



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

MAITLAND

LOCAL SPATIAL DEVELOPMENT FRAMEWORK

Contextual Framework

Prepared by Urban Planning & Design

Questions, comments or request further information about the draft LSDF Contextual Framework can be emailed MaitlandLSDf@capetown.gov.za

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1. INTRODUCTION AND BACKGROUND

The Council Approved Municipal Spatial Development Framework and Table Bay District Spatial Development Framework (DSDF) were both approved in January 2023.

Maitland, identified as one of three Priority Local Areas (PLAs) within the Voortrekker Road Corridor (VRC) for spatially targeted for public and private sector intervention, is identified in the Table Bay DSDF as one of a series of local area planning priorities aimed at facilitating mixed-use intensification of Cape Town's urban inner core.

The more recent urban change experienced in Maitland motivates the need to provide an updated development vision and spatial development plan for the area, which is aligned to the City's policy objectives in its objective of achieving spatial integration, access to economic and social opportunities, and increased quality of life within Maitland.

Maitland presents a 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 measures.

The preconditions for urban regeneration already exist within Maitland, with green shoots of private sector investment observable throughout the area of Maitland, thus signally the area's readiness to receive public investment to further regeneration outcomes. However, such outcomes require

significant lead-time and preparation before they are realised. In this regard, a local spatial development framework (LSDF) is seen as the most appropriate mechanism to realise of the abovementioned regeneration opportunities over a 10-year timeframe. The LSDF requires a collaborative approach to the coordination of public sector efforts and a commitment to implementation-led planning.

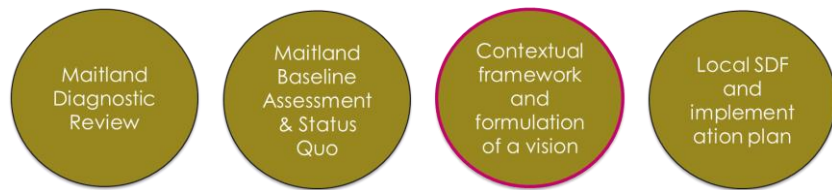
This contextual framework document is the precursor to the formulation of the LSDF. Its objective is to put in place the analytical basis from which spatial development and implementation proposals can be made. The contributions made by the City of Cape Town's internal Project Management Team (PMT) have informed the drafting of the contextual framework.



Figure 1: Local Area Boundary approved by Subcouncil

1.1 Purpose and Scope

This report is the contextual analysis report to review the existing and outdated Maitland Local Area Plan (1992) and provides spatial planning guidance as the Maitland Local Spatial Development Framework (MLSDF). The MLSDF Contextual Analysis has been prepared concurrently with the now approved 2023 Table Bay District Spatial Development Framework. The high-level development guidelines within the sub-district guidelines and conceptual designation was a direct outcome of the engagements and spatial coordination of the drafting process of the Maitland LSDF.



The MLSDF drafting process is a local area planning initiative intended to facilitate inclusive urban regeneration within Maitland. The MLSDF will provide strategic guidance for both public and private sector investment in the area to give effect to the MSDf (2023) and the Table Bay District SDF (2023).

The purpose of the contextual framework is to engage and collaborate with the community in improving Maitland's immediate and surrounding environments through a series of interventions reflected in the City's Infrastructure Report and Table Bay DSDF and informing budgeting prioritisation and transactional processes. Responses and inputs into the spatial strategies will provide further coordination and sequencing of the City's capital and operational expenditure ensuring that land development in Maitland premised on collective solution focused and collaborative approaches in realising in the desired urban form of a City of Hope.

The scope of the Maitland LSDF drafting process is the following:

- Address identified priority issues with the most appropriate policy and strategic development interventions/responses;
- Identify key actions for unlocking regeneration within Maitland;
- Develop a vision for Maitland and with a collaborative approach in identifying desired spatial outcomes (land use form, intensity) and phased implementation mechanisms;

- Develop guiding principles for land development to inform the spatial development framework and the overall conceptual structure and spatial interventions;
- Coordinate a resilient, inclusive and sustainable, urban regeneration approach in Maitland;
- Commit to the Intensification of land uses through the development of strategic parcels of land, especially around PT Zones;
- the identification of precinct priorities for more focused design attention, as well as urban design principles informing spatial proposals at precinct level; and
- A monitoring and evaluation framework to assess the efficacy of the public sector investment in attaining the intended spatial objectives.

1.2 Multi-Disciplinary Project Management Team Engagement Stakeholder Input

Between March-August 2019 and July 2022 a series of engagements with public sector stakeholders was undertaken as a part of the baseline diagnostic scoping exercise to inform the contextual analysis phase of the Maitland LSDF. Below is a synopsis of the outcomes of the inputs by public sector multi-disciplinary team outcomes

The initial workshop highlighted areas for further targeted discussions to provide in depth understanding of the following:

- The public sector core and non-core land holdings properties, to inform the public sector leverage potential in the regeneration of Maitland.
- Identify short – medium term activation strategies for public sector holdings in Maitland.
- Land holdings in the area have gradually succumbed to the illegal occupation of unsecured and underutilised land holdings. The identification of strategic sites and planned projects by the National Department of Public Works, Western Cape Department of Public Works, Western Cape Education Department and the City of Cape Town.
- Whilst the extent of the City's land holdings is limited in contrast to the Western Cape Government and PRASA, the City can potentially leverage the strategic and limited land holdings to restructure Maitland.
- The risk implications of unsecured and unmanaged state owned land that detract investment potential of the area.
- Intentional and collaborative approach toward economic recovery through alignment amongst the state owned entities to leverage on Maitland has planned investment and market responses to affordable housing opportunities.
- The public – private partnership with Maitland City Improvement District has greatly increased the areas attractiveness for investment but urban management challenges resource challenges i.e. crime remain a challenge.

1.3 Methodology and Milestones

This Maitland LSDF drafting process is an internally driven process premised on preceding work done through the Voortrekker Road Corridor Strategy and Investment Plan, which identified Maitland as one of three local priority areas for public intervention to mitigate from displacement.

The identification of Maitland regenerative principles that requires a representative and collaborative approach with all stakeholders. This report seeks to provide the Sub-council with the necessary contextual information informed by the PMT and other engagements, which will serve as the basis for the MLSDF.

This public participation process is to confirm the spatial development objectives in the Table Bay DSDF and to give further effect at a local area scale. This would inform a spatial vision with the community, interested, and affected parties informed by an internal PMT of government representation amongst all spheres of government to coordinate and align public sector investment.

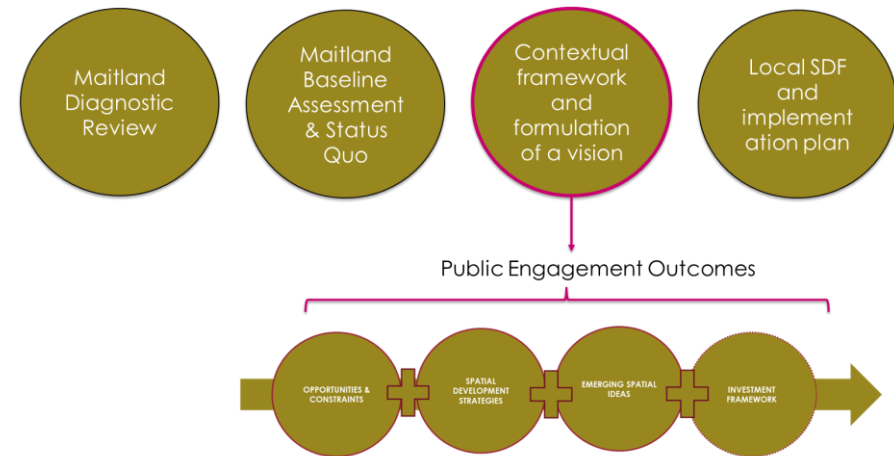


Figure 2: LSDF Drafting Process

To date the PMT, comprising of external and internal stakeholders, has undertaken several engagements, culminating in the formulation of a draft Baseline Analysis Report, covering the status of the Population; Environment; Built Environment and Economy will be available as a suite of documents the public will provide comment on during this period.

2. REGULATORY AND POLICY INFORMANTS

The transportation systems that connect people to economic opportunities forging connections at a regional sub-regional scale in Maitland 's context is reliant on the existing multimodal transport systems, passenger railway, freights, buses minibus taxis (MBTs). Maitland's high levels of connectivity at both regional sub-regional scale supports the economy with great accessibility to metropolitan nodes.

While the City of Cape Town is forward planning policies and strategies encourage sustainable land use intensification and diversification of land uses, anticipation of a surge of land development in a well-located Maitland presents greater risk of displacement.

To this end, the drafting of the Maitland LSDF aims to proactively inform urban development opportunities and sectoral budgeting to create an enabling environment for supply of affordable housing as a proactive measure to facilitate inclusive urban regeneration in Maitland.

Maitland and is delimited from three sides by the railroad tracks and on the fourth side by a river. This makes the area hard to reach from very few accessibility points. These also act as internal border points forming the boundary of the study area, which is approximately 230ha. Maitland separated from east to west by Voortrekker Road and from South to North by transport infrastructure.

Maitland's street pattern are organized in a heterogeneous urban grid system, providing great access to due its grid nature The study area is served by a system of structuring routes which together provide excellent regional connectivity in all directions namely M5 , N1 , Koeberg Road , Voortrekker Road , Berkley Road , Jan Smuts , and Jakes Gerwel respectively . The abundance of public sector owned land plays a significant role in either reinforcing barrier to access or provide opportunity to activate transitional land uses and ensure the coordinated management of public land holdings within Maitland and its favourable location.

2.1 Maitland Local Area Spatial Development Framework Drafting Process Contextual Informants

2.1.1 INTEGRATED DEVELOPMENT PLAN (2022-2027) AND THE MSDF (2023)

The City of Cape Town's IDP 2017-2022 aligns itself with the Spatial Planning & Land Use Management Act (SPLUMA) OF 2013 in addressing the principles based on creating integrated, inclusive, and efficient city an environment that focuses on readdressing the inherent socio-economic imbalances spatial fragmentation

The key spatial strategies within the IDP that are applicable to the development of a spatial framework to guide decision-making and the coordination and planning of both public private sector investments. The 2022-2027 IDP guides the Maitland contextual framework, which has been set out as follows:

- **Objective 1:** Increased jobs and investment in Cape Town
- **Objective 3:** Support sustainable and independent energy generation for Cape Town
- **Objective 4:** Well-managed and modernised infrastructure to support economic growth
- **Objective 12:** An integrated, efficient transport system that provides safe and affordable travel options for all.
- **Objective 15:** A more spatially integrated and inclusive city
- **Objective 16:** A capable and collaborative City government

2.2 Municipal Spatial Development Framework (2023)

The City's commitment to the spatial transformation agenda as outlined in SPLUMA is the central objective of the Municipal Spatial Development Framework (MSDF), the precondition on which other spatial development goals are to be achieved. The MSDF translates the vision strategy of the IDP into the desired spatial form for the municipality.

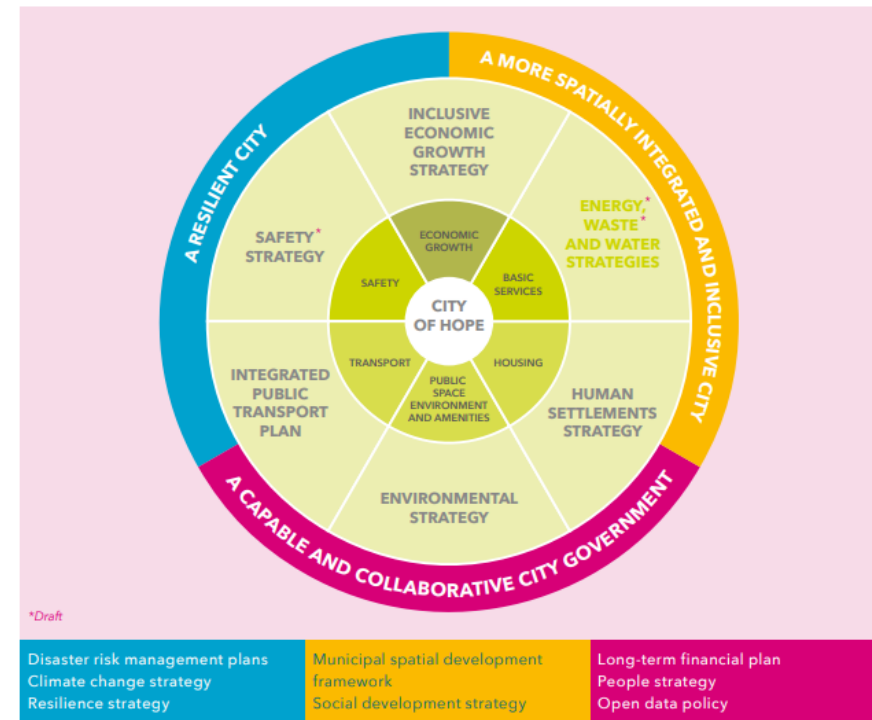
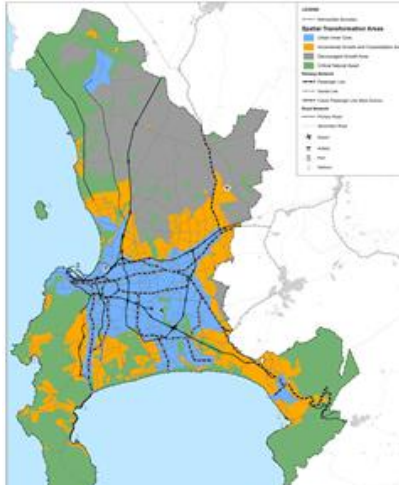


FIGURE 2: IDP STRATEGIC ALIGNMENT WITH EXISTING/FUTURE CITY STRATEGIES

Figure 3: IDP Strategic Alignment with existing/future City strategies (IDP 2022 -2027)

Accordingly, the MSDF has been reviewed to spatially represent the institutional shift towards dense and transit-orientated growth and development and co-investment partnership for sustainable inward growth. The MSDF remains as a component of the City's new term of office IDP (2022-27) in terms of the Municipal Systems Act. Therefore, the MSDF is the City's principle guiding decision making for all people within the City's municipal boundary and including guiding investment priorities.

Figure 5: MSDF Spatial Concept (2023)



of both public and private sector. The MSDF (2018) provides a spatially targeted approach to upgrade and optimise infrastructure (social and engineering) by focusing of upgrading the existing built footprint. The promulgation of SPLUMA in 2013 provided the regulatory mechanism to ensure spatial planning and land use systems contribute to the redress of historical spatial fragmentation and create integrated and

inclusive cities. The development principles in SPLUMA have been translated into an investment rationale intended to guide both private and public sector investment. These land development principles apply to all land development applications including the subdivision, rezoning of existing land use development rights

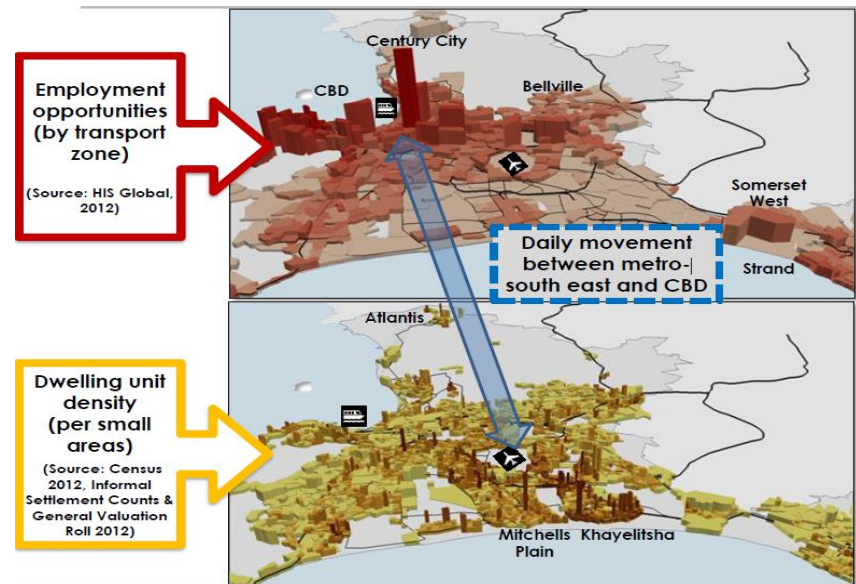
2.2.1 MSDF’S Spatially Prioritised Investment Rationale

The Council Approved MSDF (2018) identified the VRC as a spatially prioritised area for Priority Human Settlements and Housing Development Area the VRC to prioritise spatial and economic restructuring and integration opportunities for the development of sustainable economic and housing

opportunities underpinned by the adequate infrastructure to support increase land use diversification in Maitland.

Maitland has subsequently identified as a social housing precinct with the prospects in leveraging of underutilised public owned land through detailed feasibility assessments.

Figure 4: Employment Opportunities Vs Residential Densities (MSDF 2023)



The development of a spatial framework for the Maitland LSDF informed by the MSDF’s support for initiatives in the **Voortrekker Road**, Blue Downs and Metro South-East **Integration Zone** intended to support phased diversification of land use to reduce the need to travel which may include further precinct planning for prioritised areas in the corridor.

Spatial transformation premise: **access** to more opportunities for more people. To achieve this, city focus is on **inward growth and investment** to support dense, diverse and transit oriented land uses

The Maitland LSDF seeks to embed and translate the MSDF's principles investment rationale at a local are scale through spatial targeting and the coordination of public infrastructure investment with a commitment to creating economic opportunities and redressing historical spatial fragmentation. Furthermore, the LSDF will be committed to the MSDF's new spatial vision of which sustainable job generating economic growth is at the heart of the City's spatial priorities.

To realise the spatial vision and work towards a restructured urban form and function for Cape Town the following imperatives and partnerships are essential:

- An efficient, safe and affordable public transport system in line with the concept of transit oriented development (TOD) and land use intensification (i.e. diversification and densification) in and around transit corridors, nodal points; serviced by an existing and future public transport network.
- Co-ordination, prioritisation and implementation of development and investment aligned to the MSDF's Spatial Transformation Areas investment rationale.
- Acknowledgment of inherent natural and man-made risks and land development directives.
- Reinforcement of critical infrastructure elements that support Cape Town's metropolitan functionality.

- An effective approach to social infrastructure provision (clustering of community facilities, optimisation and rationalisation of City assets) as a critical contributor to the realisation of the MSDF spatial vision.
- Preservation and enhancement of the natural assets of the city.

Pertinent to the inclusive regeneration and revitalisation of Maitland is the Urban Inner Core Investment rationale and the three spatial strategies depicted below as a component of the new term of office Integrated Development Plan.

The City's investment rationale for areas within the urban inner core emphasizes the following as foundational in spatial transformation:

Co-investment partnership between citizens, civic organisations public sector entities and the private sector to maintain and upgrade existing built footprint.

- Prioritisation of infrastructure investment, coordination and implementation of both social and bulk engineering services to support inward and inclusive growth.
- Leverage existing and available incentives in the Maitland context refers to the VRC as Prioritized Human Settlements and Housing Development Area, (PHSDAs), Urban Development Zone and PT Zones as prescribed by the MPBL's Development Management Scheme.

2.3 Economic Recovery: Spatial transformation Imperatives

With the largest concentration of economic activity and employment opportunities, the CBD serves as the economic heart of Cape Town. Cape Town CBD has suffered considerably because of the pandemic and the lengthy lockdown response. The result has been unprecedented commercial and retail vacancies, largely because of inflation, unemployment and reduced household incomes.

