



CAPE TOWN  
DEVELOPMENT EDGES POLICY:  
URBAN AND COASTAL EDGE



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU





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# ACRONYMS AND ABBREVIATIONS

<b>CTIZS</b>	Cape Town Integrated Zoning Scheme
<b>DFA</b>	Development Facilitation Act
<b>DU/ HA</b>	Dwelling Units Per Hectare
<b>IDP</b>	Integrated Development Plan
<b>LUMS</b>	Land-use Management System
<b>LUPO</b>	Land-Use Planning Ordinance
<b>MOSS</b>	Metropolitan Open Space System
<b>MSA</b>	Municipal Systems Act
<b>MTIEF</b>	Medium term income and expenditure framework
<b>MU</b>	Mixed Zones
<b>NHRA</b>	National Heritage Resource Act
<b>PIIF</b>	Public Infrastructure Investment Framework
<b>SAHRA</b>	South African Heritage Resources Agency
<b>SDF</b>	Spatial Development Framework
<b>SDP</b>	Spatial Development Plan

# 1. BACKGROUND

To put Cape Town on a more sustainable spatial growth path, the protection of valuable natural resources and a compact form of urban growth, which makes effective and efficient use of the City's resources, is being advocated (Draft Spatial Development Framework, 2009). To achieve this, the management of urban growth needs to become a deliberate act rather than the outcome of uncoordinated planning and budgeting. One of the mechanisms identified to support these strategies is the use of Urban and Coastal Edges.

The existing Urban Edge policies are contained in a number of policy documents. An Urban Edge Policy for the City was adopted in 2001. This essentially consists of four geographically-specific reports that were prepared for different areas of the City. These are the Peninsula, Northern Metro, Helderberg, and Melkbosstrand Urban Edge Reports. In 2008, Urban Edges were also delineated around settlements on the City's rural periphery (Atlantis, Pella, Philadelphia, Mamre and Klipheuwel). An Urban Edge Guidelines Manual was approved in 2004 with the aim of supporting decision-makers in Urban Edge related applications. This manual is further supported by the Veldfire Related Planning Guidelines (2004) that deal specifically with measures to limit the spread of fire on the periphery of the City. Most recently the City has identified a Coastal Protection Zone and formulated coastal management guidelines.

This plethora of policy documents makes policy interpretation difficult as it tends to be confusing and laden with information. While there will always be a need for detailed geographically-specific interpretations of the policy, the core policy principles and recommendations should be amalgamated into a single policy document. The purpose of this policy is therefore to provide a consolidated policy framework that would give clear guidance regarding the delineation and management of the Development Edges namely, the Urban and Coastal Edge.

## 1.1 Objective of the development edges policy

The objective is to provide an overarching, consistent policy framework that gives clear directives regarding the delineation/demarcation of the Urban and Coastal Edge lines, processes for amending the lines and the management of land uses on either side of the lines. This will enable the sustainable growth of urban Cape Town and will assist in achieving a more compact, efficient urban form.

## 1.2 Defining development edges

For the purposes of this policy, the definition of a Development Edge has two components, i.e. the Edge Line and Management/Protection Zone. The definition of these components and their diagrammatical representation are below.

### Definition of Development Edges

#### Edge Line:

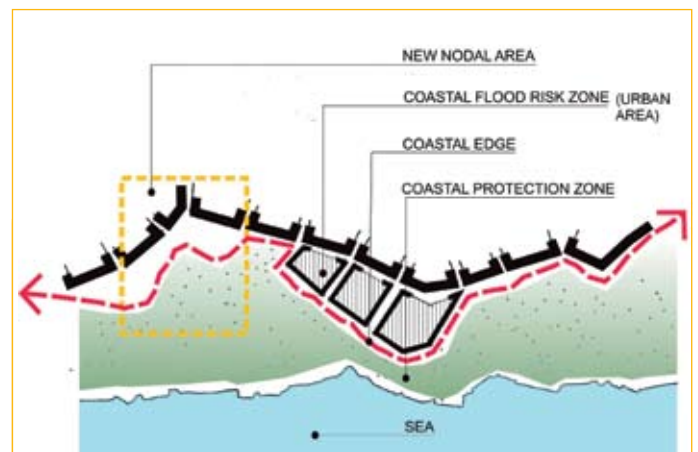
This is a demarcated edge line defining the outer limits of urban development for a determined period of time. Two types of edge lines have been identified, i.e. the Urban Edge line and Coastal Edge line. The Urban Edge line is a medium to long-term edge line where the line has been demarcated in a position to prevent urban sprawl or to protect natural resource boundaries. The Coastal Edge line is demarcated around the coast primarily to protect coastal resources and avoid hazards and financial risks pertaining to areas at the risk of flooding.

