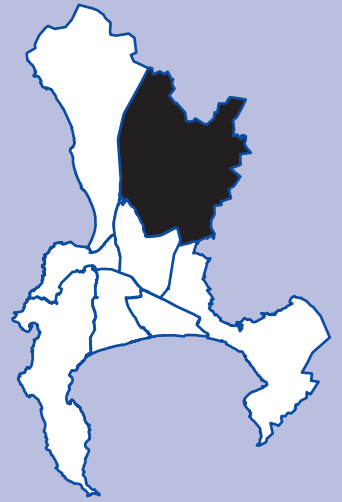


NORTHERN DISTRICT PLAN



SPATIAL DEVELOPMENT PLAN & ENVIRONMENTAL MANAGEMENT FRAMEWORK EXECUTIVE SUMMARY



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU



WHAT DO YOU THINK?

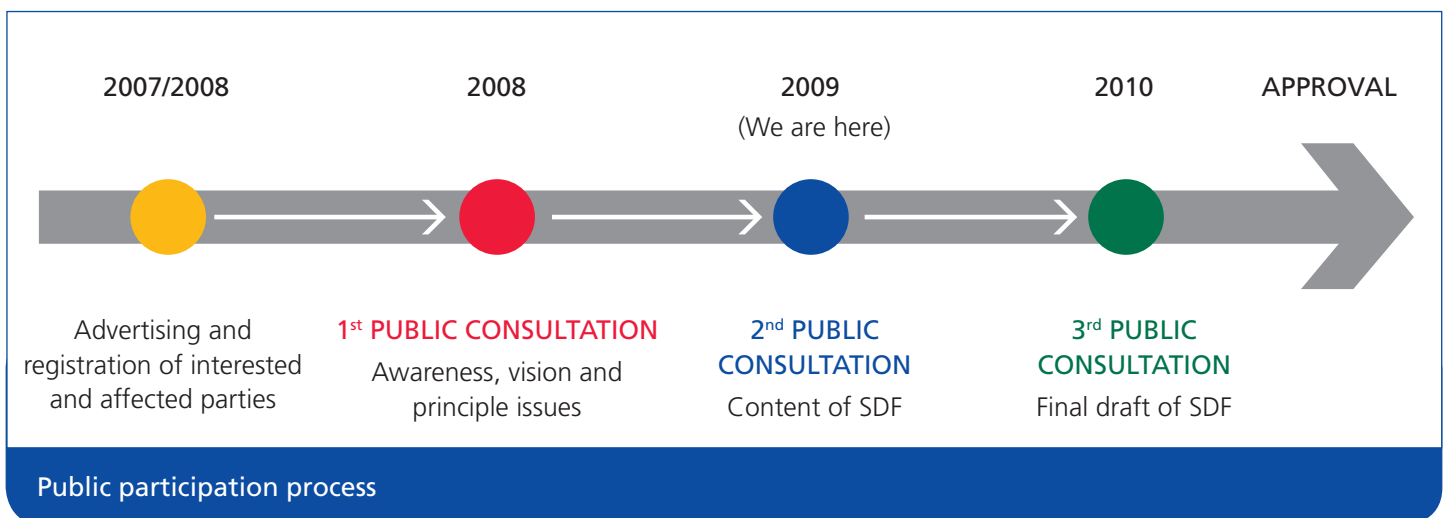
Tell us what you think about the ideas in the draft District Plans by writing to:

Spatial Planning and Urban Design Department
PO Box 4511, Cape Town, 8000
futurecapetown@capetown.gov.za

VISIT:

To keep up to date with City Space news go to:

www.capetown.gov.za/en/sdf

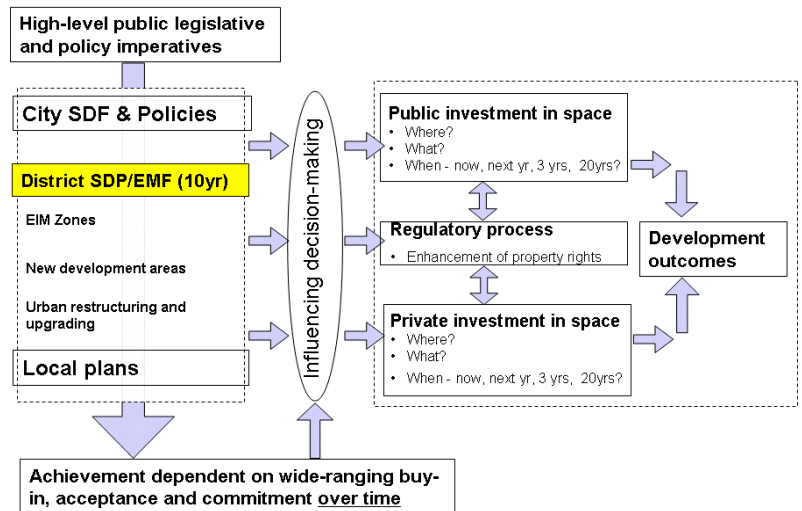


1. INTRODUCTION

WHAT IS THE DISTRICT SPATIAL DEVELOPMENT PLAN (SDP)?

A district Spatial Development Plan (SDP) is a framework of policies and plans that will guide the physical development of a district (in the same way that the City Spatial Development Framework will guide development of the City). The SDP, along with the City SDF and local plans will be used by the City to assess applications submitted by property developers to:

- Guiding significant changes in land use; and
- guiding public investment in infrastructure (such as roads, clinics and sports fields).



WHAT IS THE ENVIRONMENTAL MANAGEMENT FRAMEWORK?

An Environmental Management Framework (EMF) guides decision-making in terms of Environmental Impact Assessment (EIA) regulations. An EMF identifies:

- the environmental characteristics of an area;
- the environmental management priorities for a district;
- constraints and opportunities for development activities as influenced by the characteristics of the natural and socio-economic environments as well as development pressures or trends; and
- the kinds of activities that would be undesirable in a district or a part of a district.

The EMF forms a component of the SDP and therefore informs land use decision-making.

WHAT WILL THE SDP/EMF DO?

The SDP/EMF is a decision support tool consisting of a several plans and policies relating to:

- **Environmental Impact Management (EIM) zones** – where urban development should not be promoted or should be limited in order to avoid/mitigate environmental impact.
- **New development areas** – where direction is given to the location and form of new development.
- **Urban restructuring and upgrading** – where direction is given to major changes in land use in existing urban areas as well as to public investment in infrastructure, facilities and public space.

HOW DOES THE DISTRICT SDP RELATE TO OTHER SPATIAL PLANS FOR THE AREA?