Infrastructure investment is central to economic recovery and realising the strategic and spatial priorities of the City. However, in the context of severely constrained resources, the City must ensure that investment decisions yield maximum economic and social returns.

Electricity Generation

The City is intent on addressing the socio-economic disruptions associated with load shedding. To this end, it is embarking on a diversified energy supply programme. The aims of these programmes are to:

- increase energy security in the face of diminishing Eskom technical performance;
- improve financial sustainability by reducing electricity purchases from Eskom, thereby protecting citizens against the impact of further Eskom tariff increases; and
- Mitigate the effects of climate change through the utilisation of sustainable energy sources.

The City's Municipal Energy Efficiency Programme has been running since 2008.

Facilities require improvement in energy efficiency to achieve the City's net zero carbon (NZC) commitment by 2030, in terms of the C40 Deadline 2020 Programme.

Energy efficiency retrofits of municipal buildings also ensure a safe, secure and healthy environment as required in the Occupational Health and Safety Act.

Bulk Water Reticulation Networks

While Cape Town has made impressive improvements over time with respect to water pipe bursts, the combination of aging infrastructure, increased water demand and low rates of pipe replacement

In order to achieve network modernisation, the following advancements in technology are being investigated by the City of Cape Town:

- Advanced Metering Infrastructure (AMI), as part of the meter replacement programme
- The latest methods of pipeline construction with advanced materials providing improved performance or having the ability to withstand adverse conditions
- Remote recording, logging and software analysis tools for improved network management
- The latest technology for pressure management, monitoring and controlling with increased remote control
- Infrastructure fieldwork: Effective portable data acquisition and management systems

- The expansion and maintenance of spatial information and asset mapping layers (GIS) to improve planning and management
- The expansion of electronic submission and processing of various types of customer applications to the City

The Western Cape drought highlighted the importance of optimal water infrastructure. It is equally important to safely collect, convey and treat sewage to appropriate standards before releasing it into streams, rivers and vleis of which the Salt River / Black River plays an important role in the broader storm water reticulation networks of the city.

The combination of sewer pollution and low-quality treated effluent can have a severe impact on the city's inland water bodies. In areas of high density and increasing informality, frequent blocking of sewers with foreign objects results in sewer spills, creating a health hazard for communities.

The topography of the city requires a sewer network comprising a combination of gravity, pump stations and rising mains.

Historically the pipe replacement rate has been below standard. As a key area for improvement in the coming five to 10 years and is an area of commitment for infrastructure investment. A pipe replace programme has been developed using a number of parameters to prioritise segments of the network to be replaced including.

Liveable Urban Waterway Programme

The programme focuses on waterway rehabilitation of various waterways (river, wetland and canal) across the metro to make our waterways more liveable and contribute to a water sensitive city. One of these projects is pertaining to the Roscommon Road wetland rehabilitation of the remnant wetland adjacent to the Diep River

In support of sustainable intensification and densification in areas such as Maitland the City is committed to the

- Expansion of the footprint of drop-off facilities to be closer to a greater number of customers
- Improve location and capacity of transfer stations
- Deliver appropriate waste containment options

2.4 Table Bay District Spatial Development Framework (2023)

The Table Bay DSDP identifies Maitland as a local and civic node whereby the following development guidelines pertaining to urban form, intensity and desired spatial outcomes:

- Encourage medium intensity and mix of land uses within a radius of approximately 800m - however, this must be considered a guide and not a definitive extent 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 Levels 3 and below community facilities.
- Support the integration of context appropriate medium to high-density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs).
- An average gross density of between 10 - 45du/ha should be targeted for new developments which could occur through varying net densities across the area.
- Promote micro-enterprises and circular economies at high accessibility nodes and corridors and along local scale development corridors serviced by public transport, e.g. Prestige Drive

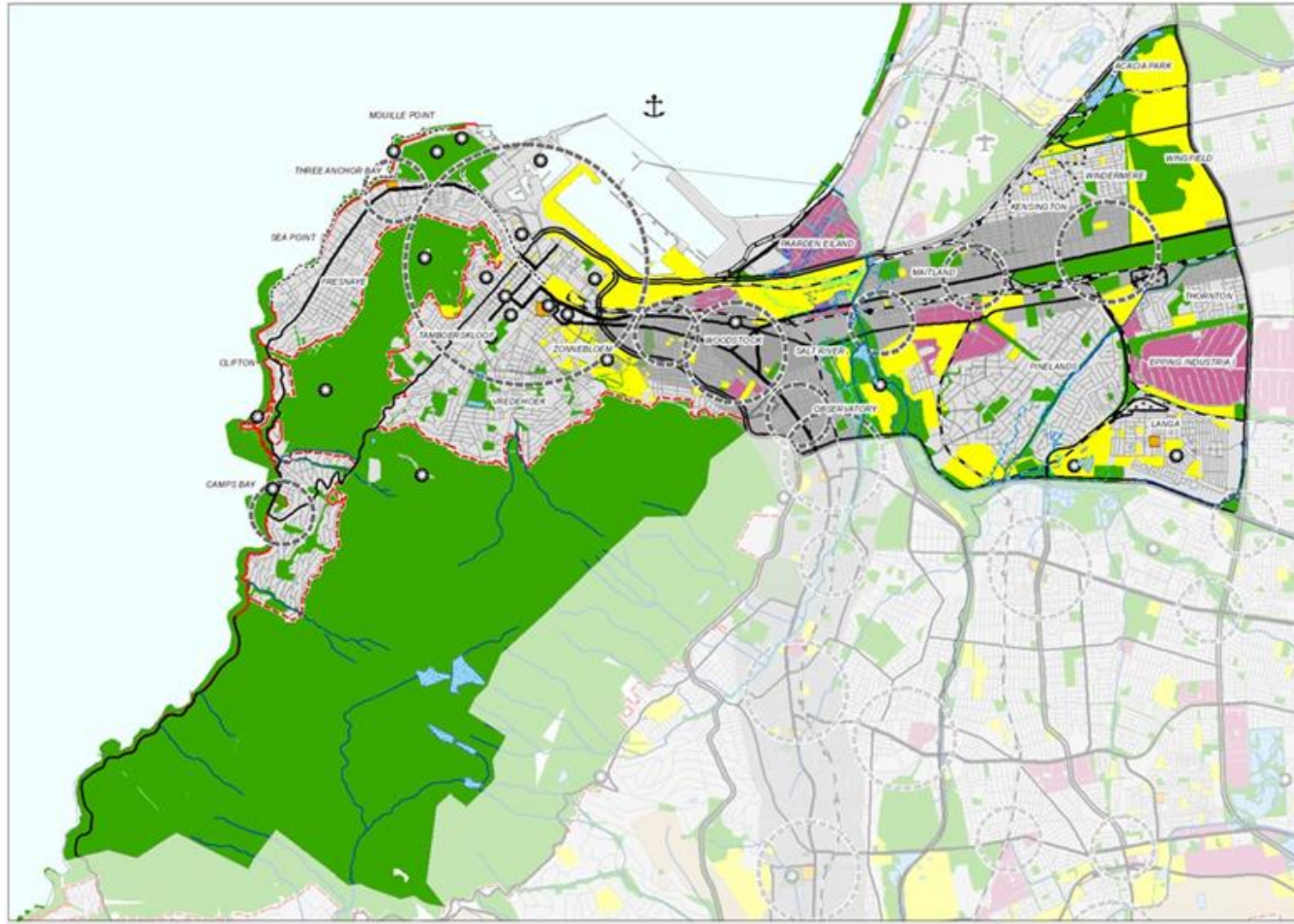


Figure 7 Table Bay Spatial Development Framework and Maitland

2.5 Resilience Strategy (2019)

In August 2019, Cape Town became the third city in Africa to approve a resilience strategy. The Resilience Strategy formulated in the aftermath of the worst drought Cape Town has faced in recent history. The strategy is a roadmap for a 21st century metropolis, which aims to strengthen the city against sudden potential shocks in future, from storms and heat waves, to cyber-attacks, global financial crises and other unforeseen challenges. The Strategy will guide Cape Town, inclusive of its households, communities and institutions, to build collective responses to the current and future social, environmental and economic challenges.

Resilience is one of the guiding principles of the IDP and the strategy aligned with the Sustainable Development Goals (SDG), and Cape Town's commitment to achieving carbon neutrality by 2050 in line with the Paris Climate Agreement that aims to limit the increase in global average temperature to one, 5°C above pre-industrial levels.

2.6 Design and Management Guidelines For A Safer City

Guiding principles for urban design and land use informing the spatial vision for Maitland:

- Clear boundaries and collective ownership of public spaces – instilling a sense of 'ownership' among the users of urban places and buildings, so that they identify with and take responsibility for their environment
- Improved surveillance and visibility - increasing levels of awareness by promoting passive surveillance and the

active use of the public realm to increase the number of "eyes on the street"

- Safe access and movement - providing a safe and integrated network of movement routes, linking key destinations
- A sense of place - addressing perceptions and guarding against environmental decay
- Positive relationships and layered spaces - creating positive interfaces between buildings and the public realm, a comfortable transition between public and private space, and designing buildings and spaces to make them more robust and resilient against crime
- Good urban management and monitoring - ensuring the progressive improvement of neighbourhoods and increased perceptions of safety over time

2.7 Urban Design Policy 2013

Urban Design response crucial in realising good urban form and place making. The Urban Design Policy, which was also under review during the drafting of this LSDF, provides directives on how development and redevelopment can contribute to a safer, more economically prosperous, socially inclusive and an environmentally sustainable, liveable city, while improving Maitland's visual and functional performance for all those who live in and visit the city.

- Contribute to the development of an integrated and legible urban structure - by creating a pedestrian friendly development.

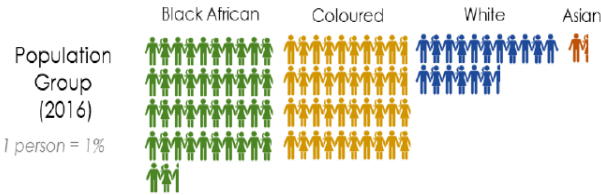
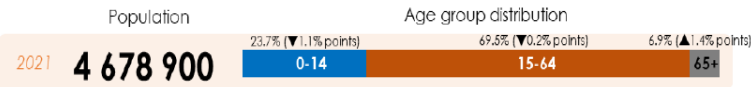
- Contribute to improved quality of the public realm and public spaces - by investing in and upgrading surrounding sidewalks public spaces.
- Support the creation of safe and secure communities with the use of active ground floors, positive and visually permeable building facades, and the inclusion of pedestrian and NMT friendly lighting.
- Locate opportunities and amenities in accessible locations to support easy access for people.
- Promote intensification, diversity, and adaptability of development - by utilizing the full development bulk on the site, design for, and include a range of land uses within the development that transition overtime in response to changing needs of all stakeholders.
- Support enclosure and positive interface onto the public realm, by limiting the use of solid ground floor facades and concentrating vehicle access points to limit intrusion into pedestrian zones.
- Respond to informality by positively responding to and supporting surrounding markets and informal trading; and Support sustainable design - by promoting NMT/ public transport as the dominant form of access to the future development.

3. MAITLAND LOCAL CONTEXT INFORMANTS

Below is an overview of Cape Town's contextual informants within the Council Approved MSDF 2023.

PEOPLE

Overall increasing, growth rate slowing but population aging



2 445 km²

1.8% of total size of WC
66% of WC population



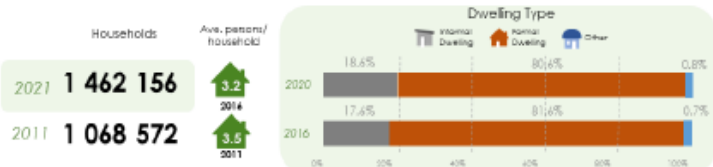
1 913 Persons per km²

Mid-year population estimates, 2021 | Community Survey 2016 | Census 2011

Ref: 2021 mid-year population estimates, Stats SA.

HOUSEHOLDS & HOUSING

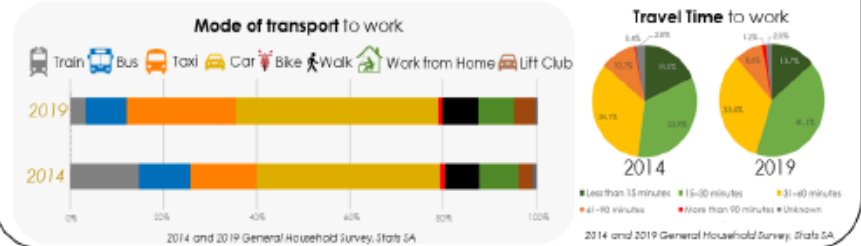
More and smaller households, growing demand and growing informality expected



Mid-year population estimates, 2021 | 2016 Community Survey | 2020 General Household Survey StatsSA

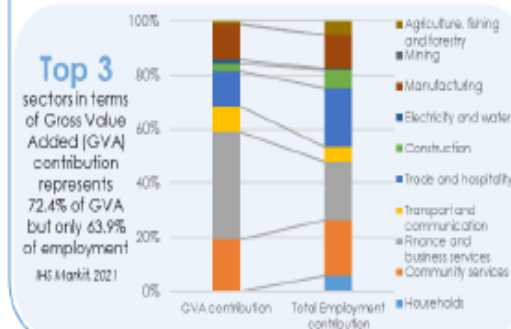
TRANSPORT

Decline of commuter rail services contributing to more cars on the roads



ECONOMY

While Cape Town's economy is often more robust than the rest of South Africa, the pandemic and resultant lockdowns have severely affected the local economy



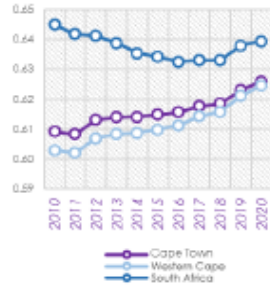
SOCIO-ECONOMIC

People remain vulnerable and COVID-19 has increased social and economic challenges

Inequality Remaining high

GNI coefficient is a measure of the distribution of income across a population. A higher Gini index indicates greater inequality (ranges from 0 to 1).

IHS Markit 2021



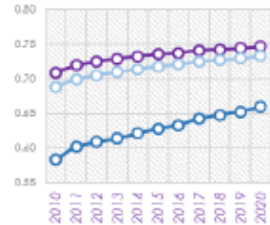
Unemployment lower than rest of SA but **deteriorating** due to weak national economic conditions and COVID-19 conditions.



Human Development Index Improving

HDI is a measure of people's ability to live a long and healthy life, to participate in the community and to have sufficient means to afford a decent standard of living (ranges from 0 to 1).

IHS Markit 2021

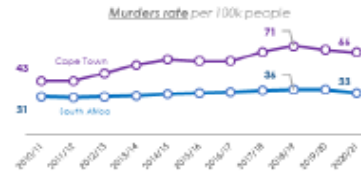


% earning R3500 and less in Cape Town
25.9% 2014
28% 2020
 of total households

2014 & 2020 General Household Survey StatsSA

Total crime rate nearly halved but murder rate relatively high and only down recently

Cape Town crime remains higher relative to SA and very high by global standards, with violent crime concentrated in certain areas.



SAPS 2021 Crime Statistics and 2021 Mid-Year Population Estimates, StatsSA



29% feel safe walking at night (2019/20)
 ▲ 7.1% points from 2018/9



64.1% feel safe walking during the day (2019/20)
 ▲ 4% points from 2018/9

2018/19 & 2019/20 Governance Public Safety and Justice Survey, Stats SA



Figure 8 Income Distribution Census 2011

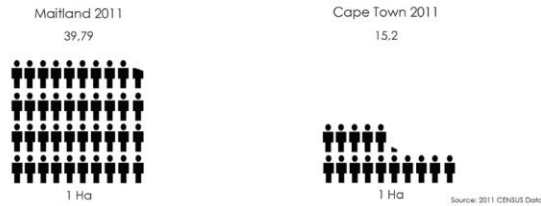
3.1 Census 2011 synopsis

The current population of Maitland and is estimated to be 13 500 people.

Age Profile: The median age is **29** years old with the majority of the age group (59%) is between the ages of **25 – 64** years reflective of a workforce age group attributed to close proximity to job markets.

3.2 Demographic Context

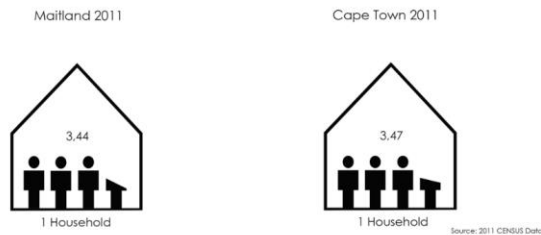
POPULATION DENSITY
People / Ha - Gross



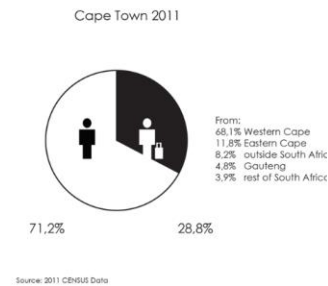
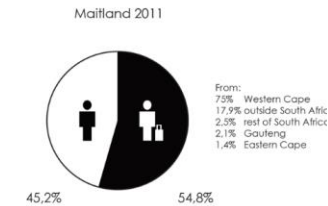
HOUSEHOLD DENSITY
Dwelling units / Ha - Gross



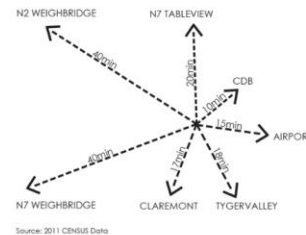
HOUSEHOLD AVERAGE SIZE
People / Household



MIGRATION MOVEMENT
Moved / not moved and from where



TRAVEL TIME-DISTANCE
(From Maitland city centre)



3.2 Demographic Overview

Dominant Income Group: The dominant **income group was between R6401 – R12 800.**

Population Density :Maitland and's population density is twice that of the average across the Cape Town metropolitan – its proximity to job markets is a key driver in the population density relative to Cape Town.

Migration and Movement: An in-migration level of approximately 73% from within Western Cape to Maitland and correlates with the higher population density average.

Tenure Type: The predominance of rental tenure (64%) reflects a demand for affordable rental opportunities due to the transitory nature of the area conversely the disproportionate presence of landowners (29%) in the area is associated with the historical decline of the area due to absentee property owners.

3.3 Locality and Context

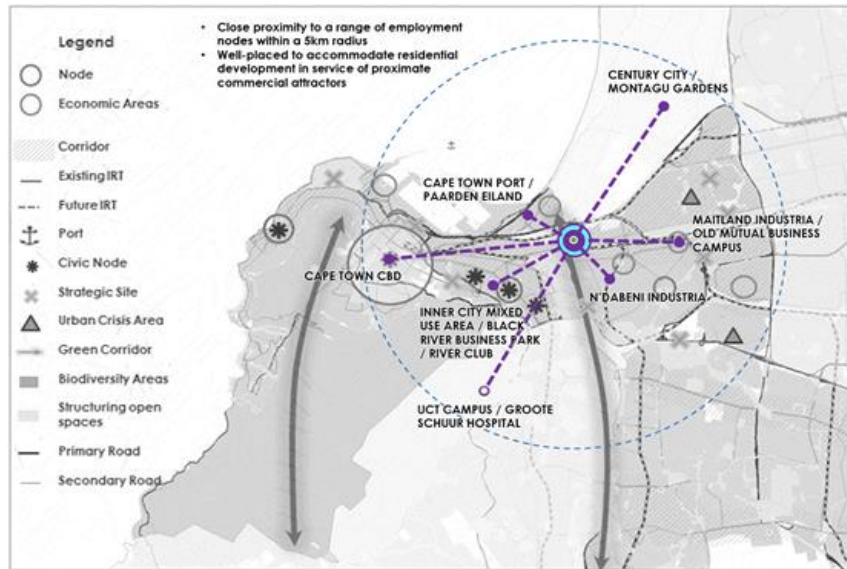


Figure 9 Locality and Sub Regional Connectivity

Maitland's high levels of accessibility and connectivity provide regional and sub-regional accessibility to metropolitan nodes (Cape Town and Bellville). Its favourable location to well performing economies of agglomeration such as Airport Industria, N'dabeni, Century City, Paarden Eiland, N'dabeni and labour markets.

