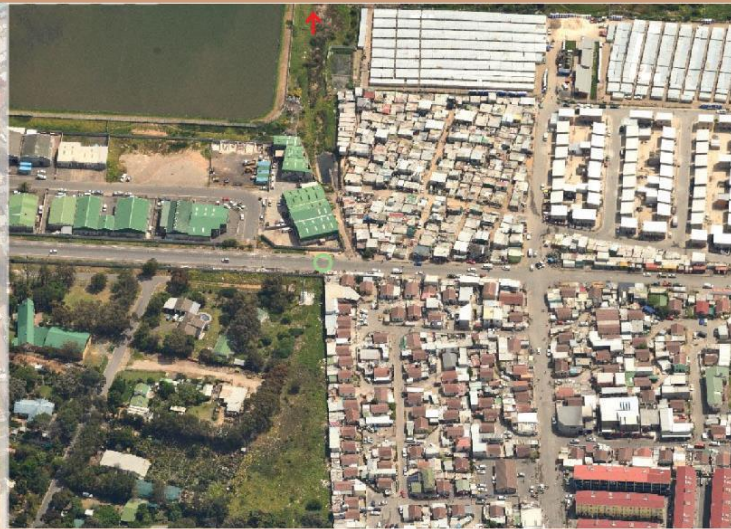


# MASIPHUMELELE AND ENVIRONS LOCAL SPATIAL DEVELOPMENT FRAMEWORK



URBAN PLANNING AND DESIGN  
DRAFT: **MARCH 2025**



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAAPSTAD

Making progress possible. Together.

# **A Local Spatial Development Framework (LSDF) for Masiphumelele and Environs**

Final Draft Report  
March 2025

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## ACRONYMS and ABBREVIATIONS

|     |                  |   |
|-----|------------------|---|
| 1.  | <b>City</b>      | City of Cape Town Metropolitan Municipality, established in terms of the Local Government: Municipal Structures Act, 1998 read with the Province of the Western Cape: Provincial Gazette 558 dated 22 September 2000. |
| 2.  | <b>CTMLSDF</b>   | Cape Town Municipal Spatial Development Framework   |
| 3.  | <b>CITP</b>      | Comprehensive Integrated Transport Plan   |
| 4.  | <b>DSDF</b>      | District Spatial Development Framework  |
| 5.  | <b>du/ha</b>     | Dwelling units per hectare  |
| 6.  | <b>I&amp;APs</b> | Interested and Affected Parties   |
| 7.  | <b>IDP</b>       | Integrated Development Plan   |
| 8.  | <b>IHSF</b>      | Integrated Human Settlements Framework  |
| 9.  | <b>LSDF</b>      | Local Spatial Development Framework   |
| 10. | <b>Masi</b>      | Masiphumelele   |
| 11. | <b>MPBL</b>      | Municipal Planning By-Law   |
| 12. | <b>NDA</b>       | New Development Area  |
| 13. | <b>NGO</b>       | Non-Governmental Organisation   |
| 14. | <b>NMT</b>       | Non-Motorised Transport   |
| 15. | <b>PSDF</b>      | Provincial Spatial Development Framework  |
| 16. | <b>pp/ha</b>     | People per hectare  |
| 17. | <b>PTI</b>       | Public Transport Interchange  |
| 18. | <b>SANParks</b>  | South African National Parks  |
| 19. | <b>SDBIPs</b>    | Service Delivery and Budget Implementation Plans  |
| 20. | <b>SDS</b>       | Social Development Strategy   |
| 21. | <b>SMME's</b>    | Small Micro and Medium Enterprises  |
| 22. | <b>SSRUs</b>     | Small Scale Rental Units  |
| 23. | <b>TDF</b>       | Tourism Development Framework   |
| 24. | <b>TMNP</b>      | Table Mountain National Park  |
| 25. | <b>TOD</b>       | Transit Orientated Development  |
| 26. | <b>WWTW</b>      | Waste-Water Treatment Works   |

## KEY TERMS and CONCEPTS

|                                 |  |
|---------------------------------|--|
| <b>activities</b>               | the use of land or pursuits in particular locations that may be related to projects or programmes.   |
| <b>biodiversity</b>             | Biological wealth of a specified geographic region: including the different marine, aquatic and terrestrial ecosystems, communities of organisms within these, and their component species, number and genetic variation.  |
| <b>City</b>                     | The City of Cape Town established in terms of section 12 of the Local Government: Municipal Structures Act of 1998 by Provincial Notice No. 479 of 2000.   |
| <b>city</b>                     | Cape Town area   |
| <b>Council</b>                  | City of Cape Town Metropolitan Municipality, established in terms of the Local Government: Municipal Structures Act 1998, read with the Province of the Western Cape: Provincial Gazette 558 dated 22 September 2000.5   |
| <b>densification</b>            | Increased use of space, both horizontally and vertically, within existing residential areas / properties and new developments, accompanied by an increased number of units.  |
| <b>development</b>              | Any process initiated by a person to change the use, physical nature or appearance of that place, and includes: (a) the construction, erection, alteration, demolition or removal of a structure or building; (b) a process to rezone or subdivide land; (c) changes to the existing or natural topography of the coastal zone; and (d) the destruction or removal of indigenous or protected vegetation |
| <b>economic attractors</b>      | Activities, land uses, or infrastructure that attract other activities to an area which directly or indirectly generates further economic activity and support of the local economy.   |
| <b>development footprint</b>    | The outer extent of urban development  |
| <b>disaster risk management</b> | The continuous and integrated multi-sectoral, multi-disciplinary process of planning and implementation of measures aimed at – (a) preventing or reducing the risk of disasters; (b) mitigating the severity or consequences of disasters, (c) emergency preparedness, (d) a rapid and effective response to disasters, and (e) post-disaster recovery and rehabilitation.                               |
| <b>disaster risk reduction</b>  | The systematic development and application of policies, strategies and practices to minimize vulnerabilities and disaster risks throughout a society to prevent and limit negative impacts of hazards, within the broad context of sustainable development. In South Africa, disaster risk reduction is an integral and important part of disaster management.   |
| <b>District Plan</b>            | Document which includes integrated District Spatial Plan (DSDP) and Environmental Management Framework (EMF) for each of 8 sub-regions in the City.  |

|   |  |
|---|--|
| <b>ecosystem</b>                        | A dynamic system of plant, animal and micro-organism communities and their non-living environment interacting as a functional unit.  |
| <b>Far South</b>                        | The geographical area south of the Chapman's Peak, Silvermine, and Muizenberg mountains. This includes St James but excludes Muizenberg.   |
| <b>gateways</b>                         | Interface areas between different urban areas, different nature areas, and between urban and nature areas.   |
| <b>High intensity urban strips</b>      | Multiple established urban nodes and tourism destinations close to one another and linked by public transport & NMT.   |
| <b>infrastructure</b>                   | Any temporary or permanent structure made by humans  |
| <b>Masiphumelele &amp; Environs</b>     | The formal Masiphumelele township establishment area, with the Environs including immediately adjacent areas (including wetlands, smallholdings area, other urban township and industrial areas, roads etc.)   |
| <b>new development area</b>             | An area earmarked for future urban development.  |
| <b>nodal development</b>                | Significant and concentrated development in terms of scale, location, impact, diversity and agglomeration of function (facilities, services and economic activities).  |
| <b>nodes</b>                            | Higher intensity urban development areas and special place destination areas   |
| <b>Public Open Space</b>                | Land zoned as open space, located in urban areas and accessible to the general public.   |
| <b>recreation &amp; tourism economy</b> | Amenity value associated with and derived from leisure activities on the coastline, be it on land adjacent to the sea or within the inshore sea area itself. This includes passive & active leisure activities   |
| <b>risk</b>                             | The measure of potential harm from a hazard or threat. Risk is usually associated with the human inability to cope with a particular situation. In terms of disaster risk management it can be defined as the probability of harmful consequences, or expected losses death, injury, damage to property and the environment, jobs, disruption of economic activity or social systems. Hazards will affect communities differently in terms of ability and resources with which to cope. Poorer communities will be more at risk than others. |
| <b>recreation</b>                       | Activity done for enjoyment when one is not working, including active (e.g. surfing) and passive (e.g. picnicking).  |
| <b>scenic routes</b>                    | Public roads that traverse areas of outstanding scenic quality or that provide a view of scenic areas. Scenic routes facilitate appreciation of Cape Town's natural, built and cultural heritage, and in themselves have become attractions. Two types of scenic routes exist – SR1 routes, which are limited access routes that traverse areas of high scenic quality and SR2   |

|                          |   |
|--------------------------|---|
| <b>special place</b>     | routes which traverse areas of high scenic quality and are frequently accessed.<br><br>A place that forms a significant landmark or area of attraction and is part of the unique identity of Cape Town. Due to these qualities these places hold potential for leveraging economic opportunities, particularly in relation to their role as destinations for locals and tourists.   |
| <b>tourism</b>           | activities of persons traveling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes  |
| <b>urban development</b> | Buildings and infrastructure with a residential purpose as well as offices, shops, community facilities and other associated buildings, infrastructure and public open space necessary to provide for proper functioning of urban areas and amenity and recreation. The term 'urban development' includes golf estates, vineyard estates with a residential component, equestrian estates with a residential component, rural living estates, eco-estates, gated communities and regional shopping centres. However, for the purposes of this report 'urban development' excludes noxious industry, land for industrial purposes and mixed use intensification areas, as they are designated separately in the spatial plan. But service trades that generate a low impact on surrounding urban are deemed to form an integral part of an area demarcated for urban development purposes. |
| <b>urban economy</b>     | value added derived from living proximity to the coastline or locational views of the coastline or a combination of the two, reflected in enhanced amenity well-being and property values. This includes also associated commercial activities.   |
| <b>urban node</b>        | Area characterised by the intensity, mix and clustering of activities/land uses (including commercial/business development and associated employment opportunities, higher-order services and higher residential densities).  |

# 1 INTRODUCTION

This report comprises a Local Spatial Development Framework (LSDF) for the Masiphumelele local area, inclusive of the formal Masiphumelele area itself as well as immediately surrounding areas (environs).

This includes a broad development vision for the area as well as high level guidance on implementation actions towards realising this framework (e.g. intervention areas, and the prioritisation and phasing thereof).

## 1.1 Background

The preparation of a LSDF for Masiphumelele and environs was initiated in response to rapidly escalating health, social, urban management and environmental problems in the local area, and perceived inadequacies with existing applicable policy, development management, and other local authority actions to meaningfully and quickly address these challenges.

## 1.2 Main LSDF Objectives

The overall intention of the LSDF for Masiphumelele & environs is to provide a development vision and framework plan to guide and manage urban growth in the local area into the short, medium and long term future.

This involves, based on a clear understanding of key issues in the area, balancing competing land use demands and putting in place a long-term logical and sustainable development path that will shape the spatial form and structure of this area. This LSDF may take years, indeed decades, to realise and must be sufficiently flexible and adaptive to changing circumstances, demands and imperatives.

As such this LSDF should provide, firstly, a broad vision of the desired spatial form and structure of Masiphumelele, and secondly, high-level development guidance for future decision-making and action in this area in the short, medium, and long term.

This broad high-level spatial development guidance should act to align, complement and co-ordinate other key development guidance for the area, including for transport and movement, housing and associated services, open space and recreation areas, facilities provision, and local economic development.

The LSDF is not, therefore, a rigid 'blue print' for development in coming years which excludes the possibility for engagement and negotiation in relation to a changing context and new imperatives, and resultant alternative development outcomes. The LSDF also does not replace departmental planning, programming and action plans, but provides a spatial focus only.

The successful realisation of the LSDF should result in a 'whole of society approach and outcome', including:

- i. The provision of a good quality and sustainable living environment which adds to the long term asset-base of the city, as opposed to a concern simply with providing shelter;
- ii. Enhancement to the existing settlement pattern in order to support social development, facilitate economic development, and improve general quality of life;
- iii. The development of appropriate housing solutions that can be consolidated and upgraded over time, thus allowing for the incremental consolidation of the residential fabric;
- iv. The integration and connection of the settlement to existing city/urban structures by extending vehicular access, quality public transport, and pedestrian networks with a clear hierarchy and appropriate standards.
- v. The improvement of environmental conditions and functioning of natural ecosystems, and appropriate leveraging of the natural environment to enhance quality of life and economic development.

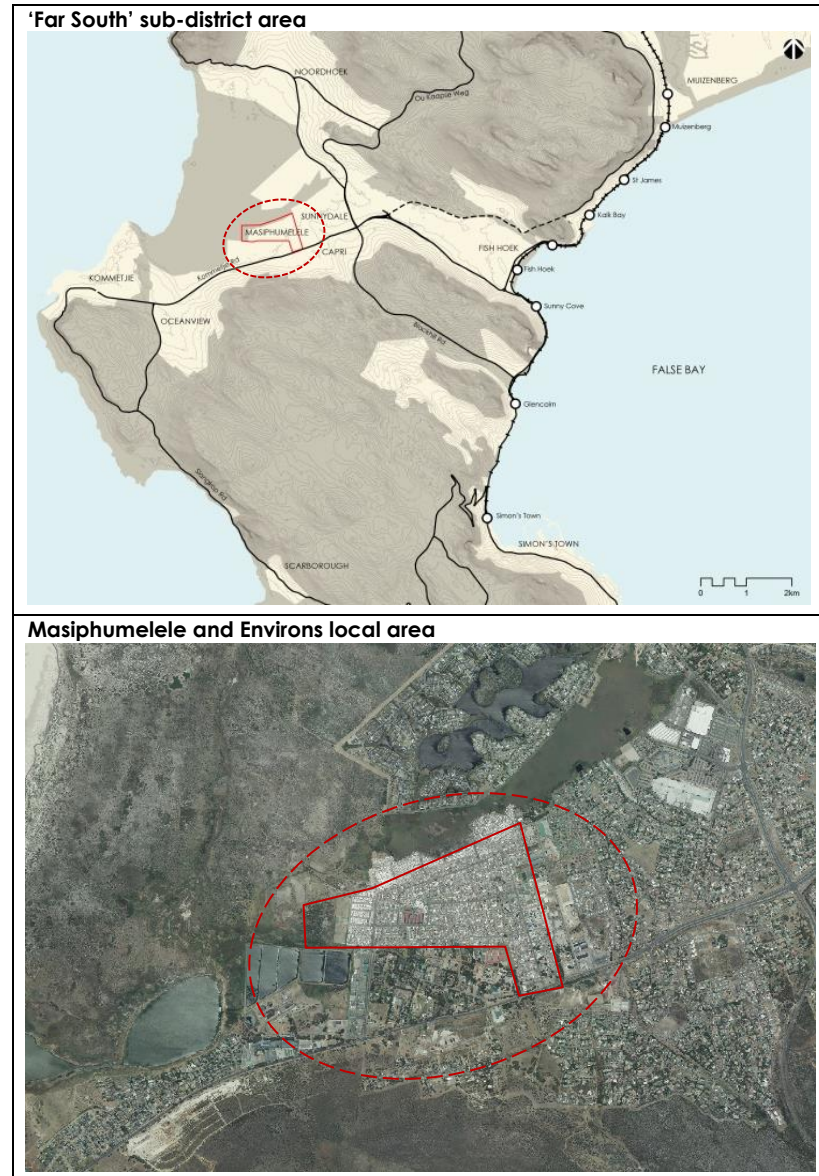
The preparation and approval of an LSDF will not resolve all problems and challenges being experienced in this area. Neither will it replace existing planning and management activities currently being undertaken here. Instead, its aim, as a spatial planning policy, is to provide an appropriate high level development vision and guiding spatial development framework which is substantially acceptable, and which will serve to complement, align and help co-ordinate existing and future development management activities in the area into the medium and long term.

## 1.3 Study Area

The study area is focussed on the Masiphumelele local area, inclusive of the existing extent of the township suburb, but also immediate surrounding environs.

However, this necessarily requires studying this area in the context of its location in the Far South sub-district part of the city.

**Figure 1: Masiphumelele in the valley and local area contexts**



## 1.4 LSDF Process

(to be revised to exclude s1.4.1 and s1.4.2 following approval)

### 1.4.1 Initiation and Progress of the LSDF Process\*

The City initiated the process of preparing a broad spatial development framework to guide future development in the Masiphumelele area with the appointment by its Human Settlements Dept. of an external consultant team in 2015 to assist with the preparation of this LSDF. The appointed consultants were AECOM, supported by JSA and ARG consultants.

AECOM's brief was to:

The deliverables of this appointment included the following:

- i. Status Quo & Opportunities & Constraints:
- ii. Contextual Framework & PP:
- iii. Urban Design Framework / LSDF:
- iv. (Precinct-Specific Frameworks) :
- v. Implementation Framework:

These deliverables, the first drafts of which were prepared in late 2015 and 2016, provided a comprehensive and (at that time) up to date baseline evaluation of the Masiphumelele context, as well as valuable initial proposals for future development guidance for the area.

However, these first drafts marked completion of the AECOM appointment. Consultation with key local area stakeholders occurred at the commencement of the study (to identify challenges, opportunities, and areas of agreement). However, no further engagement occurred and AECOM's final drafts were not circulated for comment. Significant time has elapsed since then and various development-related changes have occurred over the course of time (since early 2016) necessitating updates to these proposals.

The delay in study progress was exacerbated by the ODTP (Organisational Development and Transformation Plan) restructuring processes in Council in 2016/2017. In this regard responsibility for the preparation of the LSDF was transferred in June 2017 from the former Human Settlements Dept. to the new Urban Integration Dept.

In reviewing the draft LSDF and supporting documentation prepared up to 2017 (by AECOM), and in view of the lack of I&AP consultation on any draft LSDF proposals to that point, as well as reasonably high perceived potential for conflicts of interest and disagreement, it was decided that the revised draft Masiphumelele LSDF be confined to a narrow interpretation of what an LSDF should comprise. This aimed to minimise potential for misunderstanding and conflicting views, and maximise the potential for understanding and substantial buy-in of the key considerations and proposals related to an LSDF for Masiphumelele. As a result substantial detailed content that formed part of AECOM's proposed LSDF was therefore be excluded from the revised LSDF. This information was made (and remains) available in a supporting baseline information package. Key project related recommendations, where appropriate, were subsequently incorporated by relevant departments (and particularly Human Settlements) into specific follow-up prioritised actions in relation to the Masiphumelele re-development process.

To this end a revised technical LSDF draft was completed by end 2017 for review by relevant City depts. in early 2018. Following engagement with relevant depts. an updated technical LSDF draft was completed at end March 2018 ready for advertising. However, it was first proposed to engage with key relevant stakeholder groups for comment prior to advertising so as to ensure as substantially acceptable a draft LSDF that is formally advertised.

It was envisaged that engagement with relevant internal (City) and external depts. would be undertaken in-house (by the Urban Integration dept.), which was duly done. The engagement with key relevant stakeholder groups, and subsequent engagement during advertising, was to be outsourced to an external independent service provider to facilitate and manage, and be supported with technical input by relevant City's depts. However, following delays in this regard it was decided that these stakeholder and advertising engagements would be managed by the City's Business Enablement Dept's Community Engagement Branch.

Meetings were thus held in October 2018 with 3 identified key stakeholder groups, including the 'Masiphumelele leadership', the Lochiel Smallholding Ratepayers Assoc., and the wider Civic and Ratepayer group representatives in the Far South. Further follow-up engagement and communication was subsequently held with the Masiphumelele leadership group in late 2018 and into 2019 to resolve major points of difference that arose, but this process (involving also

meetings with the Human Settlements Mayoral member and later the Mayor) was unable to resolve these issues.

A revised and amended draft report was then finalised later in 2019 in preparation for advertising. However, advertising was then delayed due to other unforeseen (and unrelated) circumstances. In early April 2021 the draft Masiphumelele LSDF was advertised for comment and on 19 April an 'Open House' held in the Fish Hoek community hall on (involving also the 1<sup>st</sup> draft of the revised Southern District Plan). Substantial comment on the Masiphumelele and Environs draft LSDF was received (199 comments). Unfortunately, however, this did not include comment from the 'Masiphumelele leadership'. Subsequent to this a comments and responses report was prepared and the draft report revised and updated in preparation for submission to political structures for endorsement and approval.

#### 1.4.2 Stakeholder and Public Consultation

The preparation and approval of a LSDF must necessarily be a consensus-seeking exercise, driven or over-seen by the City in consultation with key stakeholders and other interested and affected parties (I&APs).

AECOM consortium's work included limited engagement with relevant City dept.'s and initial engagement only with key public stakeholder groups. The latter took the form of a series of three 1<sup>st</sup> round workshops with community groups and organisations from 1) Masiphumelele, 2) the wider Masiphumelele and environs area, and 3) the Far South area. These workshops focussed on the identification and understanding of key development related issues and ideas about what a desirable future development scenario might be.

