

Maitland

Local Spatial Development Framework

Council approved: 27 March 2024

SPATIAL PLANNING & ENVIRONMENT DIRECTORATE
Urban Planning & Design Department
Metropolitan Spatial Planning and Growth Management



CITY OF CAPE TOWN
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The City of Cape Town's Urban Planning and Design Department acknowledges key stakeholders in the formulation of the Maitland LSDF:



SECTION 1: INTRODUCTION

The Maitland local spatial development framework (LSDF) is prepared in terms of the City's Municipal Planning By-Law (2015) Chapter 3. Where relevant, a LSDF may contain the elements envisaged in sections 11(2)(a) to 11(2)(e) and refers to section 11(2) (a) to align with and give further effect to the municipal spatial development framework.

The purpose of a LSDF for Maitland is to:

- Provide guidance to a longer-term spatial depiction of the desired form and structure;
- Provide land use management guidelines to inform the appropriate **nature, form, scale** and location of development;
- Serve as a policy instrument for spatial coordination of the investment by the City's line departments as well as other government levels by:
 - Informing, prioritising as well as guiding investment and planning;
- Provide certainty and enhance the ease of doing business so as to encourage investment by the private sector; and
- Function as a critical implementation-led policy instrument guiding decision making on land development applications.

The LSDF contains the following elements:

- **Maps** reflecting the current and future elements of significance which give structure or spatial order to an area including road circulation networks, public transport systems, public open spaces, public facilities and external engineering services;
- **Land use management guidelines** that stipulate desirable land use pattern, appropriate development densities and urban form, provision of public open space and public facilities, environmentally sensitive areas; and
- **Proposals** to enhance urban restructuring and integration within the district by indicating:
 - Areas where public and private development should be prioritised and facilitated;
 - Areas where strategic intervention is required to enable desired changes to land use or urban form;
 - Locations of future publicly-funded housing developments;

- Key **infrastructure requirements** to enable development of areas that have been prioritised;
 - projects from the capital programmes planned for implementation by different line department to ensure implementation co-ordination, alignment and integration of programmes to realise the collective vision for Maitland;
- An **implementation plan** setting out how the of the LSDF are to be spatially coordinated and implemented. The Maitland LSDF represents a consolidation of the vision of the Subcouncil, line department commitment, inputs by the citizens, residents and business owners in Maitland; and
- **Extensive technical input and analysis** from various internal departments of the municipality as well as other government levels.



Figure 1 Maitland LSDF study area (2021)

1.1 Maitland study area and context

Maitland is a strategically located within Cape Town's Urban Inner Core (UIC) – an area in the metropolitan areas where the highest concentration of public sector investment spatially prioritised to futureproof the existing and future built form. Maitland is a spatially prioritised as a development focus area (DFA), as referenced in the Table Bay District Spatial Development Framework (TB-DSDF). Maitland is also an economic node (ECAMP), located in the Urban Development Zone (UDZ) (SARS Tax Income Tax incentive area), prioritised to facilitate regeneration through spatially coordinated public sector infrastructure investment.

Maitland's strategic location within the MSDF's UIC requires a collaborative partnership between the local authority, other state landowners (like Transnet and PRASA), the local community and businesses or landowners - in order to prioritise investment and implementation of key infrastructure.

This LSDF is the first attempt to consolidate the views and inputs of these players and to reflect an agreed public investment plan for municipal internal departmental budgeting and prioritisation. Maitland's unique locational advantages include the following:

- a multi-directional accessibility grid;
- regional connectivity and proximity to job and labour markets (Cape Town CBD, Cape Town port, access to Bellville CBD);
- multi-modal public transit; and
- extensive industrial, community, mixed use and medium-high density residential base zonings.

Approximately 15% of the study area is encumbered by structural limitations such as the 1:50 year and 1:100 year flood line, large barriers limiting connectivity with the surrounding areas such as the Black River, the M5 freeway, rail infrastructure (rail reserves, road scheme road reserves), and rail staging areas.

The recent urban transition experienced in Maitland motivates the need to provide an updated development vision and spatial development plan for the area. This vision should align with the Metropolitan and District level strategy and policy for the spatial development of the City. The vision should include a focus on land use and people integration, access to economic and social opportunities and increased quality of life.

Maitland presents an unique opportunity to harness the City's post-pandemic economic growth imperatives to realise opportunities for inclusive urban regeneration through the planning for inner city housing, services, social infrastructure and climate change adaptations and mitigation.

Maitland's designation as DFA sends strong signals to the private sector, but this requires the City to intervene and create the necessary preconditions to attract and sustain investment.

Maitland is currently transitioning amidst significant constraints leading to decline of the built environment. Local contextual constraints, exacerbated by the decline in passenger rail services, load shedding, and ageing infrastructure.

The Maitland LSDF will be the policy instrument that provides for the implementation intent of spatial coordination, phasing / sequencing and implementation of public infrastructure projects that supports futureproofing Maitland's existing and future residential communities.

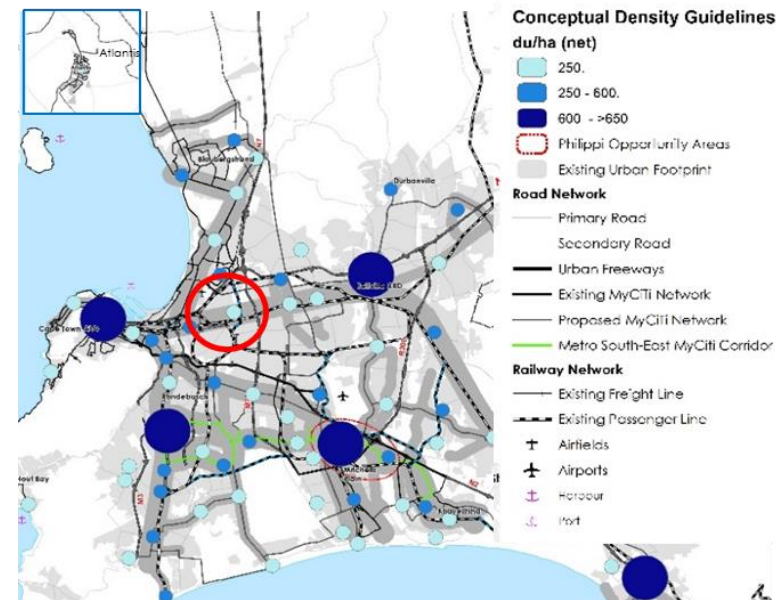


Figure 2 Conceptual density guidelines (MSDF 2023): Maitland estimated to be approximately 250 du/ha (net) within walking distance to train stations



Figure 3 Maitland LSDF study areas in context

1.2 Methodology and approach

Subcouncil 15 approved the initiation of the drafting of the Maitland local spatial development framework (Maitland LSDF) in March 2021 (15SUB 14/3/2021). Endorsement to initiate public engagement on the drafting of the Maitland LSDF was provided by the Spatial Planning and Environment Portfolio Committee, in September 2022 (SPE 09/10/22). The 60-day public engagement process on the Draft Maitland Contextual Framework and LSDF concluded between May and September 2023, in collaboration with the Public Participation Unit (PPU) and Subcouncil 15.

The Maitland LSDF as policy instrument sets out guidelines for land use, density, transportation, public spaces and other critical aspects of Maitland's land use dynamics. It also takes into account social, economic, and environmental factors to ensure the well-being of the community and the overall regeneration and improved livability of the area. The key steps in drafting the LSDF is illustrated in figure 4.

A LSDF (according to the Municipal Planning By-Law), generally:

- aligns and give effect to the MSDF and Table Bay DSDF;
- spatially depicts the coordination, alignment and integration of relevant sectoral plans or policies of City's Department;
- includes an implementation plan, which must, inter alia, inform and guide actions aimed at realising proposals of the LSDF; and
- includes identification of proposed priority precincts / development areas identified for application of bespoke regulatory tools such as overlay zones.

This Maitland LSDF is an internally driven process premised on preceding work done through the Voortrekker Road Corridor Strategy and Investment Plan (2014). Maitland was one of three local priority areas identified for public intervention.

Maitland's prioritisation for infrastructure investment on a metropolitan level, addressing old engineering networks and community facility infrastructure - especially in the context of current and anticipated future capacity limitations.

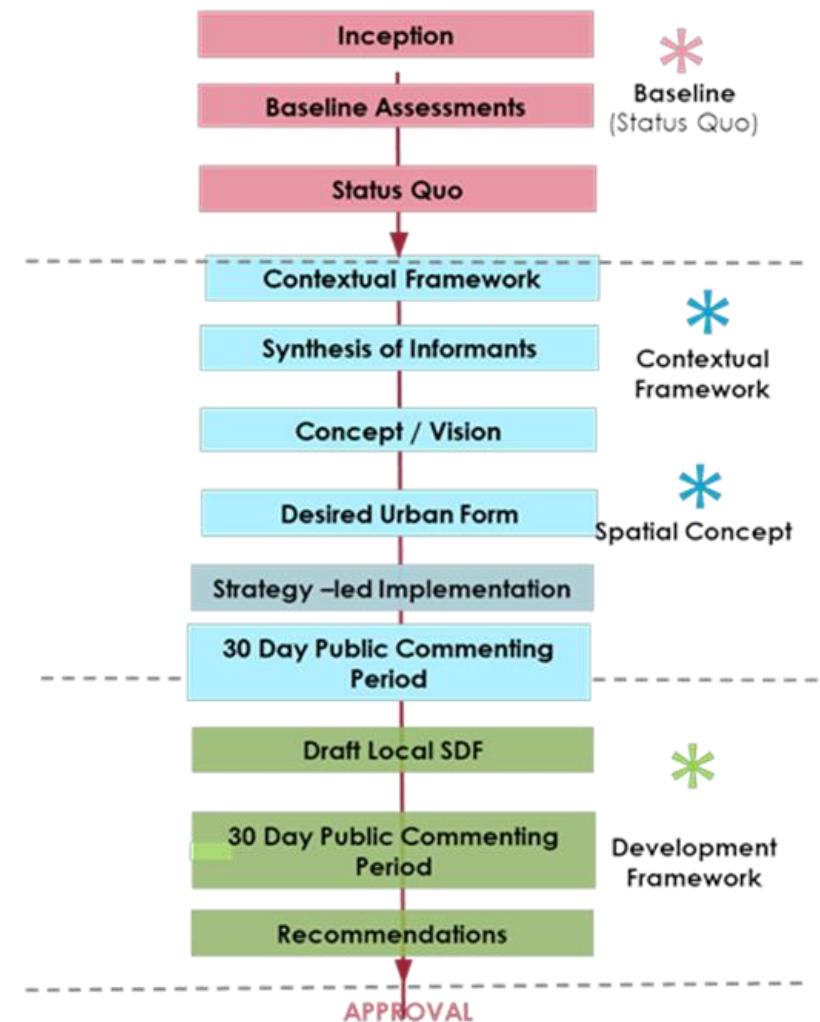


Figure 4 LSDF drafting process

1.3 Alignment with Table Bay DSDP

The Maitland LSDP is informed and aligned to the Table Bay DSDP (2023), providing a bottom up input for the next review of the DSDP. All stakeholders agreed that the Maitland LSDP should reflect a local context representation of the following goals:

- To address identified priority issues with the most appropriate policy and strategic development interventions/responses;
- To identify key actions for unlocking regeneration within Maitland;
- To develop a vision for Maitland through a collaborative approach by identifying the desired spatial outcomes (land use, form, intensity);
- To suggest a phased implementation order of key infrastructure improvements;
- To develop guiding principles for land development and listed spatial interventions in order to replicate on lower levels of details, aligned with the district level spatial development outcomes;
- To coordinate a resilient, inclusive and sustainable urban regeneration approach in Maitland;
- A commitment to the phased intensification of land uses through the development of strategic parcels of land, especially around PT Zones;
- The prioritisation of identified precinct priorities for more focused precinct planning informing spatial proposals at precinct level; and
- In support of City's service delivery mandate, to develop a monitoring and evaluation framework to assess the efficacy of the public sector investment in attaining the intended spatial objectives.

The drafting of both Table Bay DSDP and Maitland LSDP occurred concurrently between July-August 2022 providing a detailed bottom up programme of interventions including Voortrekker Road streetscape Improvement and road widening, Duelling of Berkley Road and potential re-alignment of Bax Road and Alexandra Road. All programmes, projects, and policy reform interventions have been embedded into the TB-DSDP Implementation Plan.

As a result, Maitland's designation as a district urban node implies that the planned MyCiTi Integrated Public Transport Interchange will be supported by the Voortrekker Road streetscape improvement. The City's investment includes enhancement and safe public realm, universally accessible pedestrian connectivity and less formal trading areas. There are six schools

in Maitland and the Community Day Centre (CDC). Whilst flanked by predominantly recreational and civic amenity uses, as well as the existing residential footprint along Royal Road, the designation as a civic precinct is primarily along Royal Road.

The Maitland LSDP has identified key TB-DSDP spatial development outcomes for the long-term vision. Local context and alignment with phased infrastructure upgrades, would support an urban form that:

- Encourages a mix of land uses of medium intensity within a radius of approximately 800m from all multi-modal transport interchanges such as around rail or bus stations such as Maitland and Koeberg Stations and along Voortrekker Road;
- Encourages building land use mix inclusive of retail, mixed use, amenity uses, local offices such as medical surgeries, estate agents, low-medium density residential;
- Encourages Levels 3 and below community facilities which include primary and secondary schools, early childhood facilities (crèches) and local parks;
- Leads to integration of context-appropriate medium-high density residential typologies on vacant and underutilised land in close proximity to public transport access points; e.g. Maitland abattoir site and potentially the Maitland container yard;
- Targets an average gross density of between 10 - 45du/ha for new infill developments on vacant land, noting that net densities will vary due to prevailing or proposed land uses character reflected at a precinct level; and
- Promotes micro-enterprises (and informal trading) at high accessibility nodes and in corridors as well as along local scale development corridors serviced by public transport.



