



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500161532

**Erf 6639, 210 Bangiso Drive,
Victoria Mxenge, Khayelitsha**

Development Management

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PROPOSED REZONING, SUBDIVISION AND PHASING OF A
PORTION OF THE REMAINING EXTENT OF ERF 18396
KHAYELITSHA (I.E. UNREGISTERED ERF 6639 KHAYELITSHA)

VT SECTION INFORMAL SETTLEMENT UPGRADING

JULY 2026

FINAL MEMORANDUM

DIRECTORATE HUMAN SETTLEMENTS
DEPARTMENT INFORMAL SETTLEMENTS: PLANNING



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

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1 INTRODUCTION

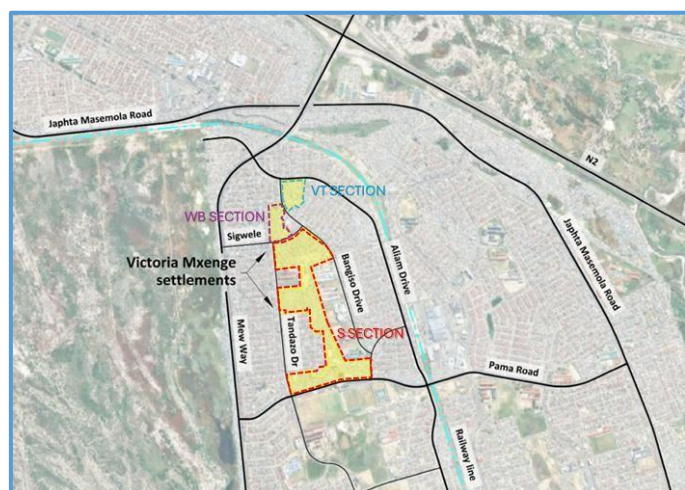
1.1 Background

The Greater Victoria Mxenge settlements (GVMS), comprising the VT, WB, T, YB, UT, YA and S sections as well as Bida Crescent, are among the oldest informal settlements in Khayelitsha, established around 1987. Attempts at formal infrastructure upgrading have been limited and sporadic, including a memorandum of agreement with the S Section in 2008 and a Western Cape Government Human Settlements proposal for multi-storey residential development in YB Section in 2019. These initiatives did not materialise, primarily due to the lack of suitable off-site relocation areas. Since January 2022, ongoing engagements between Sub council 9, the ward councillor, community representatives and City officials have led to a consensus on an incremental infrastructure provision approach. This shift has been enabled by the delivery of several City BNG housing projects, which are expected to accommodate a significant number of informal settlers within the next two to three years. Consequently, the GVMS area presents an opportunity for the development of an incremental superblock enabling the provision of bulk services infrastructure and social infrastructure.

The City of Cape Town has experienced significant growth in informal settlements, with many communities occupying vacant land parcels within and around established urban areas. According to the Western Cape Province Human Settlements Five-Year Strategic Plan (2020–2025), the registered housing demand in the City of Cape Town stood at 320,957 households in 2020. This figure represents approximately 59% of the total provincial housing backlog, highlighting the scale of the challenge faced by the municipality.

The Greater Victoria Mxenge Informal Settlement Upgrade Project was initiated in response to the significant housing demand and the limited access to basic services experienced by residents. The intention is to develop an incremental township establishment project initially in the form of superblocks. The broader project area comprises three sections: S Section, WB Section, and VT Section. However, this memorandum pertains exclusively to the VT Section Informal

Figure 1: The Greater Victoria Mxenge area



Settlement, which is the specific area targeted for intervention and forms the sole focus of this application.

1.2 Property Location

The portion of remainder erf 18396 being unregistered erf 6639 Khayelitsha being the subject property is located within the Victoria Mxenge suburb of Khayelitsha Township. The subject property occupies a strategic position at the intersection of Aliam Drive and Bangiso Drive, as illustrated in **Figure 2-4**. These local routes provide direct access to key movement corridors within the township and connect the subject property to Mew Way, a primary mobility route linking Khayelitsha to the N2 Freeway.

From an administrative perspective, the property falls within the Greater Khayelitsha Subdistrict, which forms part of the Khayelitsha, Mitchells Plain, Blue Downs (KMPBD) District of the Department: Development Management.

Figure 2: Metropolitan Context

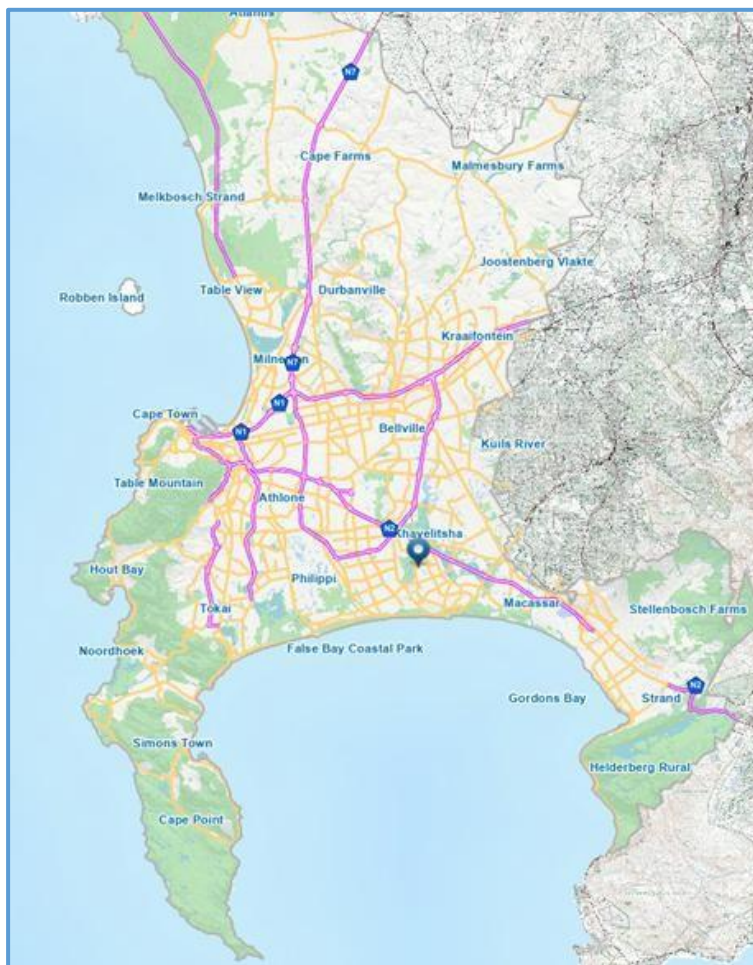


Figure 3: Local Context

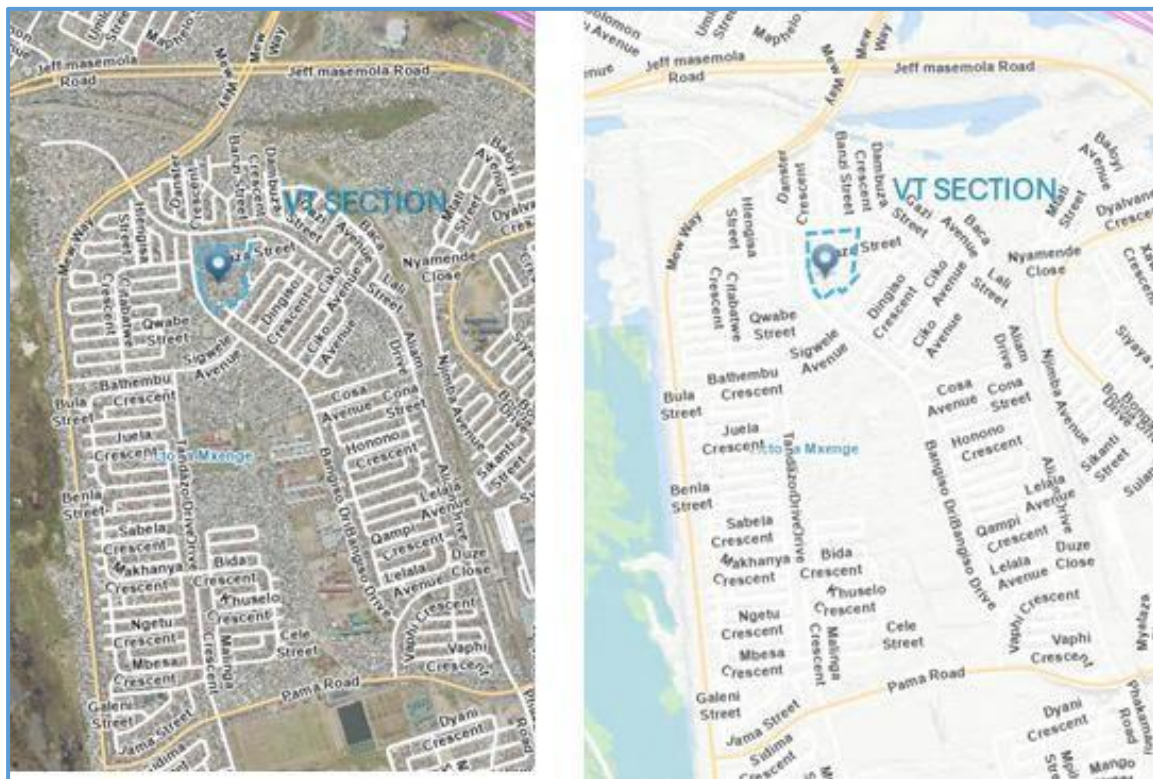


Figure 4: The Site



1.3 Property Details

Table 1: Property Details

1.3.1	Property Description	Parent Erf	Unregistered Erf
		Portion of Remainder of Erf 18396	Unregistered Erf 6693
1.3.2	Registered Owner:	City of Cape Town (see Annexure A) reserved for Directorate: Human Settlements, Department: Informal Settlements	
1.3.3	Applicant:		
1.3.4	Extent:	1.6502ha (see Annexure H)	
1.3.5	GP/Diagram:	L38/1986 (see Annexure B)	
1.3.6	Title Deed:		
1.3.7	Restrictive Title Conditions:	None	
1.3.8	Servitudes	The subject property is not affected any servitudes as confirmed by the Diagram no: L38/1986 attached hereto as Annexure C .	
1.3.9	Applicable Zoning Scheme:	City of Cape Town: Development Management Scheme	
1.3.10	Current Zoning:	Community Zone 1 (CO1) (see Annexure F).	
1.3.11	Current Land use:	The subject property is currently occupied by informal settlers. The structure count indicates that there are approximately 345 structures on site. In terms of the proposed phased upgrading plan, 115 structures will be relocated, comprising 98 structures during Phase 1 and 17 structures during Phase 2. A total of 230 structures will remain within the development area following implementation of the phased upgrading programme. (see Annexure I).	