District plans recognise the need to improve and make more rational the basis for planning decision-making. It is therefore aligned with higher-level plans such as the City and provincial SDF. Existing spatial plans have been assessed within this district and several interventions will occur, namely:

- **Superseded policy plans:** Several district-scale spatial planning frameworks are out of date and will be superseded by the district plan.
- **Retaining relevant plans:** A number of local area plans will continue to operate within the framework of the district plan. Where contradictions occur, the district plan will take precedence.

HOW DOES THE DISTRICT SDP RELATE TO THE ZONING SCHEME?

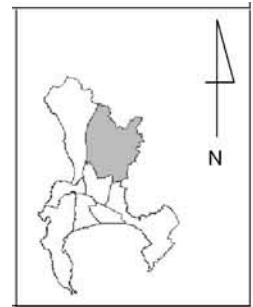
The district plan does not give or take away rights. This can only occur through a land use application process (e.g. rezoning) in terms of the appropriate legislation.

The district plan does, however, provide a guide to this decision-making process through its system of plans and policies. It may also identify areas for further detailed planning work which can provide a detailed level of guidance to land use processes.

2. THE CONTEXT

SNAPSHOT: NORTHERN DISTRICT (The Bellville, Durbanville, Brackenfell and Kraaifontein area)

Area: The district comprises of the areas of Bellville north of the N1, Durbanville, Kraaifontein, Brackenfell and also covers the hinterland to the north-west and north. The boundaries of the area are the Bottelary Road in the south, the R300 to the west, the N1, the ridge of the Tygerberg Hills and the N7 to the west. The northern boundary is formed by the jurisdictional boundary of the City Of Cape Town.



Nature: The area is characterised by a vast rural hinterland, which comprises an important agricultural area with high-potential agricultural soils and several wine estates. The fynbos biome within the district comprises the remaining patches of two of South Africa's rarest vegetation types, namely Sand Plain Fynbos and West Coast Renosterveld. However, these comprise only a small portion of the district mainly in the south and western region of the district, and in the upper and far reaches of the Diep River catchment. A large portion of the district supports almost no indigenous vegetation due to disturbance and extensive agriculture over a long period.

People: The district has a population of 218 544 people (2001), and an average population of 365 people per km².

Living: Informal dwellings account for 12,3% of all dwellings in the district, predominantly found in Fisantekraal, Klipheuwel, Goliath and Wallacedene. More than half of the households have between three and six people, indicative of a need for further housing provision, with the specific focus on the provision of smaller units.

Working: 56,13% of the total population of the district are employed, while 69,53% are economically active. This results in an employment rate of 13,39% of the total population of the district. The district has the second lowest unemployment rate of all the metropolitan districts.

Wellness: The district has one of the lowest crime rates in the City, the lowest incidence of business crime and the lowest incidence of drug-related crime.

WHAT ISSUES SHOULD THE SPATIAL PLAN CONSIDER?	WHERE DO THE OPPORTUNITIES LIE?
<ul style="list-style-type: none"> ○ A district that is partially dislocated from the remainder of the City in respect of public accessibility via public transport. 	<ul style="list-style-type: none"> ○ Encourage growth along the Fisantekraal railway line in order to force prioritisation of the line becoming a passenger line with stations. ○ Economic generators: stations.
<ul style="list-style-type: none"> ○ Settlement growth pressure and rapid development. 	<ul style="list-style-type: none"> ○ Encourage integrated development in the north-east sector of the district, which should include job creation opportunities and public amenities.
<ul style="list-style-type: none"> ○ Increased pressure on agricultural and environmental resources. 	<ul style="list-style-type: none"> ○ Seek to provide adequate information on location of high-potential agricultural land and sensitive environmental resources, as well as clear development guidelines for these areas.
<ul style="list-style-type: none"> ○ Poor environmental quality and impact on social fabric. 	<ul style="list-style-type: none"> ○ Encourage development of social infrastructure where required, as well as clear guidelines for future developments.
<ul style="list-style-type: none"> ○ Detrimental effect of mining of construction materials. 	<ul style="list-style-type: none"> ○ Provide requirements for future developments, such as a needs analysis, and full EIAs, including a visual impact analysis.
<ul style="list-style-type: none"> ○ Ongoing pressure for development outside the urban edge. 	<ul style="list-style-type: none"> ○ Identify opportunities inside the edge and clear direction for future growth.

3. THE VISION

The draft spatial vision for the district is:

“A district of young and old, where work opportunity and public transport anchor its youthful growth axis and its rural back garden of small towns and rich vineyard and wheatland landscapes entrench its old world charm for locals and visitors alike.”

The residents of the district have contributed to the spatial vision by articulating their views on the future development of the area:

- *Drastic improvements to public transport are needed in the district.*
- *Residential and commercial areas should be integrated ... (all future residential areas must include business spaces)*
- *Wine farms and any agricultural land must not to be considered for housing development ... Need to encourage the development of more Constantia-type belts and farm areas.*

These will be built on through further engagement.

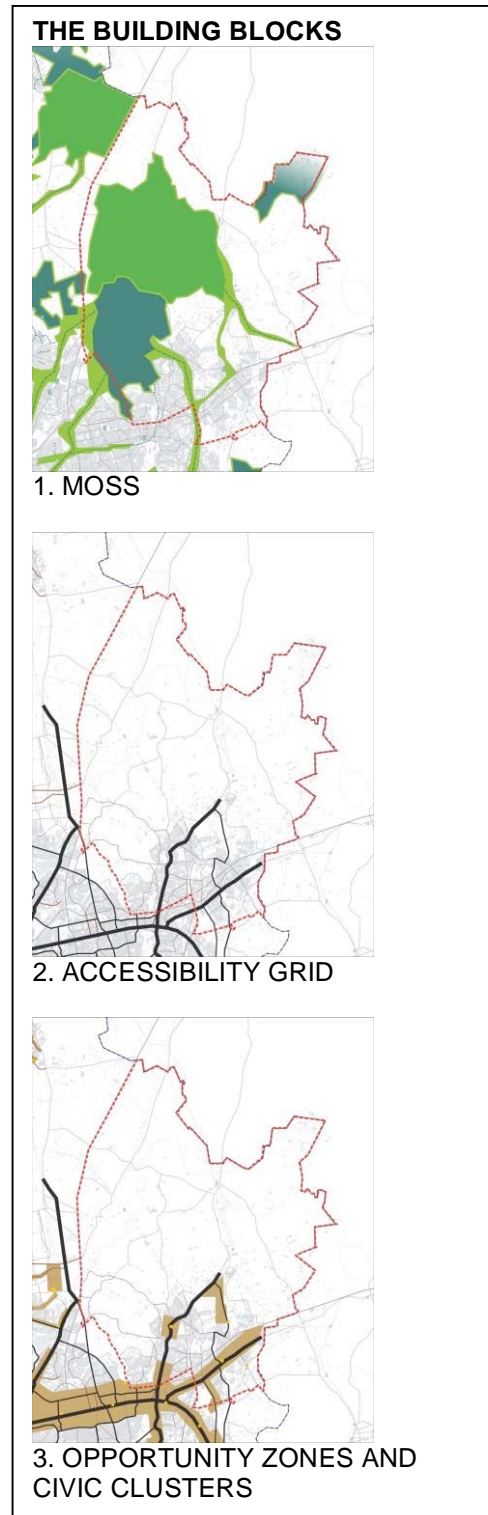
WHAT SPATIAL STRATEGIES WILL ACHIEVE THE VISION?