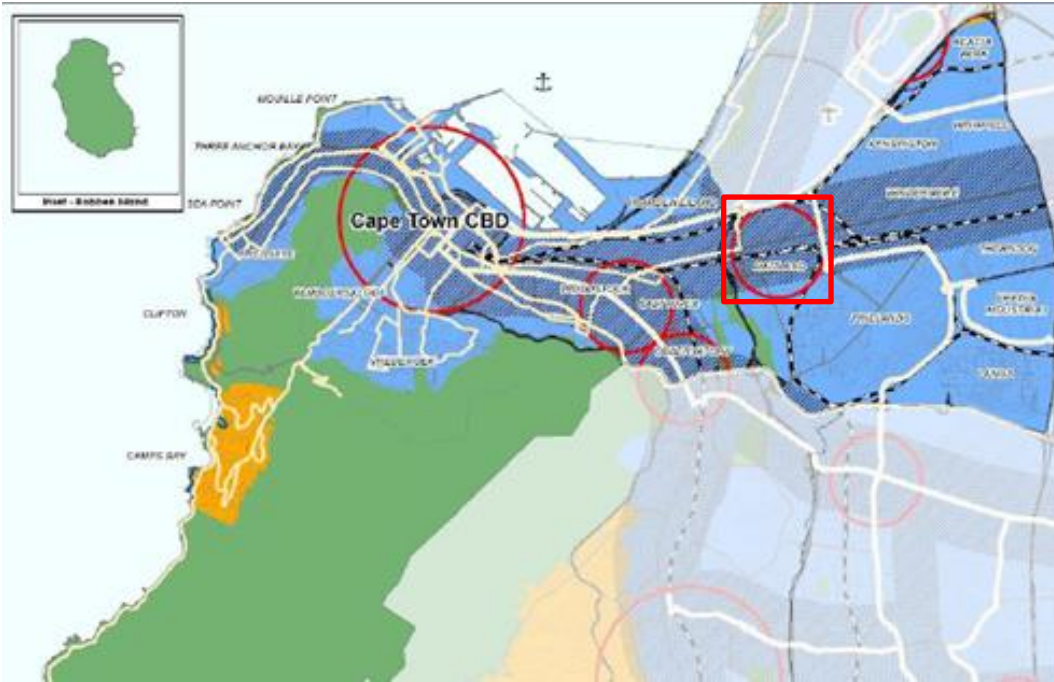


Figure 5 Study area in context of Table Bay District SDF Spatial Transformation Areas (Blue Urban Inner Core), nodes and corridors (grey hatching)

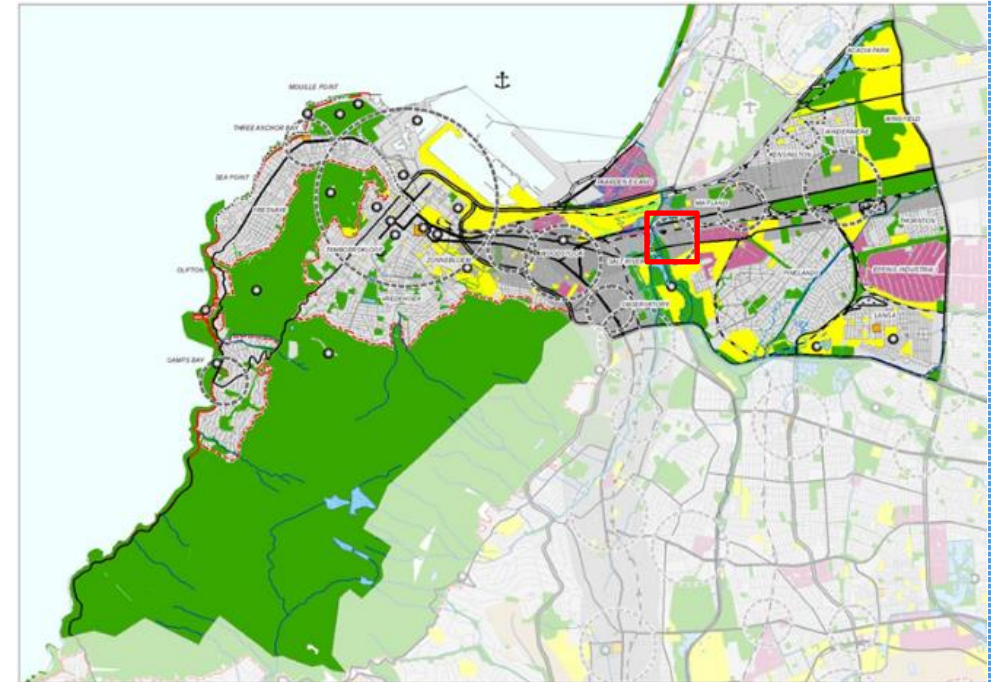


Figure 6 Study area in context of Table Bay District SDF Consolidated spatial concept

1.4 Synthesis of opportunities and constraints

Maitland is well located within the urban inner core with sub-regional connectivity to key employment nodes supported by public transport. Locational connectivity exist to Century City (a very large mixed use development), the Cape Town port, Paarden Eiland specialised industrial area, Cape Town Central Business District (CBD) and access via Voortrekker Road to Bellville CBD (the envisaged second CBD of the Cape Town metropolitan area).

The City has limited land holdings within the study area, whilst public landholdings in Maitland account for approximately 25% of the study area. Primary property owners include PRASA, Transnet and the Western Cape Government.

Key constraints and opportunities emerged from both the technical analysis as well as input obtained during the public engagement sessions. Those informed spatial proposals, line department budgeting, implementation and will likely guide private sector investment.

Aligned with the City's spatial strategies, the LSDF's spatial concepts and strategies will guide urban form for the area.

1.4.1 Socio-economic

- Since 2011, the demographic trends reflect an increase in the younger transient labour force with smaller household sizes at greater densities;
- High unemployment levels of the youth;
- Decline in public realm quality creates pockets of illegal activities and affects the safety of vulnerable community members such as the elderly, women, different abled and children; and

- Urban decline of residential areas due to the degradation of older housing stock leads to problem buildings also escalated due to absentee property owners.

1.4.2 Public health and safety

There is a general under provision of open space within Maitland a is estimated to increase to four – six additional parks considering the estimated population projections. Current local areas constraints exacerbated by:

- Overcrowding; which presents public health and safety risks
- sectionalisation/ informal subdivision of residential units with increasing
- noise nuisance and waste dumping;
- illegal demolitions, additions and alterations impacting abutting properties; and
- Concerns of public safety , (loitering, joblessness), due to the large number of new residents locating in the area.

1.4.3 Natural environment

- Portions of the northern part of the study area are located under the 1:100-year flood line (Figure 22), affecting of development viability. Industrial activities are often located within flood plain areas presupposing light industrial activities' retention whilst, a storm water management framework is prepared for the broader catchment region.
- The Green Infrastructure Network (GIN) in Maitland along the Black River, presents opportunity for recreational and storm water management – especially the northern portion of Maitland that is encumbered by the 1:100 year flood line. Areas for rehabilitation include the sensitive and critical vegetation to the northern part of Maitland's Black River interface.

1.4.4 Built form and land use

- There is limited engineering infrastructure bulk as well as reticulation infrastructure and current capacities to support existing land use rights.
- Maitland's built form consists of a number of properties and landmarks with key heritage significance, inclusive of Maitland Town hall.
- The City's most recent heritage audit identifies a number of buildings in Maitland with medium heritage significance that have implications, not only on the preservation of the built form, but also on the potential

for subdivision and consolidation of such properties which can be a significant constraint in the redevelopment potential of a regenerating area.

- All vacant state owned (national and provincial) has been designated for uses; the securing of the sites remains a challenge and provides increased opportunity for invasion or occupation.



Figure 7 Maitland's structuring open space: green infrastructure network (GIN).
Source Maitland Density Syndicate 2014

1.4.5 Infrastructure: engineering and social

- The bulk main, reticulation networks, and infrastructure are currently under severe capacity pressures with increased informal densification occurring.
- Many service requests relate to blocked sewerage raising health concerns.
- Existing service network capacity is unable to cope with the existing underlying land use rights.
- Phased and spatially coordinated Infrastructure upgrades currently in final stages for implementation - programmed and pipelined to futureproof Maitland.
- Flood and storm water constraints inhibit redevelopment, making development feasibility and viability a high risk for redevelopment of these areas within the short – medium term. Industrial related land uses

are supported to be retained due to the impact on public health and safety

- The Black River flood line is a key inhibitor to development.
- Importance of securing access to existing bulk infrastructure e.g. substations within the vicinity (refer to Section 2).
- The implementation of planned bulk infrastructure capacity upgrades to ensure that the existing rights vested on land parcels can realise the redevelopment potential of the built environment.
- The quality of road surfacing has deteriorated created by heavy motor vehicular / freight traffic. This created a significant inhibitor to prioritising public transport and pedestrian priority along Voortrekker Road.
- Proposals for road surfacing treatment, pedestrian infrastructure and signage to support wayfinding and inclusive of street light provision.

1.4.6 Economic recovery and labour market absorption

- Maitland continues to play its longstanding role as a critical industrial area with notable presence of industrial agglomeration of land uses and activities. These include the Alpen Food Company, Albany Bakery and the EPIC Industrial Park. Maitland is part of the key industrial and economic nodes within Table Bay and the broader sub-regional corridor.
- The industrial components in Maitland are centrally located in them heartland of economic corridors between Bellville and the Cape Town CBD. The TB-DSDF emphasizes the importance of retaining this accessible industrial and business land so that job opportunities remain close to where residential areas are.
- Maitland's central locality holds opportunities for small-medium size enterprises and entrepreneurs, to be close to other larger manufacturing and business areas.
- The labour force lacks skills development to access the formal or informal economy in this area.
- This supports the protection of Maitland's key role in job generating land uses within the national, regional and local economic context.
- The TB-DSDF designates Maitland as a non-residential industrial node with existing strengths and new opportunities.

- A greater mix of business activities should be complimentary to existing land uses and will benefit from agglomerating in close proximity of different industry sub-sectors.

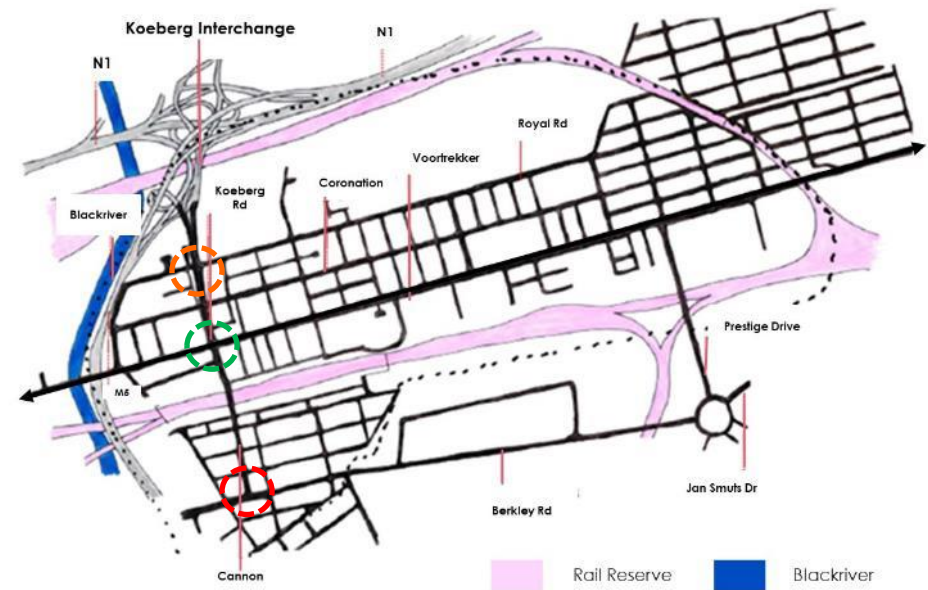


Figure 8 Maitland's key structuring elements: Black River (blue), national freeways such as N1 and M5 (grey), Koeberg Road's interchange Berkley (red), Voortrekker Road and Koeberg Road interchange (green). Existing rail and rail reserve.

1.4.7 Movement and access

- Regular multi-modal conflict exists between pedestrians and large trucks at key intersections.
 - Key intersections Camp-Voortrekker Road and Koeberg – Royal Road (Figure 13).
 - Traffic bypassing in residential neighbourhoods, signage and traffic calming measures required. Impact of on-street parking catering to local business.
- With the exception of pollution generated by normal vehicles, stationary idling of truck creates the bulk of air pollution.