AECOM subsequently completed a package of reports (see Appendix 2).

The City's intention is to now complete a reviewed and updated LSDF, which comprises of key spatial development guidance synthesised from AECOM's extensive documentation, but also which is reviewed and updated to reflect changing contextual circumstances and development imperatives. It is then to circulate this 'technical draft' to relevant City depts and then to engage with key I&APs towards achieving substantial consensus on the LSDF such that it can be submitted to Council for approval.

A critical consideration in preparing an appropriate LSDF is ensuring that substantial consensus is readily achievable. This is particularly the case

where either no local area framework has yet been prepared or where there is potentially or likely low convergence between different stakeholders and I&APs concerning key challenges and the most desirable future development outcome (or both). In such cases, and Masiphumelele is considered one, emphasis should, initially at least, favour consensus-seeking at the broadest / highest levels. Once broad consensus is achieved this can be followed by further consensus-seeking at greater levels of detail. Thus, issues of specific area detail, nature and form of delivery, phasing, timing etc. are superfluous and consequent to initial agreement on the broad development vision and spatial development guidance for the area and should as such be reserved until a later stage of engagement and consultation.

## 1.5 LSDF Components and Outcomes

Outcomes related to this process of preparing spatial development guidance for the Masiphumelele area can be categorised into three groupings:

1. A summary and assessment of the Masiphumelele context (i.e. problems & opportunities etc) as background and introduction to the LSDF. This is summarised in Chapter 2 of this report.
2. **A Local area Spatial Development Framework, as presented in Chapter 4 in this report, which forms the core component of this LSDF. This comprises key Strategies and associated Development Guidelines for the area.**
3. An integrated Implementation Framework, forming Chapter 5, of recommended precinct and project specific implementation actions for specific sub-areas and service depts. (e.g. for erf 5131-re and Houmoed Avenue extension) currently in preparation (to a greater or lesser state of completion) in alignment to the proposed LSDF.

The LSDF for Masiphumelele and Environs, prepared in terms of the Municipal Planning By-Law, is focussed on Chapter 4 as the primary outcome and statutorily approved component associated with preparing spatial development guidance for the Masiphumelele area.

## 2 CONTEXT and OPPORTUNITIES and CHALLENGES

### 2.1 Legislative and Policy Informants

#### 2.1.1 Broad development guidance:

There is a wide range of applicable legislation and policy which informs all development and to which any development in the Masiphumelele area should align. Primary of these includes the following:

**Table 1: Legislative and Policy informants**

| National & Provincial legislative and policy guidance  | Municipal legislative and policy guidance                                    |
|--|--|
| i. Constitution of the Republic of South Africa, 1996  | i. Municipal Planning By-Law (MPBL, 2019)                                    |
| ii. National Development Plan, 2030  | ii. Integrated Development Plan (IDP, 2022)                                  |
| iii. Social Housing Act (Act No 16 of 2008)  | iii. Economic Growth and Social Development Strategies                       |
| iv. Breaking New Ground Housing Policy, 2005   | iv. City of Cape Town Municipal Spatial Development Framework (CTMSDF, 2023) |
| v. The National Housing Programme: Upgrading of Informal Settlements (Part 3 of the National Housing Code) | v. Southern District Plan (2023)   |
| vi. Western Cape Provincial Spatial Development Framework, WC PLSDf, 2014.                                 | vi. Integrated Human Settlements Framework (IHSF)                            |
| vii. National Environmental Management Act (NEMA)  | vii. Transit Orientated Development Strategic Framework (TODSF)              |
| viii. WC Land Use Planning Act (LUPA)  | viii. Comprehensive Integrated Transport Plan (CITP)                         |
| ix. National Water Act   | ix. Stormwater Bylaw   |
| x. National Heritage Act   | x. Environmental Management Framework (EMF)                                  |

This LSDF is prepared in terms of s12 of the Municipal Planning By-Law (MPBL, 2019). A key requirement of this is that it aligns with all 'higher level' policy, including most specifically the MSDF and District Plan.

#### 2.1.2 Applicable local area development guidance:

There is currently existing applicable (i.e. approved) local area policy guidance which should inform all considerations of future development in the Masiphumelele area. This is found in the Southern District Plan (2023) and also the Cape Town Municipal Spatial Development Framework (MSDF, 2023). The Southern District Plan includes primarily the following with specific relevance and importance to Masiphumelele:

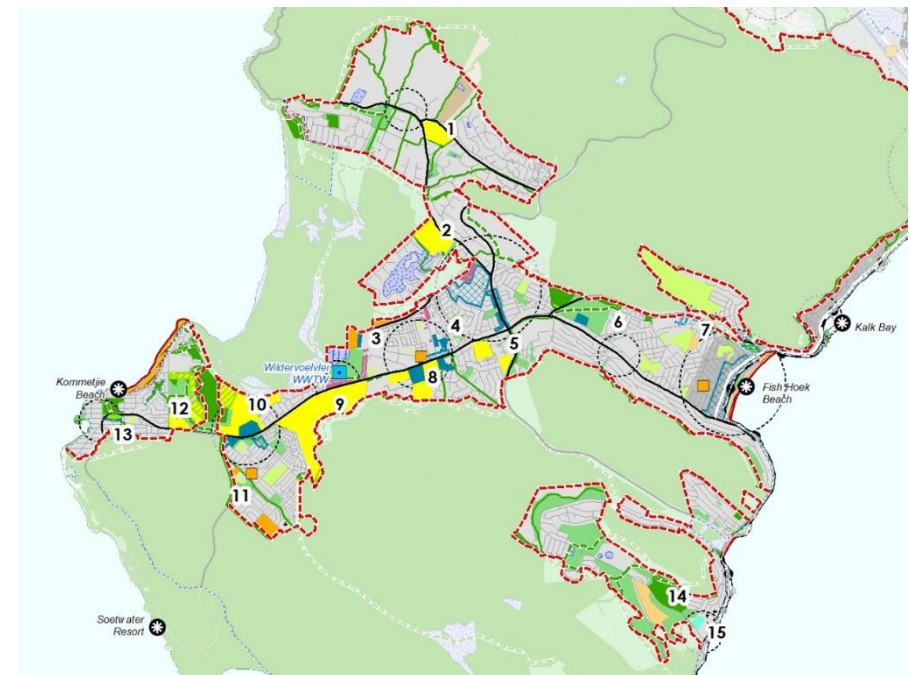
**Table 2: Applicable Southern District Plan (2023) Development Guidelines**

| Spatial Development Objectives for the Far South area   | Supporting Development Guidelines for the Far South  |
|---|--|
| <p>i. The vision for this area is that of a particularly unique coastal urban environment based on development closely attuned to the environmental opportunities available and constraints affecting it.</p> <p>ii. The area will develop on the basis of a strong urban structure focussed primarily on the public transport corridor along Main Road .... and along Kommetjie Road from Fish Hoek through to Ocean View (s4.4.c).</p> <p>iii. Whilst the vision anticipates some future growth in the area, this is not an identified growth area of the city, and emphasis should be on a levelling off of the population once urban infill areas</p> | <p>i. Exclude conventional urban development (residential, commercial and industrial) outside the urban and coastal edges as well as in open spaces identified as valuable, and limit and / or carefully manage development .... near rivers and wetlands ... (s4.4.1)</p> <p>ii. Encourage and prioritise, possibly through incentives, residential developments across the sub-district that cater for a wider range of income groups and housing types (for the elderly, young, single person households and low income workers) and builds more inclusive, sustainable and resilient communities....</p> <p>iii. Future growth is to be closely aligned with available and adequate supporting infrastructure and service provision.</p> <p>iv. Public transport and non-motorised movement needs to be pro-actively embraced and supported.</p> <p>v. The full integration of Masiphumelele into the valley as an orderly suburb is required. This includes re-development of the area abutting Kommetjie Main Road into a mixed use precinct.</p> <p>vi. Available 'greenfield' opportunities within the urban edge for lower income residential development need to be retained and developed to accommodate existing areas of inappropriate development (e.g. Red Hill, parts of Masiphumelele outside the urban edge).</p> <p>vii. The significant potential (social and economic) benefits of a diversified Far South community need to be identified, acknowledged, and activated and leveraged towards a more productive, harmonious, and sustainable broader community. This has implications for social services and facilities provision, and recreation and tourism, commercial, and residential development.</p> <p>viii. Industrial development is to be restricted only to light industrial related activities in the designated areas,</p> |

|   |   |
|---|---|
| <p>are developed (s4.4.f).</p> <p>iv. The role of this area in the context of the district and metropole is of a tourism-centred economy of metropolitan significance...</p> <p>v. There is a need for the formalisation of informal settlement areas and general upgrade and integration of low income areas into the surrounding urban areas.</p> <p>vi. To acknowledge and integrate formerly dispossessed communities where necessary and where possible.</p> |   |
| <b>Central Spatial Ideas with relevance to the Masiphumelele area</b>   | <b>Development guidance specifically for the Masiphumelele and environs area</b>  |
| <p>i. Protect and consolidate the TMNP and environs as the main green anchor and tourism asset</p> <p>ii. Leverage recreation and tourism opportunities through destination places.</p> <p>iii. Promote publicly assisted housing opportunities in a manner that enables social and economic integration.</p> <p>iv. Develop 'critical public links' (via</p>   | <p>i. The general upliftment and full integration of Masiphumelele into the valley as an orderly suburb is required. This includes restriction of further informal encroachment or planned urban development beyond the delineated urban development edge (aligned along the outer extent of the proposed 'Houmoed Road Phase 2 extension'), improved interfaces with neighbouring residential areas, and improved NMT in and through the area. A focus should be re-development of the area abutting Kommetjie Main Road into a mixed-use precinct. See Masiphumelele Draft policy for development-related guidelines for the area.</p> <p>ii. Limit development south of Kommetjie Main Road to additional community facilities and residential development. New residential development should be low to medium density (dependent on proximity to the identified local urban node) and designed to be limited only to formal development.</p> |

|  |   |
|--|---|
| <p>NMT bike &amp; foot routes).</p> <p>v. Intensify development in suitable locations abutting development and activity routes.</p> <p>vi. Develop and reinforce the secondary accessibility grid along Kommetjie Road</p> | <p>iii. Support intensive urban agriculture in Lochiel Road smallholdings area, but also allow for alternative non-smallholding uses as appropriate, but primarily aimed at providing for the growing community facility and residential needs of the existing Masiphumelele community. Community services should ideally locate in the eastern part of this area close to public transport, the PTI, and already existing facilities. All future land uses should be carefully considered in relation to (not compromising) existing urban agriculture activities. Future residential uses should ideally contribute to widening the range of housing types in the Far South area (re- residential types that 'bridge' between existing Masiphumelele housing and wider surrounding housing).</p> <p>iv. Construct Houmoed Avenue extension</p> <p>v. Upgrade Fish Hoek station</p> <p>vi. Upgrade Sun Valley sportsfields complex</p> <p>vii. Focus urban and civic upgrade on the interface between Masiphumelele and Kommetjie Road</p> |
|--|---|

**Figure 2: Extract from Southern District Plan (2023) of 'Far South' Sub-District map**





- Significant environmental risk and value limitations / constraints (including wetlands flood-risk area, and SANParks and Cape Floral Kingdom World Heritage Site areas),
  - High land values within the urban edge,
  - Private ownership and existing development plans / approvals (e.g. erf 5142-re and Kompanjiesuin).
  - The City only owning approximately 25% of the land in Masiphumelele, most of which is roadway, sportsfields, park or school land.
- iii. Environmental degradation:
- Informal residential development encroachment beyond the approved urban edge into wetlands areas with seasonal flooding.
  - Severe solid waste and waste water pollution and resultant contamination of surface and ground water.
- iv. Major redevelopment and upgrade logistical challenges.
- Difficulty in discerning which households qualify for state-assisted housing and which don't.
  - Difficulty in relocating households temporarily from planned future development areas so as to formally redevelop these areas and re-establish these households back to such areas. This includes identifying and establishing sufficient temporary relocation areas, as well as achieving 100% support for the relocation, and also the move back, to the upgraded original area.
- v. High (formal) unemployment:
- Exacerbated by a protracted economic downturn generally, inadequate skills for available jobs, as well as continuing in-migration of unemployed low-income aspirant job-seekers (from outside of, and other parts of, the metro).
  - Backyard sub-letting and informal trading are key informal economic activity supports, with a strong likelihood of this continuing (whether or not existing backyarders are relocated to new infill development areas).
- vi. Growing backlog in social facilities and services provision, as well as capacity of local infrastructure services provision and maintenance due to continuing rapid increase in population in the area.
- Overcrowding and inadequate services (taps & toilets etc.).
- vii. Poor urban form and functionality: congestion, dis-functional formal & informal economy, unclear / lack of 'village centre/s', inadequate public places and spaces (public realm):
- Inappropriate and/or adequate regulation and enforcement impeding formal economic activity (e.g. too costly to rezone to business use, little clarity on or enablement of where higher intensity village centres are).
  - Little provision made for informal economic sector activities, and inadequate management of existing activities.
  - Informal urban settlement encroachment onto open spaces and into street areas,
  - Poorly defined and managed public places (squares etc).
  - Movement congestion due to urban development and activity encroachment into street areas, exacerbated by the limited number of, and constrained, access points into and out of Masiphumelele.
  - Limited obligation to assist illegal/temporary(subletting) occupants despite the imperative (in terms of the constitution) to improve living conditions.
- viii. Inadequate, poorly organised, or contested community organisations – related inter alia to:
- Tough socio-econ conditions (so wider management than immediate household not prioritised)
  - Subletting and illegal households outnumbering landowners. Result is inadequate/poor management of local neighbourhoods & Masiphumelele area generally
- ix. Transport, access and mobility challenges
- Distance from wider metro employment & service opportunities – exacerbated by poor rail service.
  - (1/3 of income spent on public transport: assumption based on Dunoon household survey)
  - The location of the wetlands settlement is a major obstacle to providing a much needed alternative road and access to Masiphumelele along the planned Houmoed Avenue extension from the Longbeach mall area

**Table 3: Quantifying the Housing Challenge**

| Indicator                  | Detail  | Quantum  |
|----------------------------|---|--|
| Residential history        | 1992: Site 5 / Masiphumelele Phase 1<br>1997: 3957 structures<br>2011: Census pop 7469 households | 400-500 households<br>±4000 households<br>21704 people |
| Population 2023            | estimated   | ±40000 people  |
| Residential erven 1992     | estimated   | ±450 residential (SR2)                                 |
| Residential erven 2023     | estimated   | ±1300  |
| Residential Density 2023   | Erven   | .....  |
| Residential Density 2023   | Dwelling units (formal & informal)  | ±150-250du/ha  |
| Housing need 2023          | To formally house all households  | ±6000 (5972 in 2023)                                   |
| Add housing need by 2035   | estimated   | ±5000 (4907 in 2023)                                   |
| Total housing need by 2035 | estimated   | ±11000du's   |

### 2.2.3 Principle Development Opportunities

In summary the primary development opportunities in Masiphumelele are essentially as follows:

- i. Proximity to industrial areas:
  - With the exception of Simon's Town naval dockyard, the Lekkerwater and Fish Eagle Park areas constitute almost the only industrial areas in the Far South. As such this represents an industrial hub area in close proximity to the cheapest labour pool in the Far South.
  - Furthermore, and unlike almost anywhere else in the Far South, there is potential for some expansion of these areas (within the former smallholdings area)
- ii. A thriving informal economy:
  - House shops and informal street trading which could be improved and expanded through provision of more trading areas, regularisation and 'formalisation' etc.).
  - Private residential subletting (currently primarily backyarders but potential to formalise - re- boarding houses etc.)
- iii. Proximity to unique and valuable environmental areas:
  - This is one of only a very few lower income areas with direct access to the 'Cape Peninsula' tourism route – re- eco-tourism, nature recreation and environmental education, and also
  - 
  - The TMNP, and arguably the only one with direct access to a TMNP wetlands area.
- iv. Urban tourism:
  - Access to unique and vibrant urban living,

- On the 'Cape peninsula tourism route' and in a comparatively safe context (given current safety issues and perceptions) due to the contained nature of Masiphumelele
- v. Continuing growth and transformation phase of the Far South
    - Attendant potential employment opportunities.
  - vi. Improved access & movement:
    - Planned PTI at Masiphumelele
    - Planned Houmoed Avenue extension to provide new access from Longbeach (eastern) side and Kommetjie Road (western side).
    - Planned rail improvements
    - Planned improvements to Kommetjie Road etc. to address general urban infill and densification.
  - vii. Some under-utilised developable land:
    - As the Far South area is still in a growth and land transformation stage.
  - viii. Comparatively high potential for partnerships:
    - With well-resourced neighbouring communities, NGO's & businesses due to their close proximity.

### 2.2.4 Principle Development Dependencies

In summary the primary development dependencies in Masiphumelele are essentially as follows:

- i. Informally occupied areas proposed for formal urban development requires that those informal households are relocated, either temporarily or permanently, to permit the formal development to occur. This is particularly challenging where potential (temporary or permanent) alternative areas / sites are highly limited, as is the case in Masiphumelele. This is a critical issue concerning the future development of the Houmoed Road bypass along the northern border of Masi, as well as redevelopment of planned development area possible in relation to this road development.
- ii. Given the development context of Masiphumelele and ensuring an appropriate development interface with surrounding higher middle income development, appropriate new development should be formal housing albeit at a lower income level. The development of formal housing such as GAP is dependent on sufficient households that qualify for such housing. However, in Masiphumelele most households do not qualify for such housing.
- iii. Minimising the perpetuation of informal backyard development is generally dependent on greater formalisation of any new development (e.g. covering the entire site with formal development to preclude any informal development). Again, due to average household income (and affordability) levels this is not readily possible.

## 2.3 Other Key Considerations Informing Options, Choices and Decisions

In formulating an appropriate development response for Masiphumelele in light of the key issues, challenges and opportunities confronting it, it is useful and indeed necessary to understand and weigh up some important considerations informing this. This section (see table 1 below) attempts to critique the most significant of these, focussing on what underlying contributory factors are, what past and current responses have been, what some possible unintended consequences of certain actions might be, and what as a result some more pragmatic responses could be. This necessarily needs further reflection through the key stakeholder and interested party consultation process.

