

CENTRAL BUSINESS DISTRICT LOCAL SPATIAL DEVELOPMENT FRAMEWORK

Volume 2: Spatial ideas, concepts and
development guidelines (30 October 2025)

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Urban Planning & Design in partnership with
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Transport Planning & Network Management
Urban Regeneration
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With input from all internal line departments, as well as external
inter-governmental and private sector stakeholders.



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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Transitional arrangements

That the guidelines of the approved CBD LSDF will not apply to a land use application accepted under section 74(a) of the MPBL before the date of Council approval.

1 - INTRODUCTION

1.1. Background to the CBD recovery programme

The CBD Recovery Programme was launched in July 2021 to respond to the effects of the Covid-19 pandemic, which had a devastating impact on the Cape Metro's regional and local economy. The Executive Management Team (EMT) approved Programme plan for the CBD Recovery Programme (CRP), is split into three programmes :

- Precinct Management and Tactical Urbanism
- Longer term spatial planning for the CBD
- Strategic land release and development (with a focus on the Foreshore area)

The aim of these programmes is to bring together the combined efforts and resources of the public and private sectors so that positive changes within the CBD can be facilitated and to form the basis for the Local Spatial Development Framework (LSDF).

The goal is to safeguard and maintain existing investments while also creating new opportunities for future investments, which will transition the city to be more liveable, inclusive, appropriate and resilient.

1.2. Objective of the LSDF

Cape Town's CBD lacked an approved spatial direction to strategically shape its growth and development. With the approval of the MSDP and Table Bay District SDF in 2023, it was deemed appropriate to begin local-scale planning and design efforts aimed at facilitating the transition of the CBD. To achieve this objective, a document outlining concepts and recommendations on spatial initiatives in support of economic and social recovery had to be produced. This document would serve as a planning and design-based input, providing strategic guidance and a comprehensive spatial synthesis for the CBD.

The COVID-19 epidemic has impacted the functioning and performance of Cape Town's CBD. To understand the extent of the impact and how to create more resilience, it was vital to have a thorough grasp of the CBD's role in the development of the city to aid successful planning and decision-making processes. The City is fortunate to note that the Cape Town City Improvement District's Annual Reports state that business recovery returned to the CBD, at least to a certain extent in years since 2022.

The LSDF is a policy document that outlines the vision, goals, and strategies for spatial planning, development control, and infrastructure provision. It sets out guidelines and regulations for land use management, density, transportation, public spaces, and other aspects of built form and urban design and built form.

It also considers social, economic, and environmental factors to ensure the well-being of the community and the overall liveability of the area. The LSDF provides a framework for decision-making, informs development proposals, and guides future investments to shape the desired spatial form and character of the area. The public consultation processes confirmed support for the content focus, but also highlighted the need for coordinated and enhanced public investment in the public realm and a range of activities expanding the CBD's role as a destination area for all Capetonians, South Africans but also visitors.

This final draft of the LSDF has been improved through incorporating public comments from the 60-day (2nd September to 31st October 2024) as well as the 30-day (April to May 2025) public consultation period, refining the implementation plan, co-ordinating with line departments and stakeholders with regards to progress on parallel initiatives and projects.

In addition, the engineering departments have considered current building plan and land use applications as well as the potential impact of some early investigations. This roughly represents the potential development changes in the CBD within the 2025-2035 period – at least those applications known from the Building Plan and Land Use Submission processes.

The Implementation Plan (Chapter 6) consists of a strategy-led set of programmes, projects and actions to be owned transversally by implementing departments, the private sector, non-profit role players and other inter-governmental stakeholders. This chapter also includes the identification of priority precincts and project lists (where applicable) for more detailed planning and design intervention to realise public investment.

1.3. Locality, study area and structural make-up

The study area includes the main central business district in the Cape Town Metropolitan Area. The [Municipal Spatial Development Framework \(2023\)](#) Map 3.3, also highlights another 4 metropolitan level CBDs. The study area is bound by Helen Suzman/ FW De Klerk Boulevard to the North, Nelson Mandela Boulevard/ Sir Lowry Road/ Tennant Street/ De Villiers Street/ Roeland Street to the East, Mill Street/ Orange Street/ Buitensingel Street to the South, and Buitengracht Street/Strand Street/Boundary Road to the West (Figure 1-1).

Using the character areas defined in the [draft Central City Development Strategy \(2007\)](#), the study area covers the sub-areas of: De Waterkant (5), The Convention District (6), The Mid-City (7), Company Gardens (8), East Foreshore (9), Cape Town Station (10), East City (11) and Lower Gardens (17).

The intention behind this defined spatial focus is as follows:

1. This is the core economic area of the CBD which plays a dominant economic role within the City Bowl as well as the city region. Therefore, the overall health of this area has far-reaching implications;
2. This area is largely continuous in terms of urban form, making the application of spatial and land use guidance more generally applicable across the area, with transitional areas identified around the outskirts; and
3. The scale of the study area is in keeping with the scale of a local area spatial development framework.



Figure 1-1: CBD Transition Plan study area

1.4. LSDF Methodology and document structure

The document is structured as follows:

Policy and strategic alignment (Chapter 2): In terms of Section 12(2) of the Municipal Planning Bylaw (MPBL, 2015) a LSDF is required to align with and give further effect to the Municipal Spatial Development Framework and the [Table Bay District Spatial Framework \(2023\)](#) by providing more detailed local planning guidance. The LSDF also seeks to align with approved City of Cape Town policy and strategy documents as they relate to spatial and land use planning objectives.

Summary of the contextual analysis and contextual narrative (Chapter 3): The sectoral contextual analysis document, which was published in September 2023, provides the evidence for the contextual narrative of the Cape Town CBD study area as well as the identification of precinct-based opportunities and constraints to inform spatial proposals in the LSDF. A synthesis of the contextual narrative is also provided. The document is referred to as Volume 1 of the LSDF, whilst this document, being the LSDF is Volume 2.



Urban transition concept (Chapter 4): The urban transition concept sets out the vision for transformation of the CBD into a more people-centred environment. The vision and guiding principles are informed by a series of strategic objectives, challenges, and critical inputs received over the duration of the process. The conceptual framework is driven by a series of spatial ideas that are given effect by the development framework and the implementation plan. Accordingly, the conceptual framework outlines the elements of the public structure to be reinforced or upgraded, the desired urban grain and precinct character to be honoured, enhanced or developed.

Spatial development framework (Chapter 5): This chapter provides the overall spatial direction for the future Cape Town CBD. The overall spatial development framework comprises the following:

- a) Significant current and future elements of structure which provide spatial form and order to the CBD environment;
- b) A mobility and access framework in support of proposed land use and urban design interventions;
- c) Identified built environment conservation priority areas;
- d) A public land development programme to inform land release; and
- e) Formulation of appropriately scaled urban form and interface guidance to direct mixed-use intensification.

The **Implementation plan (Chapter 6)** consists of lists of projects ordered in a series of programmes that can be filtered according to strategy, location and timeframe. It reflects a summary of initiatives, programmes and projects in the capital and operational budget space of local and other government levels, to a lesser extent the projects of the private sector as well as urban management and maintenance agencies like the Cape Town City Improvement District. The implementation plan is a reasonably accurate reflection for the years 2025-2030. It also includes programmes and projects which still need further feasibility investigations to be undertaken including professional fee budgets, viability investigations and implementation timeframes.

The Implementation plan requires a driver and implementer, and it is envisaged that the Programme Manager (to be appointed by the Urban Renewal Department), will use the Plan for inter-governmental and inter-organisation programme and project planning in the first 5 years, where after a review will be required.

Attachment A contains the Implementation Plan and Maps

Attachment B contains pointers to a Parking Study which will form part of the larger Mobility and Access Plan

Attachment C contains Urban Design & Heritage supporting information & indicators

Attachment D contains the LSDF map (in support of Chapters 5 and 6)

2 - POLICY AND STRATEGY INTEGRATION

From 2010 to present, a substantial amount of approved and draft policy work has been undertaken to support coherent planning in the CBD. This section summarises key informants from existing policies and draft policies and expands on what is required from an updated CBD LSDF. Relevant policies to CBD LSDF are categorised as follows:

Table 2-1: Policy framework influencing the CBD LSDF

Existing approved land use guidance to be expressed in more detail	- Table Bay Sub-District 2 Development Guide-lines (2023) - District Six LSDF (2023) - Bo-Kaap LSDF (continuity with adjacent spatial policy) (2023)
Draft land use policy needing review and approval status	- Central City Development Strategy - Vision and Action Plan (2009) (CCDS) - Development Guidelines for Land Use Manage-ment (2012) - Core of the East City Precinct (draft, 2016) - Draft Central City Development Urban Design Guidelines (2022) - Foreshore Precinct Feasibility (ongoing)
Policy objectives needing further expression and detail in city-wide or local area planning policy	- Climate Change Strategy and Action Plan - Affordable Housing Policy (Draft) - Public Space and Facilities - Heritage Provisions - Designing Quality Urban Places: Urban Design Policy (2024) - Design and Management Guidelines for a Safer City (2015/6) - CBD Mobility and Access Plan (draft) - Affordable housing policy (under development)
Adopted land use policy needing review and clarity	Tall Buildings Policy (2013)

These departure points are explained in more detail in the chapter that follows. Some policy recommendations from preliminary urban concept work, identified the following for inclusions in the LSDF:

- a) Demarcate the spatial location and applicability of guidelines provided in the LSDF at precinct scale;

- b) Identify key public sector investment priorities, including spending on public transport and the public realm;
- c) Prepare a building height plan, that illustrates the desired skyline in three dimensions for the central city and promulgate this plan as the official regulation for building height (based on CCDS interim proposals);
- d) Consider and articulate heritage resources; and
- e) Consider inclusion of principles of public good investments associated with enhanced rights ultimately to improve the liveability in the CBD.

2.1. Table Bay District Plan land use guidance (2023 Council-approved)

The Table Bay District SDF and Map (Figure 2-1) was adopted by Council in 2023 and provides high-level sub-district land use guidelines to assist decision makers with considering the long-term strategic direction of the city. The DSDF identifies sub-district guideline planning objectives needing further local area planning interpretation to inform decisions around the future growth and development of the CBD.

The goal of the LSDF is to progressively remove obstacles to meeting these overarching objectives and to determine how best the urban environment can be reimagined to achieve these.

The MSDF and DSDF provide broad density guidelines for nodes, corridors and new development areas. As a higher order metropolitan node, higher net densities are supported of greater than 600 dwelling units per ha.

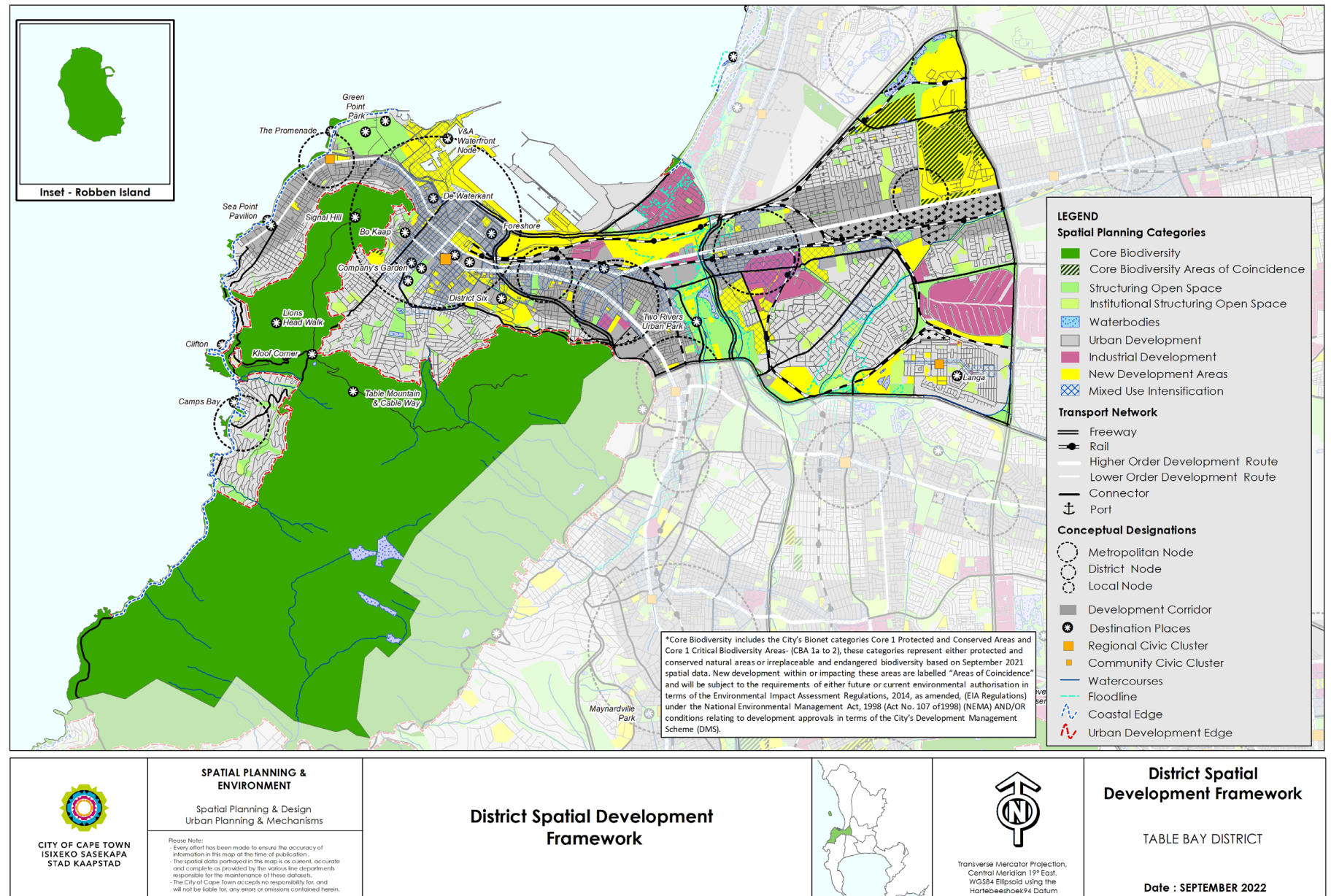
However, this guideline is counterbalanced by urban design and heritage considerations for local character. The CBD LSDF needs to determine a range of appropriate heights, taking into account:

- a) views and vistas to key landmarks, and from public spaces within the precinct maps;
- b) interface with sensitive heritage buildings; and
- c) interface with residential areas.

The Table Bay DSDF also includes general guidelines for cultural and heritage resources as well as specific guidelines for the CBD and Central City HPOZ, which should be the basis for further detailed built form and land use provisions to be developed in the LSDF.



Figure 2-1: Table Bay DSDF, Sub-District 2 Map (2022)



2.2. District Six LSDF (2023 Council-approved)

There is an overlap in the study area between the District Six LSDF and the CBD LSDF. The guidance for these areas therefore needs to be in alignment. The CBD guidance can however provide more detail as needed. The detailed spatial ideas and guidance regarding the East City precinct in the District Six LSDF, are as follows:

Spatial Ideas:

- a) Harrington Square as a defining public space
- b) Ensure continuous active links between the CBD and District Six
- c) Sheltered space for clinic users and students within this precinct to be considered in the design of future developments

Design Guidelines:

- a) Restitution areas within this precinct are along Canterbury Street, taller buildings of 6-8 storeys (24m) or higher can be accommodated in this area.
- b) Mixed market and social housing types may be appropriate on private land or in later phases when verified claimants have been accommodated and in consultation with stakeholders.
- c) Tennant Street and Sir Lowry Road are also appropriate for higher density urban development, 8 storeys and higher.
- d) Treatment of intersections from Constitution Street and New Hanover Street to Darling Street to promote safe crossing for active mobility (formerly referred to as NMT) users.
- e) Longmarket Street to contain signage and interpretations symbolising its connection between District Six and the Bo-Kaap.
- f) Lower order streets and pedestrian links to be improved with landscaping and street furniture.
- g) Positive interfaces between new developments and McKenzie Park space.
- h) Support street trade and market space in public spaces in this area, in association with other retail and commercial activity.

2.3. Bo-Kaap LSDF (2023 Council-approved)

The Cape Town CBD LSDF's study area boundary straddles that of the Bo-Kaap LSDF along Buitengracht Street. The considerations in the Bo-Kaap LSDF were translated into proposals through the Foreshore Gateway Masterplan process. The intent is that proposals from the Gateway Precinct will be further refined through a

consultation process which will inform the formulation of a fully considered design response, which balances linkages, uses land efficiently and smoothly integrates Bo-Kaap with its surrounds. Considerations include:

- a) Improve and re-imagine the public realm;
- b) Provide affordable housing opportunities to Bo-Kaap families and reduce overcrowding;
- c) Ensure economic viability (and implementability) of the proposals;
- d) Ensure a more sensitive interface; and
- e) Provide guidance on height. An additional aim is that guidelines should provide greater clarity on appropriate transitional measures, thereby ameliorating uncertainty between the conflicting HPOZ and CBD overlay zone provisions.

Design Guidelines:

- a) Reinforce the Wale Street gateway into Bo-Kaap by encouraging appropriate densification and a variety of activities along the ground floor of buildings to create a positive and interactive street interface.
- b) Development facing onto Buitengracht Street to graduate in height, size and intensity in a seaward direction and the finer residential fabric of Bo-Kaap.
- c) Existing inappropriate development heights should not be seen as a precedent for future development in this precinct.
- d) Any development in this area should have positive, active frontages and landscaping to create a friendly pedestrian environment.
- e) Enhance the gateways and pedestrian linkages between Bo-Kaap and the surrounding City Bowl with both hard and soft landscaping.
- f) Support appropriate mixed-use activity along the south side of Rose Street to reinforce the significance of the gateway at the intersection of Strand Street; and respect the scale, character and heritage of buildings on the opposite side. Development should not overwhelm the existing streetscape. Retain residential fabric along the northern side of Rose Street.
- g) Acknowledge the built heritage of the area and historic remnants.
- h) Mature trees worthy of conservation are to be protected. In general, promote the retention of tree canopy but allow for the relocation of mature trees in the Buitengracht road reserve where necessary.
- i) Development of publicly owned land should offer affordable housing.
- j) Discourage surface parking throughout the area and accommodate



- parking in basements. Several detailed parking policy points raised: Encourage structured parking garages above ground level, which are wrapped, and which can be adapted to other uses over time. Where possible, all aboveground parking levels must be wrapped with active land uses, especially where faced onto public spaces or main pedestrian routes. If not activated, the exterior façade treatment shall make use of screens and materials to mask the parking.
- All aboveground parking levels are encouraged to have a floor-to-floor height of at least 3.3m to allow for future adaptation if parking demand reduces.
- Recommended parking ratios are 2 bays/100m² GLA for Retail and Business & 0.25 bays per 20m² net floor space for residential apartments.
- k) Rationalise the extent of overlay zones to eliminate overlapping and conflicting guidelines.

2.4. East City Precinct (draft, 2016)

The East City Core is an economic visioning project focused on design and technology in an area filled with past memory and ambition for a new future for all. It aims to nurture entrepreneurs, foster skills and create jobs. While based in a neighbourhood in Cape Town's Central City, it is connected to a much broader design and technology 'ecosystem' and its ultimate purpose is to unlock economic potential for the Western Cape. This document was considered as part of the drafting of this LSDF.

2.5. Tall Buildings Policy (2013 Council-approved)

The Tall Buildings Policy is a mechanism to guide land development decision-making pertaining to tall buildings i.e. buildings that are 10 storeys, greater than 35 metres in height and or significantly taller than other buildings in their surrounding context. The Policy is structured so that increases in FAR and height are linked to increasing assessment criteria leading to greater public goods. The Policy is a useful tool in promoting good design for tall buildings and significantly tall buildings where appropriate. The Policy at the time of drafting, did not include a review mechanism to guide height departure applications to support better built form, where restrictive zoning requirements were exceeded.

Some challenges in the use of the policy in the CBD include:

- The City has not managed to operationalise and fully leverage the additional floor area departures, for spatial public realm benefits (such as affordable housing, public space or sidewalk upgrades).
- Policy Statement 1 states 'The location of tall buildings must protect the key views to Table Mountain, and other ranges, and the sea, from public spaces and key public places'. Daily development management indicates the complexity of this interpretation, and a need for review.
- Policy Statement 8 considers the 3 parts of the building. This could be conceptually and architecturally limiting, and could encourage outdated design responses.
- Chapter 9 speaks to the institutional arrangements to implement the Policy, which have not taken shape (e.g. a trans-disciplinary design panel). Considering daily development management in the CBD, notwithstanding the above, there remains a need for a review panel on such complex projects that has a design focus, early on in the project phase. The City should not adopt a punitive approach retrospectively only. Benefits of referring to a panel of industry stalwarts, should also neutralise architectural preferences and opinions.
- Policy statement 10 seeks energy efficiency, yet this is not measurable or enforceable, without referring to a standard over and above such as a for example a building bylaw, SANS10400-XA e.g. improving on SANS10400-XA or achieving an accreditation (e.g. EDGE, Green star etc.).
- The cumulative impacts of wind for proposed tall buildings are not assessed. The City does not have a repository for the Wind modelling data generated for each tall building application.
- Should the Tall Building Policy be reviewed, this would be most worthwhile after the CBD LAO/4 has been reviewed.

2.6. Affordable Housing (draft Policy formulation in progress 2025)

The scope of the Affordable Housing Policy is as follows:

City as Provider (State-led): State-led (dependent on grant-funded programmes and subject to state prescription of norms and standards): First Home Finance - National housing subsidy to assist first-time home buyers to purchase their first home.

City as Enabler (State and private sector-led): The City will leverage its own assets

– via land and building release and project packaging - for the creation of well-located affordable housing, by scaling up well-located social housing developments in partnership with Social Housing Institutions / ODAs (Other Delivery Agents); and encouraging and incentivising mixed-market models and the involvement of the private sector as a partner in the delivery of affordable housing.

City as Regulator (Private sector led developments): Development and implementation of an Inclusionary Housing mechanism to incentivise the development of well-located affordable housing by the private sector; and introducing interventions to improve land-use processes, ensure the coordination and certainty of infrastructure investment, and reducing non-construction costs (e.g. tariffs).

The CBD has been identified as an area where inclusionary housing will be implemented. Thus, the work on the review of the CBD Overlay zones, which has started in parallel to the LSDF, will include inclusionary housing requirements. The exact location and quantum are not available yet. It is important to note that if inclusionary housing is to be feasible, then density/ height may have to be maximised. Further consideration will have to be given to how land use processes can be streamlined in order to provide sufficient incentives to off-set the cost of including affordable housing units, the impact on community/ social facilities and the pressure on the public realm. Considering that the CBD LSDF and overlay zone work are taking place in parallel, the technical work to inform the CBD will be done first, with the rest of the areas identified for inclusionary housing proposals, done after this.



3 - SUMMARY OF CONTEXTUAL ANALYSIS

The purpose of this chapter is to synthesise the contextual analysis document. This contextual narrative presents the salient, cross-cutting issues identified in the analysis phase of the project. This narrative was supplemented with the findings of the first-round public engagement process conducted in September 2023.

Several initial spatial issues have been identified that need to be addressed in order to realize the urban transition goals of the CBD LSDF.

3.1. Synthesised contextual narrative

3.1.1. Land use changes (estimates in growth and trends)

The historical demand for urban growth within Cape Town CBD has been radically affected by the pandemic. When the CBD LSDF's Contextual Analysis documents were generated in 2021-2023, the City also completed its 2020 Land Use Model (LUM, a 20-year estimate of urbanisation impacts on the city). At the time, market estimates for the CBD were also conducted as part of the Foreshore Gateway Precinct. Both processes expressed negative outlooks about the growth trends in the CBD which assumed a zero or sub-zero economic growth trajectory with a lengthy recovery period post-pandemic. At that time, it was determined that the outlook for new commercial space is likely to be subdued for approximately 7 years on account of increased vacancy rates. The predominant sentiment was that mixed-use residential conversions and redevelopments will continue to drive the CBD property market in the medium term.

When comparing the above, with the findings of the 2024 assessment of building plans and land use applications submitted (incl. pre-feasibility discussions held), it was found that residential growth estimates for the CBD are higher than estimated mid-pandemic. The ongoing repurposing of former office spaces is still significant and there are strong indications of new development plans which will significantly contribute to new floor area being developed.

The summary of the 2024 assessment can be found in Section 5.8 and was tested with the engineering departments against current and future engineering infrastructure plans. Several iterative sessions of comparison were undertaken over the period of the LSDF process. The Implementation Plan has consolidated across the various programmes/ projects and indicates where further investigations are required.

From the descriptions below, it will be clear that the residential, office and retail markets in the CBD, have bounced back faster than initially anticipated. Therefore, it can be stated with confidence that the CBD has transitioned from recovery to active redevelopment.

3.1.2. Growing demand for affordable accommodation

The CBD property market has proved to be resilient and adaptable, displaying a high level of investor confidence. This confidence has driven growth of the Cape Town CBD population at a steady pace, specifically among young professionals. However, affordability remains a significant challenge. Property generally remains out of reach for 90% of Cape Town's households in need of accommodation – especially families with one or more members working in the CBD. Although large numbers of employees work in the CBD, they still cannot afford to rent in the CBD. In addition, if they can rent, it is too small for a family.

While the rental market offers opportunities, there remains insufficient supply to accommodate demand for long-term rentals. Over 70% of CBD residential accommodation stock is allegedly utilised by the hospitality industry. Therefore, the growth in the visitor economy will no doubt suppress long-term letting even more. There are no policies managing short-term rentals and the impact it has on the non-availability of housing for Capetonians who want to rent close to their work locations in the CBD.

3.1.3. Finding a healthy balance between built environment character and the investment demand

The economic attractiveness of the CBD is underpinned by its unique setting and historical character. This attractiveness is one of the primary contributors to the CBD retaining its agglomeration of business activity, and by extension, its dominant share of wage earners, compared with the rest of the metropole. This critical mass of employment opportunities is what drives demand for residential proximity to the CBD, and in turn, is what drives underlying land value.

Property developers in the CBD are having to maximize available floor area in order to derive sufficient viability to deliver developments - necessitating land use departures. The effectiveness of the existing and historically established CBD Local Area Overlay Zone and the overlapping Central City Heritage Protection Overlay Zone (HPOZ), to efficiently regulate development processes, is frequently being

called into question.

The LSDF endeavours to highlight from other parallel planning processes, some development guidelines which effectively will only result in land use regulatory improvements once the Overlay Zones have been reviewed. This LSDF aims to guide high-level, as well as precinct-appropriate urban design and heritage parameters. The LSDF does not give or take away rights and cannot resolve detail guidance requirements that only the Development Management Scheme can do. Some elements of the development guidelines will be routed to a Heritage Management Plan or the ongoing process for review of the CBD LOAZ (LAO/4). The latter is subject to independent public consultation.

3.1.4. City-wide connectivity vs spatial proximity

Cape Town CBD's has a concentration of higher-end income residents and visitors (especially in the V&A Waterfront where quite a few company head office functions are located). Therefore, high demand exists for vehicle access and parking. Similarly, for commuting middle to low wage workers, vehicle and parking demands also exist - due to the unreliability of rail services. Hence, demands continue to increase for more parking leading to increased congestion levels notwithstanding the zero-parking requirement. Post-pandemic hybrid working models (some days work-from-home) and car sharing, did contribute to parking efficiencies, but not enough to bring public transport modal splits to international standards. Therefore, a visible slow return to rail as mass transport mode continues to exist, notwithstanding the once-in-a-century replacement of signalling systems and new coaches.

Effectively minibus taxi use seems to increase and so does vehicle use for those on daily commute patterns into the CBD for work, recreation and events. Unfortunately, negative perceptions of safety and security of rail services, are still used by office workers as reasons for private car preferences. This drives demand for affordable residential as well as favourable access from other parts of the city. In the long term, accessibility to the CBD from the rest of the city is fundamentally linked to the continued and expanded operation of a safe and reliable mass public transport system in the form of rail with supporting rapid bus and minibus taxi vehicles.

The Comprehensive Integrated Transport Plan 2018-2023 promotes the triple accessibility concept of physical mobility, digital connectivity and spatial proximity. The principles are also echoed in the pedestrian and cycling strategy review, a very strong future focus on improving pedestrian access and cycle use to transport hubs

where public transport will be accessed.

Over the period July 2020 to February 2025, PRASA has reinstated rail services to all existing lines in the metro. However, utilisation rates for work commute into/ out of the CBD, are still lower than pre-pandemic/ pre-rail-collapse level. Hence further operational improvements will be required. PRASA's Regional Transition Plan aims to put in place the following by 2030:

- Reduce customer waiting times at stations
- Reduce journey times
- Improve customer care during in-vehicle time
- Introduce rail tourism and event-based trains
- Adopt aggressive strategies to regain market share

The above will have a major effect on accessibility to and from Cape Town CBD, hopefully reducing desirability of road-based transport over time.

Changes to the CBD on its own cannot influence the citywide public transport challenges. These will need to be rolled out through the City's Integrated Public Transport Network, of which the next iteration is still in progress. Considering the importance of spatial proximity between land use and public transport access, this LSDF emphasizes the focus on land use intensification, affordable residential opportunities and compact city living. These strategies should be combined with interventions that make public transport more attractive than private transport.

3.1.5. Restructuring the use of the public realm (for the pedestrian)

The CBD is already a highly pedestrianized environment. To this end, pedestrian prioritisation of the CBD started several years ago, with numerous projects, such as St George's Mall, Waterkant Street, segments of Longmarket Street and non-motorised transport (NMT) infrastructure facilitating movement between the CBD and the Waterfront precinct.

Roads are referred to as 'public right of way' routes, but were overtaken by vehicles. Internationally, CBDs host the highest levels of public transport and active mobility (formerly referred to as non-motorised transport (NMT)) – contrary to the current vehicle dominance. Many international CBDs deploy short to medium-term restructuring actions to remove vehicles (stationary and moving) from certain public streetscapes. This LSDF therefore includes the proposals from a parallel project



(called the Mobility and Access Plan), aiming to bring such proposals into the Cape Town CBD.

Importantly public spaces with greening are also needed to provide places of relief from the intensely urbanised built form, especially where significant residential supply has been provided for walking, gathering and resting. The LSDF makes specific proposals to accommodate these items.

3.1.6. A liveable environment is an investable environment and caring City

Apart from the uniqueness of the setting and concentration of economic activity, the impact of good private and public precinct management has arguably been the primary contributor to investment confidence in the CBD. The continued attractiveness of the CBD serves as a strong anchor to the visitor economy, with the majority of residential accommodation within the CBD used either for short-term letting or hotel accommodation (CCID, 2023). This also exacerbates the challenges of affordability in the CBD.

Furthermore, it is understood that the Cape Town Cruise Terminal in the most recent season (2024/25), has welcomed 44 vessel visits, with a total of 80,376 passengers and crew passing through.

The CBD's concentrations of activity, people, and economic opportunities also attract the city's urban poor, vulnerable and those in search of livelihood opportunities. Notwithstanding the recent construction of two to three 'Safe Spaces', more will be required to serve the CBD's vulnerable population.

CBDs around the world and especially those with increases in residential uses (either for residents or tourists), all demand increased public space investment to ensure quality of life improvements, spaces for interaction and socialising and liveability - especially considering that accommodation is generally small and not family orientated.

3.1.7. Precinct-based development guidance to promote confidence, clarity and consistency

Short of sub-district development guidance in the Table Bay DSDF and the provisions of the CBD overlay zone, there is no locally appropriate development guidance.

The CBD LOAZ/4 is considered outdated, and the associated height and related floor factors may not be considered as incentives. This also needs to be measured against the absence of guidelines related to the integration of heritage protection. Current guidelines are not appropriate for sub-areas, hence the strong focus in this LSDF combining the input from urban design and heritage professionals.

3.2 Spatial constraints

Figure 3-1 illustrates some of the constraints. These are difficult challenges that limit the city's ability to expand beyond its historical boundaries. These physical constraints and challenges are identified as:

1. Transport infrastructure that segregates, divides and sterilizes parts of the urban landscape. It includes the freeways (Foreshore Freeway, N1 & N2) and the railway lines and terminus station.
2. The port/ harbour is a necessary part of the economy. Access to the coastline and water's edge is limited through the V&A Waterfront and to the west.
3. Anomalies: 'Super block buildings' (Station, Civic Centre, Golden Acre, current CPUT Campus, etc.) dating from the late 1950s-1970s, or buildings historically developed outside of current city policies, or buildings developed with departures, or equally follow the 'ziggurat' zoning envelope; are often ill suited as precedents.
4. Early forced removals and apartheid spatial planning: Ad hoc planning and severed east-west connection between the inner-city suburbs and the CBD, is engrained in the urban form.
5. The public realm within the city is mostly a vehicle-dominated environment. Spaces consist of hard landscaping. There is a lack of activated public spaces where residents, visitors and workers can enjoy the environment, entertainment and centrality of the location.

In addition, the heat island effect is noted and highlighted. The continued reduction of tree canopy cover and hardening of surfaces, including sites and road reserves earmarked and planned for (re)development (on both public and private land) collectively, will continue to exacerbate the concern.

The look and feel of the CBD's open spaces was raised as a serious concern in the public process by both owners of buildings/ assets, as well as their tenants, including visitors, workers and users of the CBD. Trees, greening and soft landscaping contribute to the health and well-being of CBD users, residents, workers and visitors. These can be encouraged in several ways including green roofs, vertical planting, incorporation of water into the public realm via water sensitive design and sustainable urban drainage systems (SUDS) in appropriate locations. Further guidelines are required.

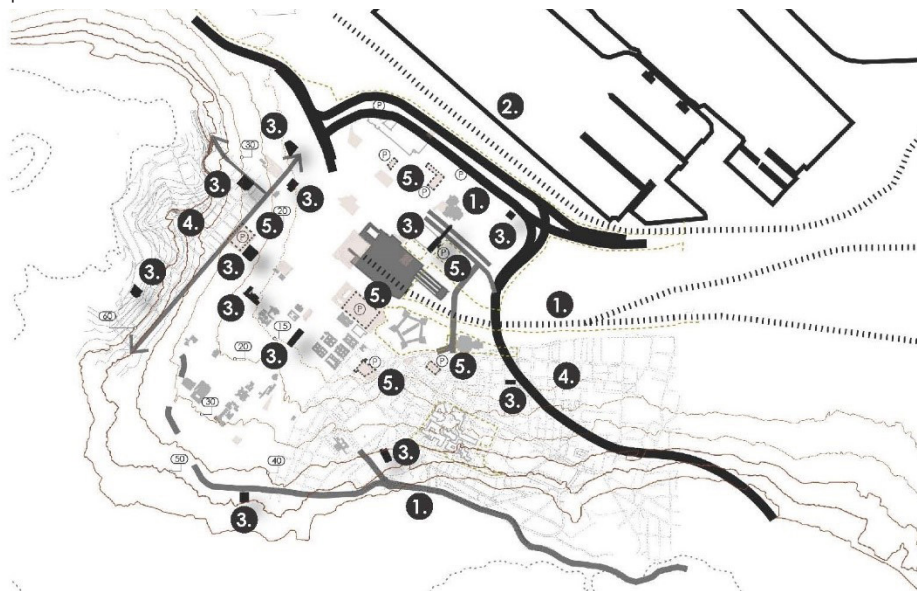


Figure 3-1: CBD macro level spatial constraints (*refer to previous page 14)

3.3 Spatial opportunities

As development in the CBD intensifies and housing opportunities increase, it will amplify the demand for amenities, public facilities and services, public space, access and mobility for varying modes (including active mobility). The following high-level opportunities were listed in the Contextual Analysis Phase. Many were supported by comments received in the first public consultation process.

- 1. Explore alternative modes of public transport and methods to reduce car dominance:** With emphasis on cycling, enhanced pedestrian connections (with better way finding) as well as re-organised MyCiti bus routing. Specifically focus

on optimisation of the connection between the V&A Waterfront as well as the cruise terminal.

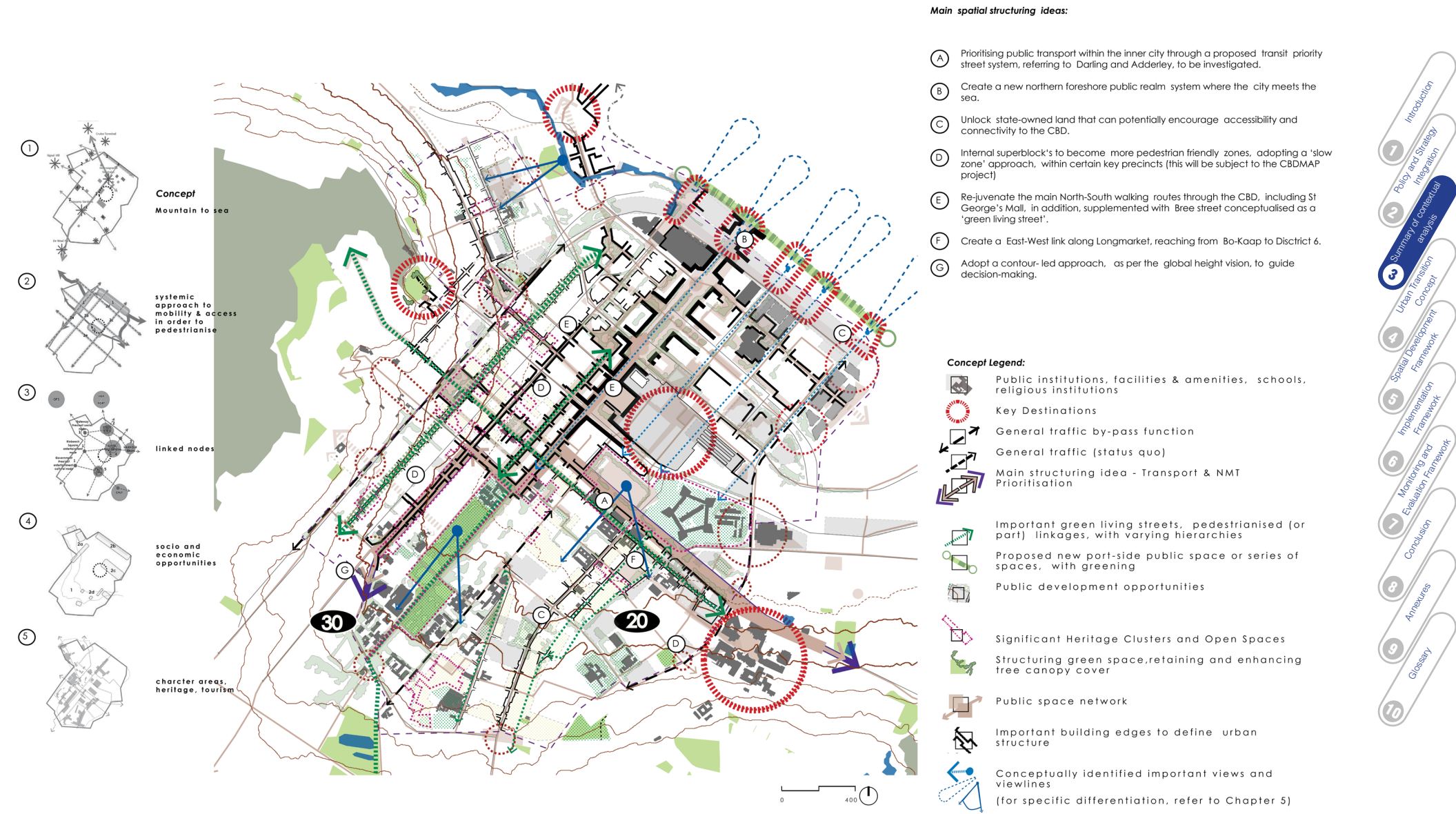
- 2. Reimage the foreshore and the CBDs connection to the water's edge.**
- 3. Optimise a wide variety and scale of residential opportunities** on all government owned land and actively pipeline for redevelopment. The outcome of the Foreshore Feasibility Project should inform the mobility and 'public good' solution – potentially creating a new public link along the foreshore between the V&A and the harbour.
- 4. Optimise and create physical, activity-based, visual and functional connections:** Interventions should be developed to address lack of integration and positive interface between business, event and residential land uses with the public realm. Promote ranges of positively activated spaces where users from multiple backgrounds can enjoy wide varieties of activities. This includes the creation of new green recreation space(s) in the vicinity of the foreshore as well as the promotion, restructuring and optimisation of opportunities that transform the Inner City Public Transport Hub into the most centrally-located multi-use but highly desirable destination place that links into the CBD, V&A, Foreshore, Bo-Kaap/ Sea Point, surrounding residential areas and District Six.
- 5. Upgrade public open spaces and undertake improvements around locations used by the public, tourists and facilities** (including night shelters and spaces of vulnerability). Specifically focus on the needs of residents, workers to the CBD, tourists and event goers in the provision of public toilets, access to public transport, route finding and general information.

The informal trade and market / trading plans for the CBD need to be comprehensively reviewed and updated to provide higher quality and wider ranges of products and activities.

- 6. Enhance connections between the west (Bo-Kaap & Sea Point) and the east (District Six) as well as the north to south (sea to mountain):** Historical connections existed but were lost over years. Use restructuring interventions to catalyse opportunity to reconnect the CBD with areas that have been cut off (e.g. De Waterkant; The V&A Waterfront Silo and Canal Precincts; Zonnebloem/ District Six; Bo-Kaap; the reclaimed part of the harbour/ cruise terminal, Woodstock and potentially Culemborg).

7. **Group and activate the public realm:** Reinforce the primary public realm axis through the CBD with appropriate public space interventions, linked by a network of active mobility routes (and activate seasonally appropriate events and temporary activations) to serve the rising demand by inner city residents, semi-permanent or long stay visitors, event goers and workers.
8. **Recognise sense-of-place and character-defining elements within the CBD** and enhance these elements through contextually appropriate development that complements the precinct character.

Figure 3-2: CBD spatial restructuring opportunities



4 - URBAN TRANSITION CONCEPT

The purpose of the urban transition concept is to provide a long-term vision for the growth and development, and ultimately the medium to long-term transformation of the Cape Town CBD (reflect on the objectives).

4.1. Scenario planning to inform the vision

Four urban growth scenarios (for 2050) were identified at a citywide scale (as part of the City's draft Long-Term Plan), to understand the transformative impact of economic growth and informality on city growth. From these, two plausible scenarios were selected as likely outcomes. These were:

- Scenario 1 - City of Hope and
- Scenario 3 - Downward Spiral

Cape Town CBD can be positioned favourably in relation to the identified plausible scenarios given that its spatial and economic makeup is largely formalised. Therefore, rather than selecting either one of these plausible scenarios, the vision of the CBD LSDF takes the position to strive for the 'City of Hope'. In this regard, the economic growth trajectory of the CBD is plotted along a continuum in relation to the 3 phases of the CBD recovery programme (see Figure 4-1). These being:

Pandemic-impacted effects 2020 (2020 LUM assumptions for 2040):

- Massive investment decline in office land uses
- High vacancy and job losses associated with decline in office and retail space demand
- Tourism industry decimated
- Significant visibility of homelessness
- High demand for community safe spaces

Post-pandemic Recovery scenario 2022:

- Faster than expected recovery
- Rapid property market pivot to residentially focused mixed use (reducing or replacing either office or retail land uses)
- Innovation or intensification within the office space
- Growth of the night-time economy including business processing outsourcing (BPO call centres)
- Rapidly recovering tourism sector
- Homelessness and affordable housing exclusion remains an issue
- The CBD job market remains buoyant due to its critical mass of semi-

skilled and skilled employees within the Financial, Legal, Government and more recently business processing sectors.

Future growth scenario 2040-2050:

- Realise latent development rights to facilitate sustainable economic growth and investment in a wide variety of mixed land uses (residential, non-residential)
- Improved accessibility to more formalised economic and social opportunities (permanent and temporary)
- Significant reduction in homelessness brought about by reduced structural unemployment and the supply of a range of affordable housing opportunities to all residential submarkets
- CBD becomes a stronger focal point for remote workers associated with more highly skilled professionals
- Significant increase in residential opportunities for a wide variety of users in a range of typologies
- Significant increase in the cruise terminal use, ancillary functions and services, events, entertainment supporting the tourists, temporary visitors (including Cape Town residents using the CBD for recreation, events and entertainment) or ranges of worker groups (service industry or corporate offices)

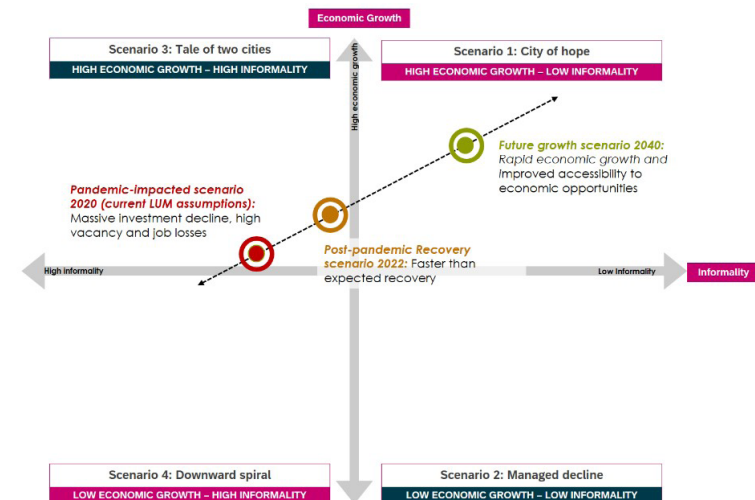


Figure 4-1: Cape Town CBD positioned on a time continuum in relation to the City's defined plausible scenarios

- e) **Historical setting and role** – the traditional role and character of the CBD study area
- f) **The contextual narrative** – the current challenge framed in the contextual synthesis document (volume 1)
- g) **Scale of planning** – macro vs precinct scale character and identity
- h) **Advocacy** – learnings from past public engagement processes
- i) **Global trends and aspirations for central cities** – learnings from other cities regarding urban transition experiences and practices

The **vision** of the CBD LSDF is the following:

The LSDF is a bold and action-oriented plan to leverage and further develop the vibrancy, uniqueness and diversity of Cape Town and its CBD to realise its potential as world-class, people-centred (less car-dominated) mixed use environment which:

1. Is a **unique, attractive, energised and interesting place, promoting positive experiences for people to** live, work, learn and experience;
2. Is **safe and accessible for everyone** to enjoy day and night;
3. Is a **unique destination, entertainment, recreational, learning and event place** where international and local visitors, conference attendees, tourists and business people can interact; and
4. Facilitates **sustainable, resilient economic growth and investment** while celebrating the social, cultural-historical and natural landscape qualities of Cape Town.

4.3. Guiding principles and characteristics to be promoted

The CBD already has a well-defined spatial identity that is founded upon a set of built environment characteristics. These include:

- a) **Distinctiveness, uniqueness:** Enhanced local identity and unique sense of place
- b) **Attractiveness:** High quality urban destination for economic and recreation opportunities
- c) **Accessibility:** From other parts of the Metro
- d) **Walkability:** Existing character trait
- e) **Diversity:** Favourable mix of land uses
- f) **Distinct:** Has a long rich history of unique cultural-historical-specific circumstances with current day historical-and-reality-augmented events

culminating in a range of exceptional experiences which celebrate history in a positive manner and almost mimic international experiences aka the Carnival(s), (Cape) Minstrels, international fitness related events, film production.

- g) **Activity and vibrancy:** Spaces where people want to visit and interact with each other.
- h) **Competitiveness:** A globally competitive business environment and a highly competitive international convention centre.

These characteristics can be seen as values that can be upheld or improved on by employing the following normative principles to guide spatial decision-making:

1. **People-oriented design:** designing for people and human interaction before cars, where streetscapes are spaces for people as well as for movement or transportation. People-oriented design emphasises the environments where pedestrians enjoy greater privileges than the vehicle. People-oriented design supports walkability as a preferred mode of travel, creating desirable locations to live, work, play, invest and learn within a 15-minute city centre.
2. **Spatial Integration:** where design conserves and enhances the health and integrity of both the natural and historical systems and assets. This includes landscapes, water and energy vs tangible and intangible history which influence the spatial form of the core of Cape Town. Urban systems should facilitate more seamless transitions into the surrounding urban fabric of the central city. The built environment and the receiving public realm should also be integrated to create positive interfaces and visual interest. Integration of old and new components of the built environment is especially important in the context of Cape Town CBD.
3. **Urban typologies (urbanity):** where design promotes high intensity mixed-use urban places that are liveable for their residents, workers and visitors. Buildings and spaces must be designed in a way that lend themselves to change of use over time – mitigating the impacts of climate change and adaptability within built form. There is an inherent level of resilience built into the creation of land use diversity and efficiency.
4. **Permeability:** designing for human scale - with reference to size, texture and articulation of physical elements (such as interfaces) - in relation to proportion and dwell time. Permeability also relates to visual transparency, whereby the built environment acknowledges important views (including view line, corridors, vistas) to be maintained from public vantage points. Permeability is especially important in relation to the connection to the sea and the cruise industry, the

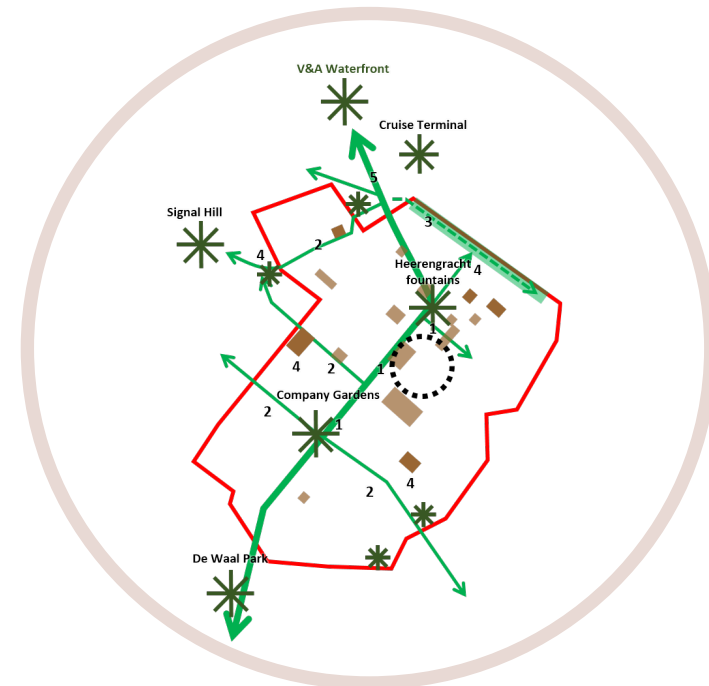
mountain and the working harbour components.

5. **Connectivity:** Connected places and link special places of interest (e.g. nodes via a well-defined network of multi-modal movement routes). At a more localised scale, non-motorised movement should be prioritised.
6. **Legibility:** Legibility refers to the ease at which users can engage, orientate or navigate within their surroundings. Legibility can greatly add or detract from public perception of safety and comfort within the public realm. Aspects of the built environment that can influence legibility include landmarks, wayfinding, placemaking, as well as spatial definition of pathways and edges. Legibility can be significantly enhanced through the introduction of gateway treatments that signify a transition from one place to another. It can also include the necessity for physical ease of navigation (pavement style, treatment and lighting related to safety).
7. **Placemaking:** designing places of interest with unique features that enhance legibility and imageability to contribute to the overall sense of place, sense of education/ learning, exposure/ experience. Introducing interesting visual and interactive cues through street furniture, landscape features, greening and street art, can greatly contribute to the imageability of space. Streets are a destination for people rather than just a thoroughfare. Encouraging people to dwell in areas of interest promotes social cohesion and interaction.
8. **Inclusion:** making provision for the widest possible range of opportunities for social and economic inclusion at a multitude of scales. In residential terms, and with special memory of past injustices of forced removals, it is imperative to create an inclusive residential affordability ladder. In economic terms, it is important to be facilitative of both the formal and informal economic opportunities within the daytime and night-time CBD economy.

4.4. Main spatial ideas

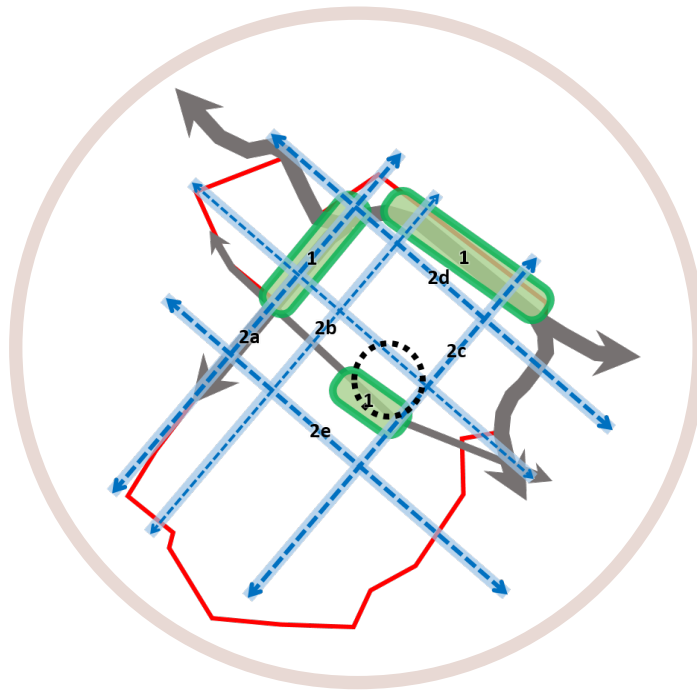
The main spatial ideas guiding the spatial development framework include:

Idea 1 – A public realm / natural / cultural-historical landscape linking mountain to sea and west-to-east parts of the CBD



1. Reinforce the primary green corridor through the CBD with lateral linkages
2. Public space interventions to improve accessibility and legibility (e.g. Heerengracht 'urban room'; Upper Adderley Street transit street system).
3. Facilitate activity and physical connection points between the west-and-east as well as sea-mountain trajectories through the CBD to re-enforce historical but also current day tangible and intangible cultural-historical assets and events.
4. The Foreshore façade of the CBD should serve as a continuation of the public space link with the Atlantic Seaboard through the Waterfront Precinct. Create a connected network of public open spaces.
5. Facilitate a seamless public link between CBD and the V&A Waterfront and Cruise Liner Terminal.

Idea 2 – Multi-directional mobility and accessibility at a range of scales, across modes

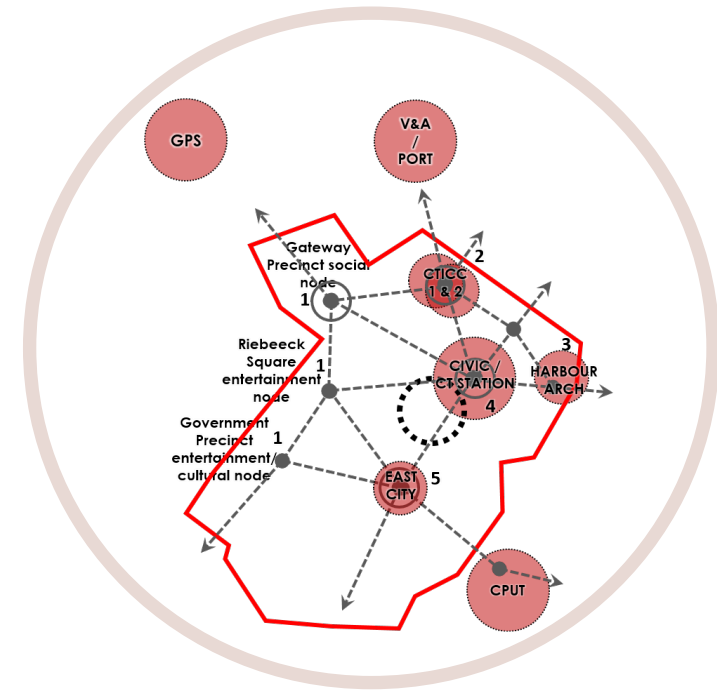


Develop spatial proposals recognising the mobility and accessibility systems and spines at play within the CBD. Focus on creating greater character variation within the public realm, through identified systems such as:

1. The Buitengracht north-south system
2. The Foreshore east-west spine
3. The East-City north-south system
4. The Mid-City north-south system
5. The Central east-west spine

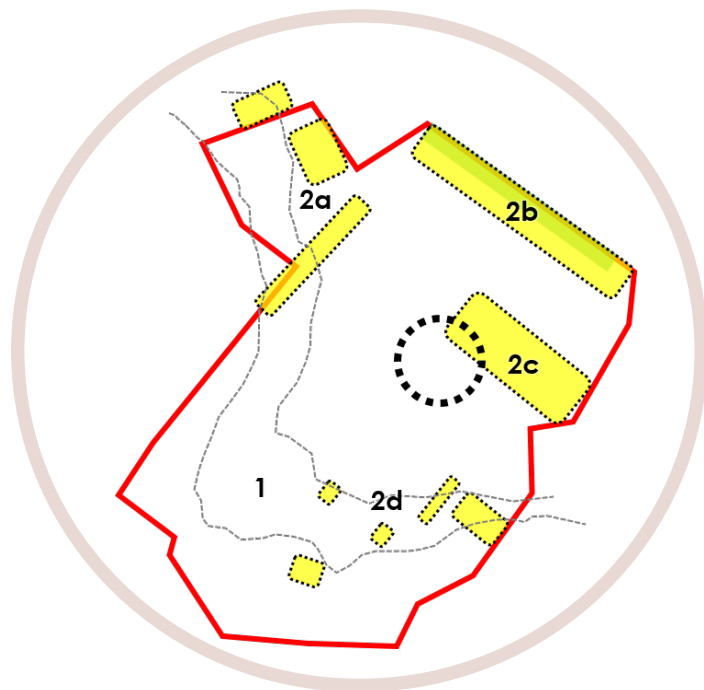
The Mobility & Access Plan is a distinct component of the LSDF, formulated specifically to move this idea into reality.

Idea 3 – Support the growth of a hierarchy of inter-connected civic, social, cultural and entertainment nodes facilitating diverse and vibrant human interaction



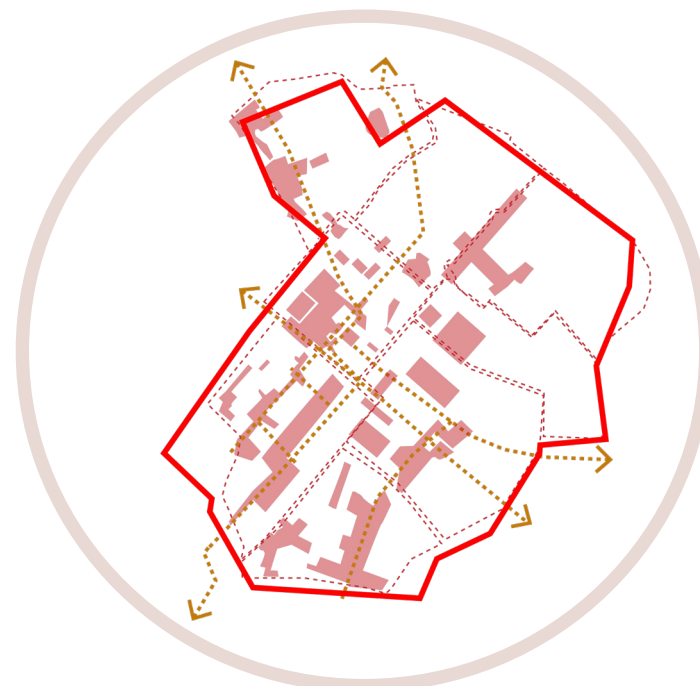
1. Leverage available city assets within the Gateway precinct for social benefit (including the Gallows Hill, Ebenezer depot and Buitengracht corridor sites).
2. Support the tourism, entertainment and conferencing functionality around the Cape Town International Convention Centre precinct.
3. Optimise the connectivity between the Education Institutions (Cape Town University of Technology - CPUT) and other in the East City (mostly related to the creative industries, information and technology).
4. Civic precinct optimization and rationalisation (if required) (including City of Cape Town, Western Cape Government, Transnet and PRASA landholdings).
5. The Inner-City Hub (Cape Town Central Train Station) addresses the movement of people to, from and between the public transport termini.

Idea 4 - A series of enabling social and economic development opportunities



1. Harness topographic informants (20-meter contour) of the City Development opportunities.
2. Prioritise development opportunities on public landholdings:
 - a) The Gateway precinct: affordable residential development to be optimised (including the Gallows Hill, Ebenezer depot site and Buitengracht corridor sites).
 - b) The northern foreshore: capitalising on available land parcels created through the implementation of a preferred transport and land use solution for the Foreshore Precinct.
 - c) Civic precinct rationalisation and optimising of government-owned land parcels (including City, Transnet and PRASA landholdings).
 - d) Support the positive use of undeveloped public land in the East City (around CPUT) and lower Gardens Precincts.

Idea 5 – Optimise and celebrate historical routes and places through creating new places of memory



- a) Leverage tangible and intangible assets, locations and routes through events to celebrate, rebrand/ optimise, connect District Six with the Bo-Kaap history.
- b) Develop, activate and enhance character precincts which include sensitive urban form and function. Create a sense of place and identity by igniting historical, combined with newly-invented characteristics, routes, events and places.
- c) Optimise the different historical walking routes used for pedestrian/ tourist routes such as the different slave routes.
- d) Modernise memorable history through activation initiatives such as intentional creation of new customs/ celebrations/ events and integration of history with a positive future, integrating different cultural and ethnical groups.
- e) Optimise and expand existing spectator events along these routes and expand public toilets and seating arrangements.

During the most recent consultation process two maps have been generated in support of this idea. It includes the cultural-heritage resources, tourism routes and protection worthy components of the built environment. These maps provide the backdrop information for the development of Idea 5 into the different Precinct Guidelines (Chapter 5 and 6). Maps are in Volume 1: Contextual Analysis document.



5 - SPATIAL DEVELOPMENT FRAMEWORK

A local spatial development framework needs to align with and give effect to the Table Bay DSD by providing more detailed local area planning guidance. The DSD already makes adequate provision for desirable land use patterns (the CBD is a metropolitan urban node and designated, mixed-use intensification area) and appropriate density (minimum 400 du/Ha net).

In this regard, little additional detail is required, however what is of critical importance given the context and the developmental need in the CBD, is to provide additional guidance on:

- Urban form and the manner in which mixed use intensification is delivered;
- Define built environment conservation priority areas and redevelopment priority areas;
- Provide active and positive interface conditions for new development in response to important structuring elements and heritage resources; and
- Defining significant current and future elements of structure which provide spatial form and order to the CBD environment.

The design informants (summarised in Chapter 3), public engagement inputs and main spatial ideas are synthesised into a conceptual framework comprising three complementary elements:

These include:

- The public realm structure** – The identified physical systems that provide structure to the CBD context. These systems and the role they play inform how people and goods circulate through the local area and provide cues for human interaction in space and land use responses to such activity. It also includes systems of connection between green character areas and nodes/buildings which are connected, protected and enhanced to promote integration of the natural environment aspects (mountain, sea, tree canopy (where practical and possible), urban greening initiatives/ biophilic buildings/ green building technologies) as design informants for precincts and in building designs.
- The urban form** – Provides a balanced approach to the formulation of a desired urban form based on the interplay between the geographical settings of the CBD city bowl, precinct based spatial structure, heritage sensitivity, and local property market demands of the metropolitan urban node. Collectively these informants formulate a more sustainable height management approach to urban

development within the CBD study area. Height means floor area and impacts different land uses and is affected by traffic on the roads and pressure on the engineering networks.

- Precinct character** – Provides place-based guidance based on differentiated precinct and sub-precinct characters throughout the study area. Precinct character is derived from ensuing a human scale and an articulated sense-of-place. Recognising each precinct character area takes cues from visible elements and experiences which contribute to the uniqueness and vibrancy of a place. These elements make a place exceptionally memorable, special and enjoyable. It incorporates actual and modern-day-interpretations of local history, culture and experiences.

The following paragraphs explain certain key interventions, which are mostly repeated as programmatic or project proposals in the Implementation Plan (Chapter 6).

5.1. Public realm structure

The public realm structure envisions a pedestrian friendly CBD, linking mountain to sea through key public spaces and the public space network (Figure 5-1), adjacent neighbourhoods and place-making opportunities. While fostering a cohesive network of public spaces, it is also important to encourage interesting and unique spaces with individual identity.

Key structuring elements that need to be considered:

- Reinforcing the primary green corridor through the CBD** with improved lateral linkages into the main spine with public space interventions to improve legibility and public amenity (e.g. Heerengracht 'urban room'; Upper Adderley Street transit-street; night-time activation of the Company Gardens). It also entails reinforcing and expanding the public link between the CBD, the V&A Waterfront, the Cruise Liner Terminal and the to-be-developed Foreshore area.
- The Foreshore segment/ edge of the CBD should serve as a continuation of the public space** link with the Atlantic Seaboard through the V&A Waterfront Precinct. The aim is to increase visual and potential physical access to waterside experiences.
- Create a series of public open spaces**, dedicated to human movement, interaction and recreation, connected by a seamless pedestrian network.
- A quality public realm** that supports urban greening throughout public places and space, bringing back nature into urban living. Enhancing street character,



vibrancy and street life; improving connections between public amenities, facilities and public spaces; improving access to the Company Gardens and upgrading key places like the Grand Parade.

5. Where there are interim uses and leases, public spaces should be improved favouring pedestrian and human scale comfort over vehicular parking. Public spaces should not be fenced.

5.1.1. Green spaces

The CBD environment has very little naturally vegetated or landscaped green space due to its intensely urbanised nature and function as Cape Town's Metropolitan node, but also because of local climatic conditions such as wind and water constraints, also noting proximity to the Table Mountain National Park and being surrounded by the sea.

An existing green link with a significant avenue of mature trees, is along Buitengracht, a scenic drive. There is also some linear greening with mature trees along St Georges Mall and parts of Bree Street. The Company Gardens is a centrally located park close to the Parliament buildings and has been used for decades as a central open space for mostly passive recreational use.

The CBD relies on the surrounding natural scenery of the City Bowl, and metro scale public spaces, such as Greenpoint Park, De Waal Park, Sea Point Promenade, Table Mountain/ Lions Head and the sea to serve its active recreation needs. Additional, more localised recreation spaces include Battery Park in the V&A Canal District and the Strand Street Quarry, where the city is pursuing redevelopment with an active recreational focus.

i. Company Gardens

The Company Gardens precinct is generally well maintained along the lower reaches. Existing children's play equipment needs upgrade, with the park benefitting from additional play facilities to attract higher utilisation by families during the day. The upper section at Paddock Crescent could benefit from enhancement such as a live music and performance stage to host outdoor events in this part of the gardens in combination with more regular 'slow' market activity.

ii. McKenzie Park (Upper)

The possible realignment of Brandweer Road will result in a rationalisation of space on the western edge of the park for partial development to assist in activation of the

park. A condition of sale could include landscaping, and equipment upgrades to the park, which currently does not have recreation facilities.

iii. McKenzie Park (Lower)

The lower McKenzie Road Park, McKenzie is one of the properties for District Six restitution where some of it is assigned to remain open space (refer to the District Six LSDF). This is one of the few green recreation spaces in an environment that is populated by many students and is earmarked to receive significant quantities of residential development over time. It is essential that it is protected for future recreation requirements.

iv. Castle surrounds

The current context of the Castle grounds remains "Fort-like" with the outside grounds not contributing meaningfully to the public realm. The recent activation in the form of regular markets (Kuier@theCastle), is a welcome initiative to activate the grounds and spark interest in the cultural-historical assets in the building.



