valhalla Park.

6.2.2 Summary of spatial and urban design proposals within action areas

Spatial definition is crucial to avoid the creation of derelict, under-utilized and unsafe areas. Scale, Massing, height and active edges of proposed building footprints assists in defining the spaces to which they relate.

Furthermore, an appropriate landscape plan guided by the precinct framework plan, seeks to address three key aspects of the precinct:

- Firstly, the landscape plan assists the spatial structure proposed by giving prominence to main movement routes through the existing urban fabric.
- Secondly, the plan aims to provide a sustainable landscape that provides the best possible human comfort conditions in public areas.
- Thirdly, stormwater detention needs to be integrated with green recreation and park areas for practical functioning as well as aesthetic appeal.

Landscaping of a variety of public areas such as streetscapes, open spaces and hard courts, and sports fields is required to achieve the desired vision of the precinct framework plan. Furthermore, the maintenance of these landscaped elements must be considered within the overall precinct management plan in order to maintain the resilience of the precinct as well as the overall attractiveness of the public realm.

These spatial and urban design elements should be introduced to the following components of the precinct:

- **Action area 1: Netreg Station**
 - o The station precinct represents the only crossing point for formal NMT between Kalksteengefontein and Bonteheuwel. It is thus crucial to provide for universal access to the station platform to facilitate safe and secure thoroughfare through the station.
 - o Efforts to increase security at the Netreg Station must be made to reduce the level of crime. It is envisaged that movement through the station precinct is likely to increase given the level of public investment, thus ensuring additional public surveillance. However, it remains imperative to provide formal security within the station precinct, perhaps in the form of a local employment projects.
 - o Adequate landscaping with focused tree-planting, lighting and street furniture should be planned to increase the level of human comfort experienced inside the station precinct.
- **Action area 2: Future IRT trunk station at Valhalla/Angela Intersection**
 - o The trunk station is a generator of pedestrian movement. It is identified as an opportunity to further reinforce the pedestrianized nature of Angela Street, as well as an opportunity to reinforce the 'publicness' of the precinct by externalizing the areas abutting this location.
 - o The development of the trunk station is totally dependent on the future prioritization and phasing of the IRT network. However, should the Nigeria Way trunk route be realized as part of phase 2 of the network, then the Angela Street Trunk Station should be prioritized.
 - o The location of the trunk station in the median of Valhalla Drive at Angela Street allows an excellent opportunity to address the conflict between pedestrians along Angela Street and the large peak volumes along Valhalla Drive.

- **Action area 3: Valhalla Park Business Site**
 - o The business site, located at the intersection of Valhalla Drive and Angela Street is zoned for general business.
 - o It is proposed that a mix of formal and informal business opportunities is provided, that can benefit from the pedestrian movement along Angela Street.
 - o Formal business enterprises such as a neighbourhood-scale shopping complex (such as a Spar or Seven Eleven) would be encouraged on the site to anchor small-scale businesses and informal traders. This should take the form of a 2 storey landmark building of $\pm 1000\text{m}^2$ to emphasize visual prominence consistent with the location.
 - o Informal economic activities, such as fruit and vegetable stalls, food stalls and other related vendors may be located on the site. Informal trading bays should be placed preferably along the boundary with George Rosenberg and Angela Streets so as to create an active interface onto the proposed Valhalla Park Public Plaza as well as the pedestrian routes along Angela Street.
 - o Informal economic activities abutting pedestrian movement routes should not obstruct the movement of pedestrians.
 - o It is envisaged that the spatial proposals for informal economic activities within the Angela Street precinct will inform an informal trade plan once the area has been developed and sufficient demand exists for informal economic activity.