The transit systems that connect people to economic opportunities forging connections at both a regional and sub-regional scale in Maitland's context are reliant on the existing multimodal transport systems, passenger railway, freight, buses and mini bus taxis (MBTs).

Maitland's location at the confluence of former integration zone (VRC and MSE) creates a confluence of overlapping spatial priority for public sector investment. This has the potential to stimulate the much needed public sector investment and boost private investor confidence in the area. The City's mandate to ensure access and creation affordable housing opportunities and improve the public realm with consideration to contextual informants such as heritage.

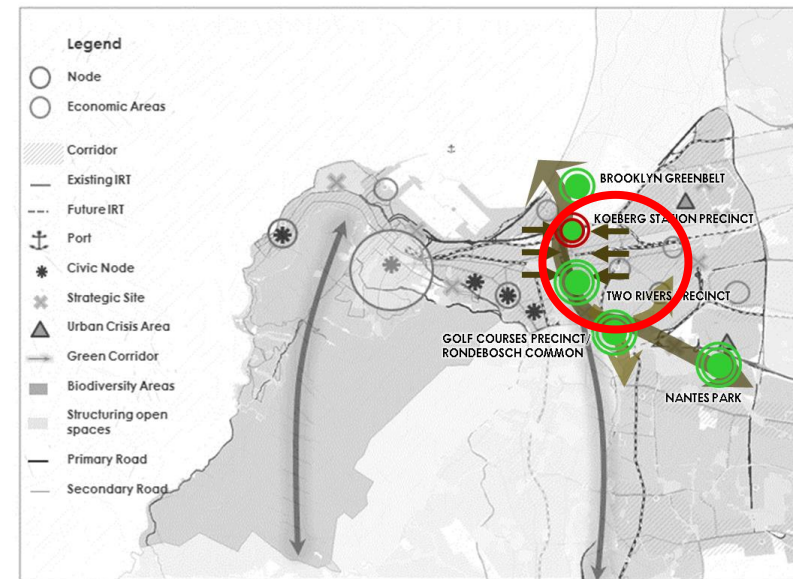


Figure 10 Maitland and Social and Green Infrastructure

3.4 Zoning, Land Use & Ownership

Maitland's zoning reflects its mixed-use nature, with a wide spectrum of land uses associated Mixed Use sub-zonings and General Residential sub- zonings. Approximately 42 % of the Maitland is zoned General Residential 4. Only 20 % of properties are zoned for Single Residential 1 and 14 % of the Maitland is zoned Mixed Use 2.

Maitland is a predominantly mixed-use area with a thriving industrial (south of the railway line) commercial market (north of the railway line), providing a range of employment opportunities, particularly blue collar jobs. Maitland is well served by public transport, providing suitable conditions for TOD based urban regeneration, furthermore development is incentivised by the Urban Development Zone (UDZ) that is delineated along Voortrekker Road Public Transport Zones 1 and 2 (PT 1 and PT2) that offer a reduction in parking minimum requirements around the Maitland Koeberg station precincts. The notable extent of state owned land, if correctly leveraged, provides opportunities for the catalytic regeneration of Maitland.

Maitland 's zoning reflects its mixed use nature, with a wide spectrum of land uses associated Mixed Use sub-zonings General Residential sub- zonings.

The following findings of the zoning and land uses in the Maitland highlights the following pertinent elements in the future urban fabric

- Approximately **42 % of the Maitland PLA is zoned General Residential 4**, the permissible uses as per the Municipal Planning by Law (2015)
- Only 20 % of the area is zoned for SR1
- 14 % of Maitland is zoned Mixed Use 2.

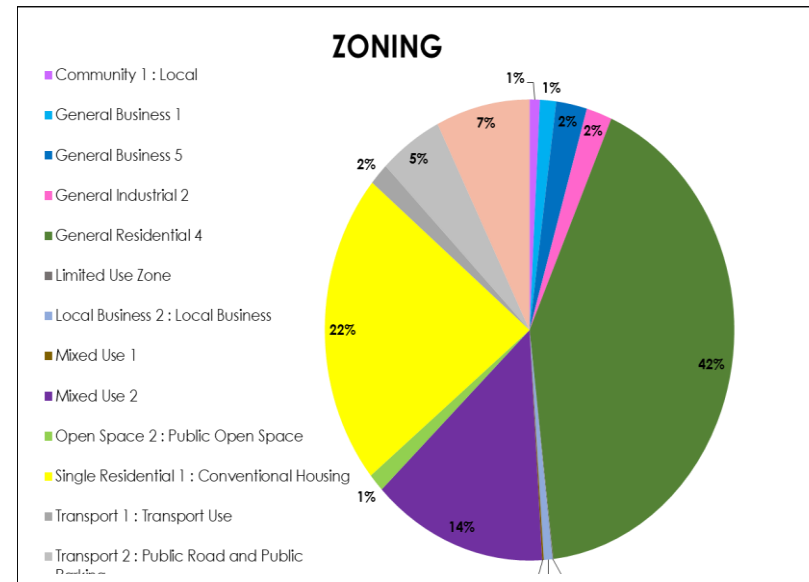


Figure 11 Percentage Zoning of Maitland Local Area

3.4.1 Development Trends and Market Performance

The impacts of the pandemic has further weakened investor and business confidence with vacancies rising and returns coming under pressure across the different segments of the property market within Maitland

- The opportunity to alter long-term urban trends is influenced by the way the property sector, players and institutional arrangements in the sector respond to the present short-term dynamics.
- An analysis of the office sector illustrates that A and B grade vacancy rates in the Cape Town CBD have been on the rise in the past three years and declined in Maitland due to its transition to mixed use.
- The South African economy continues to show a lacklustre performance with growing macro-economic uncertainties and risks. This is being driven by poor investor confidence, low levels of infrastructural expenditure and more recently the challenges posed by the Covid-19 pandemic.)
- Maitland's contribution to market dynamics in this context certain market sectors have performed and will perform in spite of Covid (medium density market affordable residential and semi-industrial).

Source: Market Analysis City of Cape Town, September 2020



Figure 12 Public Land Ownership (City of Cape Town 2020)



Figure 13 Zoning and Land Use - City of Cape Town (2021)

Approximately 42 % of the Maitland is zoned General Residential 4. Only 20 % of properties are zoned for Single Residential 1 and 14 % of the Maitland is zoned Mixed Use 2.

3.4.2 Heritage Informants

Maitland's built form consists of a number of properties and landmarks with key heritage significance. 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 have implications of the subdivision and consolidation of such properties which can be a significant constraint in the redevelopment potential of an area in regeneration illustrated below



Figure 14 Local Area Built Form



Figure 15 Areas of potential heritage conflict



3.4.2 Environmental Constraints

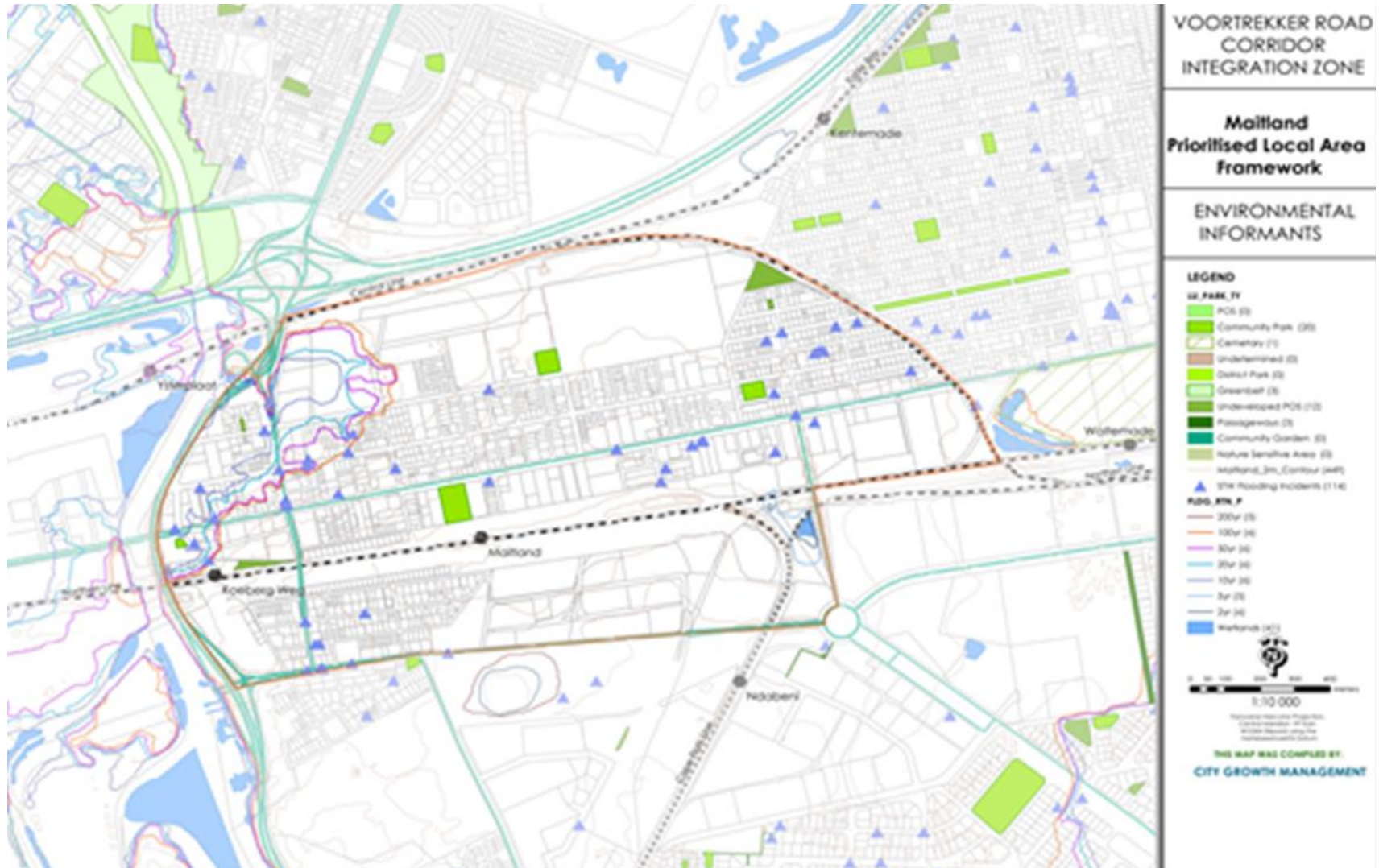


Figure 16 Environmental Constraints 1:50 & 1:100 year flood line, watercourses and green infrastructure

3.4.3 Infrastructure Capacity

The Significant infrastructure risk in Maitland is in the form of sanitation, a result of aging infrastructure. It is understood that a number of the Waste Water Treatment Works (WWTW), including Borchers Quarry and Kraaifontein, are operating above capacity. Maitland local area falls within the catchment of the Athlone WWTW. The Athlone WWTW has been identified as one of six treatment works to be upgraded. The Athlone WWTW is expected to be increased in capacity by 15 Mℓ/day. This is pertinent to Maitland as densification is to be encouraged in the area.

An updated to the Voortrekker Road Corridor IZ Baseline Assessment – Engineering Services in 2018 reflects that the area has adequate electricity capacity, spare Storm Water capacity with the 100-year flood line as a flagged constraint, has a relatively aged (75 + years) water network with adequate capacity and severe challenges in terms of Sanitation capacity

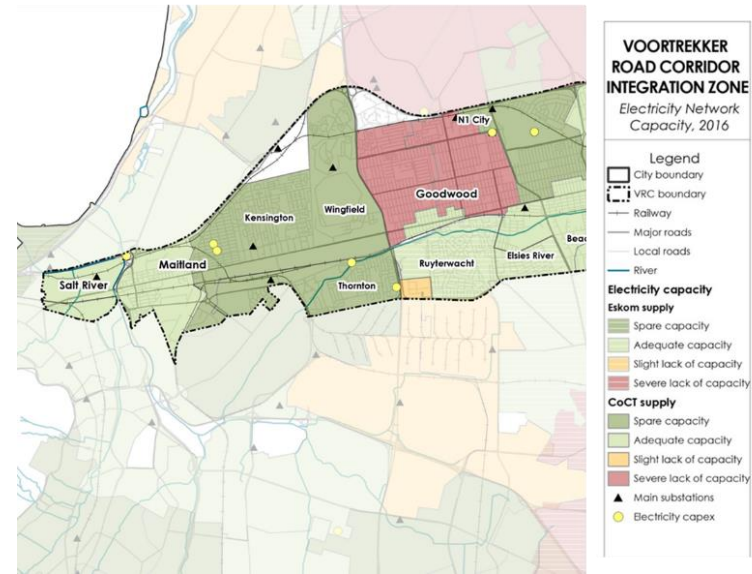
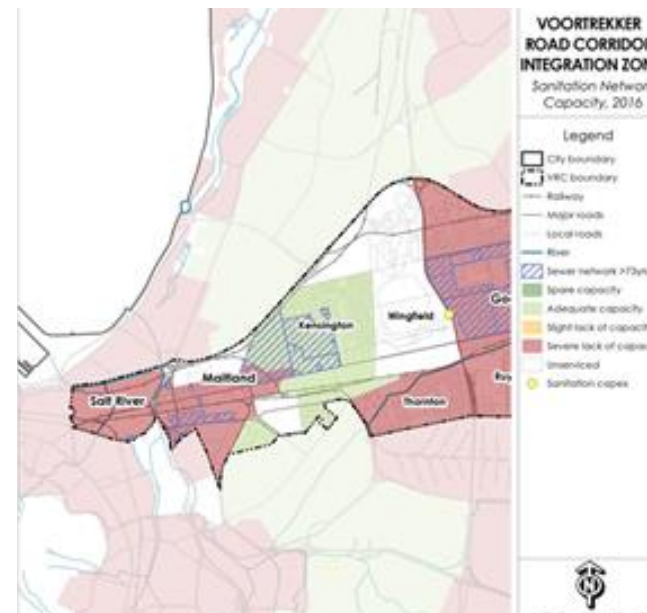


Figure 17 Electricity Infrastructure Capacity

Figure 18 Sanitation Capacity and Constraints



3.4.3 Movement

The preceding report section established that Maitland is well served by a dominant road based public transport network that is supplemented by the railway network. Ideally, a well-developed well utilised road based public transport network as seen in Maitland and would have a complimentary streetscape well established Non-Motorised Transport infrastructure network.

Unfortunately, due to Maitland's historically industrial nature, its recent transition into a mixed use precinct with significant levels of footfall densities has not translated into a pedestrian prioritised and universally accessible urban streetscape.

Voortrekker Road is not currently designed with a continuous universally accessible pedestrian streetscape that integrates transit, the bleak conditions result in harsh pedestrian conditions conflict with road based transport modes. Through the Voortrekker Road Widening Improvement Scheme currently in conceptual design phase will address some of these key challenges with the Voortrekker Road streetscape.

Key east- west linkages including Voortrekker Road, Royal Road Montague Street have a high pedestrian movement but do not have the non-motorised streetscape infrastructure to accommodate its current pedestrian movement. Whilst the east – west linkages have higher volumes of pedestrian movements largely associated with adjacent land uses, the north – south linages present a far greater challenge for pedestrian mobility from Berkely Road – Voortrekker Road.

Summary of Transport Informants by Specialist Studies:

HHO TRANSPORT STUDY (2019) - SUMMARY

Peak period traffic movement

- AM Northbound traffic from 3rd Avenue via Royal Road to Royal/Cannon intersection
- PM traffic movement via Beach Road via Royal/Cannon intersection, either to N1 or re-joining Voortrekker Road at 3rd Ave.
- AM peak flows in the westbound direction are at capacity between Prestige Drive Camp Road, causing rat-running along Royal and Coronation Roads.

Signalised intersection analysis conclude the following:

- Voortrekker/Prestige Drive – over capacity in the afternoon peak (3-6PM)
- Voortrekker/Station Road – at capacity in the morning peak (6-8am) due to right turn actions
- Voortrekker/Cannon Street – Over capacity during the am peak (9-10am) the pm peak (4-6pm)

Pedestrian flows at key intersections

- High activation rates of pedestrian crossings (on-demand) reduce vehicle operating capacity on VR by 40%, making rat-running more favourable.

- Key signalised pedestrian crossings are at Ferndale Road towards Maitland and Station (49 activations; 102 persons both directions) Camp Road towards Koeberg Station (63 activations; 272 persons both directions)

Parking demand assessment

- Maximum weekday parking for the route occurred between 10am 1am.
- Current demand is for approximately 490 parking bays (on street off-street.
- Large proportion of demand is from all-day parkers that reduces short-term parking access, loading servicing for customers poses a challenge for road widening and NMT
- Paid parking is suggested to better manage parking demand utilisation. Perhaps worthwhile considering at Camp Road parking area. Possibly relocate on-street parking to segments of the PRASA rail reserve

Travel time

- Average travel speed for the entire route is very low in the westbound (16km/hr) eastbound (18km/h) directions.
- High activation rates for signalised pedestrian crossings along VR reduces green time (capacity).
- The most problematic pedestrian crossings are located at Ferndale and Camp Roads.
- However, vandalism as a potential reason as there is a perceived advantage given to MBTs.

Vehicle Occupancy

The vehicle occupancy and modal split summary tables indicated a 4-hour 54 buses per day (1466 person trips) along Voortrekker Road (WB). This represents a 74% increase in bus trips along Voortrekker Road when compared with the 31 trips per day (1303 person trips).