The Darling Street edge is used as overflow parking, the Strand Street edge is not activated, while the Castle Street edge was occupied by the inner city homeless since the Covid-19 lockdown. The relocation of these residents in 2024 to adequately-serviced safe places, ignited new hope for this public space, especially considering the landscaping undertaken as part of the CBD Beautification Programme.

Despite these historical challenges, the Castle grounds and moat hold much potential to be converted into an active green space to be used for passive recreation and urban greening. It is proposed that this idea should be investigated with the National Department: Public Works and Infrastructure, possibly through a co-design process. Related to this is the need for improved pedestrian connections to the Castle and further eastward.

v. St Georges Mall

St Georges Mall is an internationally known fully pedestrianised street, in the Centre of Cape Town.



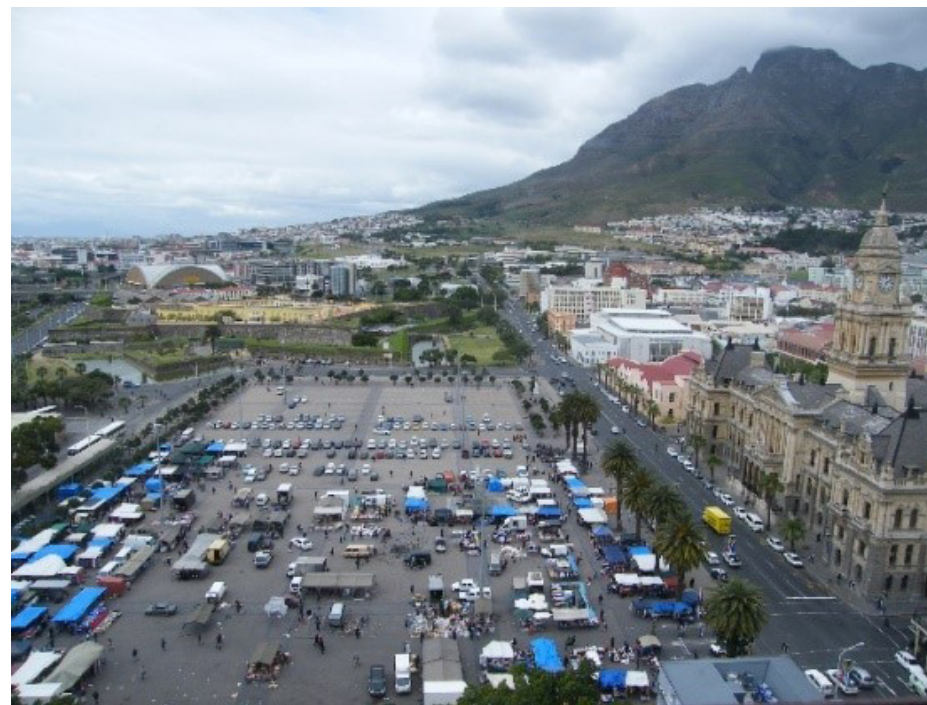
Tourist websites (such as LekkeSlaap), market the area as ... “a pedestrian walkway through the heart of the city, now lined with fashionable shops and restaurants, while the vast paved area that runs north to south through the city is populated with colourful street vendors and buskers. This is a great walk for anybody with time to kill, and the experience is free - meaning it will fit into any budget - unless you choose to purchase some of the colourful trinkets or foods available.”

The City has ongoing work toward the redesign for renovation of the space with a focus on increased use as a green corridor and recreational space.

5.1.2. Squares

i. Grand Parade

Reimagine the Grand Parade as a world class plaza befitting of its classification as a strategic asset, becomes essential. Efforts need to promote strategic investments in edge conditions, specifically over Darling Street towards City Hall, investing in a fit-for-purpose concourse (consider the Civic Centre access from the deck) from the station deck across Strand Street with a grand arrival staircase onto the Parade.



The space of the trading cottages along Plein Street have greater potential. Through public participation, there is a strong call for a new vision for the place, including its edges and surrounds, creating opportunities for destination markets, tourism, urban greening, events, as well as pause and dwell spaces and connections to the Castle, and City Hall.





There is a dire need for tourist bus parking areas whilst they offload and upload many tourists going to cultural-historical locations and attractions in the immediate vicinity such as the Town Hall, the Parade and the Castle.

ii. Civic Square and 1 Adderley Site, Paul Sauer surrounds

The Cape Town Central Rail Stations is the heart of the CBD. It connects to other major public transport distribution points via a public thoroughfare, connecting the Cape Town Station and Station Deck, the Civic Centre, and the MyCiTi Civic Trunk Station. As public transport use increases through rail, MyCiTi, GABS and the minibus taxi's parked on the Station Deck, this 'heart' will expand in its function.

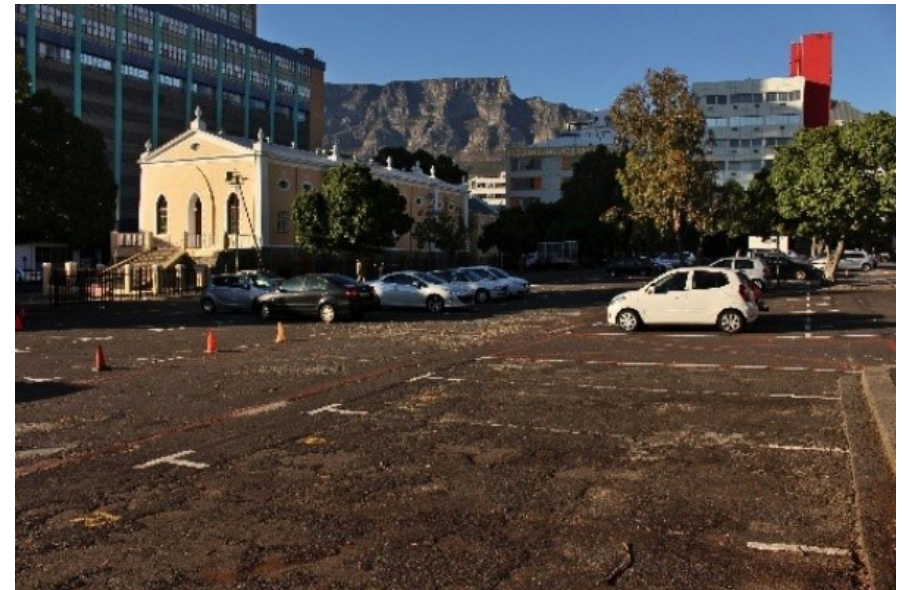


A key challenge is the wind tunnel effect that is experienced at times, where the space can be incredibly inhospitable. It is hoped that the potential partial redevelopment of the Transnet-owned/ Paul Sauer/ 1 Adderley Street parking area would assist in screening the public space from wind effects in future. Importantly, the edges of this site along Marine Drive need to make a positive contribution to the pedestrian environment, which is severely lacking at present.

Additionally, the City should investigate creating a quality positive and active interface between the Civic Centre building and the Civic Square - linking the station deck to the MyCiTi/ Civic Station at the same level, along the edge of the square.

iii. Riebeeck Square

While the square is presently used as a parking lot, its strategic location at the nexus of Bree Street's urban regeneration and proximity to the City's planned Foreshore Gateway affordable housing project (being prioritised along Buitengracht Road) make this historic site a prime opportunity for a public space upgrade to further enhance public amenity in the CBD for people to enjoy. The proposal is to extend the square's coverage as an outdoor 'stoep' to surrounding building interfaces and to clear the square of parking for human recreation (possibly considering subsurface parking if viable).



iv. Greenmarket Square

As one of the mostly visited squares in the Cape Town CBD, it has deteriorated over the years and lost parts of its appeal, requiring maintenance and upgrades to cobble surfaces, bollards & benches, events stage and ablution block refurbishment. Possible introduction of trading structures, and reorganisation of the space is required to allow for additional events and activities (such as regulated busking activity and food trucks).

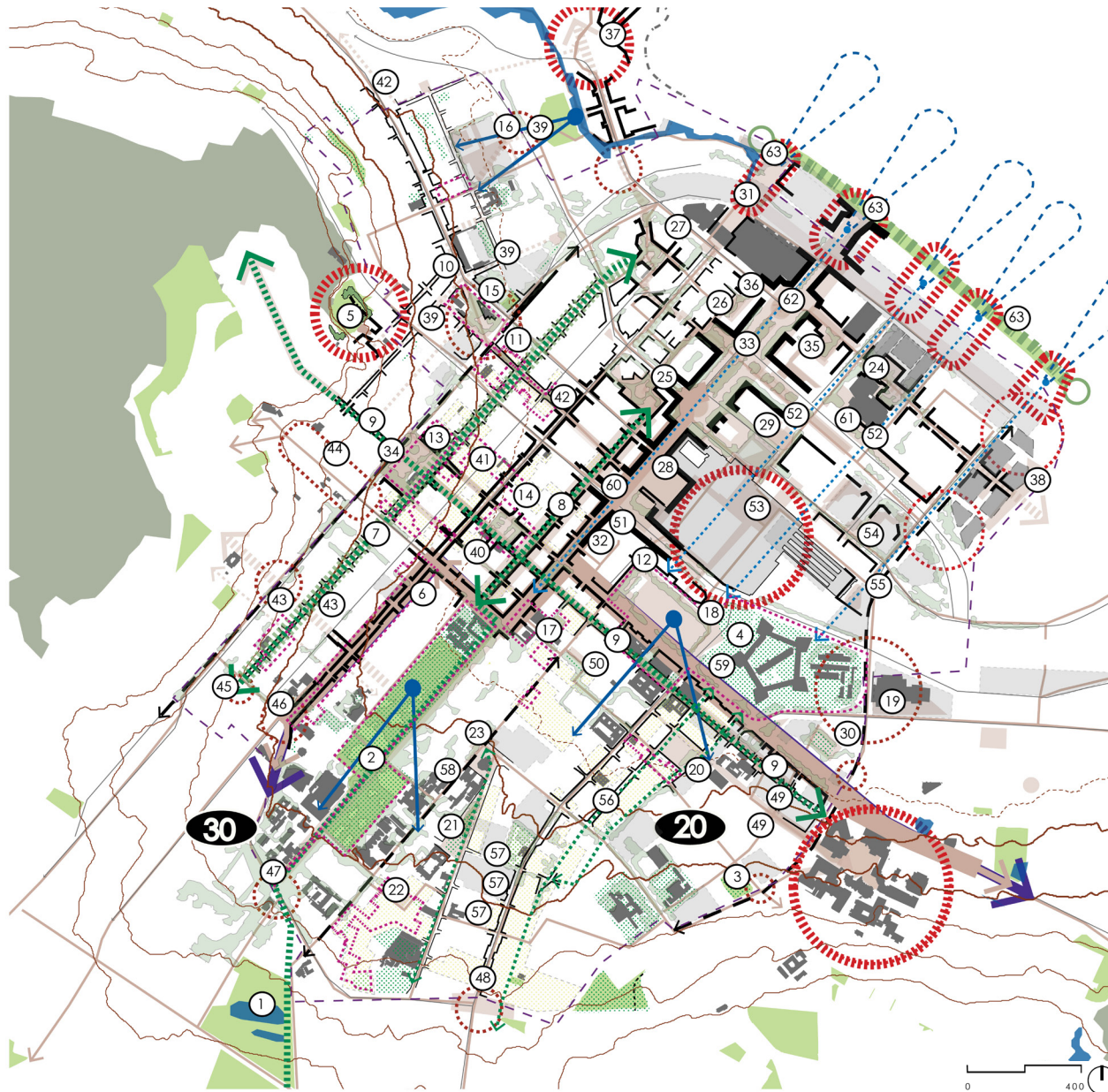


v. Harrington Square

Harrington Square is currently undergoing a pre-feasibility and scoping study for the rejuvenation of Harrington Square as a key public space identified within the District Six LSDF and associated public realm strategy. It is a key public space linking the CBD through to District 6. One of the key intentions of the project is to prioritise quality public space over car-dominated spaces within the CBD. Opportunities exist for improved integration between the surrounding land uses and the square.



Figure 5-1: Public realm structure network concept



Concept Legend:

- Public institutions, facilities & amenities, schools, religious institutions
- Key Destinations
- General traffic by-pass function
- General traffic (status quo)
- Main structuring idea - Transport & NMT Prioritisation

- Important green living streets, pedestrianised (or part) linkages, with varying hierarchies
- Proposed new part-side public space or series of spaces, with greening
- Public development opportunities

- Significant Heritage Clusters and Open Spaces
- Structuring green space, retaining and enhancing tree canopy cover

- Public space network
- Important building edges to define urban structure

- Conceptually identified important views and viewlines
(for specific differentiation, refer to Chapter 5)

Key Public Space Network:

Green open space network

(incl access to Table Mountain)

1. Molteno Reservoir Park (*)
2. Company Gardens
3. McKenzie Street Open space (refer to D6 LSDf)
4. Castle greens
5. Quarry Recreation (*)

Living Streets

6. Long street, upper Long street incl, Dorp St (Noor-el Hamedia) Mosque space

Green Living street

7. Bree street

Pedestrian priority routes

8. St George's Mall
9. Longmarket
10. Hudson
11. Waterkant
12. Lower Plein
51. Parliament

Shared streets

(refer to document table 5-1 & 5-2)

Public spaces and places

Squares and plazas:

13. Riebeeck Square
14. Green Market Square
15. Prestwich Place
16. New square via Port Road to V&A
17. Church Square
18. Grand Parade, Castle Greens
19. Good Hope Centre Forecourt
20. Harrington Square
21. Hope street square & park
22. Dunkley Square
23. Stal Plein
24. New Founder's Garden
25. Thibault Square
26. Pier Place
27. North Wharf
28. Station Forecourt
29. Civic & Merriman squares & Paul Sauer surrounds
30. Van De Leur St Square (refer to D6-LSDf)
31. Canal Square (Convention Centre)
32. Trafalgar Square & Flowers Seller's Market (also refer to 35 & 36)

Urban rooms

33. Lower Adderley/Heerengracht

Urban 'stoep'

34. Bo-Kaap stoep & Riebeeck Square

Linking public places & destinations

Connections via:

35. Salazar, 36. Roggebaai, Pier Place, North Wharf towards, 37. V&A and Cruise Terminal,
38. Culemborg underpass site (Harbour Arch), via Louis Gradner
39. V&A via Ebenezer, Bennett, via Prestwich,

- Chiappini & Hudson

40. Church Street & Antique market

41. Shortmarket, Hout (shared streets)

42. Station (ICTH), via Waterkant, Prestwich, Somerset

- to Fanmille

43. Buiten, Bloem to Bo-Kaap,

44. Wale to Bo-Kaap

45. Bree, Upper Bree to Carisbrook, Jamieson, Park

- Road & Longkloof

46. Long, Upper Long to Kloof Street

47. Government Avenue to Molteno & Gardens

48. Buitenkant, Mill street underpass to Gardens

49. Constitution & Caledon to D6, via Tennant

50. Albertus, Spin, Mostert via Church Square to

- Adderley

51. Parliament Street & Trafalgar Flower Seller's

- Market, pedestrianised to Golden Acre,

52. Buitenkant, via the Parade, Station Deck to the Foreshore,

53. Station Deck public space system

54. Old Marine, Adderley, Blaauwberg NMT link

55. Good Hope Station Deck East Entrance Forecourt

56. Harrington, via Maynard to Wembley Squ. & Mill St

57. Glynn, Wesley and Rodeheke, Buitenkant to Hope St

58. Hatfield - St John's - Plein

Transit priority streets

59. Darling Street (soft)

60. Adderley

Boulevard Gateways

61. Hertzog Boulevard

62. Heerengracht, urban greening

Promenades:

63. Future northern foreshore public space system (D2)

5.1.3. System-based public structure

This chapter forms the design thinking and conceptual basis for **reconceptualising the street system as a public realm system**, recognising that not all streets should look and feel the same and not all streets need to accommodate general through traffic.

This chapter serves as a conceptual approach and precursor to the Mobility and Access Plan (CBDMAP) and associated implementation actions (Attachment A). The CBDMAP project's principles are fully included in the LSDF, noting the CBDMAP project has been developed into a standalone document and process of approval. It will follow its own path with the identified 9 large projects and programmes. During the LSDF's consultation processes in 2024 and 2025, the CBDMAP project's principles and departure points have been workshopped and absorbed into this LSDF. However, the project will need engagement that is more public and the progression of its 9 programmes to projects associated with capital investment. Most projects will need full public engagement once they move into actual ground level project implementation and those will continue outside the timeframe for the LSDF.

Concepts in this LSDF as well as the CBDMAP project were identified. These include the following: Street 'systems' enable built environment character differentiation, space functionality diversity (like events). Therefore a balance should be found between mobility, access and proximity. It is structured into two primary systems that includes:

- North-South systems that connect mountain to sea. These urban mobility systems enable character differentiation and functionality.
- East-West systems, which facilitate more seamless transitions between the Atlantic Seaboard and the eastern part of the inner city through quality place-making.

The design method considers multi-directional mobility and accessibility at a range of scales and modes. A systems approach has been adopted. The CBD spatial structure is characterised by 5 mobility and access systems, including:

- System 1: West City Systems (North-South)
- System 2: Mid City Systems (North-South)
- System 3: East City Systems (North-South)
- System 4: Foreshore Spine (East-West)
- System 5: Central Spine (East-West)

• System 1: West City Systems (North-South)

System functionalities:

- Bypass functionality (Buitengracht)
- Activity street, primary, characterised as a Green living system (Bree)
- Activity street, (Loop)

Key & Noteworthy spatial anchors and destinations:

- Bo-Kaap Quarry Sports Precinct
- Places of worship
- Bo-Kaap Yusuf Drive
- De Waterkant: Salesians and Prestwick Primary Schools

Description of public system:

This system provides an initial conceptual urban design logic that advocates for Bree Street as a primary pedestrian, active mobility, economic and social space.

Conceptual project formulations: (Refer to Figure 5-2 on the next page)

Reconsider Buitengracht Road's current function and public realm quality in light of design proposals in the Foreshore Gateway Project. Buitengracht function as a vehicular ring road (bypass), is likely to remain as such.

Buitengracht is also a scenic drive and one of the few existing greened linkages in the study area. It connects to major tourist attractions from the CBD, via Kloof Nek Road - to access Table Mountain, Lion's Head, the Twelve Apostles and Camps Bay. However, seamless pedestrian and active mobility connections to the Bo-Kaap and the V&A, at critical points, need to be prioritised. One such idea is the extended Riebeeck Square as a 'city stoep' (refer to glossary). Also consider releasing road reserve sites at the top of Buitengracht Road to facilitate creating the edge.

- Mid Buitengracht: Review pedestrian safety from CBD into Bo-Kaap (e.g. desire lines, improved signalised crossings, pedestrian stairways vs vehicular movement vs cobble streets).
- Consider hierarchy of crossings with the Bo-Kaap 'stoep' concept (e.g. via Church, Shortmarket and Longmarket)
- Lower Buitengracht Corridor: Improve the public realm by replacing/enhancing



- the mature trees in Lower Buitengracht. Retention is encouraged where possible.
4. Investigate active mobility improvements to incrementally create mountain to sea connections. This includes both visual connections, and comfortable (year-round) routes through building canopies / overhangs to protect pedestrians.
5. Bree street is proposed as a destination street (referred to as green living street). Consider the cross sections along its length with a view to proposed improvements to enable economic and social functions. (e.g. tables, chairs, parklets, streeteries etc.). Consider increasing green canopy cover. Consider public access and parklets within various streets, including Bree (as part of a proposed framework within the implementation strategy).
6. Consider hierarchy of crossings of Buitengracht to key destinations (e.g. Quarry Park).

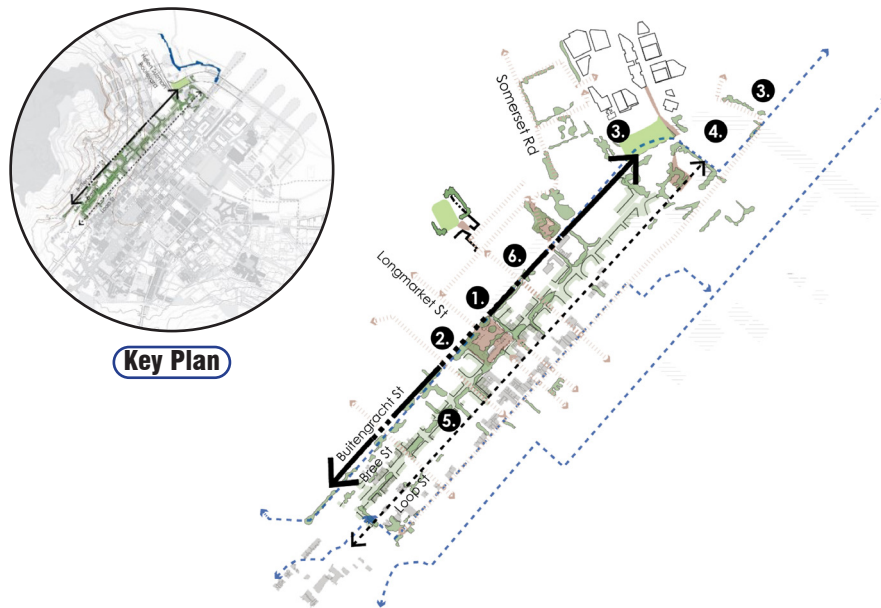


Figure 5-2: West City Systems (North - South)

*Refer to the conceptual project formulations section on page 31-32

System 2: Mid City Systems (North-South)

System functionalities:

- Activity street characterised as a 'living street' allowing for temporal change (Long Street).
- Full pedestrianisation (St. George's Mall).
- Transport priority functionality with 3 natures of character along its length – existing 'urban room' (Heerengracht), transit priority (lower Adderley), safe pedestrian transitions (upper Adderley and Strand Street intersection).

Key & Noteworthy spatial anchors and destinations:

- Cape Town High, UCT Hiddingh Campus, Gardens.
- St George's Cathedral, Iziko Slave Museum.

Description of public system:

Long Street is the key social and activity axis. Reconceptualise Adderley and Heerengracht to prioritise public transport. Rejuvenate St George's pedestrian mall.

Conceptual project formulations: (Refer to Figure 5-3 on the next page)

1. Long Street: As main social and activity street in the central city, the street is to be designed to facilitate temporal changes, night-time economy, activations with a view to pedestrianise in future. Precinct management remains important here as well.
2. Lower Long Street: Upgrade active mobility connections to the V&A Waterfront, the cruise terminal.
3. Heerengracht Street – Adderley (Hans Strijdom to Nelson Mandela and foreshore): Enhance 'urban room' (refer to existing landscape project re-using water and responding to pedestrian desire lines).
4. Adderley Street (Hans Strijdom to Wale Streets): The Heerengracht/ Adderley Street axis is the original commercial street and structuring element in the CBD linking the historic city to the foreshore, as well as from the mountain to the sea. Substantial public realm improvement is required in support of this symbolic and functional role. Investigate new cross section to improve public transport. Reconsider the bicycle lane within a broader cycle network in the CBD.
5. St George's Mall: Reconceptualise, rejuvenate and upgrade St George's Mall (adopt a multi-prong approach) for design and implementation, short term and

longer term, implementation in part by various role-players. Design to consider formal trading booths and to celebrate heritage features. Strengthen the link between St Georges Mall and the Company's Garden mile.

6. Investigate active mobility improvements to enhance the mountain to sea connections (shown here as connecting the lower Gardens via the structuring green space network).
7. Foreshore re-characterisation: Support land uses with fine grain, active and positive street frontages with pedestrian linkages and interfaces need to be reintroduced to urban blocks within the foreshore precincts for example Heerengracht Streets and other like, DF Malan, Lower Long and Adderley. Street character to be transformed overtime in parallel to above initiatives.

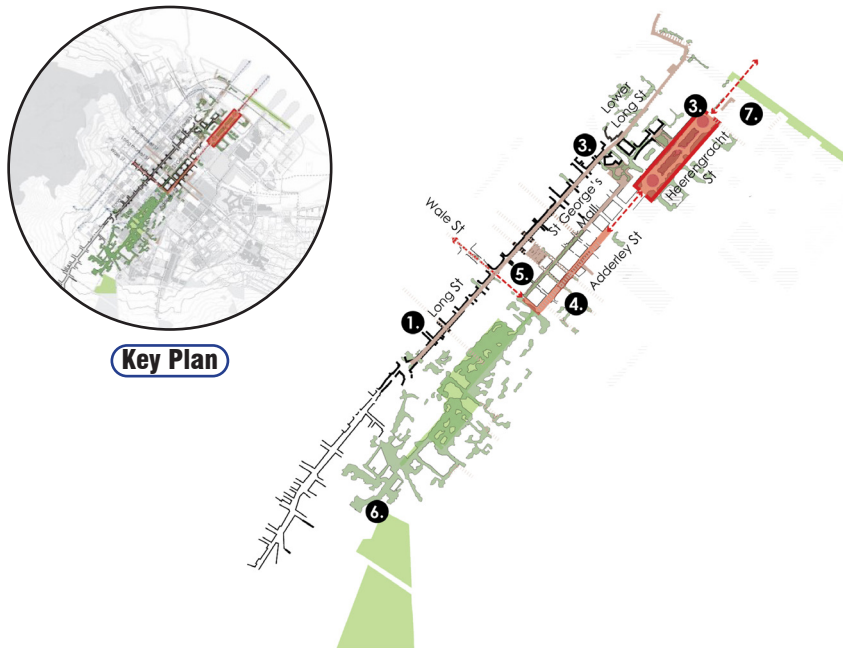


Figure 5-3: Mid City Systems (North - South)

*Refer to the conceptual project formulations section on page 32-33

System 3: East City Systems (North-South)

System functionalities:

- Activity street, (Buitenkant).
- Bypass functionality (Christiaan Barnard/Tennant).
- To promote 'shared streets' that are designed for slow vehicular speeds and to favour pedestrian and active mobility movement (Harrington/Maynard Streets, and McKenzie).
- Activity street, secondary Canterbury

Key & Noteworthy spatial anchors and destinations:

- CPUT, Harold Cressy High, Archive.
- Institutions: Castle, Grand Parade and City Hall.
- East City; District 6 Clinic, D6 Museum, Homecoming Centre.
- Longmarket, Green market and Riebeek.
- St Mary's Cathedral and associated land.
- Also: Institutions along Hatfield/ St John's and environs including Jewish Museum, Holocaust Centre, Synagogue, National Art Gallery, Cape Town High School.

Description of public system:

Modernist planning and railway infrastructure have never allowed for the North-South connections to be realised within this part of the city, negating fine grain and human scaled built environments, resulting in pedestrian routes that are undesirable (e.g. Christiaan Barnard bridge over rail, and parts along Tennant Road), the routes are void of visual interest and with limited passive surveillance from adjacent land uses. This emphasises the need to strengthen North-South routes within the East City to make a more positive public realm. Buitenkant, Harrington and Canterbury Streets become the North-South links, meeting at the nodal point of the Grand Parade. The route across the station deck and to the port (along DF Malan), needs to be enhanced. Buitenkant and Harrington Streets function as activity streets that contain visual interest and activity (already happening).

This chapter in the LSDF assists to spatially prioritise and conceptualise these North-South links to favour active mobility and pedestrians and assists with characterisation.

Conceptual project formulations: (Refer to Figure 5-4)

1. Investigate pedestrian prioritisation of Harrington Square and surrounds.
2. Simultaneously investigate nature, character and capacity of surrounding streets (like Canterbury) in relation to Harrington Square with proposed housing projects.
3. The station deck design to accommodate North-South pedestrian movement in a generous manner, also through connecting the Civic Centre to the Foreshore and the MyCiti Civic Station.
4. Deck bridges and staircases to be ceremonial and celebratory in proportion. Design informants to include 1 Adderley, mature trees, universal access, and activation of the Civic Centre edges. Investigate opportunities to integrate trader storage facilities into staircase design on Grand Parade staircase.
5. Christiaan Barnard Hospital area: Emphasis is on the mobility and bypass functions, upgrading the sidewalk, pedestrian crossings, lighting and wayfinding especially along the elevated portion of Christiaan Barnard. Public realm improvement is required from Monument Station east entrance, towards Sir Lowry Road and the Good Hope Centre (recently advertised for optimisation proposals). Activation of this part of the city will be key, alongside the station deck redevelopment opportunities.
6. Considering the Foreshore Precinct Feasibility study: Enable access to key public spaces along this axis. Ground floor land uses, organised in a fine grain format, should result in active and positive interfaces. Urban blocks in this precinct should be small like Lower Long and Loop Streets. Urban blocks within the Foreshore precincts, e.g. Heerengracht, DF Malan, Martin Hammerschlag Way, in parallel street character to be transformed overtime.
7. Design for pedestrian access to new destinations ensuring a wind sheltered public realm.
8. Support the development of restitution sites in McKenzie Park and investigate upgrading of remaining open space for recreation and green space. Investigate part pedestrianisation for access to McKenzie Street.
9. Keep fine-grain built form with short erven frontages, incorporating visual interest and appropriate on-street parking - specifically for delivery vehicles and

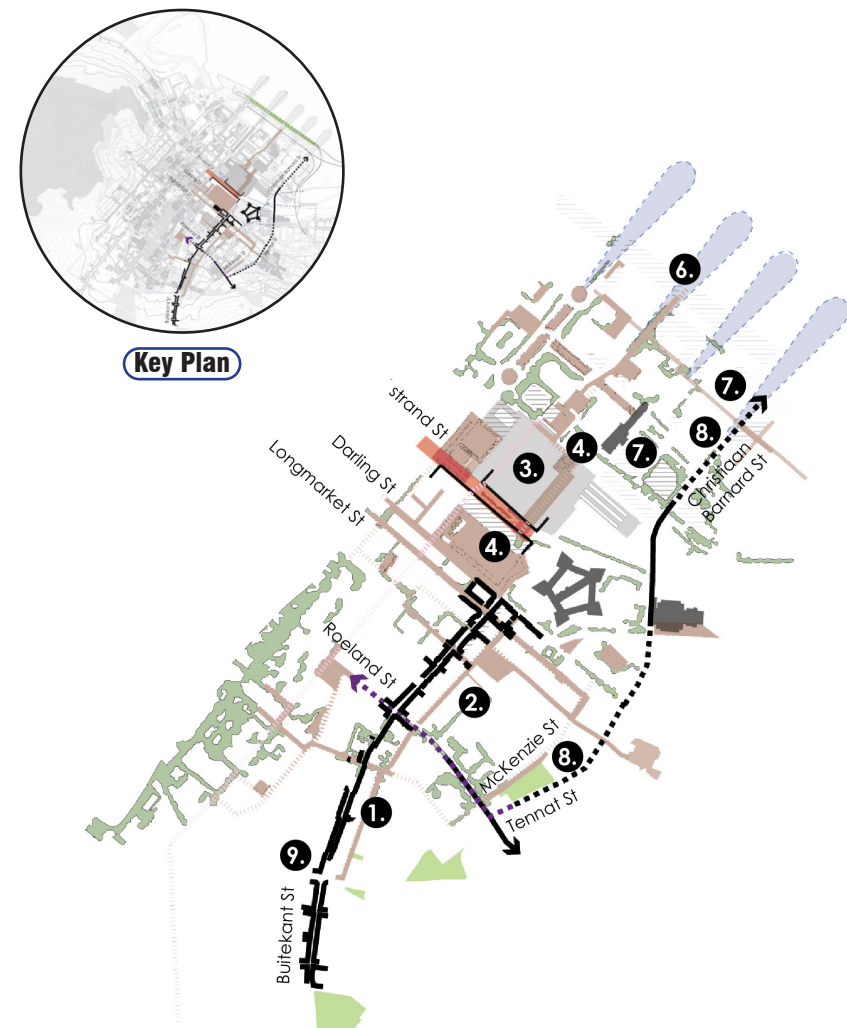


Figure 5-4: East City Systems (North - South)

*Refer to the conceptual project formulations section on page 34

System 4: Foreshore Spine (East -West)

System functionalities:

- Mobility bypass functionality (Foreshore Freeway)
- Mobility transit prioritised (Hertzog)
- Networked sheltered courtyard system (Louis Gradner to Jetty Street, Site B North Wharf)
- Foreshore public space link (Northern Foreshore)

Key & Noteworthy spatial anchors and destinations:

- CTICC, link to Canal District.
- St Andrews Church and Prestwich Memorial
- Netcare /Christiaan Barnard Memorial Hospital
- Artscape
- Salesians and Prestwich Street Primary

Description of public system:

This part of the city is built on reclaimed land, beyond the original shoreline in the 1930s. The modernist structures are designed as towers, or islands, in a landscape that is characterised by limited greenery, windswept plazas, oversized streets. The experience tends to be inhospitable for pedestrians. Single faced buildings exacerbate this condition, with multi-storey structured parking facing onto internal streets. The East-West connection should materialise overtime. With new developments in progress or earmarked, there is opportunity to incrementally change the character of the public realm.

Conceptual project formulations: (Refer to Figure 5-5 on the next page)

1. Strengthen active mobility connections to V&A Waterfront, cruise terminal, via/ over Buitengracht Street and the Canal District.
2. With the reconceptualization of the Northern Foreshore, seek to implement an integrated transport and land use solution which maximizes development potential and which produces a transformative destination place. Design proposals must increase the quality of wind protected public open spaces. Customs House site redevelopment to be functionally integrated with its surrounds.
3. Mobility, public-transit street (Hertzog Boulevard) existing and enhanced.

4. Future development of Culemborg should aim to enhance the attractiveness of the Blaauwberg Cycle Route through active surveillance.
5. Active mobility: Enhance the existing public space system and wayfinding of sheltered courtyard spaces through the Roggebaai Precinct (Pier Place, Salazar Square, Artscape redevelopment, Harbour Arch, under highway urban park, through to future Culemborg (currently earmarked for back of Port functions).
6. Investigate redevelopment of Civic Centre-Woodstock side parking sites. Consider super-linked basements, keeping and maximising existing trees planted in soil. For the Transnet-owned 'vehicle showroom' site: encourage rezoning and redevelopment for high intensity mixed-use in keeping with development trends along Christiaan Barnard Street.
7. Old Marine Drive to be prioritised for public transport, long distance buses, active mobility , also acting as the gateway from R27 Blaauwberg . Old Marine Drive to be designed to avoid private through traffic.
8. Station Deck: Investigate PRASA redevelopment opportunities with Transnet, improving interface with Old Marine Drive as well as Good Hope Concourse and surrounding underutilised/ neglected building.
9. Civic Centre building to be retrofitted to allow active frontage onto Merriman and future Woodstock redevelopment - designing for improvements to a wind protected well-connected pedestrian public realm.



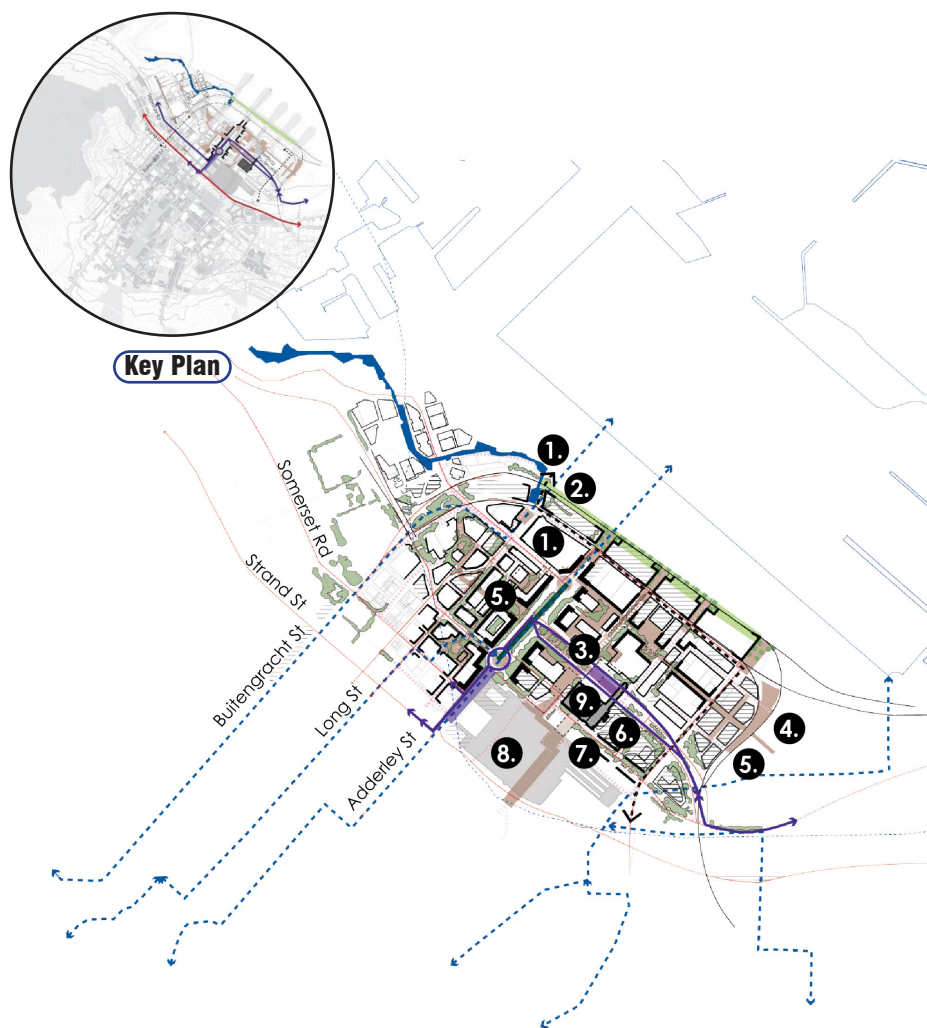


Figure 5-5: Foreshore Spine (East - West)

*Refer to the conceptual project formulations section on page 35

System 5: Central Spine (East - West)

System functionalities:

- Transit Street (Darling)
- East Strand (mobility & bypass)
- Mid Strand: Activity and Mobility mixed traffic (Strand with street 'carpet' [refer to section 5.2.6])
Activity streets, Primary (Riebeeck Square)
Shared streets: Primary pedestrian Longmarket
- Shared streets: Shortmarket &/ Harrington Sq.
- Caledon
- Constitution

Key & Noteworthy spatial anchors and destinations:

- CPUT
- Institutions: Castle, Grand Parade and City Hall
- East City; District 6 Clinic
- Bo-Kaap Yusuf Drive & market
- Strand Street Quarry Sports & Recreation area Longmarket, Green market and Riebeeck

Description of public system:

In the adjacent neighbourhoods, that have been cut off from the CBD (e.g. District Six), pedestrian access needs to be strengthened considerably, where parallel systems or routes, have been severed.

Conceptual project formulations: (Refer to Figure 5-6 on the next page)

1. Mobility function: Strand Street needs to take through-traffic, as an alternative bypass to the highways (ring road). Strand Street therefore will remain vehicular focused for the near future. Investigate a street 'carpet' to ensure safe on grade pedestrian crossings that take cues from desire lines. Investigate public staircase, universal access and desire line alternatives. Investigate long-term Golden Arrow Bus depot alternatives. Investigate redevelopment opportunities for medium term improving the Strand Street and Grand Parade interfaces.
2. Extend the street 'carpet' to Adderley including intersection with Strand

and St Georges Mall to overcome pedestrian and vehicular conflict at these intersections (after missed opportunities to improve the situation with current developments). Future redevelopment of sites in this precinct should contribute to public realm and pedestrian amenity.

3. Investigate another priority bus lane in the east/ west direction to/ from Atlantic Seaboard (Riebeeck / Somerset).
4. Investigate Darling as a transit street with priority bus lanes and surfacing to align. Investigate New Hanover (Keizergracht) for potential reallocation of the road reserve in favour of creating a more active vibrant street.
5. Continue to enhance Longmarket Street as a fully prioritised pedestrianised street. Connect to Harrington, Canterbury, Spin, Church Streets. Avoid privatisation of public spaces.

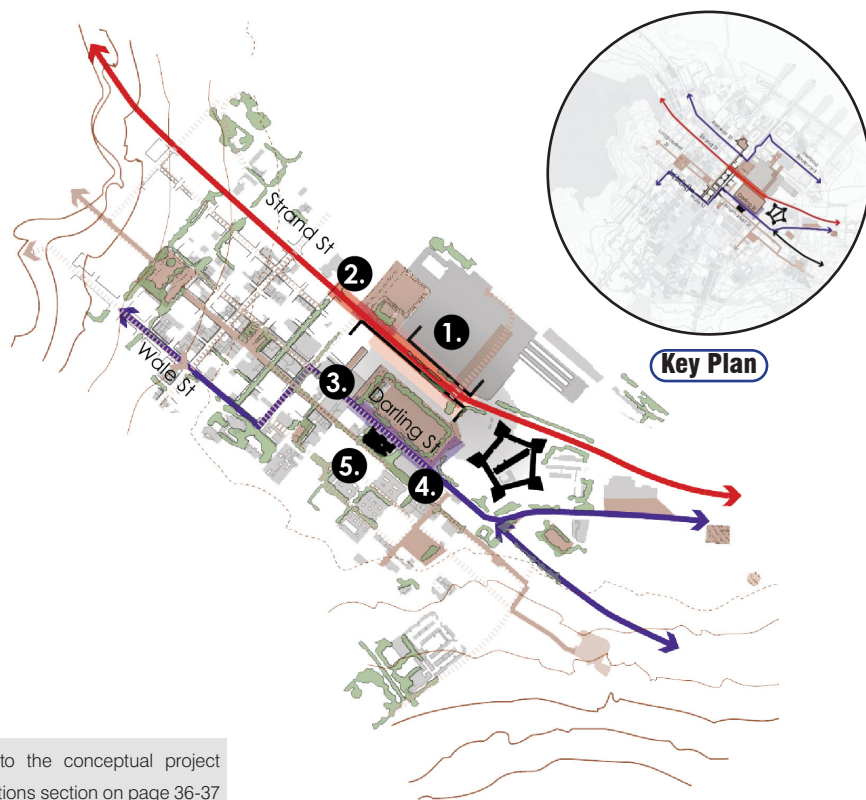


Figure 5-6: Central Spine (East - West)

5.2. Mobility and access

The primary objective of the mobility and access strategy is to maximise public amenity value for pedestrians whilst accommodating the functionality of the CBD in terms of movement and access. In this regard, the following strategic mobility and access objectives can be outlined:

- a) Prioritise public transport to improve competitiveness of service offering
- b) De-prioritisation of the lower order street network for vehicular traffic where possible
- c) Retain the bulk of vehicular traffic on high order arterial routes
- d) Avoid non-essential traffic on lower order streets
- e) Develop a seamless network of active mobility and micro mobility (including cycling)

5.2.1. Road restructuring

Foreshore Precinct Feasibility Project: Scoping Study

A key priority within the study is to implement an integrated transport and land use solution, with associated public goods, for the Foreshore precinct. This study is underway and has not been concluded.

The transport analysis conducted revealed that the current freeway viaducts carry up to 7 000 vehicles per hour in both directions during both morning and afternoon peaks. This system provides an important bypass function which otherwise would result in significant volumes of daily vehicles flooding both the elevated and at-grade CBD street network.

The Foreshore Precinct Feasibility Project is currently being undertaken as a City Manager Delivery System Project. The intention of this project is to develop an optimum transport and land use solution that allows for the long-term future proofing of investment and economic growth of the Central City and Atlantic Seaboard, while allowing for the precinct's inherent public amenity and development potential to be maximised.

Improvements along Philip Kgosana Drive

The public-right-of-way (PROW) Plan identifies the following road restructuring

projects along Philip Kgosana Drive which will have downstream benefits to Jutland/ Orange Streets:

- Barnham Avenue link to Cauvin Road - a grade-separated underpass link under Philip Kgosana Drive allowing improved access between the areas of Vredehoek and District Six. This link would require subdivision of the District Six electrical substation site at Erf 115742.
- The Brandweer Road and Aandblom Street links onto Jutland Road are not aligned and thus do not allow for signalisation. A potential option would be to realign Brandweer Street with Aandblom as was the original intent with the De Villiers Road extension (now not possible) to allow for signalisation and potentially creating a new developable area of approximately 2500m². Alternatively, a grade-separated underpass could be investigated subject to budget limitations.



Figure 5-7: Proposed realignment of Brandweer Road with Aandblom Road

5.2.2. Road network classification

The LSDF proposes a reclassified road network plan that provides guidance to the role and function of the public right of way in a manner which maximises public amenity value.

The route designations proposed are informed by the DSDF spatial planning categories and the CBD Mobility and Access (CBDMAP) Project. Table 5-1, informed by the public structure proposals in chapter 5, provides a consolidated schedule of route classifications, normative characteristics typified by such classifications, also including land use, interface and urban form responses.

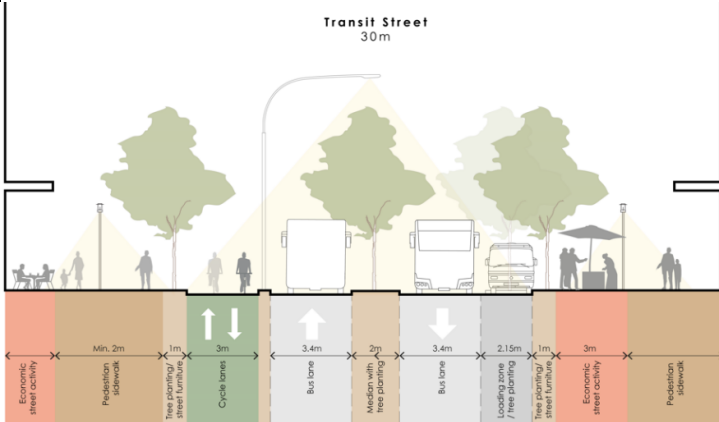
The principal approach is to:

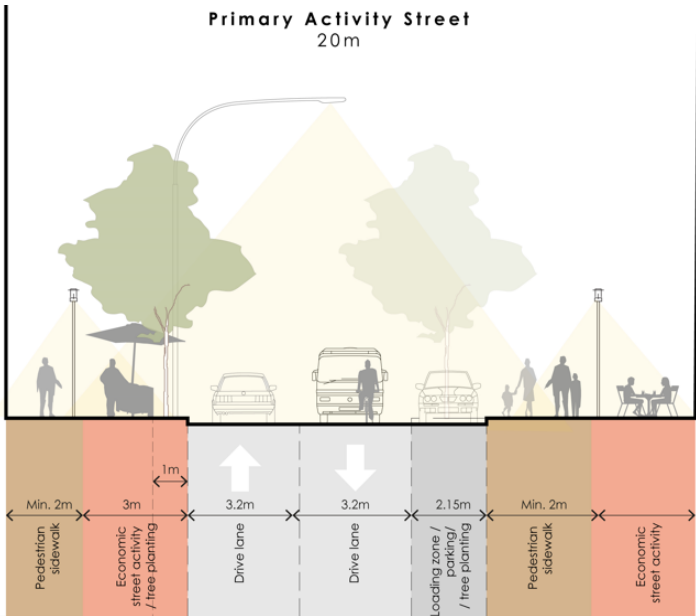
- Develop a legible street system throughout the CBD.
- Reduce the attractiveness of private vehicular circulation within the CBD.
- Retain bypass vehicular traffic throughput on designated high order major mobility routes around the CBD.
- Improve localised key pedestrian safe crossings to surrounding neighbourhoods (refer to CBDMAP project).
- Apply the concept of complete (living) streets along lower order connector routes.
- Deprioritise local street network to promote varying degrees of pedestrianisation wherever feasible.

Table 5-1: Schedule of route classifications, typical characteristics and designations

Character classification	Mobility & Access classification	Characteristics; The role of the street within the system, including Land use, urban form and interface: [Read in conjunction with 5-20]	Examples of Identified routes/ sections Refer to figures 5-8, 5-26,-29,-32,-35,-38,-41,-44,-47	Typical URBAN Street width Read in conjunction with 5-20
Freeways/ Expressways	High-speed mobility. Bypass mobility functionality for trips destined for locations beyond the core CBD.	Land use, urban form and interface: Increased height and rights adjacent to freeway aligned with precinct guidance. General: Surrounding spaces to be landscaped, with visual permeability (these tend to be road verges). Tall buildings: mostly applicable to precinct 5, 6,9,10 Interface with the underside should not only accommodate back-of house functions, in addition, development needs to contribute to activating the under-freeway space through lighting, hard and soft landscaping, active recreation, passive and active surveillance. Interface Aligned with freeway: This will be the least desirable for habitable space, hence could be for mechanical plant & structured parking. Interface Above freeway: Where building services, Mechanical plant and parking face the freeway this should be limited above the freeway, and where unavoidable, this should be designed, articulated and conceived as part of an architectural whole. Open structured parking is not desirable for viewing the building from the freeways. This is the predominant view of the built form for those entering the CBD, and 'imageability' is important. Imageability, Legibility Sense-of place: Refer to view corridors pertaining to PROW also applicable here Urban management and landscaping is important.	Nelson Mandela FW De Klerk (Freeway viaducts) Helen Suzman Drive Philip Kgosa Drive	N/A
Bypass	Primary arterial mobility function to the CBD. Major structuring routes. Public Transport trunk infrastructure accommodated. Limited direct access.	Land use, urban form and interface: Increased height and rights adjacent to freeway aligned as per precinct guidance. Interface with bypass road: Articulation commensurate with the architectural whole. Active and positive interface with doors and windows on ground/street/ first storey, and with increasing % on levels above. Features: Positive landscaped interfaces and edges. Visually permeable interfaces and edges. Lighting: Development to enhance lighting in the public realm. Imageability, Legibility Sense-of place: Refer to view corridor pertaining to PROW. Scenic Routes, may apply in specific cases (Buitengracht)	FW De Klerk (at-grade) Jutland-Mill Tennant Christiaan Barnard Buitengracht Strand Street (below Adderley)	varies
Minor mobility routes	Secondary arterial mobility function. High order distributor. Mixed traffic. Mobility with friction.	Land use, urban form and interface: Ground floor street level/ first storey: Awning /colonnade for weather protection and pedestrian scale. Interface & frontage: Active frontage with doors and windows, significant shopfronts maximising clear glazing. Pedestrian sidewalks: Generous (> 1,5m clear minimum), medians Development to enhance lighting in the public realm. Second storey and above: Positive interfaces with articulation, balconies, windows, 'wrapped' structured parking and service areas on less prominent edges. Imageability, Legibility Sense-of place: Refer to views corridors pertaining to PROW.	Roeland Street Strand Street (below Adderley) Heerengracht D.F. Malan Street Hans Strijdom Avenue Strand Street Wale Street	30m plus



Character classification		Mobility & Access classification	Characteristics; The role of the street within the system, including Land use, urban form and interface: [Read in conjunction with 5-20]	Examples of Identified routes/ sections Refer to figures 5-8, 5-26,-29,-32,-35,-38,-41,-44,-47	Typical URBAN Street width Read in conjunction with 5-20
Transit Streets (Malls)	Primary	Public transit priority routes prioritised over general traffic. Differentiated road treatments signalling de-prioritisation of traffic. Active mobility spaces and supporting economic opportunities & trading.	Land use, urban form and interface: Ground floor level/ first storey: Interface & frontage: Active frontage with significant clear fenestration (shopfronts) and doors, land uses predominantly retail, avoiding uses such as car showrooms. Negligible carriageway crossings, parking is accessed from side street/ rear. Features: Double volume colonnades, weather protection, due to wider road reserves, provide hard and soft landscaping where appropriate. Pedestrian Sidewalks: Generous, universal access, with lighting from the businesses, support tables and chairs permits, trading permits, provision for back-to-back trading. Second storey and above: Positive frontage significant habitable space with fenestration and balconies and overlooking features onto the street for levels above ground level. Imageability, Legibility Sense-of-place: Refer to view corridors pertaining to PROW Note: Ground floor level (first storey) to be on-grade with the sidewalk (or stepped up), avoiding designs that step down.	Upper Adderley Street Darling Street	30m
	Soft	As above, where general traffic thoroughfare is more likely to occur and permitted when compared to the 'primary transit street'.	 Cross-section: Transit Street Note: Cross-sections are only illustrative of each concept. Final cross-sections for any given road will differ from these based on design or engineering constraints.	Mid Adderley Lower Buitenkant Upper Wale	25-45m
Activity streets	Primary	Activity street supports high levels of land-use intensity (e.g. commercial, residential and mixed-use) characterised by high levels of people walking, cycling, using public transport. There is general traffic but the area has high levels of 'friction' so vehicular speeds are low and	Land use, urban form and interface: Ground floor level, first storey: Interface & frontage: Active interfaces with significant clear fenestration (shopfronts) and doors, land uses predominantly retail. Avoiding uses such as car showrooms. Negligible carriageway crossings as all parking is accessed from side street/ rear.	Long, Bree, Long, Riebeeck, Somerset, Buitenkant Roeland Heerengracht overtime	Varies up to 30m

Character classification		Mobility & Access classification	Characteristics; The role of the street within the system, including Land use, urban form and interface: [Read in conjunction with 5-20]	Examples of Identified routes/ sections Refer to figures 5-8, 5-26,-29,-32,-35,-38,-41,-44,-47	Typical URBAN Street width Read in conjunction with 5-20
		may not be attractive for through traffic. These streets support vibrant active urban environment socio-economic opportunities, and social interactions. Street furniture, bump-outs and parklets.	The urban grain tends to be fine with multiple erven and economic opportunities per urban block. Pedestrian comfort and human scale features: Colonnades, and weather protection, some landscape elements. Pedestrian Sidewalks: Generous (>1.5m clear) as can accommodated universal access, parklets and streeteries, tables and chairs, support trading permits, double-backed trading preferred, carriageway crossings to be very limited. Landscaping: Due to services, landscaping generally by private (boxed pots). Lighting: from the businesses to contribute to street safety.		
	Secondary	As above, overtime may have increasing levels of activity.	Primary Activity Street 20m  Typical Cross-section: Primary Activity Street Note: Cross-sections are only illustrative of each concept. Final cross-sections for any given road will differ from these based on design or engineering constraints. Second storey and above: Positive frontage with significant habitable space with fenestration, balconies and overlooking features onto the street for levels above ground level. Imageability, Legibility Sense-of-place: Refer to view corridors pertaining to PROW Note: May require double glazing for noisy areas as per character sub –area guidance, Note: Ground floor level (first storey) to be on grade or above (+/- 1m) with the sidewalk.	Loop St John's Canterbury DF Malan	<20

Character classification		Mobility & Access classification	Characteristics; The role of the street within the system, including Land use, urban form and interface: [Read in conjunction with 5-20]	Examples of Identified routes/ sections Refer to figures 5-8, 5-26,-29,-32,-35,-38,-41,-44,-47	Typical URBAN Street width Read in conjunction with 5-20
Living Streets	N/A	In the context of the CBD the designated 'living street' tend to also be destination streets. The term more generally refers to 'shared space', which describes a design idea intended to make urban spaces safer, more social, and pedestrian-friendly with less emphasis on speed. A living street is a street designed with the interests of pedestrians and cyclists. These streets are often still available to motor vehicles; however, the design aims to reduce both the speed and dominance of the motorised private vehicular transport. The street may be cooler, safer, and more walkable when implemented. Living streets foster economic and business opportunities like trading, outdoor seating and dining, streeteries and parklets.	Land use, urban form and interface: Ground floor level, first storey: Interface & frontage: Active interfaces with Significant clear fenestration (shopfronts) and doors, land uses predominantly retail a voiding uses such as car showrooms. Negligible carriageway crossings as all parking is accessed from side street/ rear. Pedestrian comfort & human scale Features: Colonnades, and weather protection, some landscape elements. Pedestrian Sidewalks: Generous and can accommodate universal access, parklets and streeteries, tables and chairs, support trading permits, double backed trading preferred, carriageway crossings to be avoided. Landscaping: Due to services, landscaping generally by private (boxed pots). Lighting: From the businesses to contribute to street safety. Second storey and above: Positive frontage with significant habitable space with fenestration, balconies and overlooking features onto the street for levels above ground level. The urban grain tends to be fine with multiple erven and economic opportunities per urban block. Imageability, Legibility Sense-of-place: Refer to views pertaining to PROW.		
	Activity Streets	In the context of the CBD, a living street tends to be destination street, integral to the night-time economy, linked to tourist focus areas, and entertainment sub-areas.	Note: May require double-glazing for noisy areas as per urban character sub–area guidance. Note: Ground floor level (first storey) to be on-grade with the sidewalk. Wayfinding, signage and branding may play a role for destinations streets.	Long	<25
	Shared Streets	A shared street can also be a type of 'living street'. In this instance the 'shared street' describes a design idea intended to make urban streets and spaces safer, more social, and pedestrian-friendly with less emphasis on speed. Shared streets may have a commercial or residential focus, where the former prioritises trading, economic opportunities; the latter encourages play and neighbourhood socialisation. Walking and cycling and mixed traffic and slow speed, shares the space on equal terms.	Street design: Shared Streets are highly suited to adjacent social and economic activity. Their designs frees sidewalks, which in many cases are currently substandard, unsafe, and sometimes simply impassable, to serve multiple purposes such as economic and social activity. They also attract footfall that would be otherwise deterred by the danger and unpleasantness of walking on a narrow sidewalk. Certain streets in the CBD already function like Shared Streets. An example is Waterkant Street between Buitengracht Street and Long Street, which shares many design features with a Shared Street, and whose roadway is successfully shared by pedestrians, cyclists, and cars with limited conflict (although there is room for improvement). Land use, urban form and interface: as per Guidance and provision as per activity streets above.	Most streets within the study area decongestion zone – this list is not exhaustive , read in conjunction with precinct - based street characterisation maps for 8 respective precincts.	varies
			Note: Shared streets may be side streets and there may need to be a balance with some areas accommodating vehicular entrances, carriage way crossings, service requirements, but these	Primary Longmakret Waterkant Louis Gradner	

Character classification		Mobility & Access classification	Characteristics; The role of the street within the system, including Land use, urban form and interface: [Read in conjunction with 5-20]	Examples of Identified routes/ sections Refer to figures 5-8, 5-26,-29,-32,-35,-38,-41,-44,-47	Typical URBAN Street width Read in conjunction with 5-20
			requirements should still maintain a fine urban grain, passive surveillance, and ensuring the pedestrian experience is enhanced and not compromised. Note: This approach is further augmented in identified heritage clusters where streetscape and townscape also have consideration.		
				Secondary Bloem Buiten Harrington Albertus Caledon Barrack Parliament Shortmarket Hout Burg Hudson Chiappini Prestwich (Waterkant) Lower Burg Rua V D Gama Rua BDias Etc.	varies
				Tertiary Castle Barrack Orphan Pepper Leeuwen Dorp Rose Dixon .Jarvis, Napier Bennet, Alfred Mecchau Prestwich (city centre) Jetty Street & surrounds Glynn,Wesley Scott and Roodehek Etc.	varies
Pedestrian street	Active mobility. primary pedestrian network	This is the primary fully pedestrianised street in the CBD.	Details as per current LAO/4 for St George's.	St George's Mall Also Parliament	<20



Character classification		Mobility & Access classification	Characteristics; The role of the street within the system, including Land use, urban form and interface: [Read in conjunction with 5-20]	Examples of Identified routes/ sections Refer to figures 5-8, 5-26,-29,-32,-35,-38,-41,-44,-47	Typical URBAN Street width Read in conjunction with 5-20
Pedestrian Friendly – residential amd school streets	N/A	Typically, these streets are frequently used by school going children, thematically referred to as 'school streets', those attending tertiary institutions, and public facilities like clinics, safe spaces or places of worship. These streets may not be attracting cross sectional change in the short to medium term, but as street improvements occur, responsible departments to ensure sidewalk improvements, improve wayfinding, universal access, additional shade through tree planting, increased lighting (public and adjacent private properties) for safety. There may be localised traffic calming outside the public facility.	The adjacent land uses would include higher levels of residential fabric, GR zoned properties, public facilities and amenities, community use zonings, noting also general business zonings. The current cross- section may favour car dominance and speed due to the street design Car dominated street interfaces are discouraged within 10m of the street boundary. 1. Visually permeable boundary & edge conditions. 2. Well-landscaped boundary edges conditions encouraged, allowing visual permeability and passive surveillance. Localised street calming would at the public facility. Landscape and sidewalk improvements.	Constitution (east of Canterbury – Caledon (east of Canterbury) Hope/ St John's	<25
Pedestrian friendly		As land use and redevelopment occurs, streets need to take on qualities of human scale, weather protection, and greening. Some streets may become shared streets or activity streets overtime.	Land use, urban form and interface: The adjacent land uses are encouraged to diversify and contribute positively to the gradual transformation of the area, street section or precinct overtime, where currently the status quo is non-active street interface for large lengths of the urban block. At street level, up to 8 storeys. Land use and interfaces are to transform to a finer grain urban environment especially at street level with interfaces that are active and positive. Adjacent landowners may be asked to improve street interface sidewalks to achieve a human scaled pedestrian friendly environment through using devices such as awnings, colonnades, generous and substantial tree planting, sidewalk and material improvements in accordance with the City's palette. (landscape framework plan) This definition does not preclude similar actions in other streets.	DF Malan Jan Smuts Martin Hammerschlag	
Green Living Street	Activity street	The definition and character would be the same as a 'living street', in addition, support retain /replace/ relocate mature trees, enhancing green canopy cover, where possible including green infrastructure.	Land use, urban form and interface: As per Guidance and provision as per activity streets above. Note: Focus on landscaping, blue and green infrastructure where possible, focus on reducing the heat island effect by increasing green canopy cover. This approach is further augmented in identified heritage clusters where streetscape and townscape also have consideration.	Bree	<25
Scenic Routes		Scenic routes, as defined in approved policy and spatial planning policy, are public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas.	Buitengracht is described as a Route 24b in the Scenic Drive Management Plan (2003). Land use: Dense residential with some high-rise use along the corridor. Intensive commercial use, at the margin of the CBD will occur eastwards of Buitengracht. Sensitivity to the visual qualities of Bo-Kaap. Throughout encourage the retention/replacement/relocation mature trees.	Buitengracht	Varies

(*) denotes current and nature and function may change with development change over time.

Figure 5-8: CBDMAP Overall Network Plan



Note: Draft CBD MAP as of August 2025. Please confirm details in final CBD MAP project.

- 1 Introduction
- 2 Policy and Strategy Integration
- 3 Summary of contextual analysis
- 4 Urban Transition Concept
- 5 **Spatial Development Framework**
- 6 Implementation Framework
- 7 Monitoring and Evaluation Framework
- 8 Conclusion
- 9 Annexures
- 10 Glossary

5.2.3. Parking

It is vital that a parking strategy for the CBD is put in place that supports its transition into a more people-centred environment. A liberal approach to parking provision facilitates behavioural tendencies towards private vehicle mobility and reduces the overall desirability for public transport utilisation.

Accordingly, it will be important to align travel demand measures with the gradual roll-out of the net iteration of the IPTN network plan and associated improvements in public transport services.

The following principal statements should guide the formulation of a future parking strategy as part of the CBD Mobility and Access Plan (CBDMAP):

- a) As identified in the Contextual Analysis document, the combination of on street and off-street parking represented approximately 47 hectares of space (2018 General Valuations). As a starting point, at-grade public parking should be removed from identified public spaces wherever possible with the vision to remove parking from the CBD squares for people centric and greener spaces.
- b) Promote the development of a series of park-and-ride facilities on the periphery of the CBD in support of moving towards a car free CBD (e.g. developing a basement within the Foreshore precinct as a road-based gateway from the N1 Freeway.
- c) Acknowledge that opportunities exist for basement levels as public land holdings are developed within the East City, Foreshore and Culemborg, or any other government owned land.
- d) Promote the move towards parking maximums for new developments in the CBD.
- e) On street parking is discouraged as the study area is within a Public Transit zone (PT2 in the CBD) where the intention is to encourage reducing vehicular private car dependency in areas with access to public transport. It is noted that there remains a demand for some parking in some areas, reconciled against residential parking (off-street for vehicle storage, or origin parking) and commercial parking (on-street for deliveries and loading).
- f) Noting that there is some resistance to the re-allocation of road space (in certain precincts) in lieu of parking, due to the early termination or low frequency of the MyCiTi, and where E-hailing services have partially filled this gap to a certain extent, on-street parking should be minimised in

principle.

- g) The City's Parking Policy 2020 indicates that the principle should be that the "user pays" for the full cost of parking and that should apply to people parking in the CBD as residents, workers or clients.
- h) Parking should be included in the Floor Area Ratio (bulk) in development rights, otherwise developers are receiving 'free' rights, and parkers are being subsidised by society which includes non-parkers. This will result in developers becoming more circumspect in the parking they choose to supply and will look for more efficient use of parking. [Refer to the incentives diagram chapter 5.7]
- i) Where on-site structured parking is necessary, promote opportunities to create a range of shared parking options (e.g. semi-private, publicly accessible parking), promoting targeted private sector provision of publicly accessible parking on the periphery of the CBD so as to discourage private vehicle circulation in the CBD, reduce the burden of on-street parking provision in key areas.
- j) Where feasible, structured parking within buildings should be wrapped with active floor area with habitable spaces that provide passive surveillance, especially on key street frontages, in line with the Tall Building Policy (2013) and Urban Design Policy (2024). This is further described within the precinct level guidance. In addition, where structured parking is required, floor to soffit level needs to be flexible to accommodate habitable functions in the future hence recommending a minimum of 3.1m and flat floor plates to allow for conversion over time.
- k) In order to accommodate these requirements, the building floorplates and building parcels should not be less than 30m in width. Externalising ramp access into a basement via the public right-of-way is very strongly discouraged.
- l) Make provision for a series of park-&-ride/ walk facilities around the periphery of the study area to encourage a CBD core area that is as car-free as possible.

5.2.4. Public Transport

Land use intensification and diversification and connectivity to outskirt areas

This section is dependent on the latest IPTN low regret network proposals and the CBD Mobility and Access Plan (CBDMAP) interpretations. Further guidance and inputs have been received from the Urban Mobility Department during the

consultation process with consideration that the CBDMAP project will still run its own public participation and approval process.

