

KENSINGTON, FACTRETON AND WINGFIELD

Local Spatial Development Framework



URBAN PLANNING AND DESIGN
Baseline Report
March 2025



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
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1. Background and introduction

1.1 Project Background

In 2019 a Ward 56 safety plan was undertaken, demonstrating the content and format of a safety plan. Further detailed planning and surveys were recommended. The safety plan undertook some field surveys and desktop analysis and made certain recommendations for interventions in the area. Some of which required action from Urban Planning and Design, particularly.

Subsequently Sub-Council 15 has expressed interest in conducting further local area plans for the Kensington Factreton area. A local area plan has recently been approved for the Maitland area.

Some of the actions from the safety plan which may include input from urban planning and design include:

1. A business retention and expansion process.
2. Programmes for parks and green spaces.
3. Spatial information on criminality and spaces for effective capacity building to address criminal behaviours.

4. Land identification for housing and community services
5. Urban design guidelines for safer spaces
6. Rental housing stock, land identification
7. The safety plan contains actions that are beyond the usual remit and skill set of urban planning and design, therefore further input is needed on the scope of work going forward from those involved in the safety plan.

1.2 What is a Local Spatial Development Framework?

1. Formulate a future **development vision** & how to get there.
2. Does not give or take away rights.

1.3 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.

1.4 Requirements of an LSDF from Section 12 of the MPBL

1. Adopted for specified geographic area of the City
2. Must align with MSDF and District Plan
3. 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



Figure 1 What an LSDF can and can't do

1.5 Motivation for a Local Spatial Development Framework

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 is along the Voortrekker Road corridor, which is considered an accessible area suitable for intensification of all land uses, and higher densities. There are challenges in the management of urban land in the area and large, dispersed public land holdings requiring review as to how they can interface with the existing neighbourhood. It has also been noted by subcouncil that there is a need for detailed development guidance for the area – including

looking at underutilised use of open space, public housing and general development guidance.

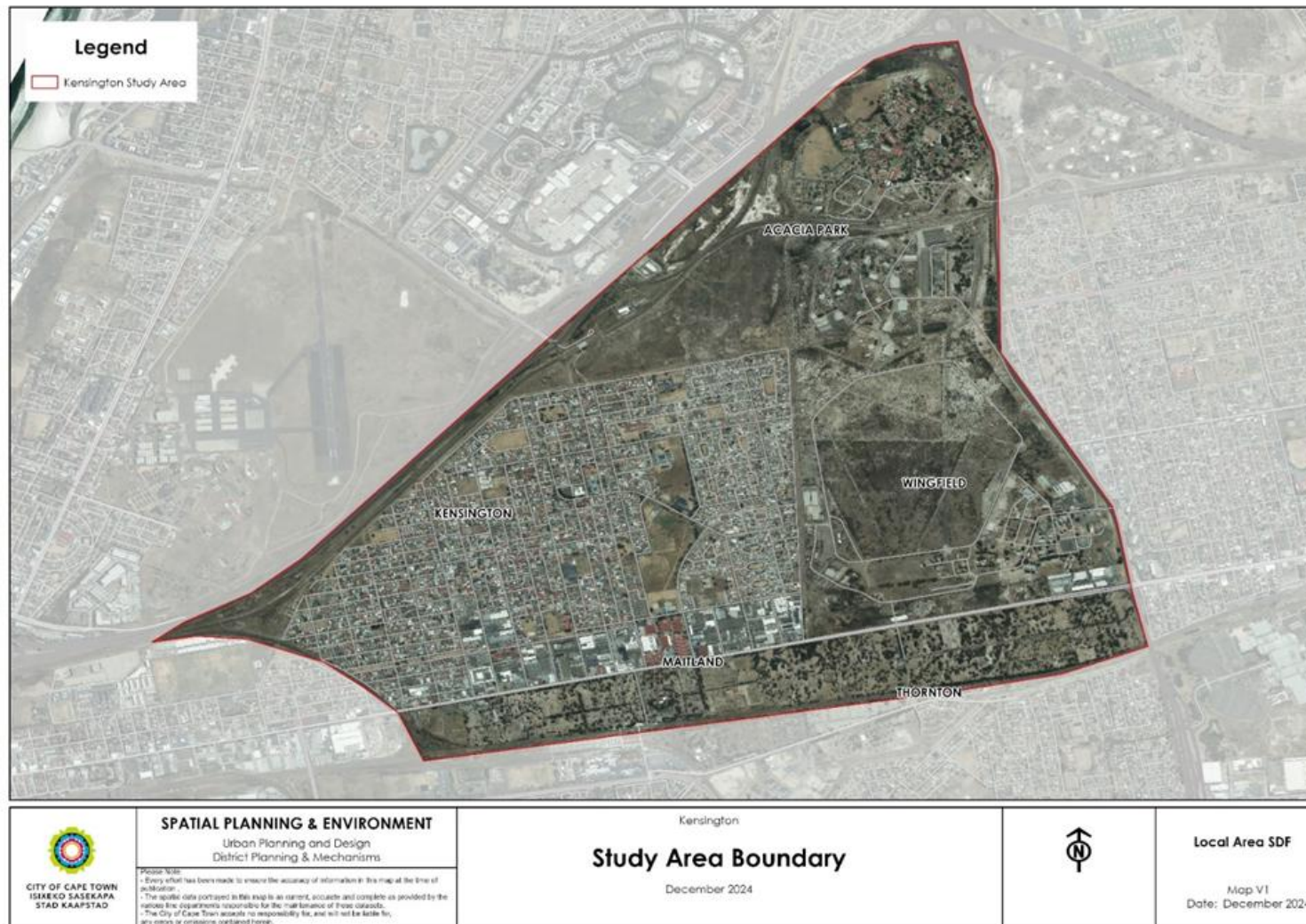


Figure 2 Study Area Boundary

2. Policy and Legislative context

2.1 Planning Legislation

**Spatial Planning and Land Use Management Act (SPLUMA),
Land Use Management Act (LUPA) and Municipal Planning By-Law (MPBL):**

Section 21(l) (i) of the SPLUMA states that a MSDF must identify the designation of areas in which more detailed local plans must be developed. This is further emphasized in Chapter III (Part 3) of the LUPA. To this effect, sections 11 & 12 of the MPBL mandates the preparation of Local SDFs to align and give further effect to the municipal SDF and any relevant District SDF by providing more detailed, local area planning. Chapter 20 of the Development Management Scheme as stipulated in Schedule 3 of the MPBL further provides mechanisms for designating localized development management rules through overlay zones that deals with specific concerns.

The principles set out in SPLUMA guide authorities responsible for the implementation of legislation regulating the use and development of land. These and guide the preparation, adoption and implementation of any spatial development framework, policy or by-law concerning spatial planning and development or use of land.

Principles of SPLUMA	
Spatial justice	Whereby the past spatial and other development imbalances must be redressed through improved access to and use of land
Spatial Sustainability	Spatial planning and land use management systems must promote development that is sustainable and takes into consideration the protection and functioning of the natural environment
Spatial Resilience	Whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensures sustainable livelihoods
Spatial Efficiency	Whereby land development optimises the use of existing resources and infrastructure. Decision making procedures minimise financial, social and environmental impacts.
Good Administration	All spheres of government ensure an integrated approach to land use and land development that is guided by SPLUMA

Figure 3 Principles of SPLUMA and their descriptions

2.2 2030 Agenda for Sustainable Development

In 2015 the United nation member states, including South Africa, adopted “Transforming Our World – The 2030 Agenda of Sustainable Development”. At its core is a set of 17 sustainable development goals.

These built upon the expiring Millennium Development Goals (MDGs) set for 2000 – 2015. In contrast with the MDGs the SDGs are uniformly applicable to all countries of the world. The SDGs aim to stimulate action in areas of critical importance for humanity and the planet. These 17 goals are emphasized in Cape Town’s Integrated Development Plan (IDP). Figure 4 shows the 17 goals.



Figure 4 Sustainable Development Goals

2.3 Integrated Development Plan (2022-2027)

The Integrated Development Plan (IDP) is the central plan of the City of Cape Town (the City). The IDP communicates the City's long-term vision to residents, businesses and investors, and how the City plans to achieve it over the next 5 year period. The following diagram shows the City's focus areas for the next five years. The City will focus on six priorities; the most important of which is economic growth to reduce poverty. These priorities rest on three foundations essential to realise 'A City of Hope'.

As part of the suite of key strategies identified in achieving the vision, the IDP identifies Local Spatial Development Frameworks, like this one, as an instrument of implementation for spatial planning. The IDP states that it should "align with, and give further effect to, the MSDF and the relevant DSDF by providing more detailed local planning guidance. LSDFs also include detailed information regarding proposed precinct development areas" (IDP, 2022: 44).

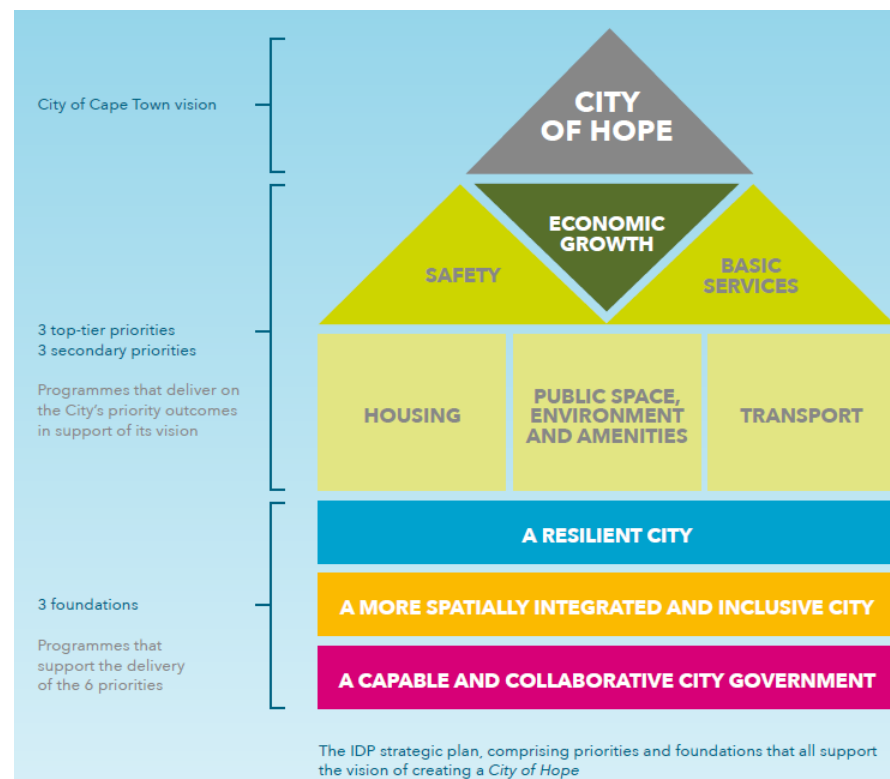


Figure 5 IDP Programmes, Foundations and Outcomes

TABLE 1: IDP objectives relevant to the Koeberg Road Study Area

IDP PRIORITIES AND FOUNDATIONS		RELEVANT PROGRAMME	DESCRIPTION & INITIATIVES RELEVANT FOR THE PREPARATION OF THIS LSDF
Basic Services	Objective 4: Well-managed And modernised Infrastructure To support Economic growth	Utility Business Model Reform programme Programme description: Adapt the City's utilities to be sustainable and future-fit.  SDGs: 6 7 8 9 10 11 12	As Cape Town is a growing city characterised by high density and informality, a key priority will be to build greater flexibility and agility into the City's basic services delivery models. By ensuring that its utilities operate according to resilience principles, the City will be better able to withstand the failure of critical national services and government institutions, as well as the instability of national grant funding. At the same time, the City will engage robustly with National Government and state-owned enterprises to play their appropriate role by delivering services that the City is not responsible for.
Housing	OBJECTIVE 7: Increased supply Of affordable, Well-located Homes	Partnership for affordable housing programme Programme description: Support the private sector to scale up the supply of affordable housing, particularly social housing.  SDGs: 8 10 11 17	The City will drive the programmatic release of City-owned land and use its regulatory mechanisms to support the development of more affordable and well-located formal housing in Cape Town. 'Well-located' refers to land that is in close proximity to economic opportunities, transport nodes, and social facility support. Social housing is critical to unlocking well-located land for long-term affordable housing that is financially sustainable and has a well-established operating model. This will be a key City focus area in building a more spatially integrated and inclusive city and enabling urban regeneration and TOD.

Transport	OBJECTIVE 12: A sustainable Transport system, That is integrated, Efficient and Provides safe and Affordable travel Options for all	Public transport reform programme Programme description: Improve the safety, convenience, reliability and quality of public transport for commuters. SDGs: 3 9 11	The current transport system in Cape Town faces significant challenges, with high levels of congestion and the collapse of rail making travel costly and time-consuming for many commuters. Public transport services, particularly rail, require urgent attention. However, improvements must take place in the context of very limited funding for large capital investments in new public transport modes and corridors. The City will pursue the incremental improvement of public transport infrastructure and operations in a way that delivers maximum benefit, for the greatest number of commuters, as quickly as possible. This programme will focus on integrating different modes of public transport to improve access and the safety, convenience, reliability and quality of transport services for commuters. Public Transport investments are critical to support a more spatially integrated, higher density and diverse built environment (TOD) and reduce greenhouse gas emissions from the transport sector.
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	Bus rapid transit programme Programme description: Expand quality Bus Rapid Transit (BRT) services to the South East of the city SDGs 3 9 11	The City is committed to expanding its own public transport offering to improve the quality of public transport services in Cape Town. Currently, this expansion is taking the form of BRT, with a major BRT corridor being implemented between Khayelitsha, Mitchells Plain, Claremont and Wynberg in the next five years. This BRT corridor is critical in building a quality, universally accessible public transport system for Cape Town. This investment will improve transport connectivity and access for some of the most vulnerable neighbourhoods in Cape Town, improving the speed and safety with which people can travel and at a cost they can afford. The transport system will also create the foundation of transit-oriented development along this corridor supporting, strategic densification and access to economic opportunities.
OBJECTIVE 13: Safe and quality roads for pedestrians, cyclists and vehicles	Road safety and maintenance programme  Climate Priority Programme SDGs 3 9 10 11	The City is committed to maintaining a quality road network, recognising its importance as a key platform for economic growth by allowing the efficient movement of people and goods throughout Cape Town. Effective maintenance strategies are implemented to sustain the road network into the future, and the City will continue to upgrade and maintain public transport infrastructure, roads, stormwater infrastructure and traffic signals, and to repair potholes. Since the majority of residents walk as part of their daily journeys, the City will invest in NMT infrastructure and making streets safer for pedestrians and cyclists. This will provide safer travel options for pedestrians and cyclists, enhance access to public transport services, particularly for vulnerable transport users, and promote cleaner and carbon-neutral travel. In addition, the City recognises that traffic calming is critical to the safety of pedestrians and cyclists.

A RESILIENT CITY	OBJECTIVE 14: A resilient city	Climate change programme Programme description: Accelerate our response to climate change SDGs 11 13	The City recognises that climate change poses a significant threat to Cape Town, its environment, communities and economy, and that we must take action to protect the future of the city and those who live here. Responding to climate change helps reduce the entire city's vulnerability to future climate disasters and presents an opportunity to lead in transitioning to clean energy and a water-sensitive city. The municipality's interventions to improve public transport and encourage densification are other significant ways to reduce the city's carbon footprint and improve energy efficiency. A more compact and efficient built form will enhance Cape Town's sustainability into the future. The City is also working to shift the way in which service infrastructure is designed and managed to achieve climate change objectives, which is one of the key informants of the City's utility business model reforms. Finally, building resilience into the water system and more generally across City infrastructure will help prepare Cape Town for projected climate impacts.
		Disaster risk reduction and response programme Programme description: Reduce risks and increase readiness to respond to disasters. SDGs 11 13	The City and its residents experienced two major metro-scale disasters in the past five years, namely the drought and the pandemic. Smaller local emergencies such as flooding and fire also affected many communities. The increasing risk of natural and human-induced hazards affecting life, property, the environment and the functioning of communities is exacerbated by rapid urbanisation, climate change and worsening vulnerability. Disasters often disproportionately affect women, children and those already vulnerable. This requires improved emergency preparedness to avoid and reduce the impact of disasters. The City is committed to strengthening its risk assessment and response mechanisms to better prepare for and respond to disasters. Working with internal and external partners, the municipality will improve the effectiveness of disaster relief, addressing disaster-affected individuals' immediate needs.

A MORE SPATIALLY INTEGRATED AND	OBJECTIVE 15: a More spatially Integrated and Inclusive city	Spatial integration and transformation programme Programme description: Address the injustice of apartheid spatial planning to work towards a more inclusive, integrated and vibrant city. SDGs: 9 10 11	Cape Town's MSDF is an integral part of the IDP, translating the IDP's vision and strategy into a desired spatial form for the city. The MSDF is a framework for long-term growth and development, and provides a spatial vision, policy parameters and development priorities that will help Cape Town achieve a reconfigured, more resilient and more inclusive spatial form. It guides public and private investment decisions that affect Cape Town's spatial form and helps the City strike a balance between competing land use demands and sector priorities in support of inclusive economic growth for poverty reduction. This includes guidance on the delivery of housing and transport, the protection Cape Town's unique cultural and environmental assets, and the provision of infrastructure. While directing future spatial form and growth, the MSDF also addresses the fragmented, inefficient spatial form that resulted from apartheid planning. As guided by the MSDF, DSDFs and other spatial planning instruments, a number of programmes in the City's five-year plan will help foster spatial integration and transformation in Cape Town.
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2.4 Scales of Spatial Planning

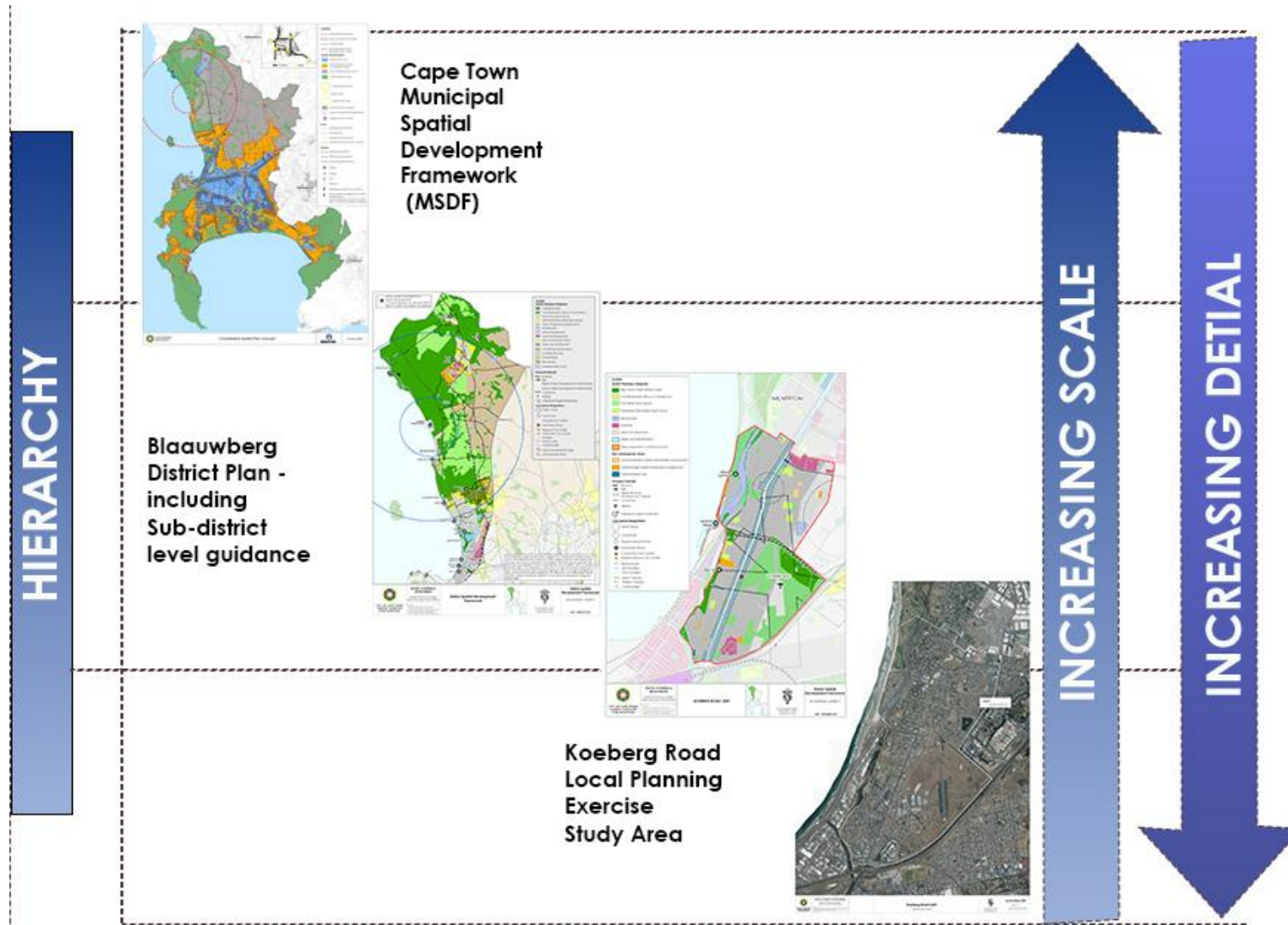


Figure 6 Scales of Planning

2.5 Municipal Spatial Development Framework (2023)

The Integrated Development Plan (IDP) is the central plan of the City of Cape Town (the City). In this, 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 elements of this framework comprise the following:

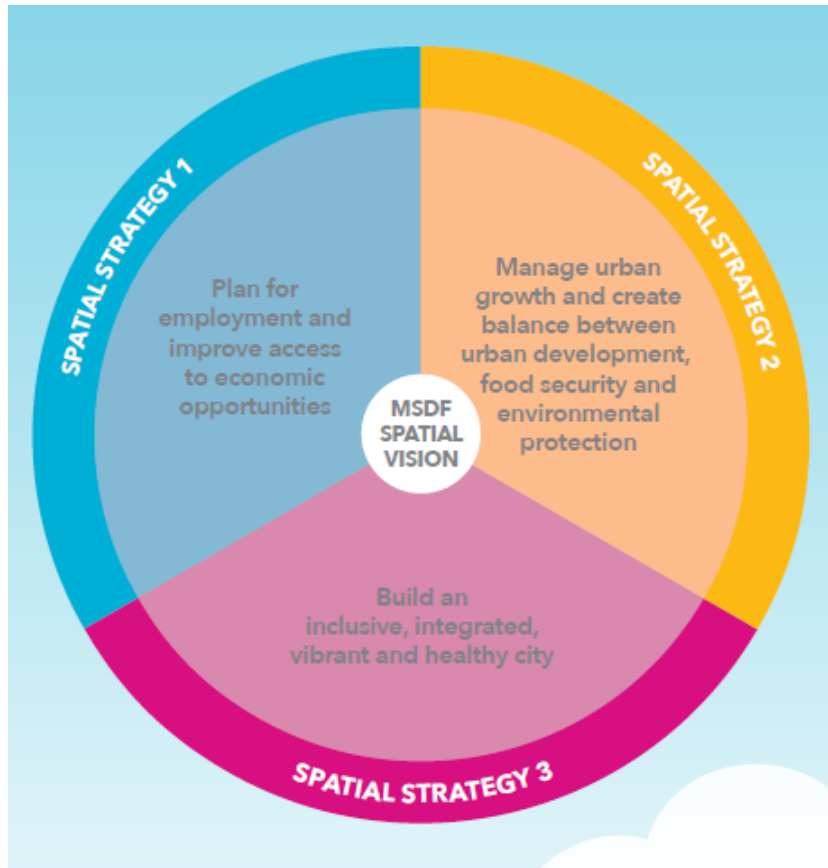
- Three spatial strategies – drawn from the IDP and associated sectoral and spatial policy guidelines.
- Development directives – environmental, resource, heritage and risk-related spatial aspects usually governed by additional or parallel regulatory processes beyond those associated with land use processes and applications made via the MPBL.
- Conceptual designation – associated with the Spatial Development Framework.

- A series of maps – that collectively provide a metropolitan-scale interpretation of the City's spatial vision, development directives, land use informants and investment priority areas. Collectively, these framework components provide direction for the City's strategic development and infrastructure investment, while also promoting a rational and predictable land development environment (SPLUMA section 12(1) (l)). In addition, they provide the basis for a more detailed review of existing district and local plans

The MSDF sets out the overarching spatial vision formulated to support the City's spatial transformation objectives:

“The City is intent on building – in partnership with the private and public sector – an inclusive, integrated, vibrant and healthy city. A resilient City that meets sustainability obligations and proactively responds to social, economic, climate and resource shocks and stresses. A city that is committed to addressing spatial injustice, inequality and avoids the creation of new structural imbalances in the delivery of services,

availability of economic and residential opportunities. Key to achieving this spatial transformation is ensuring an efficient



public transport system and associated densification and diversification of land uses"

Figure 7 Spatial strategies from the MSDF

There are three spatial strategies that provide the spatial direction to achieve sustainable, equitable and managed growth. These are highlighted in Chapter 5 of the MSDF and shown in Figure 8 .

The MSDF categorises the city into four Spatial Transformation areas (STAs). Each of these 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.

In pursuit of a spatial vision for a restructured, inclusive and efficient urban form for Cape Town, the following imperatives and partnerships are applicable for the urban inner core: (page 48 &49)

- Support and facilitate inclusive economic growth using context-sensitive planning tools and funding models to ensure the timeous provision of connective

infrastructure (i.e. public transport, broadband, bulk reticulation) to support spatially efficient, job-generating inward investment.

- 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. These should enable transit-supportive development and deliver key benefits to housing agglomeration and increased employment densities.
- Provide an efficient, safe and affordable public transport system supportive of transit-oriented development and land use intensification (i.e. diversification and densification) in and around transit corridors and nodal points serviced by an existing and future public transport network.
- 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. Further promote and facilitate a well-defined balance between future urban development needs and the protection of natural environment and unique agriculture area, rural, coastal and agricultural amenities.
- 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.' (BSDF, 2023: 20).

2.6 Table Bay: The Integrated Spatial Development Framework and Environmental Management Framework (2023)

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

The District Plan aims to respond to the question:

“How do we want the city to be structured and to function in the future?”

This District Plan is a medium-term plan (+/- 10 year) that guides spatial development processes within the district. It includes: the policy objectives and principles; provides spatial **development guidelines** and **implementation actions** (restructuring, upgrading proposals and directing investment) and **mechanisms** that set out how to achieve the desired spatial vision. The District Plan offers a broad level of **guidance decision making at the district scale with supplementary guidelines at a sub-district level.**

By locating new land use opportunities where people are located, the Integrated SDF and EMF propose to create a greater mix of land uses locally. This is advantageous to the future resilience of local areas. Related to this is the approach of allowing higher densities in the most accessible locations, i.e. areas where most people frequent. These locations are generally along the major public transport routes and interchanges and close to economic opportunities as a first priority. This transit-oriented development (TOD) approach is still being pursued.

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).

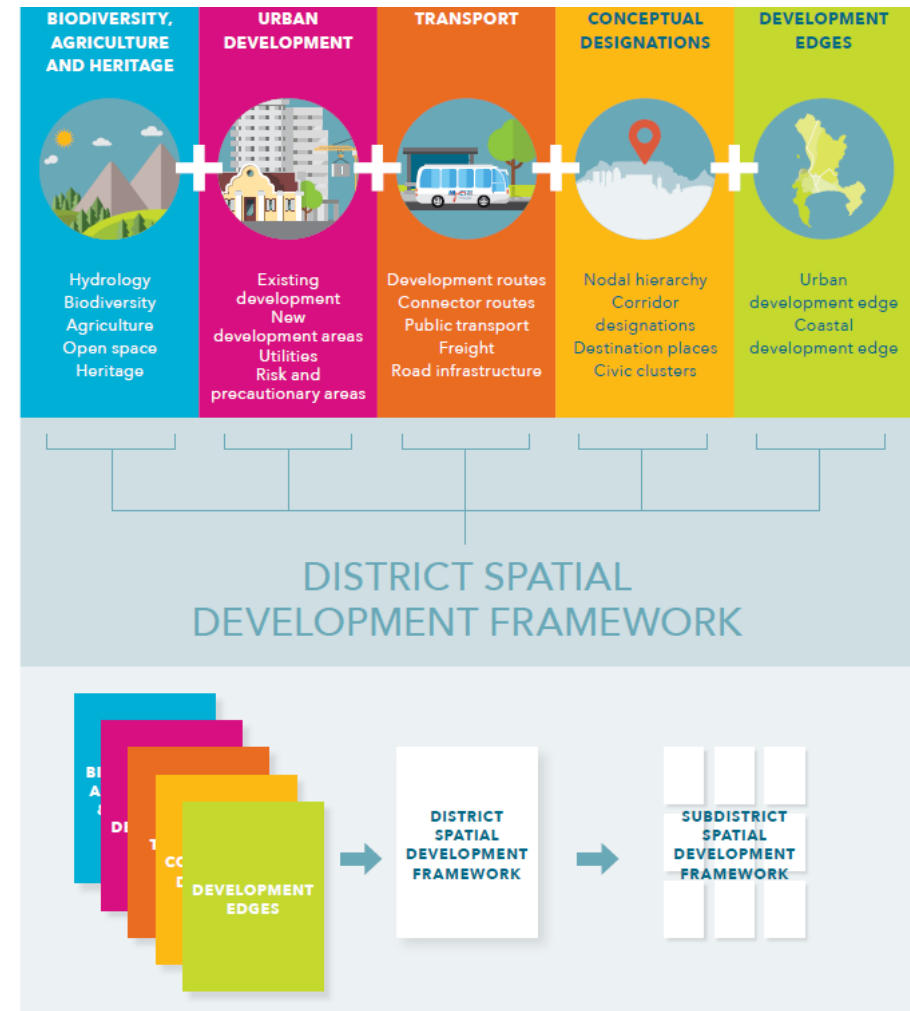
The District Plan comprises five broad types of categories that all have relevant guidelines as seen in Figure 9. Importantly, the District Plan needs to provide practical policy guidance for

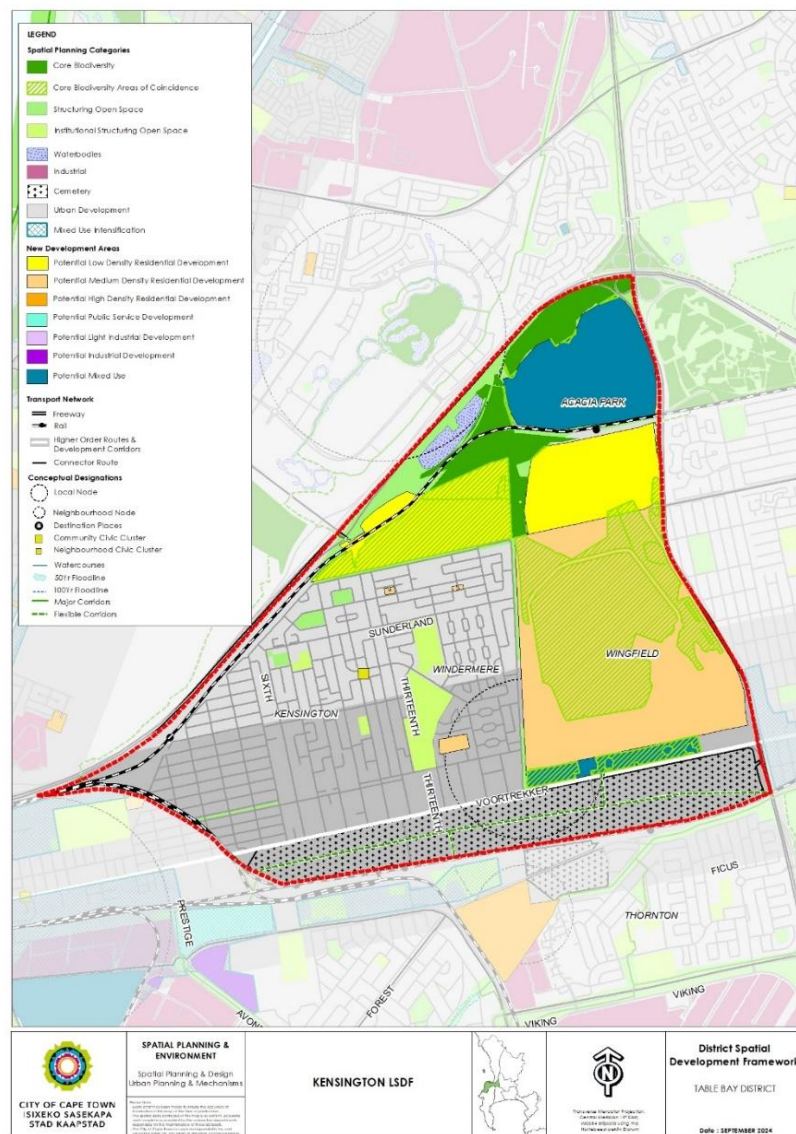
decision makers to achieve the right spatial balance between different competing sectors and interests. The land use classification system adopted by the District Plan is consistent with the bioregional planning framework and broad spatial planning categories (SPCs) utilised by the MSDF. Some additional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

Spatial Planning Categories and the study area:

The District plan 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 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.