Figure 9 Vacant land parcel across Maitland Town hall



Figure 11 Lack of upkeep due to absentee property owners



Figure 13 Post flooding accumulation of water, public health concerns



Figure 10 Maitland's underlying rights are predominantly general residential 4 that permits buildings with a height up to 30 m. Due to the heritage value the built form and land use character is constrained. Maitland is currently undergoing the heritage exemption process championed by the Environmental Management Department



Figure 12 Maitland container yard implies freight traffic through residential areas and passing schools



Figure 14 Underutilised public land holdings



Figure 15 Increase in on-street parking

1.5 Constraints (inputs from stakeholder during public engagements)

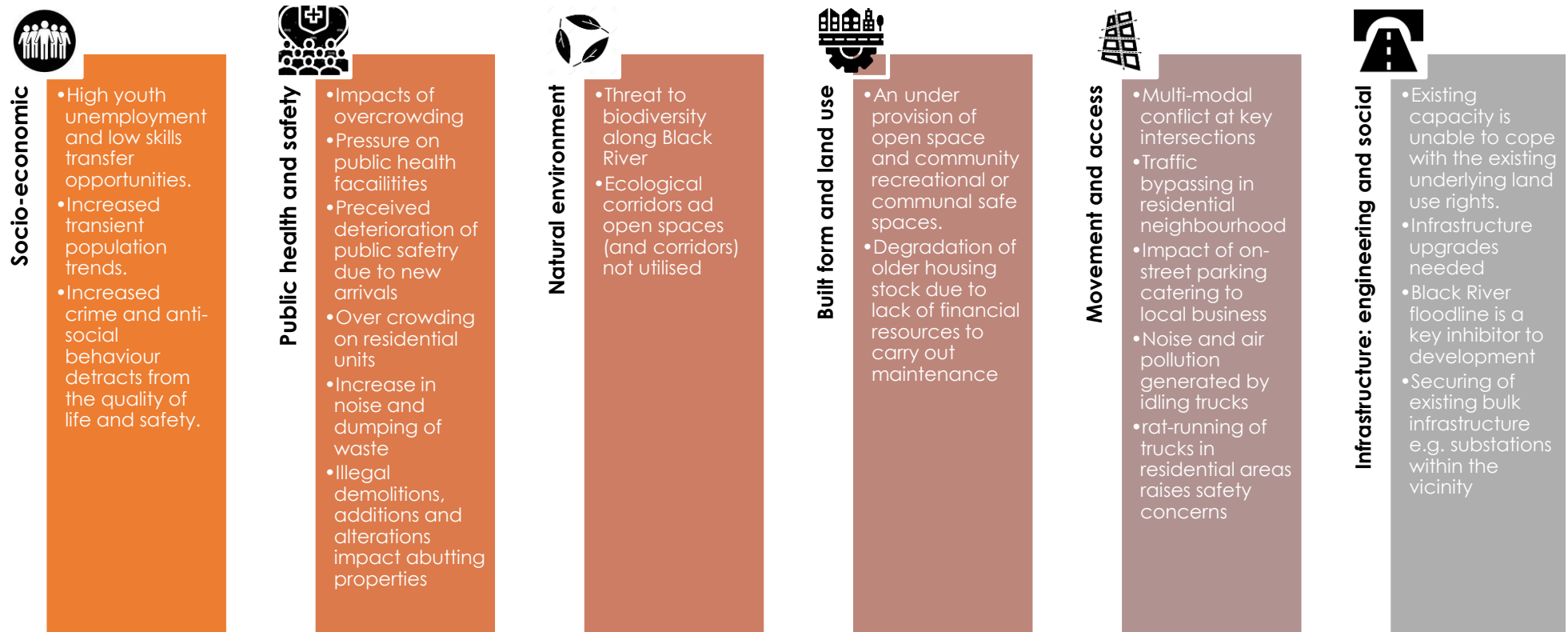


Figure 16 Opportunities and constraints from the stakeholder and public engagement process

SECTION 2: SYNTHESIS OF CONTEXTUAL INFORMANTS

2.1 High level summary from Contextual Framework Document (full document attached to the LSDF)

Demographics



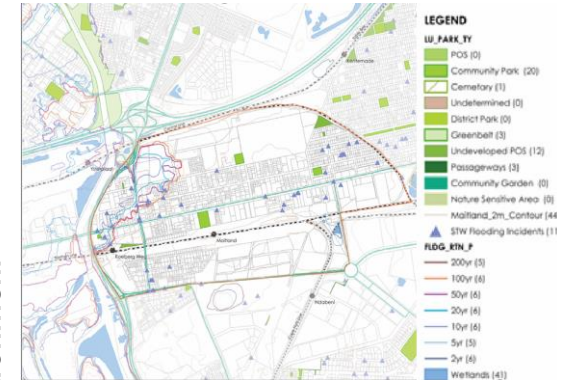
The 2011 Census data highlighted that Maitland's population and household density, are higher than the average of Cape Town [39,79 persons/ha gross vs 15,2 persons/ha gross and 16-50du/ha gross vs 3-10du/ha gross].

Backyarders



Prevalence of backyard activities has led to an increase in residential density and population. This form of densification also contributes to infrastructure pressures.

Natural environment



The Black river is a key urban structuring element forming the boundary to the west. The 1:50 and 1:100year flood line covers about 15% of the study area and affects the Royal Road Precinct to Koeberg Station Precinct.

Maitland is exceptionally well located within the urban inner core, the most central part of the City of Cape Town. It is on the corridor of the most successful economic areas, but it suffers due to an uncoordinated response from various line departments regarding maintenance, urban upgrade and capital investments. As a forgotten location, it recently started to attract a variety of investment in the form of call centres, social housing and urban regeneration initiatives such as building renovations.

Notwithstanding early, positive and exciting signs of regeneration, the majority of the study area, the buildings, services networks, roads and street networks are deteriorating due to the age and the overcrowding impact. The Maitland LSDF started to ignite further collaborative partnerships between the local community, the private sector and different line departments. This documents aims to communicate a common position regarding investment priorities.



Figure 17a Koeberg station precinct - private sector regeneration in process
([Home - Maitland Metro](#))

Land ownership



Most land in Maitland are privately owned with certain key land parcels like the schools owned by Provincial Government and the container yard by State Owned Entities.

Apart from the above snapshots, the Contextual Framework (attached to the LSDF), contains much more information about the development opportunities and constraints in the study area.

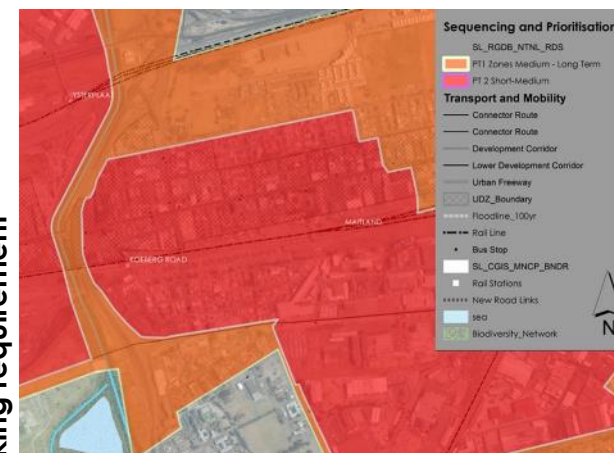
The future regeneration of Maitland as described in the next part of this LSDF, will depend on the role of the different owners of land parcels, namely the citizens/ residents, business owners and tenants - all play an important role in maintenance of the area, up keeping the built environment and doing their little bit in creating a characterful environment. Similarly the provincial and national government land owners, are equally responsible. Specifically due to Maitland's central locality on the core nodes of economic activity, land owners also have potential development opportunities which should be investigated and utilised. From the property growth patterns, the location is ready for redevelopment and regeneration. The Contextual Framework, as well as this LSDF, refer to quite a lot of incentives such as the UDZ, parking reductions and specifically also the road and other infrastructure upgrading projects listed in Section 6 of this LSDF.

Property growth



Comparing the change in the City's property valuations 2009 and 2018, yellow represents the properties with the highest value increase. Mount View Villas initially developed as an affordable housing scheme in the early 2000s, and moved out of the affordable market due to the resales.

Low on-site parking requirement



Maitland already benefits from a lower than standard requirement for on-site parking in the form of the PT 1 and 2 zones. Due to the presence of rail stations and the benefit of public transport along Voortrekker Road, the majority of the area benefits. The negative implications / spill over onto streets leading to congested street is a typical characteristic of older neighbourhoods in Cape Town.

Development applications signals change



The number of development applications received and processed by the City between 2016 and 2021 is generally a good indicator of upcoming built environment change. Development applications add new rights and signals regeneration.



Figure 17b Upcoming regeneration opportunities due to local government infrastructure upgrades in various planning and budgeting stages

2.2 Synthesis of contextual informants

2.2.1 Opportunities and constraints



PUBLIC LAND HOLDINGS

- Existing opportunities to unlock key transit infrastructure in support of transit orientated development
- Dependent on active collaboration by various government levels (which is often a complex and slow process)



CLUSTERING OF CIVIC AND AMENITY USES

- There is a general under provision of open space within Maitland
- Public facilities such as schools, town hall, health facilities are not clustered or connected
- Fairly substantial pedestrian movement but not optimally connected through pedestrian network for day and night use



URBAN MANAGEMENT AND INFRASTRUCTURE

- Poor urban management
- Deteriorating public environment is a disincentive to long term investment
- Built environment has certain key heritage assets



UNDERUTILISED LAND RIGHTS

- There is availability of development rights in the area as well as incentives for however the bulk engineering related capacity constraint and lack of investment in the public realm are inhibitors.



URBAN INTENSIFICATION POTENTIAL

- Significant potential for residential intensification exists - should be prioritised to be located in PT1 areas
- Optimisation and rationalisation of public land holdings by all government levels hold potential for redevelopment projects potentially benefitting from urban landscape upgrades

Figure 18 Maitland LSDF drafting process overview of opportunities and constraints

SECTION 3: ALIGNMENT WITH HIGHER ORDER PLANS

The City's key spatial imperative is to ensure inclusive economic growth while addressing matters such as housing, access to basic services and transport. Coordinated and prioritised public infrastructure investment can be a powerful catalyst for economic and spatial transformation through meaningful improvement of access to economic, educational, and social opportunities. The MSDF provides policy measures aimed at the preservation and reinforcement of Cape Town's macroeconomic stability, revitalisation of the jobs market and improvement in the investment climate by providing certainty to both the private and public sector.

3.1 Maitland LSDF objectives

The preparation of the Maitland LSDF is informed by the following key legislative and regulatory requirements:

- Council Approved Municipal Planning By-Law Chapter 3
- Spatial Planning and Land Use Management Act (2013) Chapter 2 Development Principles.

As a policy instrument, the Maitland LSDF seeks to:

- give effect to inclusive regeneration of Maitland;
- inform the sequencing and implementation of key capital and maintenance projects to create vibrant streets ;
- support a variety and diversity of land uses such as retail, restaurants, laundromats, pharmacies, art galleries, interim activation of spaces and early childhood centres;
- Highlight the importance of essential projects such as the implementation of Voortrekker Road widening scheme, which will lead to urban restructuring opportunities and create a transit supportive environment supporting land use diversification and intensification.

3.2 Alignment with the Municipal Spatial Development Framework (MSDF, 2023)

The MSDF interprets the vision of the IDP (namely to create an inclusive economic development environment), where more Capetonians can lift themselves out of poverty.

The three spatial strategies direct focus and investment priority into initiatives focused on economic growth, building inclusiveness, integration and managing urban growth whilst protecting scarce resources.

The City uses the spatial vision to assist in the prioritisation of the capital budgets and through that, give effect to the implementation of this MSDF. The City's investment focus in the MSDF is also applicable to all other levels of government, business and the public.

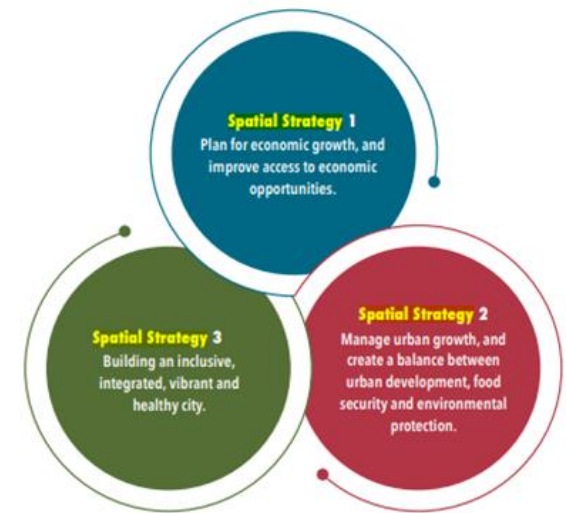


Figure 19 Three MSDF strategies utilised to inform a spatially coordinated LSDF for Maitland

3.3 Table Bay District Spatial Development Framework (TB-DSDF, 2023)

The Maitland LSDF was prepared in parallel and in association with the Table Bay District SDF.

The high-level development guidelines and conceptual designations in the TB-DSDF were a direct input from the concurrent drafting process of the Maitland LSDF.

After approval of the TB-DSDF, the Maitland LSDF's public participation process commenced and even more detailed development objectives and guidelines were set, as reflected in this document. The LSDF's engagements cumulated into the local spatial vision from the community, interested and affected parties. The LSDF's technical analysis was informed by an internal project management team consisting of representatives from all spheres of government so as to ensure that the proposals in this LSDF aligns with the TB-DSDF, the localised government players and the general public of Maitland.

Overall Maitland's non-residential part is considered for a greater mix of business activities, especially where the activities do not negatively impact the competitive advantage of the industrial activities in the area.

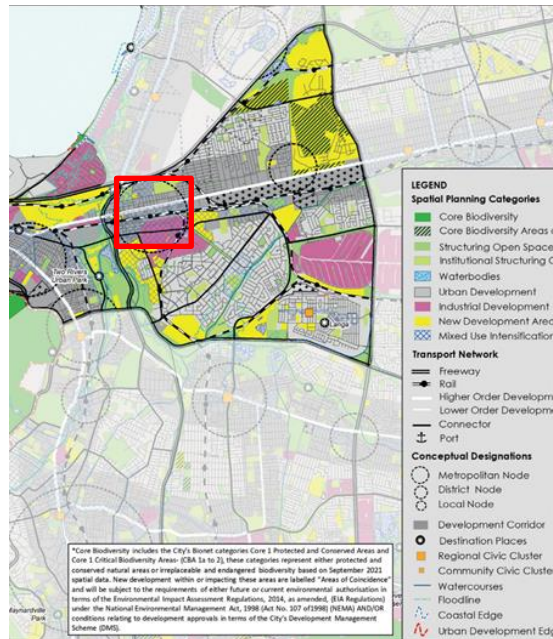
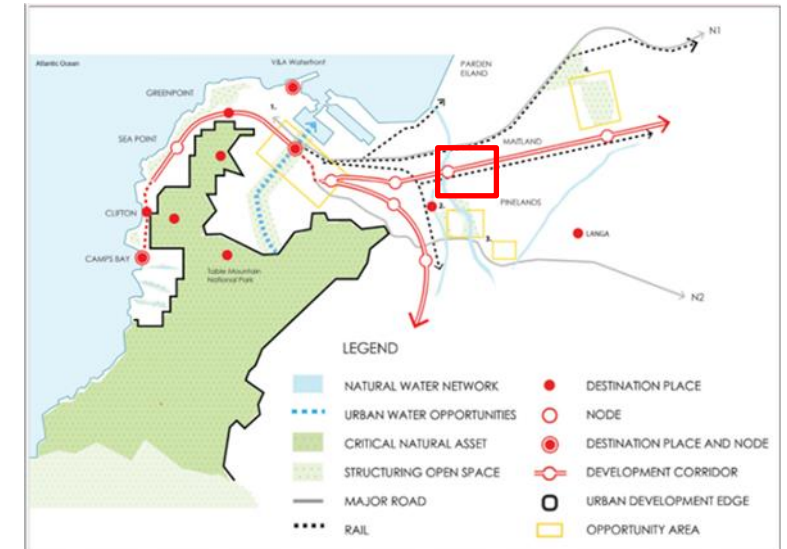


Figure 20 Table Bay (January 2023)

Figure 21
Conceptual
structure
reflecting
Voortrekker Road
as a
development
route connecting
Maitland to the
Cape Town CBD



The TB-DSDF identifies Maitland as a **local and civic node** (Figure 2) with following developments guidelines:

- Encourage medium intensity and mix of land uses within a radius of approximately 800m from train stations (dependent on local area circumstances and sub-district development guidelines).
- Encourage mix of retail, local offices such as medical surgeries, estate agents, low /medium density residential as well as Levels 3 and below community facilities such as local schools and health facilities.
- Support the integration of context-appropriate medium to high-density residential typologies on vacant and underutilised land within proximity to transit precincts.
- Encourage densities ranging from 75 - 150du/ha (gross) with due consideration of the local context and the urban character and form.
- Promote micro-enterprises on residential properties at high accessibility nodes and corridors and along local-scale development corridors serviced by public transport, e.g. Prestige Drive.