There are five strategic directions around which several spatial building blocks (structuring elements) have been developed. These blocks provide shape and give order to areas of the City and the District.

The first building block is the *METROPOLITAN OPEN SPACE SYSTEM (MOSS)* aimed at retaining and enhancing key nature areas (such as the Tygerberg Hills, Kuils River, Elsiekraal River and Mosselbank River systems) as well as providing for an accessible system of open space and parks in the district.

The second building block is an *ACCESSIBILITY GRID* consisting of a primary and secondary grid, forming the basis for City-wide and inter-district public transport routes and a tertiary grid forming the basis for local public transport routes. The primary grid with the district includes two north-south axes (Durban Road and the Okavango Bypass/Brackenfell Boulevard), with the Old Paarl Road as a connector in a south-east direction and the N1, N7 and R300 as freeways. The secondary grid includes Wellington Road, Darwin Road, Brighton Road/Van Riebeeck Road. The focus is on completion of the grid to improve access, ensuring it supports a diversity of forms of movement (the priority being walking and public transport) and reinforcing the grid and public transport through intense land uses, particularly around points of connection within the system.

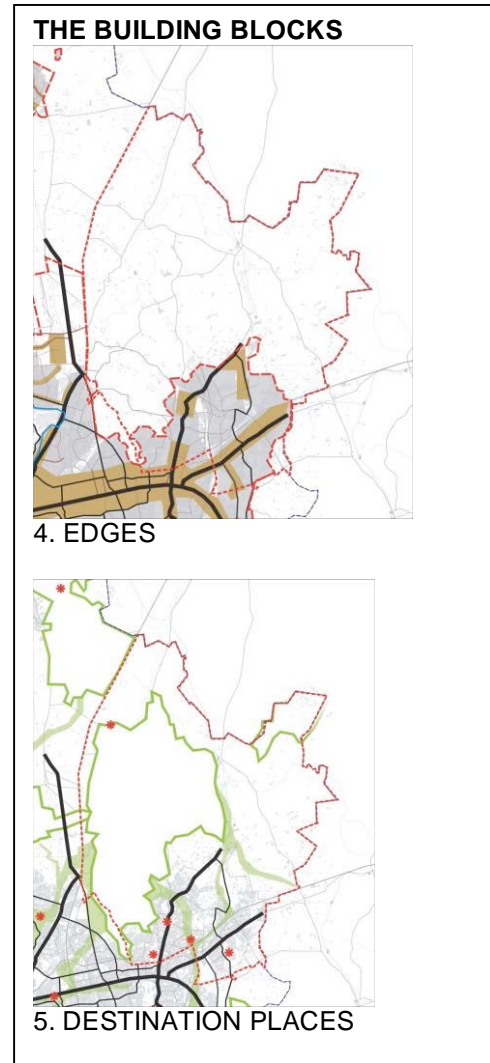
The third building block is a system of *OPPORTUNITY ZONES* (including intense economic activities) and *CIVIC CLUSTERS* (including quality public space and social facilities). These are located on the *ACCESSIBILITY GRID*, meaning that opportunities are closer to public transport and people. Higher order *OPPORTUNITY ZONES* relate to the more exposed, central and connected locations on the primary/secondary accessibility grid such as the Tyger Valley



area (along Durban Road/Carl Cronjé Drive) to be strengthened through opportunities with redeveloping the Velodrome area, the University of Stellenbosch Business School site), as well as the Brighton Road/Van Riebeeck Road area. This redevelopment will strengthen the Kraaifontein node.

The forth building block is a system of *EDGES* that avoid development in unsuitable areas and manage the growth of the area. The most significant edge in this area is the urban edge which directs growth away from significant resources. The district accommodates one of the major growth paths of the City, namely the Darwin Road Corridor area to the north-east of Kraaifontein.

The fifth building block is a system of *DESTINATION PLACES*, which will provide improved and new high-quality public places for residents and visitors to the area to enjoy. Destination places in the district include areas such as Tygerberg Hills, the Durbanville Nature Area, the Bracken Nature Reserve, and also include settlements such as Philadelphia as a historic enclave. Such destination places also focus on areas of destination, where the Tyger Valley Road area can serve as an example.



4. THE PLAN

WHICH ENVIRONMENTAL ATTRIBUTES SHOULD BE TAKEN INTO ACCOUNT IN PLANNING AND DECISION-MAKING?

Five **Environmental Impact Management (EIM)** zone plans provide the basis for responding to this question. The EIM zones are based on the environmental attributes of the district. Attached to these zones is an indication of suitable types of activities (ranging from undesirable activities, to those that may not have a significant impact) as well as guidelines for management of these activities.