As noted, the District Plan also seeks to show desired end-state. Please refer to the detailed description and guidelines in the [Table Bay District Plan](#).

Figure 10 Sub district map of the study area

3. Evaluation of previous work done for the study area

3.1 Relevant local policy

3.1.1 Wingfield Redevelopment project – Pre-feasibility Study, 2010

The Wingfield Site is a strategic and underutilised site, in a well-located part of Cape Town. 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 Ndabeni Community in settlement of a land restitution claim. Due to the site being a state owned piece of land, there has been much interest in the site from within the City. A range of City departments have worked on assessing the development potential of the site; however, to date very limited progress has been made, due

to a variety of circumstances (Wingfield Redevelopment Project, 2010).

In 2010, the Spatial Planning and Urban Design Department developed a prefeasibility study for the “Wingfield Project”. The Report included an analysis on facilitation of the development of the site and the potential acquisition of the site by the City.

Report details on the following chapters:

- Forward planning (policy context)
- Physical factors
- Land use issues
- Bulk Service statement
- Institutional Analysis
- Spatial Development Proposal
- Financial Feasibility
- Issues, opportunities and constraints

The Opportunities and Constraints are summarised below:

Opportunities

- The site offers a number of unique opportunities to the City:

- Land for housing, well located in relation to the following:
- Employment opportunities
- Road and rail transport infrastructure
- Community facilities
- Health facilities
- Education facilities
- Increase to the rates base – It must be remembered that any potential increase to the rates base is dependent on the type of development that takes place on the site. Higher levels of social or subsidy housing will significantly reduce the rates base.
- Development of a site that has been underutilised for a significant length of time. This will have positive impacts on the surrounding area, particularly Kensington and Factreton. Additionally, development of the site edge abutting Voortrekker Road will reinforce that activity corridor.
- The construction of Aerodrome Road and Frans Conradie Drive Extension will significantly improve the transport situation in the area.

Constraints

All the issues identified above must be considered when deliberating the desirability of acquiring land at Wingfield. The following issues are of particular concern and have the potential to significantly hamper development:

- Ownership: Currently the City does not own any of the land
- Cost of acquisition: The Defence Force infrastructure on the site is very close to the end of its design life and the Defence Force wishes to relocate. The sale or transfer of the site is seen as a means of funding this relocation.
- The existing infrastructure, which will not be retained will need to be demolished, at the City's cost if the City acquires the site.
- The cost of providing bulk services to the site is high
- Should the City acquire the site it will be under pressure to develop the site, despite the time frames associated with such a development. Additionally, through acquiring the site, the City will become responsible for any delays to the provision of bulk services to the Ndabeni Communal Land.

3.1.2 Voortrekker Road Corridor Strategy, 2017

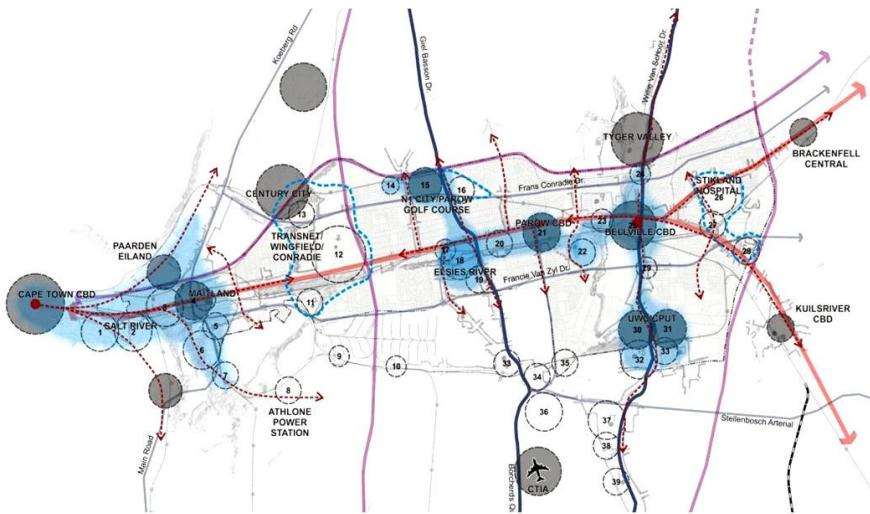
This 2017 Report developed by the Urban Development Investment Portfolio Department, looks at the Voortrekker Road Corridor Integration Zone (VRC IZ). This is the spatial component to the Built Environment Performance Plan (BEPP), and spatially defines the area for administering the National Treasury's Integrated Cities Development Grant (ICDG).

The VRC was identified as a prioritised spatial focus area, encouraging renewal and is seen as a platform for triggering city wide spatial transformation. The approach taken here is that the VRC IZ is to direct and coordinate a programme of targeted public sector investment over time based on a rigorous understanding of the real potentials and needs of the corridor.

The VRC IZ also provides opportunities to:

- optimise land-use in support of transit-oriented investments.
- intensify development (developments in areas at densities higher than the existing form, whilst promoting infill development and the conversion of existing buildings) in achieving the appropriate urban form; and

- Balance transit demands (key to an efficient and sustainable public transport network) (VRC Strategy, 2017).

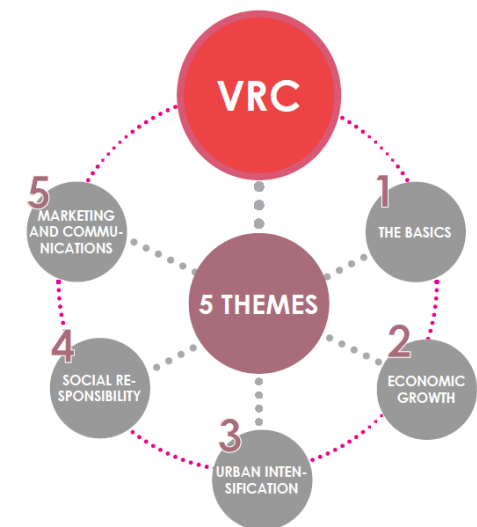


The first phase project included a baseline analysis of the VRC IZ based on five key assessment themes as seen in Figure XX. These themes were used to conduct more focussed trends analysis in line with the primary objectives of the VRC IZ. The focused trends analysis assisted in the spatial targeting of local areas for investment within the VRC IZ. This baseline also looked at research areas divided into key topics listed below:

- Area Function, Role and Land Use
- Current, budgeted and planned initiatives
- Demographic Trends
- Socio-economic Trends
- Residential
- Economic Status
- Transport Role and Function
- Services Infrastructure
- Social Facilities Infrastructure
- Land use
- Urban Management

Figure 11 5 Themes informing the VRC integration zone

The second phase consisted of strategies and actions in the form of the VRC corridor wide implementation plan.



The overarching aim was to formulate development strategies for the VRC IZ, which was chosen for its great accessibility; economic opportunities (high number of job opportunities, good proximity to industrial agglomeration); and opportunity for residential intensification (low densities and spare capacity) which will assist in moving towards the desired end state - an environment with good urban management, integrated social services, economic growth and social upliftment (VRC Strategy, 2017).

These 7 key strategies along with their associated actions begin the first step in spatially targeting interventions within the corridor that will assist in moving towards the vision for the area.

The 7 key strategies:

1. Integrated and coordinated urban management strategy
 - a. A clean, safe, well maintained public environment
2. Public and social environment strategy
 - a. Ensure sufficient public facilities capacity, as well as a high-quality public environment
3. Development Facilitation strategy

- a. Explore and implement regulatory reforms and incentives for appropriate development
4. Infrastructure investment strategy
 - a. Identify, prioritise and execute infrastructure improvements in creating an enabling environment for development
5. Transport development strategy
 - a. A high quality, well-functioning, integrated public transport network which supports Transit Oriented Development
6. Residential intensification strategy
 - a. Increased number of people living in the well-located, well-served (by public transport and public facilities) areas of the VRC
7. Business retention & expansion of sectors
 - a. Identifying and facilitating the development of appropriate growth sectors.

The strategy was approved by council in 2017.

3.1.3 Ward 56: Safety Plan – MURP 2020

The 2020 report by Mayoral Urban Regeneration Programme (MURP) focused on the safety in the municipal area of Ward

56. Research included an overview of the strategic interventions aimed at mitigating the identified risks in the community. While the methodological framework and logic of analysis may find applicability more broadly, the plan itself is based on local data and therefore cannot be abstracted from the context of Ward 56.

The purpose of this report as a safety plan seeks to guide practitioners in identifying the requisite forces that may be undermining – or indeed strengthening – the levels of safety in a specific community, that of Ward 56, while also providing a pragmatic framework for the actioning of this information in a manner that has tangible and real outcomes that can be felt in and by communities which fall within the scope of such safety plans (Ward 56: Safety Plan, 2020).

The development of the safety plan considered the following 4 questions as a basis:

1. **What the primary risks facing a community and individuals are?**
2. **Who is most at risk of the dangers resulting from a lack of safety?**
3. **Where they are most at risk and where they are safest? and**

4. **How can these risks be mitigated in the most effective and timely manner?**

Analysis:

The report started with an in-depth summary on the community profile as a basis for the research. This included a summary demographics, resources and services and a perception analysis of crime in the Ward.

Plan first conduct a survey of all the stakeholders and role-players that offer services in the community, what type of services these may be, what form they may take, where they are offered, when, and for whom. The focus here again was to provide a guiding framework for the facilitation of services and the provision of resources aimed at the bolstering of the levels of safety and the mitigation of risks that may be facing a community.

According to the respondents, the most common reasons for the occurrence of crime are unemployment (17%) and the incidence of an opportunity (17%). Other reasons include the prevalence of isolated and quiet areas (16%), followed by

gang territories (13%) and poverty (10%) (Ward 56: Safety Plan, 2020).

Interventions and Proposed projects:

In the providing an overview of the suggested projects that should be pursued in Ward 56, and so as to provide a direct linkage with the White Paper, we have ordered the projects according to these six themes – as seen in Figure XX.

As noted, an ongoing concern with the implementation of safety plans is the monitoring of both the stated indicators as well as the quality of the completion of those indicators, or what has been termed the impact. With this in mind, a strategic collation of the aforementioned highlighted safety tasks is provided in the following pages, formulated as specific projects that can be undertaken in the area. These serve both as an example of how such projects and planned and executed, as well as conceivably possible projects in their own right (Ward 56: Safety Plan, 2020).

The key Safety Projects identified looked at:

- Business retention and expansion

- Sports development
- Health education
- Parks and green spaces
- Community safety

Here there is a breakdown of thematic focus areas, intended outcomes, key activities and outputs and responsible agencies.

Proposed specific Safety interventions



Thereafter the report goes into a detailed list of safety interventions which also break down specific crimes, the causes and challenges related to the crimes, and then the proposed interventions and role-players.

(See full Table on Projects and Interventions from pages 43 – 57).

4. Demographics

Currently, the most up to date and detailed social data for the area is taken from the Ward 55 Safety Plan. In 2011 the population of Ward 56 was 33461 and the number of households was 8662. The average household size was thus 3.90 persons per household. In terms of the social makeup of the community, the 2011 census notes that:

- The population is predominantly Coloured (78%);
- 48% of those aged 20 years and older have completed Grade 12 or higher;
- 87% of the labour force (aged 15 to 64) is employed;
- 32% of households have a monthly income of R3 200 or less;
- 93% of households live in formal dwellings;
- 96% of households have access to piped water in their dwelling or inside their yard;
- 95% of households have access to a flush toilet connected to the public sewer system;
- 99% of households have their refuse removed at least once a week; and

- 99% of households use electricity for lighting in their dwelling.

Ward 56 population	Male		Female		Total	
	Num	%	Num	%	Num	%
Black African	3003	8.9	2550	7.5	5553	16.4
Coloured	12531	37.1	13849	41.0	26380	78.1
Asian	313	0.9	307	0.9	620	1.8
White	213	0.6	192	0.6	405	1.2
Other	515	1.5	324	1.0	839	2.5
Total	16575	49.0	17222	51.0	33797	100

Figure 12 Ward 56 Population

The racial and sex profile of the community is thus well defined and comparable with similar communities in Cape Town.

Different age groups of people experience the world in different but shared ways, and as such age\ categorisations are an important way of gaining insight into the potential and real risks that a community may face. Furthermore, men and women are subject to different risks and have different safety needs, which can be further aggregated by age. As such the age distribution by sex of community members is an important statistical entry point into safety discussions.

The age distribution, which is an important consideration in relation to safety and the deployment of public services, is shaped in the following manner:

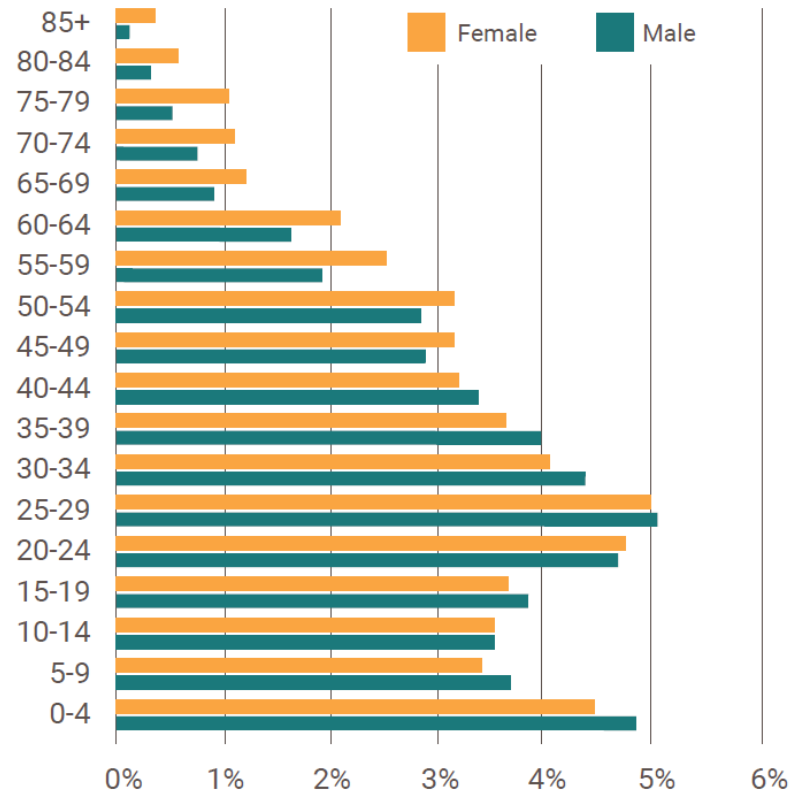


Figure 13 Age Distribution

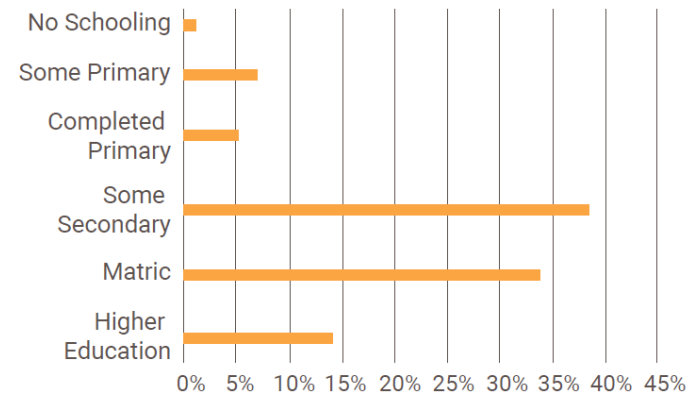


Figure 14 Education in ward 56

In South Africa, another primary feature of distinction that is found in communities is that of language – remembering of course that many languages may be spoken in a community, some more prominently than others. Understanding this language profile and level of education is important in the development of a safety plan, as it should inform both how data is collected and indeed how the information and subsequent plan should be presented.

While a number of languages are spoken in the community, representative of the eleven official languages of the country, Afrikaans and English are the predominant languages by a significant factor.

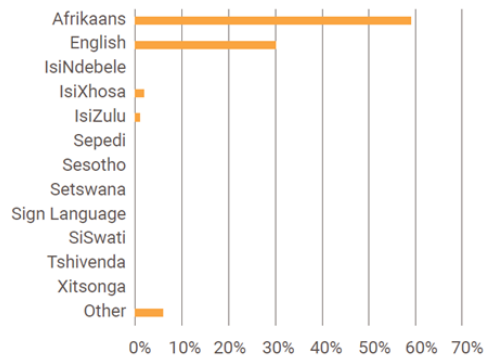


Figure 15 Language distribution of ward 56

Equally, understanding the employment levels in a community is important in both providing targeted services and interventions, as well as in the mitigating of risks that a community may face. For instance, if a community has high levels of unemployment, there may be an increased risk of petty crime, higher levels of substance abuse, and an increased need for the provision of basic services including health, education, and financial assistance. Indeed, the employment status profile of communities in South Africa is one of the most important – if not the most important – measurement of the risks and threats to safety that may exist in a community, and an important feature in the determination of the resilience of individuals or the collective as a whole.

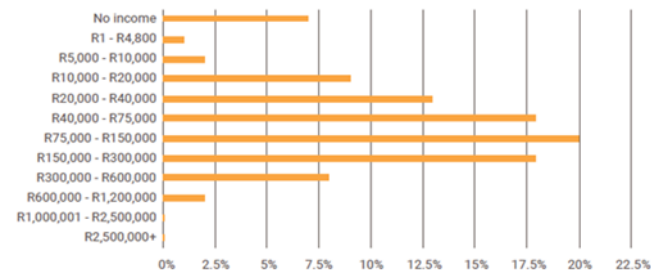


Figure 16 Income distribution of ward 56

Ward 56 labour force indicators	Black African	Coloured	Asian	White	Other	T
Population aged 15 to 64	4009	18097	474	307	628	2
Labour force	2702	10957	288	201	389	1
Employed	2356	9462	270	181	343	1
Unemployed	346	1495	18	20	46	1
Not economically active	1307	7140	186	106	239	8
Discouraged work-seekers	54	308	7	1	20	3
Other not economically active	1253	6832	179	105	219	8
Rates%						
Unemployment rate	12.81%	13.64%	6.25%	9.95%	11.83%	1
Labour absorption rate	58.77%	52.28%	56.96%	58.96%	54.62%	5
Labour force participation rate	67.40%	60.55%	60.76%	65.47%	61.94%	6

Figure 17 Ward 56 Labour Force Indicators

5. Environment, Climate and Heritage

5.1 Hydrological Systems (Rivers and Wetlands)

Kensington, Wingfield, and Acacia Park form part of the broader Cape Flats hydrological system, which includes seasonal wetlands, groundwater systems, and surface water drainage networks. The area's low-lying terrain and sandy soils influence water retention and drainage, making it susceptible

to flooding during heavy rainfall and drought stress in dry periods.

A significant portion of Kensington, particularly towards Wingfield and Acacia Park, lies within the Cape Flats Bulk Water Aquifer, a key groundwater resource for the region. This aquifer plays a crucial role in water security, groundwater recharge, and drought resilience, especially as climate change leads to reduced rainfall and increased water demand. However, urban development, pollution, and over-extraction pose risks to its sustainability.

The wetlands in the area are mostly located in Wingfield and Acacia Park, with only one wetland found within the built-up area. This suggests that urban development has significantly altered the natural hydrology of Kensington and Maitland, leading to the loss and fragmentation of wetland ecosystems. The presence of only a single wetland in the built-up area indicates that most natural drainage systems have been replaced by artificial infrastructure, such as stormwater drains, roads, and buildings, which can reduce the area's ability to naturally manage floodwaters and maintain groundwater recharge.

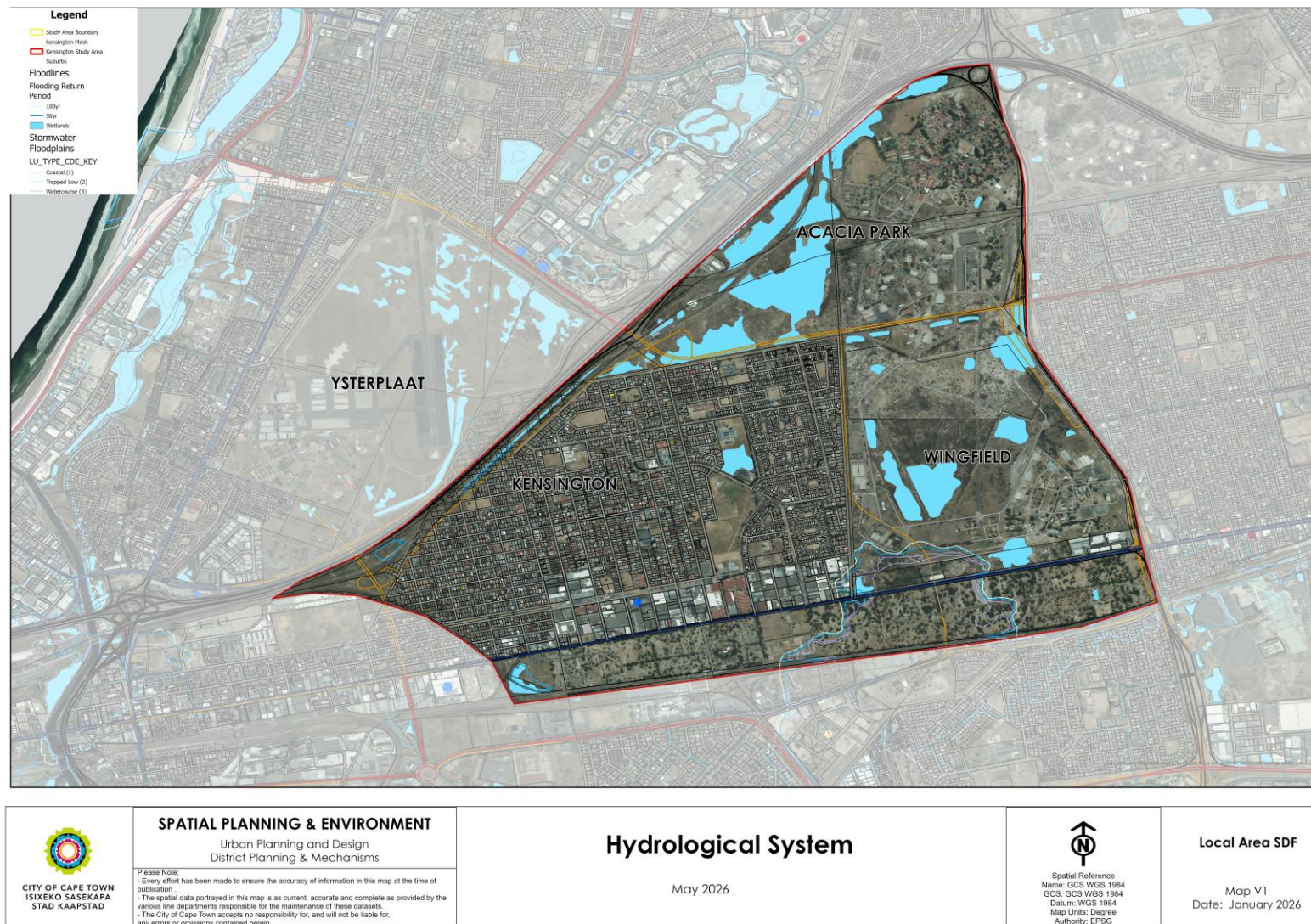


Figure 18 Hydrological System

5.2 Climate Change

Kensington is vulnerable to climate risks such as extreme rainfall, flooding, strong winds, and rising temperatures. Projections indicate that by 2050, the City of Cape Town Metro will experience more frequent droughts, increasing from two to five drought years per decade. Temperatures are expected to rise, leading to 15 more hot days per year with temperatures exceeding 30°C. Overall rainfall may decrease by up to 35%, intensifying concerns over water security, pollution of waterbodies, and the risk of wildfires.

Additionally, flooding risks will increase due to extreme rainfall events, overwhelming drainage systems and causing damage to infrastructure and communities. Coastal erosion due to sea level rise will also continue, further impacting infrastructure and ecosystems.

To mitigate these challenges, urban planning should integrate climate-resilient design principles, such as using durable, low-carbon materials, water-sensitive design, and nature-based solutions to manage storm water, flooding, and heat. Given the increase in extreme heat, thermal comfort strategies—

including shaded seating, tree planting, water features, and reflective materials—are essential to reduce the urban heat island effect. Infrastructure and landscape designs must also be adaptable to withstand drought, heatwaves, extreme rainfall, and flooding, ensuring safety, accessibility, and service continuity for the community

5.3 Biodiversity and Structuring Open Spaces

5.3.1 Soil Type

The study area is predominately covered by soil type with a sandy texture leached and with a subsurface accumulation of organic matter, iron and aluminium oxides, either deep or on hard or weathering rock. The soil's sandy, leached nature with subsurface accumulations suggests low fertility and poor load-bearing capacity, making it less suitable for agriculture or heavy construction without significant soil stabilization and amendments. Development should prioritize lightweight structures, permeable surfaces, and environmental conservation to prevent erosion and groundwater contamination.

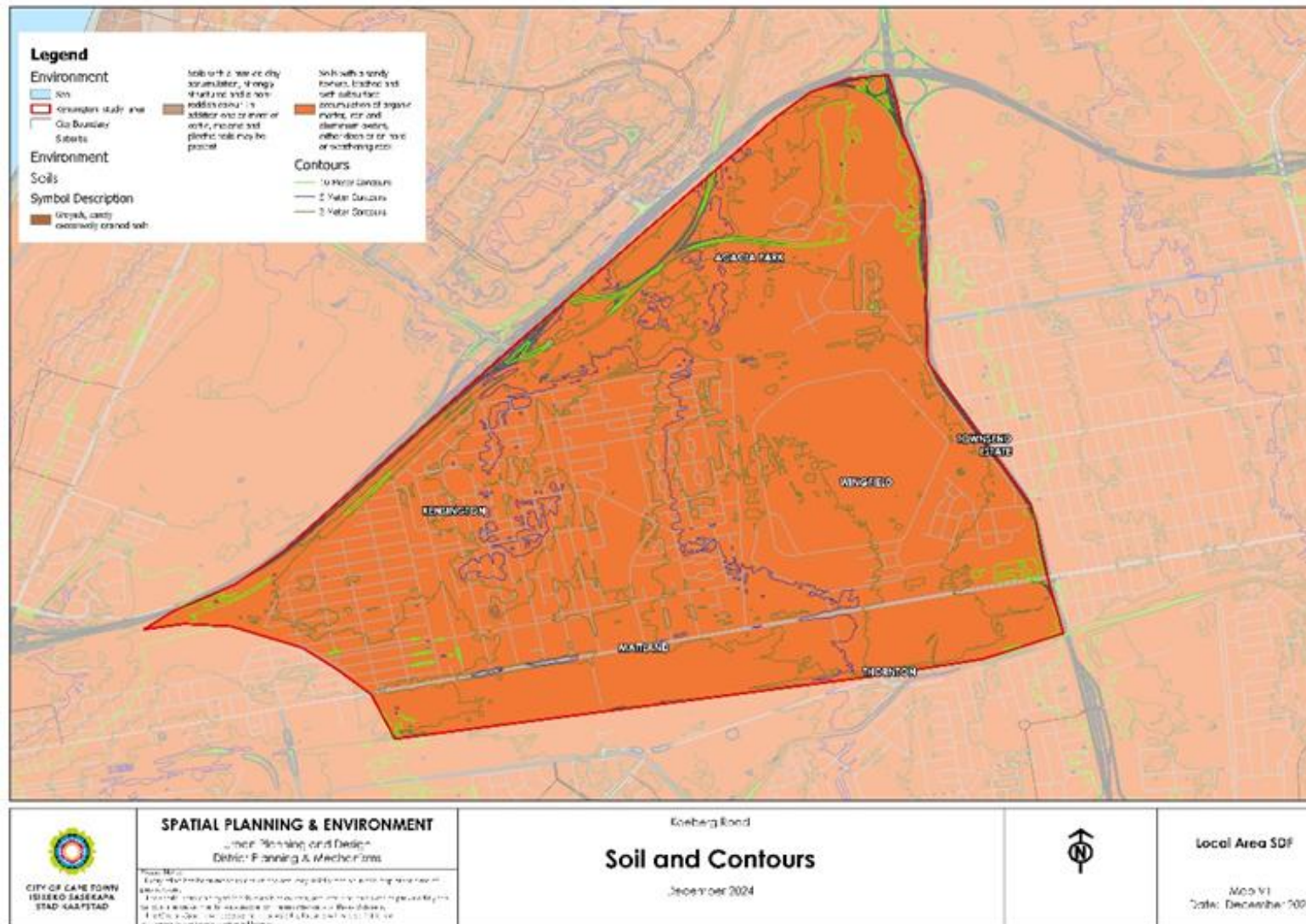


Figure 19 Soil and Contours

5.3.2 Topography

The contour lines within the study area range between 2, 5, and 10 meters and are widely spaced in many parts, including Wingfield, Acacia Park, Kensington, and Maitland. This indicates that the area is relatively flat with gentle slopes. Flat terrain facilitates development but requires effective drainage to prevent flooding.

5.3.3 Geology

The primary geology in the study area is light grey to pale-red sandy soil. There is a small portion of Limestone and calcrete on the northern part of Acacia Park. This suggests that the area is predominately covered by sandy soils which is poor in nutrient making it less suitable for agriculture.

The presence of limestone and calcrete in the northern part of Acacia Park indicates harder, compacted material, which could improve load-bearing capacity in that specific area but might require specialized construction techniques for excavation or foundation work.

5.3.4 Biodiversity, Green Infrastructure and Tree Cover

5.3.4.1 Biodiversity Conservation

Kensington and Maitland, though highly urbanized, are part of the broader Cape Flats ecosystem, which historically supported diverse plant and animal species. However, extensive development has led to habitat loss, fragmentation, and biodiversity decline, with minimal ecological connectivity remaining in built-up areas.

Wingfield and Acacia Park are covered by Critical Biodiversity Areas (CBA) 1A, 1B, and 1C, indicating high conservation value due to their remaining natural habitats, wetlands, and ecological importance. These areas provide key environmental functions, including water filtration, carbon sequestration, and biodiversity support. However, within the densely built-up areas of Kensington and Maitland, there is no designated biodiversity network, meaning natural habitats are largely absent, limiting opportunities for ecological restoration and green infrastructure.

Green spaces, parks, and the remaining natural vegetation within and around these areas provide important ecosystem services, including carbon sequestration, urban cooling, and

flood mitigation. Enhancing urban biodiversity through tree planting, indigenous landscaping, and protecting ecological corridors can strengthen the area's resilience to climate change while improving overall environmental health and quality of life for residents.

