



WELCOME TO THE SPATIAL PLANNING COLLECTIVE



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

SKILLS DEVELOPMENT CONFERENCE
7 FEBRUARY

Morning Programme

1. Opening & Welcome Address

2. Summary: Recap of Launch Day

3. Presentations:

- Intention and Integration of Spatial Planning
- Natural Environment
- Access and Mobility
- Integrated Human Settlements (Part 1 & 2)

4. Lunch at 12:30



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Opening & Welcome



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Recap & Summary Launch Day

Nigel Titus



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WHAT WE COVERED THE LAST TIME

Can you remember one new/ main thing that you learnt / discovered the last time we met?

1. Why we are here and part **of this Spatial Planning Collectives process;**
2. The need for and how to be **an Active Citizen;**
3. Cape Town's historical **development**, challenges and imperatives (what it is trying to achieve);
4. Interacting with the **planners and stalls;**
5. **Spatial Planning:** Aims Processes, and Tools; and
6. **30 Second**



WHY WE ARE HERE...

2.1 Problem Statement

Feedback we receive and accusations levelled at the City include.....that the City

1. Does **not provide feedback** of previous processes→ **Parachutes into** communities when **community inputs/ support is needed**;
2. Comes to communities with “**finished**” **processes and products** → only to get their ideas **rubber stamped** and to **tick the checkboxes**;
3. The **communities do not always fully understand** the **products** or the **importance** of it, or **how it affects them**;
4. Because : **communities** are **not fully immersed** into the unfolding the **complexities** of the **processes** to arrive at the **outcomes** or because the work is **not pitched at a suitable manner** for them to be able to **functionally engage** with it.
5. Results: lack of trust → ignored, sabotaged processes and projects; not owned by or connected to the communities; not understood or appreciated; and inferior and less effective processes and products, hampering, implementation



2.2 Objectives of the Programme

Launch a Built and Natural Areas' Empowerment and Engagement Programme:

1. To **improve the communication** between the City and the communities by establishing **processes for regular engagements and communication with communities**;
2. To have **proactive engagements**, on a **continued and sustained basis**;
3. To **engage on development related matters**; and
4. To **create a common understanding**; and **build capacity in the communities**.



2.3 Main Pillars

The following are the **THREE** main **THRUSTS** of the programme...

1. Establishment of **institutional arrangements** to ensure **regular engagements with representatives of the communities**, community forums → **Spatial Planning Collectives**;
2. Formulation and implementation of a **programme to capacitate stakeholders** related to spatial planning and development (First step after establishing Collectives); and
3. Establishment of a **communication strategy** to ensure regular interaction and an easy exchange of ideas via various media; and a community network between the Department and the community.

1. Institutionalised platform for sustained engagements



2. Empowering stakeholders for improved participation and products



3. Communication strategy for further information sharing and empowering wider community



3.1 Purpose of the Spatial Planning Collectives

The **Spatial Planning Collectives** will ...

1. Provide for **continuous engagements** with the community, on a bi-monthly or quarterly basis (to be determined);
2. Together with the City planners, **gather information**, formulate and **interpret the analysis** and **develop proposals**;
3. Provide a **platform for the regular exchange of information** between the **City development processes** and the **constituencies** of the respective community representatives.
4. **Main initial purpose** is to support the **Review of the District and Metro Plans**.
5. **Will not discuss**: merits of development applications; progress with complaints; or possible policy/ programme changes or improvements→ training processes; and District and Metro Plan Reviews only.

1. Process / Platform for continuous engagements



2. Gather information, analysis, develop, proposals



3. Platform for regular exchange of information and ideas



4. Review District Plan



ACTIVE CITIZEN

WHAT DOES IT MEAN TO BE AN 'ACTIVE RESIDENT'?

Simply put, it is to be **aware** of and **participate** in processes/projects that impact **you** as an **individual and/or your community**.

Your presence here means you are considered an active citizen, as you are participating in a process aimed at shaping policies that will inform how the city develops!



WHY IS IT IMPORTANT TO BE AN ACTIVE CITIZEN?

Better, More Sustainable Planning

- Identifies unique challenges and opportunities

Fair & Inclusion

- Historically excluded communities are represented
- Constitutional principles: equity, redress, and social justice

Community Ownership & Support

- Support and protect development projects
- Shared responsibility and community ownership



Democratic Decision-Making

- Giving residents a voice
- Building transparency and trust

Improved Service Delivery & Planning Outcomes

- Real community needs
- More effective and responsive city planning

TIPS ON HOW TO PARTICIPATE EFFECTIVELY

PARTICIPATE

ENGAGE

RESPECT

UNDERSTAND

STAY INFORMED

EDUCATE & EMPOWER



Access

Join public meetings, workshops and forums



Engage

Join public meetings, workshops and forums



Understand

What development is planned in the area



Influence

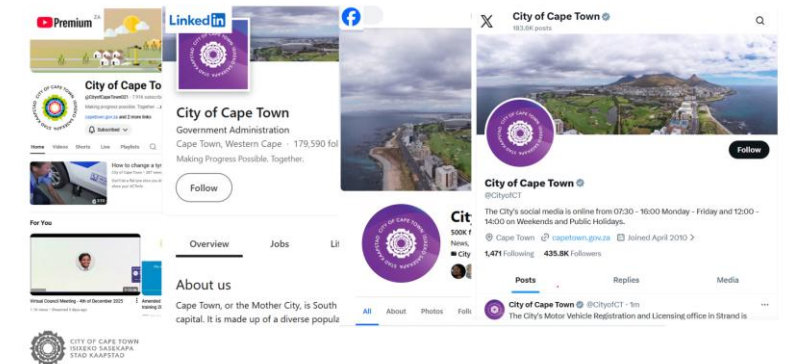
Submit comments so that your inputs can influence where and how development takes place

PERUSE

Legal Requirement

- Municipal Systems Act (MSA) (No. 32 of 2000)
- Spatial Planning and Land Use Management Act (SPLUMA, No. 16 of 2013)
- Legally sound, transparent, and accountable

ACCESSING SPATIAL PLANNING INFORMATION – SOCIAL MEDIA



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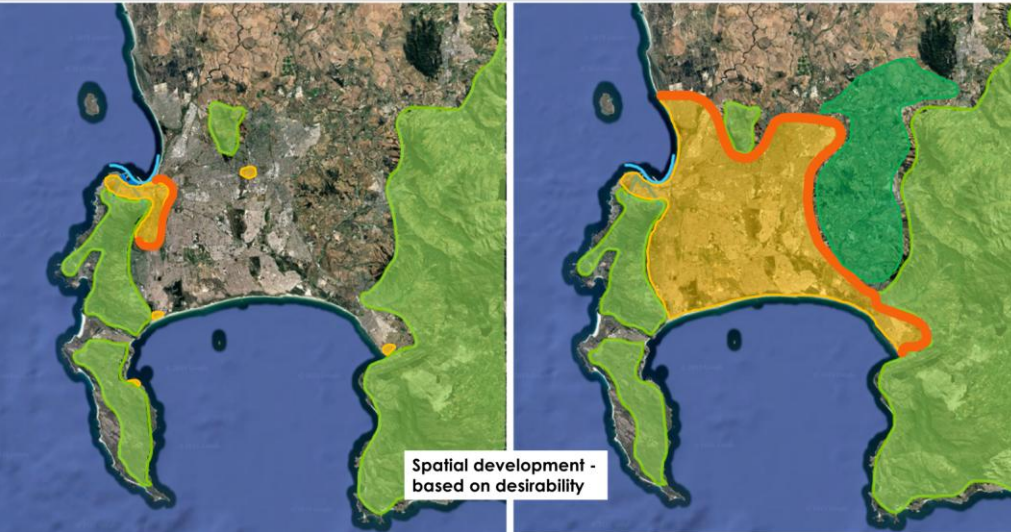
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CITY FORMATION AND STRUCTURE

HOW DID OUR CURRENT CITY DEVELOPMENT PATTERN COME ABOUT?



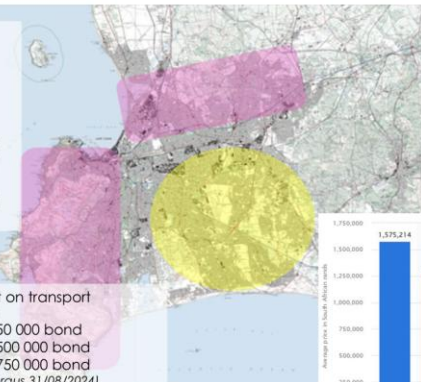
DEVELOPMENT OUTCOMES – THE RESULTANT REALITY

Key Changes

- Economic cycles
- Environmental risks & legislation
- Population mobility
- Population size & growth
- Social factors (lifestyles, crime etc)
- Government policy
- Government housing delivery (incl access to land)

Key Indicators

- ±40% of low-income salaries spent on transport (John Loos, FN&B: w-e Argus 31/08/2024)
- Gross of R9 000/m to service a R250 000 bond
- Gross of R18 000/m to service a R500 000 bond
- Gross of R27 000/m to service a R750 000 bond (Hayley Ivins-Downes, Lightstone: w-e Argus 31/08/2024)
- Ave 2021 residential property prices R1 575 000 (Stats SA: 2021)
- ±75% of CT households earn <R18 000/m (Ndifuna Ukwazi: w-e Argus 31/08/2024)



Key Realities

- Property** • Periphery living / Transport costs / Crime / Over-crowding / Land invasion
- Economy** • Economic inequality / City financial viability
- Power** • Political democracy / Governance obligations



Imperatives

1. Improve ease of movement to jobs
2. 'Take jobs to the people'
3. Affordable housing in well located areas
4. Better urban management in poorer areas
5. 'Do it now'

Challenges

1. Congestion & public transport expensive
2. Employment unwilling to move to risk areas (due to crime, grime, etc.)
3. 'Stickiness' due to prices, slow land release, housing delivery model, & NIMBY
4. 'Wall of crime & grime', & insufficient civic resilience
5. City maturation takes time (but ongoing improvement by City & civics is required)

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PLANNING & ZONING DEPARTMENT

ZONING INFORMATION

SPATIAL PLANNING

BUILDING APPLICATIONS

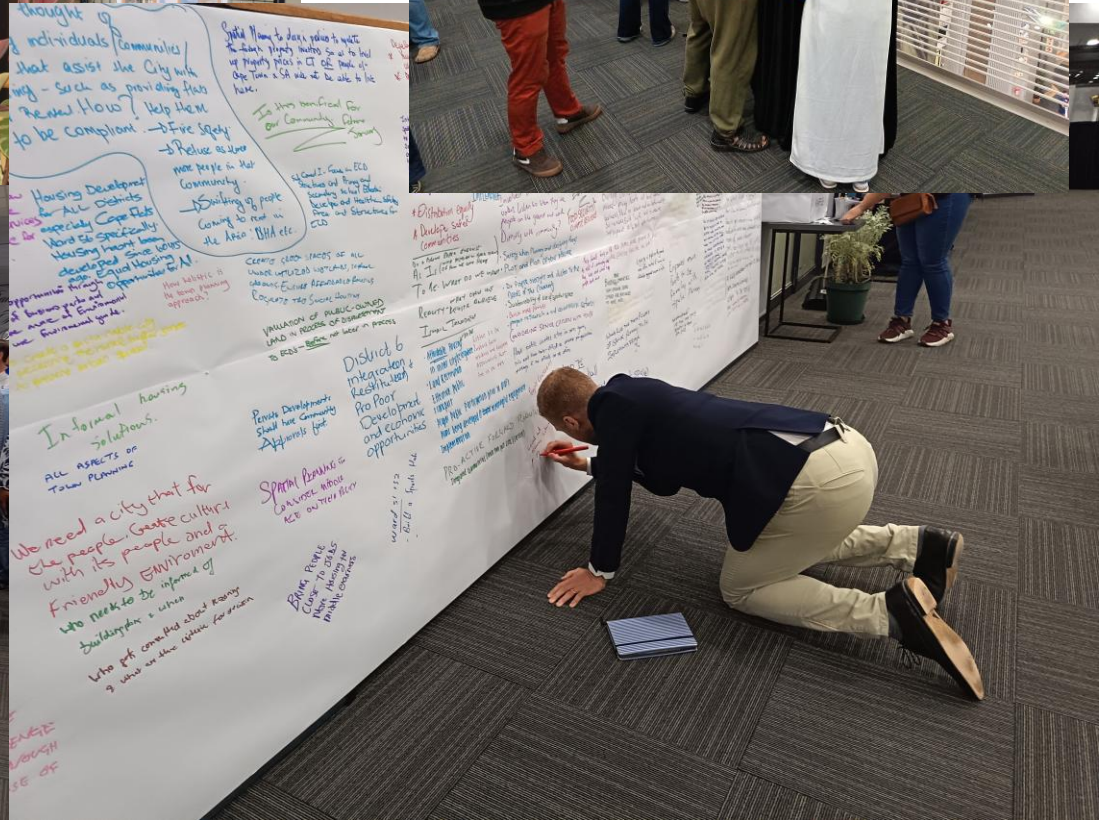


ZONING ENQUIRIES

**PLANNING
BY-LAWS**

**ZONING
GUIDELINES**

INTERACTION WITH THE CITY OFFICIALS AND STALLS





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WHAT IS SPATIAL PLANNING?

WHAT IS SPATIAL PLANNING?



1. Affects where you live, work and play



2. Plans where infrastructure and services should go



3. Promotes fairness and inclusion across all communities



4. Supports businesses and jobs through well located hubs

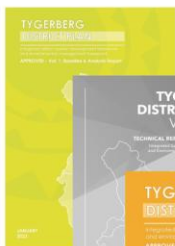


5. Prevents unsafe growth in floodplains, wetlands and fire-prone areas



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HOW DO YOU USE THE CITY'S PLANNING DOCUMENTS? (DSDF)



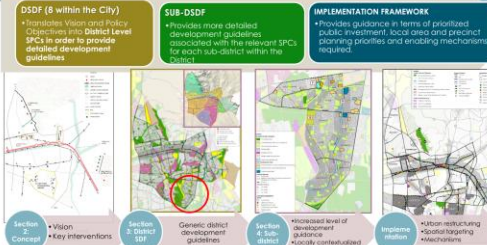
Baseline and Analysis Report

Baseline and Analysis Report

Technical Report

- Purpose and legal context
- Spatial objectives, vision and key interventions
- District development guidelines
- Sub-district development guidelines

HOW DO YOU USE THE CITY'S PLANNING DOCUMENTS? (DSDF)



WHAT IS SPATIAL PLANNING?



GUIDES SUSTAINABLE DEVELOPMENT



CO-ORDINATES INFRASTRUCTURE AND SERVICES



ADDRESSES INEQUALITY AND PROMOTES INCLUSION



A way of organizing how land and space are used



Balances the needs of the community, businesses and the environment



Guides where housing, parks, schools, clinics, industry and retail should be



Ensures that growth is planned, fair and sustainable

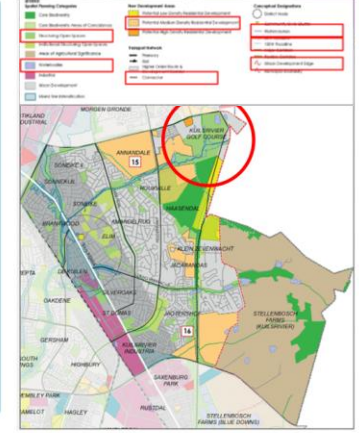


[What is Spatial Planning and Spatial Development \(English\) - YouTube](#)



HOW DO YOU USE THE CITY'S PLANNING DOCUMENTS? (DSDF)

How to read a map



1.5 Sub-district 8: Greater Kuils River, Botterdam and Pelkandri areas, Zeevaart, Stellenbosch farms

General: This area is largely suburban in character, but increasingly in density and diversity in residential typology. It is bounded by Stellenbosch Road to the west, the City of Cape Town jurisdictional boundary to the north, and the R27 highway to the east. The area is largely suburban in character, but increasingly in density and diversity in residential typology. It is bounded by Stellenbosch Road to the west, the City of Cape Town jurisdictional boundary to the north, and the R27 highway to the east.

LOCAL OBJECTIVES

- 1. Promote opportunities for business activities and higher-density residential development in close proximity to public transport routes, transport interchange points and services.
- 2. Increase the development and economic potential of the area by facilitating increased connectivity and integration with surrounding areas.
- 3. Facilitate opportunities for development in a manner that will not detract from the character of the area.
- 4. Encourage the creation of high-end medium-density agricultural areas.
- 5. Ensure appropriate integration between the urban and rural landscapes.

SUGGESTED

- 1. Promote high-density routes and services along the R27 highway.
- 2. Support the City's Info along Stellenbosch Road in a manner that does not detract from the character of the area.
- 3. Promote the development of multifunctional public facilities, where possible, in order to optimize use of space and enhance the safety of the area.

COMPONENTS AND DISTRICT ELEMENTS

CONSERVATION AND BIODIVERSITY PRIORITY ZONE (Full extent together with Other Open Spaces, see Figure 11)

f) Structuring open spaces

Public parks and recreational spaces should be structured towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged.

Other open spaces

Stormwater retention areas, Road reserves providing ecosystem services, and other institutional open spaces.

Examples:

- Jack Muller Park
- De Grendel Station precinct (see Fig. 11)

DISTRICT DEVELOPMENT GUIDELINES

1. These routes should continue to primarily perform a mobility function. Direct access onto these routes from abutting properties should not be encouraged. Instead, limited access, with a focus on high-access nodal points, should be permitted and (where necessary) service roads should be developed.
2. Where appropriate, intensification of development should be promoted to support line-haul public transport, but this should be concentrated at identified nodal points. Furthermore, these should be limited between and especially in areas not close to development corridor-main roads. The process of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements.
3. The mix of predominantly residential function and character but interspersed with small mixed-use areas, as well as a mix of mobility and activity functions, should remain and generally be contained in their current forms.

GUIDELINES AND MANAGEMENT PRIORITIES

General structuring open space guidelines

1. Development adjacent to open spaces, or that encroaches these spaces, should be oriented towards the open space to encourage the use and passive surveillance of these areas. Design that compromises this condition (e.g. excessive blank walls and backing of development onto these spaces) should be discouraged.
2. Appropriate high or medium density development along open space interfaces could be considered to improve passive surveillance.
3. Safety and security should be considered in the upgrading, landscaping or development of open spaces.



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30 SECONDS – UNDERSTANDING OF SPATIAL PLANNING TERMS





#SpatialPlanningCollective
Sat24Jan26

*Credit: David-John Wayne Bailey
LinkedIn*

PRESENTATION 1: Intention and Integration of Spatial Planning

Nigel Titus



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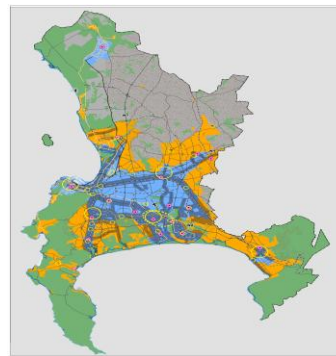
THE PURPOSE OF SPATIAL PLANNING

Why spatial planning policy?

1. Formulating the policy of future development (vision) for an area and how to get there (guidelines).
2. The vision (end state) deals with how land is to be used: what (nature) and how (form) of development.

What is its purpose?

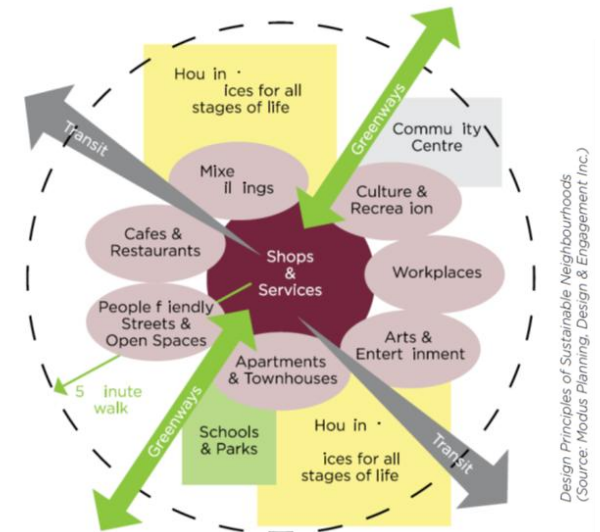
1. To guide decision making for public & private investment; and
2. To set an agenda for and to co-ordinate projects



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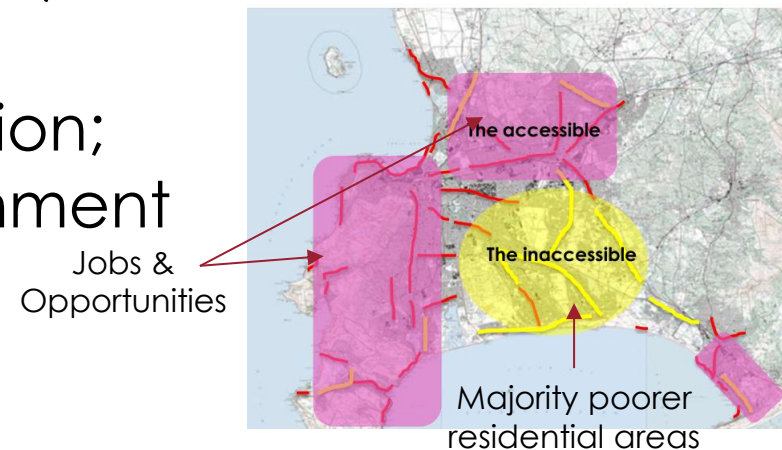
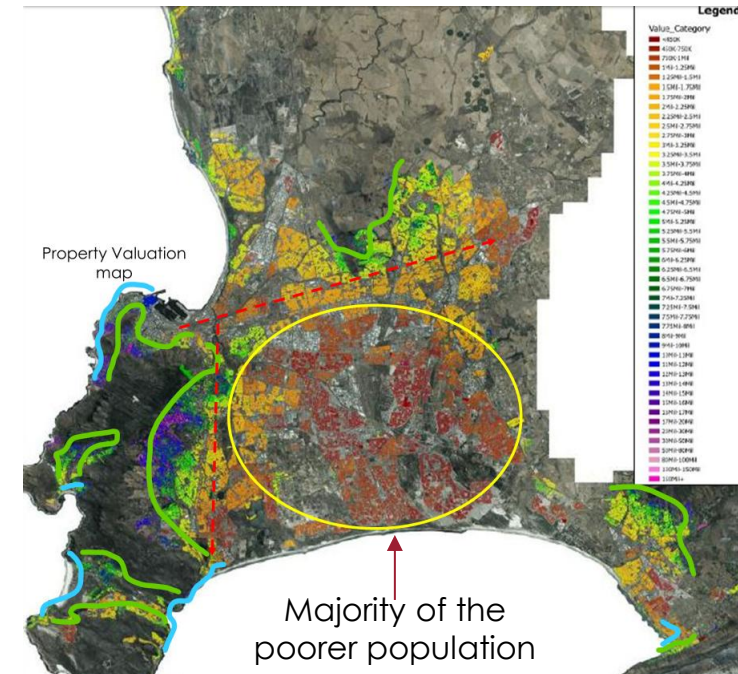
Determines what land can be used for what purposes.
Guidelines and projects to achieve the planned outcomes.



Balances a number of competing plans and objectives in space.

THE CHALLENGES FOR SPATAL PLANNING ...

1. Poorer people far from opportunity areas, more on the periphery,
2. Need to accommodate future growth (2050):
 - $\pm 1\,750\,000$ residents $\rightarrow$ 6m pop.;
 - 630 000 residential opportunities;
 - 1,0 million m² retail;
 - 1,5 million m² office; and
 - 3,7 million m² industrial.
3. Densities too low to support sustainable, well function services,
4. Increasing road based traffic congestion;
5. How to maintain a sustainable environment and municipality.



THE RESPONSE OF SPATIAL FRAMEWORKS ...

THREE SPATIAL STRATEGIES:

1. Plan for inclusive economic growth and improve access to economic opportunities

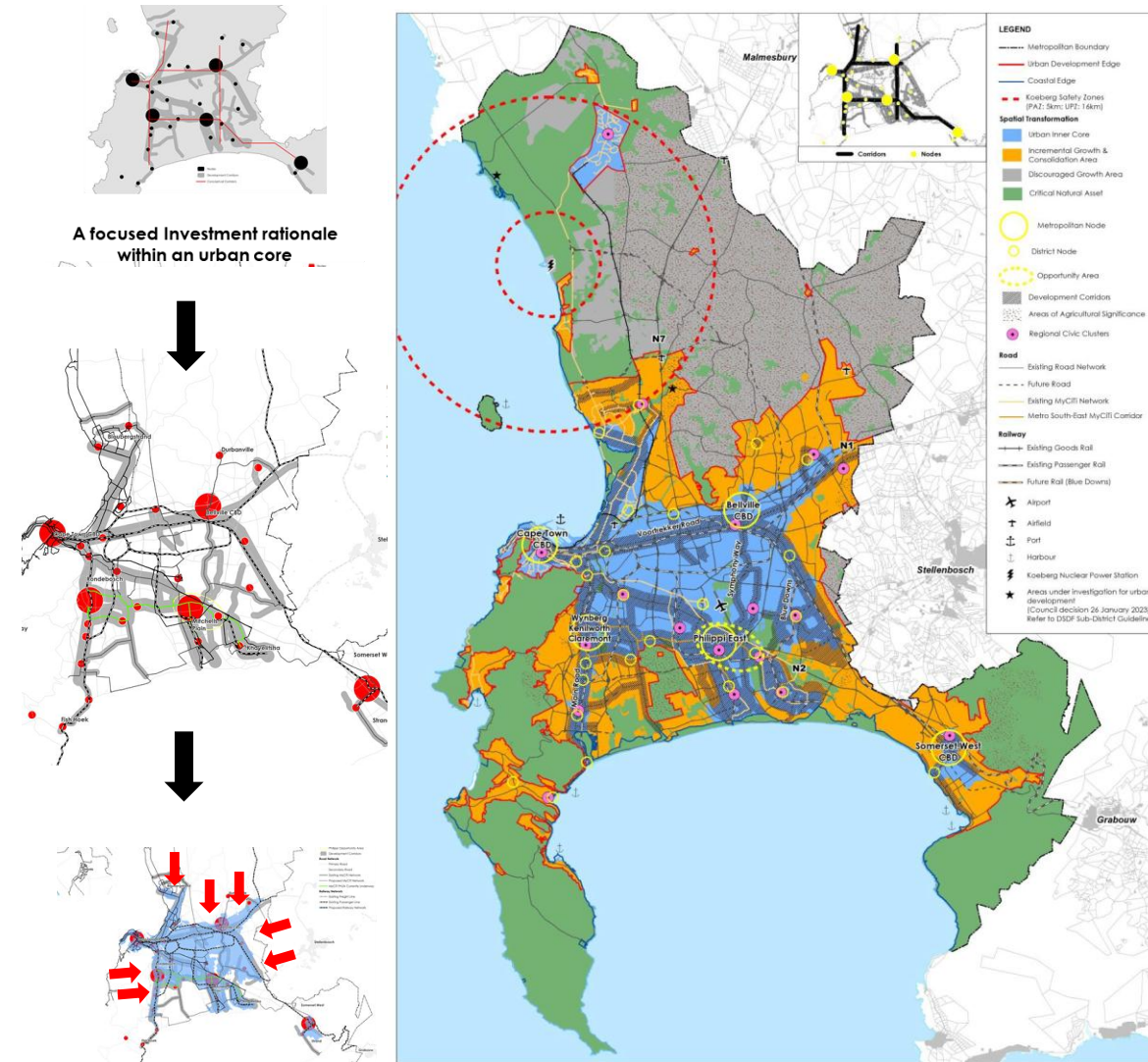
- a) Grow and diversify the economy and its locations;
- b) 'Take jobs and opportunities to the people;'
- c) Improve ease of movement to jobs and opportunities;
- d) Public transport to be the backbone;

2. Manage urban growth, create a balance between urban development and food security and environmental protection

- a) Protect sensitive areas, avoid developing in dangerous areas; pick developable land for dev., and
- b) Establish an urban edge to contain urban growth

3. Build and inclusive, vibrant and healthy city

- a) Affordable housing in well located areas and release land for this;
- b) Sensitively increase densities for sustainable dev. and
- c) Better urban management in poorer areas.



Urban development Edge

Challenges and Responses

1. Balance development and conservation (protection)

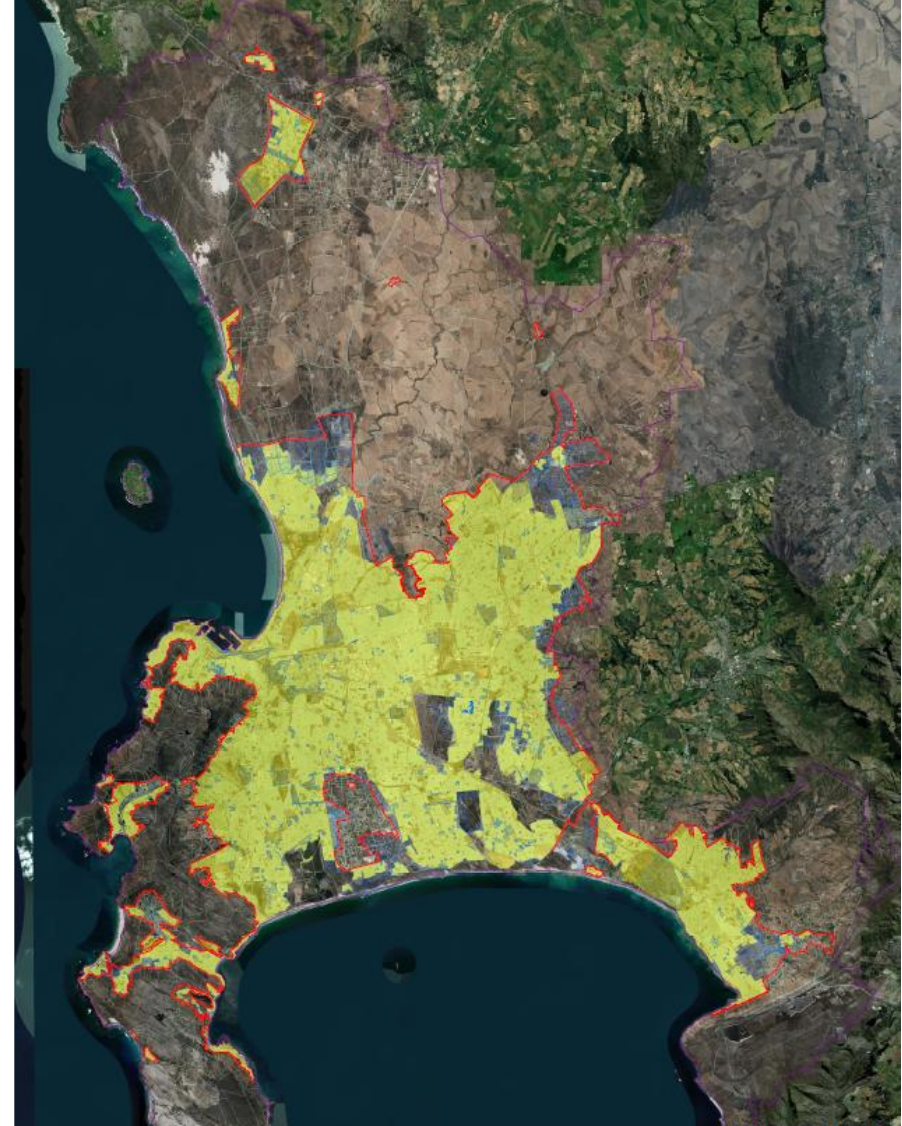
- Limit sprawl and lateral growth
- Urban development edge

2. Certainty in environmental decision making

- SDF incorporates Environmental Management Framework
- Urban Development Edge align with Urban Areas

3. Exclusions for certain standard trigger Env. Impact Assessment (EIA) activities

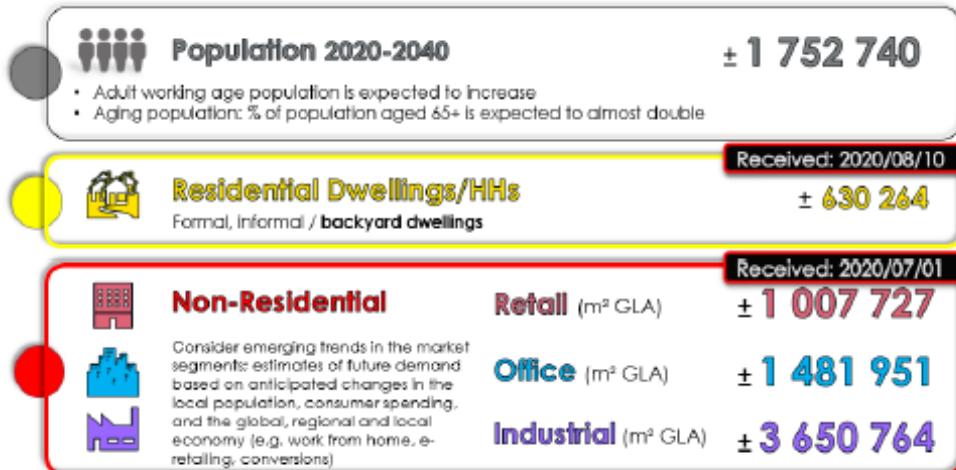
- Urban Area designation to National Environmental Management Act (NEMA)
- Env. Instruments to NEMA, e.g. Atlantis
- Heritage exclusion to National Heritage Act (NHRA), e.g. Parow



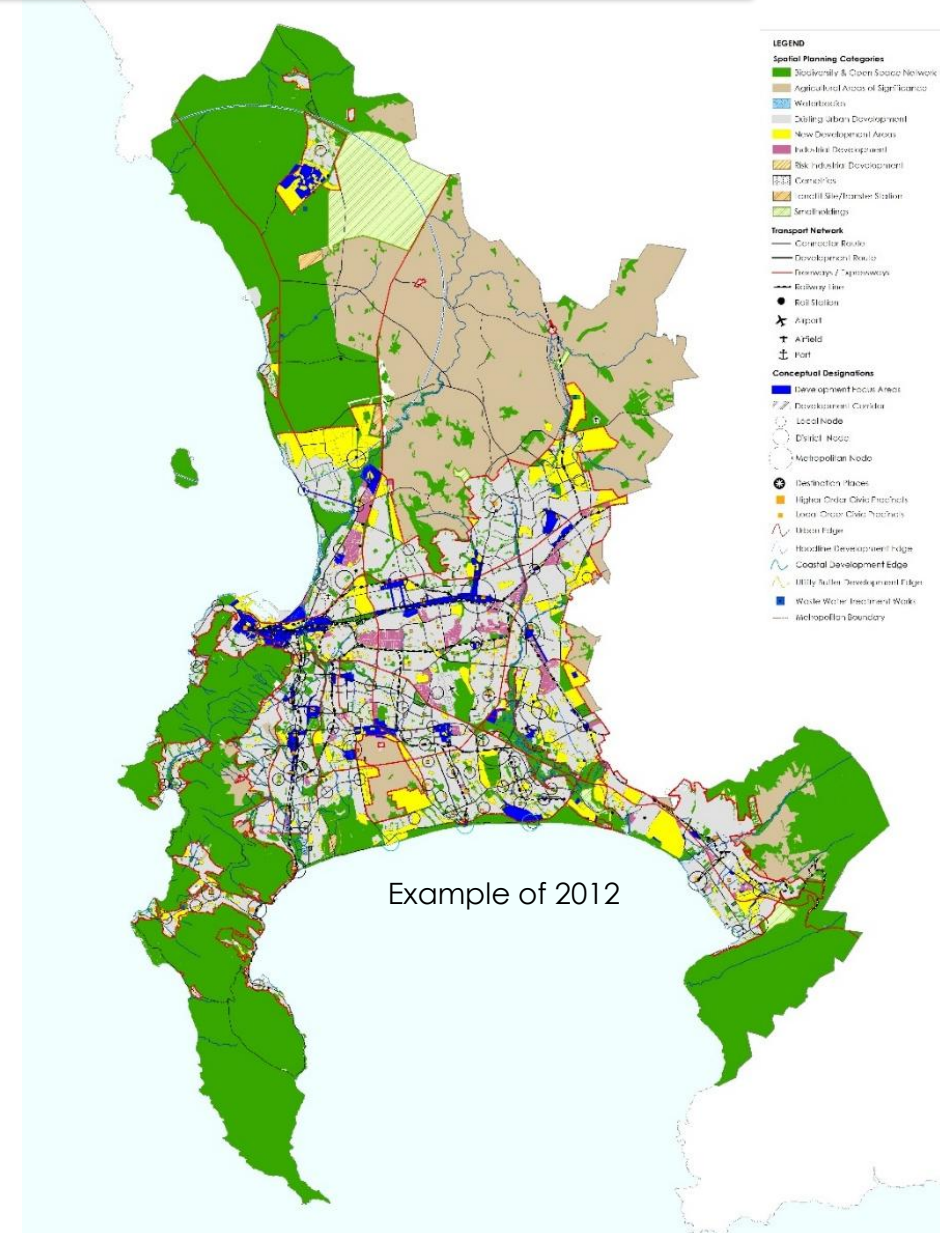
Where, what kind of development and how much

Identified and guidelines for :

1. New Development Areas : Urban Development and non residential (industrial, commercial, retail) development (See table and map)



2. The protection of people and the environment, Env. Management Framework (EMF), sensitive : biodiversity, agricultural, coastal & heritage areas; flood areas, utility restriction areas, green corridors (*not all non-developable*)
3. Mixed use areas (corridors and nodes)
4. Industrial areas for protection



What about human settlements : housing provision

Challenges and Responses

1. Adequate land (to meet # of units 649 ISs, ±225 000) & location (± 500 000)

- NDAs (±630 000), infill opportunities (people closer to opportunities?)