**Table 4: Key issues in Masiphumelele informing options, choices and decisions**

| Key Problems                              | Primary Factors Contributing to the Problems  | Primary Needs   | Current Responses Context  | Key Considerations and Implications for a LSDF  |  |   |   |
|---|---|---|--|---|--|---|---|
|   |   |   |  | Realistic Realities and Implications  | Potential Unintended Consequences of Inappropriate Responses   | Pragmatic Considerations  | Likely Outcomes of Implementing Pragmatic Considerations  |
| 1. Significant health and social problems | <ul style="list-style-type: none"> <li>Overcrowding</li> <li>inadequate shelter</li> <li>Severe shortage of additional land for new development.</li> <li>Poor basic services</li> <li>poor access to higher order services:</li> </ul> | <ul style="list-style-type: none"> <li>Adequate affordable shelter</li> <li>Adequate basic infrastructure services and servicing</li> <li>Reasonable access to sufficient social services (e.g. clinics, schools)</li> <li>Sufficient access to quality open space</li> </ul> | <ul style="list-style-type: none"> <li>Demand for free formal (state) housing solutions on new land and improved basic services provision, but reversion bias to backyard subletting, over-crowded living conditions, and land invasion due to high unemployment, extremely low / unsustainable household income levels and inability to pay for services provision within formal housing parameters.</li> <li>Key policy &amp; legislative guidance: <ul style="list-style-type: none"> <li>Level off the population once urban infill areas are developed;</li> <li>Formalise informal settlement areas and upgrade and integrate into surrounding urban areas;</li> <li>Pro-actively support public transport;</li> </ul> </li> </ul> | <u>Realities:</u> <ul style="list-style-type: none"> <li>Almost all land outside urban edge has environmental constraints.</li> <li>Acquiring privately owned land is very expensive.</li> <li>Household income levels won't change in the short to medium term, so:</li> <li>Range of housing types in any new developments constrained by income levels.</li> <li>Households relocated to new land, if on individual plots / erven, will likely (also) sublet.</li> </ul> | <ul style="list-style-type: none"> <li>A one-dimensional focus on the provision of more land (eg. Erven 5131-re, Solele, etc.) to alleviate overcrowding and inadequate living conditions is likely to provide only short term relief.</li> <li>In the current context (of low household incomes continuing into the medium term future) the above focus is potentially likely to only exacerbate these problems, by expanding the number of such (stressed) households, the spatial extent of the problem, and the low-skilled labour pool oversupply in the area.</li> <li>The relocation of wetland informal settlement area</li> </ul> | <ul style="list-style-type: none"> <li>The primary focus must be on the upgrade and redevelopment of existing urban areas – rather than any expansion which may enable further informal structure subletting.</li> <li>Short &amp; medium term focus (&amp; budget) should thus be on more directly addressing enhanced service provision, access to employment opportunities (including skills support etc.), supplementing household income (supporting improved subletting options &amp; conditions e.g. through bridging loans for building boarding houses), shelter issues (support &amp; control etc), safety &amp; security &amp; environment.</li> <li>Strongly limit any further formal or informal urban expansion into identified 'no-go' areas. Focus only on relocation of (illegal) informal settlement areas</li> </ul> | <ul style="list-style-type: none"> <li>Likely to dampen further influx of poor households into Far South.</li> <li>Therefore slow levelling off of demand for services.</li> <li>Generally affordable housing solutions</li> <li>Existing low income households remain comparatively more economically competitive.</li> <li>Key challenge is rationalising (&amp; political appetite for) increased expenditure &amp; focus on existing</li> </ul> |
| 2. Low household incomes                  | <ul style="list-style-type: none"> <li>High unemployment,</li> <li>low skilled labour</li> <li>poorly paid,</li> <li>poor access to employment opportunities</li> </ul>   | <ul style="list-style-type: none"> <li>More Job opportunities</li> <li>Higher paying (higher skilled) job opportunities</li> </ul>  | <ul style="list-style-type: none"> <li>Labour pool oversupply of low-skilled work in Far South area</li> <li>Limited employment opportunities in Far south area generally</li> <li>Poor (&amp; costly) access to employment opportunities outside of the Far South area.</li> <li>Substantial subletting (of backyard shacks), and even crime, to supplement household incomes</li> <li>Land invasion (free land) and low or non-payment for services provision to</li> </ul>  |   |  |   |   |

| Key Problems                 | Primary Factors Contributing to the Problems  | Primary Needs  | Current Responses Context  | Key Considerations and Implications for a LSDF   |  |  |  |
|------------------------------|---|--|--|--|--|--|--|
|                              |   |  |  | Realistic Realities and Implications   | Potential Unintended Consequences of Inappropriate Responses   | Pragmatic Considerations   | Likely Outcomes of Implementing Pragmatic Considerations   |
|                              |   |  | alleviate highly constrained household expenditure.  | <ul style="list-style-type: none"> <li>Owners in original / formal township area will again sublet if currently subletting are new housing beneficiaries.</li> <li><u>Implications:</u></li> <li>Notwithstanding some local natural growth, significantly more low income households will enter the Masiphumelele area from elsewhere.</li> <li>Ratio of poor households in Far South competing for same number of opportunities will increase substantially.</li> <li>Support services and Far South community partnerships will be more strained than before.</li> <li>Periodic development crises within the community as a result of inadequate</li> </ul> | <p>households is absolutely necessary as living conditions in this area are unsafe, and their relocation is necessary to realise the Houmoed Avenue extension.</p> <ul style="list-style-type: none"> <li>However, these households are illegal land invasion households (as opposed to those backyard renting in the formal township area) and as such should not qualify for housing solutions ahead of backyarders, excepting for those who already qualify for state housing and are to be recipients in the short term (i.e. at the top of the waiting list), although their illegal land occupation arguably could/should count against them.</li> <li>Relocation of backyard shack dwellers in formal township area</li> <li>Lack of action &amp; momentum in development roll-out &amp; management according to a formal plan &amp; agenda, and instead a default to crisis</li> </ul> | <p>not aligned with sustainable development principles (e.g. on wetlands), or to house upwardly mobile households in GAP housing (in which informal structure subletting is not possible).</p> <ul style="list-style-type: none"> <li>Future housing/shelter areas to be linked to affordability. New land provision for ownership to exclude possible backyard renting (i.e. dense formal structures).</li> <li>Illegally located households that qualify for but can't afford formal housing be limited to serviced informal settlement areas inside the urban edge on a temporary basis.</li> <li>In short &amp; medium term continue to support historical / existing informal settlement on (zoned) POS and community facility areas within Masiphumelele as a temporary housing crisis response, whilst ensuring that these areas are reserved for their original use once this crisis is overcome.</li> <li>Focus on supporting partnerships, capacity building, budget and implementation, 'ownership', and creative responses are key issues.</li> <li>Focus on long term increase in Masiphumelele community land area should be on integration</li> </ul> | <p>community areas relative to similar communities elsewhere in the city as opposed to capex for more land development (a short term quick win), which will result in increased opex (over the medium to long term).</p> <ul style="list-style-type: none"> <li>Limiting growth of low income population and further expansion of Masi area may in the short term negatively affect those of the Masi community who sublet, it will in the longer term improve the economic prospects for all existing Masi households.</li> <li>Greater community harmony will</li> </ul> |
| 3. Inadequate Safety         | <ul style="list-style-type: none"> <li>Fire &amp; flooding due to inappropriately located housing / living areas as a result of excessive overcrowding</li> <li>poor quality built fabric due to low household incomes</li> </ul>   | <ul style="list-style-type: none"> <li>Safely located housing / living areas</li> <li>Sufficiently safe and comfortable housing</li> </ul>   | <ul style="list-style-type: none"> <li>Demand for free formal (state) housing solutions and improved basic services provision, but reversion bias to over-crowded living conditions, subletting, land invasion, and informal shelter structures due to extremely low / unsustainable household income levels and inability to pay for services provision within formal housing parameters.</li> </ul>  |  |  |  |  |
| 4. Poor Security             | <ul style="list-style-type: none"> <li>Crime due to very low household incomes and sense of impunity due to inadequate control and consequences.</li> </ul>   | <ul style="list-style-type: none"> <li>Adequate State control &amp; support services</li> <li>Active local community monitoring and support</li> </ul>                                   | <ul style="list-style-type: none"> <li>Under-funded, under-resourced and low morale state security services</li> <li>Lack of private security services due to low household incomes</li> <li>Fractious and poorly organised local community structures due often to perceived and/or actual association with direct benefits as a result of this involvement</li> </ul>  |  |  |  |  |
| 5. Degraded environment      | <ul style="list-style-type: none"> <li>Loss of wetland area due to urban encroachment</li> <li>Poor stormwater quality due to grey &amp; black water discharge &amp; solid waste</li> <li>poor civic environment due to ill-defined and inadequately managed open spaces</li> </ul> | <ul style="list-style-type: none"> <li>Delimited urban development areas</li> <li>Managed stormwater flow and quality</li> <li>Well defined and managed public spaces / areas</li> </ul> | <ul style="list-style-type: none"> <li>Low importance attached to wider natural or urban environmental concerns by local Masiphumelele community due to more pressing basic household needs and few or no benefits perceived to be associated with natural environment sustainability.</li> <li>Inadequate management by authorities in the context.</li> <li>High importance attached to wider natural environmental issues by the wider Far South community due to systemic impacts associated with retaining natural environment sustainability.</li> </ul> |  |  |  |  |
| 6. Institutional constraints | <ul style="list-style-type: none"> <li>Funding shortages. This is often linked to ensuring equitable budget</li> </ul>  | <ul style="list-style-type: none"> <li>Realistic delivery model</li> <li>Social compact bridging</li> </ul>  | <ul style="list-style-type: none"> <li>New housing for qualifiers only.</li> <li>Standardised responses model. State delivery model inflexible to unique circumstances</li> </ul>  |  |  |  |  |

| Key Problems | Primary Factors Contributing to the Problems  | Primary Needs         | Current Responses Context  | Key Considerations and Implications for a LSDF   |  |  |  |
|--------------|---|-----------------------|--|--|--|--|--|
|              |   |                       |  | Realistic Realities and Implications             | Potential Unintended Consequences of Inappropriate Responses | Pragmatic Considerations   | Likely Outcomes of Implementing Pragmatic Considerations   |
|              | <p>to similar communities across the city</p> <ul style="list-style-type: none"> <li>• Staff capacity</li> <li>• Mismatch btw expectations &amp; ability to delivery</li> </ul> | community & authority | <ul style="list-style-type: none"> <li>• Distrust of authority by community</li> <li>• Authority unease associated with lack of clarity as to who community representatives are as well as understanding &amp; communications divide.</li> </ul> | development conditions &/or pent up frustration. | management in response to periodic crises.                   | <p>with and within wider communities, widening the range of housing options for Masiphumelele communities, and increasing employment opportunities and facilities &amp; services provision.</p> <ul style="list-style-type: none"> <li>• Need in the short to medium term for a semi-permanent independent intermediary / mediation entity</li> <li>• Credible and sustainable state–community &amp; private–community partnership/s are required.</li> <li>• The development approach needs to be tailored to this specific context rather than generic.</li> </ul> | <p>occur due to a reduction in service incapacity (due to continuous unplanned population increase), reduced land invasion conflict, less competition for available job prospects etc.</p> |

### 3 MAIN SPATIAL IDEAS

In considering a sustainable, appropriate and optimal future development scenario and outcome for Masiphumelele and its adjacent environs, the following are identified as key informants and directives.

#### 3.1 Main Spatial Ideas

##### 3.1.1 Development Vision

**Vision: *Masiphumelele is a unique, vibrant and safe urban village well integrated into the surrounding area and wider metro opportunities, and contributing substantially to the range of residential opportunities, and the tourism, manufacturing and services local economy.***

It is a key entry point into the Far South for lower-income households and is an area characterised by quality services, strong community structures, good education and skills development facilities, and distinctive links to the adjacent Table Mountain National Park, all of which supports rapidly rising quality of life for its households.

##### 3.1.2 Spatial Development Principles

The future development of the Far South area, as a whole is effectively the sum of the development of all its sub-areas. One of these sub-areas is Masiphumelele. The leveraging of opportunities within one sub-area will have positive spin-offs for the others in the valley, and in all likelihood most so for those areas immediately adjacent. Similarly, however, significant problems, challenges and crises in one sub-area will have negative knock-on implications for the other areas in the valley, and again in all likelihood most so for those areas immediately adjacent.

Masiphumelele currently faces massive development challenges, some of which have reached crisis levels. But it does also have a number of potential development opportunities. Many of the opportunities and challenges are linked to its relative uniqueness in the valley.

It is therefore vital that the future development outcome(s) for Masiphumelele are informed and driven by development values and principles that are holistic, integrative, and shared by all in Masiphumelele as well as immediately adjacent areas and wider Far South valley. These values and principles need to be holistic, integrative, and widely accepted.

##### i. Development Values

- a. Understand, acknowledge, and respect
- b. Shared values
- c. Community ownership and leadership
- d. Bridges and partnerships with nearby and wider Far South communities
- e. Authority support
- f. Maximising consensus and continuous improvement

##### ii. Development Principles

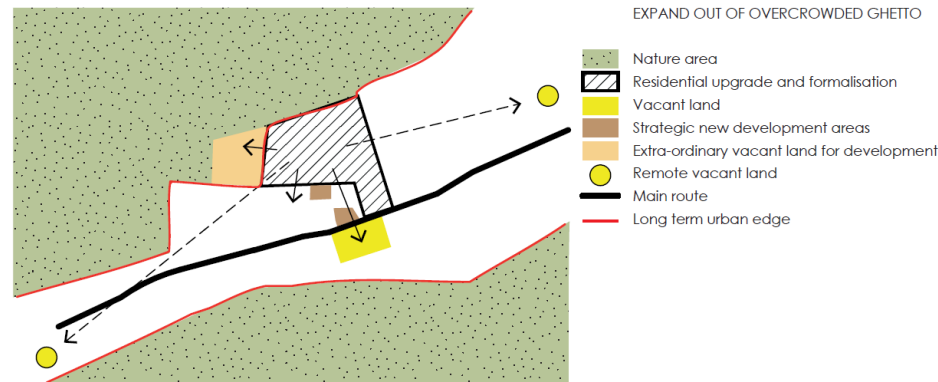
- a. Ensure safe, secure, and dignified living: ensure this approach serves everyone.
- b. Support unique and diverse settlement:
- c. Provide adequate facilities and services: higher order facilities serving higher thresholds should be provided in a holistic, integrated way at high access locations to maximize access by wider communities.
- d. Enable economic opportunities and competitive advantages
- e. Maximise access and integration: guide higher order developments to identified urban intensification areas integrated with improved public transport and NMT to focus on accessibility for all.
- f. Promote redevelopment and quality places: support densification in association with improved public (publicly accessible) areas.
- g. Balance urban development with environmental value: align with broader policy directives such as urban development edge and planned open space network.

Central to the above is the need for an acknowledgement by all stakeholders of the particular circumstances and aspirations of all other stakeholders, as well as of the prevailing regulatory environment and development informants.

### 3.1.3 Main Spatial Development Ideas

#### i. Residential Upgrade, Densification, Infill and a Wider Range of Housing – to relieve a housing crisis

**Figure 4: Relieve the housing crisis**



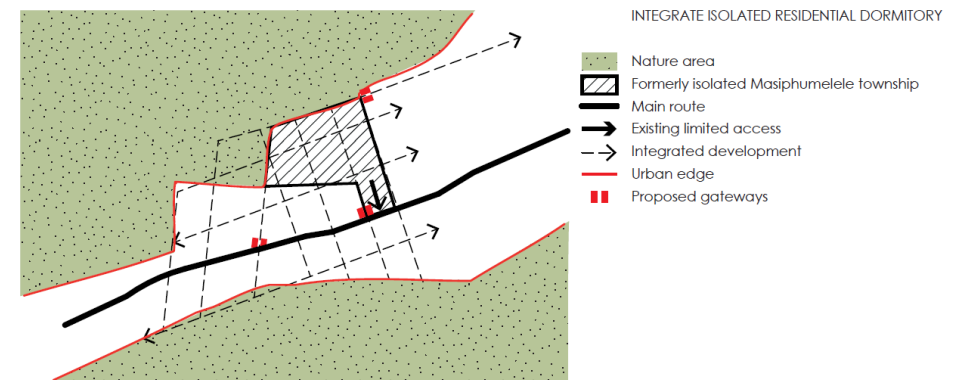
Key related actions include:

1. Facilitate and support formal development in the formal urban area (i.e. eradication of illegal informal development re-backyarders etc). This may include assisting the development application process, encouraging building development loans, providing formal development incentives, ensuring adequate services infrastructure provision, and managing informal development more strongly;
2. Support formal densification of the formal residential area to replace high density informal development (e.g. 'Small-Scale Rental Units'/SSRUs and boarding houses in place of single dwellings and backyard shacks).
3. Ensure illegally located households in the Masiphumelele area have access to readily available alternative land elsewhere, and that relocation of these occupants is undertaken;
4. Support and facilitate the development of substantial (formal) SSRU stock in the formal urban area. This supports (the conversion of existing) private sector low-income residential rental (unique only to this area) in the Far South;
5. Ensure any future government assisted housing provision excludes the possibility for informal structures;
6. Facilitate the 'upwards mobility' and integration of households in Masiphumelele into the wider Far South area. This includes identifying and acquiring, or reserving, nearby government-owned urban infill sites for future GAP housing development;

7. Support the increased utilisation of strategic new land development opportunities in and around Masiphumelele for additional social facilities and residential and/or economic opportunities.

#### ii. Spatially Consolidate, Structure, and Integrate – to address an isolated iteratively developed urban enclave

**Figure 5: Spatially integrate Masiphumelele**

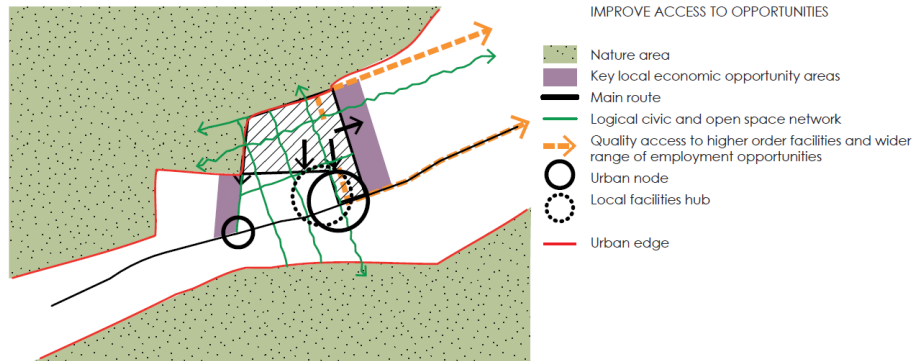


Key related actions include:

1. Open additional key access routes linking Masiphumelele to the wider valley area and its opportunities. This includes to the north-western and north-eastern parts which are furthest from the existing Pokela Road entrance.
2. Create a hard urban edge to help preclude urban encroachment into natural areas beyond the edge, and support rehabilitation and enhance ment of natural areas as valuable local asset areas;
3. Plan for greater future integration of Masiphumelele with immediately adjacent urban areas. This includes identifying, and planning for, where future road access can occur, and prioritising these links for implementation once suitable societal conditions are met (re- crime and other urban management issues);

- iii. Improve Access to Services and Opportunities – to overcome a disadvantaged area

**Figure 6: Improve access to services and opportunities**

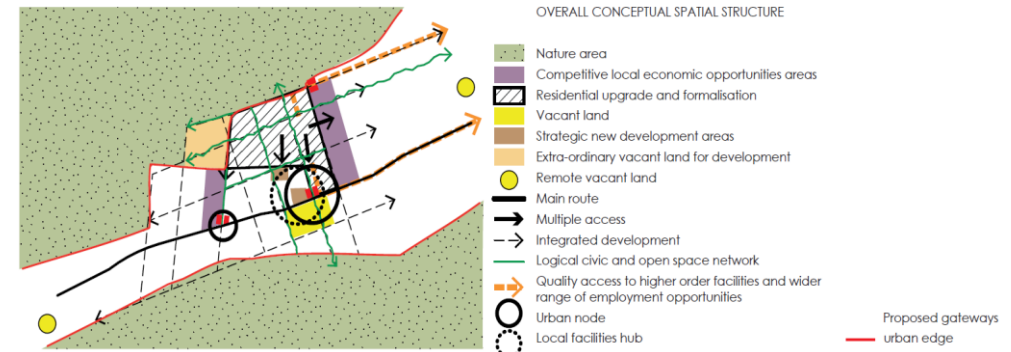


Key related actions include:

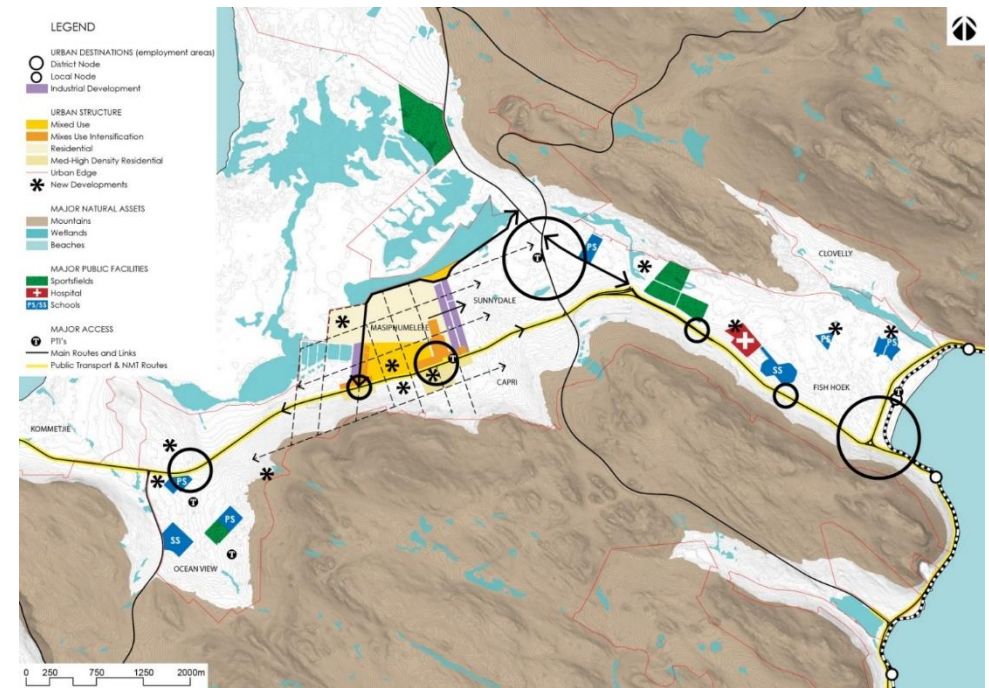
1. Ensure sufficient locally located neighbourhood facilities and services, support local employment, and recreation opportunities, and improve local area access via primarily NMT.
2. Protect and improve remaining open space areas, including public open space and squares, forecourts and pavements. Introduce greening and enhanced streetscapes along key linking routes in support of a connected and valued open space system;
3. Facilitate access to wider (especially higher order) opportunities locally and in the valley and metro area via primarily public transport.