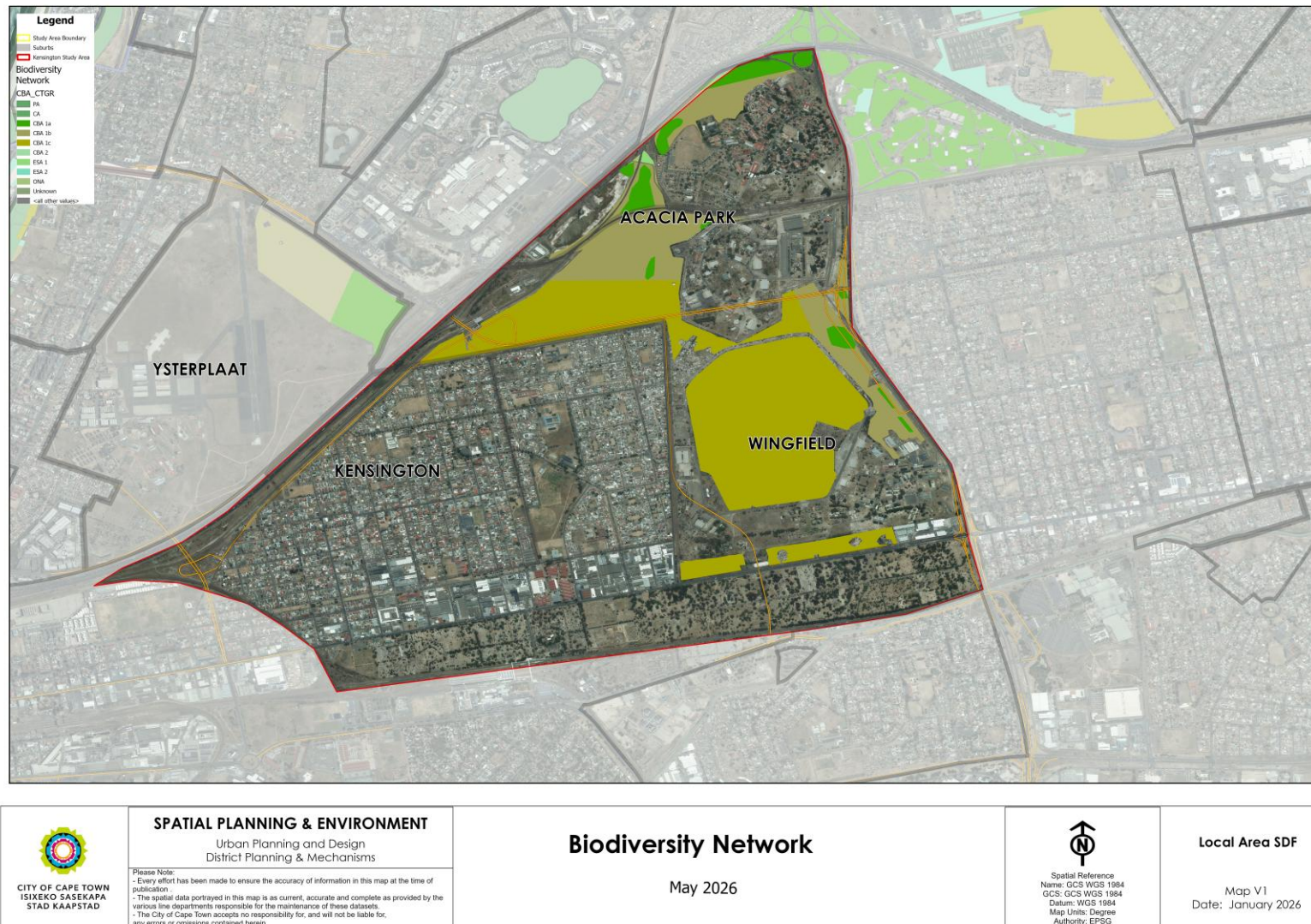


Figure 21 Biodiversity Network

5.3.4.2 Green Infrastructure

Kensington's green infrastructure varies significantly across the area, with higher-value green infrastructure concentrated in Wingfield, Acacia Park, and Maitland Cemetery, while much of the built-up area of Kensington has low green infrastructure value.

The medium to high GI Value

Green infrastructure value in Wingfield, Acacia Park, and Maitland Cemetery indicates the presence of natural vegetation, tree cover, and open spaces that contribute to ecosystem services such as carbon sequestration, stormwater management, and urban cooling. These areas play a crucial role in biodiversity conservation, flood mitigation, and improving air quality. Protecting and maintaining these green

spaces is essential for climate resilience and enhancing ecological connectivity within the urban environment.

Low GI Value

Some parts of the built-up area of Kensington has low green infrastructure value, meaning there is limited vegetation, tree cover, and permeable surfaces. This can contribute to higher surface temperatures, increased stormwater runoff, and reduced air quality. Expanding green infrastructure in these areas through street tree planting, rooftop gardens, permeable paving, and urban greening projects can help mitigate urban heat island effects, enhance stormwater absorption, and improve overall environmental sustainability and liveability.

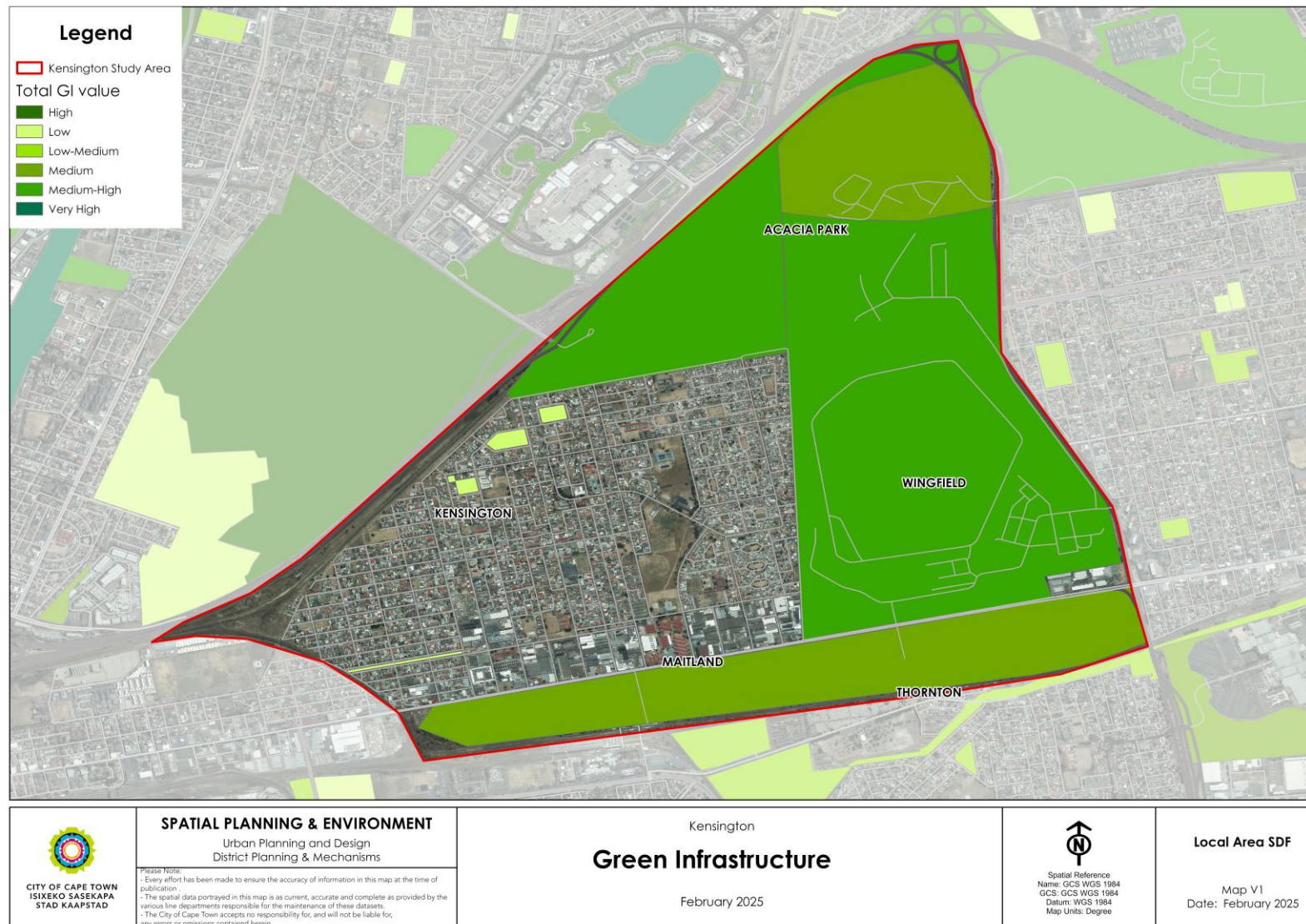


Figure 22 Green Infrastructure

6. Heritage and Cultural Resources

6.1 Historical Overview

Kensington's development dates back to 1945, forming between Voortrekker Road and the Railway line. Today the suburb has extended eastward from its 1940's footprint. Windermere initially consisted of farmlands, which have since been subdivided. Many of the residents in this area consisted of migrants from the Transkei and Ciskei who came in search of employment. In the 1950's the areas of Windermere or Factreton had begun to develop, with much of the land between developments informally settled by factory workers, leading to the name Factreton.

The Kensington/Factreton and Windermere area was initially a diverse mix of cultures with a majority black population. This changed during the late 50's early 60's as the apartheid government designated the area a coloured township, thereby forcibly relocating black residents to areas such as Langa, Nyanga and Gugulethu.

The images below indicate the historic development pattern of the area.





Figure 23 Aerial images of Kensington from 1945-2023

6.2 Cultural Landscape

Defining features that are of significance to the overall cultural landscape of the area are:

Industrial townscape - The predominantly industrial precinct between Nyman Street and Voortrekker Road, and Dapper Road and Voortrekker Road serves as an indication of the area's history as a flourishing hub for manufacturing and employment.

Residential townscape – Once one enters the residential areas, north of the industrial precinct, defining features are the low walls surrounding properties and one to two storey buildings which often consist of vibrant, colourful exteriors. Colours range from blue, orange, pink and yellow.

Historic military legacy – Wingfield aerodrome has served as both a strategic air force base and a municipal airport. At just over 270 Ha, it is a defining feature of the Kensington/Factreton area.

- **A place for burial and remembrance** – Established in 1888, the Maitland Cemetery is one of the largest in city

at approximately 101 Ha. It is home to members of the community, religious figures and numerous war graves.

The site and structures summarised below play a pivotal role in the historical, cultural and social development of the area. They have been graded in relation to their significance.

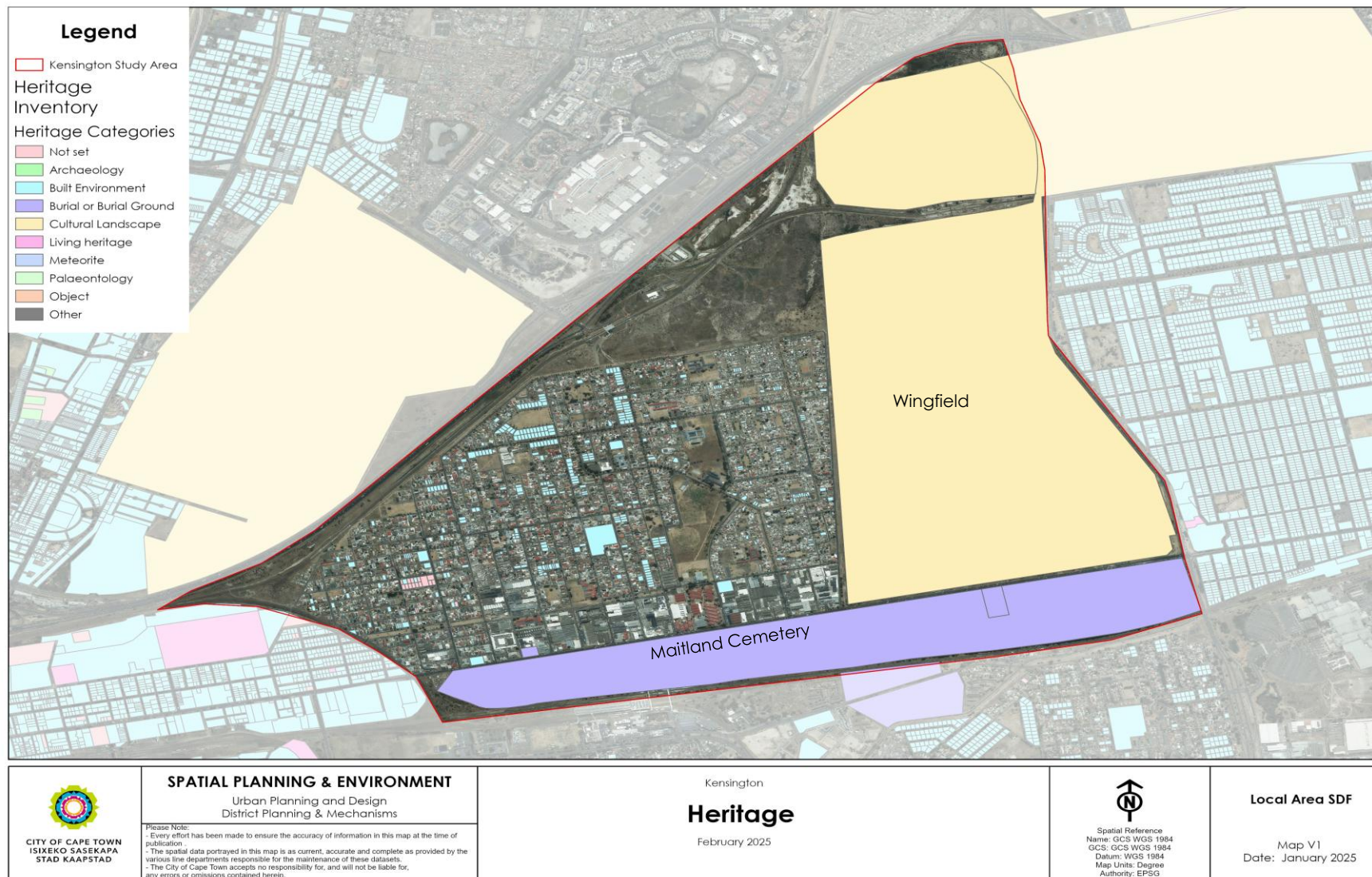


Figure 24 Heritage map

Heritage and Cultural Sites and Structures:

Site	Description	Development Potential	Picture
Religious			
Darbaar-e-Mehboobi National Heritage Site (NHS)	The holy shrine (kramat) of Hazrat Khwajah Sayed Mehboob Ali Shah Chishti Nizami Habibi Faqiri is located within the Maitland cemetery. Mehboob Ali Shah was born in 1925 in India but came to Cape Town during the late 1960's to spread the teachings of Islam. He is remembered for touching thousands of lives through his spiritual guidance.	Not appropriate for redevelopment	
Maitland Cemetery Grade IIIA	After the outbreak of World War 2 Wingfield Aerodrome became a key site for the South African Air force to land and store military planes. When the war came to an end, the airbase served as a municipal airport until Cape Town International Airport was opened in 1954.	Not appropriate for redevelopment. The City of Cape Town has a dire shortage of land for cemetery use.	

St John's AME Church Grade IIIC	Located at 87 5th Avenue, St John's African Methodist Episcopal (AME) Church was constructed in the 1930's and forms part of the early development of Kensington.	Not appropriate for redevelopment	
Public/Light Industrial/Commercial			
Wingfield Aerodrome Grade IIIA	After the outbreak of World War 2 Wingfield Aerodrome became a key site for the South African Air force to land and store military planes. When the war came to an end, the airbase served as a municipal airport until Cape Town International Airport was opened in 1954.	While it is of high heritage significance, it is a location that is desirable for adaptive reuse and redevelopment. It is owned by National government which means the City has little influence unless it is released for redevelopment. Heritage indicators are still to be identified.	
Residential			

Erf 22018 – Maitland Grade IIIB	Located at 9 Eighth Street, this property is a fine example of the early residential typology of the area. It forms part of a well-preserved streetscape, with its low walls, small garden and veranda which allows for an interactive interface with the local street. It currently used for residential purposes.	Development potential not clear.	
Erf 22324 – Kensington Grade IIIC	Located at 78 6th Street and built in the 1930's, this is another fine example of an early residential typology. While showing signs of aging, the house is well preserved with its low walls, small garden, pillars and veranda which allows for an interactive interface with the local street.	Development potential not clear.	
Educational			
Kenmere Primary School - Kensington Grade IIIC	Located at 102 Tenth Avenue, this school is part of the expansion of Kensington in the late 1950's/early 1960's.	Educational facilities are a vital necessity within all areas and should not be considered for change in use. Improvements and additions to the educational facility is to be supported.	

7. Land use Analysis and Development Trends

7.1 Land Use and Zoning Analysis

7.1.1 State of the built form

The study area is 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 are located to the East, to the West the railway line separates the area from the suburb of Maitland. The study area includes the Maitland Cemetery to the South.

The Kensington area has a residential - commercial landscape with medium to high densities. The built form consists of largely well maintained single-storey family units. Towards activity streets, the area becomes degraded with old and dilapidated buildings especially from Bunney Street towards Voortrekker Road. Some of the residential buildings in the area have been declared as local heritage resources, with a Grade IIIC classification. Some old railway houses in close proximity to the Voortrekker Road corridor were identified as heritage assets, along with some of the houses abutting the Maitland station.

The need for housing is highlighted by the various informal settlements in the area. Some residential properties are characterised by backyard dwellings and home enterprises, highlighting the urgent need for housing and the need to accommodate small businesses in the area. The growth in informal settlements can be attributed to job seekers especially from low-income backgrounds moving into the area in search of economic opportunities given the area's close proximity to the city centre and public transport systems.

Backyard rentals are also dominant in the area along with informal settlements towards the Factreton area. These dwellings are often constructed of wood, corrugated iron and in some cases brick and mortar.

13th Avenue acts as a boundary between Kensington and the Factreton area. The newer Factreton area is characterised by a denser built form. This part of Kensington is more densely populated compared to the rest of Kensington and has a relatively lower socio-economic status.

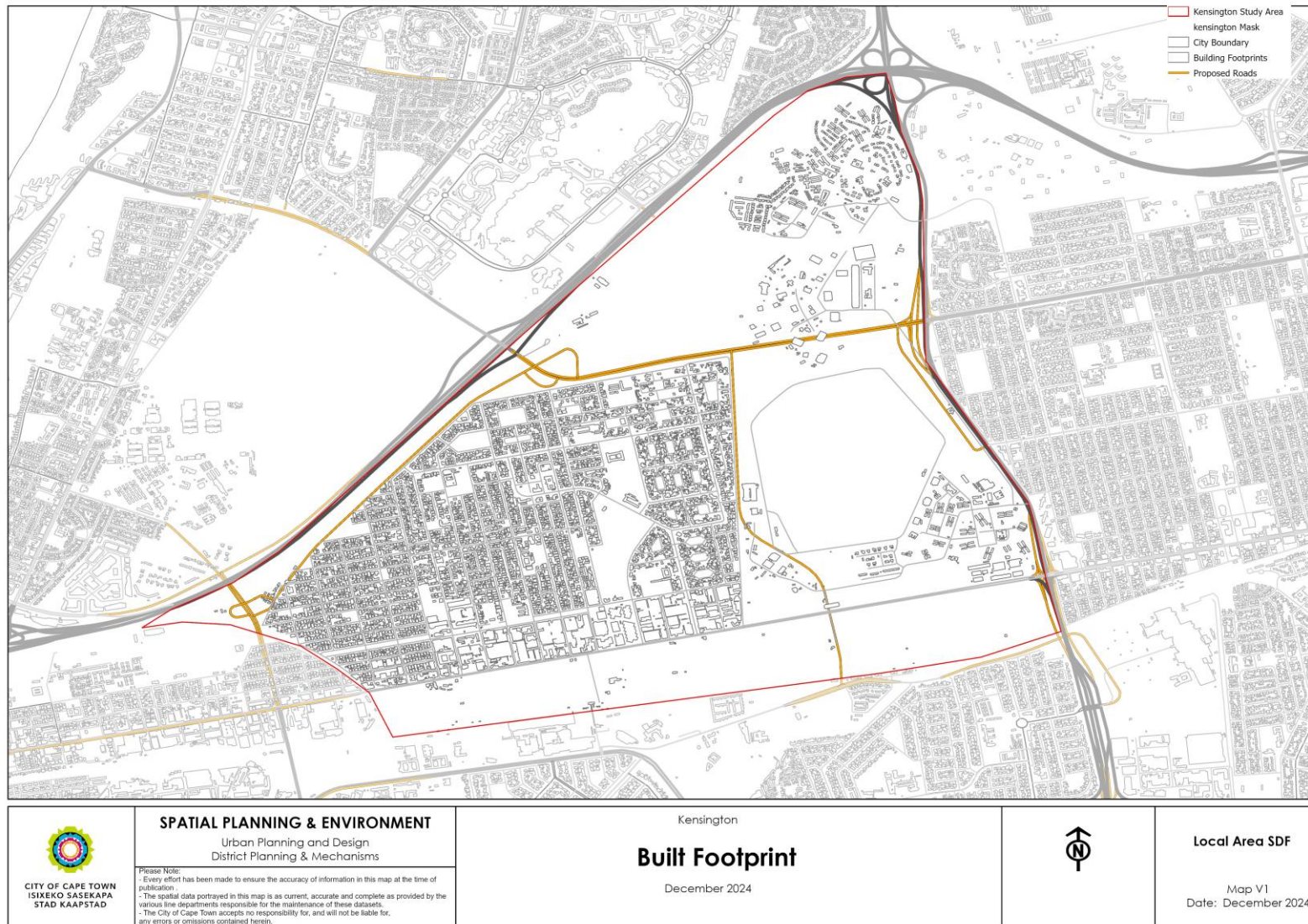


Figure 25 Built Footprint

7.1.2 Voortrekker road

Voortrekker road is a metropolitan structuring corridor, connecting the City West to East, the route and surrounds integrate the City and providing mobility, access to work and a range of housing options alongside. 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 significant multi-storey housing developments on 10th avenue and Nyman Street. East of 6th Avenue, factory buildings from the 80s are interspersed with the historic residential buildings.

West of 6th Avenue, industrial buildings are the dominant building form in the first block from Voortrekker Road and

reaching deeper into the suburb between 6th and 8th avenue. Many of the historic factory blocks now accommodate a mix of retail functions.

Between these blocks commercial tenants have taken over the original green belt area between the industrial and residential areas. South of Voortrekker Road is the Maitland Cemetery, which has metropolitan significance.

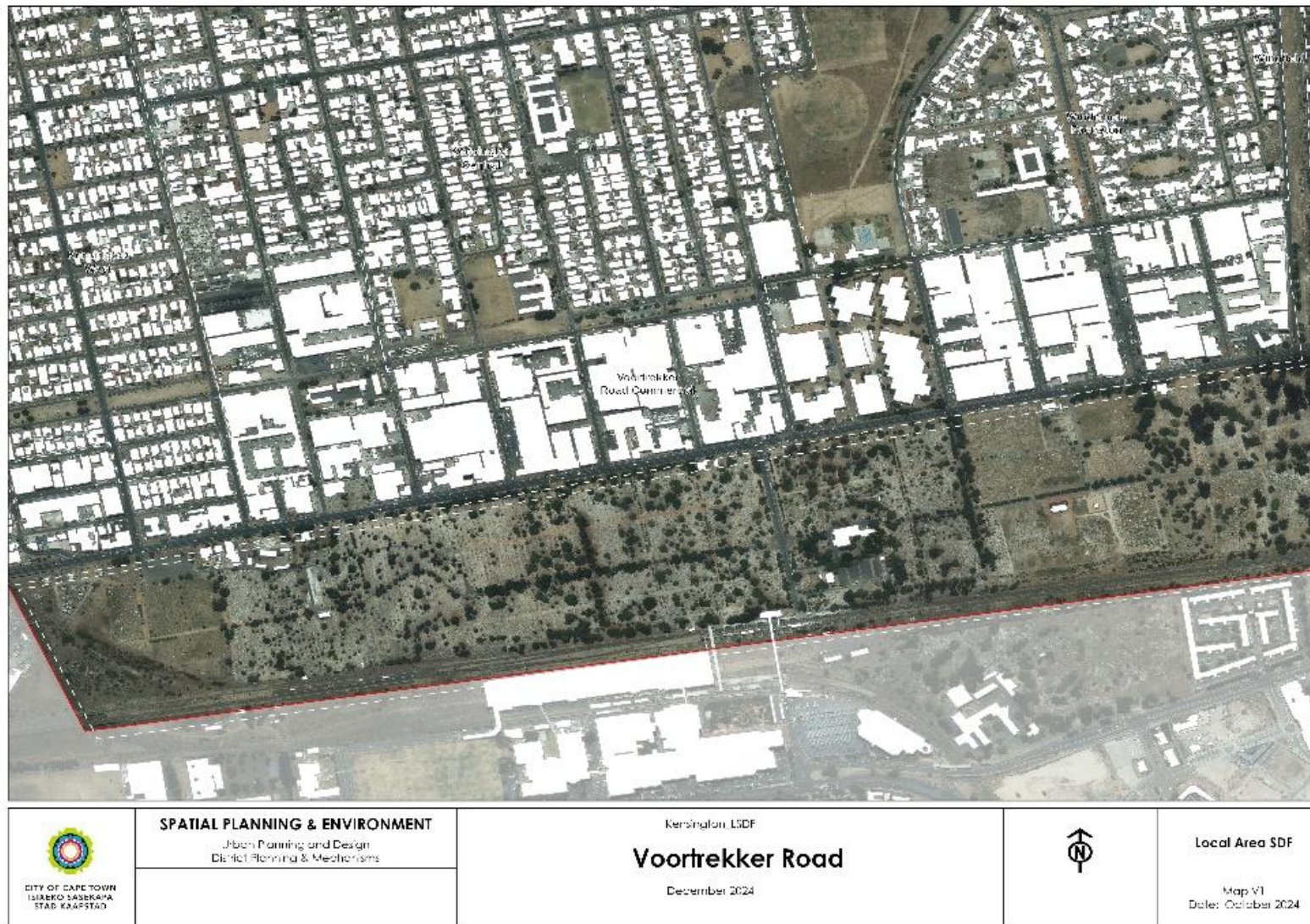


Figure 26 Voortrekker Road

7.1.3 Kensington West

To the west of the suburb from Kensington Street to Sixth Avenue, the layout is evenly orientated into along north south avenues, approximately 175 by 75 in a walkable orientation, with dwellings backing onto each other and facing the street, the majority of dwellings have windows overlooking the street and permeable fencing creating a more active street environment. To the south green space is between 5th and 4th streets, with other pockets of open space along 9th street, some are in active use such as XX, while others such as XX appear to be neglected spaces. Intersections are frequented by corner shops and there are home occupations and local civic institutions dotted amongst the homes. The road reserves are small, with little space for street trees. The area is majority formal dwelling, single residential environment, with a mix of semi-

detached, detached and terrace low rise forms. There is an informal settlement on 6th avenue at the intersection of 9th street.



 CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD	SPATIAL PLANNING & ENVIRONMENT Urban Planning and Design District Planning & Mechanisms Please Note: - Every effort has been made to ensure the accuracy of information in this map at the time of publication. - The spatial data portrayed in this map is as current, accurate and complete as provided by the various line departments responsible for the maintenance of these datasets. - The City of Cape Town accepts no responsibility for, and will not be liable for, any errors or omissions contained herein.	Kensington West May 2026	 Spatial Reference Name: GCS WGS 1984 GCS: GCS WGS 1984 Datum: WGS 1984 Map Units: Degree Authority: EPSG	Local Area SDF Map V1 Date: January 2026
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Figure 27 Kensington West

7.1.4 Kensington Central

From 6th to 13th avenue, blocks are longer and wider, typically oriented north south and interspersed with Cul de sacs and crescents to allow access to properties. South of Sunderland Road much of the housing fabric dates back to the 1940s and 50s. The area is majority formal dwelling, single residential environment, with a mix of semi-detached, detached and terrace low rise forms. There are pockets of informal settlement on 6th avenue at the intersection of 9th street

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

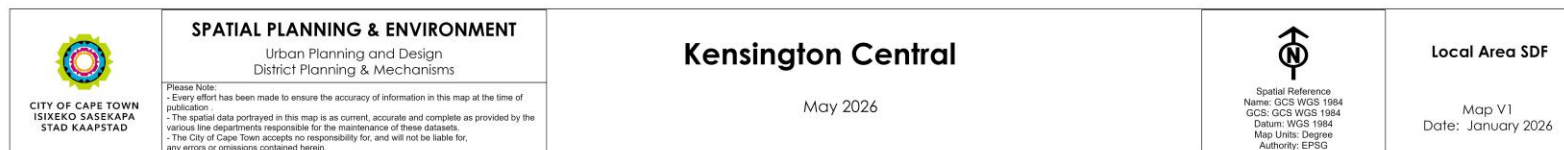


Figure 28 Kensington central

7.1.5 Windemere/Factreton

South of Sunderland Road and East of the sports fields the layout of Factreton is characterised by small houses built between the 1950's and 60's oriented around central open spaces of a regular size and orientation.

North of Sunderland Road the layout connects with the rest of the neighbourhood via 12th, 13th and 18th avenue north to south, with properties oriented on larger east to west blocks surrounding open spaces of various sizes and conditions. Ventura Road and Sunderland Road are continuous east west connector streets in this part of the study area. Again, the area is residential, with buildings predominantly low rise, larger formal residential stands are to the East in Kensington and

smaller to the West of the WD Hendricks primary school in Factreton. To the East the properties show more evidence of impoverished circumstances, with informal building additions, derelict public open spaces and signs of inadequate waste removal.

Vacant land to the North of Kensington up to the N1 is owned by Transnet, and while it contains areas of critical biodiversity, and wetlands, this is unprotected and unmanaged currently.



 CITY OF CAPE TOWN ISIXEKO SASEKAPA STAD KAAPSTAD	SPATIAL PLANNING & ENVIRONMENT Urban Planning and Design District Planning & Mechanisms Please Note: - Every effort has been made to ensure the accuracy of information in this map at the time of publication. - The spatial data portrayed in this map is as current, accurate and complete as provided by the various line departments responsible for the maintenance of these datasets. - The City of Cape Town accepts no responsibility for, and will not be liable for, any errors or omissions contained herein.	Windemere Factreton May 2026	 Spatial Reference Name: GCS WGS 1984 GCS: GCS WGS 1984 Datum: WGS 1984 Map Units: Degree Authority: EPSG	Local Area SDF Map V1 Date: January 2026
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Figure 29 Windemere/Factreton

7.1.6 Wingfield

Wingfield hosts the Navy's technical training unit and a supply depot. It is largely vacant or underutilised; the defence force residences are located in the South East of the site. The site has a large central area where critical biodiversity remnants are present, this vegetation is characterised by a low growth habit, and views across the site are exposed. There is a single vehicle entry from Voortrekker Road. An impermeable fence forms the interface of the base and the 18th avenue road reserve.

There is a significant challenge of alien invasive species, the site is unmanaged for conservation. To the North West of the site is for the redress of forced removals in favour of the Ndabeni trust. Informal occupation of the site has grown rapidly since 2020. To the north of the railway line is Acacia Park parliamentary village and state property. The buildings here are single storey and spread apart, with large green areas surrounding and in between. Green spaces to the North of the site have wetlands and are significant bird habitats.

The Wingfield site is a public owned strategic site. Portions are subject to land claims, heritage, biodiversity and wet land

issues. It is a large portion of land that is vacant and underutilized and has been identified a new development area for potential high density residential development.