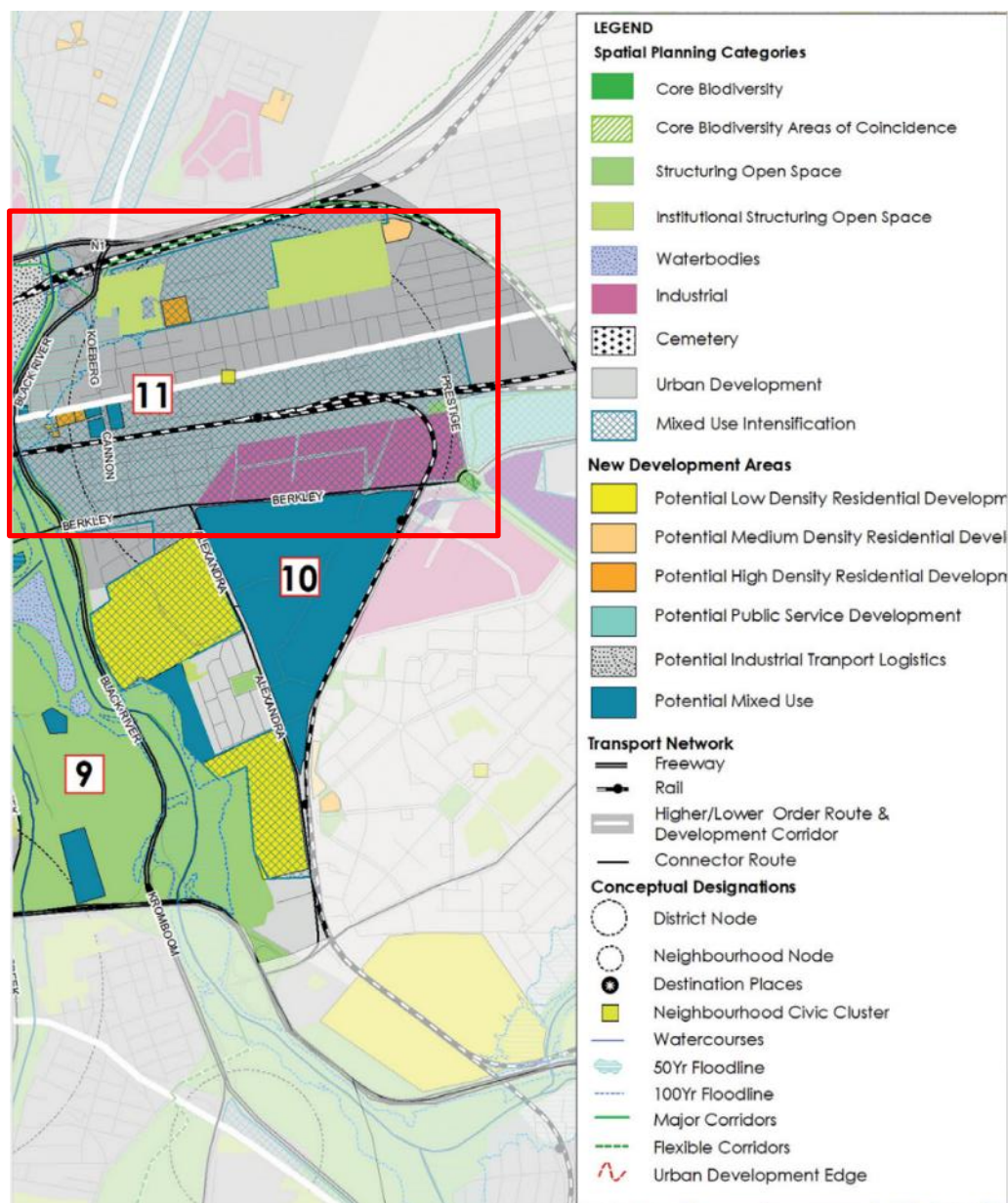


Figure 22 TB-DSDf spatial development guidelines

Maitland falls within sub-district 3 of the TB-DSDf and some of the spatial development guidelines are illustrated on the adjacent figure:

- Locations of the mixed-use intensification (hatched blue) to the north of the study area implying the redevelopment potential of the container yards. But also to the south of Voortrekker Road inclusive of the industrial area;
- Locations for infill residential development (orange) adjacent to Voortrekker Road and in the northern area;
- Locations for new mixed-use development (darker blue);
- The retention of the open space, but optimisation of the space currently used for school sports fields in the north of the study area.

It should be noted that this Maitland LSDF refines the mapping incongruences and will inform the review of the TB-DSDf.

Other key proposals include:

- Encourage appropriate institutional and mixed-use development on publicly owned land around Maitland circle;
- Facilitate and support the redevelopment of the Maitland Station Precinct with a significant component of affordable housing and enhancement of the east west connections to support this growth area (also identified as a new development area);
- Develop or support the development of brownfield opportunities in underutilised government buildings and storage yards such as the container yard;
- Consider pockets of vacant or underutilised publicly owned land in Maitland for institutional uses or medium-density residential infill;
- Support the connection between the Black River and the Koeberg Station precinct;
- Improve the access to public facilities and upgrade the public environment in civic precincts, such as surrounding Maitland town hall and its connection with Voortrekker Road and the Koeberg Station; and
- Strengthen east-west linkages between Maitland, and the surrounding areas of Observatory and Pinelands, Oude Molen and N'dabeni through the development of Berkley Road extension.

SECTION 4 SPATIAL CONCEPTS - MAIN SPATIAL IDEAS

4.1 Five main spatial ideas

This section will consolidate the main spatial ideas regarding the future urban form, scale, and density for Maitland. Taking lead from higher order planning strategies and plans, Maitland is experiencing redevelopment into a nodal area of district importance, mainly consisting of a mix of land uses and with more density and intensity of land uses (this means more floor added to the existing buildings through redevelopment schemes).

The spatial ideas take into account social, economic and environmental factors to ensure the well-being of the community and the overall resilience of the area. Supplemented by the public input into the technical evidence base in the Contextual Framework (June 2023).

The five main spatial ideas provide a framework for decision-making, informs development proposals, and spatial coordination of future public and private investments.

In order to translate the spatial ideas, areas with similar character have been delineated and called character areas or precincts (a group of erven or blocks in the area).

The main ideas and principles for the inclusive regeneration of Maitland:

- Urban restructuring, transformation and spatial integration – this means the optimisation of the mixed-use zoning in the immediate street blocks adjacent to Voortrekker Road. Another example include the allowances of non-industrial land uses such as storage and residential to take place in the previously homogeneous industrial area but focussed on retaining the employment opportunities on ground level as far as possible;
- Enabling a transit supportive environment through improved movement, connectivity and accessibility – this means noting and welcoming the many road improvement schemes in the study area and optimising land use intensity around these increased connections. As example the Berkeley Road extension is under way to link the western suburbs of Salt River, Woodstock and Observatory to the Maitland area;
- Prioritise pedestrians – this implies that due to the large amount of road improvements, care needs to be taken to ensure that people can walk between key land uses and that the public realm is maintained and upgraded as much as possible;
- Maximise the opportunities of the adjacent Black River – this means creating safe access, connections between Maitland and the river and redevelopment of more usable green spaces/ features adjacent to pedestrian walk ways; and
- Celebrate and increase access to destination places and increased access to integrated and inclusive communal places and spaces.

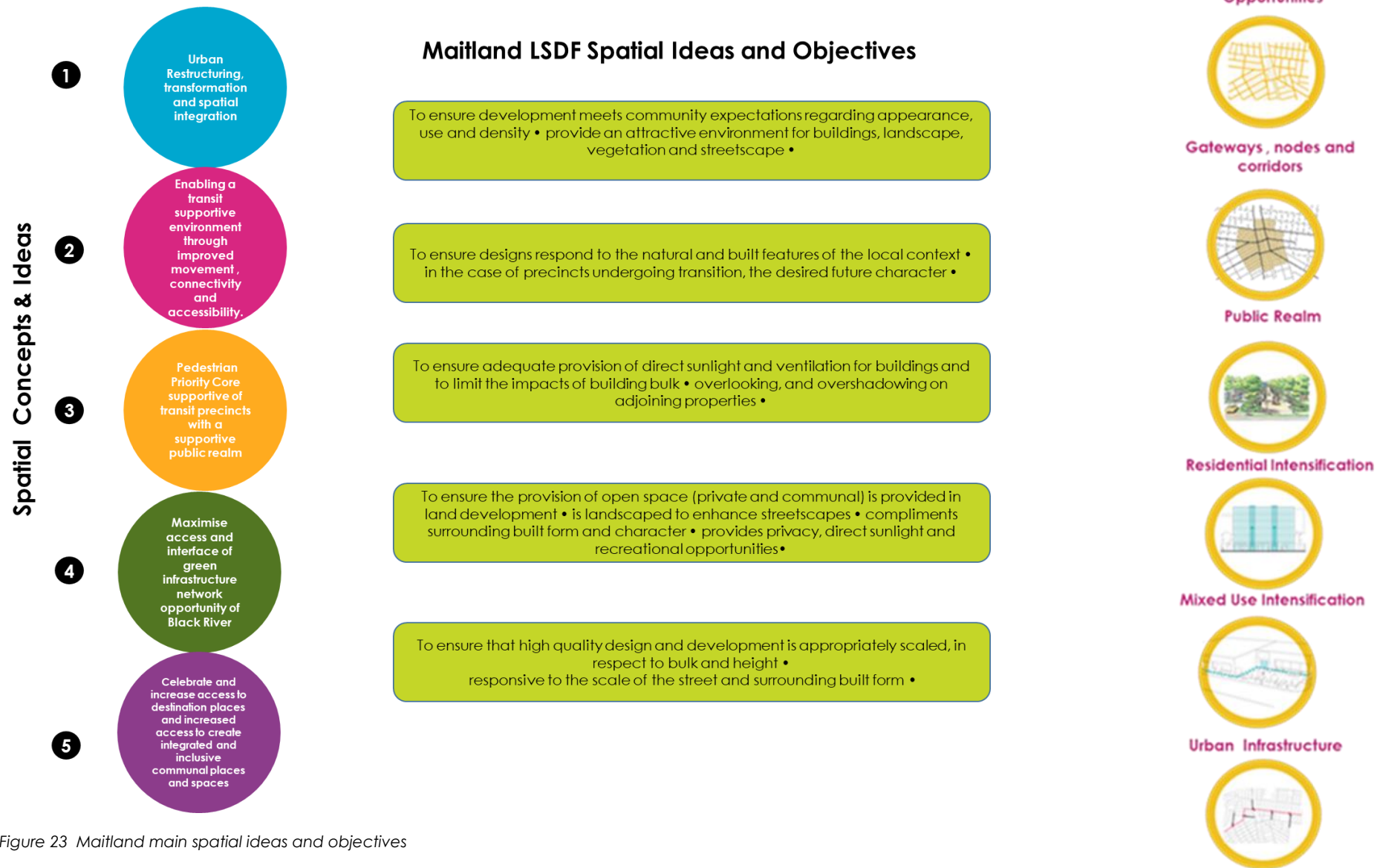


Figure 23 Maitland main spatial ideas and objectives

4.2 Maitland LSDF main spatial ideas

4.2.1 Urban restructuring, transformation and spatial integration

- Maitland is nestled between hard infrastructure creating movement-limiting boundaries like rail tracks and freeways. Therefore, the first focus should be on the enhancement of the connections with neighbouring suburbs, through critical road connections and pedestrian linkages.
- The Blackriver canal and the large flood plains (to the west of the study area), inhibit connectivity with neighbouring areas and point towards the enhancement of essential road construction schemes.
- Flooding is frequent in the north-eastern corner of the study area.

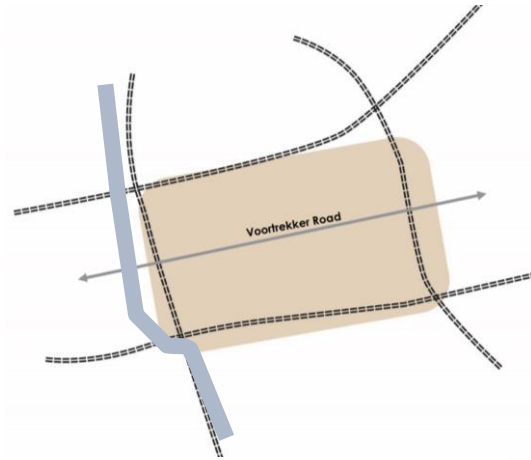


Figure 24 Maitland structuring elements

* Maitland LSDF implementation objectives:

- Facilitate a surface drainage plan to alleviate flooding. Ensure catchment, flood control and drainage planning are in place prior to redevelopment. Address the impacts of localised flooding on public health and safety e.g. breeding of diseases carrying mosquitoes and insects.
- Ensure prioritisation of the implementation of new road schemes.
- Implement pedestrian network improvements.

