

KENSINGTON, FACTRETON AND WINGFIELD

Local Spatial Development Framework



URBAN PLANNING AND DESIGN
Draft Local Spatial Development Framework
June 2026



CITY OF CAPE TOWN
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1. INTRODUCTION

1.1. Location

The study area for this Local Spatial Development Framework (LSDF) is located along the Voortrekker Road Corridor (VRC), bordered by the railway and N1 to the north and the Maitland Industrial area along VRC to the South. The Wingfield base and Ndabeni trust land (Erf 168241) are located to the East, to the West is the railway line separating the area from the suburb of Maitland. The study area includes the Maitland Cemetery to the South. The majority of the built form consists of well-maintained single-storey family units. The Voortrekker road area contains a mix of light industrial and street retail land uses. Corner shops and local retail are deeper in the suburbs with focus of local neighbourhood activity around Bunney street and 6th Ave. The transition between industrial and residential uses in the area is in some areas undefined, needing further management.

1.2. Background

The study area presents a microcosm of Cape Town's urban planning challenges, the wider suburban context has mix of incomes and socio - economic conditions, informal dwellings are neighbours with residential properties marketed over R2 million and the area contains a diverse mix of uses.

Kensington Factreton is identified as an area with households experiencing significant vulnerability and needing support, although the wider suburban context has mix of incomes and socio - economic conditions. The area along Voortrekker Road corridor, is considered an accessible area suitable for intensification of all land uses, and higher densities. There are challenges in urban land management and large, dispersed public land holdings require review as to how they can connect with the existing neighbourhood. It has also been noted by sub council that there is a need for detailed development guidance for the area – including the identification of underutilized land for open space, public housing, and other general development purposes.

The area along Voortrekker Road corridor, is considered in spatial planning to be an accessible employment generating area, suitable for intensification of all land uses, and higher densities. However the interface between the commercial and industrial activities on Voortrekker Road and the residences and schools behind is poorly defined and managed. The LSDF gives guidance to improve the relationship between different land uses. The community leaders have identified the need to address the areas security and urban land management which can benefit from an urban planning and design response.

The future of dispersed underutilised land required an updated review, taking into account more recent legal and policy commitments to balance conservation and development. This LSDF responds to the need for local scale, detailed development guidance to direct the future development of these large undeveloped areas.

Figure 1. LSDF Study Area Map

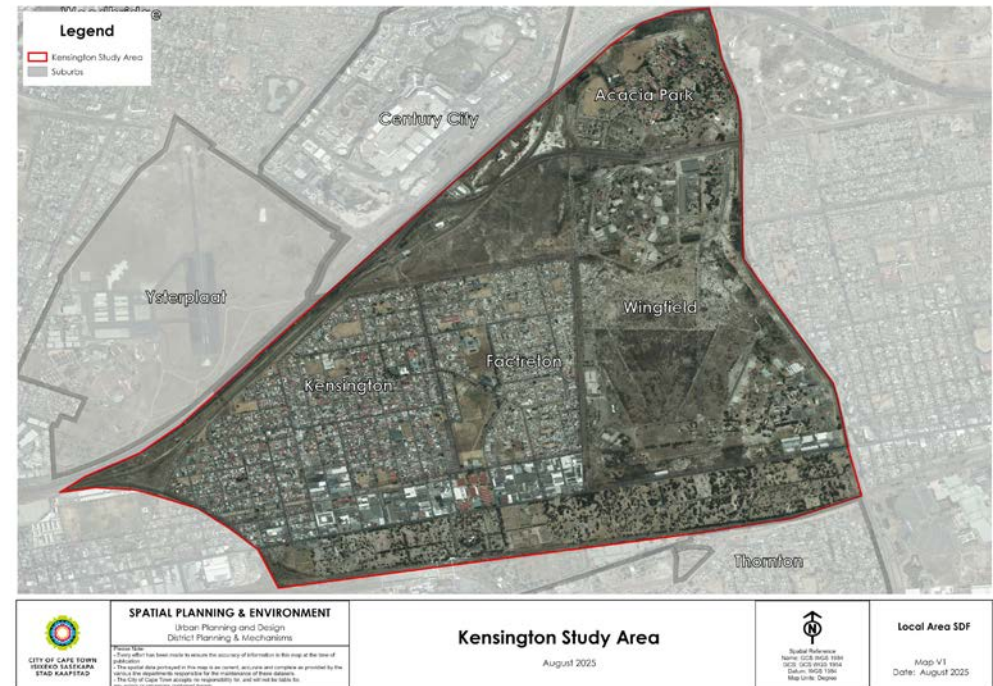
1.3. Key Informants to the Draft LSDF

The Baseline report is an accompaniment to this plan and presents the data on current realities. It outlines the foundational information that informs this LSDF and updates of previous planning exercises. Notable trends from the Baseline influencing this report include:

In preparing this LSDF previous planning exercises have been reviewed and where they relate to spatial planning, their outcomes have been incorporated.

These include:

- The Ward 56 Safety Plan (draft)
- 2010 Wingfield Conceptual Framework Plan (draft)
- Voortrekker Road Corridor Strategy
- Public Right of Way Network
- Economic Area Profiles
- Heritage, Biodiversity spatial plans.



1.4. Document Structure

- Introduction and Background (above) in Chapters 1 and 2.
- A summary of the outcomes of public participation is presented in Chapter 3.
- A synthesis of spatial planning issues reflecting the outcomes of the baseline report, and public participation and stakeholder engagements is presented in Chapter 4.
- This is followed by the draft spatial development Chapter 5 containing a vision, policy objectives and the draft spatial proposal maps.
- The Precinct Guidelines Chapter 6 captures and describes detailed area development guidelines, which respond to the complexities and priorities captured in Chapter 4.
- Lastly in Chapter 7 the draft implementation plan outlines projects that will be needed to realise the vision of the LSDF

1.5. What is a Local Spatial Development Framework?

Section 12 of the City of Cape Town Municipal Planning By-Law allows the Municipal Council to adopt a local spatial development framework for a specified geographic area within the City. In addition, it is important to note that an LSDF must align with and give further effect to the municipal spatial development framework and any relevant district spatial development framework by providing more detailed, local planning.

The LSDF is a forward planning tool which guides the development of a specified area.
An LSDF:

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'

Figure 2.
What an LSDF
does and
does not do

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

1.6. What is its Purpose?

1. Formulating a vision for the desired end state of an area (how we would like it to be);
2. 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);
3. Co-ordinating, integrating and directing the action plans / developments to achieve the desired end state.

1.7. Requirements of an LSDF from Section 12 of the MPBL

This process is mandated by SPLUMA (Sections: 12(1), 20, 21, 22) and the City of Cape Town's Municipal Planning By-laws (s12(1)), which dictate that spatial development frameworks (SDFs) are to guide land use planning decision making and be adopted:

1. For a specified geographic area of the City.
2. To align with MSDF and District Plan
3. To identify and depict important spatial elements
4. To show restructuring and integration
5. To ensure Sectoral integration
6. And should contain the following:
 - proposals map
 - desirable land use patterns
 - appropriate densities in urban form
 - open space and public facilities
 - environmentally sensitive areas
 - show where public and private development should be prioritised
 - location of publicly funded housing developments
 - key infrastructure requirements to enable development
 - Include implementation plan
 - Binding on all line departments & private sector.

Importantly, the LSDF does not give rights or permission to develop or construct or take away zoning rights attributed to existing properties.

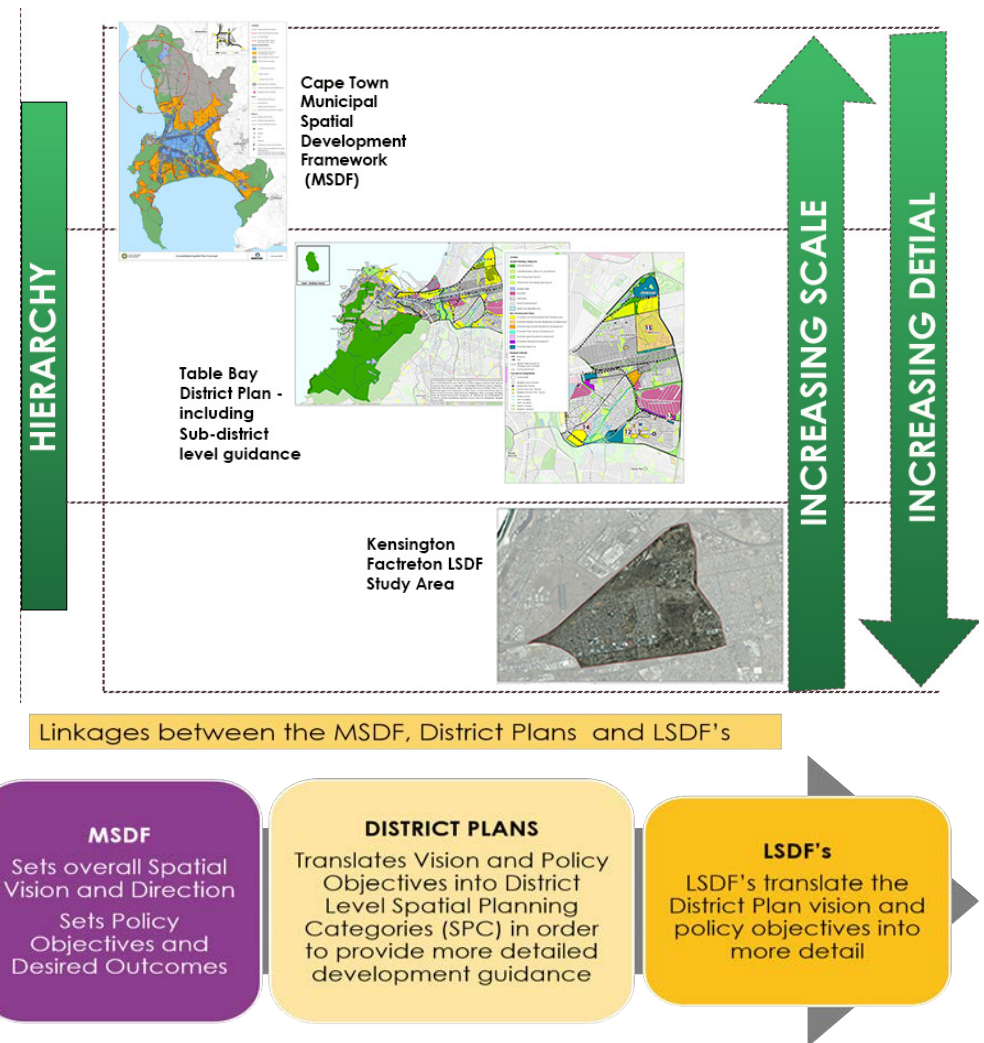
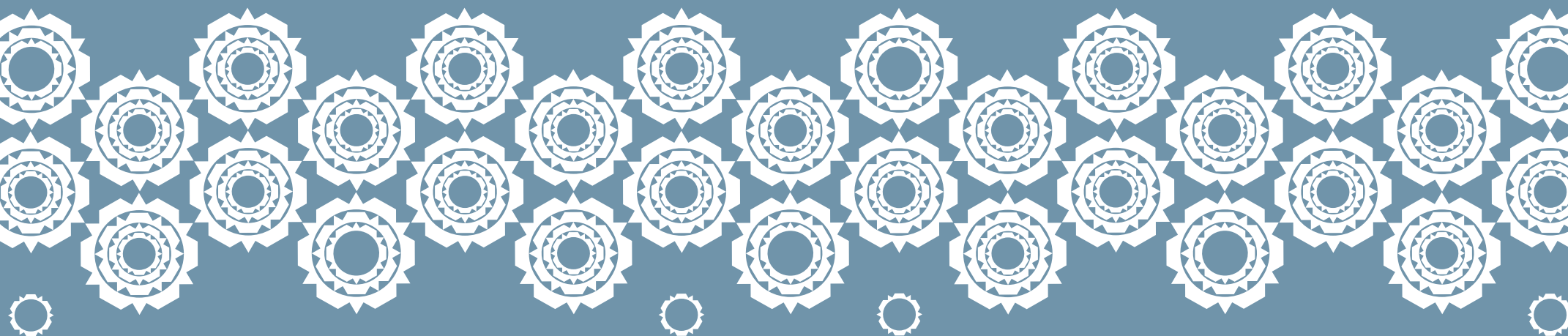


Figure 3. Plan Hierarchy MSDF, District Plans and LSDF

2. POLICY CONTEXT



2.1. MSDF

The Municipal Spatial Development Framework (MSDF) is required, by law, to translate the vision and strategy of the City's IDP into a desired spatial form for the municipality. Various strategies and policies provide the supporting framework for the spatial vision and concept of the MSDF document.

The MSDF categorises the city into four Spatial Transformation areas (STAs). Each STA has a different financial rationale and sets the 'rules of the game' for public sector investment. The Study area for this LSDF falls under the Urban Inner Core STA- the priority development and investment focus for the City, where capital and operational infrastructure investment must be prioritised to support the intensification of land use and spatial transformation. Importantly, which STAs a project will service is part of how capital projects and programmes are prioritised in the City. The elements of this framework comprise the following:

- Development directives
- Conceptual designation and mapping
- Spatial strategies (see image Figure 5)

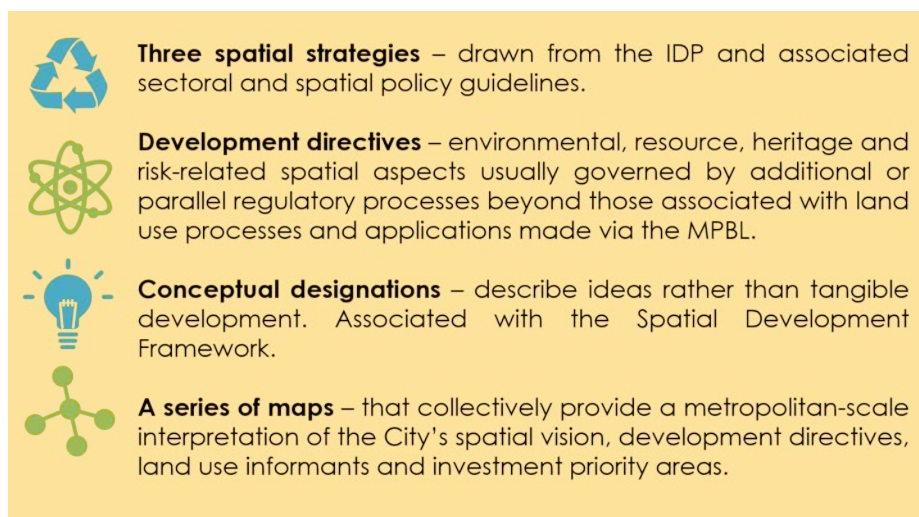


Figure 4. MSDF Spatial Transformation Areas (STA's)

In pursuit of a spatial vision for a sustainable, restructured, inclusive and efficient urban form for Cape Town, the following imperatives and partnerships are applicable for the urban inner core:

- Support and facilitate inclusive economic growth using context-sensitive planning tools and funding models.
- Ensure access to employment by enhancing public transport to areas of economic potential, with a special emphasis on the inner-city business nodes.
- Support, coordinate and facilitate equitable land markets by increasing private and public housing supply interventions.
- Provide an efficient, safe and affordable public transport system supportive of transit-oriented development and land use intensification
- Co-ordinate, prioritise and implement land development and public investment aligned to the MSDF's Spatial Transformation Areas investment rationale and in support of inward growth.
- Acknowledge inherent natural and man-made risks and land development directives.
- Reinforce critical infrastructure elements that support Cape Town's metropolitan functionality.
- Preserve and enhance the natural assets of the city, including unique agricultural areas.



- Ensure an Urban Development Edge that enhances the STA investment rationale by providing a clear position on the vision for spatial planning and land use systems
- Residents have improved access to public facilities, workplaces, a range of housing and recreational opportunities, thereby reducing the district's dependence on the City Centre and encouraging a more sustainable development pattern.' (DSDF, 2023: 20).

Figure 5. The three spatial strategies in the MSDF

2.2. District Plan

The DSDF translates the MSDF vision and policy objectives into district and sub district level detail across 8 districts and gives greater expression to the strategies, proposals and transformation focus of the MSDF.

The DSDF aims to respond to the question: “How do we want the city to be structured and to function in the future?” This DSDF is a medium-term plan (+/- 10 year) that guides spatial development processes within the districts and is reviewed every five years.

2.2.1. The Table Bay District Spatial Vision:

“An inclusive destination, providing more homes and opportunities to more people. An innovative district that becomes increasingly accessible and continues to offer a variety of economic opportunities, the benefits of which spread across the city. A resilient district where character areas, green spaces and cultural practices are celebrated.” (TBSDF, 2023: 33).

The DSDF comprises five broad categories that have relevant guidelines as seen in Figure 9. Importantly, the District Plan needs to provide practical policy guidance for decision makers and developers to achieve spatial balance between different competing sectors and interests. The land use classification system adopted by the District Plan is consistent with the bioregional planning framework and broad Spatial Planning Categories (SPCs) utilised by the MSDF.

2.2.2. Spatial Planning Categories and the study area:

The DSDF needs to provide practical policy guidance for decision makers to achieve the right spatial balance between different competing sectors and interests. The land use classification system adopted by the District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDF. Some

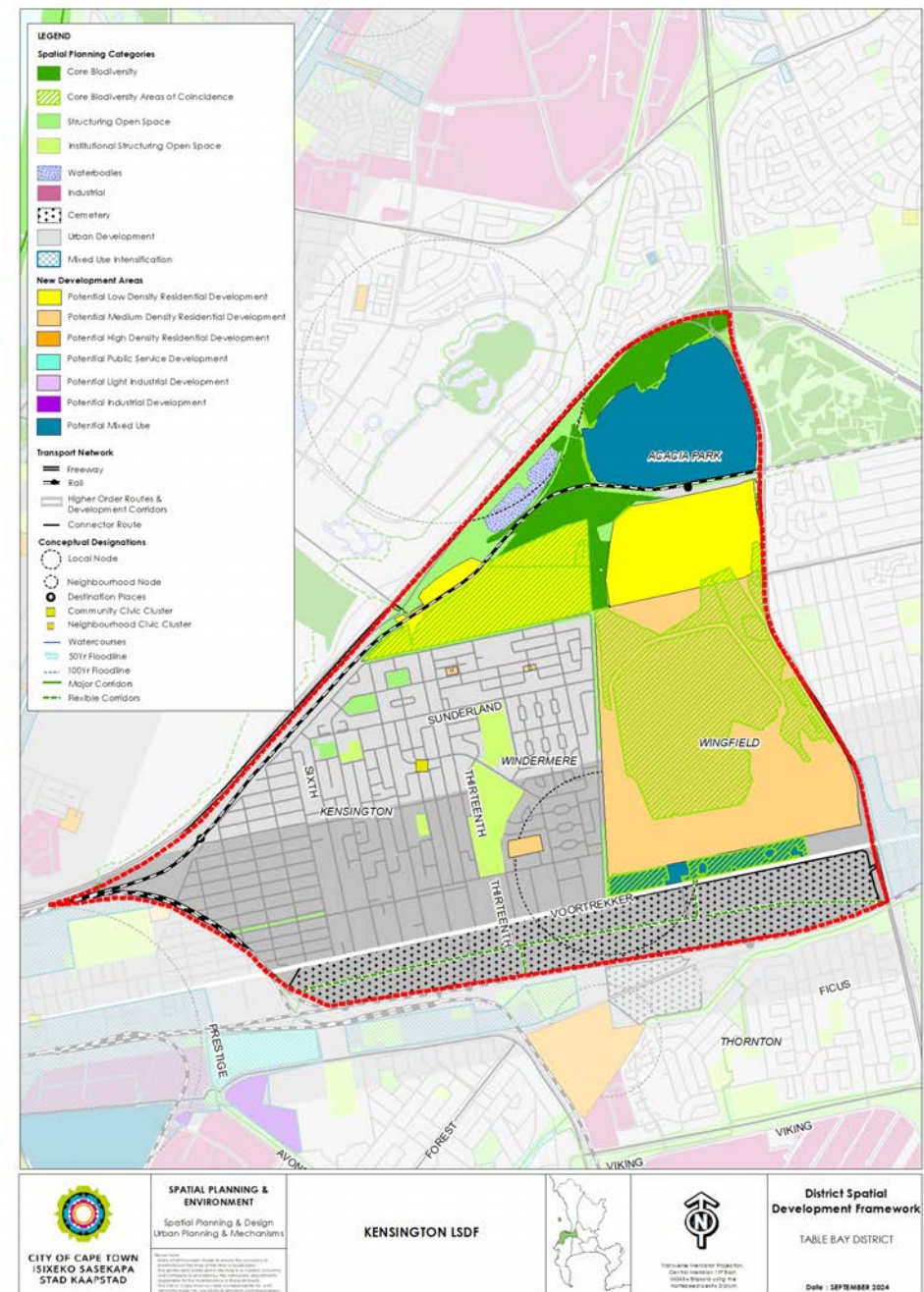


Figure 6. Extract of the sub-district map for the study area from the Table Bay District Plan (2023)

additional categories are included in the District Plan to ensure greater level of planning detail is included (e.g. urban development, utility service infrastructure). SPCs specify the inherent land use suitability of the city's environmental, cultural and urban landscapes for development.



Figure 8. Table Bay District Plan Cover Page (2023)

Figure 9. Spatial Planning Categories as per Table Bay District Plan (2023)

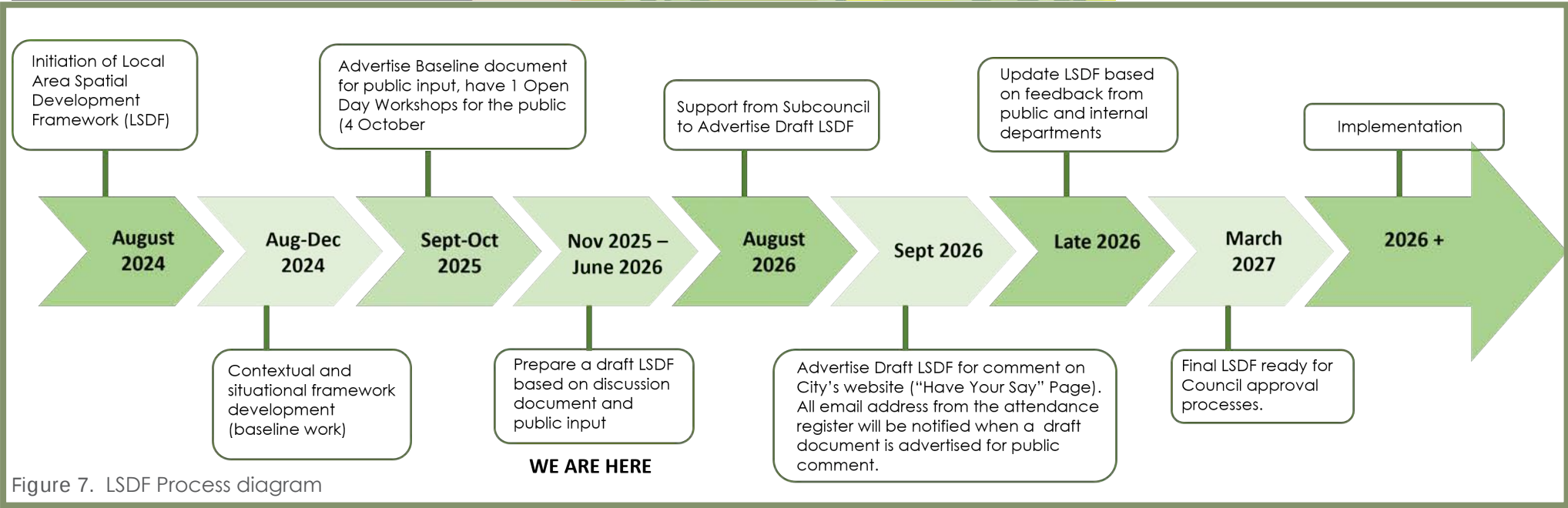
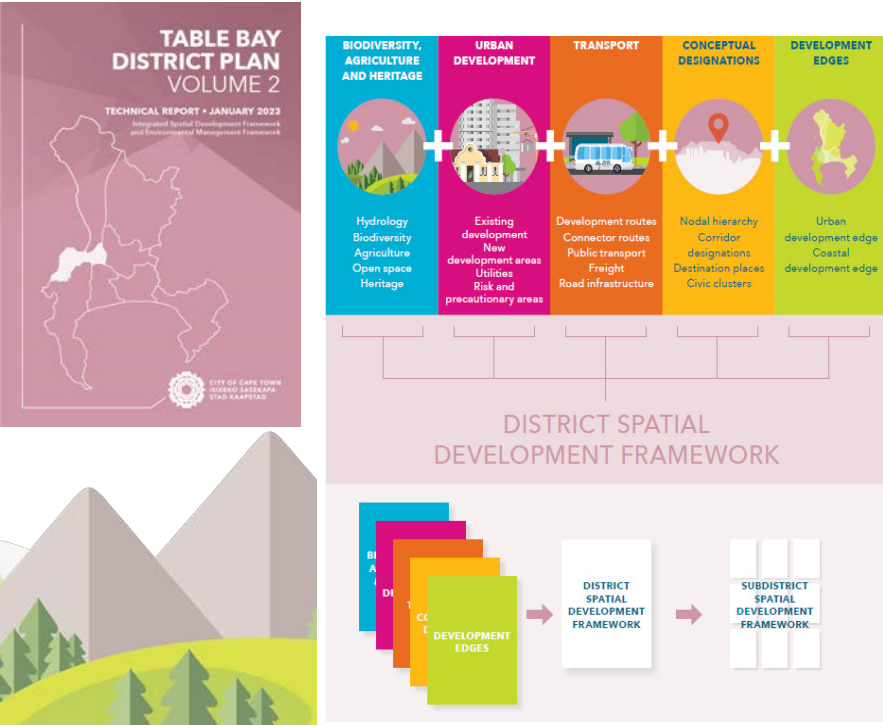


Figure 7. LSDF Process diagram

3. PUBLIC PARTICIPATION

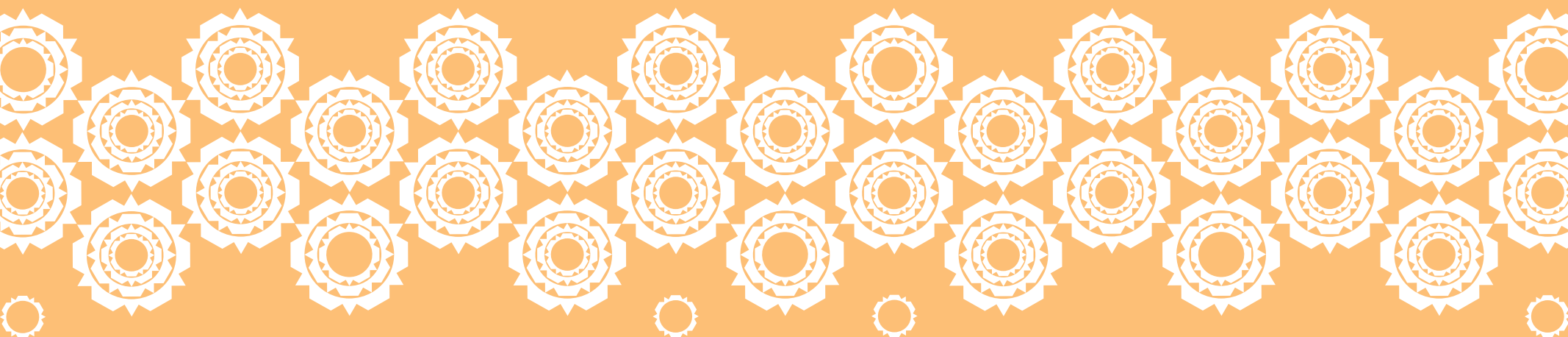
3.1. Public Participation and Stakeholder Engagements to date

The Kensington–Facreton Local Spatial Development Framework (LSDF) public participation process was undertaken to ensure that the preparation of the LSDF is informed by stakeholder inputs and community perspectives. The process was structured to facilitate meaningful engagement with residents, interested and affected parties, and key stakeholders, and to provide accessible opportunities for participation.