7.2 Zoning

The Kensington study area is located within the City's major commercial and industrial hubs, bordered by the N1 freeway and Jakes Gerwel Drive, the study area is well located within areas of socio-economic opportunities. It is largely zoned Single Residential 1(SR1) and consists of a wide variety of uses including residential, commercial and industrial uses, supported by a variety of typologies and activities.

Figure 12 is a graph showing the zoning configuration in Kensington. Single residential zoning accounts for 78.26% of the zoning in the study, making it the predominant land use. Transport 2: Public road and public parking is the second most dominant use accounting for 6.56 % of the zoning. Mixed use 2 makes up 5.82% of the zoning. Mixed use 2 zoning accommodates industrial, business and residential development while ensuring that conflict between residential and industrial development is minimised.

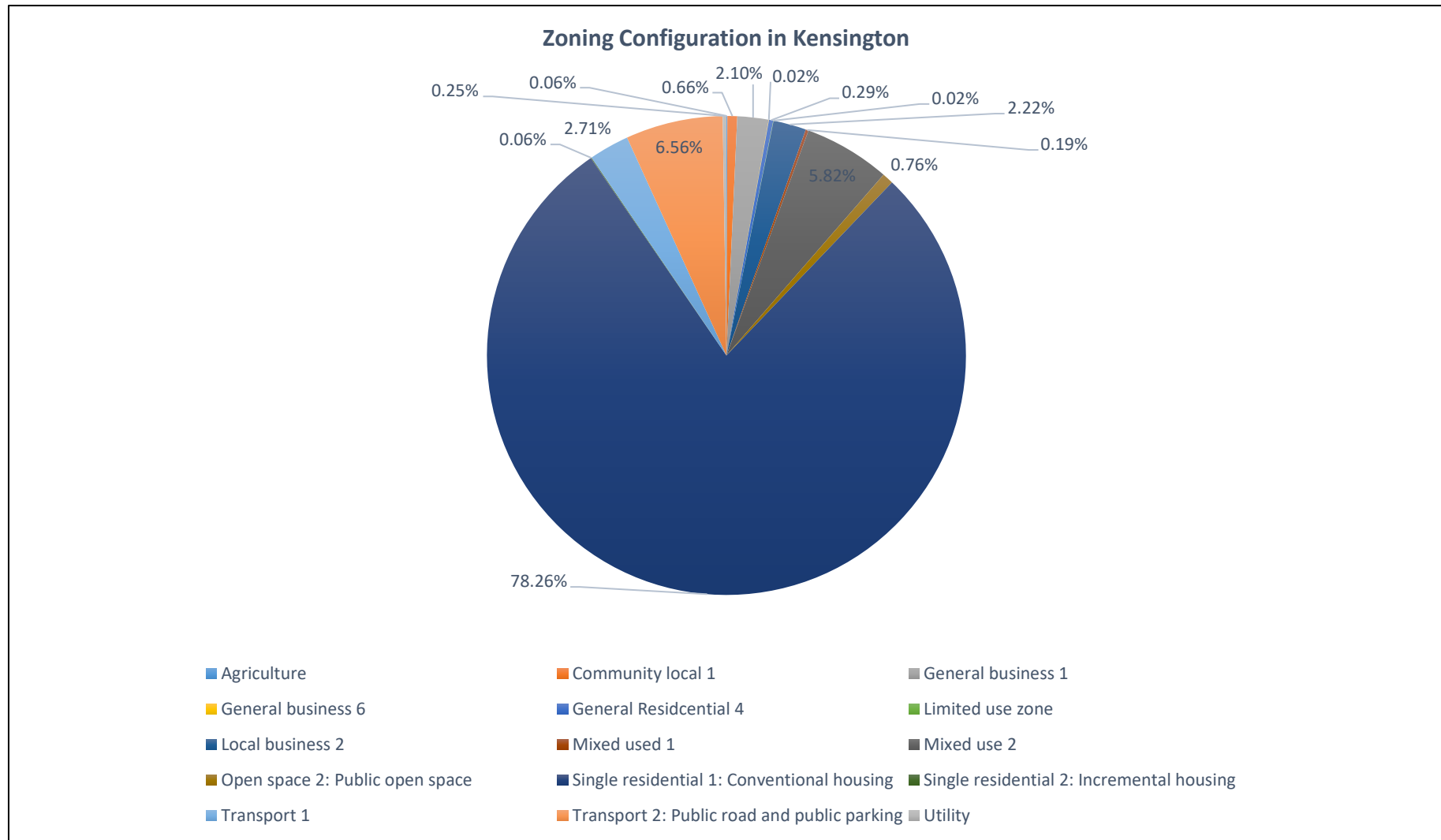


Figure 30 Zoning Configuration

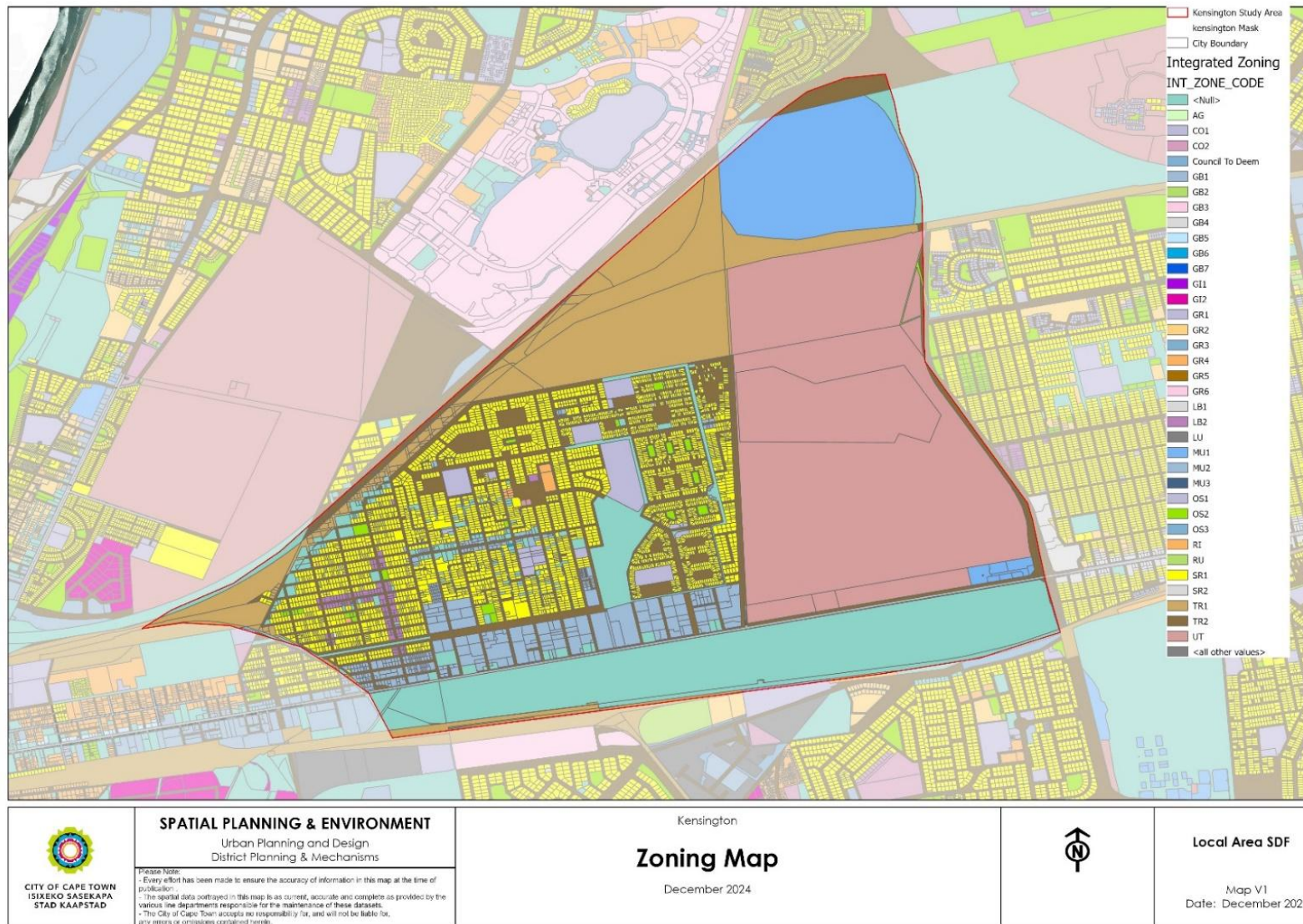


Figure 31 Zoning Map

7.3 Land Use Character Summary

The average residential dwelling densities in Kensington are generally low, the area therefore presents an opportunity for higher densities supported by an integrated public transport system. Although mixed use residential development exists, it is unevenly distributed. It is mainly found along the Voortrekker Road corridor and along Bunney Street. Bunney Street has a number of 3 – 4 storey residential apartments with a mix of uses, with retail-commercial component on the ground floor and residential component on the second and third floors.

Light industrial activities include manufacturing, textile businesses, vehicles and machinery cleaning and storage among others. 6th Avenue is a prominent activity street characterised by a concentration of activities including mixed land uses, businesses, light industries, local institutions and

facilities. The study area also accommodates small businesses, with local businesses dominant along Ninth Street and Fifth Avenue.

Kensington also boasts a number of community facilities and open spaces which are used for a variety of uses by the community. The diverse use of open spaces includes trading (small businesses and markets) and recreational activities. Figure 14 shows the land use diversity in the study area.

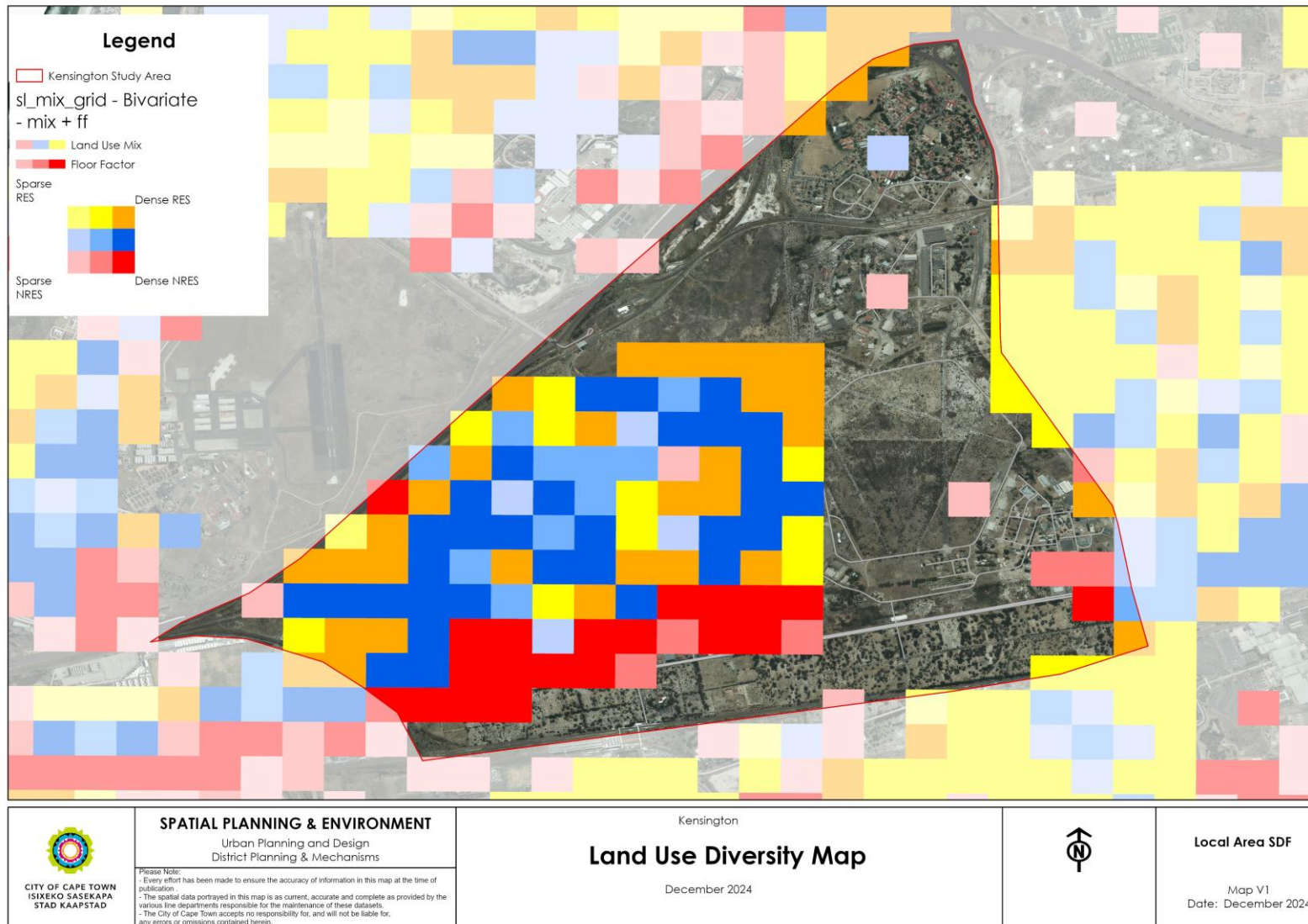


Figure 32 Land use diversity



Figure 33 2 storey single residential dwelling



Figure 34 4 -7 storey apartments along Nyman Street



Figure 35 Kenmere Primary School located on 102 10th Avenue



Figure 36 Spar on 12th Avenue

7.3.1 Voortrekker Road Corridor

Kensington is part of the Voortrekker Road corridor. The corridor is mostly dominated by single residential uses. However, properties bordering on Voortrekker Road have predominantly mixed use and business zonings. Figure 18 shows the summary of zoning proportions within the Voortrekker Road corridor.

Large scale industrial zonings characterise the western end of Voortrekker Road. The land uses include cargo shipping yards and manufacturing metal works. From Black River Parkway moving east, there is a decrease of heavy industrial land uses, and an increase of retail, mixed use, and general business associated activities abutting Voortrekker Road. These small businesses include small scale retail clothing, local fast-food outlets, car workshops, storage and warehousing.

Zoning	Percentage	Land Extend m2
Community	12%	5 477 452
Single Residential	42%	18 700 510
General Residential	7%	2 896 449
Business	7%	3 138 881
Mixed use	5%	2 442 510
Industrial	19%	8 445 470
Public Open space	8%	3 333 489
		44 434 761

(Source: Voortrekker Road corridor baseline study, 2014)

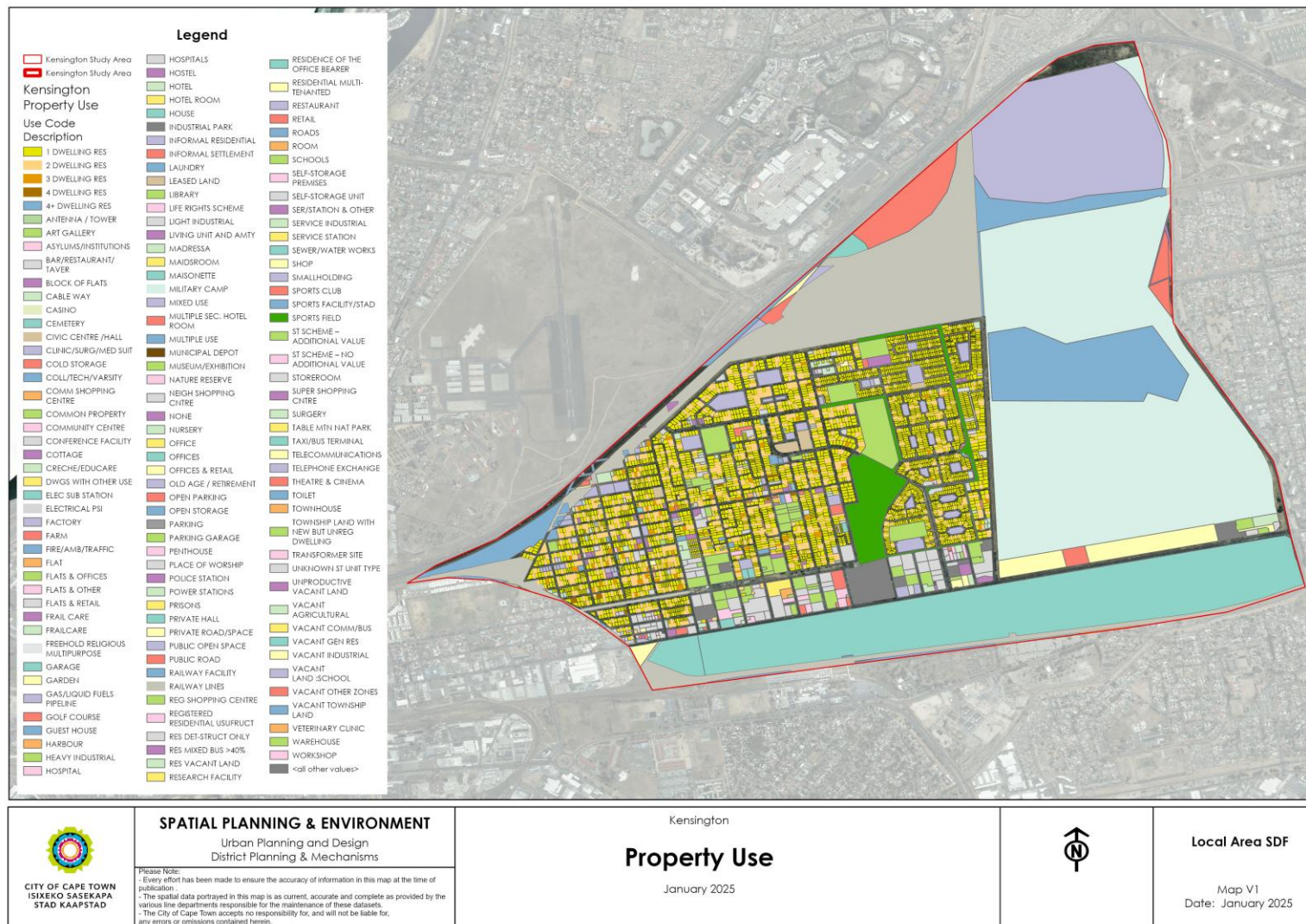


Figure 37 Property uses in Kensington

7.3.2 Informal Settlements

Kensington is experiencing huge challenges with the management of urban land which has resulted in unkempt and underutilized open spaces and the growth of informal settlements. The lack of adequate and affordable housing is one of the key issues in the study area resulting in a concentration of informal settlements in the area. A significant contributor to the growth of informal areas in Kensington and its surrounds is a lack of affordable, well located and adequate housing opportunities especially for low-income households who move to the area for economic opportunities and the areas close proximity to public transport in a multitude of directions but especially the city centre.

Along Sixth Avenue is an informal settlement known as the 6th Avenue squatter camp. This informal settlement is over 20 years old and is located in a crime ridden area where there are gang activities, drugs, shootings etc. Another notable informal settlement is the Gate 7 informal settlement which is situated within the Maitland cemetery along Voortrekker Road near the Wingfield military base. Koekoe Town informal settlement is

another informal settlement in the area, it is about 17 years old and was established next to the Kentemade Metrorail station.



Figure 38 6th Avenue Informal Settlement

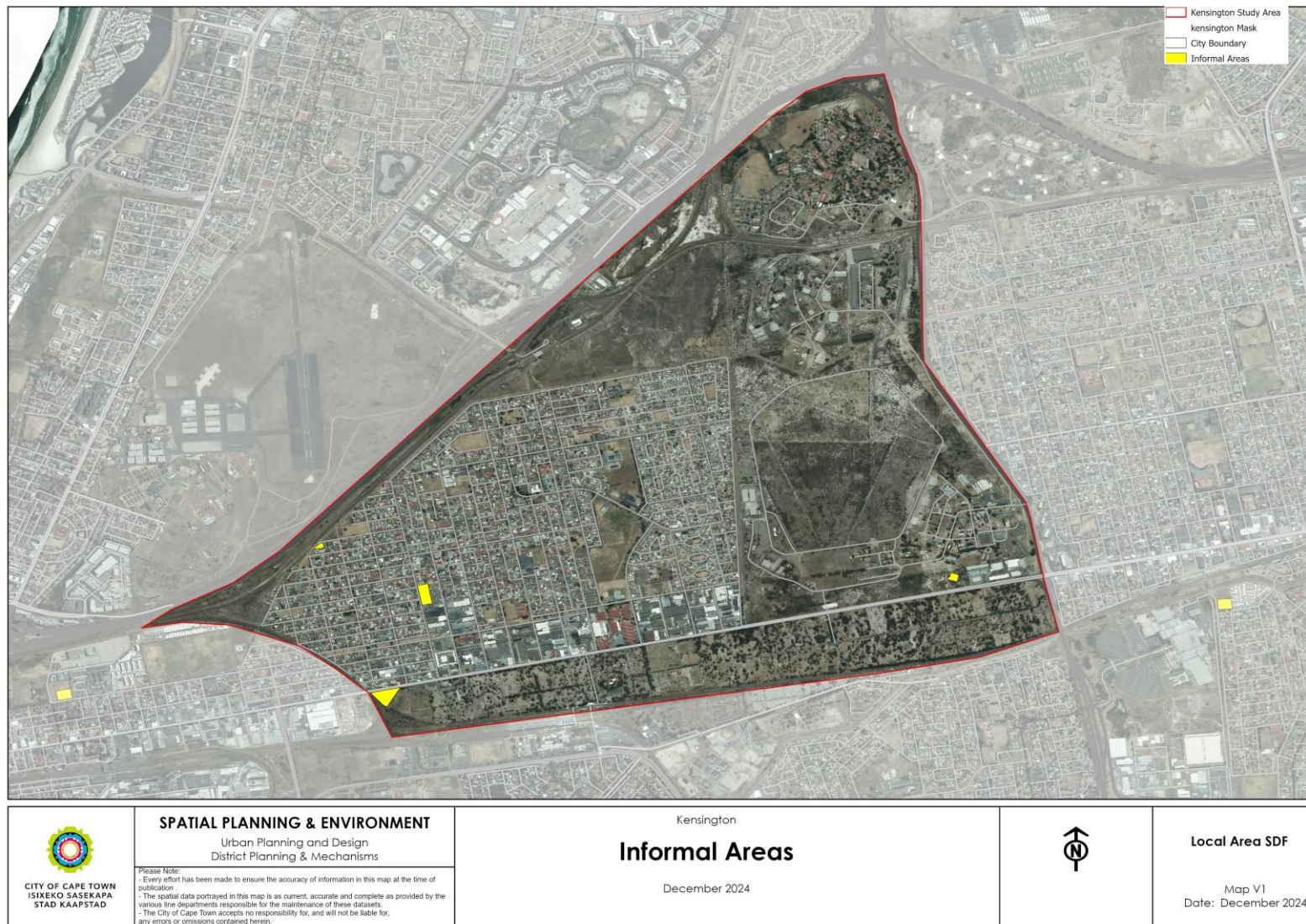


Figure 39 Informal Settlements in Kensington

7.4 Development Trends

Given its strategic location in close proximity to the Cape Town CBD, the Kensington area has experienced growth coupled with a demand for housing, public transport and services. The Kensington area is part of the Voortrekker Road Corridor, which emphasizes the area's potential for transit-oriented development. This will be supported by high-density development, encouraging infill development and the use of underutilized land to achieve the appropriate built form.

Although the study area has not experienced significant development, there has been applications for the revamping of the existing single residential dwellings whether it be applications for departures in order to increase the properties' development potential in order to accommodate smaller businesses in the area. Building alterations for single residential properties has been particularly in the area in order to accommodate small businesses and to address the increase of second dwelling or back yard dwellings taking advantage of demand in this central location. There have been however notable development projects in the sub region around the

study area. These include the Maitland Station precinct and the Conradie Park housing development.

7.4.1 Maitland Station

The Maitland station precinct is located within the Maitland public transport interchange which is made up of the railway station and the taxi rank, the northern part of the precinct directly abuts the Voortrekker activity corridor.

7.4.2 The Maitland Metro

The Maitland Metro is a mixed-use development precinct which aims to support the growth of Maitland as a vibrant residential and business district. The precinct aims to create affordable and well-located housing opportunities in close proximity to employment and transport opportunities.

7.4.3 Conradie Development

The Conradie development is a mixed-use development project that was staged over a phased period which aimed to spatially transform the area by delivering integrated and affordable mixed use, mixed income and mixed tenure development. The development includes social housing, FLISP units and rent to own units with a mix of retail, commercial, education, recreation and other public uses and facilities.

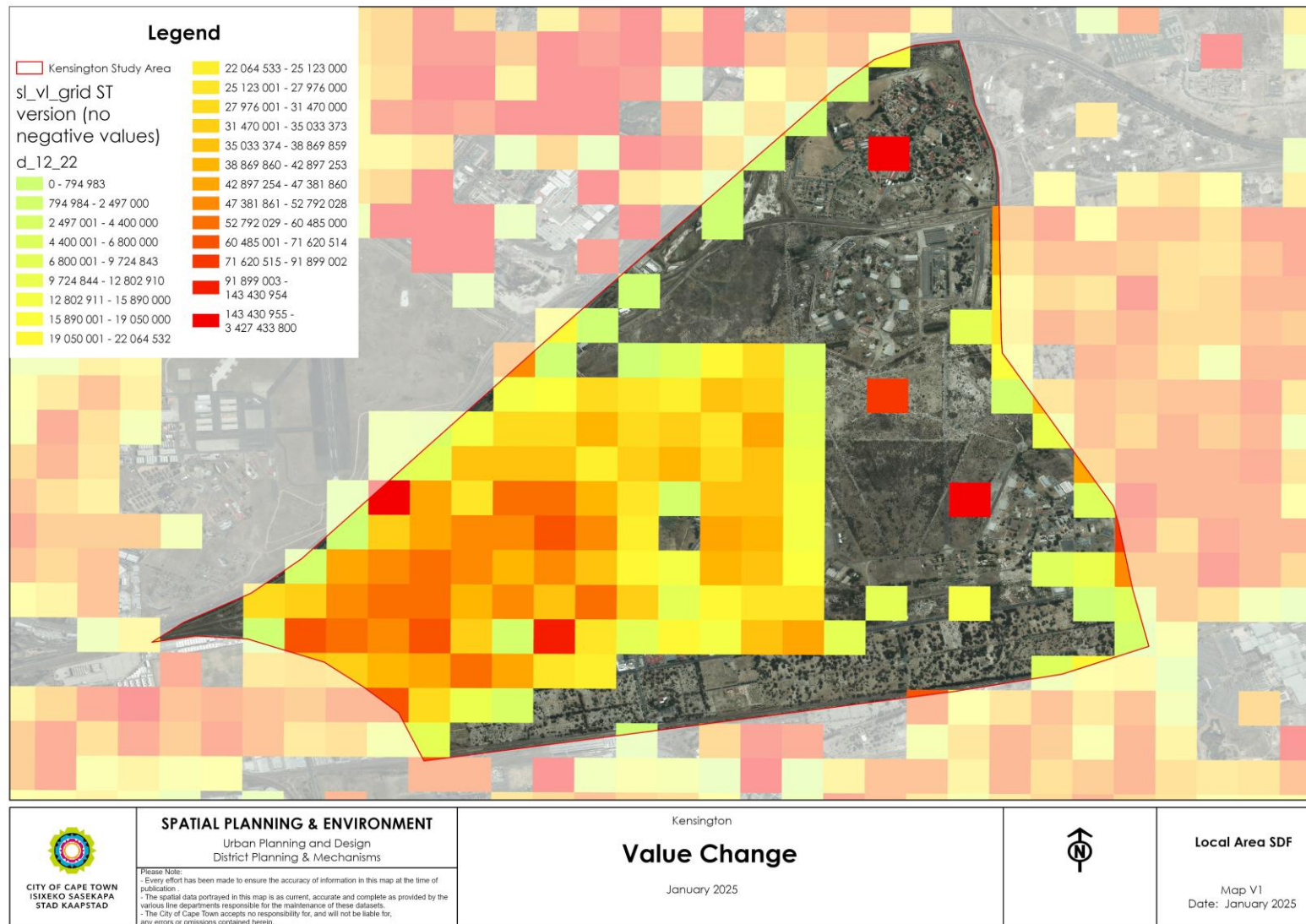
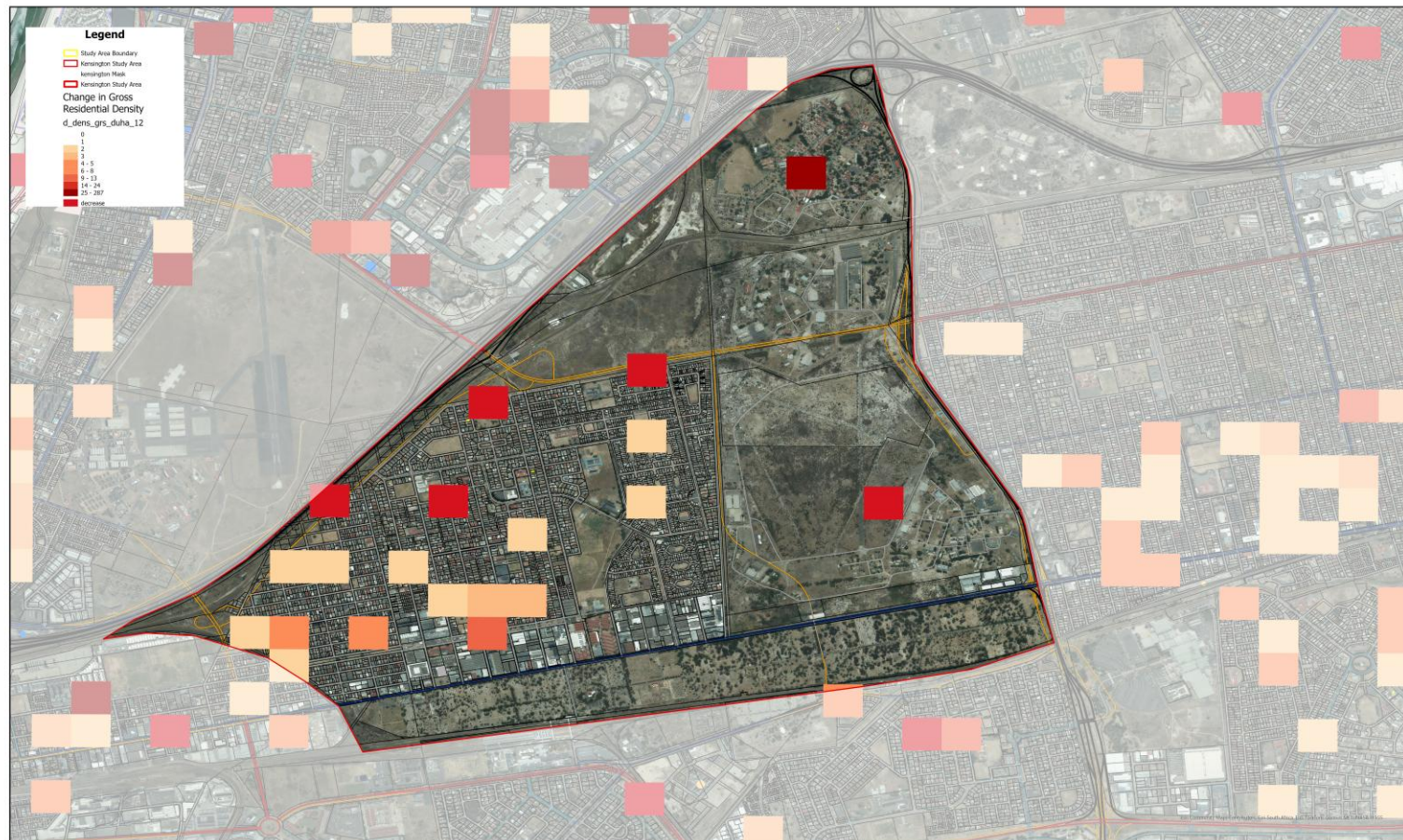


Figure 40 Value Change map

7.4.4 Residential Development Trends

Kensington is largely zoned single residential 1: conventional housing allowing for low density housing. From 2012 to 2022, the study area has experienced an increase in its gross residential density, with a slight decrease in the Wingfield area, Acacia Park and towards the Kentemede Metrorail station. Areas that have experienced a decrease are informal settlements and unauthorized land occupation sites. Figure **34** below shows changes in gross residential density in the Kensington area from 2012 until 2022.