In terms of public transport, the CBD is the most well served area in the metro. It is worth noting that no significant changes to public transport infrastructure are necessary for the future growth and development or major additional land use changes which are described elsewhere – at least for the next 10 years, apart from the increase in frequency but not mode alternatives other than rail, MyCiTi / GABS and minibus taxi. Additionally, much of the public transport network improvements required are beyond the scope of an LSDF.

The main objectives should be to make the necessary spatial land use (more residential users using public transport, and operational (reduced car utilisation) changes to facilitate a return to an appropriate level of public transport. The focus should be on optimising the current infrastructure (upgraded rail and signalling system) and assets (new trainsets) available. Thereby promoting a return to a more equal modal split between public transport and private vehicle usage.

The objective of this LSDF, and specifically the Mobility and Access Plan is to develop a system of interconnected transit streets/ system throughout the CBD. Where full transit streets are not feasible, improve competitiveness and level of service (LOS) of public transport. Reduce the attractiveness of private vehicular driving.

All activities / activations of spaces should focus on creating an increase in the accessibility to public transport by foot and or micromobility. The latter might include dedicated cycle lanes (or shared facilities whichever is most appropriate in context), as well as secure parking and charging facilities. Bike/ scooter share initiatives should also be investigated.

Specific attention should be given in the land use response to encourage affordable housing close to the public transport termini (such as the central train station or MyCiTi / GABS Bus stations; and to intensify and diversity existing development close to the termini. All sectors should promote the use of public transport such as PRASA recently promoting the use of trains to arrive and depart for the Cape Town Cycle Tour's 40 000 participants. The same account for the City as manager of the Cape Town Stadium, to promote the importance of using the train network in combination with MyCiTi to enter the CBD from the outskirt residential areas. The Inner-City Hub project (minibus taxi termini on top of the station deck) will address improvements to the public transport interchange and connections to each other.

Rail

One of the most significant negative impacts to mobility and accessibility to and from the CBD has been the systematic decline and ultimate failure of rail between 2016 and 2022. This decline precipitated a significant shift to road-based mobility modes.

The updated Predictive Integrated Transport Model assumes a return to 2012 rail ridership levels over the medium term (2025-2035), which would then correlate with a return to $\pm 620\,000$ rail passenger trips across the metro, of which approximately 35% or 220 000 commuters would be destined for the CBD (CBD Contextual Analysis, 2023). However, PRASA's objective is to surpass this level of service both in time and quantum.

The net effect of enhanced rail-based access and operation to the CBD via Cape Town Station would be:

- A significant boost in pedestrian activity within the centre of the city throughout the day.
- Improvements to rail operational schedules during off-peak times (potentially on Friday and Saturday nights) would be a major boost to the night-time economy. For instance, reinstating the 2010 FIFA World Cup rail service, making allowances for a set of 'midnight trains' to strategic locations along the rail network to make night-time travel more affordable for Capetonians. This intervention may also have a night-time economy benefit for those decentralised destinations.

MyCiTi

- No immediate adjustment can be expected from the MyCiTi coverage or frequency, until significantly more residents live in the CBD and more workers access the CBD or other areas from the CBD.
- The current CBD network will most likely be extended through the Foreshore precinct as it develops.
- It is to be expected that there may be potential changes to the V&A Waterfront routing especially in the context of the need to deal with high seasonality and large demands in the summer season.
- The Foreshore Feasibility Project specifically looks at land where the current interim MyCiTi Depot is located. Once the project proceeds, the temporary depot will have to be relocated.



Minibus Taxi

The growth in mini-bus taxi volumes compensated for the serious reduction in rail users. This reduction since about 2017/18 in peak hour use of the train system by workers commuting from outlying residential areas, had significant knock-on effects, heavily increasing the peak congestion (of private cars) and interpeak staging requirements by the minibus taxis.

Alleviation of peak congestion (to be undertaken as part of phase 1 of the Inner-City Transport Hub (ICTH) and taxi rank optimisation ICTH project), likely will include:

- Increasing the availability of space on the station deck for taxi ranking by closing redundant ventilation wells.
- Construction of a taxi egress ramp from the deck onto Strand Street.

Interpeak staging

- Due to lack of available space on the station deck this function has been decanted in the interim to the Foreshore under the outbound viaduct. This is seen as a temporary solution, which will need to be relocated.
- Opportunities to lease a portion of the Culemborg site from Transnet should still be explored.
- The long-term solution should be to make provision for ranking activity at the Station Deck itself, possibly by extending the coverage of the deck, or in a minibus taxi structured parking facility.

Long distance bus

- The Cape Town Station Long Distance Bus Terminal is well utilised. However, the following issues have emerged in relation to its operation:
- Bus movements are constrained by circulation of general traffic and congestion on Old Marine Drive.
- Parking arrangements in support of this facility are also problematic and a critical need.
- Space for pedestrians in the immediate surrounds is substandard.

The following proposals should be investigated in promotion of improved spatial and operational conditions:

- Limited access to general traffic along Old Marine Drive during peak times.
- As a short-term solution, investigate the use of the Paul Sauer parking area for managed public access in support of the Long-Distance Bus

Terminal.

- Create fit for purpose stop-&-drop facilities for users to the long distance bus terminal.

5.2.4. Micro mobility

- Link up bicycle facilities among Somerset Road (fan walk) with the CBD via the V&A Canal District. This includes Ebenezer-Dock Rd link connecting with Walter Sisulu Avenue. In the long term this link can be altered to extend into Dockrail Road towards the Northern Foreshore as part of a new public promenade.
- The planning for the redevelopment of Culemborg by Transnet Port Authority offers the opportunity to re-route the Blaauwberg bicycle route along the underside of the existing in-bound Nelson Mandela elevated freeway viaduct into the Northern Foreshore area, and onward into the V&A Waterfront.
- Heerengracht - Adderley Street - Government Avenue becomes the primary north-south spine for bicycle mobility. Care should be taken to avoid pedestrian conflict in the vicinity of the Company Gardens.
- The improvement of Woodstock Main Road in terms of the active mobility Masterplan Phase 4 is to be extended into Darling Street in keeping with the Transit Street thinking for this road alignment.
- Potential extension of the Blaauwberg bicycle lane under Christiaan Barnard elevated portion.
- Suggested designations for cycling routes in the form of proposed segregated cycle lanes, external cycle routes, future segregated cycle lanes and circular routes are informed by the Mobility and Access Project.

Tourist-recreational e-mobility

Significant effort needs to go into detailed design to promote opportunities for recreational tourism transit along Somerset-Riebeek-Adderley-Darling Street alignment. Potential opportunities include bikeshare or other e-bike facilities to connect important attractors such as CPUT, Cape Town Station and Student residence, the V&A Waterfront.

5.2.5. Pedestrian movement (active mobility) network

The primary objective of the LSDF is to advance the next iteration of pedestrian interventions towards an eventual 'car free' Cape Town CBD – at least for certain

precincts in full and others in part.

The intention is to ensure that vehicles do not claim the streetscape as the dominant form of mobility, to transform identified streetscapes within the network into complete, living streets and transit streets (malls) where there are varying degrees (in part or full) reallocation favouring pedestrianisation. This includes the necessary landscape improvements to ensure optimal business, economic, social, and environmental opportunities.

There have already been four phases of non-motorised transport interventions implemented between 2010 and 2024 in the CBD. The following concepts describe the migration process in certain locations envisaged for the next 10 years:

Streetscape treatment proposals

Pedestrian conflict zones within the CBD usually overlap with high order arterial routes that either serve as road access, or gateways to the CBD or distribute traffic around the CBD. Other pedestrian hotspots are oriented around Cape Town Station entrances as well as the MyCiTi Civic Centre trunk station on Hertzog Boulevard. In other areas there may be hints that the nature of a certain streetscape may lend itself more to a pedestrian-oriented setting. The following streetscape concepts have been investigated and is proposed in this LSDF:

Street 'Carpets'

The street 'carpet' is a concept/ idea which refers to a certain street surface treatment and interventions geared towards managing conflict hotspots between pedestrian and vehicular movement. The high mobility demand areas/ highly congested areas of certain road segments will likely need to remain, but pedestrian crossings need to be improved in relation to safety and comfort for pedestrian movement.

'Carpets' include the intentional creation of visual cues to drivers which signal / amplify that a portion of the road is expected to have high pedestrian numbers. Methods range from different surface treatments to visual cues, such as preferential signalling and narrowed lane widths. In the case of Strand Street adjacent to the Cape Town Station, this would also include formalised taxi embayments, sidewalk bump-puts, raised crossings or intersections, or grade-separated intersections. This LSDF and CBDMAP project, identified the following 'street carpet' areas:

- a) Strand Street between Cape Town Station and the Grand Parade.
- b) Adderley/ Strand Street intersection.

- c) High Level / Strand from Bo-Kaap to De Waterkant.

This does not preclude material differentiation in other street typologies. For example shared streets, transit streets etc.

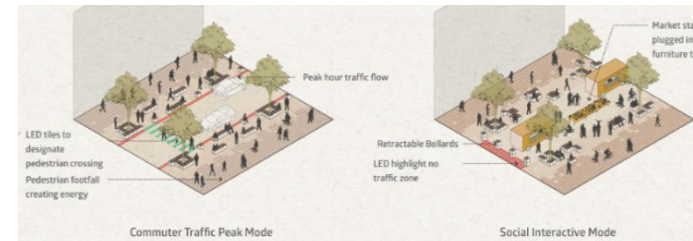


Figure 5-9: Street Carpet Concept: London Smart Cities Competition: McGregor Coxall Smart Carpet (Source: McGregor Coxall)

Woonerf streetscape

The 'woonerf' is a 'living street'. This well-known streetscape approach was designed to create greater ambiguity within the public to ensure that vehicles do not claim the streetscape as the dominant form of mobility.



Figure 5-10: Woonerf: A Living Street Concept For Shared City Spaces (Source: citygreen.com)

Woonerven are a form of 'living street' where other social uses are prioritised and shared with vehicular space. Woonerven tend to be used in more residential neighbourhoods, when compared to 'Living Streets'.





Fig 5-11: What is a “Woonerf”? (Source: <https://citygreen.com/woonerf-street-concept-for-shared-city-spaces/>)

Typical applications of this concept include:

- Removing raised curbs to signal the de-prioritisation of vehicles.
- Variations in paving materials.
- Strategic landscaping with tree planting and other physical barriers (such as street furniture) to assist in creating a ‘slow zone’ for vehicles.
- Streets are often marked for users to know they are entering a ‘woonerf’ street.

Green Living streets / Living streets / Activity streets

The living street reimagines the role of the street by reconsidering its purpose and who it is intended to serve. A living street is a street designed with the interests of pedestrians and cyclists. These streets are often still available to motor vehicles; however, the design aims to reduce both the speed and dominance of the motorised private vehicular transport. The street may be cooler, safer, and more walkable when implemented. Living streets produce more attractive spaces that promote the user's health and well-being as well as foster economic and business opportunities like trading, outdoor seating and dining, streeteries and parklets. They can create social cohesion within a neighbourhood and increase the sense of community while reinforcing cultural identity.

Living streets can serve as a recreational space for the neighbourhood and improve the air quality through reduced carbon emissions and other air pollutants, as well as improve water quantity and quality. Living streets can also prevent erosion and flooding through green infrastructure, stormwater management, and reuse.



Figure 5-12: Artist impression Living Street Ireland (Source: <https://www.independent.ie/irish-news/councillors-pass-radical-living-streets-plan-to-promote-walking-and-cycling-in-dun-laoghaire/a220051936.html>)



Figure 5-13: City of Gent (Source: <https://energy-cities.eu/project/life-living-streets>)

Re-conceptualization of the following examples are suggested for further investigation:

- Bree Street (re-allocation of the road reserve to favour active mobility, greening, economic, social, nightlife and environmental opportunities).
- Long Street (re-allocation of the road reserve to favour active mobility, economic and social and nightlife opportunities).

Pedestrianisation intervention proposals

The concept is based on increasing pedestrianisation and partial pedestrianisation to advance the creation of ‘slow zones’ within the larger super block structure of the CBD.

Below provides a consolidated schedule of identified routes and brief project descriptions for a range of either full or partial pedestrianisation interventions.

Table 5-2: Schedule of pedestrian priority routes and project descriptions. Refer to the proposals below reflected in the Mobility and Access Plan document (separately available)

Pedestrian links	Identified routes	Project descriptions
Primary Pedestrian priority routes Primary thoroughfares for foot traffic Pedestrian priority Limited access for general traffic Refer to 'Shared streets' Illustrative cross sections of mobility and access concepts are available in the Mobility and Access Plan	Longmarket Street	Partial pedestrianisation of Longmarket Street from Buitengracht Street or Bree Street to Tennant Street (thereby improving east-west pedestrian links from District Six to Bo-Kaap through the CBD).
	Hudson Street	The pedestrianisation prioritisation of Hudson Street to link the Salesians College to the Bo-Kaap and the Quarry Site with commensurate pedestrian crossings at Strand Street / High Level Road.
	Waterkant	Certain streets in the CBD already function like Shared Streets. An example is Waterkant Street between Buitengracht Street and Long Street, which already shares many design features with a Shared Street, where the roadway is successfully shared by pedestrians, cyclists, and cars with limited conflict (although there is room for improvement).
Secondary Pedestrian priority routes Partial pedestrianisation Temporary 'off-peak' closures Refer to 'Shared streets' above Refer to 'Activity streets' above Refer to 'Living Streets' above Illustrative cross sections of mobility and access concepts are available in the Mobility and Access Plan	Shortmarket Street	The partial pedestrianisation and prioritisation of active mobility exists within Shortmarket Street. Shortmarket can be used as precedent for other similar streets.
	Harrington Street	Promote the partial pedestrianisation of Harrington Street (between Darling and Roeland Street) in parallel with the public space upgrading of Harrington Square. The application of a 'woonerf' (living street) concept would be an ideal treatment of this streetscape.
	Maynard Street	The street is mainly residential along Maynard Street from Roeland Street to Mill Street (potentially further) and already pedestrian friendly by its nature. The friction of the fine grain environment lends itself to being pedestrian friendly. These street qualities can be enhanced.
	Somerset Road	Somerset Road is part of the Fan-mile. Introduction of a median as a place of refuge for pedestrians to cross the road safely, is proposed. Additional traffic calming measures are also proposed, such as an additional (signalised) pedestrian crossing at the intersection of Liddle Street and Somerset Road to facilitate movement between the proposed MyCiTi Square and Battery Park. The outbound lanes towards the Atlantic Seaboard are to be narrowed in favour of wider pedestrian sidewalk space. In the interim, parking reduction and reallocation of road space to cycle lanes would be beneficial.
	Long Street (upper)	Long Street is designated as a activity street in terms of its mobility and access (road) function and characterised as a Living Street. During the day, and to serve as a pedestrianised street or mall at night and/or for events. Night-time closure of long street: Removal of 50% of on-street parking bays (loading bays excluded) within the designated segment above to increase pedestrian sidewalk space, which is currently limited on both sides of Long Street.



Pedestrian links	Identified routes	Project descriptions
Pedestrian friendly Future pedestrian priority	Old Marine Drive (closure for general traffic)	Characterised by intense pulse movement in and out of Cape Town Station terminal and from the station deck in the direction of the Foreshore, Old Marine Drive currently has sub-standard pedestrian facilities. Proposals to investigate improvements include: - Limited road access to general traffic, perhaps during peak times of the day. A potential first option would be to target the road segment at the Civic Centre access (under the concourse bridge to the station deck) so that vehicle access to Hertzog Boulevard is no longer possible. - Pedestrian improvements, including expanding space for pedestrian movement along Old Marine Drive between Cape Town Station and the Civic Centre (targeting Paul Sauer building parking area should it potentially become available for development). - Widening the access staircase and considering universal access from the Station Deck to Old Marine Drive in the direction of Civic Square.
	Lower Plein Street (Strand to Darling)	Lower Plein Street could serve as a local access with only street prioritised pedestrian movement, deliveries and local access for Golden Arrow busses.
	Bree Street Caledon Constitution Louis Gradner to Pier place & Northwharf	Parts of Upper Bree Street are already closed for events (first Thursdays). Possibilities exist for this experimental phase to be formalised once cross-sections have been investigated and reviewed. Currently designated as an activity street as the mobility and access function, characterised as a 'green living street' through experimentation, cross section should move towards a 'shared street' approach overtime.

5.3. Public land development

Strategic land release for development is a critical requirement of the CBD LSDF. This section identifies a potential portfolio of public land owned by the City of Cape Town and other Government entities with development potential to unlock other socio-economic responsibilities (including affordable housing opportunities). The leveraging of public land for spatial transformation is pursued in the MSDF and DSDF and accordingly, is given effect as a strategic objective within the LSDF.

Table 5-3 provides a consolidated schedule of public land development opportunities using the City's undeveloped and partially developed land inventory as a founding informant, supplemented by local knowledge gained through the LSDF process and discussions with the branches in the different departments.

At the time of release, the total public land complement within the study areas measured more or less 26 hectares. Some of these sites are particularly challenging

and are in various stages of feasibilities. There are land parcels identified for restitution within District Six, also land parcels like Foreshore Precincts, for which feasibilities are still under investigation and no potential or estimated yield calculation areas are available. Over time these projects undergo multiple processes of feasibilities and therefore attention should be given to the status column so that there is not a misinterpretation of this information. The LSDF process can only report on the status as revealed to the process at the time of publication. **All the land parcels will be subject to statutory public consultation processes which may or may not lead to land use and building plan approvals. Land release cannot be assumed for any land parcels or for the total list. Hence the yields and status should be considered with sensitivity and will be subject to change.**

Table 5-3: Schedule of public land development opportunities

Gov entity	Project No.	Site description	Nature of development	Extent (m²)	Extent (Ha)	Res (Approxamtlly) (Units)	Density du/ha (Net)	Comm (m²)	Status (Aug 2025)
City of Cape Town	131	Block 77: Newmarket Street. Erven 14888 & 14888RE	Social housing project (mixed market social)	12 400	1.24	507	409		Identification Concept
	117	Block 69: Fruit & Veg Site (Erf 5667RE & 5661. Drury Street)	Social housing project (mixed market)	2 730	0.27	116	425		Identification Planning
	118	Block 74: Fruit & Veg Site (Erf 5648, 5649 and 5647. Bloemhof Street)	tbc	tbc	tbc	tbc	tbc		Identification Planning
	119	Block 75: Fruit & Veg Site (Erf 5623-5629, 5619, 5635, 5636, 5632, 5631, 5630. Roeland Steet)	tbc	tbc	tbc	tbc	tbc		Identification Future Project
	039	Lower Buitengracht Precinct (Block 31)	Residentially led mixed market & affordable housing portfolio	1 944		500		950	LUMS application Feasibility
	040	Lower Buitengracht Precinct (Block 30)	Residentially led mixed market & affordable housing portfolio	1 154		200		818	LUMS application Feasibility
	042	Lower Buitengracht Precinct (Block 28)	Residentially led mixed market & affordable housing portfolio	2 491		367		700	LUMS approval Feasibility
	043	Lower Buitengracht Precinct (Block 27)	Residentially led mixed market & affordable housing portfolio	2 130		333		1 000	Scoping Initiation
	044	Lower Buitengracht Precinct (Block 26)	Residentially led mixed market & affordable housing portfolio	2 380		267		1 100	Scoping Initiation
	045	Lower Buitengracht Precinct (Block 25)	Residentially led mixed market & affordable housing portfolio	958		133		400	Scoping Initiation
	049	Block 6: MyCiTi Depot	Residentially led mixed market & affordable housing development & public realm improvements	19 435		Approx 625		Approx 3 700	Identification Future Project
	050	Block 2: Ebenezer Depot	Residentially led mixed market & affordable housing development	912		Approx 470		0	Identification Future Project
	051	Block 1: Gallows Hill	Residentially led mixed market & affordable housing development	15 846	Approx 1.58ha	Approx 305		Approx 5 800	Identification Future Project
	130	CTICC 2 Tower	Commercial extension to the CTICC 2 building	1 810	0.18				Procurement Preparation
	023	Block 33: The Foreshore Freeways Precinct Development Project	Land use opportunity leveraged dependent on the implementation of a preferred transport and land use solution	60 000	6.00	tbc	tbc	tbc	Feasibility
	129	Block 78: Civic Centre Woodstock Parking Area	Release of land for mixed use development, potentially as part of an Eastern Foreshore Gateway precinct development. Requires subdivision and rezoning, design for wind protected linked public space network.	10 490	1.05	900	857	17 600	Feasibility Initiation



Gov entity	Project No.	Site description	Nature of development	Extent	Extent	Res (Approxamtly)	Density du/ha	Comm	Status (Aug 2025)
	079	Block 39: Good hope Centre	The Goodhope Centre is currently underutilised and in need of extensive capital investment in order make it a viable and fit for purpose. Feasibility assessment conducted in 2022 recommended that the site be repurposed as a hub for the film industry.					35 000	Feasibility Preparation
	091	Block 57: Erf 117666, Van Deleur Street	Vacant site zoned MU3; subject to District Six land restitution	3 058	0.31	186	600		Identification Future Project
	084	Block 44: Canterbury Road Corridor (multiple erven)	Sites previously reserved for the Canterbury Road Scheme, now de-proclaimed). Reserved for District Six land restitution.	5 770	0.58	346	600		Identification Planning
	085	Block 45: Erf 110464, Zonnebloem	Vacant site zoned GR4; reserved for District Six land restitution	4 290	0.43	120	280		Identification Planning
Western Cape Province	070	Block 36: Foreshore East sites (Rem. Erf 154 & Erf 155, Roggebaai)	Martin Hammerschlagt Way (GB7 Zoning)	2 616	0.26	400	1 529		Identification Planning
	041	Blocks 18 & 29: Prestwich Precinct Testing Lab (PPTL)	MU3/GB7 Zoned erven ideally positioned for residentially led development as part of the Foreshore Gateway Precinct development programme. Subdivision of Erven 735, 737, 9564 & 9565, Rezoning of Erven 738-RE, 735, 737, 9564 & 9565 and Consolidation of Erven 738-RE, 734-RE and portions of Erven 735, 737, 739, 9564 & 9565	8 457 5496m ²	0.85	1 080 310 (120 affordable and 190 open market)	1 277	3899m ² Consolidated erf: 6690,2m ²	LUMS application External/Execution
	069	Block 35: Founder's Gardens (Erf 282, Roggebaai)	High density mixed Use, mixed market social housing	21 916	2.19	Between 1 785 and 2 340	814	Between 5 500 and 10 137	Preparation External
	066	Block 54: Leeuloop Regeneration Project (Erf 172814)	Affordable housing redevelopment of the street block bordered by Leeuwen, Loop, Dorp and Bree Street.	3 853	0.39	Between 341 and 831	885		Scoping External
	101	Block 52: Provincial Garages Site 2 (Erf 95948)	Provincial fleet depot holds potential for mixed market affordable housing redevelopment	6 516 6 469	0.65	Between 550 and 376	844		Identification External
	100	Block 51: Provincial Garages Site 1 (Erf 95826)	Provincial fleet depot holds potential for mixed market affordable housing redevelopment	5 682 5 737	0.57	Between 500 and 555	880		Identification External
	102	Block 53: Provincial Car Park	Provincial fleet depot holds potential for mixed market affordable housing redevelopment	11 622	1.16	Between 700 and 780	602		Conceptualisation External

Gov entity	Project No.	Site description	Nature of development	Extent	Extent	Res (Approxamtly)	Density du/ha	Comm	Status (Aug 2025)
NDPWI	061	Block 34: Customs House	Highest and Best use. Erf 10292, 14793, 14794, 189, Rem 14734, Rem 190. Prefeasibility underway.	20 645	2.06	tbd	tbd	tbd	Feasibility External
	082	Block 42: c/o New Hanover & Primrose Streets	Highest and best use. Erf 110472, 110473, 110474. Hanover/Primrose Streets.	2 875	0.29	175	609		Identification External
	107	Block 68: Longmarket Street block (between Harrington and Canterbury Streets)	Highest and best use. Erven 5574, 5576, 5579, 5580, 5582, 5583, 5584, 5585, 5587, 5589, 5590, 5593, 5595	2 000	0.20			8 000	Identification External
	106	Block 67 McKenzie Park	Highest and best use Erf 116976	1 800	0.18	50	278		External
	089	Block 49: Nieuwmeester (Erven 5072, 5037, 5039, 5040, 5041)	Highest and best use investigate. Nieuwmeester Lane Parking site.	4 546	0.45	380	836		Identification External
	094	Block 63: Nieuwmeester (Erven 5021, 5024, 5025, 5027, 5028, 5022RE, 5023RE, 5026 RE, 5669)	Highest and best use investigate	4 372	0.44	265	606		Identification External
PRASA CRES	133	Block 80: Cape Town Train Lodge	Ptn. of Erf 148638, Old Marine Drive, Cape Town	4 300					Procurement External
		FORD showroom site (Erf 14821) (No project)	Currently leased by a motor dealership. High visibility from Hertzog Boulevard with high development potential to be unlocked.	13 354	1.34	1 135	850	8 012	Identification External
	132	Station Deck Concourse (Old Good hope terminal and Forecourt) (Block 37: Inner City Hub) Erf 148638	Opportunity to exploit air rights on the existing elevated deck address off Christiaan Barnard Street, potentially extending across the rail tracks towards Strand Street. The proposed configuration is indicative may vary based on feasibility and to include public space.	29 583	2.96	1 479	500		Feasibility External



Gov entity	Project No.	Site description	Nature of development	Extent	Extent	Res (Approxamtly)	Density du/ha	Comm	Status (Aug 2025)
Transnet Corporate	002	Block 37: No.1 Adderley Street (Paul Sauer Car Park - 60%) (Erf 174216) (Part of PTI)	Mixed use conversion of a heritage building; includes surface parking managed by third party (43% occupation)	6 088	0.61	517	850		Procurement External
	023	Foreshore Freeway Precinct interface	Precinct approach to the development of the port interface with the CBD	6 663				32 500 office	Conceptualisation External
	023	Harbour Bridge site (Rem. Erf 166674) (Form part of Foreshore Freeway Precinct Feasibility Study)		7 721				2 500 retail	Conceptualisation External
	023	Customs House link strip (Erf 172543)		24 264					Conceptualisation External
	023	Joint leased office complex (Rem. Erf 10256) (Form part of Foreshore Freeway Feasibility Study) Refer to Block 33)							Conceptualisation External
	002	Rem. Erf 10256, Roggebaai (Part of the original Port registered erf)	Existing vehicle sales showroom	9 627					Identification External
				332 855	26	16 749	14 531	144 306	

5.4. Character areas

The CBD comprises a series of special places, which individually contribute to the unique sense of place of the Cape Town CBD.

Gateways

Gateways are:

- defined locations, often celebrated as an area of spatial transition or place of arrival;
- usually places of intense movement, activity, vibrancy and at times, conflict;
- may vary greatly in their qualitative experience and scale; and
- help to inform, spatial structure, imageability, legibility and wayfinding and in turn are informed by these same elements.

Built form, scale, massing, key vistas and views, with foreground, middle ground and distant views, can be experienced at the pedestrian walking pace, and in some cases when driving (as defined in spatial planning policy or approved policies) . These are all contributing factors to the legibility of a place at a city, block, street, neighbourhood and the CBD at a wider scale.

Buildings and developments at gateways should clearly demonstrate design excellence, with careful consideration towards architectural expression and articulation. Design rationale should respond appropriately to the surrounding context as well as the prominence of the gateway. This will enhance the imageability of the Cape Town CBD.

Table 5-4 identifies specific gateway locations and descriptions, denoted with the prefix 'G' in each case, provides a summarised schedule of special areas. Destinations are denoted with a 'D' in each case.

Table 5-4: System of CBD gateways & destinations

	Gateway Location	Description (statement of importance)
G1	Hertzog Boulevard/Christiaan Barnard Gateway	Major vehicular entrance to the CBD Foreshore via Hertzog Boulevard. On arrival, one is greeted by the façade of the Cape Town Civic Centre building, which defines the predominant civic functionality of the Foreshore. Response: Intensity of use in accordance with precinct guidance Public realm: landscape improvements, pedestrian improvements
G2	Sir Lowry Road/Tennant Street	Confluence of high order transit routes (proposed transit street system along Darling/New Hanover Street) Transition to District Six and Woodstock Defined by Mosque, CPUT and Goodhope Centre landmarks. Multi-directional pedestrian axis, Chapel Street (living street) upgrade Public realm: landscape and pedestrian improvements to link key destinations, wayfinding
G3	FW De Klerk/Christiaan Barnard	Major vehicular entrance to the CBD via the N1. Land uses surrounding this location have changed over time to being more people oriented (e.g. hotels and residential mix), which will continue as Harbour Arch precinct develops. It also marks the arrival into the Northern Foreshore, which is earmarked as a New Development Area and space of significant urban restructuring. Make provision for pedestrian-friendly zones, reduce vehicle speeds. Encourage non-essential vehicle traffic to remain on the elevated freeways.
G4	Lower Buitengracht Corridor/ Somerset intersection	The Lower Buitengracht Corridor marks the transition from the Core CBD into the Gateway/De Waterkant Precinct. It also marks the point here significant volumes of traffic are distributed to the Atlantic Seaboard and signifies a change towards more frictional land use responses along the upper reaches of Buitengracht Road.
G5	Inner City Transit Hub (ICTH)	A series of pedestrian gateways, which includes the rail station, taxi deck, GABS bus terminus, Hertzog Blvd MyCiTi Trunk Station.
G6	Mill/ Buitenkant Street intersection and MyCiTi Station	Main public transport link point along Buitenkant Street.
G7	V&A Waterfront/ Cruise Terminal entrance at Dock Road	Multi-modal access way, interfacing between the CBD, the V&A Canal and Silo Precincts and the Transnet Cruise Terminal. The Canal District is reaching a point of development maturity. Increased urban development activity surrounding the cruise terminal will place growing pressure on the port to convert to more general commercial activities and areas of public access.
G16	Strand / Adderley	This is a gateway to the historic CBD and is referred to in conjunction with a localised height cluster within the precinct guidelines. Pedestrian improvements required.

	Gateway Location	Description (statement of importance)
	Local gateway	Local and Neighbourhood gateways focus on ease of pedestrian crossing into the adjacent neighbourhoods, often where there are mobility bypass conditions. There may be some public space upgrading, greening, wayfinding and lighting. The built environment can respond with active and positive edges.
G8	Tennant/ Van de Leur / Sydney/ Matveld Chapel	This is a gateway into District Six LSDF and consists of a pedestrian connection via Chapel to Searle and then Trafalgar Park.
G9	Longstreet and Buitensingel	This is gateway into Kloof Street as a continuation of Long Street as an activity street. The public realm can become a 'pause space' for pedestrians. This is a 'bookend' site to Long Street, and hence intensity-of-use and appropriate architectural response is supported. Public realm improvements, for hard and soft landscaping, is supported. This space provides an opportunity for artwork This public space may need to consider and accommodate trading, kiosks and e-scooters.
G10	Upper Bree/ Buitensingel	This holds potential as a gateway and future link to the areas surrounding Carisbrook Street and through to Park Road, Longkloof Studios and related precinct.
G11	Bloem / Buitengracht	This aligns with a pedestrian crossing and link to Bo-Kaap. Bloem is one street that links Bo-Kaap to the Company Gardens on this same axis. This is highlighted for pedestrian and public realm improvements,
G12	Wale / Buitengracht	Upper Wale is a gateway to Bo-Kaap. This can be re-envisioned with surface treatment, hard and soft landscaping, as an arrival point for pedestrians into the Bo-Kaap.
G13	Port Road (under Helen Suzman) to Napier & surrounds	This is identified as a future gateway space as this route will link one from the CBD, via De Waterkant under Helen Suzman k to Battery Park and V&A Waterfront. This space holds potential for future activation under Helen Suzman as the adjacent sites develop overtime.
G14	Constitution/ Tennant	This is a gateway to neighbouring suburb, District 6, and CPUT. The District Six LSDF Public realm strategy describes Constitution as part of an 'education spine', linking a number of schools through to the CBD's public transport interchange (PTI). Positive interfaces, localised public space enhancements and lighting are encouraged.
G15	Orange/ Government Avenue	This is a gateway neighbouring suburbs and access to the mountain via Molteno park and De Waal Park. Positive interfaces, localised public space enhancements and lighting are encouraged.

Destinations

These major economic and social destinations have metropolitan and CBD pull factor. The destinations overlap with gateways in most cases. Both existing and future destinations are included here in order to support the broader vision for the CBD as a liveable city. Equally important to destinations are the natural assets, including Table Mountain National Park. By highlighting the key destinations, the prioritisation of pedestrian and public realm strategies and improvements to those destinations are to be prioritised.

Please refer to a full and detailed list of tourist attractions, destinations, routes in Volume 1 of the LSDF.

Table 5-5: Specific identified destinations

	Destination	Description (statement of importance)
D1	Quarry Recreational	Proposed new Sports, recreation and tourism facility is an important addition for the CBD and surrounding neighbourhoods as the primary social facility and amenity.
D2	Northern Foreshore public space system	A public space system is envisioned within the northern foreshore area. This public space system seeks to promote visual connections of the coastline, port and cruise terminal, with physical connections westwards, and back into the city grid.
D3	CPUT Campus	Major tertiary education facility within the CBD.
D4	Company Gardens	This is the key passive recreation and relief space within the CBD, at the heart of the historic core, with canopy cover to provide respite from the heat.
D5	V&A Waterfront	A major economic and tourist attraction for the CBD and citywide.
D6	Grand Parade	Grand Parade is a major event space with international, national, provincial and city-wide historical significance. The Grand Parade design can be elevated to be a showcase for urban resilience and renewal. This location was highlighted in the public process to be the number 1 destination in need of an action plan. The Parade is adjacent to the GABS bus terminus, the PRASA Rail station and the inner-city taxi terminus and is therefore a critical destination where the largest number of workers and visitors arrive into the CBD.

Significant heritage clusters and spaces

The LSDF identified significant building clusters, character areas and heritage spaces, public open spaces, which include pockets of existing significant historic building fabric, to be retained and protected within a setting of grain and scale.

These clusters do not include each and every graded, or culturally significant structure and site, but instead have been identified due to the high concentration of significant (graded) heritage buildings and sites and the cumulative urban character they generate. These clusters contribute to the distinctive character of the study area, as places of memory, and offer visitor and economic opportunities. As such, these clusters are a key informant to overall spatial intent for the precincts. This indicates the need for more detailed, precinct-specific plans for heritage management control. The intent is for specific area-management provisions to be drafted and incorporated into the future Heritage Management Plans to complement the provisions of the LSDF. (Read in conjunction with Attachment C)



Table 5-6: Significant heritage clusters and spaces to be retained and protected

	Significant heritage clusters and open spaces	Description (statement of importance)
C1	Upper Long Street significant heritage cluster	The Long Street heritage cluster (corridor) represents a relatively intact grouping of buildings of high architectural value and with a distinctive grain, scale and street interface that is highly articulated, with the use of colonnades and balconies along the sidewalks. This merits retention and enhancement, and sensitive infill development where graded heritage buildings are not negatively affected. Any developments within this corridor should actively pursue the restoration of the historic architectural form and character of existing buildings.
C2	Upper Bree significant heritage cluster	The Upper Bree Street heritage cluster represents contained street blocks of characterful, historic houses which have been repurposed into restaurants and businesses. In places, the consistent and fine streetscape patterns the rows of houses create are "punctuated" by historic buildings of a different typology, such as religious buildings. Further protections should be established to protect the unique architectural character and scale of this cluster. This historic, architectural significance and distinctive built form, should not be added to or substantially altered.
C3	Company's Gardens significant heritage open space	This is a historic site, a valuable green open space which should be protected and maintained accordingly.
C4	Riebeeck Square significant open space and adjacent heritage cluster	Riebeeck Square, as one of the historic open spaces of the city and Provincial Heritage site, holds potential to be more actively used for recreation as an upgraded public open space. It is edged by Heritage Square and other architecturally significant buildings, often of a commercial or warehouse character along Bree Street which adds to the distinctive character of the precinct.
C5	Church Street (Burg Street to Loop Street)	Pedestrianised street characterised by outdoor antique market, galleries and restaurants. The axial relationship of this street to the clocktower of the Groote Kerk, which terminates it to the east, is significant, and is reflected in the smaller-scale corner articulations of other buildings lining this street. Potential for upgrade of public realm in support of these uses.
C6	Wale-Bree Street significant heritage cluster	Distinctive sense of place due to the relatively intact grouping of low-rise, fine grained heritage buildings of varying ages, with a concentration of early 19 th century fabric along Wale Street. Prominent visual contribution to Wale Street. The cohesive, fine-grained and active streetscape character must be retained and reinforced.
C7	Greenmarket Square	Historic open space surrounded by highly significant heritage buildings which represent a range of architectural styles and periods. New additions which visually impact on the appearance and sense of place of the square should be carefully managed. It is a Provincial Heritage Site.
C8	Spin Street, Plein Street and Church Square significant heritage cluster and open space	1. The section of Spin Street edging Church Square is characterised by a grouping of buildings of distinctive character and high significance. 2. Church Square is a Provincial Heritage Site and part of the network of historic squares in the CBD. It is framed by distinctive heritage buildings and sites of high social and historic significance such as the Slave Lodge and Groote Kerk. Any changes to the form of the surroundings should be carefully managed. 3. The portion of Plein Street between Barrack and Commercial Streets contains remnant finer-grain historic, commercial and institutional/civic buildings of architectural significance together with well-scaled streets with established street planting.
C9	Wandel Street and surrounds	Prominent heritage clusters and distinctive streetscapes are in the vicinity of Gordon, Wandel and Glynville Streets, including Dunkley Square. The fine-grained, low-rise residential built form of Maynard and Buitenkant Streets represents a distinctive character. This precinct includes a wide range of building types, from residential rowhouses to historic warehousing, commercial buildings, schools, church precincts, civic buildings and healthcare facilities, but all are fine-grained and of a human-scale. This is however at risk of redevelopment as well as poor street interfaces due to parking and security requirements.
C10	Albertus Street-Harrington Square significant heritage cluster and open space	Albertus Street presents a relatively intact streetscape of low-rise heritage buildings, including the District Six museum. The cluster is extended to include the remaining buildings on Harrington Square, as a backdrop to a potential future upgraded public square.
C11	Grand Parade City Hall Castle significant heritage cluster and open space	This is the most prominent public space in Cape Town, with a distinctive civic character, surrounded by the iconic structures of the City Hall, The Drill Hall and Castle of Good Hope. Careful management of the form and activation of the precinct is required to ensure the protection of its character.
C12	St Andrews Square significant heritage open space	Public space characterised by St Andrews Church and Prestwich Memorial ossuary. Of high historic and social value, while also offering public amenity. Requires careful management of space itself as well as built form of the setting and surrounds to avoid negative impacts on the site.
C13	Napier Street significant heritage cluster	Distinctive streetscape due to the relatively intact grouping of low-rise, fine grained heritage buildings. Part of limited remnant warehouse fabric in this part of De Waterkant (historic District 1) that links this part of the city to the historic harbour. Any changes to the form should be carefully managed.

	Significant heritage clusters and open spaces	Description (statement of importance)
C14	Waterkant/Bree Street cluster	Together with the historic Lutheran Church precinct, this heritage cluster represents an intact grouping of buildings of high architectural value and with a scale, grain, height and street-interface, including projecting balconies and colonnades, that are highly articulated and human-scaled. With the street-planting and pedestrianisation of this street, this cluster has a pedestrian-friendly character and scale that should be enhanced.
C15	Shortmarket/ Hout Street cluster	This cluster of buildings comprises a wide range of buildings, mostly commercial in typology, of varying ages and architectural styles, with a concentration of 19 th century fabric. Together they form a consistent streetscape in terms of low-rise heights, and a predominance of walled architecture with a positive streetscape interface. Many of these structures have been successfully adapted to new uses and form a backdrop to significant adjacent areas such as Riebeeck Square.



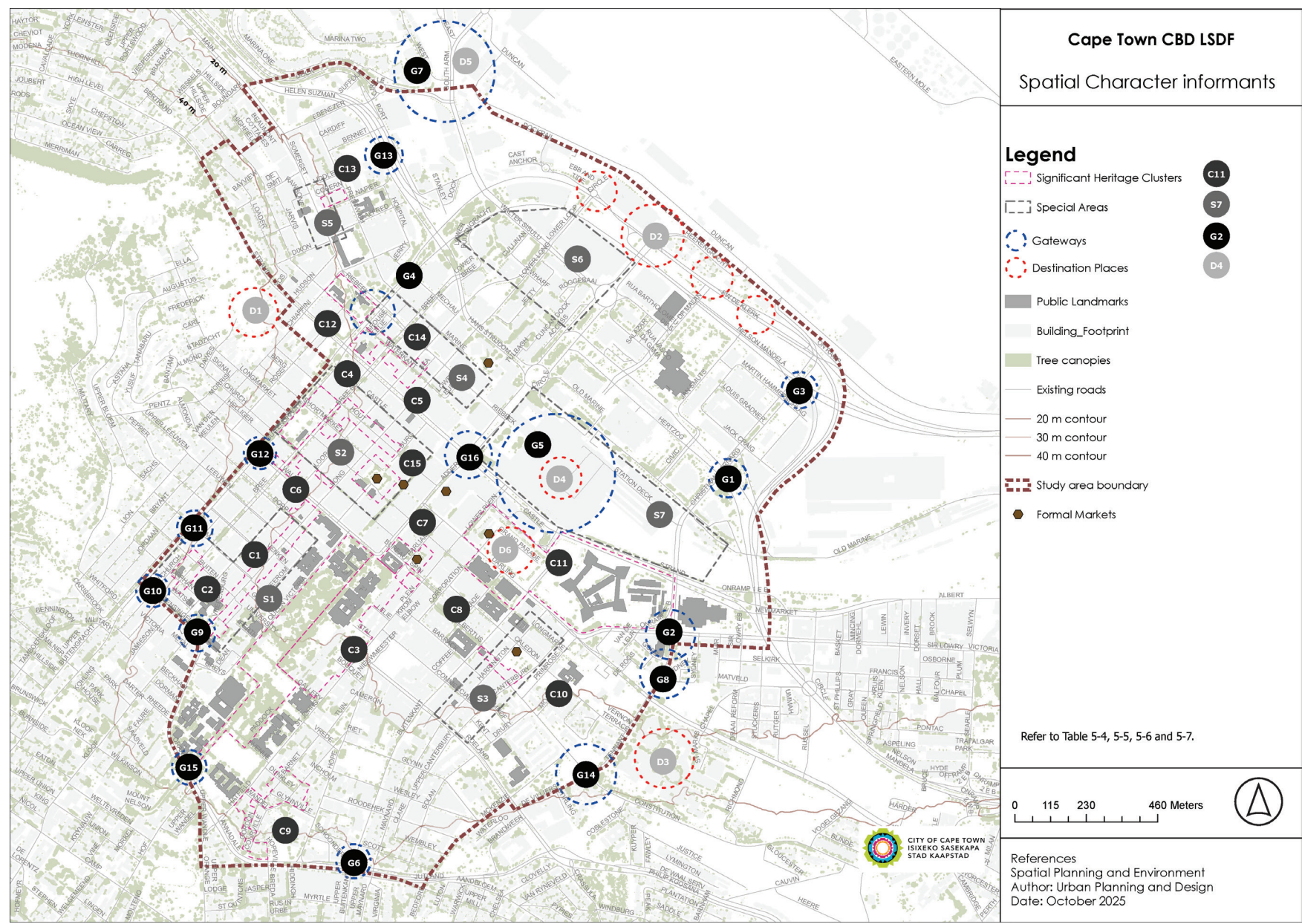
Urban character sub-areas

These are focal points within the urban system where certain human activities, land uses or developments are clustered. Special urban areas also include local and regional destination places (nodes with distinct character), which attract people to them for various reasons. These could include informal trading areas, markets or event spaces (both existing and potential areas). These areas contribute to the vibrancy of the sub-area, cultural exchanges and experiences. These sub-areas may have operational and management related needs. Trading / market areas have operational needs (for both business people, visitors and tourists) and are highlighted below. These functions may affect more than one sub-area or may be CBD-wide. Table 5-7 provides a summarised schedule of special urban character areas. Additionally, these special character areas intersect with the significant heritage clusters, reinforcing the idea that these pockets of heritage fabric contribute as a positive setting to a rich, urban, cultural public life.

	Special character sub-area	Description (statement of importance)
S1	Upper Bree/Long Street	This social and entertainment precinct, famous for its active nightlife and club scene, is encouraged for its contribution to urban vitality and contribution to the night-time economy. This area is active for long periods of the day and thus requires a higher level of operational support and regulation. Considering the higher demand for residential development are being delivered in this area, it is advisable for developers to add additional noise and lighting pollution mitigation measures to their developments to avoid disturbances to residents and visitors.
S2	Riebeeck Square "Bree-cinct" – entertainment Greenmarket Square Precinct – social	The term 'Bree-cinct' was coined during a public participation session. The term creates the idea of Bree Street as destination place. This is the core of the historic Mid-City Precinct, synonymous for its social, cultural and entertainment character and often accommodating events and activations, such as the Cape Town Jazz Festival free concert in Greenmarket Square. This area also benefits significantly from the 'First Thursday' trend of night-time activations due to its critical mass of gallery space, restaurants, rooftop bars, live music performance space and clubs. Developers are encouraged to maximise opportunities to respond positively to street frontages, particularly along pedestrian-oriented routes, in a manner that contributes to the active 'living street' culture that has been cultivated in this precinct.
S3	Harrington Precinct	This precinct is a melting-pot having emerged through urban regeneration over time and as a centre for memory and culture for residents forcibly removed from District Six. The Harrington area caters to a wide array of interests ranging from local community businesses, returning District Six Residents to student residential. The future of Harrington Square and surrounds will harness a socio-economic and local entrepreneurial focus, in addition nightlife and entertainment, tactical urbanism initiatives will play a role within the public space and surrounding streets as part of the precinct. Both public and private development responses should contribute towards the future of the precinct and square. Social/entertainment: Urban regeneration, student life, memorialisation and cultural practice related to District Six.
S4	Riebeeck/Waterkant Street	Social/ events (fan-walk) as well as pedestrian routes between Hudson Street and Battery Park/ V& A Waterfront.
S5	De Waterkant	Social/ events (fan-walk) Social/ Cultural: Art galleries, historical built form
S6	Convention Centre sub-precinct	Tourism/ events hub. Hospitality focus (hotels and service apartments). Land uses near the Convention Centre are predominantly focused on supporting the events, tourism and hospitality industry and not necessarily supporting long-term urban residential activity. This has potential to change in the future to create opportunities for CCTIC visitors to walk to the convention centre.
S7	Inner City Transport Hub (PTI)	In addition to facilitating a multi-modal PTI supported by mixed use land use intensification that activates and stitches the north and south parts of the CBD, The PTI needs to account for informal trading which is attracted to the footfall generated by the PT services. Read in conjunction with Policy statements for trading bay permits and hawker permits.
S8	Grand Parade/ City Hall Castle Greens	The area surrounding the Castle is of historical importance, especially the greens and the Grand Parade (international to local value). There is huge opportunity in this location due to the centrality of this open space, the scale and the multiple historical and more recent incidents and events. Closer connections should be forged between the Castle, the surrounding greens and the Grand Parade as open spaces against the backdrop of the historical City Hall and the Castle of Good Hope.
City wide S9	Formal markets: Green Market Square, St Georges Mall, Other Plazas such as Church Square, Harrington Square, Thibault Square	Consideration should be given to formally restructure the operational model so that these can operate in a similar fashion to Oranjezicht market. Not necessarily in product or vendor type, but in management model and governance - one operator, who is responsible for the area, marketing, charges fees to the vendors, etc. A market strategy for the CBD can support this, to ensure there is e.g. African curio market (Green Market), a fresh food market (St Georges Mall), and a local craft market (Grand Parade). Other sites can all be put out to operator tenders for market operators.
City wide S10	Trading bay permits (inside designated areas)	As per the trading plan and current permit agreements, certain trading areas can continue to exist, but additional "add on" fees for extra services, such as storage or formalised kiosks, should be added to the permit pricing. This will reduce the need for storage - the latter would also link to a pavement widening scheme.
City wide S11	Informal trader permits outside designated areas	At present mobile informal traders are not permitted. However, people who are facing sudden economic hardship often turn to selling goods like vetkoek, eggs, etc. as an immediate source of economic stabilisation is an economic reality. These members of society should not be persecuted but should find care and a role in our CBD. The strategy of dealing with this need is not clear on a corporate level, and methods need to be established for allowing a specific number of licenses per day, allocated through a simple digital system, that would provide some security and dignity to these traders. This would also then provide the city with data about these traders which can be used to target training, development, or other programmes.

Table 5-7: Urban character sub-areas

Figure 5-14: CBD special character informants, significant heritage and open space clusters, destinations and gateways, urban character sub-areas



- 1 Introduction
- 2 Policy and Strategy
- 3 Summary of contextual analysis
- 4 Urban Transition Concept
- 5 **Spatial Development Framework**
- 6 Implementation Framework
- 7 Monitoring and Evaluation Framework
- 8 Conclusion
- 9 Annexures
- 10 Glossary

5.5. Overall spatial development framework

The overall approach to land use intensification in the CBD is informed by a conceptual approach that has considered topography, spatial structure, urban grain, heritage indicators, key views as well as the public realm structure. Collectively these have informed the concept development. The intention is to provide a more sustainable height management response to development within the Cape Town City Bowl area so as not to detract from the visual quality of its unique context with inappropriately scaled buildings that negatively affect the public realm and sense of place.

5.5.1. Height and floor area distribution

The overall objective of the LSDF is to accommodate responsible growth to facilitate mixed-use residential intensification, while keeping the character and the traditional fine-grained urban fabric of the CBD, avoiding over-bulked footprints and ensuring public realm retains its quality.

Properties with a GB7 and MU3 base zone in the CBD are permitted a maximum height of 60 metres with an angled setback from street boundaries that sets in at 38m above existing ground level (AEGL). 60m is the predominant height permitted in the central CBD. Towards the edges of the CBD, GB6 and MU2 base zones specify a maximum height of 38 metres.

Refer to Figure 5-15, where the predominant permitted heights (MPB-L, 2015), as per the LAO/4 / DMS are illustrated, ‘red’ indicating where $\pm 60\text{m}$ is currently permitted.

The Cape Town CBD Local Area Overlay Zone uses floor factor or floor area ratio (FAR) to regulate the take up of use rights across the CBD – with unlimited FAR in the Roggebaai sub-zone, although 60m heights remain as per DMS rules for MU3/GB7, also subject to the HPOZ. The CBD overlay zone provides an additional +30% FAR bonus, if 30% of the proposed floor area is used for flats. These stipulations are under review as a result of the proposals in this LSDF.

An analysis of approved building development applications in the CBD revealed the following:

- a) The overwhelming majority of developments approved, while departing from permissible height limits towards the foreshore end, have been within the range of a 30% FAR differential. This suggests that the 30%

residential boost has been the difference and therefore, incentivizing more intense mixed-use developments in the CBD.

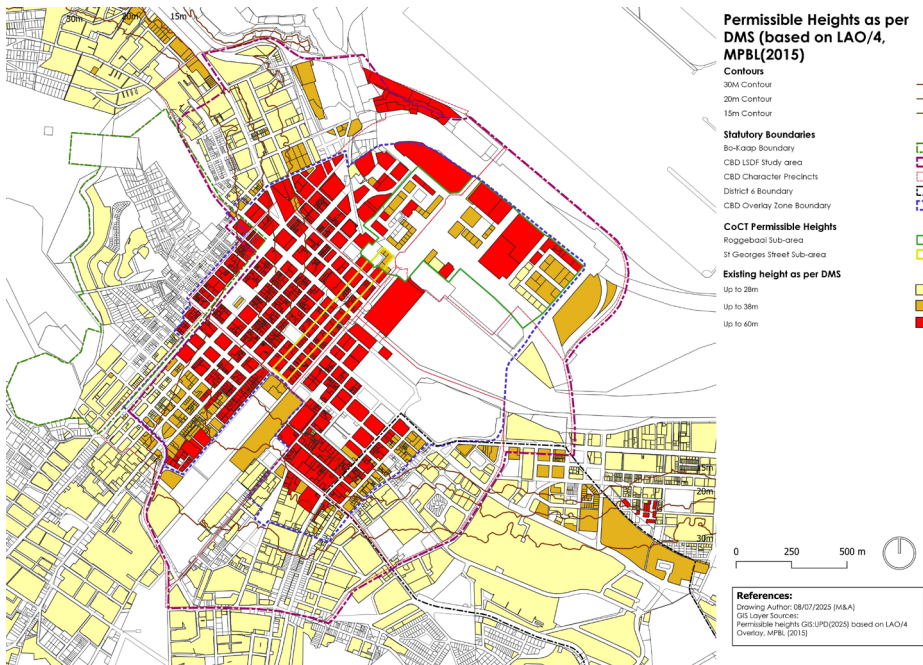


Figure 5-15: Permissible LAO4/DMS heights and contour analysis (source: UPD, adopted after CCDS urban design concept)

- b) The larger building footprints produce the most excessively bulked developments. This is a simple equation but reveals the negative impact of consolidations on the built environment.
- c) The height increases in the CBD have been induced by regulatory incentives offered to the market to stimulate residential activity during times when the CBD was a predominantly mono-functional office environment. However, considering that the property market is residential led, this bonus can no longer be viewed as an incentive.
- d) Currently, in the CBD, the FAR together with site extent/ coverage are the primary determinants of a site's building envelope. In order to create a desired built form end-state based on a more clearly defined regulatory framework, it is necessary to review the FAR provisions of the CBD overlay

zone to consolidate the floor factor benefit into the overlay base floor factor specified in the LAO/4 plan (Figure 5-15), also taking into account the heritage protection overlay (Figure 5-17) and the statutorily protected heritage assets/ buildings. For instance, the inner core of the Mid-City precinct should potentially have a maximum applied FAR of 9-10 (i.e. FAR boost would not be applicable in this area), while the outer edges (Wale/Adderley/Strand Streets) should have a maximum applied FAR of 12-15. Should FAR include parking, as suggested above, then the FAR may need to be tempered again.

- e) There is an urban form argument for ensuring the FAR and number of storeys are more closely related. (Considering GB/ MU sites. 100 % coverage). In addition, the current 'ziggurat' zoning envelope is outdated and may hinder more contemporary design expression (refer to Figure 5-20).
- f) At present excessive land use applications are necessitated due to:
 - An extensive portion of the study area being covered by the Central City Heritage Protection Overlay Zone along with the Maynard and Wandel Street HPOZs; and
 - for height departures above 60m due to developer demand in appropriate locations.
- g) As a legal mechanism for managing city form, the HPOZ (Figure 5-17) should shape and limit development rights where necessary to protect character and significance – specifically heritage building classified under statutory processes. However, the HPOZ also exists in a context with seemingly competing planning intentions and conflicting messaging to the private sector. This includes the Cape Town CBD Local Area Overlay (LAO/4) and the Cape Town Urban Development Zone (UDZ). These mechanisms actively promote higher intensity forms of urban development.
- h) The City has initiated a process for the review of the Overlay Zones but it will only be going through the statutory public processes in 2026 or 2027.
- i) This LSDF envisions the inclusion of an inclusionary housing component as well as parking within the heights as part of the Public Good component. Further details in chapter 5.7. Feasibility investigations are underway and not ready for inclusion in this version of the LSDF. The Affordable Housing Policy document is in process and may lead to some changes in this document.
- j) The LSDF therefore, adopts the approach of defining precinct character

based on an analysis of the receiving environment (including built form, heritage significance, urban grain, interface, views). It has also considered a new conceptual vision for a neighbourhood or precinct which identified the important heritage character-defining clusters. The intention is to have focused heritage management in these areas, where detailed provisions are to be developed as provided for by the MPB-L. In this way the HPOZ will be operationalised in a spatially targeted manner in order to promote clarity and confidence to the market.

- k) This approach has further led to identifying parts of the HPOZ that no longer warrant Central City HPOZ protection due to incremental loss of heritage value. This allows for rationalisation of the boundary delineation – see Figure 5-18. The CBD HPOZ boundary also requires amendment where it overlaps with the Bo-Kaap HPOZ, to avoid conflicting development management.

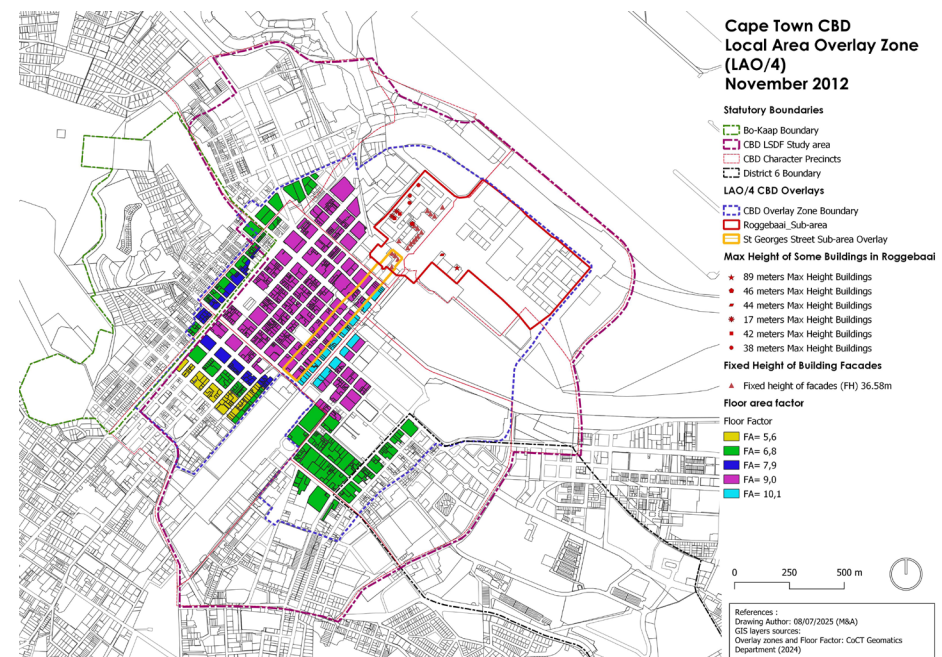


Figure 5-16: The Cape Town CBD Overlay Zone differentiated floor area factor map

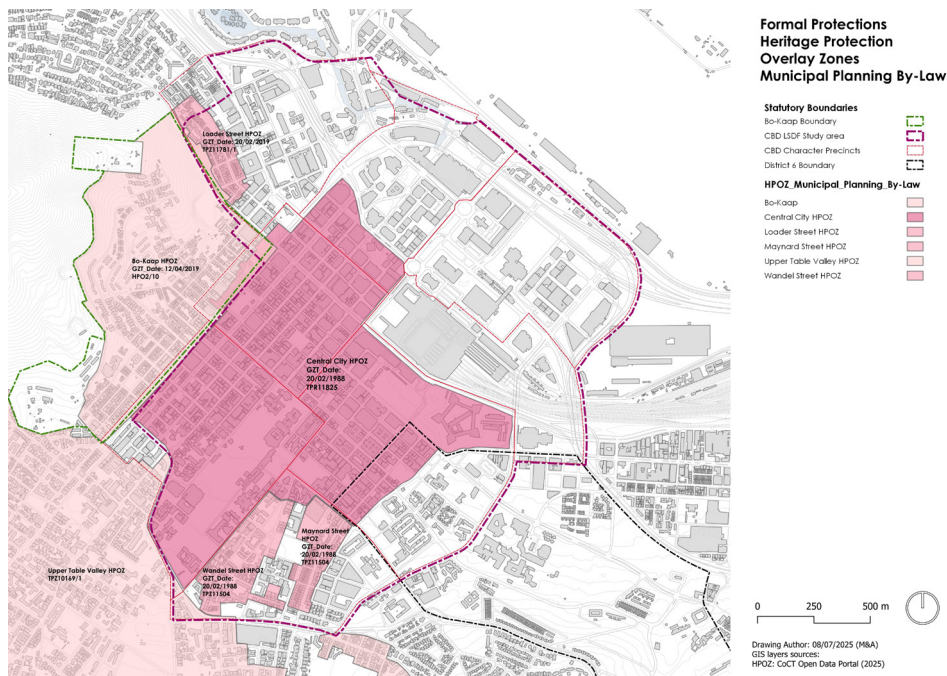


Figure 5-17: Formal Protections Heritage Protection Overlay Zones Municipal Planning By-Law

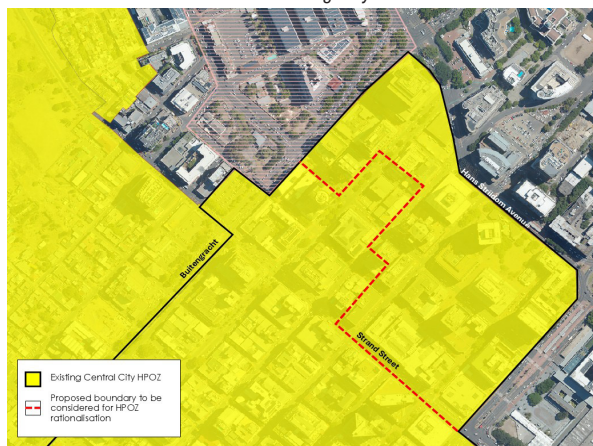


Figure 5-18: Proposed changes to the HPOZ, subject to further review and approval beyond this LSDF

5.5.2. Topographical informants

The topographical urban form informant is a macro-scale informant using the 20m and 30m topographic contours of the City Bowl as indicators to identify important height transitions around the upper reaches of the study area (Figure 5-19).

In applying these indicators the following height zones are defined, subject to place-specific considerations set out in this section.

- <20m contour line: Where development heights of 60m and above could generally be supported subject to place-specific considerations (e.g. sunlight/shadow casting, wind effects and 3D massing).
- Between the 20m and 30m contour line: Facilitate building height transitions of between to 38m-42m
- >30m contour line: Ideal building typologies of 24m-32m. Avoid building heights exceeding 60m.

The proposed contour-based height zones have a reasonable correlation with the height parameters permitted in the DMS and topography (refer to Figure 5-16). In the application of contours as a height informant, there are however variances across the study area due to spatial structure, heritage resources, and streetscape character. This contour-led approach to height should also be weighed against precinct character.

The intention is to apply the contour-based concept as a consistent height management informant when formulating precinct-scale development guidance. (Read in conjunction with Figure 5-24)

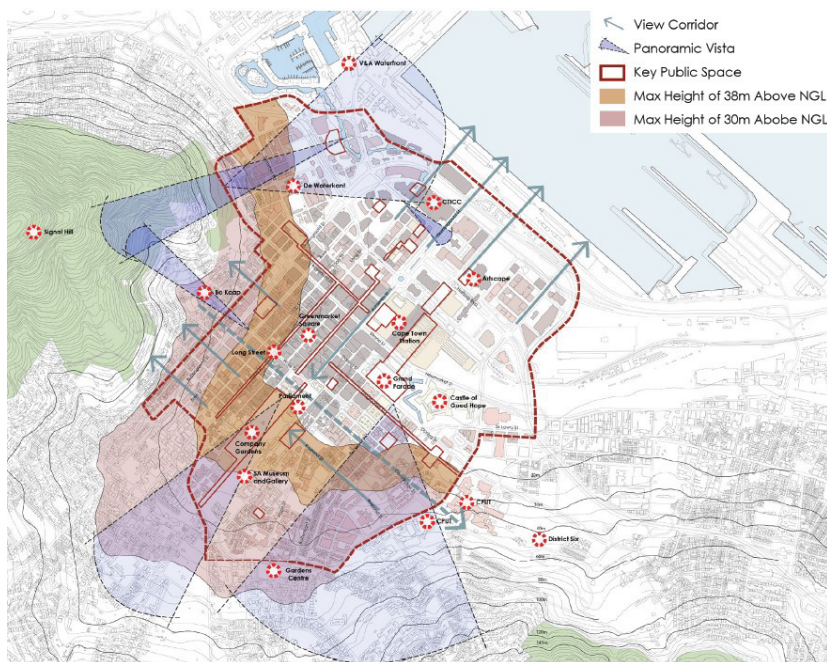


Figure 5-19: Topographical informant to the height management approach as developed from the CCDS 2022

PROPOSED HEIGHT MANAGEMENT PARAMETERS: PLACES WHERE GREAT HEIGHT SHOULD BE MANAGED.

In the following scenarios, additional evaluation requirements are suggested to address the possible impacts of tall buildings on key locations where:

- the buildings would cast a shadow over identified key public spaces for more than 4 daylight hours in winter;
- the site directly abuts low rise fine-grained heritage areas; and
- views of key landscape (Figure 5-19) features would be obscured from identified key public spaces.

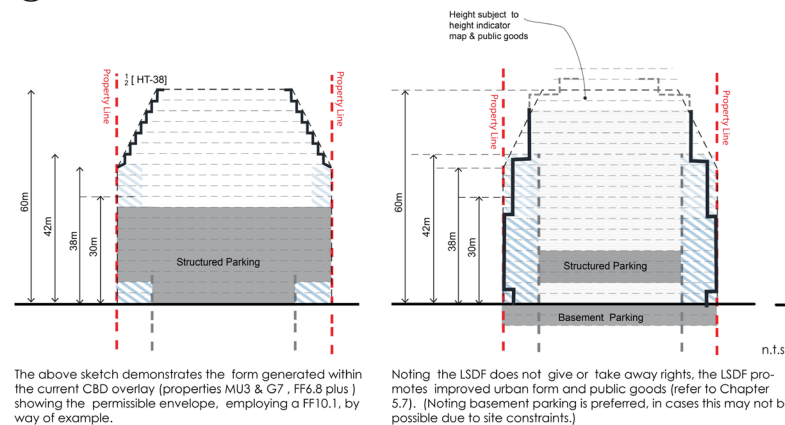
The proposal is that the following should be fully evaluated in terms of their impacts on key resources amenity when applications in the above locations are assessed:

- shadow studies;
- wind studies; and
- 3D massing and visual impact studies.

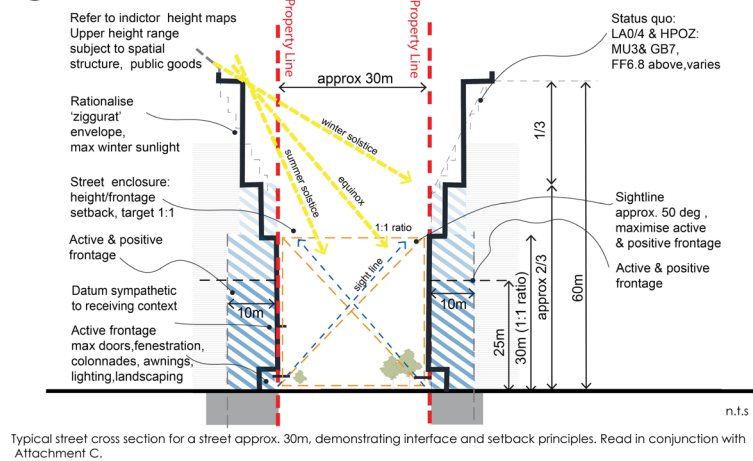
5.5.3. Street interface informants for typical cross sections <15m, 25m and 30m street cross section

As height increases, the treatment of the street interface becomes paramount, especially considering the implication on sightlines, massing, and sunlight. The Figure below shows the adjustments that are proposed to be considered with new built and conversions. This should ultimately be included in the Overlay Zone review process (which will be subject to further public consultation once the complete draft is available).