4.2.2 Enabling a transit supportive environment through improved movement and accessibility

A transit supportive environment for Maitland is one that increases the accessibility of transit stations by creating pedestrian and Non-Motorised Transport (NMT) friendly infrastructure that benefits a large number of people.

The longer-term impacts of the planned MyCiTi networks will facilitate the increased ridership and more transit opportunities (rail, buses, minibus taxis and MyCiTi). Connectivity, permeability and walkability will be enhanced with a key focus on job generating land use activities to improve employment opportunities and increased labour absorption.

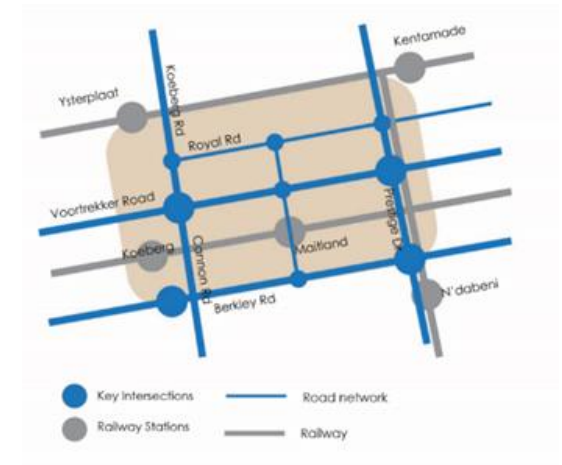


Figure 25 A transit supportive network with key north-east linkages and two north-south mobility linkages

* Maitland LSDF implementation objectives:

- Promote the Voortrekker Road upgrade as public transport route and encourage further use of the rail station. This will enhance the use of the pedestrian network.
- Facilitate the increased usage of public transport by making pick-up or station areas accessible and connected to the residential areas.
- Consider walking, cycling and pedestrian activities in redevelopment schemes.
- Actively work towards the routing of trucks on alternative routes to the most used pedestrian routes.
- Spatially coordinate the integration of pedestrian routes in all plans and ensure day and night time use of the routes.

4.2.3 Prioritise the pedestrian core through the promotion of public realm improvements

- Voortrekker Road is the main structuring element that has influenced land development.
- The focus on increasing the pedestrian connectivity between the street blocks, with a transition in changing the land uses adjacent to the road into a human-scaled transit mall (where the public transport and pedestrians can function together), and to promote residential and business density at a fine grain.
- Create a high quality streetscape that reinforces the existing pedestrianised character of Maitland.

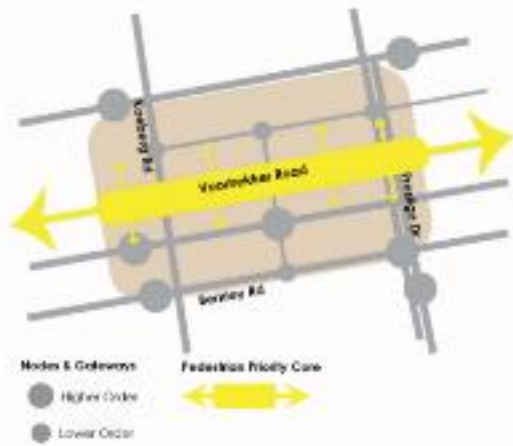


Figure 26 Prioritised pedestrian core area to support increased pedestrian focus and traffic calming measures

* Maitland LSDF implementation objectives:

- Create a high quality streetscape that reinforces the existing pedestrianised character of Maitland.
- Incorporate high aesthetic design to ensure the safety of women, children, senior citizens and differently abled persons.
- Promote medium-high densification on residential land parcels.
- Enhance the broader pedestrian network by connecting local routes to key areas used for access to the larger rail network (such as Ysterplaat, Century City, Paarden Eiland, Old Mutual, Kentamade, Maitland Salt River, and Mowbray).
- Enhance pedestrian connections between higher and lower order nodes in the study area.
- Phase development of Voortrekker Road in a manner, which provides an advantage to public transport over general traffic and considers infrastructure constraints.

4.2.4 Maximise connections with the Black River

- Maximise recreational amenity value of the Black River and increase accessibility connections through the precinct.
- Support and expand the green infrastructure connectivity between Maitland and the river.

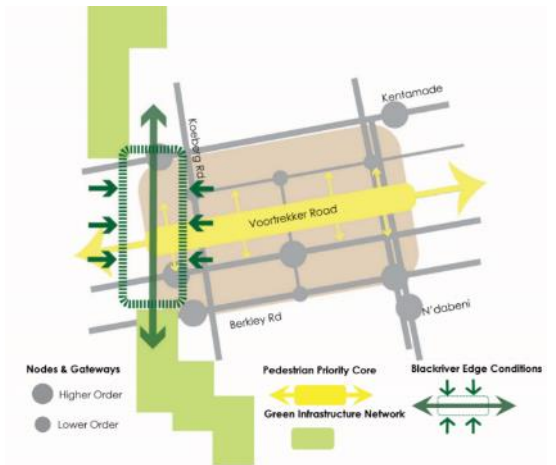


Figure 27 The Black River is an important structuring element, barrier and opportunity for pedestrian connectivity

* Maitland LSDF implementation objectives:

- Create a network of urban open spaces and multifunctional uses of parking in the Black River edge area, especially where it connects to Voortrekker Road, underneath the bridges.
- Include active and passive recreational space, sport facilities, and landscaping.
- Creating a positive interface and connecting the spaces to other key destination places accessible to the public transport network such as train stations, bus stops or taxi stops.

4.2.5 Connect destination places and create inclusive communal places

- Destination places include those locations where most residents go to on regular basis. This can include stations, municipal offices or clinics, schools, town hall, libraries or super markets. It can also include sports grounds, active or passive recreational spaces or areas where people are spectators to sport (like schools sports grounds).
- For purposes of improved efficiency, it helps residents if these civic services are located or clustered in close proximity inclusive of government precincts such as Maitland Abattoir Site.
- Quality of life also improves for residents if civic clusters and other destination places are close enough to each other, on pedestrian routes or close to stations or schools with adequate parking.

* Maitland LSDF Implementation Objectives:

- Maximise the potential of the Royal Road Sports Complex by improving community access to existing sports field.
- Support the activation of complimentary non-residential land uses that offer a diversity of compatible and ancillary uses in line with the role and character of the Royal Road Civic Precinct. This may include temporary uses such as markets, festivals or events.
- Improve the access to and provision of high quality public open spaces integrated into a universally accessible pedestrian network that caters for children, elderly and differently abled persons.
- Connect to and celebrate the prominent historic "First Nation" cultural and recreational place just west of the Black River in the Two Rivers Urban Park area.
- Work towards new pedestrian linkages between Maitland and the areas west of the Black River.

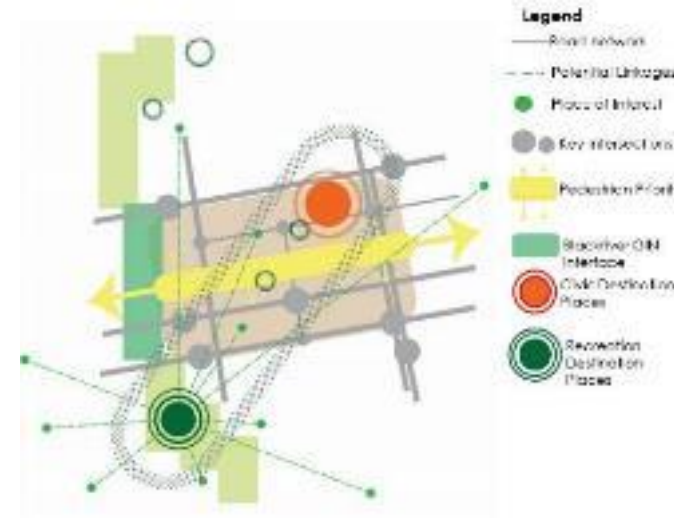


Figure 28 Connect destination places to increase recreation opportunities for the community and residents

4.3 Precinct phasing and prioritisation

To realise the implementation of the Maitland LSDF, a phased approach is required that includes the upgrade of infrastructure and provision of open space for the existing and future communities and residents.

The phasing map (Figure 29) reflects short term implementation readiness (0-3 years), medium term 5 -10 years and long term >10 years.

- The MPB-L (2015) Section 12(4) outlines that an LSDF may include an implementation plan.
- A key part of the implementation plan includes spatial coordination of interventions and development in a phased manner.
- The inclusion of a phasing map as part of the implementation for the LSDF, is an informant to guide decision making and sequence public and private sector investment.
- In order to implement the above five ideas, the study area was divided into homogeneous precincts as reflected in the Figures 29 and 31.
- This LSDF process assessed all available projects and programme initiatives by the local authority, land and business owners and the public. It resulted in project pipelines priorities that have been confirmed as online, on department budgets or reprioritisation may be necessitated.
- Acknowledgment of confirmed projects and programmes in different stages of implementation readiness and phasing, and required to inform sequencing and phasing.



Figure 29 Sub precincts to guide implementation

- The colour coding illustrates precinct readiness due to technical complexities and risk implications of certain projects which are already on the capital budget / pipelines of the different line departments or the precinct is already showing signs of change (via building plan or land use application processes).
- The precinct numbers are not an indication of phasing order or priority, but is merely the frame for the stipulation of the land use guidelines as summarised in the next parts of this LSDF.

SECTION 5: SPATIAL DEVELOPMENT FRAMEWORK

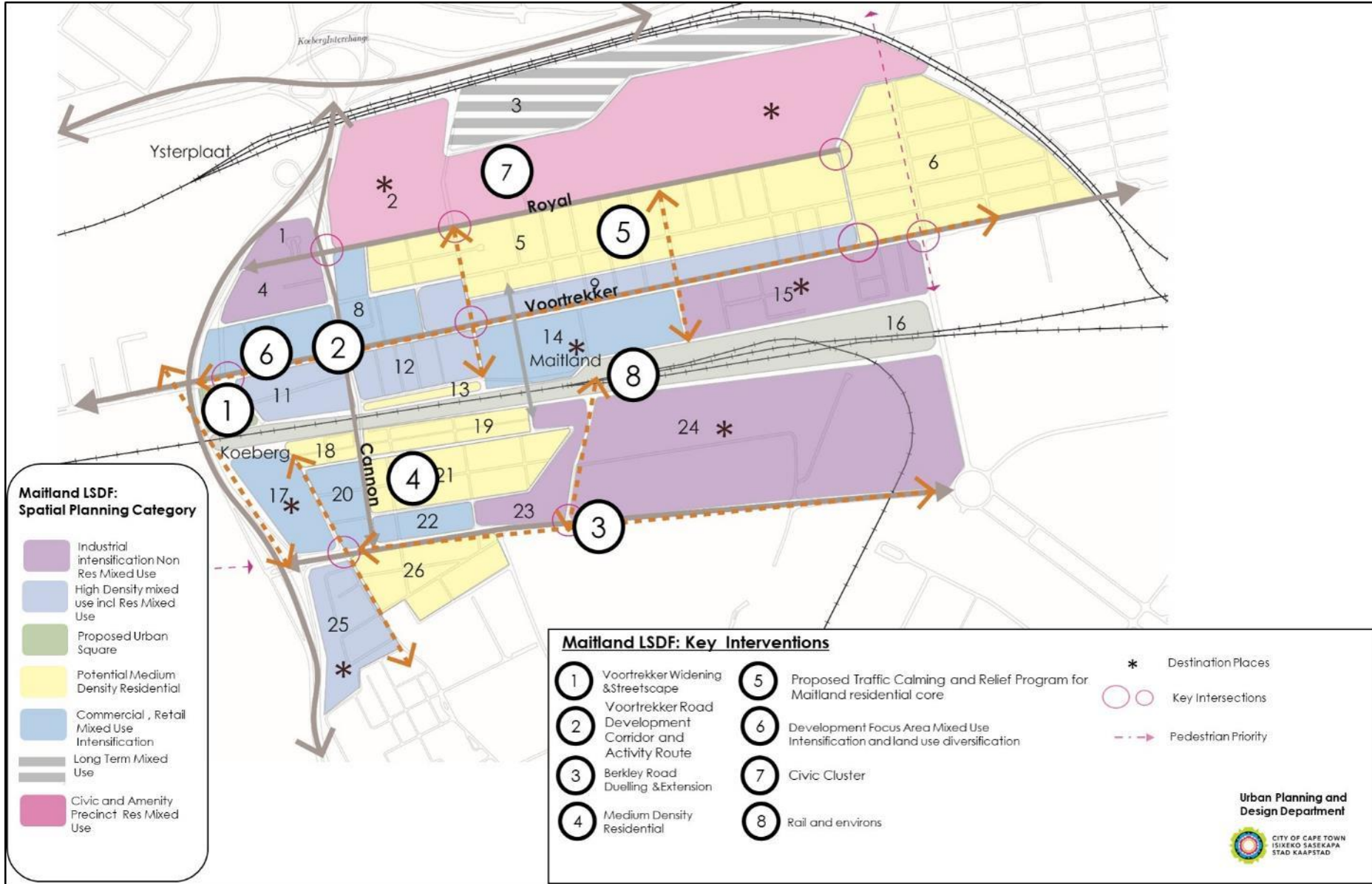


Figure 30 Maitland spatial development framework

5.1 Policy guidelines

5.1.1 Spatial Strategy 1: Plan for employment and improve access to economic opportunities

Policy 1.1 Support and create an inclusive and integrated economy for Maitland that regenerates Voortrekker Road as a key civic destination, residential and economic node.

>> P1.1.1 Ensure that land development considers surrounding land use character and ensure that new land development contributes to prioritisation of Maitland's streetscape and pedestrian network.

Policy 1.2 Encourage collaboration and foster partnerships between the local community and local business to support skills development to the youth within Maitland, with the intent to enhance access to opportunities in the local economy and equipping the local labour force.

Policy 1.3 Encourage decision-making that ensures inclusive economic growth through labour intensive and innovative mixed-use activities that activate the ground floor on Voortrekker Road to reinforce it is an activity route. The land use diversification should include interim activation of ground floor spaces for markets and community activities.