EIM ZONE 1: HYDROLOGICAL ZONE

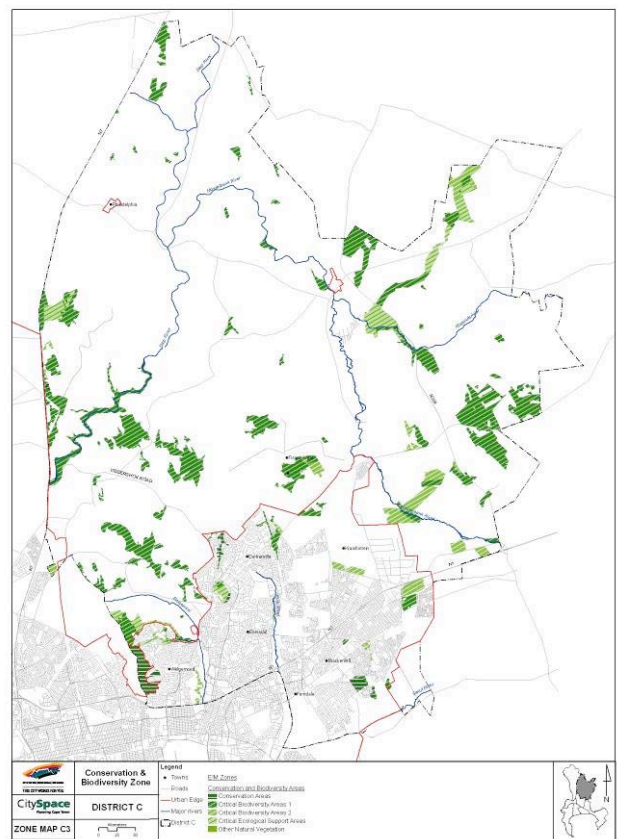
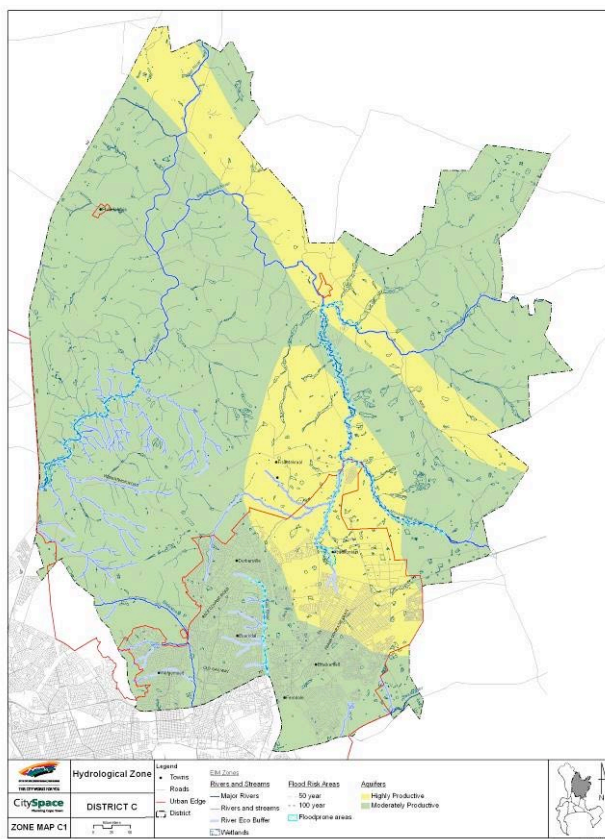
This zone includes areas within the flood risk (1:50 year), flood fringe (1:100 year) (Kuijs River, Diep River and Mosselbank river systems), flood prone areas (wetlands) and productive aquifers.

Activities considered undesirable in this zone vary in terms of their location in relation to the flood lines. In general, urban development under the 1:50 year flood line is undesirable while low-impact recreation and conservation activities may not have a significant negative impact on these environments.

EIM ZONE 2: CONSERVATION, BIODIVERSITY PRIORITY ZONE

This zone includes conservation priority areas (including nature reserves, core flora sites such as Klipheuwel, Perdekop and Kanonkop), as well as other areas of significant biodiversity value.

Low-impact activities such as passive recreation and conservation reflect activities that are generally suitable in this zone as they are unlikely to have a significant impact on these environments if subject to suitable management guidelines. Certain activities (such as tourism accommodation) may be suitable in some of these areas provided certain mitigation measures are in place. However, activities that significantly transform these environments or may result in pollution are generally undesirable in this zone.



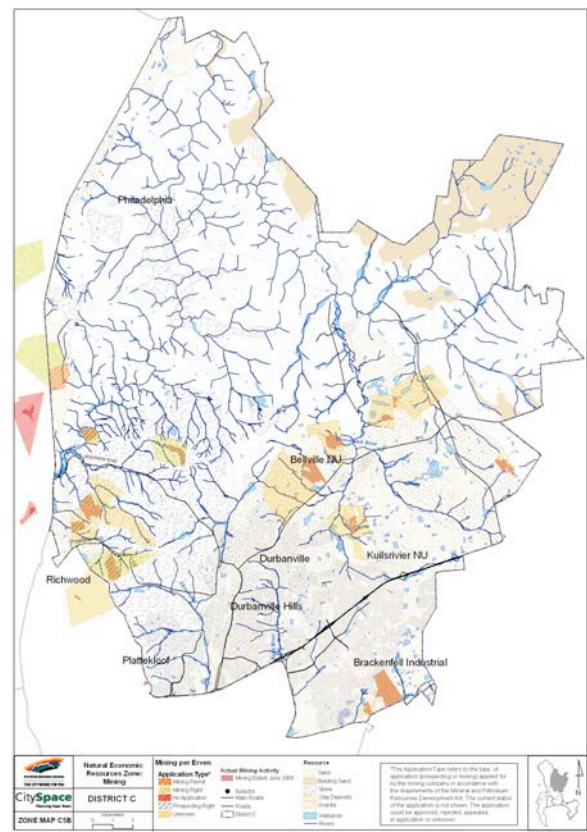
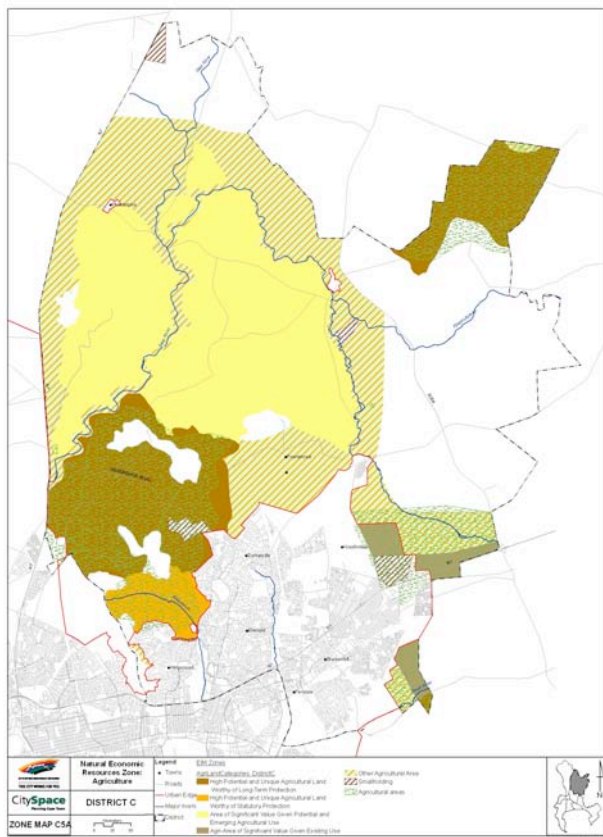
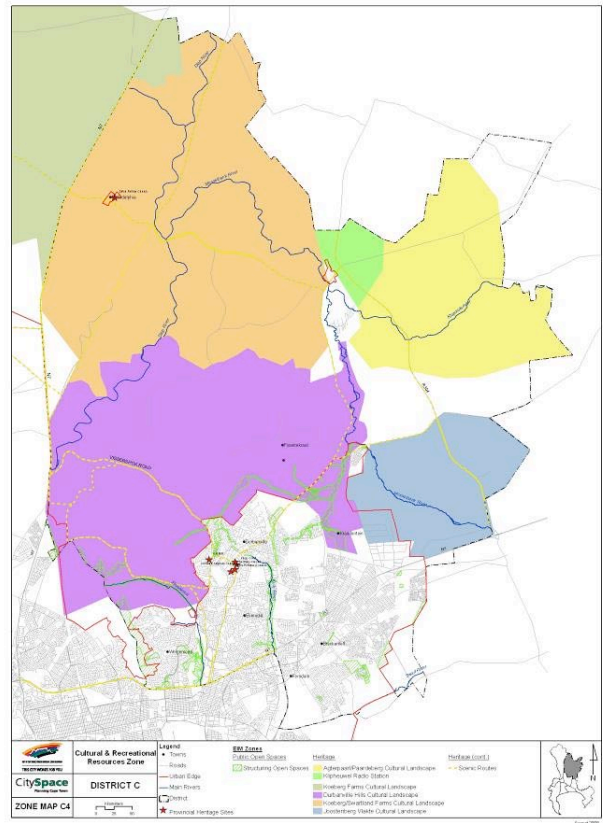
EIM ZONE 3: CULTURAL AND RECREATIONAL RESOURCES ZONE