2. Faster delivery rate (or more perceived action),

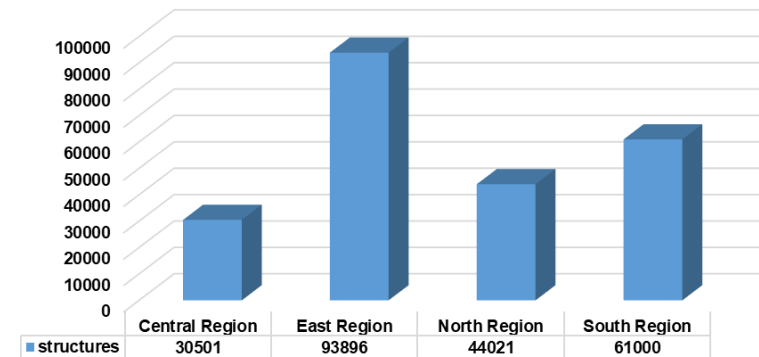
- Overlay for existing informal settlements (175 ISs) – to develop
- ID land for MSAs: relocations (240 ISs/ 50 000) & new demand
- Relocation of IS to MSAs

3. Typology (right income groups) and form (high density)

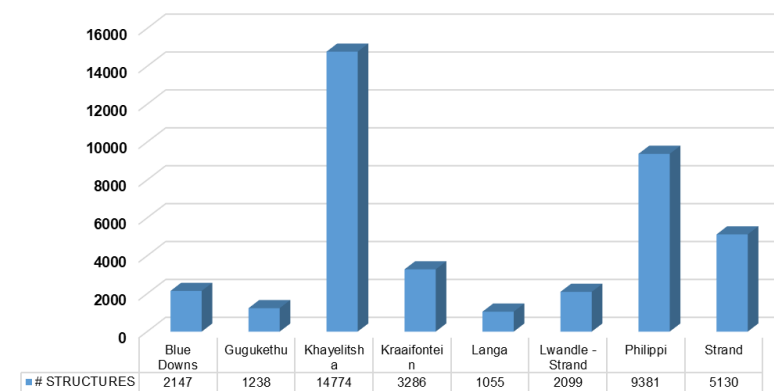
- New construction : double storey, attached units
- New subsidy regime: site & service
- Overlay zone for inclusionary housing
- Back-yarders → services for 3 units

TYPES - AREAS OF INFORMALITY	# SETTLEMENTS	# STRUCTURES
Backyarder Settlement	51	2 585
Informal Settlement	477	197 396
IDA/TRA/ Re-blocked	33	12 361
Rental Stock Settlements	71	9 478
Small Farmers/ Rural Settlement	17	2 863
	649	224 683

Estimated demand: backlog & growth = 500 000 (2030)
Structures per Region



NO STRUCTURES IN MAJOR SUBURB - RELOCATION

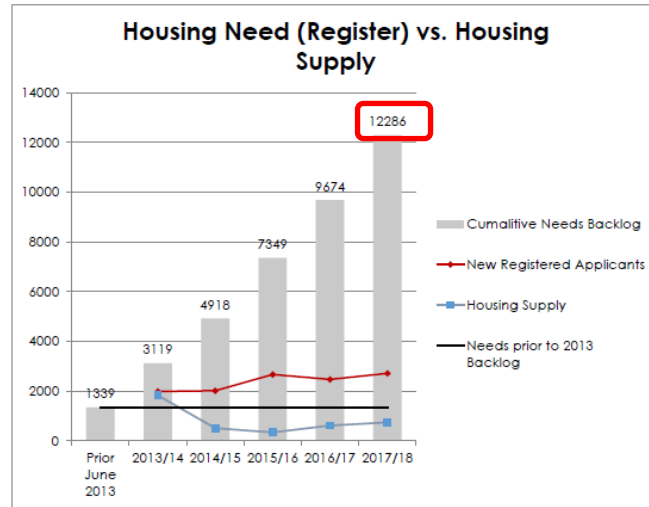


What about human settlements : housing provision

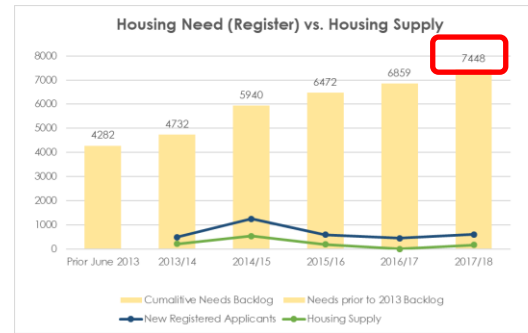
Overall need vs supply numbers per annum

Overall need circa 500 000 units by 2030:

Tygerberg



Blaauwberg



Northern

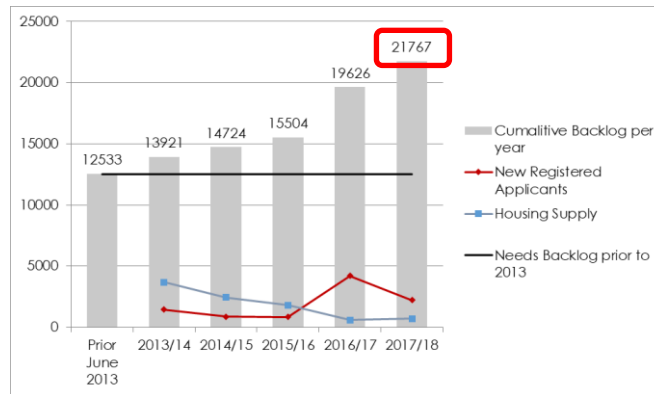
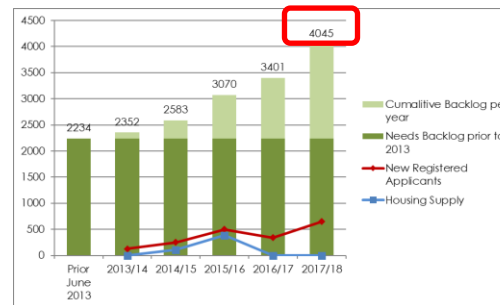
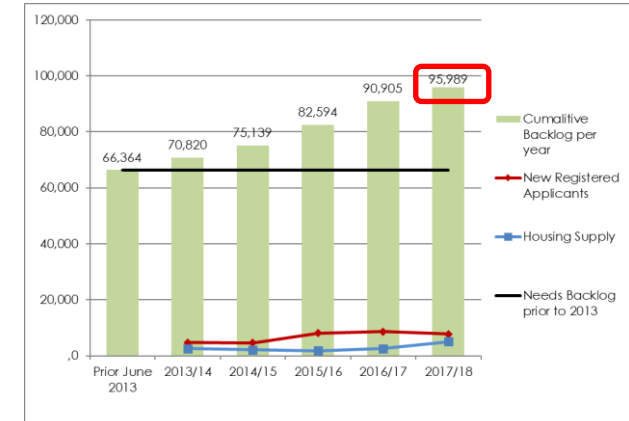


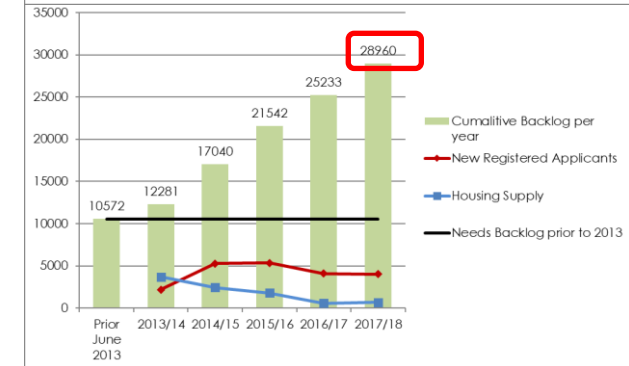
Table Bay



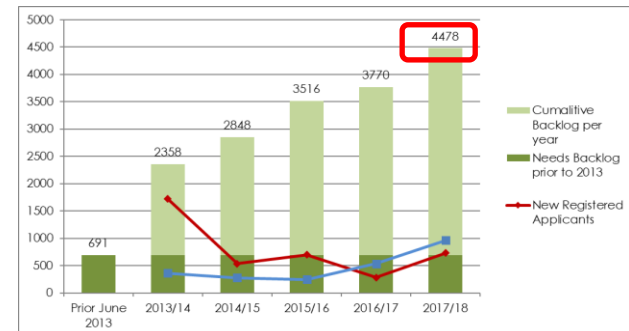
KMPGB



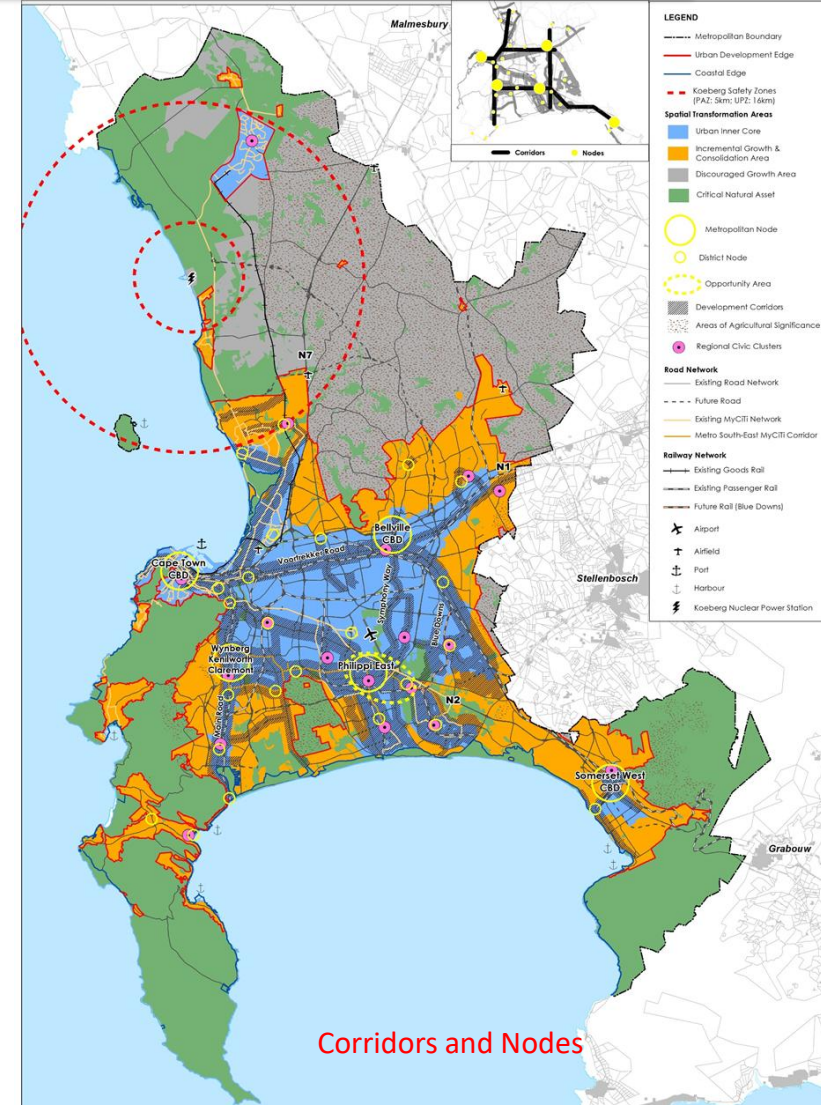
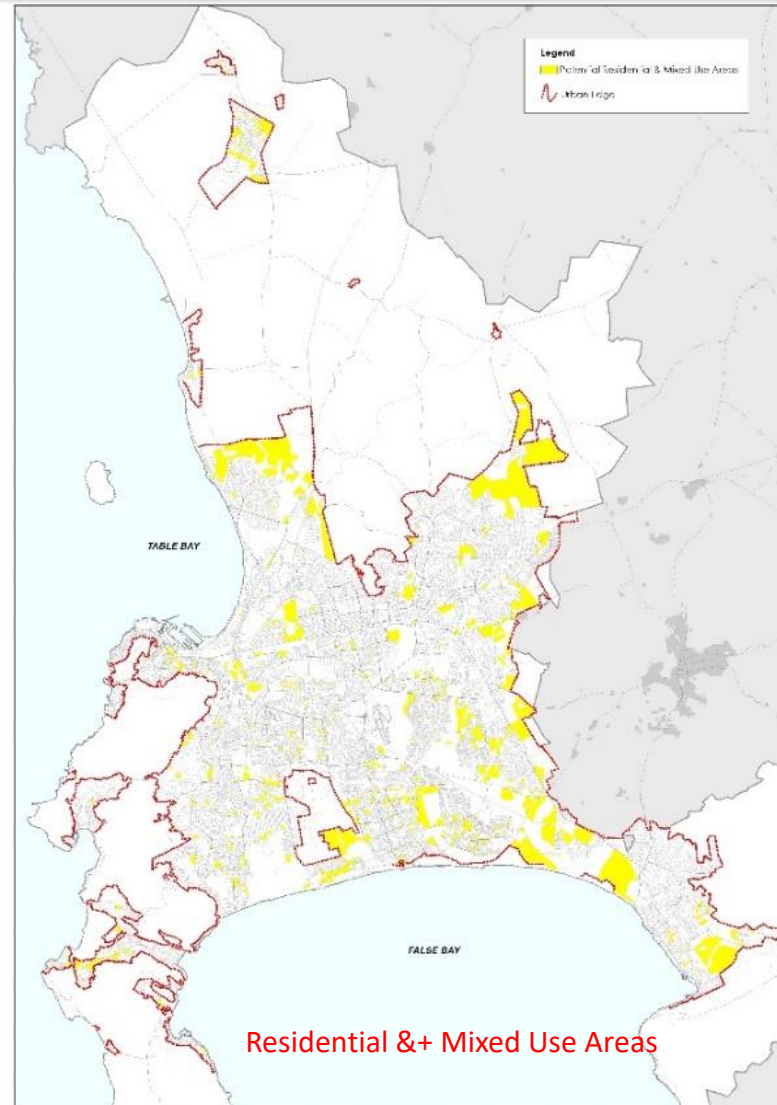
Cape Flats



Southern



What about human settlements : housing provision



Residential, mixed use, densification ...

Job creation → economy

Challenges and Responses

1. Adequate land (to meet needs) & location

- Identified NDAs within urban edge

2. Existing Areas (revitalising & support)

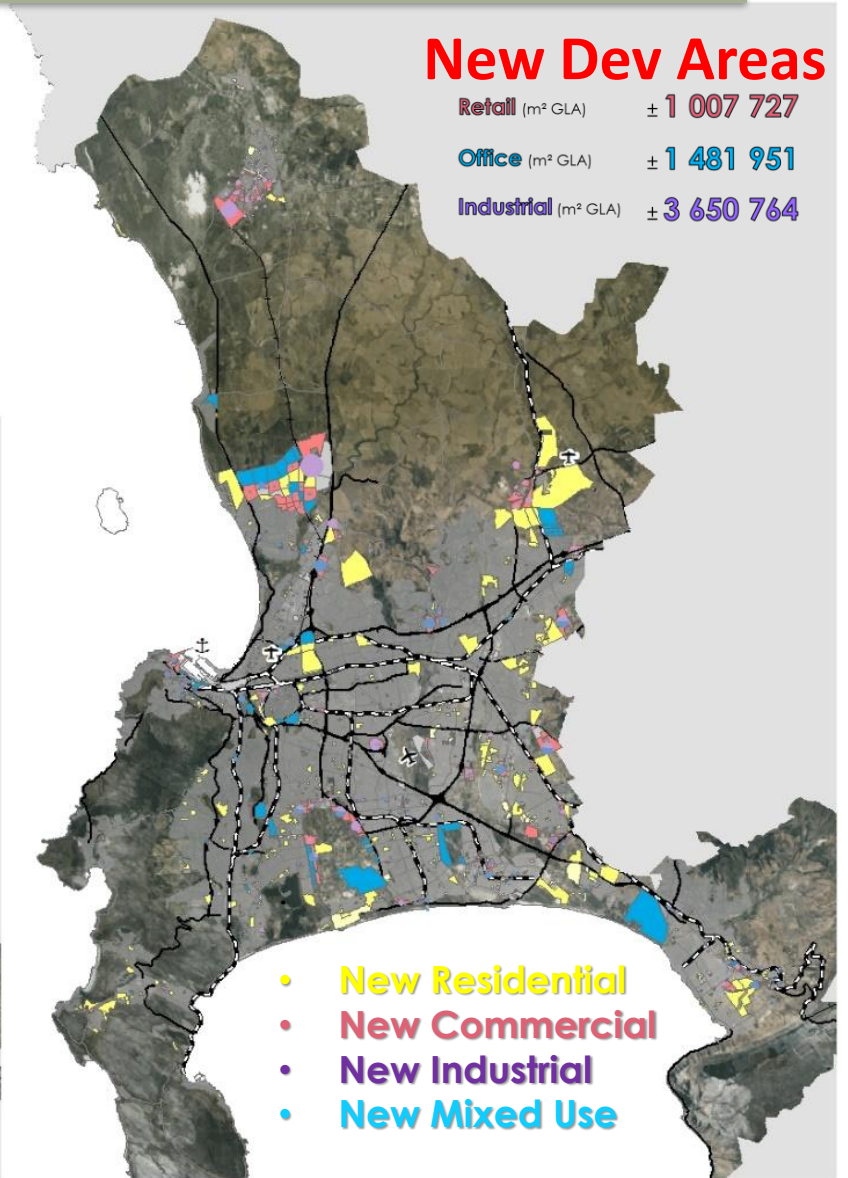
- Protect existing industrial (Retail and Commercial)
- Mixed Use Dev. (nodes, corridors → transport routes = dev. routes)
- Areas of economic opportunities

3. Dealing with Informality

- Allowing or informal trade
- Overlay Zones for “High Streets”

4. Red Tape

- Incentives and exclusions areas

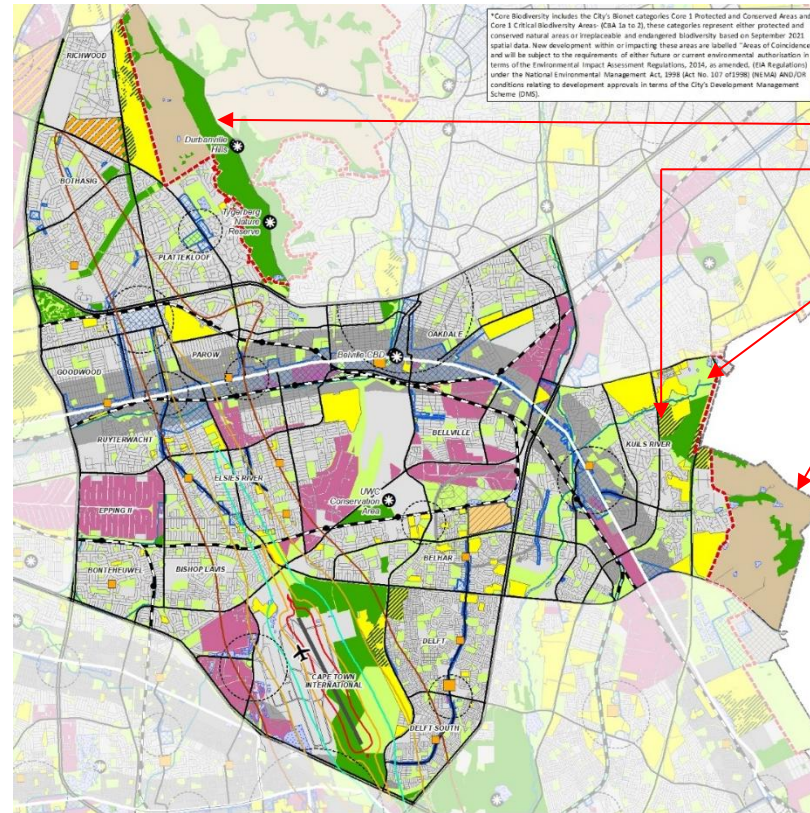


Guidance for new environment

Challenges and Responses

1. The protection of people and the environment (while permitting dev.)

- Designated with guidelines:
 - EMF,
 - sensitive: biodiversity, agricultural, coastal & heritage areas;
 - flood areas,
 - utility restriction areas,
 - identification of green corridors (not all non-developable)



SPC: BIODIVERSITY AND STRUCTURING OPEN SPACES (ENVIRONMENTAL MANAGEMENT ZONE - CONSERVATION AND BIODIVERSITY ZONE [Full Extent together with GH shown on Figure 10])	
Core Biodiversity	1. Core areas are already protected as part of the TNMP
(Appears on SDF and Sub-District Map)	2. Only conservation related activities /development in accordance with reserve management plans should be considered.
Prob Cor	3. Consolidate and link existing protected areas
SPC: AREAS OF AGRICULTURAL SIGNIFICANCE AND SMALLHOLDINGS (ENVIRONMENTAL MANAGEMENT ZONE - AGRICULTURE ZONE [Full Extent together with GH shown on Figure 10])	
Agricultural Areas of significance: high potential and unique agricultural land include areas that have been ploughed for orchards, vineyards,	1. Preserve and utilise high potential agricultural land, particularly in the Kuitivier (Ezenwacht) area.
	2. Adhere to identified urban development edges around the periphery of high-value agricultural areas to prevent urban intrusion.
	3. Encourage activities that reinforce primary agricultural use of these areas.

Table 5: Development guidelines for management of environmental resources in relation to Environmental Management Zones

SPC, Components & district elements	Guidelines and Management priorities
SPC: WATERCOURSES, FLOOD RISK AREAS, WETLANDS, WATERBODIES and AQUIFERS (ENVIRONMENTAL MANAGEMENT ZONE - HYDROLOGICAL ZONE [Full Extent together with GH shown on Figure 10])	
Flood prone areas: Flood Risk Area 1 These constitute areas within the 1:50 floodline, i.e. where floods of this magnitude are equalled or exceeded on average once in 50 years.	1. Conservation, public open space and associated recreation are appropriate uses in these areas.
Flood Risk Area 2 These constitute areas within the 1:100 floodline, i.e. floods of this magnitude are equalled or exceeded on average once in 100 years.	2. These areas can play a valuable role in the NMT network, allow for NMT movement where practical. Areas for permeable walkways and cycle tracks for NMT, can be considered in the design of green open spaces surrounding wetlands and flood corridors to ensure good groundwater infiltration, safety and equitable access to promote the reconnection of people and nature, improving health and wellbeing.
Flood Risk Area 3 These are areas prone to flooding. They are not necessarily associated with river or viaduct systems, as flooding may originate from groundwater, collection of stormwater or runoff in low lying areas.	3. Ensure connectivity of spaces is enhanced and not compromised by hard fencing or other structural barriers to movement.
Examples: - Sections along the Ekurhuleni River (between Tygerberg Hospital and the Transnet Marshalling Yard)	4. Urban Development is undesirable and at risk in the 1:50 year floodplain
	5. Tourism related activities- such as campsites are possible in the 1:100 year floodplain
	6. Restrict building setback lines and maximise on-site water infiltration and permeability in relation to redevelopment initiatives in flood prone areas.
	7. Although some agricultural activities may be permitted within the flood risk areas, the nature of the impacts of appropriate mitigation must be determined in the BA process, and must be shown to be acceptable (i.e. they must not pollute water resources or increase flood risk).
	8. No agricultural activities should be approved within the 1:2 year flood line.
	9. Urban development within the 1:100 year flood plain should be subject to formal acknowledgement by the owner/acceptance of liability of flood risk, and is only permissible where there are existing rights.
	10. Where facilities associated with sports fields, golf courses or picnic areas have been permitted in the 1:50 year zone, flood levels must be above the 1:50 year flood line.
	11. Areas for passive and active recreation to be considered in development adjacent to water courses.
	12. Landscaping must be approved by the City to ensure that this is done with appropriate trees and indigenous riverine plants and vegetation, invasive alien species in or adjacent to a watercourse must be controlled in accordance with relevant legislation.
	13. Perimeter fencing must be visually permeable from ground level and not adversely affect the free flow of water and movement of aquatic fauna, small wildlife or birds.
	14. Direct informal settlement dwellers away from risk areas, including below the 1:100 floodline.
	15. Increase infiltration capacity in river corridors and wetlands through water sensitive urban design practices and sustainable urban drainage systems such as permeable paving, sustainable water storage systems and appropriate landscaping.

Guidance for the provision of infrastructure services

Challenges and Responses

1. Adequate provision for New Dev. Areas and Backlog

- Indicated backlog and projects needed;
- Identified New Dev. Areas (future dev. potential)
- **Need to be aligned : sector plans with SDFs → land use model**
- **Budgets to be allocated over time**
- Prioritisation see next slides

2. Financing of services to stimulate dev:

- Continue to charge Development Contributions (DCs) or reduce or
- City proactively provide services to stimulate development in the correct places (and recoup from DCs and / or rates)

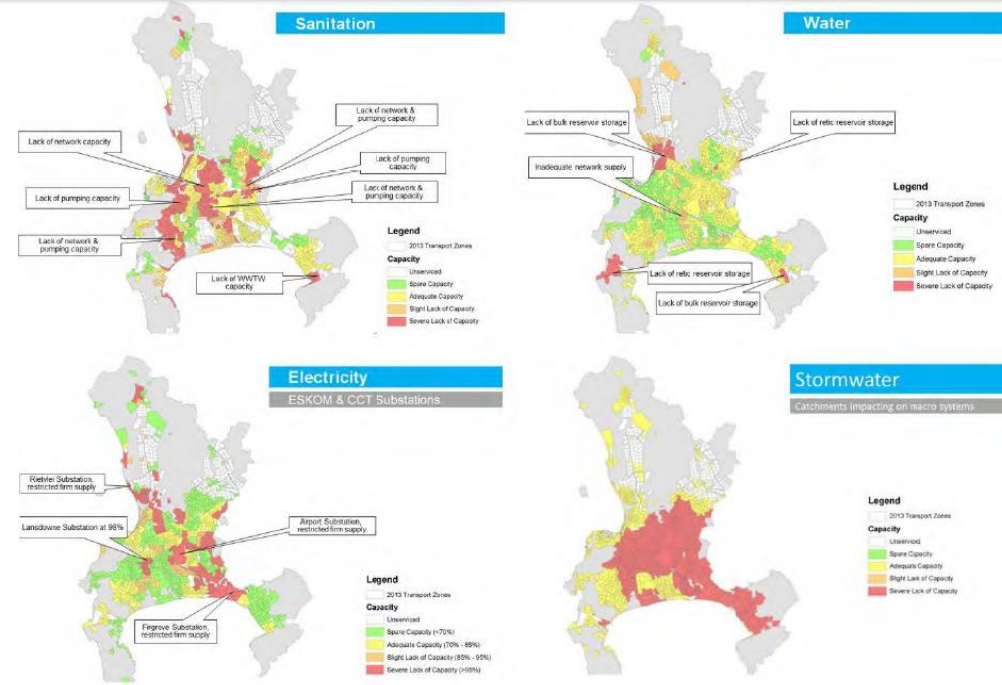
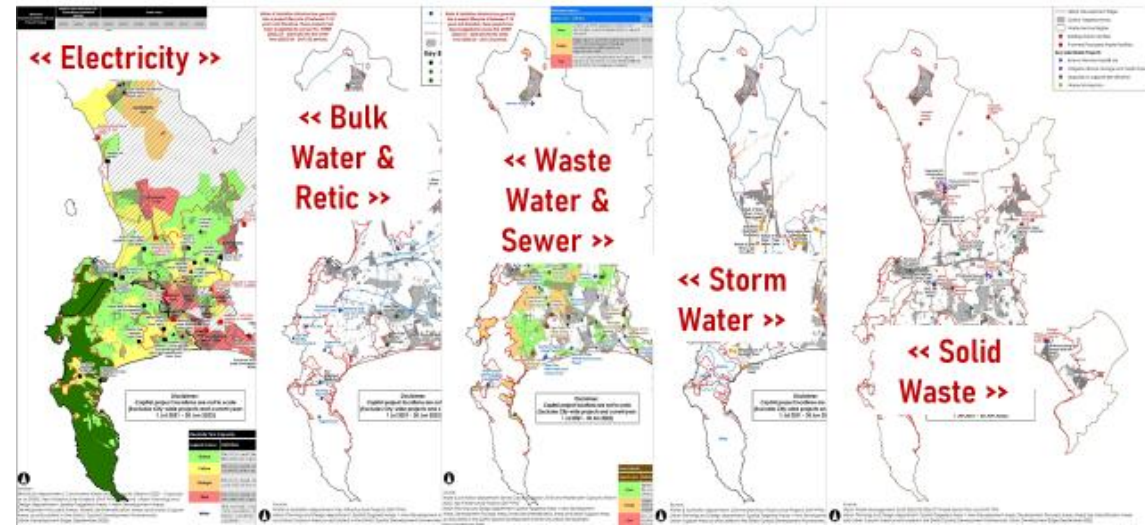


Diagram 14: Infrastructure capacity per utility service (source: MTIF)



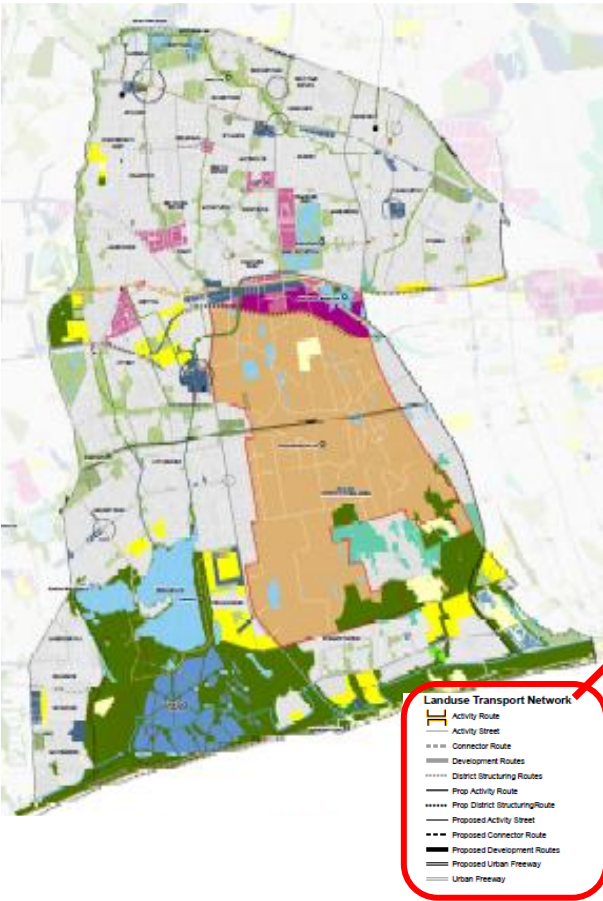
Guidance for transport

Challenges and Responses

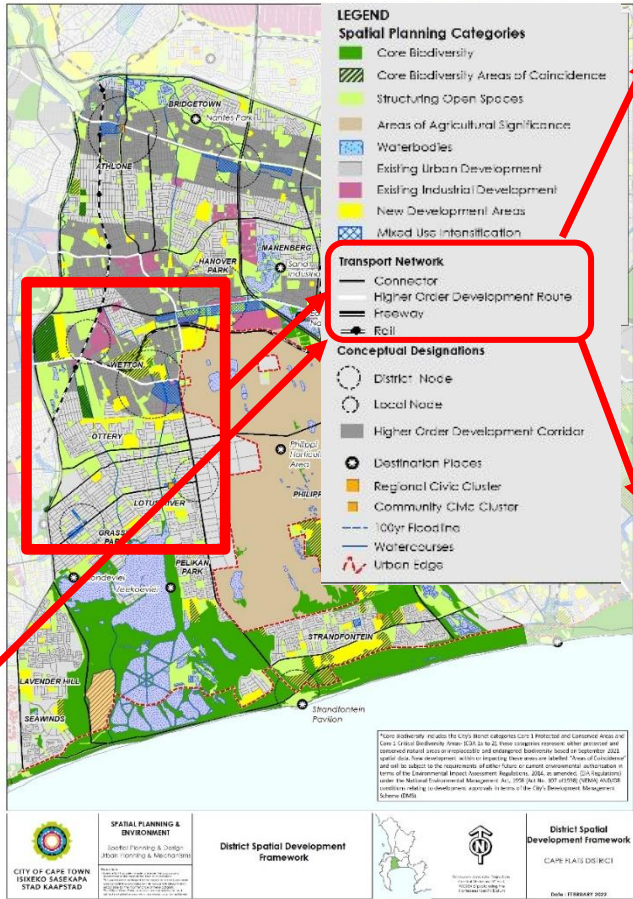
1. Conflicting designations Draft Cape Flats DSDF (2012)

- Simplified designations
- Improved guidelines

SPC: Transport		
Route Category	Designation	District Elements (Southern District)
Freeways & Expressways		Freeways: N2 Expressways: M3 / M5
Rail		Passenger: Southern / CFs Station: Freight:
Development Routes		Higher Order: Main Rd / Imom Haroon / Kijfontein Lower Order: Welfton Rd / Retreat Rd / Military Rd
Connector Routes		Higher Order (Ind. / Scenic Drives): Belvedere-Rosemead / Newlands Ave – Rhodes Dr / Spaanschemat / Kometjie Rd / Lower Order: local neighbourhood Rds
NMT		Higher Order: city significance (promenades) Lower Order: bike / walkways
Harbours, Airports etc.		Harbours: Hout Bay etc Airports: Break-of-Bulk:
Development Corridors		



Draft Cape Flats DSDF (2022)



Development Routes	Cape Town-Airport rail line	
(The term 'Development Route' refers to the actual road or street and directly abutting / adjacent urban properties)	Higher order (within identified DSDF corridor and with RT trunk routes) • Voorsmakers / Strand / Van Riebeeck Road • Delft Main Rd / Beitar Rd • Hugo / Schalk / Rd/Blaas River / Hill Road • Vasco Boulevard / Old Paarl Rd • Cornsgracht Road	1. Support the functioning of these routes as 'spine' of their respective development corridors through encouraging high development intensification and densification and high-frequency high-volume public transport. 2. In general, highest intensification of land uses should occur directly adjacent to or in closest proximity to the routes (e.g. first block). This must, however, consider the nature of access roads, additional traffic impacts, and parking requirements, and be subject to other policy guidelines where relevant. 3. Areas between urban nodes, civic clusters, development corridors or (the extent of) existing commercial areas should generally be restricted to residential development only. 4. Ensure on-going alignment between relevant departments in ensuring the appropriate location of major public transport stations/stops along these development routes, and the consistency of design guidelines for incorporation into road reserve development and adjacent property development proposals. 5. Any future redevelopment of these roads, associated pavement areas, and land uses fronting these, should take place with the planned RT, other public transport, and NMT infrastructure improvements in mind, and especially of BRT and taxi stations and stops. 6. Civic upgrades, landscaping and NMT provision should be a key consideration and be made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high quality attraction areas of strategic locations (e.g. around PIs, at public squares, encouraging private re-development to create semi-public parts of their sites for outdoor/coffee shops etc.). 7. In general, development should front onto these roads, and active street interfaces should be encouraged and large extents of blank wall avoided by encouraging visually permeable property boundaries, pedestrian-friendly/focused active streets. 8. Where open spaces intersect with these roads, the former should be retained and enhanced in order to develop the 'green' network, and provide open space relief in intensively developed areas. 9. Mitigation of the impact of the road's mobility function (including design efforts to slow traffic) may be appropriate at high intensity, mixed use nodal areas where frequent pedestrian movement across the street is necessary. Therefore, provide / allow for road access in urban nodal areas according to development needs rather than road classification requirements. Routes through residential areas between these nodes should generally be mobility orientated, with appropriate street and pavement design and landscaping, and adherence to the boundary wall and fences policy, etc. to ensure NMT safety and security. 10. Ensure the enhancement and protection of scenic qualities and heritage resources along these routes where necessary, especially where these have been recognised and protected through policy and legislation. 11. Reinforce the functioning of these roads as public transport routes through encouraging future higher order facilities along high order routes, and local community service provision along lower order routes.

Connector routes		
• Giel Basoon (north of N1) / Jan Van Riebeeck / SP Avenue / Stellenbosch / Arden / Mile / Penzance Road • Potholof Road • Robert Sabulwe Road • La Sella Road • Avonwood / from de Van Zyl Drive • Piers / Cornsgracht Drive • Vahalla Avenue • Symphony Way • De La Rey Road • The Future Obavange Bypass Route • Bottery Road • Polak Road • Amandel • Sardinia Road • Langewacht / Zevandacht / Link Road	1. These routes should continue to perform primarily a mobility function. Direct access onto these routes from abutting properties should not be encouraged. Instead, limited access, with a focus on high access nodal points, should be permitted, and where necessary service roads should be developed. 2. Where appropriate, intensification of development should be promoted to support the haul public transport, but this should be concentrated at identified nodal points. Furthermore, these should be limited between and especially in areas not close to development corridor main roads. The priorities of land use intensification along these routes must consider the nature of access roads, additional traffic impacts, and parking requirements. 3. The mix of predominantly residential function and character but interspersed with small mixed use areas, as well as a mix of mobility and activity functions should remain and generally be contained in their current forms. 4. Mitigation of the impact of the road's dominant mobility function (including design efforts to slow traffic) may be appropriate at high intensity nodal areas; the route between these nodes should remain primarily mobility orientated through residential areas, with appropriate landscaping and adherence to the boundary wall and fences policy. 5. The role of these routes as significant community service public transport routes should be reinforced through civic upgrades, landscaping and NMT provision should be made as and where appropriate to ensure quality streetscapes. 6. Development along connector routes which are also indicated as scenic routes, should take related guidelines into account (see scenic routes section below). 7. In support of the City's CTOD (Comprehensive Transport Orientated Development), the objective should be to consider non-residential development in identified business areas (nodes and civic clusters where appropriate), in peripheral under-served areas of the district further from primary urban opportunity areas (e.g. Delft / Kalkfontein) in order to reduce congestion (and improve bi-directional flow) on key connector routes. 8. Appropriate lower order roads linking neighbourhoods and opportunity areas (such as parks and commercial areas) should be identified for prioritised NMT treatment. 9. For development guidance along connector routes which are also approved scenic routes refer to related guidelines in the environment section 3.1.1.	

THANK YOU.

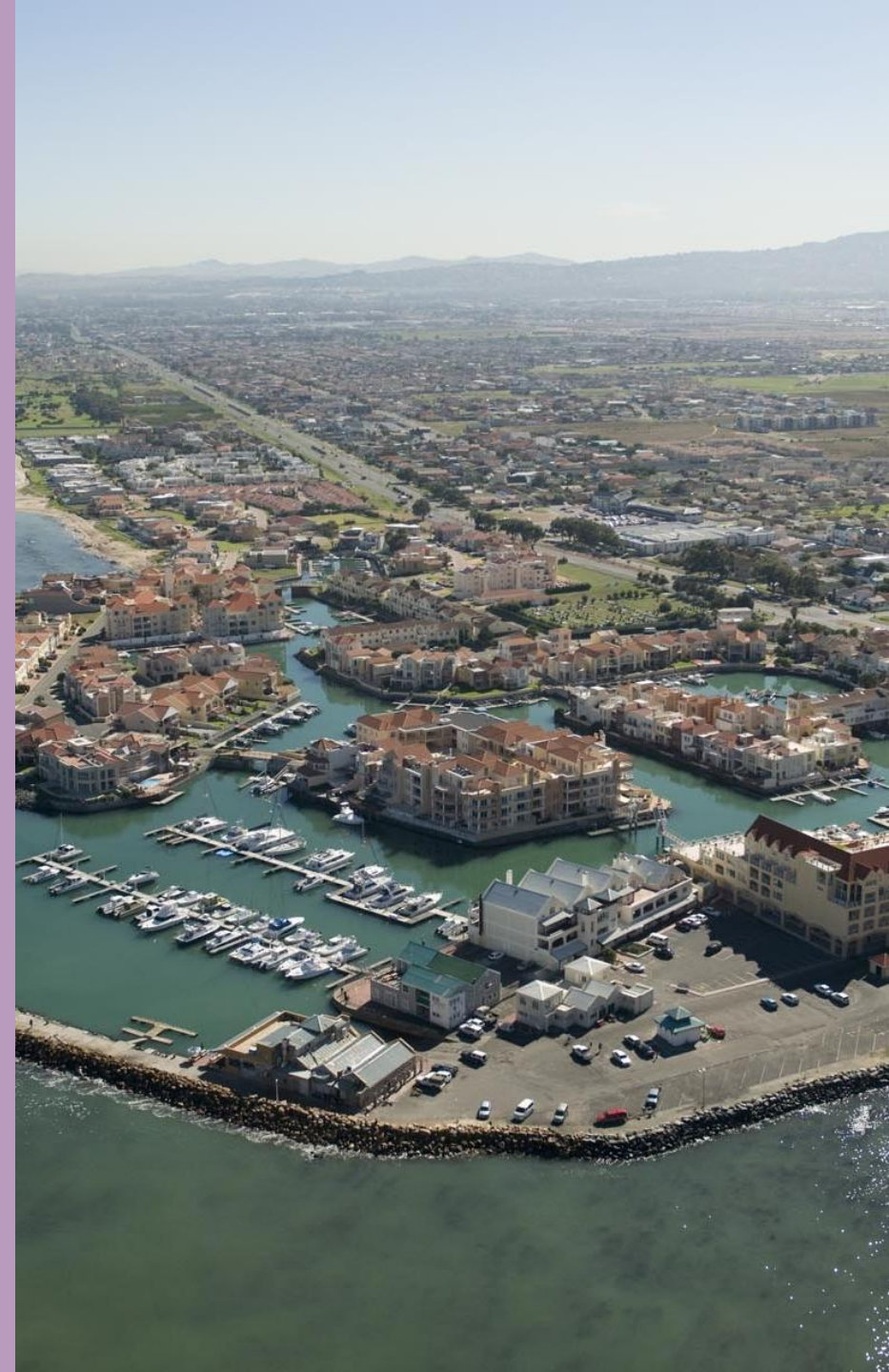


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Ice breaker



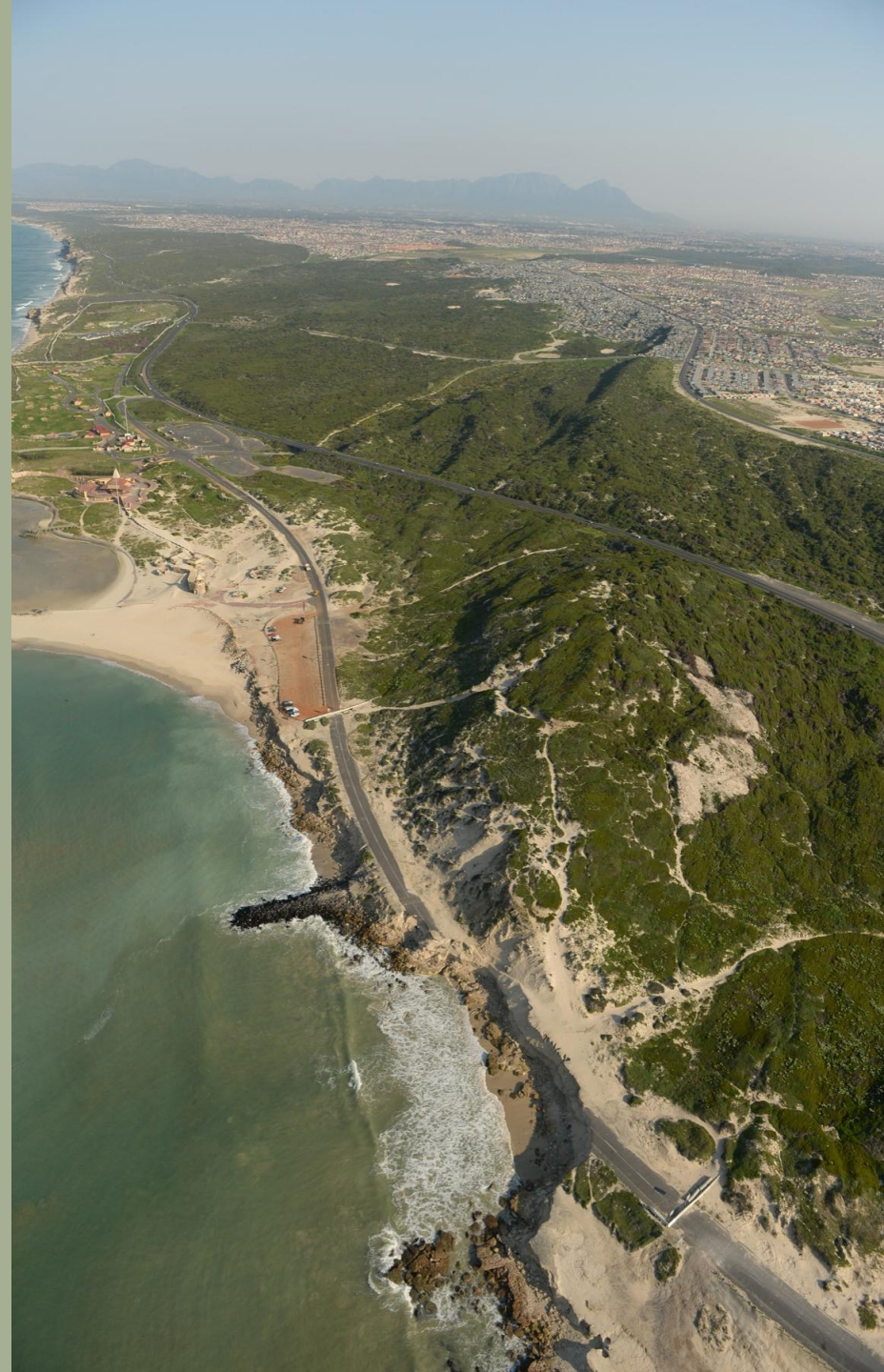
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Play: Part 2



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PRESENTATION 2 : **Natural Environment**

Margie Murcott



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Cape Town's Environmental & Heritage Context



01. Background – Biodiversity, Water, Heritage

- Biodiversity
- Water – Rivers, floodplains and wetlands
- Heritage
- Open space

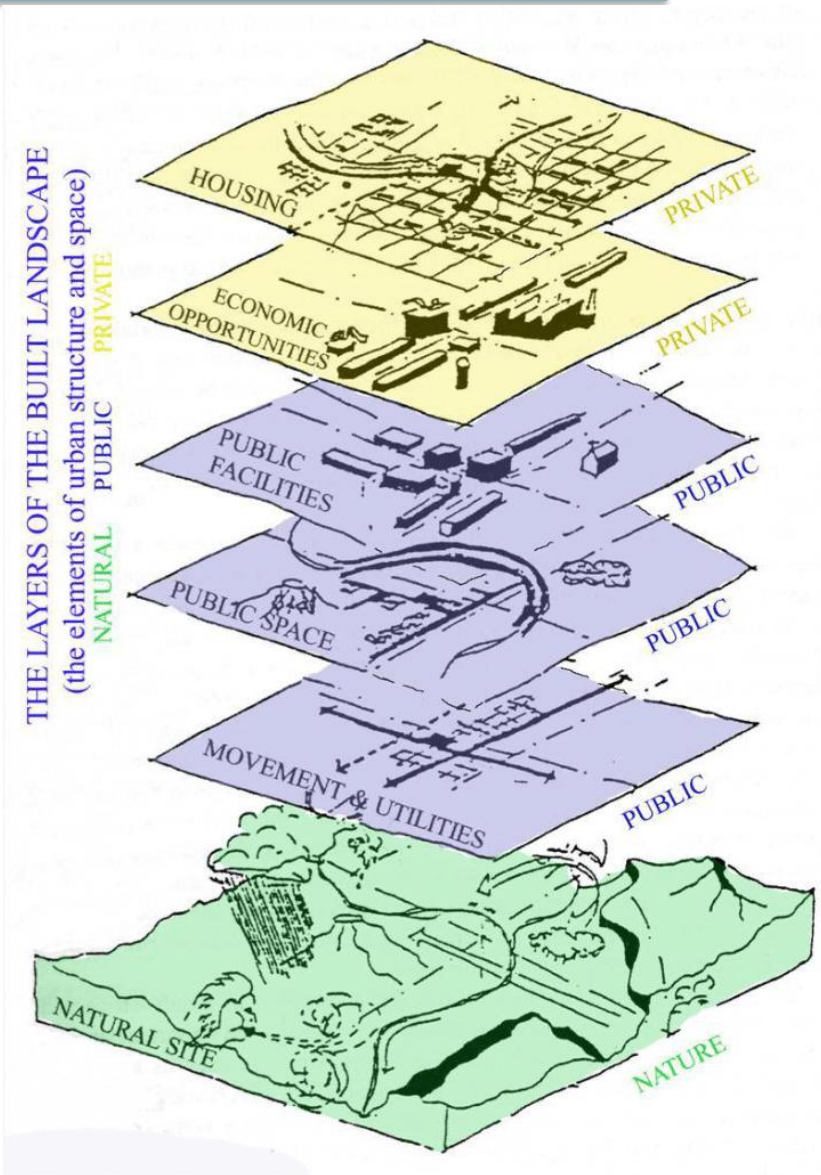
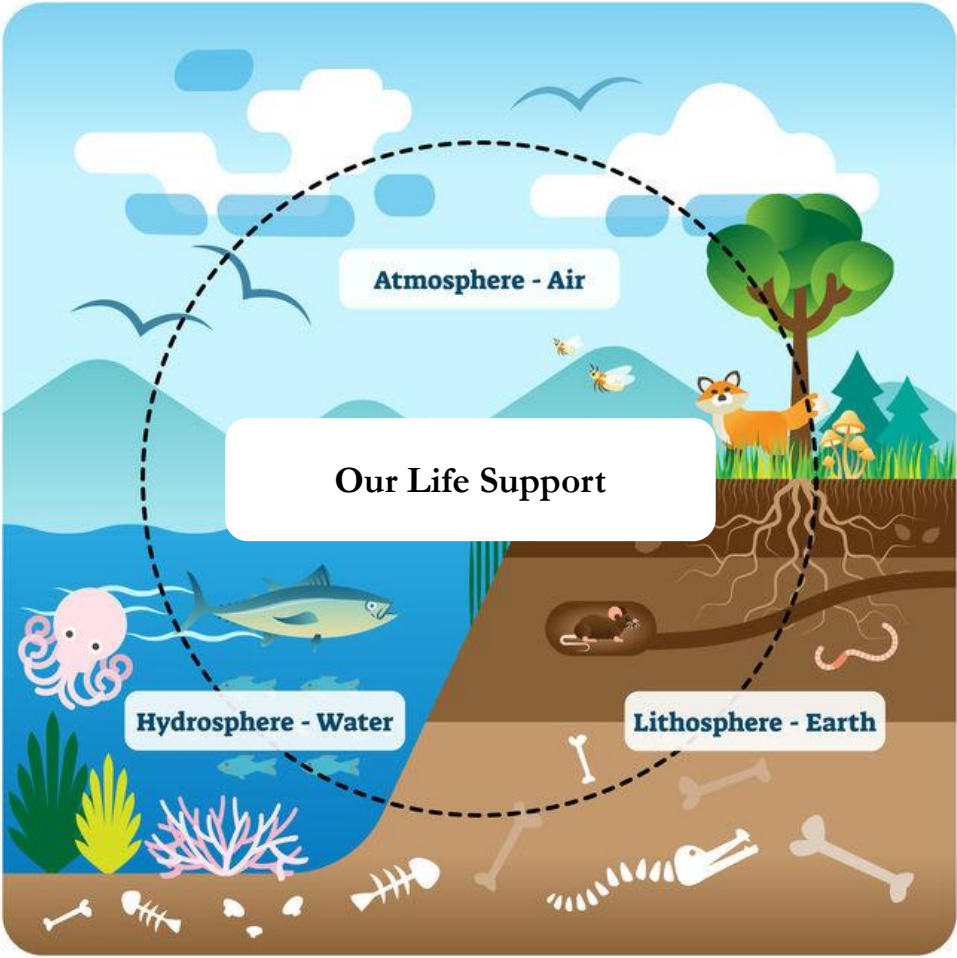
02. Challenges and Environmental solutions