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Figure 41 Change in Gross Residential density

7.4.5 Property Sales

The graph below shows property sales in Kensington in the last ten years, from 2014 until September 2023. In 2022, Kensington experienced the highest property sales, with a total of 363 properties sold in a year. In 2023, the area experienced the lowest property sales with 53 properties sold as of September 2023.

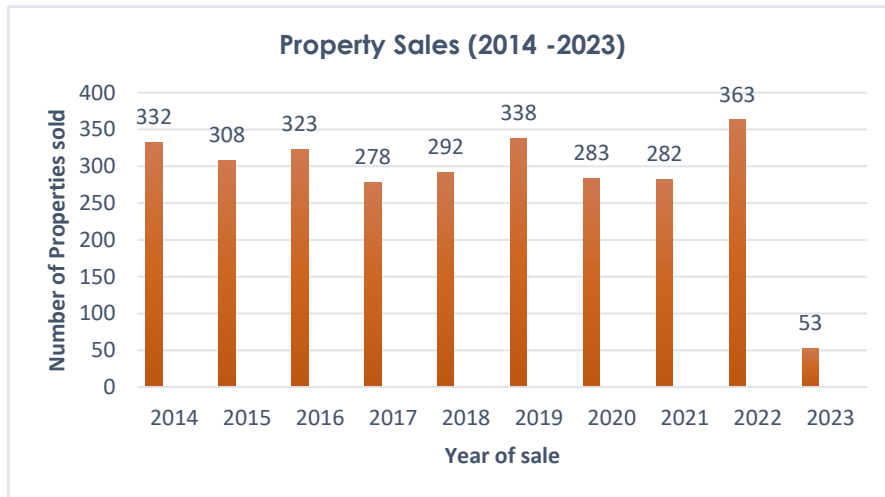


Figure 42 Property Sales (2014 - 2023)

Figure **42** shows the type of property sales in Kensington. Residential property sales, Single residential 1: Conventional

housing, make up 42.38% of properties sold, which is the majority of properties sold in the study area. The area has also seen a rise in the demand for light industrial properties, predominantly for manufacturing, vehicle repair garages, and building maintenance shops.

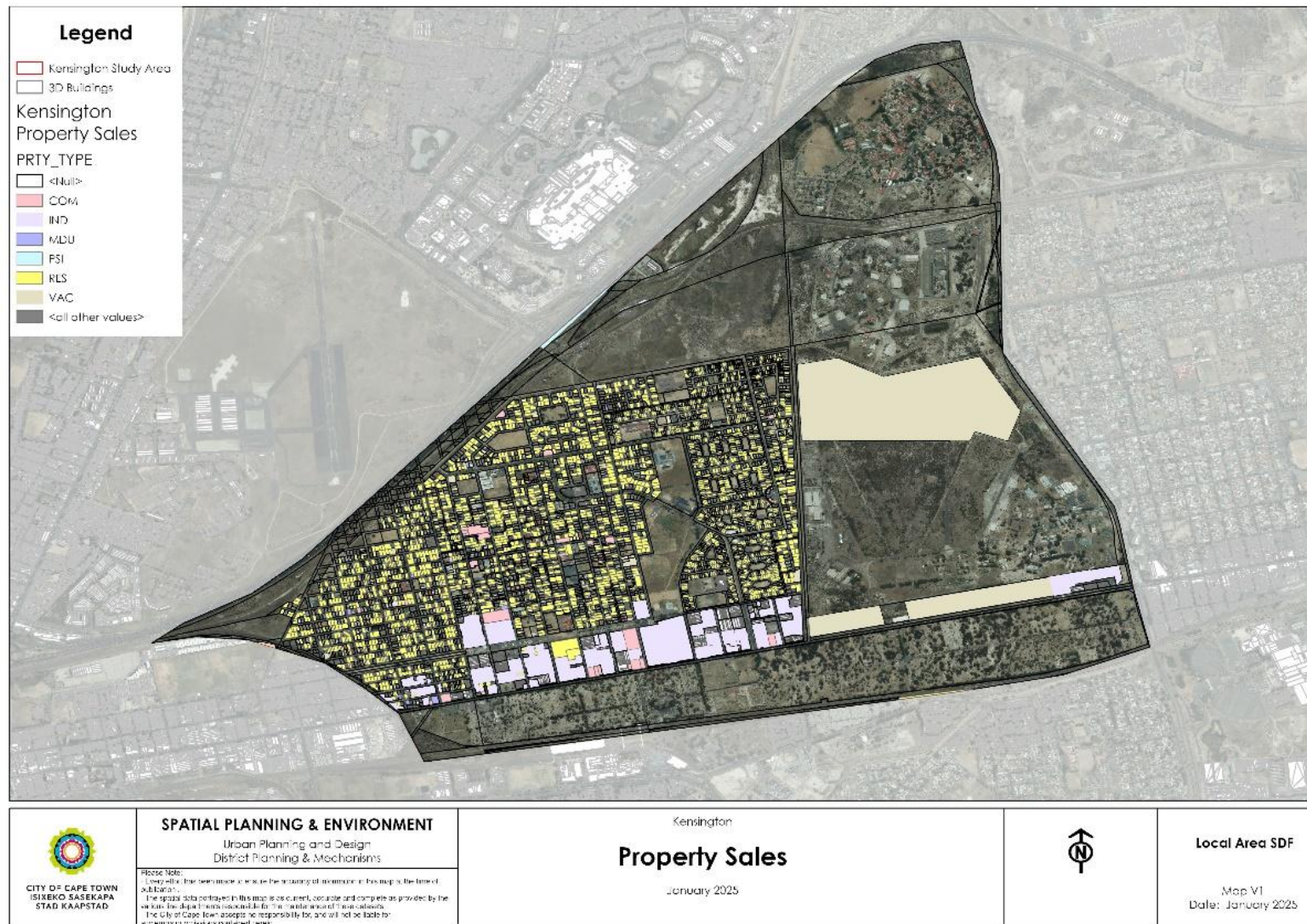


Figure 43 Type of Property Sale

7.4.6 Land Use Applications

The study area has experienced changes in land and property uses over the years. Changes in development in the area are further highlighted by the number of applications received, with applications for permanent departures being the majority received. A departure often facilitates a better and more sensitive response to unique local circumstances or site conditions by allowing for greater variety and flexibility in building design or a more environmentally friendly built form. This then increases the property's development potential. These trends indicate that urban development is incremental and relatively small scale.

Figure **44** and **45** show the number and type of land use applications received.

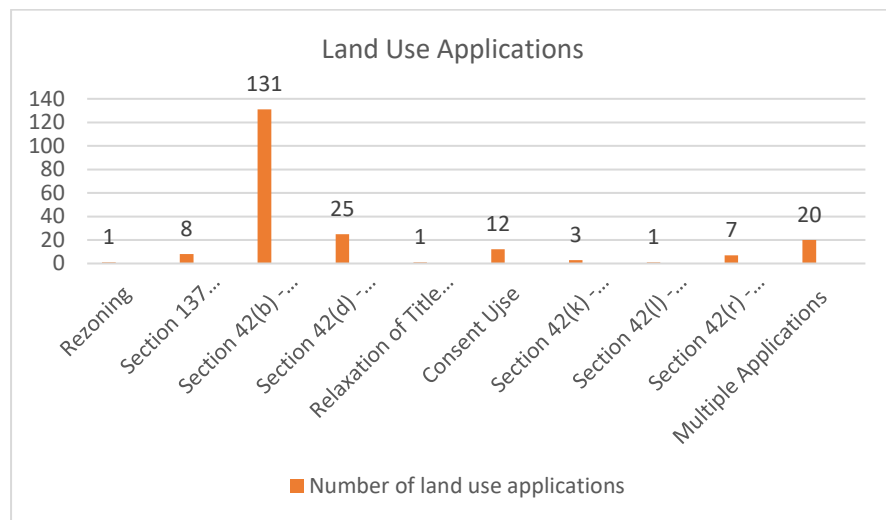


Figure 45 Number and type of land use applications

7.5 Development Potential

7.5.1 Policy Incentives

The Table Bay district plan (2023) emphasizes the need for the management of underutilized spaces in suburban areas that are located east of the district including Kensington. The district encourages the highest intensification of land uses directly adjacent or in close proximity to the route, encouraging high development intensification and densification to support high

frequency, high volume public transport. 6th Avenue has been identified by the district plan as a lower order public transport route. The district plan also states the importance of enhancing the character of 6th Avenue as an area supported by a number of local facilities and activities.

7.5.2 New Development Areas

New development areas are undeveloped (vacant) or partially developed land parcels targeted for new infill development of various typologies and densities for residential as well as proposed non-residential uses. There are a few new development areas that have been identified in Kensington and surrounding areas:

- I. The Wingfield site has been identified as a new development area for potential high density residential development. The district plan states that development of the site should be high density residential development with intense mixed uses along the Voortrekker Road edge.
- II. The northern portion of Wingfield has been identified as a new development area for potential low density residential development.

- III. Acacia Park has been identified as a new development area for low density residential development.
- IV. Erf 21432 has been identified as a new development area for potential medium density residential development.

7.5.3 Urban development zones

The urban development zone is a fiscal and spatially targeted mechanism that aims to support the City' spatial

transformation policy objectives which underpin mixed-scale economic activity. The Voortrekker Road corridor has been identified as an urban development zone because of the potential it has to accommodate higher densities and an intensification of land uses and activities.

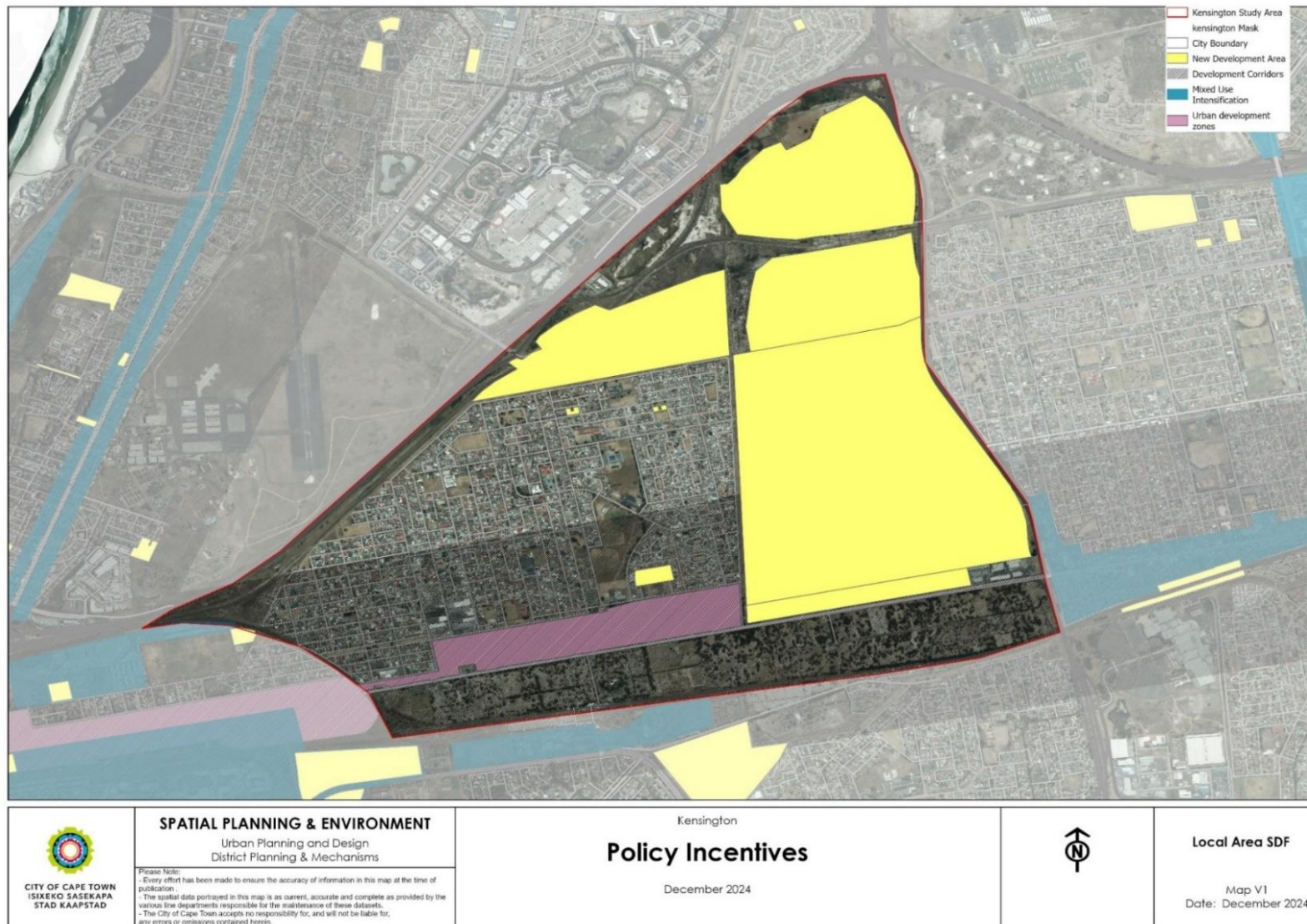


Figure 46 Policy Incentives

7.5.4 Partially developed and underdeveloped land inventory - UPDLI

The UPDLI identifies undeveloped areas in the City. Some of these areas will require management and care, such as parks, cemeteries and biodiversity hotspots. Other sites need to be evaluated to see if they are derelict and a risk to public safety. Some sites may present development opportunities or be reserved for future urban uses, for example transport, schools and housing. Figure 40 shows the UPDLI layer.

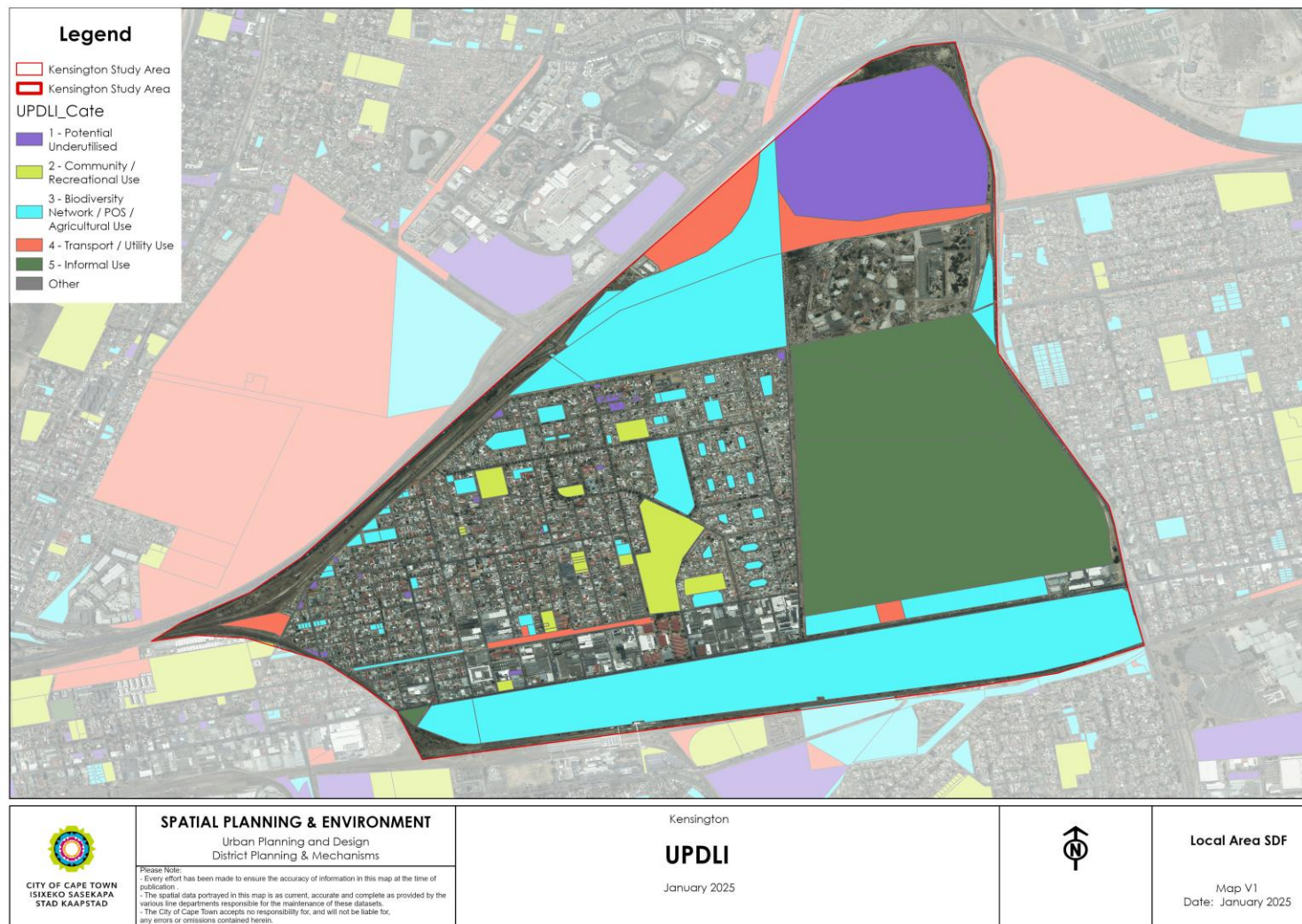


Figure 47 UPDLI

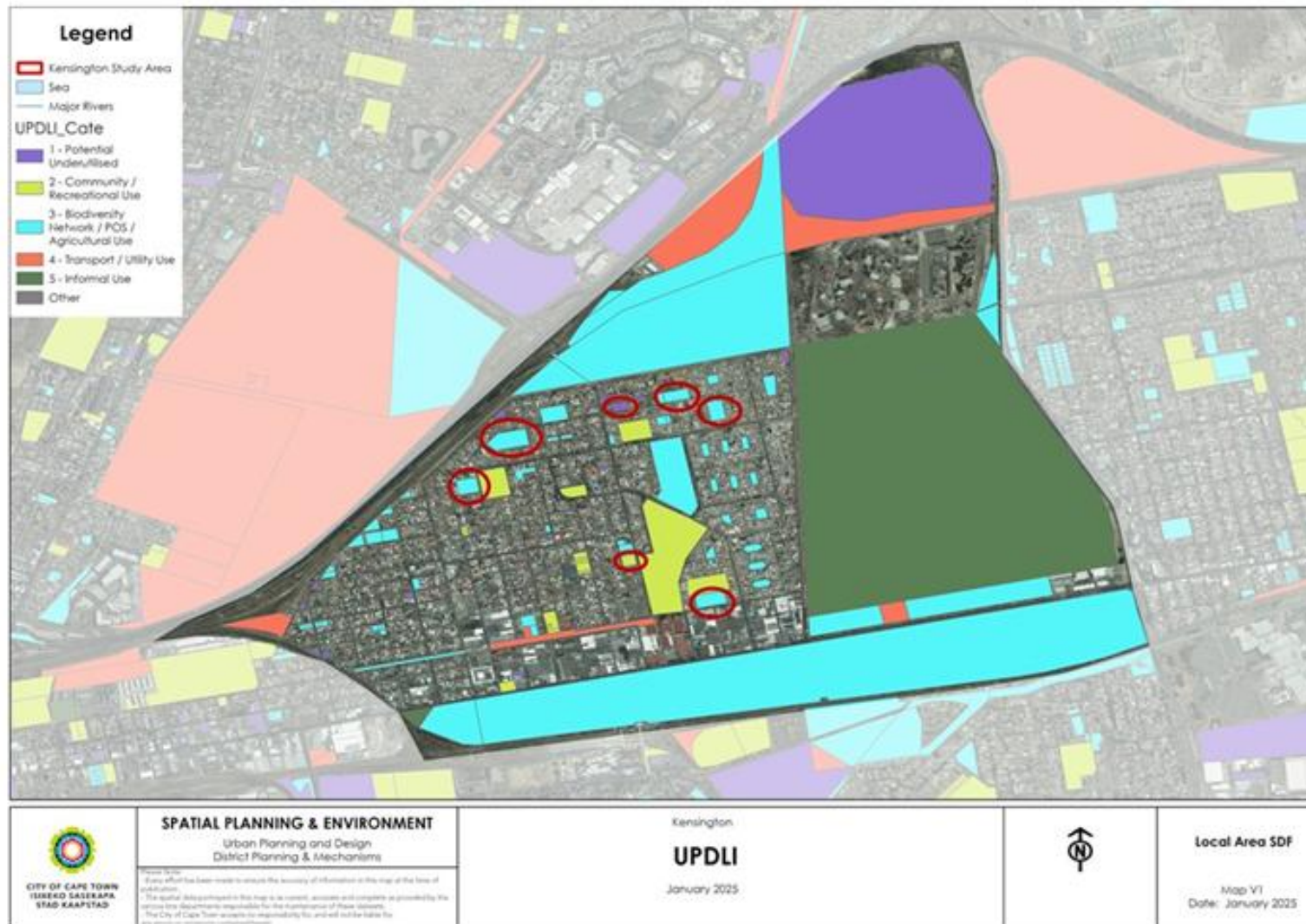


Figure 48 UPDLI

7.6 Economy

Figures 41 and 42 show where firms and employment are concentrated in Cape Town, the residential areas surrounding this employment have relatively good access to employment compared to the notable scarcity of formal employment opportunity in the South East or the City. The City's IDP prioritises improving physical access to employment areas in order to address the apartheid spatial planning legacy.

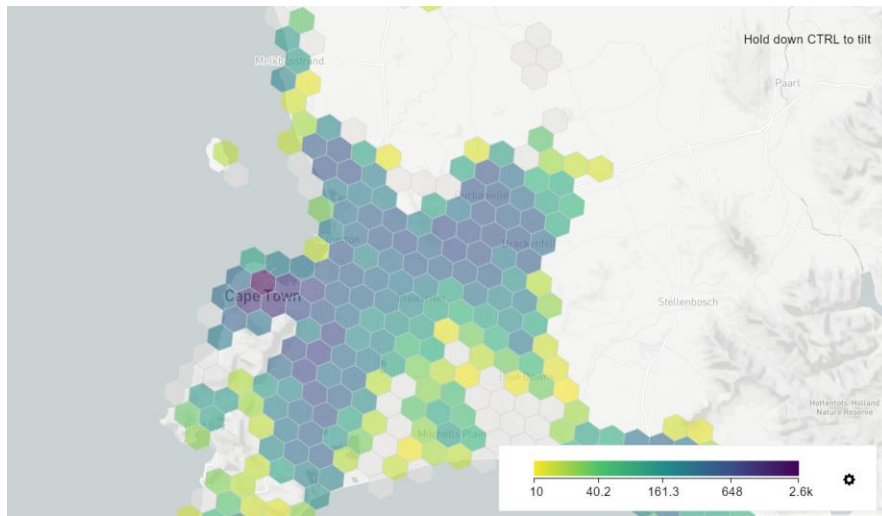


Figure 49 Concentration of employment Cape Town

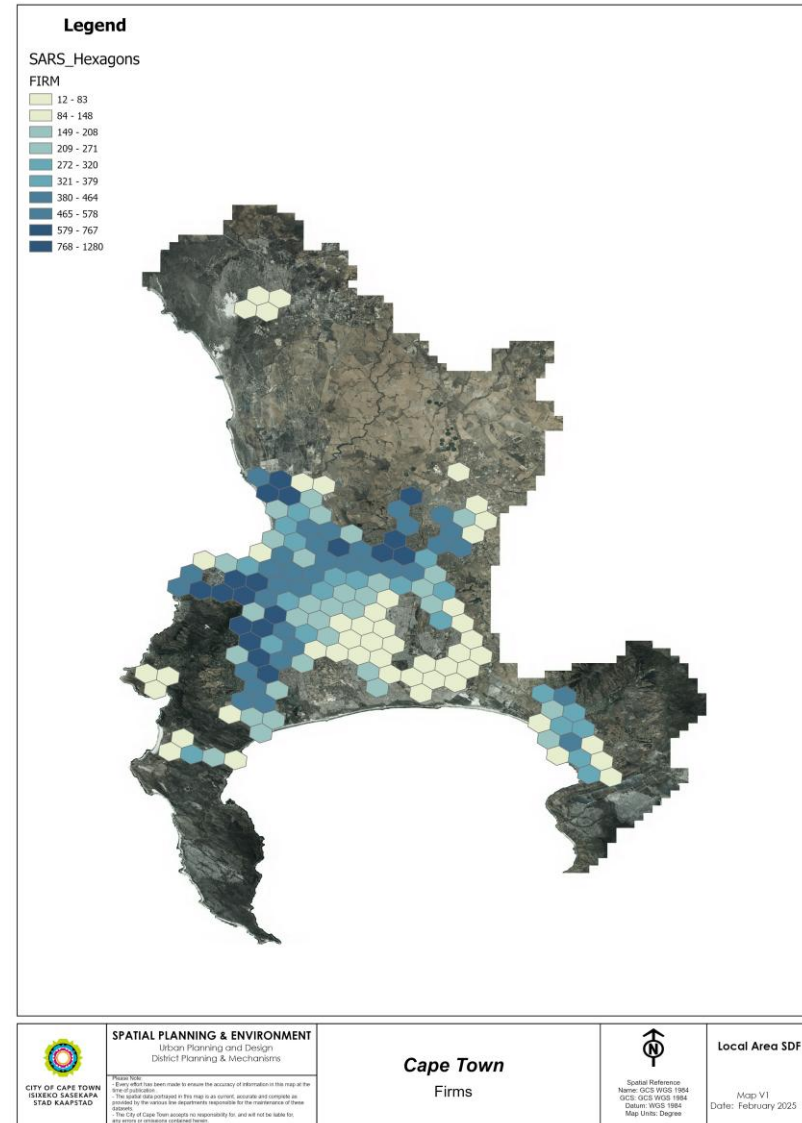


Figure 50 Concentration of Firms in Cape Town

The figure 41 indicates the concentration of formal employers extrapolated from SARS 2024 data. This shows that the study area is in a part of the City where employment is concentrated. There are employment opportunities within the study area, in addition the area has good access to Ndabeni, Paarden Eiland, Epping, Salt River, Century City, the Harbour and CBD. Businesses in Voortrekker Road to benefit from clustering and networks with nearby business areas.

Voortrekker Road is a key connector of industrial nodes of the City and a significant employment area. The economy of Kensington is concentrated around Voortrekker Road and forms a cluster with Maitland.

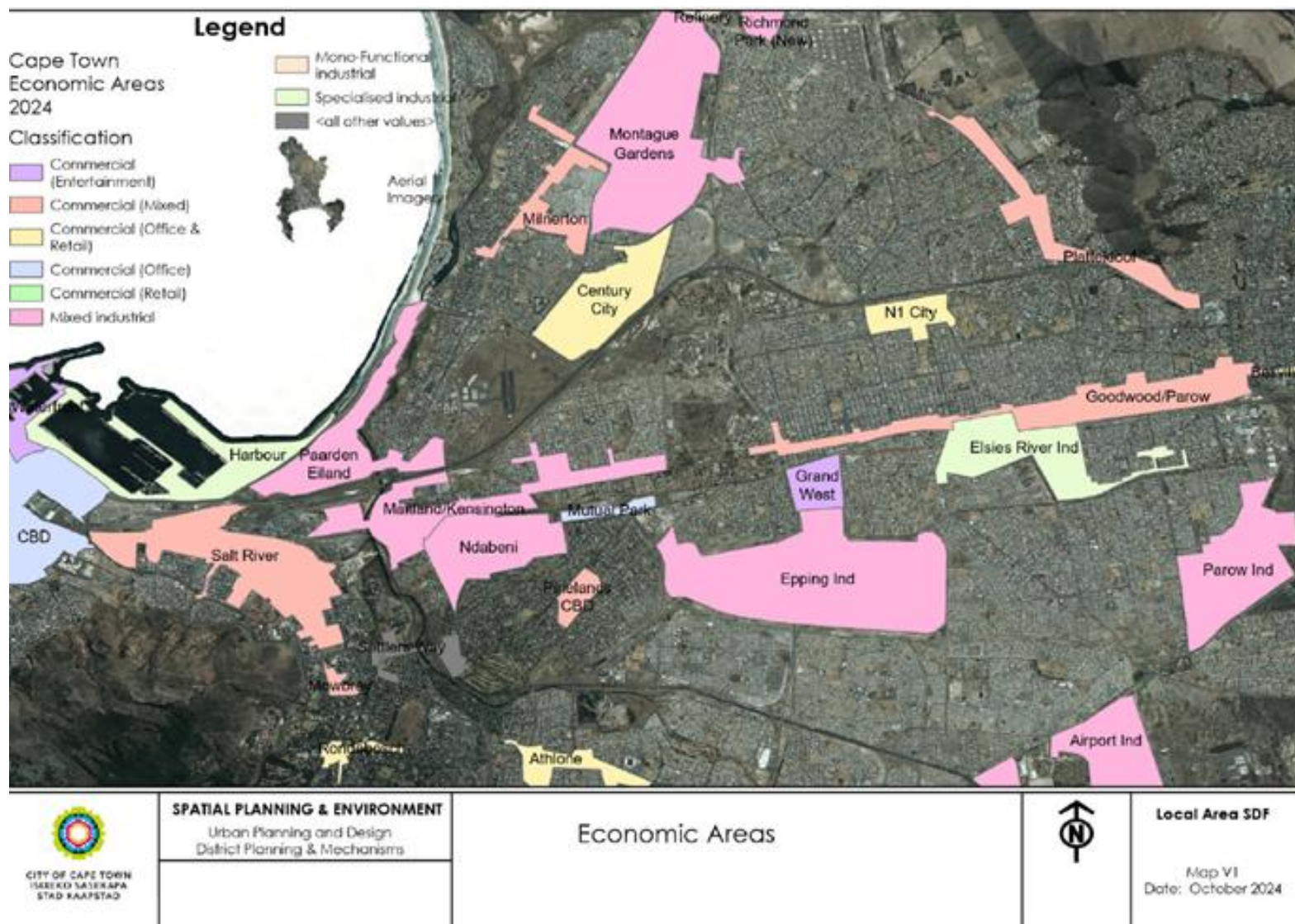


Figure 51 Economic Areas

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 business area reflects a mix of uses, with a minority retail and the majority manufacturing at varying scales.

7.6.1 Changes in the business environment:

In the past 10 years the sub-region has seen a number of transitions.

The growth in property development in CBD has continued at a fast pace. COVID 19 and increased office vacancies ushered in an increase in residential density in the CBD and a more mixed-use environment. Tourism growth has further driven

changes in the CBD over the past 20 years, which has affected Woodstock, Salt River and more recently Maitland with increasing property values. Significant brownfields redevelopments such as WEX, Woodstock Quarter and Maitland Station are changing these historic mixed-use areas.

The nature of businesses in the sub-region is changing too, with higher end retail, artisan workshops and small-scale manufacturers occupying space in converted buildings.

Paarden Eiland, has seen an increase in property values and increase in mixed use development, leading to a Policy position to protect well located industrial areas with Port access. The growth in the maritime economy has further cemented this position. The Harbour remains a key economic asset however experiencing severe performance challenges and congestion issues, which spill over into surrounding suburbs and indicate a higher demand for truck staging. Nationally there is a renewed focus of Transnet on resolving freight and container challenges.

