

1. WHAT IS A LOCAL SDF?

WHAT IS AN LSDF ABOUT?

- An LSDF is a Local Spatial Development Framework (LSDF)
- Formulating a vision for the desired end state of an area (how we would like it to be)
- Setting the policies and guidelines for decision making and actions to achieve the end state (Provides land use and urban form guidelines for future development)
- Co-ordinating, integrating and directing the action plans / developments to achieve the desired end state

WHAT DOES AN LSDF CONTAIN?

- Maps that identify and depict current and future significant elements which give structure to a settlement
- Land use management guidelines
- Spatial representation to support spatial restructuring and integration within the district
- Spatially showing the co-ordination, alignment and integration of relevant sectoral plans or policies of City departments in support of the MSDF

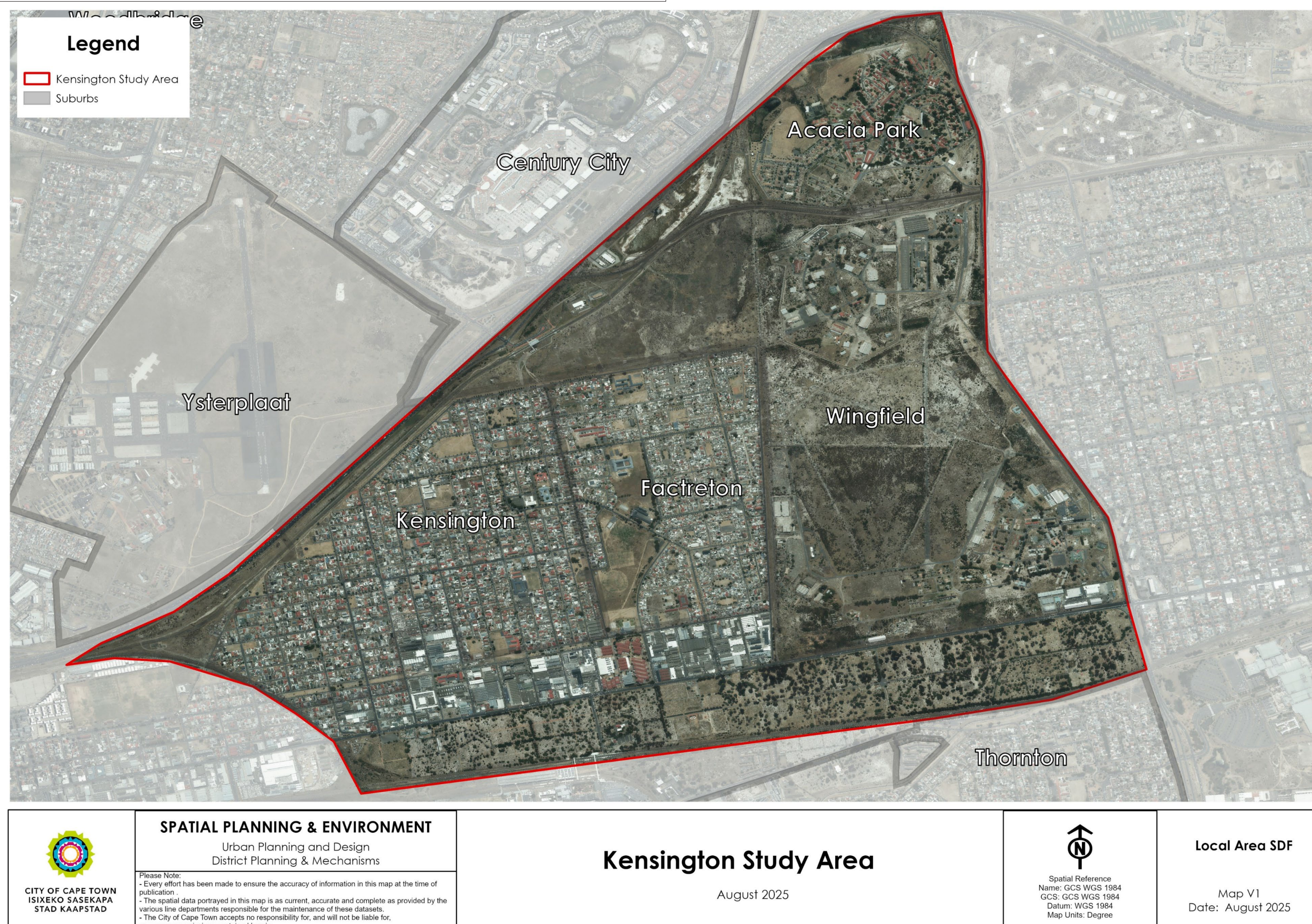


FIGURE 1: STUDY AREA MAP

WHAT AN LSDF IS AND IS NOT:

What an LSDF **does**:



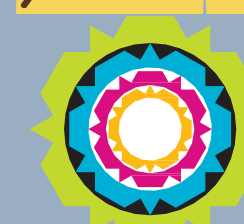
- ✓ Set a spatial (land and development) vision for an area
- ✓ Provide a vision for all stakeholders to work towards
- ✓ Identify main projects to implement the vision
- ✓ Provides land use guidance for how an area should develop
- ✓ Bridge the gap between higher level / broader spatial policies (like the MSDF and District Plans) and what is happening 'on the ground'



What an LSDF **does not** do:



- Give or take away any property rights
- Have any budget to implement projects
- Address urban management issues e.g. waste removal, street clean-ups
- Create or manage social programs e.g. sports programs, drug rehabilitation
- Deal with operational issues e.g. broken traffic lights
- Override current City strategies and policies



2. LSDF PROCESS AND HIERARCHY

THE LSDF PROCESS

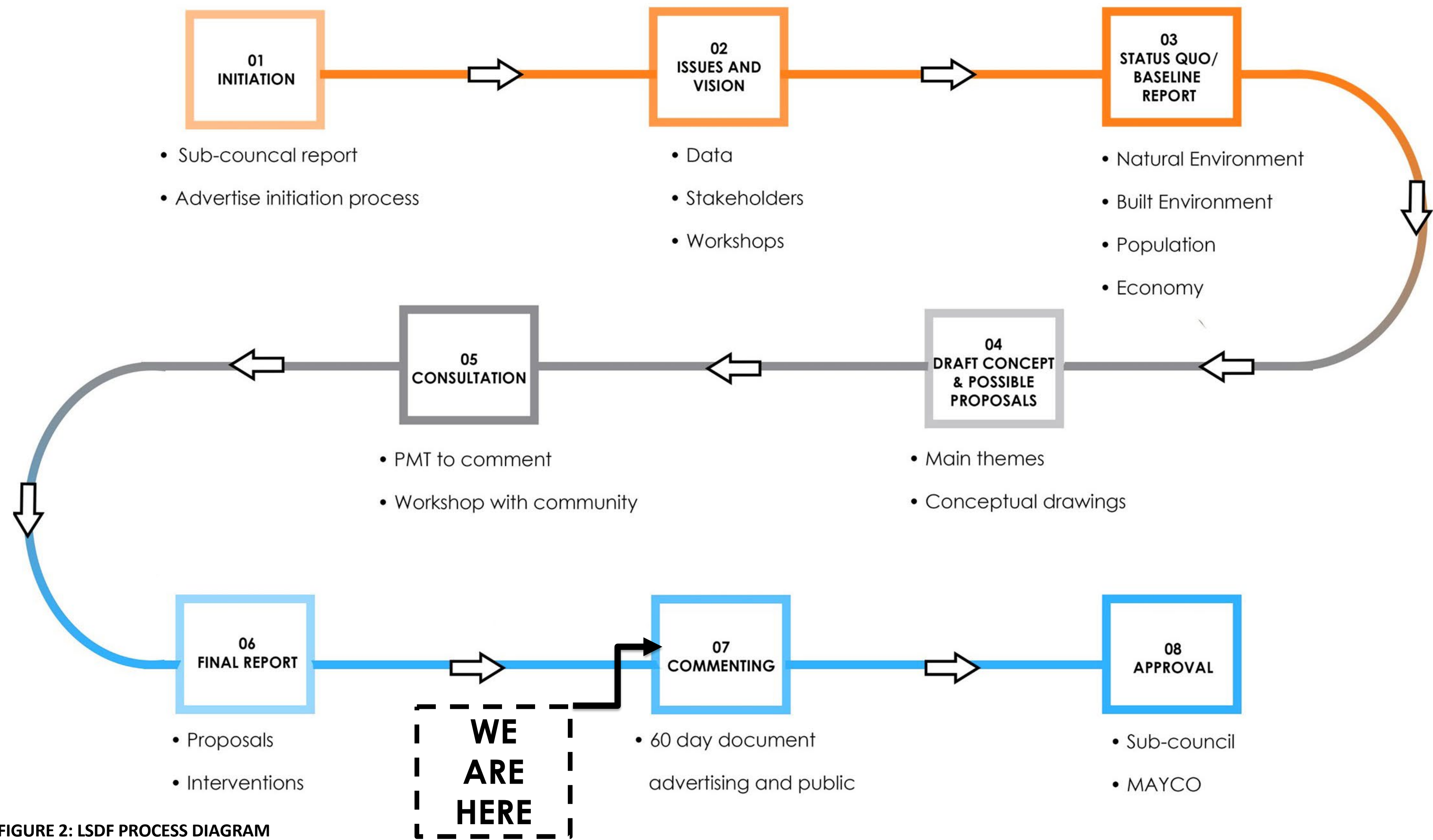


FIGURE 2: LSDF PROCESS DIAGRAM

LSDF IN THE HIERARCHY OF POLICY

- The LSDF falls within a suite of development plans by the city.
- A refinement of the MSDF and DSDF as it speaks to the local development aspect of urban development.
- Outlines development guidelines at a finer grain level (local level) and guides development of a particular locale.
- Brings the detail of the DSDF to an area based level

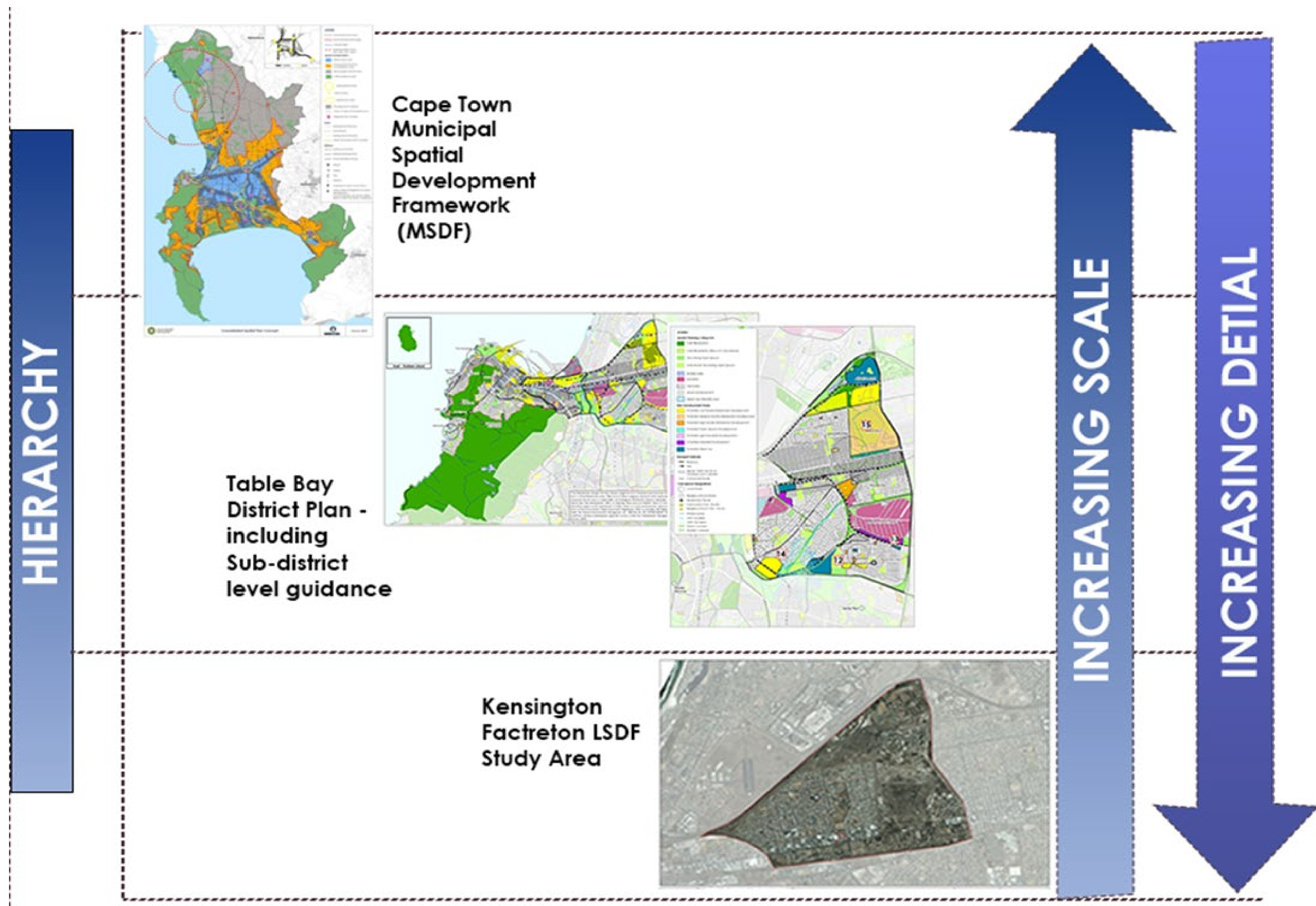


FIGURE 3: LSDF POLICY HIERARCHY

3. WHAT DOES EXISTING PLANNING POLICY SAY ABOUT THIS AREA?

MSDF - POLICIES & STRATEGIES

Cape Town's Integrated Development Plan and Metro Spatial Development Framework contain three spatial strategies:

- Spatial strategy 1: Plan for employment, and improve access to economic opportunities.
- Spatial strategy 2: Manage urban growth, and create a balance between urban development and environmental protection
- Spatial strategy 3: Build an inclusive, integrated and vibrant city

These spatial strategies:

- Provide the Spatial direction that establishes a corporate and/or spatial perspective
- Informs the review of sector and lower -order spatial plans
- Inform submissions and motivations for development proposals and applications
- Directly impact the assessment of development

TO FIND OUT MORE
QR code to the Table Bay District Plan

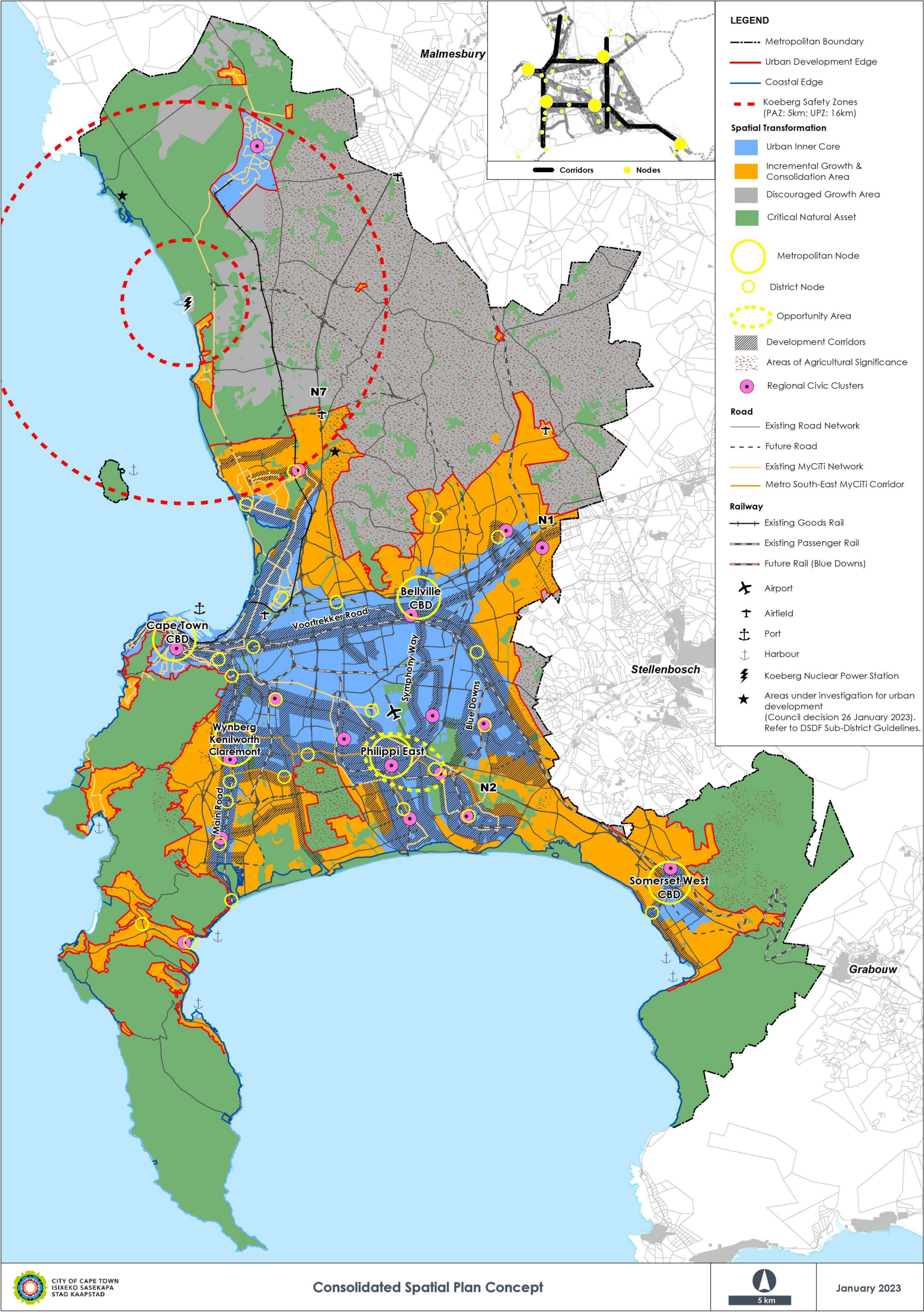


FIGURE 4: MSDF CONSOLIDATED SPATIAL PLAN

DISTRICT SDF

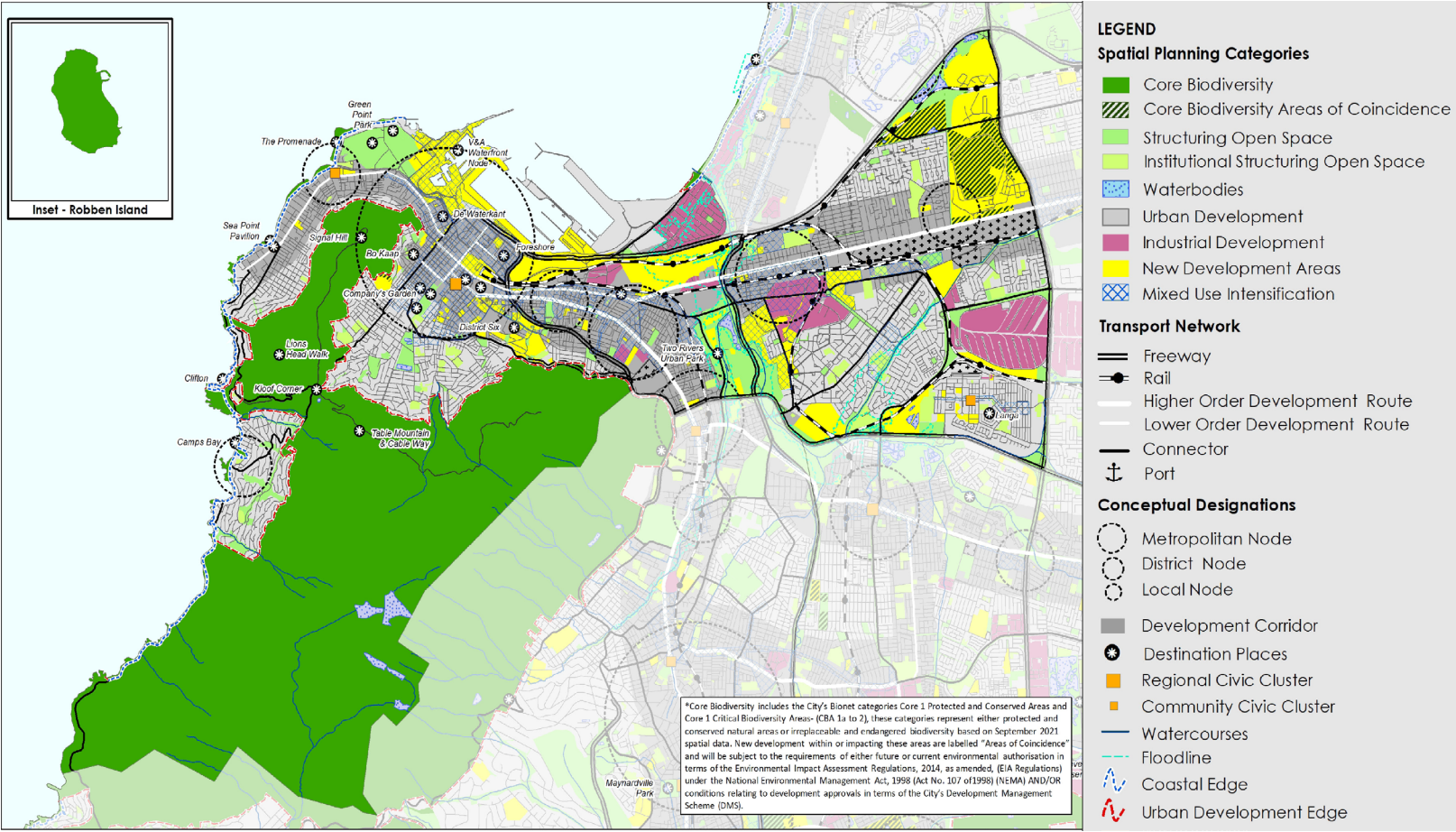


FIGURE 5: DISTRICT SDF MAP

Linkages between MSDF & DSDF

MSDF

- Sets overall Spatial Vision and Direction
- Sets Policy Objectives and Desired Outcomes