1.4 THE PROPOSED APPLICATION

This planning application is submitted to facilitate the structured formalisation of the existing VT Section informal settlement on a portion of remainder erf 18396, Khayelitsha (unregistered erf 6639), and to establish appropriate land use rights that support sustainable human settlement development. The proposal comprises a rezoning to a Subdivisional Area Overlay Zone, together with a subdivision and phased development aimed at enabling the orderly provision of residential accommodation, public open space, road infrastructure, and municipal engineering services.

The phased approach is proposed to ensure that development occurs in a coordinated and implementable manner, allowing for the incremental installation of bulk and internal services, the careful management of relocations, and the minimisation of disruption to existing residents. This application therefore provides the statutory and spatial foundation required

to guide the gradual upgrading and long-term integration of the settlement into the

surrounding urban fabric, prior to detailing the specific components of the proposed development.

In line with the above background, the Informal Settlement: Planning Department hereby submits the application that will comprise the various town planning processes. The nature and logical flow of the proposed application can be summarised as follows:

1.4.1 APPLICATION FOR THE REZONING OF PORTION OF REMAINDER ERF 18396 BEING UNREGISTERED ERF 6639 FROM COMMUNITY ZONE 1 (CO1) TO A SUBDIVISIONAL AREA OVERLAY ZONE (RESIDENTIAL ERVEN, PUBLIC OPEN SPACE, AND PUBLIC ROADS), IN TERMS OF SECTION 42(A) OF THE CITY OF CAPE TOWN MUNICIPAL PLANNING AMENDMENT BY-LAW, 2025.

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1.4.4 APPLICATION FOR APPROVAL OF PROPOSED STREET NAMES ASSOCIATED WITH THE SUBDIVISIONAL LAYOUT ATTACHED AS ANNEXURE H AND INDICATED ON DRAWING NUMBER GVM-VT 101/SUB DATED 19/03/2026.

1.5 CURRENT ZONING

The subject property being part of the remainder of erf 18386; (being the unregistered erven 6639) is zoned as Community Zone 1 (CO1) and is shown in **Figure 5**).

A zoning certificate was requested from the City of Cape Town Khayelitsha District Office and has been received, see **Annexure F**.

Figure 5: Zoning Map



2 CONTEXTUAL ANALYSIS

2.1 EXISTING LAND USES AND SURROUNDING LAND USES

The subject property is currently informally settled and comprises approximately 345 informal residential structures, as reflected on the updated Structure Information Plan, see **Annexure J**.

2.2 ACCESSIBILITY

2.2.1 ROADS

A traffic impact assessment (TIA) has been prepared by Liezl Stodard. For further detail and reference, please refer to the attached **Annexure N**. The VT Section benefits from strong connectivity to the surrounding road network, which comprises a clear hierarchy ranging from major arterials to local collector roads. Although the TIA assesses the broader Victoria Mxenge area collectively, the following road network elements are the most relevant to the VT Section:

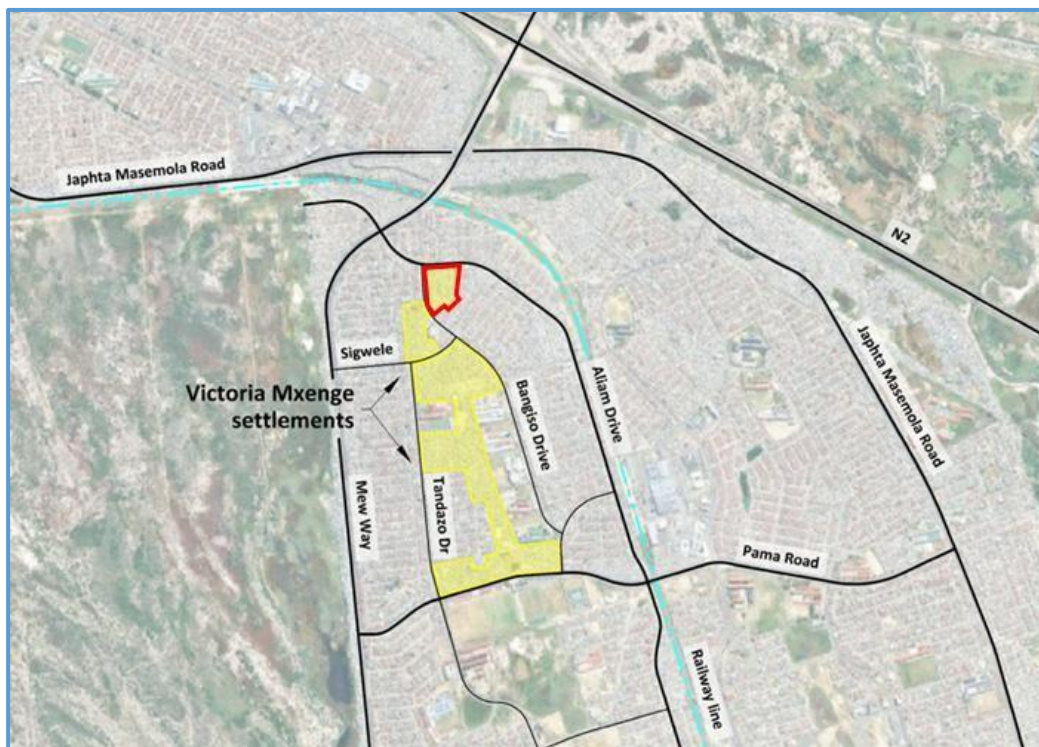
Mew Way (Class 2 Major Arterial) forms the nearest higher-order connection for VT residents. It accommodates one lane per direction, surfaced shoulders, and continuous sidewalks. The road supports intensive public transport activity, with both formal embayment's and informal shoulder-stopping occurring along its length. The surrounding environment is characterised by mixed informal and residential activity, with multiple access points leading into adjacent settlements. Intersections along Mew Way are predominantly signalised or stop-controlled and form key movement nodes for VT residents travelling northwards or southwards.

The VT Section also relies on several Class 4 Collector Roads, notably Sigwele Avenue, Bangiso Drive and Aliam Drive, which provide its primary local access points. These collector routes consist of single carriageways with one lane per direction, paved sidewalks on both sides, and stop-controlled intersections. They accommodate regular minibus-taxi activity, feature public-transport embayment's in some locations, and exhibit an intermediate roadside environment with numerous informal tracks linking into the settlement. In some places, building encroachments onto sidewalk space reduce pedestrian comfort.

To the south, Pama Road (Class 3 Minor Arterial) provides another important connection for VT-related movements. Its four-lane undivided cross-section and surfaced sidewalks support high levels of public transport activity. Although formal embayment's exist, minibus taxis frequently stop informally in the outer lanes to pick up or drop off passengers. Intersection spacing along Pama Road is generally more than 300 metres and intersections operate under stop-control.

Overall, the VT Section is well connected to a functional road hierarchy that ensures good vehicular, public transport, and pedestrian accessibility to the area.

Figure 6: Road Network



2.2.2 EXISTING PUBLIC TRANSPORT SERVICES AND INFRASTRUCTURE

The VT Section enjoys direct access to the full range of public transport services described in the TIA. These services provide both local and metropolitan connectivity and significantly reduce reliance on private vehicles for VT residents.



Minibus taxi operations along Mew Way and Pama Road provide the most immediate PT access for the VT Section. These routes form established taxi corridors linking residents to major destinations within Khayelitsha and beyond. In addition, several taxi ranks are located within walking distance of the VT Section, including the Nonkqubela Link Taxi Rank (approximately 650 m from the centre of Victoria Mxenge) and the Njongo Avenue and Kuwait Taxi Ranks situated roughly 1 km away.

Golden Arrow Buses operate along Mew Way, servicing the Harare–Bellville corridor. This provides scheduled, formal bus access for VT residents, enhancing mobility towards employment centres and regional destinations.

The My Citi BRT service, via the D02 Khayelitsha West–Civic Centre route, also contributes to accessibility for VT residents. Although operating primarily along the N2 and Mew Way, the stops at Pama West, Makhanya, Sigwele, and Aliam are all within walking distance from the VT Section, offering direct integration with Cape Town’s formal bus network.



Rail-based options further support long-term mobility, with Nolungile Station located approximately 1 km from the centre of the Victoria Mxenge area. While the adjacent railway reserve east of Aliam Drive does not currently accommodate active lines, its presence supports potential future rail extensions.

In summary, the VT Section is well positioned within a high-accessibility public transport environment, supported by multiple modes operating within proximity to the area.

2.2.3 MOVEMENT

Internal and external movement patterns within the VT Section are shaped by both the surrounding classified road network and the prevailing internal informal access system. Although the site is not yet formally developed, the VT Section currently gains access primarily through Sigwele Avenue, Bangiso Drive, and informal tracks connecting to Aliam Drive.

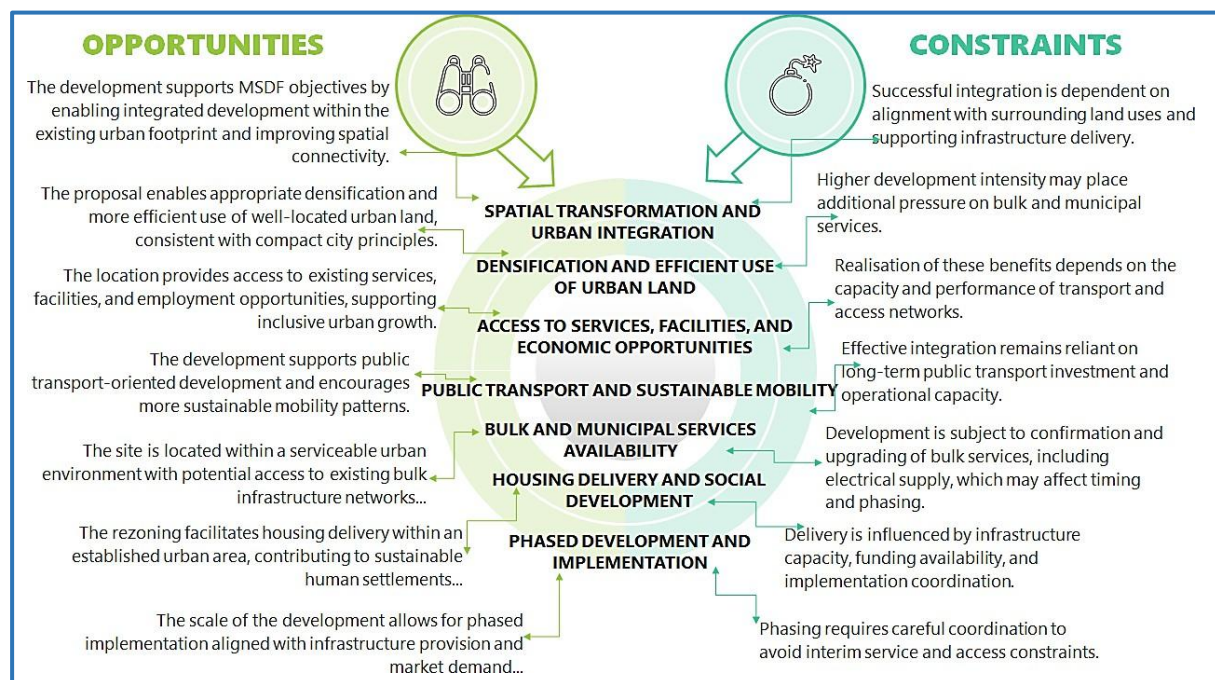
Existing informal structures within the VT Section generally orient themselves toward these collector roads, using them as the main access points for pedestrians, taxis, and emergency services. An informal access route also traverses the VT area, linking its interior to Bangiso Drive and Sigwele Avenue, forming the de facto internal circulation spine for residents.