Public participation formed an integral component of the LSDF preparation process, enabling the City to gather information on local conditions, identify key concerns and opportunities, and inform the development of a spatial vision and framework for the study area. The process focused on capturing qualitative input related to spatial planning, urban management, infrastructure, and socio-economic issues in the area.

Public participation to date has included a combination of in-person engagement and the provision of information through accessible platforms.

The first phase of public participation process was undertaken at an early stage of the LSDF to inform this advertised draft. Further public comment and stakeholder engagement processes will inform the final product.



3.2. Project Management Team

The initial public participation process was facilitated by the City of Cape Town's Spatial Planning and Environment Directorate, including the Urban Planning and Design branch and the District Planning and Mechanisms team. These teams were responsible for coordinating the engagement process, presenting information, facilitating discussions, and capturing stakeholder input. This version of the draft will be supplemented with additional public input prior to approval.

Metropolitan Spatial Planning	Department of Public Works
Development Management	Sub-Council 3
Urban Design and Landscape Architecture	Economic Development
Local Planning Support	Property Management
Public Participation	Human Settlements
Transport Planning and Network Management	Catchment Management
Distribution Services	Environmental Management
Water and Sanitation	Future Planning and Resilience
Solid Waste	Sustainable Energy Markets
Urban Mobility, Road and Infrastructure Management	Coastal Management
Roads and Stormwater	Recreation and Parks
Electricity Generation and Distribution	Community Services and Health

13. SWOT ANALYSIS

STRENGTHS

- GOOD COMMUNITY
- MANY PEOPLE GROWN UP + STILL LIVE HERE → CARE ABOUT AREA
- FRIENDLY COMMUNITY
- Frans Conradie + 18th Ave = Good

WEAKNESSES

- LACK OF PROJECT IMPLEMENTATION & CONSULTATION
- VANDALISM AT PARKS
- Need more employment opportunities
- Need more affordable housing
- ACCESS ACROSS N1 WOULD TAKE QUICKER TO WALK
- Denkoven Park is park not maintained need improvement
- 11th Avenue is only one side pavement + need better walkways when both sides pay rates
- More AFFORDABLE HOUSING (NEED)
- Cemetery does not feel safe alone visit
- High Electricity + fairly rates vs. purchasers how to help the seniors - diff rates for pensioners
- Need more GABS → Fackton 19. via to Bellville
- Need more access to N1 etc. Canal Walk
- Congestion 5th Ave Voortrekker
- DRUGS + THEFT
- Informal Settlements need to be upgraded
- How to keep youngsters to get joined to bring a team
- Course to build affordable GABs by Vangard Est. + the Kensington Rd - 11th

KENSINGTON FACKTON LOCAL SPATIAL DEVELOPMENT FRAMEWORK

3.3. Inviting the broader public to participate in communications and open days:



3.3.1. Process and stakeholder communication

The broader public was invited to participate in the draft LSDF process through a range of communication methods aimed at ensuring accessibility and inclusivity. These included digital platforms, physical information points, and public engagement events. Information regarding the LSDF and opportunities to participate was made available via the City's official website, including the "Have Your Say" platform.

Additional information was provided at local facilities, including the Kensington Library. Public communication material, including posters and notices, was used to inform stakeholders of engagement opportunities and key dates.

This approach was intended to facilitate broad participation and ensure that stakeholders were aware of and able to contribute to the preparation of this LSDF.



3.3.2. Formal Advertising and Public Open Days

Public participation was supported by the promotion of engagement activities and the facilitation of a public open day as well as a health and wellness day, which provided a central platform for stakeholder engagement.

3.3.2.1. Advertising Periods



Discussion Document, which included the following:

- Incorporating Previous Work
- Baseline Analysis
- Initial Public Inputs
- **Commenting Period:** 22 September to 22 October 2025

From the 1st of October 2025 residents and stakeholders were invited through advertisement and sub-council communications. Communication regarding the LSDF public participation process included the promotion of open day events, information on how to access LSDF material, and guidance on how to submit comments. Deadlines for participation and key dates were communicated through available platforms to ensure that stakeholders were able to engage within the specified timeframes

3.3.2.2. Public Open Days

The public open day was held on the 4th of October 2025 at Kensington Civic Centre, as it was structured as a facilitated walkthrough engagement, allowing participants to engage with thematic content in a sequential manner.

The engagement covered topics including:

- The LSDF process and policy context
- Key spatial planning themes, including growth, mobility, infrastructure, and urban

- management
- Environmental considerations and public realm interventions
- Stakeholder exercises, including SWOT analysis and visioning

Participants were able to engage with the material at their own pace and provide input based on areas of interest (See more detail below regarding workshop detail).

3.3.2.3. Health and Wellness Day

A Health and Wellness Day was held on the 28th of March 2026 at Good Sheperd Church in Kensington, to engage the local community in shaping a shared vision for the future development of the area.

This was aimed to identify community needs, highlight existing assets, and explore opportunities for sustainable growth and improved quality of life. As part of information gathering, there were SWOT analysis and visioning exercises done as well as a survey that we requested the community to fill in.

3.3.2.4. Ndabeni Claim Workshop

A meeting was held in June 2026 with parties interested in the Ndabeni land claim area. The purpose was to raise awareness of the influence this process will have on the future development of land claim area and to share information about upcoming public participation. This community was given additional opportunity to engage as the majority don't reside in the Kensington area and struggled to attend the open day.

3.4. Key Stakeholder Workshops

An open house engagement functioned as a key stakeholder workshop within the public participation process. The session provided an opportunity for participants to engage directly with the LSDF material and to contribute to discussions on the future development of the area.

Several engagement processes were structured around a series of thematic posters covering key aspects of the LSDF, including planning policy, urban growth, mobility, infrastructure, urban management, environmental considerations, and public realm interventions. Participants were invited to review the material and provide input through facilitated discussions and interactive exercises. In addition, information was made available through the City's "Have Your Say" platform, enabling broader access to the process and allowing stakeholders to submit comments outside of the open day engagement.

Participants were taken through the content of the engagement posters by the City's planning team and were encouraged to provide input through structured exercises. These included a visioning exercise ("Vision, Hopes and Dreams") and a SWOT analysis, which were used to capture stakeholder perspectives on strengths, weaknesses, opportunities, and threats within the study area.

The workshop enabled the identification of key themes relating to safety, infrastructure, mobility, housing, and economic opportunity, and provided a basis for understanding stakeholder priorities and concerns.

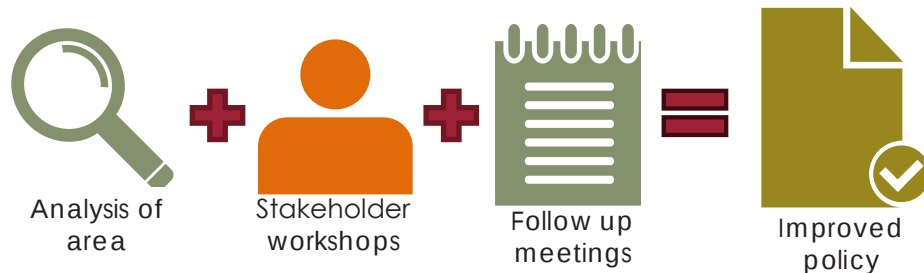


Figure 10. Photos of open days and workshops

Public Participation advertising examples

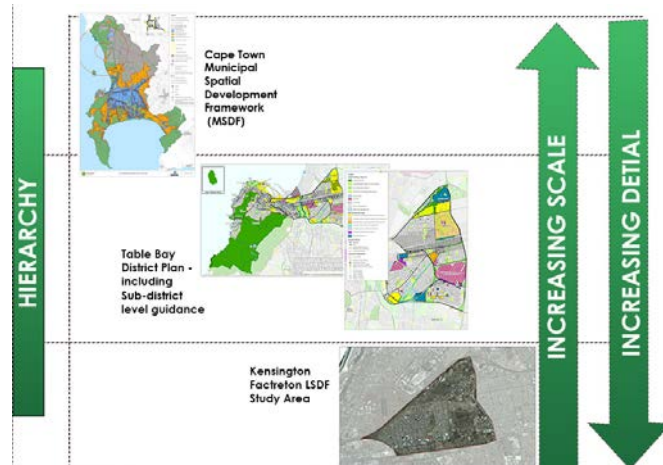


Figure 11. Example of graphic used in Poster

KENSINGTON & FACTRETON

Local Spatial Development Framework

WHAT IS A LSDF?

A Local Spatial Development Framework is a framework that seeks to guide overall spatial distribution of current and desired land uses within a local area. It is guided by the broad level of guidance on decision making at a District and Metropolitan level and therefore considers the 2023 MSDF and District Plans.

HAVE YOUR SAY

- What open spaces are key for the community and work well?
- What community organizations and groups support you and a healthy lifestyle?
- What improvements do you want made to make your neighbourhood safer and a better living environment?
- What is your favourite space in your community?

The LSDF is an important planning document because it:

- Provides a way of guiding decisions about the future of an area.
- Coordinate among different stakeholders.
- It allows us together, to create a shared vision for the future of the area.
- This vision can allow residents, developers, stakeholders and government to coordinate towards positive change.
- Unlocking better use of land and underutilised sites in the community.
- The document can help identify projects and proposals that can achieve the shared vision.
- Improved public spaces and road management guidance.

STUDY AREA MAP

SCAN TO COMPLETE THE SURVEY

For more information and additional queries
CONTACT US AT
TableBay.DistrictLSDF@capetown.gov.za

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Figure 12. Pamphlet and social media advert for Open Days

Register to participate in the drafting of the Kensington Factreton Local Spatial Development Framework (LSDF)

We are developing a Local Spatial Development Framework (LSDF) for the Kensington Factreton and Wingfield areas and we would like to include you in the process.

About

The suburbs of Kensington and Factreton are facing a range of development challenges, including:

- the growth of informal settlements,
- overcrowding, and
- issues related to transport and infrastructure.

Open House Session

Join us to discuss the initiative with City officials, access informational material and provide your input:

Date	Time	Venue
4 October 2025	09:00 – 13:00	Kensington Civic Centre Minor Hall

Figure 13. City of Cape Town Have your Say page advert

Have your say on the local spatial plan for Kensington and Factreton

The City of Cape Town is initiating a local spatial development framework (LSDF) for the suburbs of Kensington and Factreton. Residents are invited to help us capture their vision for this area.

The LSDF will provide guidance on spatial and investment planning for this area.

The information is available at the **Kensington library** as well as the city's have your say page, where you can give your input:
www.capetown.gov.za/haveyoursay

Comment by **22 October 2025**
Attend the Open Day: **4 October 2025** from **10:00 - 14:00**
At the **Kensington Civic Centre**

STUDY AREA OF THE LSDF

Century City, Acacia Park, Ysterplaat, Factreton, Wingfield, Kensington, Maitland Cemetery

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Figure 14. Public participation social media Advert LinkedIn and Facebook

City, residents unite on plan for Kensington, Factreton challenges

GENEVIEVE SERRA
genevieve.heunis@cityofcape.gov.za

KENSINGTON Factreton Residents and Ratepayers Association (KFRRA) said they were in agreement with the City's crafting of a Local Spatial Development Framework (LSDF) which will assist in alleviating issues of an overgrown population, informal settlements and traffic congestion.

The City is inviting residents to participate in the crafting of an LSDF for Kensington and Factreton along the Voortrekker Road corridor in which stakeholders are invited to submit comments on the draft contextual framework that will form the foundation of the spatial vision.

According to the City, an LSDF determines the development vision for an area on a local level. Once approved by the council, the City uses the LSDF for guidance when making decisions about development applications and land use and it will assist in determining how a neighbourhood will function, look and feel a few years down the line.

The study area is located along Voortrekker Road and includes Acacia Park and Wingfield, as well as parts of Thornton and the Maitland cemetery.

The City said Kensington and Factreton are facing a range of development challenges, including the growth of informal settlements, land invasions, congestion, and pressure on existing services infrastructure in some areas.

The LSDF-process starts with a contextual framework outlining challenges, needs, constraints, and opportunities. It also includes data on Kensington and Factreton's population, employment, income, environment, heritage, land use, housing, economy, property market, social facilities, movement, and infrastructure.

City's Deputy Mayor and mayoral committee member for Spatial Planning and Environment, Eddie Andrews: "Those who live and work in these areas, and own properties have first-hand experience of the unique qualities of their neighbourhoods. "We want to tap into your knowledge to refine the report so that we can have a more complete understanding of how Kensington and Factreton can be spatially reimagined and revitalised to reach its full potential in coming decades."

The City will answer questions and receive inputs on the LSDF initiative at an open day to be hosted on October 4 at the Kensington Civic Centre in Factreton Avenue.

The ratepayers association said they were in agreement with the LSDF. "Given the fact that the Ken-Fac (Kensington and Factreton) community is characterised by over-congestion, impoverishment, growing informal settlements, population explosions and heavy traffic congestion, the LSDF can be an extremely useful planning tool for not only identifying challenges but also for guiding future spatial development and more importantly at a local level within the broader metropole."

Figure 15. Public participation advert in local newspaper

Open Day Walk Through - ROADMAP

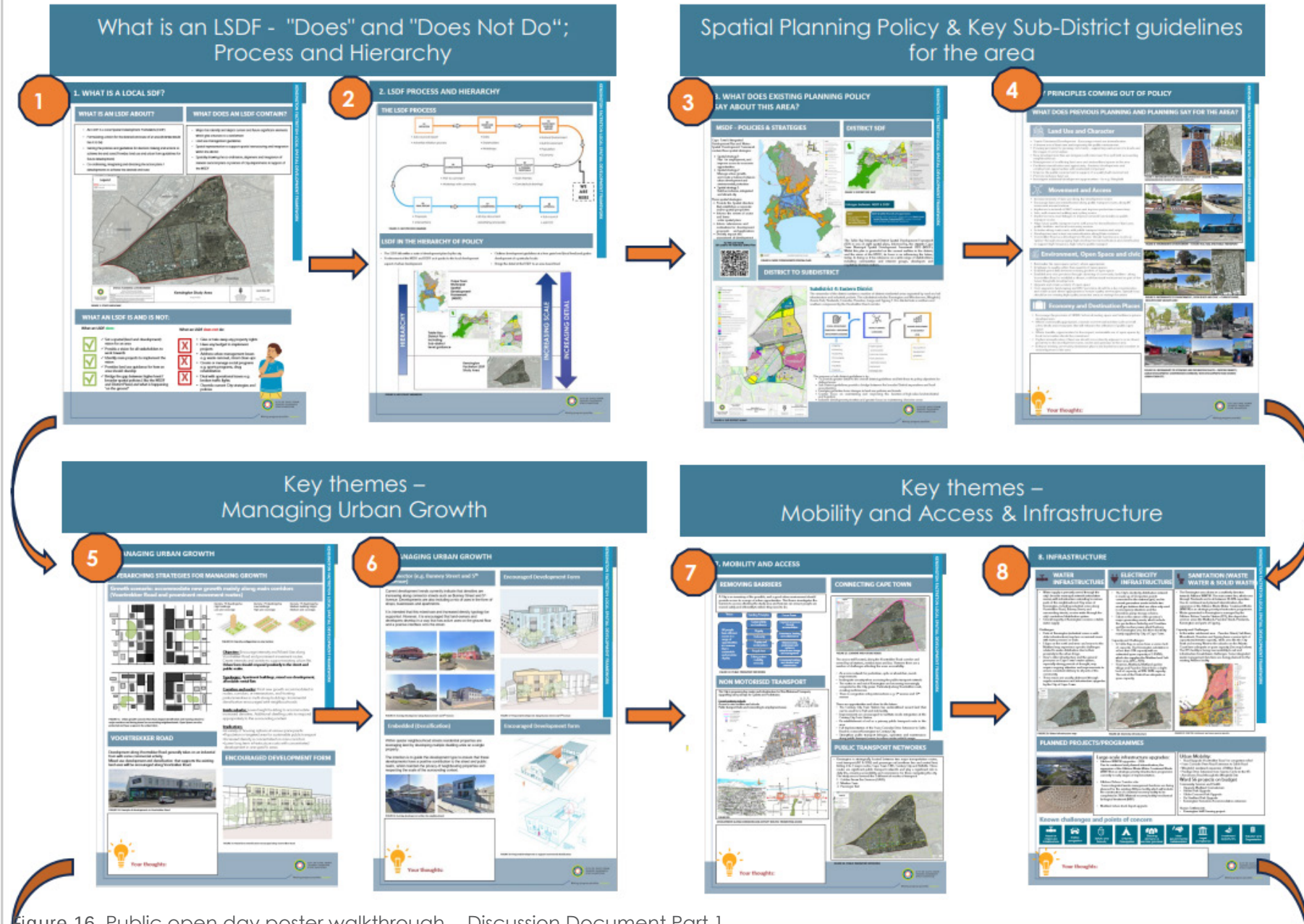


Figure 16. Public open day poster walkthrough - Discussion Document Part 1

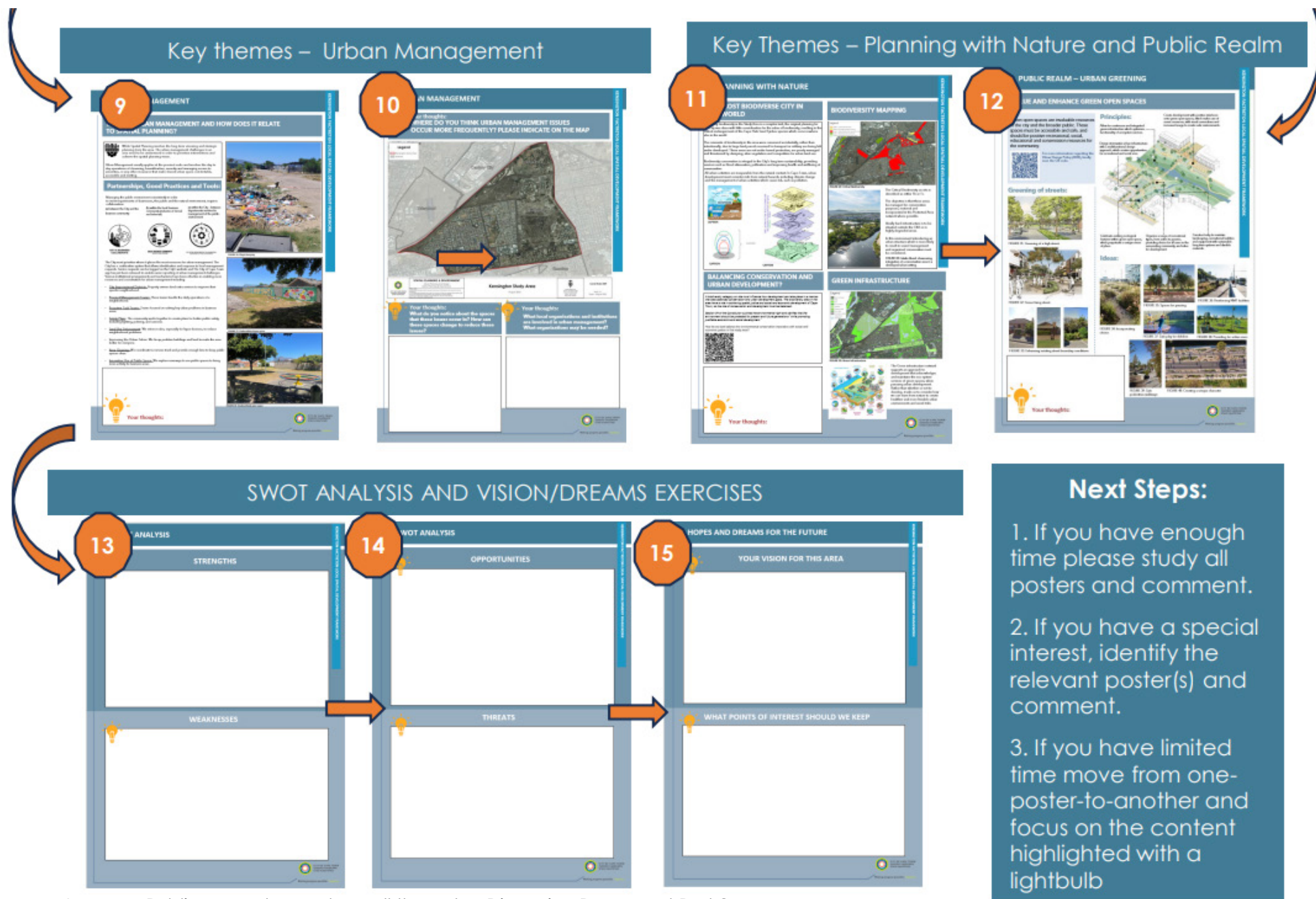


Figure 17. Public open day poster walkthrough - Discussion Document Part 2

4. SYNTHESIS

The baseline assessment, review of previous planning studies, and public participation processes identified a number of recurring spatial, social, economic, environmental and mobility-related trends that continue to shape the Kensington and Facreton study area.

Previous planning work, including, but not limited to, site visits, baseline studies, the Wingfield Redevelopment Pre-feasibility Study (2010), the Voortrekker Road Corridor Strategy (2017), and the Ward 56 Safety Plan (2020), consistently highlighted the strategic importance of the area as a well-located urban precinct with significant opportunities for housing delivery, economic development, public transport integration, community development and urban regeneration. These findings were strongly reinforced through the public participation process.

Stakeholders and the public further identified concerns relating to infrastructure capacity, mobility, safety and security, affordable housing, urban management, homelessness, land invasions and the maintenance of public spaces and facilities. At the same time, participants highlighted a number of valued community assets and opportunities that should be protected and leveraged to support future development.

The following synthesis summarises the key opportunities and constraints that the Draft LSDF seeks to respond to. The synthesis confirms that the key opportunities and constraints identified through previous planning initiatives remain relevant and have been consistently reinforced through both the baseline assessment and stakeholder engagement process.

In response, the Draft LSDF adopts an integrated spatial planning approach that seeks to support the delivery of well-located housing opportunities, economic development, improved mobility and accessibility, enhanced public spaces and community facilities, strengthened safety and security, environmental resilience, heritage conservation, and improved urban management.

These opportunities and constraints inform the spatial proposals and policy responses contained in this report and are further translated into implementation actions in Chapter 7: Implementation.