DSDF (8 within the City of Cape Town)

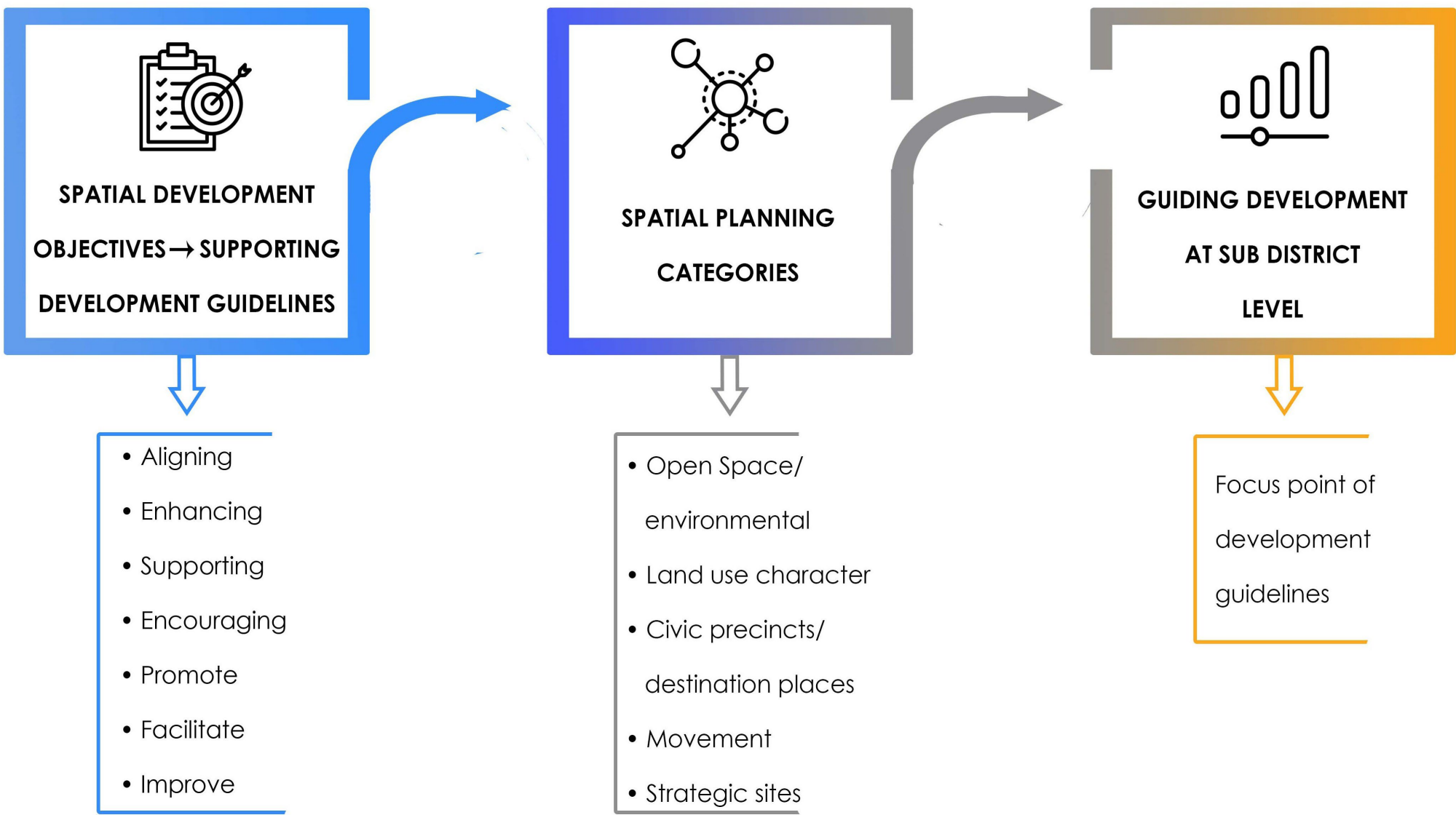
- Translates Vision and Policy Objectives into District Level Spatial Planning Categories (SPC) in order to provide more detailed development guidance

The Table Bay Integrated District Spatial Development Framework (SDF) is one of eight spatial plans, informed by, the citywide Cape Town Municipal Spatial Development Framework 2023 (MSDF). Whilst this plan is grounded on the current realities in the district, and the vision of the MSDF, its focus is on influencing the future, today. In doing so it has relevance on a wide range of stakeholders, including communities and interest groups, developers and regulatory decision makers.

DISTRICT TO SUBDISTRICT

Subdistrict 4: Eastern District

The remainder of the district contains a number of distinct residential areas separated by road and rail infrastructure and industrial pockets. This subdistrict includes Kensington and Windermere, Wingfield, Acacia Park, Pinelands, Conradie, Thornton, Langa and Epping 1. It is divided into a northern and southern component by the Voortrekker Road corridor.



- The purpose of sub-district guidelines is to:
- To provide greater detail to the overall district guidelines and link these to policy objectives for defined areas
 - Sub-District guidelines provide a bridge between the broader District imperatives and local area planning
 - Emerging priorities from changes in land use policies and trends
 - Greater focus on maintaining and improving the function of high value land (industrial and logistics)
 - Inclusive development priorities and greater focus on maintaining character areas

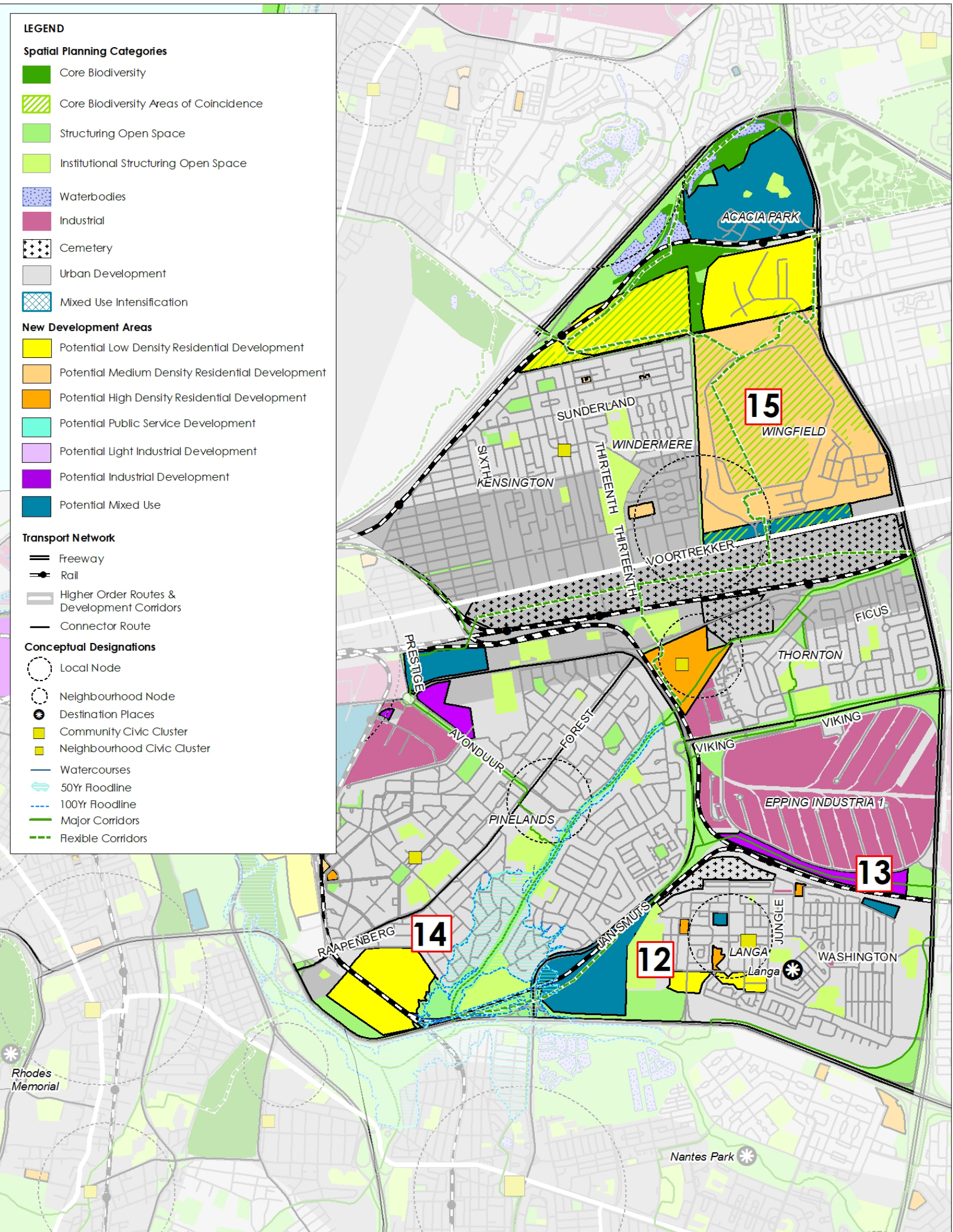


FIGURE 6: SUB DISTRICT 4 MAP

4. SUMMARY OF PREVIOUS ENGAGEMENT

HIGHLIGHTS OF PREVIOUS ENGAGEMENT

OPEN HOUSE
4 OCTOBER
2025

HEALTH & WELLNESS DAY
28 MARCH
2025

NDABENI TRUST WORKSHOP
JUNE 2026



THEME	ISSUES RAISED DURING ENGAGEMENTS	HOW THE DRAFT LSDF RESPONDS	Draft LSDF Pages
1. Safer Communities	- Crime, gangsterism, - rugs, unsafe parks, vandalism, - safety around stations and public spaces	- Safety & Access is a core LSDF policy theme. - Proposals include CPTED principles, improved lighting, active street frontages, safer parks, - Safe Routes to Schools, CCTV projects, - Traffic calming, public space activation, and improved station precinct safety.	pp. 27-29, 45, 63, 72, 80-81
2. Affordable Housing	- Requests for affordable housing, - Formal housing opportunities, - Reducing overcrowding, upgrading informal settlements - developing Wingfield for housing.	- Supports affordable and mixed-income housing, - Informal settlement upgrading - Housing intensification along public transport routes, - Redevelopment of Wingfield and other underutilised sites. Estimated capacity for approximately 9,100 households in Wingfield.	pp. 20, 30, 50-53, 69-71
3. Better Parks & Public Spaces	- Neglected parks and unsafe open spaces - Lack of maintenance, - Need for recreation facilities and more green spaces.	- Proposes upgrading neighbourhood parks - Creating linked green corridors, restoring public spaces - Improving open space management, expanding tree planting, enhancing recreational facilities - Establishing the Wingfield urban park system.	pp. 21, 28, 45, 51-52, 63, 73, 79
4. Improved Public Transport and Connectivity	- Improved access to Century City - Better public transport and safer pedestrian routes - Improved N1 crossings, road upgrades and reduced congestion	- Supports Frans Conradie Drive Extension Aerodrome Road, - Improved NMT connections, pedestrian and cycling routes - Station upgrades, rail revitalisation,, transport interchange improvements and public transport integration.	pp. 22, 29, 50-53, 73-76, 81
5. More Employment Opportunities	- Stakeholders requested economic development - Local job creation, support for businesses and investment opportunities.	- Supports revitalisation of the Voortrekker Road corridor - Mixed-use development, local business growth, job creation programmes, business retention and expansion initiatives - Economic development opportunities linked to strategic sites.	pp. 20, 31, 43-45, 69
6. Stronger Communities	- Protection and enhancement of the Community Centre, ShowCo, Library, sports facilities, schools and youth facilities. - Additional facilities were also requested.	- Existing community facilities are recognised as key assets. - The LSDF proposes expansion and upgrading of libraries, halls, ECD facilities, youth centres, sports facilities and community programmes. - Wingfield planning includes provision for schools, community halls, health facilities and parks.	pp. 21, 28, 53, 69, 72-73, 77
7. Environmental Protection	- Need to balance development with biodiversity conservation, wetlands protection - Open space preservation and environmental management.	- Biodiversity and Open Space is a core LSDF policy theme. - Proposals include protection of wetlands, conservation areas, Cape Sand Fynbos, sustainable urban drainage systems, green corridors and environmental stewardship programmes.	pp. 32, 48-52, 76
8. Meaningful Stakeholder Participation	- Better communication, ongoing engagement, transparency - Opportunities to remain involved in planning and implementation.	- The LSDF commits to ongoing stakeholder engagement - Spatial Planning Collectives, community stewardship programmes, partnerships, public participation during implementation and community monitoring mechanisms.	pp. 67-68
9. Land Restitution	Importance of recognising restitution claims, claimant interests and future development opportunities for restitution land.	The LSDF recognises the Ndabeni restitution process as a key planning informant and supports land rights restoration, development of claimant land, and integration of restitution areas into the future spatial framework.	pp. 30, 48-50, 70-71

5. VISION AND KEY PRINCIPLES

VISION STATEMENT

KEY POLICY STATEMENTS

A well connected and safe area for all. Where residents thrive and children can play freely in dignified and sustainable public spaces. An area providing access to high quality, secure and affordable housing. Where local businesses can prosper, offering work opportunities. A place of belonging and pride.

1. Safety & Access

Creating a safe, healthy and inclusive community

2. Social Cohesion & Housing

Promote social integration and opportunities for housing

3. Sustainable Urban Growth

Encourage balanced intensity, diversity and adaptability of uses.

4. Service-led growth

Urban Growth, provision and maintenance of infrastructure and community facilities

5. Biodiversity and open space

Prioritise biodiversity and improved connections to nature

- An area designed and upgraded in a way that prioritises the safety of residents and visitors
- Local culture and community is given space for expression in a way that supports health, wellbeing and belonging
- Safer and more efficient movement and access to and from surrounding neighbourhoods

- Plan and implement scheduling of infrastructure upgrades to align with development.
- Direct densification and intensification to appropriate areas to maximise public investment

- Maintaining and supporting a mixed and inclusive housing environment, ensuring affordable housing in a growing range of housing choices for residents.
- Enabling infill development and the sensitive development of large underutilised properties, creating a more connected, integrated and inclusive urban area.

- Conservation and biodiversity protection is enabled as part of an integrated urban system, in managed areas, where neighbouring community can appreciate the value of biodiversity

- A diverse and vibrant economy that supports employment opportunities and integrates in a mutually beneficial way with community life.
- Vibrant local business areas and corner shop culture
- encouraged, with opportunities encouraged for terraces and outdoor space in local businesses

KEY CONCEPTS

Target investment & development

Unlock potential

Collaborate with community

Protect environment and area

Your thoughts:

6. OVERALL SDF MAP

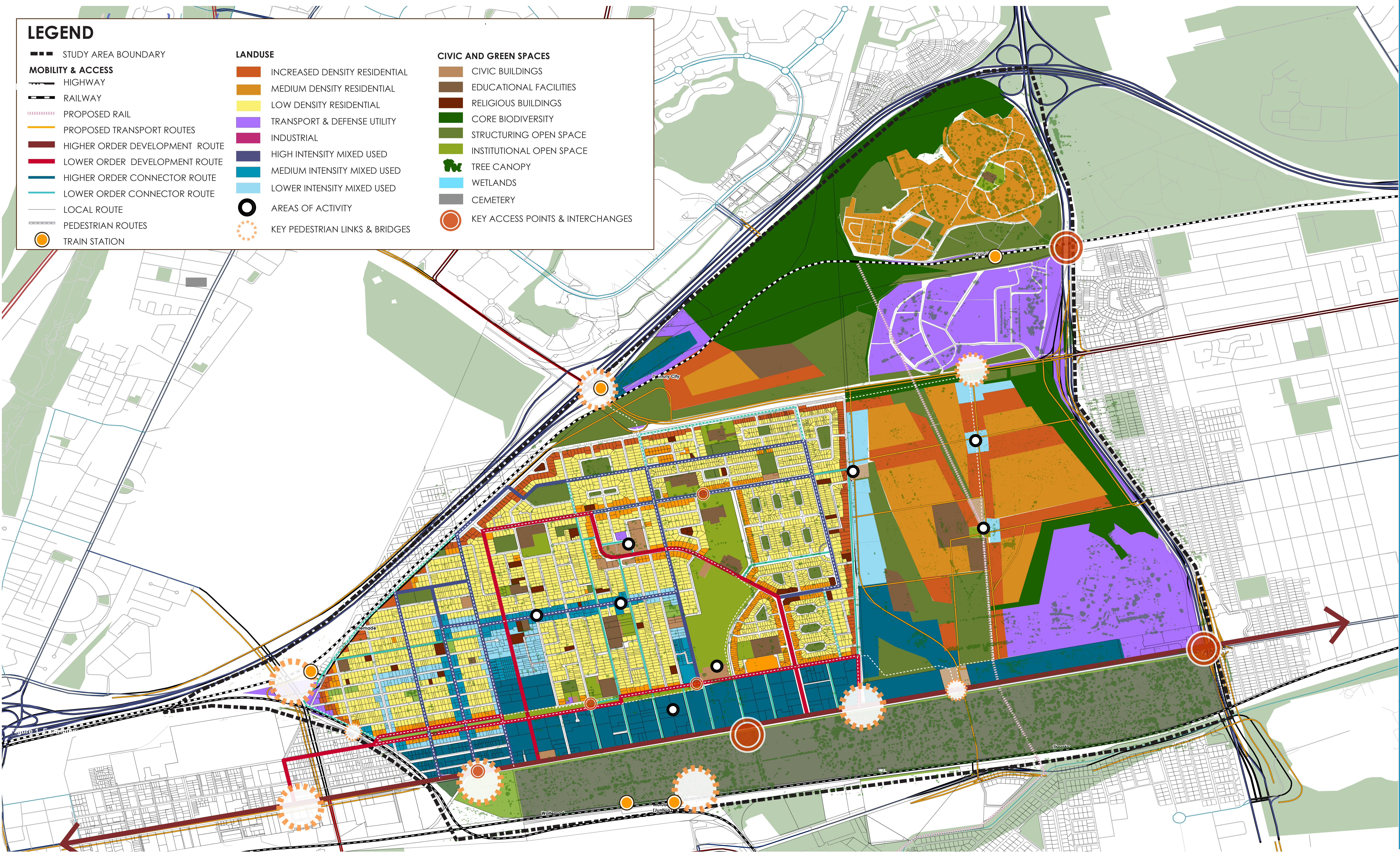


FIGURE 9: OVERALL SDF MAP

Civic & Environment

- Civic Buildings and Instiutions:**
These areas provide institutional and civic uses like libraries, community halls andand police stations etc.
- Educational Instiutions:**
These provide educational services - primary and high school etc.
- Religious Instiutions:**
These areas hold communal and religious services etc.
- Protected and Conserved Areas:**
Areas with formal environmental protection or conservation status. The primary use of these areas is for conservation.
- Structuring open space:**
Open space that is not part of the biodiversity network or significant agricultural areas, but has been identified to promote access to open space for active and passive recreation. While the focus is on areas that are usable and accessible for most of the year, the identification has included cemeteries, detention ponds, servitudes, river corridors and road reserves in order to promote the notion of a linked open space system.
- Institutional open space:**
These are green open spaces within existing institutional areas, which may not be zoned public open space but provide open space services. These include sports fields and other open space at schools, sports clubs, hospital sites or university campuses, etc.
- Wetlands**
Areas designated with ecosystem where the ground is permanently or seasonally saturated with water.
- Cemetery**
Existing cemetry set aside for the burial of deceased.
- Tree canopy**
Existing tree system in the study area.
- Nodes**

Destination Place:
A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities, such places hold potential for economic opportunities, particularly in relation to their role as a destination for locals and tourists.