## 3.2 Overall Conceptual Spatial Structure

**Figure 7: The Concept Plan**



**Figure 8: The concept plan within the sub-district context**



## 4 SPATIAL DEVELOPMENT FRAMEWORK

The Local Spatial Development Framework (LSDF) includes a LSDF map, primary spatial strategies and directives (sub-strategies) towards realising this LSDF, and broad spatial development guidelines for key development precincts with it.

This comprises the 'what' in relation to a future development vision of the Masiphumelele (and environs) area.

The LSDF essentially comprises the application of the primary spatial ideas, encapsulated in the spatial development concept, to the context of the Masiphumelele area, providing a guide to future investment and land use decision-making.

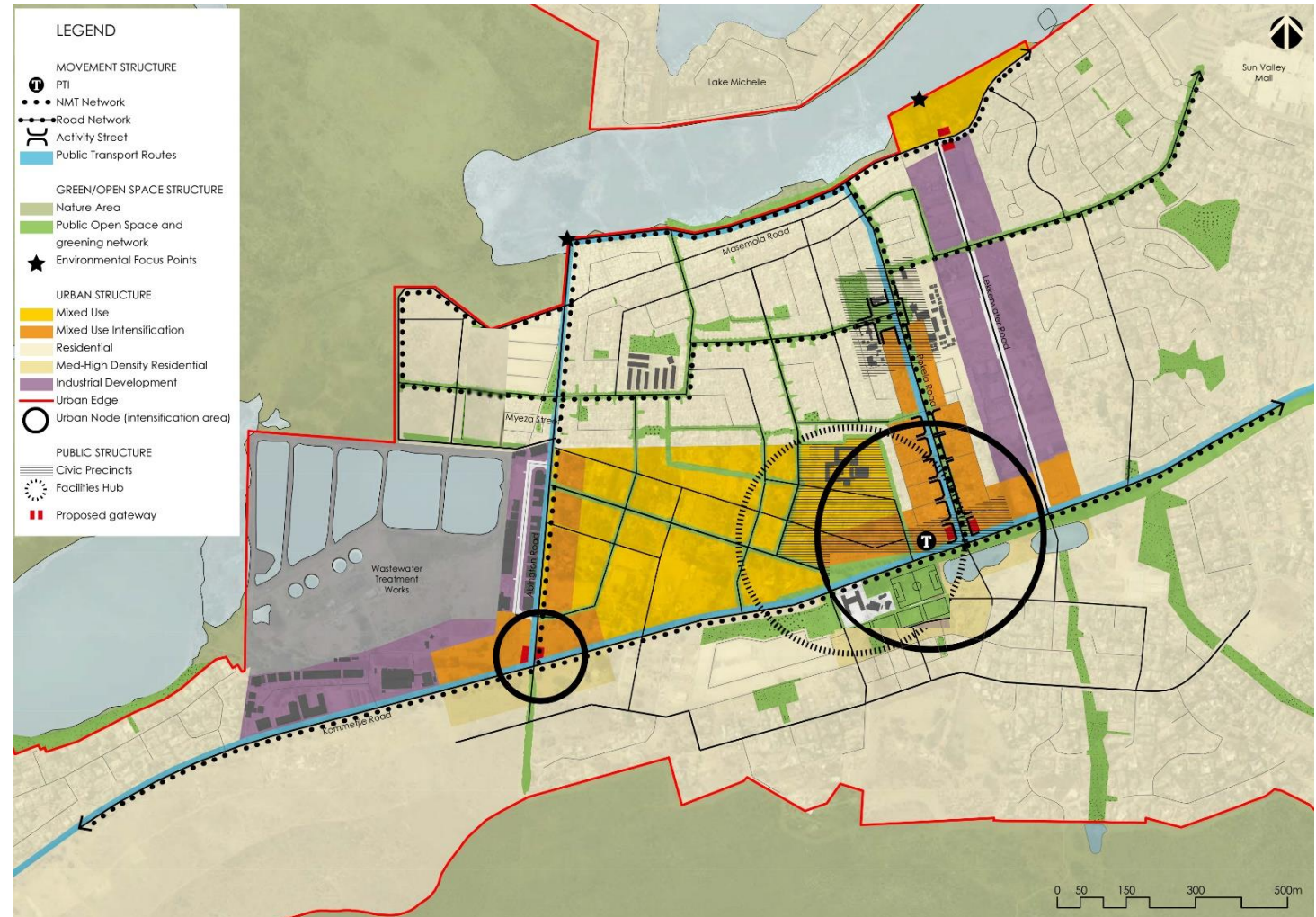
The LSDF proposes future development based on a very clear and strong urban structure. Primarily this includes a clearly defined urban (development) edge and positive interface with the significant abutting natural area, integration with Kommetjie Road (in particular) and surrounding areas, the identification of new and intensified development and economic opportunity areas, and strong linkages within the area and to wider valley and metro opportunities. The urban edge delineation is as delineated in the approved the MSDF (2023) and Southern District Plan (2023) which aligns with the as planned alignment of the proposed Houmoed Avenue extension along the northern extent of Masiphumelele.

The key spatial strategies are primarily pro-active mechanisms proposed to pro-actively contribute to realising the LSDF. The spatial development guidance focuses primarily on (normative – what should be) general descriptions of what

the intended future of specific precinct areas within the Masiphumelele area should be from a spatial and urban design perspective. This guidance aims not to be prescriptive but provide a flexible robust frame for future decision-making and investment into the area over the course of time.

### 4.1 LSDF Map for Masiphumelele and Environs

Figure 9: The LSDF map



## 4.2 Primary LSDF Spatial Strategies

### 4.2.1 Strategy 1: Provide for well managed urban growth, dignified living, and wider residential options

#### Sub-Strategies:

- 1.1 Relocate inappropriately (and illegally) located housing:
  - a. Relocate permanently all informal housing in the wetlands area located outside of the urban development edge line (approved in the 2023 approved MSDF and Southern District Plan) – i.e. north of, as well as within, the proposed alignment of the Houmoed Avenue extension.
  - b. Relocate temporarily all informal housing in the wetlands area located between the proposed alignment of Houmoed Avenue extension and the existing formal area of Masiphumelele so as to service and develop formal residential thereon.
  - c. Retain existing informal housing on public open space (POS) areas (zoned OS2) within Masiphumelele on a temporary medium-term basis, but relocate this in the longer term so as to revert these areas to (quality) POS area, to supplement current under-provision thereof, and assist in creating a better quality urban environment.
- 1.2 Facilitate the development of land for new housing opportunities within the Masiphumelele area to provide for relocated households, population growth and changing residential demands within the Masiphumelele community:
  - a. This includes for low-income households, primarily on remainder erf 5131-re and the undeveloped part of the 'wetlands' area that is south of the proposed Houmoed Avenue Road alignment. This will, however (due to the non-availability of any land alternatives in the area), initially require these sites are utilised as Temporary Relocation Areas (TRAs) for high-density temporary roll-over residential development phases to permit the development of Houmoed Avenue bypass and associated residential development area to its south. Means and mechanisms, possibly / probably unique and exceptional, are required to enable (only) these two areas being able to accommodate the entirety of the wetlands area settlement relocation and 'roll-over' process to permit the construction of Houmoed Avenue extension and

associated new formal residential area. This will also require final eventual medium to high-density formal residential development in these areas.

- b. This also includes identified potentially developable land, for higher income households (e.g. GAP), in the immediate vicinity of Masiphumelele, including Solele (erf 17775), the 'gateway site' (erf 1728), and identifying potentially additional appropriate sites within the adjacent Sunnydale / Lochiel Road smallholdings area (particularly in the eastern parts).

#### 1.3 Support improvement of subletting tenure in existing (and new) residential areas:

- a. Investigate and initiate supporting mechanisms to underpin sustainable (viable and healthy) formal subletting. Key to this is enabling and supporting the development of Small-Scale Rental Unites (SSRUs). This may include facilitating loan facilities for formal development and building support options.
- b. Support where appropriate rezoning of these areas to permit (or regularise) appropriate development responses.
- c. Ensure appropriate planning and provision of necessary infrastructure to support the long term increase in population in this area (over what was originally planned and provided for).
- d. Improve active management in support of the transition to formalised subletting arrangements (re- day to day services provision and maintenance, and billing).

#### 1.4 Improve the public realm:

- a. Identify and upgrade key public places and public spaces. This includes zoned open space areas (most of which are currently occupied by informal housing) and pavements and forecourt areas in front of prominent public and private developments (e.g. community facilities like schools and halls; parking areas which could be temporarily utilised for other activities; business precincts).
- b. Focus on improving the functionality and character of important, linking streets. This includes most specifically Pokela and Myeza Roads, with clarification of street area (re- development encroachment onto pavements), landscaping, street furniture and vegetative planting.
- c. Improve the urban – nature interfaces along the northern edge of Masiphumelele. This requires appropriate orientation of development and over-looking surveillance

(re- permeable walls or fences, more than single storey development etc.), and a focus on wider pavements, landscaping, viewpoints etc.

## 4.2.2 Strategy 2: Spatially integrate Masiphumelele into the surrounding area

### Sub-Strategies

#### 2.1 Develop new links into and through Masiphumelele.

- a. Key new road links to supplement the single main access point at Pokela Road. This includes: (1) from Kommetjie Road southwards via Abingdon to connect to Houmoed Avenue extension in the north, and (2) from Sun Valley commercial area along Houmoed Avenue to Houmoed Avenue extension to connect with the northern ends of Lekkerwater Road, Pokela Road and Abingdon Road.
- b. Minor road and open space connections for greater integration of Masiphumelele with immediately adjacent urban areas. This includes identifying, and planning for, where future road access (and greening network links) can occur, and prioritising these links for implementation once suitable conditions exist (re- landowner support, infrastructure budget, crime and other urban management issues). Most important of these are links northward from Masiphumelele into the Lochiel Road smallholdings area (esp. to the east at Masonwabe Road) and through to Kommetjie Road where possible. Potential others include Tambo Road westwards and eastwards, and Bordeaux Road westwards.

#### 2.2 Re-orientate development on the edge interface areas of Masiphumelele from being inward-focussed backyard areas to outward-focussed economically and socially beneficial areas.

- a. This includes in particular the wetland edge (along proposed Houmoed Road extension as well as boundary interface of erf 5131-re) and Kommetjie Road edge, but also the edges with adjacent industrial edges to the east and west of Masiphumelele.
- b. The proposed Houmoed Avenue extension along the northern boundary of Masiphumelele should include wider pavements, viewpoints and laybys (for public transport stops) in strategic locations, and also consider making

provision for business uses on properties adjacent to the road (in at least parts – e.g. at road intersections) to ensure an active street frontage.

- c. Support the development of active streetfrontages on the southern side of Kommetjie Road within identified urban node areas (i.e. near Pokela and Abingdon Road intersections) through street-facing business or institutional uses, minimising long property, single-use, or limited access boundaries, and ensuring wider pavements, permeable boundaries (walls or fences), attractive landscaping (trees and street furniture).

#### 2.3 Identify and support residential development of vacant or under-utilised land inside the urban edge elsewhere in the Far South area, targeted primarily at current Masiphumelele residents and household incomes and residential types not currently generally provided for in Masiphumelele or the wider valley area.

- a. This includes GAP and rental housing for this income level.
- b. City and other state-owned land is most preferred as land costs can be mitigated to support the above housing in an area of otherwise generally high property prices. In appropriate areas minimum erf sizes and density limitations need to be reviewed.
- c. Potential areas for investigation include erf 5144 Ocean View, and in Fish Hoek portions of erven 12714 and 9130 (hospital site), 17758 and 17759 (bypass site), 13430 and 7000-re et al, 907, 13261, 13652-re and 17122-re.

#### 2.4 Develop an integrated open space and green network in Masiphumelele which links to valuable natural environment assets north and south of it.

- a. Develop a linked green network focussed on POS, civic spaces and NMT routes. This should include existing POS (OS2 zoned) areas currently occupied by informal housing, as well as the identification of potential additional open space and civic space, parts of which could in the short term function as informal housing areas or TRA's until such time as the housing crisis in Masiphumelele is overcome.
- b. Investigate and (if appropriate) facilitate the development of an environmental destination somewhere at the interface of Masiphumelele with the wetlands which assists with local natural area management and leverages appropriate eco-economic and social opportunities of the greater wetland area such as eco or horse trails etc.

(ideally in partnership with similar initiatives of other communities bordering the Noordhoek wetlands).

#### 4.2.3 Strategy 3: Improve access to local facilities and services, employment, and recreation as well as access to wider and higher order opportunities

##### Sub-Strategies

- 3.1 Support improvement in local and valley public transport and NMT (Non-Motorised Transport)
  - a. Provide a PTI and quality (safe, efficient and regular) public transport system to local urban node areas and to Fish Hoek PTI for rapid rail access to wider metro areas.
  - b. Develop a quality NMT system along Kommetjie Road, Houmoed Avenue, and along key north-south and east-west routes within Masiphumelele itself (e.g. Pokela and/or Ntantala and Myeza Roads)
- 3.2 Facilitate the development and expansion of local employment opportunities
  - a. Plan for, support, and manage informal economic activities as a key economic activity in the Masiphumelele area. This should be particularly within high-access public areas, most specifically in identified urban node area such as in the vicinity of the southern part of Pokela Road. Providing opportunities for this on a temporary basis should also be encouraged and planned for more seriously.
  - b. Enable formal economic activity in identified urban node and 'development strip' areas (e.g. supporting mixed use development at the Southern end of and along Pokela Street, but also other high-access locations).
  - c. Protect the Lekkerwater Road and Fish Eagle Park light industrial areas (to the east and west of Masiphumelele) from residential encroachment and support the intensification of their usage. Consider expansion of the Fish Eagle Park light industrial area along the eastern side of Abington Road.
  - d. Support existing (and expanded) small-scale urban agriculture in the area, including specifically within the Sunnydale / Lochiel Road smallholdings area, but also other areas in the vicinity (e.g. potentially within the buffer of the wastewater treatment works).

- e. Support partnerships and skills training programmes related to other growing employment sectors further afield in the Far South which Masiphumelele residents would benefit from. This includes in particular tourism and services (e.g. restaurants, catering, and the equestrian industry in Noordhoek), but also urban agriculture, security services, and marine / naval related activities, etc.



- 3.3 Ensure the provision of sufficient local facilities and services (e.g. education, health) in the Masiphumelele area.
  - a. Focus where appropriate, and as far as possible, primarily on strengthening the existing Pokela – Myeza Roads facilities node and the emerging facilities hub area in the eastern part of the former smallholdings area.
  - b. Ensure the 2 sportsfields in north-west Masiphumelele (currently acting as a TRA) are reverted back to sportsfield use. If not, and possibly anyway (given a more accessible location), identify and purchase adequate land in the eastern part of Lochiel Road smallholdings area for sportsfield use. This sportsfield area should include a durable surface (i.e. synthetic / astro) to maximise usage (including for example for use by the existing secondary school).

## 4.3 Spatial Development Guidelines for Masiphumelele Precincts

A number of distinct precinct areas can be identified in the Masiphumelele area for which particular area-specific development guidance is appropriate.

### 4.3.1 Masiphumelele and environs area generally



**Table 5: Spatial Development Guidelines for Masiphumelele and Environs generally**

| Precinct   | Spatial Development Guidance   |
|--|--|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>• Formalisation of all informal urban development.</li> <li>• Limiting inappropriate urban development.</li> <li>• Increasing residential and economic development opportunities.</li> </ul>  | <ol style="list-style-type: none"> <li>1. Prevent urban development (including informal development) or urban related activities outside of the urban development edge. The only exceptions to this may be nature-related activities or necessary infrastructure.</li> <li>2. Support urban intensification of identified urban development areas inside the urban edge. This should be context-specific and aligned with other applicable development guidance. Generally this should be higher than elsewhere outside of urban nodes in the Far South, and should be higher nearer Kommetjie Main Road and within urban nodes.</li> <li>3. Limit further informal urban development and support the progressive formalisation of informal settlement areas or structures in identified urban development areas. SRRUs development should be pro-actively supported and facilitated.</li> <li>4. Support the development of a wider range of residential options in the Far South area generally. A particular emphasis in this area should be affordable (formal) residential opportunities (including GAP and social housing). As far as possible support a gradation of housing types. This applies most particularly where differences in housing types (and values) are greatest.</li> <li>5. Ensure new development (including re-development and formalisation of informal urban area) is supported with adequate services infrastructure. This should require planned additional capacity based on cumulative formal re-development and new development according to the predicted rate this is occurring.</li> <li>6. Support improved building interfaces with streets and, where applicable, with natural areas, local public open spaces (zoned OS2), and forecourt and squares.</li> <li>7. A particular focus should be on ensuring sufficient (land area) opportunities for adequate provision of social / public facilities, including especially public open space area/s, to address the facilities backlog (current - as well as predicted growth). This should largely align with identified focus (nodal) areas for such provision.</li> </ol> |

### 4.3.2 Existing formal Masiphumelele area

Support progressive development upgrade of this area to a formal, vibrant, attractive urban area.


**Table 6: Spatial Development Guidelines for the existing formal Masiphumelele area**


| Precinct   | Spatial Development Guidance  |
|--|---|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>Urban upgrade</li> </ul>  | <ol style="list-style-type: none"> <li>Facilitate improved living conditions through supporting intensified formal development in this area generally. Support medium-high density formal development (i.e. 2-3 storeys) in the area generally, but especially along main streets (e.g. Pokela, Myeza, and Masimola Roads).</li> <li>Encourage highest urban intensification of the area close to where Pokela and Kommetjie Roads meet, as well as (although to a lesser extent) properties northwards abutting Pokela Road. This includes promoting mixed use development, inclusive of both formal commercial and residential land uses, but also forecourts or squares permitting informal commercial uses. Support higher density formal development of up to 5 storeys at Kommetjie Road intersection (gateway) area, and up to 4 storeys northwards along Pokela road. Ensure (through appropriate design and landscaping) that ground floor land uses here are active interface areas and not closed or blank walled areas.</li> <li>Where possible utilise this densification process (e.g. through improved development rights) to increase the road reserves of these key main roads (esp. Pokela Road) to allow for especially wider pavement areas and even small forecourts or squares to create a better performing public realm. This should also include improved building interfaces with streets, increased setbacks and land transfer to public street /open space area where possible, and even contribution to improved adjacent street areas (through tree planting, street furniture etc.). This should ideally align with the proposed NMT route network along key routes through Masiphumelele, and also be a particular focus at identified 'gateway' areas - at the Pokela and Abingdon Road intersections with Kommetjie Road, and north-eastern entrance to Masiphumelele along the proposed Houmoed Avenue extension. Public facility and larger-scale private redevelopment projects should lead in contributing to this.</li> <li>Ensure formal re-development is supported with adequate services infrastructure. This could further incentivise redevelopment and ensure clearly improved local precinct living conditions.</li> <li>All existing zoned public open space (POS) areas should be retained and enhanced as open space areas. This includes POS not currently utilised as open space (e.g. POS informally settled on). In POS areas where informal settlement already exists on POS areas, this can be supported in the short term in contributing to addressing of the current housing crisis, but with the clear understanding that such areas will be targeted in time for reversion back to open space and civic area network.</li> </ol> |

### 4.3.3 'Wetland' area

Support development of an attractive 'hard' urban edge, improved access, and formal residential area.