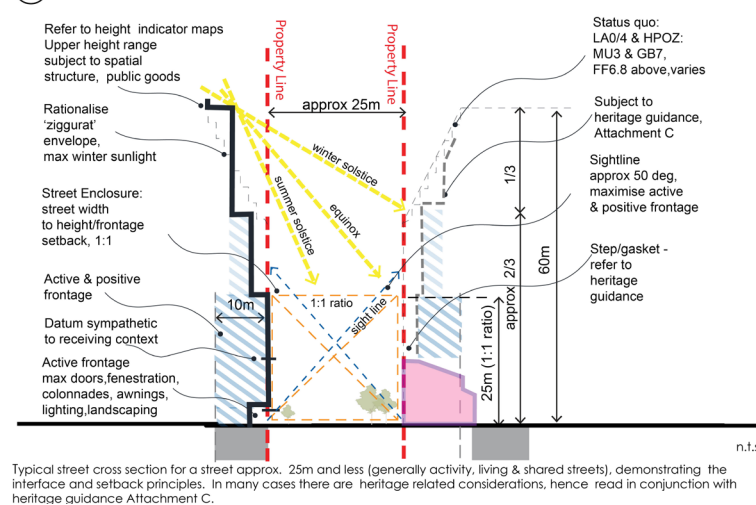
01 Problem Statement & Status Quo



02 typical section 30m



03 typical section 25 m



04 typical section 15 m

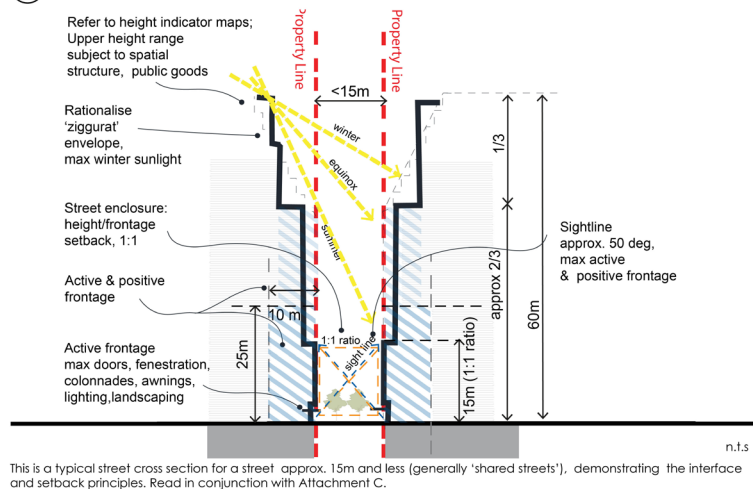


Figure 5-20: Typical Interface and setback Sections

5.5.4. Consolidated Spatial Development Framework

The overall LSDF proposes shifting to appropriate upper height ranges and a desired built environment end-state within the study area.

Informed by permissible development rights, heritage clusters and topographic informants, the consolidated LSDF provides a global height vision across the study area (see Figure 5-21-1). The CBD Height vision (figure 5-21-2) expresses, at the level of principle, preferred building height zones and cluster areas. This is supplemented by city-wide cross sections. Together these drawings provide an in-principle approach to guide height as follows:

- a) low building heights zones: 24m-32m limits for buildings up to 10 storeys (all measured as per the scheme, EGL)
- b) Medium building height zones: 32m-42m for buildings up to 13 storeys
- c) High building height zones: 60m-72m for buildings up to 20-24 storeys
- d) Very tall building clusters of approximately 90m
- e) Significantly tall building clusters of approximately 140m, supporting incremental height changes overtime.

The precinct level guidance provides more detailed guidance and should be referred to when preparing development proposals and will support decision making:

The net effect is the following approach to height management for different precincts:

- a) Retention of the historic character of the 'old city' (historic Mid-City and Company Gardens' precincts);
- b) Applying the principle of a graduated skyline, accommodating built form transitions from peripheral parts of the study area towards the central CBD;
- c) Spatially acknowledging sensitive heritage clusters to be retained and protected; and
- d) Facilitating greater height (significantly tall buildings) on the Foreshore and strategic areas defined by primary structuring elements.

The consolidated LSDF map (Attachment D) is further interpreted by means of precinct-based development guidance in the next chapter.



Figure 5-21-1: Global CBD height vision

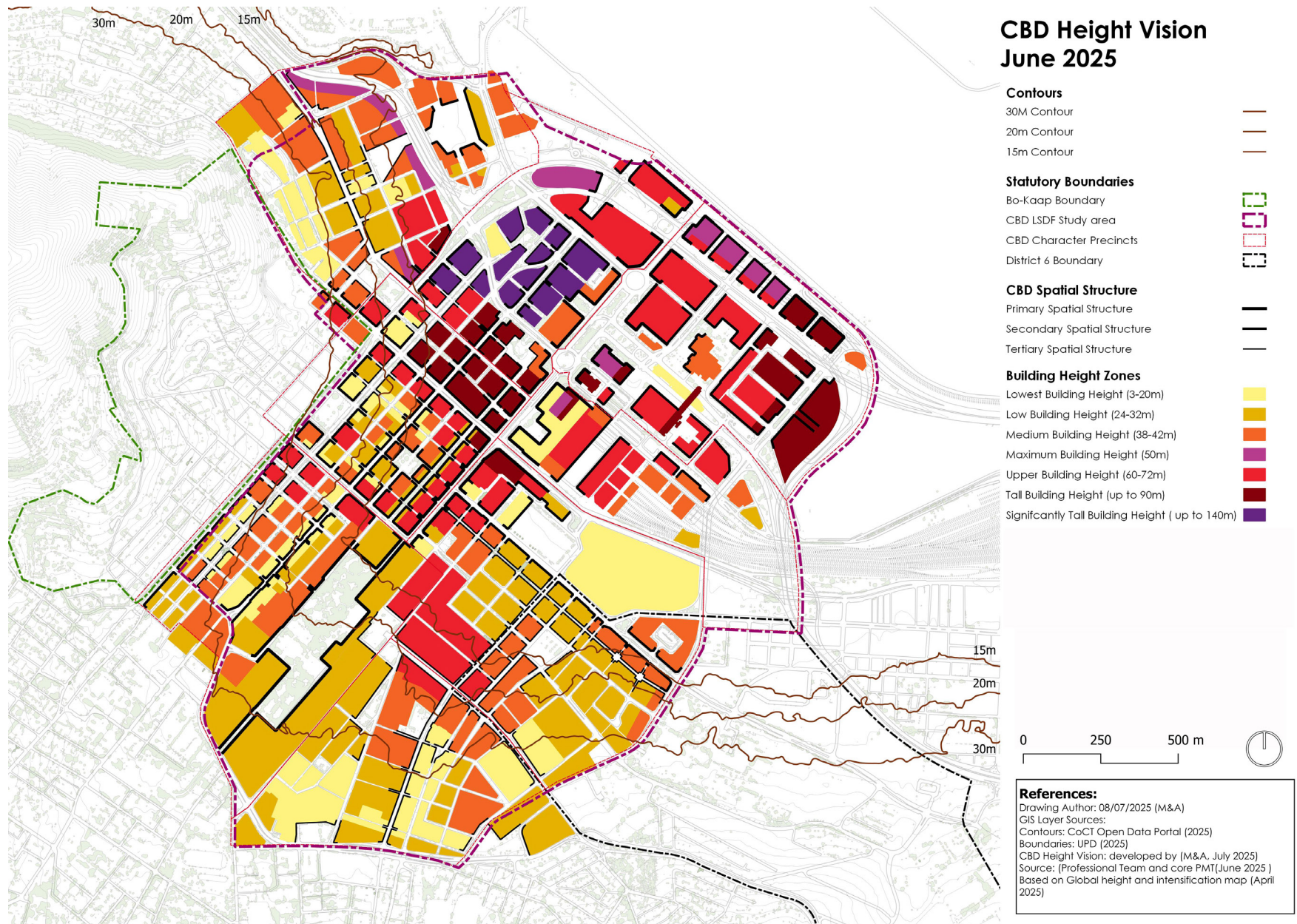
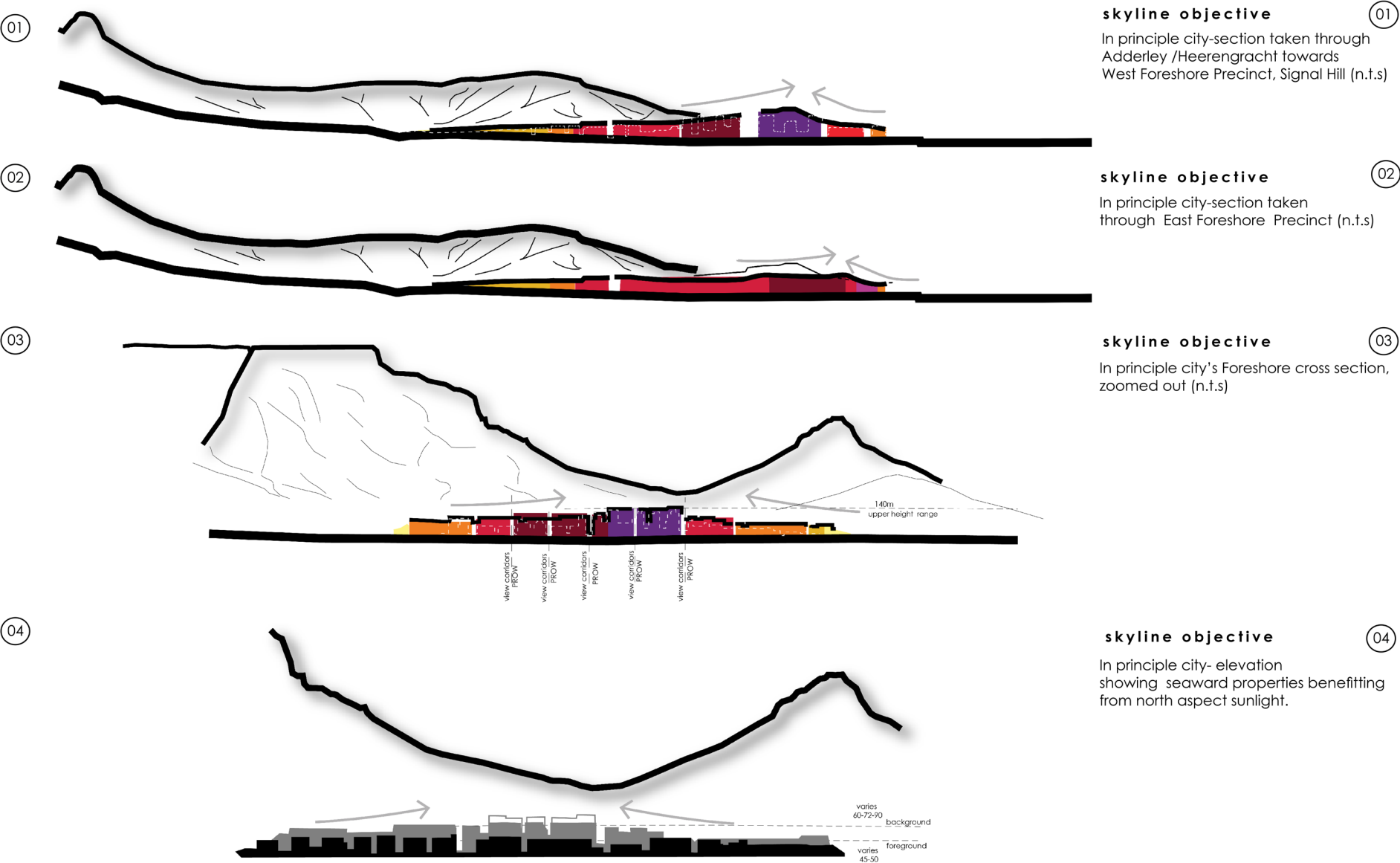
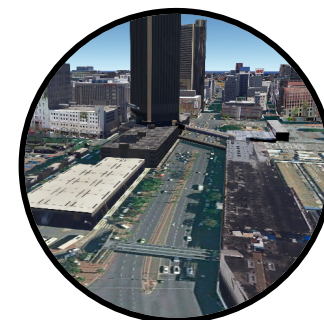
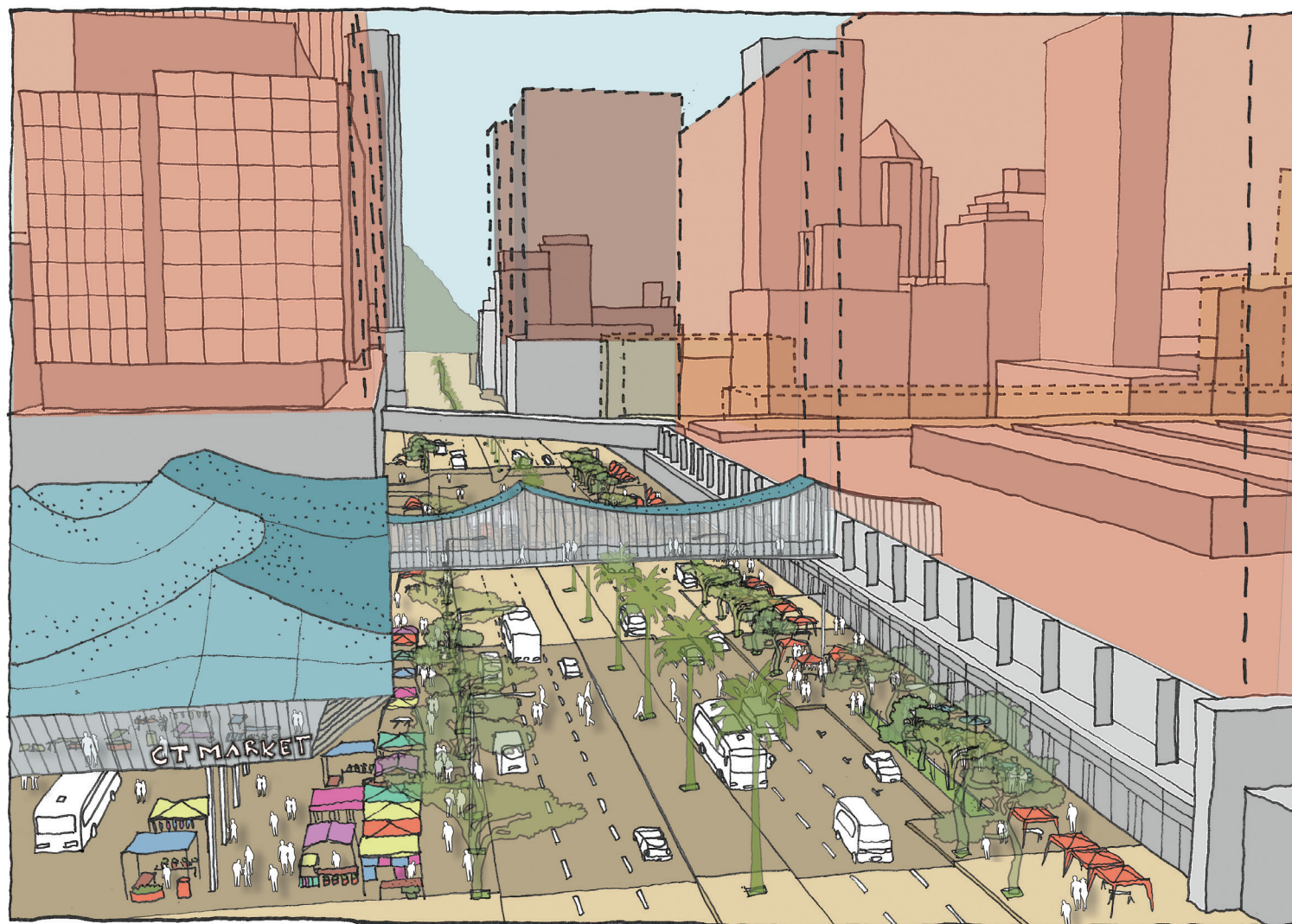


Figure 5-21-2: Global height vision



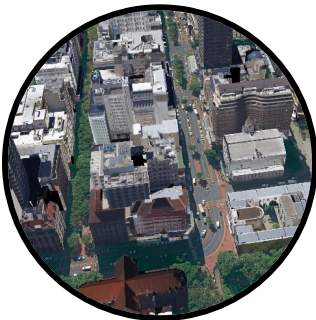
- 1 Introduction
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Figure 5-22-1: Illustrations of key concepts and proposals. Concept visualisation: Key public transport streets and public space



Imagining a future CBD and inner city with a celebrated gateway into the inner city, where there is ease of pedestrian movement between public transport modes, where markets and trading give life to the city, to support the needs of city dwellers as well as visitors. The CBD and inner city is imagined to include a mix of uses, with affordable and mixed-tenure homes for families and city dwellers, all in close proximity to public transport and green public spaces. New buildings can support this vision and are envisioned to be at the architectural and engineering cutting edge, designed to reduce the impact on the environment (nett zero/positive). New developments may have envelopes that generate power, that include vertical greening, roof and food gardens, with weather protected street interfaces, designs that reduce the impact of windy conditions for pedestrians.

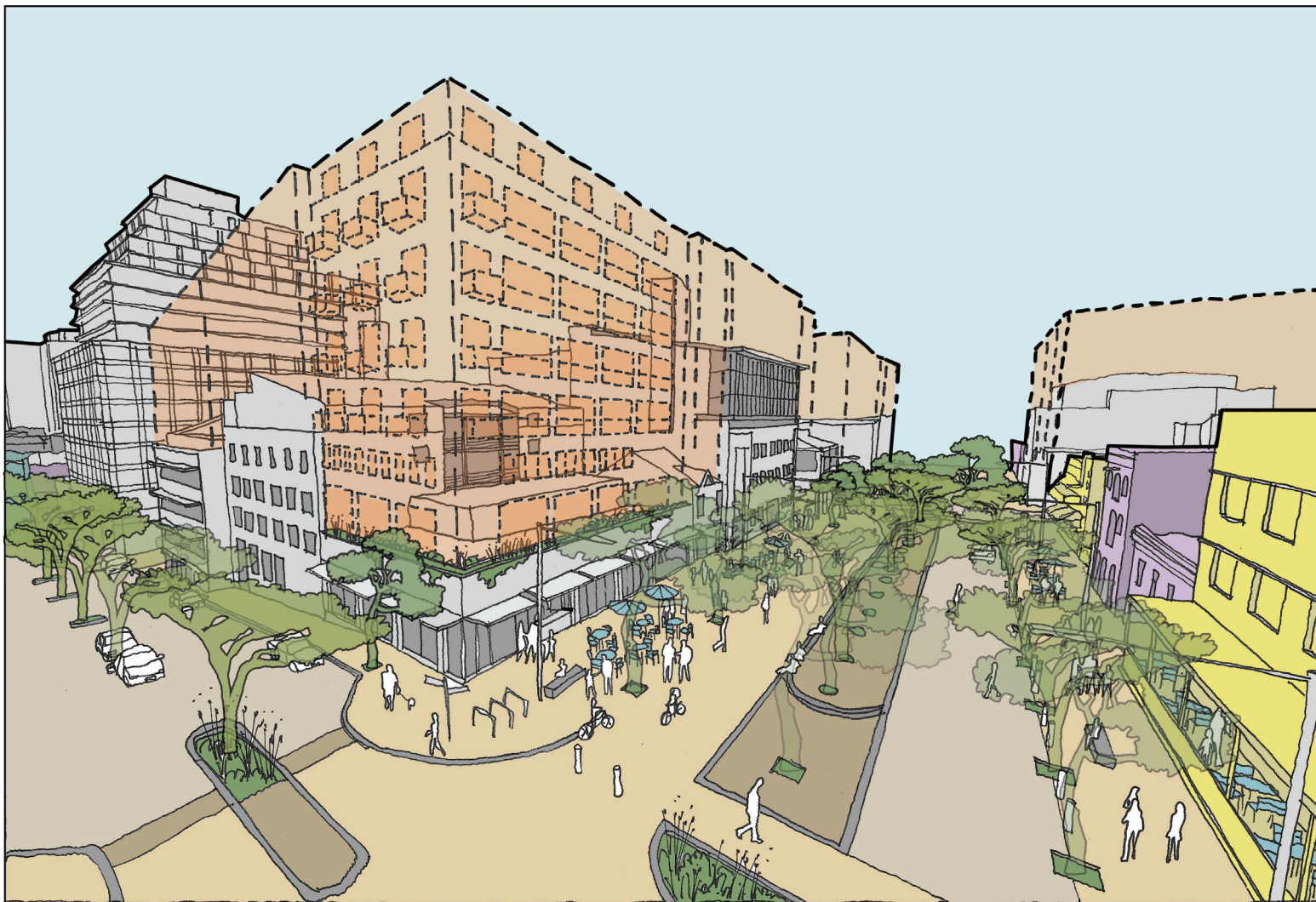
Figure 5-22-2: Illustrations of key concepts and proposals. Concept visualisation: Key public transport streets and public space



Imagining a future CBD and inner city with a public transport prioritisation, appropriate transit-orientated development, streets that are pedestrian-friendly designed as public spaces for trading and economic opportunities.

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Figure 5-22-3: Illustrations of key concepts and proposals. Concept visualisation: Key public transport streets and public space



Imagining a future inner city where heritage and cultural landscapes, the fine urban grain built form are sensitively treated, where neighbourhoods have specific characteristics. The inner city is imagined to have a mix of affordable homes for families and city dwellers, well-located in walkable, mixed-use neighbourhoods - places to live, play, meet, work, go to school, places to pause and dwell. The inner city is imagined to have streets that are 'shared spaces', for those walking, cycling, with universal access, where cafe's spill out onto the sidewalks, creating places with a sense of vibrancy and conviviality, where there is greening, mature trees, green ecosystems, healthy spaces.

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Figure 5-22-4: Illustrations of key concepts and proposals. Concept visualisation: Key public transport streets and public space



Imagining a future CBD and inner city where mixed-use transit-orientated development is envisioned, where the design of streets is prioritised for public transport, streets designed for those walking, cycling, those with prams and for universal access. The CBD and inner city is imagined to have streets and public spaces that are welcoming, less dominated by vehicles, with less congestion and pollution. Public spaces are designed to cater for events, big and small, themed and curated markets, streets with bustling trading opportunities. The CBD and inner city should accommodate an increase in green infrastructure, tree canopy cover, greening that reduces the heat island effect, pockets for respite to relax and escape the heat.

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5.5.5. General policy intent and urban design guidelines

Detailed spatial policy guidance has been provided for 8 precincts set out in the sections that follow. It is worth noting the numbering of the eight precincts originated from the CCDS (2009) neighbourhoods. Through using this numbering system, this allows for continuity across the city bowl and surrounding areas, as future lower order planning efforts could arise, overtime. Hence, the precinct naming is as follows:

- De Waterkant/Gateway Precinct (5)
- West Foreshore Precinct (6)
- Mid-City Precinct (7)
- Company Gardens Precinct (8)
- East Foreshore Precinct (9)
- Station Precinct and surrounds Precinct (10)
- East City Precinct (11)
- Lower Gardens Precinct (17)

The section directly below provides overarching guidance at the scale of a neighbourhood and precinct, applicable across the study area. This is done as such to avoid duplication of content. Within the following chapter, refer to “Precinct based development guidance”. This provides more localised and specific guidance. The eight precinct areas aim to create distinctive, recognisable and legible character areas.

Table 5-8: The general guidance is as follows

Element	General guidelines
Built form (also refer Chapter 5.5)	1. Adopt a facilitative approach to development proposals to encourage adherence to the height ranges proposed in the LSDF. 2. The quantification of rights and bulk services, availability and capacity will influence the potential uptake and are being considered in a parallel process of reviewing the Overlay Zone. 3. There is general desirability for building height to be concentrated on the Foreshore (and lower slopes), especially around the Portside building, east and west Foreshore. While designs and redevelopment proposals may vary according to their programmatic briefs, shape and form, each building proposal should take care to contribute meaningfully towards the creation of an iconic CBD skyline, while recognising the importance of protecting the mountain backdrop to the City Bowl from key public spaces. 4. The skyline definition is especially important on sites along the Foreshore frontage. The Cape Town Port leading light is currently a limitation to building height in the Foreshore, but efforts can include reviewing the locational impact on floor area on the seafront in partnership with the Ports Authority so that land development opportunities can be maximised. 5. The integrity of important views, including view corridors (of sea, port, Table Mountain profile), as well as vistas from key public spaces, are important to consider. Views (Figure 5-19) through the city grid, and to and from scenic routes, are to be respected and enhanced by new developments. 6. Retain the fine-grained urban environment of the historic CBD, in addition, create fine grained urban environments in the more contemporary parts of the city by: a. avoiding large and full block consolidations; b. avoiding the creation of over bulked monolithic building typologies; c. where larger parcels are necessary, these should be wrapped with habitable functions creating a fine-grained built environment at the level of interface; and d. encouraging considered infill developments that are sensitive to the receiving environment. Areas such as these marked as 'fine grain as a design informant' means that proposals need to respond to the fine grain character over and above the specific heritage resources. Proposals should aim to ensure there remains multiple erven, with short street frontages, multiple doors and pedestrian entrances across the urban block, multiple economic opportunities per block. The intention is to create visual interest, street vibrancy and a mix of economic opportunities. 7. The Tall Building Policy, Urban Design Policy and LSDF height management strategy apply, with specific consideration for mitigation against negative aspects such as overshadowing and wind within the public realm and large monolithic designs. Also noting that: 8. The podium, or base of the building is associated with the public realm, human scale and ensuring safer streets. Structured parking solutions should not detract from the public realm and should be reduced in the light of the intention for enhanced public transport usage. For these reasons, structured parking and service mechanical plant rooms/ floors are to be wrapped with active functions (i.e. habitable spaces). This is to be prioritized on street edges of key routes for habitable functions up to 6 – 8 storeys. (Note: Depending on the street width, for a person standing in the street with a 50-degree visual gradient, one can see up 3 - 6 storeys). 9. Prioritise basement parking instead, allowing public/ semi-public access. Where structured parking is provided, floor plate slabs should not be sloped, maintain a min 3.1m AFFL to soffit to allow for conversion to alternative land uses in the long term. This implies, especially when public transport is available and better utilised in the future (as is in other international cities), that parking land uses can then be replaced by residential or commercial land uses. 10. Partner and invest in the public realm locally, or at the closest public space in line with the public realm framework (public good principles described later) and height management strategy. Access controlled galleria, podium spaces, do provide local amenity but will not be



Element	General guidelines
	considered part of the public realm. Sky bridges (car or walking) detract from street activation, obstruct public right of way views, and cast shadows and are not supported (Refer to Sky Bridges Policy). - The 60x60m historic street grid provides for a permeable and walkable city. This can also be a design informant for redevelopment within the more modern part of the city and Foreshore. Design sensitively to address possible negative impacts of tall(er) buildings: - where the site boundary is within 30m of an identified heritage resource (the structure, building or resource); or - where the site directly abuts low rise fine-grained areas.
Land uses to create pleasurable, safe and stimulating environment for local residents, workers and visitor	- Create a highly liveable mixed-use area where the scale of growth is aligned with the provision of public transport and other infrastructure. (Refer Chapter 4.4: spatial and land use ideas; 5.1.3: Systems of public structure). - Provide public benefit in the form of affordable residential opportunities (on both private and publicly owned land) as well as parking within the height envelopes of the LSDF. Residential unit density, range of high-density typologies and sizes, should be provided as per the revised Overlay Zone (ongoing), as guided by the MSDF and DSDF, as well as the Affordable Housing Policy (once finalised). (Also refer Chapter 5.3: Public land development). Ensure functional connection and synergy in land uses between the different precincts, specifically in terms of noise/ entertainment and residential uses. Avoid land parcel consolidation (if not accompanied with re-subdivision). - Focus on active ground floor and street frontage mix of land uses. Specifically avoid big box retail or industrial in pedestrian-targeted areas. Intentionally plan for and organise informal trading which positively contributes to formal business but in close consultation with all stakeholders mostly on activity streets and market areas. Parking (on- and off-street), cycle lanes as well as micro-mobility parking to be located as per the CBDMAP Projects/ Programme and engagement processes with relevant landowners. All structured parking (new and renovated), to be in basements, or adaptable floorspace to facilitate reduction in car dependence and increase in alternative floor space over time. Public open space/ public space provisions to be intentionally planned and developed, based on urban design proposals in this document. Education and other community facilities to be provided inside redeveloped buildings (specifically government owned), e.g. due to the absence of any vacant land for school construction. (refer Chapter 6.1.7 Community Services Strategy). - Accommodation for the homeless to be accommodated on government land. Foreshore optimization: Harbour & V&A Waterfront: Aim for integrated, functional and highly optimised and efficient development of the government (and Ports Authority land) in the East and West Foreshore Precincts realising the CBD vision in line with other internationally competing cities. Acknowledge the industrial nature of some land uses in the working harbour visa versa the residential and commercial redevelopment proposals in the Foreshore precincts. Maximize the opportunities around the Cruise Terminal and its connection with the V&A Waterfront and the Foreshore precincts. This may require unique design solutions dealing with noise, sightlines, security and access. Culemborg: Ensure land use integration and optimisation of land between the East Foreshore Precinct and the adjacent Culemborg land which addresses the need for back of port facilities but also note the need for residential mixed use on the periphery of the area.

Element	General guidelines
Land use and precinct management	1. Follow the City Manager's three Standard Operating Procedures to guide comprehensive precinct planning, development, management and maintenance. 2. Formalise the operational models of care and maintenance of public good areas, (with Key Performance Indicators in annual business plans) contributing to clean, well-managed and integrated spaces. This includes the institutional arrangements between the Central Cape Town and adjacent City Improvement Districts (Special Rating Areas), the City's own operational departments such as the Urban Regeneration Department and Non-Profit Organisations, working in the field of urban maintenance, activation and marketing. 3. Determine and implement a specific style and approach to outdoor advertising for the CBD in association with place-making, place marketing, tourism development and marketing as well as road infrastructure and heritage stakeholders. 4. Managing and rates policy finalisation for short term rental accommodation: The City to finalise current engagements with international (and local) short term rental representative and marketing companies. Council to decide on an appropriate strategy for the monitoring of the impact and the management of this segment of the residential market (in line with international best practice). There is an acknowledgement of the neutralising effect of the sector on the availability of residential units for CBD workers, whilst providing essential centrally-located accommodation for business and leisure visitors. This includes the finalisation of Council decision on the valuation and rates category for commercially utilised short term rental residential units. 5. Noise abatements and management of land uses: Specific design guidelines have to be considered at land use application stage or building plan submission stage with the intent to improve the co-location and co-existence of entertainment land uses in zones with family orientated residential units. 6. Promote the Urban Development Zone SARS incentive: Undertake regular reporting and which includes communication to National Treasury and SARS re the appropriateness and improvements to the operational arrangement for claimants.
Bio-physical environment, climate change (refer Chapter 5.1.3)	1. The removal of champion, special and mature trees, as defined in the Urban Forest Policy 2023, and other applicable legislation, would be seen as a significant loss. In a city with low canopy cover, the removal of 20-30% tree canopy cover in a development proposal would also be a significant loss. 2. Ground level absorption of rainwater is important. It is acknowledged that space constraints in a CBD can limit many green elements, but despite this, it is crucial to try to retain, optimise and introduce natural elements. These can be in various forms (green infrastructure), linking together in a network of public open spaces, contributing to adaptation and mitigation of climate change risks and impact such as heat island and tree canopy removal. E.g. Design elements should be considered within all precincts and can include implementation of green roofs, green walls/vertical gardens, water sensitive urban design and SUDs, and tree and vegetation planting. These can enhance biodiversity and ecosystems within the city context, emphasise the mountain to sea connection, provide many co-benefits such as improved liveability, health and wellbeing, and support climate change resilience. Retention of mature trees encouraged/replaced/enhanced where possible/applicable.



Element	General guidelines
Road network, mobility and parking (refer also Chapter 5.2.3-6 (Parking & public transport, mobility) and 6.1.1.)	1. The 'donut strategy' is proposed as departure point (refer CBDMAP project). This implies that the highest order structuring routes, on the edges or periphery of a particular precinct or neighbourhood, should attract and absorb the highest intensity and built form and be associated with the mobility and bypass function in the road network. The internal structure of the precincts serves as 'slow zones' where pedestrian movement and human interaction is prioritised. Accordingly, the built form should correspond with a fine-grain urban environment, encouraging friction. (refer Chapter 5.2: Mobility and access; Fig 6-2; Tab 5-2). 2. DMS LAO/4: "...Except with the approval of the City, no parking bays at ground floor (first storey) or second storey level on the land unit, either outside or within a building, shall be located closer than 10 m to the street boundary, in order to enhance amenity at street ..."
Historic core and Character areas (Chapter 5.4)	1. Historic core areas such as the Mid-City (precinct 7) and Company's Garden Precinct (precinct 8), parts of the East City (precinct 11), Lower Gardens (precinct 17) and De Waterkant (precinct 5), would be subject to consideration for impact on existing heritage resources structures as well as significant heritage clusters and open spaces, key views and vistas as per the precinct level guidance provided. 2. Acknowledge the benefits and optimise the HPOZ, and celebrate historical routes through creating new places of memory. 3. Within the older parts of the city, due to small site sizes, efforts are made to protect heritage resources and maintain the fine urban grain, hence height is less likely to be achieved. Refer to order of decision making when considering a development proposal within a precinct 4. The LSDF attempts to reconcile the current status quo, which contains protection measures (HPOZ) and incentivisation measures (where the original incentive-based overlay is out of date and requires to be updated). The protection of cultural-historical assets and nature becomes more important in emphasizing the built heritage, but also in climate change mitigation efforts. This includes trees, hedges, vines, (visible or invisible) watercourses - all essential to the cultural landscape. 5. The recommended upper height ranges (indicated within the precinct maps) and exact built form parameters for each site, would be informed, (not only by the individual programmatic brief), but also by the presence of heritage resources, significant building clusters and the character of the immediate surrounds. The following provides additional heritage guidance: 6. Protect the unique architectural character and scale in defined special areas and streetscapes. 7. In some scenarios, such as where there is a graded heritage resource on site or immediately adjacent, or where there is a clear existing pattern of building heights and datum lines, the recommended heights might only be achieved by implementing substantial setbacks for new bulk additions. This may not easily be realised within fine-grained environments where consolidations are discouraged, this will be notable in precincts 7, 8, 11 defined areas in precinct 17 and 5 (Refer to Attachment C). 8. Reasonable setbacks of additional floor factor to be employed in relation to sensitive heritage resources or established street elevation 'datum lines'.

5.6. Precinct-based development guidance

The precinct-based development guidance is developed in response to the local conditions and indicators, namely:

Table 5-9: Precinct-based development guidance

Precinct-based
- The precinct-based development guidance is developed in response to the local conditions and indicators, namely: - Characterisation of the street hierarchy (Table 5-1, 5-2). - Envelope and interface sections (Figure 5-20). - Structuring elements (contours, gateways, significant heritage and open space clusters, special urban character sub-areas (Chapter 5.4 & 5.5)) - Approach towards height management and public goods (refer Chapter 5.7 & Tall Building Policy, 2013). - Precinct-based character technical assessment (refer to Attachment C). - The combined LSDF map and precinct maps provide private and public sector guidance with the aim to give more certainty and clarity. The methodology describes an approach while not being prescriptive. - Figure 5-24 provides a step-by-step guide on interpreting the design concepts from principle to precinct to erf level.

It is intended that this methodology will inform the details to be included in the Overlay Zone Review (which will be the official regulatory tool), consisting of development parameters, including FAR.

The combined LSDF map provides a spatial vision where height is recommended towards the Foreshore and lower slopes. Within the older parts of the city, due to small site sizes, efforts are made to protect heritage resources and maintain the fine urban grain, hence height is less likely to be achieved. This page below highlights the order of decision making when considering a development proposal within a precinct.

The LSDF attempts to reconcile the current status quo, which contains protection measures (HPOZ) and incentivisation measures (where the original incentivebased overlay is out of date and requires to be updated). This is further discussed in Chapter 5.7.

The combined LSDF map and precinct maps provide private and public sector guidance with the aim to give more certainty and clarity. The methodology describes an approach while not being prescriptive.

The quantification of rights and bulk services, availability and capacity will influence the potential uptake and is being considered in a parallel process of reviewing the Overlay Zone.

It is intended that this methodology will inform the details to be included in the Overlay Zone Review (which will be the official regulatory tool), consisting of development parameters, including FAR.

Figure 5-23 provides a step-by-step guide on interpreting the design concepts from principle to precinct to erf level.



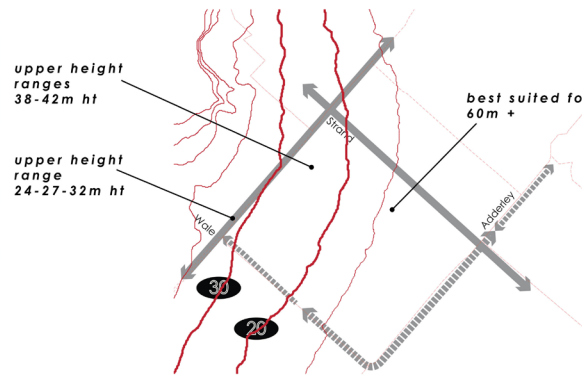
Figure 5-23: Step-by-step guide on interpreting the design concepts from principle, through to precinct and erf level

STEP 1: Where does the site sit in relation to the study area ?



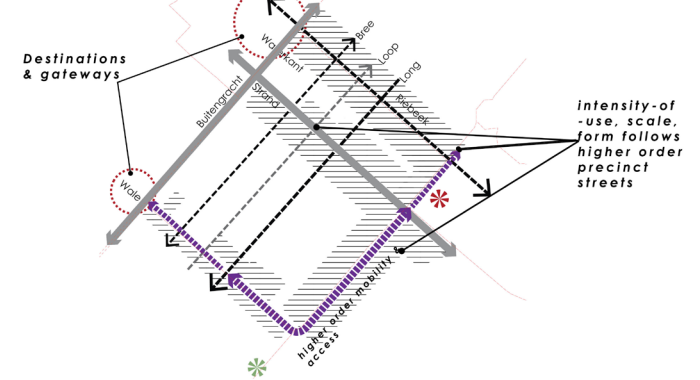
Step1: A first step is to locate one's site on the overall global height vision map (fig 5-22 & SDF map, Attachment D) which provides recommended building height zones. One can see the recommended areas for tall building clusters, compared to areas which need to be treated more sensitively, due to heritage and other character-led indicators.

STEP 2: How will the scale fit into the broader context?



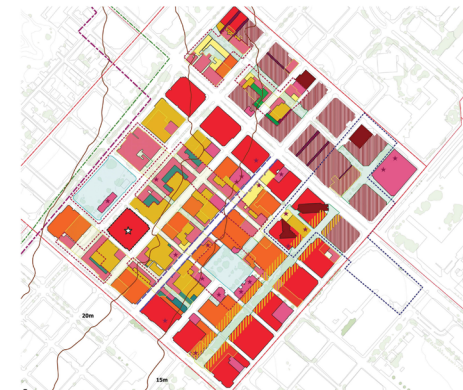
STEP 2: The LSDF proposes topography as a means to provide broad based guidance as to where height and tall buildings are more desirable (below the 20m contour), and where tall buildings are less desirable, higher up the slopes, above the 20m contour. Refer to Global height vision & SDF map.

STEP 3 : How will the scale fit into the local precinct context?



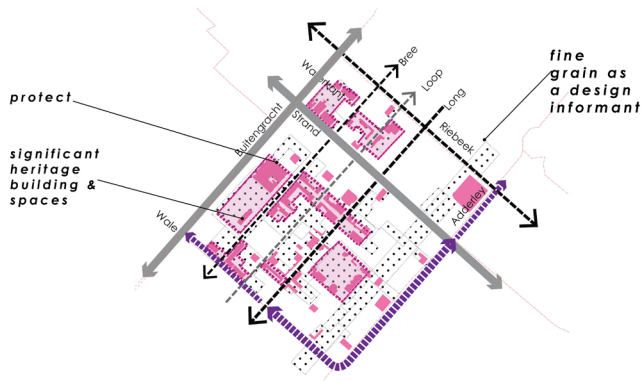
STEP 3: In order to support appropriate urban form, and intensity-of-use in the best locations, one needs to consider the local spatial structure of each precinct. Key questions to ask: Does the site sit on a higher order street as defined in the SDF? These are typically identified as transit streets, bypass streets, or in some cases activity streets. Does the site sit in an identified gateway? This may be a suitable location to apply the recommended 'upper-limit range', rather than an embedded site, which may be better suited to a lower height.

STEP 6 : How does this all fit together?



Summary: Above is an example of a precinct based height map, which provides synthesis guidance at the level of the precinct. This map takes into account the above mentioned steps. This map reads in parallel with the corresponding thematic maps, namely the precinct concept map(public realm focus) and street character map (mobility & access focus). (Refer to Chapter 5.5.5&6).

STEP 4 : How will the proposal's scale fit into the local context?



STEP 4 : Next one needs to refer to the identified character sensitivities in the precinct and urban block, adjacent urban blocks and respond appropriately. These include identified significant heritage buildings, significant building clusters and open spaces, fine grain areas. (reminder that statutory NHRA requirements will apply where required). There may be consideration for setbacks, datum lines/patterns as design informants, active & positive interfaces, key views. The list here is not exhaustive. Refer to Attachment C for more detailed guidance.

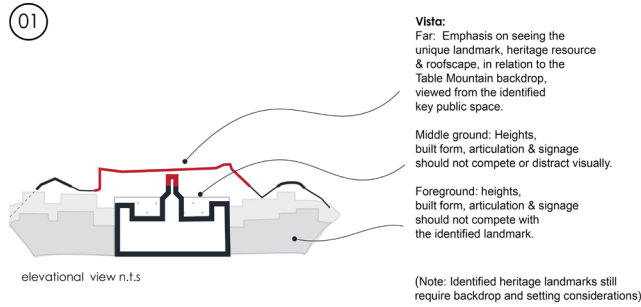
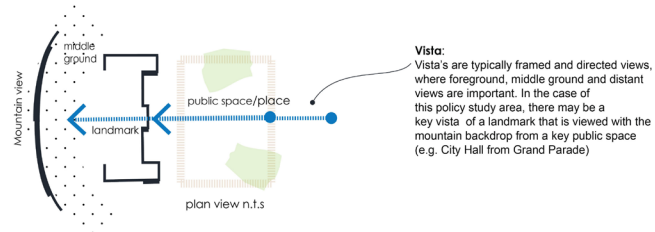
STEP 5 : How will the proposal's scale fit into the local context?



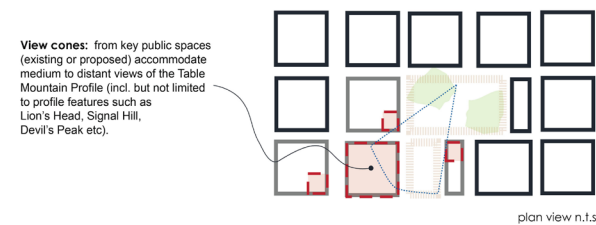
STEP 5: Next, one needs to look at the public realm. Development proposals should contribute positively to the public realm through including positive, active, landscaped and pedestrian friendly interfaces. Where streets are identified, refer to table 5-1 & 5-2, these interfaces require greater attention. This is of note especially where additional rights are being sought after, physical implementation and upgrading should also be considered (refer to Chapter 5.7 and the Tall Building Policy.)

Figure 5-24 Principles for views, viewlines, corridors, vista's and wide angle views

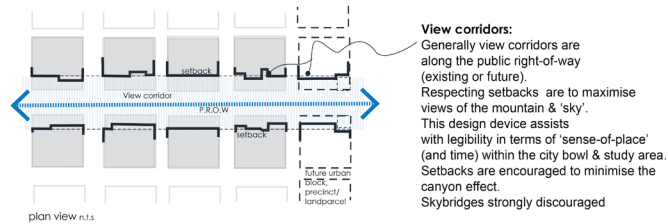
01 View type 1: The Vista



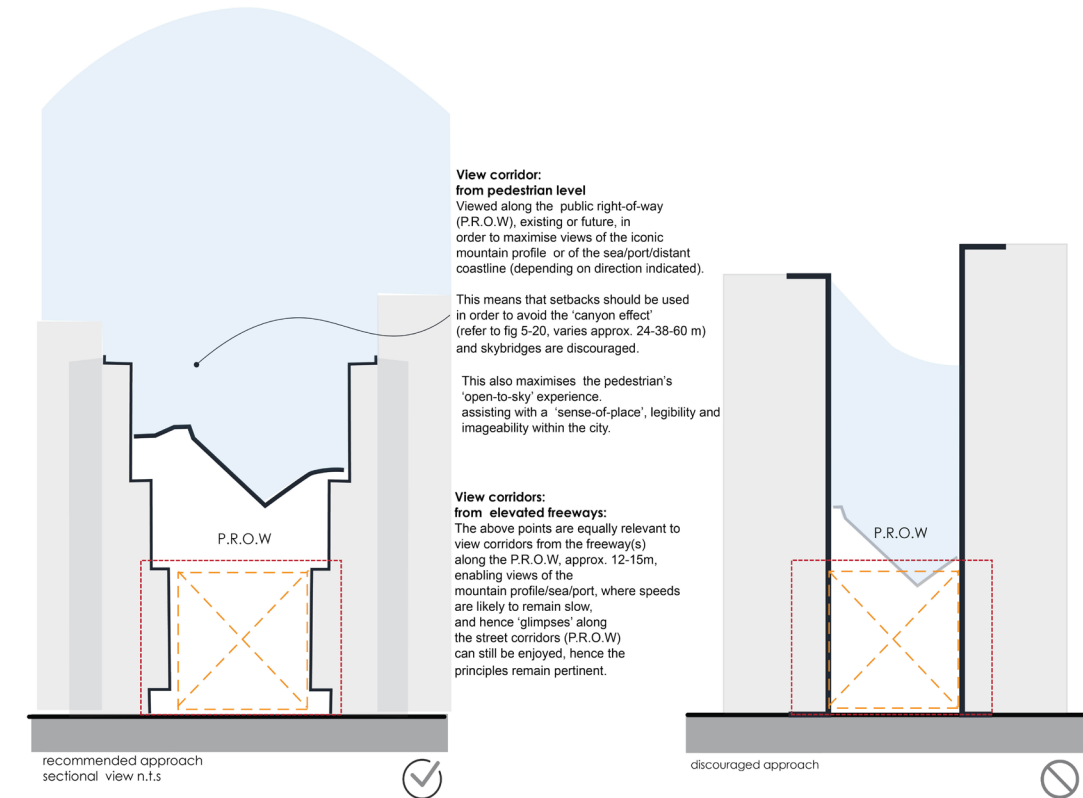
02 View type 2 : The View Cone



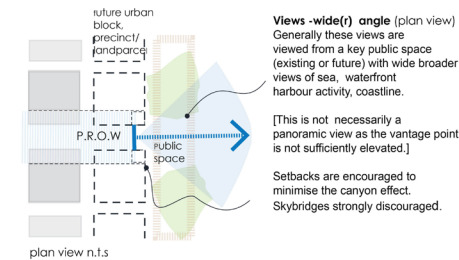
03 View type 3 : The View Corridor



03 View type 3 (cont): The View Corridor



04 View type 4: Sweeping View (wide-angle)



5.6.1. De Waterkant Precinct (Precinct 5)

Name	DE WATERKANT PRECINCT	Chit	5.6.1
No. after CCDS	5		
Role	The De Waterkant Precinct, including The Gateway Precinct, is a historic settlement of primary residential land use also catering to the visitor economy by virtue of its central location. The built form consists of high-density; two-three storey mixed use residential fabric. The Loader Street Heritage Protection Overlay (HPOZ) area forms the western edge of the precinct. This section maintains a fine-grained network of streets and pedestrian lanes overlooked by a fine-grained built fabric. The section east of Somerset Road forms the Prestwich area consisting of slightly higher rise mixed-use development blocks and a substantial portfolio of public land and buildings. The Prestwich area is significant from a cultural heritage perspective due to the built fabric being located above historic burial grounds. This will be a risk for every development throughout the Prestwich area.		
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-25 5-26
	Public realm structure network & vision	Fig	5-1
<i>The precinct framework conceptual narrative comprises the following ideas:</i>			
	1. Promote appropriate intensification along Somerset Road as an activity street. Prioritise public transport route. Where structured parking is employed, to integrate with neighbouring character and fabric.		①
	2. Recognise gateways into Bo-Kaap via Chiappini, and Rose streets, in alignment with Bo-Kaap LSDF. Improve priority pedestrianisation from Bo-Kaap to Waterfront via Hudson, Chiappini, Rose, including Strand Street and Somerset crossings, via Prestwich Ebenezer, Bennett & Napier.		②
	3. Create destination recreation and sports facility celebrating the Quarry rockface sense-of- place.		③
	4. Juxtaposed to Somerset Street as an activity street, enhance Prestwich Street promoting local access, slower speed as a 'shared street'. Improve active mobility connections to V&A via Ebenezer and to fan-mile/ walk.		④
	5. Improve bicycle connections from Waterkant Street to Somerset Road (currently separated bike lane is unclearly marked).		⑤
	6. Improve place-making and active mobility safety from city to V&A. Short term improve lighting, security and passive surveillance, for example through trading.		⑥
	7. Public/Private sector contributions to adjacent public space upgrades, Chiappini Square, V&A/ North Wharf link, Port Road under highway.		⑦

Table 5-10: De Waterkant Precinct

	8. Improve active mobility and e-mobility links to the Cruise Terminal via V&A and possible Duncan Road.		⑧
Key public spaces/ places	Public realm structure network & vision (read in conjunction with this drawing)	Fig	5-1
	Quarry Sports & Recreation area		
	Future proposed public space network, 'DeWaterkant/Gateway Square', to V&A & Battery Park, via Port Road		
	Prestwich Place		
	Proposed Chiappini square place		
	Waterkant, Prestwich via Somerset to Fanmile -linkages		
	Bo-Kaap via Hudson, Chiappini, Rose via Prestwich to V&A linkage		
	V&A link to CBD via Buitengracht & North Wharf		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)	Chit Fig	5.4 5-27
	<i>The following general precinct guidance refers:</i>		
	Precinct guidance (general)		
	1. There is a general desirability within the De Waterkant Precinct for intensification of ex-industrial size blocks, road reserves to be allocated for development, institutional functions and schools to intensify albeit encouraging the retention / replacement / enhancement of mature trees and greenery, and the development of adequate and high-quality play and active recreation areas associated with the intensified residential uses envisaged.		①
	Localised guidance		
	2. Localised guidance: where there are established requirements: As per approved rights of the V&A Canal Precinct, and enhanced view lines.		②
	3. Refer to Buitengracht de-proclamation scheme (Foreshore Gateway Precinct), public land intensification with affordability criteria and height in planning/ approval phase: a. Block 31: 86m, steps to flats (remainder Erf 1428 & 1429 Jerry Street) b. Block 30: Fireman's Arms: Lower than 60m c. Block 29: PPTL site: 45-54m max d. Block 28: 60m: Erven 846, 853-870 & 144734: ROD approved by HWC with detailed setback conditions on Strand Street e. Block 27: Corner Strand & Buitengracht: 42 m		③
	4. All (re)development of sites to enhance the scenic route [refer to 2003 and 2013 draft Scenic Drive Policy] and Urban Forest Policy (2023).		④
	5. St Andrew's Church and Prestwich Memorial function as a significant heritage assets and open space. Protect and maintain the site as an open space of high heritage value / sensitivity as well		⑤

	as public amenity. Carefully consider surrounding built form to avoid negative impacts on the space such as sterile edge conditions, overshadowing and visually overbearing massing around edges.	
	6. Napier Street significant heritage cluster: Retain existing low-rise, fine-grained form. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces. Limited additional height potentially acceptable subject to the heritage resource, depending on heritage value of existing buildings. Such additions are subject to adherence to established datum lines and with sufficient setbacks above heritage fabric to mitigate visual impact on streetscape.	6
	7. Institutional functions and schools to intensify albeit encouraging the retention / replacement / enhancement of mature trees mature trees, greenery, play areas and active recreation within the site and/or area.	7
	8. Loader Street: Retain existing low-rise, fine-grained form. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces.	8
	9. For Somerset road approaching the city, as a principle, over time, create a recognisable roofscape and skyline transition. Heights should step upwards towards the CBD height cluster (refer precinct 5), as one moves along Somerset Road towards the CBD, and vice versa, as one moves towards Greenpoint.	9
	Interface guidance	Typical Interface and setback
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, Urban character sub areas	Fig
	Gateways (G)	Tab
	G4, G7, G13	
	Destinations (D)	Tab
	D1, D5	
	Significant heritage clusters and open spaces (C)	Tab
	C12,13	
	Urban character sub areas (S)	Tab
	S4, S6 adjacent, S5	
Street & route characterisation	Schedule of route classifications, typical characteristics and designations	Tab Fig
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals below reflected in the Mobility and Access Plan (CBD MAP).	5-1 5-20 5-26
	Enhance pedestrian connection between this precinct and the V&A Waterfront, Bo-Kaap and Mid-City Precinct.	5-2 5-20 5-26

Interface guidance	Figure 5-20: Typical Interface and setback	Fig	5-20 5-26
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Figure 5-25: De Waterkant Precinct 5: Concept plan (refer to Table 5-10 Public realm structure)

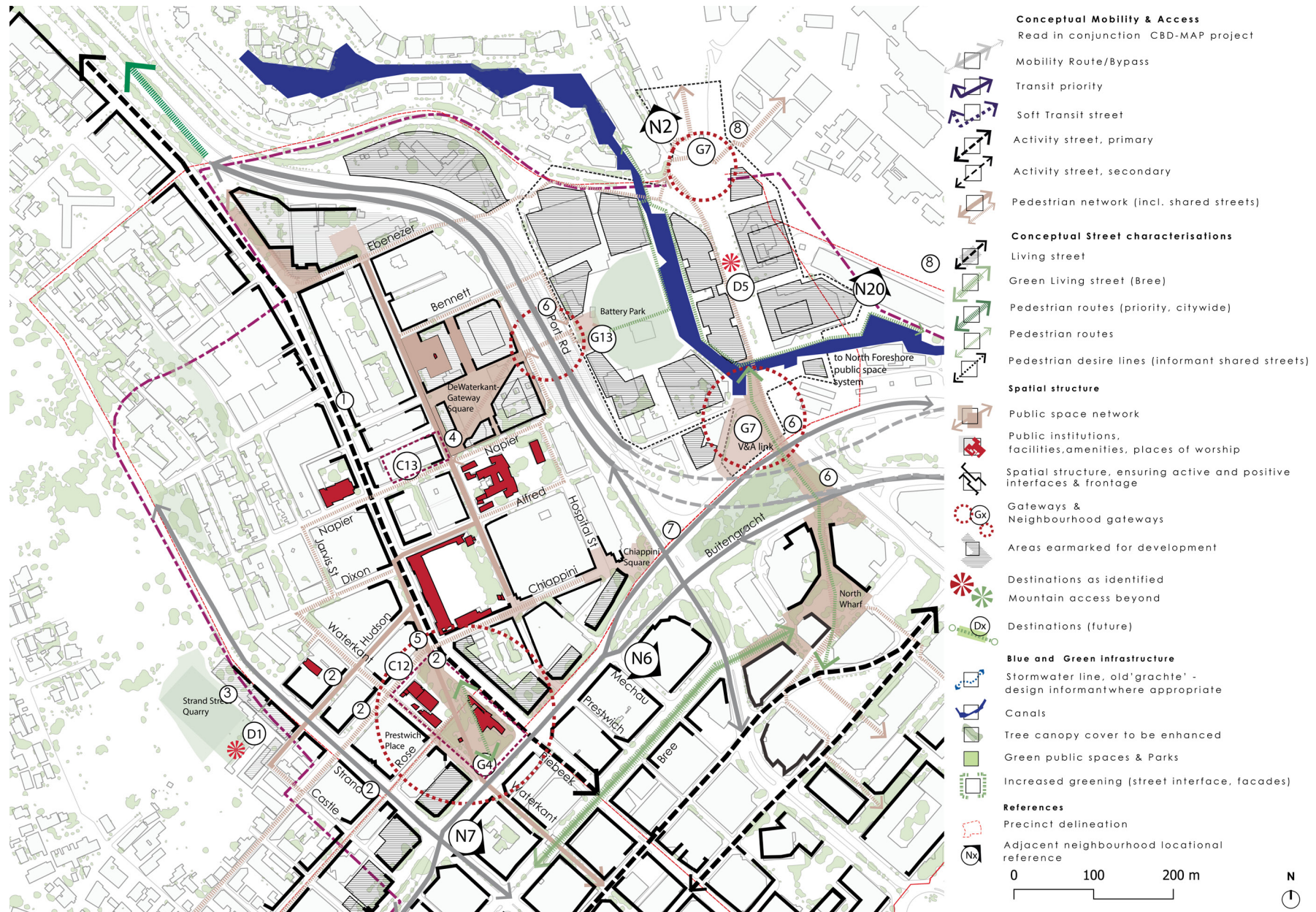


Figure 5-26: De Waterkant / Gateway Precinct 5: street characterisation (refer to Table 5-10)

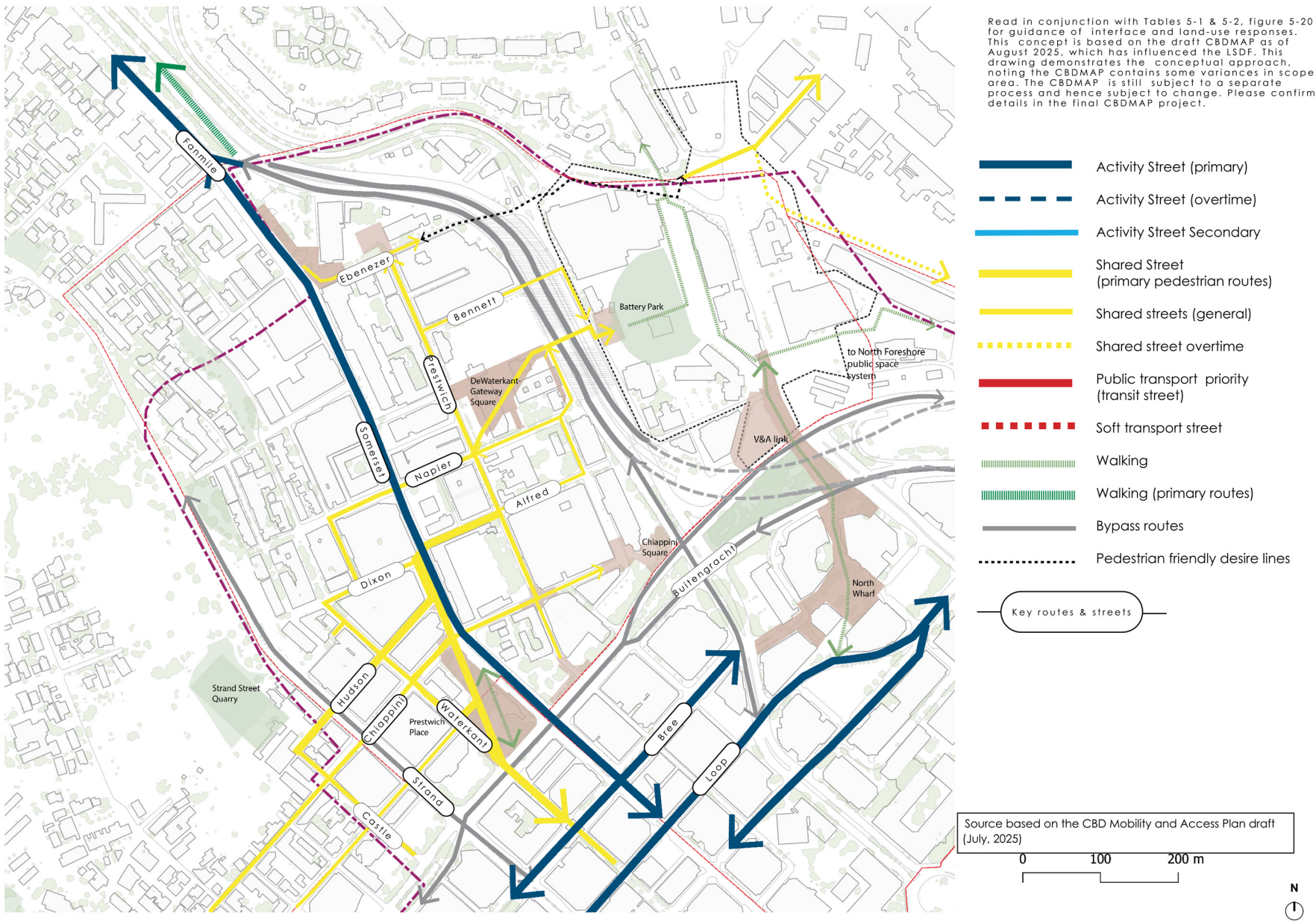
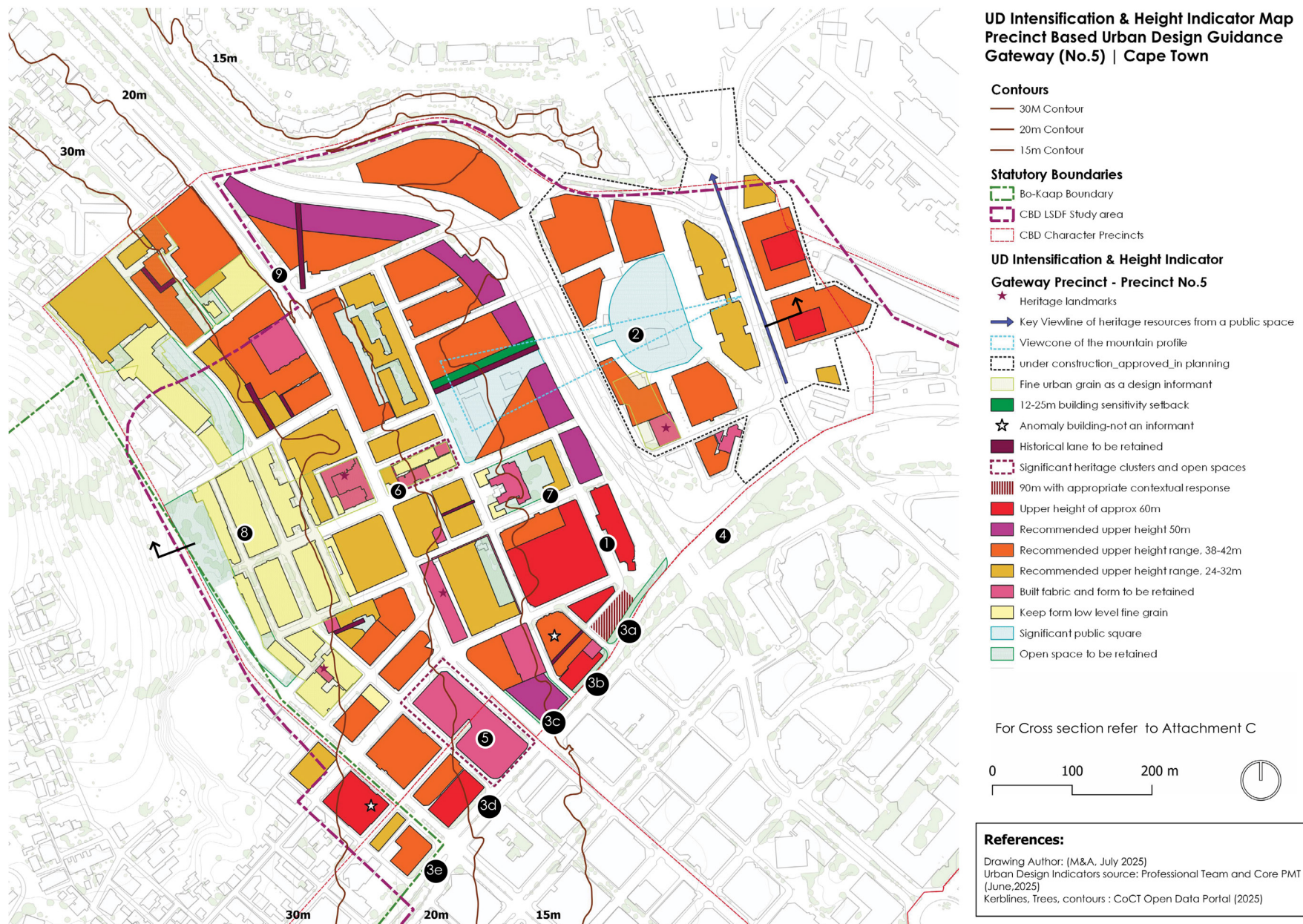


Figure 5-27: De Waterkant / Gateway Precinct 5: Development guidance: Intensification and height indicators (refer to Table 5-10 Development guidance)



5.6.2. West Foreshore Precinct (precinct 6)

Name	WEST FORESHORE PRECINCT	Cht	5.6.2
No. after CCDS	6		
Role	The vast majority of the Foreshore precinct comprises reclaimed land from the historical Table Bay shoreline between the 1930s and 1960s. The area is characterised by a distinctively coarse-grained urban fabric defined by large built footprints, large voids between buildings and wide boulevard reserves, which departs in character from the historical 60x60m street grid of the 'old' city. The Convention Centre sub-precinct, the new Christiaan Barnard Hospital, the first phases of the Harbour Arch development and other individual site developments have contributed to the transformation of the Roggebaai area with some of the highest intensity building developments over almost two decades. West Foreshore plays a critical role in linking the Mid-City precinct to the V&A Waterfront, the Cape Town International Convention Centre as well as with the functions in the working harbour and especially the Cruise Terminal. Refurbishment of the buildings and public realm adjacent to the harbour is pivotal in addressing the arrival needs of visitors from the Cruise Terminal and enhancing connectivity between the Canal Precinct/ V&A Waterfront and the East Foreshore.		
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-28 5-29
	Public realm structure network & vision	Fig	5-1
	<i>The precinct framework conceptual narrative comprises the following ideas:</i>		
	1. Somerset/ Riebeek, is designated as an activity street with a public transport route to the Atlantic Seaboard.	①	
	2. Continue the Bree Street 'green living street' concept into the Foreshore with appropriate place-making interventions, parklets, landscaping and trading areas where possible.	②	
	3. Upgrade public space alongside development, maximising the potential super basements where possible.	③	
	4. Facilitate a seamless pedestrian interface between the CBD and the De Waterkant Gateway Precinct, the V&A Waterfront and the Port Cruise Liner Terminal. Improve the east and west pedestrian linkages on priority pedestrian routes, from Louis Gradner, through to the Waterfront.	④	
	5. St George's mall requires rejuvenation as the primary pedestrian mall through the city, linking north to south. St George's mall framework plan to be considered to public & private can contribute to the upgrades.	⑤	
	6. The Long Street public right of way is to be continued into the Harbour Bridge Canal District, facilitating a new pedestrian connection. Prioritise creating a north foreshore public space	⑥	

	system. Prioritise westward pedestrian connections to the V&A Waterfront		
Key public spaces/places	Public realm structure network & vision <i>(read in conjunction with this drawing)</i>	Fig	5-1
	Thibault Square , Pier Place, North Wharf Square, Canal/Convention Centre, Roggebaai Square		
	Heerengracht (urban Room)		
	North Foreshore public space system		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)	Cht Fig	5.4 5-30 5-20 5-24
	<i>The following precinct guidance refers:</i>		
	Precinct guidance (general)		
	a. General desirability within the Foreshore for tall buildings.		
	b. Envelopes are shown, design and redevelopment proposals may vary (i.e. shape and form).		
	c. The Tall Building Policy would apply, with specific consideration for mitigation against negative aspects such as overshadowing, wind within the public realm, large monolithic considerations.		
	d. Highlighted recommendations below are not an exhaustive list and should be read in conjunction with the Tall Building Policy and LSDF height management strategy (chapter 5.7):		
	i. The podium, or base of the building is associated with the public realm, human scale and ensuring safer streets. For these reasons, structured parking and service mechanical plant rooms/floors to be wrapped with active functions (i.e. habitable spaces). This is to be prioritised on street edges of key routes for up to 8 storeys. Prioritise basement parking instead.		
	ii. Partner and invest in the public realm locally, and/ or closest public space in line with the public realm framework and height management strategy. Access controlled galleria, podium spaces, are excluded as a public space contribution.		
	iii. Sky bridges (car or walking) detract from street activation and are not supported.		
	iv. The 60x60m historic street grid provides for a permeable and walkable city. This is a design informant for redevelopment.		
	v. Wider-angle views of sea(port ,coast) to be maximised.		
	vi. View corridors indicated to be protected & enhanced.		
	vii. Harbour leading light is currently a limitation for height, but should be investigated for relocation in the context of the limitations placed on the Foreshore Feasibility project.		