Areas of Activity
These are areas which attract a high number of people to them. Includes for shopping, recreation, sport and transport.

Building Footprint:
Existing built footprint for the study area.
- Movement
- Study Area Boundary**
Demarcated area for this Local Spatial Development Framework. Located along the Voortrekker Road Corridor (VRC), the railway and N1 to the north and the Maitland Industrial the South. The Wingfield base and Ndabeni trust land (Erf 168241) are located to the East. The study area includes the Maitland Cemetery to the South.

Highway
Existing highways that impact the study area (N1). These are the highest form of tranport route with a primarily mobility function.

Railway
Existing ralway lines throughout the study area.

Proposed Rail

Proposed Transport routes
These are proposed transport routes in the area that designate future extensions and upgrades to the road network system.

High Order Development Route
A road which has both a mobility and accessibility function.

Lower Order Development Route
This road has a primarily mobility function between large areas, direct access is limited. Pedestrian nature of streets is important to consider.
- Landuse
- Increased Density Residential**
Area identified for medium residential densification of 4 to 6 storeys development is supported in general. Equivalent to around 45-75 du/ha gross (300-500 du/ha nett).

Medium Density Residential
Area identified for residential densifications, where medium density up up to 3 or 4 storeys in general. Equivalent to around 25 du/ha gross (150-300 du/ha net).

Low Density Residential
A primary residential use and for low intensity densification to occur in line with the existing zoning rules. i.e. second and third dwellings. Any subdivision must promote a good street interface in line with the Urban Design Policy. Heights generally to accord with existing rights.

Vacant and Underutilised
Available vacant/underutilised land to accommodate the backlog and future housing, civic facilities/ clusters and public spaces identified. Heights generally to accord with existing rights.

High Intensity Mixed Use:
This is the highest density and diversity of mixed-use development, at the most accessible locations. Mainly centred on regional retail centres and the beachfront recreational precinct. These areas may be appropriate for a range of trading environments, in support of small medium and micro enterprises, as well as larger retailers.

These are where there are least constraints to adding bulk and height and the most commercial development is intended. Vertical integration of land uses. Heights are further guided in precinct guidelines. Equivalent to around >75 du/ha gross (450-650 du/ha net).

Medium Intensity Mixed Use:
Medium density residential above non-residential uses are encouraged and heights of up to 5 – 8 storeys. Vertical integration of land uses is encouraged, heights are further guided in precinct guidelines. Equivalent to around 45-75 du/ha gross (250-450 du/ha net).

Low Intensity Mixed Use:
Residential and/or land uses which are compatible with residential development could occur in these areas, such as education and medical facilities. Often serving local needs. Vertical or horizontal integration of land uses. Heights are further guided in precinct guidelines. Equivalent to MU1 (around 100-150 du/ha net).

Transport and Defense utility
This landuse is identified for utility and transport as well as continued use supporting the Defence Force logistics. This could include mixed use activity that supports educational purposes. Vertical or horizontal integration of land uses.

Industrial:
Designed for general manufacturing, warehousing, and associated operations. GI 1 & GI 2 allows for slightly greater floor space, but both subzones strictly regulate potential noise, emissions, and transport
- Higher Order Connector Route**
are associated with lower development intensities and densities abutting (or very close to) lesser main roads with high frequency and public transport inbetween neighbourhoods.

Lower Order Connector Route
This road has a primarily mobility in the local area, direct access is limited. Pedestrians are prioritised here.

Local Route
This is a local street which has many direct access points.

Pedestrian Desire lines
These show existing desire lines/ paths which are frequently walked. An informant ,not hindrance for development.

Train Station Stops
Primary carrying route of the rail system in the study area with a higher than average, large travel demand

Key Access points and Interchanges
Key points of access and important interchanges for both mobility and NMT access throughout the area.

Key Pedestrian links & bridges
Key pedstrian links and access points throughout the area and also at important public transport interchanges.
- 

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7. PRECINCT 1: VOORTREKKER ROAD



FIGURE 10: PRECINCT 1 MAP

Precinct description

Precinct 1: Precinct 1 is situated along Voortrekker road which is metropolitan structuring corridor, connecting city west to east, the route and surround integrates the City providing mobility, access to work and a range of housing options alongside. It is a public transport corridor accommodating the Golden Arrow Buses. The precinct is characterized mainly by mixed-use, transit-oriented urban precinct with strong economic and movement activity. It is situated within the public transport interchange (PT1) zone, making it highly accessible via multiple transport modes including buses and minibus taxis. This accessibility supports both commuter movement and local economic activity. This area has land uses that are diverse, including residential (R1), transport-related uses (TR2), community/institutional (CO1), mixed-use (MU2), general business (GB1 & GB6), local business (LB2), and public open space (OS2).

DEVELOPMENT GUIDELINES

Landuse Character

Development along Nyman street to be limited to 8 storeys and contributes to improvements to the public environment through landscaping and paving of the street edges.

Open Space and Public Realm

Restore and rationalise space between 5th Street and Nyman Road to serve as a multifunctional public open space

Access and Mobility

Non-motorised transport routes from Mutual station to be enhanced where needed, through lighting, paving or tree planting.

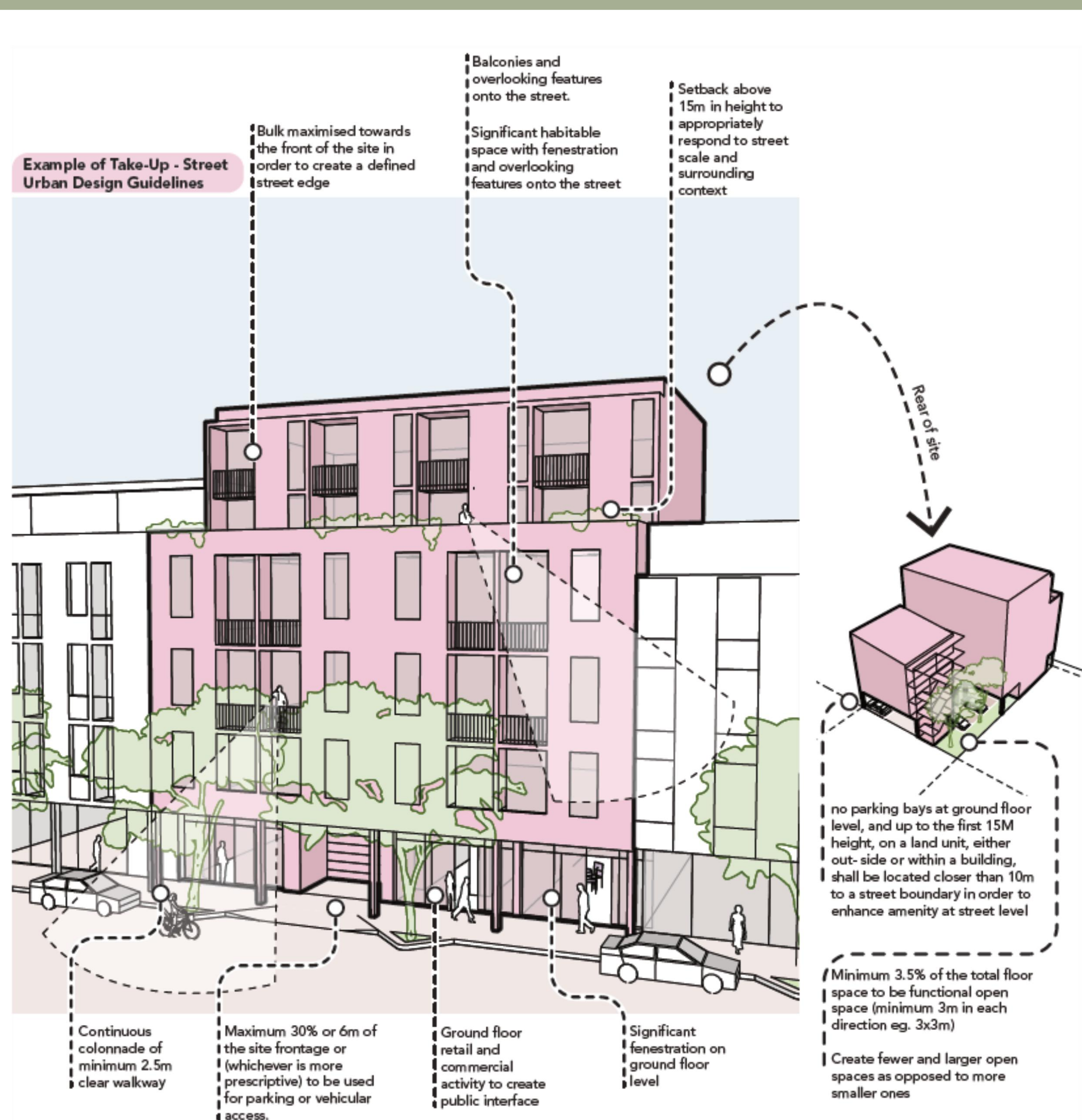


FIGURE 11: URBAN DESIGN GUIDELINES FOR MULTI-STOREY DEVELOPMENT



FIGURE 12: EXAMPLES OF EXISTING STREETS IN PRECINCTS

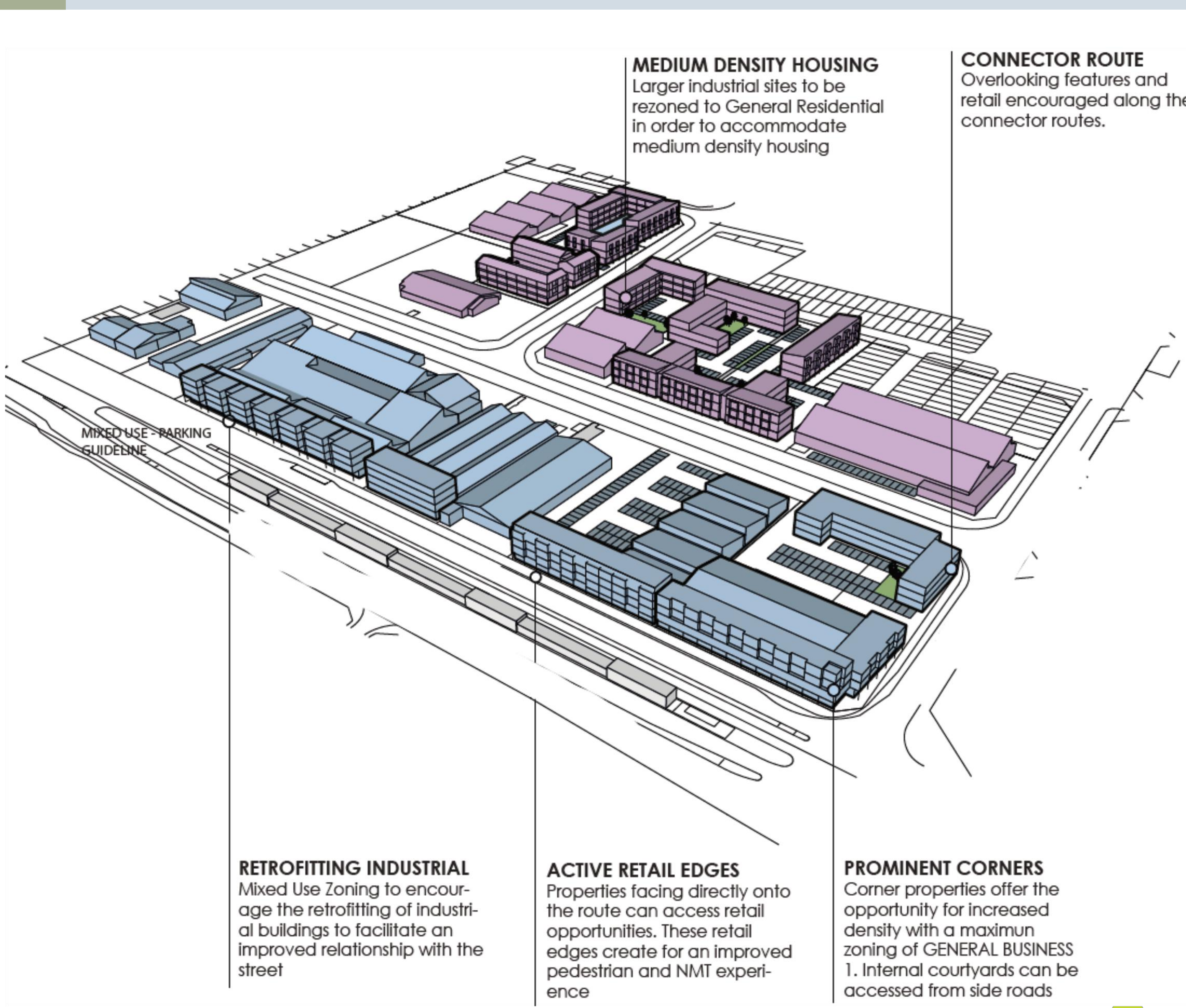


FIGURE 13: GUIDELINES FOR INDUSTRIAL AND RETAIL DEVELOPMENT

8. PRECINCT 2: ACACIA PARK, WINGFIELD & TRANSNET LAND

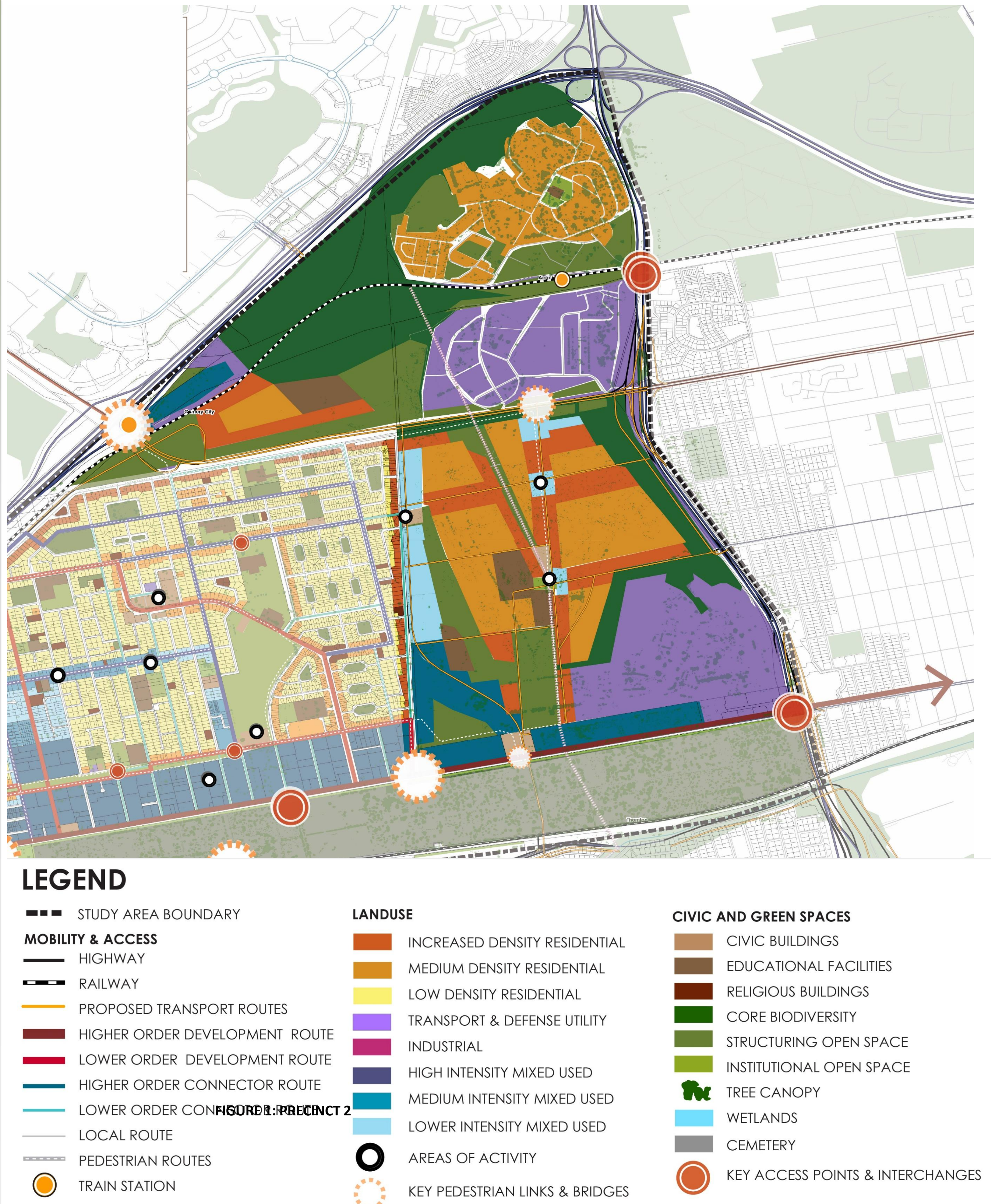


FIGURE 1: PRECINCT 2

The Precinct includes the Wingfield site, Acacia Park north of Wingfield and the underutilised land between Acre Rd and the N1 owned by Transnet.

The majority of the Wingfield Site is owned by National Government and utilised by the Defence Force. In October 2001, 54.8 hectares (Ha) were transferred to the land claim beneficiaries forcibly removed from Ndabeni in settlement of a land restitution claim.