- **Action area 4: Valhalla Park Public Plaza**
 - o A public plaza is proposed as the forecourt, which will provide primary access to the Valhalla Park Community Recreation Park precinct from Angela Street.
 - o The plaza forecourt area is envisaged to be landscaped into a hard space that will double up as a skatepark.
 - o The concept of the hardened plaza area aims to emphasize the sense of arrival and a sense of 'publicness' by being an inviting public gathering place surrounded by a mix of activities.
 - o Safety Tower: The VPUU principles of safety should be applied within the Angela Street Precinct by providing active boxes in the form of safety towers in selected locations. The idea is for a 24-hour watch tower to be manned by a caretaker, thus providing much-needed surveillance during times of limited activity. The tower building should ideally be a 3-storey and will double up as a landmark, providing local orientation for pedestrians. A space adjacent to the public plaza would be an ideal location.

- **Action area 5: The Community Recreation Park (including Valpark Primary School grounds)**
 - o Community park buildings: Buildings related to the community recreation park should be clustered in the centre of the park, along the same axis of the existing library building. Buildings should be double-sided in order to create positive frontages onto sports fields/play facilities.
 - o The residential units surrounding the park grounds have been designed for maximum frontage and are able to accommodate 2-storey dwelling typologies, thus providing passive surveillance. The community recreation park will accommodate the stormwater attenuation requirements of the surrounding housing development, as stipulated in the approval conditions of the land use applications.
 - o The under-utilized part of Valpark Primary should be integrated with the abutting community recreation park grounds in order to be more efficiently used.
 - o In view of the expected increase in households within the catchment area of the Valpark Primary School as well as the significant public investment in and

around the school grounds, it is anticipated that placement of learners at Valpark Primary School would become more appealing and that annual enrolment would see a steady increase. In response to the anticipated increased demand, the school buildings should be sufficiently upgraded in accordance with the planned upgrades abutting the school grounds, so as to reinforce the urban regeneration of the Angela Street Precinct.

- o Additional landscaping should be provided along Paulus Road as part of the football pitch construction. This would be in keeping with the landscaping and NMT planning for the north-south institutional link route.

- **Action area 6: The Civic Node**

- o Reinforce and enhance the present role of the civic node by upgrading existing facilities (i.e. the clinic, hall and library).
- o The existing library in Angela Street holds potential as a centre for the roll-out of business programmes and distribution of related information. The accommodation of these additional services within the existing building should be investigated. Alternatively, the existing building should be extended should the demand for additional space exist.
- o The multi-purpose hall, usually used as an indoor sports, recreation and skills development facility, is currently being upgraded. This should be done in a manner that integrates its envisaged use with the community recreation park and the library so that it doesn't become a wasted resource. Perimeter walls should be replaced with permeable fencing to increase openness and visual surveillance.
- o The possibility of landscaping the garden area between the clinic and the community hall into a courtyard area that can be shared between the two facilities should be investigated.

- **Action area 7: Joyce Street and the under-utilised school land at Parkvale Primary School**

- o The under-utilized school grounds of Parkvale Primary School that are fenced off from the actively used part of the school present an ideal opportunity for infill housing development. Potentially developable portions include the southern part of the site, with access provided by extending Doreen Road to Joyce Street. Furthermore, the subdivision of the site to provide additional erven on the western side of Joyce Road will create a more defensible boundary for the school.
- o Joyce Street represents the southernmost part of the primary north-south NMT and institutional link route through the Lavistown area. Focused landscaping is proposed along its length and at key spaces. The rationalization of the school grounds also provides an opportunity to define the key pedestrian entrance to the area along Joyce Street from the pedestrian crossing at Modderdam Road.

- **Action area 8: the 7de Laan site**

- o The City of Cape Town: Human Settlements Dept. should initiate the closure of the public open space forming the 7de Laan site. Written correspondence has been received from the Dept: City Parks in support of closure of this public space for residential infill purposes.
- o Rezoning and subdivision of identified erven for residential development is required.