This zone includes areas with social or cultural significance such as cemeteries, scenic drives (e.g. Vissershok Road), heritage environments (Philadelphia), cultural landscapes (e.g. Durbanville Hills and Paardeberg farms), as well as parks and recreation areas.

Activities suitable in these areas generally require sensitivity towards maintaining or enhancing the specific social, cultural or heritage resources. A priority is to encourage activities that enhance the safety of public spaces such as parks and sports fields by making sure new development fronts onto and define these spaces.

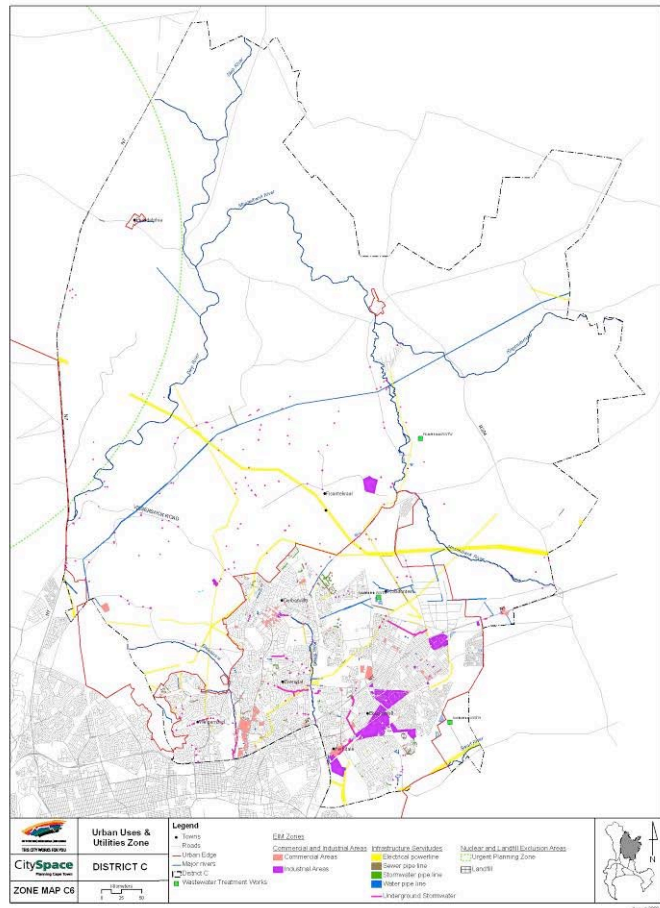
EIM ZONE 4: NATURAL ECONOMIC RESOURCES ZONE

This zone includes agricultural and mineral extraction areas within the district. The hinterland of the district is well known for significant agricultural areas, as well as mining quarries. Activities which may not have a significant impact on the agricultural areas include, inter alia, uses such as horticulture, hiking trails and paths, agritourism, conservation activities and riding stables.



EIM ZONE 5: URBAN USES AND UTILITIES ZONE

This zone identifies a number of areas within the urban fabric including commercial, industrial and certain utilities areas (e.g. the area impacted by the nuclear power plant and landfill sites). The range of uses identified as not having a significant impact in these zones hold the potential to inform future exclusions to the set of listed activities. At the same time, uses that are generally unsuitable in these zones are identified.



4. THE PLAN

WHICH AREAS SHOULD BE DEVELOPED AND WHAT FORM SHOULD THIS TAKE?

The New Development Areas Plan provides the basis for responding to this question. It identifies significant areas for new urban development on undeveloped land and proposes a form which supports the vision and is informed by the spatial building blocks for the area.

The district accommodates one of the growth axes in the City, namely the Kraaifontein North-East Development Corridor. Another area which provides major opportunity for new development is the Stellenbosch Business School site.

Darwin Road Development Area, Kraaifontein and Fisantekraal

The **Darwin Road Development Area (1)** reflects significant opportunity for new urban development within a zone of economic opportunity. New service industrial activity is proposed on the undeveloped land to the south-east of Fisantekraal, between the Klipheuwel Road and the overhead Eskom power line servitude. Part of the land has already been developed for industrial purposes, but more employment opportunities should be created for the expected residential growth of Fisantekraal and the Darwin Road corridor area. Mixed-use development should be promoted directly alongside Darwin Road as an activity corridor. The vacant properties to the north of the already built form along the proposed Darwin Road extension is proposed for higher-density residential development, which could take the form of walk-up units, flats and row houses, but could also accommodate single residential development, but on smaller erven. Intensified utilisation of space should be promoted along the activity corridor and also at the proposed station precincts. Accessibility for non-motorised transport to and from the stations as well as to activity route should be optimised.

Land to north of Joostenberg smallholdings

The **land units to the north of the Joostenberg smallholdings (2)**, should be retained for agricultural purposes until such time as the land to the west of the rail line has been developed. Medium-density housing can then considered on the subject properties

Joostenberg smallholdings (3)