#### Management/Protection Zones:

These are identified zones on both sides of the demarcated edge, wherein specific management guidelines are adopted to direct and manage land use. Within each management zone there are a number of different sub-zones. These zones are defined by the individual geographical reports as well as the Coastal Protection Zone Study.



Urban edge and urban edge management zone



Coastal edge and coastal protection zone

## 1.3 Why do we need development edges?

The City will use Development Edges to manage urban development in a way that:

- protects and conserves natural, agricultural and historical resources, while managing these resources in a sustainable manner. These ecosystems provide a vital service to human settlements and their sustainability must therefore be protected;
- prevents urban sprawl, and curtails the pattern of low-density, haphazard and discontinuous development;
- promotes a more efficient, safe, equitable and accessible urban structure through containing and intensifying urban development;
- supports the development of a viable public transport system and improves levels of access, especially by the poor, to the City's resources and amenities;
- rationalises infrastructure and service delivery to designated and consolidated urban areas; and
- provides landowners and property investors with certainty regarding where urban development is envisaged in the short term, and where it is not envisaged.

## 1.4 Legislative/policy environment

The City's Development Edges Policy is consistent with a number of strategy and policy documents and plans prepared by different spheres of government. Some of these are briefly summarised below:

### 1.4.1 The Constitution of the Republic South Africa (Act 108 of 1996)

The Constitution of the Republic of South Africa (Act 108 of 1996) supports densification to develop the built environment, for the efficient provision of services, social and economic development and environmental sustainability.

### 1.4.2 Development Facilitation Act (67 of 1995)

Section 3(1) of the Development Facilitation Act contains general principles for land development, including 3(1)(c) which says that 'Policy, administrative practice and laws should promote efficient and integrated land development.

The following provides a summary of the principles:

- integrating the social, economic, institutional and physical aspects of land development;
- residential and employment opportunities in close proximity to each other;
- optimising the use of existing resources;
- contributing to the development of more compact towns and cities;
- contributing to the correction of historically distorted spatial patterns; and
- encouraging environmentally sustainable land development practices and processes.

### 1.4.3 The Provincial Spatial Development Framework (PSDF)

The Provincial Spatial Development Framework (PSDF) prepared by the Provincial Government of the Western Cape (PGWC) in 2005 states that an Urban Edge shall be drawn around all villages, towns and cities in the Province with the primary function to contain outward growth of urban settlements. The PSDF initiated a study to determine Urban Edge guidelines for the establishment and management of Urban Edges in compliance with the policies determined by the PSDF. Urban Edges are identified as one of the land use management measures available to direct growth, both temporally and spatially.

### 1.4.4 The City's Integrated Development Plan (IDP)

Council's vision for the City includes establishing it as a 'sustainable city' and an 'accessible city'. However, the City's IDP acknowledges that the dominant development pattern continues to be low-density development, which exacerbates already considerable urban sprawl. The IDP points to management inefficiencies, including those between land use and transport, where low-cost housing 'continues to be located on cheap land far from economic activity' making the provision of an adequate public transport system unviable and therefore resulting in heavily subsidised public transport systems. It also refers to the need for the City to protect its natural assets, including ecological and agricultural resources. The IDP then identifies mixed-use, higher density developments, and the location of lower income housing closer to economic opportunities as key development priorities.