7. Implementation framework

7.1 Angela Street Precinct – phase 1 lead actions

Further work to be carried out within the Lavistown area is phased in accordance with the precinct priorities as follows:

- Phase 1 entails the development of the Angela Street Western Gateway precinct to its fullest potential. This phase would run on a 1-2 year timeframe for implementation as budgets have already been allocated to primary projects by the relevant implementing departments (i.e. the Valhalla Park housing project and the community recreation park) and development rights are in the process of being finalised. The USDG funding application for additional funds to the value of R24,5m for Valhalla Park community recreation park has been approved is allocated to the project over the 2012/13 financial year. Additional lobbying and funding is required to ensure the implementation of ancillary projects such as non-motorized transport and landscaping. The table below provides a summary of the most critical lead actions that still require attention in order for implementation to be achieved, together with the responsible/essential departments, key issues and estimated timeframes for completion.

Table 5: Angela Street Western Gateway - critical lead actions

Action areas	Responsible Department / state entity	Key issues	Estimated timeframe (yrs)
Valhalla Park Business site	- Economic and social development - Property Management - Spatial Planning	- Property management to initiate disposal of land via public tender. - A market pre-feasibility analysis to be developed for potential private developers as input to the tender.	1 year
NMT planning for Angela Street	- Transport: Universal Access and Non-motorised transport - Roads and Stormwater - PRASA	- NMT infrastructure design and implementation to take place once development of the housing and park component takes place. - Co-ordination with PRASA required for NMT and universal access through Netreg Station.	1-2 years
Development of 7de Laan site	- Human Settlements: New Housing and Urbanisation Departments - City Parks - Utilities departments	- Rezoning and subdivision required - In-principle agreement reached with City Parks - Utilities departments to be engaged during project planning phase	2-3 years
Development of Parkvale Primary School grounds	- Human Settlements: New Housing and Urbanisation Departments - PGWC: Public Works - Property Management - Utilities departments	- Negotiate transfer of identified land to the City. - Rezoning and subdivision required - Utilities departments to be engaged during project planning phase	2-3 years
Upgrade of Valpark Primary School Grounds	PGWC: Public Works and Department of Education	Engagement with public works to prioritize the upgrade of the school grounds in accordance with the implementation of surrounding City-driven urban development and regeneration projects.	3-5 years
Netreg Station	- PRASA - Transport: Universal Access and Non-motorised transport - Subcouncil 5	- Engagement re: prioritization of Netreg Station for universal access upgrade. - Facilitating the upgrading of the station precinct for universal access.	3-5 years
Valhalla/Angela Intersection: Future IRT trunk Station	Transport: IRT Implementation	The locations for future IRT trunk stations along Valhalla Drive need to be informed by the proposals in this document.	3-5 years

7.2 Additional work to be completed

Further work to be carried out within the Lavistown area is phased in accordance with the precinct priorities as follows:

7.2.1 8ste Laan Informal Settlement Upgrade

Phase 2 involves the upgrade of the 8ste Laan informal settlement over a 2-4 year timeframe as the planning process must still be initiated. It would be the responsibility of the Department of Human Settlements: Informal Settlements, to appoint a town planning consultant to acquire the necessary planning approvals and resolution of land matters to unlock the site for development. Engagement with City utilities departments will be a critical part of planning for the upgrade of the existing informal settlement. The opportunity to upgrade existing infrastructure services should be explored in order to optimise Council resources.

7.2.2 Adriaanse Northern Gateway Precinct Plan

Phase 3 involves the precinct planning for Adriaanse Northern Gateway. Terms of reference should be compiled for the undertaking of a planning and urban design precinct framework. This should include a land release strategy to obtain development rights for identified City-owned land parcels not required for Council needs, guidelines for the development of vacant land for public housing, and detailed services planning in relation to proposed public housing projects. Furthermore, an investigation into the conditions of residential flats in Adriaanse, which should include potential solutions, cost estimates and procurement, is required as part of the business plan for implementation of this phase. Important spatial elements included in the precinct include:

- o Adriaanse civic node
- o Future mixed use area at the c/o 35th Avenue and Owen Road
- o Upgrade of the CRU flats (Not presently prioritized within the current phase to complete in 2015. Successive phases have yet to be prioritised).
- o Erf 25547, Goodwood
- o Erf 25592, Goodwood
- o 35th Avenue IRT trunk station planning
- o Lavistown Station and surrounds