THEME	KEY TRENDS AND PUBLIC FEEDBACK	OPPORTUNITIES	CONSTRAINTS
Land Use and Development	Previous studies identify Kensington–Factreton as a strategically located area with access to employment opportunities, transport infrastructure and community facilities. Public participation strongly supported the use of vacant and underutilised land for housing and community benefit. Stakeholders supported densification where supported by infrastructure and appropriate planning controls.	• Redevelopment of Wingfield and Acacia Park. • Unlocking public and parastatal land for diverse housing options and delivery. • Mixed-use development and residential intensification along Voortrekker Road activity corridor. • Utilisation of vacant and underutilised sites. • “Lack of affordable housing.” • “Wingfield Site: Major opportunity for new housing to accommodate surrounding communities. Could make use of underutilised land and existing community infrastructure. Security and controlled access will be important.” • “Support densification	• Land invasions and growth of informal settlements. (“Ndabeni Trust Land, Acre Road and 18th Avenue areas, Ghost Town and 6th Avenue). • Underutilised and unmanaged sites. • Legal ownership and development challenges associated with Wingfield. • High infrastructure and servicing costs. • Ageing residential stock and degraded environments. • “Limited consultation and poor communication with residents.” • “Lack of affordable housing.” • “Challenges in managing and evicting new invasions.” • “Land security concerns — risk of further informal occupation.” • “Concerns regarding the impacts of densification, land use change, and development pressures on existing neighbourhood character. Limited clarity around zoning rights and development decisions.
Economic Development	The Voortrekker Road Corridor Strategy identifies the area as an important investment corridor with access to regional economic networks, freight routes and employment opportunities. Public feedback highlighted unemployment as a major concern while identifying the Textile Factory as a key local asset.	• Formal and informal economic revitalisation along Voortrekker Road. • Formal and informal business retention and expansion opportunities. • Access to skilled labour markets. • Proximity to freight, port and industrial areas. • Vacant land provides opportunities for economic and residential growth. • Mixed-use and transit-oriented development opportunities for economic benefit.	• Congestion along Voortrekker Road. • Ageing commercial and industrial areas. • Urban management challenges. • Rising property prices affecting affordability and business viability. • Declining investment in some business areas. • Cemetery negatively affecting investment potential along sections of Voortrekker Road. • “Limited consultation and poor communication with residents.” • “Insufficient employment opportunities for residents.” • “Unequal distribution of development benefits and concerns regarding the ability of existing infrastructure to support economic expansion

Community Facilities and Social Development	Community feedback highlighted strong social cohesion and community identity. Facilities such as the Facticeon Community Centre, ShowCo, local libraries and sports facilities were repeatedly identified as important community assets. Public concerns focused on youth development, homelessness, social support programmes and the provision of additional facilities	• Strong existing network of community facilities. • Opportunities to expand youth development and "empowerment" programmes. • Potential partnerships between community organisations and public institutions. • Additional social facilities on vacant land. • Existing parks and community facilities provide foundations for social development initiatives. • Cemetery upgrading required • "Factreton Community Centre (used every-day, kids play during the day)" • "Football field 14th Avenue Street" • "ShowCo (holiday programme)" • "Library Holiday programme" • "Encourage walk and run groups for safety, health, and social cohesion."	• Pressure on existing facilities. • Limited recreational variety opportunities. • Lack of additional schools and youth facilities. • Homelessness around public facilities. • Limited emergency service infrastructure. • Growing population may increase demand on facilities. • "Limited consultation and poor communication with residents." • "Gangsterism" • Cemetery maintenance and security access conditions from Voortrekker road are challenging at Gate 1.
Public Open Space and Environment	Public participation, supported by baseline information, consistently highlighted the poor condition and safety of parks and public open spaces. At the same time, residents identified the football field, parks and open spaces as important community assets requiring investment.	• Expansion of green infrastructure networks. • New open space opportunities on vacant land and around transport precincts. • Upgrading parks and recreational facilities. • Creation of safer public environments. • Walking and running groups supporting social cohesion and safety. • "Land availability - potential to increase green spaces ideally along Century City Station (PRASA land)."	• Unsafe and poorly maintained parks. • Vandalism and illegal activities. • Vagrancy. • Fragmented open spaces. • Flood risks and poor drainage. • Sandy erosion-prone soils. • Environmental degradation and poor urban management. • "Limited consultation and poor communication with residents." • "Gangsterism" • "Unattended parks (Thorny)" • "Unsafe community parks (Bush 18th Avenue, Ghost town and Mkhukhu town)"

Movement and Urban Mobility	The area is well-served by strategic transport infrastructure but experiences significant operational and accessibility challenges. Baseline information, Public feedback identified concerns regarding public transport safety, affordability, accessibility, poor connectivity and barriers created by major transport infrastructure.	• Strengthen Transit-Oriented Development opportunities. • Re-establish rail as a primary transport mode. • Improve integration between rail, MyCiTi and other public transport services. • Improve Park-and-ride facilities at Century City Station. • Improve pedestrian and cycling infrastructure. • Bridge Century City station and movement connection across the N1. • Road network redesign and traffic management / traffic calming improvements. • "Road network redesign: Study on congested roads (improve access, circulation, and pedestrian safety). Implement staggered lanes in the avenues."	• Deteriorating rail infrastructure. • Train congestion and unreliable services (peak hour challenges). • Poor station management and safety concerns. • Limited weather protection at public transport facilities. • Congestion along Voortrekker Road and key intersections (peak hour challenges). • Safety, security, and operational management deficiencies at transport precincts • Lack of cycling infrastructure. • Universal accessibility challenges at transport facilities and intersections. • Informal trading activities affecting mobility and pedestrian movement. • Limited and poor connectivity across the N1. ("Access across the N1 is poor — easier and quicker to walk.") • "Limited consultation and poor communication with residents." • "Prisoners released and dropped off at Vasco Station, creating local safety and perception concerns."
Safety and Urban Management	Safety emerged as one of the most significant concerns during public participation and baseline analysis and aligns strongly with findings from the Ward 56 Safety Plan. Crime, gangsterism, drug-related activity, vandalism and poorly maintained public spaces continue to affect perceptions of safety and quality of life	• Community safety initiatives (especially for the youth). • Sports and recreation programmes. • Public space activation. • Improved urban management and maintenance. • Partnerships between communities, law enforcement and local organisations. • Community-led safety initiatives such as walking and running groups. • "Residents care deeply about their neighbourhood." • "People grew up here and still live in the area."	• Gangsterism and drug activity. • Unsafe parks and transport precincts. • Informal settlement-related safety concerns. • Crime hotspots around public facilities. • Land invasions. • Inadequate law enforcement visibility. • Protest action affecting mobility and access. • Safety concerns associated with Century City Station, Vasco Station and surrounding areas. • "Poor road maintenance (especially 11th Avenue and Deralton Park)." • "Limited consultation and poor communication with residents." • "Informal settlements (5) increasing crime rates."

Infrastructure and Urban Services	Baseline and Public participation raised concerns regarding infrastructure capacity, maintenance and service delivery. Previous studies identified infrastructure upgrades as critical to supporting future growth and development.	• Infrastructure upgrading and replacement programmes. • Improve park-and-ride and integrated public transport interchange and operation facility at Century City Station. • Improved integration between public transport, land use and (formal/informal) economic development. • Frans Conradie Drive Extension improving accessibility and unlocking development opportunities. • Strengthening public transport infrastructure. • Rehabilitation of roads, sidewalks and associated infrastructure with maintenance programmes. • Upgrading bulk services to support future growth	• Ageing infrastructure. • Service delivery constraints. • Water pressure and maintenance issues. • Inadequate public transport infrastructure. • Lack of parking and drop-off facilities. • Localised water and sanitation capacity constraints. • Refuse transfer station operational challenges. • Maintenance backlogs • High cost of bulk service provision to strategic development sites. • Urban management deficiencies affecting the quality of the public environment. • Infrastructure capacity limitations that may constrain future development and intensification. • “Lack of project implementation and follow-through on City-led initiatives.” • “Limited consultation and poor communication with residents.”
Heritage and Community Identity	Public feedback demonstrated a strong sense of place and attachment to local community facilities and neighbourhood identity. The area also contains significant military and cultural heritage resources.	• Exemption of older not conservation worthy properties from requirement of S34 gazette Notice 32/2025 • Tourism opportunities linked to military heritage and Wingfield. • Protection of valued community institutions and facilities. • Reinforcement of local identity and sense of place. • “Strengthen community identity through context-sensitive development”	• Deterioration of heritage resources. (e.g. Maitland cemetery wall) • Alteration of historic streetscapes and building character. • High boundary walls reducing passive surveillance and architectural heritage. • Heritage approval processes may affect development timelines for Wingfield • “Community concerns regarding the impact of development on local character, as well as limited trust arising from previous planning processes and insufficient communication.”

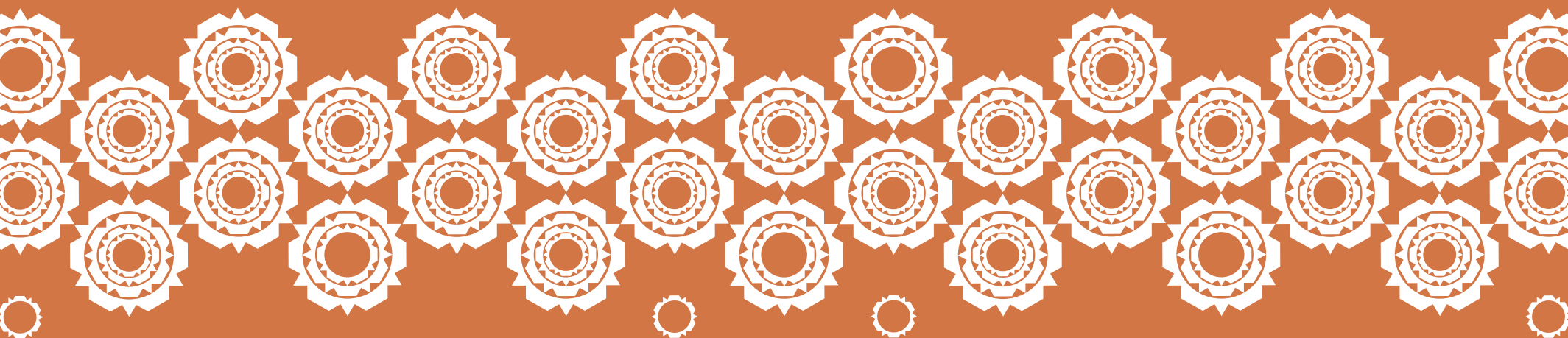


Figure 18. Opportunities Map



Figure 19. Constraints Map

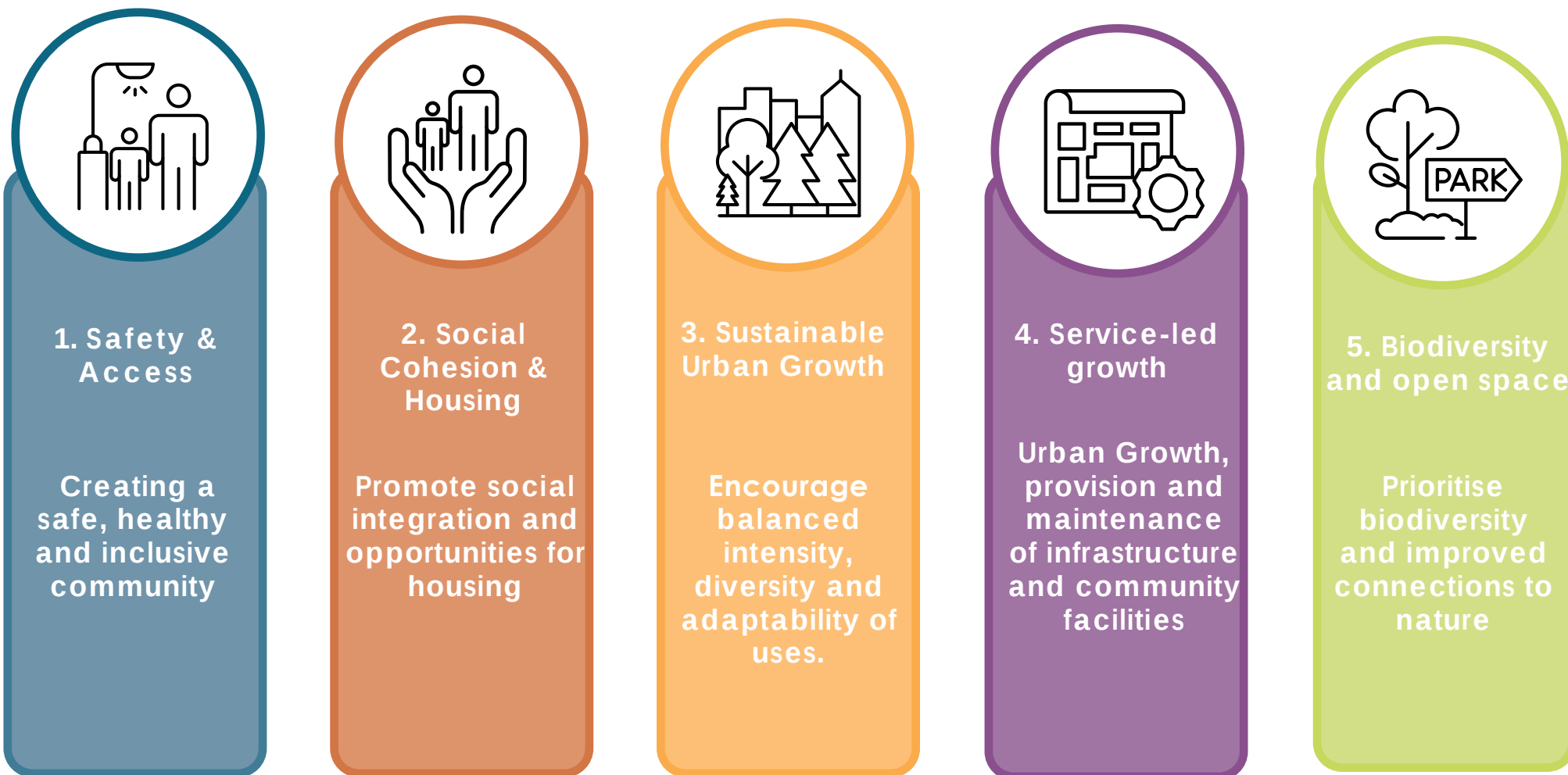
5. VISION STATEMENT



5.1. Vision Statement

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.

Key Policy Statements



5.2. Safety & Access - Creating a safe, healthy and inclusive community

5.2.1. An area designed and upgraded in a way that prioritises the safety of residents and visitors

Problem Statement

Insecurity in public space prevents the free movement of residents. While crime and violence have complex social and economic drivers that are beyond the remit of spatial planning to solve, the LSDF proposes spatial planning and urban design principles that support ease of management of public spaces leading to safer public spaces.

Promote the protection of trees, especially significant and mature trees as they are important for the fight against climate change especially heat-health for vulnerable groups.

Problem Objectives

- A. Promote safer buildings, streets and open spaces - by improved design principles in public spaces, including overlooking buildings, active ground floors.
- B. Encourage quality development of derelict and underutilised sites.
- C. Support the development of facilities for urban management in public space, such as guard huts.
- D. Encourage safety upgrades to pedestrian infrastructure, particularly where it connects to public transit, schools or other high traffic destinations
- E. Implement road design changes to discourage high speeds in residential areas
- F. In general, development should front onto development routes and activity streets. Active street interfaces should be encouraged, and large extents of blank wall and street-facing carparks avoided

5.2.2. Local culture and community is given space for expression in a way that supports health, wellbeing and belonging

Problem Statement

Challenges related to community segregation and existing safety concerns in the area. Increased crime (at various scales) has caused challenges, especially in areas that are connected to large open pieces of undeveloped land. Additionally, whilst there are also a large provision of civic and community facilities and open space, these could be improved and serve the community better.

Problem Objectives

- A. Space for residents and communities to come together and help one another.
- B. Social facilities are safe and convenient to access through transit and NMT networks. They are also well maintained and clustered for the improved social cohesion and ease of access by communities.
- C. Design for improved streets and public spaces. Increased landscaping and improved quality public spaces are considered in high use areas, encouraging areas where people can socialise and gather.
- D. Improve the quality of public spaces to allow the development of a unique sense of place, giving local residents space to share music, sports, arts food and for commemoration of exceptional residents, events, struggle and activism.
- E. The cemetery is a key destination for commemoration and is upgraded and maintained in a way that ensures dignified mourning.
- F. Parks and public open spaces are intentional, managed and integrated into urban developments.
- G. Civic upgrades, landscaping and NMT provision should be a key consideration and made as and where appropriate to ensure quality streetscapes. Special focus should be on creating high-quality attraction areas at strategic locations

5.2.3.3. Safer and more efficient movement and access to and from surrounding neighbourhoods

Problem Statement

The study area faces significant challenges in its transport system, the area is disconnected from surrounding neighbourhoods by barrier infrastructure, including rail and the N1, road plans to better connect Kensington to the North and West have yet to come to fruition. In the public transit environment, deteriorating rail infrastructure and ongoing vandalism, have rendered only 3 of 6 local train stations operational. This limits accessibility and increases pressure on already strained road networks.

Road-based public transport users are also affected by inadequate infrastructure, including insufficient shelter from harsh weather conditions. Major corridors such as Voortrekker Road experience heavy congestion during peak periods, compounded by bottlenecks at key intersections along 5th and 12th Avenues. Non-motorised transport options are poorly supported, with a lack of dedicated cycling infrastructure.

Additionally, weak integration between transport modes—particularly the underutilised link between the Century City MyCiTi bus stop and train station—limits network efficiency. Accessibility barriers at train stations and broader safety concerns, including petty crime and insufficient traffic calming measures, further reduce the usability and attractiveness of public transport in the area.

Policy Objectives

- A. Initiate public space improvements and improvements to NMT for better street design.
- B. Support creation of safer, multi-purpose streets with the safe movement of children prioritised around schools. Scholar transport is considered and managed to reduce impact on local public spaces.

- C. Larger road projects are implemented and connect previously fragmented neighbourhoods and those adjacent to residential neighbourhoods are designed as complete streets, with safety or most vulnerable residents in mind.
- D. Well managed traffic, responding more effectively to peak hour flows and pedestrian movement.
- E. Access to public transport occurs in a public environment supporting safety, universal accessibility and transit oriented development.
- F. Eliminate conflicts with large freight vehicles.
- G. Design roads for safer speeds, especially in residential local streets and surrounding public spaces and insitutions.



Figure 20. Guidelines for active streets for safety

5.3. Social Cohesion & Housing - Promote social integration and opportunities for housing

5.3.1. Maintaining and supporting a mixed and inclusive housing environment, ensuring affordable housing in a growing range of housing choices for residents.

Problem Statement

The legacy of apartheid, increasing land and property prices and housing competition have led to overcrowding of the existing single residential environment. The low density housing environment has not accommodated the growing demand in the area. Informal settlements in the area need upgrading and social support may need expansion to uplift existing communities.

Policy Objectives

- A. Give spatial effect to transit-oriented development by encouraging mixed-use intensification
- B. Formal housing to be developed, ensuring the delivery of housing is balanced with infrastructure provision to ensure integrated and sustainable human settlements.
- C. Considered design of buildings and property extensions and opportunities for backyard dwellers to find formal rental opportunities.
- D. Emphasis should be balancing development with integration with neighbourhood character.
- E. Recreational space and appropriately scaled community facilities to be integrated into denser housing developments.
- F. New housing to contribute and not detract from the neighbourhood character and identity, encouraging landscaped elements, shared public spaces and overlooking features promoting safety by design
- G. Support for informal settlement upgrading and management with the aim for progressive upgrade of housing to transform informal dwellings into safe, formal dwellings in future.

5.3.2. Enabling infill development and the sensitive development of large underutilised properties, creating a more connected, integrated and inclusive urban area.

Problem Statement:

Challenges related to large tracts of underutilised land and lack of development. Additionally, there is a need for housing and increased intensification of land use, which has caused increased vagrancy, informal development and illegal development.

Policy Objectives

- A. City to support and encourage land release and development impact processes, including environmental and heritage impact assessments where relevant.
- B. Supporting restoration of land rights to claimants and support integration with existing communities.
- C. Accommodate more families per square km than the surrounding areas, in high quality formal urban development.
- D. Ensure opportunities to address local overcrowding and provide affordable accommodation.
- E. Promote shared quality public spaces and sensitive integration between existing areas and new development areas.
- F. Encourage land use intensification along public transport routes, along IRT routes and future transport connections and around stations

5.4. Sustainable Urban Growth - Encourage balanced intensity, diversity and adaptability of uses.

5.4.1. A diverse and vibrant economy that supports employment opportunities and integrates in a mutually beneficial way with community life.

Problem statement

The Kensington area has a strategic economic position along the Voortrekker road corridor within strategic proximity to other business and industrial nodes and strategic infrastructure. Furthermore within the suburb are a host of home based businesses and corner shops. While offering local employment, local businesses do come with impacts on the residential environment that need management. For example where freight vehicles circulate close to schools.

Policy statement:

- A. Vibrant local business areas and corner shop culture encouraged, with opportunities encouraged for terraces and outdoor space in local businesses.
- B. Less formal local markets and events that support business opportunities are encouraged.
- C. Economic uses adjust their activities to coexist with residences and scholars in a way that supports safety and peace.
- D. Home businesses limited to ensure peace and safety of neighbours.
- E. Ground floor economic activity encouraged in new developments.
- F. Explore the potential for economic uses along the N1.
- G. Encourage more functional connections to the Century City area

5.5. Service-led growth - Urban Growth, provision and maintenance of infrastructure and community facilities

Problem statement

Infrastructure in the area is aging and requires upgrade and maintenance, particularly to respond to the trend of additional dwellings being built in the neighbourhood.

The non-motorised transport infrastructure is inadequate for universal accessibility.

Sanitation capacity will need to be addressed through the completion of wastewater treatment expansion projects at Athlone.

Social facilities- sports ground has access and use limitations. Some areas have less access to space for safe informal recreation. As the area grows additional space for learning and recreation will be needed, alongside schools and creche's.

Policy objectives:

- A. Plan and implement scheduling of infrastructure upgrades to align with development.
- B. Direct densification and intensification to appropriate areas to maximise public investment.
- C. Ensure increases in population density are concurrent with the planning and development of community facilities, according to norms and standards for the implementation of community facilities.

5.6. Biodiversity and open space: Prioritise biodiversity and improved connections to nature

5.6.1. 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

Problem statement

Biodiversity remnants have not been intentionally protected, but have survived due to properties being neglected and under-development. The biodiversity in the area is vulnerable to threats from pollution, land invasion and invasive species. Furthermore these sites are currently experienced by residents as unsafe, derelict and poorly integrated into the urban area. Partial and sensitive development of biodiversity areas is argued in this policy to be justifiable. However vegetation in the study area represents some of the last remnants of Cape Sand Fynbos vegetation in the world, loss of these habitats are irreversible and therefore conservation and mitigation measures will need to be balanced with urban development.