### 1.4.5 National Environmental Management: Integrated Coastal Management Act, 2009

The Act focuses on regulating human activities within, or that affect the 'coastal zone'. The coastal zone comprises of coastal public property, the coastal buffer zone (an area along the edge of coastal public property), coastal access land (which the public may use to gain access to coastal public property), specially protected coastal areas, and includes any aspect of the environment on, in and above them. At the heart of the coastal zone is an area of land and water defined as coastal public property, which is the common property of the people of South Africa. In order to protect and effectively regulate coastal public property, it is also necessary to impose controls and restrictions on certain areas adjacent to coastal public property that form part of coastal ecosystems.

Restricting or controlling developments in these areas is also essential to take account of the dynamic nature of the coast and to protect people and property from harm due to natural causes such as coastline erosion and flooding, or new threats like sea level rise as a consequence of global warming. The Act addresses this by creating a coastal buffer area inland of coastal public property. The Act provides that initially the coastal buffer area would extend one hundred metres inland from the boundary of coastal public property (usually the high-water mark) in areas that have already been zoned for residential, commercial, industrial or multiple-use purposes, and one kilometre inland in other areas. However, since these dimensions are relatively arbitrary and do not take the very varied situations along the coast into account, the Act provides for procedures whereby the various coastal areas

may be specifically demarcated on a case-by-case basis. Once demarcated, the area inside the coastal buffer zone is managed as a Coastal Protection Zone.

#### 1.4.6 National Environmental Management Act (NEMA)(amended)

In terms of the new regulations stipulated in NEMA regarding Environmental Impact Assessments (EIAs), applicants must now take Urban Edges and Urban Edge guidelines into account while compiling their environmental scoping reports or EIAs.

#### 1.4.7 The City's Spatial Development Framework (SDF)

The Draft City Spatial Development Framework (SDF) 2009, as endorsed by the City's Planning and Environmental Portfolio Committee in June 2009 as planning policy framework for Cape Town, generally supports the need for containing the footprint of the City and managing urban expansion. The policy statements reflected in this Development Edges Policy are also reflected in the Draft SDF as part of the strategy towards promoting compact and directed urban growth.

### 1.5 Current and future legal status of the development edges policy

Table 1 provides an overview of the individual policy documents that inform the overarching Development Edges Policy. The Development Edge lines as reflected in the SDF and District SDPs & EMFs will be approved as section 4(6) and 4(10) structure plans respectively (in terms of the Land Use and Planning Ordinance, 1985) by the Provincial Government Western Cape. This implies that any amendment to the Urban or Coastal Edge lines will have to follow the procedure for amending a 4(6) structure plan. The Development Edges Policy will, however, only be approved by the City and therefore amendments to the policy could be done by the City. The City will investigate the feasibility of applying land use planning mechanisms such as substitution schemes or overlay zones to facilitate the management of the edge lines.

## 2. DELINEATION CRITERIA FOR DEVELOPMENT EDGES

The determination of the Urban and Coastal Edges was based on a range of generic and specific criteria, which were themselves informed by a number of broad informants or themes. The detailed informants and factors taken into consideration during area-specific delineation of the Development Edges are closely aligned with Section 4(4.1) of the Provincial Urban Edge Guideline Policy (2005) and are based on the following:

- prominent landform and character areas;
- valuable soils;
- hydrology (surface and ground water features);
- ecological resources (aquatic and terrestrial);
- protected areas (conservation sites);
- high intensity/potential and significant agricultural resources;
- services infrastructure (barrier effect);
- services infrastructure (capacity and reach);
- vacant/underutilised land in an urban area;
- higher order roads, access routes and transport infrastructure;
- cadastral boundaries of adjoining land units;
- availability of developable land in urban area;
- growth requirements over predetermined period;
- land use implications for new development;
- visual impact;
- cultural/heritage resource areas;
- ownership of land and existing land use rights;
- informal settlements;
- urban agriculture and small-scale farming;
- bio-regional spatial planning categories (core and buffer); and
- a density policy for residential development in rural towns.