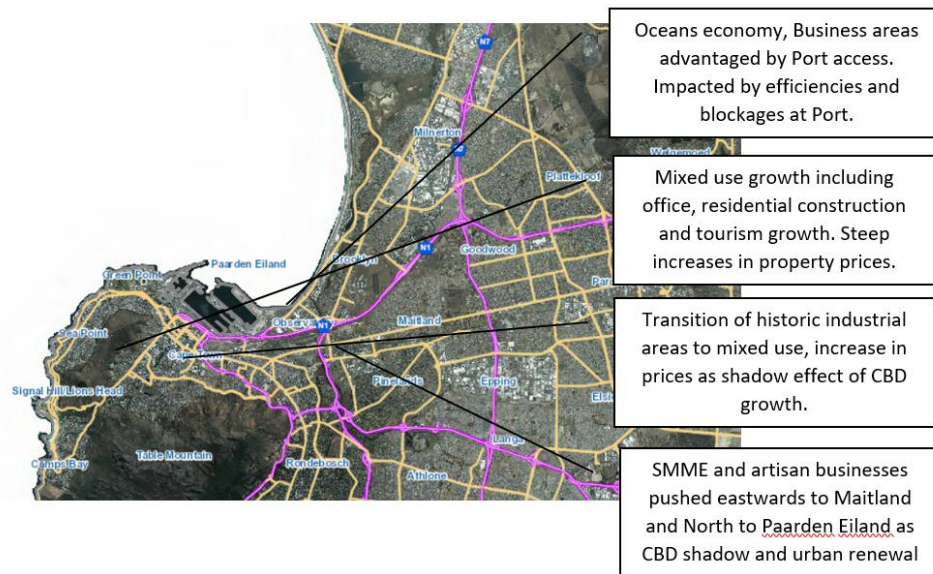


Figure 52 Changes in the business environment

Kensington's business areas have seen a steady increase in value, less large-scale building and development work has taken place.

7.6.2 Employment:

The City's 2022 employment survey provides indicative data for clustered business areas: Kensington is clustered with: Century City, Epping Industrial, Maitland, Mowbray, Mutual Park, Ndabeni, Paarden Eiland, Pinelands CBD, Salt River, Settlers Way and Woodstock Industrial. While these business areas

have different profiles, they are accessible from the study area and indicative of where new residents in the area may be employed. There were an estimated 196000 jobs in the above business areas in 2022.

More recent trends in Cape Town show no increase in labour absorption and an increasing labour force. However Positively, Cape Town's employment increased on a quarter-on-quarter level (up by 6 000 individuals) and on a year-on-year (up by 12 000 individuals) to record a total of 1, 75 million individuals in the third Quarter of 2024 (StatsSA QLFS 2024: Q3).

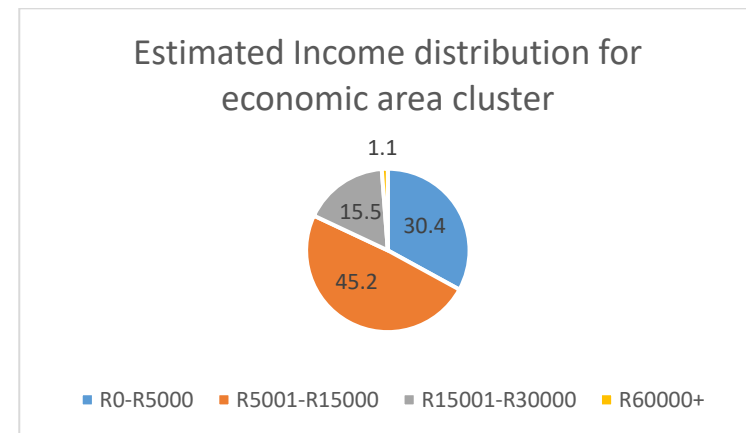


Figure 53 Estimated income distribution for economic area cluster

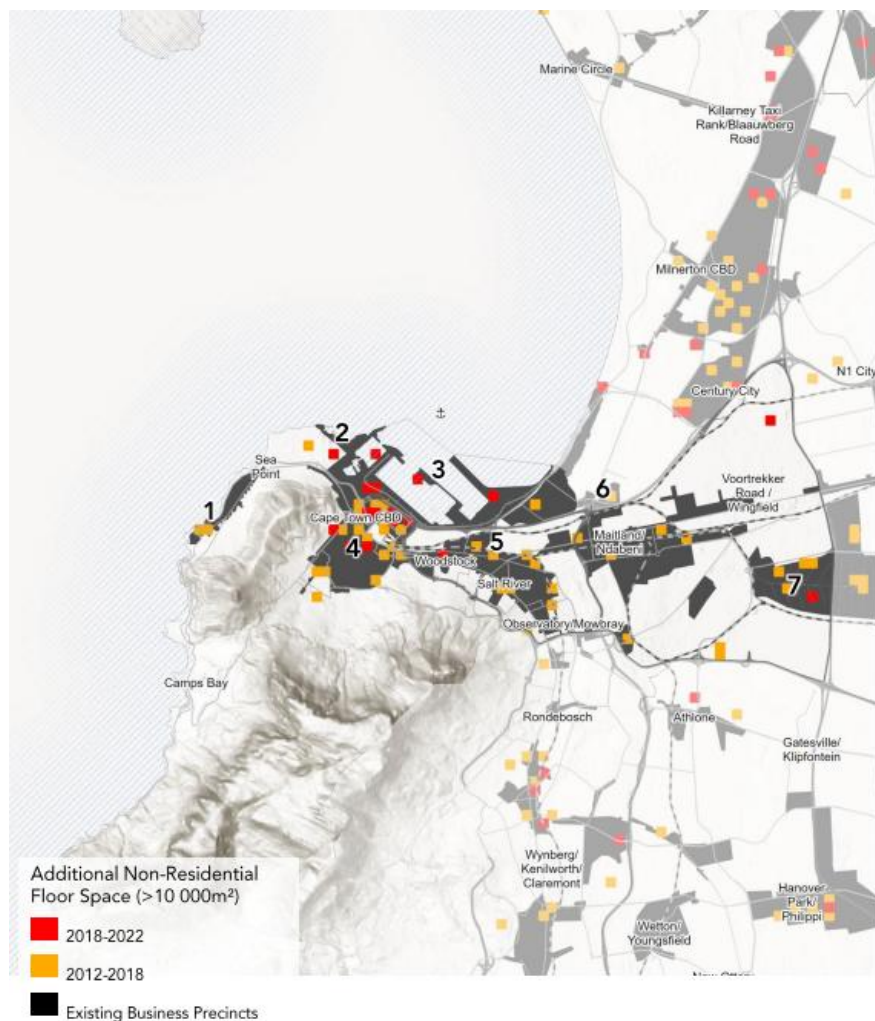


Figure 54 Growth in non-residential floor space in the Table Bay district

7.6.3 Property Market Performance in economic areas

Figure 46 captures growth in non-residential floor space for the Table Bay District. The CBD has seen the most substantial growth and development, impacting a transition in land use in the Woodstock and Salt River area, with more mixed-use development occurring here. Maitland has also seen growth in mixed use development, with conversion of older industrial buildings. Kensington has seen minimal larger scale building work during this time. This may be due to the spillover effects of the CBD growth not reaching the Kensington yet, or to the lack of vacant space for new developments and stable tenancy of existing buildings.

Despite the lower development interest, the property prices continue to increase and the performance of business properties along this section of Voortrekker Road is strong however not as high as the dramatic increases in Woodstock, Salt River and Maitland.

Industrial properties and workshops in the study area have a low vacancy rate of 5% on average.

Retail has a vacancy rate of less than 5% and offices slightly higher at around 7% on average. The low vacancy rate

indicates a generally productive non-residential property environment. Capitalisation rates, which indicate stability in demand for industrial property are between 10 and 11% in 2022 which compares favourably with City averages.

8. Social and Community Facilities

8.1 Overview of current social facilities

Community facility supply in the City is informed by the 2019 Community Facility Guidelines and Standards for Facility Provision which is reviewed every 5 years. The document uses the hierarchy of nodes approach for prioritising investment of community facilities ranking them from 1 to 135 to indicate the highest need or insufficiency and 135 being the node most sufficiently provided for. This includes upgrading and expanding capacity within existing facilities, developing new facilities in areas of need or co-location and clustering of facilities.

In the study area there is one community civic cluster, the Brooklyn Albow Gardens Clinic. A civic cluster is where two or more public facilities or amenities are intentionally co-located within close proximity of one another, usually at points of high accessibility or along the primary structuring routes through the area (BDP, 2023).

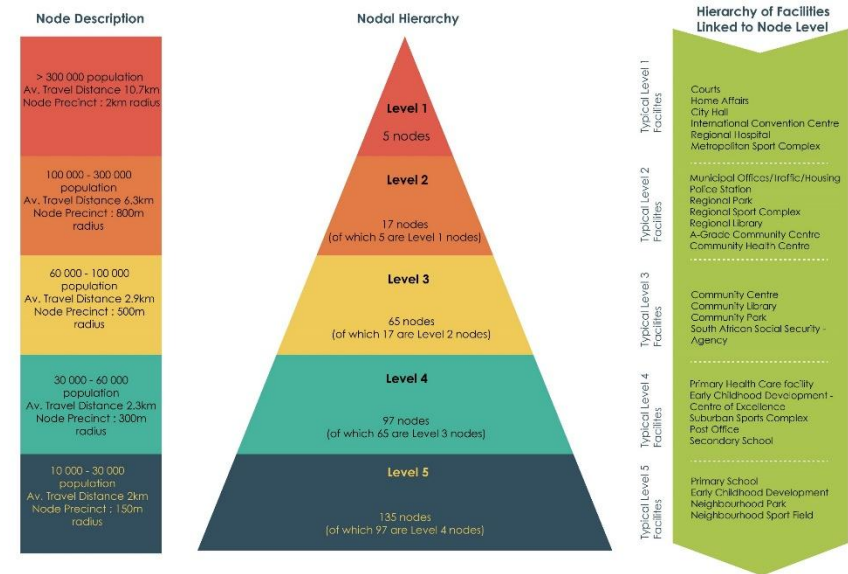


Figure 55 Nodal hierarchy for civic facilities

8.2 Educational Facilities

There are nineteen (19) educational facilities located within the study area, and they are scattered across Kensington, Windermere, Wingfield and Acacia Park. The schools are

Institution	Ownership	Nr.
FET		
Wingfield Campus	Public	1
High Schools		
Kensington Secondary School	Public	4
Windermere Sekondêr	Public	
Kensington Literacy Project (ABET)	Public	
Windermere CLC (ABET)	Public	
Primary Schools		
Akasiapark Laerskool	Public	10
Factreton Primary School	Public	
H.J. Kroneberg Junior Primary School	Public	
Hidayatul Islam College	Independent	
Kenmere Primary School	Public	
St. John's Rc Primary School	Public	
Sunderland Primary School	Public	
W.D. Hendricks Primary School	Public	
Windermere Primary School	Public	
Wingfield Primary School	Public	
Early Childhood Development		
Trekvoeltjies Preprimary School	Public	4
Gateway Children's Centre	Independent	
Kensington (U.J.W.) Preprim.	Independent	
Watersprites Preprim.	Independent	

however vastly concentrated in the western side of the study area, where there is more building footprint.

The facilities offer a variety of educational needs from early childhood care, adult basic education and training to further education and training. The facility services are public and private educational services and a majority of them are public schools. Even though the schools are within residential areas, public transport routes are in proximity.

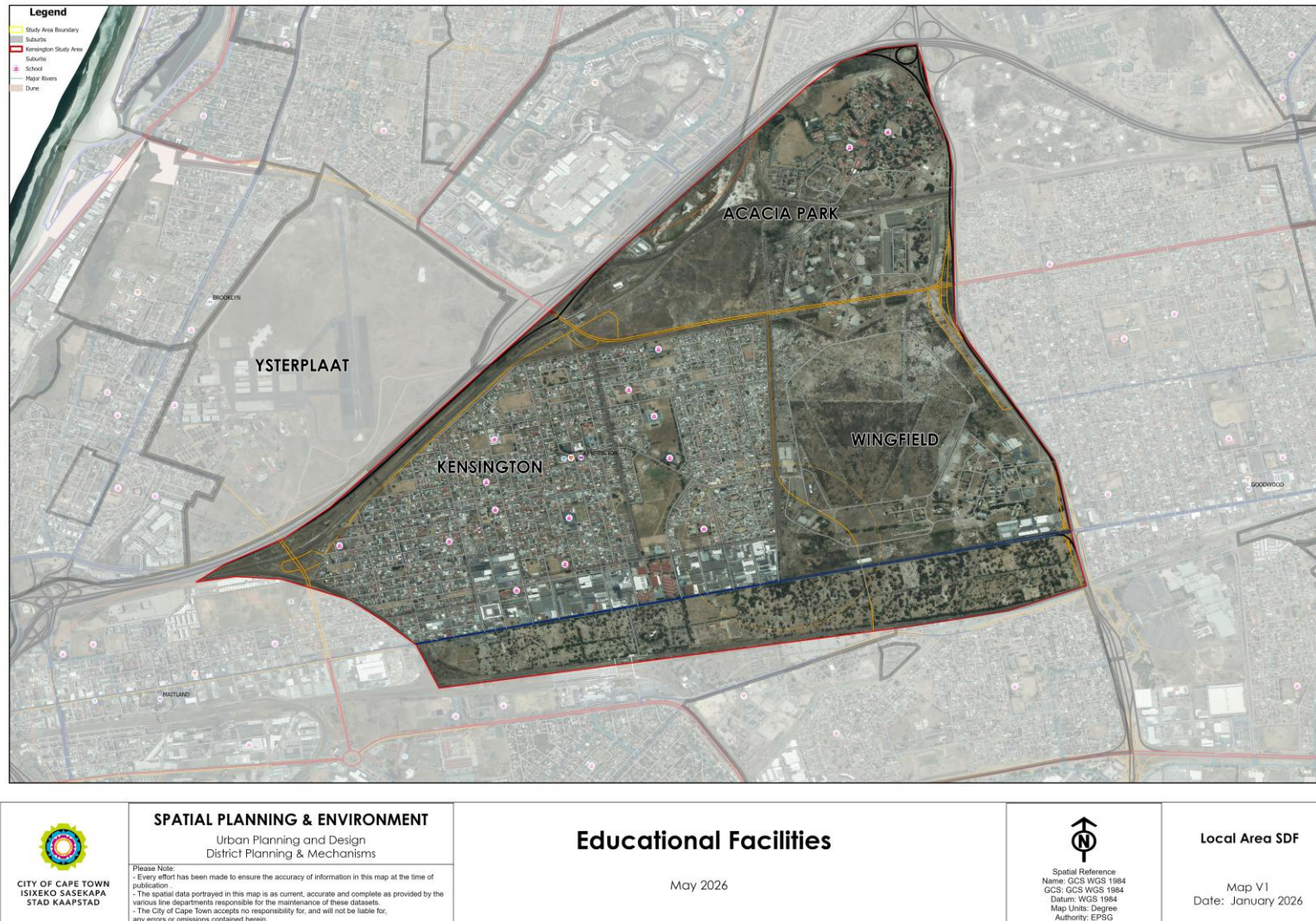


Figure 56 Educational facilities



Figure 57 Education facilities images

8.2.1 Health and Emergency Services

8.2.1.1 Health Services facilities

There are four (5) community health care services within the study area offering a variety services from dental to day to day services, there are no Hospitals in the study area. They are operated by different entities: Provincial, City and privately owned and they are concentrated in the Kensington area.

The Kensington Day Clinic located on 6th Avenue Kensington residential area operates weekdays from 07h00 till 16h00.

The Factreton Clinic located on 11th Avenue within a civic cluster and offers primary healthcare needs to the surrounding community including child, women and men's health, general

TB, HIV and STI care, and substance abuse support and treatment.

The Elite Med Private located in 10th Avenue within an emerging local node, Apex Dental in 12th Avenue within a commercial node, and Bruce D in 4th Avenue in a residential area are private medical facilities offering private services to the surrounding community.



Figure 58 Factreton Clinic images

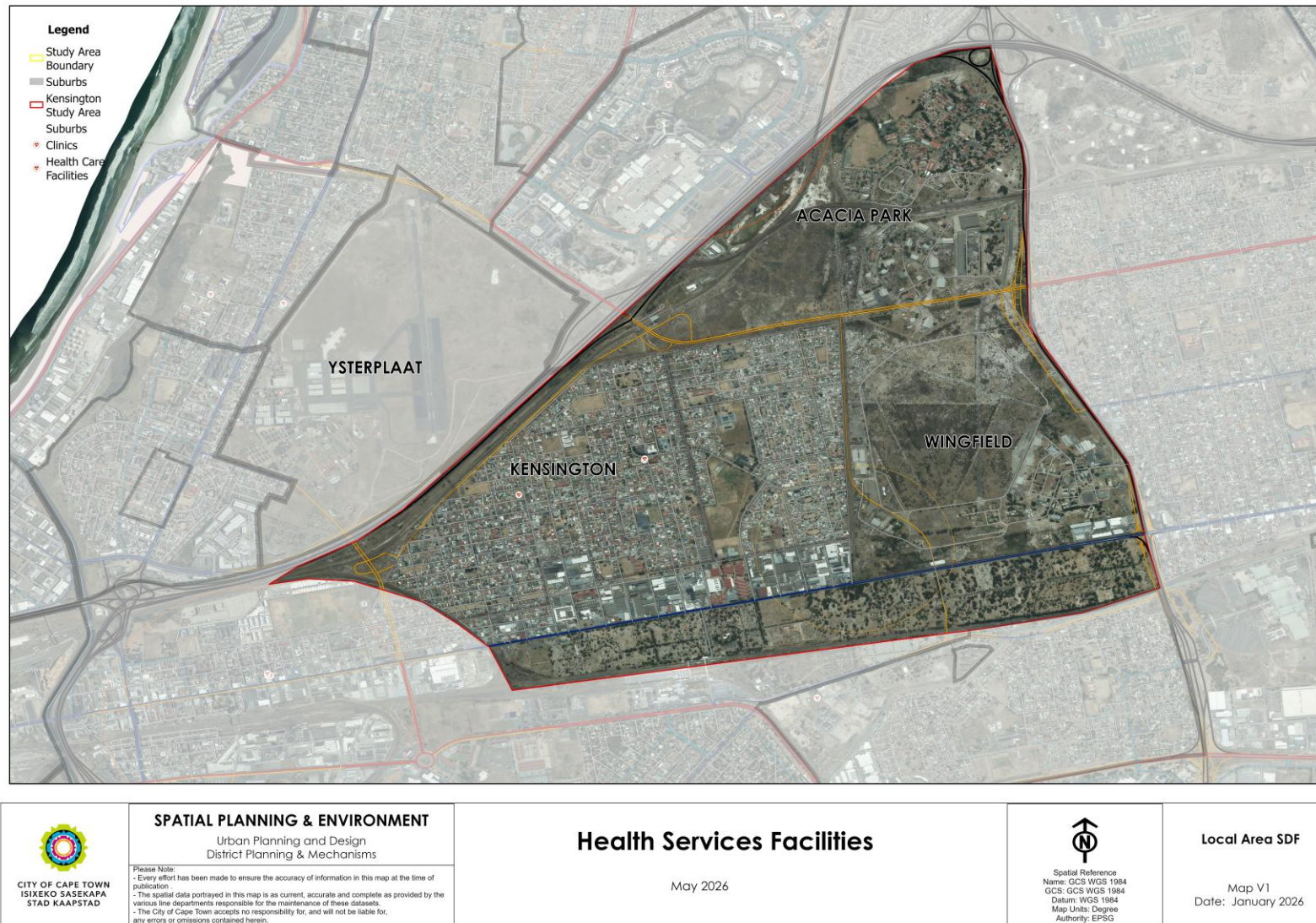


Figure 59 Health Services facilities

8.2.2 Emergency Service Facilities

8.2.2.1 Police Station

There is one Police station within the study area bounds, SAPS Kensington Police Station on corner of 11th Avenue and Factreton Avenue. It is located in proximity to other public service facilities. There are two (2) other police stations just outside the study boundary that are accessible - SAPS Maitland Police Station (to the west) along Voortrekker Road, and SAPS Pinelands Police Station south-east along Jan Smuts Drive.



Figure 60 Kensington Police Station

8.2.2.2 Fire Station

There is no fire stations in the study area, there are two (2) fire stations in proximity from closest to least: Epping Fire Station to the southeast along the intersection of Viking Way and Jakes Gerwel Drive. And Brooklyn Fire Station to the west along the intersection of Section Street and Koeberg Road.

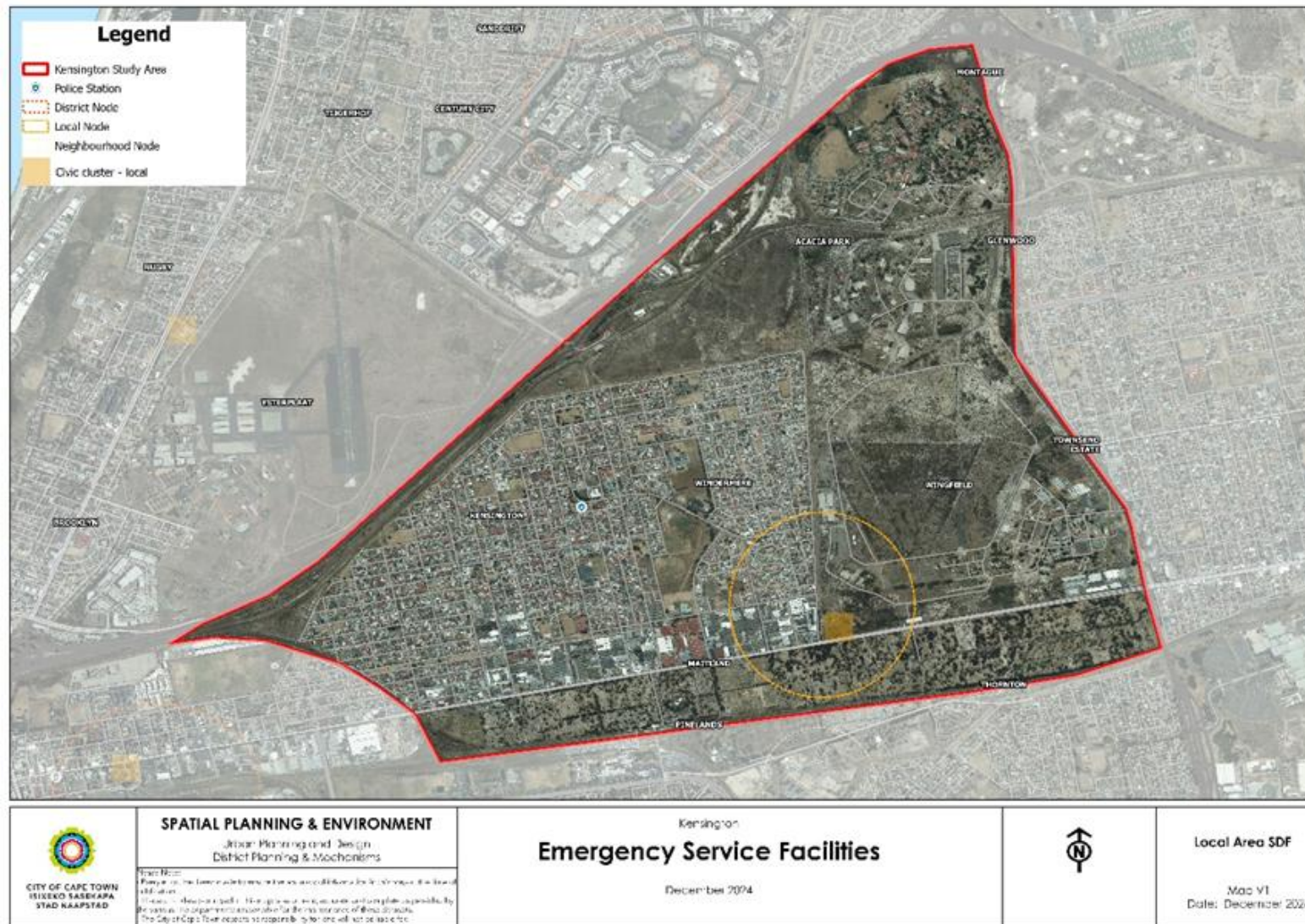


Figure 61 Emergency Service facilities

8.2.3 Social and Cultural Services

8.2.3.1 Places of worship

There are numerous places of worship within the study, and they concentrated in the Kensington and Windermere residential areas. The study area has approximately thirty-four (34) places of worship, namely:

1. A.F.M. Community Worship Centre	2. Assembly Of God - Kensington
3. Baptist Church - Kensington	4. Docks Mission Church
5. Docks Mission Church - Factreton	6. Ebenezer Gospel Hall
7. Evangelical Lutheran Church in S.A.	8. Evangelist Mission Church
9. Factreton Church Of The Nazarine	10. Faith Tabernacle Full Gospel Church of God
11. Good Shepherd Anglican Church	12. Grace Chapel E.C.C.
13. Hidayatul Islam Masjid	14. Independent Congregational Church Of S. A.
15. Masjidul Muqarram	16. Methodist Church of S.A.
17. Methodist Church of S.A. - Namakwa	18. Mount Carmel Pentecostal Assembly
19. Ned. Ger. Sendingkerk	20. New Apostolic Church of S.A. (8 th Ave)

21. New Apostolic Church of S.A. (Spitfire St)	22. New Apostolic Church of S.A. (18 th Ave)
23. New Apostolic Church Of S.A (11 th Ave).	24. New Apostolic Church of S.A. - Kensington South
25. Old Apostolic Church of Africa	26. Reformed Old Apostolic Church
27. School Of Enlightenment	28. Seventh-Day Adventist Church - Kensington
29. St. John African Methodist Episcopal Church	30. St. Lukes Catholic Church
31. St. Timothy Anglican Church	32. The United Gongregational Church of S. A.
33. United Mission Church of S.A.	34. Volkskerk Van Afrika

The facilities are located within the residential parts of the study area, with associated parking provisions. There are a few worship places that are located in proximity to public open spaces.

8.2.3.2 Community Halls

Kensington Community Hall and Factreton Hall are two (2) community centres that can be found within the study area, both venues are mostly used for hosting events and gatherings such as weddings and community flea markets.

Factreton Hall Martin Adams Hall is a public owned hall by the City of Cape Town Hall, it is located in Sunderland. This hall is a popular spot for weddings, ceremonies, awards, birthday parties, work functions and corporate meetings. The hall also acts as a community recreation hub offering a variety of extra recreational programmes during the week. The hall is section into the main hall with a capacity to hold 120 people, a conference room which can hold 30 people and a scout's hall which can hold 50 people.

Kensington Community Hall is a public owned hall by the City of Cape Town located in Factreton Avenue. The halls are also used for multiple events and gatherings. There is ample parking provisions inside this city owned land.

8.2.3.3 *Library*

Within the study area there is only one library, the Kensington Public Library which is located in Factreton Avenue. This community library offers internet and Wi-Fi services. The road reserve at the front entrance is occupied by the homeless.

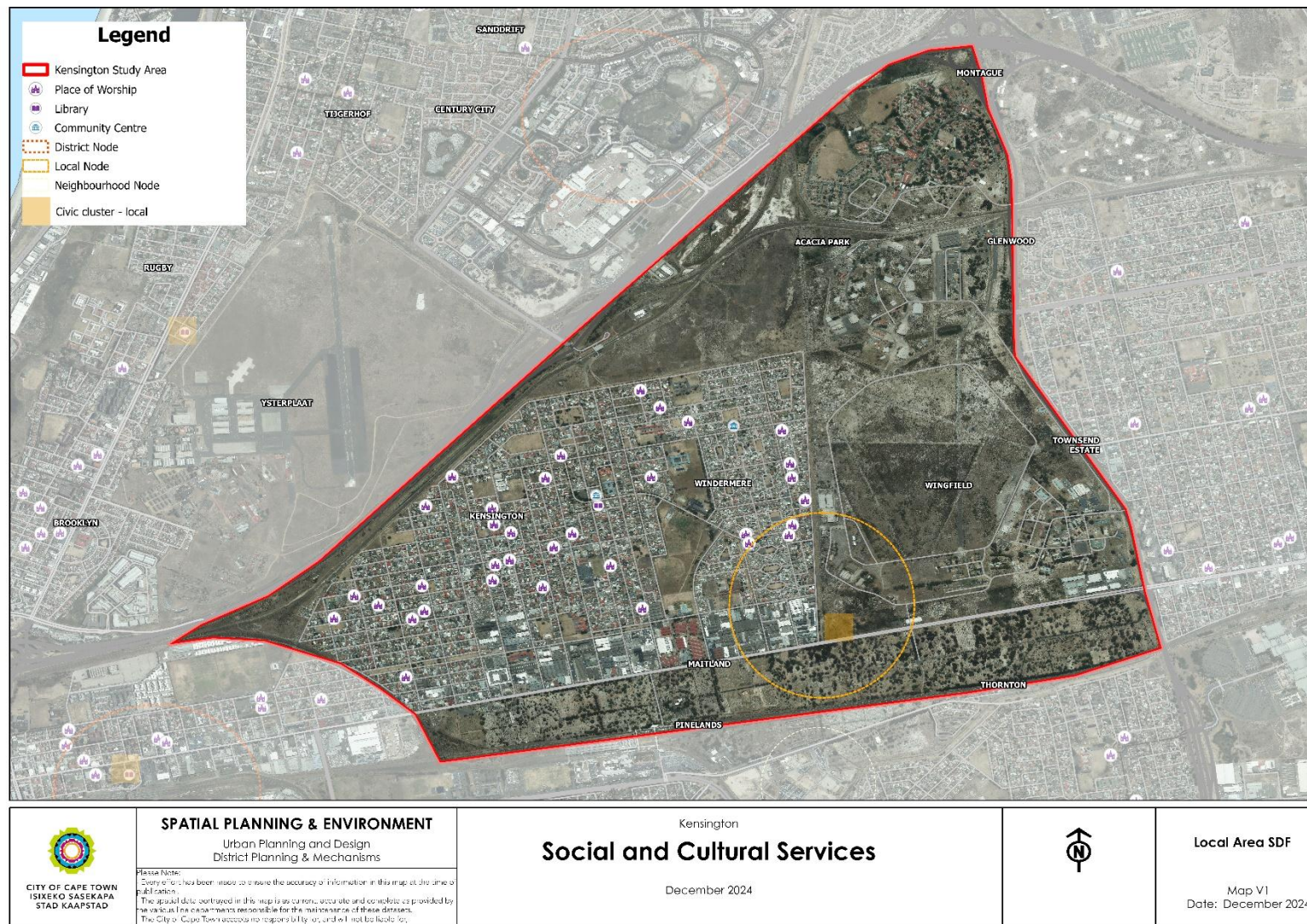


Figure 62 Social and Cultural Services

8.2.4 Parks, Sports and Recreation

8.2.4.1 Parks

There are numerous parks within this study area, located in close proximity to houses and schools. The study area contains only neighbourhood parks, totalling 30, as listed below. This suggests a well-distributed network of green spaces, providing accessible recreational areas for residents, particularly those near homes and schools at a walking distance. However, the absence of larger parks (Regional Parks) may indicate limited open space for broader community events or diverse recreational activities.

Park Name	Address
12th Avenue Park	Between 12th And 13th Avenue
Tenth Avenue Park	Tenth Avenue
Eleventh Avenue Park	Corner of Ventura Road & Eleventh Avenue
De Havilland Street Pos	De Havilland Street
Thirteenth Avenue Park	Thirteenth Avenue & Sunderland
Fourteenth Street Park	Corner of Fourteenth Street & Fifth Avenue

Corner Tenth Street & Fifth Avenue Park	Corner of Tenth Street & Fifth Avenue
Ninth Street Park	Ninth Street
Matroosplein Park	Matroosplein
Patryspein Park	Patryspein
Loodsplein Park	Loodsplein
Waarneemerplein Park	Waarneemerplein
Fifth Street Park	Fifth Street
Albacore Park	Albacore Street
Glider Crescent Park	Glider Crescent
Soldaatplein Park	Soldaatplein
Alabamaplein Park	Wellesley Street
Dapper Street Park	Dapper Street
Haweplein Park	Haweplein
Branderplein Park	Branderplein
Eilandplein Park	Eland
Seeplein Park	Seeplein
Skepeplein Park	Skepeplein
Seilplein Park	Seilplein
Skutterplein Park	Skutterplein
Fourteenth Avenue Park	Thirteenth & Fourteenth Avenue
Seventh Street Park	Corner Of Seventh Street & Fourth Avenue
Ninth Street Park	Ninth Street
Boeing Street Park	Boeing Street
Heerlik Road Park	Heerlik Road

8.2.4.2 *Sports Ground*

There's only one sports ground within the study area, called 14th Avenue Sports Ground. This sports ground hosts a variety of sports, including baseball, cricket, and soccer. However, the presence of only one sports ground in the study area suggests limited access to formal recreational facilities, which may restrict opportunities for organized sports and community events. This could indicate a reliance on neighbourhood parks for informal recreation or a need for additional sports infrastructure to meet local demand.