Policy Objective

- A. Urban development to be structured in a gradient from urban development, road way, non-motorised transport infrastructure, green corridors and public access green space and core formal conservation area.
- B. Core conservation areas to be structured around natural wetlands where possible,
- C. Areas for storm water attenuation and discharge to avoid impacting natural wetland areas.
- D. Sustainable urban drainage systems to be planned within urban areas.
- E. Should land be disposed of to private developers they are to finance stewardship of conservation areas and landscaping of green links.
- F. Basic assessments to be undertaken prior to land disposal.
- G. Land claimants to be supported in implementation of

CITY OF CAPE TOWN



LOCAL SPATIAL DEVELOPMENT FRAMEWORK

6. SPATIAL DEVELOPMENT FRAMEWORK

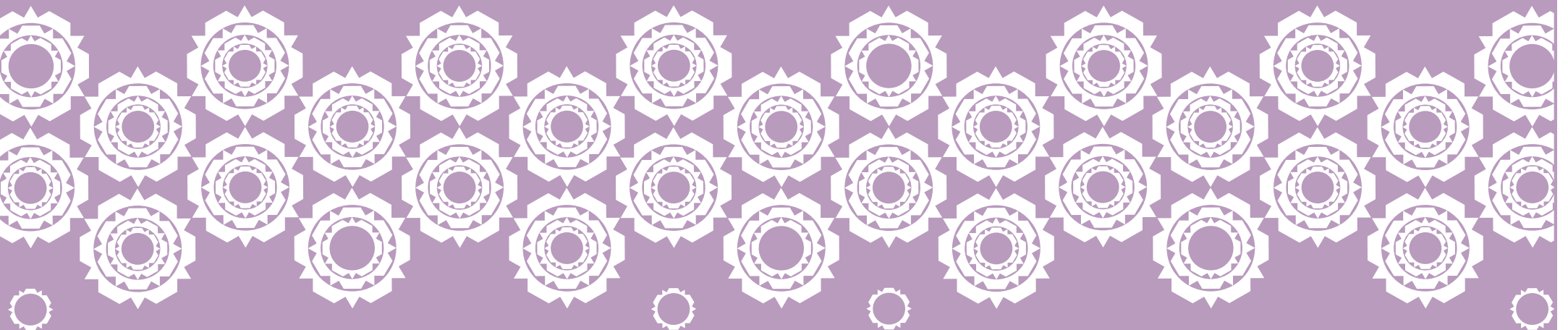




Figure 21. Concept map

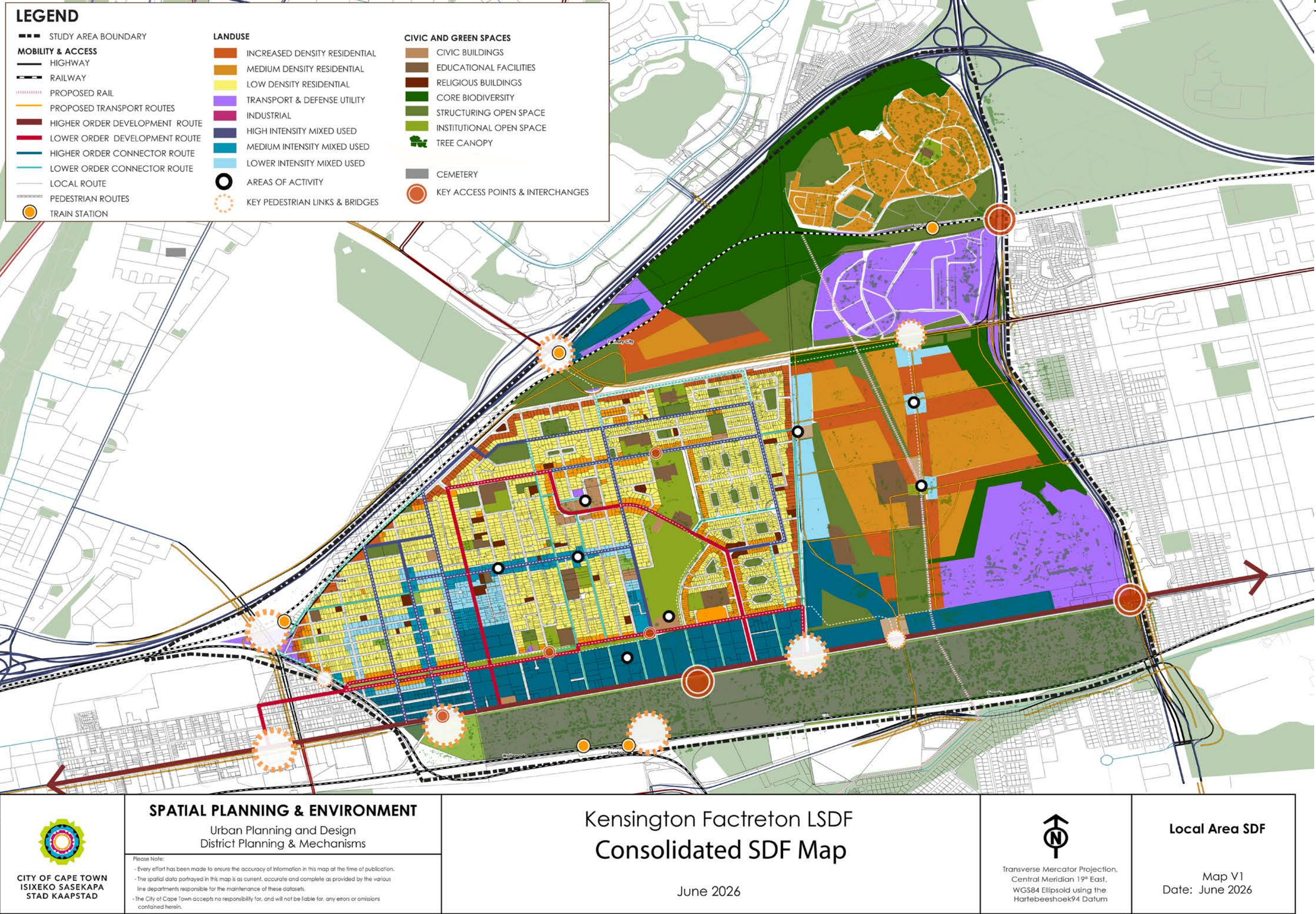
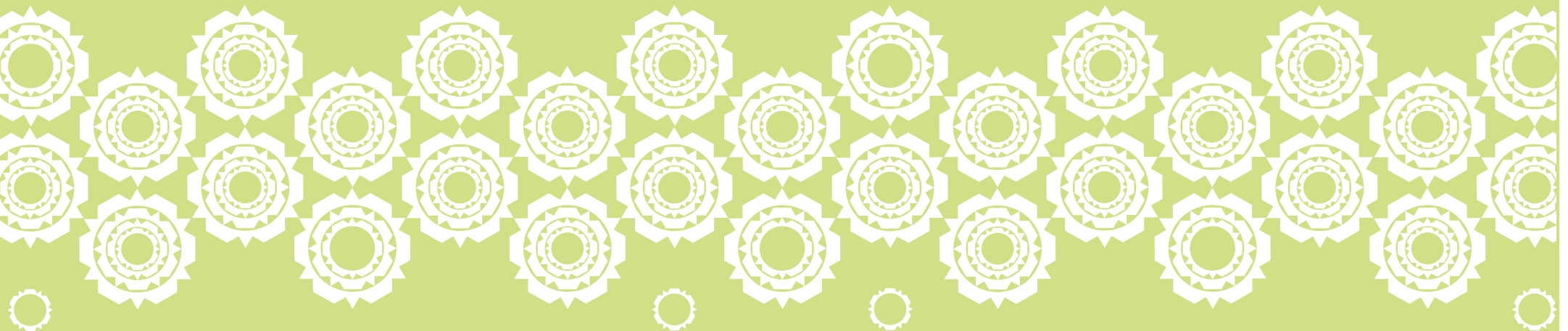


Figure 22. Consolidate SDF Map

Civic & Environment			Landuse			Mobility		
	Civic Buildings and Instiutions: These areas provide institutional and civic uses like libraries, community halls andand police stations etc.			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).			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.	
	Educational Instiutions: These provide educational services - primary and high school etc.			Medium Density Residential Area identified for residential densifications, where medium density up to 3 or 4 storeys in general. Equivalent to around 25 du/ha gross (150-300 du/ha net).			Highway Existing highways that impact the study area (N1). These are the highest form of tranport route with a primarily mobility function.	
	Religious Instiutions: These areas hold communal and religious services etc.			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.			Railway Existing ralway lines throughout the study area.	
	Protected and Conserved Areas: Areas with formal environmental protection or conservation status. The primary use of these areas is for conservation.			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.			Proposed Rail	
	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.			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.			Proposed Transport routes These are proposed transport routes in the area that designate future extensions and upgrades to the road network 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.			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).			High Order Development Route A road which has both a mobility and accessibility function.	
	Wetlands Areas designated with ecosystem where the ground is permanently or seasonally saturated with water.						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.	
	Cemetery Existing cemetry set aside for the burial of deceased.			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).			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.	
	Tree canopy Existing tree system in the study area.						Lower Order Connector Route This road has a primarily mobility in the local area, direct access is limited. Pedestrians are prioritised here.	
Nodes			Low Intensity Mixed Use:			Local Route		
	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.			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).			This is a local street which has many direct access points.	
	Areas of Activity These are areas which attract a high number of people to them. Includes for shopping, recreation, sport and transport.			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.			Pedestrian Desire lines These show existing desire lines/ paths which are frequently walked. An informant ,not hindrance for development.	
	Building Footprint: Existing built footprint for the study area.			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			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.	

7. PRECINCTS



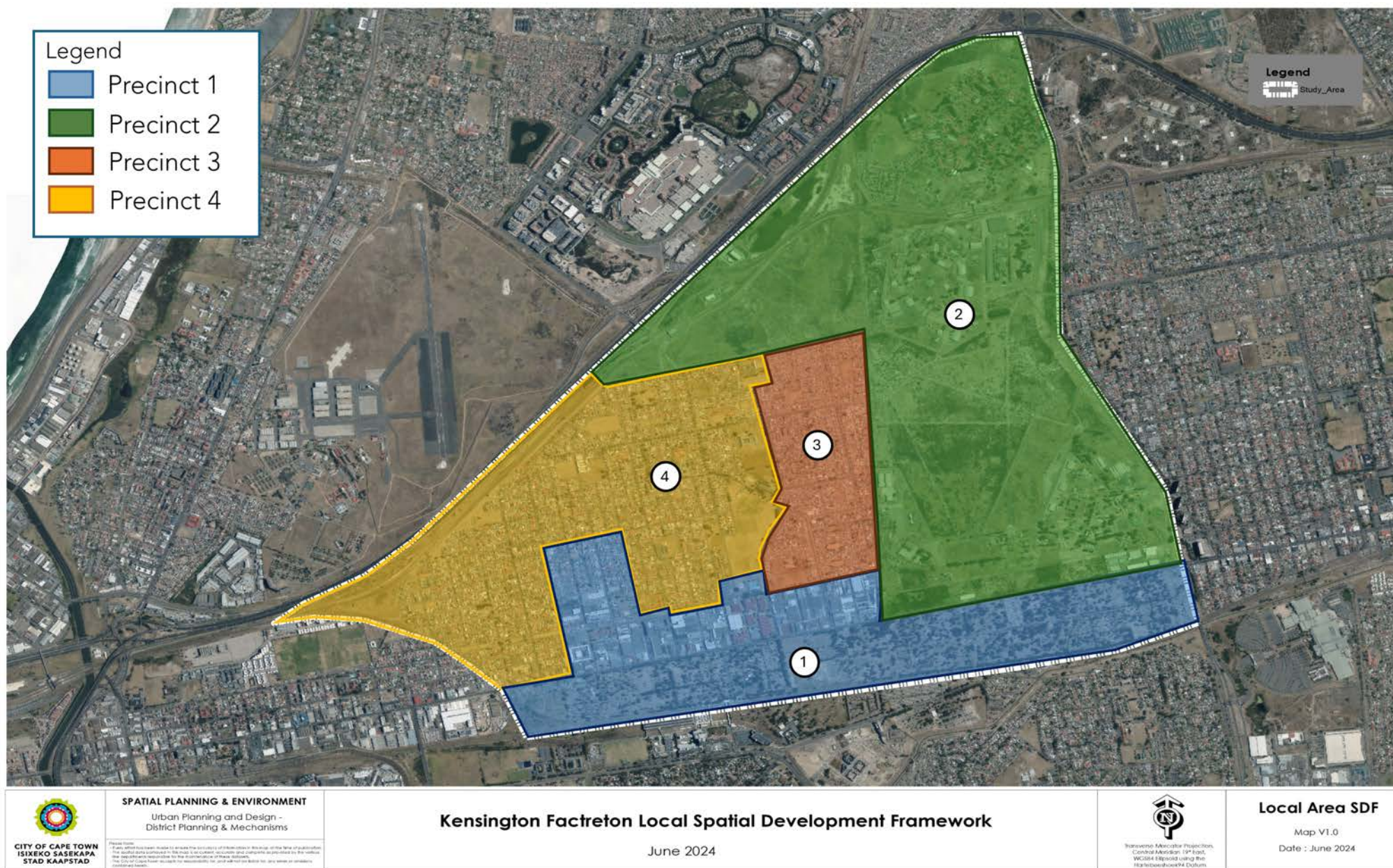


Figure 23. Precinct Composite Map

7.1. Precinct 1:



Figure 24. Precinct 1 Legend and Map

7.1.1.DESCRPTION AND INTENTIONS

The precinct is characterised 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 (Golden Arrow) 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).

Voortrekker road is a metropolitan structuring corridor, connecting the 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. In this section of the route there is a mix of uses along the northern section of the road, where factory and commercial developments began in the early 20th Century.

Today the majority of uses in this area are commercial and industrial, with the exception of a dense multi-storey housing development on 10th avenue and Nyman Street. The industries here are considered part of the Maitland economic area, connected to Maitland and Ndabeni.

East of 6th Avenue and North of Nyman Rd, factory buildings are interspersed with the historic residential buildings. The informal settlement and diverse business types along 6th avenue are included in the precinct.

7.1.1.1. Business Activity

- This precinct contains the majority of economic activity in the LSDF area.
- The business mix along the Kensington section of Voortrekker Road includes:
 - Home improvements and furnishing sales and manufacturing
 - Food and beverage manufacturing,
 - Clothing and shoe manufacturing and factory shops, automotive parts manufacturing
 - General retail e.g. groceries and hardware stores
 - Businesses related to funeral and cremation
 - Service and finance
 - Logistics
 - Storage and warehousing.
- The Maitland Economic area shows strong performance in terms of job creation, low vacancy and strong property capitalisation. This, coupled with the potential of vacant land nearby indicates potential for further strong performance ahead.
- The Eastern section of the Precinct is the Southern Boundary of the Wingfield, sites were given to the Ndabeni land claimants in terms of section 42 of the land claims act in 2001. These sites currently contain informal and temporary structures and is generally underutilised.

7.1.1.2. Heritage:

- The Southern Area of the precinct includes the Maitland Cemetery which is bounded by the rail line.
- There is a historic Jewish cemetery on the corner of 7th ave and Voortrekker Road.
- A Factory building on 18th Avenue has elements considered conservation worthy.

7.1.1.3. Access and Mobility:

- The Mutual Station area is a critical public transit access point to the Precinct.
- Voortrekker road is both a mobility and access route in the area and peak congestion is significant. \ The character of the area is further influenced by surface parking and large vehicle holding along Nyman St. Publically owned land parcels are leased for private use by transport companies, informal taxi ranking and truck staging takes place in an erratic and occasionally disruptive manner in public spaces during the day.
- The Northern boundary of precinct 1 is characterised by a mix of transport-related activities, education facilities, and surrounding residential areas. Mini-bus taxis circulate in this area.

7.1.1.4. Social facilities:

- Educational facilities include Kronendal Primary School and Windermere Primary School that play a significant role in shaping daily movement patterns within the precinct, particularly during peak morning and afternoon periods.
- The Cemetery is a facility of metropolitan significance.
- There are parks and open spaces along Nyman road and the swimming pool forecourt.

7.1.1.5. Zoning:

- Majority is MU2, with the exception of the cemetery which is CO2 and the residential properties north of Nyman road, zoned R1.



Figure 25. Existing Mixed Use properties

7.1.2.Key challenges

- Peak hour congestion along Voortrekker Road and at the intersections connecting to Voortrekker Road, lack of alternative connections to employment destinations outside the study area.
- Business and industry are over-reliant on Voortrekker road as a movement route as key connections and alternative routes in and out of the area have yet to be developed.
- Voortrekker road functions as a mobility route and has substantial retail activity alongside, sometimes causing friction and congestion.
- Declining bus transport reliability, particularly the 5th Avenue bus service, which currently operates with significant delays compared to pre-COVID performance levels.
- Mini-bus taxi services have filled the gap left by the lack of scheduled service. Irregular driving patterns and unplanned ranking activities exacerbates congestion and occupies key public spaces.
- Traffic congestion and movement conflict, especially along Nyman Street during school peak hours. The mix of taxis, school buses, heavy freight vehicles private cars and pedestrians leads to overcrowding, unsafe conditions, and delays which points to weak traffic management and limited road capacity for the level of activity.
- A harsh non-motorised transport environment along key routes, for example from Voortrekker road into Kensington. It is typified by hostile security architecture, long blank facades and often small pavements with vehicles parked on them.
- Pedestrian infrastructure is lacking on Nyman Street near primary school which increases the risk of accidents, particularly for learners.
- The retail environment is more practical than inviting and does not encourage lingering or visiting several businesses.
- There are few trees or comfortable public spaces around retail areas.
- Narrow pavements discourage activity and leave no space for less formal trade.
- Lack of formal school drop-off and pick-up facilities, resulting in spill-over congestion into surrounding streets and public spaces. – school having a ingress and egress
- Public space quality as well as safety and security concerns have arisen from the residents, as gangsterism is increasing and there are reports of gangs using the parks to perform crime, residents no longer utilise these parks as a result.
- Pressure from informal land uses, including land occupation South of Wingfield along Voortrekker road.
- The informal settlement on the Sixth Avenue has requires upgrading, de-densification and management. Eventually relocating the occupants into more adequate housing, or managing and providing social support until this possible. .
- In addition, during winter Windermere primary school faces flooding challenges in their drop off and pick up designated area, which can lead to school closure as learners uses same gate to access school premises. There's public transport challenge as there's one bus in the morning which lead to car dependency due to insufficient public transport in the area.
- The railway land presents a harsh barrier between Maitland and Kensington. Providing opportunity for anti-social and criminal activities.
- Potential to extend the industrial, mixed use or commercial zoned land along Voortrekker Road in an Easterly direction, increasing the value of land claim properties.
- Emergency housing currently located on land claimant property.
- Flooding of claimant property along Voortrekker road and the need to invest in stormwater drainage here which can connect to the Elsiekraal River Canal.

- While the cemetery is an essential service, the lack of economic uses on the Southern Boundary of Voortrekker road limits clustering opportunities for local businesses.
- The location of the naval base security wall which separates Ndabeni land claims property.
- The high cost of developing vacant land in the area and relocating the emergency housing and informal settlements.

7.1.3.Key Opportunities

- The precinct has a potential to be strengthened as a well-functioning, transit-oriented urban node. There's a major opportunity to enhance public transport integration. The precinct falls within PT1 zone and is served by buses and taxis, it can be formalised into a more efficient interchange with designated stops, improved shelters, and better coordination between modes and this would reduce congestion and improve commuter experience.
- An Urban Development Zone covers the industrial and commercial areas providing incentives for urban upgrading.
- The Number of firms and businesses in the wider Maitland economic area have increased over time. Providing in excess of 70000 accessible jobs.
- Vacant land along Voortrekker Road is well located for access and economic clustering, therefore ideal for a range of high intensity urban development opportunities.
- Major transit hubs, such as Mutual Station offer access in and out of the area.
- Land is still reserved and available to develop road connections in and out of Kensington.
- Land is still publically owned along Nyman Street, in front of schools- which provides opportunity to upgrade the

pedestrian and scholar transport amenity.

- Potential to optimise public land along Nyman street in order to buffer between industrial and suburban land uses, introduce more formal parking arrangements and scholar transport management and develop public spaces at key junctions.
- The space between square on 10th and the primary school can be developed into a quality public space, serving both practical scholar transport activity and public space.
- The existing mix of land uses presents an opportunity to intensify and optimise mixed-use development.
- Vacant or underutilised land along Voortrekker Rd can be redeveloped into higher-intensity urban development supporting a more compact, walkable environment in line with spatial transformation goals.
- Potential to strengthen local economic development by supporting the establishment and growth of small businesses.

7.1.4.Key Intentions:

- Encourage business retention, expansion and enhancement along this area of Voortrekker road, progressively improving the public environment in which businesses operate.
- Being located within the PT1 zone, the focus is on encouraging the use of buses and taxis, improving connectivity, and reducing reliance on private vehicles. This supports a more efficient and sustainable urban transport system.
- There's strong intention to support mixed-use development and economic activity at higher intensities, allowing for more jobs and higher turnover for local businesses.
- The combination of residential, business, commercial,

and light industrial uses allows for a vibrant environment where people can live, work and access services within proximity.

- A key objective is to enhance safety of public space and community facilities in this precinct. This contributes to social interaction, safety, and overall quality of life.
- In addition, there's an intention to manage movement and improve traffic conditions, especially in response to congestion in Nyman Street. This may involve better traffic management, safer pedestrian infrastructure, and improved road hierarchy planning.



Figure 26. Existing traffic challenges

URBAN DESIGN GUIDELINES FOR DEVELOPMENT

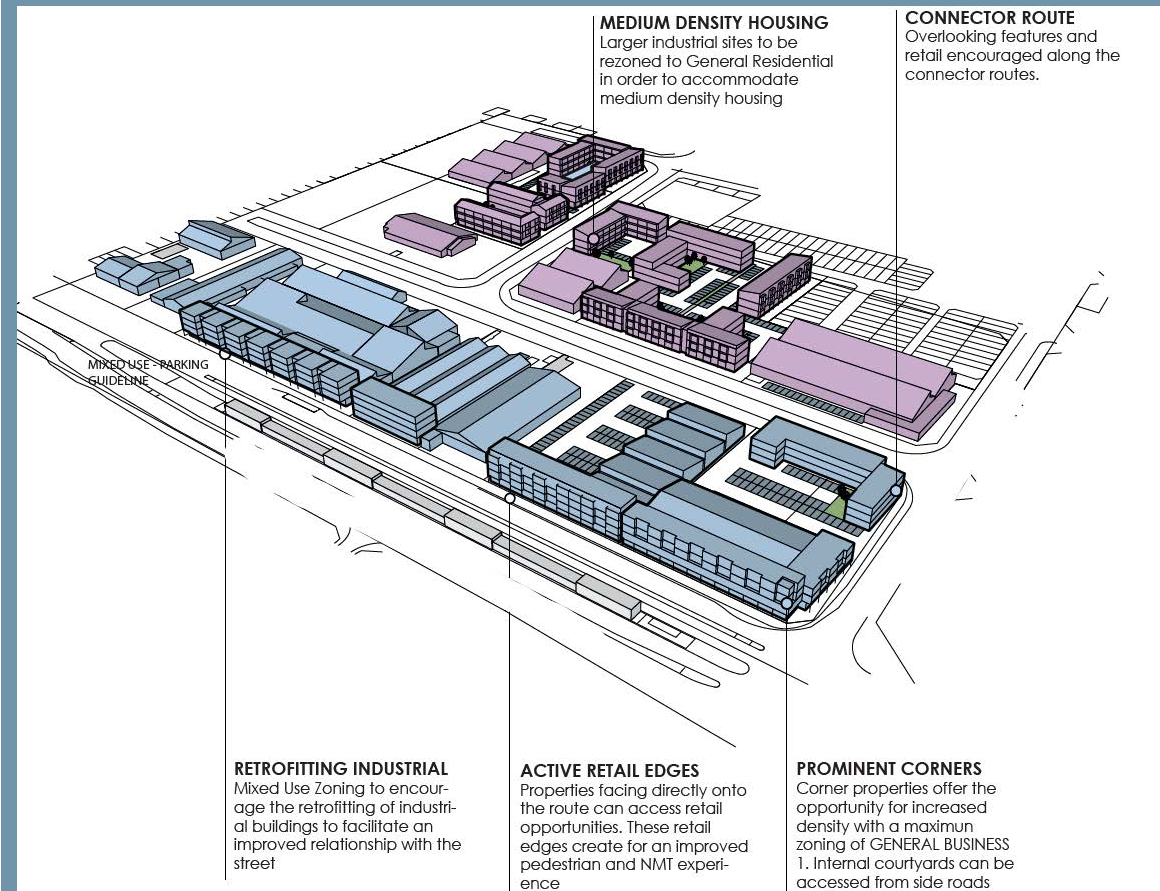


Figure 27. Conceptual diagrams for guidelines for Industrial properties

7.1.5. Precinct Guidelines

Land Use and Character

- A. More intense commercial and residential development can be focused between Voortrekker road and Nyman street.
- B. Dense residential developments oriented along Nyman street are to provide both internal parking and recreational space for residents in order to discourage misuse of the public spaces along Nyman street, particularly around schools.
- C. Development along Nyman street to be limited to 8 storeys and contribute to improvements to the public environment through landscaping and paving of street edges.
- D. Rezoning or land uses which allow for more compatible interface between residential and industrial, for example multi-storey residential, or local business use, can be considered along 6th Avenue.
- E. The upgrade of informal settlements to become formal residential development areas is promoted.
- F. Consider sensitive infill development on the Southern edge of Heerlik Park to improve the safety and usability of the park and encourage designs with overlooking features around this park.
- G. Where industrial properties redevelop, ensure nuisance activities are located further from existing residential properties.
- H. Landscaping of surface parking areas is encouraged.

Public Space

- A. Restore the property between 8th and 9th avenue as a public space, connecting to Heerlik park and forming part of a public space system connecting schools on Nyman road.
- B. Consolidate and enhance the green strip between Dapper and Nyman roads as a linear public open space system performing multiple functions, discourage the use of this space for heavy freight vehicles, particularly where these would direct freight traffic

in front of schools. Consider where adjacent public open spaces can contribute to a public space system. Encourage a cohesive public space system, with cohesive surface quality, adequate drainage and traffic calming.

- C. Restore and rationalise space between 5th Street and Nyman Road to serve as a multifunctional public open space
- D. Encourage multiple uses of large public spaces around retail activity, for example markets, food trucks or community events.
- E. Support the upgrade and restoration of facilities at the cemetery, encourage a dignified and safe environment for mourning. Development only to be related to the operation of the cemetery

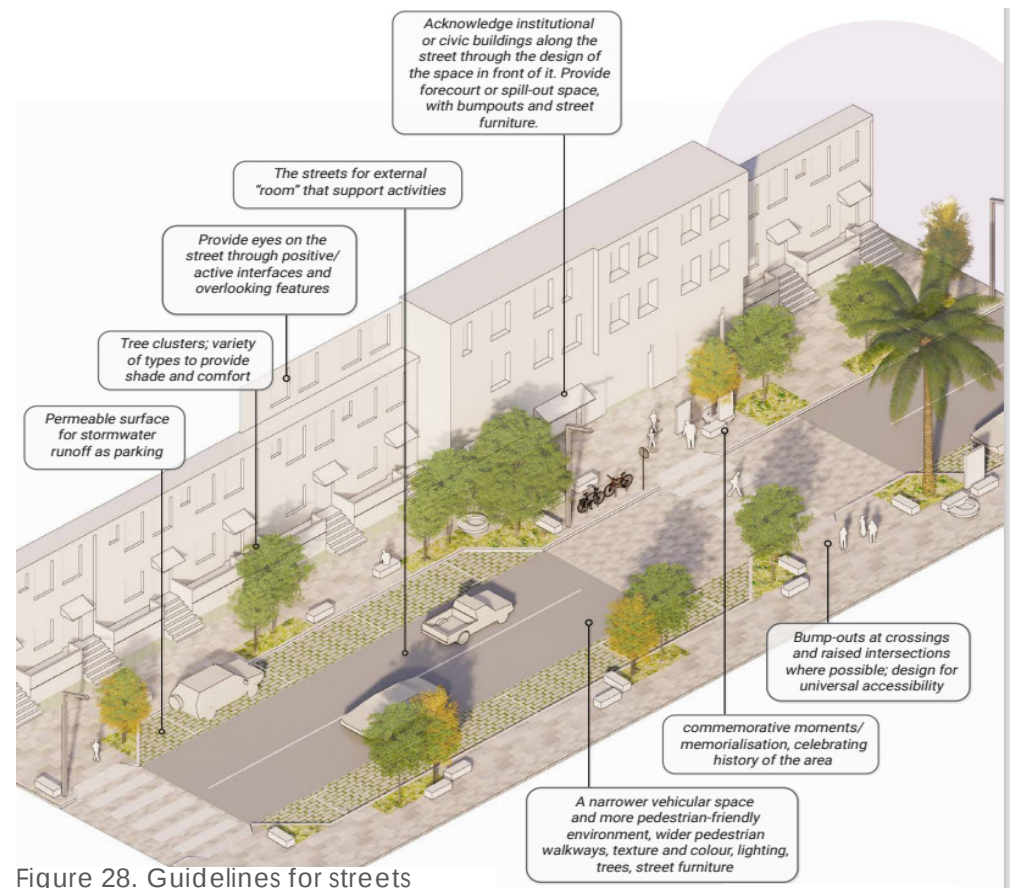


Figure 28. Guidelines for streets

Movement and Access

- Where learners may commute to schools on Dapper and Nyman road, transport operators are discouraged from dropping off on Voortrekker road and instead use designated drop off zones or drop off at the school side of Dapper/Nyman road.
- Parking provision should be managed holistically, with upgrades to surface quality, drainage, and access where required
- Non-motorised transport routes from Mutual station to be enhanced where needed, through lighting, paving or tree planting.
- Encourage separation of NMT and industry parking uses to promote a safe NMT environment.
- Upgrade the pedestrian environment and separate from parking to improve pedestrian safety.