- Flooding
- Droughts
- Fire

03. Environmental Governance

- Environmental access
- Environmental governance
- Integrated management

ALL URBAN ACTIVITIES ARE INSEPARABLE FROM NATURE



BIODIVERSITY – FAUNA & FLORA

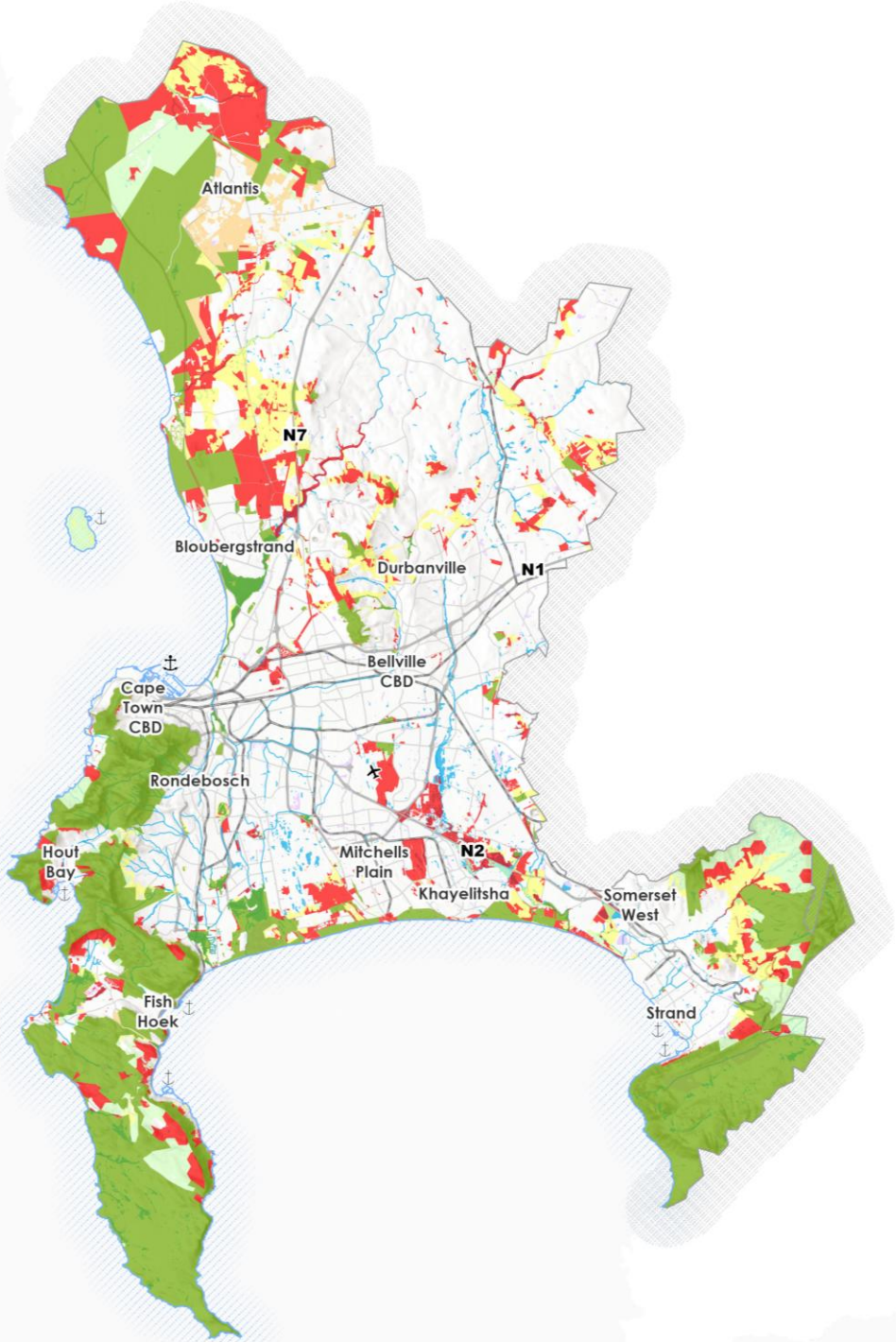
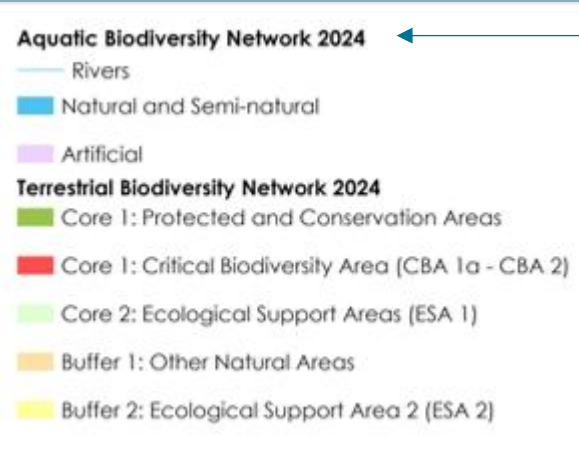
Cape Town's biodiversity:
“The most **biodiverse** city in the world”

Stockholm Resilience Centre

1 of 36 global biodiversity hotspots
20 vegetation types in Cape Town–11 Critically
Endangered and 7 Endangered
–7 endemic to Cape Town

Over 3 250 plant species
±15% of South Africa's plants in 0.2% of the
country's surface area

CAPE TOWN'S BIODIVERSITY SPATIAL PLAN (BIONET)



BIODIVERSITY - COASTLINE



Cape Town's coast:
“Cape Town **coastline** stretches for **307 km**”

City of Cape Town State of Environment Report, 2018

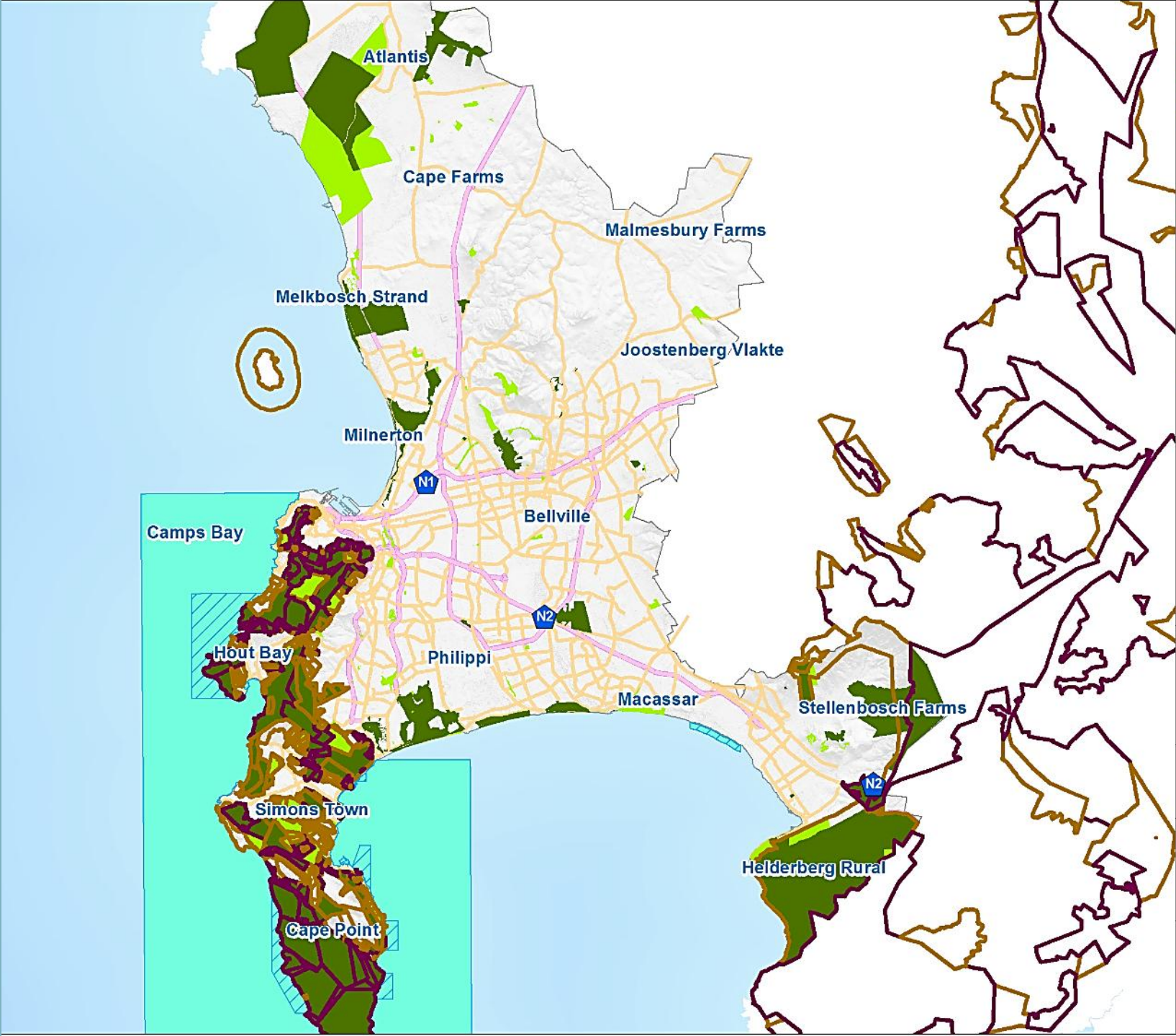


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CAPE TOWN'S BIODIVERSITY PROTECTED AREAS

(Terrestrial & Marine)

World Heritage Site
(For Context)



Legend

- Core
- Buffer
- Protected: In Perpetuity
- Conservation Area

Marine Protected Areas ZONE

- No-Take zone
- Not No-Take zone

Major Roads**PROW Classification Code**

- Freeway/Expressway
- Main Roads
- Main Suburbs
- Wetlands
- Dams

1:512 000

Transverse Mercator Projection, Central Meridian 19° East, WGS84 datum using the Hartbeesthoek94 datum

Please Note:

- Every effort has been made to ensure the accuracy of information in the map at the time of publication.
- The spatial data portrayed in this map is as current, accurate and complete as provided by the various line departments responsible for the maintenance of these datasets.
- The City of Cape Town accepts no responsibility for, and will not be liable for, any errors or omissions contained herein.

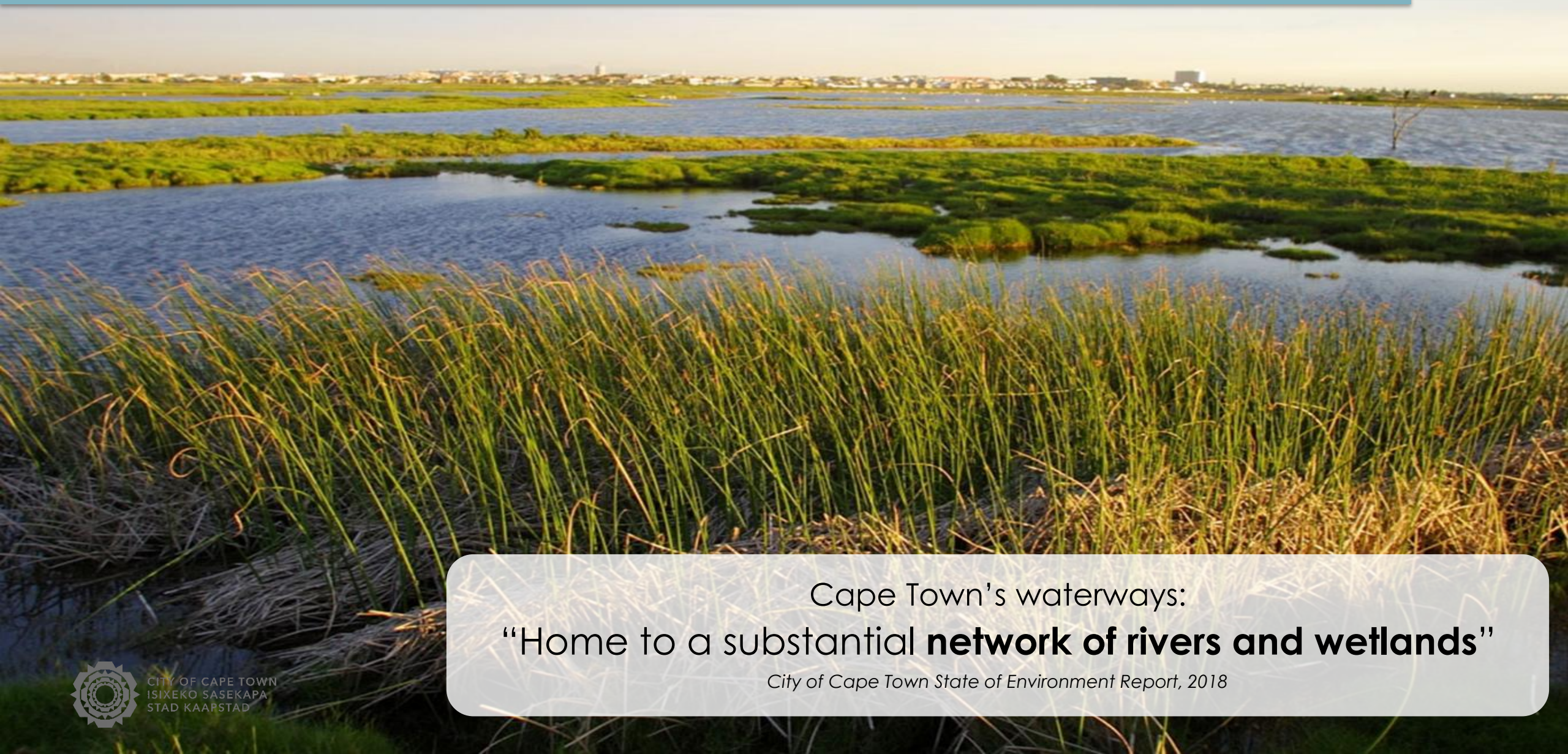
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Author:
Date: 15 July 2022

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Making progress possible. Together.

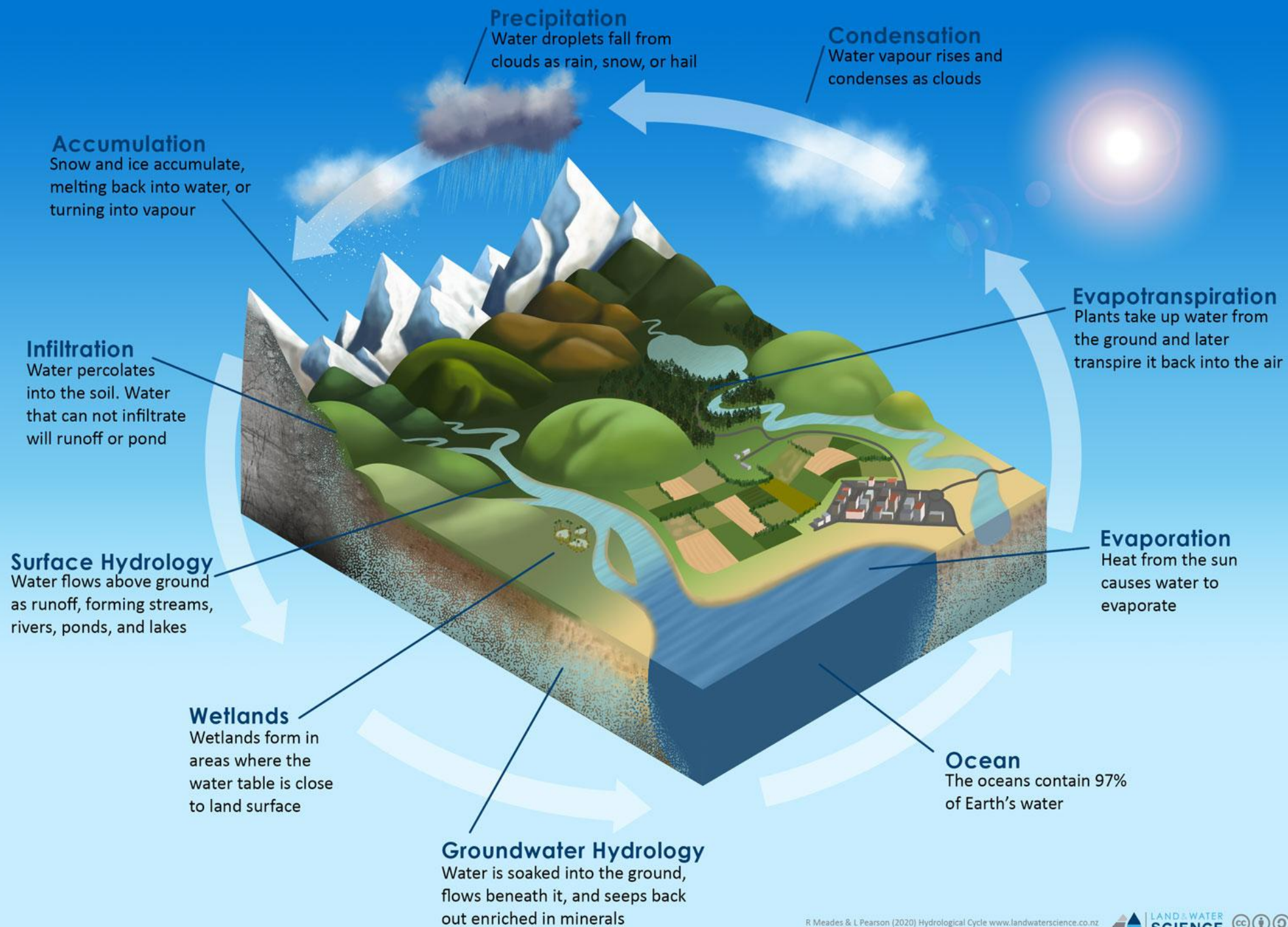
BIODIVERSITY – FAUNA & FLORA



Cape Town's waterways:
“Home to a substantial **network of rivers and wetlands**”

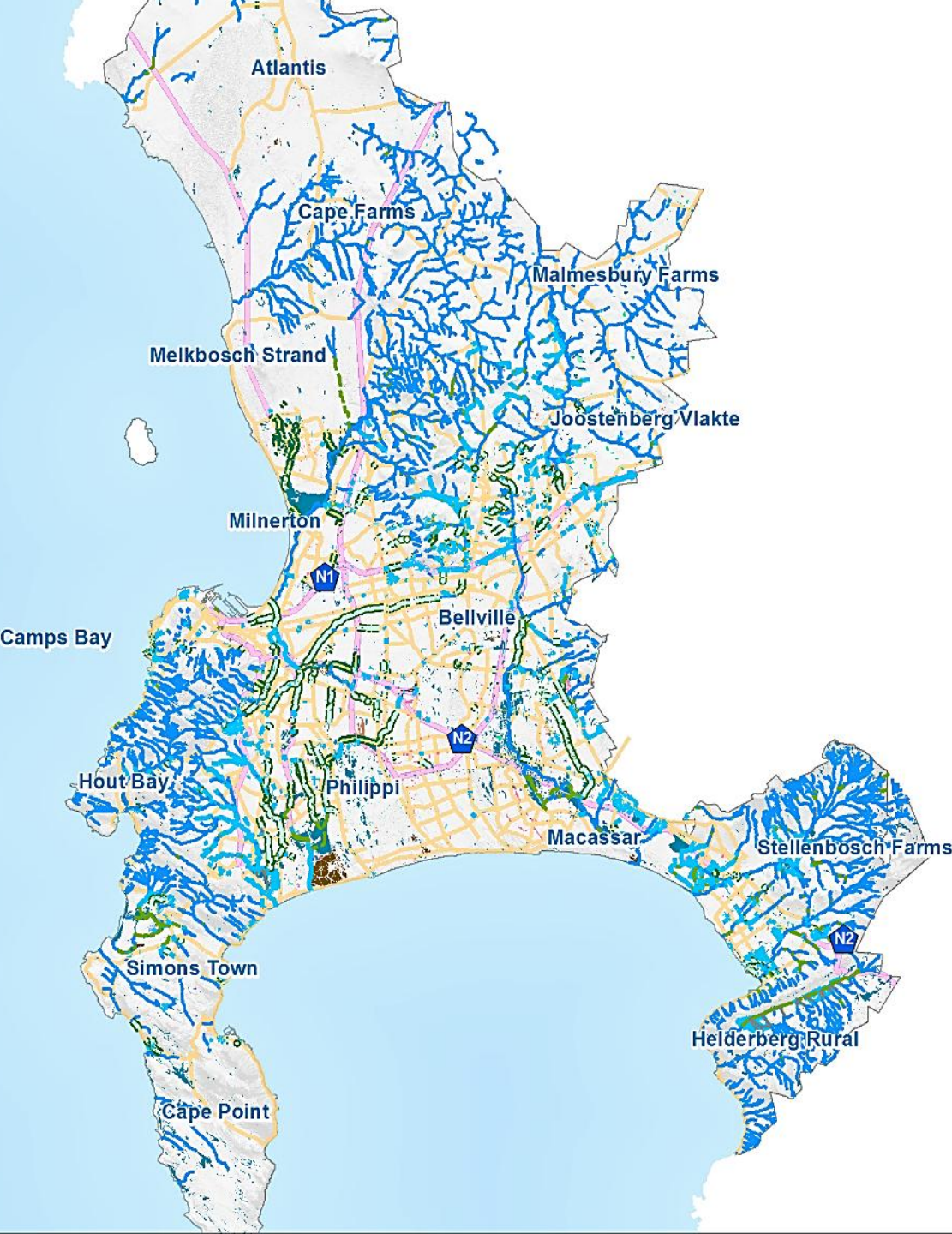
City of Cape Town State of Environment Report, 2018

AN INTER- CONNECTED SYSTEM



CAPE TOWN'S WATERWAYS

(Rivers & Wetlands (Incl. Estuaries))



- Legend**
- Canal Lined
 - Channel Open
 - Canal Composite
 - Natural River/Streams
 - Gap Connector/Flow Path
 - Stream Extension
- Wetlands**
- Type**
- Canal
 - Dam (in-channel)
 - Dam (off-channel)
 - Excavation
 - Natural and semi-natural
 - Open reservoir
 - Stormwater pond
 - WWTW pond
 - Unknown
- Major Roads**
- PROW Classification Code**
- Freeway/Expressway
 - Main Roads
 - Main Suburbs
 - Dams
 - Protected Areas


1:512 000
Transverse Mercator Projection, Central Meridian 18° East,
WGS84 Ellipsoid using the Hartbeespoort datum

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HERITAGE AND CULTURE

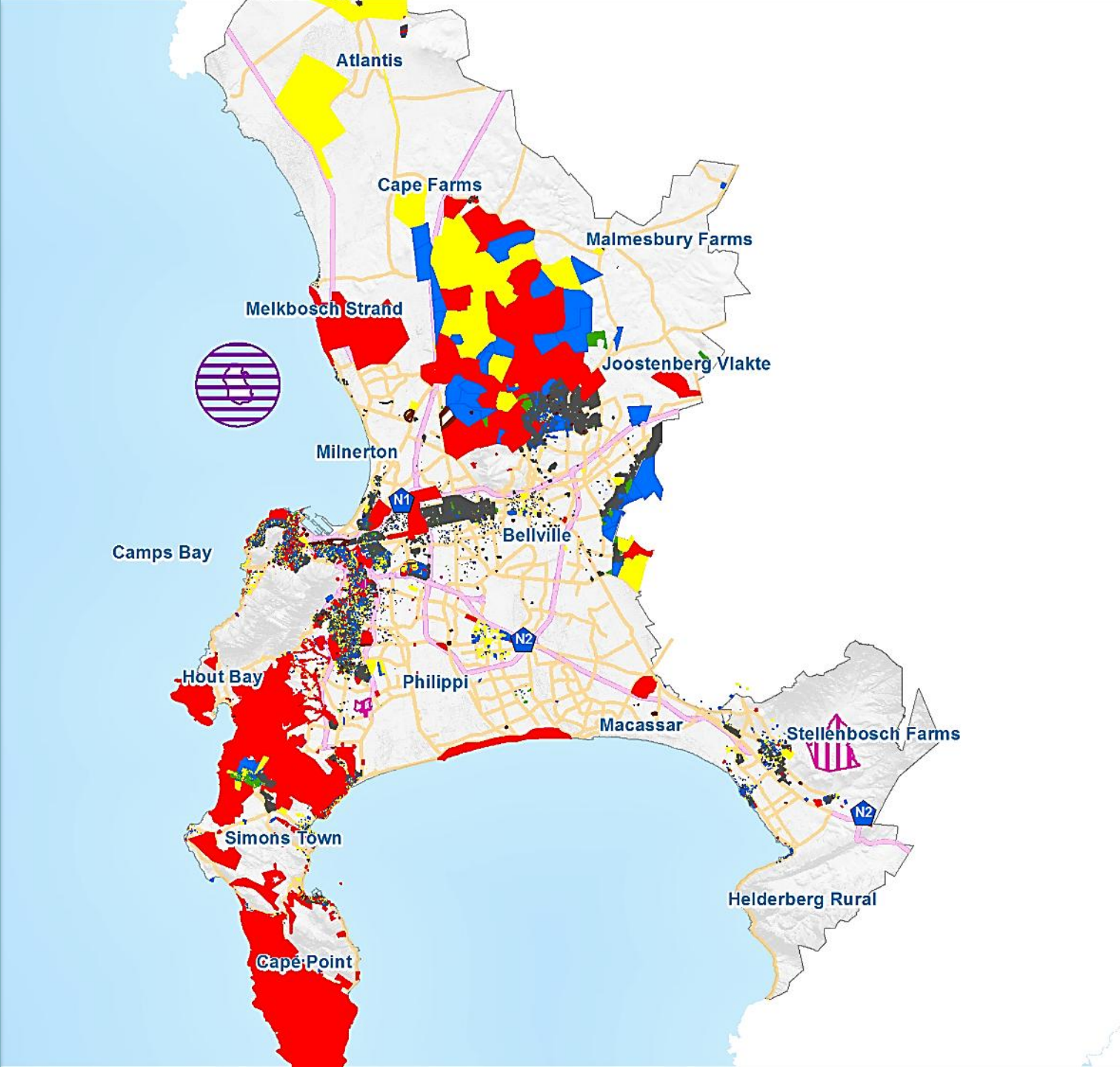


Cape Town's cultural heritage:
"The unique cultural and natural heritage of Cape Town
forms part of our **sense of identity and of place**"

City of Cape Town Cultural Heritage Strategy

CAPE TOWN'S HERITAGE

(Cultural &
Natural)



Legend

Current City Grading

Audit Grade

- Grade IIIA
- Grade IIIB
- Grade IIIC
- Potential Grade III
- Not Conservation-Worthy
- Requires Further Investigation
- Grade I
- Grade II
- Declared HPOZ Areas

Major Roads

PROW Classification Code

- Freeway/Expressway
- Main Roads
- Main Suburbs
- Wetlands
- Dams
- Protected Areas



1:512 000

Transverse Mercator Projection, Central Meridian 19° East,
WGS84 Ellipsoid using the Hartreebeek94 Datum

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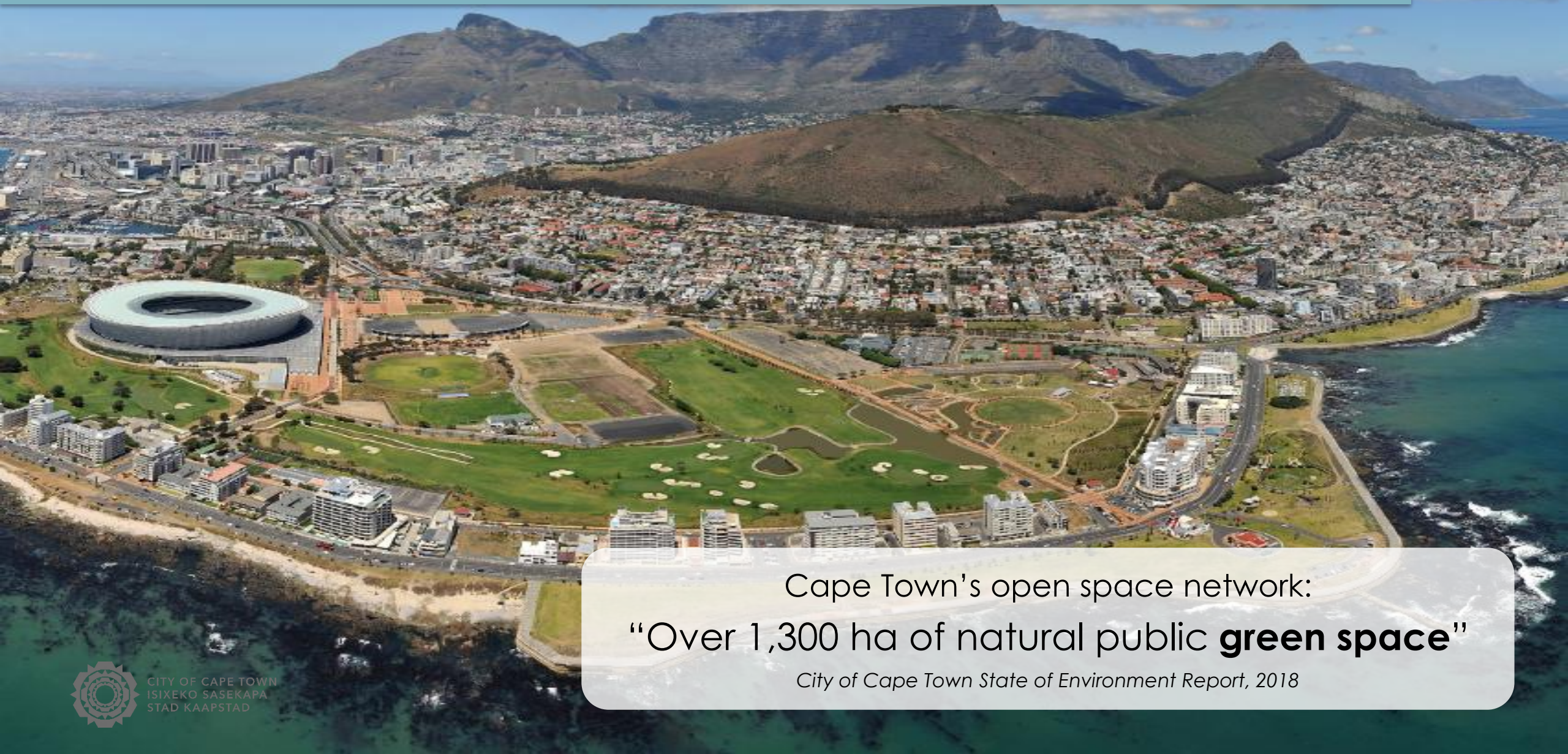
Author:
Date: 15 July 2022



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Making progress possible, together.

OPEN SPACE



Cape Town's open space network:
“Over 1,300 ha of natural public **green space**”

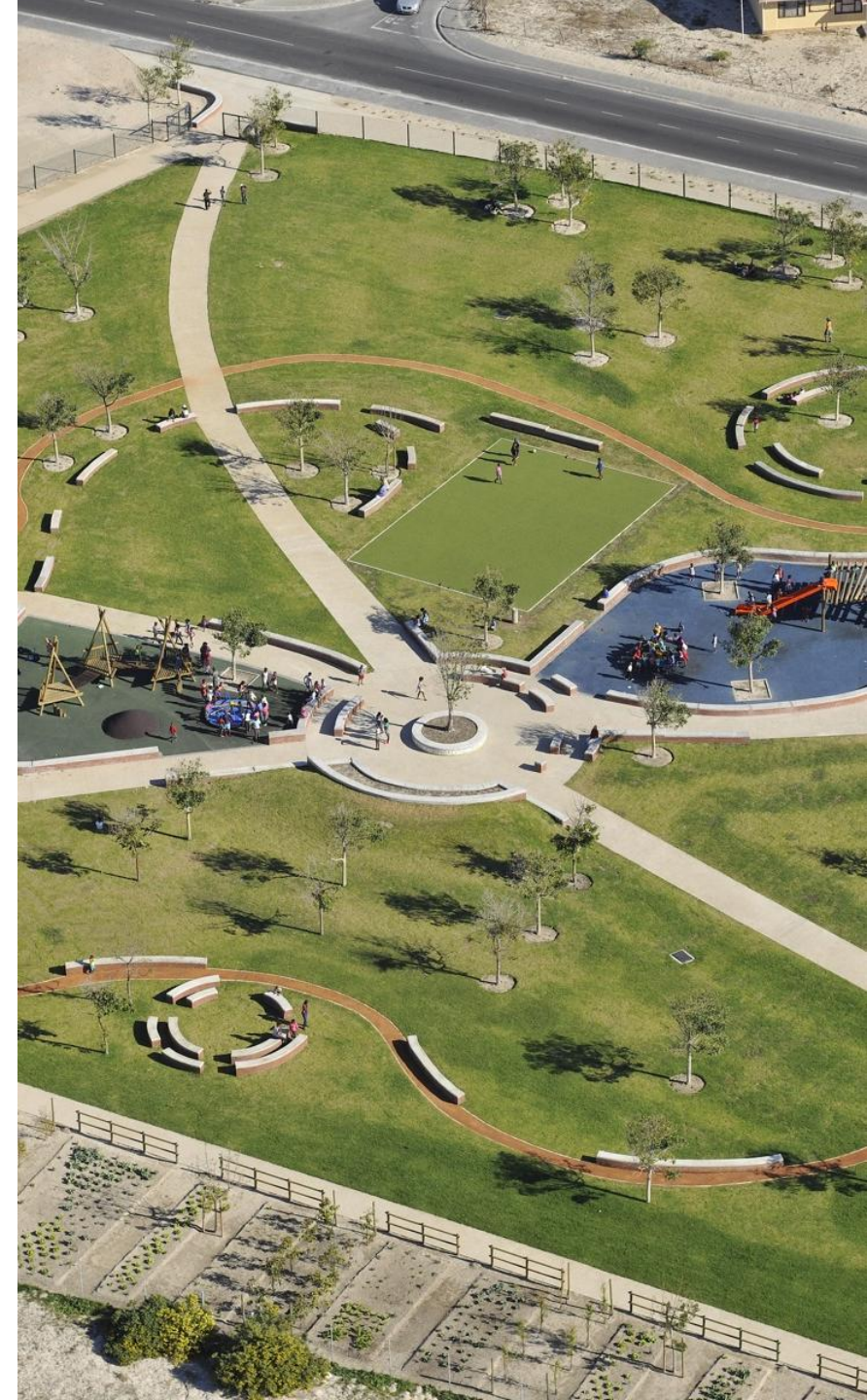
City of Cape Town State of Environment Report, 2018



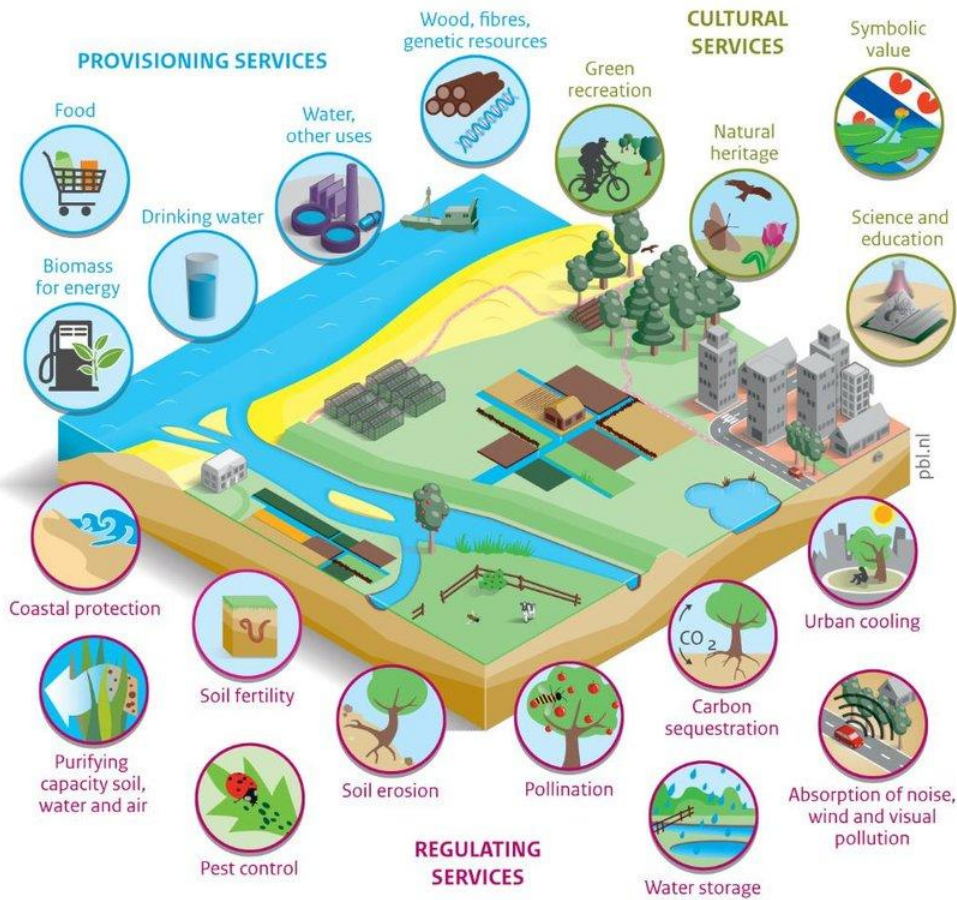
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02. Challenges and Environmental solutions

- **Flooding**
- **Droughts**
- **Fire**



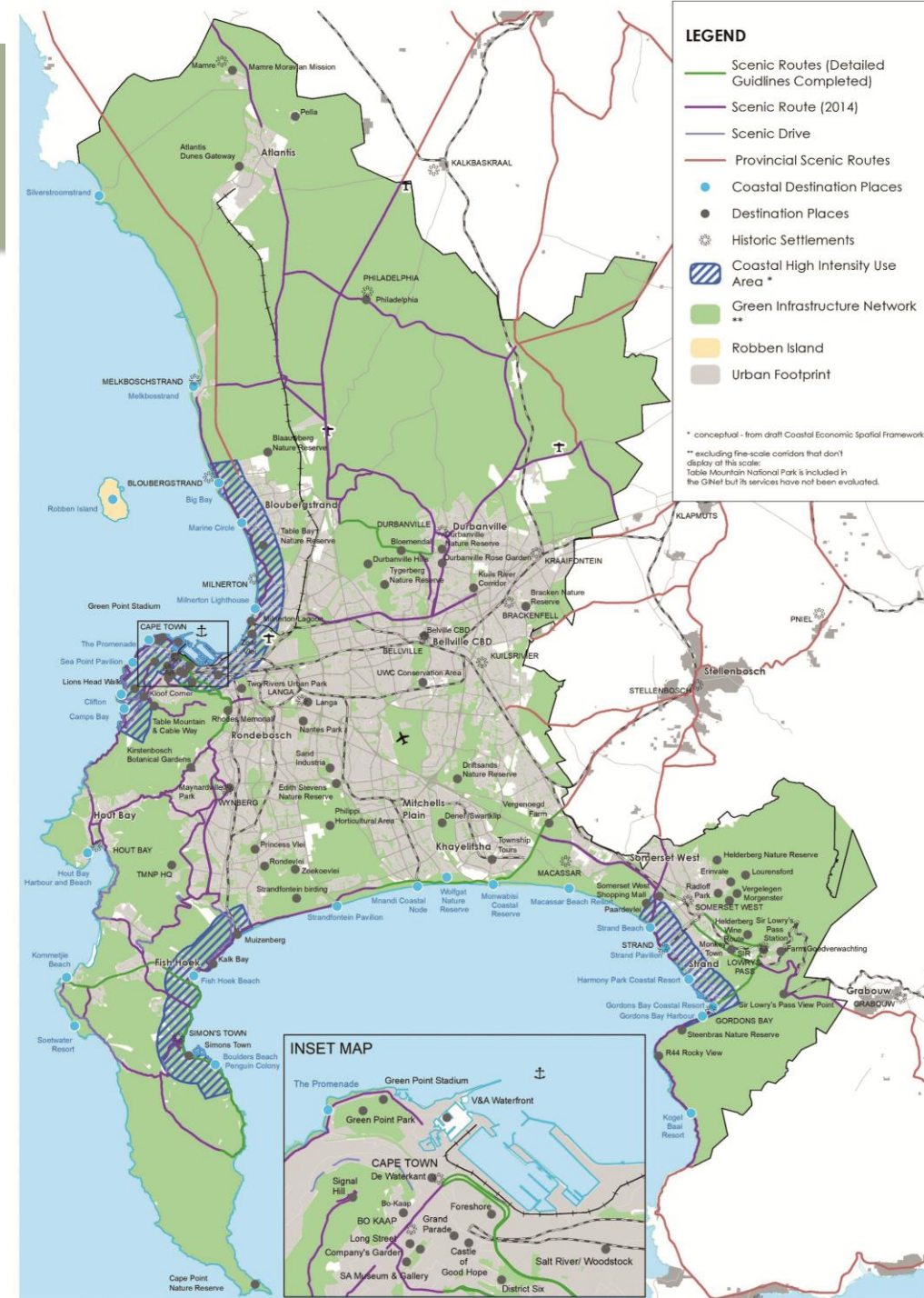
NATURE BASED SOLUTIONS TO URBAN PROBLEMS- WHAT OUR GREEN OPEN SPACES DO FOR US?