The Wingfield area is one of very few under-developed, well located state owned properties in the urban inner core. A successful integrated urban development here is considered critical to land restitution, apartheid redress and developing a more inclusive City. While there are many institutional and regulatory obstacles to development, the LSDF proposal focuses on balancing stakeholder priorities with the needs of the future City, so any future development can be coordinated, balanced and directed.

- The Key Interventions, Challenges Opportunities and Guidelines for Precinct 2 are on pg. 47-54 and direct towards:
- Better managed and conserved core biodiversity areas
 - More intense development of state land.
 - More compact allocation of Department of Defence property
 - Provision for a multifunctional connected urban park, with generous provision of stormwater attenuation and recreational space. Mix of larger and smaller open spaces throughout.
 - Mixed use proposed at key intersections and along the Voortrekker Corridor and 18th Ave
 - Railway link reserved across Wingfield site
 - Residential densities encouraging transit oriented development and efficient land use.
 - Medium to high density affordable housing is encouraged as the primary form of housing delivery, with market development to cross subsidise as necessary, while 4-5 storey walk ups are recommended it is noted that geological conditions may make the cost of this prohibitive across the site, 2 or 3 storey dwelling can complement the mix where needed.
 - Provision for community and social facilities.

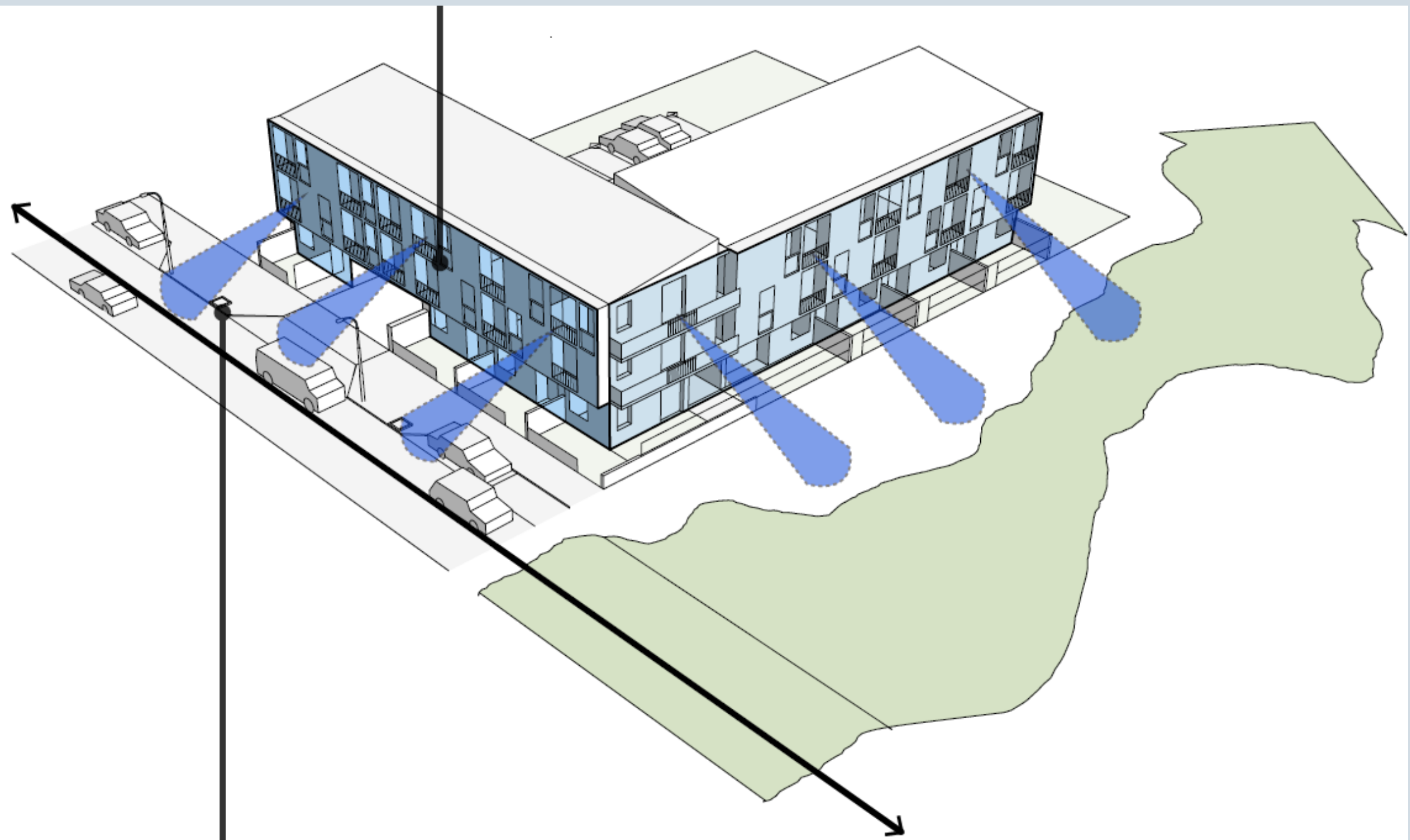


FIGURE 2: URBAN DESIGN GUIDELINES FOR DEVELOPMENT FACING OPEN SPACE



FIGURE 3: CONRADIE AS AN EXAMPLE OF PERIMETER BLOCK DEVELOPMENT



FIGURE 5: GREEN STREETS PROMOTED IN

- A
- B
- C
- D
- E
- F

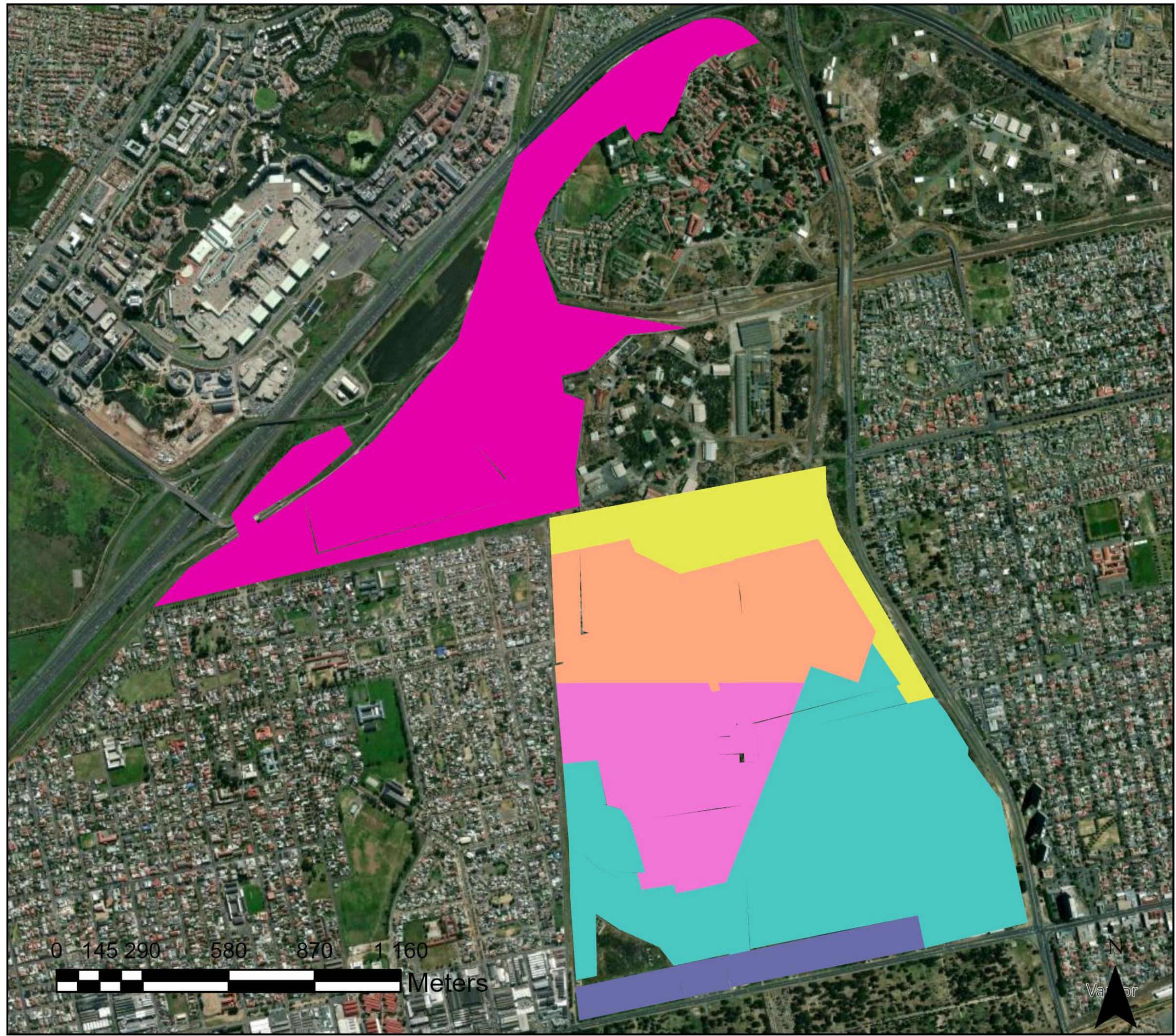


FIGURE 4: PRECINCT 2 EVALUATION OF LAND USE POTENTIAL

Figure 4 groups underutilised land into developable areas, to assess development potential, Areas A, C and D reflects area currently in ownership of National Government.

Area B and the majority of area E is land reserved for land restitution to the registered claimants who will form the Ndabeni Trust.

Area F is land owned by Transnet

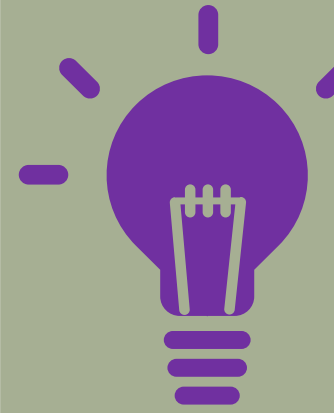
Table 1 reflects the development potential of the proposal reflected in Figure 1.

	Developable Area exl. Roads and Open Space	Density Range (gross excluding open spaces)	Number of Dwellings (80m2 Average)	Non-res GLA	Open Space	Civic Space* can also be accommodated in mixed use areas
A	83 966	80-120 du/ha	549	5418	159916.21	
B	345 920	80-135 du/ha	2184	6444	52016	6478
C	371 915	80-480 du/ha	2292	20372	115702	56587
D	664 385			70425	132842.77	19046
E	92615	350-600 du/ha	2691	123341	18620	3399
F	152711	80-600 du/ha	1661	65 557	698555	38975
Total	1 711 511		9377	291557	1177651	124485

TABLE 1: PRECINCT 2 DEVELOPMENT POTENTIAL



9. PRECINCT 3: FACTRETON/WINDERMERE



THE LEGEND

MOBILITY & ACCESS

- STUDY AREA BOUNDARY
- HIGHWAY
- RAILWAY
- PROPOSED TRANSPORT ROUTES
- HIGHER ORDER DEVELOPMENT ROUTE
- LOWER ORDER DEVELOPMENT ROUTE
- HIGHER ORDER CONNECTOR ROUTE
- LOWER ORDER CONNECTOR ROUTE
- LOCAL ROUTE
- PEDESTRIAN ROUTES
- TRAIN STATION

LANDUSE

- INCREASED DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- TRANSPORT AND LOGISTICS
- INDUSTRIAL
- HIGH INTENSITY MIXED USED
- MEDIUM INTENSITY MIXED USED
- LOWER INTENSITY MIXED USED
- AREAS OF ACTIVITY
- KEY PEDESTRIAN LINKS & BRIDGES

CIVIC AND GREEN SPACES

- CIVIC BUILDINGS
- EDUCATIONAL FACILITIES
- RELIGIOUS BUILDINGS
- CORE BIODIVERSITY
- STRUCTURING OPEN SPACE
- INSTITUTIONAL OPEN SPACE
- TREE CANOPY
- WETLANDS
- CEMETERY
- KEY ACCESS POINTS & INTERCHANGES

Precinct 3 is a predominantly residential area in Factreton/Windermere, located on the eastern edge of the LSDF Focus Area and characterised by low traffic volumes, quality road infrastructure, and well-maintained sidewalks. It is bordered by several schools and sports facilities, while adjacent areas include Precinct 2, the Wingfield area, and Ndabeni trust land. The surrounding neighbourhoods are densely populated, with numerous backyard dwellings contributing to the area's character. Open spaces throughout the precinct provide recreational and parking opportunities, particularly along Soldaat Street and at Matroos Square, but many remain underutilised and have been identified by residents as areas of safety concern.

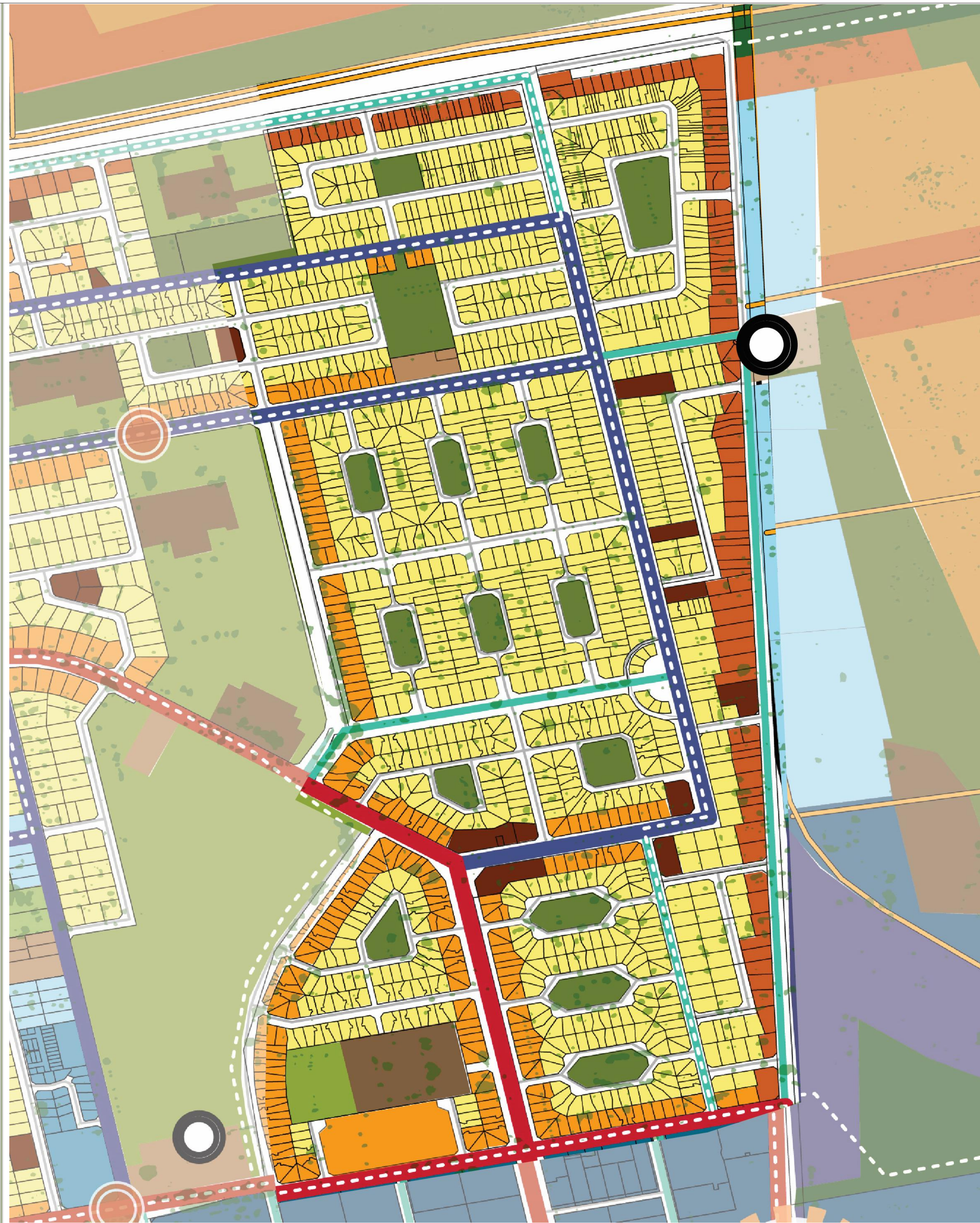


FIGURE 17: PRECINCT 3 MAP



Figure 18. Examples of redevelopment area.

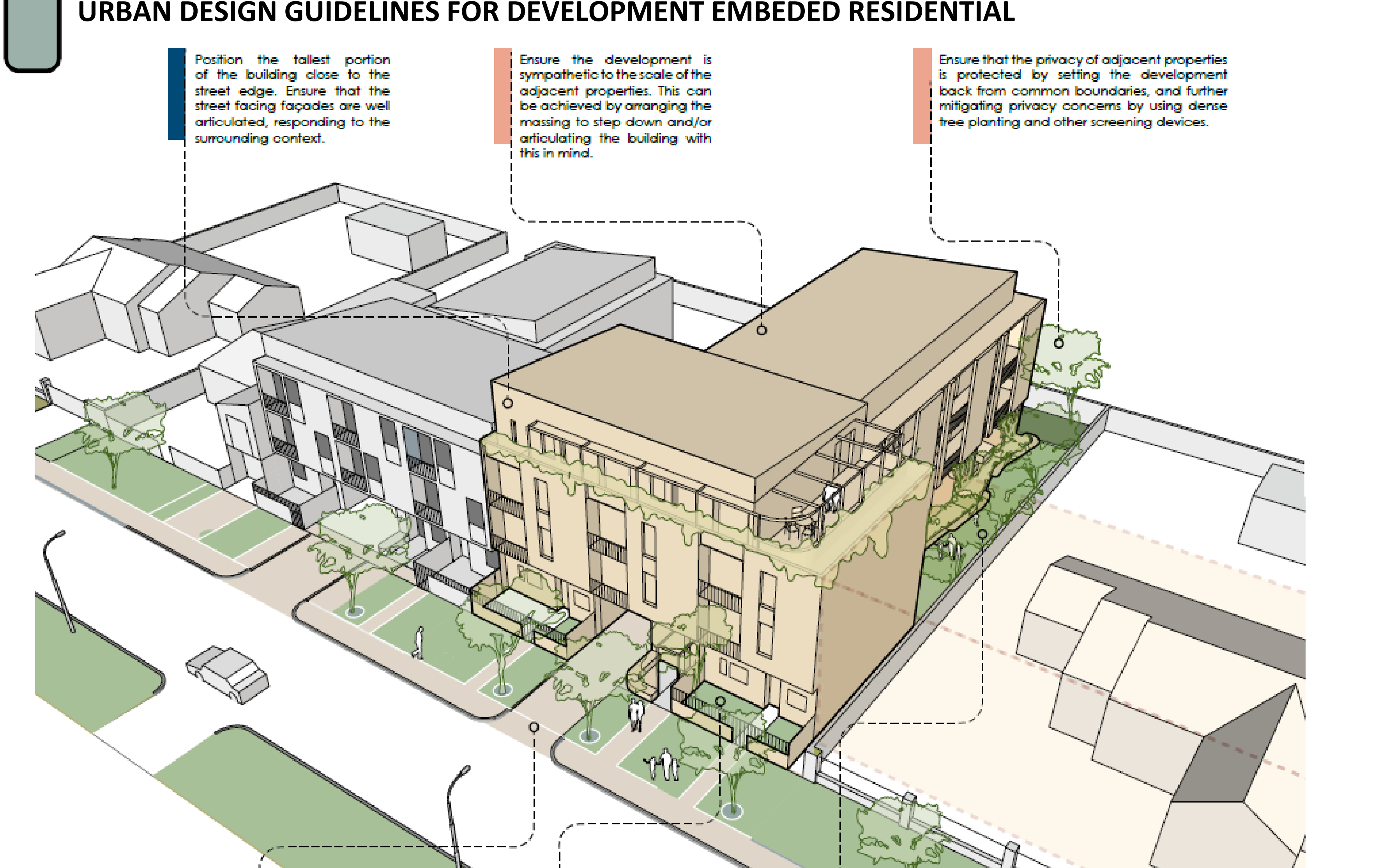


Figure19. Key connector route.