Policy 1.4 Encourage spatial coordination of public investment to create the necessary precondition for a transit activity route. Decision making to take into consideration prioritised key public infrastructure investments e.g. Voortrekker Road widening and streetscape improvement, upgrade of aging bulk infrastructure and reticulation mains along Voortrekker Road, and key infrastructure projects at Maitland MyCiti public transport interchange, Koeberg public transport interchange and Maitland station upgrade.

Policy 1.5 Prioritise public transport mobility and promote non-motorised transport through upgrading of the pedestrian network. Increase pedestrian connectivity to destination places and special places located in different precincts.

Policy 1.6 Ensure that mixed-use intensification and redevelopment projects contribute to the improvement of the public realm. This

specifically includes enhancement of the development's connectivity to the surrounding public environment (parks, pedestrian links to transport connections) and ground level activation for small business operations, and specifically allowing for interim land uses (markets).

5.1.2 Spatial Strategy 2: Build an inclusive, integrated and vibrant city

Policy 2.1 Encourage development that reinforces Voortrekker Road as a key public transit and activity route with a diversity of land uses. Maitland's key role is to create, retain and protect job generating land uses.

>> P2.1.1 Support high quality urban design that supports contextually appropriate urban form, scale and built environment typologies. Consider optimise renewable energy opportunities such as solar and green buildings through high quality urban typologies that optimise rooftops utilisation.

Policy 2.2 Support the coordinated implementation of infrastructure to improve integration of Maitland with surrounding key areas such as Kensington, Facticeon and N'dabeni.

Policy 2.3 The City may require applicants to submit a package of plans and may require any or the components of the package of plans approach (S) 136 (4) for the following Sub Zones within Maitland: General Residential Subzonings GR2-GR6 in terms of Section 136 (2)(a) of the MPBL(2015)and ;Mixed Use Subzonings (in terms of Section 136 (2)(d) General Industry subzonings in terms of Section 136 (2)(e)

Policy 2.4 Encourage decision making that supports context-specific medium density residential that take into account the spatial outcomes, impacts of health and safety and infrastructure constraints that do not detract from the Royal Road civic precinct.

Policy 2.5 Encourage non-residential mixed-use intensification to create greater opportunity to absorb unemployment, emerging economies including staging, film production and manufacturing, informal trading activities and markets.

Policy 2.6 Support the uptake of available incentives and development rights, whilst ensuring appropriate spacing between buildings (protecting building lines).

Policy 2.7 Promote sensitive mixed use intensification that considers the balance between optimisation of land and the continuation of the social facilities like the sport precinct, the schools and the town hall.

Policy 2.8 Site consolidation is encouraged to deliver an efficient built form and to ensure the visual impact of larger developments can be managed within the site. Encourage development that contributes positively and enhances interfaces at the ground level and the street as well as connections to public spaces via pedestrian networks with day and night functionality.

Policy 2.9 Through interim activation of underutilised spaces, support the public-private partnerships with the community to prioritise for skills development and training targeted at youth of Maitland.

Policy 2.10 Encourage high aesthetic value of buildings and encourage effective façade detailing and articulation to improve streetscape integration and minimise the perceived scale of new buildings.

Policy 2.11 Encourage innovative ways to conserve and enhance the built heritage character of Maitland's residential core.

5.1.3 Spatial Strategy 3: Manage a sustainable form of urban growth and create a balance between urban development and environmental protection

Policy 3.1 Enhance the connections between Maitland central area (around Voortrekker Road) and the Blackriver Park. Specifically focus on improvement of the interface and edge conditions to ensure permeability for pedestrians and residents through save pedestrian linkages in key areas linking e.g. Ysterplaat and Koeberg Station, Old Mutual – N'dabeni and Century City.

Policy 3.2 Support spatial coordination through the incremental phasing of medium - high density mixed residential typologies in all areas earmarked for mixed-use intensification and diversification (Figure 22 and 29). Decision-making should take into consideration the phasing and sequencing and implementation priorities as outlined in the Implementation Plan.

Policy 3.3 Optimise the multi-functionality of limited City-owned assets (such as Royal Road Sport field). This may include the focus on

redevelopment of active and passive recreational opportunities for the existing community.

Policy 3.4. Encourage green buildings and support the utilisation of rooftops for solar energy.



Figure 31 Illustration of Voortrekker Road after the implementation of the street widening and streetscape improvement project

Policy 3.5 Encourage decision making that supports the phased medium-high density residential aligned to the sequencing of bulk engineering infrastructure provision and with broader consideration to the existing and surrounding land uses.

Policy 3.6 Incorporate sustainable design elements into roofing (e.g. solar panels, ventilation systems and green roofs on larger developments). Encourage the use of sustainable building materials with low embodied energy or high proportions of recycled materials and significantly reduce the greenhouse gas emissions of a development.

Policy 3.7 Provide high quality landscaping that softens built forms and positively contributes to urban amenity. Maximise passive surveillance and activation of public open space.

Policy 3.8 Provide commercial and mixed-use buildings that maintain the low-scale and fine grained streetscape character of activity routes and respond appropriately to sensitive interfaces.

5.2 Character precincts



Figure 32 Land use character precincts

Maitland is a key economic node, with the M5 Business Park and several industrial parks, as well as key municipal services depots. The study area plays a key role in the food and beverage sectors. In between, various character-filled residential components have been in existence for more than 60 years.

Maitland has distinct character precincts consisting of a historical combination of land uses and building forms reflecting various historical eras. This includes the PRASA railway houses and a number of older than 60 years buildings scattered throughout the area.

The LSDF provides precinct specific land use guidelines that consider all the roles Maitland plays in order to create a balance between development, employment generation and demand for well-located affordable residential units.

Land use and built form guidelines (as described in the tables below), include the following descriptions or guidelines:

- desired land use;
- desired built form, massing as well as urban and architectural design;
- infrastructure and open space requirements;
- parking and vehicular access; and
- mobility and permeability.

Implementing these precinct guidelines will ensure that development responds to the natural and built features of the local context. It focuses on the enhancement and optimization of the precinct.

The existing industrial development footprint in Maitland is approximately 200 000 sqm. As important economic area, the node provides key opportunities:

- clustering which fosters the specialization of existing or new industries;
- regeneration encourages sustainability;
- building on the past to construct a new future; and
- hybridity¹ advocates flexibility, offering a new adaptable lifestyle model for the future of Maitland.

¹ Described the multi-layer, multi-functional feature of urban space, where there is no clear separation between public and private; buildings and facilities forming the structure are combined by multilevel public spaces.

The long-term resilience of Maitland as an urban node within the constantly changing urban environment of the Cape Town economy will heavily depend on the ability of businesses in the area, either to retain or to be optimised, for industrial and business related activities.

Retention of this economic and job generating function seeks to enhance and optimise value chains that provide job-generating activities. In contemporary and modern urbanism / regeneration, success is predicated by supportive urban spaces, heavily dependent on the creation and optimisation of unique areas, with a specific character of the built environment, which is coherent and supportive of each other.

The creation of a sense of place within the urban fabric, enhances the real land use functions such as sustaining the jobs. Creating or enhancing a sense of place, is heavily dependent on urban management and making the place looked after, even if it has a distinct built character.

From a post-pandemic economic recovery perspective, the retention of industrial related activities and value chains provide job-generating activities for the immediate community. The regeneration of Maitland requires the consideration of how industry can create a sense of place, sustain jobs and promote sustainability within the urban fabric.

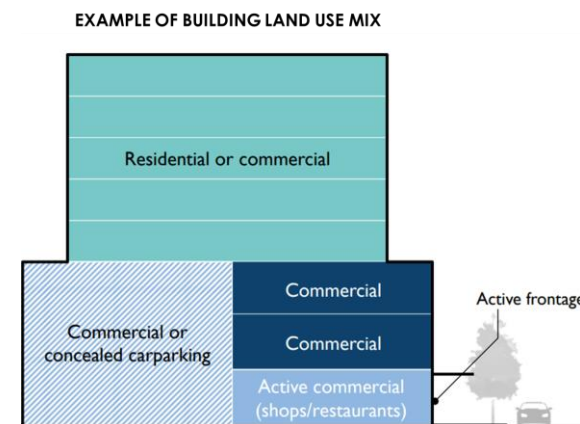


Figure 33 Example of building land use mix

5.3 Land use and builing guidelines

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 1: Glamis Road	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 4: Coronation – Royal Road	1. Retain job generating land uses that support the agglomeration of light industrial activities, service industry and trade activities inclusive of warehousing.	1. Ensure that new buildings are compatible in scale, massing and/or architectural style, and materials with existing structures in the surrounding precinct.	1. Precinct 7 is directly affected by the Voortrekker Road widening and streetscape. Redevelopment should consider:	1. Prioritise public transit and pedestrian priority access to Voortrekker Road, Ysterplaat Station, and Koeberg Station.	
Precinct 7: Beach Road-Voortrekker Road	2. Limited impacts on adjacent residential uses from industrial land uses creating externalities (noise, sound, freight traffic, public health and pedestrian safety)	2. In older precincts, new developments should take into consideration and respect the character of existing buildings in relation to height, scale, and architectural style and materials.	2. Urban form to positively contribute to the enhancement of the public realm with high quality facades and architectural design.	2. Discourage obstructive on-street parking, making provision for prioritised, dedicated public transport to support pedestrian prioritisation and loading vehicles.	
	3. Promoted non-residential redevelopment / land uses, but with special on-site and local area floor prevention measures.	3. Incorporate sustainable design concepts into building design.	3. Provide direct paths of travel for pedestrian destinations within large developments.	3. Consideration may be given to a reduction in the minimum number of on-site car parking spaces for medium density residential provided that a) there is available off and on street parking; b) some or all of the required car parking spaces located off-site; or c) off-street parking area is sufficiently close to the development and convenient for use by businesses, residents, and visitors.	
	4. Enhanced light industrial redevelopment opportunities due to the uptake of the Urban Development Zone incentive.	4. Standard design components should be of high quality and attractive design.	4. Primarily in the proximity of transit stops, create primary entrances for pedestrians that are safe, easily accessible and a short distance from transit stops.	4. Promote pedestrian activity by placing entrances at grade level or slightly above and unobstructed from views re the public right-of-way. Discourage sunken entryways below street level e.g. Berkley Road.	
	5. Encourage multiple entries from various street frontages for large industrial buildings with multiple tenants.	5. Develop a street oriented form of development.	5. Consideration of positive contribution to the amenity value through utilisation of rooftops where appropriate for recreational open space with consideration to public safety.	5. Incorporate features such as white markings, signage and lighting so that pedestrian crossings are visible to moving vehicles during the day and at night.	
	6. Safe and attractive pedestrian environment with human scale design, weather protection, and active frontages.	6. Arrange building massing and heights to emphasize Voortrekker Road.	6. Provide bicycle lockers and/or racks near building entrances.	6. Improve visibility for pedestrians by reducing on-street parking spaces adjacent and in non-heavy industrial areas, installing traffic calming interventions.	
	7. Diversified mixed-use with medium density residential.	7. Activate streets with uses such as retail and restaurants where appropriate.	7. Disperse bicycle-parking facilities throughout Maitland and locate them in convenient and visible areas in close proximity to primary building entrances.		
	8. Mixed typologies, vertically and horizontally integrated, consisting of high-density residential units with retail, commercial, office and restaurant uses.	8. Ensure integration of residential uses into the urban settings. Design rooftops to be visually interesting.	8. Ensure that new development contributes to a sense of safety, comfort and community presence within the site and the surrounding area.		
	9. Cohesive urban design with consistently applied development standards and complimentary architectural character.	9. Encourage development with articulated street facades by locating buildings on the front of the property or at the minimum required setback.			
		10. Building facade be designed to simple and harmonious proportions in relationship to the overall size and scale of the building.			
		11. Ensure that new development positively contributes to the enhancement of the pedestrian streetscape with consideration to properly sized shelter. E.g. Voortrekker Road widening and streetscape improvement, Berkley Road duelling.			

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 2: Royal Road	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 3: Maitland Container Yard	<ol style="list-style-type: none"> Land use activities that support space for local community events and daily socialization. Consideration of communal access to Royal Road sportsground. Designed as a walkable and pedestrian-scaled activity centres with highly connected street networks and wide sidewalks. Encouraged redevelopment and infill of catalyst sites within the precinct for civic and amenity use. E.g. Maitland swimming pool site and Maitland container yard in the longer term. Desired land uses: education, civic and community facilities and parks supporting anticipated increase in population density. Discouraged loitering and land uses encouraging unacceptable social behaviour. Neighbourhood related land uses of commercial and retail nature that do not detract from the civic character of the precinct and may include small-scale offices. Civic and community facilities beneficial to all age groups. 	<ol style="list-style-type: none"> Develop a street oriented urban form of development. Arrange building massing and heights to emphasize Voortrekker Road. Activate streets with uses such as retail and restaurants, arts and culture interim workspaces, where appropriate. Ensure integration of residential uses into the urban settings. Design rooftops to be visually interesting. Incorporate sustainable design concepts into building design. Standard design components should be of high quality and attractive design. Buildings mass and design considerations should respect privacy, noise management, natural light needs and traffic intrusion when adjacent to existing precincts. Design features to create high aesthetic value, be sensitive to size and scale of the building. Appropriate scale and setbacks of buildings that do not detract from the character of the surrounding precincts and streetscape Use vertical and horizontal architectural elements as well as spacing that match the development pattern and character of the street (e.g. matching the fine-grain character of surrounding buildings by matching vertical alignments in the podium of a building). 	<ol style="list-style-type: none"> Provide a mix of supporting land use services and small-scale commercial for the surrounding neighbourhoods designed to complement the neighbourhood's character and social activities. Encourage building set back from street boundaries at an appropriate distance to ensure they: <ul style="list-style-type: none"> contribute to and are consistent with, an established streetscape; provide adequate privacy and open space for dwellings; accommodate on site planning requirements such as minimum parking standards, landscape and utilities; and allow safety clearances for essential service corridors. Ensure direct sun to major openings for habitable rooms and outdoor living areas. Maximise passive surveillance and activation of existing and future public open space. Provide a safe and attractive pedestrian environment with human scale design, weather protection and active frontages. 		