Once formalisation proceeds, the VT Section will connect more efficiently to Mew Way, which provides access to minibus taxi services, Golden Arrow buses, and the My Citi D02 route. This will enhance overall mobility and enable safer, more predictable movement of residents, non-motorised transport users, and service vehicles.

3 OPPORTUNITIES AND CONSTRAINTS

After an analysis of the subject site and surrounds were completed the following informants which will inform the final layout was determined:

Figure 7: Opportunities and Constraints



The assessment indicates that the development opportunities associated with the proposal generally outweigh the identified constraints. The proposed rezoning is aligned with the City of Cape Town's MSDF and IDP objectives, particularly in relation to spatial integration, appropriate densification, sustainable human settlements, and the efficient use of well-located urban land. Certain constraints have been identified, mainly relating to bulk infrastructure capacity and required service upgrades, including electrical supply; however, these are typical of developments of this nature and can be addressed through phased implementation, detailed engineering design, and conditions of approval. On balance, the

proposed rezoning is considered to represent an appropriate and sustainable land use outcome, and adequate planning grounds exist to support the application.

The VT Section area shows strong development potential due to good access from Aliam Drive, which supports movement and future service installation. The diagram indicates no environmentally sensitive areas, allowing flexible development options. The presence of open space/community facility opportunities provides a valuable anchor for public amenities, while the large developable area offers clear scope to structure and formalise the settlement layout, supported by the proposed internal road-as-services corridor.

However, several areas require relocation, which will need sensitive, phased implementation. The edge condition along Bangiso Drive presents vehicle conflict and safety risks, highlighting the need for improved boundary treatment or traffic calming. In addition, high-density pockets place pressure on infrastructure and reduce layout flexibility, requiring targeted interventions during upgrading. See **Figure 8** below.

Figure 8: Opportunities & Constraints spatially



4 SITE ANALYSIS AND INFORMANTS

4.1 ENGINEERING

4.1.1 ELECTRICAL

A detailed electrical report has been prepared by Consult Lab SA, Collaborative Engineering Consulting Team. The study was done for the entire Greater Victoria Mxenge settlement. For further information and technical reference, please refer to the attached **Annexure M**. The Electrical Supply Authority for this area is Eskom. With regards to the existing supply the project area is currently supplied by several Eskom 11 kV overhead feeders that form the main medium-voltage backbone for Victoria Mxenge. These feeders run near the intersections of Aliam Drive and Bangiso Drive, Sigwele Avenue and Tandazo Drive, and Kusasa Road and Bida Crescent, providing the primary electrical supply to both formal and informal areas. A combination of 11/0.4 kV pole-mounted transformers and ground-mounted mini-substations is used throughout the area to step down the 11 kV supply to low-voltage levels. This mixed infrastructure serves a range of settlement types with varying demand characteristics. Low-voltage distribution in informal areas is delivered mainly via overhead Aerial Bundled Conductors (ABC), while formal dwellings receive electricity through underground low-voltage cables. Both the overhead and underground LV networks are currently being assessed to establish their condition and determine whether integration, upgrades, or replacements will be required as part of the planned infrastructure improvements.

4.1.2 CIVIL

A detailed civils report has been prepared by Bergstan South Africa, for further information and technical reference, please refer to the attached **Annexure L**. The civil engineers confirm that the development is well supported by existing bulk services. A 350 mm sewer line crosses the site and has sufficient capacity for the proposed development, with nearby connections already in place. The surrounding water network, including a 600 mm bulk main along Aliam Drive and smaller distribution lines throughout the area, will allow for reliable connection and balanced pressures within the new internal reticulation. Stormwater infrastructure is already established around the site, designed to serve the wider Khayelitsha area, though the main detention pond will require desilting to restore full capacity. Internal roads will link smoothly to existing roads with appropriate signage and surfacing. A high-level cost estimate of approximately R108.9 million has been provided, subject to change during detailed design. Overall, the existing infrastructure supports moving the project forward to detailed design, with only standard Stage 3 investigations required. Further technical detail can be found in the attached civil engineering report.

4.2 Traffic

A Traffic Impact Assessment has been prepared by Liezl Stodard. For further detail and reference, please refer to the attached **Annexure N**. The area is supported by an established

road network, including major routes such as Mew Way and Pama Road, along with several Class 4 collector roads providing local access. All major roads have sidewalks, and public transport is widely available through minibus taxis, Golden Arrow buses, and nearby My Citi stops along Mew Way. Taxi ranks and Nolungile railway station are all located within about 1 km of the site. Existing 2022 traffic counts were used for the assessment, as traffic conditions in the area have remained largely unchanged.

4.3 Environmental

A review of the applicable environmental legislation, including the NEMA EIA Regulations, confirmed that the proposed Victoria Mxenge development does not trigger any listed activities under Listing Notices 1, 2, or 3. These notices determine whether a project must undergo a Basic Assessment or a full Environmental Impact Assessment, but the project does not meet any of the relevant thresholds.

As a result, no Basic Assessment is required, and there are no environmental triggers associated with the proposed development. This finding aligns with the national shift toward a more flexible, risk-based EIA system, which allows low-impact projects to proceed without unnecessary environmental processes. Please see **Annexure S**.

4.4 Social Infrastructure

Additional schools are not required within the GVM development area. The site is already well served by existing educational facilities, with five primary schools and two secondary schools located adjacent to the site, and approximately thirteen schools within a one-kilometre radius. Future developments in the surrounding Khayelitsha area will also increase the amount of available school site in the area. Engagement with the Western Cape Education Department has confirmed that no new school sites are needed, as the S Section and surrounding areas already accommodate planned school expansions capable of meeting projected learner demand from this development, see **Annexure R**.

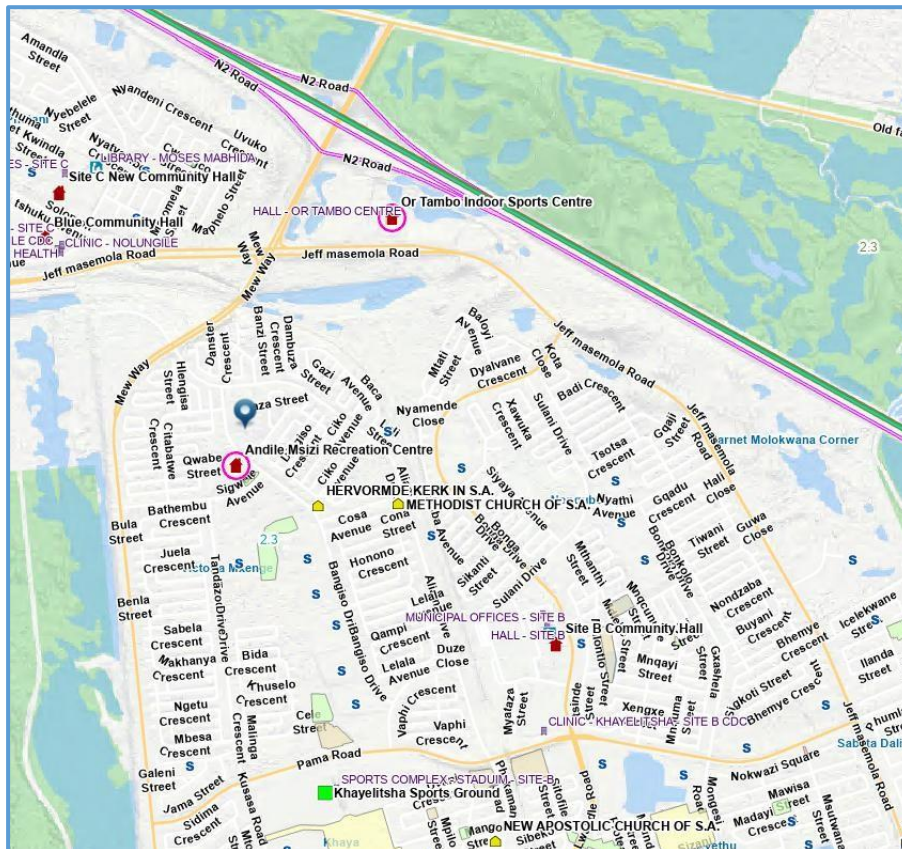
Below is a figure depicting the social facilities surrounding the site. “S” demarcates schools and churches, while community halls and recreational centres are highlighted in yellow, red and pink respectively. **Figure 9** illustrates that the Victoria Mxenge area is already well supported by a wide range of social infrastructure, which reinforces the suitability of the proposed rezoning and subdivision.

The subject property is located within proximity to several primary and secondary schools, ECD facilities, churches, and community-based organisations, ensuring that future residents will have convenient access to essential educational, social and cultural amenities. The presence of multiple community halls and recreational facilities further enhances the area’s

social fabric, providing opportunities for youth development, community gatherings, skills programmes, and recreational activities.

This concentration of social facilities not only supports the daily needs of the existing community but also strengthens the viability of the proposed incremental upgrading. By formalising the settlement through superblocking and enabling legal service connections, the development will integrate seamlessly into the surrounding social infrastructure network, ensuring that residents benefit from improved living conditions within a well-resourced urban environment.

Figure 9: Social Infrastructure surrounding the site



4.5 PUBLIC OPEN SPACE LANDSCAPING PLAN

A comprehensive landscaping plan has been prepared for the public open space within the VT Section, compiled by Samantha Glen, Professional Landscape Architect, see **Annexure P**. The plan is designed to enhance usability, safety, and aesthetic quality while contributing to a well-structured and climate-responsive public environment.

Key proposals within the landscaping plan include:

- Trees Planted in Raised Seating Terraces:

Terraced planters filled with soil are designed to accommodate large trees, providing shade, comfort, and natural cooling. These raised seating elements also serve as informal gathering spots for residents.