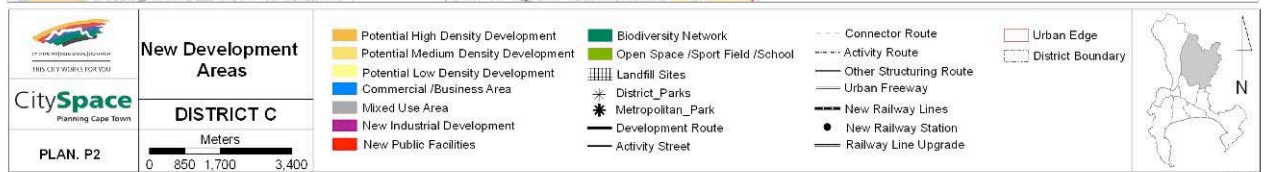
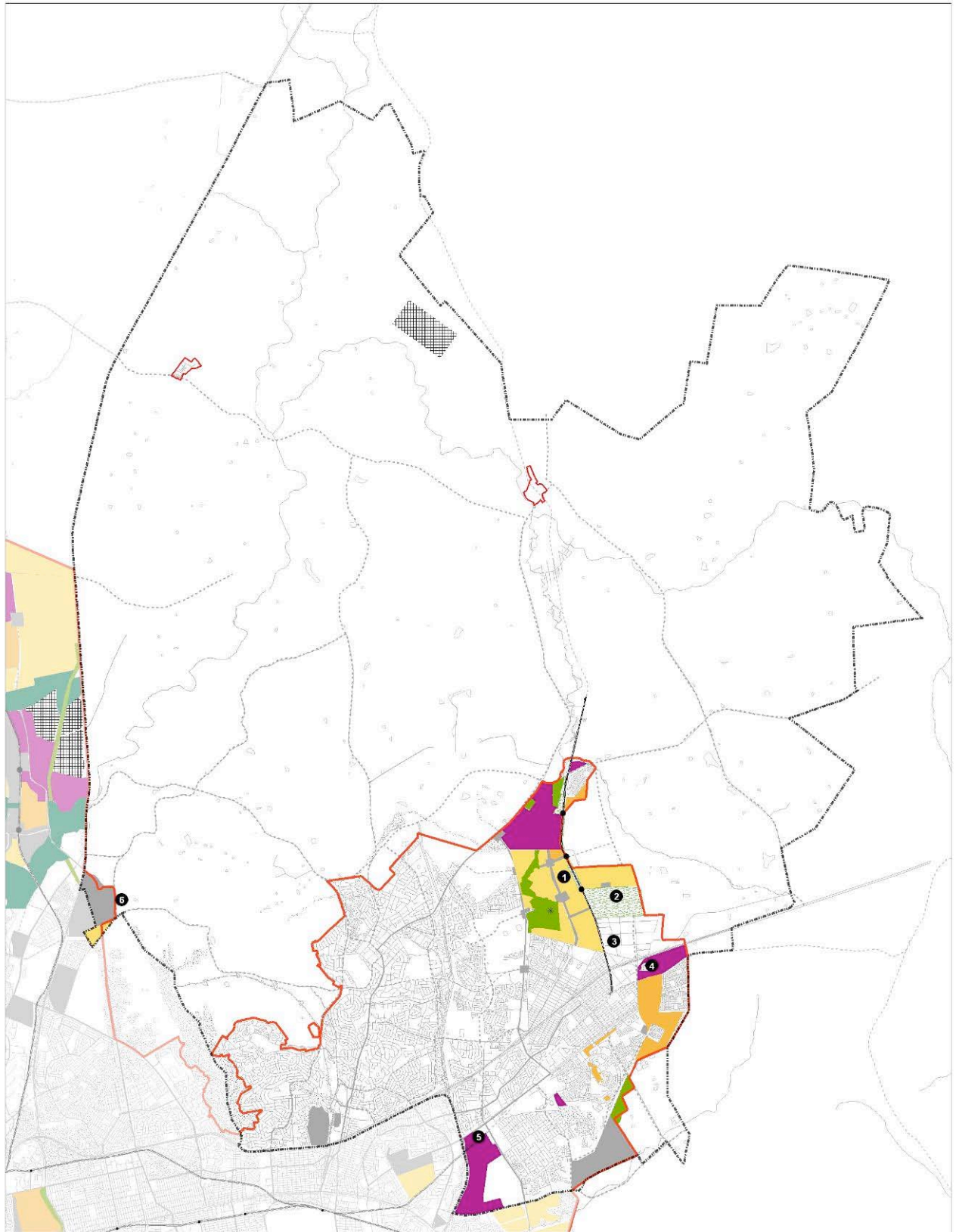
It is reasoned that the smallholdings still fulfil a need for rural living. Although the long-term future is proposed to be of a service industrial nature, it is proposed that for the medium term (10 years), the nature of the smallholdings be protected.

Bloekombos and Wallacedene Area (4)

It is proposed that the land bordered by Maroela Street to the east, the N1 to the north and the rail line to the south be reserved for service industry. The properties to the west of Maroela Street are already being utilised for service industrial purposes, and the proposed extension thereof is regarded as a loci in order to provide for employment opportunities for the surrounding lower income groups. A solid waste compaction station has already been approved on the proposed extension area, which is also regarded as of a service industrial nature.

The area to the south of the rail line is designated for high-density housing development. Large areas of Wallacedene have already been developed, or are in the process of being developed. Care should be taken that adequate public facility development takes place as part of the housing development.

The land to the south-west of the Scottsdene Waste Water Treatment Works is proposed for mixed-use development, which could not only accommodate high-density residential development, but also some commercial activity.



Morgan Grounds Industrial Development (5)

The remainder of the undeveloped industrial land to the east of the R300 is proposed to be developed for service industrial purposes.

Welbeloond Farm (Richwood area/Contermanskloof) (6)

The area to the west and south of the existing Atlas Industrial Park, being located just east of the Contermanskloof Road is proposed to be designated for mixed-use development, which could service industrial, commercial as well as some high-density residential development. It is recommended that the area be included in the urban edge.

4. THE PLAN

WHAT NEEDS TO CHANGE IN EXISTING AREAS TO MAKE THEM WORK BETTER?

The Urban Restructuring and Major Upgrading Plan responds to this question. The plan promotes significant changes in land use in particular areas of the district as well as identifies areas where major upgrading and investment is required to contribute to the area working better.

Open space system

Both the development/redevelopment of the Stellenbosch Business School site and the Velodrome/Bellville Stadium site (1) will create the opportunity to link the open space system of the Elsieskraal River with the system to the south of the N1, namely Jack Muller Park. Public access to the open space system should be put forward as a condition of development. Care should also be taken that no further filling of the 1:50 year flood plain along the Kuils River system is allowed. Many opportunities are still available along the major open space systems in the district, such as the Elsieskraal River, Kuils River and the Mosselbank/Diep River for both active and passive recreation space development.

The proposed Darwin Road Development Area (2) further poses the opportunity for open space system development along the Mosselbank tributaries. It is crucial that no development backs onto the open space system, but should rather be integrated with the open space system. Public access along the system should be guaranteed.

Transport infrastructure

One of the major problems in the district is the congestion being experienced in the Durbanville CBD(3). It is argued that the completion of the Okavango Bypass Road, Brackenfell Boulevard (both to link with Klipheuwel Road), as well as the linkage of De Villiers Road (east-west connector) between Durban Road and Langeberg Road/ Brighton Road, will alleviate the congestion on Wellington Road through the Durbanville CBD. It is also believed that the completion of the Boland/Lubbe/Fairtrees Avenue link will fulfil the function of a north-south mobility route in the eastern sector of the district, and will increasingly serve as a bypass for regional traffic until such time as the northern extension of the R300 is completed.