3.4.4 Latent Development Rights and Density Aspirations

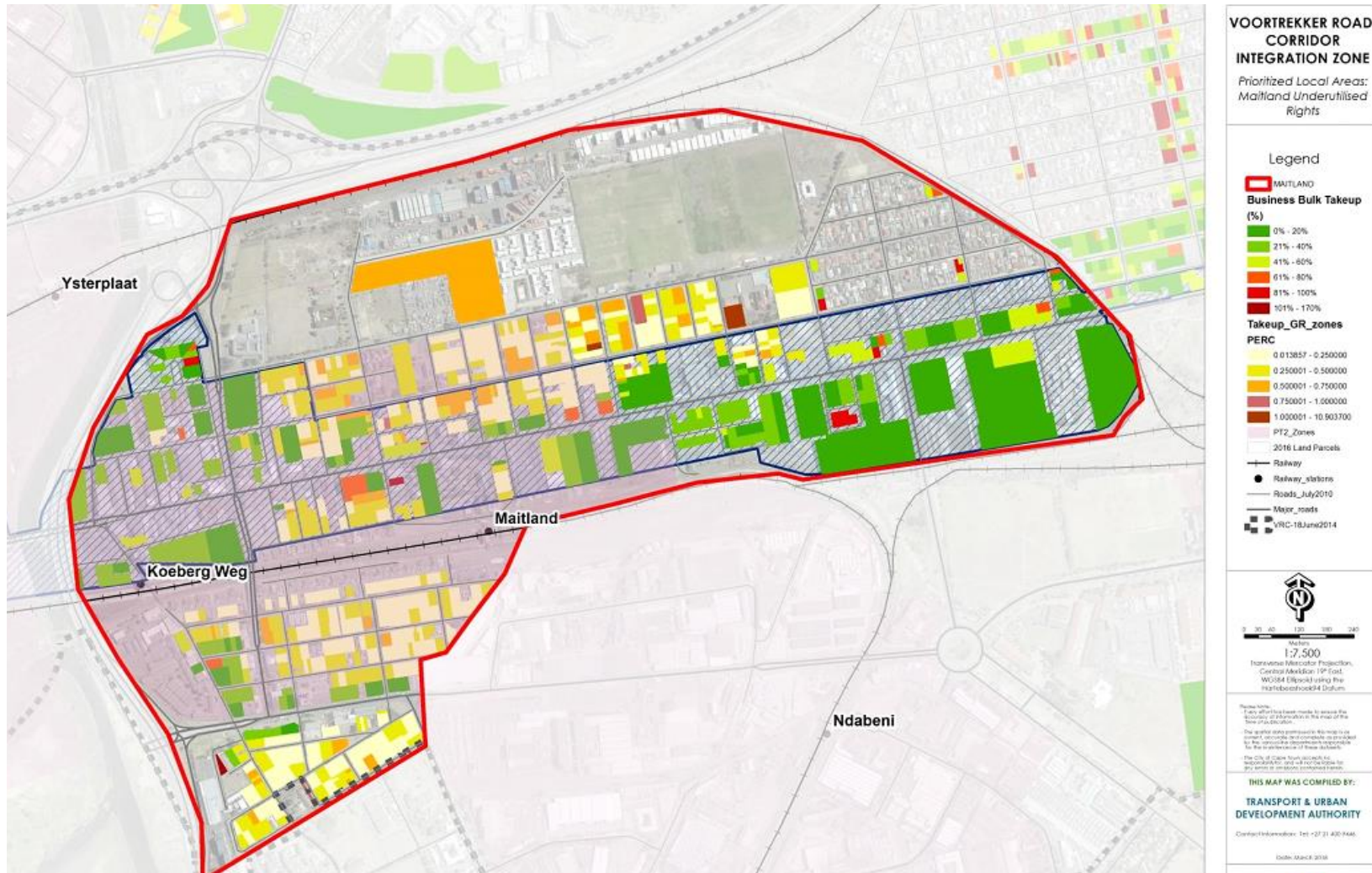


Figure 19 Latent Development Rights

3.4.5 Density and Intensification aspirations

Demand is high in the affordable rental bracket. However, despite this, the challenge in serving this market is that the limited rental return suppresses the return on investment for most property investors. Despite this, the opportunity still exists to deliver affordable residential units based on innovative measures (such as smaller unit sizes, alternative building material and building design). Current rentals examined in the area (Cape Town Community Housing Company, 2018) suggest rentals are available ranging from R3200 (1 bedroom) to R7000 (2 bedroom).

It should be noted that the City of Cape Town Densification Policy target is 25du/Ha. The Density Syndicate (2014) has explored implication for this in Maitland and conclusions reveal that:

In order to achieve a density of 25du/ha, Maitland will need to accommodate 10000 people (7000 more than the projected 'business as usual' scenario) in 2696 dwelling units by 2032.

The Maitland local area has insufficient public open space and would require significantly more public open space to facilitative of increased densities

- In addition, Maitland will require approximately 16ha additional land for the provision of additional community facilities.
- This implies that approximately 184 ha of the total 230 ha Maitland area will be available to accommodate all

existing uses, as well as all additional residential development.

Maitland distribution of density	
Local Area	Area (ha)
Transport uses	45.42
Public open space	2.28
Sports fields	13
Schools	5
Community facilities	0.6
Other facilities	2.18
Heritage	8.42
Vacant land	10.11
Underutilised land	25.11
Total	87.01

3.4.5.1 Property Market Performance

The Rode report on property trend in Cape Town undertook an evaluation of various property types in the non-residential property sector. This analysis included the analysis of office and industrial properties.

The office property market has seen a decline in rentals since 2002 after having reached a peak in the year 2000. This would give the current cycle a 20-year duration. Stemming from this, it is evident that there has been a clear decline in the demand for office rentals in Cape Town which would evidently also impact office rental property requirements in Maitland. The Rode evaluation estimated a decline from 8.9% growth over a 5-year period to a 7.1% growth over a 10-year period for Maitland specifically. (Rode and Associates, 2020)

The industrial property market has also seen a downswing after having peaked in the year 2009. Cape Town industrial rentals are forecasted to lower over the medium term given the outlook on the economy even though they have performed quite well over the last few years. (Rode and Associates, 2020)

Statistics South Africa found that the City of Cape Town had one of the highest average (18%) retail buildings completed in a study conducted in 2019 (StatsSA, 2019). The provision for retail property in Cape Town was found to be sufficient with a per capita average space of 0.56m² which is higher than the national average of 0.43m². This statistic is supported by the number of shopping centres vs shopping malls in Cape Town,

which means that there is a sufficient retail property market that caters to the residential areas of Cape Town.

When evaluating non-residential nodes in Cape Town, Maitland is not listed amongst the areas that attract significant office building activity. With only 14% of the total office spaces being erected in industrial nodes, one can conclude that the demand is not high. This simply implies that there has been greater integration of land uses which in return yield multi-functional spaces. The industrial property market of Maitland has not been seen as one of the more prominent ones in the City of Cape. Areas such as Blackheath, Montague Gardens, Contermanskloof and Rivergate Business Park were found to be the areas that attracted this type of use the most. This analysis has shown that industrial property development is preferred in areas that have developable land which is close to economic activities with an ease of access. Maitland saw about 10 154 m² (0.9 %) industrial buildings being completed in the years 2014-2019 (Rode and Associates, 2020).

In summation, the evidence presented above gives the indication that the demand for rental property in the office and industrial market has seen a decline and more so from a post-covid economic recovery perspective. It is thus questioned that what spaces do these businesses use as alternative space of operation. The report states that it is important for a municipality to have stock of developable land in order to accommodate a business boom, should it come.

Factors affecting non-residential property demand

Commercial property in Maitland has, on average, seen a decline in demand more so when it comes to new builds and larger spaces. The factors that affects these trends may vary and at times may be equivalent. Below are some of the spatial drivers which influence the development of non-residential property:

Office, Industrial and Retail

- Agglomeration of existing nodes availability of developable
- Proximity to major access routes (national and regional roads)
- Proximity to residential neighbourhood and economic activity nodes.
- Peripheral development due to land availability minimal traffic.
- Logistical support structures (shipping loading services)
- Ease of access to freeways and low crime areas.
- Buying power of the catchment area.
- Permissible size and location.

Availability of developable land with great access to major transit and mobility routes.

Key trends and conclusions

The future scenario of the demand in non-residential property sector is summarised as:

- Less demand for traditional office space due to technological advancements in automation and remote working. This however, may be supplemented with co-working spaces which present a multi-functional use of space.
- Less demand for traditional manufacturing space due to technological advancements, but this will not impact Cape Town greatly as it is not a manufacturing hub.
- Online retail shopping poses a risk to retailers and landlords. A decrease in retail property can be expected due to this, however, there are some spatial constraints to this due to the geographic fabric of Cape Town.
- Accessibility, land availability and proximity to economic activities are the key influencing factors when it comes to non-residential development in Cape Town (South Africa). The change in Maitland 's land use patterns property usage is a true reflection of these factors. With the anticipated growth in demand for residential property, the evaporation of non-residential property in Maitland and will become more and more evident over the years. This also give an indication that the need for non-residential property will remain, however, the scale may differ and may be suitably accommodated on a mixed use/shared basis.

Residential Performance

Cape Town Residential Property Market Performance: Key Trends

In the six years between 2010 and 2015, Cape Town's property market grew by 50 586 units. In that time, 55 373 new units were added to the market.³⁴ The majority of these (53%) have been in the sub-R300 000 market segment.

Some of Cape Town's 703 801 residential properties are part of the rental market: 2011 Census reports that 31% of the 1,2m households in Cape Town rent.

Freehold continues to be the dominant form of new housing construction, but increasingly, such housing is delivered in enclosed estates.

A more recent account of Cape Town property market by the Centre for Affordable Housing Finance's report: 2020 provides an overview of the city's residential market with the following conclusions:

Residential Market Segmentation:

The report presents a disproportional residential market with a low (19%) supply of property transactions less than R300 000 in comparison to the luxury residential market accounting for 41% according to the CAHF's.

The disproportionate housing supply can be attributed to several factors, Cape Town's conflation of land prices and the absence of adequate incentives to provide supply within the other residential market segments.

Affordability

According to the report "COVID-19 and the ensuing lockdown has changed the behaviour of both homebuyer's and sellers alike." The report further highlights the impact of COVID 19 on prospective homeowners and developers behaviour due to high levels of uncertainty this is further reinforced by the report's findings that a decline of bond registrations declined by 87% between April - June 2020 an 85% decrease from the first quarter of 2020. With the ensuing impacts of COVID 19 affordability remains a key concern within the Cape Town Residential Market.

Maitland Residential Performance

The assessment of the residential market performance provides a framework to identify key drivers, potential interventions within the Maitland local area context there remain indications of displacement, high sales churn etc. It should be noted that due to the lack of credible data sources on formal residential has been assessed and identified of prevalence of backyarding (7% - Census 2011) informality has not been accounted for but will be incorporated into the final framework.

The Centre for Affordable Housing Finance's report of the Cape Town Residential Performance reflects a disproportionate housing supply market that is in crisis that does not adequately cater for the housing segments under a million rand.

Change in land values: General Valuations 2009 – 2018

According to an in house analysis of property transactions between 2009 and 2018 reflects an average year on year change in property values of approximately 10 %-20% from 2009 – 2018. The more notable increase within this period is a 100% change in values in Mount View Villas adjacent to Royal Maitland One. Mount View Villas was initially developed as an affordable housing scheme in the early 2000s but over the years the units have been upsold and moved out of the affordable housing residential segment range.

Sales Volumes: General Valuations 2009 – 2018

The sales volumes between the period of 2009 – 2018 reflect a rather stagnant single residential market and this is corroborated by Census 2011 that reflects a high levels of rental as a tenure option. However, the data reflects an increase in sales volumes in the Mount View Villas and Royal Maitland 1 & 2 area. The recent re-development activities in Maitland (pioneer development of Capita) are also reflected in areas south of the railway line (Hely Road and Montague Street) some redevelopment of medium- higher density developments within the Coronation Road and Royal Road areas.

Inadvertently, Maitland has seen an increase in the development of medium density residential units for the rental market with an average rental range between R5000 – R7000 per month. This is attributed to Maitland 's comparatively lower land prices and response to the market demand.

3.4.6 Urban Management

The role of urban management has been largely within the domain of the Maitland City Improvement District (Maitland CID) that was established in 2011 in partnership with the City. The presence of the Maitland CID has improved investor confidence based on the more recent developments such as Capita and Maitland Prime.

Based on available and recent data from the City's EPIC datasets and further reiterated in an interview with Maitland CID representative, Gene Lorentz reflects that motor related vehicle incidents are the most prevalent incidents in Maitland. From a broader urban management perspective, the core urban management challenges are related to unsecured public sector land holdings whereby crime, vandalism of property are more rampant particularly on PRASA land where the Maitland CID has no authority.

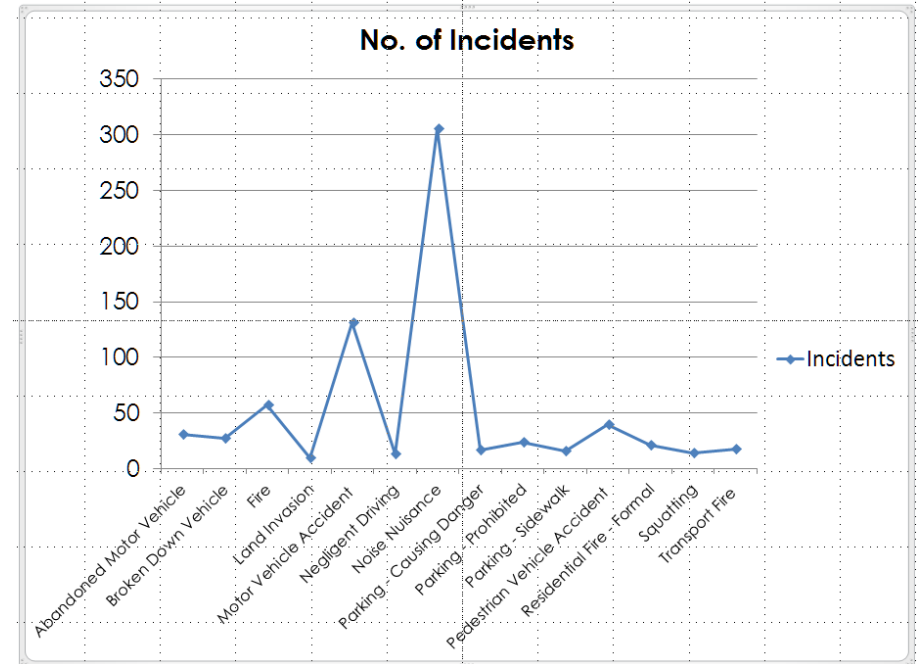


Figure 20 Number of Incidents EPIC



4 OPPORTUNITIES & CONSTRAINTS

4.1 Overview of opportunities and constraints

- I. **Existing opportunities to unlock key transit Infrastructure in support of transit orientated development:**
 - a. Maitland area is well served by public transport, safe NMT links need to be established in order to encourage and improve pedestrian character, which will support TOD.
- II. **Existing and future opportunity for clustering of civic and amenity uses to create greater provision of social facilities**
 - a. There is a general under provision of open space within Maitland. The existing requirements for POS reflected the need for up to four additional parks with the current population projections and estimates.
- III. **Opportunities for greater alignment and partnership with the communities in support of urban management and improved and connected public realm**
 - a. Poor urban management and conditions of public environment is a disincentive to long term investment with large tracts of inactivated land that sterilises the surrounding environment and poses public health and safety concerns
- IV. **Underutilised Land Rights an indicator to improve investment preconditions such as infrastructure capacity, formulate innovative solutions to sequencing development**

- a. 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.

V. Urban Intensification Potential and Public Land Holdings

- a. Significant potential for residential intensification exists; and should be prioritised to be located in PT1 areas. Optimisation and rationalisation of public land holding to activate the streetscape and contribute positively towards to the spatial development goals

4.2 Public Land Holdings Overview of Opportunities And Constraints



Whilst its location in proximity to job markets, social and residential opportunities, Maitland's historical mixed use - industrial – medium density residential character and heritage remains evident today and actively preserved, maintained.

The key challenge identified in this drafting process is largely reliant to the urban management related challenges in relation to public land holdings – that detract from immediate surrounding context and causing sterilisation and alienation of key transit precincts that provides the highest transformational value proposition. These challenges range for incompatible land uses, illegal occupation of public land, inadequate provision of public open space and

inadequate universally accessible infrastructure to prioritise non-motorised movement

“Maitland LSDF to guide the future regeneration of the area and to put in place an implementation plan to leverage collaborative and inclusive regeneration and spatial transformation .As a principle of the MSDF's STAs Urban Inner Core that prioritises the maintenance and upgrading of the existing built footprint through coordination and alignment with all stakeholders in the investment of engineering and social infrastructure”

- In pursuance of the abovementioned spatial transformation goals, the City has expressed a renewed commitment to implement a range of regulatory reforms, incentives to facilitate inclusive urban regeneration within Maitland. A partnership based approach aimed to partner in the land development within Maitland in a manner that restructures the urban form and supports urban compaction and efficiency.
- The Voortrekker Road Corridor hosts key business districts of economic nodes such as Parow, Maitland, Bellville Goodwood, and Salt River, with a diverse regional health and tertiary educational infrastructure.
- Publicly led urban regeneration opportunity to optimise land use in support of transit investments social and commercial needs.
- The demand increase of medium to high-density land use intensification opportunities to serve the diverse

supply of affordable rental stock, and access to diverse job markets.

- Availability of spatially targeted interventions e.g. Urban Development Zone Tax Incentive tax incentive and heritage exemption area.
- Maitland regeneration is recognised as one of the key levers towards integration and renewal of the corridor.

4.3 Precinct Overview

Five precincts have been identified within the local area namely Koeberg Station , Maitland Station-Bax Road , Berkley Road-Maitland Abattoir , Prestige Drive and Royal Road North.

The identification of these precincts are based on key spatial informants and character. These precincts preliminary have been identified as

- Koeberg Station Precinct
- Maitland Station – Bax Road Precinct
- Berkley Road – Bax Road Precinct
- Prestige Drive Precinct
- Royal Road Precinct



Koeberg Station Precinct



CONSTRAINTS

- 1 Public Land Holdings – Underutilised /unmanaged rail reserve & Koeberg PTI
- 2 Urban Management → illegal dumping , derelict buildings
- 3 Intermodal Conflict & Congestion
Camp Rd + Voortrekker Rd
- 4 Inadequate NMT Access & Mobility
Options in precinct supportive of TOD
- 5 Social Amenity Provision – general
under provision
- 6 Bulk Infrastructure : Capacity Stormwater
and Catchment Management
- 7 Interface with Black River and state of
river

OPPORTUNITIES

- 1 Urban Restructuring Opportunities &UDZ
- 2 Leveraging City owned land, projects
and planned public projects.
- 3 NMT North – South Access &
Connectivity
- 4 Canon Street –Social Housing


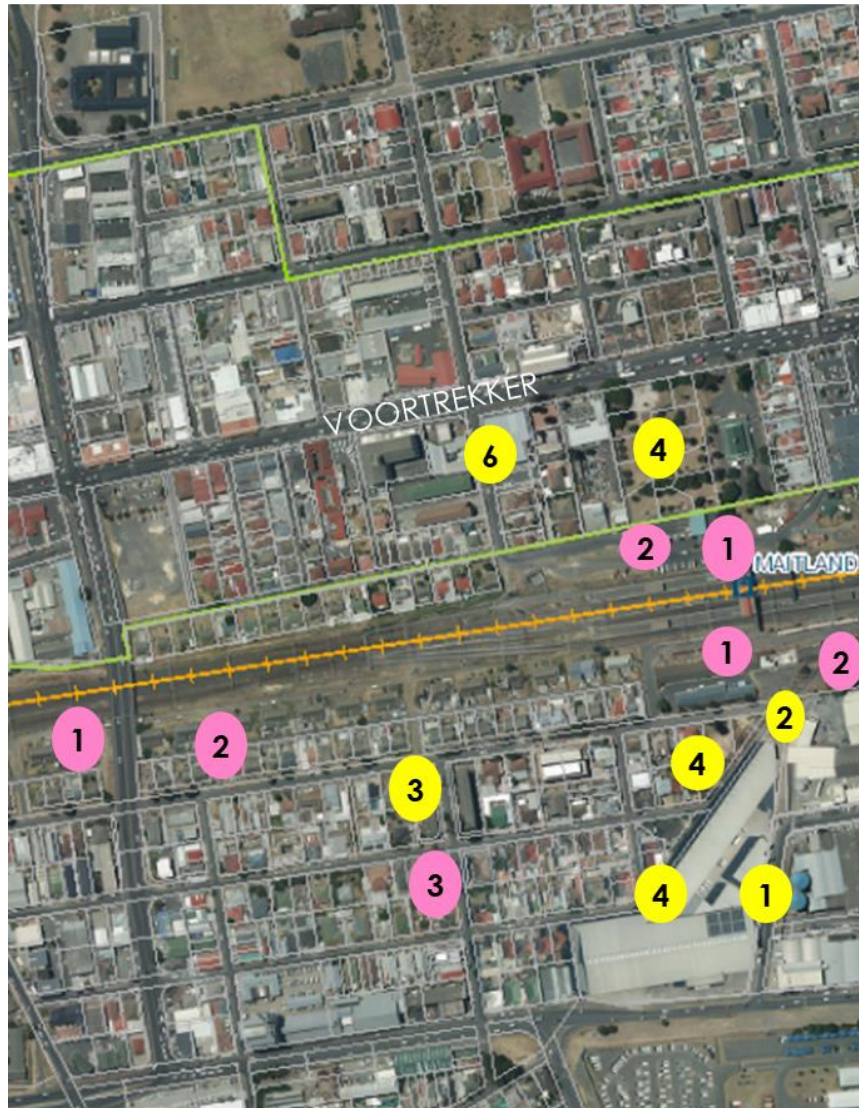
 Pedestrian access by a NMT Link from Ysterplaat Station has been identified as an NMT hotspot, and requires additional feasibility assessments are required (pedestrian counts, technical analysis; etc)