Table 5-11: West Foreshore Precinct



	Localised guidance			
	1. South of Hans Strijdom (Old Shoreline) - Height indicator: lower than tallest build, currently Portside at 130m.			1
	2. North of Hans Strijdom (considered the Old Shoreline) – suitable for tall and significantly tall buildings.			2
	3. Sites B & D (former Power Station) can unlock/ improve the pedestrian link to North Wharf Square and Convention Centre link, subject to Power Station/North Wharf Urban Design Framework Plan. Site B and D were noted at 55 m and 40 respectively. These datum's should be kept for the base and middle of the buildings, but there is room to incorporate towers), as demonstrated in the heat map.			3
	4. Roggebaai heights: Refer to DMS for design-led façade heights, where not specified under the LAO/4, support for height departures beyond 60m, in alignment with this Policy. Datum lines along Heerengracht to be respected.			4
	5. New development parcels will respond to a future Foreshore Freeway precinct framework plan and associated land release strategy.			5
	6. Optimise connectivity to the Cruise Liner Terminal and the need for park and ride facilities to accommodate arrivals and departures.			6
	Interface guidance	Typical Interface and setback	Fig	5-20
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas		Fig	5-14
	Gateways (G)		Tab	5-4
	G7, G4			
	Destinations (D)		Tab	5-5
	D2			
	Significant heritage clusters and open spaces (C)		Tab	5-6
	N/A			
	Urban character sub areas (S)		Tab	5-7
	S6			
Street & route characterisation	Schedule of route classifications, typical characteristics and designations	Tab Fig		5-1 5-20 5-30
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals in the Mobility and Access Plan (CBDMAP), emphasising the importance of improved pedestrian connectivity between this precinct, the V&A Waterfront and De Waterkant.	Tab Fig		5-2 5-20 5-29
Interface guidance	Typical Interface and setback	Fig		5-20

Conceptual Mobility & Access
Read in conjunction CBD-MAP project

- Mobility Route/Bypass
- Transit priority
- Soft Transit street
- Activity street, primary
- Activity street, secondary
- Pedestrian network (incl. shared streets)

Conceptual Street characterisations

- Living street
- Green Living street (Bree)
- Pedestrian routes (priority, citywide)
- Pedestrian routes
- Pedestrian desire lines (informant shared streets)

Spatial structure

- Public space network
- Public institutions, facilities, amenities, places of worship
- Spatial structure, ensuring active and positive interfaces & frontage
- Gateways & Neighbourhood gateways
- Areas earmarked for development
- Destinations as identified
- Mountain access beyond
- Destinations (future)

Blue and Green infrastructure

- Stormwater line, old 'grachte' - design informant where appropriate
- Canals
- Tree canopy cover to be enhanced
- Green public spaces & Parks
- Increased greening (street interface, facades)

References

- Precinct delineation
- Adjacent neighbourhood locational reference

0 100 200 m

N

Figure 5-29: West Foreshore Precinct 6: Street characterisation Concept (refer to Table 5-11)

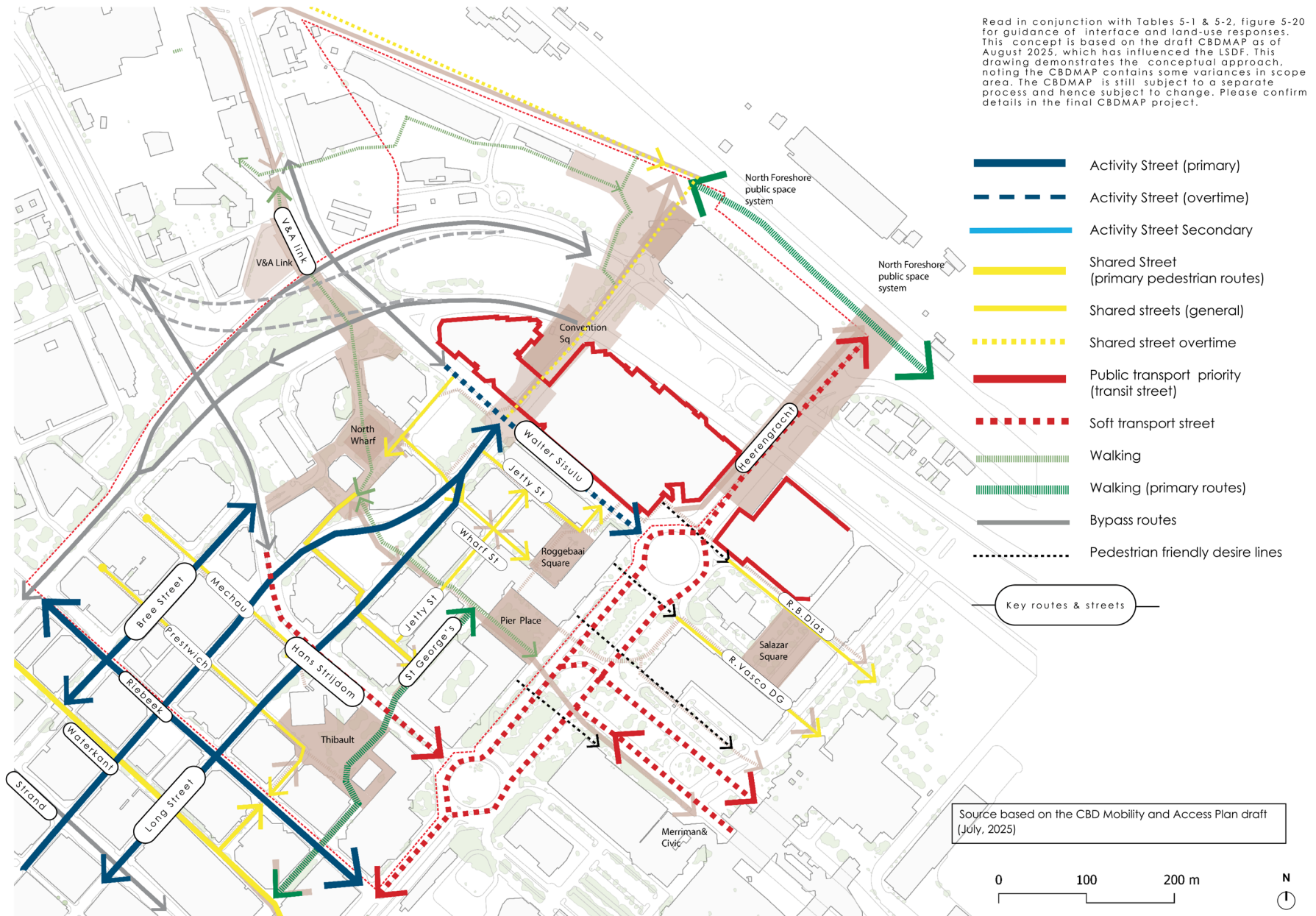
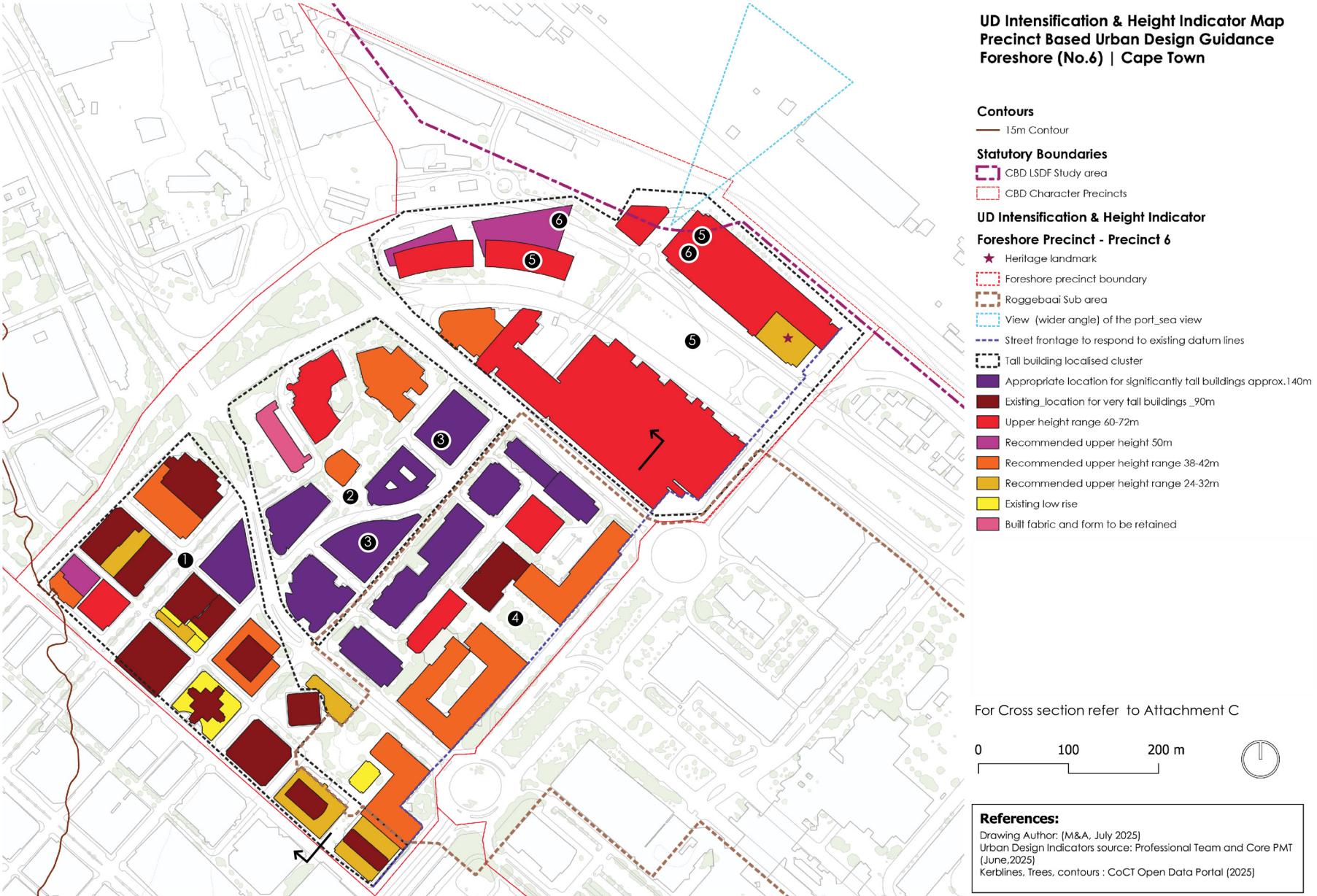


Figure 5-30: West Foreshore Precinct 6: Development guidance: Intensification and height indicators (refer to Table 5-11 Development guidance)



5.6.3. Mid-City Precinct (precinct 7)

Name	MID-CITY PRECINCT	Cht	5.6.3
No. after CCDS	7		
Role	The Mid-City is the geographic and historic core of the CBD with a high concentration of significant heritage buildings and clusters. It is situated between Wale and Riebeek Streets. Buitengracht Street separates the Mid-City from Bo-Kaap. It is an intensely developed mixed-use area of fine-grained urban fabric with heritage character, with concentrations of hotels, restaurants and activated retail street fronts maximised. Block sizes are typically 60m x 60m. Despite the scale of development, the condition at ground level feels rather intimate due to tight streetscape widths. Places like Greenmarket square, Heritage Square overlooking Riebeek Square, pedestrian-prioritised sections of Shortmarket Street and St Georges Mall are popular visitor destinations due to their vibrant, pedestrian friendly design. Refer to guidance from Spatial ideas (Chapter 4)		
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-31 5-32
	Public realm structure network & vision	Fig	5-1
<i>The precinct framework conceptual narrative comprises the following ideas:</i>			
	1. Higher traffic movement circulating around the perimeter of the precinct (Wale Street, Buitengracht Road, Strand Street), while the core precinct functions as a slow zone (refer to CBDMAP project).		①
	2. Bree street is characterised as a green living street.		②
	3. The grid like system of access routes provides permeability and a fine urban grain, making this area the most conducive to broad scale pedestrianisation. This helps create a well-defined network of pedestrian priority and pedestrian friendly streetscapes and public squares.		③
	4. East-west streets provide both physical and visual links to and from Bo-Kaap.		④
	5. Special streetscapes are defined by rows of character-giving heritage fabric (Bree Street, Hout, Church Street, Shortmarket Street and Greenmarket Square, St George's Mall, Waterkant), which are enhanced with urban greenery and street furniture and public space upgrades.		⑤
	6. Adderley is designated as a transit priority street. St George's remains fully pedestrianised.		⑥
	7. Long street is designated as an activity street, characterised as a 'green living street'. Loop Street is a secondary activity street.		⑦
	8. Riebeek Square, edged by Church and Shortmarket, to be designed with Buitengracht in order to create a seamless transition to Bo-Kaap, envisioned as the 'Bo-Kaap' stoep.		⑧

Key public spaces/places	Public realm structure network & vision <i>(read in conjunction with this drawing)</i>	Fig	5-1
	Riebeek Square & Bo-Kaap stoep		
	Greenmarket Square		
	St George's Mall , Longmarket, Waterkant key pedestrian linkages		
	Church street & Antique market		
	Station Forecourt (adjacent)		
	Trafalgar Flower Seller's market (adjacent)		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)	Cht	5.4
		Fig	5-33
<i>The following precinct guidance refers:</i>			
Precinct guidance (general)			
	a. In general, tall buildings in the range of up to 60m height should be limited to the edges of the Mid-City Precinct, along Wale, Adderley and Strand Streets.		
	b. Refer to inner core of the Mid-city map guiding recommended upper heights that take into account heritage and fine grain considerations. For further guidance, refer to Attachment C.		
Localised guidance			
	1. Riebeek Square-Heritage Square significant heritage cluster and open space (C4). This site should be retained and enhanced to function as a quality public square of historic value. Informal activation to be promoted in support of the surrounding hospitality uses. Development of the blocks surrounding the square should be carefully considered in terms of visual impact and the interactive relationship with the space. Heritage Square building form and character to be retained.		①
	2. Shortmarket & Hout Streets form a significant heritage cluster and required associated fine urban grain (C15). Retain existing built character, fabric, height in its current form. Limited additional floor factor as single storey additions can potentially be added to areas identified in green, with adequate setback from existing building elevations. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces.		②
	3. Wale-Bree Street is a significant heritage cluster (C6). Retain existing built character, fabric, height in its current form. Limited additional floor factor as single storey additions can potentially be added to areas identified in green, with adequate setback from existing building elevations. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces.		③

Table 5-12: Mid-City Precinct

	4. Waterkant Street is a significant heritage cluster (C14). Retain low-rise, fine-grained form. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces.	4
	5. Long Street: There are datum lines (roofscapes, arcades, balconies, parapet lines) to be protected and to act as a design informants. Block intensification to step down to fine grain.	5
	6. Greenmarket Square (C7) is an important cultural-heritage open space and associated fine urban grain should be protected. Development of the blocks surrounding the square should be carefully considered in terms of visual impact and the interactive relationship with the space. Retention/enhancement/replacement of mature trees and cobbled surfaces to be encouraged.	6
	7. St. George's Mall: adopt current subzone DMS specific provisions, 25m height with setbacks.	7
	8. Taller buildings could be considered on land parcels fronting onto Adderley Street. Subject to careful interface responses to abutting important heritage resources, if applicable. Intensification over time should respond to height cluster at the corner of Strand and Adderley, with similar height at the skyline. Within this in mind, the upper limit will be in the region of 60m due to the position within the historic core.	8
	9. Riebeeck Square (C4): Investigate subsurface parking solution as part of the Buitengracht Corridor development programme.	9
	Interface guidance Typical Interface and setback	Fig 5-20
Spatial Character informants	Special character informants including Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas.	Fig 5-14
	Gateways (G)	Tab 5-4
	G4,G5 (adjacent), G12, G16	
	Destinations (D)	Tab 5-5
	D4 (adjacent)	
	Significant heritage clusters and open spaces (C)	Tab 5-6
	C4, C5,C6, C7, C12, C15	
	Urban character sub areas (S)	Tab 5-7
	S2,S4	
Street & route characterisation	Schedule of route classifications, typical characteristics and designations	Tab 5-1 Fig 5-20 5-32
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals below projects/programmes in the CBM MAP documentation.	Tab 5-2 Fig 5-20 5-32
Interface guidance	Typical Interface and setback	Fig 5-20 5-32

5 - SPATIAL DEVELOPMENT FRAMEWORK | CAPE TOWN CBD LSDF

Volume 2: CBD Local Spatial Development Framework (October 2025)



Figure 5-31: Mid-City Precinct 7: Concept plan (refer to Table 5-12 Public realm structure)

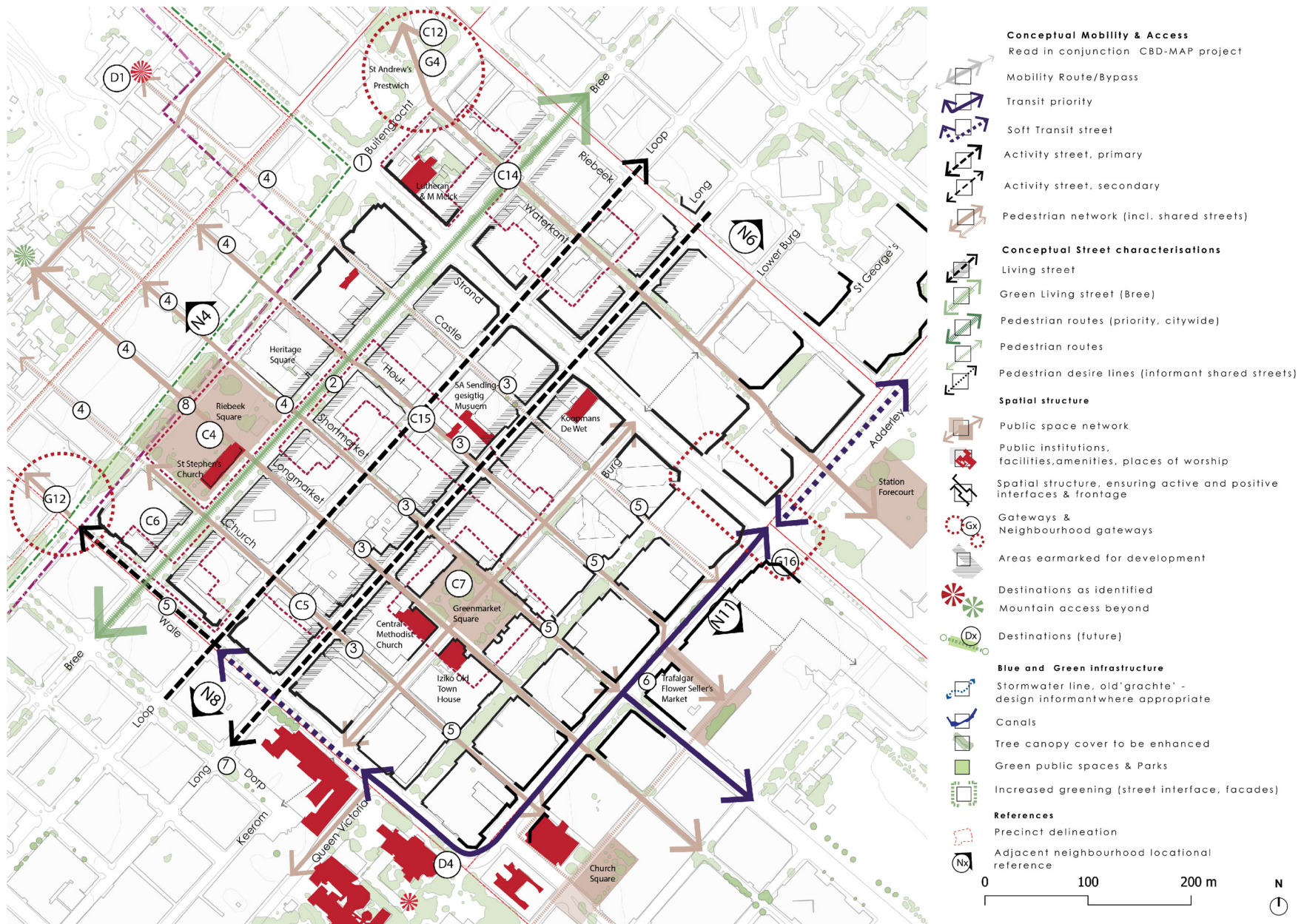


Figure 5-32: Mid-City Precinct 7: Street characterisation (refer to Table 5-12)

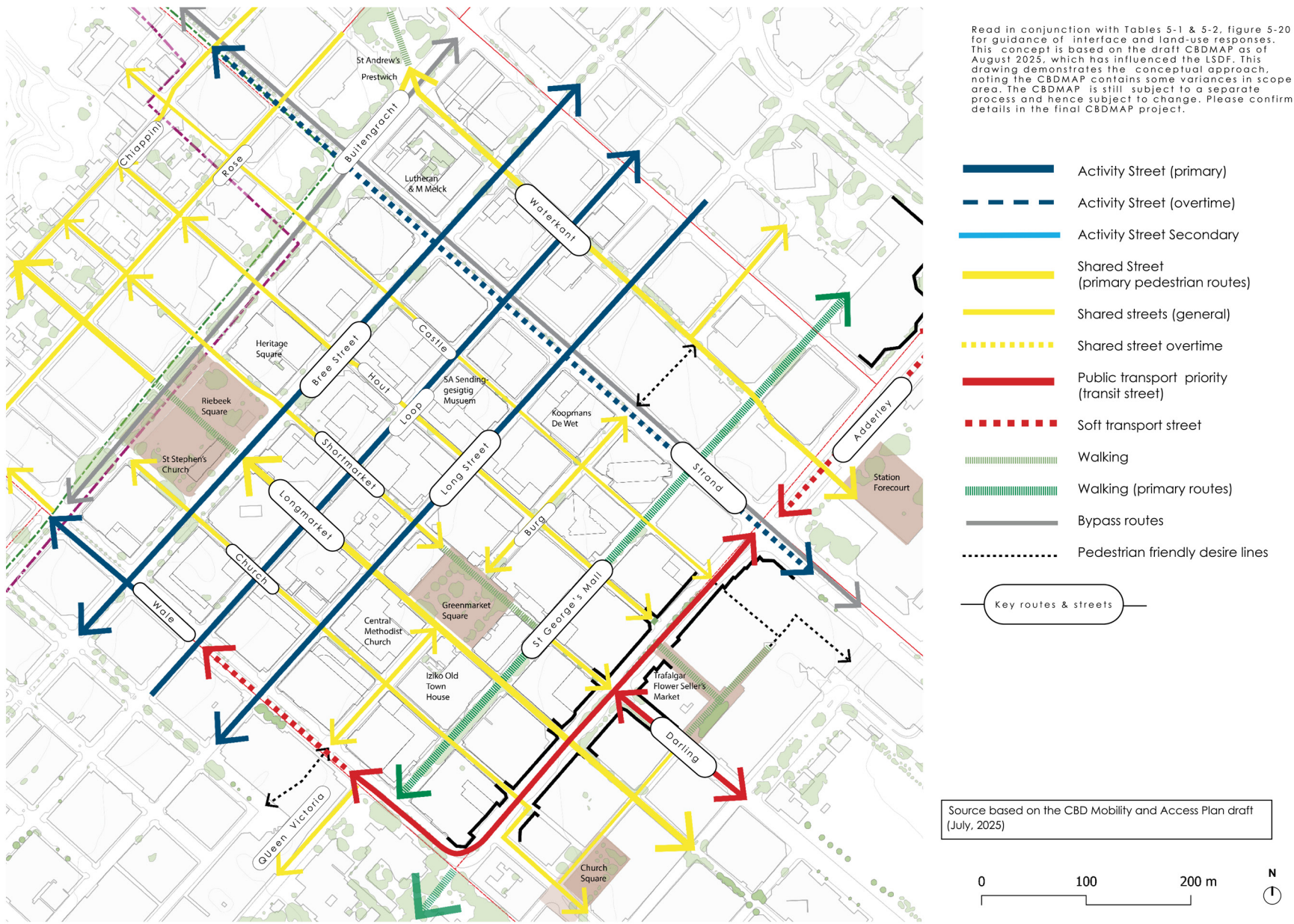
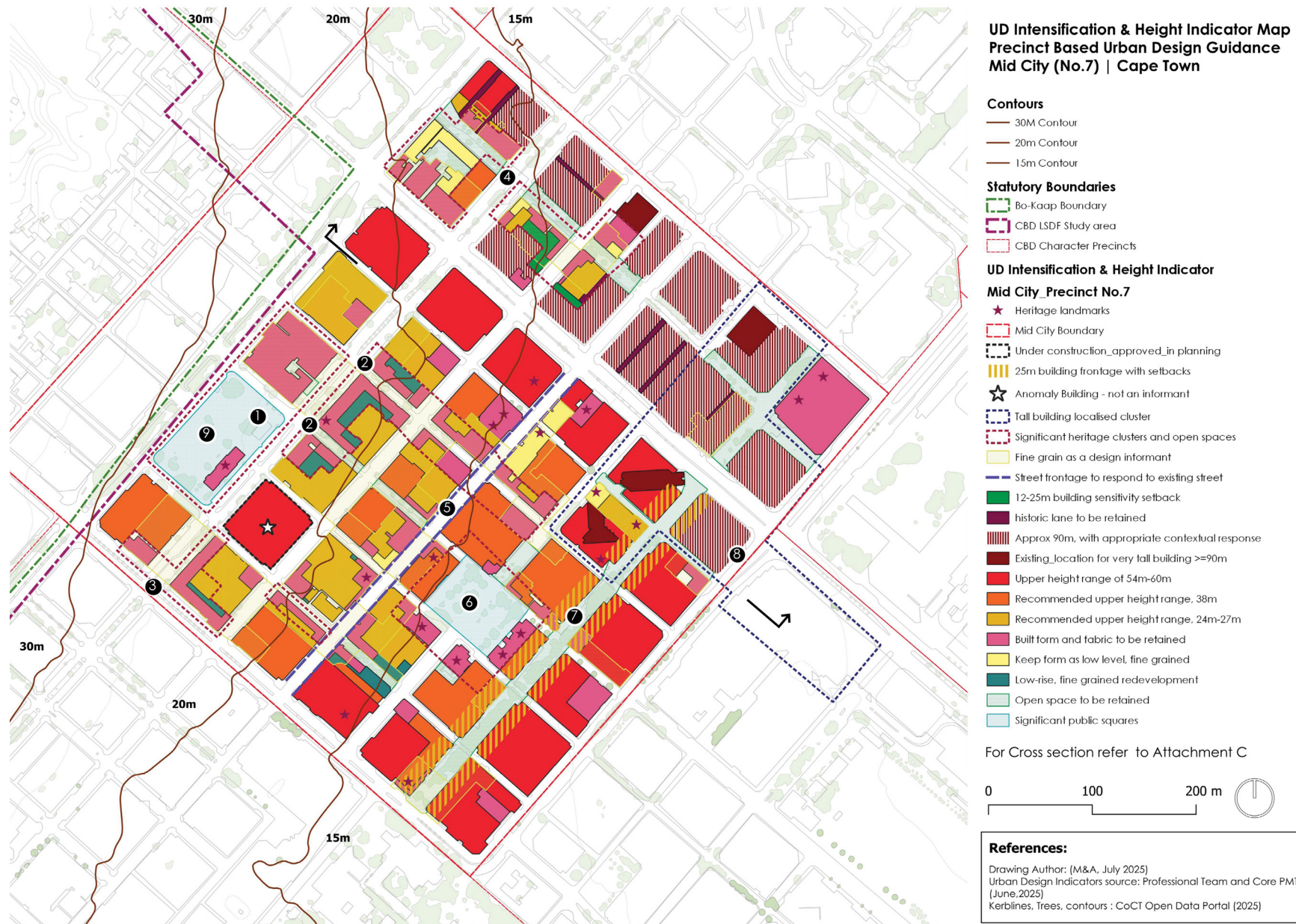


Figure 5-33: Mid-City Precinct 7: Development guidance: Intensification and height indicators (refer to Table 5-12 Development guidance)



5.6.4 Company Gardens Precinct (precinct 8)

Name	COMPANY GARDENS PRECINCT	Cht	5.6.4
No. after CCDS	8		
Role	This area is known as the Government precinct due to the strong presence of State and Provincial-owned buildings within the area, specifically along Wale and Keerom Streets. Beyond administrative functions, the area also houses historical places of worship, the South African Museum, the Jewish Museum, National Art Gallery, the Slave Lodge, the National Library, Gardens Commercial High School, Michaelis School of Art and UCT's Hiddingh Campus – all clustered along the Company Gardens. The Parliamentary cluster skirts the precinct to the east. This area being a national key point, is highly securitised, with the effect of creating a hard permeability barrier to east-west movement through this part of the city. This precinct is part of the historic core of the CBD with heritage fabric and fine grain pockets that add to the very character of Cape Town. The fine grain, urban scapes should be protected and enhanced. Emphasis here is to provide policy direction to enable a desired urban form. Policy guidance will need to be supplemented by additional sub-character guidance to inform HPOZ specific and localised guidance (once available), as well as overlay alignments as part of the implementation phase. Refer to guidance from Spatial ideas (Chapter 4).		
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-34 5-35
	Public realm structure network & vision	Fig	5-1
<i>The precinct framework conceptual narrative comprises the following ideas:</i>			
	1. The Company Gardens is a primary structuring element and 'green lung'.		①
	2. Bree 'Green Living Street's the: Test feasibility options of converting wide 'bree' into a green living street, de-prioritising general traffic, prioritising other active modes, greening, trading, street-life.		②
	3. Transit Street (Mall): Investigate feasibility of turning Adderley and Darling into a transit street, also prioritising active mobility.		③
	4. Long street: Enhance the character as a 'living street', continue to support tactical urbanism initiatives, street events, as part of a broader inner city pedestrianisation strategy. Also, investigate Long Street as part of an inner city streetery and parklet framework.		④
	5. East-west streets provide both physical and visual links to and from Bo-Kaap. Following the 'slow zone' with shared streets (decongestion zone) concept, prioritise pedestrian safety and east-west linkages via Bloem, Buiten/ Green Street, also Pepper,		⑤

	Leeuwen and Dorp Streets. Ensure high traffic movement circulating around the perimeter of the precinct (Wale Street, Buitengracht Road, Buitensingel/ Orange Street), while the core precinct functions as a 'slow zone' and shared space.		
	6.	Seek to improve separated and safe bike lane connectivity across the city. Within this precinct, considering north-south connectivity, investigate introducing a cycle path through Government Avenue.	⑥
	7.	Support public space enhancements at local pedestrian identified gateways, also allowing appropriate provisions for driver hubs.	⑦
	8.	Noor El Hamedia (Dorp St) mosque prayer space, sidewalk and placemaking.	⑧
Key public spaces/places	Public realm structure network & vision (read in conjunction with this drawing)		Fig 5-1
	Company Gardens		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)	Cht	5.4
		Fig	5-36
The following precinct guidance refers:			
Precinct guidance (general)			
a. Areas marked as 'fine grain as a design informant' means that proposals need to respond to the fine grain character over and above the specific heritage resources. Proposals should aim to ensure there remains multiple erven, with short street frontages, multiple doors and pedestrian entrances across the urban block, multiple economic opportunities per block. The intention is to create visual interest, street vibrancy and a mix of economic opportunities.			
b. Refer to Attachment C for more detailed heritage guidance.			
c. Development should cascade, following topography, in height and scale, along Buitengracht in alignment with topographical informants.			
Localised guidance			
1. Company Gardens: refer to draft Company's Gardens CMP. In addition, adjacent street Queen Victoria, in principle it is desirable to enhance the park edges with well-defined articulated residential intensification, up to 38m. Also noting that the uptake may be limited due to numerous institutional, civic, heritage buildings. (From Keerom to Long Street consider noise mitigation through double-glazing).			①
2. Long Street significant heritage building cluster: Retain existing built character, fabric and height in its current form. Limited additional floor factor single storey additions can potentially be added to areas identified in green where there are existing heritage buildings, with adequate setback from existing building elevations. Where sites identified in green can be redeveloped			②

Table 5-13: Company Gardens Precinct



	(i.e. limited current heritage significance), the development proposal must respond to the architectural character of the cluster. A maximum of two storeys applies with an additional third floor adequately set back from street elevation. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces. Along the higher order mobility (bypass) routes, Buitengracht, Buitensingel proposals can support the upper height range as depicted in the map and legend below, similarly the gateway at Wale/ Buitengracht. The intention is that the scale of built form can increase as one moves down the slope.			
	3. Development should cascade, following topography, in height and scale, along Buitengracht in alignment with topographical informants.			3
	4. Development as a backdrop to Long Street, the upper limit would be 38m in these locations.			4
	5. Adjacent to Wale Street additional intensity-of-use and height can be received within the height range.			5
	6. Upper Bree Street significant heritage cluster: Retain existing built character, fabric, height in its current form. Limited additional floor factor as single storey additions can potentially be added to areas identified in green, with adequate setback from existing building elevations. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces.			6
	7. Queen Victoria and Keerom Streets datum line patterns, including roofscape, balconies, elevational features, to be used as a design informant.			7
	8. The view cone from public space of the mountain backdrop to be taken into consideration.			8
	9. In the case of the Centre for the Book, which includes the horizontal field of view, to be a consideration.			9
	Interface guidance	Typical Interface and setback	Fig	5-20
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas			Fig 5-14
	Gateways (G)		Tab	5-4
	G9,G10,G11, G12,G15			
	Destinations (D)		Tab	5-5
	D4			
	Significant heritage clusters and open spaces (C)		Tab	5-6
	C1,C2,C3			
	Urban character sub areas (S)		Tab	5-7
	S1			

Street & route characterisation	Schedule of route classifications, typical characteristics and designations	Tab Fig	5-1 5-20 5-35
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals below reflected on a map in Annexure B (Mobility and Access Plan)	Tab Fig	5-2 5-20 5-35
Interface guidance	Typical Interface and setback	Fig	5-20

Figure 5-34: Company Gardens Precinct 8: Concept plan (refer to Table 5-13 Public realm structure)

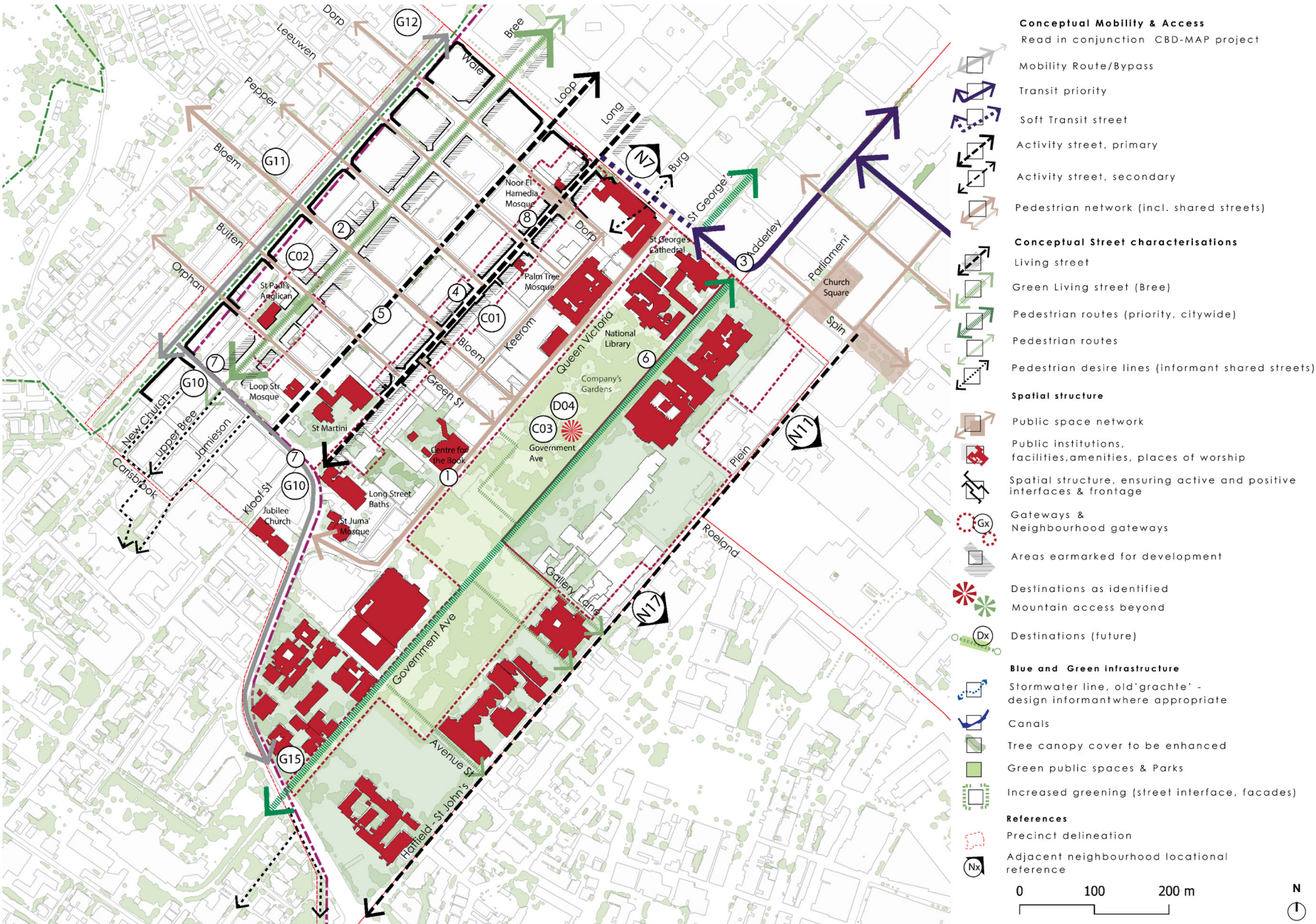


Figure 5-35: Company Gardens Precinct 8: Street characterisation (refer to Table 5-13)

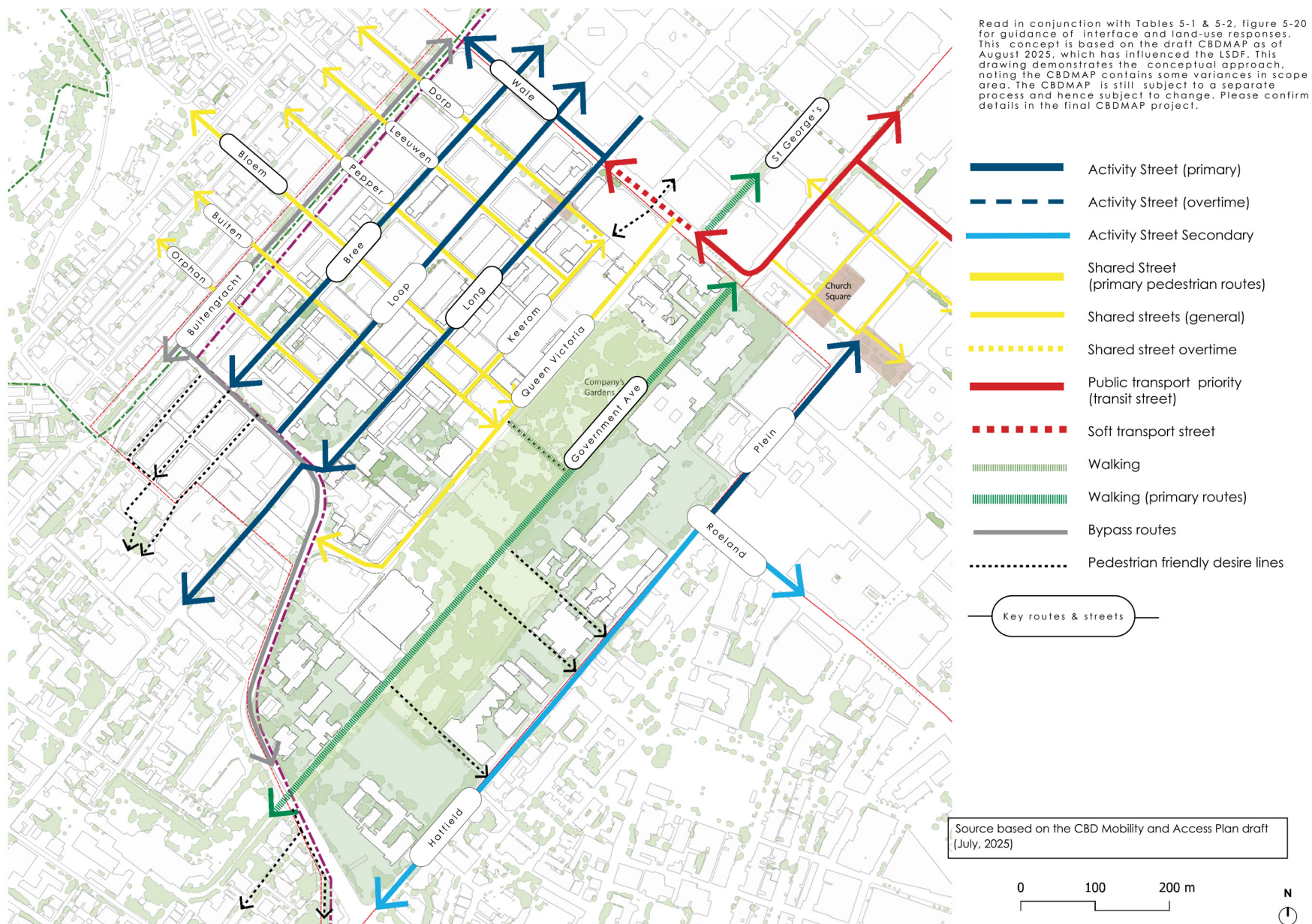
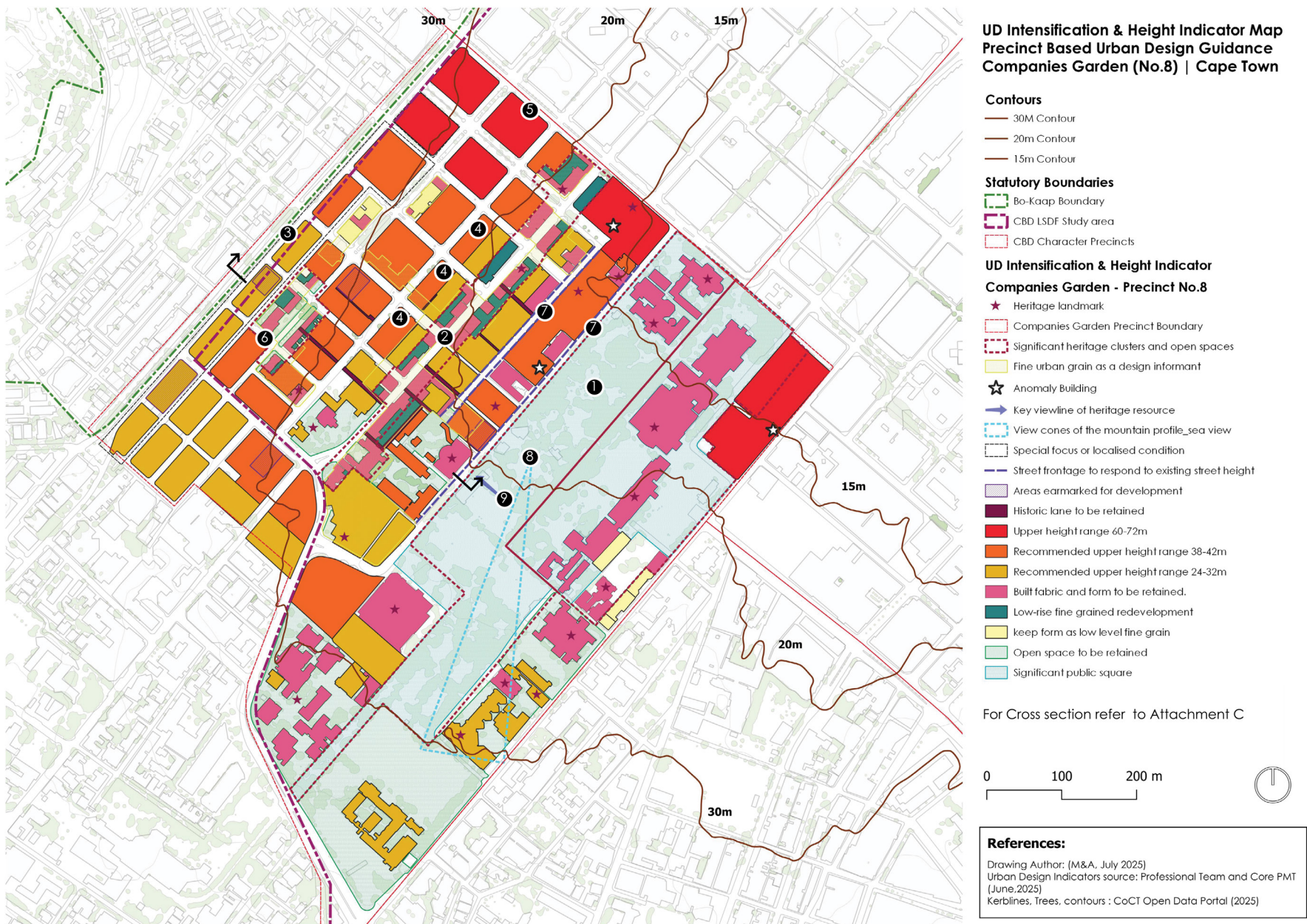


Figure 5-36: Company Gardens Precinct 8: Development guidance: Intensification and height indicators (refer to Table 5-13 Development guidance)



5.6.5 East Foreshore Precinct (precinct 9)

Name	EAST FORESHORE PRECINCT		Cht	5.6.5
No. after CCDS	9			
Role	The vast majority of the Foreshore precinct comprises reclaimed land from the historical Table Bay shoreline between the 1930s and 1960s. The area is characterised by a distinctively coarse-grained urban fabric defined by large built footprints, large voids between buildings and wide boulevard reserves, which departs in character from the historical 60x60m street grid of the 'old' city. By far the most distinguishing factor is the large tract of land along the Foreshore Freeway, which creates discontinuity in the urban fabric, making the space less permeable and inhospitable to pedestrians. The word "sterile" has been used to describe the public realm. Over the past 20+ years new developments on the Foreshore have redefined the profile of the CBD façade with some of the tallest building heights. This has formed the CBD skyline of today as well as views across the city. Refer to guidance from Spatial ideas (Chapter 4)			
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-37 5-38	
	Public realm structure network & vision	Fig	5-1	
<i>The precinct framework conceptual narrative comprises the following ideas:</i>				
1. Intensification as catalysts for improved city-making: Prioritise the mobility, land use and urban design solution for the Freeway Precinct area, reconceptualising Infrastructural barriers to unlock the Foreshore's potential.				①
2. Implement the City's preferred transport and land use solution for the Foreshore Freeway Precinct.				②
3. Focus on public-led developments that serve to improve the permeability of the urban grid structure (creating a new public right of way through Founders Garden precinct development – connecting Adderley Street via Salazar Square to Harbour Arch via Louis Gradner Road).				③
4. Ensure private/ public partnerships and co-ordination to change the nature of the Louis Gradner Street (axis) (also Martin Hammerschlag, Jack Craig) from a car centric precinct to an energetic active precinct.				④
5. Lower Adderley (Heerengracht): ensure the easing of active mobility crossings and celebration of water as part of place-making approaches.				⑤
6. Actively investigate and develop a Civic Square (adjacent to Paul Sauer, 1 Adderley and Civic Podium). Where possible retain views/ glimpses of Lion's Head Profile from Civic Square and DF Malan. Also consider view lines from Civic Podium deck.				⑥
7. Effect the principle of removing parking from the CBD squares for people centric and greener spaces.				⑦

Table 5-14: East Foreshore Precinct

	8. Harbour Arch: creatively improve and develop pedestrian links and under highway public space in parallel with roll out of the Culemborg back-of-port redevelopment.		8
	9. The LSDF proposes a key public space to be developed, with greening, a new 'promenade' for the CBD, as part the northern foreshore area vision.		9
	10. Improve the public realm between the Cape Town Station and Civic Centre Precinct.		10
Key public spaces/ places	Public realm structure network & vision (read in conjunction with this drawing for key public spaces and linkages)	Fig	5-1
	New Founder's Garden Public space, Artscape Forecourt		
	Civic Square, Merriman Square, Paul Sauer surrounds		
	Harbour Arch underpass public space system, via Louis Gradner		
	Station Deck Public space system (link to Foreshore, DF Malan, Jan Smuts, Christiaan Barnard, etc.)		
	New Northern Foreshore public space system		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)	Cht	5.4
		Fig	5-39 5-20 5-21
	The following precinct guidance refers:		
	Precinct guidance (general)		
	1. General desirability within the Foreshore for tall and very tall buildings		
	2. Design and redevelopment proposals may vary (i.e. shape and form).		
	3. The Tall Building Policy would apply, with specific consideration for mitigation against negative aspects such as overshadowing, wind within the public realm, large monolithic considerations.		
	4. Highlighted recommendations below are not an exhaustive list and should be read in conjunction with the Tall Building Policy and LSDF height management strategy:		
	a) The podium, or base of the building is associated with the public realm, human scale and ensuring safer streets. For these reasons, structured parking and service mechanical plant rooms/floors to be wrapped with active functions (i.e. habitable spaces). This is to be prioritized on street edges of key routes for up to 8 storeys. Prioritize basement parking instead.		
	b) Partner and invest in the public realm locally, and/ or closest public space in line with the public realm framework and height management strategy. Access controlled galleria, podium spaces, are excluded as a public space contribution.		
	c) Sky bridges (car or walking) detract from street activation and are not supported.		

	d) The 60x60m historic street grid provides for a permeable and walkable city. This is a design informant for redevelopment. e) View lines and view cones (of sea, port, Table Mountain profile) to be maximised.	
	Localised guidance	
	1. The Heerengracht is a graded heritage space. Refer to specific provisions.	1
	2. Woodstock parking sub-precinct (3 sites): Wind testing and shadow mitigation required at a sub-precinct scale in developing the desired urban form.	2
	3. Harbour Arch to be developed as per approved rights.	3
	4. Louis Gradner and surrounds sub-precinct: Wind testing and shadow mitigation required at a sub-precinct scale in developing the desired urban form.	4
	5. Founder's Garden to be developed as per approved rights.	5
	6. Land release and development potential in the Northern Foreshore subject to feasibility testing. New block typologies should promote a return to the 60m x 60m street grid of the 'old city'. The diagram designates 90m+ building heights on the CBD-side as a continuation of the existing urban form on Foreshore, stepping down to 60-72m, and ultimately down to 50-45m height towards the port leading light requirement.	6
	7. The Cape Town Port leading light is a limitation to building height on the Foreshore, recommending designs can be future proofed. Consideration should also be given to the possibility of finding a new location for the light and eliminating the impact it currently has on the potential buildings on the foreshore.	7
	Interface guidance	Typical Interface and setback
	Fig	5-20
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas	Fig
	Fig	5-14
	Gateways (G)	Tab
	G1, G3	5-4
	Destinations (D)	Tab
	D2	5-5
	Significant heritage clusters and open spaces (C)	Tab
	N/A	5-6
	Urban character sub areas(S)	Tab
	Abutting S6	5-7
Street & route characterisation	Schedule of route classifications, typical characteristics and designations	Tab
		Fig
		5-1
		5-20
		5-38
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals in the Mobility and Access Plan (CBD MAP).	Tab
		Fig
		5-2
		5-38

Interface guidance	Typical Interface and setback	Fig	5-20
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Figure 5-37 East Foreshore precinct 9: Concept plan (refer to Table 5-14 Public realm structure)

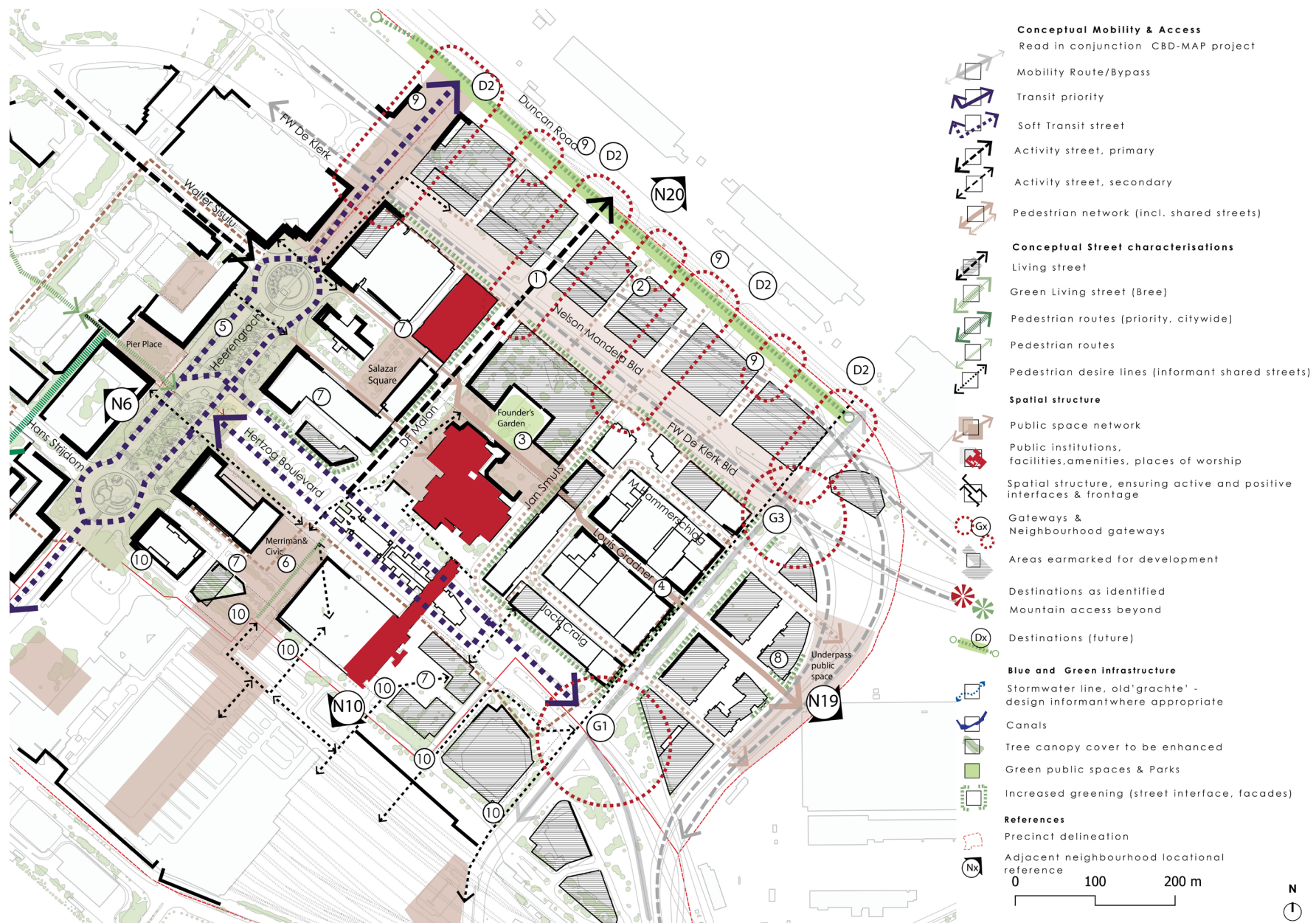


Figure 5-38 East Foreshore precinct 9: Street characterisation (refer to Table 5-14)

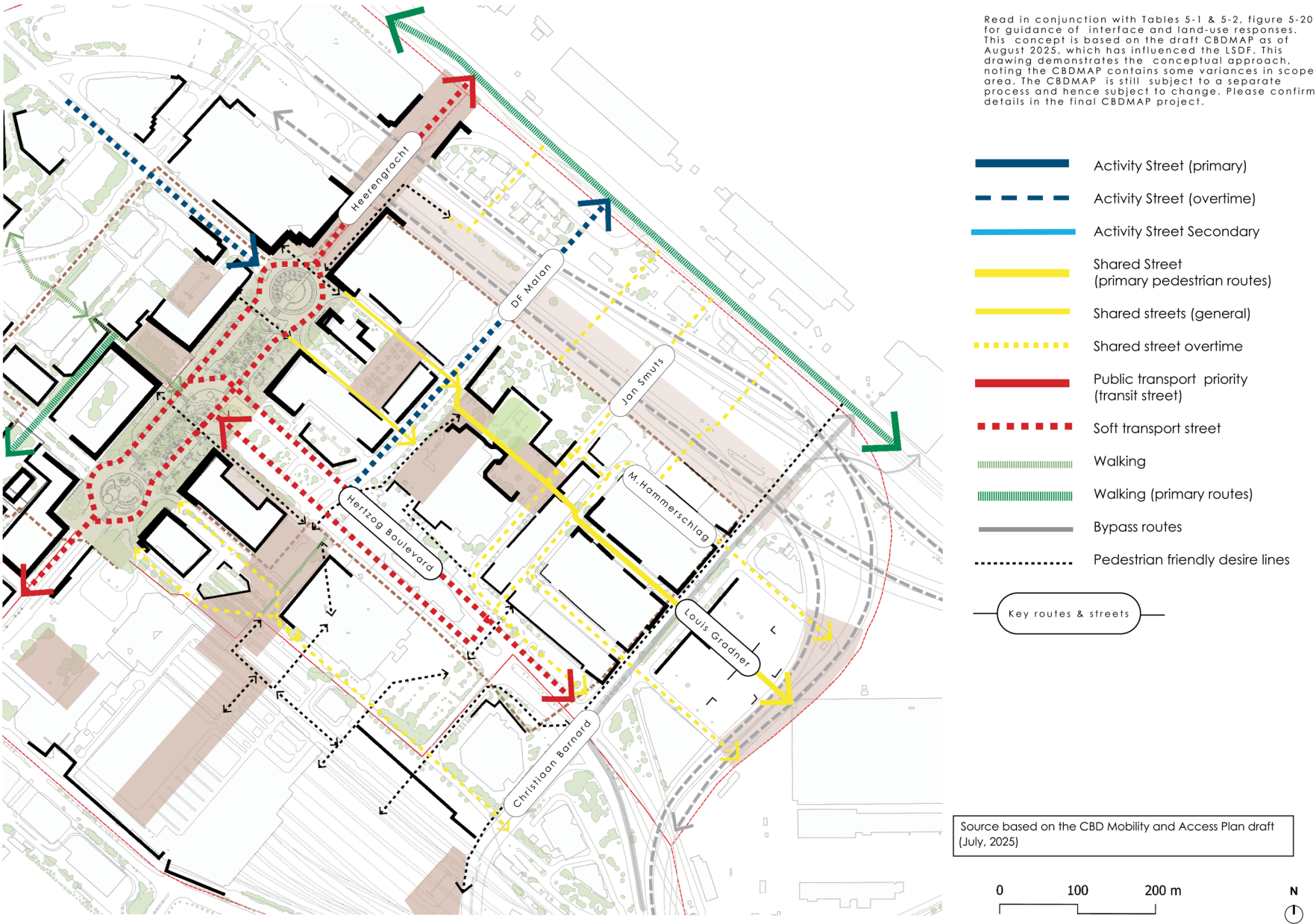
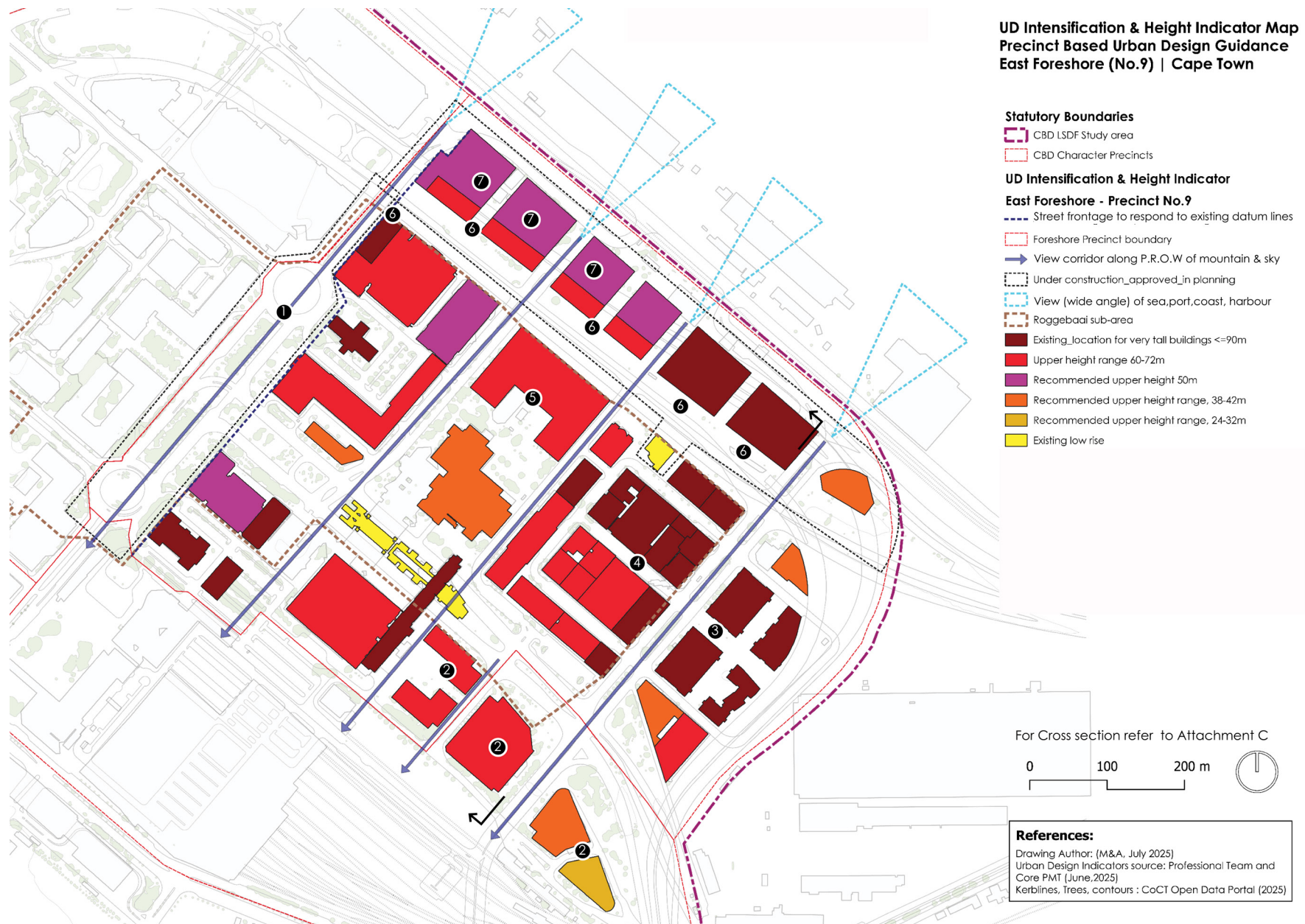


Figure 5-39: East Foreshore Precinct 9: Development guidance: Intensification and height indicators (refer to Table 5-14 Development guidance)



5.6.6 Station Precinct and surrounds (precinct 10)

Name	STATION DECK & SURROUNDS PRECINCT	Cht	5.6.6
No. after CCDS	10		
Role	The Cape Town Station integrated public transport hub is an important transit gateway for commuters moving in and out of the CBD. At a precinct level the station complex is a significant inhibitor to movement, severing the Foreshore from the 'old city' apart from limited access ways through the main station entrance or over the deck. Negative interfaces with its surrounds contribute towards a character of sterility. In this respect, the station complex still very much resembles the old Apartheid-style divided station terminal, with the now disused '3_{rd} class' and Monument station entrance and old long-distance terminal along Christiaan Barnard Avenue, still in existence, as harsh reminders of the City's legacy of segregation. Despite its barrier effect, the station complex can be regarded as underdeveloped, with significant future development potential capitalising on commuter throughput as demonstrated by the recently completed mixed-use student residential development on the Station forecourt. Design and built form configuration is indicative and conceptual. Refer to guidance from Spatial ideas (Chapter 4).		
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-40 5-41
	Public realm structure network & vision	Fig	5-1
<i>The precinct framework conceptual narrative comprises the following ideas:</i>			
	1. Continue to pursue the idea of the 'hub', using public land and assets to link between the foreshore and the finer grain permeable parts of the city, to transform the inhospitable elements of the foreshore to become a liveable foreshore.		①
	2. Address and transform mobility and access pressure points a) prioritising transit and connected active mobility b) Prioritise the multimodal inner city transport hub c) Way finding and greening		②
	3. Ensure active mobility linkages from the Grand Parade via Merriman/ Civic Square, through the Civic Centre concourse as a public space, via the redevelopment opportunity within the Woodstock Parking and eastwards to Christiaan Barnard.		③
	4. Transform the eastern station address along Christiaan Barnard Avenue with a new development node, taking advantage of the energy created by the Harbour Arch Precinct and future development opportunities within the eastern Foreshore.		④
	5. Restructure the operation of the station deck for minibus taxi movement and ranking. Consider the implementation of a ramp onto Strand Street to facilitate better taxi circulation and operational		⑤

	efficiency. Consider utilising other locations on the deck for a more permanent ranking facility.		
	6.	Improve the pedestrian experience to and from the station complex on both the Parade side and the Civic Centre side. Prioritise activation and public realm improvements in and around the Good Hope Centre.	⑥
	7.	Improve pedestrian and active mobility desire lines in the direction of CPUT, as well as towards the main road and the Good Hope Centre.	⑦
Key public spaces/places	Public realm structure network & vision (read in conjunction with this drawing)		Fig 5-1
	Station Forecourt, Station Deck (ICTH) Public space system, Station Deck East Entrance Forecourt (Old Good Hope Station entrance)		
	Old Marine Drive, via Paul Sauer linkage		
	Good Hope Centre Forecourt		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)		Cht 5.4
			Fig 5-42 5-20 5-21
The following precinct guidance refers:			
Precinct guidance (general)			
	1.	Develop non-mobility-related sections of the existing Station Deck area. The parcels shown are only conceptual and indicative of redevelopment opportunities that exist.	①
		a) The old Monument Station entrance at the minibus taxi rank: for commercial and retail opportunities. b) The old Good Hope Terminal and Station deck road: for mixed use residential, with a focus on student or affordable housing. c) Opportunities for an additional hard and soft landscaping, an 'urban park', element to be included bringing significant greening to this part of the city. d) Develop the edges of the station deck to create positive and active interfaces with the surrounding streets and interfaces.	
	2.	The intention is to achieve a gradation of height from Culemborg towards the CBD. Adderley Street as suggested by the height mapping.	②
Localised guidance			
	3.	Investigate the extension of the deck area over the open track segment, or in part, along Strand Street to be used for taxi staging purposes.	③
	4.	Views as identified in the map, to be protected, enhanced and used as a design informant as shown:	④
	a)	from Foreshore (DF Malan alignment) to City Hall bell tower, with backdrop mountain behind.	