Key Interventions, Challenges, Opportunities and Guidelines for Precinct 3

- There are small business clusters located along Sunderland street and at the intersection of Lugmag Avenue and Typhoon street. Business uses in the area include a variety of home enterprises, some larger hardware and construction services, catering businesses, tuck shops and small retailers
- Key structuring routes of 16th Ave into Factreton avenue, Sunderland Ave and 18th Avenue alongside Wingfield and into Acre road connect Factreton with Kensington and Voortrekker road. Dapper Road is another structuring route between the industries along VCR, and residential. Access to properties is off a network of internal roads
- Ensure public open space “courtyards” in inward facing blocks are able to maintain open space functions. Consider sensitive infill and overlooking development around public open spaces that are currently derelict and misused

URBAN DESIGN GUIDELINES FOR DEVELOPMENT EMBEDDED RESIDENTIAL

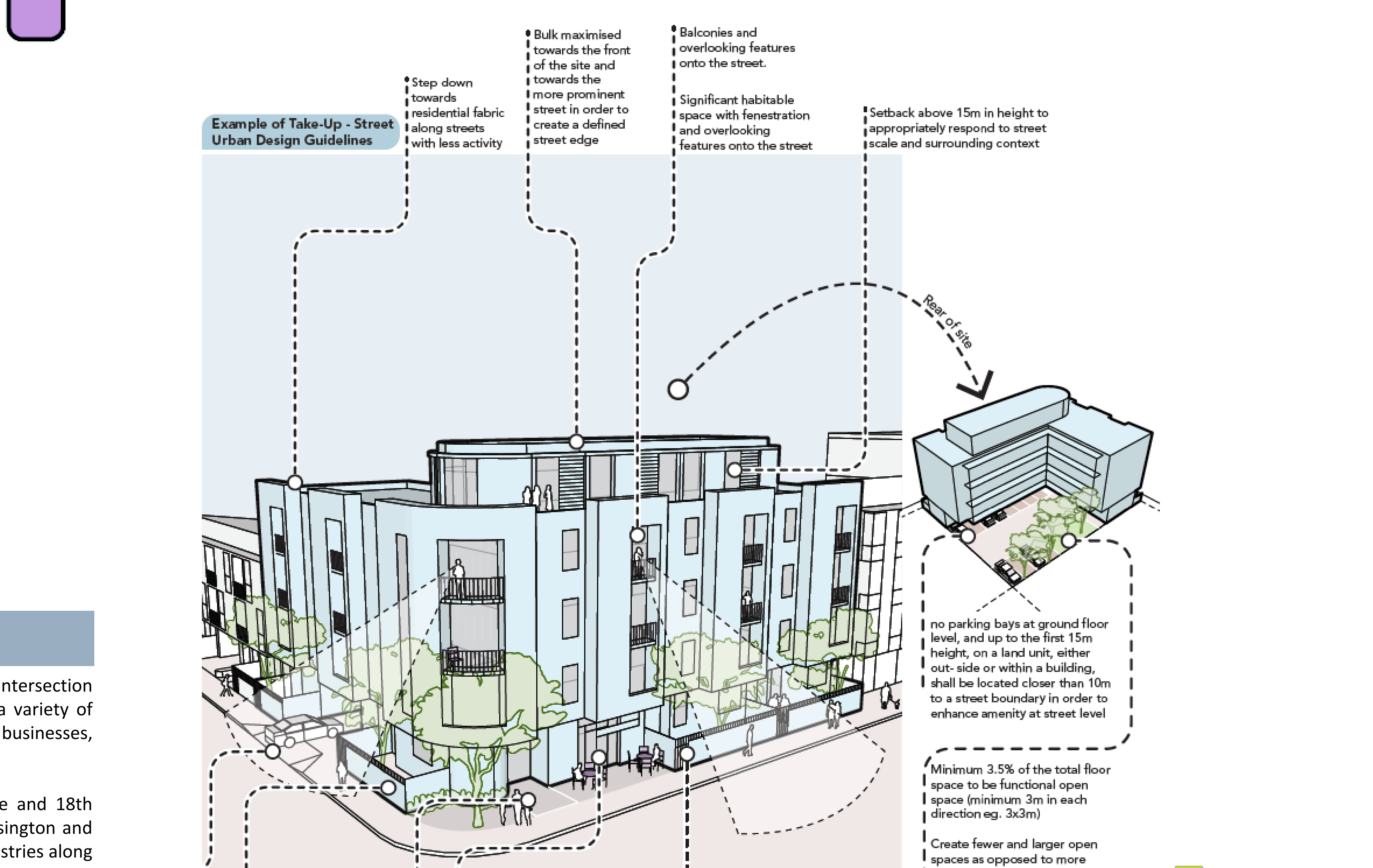


- Position the tallest portion of the building close to the street edge. Ensure that the street facing facades are well articulated, responding to the surrounding context.
- Ensure the development is sympathetic to the scale of the adjacent properties. This can be achieved by arranging the massing to step down and/or articulating the building with this in mind.
- Ensure that the privacy of adjacent properties is protected by setting the development back from common boundaries, and further mitigating privacy concerns by using dense tree planting and other screening devices.
- Keep vehicular entrances to a minimum, and ensure that pedestrians are always prioritised. One way this can be achieved is by using surface treatment.
- Provide ground floor units with off-street access, and private gardens to activate the public realm. Structured parking along the facade should be circumvented.
- Provide meaningful on-site recreational space that contributes to the quality of life for residents.

Site configuration

FIGURE 20: GUIDELINES FOR DEVELOPMENT

URBAN DESIGN GUIDELINES FOR CORNER SITES



- Example of Take-Up - Street Urban Design Guidelines
- Step down towards residential fabric along streets with less activity
- Bulk maximised towards the front of the site and towards the more prominent street in order to create a defined street edge
- Balconies and overlooking features onto the street.
- Significant habitable space with fenestration and overlooking features onto the street
- Setback above 15m in height to appropriately respond to street scale and surrounding context
- no parking bays at ground floor level, and up to the first 15m height, on a land unit, either out-side or within a building, shall be located closer than 10m to a street boundary in order to enhance amenity at street level
- Minimum 3.5% of the total floor space to be functional open space (minimum 3m in each direction eg. 3x3m)
- Create fewer and larger open spaces as opposed to more smaller ones
- Low and permeable street boundary walls
- Where opportunity exists, provide ground floor retail and commercial activity to create public interface
- Retail to have substantial clear fenestration facing onto the street
- Apartments on the ground floor with individualised access and private gardens
- Ground floor residential to have habitable space with fenestration overlooking the street

FIGURE 21: GUIDELINES FOR DEVELOPMENT

10. PRECINCT 4: KENSINGTON

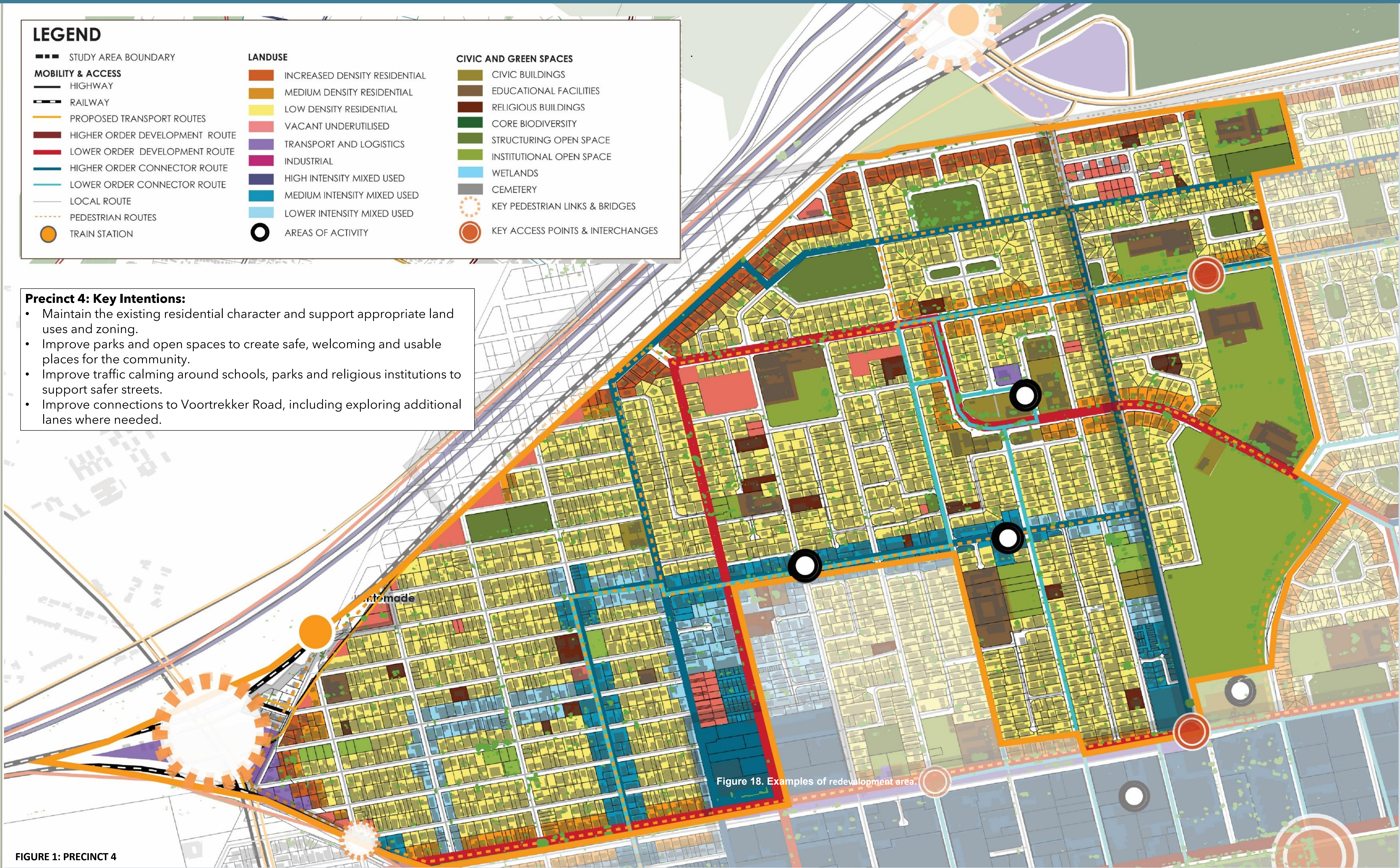


FIGURE 1: PRECINCT 4

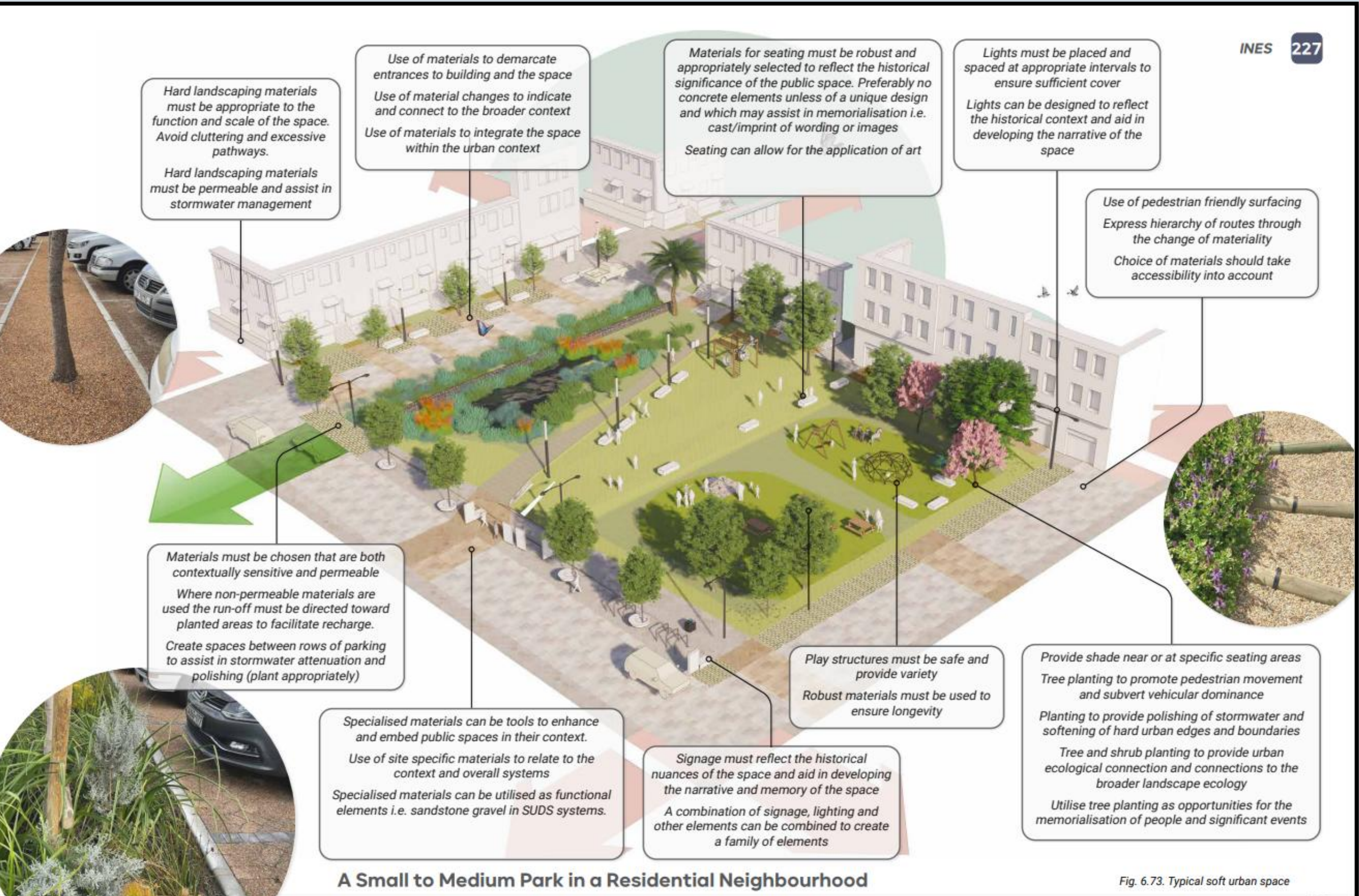


FIGURE 2: EXAMPLE OF A SMALL TO MEDIUM PARK IN A RESIDENTIAL NEIGHBOURHOOD

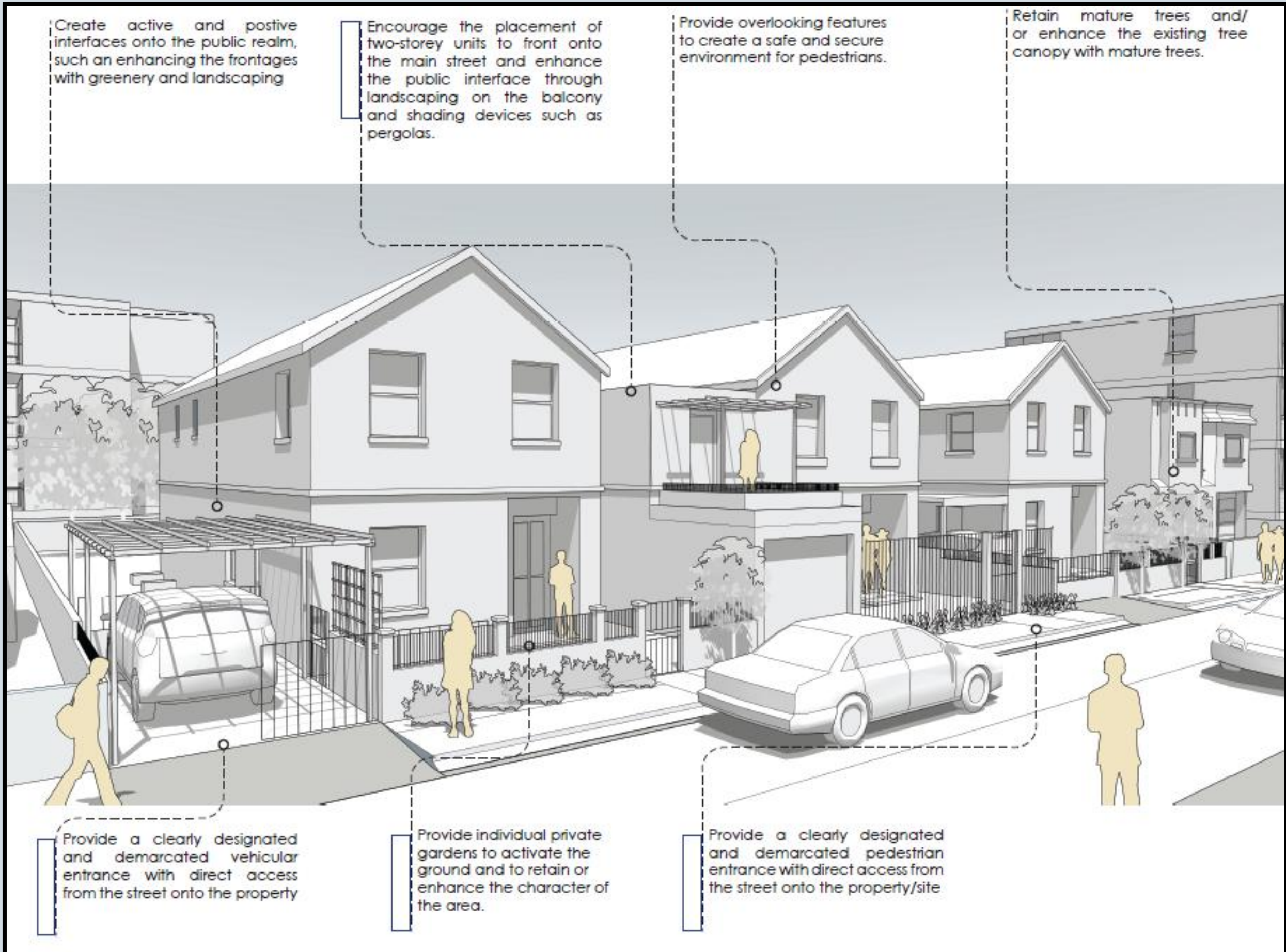


FIGURE 3: URBAN DESIGN EXAMPLE OF ACTIVE AND POSITIVE INTERFACES



Environment, Open Space, Parks

- Create a connected network of safe, high-quality public spaces by upgrading parks, enhancing the public realm, and improving safety around the railway station precinct, public open spaces and adjoining Transnet land.
- Support sustainable intensification through appropriate building design, infrastructure upgrades and development that enhances the interface with public spaces and surrounding neighbourhoods.



Movement and Access

- Improve connectivity by enhancing pedestrian and rail crossings between Kensington and Maitland, restoring Kentemede Station, and strengthening links to surrounding development areas.
- Develop complete streets along the future Acre Road extension and improve walking, cycling, public transport and traffic management, particularly along 5th Avenue and towards Voortrekker Road.