Figure 22 Koeberg Station Precinct Opportunities and Constraints

Maitland Station – Bax Road Precinct



CONSTRAINTS

- 1 Train Station Precincts – Quality of urban environment ,underutilised land & lack connectivity –access /universal access
- 2 Urban Management Challenges – Rail Reserve
- 3 Precinct will **no** access to public recreational space.
- 4 Underutilised/Unsecured Public Land Holdings and assets reduces investor confidence exacerbates urban management challenges.
- 5 Heritage status of building stock in the area

OPPORTUNITIES

- 1 Bax Road NMT PROW to Maitland Station South North – South Linkages
- 2 Potential POS provision Private – Public collaboration opportunity.
- 3 Creating multifunctional streetscape → Woornerf Concept along Montague Street
- 4 POS Provision & optimisation of existing POS e.g. potential road closure of Commercial Street
- 5 Private Sector Investment – Residential Intensification. Opportunity Public – Private Sector Collaboration
- 6 Reinforcement of Station Road as a key structuring element in the precinct North - South

Figure 23 Maitland Station – Bax Road Precinct Opportunities and Constraints

Maitland Station – Bax Road Precinct




-  Pedestrian Access to Maitland Station South – leased out and utilised as parking area for freight trucks.
-  Quality & access of station precincts → vandalised trains, staging areas & urban management challenges. Inability to address station precincts does not signal investor confidence, and does not contribute to transit supportive development.
-  Dilapidated housing stock with NHRA implications → potential land assembly plan to create investable climate for intensification



Figure 24 Maitland Station – Bax Road Precinct



CONSTRAINTS

1 Maitland Abattoir – Future Utilisation

The broader site conditions are dire, structural integrity and contamination of the site needs to be evaluated through specialist studies. The site remains largely underutilised with a number of City departments (e.g. Biodiversity, Law Enforcement) utilising these premises.

A number of structures on the site may present redevelopment challenges due to the age of the structures into NHRA.

Site holds potential for **medium – high density intensification** along Berkley Road with a planned feeder route.

OPPORTUNITIES

- 1** Alexander Road Realignment
- 2** Potential Mixed Use Development / Consolidation of City services
- 3** Berkley Road Extension
- 4** Emergence of light industrial activities → film industry
- 5** N'dabeni Station North – South NMT Link

Figure 25 Berkley Road - Bax Road Precinct Opportunities and Constraints

Prestige Drive Precinct



CONSTRAINTS

- 1 Heritage Conservation worthy building stock within Prestige Drive Link Road Reserve
- 2 Traffic congestion and impact on public transport MBTs and GABS
- 3 Urban management → City owned land and rail reserve

OPPORTUNITIES

- 1 Prestige Drive Extension - Improved connectivity between communities and including access to economic opportunities (Century City; Paarden Eiland)
- 2 Urban Restructuring Opportunities + redevelopment incentive (UDZ)
- 3 Planned civic precinct and civic agglomeration
- 4 Voortrekker Road Widening and Improvement Scheme
- 5 Proposed Maitland Tactical Transit Lane


 Prestige Drive connectivity can potentially boost patronage of the Airport express service during peak periods (grade-separated route) – supporting thresholds emerging in the area with medium density developments occurring at scale

Figure 26 Prestige Drive Precinct Opportunities and Constraints

Prestige Drive Precinct

- ⚠ Short-medium activation of underutilised land / land use assembly strategy
- ⚠ Re-evaluation of core and non-core land holdings.
- ⚠ Proactively resolving conservation worthy buildings within the Prestige Drive Link reserve



Figure 27 Prestige Drive Precinct



CONSTRAINTS

- 1 Underutilised WCG Land (WCED) subject to illegal occupation and flood detention due to 1:100year flood line
- 2
- 3 City owned land – under utilised
- 4 Derelict and stripped down buildings– under utilised
- 5 Incompatible land uses Maitland Container Yard

OPPORTUNITIES

- 1 Intergovernmental collaboration into the short term implementation for community health facility.
- 2 Incompatible land use and intermodal conflict opportunity to Seek alternatives to the Maitland Container Yard
- 3 Public Open Space opportunity and civic clustering within Royal Road
- 4 Existing pedestrian desire lines reflect the need to access Ysterplaat Station over key transport infrastructure barriers N1, M5 and associated road reserves and rail reserve .

Figure 28 Royal Road Precinct Opportunities and Constraints

4.4 Overview of Maitland Local Area Constraints




Figure 29 Overview of Maitland Local Area Constraints

4.5 Overview of Maitland Local Area Opportunities



Figure 30 Overview of Maitland Local Area Opportunities

4.6 Constraints, Assets and Opportunities

CONSTRAINTS & CHALLENGES	ASSETS & OPPORTUNITIES
<p>Underutilised Public- State Owned Land Holdings</p>  <p>Figure 31 Historic Station Houses</p> <ul style="list-style-type: none"> • <i>Illegal land Occupation of state-owned land</i> • <i>Underutilized Skate Park owned by the City</i> • <i>Underutilized Public Transport Interchange lease agreement between the City and PRASA.</i> • <i>Open unmanaged parking</i> • <i>Illegal occupation of PRASA structures derelict trains – a deterrent to development due to quality of public realm.</i> 	<ol style="list-style-type: none"> I. Optimisation and rationalisation of state-owned land: Significant state-owned land within all precincts opportunity to leverage public land to restructure the broader Maitland area. II. Secure state-owned land holdings through identification, project pipeline and planning of core and none core land holdings that can potential provide an increase in market related affordable housing opportunities supported by a strong social and civic precinct provision in the Royal Rd Precinct. III. Co-investment partnership approach: Well-managed ablution facility by Maitland City Improvement District within the transit precinct presents an opportunity to collaborate with the Maitland City Improvement District in the precinct management and piloting of tactical urbanism interventions. IV. Co-investment partnership opportunity with private sector to guide the holistic planning of the precinct public realm interventions and land use guidance. V. Leveraging of public sector land holdings, infrastructure planning and coordination of planned public expenditure to create an investable and liveable environment VI. Public Land holdings within a Transit Accessible Precinct and PT Zone, adjacent MyCiti Beach Road Stop, PTI, GABS and MBTs provides an opportunity for affordable rental

- *Underutilized space under the M5 bridge used by GABS for parking*



Figure 32 GABS Staging Area M5 Bridge

Maitland Abattoir Site

- *Maitland Abattoir Site (MAS) remains largely underutilised with a number of City departments (e.g. Biodiversity, Law Enforcement) using these premises.*
- *The broader site conditions are dire, structural integrity and contamination of the site will be evaluated through specialist studies as part of the pre-feasibility assessment.*

Maitland Container Yard

opportunities within a transit supportive development context that will catalyse the demand for retail and commercial uses and services.

- VII. Unmanaged Railway Houses in existing rail reserve graded 3B Sites into NHRA present an opportunity for agglomeration and consolidation with potential residential infill opportunities
- VIII. The key public land holdings within the precinct 1 include underutilised unmanaged public parking, underutilised skate park, well, maintained ablution facility and underutilised Koeberg PTI. Availability of City owned land presents an opportunity to leverage the TOD potential and restructure the urban environment for a more legible and accessible public realm with improved utilisation of the PTI.
- IX. Opportunities to include consent uses for state owned land preferably zoned as community facility to permit transitional activities that can activate these vast sites in the interim up until such a time the site is required for the construction of school to serve the area.
- X. Maitland Abattoir Site
- XI. The site is extensively utilised within the film industry, this precinct includes a well-established value chain closely associated to the film industry from staging costume design.
- XII. Support economic activities and consolidate film production economy and enhancement of preservation worth abattoir buildings.



Figure 33 Maitland Container Yard

Urban Management

- Predominant and persistent urban management challenges along railway lines (dumping vagrancy and illegal activities)
- General Pedestrian Access safety particularly problematic due to inadequate urban management in areas beyond

- i. Potential precinct management collaboration and landscape planning to improve north-south access from transit precincts.
- i. Review of land use rights to create transitional uses that create active edges commercial land uses to activate CO zoned properties and small-medium economic opportunities
- i. Rationalisation & Optimisation public land e.g. Back of Port Activities associated with Maitland and broader freight port planning

scope of Maitland City Improvement District, absence of legibility sense of place detracted by the derelict train sets, illegal occupation of PRASA structures with a 3B & 3C Heritage preservation status.

Accessibility & Mobility Intermodal Conflict and Congestion



Figure 34 Maitland Station Voortrekker Rd

Camp Road Access on to Voortrekker Road traffic bottleneck.

An urban restructuring opportunity exists through the realignment of Camp Road with Beach Road through a signalised intersection to alleviate the existing challenges caused by the staggered intersection such as prolonged traffic congestion bottlenecks and intermodal conflict. Pedestrian access by a NMT Link from Ysterplaat Station has been identified as an NMT link opportunities and requires additional specialist assessments (pedestrian counts, technical analysis; etc)

“New” Camp Road coupled with the Voortrekker Road Widening Public Realm upgrade presents a further opportunity to incorporate space-efficient transport options along Voortrekker Road, providing walking, cycling, public transit infrastructure

The planned trunk route T17 Nigeria Way Trunk route via Prestige Drive as an alternative route to N2 Expressway.

Improved connectivity between underserved areas and economic nodes (Century City- Paarden Eiland – Kentamade)

Bax – Alexandra Street

Opportunity to realign Alexandra Road with Bax Road and reinforce north south movement from Maitland Garden Village and N'dabeni to Maitland Station.

Significant intermodal conflict east – west traffic movement (general freight traffic) pedestrian access from Koeberg Station PTI
 Limited pedestrian access into the precinct from Ysterplaat Station.



A number of properties within the Prestige Drive road reserve include built structures with heritage significance a number of properties has been significantly improved. This remains a key challenge in the implementation of the proposed link.

Development Constraints & Infrastructure capacity.

Possible municipal consolidation of service line departments on the site.
 Redevelopment or site optimisation opportunities are to be informed by a suite of technical studies.
 Site holds potential for medium – high density mixed use residential intensification along Berkley Road with a planned feeder route

Prestige Drive

- Prestige Drive connectivity can potentially boost patronage of the Airport express service during peak periods (grade-separated route).
- Improved connectivity between historically under-served areas to economic nodes such as Century City; Paarden Eiland, Atlantis Cape Town CBD.

- Opportunity to provide a broader sustainable storm water intervention Multifunctional storm water facility: Scoping Prefeasibility assessment and Public Open Space provision
- The physical barriers that delimit Maitland make pedestrian access challenging. In the Koeberg Station precinct, these



- 100-year flood line - inhibitor to development viability due to structural and engineering infrastructure.
- Aging storm water infrastructure and infrastructure capacity constraints
- City owned land accommodated infrastructure and inhibitor to development variability due to relocation costs of infrastructure e.g. Electrical mains traverses west to east towards Beach Road from Camp Road,
- The total relocation costs of the electrical mains are not a viable option in unlocking land parcels for infill housing opportunities.
- Well-located sites often significantly impacted by bulk engineering infrastructure capacity constraints: Storm water and sanitation.

accessibility challenges are reflected in the lack of a pedestrian link to Ysterplaat station including Kentamade. The planned trunk route T17 Nigeria Way Trunk route via Prestige Drive as an alternative route to N2 Expressway and will provide access from the Metro South East job markets to obtain regional and sub-regional connectivity to social and economic opportunities.

Urban Development Zone

Maitland falls within the Urban Development Zone a tax incentive administered by SARS, aims to encourage private sector-led residential, commercial, and industrial (re)development to support urban regeneration and economic revitalisation.

The URBAN DEVELOPMENT ZONE TAX INCENTIVE permits businesses to benefit from tax savings for building development which fall into the following:

- The erection, extension or improvement of or addition to an entire building;
- The erection, extension, improvement or addition of a part of a building representing a floor area of at least 1000m²;
- The erection, extension or improvement or addition to low-cost housing;
- The purchase of such a building or part of a building directly from a developer.

Heritage Informants



Heritage status of derelict buildings with some owned by PRASA highlight area significant development constraint indicator and trigger NHRA approvals
These sites have a heritage status of 3B and 3C according to the City's audit.

- Based on the City's Heritage Audit of 2019, this area is eligible as a Geographic exemption in terms of the NHRA S34 (3) S38 (9).
- Opportunity to celebrate the historical Cape Dutch architecture, support the maintenance of built structures contributing to the areas built heritage as identified in the City's Heritage audit and proposed exemption area.
- Potential social housing precinct
- Potential Heritage exemption reduces red tape, expedite development application processes, and catalyse urban regeneration.

4.7 Synthesis of Maitland Local Area Contextual Informants

4.7.1 Urban Structure

Key structuring elements remain barriers and greater accessibility of key structuring elements within Maitland have been identified and prioritised and includes the following Passenger railway line , rail reserve , rail staging areas, higher order mobility routes M5 , N1 , key corridors Voortrekker Road , Berkley Road and Prestige Drive. Key missing road links supported by universally accessible NMT to link the precincts to supports access to economic opportunities, job markets, affordable housing and recreational opportunities.



Figure 37 Rail reserve urban management challenges



Figure 35 Black River Dumping and Pollution



Figure 36 Key Structuring elements

4.7.2 Gateways, Nodes and Activity Corridors

Primary gateways to Maitland identified Maitland Station and PTI, Koeberg and N'dabeni station and secondary gateways include Ysterplaat, Kentamade, Old Mutual and Mowbray stations. However, the accesses to these precincts are significantly inhibited by key structuring elements such as existing passenger railway lines, rail reserve, rail staging areas, higher order mobility routes M5, N1, key corridors Voortrekker Road, Berkley Road and Prestige Drive.

Access to train station precincts. Universally accessible non-motorised access connecting and linking these precincts are key in supporting the implementation of Berkley Road Duelling, Maitland MyCiTi PTI and station Upgrade, Voortrekker Rd Widening and Streetscape Improvement as part of the City Congestion Relief Management Program. Supportive infrastructure at gateways, and nodes to support existing less formal trade activities and support the increased registration of new and small emerging businesses. Access to ablution facilities at primary gateways.

4.7.3 Public Realm

The public realm refers to publicly owned spaces and places that belong to and are accessible by everyone and include the streetscape and passive and active recreation opportunities. Due to the extensive public owned land that is vulnerable to illegal occupation, possess an opportunity to change the status quo of public land holdings that contribute to the sterilisation of the public realm.

Increased densities for the Maitland area require an integrated approach to ensure a supportive environment that supports an increase in residential densities in the area.



Figure 39 Station Road Vacant Land



Figure 38 Houses under lease within rail reserve

4.7.4 Residential Intensification

Approximately 60% of Maitland is zoned GR4 and based on the contextual analysis these properties have taken up 40% existing development rights. However, there has been a notable demand for affordable housing in Maitland that prompts the need to ensure that the scale, nature and form of residential intensification informed by the underlying contextual appropriateness and surrounding land uses and consideration to the MPBL S99 Criteria for deciding an application. The engineering and social infrastructure constraints in Maitland require a coordinated approach to ensure adequate infrastructure is available to support future residential intensification.

The Table DSDF promotes development at higher residential densities than those which exist in the surrounding area and encourage net densities ranging between 75 - 150du/ha with due consideration of the local context and its urban character and form.

4.7.5 Mixed Use Intensification

The Table DSDF promotes the retention of General industrial areas and allowances in the nature and form of mixed-use activities should be as per the City's Municipal Planning By-Law. 2. Support the prioritisation of public- private sector investment in identified growth areas within the industrial nodes, ports and primary freight infrastructure.

Due to particular requirements for road and waste infrastructure associated with industrial zoned land, these areas

should generally be reserved to optimise this infrastructure and mitigate potential negative impacts.

Allowances are permitted, where a greater mix of business activities can be tolerated and where the mix of activities does not negatively influence the competitive advantage of the industrial activities in Maitland.

4.7.6 Synthesis of informants

The Maitland area is well-served by public transport: the area is served by two rail stations; however, NMT links n to encourage pedestrian character supportive of TOD by linking key station precincts with NMT e.g. N'dabeni, Ysterplaat, Koeberg, Maitland, Kentamade and Old Mutual Station.

There is a severe under provision of public open space, in the area, with an additional requirement of 3 – 4 parks to serve the current population. However, with intensification being encouraged in the area, innovative methods of providing recreational public spaces for residents is required.

Poor urban management and condition of public environment is a disincentive to investment: there is a general lack of accountability for the health of the environment in station precinct. In addition, criminal activity exacerbates the problems experienced in the area. In partnership with the City of Cape Town, residents and local community Maitland CID to partner and explore options for expanding their coverage. Furthermore, informal trading plans are required for the

Maitland area with some form of trading and storage structures.

There is availability of development rights in the area: incentives for encouraging and development in order to encourage new development in the area, which is beginning to be seen in the area. If the City is to encourage development at 25dy/ha, then an additional people would need to be 10000 accommodated. This has implications for social facility requirements.

Significant potential for residential intensification exists, however, the City does not have enough land for this, thus government entities would need to work together in order to achieve urban regeneration. Opportunities exist for affordable rental at higher residential densities, such as the old PRASA houses (spoorweghuisies).

Zero minimum on-site parking requirements may boost viability of development: the reduction of minimum on-site parking requirements allows for creating a more pedestrianized environment and promotes TOD type developments. This in addition with the UDZ incentive provides a favourable environment for development; however, heritage might be a constraint therefore a new heritage grading audit is required for the area.