Source: PBL, WUR, CICES 2014



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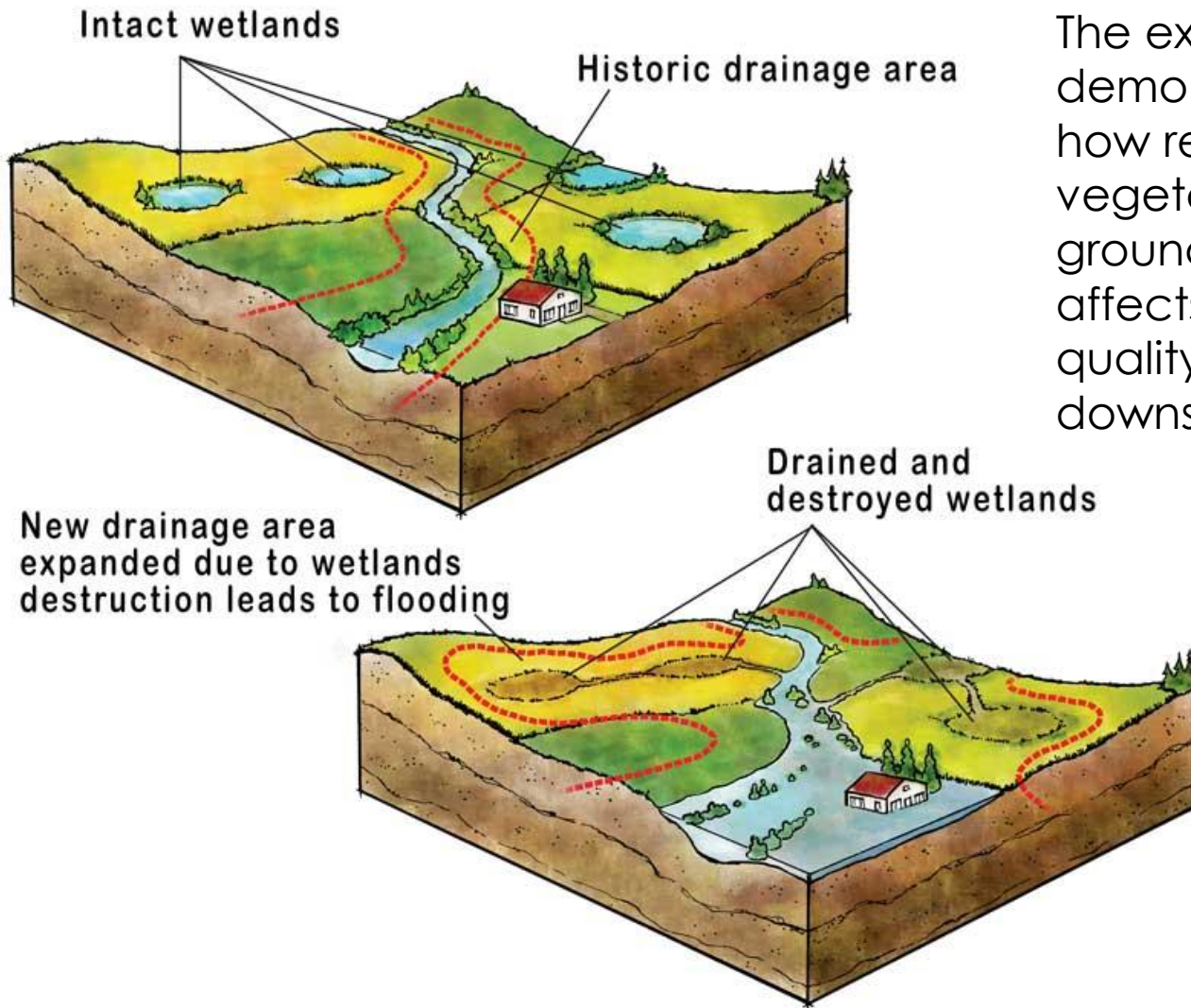


FLOODING

- Through much of urban history, water was treated as something to get away from built areas as quickly as possible.
- Failed to treat water as something to be reused and useful to the City's biodiversity.
- Failed to consider the relationship between plants and water.
- Over-relied on concrete, causing higher flows during storms, erosion, downstream flooding and pollution.



EXAMPLE: REDUCE FLOOD RISKS CONTROL EROSION



The experiment demonstrates how removing vegetation and groundcover affects water quality downstream.



EXAMPLE: PLANTING ON DUNES TO MANAGE SAND MOVEMENT

- Our coastal areas can change rapidly, with the effect of wind and wave.
- If not managed coastal infrastructure is at risk
- Planting dunes as seen in Fish Hoek can help reduce the movement of sand and make it easier to maintain coastal environments.



DROUGHT RESILIENCE

- Alien vegetation is thirsty!
- Replacing alien vegetation with indigenous species has freed up over 17 billion litres of water every year and creates jobs.



FIRE

- High fuel loads from invasive species make fires hotter and more damaging
- While fire is a natural part of fynbos life cycles, maintaining fire breaks, removing alien vegetation and restoring indigenous ecosystems can reduce the impact of fires.



03. Environmental Governance

- Environmental access
- Environmental governance
- Integrated management



ENVIRONMENTAL ACCESS

- Access to green space and natural environments has measurable health benefits for communities.
- Access to safe, managed and quality green open space is unequal across the City.
- The effects of air pollution and the risks of flooding are disproportionately felt by the poor.
- Poorly planned green spaces become dumping grounds and refuges for anti-social and criminal activity.
- While there are programmes to promote access to nature reserves- what local action is needed?



LEGISLATION AND POLICY IN CAPE TOWN

ENVIRONMENTAL GOVERNANCE:

- Section 24 of the Constitution of South Africa. Everyone has the **right**:
- **(a) to an environment that is not harmful to their health or well-being;**
- (b) to have the **environment protected**, for the benefit of present and future generations, through reasonable legislative and other measures that (i) **prevent pollution and ecological degradation**; (ii) promote conservation; and (iii) secure ecologically **sustainable development and use of natural resources** while promoting justifiable economic and social development.



INTEGRATED ENVIRONMENTAL MANAGEMENT

Constitution of Republic of South Africa

Local government

Municipal Finance
Management Act

Municipal Fiscal
Powers Act

Municipal Structures
Act

Municipal Systems Act

Environment

National Environmental
Management Act

NEM: Biodiversity Act

NEM: Integrated Coastal
Management Act

NEM: Protected Areas Act

NEM: Air Quality Act

NEM: Waste Act

Western Cape Biodiversity
Act (2021 – still to
commence)

Draft Climate Change Bill

Resources

National Water Act

Water Services Act

National Energy Act

Electricity Regulation
Act

Conservation of
Agricultural
Resources Act

Planning & building development

Spatial Planning &
Land Use
Management Act

National Building
Regulations &
Building Standards
Act

Disaster Management Act

ENVIRONMENTAL STRATEGY

Environmental Strategy

“To ensure that Cape Town’s natural and cultural heritage assets are optimised to provide a basis for sustainable economic growth and social development, while ensuring long term protection and management of these assets and their associated goods and services for future generations.”

IMPLEMENTING THE ENVIRONMENTAL STRATEGY



- A deeper understanding of the importance of biodiversity for survival



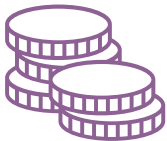
- We all have an environmental impact, **how do we ensure responsibility is shared?**



- Focus on **maintaining and upgrading basic service provision**, to avoid high risks to natural systems



- Environmental conservation is a **long-term consideration**



- **Heritage is an important local economic driver** if it is well-managed, marketed and conserved.



THANK YOU.



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PRESENTATION 3:

Accessibility & Mobility

Guillaume Nell



CITY OF CAPE TOWN
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TRANSPORTATION OBJECTIVES

Key overall objectives in relation to movement and development are:

- *Making a more 'walkable city'.*
- *Ensuring all roads, except freeways, are as much for people as they are for vehicles*
- *Reducing average household transport costs.*
- *Reducing the city's overall carbon footprint.*
- *Optimising development and movement opportunities.*



1. How long does it take you to get to work and back home everyday?
2. What mode of transport do you use? Private car, bus, taxi, train, cycle, walk?

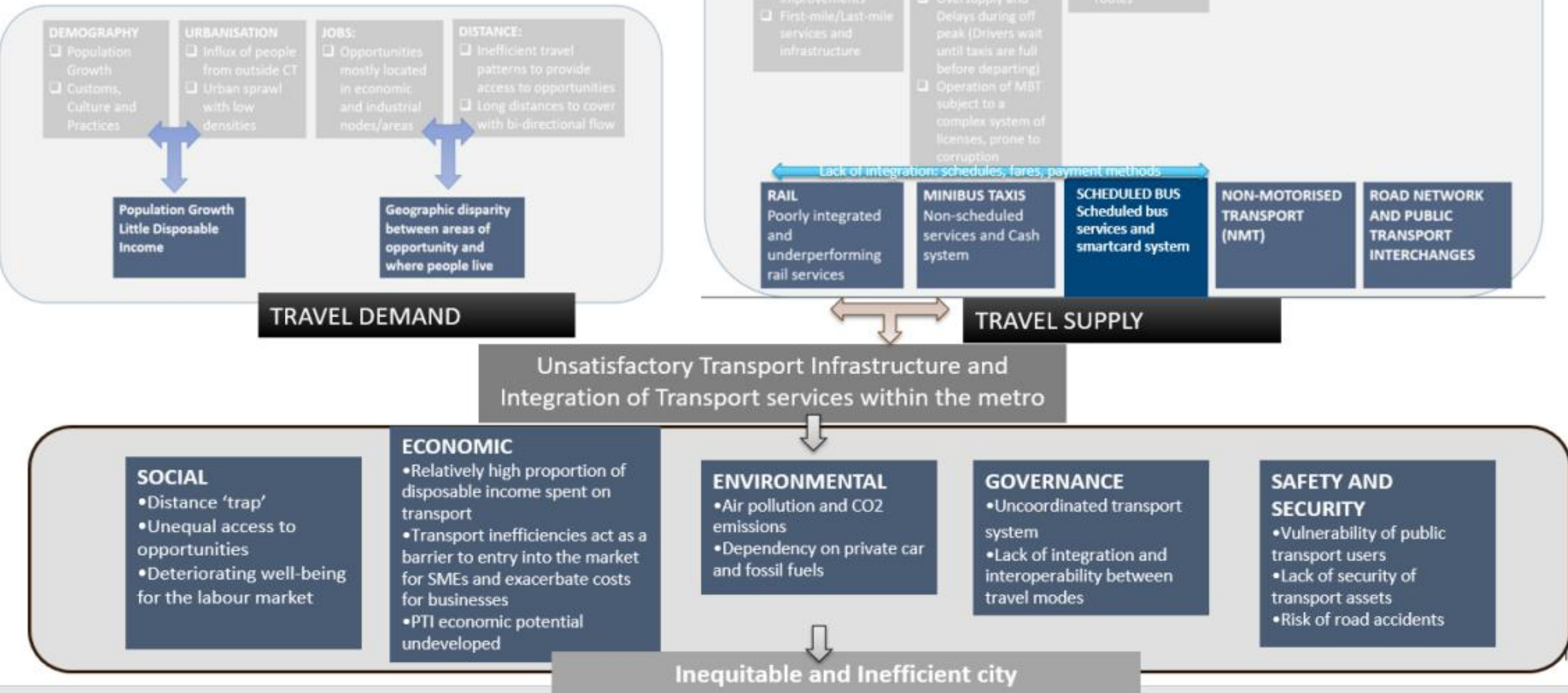
CHALLENGES EXPERIENCED

1. Inadequate and declining infrastructure
2. Inefficient Public transport
3. Safety and Reliability
4. Spatial Segregation and long commutes
5. Severe Traffic Congestion



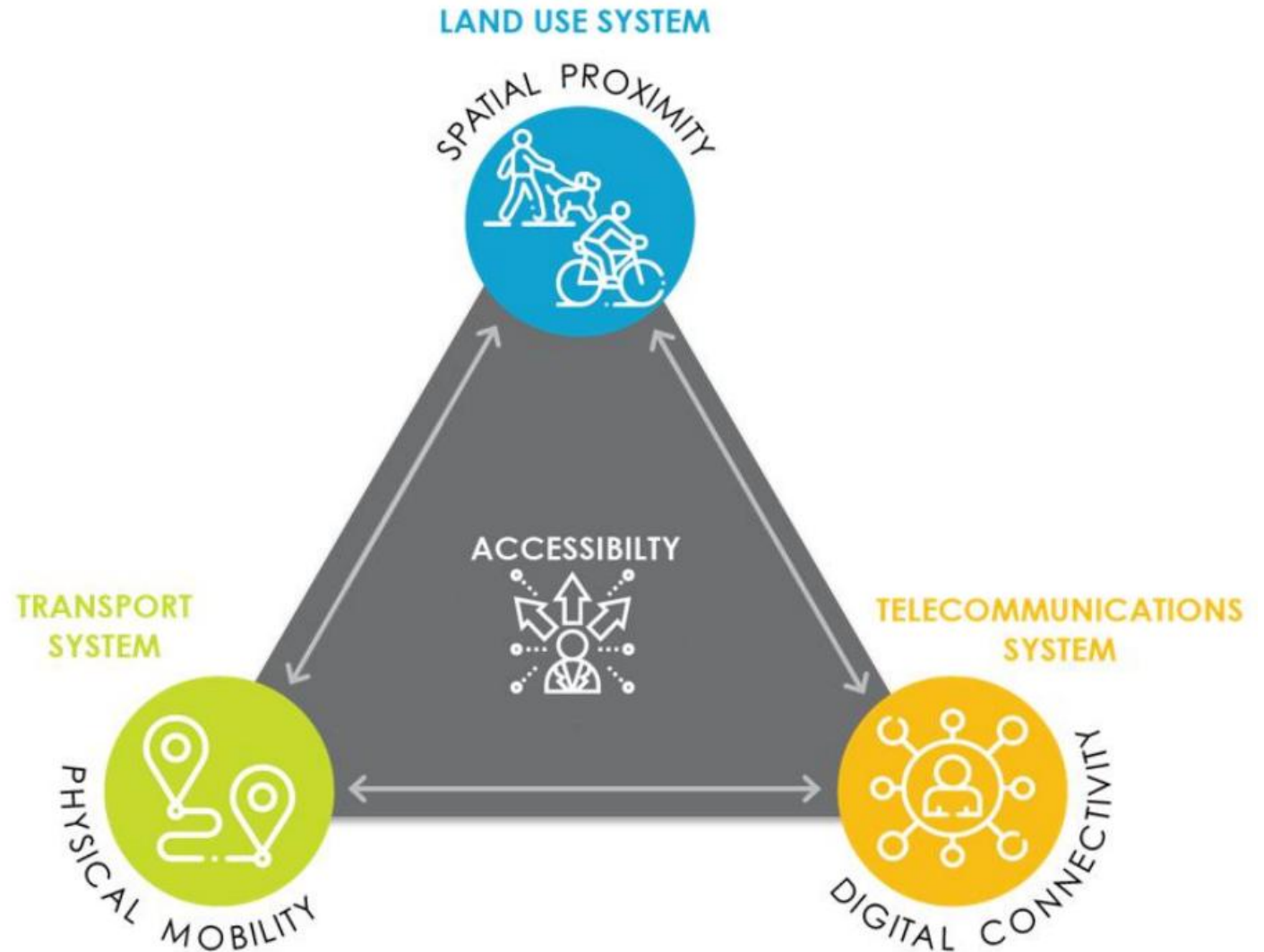
Problem Tree

This 'Problem Tree' diagram provides a summary of the major systemic challenges (social, economic, environmental, governance and safety and security) resulting from low investment in public transport infrastructure, as well as the challenges characterising the current transport system.

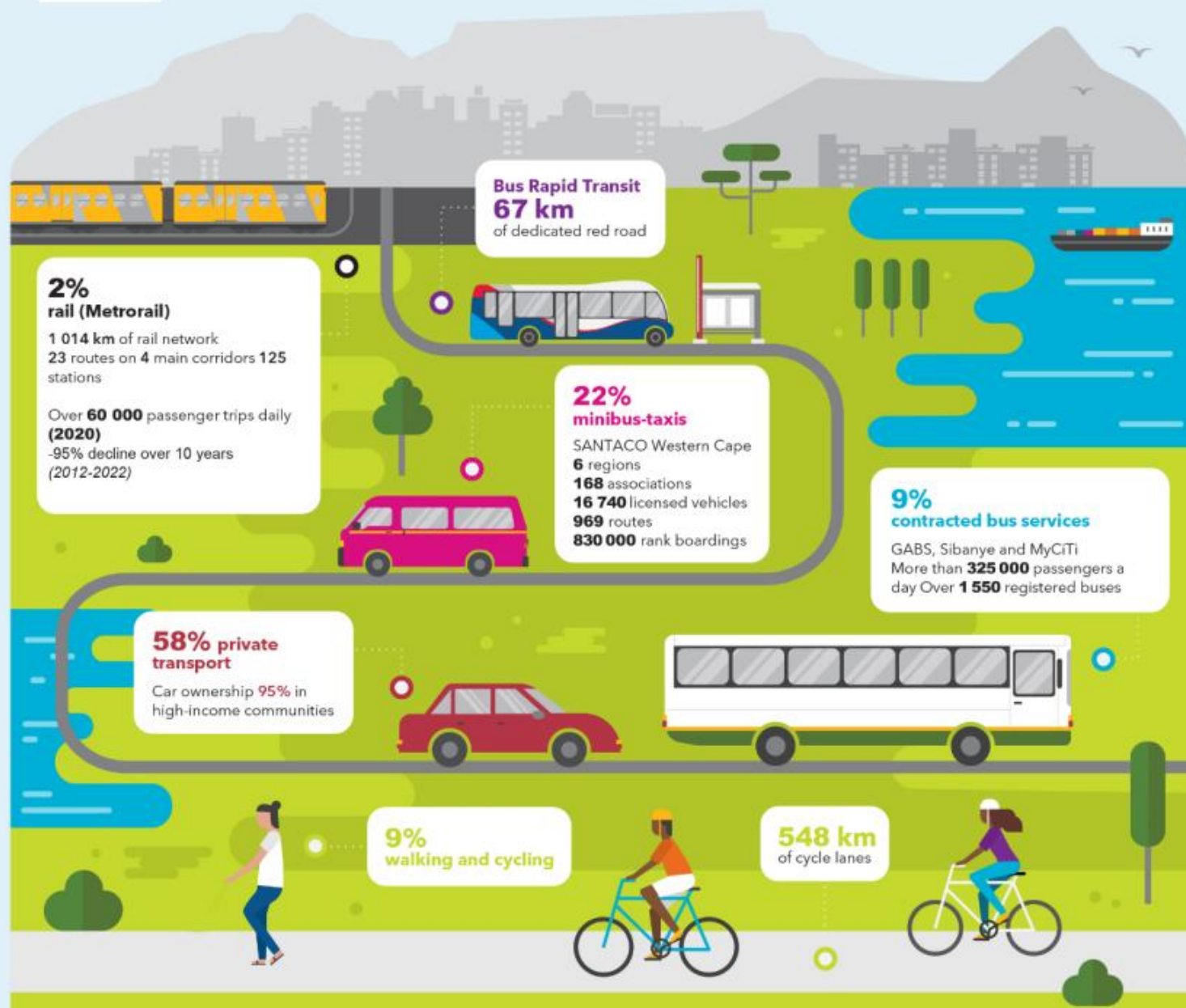


VISION

*“All people have
efficient access to a
range of opportunities
in a manner that is
sustainable and
provides dignity.”*



CAPE TOWN'S TRANSPORT PICTURE



Cape Town's road network

City roads	9 939 km
Provincial roads	895 km
National roads (SANRAL)	183 km
Private roads	638 km
Foot bridges	178
Road bridges	444
Rail bridges	11
Culverts	105
Stormwater conduits and canals	7 364 km
Signalised traffic intersections	1 500

33% of the trips in the morning peak are made using public transport

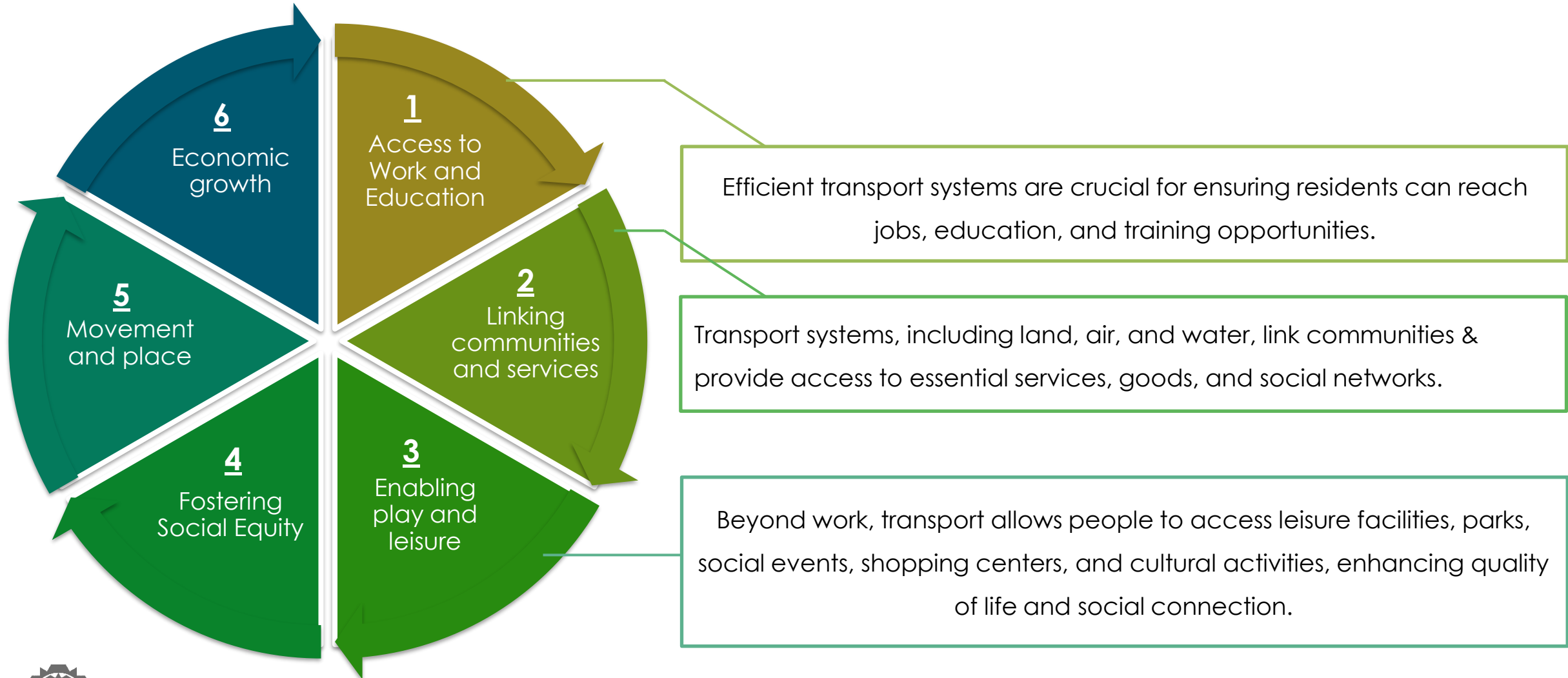
3 785 000 passengers every day

95% of public transport users are in the low to low-middle income brackets

Busiest public transport interchanges (PTI)

1. Cape Town Station Deck
210 000 commuters daily
2. Bellville
180 000 commuters daily
3. Khayelitsha Site C
70 000 commuters daily

ROLE AND IMPORTANCE OF MOVEMENT & ACCESSIBILITY

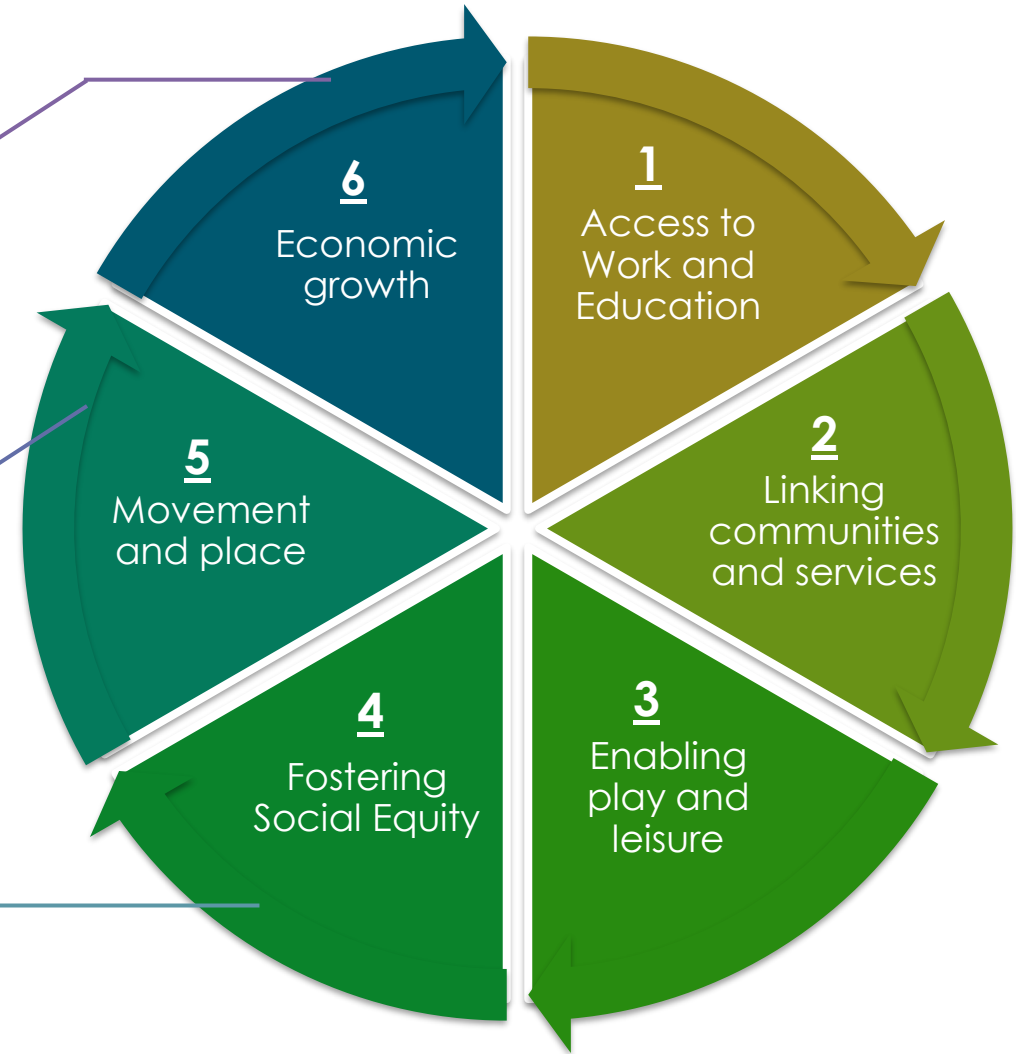


ROLE AND IMPORTANCE OF MOVEMENT & ACCESSIBILITY

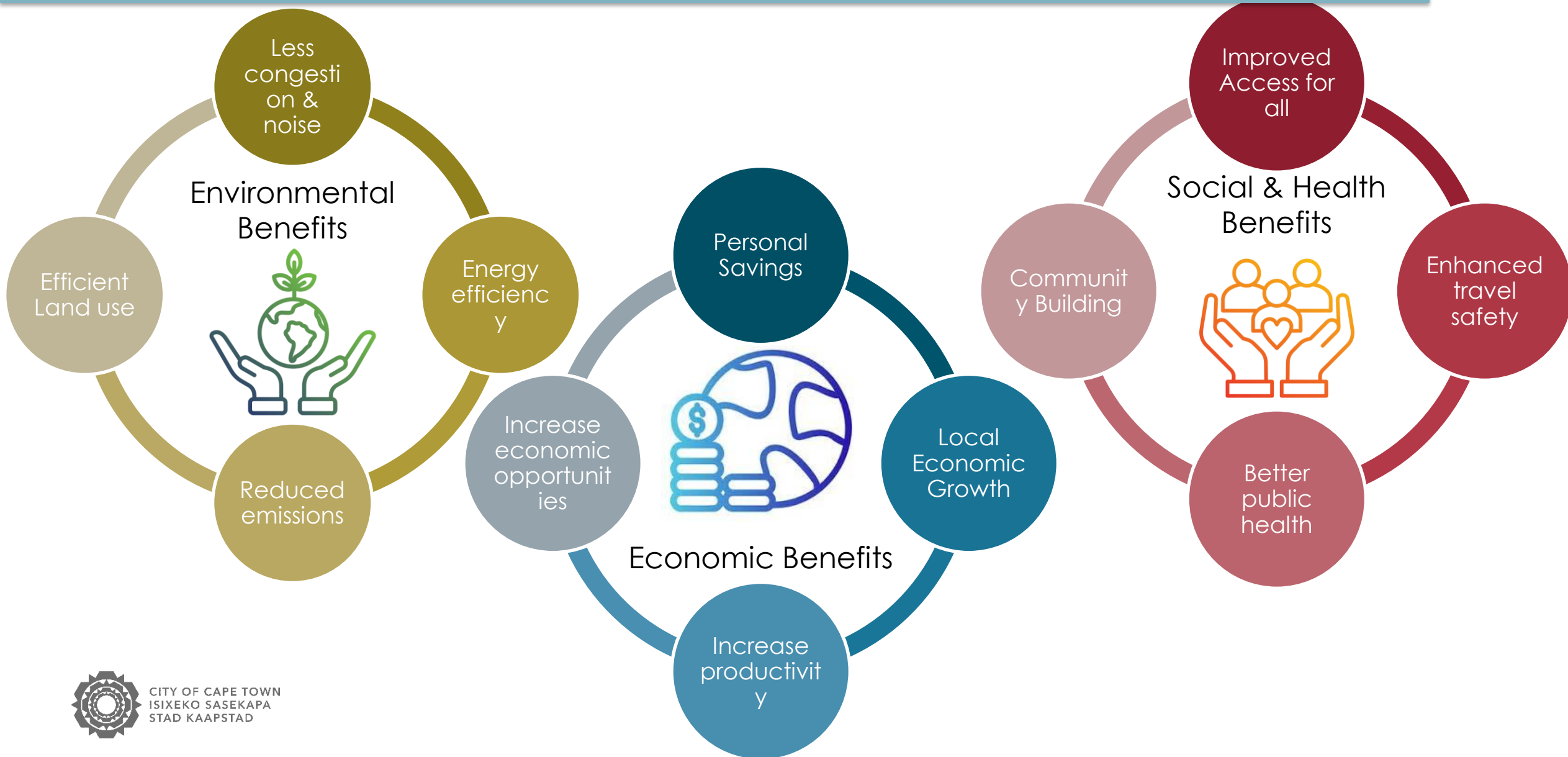
Transportation infrastructure enhances the productivity of space, capital, and labor, supporting economic development and growth.

The "Movement and Place" recognizes that roads and streets serve dual roles of facilitating movement and creating spaces for people to live, socialize, and interact.

Public transport is particularly important for social equity, enabling mobility for all people, breaking down social and cultural barriers.



BENEFITS OF INTEGRATED PUBLIC TRANSPORTATION & INCREASED ACCESSIBILITY



MOVEMENT IN SPATIAL PLANNING

Freeway/ Expressways

Connects different **areas** in the city.
Refers to the actual road. These roads have a **high volume, fast moving traffic**. There should be **no direct access** onto these roads.

l.e. N1, N2, M3, M5.



MOVEMENT IN SPATIAL PLANNING

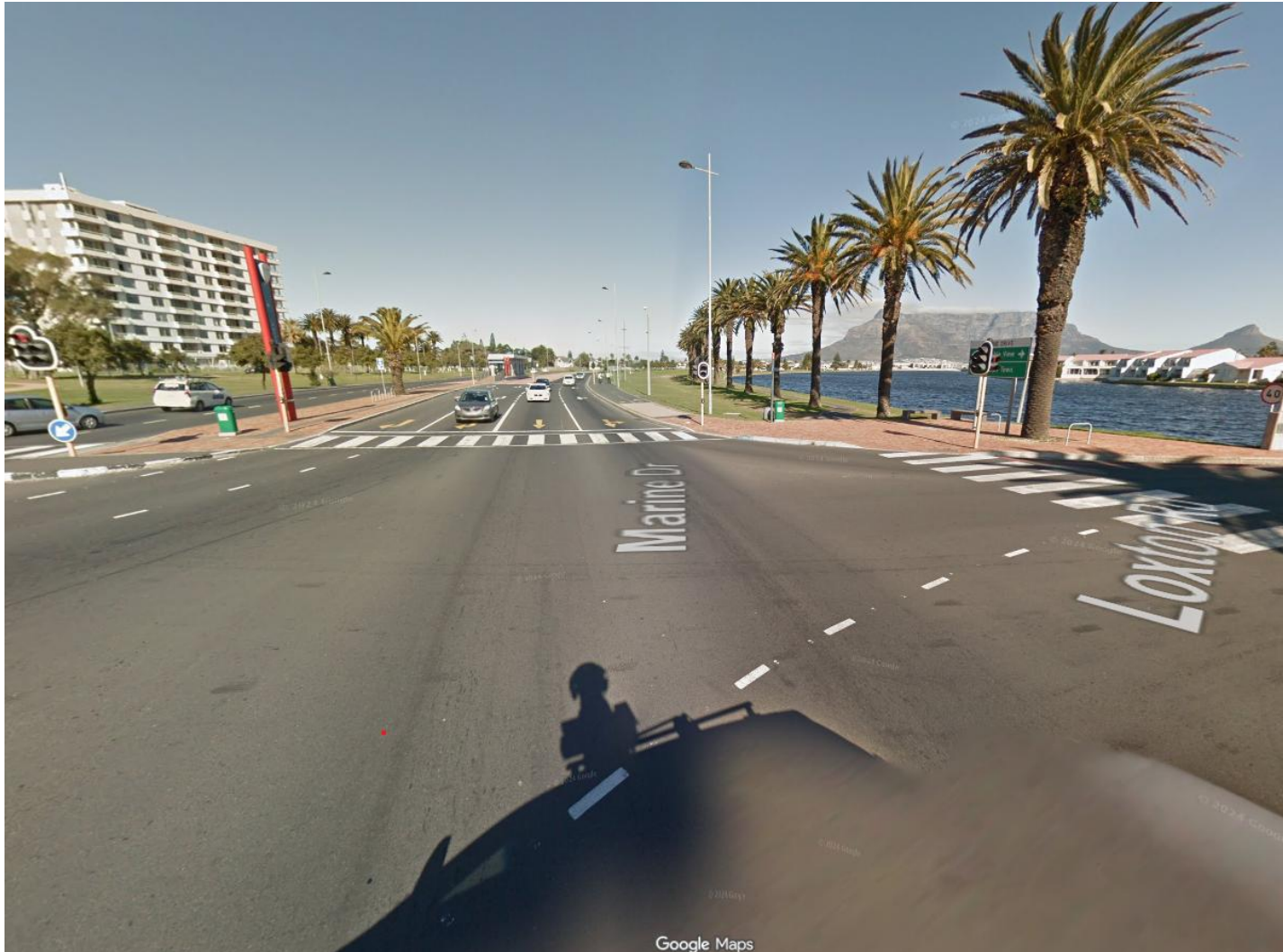
Development Route

A route that has **high urban development & potential with direct access** to uses along the route, includes bus stops, traffic lights, pedestrian crossings, etc.

I.e. Voortrekker Road



MOVEMENT IN SPATIAL PLANNING



Connector Route

Connects various suburbs within a town and **encourages people to move to access more opportunities** and include mixed use activities and includes different modes of transport.

I.e. R27

MOVEMENT IN SPATIAL PLANNING

Activity Streets

This street is generally a **vibrant mixed use street with many activities and land uses**, with access to public transport, sidewalks, lighting, parking, benches, etc.
I.e. Bree Street, Beach Road, etc.



MOVEMENT IN SPATIAL PLANNING

NMT Routes



These are routes to **focus on the movement of people** between places, through the use of **cycle lanes, sidewalks, pathways, promenades, pedestrian bridges**, etc.

I.e. Sea Point Promenade. I.e Bree Street, Saint Georges Street

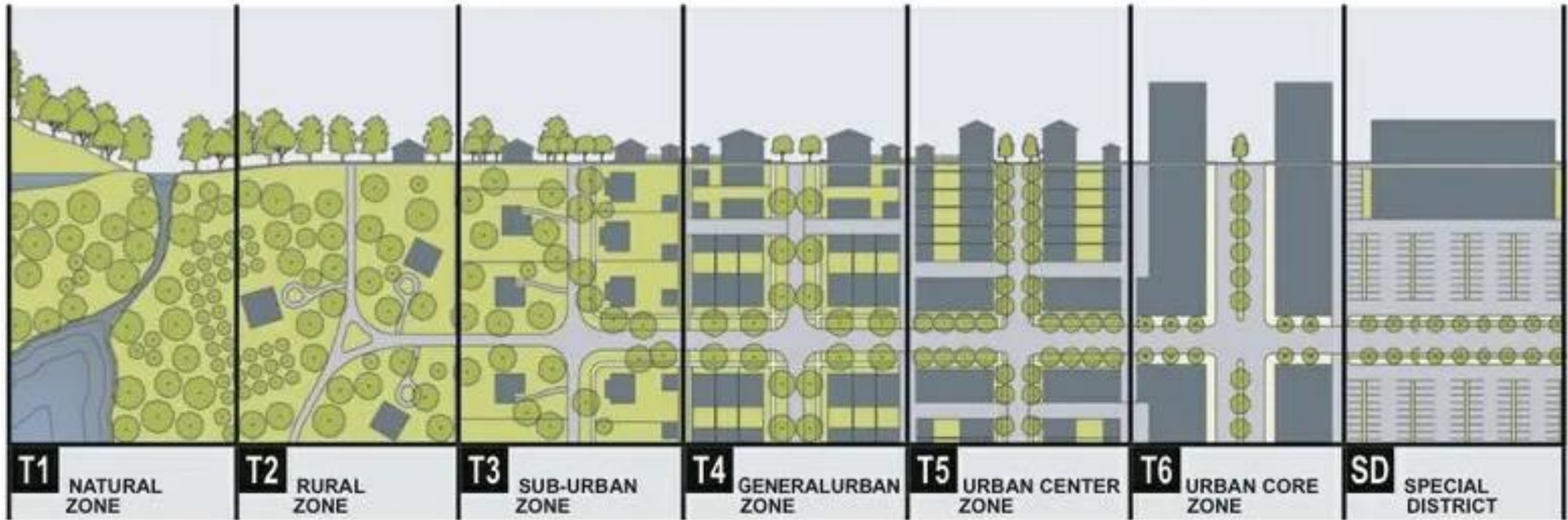
ACCESSIBILITY IN PLANNING



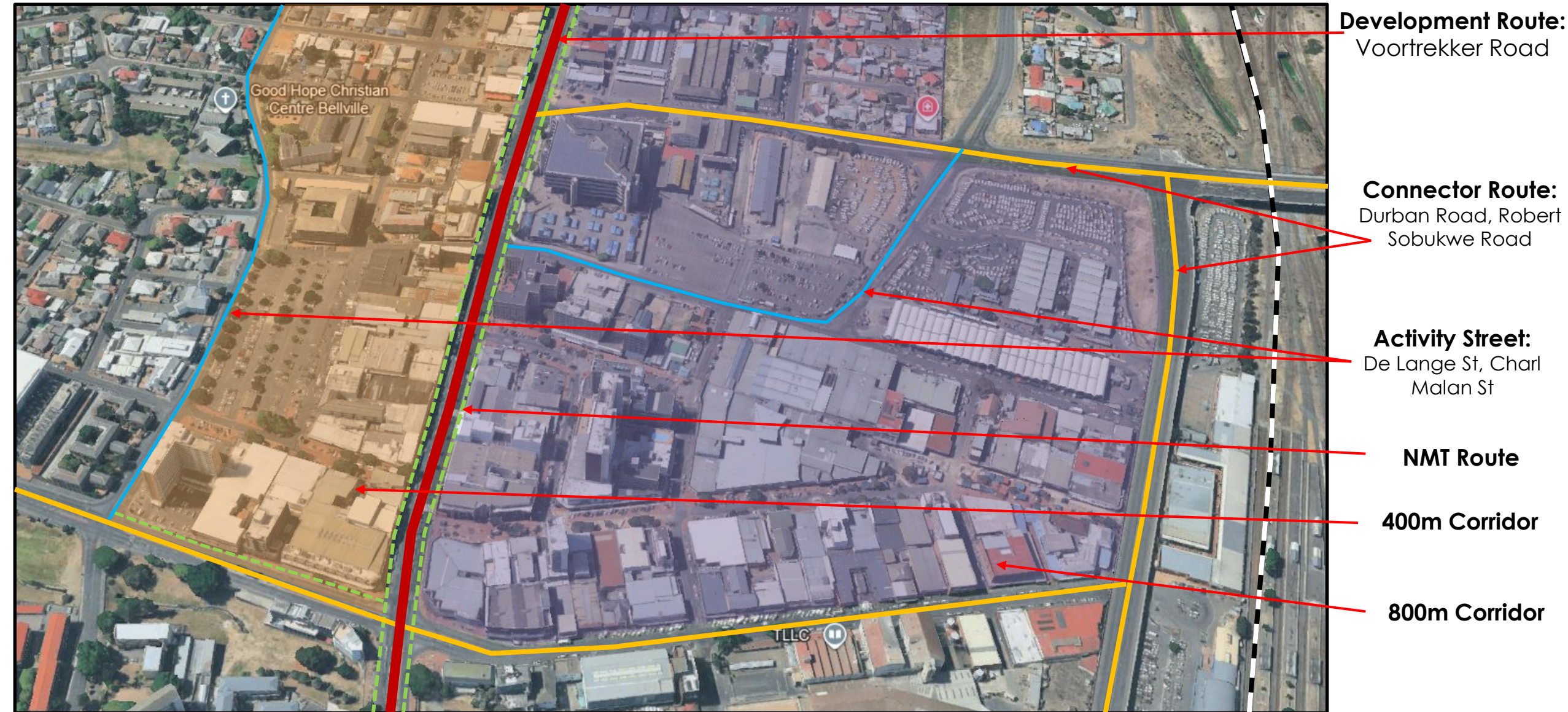
Corridors

Corridors are the spaces on either side of a road, connector, activity or development route. This can include a specific distance, i.e. 800m or 400, or can be identified as a block of properties alongside a road.

ACCESSIBILITY IN PLANNING



ACCESSIBILITY IN PRACTICE



ACCESSIBILITY IN PLANNING PRACTICE

Public Transport Interchange (PTI)

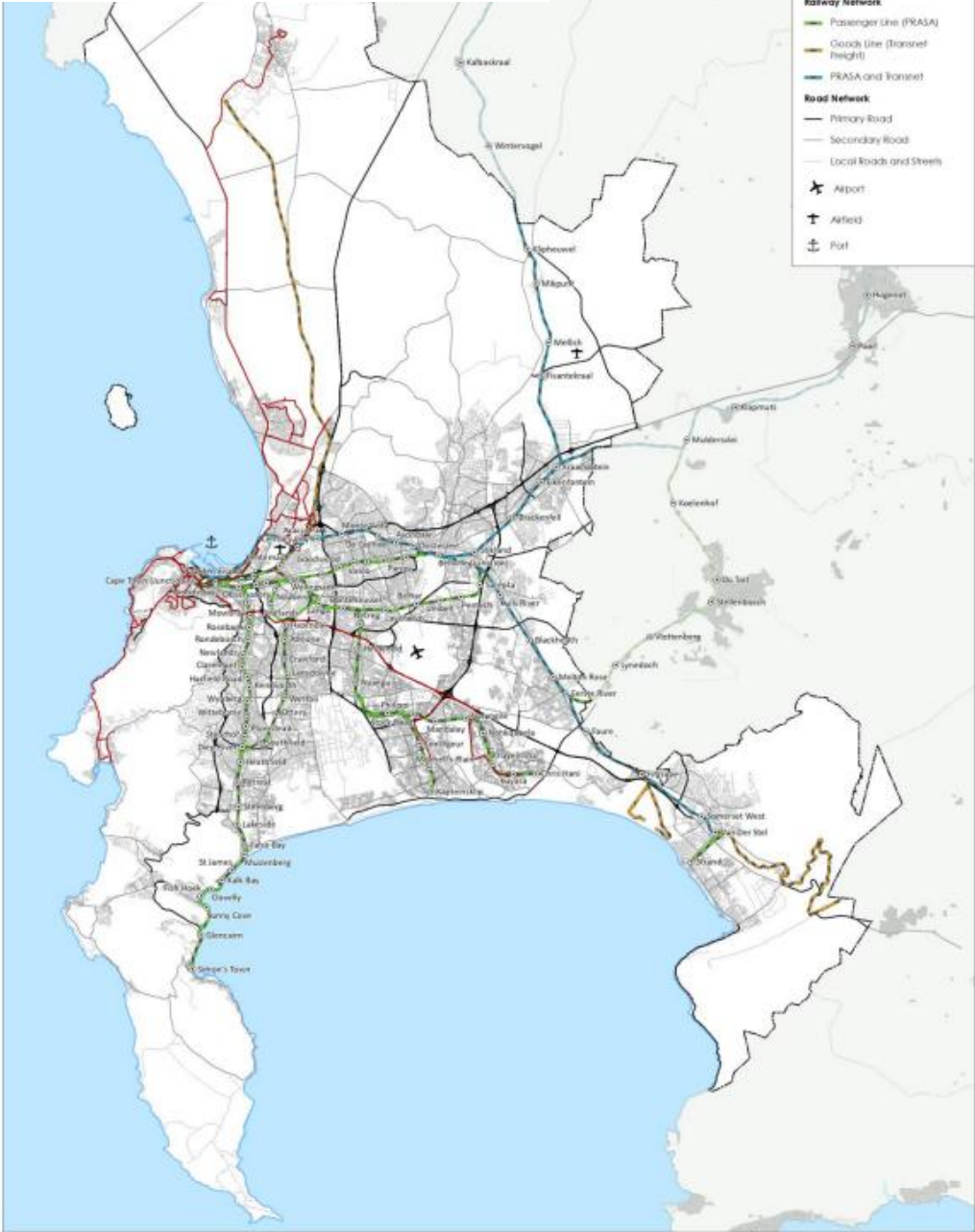
allows for people who use **public transport** to **transfer between different modes of transport** between places.