**Table 1: Individual policy documents informing the Development Edges Policy**

OVERARCHING POLICY	DETAILED POLICY STATEMENTS AND DEVELOPMENT GUIDELINES	
	REPORT TITLE	DATE OF APPROVAL/ STATUS
City SDF	1. City Spatial Development Framework	To be submitted for section 4(6) approval (LUPO) by PGWC
District SDPs & EMFs	2. District spatial development plans and environmental management frameworks	To be submitted for section 4(10) approval (LUPO) by PGWC and in terms of NEMA
City Development Edges	1. Melkbosstrand Urban Edge Study	Council approved June 2001
	2. Peninsula Urban Edge Study	Council approved June 2001
	3. Northern Metro Urban Edge Study	Council approved June 2001
	4. Helderberg Urban Edge Study	Council approved June 2001
	5. Draft Urban Edge Plan: Atlantis, Mamre, Pella, Philadelphia and Klipheuwel	Endorsed by PEPCO 2008 – public comments to be elicited.
	6. Urban Edge Review Proposals	Endorsed by PEPCO 2008 – public comments to be elicited
	7. Veld Fire Related Planning Guidelines	Endorsed by MAYCO 2005
	8. Urban Edge Guidelines Manual	Endorsed by MAYCO 2005
	9. City Development Edges Policy	Endorsed by PEPCO in May 2009
	10. Coastal development guidance for Cape Town's coastline into the future	Draft August 2007 – work in progress
	11. Coastal Protection Zone	Endorsed by PEPCO March 2009 – public comments to be elicited

### 3. MANAGING THE DEVELOPMENT EDGES POLICY

#### 3.1 When/under which circumstances will amendment of the development edges be considered?

##### 3.1.1 Proactive review of the Urban and Coastal Edge lines based on future planning

A proactive review of the Urban or Coastal Edge lines is essentially City-led. This type of review would require an amendment to the SDF, which implies an amendment of a structure plan approved in terms of section 4(6) of LUPO. Proactive reviews of the Urban and Coastal Edges will be undertaken as part of the mandatory 10-year review of structure plans. They will be informed by the principles listed in Section 3.2 and the City's urban growth management strategies, development trends, availability of infrastructure and take-up of land within the Urban Edge. Proactive reviews of the Urban Edge line will also take place after Council's approval of an updated/new SDF, District SDF and/or local plan.

##### 3.1.2 Reactive review of the Urban Edge line requiring a structure plan amendment

The City is legally obliged to consider and follow legal or Council defined processes for all applications received that require an amendment to the Urban or Coastal Edge line. Reactive reviews of the Urban or Coastal Edge lines are therefore essentially developer-driven. This type of reactive review would occur under the following circumstances:

- When the City of Cape Town receives a development application that proposes, as part of its application, an amendment of the Urban and Coastal Edge lines.
- When the City of Cape Town receives a development application that proposes land use changes on land which are not consistent with the land use management guidelines of the edge for that area, and therefore by implication require an amendment of the edge line.

The assessment of the applications will be guided by the principles outlined in Section 3.2.

##### 3.1.3 Amending the Coastal Edge line

The Coastal Edge line should as a general principle not be amended as it protects a natural resource. However, the following conditions could warrant the amendment of the Coastal Edge line:

- \* Improved information from coastal risk assessment studies on the impacts of climate change could facilitate a further refinement of the Coastal Edge line or Coastal Protection Zone.
- \* In instances where a detailed Environmental Impact Study (EIS) proves that the Coastal Edge was incorrectly delineated an

amendment of the Coastal Edge could be considered.

- \* In coastal areas, nodal development rather than strip development should be supported in all new developments.
- \* When identified new nodal boundaries within the Coastal Edge are provisionally drawn and will be refined on the basis of detailed environmental and planning studies conducted for these node proposals.

## 3.2. What principles should guide all amendments to development edge lines?

The following principles should guide all amendments to the Development Edge lines and be used when assessing all development applications that request an amendment to the edge line:

- \* The City must review the Development Edge lines at least every 10 years and make adjustments informed by the City's future planning directives, development trends as well as the take up of land within the edge. The adjustments should not be on such a scale that they will undermine the purpose of the edge.
- \* If the City deems it necessary, it can make necessary adjustments to the line within the 10-year period. Such amendments must be supported by the City's forward planning imperatives.
- \* The Development Edge lines should not be compromised whilst development opportunities still exist within surrounding urban areas.
- \* Cumulative impact must be considered where a number of developments could over time contribute to bulk infrastructure upgrading being necessary.
- \* The long-term future must be taken into account in current decision-making.
- \* Precedent is not a determinant.
- \* Public process must be adhered to and the value of public participation recognised in all Development Edge line amendments.
- \* Decision-making must be consistent with achieving a more compact metropolitan urban form.
- \* The City's ability to provide and/or maintain additional bulk infrastructure, either within or beyond the edge should be taken into consideration when determining the delineation of the edge because upgrading of bulk infrastructure on the City's periphery to accommodate new developments should not be prioritised in the short to medium term.
- \* Access to public areas must be retained.
- \* Critical and significant elements of the Metropolitan Open Space System (MOSS) as well as high/medium potential agricultural land must be protected. As a general principle Development Edge lines delineated to protect these resources should not be amended.
- \* Amendments to the Urban Edge should take the generic criteria outlined in Section 2 into account when delimiting the line.
- \* Coastal processes must not be negatively affected.

- \* In coastal areas, nodal development rather than strip development should be supported in all new development areas identified in the SDF and District SDPs and EMFs.
- \* Visual amenity and valuable view lines should not be lost.
- \* Given the scale and nature of the demand for government subsidised housing and the potential shortage of land available for this type of housing, the City recognises that, in exceptional circumstances, a proactive amendment of the line may be required to accommodate the needs of this market. At least 50% of the land released should be for households that receive a housing subsidy in terms of the National Department of Housing's subsidy scheme, as well as housing serving the gap market .

## 3.3 Management/protection zones

The following section will consider the management of land uses within the management zones related to the Urban Edge and Coastal Edge separately.

### 3.3.1 Urban Edge

Applications for development rights outside the Urban Edge will essentially be evaluated in terms of the Urban Edge Guidelines Manual (2004), as well as the specific geographical Urban Edge Study applicable to the area, and will consider the proposed land use in terms of its compliance with existing land use rights and permissible land use rights for rural and agricultural zones as per current zoning schemes and the draft Cape Town Integrated Zoning Scheme.

#### Land use management outside Urban Edge

The following general guidelines give direction to the management of land uses outside the Urban Edge:

- Appropriate land uses as per identified management zones within geographical specific Urban Edge studies should be adhered to.
- Mitigate negative impacts of urban development on farmlands by establishing a buffer/transition zone of low intensity uses.
- Provide for active and passive recreation activities at suitable rural nodes.
- Entrench the right to farm along the Urban Edge and protect farming precincts from subdivision into unusable portions.
- Augmentation of bulk infrastructure capacity in rural periphery will not be prioritised.
- Afford rural and cultural landscapes the same protection as farming and conservation areas in terms of mitigating against negative impacts from urban development.
- Eradicate alien vegetation infestation and establish fire breaks. All land use applications outside the Urban Edge should take the principles provided by the Veld Fire Related Planning Guidelines into consideration.
- Establish land use buffers or low intensity transition zones along the edge to protect core conservation areas.
- Manage access to and through conservation areas.
- Integrate land use catchment management activities.

- Protect rural, agricultural and natural landscapes outside the Urban Edge from urban encroachment.
- Do not establish any more smallholding areas outside the Urban Edge.

**Note:**

Conventional urban development including golf estates, wine estates with a residential component, rural living estates, gated communities, regional shopping centres and office blocks generally contributes to low-density sprawl and work against the notion of creating a more compact, efficient urban form. This form of development will therefore not be allowed outside the Urban Edge.

- Ensure that settlement forms of urban expansion areas respond to the local landscape.
- Provide for low-intensity land uses along the Urban Edge to act as buffers in protecting farmland and conservation areas from the negative impact of urban development.
- Provide continuous urban open space systems along riverine corridors as ecological corridors linking catchments and the coast.
- Create positive Urban Edge interfaces by introducing building, fencing, landscaping and access regulations for properties along the edge.
- Maintain the character of smallholding areas.
- Establish public/private partnerships for land use monitoring and services provision.