**Table 7: Spatial Development Guidelines for the 'Wetlands' area**


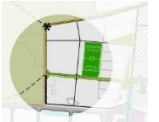
| Precinct   | Spatial Development Guidance  |
|--|---|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>Protect and enhance the functioning ecosystem</li> </ul> | <ol style="list-style-type: none"> <li>Prevent the encroachment of urban development or urban related activities into the wetlands area north of the urban development edge. This should be consolidated through the (prioritised) development of Houmoed Avenue extension along this alignment.</li> <li>Develop the planned Houmoed Avenue extension as a matter of urgency to improve access to, but also consolidate a 'hard' urban edge with, Masiphumelele. This 'hard' edge should ideally include appropriate earthworks to ensure a change in (contour/geo-tech) level between development (and road) area and the adjacent wetlands, including potentially ensuring perennial wetland area in this immediate interface area.</li> <li>Ensure also that this roadway includes landscaping, NMT provision and sufficient civic space (e.g. sufficiently wide pavement areas) to support its role as also a social amenity interface / frontage with the wetland as well as its important primary role as by-pass connector from Kommetjie and Ocean View through to Noordhoek Main Road and Long Beach mall area. Identify potential key environmental foci area to support wetland interface social and/or economic value generation. Such focal areas could include and support environmental education, viewing areas, an environmental link (e.g. a trail) and associated activities (e.g. horse-riding, security) through the wetland to the beach.</li> <li>Infill and service (for urban development) the area between the Houmoed Avenue extension alignment and the existing formal urban development area of Masiphumelele. Carefully plan as part of this development how stormwater from Masiphumelele into this wetlands area is provided to minimise negative impacts on the wetland area.</li> </ol> |

|  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Maximise value of juxtaposition of urban and nature</li> <li>• Improve access into &amp; through Masiphumelele</li> </ul>  | <ol style="list-style-type: none"> <li>5. Ensure as a priority that development of the northern-most part of this infill area, abutting Houmoed Avenue extension and the wetlands is limited (only) to formal residential development. Moreover, this development should comprise high density (up to 3 – 4 storeys) residential development orientated towards, and over-looking this road and the wetlands. This will maximise amenity and improve surveillance and safety of the Road and wetland area, and minimise any subsequent illegal development or activity in the wetlands.</li> <li>6. The initial focus for the proposed development area, for the foreseeable future however, may need to be for this area to be prepared as a Transitional Relocation Area (TRA) to accommodate households relocated from the wetlands area outside the urban edge (likely on a phased roll-over basis) so as to allow for the construction of Houmoed Avenue and this associated infill housing development.</li> <li>7. Restore and manage as wetlands the area north of the planned Houmoed Avenue extension alignment. Consideration could be given to incorporating this area (as well as that eastwards of it) into the TMNP towards consolidated Noordhoek wetland ecosystem management.</li> <li>8. Consideration should be given to, in consultation with SANParks, making provision for the (future) development of an eco-destination point at the urban area - wetlands interface, perhaps best at the north-western-most corner/end of the planned Houmoed Avenue (i.e. at the point where it turns southwards along Abingdon Road towards Kommetjie Road). This could include environmental education facilities, recreation and tourism facilities (inclusive of appropriate associated economic development opportunities, and potentially serve as a unique gateway point into the wetlands area (and TMNP) from a lower-income suburb in Cape Town, and provide unique activities to its community, wider Far South community and tourism visitors. This facility should also be developed as key to managing any unauthorised access or activity in the wetland/s area.</li> </ol> |
|--|---|

#### 4.3.4 Remainder erf 5131 area

Focus on short term transitional residential, long term formal residential, and a 'hard' urban edge.



**Table 8: Spatial Development Guidelines for the Rem Erf 5131 area**

| Precinct  | Development Guidance   |
|---|--|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>• New development area for critical short term land development resolution on other sites.</li> <li>• New urban infill for long term urban expansion.</li> </ul>  | <ol style="list-style-type: none"> <li>1. Support development of erf 5131-re as an additional long term urban infill formal residential development area as per the environmental authorisation.</li> <li>2. The initial focus for the site, for the foreseeable future however, should be for this area to be prepared as a Transitional Relocation Area (TRA) to accommodate households relocated from the wetlands area (likely on a phased roll-over basis) so as to allow for the construction of Houmoed Avenue and associated infill housing development. <i>(This will require an amendment of EIA authorisation provisions, and therefore submission for such).</i></li> <li>3. The protection of the adjacent nature area is critical and thus clear definition of a ('hard') edge interface between the urban and wetland area is required as a matter of urgency. This interface should restrict potential urban encroachment into the wetlands (given nearby precedent concerning this) as well as maximise the potential benefits of such interface in terms of recreation and tourism. As such, a road developed similarly to that for Houmoed Avenue extension (Phase 2), which provides a 'hard' urban edge, access, and amenity is recommended (see s4.3.2.3 above). It is proposed that this links to the Houmoed Avenue development. In the short term, due to its critical necessity and potential budget constraints associated with a TRA, this could be partially/informally developed (as unpaved) road (and subsequently require close monitoring and management of any illegal development or activity encroachment).</li> <li>4. In the medium term support development of medium-high density (up to 3 – 4 storey) residential development on at least the part of the (above-mentioned) land fronting onto 'Houmoed Avenue extension'. Orientate this development to face over the road and wetland area to improve surveillance and safety, but also for amenity value. Associated with this should be ensuring the restriction on informality (e.g. structures) at this interface which may potentially compromise the nature interface.</li> <li>5. Consider relocation of one sportsfield to a site within the identified facilities node near Kommetjie Road. This will assist with meeting huge housing demand in the northern part of Masiphumelele, whilst improving sportsfield access for the secondary school and people from other areas in the valley.</li> </ol> |

### 4.3.5 Solole site (erf 17775)

Focus on GAP or social housing and potentially also public facilities supporting Masiphumelele.


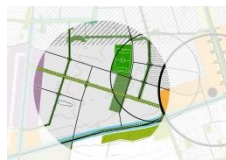
**Table 9: Spatial Development Guidelines for the Solole site (erf 17775)**

| Precinct   | Development Guidance   |
|--|--|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>• Provide a wider range of housing opportunities and necessary additional public facilities for Masiphumelele residents.</li> <li>• Generally restrict commercial or industrial uses here.</li> <li>• Ensure a positive interface condition with Kommetjie Road</li> </ul>  | <ol style="list-style-type: none"> <li>1. The site is strategically located in relation to the proposed Masiphumelele urban node (and public transport interchange) and public facilities node (a little west of the urban node), and also gateway into Masiphumelele. As such it forms part of an urban (and facilities) node and gateway area, and development should therefore occur appropriately in relation to these. This includes in relation to land uses, intensity, and urban development quality (design, street interface etc.). Development should generally be medium density in nature.</li> <li>2. (Given the land ownership) Land uses on this site should include residential and public facilities development. Public facilities provision should be to ensure adequate provision of key social facilities for primarily the residents of Masiphumelele, but potentially also others in the Far South area (i.e. such as the fire station now does). This could include provision by other spheres of government. Where possible explore the potential for shared multi-use space to maximise the locational benefits of the site. The site would be ideal for a sportsfield and other sports activities (e.g. netball, skatepark etc).</li> <li>3. The residential development component should add additional new residential options for residents in Masiphumelele. More specifically, this should aim to provide for a widening of residential options in the Far South that cater to economically upwardly mobile households in Masiphumelele. That is, it should not replicate market related housing types east and west of the site, or housing options currently available within the Masiphumelele area. Forms of GAP or social/rental housing would thus be considered appropriate. The built form should exclude any possibility of informal settlement / backyard structure development.</li> <li>4. In general, in keeping with optimising highest accessibility and ensuring appropriate gradation between housing types (and associated household income levels), higher intensity activity should be adjacent to Kommetjie Road and lower intensity development further away behind this.</li> <li>5. In general, public facilities should be adjacent to Kommetjie Road with residential opportunities further away behind this. This is particularly so if the facilities serve a wider area than just Masiphumelele, such as a sportsfield for competition or sports club that attracts wider participation.</li> <li>6. The interface with Kommetjie Road should be positive, including a well-defined and permeable street frontage (i.e. no high security walls, exclusion of frontage parking etc.), as well as include tree planting, landscaping, and street furniture as appropriate.</li> <li>7. Pedestrian activity across an increasingly busy (and soon to be widened) Kommetjie Road is an important concern. Development on the site should exclude any commercial activity and include uses which are not high people attractors or road safety vulnerable (such as a school). Access across Kommetjie Road needs to be limited (and managed) to a single crossing point (with a robot - or even, in future, a bridge).</li> </ol> |

### 4.3.6 Smallholdings and other adjacent areas

In the 'Lochiel Smallholdings' area focus on mixed uses, supporting urban agriculture, public facilities and GAP housing supporting Masiphumelele, and commercial development in urban node area.


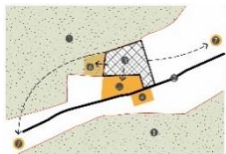
**Table 10: Spatial Development Guidelines for the Lochiel Road Smallholdings and adjacent areas**

| Precinct  | Development Guidance   |
|---|--|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>Transformation of the formerly exclusive smallholding area (inclusive of extensive residential) to mixed use area.</li> <li>Focus on generally higher intensity, more value-add land uses, than formerly.</li> <li>Focus on productive urban agriculture, required land extensive services and institutions (e.g. schools), and medium to higher density residential as appropriate.</li> </ul>  | <ol style="list-style-type: none"> <li>Support the recent trend of land use development in the former smallholdings area to include a range of mixed uses. This should be based on a flexible land use policy that protects and consolidates existing productive urban agriculture land use areas where necessary but also supports appropriate highly demanded alternative land uses.</li> <li>Highly demanded alternative land uses in this area include more affordable housing types than currently available in the Far South (e.g. GAP or social housing), needed social facilities and institutional uses to support the Masiphumelele community that can't be located in the existing Masiphumelele area, as well as other service-orientated employment generating uses where appropriate (e.g. light industrial). As far as possible</li> <li>A focus should be on supporting the general development of a facilities hub in the eastern part of this area focussed around the existing public facilities already established in this area. Consideration should be given also to including a sportfield/s component as part of this, inclusive possibly of relocating one of the existing fields on remainder erf 5460.</li> <li><i>In-lieu</i> of highly constrained opportunities for industrial development elsewhere in the Far South, the area abutting the eastern side of Abington Road into Houmoed Road could be considered for future light industrial development to complement that already existing west of this road. The exception to this may be the 'gateway' area where Abington Road intersects with Kommetjie Road, where higher intensity mixed use development including potentially commercial, but not industrial, should be considered.</li> <li>Commercial development should be restricted along Kommetjie Road in the area between the proposed mixed use urban node areas at the Pokela Road and Abington Road intersections. Thus, the area along Kommetjie Road between the identified urban node areas should be restricted to urban agriculture, public facilities, or residential uses.</li> <li>Given that this area is almost entirely in private ownership, land development here is likely to progress on an iterative basis and as such comprise in part an in-situ re-development process. The City should as a matter of urgency seek to acquire sites to meet its needs. Most appropriate for this in the near term would be in the east.</li> <li>Residential development should focus on subsidized GAP housing and social housing company driven provision.</li> <li>Residential density should be supported along Kommetjie Road, but this should be accompanied by close attention to ensuring a positive interface with this road. This includes particular attention to built form, landscaping, boundary wall &amp;/or fence treatment, links to NMT etc.</li> <li>Encourage the intensification of the south-eastern area towards where Pokela and Kommetjie Roads meet. This includes promoting mixed use development inclusive of institutional/facilities, commercial and residential land uses. Ensure that where appropriate ground floor land uses here are active interface areas and not closed or blank walled areas. This also includes appropriate design and landscaping.</li> <li>This should generally become an area of greater employment and residential opportunities, that accommodates expansion of, and assists the integration of, the Masiphumelele area into the surrounding and wider urban area, whilst also retaining and consolidating intensive urban agriculture activities.</li> <li>Other nearby private land areas should ideally align with and support the future development and integration of Masiphumelele with its surrounds, and also the Masiphumelele urban node (and Abington Road inter-section mini-node). Development areas within the urban node area/s may in future consider higher density (intensity) re-development, but south of Kommetjie Road this should be limited only to residential or public facilities.</li> <li>Support and facilitate where necessary improved road and pedestrian linkage between Kommetjie Road northwards through the smallholdings area and into Masiphumelele. Road opportunities are Francolin Way into Masonwabe Road and Chasmay Road into Sobukwe Road.</li> </ol> |

#### 4.3.7 Remote potential sites

Focus on GAP or social housing supportive of Masiphumelele community emerging needs.

**Table 11: Spatial Development Guidelines for Remote potential sites**

| Precinct  | Development Guidance   |
|---|--|
|  <p>Spatial development objectives:</p> <ul style="list-style-type: none"> <li>A wider range of housing options in the Far South to contribute to greater urban integration across the area. The widest gap area in the residential market currently is for the lower middle class (i.e. the gap between middle income &amp; low income households)</li> <li>Providing opportunities for absorption of upwardly mobile households associated with on-going population and household-income growth in the Masiphumelele community.</li> </ul>  | <ul style="list-style-type: none"> <li>Support the provision of a wider range of residential options to a wider range of household income groups within the Far South valley, including especially the Masiphumelele and Ocean View communities, by leveraging (the extremely limited) remaining vacant, available, developable, state-owned land in the Far South. This should be across a wider range of locations within the Far South area but be restricted to within the urban edge and to formal development. This would assist with the process of spatial transformation and the broad integration of (the community of) Masiphumelele into the Far South.</li> <li>Potential new development sites (or parts thereof) which are not within Masiphumelele or area immediately adjacent to it but which could contribute to addressing housing demand within the Masiphumelele community includes, subject to detailed investigation, potentially the following: erf 5144 in Ocean View, parts of erven 12714 and 9130 (the hospital site), parts of erf 7000-re et al and parts of 11690 and 17122-re in Fish Hoek, and parts of 17758 and 17759 in Sun Valley. These options all need detailed investigation to determine the possibility of, potential extent of, and residential mix of development.</li> <li>The appropriateness and viability of such sites, or parts thereof, for development would, due to affordability, be generally restricted to higher-income level households from the Masiphumelele (and Ocean View) community.</li> <li>The density of infill development in these areas should be higher than that of the surrounding areas to achieve affordability, maximise the usage of remaining available developable land, and meet broad city-wide urban development objectives. In general higher density would be considered appropriate in higher access areas (e.g. in or near a CBD or public transport route).</li> <li>This development should also generally provide for alternative residential options than those already in these areas. This should focus in particular on catering to lower average household income levels, smaller household sizes (e.g. single person households), and smaller more compact units.</li> <li>Socio-economic gradient should be an important consideration shaping the development process in the development of under-utilised sites where they abut existing urban areas and where general household income levels between the areas are potentially very different.</li> <li>Particular focus in these areas should be on the interface edge areas of the proposed developments, but also integration with surrounding urban areas.</li> <li>Important also is (a restored and) an improved public transport and NMT network within the Far South area, and including also connections out of it to the wider metro area.</li> <li>In general new infill development in these areas would not require associated facilities and services provision since these are largely already in the area.</li> </ul> |

## 5 IMPLEMENTATION FRAMEWORK

This provides a framework of implementation guidance in relation to the identification, prioritisation and phasing of actions towards realising the LSDF.

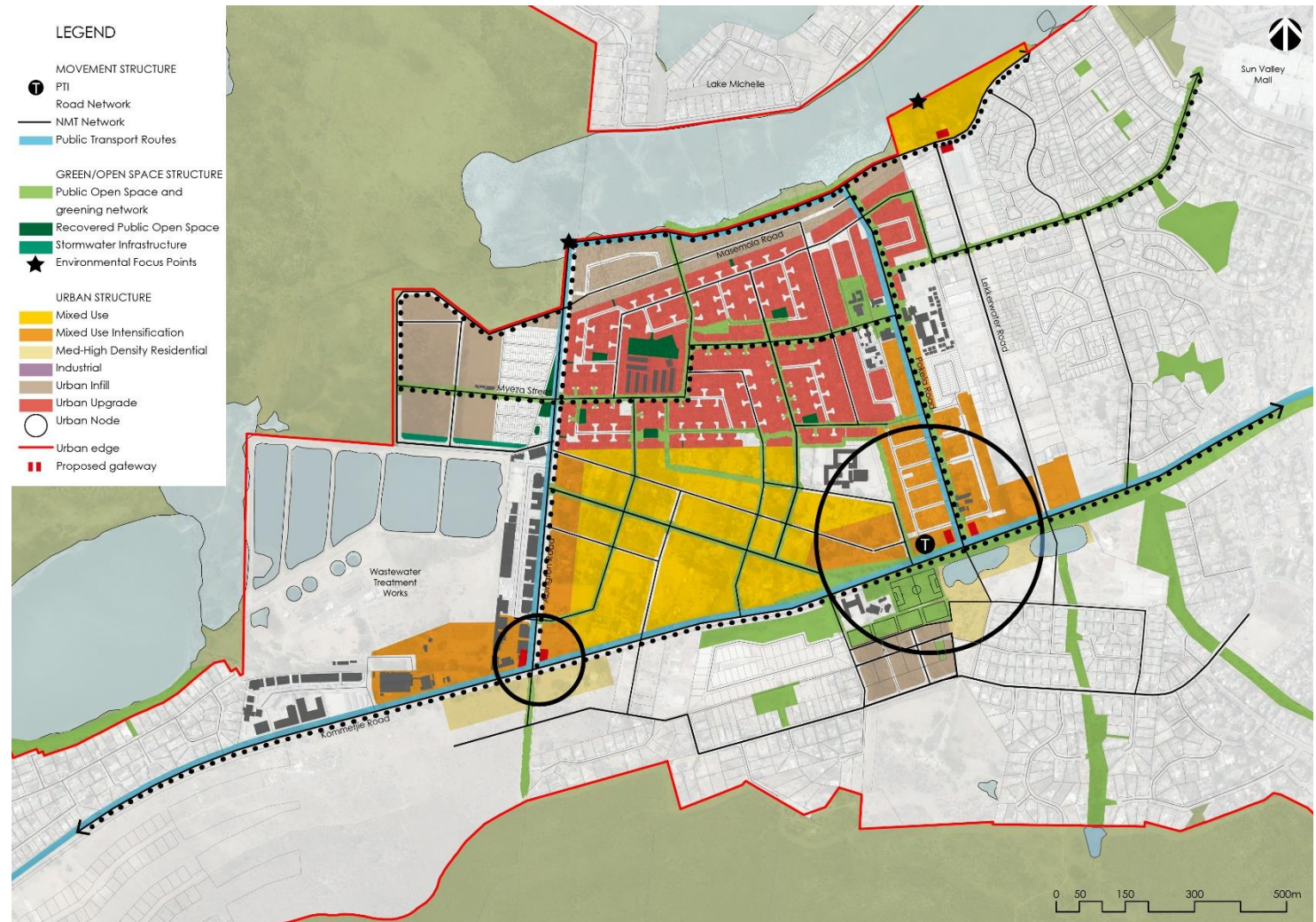
This framework provides broad initial guidance rather than being a comprehensive and detailed implementation plan or programme. Detailed implementation would follow (or is already occurring) in the form of relevant (internal and external) department multi-year implementation programmes with approved projects (prioritised and budgeted). This implementation framework is thus not a part of the officially approved LSDF, but rather outlines the necessary requirements to realise the LSDF.

How implementation of the LSDF is to be realised, including detailed area and project guidance, who the responsible primary role-players are, what specific actions are required, how these are to be prioritised, when these are envisaged to occur, and what budget this will incur, is the subject of detailed implementation plans (managed by responsible departments). Some of these are already underway, whilst others may still be years from initiation.

An appropriate mechanism to manage the broad alignment, prioritisation, and co-ordination of LSDF implementation, as well as reporting, monitoring and review, should be a high-level Project Management Team (PMT).

### 5.1 Urban Upgrade Plan

Figure 10: The Urban Upgrade Plan



## 5.2 Implementation Framework

The implementation framework tables 12 and 13 below provide an indication of what is broadly required to realise the proposed LSDF for Masiphumelele. This includes identification of key spatial development orientated projects and associated roles and responsibilities, prioritisation and phasing, and wider public investment framework (PIF) issues. It links to existing initiatives, actions and planning for the area, and provides clarity on who the necessary role-players are, and most importantly a frame for agreement and alignment of future detailed implementation actions to be carried out by relevant role-players.