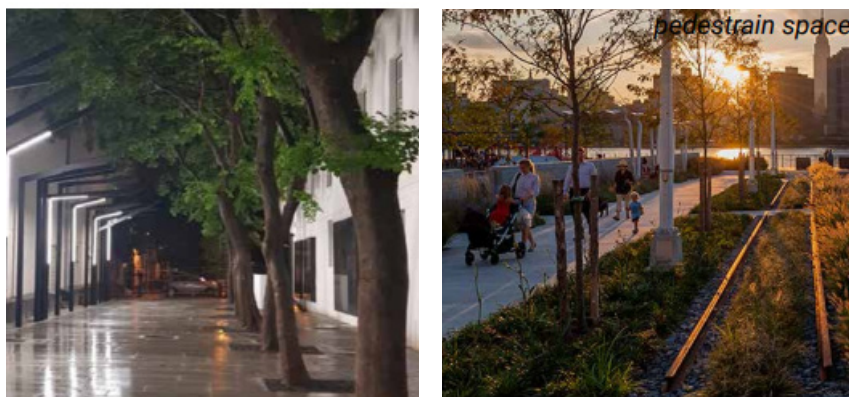


Figure 29. Precedent for street design and landscaping

URBAN DESIGN GUIDELINES FOR DEVELOPMENT

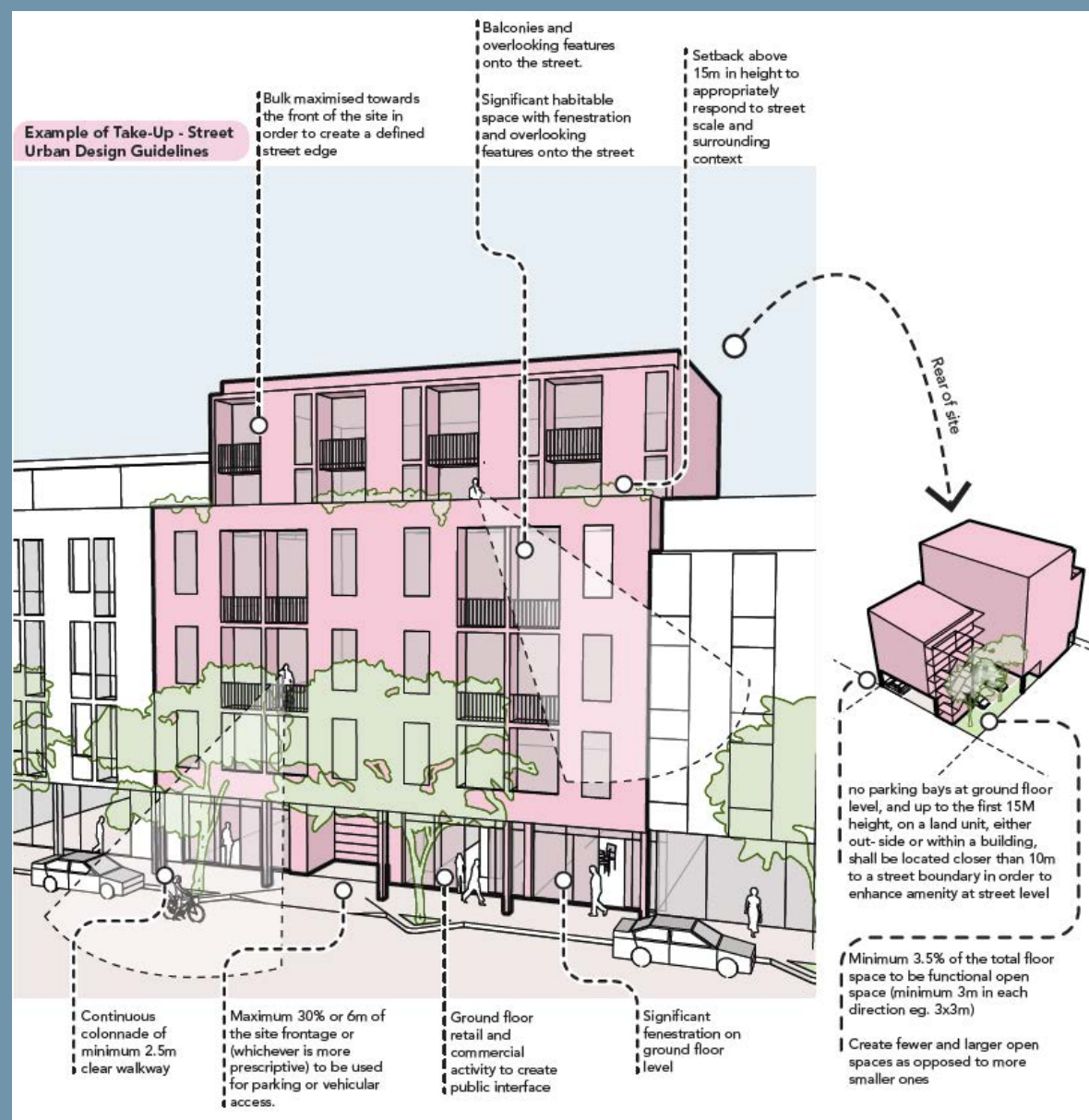


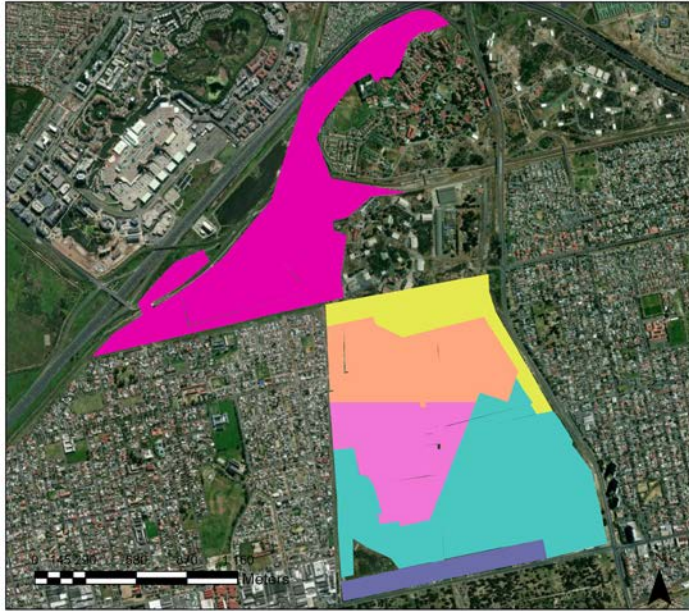
Figure 30. Guidelines for Mixed Use Properties and redevelopment

7.2. Precinct 2:

Land Use Split for Planning Areas

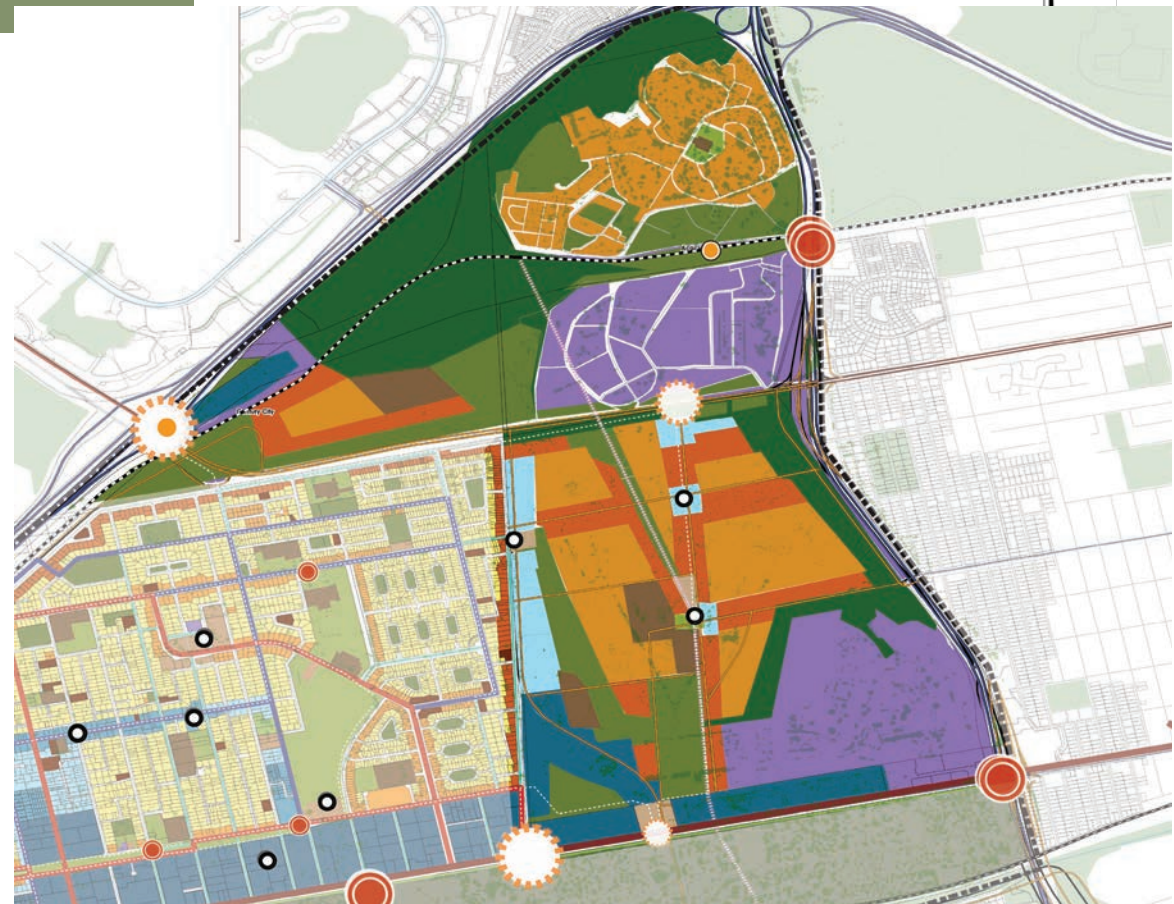
A
B
C

D
E
F



	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

Figure 31. Precinct 2
Landuse Calculations



LEGEND

--- STUDY AREA BOUNDARY

MOBILITY & ACCESS

— HIGHWAY

— RAILWAY

--- PROPOSED RAIL

— 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 & DEFENSE UTILITY

— 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

Figure 32. Precinct 2
Legend and Map

7.2.1.DESCRPTION AND INTENTIONS

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

Wingfield was developed in the 1920's as Cape Town's first airfield and was used for both military and civilian aviation before the Cape Town International Airport was developed. Thereafter it was deployed as a military base. Wingfield having origins as an airfield has vast tracts of undeveloped land, in a well-located part of Cape Town.

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.

To the North of Wingfield is Acacia Park a Parliamentary village and limited access area used to house Members of Parliament and officials. It is sparsely developed with 493 residential units and community facilities.

The remainder of the precinct to the North East of Wingfield includes a vacant transnet owned transport zoned property currently used for for informal pedestrian access to Century City train station. There has been significant criminal activity on the site affecting the safe access to the train station. To the east dumping is frequent and unmanaged along Acre Road

7.2.2.Natural and Heritage Assets

- The area contains remnants of Cape Flats Sand Fynbos, which is critically endangered and irreplaceable. None of the biodiversity assets have protected status.
- There are a number of wetlands throughout the area and urban stormwater retention facilities along the future road alignment.
- The military history of Wingfield is considered to have heritage significance with a Grade 3A Heritage listing. However the historic structures are in a poor condition having been vandalised and anything of value removed.

7.2.3.Zoning

- Wingfield site is Utility
- South of N1 and North of Acre rd is TR1
- Acacia Park is MU1

7.2.4.Forward Planning

- The 2023 Table Bay District Plan identifies the precinct as having development potential and being suitable for urban infill. The Category Core Biodiversity Areas of Coincidence acknowledges that urban development must coincide with sensitive integration of environmental features.
- The Environmental Management Framework Table 5 in the 2023 District Plan, gives detailed guidelines for considerations relating to environmental categories.
- The City's Public Right of Way Network proposed road schemes that have yet to be implemented. In Kensington the failure to complete the network has have left the area disconnected from surrounding suburbs. The Frans Conradie extension and Acre Rd scheme have the biggest impact on this precinct which will connect existing and future urban development to vehicular traffic to the N1 in the north.

7.2.5.Stakeholders and Use Agreements

- The Ndabeni land claim settlement agreement is a key informant of development and outlines that the state is responsible for ensuring the claim is realised.
- Department of Public Works- the bulk of the site is owned by National Government and accordingly the Department of Public Works are custodians of the site.
- Department of Defence are the current users of the site.
- Ndabeni Community own 54.8ha of land at Wingfield while the majority of this land remains undeveloped, 13ha amount is currently occupied informally..
- Land Claims commission and the high court are responsible for coordinating the Ndabeni settlement agreement and land claim institutional set up respectively.
- The City of Cape Town is responsible for the forward planning of the wider area including the planning of community facilities, future land use management processes, coordinating basic service provision (but not full financing) and transport planning.
- Provincial Government will be responsible for the provision of education and health facilities.

7.2.6.Challenges:

- Uncertainty around the release of land for development and the development of key mobility connections such as the Frans Conradie Extension.
- High cost of professional services, processes and infrastructure needed to prepare the land for development.
- Existing infrastructure is insufficient to support development of the land claims property, where the state is committed to providing the necessary services.
- The high water table on site (18.m below the surface in summer and 0.5m in winter) and the need to augment the stormwater capacity.

- Informal land occupations have occurred and grown particularly since 2020.
- Dumping is evident and serious criminal activity has been reported.
- Uncertainty around the extent to which the Department of defense will be able to relocate or consolidate their operations and the impact this may have on the development build out.
- As Frans Conradie is planned as a Class 2 major arterial with limited access and an Eskom servitude runs along the Western edge of the site, the primary opportunity for neighbourhood integration is along the Western Boundary, 18th Ave/Future Aerodrome road.
- The Eskom servitude along Vanguard Drive edge of the site precludes development in the servitude area.
- The sites contain highly threatened vegetation and the outcomes of an EIA may alter the development potential.

7.2.7.Opportunities:

- Land for housing and community facilities, well located in relation employment opportunities and transport.
- Development of a site that has been under-utilised for a significant length of time will have positive impacts on the wider area.
- The construction of Aerodrome Road and Frans Conradie Drive extension will significantly improve the transport situation in the area.
- Converting vulnerable and unmanaged biodiversity into protected areas and managed green infrastructure.
- Connect fragmented parts of the City through development of historic road schemes such as the Frans Conradie Sable Road extension.
- Address the unmet supply of affordable well located housing and integrated housing development.
- The site has some limited potential to act as a linkage between open space networks and green corridors present in the area.

- Link to pans to the north west of site and possibly Century City Wetland
- Connect to Tygerberg open space system via powerline servitudes
- Link to Elsieskraal River system via Maitland cemetery, Black River Parkway open space system and ultimately Table Mountain National Park.

Key intention:

- The redevelopment of this precinct to contribute to the building of a more equitable city.
- The development of these sites should contribute to the establishment of a sustainable natural and built environment, maintaining well managed green infrastructure corridors and allowing for protection of natural assets.
- The development of this precinct should complement the surrounding activities and the overall improvement of the area.
- A well-integrated and managed urban area providing a range of housing opportunities, community facilities, public open space and local retail.
- A range of housing opportunities should be made available, with the provision of affordable housing opportunities being the focus of development.
- Connecting existing areas and new development and providing spaces that foster a shared sense of community.

7.2.8. Precinct Guidelines

Land use and Character:

- A. The highest density of development is generally considered desirable around the Century City station area and overlooking/ creating an edge to conservation areas and green spaces and visually connecting with existing residential neighbourhoods.
- B. While large sections of the site may need to be reserved for

wetlands and stormwater attenuation, densities on developable portions should be encouraged to be up to 24-27m above ground level floors, both to overlook open spaces and to support a more compact and accessible City.

- C. Mixed use development, with ground floor retail and residential above are encouraged in the immediate station precinct.
- D. Connections to Century City to be enhanced through both the extension of Frans Conradie to Sable Road and through improved NMT access to Century City.
- E. Precinct management for security, landscaping and cleansing, encompassing future development areas is encouraged.
- F. Due to the high water table, basement parking may be constrained, in such cases the urban design guidelines



Figure 33. Conradie Park development as precedent for perimeter block redevelopments

Open Space and Natural assets

- G. Formal environmental protections on a subdivided portion of land is desirable, in alignment with the biodiversity spatial plan, these can be through stewardship agreements to be determined in collaboration with Cape Nature.
- H. Green corridors are recommended between Frans Conradie and future development parcels and non-motorised movement is to be catered for within green corridors where possible.
- I. Approved landscaping plans, water sensitive urban design practices and sustainable urban drainage must be incorporated into development proposals.
- J. Urban development to be oriented towards wetland features where possible

Mobility and Access

- K. Generous and comfortable non-motorised transport links between Kensington and Century City station must be reserved and provision made for in the planning of the Frans Conradie Rd extension, ideally following existing desire lines.
- L. Deliver on historic plans for park and ride and safety improvements connecting the Kensington area to the Century City station.
- M. A class 3 or 4 connecting route parallel to the Frans Conradie alignment is recommended as an additional structuring route in the precinct. Access to properties to be arranged around class 4 routes.

Infrastructure:

- N. The development is proximate to existing stormwater retention ponds to the North of the Site. However the high water table will benefit from additional areas being allocated for on site water attenuation.
- O. New sewer and water connections will be needed to develop the property.

For Wingfield.

The proposal presented assumes the incremental release of Department of Defense land at least to the West of the proposed Aerodrome alignment and to the South of Frans Conradie. This is recommended to allow for the east west integration of Kensington and development of Wingfield. Over time the draft framework supports the full relocation of Department of Defense functions, in favour of integrated urban development.

Land Use and Character

- A. 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.
- B. Precinct management for security, landscaping and cleansing, encompassing future development areas is encouraged.
- C. Gross residential densities of an average of 75 dwelling units a ha in development areas are encouraged.
- D. Developments within this precinct are encouraged to take a perimeter block form, with shared spaces in the courtyards of buildings. Residential development should account for the bulk of development.
- E. Recreational open spaces are to follow the water shed and provide a buffer to wetland areas, facilitating ecological linkages across the precinct.

Natural Areas and Open Space

- F. Promote climate-resilient urban development by incorporating water-sensitive urban design measures, sustainable urban drainage systems, permeable surfaces, and green infrastructure within new developments and public infrastructure projects, particularly in low-lying and flood-prone areas.

- G. The proposal incorporates landscaped multi-purpose public spaces as key entry and arrival points. These urban gateways can function as public markets, civic forecourts, social meeting places and parking areas.
- H. The establishment of a linear, multi-purpose urban park, facilitating green connections and sustainable drainage, is proposed as a key feature of Wingfield. The urban parks functions include active and passive recreation, protected areas of endangered indigenous vegetation, open space corridor within which to manage storm water runoff, a cycle and jogging trail and flexible use open space. The position of the urban park and green corridors responds to the drainage lines and incorporates seasonal wetland areas.
- I. The use of the powerline servitude along the western edge as a biological corridor that links up with the natural heritage sites to the north and provides a soft interface between future urban areas and Vanguard Drive.
- J. Where open space systems contain biodiversity areas it is recommended that these be formally protected or under formal stewardship arrangement, to be determined in consultation with Cape Nature.
- K. As this is one of the last remnants of Cape Sand Fynbos it is possible that conservation area on site may need to be increased. The delineation of conservation areas is indicative in this draft and may be better determined at the detailed EIA stage. Noting the imperative for spatial transformation within this precinct.

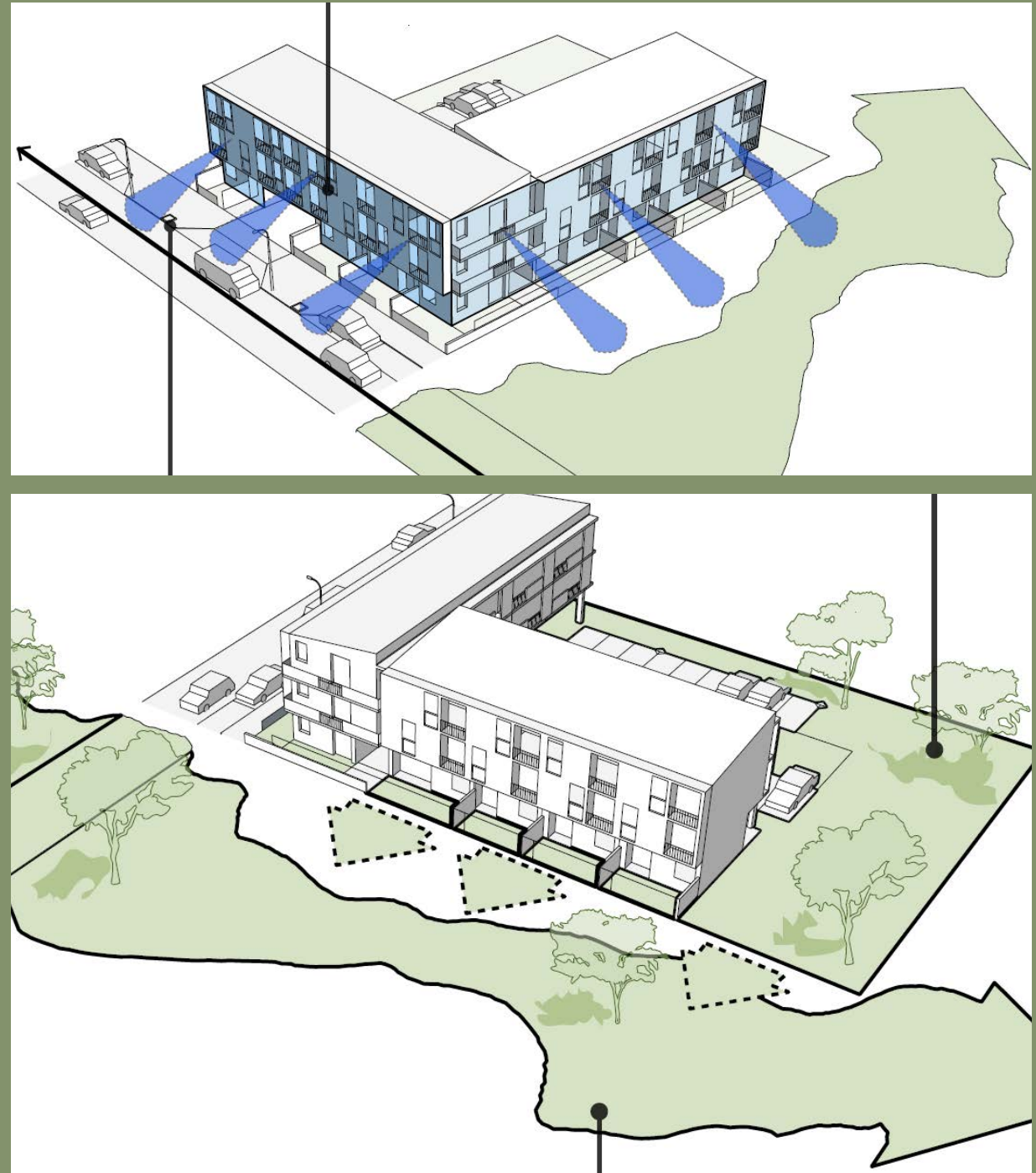


Figure 34. Passive surveillance and interaction with natural green spaces and public realm

Mobility and Access

- L. Access routes into Wingfield from Kensington and Factreton are to follow the alignment of existing structuring routes where possible, It is recommended that Sunderland Road to extend as a structuring route across the site.
- M. The construction of Aerodrome Road as a route that integrates new urban development at Wingfield with the existing urban fabric of Factreton. This may be achieved through hard and soft landscaping of the route and it's development as a complete street and the incorporation of parking within development parcels, rather than on the street.
- N. As access to Wingfield off the future Frans Conradie Drive will be limited by its function as a connector route a single northern gateway to the Wingfield site is provided for. This route serves as Wingfields principle north-south internal vehicular movement corridor, shared public urban spaces are encouraged alongside this route, within the Ndabeni settlement area, around which local retail can orient.
- O. Plan for public transport accessibility throughout and transport stops at points most accessible for the wider areas, for example where Frans Conradie enters Wingfield, along access routes that continue from Wingfield through Kensington.
- P. Access from Goodwood to the area recommended through the extension of Milton Road.