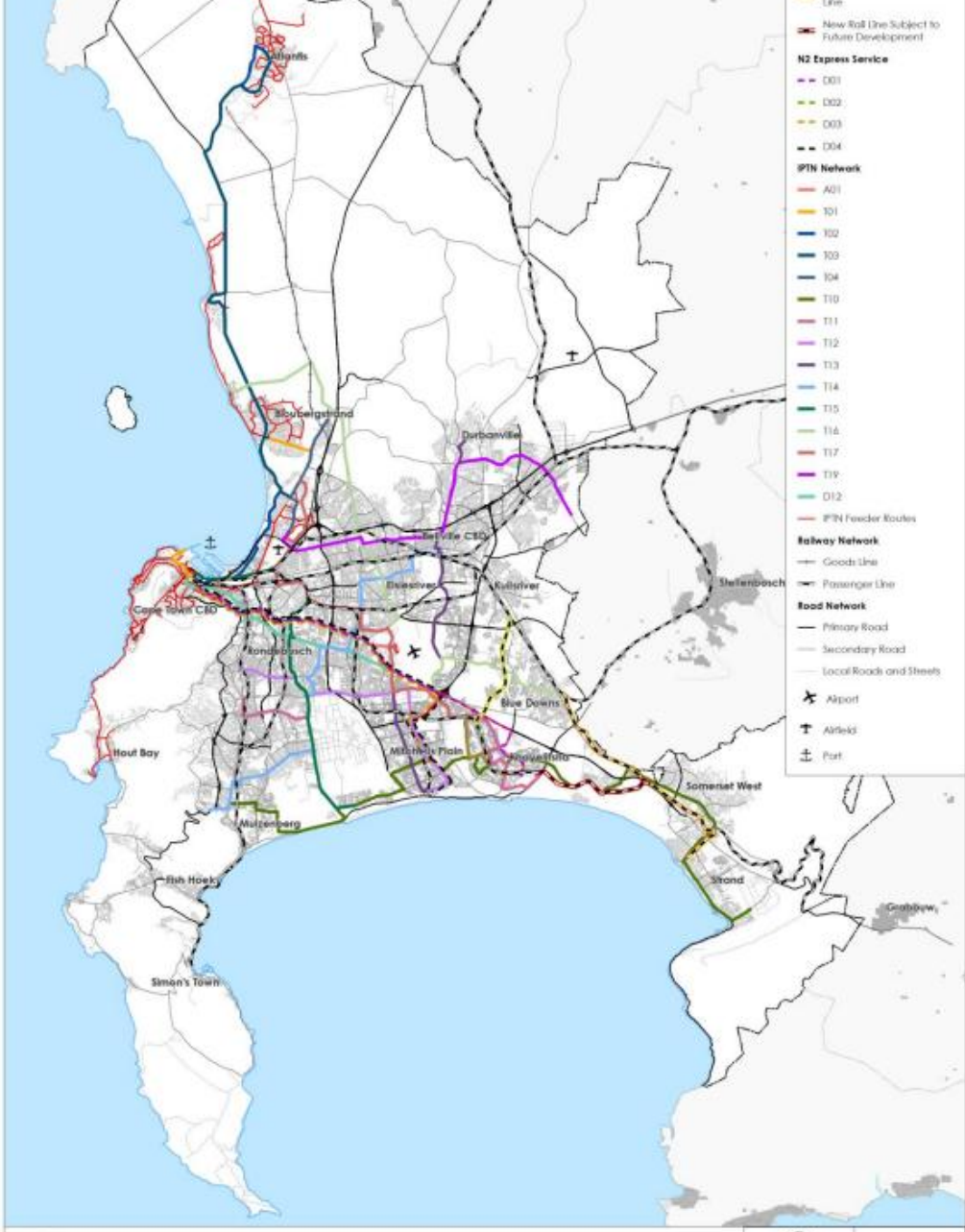
Scenic Route

Public roads that have **an outstanding scenic quality** or that provide a view of scenic areas. *i.e Chapman's Peak Drive*

Existing Rail Network



IPTN Plan

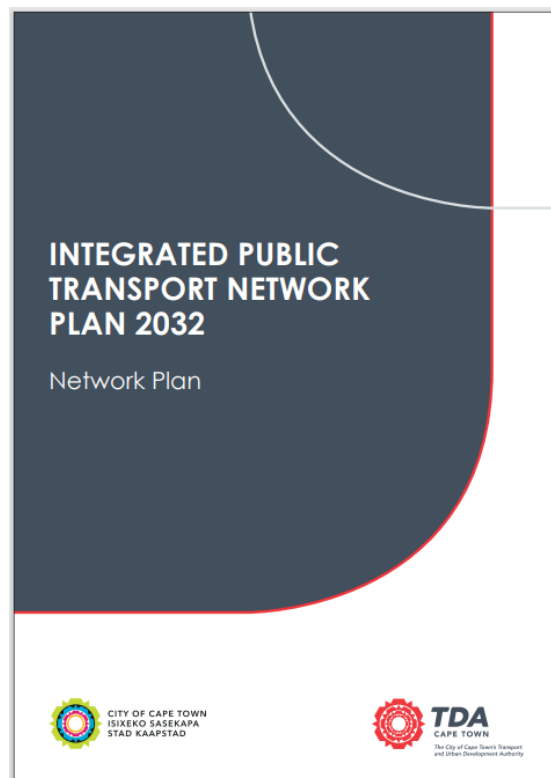




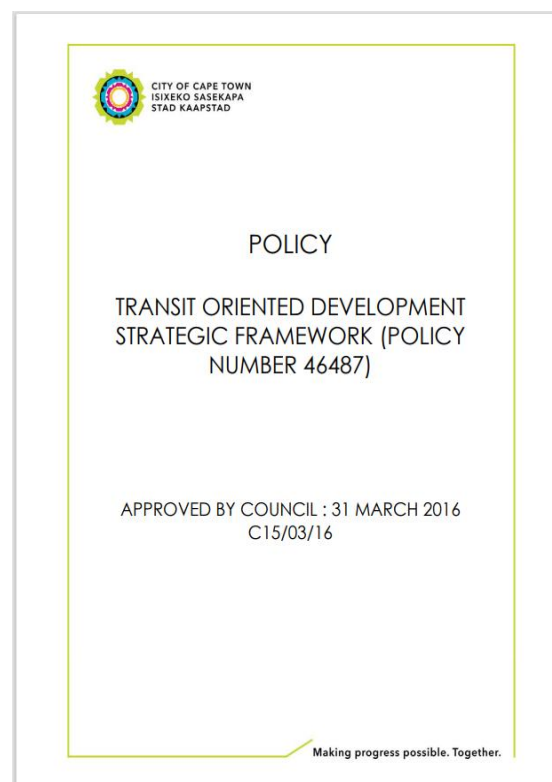
MyCiti Network

RESOURCES – IMPORTANT DOCUMENTS

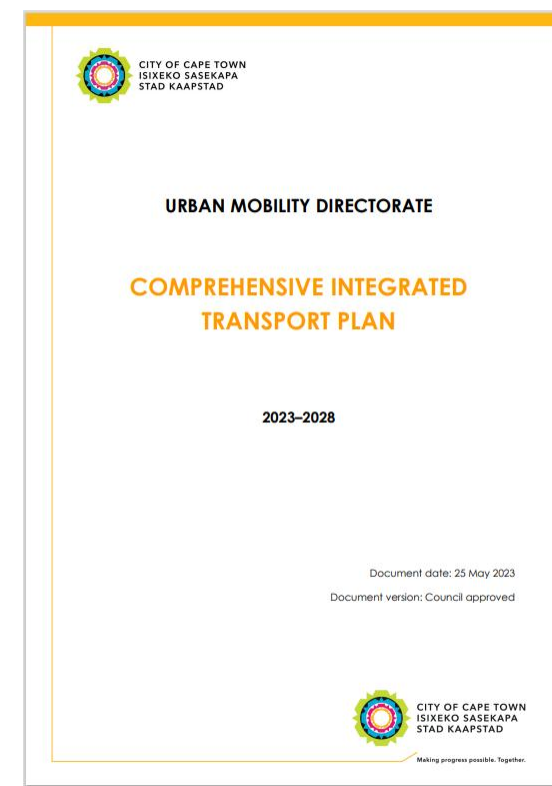
Integrated Public Transport Network (IPTN) Plan



Transit Oriented Development Strategic Framework



Comprehensive Integrated Transport Plan 2023 to 2028



THANK YOU.

ACTIVITY 1:

Choosing the best place to build



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ACTIVITY 1: CHOOSING THE BEST PLACE TO BUILD

A developer wants to build a mixed use development (including residential, commercial and community uses) and has **three possible sites (i.e. site 1-3)** to choose from on the map. They are not sure which site is the best. Look at the map and think about how **people and the environment** might be affected.

What to do:

1. Look at the three sites on the map.
2. Talk together about each site.
3. Choose the site you think is the **best site to develop**.
4. Based on the previous presentations, explain **why** you chose that site by referring to **environmental and transport elements** shown on the map.

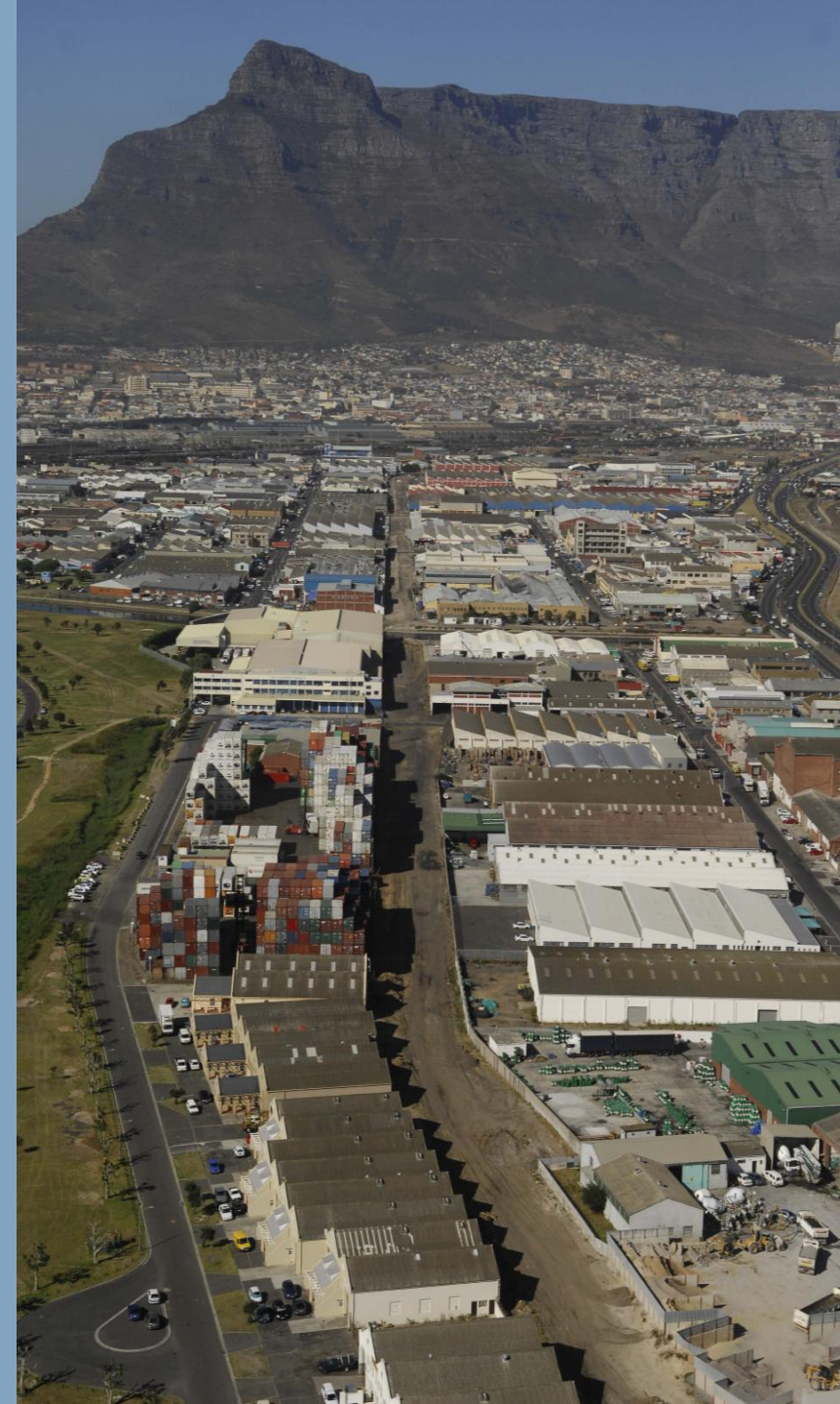
*There are no right or wrong answers !
The goal is to understand how planning decisions are made.*

PRESENTATION 4 (Part 1): **Integrated Human Settlements**

Leona Bruiners



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01

HOUSING

02

COMMUNITY AND SOCIAL
FACILITIES

03

ECONOMIC DEVELOPMENT



**BUILDING TOMORROW'S FUTURE -
STARTS TODAY**



**Growing
population -
±5mil**



Where are the schools/ECDs?

Where are the jobs/municipal offices etc?

Where are the hospitals/clinics?

Where are the supermarkets?

Where are the local shops/salons etc?

Where are the libraries?

Where are the parks/swimming pools etc?

Where are the halls/community centres etc?

Where are the cafes/markets/in formal trading area etc?



HOW DO WE CREATE INTEGRATED & INCLUSIVE COMMUNITIES?

CONSIDERATIONS:

Where we **live, work, shop, relax** and **get services** are all connected.



If these things are far apart, life becomes more expensive.

Planning helps bring everything closer together & shapes our daily real life experiences within in our neighbourhoods

WHY DOES THIS MATTER?

- Many communities are staying far from jobs, amenities and public services.
- People spend too much money on travelling just to reach work or school.

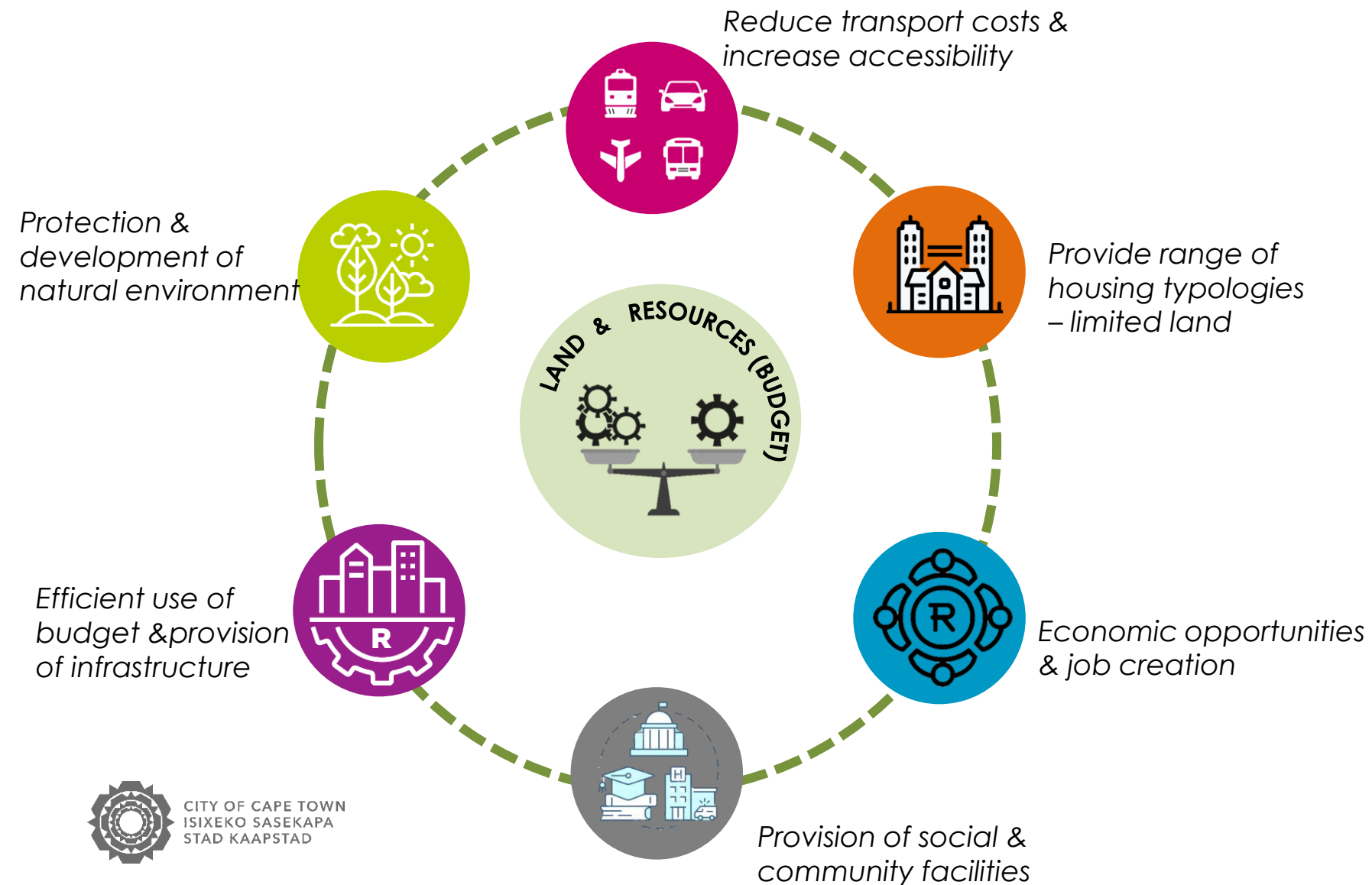


BECAUSE:

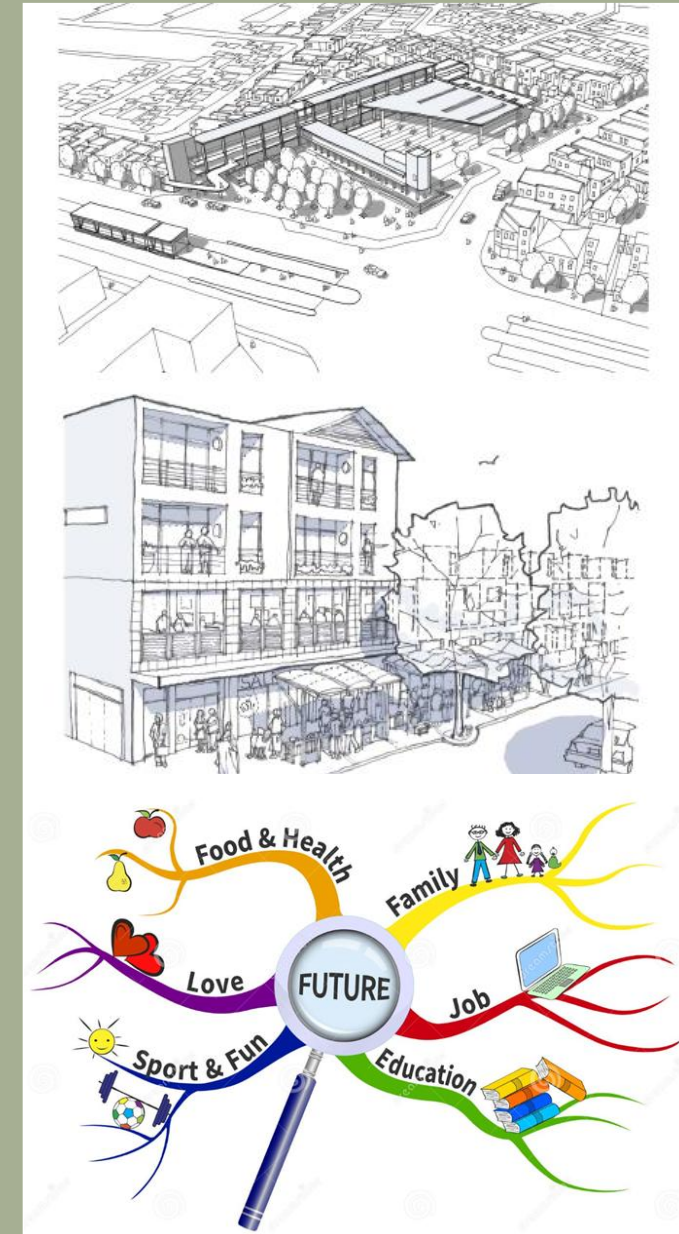
- Planning can assist to transform old layouts that still hold us back.
- Stronger communities start with better participation in planning resulting in better decisions.



IN ORDER TO BUILD TOMORROW'S FUTURE TODAY – WE MUST BALANCE



Integrated Communities



NEXT SECTION WILL FOCUS ON
SPATIAL PLANNING IN RELATION TO...



**Spatial
Planning &**

HOUSING

**COMMUNITY
FACILITIES**

ECONOMY

HOUSING : WHEN PLANNING FOR HOUSING WE CONSIDER

Legislation (mandate)

- * **Constitution of the RSA, 1996**
- * Housing Act 107 of 1997 – Part 4
- * National Housing Code, 2009
- * Rental Housing Act 50 of 1999
- * Social Housing Act, Act of 2009
- * Prevention of Illegal eviction from and unlawfull occupation of land, Act 19 of 1998 (PIE ACT)
- * CCT – Allocation Policy : Housing opportunities (2015)

Housing programmes

- * Owner
- * Rental
- * Incremental upgrading

Funding

- * Grant (fully subsidised)
- * Partial Grant (partially subsidised)
- * Private

CONSTITUTION : Chapter 2, Section 26

- everyone has the right to have access to adequate housing,
- the state must take reasonable legislative and other measures, within its available resources, to achieve the progressive realisation of this right.

HOUSEHOLD INCOME BRACKETS & HOUSING TYPOLOGIES

HH Income	Owner	Rental	Incremental upgrading
0 - R1500	BNG - fully subsidised	Community Residential Units(CRUs)	Informal settlements
R1501 - R3500			
R3501 - R7000	Serviced site * 0 - R3500 can organise for People's Housing Programme	Social Housing (managed by SHIs)	
R7001 - R10000	GAP market - partial subsidy (FLISP)		
R10001 - R15000			
R15001 - R22000		Private rentals	
above R22000	Private - no subsidy		

Important to note:
*Not all government land is owned or available to the City

*Not all City-owned land is for housing

EXAMPLES OF HOUSING TYPOLOGIES : OWNERS



**BNG
Housing**



In order to adhere to the City's density policy, all BNG housing developments maximize of the available land parcel by developing either semi-detached or duplex units



**GAP
Market**

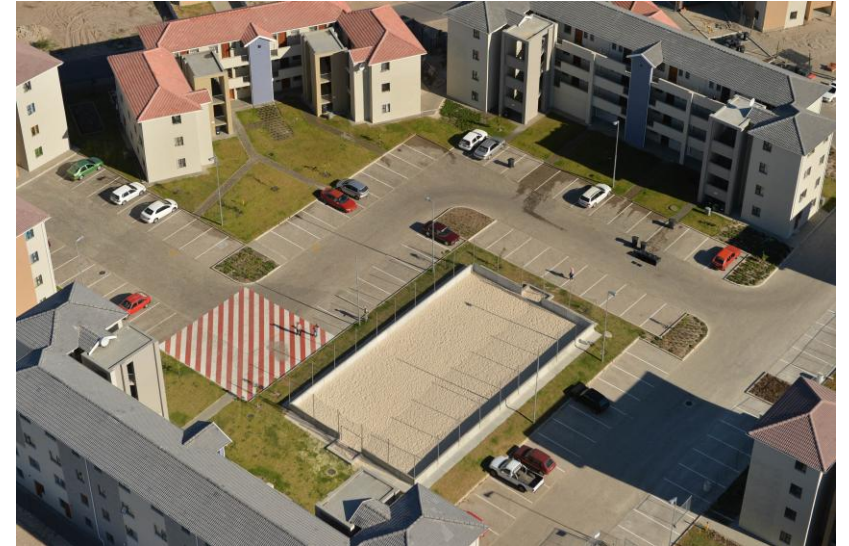


EXAMPLES OF HOUSING TYPOLOGIES : RENTALS

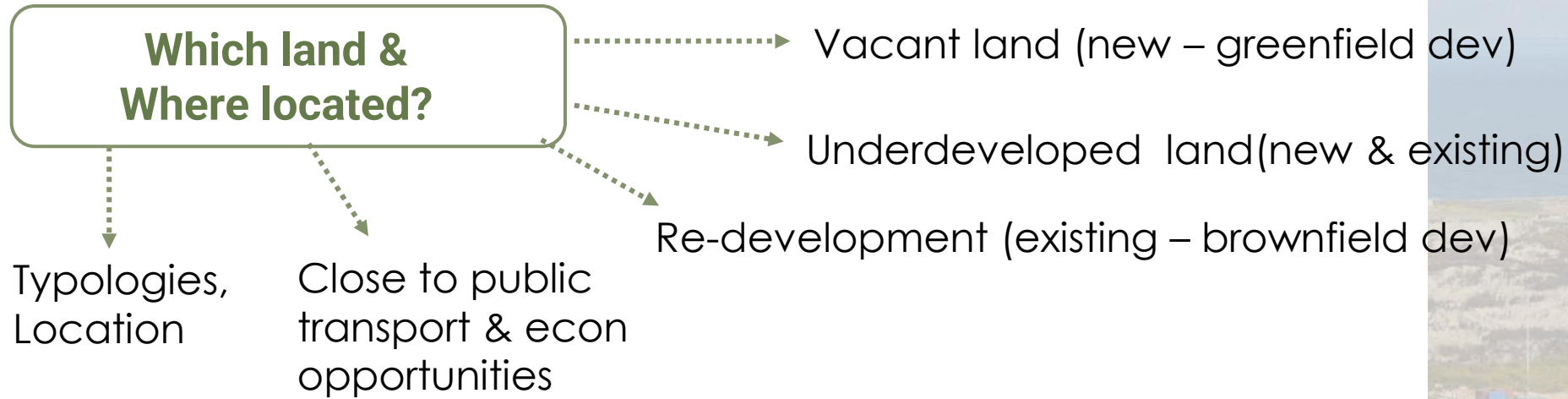
Community Residential Units / Public Housing



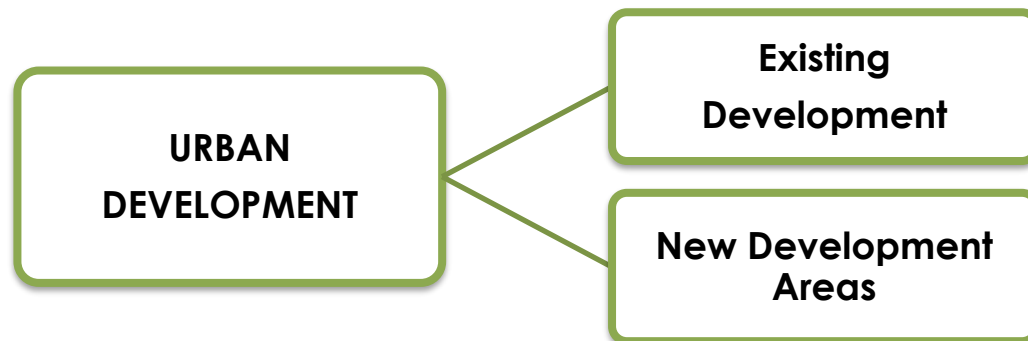
Social Housing



UNDERSTANDING PROPOSALS FOR RESIDENTIAL SITES IN OUR SPATIAL FRAMEWORKS



How is this shown in the District Plans



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UNDERSTANDING PROPOSALS FOR RESIDENTIAL SITES IN OUR SPATIAL FRAMEWORKS

NOTE :

- **District scale** - all NDAs are shown as YELLOW
-  New Development Areas
- Differentiate at subdistrict scale

URBAN DEVELOPMENT

New Development Areas

Existing Development

Potential Low density residential	
Potential Medium density residential	
Potential High density residential	
Potential Mixed Use	
Potential Commercial development	
Potential Public Service	
Potential Industrial	
Urban development	
Industrial	

Potential Low Density development

Potential Medium Density development

Potential High Density development

Potential Mixed use development

Potential Commercial development

Potential Public Service development

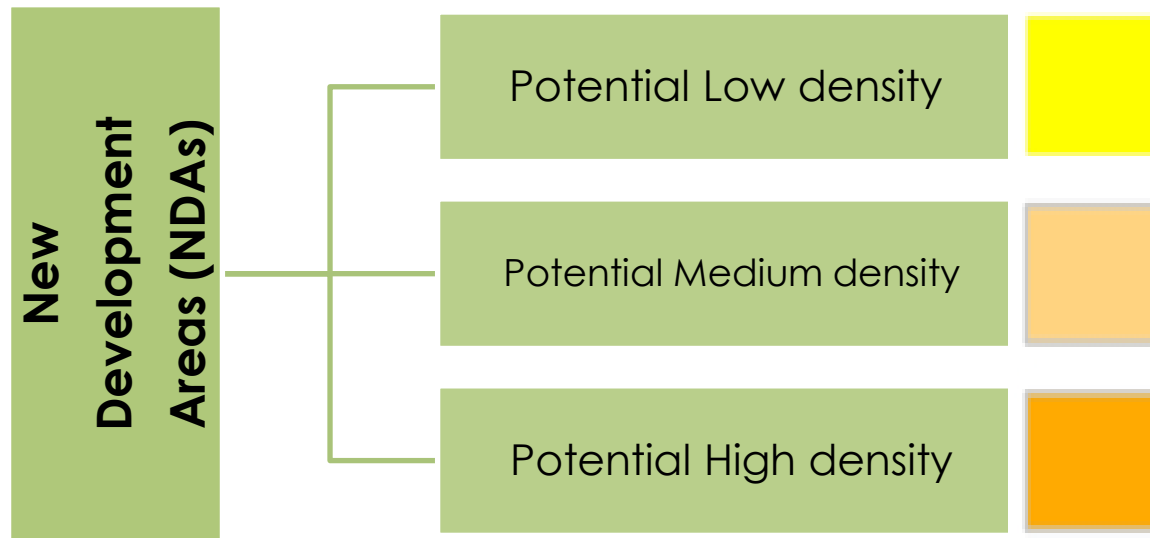
Potential Industrial development

Urban development

Existing industrial development

WHAT ARE NEW DEVELOPMENT AREAS?

Sites that are suited for future urban development (residential and non-residential development) to cater for the projected future growth of population in Cape Town



TARGETS	DENSITY
Low density	10 – 45 du/ha
Medium density	45 – 75 du/ha
High density	> 75 du/ha

GUIDELINES

- Gross density averages across the areas
- Targets could occur through range of housing typologies
- Development of required community facilities to be addressed as part of this development

UNDERSTANDING DENSITY

There's a Difference!

Overcrowding

Too many people
in each home.



Density

Enough
homes for
all the
people.



More Density = Less Overcrowding

CALIFORNIA
YIMBY



cayimby.org

UNDERSTANDING DENSITY

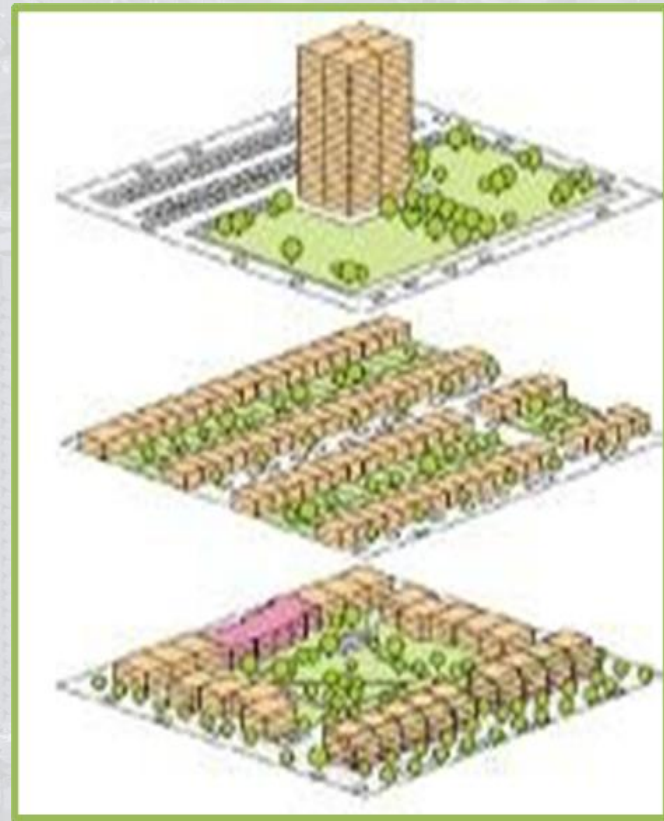


10 000m² = 1 rugby field

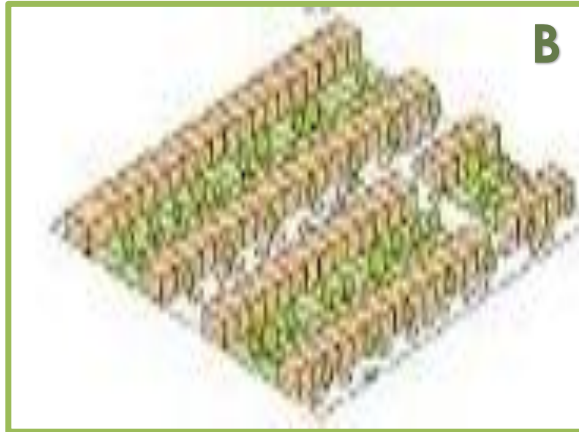
How big
is one
hectare?

The examples
shows 75 du/ha
– different
housing
typologies

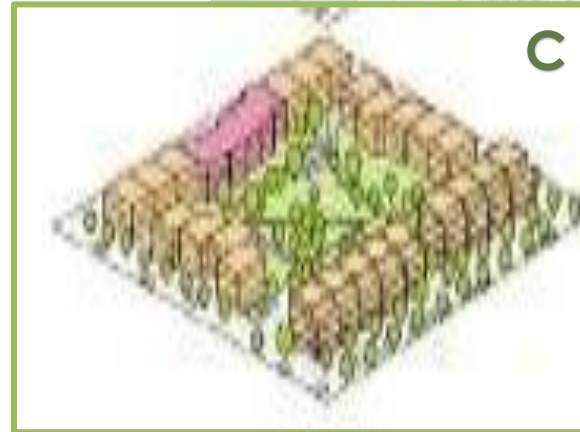
Which density is higher??



A



B



C

TABLE DISCUSSION – 3 min
Which of the images
to the left has the
highest density?

And why do you say
so?

NEXT SECTION WILL FOCUS ON
SPATIAL PLANNING IN RELATION TO...



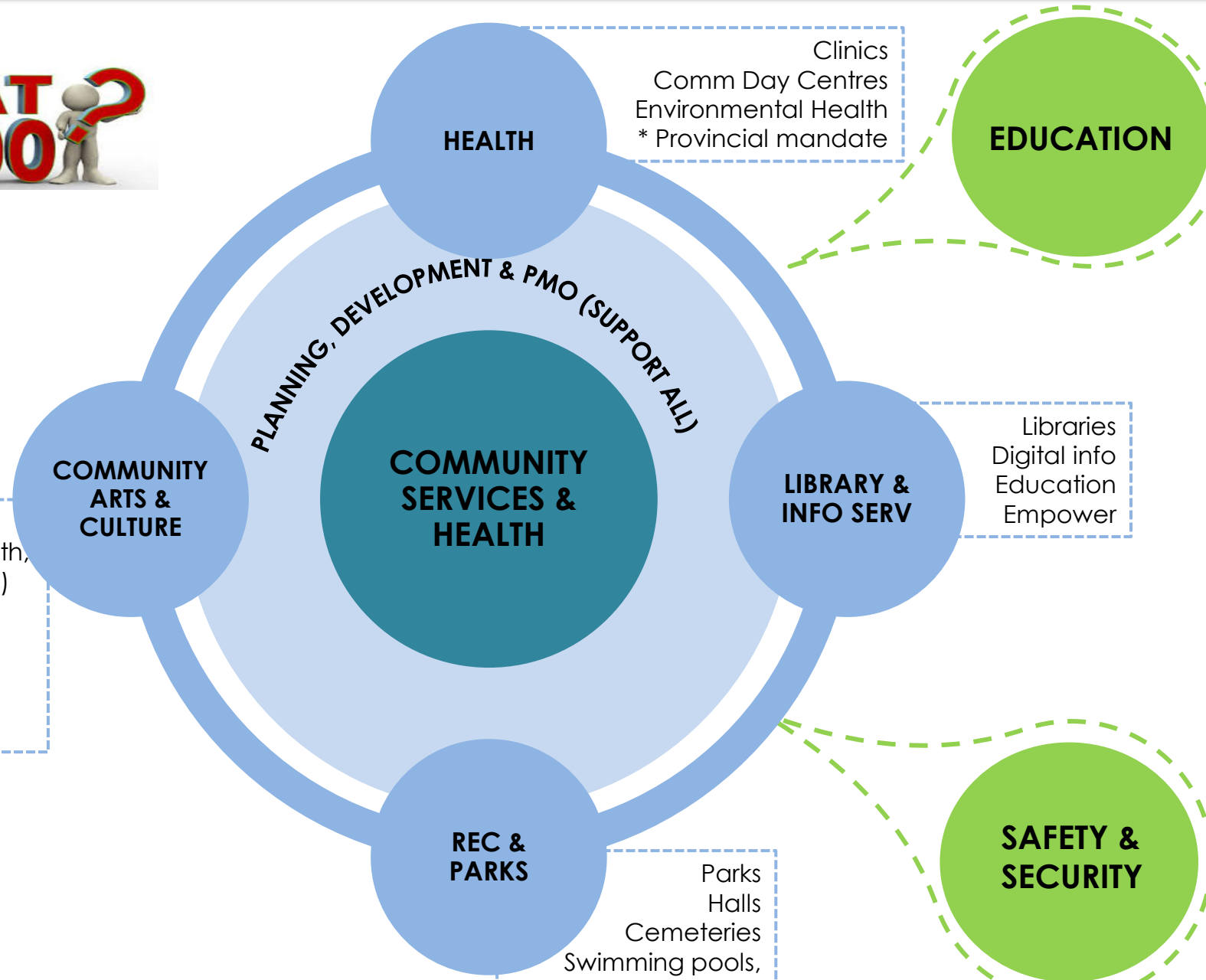
**Spatial
Planning &**

HOUSING

**COMMUNITY
FACILITIES**

ECONOMY

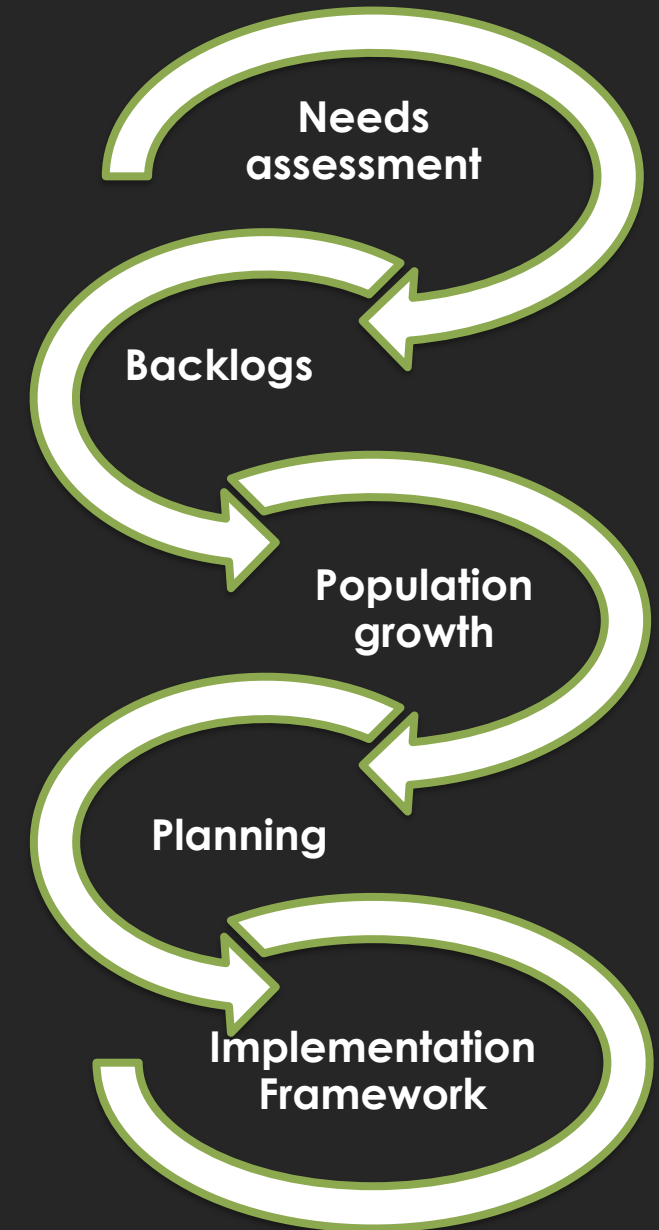
WHICH COMMUNITY SERVICES IS THE CITY INVOLVED IN?



HOW DOES THE CITY PLAN FOR COMMUNITY FACILITIES?



Strategic Plan – Community Services & Health Infrastructure Plan(CSHIP)

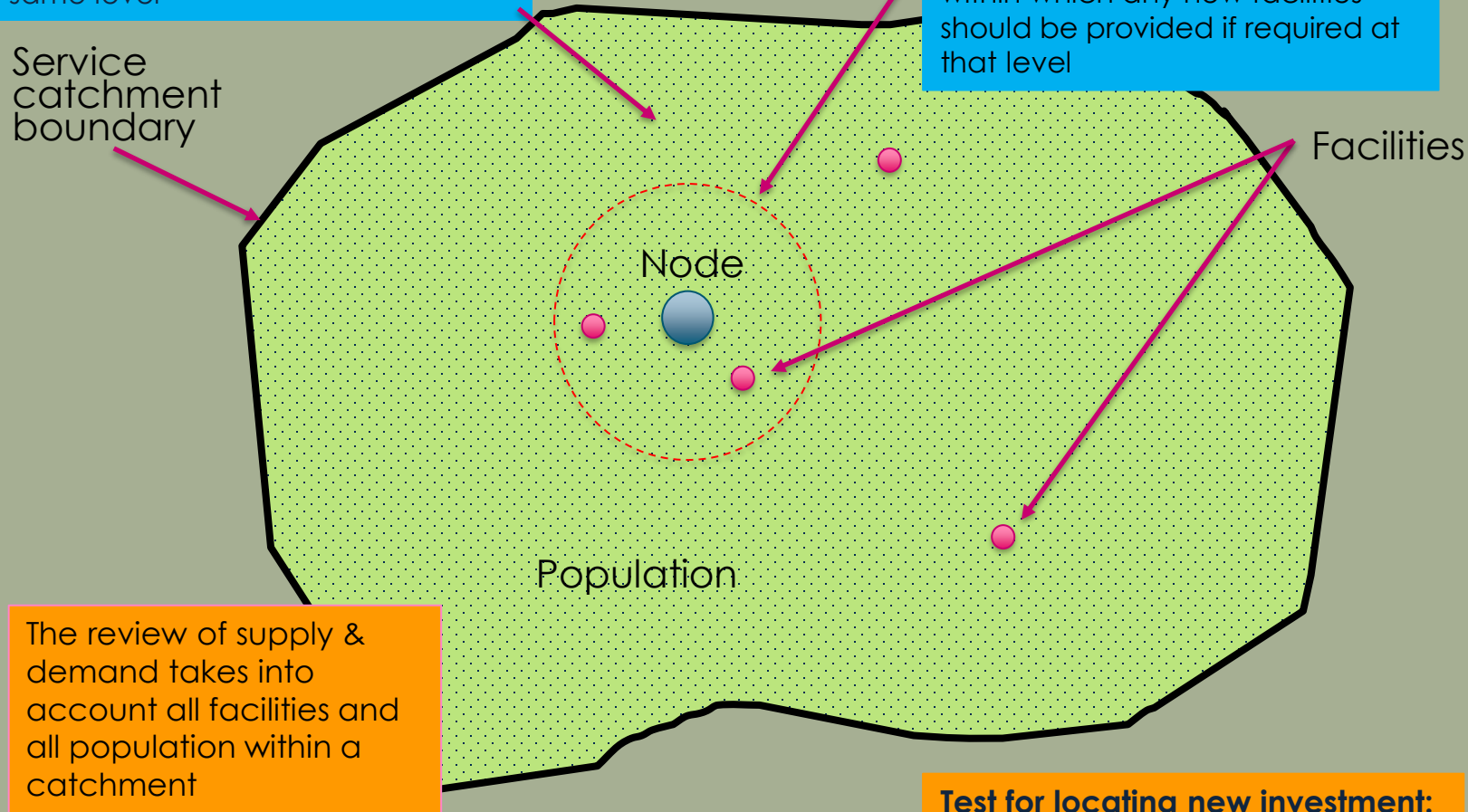


WHAT INFORMED THE CSHIP?