7.2.3 Bishop Lavis Town Centre Precinct Plan

Phase 4 involves the development of an urban design and landscape plan that will provide detailed proposals for the upgrade of Bishop Lavis Town Centre. Proposals should address aspects of under-utilised land parcels, informal trading, planting, lighting, paving, pedestrian movement and linkages, as well as building interfaces and facades. Important spatial elements in the precinct include:

- o The town centre civic node
- o The town centre central business area and informal market area
- o Bishop Lavis Sports Field, and its relationship with the town centre
- o Erf 843, Matroosfontein
- o Critical public linkages and routes in and out of the town centre precinct

7.2.4 Other key projects identified outside of priority areas

The following spatial interventions are located outside of the identified precinct priority areas, but are still considered as important short term interventions:

- Uintjie Street Community Park – Kalksteenfontein Civic Node: Kalksteenfontein currently experiences a critical shortage of usable public open space. This problem is significantly compounded by its isolation from surrounding areas. The civic node area represents the best opportunity for development of quality public open space. However, development of the space as an intensely utilised recreation area as part of the civic precinct is the only way to ensure the security of the space. In this regard, several lead actions are required in order to initiate such an intervention.
 - o The appropriate line function needs to be identified to appropriately manage this open space. Since the community hall is managed by the Community Services Directorate, it would be the logical choice for the park to be transferred to this Directorate.
 - o The public road abutting Erf 133537 should be subdivided, closed, and rezoned to public open space to allow for the park area to be sufficiently upgraded. Consultants need to be appointed to
- Formalisation of the pedestrian crossing over the Sarepta railway line at Tafelberg/Civic Road: This infrastructure project is seen as being critical to building the local non-motorised transport network in the Lavistown area. Due to the recent history of railway accidents, PRASA have opted against the construction of at-grade railway crossings, rather favouring safer but more costly overhead or underground crossings. Furthermore, the provision of street-to-street pedestrian crossings over rail servitudes generally falls under the responsibility of the City of Cape Town. However, with rail infrastructure and operation soon to become a function of the local authority, the City may be able to find additional funding for projects such as these. This intervention requires further consultation with the Department: Transport, Roads and Stormwater to be listed on its capital implementation plan.
- Modderdam Triangle: The following steps should be taken once the Malawi Camp residents are relocated to the Symphony Way Development:
 - o A geo-technical assessment of the site must be carried out to determine the extent of the site that is suitable for development.
 - o A prefeasibility study must be developed to inform any further development processes relating to the site. This may be conducted by Property Management and Spatial Planning.

7.3 Institutional arrangements

Institutional co-ordination is of great importance in an area-based planning approach. In order to derive maximum impact from public investment, planning and implementation must be targeted within a specific area. Therefore, it is essential to create partnerships with other essential implementing line functions in order to align priorities within the target area. The graphic below indicates this approach.

Partnerships with other state entities such as the Provincial Government: Western Cape (PGWC) and PRASA, where the implementation of identified projects is dependent on positive engagement between the City and these state entities, is also a crucial component of the implementation framework.

It is also important for the local area SDF to co-ordinate with other area-based initiatives that the City of Cape Town may be embarking on, such as the Mayoral Urban Regeneration Programme (approved by council in December 2011), which aims to uplift areas that have been identified as neglected and dysfunctional and are seen to be degenerating rapidly. The programme focuses on geographical areas of the city with a view to introducing integrated

urban management and co-ordination of planning, community engagement and investment through area co-ordination teams or ACTs. A total of 8 initial areas have been identified for the initial rollout of the Mayoral Urban Regeneration Programme, of which the areas of Bishop Lavis, Valhalla Park, Bonteheuwel forms part (Pollack, 2012).