**Land use management on the Urban Edge, i.e. urban transition zone**

Development applications within the Urban Edge should comply with the principles set out in the Urban Edge Guidelines Manual as well as the Veldfire Related Planning Guidelines Manual. The following general guidelines also give direction to the management of land uses on the Urban Edge:

- Promote urban densification and intensification of land use in line with the City's Densification Strategy.
- Link local open space systems with the rural environment.
- Focus access from urban areas to the rural hinterland on defined routes and cater for all transport modes – especially those on foot.
- Prioritise infrastructure provision for the development of vacant and underutilised land within existing urban areas, before catering for phased outward growth.

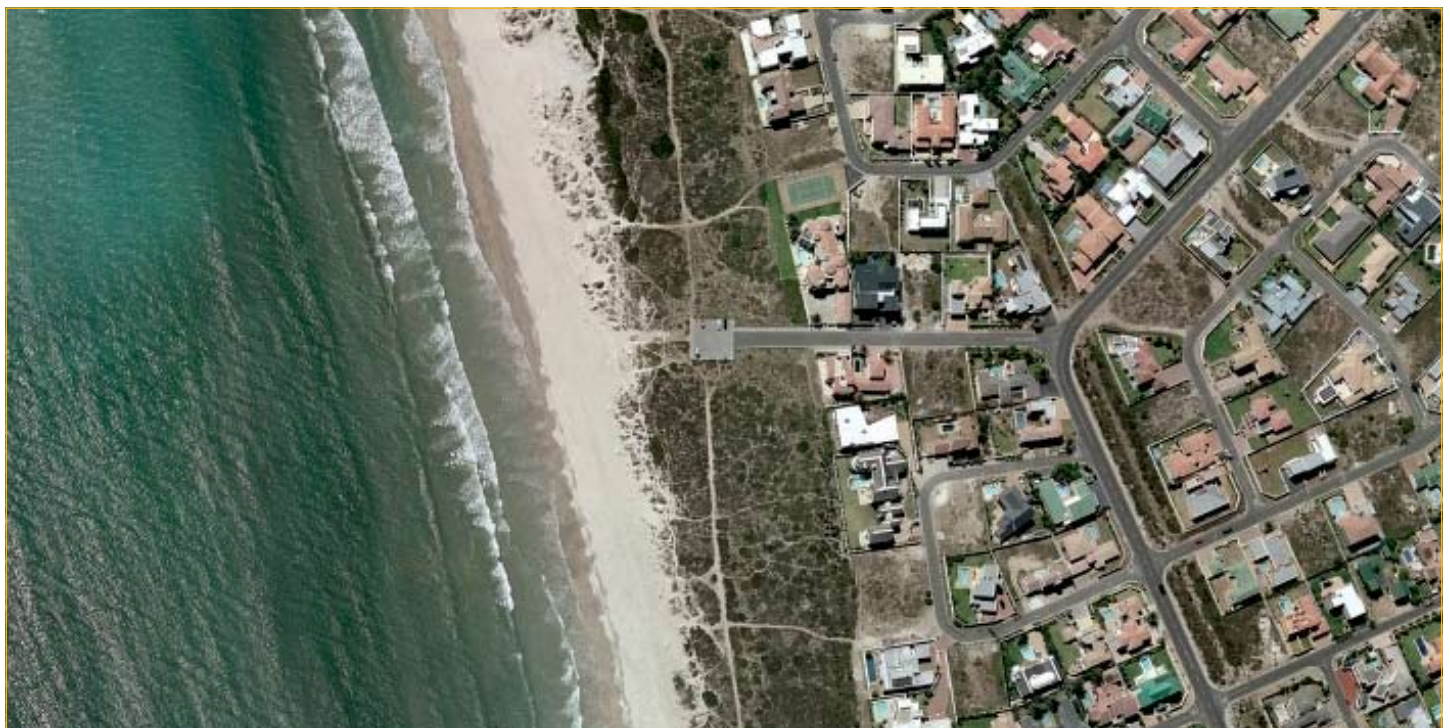
**3.3.2 Coastal Edge**

**Land use management on coastal side of Coastal Edge, i.e. coastal protection zone**

The general guidelines outlined in Table 2 give direction to the management of land uses within the coastal protection zone.