Related to this it is important to identify, and confirm consensus on, what the most critical near-term actions should be in activating the LSDF. The following (Table 12) addresses this:

**Table 12: Most Critical Short-term Actions**


| Most critical short-term actions  | Actions detail   | Progress  |
|---|--|---|
| <b>1. Preparation of an LSDF</b><br>This is important to ensuring common understanding of critical issues, substantial buy-in (and adherence) to a practical and sustainable development vision, and agreement on prioritisation and actioning of key development actions.<br><b>High priority.</b>   | To achieve substantive agreement on: <ul style="list-style-type: none"> <li>i. Context: Challenges and opportunities, options and outcomes</li> <li>ii. LSDF vision</li> <li>iii. Main spatial ideas,</li> <li>iv. Basic Spatial Development Framework &amp; strategies</li> <li>v. Development guidelines</li> <li>vi. Land development areas and settlement development mechanisms, inclusive of both existing and any new areas</li> <li>vii. Implementation framework and priorities</li> </ul>  | <ul style="list-style-type: none"> <li>i. Workshopping of 1<sup>st</sup> draft with key local area communities completed.</li> <li>ii. Formal advertisement of revised draft for comment completed and subsequent amendments made.</li> <li>iii. Incorporation of latest updates, from MSDF and Southern District Plan approved in 2023, as well as other matters including erf 5131-re development outcome and Solole site development process.</li> <li>iv. Further amendment of final draft LSDF in 2023/24.</li> <li>v. Endorsement and Approval (outstanding)</li> </ul> |
| <b>2. Development of Houmoed Avenue extension and associated residential area:</b><br><b>Critical priority.</b><br>Residential infill development and road construction will, critically, be dependent on relocation of all informal settlement households / structures (see section 2 above). For many this will be temporary, but for many more this will need to be permanent. | <ul style="list-style-type: none"> <li>i. Environmental authorisation for this road was issued in 2019 (and is valid till 2029).</li> <li>ii. Required detailed road design, budgeting, and associated land use processes are to commence once clarity is available on the informal settlement relocation process.</li> <li>iii. Planning development (and if necessary, environmental,) applications for residential area south of road to occur in parallel.</li> <li>iv. Relocation of wetlands area households in phases is necessary for commencement of road construction, given the paucity of land available to relocate these households to.</li> <li>v. It is proposed that this relocation process occurs in 2 phases. The first phase should commence in the western area, moving ±50% of the households, to allow waste water connections to the WWTWs to the west. The 2<sup>nd</sup> phase in the eastern portion would complete the development process for roads and houses.</li> </ul> | <ul style="list-style-type: none"> <li>i. EIA and WULA approvals have been granted for Houmoed Road ext.</li> <li>ii. Budgeting for detailed road design, and LUMS application for the road, is still to occur, but is awaiting confirmation to proceed by virtue of necessary actions by Human Settlements Directorate on the associated land area currently occupied by informal settlement.</li> <li>iii. All application processes for the planned residential infill area, as well as for all relocation sites, still to commence.</li> </ul>                            |
| <b>3. Development of TRAs</b> (Temporary Relocation Areas):<br><b>Critical priority.</b><br>This includes the identification of sites, completion of necessary legal requirements (rezoning etc), and preparation for settlement (i.e. servicing).<br>A critical issue in this local area, in which available TRA (and/or land for lower  | Identifying sufficient TRA sites in the local area to accommodate relocation of informal settlement households off the 'wetlands site'. Some of these sites will need to subsequently convert to permanent affordable housing sites (since most households cannot be moved back onto the formally redeveloped wetlands site area). <ul style="list-style-type: none"> <li>i. The most obvious TRA site possibilities are appropriate existing City-owned sites in the area. However, for a number of reasons, these are very limited. These include: <ul style="list-style-type: none"> <li>a. Investigation, reserving of, and development of erf 5131-re as a (potential) TRA site. This is likely (and proving) to be complicated and time-consuming re- expectations and necessary processes, and (still) potentially not possible due to further legal process required (re- approval as a TRA). However, this</li> </ul> </li> </ul>   | <ul style="list-style-type: none"> <li>i. A Rezoning and Subdivision (township) application has been approved (for 635 dwelling units) on erf 5131-re.</li> <li>ii. The existing sportsfields has been a TRA since the 2020 fire, and is likely to remain as such given the extreme paucity of any other TRA development options – and the critical dependency for realisation of Houmoed Avenue extension and associated residential development area.</li> </ul>  |

| Most critical short-term actions  | Actions detail   | Progress  |
|---|--|---|
| <p>income 'affordable' residential development) is highly constrained, is creating/having short-term TRAs to accommodate the Houmoed Avenue extension and associated residential area development process.</p> <p>This will almost certainly require more than 1 site, and is likely to require additional land acquisition.</p> <p>Erf 5131-re, despite its approval for residential, is nevertheless an additional short-term TRA possibility here, and given the paucity of (and high opportunity-cost) of other options, should be considered for this purpose in the short term.</p> | <p><u>site is critical to action the Houmoed Avenue extension and associated residential area development process</u> through assisting (as 1 of a number of sites) with temporary relocation of 'wetlands' informal settlement households. Means and mechanisms, possibly / probably unique and exceptional, are required to enable this area, or part thereof, being able to help accommodate wetlands area settlement relocation and 'roll-over' process to permit the construction of Houmoed Avenue extension and associated new formal residential area. Critical too in this case is ensuring that the TRA is temporary, with the land use reverting to its former use thereafter. Due to limited alternatives it is extremely important to realise a TRA option on this site (or part thereof) with a higher density than is usually the case with TRAs. This requires investigation of, and implementing, a (likely) unconventional higher density option. This may include in respect of access and circulation, unit design and materials, built height, infrastructure services, social facilities, etc. In the short-term ensure also a clear urban edge is in place. Ideally this is a road around also erf 5131-re to assist with access and also (veldfire related) fire-fighting, and also aligned with the desirable long-term urban development outcome in this area. Due to its critical necessity and potential budget constraints associated with a TRA, this could / should be partially/informally developed (as unpaved) road for later upgrade. This will require especially initially close monitoring and management of any illegal development or activity encroachment).</p> <p>b. An (effectively) additional TRA site to assist with short-term relocation is the current sports fields site. This is already being utilised as such 'on a short term basis' to accommodate 'wetlands' informal households displaced by the fire in 2020.</p> <p>c. A potential site is erf 17775, or a portion thereof. This site is also identified for additional public facilities. Most importantly this includes sportsfields to compensate for the (already medium-term) loss of the existing/former sportsfields towards the north of Masiphumelele (erf 5461). The remainder part is also already identified for future GAP housing.</p> <p>d. Although significantly further away erf 321-re and a portion of erf 305 in Ocean View are other potential TRA sites.</p> <p>ii. It is clear additional TRA sites in the area are required. Some of these will also likely be required for conversion to permanent residential opportunities. This requires further land acquisition of privately owned land in the area. The most appropriate would include from the possibilities below:</p> <p>a. Erven in the eastern part of the Lochiel Road smallholdings area, including most ideally erven 5008, ptn of 4993, and 4969, 4968 &amp; 4975.</p> | <p>iii. No other TRA site yet formally identified but has to be as a matter of urgency given the critical dependency for realisation of the Houmoed Avenue extension and associated residential development area.</p> |
| <p><b>4. Formulation of a social compact.</b><br/><u>Critical priority.</u></p>   | <p>i. With respect to all of the above, a social compact between authorities and communities is highly recommended to ensure necessary outcomes are as seamlessly possible attained.</p>   | <p>i. Yet to be initiated.</p>  |
| <p><b>5. Identification of housing recipient qualifiers, possible housing categories, etc.</b><br/><u>High priority.</u></p>  | <p>ii. Which households, and how many in total per qualifying category needs to be determined.</p> <p>iii. Confirmation of state-assisted housing qualifiers is required.</p>  | <p>ii. Assessment initiated by Human Settlements Dept.</p> <p>iii. This needs regular review and updating, and still required in detail for this development process.</p>   |
| <p><b>6. Upgrade and re-development of existing residential area:</b><br/><u>High priority.</u></p>   | <p>i. On-going maintenance activities</p> <p>ii. Identification &amp; facilitation of financial mechanisms and other support to assist existing property owners with redevelopment to provide formal housing rental options (e.g. Small Scale Rental Units)</p>  | <p>i. On-going</p> <p>ii. Yet to be considered in detail</p> <p>iii. Yet to be considered in detail</p> <p>iv. Longer term objective</p>  |

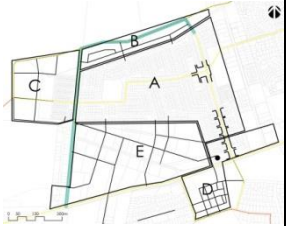
|   |  |   |
|---|--|---|
|   | <ul style="list-style-type: none"> <li>iii. Enable formal re-development of area as best possible, including streamlining &amp; fast-tracking of applications, and use of on-site local extension officers to assist with applications processes.</li> <li>iv. Over longer term (when budget becomes available for lower priority actions) enhance integration of Masiphumelele with adjacent urban areas by opening further access routes (e.g. Myeza Road through to Bordeaux Road; Masonwabe through to Francolin Way)</li> </ul> |   |
| <b>7. Development of additional new land<br/>High priority.</b> | <ul style="list-style-type: none"> <li>i. Development of (part of) Solole site (erf 17775) and erf 1728 for GAP housing qualifiers and also necessary public facilities.</li> <li>ii. Appropriate erven in the smallholdings area must be identified and acquired for necessary public facilities (primary school &amp; police station at the least), and potentially also for GAP housing.</li> </ul>   | <ul style="list-style-type: none"> <li>v. A RFQ was advertised for GAP housing on Solole and erf 1728, but had no positive response (research has indicated a very limited number of potential qualifiers in Masi). The Solole site is now a Mayoral project for GAP delivery.</li> <li>vi. Initial SAP interest &amp; investigations appear to have discontinued (not confirmed).</li> </ul> |

The following (Table 13) outlines what, in terms of achieving integrated development outcomes aligned to the proposed LSDF, the various sectoral requirements are.

**Table 13: Sectoral Implementation Framework Matrix**

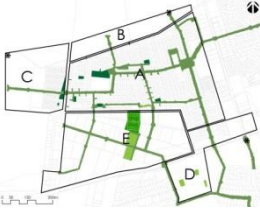
| Intervention Sectors  | Implementation areas  | Key Implementation Issues  | Responsible Dept.  | Prioritisation  | Priority Actions & Project Identification (including existing projects)   |
|---|---|--|--|---|---|
| 1. Housing<br> | <b>A. Urban upgrade area</b><br><br>Current (2023): ±1300 erven & formal dwellings, but with backyard structures a population of ±6000 households (at density ±150du/ha) of which ±4500 are 'backyarders'.<br><br>Planned: ±4500 backyard informal households to be formalised through SRRUs (at density ±150du/ha) | <ul style="list-style-type: none"> <li>i. Improve capacity of property owners to rent viably and healthily (re- loan facilities for building SSRUs)</li> <li>ii. City to move away from providing further rental housing (with associated necessary management etc.).</li> <li>iii. Improve civic / public areas</li> <li>iv. Update the understanding of the extent of public housing qualifiers.</li> <li>v. To transform an originally low-density formal development area (with a high intensity informal 'backyard living' component, to medium-high density (fully) formal urban area. (Reduce 'red tape' for land use and building applications by utilising 'in the field' land use application extension officers, and fast-tracking applications associated with initiatives that pro-actively facilitate formal re-development catering to low-income rental (such as loan funding to convert single house erven to include (or be entirely) flats, boarding houses, or Small-Scale Rental Units / SSRUs).</li> </ul> | <ul style="list-style-type: none"> <li>i. Human Settlements</li> <li>ii. Rec &amp; Parks</li> <li>iii. Urban Mobility</li> </ul> | <b>Priority 2:</b><br>(high priority)   | <ul style="list-style-type: none"> <li>i. Pre-paid water meters to backyarders</li> <li>ii. Pre-paid electricity meters to backyarders</li> <li>iii. Temporary (highly managed) communal ablution facilities in civic space areas which revert in longer term to civic space.</li> <li>iv. Reclaim civic space, through long term reversion of informal settlement areas to public space, and through rezoning processes.</li> <li>v. Pro-active blanket rezoning, and introduction of loan facility options to facilitate new more sustainable sub-letting options and forms.</li> <li>vi. Green network and NMT roll-out</li> </ul> |
|   | <b>B. Wetlands informal settlement area</b><br><br>Current (2023): ±2500 households (at density ±250du/ha) although ±500 are  | <ul style="list-style-type: none"> <li>i. Relocate all informal housing from this area to permit construction of Houmoed Ave. and formal residential development in infill area south of this road.</li> <li>ii. Relocation must be tied directly to, and commence with, 1<sup>st</sup> phase of Houmoed Avenue development process.</li> <li>iii. Due to extreme land scarcity for TRAs in the area, relocation to ideally be primarily to erf 5131-re which</li> </ul>   | <ul style="list-style-type: none"> <li>i. New Settlements (Human Settlements)</li> <li>ii. Urban Mobility</li> </ul>             | <b>Priority 1 (Critical priority):</b><br>Should commence as soon as relocation | <ul style="list-style-type: none"> <li>i. <u>Constitute an inter-dept PMT to understand and co-ordinate different, and especially inter-dependent, dept requirements and actions.</u> Most critical directorates are Human Settlements and Urban Mobility. Other key directorates are Spatial Planning and Environment and Property Management.</li> </ul>  |

| Intervention Sectors | Implementation areas  | Key Implementation Issues  | Responsible Dept.   | Prioritisation                          | Priority Actions & Project Identification (including existing projects)  |
|----------------------|---|--|---|---|--|
|                      | currently residing in a TRA on the (former) sportsfields.<br><br>Planned: ±501 households at density ±170 du/ha                     | is proposed as TRA site initially, and then (once TRA function completed) as permanent formal residential (as per current formal land use approval for 635du's). Since not all households can be relocated simultaneously, this relocation is to occur in a (two-) phased roll-over process, where only (the western) part of the wetland area is initially relocated, and once roadway and formal residential area developed then relocated households are re-settled into formally serviced residential area.<br>iv. Relocation back the newly redeveloped Houmoed Ave. housing area should be determined and led by which households qualify for housing/an erf.<br>v. Relocation off the wetlands to erf 5131-re as a TRA site be on a temporary basis (to later be cleared in prep for the next development phase) and include an excess of households until the 2 <sup>nd</sup> (or final) phase of Houmoed Road and associated residential infill is completed. |   | areas are available.                    | ii. Relocate all informal settlements in wetlands area to nearby TRA. Receiving site to be primarily erf 5131-re,<br>iii. If required then the above receiving site needs to be supplemented by purchase of erven in the smallholdings area. The latter is in any event a proposed action. It is proposed that such purchased area be for the purposes of a future sportsfield in the 'facilities hub area' near the secondary school, but that in the short to medium term it is utilised as an additional TRA site to assist with the Houmoed Ave road and housing development process.<br>iv. Commence earthworks and servicing for development of Houmoed Avenue and residential to the south of it.<br>v. Commence earthworks etc to rehabilitate the degraded parts of the wetland area<br>vi. Construct residential on identified areas south of Houmoed.<br>vii. Relocate identified recipients back to the residential area |
|                      | <b>C. Erf 5131-rem</b><br><br>Current (2023): ±0 households at density ±0du/ha<br><br>Planned: ±635 households at density ±220du/ha | i. Existing development approval (for 635 du's etc.) signals that urban development is appropriate on this site. However, a TRA on this site is very important (given the lack of sufficient alternative sites) to realise the development of Houmoed Avenue extension and associated formal residential area inside the urban edge. For this to occur however a further (TRA) application is required for approval.<br>ii. A conventional TRA on erf 5131-re will not be sufficient to provide for the necessary temporary relocation process.<br>iii. To assist however alternative TRA structures on erf 5131-re, or part thereof, should be investigated to permit a denser development. Containers are recommended as 1 possibility but investigation is required on this and any other viable option.  | i. New Settlements (Human Settlements)<br>ii. Spatial Planning & UD | <b>Priority (Critical priority): 1:</b> | i. <u>Complete required land use (subdivision and rezoning) application/s.</u>   |
|                      | <b>D. Solele</b><br><br>Current (2023): ±0 households at density ±0du/ha<br><br>Planned: ±409 households at density ±110du/ha       | i. Optimising urban development on the remainder of the site (i.e. excluding the fire station area) in terms of type, location, and quantum of GAP housing and public facilities. Public facility component to primarily comprise sportsfield/s as relocation from current sportsfields site (which has been a TRA since 2020).<br>ii. Ensure all new development includes appropriate grading of intensity / density of residential   | i. Fire Services<br>ii. New Settlements (Human Settlements)         | Priority (lower priority) <b>3:</b>     | i. Encourage prioritisation of the Mayoral housing development process for this site.<br>ii. Consider proposed developments in terms of local area housing and social / public facilities needs.<br>iii. Support appropriate development options in terms of site-development principles.  |

| Intervention Sectors   | Implementation areas  | Key Implementation Issues  | Responsible Dept.  | Prioritisation  | Priority Actions & Project Identification (including existing projects)  |
|--|---|--|--|---|--|
|  |   | development and the built interface between it and adjacent properties.  |  |   |  |
|  | <p><b>E. Smallholdings area</b></p> <p>Current (2023): ±0 households at density ±0du/ha</p> <p>Planned: ±households at density ±....du/ha</p>   | <p>i. Willing buyer willing seller</p> <p>ii. Fair value for properties</p> <p>iii. Responsible City departments and external departments.</p> <p>iv. Key properties to acquire first</p> <p>v. Avoiding any land invasion</p>   | <p>i. New Settlements (Human Settlements)</p> <p>ii. Property Management</p>                   | <p>Priority 1: (critical priority – unless sufficient alternatives are identified and acquired)</p> | <p>i. Identify departmental needs in the area in relation to holistic (LSDF) plan and 'on the ground' realities to determine who drives the acquisition and development process.</p> <p>ii. Consider as a key informant the short-term use of these erven for a TRA and long term conversion to public facility (ideally sportsfield) use.</p> <p>iii. Identify funding sources and quantum required and available.</p> <p>iv. Identify land / erven most appropriate for future requirements and availability for purchase.</p> <p>v. Evaluate potential sale &amp; acquisition prices for each erf</p> <p>vi. Commence acquisition process</p> |
|  | <p><b>F. Remote sites:</b></p> <p>Current (2023): ±0 households at density ±0du/ha (although 28 informal du's)</p> <p>Planned: ±... households at density ±....du/ha</p>  | <p>i. Identification of possible sites. This could, depending on landowner future plans, possibly include erf 5144 Ocean View (or at least a part thereof), erf 17776 (or part thereof), etc.</p> <p>ii. Quantify potential development costs in relation with housing type</p>  | <p>i. Spatial Planning &amp; UD</p> <p>ii. New Settlements</p> <p>iii. Property Management</p> | <p>Priority 6: (lower priority)</p>   | <p>i. Identify potential sites in relation to developability, existing plans for the sites, ownership and zoning etc.</p> <p>ii. Align new planning into forward planning processes</p> <p>iii. Ensure these possible sites are not lost as opportunities in future (through disposal etc.)</p>  |
| <p>2. Movement</p>  | <p><b>A. Urban upgrade area</b></p> <p>Current (2023): existing road network</p> <p>Planned: potential link from Masi southwards into smallholdings area (Masonwabe Road via erf 2985 to Francolin Way; and Masonwabe Road via erf 2961 to Guineafowl Road)</p> | <p>i. Focus on development of Pokela Road as an activity route and important public transport link between Kommetjie Road and Houmoed Avenue.</p> <p>ii. Focus on NMT network provision</p> <p>iii. Over longer term (when budget becomes available for lower priority actions) enhance integration of Masiphumele with adjacent urban areas by opening further access routes (e.g. Myeza Road through to Bordeaux Road; Masonwabe through to Francolin Way)</p> | <p>i. Urban Mobility</p> <p>ii. Spatial Planning &amp; UD</p>                                  | <p>Priority 3: (Medium Priority)</p>  | <p>i. Undertake necessary maintenance and upgrade.</p> <p>ii. Ensure road reserves (pavements) are free of informal settlement encroachment.</p> <p>iii. Focus on improvement of key routes re-greening and landscaping (given the paucity of open space in the area).</p>   |
|  | <p><b>B. Wetlands informal settlement area</b></p>  | <p>i. Construct Houmoed Avenue as well as local residential area (class 4) feeder routes</p>   | <p>i. Urban Mobility</p> <p>ii. Human Settlements</p>  | <p>Priority 1: (Critical Priority)</p>  | <p>i. <u>Constitute an inter-dept PMT to understand and co-ordinate different, and especially inter-dependent, dept</u></p>  |