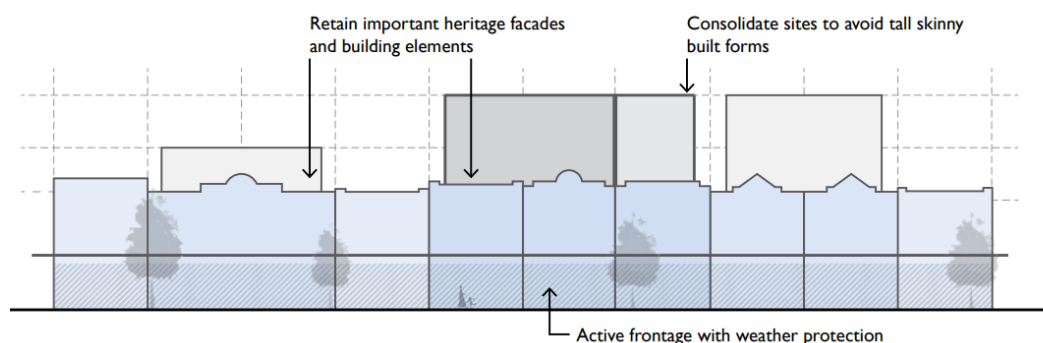


Figure 34 Reception of important heritage facades within Maitland local areas precincts



Figure 35 Royal Road Civic Precinct

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 5: Maitland Residential	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 6: Residential	<p>Noting that Precinct 5 is predominantly zoned General Residential 4 (GR4) which permits medium to high density residential.</p> <ol style="list-style-type: none"> 1. Engineering infrastructure planning considered the latent GR4 sub zone implications and planned for the uptake. 2. Development and decision making which considered the phasing and sequenced implementation as highlighted in this LSDF. 3. Provide a logical sequence of entry and arrival as part of the site's design. 4. Effective façade detailing and articulation can improve streetscape integration and minimise the perceived scale of new buildings. 5. Minimise the visibility and dominance of taller buildings through setbacks. 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing and/or architectural style, and materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale as well as architectural style and materials. 3. Building mass and design should consider privacy, noise, light, and traffic intrusion when adjacent to existing precincts. 4. Design features should create high aesthetic value, and sensitively design the size and scale of the building. 5. Appropriate scale and setbacks used to not detract from the character of the surrounding land use and streetscape. 6. Retain building set back from common boundaries or adjacent buildings in order to reduce impacts of building bulk on adjoining properties; to provide adequate direct sun and ventilation to the building and open spaces on the site; and to minimise the extent of overlooking and resultant loss of privacy on adjacent properties. 7. Where the street proportions and character are strongly defined by the built heritage, respond to those key features e.g. by replicating the same front building setbacks. 	<ol style="list-style-type: none"> 1. Development incorporates suitable open space and recreational amenities in order to: <ul style="list-style-type: none"> • enhance the existing and/or desired streetscape character; • provide an attractive setting for the buildings, landscape, vegetation and well lit streetscape; and • Provide opportunities for residents to use space external to the dwelling for outdoor pursuits and access within/around the precinct. 2. Meet recreational needs within buildings by providing exercise rooms, gyms, common spaces such as lounges and meeting rooms and roof top sun decks. 3. Ensure development provides access to natural sunlight for the dwelling; sensitively design building bulk on the site, consistent with the expectations of the applicable density guidelines within the Table Bay DSDF. 4. Reduce non-residential related traffic by passing within the precincts. 5. Ensure that streets are upgraded to accommodate all users, including pedestrians, cyclists, and motorists. 		

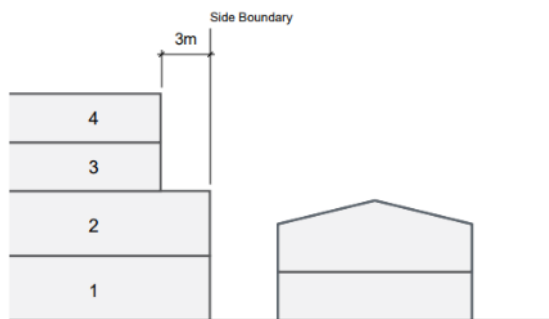


Figure 36 Support set back of buildings to transition between residential areas



Figure 37 Evidence of Maitland's fine grain dense environment



Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 8 Koeberg – Voortrekker Rd	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 9: Voortrekker Rd Core	<ol style="list-style-type: none"> 1. Developed as a concentrated and dense mix of uses, scaled to create a functional, walkable, pedestrian friendly and public gathering activity street. 2. Mixed-use buildings that are adaptable and inviting, with a focus on delivering employment and generating uses relevant to the commercial function of the street. 3. Vertical and horizontal mix of uses that integrates high-density residential units with retail, commercial, office and restaurant uses. 4. Cohesive urban design with consistently applied development standards. 5. Diverse and flexible accommodation of land uses that serves the needs of retail trade, commercial and industry. 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style and architectural materials. 3. Buildings built up to boundaries (other than the street boundary) in order to make more effective use of space for enhanced privacy for the occupants or incorporate enclosed outdoor living area. 4. Development that does not have any adverse impact on the adjoining properties and surrounding land use character. 5. Minimise the visibility and dominance of taller buildings through setbacks. 	<ol style="list-style-type: none"> 1. Ensure the implementation of Voortrekker Road widening scheme and urban restructuring opportunities to create a transit supportive environment. 2. Plan for the provision of adequate infrastructure to support land use diversification and intensification. 3. Provide a safe and attractive pedestrian environment with human scale design, weather protection and active frontages. 4. Ensure that developments provide adequate public spaces to serve the needs of existing and new residents and visitors. 5. Reducing the visual presence of on-street vehicle parking on streetscapes while maintaining safe pedestrian access to parking areas. 6. Consider loading embayments, in association with public transit stops along Voortrekker Road. 		



Figure 40 Voortrekker Road towards Koeberg Road



Figure 41 A mix of motor vehicular traffic including freight

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 10 & 11	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
	<ol style="list-style-type: none"> 1. New development located at signalized intersections of major streets (Koeberg Road) include pedestrian-oriented community-serving commercial uses. 2. Open spaces serve a multi-age, diverse population with a variety of recreational open spaces. 3. An interconnected pattern of urban streets. 4. Provided streetscape treatments that relate to the adjacent land uses, improve the environment, and create an attractive and pleasant experience for those who choose to walk, bike or drive. 5. Development that fosters the clustering of development around transit stations. e.g. Koeberg and Maitland Stations. 6. Precincts without a transit station contains development that creates a sense of place by closely arranging taller buildings in this precinct. 7. Retail, restaurant, and entertainment uses that animated the public realm and provided needed services. These uses should be located along retail streets providing synergy and visibility for the businesses. Parking should be located on the street, within parking structures, or underground. 8. Clustered retail, restaurant and entertainment uses along identified retail streets. 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style, and architectural materials. 3. Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades. 4. Urban form and scale inform design of height and visual transitions between industrial precincts and adjacent commercial and residential precincts. 5. Heating and air conditioning, telecommunications facilities and other utilities, located in rooftop enclosures. 6. Urban form considerations (such as stepping back upper floors of buildings) are complimentary to adjacent precincts. 7. Existing and new development should ensure positive contribution to the enhancement of the existing public realm. 8. Encourage tree planting and landscaping to mitigate negative externalities inclusive of screened outdoor storage and noise generating functions of industrial uses. 9. Encourage mixed-use buildings that are well balanced, inviting, active, adaptable, with a focus on delivering employment, and generating uses relevant to the commercial function of the street. 	<ol style="list-style-type: none"> 1. A system of parks and open spaces linked by bikeways, sidewalks and pathways will meet the increasing demand for indoor and outdoor recreational space. 2. Provide green roofs designed to absorb storm water and reduce heat gain. 3. Ensure the integration of roof top wind power generators and integrate solar panels. 4. Provide street landscaping such as trees, wide special paved sidewalks, and pedestrian level street lighting. Furnish with benches, colourful and representative of the community and special artwork in the paving. 5. Provide a single row of street trees, median trees, sidewalks and pedestrian level street lighting. 6. Provide street landscaping, framing key transit ways for pedestrians through special paving materials and textures and pedestrian level street lighting. 		



Figure 42 Capita and Maitland Prime framing the gateway precinct



Figure 43 Koeberg Station Precinct

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 12 Cannon – Voortrekker Road Precinct 13 McGregor Road Precinct 16: Rail reserve and Staging area	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
	<ol style="list-style-type: none"> 1. Precinct 12: Mixed-use diversification abutting Voortrekker Road. 2. Retained residential character and well maintained existing buildings. 3. Commonly created spaces for laundry (internal to the development to retain an aesthetically pleasing urban form). 4. Precinct 13: Retained/ existing lower density residential character. 5. Precinct 16: Planned rail reserve for the extension of two new railway lines. 6. Appropriate transition to sensitive residential areas including heritage areas. 7. Minimised impact of shadowing on existing sensitive residential areas including heritage areas. 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style, and architectural materials. 3. Residential land uses located on the ground floor facing the pedestrian realm, should be designed with articulated facades, including features such as awnings, elevated steps and entrances, recessed windows, doors and patios, windows treated for privacy and pedestrian interest and drought tolerant planting. 4. Encourage development with a variety of building heights along streets to achieve more visual interest and distinct building character, avoiding the monotony of continuous building heights. 5. Create opportunities for social gathering places and urban open spaces within the precinct. 6. Design buildings at street corners to facilitate pedestrian movement. 7. Step down building heights adjacent to residential communities. 8. Encourage design that supports sloping floor plates for buildings over five- to six-storeys to avoid massive, bulky forms. 9. Arrange tall buildings to minimize long shadows. 10. Set back towers from the street to help disperse winds, avoid accelerating drafts and protect pedestrians. 	<ol style="list-style-type: none"> 1. Reinforce a system of parks and open spaces linked by bikeways, sidewalks and pathways to meet the increasing demand for indoor and outdoor recreational space. 2. Encourage green buildings, energy efficient buildings and utilise rooftops with green infrastructure designed to absorb storm water and reduce heat-absorption. 3. Encourage development that supports the integration renewable energy. 4. Encourage developments to contribute to street landscaping such as trees, wide special paved sidewalks, and pedestrian level street lighting. 5. Encourage street furniture with benches, colourful and representative of the community and special artwork in the paving. 6. Provide street landscaping framing key transit ways for pedestrians through special paving materials and textures and pedestrian level street lighting. 7. Discourage through traffic of non-residential related activities within McGregor Precinct. 		

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 14: Existing District Node Maitland	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
	<ol style="list-style-type: none"> 1. A district node developed as a concentrated, dense, diverse mix of uses supportive of transit-oriented development and job creation. 2. Scaled to create a functional, walkable, pedestrian-friendly urban environment with public gathering spaces. 3. Both vertically and horizontal mix of uses that integrated medium-high-density residential units with retail, commercial, office and restaurant uses. 4. (Re)developed sites adjacent to major roadways (Voortrekker Road, Berkley Road) and potential future transit facilities. 5. Cohesive urban design with consistent development standards. 6. Improved civic and community Facilities. 7. Prevalence of interim activation of spaces e.g. entertainment, arts and culture, temporary markets and urban parks. 	<p>Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct.</p> <ol style="list-style-type: none"> 1. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style, and architectural materials. 2. Vary and articulate the building façades to add scale and avoid large monotonous walls. 3. Provide direct paths of travel for pedestrian destinations within large developments. 4. In the proximity of transit stops, create primary entrances for pedestrians that are safe, easily accessible and a short distance from transit stops. 5. Encourage the development and redevelopment of mixed-use buildings with a well-balanced mix of land uses. 6. Create diversity within the buildings that creates inviting, active and adaptable spaces, with a focus on delivering employment and generating uses relevant to the commercial function of Voortrekker Road. 	<ol style="list-style-type: none"> 1. Reinforce a system of parks and open spaces linked by bikeways, sidewalks and pathways to meet the anticipated increase in demand for indoor and outdoor recreational space. 2. Connect open spaces to other activity areas where people gather to sit, eat or trade. 3. Support the provision of green roofs designed to absorb storm water and reduce heat absorption. 4. Provide street landscaping such as trees, wide special paved sidewalks, and pedestrian level street lighting. 5. Furnish with benches, colourful and representative of the community and special artwork in the paving. 6. Disperse bicycle-parking facilities throughout Maitland and locate them in convenient and visible areas in close proximity to primary building entrances. 7. Utilisation of rooftops where appropriate for recreational open space with consideration to public safety. 8. Provide bicycle lockers and/or racks near building entrances. 		



Figure 44 Significant on-street parking along Voortrekker Road reserve



Figure 45 Sectional title Industrial parks in Maitland light industrial area

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 15: Voortrekker Road Light Industrial Precinct 23: Bax Road Precinct 24: Maitland Industrial	<ol style="list-style-type: none"> 1. Light industrial and service trade activities, serving the local and regional commercial, service and employment needs. 2. Job generating land uses that support the agglomeration and co-agglomeration of light industrial activities including service industry and trade activities (incl warehousing). 3. Implemented safeguards to control impacts on adjacent residential uses as created by industrial land use externalities (noise, sound, freight traffic, public health and safety). 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style, and architectural materials. 3. Apply design trims, metal and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the buildings. 4. Select building materials, such as trim and finishes that convey a sense of permanence. Quality materials should be used, regardless of architectural style. 5. Encourage changes in material purposefully and in a manner corresponding to variations in building mass consistent with other façade elements within the precinct. 6. Encourage the upkeep of existing buildings and encourage the uptake of available incentives targeted for warehousing and other light industrial activities. 7. Treat all façades of the building with equal architectural rigor, level of detail and articulation. 	<ol style="list-style-type: none"> 1. Encourage aesthetically pleasing built forms through varying and articulating the building façades to add scale and avoid large monotonous walls. 2. Where the building mass cannot be broken up due to unique use constraints, i.e. manufacturing or warehouse space, building walls should be articulated with texture, colour, material changes, shadow lines and other façade treatments, or public art. 3. Architecturally integrate exposed industrial systems and equipment as a design option where practical. 4. Incorporate and alternate different textures, colours, materials and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façade. 5. For large parcels of land located in heavy industrial areas, avoid uninterrupted walls and/or fences by providing a landscape buffer, which may include the landscaping, shade trees, climbing vines, hedges, or similar living plant material. 6. Create a buffer zone between pedestrians, moving vehicles and other transit modes by the use of landscaping and street furniture. 7. Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals and dual sidewalk ramps. 		