Community Facilities

- Q. Community facilities are generally to be located at accessible areas within the precinct.
- R. Facility provision to be aligned with National guidelines. (CSIR 2015)
- S. Facilities to be developed and phased alongside housing to ensure there is capacity and well functioning, integrated human settlements.

- T. Guidelines indicate that for the estimated 9100 households that could potentially be accommodated in Precinct 2, the following facilities may be required.

Type	Number	Authority	Similar in 2km	Spatial categories which may accommodate
Police Satellite office	1	National Government	Yes	Civic or Mixed Use
Primary Health Care	1	Provincial Government	Yes	Civic or Mixed Use
Community Hall	1	City	Yes	Civic
Local Library	1	City and Province	Yes	Education or Civic
Local park	4	City	Yes	Structuring open space
Sports Complex	1	City	Yes	Structuring open space
ECD	3-4	City, Private, Provincial Government	Yes- capacity likely limited	Residential, Education, Mixed Use
Primary School	1.-2	Provincial Government	Yes- capacity limits	Education
Secondary School	1	Provincial Government	Yes- capacity limits	Education

*The final determination of community facilities will be dependent on the planning and prioritisation methods of the relevant authorities.

Infrastructure

- A. Proposed additional stormwater attenuation facilities are at the south western corner of the Defense force properties, following drainage lines and the retention of the ponds to the north of the site along the southern boundary of the Frans Conradie alignment.
- B. Energy saving fittings and building design is supported and the use of solar where
- C. The 2007 KFD Wilkinson Report estimated 28.67 MVA Land is to be reserved for smaller substations.
- D. While existing pump stations should be able to service the development, these will need to be upgraded and new connections developed in order to facilitate full build out of the property.

Acacia Park area

- A. Re-development is encouraged to intensify in the existing built footprints.
- B. Existing critical biodiversity areas are recommended for formal protections or stewardship agreements, to be determined in collaboration with City's Biodiversity Branch.
- C. More intense residential development and community facility development is encouraged.
- D. Consider opportunities for higher order public facilities or local retail areas at key future access points

PRECEDENT IMAGERY FOR VACANT PARCELS - PUBLIC SPACE, TRANSPORT INTERCHANGES AND PUBLIC REALM IMPROVEMENTS



Figure 35. Left to Right:
Precedent for public
space improvements and
investment

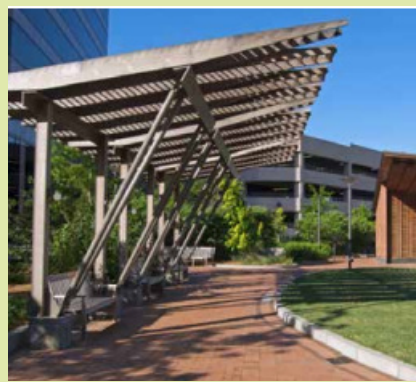
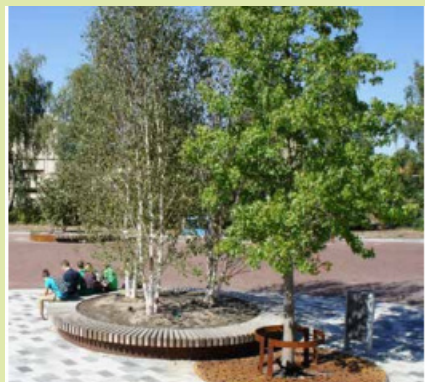


Figure 36. Left to Right -
Precedent for open
space, hard and soft land-
scaping

7.3. Precinct 3:

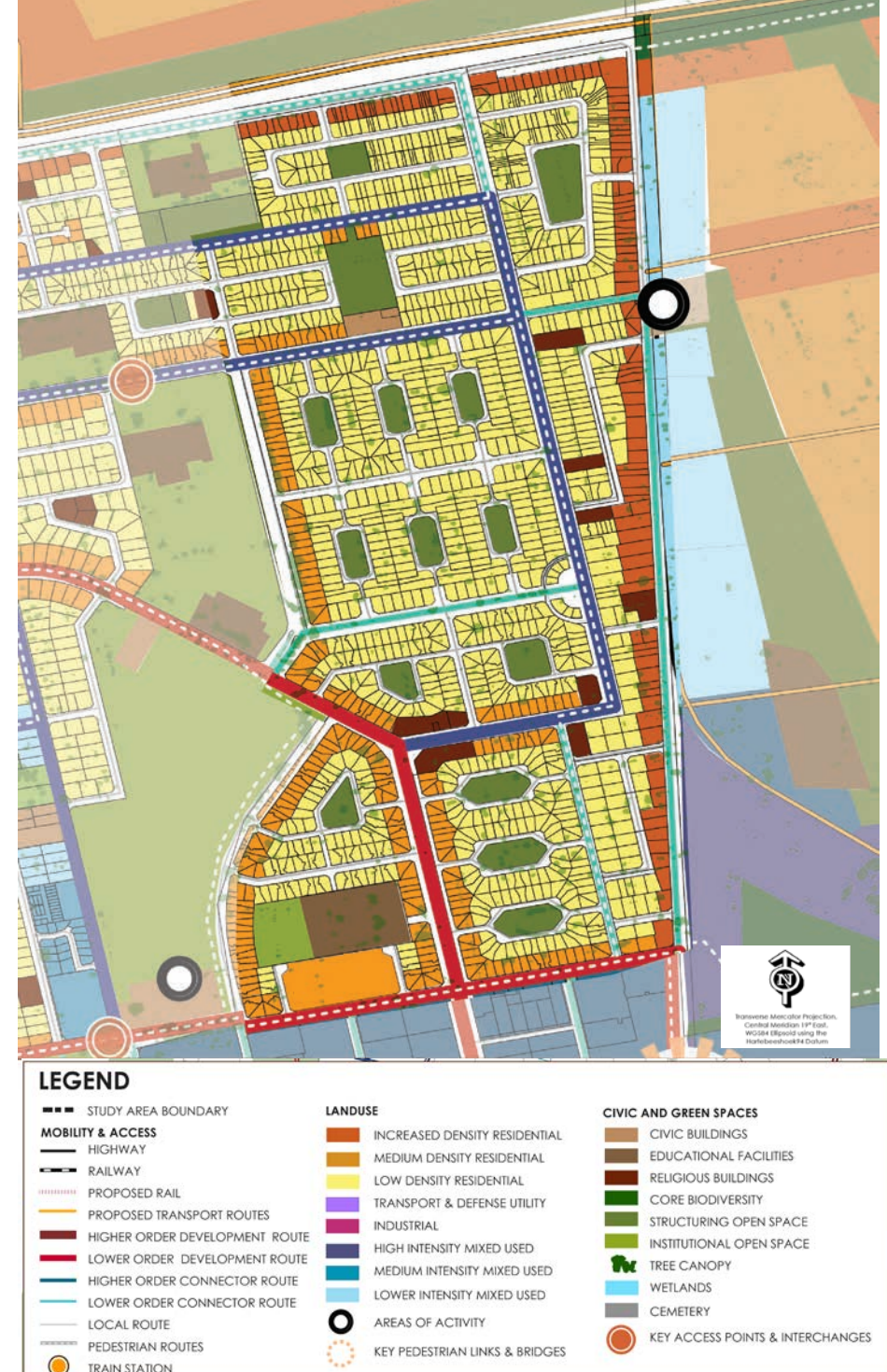


Figure 37. Examples of redevelopment



Figure 38. Key connector route

Figure 39. Precinct 3 Legend and Map



7.3.1.DESCRPTION AND INTENTIONS

Description of the Area:

Precinct three is situated within the Factreton/Windermere suburb, on the eastern edge of the LSDF Focus Area. The precinct is predominantly residential, characterised by low traffic volumes, well-maintained sidewalks, and good-quality road infrastructure. It is bordered to the east by Wingfield Primary School and Windermere Secondary School, including their associated sports facilities and open spaces.

To the west, the precinct adjoins Precinct 2 which contains a growing informal settlement located on open land across Aerodrome Road/18th Avenue, as well as the Wingfield area and Ndabeni trust land. Factreton Primary School lies along the southern boundary, separated from the precinct by light industrial and commercial activities along Dapper Road.

The surrounding residential areas are densely populated and characterised by numerous backyard dwellings, contributing to a distinct character. These areas are interspersed with open spaces, some of which function as public parks, while others are informally used for parking, particularly along Soldaat Street and at Matroos Square. Although these spaces provide relief within the urban fabric, they are often underutilised and have been associated with safety concerns raised by the community.

7.3.2.Local Business

There are small business clusters located alongg 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

7.3.3.Social Facilities

- There are 17 public open spaces in the precinct. The Factreton Hall on Sunderland Street serves as a community hub.
- WD Hendricks Prinmary School and Factreton Primary School. Windemere High School also services the area.

7.3.4.Access and Mobility

- 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 VRC, and residential. Access to properties is off a network of internal roads.
- While the area is well served with sidewalks, many of which have trees, overlooking properties and active streets, there are some challenges in NMT, namely safety concerns along public open spaces and 18th avenue and blank facades between Voortrekker road and the residential areas.



Figure 40. Precedent for pedestrianised community streets

7.3.5.Key Challenges:

- Use of public spaces for gang and other criminal and anti-social behaviour.
- 18th Avenue open spaces perceived as unsafe and the derelict nature of Wingfield detracts from the area.
- Inadequate public transport provision, particularly to Canal Walk and Century City Station.
- Development of informal extensions and backyard dwellings and the impact on fire risk, infrastructure capacity and sanitation services as unregistered backyard dwellings may not be provided municipal bins.
- Potential for noise nuisance and safety issues along the interface of Factreton and the industrial areas on Nyman Road.
- The area has limited access to public transport as GABS service has been reduced.

7.3.6.Key Opportunities:

- Vacant open spaces enclosed by residences are well used.
- Public open space and community zoned sites have potential to be repurposed by non-profits or governmental organisations able to intervene in the areas social issues centred on youth empowerment, drug rehabilitation or other needed services.
- The development of Wingfield and the future Aerodrome and Frans Conradie roads have potential to address some transport challenges and uplift the area.
- The sidewalks in the area and tree coverage can be maintained as part of the areas broader NMT system.

7.3.7.Precinct 3 Guidelines

Land Use and Character:

- A. Where applications are received for multi-storey residential buildings, these are encouraged to front onto public open spaces and major routes. In the future development of Wingfield, a service road condition is recommended along 18th Ave, to ensure direct property access does not interfere with traffic movement and that the suburban character of Factreton can be maintained.
- B. Sanitation infrastructure and bin collection to respond to incremental densification trends.
- C. Should redevelopment of industrial land occur along Dapper rd, ensure that quieter office based uses, storefronts, salesrooms are designed to interface with the residential area, with any nuisance or noxious uses located closer to Voortrekker road.
- D. Tree planting and landscaping plans are to be encouraged in the redevelopment of industrial properties on Dapper road facing the residential area.
- E. Long blank facades to be discouraged and parking is encouraged to be situated behind buildings within industrial precincts, reducing the number of vehicles exiting and entering the property.
- F. Where school access, egress may compete with worker traffic along Dapper rd, encourage provision of school drop off within the property.
- G. The development of multi-storey residential buildings, these are encouraged to front onto public open spaces and major routes. In the future development of Wingfield, a service road condition is recommended along 18th Ave, to ensure access and that the suburban character can be maintained. In general incremental densification is to be limited to 2 storeys unless consolidation.

Open Space and Natural Assets

- H. Encourage street tree planting and the preservation of mature trees.
- I. Ensure public open space "courtyards" in inward facing blocks are able to maintain open space functions.
- J. Consider sensitive infill and overlooking development around public open spaces that are currently derelict and misused

Movement

- K. Ensure the NMT infrastructure in Facreton is maintained.
- L. Encourage street tree planting and the preservation of mature trees.
- M. Encourage better design for extensions and more formal conversion of single dwellings to multiple dwellings, to promote health and safety.
- N. Safe crossings of 18th Avenue and NMT routes to civic facilities in Wingfield to be planned in advance. n allows for sufficient set back from neighbouring properties. .

URBAN DESIGN GUIDELINES FOR DEVELOPMENT EMBEDDED RESIDENTIAL

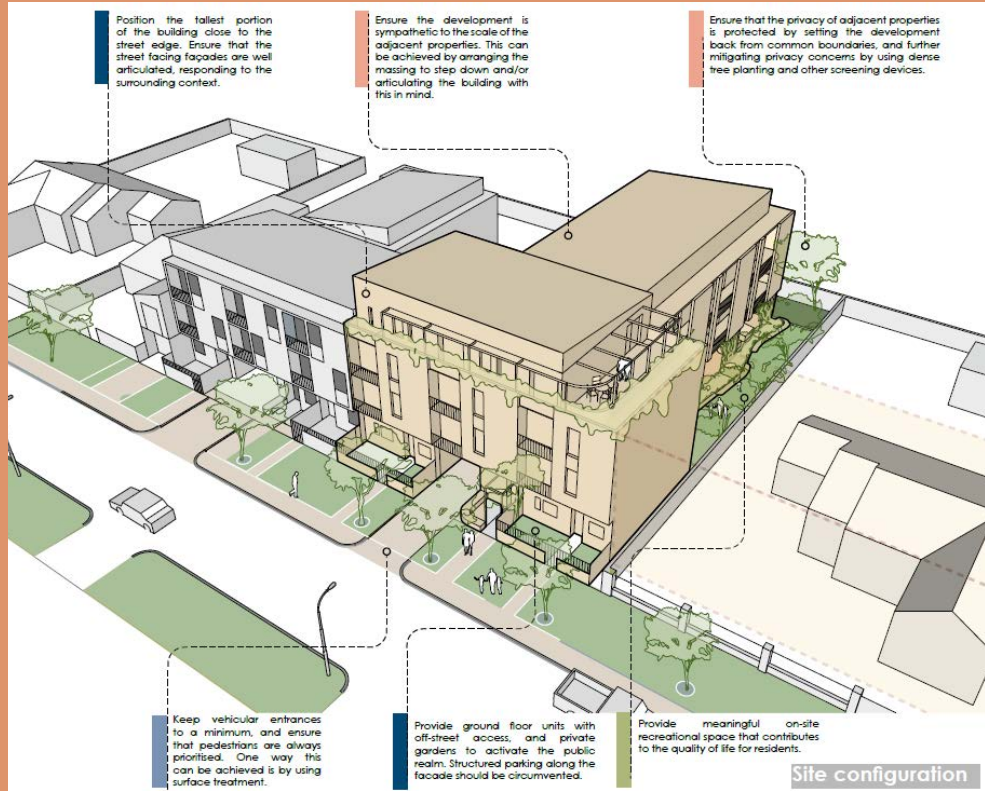
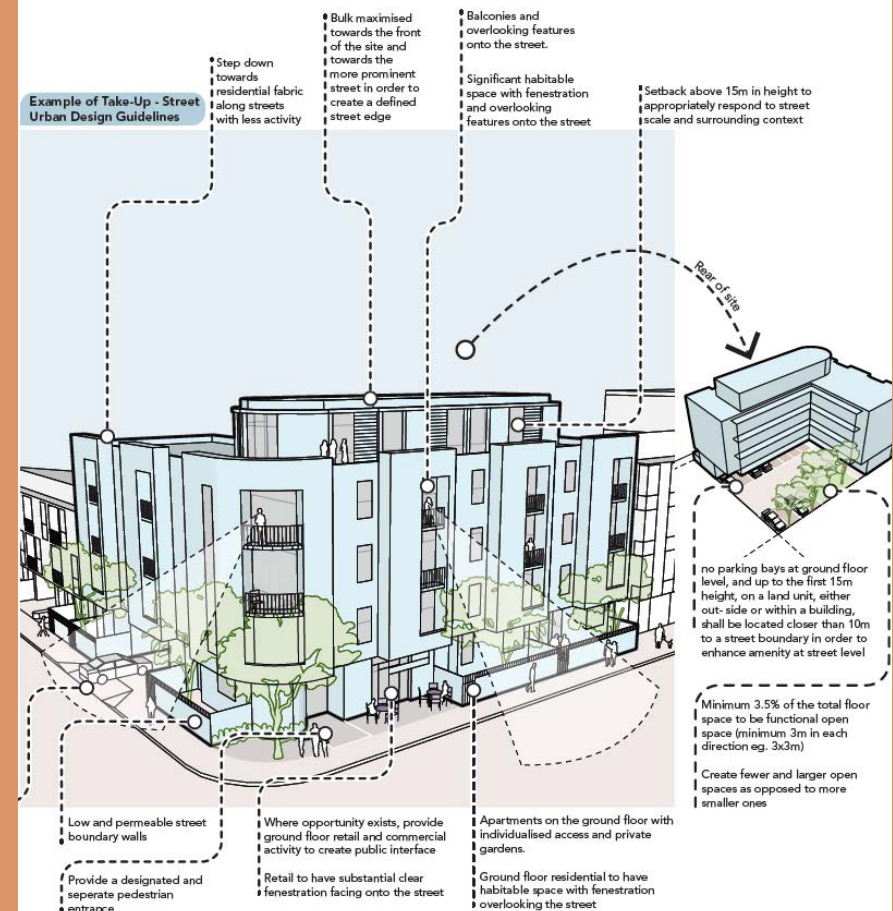
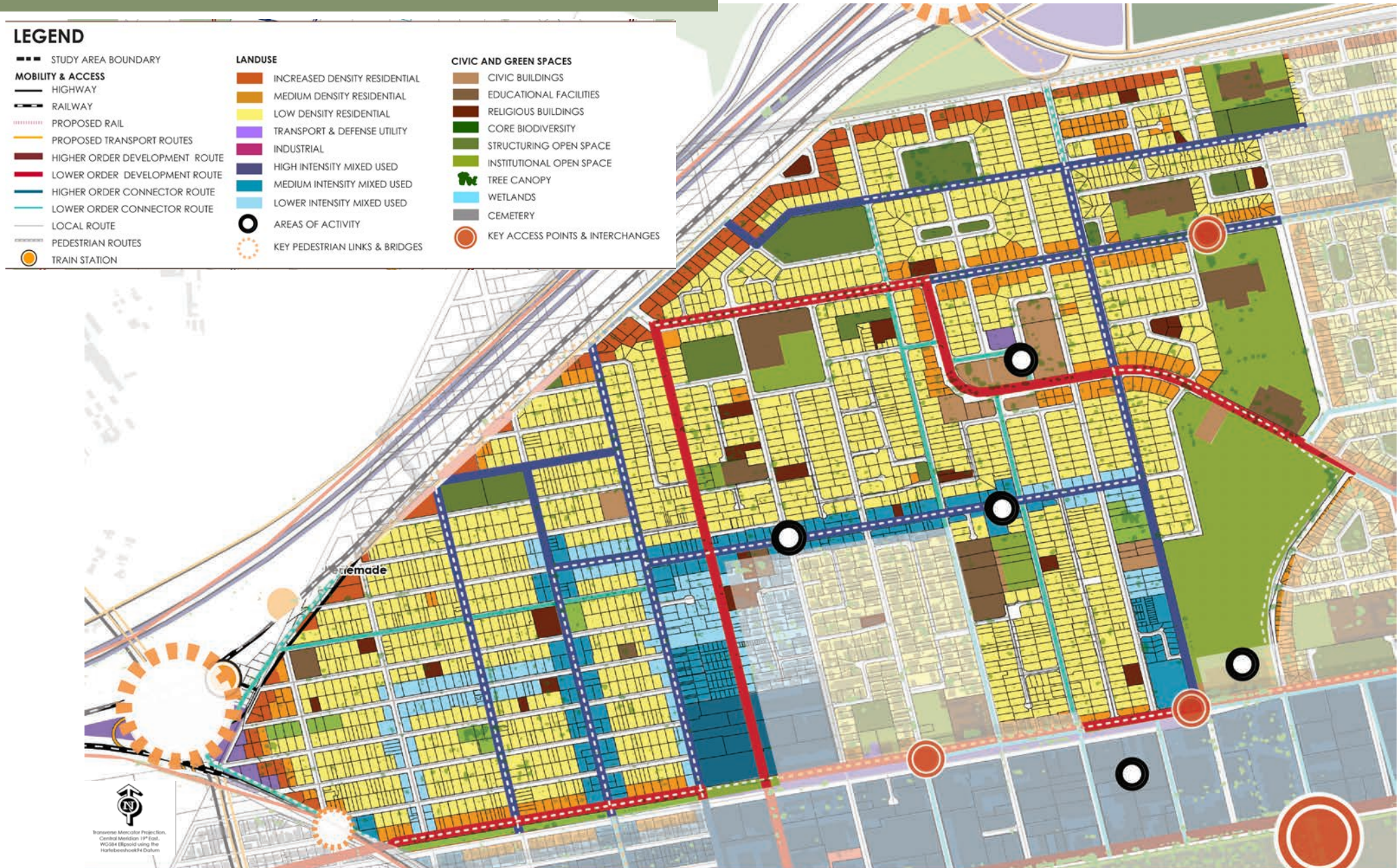


Figure 41. Guidelines for redevelopment of multi-storey residential at corners and along the street

CORNER SITE



7.4. Precinct 4



7.4.1.DESCRPTION AND INTENTIONS

The existing residential areas of Kensington East Factreton have a varied character. To the West of of the precinct, houses are built along a tight street greed and comprise many older residential buildings. The area dates back to the early 1900's to the 1930's and there is a mix of architectural styles including early cottages, semi- detached homes and later infill housing. Many original houses have been altered, extended or renovated over time. There is a gradual increase in infill development and residential densification across the area including extensions and additional residential units.

From 6th to 13th avenue, blocks are longer and wider, development of this area began in the 1940's and 50's. The area is majority formal dwelling, single residential environment, with a mix of semi-detached, detached and terrace low rise forms.

Most properties are zoned Residential 1 (R1) giving the area a broadly consistent residential character interspersed with local business uses.

7.4.2.Local business uses

- A number of local service businesses are located at the corner of 6th Avenue and Bunney Street. Bunney street again becomes a point of neighbourhood activity at the intersection of 7th Avenue, where a number of churches and small businesses are located. Corner shops are at the intersections of 6th Avenue, 12th and 16th street
- Along Fifth Avenue and Ninth Street (especially west of Ninth Avenue) the zoning changes to Local Business 2. This supports small retail shops, including spaza shops and tuck shops. Along 9th Avenue and 9th Street, similar local businesses are present. The

area also contains a few two-storey flats, which add activity and integration between the business and residential parts.

- Lower down, between 3rd Avenue, 3rd Street, 6th Avenue, and towards Voortrekker Road, the character changes to Mixed Use Development 2. Here you will find light industrial uses, textiles, retail, motor repairs, and a Sasol facility. Some areas along 6th Avenue are also light industrial.

7.4.3.Open Spaces

- This precinct also holds the largest stock of civic institution and religious buildings in the study area. There is a large civic node in the centre of the precinct which holds the Kensington Community Hall, library and police station.
- There are many public open space and OS2 zoned sites within the precinct and sports facilities. To the east of the precinct, running adjacent to 14th avenue, the area is characterized by low density residential development and a large green corridor that links the 14th Avenue sports facility with the swimming pool and also two schools. Sunderland Street and Ventura Street are both local activity streets that emphasis pedestrian movement.

7.4.4.Heritage

The City's heritage inventory shows some properties requiring investigation as to their future conservation. Many properties in the area are older than 60 years, therefore would be subject to section 34 of the NHRA.

7.4.5.Access and Mobility

- The area is transit accessible and well located in proximity to jobs and community services.
- While the area has access to the rail line, there are unsafe conditions for pedestrians to access these facilities
- Similarly unsafe pedestrian infrastructure is around some parks and vacant land and railway crossings between the rail line and residential areas.

7.4.6.Key Challenges

- Crime – especially around vacant land and parks
- Traffic congestion towards Voortrekker Road during peak hours, including unruly taxi behaviour
- Underutilised parks – these feel unsafe and empty, attracting drug use and loitering
- Dangerous vehicle movements – trucks and transit vehicles near Transnet land pose risks for children walking; there are no signs or traffic calming measures
- Vacant residential erven – lack of development leads to loitering and illegal activity

7.4.7.Key Opportunities

- Develop the existing parks and create new ones to support neighbourhood growth
- Install more public bins to reduce littering
- Improve traffic calming measures around schools, religious institutions and vacant land and parks
- Improve safety measures around public parks and vacant land
- Introduce social programmes for taxi drivers and unemployed residents to reduce daytime drinking and littering near schools and public spaces
- Improve north-south and east-west connections through Site 6 to encourage integration and activity with neighbouring areas
- Use City-owned land to create social streets, especially along 4th Street towards Nymans Street

7.4.8.Key intentions:

- Keep the existing residential character and appropriate zonings.
- Upgrade the public parks and open spaces for community use

- Improve traffic calming measures near schools, public parks and religious institutions
- Improve connections towards Voortrekker Road, including looking at double-lane options where needed

7.4.9.Precinct 4 Guidelines:

Land Use and Character

- A. Support the retention and upgrade of local civic institutions, such as schools, halls, library and clinic.
- B. Encourage more intensive use of civic spaces for community activities to promote the health, safety and wellbeing of the community.
- C. Allow for upzoning and service road conditions along the future Frans Conradie and Acre road extensions.