The ACTTs are set up within the identified communities, under the umbrella of the relevant Subcouncils (in this case Subcouncil 5). The ACTTs report regularly to a Subcommittee of the Mayoral Committee set up by the Executive Mayor. These teams will provide a platform for representatives of the communities, businesses, non-governmental organisations and the City to engage on a regular basis on issues such as:

- Operations of public buildings
- Maintenance of infrastructure
- Cleansing
- Law enforcement, safety and security,
- Informal trader management
- Prioritisation and preparation of community action plans
- Area-based monitoring of performance and levels of service delivery, in terms of agreed criteria and indicators

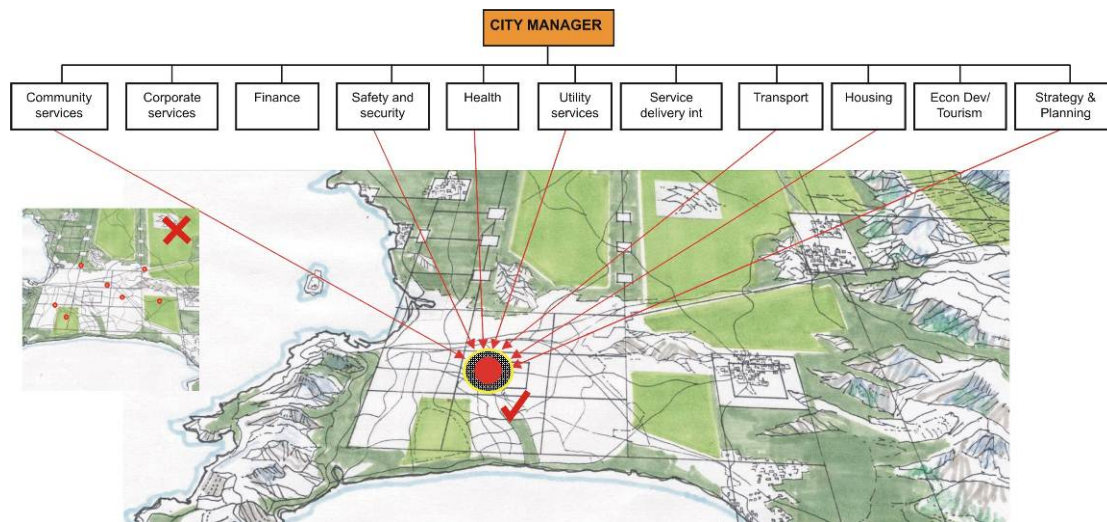


Figure 32: Institutional arrangement in an area-based planning approach

ACRONYMS

CMA	-	Cape Metropolitan Area
CRU	-	Community Residential Unit
CTIA	-	Cape Town International Airport
CTSDF	-	Cape Town Spatial Development Framework
IRT	-	Integrated Rapid Transport
LAPI	-	Local Area Planning Initiative
LPIF	-	Lavistown Public Investment Framework
NDPG	-	Neighbourhood Development Partnership Grant
NMT	-	Non-motorized transport
SMME	-	Small, Micro and Medium Enterprises
USDG	-	Urban Settlements Development Grant