- **Terraced Seating Walls with Integrated Tree Planting:**
A combination of low retaining walls and stepped seating creates functional, durable edges while supporting additional raised tree planting to reinforce greenery and soften the built environment.
- **Pedestrian-Focused Bollards:**
Bollards are positioned along the cadastral boundary to demarcate the open space clearly, prevent vehicular intrusion, and ensure a safe, pedestrian-friendly park environment.

Together, these elements contribute to a cohesive, accessible, and inviting open space that supports community use, improves environmental quality, and integrates seamlessly with the surrounding urban form.

4.6 HERITAGE

In terms of Section 38 of the National Heritage Resources Act (NHRA), a Heritage Impact Assessment (HIA) may be required when developments exceed certain thresholds such as large-scale construction, rezonings, or activities that could disturb heritage resources. The first step in determining this is the submission of a Notification of Intent to Develop (NID) to Heritage Western Cape, after which the authority decides whether a full HIA is needed. See **Annexure O**.

Although the Victoria Mxenge project site measures 16 502 m² (1.65 ha), which places it above the 5 000 m² threshold often used as an indicator of development scale, the need for an HIA depends not only on size but also on whether the proposed development is likely to impact heritage resources. National guidance emphasises that an HIA is required only where there is a reasonable likelihood of affecting archaeological, palaeontological, built-environment, or burial-ground heritage.

Based on the preliminary desktop review and available site information, no known heritage resources occur on the site, and the proposed land-use activities are not expected to impact any protected heritage features under Sections 34–36 of the NHRA. Therefore, while the subject property size necessitates submitting an NID, the heritage screening concludes that the development is unlikely to trigger a Heritage Impact Assessment, as no heritage sensitivities have been identified and no significant impacts are anticipated.

4.7 Geotechnical Investigation

The GEOSS desktop geotechnical investigation undertaken for the proposed Greater Victoria Mxenge housing development in Khayelitsha confirmed that the site is generally suitable for the upgrading of the existing informal settlement into an integrated and sustainable human settlement, subject to appropriate engineering and geotechnical mitigation measures. The study found that the site is predominantly underlain by Quaternary aeolian sands of the Sandveld Group, specifically the Witzand and Langebaan Formations, with deeper Malmesbury Group bedrock anticipated below 10 metres. The area is expected to fall within an H2 geohazard classification, indicating high development potential with relatively low engineering-geological risk. For a more detailed read refer to **Annexure U**.

The report identified several geotechnical constraints that require consideration during planning and implementation. These include loose and potentially compressible sandy soils, shallow groundwater conditions, seasonal surface ponding during winter rainfall periods, and alkaline corrosive soil conditions which may impact underground concrete and steel infrastructure. The report further notes that while excavation conditions are generally expected to be soft, isolated hard calcrete or limestone layers may occur locally.

Importantly, the investigation confirmed that conventional shallow strip and pad footings may be appropriate for light residential structures, provided the subgrade soils are adequately compacted. Estimated safe bearing capacities range between 120 kPa and 150 kPa. The in-situ sands may also be suitable for use as fill material, roadbed layers, and bedding for underground services, subject to laboratory verification.

The report recommends that a detailed intrusive geotechnical investigation be undertaken prior to construction, including trial pits, Dynamic Cone Penetrometer testing, and laboratory analyses to verify subsurface conditions and inform detailed engineering designs. Overall, the findings support the feasibility of the proposed housing upgrade and provide important technical guidance to inform future planning, infrastructure design, and implementation within the Greater Victoria Mxenge development area.

5 PROPOSED DEVELOPMENT

5.1 DEVELOPMENT OBJECTIVES

5.1.1 STRATEGIC GOAL

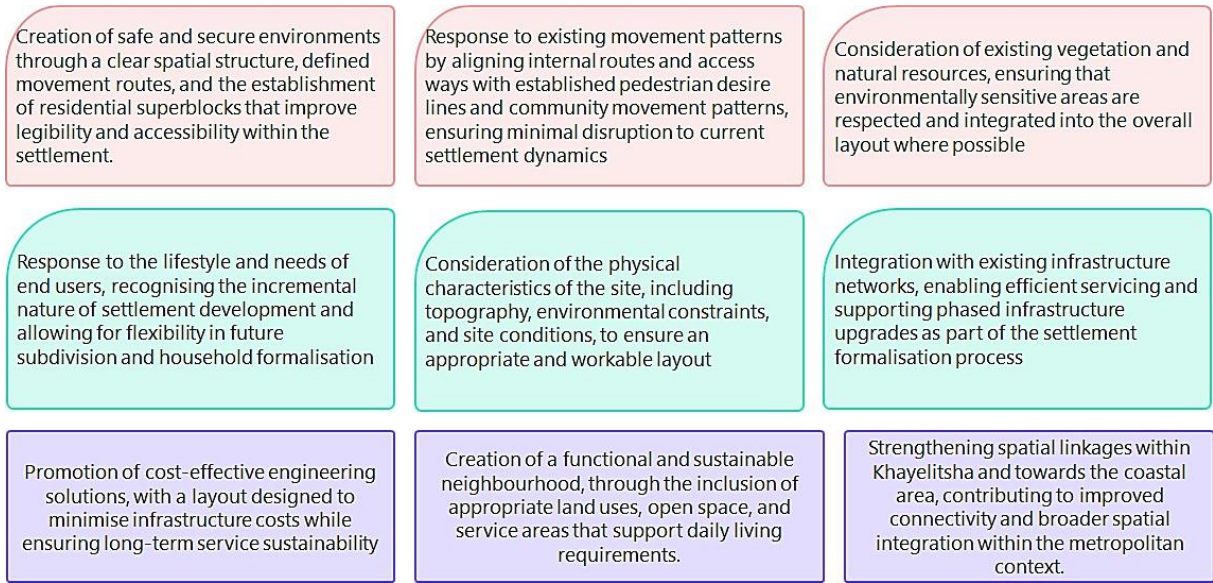
The strategic goal of the Greater Victoria Mxenge Development, which VT section forms part of, is the creation of sustainable and integrated human settlements that enable an improved quality of life for households within the project area. This goal is informed by the need to formalise the existing settlement pattern, improve living conditions, and enable the progressive provision of services and tenure security within an established urban context.

The intended outcome of the development is aligned with the objectives of the National Housing Code (2009), which seeks to promote integrated and sustainable urban settlements and improved quality living environments. This includes the provision of secure tenure, improved health and safety conditions, and socio-economic empowerment, achieved through a structured, incremental approach to settlement upgrading.

5.1.2 PLANNING PRINCIPLES INFORMING THE DEVELOPMENT CONCEPT

To achieve the above strategic goal, the layout and development concept for the VT section project has been informed by the following planning principles, each of which responds directly to the characteristics and needs of the project area:

Figure 10: Planning Principles



5.2 DEFINING THE SUPERBLOCK APPROACH

South Africa's urbanisation trajectory has been accompanied by the rapid growth of informal settlements. These settlements reflect the socio-economic exclusion of low-income households from formal housing markets, and they present significant challenges in terms of access to basic services, safety and spatial integration. Nationally, the policy response has shifted from a narrow focus on housing delivery to a broader human settlements paradigm that promotes incremental upgrading, community participation and spatial justice.

Within this context, superblocking has emerged as a significant tool for in situ informal settlement upgrading. It represents a pragmatic approach that reorganises the physical layout of informal settlements into structured blocks i.e. superblocks that enable access roads, bulk engineer services and shared facilities while minimising displacement. This section defines the concept of superblocking specifically discussing the benefits and associated challenges.

5.2.1 DEFINING SUPERBLOCKING AND ITS POLICY ROOTS

Superblocking can be described as a method of reconfiguring informal structures into larger blocks or clusters, structured around pedestrian pathways, service corridors and emergency access routes. Unlike full-scale relocations that focus on individual service site, superblocking works largely within the existing settlement footprint, thereby retaining social networks and reducing displacement pressures.

The City of Cape Town formalised this approach through its 2013 Proactive Re-blocking Policy, which defines re-blocking as “a community-led process of reconfiguring the current layout of informal settlements by grouping shacks into clusters and reorganising the ground plane in such a manner as to optimally utilise space to promote the health, safety, and well-being of households, with a particular focus on promoting accelerated service delivery”. Superblocking extends this principle by scaling it to larger clusters, creating structured layouts that facilitate bulk services, road access and phased upgrading.

National policy has provided enabling frameworks. The Upgrading of Informal Settlements Programme (UISP), included in the National Housing Code, supports in situ upgrading in phases. More recently, the 2024 White Paper for Human Settlements emphasises incremental, participatory upgrading, recognising that “superblocking and re-blocking” are key mechanisms for upgrading informal settlements in ways that are spatially integrated and resilient. Additionally, the City of Cape Town's Integrated Human Settlements Sector Plan (2025/26 Review) explicitly identifies re-blocking and super-blocking as central upgrading tools, alongside the UISP, incremental development areas (IDAs) and temporary relocation areas (TRAs). The City's policy stresses that this intervention is not isolated but form part of a

broader incremental upgrading pathway that strives to move informal settlements from no services at all to basic services, serviced sites and eventually to formal housing opportunities.

5.2.2 WHY SUPERBLOCKING?

5.2.2.1 Benefits

The benefits of the approach include the following amongst others:

- **Service Delivery Enablement:** Creates space for the provision of water, sanitation, stormwater, electricity and refuse services.
- **Disaster Risk Reduction:** Access lanes allow emergency services to respond to fires and floods.
- **Community Ownership:** Implemented with community input, fostering local buy-in and co-production.
- **Incremental Formalisation:** Lays the groundwork for future formal township either in the form of individual service sites, BNG or social housing.

5.2.2.2 Challenges

- **Density Pressures:** Superblocking often requires partial de-densification or relocations to nearby land, which can be politically contested and in the case of the City of Cape Town scarce.
- **Institutional Coordination:** Successful implementation requires alignment between municipal departments in the City of Cape Town this may include alignment between Housing Development BNG projects and some of the Informal Settlements IUSP project.

In summary, superblocking represents a pragmatic, participatory approach to informal settlement upgrading. In the City of Cape Town, it has been institutionalised through policy and is currently being applied in high-density informal settlements to improve safety and enable service delivery. Nationally, it aligns with the UISP, the Living Cape Human Settlements Framework and the 2024 White Paper for Human Settlements, which all promote incremental in situ upgrading.

Ultimately, superblocking is not a final solution but a transitional mechanism. It is a means of stabilising informal settlements, building resilience and laying the foundation for sustainable human settlements. Its success depends on strong community partnerships, adequate funding and integration into broader spatial transformation strategies.

6 DEVELOPMENT

6.1 SUPERBLOCK DESIGN

This application is submitted solely to secure the appropriate land use rights required for the establishment of the proposed residential superblocks, forming part of the overall Greater Victoria Mxenge development, which comprises the S Section, WB Section, and VT Section. A consolidated layout plan depicting the full development extent and spatial relationship between these sections is attached for reference, illustrating the overall structure and long-term implementation framework for the Greater Victoria Mxenge project area. See **Annexure Q**.