Service Catchment: the service area around a node which is closer to this nodal point than to any other node within the city of the same level

Node Precinct: The area within a specified search radius of a node. Area used to profile a node with respect to existing facilities or within which any new facilities should be provided if required at that level

Service catchment boundary



The review of supply & demand takes into account all facilities and all population within a catchment

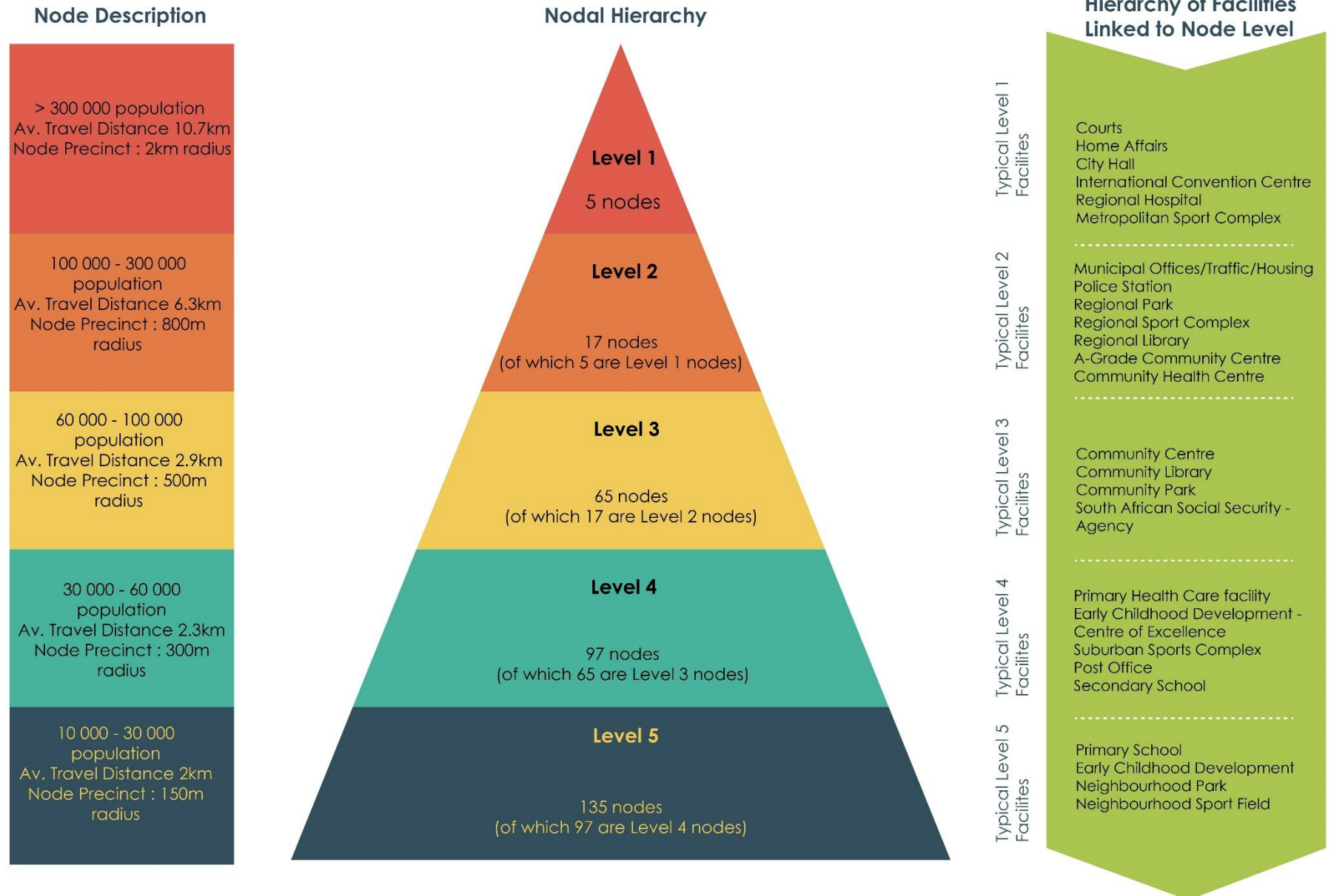
Test for locating new investment: what facilities are present within a node precinct versus what should ideally be provided?

Profiling of areas considering

- Structure of the City
- Existing facilities
- Concentration of population
- Roads and access
- Types of facilities
- 2020 population & 2040 projected population

WHAT DO THE NODES INCLUDE? GUIDELINES FOR FACILITIES NEEDED

- Type of facility for:
 - Nr of people
 - Travel distance
- Level 5 – lowest level of facilities required within a catchment areas
- Total of 135 across the City



135 Nodes Identified Across the City



135 Nodes Ranked in terms of Highest Needs

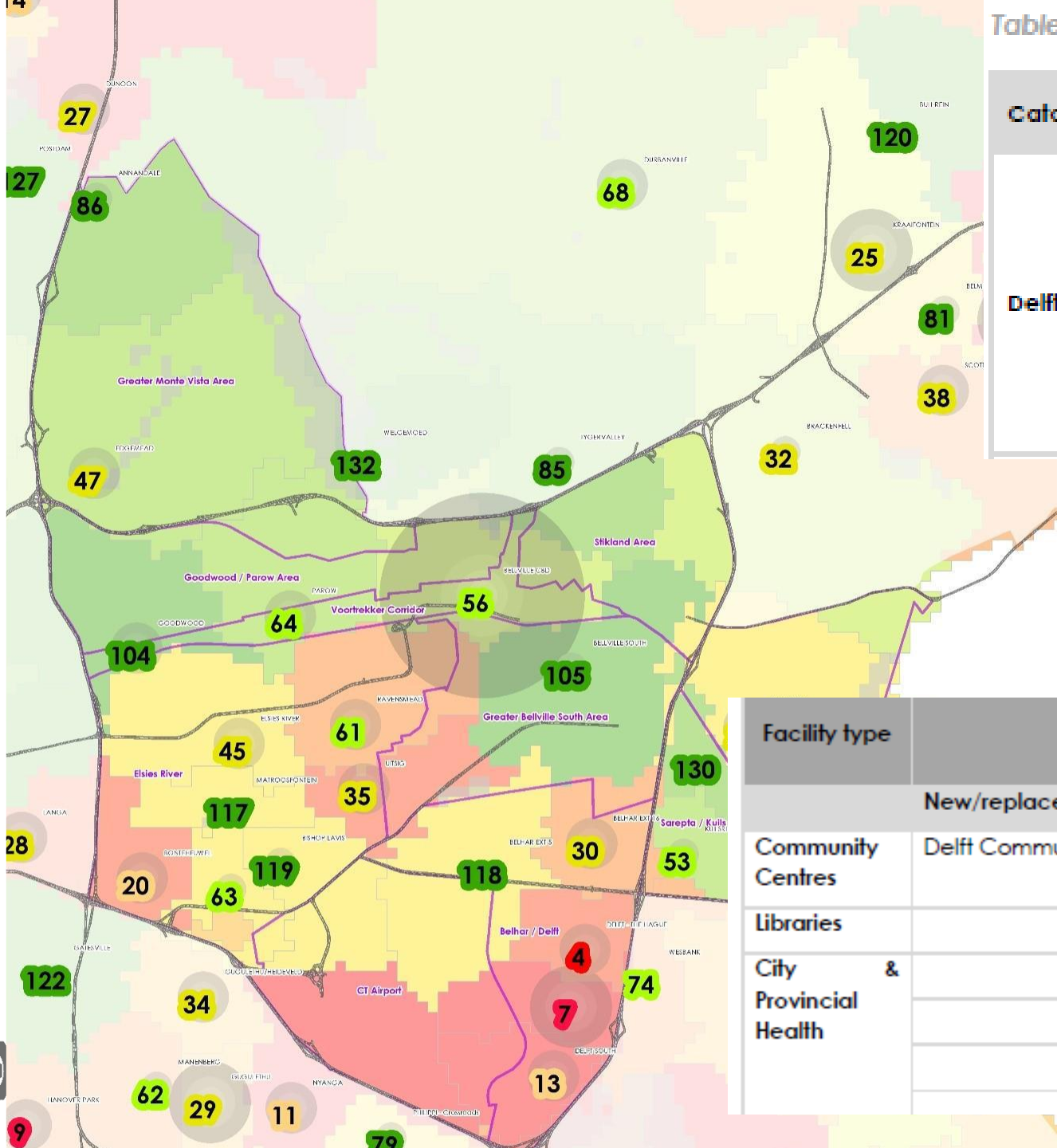


Table 5: 2020 Top areas of Need in Tygerberg District

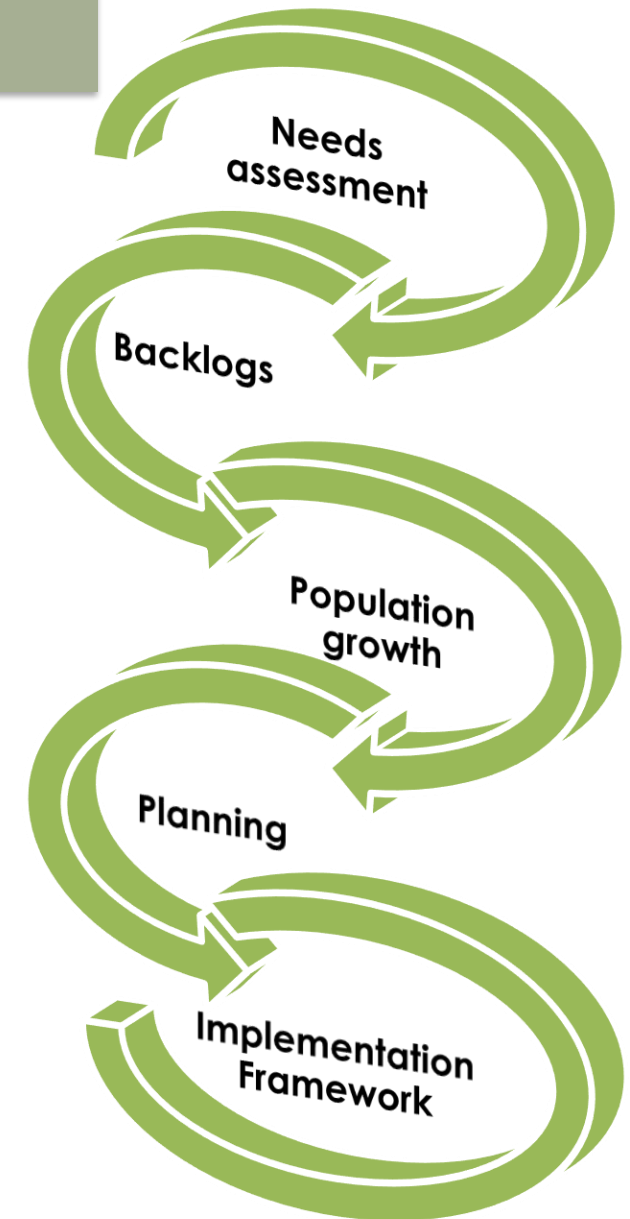
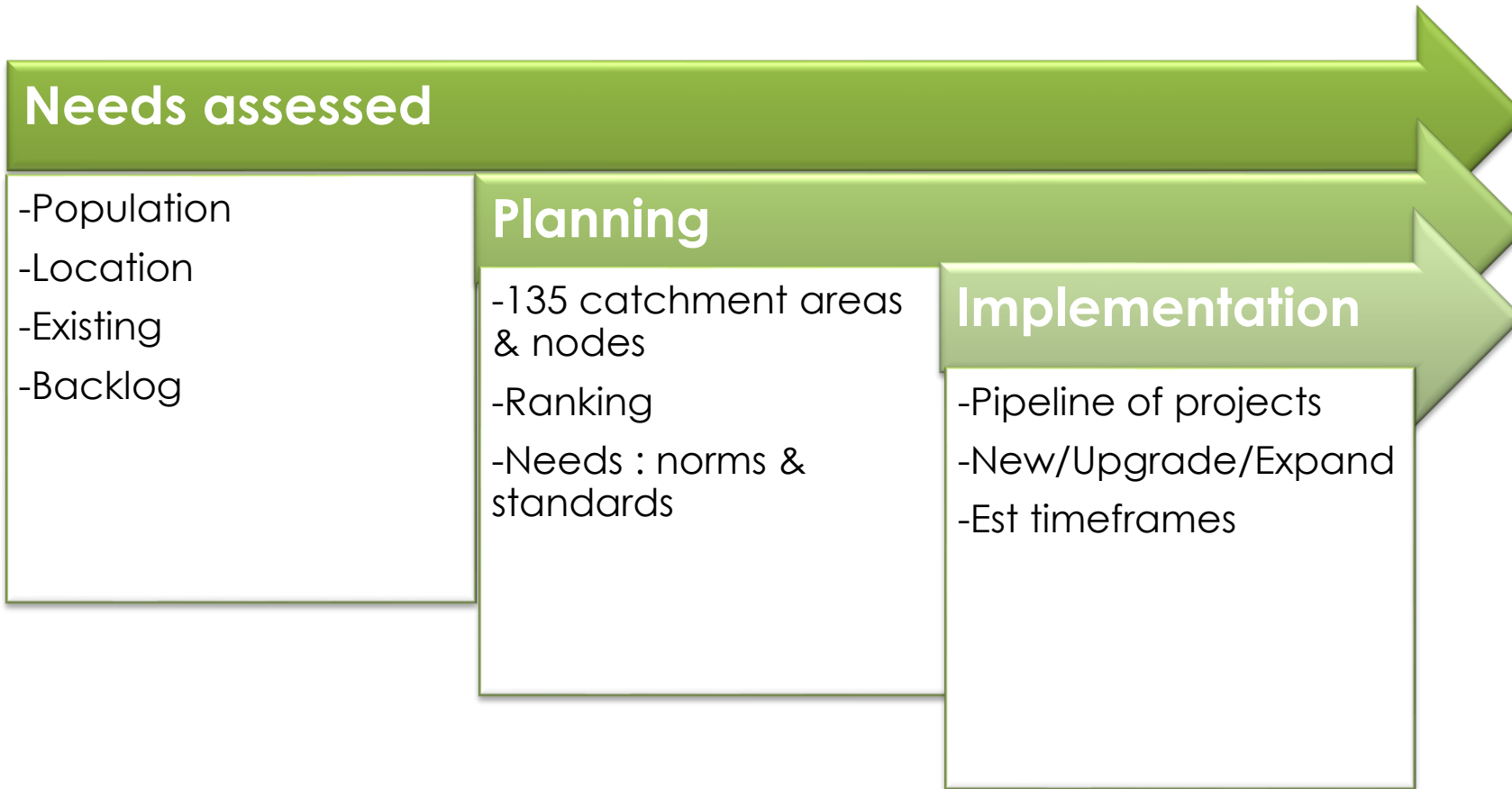
Catchment & Node	Rank in District	Rank City Wide	Facilities of greatest need	
Delft The Hague	1	4		Community Park
				Sports Grounds
				Community Library
				Neighbourhood Parks
				Secondary Schools
				Primary Schools

Key:

	1-2 Facilities required = Yellow
	3-5 Facilities required = Orange
	5+ Facilities required = Red

Facility type	Pipeline projects		Time frame
	New/replacement	Upgrade/expansion	Short/Medium/Future
Community Centres	Delft Community Center		Future
Libraries		Delft Library	Short-Medium
City & Provincial Health		Delft South Clinic	Medium
		Uitsig Clinic	Short-Medium
		Sarepta Clinic	Medium-Future
		Bothasig CDC	Short-Medium

SO FROM PLANNING TO IMPLEMENTATION



EXAMPLES OF CSHIP IMPLEMENTATION PROJECTS



Image 3 Newlands Swimming Pool



Image 5 Nyanga Urban Civic Precinct



Image 4 Jan Burger Stadium



Image 6 Bellville Integrated Recreation Facility



PRESENTATION 4 (Part 2): Integrated Human Settlements

Songezo Ndaba



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NEXT SECTION WILL FOCUS ON
SPATIAL PLANNING IN RELATION TO...



**Spatial
Planning &**

HOUSING

**COMMUNITY
FACILITIES**

ECONOMY

HOW WE MAKE A LIVING ?

Every family needs income, but jobs are often far from home. Small businesses struggle without space, support, or services. Planning can bring jobs and business spaces closer to our areas, supporting both formal and informal businesses in township life.



CHALLENGES LOCAL BUSINESSES FACE



Poor Infrastructure

Weak roads, lighting, and unreliable electricity hinder business operations daily.



No Basic Facilities

Traders lack shelter, toilets, and safe trading spaces to operate effectively.

Long distance travel

A person working in town pays **R1,200+** a month just on transport costs.

Real life

Problems- planning

Intervention needed

Shrinking Job Space

Industrial land is being lost, reducing long-term employment opportunities.



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HOW PLANNING SUPPORTS LOCAL BUSINESSES



Create Trading Spaces

Build proper markets, kiosks, taxi-rank trading spaces, and small business hubs throughout townships.

Protect Job Land

Safeguard industrial and business land for long-term job creation and economic growth.

Improve Infrastructure

Upgrade roads, lighting, internet, electricity, and public spaces for better business conditions.

Support Traders

Provide informal traders with shelters, toilets, and safe sidewalks for daily operations.

Enable Mixed-Use

Allow areas where homes, shops, and workspaces exist together pleasantly.

WHAT AN INCLUSIVE ECONOMY LOOKS LIKE



Jobs Nearby

Employment and business opportunities close to where we live, reducing travel time.

Safe Trading Spaces

Serviced areas for traders, spaza shops, and home businesses with proper facilities.

Thriving Spaces

Quality public spaces where businesses can grow and communities can gather.

Local Economy

Money circulating within the community, strengthening local businesses and families.

WHAT IS THE CITY DOING?

Local Area Plans

Developing plans for areas like Spine Road, CPT CBD, and Bellville, etc to guide growth.

District Planning

Creating long-term district plans that shape future development and opportunities.

Zoning Updates

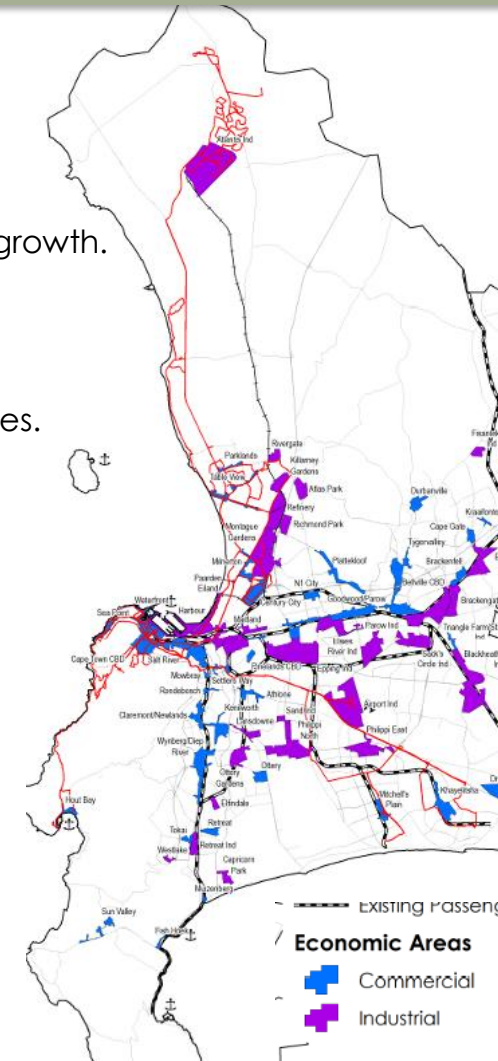
Revising zoning rules to support home-based businesses and entrepreneurship.

Trading Spaces

Designating new or trading spaces in for more economic opportunities .

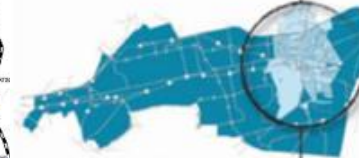
Industrial Protection

Safeguarding industrial areas to keep job spaces local and accessible.



1. Metropolitan

Planning/interventions at this scale centre around policy and long term visioning to establish the broader principles and objectives of TOD.



2. Corridor

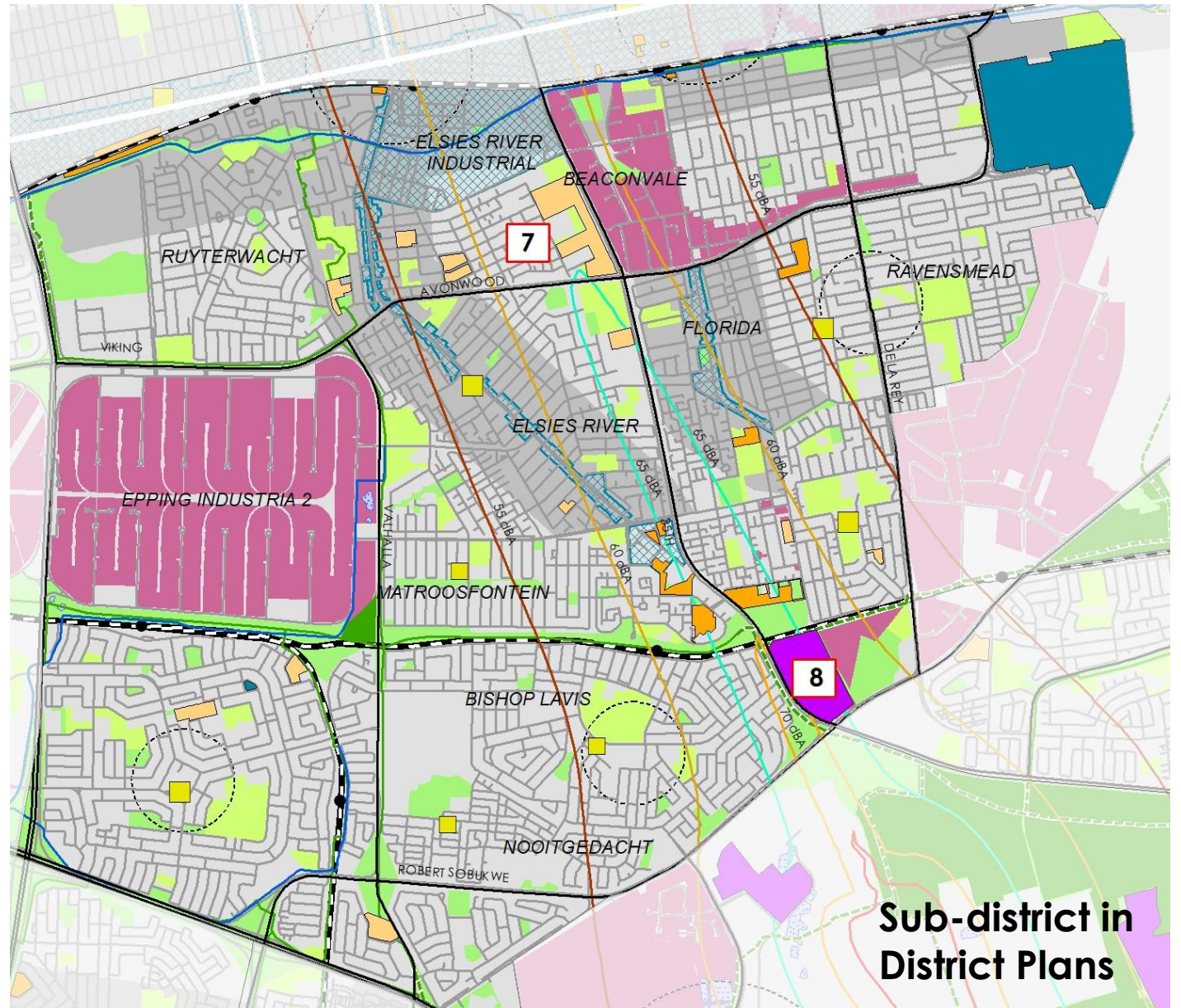
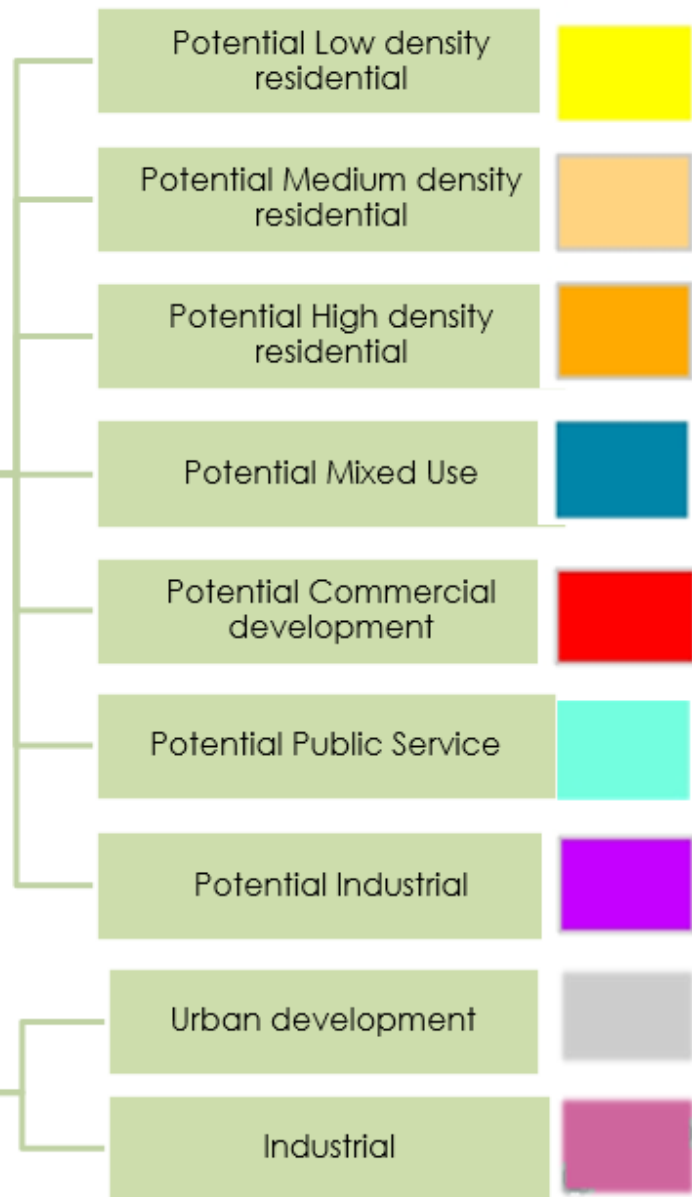
Integrated transport and land use planning at a corridor scale is required to give context to local area and precinct planning initiatives. This will promote land development along selected transit corridors, where the combination of transport investment and development would optimise the utilisation of transport.



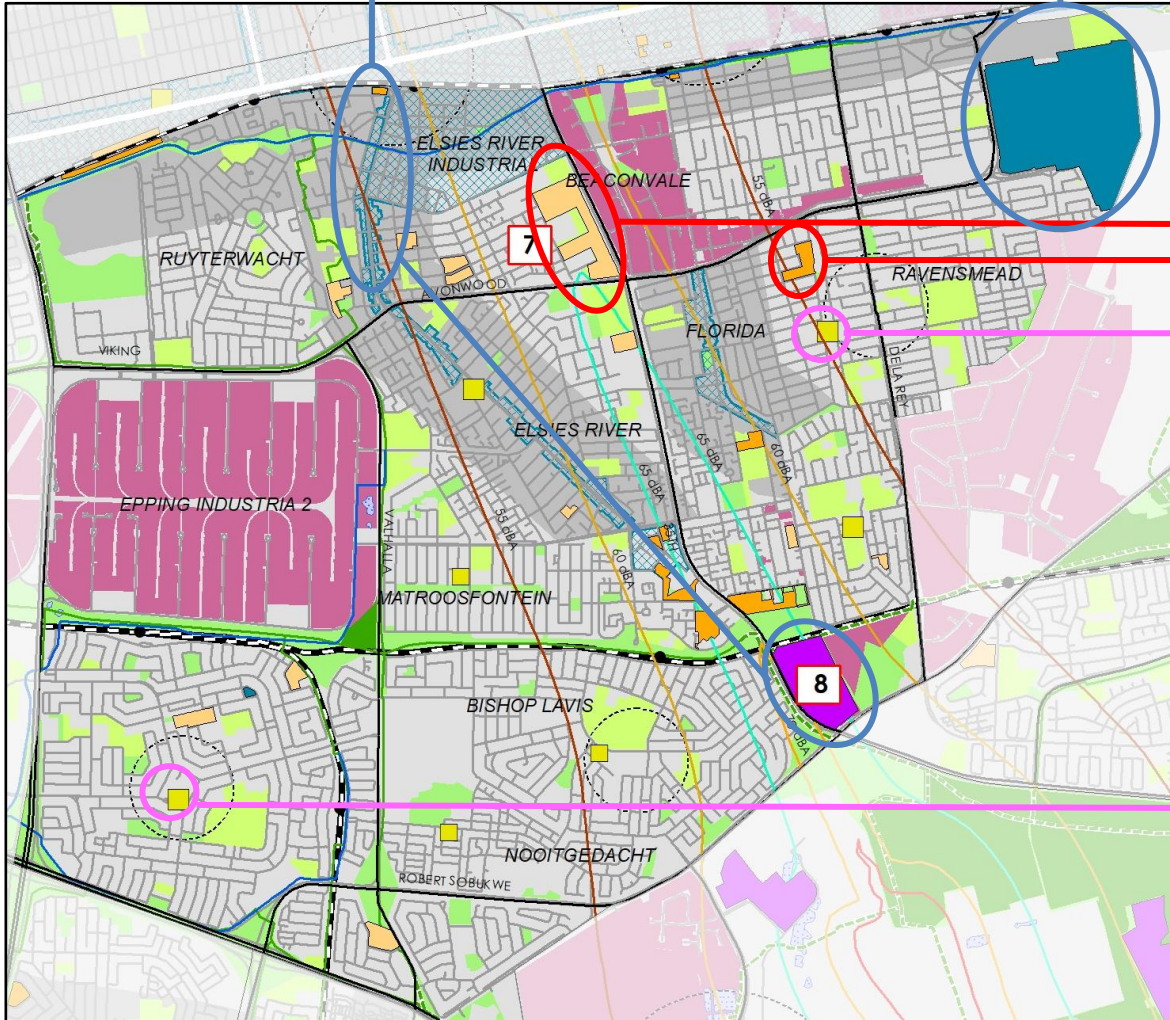
3. Nodal/Local Area

Urban nodes are characterised by the intensity, mix and clustering of activity or land use. Nodal planning attempts to consolidate and define the role of the node or zone in the context of the corridors. The aim is to determine the desired density and mix of land use within the study node or zone.

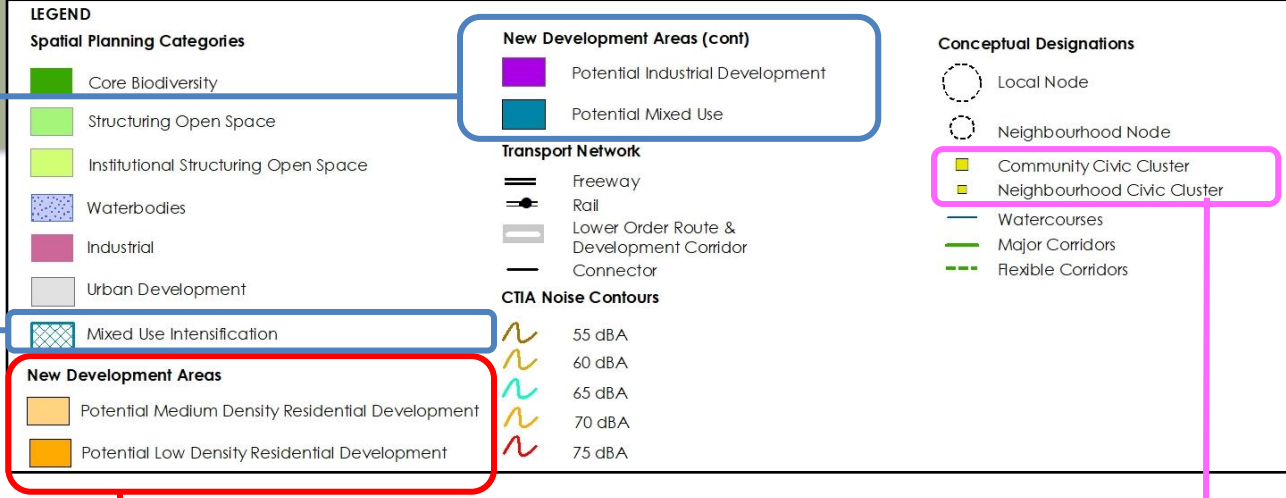
AT LOCAL SCALE – DSDF ILLUSTRATION



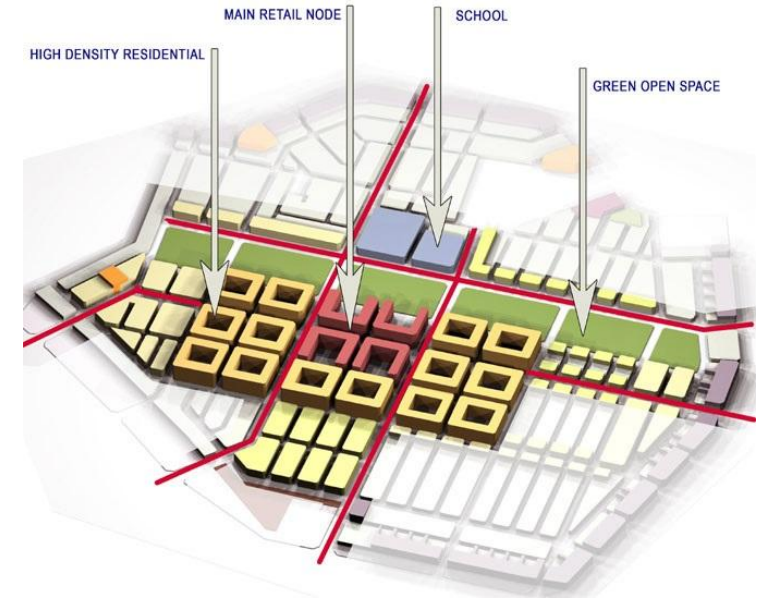
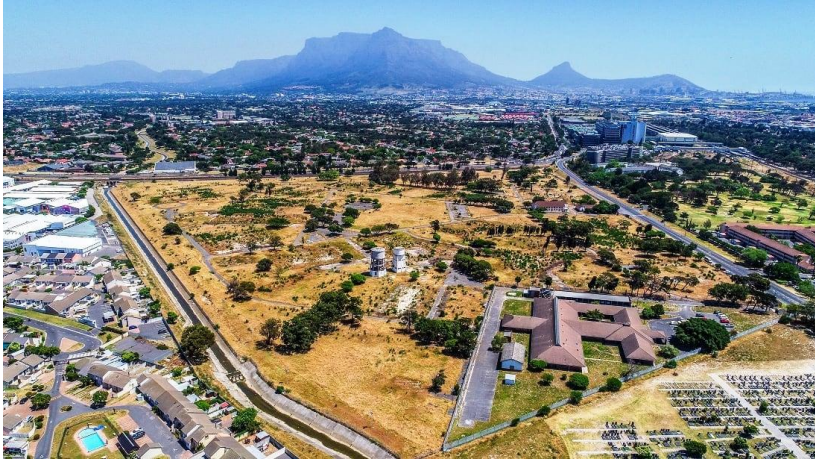
AT LOCAL SCALE – DSDF ILLUSTRATION



- Find property – Subdistrict
-
- Check Spatial Planning category e.g.
 - Check development guidelines under relevant section in SDF
-
- Check Implementation Plan for prioritisation & pipeline of projects



TOGETHER WE BUILD STRONGER NEIGHBOURHOODS



Planning Affects Real Life

Transport, jobs, safety, and income are all shaped by planning decisions.

Your Voice Matters

Community input is essential in shaping planning decisions that affect us all.

Building Fairness

Together we can create stronger, fairer neighbourhoods for everyone.

THANK YOU.



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ACTIVITY 2:

What Should Be Built Here?



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STAD KAAPSTAD



ACTIVITY 2: WHAT SHOULD BE BUILT HERE ?

The City has identified 3 sites (owned by the City) for future development opportunities. On the map, the 3 sites are highlighted as **New Development Areas (labelled A, B & C)**. Participants need to decide **what would work best on each site**.

You can choose **one of these options** for each site:

Homes (Low-density residential)

- Houses or small clusters of homes
- Quiet areas where people live

Play & Sport (Sports and recreation)

- Sports fields, courts, parks, or play areas
- Places for exercise, events, and relaxing

Live, Shop & Work (Mixed use)

- A mix of homes, shops, cafés, or small offices
- Busier places where people can do many things in one area

What to do:

1. Look at each NDA on the map.
2. Choose what you think is the **best use** for each site.
3. Talk about your choices as a group.
4. Be ready to explain **why** you made those choices.

*There are no right or wrong answers !
The aim is to see how different uses fit in
different places.*

Afternoon Programme

5. Presentation:

- Civil Services
- Budgeting

6. Summary of the day & Key Take Aways

7. Reflections on the SPC

8. Next Steps – SPC Meetings

9. Vote of thanks & Closing



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STAD KAAPSTAD



PRESENTATION 5 : Civil Services

Kier Henessy



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STAD KAAPSTAD



01

What is Civil Infrastructure?

02

The Need for Careful Planning

03

How is the City Responding (from a Spatial Planning Perspective)?

04

Why is Infrastructure Delivery so Challenging?

05

Where do Ratepayers Civic & the Public come in?



WHAT IS CIVIL INFRASTRUCTURE

The network of physical structures that help society function (for daily life & economic growth):



Linked urban management services that support quality urban development



(e.g. roads, railways, dams, pipelines, pump stations, and waste processing areas)

WHAT IS CIVIL INFRASTRUCTURE

Linked urban management services that support quality urban development

Civil Infrastructure Depts:

1. Water & (2) Sanitation

- Dams & reservoirs, Water Treatment Works, Pipelines, Pump stations,
- Waste Water Treatment Works, Pipelines & Pump stations, Marine Discharge points



WHAT IS CIVIL INFRASTRUCTURE

Linked urban management services that support quality urban development

Civil Infrastructure Depts:

1. Water & (2)Sanitation

- Dams & reservoirs, Water Treatment Works, Pipelines, Pump stations,
- Waste Water Treatment Works, Pipelines & Pump stations, Marine Discharge points

3. Energy

- Power lines & Transformers, Hydro & Solar power stations,



WHAT IS CIVIL INFRASTRUCTURE

Linked urban management services that support quality urban development

Civil Infrastructure Depts:

1. Water & (2)Sanitation

- Dams & reservoirs, Water Treatment Works, Pipelines, Pump stations,
- Waste Water Treatment Works, Pipelines & Pump stations, Marine Discharge points

3. Energy

- Power lines & transformers, Hydro & solar power stations

4. Solid Waste

- Landfills, Transfer stations, (Incineration plants).



WHAT IS CIVIL INFRASTRUCTURE

Linked urban management services that support quality urban development

Civil Infrastructure Depts:

1. Water & (2) Sanitation

- Dams & reservoirs, Water Treatment Works, Pipelines, Pump stations,
- Waste Water Treatment Works, Pipelines & Pump stations, Marine Discharge points

3. Energy

- Power lines & transformers, Hydro & solar power stations

4. Solid Waste

- Landfills, Transfer stations, (Incineration plants).

5. Urban Mobility

- Roads & parking areas, Bridges, Stormwater pipes & canals, (Railways & stations, Airports, Port & Harbours)



WHAT IS CIVIL INFRASTRUCTURE

Civil Infrastructure Depts:

1. Water & Sanitation

- Dams & reservoirs, Water Treatment Works, Pipelines, Pump stations,
- Waste Water Treatment Works, Pipelines & Pump stations, Marine Discharge points

3. Energy

- Power lines & transformers, Hydro & solar power stations

4. Solid Waste

- Landfills, Transfer stations, (Incineration plants).