The minimum parking requirements in PT2 Parking Areas allows for parking rations are driven by current demand. It is incumbent on the City to ensure that on-site structured parking

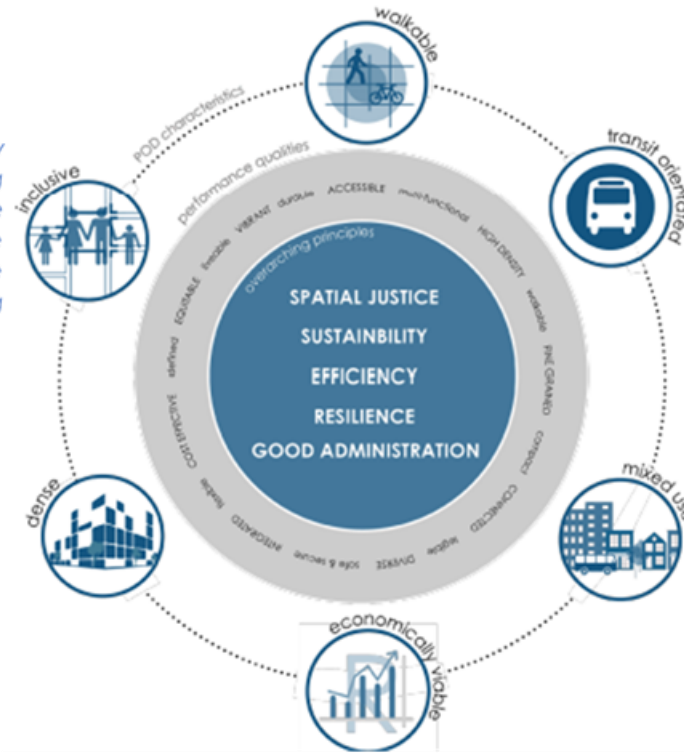
is convertible should demand for parking be reduced over time.

A notable trend of new uses and business parks that is emerging in the Maitland area. This type of development needs to be encouraged and enhanced, particularly film, staging and production activities.

improve activity along the route by linking transit precincts with universally accessible access to support intramodality and contributes to the enhancement of the public realm. Includes connectivity to the following railway stations Ysterplaat , Paarden Eiland ,N'dabeni, Maitland, Kentamade, Old Mutual ,Salt River , Century City and Mowbray.

Support informal trading within higher order activity generators, such as, urban nodes, public spaces, parking areas, road reserves and destination places). Incorporate informal trade / market , shared spaces to encourage active interfaces at a street level and enhance surveillance with supportive infrastructure including ablution facilities and street lighting.

Encourage medium intensity and mix of land uses within a radius of approximately 800m of Voortrekker Road .Encourage mix of retail, local offices such as medical surgeries, estate agents, low /medium density residential Levels 3 and below community facilities. Support the appropriate transition , integration of medium to high density residential typologies on vacant and underutilised land near public transport access . Enhance and maintain important view corridors along Voortrekker Rd, Berkley Road , Koeberg, Royal Coronation Roads



Promote micro-enterprises on residential properties at high accessibility nodes and corridors and along local scale development corridors which are serviced by public transport, e.g. Maitland and Koeberg Station

Reinforce existing and planned subregional and precinct accessibility through the prioritisation of road based public transport movement along Voortrekker Road.

Encourage contextually appropriate land use transition ,land use diversification in support of integrated inclusive economic growth prioritising Industrial; Social facilities and public open space within an 800 m distance of identified development corridors Voortrekker Road and Berkley Road;

Regulatory Principles to guide land development decisions and informing the local SDF drafting process.

5. MAITLAND LSDF – INVESTMENT STRATEGY RATIONALE

5.1 Development Prioritisation and Sequencing

5.1.2 City's Municipal Planning By Law (2015) - Development

Section 138 of the DMS provides alternative compliance with off street parking requirements; the PT 1 & 2 Zone reflects the City's commitment to transit supportive development and investing in existing infrastructure including social and bulk engineering infrastructure to futureproofing the urban inner core.

The PT Zones provide a legal implementation framework for prioritisation and sequencing to support increased residential intensification and infrastructure investment prioritisation to sequence the uptake of existing land development rights with supportive social and public realm investment and implementation.

Management Scheme PT Zones

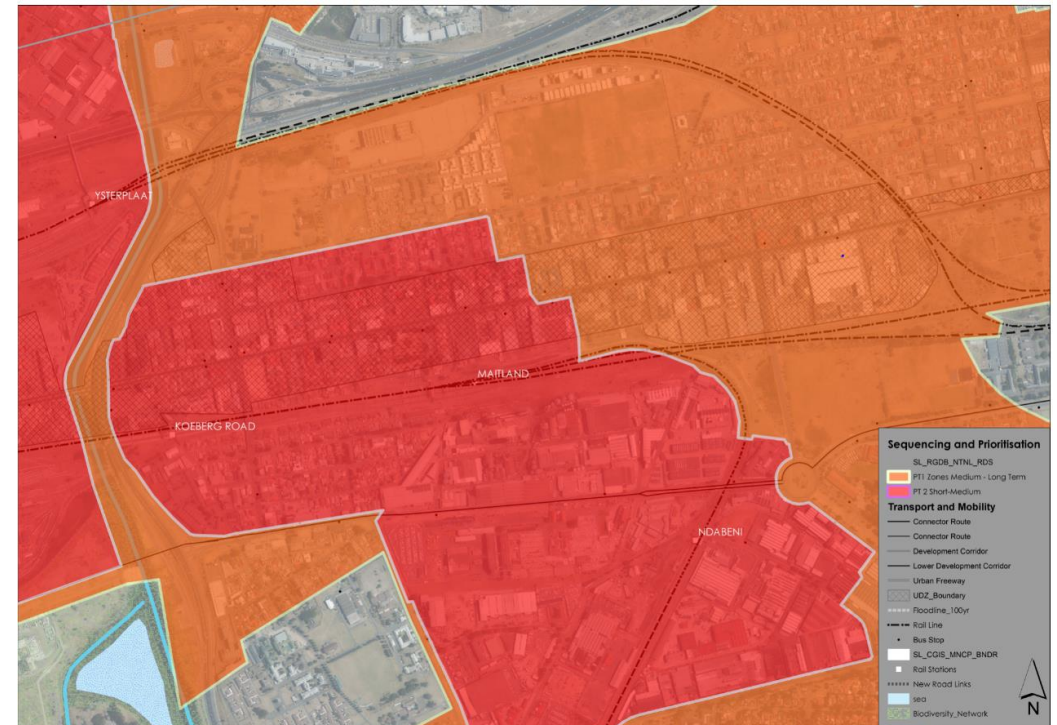


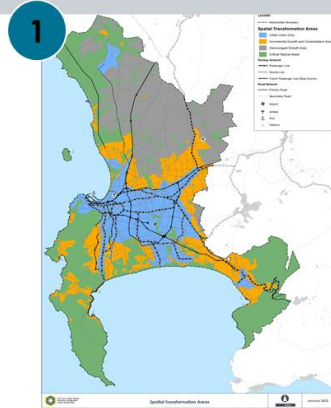
Figure 40 Land use development prioritisation aligned to PT Zones

5.2 Regulatory requirements for a local area spatial development framework in terms of the MPBL (2015)

Maitland LSDF: Contextual Framework for Public Engagement WHAT IS A LOCAL SPATIAL DEVELOPMENT FRAMEWORK ?

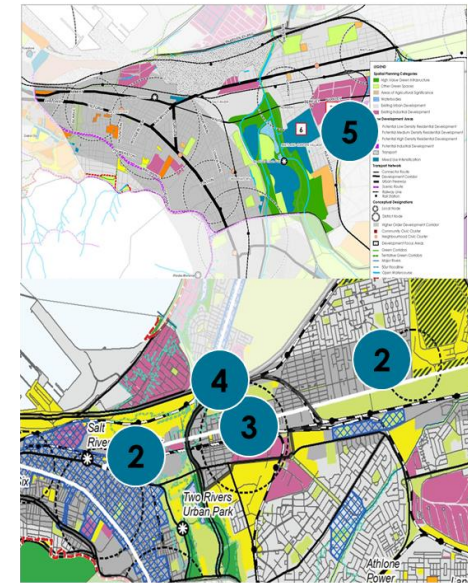
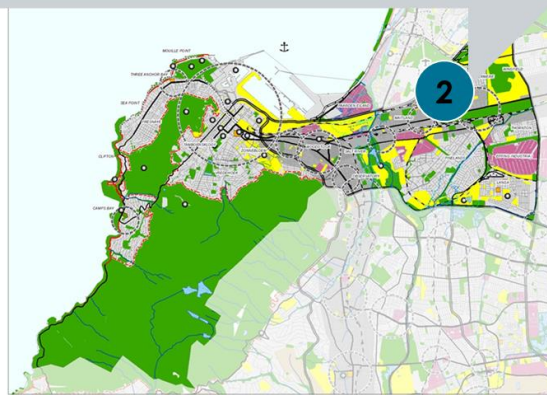
MSDF

- Sets overall spatial vision and direction
- Sets policy objectives and desired outcomes



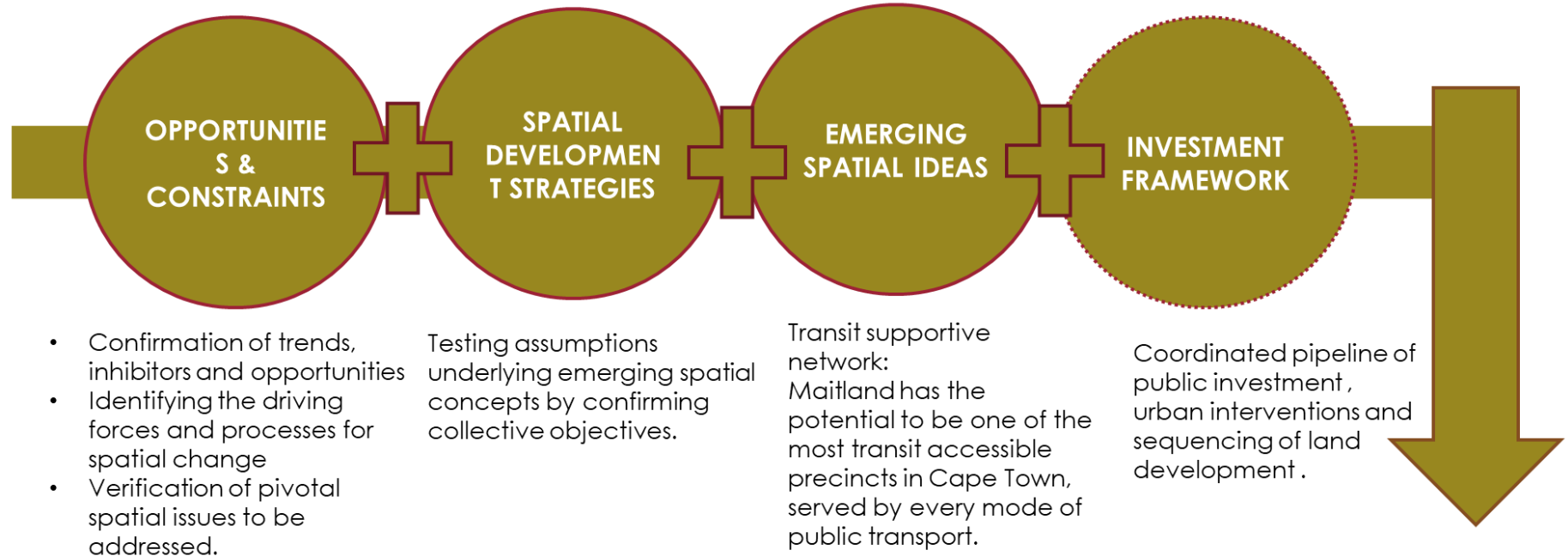
DSD (8 within the City of Cape Town)

- Translates vision and policy objectives into **district level spatial planning categories (SPC)** in order to provide more detailed development guidance

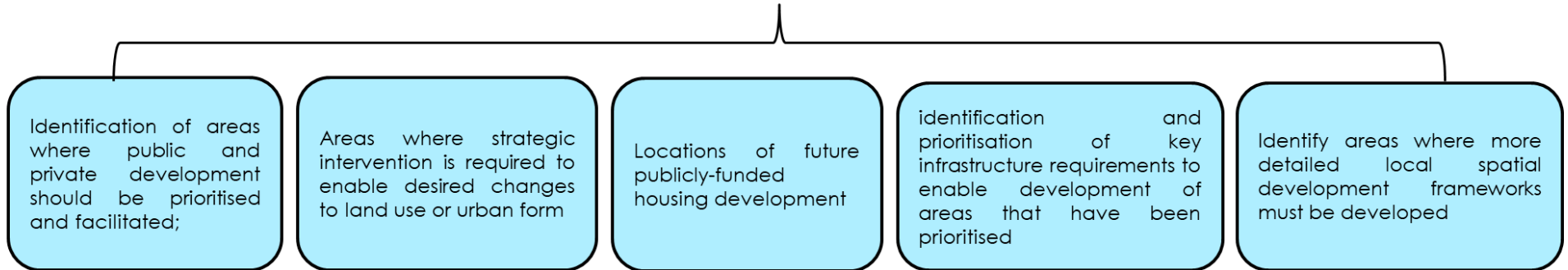


1. What are the **areas** identification and prioritisation of **key infrastructure requirements** to enable development of areas that have been **prioritised**?
2. What are the **areas where more detailed local spatial development frameworks must be developed** ?
3. What are the **areas where public and private development should be prioritised and facilitated**?
4. What are the areas **where strategic interventions are required to enable desired changes to land use or urban form**
5. What are the areas where locations of **future publicly-funded housing development can be located** ?

As part of the spatially prioritised Voortrekker Road Corridor , Table Bay DSD Development Focus Area , Maitland LSDF would adopt the seven key strategies brought forward in the VRC Strategy (2018), MSDF and IDP(2022). These key strategies are the focal points in which critical projects and spatially targeted interventions can be implemented through sequencing, prioritisation, reform, and budgeting and implementation readiness.



30 day engagement sessions to inform LSDF Requirements MPBL Chapter 3



5.3 Spatial Development Outcomes

In formulating the strategy led approach to implement the spatial development objectives within the Table Bay DSDF - in relation to long-term scale, nature and form for land development within Maitland.

The contextual framework seeks to localise these spatial development goals and inform a context specific strategy led approach for short-medium term sustainable and inclusive growth identified in the Table Bay DSDF, MSDf, IDP and City's sectoral planning.

- Maitland and surrounds poses unparalleled access to high recreational and amenity destination places providing access to jobs, social facilities, natural assets and transit infrastructure, with a demand for affordable residential opportunities for people to live and work.
- Support the development of social facilities, access to quality public open space more vibrant, legible and walkable environment, increasing the land values, support activation of spaces, and create a sense of place within Maitland.
- Support intergovernmental prioritisation to rationalise of extensive underutilised state owned land particularly incompatible land uses. These sites offer a range of urban infill opportunities including recreational intensification and medium – long term medium density

residential to support the extensive public transport infrastructure investments planned for the medium to longer term.

- The Critical Biodiversity CBA 1 areas identified in Maitland along the Black River presents opportunity for recreational and storm water utility functionality in the norther portion of Maitland that is encumbered by the 1:100 year flood line.
- Maitland - N'dabeni historical role as a critical industrial area with notable presence of industrial agglomeration and co-agglomeration activities tenants such as 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 brooder sub-regional corridor. The TDSDf prioritises inclusive economic development in support of well-located and accessible industrial land and imperative to sustainability and resilience as example to the City's international commitments in support of carbon neutrality and the Sustainable Development Goals.
- Furthermore create access to enter markets for small-medium enterprises, entrepreneurs and skills development to support key local (less formal) economic value chains such as informal trading demand and supply factors.
- This supports the protection of Maitland's key role in protecting job generating land uses that are key under the national and local economic context and load

shedding implications on indiscriminately impacting macro-economic supply chains.

- Thus the TBDSDf designates Maitland as a non-residential industrial new and existing.
- Allowances are prioritised where a greater mix of business activities can be accommodated and where the mix of activities does not negatively affect the public health and safety with consideration to competitive advantage of the industrial activities in Maitland.
- Encourage medium intensity and mix of land uses within a radius of approximately 800m - however, this must be considered a guide and not a definitive extent 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 Levels 3 and below community facilities.
- Support the integration of medium-high density residential typologies on vacant and underutilised land in close proximity to public transport access points (NDAs).
- Promote development at higher residential densities than those which exist in the surrounding area and encourage nett densities ranging between **75 - 150du/ha** with due consideration of the local context and its urban character and form.
- Promote micro-enterprises on residential properties at high accessibility nodes and corridors and along local

Spatial Development Objectives		Supporting Development Guidelines
Land Use and Character	Encourage residential development and higher densities and manage land use conflicts.	<ol style="list-style-type: none"> 1. Support residential densification in the Voortrekker Road corridor. 2. Facilitate business developments with a residential component in areas identified for intensification. 3. Maintain and enhance areas of employment by increasing residential densities in employment areas. 4. Manage conflicting land uses by maintaining some exclusion of heavy industry from residential, light industrial and commercial uses. 5. Facilitate a balance between local area priorities and container stacking uses encouraging the relocation of container stacking in line with inland port plans.
	Improve the public environment in support of a quality built environment	<ol style="list-style-type: none"> 1. Address the edge conditions along Voortrekker Road, particularly the sterile periphery of Maitland cemetery. 2. Support the Camp Road realignment in order to better activate public space in the Koeberg Station Precinct and integrate public space with the river side.
	Maintain and enhance established job generating land uses.	<ol style="list-style-type: none"> 1. Encourage appropriate institutional and mixed use development on publically owned land around Maitland circle. 2. Encourage lighter uses and mixed commercial activities on the edges of Ndabeni in relation to Maitland Garden Village. 3. Encourage conditions for continued industrial uses as well as high tech and biomedical clusters in Ndabeni. 4. Encourage more active uses along Berkeley Road in line with its importance as a route.
	Investigate infill opportunities for residential densification	<ol style="list-style-type: none"> 1. Consider pockets of vacant or underutilised publicly-owned land in Maitland for institutional uses or medium-density residential infill. 2. Encourage intensification of commercial, industrial, institutional uses in Ndabeni, particularly in association with Berkeley Road and Alexander Road.
	Promote inclusive land use	<ol style="list-style-type: none"> 1. Ensure that sufficient, well-located and appropriately designed formal and informal trading facilities are provided in activity areas as well as other suitable public assembly points, such as transport interchanges, public spaces, parking areas and Road reserves (where appropriate); 2. Encourage the provision of SMME/Informal trading space and facilities in private developments. 3. Establish a functional and accessible, pedestrian-friendly interface between formal and informal activities. 4. Shore up commercial nodes by encouraging conversion of functionally obsolete building stock to affordable housing. 5. Encourage the provision of a variety of housing types catering to different housing markets, with an emphasis on providing a proportion of affordable housing in private residential development.

4.1.4.2 Two Rivers Urban Park Surrounds/ Salt River/ Observatory/Maitland Garden Village		
Spatial Development Objectives		Supporting Development Guidelines
Land Use and Character	Ensure appropriate built form and land use to give effect to mixed land use intensification in support of transit oriented development	<ol style="list-style-type: none"> 1. Improve the interface between the built environment and Voortrekker Road – discourage blank facades and walls and support changes to freight logistics operations that will allow new uses in container stacking areas. 2. Support infill development and intensification along Voortrekker Road and Albert Road in the vicinity of Salt River station. 3. Facilitate mixed use intensification of portions of Salt River and improve the public environment in support of the Main Road corridor. 4. Support positive built edge interfaces along Alexandra Road and Berkeley Road.
	Improve the public environment in support of a quality built environment	<ol style="list-style-type: none"> 1. Address the visual quality of the Voortrekker Road corridor by supporting upgrades of the landscaping. 2. Retain and enhance the positive interface of buildings along Lower Main Road in Observatory. 3. New development in the Two Rivers Urban Park surrounds must contribute to a high quality public environment and be implemented with edge conditions that are appropriate for the surrounding built fabric. 4. Integrate heritage building fabric and consider first nations heritage into new developments in the Two Rivers precinct.
	Retain and protect existing built fabric that provide well-located residential opportunities and encourage further development of residential opportunities	<ol style="list-style-type: none"> 1. Maintain Maitland Garden Village as an important residential component while improving its edge interfaces with open spaces and new developments in Oude Molen and Alexander Institute areas. 2. Address housing needs in Maitland Garden village. 3. Protect the historic fabric and residential character of Observatory. 4. Support the development of affordable units in the strategic state owned land identified in the Oude Molen, Maitland Garden Village and Alexander Road areas.
	Support a shift towards mixed use intensification	<ol style="list-style-type: none"> 1. Support medium rise developments and medium to high residential densities in support of transit oriented development at new development areas in the Maitland Garden Village Area (west of Alexandra Road and East of the Black River) and in association with Alexander Road. 2. Improve the interface between buildings and the Salt River canal and upgrade the public environment.