Figure 46 **Precinct** most encumbered by the flood line. In the short-medium term - encourage non-residential land uses and commercial activities

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 18: Upper Camp Koeberg Station Precinct 19: Montague Street Precinct 21: Hely Street	<ol style="list-style-type: none"> 1. Maitland as a district node developed as a concentrated, dense, diverse mix of uses supportive of transit-oriented development and job creation. 2. Scaled to create a functional, walkable, pedestrian-friendly urban environment with public gathering spaces. 3. Both vertically and horizontal mix of uses that integrated medium-high-density residential units with retail, commercial, office and restaurant uses. 4. High quality landscaping provided that softens built forms and positively contributes to urban amenity. 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style, and architectural materials. 3. Apply trim, metal and woodwork, lighting, and other details in a harmonious manner consistent with the proportions and scale of the buildings. 4. Encourage building materials, such as trim and finishes that convey a sense of character and place. 5. Quality materials should be used, regardless of architectural style. 6. Encourage changes in material purposefully and in a manner corresponding to variations in building mass consistent with other façade elements within the precinct. 7. Encourage the upkeep of existing buildings. 8. Treat all façades of the building with equal architectural rigor, level of detail and articulation. 9. Encourage site consolidation to deliver an efficient built form in order to ensure the visual impact of larger developments can be managed. 10. Building design on consolidated sites should continue to respond to the pattern of development on the street. 	<ol style="list-style-type: none"> 1. Reinforce a system of parks and open spaces linked by bikeways, sidewalks and pathways will meet the increasing demand for indoor and outdoor recreational space. 2. Connect open spaces to other activity areas where people gather to sit, eat or trade. 3. Support the provision of green roofs designed to absorb storm water and reduce heat absorption. 4. Provide street landscaping such as trees, wide special paved sidewalks, and pedestrian level street lighting. 5. Furnish with benches, colourful and representative of the community and special artwork in the paving. 6. Disperse bicycle-parking facilities throughout Maitland and locate them in convenient and visible areas in close proximity to primary building entrances. 7. Consider positive contributions to the amenity value through utilisation of rooftops where appropriate recreational open space can be provided. 8. Provide bicycle lockers and/or racks near building entrance <p>Internal planting, in areas such as lobbies.</p>		

Precinct	Desired spatial outcome		Public realm and urban infrastructure	Transit, mobility & accessibility	
Precinct 17 Upper Camp	Desired land use activities	Desired built urban form, massing and design	Infrastructure and open space	Parking and vehicular access	Mobility and permeability
Precinct 20: Cannon - Upper Camp Rd Precinct 22: Cannon Rd- Berkley Precinct 25: M5 Business Park	<ol style="list-style-type: none"> 1. Vertical and horizontal mix of uses that integrated medium-high-density residential units with retail, commercial, office and restaurant uses. 2. Commercial mixed-use, hotel and residential uses adjacent to the transit station. 3. Clustered highest density and tallest buildings. 4. Aligned facade finishes and detailing of retail developments with the overall character and architecture design intent of adjacent buildings, and linked to the proposed use of the retail unit. 5. Integrated retail units within mixed-use developments with differentiation between retail uses and non-retail uses. Individual storefronts should be identifiable from each other while retaining the overall building character and architectural language. 	<ol style="list-style-type: none"> 1. Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding precinct. 2. In older precincts, new developments should take into consideration and respect the character of existing buildings about height, scale, style, and architectural materials. 3. Provide a suitable transition to sensitive residential areas. Building design and setbacks should provide separation that assists in reducing building bulk and overlooking of future residents. 4. Minimise the impact of overshadowing on existing sensitive residential areas including heritage areas. 5. Provide high quality landscaping that softens built forms and positively contributes to urban amenity. 6. Internal planting, in areas such as lobbies, is also encouraged to improve internal amenity and re-introduce a connection to nature for people in urban environments. 	<ol style="list-style-type: none"> 1. Reinforce a system of parks and open spaces linked by bikeways, sidewalks and pathways to meet the anticipated increase in demand for indoor and outdoor recreational space. 2. Connect open spaces to other activity areas where people gather to sit, eat or trade. 3. Support the provision of green roofs designed to absorb storm water and reduce heat absorption. 4. Provide street landscaping such as trees, wide special paved sidewalks, and pedestrian level street lighting. Furnish with benches, colourful and representative of the community and special artwork in the paving. 5. Provide street landscaping framing key transit ways for pedestrians through special paving materials and textures and pedestrian level street lighting. 6. Disperse bicycle-parking facilities throughout Maitland and locate them in convenient and visible areas in close proximity to primary building entrances. 7. Consider the positive contribution of rooftops where appropriate for recreational open space with consideration to public safety. 8. Plan for bicycle lockers and/or racks near building entrance. 		

SECTION 6: IMPLEMENTATION PLAN

6.1 Key projects for implementation

This implementation chapter represents the sequencing, phasing and coordination to realise the objectives of the Maitland LSDF.

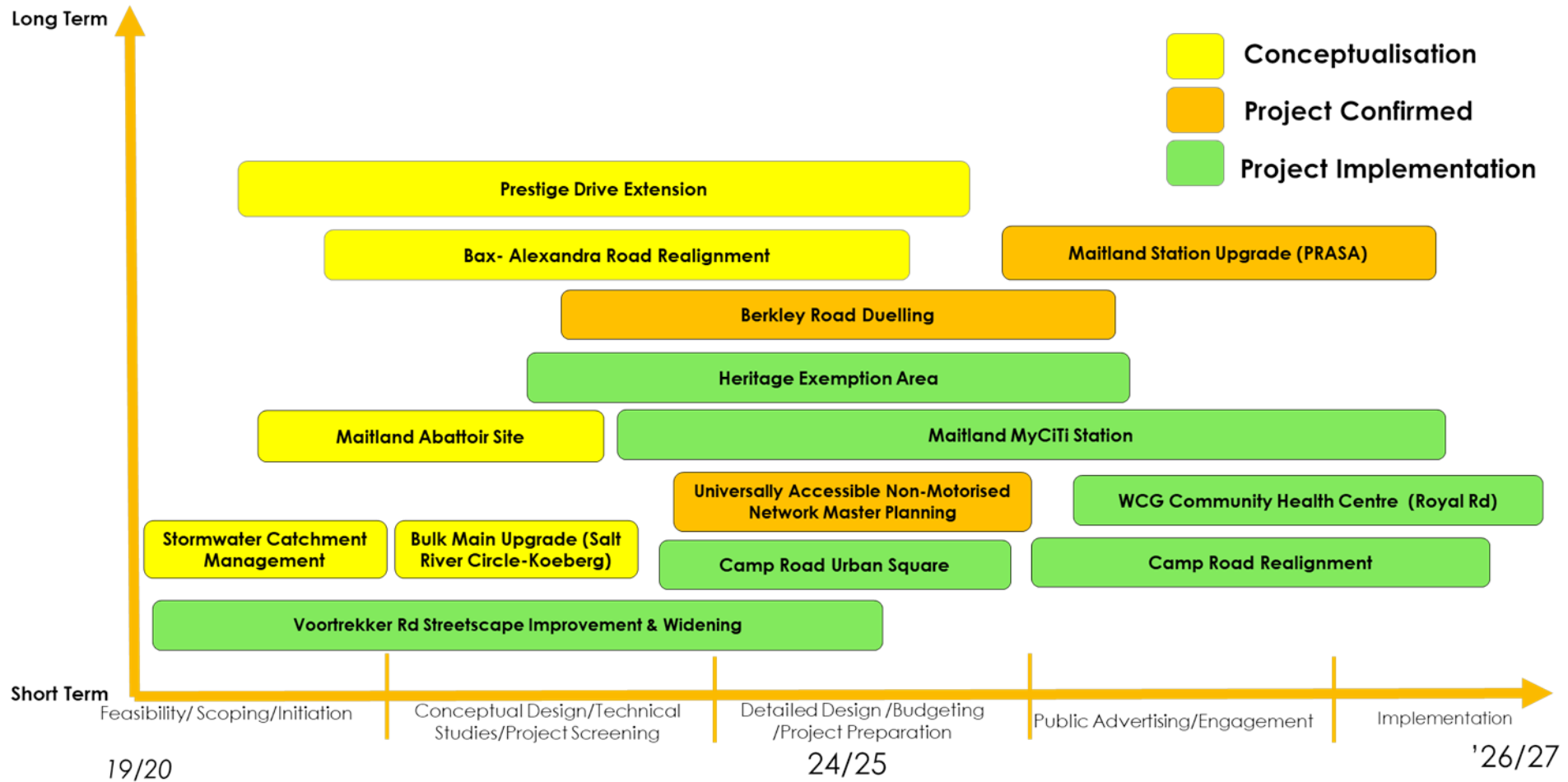


Figure 47 Phases and priorities of key capital projects in the study area

The table below is a summary of the large road upgrading and engineering infrastructure projects considered to be a pre-requisite for the successful implementation of the Maitland LSDF vision. Colours represented the anticipated phasing as per Figure 29.

Maitland LSDF Priority		Spatially Coordinated Intervention	Programme/ Project	Programmatic Priority	Sequencing & Coordination Priorities	Line Departmental Lead	Phasing Priority S-M-L
1	Voortrekker Road Development Corridor and Activity Route	Camp-Beach Road Realignment	Traffic Calming and Relief Program	Voortrekker Rd Streetscape and Road Widening	Bulk Main Upgrade Existing Camp Road Closure(Salt River - Koeberg	Urban Mobility	Short term
2	Voortrekker Road Development Corridor and Activity Route Prioritised public transit, Mobility, Connectivity and Accessibility	Bulk infrastructure Upgrade and network reticulation upgrade	Bulk Engineering Master Planning	Voortrekker Rd Streetscape and Road Widening	Pipe Replacement Programme coordination with Traffic Calming and Relief Programs	Urban Mobility Storm water Master Planning Network Reticulation	Short term
3		Urban Mobility and Integrated Public Transport Network	MyCiti PTI, Taxi Rank Upgrade and Maitland Station Upgrade	MyCiti PTI	NMT, Trading bays , storage facilities and connectivity to Town hall	Urban Mobility	Short term
		Long-term intervention due to technical complexities, land agreements, implication of rail.	Prestige Drive Extension	Voortrekker Rd Streetscape and Road Widening	Detailed design	Urban Mobility	Medium term
		Short term intervention and implementation	Berkley Road Duelling	MyCiti PTI	Universally accessible NMT from Bax to Maitland station	Urban Mobility	Medium term
		Short term intervention and implementation	Berkley Road Extension	Predestination. NMT Master Planning and implementation		Private	Medium term
		Potential short-medium term reduction of freight activity at Maitland container	Consolidation of freight activities	Freight and Land Use Subcommittee	Consolidation of freight and logistics	City of Cape Town Transnet	Long Term
4	Residential intensification	Heritage Exemption Urban Infill (Prestige)	Pipe Replacement Programme coordination	Spatially targeted heritage exemption area south of Montague Street	Public Realm and Amenity, Predestination. NMT Master Planning and implementation	Environmental Management Reticulation	Short Term

Maitland LSDF Priority		Spatially Coordinated Intervention	Programme/ Project	Programmatic Priority	Sequencing & Coordination Priorities	Line Departmental Lead	Phasing Priority S-M-L
5	Proposed Traffic Calming and Relief Program for Maitland residential core	Royal Road , Coronation Road , Station Road , Beach Road and Prestige Drive	Traffic Calming and Relief Program	Public Realm and Amenity, Predestination. NMT Master Planning and implementation	ICT Wifi- access and infrastructure to support economic growth	Subcouncil 15	Short term
6	Development Focus Area Mixed Use Intensification and land use diversification	High Intensity and land use diversification 30m abutting Voortrekker Road	Urban Development Zone Incentive	Spatially Targeted Mechanism PT Zones	Long term increase affordability, diversity in typology, integration and transition of density	Urban Planning and Design	Short Term
7	Civic Cluster and Public Realm	Royal Road Civic Upgrade	Community Day Care Facility	WCG ; CCT	Non-Motorised Pedestrian network	Urban Mobility	Short Term
		Camp Road Urban Square	Stormwater and land use catchment management framework	GABS Staging Area Relocation, Camp Road Closure and Predestination.	Voortrekker Rd Streetscape and Road Widening	Urban Planning and Design Environmental Management	Short Term
8	Public Land holdings and securing of infrastructure	Clustering and shared facilities.	Optimisation of existing land holdings offering economic and recreational and communal spaces.	Longer term potential for mixed use intensification opportunity benefiting Maitland community needs	Precinct Planning and stakeholder engagement	City of Cape Town Transnet	Medium Term
		Railway and environs.	Short Term Enforcement and Urban Management	Problem Buildings Overcrowding	Service Level Agreement for urban management on rail environs	\City of Cape Town PRASA	Medium Term

6.2 Post LSDF approval implementation actions

The following actions are key implementation action after the approval of the LSDF.

	Post Endorsement Actions	Directorate/Department	Priority
1	Develop a short and succinct monitoring and evaluation framework, which can form the basis of a 5-year review report to the Subcouncil.	Spatial Planning and Environment in collaboration with subcouncil 15	Short term
2	Develop a stormwater catchment management plan.	Spatial Planning and Environment and Catchment Management	Short term
3	Develop a baseline of residential units, and a 2050 estimate (based on the availability of updated census information in the latter part of 2024). Translate the estimate growth into anticipated pressures on the community facilities, parks and engineering services and feed the information into the appropriate Land Use Model processes or the engineering master planning processes. This work should complement the early investigations of the Incentive Overlay Zone.	Spatial Planning and Environment in association with the subcouncil	Short term

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