Table 5-15: Station Precinct and surrounds



	b) Grand Parade and station deck newly proposed central staircase and development opportunity looking towards City Hall bell tower and the mountain backdrop.			
	5. As redevelopment occurs, vistas from the Good Hope Terminal (east entrance) newly proposed public space and station deck surrounds, should seek to enhance cognisance of Castle and Good Hope Centre.			5
	6. In line with Table 5-3, optimise the redevelopment of the Good Hope Centre within its context for commercial and other mixed use land uses.			6
	Interface guidance	Typical Interface and setback	Fig	5-20
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas		Fig	5-14
	Gateways (G)		Tab	5-4
	G5			
	Destinations (D)		Tab	5-5
	D4			
	Significant heritage clusters and open spaces (C)		Tab	5-6
	N/A			
	Urban character sub areas (S)		Tab	5-7
	S7, S9, S10			
Street & route characterisation	Schedule of route classifications, typical characteristics and designations.		Tab Fig Fig	5-1 5-20 5-41
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals for projects/ programme in the Mobility and Access Plan (CBDMAP).		Tab Fig Fig	5-2 5-20 5-41
Interface guidance	Typical Interface and setback		Fig	5-20

Figure 5-40: Station Precinct 10: Concept plan (refer to Table 5-15 Public realm structure)

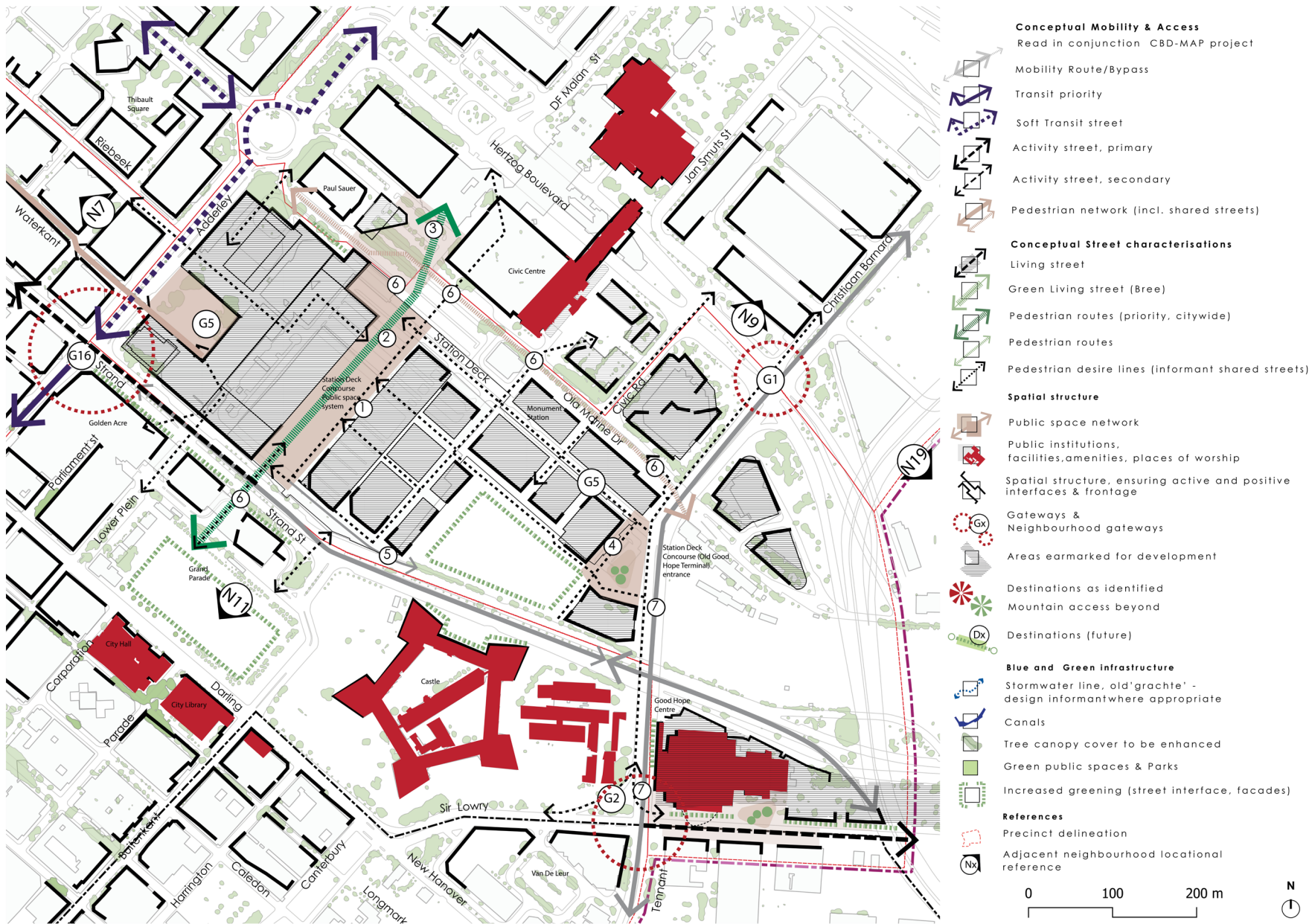


Figure 5-41: Station Precinct 10: street characterisation (refer to Table 5-15)

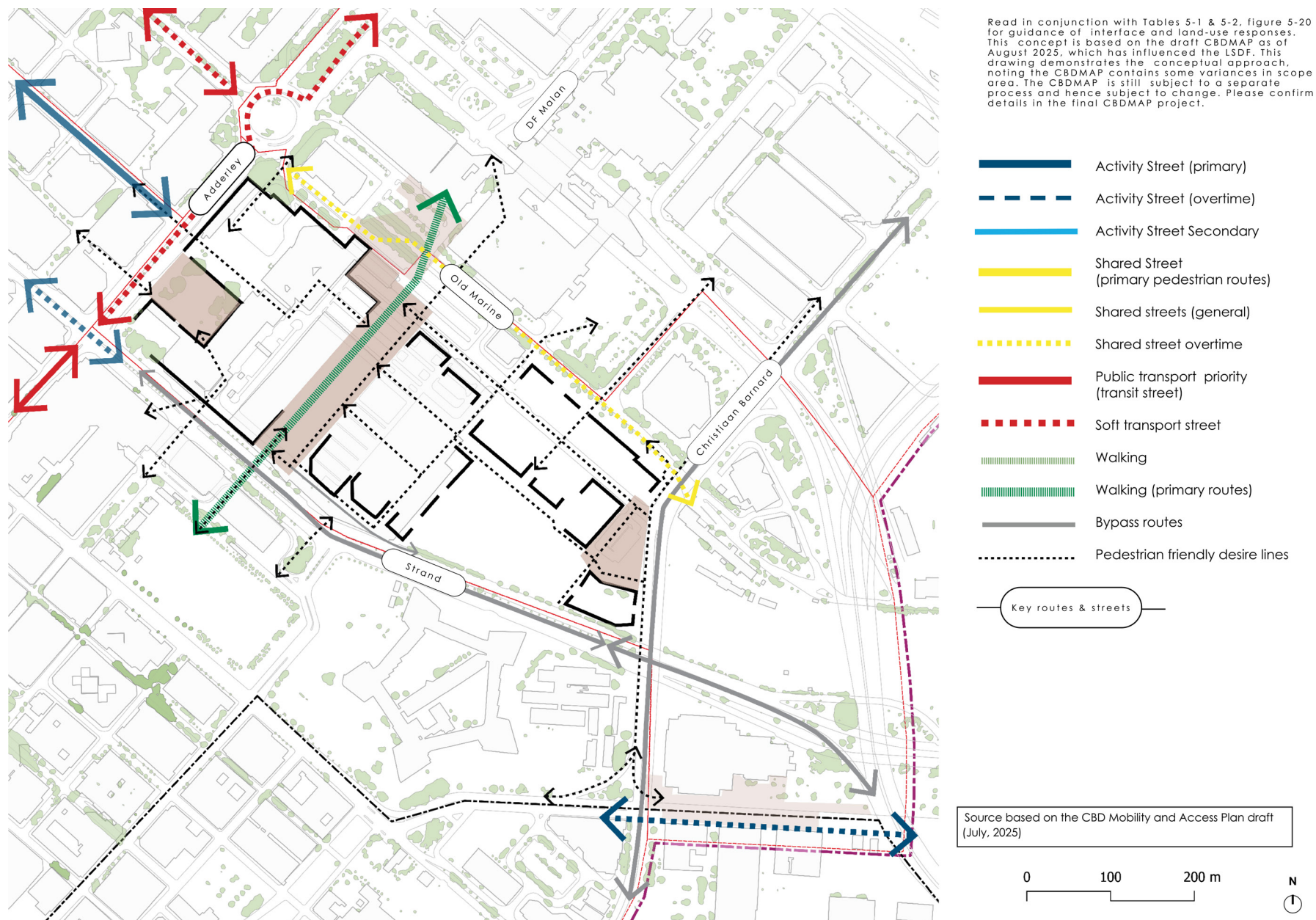
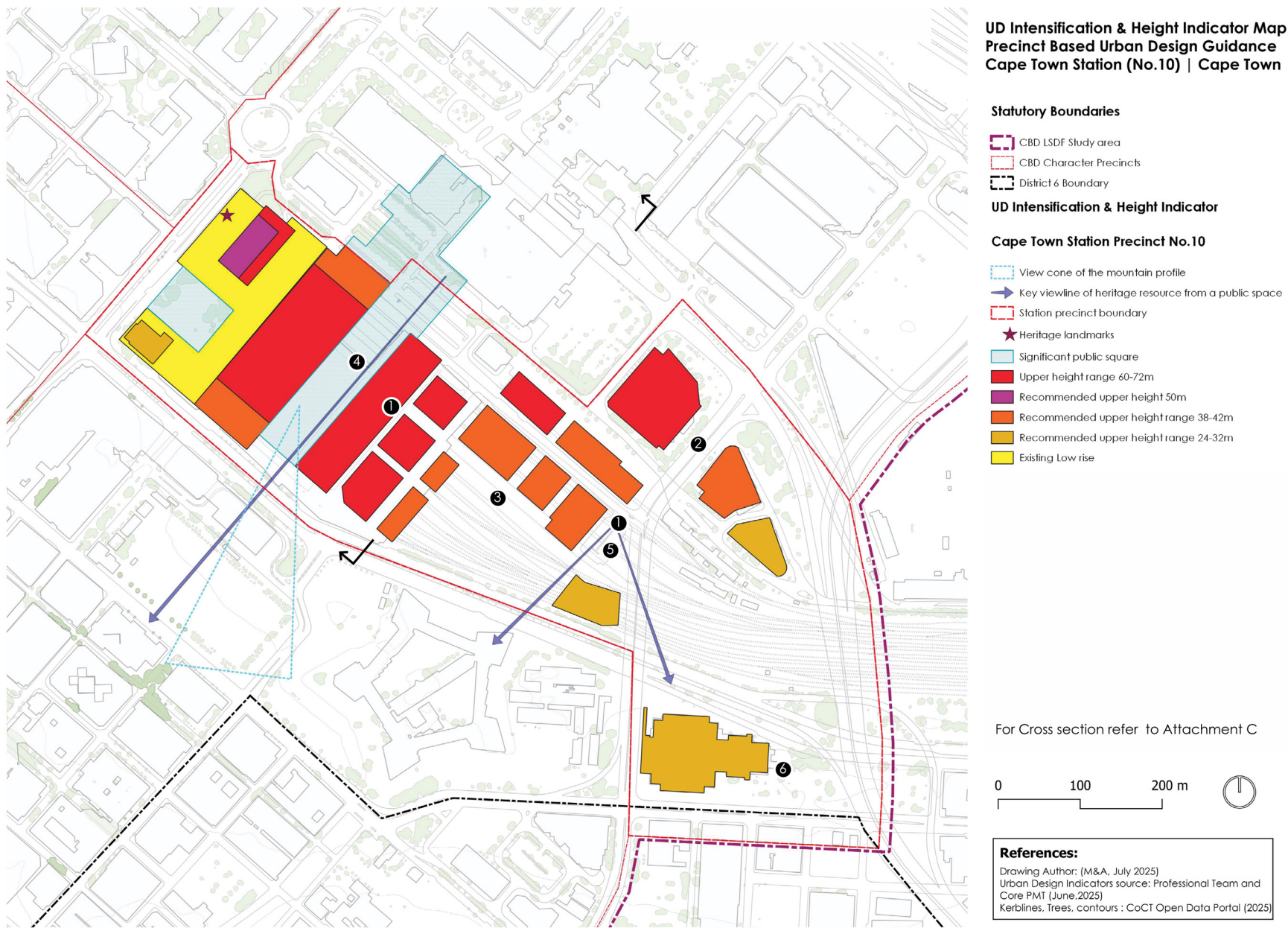


Figure 5-42: Station Precinct 10: Development guidance: Intensification and height indicators (refer to Table 5-15 Development guidance)



5.6.7 East City Precinct (precinct 11)

Name	EAST CITY PRECINCT	Cht	5.6.7
No. after CCDS	11		
Role	This precinct is dominated by the city's most prominent historic public space, the Grand Parade, together with the adjacent Castle of Good Hope. A range of National, Provincial and City departments publicly own 40% of the buildings within the East City. The presence of many public services, including home affairs, the magistrate's courts, central police station, city library, museums and cultural facilities, lend the area a strong civic character and bring a wide cross section of people to the precinct. District Six returnees also consider this precinct part of District Six. The high percentage of older, lower rental buildings has attracted a strong creative industry sector to the area with a high concentration of built environment professionals locating here. Precinct priority structuring ideas. Refer to guidance from Spatial ideas (Chapter 4).		
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-43 5-44
	Public realm structure network & vision	Fig	5-1
<i>The precinct framework conceptual narrative comprises the following ideas:</i>			
	1. High traffic movement circulating around the perimeter of the precinct (Strand Street, Tennant Street and Roeland Street), while the core precinct functions is a slow zone (shared streets).		①
	2. Plein Street/St John's (secondary activity) and Buitenkant Street (primary activity) function as local structuring routes.		②
	3. Reconceptualise Darling as a transit priority street, with pedestrian cycling and active mobility.		③
	4. Longmarket Street is promoted as a pedestrian priority route. Properties along its length are encouraged to activate ground floor interfaces as much as possible.		④
	5. Grand Parade to be as rejuvenated as a flexible space, with additional greening on Lower Plein, Buitenkant edges adjacent to the Castle. Investigate and implement 'old grachte' as a design feature parallel to Darling and Buitenkant (lower). Make special allowances for tourist busses and elderly or disabled tourists, in association with parking requirements for heritage sites (Castle and Town Hall). Improve the visual and pedestrian connections between the Grand Parade, City Hall and the Castle through surface treatment ('carpet').		⑤
	6. New additional development opportunities should be investigated on the Golden Acre Parking site and Golden Arrow bus terminus building to support spatial enclosure and improved edges to the Parade. Envision a covered market space that accommodates traders from Lower Plein Street. The Grand Parade was the number one open space where the public indicated that Council should urgently initiate a renewal programme due to it's international, national, provincial and local historical context and value.		⑥
	7. Harrington Square: Investigate reverting to a quality public open space. Refer to Implementation Plan.		⑦

	8. Ensure the ease of pedestrian on grade crossing from the Station to Grand Parade and Golden Acre. Use visual material cues to alert traffic, for example a street 'carpet'.		8
Key public spaces/ places	Public realm structure network & vision (read in conjunction with this drawing)	Fig	5-1
	Grand Parade & surrounds, Castle surrounds , McKenzie St Park		
	Longmarket Street, Lower Plein, Church Square & Spin street, Mostert links		
	Harrington Square, Van De Leur St Square		
	Station Deck public space system to Grand Parade		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer–led, could be private or state)	Cht	5.4
		Fig	5-45 5-24 5-21
The following precinct guidance refers:			
Precinct guidance (general)			
a. As redevelopment occurs, activate modernist buildings with positive and active frontage and habitable functions. Incrementally upgrade public space alongside development. Maximise potential for basements (on those sites) to reduce above ground structured parking/ on-street parking, as part of a wider CBD parking strategy.			
Localised guidance			
1. Grand Parade-City Hall-Castle precinct: Refer to draft Conservation Management Plan and Grand Parade approved spatial framework. Continue improvements to and activation of the public realm in support of a pedestrian-friendly precinct. Protect visual setting of Grand Parade by carefully managing surrounding form.			1
2. Area is within the bounds of the approved District Six LSDF (2023). 2a Area within Department Restitution and land reform sites as per legislated inter-governmental agreements. (Read in conjunction with approved District Six SDF).			2
3. View cone from Grande Parade to Table Mountain over the City Library (as interpreted from Grand Parade Height Restrictions - TPX 6692 as 25-50 degrees).			3
4. Key views from the Castle to Mountain (view cone from entrance and Oranje the Bastion in the direction of Harold Cressy High School) should be maintained.			4
5. Key views include a view corridor from DF Malan and vista from Station Deck, alignment over City Hall should be maintained with the view of the mountain backdrop (Deck to City Hall Bell Tower).			5
6. 8 – 10: Spin Street-Church Square: Significant heritage cluster and open space: Protect significant built fabric and carefully manage new additions as backdrop to Church Square.			6

Table 5-16: East City Precinct

	7. Larger sites, along Roeland and Commercial Street can support consolidations that are sensitive to fine urban grain. Roofscape to use urban grain and morphology as an informant. The Neewmeester Parking site should be developed for high intensity mixed use residential development in keeping with the urban form indicators for Roeland Street.	7
	8. Potential redevelopment of National Public Works sites along Longmarket Street should take care to ensure that the interface along Longmarket Street is improved, through street setbacks above three storeys to allow for adequate light penetration.	8
	9. Albertus Street-Harrington Square significant heritage cluster and open space: Retain existing built character, fabric, height in its current form. Limited additional floor factor as single storey additions can be added to areas identified in green where there are existing heritage buildings, with adequate setback from existing building elevations. Priority structuring conceptual ideas: (read in conjunction with intensification and height map).	9
	10. Maximise active mobility choice and ensure pedestrian desires lines (incl. universal access) from the station deck to the Foreshore precincts. Read in conjunction with Precinct 10.	10
	11. Inner City Transport Hub (PTI) Station deck and surrounds: Consider & improve trading, deliveries, long distance bus access, NMT desire lines, universal access to deck, taxi operations in relation to Station Deck, surrounding land uses, activation and improved Foreshore to city connectivity.	11
	12. Strand street to be reviewed in light of improving at -grade pedestrian and vehicular conflicts between bus terminal, taxi rank and Grand Parade. Refer to Implementation Plan and Map (CBDMAP).	12
	13. Gateway tall building cluster: appropriate location for tall buildings sympathetic to current heights. Redevelopment to consider public realm improvements related to pedestrian movement.	13
	Interface guidance Typical Interface and setback	Fig 5-20
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas	Fig 5-14
	Gateways (G)	Tab 5-4
	G2, G5, G8, G14, G16	
	Destinations (D)	Tab 5-5
	D6, D4, D3	
	Significant heritage clusters and open spaces (C)	Tab 5-6
	C3, C8, C10, C11 & Annexure C	
	Urban character sub areas (S)	Tab 5-7
	S3, S7	
Street & route characterisation	Schedule of route classifications, typical characteristics and designations.	Tab Fig 5-1 5-20 5-44

Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals, projects/ programmes in the Mobility and Access Plan (CBDMAP).	Tab Fig Fig 5-1 5-20 5-44
Interface guidance	Typical Interface and setback	Fig 5-20



Figure 5-43: East City Precinct 11: Concept plan (refer to Table 5-16 Public realm structure)

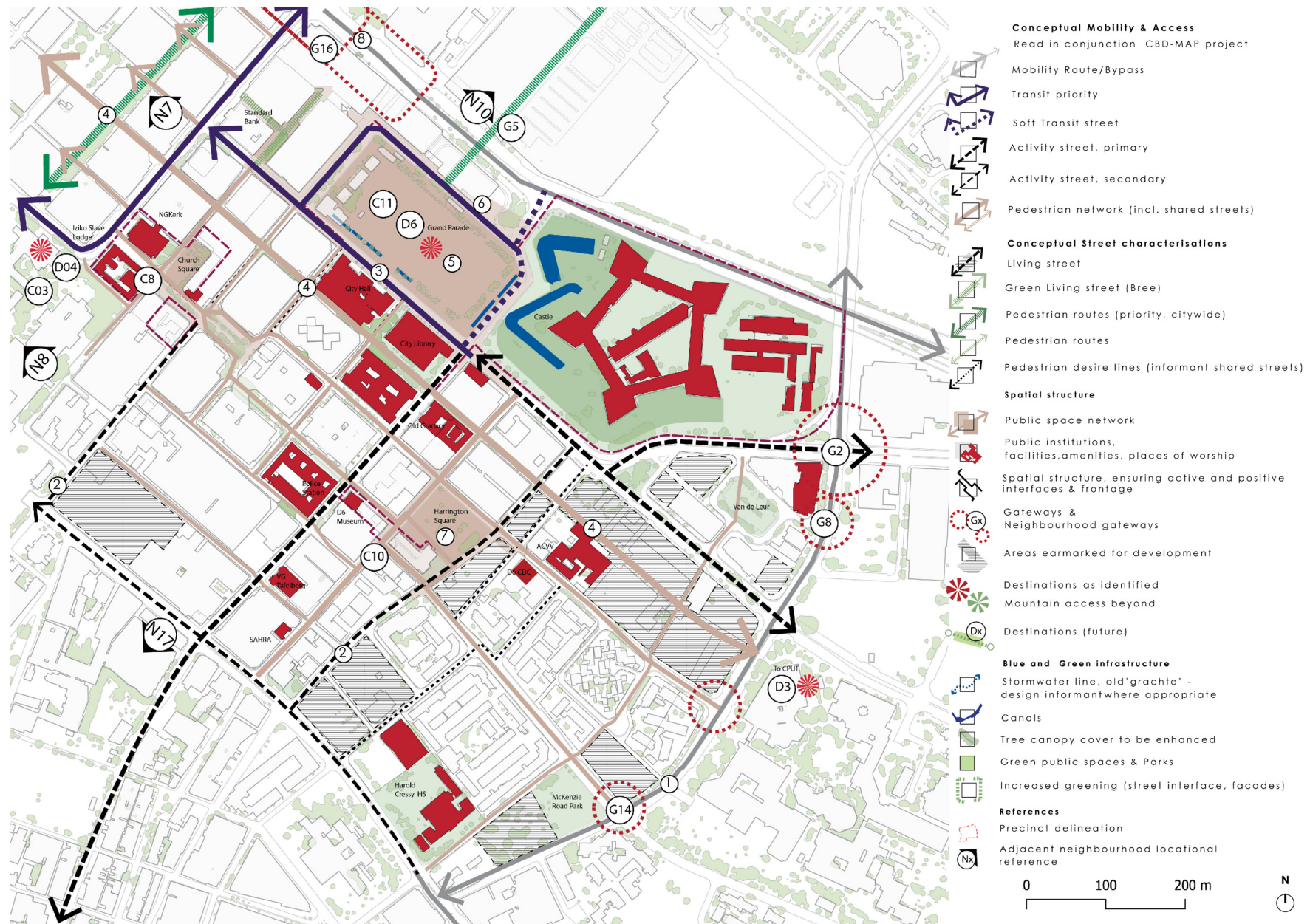


figure 5-44: East City Precinct 11: Street characterisation (refer to Table 5-16)

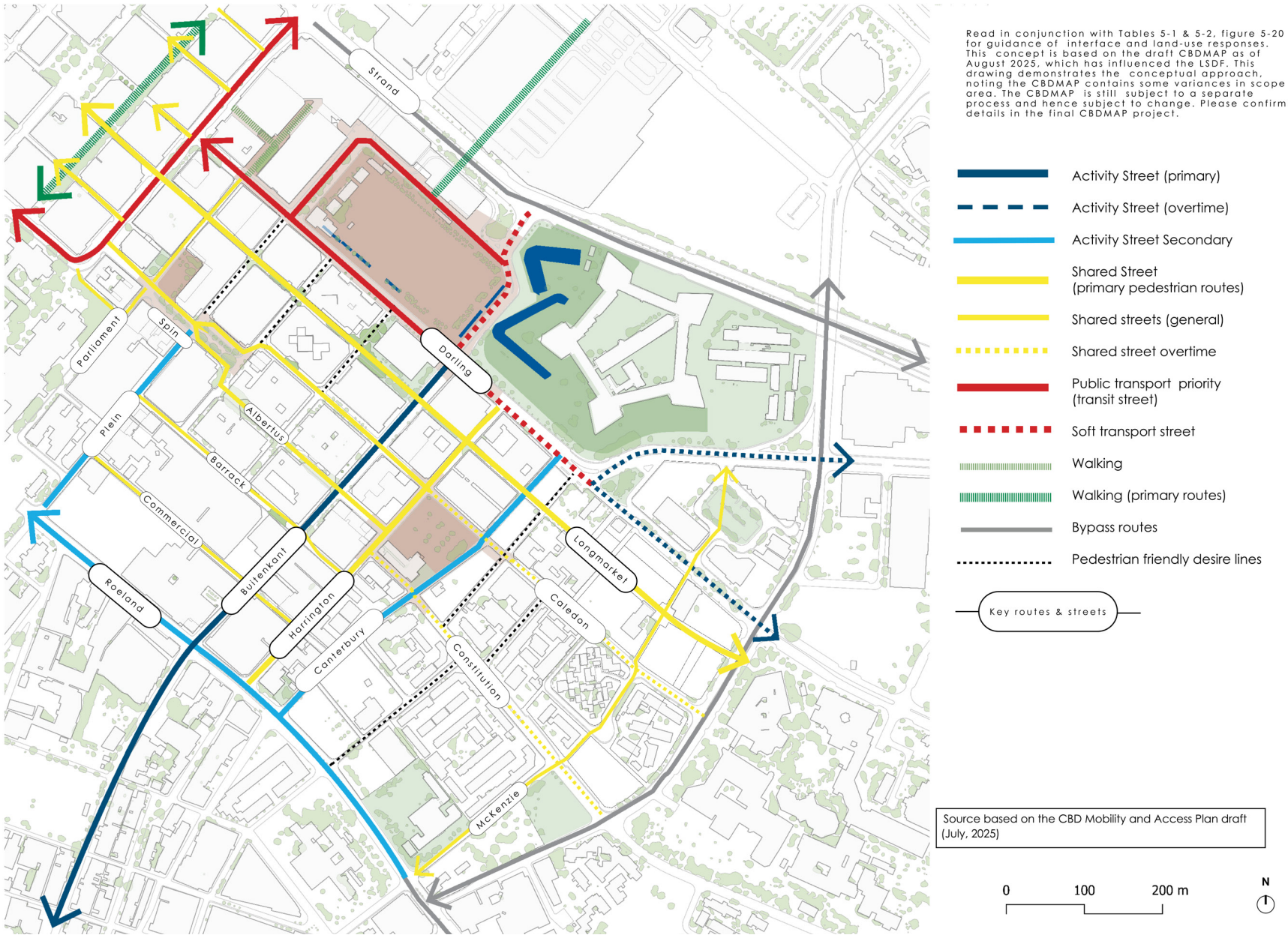
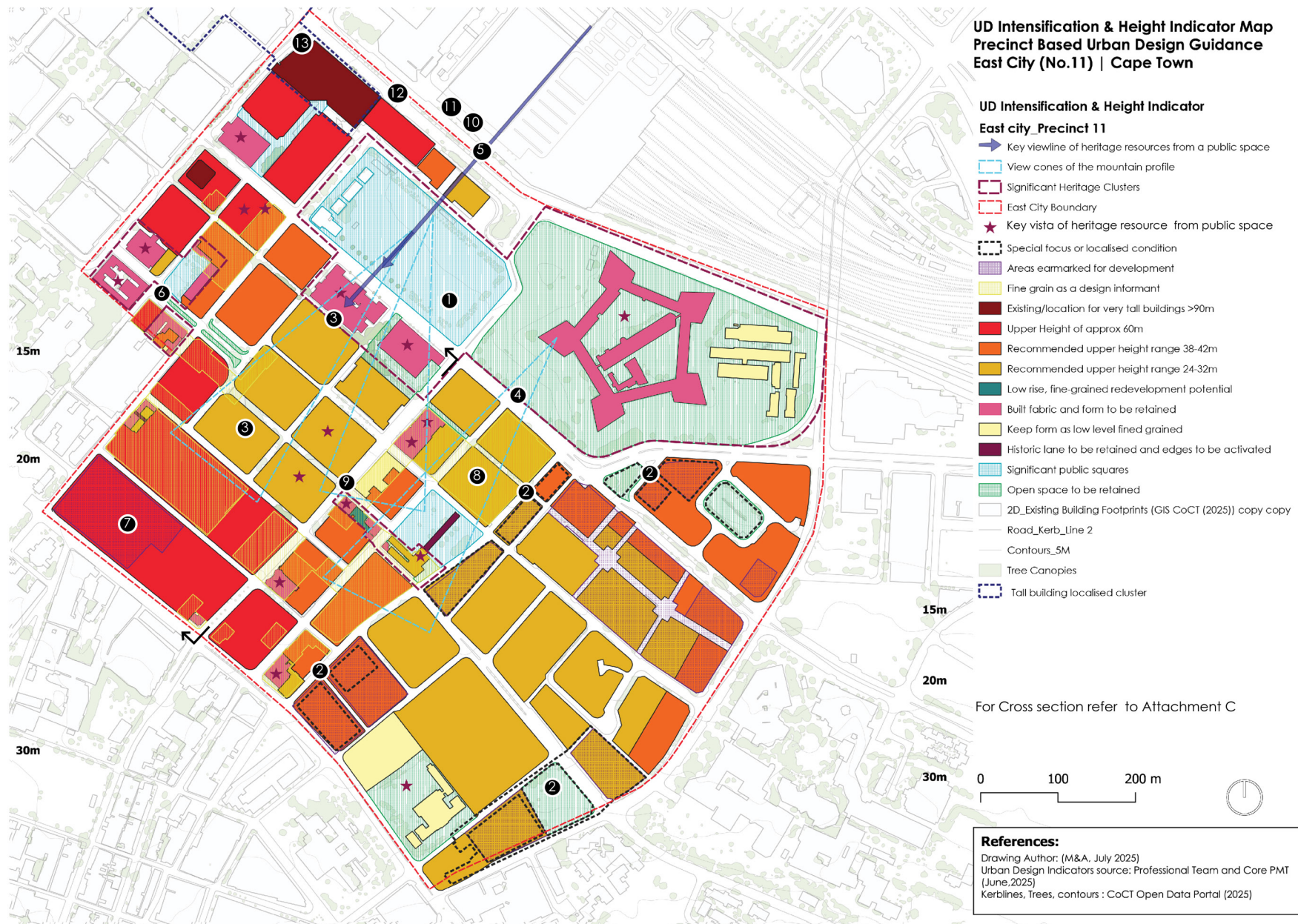


Figure 5-45: East City Precinct 11: Development guidance: Intensification and height indicators (refer to Table 5-16 Development guidance)



5.6.8 Lower Gardens Precinct (precinct 17)

Name	LOWER GARDENS PRECINCT		Cht	5.6.8
No. after CCDS	17			
Role	The Lower Gardens precinct can be characterised as a transitional neighbourhood area between the high intensity CBD core and more suburban development typologies on the mountain side of Mill Street. The area comprises of a diverse array of sub-character areas: - historical clusters and typologies between St. Johns and Hope Streets. - Course-grained, mid-rise built form and Government garage functions between Hope and Buitenkant Streets. - Fine-grained suburban residential typologies east of Buitenkant Street, wrapping around the Wembley Square business/light industrial cluster.			
Public realm structure	Key priority structuring ideas for the public realm	Fig	5-46	5-47
	Public realm structure network & vision	Fig	5-1	
	<i>The precinct framework conceptual narrative comprises the following ideas:</i> - Promote a continuous pedestrianised network, creating lateral links through the precinct into the Company Gardens, connecting key public spaces such as Hope Street Park and McKenzie Street Park. (McKenzie-Wesley-Glynn-Vrede Street Connection). - Continue the pedestrian link from Harrington Street into Maynard Street, already pedestrian friendly, potentially continuing into Upper Maynard Street as well. (refer to shared streets) - Buitenkant is designated as an activity street with friction, multiple access points, public transport and active mobility (NMT) improvements. - Roeland, St John's, Canterbury are designated as secondary activity streets. - Pedestrian friendly streets with "School Street forecourts", along St John's Street and Hope Street, to improve road calming including material visual cues at schools (note: road-calming already implemented along St John's). In addition, support underutilized road reserve for greening and place-making (St John's). - Improve E/W desire lines and NMT for small side streets connecting public transport, along Buitenkant, to schools, public amenities and Company Gardens, westwards. Seek public/public/private implementation. - Rejuvenation of the public pocket park (Hope Street). - Dunkley Square identified as part of the public space network and integral to the local neighbourhood character and businesses' success,			

	9. Ensure a gateway condition at Mill Street Bridge with continued public space improvements. Improve linkages for active mobility into the Gardens and further to access the mountain		9
Key public spaces/ places	Public realm structure network & vision <i>(read in conjunction with this drawing)</i>	Fig	5-1
	Hope Street/Tuin Plein Park & public space surrounds, Dunkley Square, Stal Plein & Cathedral surrounds		
	Mill Street MyCiti underpass		
	E/W city linkages-Glynn, Roodehek, Scott, Wesley, Vrede		
	Upper McKenzie-Wembley Park		
Development guidance	Guidance related to urban form, massing, grain, height, interface (developer-led, could be private or state)	Cht	5.4
		Fig	5-48
<i>The following precinct guidance refers:</i> Precinct guidance (general) - As redevelopment occurs, activate modernist buildings with positive and active frontage and habitable functions. Incrementally upgrade public space alongside development. Maximise potential for basements (on identified larger state sites for example) to reduce above ground structured parking/ on-street parking, as part of a wider CBD parking strategy - Respect Fine-grained suburban residential typologies east of Buitenkant Street, wrapping around the Wembley Square business. - Encourage small businesses within existing light industrial clusters in existing pockets around Wembley Square & Roodehek at the same time maintaining adjacent residential neighbourhoods Localised guidance - Maintaining and stepping to sensitive heritage fabric, as well as maintaining mature greenery, should inform redevelopment and related heights within this residential-led development precinct. - Key government sites should maximise affordable housing responding to context. 2a. The Provincial Government Garages site should be allowed to maximise its development envelope in keeping with the principle of transitional intensification away between Roeland and Glynn Streets. Allowing for height ranges in the order of 38m would be appropriate, with further height possible along Roeland in order to maximise affordable housing opportunities, then cascading downwards to Glynn, noting 12-25m sensitivity setbacks as shown. 2b. Care should be taken to avoid monolithic built form materialising on the Provincial Government parking site. Development should contribute positively to the fine grain residential character of the Lower Gardens			

Table 5-17: Lower Gardens Precinct

	Precinct. The current zoning of Mixed Use 2, allowing for height ranges from 25-32m would be appropriate. With careful consideration up to 38m in order to maximise affordable housing opportunities.	
	3. Urban streetscape, roofoverhang, grain, property access rhythms, along Buitenkant should inform redevelopment scale and articulation, especially west of Buitenkant.	3
	4. Wandel Street significant heritage cluster: Retain existing built character, fabric, height in its current form. Limited additional floor factor as single storey additions can be potentially added to areas identified in green where there are existing heritage buildings, with: adequate set back from existing building elevations. Encourage conservation that will enhance heritage buildings. Avoid consolidations. Encourage active ground level interfaces.	4
	5. The low-rise residential character and fine grain of Maynard Street should be maintained as far as possible. Avoid rezoning away from the predominant General Residential GR2 and GR4 subzones within this section of the precinct. Active street interfaces and permeable boundary walls to be encouraged.	5
	6. Buitenkant prominent datum lines, as taken from surrounding context, to inform design responses.	6
	Interface guidance Typical Interface and setback	Fig 5-20
Spatial Character informants	Special character informants including: Gateways, Destinations, Significant heritage and open space clusters, urban character sub areas	Fig 5-14
	Gateways (G)	Tab 5-4
	G6	
	Destinations (D)	Tab 5-5
	Adjoining D4	
	Significant heritage clusters and open spaces (C)	Tab 5-6
	C9 & Attachment C	
	Urban character sub areas (S)	Tab 5-7
	N/A	
Street & route characterisation	Schedule of route classifications, typical characteristics and designations	Tab 5-1 Fig 5-20 Fig 5-47
Pedestrian priority routes	Schedule of pedestrian priority routes and project descriptions. Refer to the proposals, projects and programmes in the Mobility and Access Plan (CBDMAP).	Tab 5-2 5-20 5-47
Interface guidance	Typical Interface and setback	Fig 5-20

Figure 5-46: Lower Gardens Precinct 17: Concept plan (refer to Table 5-17 Public realm structure)

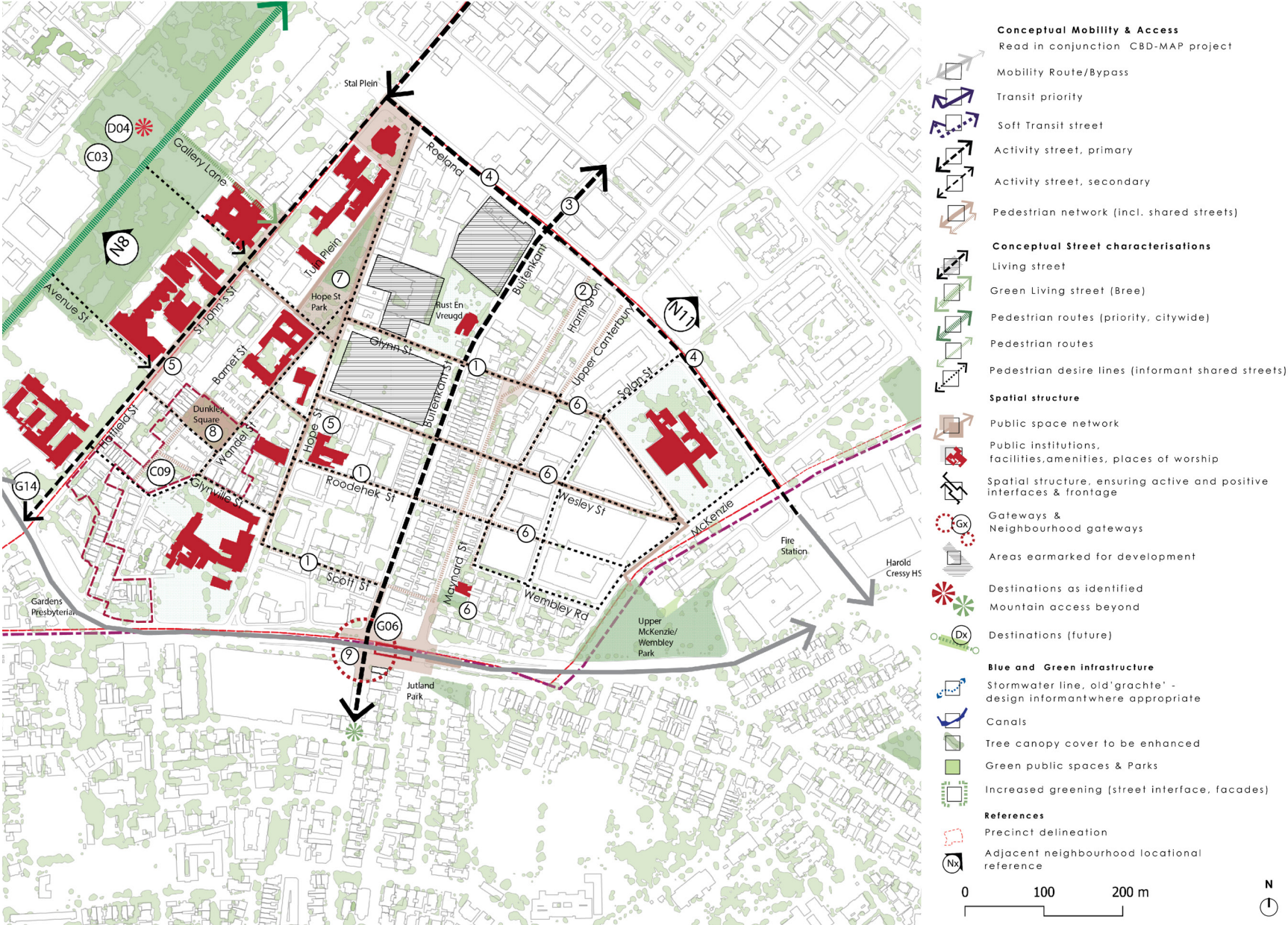


Figure 5-47: Lower Gardens Precinct: 17 Street Characterisation (refer to Table 5-17)

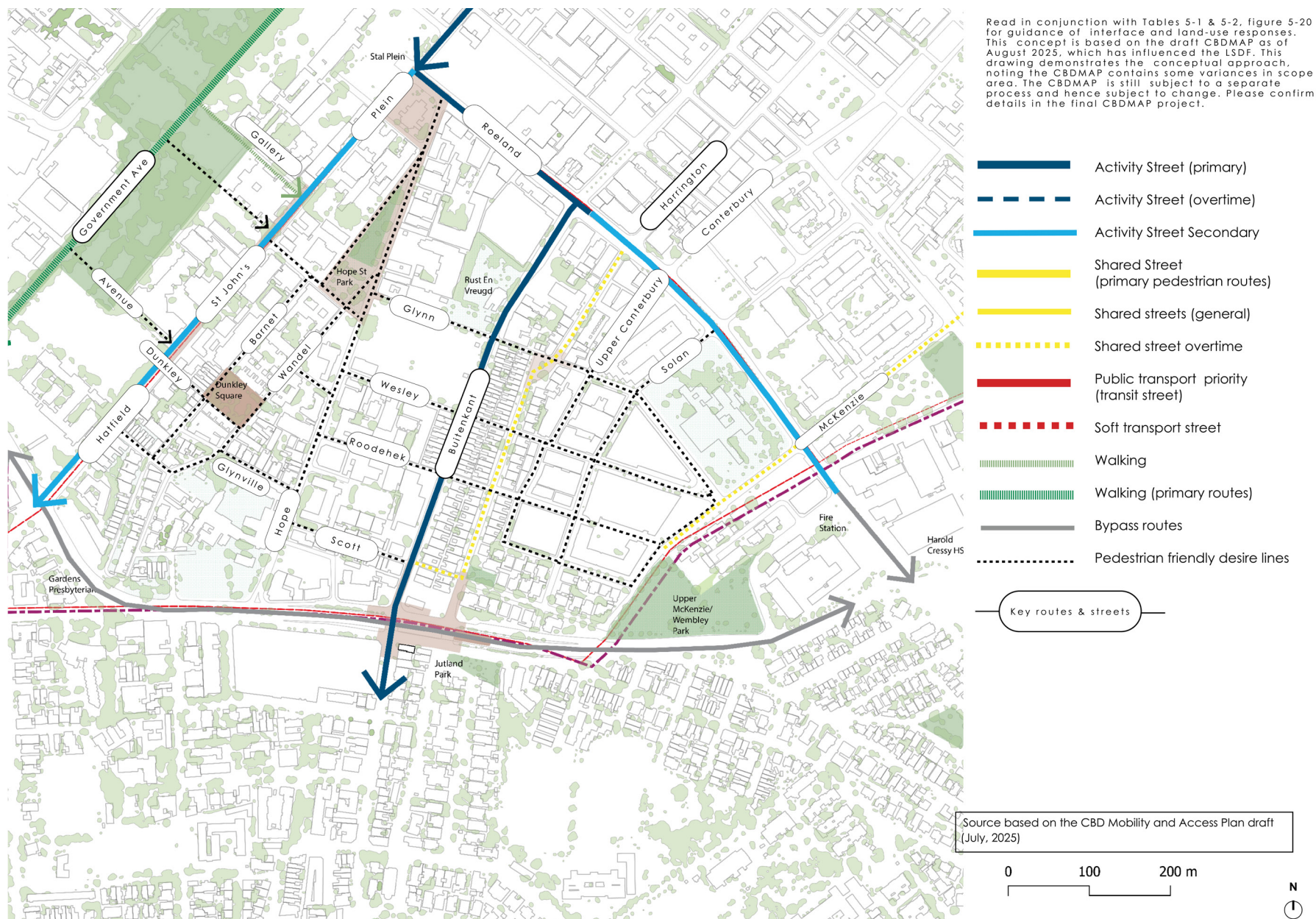
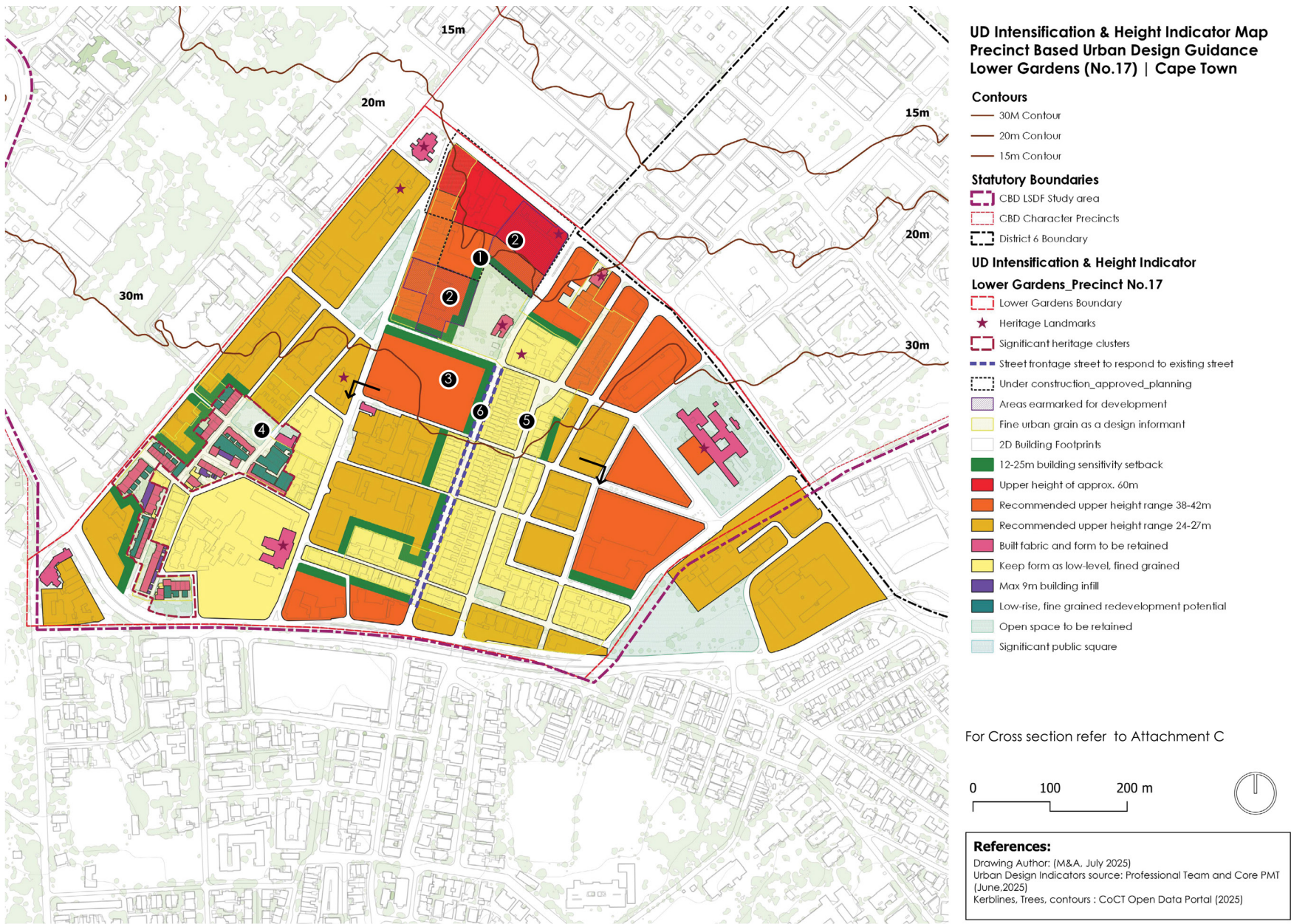


Figure 5-48: Lower Gardens Precinct 17: Development guidance: Intensification and height indicator (refer to Table 5-17 Development guidance)



5.7. Public good incentive

Demand for enhanced rights for development within the study area is expected. The spatial policy position considered such demand to be applicable over a sustained period.

In keeping with the objective to facilitate market demand, the LSDF proposes an incentive-based approach by means of considering rights enhancement subject to demonstration of how such developments will contribute to broad public benefit. The proposed public good incentive takes a land value capture approach; where high value developments are incentivised to implement a menu of public benefit options as part of such schemes in order to access a floor area beyond what is , at the moment, permissible in the Development Management Scheme, but in line with the guidelines in this LSDF. Noting that the height vision in the LSDF is ambitious and includes potential affordable housing and parking. The official MPB-L review of the different applicable DMS Overlay Zones is in process.

This approach is already incorporated in the existing overlay zone in terms of the 30% FAR bonus for flats. The principle for incentivisation has been reviewed at a high level and has been ongoing in parallel to the LSDF drafting. The existing overlay zones will require review and expansion under the MPB-L. While it is very much dependent on individual developer appetite, current development trends indicate that there is already significant demand for additional development rights. Figures 5-49 illustrates the conceptual approach towards amending the existing CBD overlay zone based on the activation of a menu of public good benefits. The diagram shows the most appropriate mechanisms for implementing the public good/ positive urban development elements contained in the CBD LSDF.

- a. Currently, the Heritage Protective Overlay Zone (HPOZ) is the approved and most effective legal mechanism to protect the City's heritage resources. However, the extent of its demarcation restricts the City's ability to incentivise other public good benefits. The area demarcated in the CBD needs to be refined to strike a balance between protection and incentivising other essential public benefits such as affordable housing, travel demand management measures, and good urban design – see Figure 5-50 & 5-51.
- b. The primary function of an incentive-based overlay zone is to enable the desired type and form of development in spatially targeted areas as contained within spatial planning policy. In the context of the CBD

LSDF, this is the most appropriate mechanism to incentivise positive urban form and inclusive housing. However, this type of incentive must attempt to reduce conflict with heritage requirements in the HOPZ so as to provide clear direction and maximise the incentive overlay's time saving benefit.

- c. The most appropriate mechanism for obtaining contributions from developers for investment in public realm improvements or social amenities is through the City's Development Contribution Policy. It is currently the most used legal instrument for managing financial and capital contributions for infrastructure services related to land use changes. The DC Policy is under review, and the outcome is not known yet.
- d. If the social and public realm infrastructure component cannot be accommodated in the DC review, provision has to be made for the inclusion in the Incentive Overlay Zone development process.
- e. Building regulations are in place to ensure occupational health and safety and prevent any negative impact for its occupants. Similarly, Green Building Standards are necessary to reduce the carbon footprint of the city to support climate change adaptation and improve the ecological integrity of the physical and natural environment. To this end, Green Building Standards should be incorporated into existing building regulations or rules used to assess building plans similar to that of National Building Regulations.

INCENTIVISATION APPROACH

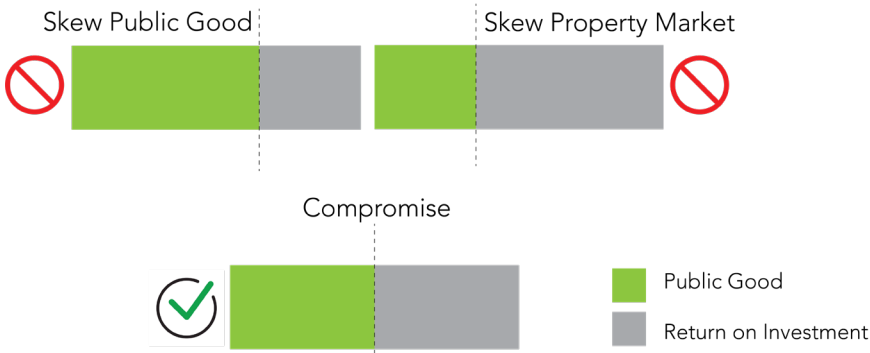


Figure 5-49: Appropriate Mechanisms for pubic good(s)

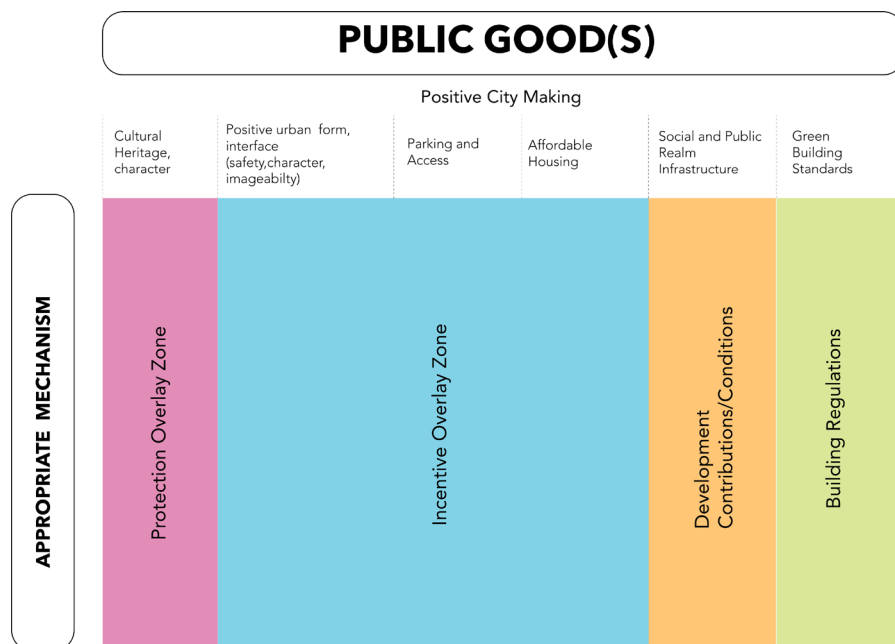


Figure 5-50: Incentivisation Concept

It is important to note that any mechanism that is intended to incentivise private sector development to align with city policy, must strike a balance between regulation, City requirements, and a reasonable return on investment for private sector developers. This will ensure the best chance of success for the mechanism. For example, if an incentive overlay zone is considered the most appropriate mechanism to implement elements of the LSDF, its intended benefit (enhanced rights and time-saving incentive) must be proportionate to the cost of incorporating the conditions imposed by the City for the public good (i.e. Inclusionary Housing, Urban Form etc.). If the public good conditions outweigh the benefit to the developer or impacts negatively on their development feasibility, the chances of the enhanced rights being taken up are highly improbable.

The City's different departments are in a parallel review process reviewing the Overlay Zones. The official amendment will go through separate statutory stakeholder engagement processes because overlay zones are part of the DMS and part of the Municipal Planning By-Law and changes to the MPB-L runs separately to the drafting and formulation of a LSDF.

The LSDF process is also a statutory process with official stakeholder engagements but even though development guidelines are an important part of this document, the document does not take away or give rights or conditions. The DMS and the overlay zones and the official MPB-L process, administers the rights and conditions of developments.

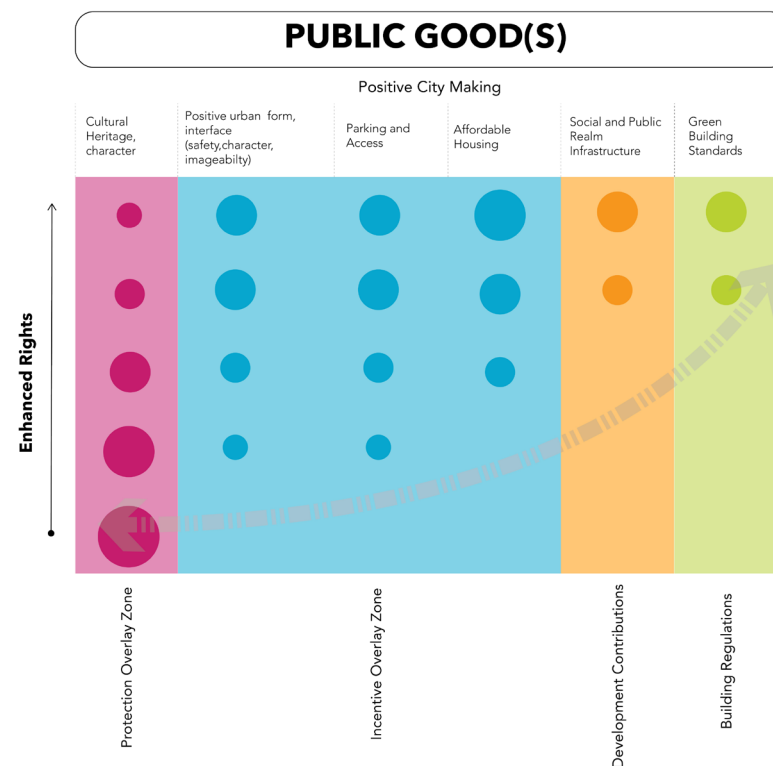


Figure 5-51: Public Good Trade-offs

5.8. Anticipated land use growth on the medium term (10 years)

This section provides a summary of the baseline (2024) and also reports on the anticipated growth expected for the CBD LSDF area and surrounds for the period between 2025 and 2035 (Table 5-8).

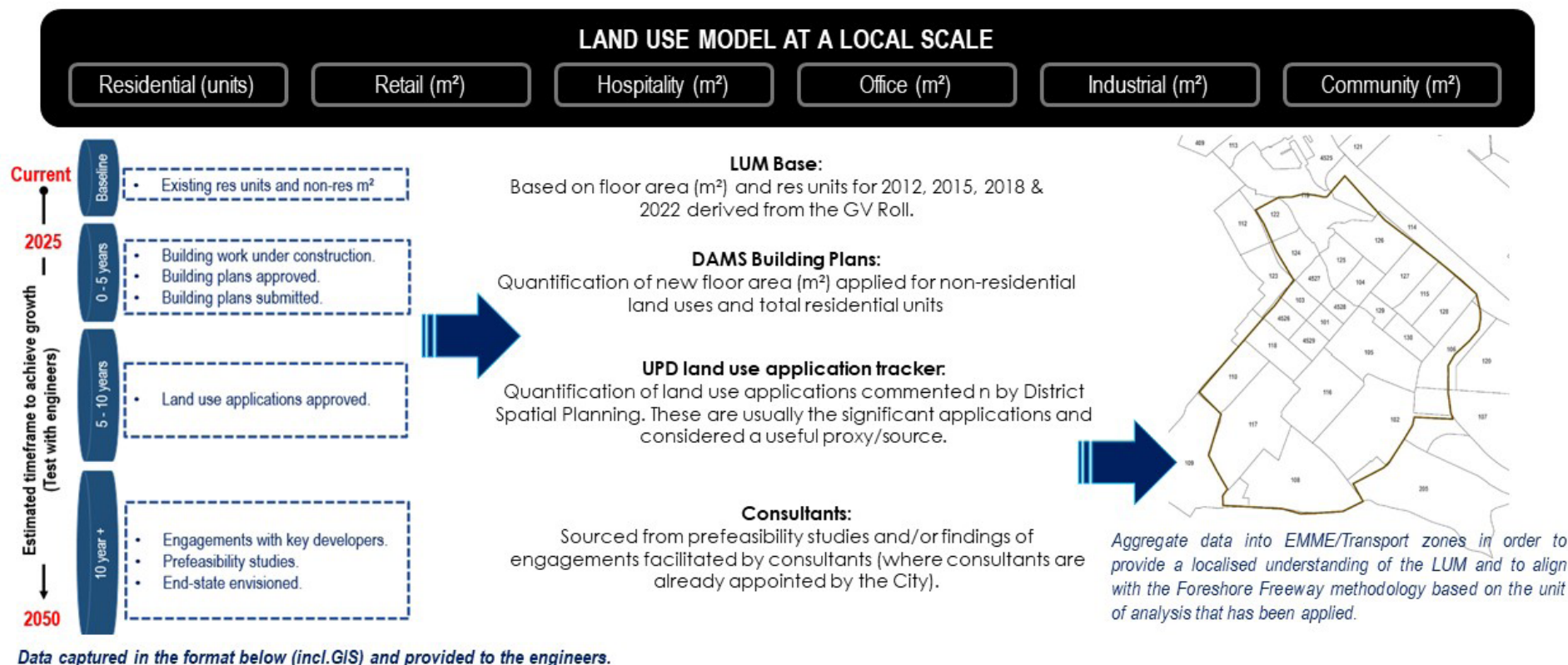


This assessment is guided by a detailed methodology that informs the data processing component. For the Cape Town CBD LSDF, the data has been processed by allocating 6 land use categories namely, residential, retail, office, industrial, hospitality and community as well as recreation. Furthermore, the data has been aggregated into EMME/Transport Zones (Figure 5-52) as a means to align with the methodology applied for the Foreshore Freeway study. The assessment contained in this LSDF is as at November 2024.



Figure 5-52: Geographic extent of the CBD LSDF compared to other study areas

Figure 5-53: Methodology used for processing input data



		2024 BASELINE						2025 - 2030 GROWTH						2030 - 2035 GROWTH						2035+ AND LONGER GROWTH					
ID	L4 Ref	RES	RET	OFF	IND	COMMAREC	HOSP	10-YEARS_RES	10-YEARS_RET	10-YEARS_OFF	10-YEARS_IND	10-YEARS_COMMAREC	10-YEARS_HOSP	10Y10-YEARS_RES	10Y10-YEARS_RET	10Y10-YEARS_OFF	10Y10-YEARS_IND	10Y10-YEARS_COMMAREC	10Y10-YEARS_HOSP	10Y10-YEARS_RES	10Y10-YEARS_RET	10Y10-YEARS_OFF	10Y10-YEARS_IND	10Y10-YEARS_COMMAREC	10Y10-YEARS_HOSP
104	Foreshore Freeway	285	10366	130359	5747	757	54418	31	0	0	0	0	0	0	0	0	0	0	0	111	175	39350	0	0	0
105	Foreshore Freeway	0	26485	1856	2943	0	1325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	Foreshore Freeway	0	13797	2996	119701	0	325	0	0	306	0	0	0	0	0	0	0	0	0	1358	23196	41879	0	0	21716
108	Rem of Cape Town CBD	806	18600	86254	32402	54848	3990	1	1360	867	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.8.1. Historical trends and baseline (2024)

The baseline for this assessment is mostly derived from the City's 2022 General Valuation Roll (GV) and expanded to including building work that has been completed during 2023 and 2024 in order to determine a 2024 base.

In addition, many of the historical trends (2012-2024) identified can be supported by findings from the 2023 CID report and the 2023 State of Cape Town Report .Refer to Table 5-18 for a summary of historical trends and the 2024-base in relation to the 10 year anticipated growth to be realised by land use sector for the period between 2025-2035. Information dates to November 2024.

For most of the past decade, significant growth has been observed in the hospitality industry, which expanded by 169%. This growth equates to approximately 250 000 square meters of new floor area constructed between 2012 and 2024. The 2024 base recorded for the hospitality sector, including hotels and bed & breakfasts, is approximately 437 000m².

The residential sector has also experienced a significant growth of 45%, resulting in approximately 3 000 new units (excluding at least the 3 500 student flats on top of the station) constructed between 2012 and 2024. As of 2024, the residential base is at approximately 9 000 residential units.

Both the retail and office sectors experienced stable growth, each reflecting a 17% increase. In the retail sector, approximately 65 000m² of new floor area was constructed between 2012 and 2024, bringing the total retail floor area to approximately 441 579m² by 2024. Meanwhile, the office sector added approximately 350 000m² of new floor area during the same period, with the total office land use reaching approximately 2 300 000m² of floor space as of 2024 (GV Roll 2022).

The community and recreation land use sector experienced low growth due to the nature, extent, and age of the existing social infrastructure. No significant new social infrastructure has been built between 2012 and 2024, instead, efforts have been made to expand existing facilities as required. Although this sector only achieved a 5% growth, it resulted in approximately 30 000m² of new floor area being constructed between 2012 and 2024.