**Land use management on the urban side of the Coastal Edge**

Land use management decisions on the urban side of the coastal edge, including the coastal flood risk areas will be guided by the following considerations that are outlined in Table 3.



Sunset Beach Coastline

**Table 2: Land Use Management in the Coastal Protection Zone**

<b>AREA DEFINED BY DRAFT COASTAL DEVELOPMENT GUIDELINES</b> (Definitions in Annexure B)	<b>DEVELOPMENT GUIDELINES</b> (in accordance with the Integrated Coastal Management Act, 2009)
<b>Coastal Flood Risk Areas</b> (e.g. Fish Hoek)	<ul style="list-style-type: none"> <li>• Developers to be made aware of flood risk potential and use ameliorative design and development actions to mitigate against flooding and sea level rise conditions.</li> </ul>
<b>Coastal Conservancy Areas</b> (All areas between the delineated coastal Urban Edge line and the high water mark)	<ul style="list-style-type: none"> <li>• Should be considered and retained as non-development areas, except for accommodating appropriate low-impact recreational and tourism activities such as appropriately sited and designed pathways and benches.</li> </ul>
<b>Protected Areas</b>	<ul style="list-style-type: none"> <li>• Should be awarded formal conservation area/nature reserve status, and then managed accordingly.</li> </ul>
<b>Resorts (overnight)</b> (e.g. Blue Waters)	<ul style="list-style-type: none"> <li>• Could include caravanning, camping, chalets, temporary type low-impact accommodation facilities.</li> <li>• Could include day visitor facilities such as braai and picnic facilities.</li> <li>• Could include conference facilities, low-impact restaurants/tearooms, kiosks, limited retail facilities, environmental education and environmental information facilities, cultural heritage interpretation facilities and open-air theatres.</li> <li>• Could include recreational facilities such as tidal pools, swimming pools/waterworlds, trampolines, etc.</li> <li>• Could include resort offices/houses for caretakers and other supporting infrastructure, nature conservation offices.</li> <li>• City to retain full ownership of all portions of the resorts that fall on the seaside of the coastal line.</li> <li>• Private investments in the resorts to be within strict guidelines and facilitated by lease agreements/concessions with a limited timespan.</li> <li>• All development according to 'touch the ground lightly' principle.</li> </ul>
<b>Resorts (day facilities)</b> (e.g. Silwerstroomstrand)	<ul style="list-style-type: none"> <li>• Could include day visitor facilities such as braai and picnic facilities.</li> <li>• Could include facilities generally associated with these facilities, e.g. ablutions, kiosks, restaurants, limited retail facilities, municipal beach offices.</li> <li>• Could include conference facilities, low-impact restaurants/tearooms, kiosks, limited retail facilities, environmental education and environmental information facilities, cultural heritage interpretation facilities, open-air theatres.</li> <li>• Could include recreational facilities such as swimming pools/waterworlds, trampolines, putt-putt, etc.</li> <li>• Could include slipways and facilities supporting the management of these.</li> <li>• Could include club houses and facilities for water-based activities and sports, e.g. boat clubs, lifesaving clubs, NSRI, etc.</li> <li>• Could include fish markets and other low-impact formal and informal trading facilities.</li> <li>• Could include parking areas.</li> <li>• City to retain full ownership of all facilities and use of appropriate facilities to be regulated through lease agreements.</li> <li>• All development according to 'touch the ground lightly' principle.</li> </ul>
<b>Basic Amenity Areas</b> (e.g. Gordon's Bay)	<ul style="list-style-type: none"> <li>• Limited to appropriate parking, ablution facilities and signage.</li> <li>• City to retain full ownership of all property and facilities.</li> <li>• Areas could include power pylons, stormwater outlets, waste water substations and pipes and lifesaver buildings.</li> <li>• As far as possible this infrastructure, unless already in the non-urban coastal zone, should not be developed in this area unless absolutely necessary and no alternative locations are appropriate.</li> </ul>
<b>Service Infrastructure Areas</b> (e.g. Cape Town Harbour)	<ul style="list-style-type: none"> <li>• As far as possible infrastructure, unless already in the non-urban coastal zone, should not be developed in this area unless absolutely necessary and no alternative locations are appropriate.</li> </ul>
<b>Private Sector Development Areas</b> (e.g. Milnerton Golf Course)	<ul style="list-style-type: none"> <li>• Limited development tied primarily to existing developed footprint area, except where public amenities might be attached (recreation, education or ablution facilities).</li> <li>• Appropriate mitigation measures should be implemented, including EMPs (Environmental Management Plans).</li> </ul>