Land Use and Character

- Promote higher-density residential and mixed-use development along the future Frans Conradie Drive and Acre Road extensions, while encouraging local economic activity along Bunney Street, 5th Avenue and 9th Street.
- Strengthen community facilities by supporting the upgrade and activation of schools, halls, the library and clinic as community hubs.

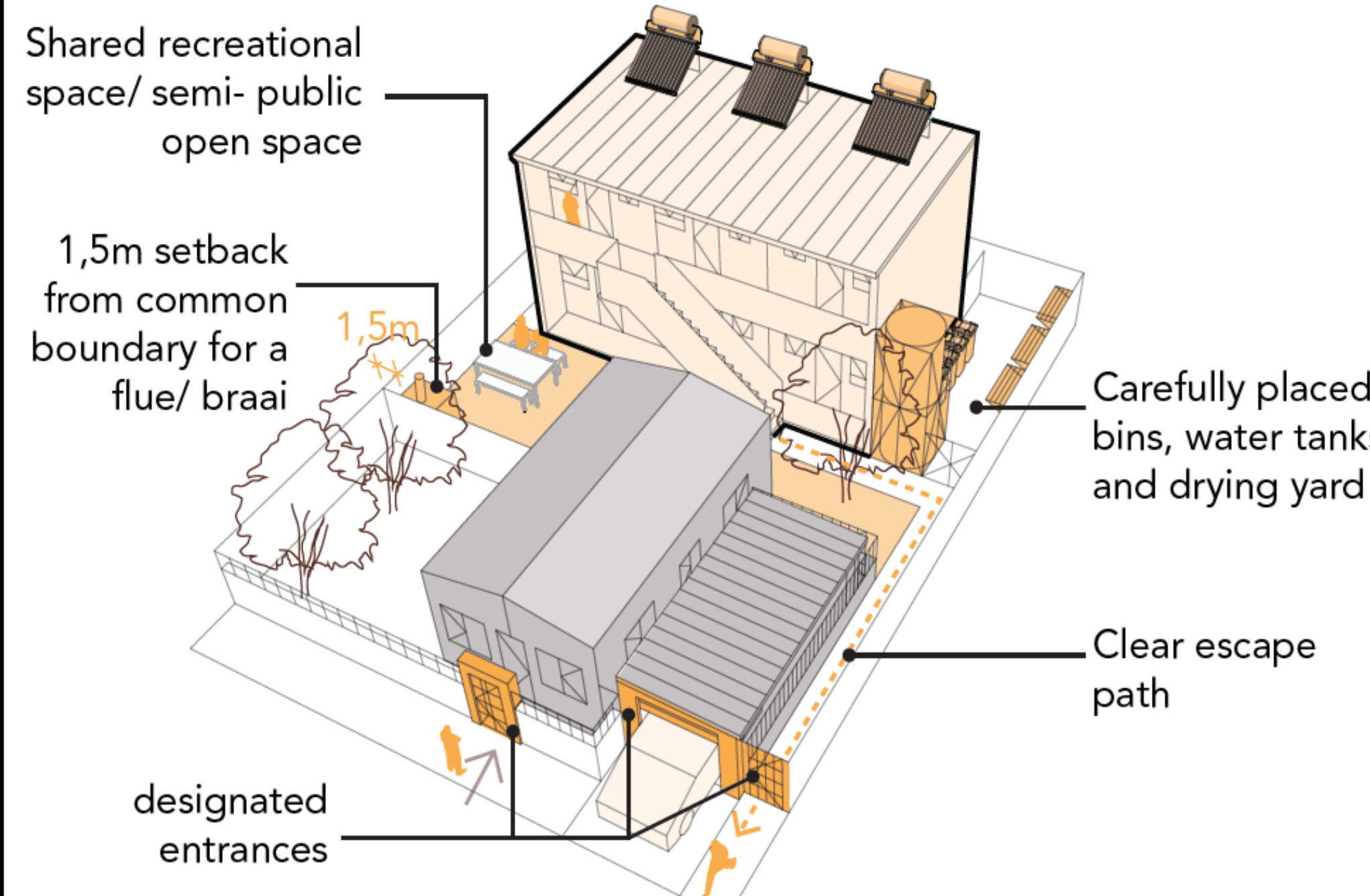


FIGURE 4: AFFORDABLE RENTAL FLAT



Your thoughts:

11. IMPLEMENTATION PLAN PROPOSALS

• The proposals shown are indicative and intended to guide future planning and discussion. They are not final or approved projects.
• Individual projects will be subject to further planning, funding, technical and institutional processes, as well as separate public participation and approval processes where required.
• The proposals will be monitored and reviewed through the City's relevant departmental processes. Additional processes may apply to the management, implementation, monitoring and evaluation of individual projects.
• The LSDF provides a framework for coordination and discussion; it does not replace the processes required to implement individual projects.

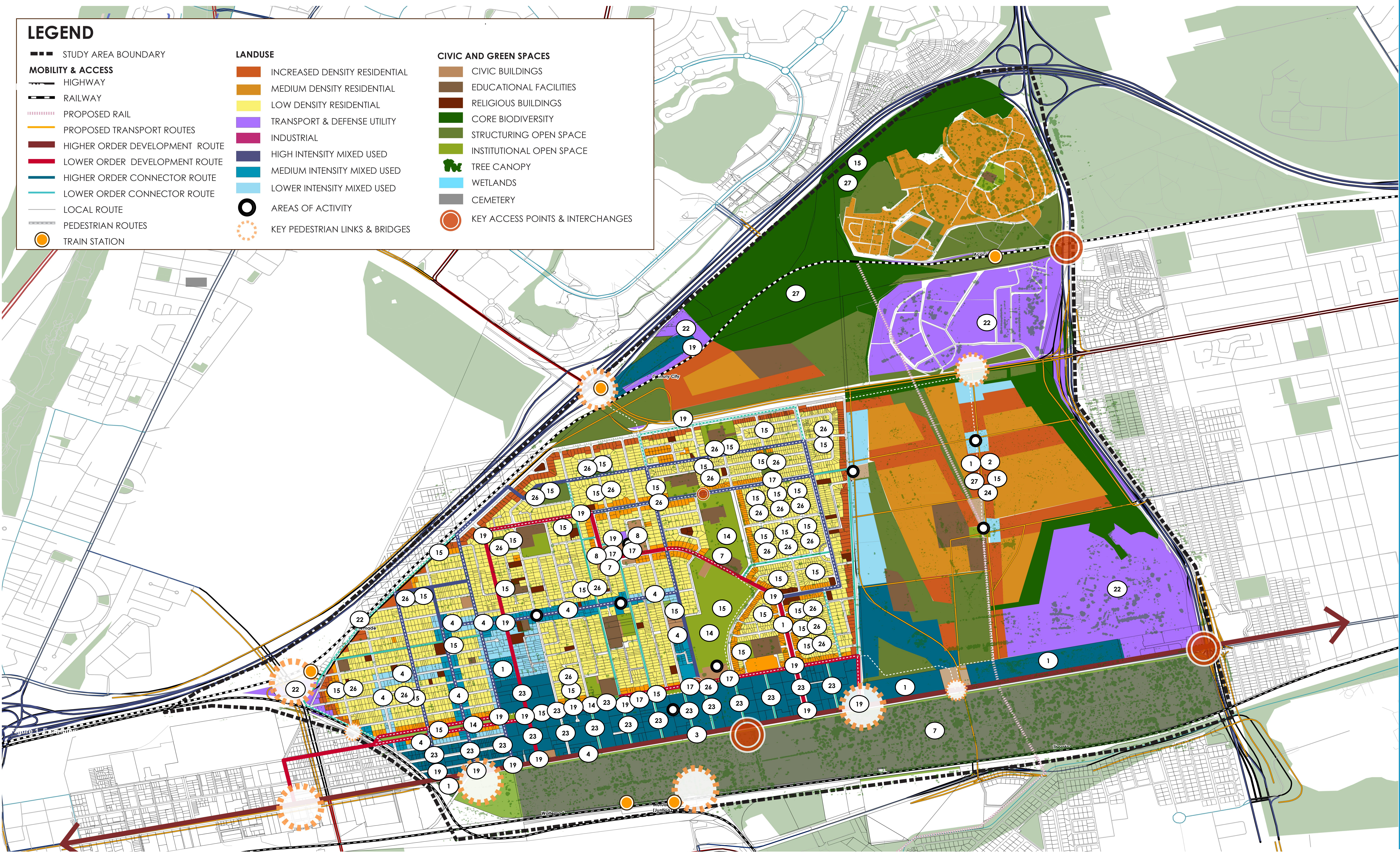


FIGURE 24: IMPLEMENTATION MAP

KENSINGTON, FACTRETON AND WINGFIELD PROPOSAL IMPLEMENTATION PLAN - PROJECT LIST

Nr	Type of proposal	Department / Stakeholder	Description of Project or Programme	Timeframe	Icon
HOUSING AND LAND DEVELOPMENT					
P1	Housing and Land Development	National Government • Department of Public Works and Infrastructure • Department of Defence Land Claim Stakeholders • Verified Land Restitution Claimants City of Cape Town • Spatial Planning and Environment Non-Governmental Organisations (NGOs) Property Owners & Civil Society	• Redevelopment of strategic underutilised sites (including Wingfield and Transnet land) for restitution, mixed-uses, affordable housing, social housing and associated community facilities. Programme to include land release, infill development, and tenure security initiatives. (See guidance in Wingfield future development section below) • ARF Affordable Rental Flat investigation for area inclusion. Investigate the inclusion of Factreton and Kensington in future Affordable Residential Flats (ARF) mapping to recognise existing residential intensification trends, support infrastructure planning, and encourage safer, more compliant residential development. (Backyard dwellings on R1 properties assisting with In-fill development)	S-L	1
WINGFIELD					
P2	Wingfield Development	City of Cape Town • Spatial Planning and Environment • Future Planning and Resilience • Human Settlements • Urban Mobility • Water and Sanitation • Urban Waste Management • Energy • Economic Growth • Community Services and Health • Safety and Security • Finance • Corporate Services National and Provincial Government • Department of Public Works • Land Claims Commission • South African National Defence Force (SANDF) and SAS Wingfield State-Owned Entities • PRASA • Transnet	• Prepare a local Stormwater Masterplan for the Wingfield/Acacia Park area to guide future development and stormwater infrastructure requirements. • State agreements on apportionment of cost for key aspects of development will need to be revisited. State support and investment in infrastructure will be required to realise the development of the restitution land and the broader framework. These costs will need to be planned and budgeted for by the various stakeholders. • Resolution of trustee representation in the Ndabeni land claim. • Environmental studies in compliance with NEMA will be required due to the Critical Biodiversity Areas on site. • Water use licences will need to be obtained due to the wetlands on site. • The geology on site is known to constrain the development of larger buildings. Stabilising groundworks may be required, which could impact the feasibility of developing taller buildings at lower costs. • Updated engineering service reports will be required to determine infrastructure requirements and cost infrastructure provision for the project. An exercise was undertaken in 2007 to package this work; however, subsequent projects may require these assessments to be revised. • While the zoning of the site south of the N1 will allow for road projects, infill development will require subdivision and rezoning. • Heritage authorisations and studies may be required due to the presence of Grade III heritage resources within the Wingfield area. • Subdivision and rezoning processes will be required to facilitate implementation of the development framework. • The extent to which the Department of Defence is able to dispose of and consolidate its property holdings will influence the implementation of the development framework. • The resolution of historic trust agreements. • Clarification is required regarding the historic proposed rail alignment through the Wingfield site and the implications thereof for future development. • Additional road infrastructure upgrades will be required to accommodate future development and improve access to and through the site. • The location and future alignment of the Defence Force boundary wall may constrain access and movement and will require further investigation as part of future development planning. • Bulk sewer, water, wastewater and electrical infrastructure upgrades will be required to support future development. Existing infrastructure capacity constraints may impact the timing and extent of development. • The completion of the Northern Areas Bulk Sewer upgrade remains a prerequisite for significant development within portions of the site. • Detention ponds required for stormwater management may reduce the extent of developable land and should be integrated into the broader open space and green infrastructure network. • The Eskom servitude along the Vanguard Drive edge of the site constrains development and should be incorporated into the broader green infrastructure and open space system.	S-L	2

		Educational Institutions - Northlink College (located on Defence Force property) Land Claim and Community Representatives - Community Trust - Surrounding Communities and Property Owner Civil Society Non governmental organisations Landowners and affected parties	- The future role and continued operation of Northlink College within the precinct will require consideration, including any associated land ownership, subdivision or land transfer arrangements. - Implementation of the proposed Conradie Drive extension will require coordination between affected landowners and government stakeholders, including the resolution of any land acquisition or compensation requirements. - The high cost of bulk infrastructure provision, particularly transport and engineering services, may impact the financial feasibility and phasing of development. - The financial viability of development should be considered in relation to infrastructure investment requirements and housing delivery objectives. A mix of residential, commercial, institutional and employment-generating land uses may be required to support long-term sustainability and revenue generation. - The retention, protection and adaptive reuse of significant heritage resources associated with the former airport and military history of the site should be considered as part of future development proposals. - Strengthening site optimisation while retaining education and training uses is a priority in area. - Department of Defence training facilities should be retained and supported - College facilities on the site should be maintained and potentially expanded - The site's potential for exam venues and educational events should be recognised□		
ECONOMY					
P3	Economic Development and Urban Regeneration	City of Cape Town Economic Growth Directorate Landowners and Affected Parties Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Voortrekker Road Revitalisation Programme focusing on commercial revitalisation, business retention and expansion, trading plan, façade improvements, public realm upgrades, investment attraction and support for local economic assets.	M	3
P4	Local Economic Development	City of Cape Town Economic Growth Directorate Landowners and Affected Parties Property Owners & Civil Society Non-Governmental Organisations (NGOs)	Small business support, informal trading management, job creation initiatives and economic partnerships aimed at reducing unemployment and strengthening local enterprise development.	Ongoing	4
SAFETY					
P5	Community Safety and Crime Prevention	City of Cape Town - Safety and Security Directorate - Community Services and Health - Spatial Planning and Environment Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Integrated Safety Improvement Programme including public lighting upgrades, CPTED interventions, Safe Routes to schools and transport facilities, increased law enforcement visibility, station area safety improvements and community safety and gang prevention partnerships.	S-M Ongoing	
EMERGENCY SERVICES					

P6	Emergency Services	City of Cape Town • Safety and Security Directorate • Community Services and Health Environment Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Assessment and enhancement of Fire and Rescue service coverage and emergency response capacity within the planning area.	M	
SOCIAL AND COMMUNITY DEVELOPMENT					
P7	Social Facilities and Community Development (this is new and was added)	City of Cape Town • Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	• Expansion and upgrading of community facilities including libraries, community halls, youth centres, ECD facilities and community programmes. Programme to assess future demand generated by population growth and facilitate provision of additional social facilities where required. • Cemetery: Investigate the introduction of lighting and other security improvements within the cemetery to enhance public safety and security. Planning stage. The introduction of lighting is budget dependent, with no immediate implementation proposed. Future implementation will be subject to funding availability and programme prioritisation.	M-L	7
P8	Community Asset Enhancement	City of Cape Town • Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Upgrading and protection of key community assets including Factreton Community Centre, ShowCo facilities, sports facilities and other community anchors identified through public participation.	S-M	8
P9	Social Development	City of Cape Town • Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Homelessness support, reintegration initiatives and partnerships with NGOs and community organisations to address vagrancy and social vulnerability.	Ongoing	
P10	Community Health Education and Disease Prevention	City of Cape Town • Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Community health education and environmental health programmes focused on disease prevention, food safety compliance for informal traders, pest control interventions, health awareness campaigns and initiatives to improve public health outcomes.	Ongoing	
P11	Early Childhood Development and Youth Support	City of Cape Town • Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Expansion of Early Childhood Development (ECD), after-school care and youth support programmes, including interventions targeting children not enrolled in formal ECD facilities, support for out-of-school youth, parenting programmes, child protection initiatives and activation of community facilities for youth-focused programmes.	Ongoing	

P12	Community Capacity Building and Youth Diversion	City of Cape Town Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Recruitment, training and support of community volunteers, youth mentors and EPWP participants to facilitate after-school programmes, recreation activities, counselling support, walking bus initiatives, trauma support services and positive youth development opportunities.	Ongoing	
P13	Family and Social Support Services	City of Cape Town Community Services and Health Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Community-based programmes focused on parenting support, domestic violence awareness, child protection, family strengthening, trauma counselling, psychosocial support and community education initiatives aimed at improving social well-being and reducing vulnerability.	Ongoing	
P14	Sports Facility Development and Youth Recreation	City of Cape Town - Recreation and Parks - Spatial Planning and Environment (Urban Design) Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Development and upgrading of sports and recreational facilities, including proposed five-a-side synthetic soccer and multi-purpose pitches at the Royal Road Sports Complex. The programme aims to improve access to recreation, promote healthy lifestyles, support youth development, create employment opportunities, and reclaim underutilised spaces for community use.	M-L	14
PUBLIC OPEN SPACE					
P15	Urban Greening and Public Space Enhancement	City of Cape Town - Recreation and Parks - Spatial Planning and Environment (Urban Design) Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	- Tree planting and urban greening initiatives along Voortrekker Road, 14th Avenue and other public open spaces to enhance environmental quality, beautify neighbourhoods, discourage illegal dumping, improve pedestrian environments and strengthen green corridors. - Restore the property between 8th and 9th Avenue as a public space, connected to Heerlik Park and forming part of a broader public space network linking schools along Nyman Road. (Kensington-Factreton Green Spine)	S-M	15
TRANSPORT AND MOBILITY					
			Integrated Transport Improvement Programme including Voortrekker Road corridor improvements, station precinct upgrades, public transport shelters, accessibility upgrades, pedestrian and cycling infrastructure, N1 crossing improvements and improved integration between rail, bus, taxi and MyCiTi services. Proposed Roads (see Baseline Report): The following roads have been proposed in the study area:Frans Conradie Drive Extension to Sable Road		

P16	Public Transport and Mobility	City of Cape Town • Spatial Planning and Environment Directorate • Urban Mobility Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	• The proposal is to extend Frans Conradie Road to Sable Road at Century City Rail Station connecting the Goodwood and Wingfield areas to Montague Gardens and Century City areas. Current planning calls for a grade-separated interchange at the N7/ Vanguard and Frans Conradie intersection. • Project status is in Preliminary Design (risk note - this project is dependent on National Department negotiations.) Milton Road Extension • Future precinct planning Prestige Drive • Extend Prestige Drive from Sunrise Circle to the N1.This would improve connectivity between the Pinelands, Ndabeni and Maitland areas and the N1. (Preliminary stages) Internal Road Network – Wingfield Precinct • The westward expansion of Milton Road might be required in future but further planning work is required in this regard (long-term project). Similarly, the local level circulation network for the site is dependent on a number of development scenarios. Acre Road Link • Potential future road connection/ring road (Linked to Prestige Drive extension timeline) Aerodrome Road through the Wingfield Site • This proposed road is planned from the Conradie Hospital site over Voortrekker Road and into Wingfield. It is envisaged that it will connect with Frans Conradie Drive. Some planning has been carried out but alignments are still to be confirmed. There are three proposed alignments which need to be explored further.	S-L	
P17	Public Transport Infrastructure and Parking Management	City of Cape Town • Spatial Planning and Environment Directorate • Urban Mobility Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Improvements to existing mobility infrastructure, including the provision and upgrading of embayments and designated parking areas associated with public transport routes, civic facilities, schools, community facilities and other activity generators. Interventions may include formalised taxi parking, passenger loading areas, and improved traffic circulation to support safe and efficient transport operations.	S-M	17
P18	Pedestrian and Non-Motorised Transport	City of Cape Town • Spatial Planning and Environment Directorate • Urban Mobility Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	The Table Bay District Plan has proposed the following cycle routes: • Class 1- connecting from Acre Road to the Century City rail station. • Class 2- connecting from Century City rail station via the proposed Acre Road to Frans Conradie Dr Route, and along 18th Avenue. • Class 3- along Voortrekker Road • Class 4- along 6th Avenue, 10th Avenue, 13th Avenue, Bunney Street, corner of Sunderland Street and Lugmag Avenue to Acre Road, and corner of Sunderland Street with 13th Avenue to Acre Road. Improved Walking Lanes: • 12th Avenue from Voortrekker Road to Acre Road • Sunderland Street from 16th Avenue to 7th Avenue • 10th Avenue from Nyman Street to Sky Steelworks • 13th Avenue from Dapper Road to Maryland Street • Bunney Street from Maryland Street to 6th Avenue • 4th Street from 2nd Avenue to 6th Avenue • 6th Avenue from Voortrekker Road to Acre Road • Factreton Avenue from Sunderland Street to Lugmag Avenue • Lugmag Avenue from Factreton Avenue to Acre Road • 16th Avenue from Voortrekker Road to Factreton Avenue Bicycle routes: • Factreton Clinic • Kensington Centre • Wingfield Primary School • HJ Kronenberg Primary School • Kenmere Primary School • Windermere Primary School • Windermere High School • Kensington High School • Factreton Primary School • Sunderland Primary School • WD Hendricks Primary School	S-L	