| Intervention Sectors | Implementation areas  | Key Implementation Issues  | Responsible Dept.   | Prioritisation                      | Priority Actions & Project Identification (including existing projects)   |
|----------------------|---|--|---|-------------------------------------|---|
|                      | <p>Current (2023): informal vehicle and informal pedestrian ways off Pokela and Masimola Roads</p> <p>Planned: roads and stormwater as required per an approved medium-high residential development area.</p>                             | <p>ii. Align residential area services provision with road construction</p> <p>iii. Relocation process must be directly linked to the commencement of the Houmoed Avenue development process (to ensure no further land invasion occurs). That is, relocation should only commence once the Houmoed Avenue construction process commences.</p> | iii. Spatial Planning & UD                                    |                                     | <p><u>requirements and actions.</u> Most critical directorates are Human Settlements and Urban Mobility. Other key directorates are Spatial Planning and Environment and Property Management.</p> <p>ii. Land use application (and EIA) process for proposed residential area development south of the proposed Houmoed Avenue road.</p> <p>iii. Prioritise both the road and housing projects on City budgets as a critical priority.</p> <p>iv. Secure multi-year funding</p> <p>v. Complete detailed designs.</p> <p>vi. Commence TRA phasing and relocation process.</p> <p>vii. Commence construction.</p> |
|                      | <p><b>C. Erf 5131-rem</b></p> <p>Current (2023):</p> <p>Planned:</p>  | <p>i. Construct roads for TRA on erf 5131-re in the short term, with likelihood of informal settlement in the medium term and formal residential development in the long term.</p> <p>ii. Particular emphasis should be on utilising road construction to secure a sustainable interface between urban and adjacent natural areas.</p>         | <p>iv. Spatial Planning &amp; UD</p> <p>v. Urban Mobility</p> | Priority <b>2:</b> (high priority)  | <p>i. Prioritise, through the Human Settlements housing development process, especially outer road construction (along the urban development edge) to assist with ensuring no informal settlement encroachment into the wetlands area.</p>  |
|                      | <p><b>D. Solele</b></p> <p>Current (2023):</p> <p>Planned:</p>  |  | i. Urban Mobility   | Priority <b>4:</b> (lower priority) | <p>i. Internal circulation and access to site to be formalised and developed through the Human Settlements development process.</p>   |
|                      | <p><b>E. Smallholdings area</b></p> <p>Current (2023):</p> <p>Planned: potential link from smallholdings northwards into Masi area (Masonwabe Road via erf 2985 to Francolin Way; and Masonwabe Road via erf 2961 to Guineafowl Road)</p> |  | i. Urban Mobility   | Priority <b>4:</b> (lower priority) | <p>i. Plan for a future road network to support medium density type residential developments on certain sites (especially within or near identified local urban node areas) - as well as retention and consolidation of urban agriculture smallholdings on others.</p>  |
|                      | <p><b>F. Remote sites:</b></p> <p>Current (2023):</p>   |  | i. Urban Mobility   | Priority <b>5:</b> (lower priority) | <p>i. Little or no implications due to existing movement network and comparatively small sizes of sites.</p>  |

| Intervention Sectors  | Implementation areas  | Key Implementation Issues   | Responsible Dept.  | Prioritisation                | Priority Actions & Project Identification (including existing projects)  |
|---|---|---|--|-------------------------------|--|
|   | Planned:  |   |  |                               | ii. Any internal circulation and access to site to be formalised and developed through the development process.                          |
| 3. Infrastructure services<br> | <b>A. Urban upgrade area</b><br><br>Current (2023): existing network & capacities<br>Planned: capacity upgrades if and where necessary                | i. Improve conditions for backyard renters and owners through regular infrastructure maintenance and rapid response to problems.<br>ii. Plan for and implement provision of appropriate services geared to accommodating existing informal backyarders in the short term, but also to accommodate similar numbers and density with transformation to fully formalised residential development in the medium to long term. | i. Stormwater (Urban Mobility)<br>ii. Electricity<br>iii. Informal Settlements (Human Settlements) | Priority 2: (high priority)   | i. Relevant infrastructure services depts. to prioritise as appropriate in response to increasing capacity demand.                       |
|   | <b>B. Wetlands informal settlement area</b><br><br>Current (2023): temporary services<br>Planned: as per requirements for medium-high density housing | i. Ensure (continued) provision and maintenance of minimum required services in the short term, including rapid response to problems arising.<br>ii. A key consideration is management (re- quality) of stormwater flow into wetland area from the site as well as entire Masiphumelele area catchment.   | i. Stormwater (Urban Mobility)<br>ii. Electricity<br>iii. Informal Settlements (Human Settlements) | Priority 4: (lower priority)  | i. Relevant infrastructure services depts. to prioritise as appropriate in response to detailed human settlements planning for the area. |
|   | <b>C. Erf 5131-rem</b><br><br>Current (2023):<br><br>Planned:   | i. Develop services in preparation for a TRA in short term but to to accommodate formal residential into the medium and long term.<br>ii. Services should be planned as per the approved development as a minimum, but should make provision for higher densities both in the shorter (re- a TRA) and longer term (higher density formal development).  | i. Stormwater (Urban Mobility)<br>ii. Electricity<br>iii. Informal Settlements                     | Priority 2: (high priority)   | i. Relevant infrastructure services depts. to prioritise as appropriate in response to detailed human settlements planning for the area. |
|   | <b>D. Solele</b><br><br>Current (2023):<br><br>Planned:   | i. Plan for provision of appropriate services to support GAP housing as planned.  | i. Stormwater (Urban Mobility)<br>ii. Electricity<br>iii. Informal Settlements (Human Settlements) | Priority 3: (medium priority) | i. Relevant infrastructure services depts. to prioritise as appropriate in response to detailed human settlements planning for the area. |
|   | <b>E. Smallholdings area</b><br><br>Current (2023):<br><br>Planned:   | i. Planning for appropriate services that will incrementally over the medium to longer term accommodate higher density and intensity development. The challenge will be the likely piecemeal development process, and possibility of pockets of medium density residential among others that will remain smallholding, transform to public facility, and possibly include a sportsfield area.                             | i. Stormwater (Urban Mobility)<br>ii. Electricity<br>iii. Informal Settlements (Human Settlements) | Priority 3: (medium priority) | i. Relevant infrastructure services depts. to prioritise as appropriate in response to development planning and outcomes in this area.   |

| Intervention Sectors   | Implementation areas  | Key Implementation Issues  | Responsible Dept.   | Prioritisation                   | Priority Actions & Project Identification (including existing projects)   |
|--|---|--|---|----------------------------------|---|
|  | F. Remote sites:<br><br>Current:<br>Planned:                            | i. Plan for provision of appropriate services for medium density development on all identified urban infill areas (NDAs in the District Plan, 2023).   | i. Stormwater<br>ii. Electricity<br>iii. Informal Settlements (Human Settlements) | Priority 5:<br>(lower priority)  | i. Relevant infrastructure services depts. to prioritise as appropriate in response to development planning and outcomes in these areas.  |
| 4. Recreation (and Parks)<br><br> | A. Urban upgrade area<br><br>Current (2023):<br>Planned:                | i. Ensure lost POS (including squares / forecourts & pavements and sportsfields) can be reclaimed and transformed in the longer term. Also requires creative additions combining public and private land (e.g. making parts of street & church forecourts public space areas).<br>ii. Focus on quality open space. This requires properties fronting onto open space & include visually permeable boundaries (re-surveillance etc.).<br>iii. Develop the green network in association with NMT network. However, focus on hardening areas (with appropriate landscaping etc) where use is intensive (which is likely in many parts of Masi).<br>iv. Maintain the green network as far as possible. This requires active buy-in by community. | i. Rec & Parks<br>ii. Urban Mobility  | Priority 3:<br>(medium priority) | i. Undertake necessary maintenance and upgrade of existing open space areas.<br>ii. Reserve existing zoned open spaces that currently have informal settlement thereon for future re-development as open space areas. This includes the sportsfields on erf 5461. |
|  | B. Wetlands informal settlement area<br><br>Current (2023):<br>Planned: | i. Protect the adjacent natural environmental area.<br>ii. Leverage recreational and economic value from this nature area where possible and as appropriate. This includes perceiving tangible value in this area for a community with high current survivalist needs.   | i. Environment<br>ii. Rec & Parks<br>iii. SANParks<br>iv. Urban Mobility          | Priority 2:<br>(high priority)   | i. Plan for future maintenance of any possible future open space/s according to outcomes of detailed human settlements planning and development for this area.  |
|  | C. Erf 5131-rem.<br><br>Current (2023):<br>Planned:                     | i. Protect the adjacent natural environmental area.<br>ii. Leverage recreational and economic value from this nature area where possible and as appropriate. This includes perceiving tangible value in this area for a community with high current survivalist needs.   | i. Environment<br>ii. City Parks<br>iii. SANParks<br>iv. Urban Mobility           | Priority 2:<br>(high priority)   | i. Plan for future maintenance of any possible future open space/s according to outcomes of detailed human settlements planning and development for this area.  |
|  | D. Solele<br><br>Current (2023):<br>Planned:                            | i. Ensure some open space is provided for. This may include creative design of streets and their pavements.  | i. Environment<br>ii. Rec & Parks<br>iii. SANParks<br>iv. Urban Mobility          | Priority 4:<br>(lower priority)  | i. Plan for future maintenance of any possible future open space/s according to outcomes of development for this area.  |
|  | E. Smallholdings area<br><br>Current (2023):<br>Planned:                | i. Consider planning for, acquisition of, and development of an additional sports facility for the Masiphumelele community into the long term. This is critical if the sportsfield use of the current sportsfield area is permanently lost, and would therefore require at least as much sportsfield provision to make up for the loss.  | i. Rec & Parks<br>ii. Urban Mobility  | Priority 5:<br>(lower priority)  | i. Undertake necessary investigation of need / requirements for a sportsfield in this area, as well as potential site (erven) for acquisition and possible funding sources.<br>ii. Consider possible high importance prioritisation of this depending on needs    |

| Intervention Sectors | Implementation areas   | Key Implementation Issues   | Responsible Dept.                   | Prioritisation                          | Priority Actions & Project Identification (including existing projects)  |
|----------------------|--|---|-------------------------------------|---|--|
|                      |  | ii. This should ideally be linked to current (& any future) school facilities in this area (ie. in the eastern part.<br>iii. Where possible contribute to developing linkage through site to existing green network in Masiphumelele and north of it.   |                                     |   | for an additional TRA in the area to support the realisation of the Houmoed Avenue road and urban development processes.   |
|                      | <b>F. Remote sites:</b><br><br>Current (2023):<br><br>Planned:                 | i. Unless close to existing POS ensure some open space is provided for on these sites. This may include creative design of streets and their pavements.   | i. City Parks<br>ii. Urban Mobility | Priority <b>6</b> :<br>(low priority)   | i. Plan for future maintenance of any possible future open space/s according to outcomes of development in any of these areas.   |
| 5. Employment        | <b>A. Urban upgrade area</b><br><br>Current (2023):<br>Planned:                | iii. Facilitate private sector formal commercial development on ground floor around area of intersection of Pokela and Kommetjie Roads (e.g. on PTI site erf 1866, and 1728).<br>iv. Support structured informal trading in a focal civic space in the above area.  | i. City                             | Priority <b>4</b> :<br>(lower priority) | i. Pro-active blanket rezoning, and introduction of loan facility options to facilitate new more sustainable sub-letting options and forms.<br>ii. Utilise local employment where possible for any green network and NMT roll-out in the area.   |
|                      | <b>B. Wetlands informal settlement area</b><br><br>Current (2023):<br>Planned: | i. Support private sector informal commercial activities / development within this area but not along the urban edge (outer row of properties) until TRA temporary function is completed. Highest priority remains maximising residential in a TRA here. Thereafter support, and facilitate, formal commercial / business development in key designated high access locations along Houmoed Avenue. |                                     | Priority <b>6</b> :<br>(low priority)   | i. Pro-active blanket rezoning, and introduction of loan facility options to facilitate new more sustainable sub-letting options and forms.<br>ii. Consider where, and plan for, potential economic activity on properties along parts of the proposed new Houmoed Avenue road extension, potentially most appropriately in vicinity of intersection with Pokela Road and with Abingdon Road.<br>iii. Utilise local employment where possible for any green network and NMT roll-out |
|                      | <b>C. Erf 5131-rem</b><br><br>Current (2023):<br>Planned:                      | i. Support private sector informal commercial activities / development within this area but not along the urban edge (outer row of properties). Highest priority remains maximising residential in a TRA here.  |                                     | Priority <b>6</b> :<br>(low priority)   |  |
|                      | <b>D. Solele</b><br><br>Current (2023):<br>Planned:                            | i. Support working from home activities, but formal employment areas should be restricted to high accessibility business area/s north of Kommetjie Road.  |                                     | Priority <b>4</b> :<br>(lower priority) |  |
|                      | <b>E. Smallholdings area</b><br><br>Current (2023):<br>Planned:                | i. Support private sector formal employment intensification and growth on urban agriculture properties, in existing and potential industrial area, and existing and potential commercial development areas near identified urban nodes  |                                     | Priority <b>2</b> :<br>(high priority)  | i. Pro-active blanket rezoning to facilitate mixed use and formalisation of an additional new industrial area adjacent to Houmoed Road (see map).<br>ii. Green network and NMT roll-out  |
|                      | <b>F. Remote sites:</b><br><br>Current (2023):<br>Planned:                     |   |                                     | Priority <b>6</b> :<br>(low priority)   |  |

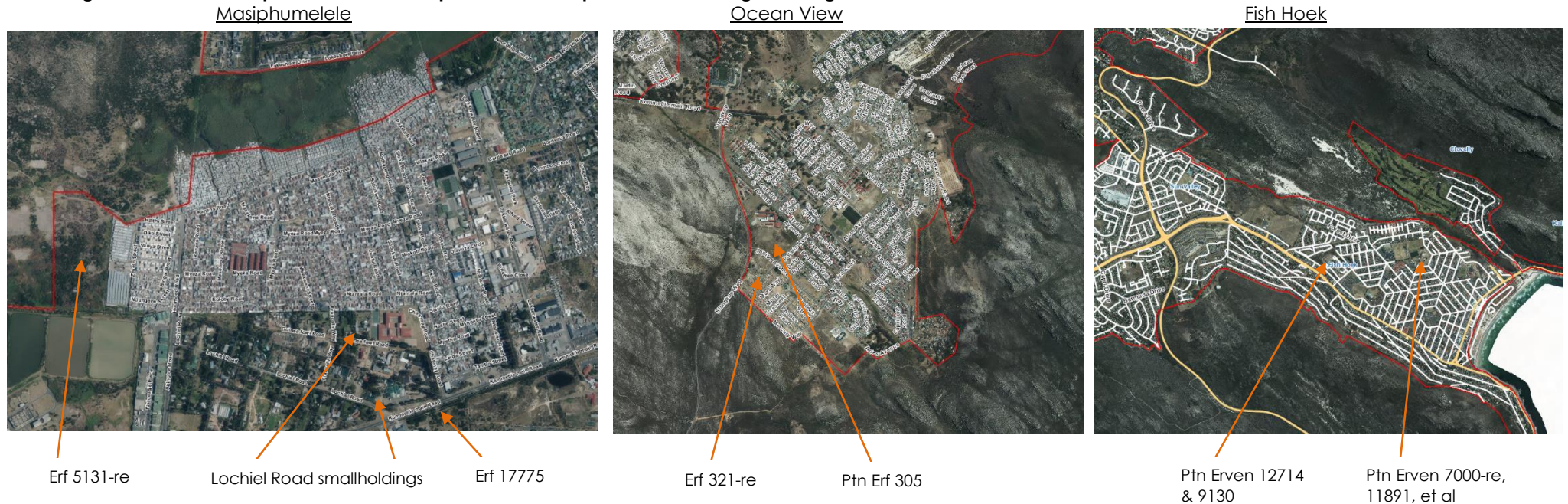
| Intervention Sectors | Implementation areas   | Key Implementation Issues   | Responsible Dept.  | Prioritisation                           | Priority Actions & Project Identification (including existing projects)  |
|----------------------|--|---|--|--|--|
| 6. Public services   | <b>A.</b> Urban upgrade area<br>Current (2023):<br>Planned:                    | i. Ensure sufficient appropriate services available within the existing urban area. If not, this needs to be planned for other adjacent areas such as within the smallholdings area or Solole site.   | i. WCG education<br>ii. WCG health<br>iii. Social Services | Priority <b>3</b> :<br>(medium priority) | i. Investigate (or confirm) requirements for different services in this area.<br>ii. Ensure necessary maintenance or upgrade or existing services where required.  |
|                      | <b>B.</b> Wetlands informal settlement area<br><br>Current (2023):<br>Planned: | i. Ensure sufficient appropriate services are available within the adjacent existing Masi urban area (or nearby areas where this is still possible).  |  | Priority <b>3</b> :<br>(medium priority) |  |
|                      | <b>C.</b> Erf 5131-rem<br><br>Current (2023):<br>Planned:                      | i. Ensuring sufficient appropriate services available within surrounding urban area.  |  | Priority <b>2</b> :<br>(high priority)   |  |
|                      | <b>D.</b> Solele<br><br>Current (2023):<br>Planned:                            | i. If sufficient appropriate services to the existing (and future growth) local community cannot be provided for within the existing Masi urban area then this needs to be planned and provided for in this area (or smallholding area).                    |  | Priority <b>4</b> :<br>(lower priority)  | i. Plan for, prioritise and budget for, and undertake necessary action to acquire a portion of this erf for necessary additional City services if this is most appropriate here.<br>ii. Support other services regarding the above where necessary (e.g. police, education). |
|                      | <b>E.</b> Smallholdings area<br><br>Current (2023):<br>Planned:                | i. If sufficient appropriate services to the existing (and future growth) local community cannot be provided for within the existing Masi urban area then this needs to be planned and provided for in (preferably eastern part) of this smallholding area. | i. WCG education<br>ii. WCG health<br>iii. Social Services | Priority <b>4</b> :<br>(lower priority)  | iii. Plan for, prioritise and budget for, and undertake necessary action to acquire erven for necessary additional City services.<br>iv. Support other services regarding the above where necessary (e.g. police, education).  |
|                      | <b>F.</b> Remote sites:<br><br>Current (2023):<br>Planned:                     | i. Ensure sufficient appropriate services are available or planned for in the surrounding urban area.   |  | Priority <b>6</b> :<br>(low priority)    |  |

**Table 14: The Proposed and Possible Areas and Quantums to Address the Housing Challenge**

| THE CHALLENGE                  |                                  |   |  |                                    |   |
|--------------------------------|----------------------------------|---|--|------------------------------------|---|
| Indicator                      | Detail                           | Quantum 2023  |  |                                    |   |
| Total Population 2023          | estimated                        | ±44000 people (±6000hseholds informal and 1500hseholds formal) (ave household size/s = ?) |  |                                    |   |
| Housing need 2023              | To formally house all households | ±6000 (±2500 in wetlands and ±3500 in formal area)  |  |                                    |   |
| Addit. housing need by 2035    | estimated                        | ±5000 (4907 in 2023)  |  |                                    |   |
| Total housing need by 2035     | estimated                        | ±11000du's  |  |                                    |   |
| ADDRESSING THE CHALLENGE       |                                  |   |  | Possible Quantums                  |   |
| Area                           | Detail                           | Quantum 2025  | Proposal   | Short-med term                     | Med-Long term   |
| A. Urban upgrade area (i.e. in | Original formal township area    | ±5000du (±1500du formal &   | Conversion of residential erven to SSRUs (based on market demand but with an appropriate funding mechanism in support) to formalise existing demand (the qualifiers for affordable housing on erf 5131-re – & also the qualifiers for GAP on erf 17775 - would be excluded from the 3500du need) | ±1000du (less those qualifying for | ±2500du as well as ±1000du (additional future growth) |

|                                    |   |  |  |                                    |   |
|------------------------------------|---|--|--|------------------------------------|---|
| existing urban area)               |   | 3500du informal)   |  | erf 5131-re and Solole)            |   |
|                                    |   |  | Incremental voluntary 'upscaling relocation' to affordable accommodation elsewhere in the sub-district or further afield.  | ±250du                             | (±3750du additional growth to urban area or remote sites - see below) |
| B. 'Wetlands area'                 | Informal settlement area (mostly outside urban edge)  | ±2500du (2000du plus 500du already located on sportsfield TRA) | New affordable housing provided south of, and in association with, the new integrated Houmoed Road and residential development.  |                                    | ±600du  |
|                                    |   |  | Incremental upgrade of the sportsfield site current TRA to permanent informal settlement and later as formal urban area.   | ±500du                             | ±100du  |
|                                    |   |  | 'Non-qualifiers', and those that cannot be accommodated in the above 2 areas, that need relocation (this excludes those already on the sportsfields TRA). To be located in appropriate sites in Lochiel Road smallholdings area.   | Find housing elsewhere for ±1350du |   |
| C. Erf 5131-re                     | Vacant site recently approved   | 0  | Developed for 635du as planned and approved.   | ±635du                             | ±250du  |
| D. Erf 17775 (Solole)              | Vacant but identified for Public facilities & GAP housing   | 0  | ±15000m <sup>2</sup> (1.5ha) for GAP (with remainder for sportsfield complex for Masi)   | ±150du                             |   |
| E. Lochiel Road Smallholdings area | Private urban agric & extensive residential but identified for GAP and other public housing, and potentially public facilities, and focussed on under-utilised land primarily in the east, & on a willing buyer willing seller basis. | 0  | GAP/affordable/lower-income-market housing on Private sector developed sites. These may be throughout the area but optimal locations are those under-utilised that are within local/neighbourhood urban nodes. (potential 1 <sup>st</sup> market-based opportunity for GAP could result on proposed development of 171du on erven 5016-re & 5017-re)   | ±50du                              | ±650du  |
|                                    |   |  | Sites (as preferred alternative) to be acquired by City for conventional 4 storey affordable residential, and possibly/probably a short-term intermediate TRA facility (for those who do not qualify for any form of public housing) which later can be additional public facilities area (e.g. school). Most appropriate initial erven (subject to specific site constraints) are in the east, and potentially 5008 & ptn of 4993 (on Lochiel Road, of ±5600m <sup>2</sup> & ±4300m <sup>2</sup> ) and erven 4969 & 4968 & 4975 (on Guineafowl Road, of ±4000m <sup>2</sup> , ±4100m <sup>2</sup> & ±4000m <sup>2</sup> ): Total area = potential ±22000m <sup>2</sup> (±2.2ha) | ±1000du                            | ±350du  |
| F. Remote sites                    | Vacant land inside urban edge   | 0  | Possible Ocean View sites for low-income or GAP development (subject to specific site constraints). This includes erf 321-re (±27000m <sup>2</sup> ) and portions of erf 305 (±9000m <sup>2</sup> ), 306-re, and erf 5144.   |                                    | ±200du  |
|                                    | Vacant land inside urban edge   | 0  | Possible distant sites in Far South for GAP or lower-middle income market-related opportunities on City-owned land. This include parts of erven 12714 and 9130 (hospital site), portions of erven 7000-re, 11891, 11889 et al in Fish Hoek, and possibly GAP on small NE or SE portion of erf 4836-re in Noordhoek.  |                                    | ±300du  |
|                                    | Redevelopment of urban area   | 0  | Redevelopment (and intensification) of erven in the existing urban area in 'the Far South', especially in the CBD / urban node areas in Fish Hoek and Sun Valley mall area, with smaller more affordable (either rental or owned) residential units.   |                                    | ±300du  |