The purpose of this application is to enable the incremental upgrading of the settlement through improved infrastructure provision and the formalisation or establishment of residential uses and community-supporting facilities. At this stage, no formal buildings or permanent top structures are proposed, as development will occur progressively in alignment with future implementation phases, detailed design processes, and available capital investment.

The proposed residential superblocks have been intentionally designed to support future subdivision, allowing for the creation of individual residential erven measuring a minimum of 78 m² (marked in blue), as illustrated in **Figure 11**. This approach introduces flexibility to accommodate future settlement-formalisation processes, household tenure arrangements, and phased infrastructure upgrades, while ensuring that the overall structure remains consistent with orderly land use planning principles.

Any future subdivision and development of the proposed residential erven will be undertaken in accordance with the provisions of the City of Cape Town Development Management Scheme (DMS) and applicable statutory approval processes. This ensures that future development is properly regulated, aligned with municipal planning and service standards, and implemented in a manner that supports long-term spatial, social, and service-delivery objectives for the Greater Victoria Mxenge project area.

6.2 PROPOSED ROAD DESIGN

The proposed internal road layout, as shown in the Subdivision Plan (**Annexure H**), provides for main access roads within 12-metre-wide reserves and secondary roads within 8-metre-wide reserves. Roadways will have a minimum surfaced width of 5 metres, and intersections

will incorporate bellmouth radii of no less than 3.5 and 5m metres to accommodate vehicular movement.

6.3 PROPOSED STREET NAMING AND NUMBERING

The proposed street naming and numbering for the Victoria Mxenge development has been prepared in accordance with the City of Cape Town's Street Naming and Numbering Policy (Policy No. 21288), revised and approved by Council on 25 June 2014 (C62/06/14). The policy establishes the rules, minimum standards, and procedures for assigning names within new subdivisions to ensure consistency, data integrity, and alignment with municipal service requirements. See (**Annexure H**).

The naming proposal incorporates isiXhosa street names in keeping with the City's emphasis on cultural identity, place-making, and a coherent naming system. The first two themes used for the initial set of 30 names are:

Theme 1: Nature & Environment (Indalo)

Names inspired by natural elements, indigenous landscapes, and environmental features, reinforcing a sense of place rooted in ecological awareness.

Theme 2: Values, Virtues & Community (Amaxabiso)

Names reflecting positive human values, social principles, and community-centred ideals, aimed at strengthening social cohesion and shared identity.

The exact names used for the project area are, Umthunzi street, Simunye road and Phuhilsa street. In line with the policy's procedural requirements, all proposed names were checked and verified with the City's GIS Department to ensure no duplication with any existing street names recorded in the official municipal database. This step aligns with the policy's requirement that all new street names must be vetted to avoid naming conflicts and maintain data accuracy across the City's spatial systems.

6.4 PROPOSED RELOCATION PLAN

The Housing Development and Informal Settlements teams have reached an initial agreement on how qualifying informal dwellers will be accommodated in upcoming BNG housing projects. There are currently approximately 345 informal structures located on the subject property, of which 115 structures have been identified for relocation in order to facilitate the implementation of the proposed road and service corridors, public open space and phased upgrading programme. A total of 230 structures will remain within the development area following implementation of both phases. Early indications suggest that enough qualifying

families will be identified for relocation to Housing Development (HD) projects scheduled for implementation within the surrounding areas over the next one to two years. As part of this process, the project team intends to remove households currently occupying roadways and high-risk circulation routes, ensuring that these areas can function safely and effectively as part of the upgraded settlement layout. Where required, BNG-qualifying households located within these road reserves will be relocated to planned HD projects, effectively “swopping out” eligible beneficiaries so that all qualifying households are accommodated within formal housing opportunities.

For the VT project, relocations will occur through a carefully managed phased approach, with approximately 100 to 200 households relocated per phase to ensure orderly implementation, avoid service disruptions, and enable effective coordination across relevant City departments. Households located within the yellow block, who generally do not qualify for immediate BNG housing opportunities, will remain within an improved informal settlement configuration and will benefit from a significantly enhanced ratio of shared services, as well as from the broader infrastructure upgrades introduced through the project. This approach enables non-qualifying households to retain tenure stability while still achieving meaningful improvements in living conditions, service access, public safety, and overall neighbourhood functionality.

The approved phasing plan identifies the following structure totals:

- Existing structures: 345
- Structures remaining in Phase 1 (Portions 2 and 3): 78
- Structures removed in Phase 1 (Portions 4 and 5): 98
- Structures remaining in Phase 2 (Portion 1): 152
- Structures removed in Phase 2: 17
- Total structures remaining after implementation: 230

A detailed structure schedule and phasing plan are attached as Annexure J to assist departments in assessing the application.

Description	Structures
Existing Structures	345
Phase 1 Remaining	78
Phase 1 Relocations	98
Phase 2 Remaining	152
Phase 2 Relocations	17
Total Relocations	115
Final Structures Remaining	230

Figure 11: Possible Future Residential Service Sites



6.5 IMPLEMENTATION

Implementation of the GVMs upgrading will be undertaken in a phased manner to ensure minimal disruption to residents and to align with engineering priorities. The first phase will commence within the Greater S Section, as this area presents the most urgent need for intervention due to existing stormwater challenges. Addressing stormwater constraints early allows for the installation of appropriate drainage infrastructure, improved access routes, and safer living conditions before further upgrading progresses.

Following the completion of works in the greater S Section, implementation will proceed to the WB Section, where internal layout adjustments and service connection upgrades can be undertaken more efficiently once the adjacent stormwater system has been stabilised. The final phase of implementation will take place in the VT Section, subject to all required statutory approvals and the orderly sequencing of engineering services.

This phased approach ensures that upgrading occurs in a structured, technically sound and community-sensitive manner, while maintaining continuity of essential services throughout the process.

A total of approximately 115 structures within the VT Section will need to be relocated to facilitate the implementation of the approved phased upgrading plan. Phase 1 requires the relocation of 98 structures, while Phase 2 requires the relocation of a further 17 structures. Following implementation, approximately 230 structures will remain within the development area. These structures are positioned within areas required for the provision of roads, engineering services, public open space and associated upgrading infrastructure. Their relocation is therefore necessary to enable safe construction, ensure unobstructed access, and facilitate the installation of essential bulk and internal services.

7 MOTIVATION

7.1 CONSIDERATION CRITERIA IN TERMS OF SECTION 99(1) OF THE MPBL:

Section 99(1) states that an application must be refused if the decision maker is satisfied that it fails to comply with or being consistent with the municipal spatial development framework:

7.1.1 MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF), 2023

Based on the MSDF, 2023, the City of Cape Town's vision is "*A City of Hope for all*". The Vision as guided by the IDP is centred on three top-tier priorities and three secondary-tier priorities i.e. Safety, Economic Growth & Basic services and Housing, Public Space, Environment & Amenities and Transport, respectively.

7.1.1.1 Spatial Strategies:

The spatial concept in-line with the priorities is guided by the following strategies:

- **SPATIAL STRATEGY 1: PLAN FOR EMPLOYMENT AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES**
 - Prioritise inclusive economic growth
 - Integrate land use, economic activities and transport planning that support the sustainable operation of the public transport network

- **SPATIAL STRATEGY 2: MANAGE URBAN GROWTH, CREATE A BALANCE BETWEEN URBAN DEVELOPMENT, FOOD SECURITY AND ENVIRONMENTAL PROTECTION**
 - Enhance the city's unique assets, value of heritage resources, scenic routes and destination places
 - Facilitate land development to enhance the city's energy independence and efficiency by investing in renewable energy
 - Appropriately protect the citizens of Cape Town from risk areas and activities
 - Appropriately manage land Development impacts on natural resources, green infrastructure and critical biodiversity networks

COMPLIANCE: The proposed development was informed by various specialist studies

that were undertaken to ensure that valuable environmental and heritage resources are protected. This was also accompanied by an environmental enquiry that confirmed that the proposed development does not encroach onto any sensitive environment.

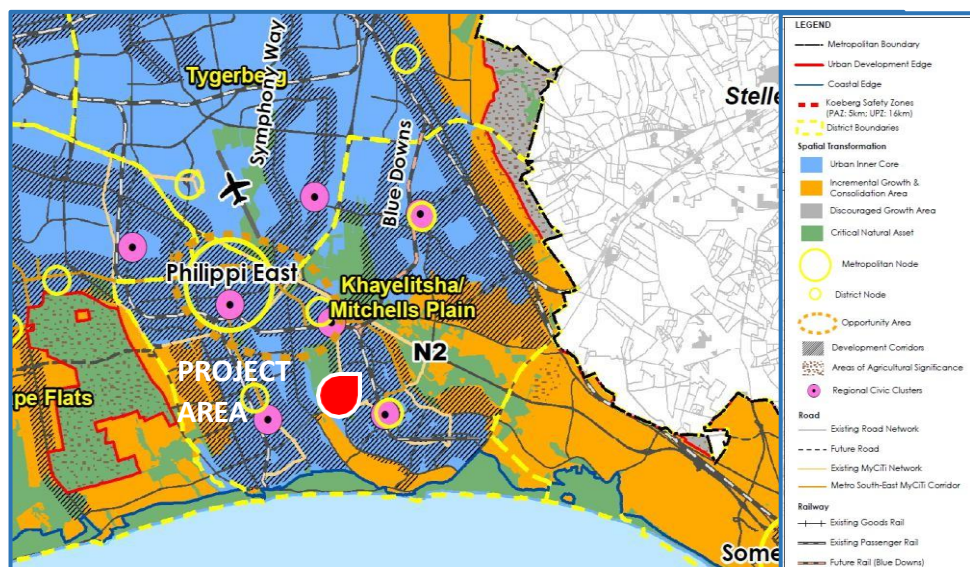
- **SPATIAL STRATEGY 3: BUILDING AN INCLUSIVE, INTEGRATED, VIBRANT AND HEALTHY CITY**
 - Encourage integrated settlement patterns
 - Continue to transform the apartheid city

COMPLIANCE: The proposed development is an infill development within the existing Khayelitsha Township. The surrounding existing infrastructure will ensure that the proposed development is inclusive and sustainably integrated to benefit from existing opportunities within and surrounding Khayelitsha. Surrounding services includes at least more than 4 schools, community hall, recreational and sports facilities, health facilities and shopping centre within less than 1 kilometres.

7.1.1.2 Consolidated Spatial Concept

The project area is situated within an area earmarked designated as Urban Inner Core as shown in Figure 12.