**Table 3: Land Use Management on the urban side of the Coastal Edge**

AREA DEFINED BY DRAFT COASTAL DEVELOPMENT GUIDANCE POLICY	DEVELOPMENT GUIDELINES
Coastal Flood Risk Areas (e.g. Dolphin Beach)	<ul style="list-style-type: none"> <li>Developers to be made aware of flood risk potential and use ameliorative design and development actions to mitigate against flooding and sea level rise conditions.</li> </ul>
Heritage Areas (e.g. Simon's Town)	<ul style="list-style-type: none"> <li>Front area to be preserved in terms of heritage, e.g. Kalk Bay and/or 'dorp atmosphere', e.g. Gordon's Bay, front part – at least one block from sea – should be preserved with higher density/high rises further inland in certain cases such as Melkbos.</li> <li>Maintain a sense of place/character.</li> </ul>
New Nodal Development Areas (e.g. Strandfontein)	<ul style="list-style-type: none"> <li>Careful consideration must given to environmental conditions, environmental resources, and environmental links when planning the development of these areas.</li> <li>These can become reasonably dense nodal development areas, including an appropriate mix of land uses and densities.</li> <li>Buildings should not be cut off from, but integrated into, the streets/movement ways.</li> <li>Amenity (beachfront) areas should be retained as public areas, and increased and improved wherever possible.</li> <li>Provision should be made to accommodate and integrate public transport and public transport interchanges into these areas.</li> <li>Strong consideration should be given to linking these new nodal developments with the existing urban areas landward of them.</li> <li>Strong consideration should be given to ensuring the liveability of these areas.</li> <li>It is recommended that the development of these nodes does not occur simultaneously, so that lessons can be learnt and applied in the other proposed new nodal development areas.</li> </ul>
Secondary Nodal Growth Areas (e.g. Hout Bay)	<ul style="list-style-type: none"> <li>Setbacks from the sea to provide for sufficient public space.</li> <li>Appropriate land use intensification should be supported.</li> <li>Amenity (beachfront) areas should be retained as public areas, and increased and improved wherever possible.</li> <li>Provision should be made to accommodate and integrate public transport and public transport interchanges into these areas.</li> </ul>
Primary Nodal Growth Areas (e.g. Table View)	<ul style="list-style-type: none"> <li>Appropriate land use intensification should be supported.</li> <li>Amenity (beachfront) areas should be retained as public areas, and increased and improved wherever possible.</li> <li>Provision should be made to accommodate and integrate public transport into these areas.</li> </ul>

## 4. FUTURE WORK REQUIRED

The following provides an indication of key future work that the City should be considering to assist in the implementation and management of the Development Edges:

**Table 4: Future work required**

FUTURE WORK	RESPONSIBLE DEPARTMENT
Approval in terms of the SDF in terms section 4(6) of the Land Use Planning Ordinance.	Spatial Planning and Urban Design
Completion of the investigation into the medium to long-term spatial growth options for Cape Town.	Strategy and Planning
An investigation into the development potential of large underutilised State and parastatal land holdings (e.g. Wingfield & Youngsfield) as they have considerable impact on the Urban Edge Policy. This should include pro-active engagement by the City with the Department of Public Works, and others if necessary, to ensure that they are developed or preserved where appropriate.	Spatial Planning and Urban Design
An investigation into the creation of a land banking fund by the City to facilitate the development of gap and subsidised housing.	Housing
Approval and implementation of the Densification Strategy.	Spatial Planning and Urban Design
Finalise Coastal Development Guidelines.	Environmental Management and Spatial Planning and Urban Design
Set up monitoring and evaluation criteria/indicators for the taking up of land.	Spatial Planning and Urban Design

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August 2009



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