P19	Traffic Calming and Pedestrian Safety	City of Cape Town - Spatial Planning and Environment Directorate - Urban Mobility Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	- Implementation of traffic calming measures and pedestrian safety improvements in identified priority areas, particularly around schools, community facilities and key pedestrian routes. Interventions may include speed humps, raised pedestrian crossings, pedestrian refuge islands, signage, road markings, and other traffic calming infrastructure aimed at improving road safety and accessibility. - Include safety and connectivity interventions such as improved pedestrian walkways, better lighting, and active street frontages to create a safer environment. (Century City Station Southern Precinct (around 8th-11th Avenues).) - Non-motorised transport routes from Mutual station to be enhanced where needed, through lighting, paving or tree planting.	S-M	19
P20	Strategic Road Infrastructure and Development-Enabling Mobility	City of Cape Town - Spatial Planning and Environment Directorate - Urban Mobility Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Wingfield Strategic Road Network Programme comprising the Frans Conradie Drive Extension to Sable Road, Milton Road westward expansion through the Wingfield site, Prestige Drive Extension to the N1 (preliminary planning/review), and the Aerodrome Road connection. The programme aims to improve regional accessibility, strengthen east-west connectivity, enhance network permeability, and unlock future residential, commercial and mixed-use development opportunities within the Wingfield redevelopment area and surrounding communities.	L	
Rail and Century City Station					
P21	Chempet Rail line	City of Cape Town - Urban Mobility Directorate Western Cape Government - Western Cape Mobility Department State-Owned Entities - PRASA Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	- North–South Regional Link: The link provides an important regional rail connection beyond the metropolitan context, connecting the Southern Line via the Cape Flats with the Pinelands–Langa line and the Northern Line. - Key Network Connections: The alignment crosses the Northern Line at Mutual Station, continuing via a future Wingfield station, across the Monte Vista Line and through Acacia Park and Century City towards Atlantis. - Strategic Corridor Connection: The link connects the Ikapa, Southern, Central Southeast and Northern corridors, providing an important north–south connection across Cape Town. - Protected Rail Provision: It is the only protected rail link provision extending from the south through to Atlantis, making it important for future regional and metropolitan rail network planning and development. - Planning Status: A route alignment and station positions have been identified. A feasibility study could be undertaken as part of the review of the Atlantis Rail Corridor Feasibility Study, or separately given the link's connection to several corridors. - Future Network Planning: The North–South Link should be retained and protected in the City's CITP and 2040 IPTN as an important future rail network connection.	M-L	
P22	Rail and Station Precinct Development	City of Cape Town - Urban Mobility Directorate Western Cape Government - Western Cape Mobility Department State-Owned Entities - PRASA Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Rail station revitalisation programme addressing station accessibility, safety, management, operational improvements and public environment upgrades around transport precincts.	M-L	22
FREIGHT AND LOGISTICS					
P23	Freight and Logistics Planning	City of Cape Town - Urban Mobility Directorate Western Cape Government - Western Cape Mobility Department State-Owned Entities - PRASA Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Development and implementation of freight management and holding area interventions to mitigate freight vehicle congestion and illegal truck holding within the study area. The programme may include the identification of dedicated freight holding facilities, improved freight routing, traffic management measures, and coordination with logistics stakeholders to reduce impacts on surrounding residential and commercial areas.	S-M	23

Infrastructure and Service Delivery					
P24	Infrastructure and Service Delivery	City of Cape Town • Water and Sanitation Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	- Water, sanitation, stormwater and flood mitigation improvement programme addressing ageing infrastructure, drainage constraints, sanitation deficiencies and climate resilience requirements. - Prepare a Local Stormwater Masterplan for the Wingfield–Acacia Park area to identify the stormwater requirements needed to support and guide future development.	S-L	24
P25	Underground Electricity Project	ESKOM The City of Cape Town	Upgrade the electricity network in Kensington by replacing approximately 5 500 metres of overhead electricity conductors and 42 transmission poles with approximately 5 315 metres of underground electricity cable. The project also includes upgrading streetlights to energy-efficient LED technology and relocating electricity infrastructure to improve maintenance access and emergency response. These improvements will strengthen the resilience of the electricity network, reduce infrastructure theft and vandalism, and provide a more reliable electricity supply for residents. The City's R4.5 million electricity infrastructure upgrade is currently under way, with completion of the current phase anticipated by 30 June 2026, subject to programme implementation. (Project in progress. Construction is progressing well, with the current phase scheduled for completion by 30 June 2026, subject to programme implementation.)	M-L (Ongoing)	
P26	Athlone Refuse Transfer site Upgrade:	City of Cape Town • Water and Sanitation Directorate Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Some integrated waste management functions are being planned for the existing Athlone facility which will include the construction of a material recovery facility to be completed in 2028. Material recovery facility/ mechanical biological treatment (MBT)	M-L Ongoing	
P27	Urban Management and Cleansing	City of Cape Town • Urban Waste Management Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Public environment maintenance, waste management and cleansing programme focused on improving neighbourhood cleanliness, reducing illegal dumping and addressing urban management challenges. Maitland Refuse Truck Depot Upgrade - Upgrade the existing refuse truck depot to improve waste management operations and service delivery. Recycling Building (Corner of 13th Avenue and Dapper Road) - Upgrade recycling facility to support recycling services and improve waste management infrastructure in the area.	Ongoing	26
Environment and Heritage					
P28	Environmental Management and Climate Resilience	City of Cape Town • Spatial Planning & Environment Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Environmental rehabilitation programme including flood mitigation, watercourse rehabilitation, erosion management, biodiversity enhancement, climate adaptation and environmental quality improvements. - Acacia Park to be investigated for a conservative development footprint. - Ground truth the areas identified as core conservation in the LSDF - N1 ephemeral wetland is included in core conservation.	M-L	27
P29	Heritage Conservation and Urban Design	City of Cape Town • Spatial Planning & Environment Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Heritage conservation programme including heritage inventories, restoration projects, heritage-sensitive public realm improvements and urban design guidelines to protect local character and cultural resources.	M	
Provincial Social Infrastructure					
P30	Provincial Social Infrastructure	Western Cape Government • Education • Health • Social Facilities • Infrastructure Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Provision of additional schools, healthcare facilities and supporting social infrastructure where demand exceeds existing capacity.	L	
Collaberative Implementation					

P31	Collaborative Implementation	Intergovernmental and Cross-Sector Partners • SAPS • SANRAL • Community Organisations • Business Forums • Private Sector Partners Property Owners & Civil Society Non-Governmental Organisations (NGOs) Landowners and Affected Parties	Partnership-based projects supporting safety, economic development, transport improvements, community development, social services and neighbourhood revitalisation initiatives.	Ongoing	
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12. SUMMARY OF KEY CONCERNS

Environment and Public Realm



Managing biodiversity in the Study Area is a complex task. Resulting in the critical endangerment of the Cape Flats Sand Fynbos species which occur nowhere else in the world. These areas are not under formal protection, are poorly managed and threatened by dumping, alien vegetation and competition for urban land use.



Strategic planning and Biodiversity conservation is integral to the City's long term sustainability, providing services such as flood attenuation, pollination and improving health and wellbeing of communities.



Balancing conservation and Urban development: A biodiversity category on site must influence how development can take place. The biodiversity sites in the area have a role in achieving spatial justice and social and economic development of Cape Town, so the role of conservation and development must be balanced.

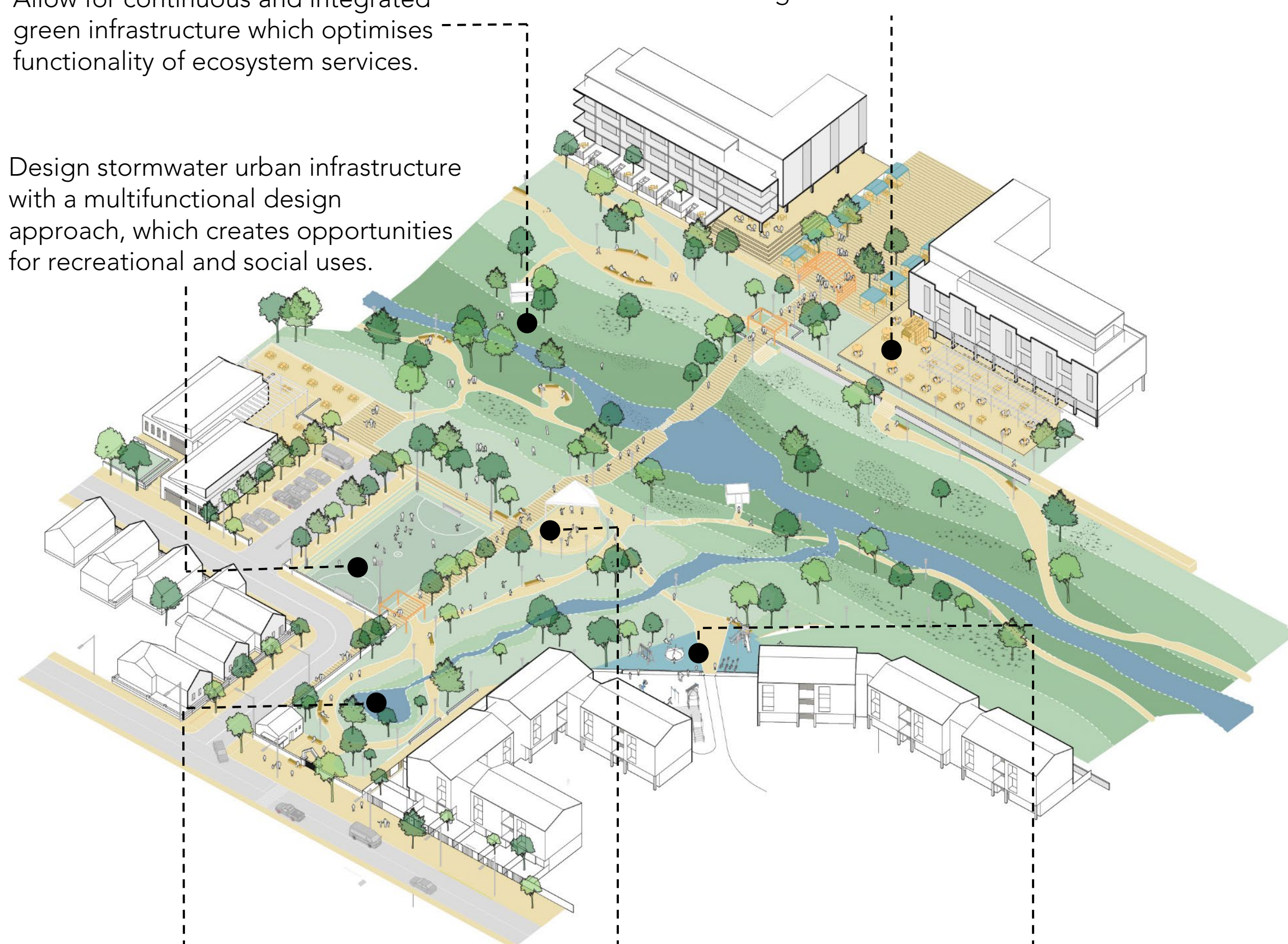
VALUE AND ENHANCE GREEN OPEN SPACES

Principles:

Allow for continuous and integrated green infrastructure which optimises functionality of ecosystem services.

Design stormwater urban infrastructure with a multifunctional design approach, which creates opportunities for recreational and social uses.

Create development with positive interfaces onto green open spaces, which makes use of scenic resources, with visual connections and increased usage to create safer environments.



Celebrate existing ecological features within green open space, which perpetuate a unique sense of place.

Organise a range of recreational types, from active to passive, providing choice for all users in the surrounding community, and value for development.

Construct easy to maintain landscaping, recreational facilities and equipment with sustainable long-term systems and durable materials.

Ideas:



FIGURE 34: Incorporating choice

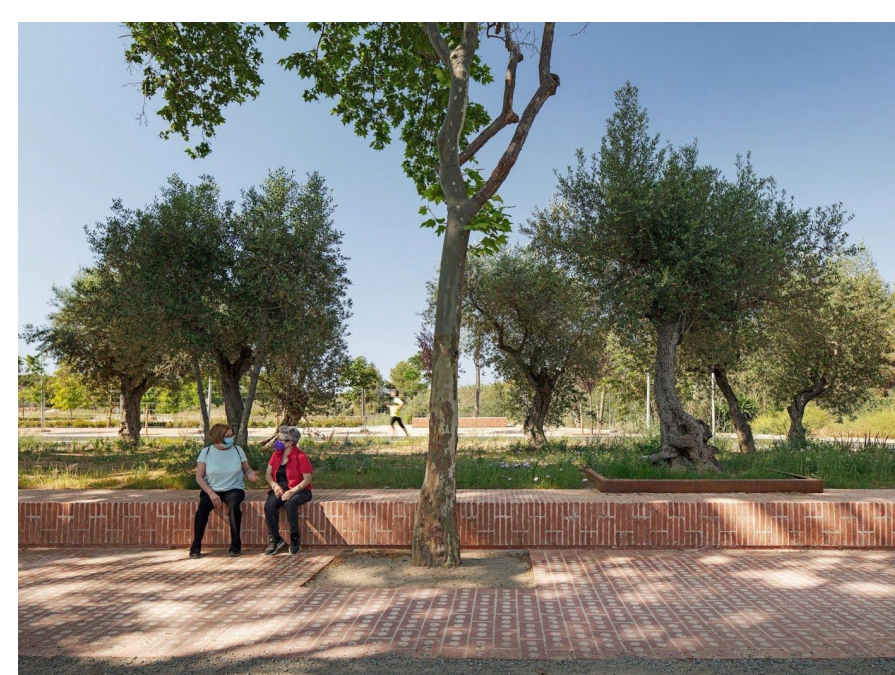


FIGURE 35: Spaces for pausing



FIGURE 37: Safe play for children



Green open spaces are invaluable resources to the city and the broader public. These spaces must be accessible and safe, and should be positive recreational, social, educational and conservation resources for the community.



For more information regarding the Urban Design Policy (2024), kindly scan the QR code.

Greening of streets:



FIGURE 31: Greening of a high street



FIGURE 32: Green living street



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STAD KAAPSTAD

13. SUMMARY OF KEY CONCERNS

MANAGING URBAN GROWTH



Urban Form: Encourage intensity and Mixed-Use along Voortrekker Road and prominent movement routes. Create intensity and activity to support existing urban life and respond positively to the street and public realm.



Corridors and nodes: Most new growth accommodated in nodes, corridors, at intersections, and fronting parks/amenities in multi-storey buildings. Incremental densification encouraged with neighbourhoods



Connector routes: (e.g. Bunney Street and 5th Avenue) Current development trends currently indicate that densities are increasing along connector streets such as Bunney Street and 5th Avenue. Developments are also including a mix of uses in the form of shops, businesses and apartments.



Inside suburbs: Lower height building to accommodate increased densities. Additional dwelling units to respond appropriately to the surrounding context

ENCOURAGED FORM - DIFFERENT SCALE BASED ON AREA



FIGURE 14: Mixed-Use intensification encouraged along Voortrekker Road



FIGURE 17: Proposed Development along Bunney Street and 5th Avenue



FIGURE 17: Proposed Development along Bunney Street and 5th Avenue

Guidelines for urban form

Green open spaces are invaluable resources to the city and the broader public. These spaces must be accessible and safe, and should be positive recreational, social, educational and conservation resources for the community.



For more information regarding the Urban Design Policy (2024), kindly scan the QR code.



FIGURE 12: Example of development on Voortrekker Road



FIGURE 15: Existing Development along Bunney Street and 5th Avenue

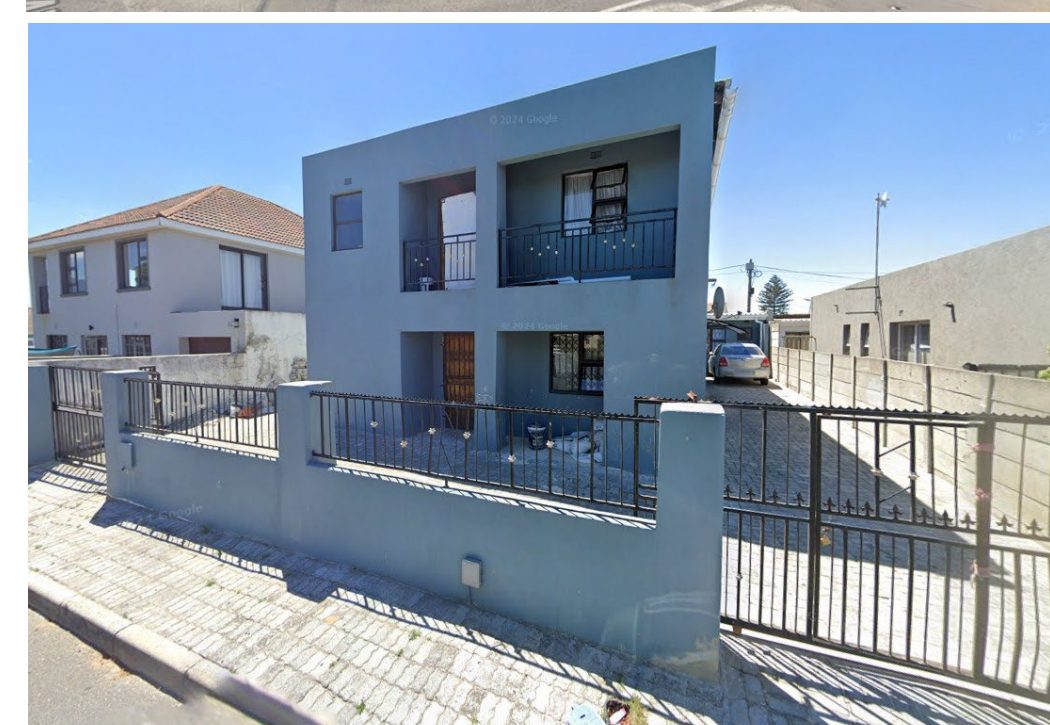


FIGURE 16: Existing development within the neighbourhood



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Making progress possible. **Together.**

14. SUMMARY OF KEY CONCERNS

MOBILITY & ACCESS



Access and Mobility: The area is well located, along the Voortrekker Road corridor and served by rail stations, minibus taxis and bus. The routes in and out of Kensington are becoming increasingly congested as the City grows. Particularly along Voortrekker road, creating inefficiencies.