Lastly, the industrial land uses experienced a growth of 9%, contributing to approximately 80 000m² of new floor area. This growth has primarily been captured

within the vicinity of the Port/ Harbour and parts of the V&A Waterfront which includes the boat building and overall ocean economy activities. As of 2024, the total estimated amount of floor area used by industrial land uses amounted to about 1 056 000m².

SECTOR	2012 Baseline	2024 Baseline	Growth Rate (2012-2024)	Anticipated Growth (2025-2035)
Residential (units)	6 317	9 130	45%	13 391
Retail	375 878	441 579	17%	128 334
offices	1 986 327	2 332 241	17%	560 779
Industrial	973 128	1 056 742	9%	31 320
Community & Recreation	565 647	593 235	5%	35 178
Hospitality	162 452	437 026	169%	118 793

Table 5-18: Summary of current land uses within the CBD LSDF study area

5.8.2 Anticipated growth (2025-2035)

The estimated increase in anticipated new floor space has been calculated by drawing from building plan and land use applications that have been formally submitted seeking the City's approval. Additionally, the growth also includes pre-feasibility study recommendations that will be implemented imminently, along with discussions held with key property owners / developers within the CBD and surrounds, such as Harbour Arch and the V&A Waterfront. It also needs to be noted that many of the precincts/ development blocks identified as part of this LSDFs Implementation Plan have not yet been quantified (i.e. government sites, refer Table 5-3).

Therefore, continuous efforts will be made to ensure that this assessment is updated in an iterative manner and also used to monitor the growth being achieved over the next 10 years within the CBD and surrounds compared to other nodes across the city.

Determining the medium-term growth anticipated on top of the existing land use quantum, required further assessments of building plan and land use applications in the formal processes such as submitted. The GV data was then supplemented

with the latest information for the period between 1 January 2023 and 30 November 2024.

Therefore, it was assumed that the potential medium-term supply will consist of the building plans, land use applications and pre-feasibility discussions and quantum as communicated. It was assumed that those will realise over the next 10 years. It is considered a reasonable assumption, because these applications are all in the system, and most probably will be realised as planned/ intended. Another assumption made was that the market will absorb those land uses with a demand-side response (meaning that the property market will not be going back into a pandemic or similar event where the property market comes to a complete standstill). Therefore the following can be taken as estimates:

Residential (units)

The increase in the number of residential units is estimated to be 13 391 new residential units, expected to be constructed between 2035 to 2040 (if all applications in process realise). When combined with the current number of units (as per the GV), the total number of estimated units might be in the order of 22 521, assuming that all current applications in the system are fully developed. This excludes any new applications that may arise after November 2024. This new growth is estimated to be about 1,5 times greater than the current residential base.

Retail (m²)

The estimated total amount of retail space which may realise and be constructed over the next ten years, is approximately 128 334m². This figure is based on current building plan and land use applications which are assumed to realise by 2035 (if all applications in the process or known to the City actually realises). The current supply/ prevalence of 441 179m², along with the anticipated growth, may result in a total of approximately 569 513m² of retail related land uses. This potentially amounts to about 30% increase of retail related floor space on top of the existing provision in the CBD.

Office (m²)

The total office floor space to be constructed over the next ten years, is estimated at approximately 560 779m². This figure is based on current building plan and land use applications which were assumed to realise by 2035. The current supply of approximately 2 322 241m², in the CBD, together with the anticipated new supply, may result in a total of about 2 883 020m². This represents approximately a

24% increase on top of the current floor space available and classified as used for office land uses.

Industrial (m²)

The total industrial floor space to be constructed over the next ten years is minimal and is estimated at approximately 31 320m². This figure is based on current building plan and land use applications which are assumed to realise by 2035. At present it is estimated that there is about 1 056 742m² of floor area in the CBD used for industrial land use (GV 2022). If then combined with the estimated increase, will result and approximately 1 088 062m². This represents about 3% more than what is currently available in the CBD LSDF study area.

Community & Recreation (m²)

The total community and recreational related floor space and land uses to be constructed over the next ten years is fairly minimal and is estimated at approximately 35 178m². This figure is based on current building plan and land use applications which are assumed to realise by 2035, most of which is located within the District Six vicinity. The current prevalence of about 593 235m² of floor space for community land uses (as per the GV), is therefore anticipated to grow to approximately 628 413m². This represents an anticipated increase of about 5% of the current supply.

Hospitality (m²)

The total hospitality space to be constructed over the next ten years is significant and is estimated at approximately 118 793m² of new floor space. This figure is based on current building plan and land use applications which are assumed to realise by 2035. The potential increase in hospitality land uses is mostly anticipated for the V&A Waterfront precinct and along the greater Foreshore area. The current supply of approximately 437 026m², is therefore estimated to increase to 555 819m². This implies an estimated 27% increase on top of the current supply. These estimated amounts of potential new floor area which could be added, is a clear signal of a buoyant tourism and events economy embedded within the Central City, but also strong anticipated growth in the office and retail-built floor space.

This potential new build up space, is considered rather ambitious and will also depend on the overall economic growth rate over the next decade, the response of the property market and the supply of the same kind of land uses in the other four metropolitan scale CBDs in Cape Town, namely as Bellville, Claremont, Wynberg and Philippi.



6 - IMPLEMENTATION FRAMEWORK

The implementation framework aims to guide the City's interventions in the Cape Town CBD and surrounding area and to develop appropriate institutional responses, mechanisms and an Implementation Programme that can be refined over time to realise the LSDF. The LSDF provides a spatial vision and guidance for physical interventions – but the implementation of this LSDF requires the collaboration and efforts of the full range of City line departments, all CBD stakeholders and implementing agencies, including residents, communities, and the private sector.

This chapter sets out and describes the projects underpinning the Cape Town CBD LSDF vision to be realised. In some instances, these projects extend beyond the LSDF study area providing a more integrated and efficient link between the CBD and the surrounds. The chapter also presents interventions relating to transport, heritage, and the recreational network, which are based on more detailed studies e.g. the Mobility and Access Plan prepared by Urban Mobility (CBDMAP) and heritage studies undertaken in parts of the CBD to date (refer Attachment C).

This is a strategy-led programme of actions to be owned transversally by implementing departments. This chapter will also include the identification of priority precincts and projects for more detailed planning and design intervention to realise public investment.

Implementation tables will be included in the LSDF report as CITY WIDE projects and PRECINCT SPECIFIC PROJECTS. The full version of the tables and all maps, are included in Chapter 6 and an Excel version in Attachment A.

6.1. Development Strategies

This section provides an introduction to the Implementation Framework and describes the 6 strategies as illustrated in Figure 6-1 reflecting a strategy-led approach to the formulation of the LSDF implementation framework. The purpose is to provide a strategic link between the urban concept (i.e. vision, principles, ideas and concept development) and the Implementation Framework.

The 6 strategies were identified to promote the strategic objectives of the project, in line with the IDP priority programmes:

- Strategic priorities – what do we want to achieve?
- Interventions – what should be done?
- Actions/ spatial proposals - where should it be done?
- Alignment with the guiding principles formulated in chapter 4.

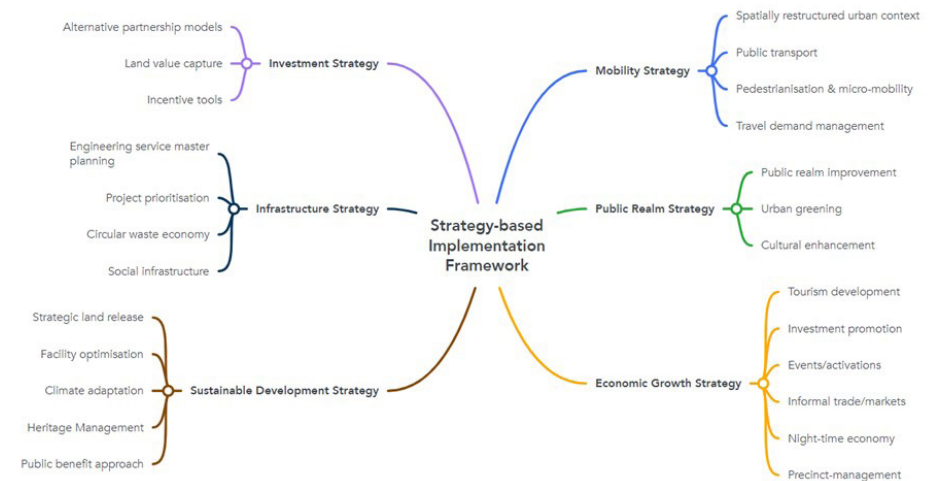


Figure 6-1: Overall view of the strategy-led approach to implementation

6.1.1. Mobility Strategy

The Mobility Strategy for the Cape Town CBD was guided/ informed/ aligned to the IDP priority of Transport: “Efficient and sustainable public transport and quality road networks are key enablers to businesses, workers and job seekers. A city that is better connected will be more productive and create more economic opportunities. We will work to make it safer and cheaper for all people to travel, increasing their freedom to enjoy all that our city has to offer”.

IDP Objective 13: Safe and quality roads for pedestrians, cyclists and vehicles. The role of public transport (bus, rail and BRT), freight (at the port and back of port) and micro mobility (delivery scooters) are also recognised/ provided for in the LSDF. A core informant of the Cape Town CBD LSDF is the Mobility and Access Plan (CBDMAP), currently developed by the Urban Mobility Directorate in parallel to the LSDF.

The Mobility Strategy in the CBD is guided by/ built on the following key elements:

- The heart of the CBD is the **“Inner City Transport Hub”** made up of Cape Town Station, the Civic Centre MyCiTi station, the station deck minibs taxi terminus,

and the Golden Arrow Bus Services terminus. Here, hundreds of thousands of people enter and leave the CBD each day, transferring to other public transport or proceeding on foot to their destinations .

- Around it, a **decongestion zone** makes up most of the remainder of the CBD. This area must serve the needs of the people who live in, work in, and visit the CBD, the large majority of whom walk around. A variety of interventions will be used to make walking, cycling, and public transport around the CBD safer, more comfortable, and more efficient, as well as reserving more space for social and economic activity. Vehicular access to destinations in the CBD will still be possible, but most of the through-traffic should avoid this zone. This will be supported by a Parking Plan (to be formulated), and updated design guidelines for streets, bicycle paths, and pedestrian routes (included in this LSDF and further work under the CBDMAP).
- Encircling the decongestion zone is a system of **mobility bypass routes**, including the Foreshore Freeway, Buitengracht Street, Orange Street, Upper Mill Street, and to an extent Strand Street. These high-mobility corridors will serve vehicular travel to and around the CBD, ensuring that access is maximised while leaving space within for public transport, walking, cycling, and public space.

The draft CBD Mobility and Access Plan expands on this strategy and puts it into practice.

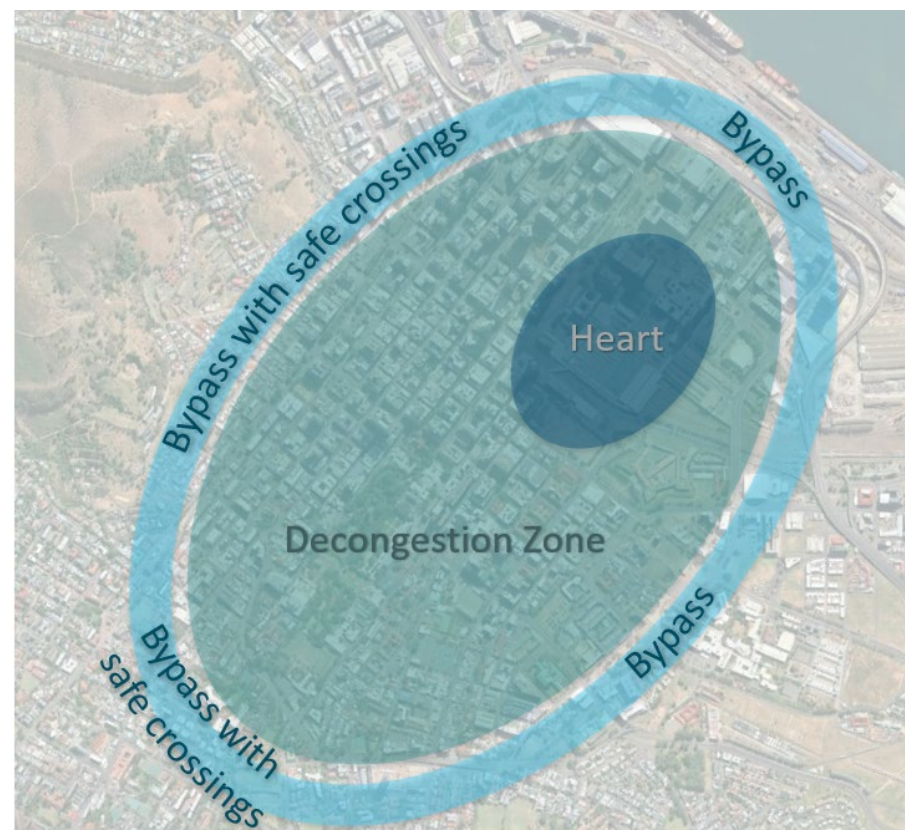


Figure 6-2: Mobility strategy illustrating the heart, bypass and decongestion zone

6.1.2. Public Realm Strategy

IDP Priority: Public Space, Environment and Amenities

IDP Objective 11: Quality and safe parks and recreational facilities supported by community partnerships.

The public realm strategy needs a transversal approach since various functions come together within the public realm, whether it is a city square and/ or within road reserves. The public realm often overlaps between the roles and responsibilities of different departments i.e. Urban Mobility regarding road infrastructure, Urban Design, Tourism Infrastructure, Area Economic Development with regard to informal trading

and markets, Environment and Heritage Management (EHM) with regard to heritage elements within these spaces, Arts and Culture related to public art and also various activation/event initiatives.

Themes: Public spaces, activation, trading, cultural spaces, cohesion, belonging, arts and culture & tourism, community facilities. Green Infrastructure Network (GIN), waterway, public space, activation, trading areas, culture, community and social facilities, public realm.

Objective 9: GIN

Objective 10: Waterways

Objective 11: Public spaces, activation, trading, cultural spaces, cohesion, belonging, arts and culture & tourism, community facilities. Landscaping, intangible heritage. Heat island impact, cultural enhancement, urban greening, trees, historic elements, activation of night-time economy, lights, way finding and public squares.

6.1.3. Economic Growth Strategy

IDP Priority: Economic Growth & Safety

Objective 1: Increased jobs and investment in the Cape Town economy

Objective 5: Effective law enforcement to make communities safer

Objective 6: Strengthen partnerships for safer communities

Themes: Targeted urban/precinct development, precinct planning, land release, urban design, area stabilisation. Well located housing, quality public environment, land packaging. Precinct Management. Precinct Planning, Precinct Development, land release, land packaging, Precinct Management, informal trading. Strategic assets. Land Value Capture (LVC). Social and Economic Development. Neighbourhood watch, community safety & enforcement. Tourism development, investment promotion, events, activation, nighttime economy, precinct management, branding.

6.1.4. Sustainable Development Strategy

IDP Strategy: Spatially integrated and inclusive city

Objective 14: A Resilient city

Objective 15: A more spatially integrated and inclusive city.

Objective 16: Capable and collaborative government.

Themes: Integration & inclusion. Mechanisms (HPOZ, IOZ & Affordable housing).

Policies: tall buildings, inclusionary housing. Mechanisms, safe spaces,

homelessness, social development, policy instruments. City facilities and property optimisation. Efficient management and optimisation of public assets and promoting clear and coherent regulatory processes that signal confidence to the market. The priorities include strategic land release, facility optimisation, climate adaption, heritage management, development management.

6.1.5. Infrastructure Strategy

IDP Priority: Basic Services

Objective 2: Improved access to quality and reliable basic services

Objective 3: End load-shedding in Cape Town over time

Objective 4: Well-managed and modernised infrastructure to support economic growth

This strategy aims to ensure that the envisioned growth in floor area across sectors are supported with adequate bulk infrastructure currently underway and planned in the future. The priority areas include water and sanitation, water and sewer reticulation, energy and urban waste.

Themes: Utilities. storm water, wastewater, urban waste. Infrastructure, energy, solid waste, roads and storm water.

6.1.6. Investment Strategy

IDP Priority: Economic Growth

Objective 1: Targeted urban /precinct development, precinct planning, land release, urban design, area stabilisation. Well located housing, quality public environment, land packaging. Precinct Management.

Themes: Targeted urban/ precinct development, precinct planning, land release, urban design, area stabilisation. Well located housing, quality public environment, land packaging. Precinct Management. Precinct Planning, Precinct Development, land release, land packaging, Precinct Management, informal trading. Strategic assets. Land Value Capture (LVC). The priorities include, exploring alternative partnership models.



6.1.7. Community Services & Health Strategy

The Cape Town CBD located within Table Bay District and part of Area North. It is one of five City-wide civic nodes of the highest order (level five). It comprises a range of community facilities that operate at incorporating national, provincial and local government facilities.

As part of the metro-side community facility analysis in 2020, also referred to as the Community Facility modelling, the Cape Town CBD ranked as number 41 (Figure 6-3 below) out of 135 community facility nodes identified in the city. The ranking is based on sufficiency, number 1 being a node with limited or insufficient community facilities while 135 has a sufficient supply of community facilities. Considering the 2020 population, Cape Town's CBD is sufficiently served with community facilities particularly high order facilities. There is a good range and scale of local, provincial and national facilities located in the CBD and surrounds, from high to low order facilities. Examples include Cape Town Stadium, Cape Town library, Civic Centre, Cape Town High Court, Magistrate Court, Home Affairs, the Company Gardens and Greenpoint Park. The facilities are well located and accessible via public transport hence the ability to serve the entire City.

From a recreation and parks perspective, the CBD has a network of public spaces and open spaces that play a vital role in boosting the economy particularly through tourism as people want to visit these places and spaces. It contributes towards increased property values and investor confidence. A clean functional and well-maintained network of open and public spaces and places is key to supporting the tourism industry and business interest. Key public parks include Company Gardens, De Waal Park (regional parks), as well as a supporting network of smaller community and neighbourhood parks.

The CBD is earmarked for the development of affordable housing in future due to its proximity to viable economic opportunities. In addition, the CBD has experienced an increase in homelessness that is anticipated to grow in future. A number of Safe Spaces (Culemborg 1 and 2 and Ebenezer) have already been developed.

From a city health clinics perspective, District Six clinic is a key facility within the CBD, supported by Schotsheskloof satellite clinic which operates out of the Schotsheskloof community hall a few days a week. Further afield Chapel Street clinic located in Woodstock also supports the broader area and has been identified for upgrade in future.

The central library is a citywide facility that plays an important role from a library services perspective, it supports residents of the CBD as well as others who travel to the CBD for school and work. Library services have in recent years started with investigations regarding opportunities for optimization and rationalization of facilities and both Camps Bay and Sea Point libraries.

From an infrastructure strategy perspective, the Directorate follows the strategic intent below to provide community facilities:

- a) Focus on integrated precinct planning and development, driving investment in strategic locations, which address greatest need as well as capitalise on other city infrastructure and development.
- b) Precinct management is important to combat vandalism.
- c) Target investment at the 135 civic nodes, prioritizing nodes with the highest need.
- d) Expand capacity through upgrading/ expanding existing facilities or developing replacement facilities in areas where they are needed the most.
- e) Develop new models of co-location and clustering as well as multi-level facilities by actively engaging with space allocation (erf sizes and building design).
- f) Drive departmental strategies and programmes guided by specific infrastructure investment programmes.
- g) Optimise and rationalise to make the most of government resources (land and building assets).
- h) Promote equitable access to facilities among other principles, ensuring that there is universal access at all facilities.



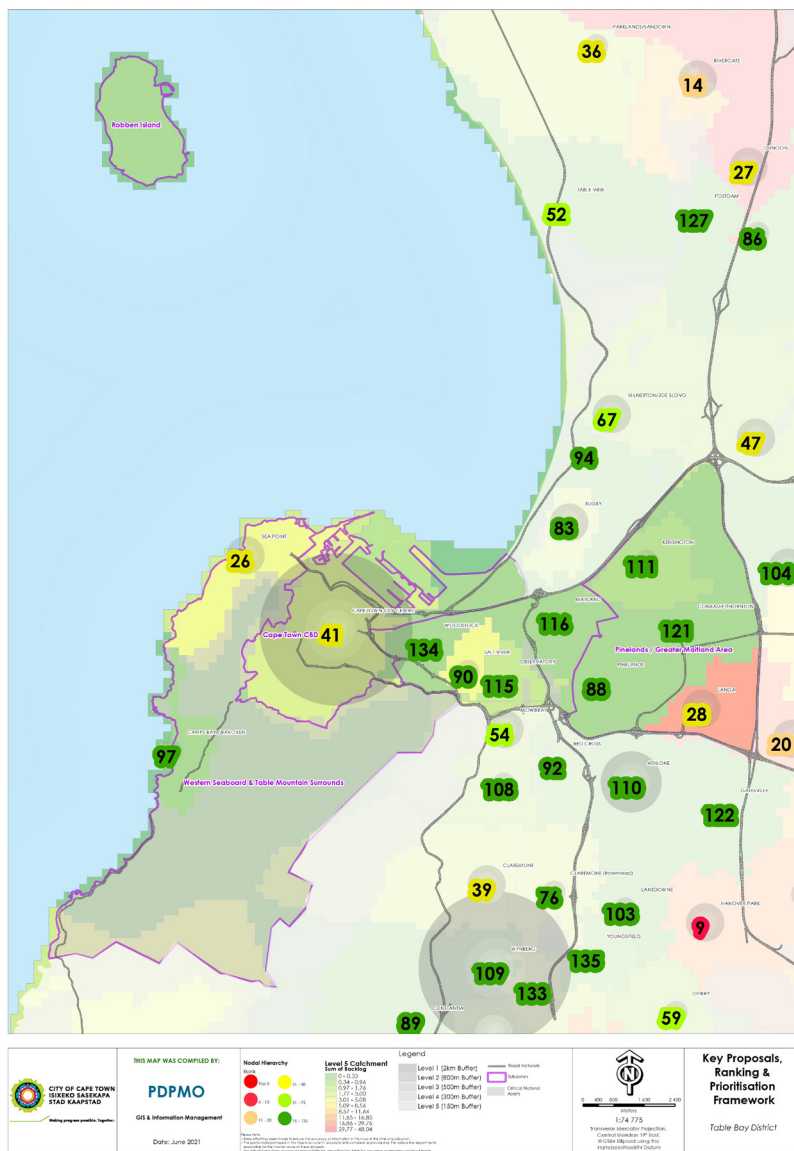


Figure 6-3: Illustrated ranking for the CBD based on metro-wide analysis of community facility nodes according to sufficiency

The previous modelling done in 2020 for 2040, assumed almost no increase in permanent residents. Long term estimates for the provision of Community Facilities have not been updated for 2050 and hence the information below needs to be reviewed considering the growth anticipated between 2025 and 2035 as reflected in Table 5-18. With reference to previous chapter, where much more residential development is expected, the following community facilities are considered the absolute minimum. But this will be reviewed and expanded on in the next update of this document:

- Schools in Sea Point (1 Primary and 1 Secondary school).
- Increase in capacity of Primary Health care facilities to serve the growing population.
- Community level sporting facilities in the Bo-Kaap.
- Neighbourhood/ community parks in the growing areas.
- Homeless accommodation.
- In addition to the existing safe spaces, there is a need to expand the network through increasing bed spaces at existing shelters.
- There should be ongoing support for the upgrading for the bespoke maintenance and upgrading of Company Gardens and De Waal Park. An open space landscaping and tree plan should be developed to support the beautification of the City Centre. It is critical that maintenance resources are continuously invested to ensure these spaces are looked after and are quality public places and open spaces. In this regard the City's beautification programme must be retained.
- The pursuit of optimisation and rationalisation at City facilities such as Sea Point and Long Street pools as well as at identified library facilities is critical.
- Should the residential patterns in the CBD change from workers to families, the provision of schools will be in demand.

6.2. Implementation and Investment Pipeline

The implementation plan reflected in this chapter is informed by unique precinct numbers (based on the CCDS) (Refer to Figure 6-4). The chapter and section below describes Project Blocks for project packaging, Superblocks as identified in the Mobility and Access Plan (Refer to Figure 6-4) and precinct-specific projects in the 8 respective precincts with unique project numbers (Refer to Figures 6.6 – 6.13). The extensive table in Attachment A describes sequences and prioritises projects to support the implementation of the LSDF across the CBD and the broader area. Potential project owners/ lead departments have also been proposed.

- Precinct 5: Waterkant/Gateway Precinct
- Precinct 6: West Foreshore / Convention Precinct
- Precinct 7: Mid City Precinct
- Precinct 8: Company's Garden Precinct
- Precinct 9: East Foreshore Precinct
- Precinct 10: Station Precinct
- Precinct 11: East City Precinct
- Precinct 17: Lower Gardens Precinct

Refer to acronyms in Chapter 10 for detailed names of project leads and supporting partners.

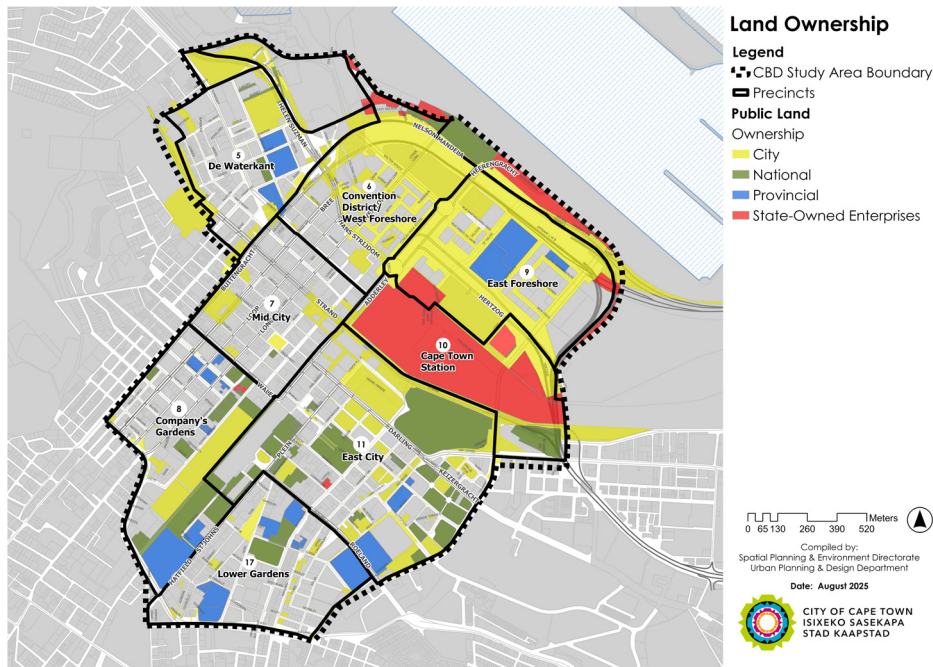


Figure 6-4: CBD Transition LSDF 8 Sub-Precincts based on CCDS numbers

6.2.1 How are the implementation actions organised? (Attachment A for full details)

The maps appearing in the Implementation Framework document follows the same precincts as in this LSDF Chapter 5, Development Guidelines.



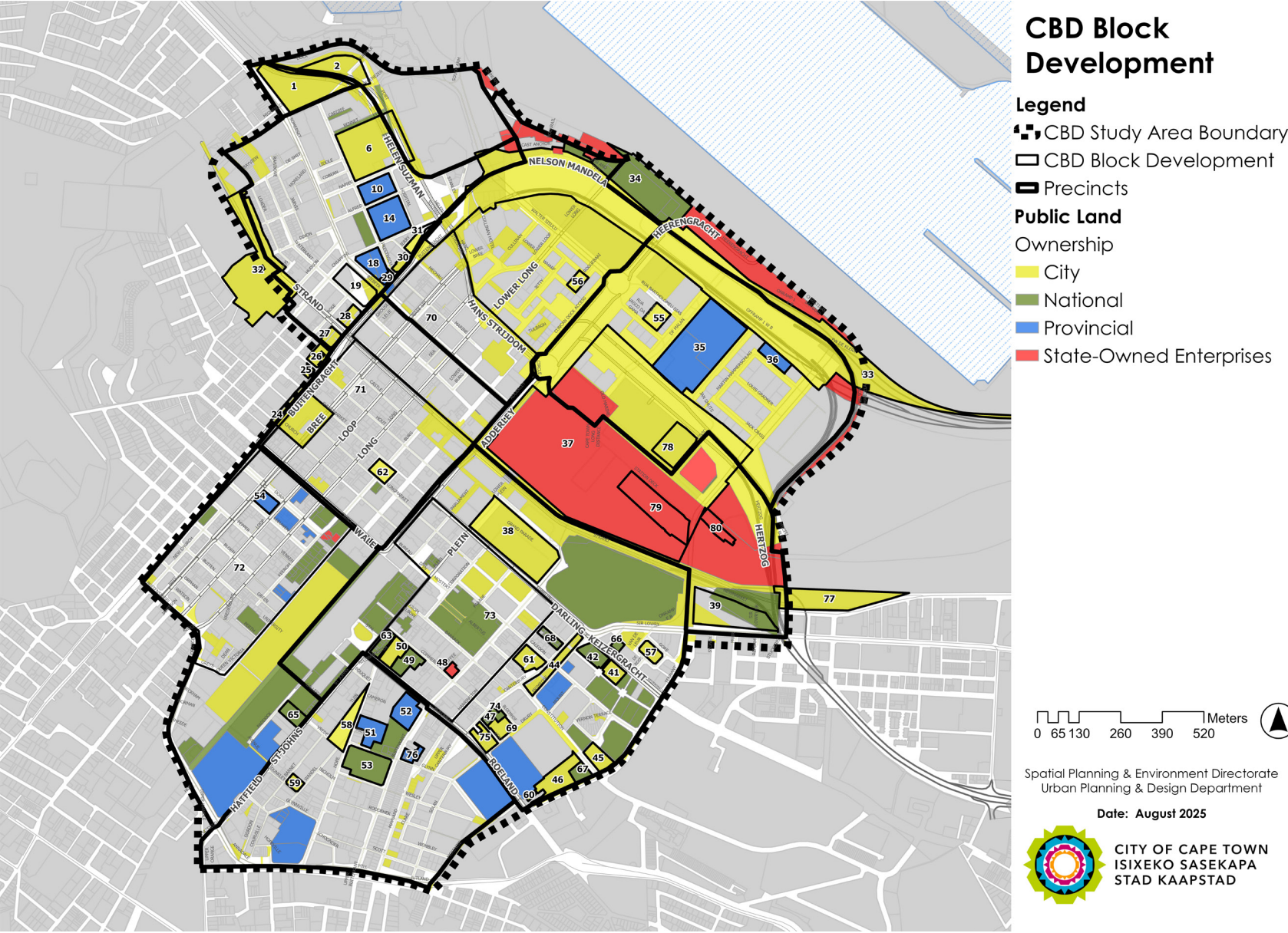


Figure 6-5: CBD LSDL Blocks and CBDMAP Superblocks

6.3. Cape Town CBD wide projects

In order for the Cape Town CBD to succeed as a vibrant liveable sustainable component of the city, there must be:

A significant shift towards public transport. This will require a significant shift in policy, and at least a return to 2012-levels of rail operations and the transformation of the road based public transport;

- An increased focus on walking, cycling and the required supportive infrastructure;
- Change in the way private car usage is managed and a meaningful shift from private vehicle ownership with proposals to increase car-pooling and rental pools;
- A reduced dependency on internal combustion engines, with an increased use of electric / hydrogen vehicles;
- An increased inter-dependency between the private and public sector in the transition of the Cape Town CBD; and
- Significant densification for purposes of residential land uses with specific reference (and preference) for those who work in the CBD and more affordable and family orientated units.



Table 6-1: CBD wide projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
001	n.a.	CBD wide	Spatially integrated and inclusive city	Sustainable Development	Integration & inclusion	UPD Mechanisms	Rationalize CBD Overlay zones	Rationalize the overlay zones in the CBD including draft specific provisions for the Bo Kaap HPOZ, overlap with Central City Overlay Zone, Incentive Overlay Zone, Urban Development Zone (UDZ) and inclusionary housing overlay zone. Overlay zones to include public good components inclusive of affordable housing. Amend delineation of PT Zones and parking considerations in MPBL amendment.	UPD & HS & UM	UR, EHM, DM, HWC	Various	Scoping stage	Short
005	n.a.	CBD wide	Public Space, Environment and Amenities	Public realm strategy	Public realm	Quality Public Places Programme	Landscape Framework Plan for the CBD	Landscape Framework Plan for the CBD addressing trees, vegetated surfaces, heat effects and climate change adaptation and mitigation. Tree Masterplan.	R&P/UD	UR, UM, EHM, MICCT	CoCT	Future project	Medium
006	n.a.	CBD wide	Transport	Urban Mobility	Mobility	UM Roads & Stormwater & Congestion relief programme	Church Street Roundabout	Access to Culemborg. Enhance the attractiveness of the Blaauwberg Cycle Route in future development of Culemborg. Include all modes of transport in scope.	UM	Portnet, UR, MICCT	CoCT & Portnet	Future project	Medium
007	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Water Reticulation	Molteno Reservoir	Molteno Depot Building Upgrade	Water & Sanitation	n.a.	CoCT	Concept Design	Medium
008	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Water Reticulation	Tyger to Molteno 915mm Pipeline Refurb	Pipe replacement (915mm diameter main pipeline)	Water & Sanitation	n.a.	CoCT	Scoping stage	Medium
009	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Stormwater	CBD Stormwater Masterplan	Stormwater catchments are dealt with on a case by case basis in the absence of stormwater master planning	Water & Sanitation	n.a.	CoCT	Ongoing	tdb
010	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	New Water Programme	Bulk Water Projects: Table Mountain Group Aquifer: pre-treatment	Provision of storage capacity for new water produced through the New Water Programme	Water & Sanitation	n.a.	CoCT	Detailed Design	Long
011	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	New Water Programme	Bulk Water Projects: Table Mountain Group Aquifer: Groenlandberg	Provision of storage capacity for new water produced through the New Water Programme	Water & Sanitation	n.a.	CoCT	Detailed Design	Long
012	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	New Water Programme	Bulk Water Projects: Table Mountain Group Aquifer: Nuweberg	Provision of storage capacity for new water produced through the New Water Programme	Water & Sanitation	n.a.	CoCT	Detailed Design	Long
013	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	New Water Programme	Bulk Water Projects: Table Mountain Group Aquifer: Steenbras	Provision of storage capacity for new water produced through the New Water Programme	Water & Sanitation	n.a.	CoCT	Execution	Short
014	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Sewer Reticulation	Greenpoint Marine Outfalls	Green Point marine outfall intervention	Water & Sanitation	n.a.	CoCT	Execution	Short
018	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Energy	CBD Distribution Cables	CBD 33kV cable upgrade	Energy	n.a.	CoCT	Scoping	Medium
019	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Urban Waste	Athlone Refuse Transfer Station	Athlone RTS: Material recovery facility	Urban Waste	n.a.	CoCT	Concept Design	Short
020	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Urban Waste	Vissershok North: Design and develop airspace	Waste from the CBD goes to Vissershok landfill. There are several additional cell developments under way at Vissershok. There is also a need to extend the Vissershok airspace availability between 2037 and 2040.	Urban Waste	n.a.	CoCT	Execution	Short
021	n.a.	CBD wide	Basic Services	Infrastructure	Infrastructure/Utilities	Urban Waste	Vissershok: Leachate plant – VLFS refurbishment	Waste from the CBD goes to Vissershok landfill. There are several additional cell developments under way at Vissershok. There is also a need to extend the Vissershok airspace availability between 2037 and 2040.	Urban Waste	n.a.	CoCT	Commission & Close-out	Short
022	n.a.	CBD wide	Transport	Urban Mobility	Mobility	UM Congestion Relief Programme	R27 interchange	R27 Road Scheme & Desalination Project	UM	W&S	Various	Future project	Medium

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
024	n.a.	CBD wide	Transport	Public Realm Strategy	Public realm	Quality Public Places Programme	Bree-cinct	Activity Streets: Long and Bree Streets. Pedestrianisation of Bree Street with Public Realm improvements. Consider informal trading. Apply super block concept. NMT.	UD	UM, MICCT	Various	Future project	Medium
025	n.a.	CBD wide	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Quality Public Places Programme	St George's Mall	St Georges Mall rejuvenation. Living street, trading and lighting upgrade	UD	UM, AED, MICCT	Various	Future project	Long
027	n.a.	CBD wide	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Primary Cycling Network & Infrastructure	Fill in the gaps. (incl bicycle storage, E-Bike tourism, micro mobility), cycling destinations and gateways.	UM	MICCT	Various	Future project	Short
028	n.a.	CBD wide	Transport & Public Space, Environment & Amenities	Urban Mobility & Public Realm Strategy	Mobility/ Public Realm	CBD Mobility & Access Plan	Primary Pedestrian Network	Demarcate primary pedestrian routes connecting PTI and key anchors in the CBD from. Safe pedestrian crossings of streets. Address Universal Accessibility, Legibility of route. Public realm improvements. Key Tourism sites from Liberation Route Study.	UM	UD, AED, MICCT	Various	Future project	Short
029	n.a.	CBD wide	Transport	Urban Mobility/ Sustainability	Mobility	UM Public Transport Programme & UM Operations Support	Inner City Public Transport System	IPTN Network: Efficiency of MyCiTi, MBT and alternative public transport movement within the inner city to inform the public realm improvements & trading areas. Network efficiency intervention. Micro movement shuttle in CBD core. Circular micro movement. Extend hours and night time services. Changes to BRT routes.	UM	UR & UPD	CoCT	Future project	Long
030	n.a.	CBD wide	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Parking Plan for CBD	Parking plan to address on-street and off street parking to balance supply and demand of parking against other uses of space. Resolve conflicts of tour buses and micro delivery vehicles. Study potential of super basements. DC/free bulk considerations for parking. Parking Management entity.	UM/UPD	UPD Mechanisms / DM / PM	Various	Future project	Short
031	n.a.	CBD wide	Economic Growth	Economic Growth	Economic Growth	Inclusive economic development and growth programme	Review of CBD and surrounds Informal Trading Plan	Review of CBD Informal Trading Plan (1996 & 2016) CBD and surrounds. Address permanent and semi-permanent markets in the CBD and relationship between formal and informal trade. Provision for storage. Trading bay permits and hawker permits.	AED	MICCT	CoCT	Execution	Short
032	n.a.	CBD wide	Economic Growth	Economic Growth	Economic Growth	Inclusive economic development and growth programme	Mobile Trading	Mobile Trading Business Areas: site identification for trailers & trucks	UM/AED	UD, MICCT	CoCT	Planning	Short
034	n.a.	CBD wide	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Cultural Heritage Strategy: Intangible Cultural Heritage Programme	Intangible Heritage Study for District 1	Intangible Heritage project for District 1 (De Waterkant)	EHM	Arts & Culture, Resilience	Various	Future project	Medium
071	n.a.	CBD wide	Transport	Urban Mobility	Mobility	UM Operations Support Programme	Site identification & planning for MBT interpeak staging site	Site identification necessary for the relocation of the interpeak staging of the MBT currently under the outbound viaduct in the Foreshore	UM	n.a.	COCT	Planning	Short
074	n.a.	CBD wide	Economic Growth	Economic Growth	Economic Growth	Inclusive economic development and growth programme	Develop District 6 Trading Plan	Develop District 6 Trading Plan	AED	UD	CoCT	Planning	Short
116	n.a.	CBD wide	Spatially integrated and inclusive city	Sustainable Development	Integration & inclusion	Policy review	Review Tall Building Policy	review Tall building Policy in line with LSDF Urban Design Guidelines	UD	DM,EHM & Policy	n.a.	External	Medium



Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
124	n.a.	CBD wide	Public Space, Environment and Amenities	Sustainable Development	Community facility	PRA	District 6 Shelter Expansion	District 6 Shelter Expansion. Erf 8195. Russell street.	CS&H	Social Dev.	CoCT	Planning	Short
125	n.a.	CBD wide	Public Space, Environment and Amenities	Sustainable Development	Community facility	PRA	Chapel Street clinic	Expand Chapel Street clinic (Woodstock)	CS&H	City Health	CoCT	Planning	Short
126	n.a.	CBD wide	Public Space, Environment and Amenities	Sustainable Development	Community facility	CS&H	Spencer Road clinic	Expand Specncer Street clinic (Salt River)	CS&H	City Health	CoCT	Future project	Medium
127	n.a.	CBD wide	Public Space, Environment and Amenities	Sustainable Development	Community facility	CS&H	Schotsche Kloof	New Schotsche Kloof Clinic (currently a satellite)	CS&H	City Health	CoCT	Future project	Medium
128	n.a.	CBD wide	Public Space, Environment and Amenities	Sustainable Development	Community facility	CS&H	New Somerset Hospital replacement	place New Somerset Hospital clinic (Portswol	WCG	City Health	CoCT	Future project	Medium

6.3.1. Precinct 5: De Waterkant/ Gateway Precinct

The following table includes a list of projects in Precinct 5: De Waterkant/ Gateway Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 5: De Waterkant/Gateway

Legend

▬ CBD Study Area Boundary

▬ Precincts

● Project Number

Public Land

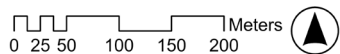
Ownership

City

National

Provincial

State-Owned Enterprises



Compiled by:
Spatial Planning & Environment Directorate
Urban Planning & Design Department

Date: August 2025



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Figure 6-6: Precinct 5: De Waterkant/ Gateway Precinct Projects

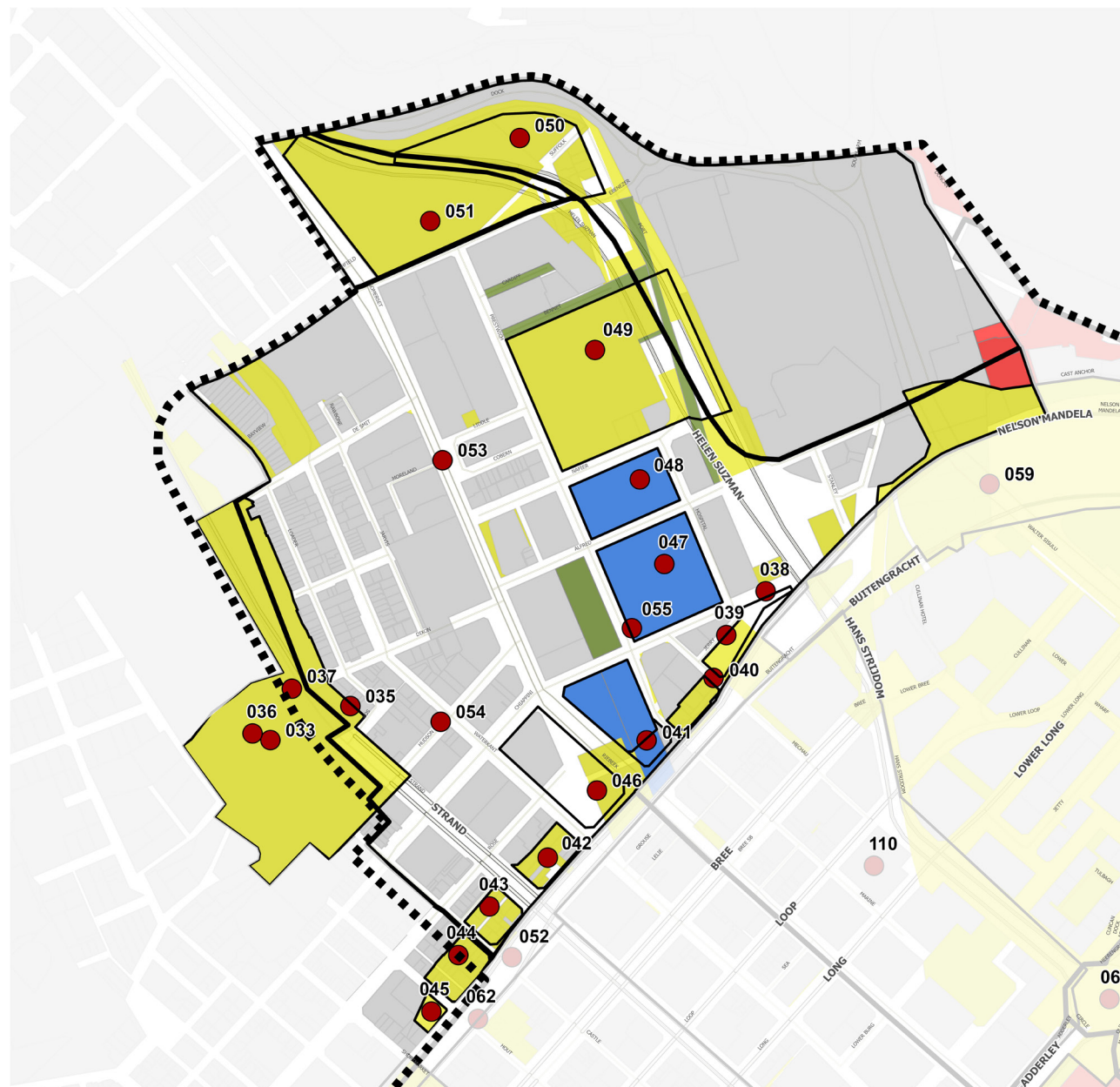


Table 6-2: Precinct 5: De Waterkant/ Gateway Projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
033	5	De Waterkant /Gateway Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Cultural Heritage Strategy: Intangible Cultural Heritage Programme	SSQ Intangible Heritage installations	Heritage consultation & installations at the Strand Street Quarry site	UR	EHM & Arts & Culture	CoCT	Concept Design	Medium
035	5	De Waterkant /Gateway Precinct	Transport	Urban Mobility	Mobility	Precinct Development Programme	Strand Street Quarry public realm & parking	SSQ Public Parking, road improvements, public realm improvements and pedestrian crossing	UR	UM	CoCT	Concept Design	Medium
036	5	Bo Kaap	Public Space, Environment and Amenities	Sustainable Development	Public realm	Precinct Development Programme	Block 32 Strand Street Quarry	Re-development of the Strand Street Quarry. Project packaging for a recreation, sport, tourism facility, public parking and public realm improvements	UR	EHM	CoCT	Concept Design	Short
037	5	Bo Kaap	Public Space, Environment and Amenities	Economic Growth	Public realm	Precinct Development Programme	People Mover	Feasibility of People Mover at Strand Street Quarry. Global tourism interventions incl. Noon Day Gun and Signal Hill.	UR	SANParks	CoCT	Future project	Long
038	5	De Waterkant /Gateway Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Precinct Development Programme / QPPP	Chiappini Square	Upgrade public realm abutting Block 31	UR	UD	CoCT	Initiation	Medium
039	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	Precinct Development Programme	Block 31 Project Packaging	Block 31 Project Packaging (86m Mixed Use Tower) & release	UR	None	CoCT	Feasibility	Short
040	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	Precinct Development Programme	Block 30 Firemans Arms	Block 30 Project Packaging (Fireman's Pub) & release	UR	None	CoCT	Feasibility	Short
041	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	n.a.	Block 29 & 18 PPTL Project Packaging	Block 29 & 18 Project Packaging. PPTL Mixed Use Development. Subdivision of Erven 735, 737, 9564 & 9565, Rezoning of Erven 738-RE, 735, 737, 9564 & 9565 and Consolidation of Erven 738-RE, 734-RE and portions of Erven 735, 737, 739, 9564 & 9565	WCG	UR & PM & HS	WCG & CoCT	Execution	Short
042	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	Precinct Development Programme	Block 28 Project Packaging	Block 28 Mixed Use - Project Packaging & release	UR	None	CoCT	Feasibility	Short
043	5	Bo Kaap	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	Precinct Development Programme	Block 27 Project Packaging	Block 27 Mixed Use Development Project Packaging & release	UR	None	CoCT	Initiation	Short
044	5	Bo Kaap	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	Precinct Development Programme	Block 26 Project Packaging	Block 26 Mixed Use Development Project Packaging & release	UR	None	CoCT	Initiation	Short
045	5	Bo Kaap	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	Precinct Development Programme	Block 25 Project Packaging	Block 25 Mixed Use Development Project Packaging & release	UR	None	CoCT	Initiation	Short
046	5	De Waterkant /Gateway Precinct	Public Space, Environment and Amenities	Sustainable Development	Community facility		Block 19: Prestwich Memorial	Upgrading public realm at the square, enlarge café & formalization of cadastre	EMD	UR, EHM	CoCT	Concept Design	Short

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
047	5	De Waterkant /Gateway Precinct	Public Space, Environment and Amenities	Sustainable Development	Community facility	n.a.	Block 14: Secondary School	Vertical Secondary School in SAPS building	WCG	CS & UR	WCG	Future project	Long
048	5	De Waterkant /Gateway Precinct	Public Space, Environment and Amenities	Sustainable Development	Community facility	n.a.	Block 10 Prestwich Primary	Expand/intensification Prestwich Primary School	WCG	CS & UR	WCG	Future project	Long
049	5	De Waterkant /Gateway Precinct	Public Space, Environment and Amenities	Economic Growth / Sustainable Development	Mobility/ Public Realm/ Project Packaging	UM Public Transport Programme & UM Operations Support & Precinct Development Programme and O&R Programme	Block 6 MyCiTi Depot	Relocation or optimisation of the MyCiTi Depot into mixed use development and new plaza with public realm improvements. Include pedestrian and micro mobility in consultation with V&A.	UR/UM	HS, EHM, PT	CoCT	Future project	Long
050	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	UM Operations Support & O&R	Block 2 Ebenezer Depot	Ebenezer depot optimisation for residential led development (MU2 zoned) Rezone to GR6. Human remains investigation. Include pedestrian and micro mobility in consultation with V&A.	UR/UM	UR, EHM, PT	CoCT	Future project	Long
051	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	UM Operations Support & O&R	Block 1 Gallows Hill	Gallows Hill Traffic Department relocation and project packaging. O&R.	S&S	UR & EHM & FM	CoCT	Future project	Long
053	5	De Waterkant /Gateway Precinct	Transport	Urban Mobility	Mobility / Public Realm	UM: Active Mobility	Somerset Road NMT & Public Realm Improvements	Public transport, NMT and public realm. Link to Waterkant Street and movement Westwards to Atlantic Seaboard (Link Prestwich Square & Fan Mile) Consider informal trading.	UM	UR	CoCT	Future project	Medium
054	5	De Waterkant /Gateway Precinct	Transport	Urban Mobility	NMT/Public Realm	UM: Active Mobility	Pedestrianisation of Hudson Street	Pedestrianisation of Hudson street to link Bo Kaap towards De Waterkant.	UM	UR	CoCT	Future project	Medium
055	5	De Waterkant /Gateway Precinct	Transport	Urban Mobility	NMT/Public Realm	UM: Active Mobility	Prestwich Street pedestrian route	Pedestrian route to connect Fan Mile and V&A	UM	UR, UD	CoCT	Future project	Long



6.3.2. Precinct 6: West Foreshore/ Convention Precinct

The following table includes a list of projects in Precinct 6: West Foreshore/ Convention Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 6:
West Foreshore

- Legend
- CBD Study Area Boundary
 - Precincts
 - Project Number
 - Public Land Ownership
 - City
 - National
 - Provincial
 - State-Owned Enterprises

0 25 50 100 150 200

Meters

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Urban Planning & Design Department

Date: August 2025

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Figure 6-7: Precinct 6: West Foreshore/ Convention Precinct Projects

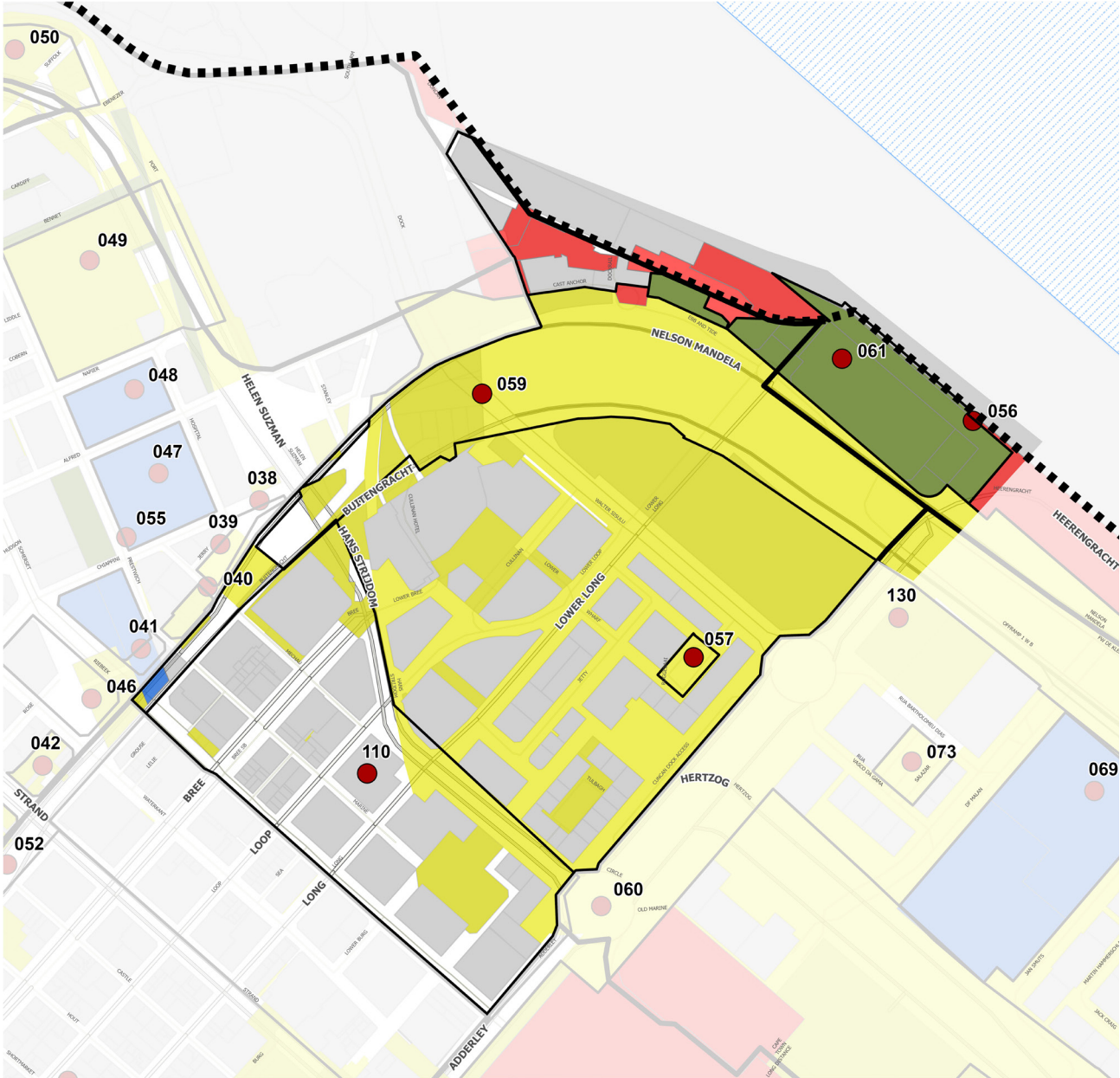


Table 6-3: Precinct 6: West Foreshore/ Convention Precinct Projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
023	6 & 9	East & West Foreshore	Transport	Urban Mobility	Mobility	UM Congestion Relief Programme	Block 33: Foreshore Freeway Precinct	Scoping and Feasibility. Options, MCA, CBA, Financing, Participation Strategy. (Medium - Long: preferred option design, funding strategy, land packaging.)	UM	UPD & UR & PT	Various	Feasibility	Short
056	6	West Foreshore/Convention Precinct	Transport	Urban Mobility	Mobility	UM: Active Mobility	NMT & access: Cruise terminal & Duncan Road	NMT improvements at Cruise Terminal, People's Port and Duncan Road. Address safety concerns between trucks, pedestrians & cyclists. TNPA to determine the future land uses for the Coode Precinct	Portnet	UM	Portnet	External	Medium
057	6	West Foreshore/Convention Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	CBD Mobility & Access Plan	Block 56: Roggebaai Square	Investigate in Parking Plan	UM	UD & UR	CoCT	Initiation	Long
059	6	West Foreshore/Convention Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	CBD Mobility & Access Plan	Waterfront Walk	Public Realm Improvement from station to Dock road/Waterfront. MAP intervention Waterfront Walk via Long, Loop, Bree and Buitengracht roads towards V&A/Battery park. In consultation with V&A.	UM/UPD	MICCT	CoCT	Planning	Short
061	6	West Foreshore/Convention Precinct	Capable and collaborative government	Economic Growth / Sustainable Development	Governance	O&R	Block 34: Customs House	Customs House Precinct Plan: Market analysis, optimisation subject to Heritage. Optimisation and intensification. Highest and Best use. Erf 10292, 14793, 14794, 189, Rem 14734, Rem 190. Prefeasibility underway.	NDPWI	UR, HS	NDPWI	External	Medium
110	6 & 7	West Foreshore/ Convention Precinct and Mid City	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Superblock North	Block 70: Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery.	UM	AED, UD, MICCT	CoCT	Future project	Short

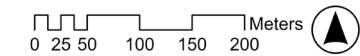


6.3.3. Precinct 7: Mid City Precinct

The following table includes a list of projects in Precinct 7: Mid City Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 7: Mid City

- Legend**
- CBD Study Area Boundary
 - Precincts
 - Project Number
- Public Land**
- Ownership
- City
 - National
 - Provincial
 - State-Owned Enterprises



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Figure 6-8: Precinct 7: Mid City Precinct Projects

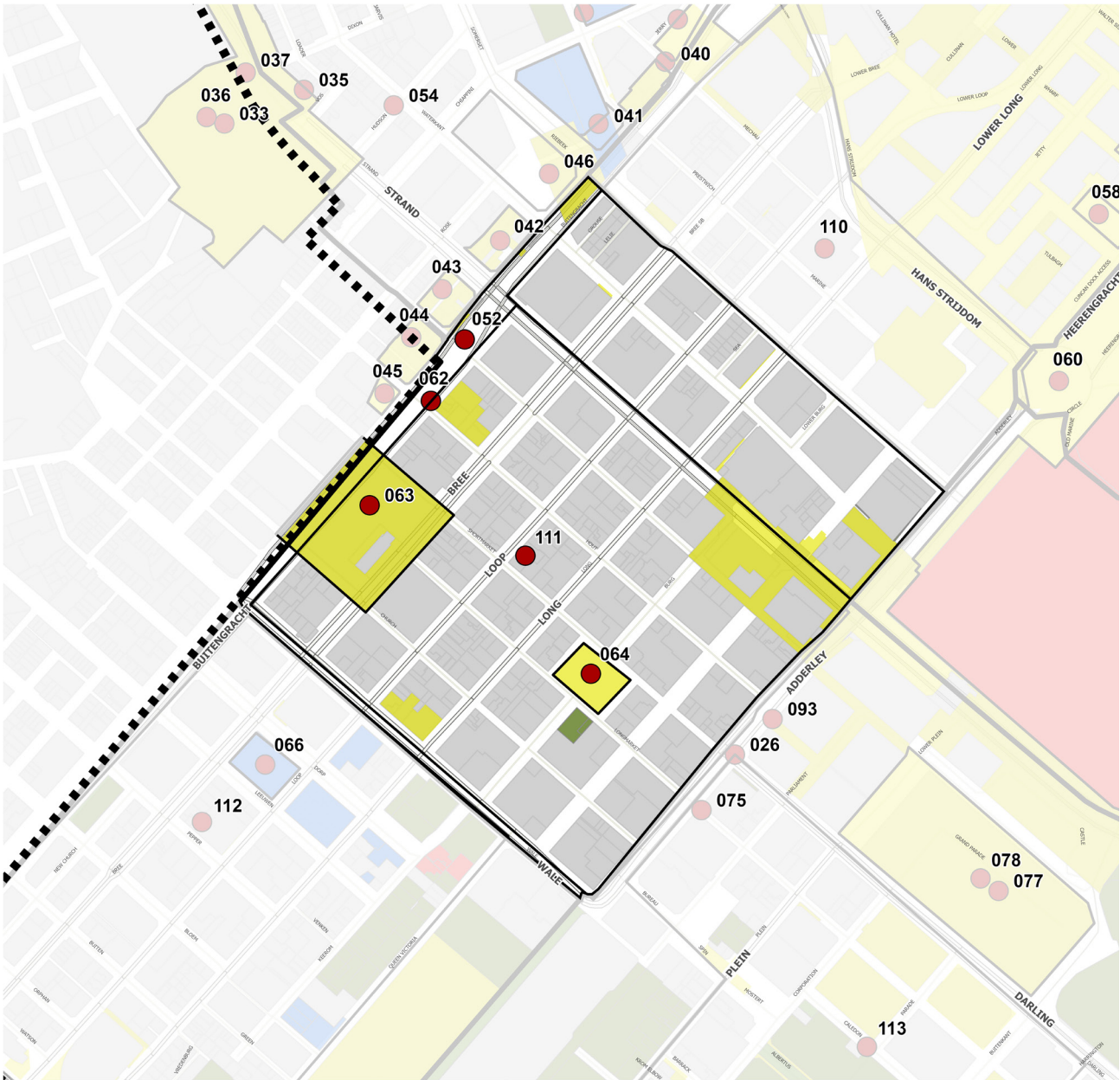


Table 6-4: Precinct 7: Mid City Precinct Projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
052	7	Mid City Precinct	Economic Growth	Economic Growth / Sustainable Development	Land Release	Land release	Lower Buitengracht Portfolio Land Release Strategy	Lower Buitengracht Portfolio Land Release Strategy	UR/PM	UR/PM	CoCT	Feasibility	Short
062	7	Mid City Precinct	Transport	Urban Mobility	Mobility	Precinct Development Programme	Lower Buitengracht removal of medians (Wale to Strand Street)	Lower Buitengracht Road re-alignment between Wale and Strand Street to enable Stoep & remove medians & pedestrian crossing. Scope of work to include investigation into historical grachte in Lower Buitengracht street.	UR/UM	UD, EHM	CoCT	Scoping stage	Short
063	7	Mid City Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Precinct Development Programme	Block 24: Riebeeck Square Stoep & public realm improvement	Block 24: Riebeeck Square & Bo Kaap Stoep (project packaging, urban design & road scheme) Pedestrian link from Riebeeck Square to Bo Kaap and CBD. Bus parking. Buitengracht pedestrian crossing. Informal trading. Public realm improvements in Lower Buitengracht Precinct. Scope to include historical grachte in Lower Buitengracht Street.	UR/UD	UM, EHM, AED, MICCT	CoCT	Scoping stage	Short
064	7	Mid City Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Quality Public Places Programme	Block 62: Greenmarket Square	City Enhancement Project, MUAMP, ablutions & upgrades.	UD	AED, R&P, UD, MICCT	CoCT	Planning	Long
110	6 & 7	West Foreshore/ Mid City	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Superblock North	Block 70: Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery.	UM	AED, UD, MICCT	CoCT	Future project	Short
111	7	Mid City Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Superblock Central	Block 71: Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery. Manage access limitations onto Adderley Transit Street. (Riebeeck Square)	UM	AED, UD, MICCT	CoCT	Future project	Short



6.3.4. Precinct 8: Company's Garden Precinct

The following table includes a list of projects in Precinct 8: Company's Garden Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 8:
Company's Gardens

- Legend**
- CBD Study Area Boundary
 - Precincts
 - Project Number
 - Public Land Ownership**
 - City
 - National
 - Provincial
 - State-Owned Enterprises
 - Company's Gardens

0 25 50 100 150 200

Meters

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Urban Planning & Design Department

Date: August 2025



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Figure 6-9: Precinct 8: Company's Garden Precinct Projects



Table 6-5: Precinct 8: Company's Garden Precinct Projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
066	8	Company's Gardens Precinct	Housing	Sustainable Development	Human Settlement	n.a.	Block 54: Leeuloop	Leeuloop Social Housing and open market units. Mixed use and mixed income.	WCG	n.a.	WCG	External	Short
112	8	Company's Gardens Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Superblock West	Block 72: Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery	UM	AED, UD, MICCT	CoCT	Future project	Short
121	8	Company's Gardens Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	PRA	Company Gardens upgrade	Persue upgrades for adequate functioning of Company Gardens as a significant asset in the city	CS&H	CS&H, UM, MICCT	CoCT	Planning	Short
122	8	Company's Gardens Precinct	Public Space, Environment and Amenities	Sustainability	Community facility	PRA	Long Street Swimming Pool upgrade	Long Street Swimming Pool upgrade	CS&H	n.a.	CoCT	Planning	Short



6.3.5. Precinct 9: East Foreshore Precinct

The following table includes a list of projects in Precinct 9: East Foreshore Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 9: East Foreshore

Legend

CBD Study Area Boundary
 Precincts
 Project Number

Public Land

Ownership

 City
 National
 Provincial
 State-Owned Enterprises

0 25 50 100 150 200

Meters

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Figure 6-10: Precinct 9: East Foreshore Precinct Projects

The map displays Precinct 9: East Foreshore, bounded by a dashed line. The precinct is divided into several colored zones representing land ownership: yellow for City, green for National, blue for Provincial, and red for State-Owned Enterprises. Project locations are marked with red dots and numbered. The map includes street names such as Lower Long, Hertzog, Hans Strelzom, Adderley, Strand, and Nelson Mandela. A scale bar and north arrow are provided in the bottom left corner.