All stations along the Kraaifontein line (4) are regarded as harsh and not user-friendly environments, and it is proposed that forecourts be developed for these entry points by introducing functional landscaping elements. This may include defining of parking/pedestrian areas and defining movement corridors etc.

The taxi ranks in the area also need attention as most are not defined spaces. In this instance the Wallacedene taxi rank can be singled out where effort should be made to define the boundaries. It also needs surface treatment and public facilities should be introduced to enhance the operation of the rank. The Durbanville rank also requires attention to integrate it with its surrounding environment.

The Intersite bus rank at Parc du Cap (Mispel Street) (5) is regarded as an operation that requires a defined area for its operation. It is recommended that the land parcel owned by the South African National Roads Agency (SANRA) located between Willie van Schoor Avenue and Durban Road be investigated to be utilised for the interchange.

With regard to non-motorised transport, it is argued that safe movement spaces be created along activity routes such as Darwin Road and the Old Paarl Road, as well as along the extended Maroela Road to link with Kruis Road in Brackenfell.

Intensification and major land use change

The major areas in Bellville which are recommended for a major land use change are the Stellenbosch Business School site and the Bellville Velodrome site (tenders refined, 2008/9) (6). An approved contextual framework exists for the Business School site. However, the creation of a public open space link with the Elsieskraal open space system should be built in as a condition of development.

In the Kraaifontein/Brackenfell areas, both the Brighton Road and Old Oak Road areas (Eikendal/Belmont Park vicinity) (7) provides opportunity for intensification. Effort is required to increase development opportunities along these activity routes in order to create energy and vibrancy in these areas. Provision for safe pedestrian movement as well as spaces for informal trading should be a priority, especially along the Old Paarl Road.

Public facilities and public space

Both the Business School site, the redevelopment of the Velodrome, as well as the proposed partial relocation of the PP Smit sports grounds (8) to the Business School site provide the opportunity for the provision of public spaces, and therefore the restructuring of the built environment in general. The proposed relocation of portion of the PP Smit sports grounds to the northern section of the Business School site provides an ideal opportunity for the provision of both active and passive recreation space, which may also include a district park.

The open space between New and Plein Streets in Durbanville (Outspan, located adjacent to the taxi/bus rank) (9) provides an opportunity for upgrading and developing as a district park, which can also accommodate facilities for utilisation by the public transport users such as seating facilities and kick-about areas for children.

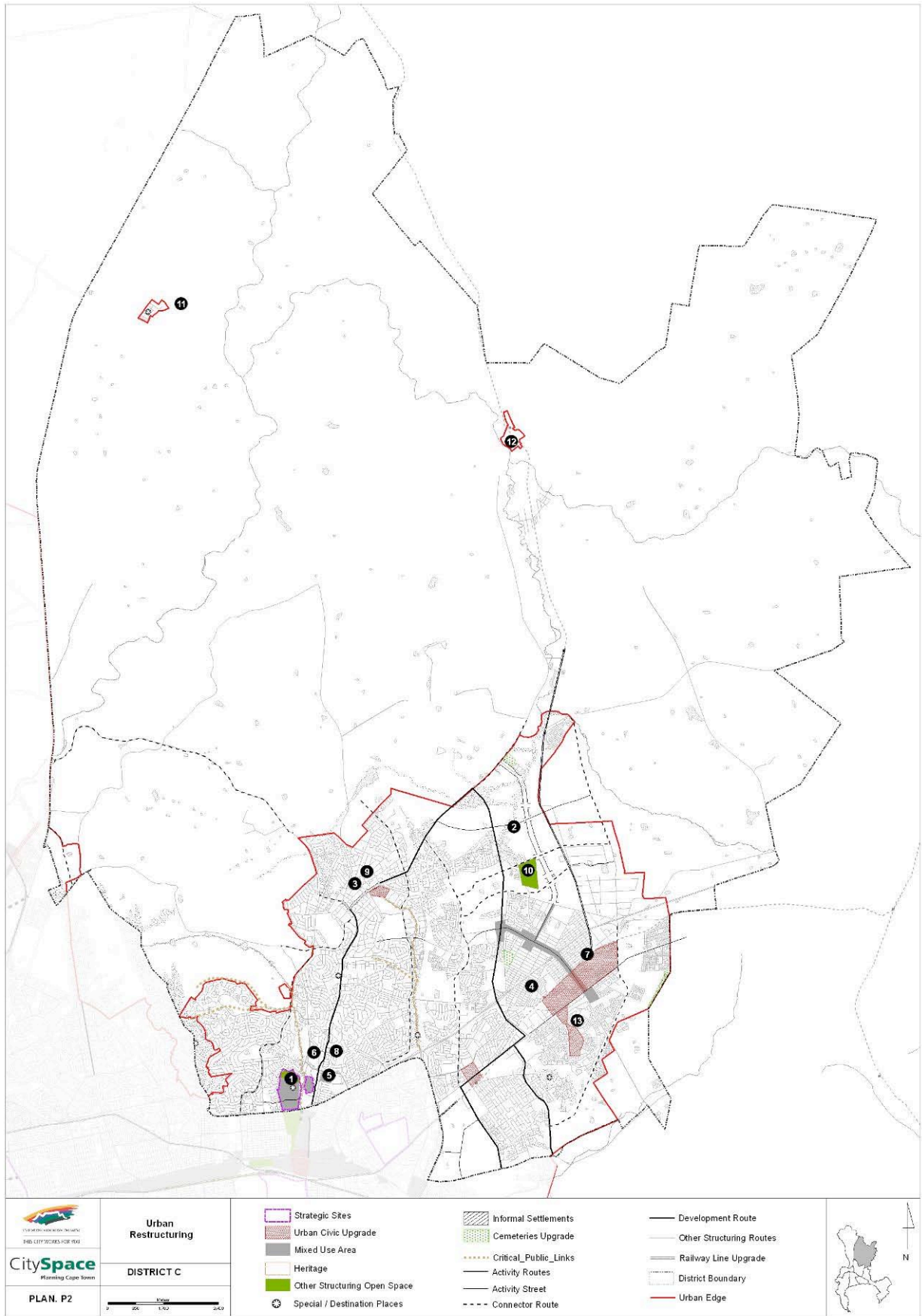
The Kraaifontein Sports Complex (located east of the Kraaifontein Waste Water Treatment Works) (10) should be further developed to include the land to the north, should the existing shooting range be closed down. It is argued that with the implementation of the Darwin Road Corridor development, about 20 000 or more housing units will be added. This will require the provision of public facilities such as sports fields, and also passive recreation space.

Where public facilities are to be provided, especially in new developments, it is recommended that they should either be clustered in close proximity to public transport facilities, or be provided along activity corridors where they will be highly accessible for pedestrians.