Figure 12: Consolidated Spatial Concept



The desired spatial outcomes and land use guidelines for the designation includes the following:

1. Key focus area for a wide variety of affordable housing priority areas and land release strategies
2. High priority is given to coordination, alignment and integration of sectoral master planning and policies

3. Public and private land development that is supportive of spatial transformation is prioritised and implemented
4. Intensification and diversification of land uses support city growth
5. Priority is given to spatially targeted interventions and optimisation of public and private land development in development focus areas, urban support areas as well as new development areas.
6. Public expenditure and other capital investment are prioritised to address urban infrastructure constraints and services redress.
7. Prioritisation to address current social infrastructure backlogs, operational deficiencies and needs.
8. Government grant expenditure is coordinated and prioritised in support of spatially targeted mechanisms such as UDZ/SEZ and other strategic interventions.

The proposed development complies with the spatial outcomes and guidelines. As a residential development, the subdivision plan comprises of elements that encourage the following:

- Improve living conditions in existing informal settlements
- Provision of improved living conditions
- Infill development that will allow for ease provision of infrastructure services as opposed to the difficulties experienced in informal settlements with unevenly configured streets/erven thereby improving households' livelihoods with improved access to water, sanitation, stormwater management and electricity.

7.1.1.3 Development Directives

Section 5.2 of the MSDF outlines development directives that have been developed based on the environmental, risk and social factors that are likely to impact on the development potential of sites and may trigger additional legislative processes. The below sections assess the proposed development's alignment to various development directives confronting the project area. **Figure 13** illustrates the Wetlands, Protected Areas, Terrestrial Biodiversity Network and Indigenous Vegetation identified within the project area. The Figure confirms that the project area is already transformed with existing informal residential structures. Additionally, no protected areas, CBAs or indigenous vegetation were identified within the project area.

Figure 13: Wetlands, Protected Areas, Terrestrial Biodiversity Network and Indigenous Vegetation



7.1.2 COMPLIANCE WITH THE MUNICIPAL BY LAW

The application complies with the requirements of the City of Cape Town Municipal Planning By-Law, as all relevant procedural and substantive provisions have been addressed. An application for the determination of an administrative penalty is required due to the unauthorized existing structures and/or uses contravening the Development Rules of the Development Management Scheme. While we remain of the opinion that an administrative penalty should not apply to this application, and have provided reasons to support this position, the report has been amended to include the administrative penalty detail to ensure the application can be processed. The matter will ultimately be decided by the Municipal Planning Tribunal (MPT). Case officer communication is attached as supporting evidence for our motivation (**Annexure T**). Accordingly, the proposal demonstrates compliance with the By-Law requirements and is consistent with the criteria set out in Section 99(2)(h).

7.2 CONSIDERATION CRITERIA IN TERMS OF SECTION 99(2) OF THE MPBL:

Section 99(2) of the City of Cape town's planning by law sets out the criteria for deciding applications. The preceding sections and the legislative review below, exhibits how the proposal passes the tests set by section 99(2):

7.2.1 COMPLIANCE WITH SPATIAL DEVELOPMENT FRAMEWORKS

7.2.1.1 Western Cape Provincial Spatial Development Framework (PSDF)

The proposed rezoning, subdivision and phased development are consistent with the outcomes and spatial intent of the Western Cape Provincial Spatial Development Framework (PSDF), which promotes the incremental upgrading and formalisation of informal settlements

within the existing urban footprint. The PSDF supports the efficient use of well-located land, improved access to services, and the restructuring of historically disadvantaged areas through coordinated public investment and infrastructure-led development. Although the Victoria Mxenge area is not identified by name, the subject property falls within an established urban area where the PSDF encourages sustainable human settlement development, spatial integration, and the progressive provision of engineering and social infrastructure, all of which are advanced through the proposed development.

7.2.1.2 City of Cape Town Integrated Development Plan (IDP)

The proposal is further aligned with the City of Cape Town's Integrated Development Plan (IDP), which prioritises the upgrading and formalisation of informal settlements, the provision of basic municipal services, and the creation of a more spatially integrated and inclusive city. The IDP identifies areas within Khayelitsha and the broader Metro South-East as priority locations for incremental settlement upgrading and targeted investment to address backlogs and spatial inequity. The proposed phased development approach directly supports these objectives by enabling an orderly and implementable upgrading process, facilitating progressive service installation, and managing relocations in a manner that minimises disruption to existing residents while contributing to long-term spatial transformation.

7.2.1.3 Khayelitsha Mitchells Plain Greater Blue Downs District (KMPBD) Spatial Development Framework, 2023

The District SDF is a subplan of the Municipal SDF (MSDF) and is provided for in the of the City of Cape Town Municipal Planning Amendment By-law, 2025. It provides more details than the MSDF. The District Plan proposes new development areas (NDAs) considered to be suitable for residential, industrial and commercial development and related development. This section looks at the proposed development against the KMPBD District SDF which was compiled in line with the MSDF.

7.2.1.4 Sub-District Alignment

The District SDF is divided into 10 sub-districts. The project area falls within Sub-District 5: Site C. The associated development objectives for the sub-district include the following amongst others:

- De-densification should be supported in areas identified as critical to the open space system, particularly detention areas prone to flooding. This includes the following areas:
 - Areas around Nolungile Station, TR section Bongweni along Mew Way, Bongweni along Govan Mbeki Road, RR section and Mxolisi Phetani (part of the Nolungile–OR Tambo Axis)

- The intention to formalise the informal settlement on portions of the remainder of erf 18386; (being the unregistered erven 6639), Khayelitsha aligns with the above objectives. The informal settlement is situated within land that is classified as suitable for urban development. The proposed upgrading will contribute towards de-densifying the informal settlement and paving the road towards the realisation of individual serviced sites in future. The subject informal settlement is situated within an area demarcated for urban development and as a result will benefit from Neighbourhood Civic Cluster in proximity and existing infrastructure.
- Urban Design Policy, 2024

LEGEND

SPATIAL Planning Categories

- Core Biodiversity
- Structuring Open Spaces
- Institutional Structuring Open Spaces
- Watersheds
- Industrial
- Urban Development
- Mixed Use Interconnection

New Development Areas

- Potential Medium Density Residential Development
- Potential Commercial Development

Transport Network

- Freeway
- Road
- Higher/Lower Order Route & Development Corridor
- Connector

Conceptual Designations

Nodes:

- District Node
- Regional Civic Cluster
- Neighbourhood Civic Cluster
- Waterpouers
- Major Corridors
- Flexible Corridors

**CITY OF CAPE TOWN
STADSTREKERS
STADS RAAMPTOL**

SPATIAL PLANNING & ENVIRONMENT
Spatial Planning & Design
Spatial Planning & Infrastructure

**SUB-DISTRICT : 5
Site C**

District Spatial Development Framework
KHAYELITSHA / MICHELLS PLAIN / GREATER BLUE DOWNS

Date : SEPTEMBER 2022

The overall purpose of this policy is to promote good design principles that guide development

in a way that will better the City of Cape Town economically, socially and environmentally. The objectives of the policy and the ways in which the proposed development responds to the objectives is summarised as follows:

Objective 1: Ensure legible spatial structure:

The layout plan has specifically considered the need for legibility and urban structure in the creation of integrated neighbourhoods. The location of the open space reinforces the legibility of the area.

Objective 2: Create good quality open space through placemaking:

As part of the process comments from Parks and Recreation were sought to ensure that the proposed public space contribute towards the creation of quality spaces. A landscape plan will also be prepared as part of the process to ensure that the public open space within the development contributes positively to the well-being of the residents.

Objective 3: Contribute to the creation of healthy and safe communities:

The development contributes to increased safety in the area by optimising the use and density of the site, and the associated public realms through pedestrian activity which promotes passive surveillance and use of the area.

Objective 5: Promote intensity, diversity and adaptability of uses:

The development layout has taken into consideration existing amenities, road networks and urban structure to achieve greater legibility, adaptability and sustainability of the proposal.

Objective 6: Ensure positive interfaces onto the public realm:

The layout has incorporated efforts toward enhancing the public realm through legibility and the location of public amenities relative to the residential housing and how such housing will frame and overlook these spaces to ensure greater safety and positive interfaces with the street and public space in the area.

Objective 9: Development should respect and enhance the heritage, character and unique identity of the city and its neighbourhoods:

Heritage approval will be obtained as part of this application to confirm that no part of the site has been identified as having specific heritage value. Additionally, the proposed development does not negatively impact on any of the place-making features that form part of the surrounding area's identity. The broader Greater Victoria Mxenge (GVM) proposal, of which this project form's part, represents an incremental township establishment approach that works with rather than against the existing informal character of the area. Instead of erasing the social and spatial patterns that have formed over time, the project strengthens them by introducing a more legible layout, safer public routes, formalised service corridors and a structured open-space system. This incremental method respects the lived identity of

the neighbourhood while progressively guiding it toward a compliant, resilient and better-serviced urban form.

For the reasons mentioned above, the proposed development is seen to respond to the strategies of the urban design policy.

7.2.2 ANY APPLICABLE POLICY OR STRATEGY APPROVED BY THE CITY TO GUIDE LAND USE DECISION MAKING

7.2.2.1 Integrated Human Settlements Five-Year Sector Plan (2022/23–2026/27)

The proposed rezoning, subdivision and phased development are aligned with the City of Cape Town's Integrated Human Settlements Five-Year Sector Plan (2022/23–2026/27), as adopted in support of the City's Integrated Development Plan. The Sector Plan promotes the incremental upgrading and formalisation of informal settlements within the existing urban footprint, with a strong emphasis on the progressive provision of engineering services, secure tenure, and sustainable settlement development. The proposal responds directly to these objectives by establishing an appropriate land use framework that enables phased implementation, supports the provision of municipal infrastructure, and facilitates the structured upgrading of the Greater Victoria Mxenge settlement. The phased approach further aligns with the Sector Plan's emphasis on socially responsive development, allowing for the management of relocations in a manner that minimises disruption to existing residents while improving long-term living conditions and settlement resilience.

7.2.2.2 City of Cape Town Densification Policy (2012)

The proposal is consistent with the City of Cape Town Densification Policy (2012), which seeks to promote more efficient use of urban land through increased residential densities in well-located areas that are supported by existing or planned infrastructure and services. The development of residential superblocks within a subdivisional area framework enables appropriate and context-responsive densification, while allowing for the incremental installation of services and the future subdivision into fully serviced sites. By accommodating residential intensification within an established urban area such as Khayelitsha, the proposal supports the containment of urban sprawl, optimises infrastructure investment, and advances the City's objective of creating compact, integrated and sustainable human settlements, as envisaged by the Densification Policy.