Figure 41 Excerpt Table Bay SDF Sub District 3

5.4 A strategy led approach to spatial development outcomes

The Maitland LSDF drafting process seeks to translate the Table Bay SDF development guidelines at a localised level and include:

As part of the VRC, Maitland LSDF would adopt the seven key strategies brought forward in the VRC Strategy (2018) and updated based on the recent IDP Strategic Focus Areas; MSDF and District SDFs. These key strategies are the focal points in which critical projects are spatially prioritised interventions can be realised. The strategies are ones, which the public sector can influence to unlock development potential whilst encouraging private sector engagement.

The following strategies are proposed in order to achieve short–medium implementation of key projects and programmes that have a cross cutting impacts and require greater coordination amongst the sectors weighted against key urban structuring elements in Maitland such as gateways , corridors , civic clusters.

These strategies are a result of a critical assessment on the spatial outcomes of key public investment planning and implementation currently underway in Maitland and surrounding area. These structuring elements identified for Maitland included urban restructuring, Gateways, Nodes & Activities Routes, Public Realm, Residential Intensification and, Mixed Use Intensification

- **Transit Development Strategy**

The Transit Development strategy is to give further effect to the Table Bay DSDF Land Use Guidelines that affect Voortrekker Rd, Berkley and Prestige Drive.

- **Business Retention, Development Facilitation & Economic Recovery Strategy**

Retain and strengthening the existing businesses and enable access to entry for entrepreneurs, small-medium enterprises, less formal trade activities through supportive infrastructure such as storage.

- **Collaborative Precinct Management Strategy**

Through partnerships with the local community, Maitland CID enhance an urban environment supportive of increased footfall and accessibility are important factors that economic activities require to sustain and contribute towards inclusive economic recovery and sustained growth.

A supportive urban environment that is consistently managed with adequate resource planning is key to the attractiveness of Maitland as a place to live, work play.

- **Public Realm & Social Infrastructure Strategy**

Provision of social infrastructure central to support the development of existing & new communities. Rehabilitate and maintain areas of sensitive natural vegetation and high biodiversity value. Where biodiversity remnants conflict with areas earmarked for development- i.e. ensure adequate

botanical and faunal impact assessments are undertaken timeously.

Areas for rehabilitation include the sensitive and critical vegetation the northern part of Maitland's Black River interface. Table Bay DSD (2023)

- **Residential Intensification Strategy**

Sustainable residential intensification that promotes the safety and dignity of residents and results in more vibrant human settlements, which meet human and environmental needs.

- **Infrastructure Investment Strategy**

Through a collaborative and partnership-based investments in both traditional infrastructure, such as local transportation and sewers, and contemporary land development such as urban squares, green spaces, green infrastructure networks, recreation facilities and the redevelopment of underutilized land.

Maitland development inhibitors are storm water and bulk infrastructure reticulation challenges within the 1:100-year flood line.

The aforementioned implementation strategies are to direct and coordinate City line department prioritisation budgeting and implementation to align and maximise the return on the public investment as opposed to an ad hoc approach

These public investment strategies, which the public sector has collectively committed towards spatial transformation and urban restructuring of Maitland and surrounding areas, whilst encouraging private sector engagement and civil society as key partners to the realisation of a City of Hope. Furthermore, the post covid impacts have seen increased inequality, land occupation, exacerbated economic strain on existing business due to extended load shedding impacts on the livelihoods and economy.

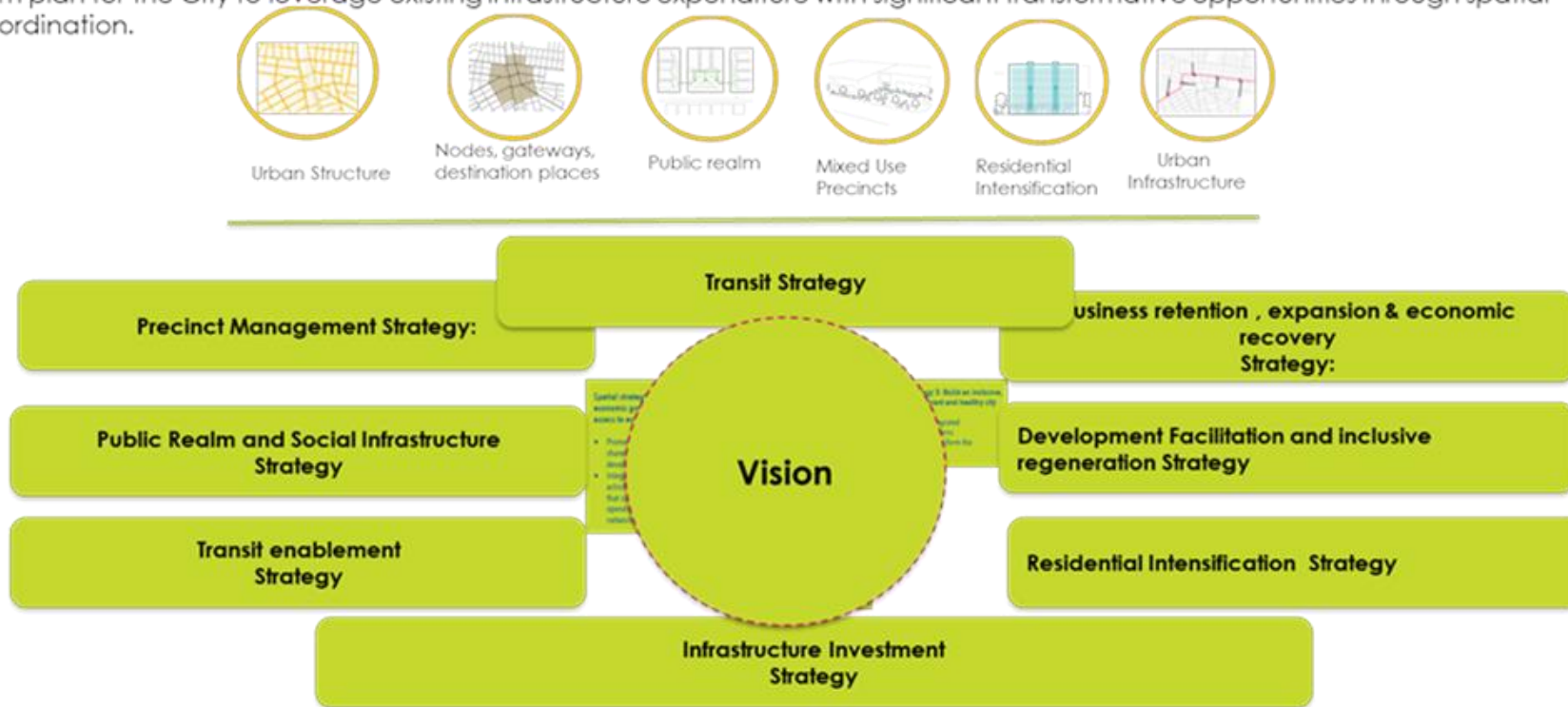
Through the Table Bay DSD key infrastructure prioritisation for Maitland, Kensington and Factreton are prioritised for implementation, through coordinated public investment of these interconnected areas. Infrastructure investment in the short to medium term such as the extension of the MyCiTi feeder routes and upgrade on bulk engineering networks.

The contextual framework seeks to identify the key underlying preconditions to inform coherency and address key opportunities and constraints that will further inform land use development guidelines.

Overall, the key strategies identified are building blocks to giving effect to the City's objectives in creating a programme for spatially targeting interventions within the Maitland.

Figure 42 Strategy led approach to local area planning and implementation

The contextual framework phase seeks to confirm Maitland's context, challenges and opportunities that will provide a short –medium term plan for the City to leverage existing infrastructure expenditure with significant transformative opportunities through spatial coordination.



5.4.1 Transit Development Strategy

A transit development strategy seeks to align and coordinate road infrastructure planning and investment to ensure that the movement network accommodates a diversity of transport modes and supports activities, including informal trading and all end users.

The Transit Development strategy is to give further effect to the Table Bay DSD Land Use Character Guidelines that affect Voortrekker Rd, Berkley and Prestige Drive.

- Give spatial effect to transit oriented development by encouraging mixed-use intensification.
- Facilitate mixed-use intensification along Voortrekker Road and improve the public environment.
- Promote a positive interface between residential and high intensity mixed use areas and the public environment along Voortrekker Road.
- Encourage residential development and higher densities and manage land use conflicts.
- Support residential densification in the Voortrekker Road corridor.
- Depending on specific local context, densities greater **than 75du/ha** could be considered. For vacant sites, this could be higher in order to increase the overall densities for the area.



Figure 43 Illustrative pedestrian priority



Figure 44 Underutilised Skate Park

Objective 1: Provide conveniently located universally accessible pedestrian, bicycle crossings across existing railway corridors, the N1, M5 and other natural barriers including the Blackriver, to connect Maitland to key destinations and economic nodes such as Paarden Eiland, Atlantis, Century City, Salt River, Cape Town, Mowbray, Athlone Langa and Bellville.

- Scale and Urban form supportive of mixed use intensification to be informed by approved road schemes setbacks including but not limited to Voortekker Road Widening and streetscape improvement
- Provide a pedestrian network that caters for persons of all abilities
- Maintain clear sightlines to landmarks to assist pedestrians and cyclists to orient themselves and move around an area.

Objective 2: Provide direct, continuous and well-lit pedestrian and bicycle routes.

Streets requirements to allocate sufficient space to accommodate the anticipated volume of pedestrians and cyclists as well as on-road public transport, street lighting, vehicles and on-street car parking;

Ensure Maitland's transport movement network accommodates a diversity of transport modes by planning for the allocation of sufficient space to accommodate the anticipated volume of pedestrians and cyclists and road

based public transport, industrial vehicles, and on-street car parking.

- ensure the movement network provides for safe interactions between transport modes
- ensure pedestrian and bicycle paths are accessible and serviceable
- Ensure pedestrian priority streets maximise the convenience and safety of walking and cycling modes along Voortrekker, Berkley Alexandra, Jan Smuts, Royal and Montague streets.

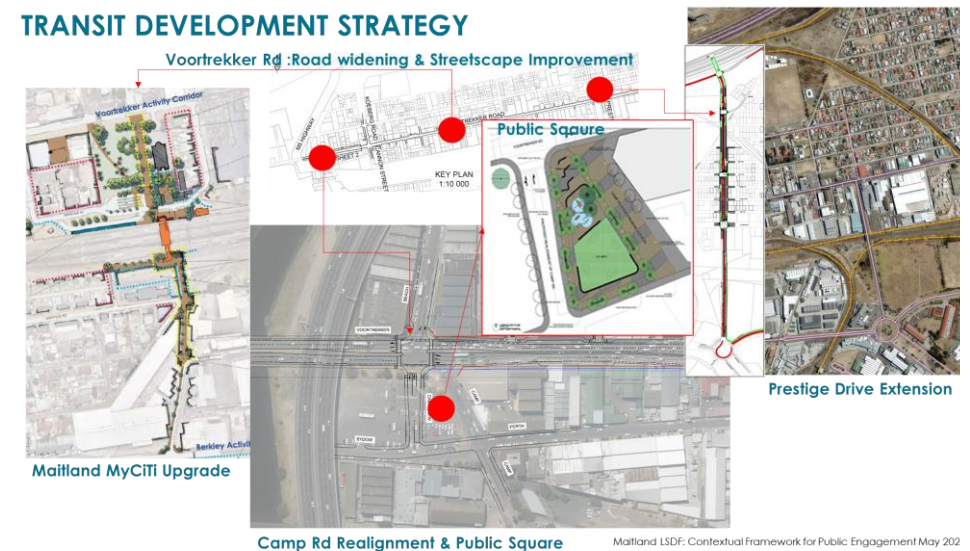
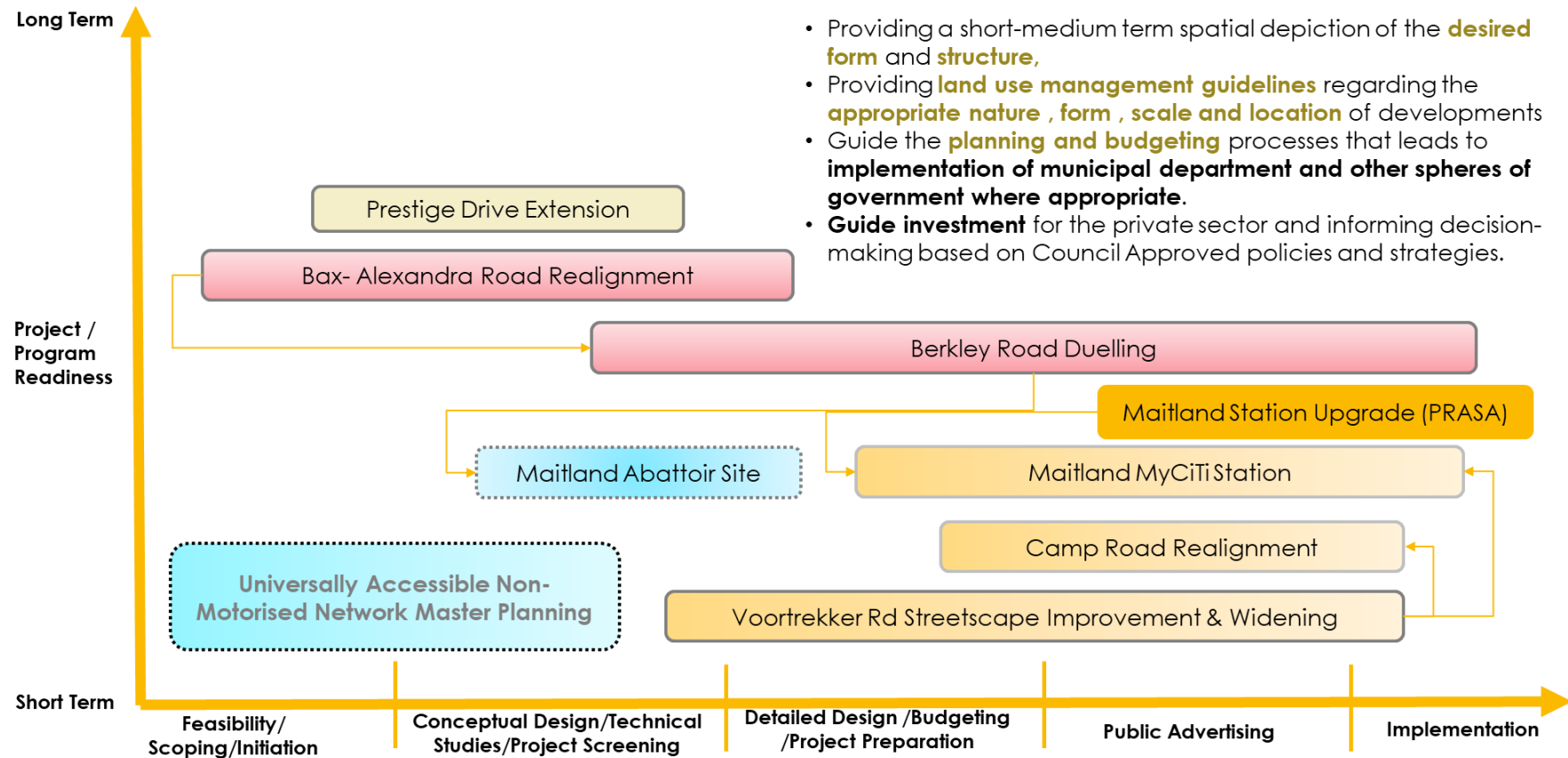


Figure 45 Transit Development Strategy Programmes

Transit Development Strategy



- Providing a short-medium term spatial depiction of the **desired form** and **structure**,
- Providing **land use management guidelines** regarding the **appropriate nature , form , scale and location** of developments
- Guide the **planning and budgeting** processes that leads to **implementation of municipal department and other spheres of government where appropriate.**
- **Guide investment** for the private sector and informing decision-making based on Council Approved policies and strategies.

Figure 46 Transit Development Strategy- Invest and Priority Framework for Spatial Coordination of interventions

Transit Development Strategy Spatial Development Objectives

TRANSIT DEVELOPMENT STRATEGY

Urban Restructuring Opportunities



Activation of Voortrekker Rd as higher order development route that interfaces with its barrier edges Black River , Passenger rail reserve and the N1.

Gateways , nodes and corridors



To ensure accessible and functional access to activity nodes and transit precincts connecting Koeberg , Ysterplaat, Maitland , Kentamade and N' dabeni Station

Public Realm



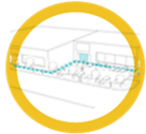
Activate public space or street between the edges and the adjacent buildings.

Residential Intensification



Precinct approach to increase high levels of accessibility from neighbourhoods to nodes and public transport

Mixed Use Intensification



Facilitate signage inform pedestrians and cyclists and assist in way-finding

Urban Infrastructure



Prioritise the implementation of Congestion Management Relief programme efforts through the prioritisation of public transport on along Voortrekker Rd between Beach – Koeberg Rds.

Figure 47 Transit Development Strategy Urban Restructuring Goals

5.4.2 Business Retention, Development Facilitation & Economic Recovery Strategy

Footfall and accessibility are important factors that economic activities require to sustain and contribute towards inclusive economic growth.

A supportive urban environment that is consistently managed with adequate resource planning is key to the attractiveness of Maitland as a place to live, work play.

Based on the baseline analysis extensive state-owned land parcels have a greater degree to sterilise the surrounding land uses. Where there is an agglomeration of extensive state owned land have reflected a systematic dismantling of key infrastructure, illegal land occupation and often correlated with the key structuring elements that affect Maitland and surrounding areas.

This Local SDF drafting process seeks to establish context specific objectives in responding to the immediate contextual challenges related to the existing rail infrastructure and staging areas.

Objectives

- Railway corridor environs are complex areas to manage. A place management agreement and place maintenance processes can provide for coordination and consistency.

- Ensure effective place maintenance in railway corridor environs.
- Establish a place management agreement that identifies management and maintenance responsibilities and processes
- To ensure the building scale and form supports the context and preferred future character of the nodes and gateways
- Locate and shape the building to protect view corridors from streets and public spaces toward landmarks.
- Use the building height and setbacks to frame the street space as a public space.
- Key partnership with the community and precinct management entities such as the City Improvement Districts to allocate adequate resourcing and funding for the maintenance of the urban environment,

5.4.3 Business Retention, Expansion and Economic Recovery Strategy Spatial Development Objectives

BUSINESS RETENTION , EXPANSION & ECONOMIC RECOVERY STRATEGY

Urban Restructuring Opportunities



Support safe and direct pedestrian and cyclist access to Provide convenient and direct pedestrian and cyclist access from a large format retail premises to public transport stops and to the surrounding area.

Gateways , nodes and corridors



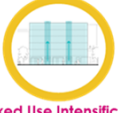
Ensure nodes and gateways structure supports public transport access. Provide for train stations and public transport interchanges within the core of nodes and gateways.