5. Urban Mobility

- Roads & parking areas, Bridges, Stormwater pipes & canals, (Railways & stations, airports, ports & harbours)

6. Coastal Management: Sea walls (sea wall promenades), (harbours)

7. Recreation & Parks: Parks

8. Social Services: Clinics, Libraries

9. Human Settlements: Project roads, water & sewer pipes

10. Telecommunications: Cellphone & Internet access, data-centres



Linked urban management services that support quality urban development

THE NEED FOR CAREFUL PLANNING OF INFRASTRUCTURE



1. **Continuing rapid urban growth** (growth & in-migration)

- Population 1950 – 620 000
- Population 2025 – 5 000 000
- Population 2040 – 5800 000
- New - but also upgrades to ageing - infrastructure

2. **Extremely costly:** (new; maintenance; upgrades) Requires major budget, & also project management capability

- Macassar WWTWs upgrades = R5 bn (2023-2030)
- Potsdam WWTWs upgrade = R5 bn
- MyCiti Phase 2 = R10 bn (2024-2027)

3. **Long Term Planning:** (certainty & long lead times)

- Big projects with long lead times (New Landfill Site is >25 years)

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

City Infrastructure Spend:

2025/2026 Budget: R84.1 bn

- Operating budget R71.3 bn
- Capital budget R12.8 bn

SA-RECORD R39,7BN INFRASTRUCTURE INVESTMENT

*3-YEAR INFRASTRUCTURE BUDGET 2025-2028



MORE THAN THE 3 GAUTENG METROS COMBINED



75% BENEFITS LOWER INCOME HOUSEHOLDS

Comment on the Budget before 30 April:

www.capetown.gov.za

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System Integrated Development Plan (IDP)

City of Cape Town vision

3 top-tier priorities
3 secondary-tier priorities

Programmes that deliver on
the City's priority outcomes
in support of its vision

3 foundations

Programmes that
support the delivery
of the 6 priorities

**CITY
OF HOPE**

**ECONOMIC
GROWTH**

SAFETY

**BASIC
SERVICES**

HOUSING

**PUBLIC SPACE,
ENVIRONMENT
AND AMENITIES**

TRANSPORT

A RESILIENT CITY

A MORE SPATIALLY INTEGRATED AND INCLUSIVE CITY

A CAPABLE AND COLLABORATIVE CITY GOVERNMENT

The IDP strategic plan, comprising priorities and foundations that all support
the vision of creating a *City of Hope*

**PRIORITY AND
FOUNDATION**

1

OBJECTIVE

1.1

PROGRAMME

1.1.A

PROJECT

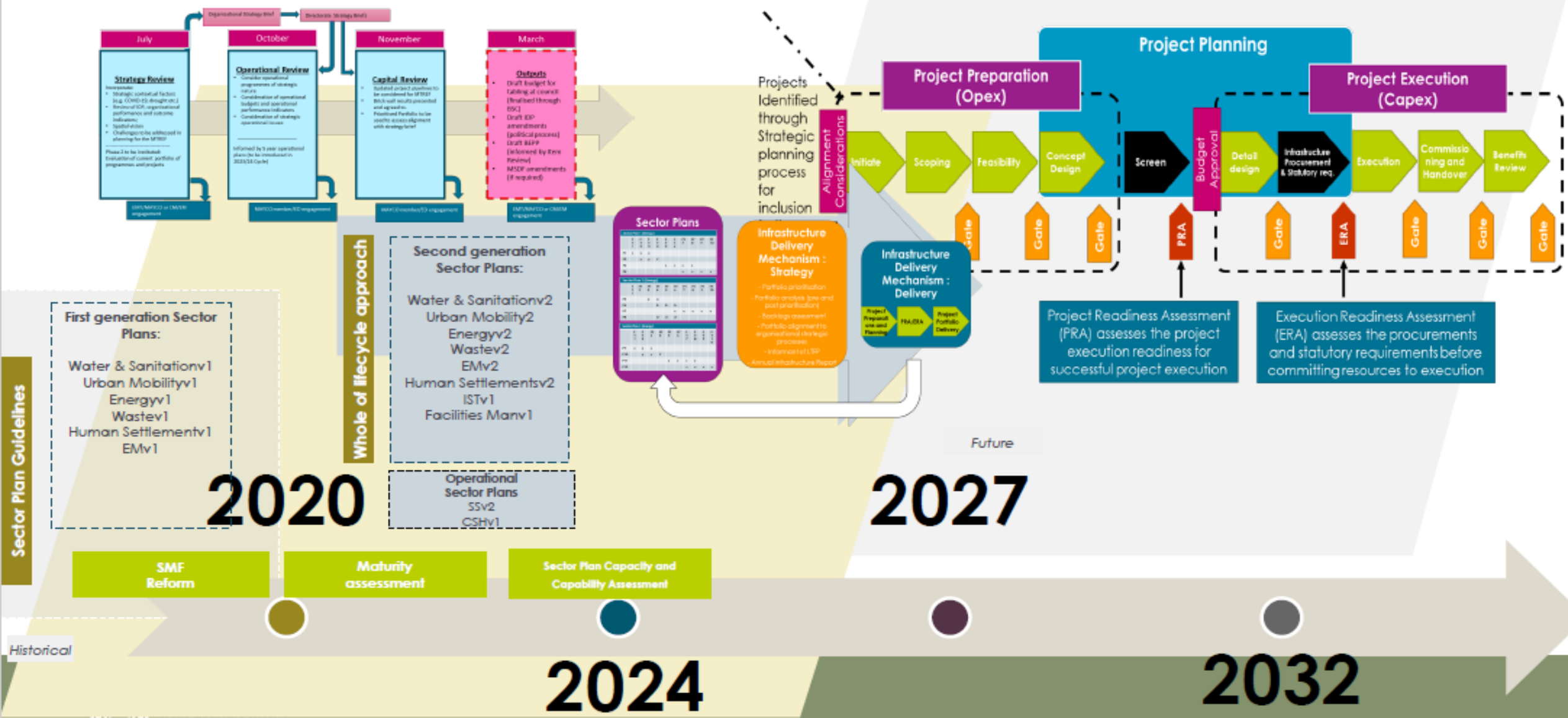
**16
OBJECTIVES**

**IMPLEMENTATION
PLAN**

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

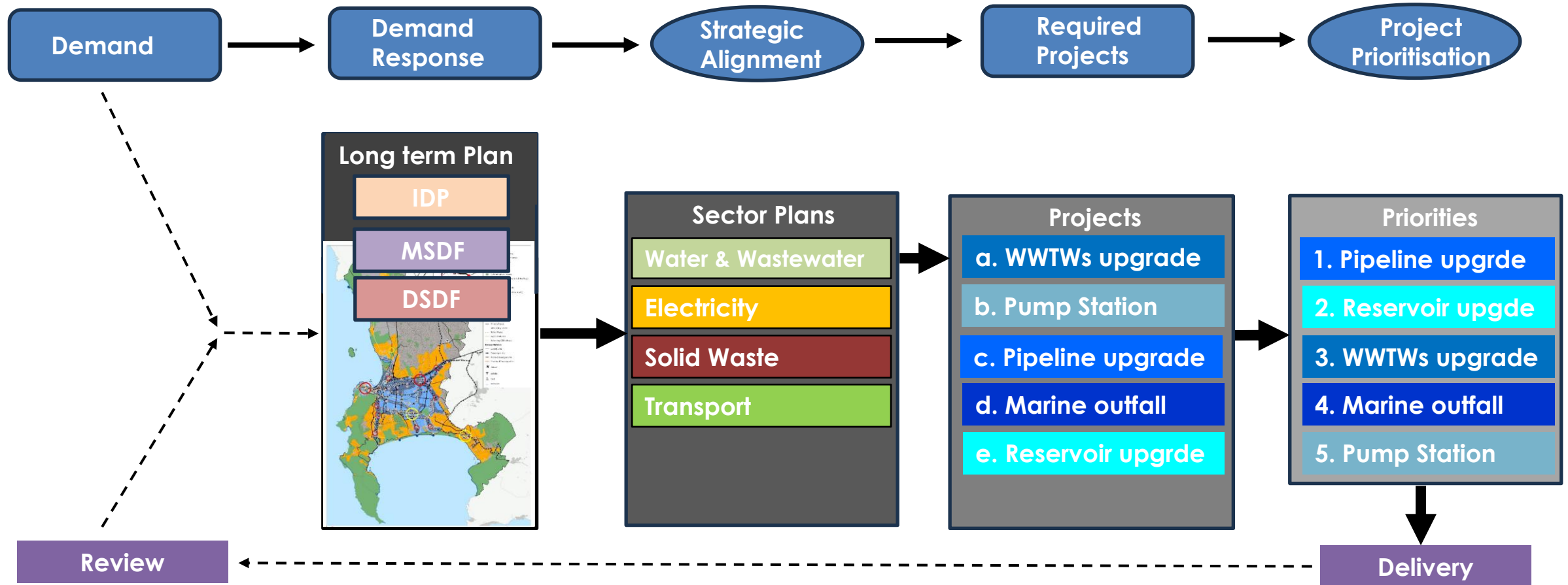
Integrated Infrastructure Planning System

Clear, long-term sector plans which integrate transversally and align with agreed upon long-term imperatives and objectives.



WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System



WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System



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STAD KAAPSTAD



**INFRASTRUCTURE
REPORT**
December 2023

Making progress possible. Together.

City Of Cape Town Intr x capetown.gov.za/Family and hon x +

ps://www.capetown.gov.za/Family%20and%20home/Meet-the-City/city-reports/infrastructure-reports



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MENU X

infrastructure report

[Home](#) > [Family and home](#) > [Meet the City](#) > [city reports](#)



2023

2022

Document downloads

[f](#) [X](#) [✉](#)

Infrastructure Reports

The City's annual Infrastructure Report evaluates its infrastructure planning, risk and delivery against our strategic objectives. Infrastructure investment and planning is critical to ensure that we can

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System



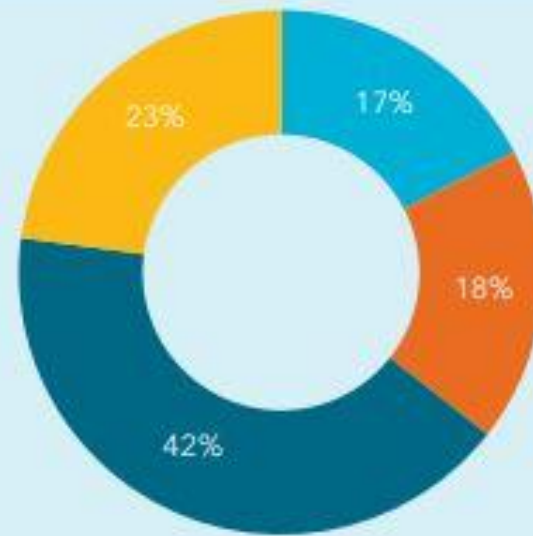
INFRASTRUCTURE REPORT

December 2023

Making progress possible. Together.

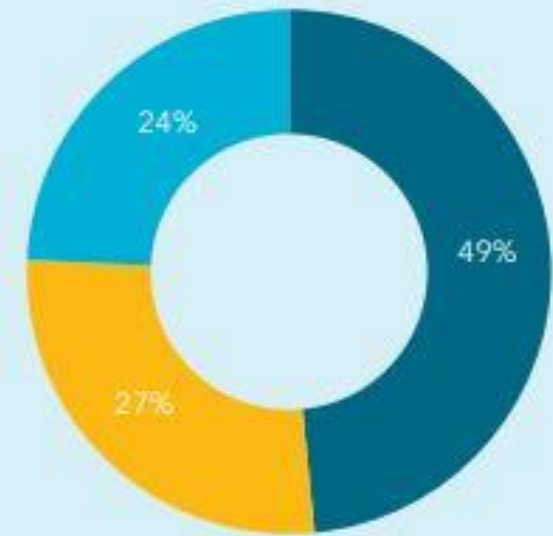


FIGURE 2: LARGEST SPENDING CONTRIBUTOR BY DIRECTORATE 2022/23



- Energy
- Urban Mobility
- Water and Sanitation
- Remaining departments

FIGURE 3: CATEGORIES OF CAPITAL ALLOCATION

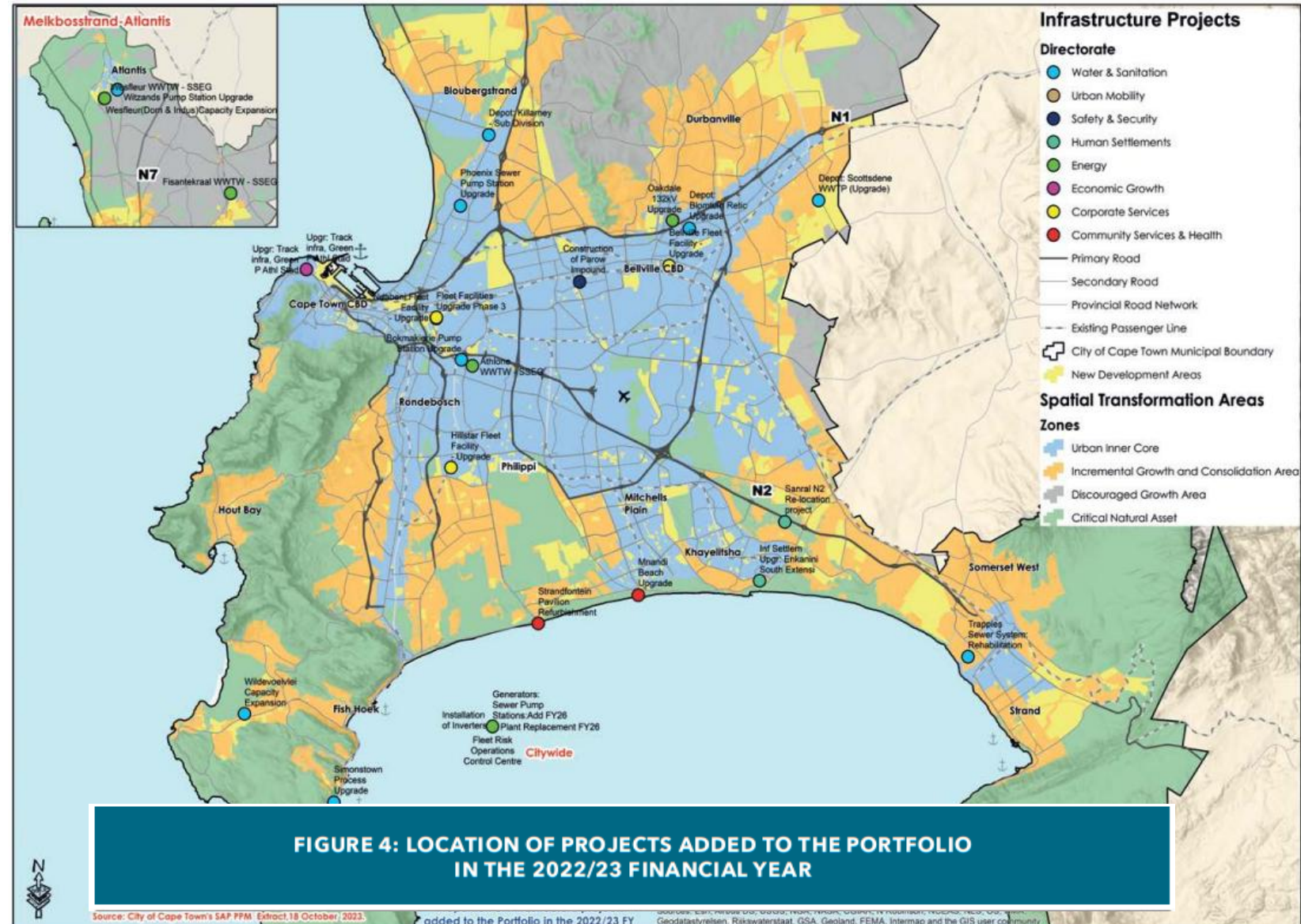
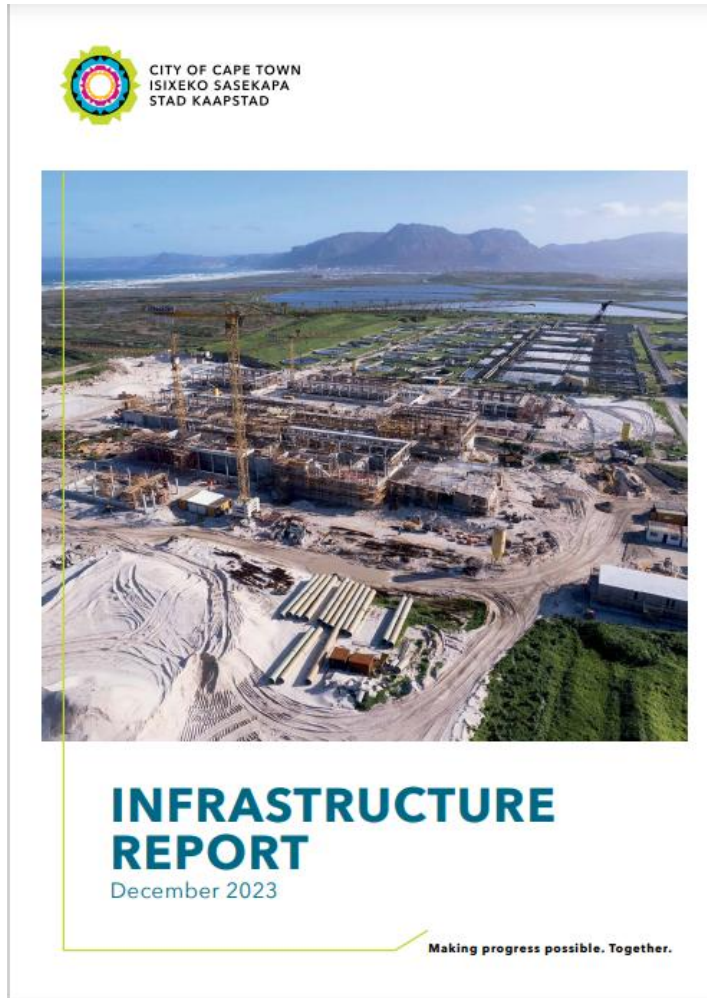


- New
- Renewal
- Upgrade

CAPITAL INFRASTRUCTURE FRAMEWORK

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System



WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System

F.2

PUBLIC INVESTMENT

CAPITAL EXPENDITURE: CITY PROJECTS

2025 Update

This indicator shows the location of annual completed capital projects by the City of Cape Town (CCT). It is reflected in the different investment targeted areas in the city, as consolidated in the MSDP (Municipal Spatial Development Framework). Only City of Cape Town projects > R10m are reflected on maps. The tables reflect the top 10 most expensive projects implemented per year.

Source: City of Cape Town Finance Dept (June 2025)

OVERALL TREND

The expenditure on capital projects

SPATIAL TRENDS & IMPLEMENTATION TRACKING



DATA, MONITORING & EVALUATION REPORT

DEPARTMENT: URBAN PLANNING AND DESIGN

PUBLICATION: 3.0 - JUNE 2025



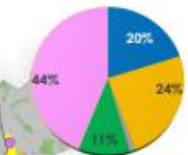
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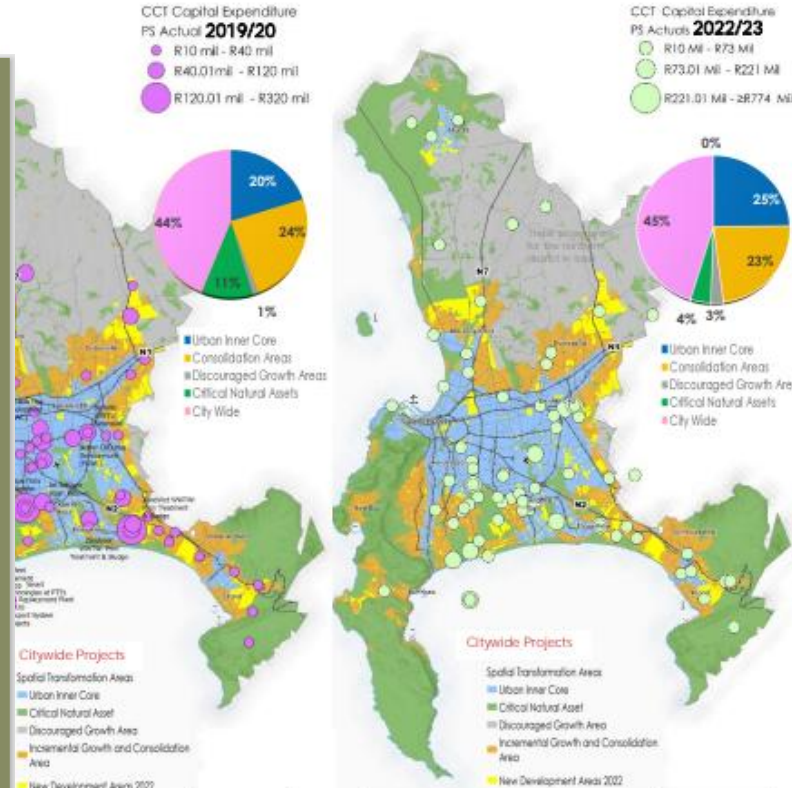


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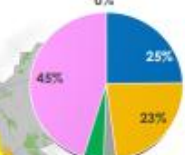
CCT Capital Expenditure
PS Actual 2019/20
R10 mil - R40 mil
R40.01 mil - R120 mil
R120.01 mil - R320 mil



Urban Inner Core
Consolidation Areas
Discouraged Growth Areas
Critical Natural Assets
City Wide

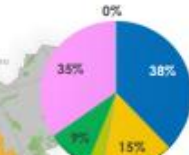


CCT Capital Expenditure
PS Actual 2022/23
R10 mil - R73 mil
R73.01 mil - R221 mil
R221.01 mil - R774 mil



Urban Inner Core
Consolidation Areas
Discouraged Growth Areas
Critical Natural Assets
City Wide

CCT Capital Expenditure
PS Actual 2024/25
R10 mil - R80 mil
R80.01 mil - R289 mil
R289.01 mil - R1.7 bil



Urban Inner Core
Consolidation Areas
Discouraged Growth Areas
Critical Natural Assets
City Wide

	Actual Exp
Prim Treatment & Sludge	317 422 212
ent FY20	206 646 147
ir	199 548 886
roup Aquifer	152 999 808
Prim Treatment & Sludge	119 316 346
acement FY20	116 214 889
int Programme FY20	101 663 030
Belhar CBD Hsg Development (PGWC)	68 364 145
Public Transport System Projects	68 112 420
Smart Technologies at PT's	64 335 191

Project Name	Actual Exp
Cape Flats Aquifer Recharge	221 209 828
Coastal Park: Design and develop (MRF)	187 304 250
Zandvliet WWTW: Prim Treatment & Sludge	173 490 948
Replace Sewer Network (Citywide) FY23	148 242 908
Vehicles: Replacement FY23	143 201 826
Triangle 132kV Upgrade	113 757 783
IRT Ph2A: Depot Bld Works-Mitchell&Khayelit	110 559 342
Replace Water Network (City Wide) FY23	106 436 707
ACSA Symphony Housing Project Construct	103 785 241
Vehicles: Replacement FY23	99 994 093

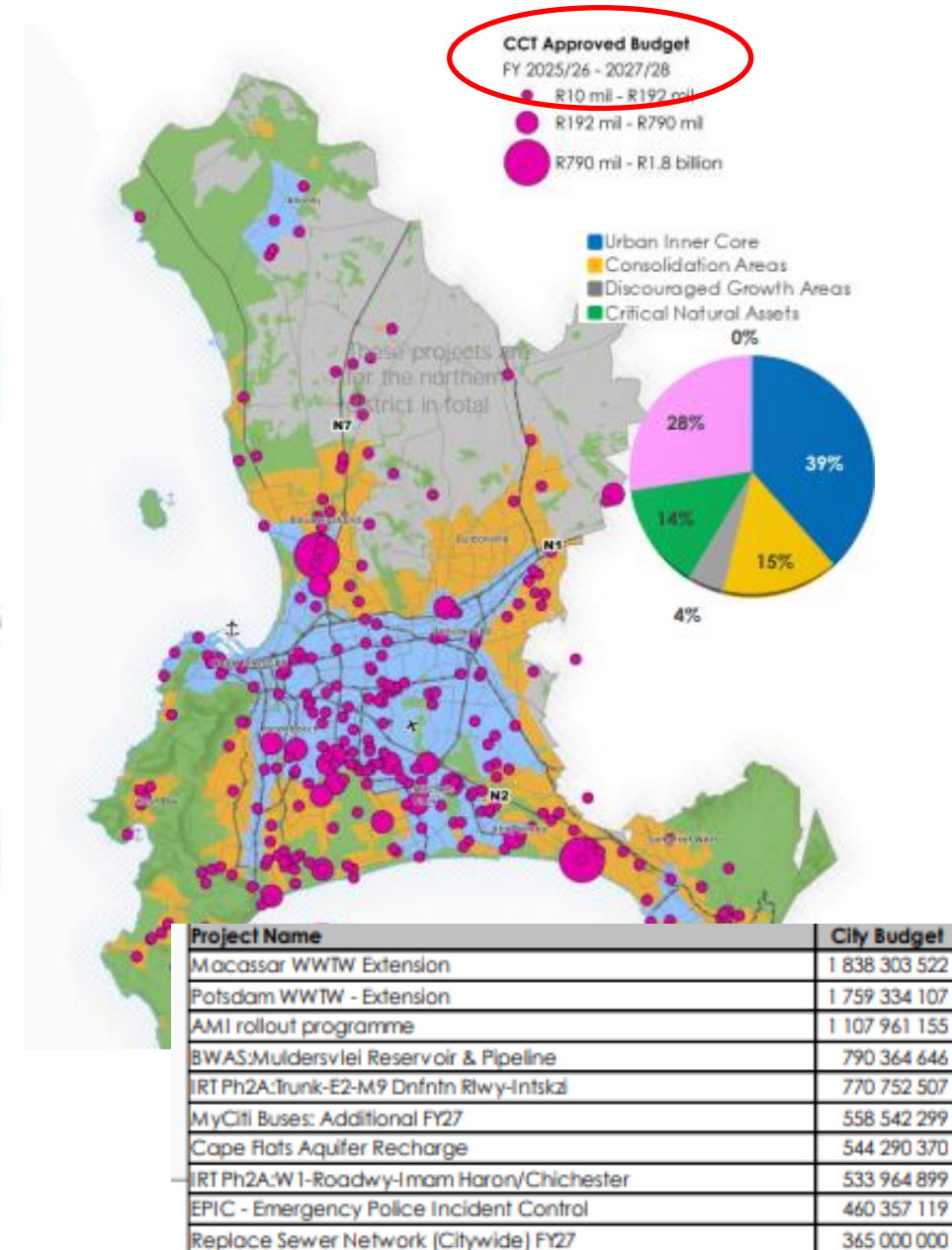
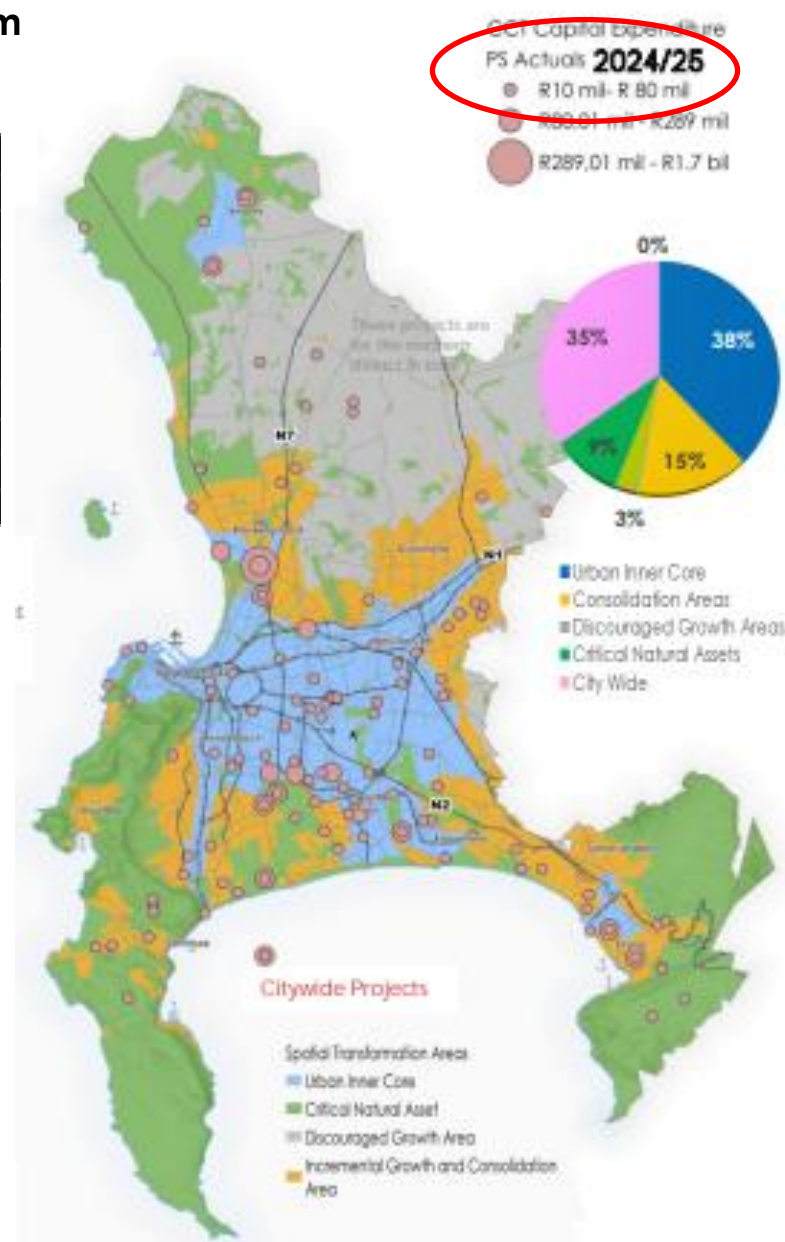
Project Name	Actual Exp
Polsdam WWTW - Extension	1 075 370 000
Replace Sewer Network (Citywide) FY25	288 485 334
Replace Water Network (City Wide) FY25	220 194 973
Polsdam WWTW - Extension	211 617 256
IRT Phase 2A: Project Management	189 129 000
Ground Mounted PV	184 109 170
Property Acq: Joint Policing Centre	161 000 000
Westfleur Aeration & Blower Replacement	157 019 363
Repl & Upgr Sew Pump Station FY25	147 612 304
IRT Ph2A: W4-Roadway-Govan Mbeki	145 683 627

Map Series F2-c: City capital expenditure 2019/20, 2022/23 and 2024/25

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Integrated Infrastructure Planning System

Project Name	Actual Exp
Potsdam WWTW - Extension	1 075 370 000
Replace Sewer Network (Citywide) FY25	288 485 334
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Repl & Upgr Sew Pump Station FY25	147 612 304
IRT Ph2A:W4-Roadway-Govan Mbeki	145 683 627



WHAT IS THE CITY INFRASTRUCTURE RESPONSE?

(from a spatial planning perspective)

Integrated Infrastructure Planning System

City Infrastructure Spend:

2025/2026 Budget: R84.1 bn

- Operating budget R71.3 bn
- Capital budget R12.8 bn

CAPE TOWN'S DOING THE BASICS BETTER

*3-YEAR UPGRADE BUDGETS 2025/26 - 2027/28

 R3,4BN TO UPGRADE ROADS & REPAIR POTHOLES	 R1BN FOR STREET LIGHT MAINTENANCE & LED ROLLOUT
 R1,1BN FOR NEW REFUSE REMOVAL TRUCKS & EQUIPMENT	 R264M TO RAMP UP CLEANING FOR CBD'S & HIGHWAYS
 R272M IN INFORMAL TRADING INFRASTRUCTURE UPGRADES	

Comment on the Budget before 30 April:
www.capetown.gov.za

 **INVESTED IN HOPE**
BUDGET 2025/26

UPGRADING CAPE TOWN'S COMMUNITY ASSETS

*3-YEAR UPGRADE BUDGETS 2025/26 - 2027/28

 R123M SPORTS FACILITIES	 R66M RECREATION HUBS & COMMUNITY HALLS
 R191M LIBRARY UPGRADES & CONTENT	 R95M COMMUNITY SWIMMING POOL OPERATIONS & UPGRADES
 R171M PARKS & PUBLIC SPACES	

Comment on the Budget before 30 April:
www.capetown.gov.za

 **INVESTED IN HOPE**
BUDGET 2025/26

R5 BILLION WATER & SANITATION INVESTMENTS

-  **100KM ANNUAL SEWER PIPE REPLACEMENT**
-  **50KM ANNUAL WATER PIPE REPLACEMENT**
-  **MAJOR WASTE WATER WORKS UPGRADES**
-  **CAPE FLATS BULK SEWER UPGRADE NEARLY DONE, SA'S LARGEST**

Comment on the Budget before 30 April:
www.capetown.gov.za

 **INVESTED IN HOPE**
BUDGET 2025/26

IMPROVING CAPE TOWN'S PUBLIC TRANSPORT

*3-YEAR UPGRADE BUDGETS 2025/26 - 2027/28

-  **R10BN MYCITI BUS ROUTE EXPANSION KHAYELITSHA-MITCHELLS PLAIN-CLAREMONT-WYNBERG**
-  **R647M NEW MYCITI BUSES & FLEET REFURBISHMENT**
-  **R397M FOR PUBLIC TRANSPORT INTERCHANGE UPGRADES**

Comment on the Budget before 30 April:
www.capetown.gov.za

 **INVESTED IN HOPE**
BUDGET 2025/26

WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

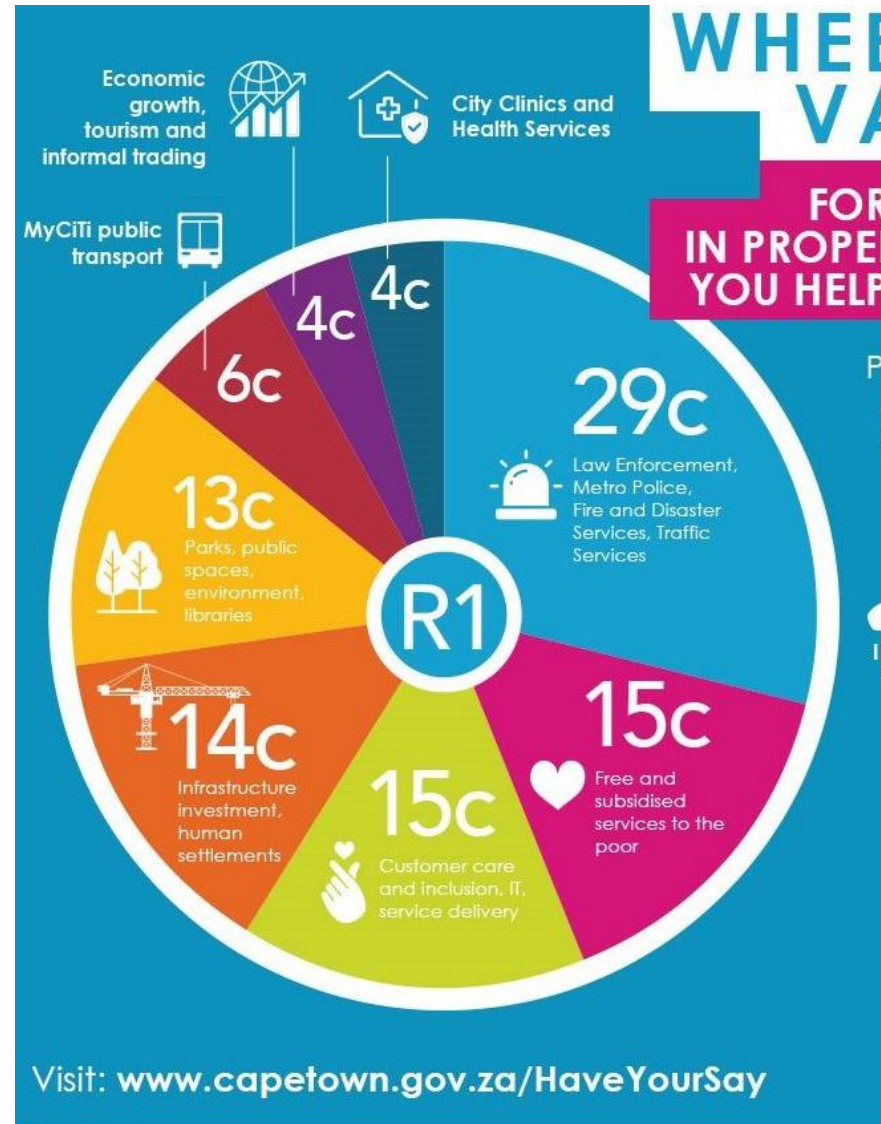
Integrated Infrastructure Planning System

City Infrastructure Funding:

1. Rates & Fees:
2. Grants & Subsidies:
3. Loans & Financing:
Ratings Agencies (e.g. Moodys)



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Moody's upgrades Cape Town's credit rating to positive

2024



Moody's upgrades Cape Town's credit rating, boosting investment prospects

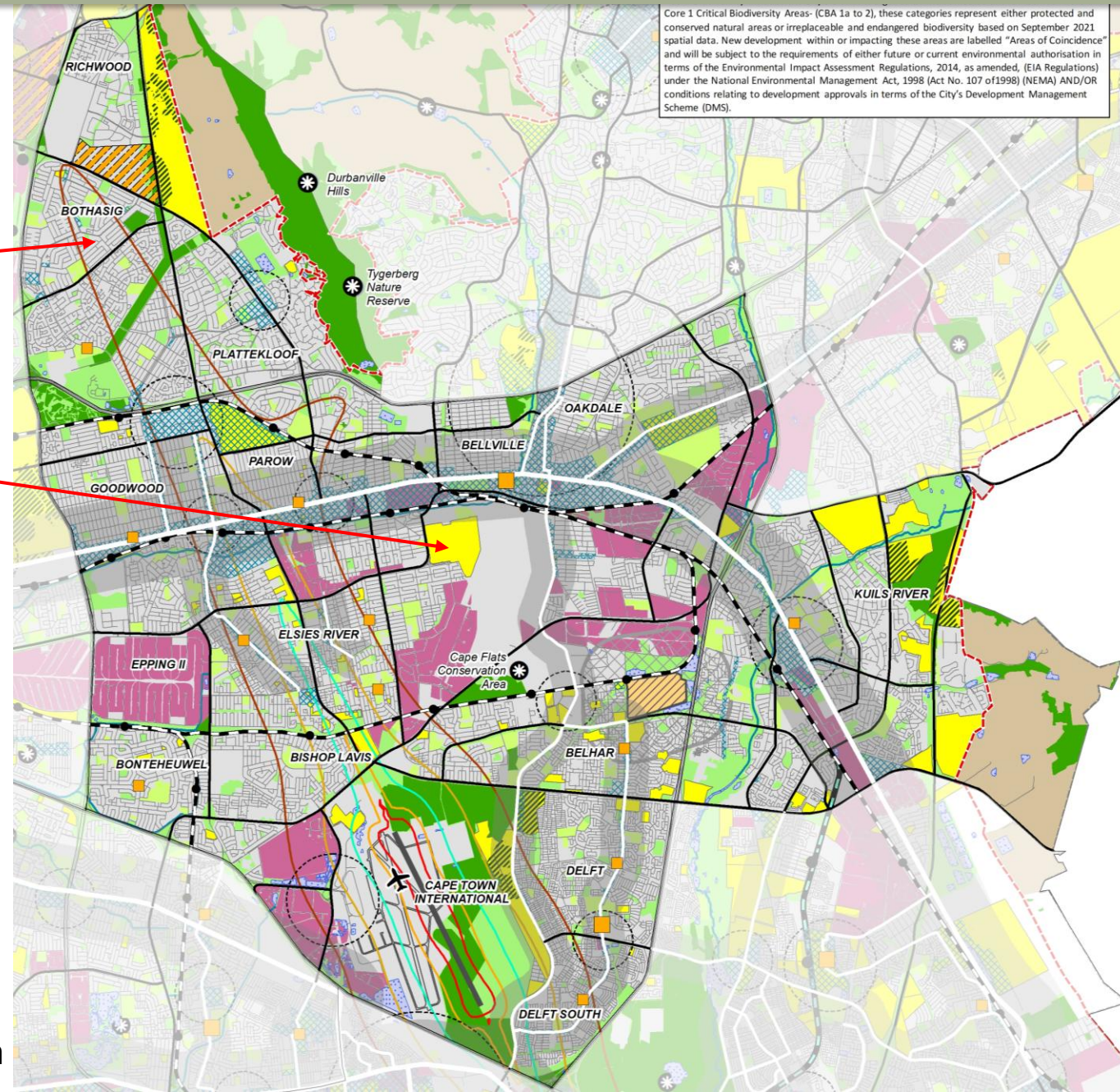
2025



WHAT IS THE CITY INFRASTRUCTURE RESPONSE? (from a spatial planning perspective)

Infrastructure Planning for New Growth:

1. Existing Areas: Densification (& Replacement)
2. New Growth Areas: New Development Areas (NDAs)

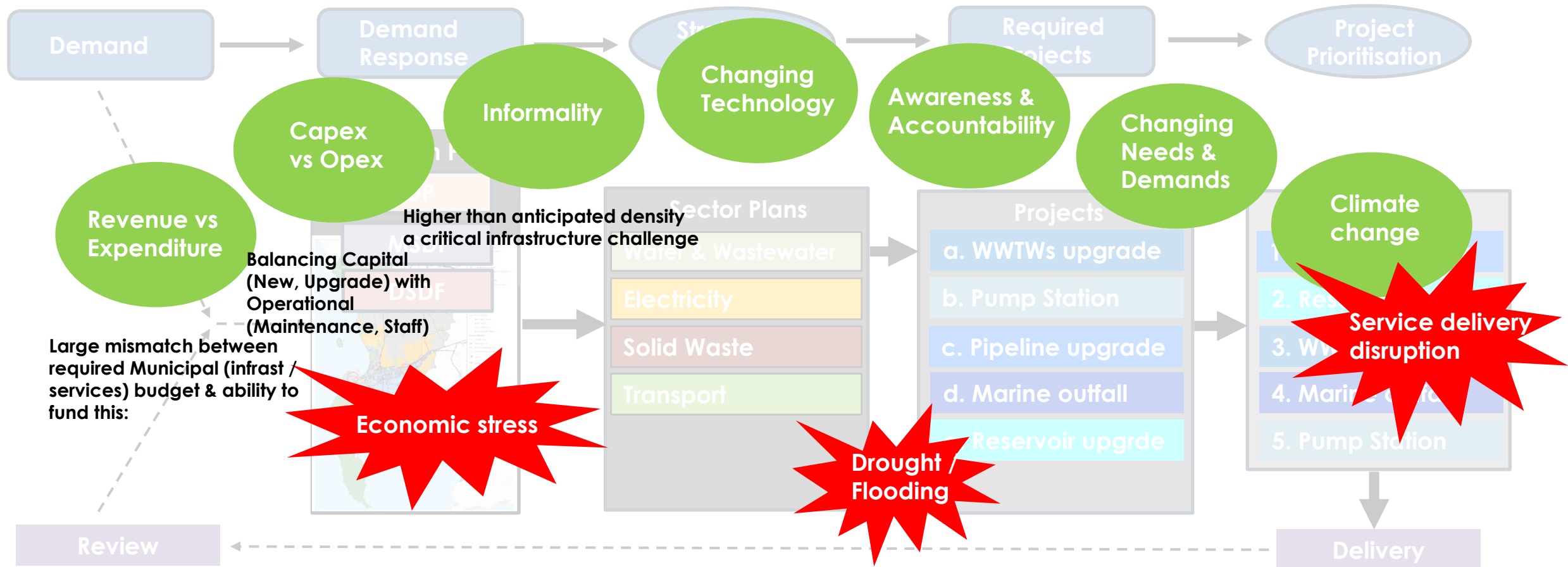


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**Tygerberg
District Plan**

WHY IS INFRASTRUCTURE DELIVERY SO CHALLENGING?

Infrastructure Delivery Challenges



WHY IS CIVIL INFRASTRUCTURE SO OFTEN WORSE IN POORER AREAS?

1. Unplanned Development:

- Backyard shacks
- Informal settlements (esp. in 'no-go' areas)
- ..

2. Service Delivery Challenges:

- Not paying
- Illegal connections
- Ignorance & vandalism
- Crime
- Blight spiral': 1 poor service affects another (e.g. sewage flooding affects stormwater & river)

2. No 'Top Up' Services:

- Improvement Districts
- Private 'garden' services etc.
- Private Security

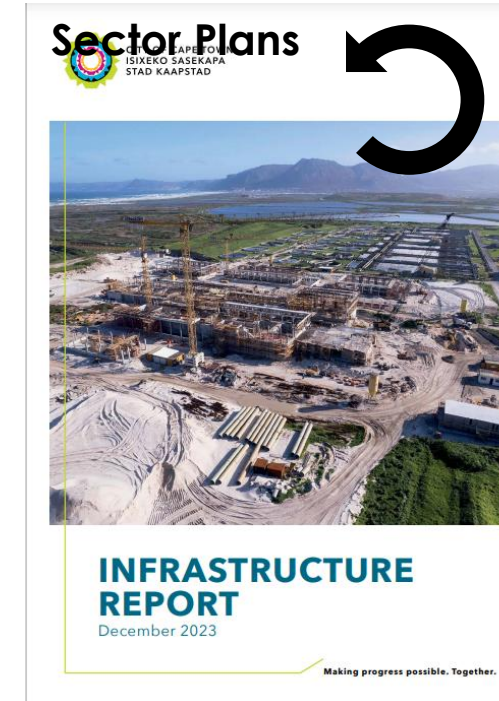
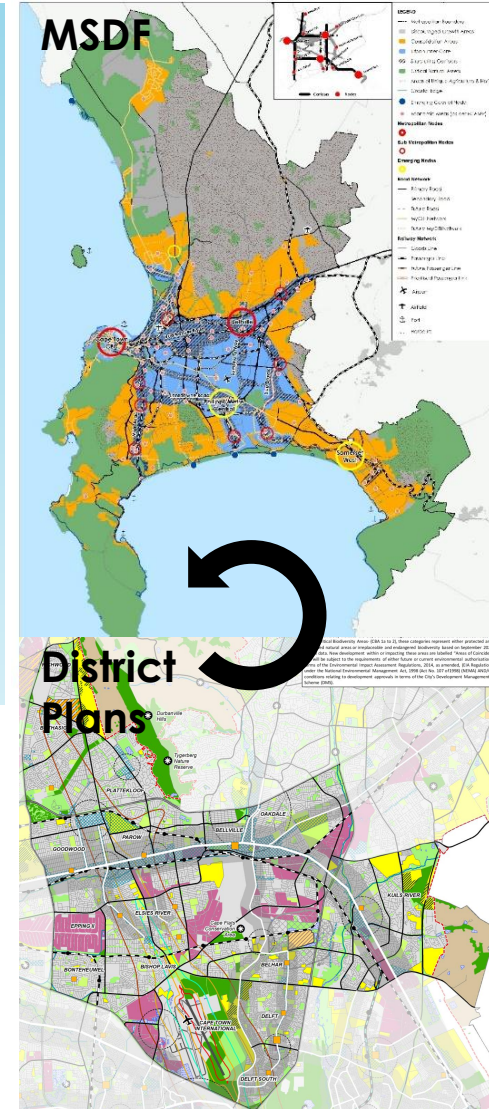
3. Community 'Watchdog' Challenges

- Scale of the problem too big to make a diff
- Conflict within/btw communities



HOW CAN RATEPAYERS CIVICS & THE PUBLIC COME IN?