7.2.2.3 Street Naming and Property Numbering Policy (2014)

The proposed development will comply with the City of Cape Town Street Naming and Property Numbering Policy (2010), which aims to ensure that all developments are supported

by a clear, logical and consistent system of street names and property numbers to facilitate effective service delivery, emergency response, navigation and administrative functions. The proposed internal road network and phased layout allow for the systematic naming of public streets and the orderly allocation of property numbers as development progresses. The phased implementation approach further enables street naming and numbering to be undertaken incrementally and in coordination with the installation of municipal services and occupation, ensuring that all erven can ultimately be formally addressed in accordance with the City's requirements and supporting the long-term formalisation and integration of the settlement.

7.2.2.4 City of Cape Town Social Development Strategy (2013)

The proposed rezoning, subdivision and phased development are aligned with the City of Cape Town's Social Development Strategy (2013), which emphasizes the creation of a caring and inclusive city through improved access to basic services, enhanced social cohesion, and the reduction of poverty and inequality. The incremental upgrading of the Greater Victoria Mxenge settlement directly supports these objectives by formalising tenure arrangements, improving access to engineering services, and creating a safer and more resilient living environment. The phased approach ensures that relocations and service installations are managed in a socially responsive manner, minimising disruption to residents while progressively enhancing their quality of life. By embedding social development principles into the land use framework, the proposal contributes to the City's broader goal of building sustainable communities that foster dignity, opportunity, and inclusion.

7.2.2.5 Inclusive Economic Growth Strategy (2021)

The proposal is consistent with the City of Cape Town's Inclusive Economic Growth Strategy (2021), which seeks to expand economic participation, unlock development opportunities, and promote spatial integration as a foundation for inclusive growth. The structured upgrading of the Greater Victoria Mxenge settlement creates a platform for local economic activity by formalising land use rights, enabling small-scale enterprise development, and improving access to infrastructure that supports livelihoods. The densification and subdivision framework further enhances the efficiency of land use, optimises infrastructure investment, and strengthens the economic viability of the area. By integrating informal settlements into the formal urban fabric, the proposal advances the Strategy's objectives of reducing spatial inequality, supporting human capital development, and fostering inclusive growth pathways that benefit historically marginalised communities.

7.2.3 IMPACT ON EXISTING RIGHTS (MPBL SECTION 99(2)(E))

No existing rights are negatively affected by the proposal. The proposal seeks to appropriately

integrate with the surrounding areas, while providing improved shelters to the existing informal settlements. The proposed informal settlement upgrading through de-densification will facilitate greater safety, community and efficiency to the benefit of the existing populations in the surrounding areas. Additionally, the proposal does not depart from the zoning parameters, as put forward in the Development Management Scheme (DMS) and therefore no rights are impeded upon.

7.3 CONSIDERATION CRITERIA IN TERMS OF SECTION 99(3) OF THE MPBL: EXTENT OF DESIRABILITY OF THE DEVELOPMENT PROPOSALS. THE PRECEDING SECTIONS AND THE REVIEW BELOW, SHOW HOW THIS PROPOSAL PASSES THE TESTS SET BY SECTION 99(3)

7.3.1 SOCIO-ECONOMIC IMPACT (99(3)(A)):

The proposed development has positive socio-economic benefits in that it delivers a high-density development with improved service standards in an area where there is a considerable demand for housing provision. The VT community has been established since 1988, with children long accommodated in surrounding schools. Confirmation has been received from the Department of Education that the use of the subject is not required for educational purposes in view of the future development proposals in the Khayelitsha area. It should lastly be noted that this project does not present the introduction of new settlers into the surrounding area, but rather a reduction in the density with approximately a third of the current settlers that will be relocated to areas outside of Khayelitsha.

7.3.2 COMPATIBILITY WITH SURROUNDING LAND USES (99(3) (D))

The proposed development is compatible with the surrounding existing land uses, being predominantly Residential zone 2, Community zone 1, Community Zone 2, and General Business 4, etc. This proposal specifically includes Residential 2 zoning which will integrate well with the surrounding as an infill development.

7.3.3 IMPACT ON EXTERNAL ENGINEERING SERVICES (99(3) (E))

Capacity to accommodate the proposed development was confirmed by the relevant technical departments as per the letters attached hereto as **Annexure K**.

Water and sanitation:

An assessment of the existing municipal engineering services indicates that the water supply network has sufficient capacity to accommodate the projected potable water demand of the Greater Victoria Mxenge development. The surrounding distribution system including the existing 100mm, 150mm, 200mm, 500mm, and 600mm mains provides adequate residual pressure and flow to support the anticipated consumption, and the City's bulk water system likewise has adequate treatment, storage, and conveyance capacity. In contrast, the sewer

reticulation network presents existing capacity constraints, particularly along the 350mm collector traversing Erf 7777 and the upstream 600mm bulk sewer leading to the Central Pump Station, both of which require upgrading before the full development can be accommodated. Notwithstanding these reticulation limitations, both the Central Pump Station and the Zandvliet Wastewater Treatment Works have sufficient hydraulic and treatment capacity for the additional flows generated by the project. The development may therefore proceed subject to the upgrading of downstream sewer infrastructure and compliance with all standard City conditions relating to development contributions, design approvals, water-saving measures, and infrastructure testing and certification.

Electrical

The projected ultimate diversified demand for Victoria Mxenge is approximately 7.5 MVA, and a formal application has been submitted to Eskom to confirm available supply capacity. The final bulk supply arrangement will depend on Eskom's decision, which may involve phased reinforcement of the existing 11 kV network across the broader area and the possible construction of a new protected substation within the development, for which utility erven have already been allocated. Medium-voltage reticulation will consist of extensions to the existing 11 kV overhead and underground networks, supported by 315 kVA to 500 kVA miniature substations placed within road reserves and utility parcels. Low-voltage supply will be provided through underground feeders installed in road reserves, with sleeved crossings at all roads and distribution kiosks positioned every 8 to 12 erven. Each serviced plot will receive a 40 A single-phase connection designed to support up to two dwelling units, with prepayment meters installed. Street lighting will be provided using poles placed on one side of internal roads and footpaths at intervals of approximately 20 to 30 meters, in accordance with City of Cape Town standards, while public open spaces will be equipped with pole-mounted luminaires to ensure adequate lighting, safety, and accessibility.

7.3.4 IMPACT ON SAFETY, HEALTH AND WELLBEING OF THE SURROUNDING COMMUNITY (99(3) (F))

The proposed development constitutes the formalisation of an existing informal settlement and is therefore not anticipated to result in any adverse impacts on the safety, health or wellbeing of the surrounding community. On the contrary, the proposal is expected to generate significant positive outcomes.

The development responds directly to an established demand for low-income housing, providing residents with an incremental transition towards formal housing opportunities that offer improved living conditions. Through the introduction of a planned layout and formal development framework, the proposal promotes enhanced safety, improved public health conditions and overall wellbeing for both current occupants and the surrounding community.

Furthermore, the development enables the provision of formal bulk and secondary

engineering services to an area that has historically relied on informal and unregulated service connections. The formalisation of infrastructure will improve service functionality, reduce the risk of damage and health hazards associated with informal connections, and contribute to a safer and more resilient service network within the broader area.

7.3.5 IMPACT ON HERITAGE (99(3)(g))

A Notification of Intent to Develop (NID), dated 24 February 2026, was submitted to Heritage Western Cape. According to the Environmental Assessment Practitioner, the proposed residential developments are not expected to impact heritage resources and are therefore unlikely to trigger the requirements of Section 38 of the National Heritage Resources Act (Act 25 of 1999). Formal confirmation from Heritage Western Cape is awaited.

7.3.6 IMPACT ON BIOPHYSICAL ENVIRONMENT (99(3)(h))

An environmental enquiry submitted to DEADP confirmed that the proposed development as an infill development within an urban area does not trigger any listed activities in terms of EIA.

7.3.7 TRAFFIC IMPACTS, PARKING, AND ACCESS (99(3)(i))

The Traffic Impact Assessment (TIA) confirmed that no external transport infrastructure improvements will be required to accommodate the formalised development. The Traffic Impact Assessment concludes that Stage 1 of the Victoria Mxenge formalisation project will have a low transport impact, while Stage 2 will have a moderate impact. The area is already well served by public transport, with more than 40% of trips on Mew Way being public-transport based. Although most intersections operate at good service levels, the Mew Way/Sigwele, Mew Way/Pama, and Pama/Tandazo intersections currently operate at unacceptable levels and will require traffic signals by 2027 to accommodate background growth. The formalisation process will gradually increase vehicle ownership slightly in Stage 1 and more significantly in Stage 2 and will generate an estimated 157 peak-hour trips in Stage 1 and 409 peak-hour trips in Stage 2. With the recommended upgrades in place, intersections are expected to operate acceptably during Stage 1, while additional changes may be required at Mew Way/Pama Road for Stage 2. Further detail is available in the full Traffic Impact Assessment report.

7.3.8 IMPOSITION OF MITIGATING CONDITIONS (99(3)(j))

The development proposal is the result of a series of discussions involving the workshopping of the design to maximise the positive interface with the surrounding area, natural amenities and proposes an urban form that is appropriate for the local context, therefore no extraordinary conditions need to be imposed.

8 CONCLUSION

This application for the rezoning; subdivision and phasing of a portion of the remainder erf 18386 (being the unregistered erven 6639) seeks to incrementally formalise the existing informal settlement. The first phase of this process applies a superblock approach to enable the structured and systematic formalisation of the settlement. The proposal responds to the critical housing demand in Khayelitsha, an area characterised by a need for formalised accommodation and a shortage of economic, social and recreational facilities. The superblock model facilitates the provision of an organised road network, improved access to bulk engineering services and incremental upgrading, while minimising the displacement of existing residents.

The merits for the approval of this land development application can be summarised as follows:

- **Accommodation of Constraints:** All environmental, heritage, engineering, and geotechnical considerations have been addressed through specialist studies, ensuring the feasibility of the development and safeguarding natural and social assets.
- **Response to Urgent Housing Needs:** The proposal is a direct response to the demand for sustainable, low-income housing and basic services within the City of Cape Town.
- **Policy Alignment:** The application is consistent with the strategic objectives of SPLUMA, the Municipal Spatial Development Framework (2023), the Khayelitsha/Mitchells Plain/Greater Blue Downs District SDF (2023) and the City's Urban Design Policy (2024).
- **Service Capacity Confirmed:** The availability and adequacy of services to support the amended layout have been confirmed by the relevant departments through specialist reports, with infrastructure planned to meet current and future needs.
- **Improved Spatial Integration:** The project fosters connectivity to surrounding areas, integrates with existing township fabric and strengthens access to social and economic opportunities.

In addition to the above, the proposed **superblocking** approach provides significant benefits that directly support the long-term sustainability and safety of the Victoria Mxenge informal settlement. Superblocking enables the structured reorganisation of the settlement into manageable, serviceable precincts, which facilitates the rollout of formalised roads, pedestrian routes, and public spaces. This approach not only improves accessibility for residents and emergency services but also lays the groundwork for incremental tenure security and future development.