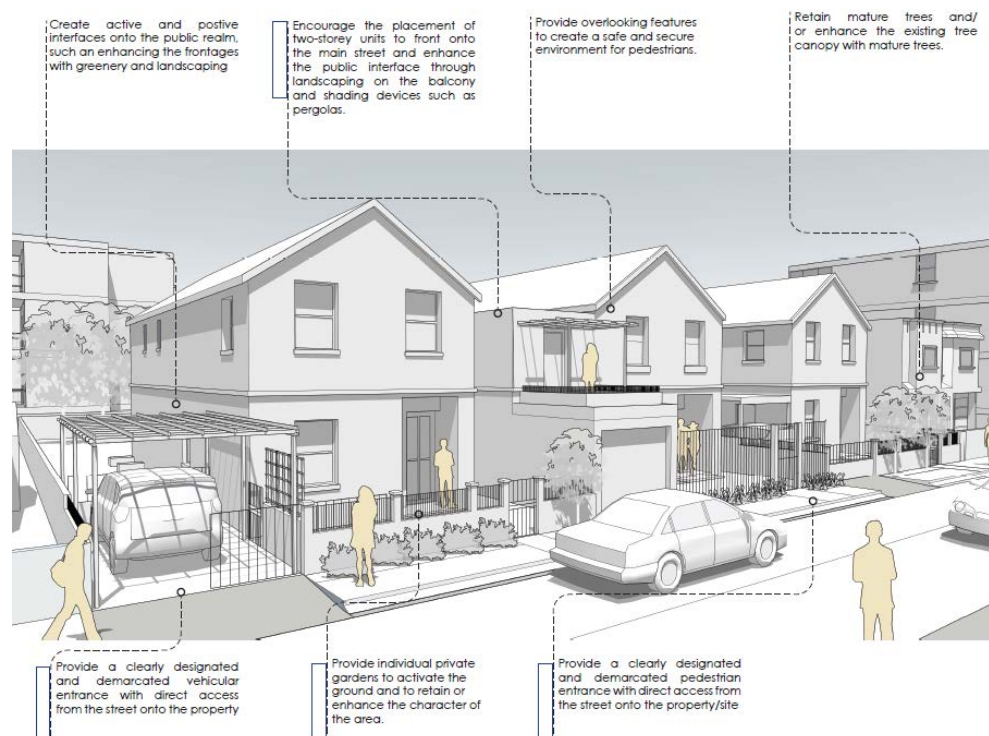


Figure 43. Existing residential guidelines

- D. Encourage infill development on portions of land not required for the full extent of road reserves.
- E. Rezoning to GR along the future Frans Conradie alignment can be considered to allow those most affected by the roads development to realise higher property values.
- F. Height increases must avoid overshadowing, reducing the privacy of neighbouring properties and create a positive interface with neighbouring public spaces.
- G. Allow for more group residential development where properties interface new development areas and roads or where such development will support security and overlooking of open spaces.
- H. Incremental increases in building height and number of units of residential properties must consider the cumulative impact on network infrastructure.
- I. Improve and support conditions for the local economy along local business areas like Bunney street, 9th Street and 5th Avenue.

Parks and Open Spaces

- J. Upgrade identified Public Open Space 2 (OS2) sites as accessible, multifunctional neighbourhood parks through the provision of landscaping, shade trees, seating, play facilities, pedestrian pathways, lighting, and recreational amenities. These spaces should be integrated into a connected green infrastructure and public open space network across the study area.
- K. Improve the public realm along key pedestrian routes, school precincts, public transport corridors, and community gathering spaces through the provision of litter management infrastructure, streetscape enhancements, and maintenance interventions.'
- L. Activate underutilised public spaces and transport-related areas through appropriate land use management, community facilities, and public realm improvements that encourage positive use and increase passive surveillance.

- M. Enhance safety and surveillance within identified crime and anti-social behaviour hotspots, including vacant land parcels, public open spaces, the railway station precinct, and adjoining Transnet land, through environmental design interventions such as improved lighting, boundary treatments, access control, landscaping, and increased visibility.

Mobility and Access

- N. Encourage upgrading of railway crossings and increase the number of pedestrian railway crossings between Kensington and key destinations in Maitland.
- O. Encourage mixed-use development along Local Business 2 zones (Fifth Avenue, Ninth Street, Ninth Avenue) with ground-floor retail (including spaza shops) and residential above, to build on existing activity.
- P. Consider future connections to surrounding new development areas and Maitland.
- Q. Encourage restored services and upgrade of Kentemede station.
- R. The proposed acre road extension to be designed as a complete streets.
- S. Coordinate with transport authorities to manage unruly taxi behaviour and morning traffic congestion towards Voortrekker Road. Consider dedicated taxi drop-off zones, holding areas or double-lane options where needed (specifically along 5th Avenue).



Figure 44.
Precedent for
street furniture and
landscaping

URBAN DESIGN GUIDELINES FOR DEVELOPMENT EXISTING RESIDENTIAL AND INFILL RESIDENTIAL

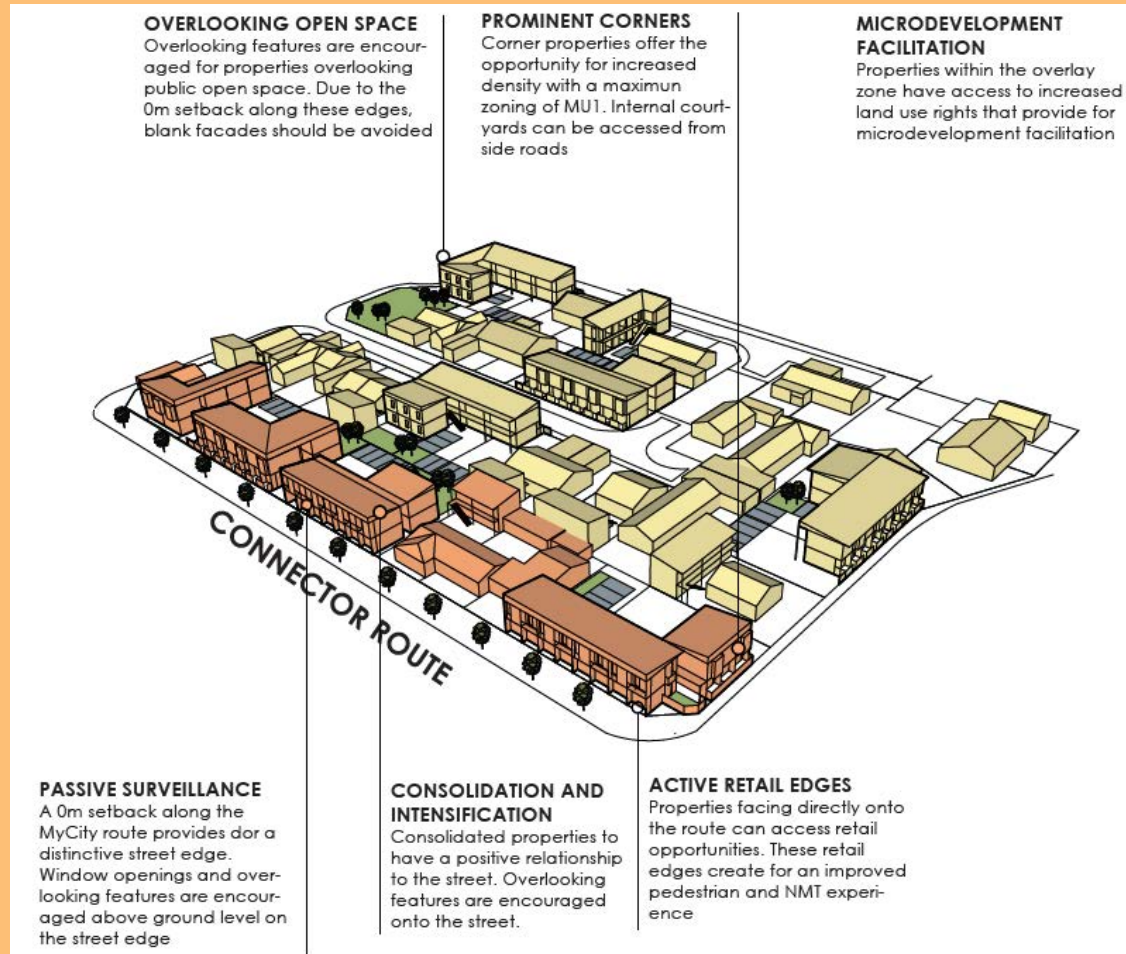


Figure 45. Residential guidelines - showing hierarchy of mobility routes and redevelopments

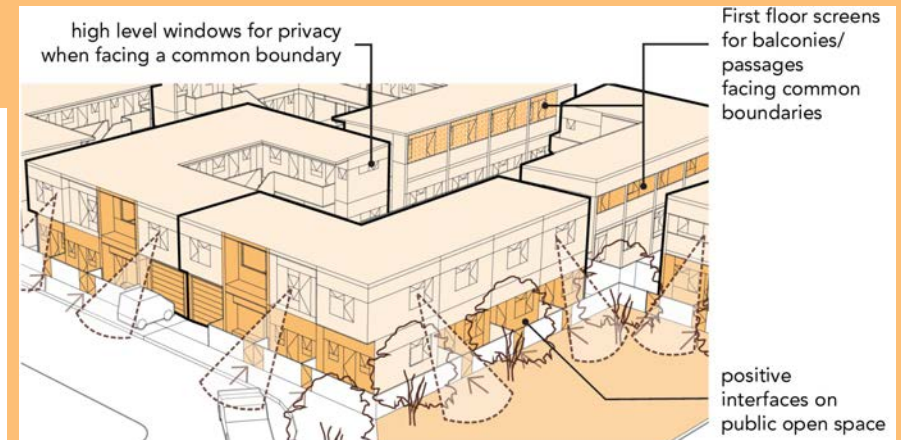


Figure 46. Guidelines for Affordable Rental Flats

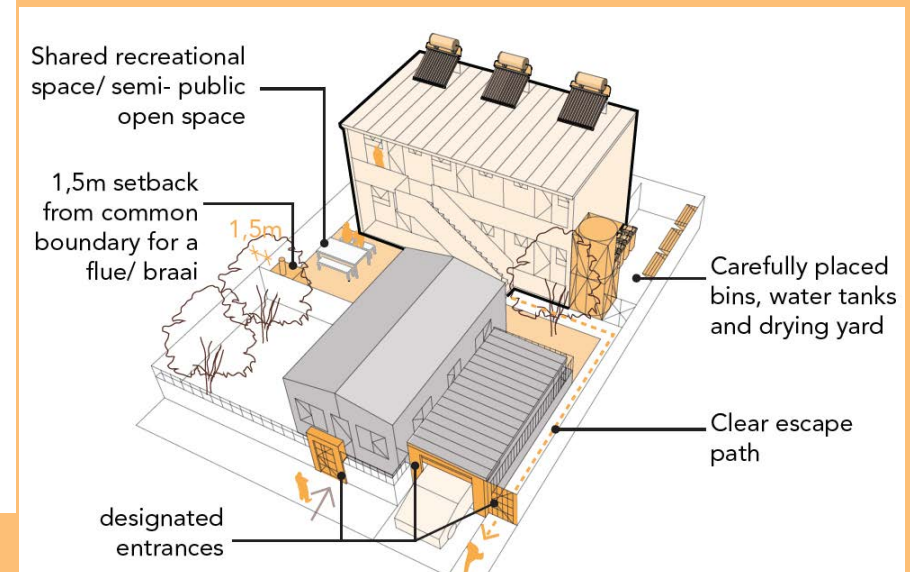


Figure 47. Guidelines for Affordable Rental Flats

URBAN DESIGN GUIDELINES FOR DEVELOPMENT EXISTING RESIDENTIAL AND INFILL RESIDENTIAL

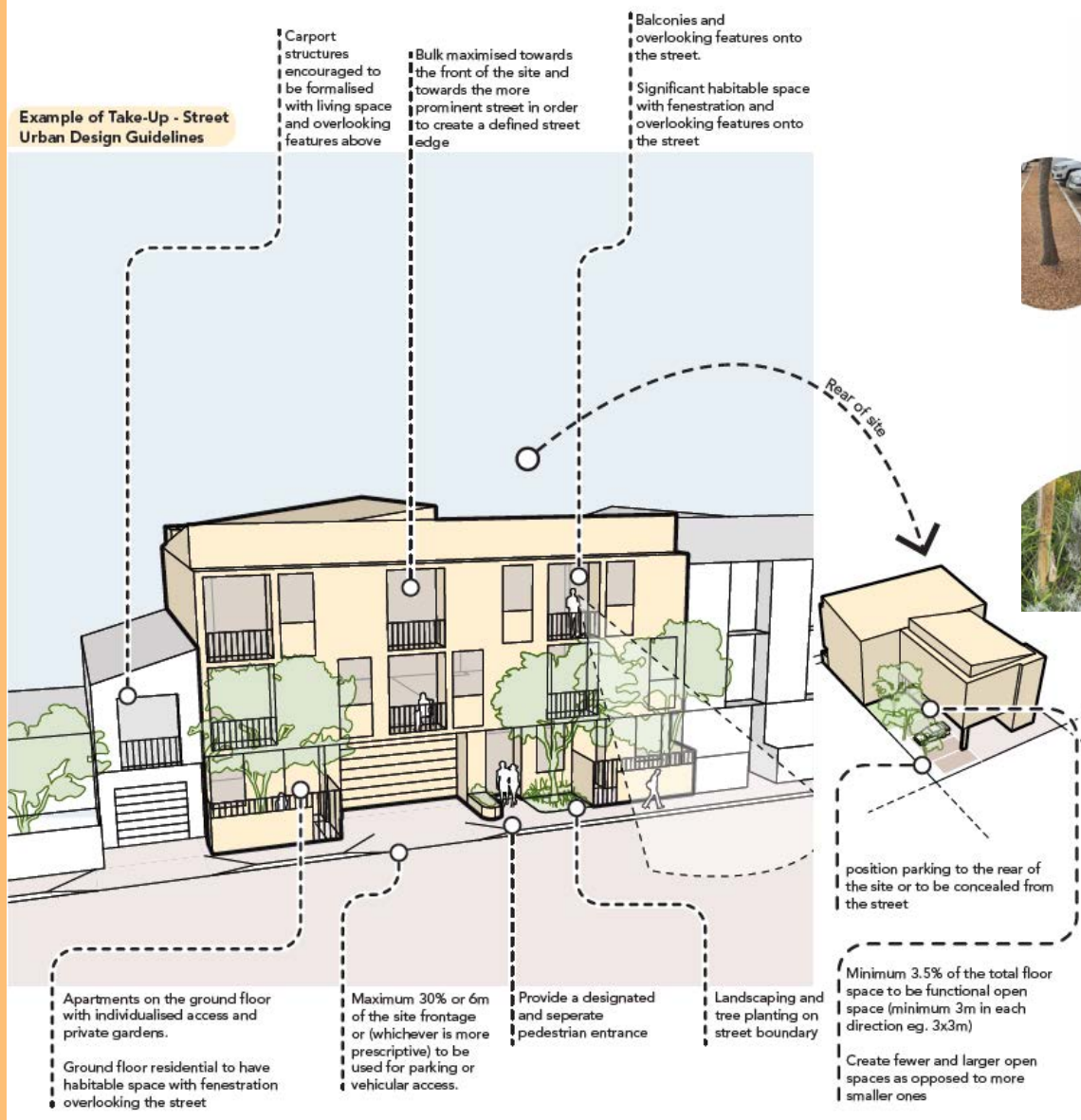


Figure 48. Guidelines for R1 buildings

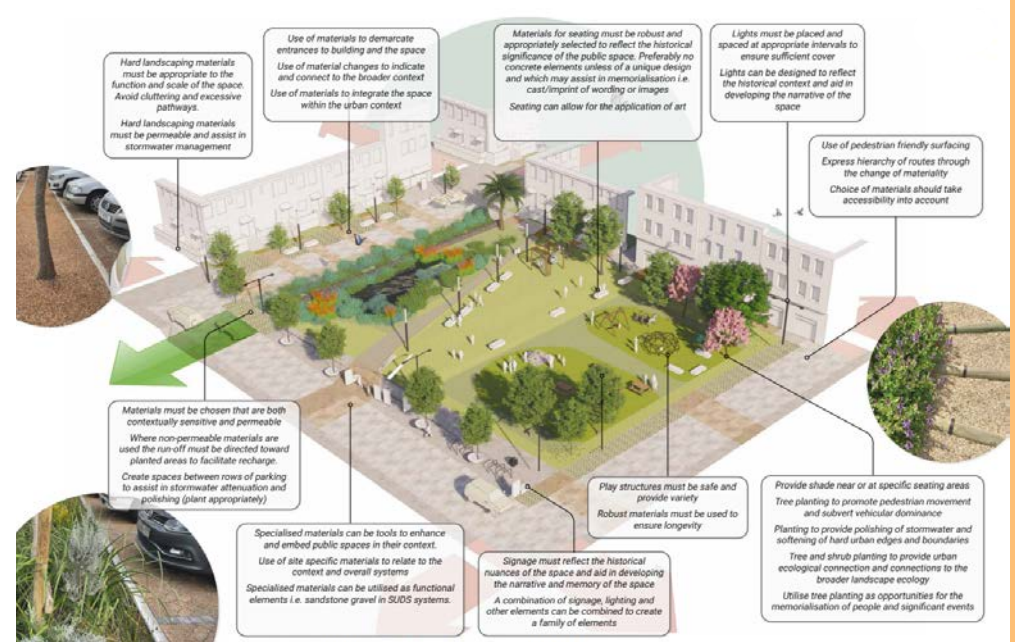
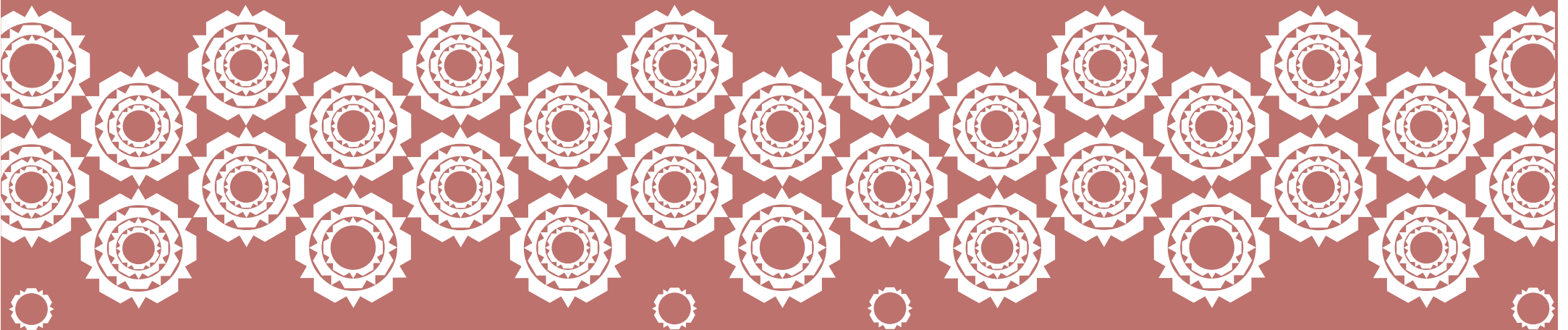


Figure 49. Guidelines for parks in residential neighbourhoods



Figure 50. Guidelines local streets

8. IMPLEMENTATION



8.1. Implementation Plan

The primary objective of the Implementation Plan is to provide guidance in terms of prioritised public investment, local area and precinct planning priorities and enablement mechanisms required to implement the proposals contained in the District Plan.

8.2. Urban Management

Urban Management is the practice of management of all the activities in the public space required to ensure the effective day to day functioning of an urban community.

Urban management in the City of Cape Town involves the area-based involvement of and coordination with residents in the implementation, operation and maintenance of public facilities and services. In the local context, this may include the establishment of City Improvement Districts, Area Coordination Teams or Mayoral Urban Regeneration Programmes.

In the long term, successful urban management fosters a culture of joint accountability between the City and local stakeholders, reducing the potential of tension usually associated with top-down service delivery.

The proposal of this LSDF is to encourage improvements to institutional structures and communication methods so that urban management and implementation can be addressed.

The community and the City will have to work hand in hand when responding to urban challenges and use forums like Spatial Planning Collectives and/or general public participation to communicate any projects, interventions or operations that will take place in the area. Community-partnered stewardship initiatives should be encouraged, particularly in relation to the management and activation of public open spaces, environmental conservation areas, green corridors, heritage assets, and neighbourhood improvement projects.

Opportunities should be explored for partnerships between the City and local organisations to support place-making initiatives, environmental rehabilitation projects, public space activation, urban greening programmes, and local safety interventions.

Future planning, development and management processes within the study area should continue to incorporate meaningful stakeholder engagement to ensure that development responds to local needs while advancing broader spatial transformation objectives. Community knowledge should inform the detailed planning and implementation of major development areas, including Wingfield, the Century City Station precinct, biodiversity conservation areas, and strategic public open spaces.

Key actions responding to Chapter 4 Synthesis include:

- Supporting community stewardship of parks, conservation areas, and public open spaces.
- Encouraging community participation in the design and implementation of public realm improvements.
- Establishing partnerships to support environmental management, urban greening, and place-making initiatives.
- Facilitating ongoing engagement between residents, landowners, developers, and public authorities during major development projects.
- Promoting local monitoring and reporting mechanisms to improve maintenance, safety, and management of public spaces and infrastructure.

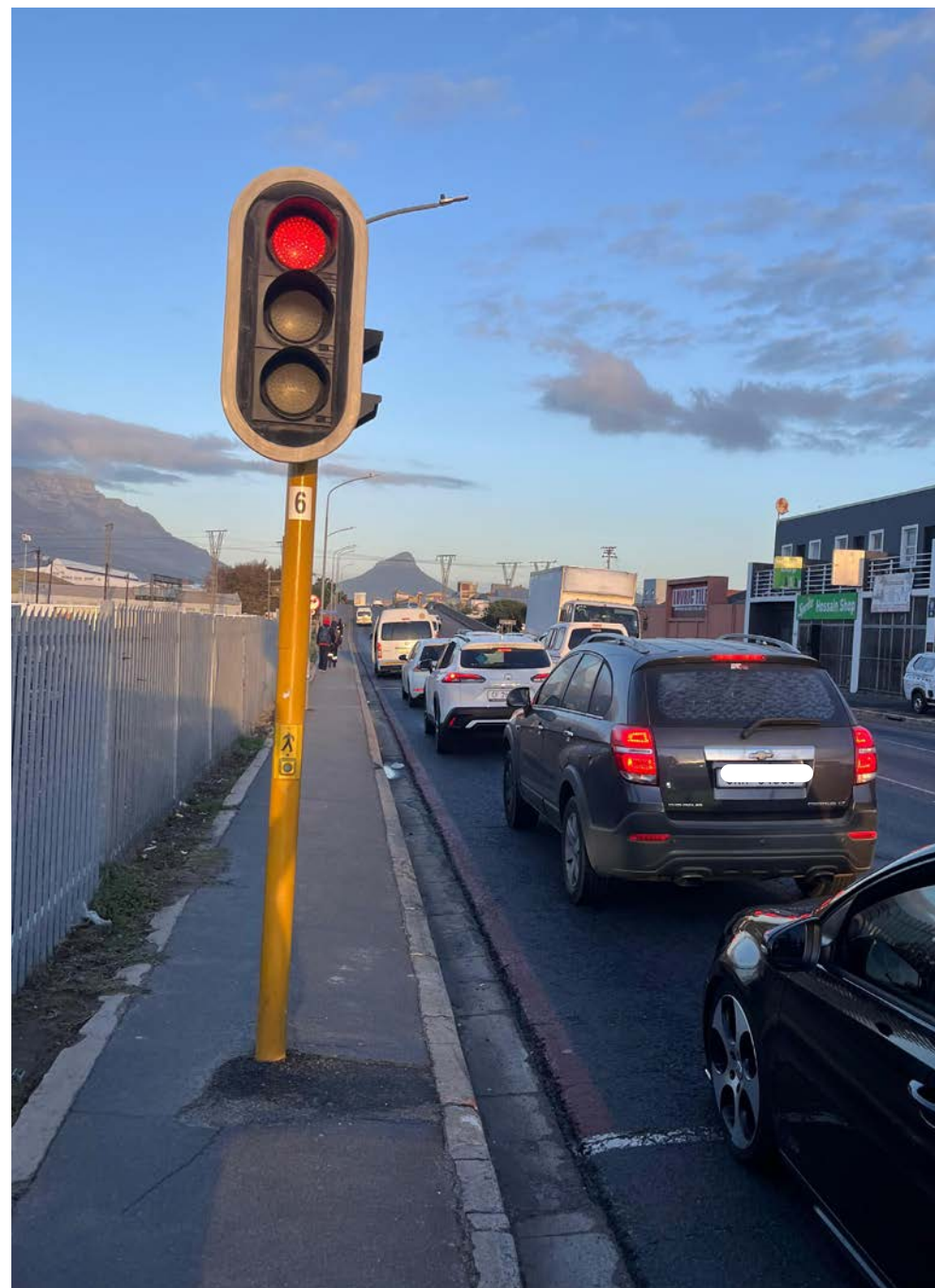
The successful implementation of the LSDF proposals will depend on ongoing collaboration between the City, landowners, public agencies, community organisations, and local residents. Throughout the preparation of the draft LSDF, residents' associations, civic organisations, environmental groups, and stakeholder forums play an important role in identifying local priorities, highlighting development constraints, and advocating for improvements to public spaces, safety, mobility, and environmental management (See Chapter 4).