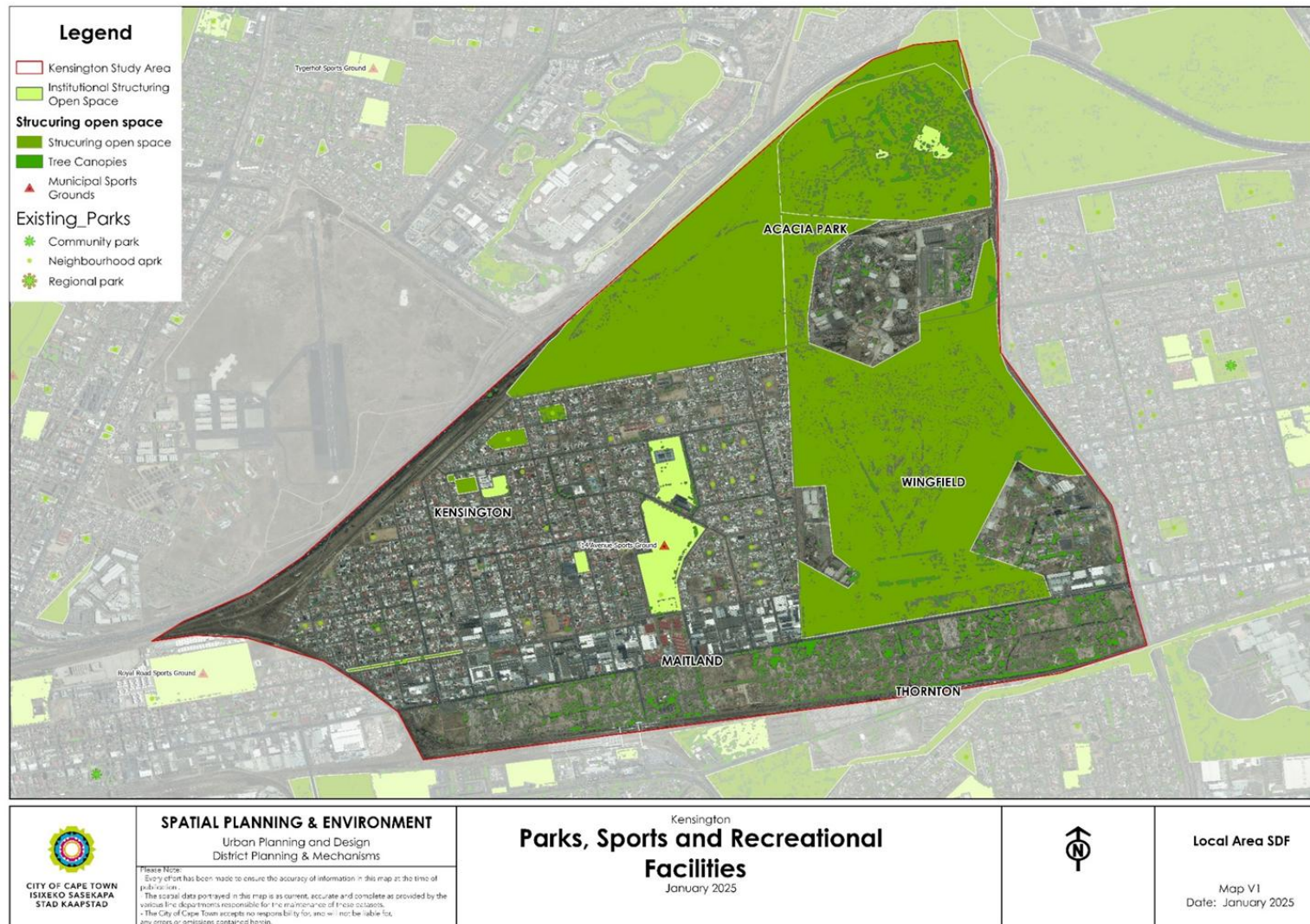


Figure 63 Parks, Sports and Recreational Facilities

9. Movement and Urban Mobility

9.1 Public Transport

Kensington is strategically located between two major transportation routes; road transport (N1 & R102) and passenger rail (northern line and central line) linking it to 3 major nodes; Cape Town CBD, Century City and Bellville. These routes are significant public transport networks and play a significant role in daily life, ensuring accessibility and convenience for those navigating the city. The study area is serviced the 3 different of modes of transport:

9.1.1 Golden Arrow Bus Services (GABS)

The Voortrekker Road accommodates several Golden Arrow buses, providing direct connections between the Kensington community to economic hubs such as Cape Town CBD, Parow, Goodwood, and Bellville. These buses not only operate along Voortrekker Road but also move into the greater Kensington area along major movement routes like 5th Avenue, Bunney Street, Sunderland Street and 16th Avenue back to Voortrekker Road in an irregular circular motion with multiple stops within the area. The designated bus stops lack physical structures for protection against harsh weather conditions.



Figure 64 Bus stops

9.1.2 Minibus Taxis

Similar to the Golden Arrow buses, minibus taxis operate almost in a similar irregular circular motion where taxis along 5th Avenue, Bunney Street, Sunderland Street and 16th Avenue back to Voortrekker Road linking Kensington with the CBD and Bellville. As on the map below, there are no designated taxi stops due their design which allows them to travel along smaller routes. Moreover, taxis tend to not follow designated routes, this flexibility enables them to cover larger surface areas than

buses would. Thus, making this mode of transport the most congested of the three, especially during peak hours.

9.1.3 Passenger rail

Kensington is also serviced by PRASA's recently revived central and northern line passenger rail service with six (6) railway stations. Post the PRASA passenger rail suspension due to Covid-19, the following stations have been confirmed as operational: Mutual, Century City and Thornton stations. The remaining three stations namely Kentemade, Acacia and Woltaade Train Stations which are supposedly to service the study area have not been yet confirmed operational.

These rail lines, however, still provide a direct link from Kensington to key economic hubs such as Cape Town CBD, Century City, Maitland, Ndabeni, Epping, Parow, and Bellville.

Mutual Train Station

The Mutual Station is located on the southern boundary of the study area at the edge of the Maitland cemetery, next to the South African headquarters of the Old Mutual, from which the name derives. The Voortrekker Road is in close proximity, located to the north of the station and minibus taxis passing via this route act as connectors and feeders into the wider areas.

There are also two minibus taxi ranks on either side of the station. According to the (CITP, 2023), the Mutual Station is categorised as a major public transport facility with about 10 000 to 35 000 passengers departing daily.

Century City Train Station



Figure 65 Century City train station

This station is located adjacent the northern study area boundary opposite Century City separated by the N1 freeway. There is minimal coverage by minibus bus along this station, however, there is a bus stop for the MyCiTi 261 route on Sable Road linking to Century City. The Station also provides service

to Malmesbury which is outside the City of Cape Town. As per the (CITP, 2023), the Station is categorised as a medium public transport facility with about 2 000 to 10 000 passengers departing daily.

And as of 2022, the 261 MyCiTi route via Salt River – Omuramba – Century City rail makes about 19 trips with approximately 1107 passengers, with 81% usage during peak hours. This station currently acts as a key transfer station for the northern linkages.

Thornton Train Station

The Station is located on the south easterly boundary of the study area at the edge of the Maitland cemetery, servicing Thornton. The Voortrekker Road is in close proximity, located to the north of the station, however, there is no road network providing a direct linkage between the two.

Non-operational Railway Stations



Figure 66 Kentamade train station



Figure 67 Acacia train station

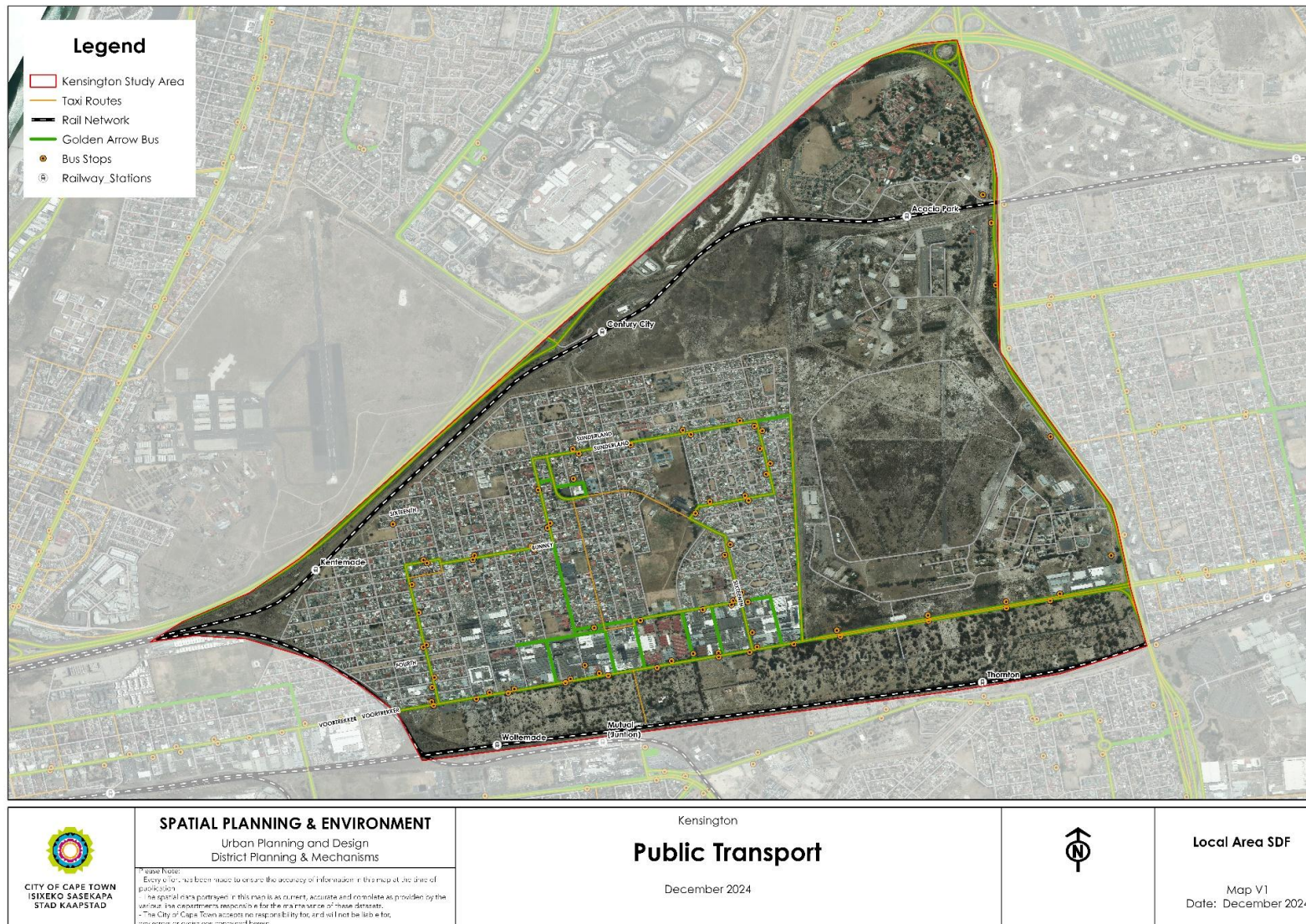


Figure 68 Public Transport

9.2 Pedestrian and Non-Motorised Transport

The study area consists of a generally highly walkable network. The network is delineated well and are easily permeable, with continuous connectivity. There are, however, no designated cyclin lanes for cyclers, the road widths are wide and provide opportunity for cycling lane designations.

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.

9.2.1 Transit Accessible Precincts (TAPs)

Transit accessible precincts are precincts that are restricted to a 500m radius around prioritised public transport stations and nodes with high ridership be it rail or the BRT system in an effort to realise a transit-oriented development.

In Kensington, the rail system and is a higher order public transport system and the transit accessible precincts are concentrated along the rail stations. Despite the collapse of the rail system, it still plays a significant role as an affordable high-capacity volume mode of public transport. And thus, investment and maintenance of it is critical.

The Century City station north of the study area is a significant public transport node with potential to connect the Kensington area and Century City, the station is connected to the MyCiTi 261 feeder station connecting to Century City and is thus identified as a transit accessible precinct. There is an identified as a future IRT trunk route that will connect Sable Road and Frans Conradie Drive.

The transport accessible precincts also cluster along Thornton, Mutual, Kentemade and Woltemade rail stations. This corridor has been identified as a future IRT trunk route that will connect

Prestige Dr south to the N1 route north. The Mutual rail station is regarded as a major rail junction, however, serves the Pinelands area due as a transit accessible precinct, this is due to the Maitland Cemetery which acts as a buffer between the residential parts of the Kensington area. Even though, the Voortrekker Road is used as a public transport route into the study area, it is not regarded as a transit accessible precinct as it is bordered by industrial zones and the Maitland Cemetery.

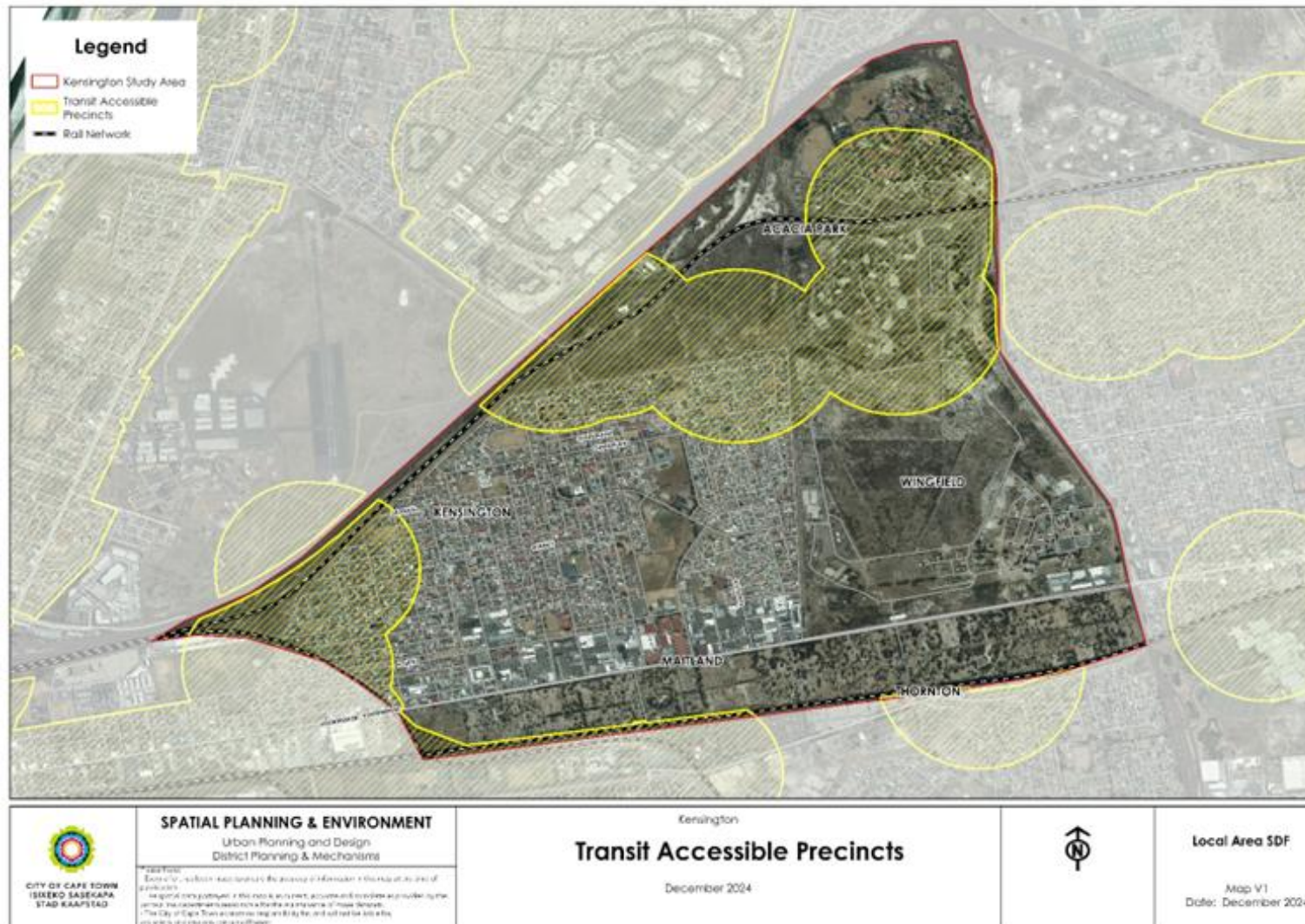


Figure 69 Transit Accessible precincts

9.2.1 Proposed NMT Improvements

There are planned NMT improvements by the City along major transport roads in Kensington and Factreton.

Walking Lane Improvements	Bicycle routes
12 th Avenue from Voortrekker Road to Acre Road	Factreton Clinic
Sunderland Street from 16 th Avenue to 7 th Avenue	Kensington Centre
10 th Avenue from Nyman Street to Sky Steelworks	Wingfield Primary School
13 th Avenue from Dapper Road to Maryland Street	HJ Kronenberg Primary School

9.2.2 Public Transport Zones (PT1 & PT2)

PT1 and PT2 areas recognise the impact that the scheduled and high-quality public transport network has had on reducing the use of private vehicle and lower demand for parking in these areas. This is also in line with the City's objective to address private car dependency proactively and to adopt policies which will promote mass transit-oriented development and reduce red tape on parking requirements if property is located within these zones.

Bunney Street from Maryland Street to 6 th Avenue	Kenmere Primary School
4 th Street from 2 nd Avenue to 6 th Avenue	Windermere Primary School
6 th Avenue from Voortrekker Road to Acre Road	Windermere High School
Factreton Avenue from Sunderland Street to Lugmag Avenue	Kensington High School
Lugmag Avenue from Factreton Avenue to Acre Road	Factreton Primary School
16 th Avenue from Voortrekker Road to Factreton Avenue	Sunderland Primary School
	WD Hendricks Primary School

Source: City of Cape Town Infrastructure Report, 2023

9.2.2.1 PT1 Zones

A PT1 zone designates an area where public transport usage is encouraged, but the City recognizes that public transport provision is insufficient or that motor vehicle usage is limited. The Voortrekker Road portion within the study area, the rail stations in the area and the northern parts of the Sunderland area fall under PT1 zone.

This suggests that these areas face challenges in providing adequate public transport infrastructure to meet the community's needs. This may be due to the passenger rail collapse over the past years. The inadequate coverage by the

Golden Arrow buses and minibus taxis, especially in the upper Sunderland area and Acacia park area is encouraged. This classification highlights the need for targeted interventions to improve accessibility, connectivity, and mobility within the area.

9.2.2.2 PT2 Zones

A PT2 zone demarcates an area where the use of public transport is promoted and the City considers the provision of public transport good, or where the use of motor vehicles is very limited. This zone within the study area is only located on in and around the Century city rail station and the Mutual, Thornton and Woltemade rail stations.

This suggest that the rail system in the area is a critical public transport mode to achieving an efficient public transport system for the study area. Therefore, more targeted interventions are required to reviving the passenger rail to its full capacity. These improvements would not only make public transport a more viable option for residents but also contribute to reducing congestion and fostering sustainable urban mobility.

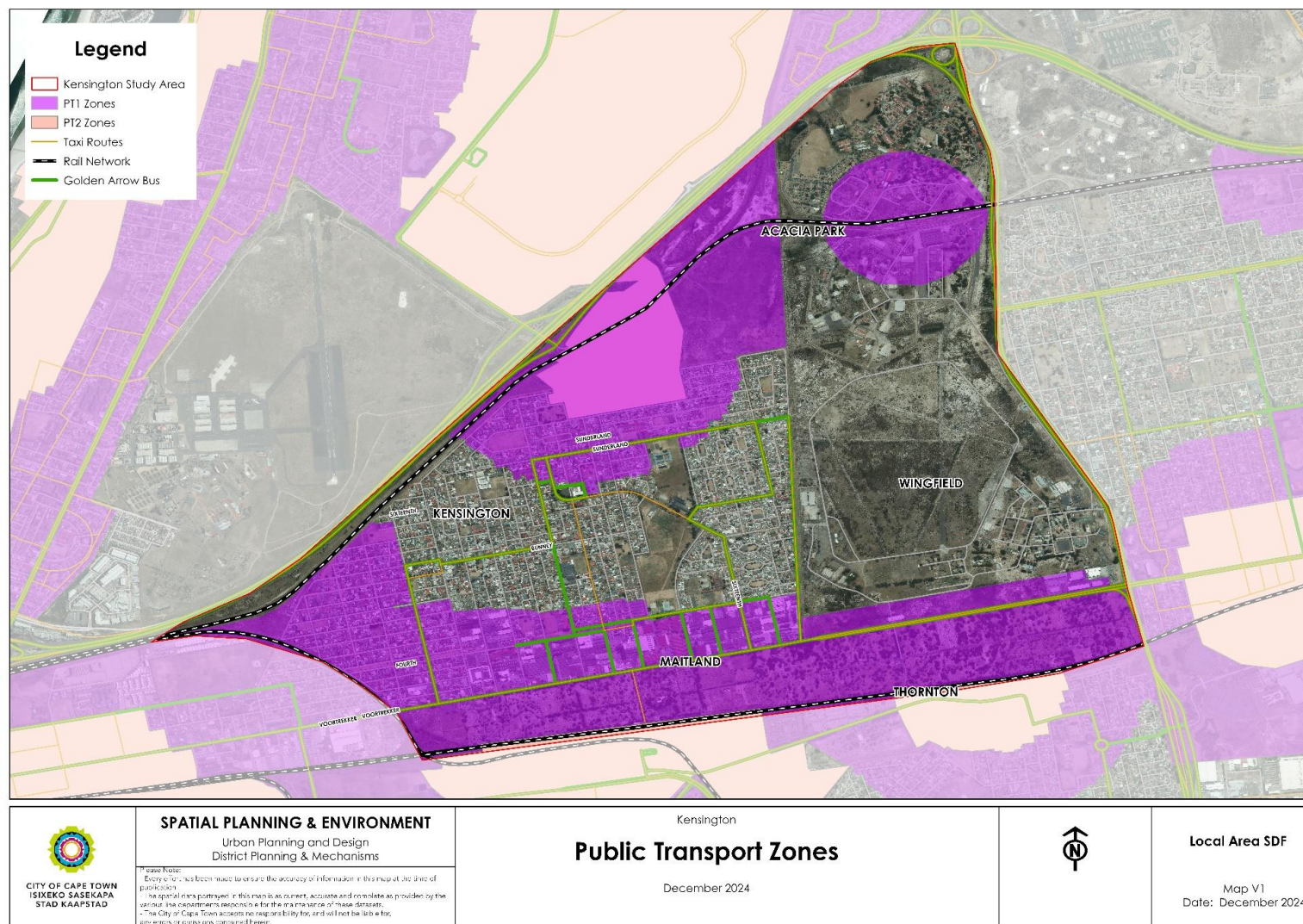


Figure 70 Public Transport Zones

9.3 Road Infrastructure

9.3.1 Road Network

The study area bounded by major arterials linking the study area to the greater City of Cape Town in an east/west and north south direction. The major roads in the study area are:

- **The N1:** is a freeway forming the northern part of the study area. This is a class 1 route from the Cape Town CBS to Paarl. It is a three-lane bi-directional road and is an important road for both passengers and freight.
- **The Voortrekker Road:** is an activity spine forming part of the southern part of the study area. This is a class 3 road 2 lane bi-directional road from Woodstock/Salt River to Bellville. It is an important passenger and freight route.
- **The Jakes Gerwel Drive:** is a class 1 expressway forming the eastern part of the study area from Acacia Park to Mitchells Plain. It acts as a major secondary north/south link linking the N1 and N2 freeways.

9.3.2 Proposed Roads

The following roads have been proposed in the study area:

9.3.2.1 *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.

9.3.2.2 *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.

9.3.2.3 *Wingfield*

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.

9.3.2.4 *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.

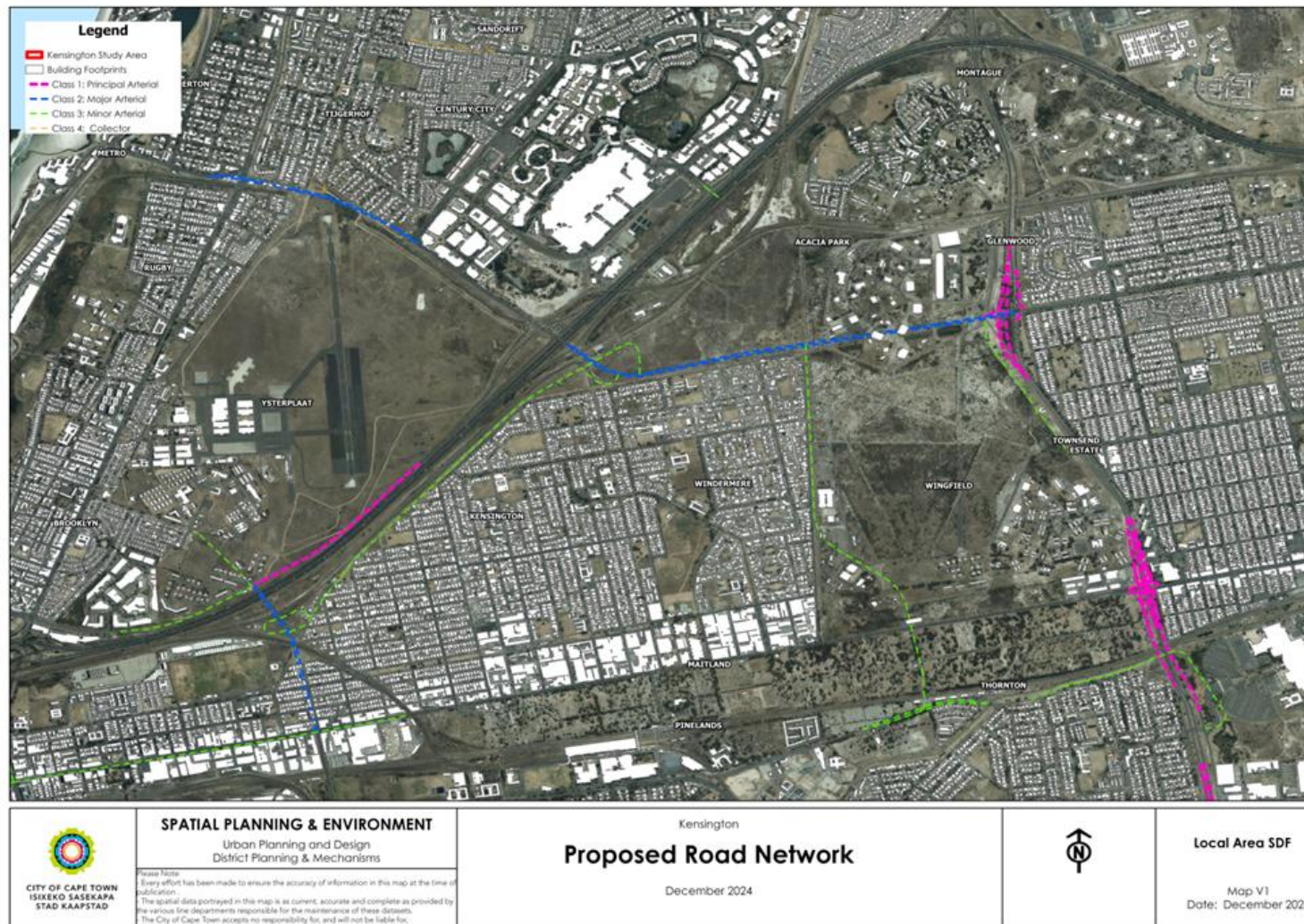


Figure 71 Proposed Road Network

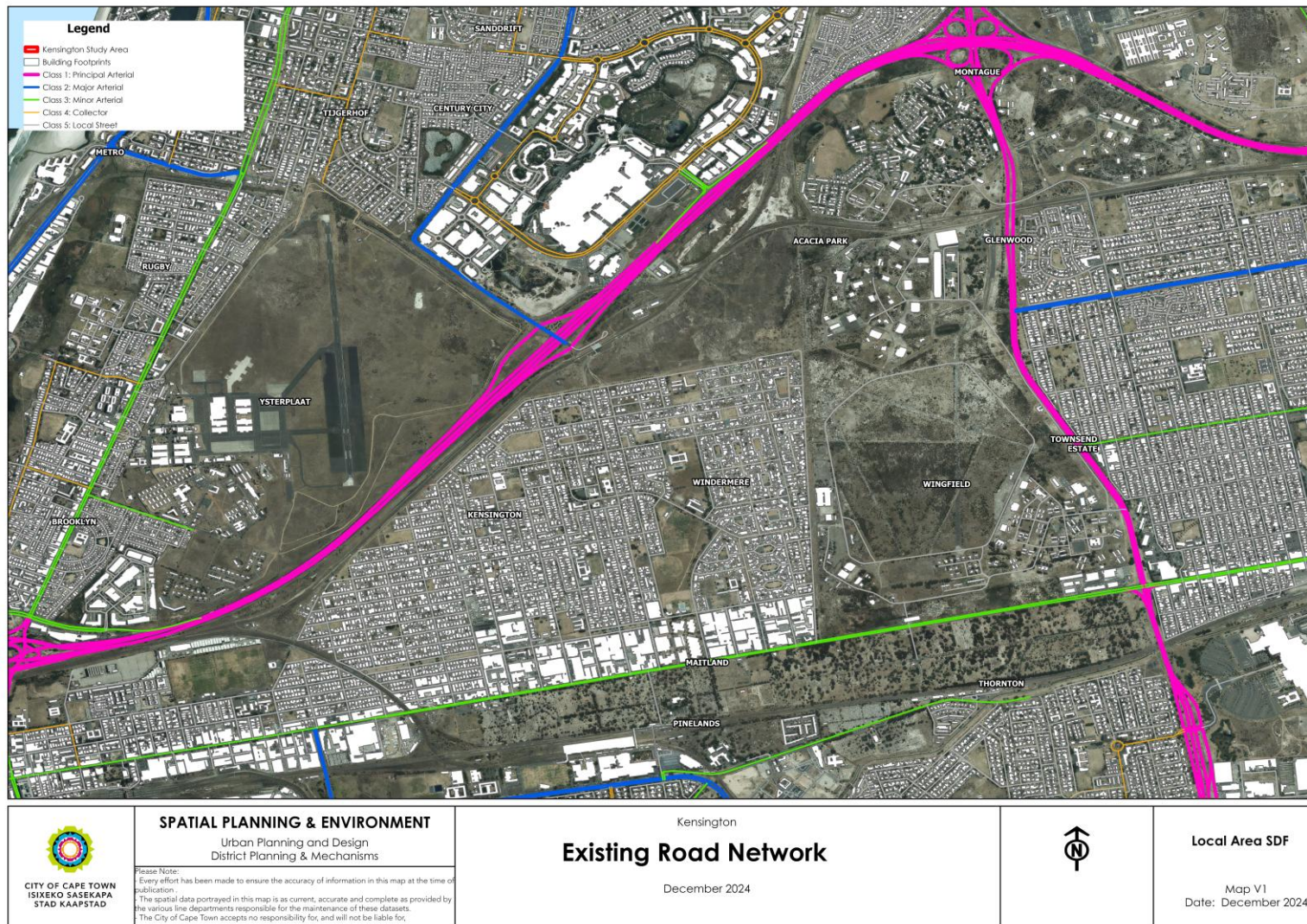


Figure 72 Existing Road Network

10. Infrastructure

10.1 Water Infrastructure

Cape Town's water supply primarily relies on surface water from dams, which are fed by rainfall and managed through a network of reservoirs and treatment facilities, these systems are referred to as the Western Cape Water Supply Systems (WCWSS). The city's water supply system is supported by major dams such as Theewaterskloof, Berg River, and Voëlvlei. These dams supply treated water to neighbourhoods, including Kensington, through a centralized distribution network.