Public Realm



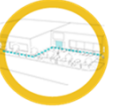
Support a strong sense of place and local character in support of local economic development and small businesses

Residential Intensification



Ensure the management of public realm , pedestrianised connectivity to support urban densities and create walkable and safe neighbourhoods.

Mixed Use Intensification



Sequencing and coordinated implementation of infrastructure (engineering and social) sequenced to provide adequate capacity release

Urban Infrastructure



Develop public spaces, civil infrastructure and streets to a standard acceptable with supportive resourcing and funding allocation.

Figure 48 Business Retention Strategy Urban Restructuring Goals

5.4.4 COLLABORATIVE PRECINCT MANAGEMENT STRATEGY

In line with national objectives of promoting equity, economic and social development, precinct management is not about the privatisation of public space, or of creating zones of exclusion, but about creating integrated, vibrant townships and urban areas, with inclusive public spaces that work for all its users.

A collaborative Precinct Management approach seeks to illicit greater involvement of the use of private-public partnerships, like CIDs, or similar types of community-based partnership structures. Such partnerships are key and tasked with ensuring and committing to a shared efficient management and maintenance approach of the precinct, and promoting a sense of ownership by the community

A sustainable version of urban management must begin with extensive community interaction and engagement. Projects must be demand driven, with up-front commitment and buy-in from communities regarding how precinct planning, development and management responsibilities shared.

Objective 1: Urban Management

The City of Cape Town together with other urban stakeholders - civil society, private sector, and local communities - undertake an active role in mobilization, management and

coordination of resources to support the objectives of urban development and ensure the vitality of Maitland

Objective 2: Place Making

The City of Cape Town is committed a multi-faceted approach to the planning, design and management of public spaces with prioritisation to rail stations, Public Transport Interchanges. Place making capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

Objective 3: Facilities Management

Undertaking an Interdisciplinary approach devoted to the Coordination of space, infrastructure, people and organization. Key priority area for urban management within Maitland that are associated with administrative office blocks, railway environments, schools, healthcare facilities shopping centre and transport interchanges. Focus on planning for the maintenance of Maitland's urban environment to support consistent and coordinated cleaning, security and parking

Objective 4: Interim Design & Activation

While long-term development plans slowly unfold, there is an untapped potential to bring immediate value to the public, and there are neighbourhoods rife with opportunity for temporary activation.

5.4.5 Collaborative Precinct Management Spatial Development Objectives

COLLABORATIVE PRECINCT MANAGEMENT STRATEGY

Urban Restructuring
Opportunities



Effectively maintain public transport environments through the establishment of precinct management agreements and partnerships. This to create the necessary momentum to support high levels of accessibility from neighbourhoods to nodes and public transport

Gateways, nodes and
corridors



Plan for public spaces are well used and maintained that accommodate accessibility to all abilities and included the road reserves.

Public Realm



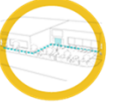
Ensure lighting supports night-time social and recreational activity, amenity and safety in the public realm, to enable informal surveillance of streets and public spaces from medium-higher density residential buildings

Residential Intensification



Maintain common spaces, services and landscaped areas to ensure residents' safety in higher density residential buildings

Mixed Use Intensification



Protect residential neighbourhoods from incompatible land uses that affect quality of life from vehicular noise, vibrations and emissions.

Urban Infrastructure



Provide permeable ground surfaces, where possible, for absorption of rainwater and reduction of storm water run-off

Figure 49 Collaborative Precinct Management Spatial Development Objectives

5.4.5 Public Realm and Social Infrastructure Strategy

Globally as urban populations surge, demand for public open space grows, Maitland is no different with concerns of densification often cite a lack of one¹public open space and supporting public realm and connectivity. Quality public open space is considered as a crucial planning objective in cities, around the world. As a globally competitive city, public open space is seen as a matter of social equity for Maitland with only 1% of land zoned for public open space.

Successful public spaces for Maitland are those that provide multifunctional areas for social interaction, economic exchange, and cultural expression among a wide diversity of people.

Objective 1: To ensure all users have convenient and safe access to and through public spaces by connecting the public spaces to the surrounding pedestrian network

Objective 2: Create; achieve attractive and vibrant public spaces that include a diversity of activities in public spaces that extend the hours of use.

Objective 3: Provide for a variety of parks , green infrastructure networks and public open spaces, for passive and active

recreation, located within a 400m walking distance from dwellings, workplaces, schools and shops.

- Ensure safety and amenity in public spaces by locating lighting to indicate paths and areas for night-time use through adequate streetlights.
- Locate public toilets, play and recreation facilities in accessible and active areas.
- Ensure all users have convenient and safe access to and through public spaces
- Locate utilities infrastructure in a designated zone away from the main pedestrian through-paths and recreation areas.
- Connect the public realm to the surrounding pedestrian network.
- Locate entry points and paths with clear views to other exits from public spaces.
- Continue pedestrian paths through the public space with direct, logical routes to key transit precincts such as N'dabeni, Ysterplaat, Koeberg, Maitland, Kentamade, Old Mutual and Maitland.

¹ public open space" as the sum of the built-up areas of cities devoted to streets and boulevards—including walkways, sidewalks, and bicycle lanes—and the areas devoted to public parks, squares, recreational green areas, public playgrounds, and open areas of public facilities. Green

infrastructure found in public open spaces can improve air quality, help manage storm runoff, and create wildlife habitat where they are part of connected urban ecosystems. World Bank

- Establish and support activity at the ²edges of public spaces, to establish and support activity at the edges of public spaces.

PUBLIC REALM AND SOCIAL INFRASTRUCTURE STRATEGY

Urban Restructuring Opportunities



Ensure the public realm structure provides for accessible, safe and conveniently located public spaces.

Gateways, nodes and corridors



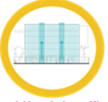
Activate the streets of a higher density residential precinct, pedestrian priority streets linking key civic and amenity services green infrastructure and appropriate setbacks and retain key view corridors

Public Realm



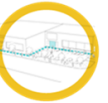
Ensure that adequate car parking structures support an active and safe interface with the street and allow for multi-functionality of uses through interim activation of spaces

Residential Intensification



Design for people-oriented, network solutions, connect people to one another and providing the platform for those connections to be made.

Mixed Use Intensification



To support mixed use intensification encourage agglomerations of amenities and enhancing universal accessibility from transit access to public open spaces

Urban Infrastructure



Provide for a variety of parks and public spaces, for informal and active recreation located within a 400m walking distance from dwellings, workplaces, schools and

² Edges are often the most populated parts of public spaces. People tend to gravitate to, and occupy, the edges of places because they provide good vantage points to view activities within the space as well as to the surrounding area

5.4.6 Residential Intensification Strategy

With its locational advantage as a getaway to the greater city and historical land use context (mixed use industrial commercial and residential) it is anticipated that urban regeneration for the areas will see a market driven response that will manifest as high-rise, with mid-rise buildings, and low-rise buildings in certain parts Maitland will contribute to comprehensive redevelopment.

Objective 1: To ensure context appropriate and sequenced medium- higher density residential precincts provide a high level of amenity and functionality for residents

Objective 2: Prioritised the streets of a higher density residential precinct, pedestrian priority streets.

Objective 3: Ensure a well-maintained, high amenity residential precinct

Objective 4: Provide land use development guidelines for land use form, scale and intensity of land uses to inform phased bulk infrastructure requirements



Figure 50 Contextually Appropriate Residential infill

Residential densification informed by context and supportive infrastructure capacity.

Key objectives require the consideration to the organic regeneration occurring based on demand:

- To ensure higher density residential precincts are accessible
- Locate higher density residential precincts within, or on the edge of nodes and gateways, or near a public transport node.

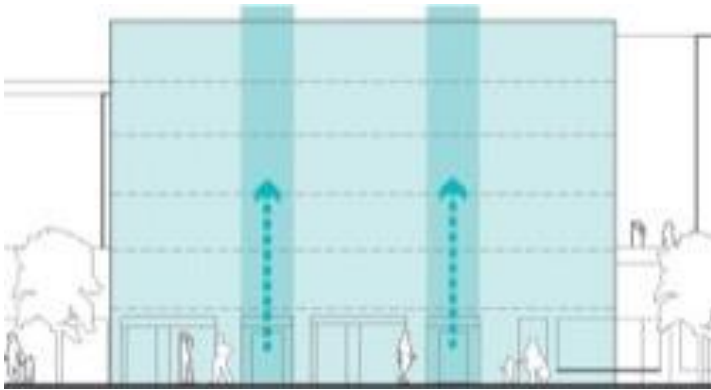


Figure 51 Appropriate Height to retain important view corridors , landmarks and destination places

Restructure Maitland's urban blocks and streets in higher density residential precincts to provide and support the fine grain access to nodes and gateways, public transport, and high quality public open space within a 400-800m walking distance.

Consistent setbacks along Voortrekker Roads that relate positively to the street and context, that are accommodate the provision of high-quality landscaping, sidewalks, and trees.

6. PUBLIC INVESTMENT FRAMEWORK FOR MAITLAND- A STRATEGY LED APPROACH

6.1 PUBLIC SECTOR INVESTMENT FRAMEWORK

	 Urban (re)structuring	 Gateways, nodes & activity routes	 Public Realm	 Residential Intensification	 Mixed Use Intensification
Transit Development Strategy	Voortrekker Rd Streetscape & Improvement Scheme	MyCiti Integrated PTI (CCT)	Camp Road Realignment	Maitland Abattoir Prefeasibility Study NMT Master Planning	Berkley Road Extension
Collaborative Precinct Management Strategy	Voortrekker Rd Streetscape & Improvement Scheme	Incentives Programmes PT Zones 1 & 2	Camp Road Public Square	Berkley Rd Extension	Maitland Station Upgrade (PRASA)
Public Realm & Social Infrastructure Strategy	Civic Clustering and Precincts	Camp Road Public Square	WCG Community Health Centre (Royal Rd)	Maitland Social Housing Precinct	Regulatory Reform: Temporary/Transitional activation
Residential Intensification Strategy	Social Housing Precinct	Alexandra - Bax Road Realignment	Regulatory Reform :Proposed Heritage Exemption Area	Maitland Social Housing Precinct	Prestige Drive Extension
Development Facilitation & Business Retention Strategy	Urban Development Zone	Proposed Heritage Exemption Area	PT Zones 1 & 2	Maitland Station Upgrade (PRASA)	PT Zones 1 & 2

Figure 52 Draft Medium Term Public Investment Framework

6.2 PUBLIC INVESTMENT PROJECT – PROGRAM READINESS: SHORT-MEDIUM TERM

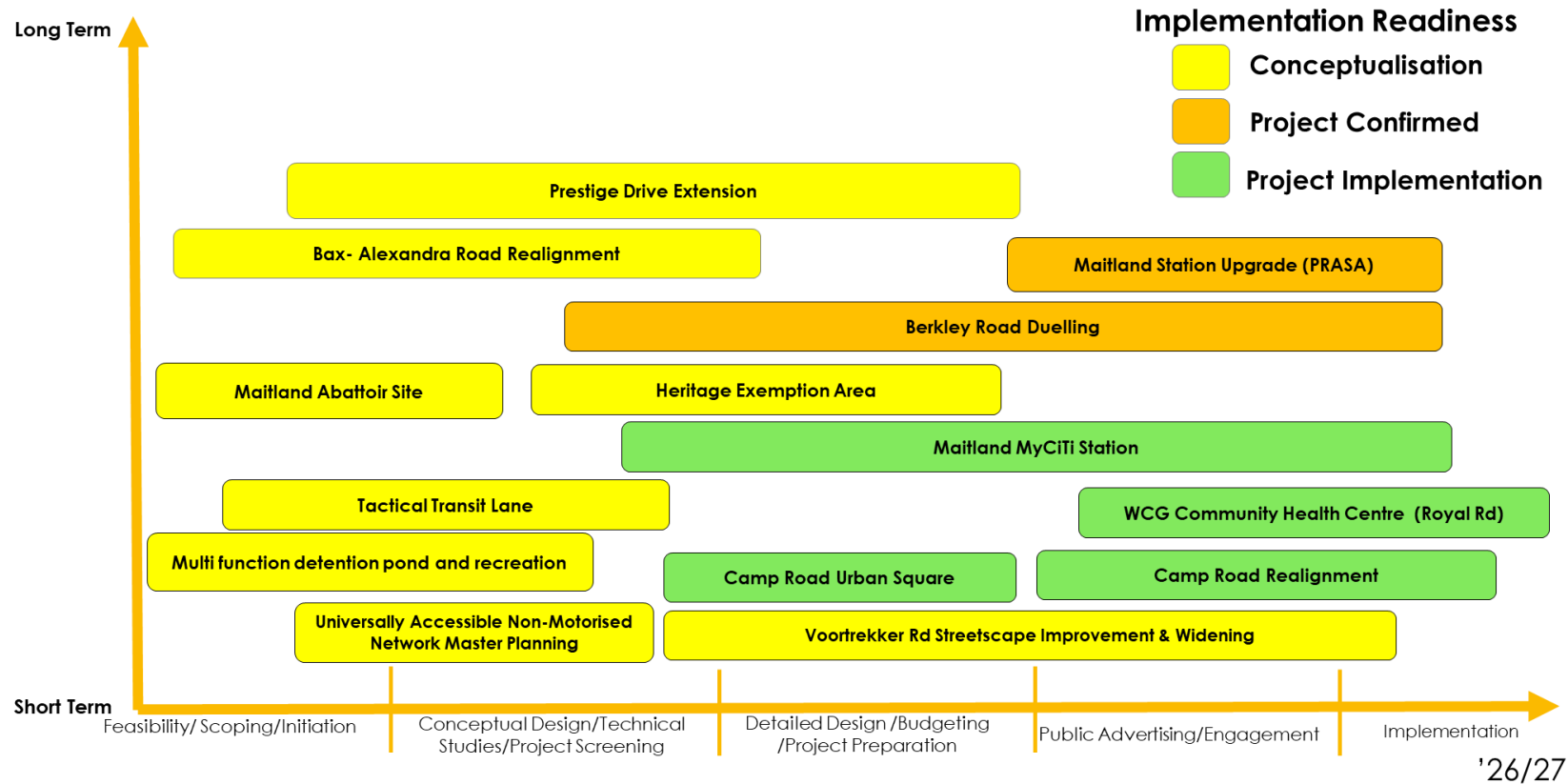


Figure 53 Phasing Coordination and Project Readiness

The City of Cape Town as a land owner has limited properties within the local area however the scale of public sector investment within the transit infrastructure as the Maitland mechanism to improve Maitland's competitive advantage , enhance multimodal access through NMT infrastructure planning. The infrastructure investment in the area reflects Maitland's readiness as a transit-orientated, affordable housing mixed-use precinct.

30 DAY PUBLIC ENGAGEMENT ON CONTEXTUAL FRAMEWORK

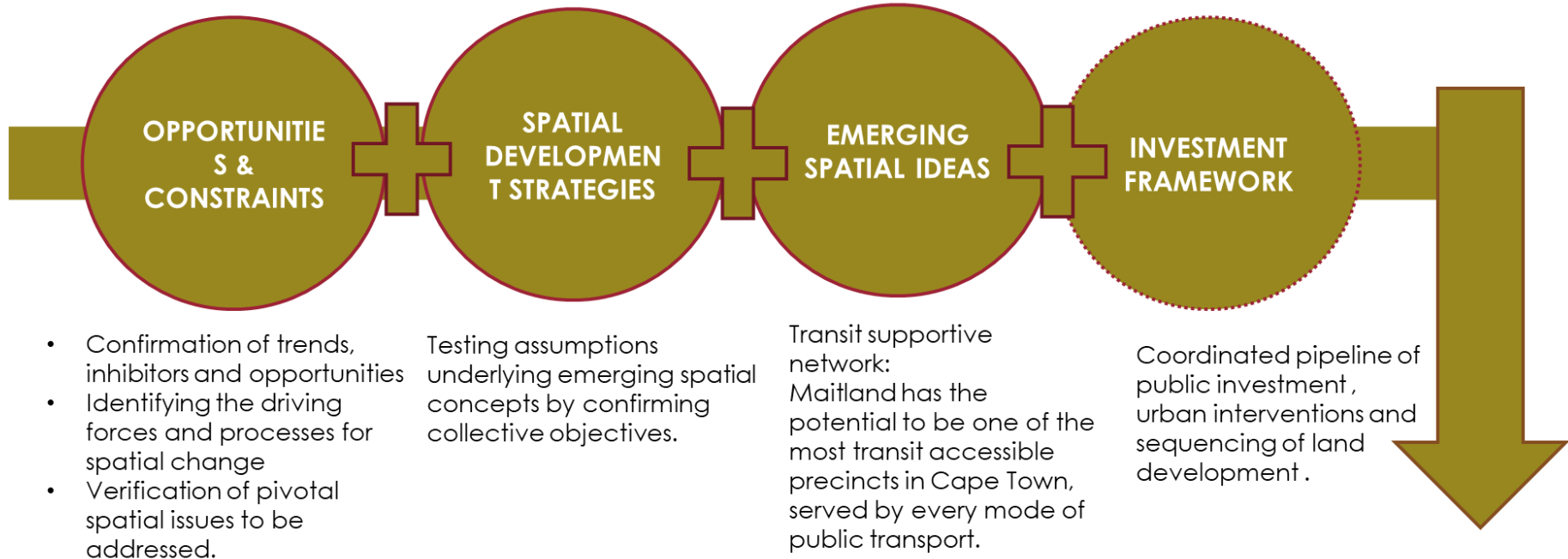
The community input in formulating and attaining the spatial vision for Maitland is important, as it will set the scene for decision making related to the nature, form and sequencing of land development with supportive infrastructure to create certainty for Maitland and surrounds.

The contextual framework acts as a precursor to the local SDF for Maitland by confirming the following requirements:

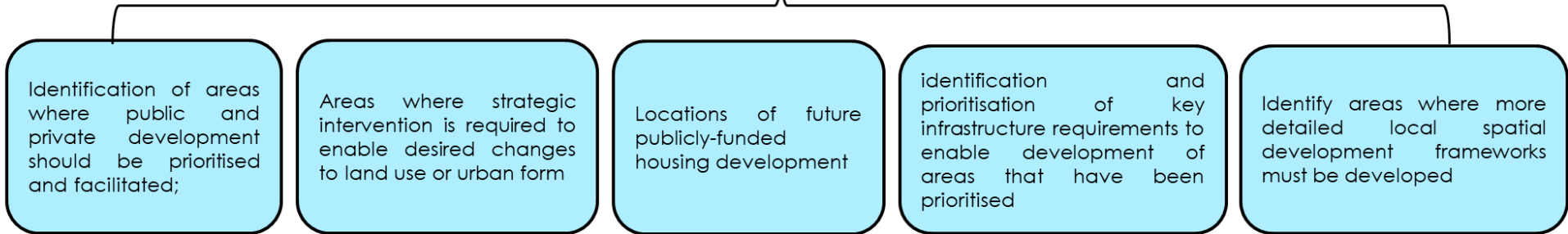
- Identification and prioritisation of key infrastructure requirements to enable development of areas that have been **prioritised**.
- areas where more detailed local spatial development frameworks must be developed - Kensington Factreton and Culemborg
- Areas where public and private development should be prioritised and facilitated
- Areas where strategic intervention is required to enable desired changes to land use or urban form
- Areas where locations of future publicly-funded housing development can be located



Subcouncil 15 Resolution: Geographic boundary in 2021



30 day engagement sessions to inform LSDF Requirements MPBL Chapter 3



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