Project Number	Location / Area	Ownership
059	Top left corner	City
056	Top right corner	City
057	Upper middle	City
058	Middle left	City
073	Middle right	City
069	Large blue area (Provincial)	Provincial
070	Small blue area (Provincial)	Provincial
060	Lower middle left	City
072	Lower middle	City
129	Lower middle right	City
130	Upper middle right	City
132	Bottom middle	City
123	Bottom right	City
133	Bottom right	City
078	Bottom left	City
077	Bottom left	City

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Table 6-6: Precinct 9: East Foreshore Precinct Projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
023	6 & 9	East & West Foreshore	Transport	Urban Mobility	Mobility	UM Congestion Relief Programme	Block 33: Foreshore Freeway Precinct	Scoping and Feasibility. Options, MCA, CBA, Financing, Participation Strategy. (Medium - Long: preferred option design, funding strategy, land packaging.)	UM	UPD & UR & PT	Various	Feasibility	Short
060	9	East Foreshore Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Quality Public Places Programme	Heerengracht/Adderley public realm upgrade	Public realm improvements	UD	RIM, MICCT		Future project	Long
069	9	East Foreshore Precinct	Housing	Sustainable Development	Human Settlement	n.a.	Block 35: FGAP	Founders Garden Artscape Precinct Mixed Use Park and Artscape Plaza provide open space/public realm improvement. Mixed use and mixed income development.	WCG	n.a.	WCG	External	Medium
070	9	East Foreshore Precinct	Housing	Sustainable Development	Human Settlement	n.a.	Block 36: Roggebaai	Foreshore East Sites (Erven 154 and 155 Roggebaai)	HS	PT	WCG	Planning	Medium
072	9	East Foreshore Precinct	Transport	Urban Mobility	Mobility	PTI/CBD Mobility & Access Plan	Partial closure Old Marine Drive	Restrict vehicular access to reduce conflict with pedestrians	UM	PRASA & Transnet Properties, MICCT	CoCT	Future project	Medium
073	9	East Foreshore Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Block 55: Salazar Square	Investigate in Parking Strategy	UM	UD, FM	CoCT	Future project	Long
129	9	East Foreshore Precinct	Economic Growth	Economic Growth / Sustainable Development	Project Packaging	O&R	Block 78: Civic Centre Woodstock Parking	Release of land for mixed use development, potentially as part of an East Foreshore precinct development. Requires subdivision and rezoning, design for wind protected linked public space network. Erf 1.	FM	HS, UD	CoCT	Initiation	Medium
130	9	East Foreshore Precinct	Economic Growth	Economic Growth	Economic Growth	O&R	CTICC2 Tower	Land disposal: Commercial extension to the CTICC2 building	PT	n.a.	CoCT	Preparation	Medium



6.3.6. Precinct 10: Cape Town Station Precinct

The following table includes a list of projects in Precinct 10: Cape Town Station Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 10:
Cape Town Station

- Legend**
- CBD Study Area Boundary
 - Precincts
 - Project Number
 - Public Land Ownership**
 - City
 - National
 - Provincial
 - State-Owned Enterprises

0 25 50 100 150 200

Meters

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Figure 6-11: Precinct 10: Cape Town Station Precinct Projects

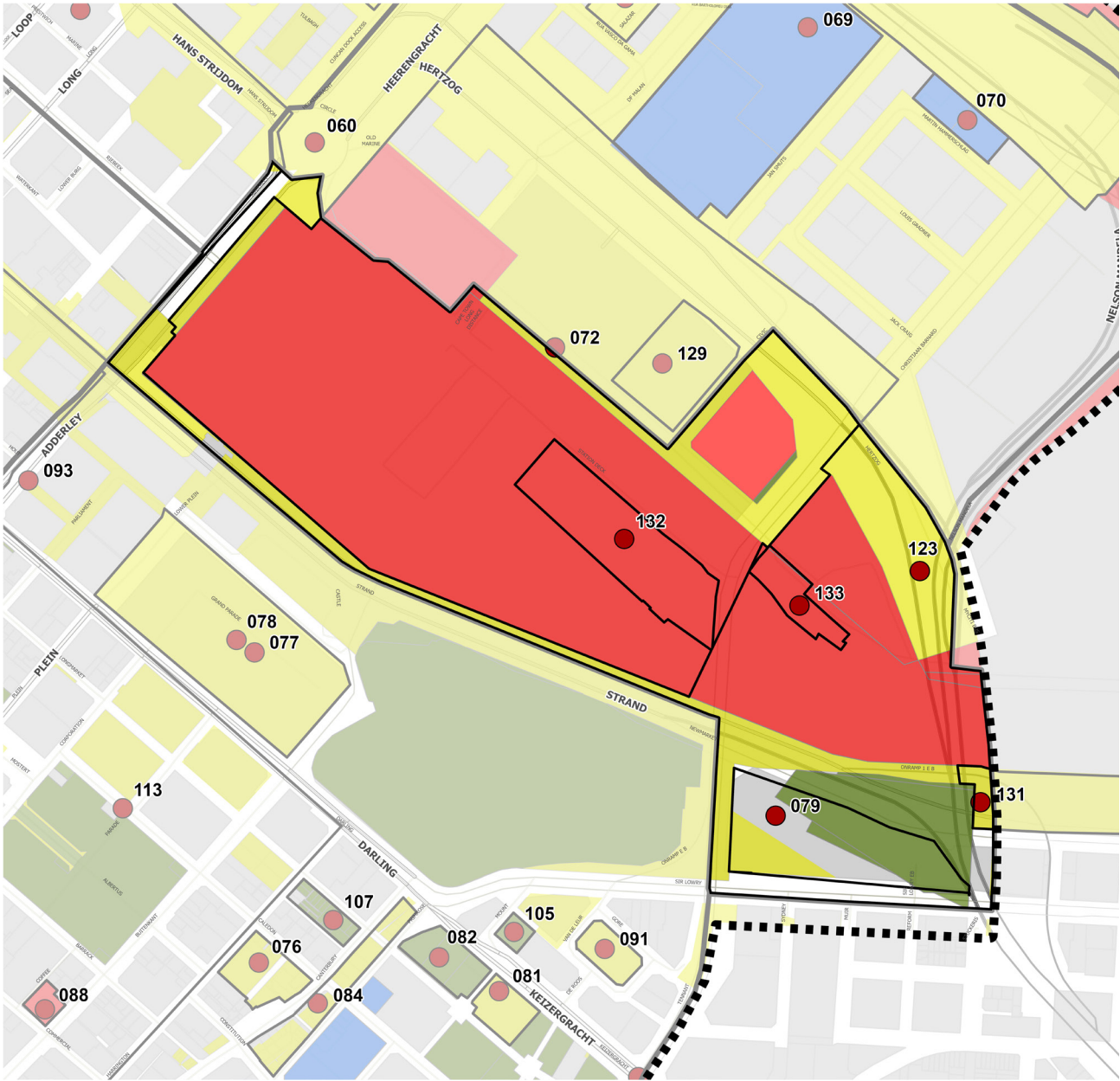


Table 6-7: Precinct 10: Cape Town Station Precinct Project

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
002	10	Cape Town Station	Transport	Urban Mobility	Mobility	UM Public Transport Programme	Block 37: Inner City Transport Hub & Strand Street Link	GABS, bridge connection, pedestrian walkway along Strand Street PT hub link to Main Square. Safe crossing of Strand Street. Component of the PTI project. MBT Terminus on station desk. Public transport. No.1 Adderley Street (Paul Sauer Car Park) All modes with passenger linkages.	UM	Transnet, MICCT	PRASA	Scoping stage	Medium
079	10	Cape Town Station	Economic Growth	Economic Growth	Economic Growth	Land release	Block 39: Good Hope Centre	Good Hope Centre: Release and re-development investigate disposal of Erf 5018 by NDPWI.	PT	NDPWI	CoCT/NDPWI	Preparation	Medium
123	10	Cape Town Station	Public Space, Environment and Amenities	Sustainable Development	Community facility	CS&H	Safe Spaces: Culemborg 1&2 extension	Safe Spaces: Culemborg 1 & 2 extension	CS&H	Social Dev.	CoCT	Planning	Medium
131	10	Cape Town Station	Housing	Sustainable Development	Human Settlement	Affordable Housing	Block 77: Newmarket Street	Erf 14888 & 14888RE. Newmarket Street. Social housing project (mixed market social)	HS	n.a.	CoCT	Concept Design	Medium
132	10	Cape Town Station	Economic Growth	Economic Growth / Sustainable Development	Economic Growth	n.a.	Block 79: Goodhope Concourse	Use of Build, Operate and Transfer (BOT) model, the division has advertised a number of sites across the vast rail network and will award long-term leases to successful bidders to unlock value and package these opportunities for various uses	PRASA	UM	PRASA CRES	External	Short
133	10	Cape Town Station	Economic Growth	Economic Growth / Sustainable Development	Economic Growth	n.a.	Block 80: Train Lodge	Use of Build, Operate and Transfer (BOT) model, the division has advertised a number of sites across the vast rail network and will award long-term leases to successful bidders to unlock value and package these opportunities for various uses	PRASA	UM	PRASA CRES	External	Short



6.3.7. Precinct 11: East City Precinct

The following table includes a list of projects in Precinct 11: Cape Town Station Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 11: East City

Legend

CBD Study Area Boundary

Precincts

Project Number

Public Land

Ownership

City

National

Provincial

State-Owned Enterprises

0 25 50 100 150 200

Meters

▲

Compiled by:

Spatial Planning & Environment Directorate

Urban Planning & Design Department

Date: August 2025

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Figure 6-12: Precinct 11: East City Precinct Projects

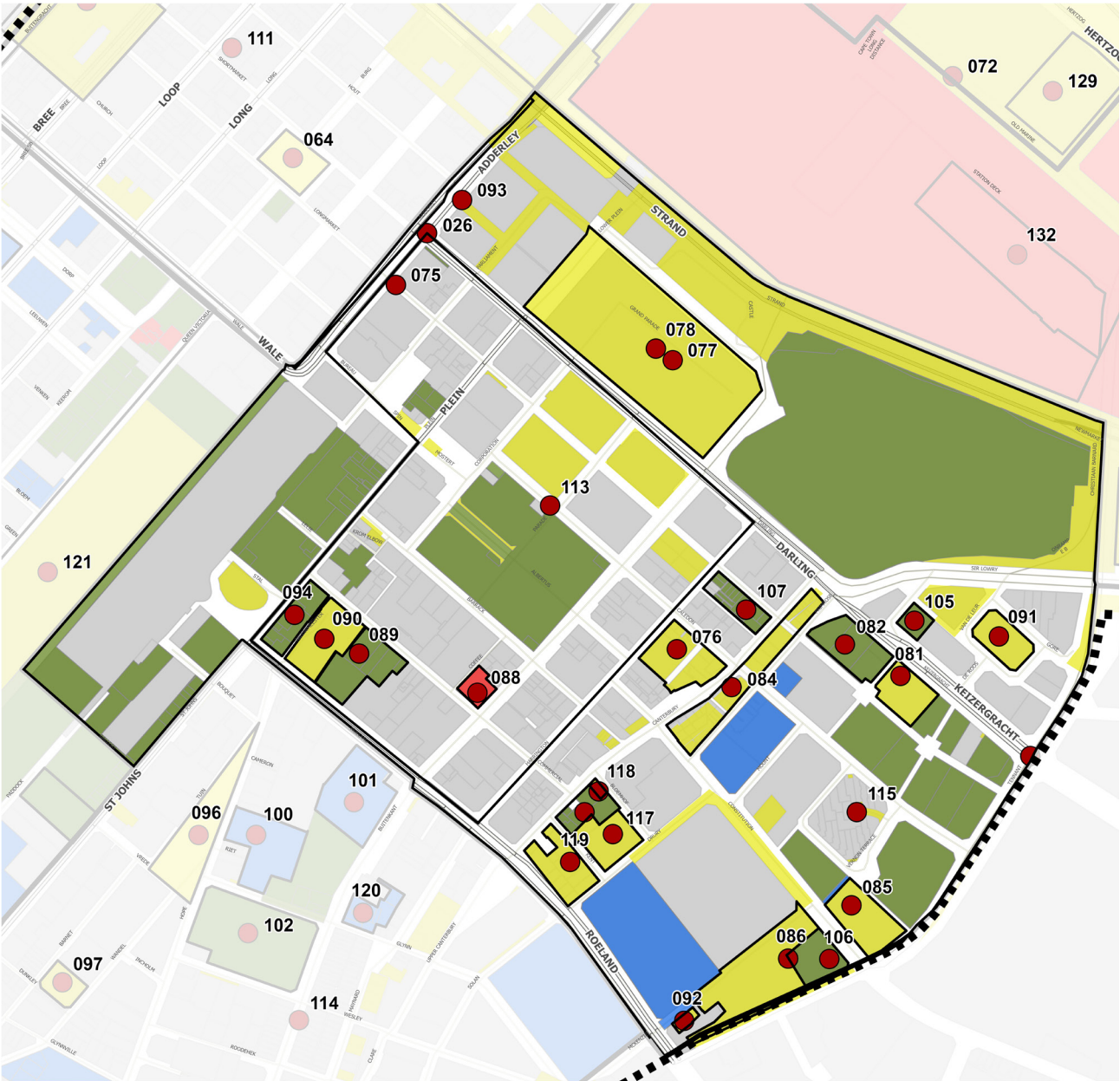


Table 6-8: Precinct 11: East City Precinct Projects

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
026	11	East City Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Darling and Adderley Transit Streets	Darling Street between Buitenkant and Adderley. Adderley from Strand Street to Queen Victoria Street. Darling and Adderley Transit Streets and Soft Transit Streets. Including cycling & deliveries. Resolve access management.	UM	UD, AED, MICCT	Various	Future project	Short
075	11	East City Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Quality Public Places Programme	Longmarket Sub-Precinct Plan	Longmarket Street Public Realm Improvements	UD	UM, EHM, MICCT		Future project	Long
076	11	East City Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	Quality Public Places Programme	Block 61: Harrington Square	Pre-feasibility and scoping study to investigate public realm improvements.	UD	UM, AED, EHM, PT, MICCT	CoCT	Feasibility	Short
077	11	East City Precinct	Spatially integrated and inclusive city	Economic Growth	Economic Growth	Strategic Assets Programme	Block 38: Grand Parade Precinct	Concept vision for Parade incl. linkages to Darling/Hanover Street/Castle of Good Hope for tourism and activation. Pedestrian linkage over Strand Street. Landing on the Grand Parade. Recognise heritage, seating, shade, parade ground & performances. Tourism Info centre in Darling Street. Opportunity for Performing Arts precinct (Link to artscape)	Strategic Assets	AED, MURP, Events, UD, UM, MICCT, EDI (Tourism)	CoCT	Future project	Medium
078	11	East City Precinct	Economic Growth	Economic Growth	Economic Growth	Inclusive economic development and growth programme	Block 38: Grand Parade activation	Uniform formal trading market structures. Recognise heritage, seating, shade, parade ground & performances.	AED	Events, Strategic Assets, EDI (Tourism)	CoCT	Execution	Short
081	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 41 HS	Human Settlement (Restitution). Darling Street. Erf 110475	HS	DALRRD	CoCT	Planning	Short
082	11	East City Precinct	Economic Growth	Economic Growth	Economic Growth	n.a.	Block 42 Project Packaging	Highest and best use. Erf 110472, 110473, 110474. Hanover/Primrose Streets.	NDPWI	n.a.	NDPWI	External	Medium
084	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 44 HS	Human Settlement (Restitution) Four islands in Canterbury Street. Erven 5745, 5766, 5777, 5782 etc.	HS	DALRRD	CoCT	Planning	Short
085	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 45 HS	Human Settlement (Restitution) Erf 110464 Zonnebloem Tenant Street	HS	DALRRD	CoCT	Planning	Short
086	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 46 HS	Human Settlement (Restitution) Erf 116982-RE De Villiers Street	HS	DALRRD	CoCT	Planning	Short
087	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Affordable Housing	Block 47	Development Highest and Best Use Erven 5640, 5641, 5643, 5644, 5650, 5736, 5645, 5642 (Abutting Fruit and Veg site)	NDPWI	HS /PM	NDPWI	External	Medium
088	11	East City Precinct	tbd	tbd	tbd	n.a.	Block 48 Telkom	Telkom: vacant parking (Erf 10190-RE) investigate	Telkom	HS	Telkom	External	Long
089	11	East City Precinct	Public Space, Environment and Amenities	Economic Growth	Economic Growth	n.a.	Block 49: Nieuwmeester	Nieuwmeester Development Highest and Best Use Erven 5072, 5037, 5039, 5040, 5041 (Parliament Parking)	NDPWI	n.a.	NDPWI	External	Medium
090	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Affordable Housing	Block 50 HS	Site investigation abutting Nieuwmeester/Parliament Parking	HS	HS /PM	CoCT	Future project	Long
091	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 57: Van Deleur	Open Space upgrade in Van Deleur Street/Gore Street. Public parking area. Investigate lease. Erf 110491. Zoning: UT. Accountable Dept: HS (Restitution)	HS	DALRRD	CoCT	Future project	Long
092	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 60 HS	Human Settlement (Restitution) Erf 5960, 5961 and 5962 Roeland Street	HS	DALRRD	CoCT	Future project	Long



Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
093	11	East City Precinct	Economic Growth	Economic Growth	Informal Trading	Inclusive economic development and growth programme	Trafalgar Flower Market	Upgrade of flower market, deliveries.	AED	UD, MICCT	CoCT	Concept Design	Short
094	11	East City Precinct	Public Space, Environment and Amenities	Economic Growth	Economic Growth	n.a.	Block 63: Nieuwmeester	Nieuwmeester Development Highest and Best Use (Erven 5021, 5024, 5025, 5027, 5028, 5022RE, 5023RE, 5026 RE, 5669) Parliament Parking	NDPWI	N/A	NDPWI	External	Medium
105	11	East City Precinct	Economic Growth	Economic Growth	Project Packaging	O&R	Block 66 Project Packaging	Highest and Best use: Erf 110487	NDPWI	n.a.	NDPWI	External	Long
106	11	East City Precinct	Economic Growth	Economic Growth	Project Packaging	O&R	Block 67 Project Packaging	Highest and best use Erf 116976	NDPWI	n.a.	NDPWI	External	Long
107	11	East City Precinct	Economic Growth	Economic Growth	Project Packaging	O&R	Block 68 Project Packaging	Potential Demolition and Redevelopment Highest and Best Use. Erven 5574, 5576, 5579, 5580, 5582, 5583, 5584, 5585, 5587, 5589, 5590, 5593, 5595	NDPWI	n.a.	NDPWI	External	Long
113	11	East City Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Superblock East	Block 73. Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery. Manage access limitations onto Adderley and Darling Transit Streets.	UM	AED, UD, MICCT	CoCT	Future project	Medium
115	11	East City Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	East City Slow Zone	East City Precinct Slow Zone: Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery	UM	AED, UD, MICCT	CoCT	Future project	Medium
117	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Affordable Housing	Block 69 Fruit & Veg	Mixed Use Development. Affordable Housing. Erf 5667RE & 5661. Drury Street.	HS	NDPWI	CoCT	Planning	Short
118	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Affordable Housing	Block 74 Fruit & Veg	Mixed Use Development. Affordable Housing. Erf 5648, 5649 and 5647. Bloernhof Street.	HS	NDPWI	CoCT	Planning	Short
119	11	East City Precinct	Housing	Sustainable Development	Human Settlement	Land Restitution	Block 75 Fruit & Veg	Mixed Use Development. Restitution element. Abutting Fruit & Veg site. Erf 5623-5629, 5619, 5635, 5636, 5632, 5631, 5630. Roeland Steet.	HS	DALRRD	CoCT	Future project	Long

6.3.8. Precinct 17: Lower Gardens Precinct

The following table includes a list of projects in Precinct 17: Lower Gardens Precinct in order for the Cape Town LSDF is to be realised. The table includes a unique number per project, project title, brief description, indicative timeframe, project lead, supporting partners, alignment with IDP Priorities and LSDF Strategies.

Precinct 17: Lower Gardens

Legend

▬ CBD Study Area Boundary

▬ Precincts

● Project Number

Public Land

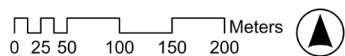
Ownership

City

National

Provincial

State-Owned Enterprises



Compiled by:
Spatial Planning & Environment Directorate
Urban Planning & Design Department

Date: August 2025



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Figure 6-13: Precinct 17: Lower Gardens Precinct Project

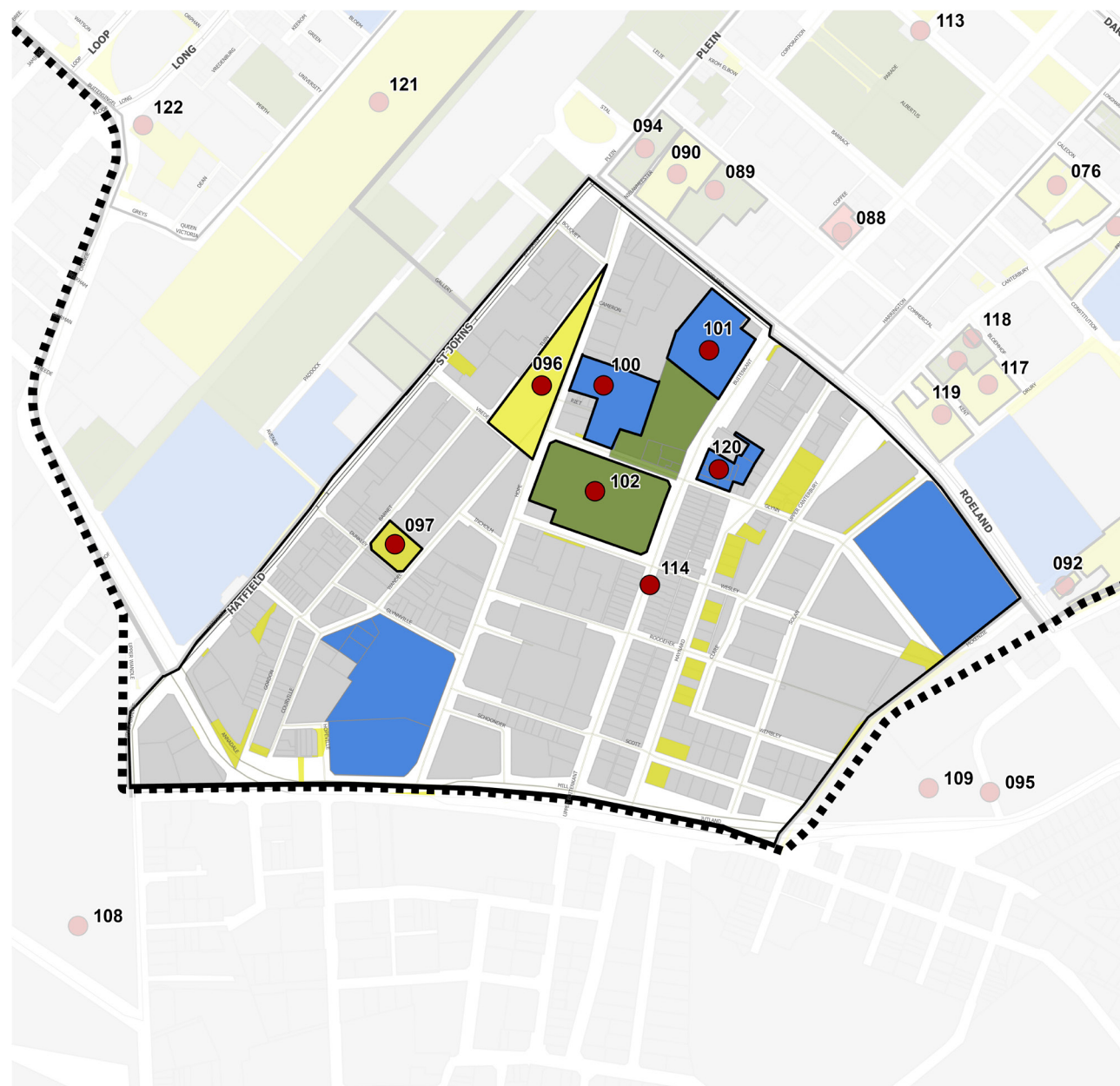


Table 6-9: Precinct 17: Lower Gardens Precinct Project

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF Strategy	Theme	Applicable City Programme	Project Title	Project Description	Project Lead	Supporting Partners	Land owner	Project stage	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
095	17	Lower Gardens Precinct	Transport	Urban Mobility	Mobility	UM Roads & Stormwater & Congestion relief programme	Brandweer Street realignment	Realignment of Brandweer street with Clive Street (over RE Erf 318). Concept and design of intersection and signalisation.	UM	UD	CoCT	Future project	Medium
096	17	Lower Gardens Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Community facility	R&P Capex Ward Allocation/Community Parks Programme	Block 58: Hope Street Park	Ownership investigation (unregistered), Ward allocation project. Eviction process underway. Scope fixed inside the park for upgrade.	R&P	MICCT	CoCT	Planning	Short
097	17	Lower Gardens Precinct	Public Space, Environment and Amenities	Public Realm Strategy	Public realm	R&P Capex Ward Allocation/Community Parks Programme	Block 59: Dunkley Square	Public realm upgrade in Dunkley Square. Existing parking area. Corner of Dunkley/Barnet Street. Investigate lease. Accountable: RIM Erf 151077. Heritage asset. Consider trees, loading, drop off and parking areas for Ikhyala Lodge, hotel and restaurants.	RIM/R&P	UD, EHM, MICCT	CoCT	Future project	Short
100	17	Lower Gardens Precinct	Housing	Sustainable Development	Human Settlement	n.a.	Block 51 Gov Garages	WCG Garages Site 1: concept development Erf 95826 Buitenkant & Hope Streets	WCG	n.a.	WCG	External	Medium
101	17	Lower Gardens Precinct	Housing	Sustainable Development	Human Settlement	n.a.	Block 52 Gov Garages	WCG Garages Site 2: concept development Erf 95948 Buitenkant & Hope Streets	WCG	n.a.	WCG	External	Medium
102	17	Lower Gardens Precinct	Economic Growth	Economic Growth	Economic Growth	Land release	Block 53 Gov Car Park	Erf 96174RE Highest and Best use study. (Gov Garages Top Yard)	WCG	WCG		External	Medium
108	17	Lower Gardens Precinct	Public Space, Environment and Amenities	Public Realm Strategy/Sustainability	Community facility	Regional Parks Programme	Lower Moltano Project	Near De Waal Park upgrade: Outdoor gym (Kamp Street)	CS&H	n.a.	CoCT	Execution	Short
109	17	Lower Gardens Precinct	Public Space, Environment and Amenities	Public Realm Strategy/Sustainability	Community facility	R&P Capex Ward Allocation/Community Parks Programme	Jutland Park upgrade	Corner of Jutland/Brandweer/Mckenzie Street. Dog park & pathways.	CS&H	n.a.	CoCT	Execution	Short
114	17	Lower Gardens Precinct	Transport	Urban Mobility	Mobility	CBD Mobility & Access Plan	Lower Gardens Slow Zone	Lower Gardens Precinct: Pedestrian, cycling, and public realm upgrades to encourage social and economic activity in this area. Low traffic speeds, through traffic routed around periphery	UM	AED, UD, MICCT	CoCT	Future project	Medium
120	17	Lower Gardens Precinct	Housing	Sustainable Development	Human Settlement	n.a.	Block 76 Robbie Nurock	Robbie Nurock day hospital/community health clinic closed (Gov Garages concept development) Erf 19, 20, 22, 23, 24 and 25. Buitenkant Street.	WCG	n.a.	WCG	External	Medium

6.4. Precinct Management

Precinct Management focuses on addressing crime and grime in the CBD. Interventions to ensure area stabilisation with regard to cleaning interventions, beautification, neighbourhood watch, community safety and enforcement through partnerships between the City, CIDs and NGOs. Precinct Management is cross cutting and affects the Economic Growth Strategy, the Investment Strategy and the Public Realm Strategy of the LSDF. The Precinct Management interventions are primarily short-term operational interventions, which are reflected below:

Table 6-10: Precinct Management interventions

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF STRATEGY	THEME	Applicable City Programme	Project Title	Project Description	Project Lead Directorate/ Department	Supporting Partners	Land ownership	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
501	6	West Foreshore/ Convention Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Buitengracht Centre Island	Buitengracht Centre Island planting and irrigation	UR/MURP	UD	CoCT	Short
502	9	East Foreshore Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Christiaan Barnard Street	Paving, crush stone and planting	UR/MURP	UD	CoCT	Short
503	9	East Foreshore Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Hertzog Boulevard	Paving & crush stone	UR/MURP	UD	CoCT	Short
504	9	East Foreshore Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	FW de Klerk Boulevard	Paving of centre island	UR/MURP	UD	CoCT	Short
505	17	Lower Gardens Precinct	Economic Growth	Economic Growth	Urban Management	Precinct Management	Mill Street skate park	Explore city lease, check ownership, Possibly give to CID, Urban Management	UR/MURP	CCID	CoCT	Short
506	11	East City Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Strand Street Sky Bridge	Repairs to sky bridge	UR/MURP	RIM	CoCT	Short
507	7	Mid City Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Greenmarket Square Ablution Block	Ablution block repairs	UR/MURP	UD, MICCT	CoCT	Short
508	9	East Foreshore Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Hertzog Boulevard Area 1	Paving, crush stone and planting	UR/MURP	UD	CoCT	Short
509	9	East Foreshore Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Hertzog Boulevard Area 2	Paving, crush stone and planting	UR/MURP	UD	CoCT	Short
510	9	East Foreshore Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	D.F. Malan Street	Paving, crush stone and planting	UR/MURP	UD	CoCT	Short
511	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Fan Mile - Helen Suzman Boulevard	Landscaping	UR/MURP	UD	CoCT	Short
512	17	Lower Gardens Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Mill Street Bridge Tree Planting	Tree planting	UR/MURP	UD	CoCT	Short
513	11	East City Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Strand Street - road verges at Castle	Paving, crush stone and planting	UR/MURP	UD	CoCT	Short

Unique project number	LSDF Precinct Number	Precinct Name	IDP programme	CBD LSDF STRATEGY	THEME	Applicable City Programme	Project Title	Project Description	Project Lead Directorate/ Department	Supporting Partners	Land ownership	Timeframe: Short (0-5yr), Medium (5-10yr) or Long Term (10+ yr)
514	5	De Waterkant /Gateway Precinct	Economic Growth	Economic Growth	Urban Management	CBD Beautification Project	Strand Street/High Level Road	Traffic signage	UR/MURP	UD	CoCT	Short
515	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	Public ablutions	Mobile toilet initiative. Public ablutions management and maintenance	UR/MURP	R&P, MICCT	CoCT	Short
516	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	Public Art & Memorials	Implementation, restoration and permitting of Public art and memorials in CBD. (Community Arts and Culture Development Department, Arts & Culture Branch)	ACB	UD, EHM, MICCT, EDI (Tourism)	CoCT	Short
517	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	Branding for CBD	Branding & identity	MICCT	UD & Comms	n.a.	Short
518	7	Mid City Precinct	Economic Growth	Economic Growth	Urban Management	Precinct Management	Green Market Square partnerships	Liaison with surrounding formal business/support	MICCT	UD	CoCT	Long
519	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	St Georges Mall partnerships	Liaison with surrounding formal business/support	MICCT	UPD	CoCT	Long
520	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	CBD Lighting Strategy: Street Lights and feature lights.	Support night time economy. Areas outside current CIDs, Consider lights on key heritage features and facades. Street Light Survey. Phasing.	Electricity	MICCT, EDI (Tourism)	n.a.	Medium
521	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	NTE Zones	Identification of Night Time Economy Zones & interventions. Consider themes like arts & culture and support restaurants etc. Include incentives and partnerships. Activations e.g. First Thursdays	MICCT	CCID & UPD	n.a.	Short
522	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	Safety & Security Action Plan	Investigation into the prevalence of protection / extortion rackets in the city centre. Include law enforcement e.g. taxi's.	MURP/UR	Law enforcement	n.a.	Short
523	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	Way finding and interpretation signage in the CBD	Linked to primary pedestrian/cycle network. On routes and at destinations. Consistent Tourism Signage (Walks)	MICCT	UD & EHM & EDI (Tourism)	CoCT	Short
525	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	Activation and events	Identification of interventions. Markets and Festivals (Cape Town Fringe Festival)	MICCT	Events, EDI (Tourism)	CoCT	Short
526	CBD wide	n.a.	Economic Growth	Economic Growth	Urban Management	Precinct Management	CBD Public Ablutions Plan/Strategy	CBD Public Ablutions Plan/Strategy: assessment of all public toilets, new strategy and action plan.	UR/MURP	UD, MICCT	CoCT	Short

6.5. Implementation Programming

It is proposed that the focus should be implementation of the short-term projects over the first 5 years. This represents 45 of 125 Precinct Development Projects. In addition, there are 25 precinct management projects identified which will be equally important.

- 1 Introduction
- 2 Policy and Strategy Integration
- 3 Summary of contextual analysis
- 4 Urban Transition Concept
- 5 Spatial Development Framework
- 6 Implementation Framework
- 7 Monitoring and Evaluation Framework
- 8 Conclusion
- 9 Annexures
- 10 Glossary

7 - MONITORING AND EVALUATION FRAMEWORK

The monitoring and evaluation framework will need to be developed once a programme manager is appointed for the further development of the Implementation Plan.

The subcouncil, ward councillors in association with the departmental representatives mentioned in the Implementation Plan (who were part of the Project Management Team), will be responsible for implementation of this LSDF. It is highly likely that the Urban Regeneration Department will be appointing an Area-based Programme Manager (PM). It is advisable that the PM's job description, should include a mandatory review of this document by 2030 on the basis of an evaluation report considering progress made regarding the implementation of all the actions listed in Chapter 6 or Attachment A.

The information from this LSDF will be made available for the LUM 2050 currently being updated, as well as the review of the Table Bay District Plan and the Municipal Spatial Development Frameworks (both envisaged for 2027-2028).



8 - CONCLUSION

In conclusion, the following is noted:

- The LSDF should be considered in association with other strategic and related planning processes, such as the completion of the Mobility and Action Plan looking at movement patterns and key projects in the CBD, as well as the Foreshore Feasibility Project, the Inner City Transport Hub Project, the Affordable Housing Policy which will have principles affecting the CBD, and finally the review processes of the various DMS Overlay Zones.
- The Implementation Plan will be reviewed likely on a 2-3 year basis whilst the LSDF may have a much longer lifespan.



9 - ATTACHMENTS

Attachment A:	Implementation Framework/ Plan Actions and maps
Attachment B:	Parking strategy (draft TOR). Historically the CBDMAP project was included here but it was established as an independent document and plan and should be viewed separately.
Attachment C:	Urban Design & Heritage supporting information and indicators
Attachment D:	LSDF map



10 - GLOSSARY

ACRONYMS	TERM
AEGL	Above Existing Ground Level
Air BnB	Air Bed and Breakfast
BnB	Bed and Breakfast
BOP	Business Process Outsourcing
C&H	Community and Hospitality
CBD	Central Business District
CBD LOAZ	Central Business District Local Overlay Area Zone, Development Management Scheme, Municipal Planning By-Law, City of Cape Town,
CCDS	Central City Development Strategy
CCT	City of Cape Town
COVID-19	Corona virus disease 19
CPUT	Cape Peninsula University of Technology
CRP	CBD Recovery Programme
DAMS	Development Application Management System
DMS	Development Management Scheme
Du/Ha	Dwelling units per hectare (density measure)
ECAMP	Economic Areas Management Programme
EMT	Executive Management Team
FAR	Floor Area Ratio
FIFA	Federation Internationale de Football Association
GABS	Golden Arrow Bus Service
GB	General Business
GV	General Valuation
HPOZ	Heritage Protection Overlay Zone
ICTH	Inner City Transport Hub
IDP	Integrated Environmental Management
IPTN	Integrated Public Transport Network
LAO	Local Area Overlay
LAOZ	Local Area Overlay Zoning
LSDF	Local Spatial Development Framework
LUM	Land Use Model (2040)
LUMS	Land Use Management System
MICCT	Mission for Inner City Cape Town
MPBL 2015	Municipal Planning By Law, 2015 (City of Cape Town)
MPT	Municipal Planning Tribunal
MSDF	Municipal Spatial Development Framework
MU	Mixed Use
NMT	Non-motorised transport
NSDF	National Spatial Development Framework
NPWI	National Public Works and Infrastructure
POS	Public Open Space
PRASA	Passenger Rail Agency of South Africa
PTI*2	Public Transport Interchange
SANS	South African National Standard



SDF	Spatial Development Framework
SFA	Strategic Focus Areas
SOE	State Owned Entity
SSEG	Small-Scale Embedded Generation
TDM	Travel Demand Management
TNPA	Transnet National Ports Authority
UCI	Urban Catalytic Investment
UCT	University of Cape Town
UDZ	Urban Development Zone
UPD	Urban Planning and Design

TERM	DEFINITION
Active Mobility (previously NMT)	Human-powered travel such as walking or cycling. Sometimes called “non-motorised transport” (NMT) now renamed to active mobility. NMT used to mean transport modes that are not motorised, e.g. walking and cycling. Non-motorised Transport (NMT) is a form of active mobility that consists of human powered forms of travel such as walking, cycling, rickshaws, skating, rollerblading, shopping trolleys and manual wheelchairs, prams etc.
Activity street	Activity streets support high levels of land-use intensity (e.g. commercial, residential and mixed-use), high levels of people walking, cycling, using public transport as well as general traffic and hence there is a lot of ‘friction’. These streets support a vibrant active urban environment; generate socio economic opportunities, and social interactions. In the context of the CBD, these can be destination streets.
Active interface, frontage, edge	An active interface (edge/ frontage/façade) will have a diversity of active land uses with a high level of habitable spaces, which face onto the public realm. This entails multiple pedestrian access points, doors, windows, balconies above, with a high level of transparent shopfronts, fenestration in appropriate locations. In addition, the interface will include pedestrian scale and human comfort elements such as awnings, colonnades, weather protection, generous sidewalks. In addition, street or public realm improvements are encouraged to ensure comfort, visual interest, legibility and dwell-time for city users. Albeit not limited to the following designations, this is a common requirement for general business, mixed use zonings within the study area, as well as for activity streets.
Adaptation	In the context of climate change, in human systems, the process of adjustment to actual or expected climate and its effects, in order to moderate harm or exploit beneficial opportunities; in natural systems it means the process of adjustment to actual climate and its effects; human intervention may facilitate adjustment to expected climate and its effects.
Affordable housing (as per the MSDF, but follows the Banking Association SA annual rates)	Traditionally, affordable housing refers to housing with prices or values below the overall open market value, and which targets below-average incomes. This is a function of context and, in well-located areas of the City; unit prices are significantly higher than elsewhere, thus increasing the affordability threshold. The Provincial Inclusionary Housing Policy Framework points out that the affordability gap – the mismatch between what most households can afford versus the price most properties are available for - may differ across towns. Affordable housing should be primarily targeted at households earning between R3,500 a month and the upper threshold of the Financial Sector Code Affordable Housing Standards, currently R27 200 in 2023 (in 2018, these were households typically earning R22,000 or more). The 2021 Financial Sector Code Affordable Housing Standards define the affordable housing target market as households earning an upper income limit of R26, 100 (rounded) (BASA, 2021). Any housing provision that complies with the definition of the Financial Services Sector, annually updated by using the midpoint between the Consumer Price Index and Building Cost Index, is considered as Affordable Housing in terms of the MSDF. With contributions from the State – in subsidies, land, or other development incentives – the National Department of Human Settlements’ upper threshold of R22,000 can be applied and a deeper reach into the lower income bands of the affordable housing market can be achieved.
Airbnb	As in “Air Bed and Breakfast”, it is a web-based platform that enables property owners who want to rent out their unused spaces and travellers looking for short-term rentals worldwide to connect. The rentals range from a house, a single room, a boat house or even hotel rooms.
Building footprint	Describes the external wall limits of a building or a structure that is situated on a plot of land.
Carefully manage, careful management or careful consideration	Within the context of this Policy document, this term or phrase, is used when referring to a design response that responds sensitively to a receiving context. This could be an adjacent heritage resource, significant heritage clusters and open spaces, responding as part of a backdrop to a view or vista. Generally, when this phrasing is employed, this will require stepping and transitioning the built form through setbacks and respecting local datum lines. Guidance and principles are described in the precinct-based guidance within this document with further elaboration in Attachment C: Urban Design and heritage indicators. It is foreseen that this in-principle policy guidance will inform the regulatory environment namely, Heritage Management Plans (to be drafted) and any regulatory revisions such as the Overlay zone which are part of the Development Management Scheme.
Carbon Neutral	Limiting the carbon emissions produced city wide to a point of neutrality from energy use, transport, and waste than can be absorbed or offset. The City of Cape Town has committed to being carbon neutral by 2050, meaning that it will not emit more carbon from energy use, transport, and waste than can be absorbed or offset.
Character (of a place)	Collection of qualities and features that are distinctive to a place or area and in this case is used to distinguish period of establishment or pattern of settlement.
City	It means the City of Cape Town, a municipality established by the City of Cape Town Establishment Notice No. 479 of 22 September 2000, issued in terms of the Local Government: Municipal Structures Act, 1998, or any structure or employee of the City acting in terms of delegated authority.
Civic Precinct	Concentration of public facilities (e.g. schools, clinics, hospitals, parks, city hall, courthouses, post offices, etc.) located in proximity.
Climate change	Climate change refers to any change in climate over time, whether due to natural variability or because of human activity (IPCC 4th Assessment).
Commercial	General Business activity and mixed-use development of a medium to high intensity. Whilst the focus of development of these areas is mostly office and retail development; a mix of uses including high and medium density residential development could be appropriate in these areas. Industrial development is generally not suitable in these areas.

TERM	DEFINITION
Connector route	These connect different areas of the city and have a greater mobility function than development corridor main roads. They are typically characterised by comparatively high volumes of faster-moving traffic, although this may vary considerably across a variety of different road types in different areas. These may accommodate a mixed activity/ mobility function, but their role in accommodating activity is generally confined only to nodal areas (or in more outlying areas 'villages'). In some instances, direct access to abutting land uses and residential properties is provided along connector routes.
Context	The broader environment within which a development or site is located. Context is a broad term and can refer to natural systems, topography, the social and economic environment, the built environment, access, public institutions, public space, and public utility services.
Decongestion Zone	Overall principles of this decongestion zone would be to: Reduce overall through traffic. Focus on supporting internal economic and social activity. Prioritise walking, cycling, and public transport to move through and around the CBD. High quality pedestrian and cycle infrastructure throughout. Very low traffic design speed implying friction and traffic calming throughout (refer to 'Traffic calming toolkit' in the CBDMAP document). To have a 30km/h speed limit, creating a safer environment for pedestrians and cyclists. Key dedicated protected cycle routes, and the rest is traversable by virtue of low design speed. Active enforcement of loading and parking violations.
Densification	Increased use of space, both horizontally and vertically, within existing residential areas/properties and new developments, accompanied by an increased number of units and/or population threshold.
Destination place	A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, these places hold potential for exploiting economic opportunities particularly in relation to their role as destinations for locals and tourists.
Developable Land	Developable land is land falling inside the urban edge of 2016 which was neither developed nor constrained.
Development	Any process initiated by a person to change the use, physical nature or appearance of that place, and includes: (a) the construction, erection, alteration, demolition or removal of a structure or building; (b) a process to rezone or subdivide land; (c) changes to the existing or natural topography of the coastal zone; and (d) the destruction or removal of indigenous or protected vegetation.
District Plan	Document that includes the integrated District Spatial Development Framework and the Environmental Management Framework.
District spatial development framework (DSDF)	As contemplated in Chapter 3, Part 3 of the City of Cape Town Municipal Planning By- Law, 2015, as amended. Document which includes integrated District Spatial Development Framework (DSDF) and Environmental Management Framework (EMF).
Economic agglomeration	A concentration of businesses and people increase productivity both by putting upward pressure on the price of land, thus driving businesses to become more productive and people to become more skilled, and also through the agglomeration benefits to which proximity of firms gives rise. Valuable agglomeration economies, which help to sustain Cape Town's prominent regional position, are crucially dependent on effective infrastructure.
Economic Attractiveness	Activities, land uses, or infrastructure that attract other activities to an area that directly or indirectly generates further economic activity and support of the local economy.
Ecosystem	Ecosystem Means a dynamic complex of animal, plant and micro-organism communities and their non-living environment interacting as a functional unit.
Ecosystem services	Ecosystem services are the many and varied benefits to people derived from the natural environment and from healthy ecosystems. They include provisioning (e.g. water supply), regulating (e.g. flood control), supporting (e.g. habitat provision) and cultural (e.g. recreation) services. Refers to the benefits people derive from ecosystems. They include provisioning, regulating, supporting, and cultural services. 1. Provisioning services are the benefits to people that can be extracted from nature, e.g. food and water. 2. Regulating services are the benefits provided by ecosystem processes that moderate natural phenomena, e.g. water purification, erosion and flood control, and climate regulation. 3. Supporting services are those services that support processes to enable basic sustenance of life, e.g. the provision of habitat, water cycling, nutrient cycling, photosynthesis, and soil formation. 4. Cultural services are the non-material benefits from nature that contribute to the development and cultural enhancement of people, knowledge building, creativity and recreation
Employed	Persons who work for pay; profit or family gain in the reference period.
Enclosure	This is an experience in which a pedestrian feels sheltered in the public realm. Buildings, walls, trees, landscaping and street widths are all factors in creating a sense of enclosure. Typically, enclosure is expressed in a height-to-width ratio and relative to context and setting.
Floor factor (FF)/Floor area ratio (FAR)	Means the factor (expressed as a proportion of 1) which is prescribed for the calculation of maximum floor space of a building or buildings permissible on a land unit. If the floor factor is known, the maximum permissible floor space can be calculated by multiplying the floor factor by the area of the land unit
Fine Grain (also referred to as fine grained urban environments)	Urban grain is often referred to in terms of fine and coarse grain. Fine grained environments are often referenced in relation to the opposite, which are called coarse grained environments. Fine-grained urban environments tend to have diverse ownership, low cost of entry, more destinations within walking distance and greater resistance to negative larger scaled building typologies and consolidations. (Adapted from source: Designing Quality Places Urban Design Policy, 2024)
Form	The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
Friction	Activity streets and high streets, tend to have higher levels of friction due to the concentration of activity. Streets that can be described to have friction; are characterised by a diversity of land uses, fine grain urban environments with fine grain-built form with short even frontage, collectively creating visual interest, multiple destinations and points of interest for pedestrians. Traffic speeds are slow due to pedestrian prioritisation (default or designed) and there is frequent turnaround of on-street parking bays, etc.
Gateways	A place or settlement through which visitors, city users and tourists typically first visit on their way to a tourist attraction or tourism region. The entry or arrival point to a destination or area. Tourist gateways may not offer significant attractions themselves. Although the term suggests that they must be passed through en-route, a gateway may not be the only way to reach the tourist destination. Gateways can also be defined locations or places of intense movement, activity, vibrancy and conflict often offering a sense of spatial transition or a sense of arrival. When appropriately planned and designed, gateways help inform the spatial structure, imageability, legibility and wayfinding. The built form, scale, key vistas and views, all inform the eligibility and level experience of gateways by pedestrians and when defend, in some cases when driving, as defined by way of example through the Scenic Drive Policy.
Green building ratings	Green Building Rating Systems (GBRSs) are usually voluntary, market-driven, third-party standards that use a multi-criteria assessment during the design, construction, and operation of any type of building to determine how sustainable it is. They guide buildings to be socially, economically and environmentally sustainable.
Green infrastructure (GI)	Natural and semi-natural open spaces, natural ecological and 'engineered' ecological systems, with other environmental features, that integrate with the built environment, to provide a wide range of ecological, community and infrastructure services. GI provides ecosystem services and can be present on a continuum from large scale naturally functioning systems to small scale urban elements (e.g. trees or a bioswale)



TERM	DEFINITION
	within a development). GI can help assist with the amelioration of urban development impacts. GI assets ideally form an interconnected network within the urban environment. Green Infrastructure (GI) are natural and semi-natural 'engineered' hydrological systems integrated with the built environment to help manage rainwater at source using environmentally friendly approaches, such as absorbent gardens, roadside plantings, vegetated rooftops, and other stormwater-capturing, -filtering, and -reducing measures. GI can help assist with the amelioration of urban development impacts. GI assets ideally form an interconnected network within the urban environment.
Green Infrastructure Corridor*	Green corridors connect fragments of green space with the aims of enabling species dispersal and limiting animal and plant population isolation; assisting with climate change adaptation; flood prevention; urban ventilation and supporting healthier public environments. Corridors connect fragments of natural and green space within the urban environment and provide a range of services that provide benefits and opportunities for people and nature. These include enabling species dispersal, limiting biodiversity isolation due to habitat fragmentation, assisting with climate change adaptation, improving liveability, and providing for social and recreational connection and mobility.
Green Living Street	A living street prioritises the reallocation of street space for social, economic and environmental and active mobility opportunities. In addition to a 'living street', a green living street prioritises greening within the public realm. Including preserving existing mature trees, tree planting and sustainable urban drainage systems (SUDS). A green living street promotes preserving and enhancing tree canopy cover in order to reduce the heat island effect and increase amenity value for city dwellers. Also refer to 'Living Streets'.
Green lung	An area of natural grassland along streets, in residential areas, parks, gardens, on cemeteries, and even in industrial areas, trees and smaller forests incorporated into urban design to provide multitude ecosystem services for the constantly growing cities.
Heritage Area(s)	An area identified in terms of S31 of the NHRA as being worthy of protection based on its environmental or cultural interest.
Heritage Conservation Area	Area identified for protection based on its cultural, historical and environmental value and which may, or may not yet, have been formally protected under the NHRA (S31) or under the Heritage Protection Overlay zoning (MPBL).
Heritage Resource	Any place or object of cultural significance, according to the NHRA, unique, non-renewable and precious locations include sites and landscapes of historical significance, areas of scenic beauty, and places of spiritual or cultural importance.
Household(s)	A household is a group of persons who live together and provide themselves jointly with food or other essentials for living, or a single person who lives alone. Note that a household is not necessarily the same as a family.
Imageability	This means the capacity of a place (city, node, district etc.) to evoke a mental representation ('image') of itself in the minds of those who experience that place.
Inclusionary Housing	Policy directive or approach that seeks to leverage the development application process for new residential or commercial developments to secure the construction and perpetual availability of affordable housing in an integrated manner. (See also Affordable Housing).
Interface	Refer to active interface and positive interface.
IRT Feeder Route	A secondary and usually smaller carrying route of an Integrated Rapid Transit system, which feeds the main trunk route.
IRT Trunk Route	A primary carrying route of an Integrated Rapid Transit system with a higher-than-average large travel demand
Key	Used with reference to structuring elements, heritage resources, routes, public places and spaces (also privately owned and managed open spaces), views, destinations, anchors, gateways. In terms of this Policy these are significant and hence identified in the maps, tables, figures provided.
Land Development	Land development means the erection of a building or structure on land or the change in use of land, including township establishment, the rezoning, the subdivision or consolidation of land or any deviation from the land use or use permitted in terms of the development management scheme, and 'development of 'land' and 'develop land' have corresponding meanings.
Land reform	Encompasses three interrelated components, namely land restitution, land tenure and land redistribution.
Land unit	Refers to any portion of the Parent Property, or a Section as defined in the Sectional Titles Act, 1986 (Act No. 95 of 1986), situated on the Parent Property, registered or capable of being registered in the Cape Town deeds registry, and includes but is not limited to an "erf" (howsoever zoned) or "sectional title unit".
Land use Intensification	Refers to achieving a greater degree of uses (commercial, industrial and residential) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of units and/or population thresholds, in accessible, high opportunity locations.
Legibility /Legible	The degree to which the qualities or structure of a neighbourhood, urban block or building can be perceived and understood.
'Complete' Living Streets	In the context of the CBD the designated 'living streets' tend to also be destination streets. The term more generally refers to "shared space", which describes a design idea intended to make urban spaces safer, more social, and pedestrian-friendly with less emphasis on speed. A living street is a street designed with the interests of pedestrians and cyclists. These streets are often still available to motor vehicles; however, the design aims to reduce both the speed and dominance of the motorised private vehicular transport. The street may be cooler, safer, and more walkable when implemented. Living streets produce more attractive spaces that promote the user's health and well-being as well as foster economic and business opportunities like trading, outdoor seating and dining, streeteries and parklets. They can create social cohesion within a neighbourhood and increase the sense of community while reinforcing cultural identity. Living streets can serve as a recreational space for the neighbourhood and improve the air quality through reduced carbon emissions and other air pollutants, as well as improve water quantity and quality. Living streets can also prevent erosion and flooding through green infrastructure, Stormwater management.
Metropolitan Urban Node	An area characterised by the intensity (density), mix (diversity), clustering of urban activities, and land use found within them (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).
Micromobility	The term has been used to describe a range of small lightweight vehicles operating at speeds typically below 25km/h and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters and skateboards, shared bicycle fleets and electrical pedal assisted bicycles.
Mobility	The ease with which people can travel with minimal delay on a route. Beyond mobility, the primary purpose of transport is to access opportunities, resources and services which is a key driver to economic productivity. Proximity-based access (land use) and digital access (internet services) are key elements to a successful transport system.

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Multifunctional	The combination of different yet compatible functions within one physical framework to serve a variety of social and community groups; allow for a wider range of facilities that reinforce one another in close proximity, offering greater access to potential users. Differentiation in activity may be physical (different activities on different floors or premises of the same building) or in time (using the same facility for different activities, but at different times).
Neighbourhood Park	A small-scale park serving the needs of the immediate local neighbourhood. May include passive and active recreation areas, small-scale kick-about areas and playground equipment and may be no more than a couple of items of play equipment.
New Development Area (NDA).	An area earmarked for future development. Undeveloped and partially developed land parcels that are suited for future residential or non-residential urban development, which were identified through a technical investigative process for the City's 2040 Land Use Model in order to determine the required supply and quantum of residential and non-residential development to accommodate the projected future growth of population in Cape Town.
Non-essential (through) traffic	This refers to circulating through vehicular traffic without a destination in that precinct, area, section of street, hence this traffic does not need to park, stop or view. This refers to through traffic that could rather use a higher order bypass road.
Overlay zone	As per MPBL, 2015, Item 159 to 191, a category of zoning applicable to a particular area or land unit which: (i) stipulates development rules in addition to the underlying zone or base zone requirements, which may be more or less restrictive; (ii) may include provisions and development rules relating to primary - additional - or consent uses, limitations in addition to the underlying base zone, subdivision and sub divisional areas, special planning areas, development incentives, urban form, urban renewal, heritage and environmental protection, etc.
Positive interface (refer to interface)	Positive interfaces, edge, facades. Positive interfaces may equally include habitable spaces with windows, balconies, pedestrian friendly sidewalk improvements. A positive interface maybe at ground floor street level (1 st storey) and up to 8 storeys. A positive interface may also include visual permeability, architectural articulation, visual interest, landscaping.
Parklet	A parklet is a portion of the public right of way that is temporarily utilised for public purposes not related to motorised vehicles. Examples include seating and bicycle parking. The portion of the right of way referred to above can be a parking bay, an unused bus stop, an entrance to a building that is permanently or temporarily not in use, or any other safe and suitable portion in the road reserve. A parklet is a public space. Parklets are not for the exclusive use of any business or restaurant and therefore no trading, table service commercial advertising or commercial signage is allowed. Parklets are temporary installations. (adopted from a Draft Parklet Guidelines, 2016) (Also refer to Streetery).
Period	Refers to a period (date) when a place or area was established or developed.
Population projections	A population projection is a conditional forecast is predicated on predictions regarding current and future fertility, mortality, and migration trends.
Public open space	Land which is designated as public open space, under the ownership of the City or other organ of state, with or without access control, and which is set aside for the public as an open space for recreation or outdoor sport, including a park, playground, public or urban square, picnic area, public garden, nature area including ancillary buildings, infrastructure and uses.
Public transport interchange (PTI)	Supports the transfer of public transport users between modes (rail/bus/taxi) but also functions to support economic activity.
Resilience	The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation.
Rezoning	It means the change of zoning in relation to a particular land unit or units in terms of this By-Law.
Safe spaces	Provisional shelters provided by the city to address the shortage of shelter space and help those who no longer want to live on the street in urban areas coupled with care interventions to help people find sustainable pathways off the streets, including referrals for addiction or psychiatric treatment, personal development planning, employment opportunities, ID and social grant access, and family reunifications.
Scenic Routes	Scenic routes are public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2 routes that traverse areas of high scenic quality and are frequently accessed.
Setting	The surroundings in which a heritage resource is situated, and which influences the experience of the resource. It can include e.g. backdrop (natural or man-made) or the immediate landscape in which it is situated.
Shared Street	There can be a distinction between a commercial shared streets and residential shared street. The commercial shared street environment should be considered in places where pedestrian activity is high, and vehicle volumes are either low or discouraged. Design allows for economic opportunities, spill out spaces for restaurants and retail, landscape areas. Commercial land uses can happen in the shared streets. Therefore, the street can be designed for narrow or wider cross sections, but it will be increasingly difficult to maintain these streets as a shared space once the width increases. These streets are designed to permit loading and sometimes at designated hours, loading vehicles will us the shared street. They are designed implicitly to slow traffic speeds using pedestrian volumes, design, and other cues to slow and divert traffic. In addition, bicycle comfort and safety are ensured due to the low vehicular speeds. Residential shared streets are de facto shared spaces in which children play, and people walk, streets also function as a public space for recreation, socializing and leisure.
Significant negative impact	In relation to development, when a proposal has the potential to: negatively impact on the structure of a neighbourhood or part of the city; detrimentally alter the character of a neighbourhood; cause undue inconvenience for public access; limit adjacent property owners ability to enjoy or realise the rights they are entitled to; or undermine the market value of an adjacent properties of a neighbourhood as a whole.
Slow zone	Slow zones are specifically designated areas, with slower speeds than other similar streets in the same neighbourhood scale or site-specific area. These are useful in addressing high-priority area with elevated collision rates, sensitive land uses, such as schools and parks as well as where there should be increased pedestrianisation. Slow zones can be further designated in neighbourhoods and districts, or downtowns. Within the Cape Town CBD and this Policy context, areas are designated within higher density areas where conflict is normal and can be expected, within areas that seek to increase pedestrian comfort and priority. Slow zones may have speed limits around 30km/h, accompanied by specific street design and signage that corresponds to this speed limit. A good example is Shortmarket Street. (Source: adopted from Nacto.org; 'Defining Slow Zones').
Spatial Targeting(ed)	It is the deliberate act of focusing government and private sector interventions, services, infrastructure development or policy responses into a specific geographical area. This area-based approach generally seeks to maximise the impact of an urban or regional policy initiative and can be applied at a range of scales.
Spatial transformation	The process of reversing the negative impacts of apartheid spatial planning (spatial fragmentation, inefficient urban form, racial segregation and ghettos of poverty etc.). Integrating communities and increasing opportunities to a greater number of people in highly connected areas are among the key outcomes of spatial transformation. Renouncing the creation of new low-income communities on the periphery of the



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	city is also a key principle to avoid the need for these groups to spend a disproportionate amount of household income on transport and remain distant and dislocated from the socio-economic benefits and amenities associated with central urban locations.
Stoop	A term used in South African English, from the Afrikaans, and refers to a veranda, a raised area outside the entrance to a house where people can sit, relax, eat meals etc. Within the context of this Policy, the 'City stoep', and 'Bo-Kaap stoep' conceptually describe a raised area that is a social space and seen as a threshold between the CBD and Bo-Kaap.
Streeteries (eries)	The term blends the words street and eatery. Streeteries, like parklets, are small open spaces constructed in the public right of way, for example a parking space or sidewalk. Streeteries differ from parklets in that they provide outdoor seating for local businesses as well as the public. Streeteries add new, enjoyable gathering places in our neighbourhoods and business nodes..
Streetscape	The distinguishing character of a particular street as created by the elements at ground floor, (1 st storey) and the second storey, up to and including 8 storeys. Streetscape includes building frontages, setbacks, materials, form, street space, landscaping, street furniture, as well as a sense of enclosure and roofscape articulation etc.
Structuring element	Spatial aspect that provides structure or form to urban development (e.g. a main road provides structure to which land uses respond).
Structuring open space	Open space, which is not part of the biodiversity network or significant agricultural areas but has been identified to promote access to open space for active and passive recreation. Whilst the focus is on areas that are usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.
Sub zone	A special-purpose zone created as an addition to a zone of city land set aside for a particular use or limited purpose.
Subdivision	'Subdivision', in relation to land, means the division of a land unit into more land units and includes any physical activity on the land to prepare the land for subdivision but does not include the surveying of land for the preparation of a subdivision plan and 'subdivide' has the same meaning.
Sustainable Urban Drainage Systems (SUDs)	SUDs refer to a way in which stormwater management is treated. It forms part of green infrastructure and are designed to manage stormwater locally (as close to its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.
Tactical Urbanism	Tactical Urbanism is an approach to community building using short-term, low-cost, and scalable projects intended to catalyse long-term change (Source: Street-Plans-VoosQg.pdf (transformative-mobility.org)).
Transit street	Internationally, a transit street also referred to as a transit mall, prioritises people using public transport whether that is a tram, streetcar, light rail, bus etc. Transit is key to unlocking street space bringing new opportunities to create streets that can move larger numbers of people and be enjoyed as public space at the same time. Reliable transit makes it possible to build walkable urban places. There may be light, comprehensive and complex design solutions that can be realised as part of the concept of transit streets. Refer to the implementation strategy. (Adapted from: Transit Street Design Guide National Association of City Transportation Officials (nacto.org)).
Up-zoning	Up-zoning is defined as the process of increasing the development rights assigned to a specific property or properties in a particular municipality or neighbourhood. This usually entails increasing development capacity or density on single residential zoned lots to allow for multifamily units such as duplexes.
Urban Development	Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for the proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. Urban development excludes noxious industry and generally excludes land for industrial purposes. However, service trades that are compatible with mixed-use development and that generate a low impact on surrounding urban uses may be permissible if the nature and type of industry is deemed to form an integral part of an area demarcated for urban development purposes.
Urban Development Zone (UDZ)	The Urban Development Zone is an area demarcated in accordance with the Income Tax Act, Act 58 of 1962 as amended by the Revenues Laws Amendment Act, Act 45 of 2003. In terms of this incentive, taxpayers who construct, improve or purchase a building or part of a building from a developer within this area will be allowed to claim a reduction in taxable income.
Urban grain	This is a description of the density and nature of development that results from the arrangement of buildings in space. The term is used at a variety of scales and can refer to the density of urban block, street, plot or building footprints and frontages. Explanatory notes: Urban grain is referred to in terms of fine and coarse grain. Fine-grained environments are often referenced in relation to the opposite, which are called coarse grained environments. Fine-grained urban environments tend to have diverse ownership, low cost of entry, more destinations within walking distance and greater resistance to negative larger scaled building typologies and consolidations.
Urban Room	Within the context of this Policy, the term is used metaphorically to describe a well-defined outdoor public space with a heightened sense of enclosure, giving an impression of a 'room'. It is a public space where the adjacent building heights, landscape or landscaping and trees form a perimeter and sense of enclosure. By way of explanation, Lower Heerengracht is referred to as an urban room as it contains these qualities brought about by the overlay zone height reference as well as the scale.
Vista, also prefaced by key vista	A vista is generally a framed, or directed view, a planned perspective of a landmark, usually seen from a vantage point and perceived in relation to its foreground, middle ground and distant views, collectively considered as important in design considerations. The word 'key' means the vista is identified in the maps to guide applicants, designers and decision makers.
View/s	Within this Policy, this is a general term that describes providing sightlines and visual connections to a scene, landmark or natural feature providing legibility and sense-of-place and time. Views can be static or dynamic. Dynamic views are considered while walking at a pedestrian scale, and at times when driving as per approved spatial planning policy, and Scenic Drive Management Policy. In addition there are specific examples of views, for example vista's, view corridors and view cones, or wide-angle views, which are further described and identified in this document. Enhancing views and at time protecting certain views, are part of good design practice.
View cones, also prefaced by key	A view cone is where a view of a natural feature (mostly) needs to be protected and enhanced. A view cone aims to guide urban development within a natural field of vision. Building massing and height may need to accommodate these identified key view cones. As a rule of thumb, a view cone would be 60 degrees horizontal (120 degrees total) and 30-55 degrees vertically, accommodating a human's natural field of vision. In the case of this Policy and study area, the iconic Table Mountain profile, viewed from identified (key) public places and spaces are important view cones.
View corridor, also prefaced by key	A view corridor follows a view line along a public-right-of-way (PROW), including a future public right-of-way. These are directional views along the city grid either seawards (including port, sea, coastline, harbour) or towards the mountain. A view corridor enhances views of the above-mentioned features through building setbacks, avoiding the canyon effect, and maximising the user-experience of sky, sense-of-place and landscape features. With reference to the foreshore precincts, view corridors can be seen at the human and pedestrian scale but also from the elevated freeways.

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View (wide angle) also prefaced by key	A view with a wide angle, is a view that maximises more sweeping views at pedestrian scale and level. Within this Policy these are seaward views (including port, sea, coastline, harbour) from key public spaces and places (current or future planned). As a rule of thumb, a wide angle may be less than a panoramic (180 degrees) and above 120 degrees (measured horizontally). The intention is to safeguard more sweeping views of the harbour, port, sea and coast. In the case of this Policy, discretion may be applied as this term is used in relation to new development areas.
Vulnerability	The degree to which a system or population is susceptible to, or unable to cope with, adverse events.
Zoning	A category of directions setting out the purpose for which land may be used and the land use restrictions (e.g. height limits, building lines, bulk, and coverage) applicable in respect of the said category of directions by the scheme regulations.
Zoning limits	Local regulations established by local governments that dictate the usage of land and property within a specific area or jurisdiction, delineating land into ones of different zones i.e., limiting certain types of industrial development in residential areas. This is done to encourage orderly development, protect property values, and maintain a quality of life within communities.
Woonerf	The term is translated as 'living streets' with its origins in the Netherlands. The term defines streets where vehicle speeds are reduced to walking speed. The street emphasises as a social space. The design allows for cars to slow down, encouraging children to play safely, and social interactions within the street. The woonerf is not a fully pedestrianised street but a space where multiple users and cars coexist. Designs vary but features include no continuous kerbs, low speeds and traffic calming strategies, (extract adapted from the Urban Design Policy (2024) (Also refer to 'Living Streets')
Upper height range	The recommended upper height range is depicted in the precinct maps. The recommended upper height range provides flexibility so that there is appropriate differentiation across the precinct. Each precinct's spatial structure will determine where the higher end number is most suitable and where the lower end number is most suitable. Public good incentives will also influence the appropriate upper height (refer Chapter 5.7). For example, if there is a 38-42m upper height range, the 42m would be recommended for higher order streets, where intensity-of-use and height increase is more desirable; whereas the 38m upper limit would be recommended for sites embedded within the urban fabric.

Acronym	Explanation
ACB	Arts & Culture Branch
AED	Area Economic Development
CCID	Cape Town City Improvement District
CS&H	Community Services & Health
Comms	Communications
DALRRD	Department of Agriculture, Land Reform and Rural Development
DM	Development Management
EDI	Economic Development Infrastructure
EHM	Environment and Heritage Management
EMD	Environmental Management Department
FM	Facilities Management
HS	Human Settlements
MICCT	Mission of Inner City of Cape Town
MURP	Mayoral Urban Regeneration Programme
NDPWI	National Department of Public Works and Infrastructure
PM	Property Management
PT	Property Transactions
PRASA	Passenger Rail Agency of South Africa
RIM	Roads Infrastructure Management
R&P	Recreation and Parks
S&S	Safety and Security
UD	Urban Design
UM	Urban Mobility
UR	Urban Regeneration
UPD	Urban Planning and Design
WCG	Western Cape Government
W&S	Water and Sanitation