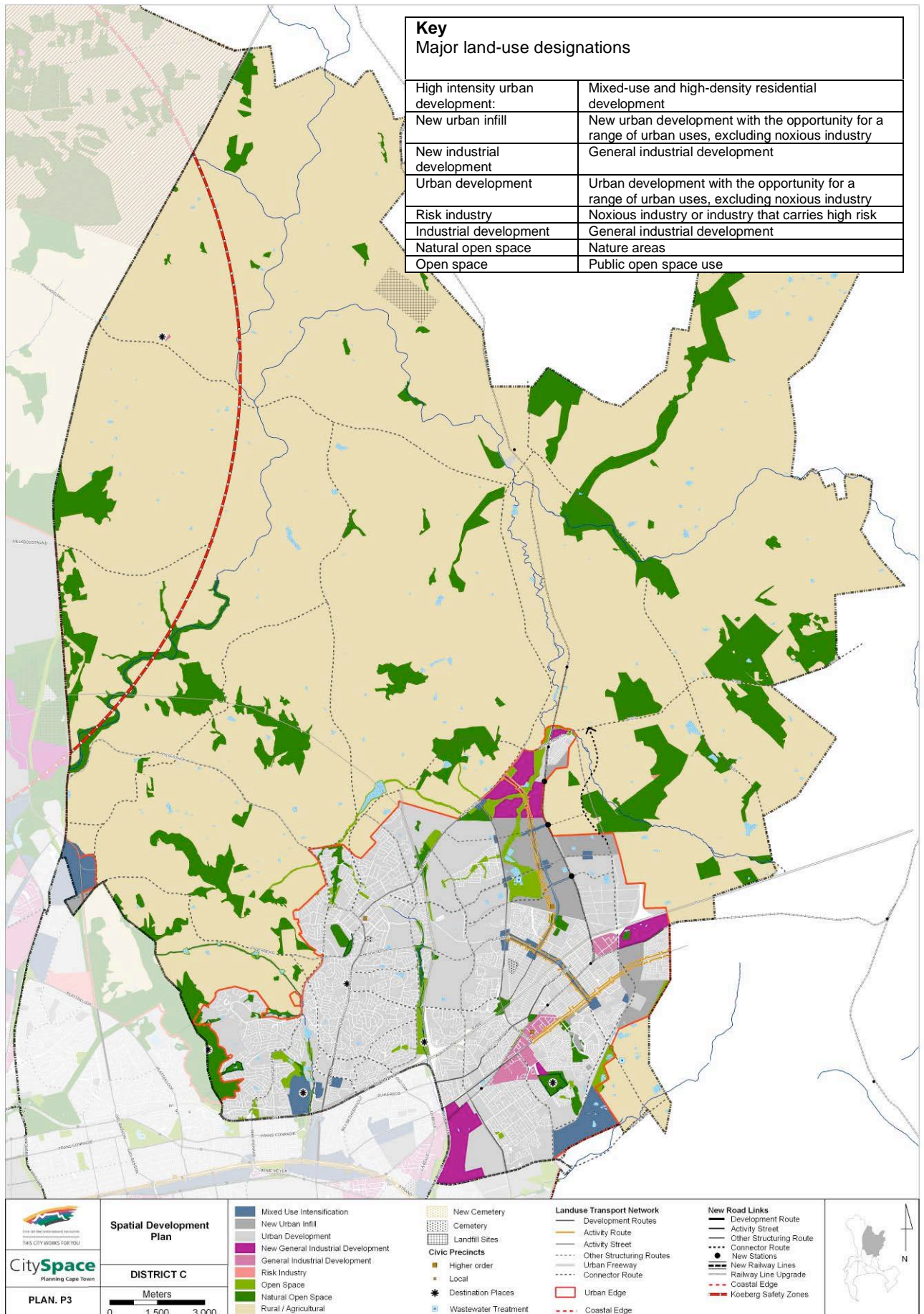
Public housing

The Philadelphia informal settlement (11) is identified as an area that needs upgrade and formalisation in particular. With regard to the Klipheuwel informal settlement (Cape Farm Vryheid) (12), it is proposed that it be relocated to the Fisantekraal area. In general, an ongoing effort should be made by all relevant parties to increase the quality of the less formal housing environments such as Wallacedene and Bloekombos in the Kraaifontein area through the development of the major open spaces, appropriate landscaping along major access ways and around community facilities.

The Scottsdene area (13) has also been identified for an upgrade of the residential environment in general, in particular to address the housing shortage in the area (backyard dwellings). Adequate space is available in the area for infill high-density housing development. Different forms of public housing, which may also include private housing development, should be developed on the vacant portions of underutilised land in the area.



4. THE PLAN: THE FULL PICTURE



5. IMPLEMENTING THE PLAN

WHERE ARE THE PRIORITIES AND WHAT IS THE PLAN OF ACTION?

Several priority local planning and investment areas will be identified in order to implement the plan. Input from public engagement is an essential part of this process. These inputs will be balanced with the need to be strategic in focussing on projects with maximum impact and highest alignment with the spatial strategies of the City SDF and district SDP and programmed with due regard for resources available to undertake projects.

Based on the technical review and inputs to date, several planning and investment focus areas have been identified including:

- preliminary local planning areas where further planning is required to guide local land use change or define capital investment interventions; and
- capital investment action areas both in the short, medium and longer term.

These are included in Annexure A and will be amended, prioritised and programmed with inputs from the engagement process on the draft SDP.

It should be noted that capital investment will occur across the district on a range of public facilities, infrastructure and services (roads, bulk services, etc). The focus on action areas is therefore not comprehensive, but strategic, focussing on areas where multi-sectoral intervention is needed to ensure high-impact restructuring and upgrading within the district.

HOW WILL THE PLAN GUIDE DECISION-MAKING REGARDING DEVELOPMENT APPLICATIONS?

While the SDP/EMF will guide areas for future planning and capital investment, it also forms part of a package of policies that will guide land use and environmental decision-making. As part of the implementation of the plan, decision support tools are proposed to simplify access to information for decision makers in the public and private sector.

Annexure A: Preliminary local area planning projects matrix

Local action area project	Green	Accessibility grid	Opportunity zones	Civic precincts	Destination places	Lead actions	Responsibility	Timeframe	Priority planning area			Capital investment focus			
									High	Medium	Low	Short term	Medium term	Long term	
<ul style="list-style-type: none"> Investigate rural hinterland for protection of heritage environments Precinct Plan for the north-east Kraaifontein Growth Corridor Detail planning for infill housing, especially in Scottsdale and Morningstar areas Urban Design Precinct Plan for Malborough/ Darwin Roads, between Cape Gate and Brighton Road 															

Note: This table will be completed and updated following stakeholder engagement