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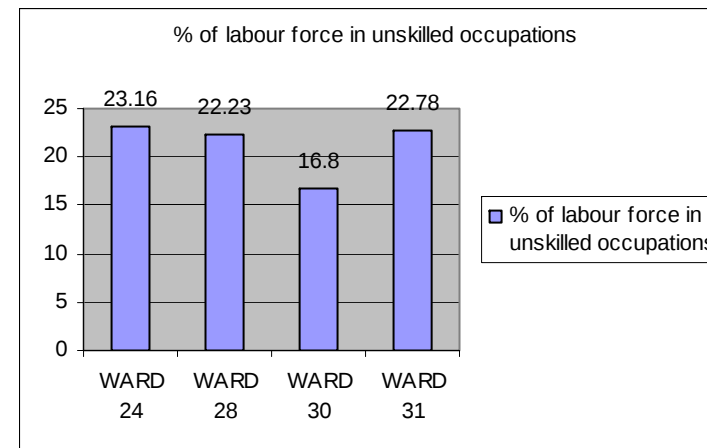
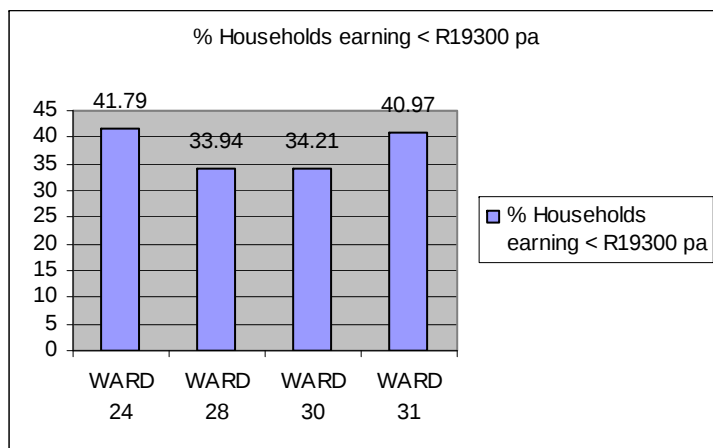
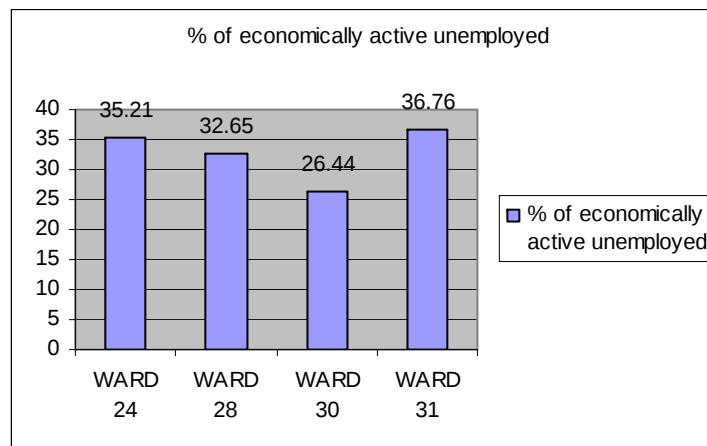
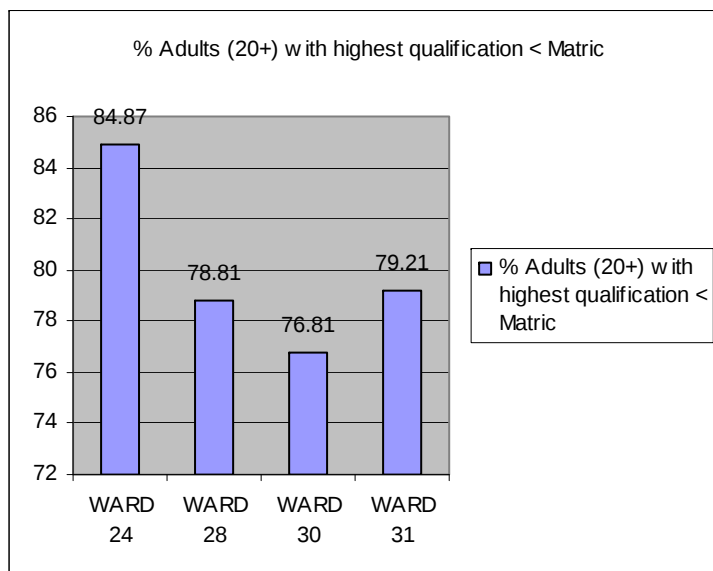
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ANNEXURE 1: DEMOGRAPHICS GRAPHS



**C 43/05/13 FINAL DRAFT LAVISTOWN LOCAL AREA SPATIAL DEVELOPMENT
FRAMEWORK FOR POLICY APPROVAL**

RESOLVED that the Lavistown Local Area Spatial Development Framework,
be approved as policy.

**ACTION : L BOYD, A VITI, T KOTZE, Z LALENDLE, H TISEKER, C DE
BRUYN, N MURRAY, E TUKUSHE T WRIGHT, J BENNET, B BURGER, W
ATTWELL, J HUGO, S MAQUTUKA, M WHITEHEAD L MTWAZI**