8.3. Implementation priorities and action areas

This section presents the key interventions identified to address spatial, social, economic, environmental, and infrastructure-related challenges and opportunities within the study area. The interventions are structured to firstly outline the proposals arising from the baseline assessment and public engagement process to date, secondly to highlight priority spatial interventions and projects identified through stakeholder and community inputs, and lastly present programmes and projects that have already been prioritised and allocated funding through City departments and other implementing stakeholders.

8.3.1. Priority Spatial Interventions and Projects Identified through Stakeholder and Community Priorities

This section presents the priority spatial interventions and projects identified through the draft LSDF process, including stakeholder engagement, public participation, spatial analysis, and the findings of the baseline assessment. These interventions respond to key development challenges, opportunities, and community priorities identified within the study area and are intended to guide future investment, partnership development, and municipal planning. While some interventions may align with existing municipal programmes, they do not necessarily have dedicated funding allocations at this stage.



Draft Spatial Proposals Identified through Baseline information, Stakeholder and Community Priorities

Nr	Department or Stakeholder	Type of Service	Description of project or programme	Time Frame
P1	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 Civil Society - Non-Governmental Organisations (NGOs) - Property Owners	Housing and Land Development	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).	S-L
P2	City of Cape Town Economic Growth Directorate Landowners and Affected Parties	Economic Development and Urban Regeneration	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. the surrounding environment faces.	M
P3	- Property Owners Civil Society - Non-Governmental Organisations (NGOs) Landowners and Affected Parties - Property Owners	Local Economic Development	Small business support, informal trading management, job creation initiatives and economic partnerships aimed at reducing unemployment and strengthening local enterprise development.	Ongoing
P4	City of Cape Town Community Services and Health Directorate	Social Facilities and Community Development	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.	M-L

P5	City of Cape Town • <i>Spatial Planning and Environment</i> • <i>Future Planning and Resilience</i> • <i>Human Settlements</i> • <i>Urban Mobility</i> • <i>Water and Sanitation</i> • <i>Urban Waste Management</i> • <i>Energy</i> • <i>Economic Growth</i> • <i>Community Services and Health</i> • <i>Safety and Security</i> • <i>Finance</i> • <i>Corporate Services</i> National and Provincial Government • <i>Department of Public Works</i> • <i>Land Claims Commission</i> • <i>South African National Defence Force (SANDF) and SAS Wingfield</i> State-Owned Entities • <i>PRASA</i> • <i>Transnet</i> Educational Institutions • <i>Northlink College (located on Defence Force property)</i> Land Claim and Community Representatives • <i>Community Trust</i> • <i>Surrounding Communities and Property Owner</i> Civil Society • <i>Non governmental organisations</i> Landowners and affected parties	Wingfield	The future development of these areas is dependent on a number of complex planning and institutional processes. The role of this LSDF is not to undertake and resolve these but rather to set out the framework through which discussions can be initiated and coordination of these matters can take place. • Stormwater master planning is essential to the development of this area, which currently has a role in flood amelioration and has a high water table. • 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.	S-L
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	City of Cape Town • <i>Spatial Planning and Environment</i> • <i>Future Planning and Resilience</i> • <i>Human Settlements</i> • <i>Urban Mobility</i> • <i>Water and Sanitation</i> • <i>Urban Waste Management</i> • <i>Energy</i> • <i>Economic Growth</i> • <i>Community Services and Health</i> • <i>Safety and Security</i> • <i>Finance</i> • <i>Corporate Services</i> National and Provincial Government • <i>Department of Public Works</i> • <i>Land Claims Commission</i> • <i>South African National Defence Force (SANDF) and SAS Wingfield</i> State-Owned Entities • <i>PRASA</i> • <i>Transnet</i> Educational Institutions • <i>Northlink College (located on Defence Force property)</i> Land Claim and Community Representatives • <i>Community Trust</i> • <i>Surrounding Communities and Property Owner</i> Civil Society • <i>Non governmental organisations</i> Landowners and affected parties	Wingfield	• 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. • 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	S-L
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P6	City of Cape Town • Safety and Security Directorate • Community Services and Health	Community Safety and Crime Prevention	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 partnerships.	S-M Ongoing
P7	• Spatial Planning and Environment Civil Society • Non-Governmental Organisations (NGOs) Landowners and Affected Parties • Property Owners	Emergency Services	Assessment and enhancement of Fire and Rescue service coverage and emergency response capacity within the planning area	M
P8	City of Cape Town • Community Services and Health Directorate Landowners and Affected Parties • Property Owners	Social Facilities and Community Development	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.	M-L
P9	Civil Society • Non-Governmental Organisations (NGOs)	Community Asset Enhancement	Upgrading and protection of key community assets including Facticeon Community Centre, ShowCo facilities, sports facilities and other community anchors identified through public participation.	S-M
P10		Social Development	Homelessness support, reintegration initiatives and partnerships with NGOs and community organisations to address vagrancy and social vulnerability.	Ongoing
P11		Community Health Education and Disease Prevention	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
P12		Early Childhood Development and Youth Support	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

P13	City of Cape Town Community Services and Health Directorate Landowners and Affected Parties	Community Capacity Building and Youth Diversion	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
P14	- Property Owners Civil Society - Non-Governmental Organisations (NGOs)	Family and Social Support Services	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
P15	City of Cape Town - Recreation and Parks - Spatial Planning and Environment (Urban Design) Landowners and Affected Parties - Property Owners	Sports Facility Development and Youth Recreation	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
P16	Civil Society Non-Governmental Organisations (NGOs)	Urban Greening and Public Space Enhancement	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.	S-M
P16	City of Cape Town - Spatial Planning and Environment Directorate - Urban Mobility Directorate Landowners and Affected Parties - Property Owners Civil Society - Non-Governmental Organisations (NGOs)	Public 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. The following roads have been proposed in the study area - Frans Conradie Drive Extension to Sable Road - 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. - 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 - 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. Similarly, the local level circulation network for the site is dependent on a number of development scenarios.	S-L

			- 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.	
P17	City of Cape Town Spatial Planning and Environment Directorate Urban Mobility Directorate Landowners and Affected Parties	Public Transport Infrastructure and Parking Management	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
P18	Property Owners Civil Society Non-Governmental Organisations (NGOs)	Pedestrian and Non-Motorised Transport	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	M-L

	City of Cape Town Spatial Planning and Environment Directorate Urban Mobility Directorate Landowners and Affected Parties Property Owners Civil Society Non-Governmental Organisations (NGOs)	Pedestrian and Non-Motorised Transport	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	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.	S-M
P20		Strategic Road Infrastructure and Development-Enabling Mobility	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, 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
P21	City of Cape Town Water and Sanitation Directorate Landowners and Affected Parties Non-Governmental Organisations (NGOs)	Infrastructure and Service Delivery	Water, sanitation, stormwater and flood mitigation improvement programme addressing ageing infrastructure, drainage constraints, sanitation deficiencies and climate resilience requirements.	S-L
P22	City of Cape Town Urban Waste Management Landowners and Affected Parties Property Owners Civil Society Non-Governmental Organisations (NGOs)	Urban Management and Cleansing	Public environment maintenance, waste management and cleansing programme focused on improving neighbourhood cleanliness, reducing illegal dumping and addressing urban management challenges.	Ongoing

P23	City of Cape Town • <i>Urban Mobility Directorate</i> • <i>Western Cape Government</i> • <i>Western Cape Mobility Department</i>	Rail and Station Precinct Development	Rail station revitalisation programme addressing station accessibility, safety, management, operational improvements and public environment upgrades around transport precincts.	M-L
P24	State-Owned Entities • <i>PRASA</i> • <i>Landowners and Affected Parties</i> Property Owners • <i>Civil Society</i> Non-Governmental Organisations (NGOs)	Freight and Logistics Planning	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
P25	• <i>City of Cape Town</i> • <i>Urban Waste Management</i> • <i>Landowners and Affected Parties</i> Property Owners • <i>Civil Society</i> Non-Governmental Organisations (NGOs)	Urban Management and Cleansing	Public environment maintenance, waste management and cleansing programme focused on improving neighbourhood cleanliness, reducing illegal dumping and addressing urban management challenges.	Ongoing
P26	City of Cape Town • <i>Spatial Planning & Environment</i> • <i>Landowners and Affected Parties</i> Property Owners • <i>Civil Society</i> • <i>Non-Governmental Organisations (NGOs)</i>	Environmental Management and Climate Resilience	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.	M-L

P27	ESKOM		The City's R3,8 million underground electricity cable project in Kensington is under way as one of the City's interventions to tackle the crisis-levels of load-shedding-driven vandalism across the metro. The project estimated completion date is April 2024, if all goes as planned. More than 5 500 metres of overhead electricity conductors as well as 42 transmission poles are being removed and will be replaced with 5 315 metres underground cable	M-L
P28	City of Cape Town • Spatial Planning & Environment • Landowners and Affected Parties • Property Owners Civil Society • Non-Governmental Organisations (NGOs)	Heritage Conservation and Urban Design	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
P29	• Western Cape Government • Education • Health • Infrastructure • Landowners and Affected Parties • Property Owners • Civil Society • Non-Governmental Organisations (NGOs)	Provincial Social Infrastructure	Provision of additional schools, healthcare facilities and supporting social infrastructure where demand exceeds existing capacity.	L
P30	Intergovernmental and Cross-Sector Partners • SAPS • SANRAL • Community Organisations • Business Forums • Private Sector Partners Landowners and Affected Parties • Property Owners Civil Society Non Profit organisations	Collaborative Implementation	Partnership-based projects supporting safety, economic development, transport improvements, community development, social services and neighbourhood revitalisation initiatives.	Ongoing

8.4. Programmes or Projects with existing budget allocations:

Nr.	Project Title	Project Description	Ward	Lead department / Stakeholders	Supporting Partners	Time-frame Status	City of Cape Town IDP Objectives
A. Housing Development							
A1.	Kensington Homeless Accommodation Extension	Expansion and upgrade of existing homeless accommodation facilities to improve social support and reintegration services.	Acacia Park, Kensington, Maitland, Windermere, Wingfield	Community Services & Health	Community, Services and Health, MURP, Urban Catalytic Investment, Spatial Planning and Environment, Property Transactions	S-M Ongoing: Capital budget allocated	Obj. 8: Safer, better-quality homes in informal settlements and backyards over time Obj. 5: Effective law enforcement for safer communities (supportive role)
A1.	Maitland Crematorium Programme (Upgrade Maitland Crematorium)	Upgrade and improvement of crematorium facilities to improve operational efficiency and service capacity for surrounding communities.	Acacia Park, Kensington, Maitland, Windermere, Wingfield	Community Services & Health, Recreation & Parks	MURP, Spatial Planning and Environment,	S-M Ongoing: Capital budget allocated	Obj. 2: Improved access to quality and reliable basic services Obj. 4: Well-managed and modernised infrastructure to support economic growth
B. Public Open Space/Green Infrastructure							
B.1	De Havilland Park – Walking Track	Development of walking track and park upgrades to improve safety, accessibility and recreational use.	Acacia Park, Kensington, Maitland, Windermere, Wingfield	Community Services & Health, Recreation & Parks	Ward Councillors, Local community stakeholders, MURP, Spatial Planning and Environment,	S-M Ongoing: Capital budget allocated	Obj. 9: Healthy and sustainable environment Obj. 11: Quality and safe parks & recreational facilities supported by community partnerships
B.2	Maitland Cemetery Expansion Programme	Investigation into the closure and incorporation of selected roads and alleyways within the Maitland Cemetery precinct to increase burial capacity and improve long-term cemetery management.	Kensington / Factreton	Community Services and Health – Recreation and Parks	Roads Infrastructure Management, Spatial Planning and Environment	M-L Proposal identified by Recs and Parks	Obj. 2: Improved access to quality and reliable basic services Obj. 14: A resilient city Obj 16: A capable and collaborative city government

B.3	Kensington Swimming Pool Precinct Vacant Land Assessment	Assessment of the vacant rectangular parcel of land above the Kensington Swimming Pool to determine opportunities for recreational, community, environmental, or public amenity uses that support neighbourhood needs and enhance the surrounding public open space network.	Kensington	Community Services and Health – Recreation and Parks	MURP, Spatial Planning and Environment, Ward Councillors, Local Community Stakeholders	S-M	Obj. 9: Healthy and sustainable environment Obj. 11: Quality and safe parks and recreational facilities supported by community partnerships Obj. 11: Quality and safe parks and recreational facilities supported by community partnerships Obj. 15: A more spatially integrated and inclusive city OBJ 16: A capable and collaborative city government
B.4	Kensington–Factreton Green Corridor Tree Planting Programme	Establishment of infill tree planting along Sunderland Street, 14th Avenue and Factreton Avenue road verges to strengthen green corridors, improve urban biodiversity, enhance streetscape quality, provide shade, and support active mobility routes.	Kensington / Factreton	Community Services and Health – Recreation and Parks	Urban Mobility (NMT), ward councillors, Spatial Planning and Environment, Community Organisations	S-L Consultation required with NMT officials regarding implementation challenges	Obj. 9: Healthy and sustainable environment Obj. 11: Quality and safe parks and recreational facilities supported by community partnerships Obj. 13: Safe and quality roads for pedestrians, cyclists and vehicles Obj. 15: A more spatially integrated and inclusive city
B.5	Maitland Cemetery Safety and Security Enhancement Programme	Strengthening safety and security measures within the Maitland Cemetery precinct through the review of current security resources, infrastructure requirements and operational management to address ongoing safety concerns.	Kensington / Factreton	Community Services and Health – Recreation and Parks	Safety and Security Directorate, Law Enforcement, Community Safety Structures	AS-M Existing security provision of eight personnel identified as insufficient	Obj. 5: Effective law enforcement to make communities safer Obj. 6: Strengthen partnerships for safer communities Obj. 11: Quality and safe parks and recreational facilities supported by community partnerships

B.6	Maitland Cemetery Informal Occupation Management Initiative (Ghost Town)	Addressing the illegal occupation of residential structures within the Maitland Cemetery precinct, including service provision challenges, land management issues and enforcement requirements. LUM Application has been submitted for residential development accommodating 105 dwelling units and associated infrastructure. Application pending.	Kensington / Facticeon	Human Settlements	Water and Sanitation, Spatial Planning and Environment, Safety and Security Directorate Community Services and Health – Recreation and Parks	M The portion of land was approved as a Temporary Re-allocation Area (TRA) to accommodate 105 families.	Obj. 2: Improved access to quality and reliable basic services Obj. 5: Effective law enforcement to make communities safer Obj. 6: Strengthen partnerships for safer communities Obj. 7: Increased supply of affordable, well-located homes Obj. 15: More spatially integrated and inclusive city Obj. 16: A capable and collaborative city government
B.7	Kensington–Factreton Sports Facilities Improvement Programme	Upgrading and enhancing sports facilities, including softball, cricket, netball and soccer facilities, with a focus on improving accessibility, user experience, event management and parking provision during peak sporting events.	Kensington / Factreton	Community Services and Health – Recreation and Parks	Urban Mobility, Sports Clubs, Ward Councillors, Spatial Planning and Environment, Community Organisations	M Parking management challenges during peak events identified for further investigation.	Obj. 11: Quality and safe parks and recreational facilities supported by community partnerships Obj. 12: A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all Obj. 13: Safe and quality roads for pedestrians, cyclists and vehicles Obj. 15: A more spatially integrated and inclusive city
C. Urban Mobility							
C.1	CCTV/LPR Cameras – (CTMPD CCTV Projects 2025/2026)	Installation of CCTV and licence plate recognition cameras to improve urban safety, monitoring, and enforcement capability.	Study area and beyond	Safety & Security (Law Enforcement / CCTV & Surveillance Systems)	MURP, Urban Planning and Design	S-M Ongoing: Capital budget allocated	Obj. 5: Effective law enforcement to make communities safer Obj. 6: Strengthened partnerships for safer communities

C.2	Congestion Relief Project (Voortrekker Rd – Salt River Rd – Jakes Gerwel Dr)	Road capacity, intersection and corridor upgrades to improve traffic flow, freight movement, and public transport efficiency.	Acacia Park, Kensington, Maitland, Windermere, Wingfield	RIM, Urban Mobility, Transport Infrastructure Implementation	MURP, Urban Planning and Design	M-L Ongoing: Capital budget allocated	Obj. 12: A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all Obj. 13: Safe and quality roads for pedestrians, cyclists and vehicles Obj. 4: Well-managed and modernised infrastructure to support economic growth
C.3	Traffic Calming – Kensington	Implementation of traffic calming measures to improve road safety, reduce speeding, and enhance pedestrian safety in residential areas.	Acacia Park, Kensington, Maitland, Windermere, Wingfield	RIM, Urban Mobility, Roads Infrastructure Mgmt.	MURP, Urban Planning and Design	S-M Ongoing: Capital budget allocated	Obj. 13: Safe and quality roads for pedestrians, cyclists and vehicles
D. Bulk Infrastructure and Utilities							
D.1	Athlone Wastewater Treatment Works Capacity Expansion and Upgrade Programme	Expansion and upgrading of the Athlone Wastewater Treatment Works to increase wastewater treatment capacity, improve service reliability and environmental performance, and support future residential, commercial, and industrial growth. The project will strengthen bulk sanitation infrastructure and contribute to sustainable urban development across the wider catchment area.	Ward 49 (Athlone WWTW site)	Water and Sanitation	Urban Planning and Design	L Ongoing: Capital budget allocated	Obj. 2: Improved access to quality and reliable basic services Obj. 4: Well-managed and modernised infrastructure to support economic growth Obj. 9: Healthy and sustainable environment Obj. 14: A resilient city Obj. 15: A more spatially integrated and inclusive city

Collectively, the proposed interventions and committed municipal projects provide a framework for coordinated implementation of the LSDF. The implementation programme will require ongoing collaboration between City departments, government entities, private sector stakeholders, Ward councillors, and local communities to realise the vision and development objectives of the area.

8.5. Mechanisms

This section will provide an overview of existing and proposed mechanisms required to support implementation of the vision set out in the Kensington Factreton LSDF strategy. The main purpose is to provide a set of tools that would stimulate the desired type and form of development and enable partnerships with the private sector and civil society in meeting development goals.

8.5.1. Available mechanisms

The following list of mechanisms are approved and available to prospective development agents and property owners in Cape Town.

A more detailed description of the mechanism, including its main objective, how it works, qualification criteria and the application process is available on request.

Available Mechanisms	
Development incentives	Institutional
Discounted development contributions	Streamlined land use application process
Development application fee waivers	Special rating areas
Discounted electricity tariffs	Public sector investment
PT Zones	Catalytic Land Development Programme (CDLP)
Urban Development Zones (UDZs)	Mayoral Urban Regeneration Programme (MURP)
	Precinct management model
Income generation	
Land disposals and lease	Development contributions

The Kensington/Factreton area is in a transit accessible precinct and therefore would be priority for applying streamlined development process and creating easier business cases for development in mixed use areas, especially along Voortrekker road.

8.5.2. Proposed mechanisms

The following list of mechanisms are either, currently in the process of development or investigation by the City or should be investigated in more detail prior to pursuit and implementation. It should be noted that this is not an exhaustive list of mechanisms; they were and should not preclude the investigation of other mechanisms to support the City's urban development vision.

Timeframes for approval (for mechanisms under current investigation) and investigation of future mechanisms are indicated as either A, B or C, where A refers to those mechanisms which can be approved in 1–2 years, B indicates those that can be approved in 2–5 years and those that are timeous to be investigated but can be done within the lifespan of the District Plans are noted as C, or 5–10 years

Mechanism	Description	Timeframes
Development incentives		
Integrated incentive overlay zone	A regulatory tool that refers to a zoning, in addition to the base zoning, stipulating the purposes for which land may be used and the development rule which may be more or less restrictive than the base zoning.	A: 1-2 years
Inclusionary housing	Inclusionary housing is one of many different kinds of housing delivery programs. It is usually a government-driven programme to promote mixed-income housing delivery through regulations and/or incentives that require or encourage property developers to include a proportion of housing units for low and moderate-income households	A: 1-2 years
Density bonus	A zoning tool that permits developers to increase height and/or bulk above those permitted in terms of the zoning scheme, in exchange for a public or social good. It is intended to compensate the developer with additional revenue from the sale of additional dwellings to make up for inclusion of below-market units or unprofitable amenities. This tool does not generate direct revenue. It is intended as an in-kind payment in exchange for the development of a public good.	A: 1-2 years
Proactive rezoning/up zoning	Proactive rezoning is the process where a municipality, of its own accord, changes the existing zoning of land parcels in its jurisdiction. A municipality may do this for many reasons, but generally the aim is to encourage development in a specific area and/or to control the nature of that development	A: 1-2 years
Environmental exclusion areas	Provide appropriate exclusions from the National Environmental Management Act, Act 107 of 1998 (NEMA) for listed activities contained within spatially targeted areas, mainly NDAs, that would trigger a Basic Impact Assessment or Full Environmental Impact Assessment.	B: 2-5 years
Land/urban redevelopment scheme	Involves landowners and developer joining together to form one cooperative entity that consolidates multiple land parcels into a single site for redevelopment. Local government modifies zoning codes and increases bulk to facilitate development	C: 10 Years
Tax abatements (other than the UDZ)	A reduction or exemption from taxes granted by the government for a specific period, usually to encourage investment in locations with lower demand. Benefits of the tax abatement get passed onto subsequent owners who purchase the property, thereby incentivising end-users to relocate to an area that they may not otherwise locate into. It can be set up in designated neighbourhoods where the city is trying to incentivise development or on project-by-project basis if that project advances certain policy goals, e.g. job creation.	C: 10 Years
Income generation		
Land Readjustment Scheme	Landowners pool their land together for reconfiguration and contribute a portion of their land for sale to raise funds to partially fund public infrastructure costs. It can be undertaken by either public or private entity.	C: 10 Years
Streamlined land use application process for priority areas	Unified and streamlined land development processes where proposals and applications supportive of TOD (density, intensity, design and location) are fast-tracked and development and investment are valued within the parameters of the City's stated transformation objectives. This typically require major investment into infrastructure.	B: 2-5 years

Enhanced process of land release and acquisition	A consolidated approach to the management of land which will be acquired and released by the City. This approach should take into account the strategic development potential of land parcels to ensure the best and most efficient use of land taking into account its size, locational potential and applicable risk categories.	A: 1-2 years
Public sector investment		
Aligned public sector plans	Sector Planning is intended to ensure that the City prepares bankable, viable and appropriate capital public investment pipelines to meet the City's future growth, which is aligned to the City 2040 Land Use Model and District Spatial Development Framework.	A: 1-2 years

8.6. Monitoring and Evaluations Framework

The Monitoring and Evaluation (M&E) Framework for the Kensington–Factreton LSDF is aligned with the broader Table Bay District Plan M&E Framework and the City of Cape Town's Framework for Spatial Data and Monitoring and Evaluation. The purpose of this framework is to provide a basis for assessing spatial change within the study area and to support future reviews of the LSDF.

Monitoring may focus on changes in the built environment, public realm, movement networks, environmental assets, and development patterns within the study area. Evaluation may be used to assess the extent to which development trends and implemented projects are consistent with the vision, spatial objectives, and development guidelines of the LSDF. The framework is intended as a guide for monitoring and review processes and does not create implementation obligations for any department, agency, landowner, or stakeholder.

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8.6.2. Monitoring

For monitoring purposes, the LSDF precincts and strategic intervention areas may serve as reference areas for assessing spatial change and development trends over time. Based on the issues, opportunities, and priorities identified through technical analysis, stakeholder engagement, and public participation processes, the following areas may warrant ongoing observation and assessment:

- Wingfield New Development Area
- Century City Station Precinct (Precinct 7)
- Voortrekker Road Corridor & Rail station precincts
- Acacia Park
- Public Open Space Network

Potential indicators that may assist in assessing progress towards the LSDF's spatial objectives

LSDF Objective	Potential Indicator
Public Realm Improvement	Gradual progress in number and area of parks and public open spaces upgraded
Environmental Protection	Gradual progress in extent of biodiversity areas protected, rehabilitated, or managed through stewardship or related mechanisms
Transit-Oriented Development	Gradual progress in number of residential units approved or developed within identified development focus areas
Housing Delivery	Gradual progress in number of residential units approved and completed
Movement and Accessibility	Gradual progress in extent of new pedestrian, cycling, or accessibility improvements implemented
Public Transport Integration	Gradual progress in improvements undertaken within station precincts, transport interchanges, or public transport facilities
Urban Management	Gradual progress in number of identified public realm or safety improvement interventions undertaken
Climate Resilience	Gradual progress in development proposals incorporating water-sensitive urban design and sustainable drainage measures
Economic Development	Gradual progress in mixed-use, commercial, or employment-generating development approved within identified activity areas
Community Facilities	Gradual progress in new or upgraded community facilities and social infrastructure projects

8.6.3. Evaluation

Periodic evaluation of the LSDF may be undertaken as part of future reviews of the plan or other DSDF planning processes. Evaluation may consider:

- Progress towards achieving the spatial vision and objectives of the LSDF.
- Development trends within strategic growth, intensification, and redevelopment areas.
- The protection, management, and integration of environmental assets.
- Changes to accessibility, connectivity, and the quality of the public environment.
- Progress on priority projects, programmes, and interventions identified by stakeholders and implementing agencies.
- The effectiveness of implementation mechanisms, partnerships, and governance arrangements.
- The outcomes of any evaluation process may be used to inform future reviews of the LSDF/DSDF, updates to implementation priorities, and the refinement of spatial policies and guidelines.