**Figure 11: Location of potential sites to help meet the Masiphumelele housing challenge**



### 5.3 Critical Implementation Actions

The implementation of key proposals identified in this LSDF for Masiphumelele and its immediate environs, require some critical immediate actions. These are detailed below:

- a. **The identification, acquisition, and preparation of adequate land for temporary, and also permanent, relocation of informal settlement households from the 'wetlands area'.**
  - i. This requires a minimum total land area of  $\pm 6.5$ ha in reasonably close proximity to Masiphumelele, and is proposed to involve acquisition by the City's Human Settlements Dept. of sufficient erven within the Lochiel Road smallholdings area (*see Note\* below*).
  - ii. This acquisition is to be on a 'willing buyer willing seller' basis, and is envisaged to comprise primarily under-utilised extensive residential erven. Ideally these are contiguous with, or in close proximity to one another, and ideally in the east near existing transformed former smallholding erven (now school and other public facility sites) or along the northern border of the smallholdings area at or near the interface with the existing Masiphumelele urban area.
  - iii. This land is to be developed for beneficiary households and, on a temporary basis, for non-beneficiary households from the 'wetlands informal settlement area' so as to permit the construction of the Houmoed Avenue bypass route along the northern border of Masiphumelele, as well as the subsequent formal development of medium density housing on the remainder area between the new Houmoed Avenue extension and the norther edge of existing formal residential area of Masiphumelele.
- b. **The establishment of a specific-purpose PMT to:**
  - i. Ensure urgent initiation of, and co-ordination of, the development process to address the 'Wetlands' area housing and Houmoed Road construction challenges;
  - ii. Provide co-ordination oversight of all further municipal development processes aimed at improvement of the Masiphumelele area

- c. **The establishment of a social compact by leadership representing all key local communities** in the Masiphumelele and environs local area to:
- Ensure, as first priority, the smooth execution of the proposed 'Wetlands' area housing development and Houmoed Road construction, but also
  - Enable and assist with all other planned major municipal development process in this area.

**(Note\*):**

Although extremely limited, there are a few limited possible vacant or under-utilised land options available for the accommodation of households in the 'wetlands informal settlement area' (that is outside the urban edge and needing also to be relocated so as to allow for the construction of the Houmoed Avenue extension along the alignment of the urban development edge line).

Importantly, the required (and recommended) option needs:

- to be implementable: Key issues here are that the site is inside the urban edge line, can be acquired, is not embedded in other residential areas (where, given the nature of development, 'fit' in that area is not appropriate and opposition may be excessive), is of sufficient size (either itself, or through consolidation with or proximity to additional sites) to assist with implementation (re- delivery and management), and is reasonably close to the existing settlement (re- social networks, urban opportunities etc.).
- to accommodate up to 1400 households: This needs to provide a full necessary tenure range, whilst ensuring no further establishment of illegal informal settlement.
- to include both a temporary and permanent accommodation capacity: This is so as to allow for:
  - a roll-over function as phases of Houmoed Road and associated infrastructure services area for adjacent future residential (inside the urban edge);
  - permanent settlement for those who qualify for some form of public housing;
  - temporary settlement of those who do not qualify for any public housing (e.g. foreign nationals) until such time as they can assimilate themselves into other accommodation elsewhere.
- Economic growth, employment and raised average income levels: This is so as facilitate access for all households to formal housing opportunities, whether through ownership or (more likely) rental.

The potential options, and preferred option (as referred to in s5.3.a.i above), for addressing the critical requirement of relocation of informal settlements out of the wetlands area to permit construction of the Houmoed Avenue extension and development of adjacent formal housing, is briefly summarised below:

**Table 15: The Preferred Option, and Why, for Relocation of 'Wetlands Informal Settlement'**

| No. | Vacant or Under-Utilised Sites            | Location Context  | Size (ha)  | Constraints   | Opportunities  | Preferred Option |
|-----|---|---|------------|---|--|------------------|
| 1   | Erf 5131-re and rem of Erf 17775 (Solole) | Adjacent and east of Masi, and South of Masi (abutting Kommetjie Road next to fire station) | 5.3<br>4.1 | <ul style="list-style-type: none"> <li>Strong opposition likely by Masi community re- planned / almost approved dev on erf 5131-re</li> <li>Planned Mayoral priority GAP project, and also planning for a sportsfield complex, on rem erf 17775,</li> <li>Complicated as will require multiple 'roll-over' phases involving other sites, and each phase is highly risk-prone</li> <li>Will anyway require acquisition of significant other land (eg. smallholdings area)</li> </ul> | <ul style="list-style-type: none"> <li>City owned vacant land inside the urban edge.</li> <li>1<sup>st</sup> phase could begin without land acquisition (current applications and planning notwithstanding)</li> </ul> | no               |
| 2   | Multiple smallholding erven               | Lochiel Road smallholdings  | 20         | <ul style="list-style-type: none"> <li>Multiple privately-owned ±4000m<sup>2</sup> erven</li> <li>Will req majority (potentially 70%) of area</li> <li>High land prices</li> <li>Strong opposition by non-sellers</li> <li>Potential steep income interface with remaining smallholders</li> </ul>  | <ul style="list-style-type: none"> <li>A single site/area &amp; initiative to meet entire need</li> <li>Directly adjacent &amp; thus integral part of Masi</li> <li>Area mostly under-utilised</li> </ul>              | YES              |

|   |   |                                       |                    |   |   |    |
|---|---|---------------------------------------|--------------------|---|---|----|
|   |   |                                       |                    | <ul style="list-style-type: none"> <li>Private developers may have their own plans</li> </ul>   | <ul style="list-style-type: none"> <li>Could integrate Masi better with Kommetjie Road</li> </ul>   |    |
| 3 | Erf 5142-re (Kompanjistuin)                       |                                       | 22                 | <ul style="list-style-type: none"> <li>Privately-owned erf, with approved plans, so acquisition difficult</li> <li>On north slope so high income area land price</li> <li>Opposition by high income neighbours likely</li> <li>A slope (1:7) so higher building costs</li> <li>Not integrated with Masi &amp; far from local facilities, and dependent on public transport provision</li> </ul>   | <ul style="list-style-type: none"> <li>A single site/area &amp; initiative that could accommodate all 'wetlands' households</li> <li>Area still not developed</li> </ul>            | no |
| 4 | Erf 5144  | Ocean View                            | 4.5                | <ul style="list-style-type: none"> <li>Land not owned by City</li> <li>Large central part already being approved for development</li> <li>Land invasion has occurred on southern part</li> <li>Will anyway require acquisition of significant other land (eg. smallholdings area)</li> </ul>  | <ul style="list-style-type: none"> <li>Small parts still not developed</li> <li>Land on urban edge, and interface income gradient lower, so likely less local opposition</li> </ul> | no |
| 5 | Erf 306-re, 321-re and portions of erf 305 & 1209 | Ocean View potential infill sites     | 4.4; 2.0; 2.8; 1.5 | <ul style="list-style-type: none"> <li>Multiple small sites, so complex development</li> <li>Insufficient land so will req additional elsewhere</li> <li>Not integrated with Masi</li> <li>Sites embedded in Ocean View with strong opposition by local community likely, so high integration requirements</li> <li>Possible building challenges /costs due to site odd configurations, potentially unbuilt due to development costs on rocky outcrops</li> <li>Will anyway require acquisition of significant other land (eg. smallholdings area)</li> </ul> | <ul style="list-style-type: none"> <li>Available City infill areas still not developed</li> <li>Development interface income gradient lower</li> </ul>                              | no |
| 6 | Erf 12714   | Fish Hoek (adjacent to hospital site) | 1                  | <ul style="list-style-type: none"> <li>Small site, so will anyway require acquisition of significant other land (eg. smallholdings area)</li> <li>Embedded in upper middle income residential area so likely strong local opposition</li> </ul>   | <ul style="list-style-type: none"> <li>PGWC owned vacant land inside the urban edge.</li> </ul>   | no |
| 7 | Portion/s of Erf 4836                             | Noordhoek sportsfields etc            | 1.5; 2.0; 2.0      | <ul style="list-style-type: none"> <li>Outside the urban edge, so will require EIA and thus not certain any development possible</li> <li>Likely to face strong local community opposition</li> <li>Potential for illegal expansion</li> <li>Will anyway require acquisition of significant other land (eg. smallholdings area)</li> </ul>  | <ul style="list-style-type: none"> <li>City owned land.</li> </ul>  | no |

(note\*\*): the responsible implementing Directorate is Human Settlements, hence the preferred option is led primarily by this dept with due consideration for its ability as responsible Directorate to implement.

## 6 CONCLUSIONS and RECOMMENDATIONS

The following key conclusions and recommendations are summarised from this report:

### 6.1 Conclusions

1. Masiphumelele is a particularly unique development context. It originated as a small resettlement area coinciding with the advent of the new South Africa in the early 1990's. It has developed largely in isolation of surrounding urban and rural communities in the Far South, and now comprises nearly a third of the population of the entire Far South valley area, although occupying only a very small land area. Whilst some of this development has been planned, although generally hastily in reaction to growing numbers, much of it has been informal, at very high density, and in some instances into high risk areas, due to rapid influx into an area of relative economic opportunity but very limited scope for accommodating low income residents.
2. This development context involves a number of major, complex, inter-related challenges and indeed crises in Masiphumelele. This includes overcrowding, poor social and economic conditions, poor safety and security, and significant negative impacts on the natural environment. Whilst its location is in an area of comparative economic opportunity, relative to most low-income communities in the city, it has a high unemployment level and is poorly integrated within the Far South, which is itself an isolated valley enclave within the city, and thus quite far from wider city services and economic opportunities.
3. The key immediate daily challenge is a 'housing' crisis and attendant challenges that result. In simple terms this is attributable to extremely high residential densities due to massive backyard renting and limited expansion area for informal settlement growth, and the resultant inadequacy of available services and poor living conditions. But this is associated with complex inter-related challenges, including the following: 1) the failure of rental housing (non-payment, unwillingness of City to build new rental etc); 2) the very limited number of qualifiers for assisted / GAP housing; and 3) the evidence that additional BNG or site & service housing provision results in yet further backyard subletting and over-crowding etc. (due to limited other economic opportunities).
4. However, the over-arching challenge is an economic one. Most other challenges, generally inter-related, complex, and substantial, are attributable to low average incomes and to a low growth economy. Low skills and comparatively limited formal employment prospects, allied in part also to an inadequate movement system, has necessarily resulted in a large informal sector (with a primary activity being residential rental), but also social and environmental problems.
5. The way these problems and opportunities are addressed has implications for the nature and sustainability of the eventual outcome. Whilst some are engineering-based issues requiring scientific engineered solutions easily identified and dealt with by authorities, most are more complex and inter-related. Many also relate to the 'lived experience' of residents in Masiphumelele and require solutions understood, developed, bought into, and even implemented by local communities in association with authorities. *As such meaningful and sustained engagement and consultation with all key stakeholders, including local communities, is vital, and will result in adjustment and refinement of this LSDF over time.*
6. The preparation of a Local Area Spatial Development Framework (LSDF) for Masiphumelele aims to assist in addressing these challenges and opportunities, primarily by providing a broad medium to long term development vision for the area and providing development guidelines to help achieve this vision. This includes most importantly specific spatial parameters (e.g. a defined urban edge line and designated land use areas) associated guidelines to guide all future development, and finally, an implementation framework that could best assist in achieving the desired development vision and outcomes for the area.
7. The objective of the LSDF for Masiphumelele is thus to provide a broad framework to guide the development of Masiphumelele spatially into the short, medium and longer term future. It is therefore not a comprehensive all-encompassing development plan, but rather primarily a mechanism providing clear principles for future development, consolidated in a concept plan, which is then grounded in a development vision, spatial development framework, and broad spatial development guidance for identified precinct sub-areas within Masiphumelele which serves to align key stakeholder thinking and actions.

8. This LSDF for Masiphumelele proposes a focus on 3 primary spatial development strategies:
  - a. Improving general living conditions for Masiphumelele residents by providing broad development guidance for upgrade of the existing Masiphumelele area, as well as for identified possible/potential additional new urban expansion areas which are neither risk areas or valuable environmental areas.
  - b. Physically integrating a formalised Masiphumelele into surrounding urban areas and the Far South generally.
  - c. Improving access to services and opportunities for Masiphumelele residents in the local area as well as wider valley and metro area.
9. Based on these primary spatial development strategies the LSDF recommends 11 sub-strategies as key drivers for spatial development guidance within the Masiphumelele area. This spatial development guidance is also provided for 6 site-specific precinct areas within Masiphumelele itself as well as potential adjacent or more distant sites. These precinct areas are: 1) the existing formal Masiphumelele area; 2) the 'Masiphumelele wetlands area'; 3) an area west of Masiphumelele (remainder erf 5131); 4) the Solole site (erf 17775); 5) the adjacent smallholdings (mixed use) area; and 6) possible remote sites (such as erf 5144 Ocean View). The latter three are geared primarily for the expansion and integration of an upwardly mobile Masiphumelele community into the Far South generally.
10. The commencement of urgent land acquisition and housing development (by the City's Human Settlements Dept.) to permit the relocation of the 'wetlands informal settlement area' and development of Houmoed Avenue extension (by the City's Urban Mobility Dept.) along the north boundary of Masiphumelele, with formal residential development in the developable area inside the urban edge. This is recommended to be of ±6.5ha in the Lochiel Road smallholdings area by the City's Human Settlements Dept.
11. The LSDF guidance is completed with an implementation framework identifying broadly what actions are required, by whom, and how these actions should be prioritised over the short to medium term to result in the successful implementation of the LSDF. This guidance allows for flexibility of decision-making and action on detailed implementation in each area, which is necessary with site-specific circumstances and development processes, and ensures that current and future implementation is

substantially aligned and co-ordinated so as to realise a holistic, integrated, and sustainable development outcome for Masiphumelele.

12. The inter-relatedness and range of problems requires an integrated and holistic response. Key interrelated challenges are considerable and, addressing the housing and Hoemoed Road construction challenges in the 'Wetlands' area at (the very) least, is likely to require focussed 'hands on' project management oversight for the duration (from immediately) till completion. It is proposed this be through an specific-purpose PMT (inclusive of structured key external stakeholder engagements etc.). The problems being experienced in Masiphumelele are of a magnitude and inter-connectedness such that they will not be overcome in the short term. Therefore a prioritisation of responses is required, and addressing the 'Wetlands' area development challenge is proposed as of the highest priority.
13. There are other required key development-related activities in line with the LSDF towards addressing the housing crisis and related challenges include:
  - a. Adherence to the urban development edge. This includes ensuring appropriate development, enhancement of the interface, and ongoing management.
  - b. Support for greater economic activity and growth, through revising zoning and other development limitations in key locations to permit formal and informal activities.
  - c. Facilitation of the formalisation of the existing residential area, primarily through enabling the development of small-scale rental units (SSRUs), but also encouraging a wider range of residential options in the surrounding area and wider valley, particularly in the 'gap' between low and high income household residential.
  - d. A commitment to sustained engagement and dialogue between the local community and the City of Cape Town towards more co-operative urban development and lifestyle upliftment.

## 6.2 Recommendations

1. **The approval of the draft Masiphumelele and Environs LSDF** to provide broad over-arching development guidance for the Masiphumelele local area into the future.
2. **The recognition and support of the following CRITICAL Associated Actions required:**
  - a. **The identification, acquisition, and preparation of adequate land for temporary, and also permanent, relocation of all informal settlement households from the 'wetlands area'.** This may include 'roll-over' phases to reduce the relocation land requirement. It is recommended this comprises acquisition by the City's Human Settlements Dept of sufficient land in the Lochiel Road smallholdings area, and the appropriate development thereof.
  - b. **The establishment of a specific-purpose PMT** to plan, prioritise and co-ordinate implementation, and most importantly the construction of Houmoed Avenue extension and associated public housing.
  - c. **The establishment of a social compact by leadership representing all key local communities in the area,** including Masiphumelele itself, the Lochiel Road smallholdings area, and other directly adjacent communities.

## 7 APPENDICES

### Appendix 1: Public Comments and Responses Report for the 2021 draft of the LSDF for Masiphumelele and Environs

This relates to the formal advertising of a draft Masiphumelele and Environs LSDF in 2021. This is available in electronic format on request or on the website.

### Appendix 2: Associated Background Reports

This comprises the 2021 Draft Masiphumelele and Environs LSDF report, as well as documentation prepared by consultants AECOM on initial formulation of a local Spatial Development Framework for Masiphumelele undertaken on behalf of the City's Human Settlements Dept. between 2015 and 2017. This is available in electronic format on request or on the website.

### Appendix 3: *placeholder*: (Public Comments and Responses Report for the 2025 draft of the LSDF for Masiphumelele and Environs)

This relates to the formal advertising of a final draft Masiphumelele and Environs LSDF (envisaged) in 2025.

**Product: MASIPHUMELELE & ENVIRONS Local Spatial Development Framework (LSDF)**

Policy prepared under the auspices of the City's SPE Directorate

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**Masiphumelele LSDF Version Control:**

| Version | Date             | Author                        | Change Description   |
|---------|------------------|-------------------------------|--|
| V1      | 2016             | Human Settlements Dir.        | 1 <sup>st</sup> draft  |
| V2      | 31 December 2017 | Urban Planning & Design Dept. | 1 <sup>st</sup> revised draft ( <i>prepared also to meet Human Rights Commission directive</i> ) |
| V.3     | 2018-2019-2020   |                               | Revised after engagements with stakeholders  |
| V4      | March 2021       |                               | Updated & as advertised in April 2021  |
| V5      | Sept 2021        |                               | Revised after comments from advertising  |
| V6      | March 2023       |                               | Revised after MSDP (& urban edge) approval   |
| V7      | June 2024        |                               | Revised after engagements with City depts.   |
| V8      | March 2025       |                               | Revised after engagements with Human Settlements Directorate.                                    |

**Reference Code:**

| Title   | Custodian  | Policy Reference Code                      |
|---|--|--|
| Local Spatial Development Framework (LSDF) for Masiphumelele & Environs | Directorate: Spatial Planning & Environment<br>• Department: Urban Planning & Design<br>• Section: Urban Planning & Mechanisms | <i>To be provided by Executive Support</i> |

**Responsible Implementation Departments:**

| Directorates   | Departments  | Executive Directors   |
|--|--|---|
| Spatial Planning & Environment<br>Community Services & Health<br>Economic Growth<br>Human Settlements<br>Water & Waste<br>Safety & Security<br>Finance | Urban Planning & Design, Environmental Management, Urban Regeneration<br>Recreation & Parks<br>Property Management<br>Informal Settlements, Housing Development<br>Water & Sanitation<br>Disaster Management, EPIC Safety & Security, Metro Police Services<br>Grant Funding | Robert McGaffin<br>Zukiswa Mandlana<br>Ruby Gelderbloem<br>Nolwandle Gqiba<br>Leonardo Manus<br>Vincent Botto<br>Kevin Jacoby |

Executive Director: Spatial Planning & Environment

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# **A Local Spatial Development Framework (LSDF) for Masiphumelele & Environs**

Final Draft Report March 2025



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