1. IDP Roadshows
2. City Policy Formulation
3. Development Projects
4. Depts to follow up with
5. C3 Notifications
6. Local Councillor & Sub-Council
7. Public awareness & pride
8. Civic empowerment
9. Private initiative/s



THANK YOU.

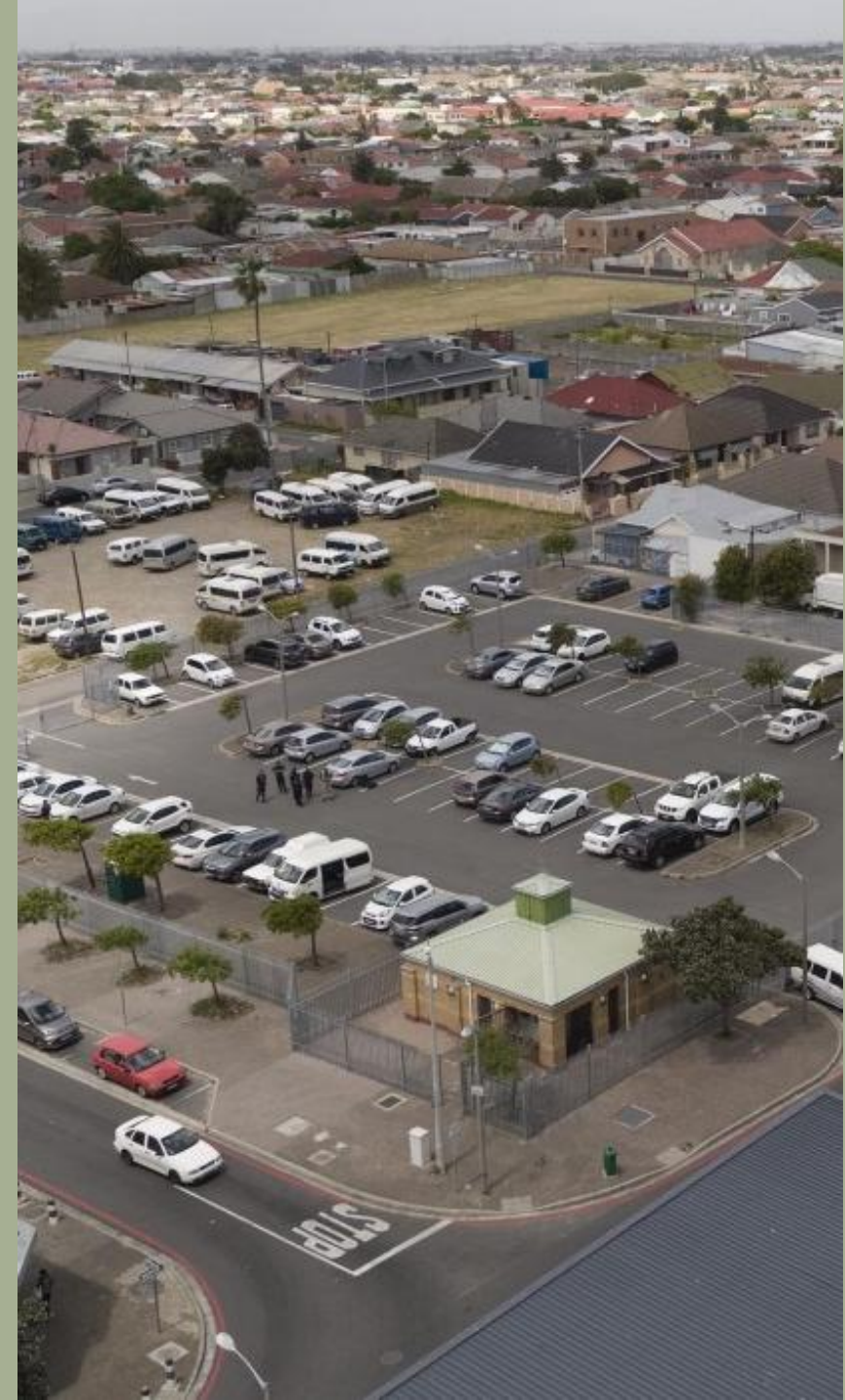


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Play: Part 3



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MUNICIPAL PLANNING TRIBUNAL

FINAL DEVELOPMENT PLAN



CHAIRPERSON



MPT CHAIRPERSON



MPT MEMBER

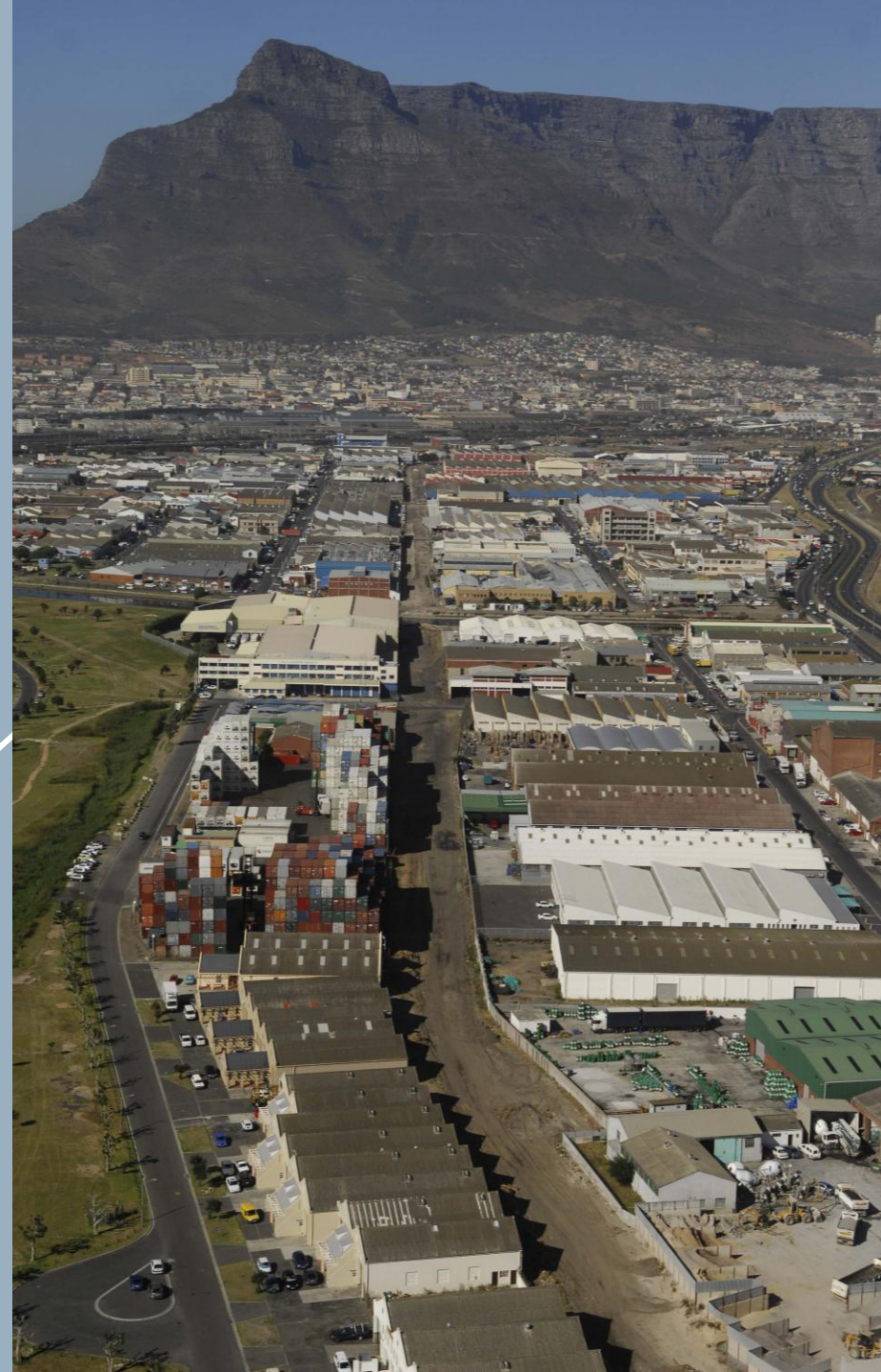


PRESENTATION 6: **Budgeting**

Nigel Titus



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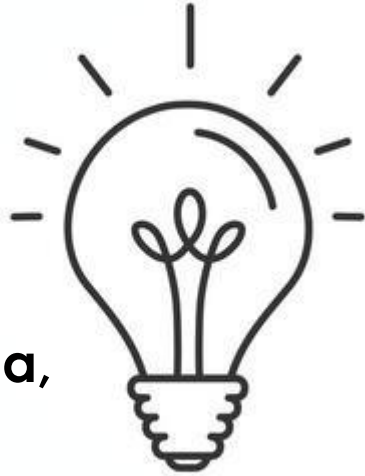
THE CHALLENGE

*“My name is Reggie. I am the chairperson of a Football Club in Mfuleni. We need a football field in Mfuleni because there is nothing here. We have identified the land for it and want to know when the city can build the football field.
Thank you.”*



THE CHALLENGE

I have an idea,
what now?



**How does
it get
built??**



**What
needs to
happen?**



THIS IS HOW WE DO IT...

The IDEA needs to ...

1. **Get into the system → champion!**
2. **Be approved.**
3. **Be financed.**



GETTING MY IDEA INTO THE SYSTEM



Who can get it into the system...

i got an idea!!!! 100 🧠💡



Implementing agent/
champion

**Spatial
Development
Framework
(SDF)**
(Implementation Plan)

**Subcouncil
Priorities
(Councillors)**
(Ward Budget/ Line
Dept Project)



Projects and Programmes
the city wants to focus on
(mentioned)

IDP & BUDGET

Projects that have budgets
allocated - "ready" for
implementation

GETTING MY IDEA APPROVED



What is the IDP and Budget Process?

1. To get the idea investigated → high level determination of need, viability (can)/ feasibility (financially worthwhile); → make sure it can be built
2. Town Planning permission, i.e. changing the permissions for the use of the land (rezoning), based on the technical designs
3. Detailed design and costing for implementation
4. Approval of the finances for implementation (Construction Budget)

Process & Approval Mandate

Line department level

Present business case for projects →

Obtain budget

Appoint consultants

Do studies and designs

Prepare applications

Obtain public comment

Revise application (?)

MPT/ Officials approval

Same consultants or new consultants

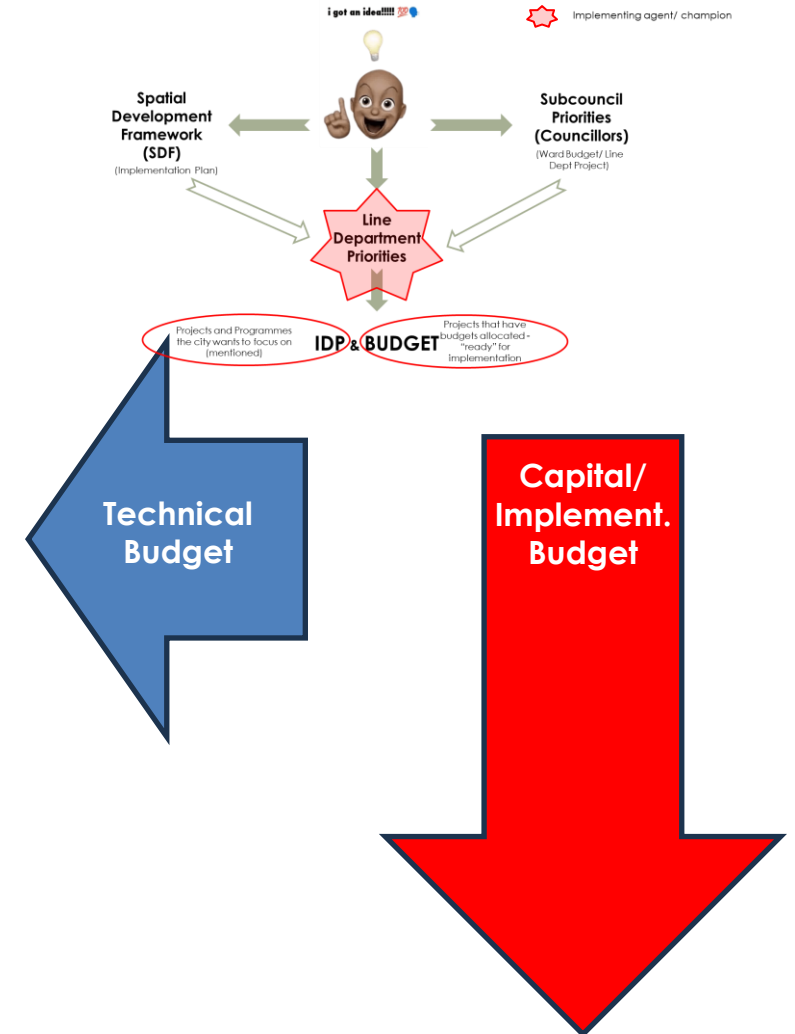
Present costing to department
–agreement on timing for implementation → process to IDP

GETTING MY PROJECT FINANCED AND IMPLEMENTATION UNDERWAY

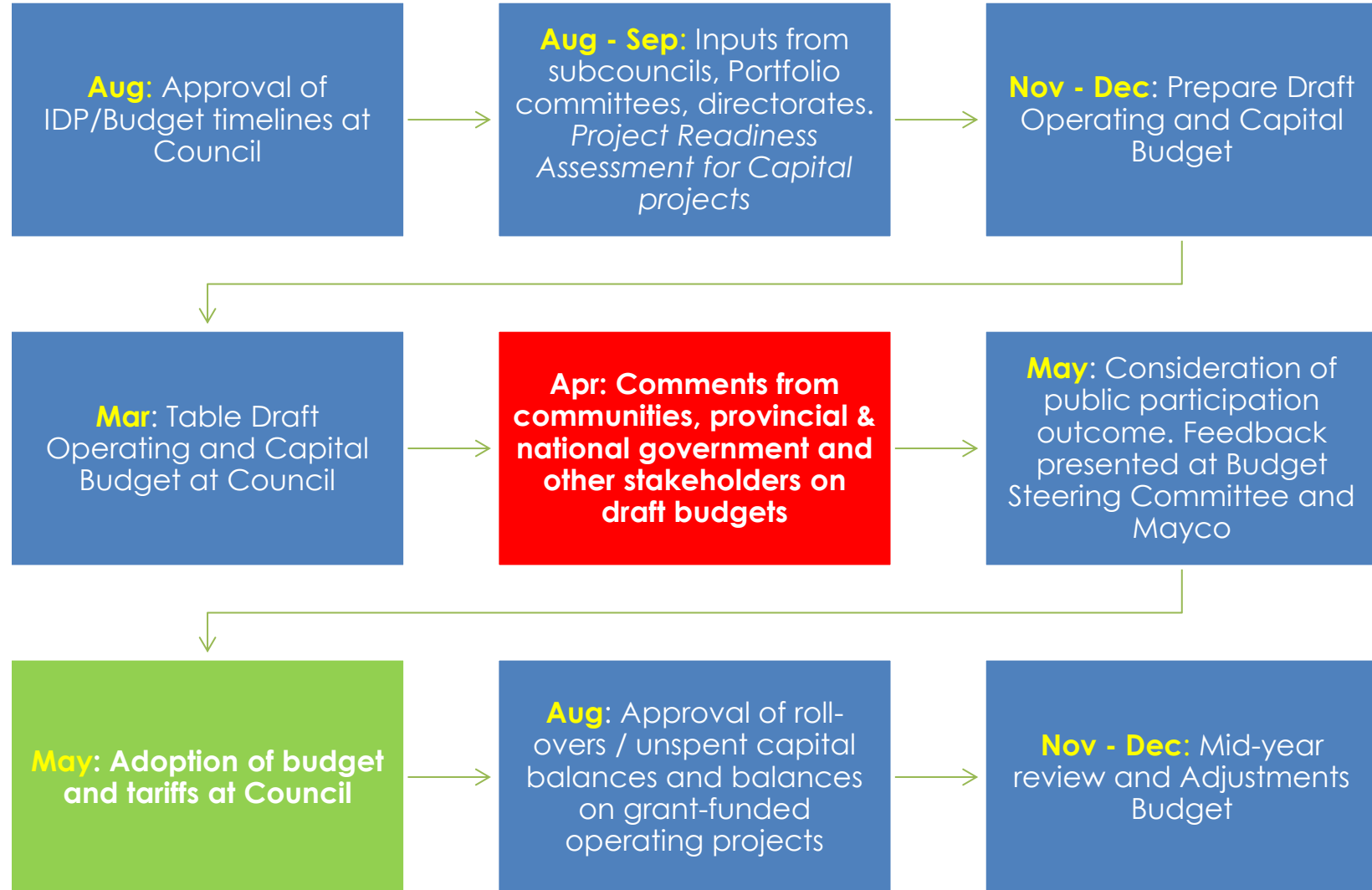


What is the IDP and Budget Process?

1. To get the idea investigated → high level determination of need, viability (can)/ feasibility (financially worthwhile); → make sure it can be built → (line department level)
2. **Town Planning permission, i.e. changing the permissions for the use of the land (rezoning), based on the technical designs**
3. **Detailed design and costing for implementation.**
4. **Approval of the finances for implementation (Construction Budget)**



IDP BUDGET AND APPROVAL



IDP BUDGET AND APPROVAL: READINESS ASSESSMENTS

Step 1: TTS Verification

Records

Validity

Appeals

Alignment

Transversal

Step 2: Screening
Questionnaire

Implementati
on Readiness

Technical
Feasibility

Financial
Feasibility

Strategic
Alignment

Eng &
Resilience

Step 3: SAP PPM Data
Completeness

Questionnaires
Completeness

Geo-
spatial

Reasons,
Goals &
Benefits

Description

Non-
Financial
Benefits

Step 4: Governance

Statutory
Requirements

Project
Scope

Project
Schedule

Dates
Alignment

Life Cycle
Planning

Step 5: CPPPM/PMO Report
RAGs

Timeline
Status

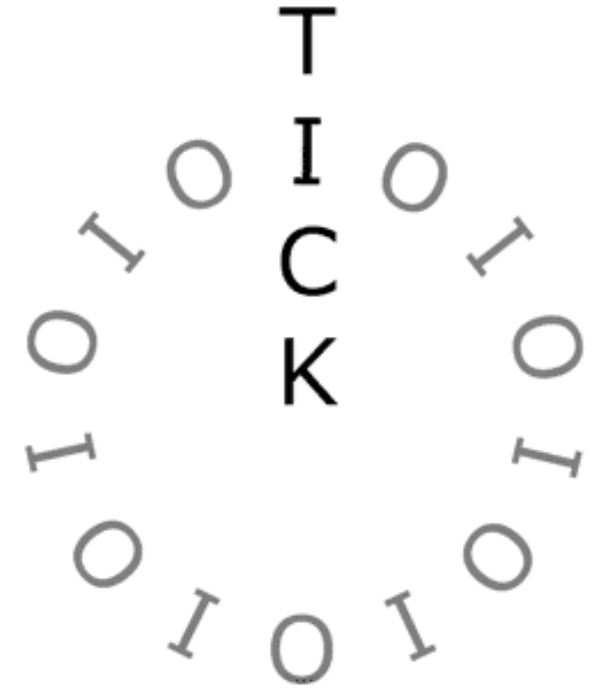
Procurement

Budget Assessment

HOW LONG MORE?

What is the timing on each process ... how long is a piece of string?

1. Preparing a tender scope, getting it approved, running a tender and awarding > 12 months;
2. Town planning approval > 9 months. What if other approvals are needed – some may run in parallel;
3. Process to get buy in on Project and Budgets (prioritisation, given many needed projects city wide)
4. Catch budget cycles for each phase of budgets (if run separately)
 1. Land use rights (incl. other studies);
 2. Detailed design and costing;
 3. Contractors for implementation;
5. **IDP is approved May of each year....**



Budgets are only allocated if it can be spent in the budget year (s)....i.e. must be project ready, have all the approvals in place.

PROJECT LINKED TO THE SPATIAL PLANNING & IMPLEMENTATION TOOLS

How is a project linked to the planning tools?:

1. **Integrated Development Plan** → City Objectives, i.e. is the project amongst the objectives that the City wants to achieve;
2. **Spatial Development Framework (SDF)** → was land identified for the project, and it is aligned with the SDF, is the project listed in the SDF?
3. **Budget** → Was provision made in the budget for the project/ budget approved?
4. **Land Use Approvals** → once the above is done/ underway, before it can be built, are the approvals in place?



HOW IS THE CITY FUNDED? WHY IS MY PROJECT NOT BUILT?

How are City infrastructure projects funded?

1. Internal funding → allocation of City budget/ income

- a) Property rates;
- b) Service fees (profits).

2. National government funding (National Budget)

- a) Distribution (%) of Revenue allocation (DORA);
- b) Project level funding, e.g. housing grants → must be in the business plan of departments.

3. Loans/ Donations

- a) City raises a loan;
- b) Private developers sponsors, e.g. development contributions (DC) linked to developments;
- c) Grants from Agencies, NGO's etc.

Limited Amount of (not enough for all the need/ projects



need to prioritise what projects are built



(multiple criteria: e.g. impact, need, readiness, city objectives)

THANK YOU.



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ACTIVITY 3:

Designing the Site & Phasing



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ACTIVITY 3: DESIGNING THE SITE & PHASING

Earlier in **Activity 1**, you chose the site you thought would be best to develop. Each table to **split into two groups** and consider **how the site could be laid out**.

You will be given **printed tiles**, each showing a different type of land use, such as:

- **Mixed Use** - A place where different activities happen together, often busy and active.
Examples: homes above shops, cafés next to offices
- **High Residential Density** - Many people living close together, usually near transport and shops.
Examples: flats, apartments, tall buildings
- **Medium Residential Density** - A mix of houses and small blocks of flats. Quieter than high-density areas.
Examples: townhouses, duplexes, walk-up flats
- **Primary School** - Should be close to homes and safe to walk to
- **Secondary School** - Needs good road access and space for sports. Busy at morning and afternoon times
- **Community Facility** - Buildings used by the community. Should be easy for everyone to reach.
Examples: clinic, library, community hall, police station
- **Neighbourhood Park** - Green space for nearby residents. A place to relax, play, and meet others.
Examples: playgrounds, walking paths, open grass areas

ACTIVITY 3: DESIGNING THE SITE & PHASING

What to do:

1. Look at the selected site on the map.
2. Use the tiles to decide **what should go where** on the site. It is not necessary to use all the tiles.
3. Place the tiles on the site in a way that you think makes sense.
4. As a group, discuss your layout and agree on a final design.
5. Be ready to explain **why** you placed each type of land use where you did.
6. Lastly, identify the first phase (what should be built first) and later phases (what can wait) and explain why.

There is no perfect layout .

The goal is to understand how planners balance different needs when designing places.

GROUP 6



GROUP 6



GROUP 6

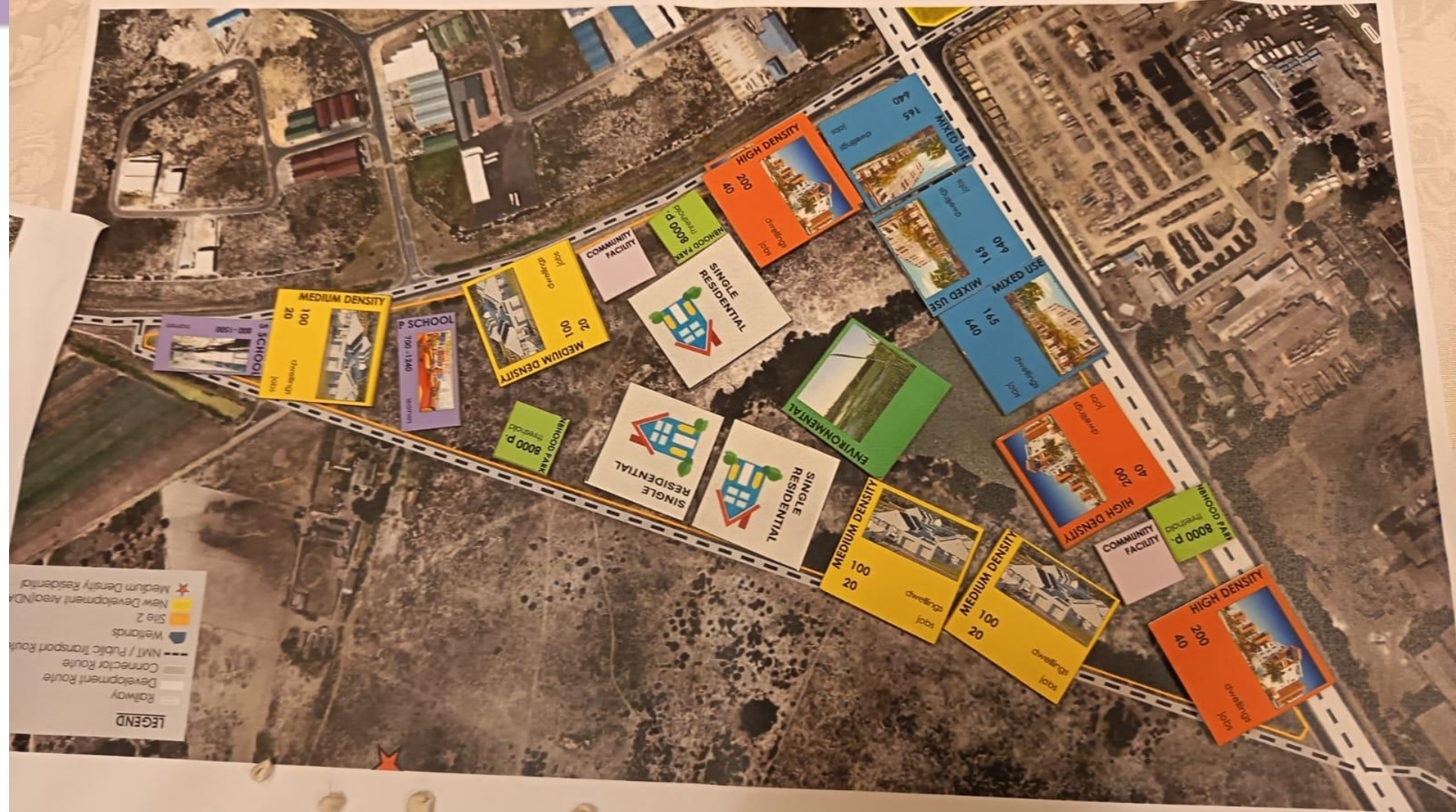


GROUP 2



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GROUP 5



GROUP 7

TABLE 7



GROUP 9 – SITE 3



Reflections on the SPC

Rob McGaffin



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Summary of the Day & Key Take aways



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Next Steps & Closing

Nigel Titus



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LET'S REGROUP

Participants are to please move to the table
no. which is their SC No.
I.e. SC3 to Table 3



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REGION 1 : TABLE BAY & BLAAUWBERG DISTRICTS

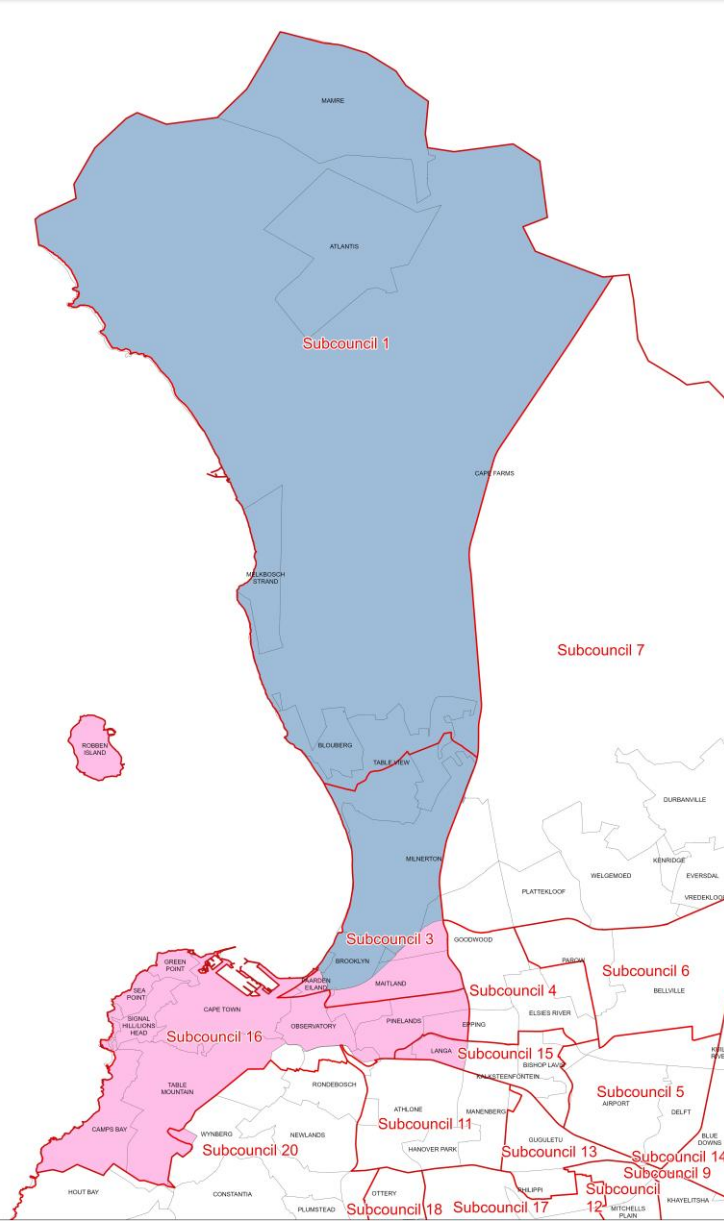


TABLE BAY DISTRICT:

- Sub Council 16
- Sub Council 15
(East of Jakes Gerwel Drive)

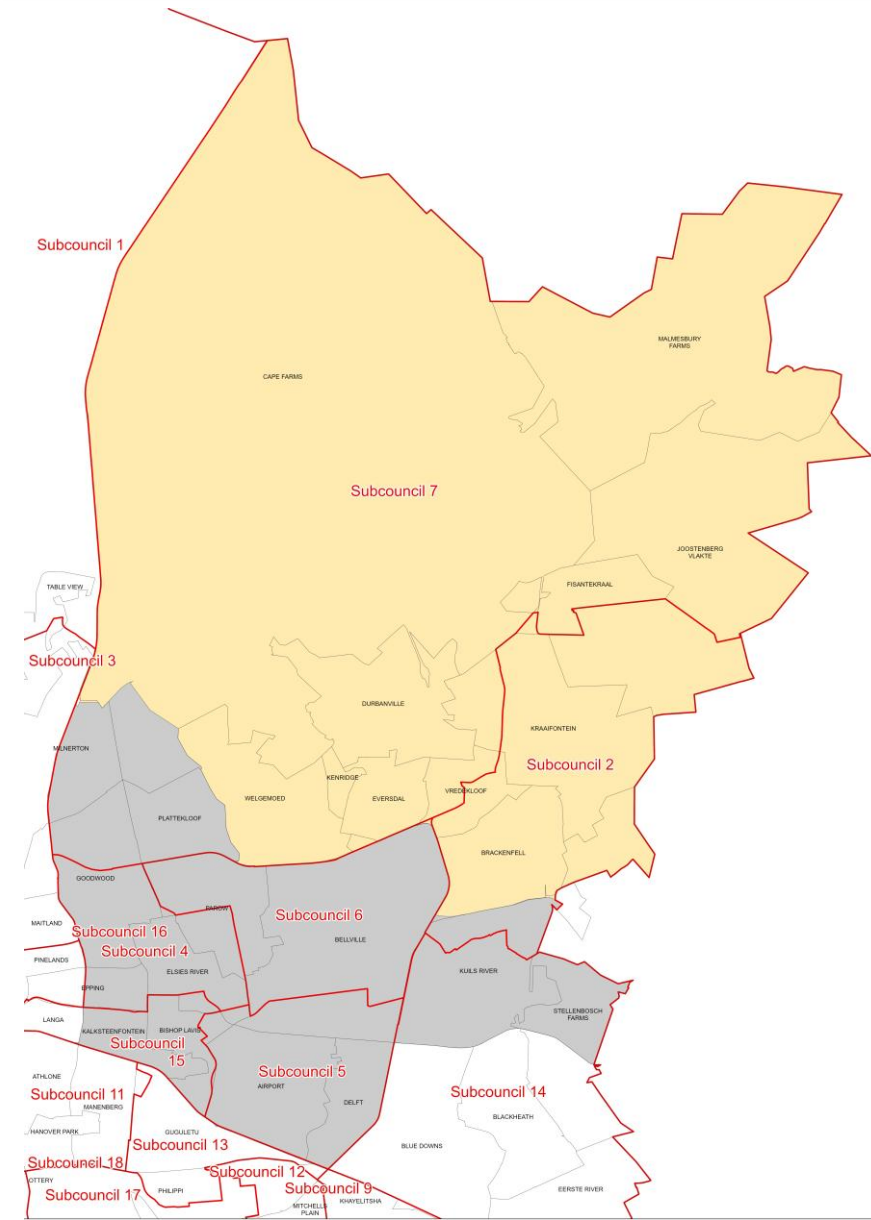
BLAAUWBERG DISTRICT:

- Sub Council 1
- Sub Council 3

Spatial Planners:
Margie Murcott
Ashton Peters
Charmaine Mabasa



REGION 2 : NORTHERN & TYGERBERG DISTRICTS



TYGERBERG DISTRICT:

- **Sub Council 4**
- **Sub Council 5**
- **Sub Council 6**
- **Sub Council 14**
(North Of Stellenbosch Arterial/Polkadraai)
- **Sub Council 15**
(East of Jakes Gerwel Drive)

NORTHERN DISTRICT:

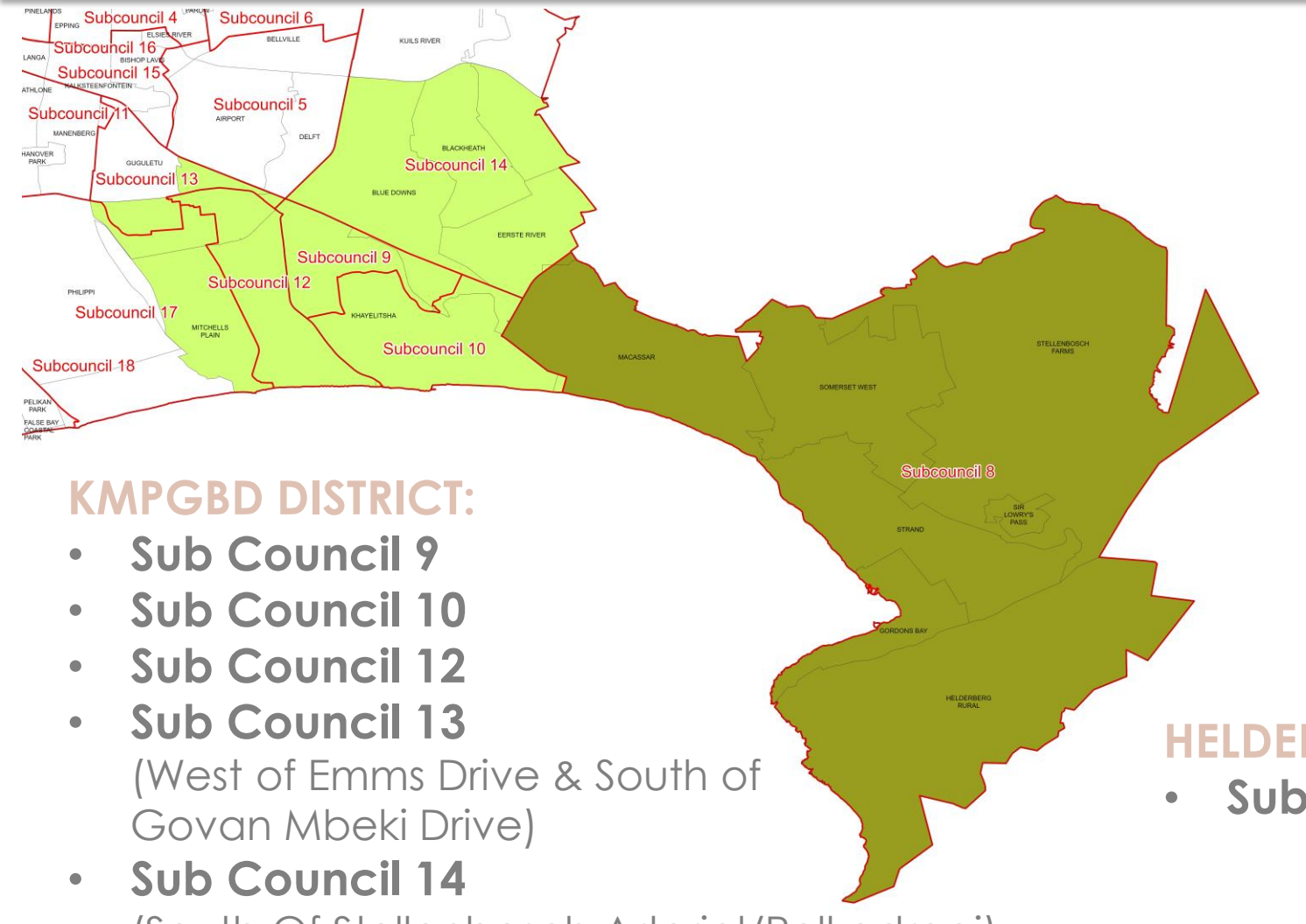
- **Sub Council 2**
- **Sub Council 7**

Spatial Planners:

Leona Bruiners
Sandy Daniels
Abu Bakr Gamaldien
Siziphiwe Mdlulwa



REGION 3 : HELDERBERG & KMPGBD DISTRICTS



KMPGBD DISTRICT:

- **Sub Council 9**
- **Sub Council 10**
- **Sub Council 12**
- **Sub Council 13**
(West of Emms Drive & South of Govan Mbeki Drive)
- **Sub Council 14**
(South Of Stellenbosch Arterial/Polkadraai)
- **Sub Council 17**
(East of Jakes Gerwel Drive & North of Govan Mbeki Drive)

HELDERBERG DISTRICT:

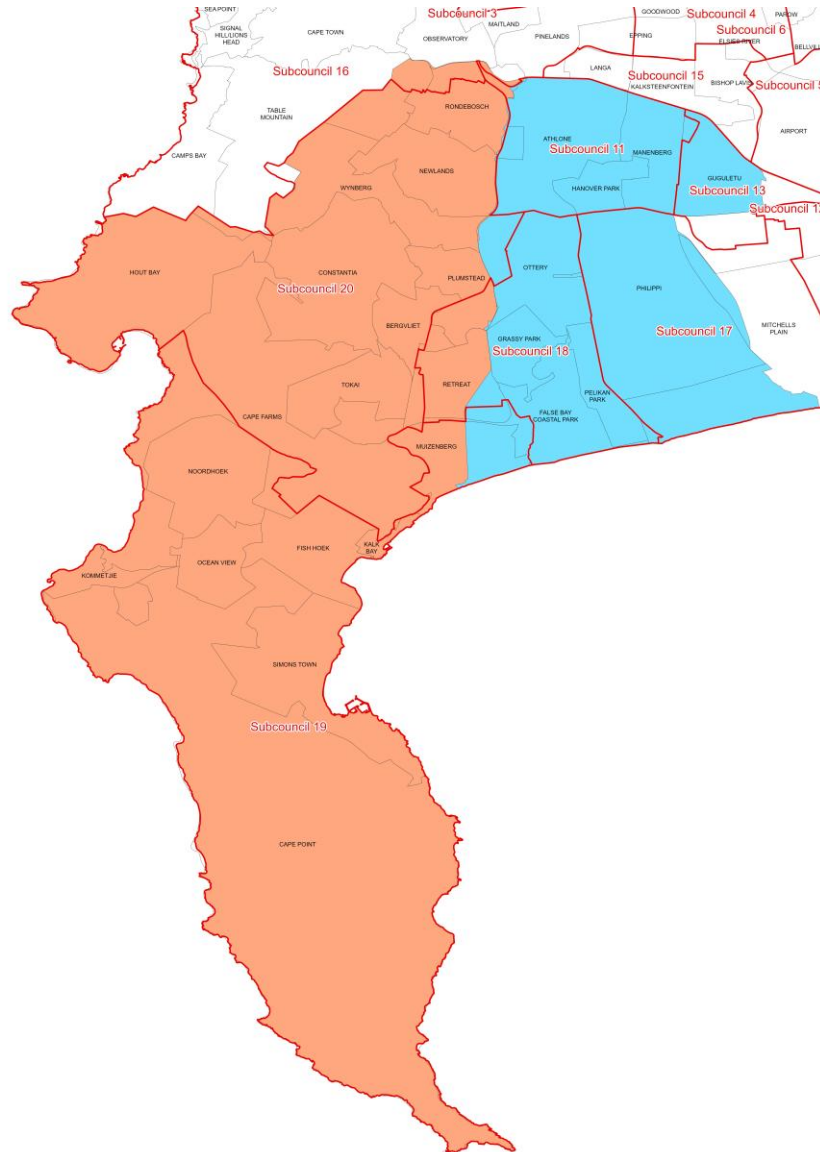
- **Sub Council 8**



Spatial Planners:

Mishka Jalim
Songezo Ndaba
Dominic Stanford
Ashleigh Petersen

REGION 4 : SOUTHERN & CAPE DISTRICTS



SOUTHERN DISTRICT:

- **Sub Council 18**
(East of the Cape Flats Railway line)
- **Sub Council 19**
- **Sub Council 20**

CAPE FLATS DISTRICT:

- **Sub Council 11**
- **Sub Council 13**
(East of Emms Drive & North of Govan Mbeki Drive)
- **Sub Council 17**
(West of Jakes Gerwel Drive & South of Govan Mbeki Drive)
- **Sub Council 18**



Spatial Planners:

Kier Hennessy
Siphilele Mndzebele
Guillaume Nell

NEXT STEPS

Where do we go from here ...?



May need sessions on
key topics, e.g.
densification,

When do we meet next → at each Subcouncil Spatial Planning Collective level during the following stages ...

by June 2026

Organising the
SC Collectives
Start Up
discussions

by Dec. 2027

Inputs not
conceptual
Proposals

by June 2027

Inputs into final
proposals,
guidelines,
projects

by Sept. 2027

Inputs into
Advertised
Draft Spatial
Framework

What is expected of the Community Representative of the Collectives

1. Attend the Collective meetings - frequency to be determined by SC;
2. Represent the Subcouncil community
→ Share the information to the organisations in your subcouncil → bring their feedback to the collective;
3. Comply with the Rules of Conduct;
4. Help achieve the expectations of the Collectives and participate in providing information during the various stages of the process.





What happens next ?



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STAD KAAPSTAD

Vote of Thanks

Erika Naude



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STAD KAAPSTAD





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STAD KAAPSTAD

Making progress possible. Together.

THANK YOU | ENKOSI | DANKIE
HAVE A GREAT DAY, TRAVEL SAFE!



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STAD KAAPSTAD