Rail and Opportunity: There are opportunities Century City Train Station has underutilised vacant land that can be used for a Park and ride facility. Re-establishment of rail as a primary public transport route in the area.



Improved Access needed: Full implementation of the Frans Conradie Drive Extension to Sable Road to connect Kensington to Century City. Strengthen public transport linkages, operation and maintenance along public transport zones to reduce motor vehicle usage.



NMT: The City is proposing key routes and infrastructure for Non Motorised Transport, supporting safer journeys for Cyclists and Pedestrians. An access network for pedestrian, cycle or wheelchair, needs improvement.

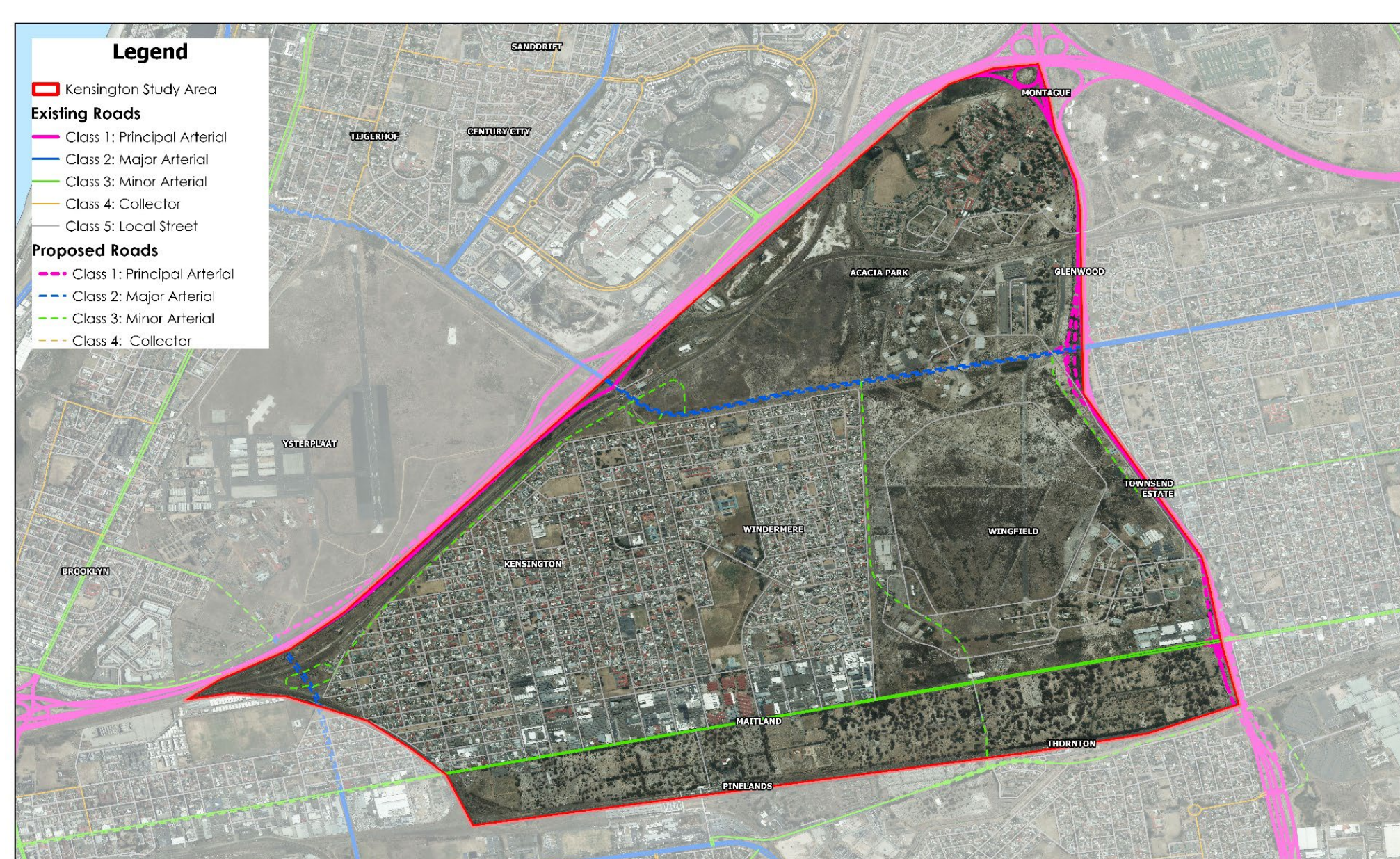


FIGURE 12: Current and future roads

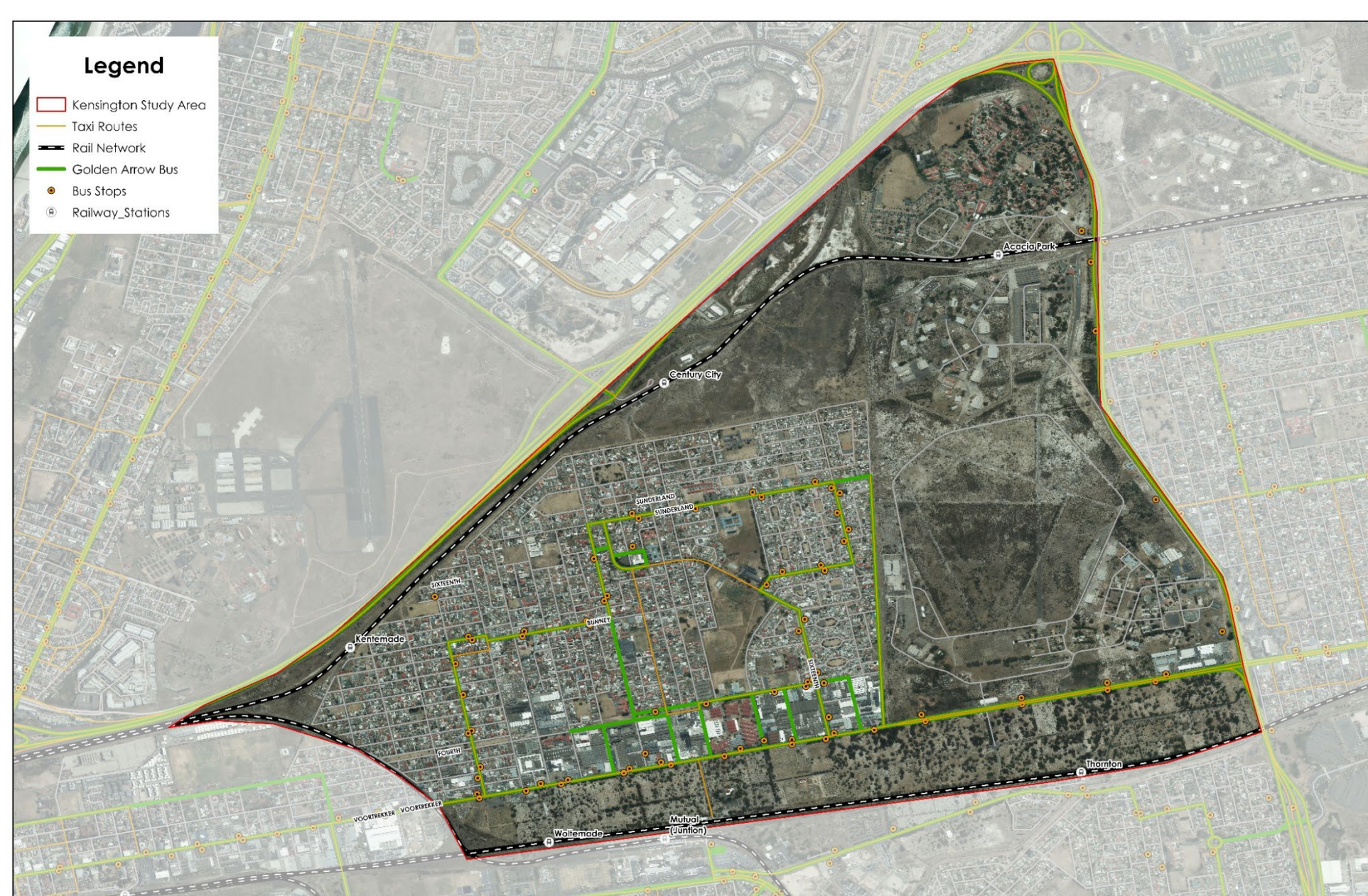


FIGURE 12: Public transport networks

INFRASTRUCTURE



Electricity: The Kensington area has their electricity mainly supplied by City of Cape Town. In Table Bay, no areas have a **severe lack of capacity**. The Kensington substation is at less than 70% capacity with an estimated spare capacity of 7.4 MVA, which also supplies the Maitland and Salt River area, (VRC, 2014).



Water: Water supply is primarily served through the city's broader municipal network (reticulation mains), with infrastructure extending to various parts of the neighbourhood. Overall majority of Kensington receives a stable water supply.



Sanitation: The Kensington area drains in a southerly direction towards Athlone WWTW. The main sewer line, which runs through Pinelands and is at between 30-60% capacities. Due to continued and planned intensification, the expansion of the Athlone Waste Water Treatment Works (WWTW) is as strategic priority infrastructure programme.

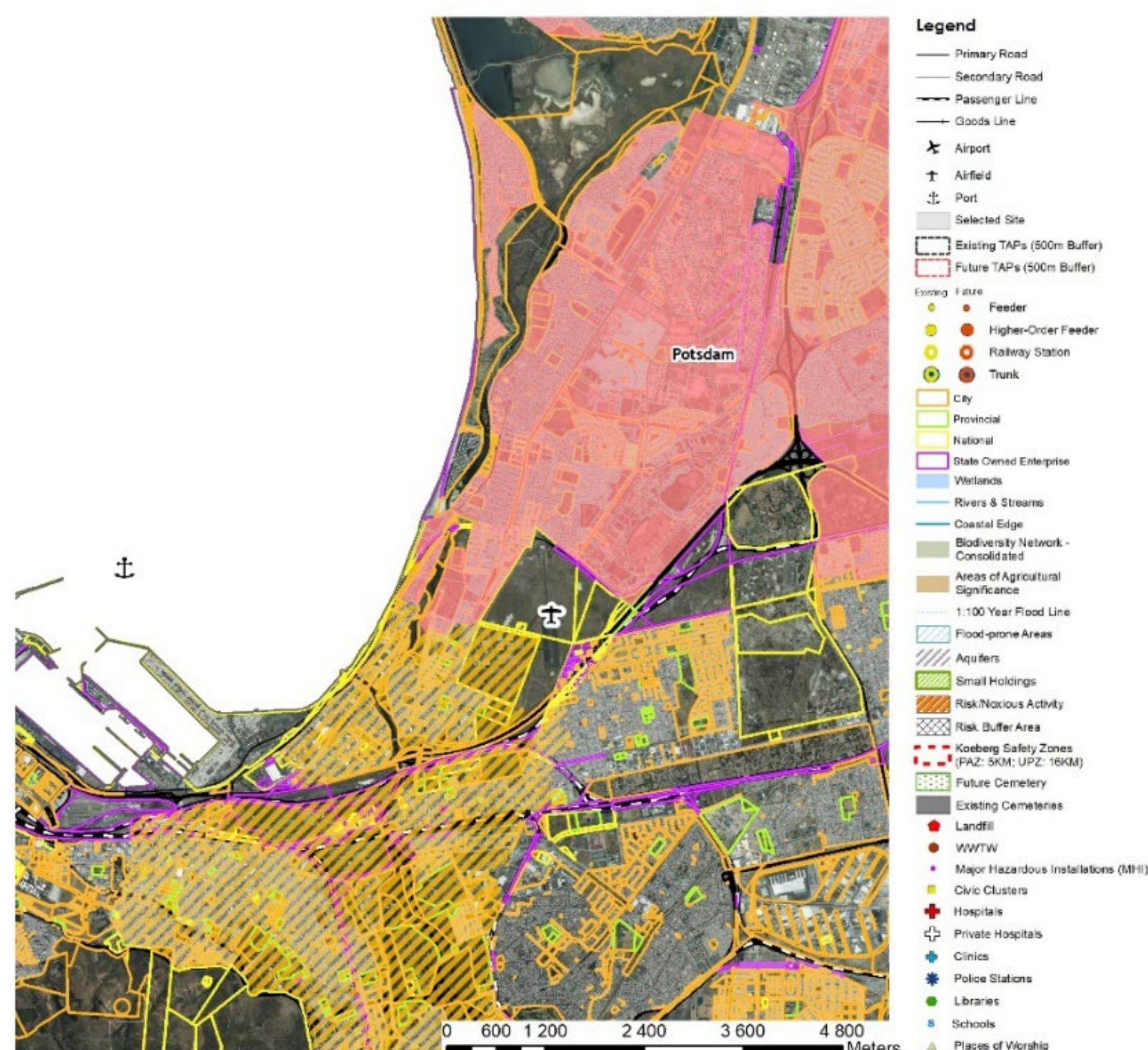


FIGURE 25: WWTW catchment and sewer pump capacity



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WHAT ARE YOUR HOPES AND DREAMS FOR THIS AREA

Ndabeni

No one wants to move
400 houses sleeps
± 1000 residents

OUR children
to be better Educated.
2. M. Gangster
free Area.
Makes education
a must.

VISUAL CCTV
18th AVE + TRAFFIC LIGHTS
5th/4th AVE CCTV

abet/
night school
facilities to
be made
available as
schools
close

Sport - additional land for cricket

Full Recognition as
an established community
with significant
history and identity

Housing for
INSETTLEMENT
AT wingfield

ai and
Media classes
for
FREE

Youth + Crime
→ Needs to be upskilled + longterm jobs
→ Community needs to benefit from businesses
→ MURP - Implied Safety Plan
→ Smash and grab
→ 5th Avenue
→ Camera not linked to SAPS
→ Needs live Recording

How about making
the Rental Stock
Home owners so
that the City can
build houses for
families in the house
build - seeing theres
a housing shortage

Housing for
back yard.

Build the
bridge to the
N1
please,
urgently

School of
Skills
in
Kenfac
with a
3-5yr
strategy

Century City Station to look like Monte Vite
→ Make a seated park
→ Acre road - Houses are sinking - make a park/shops/park
→ Area around Station - few people living there
→ Develop acacia park - few people living there
→ Taxi chaos
→ 18th Ave + Vortrekker - Ghost Town issue - to be removed
→ Needs Lighter (after 9 - Dangerous)
→ More Entries into + Out Ward 56
→ Current informality is a poverty cycle (children picture no upliftment)

Military Veterans
to be considered in housing
allocation.
Jimmy Xalipi PPW
073 731660 DOR

Youth need
organising
and
Skills
Development

focus on
artisan
training
+ work
opportunities

Charmaine Jacobz
I wish for our
Community Centre
to be open for
skills @ Concert
and sewing classes
and so forth

Art and crafts
is a big need
for matrices.
Social Workers
must come to
Ward 56 on
a regular basis

There is a need
for more light
in Wagon Ave
and Surrounding

Houses sinking along Acre Road
→ Investigate area
→ hold tin site

Safe + Supportive living
accommodation for elderly
residents.
Dedicated accommodation
for seniors would provide
dignity, safety + care while
creating local jobs + strengthen
the community

step
down
facility
after
Rehab

Venues to host
job creation
engagements
- computer rooms
- social facilities

Convert under-
utilised city to
facilities for
social facilities

Elderly homes for
the elderly in the
area
- affected by gang
issues

18th Ave 16th Avenue Park (Station Precinct)
→ Upgrade for enjoyment

Around Station area
→ Sanding for birds + Pet Park area
→ Day Park area in 10th Avenue Move to
→ Around Station area
→ Driving area for learners at certain time
→ Fruit tree planting for community

Public Transport
to accommodate
anticipated population
growth

Backyard dwellers →
Huge challenge...
Human Settlements must work
towards effective system
to account for stats -
→ Housing - Huge need!
Ward 56

18th Avenue is all people from Factorion (Center to Community)
① One old age home in area
→ Very expensive
→ Not catering for people in area
→ Suggest for LSDP, and inclusion
→ Upgrading existing facilities
② Show Co → 8 is not inclusive of all social
aspects in the community
③ Venues for social aspects for the need in area
→ 5th Avenue - Venue sizes need to be
→ Computer room - Very small
Special Needs Schools for area residents
→ Children of special needs resulting from
Drug addict parents
Need Community hub (with NGOs)
→ Community Run Clubs

Factorion/Kensington PLEASE CAN
U BUILD AFFORDABLE HOUSING FOR
OUR PEOPLE WAITING ON HOUSING
AND THE LAST TIME CITY OF CAPE
TOWN BUILD HOUSES WAS IN 1965
PLEASE THE PEOPLE IS LIVING IN SHACKS



OPPORTUNITIES

ON LOCAL SPATIAL DEVELOPMENT FRAMEWORK

Importance of infrastructure for densification
↳ challenges like Maitland

use solar panels, gas for electricity

Too many people from other areas coming to Squat here.
Ndabeni is not interested in the land. City must give them Alternatives

Double-storey houses - 3 storey housing

Job opportunities for our youth

Linking Factreton/Century City

- Influx of people outside the area
↳ police saying they can't do anything because national land
- Protection for roads
- 18th avenue & Voortrekker color

Introduce bumps along routes to slow down traffic

Widen the roads?

Unlocking new access routes to coast

build housing along 4th avenue

Parking

Social activities
re. flower arrangements
- anime/arts
- Sport

RECREATIONAL activities for youth

Need for engagement from residents to Ndabeni & Factreton

how business in Bunney Street can work?
we only hear about liquor outlets, bars and take-aways.
Where is the balanced economic development?
Where is small business support?

Land for social housing - public good

Propose developing a one way on 4th avenue

Parking for mourners → graveyard.
To park their cars on the opposite side where the land and

unlocking the mixed use potential of the Wuged land along Voortrekker Road

Factreton - Need places for Skills Development
- community members want to be involved just place to do it

- Skills development programs

- unemployment lack of opportunities
- Skills development centers

upgrading & Parks (Factreton)

CHALLENGES

Ndabeni trust land
↳ Get issue resolved
↳ Gap housing
↳ ARU → Not Working (no proper management)
↳ Land lord can pay whatever they want
↳ No management of the amount of people → Impact sewage & infrastructure strain
↳ Voortrekker Watering won't help us

WITH OPEN LAND
PINKEL ARMS / MDA (B-1) ??

Water, electricity
• Use

- kids not allowed in parks (safety)

May God Bless

Traffic Congestion along Acacia park, the road can not handle the pressure.

Century Station
not safe to late people

houses are cracking

Housing opportunities

Further education & training

Water challenge

- Factreton residents collect water from Ndabeni water points

Informal settlement (Ghost Town) already serviced

Ward boundary Confusing with Police boundary
↳ Change the boundaries
- MyCity buses needed
↳ Pensioners ticket to expensive

NOT BE REVIEWED TO BUSINESSES

Toilets + houses

waste collection (health concerns)
- provide cleaning supplies for public toilets

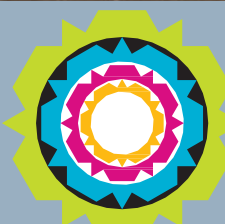
ACRE ROAD LAND UNSTABLE
TRANS NET LAND OLD DUMP
STILL ACTIVE UNDERGROUND
FIRE IN SUMMER
Quinton 082 539 6505

Traffic and Transport requirement to mitigate anticipated congestions
must be preconditions for my developments

ELECTRICITY 18th Avenue

Infrastructure - Old infrastructure

non-travel
NOT our priority



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.