In Kensington, the water supply is primarily served through the city's broader municipal network (reticulation mains), with infrastructure extending to various parts of the neighbourhood. Key areas of Kensington, including industrial zones along Voortrekker Road, Bunney Street, and surrounding streets, receive water through the city's centralised distribution system.

However, some parts of Kensington, particularly those closer to industrial zones or with older infrastructure, may face occasional issues with water pressure or leaks. These issues are usually addressed through regular maintenance and infrastructure upgrades by the City of Cape Town. Additionally,

areas towards the northern and western edges of Kensington, which are nearer to the Maitland may experience specific challenges related to water distribution due to their proximity to the urban fringe.

Overall, while the majority of Kensington receives a stable water supply, the area's older infrastructure and the general pressures on Cape Town's water system, especially during periods of drought, may require ongoing attention and improvements to ensure consistent delivery to all parts of the community.

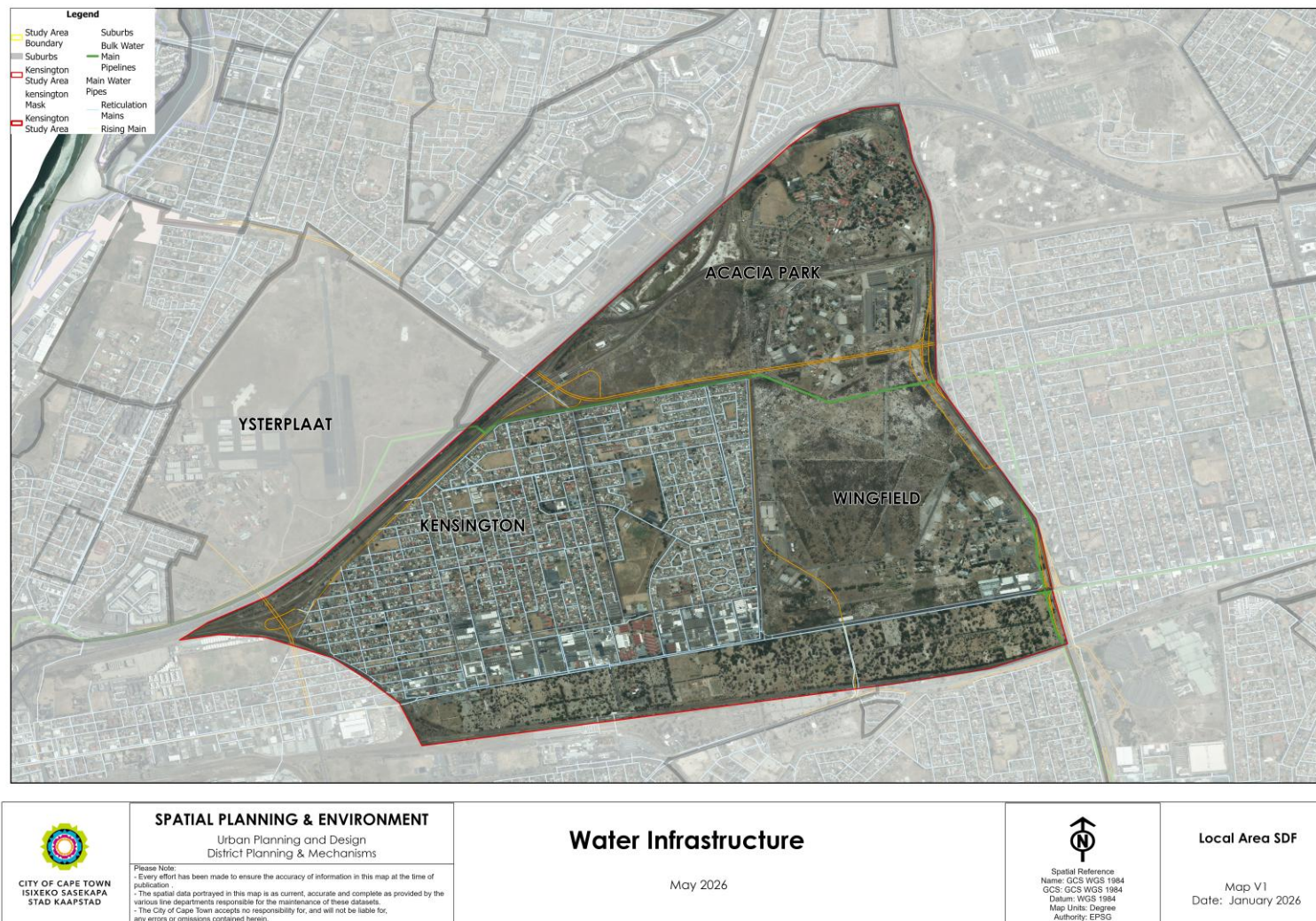


Figure 73 Water Infrastructure

10.2 Electricity/Energy

The City's electricity distribution network is made up of 55 injection points connected to the national grid, and its current generation assets include two small gas turbines that are often only used in emergency situations and the Steenbras pump storage scheme. Eskom is the owner of the province's major generating assets, which include the gas turbines Ankerlig and Gourikwa and the nuclear power plant Koeberg.

The Kensington area has their electricity mainly supplied by City of Cape Town.

In Table Bay, no areas have a **severe lack of capacity**. The Kensington substation is at less than 70% capacity with an estimated spare capacity of 7.4 MVA, which also supplies the Maitland and Salt River area, (VRC, 2014). However, Maitland, Maitland Garden village and Paarden Eiland have a **slight lack of capacity**, at 90%-100% capacity. The rest of the district has adequate or spare capacity.

10.2.1 Current Projects

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.

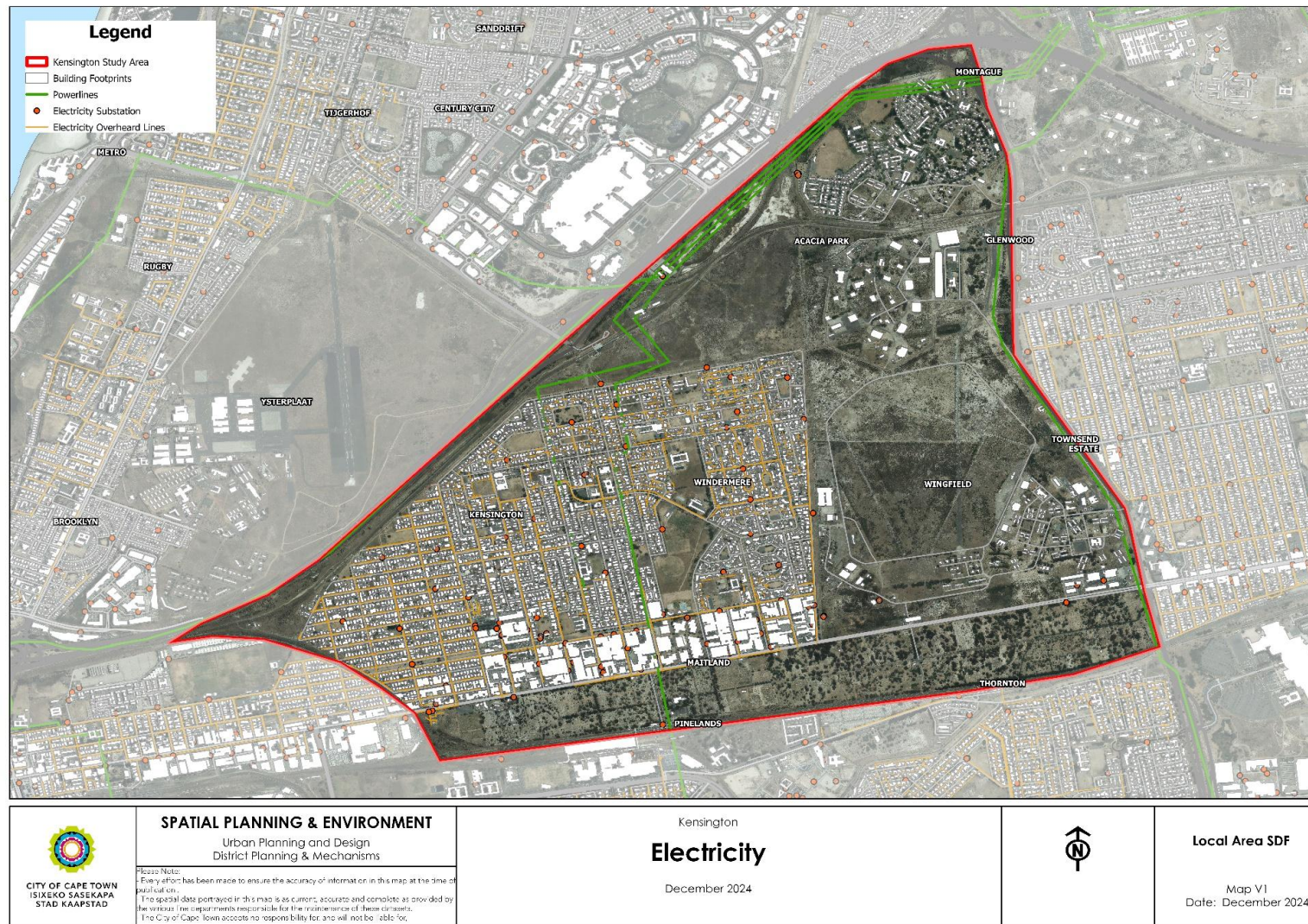


Figure 74 Electricity

10.3 Sanitation (Waste Water and Solid Waste)

10.3.1 Waste Water

The City runs two pond system wastewater treatment works (also called sewerage works), three marine outfalls, four rotating bio contractors, sixteen activated sludge works, one trickling filter work, and six smaller facilities. All wastewaters must pass a rigorously supervised treatment procedure before being discharged into the natural water channels.

In the Table Bay district, wastewater treatment is managed via two marine outfalls and the Athlone Waste Water Treatment Works. The areas east of the Foreshore drain to the Athlone Waste Water Treatment Works via various pump stations in the district.

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

In Table Bay, Paarden Eiland, Salt River, Woodstock, Thornton and Epping have a severe lack of capacity, while area like the City Bowl and moving West to the suburbs on the Atlantic Coast have adequate or spare capacity:

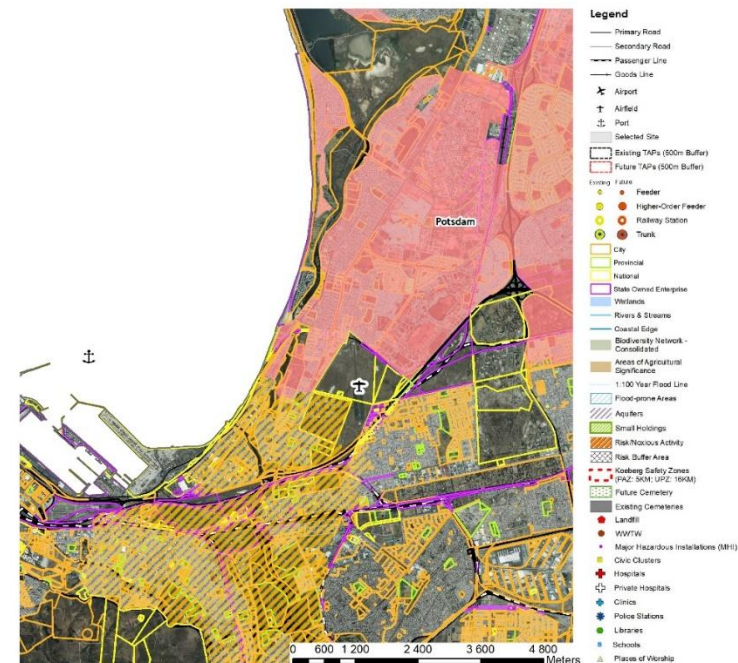


Figure 75 WWTW catchment and Sewer pump station capacity

From the figure above, red represents a flow indicator of 100% and above, meaning that the WWTW has reached its capacity. Orange indicates sewer pump station capacity reached at 100%

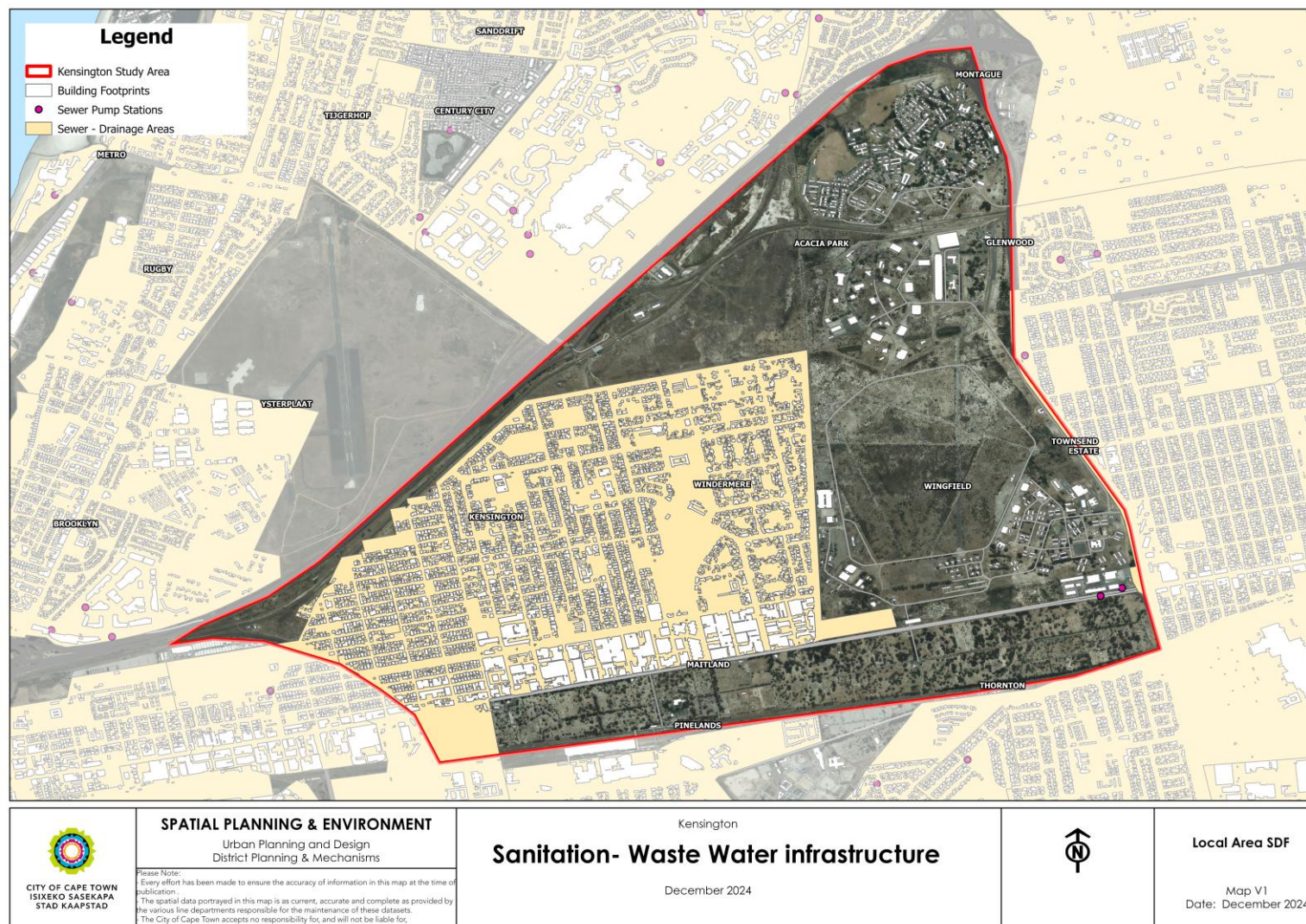


Figure 76 Waste Water Treatment Infrastructure

10.3.2 Solid Waste

Waste generated in Kensington is managed by the Athlone Refuse Transfer Station (RTS), this depot also services areas like Maitland, Paarden Eiland, Pinelands, Kensington and parts of Epping. The facility is facing inaccessibility to rail and infrastructure breakdowns challenges. Some integrated waste management functions are being planned for the existing Athlone facility which will include the construction of a material recovery facility to be completed in 2028.

The Kensington drop off facility in the study area at the corner of 13th Avenue and Dapper Street provides a self-service to residents for the disposal of bulky general waste and other non-hazardous waste streams and has a carrying capacity of 1.5 tons which is sufficient operating capacity at present and for future population increase. The facility offers: Recycling, Waste offloading, Builders rubble disposal, Garage waste disposal, Hazardous waste disposal, Household hazardous waste disposal, Motor oil disposal, General waste disposal services to the residents.

The study area also falls within the Maitland Solid Waste Depot Service Area. For this study, bulk solid waste infrastructure

includes new infrastructure related to changing legal requirements as well as the infrastructure needed to supply current waste management services to current and future developments. The table below includes the existing bulk solid waste management infrastructure capacity statuses (MTIIF, pg. 77):

Infrastructure Type	Capacity Status	Comment
Landfills and mechanical plant	Lack of capacity	The banked airspace is less than the international benchmark of 15 years
RTSs	Spare Capacity	The total transfer capacity available exceeds the total operating capacity
Drop-off facilities	Adequate capacity	The drop-off service coverage is sufficient
Collection vehicles	Adequate capacity	
MRFs	Adequate capacity	
Alternative treatment technologies	Not required to present basic services	The future basic requirements are still to be identified
Cleansing vehicles	Lack in capacity	

11. Synthesis of Spatial concepts, principles and Responses & Opportunities and Issues

11.1 Opportunities and Constraints

11.1.1 Land use and development Trends

Opportunities	Constraints
Characterised by a concentration of opportunities for industrial, commercial and retail economic activity supported by affordable and adequate housing opportunities.	Large underutilized and unmaintained sites such as the Wingfield site and Acacia Park.
The area is rich in opportunities for exploring the delivery of a greater mix of housing opportunities related to unlocking public and parastatal land for development and working with the market to promote mixed housing development.	Land invasion as a result of pockets of underutilized erven, this contributing to the growth of informal settlements.
The Voortrekker Road corridor has the ability to accommodate higher densities with an intensification of land uses and activities.	Ageing residential blocks, degraded surroundings.
Vacant and underutilized land identified as new development areas.	Cemetery along Voortrekker Road.

11.1.2 Economic Trends

Opportunities	Constraints
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Well performing business environment and growth in non-residential land use in surrounding business areas.	Congestion along Voortrekker Road
Good access to skilled workforce.	Residential pricing is outpacing incomes, risking inefficiencies in reducing commute distances for workers in the region.
Proximity to economic network, freight routes, Port, and larger economic areas.	Rising property prices may impact location choice of local businesses.
Vacant land provides opportunity to house more labourers.	Dilapidated business environment and urban management challenges.
	Location of cemetery has a sterilising effect on this section of Voortrekker Road.
	Aging building stock and little expansion or redevelopment of businesses in this location

11.1.3 Social and Community Facilities

Opportunity	Constraints
Strong Community Support: The presence of multiple community halls, a library, and recreational programs enhances social cohesion and provides venues for public events, fostering community engagement.	Limited Fire Services: The absence of a local fire station may hinder rapid emergency response times in the event of a fire or disaster.

Good Access to Public Services: With accessible police stations and healthcare centres nearby, the area benefits from essential emergency services, improving safety and well-being.	Social Issues: The presence of homelessness near the library points to a need for social interventions to improve public spaces and provide support for vulnerable populations.
Potential for Social Development: The combination of community facilities and public services creates an opportunity for partnerships to address social challenges, such as homelessness, and enhance local programs for education, health, and welfare.	Pressure on Existing Infrastructure: The area may face increased demand on community and public services as the population grows, potentially leading to overcrowding or resource strain.
The high number of neighbourhood parks provides accessible green spaces for community gatherings, informal sports, and outdoor activities.	The lack of diverse recreational facilities, such as additional sports grounds or multipurpose centres, may limit opportunities for structured sports and broader community engagement.

11.1.4 Movement and Urban Mobility

Opportunities	Constraints
The Century City Train Station has underutilised vacant land that can be used for a park and ride facility.	Dilapidated rail infrastructure and vandalism of property.
Improvements are encouraged to facilitate mode integration at the Century City Train Station.	Emerging unregulated and illegal Informal trading along rail stations sidewalks causing mobility issues.
Re-establishment of rail as a primary public transport route in the area.	Safety concerns along public transport precincts i.e. inadequate traffic calming along Voortrekker Road and petty crimes.

Improve universal access and Local economy development along PT1 zones.	Train congestion during peak hours, especially at Mutual Station.
	Inadequate public transport infrastructure for road public transport users- protection against harsh weather conditions.
	High traffic volume along the Voortrekker Road, especially during peak hours leading to congestion.
	Inadequate/non-dedicated non-motorised transportation networks i.e. cycling lanes.
	Motor vehicle congestion at intersections along 5th Avenue and 12th Avenue.
	Underutilised linkage of Century City MyCiTi bus stop with the Century City Train Station.
	Universal accessibility constraints at train stations.
	Operational issues: • Out of 6 train stations that are supposed to serve the area, only 3 are working. • Lack of monitoring, control and law enforcement and visibility at the train stations.

11.1.5 Infrastructure

Opportunities	Constraints
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Park and ride facility at the Century City Train Station.	Inadequate public transport infrastructure, i.e. bus stop shelters & NMT networks i.e. cycling lanes.
A public transport interchange at the Century City Rail Station facilitated by the implementation of the Frans Conradie Drive Extension to Sable Road.	Inadequate parking bays and well-designed public transport pick up and drop off spots along Voortrekker Road, i.e., during peak hours, thus contributing to congestion.
Full implementation of the Frans Conradie Drive Extension to Sable Road to connect Kensington to Century City and unlock economic and accessibility opportunities.	Old infrastructure requiring regular maintenance.
Strengthen public transport linkages, operations and maintenance along PT1 and PT2 zones to reduce motor vehicle usage.	Areas closer to industrial zones or with older infrastructure, face occasional issues with water pressure or leaks.
Full rehabilitation of road surfaces and sidewalks, and manholes need reinstatement.	Urban management issues in the industrial areas, related to missing manhole covers damaged pavements.
Upgrade, replacement and upsizing of old infrastructure.	Severe lack of sanitation to the south west & slight lack to the east of Kensington area.
	Athlone Refuse Transfer Station (RTS) facing inaccessibility to rail and infrastructure breakdowns challenges.

11.1.6 Environment

Opportunity	Constraints
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Flat terrain supports cost-effective construction and infrastructure development.	Poor natural drainage and flood risks require robust stormwater management.
Sandy soils allow for easier excavation, and calcrete areas offer good load-bearing capacity.	Nutrient-poor sandy soils are unsuitable for agriculture and prone to erosion.
Ideal for recreational spaces and transportation networks due to level topography.	Sandy and calcrete soils may need stabilization or specialized techniques for heavy structures.

11.1.7 Heritage and cultural resources

Opportunity	Constraints
Maintaining cultural sites to preserve the cultural landscape and enhance aesthetic value. This contributes to a sense of place.	Many heritage site/structures are not well maintained (Maitland cemetery wall is crumbling in several areas, for example)
Although Wingfield is categorised as a Grade IIIA heritage site, it still has some development potential.	Although necessary, heritage studies and approvals take time which can slow down development.
The area's military history can be leveraged for tourism purposes. Tours of the war graves and Wingfield could accommodate both tourists and local military enthusiasts.	Transformation/alteration of architectural styles and streetscapes leads to loss of character of the area.
	Increased wall heights along the street interfaces not only detracts from the heritage character, but it also decreases passive surveillance.

11.1 Synthesis of Spatial Concepts, Principles and Responses:

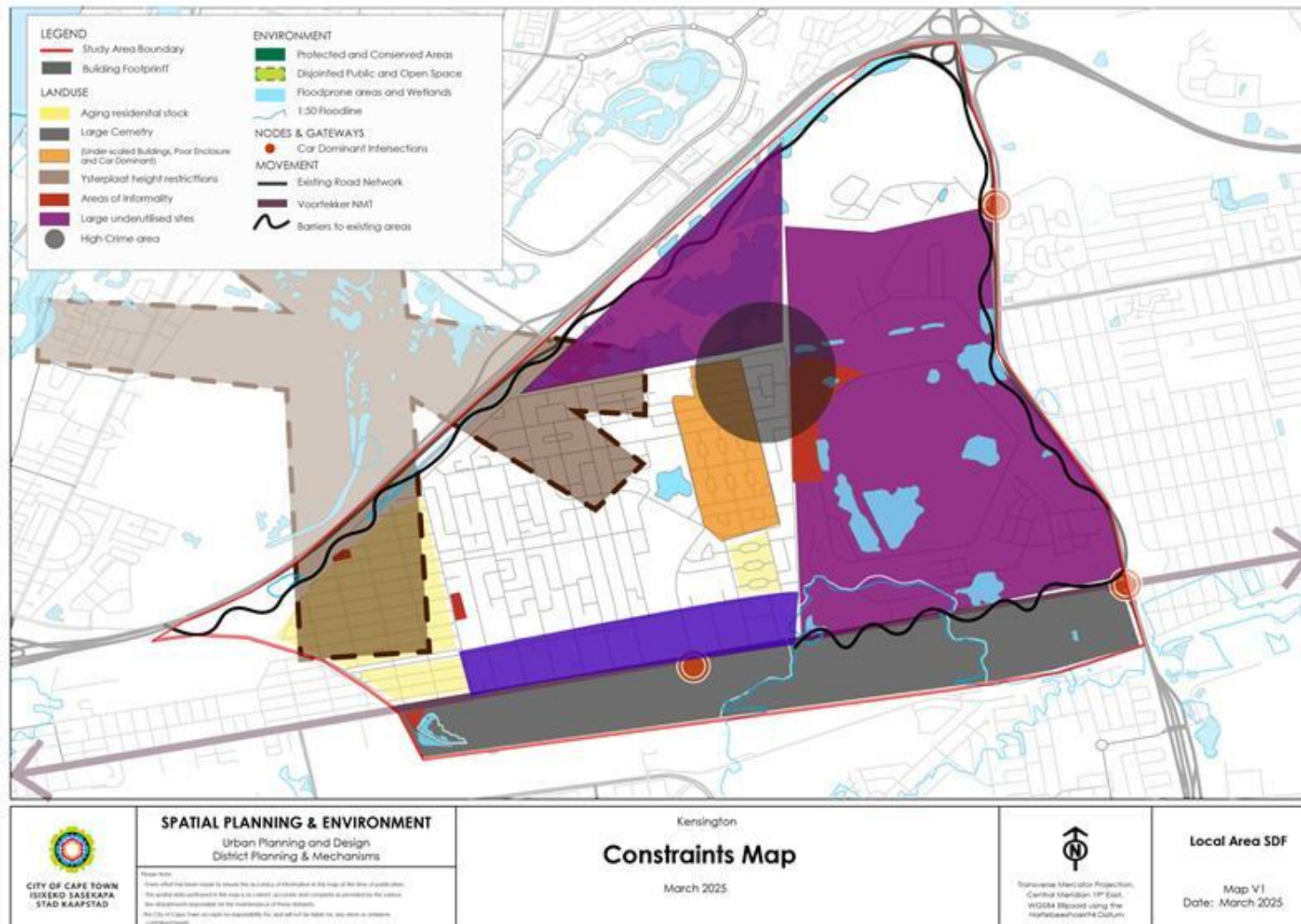


Figure 77 Constraints map

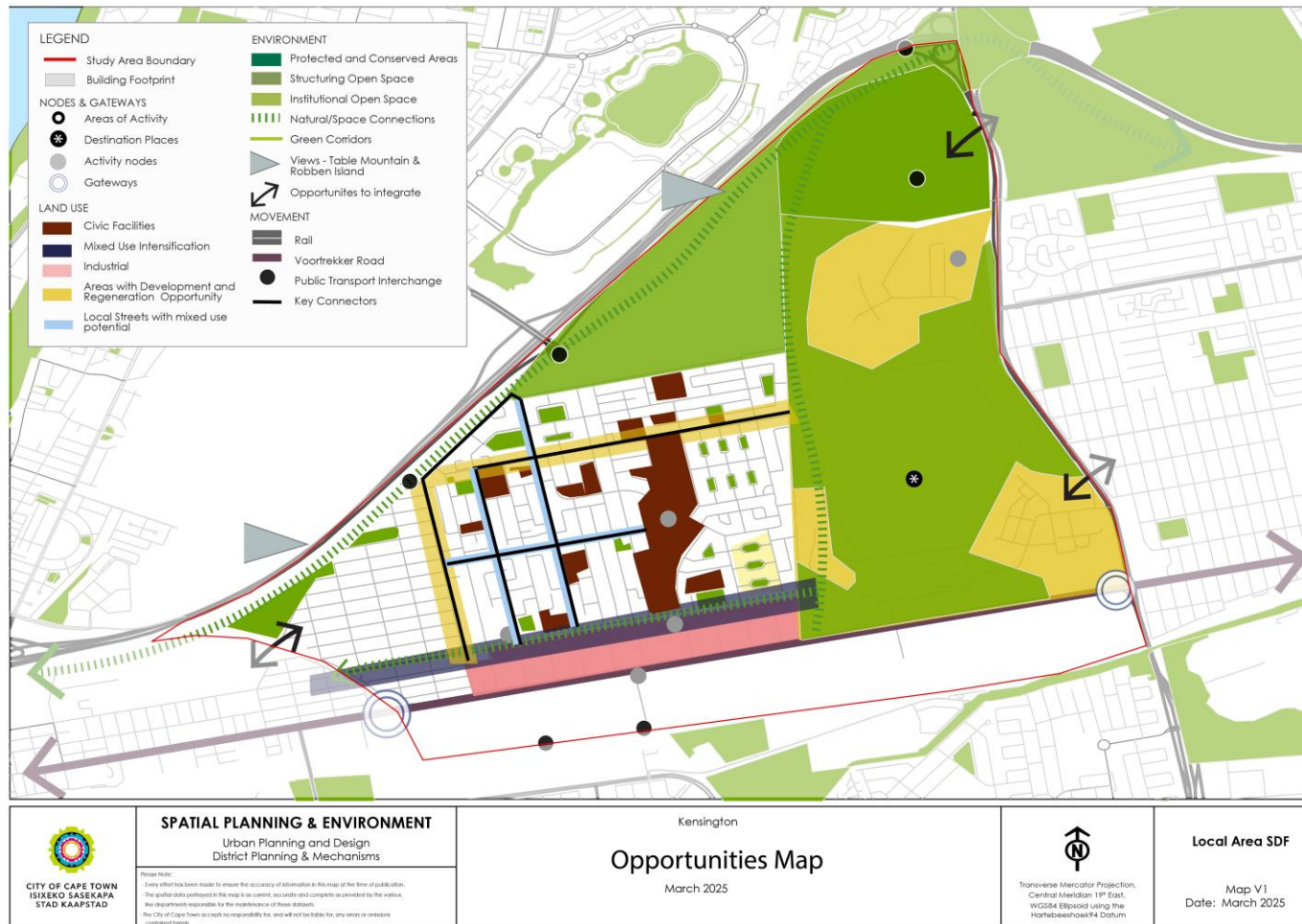


Figure 78 Opportunities map