A crucial benefit of this project is its ability to support the installation of legal, safe and compliant service connections, replacing the current reliance on illegal and unsafe connections. By formalising internal layouts and establishing access routes for municipal

engineering teams, the development will enable the City to install infrastructure that meets regulatory standards. This ensures safer living conditions, reduces fire and electrical hazards, and promotes more reliable delivery of essential services such as water, sanitation, and electricity. Formal service connections also reduce losses and damage to public infrastructure, contributing to improved municipal efficiency and long-term service sustainability.

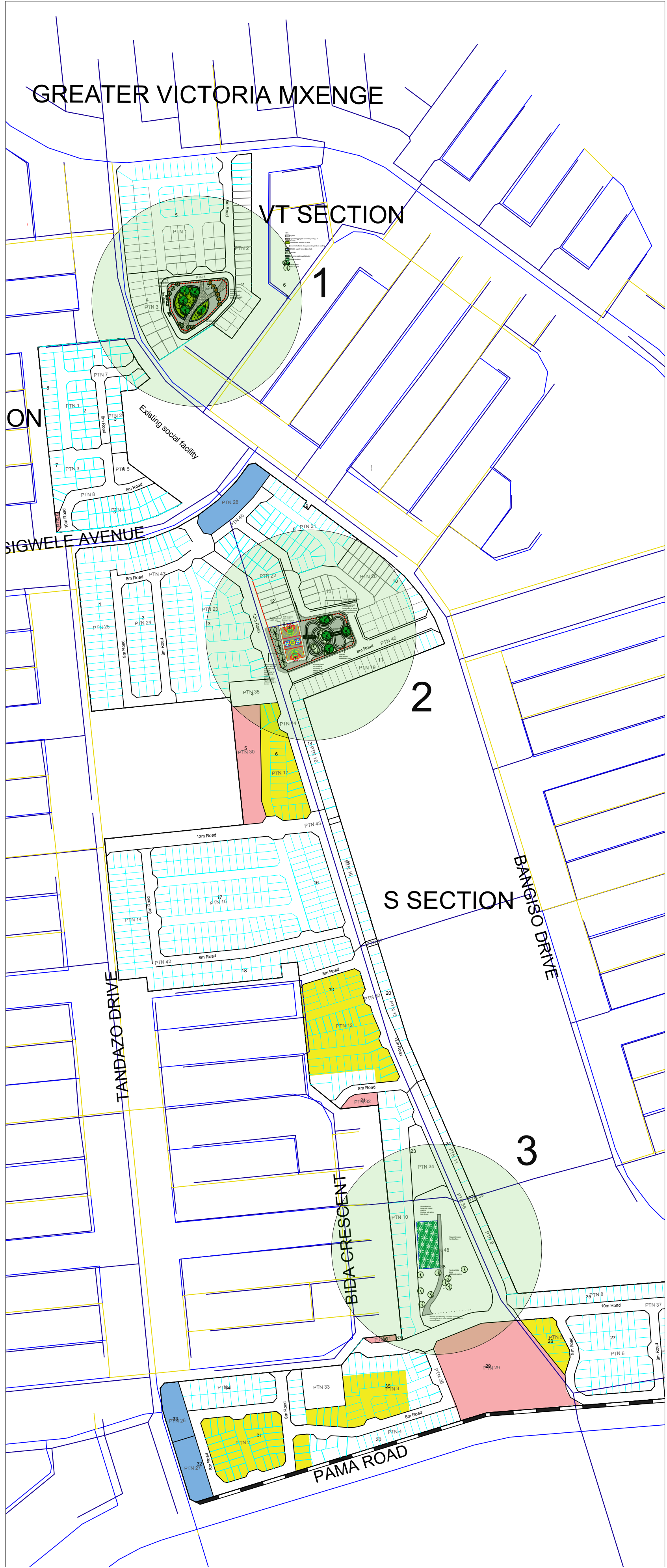
These interventions collectively contribute to a more resilient, serviced, and integrated community, reinforcing the broader strategic objective of transforming informal settlements into dignified, functional neighbourhoods within the City of Cape Town.

It is therefore concluded that this application is both necessary and desirable from a town planning and human settlements perspective. The proposed development will stabilise the settlement, improve safety and service delivery and contribute to the incremental formalisation of densely populated informal settlement. Approval of this application will not have a detrimental impact on surrounding properties, as the proposed development maintains a compatible urban fabric with adjacent areas and is consistent with prior approvals granted by the City of Cape Town.

Trinell
X Naidoo

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Trinell Naidoo
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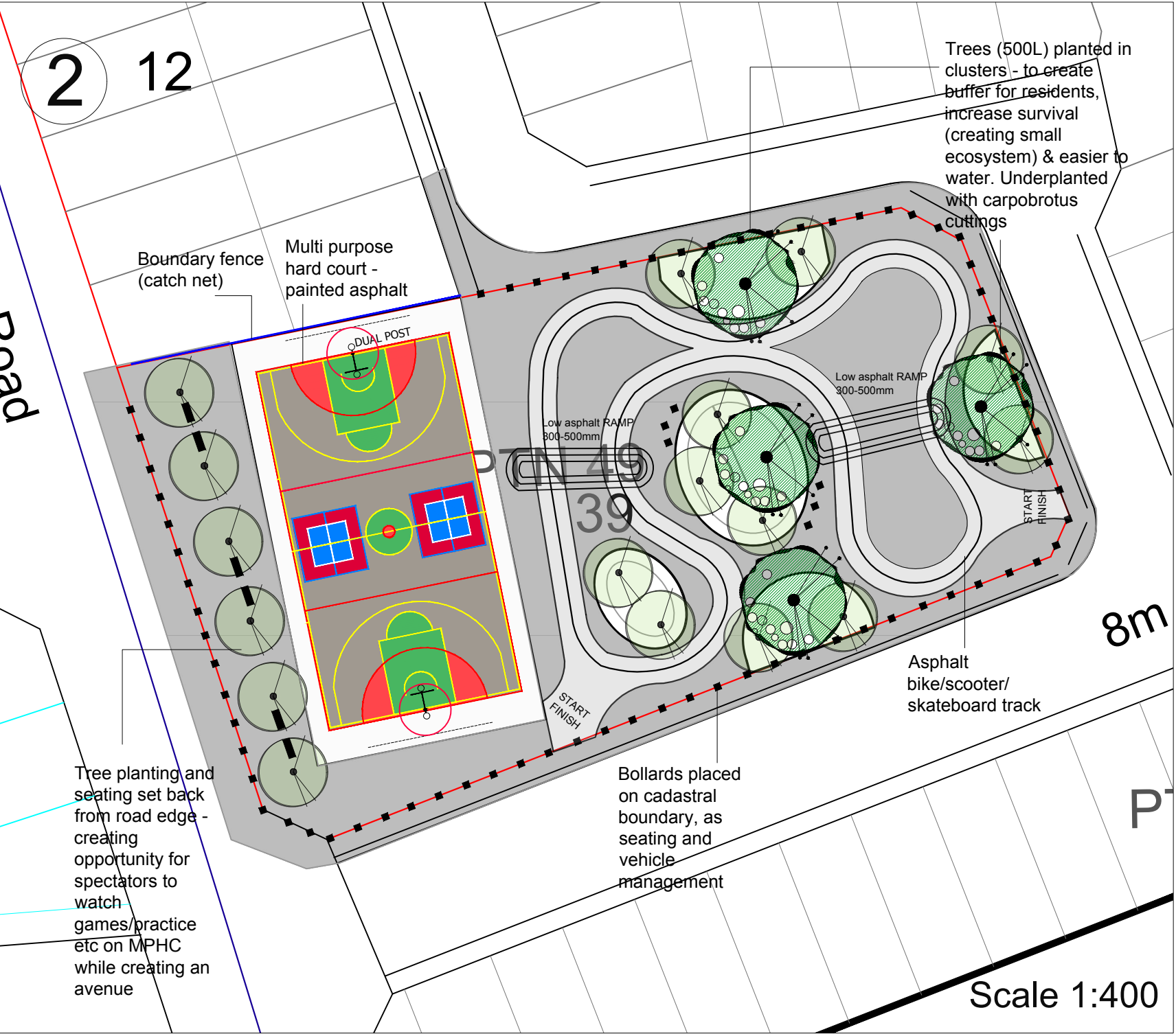
Trinell Naidoo
Senior Professional Officer



NEW PARK -PORTION 4



Terraced concrete seating

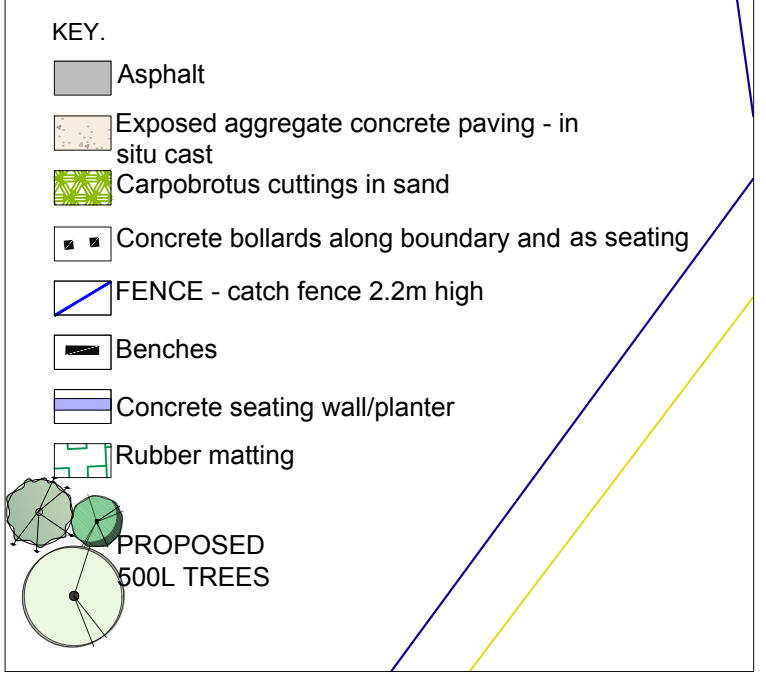


NEW PARK -PORTION 49

Scooter track in asphalt with clusters of trees and seating



EXISTING PARK UPGRADE -PORTION 48



Revision Schedule		
Rev	Date	Description



PROJECT TITLE

CLIENT
CoCT- Informal settlements and planning

DRAWING TITLE
PROPOSED CONCEPTUAL DESIGN OF P.O.S, Pt 4, Pt 49, Pt 48



Purpose of issue
For Submission

Project number Vic.M

Date 1/12/2025

Drawn by S.Glen Landscape Architect

Checked by Samantha Glen
Professional Landscape Architect
SACLAP no. 20105

Signed

Drawing no. VM/LProp/Sub

Scale As indicated